32

LLOYD'S REGISTER OF SHIPPING
No 71, Fenchurch Street E.C.3.
LONDON

1940-41

VOL. I.

STEAMERS &
MOTORSHIPS

Lloyd's Register of Shipping.

In the current Register, the numeration starts at 50001 (A in Sail); continues at 54301 (A in Steamers and Motorships under 300 tons, Trawlers, &c.); and finishes at 86699 (Z in Steamers and Motorships of 300 tons and over).

Vessels entered in the Supplementary portion will be similarly numbered as part of the same series, A in the Supplement—Sail—starting with 53001; A in the Supplement—Steamers and Motorships under 300 tons, Trawlers, &c. —starting with 66501; and A in the Supplement—Steamers and Motorships of 300 tons and over—starting with 87001.

MALCOLM K. SCOTT,
Secretary.

July, 1940.

THE ISSUE OF THE APPENDIX TO THE REGISTER BOOK HAS BEEN SUSPENDED OWING TO THE WAR.

LLOYD'S REGISTER OF SHIPPING.

REGISTER BOOKS AND PUBLICATIONS ISSUED BY THE COMMITTEE OF LLOYD'S REGISTER.

LLOYD'S REGISTER OF SHIPPING, issued annually in July. This Book contains the Names, Classes, and detailed information concerning the Vessels classed by Lloyd's Register and the late Underwriters' Registry for Iron Vessels; particulars, as far as possible, of All Sea-going Vessels in the World, and of all iron and steel vessels trading on the North American Lakes, of 100 tons and upwards; together with particulars of vessels fitted with Refrigerating Appliances, lists of Classed Frozen Meat Stores and Refrigerated Railway Cars, and a list of Owners of Ships recorded in the Register Book.

* In the Appendix will be found lists of Subscribers arranged according to place of residence and alphabetically (in the former list descriptions of Subscribers' businesses are entered), details of Dry and Wet Docks, Floating Docks, Pontoons, Patent Slipways, Tidal Harbours, Quays, &c., in all parts of the World; a list of Telegraphic Addresses of all firms, &c., connected with Shipping (with the Telegraphic Codes severally employed), so far as ascertained; a list of Steamers and Motorships of 10,000 tons and upwards arranged according to nationality and gross tonnage; detailed Statistics respecting Merchant Shipping; lists of Shipbuilders, with names of Vessels built by each; list of Fast Merchant Steamers and Motorships; Index to Changes of Names of Vessels; Index to Vessels whose Names are composed of two or more words; lists of Vessels of 500 tons deadweight capacity and above; and of Vessels carrying Petroleum in bulk.

A list is also printed in the Appendix of the Members of the Committee of Lloyd's, and of the Agents to Lloyd's.

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* **LLOYD'S REGISTER OF YACHTS,** issued annually in May. This book contains, in addition to the Names, Classes, and detailed information relating to Yachts classed by the Society, the Names, Dimensions, &c., of other British and Foreign Yachts, the particulars of which are known; also, in an Appendix, a list of various Yacht Clubs, with Illustrations of their respective Flags; an illustrated list of Distinguishing Flags of Yachts; an Index of Signal Letters; a list of Yachts, the names of which have been changed; a list of Yachts arranged according to Tonnage; a list of Yacht Builders and Designers, with lists of the Yachts which they have respectively built and designed; and a list of Names and Addresses of Yacht Owners so far as they can be ascertained, besides other interesting information.

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SUPPLEMENT COVERS. Cloth covered loose binders to take the fortnightly Supplements to the Register Book. Price:—In U.K. 2*s.* 6*d.*; elsewhere 3*s.* Post free.

* The annual publication of these volumes has been suspended owing to the war.

LLOYD'S REGISTER OF SHIPPING.

FOUNDED 1760. RE-CONSTITUTED 1834.

UNITED WITH THE

UNDERWRITERS' REGISTRY FOR IRON VESSELS IN 1885.

From 1st July, 1940, to the 30th June, 1941.

STEAMERS AND MOTORSHIPS OF 300 TONS GROSS AND OVER
STEAMERS AND MOTORSHIPS UNDER 300 TONS, TRAWLERS, TUGS, DREDGERS, &c.
SAILING VESSELS, LIST OF SHIP OWNERS, &c.

The Register—which is printed solely for the information of Merchants, Shipowners, Underwriters, and others, being Subscribers or Members—contains the names, classes, and other useful particulars relating to vessels classed by the Society, and those classed by the late Underwriters' Registry for Iron Vessels. It also includes, as far as possible, the names, dimensions, &c., of all other Merchant Vessels of the World, of 100 tons and upwards, some of which, although not classed by the Society, are classed elsewhere.

The conditions regulating the classification of Vessels in the Register are contained in the Society's Rules.

Extract from the Society's Rules, Section 26:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is "to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held "responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book "or other publication of the Society, or for any error of judgment, default, or negligence of any of its Committees or any Member "thereof, or the Surveyors, or other Officers or Agents of the Society."

OFFICE: 71, FENCHURCH STREET, LONDON, E.C.3.

1940

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1940.

LIST OF CONTENTS

OF THE

REGISTER BOOK

(To facilitate reference, subordinate lists of Contents are placed at the commencement of certain sections, such as those referring to Docks, &c.)

General Committee of LLOYD'S REGISTER (with Technical Committee).

Liverpool Committee.

Glasgow Committee.

American Committee.

French Committee.

Swedish Committee.

Holland Committee.

Danish Committee.

Japan Committee.

Notice relating to Agreement between Lloyd's Register and the Registro Italiano Navale ed Aeronautico.

Council of Administration of Registro Italiano Navale ed Aeronautico.

Surveyorships of Lloyd's Register.

Key to the Register Book (in English and French). N.B.—An abbreviated Key is affixed to the inside of the cover.

REGISTER OF STEAMERS AND MOTORSHIPS of 300 tons gross and over (excluding Trawlers, Tugs, Dredgers, etc.).

Supplement to Register of Steamers and Motorships of 300 tons gross and over.

REGISTER OF STEAMERS AND MOTORSHIPS under 300 tons, Trawlers, Tugs, Dredgers, etc.

Supplement to Register of Steamers and Motorships under 300 tons, Trawlers, Tugs, Dredgers, etc.

REGISTER OF SAILING VESSELS.

Supplement to Register of Sailing Vessels.

Vessels fitted with Refrigerating Appliances.

Lists of Classed Frozen Meat Stores and Refrigerated Railway Cars.

Shipowners and Managers, with their Addresses, giving the Names, Gross Tonnages and Dates of Build of their Vessels.

TABLE DES MATIÈRES

DU

"LLOYD'S REGISTER BOOK"

Nota.—Pour faciliter la consultation, des tables secondaires se trouvent au commencement de certaines Sections, telles que celles ayant trait aux Bassins, etc.

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Comité de Liverpool.

Comité de Glasgow.

Comité Américain.

Comité Français.

Comité Suédois.

Comité Hollandais.

Comité Danois.

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Table explicative du "Lloyd's Register Book" (en Anglais et en Français). N.B.—Une table explicative succincte se trouve au verso de la couverture.

REGISTRE DES NAVIRES À VAPEUR ET À MOTEURS de 300 tx. bruts et plus (à l'exclusion des Chalutiers, Remorqueurs, Dragues, etc.).

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Supplément au Registre des Navires à Voiles.

Navires pourvus d'Appareils Frigorifiques.

Listes des Entrepôts de Viande Frigorifiée Classés et des Wagons de Chemins de Fer Réfrigérés.

Liste des Armateurs et Gérants, avec leurs Adresses Postales, ainsi que les Noms, la Jauge Brute et les Dates de Construction de leurs Navires.

1⅝ in

LISTS OF COMMITTEES.

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1st July, 1940.

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1st July, 1940.

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Wm. Bennett, B.Sc.

Office: 17, Battery Place, New York.
1st July, 1940.

† B. B. Howard, *General Manager*, Marine Department, Standard Oil Co. of New Jersey, New York.

LLOYD'S REGISTER OF SHIPPING.

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Bureaux, 80, Boulevard Haussmann, Paris, 8^e^.
1 Juillet, 1940.

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Telephone No. 3335.
Telegrams: Surveyor.

Ship and Engineer Surveyors ... H. P. Southwell
J. Rundle

CALCUTTA.

Office: 29, Dalhousie Square, Calcutta.
Telephone No. 1182.
Telegrams: Freeboards.

Ship and Engineer Surveyors ... B. Peskett
E. Oxley

COLOMBO.

Office: 23, Canal Row, Colombo; P.O. Box No. 270.
Telephone No. 1694.
Telegrams: Register.

Ship and Engineer Surveyor ... *H. Nightingale

KARACHI.

Office: Mercantile Marine Department, Custom House, Karachi.
Telegrams: Principoff.

Ship and Engineer Surveyor ... *G. S. Miskin

INDIA, CEYLON, BURMAH, THAILAND, COCHI CHINA AND STRAITS SETTLEMENTS—*(contin*

PENANG.

Office: Office of the Surveyor of Ships, Penang.
Telephone No. 503.
Telegrams: Ships.

Acting Ship and Engineer Surveyor ... ... *C. E. Hall

RANGOON.

Office: 396, Merchant Street, Rangoon.
Telephone No. 790.
Telegrams: Orion.

Ship Surveyor ... ... *W. Godfrey

SINGAPORE.

Office: 2, Laidlaw Building, Battery Road, Singapore; P.O. Box 5
Telephone No. 6065.
Telegrams: Surveyor.

Ship and Engineer Surveyor ... J. Wormald, B.Sc.

EAST INDIAN ARCHIPELAGO.

BATAVIA (*see under* SOURABAYA).

MANILA, P.A., *and ports in the Philippine Islands.*

Office: 240, Dasmarinas, Manila.
Telephone No. 2-17-13.
Telegrams: Register.

Ship and Engineer Surveyor ... *C. B. Nelson

SABANG.

Office: Captain of the Port, Sabang.
Telephone No. 25.
Telegrams: Port Captain, Sabang.

Surveyor ... ... *T. R. van Dam

SOURABAYA.

Office: Simpang 4, Sourabaya.
Telephone No. Z.2078.
Telegrams: Register.

Ship and Engineer Surveyor ... J. F. Vrouwes

Sub-Office at BATAVIA.

Office: Noordwijk 41A, Batavia.
Telephone Nos. Weltevreden 3650 & 3651.
Telegrams:

Ship and Engineer Surveyor ... *W. A. Robertson

HONG KONG.

HONG KONG.

Office: 16, Alexandra Buildings, Hong Kong; P.O. Box 463.
Telephone No. ~~179.~~ 20179.
Telegrams: Marine.

Ship and Engineer Surveyors ... T. S. Morrison
C. R. Rowcliffe

MANCHURIA.

DAIREN. (thro' Kobe)

Office: 42, Higashi Koen-cho, Dairen; P.O. Box 17.
Telephone No. 2-6689.
Telegrams: Register.

Ship and Engineer Surveyor ... ~~R. Lockhart~~
M. Kamakura

CHINA.

HANKOW.

Office: 1, Racine Building, Rue Dubail, French Concession, Hankow.
Telephone No. 22772.
Telegrams: Lloydsreg.

Ship and Engineer Surveyor ... *~~F. Allan~~ W.A. *W. A. Allan

SHANGHAI, *including Woosung, Chinkiang and Nanking.*

Office: Glen Line Building, 2, Peking Road, Shanghai.
Telephone No. 12262.
Telegrams: Register.

Ship and Engineer Surveyors ... G. Pickering
D. A. Macfarlane

TIENTSIN.

Office: c/o Borrows & Co., Liddell's Buildings, Taku Road, Tientsin.
Telephone No. 30443.
Telegrams: Seaworthy.

Ship and Engineer Surveyor ... *R. G. Lapper

TSINGTAO.

Office: Adams Building 18, Chufu Road, Tsingtao; P.O. Box No. 237.
Telephone No. 5541.
Telegrams: Register.

Acting Ship and Engineer Surveyor ... ... *J. F. Magill

JAPAN.

KOBE.

Office: 32, Akashi-machi (Meikai Building), Kobe.
Telephone No. 2530 Sannomiya.
Telegrams: Register.

~~*Principal Surveyor for Japan* ... F. C. Cocks, B.Sc.~~

Ship and Engineer Surveyors ... A. R. Riddell
~~T. Kunishi~~
Y. Hamada
S. Arima
K. Takedaya

Surveyors for Steel-testing ... ~~S. Soga~~
T. Husimi
F. Ibuka

Sub-Office at SHIMONOSEKI.

Office: 165, Hananocho, Shimonoseki; P.O. Box No. 26.
Telephone No. 2646.
Telegrams: Register.

Ship and Engineer Surveyor ... ~~M. Kamakura~~
T. Kunishi

YOKOHAMA.

Office: 50, Yamashita-cho Naka-ku, Yokohama; P.O. Box No. 48.
Telephone No. 2-3302.
Telegrams: Register.

Ship Surveyor ... ... ~~D. Turner~~
Ship and Engineer Surveyor ... K. Kishigami

JAPAN—(*continued.*)

HAKODATE.

Office:
Telephone No.
Telegrams:

Acting Surveyor ... ...

AUSTRALIA AND NEW ZEALAND.

SYDNEY, N.S.W.

Office: 4, Bridge Street, Sydney.
Telephone No. B.W.7023-Automatic.
Telegrams: Miramar.

Ship and Engineer Surveyors ... A. J. McCowan
Principal Surveyor for Australia and New Zealand.
E. L. Cartwright
J. C. Erskine
W. B. C. Elder

ADELAIDE, S.A.

Office: Institute Chambers, Divett Street, Port Adelaide.
Telephone No. Y.1547.
Telegrams: Dinwoodie.

Ship and Engineer Surveyor ... *W. D. Ackland-Horman

AUCKLAND, N.Z.

Office: 63, Endeans Buildings, Queen Street, Auckland.
Telephone No. 43-163.
Telegrams: Somisto.

Ship and Engineer Surveyor ... *W. Richard Smith

BRISBANE, Queensland.

Office: Orient Line Building, Eagle Street, Brisbane.
Telephone No. 4189.
Telegrams: Register.

Ship and Engineer Surveyor ... T. G. Tate

CHRISTCHURCH & LYTTELTON, N.Z.

Office: T. & G. Buildings, 192, Hereford Street, Christchurch.
Telephone No. 35-088.
Telegrams: Oileng.

Ship and Engineer Surveyor ... *J. F. Taylor

DUNEDIN, N.Z.

Office: Colonial Mutual Assurance Buildings, 276, Princes Street, Dunedin, C.I.
Telephone No. 10-672.
Telegrams: Cellular.

Ship and Engineer Surveyor ... *G. W. Martin

FREMANTLE, W.A.

Office: 27, Phillimore Street. Freemantle.
Telephone No. L.2690.
Telegrams: Mardav.

Ship and Engineer Surveyor ... *W. G. Davies

LYTTELTON, N.Z. (*see* CHRISTCHURCH, N.Z.).

MELBOURNE, Victoria.

Office: New Zealand Chambers, 483, Collins Street, Melbourne.
Telephone No. M.U.2486.
Telegrams: Reports.

Ship and Engineer Surveyors ... B. P. Fielden
P. A. McIntyre

SURVEYORS AT OTHER PORTS ABROAD—*continued.*

AUSTRALIA AND NEW ZEALAND—(*continued*).

NEWCASTLE, N.S.W.

Office: T. & G. Building, Newcastle, N.S.W.; P.O. Box 64.
Telephone No. 1189 Newcastle.
Telegrams:

Ship and Engineer Surveyor ... *E. M. Hughes

PORT PIRIE, S.A., *with Port German and Wallaroo.*

Office: P.O. Box No. 42, Port Pirie.
Telephone
Telegrams: Gillies, Gantries, Port Pirie.

Ship and Engineer Surveyor ... *F. J. Gillies

71, Fenchurch Street, London, E.C.3.
1st July, 1940.

AUSTRALIA AND NEW ZEALAND—(*continued*).

TIMARU, N.Z.

Office: Harbour Master, Timaru; P.O. Box 76.
Telephone No. 9.
Telegrams: Harbour Master, Timaru.

Ship Surveyor ... ... *H. C. White

WELLINGTON, N.Z.

Office: Nathans Buildings, Wellington; G.P.O. Box 996.
Telephone No. 43-624.
Telegrams: Geolidge.

Ship and Engineer Surveyor ... *G. D. Lidgett

KEY TO THE REGISTER.

1940-41.

EXPLANATIONS OF RECORDS IN THE REGISTER BOOK.

(All abbreviations employed in the Register Book are explained in the alphabetical key, see page xxxviii.)

Steamers & Motorships, columns 2 & 3; Sailing Vessels, columns 3 & 4.

Decks. See illustrations of types of vessels in Appendix. Explanations of such terms as *Shade dk.*, &c., are included in the alphabetical key, see pages xxxviii to xl.

As from 1st July, 1934, the form of the notation of decks has been altered.

Where no record of decks appears it is to be assumed that the vessel has only one continuous deck.

3 Dk. rule.......This notation indicates that the vessel has been built according to the Rules for three-decked vessels.

Special Surveys. Explanations of records of special periodical surveys will be found in the alphabetical key, see page xl. The records only certify to the vessel's state of efficiency *at the time of survey.*

Ports of Survey. The contractions (such as Lon., Syd., &c.), used to denote the ports at which vessels have been surveyed, are explained on page xlii.

The material of construction is steel unless otherwise stated.

Rig, &c. Explanations of contractions used to denote the rigs of vessels will be found in the alphabetical key, see pages xxxviii to xl.

Late Names. The figures following a late name of a vessel indicate the year in which the change of name took place.

Sailing Vessels, columns 3 & 4.

Master. The figures which follow the master's name, thus, *Smith* 30–40, indicate the dates of his appointment (1) as master in the service of the present owner of the vessel, and (2) as master of the vessel herself.

Steamers & Motorships, column 4; Sailing Vessels, column 5.

Tonnage. The tonnage recorded in the Register Book in type like that shown at the side hereof is, with a few exceptions, the official registered tonnage measured according to the law of the country to which the vessel belongs.

3101 (Gross)
2864 (Under dk.)
1994 (Net)

For some foreign vessels, the tonnage which is recorded has been measured in accordance with British rules and is under British law. In such cases, indicated by the use of italic :—

3101 (Gross)
2864 (Under dk.)
1994 (Net)

onna

e marked with thin red lines it indicates that these figures wing to the opening or closing of tonnage openings and ge figures have not been received.

os, columns 5, 6 & 7; Sailing Vessels, olumns 6, 7 & 8.

Classification of Lloyd's Register.

100A1.........
90A1 .... Characters of vessels built of Iron or Steel according to Rules of the Society since 1869. The numerals 100, 90, &c., do not signify terms of years, but are intended for the purpose of comparison only.

A1.................This character (without a numeral prefixed) is assigned to Iron or Steel vessels built for special purposes or trades, to the satisfaction of the Committee.

Â1 Â1.......Characters of Iron vessels built according to the Rules of the Society in force between the years 1864 and 1871.

* Â1...........Character of Iron vessels built with thicker plating than required for Â1

A1.................Character of Wood or Composite vessels of the first class well and sufficiently equipped. The figures in column 5 (Steamers and Motorships), column 6 (Sailing Vessels), prefixed to the character indicate the term of years for which the vessel is at present classed, thus :—11A1, Cont 6A1, Rest 6A1. (See notes in alphabetical key, pages xxxviii to xl, under "Cont" and "Rest.") The figures in column 7 (Steamers and Motorships), column 8 (Sailing Vessels), indicate the expired terms of years originally assigned, if on the first line, and assigned on continuation if on lower lines.

A1...............Character of wood vessels which have passed the pe assigned on original Survey, or Continuation, or Restorat and of vessels not having an original character, which found to be fit to carry dry and perishable goods. term of years for which this character is assigned app under the class in column 5 (Steamers and Motorsh column 6 (Sailing Vessels), thus :— SSPly.40–6yrs.

1.....................The figure 1 included with the characters, as printed ab signifies that the vessel is well and efficiently equip as per Tables 53, 54 & 55 (see the Society's Rules).

The letters *a*, *a*†, *b*, *b*†, &c., in column 7 (Steamers Motorships), column 8 (Sailing Vessels) indicate Equipment letter given in the Rules.

The figures 1⅞, 2¼, &c., under the equipment letter, indi the sizes of chain cables specially supplied or appro which are not in accordance with the size correspondin the equipment letter.

— ....This sign placed after a character, in the position usu occupied by the figure 1, indicates that the equipmen the vessel—either as regards its quality or its quanti does not fulfil the requirements of the Society's Rules.

✠..................This sign denotes that the vessel has been built u Special Survey.

✠ ....This sign denotes that the engines or the boilers, or (according to the record which follows), have been under Special Survey.

—— 6,40 ....A black line, with date underneath, indicates that vessel's character was expunged from the Register B at the date specified because from reported defects vessel was not entitled to retain her classification.

—— 6,40 ....A red line, with date underneath, indicates that the ves character was expunged from the Register Book at date specified because from non-compliance with Society's Rules as regards surveys the vessel was entitled to retain her classification.

... 6,40 ....This sign, recorded with date in column 5 (Steamers Motorships) and column 6 (Sailing Vessels), indicates the vessel's class was withdrawn from the Register Boo the Owner's request.

Examined 6,40 ...Indicates that a general examination was held at that at the port indicated in red in column 6, in lieu of overdue special periodical survey, which has been postp for the time being in the present war conditions.

Examined LR 6,40 Indicates that the vessel, which was classed in an Register, has been surveyed by the Society's Surveyo that date.

~~100A1~~.........When a posting of loss, condemnation, casualty, & made against a classed vessel, the character is expung this manner.

with freeboard This notation under the character signifies that the board assigned is a condition of the vessel's class.

Awng dk., Shade dk., Shelter dk., &c. See illustrations of types of vessels in Appendix. Exp tions of such terms as shade deck, awning deck, s deck, &c., are included in the alphabetical key abbreviations, see pages xxxviii to xl.

Symbols of Classification of the late Underwriters' Registry

(Amalgamated with Lloyd's Register in 1885.)

A1* A1*...Characters of Iron, Steel, or Composite vessels
A1, A1, according to the Rules of the Underwriters' Registr

Vessels classed in red were built under the inspecti the Surveyors to the Underwriters' Registry.

The figure 1 affixed to Symbols of Classification sig the Character of Equipment.

Date of Survey. The figures under a character denote the date wh vessel was last surveyed. The *date of survey* only ce to the vessel's state of efficiency *at that time.*

Ports of Survey. An explanation of contractions used to indicate surveying ports will be found on page xlii.

The 6th, 7th, and 8th columns (Sailing Vessels), or 5th, 6th, and 7th columns (Steamers & Motorships) left blank, indicate that the vessel has never been classed in the Register Book.

When the 6th (Sailing Vessels) or 5th (Steamers) column is left blank, except as regards the date of survey last recorded, it indicates that the character has expired, or that it has been withdrawn either for want of survey or on account of non-payment of fees due in the case.

Steamers & Motorships, column 7*.

Date when the Tail Shaft was last seen. The letter N preceding the date of last survey of the tail shaft (thus N 6,40) indicates that the tail shaft had not been used prior to that date. The letters P and S indicate respectively the last survey of *port* and *starboard* shafts.

Continuous Liners. The letters CL in this column denote that the shaft is fitted with a continuous liner, and apply to the shaft or shafts whose survey dates appear beneath.

Oil Gland. The letters OG denote that the shaft is fitted with an approved oil-retaining gland at the after end of the stern bush and apply to the shaft or shafts whose survey dates appear beneath.

Steamers & Motorships, column 8; Sailing Vessels, column 9.

Date of Build. In the case of Iron and Steel vessels classed by Lloyd's Register, the date of build recorded in the Register Book is in accordance with the Rules. In the case of classed Iron and Steel vessels launched prior to the 19th May, 1887, and also in the case of all classed Wood and Composite vessels, the date of launch is reckoned as the date of build. For vessels not classed by Lloyd's Register, it is not possible to define whether the date of build is the date of launch or the date of completion.

Records such as $18\substack{65\\94}$ occur in the case of some unclassed vessels. These denote that the vessel was originally built at the date indicated by the upper figures, and is reported to have been rebuilt at the date indicated by the lower figures. In such cases, the Society has no authoritative information as to the extent to which the reported rebuilding has been carried out.

Steamers & Motorships, column 10; Sailing Vessels, column 12.

Owners. In the case of vessels of British Registration, the name recorded in the Register Book is that of the Managing Owner, or of the firm in which the Managing Owner is a partner. When there is not a Managing Owner appointed, the name of the largest shareholder is recorded; and the name of the Manager of the vessel is also noted if desired. In the case of colonial or foreign vessels, however, obvious difficulties render it impossible to ensure that a person entered as Managing Owner is in every instance a legal owner. He may sometimes be only the *Manager* of a vessel as distinguished from Managing *Owner*.

Steamers & Motorships, column 11; Sailing Vessels, column 13.

Dimensions. The Registered dimensions of vessels in these columns are recorded in feet and tenths of a foot.

Length. When two lengths are recorded thus: $\genfrac{}{}{0pt}{}{315\cdot3}{304\cdot0}$ the upper figures denote the length according to the Official Register of the vessel, and the lower figures according to British practice

In the cases of classed vessels the over-all length is also recorded as and when measured by the Society's Surveyors and is indicated by the letters O.L. in parentheses, thus:—325·5(O.L.). In the cases of Italian and Finnish vessels the registered length is to be regarded as an over-all length except where recent changes of flag have taken place and the new registered dimensions are not yet available.

Breadth. When two breadths are recorded thus: $\genfrac{}{}{0pt}{}{50\cdot9}{53\cdot2}$ the upper figures denote the breadth according to the Official Register of the vessel, and the lower figures the extreme breadth to outside of plating. In the cases of some steamers of small tonnage, mostly of the coasting type, the extreme breadth over belting is recorded in italics thus: *25·4*

Depth. When two depths are recorded thus: $\genfrac{}{}{0pt}{}{17\cdot9}{25\cdot7}$ the upper figures denote the depth according to the Official Register of the vessel, and the lower, the depth in hold from the uppermost continuous deck. In some countries the registered depth is the same as the moulded depth.

Deck Erections. See illustrations of types of vessels in Appendix.

Water Ballast. See explanations and illustrations on page xli of key.

Steamers & Motorships, column 12; Sailing Vessels, column 14.

Port of Registry. The Port of Registry is shown in Roman type, while a port recorded in italics will be the vessel's Home Port, as distinct from the Port of Registry.

Water Ballast. See explanations and illustrations on page xli of key.

Abbreviation or Sign.	No. of Column. Sailing Vessels.	No. of Column. Steamers & Motorships	Signification.
			N.
N	16	15	Vessel classed in the Norske Veritas.
N	16	15	Vessel classed in the Norske Veritas, but formerly classed in LLOYD'S REGISTER.
	—	7*	(With date) indicates that the tail shaft was fitted *new* at that date.
NB	—	13	New Boilers, with date of construction and fitting.
✠NB	10 & 11	6 & 7	New Boilers *specially Surveyed* during construction. The date of construction and fitting follows.
D or pt.ND.	13	11	New Deck, or part New Deck, fitted.
✠NDB	10 & 11	—	New Donkey Boiler *specially Surveyed* during construction. The date of construction and fitting follows.
DB	10 & 11	13	New Donkey Boiler, with date. The letters P and S prefixed to NDB signify port and starboard respectively.
NE	—	13	New Engines, with date of construction and fitting.
NE & B	—	13	New Engines and Boilers, with date of construction and fitting.
✠NE	6 & 7	6 & 7	New Engines which have been *specially Surveyed* during construction. The date of construction and fitting follows.
✠NE&B	—	6 & 7	New Engines and Boilers, which have been *specially Surveyed* during construction. The date of construction and fitting follows.
NHP	—	13	Nominal Horse Power by the formulæ given on page xxxvii of Explanations of Records, column 13, Steamers.
			O.
O	—	13	Oscillating Cylinders.
OilEngine.	4 & 6, 7, 8	13	Internal combustion engine using heavy oil as fuel.
OG	—	7*	Tail shaft fitted with oil-retaining glands of approved type at after end of stern bush.
(O.L.)	13	11	Over-all length.

Registered Horse Power RHP This note shows that the horse power given is the nominal horse power as recorded in the Official Register in the case of British vessels.

Geared Turbine Engines. The letters S.R. denote that Single Reduction Gear is fitted between the main engines and screw shafting.
The letters D.R. denote that Double Reduction Gear is fitted between the main engines and screw shafting.

Oil and Gas Engines. 4S.C. denotes 4-stroke cycle. SA denotes single acting.
2S.C. denotes 2-stroke cycle. DA denotes double acting.

Water Ballast. See explanations and illustrations on page xli of key.

Steamers & Motorships, col. 14; Sailing Vessels, col. 15.

Moulded Depth. The moulded depth of an Iron or Steel vessel is the perpendicular depth taken from the top of the upper deck beam at side, at the middle of the length of the vessel, to the top of the keel and the bottom of the frame at the middle line. In Wooden and Composite vessels the moulded depth is the perpendicular depth from the top of the upper deck beam at the side of the vessel amidships to the lower edge of the rabbet of the keel.

In Wooden and Composite vessels where the lower part of the midship transverse section is of a hollow character (as in cases where thick garboard strakes are fitted) the moulded depth is measured from the point where the line of the flat of the bottom cuts the keel. Fractions of an inch are not recorded.

Draught. The "corresponding draught" for all cases recorded prior to August, 1923, is the calculated *mean* draught of water from bottom of keel to centre of load line disc and fractions of an inch are not recorded. Subsequent to that date the actual draught to the nearest quarter of an inch, as supplied by the respective Shipbuilders, is recorded.

Steamers & Motorships, col. 15; Sailing Vessels, col. 16.

For explanations of symbols used to denote the Registers in which a vessel is classed (if she is not classed in Lloyd's Register Book), see alphabetical key, pages xxxviii to xl.

Board of Trade Passenger Certificate. The note "till 6,40" indicates that the certificate expires at the date specified, June, 1940.

EXPLANATIONS OF RECORD

(All abbreviations employed in the Register Book are

Steamers & Motorships, columns 2 & 3; Sailing Vessels, columns 3 & 4.

Decks. See illustrations of types of vessels in Appendix. Explanations of such terms as *Shade dk.*, &c., are included in the alphabetical key, see pages xxxviii to xl.

As from 1st July, 1934, the form of the notation of decks has been altered.

Where no record of decks appears it is to be assumed that the vessel has only one continuous deck.

3 Dk. rule.......This notation indicates that the vessel has been built according to the Rules for three-decked vessels.

Special Surveys. Explanations of records of special periodical surveys will be found in the alphabetical key, see page xl. The records only certify to the vessel's state of efficiency *at the time of survey.*

Ports of Survey. The contractions (such as Lon., Syd., &c.), used to denote the ports at which vessels have been surveyed, are explained on page xlii.

The material of construction is steel unless otherwise stated.

Rig, &c. Explanations of contractions used to denote the rigs of vessels will be found in the alphabetical key, see pages xxxviii to xl.

Late Names. The figures following a late name of a vessel indicate the year in which the change of name took place.

Sailing Vessels, columns 3 & 4.

Master. The figures which follow the master's name, thus, *Smith* 30–40, indicate the dates of his appointment (1) as master in the service of the present owner of the vessel, and (2) as master of the vessel herself.

Steamers & Motorships, column 4; Sailing Vessels, column 5.

Tonnage. The tonnage recorded in the Register Book in type like that shown at the side hereof is, with a few exceptions, the official registered tonnage measured according to the law of the country to which the vessel belongs. For some foreign vessels, the tonnage

3101 (Gross)
2864 (Under dk.)
1994 (Net)

BREVIATIONS.

Abbreviation or Sign.	No. of Column. Sailing Vessels.	No. of Column. Steamers & Motorships.	Signification.
	4	3	Bark
Bkn.........	4	3	Barkentine (Barquentine).
Bg..........	4	3	Brig.
Bn..........	4	3	Brigantine.
			C.
c.............	—	7*	Centre screwshaft.
C............	16	15	Vessel classed in the British Corporation.
C †	16	15	Vessel classed in the British Corporation, but formerly classed in LLOYD'S REGISTER.
C............	—	13	Compound Engines.
C............	8	7	Placed before figures signifies the term of years for which the Vessel had been Continued, but which is now expired.
CBS	—	5, 6, 7	Caustic Soda Boilers surveyed, with date, denoting that these Boilers were found, upon inspection at that time, to be in good condition.
cf............	3 & 4	—	Copper fastened.
cf............	—	13	Corrugated furnaces, with number prefixed.
CP............	9 & 10	8 & 9	Chains proved at a Machine recognised by the Committee of LLOYD'S REGISTER. See Tables No. 53, 54 & 55 (Rules).
Cell DB...	13 & 14	11–13	Cellular construction of Double Bottom. See Illustration on page xli.
Cem........	3 & 4	12	Cemented. See Section 32, Rules for Steel Vessels.
Cmp........	—	13	Engines altered to Compound, with date thereof.
Comp......	4	3	Composite (build).
Cont........	6	5	Continued. With the name of Port of Survey and Date, also number of years for which the vessel is Continued on the Character A (thus, Cont 12A1 from 6,40, Lon.).
CL..........	—	7*	Tail Shaft fitted with Continuous Liner.
Ctr..........	4	3	Cutter.
Cy..........	—	13	Cylinders, with number of same prefixed. The figures after Cy. represent diameter of cylinders and length of stroke in inches.
			D.
D............	—	13	Diagonal Engines.
Dagger.....	16	15	A dagger under the letter indicating the Register or Registers in which a vessel is classed denotes that the vessel was formerly classed in LLOYD'S REGISTER.
DB............	—	13	Donkey Boiler. Letters in parentheses following this notation signify:—(p) port; (s) starboard; (a) aft; (f) forward; (*upr*) upper donkey boiler.
DB..........	—	13	Double-ended Boilers, with number prefixed.
DB..........	13 & 14	11–13	Double Bottom.
DBa.........	13 & 14	11–13	Double Bottom, aft.
DBf.........	13 & 14	11–13	Double Bottom, forward.
DB u E & B	—	11–13	Double Bottom under Engines and Boilers. See Illustrations on page xli.
✠DB	10 & 11	—	Donkey Boiler *specially surveyed* during construction. The date of construction follows.
DBS.........	10 & 11	5, 6, 7	Donkey Boiler Surveyed, with date, denoting that the donkey boiler was found, upon inspection at that time, to be in good condition.
D.F.........	3 & 4	2 & 3	Direction Finder (Wireless).
Dks.........	4	3	Decks, with number prefixed thus, 2*Dks*.
DR..........	—	13	Double Reduction Gear fitted between Main Engines and Screw Shafting.
Dr..........	4	3	Dogger (rig).
DTa or *f*...	13 & 14	11–13	Deep Tank, aft or forward. See illustration on page xli.
Dy..........	4	3	Dandy.
			E.
E.S.D.......	3	2	Echo Sounding Device.
			F.
F............	13	11	Forecastle. See Illustration of Types of Vessels in Appendix.
FD............	—	13	Forced draught, or induced draught in Boilers.
FK............	13	11	Flat Keel.
F.P.........	—	5–7	Flash Point.
FPT.........	13 & 14	11–13	Fore Peak Tank. See Illustration on page xli.
F&YM......	3 & 4	2 & 3	Felt and Yellow Metal.
			G.
G............	4	3	Galliot.
G............	16	15	Vessel classed in the Germanischer Lloyd.
G †	16	15	Vessel classed in the Germanischer Lloyd, but formerly classed in LLOYD'S REGISTER.
GIB.........	3	2	Fastened with Galvanised Iron Bolts.
Gl..........	4	3	Galleas.
GS............	—	13	Grate surface, with area in square feet.
GyC.........	3	2	Gyro-Compass.
			H.
H............	4	3	Hoy (rig).
H............	—	13	Horizontal Engines.
H............	13	11	Houses on Deck.
HP............	—	13	Horse Power, see NHP and RHP.
HS............	—	13	Heating surface, with area in square feet.
Hur dk.....	—	3	Hurricane deck.
HT............	3 & 4	2 & 3	Half Time or Intermediate Survey held. (Section 34, Rules for Wood Ships.)

A List of Surveying Ports will be found at page xlii.

Abbreviation or Sign.	No. of Column. Sailing Vessels.	No. of Column. Steamers & Motorships.	Signification.
			I.
I	16	15	Vessel classed in the Registro Italiano.
I †	16	15	Vessel classed in the Registro Italiano, but formerly classed in Lloyd's Register.
IB	4	3	Fastened with Iron Bolts.
(*Irn.*)	4	3	Iron—material of Decks.
			K.
K	4	3	Ketch.
Kf	4	3	Koff (rig).
			L.
L	—	13	Lever Engines.
lb	—	13	(With figures prefixed.) Working pressure of *main* Boilers, in pounds per square inch.
lb	10 & 11	13	(With figures prefixed.) Working pressure of *donkey* Boiler, in pounds per square inch. The letters P and S prefixed to *lb* signify that the pressures refer to the port and starboard Donkey Boilers respectively.
len	13	11	Ship lengthened, with date following.
Lloyd's A&CP	9 & 10	8 & 9	Anchors and Chains proved under the inspection of the Society's Officers at a Machine recognised by the Committee of Lloyd's Register. See Tables No. 53, 54 & 55 (Rules).
Lloyd's RMC	6, 7 & 8	6 & 7	Refrigerating Machinery Certificate, denoting that the Refrigerating machinery, insulation, and spare gear of an insulated vessel are fitted in accordance with the Rules, and were found in good condition by the Surveyors to Lloyd's Register at the time mentioned. *See also footnote to List of Frozen Meat Stores.*
✠Lloyd's RMC	—	6 & 7	The ✠ signifies the Special Survey of the Refrigerating appliances during construction, by the Surveyors to Lloyd's Register. *See also footnote to List of Frozen Meat Stores.*
LMC	6, 7 & 8	6 & 7	Lloyd's Machinery Certificate, denoting that the machinery of motorships or machinery and boilers of steamers are fitted in accordance with the Rules, and if with date, were found at the time mentioned in good condition.
✠LMC	6, 7 & 8	6 & 7	The ✠ signifies the Special Survey of Machinery of motorships, or machinery and boilers of steamers during construction, by the Engineer Surveyors to Lloyd's Register.
LMC(M)	6, 7 & 8	6 & 7	Lloyd's Machinery Certificate denoting that the machinery of motorships was found in good condition by Surveyors to Lloyd's Register after modified Survey at the time mentioned.
LMC CS	6, 7 & 8	6 & 7	Lloyd's Machinery Certificate denoting that the machinery of motorships has been surveyed by the Surveyors to Lloyd's Register in conformity with the Continuous Survey arrangements, the date following the CS being that at which a cycle of the continuous survey was completed. The date below is that at which the survey was last advanced by the inspection of about 25 per cent. of the machinery.
Lr	4	3	Lugger.
Lv	8	7	Classification of the Liverpool Underwriters' Registry.
			M.
MBS	—	6 & 7	Main Boilers Surveyed, with date, denoting that the Main Boilers were found upon inspection at that time to be in good condition.
MS	6, 7 & 8	6 & 7	Machinery Surveyed, with date, denoting that the Machinery was found, on inspection at that time, to be in good condition.
MT	13 & 14	11–13	Midship deep Tank. See Illustration on page xli.
Mat	10 & 11	2 & 3	Materials, with number of years prefixed, indicating the different grades of Wood used in ship's construction, as per Table A (Rules for Wood Ships).
Mchy. Aft.	3 & 4	2 & 3	Machinery fitted *Aft.*
mo	9	8	Month.

Abbreviation or Sign.	No. of Column. Sailing Vessels.	No. of Column. Steamers & Motorships.	Signification.
			N.
N	16	15	Vessel classed in the Norske Veritas.
N †	16	15	Vessel classed in the Norske Veritas, but formerly classed in Lloyd's Register.
N	—	7*	(With date) indicates that the tail shaft was fitted *new* at that date.
NB	—	13	New Boilers, with date of construction and fitting.
✠NB	10 & 11	6 & 7	New Boilers *specially Surveyed* during construction. The date of construction and fitting follows.
ND or pt. ND.	13	11	New Deck, or part New Deck, fitted.
✠NDB	10 & 11	—	New Donkey Boiler *specially Surveyed* during construction. The date of construction and fitting follows.
NDB	10 & 11	13	New Donkey Boiler, with date. The letters P and S prefixed to NDB signify port and starboard respectively.
NE	—	13	New Engines, with date of construction and fitting.
NE & B	—	13	New Engines and Boilers, with date of construction and fitting.
✠NE	6 & 7	6 & 7	New Engines which have been *specially Surveyed* during construction. The date of construction and fitting follows.
✠NE&B	—	6 & 7	New Engines and Boilers, which have been *specially Surveyed* during construction. The date of construction and fitting follows.
NHP	—	13	Nominal Horse Power by the formulæ given on page xxxvii of Explanations of Records, column 13, Steamers.
			O.
O	—	13	Oscillating Cylinders.
OilEngine.	4 & 6, 7, 8	13	Internal combustion engine using heavy oil as fuel.
OG	—	7*	Tail shaft fitted with oil-retaining glands of approved type at after end of stern bush.
(O.L.)	13	11	Over-all length.
			P.
Ⓟ	—	2	Vessel holds a British Board of Trade Passenger Certificate or its equivalent in other countries.
PBH	3	12	Partial Bulkhead, or Bulkhead not reaching to Main Deck.
P	—	13	Port. (See notes under *lb* and PNDB.)
P	—	7*	(With date.) Date when *Port* tail shaft was last seen.
Pa	—	7*	Port aft screwshaft.
Pf	—	7*	Port forward screwshaft.
P	13	11	Poop. See Illustrations of Types of Vessels in Appendix.
Paraffin Motor	4 & 6, 7, 8	13	Internal combustion engine, using, as fuel, refined oil with a flash point higher than 73° F., such as Paraffin Oil, Kerosene, Solar Oil, etc.
Petrol Motor	4, 6, 7, 8	13	Internal combustion engine using, as fuel, highly volatile oils such as Benzoline, Gasoline, Petrol, etc.
pf	—	13	Plain furnaces, with number prefixed.
pt	3	2	Part.
Pad	—	3	Paddle Steamer.
PNDB	10 & 11	13	New Donkey Boiler (port side) with date.
Pol	4	3	Polacre (rig).
Pr.B	—	13	Press Boiler or other pressure vessel used in connection with the preparation of oil, meal, etc., in floating whale oil factory.
Pr.BS	—	5, 6, 7	Press boilers surveyed, with date, denoting that the Boilers were found, upon inspection at that time, to be in good condition.
			Q.
Q	13	11	Raised Quarter Deck. See Illustrations of Types of Vessels in Appendix.
Q	—	13	Quadruple expansion engines.
Qpd	—	13	Engines altered to Quadruple expansion, with date.
Quad	4	3	Four screws.

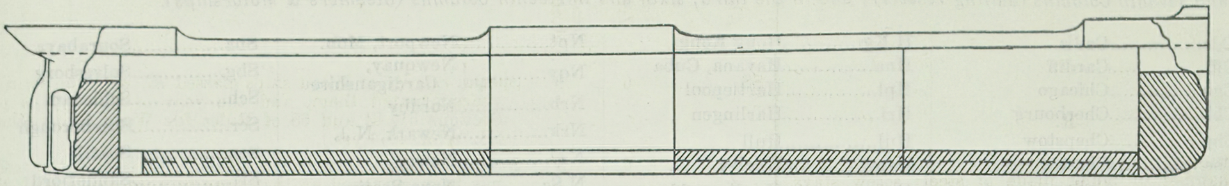
A List of Surveying Ports will be found at page xlii.

Abbreviation or Sign.	No. of Column.		Signification.
	Sailing Vessels.	Steamers & Motorships.	
			R.
(*r*)	—	13	Shell, longitudinal stays, end plates, furnaces, and combustion chamber of boiler made of steel; screw stays of iron.
R	16	15	Vessel classed in the American Bureau of Shipping.
R †	16	15	Vessel classed in the American Bureau of Shipping, but formerly classed in LLOYD'S REGISTER.
Ref.Mchy.	—	2-3	Vessel fitted with Refrigerating Machinery. See List at end of Register.
Rest	6	5	Restored. Thus, Rest. 10A1 from 40 Lon. denotes that the vessel was restored on the A character for 10 years from 1940, and that the Survey was held at London.
rf	—	13	Ribbed furnaces, with number prefixed.
RFD	—	11	Raised Fore Deck.
RHP	—	13	Nominal Horse Power given by Official Register, in the case of certain British Ships.
Rht	—	13	Engines fitted with reheaters.
Roof	3	2	Vessel built under a roof, as per Section 48 of Rules for Wood Ships.
			S.
S	—	13	Simple Engines.
s	15	14	Summer Freeboard.
(*s*)	—	13	Shell, stays, end plates, furnaces, and combustion chamber of boiler made of steel.
s	3	2	Sheathed with Wood.
Salted	4	3	Vessels salted in accordance with Rules, Section 37 (Wood Ships).
Salted†	4	3	The dagger signifies that the vessel's beams have *not* been salted.
S	4	3	Ship.
s	—	13	Starboard. (See notes under *lb* and SNDB.)
s	—	7*	(With date.) Date when *Starboard* tail shaft was last seen.
sa	—	7*	Starboard aft screwshaft.
sf	—	7*	Starboard forward screwshaft.
SB	—	13	Single-ended Boilers, with number prefixed.
Sc	4	3	Screw.
Sk	4	3	Smack.
SNDB	—	13	New Donkey Boiler (starboard side) with date.
Sp	4	3	Sloop.
Spt	4	3	Spritsail.
(Spt)	—	13	Boiler(s) fitted with Superheater(s).
Sq	4	3	Square Rigged.
Sr	4	3	Schooner.
Sw	4	3	Snow.
Shade dk.	4 & 6	3 & 5	Deck of light construction over openings in ship's sides.
Shelter dk	—	3	For vessels built under the Revised Rules 1922, the term Shelter Deck indicates that a tonnage opening is fitted in the uppermost continuous deck.
			For vessels built prior to the Revised Rules 1922, the term Shelter Deck does not necessarily indicate that a tonnage opening is fitted.
Spar dk.	4 & 6	3 & 5	Built according to Rules for Spar-Decked Vessels.
SR	—	13	Single Reduction Gear fitted between Main Engines and Screw Shafting.
ss	4	3	Special Survey of Iron or Steel ships. Vessels submitted to Periodical Surveys, as prescribed in the Rules for Iron and Steel Ships (thus, *ss*Nwc.No.1–40; *ss*Liv.No.2–40; *ss*Lon.No.3–6,40). A notation thus—*ss*Hpl.2ndNo.3–6,40, denotes that the Vessel has been submitted to the "Second Special Survey No. 3" prescribed in the Rules; this survey includes the drilling of shell plating to ascertain its thickness.
SS	4	3	Special Survey of Composite ships, with date, as per Section 43.
SS	6	5	Special Survey of Wood ships classed Æ, with the term of years granted them, and the year of Survey, as per Sections 61, 63 and 65 of Rules for Wood Ships (thus, SS. Whn. 40–4 yrs.).
SS	6	5	Special Survey. Date in red affixed denotes that the vessel has been surveyed at that time in accordance with the Rules for Wood Ships, Section 60, and the number of years indicates the term for which the vessel remains on this character (thus, SS Sld.40–8yrs.).
(*Stl*)	4	3	Steel,—material of Decks.
Sub.Sig.	3	2	Submarine signalling apparatus.
			T.
t	13 & 14	11–13	Tons.
T	—	13	Triple expansion engines.
trB	4	3	Tiers of Beams with number of same prefixed (thus 3*trB*.), with or without decks laid on them.
Trp	4	3	Three screws.
Tpd	—	13	Engines altered to Triple Expansion, with date.
Trb	4	3	Trabacolo.
Twin	4	3	Twin screws.
			U.
U	4	3	Upper Deck.
			V.
V	16	15	Vessel classed in the Bureau Veritas.
V †	16	15	Vessel classed in the Bureau Veritas, but formerly classed in LLOYD'S REGISTER.
			W.
WB... *WB*=	13 & 14	11–13	Water Ballast, with particulars. (See illustration on page xli.)
Well deck.	4	2 & 3	A Well-decked Steamer is one having a forecastle, and a long-raised quarter deck or a poop joined to a bridge house, thus leaving the main deck exposed between the bridge front and the end of the forecastle. See Figs. 3, 4 and 5 of Illustrations of Types of Vessels in Appendix.
Wireless	3	2	Under the provisions of the Convention for Safety of Life at Sea, vessels of 1600 tons gross and over are required to be fitted with Wireless, and it is therefore not necessary to make a record in the Register Book for such vessels.
			The record "Wireless" is inserted, however, in all cases of vessels of under 1600 tons gross which appear in the current edition of Coast and Ship Stations issued by the International Bureau at Berne.
			In the case of a trawler or coastal vessel the record may cover an installation of Radiotelephony.
ws	4	3	Sheathed with Wood (relating to Decks).
WTB	—	13	Water Tube Boilers.
(*W.E.*)	—	8	War Emergency (See note on page XXXVI.)
			Y.
Yl	4	3	Yawl.
Yt	4	3	Yacht.

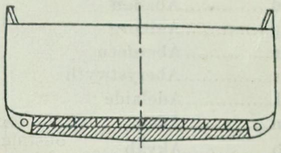
A List of Surveying Ports will be found at page xlii.

DOUBLE BOTTOMS AND WATER BALLAST TANKS.

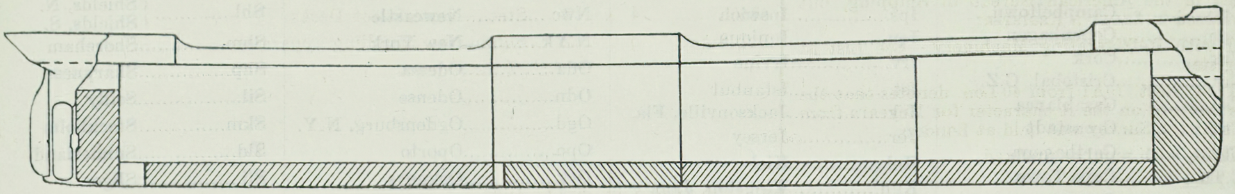
ILLUSTRATIONS OF NOTATIONS in the 11th, 12th, 13th and 14th Columns OF THE REGISTER BOOK.



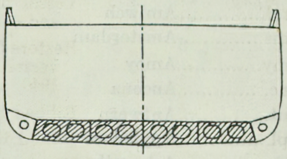
WB=DBa90′f120′480tAPT20tFPT106t: denoting Double Bottom, aft 90 feet long, forward 120 feet long; total capacity 480 tons. After Peak Tank 20 tons, Fore Peak Tank 106 tons.



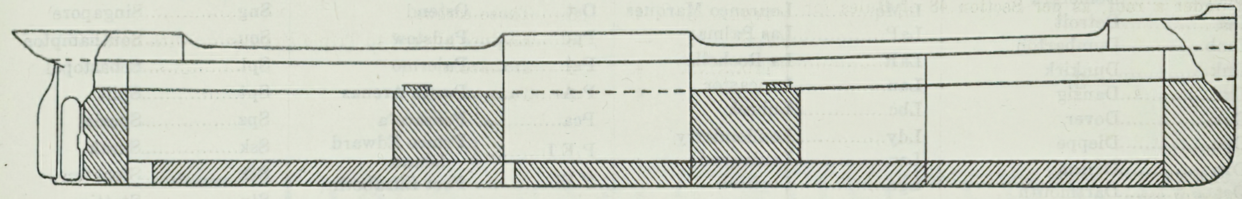
DOUBLE BOTTOM.



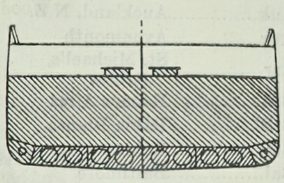
WB=CellDBa90′uE&B46′f120′618tAPT20tFPT106t: denoting cellular construction of Double Bottom, aft 90 feet long, and under Engines and Boilers 46 feet long, forward 120 feet long; total capacity 618 tons. After Peak Tank 20 tons, Fore Peak Tank 106 tons.



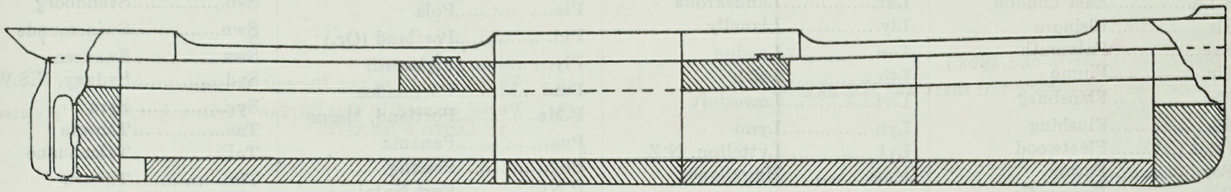
CELLULAR DOUBLE BOTTOM.



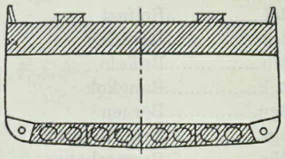
WB=CellDBa90′uE&B46′f120′618tDTa30′550tf30′590tAPT20tFPT106t: denoting cellular construction of Double Bottom, aft 90 feet long, and under Engines and Boilers 46 feet long, forward 120 feet long; total capacity 618 tons, and Deep Tank aft 30 feet long, capacity 550 tons, forward 30 feet long, capacity 590 tons. After Peak Tank 20 tons, Fore Peak Tank 106 tons.



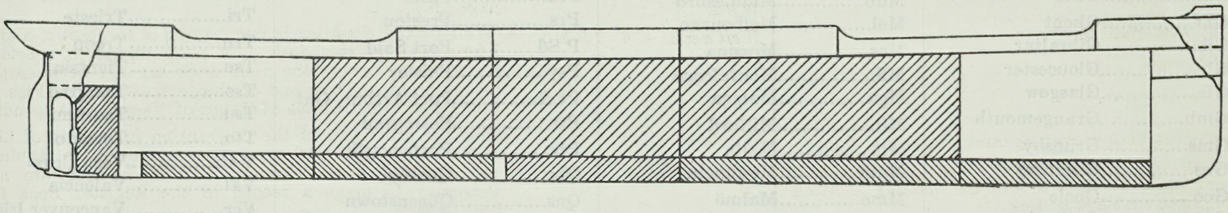
DEEP TANKS AND CELLULAR DOUBLE BOTTOM.



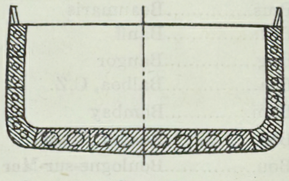
WB=CellDBa90′uE&B46′f120′618t′Tween dk tank a25′200tf30′260tAPT20tFPT60t: denoting cellular construction of Double Bottom, aft 90 feet long, under Engines and Boilers 46 feet long, forward 120 feet long; total capacity 618 tons, and ’Tween deck tank aft 25 feet long, capacity 200 tons, forward 30 feet long, capacity 260 tons. After Peak Tank 20 tons, Fore Peak Tank 60 tons.



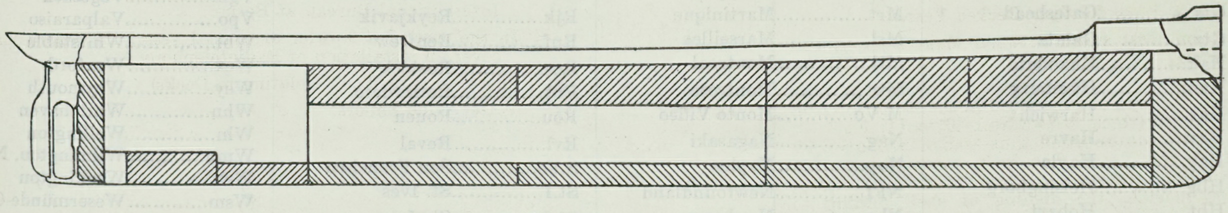
’TWEEN DECK TANKS AND CELLULAR DOUBLE BOTTOM.



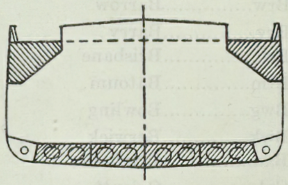
WB=CellDBa90′uE&B46′f120′618tCellSideTanks166′460tAPT20t: denoting cellular construction of Double Bottom, aft 90 feet long, under Engines and Boilers 46 feet long, forward 120 feet long; total capacity 618 tons, and cellular Side Tanks 166 feet long, 460 tons capacity. After Peak Tank 20 tons.



CELLULAR SIDE TANKS AND CELLULAR DOUBLE BOTTOM.



WB=CellDBuE&B44′f206′620tTopsideTanks216′750tAPT50tFPT106t: denoting cellular construction of Double Bottom, under Engines and Boilers 44 feet long, forward 206 feet long; total capacity 620 tons, and Topside Tanks 216 feet long, capacity 750 tons. After Peak Tank 50 tons, Fore Peak Tank 106 tons.



TOPSIDE TANKS AND CELLULAR DOUBLE BOTTOM.

N.B.—When part of the record of Water Ballast is expunged in red ink, thus:—*WB=DBa90′f120′&~~uE&B46′~~,&c.*, it signifies that the vessel is fitted with tanks to the extent named, but at the date of the last survey the expunged portion was not being used for the purpose of Water Ballast, and the pipes, &c., thereto have been suitably altered.

A notation of "Carrying oil fuel F.P. above 150° F. in DB & DT" in columns 5, 6 and 7 indicates that the vessel is fitted for carrying oil fuel in double bottom and deep tanks.

SURVEYING PORTS.

In the fourth and seventh Columns (Sailing Vessels); and in the third, sixth and thirteenth Columns (Steamers & Motorships).

Abd	Abadan
Abg	Aalborg
Abn	Aberdeen
Abs	Aberystwyth
Adl	Adelaide
Adn	Aden
Akb	Akyab
Alb	Alblasserdam
Alg	Algiers
All	Alloa
Alx	Alexandria
Aml	Amlwch
Ams	Amsterdam
Amy	Amoy
Anc	Ancona
Ant	Antwerp
Apl	Appledore
Arb	Arbroath
Arc	Arcachon
Ard	Ardrossan
Aru	Aruba
Auk	Auckland, N.Z.
Avn	Avonmouth
Azr	St. Michael's, Azores
B.As	Buenos Aires
B.Bl	Bahia Blanca
Bah	Bahia
Bal	Baltimore
Bat	Batavia
Bbo	Bilbao
Bcl	Barcelona
Bdg	Bridgwater
Bds	Barbados
Bdx	Bordeaux
Bel	Belfast
Bev	Beverley
Bfo	Buffalo
Bgk	Bangkok
Bgn	Bergen
Bgs	Brightlingsea
Bhn	Bremerhaven
Bid	Bideford
Bkn	Birkenhead
Bla	Braila
Bly	Blyth
Bmn	Bremen
Bms	Beaumaris
Bnf	Banff
Bng	Bangor
Boa	Balboa, C.Z.
Bom	Bombay
Bos	Boston, Mass.
Bou	Boulogne-sur-Mer
Bpl	Barnstaple
Brs	Bristol
Brt	Brest
Brw	Barrow
Bry	Barry
Bsb	Brisbane
Btm	Batoum
Bwg	Bowling
Bwk	Berwick
Bxm	Brixham
Cal	Calcutta
Can	Caen
Cbn	Cheribon
Cbo	Colombo
Cch	Christchurch, N.Z.
Cco	Curacao
Cdz	Cadiz
Cff	Cardiff
Cgo	Chicago
Chb	Cherbourg
Chp	Chepstow
Chs	Chester
Clo	Callao
Clv	Cleveland, O.
Clw	Collingwood
Cpb	Campbeltown
Cpn	Copenhagen
Crk	Cork
Crs	Cristobal, C.Z.
Csb	Casablanca
Cst	Cronstadt
Ctg	Carthagena
C.Tn	Cape Town
Cws	Cowes
Cza	Constantza
Ddn	Dunedin, N.Z.
Dem	Demerara
Det	Detroit
Dmb	Dumbarton
Dnk	Dunkirk
Dnz	Danzig
Dov	Dover
Dpe	Dieppe
Drn	Dairen
Drt	Dartmouth
Dub	Dublin
Dul	Duluth
Dun	Dundee
Dzl	Delfzijl
E.Ln	East London
Els	Elsinore
Fal	Falmouth
Fiu	Fiume
Fln	Flensburg
Fls	Flushing
Flt	Fleetwood
Foy	Fowey
Fre	Fremantle
Gal	Galveston (Texas)
Gdy	Gdynia
Gen	Genoa
Gfl	Gefle
Ght	Ghent
Gib	Gibraltar
Glr	Gloucester
Gls	Glasgow
Gmh	Grangemouth
Gms	Grimsby
Gns	Guernsey
Goo	Goole
Got	Gothenburg
Grk	Greenock
Gro	Groningen
Gts	Gateshead
Gtz	Galatz
Hak	Hakodate
Ham	Hamburg
Har	Harwich
Hav	Havre
Hay	Hayle
Hbg	Helsingborg
Hbt	Hobart
Hfs	Helsingfors
Hfx	Halifax, N.S.
Hgo	Haugo
Hgt	Harrington
Hgz	Hoogezand
H.Kg	Hong Kong
Hna	Havana, Cuba
Hpl	Hartlepool
Hrl	Harlingen
Hul	Hull
Hva	Huelva
Hxd	Hardinxveld
I.M	Isle of Man
Inv	Inverness
Ips	Ipswich
Iqu	Iquique
Irv	Irvine
Ist	Istanbul
Jck	Jacksonville, Fla.
Jer	Jersey
Kel	Kiel
Kgn	Kingston, Jam.
Kob	Kobé, Japan
Krh	Kurrachee
L.An	Los Angeles, Cal.
L.Mq	Lourenço Marques
LaP	Las Palmas
LaR	La Rochelle
Lan	Lancaster
Lbc	Lubeck
Ldy	Londonderry
Len	Leningrad
Lgn	Leghorn
Lie	Liepaja
Lim	Limerick
Lis	Lisbon
Liv	Liverpool
Lkr	Landskrona
Lly	Llanelly
Lon	London
Lth	Leith
Lwt	Lowestoft
Lyn	Lynn
Lyt	Lyttelton, N.Z.
Mag	Magallanes
Man	Manila
Mau	Mauritius
Mba	Mombasa
Mch	Manchester
Mdb	Middlesbro'
Mel	Melbourne
Mes	Messina
Mfl	Monfalcone
Mga	Malaga
Mil	Milford
Mlt	Malta
Mmn	Moulmein
Mmo	Malmö
Mns	Manaos
Mob	Mobile
Mpt	Maryport
Mrt	Martinique
Msl	Marseilles
Mtl	Montreal
Mtr	Montrose
M.Vo	Monte Video
Nag	Nagasaki
Nap	Naples
NFL	Newfoundland
Nhv	Newhaven
Nic	Nicolaieff
Nkv	Nakskov
N.Ns	Newport News
N.Os	New Orleans
Npr	Napier, N.Z.
Npt	Newport, Mon.
Nqy	Newquay, Cardiganshire
Nrb	Nordby
Nrk	Newark, N.J.
Nry	Newry
N.Sc	Nova Scotia
N.S.W	Newcastle, N.S.W.
Nts	Nantes
Nwc	Newcastle
N.Yk	New York
Oda	Odessa
Odn	Odense
Ogd	Ogdensburg, N.Y.
Opo	Oporto
Ork	Orkneys
Osa	Osaka
Osc	Oscarshamn
Osl	Oslo
Ost	Ostend
Pad	Padstow
Pal	Palermo
P.Ar	Punta Arenas
Pca	Pensacola
P.E.I	Prince Edward Island
P.El	Port Elizabeth
Pet	Peterhead
P.Gl	Port Glasgow
Phl	Philadelphia
Pir	Piræus
Pla	Pola
Pld	Portland (Or.)
Ply	Plymouth
Pmd	Portmadoc
P.Me	Portland, Maine
Pna	Panama
Png	Penang
P.Nl	Port Natal
Pnz	Penzance
Poo	Poole
P.Pr	Port Pirie
Pra	Para
Prs	Preston
P.Sd	Port Said
Psy	Paisley
Pt.A	Port Arthur, Ont.
Ptr	Petrograd
Pts	Portsmouth
Qbc	Quebec
Qns	Queenstown
Rga	Riga
Rgn	Rangoon
Rio	Rio de Janeiro
Rjk	Reykjavik
Rnf	Renfrew
Ros	Rostock
Rot	Rotterdam
Rou	Rouen
Rvl	Reval
S.Fo	San Francisco
St.I	St. Ives
St.J	St. John
St.M	St. Malo
St.N	St. Nazaire
St.T	St. Thomas, W.I.
Sab	Sabang
Sav	Savannah
Sba	Sourabaya
Sbg	Solvesborg
Sch	Schiedam
Scr	Scarborough
Sea	Seattle
Sfj	Sandefjord
Sgn	Saigon
Shi	Shanghai
Shl	Shields, N. Shields, S.
Shm	Shoreham
Shp	Sharpness
Sil	Scilly
Skm	Stockholm
Sld	Sunderland
Sli	Sligo
Sly	Sicily
Smg	Samarang
Smk	Shimonoseki
Sng	Singapore
Sou	Southampton
Spl	Sebastopol
Spt	Split
Spz	Spezia
Ssk	Susak
Stk	Stockton
Stn	Stettin
Str	Stanraer
Stv	Stavanger
Suz	Suez
Svb	Svendborg
Swn	Swinemunde
Sws	Swansea
Syd	Sydney, N.S.W.
Syr	Syra
Tac	Tacoma
Tal	Talcahuano
Tim	Timaru
Tln	Tallinn
Tmp	Tampico
Tns	Townsville, N. Queensland
Trd	Trinidad, B.W.I.
Tri	Trieste
Trn	Troon
Tsn	Tientsin
Tso	Tsingtao
Tsu	Tsurumi
Tto	Toronto
V.Cz	Vera Cruz
Val	Valencia
Vcr	Vancouver Island
Vdm	Veendam
Ven	Venice
Vgk	Vegesack
Vpo	Valparaiso
Wbl	Whitstable
Wex	Wexford
Wey	Weymouth
Whn	Whitehaven
Wln	Wellington
Wmn	Wilmington, N.C.
Wrk	Workington
Wsm	Wesermünde-G.
Wtb	Whitby
Wtf	Waterford
Wvn	Wivenhoe
Yar	Yarmouth
Yka	Yokohama
Ymu	Ymuiden

TABLE EXPLICATIVE CONCERNANT
LE REGISTRE.

1940-41.

EXPLICATIONS DES ANNOTATIONS DU "LLOYD'S REGISTER BOOK."

(Toutes les abreviations du "Lloyd's Register Book" se trouvent expliquées dans la Table Explicative, voir page xlvi.)

Navires à Vapeur et à Moteurs, colonnes 2 et 3; Navires à Voiles, colonnes 3 et 4.

Ponts.	Voir les dessins des différents types de navires dans l'Appendice (Vol. II). Les explications des termes tels que *shade dk.*, etc., sont fournies dans la Table Explicative, voir pages xlvi à xlviii. A partir du 1^{er} Juillet 1934, des changements ont été apportés aux annotations concernant les ponts. Lorsqu'il n'est pas fait mention de ponts, il y a lieu d'assumer que le navire n'a qu'un seul pont continu.
3 *Dk. rule*	Cette annotation indique que le navire a été construit d'après les règlements pour les navires à trois ponts.
Visites Périodiques.	L'explication de l'enregistrement des visites spéciales périodiques se trouve dans la Table Explicative, voir page xlviii. L'enregistrement indique seulement la condition du navire à l'époque de la visite.
Ports de Visite.	Les abréviations telles que (Lon., Syd., &c.), employées pour indiquer les ports où les navires ont été inspectés, sont expliquées à la page l. Le matériel de construction est l'acier, sauf indication contraire.
Gréement, etc.	Les abréviations employées pour spécifier le gréement des navires sont expliquées dans la Table Explicative, voir pages xlvi à xlviii.
Anciens Noms.	Les chiffres à la suite d'un ancien nom de navire indiquent l'année pendant laquelle le changement de nom a eu lieu.

Navires à Voiles, colonnes 3 et 4.

Capitaine.	Les chiffres à la suite du nom du capitaine, ainsi, *Smith* 30–40, indiquent (1°) l'année où il est entré comme capitaine au service de l'armateur, (2°) l'année où il a pris le commandement du navire.

Navires à Vapeur et à Moteurs, colonne 4; Navires à Voiles, colonne 5.

Tonnage.	Le tonnage qui figure sur le "Lloyd's Register Book" en caractères comme ci-contre, est à part quelques rares exceptions, le tonnage officiel mesuré d'après les lois du pays auquel le navire appartient.	3101 (Total) 2864 (Sous le pont) 1994 (Net)
	Pour quelques navires étrangers, le tonnage qui figure a été mesuré d'après la méthode Anglaise, et est reconnu par la loi Anglaise. Dans ce cas le fait est mentionné par l'emploi de caractères italiques, comme ci-contre.	*3101* (Total) *2864* (Sous le pont) *1994* (Net)

NOTE :—Quand les chiffres de tonnage sont marqués de traits fins rouges, cela signifie que ces chiffres sont incorrects par suite de l'ouverture ou de la fermeture d'ouvertures de tonnage, et que les nouveaux tonnages n'ont pas encore été reçus.

Navires à Vapeur et à Moteurs, colonnes 5, 6 et 7; Navires à Voiles, colonnes 6, 7 et 8.

Marques de Classification du Lloyd's Register.

100A1 90A1	Cotes des navires en fer ou en acier, construits conformément aux règlements de la Société depuis 1869. Les nombres 100, 90, &c., n'indiquent pas une période d'années, mais ne servent que de terms de comparaison.
A1	Cette cote non précédée d'un nombre, s'applique aux navires en fer ou en acier, construits à la satisfaction du Comité pour des usages ou des voyages spéciaux.
△A1 △B1	Cotes des navires en fer construits conformément aux règlements de la Société en vigueur de 1864 à 1871.
* △A1	Cotes des navires en fer construits avec des tôles plus épaisses que celles réclamées pour la cote △A1.
A1	Première cote des navires en bois ou composites dont l'armement est bon et suffisant. Les chiffres qui précèdent la cote, colonne 5 (navires à vapeur et à moteurs), colonne 6 (navires à voiles), indiquent le nombre d'années pour lesquelles le navire a été coté, ainsi :—11A1, Cont 6A1, Rest 6A1. (Voir "Cont" et "Rest" dans la Table Explicative, pages xlvi à xlviii.) Les chiffres dans la colonne 7 (navires à vapeur et à moteurs), colonne 8 (navires à voiles), indiquent les périodes expirées pour lesquelles les navires avaient été cotés. A la première ligne ces chiffres indiquent la période originelle, aux lignes suivantes les périodes de continuation.
A1	Cotes des navires en bois pour lesquels les périodes assignées soit originellement, soit par Continuation ou par Restauration sont expirées, ou cote des navires qui n'ont jamais eu de cote originelle mais qui sont jugés aptes à transporter des marchandises sèches et périssables. Le nombre d'années pour lesquelles la cote a été assignée figure sous la cote dans la colonne 5 (navires à vapeur et à moteurs), colonne 6 (navires à voiles), ainsi :— SSPly.40–6yrs.
1	Le chiffre 1 imprimé comme ci-contre et faisant partie de la cote, indique que le navire a un armement bon et suffisant conformément au Tabl. 53, 54 & 55 (voir règlements de la Société). Les lettres *a*, *a*†, *b*, *b*†, etc., dans le colonne 7 (navires à vapeur et à moteurs), colonne 8 (navires à voiles), indiquent la lettre d'armement d'après les règlements. Les chiffres $1\frac{7}{8}$, $2\frac{1}{4}$, etc., au-dessous de la lettre d'armement, indiquent la grandeur de câble-chaîne spécialement fournie ou approuvée et non-conforme à la grandeur correspondant à la lettre d'armement.
—	Ce signe à la suite d'une cote, à la place occupée par le chiffre 1, indique que l'armement du navire ne répond pas aux exigences des règlements de la Société, soit comme qualité, soit comme quantité.
✠	Ce signe indique que le navire a été construit sous surveillance spéciale.
✠	Ce signe indique que les machines ou les chaudières, ou toutes les deux (suivant l'annotation dont il est suivi) ont été construites sous surveillance spéciale.
— 6,40	Une ligne noire avec date au-dessous, indique que la cote du navire a été retirée du "Lloyd's Register Book," le navire ne pouvant conserver sa cote par suite de défectuosités signalées.
— 6,40	Une ligne rouge avec date au-dessous, indique que la cote du navire a été retirée du "Lloyd's Register Book," le navire ne pouvant conserver sa cote par suite de dérogation aux règlements de la Société en ce qui concerne les visites.
… 6,40	Ce signe, inséré avec date dans la colonne 7 (navires à vapeur et à moteurs) et colonne 8 (navires à voiles), indique que la cote du navire a été retirée du "Lloyd's Register Book" à la demande de l'armateur.
Examined 6,40	Signifie qu'une inspection générale a eu lieu à cette date, au port indiqué en rouge dans la colonne 6, en remplacement de la visite périodique spéciale échue, laquelle est momentanément ajournée par suite de la guerre.
Examined LR 6,40	Signifie que le navire, qui était coté auprès d'un autre Registre, a été inspecté par les Inspecteurs de la Société à la date, indiquée.
~~100A1~~	Quand un navire coté est mentionné comme perdu, condamné ou ayant tout autre accident, &c., la cote est rayée comme ci-contre.
with freeboard	Cette mention sous la cote indique que le franc-bord assigné est une condition de la cote du navire.
Awng dk., *Shade dk.,* *Shelter dk., &c.*	Voir les dessins des différents types de navires dans l'Appendice (Vol. II). Les explications des termes tels que shade deck, awning deck, shelter deck, &c., sont données dans la Table Explicative, voir pages xlvi à xlviii.

Marques de Classification de l'ex Underwriters' Registry.

(Réuni avec le Lloyd's Register en 1885.)

A1* A1* A1, A1,	Cotes des navires en fer, en acier ou composites, construits conformément aux règlements de l'Underwriters' Registry. Les navires cotés en rouge ont été construits sous la surveillance des Inspecteurs de l'Underwriters' Registry. Le chiffre 1 à la suite des marques de classification indique la cote de l'armement.
Date de Visite.	Les chiffres sous une cote indiquent la date de dernière visite. La date de visite certifie seulement la condition du navire à ce moment.
Ports de Visites.	Les abréviations employées pour indiquer les ports de visites sont expliquées à la page l. Les 6me, 7me, et 8me colonnes (navires à voiles) ou les 5me, 6me, et 7me colonnes (navires à vapeur et à moteurs) laissées en blanc, indiquent que le navire n'a jamais été coté dans le "Lloyd's Register Book." La 6me colonne (navires à voiles) ou la 5me colonne (navires à vapeur) laissée en blanc, sauf en ce qui concerne l'époque de la dernière visite enregistrée, indique que la cote est expirée ou bien qu'elle a été rayée soit pour manque de visite, soit pour non paiement des honoraires dûs dans ce cas.

Navires à Vapeur et à Moteurs, colonne 7*.

Date de la dernière Visite de l'arbre porte-hélice. La lettre N précèdant la date de la dernière visite de l'arbre porte-hélice (par exemple N 6,40) signifie que l'arbre porte-hélice n'avait pas été utilisé avant la date indiquée. Les lettres P & S serviront à désigner respectivement les arbres porte-hélice de *Bâbord* et de *Tribord*.

Chemises continues. Les lettres CL dans cette colonne indiquent que l'arbre est pourvu d'une chemise continue, et concernent le ou les arbres dont les dates d'inspection figurent au-dessous.

Presse-garnitures à huile. Les lettres OG indiquent que l'arbre est muni, à la partie arrière du tube d'étambot, d'un presse-garnitures agrée pour retenir l'huile, et concernent le ou les arbres dont les dates d'inspection figurent au-dessous.

Navires à Vapeur et à Moteurs, colonne 8 ; Navires à Voiles, colonne 9.

Date de Construction. Dans le cas des navires en fer et en acier classés au Lloyd's Register, la date de construction inscrite dans le Registre est conforme aux Règlements. Pour les navires en fer et en acier cotés et lancés anterieurement au 19 Mai 1887, ainsi que pour tous les navires cotés en bois et composites, la date du lancement est considérée comme étant celle de la construction. Pour les navires non cotés par le Lloyd's Register, il n'est pas possible de spécifier si la date de construction est celle du lancement ou celle de l'achèvement des travaux.

Des annotations telles que 18^{65}_{94} figurent pour quelques navires non cotés. Les chiffres supérieurs indiquent alors la date originelle de la construction, les chiffres inférieurs la date à laquelle le navire a été rapporte comme reconstruit. Dan ce cas la Société ne peut spécifier l'importance de la reconstruction.

Navires à Vapeur et à Moteurs, colonne 10 ; Navires à Voiles, colonne 12.

Armateurs. Pour les navires de la Grande Bretagne et de l'Irlande, le nom qui figure sur le "Lloyd's Register Book" est celui de l'armateur-gérant ou celui de la Société dont l'armateur-gérant fait partie. Lorsqu'il n'y a pas d'armateur-gérant, le nom qui figure est celui du plus gros actionnaire et le nom du gérant figure aussi, si on le demande. Pour les navires coloniaux et étrangers, de sérieuses difficultés empêchent de certifier qu'une personne mentionnée comme étant armateur-gérant est, dans chaque cas, l'armateur légal. Dans certains cas la personne dont le nom figure peut n'être que *gérant*, ce qui est absolument distinct *d'armateur-gérant*.

Navires à Vapeur et à Moteurs, colonne 11 ; Navires à Voiles, colonne 13.

Dimensions. Les dimensions de douane des Navires, dans ces colonnes sont indiquées en pieds et en dixièmes de pieds.

Longueur. Lorsque deux longueurs sont mentionnées, ainsi $\frac{315\cdot3}{304\cdot0}$, les chiffres supérieurs indiquent la longueur d'après le Registre officiel national du navire et les chiffres inférieurs la longueur d'après la pratique anglaise. Dans le cas des navires classés, la longueur hors tout est aussi mentionnée, quand et comme mesurée par les Inspecteurs du Lloyd's Register, et est indiquée par les lettres O.L. entre parenthèses, ainsi 325·5(O.L.). Dans le cas des navires italiens et finlandais, la longueur de douane est à considérer comme une longueur hors tout, sauf lorsqu'un récent changement de nationalité a eu lieu et que les nouvelles dimensions de douane ne sont pas encore connues.

Largeur. Lorsque deux largeurs sont mentionnées, ainsi $\frac{50\cdot9}{53\cdot2}$, les chiffres supérieurs indiquent la largeur d'après le Registre officiel national du navire et les chiffres inférieurs la largeur extrême allant jusqu' au côté extérieur du borde. Dans le cas de quelques vapeurs de jauge peu importante et principalement de cabotage, la largeur extrême, y. compris la ceinture, est mentionnée en italique comme suit : *25·4*

Creux. Lorsque deux creux sont mentionnés, ainsi $\frac{9}{25\cdot7}$, les chiffres supérieurs indiquent le creux d'après le Registre officiel national du navire et les chiffres inférieurs le creux dans la cale depuis le pont continu supérieur. Dans quelques pays, le creux du Registre est le même que le creux sur quille.

Constructions sur les Ponts. Voir les dessins des différents types de navires dans l'Appendice (Vol. II).

Water Ballast. Voir explications et dessins à la page xlix de la Table Explicative.

Navires à Vapeur et à Moteurs, colonne 12 ; Navires à Voiles, colonne 14.

Port d'Armement. Le Port d'Armement est indiqué en caractères romains, fondis qu'un port inséré en italique est un port d'attache, en tant que différent du port d'armement.

Water Ballast. Voir explications et dessins à la page xlix de la Table Explicative.

Navires à Vapeur et à Moteurs, colonne 13.

Toutes les abréviations employées se rapportant aux Machines, Chaudières, Foyers, &c., sont décrites dans la Table Explicative, voir pages xlvi à xlix.

Force en Chevaux nominaux NHP La force en chevaux nominaux est calculée pour les machines alternatives à vapeur d'après les formules suivantes :—

1°. Si les pressions et les surfaces de chauffe sont connues :—

$$\text{NHP} = \frac{P + 23{,}9}{70{,}3}\left(\frac{D^2\sqrt{S}}{1028} + 0{,}72\,H\right)$$ pressions au-dessous de 11.25 kgs. par centimètre carré.

$$= \frac{P + 41{,}5}{105{,}5}\left(\frac{D^2\sqrt{S}}{1028} + 0{,}72\,H\right)$$ pressions de 11,25 kgs. et au-dessus.

Pour calculer la puissance nominale des turbines à vapeur, substituer $\frac{\text{SHP}}{6}$ (SHP étant le puissance totale sur l'arbre) à la place de $\frac{D^2\sqrt{S}}{1028}$ dans les formules précédentes.

Pour les chaudières à tirage forcé ou à tirage induit, on doit substituer dans les formules ci-dessus 0,90 H à 0,72 H.

2°. Si les pressions et les surfaces de chauffe ne sont pas connues :—

$$\text{NHP} = \frac{D^2\sqrt{S}}{1028}$$ Machines à Triple et Quadruple expansion

$$\text{NHP} = \frac{D^2\sqrt{S}}{1233}$$ Machines Compound.

$$\text{NHP} = \frac{D^2\sqrt{S}}{1337}$$ Machines Simples.

Dans les formules ci-dessus, D = diamètre en centimètres du Cylindre B.P.
S = Course du piston en centimètres. H = Surface de chauffe en mètres carrés.
P = Pression de travail en kilogrammes par centimètre carré.

Pour les navires pourvus de moteurs á huiles lourdes :—

$$\text{NHP} = \frac{C \times N \times D^2}{\frac{S}{D} + 50}$$

où NHP = Pouissance en chevaux nominaux.
N = Nombre de cylindres.
D = Diamètre des cylindres en millimètres.
S = Course de piston en millimètres; dans le cas de moteurs du type à pistons opposés, S est la moitié de la course combinée des pistons.
C = 0·00775 pour les moteurs à 4 temps simple effet.
= 0·0155 pour les moteurs à 4 temps double effet.
= 0·0140 pour les moteurs à 2 temps simple effet.
= 0·0280 pour les moteurs à 2 temps double effet.
= 0·0248 pour les moteurs à 2 temps simple effet, à pistons opposés.

Pour les navires pourvus de moteurs á essences ou á pétrole :—

$$\text{NHP} = \frac{\text{BHP}}{3\cdot5}$$ formule dans laquelle BHP représente les chevaux en frein toute force.

Force Officielle en Chevaux RHP Cette annotation indique la force en chevaux nominaux d'aprés le Registre Officiel du navire, dans le cas de navires britanniques.

Turbines à Engrenages. Les lettres S.R. indiquent qu'un engrenage à simple réduction est installé entre les machines principales et l'arbre porte-hélice. Les lettres D.R. indiquent qu'un engrenage à double réduction est installé entre les machines principales et l'arbre porte-hélice.

Machines à pétrole et à gaz. 4S.C. indique Cycle à 4 temps. SA indique simple effet. 2S.C. indique Cycle à 2 temps. DA indique double effet.

Water Ballast. Voir explications et dessins à la page xlix de la Table Explicative.

Navires à Vapeur et à Moteurs, colonne 14 ; Navires à Voiles, colonne 15.

Creux sur quille. Le creux sur quille pour les navires en fer et en acier, est la longueur de la perpendiculaire abaissée depuis la face supérieure des barrots du pont supérieur sur le coté et au milieu de la longueur du navire, jusqu'à hauteur de la rencontre de la face inférieure de la membrure avec le dessus de la quille sur la ligne médiane. Pour les navires en bois et composites, le creux sur quille est la longueur de la perpendiculaire abaisée depuis la face supérieure des barrots du pont supérieur jusque'à hauteur de l'arête inférieure de la rablure de quille. Pour les navires en bois et composites dont les parties inférieures sont frégatées (lorsqu'un navire est pourvu par exemple de galbords épais) le creux sur quille n'est alors calculé que jusqu'à hauteur de l'intersection de la ligne prolongée des fonds avec la quille. Les fractions d'un pouce ne sont pas mentionnées.

Tirant d'eau. Le "tirant d'eau correspondant," pour tous le cas mentionnés avant août, 1923 est le tirant d'eau moyen calculé depuis le fond de la quille jusqu'au centre du disque de la ligne de charge ; et les fractions de pouce ne sont pas mentionnées. Après cette date, le tirant d'eau actuel, au quart de pouce le plus voisin, et tel qu'il a été indiqué par les constructeurs de navire, est mentionné.

Navires à Vapeur et à Moteurs, colonne 15 ; Navires à Voiles, colonne 16.

Pour l'explication des marques employées pour indiquer les différents Registres auxquels un navire est coté (s'il n'est pas coté au Lloyd's Register), voir Table Explicative pages xlvi à xlviii.

Certificat à passagers, délivré par le "Board of Trade." Cette annotation "till 6,40" indique que le certificat expire à la date mentionnée, Juin 1940.

Abréviations ou Signes.	Numéros des Colonnes.		Explications.
	Navires à voiles.	Navires à vapeur et à Moteurs.	
			A.
A&AP	9 & 10	8 & 9	Ancres et chaînes éprouvées à une machine reconnue par le Comité du LLOYD'S REGISTER. Voir Tabl. 53, 54 & 55 (Règlements).
Alcohol Motor	4 & 6, 7, 8	13	Machine à explosion utilisant l'alcool comme combustible.
Alt	—	13	Transformé, avec date.
AP	9 & 10	8 & 9	Ancres éprouvées à une machine reconnue par le Comité du LLOYD'S REGISTER. Voir Tabl. 53, 54 & 55 (Règlements).
APT	13 & 14	11–13	Peak Tank arrière. Voir illustration à la page xlix.
Asp	3 & 4	12	Asphalté. Voir Section 32 des Règlements pour les navires en fer et en acier.
Awng dk.	6	3 & 5	Construit conformément aux Règlements pour les navires "awning-deck."
			B.
B	4	3	Voir *trB*.
BK	13	13	Quille en barre, avec hauteur en pouces.
B	13	11	Pont. Voir les illustrations des types de navires dans l'Appendice (Vol. II).
B	—	13	Machine è balancier.
BH	3 & 4	12	Cloisons; leur nombre est indiqué par le chiffre qui précède.
B&MS	6, 7, 8	6 & 7	Chaudières et machines visitées, avec date indiquant que les chaudières et machines, bien que n'etant pas en conformité avec les Règlements, ont été trouvées à l'époque de l'inspection, en bon état.
BS	6–11	6 & 7	Chaudières visitées, avec date, indiquant que les chaudières ont été trouvées, à l'époque de l'inspection, en bon état.
BS(WTB)	—	5, 6, 7	Indique que lorsqu'il existe des chaudières cylindriques et des chaudières à tubes d'eau, les chaudières à tubes d'eau seules ont été examinées à la date indiquée et trouvées en bon état.
BS	3 & 4	2 & 3	Sous condition d'une visite biennale.
BT	16	15	Avec chiffres qui suivent, ainsi: "BT till 6,40," indique qu'un Certificat pour passagers a été délivré par le Board of Trade, pour une période qui expire en Juin 1940.
Bk	4	3	Barque (Trois mâts Barque).
Bkn	4	3	Barquentin.
Bg	4	3	Brick.
Bn	4	3	Brigantin.
			C.
c	—	7*	Arbre porte-hélice central.
C	3	2	Doublé en cuivre.
C	16	15	Navire coté au British Corporation.
C †	16	15	Navire coté au British Corporation, mais classé auparavant au LLOYD'S REGISTER.
C	—	13	Machines compound.
C	8	7	Placé devant les chiffres indique la période d'années, pour laquelle le navire avait été continué, mais qui est expirée.
CBS	—	5, 6, 7	Chaudières à soude caustique visitées, avec date, indiquant que ces chaudières ont été trouvées, à l'époque de l'inspection, en bon état.
cf	3 & 4	—	Chevillé en cuivre.
cf	—	13	Foyers ondulés, leur nombre est indiqué par le chiffre qui précède.
Cell DB	13 & 14	11–13	Construction cellulaire du double-fond. Voir illustration à la page xlix.
Cem	3 & 4	12	Cimenté. Voir Section 32, Règlements pour les navires en acier.
CL	—	7*	Arbre porte-hélice pourvu d'une chemise continue.
Cmp	—	13	Machine transformée en compound, avec date.
Comp	4	3	Composite (construction).
Cont	6	5	Continué. Avec le nom du port de visite et la date ainsi que le nombre d'annèes, pour lesquelles le navire a été continué dans la cote A (ainsi: Cont. 12A1 from 6,40, Lon.).
CP	9 & 10	8 & 9	Chaînes éprouvées à une machine reconnue par le Comité du LLOYD'S REGISTER. Voir Tabl. 53, 54 & 55 (Règlements).
Croix	16	15	Une croix sous la lettre indiquant le Registre auquel un navire est classé signifie que le navire était classé auparavant au LLOYD'S REGISTER.
Ctr	4	3	Côtre.
Cy	—	13	Cylindres; le chiffre qui précède, indique leur nombre. Les chiffres qui suivent "Cy." représentent les diamètres des cylindres et la course des pistons en pouces.
			D.
D	—	13	Machines diagonales.
DB	—	13	Chaudière auxiliaire. Des lettres entre parenthèses suivant cette annotation signifient:—(p) de babord; (s) de tribord; (a) arrière; (f) avant; (*upr*) supérieure.
DB	—	13	Chaudières doubles avec foyers aux deux extrémités, le chiffre qui précède indique leur nombre.
DB	13 & 14	11–13	Double-fond.
DBa	13 & 14	11–13	Double-fond arrière.
DBf	13 & 14	11–13	Double-fond avant.
DB uE&B	—	11–13	Double-fond sous les machines et les chaudières. Voir les illustrations à la page xlix.
✠DB	10 & 11	—	Petite chaudière, construite sous surveillance spéciale. Suit le date de construction.
DBS	10 & 11	5, 6, 7	Petite chaudière visitée, avec date, indiquant que la petite chaudière a été trouvée, à l'époque de l'inspection en bon état.
DF	3 & 4	2 & 3	Radiogoniomètre (T.S.F.).
Dks	4	3	Ponts; le chiffre qui précède indique leur nombre, ainsi: 2 *Dks*.
DR	—	13	Un engrenage à double réduction est installé entre les machines principales et l'arbre porte-hélice.
Dr	4	3	Dogre (Gréement).
DTa or f	13 & 14	11–13	Tank sur l'arrière ou sur l'avant du navire. Voir illustration à la page xlix.
Dy	4	3	Dandy.
			E.
E.S.D.	3	2	Sondeur par écho.
			F.
F	13	11	Gaillard d'avant. Voir l'illustration des types de navires dans l'Appendice (Vol. II).
FD	—	13	Tirage forcé.
FK	13	11	Quille plate.
F.P	—	5–7	Point d'inflammation.
FPT	13 & 14	11–13	Peak tank avant. Voir illustration à la page xlix.
F & YM	3 & 4	2 & 3	Feutre et cuivre jaune.
			G.
G	4	3	Galiotte.
G	16	15	Navire coté au Germanischer Lloyd.
G †	16	15	Navire coté au Germanischer Lloyd, mais classé auparavant au LLOYD'S REGISTER.
GIB	3	2	Chevillé en fer galvanisé.
Gl	4	3	Galleas.
GS	—	13	Surface de grille en pieds carrés.
GyC	3	2	Compas gyroscopique.
			H.
H	4	3	Heu (Gréement).
H	—	13	Machines horizontales.
H	13	11	Rouffles sur le pont.
HP	—	13	Chevaux de force. Voir NHP & RHP.
H	—	13	Surface de chauffe, en pieds carrés.
Hur dk	—	3	Pont "Hurricane."
HT	3 & 4	2 & 3	Visite de demi-époque ou intermédiaire (Section 34, Règlements des navires en bois).

La Liste des ports de visite se trouve á la page l.

Abréviations ou Signes.	Numéros des Colonnes.		Explications.
	Navires à voiles.	Navires à vapeur et à Moteurs.	
			I.
I	16	15	Navire coté au Registro Italiano.
I †	16	15	Navire coté au Registro Italiano, mais classé auparavant au Lloyd's Register.
IB	4	3	Chevillé en fer.
(*Irn.*)	4	3	Fer—matériaux des ponts.
			K.
K	4	3	Ketch.
Kf	4	3	Koff (Gréement).
			L.
L	—	13	Machines à levier.
lb	—	13	(Avec chiffres qui précèdent.) Pression des grandes chaudières en livres par pouce carré.
lb	10 & 11	13	(Avec chiffres qui précèdent.) Pression de la petite chaudière en livres par pouce carré. Les lettres P & S qui précèdent les lettres *lb.* indiquent que les pressions se rapportent aux petites chaudières de bâbord & de tribord respectivement.
len	13	11	Navire allongé, avec date à la suite.
Lloyd's A&CP	9 & 10	8 & 9	Ancres et chaînes éprouvées sous la surveillance des fonctionnaires de la Société à une machine reconnue par le Comité du Lloyd's Register. Voir Tabl. 53, 54 & 55 (Règlements).
Lloyd's RMC	—	6 & 7	Refrigerating Machinery Certificate, indique que les appareils réfrigérants, l'isolement et les pièces de rechange d'un navire réfrigéré sont installés en conformité avec les Règlements du Lloyd's Register. Une date à la suite, indique qu'à ce moment ils ont été trouvés en bon état. *Voir également la note au bas de la Liste des Entrepôts de viande congelée.*
✠Lloyd's RMC	—	6 & 7	La ✠ indique que les appareils réfrigérants ont été construits sous la surveillance spéciale d'un Inspecteur du Lloyd's Register. *Voir également la note au bas de la Liste des Entrepôts de viande congelée.*
LMC	6, 7 & 8	6 & 7	Lloyd's Machinery Certificate, indique que la machine des navires à moteurs, ou la machine et les chaudières des navires à vapeur sont installées en conformité avec les Règlements du Lloyd's Register. Une date à la suite, indique qu'à ce moment elles ont été trouvées en bon état de fonctionnement.
✠LMC	6, 7 & 8	6 & 7	La ✠ indique que la machine des navires à moteurs, ou la machine et les chaudières des navires à vapeur ont été construites sous la surveillance spéciale d'un Inspecteur-Mécanicien du Lloyd's Register.
LMC(M)	6, 7 & 8	6 & 7	Lloyd's Machinery Certificate (Certificat de Machines du Lloyd) indique que les moteurs à combustion interne ont été jugés en bon état par les Inspecteurs du Lloyd's Register, après l'inspection modifiée effectuée à la date mentionnée.
LMC CS	6, 7 & 8	6 & 7	Lloyd's Machinery Certificate indique que la machine des navires à moteurs a été inspectée par les Inspecteurs du Lloyd's Register conformément aux dispositions de l'Inspection Continue, la date qui suit l'annotation CS étant celle à laquelle un cycle complet de l'Inspection Continue a ete termine. La date au dessous est la date à laquelle une partie de l'inspection de la machine, représentant environ 25% d'un cycle complet, a été effectuée.
Lr	4	3	Lougre.
Lv	8	7	Classification du Liverpool Underwriters' Registry.
			M.
MBS	—	6 & 7	Chaudières Motrices visitées, avec date, indiquant que les chaudières motrices ont été trouvées à l'epoque d'inspection, en bon état.
MS	—	6 & 7	Machines visitées, avec date indiquant qu'an moment de la visite, elles ont été reconnues en bon état.
MT	13 & 14	11–13	Tank au milieu du navire. Voir illustration à la page xlix.

Abréviations ou Signes.	Numéros des Colonnes.		Explications.
	Navires à voiles.	Navires à vapeur et à Moteurs.	
Mat	10 & 11	2 & 3	Matériaux précédés d'un nombre d'années indiquant les différentes cotes du bois employé dans la construction du navire, d'après le Tableau A. (Règlements des navires en bois.)
Mchy.Aft.	3 & 4	2 & 3	Machines situées à l'arrière.
mo	9	8	Mois.
			N.
N	16	15	Navire coté au Norske Veritas.
N †	16	15	Navire coté au Norske Veritas, mais classé auparavant au Lloyd's Register.
N	—	7*	Avec date, signifie qu'on a mis à la date indiquée, un arbre porte-hélice *neuf*.
NB	—	13	Chaudières neuves, avec date de construction et d'installation.
✠NB	10 & 11	6 & 7	Chaudières neuves, construites sous surveillance spéciale. Suit la date de construction et d'installation.
ND or pt.ND.	3	11	Pourvu d'un pont neuf, ou pont renouvelé en partie.
✠NDB	10 & 11	—	Petite chaudière neuve, construite sous surveillance spéciale. Suit la date de construction et d'installation.
NDB	10 & 11	13	Petite chaudière neuve, avec date. Les lettres P & S qui précèdent NDB indiquent bâbord et tribord respectivement.
NE	—	13	Machines neuves, avec date de construction et d'installation.
NE & B	—	13	Machines et chaudières neuves, avec date de construction et d'installation.
✠NE	6 & 7	6 & 7	Machines construites sous surveillance spéciale. Suit la date de construction et d'installation.
✠NE&B	—	6 & 7	Machines et chaudières construites sous surveillance spéciale. Suit la date de construction et d'installation.
NHP	—	13	Force nominale en chevaux d'après les formules qui se trouvent à la page xlv des Explications des Annotations, Colonne 13, Vapeurs.
			O.
O	—	13	Cylindres oscillants.
OilEngine.	4 & 6, 7, 8	13	Machine à combustion interne utilisant des huiles lourdes comme combustible.
OG	—	7*	Arbre porte-hélice muni à la partie arrière du tube d'etambot, d'un presse-garnitures d'un type reconnu pour retenir l'huile.
(O.L.)	13	11	Longueur hors tout.
			P.
Ⓟ	—	2	Navire possédant un certificat à passagers, délivré par le "Board of Trade" (Ministère du Commerce Britannique) ou par les autorités equivalentes dans les autres pays.
PBH	3	12	Cloison partielle, ou cloison qui ne monte pas jusqu'an pont principal.
P	—	13	Bâbord. Voir notes à *lb* et à PNDB.
P	—	7*	Avec date, signifie la date de la dernière visite de l'arbre porte-hélice de *Bâbord*.
Pa	—	7*	Arbre porte-hélice arrière de bâbord.
Pf	—	7*	Arbre porte-hélice avant de bâbord.
P	13	11	Dunette. Voir illustration des types de navires dans l'Appendice (Vol. II).
Paraffin Motor	4 & 6, 7, 8	13	Machine à explosion ou à combustion interne utilisant des huiles raffinées ayant un point d'inflammation supérieur à 23° C., comme combustible, telles que Pétrole, Kerosene, Solar, etc.
Petrol Motor	4 & 6, 7, 8	13	Machine à explosion utilisant des huiles extrêmement volatiles, comme combustible, telles que Benzoline, Gasoline, Essence, etc.
pf	—	13	Foyers ordinaires, leur nombre est indiqué par le chiffre qui précède.
pt	3	2	Partie.
Pad	—	3	Bateaux à vapeur à aubes.
PNDB	10 & 11	13	Petite chaudière neuve (bâbord), avec date.
Pol	4	3	Polacre (Gréement).
Pr.B	—	13	Chaudière autoclave ou autre récipient à pression servant à la preparation de l'huile, des engrais, etc., sur les raffineries flottantes d'huile de baleine.
Pr.BS	—	5, 6, 7	Chaudières autoclaves visitées, avec date, indiquant que les chaudières ayant été visitées à cette époque, ont été trouvées en bon état.

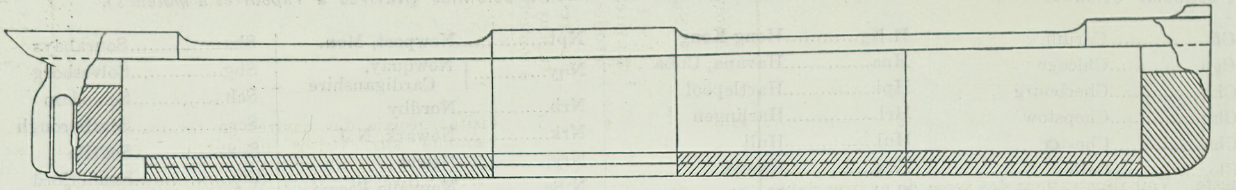
La Liste des ports de visite se trouve á la page l.

Abréviations ou Signes.	Numéros des Colonnes.		Explications.
	Navires à voiles.	Navires à vapeur et à moteurs.	
			Q.
Q	13	11	Demi-dunette. Voir illustrations des types de navires dans l'Appendice (Vol. II).
Q	—	13	Machines à quadruple expansion.
Qpd	—	13	Machines transformées à quadruple expansion, avec date.
Quad	4	3	Quatre hélices.
			R.
(*r*)	—	13	Enveloppe, entretoises longitudinales, tôles d'extrémités, foyers, et chambre de combustion de chaudière en acier; entretoises taraudées en fer.
R	16	15	Navire coté à l'American Bureau of Shipping.
R †	16	15	Navire coté à l'American Bureau of Shipping, mais classé auparavant au Lloyd's Register.
Ref.Mchy.	—	2 & 3	Navire pourvu de machines réfrigérantes. Voir liste à la fin du Registre.
Rest	6	5	Restauré. Ainsi, Rest. 10 A1 from 40 Lon., indique que la navire a été restauré dans le cote A pour 10 ans, à compter de 1940, et que la visite a eu lieu à Londres.
rf	—	13	Foyers à arêtes; leur nombre est indiqué par le chiffre qui précède.
RFD	—	11	Pont surélevé à l'avant.
RHP	—	13	Force nominale en chevaux d'après les papiers du navire, s'appliquant seulement à certains aux navires Anglais.
Rht	—	13	Machine munie de réchauffeurs.
Roof	3	2	Navire construit sous une toiture, conformément à la Section 48 des Règlements pour les navires en bois.
			S.
S	—	13	Machine à simple expansion.
s	15	14	Franc Bord pour l'été.
(*s*)	—	13	Enveloppe, entretoises, tôles d'extrémités, foyers et chambre de combustion de chaudière en acier.
s	3	2	Soufflage en bois.
Salted	4	3	Navires salés, d'après les Règlements, Section 37 (Navires en bois).
Salted†	4	3	La croix indique que les barrots du navire n'ont pas été salés.
S	4	3	Trois-Mâts carré.
s	—	13	Tribord. Voir notes à *lb* et à SNDB.
s	—	7*	Avec date, signifie la date de la dernière visite de l'arbre porte-hélice de *Tribord*.
sa	—	7*	Arbre porte-hélice arrière de tribord.
sf	—	7*	Arbre porte-hélice avant de tribord.
SB	—	13	Chaudières simples; leur nombre est indiqué par le chiffre qui précède.
Sc	4	3	Hélice.
Sk	4	3	Smack.
SNDB	—	13	Petite chaudière neuve (tribord), avec date.
Sp	4	3	Sloop.
Spt	4	3	Voile à baleston.
(Spt)	—	13	Chaudière(s) munie(s) de Surchauffeur(s).
Sq	4	3	Mâté en carré.
Sr	4	3	Goëlette.
Sw	4	3	Snow.
Shade dk.	4 & 6	3 & 5	Pont de construction légère, au-dessus des ouvertures dans les murailles du navire.
Shelter dk	—	3	Pour les navires construits conformément aux Règlements Révisés de 1922, le terme Shelter Deck indique que la pont continu le plus élevé comporte une ouverture de tonnage. Pour les navires construits antérieurement aux Règlements Révisés de 1922, le terme Shelter Deck n'indique pas nécessairement qu'une ouverture de tonnage est installée.
Spar dk.	4 & 6	3 & 5	Construit conformément aux Règlements, pour les navires à Spardeck.
SR	—	13	Un engrenage à simple réduction ets intallé entre les machines principales et l'arbre porte-hélice.
ss	4	3	Visite spéciale des navires en fer ou en acier. Navires soumis aux visites périodiques, prescrites par les Règlements pour les navires en fer et en acier (Ainsi : *ss*Nwc.No.1–40; *ss*Liv.No.2–40; *ss*Lon.No.3–6,40). Une annotation comme suit : ssHpl.2ndNo.3–6,40 indique que le navire a été soumis à la "Seconde Visite Spéciale No. 3" prescrite par les Règlements; cette visite comprend le forage du bordé extérieur pour déterminer son épaisseur.
SS	4	3	Visite spéciale des navires composites, avec date, conformément à la Section 43.
SS	6	5	Visite spéciale des navires en bois, cotés Æ, avec le nombre d'années assignées et l'année de la visite conformément aux Sections 61, 63 et 65 des Règlements pour les navires en bois (Ainsi : SS.Whn.40–4yrs.).
SS	6	5	Visite spéciale. La date en rouge qui précède, indique l'époque à laquelle le navire a ete visite d'apres les Règlements, pour les navires en bois, Section 60; et le nombre d'années indique la période pour laquelle le navire aura droit à cette cote. (Ainsi : SS Sld.40–8yrs.)
(*Stl*)	4	3	Acier—Matériaux des ponts.
Sub.Sig.	3	2	Appareil pour la réception de signaux sous-marins.
			T.
t	13 & 14	11–13	Tonneaux.
T	—	13	Machines à triple expansion.
trB	4	3	Rangées de barrots avec ou sans ponts; le chiffre qui précède indique leur nombre. (Ainsi : 3*trB*.)
Trp	4	3	Trois hélices.
Tpd	—	13	Machines transformées à triple expansion, avec date.
Trb	4	3	Trabacolo.
Twin	4	3	Hélices jumelles.
			U.
U	4	3	Pont supérieur.
			V.
V	16	15	Navire coté au Bureau Veritas.
V †	16	15	Navire coté au Bureau Veritas, mais classé auparavant au Lloyd's Register.
			W.
WB... *WB=*	13 & 14	11–13	Double-fonds avec détails. Voir les illustrations à la page xlix.
Well deck.	4	2 & 3	Un navire à puits est un navire ayant un gaillard d'avant, et une longue demi-dunette, ou une dunette reliée à une rouffle-passerelle, laissant le pont principal à découvert, entre la passerelle et le gaillard. Voir les Figures 3, 4 et 5 des illustrations des types de navires dans l'Appendice (Vol. II).
Wireless	3	2	Aux termes de la Convention pour la Sauvegarde de la Vie Humaine en Mer, les navires de 1.600 tx. et au delà bruts sont tenus d'être pourvus de la T.S.F.; il n'est par conséquent pas nécessaire de faire une annotation au Registre dans le cas de ces navires. L'annotation de "Wireless" est néanmoins insérée dans le Registre dans le cas de tous les navires de moins de 1.600 tx. qui figurent dans l'édition courante de la Liste des Stations terrestres et mobiles publiée par le Bureau International des Télécommunications à Berne. Dans le cas d'un chalatier ou d'un caboteur, l'annotation peut avoir trait à une installation de radiotéléphonie.
ws	4	3	Soufflage en bois (relatif aux ponts).
WTB	—	13	Chaudières à tubes d'eau.
			Y.
Yl	4	3	Yawl.
Yt	4	3	Yacht.

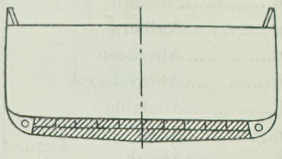
La Liste des ports de visite se trouve á la page l.

DOUBLE-FONDS ET TANKS.

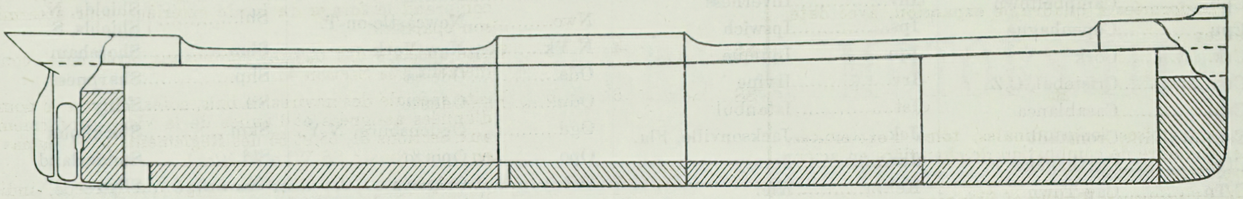
ILLUSTRATIONS DES ANNOTATIONS des *11me., 12me., 13me., et 14me. Colonnes du "REGISTER BOOK."*



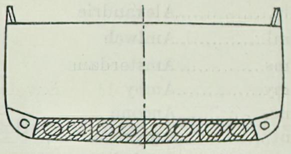
*WB=DBa*90′*f*120′480*tAPT*20*tFPT*106*t:* indique double fond arrière de 90 pieds, et avant de 120 pieds de longueur; capacité totale 480 tonneaux. Peak Tank arrière : capacité 20 tonneaux ; Peak Tank avant : capacité 106 tonneaux.



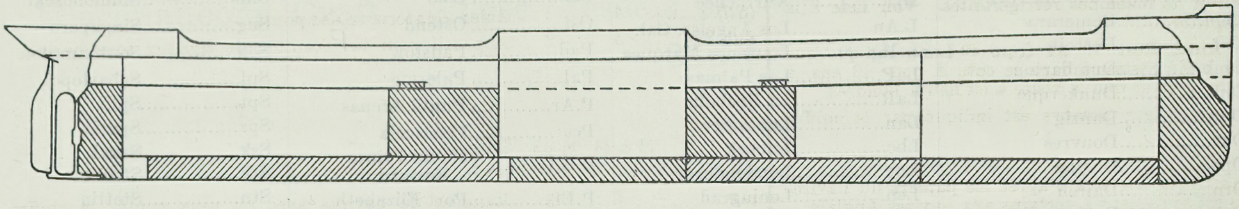
Double Fond.



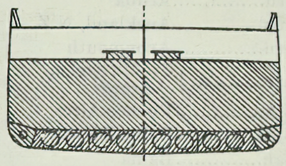
*WB=CellDBa*90′*uE&B*46′*f*120′618*tAPT*20*tFPT*106*t:* indique construction cellulaire du double fond, ayant une longueur de 90 pieds, sur l'arrière du navire; de 46 pieds, sous les machines et chaudières; de 120 pieds, sur l'avant du navire; capacité totale 618 tonneaux. Peak Tank arrière : capacité 20 tonneaux ; Peak Tank avant : capacité 106 tonneaux.



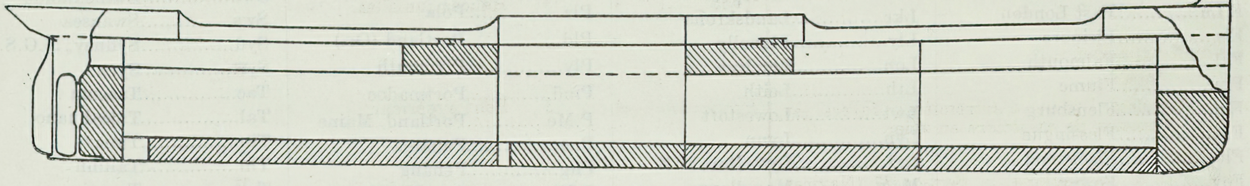
Double Fond Cellulaire.



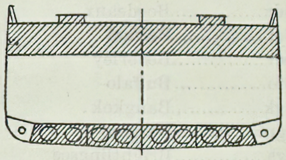
*WB=CellDBa*90′*uE&B*46′*f*120′618*tDTa*30′550*tf*30′590*tAPT*20*tFPT*106*t:* indique construction cellulaire du double fond, ayant une longueur de 90 pieds, sur l'arrière du navire; de 46 pieds, sous les machines et chaudières; de 120 pieds, sur l'avant du navire; capacité totale 618 tonneaux, et Tank de grande hauteur sur l'arrière du navire, longueur 30 pieds, capacité 550 tonneaux; Tank de grande hauteur sur l'avant du navire, longueur 30 pieds, capacité 590 tonneaux. Peak Tank arrière; capacité 20 tonneaux; Peak Tank avant; capacité 106 tonneaux.



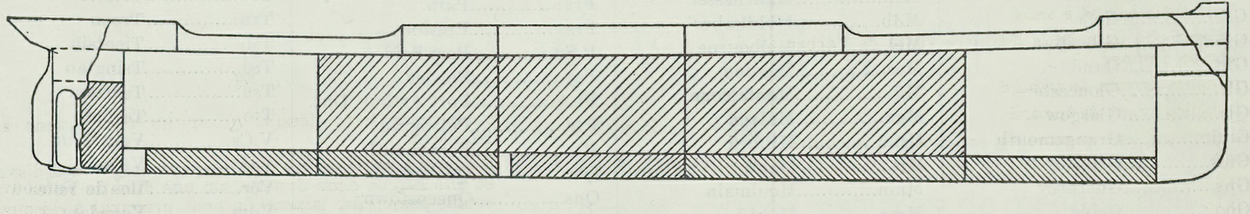
Tanks de Grande
Hauteur et
Double Fond Cellulaire.



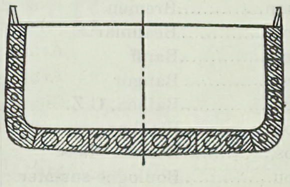
*WB=CellDBa*90′*uE&B*46′*f*120′618*t'Tween dk tank a*25′200*tf*30′260*tAPT*20*tFPT*60*t:* indique construction cellulaire du double fond, ayant une longueur de 90 pieds, sur l'arrière du navire; de 46 pieds, sous les machines et chaudières; de 120 pieds, sur l'avant du navire; capacité totale 618 tonneaux, et Tank d'entrepont sur l'arrière du navire, longueur 25 pieds, capacité 200 tonneaux; Tank d'entrepont sur l'avant du navire, longueur 30 pieds, capacité 260 tonneaux. Peak Tank arrière : capacité 20 tonneaux ; Peak Tank avant : capacité 60 tonneaux.



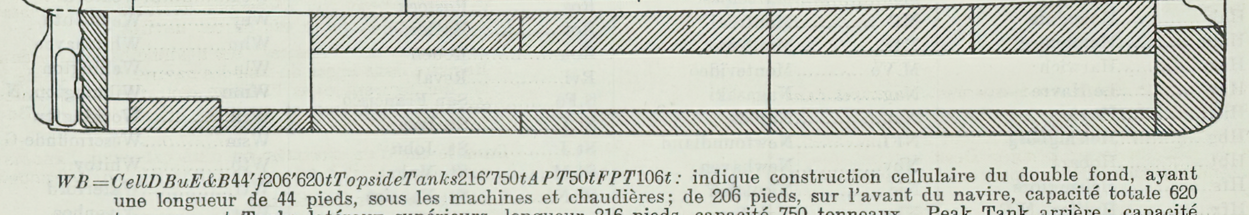
Tank d'Entrepont et
Double Fond Cellulaire.



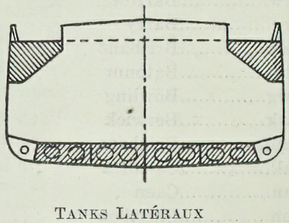
*WB=CellDBa*90′*uE&B*46′*f*120′618*tCellSideTanks*166′460*tAPT*20*t:* indique construction cellulaire du double fond, ayant une longueur de 90 pieds, sur l'arrière du navire; de 46 pieds, sous les machines et chaudières; de 120 pieds, sur l'avant du navire; capacité totale 618 tonneaux, et Tanks latéraux cellulaires, longueur 166 pieds, capacité 460 tonneaux. Peak Tank arrière : capacité 20 tonneaux.



Tanks Latéraux
Cellulaires et Double
Fond Cellulaire.



*WB=CellDBuE&B*44′*f*206′620*tTopsideTanks*216′750*tAPT*50*tFPT*106*t:* indique construction cellulaire du double fond, ayant une longueur de 44 pieds, sous les machines et chaudières; de 206 pieds, sur l'avant du navire, capacité totale 620 tonneaux, et Tanks latéraux supérieurs, longueur 216 pieds, capacité 750 tonneaux. Peak Tank arrière : capacité 50 tonneaux; Peak Tank avant : capacité 106 tonneaux.



Tanks Latéraux
Superieurs et Double
Fond Cellulaire.

N.B.—Lorsqu'une partie de l'annotation relative aux doubles fonds est rayée à l'encre rouge, comme suit :—*WB=DBa*90′*f*120′*&u*~~*E&B*46′~~, *etc.*, cela indique, que le navire a des doubles fonds sur l'étendue indiquée, mais qu'à la date de la dernière visite, la partie rayée au rouge n'etait plus employée comme double fond et que les tuyaux, etc., ont été modifiés en conséquence.

L'annotation de "Carrying oil fuel F.P. above 150° F. in DB & DT" dans les colonnes 5, 6 et 7 indique que le navire est aménagé pour le transport des combustibles liquides dans le double fond et les tanks de grande hauteur.

PORTS DE VISITE.

Quatrième et septième Colonnes (Navires à Voiles); troisième, sixième et treizième Colonnes (Navires à Vapeur et à moteurs).

Abd	Abadan
Abg	Aalborg
Abn	Aberdeen
Abs	Aberystwyth
Adl	Adelaïde
Adn	Aden
Akb	Akyab
Alb	Alblasserdam
Alg	Alger
All	Alloa
Alx	Alexandrie
Aml	Amlwch
Ams	Amsterdam
Amy	Amoy
Anc	Ancone
Ant	Anvers
Apl	Appledore
Arc	Arcachon
Arb	Arbroath
Ard	Ardrossan
Aru	Aruba
Auk	Auckland, N.Z.
Avn	Avonmouth
Azr	St. Michael's, Azores
B.As	Buenos-Aires
B.Bl	Bahia Blanca
Bah	Bahia
Bal	Baltimore
Bat	Batavia
Bbo	Bilbao
Bcl	Barcelone
Bdg	Bridgwater
Bds	Barbades
Bdx	Bordeaux
Bel	Belfast
Bev	Beverley
Bfo	Buffalo
Bgk	Bangkok
Bgn	Bergen
Bgs	Brightlingsea
Bhn	Bremerhaven
Bid	Bideford
Bkn	Birkenhead
Bla	Ibraïl
Bly	Blyth
Bmn	Bremen
Bms	Beaumaris
Bnf	Banff
Bng	Bangor
Boa	Balboa, C.Z.
Bom	Bombay
Bos	Boston, Mass.
Bou	Boulogne-sur-Mer
Bpl	Barnstaple
Brs	Bristol
Brt	Brest
Brw	Barrow
Bry	Barry
Bsb	Brisbane
Btm	Batoum
Bwg	Bowling
Bwk	Berwick
Bxm	Brixham
Cal	Calcutta
Can	Caen
Cbn	Cheribon
Cbo	Colombo
Cch	Christchurch, N.Z.
Cco	Curacao
Cdz	Cadiz
Cff	Cardiff
Cgo	Chicago
Chb	Cherbourg
Chp	Chepstow
Chs	Chester
Clo	Callao
Clv	Cleveland, O.
Clw	Collingwood
Cpb	Campbeltown
Cpn	Copenhague
Crk	Cork
Crs	Cristobal, C.Z.
Csb	Casablanca
Cst	Cronstadt
Ctg	Carthagène
C.Tn	Cap-Town
Cws	Cowes
Cza	Constantza
Ddn	Dunedin, N.Z.
Dem	Demerara
Det	Detroit
Dmb	Dumbarton
Dnk	Dunkerque
Dnz	Danzig
Dov	Douvres
Dpe	Dieppe
Drn	Dairen
Drt	Dartmouth
Dub	Dublin
Dul	Duluth
Dun	Dundee
Dzl	Delfzijl
E.Ln	East London
Els	Elsinore
Fal	Falmouth
Fiu	Fiume
Fln	Flensburg
Fls	Flessingue
Flt	Fleetwood
Foy	Fowey
Fre	Fremantle
Gal	Galveston (Texas)
Gdy	Gdynia
Gen	Gênes
Gfl	Gefle
Gib	Gibraltar
Ght	Gand
Glr	Gloucester
Gls	Glasgow
Gmh	Grangemouth
Gms	Grimsby
Gns	Guernsey
Goo	Goole
Got	Gothembourg
Grk	Greenock
Gro	Groningue
Gts	Gateshead
Gtz	Galatz
Hak	Hakodate
Ham	Hambourg
Har	Harwich
Hav	Le Havre
Hay	Hayle
Hbg	Helsingborg
Hbt	Hobart
Hfs	Helsingfors
Hfx	Halifax, N.E.
Hgo	Haugo
Hgt	Harrington
Hgz	Hoogezand
H.Kg	Hong-Kong
Hna	Havana, Cuba
Hpl	Hartlepool
Hrl	Harlingen
Hul	Hull
Hva	Huelva
Hxd	Hardinxveld
I.M	L'Ile de Man
Inv	Inverness
Ips	Ipswich
Iqu	Iquique
Irv	Irvine
Ist	Istanbul
Jck	Jacksonville, Fla.
Jer	Jersey
Kel	Kiel
Kgn	Kingston, Jam.
Kob	Kobé, Japan.
Krh	Kurrachee
L.An	Los Angeles, Cal.
L.Mq	Lourenço Marques
LaP	Las Palmas
LaR	La Rochelle
Lan	Lancaster
Lbc	Lubeck
Ldy	Londonderry
Len	Leningrad
Lgn	Livourne
Lie	Liepaja
Lim	Limerick
Lis	Lisbonne
Liv	Liverpool
Lkr	Landskrona
Lly	Llanelly
Lon	Londres
Lth	Leith
Lwt	Lowestoft
Lyn	Lynn
Lyt	Lyttelton, N.Z.
Mag	Magallanes
Man	Manille
Mau	Maurice
Mba	Mombasa
Mch	Manchester
Mdb	Middlesbro'
Mel	Melbourne
Mes	Messine
Mfl	Monfalcone
Mga	Malaga
Mil	Milford
Mlt	Malte
Mmn	Moulmain
Mmo	Malmö
Mns	Manaos
Mob	Mobile
Mpt	Maryport
Mrt	La Martinique
Msl	Marseilles
Mtl	Montréal
Mtr	Montrose
M.Vo	Montevideo
Nag	Nagasaki
Nap	Naples
NFL	Newfoundland
Nhv	Newhaven
Nic	Nicolaieff
Nkv	Nakskov
N.Ns	Newport News
N.Os	Nouvelle Orléans
Npr	Napier, N.Z.
Npt	Newport, Mon.
Nqy	Newquay, Cardiganshire
Nrb	Nordby
Nrk	Newark, N.J.
Nry	Newry
N.Sc	Nouvelle Ecosse
N.S.W	Newcastle, N.G.S.
Nts	Nantes
Nwc	Newcastle-on-T.
N.Yk	New-York
Oda	Odessa
Odn	Odense
Ogd	Ogdensburg, N.Y.
Opo	Oporto
Ork	Orkneys
Osa	Osaka
Osc	Oscarshamn
Osl	Oslo
Ost	Ostend
Pad	Padstow
Pal	Palerme
P.Ar	Punta Arenas
Pca	Pensacola
P.E.I	Ile du Prince Edward
P.El	Port Elizabeth
Pet	Peterhead
P.Gl	Port Glasgow
Phl	Philadelphie
Pir	Pirée
Pla	Pola
Pld	Portland (Or.)
Ply	Plymouth
Pmd	Portmadoc
P.Me	Portland, Maine
Pna	Panama
Png	Penang
P.Nl	Port Natal
Pnz	Penzance
Poo	Poole
P.Pr	Port Pirie
Pra	Para
Prs	Preston
P.Sd	Port Said
Psy	Paisley
Pt.A	Port Arthur, Ont.
Ptr	Petrograd
Pts	Portsmouth
Qbc	Quebec
Qns	Queenstown
Rga	Riga
Rgn	Rangoon
Rio	Rio de Janeiro
Rjk	Reykjavik
Rnf	Renfrew
Ros	Rostock
Rot	Rotterdam
Rou	Rouen
Rvl	Reval
S.Fo	San Francisco
St.I	St. Ives
St.J	St. John
St.M	St. Malo
St.N	St. Nazaire
St.T	St. Thomas, Antilles
Sab	Sabang
Sav	Savannah
Sba	Sourabaya
Sbg	Solvesborg
Sch	Schiedam
Scr	Scarborough
Sea	Seattle
Sfj	Sandefjord
Sgn	Saigon
Shi	Shanghaï
Shl	Shields, N. Shields, S.
Shm	Shoreham
Shp	Sharpness
Sil	Scilly
Skm	Stockholm
Sld	Sunderland
Sli	Sligo
Sly	Sicile
Smg	Samarang
Smk	Shimonoseki
Sng	Singapore
Sou	Southampton
Spl	Sebastopol
Spt	Split
Spz	Spezia
Ssk	Susak
Stk	Stockton
Stn	Stettin
Str	Stranraer
Stv	Stavanger
Suz	Suez
Svb	Svendborg
Swn	Swinemunde
Sws	Swansea
Syd	Sydney, N.G.S.
Syr	Syra
Tac	Tacoma
Tal	Talcahuano
Tim	Timaru
Tln	Tallinn
Tmp	Tampico
Tns	Townsville, N. Queensland
Trd	Trinidad, B.W.I.
Tri	Trieste
Trn	Troon
Tsn	Tientsin
Tso	Tsingtao
Tsu	Tsurumi
Tto	Toronto
V.Cz	Vera Cruz
Val	Valence
Vcr	Iles de Vancouvre
Vdm	Veendam
Ven	Venise
Vgk	Vegesack
Vpo	Valparaiso
Wbl	Whitstable
Wex	Wexford
Wey	Weymouth
Whn	Whitehaven
Wln	Wellington
Wmn	Wilmington, N.C.
Wrk	Workington
Wsm	Wesermünde-G.
Wtb	Whitby
Wtf	Waterford
Wvn	Wivenhoe
Yar	Yarmouth
Yka	Yokohama
Ymu	Ymuiden

STEAMERS & MOTORSHIPS

(Excluding Steamers and Motorships of less than 300 tons gross, Trawlers, Drifters and other Fishing Vessels, Tugs, Salvage Vessels, Dredgers, Barges, Hoppers and other Miscellaneous Craft. These Vessels appear in a Separate List preceding the List of Sailing Vessels.)

1940-41

NAVIRES A VAPEUR ET A MOTEURS

(à l'exclusion des navires à vapeur et à moteurs d'une jauge brute de moins de 300 tonneaux, des chalutiers, cordiers et autres navires de pêche, des remorqueurs, bateaux de sauvetage, dragues, chalands, porteurs à clapets et autres bâtiments divers. Ces navires figurent sur une liste séparée précédant la liste des navires à voiles.)

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
69001 207074 KDXQ	**A. A. Augustus** D.F. *Mchy.Aft* GyC. 1*Dk*	6390 — 4869					1909	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson &Co.)	504·0	54·0	30·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.23½″,38″&63″–42″ 257NH American S.B.Co.Clevelnc		R
69002 148089	**A. A. Hudson** (*ex*Rahane-39) *ss*Mtl.No.3-12,36 *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) *in holds* *Cargo battens not fitted*	2222 2011 1350	✠100A1 *withfreeboard* 7,39 ~~BS2,39~~ ✠LMC12,36 *ForService on the Great Lakes & River St. Lawrence & to St John's NF L.&Halifax N.S April to 21st November*	Tto 4,41 BS~~1,40~~		CL 10,37	1924 9mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	NorthwestSteamshipsLd.(A.A. Hudson,*Mgr.*) *also 2 intermediate BH in holds (lower part WT)* *CellDB220′597tFPT 123tAPT10t*	248·0 F42′ FK	43·0	22·8	Sarnia,Ont British 3*WTBH*	T.3Cy.18″,30″&49″–36″ (*s*) 180lb 186NH 2SB,6*cf*,GS100,HS3260 N.E.MarineEngCoLd.Nwc	25 ″ 0 s 5 ″ 8½ 19 ″ 6	
69003 UPOG	**A. Andreev** *OilEng.* *Mchy.Aft* E.S.D. GyC. 1*Dk* D.F. *CruiserStern*	2847 2003 1367					1935	NV Nederl. Schps.Maats Amsterdam	U.S.S.R.	278·5 P73′F31′	49·0	20·5	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.21¼″–35$\frac{7}{16}$″ 472NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo		
69004 215979 WOCJ	**A. C. Bedford** **TwinSc** *ss*N.Yk No.3-9,30 *ss*N.Yk.No.2-38 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* GyC. &*Web frames* *Longitudinal framing*	9485 7820 5899	✠100A1 *Shelter dk* *withfreeboard* 10,40 ~~1,40~~ ✠LMC MS8,37 BS1,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,18 *F.P. above* 150° F.	Gal	*f*†	CL 6,39	1918 2mo	Bethlehem S.B.Corp. Ld. SanFrancisco A&CP	StandardOilCo. of NewJersey *CellDBuE&B* *85′374tDTf54′626t FPT200t APT164t*	500·0 FK	68·0	35·8	**Wilmgton** (Del.) Utd. States 19*BH ptAsp* (15 *to U dk* 4 „ 2*nd* „)	T.6Cy.20½″,35½″&60″–42″ 200lb (*r*) 637NH 3SB,12*cf*,HS8943 FD B'thleh'mSB Corp.Ld.SFo	38 ″ 0 s9 ″ 7 24 ″ 7¾	
69005 54525 KDXN	**A. D. Macbeth** (*ex*Polynesia, *ex*SailingBarge) *Mchy.Aft* D.F. GyC. 1*Dk*2*trB*	3640 — 2596					1897	GlobeIron Works Cleveland	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	375·0	46·0	26·7	**Wilmgton** (Del.) Utd. States *WB*	T.3Cy.19″,30″&52″–40″ E*built*88*fitted*07 NB07 171NHP DryDockEng.Wks.Detroit		R
69006 205126 WDQF	**A. E. Nettleton** *Mchy.Aft* D.F. GyC. 1*Dk*	6286 — 5006					1908	Detroit S.B.Co. Wyandotte	GreatLakesS.S. Co.Inc.	525·0	55·3	32·0	**Oswego NY** Utd. States *WB*	T.3Cy.23½″,38″&63″–42″ 257NHP DetroitS.B.Co.Detroit.		R
69007	**A. F. Braga** **TwinSc** 1*Dk* *Mchy.Aft* *Stl framingIrn plating*	*399* *357* *174*	✠ 4,89 ✠	Gls			1889 4mo	AilsaSB.Co Troon	H.J.Miller&Co.	177·6 P18′B14′F21′ *Shade dk*22′ FK	29·1	9·0	**M.Video** Uruguayan 4*BHCem*	T.6Cy.10½″,17″&28″–18″ 67NHP Lees,Anderson&Co.Gls.	9 ″ 0	
69008 226492 WOYT	**A. F. Harvey** D.F. *ss*Clv.No.1-31 *Mchy.Aft* GyC. 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing at bottom & at deck* *Cargo battens not fitted*	7973 7866 6352	✠100A1 8,37 ~~BS3,39~~ ✠LMC~~5,34~~ *ForService on the Great Lakes* BS2,41	Clv 4,40			1927 5mo *Lloyd's*A&CP	Gt.Lakes Eng.Works RiverRouge, Mich.	PittsburghS.S.Co. *CellDBuE&B54′ 191tCellDB&side tanks in way of holds 474′6990t FPT 414tAPT59t*	588·3 F52′ FK	60·2	27·8	**DuluthMin** Utd. States 3*BH*	T.3Cy.24½″,41″&65″–42″ (*r*) 190lb 440NHP 3SB,6*cf*,GS148,HS6867 FD Gt.LakesEng.Wks.Detroit	32 ″ 0 s10 ″ 6¾ 21 ″ 8	
69009 DIAI	**A. H. Both** (*ex*Monsun, *ex*Hildegard) **3Mst** *OilEng.* *Mchy.Aft* 1*Dk*	363 333 267					1917	Kaldnæs Pat.sl.& M.V. Tönsberg	AdolfBoth	137·6 Q28′F13′	28·5	11·6	**Hamburg** German *WB*	Oil Engines 4S.C.SA 4Cy.7⅞″–17¾″ NE27 23NHP Motorenfbr "Deutz" A.G. Köln-Deutz		V
69010 200333	**A. H. Ferbert** (*ex*A.F.Harvey, *ex*Wisconsin) D.F. GyC. 1*Dk*2*trB*	4111 — 3005					1903	Superior S.B.Co. W.Superior	PittsburghS.S.Co.	428·0	50·0	28·0	**DuluthMin** Utd. States *WB*	T.3Cy.22″,35″&58″–42″ 218NHP SuperiorS.B.Co.		
69011 229053	**A. J. Patmore** **TwinSc** (*ex*B.B.McColl,*ex*Puloe Bram,*ex*Servitor) *OilEng.* 2*Dks* *Mchy.Aft*	858 — 673					1914	Chatham Dockyard Chatham	R.T.C.No.Eleven Corporation,N.J.	200·0	34·2	16·2	**Wilmgton** (Del.) Utd. States	Oil Engines 4S.C.SA 6Cy.12½″–18″ NE30 91NHP ElectricBoatWorks, Groton,Conn.		R
69012 5339 SDAE	**A. K. Fernström** (*ex*Export) *ss*Got.3rdNo.3-5,38 *Well deck* 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	*868* *643* *433*	✠100A1 7,39 MS5,38 ✠LMC ~~DBS3,38~~	Sbg DBS2,40 MBS~~7,39~~ 6,40	*l*	OG 7,39	1902 6mo	Rijkee&Co Rotterdam A&CP	A.K.Fernström's Granitindustrier (E.Fernström) *WB=CellDBa45′uE&B28′ f94′204t*	205·6 217·4(O.L.) Q68′B51′F25′ FK	30·1	12·9	**Karlshmn** Swedish 4*BHCem*	T3Cy.13⅞″25$\frac{5}{16}$″&40$\frac{5}{16}$″–36″ 160lb *80lb* (*s*) 113NHP 1SB,3*cf*,GS54,HS1952 Maats.Fyenoord.Rot.	15 ″ 6 s ″ 10 14 ″ 9¼	
69013 220873 KDLL	**A. L. Kent** *ss*Sea.No.2-29 D.F. *Fitted for oil fuel* 1*Dk*	6030 5374 3744	✠ … 7,30 ✠				1920 12mo	BathIron Works,Ld. Bath,Me.	KoppersCoalCo. (MysticS.S.Co., *Mgrs.*)	394·1 P42′B117′F37′ FK	55·1	31·0	**Boston** Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 467NHP BathIrnWrks,Ld.Bath,Me	34 ″ 6	R †
69014 EAOC	**A. Lazaro** Ⓟ **TwinSc** (*ex*CristoforoColombo) *OilEng.* Wireless 2*Dks*	1514 — 714					1895	N.Odero fuA. SestriPnente	Cia.Trasmediterranea	283·3 Q54′B80′F41′	37·0	18·7	**Valencia** Spanish *WB*	Oil Engines 4S.C.SA 20Cy.20⅞″–20⅞″ 856NHP E*made*—,*fitted*27 Masch.Augsburg-Nürnberg A.G.Augsburg		V
69015 217566 WMAE	**A. M. Baxter** (*ex*H.W.Baxter-33, *ex*Cowanshannock) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	2428 — 1464					1919	Gt.Lakes Eng.Wks. Ashtabula,O.	HoraceX.Baxter S.S.Co.Inc.(J.H. Baxter&Co. *Mgrs.*)	253·4	43·6	25·1	**S.Frncisco** Utd. States *WB*	T.3Cy.21″,34½″&57″–42″ 211NHP GtLakesE.W.Ashtabula,C		R
69016	**A. M. Bisbee** **Wood** 1*Dk*	419 — 282					1902	H.F.Carmichael HongKong	NinghaiS.S.Co.Ld.	131·2	24·5	12·2	**Ningpo** Chinese	C.2Cy.15″&31″–21″ 37NHP Ross&Duncan,Glasgow		
69017 207504 WADD	**A. M. Byers** *Mchy.Aft* D.F. GyC 1*Dk*	6364 — 4841					1910	American S.B.Co. Cleveland,O.	ReissS.S.Co.	504·0 F44′	54·0	30·0	**Wilmgton** (Del.) Utd. States *WB*	T.3Cy.23½″,38″&63″–42″ 257NHP AmericanSB.Co.Cleveland		R
69018 OYNB	**A. P. Bernstorff** Ⓟ *Ref.Mchy.* D.F. 3*Dks*	2339 1331 1174					1913	Helsingörs Jernsk&Msk Elsinore	DetForenede Dampskibs.Selsk.	291·8 F36′	41·7	25·7	**Esbjerg** Danish *WB*	T.4Cy.22″,44½″&(2)52″–43″ 355NHP HelsingörsJernsk.&Mskb.		V
69019 213099 WJCC	**A. S. Hansen** (*ex*Gulfcoast-36) *ss*Mob.2ndNo.3-3,40 ~~*ss*Mob.No.3-4,27~~ *Mchy.Af* D.F. ~~*ss*Mob.No.2-35~~ 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5189 4591 3202	✠100A1 ~~3,40~~ ~~11,37~~ 3,41 ~~BS11,39~~ ✠LMC~~5,35~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,15 *F.P. above* 150° F. BS11,40	Mob MS3,40	*y*	CL ~~11,37~~ 2,40	1915 5mo	NewYork S.B.Corp. Camden,N.J. A&CP	SabineTransportationCo.Inc.(M.T. Ball,*Mgr.*) *CellDBu E&B 62′ 222t FPT159tAPT30t*	383·0 P97′B34′F33′ FK	51·2	30·1	**Baltimore** Utd. States 14*BHCem* (8 *to Upr dk* 6 „ 2*nd* „)	T.3Cy.27″,45″&75″–48″ (*r*) 190lb 543NH 3SB,9*cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 s 5 ″ 9½ 24 ″ 7	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
69020 204864 WOLO	**A. T. Kinney** (exCaldera) *Mchy.Aft* D.F. GyC. 1*Dk*	6328 — 4086					1908	WestBay CitySBCo. BayCity,Mch	TheWilsonTransit Co.	504·0	54·0	26·9 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
69021 107967 WOUM	**A. W. Osborne** (exAndrewCarnegie) *Mchy.Aft* GyC. D.F. 1*Dk2trB*	3826 — 2630					1897	Cleveland S.B.Co. Cleveland	TheWilsonTransit Co.	403·0	48·0	24·3	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23",38"&63"–40" NB12 251NHP ClevelandS.B.Co.Cleveland		R
69022 LCAJ	**Aafjord** Ⓟ 1*Dk&Shelter dk*	335 308 189					1914	Akers Mek.Værks. Oslo	NamsosDampskib selskap	131·1 H27*t*	22·1	15·6	Namsos Norwegian *WB*	T.3Cy.12",20"&33"–21" 50NHP AkersMek.Værks.Oslo		
69023 OHHN	**Aagot** *ss*Bgn.2ndNo.3–5,33 *ss*Els.No 1–38 *Cargo battens not fitted* 3*Dk rule* 1*Dk(Irn)2trB&deep framing*	3939 3390 2353	✠100A1 12,39 ✠LMC MS12,37 BS9,39	Got	*v*	CL ~~12,39~~ 4,41	1906 7mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool 'sA&CP	O/Y SeaFreight A/B (H.Nyman, *Mgr.*) *Cell DBa* 133'	338·9 350.3(O.L.) P25'B90'F32' FK *uE* 17' *f* 146' 1005*t*	48·0	24·4	Helsingfrs Finnish 6*BHCem* *APT*117*t*	T.3Cy.25",40"&65"–42" (*s*) 160lb 289NHP NDB27*refitted*29 2SB,6*rf*,GS112,HS4562 Cen.Mar.Eng.Wrks.WHpl	27 ″ 2 s 4 ″ 10 22 ″ 7	
69024 PCAH	**Aagtekerk** TwinSc *ss*Rot.No.1–37 *OilEng.* D.F. 2*Dks(Stl)&Shelterdk(Stl)* *CruiserStern*	6811 5827 4044	✠100A1 *withfreeboard* 2,41 ~~2,40~~ ✠LMC CS6,38 DBS~~3,40~~ 5,41 ~~4,37~~ 3,40	Rot Liv	*d*†	OG N11,38	1934 1mo *Lloyd*	NVNederl. Schps.Maats. Amsterdam 'sA&CP *CellDBuE*51'	VereenigdeNeder- landscheScheep. Maats.(Directie en AgentuurMaats. HollandAustralie LijnN.V.*Mgrs.*) *f* 176' 666*tMTs*49'	460·1 P18'B66'F34' FK 1482*t Tanks in way*	60·2	27·3	TheHague Dutch 8*BHptCem* (6,,*to2nddk*) *of tunnels* 14	Oil Engines 2S.C.DA 12Cy.23⅝"–43 5/16" 2325NHP 2DB *120lb* Gebr.Stork&Co.N.V. Hengelo 61*tFPT*224*tAPT*134*t*	32 ″ 7 s 4 ″ 4½ 28 ″ 4½	
69025 OXAA	**Aalborg** 1*Dk*	1256 948 723					1920	Akt.P.Ph. Stuhr'sSkibs. Aalborg	A/S D/SDannebrog (C.K.Hansen*Mgr*)	238·7 P14'Q71'B94'F29'	36·2	13·4	Copnhagn Danish *WB*	T.3Cy.15",24"&40"–27" 83NHP A/S Frichs,Aarhus		V
69026 OYTH	**Aalborghus** Ⓟ D.F. *OilEng.* *CruiserStern* 2*Dks*	2079 1033 1186					1936	Nakskov Skibs.A/S Nakskov	DetForenede DampskibsSelsk.	272·3 B120'F52'	42·4	15·3	Aalborg Danish *WB*	Oil Engines 2S.C.SA 9Cy.19 1/16"–35 5/16" 608NHP Akt.Burmeistr&Wain,Cpn		V
69027 OFAR	**Aallotar** Ⓟ D.F. E.S.D. 2*Dks–pt3rd dk* *Ref.Mchy.* *Strengthened for Navigation in Ice*	2916 — 1607	✠100A1 *withfreeboard* 10,40 ~~4,39~~ BS4,39 ✠LMC5,37 No later survey reported	Hfs Abo	*t*	OG ~~10,37~~ 10,40	1937 5mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore 'sA&CP	FinskaÅngf.A/B *CellDB*238'349*t*	295·4 275·0 F66' FK *Duct keel except at ends* *FPT*27*tAPT*94*t*	45·3	25·7	Helsingfrs Finnish 5*BHCem*	C.4Cy.(2)20½"&(2)43 5/16" –45¼"213lb (*s*) FD 534NHP 3SB(Spt)9*cf*,GS172,HS8943 HelsingörsJernsk.&Msk.	28 ″ 3 s 9 ″ 6¼ 19 ″ 1	
69028 PCAM	**Aalsum** *ss*Rot.No.3–6.35 *ss*Rot.No.1–39 2*Dks(Stl)&Shelter dk(Stl)* D.F. *CruiserStern*	5418 4960 3192	✠100A1 *Shelter dk* *withfreeboard* 9,40 ~~3,40~~ ✠LMC MS6,38 BS3,40 *Fitted for oil fuel* 11,22 *F.P. above* 150° F.	Sch Gls	*a*†	OG 2,40	1922 9mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel 'sA&CP	StoomvaartMaats. "Oostzee"(Vinke &Co.*Mgrs.*) *CellDB*367'1199*t* 682*t*	420·9 F30' FK *MT*18' (*Collision* *FPT*164*tAPT*191*t*	56·3	26·4	Amstrdam Dutch 8*BHptCem* *ptAsp* *BHtoShdk* 7 ,, ,, *U* ,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb 603NHP 3SB,9*cf*,GS198,HS8730 FD Parson'sMarineSteam TurbineCo.Ld.Nwc.	29 ″ 0 s 3 ″ 6 25 ″ 8½	
69029 OYBA	**Aarhus** Ⓟ D.F. 1*Dk&AwngDk*	1618 899 819					1912	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	270·4 F35'	39·3	21·6	Frdrkshvn Danish *WB*	T.4Cy.25",41"&(2)48"–39" 288NHP Akt.Burmeistr&Wain,Cpn		V
69030 ESGA	**Aarne** (*ex*Smut-39,*ex*Harbury) *ss*Osl.3rdNo.3–1,33 *Well deck* *ss*Lie.No.3–6,39 D.F. 1*Dk(Irn)&Web frames* *Cargo battens not fitted*	1746 1385 1010	✠100A1 6,39 ✠LMC6,39 BS9,40	Lie	*r*	CL 6,39	1896 8mo	S.P.Austin &Son Sunderland A&CP	A.Kalm *CellDBa*76'*uE&B*	268·2 276·6(O.L.) P27'Q74'B48'F27' FK 40' *f*108'510*t FPT*	37·7	17·0	Tallinn Estonian 4*BHCem* 37*tAPT*64*t*	T.3Cy.20½",33"&54"–39" (*s*) 160lb 194NHP 2SB,6*pf*,GS84,HS3156 G.Clark,Ld.Sunderland	19 ″ 9 s 2 ″ 0½ 17 ″ 11	
69031 167581 ~~OXYX~~ MCFV	**Aarö** *ss*Els.No.3–6,38 1*Dk(Stl)* *Well deck*	1426 1172 ~~838~~ 839	✠100A1 7,40 ~~11,39~~ ✠LMC MS2,38 ~~BS12,39~~ BS12,40 ~~11,39~~	Mch Bkn	*p*	OG 11,39	1925 9mo *Lloyd*	Helsingörs Jernsk&Msk. Helsingör 'sA&CP	Ministry of Ship- ping (AlnS.S. Co.Ld.*Mgrs.*)	249·5 260·0 (O.L.) P17'Q76'B96'F28' FK *CellDB*210'401*t FPT*	38·1	15·2	London British 4*BHCem* 32*tAPT*86*t*	T.3Cy.18 3/16",30"&50"–36" 185lb (*s*) 161NHP 2SB(Spt),4*cf*,GS56,HS2430 HelsingörsJernsk.&Mskb.	17 ″ 6 s 0 ″ 11 16 ″ 8½	
69032 174208 ~~[illegible]~~ ZNAI	**Aase Mærsk** *ss*Rot.No.2–38 *OilEng.* D.F. 1*Dk(Stl)* *Mchy.Aft* *CruiserStern*	6184 5505 ~~3636~~ 3635	✠100A1 2,41 ~~2,40~~ ✠LMC CS10,38 DBS~~2,40~~ 2,41 ~~10,37~~ 7,39 *Carrying Petroleum in bulk*	Cbo Bom	*z*	CL ~~N3,38~~ 2,41	1930 9mo *Lloyd*	Odense Staalskibsvft Odense 'sA&CP	Ministry of Ship- ping(C.T.Bow- ring&CoLd*Mgrs.*) *CellDB*68'21	407·1 P96'B37'F37' FK *Trunk in wells* 7*tDTf*35'702*t FPT*	54·7	30·4	Aden British 10*BH* 151*tAPT*91*t*	Oil Engines 4S.C.SA 6Cy.29⅛"–59 1/16" 489NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	32 ″ 3 s5 ″ 7½ 26 ″ 10½	
69033 141887 GDSW	**Aba** Ⓟ (*ex*Glenapp) TwinSc *ss*Liv.No.3–11,30 *ss*Liv.No.2–39 ~~*ss*Liv.No.1–35~~ *OilEng.* D.F. 2*Dks(Stl)&Shelter dk* *Ref.Mchy.* (*Stl–ws*)	7937 6789 4596	✠100A1 *Shelter dk* *withfreeboard* ~~4,40~~ ~~10,38~~ 11,40 9,39 ✠LMC CS~~4,36~~ DBS9,39 9,39	Liv PN1	*c*†	CL 9,37	1918 9mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow 'sA&CP *CellDB*	ElderDempster Lines,Ld. 389'1140*tDTa*68'1	450·5 465·4(O.L.) F37'*on Shelter dk* FK 16*tFPT*93*tAPT*44*t*	55·8	36·6	Liverpool British *ptCem* 7 *BH to S dk* 1 ,, ,, *U* ,,	Oil Engines 4S.C.SA 16Cy.29⅛"–43 5/16" 1353NHP NDB22–*100lb* Harland&Wolff,Ld.Gls.	40 ″ 0 s16 ″ 3 24 ″ 8	
69034 7417 SFRA	**Abadan** TwinSc ~~*ss*Got.No.2–36~~ D.F. *ss*Got.No.3-8,40 *OilEng.* *Mchy.Aft* 1*Dk(Stl)* *CruiserStern*	6230 5469 3628	✠100A1 8,40 ~~6,39~~ 8,40 ✠LMC CS~~5,36~~ DBS~~5,35~~ 8,40 ~~3,38~~ 8,40 *Carrying Petroleum in bulk*	Got	*a*†	CL ~~3,38~~ 6,40	1928 2mo *Lloyd*	A/B Göta- verken Gothenburg 'sA&CP	RederiA/B Con- cordia(PerWaller, *Mgr.*) *CellDB*	417·7 P100'F54' *Trunk in well* FK *uE*67'195*tDTf*24'4	55·2	32·2	Gothenbrg Swedish 10*BHptCem* 50*tAPT*381*t*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP DB(P)*100lb* (S)*85lb* A/B Götaverken,Got.	32 ″ 0 s 6 ″ 1½ 26 ″ 1	
69035 EANC	**Abando** (*ex*PeñaCabarga) *ss*Bbo.2ndNo.3–3,18 1*Dk(Stl)&deep* *framing*	1701 1466 962	✠ 4,23 ✠	Bbo	*q*		1897 10mo	AM'Millan &Son,Ld. Dumbarton	Cia.deNav. Vizcaya *Cell*	260·0 B60'F27' FK *DBa & uE*88'*f*110'	37·0	18·2	Bilbao Spanish 4*BHCem* 402*tAPT*63*t*	T.3Cy.19",31"&51"–36" NDB20 164NHP 1SB,3*cf*,GS66,HS2567 Muir&Houston,Ld.Gls.	20 ″ 6	G †
69036 212612 KDAI	**Abangarez** Ⓟ D.F. Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* 2*Dks&2pt dks*	4538 — 2503					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	378·8 B154'F45'	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27",45"&75"–54" 413NHP Wrkman,Clark&CoLd.Bel		C
69037																
69038																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
69039 142497 MJZB	**Abbas Combe** (*ex*BeaulyFirth-36, *ex*Cliffsider) *ss*Abn.No.3-4,33 *Welldeck* *ss*Apl.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*)	489 316 202	✠100A1 11,40 ~~1,39~~ 4,41 ✠LMC MS5,38 BS~~2,40~~4,41	Apl Brs Off	*g*	CL 1,39	1920 5mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	AldShippingCo.Ld.	160·1|25·2| 9·7 26·2 166·0(O.L.) Q92'B11'F23' FK *CellDBf95'114tFPT*	Bristol British 3*BHCem* *33tAPT12t*	T.3Cy.12½",21"&34"-24" 180lb (*s*) 64RHP 1SB,*3pf*,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	11 ″ 8 s3 ″ 8 11 ″ 8	
69040 299 IBAA	**Abbazia** Ⓟ *ss*Tri.No.2-20 1*Dk&Awng dk* D.F. *Fitted for oil fuel*	3706 3054 2197	✠ ... 11,23 ✠				1912 1mo	Lloyd Austriaco Trieste	"Adriatica"Soc. Anon.diNav.	346·7|45·5|25·9 FK B *onAwng dk*160'	Venice Italian *WB*	T.3Cy.23¼",37"&66"-48" 390NHP LloydAustriaco,Trieste	28 ″ 5	I †
69041 89 IJAN	— Ⓟ TwinSc *OilEng.* *CruiserStern 1Dk*	391 271 157					1939	Cant.Nav. delQuarnaro Fiume	Soc.Fiumana di Nav.	177·9|27·9|11·5 166·2 B36'	Fiume Italian *WB*	Oil Engines 2S.C.SA 12Cy.10¼"-17$\frac{11}{16}$" 220NHP SocAn"Fiat"S.G.M.Turin		I
69042 PCBK	**Abbekerk** TwinSc *Oil Eng.* D.F. E.S.D. 1*Dk&Shelter dk* *3rd Dk except in No. 3 hold* *Butts of deck & shell plating* *Cruiser Stern electrically welded*	7906 6893 4764	✠100A1 *withfreeboard* ~~8,40~~ ~~1,40~~ 3,41 ✠LMC2,39	Sch Lon	*f*†	CL ~~P5,39~~ 10,40	1939 2mo *Lloyd*	FSchichau G.m.b.H. Danzig '*sA&CP* *CellDBuE62'*	VereenigdeNeder- landscheScheep. Maats.(Directie en Agentuur Maats. HollandAustralie LijnN.V.*Mgrs.*) *f225'1168t Tanks*	493·6|63·2|31·2 522·3(O.L.) P32'F39' FK (*Coll* 1 *IntermediateBH* *&1'tween dkBHdi* *at centre & sides of t*	The Hague Dutch *ptCem* *BH to Sh dk* 5,, ,, 2nd,, 1,, ,, 3rd,,) *spensed with* *unnels800tD*	Oil Engines 2S.C.SA 20Cy.25$\frac{9}{16}$"-47¼" 2274NHP DB*100lb*&DB(WT)*100lb* FSchichauG.m.b.H.Elbing *Tsf1164tFPT73tAPT396t*	35 ″ 2 s5 ″ 4½ 30 ″ 0	
69043 165409	**Abbeydale** D.F. E.S.D. *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8299 7423 4936	✠100A1 12,40 ~~10,39~~ ✠LMC3,37 *CarryingPetroleum in bulk*	Fal Grk	*d*†	CL N7,38	1937 3mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	TheAdmiralty *CellDBuE75'176tD*	466·3|61·9|33·9 481·6(O.L.) P107'B43'F45' FK *Tf34'397t FPT209*	London British 17*BHptCem* *ptAsp* *tAPT183t*	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP 2DB*150lb* WmDoxford&Sons,Ld.Sld.	34 ″ 0 s6 ″ 8¾ 27 ″ 6½	
89 40 69044 PCBO	**Abel Tasman** *OilEng.* D.F. 1*Dk* *Mchy.Aft CruiserStern*	314 199 153					1937	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	J.Bonninga	126·5|24·1| 8·4 P35'F15'	Groningen Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9$\frac{7}{16}$"-14$\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V		V
69045 ~~210477~~ ~~KOVD~~	**Abercos** Sub.Sig. *Fitted for oil fuel* 1*Dk&Shelter dk*2tr[illegible] *Longitudinal framing* Now Empire Ptarmigan—90370 in Supplement	6076 5563 3729					1920	GMStandi- ferCnst.Corp. Vancouver, Wash.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	401·4|53·2|31·9 P48'B81'F37'	~~PortlndOr~~ ~~Utd.States~~ British *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&Rent- schlerCo.Hamilton,O.		R
69046 127164 GQBZ	**Aberdonian** Ⓟ *ss*Abn.No.3-5,31 *ss*Abn.No.2-39 2*Dks*(*UStl*-ws)	1648 1146 747	✠100A1 5,39 ✠LMC5,39	Abn	*r*	CL 5,39	1909 5mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow '*sA&CP*	AberdeenStmNav Co.Ld. *CellDB*	264·3|36·2|18·3 276·3(O.L.) P75'B74'F67' BK9"	Aberdeen British 4*BHCem* *a64'f72'148t*	T.3Cy.26",44"&72"-42" (*r*) 180lb *80lb* 394NHP 2DB,*12cf*,GS225,HS6484 D&W.Hendersn&CoLdGls	19 ″ 6 s 2 ″ 1½ 18 ″ 5½	
69047 145321 MKYQ	**Aberhill** (*ex*Flora) *ss*Nwc.No.3-10,28 *ss*Bly.No.2-36 *Welldeck* 1*Dk*(*ptStl ptIrn*) *Cargo battens not fitted*	1516 1271 888	✠100A1 2,40 ✠LMC MS10,36 BS~~10,36~~ 11,40	Sld	*p*	OG ~~N6,38~~ 11,40	1915 8mo	A.Vuijk& Zonen,Cap- elle a/d Ysel A&CP	M.Taylor *CellDB a77'u*	246·8|38·2|16·3 P21'Q67'B63'F22' FK *E17'f104'429tFPT*	Methil British 4*BHCem* *35tAPT20t*	T.3Cy.19",31"&51"-36" (*s*) 180lb 180NHP 2SB,*6cf*,GS90,HS2920 G.T.Grey,SouthShields	18 ″ 6 s 1 ″ 6½ 17 ″ 1	
69048 131559 VJBJ	**Abersea** (*ex*SouthBulli) Wireless *ss*Syd.2ndNo.3-10,38 *Well deck* 1*Dk*(*ptIrn ptStl*) *Mchy.Aft Cargo battens not fitted*	818 588 359	✠100A1 ~~11,40~~ ~~11,39~~ 5,41 BS~~11,39~~ ✠LMC9,37 11,40	Syd	*k*	CL 3,39	1913 5mo *Lloyd*	Hall,Rus- sell&Co.Ld. Aberdeen '*sA&CP*	JonesBros.Coal Pty.Ld. *CellDBuE*	195·1|30·3|12·6 Q110'B9'F34' FK *28' f108' 187tFPT*	SydnyNSW British 4*BHCem* *70tAPT8t*	T3Cy.16$\frac{5}{16}$",26"&43"-33"(*r*) 180lb 140NHP 2SB,*4cf*,GS77,HS2506 Hall,Russell&Co.Ld.Abn.	14 ″ 6 s 4 ″ 3½ 14 ″ 1¾	
69049 208 YLFZ	**Abgara** (*ex*Vinodol-36,*ex*Bisley-33, *ex*Roselands) *ss*Rga.2ndNo.3-1,37 1*Dk*(*Irn*) D.F. *Cargo battens not fitted*	4422 4135 2821	✠100A1 5,40 ~~10,37~~ BS12,38 ✠LMC12,36	Rot NNs	*x*	~~10,37~~ 4,40	1911 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	LatvianShipping Co.	374·7|51·3|26·0 P25'B103'F36' *CellDBa123'* FK *uE&B45'f164'11*	Riga Latvian 6*BHCem* *15tAPT40t*	T.3Cy.25",41"&68"-48" (*s*) 180lb *120lb* 345NHP 2SB,*6cf*,GS132,HS5298 Cen.Mar.Eng.Wks.WHpl.	28 ″ 6 s 5 ″ 6¼ 23 ″ 3	
69050 5430 SFLN	**Abisko** *Mchy.Aft* 1*Dk* D.F.	*3088* *2633* *1640*					1913	Göteborgs M.V.Aktieb. Gothenburg	Trafikaktiebola- getGrängesberg- Oxelösund (M.Waldenström, *Mgr.*)	336·8|46·9|21·0 P69'B24'F39'	Stockholm Swedish *WB*	T.3Cy22$\frac{7}{16}$",35½"&59"-39⅜" 220NHP GöteborgsMV.Aktieb.Got		C
69051 UOVM	**Abkhaziya** Ⓟ TwinSc Sub.Sig. *OilEng.* *Ref.Mchy. CruiserStern* 2*Dks*	4727 3101 2583					1927	BalticS.B. &E.Works Leningrad	U.S.S.R.	353·5|51·0|25·3 B&F268'	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.25$\frac{9}{16}$"-33⅞" 1372NHP Russian Diesel Works,Len.		
69052 164265 MKKS	**Abosso** Ⓟ TwinSc D.F. 3*Dks&Shade dk* *OilEng.* E.S.D. *Ref.Mchy.* *CruiserStern*	11330 7569 6743					1935	Cammell Laird&Co.Ld. Birkenhead	ElderDempster Lines,Ld.	460·8|65·2|31·5	Liverpool British *WB*	Oil Engines 2S.C.SA 16Cy.24$\frac{7}{16}$"-45¼" 1660NHP J.G.Kincaid&Co.Ld.Grk		C BT till ~~6,40~~ 7,41 ~~5,41~~
69053 165246 GZJZ	**Aboyne** *ss*Lth.No.1-41 Wireless D.F. 1*Dk&Shelter dk* E.S.D. *Platform dk in Nos. 2 & 3 holds* *CruiserStern*	1020 832 386	✠100A1 *withfreeboard* 12,40 ~~6,38~~ ✠LMC~~2,37~~ 5,41	Dun Gmh	*q*	OG 12,40	1937 2mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP* *CellD*	Abrdn,Newcastle &HullStm.Co.Ld. (R.C.Cowper, *Mgr.*) *Ba&uE77'f85'182*	248·7|37·7|15·1 259·0(O.L.) B59' FK (*tFPT29tAPT40t*	Aberdeen British 4*BHptCem* *Coll toSh dk* 3 ,, *2nd*,,)	T3Cy.19",32½"&56"-42" (*s*) 220lb 264NHP 2SB,*6cf*,GS124,HS4282 J.G.Kincaid&Co.Ld.Grk.	16 ″ 6 s ″ 2 16 ″ 6	
69054 LDIK	**Abraham Lincoln** TwinSc *OilEng.* *ss*Osl.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *3rd dk*(*Stl*) *except in No.5* *Ref.Mchy.* *hold*	5740 5214 3501	~~DB5,41~~ ✠100A1 *withfreeboard* ~~6,38~~11,40 ✠LMC CS4,38 DBS~~7,38~~3,41 1,38 ✠Lloyd'sRMC~~1,40~~ ~~5,40~~ ~~9,40~~ 6,41	Rot Vcr	*b*†	CL 3,38	1929 4mo *Lloyd*	Odense Staalskibsv. Odense '*sA&CP* *Cell*	A/SBonheur(F. Olsen&Co.*Mgrs.*) *DB387'1349t* *Tanksin wayof tu*	435·9|56·2|27·7 P32'F41' FK (*Coll&AP* *nnels 185tFPT116t*	Oslo Norwegian 7*BH* *BH to Sh dk* 5 ,, *2nd*,,) *APT128t*	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 951NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	30 ″ 7 s4 ″ 0 26 ″ 8¾	
69055 503 ESAB	**Abruka** Ⓟ Steel&Iron (*ex*Eestimaa-38,*ex*Zasima, *ex*Limfjorden) 1*Dk*	462 273 275					1881	Lobnitz& Co. Renfrew	Laevaühing G. Sergo&Ko.	164·5|24·0|10·3 P45'F41'	Tallinn Estonian *WB*	C.2Cy.24"&44"-30" 88NHP Lobnitz&Co.Renfrew		G
69056														

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Board Cert. B. of Trade
69057 1300 IJAR	**Abruzzi** (*ex*Yomah,*ex*Babalan) *ss*Gen.4thNo.3–6,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	680 424 352	✠100A1 *For Coasting* *in the Mediter* 2,40 BS11,39 ✠LMC11,36 *CarryingPetr* *Fitted for oil*	Ven *purpo* *ranea* *oleum* *fuel* 4,	*h* *ses* *n g* *in* 98	CL 2,38 *Black* *bulk* *F.P. a*	1897 10mo *Sea* *bove* 1	Rijkee&Co Rotterdam A&CP 50° F.	AziendaGenerale ItalianaPetroli	194·9|25·8|10·4 185·4 P&B150′F20′ FK	Genoa Italian 11*BHCem* *FPT*40*t*	T.3Cy.12½″20″&33½″–21″(*s*) 175lb 65NH 1SB,2*cf*,GS28,HS1115 Maatschappij deMaas.Rot	11 ″ 0 s ″ 5¼ 10 ″ 7¼	
69058 OXAB	**Absalon** (*ex*JosephMerryweather) *ss*Cpn.No.3–7,27 *ss*Abg.No.1–31 1*Dk*(*Irn*)&*deepframing*	2144 1959 1353	✠ … 5,36 ✠	Abg	*s*		1898 9mo	W.Gray& Co.Ld. WHartlepool *Interm*	Dampsk.A/S 'Progress'(Marius Nielsen&Søn, *Mgr* *ediateBH in foreh*	290·3|42·1|19·2 P27′B69′F29′ s.) FK *old dispensed with*	Copnhagn Danish *Cem* 4 *BHonly* *CellDBa&u*	T.3Cy.21½″,35″&58″–39″ 220NHP 2SB,6*rf*,GS73,HS3445 Cen.Mar.Eng.Wrks.WHpl *E*110′*f*120′607*t* *APT*54*t*	21 ″ 9	V †
69059 OUEI	— Wireless 1*Dk*	457 301 149					1932	Orlogs- værftet Copenhagen	DenDanskeStat (Marine- ministeriet)	152·7|27·1|10·9	Copnhagn Danish	T.3Cy. Orlogsværftet,Cpn.		
69060 21598. KGDG	**Absaroka** *Fitted for oil fuel* D.F. 2*Dks*	5695 — 3527					1918	Skinner& EddyCorp. Seattle,Wash	~~McCormickS.S.Co.~~ Pope&Talbot,Inc.	409·5|54·2|27·4 P43′B115′F47′	S.Frncisco Utd.States	T.3Cy.25″,42″&72″–48″ 359NHP SeattleMachineWorks		R
69061 83 IBBA	**Absirtea** *ss*Tri.2ndNo.3–2,39 D.F. 1*Dk*(*ptIrn,ptStl*)	4170 3767 2492	✠100A1 4,40 MS2,39 ✠LMC MBS10,39 DBS3,40	Nap	*x*	CL 3,38	1913 10mo *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton '*sA&CP*	Soc.AnondiNav. G.L.Premuda *Cell* *DBa*129′*uE&B*	385·4|51·5|24·1 P52′B&F289′ FK 40′*f*150′1152*t* *FPT*	Trieste Italian 6*BHCem* 98*t* *APT*207*t*	T.3Cy26″,42½″&69½″–45″(*s*) 180lb 361NHP DB*made*25*refitted*38–115*lb* 2SB,6*cf*,GS180,HS5700 N.E.MarineEng.Co.Ld.Sld	26 ″ 6 s 2 ″ 11½ 23 ″ 9	
77/40 69062 ~~88~~ ~~SUCL~~ 145082 MCDN	**Abukir** (*ex*KyleQueen–35, *ex*IslandQueen–34) *ss*Shl.No.3–4,33 *ss*Alx.No.1–37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	~~680~~ ~~500~~ ~~355~~ 694 500 346	✠100A1 4,39 BS2,40 ✠LMC3,37	Alx	*i*	CL 4,39	1920 11mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Sunderlnd '*sA&CP*	~~PharaonicMail~~ ~~LineS.A.E.~~ Min- istry of Shipping (GeneralSteam Nav.Co.Ld..*Mgrs*)	173·5|28·1|12·9 P86′B15′F25′ FK *CellDB*40′42*t* *FPT*	London British 4*BHCem* 47*t* *APT*11*t*	T.3Cy.13½″,22″&36″–30″(*s*) 180lb *100lb* 97NHP 1SB,3*cf*,GS58,HS1775 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	14 ″ 0 s ″ 7½ 13 ″ 6½	
69063 231673 WHES	**Acadia** Ⓟ TwinSc E.S.D. *Fitted for oil fuel* D.F. GyC. 3*Dks* *CruiserStern*	6185 — 3020					1932	NwprtNws SB.&D.D.Co NewprtNews	EasternS.S.Lines, Inc.	387·4|61·2|27·0	Boston Utd.States *WB*	2SteamTurbinesSRgeared to2Sc.Shafts NewportNewsSB&DD Co.		R
69064 LJYH	— *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	5002 4403 2955					1938	Flensburgr Schiffsb.Ges. Flensburg	A/SAcadia(Sigurd Bruusgaard)	414·3|55·7|25·0 P431′	Drammen Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.23⅝″–43$\frac{5}{16}$″ 973NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		N
69065 133535 CGFS	— Ⓟ Wireless GyC. 1*Dk*&*Shelterdk* E.S.D.	846 796 439	✠ … 10,15 ✠				1913 6mo	Swan,Hun- ter&Wighan Richardson, Ld Newcastle	CanadianGovern- ment(Dept.of Mines&Resources)	170·0|33·7|19·1 FK	Ottawa British *WB*	T.3Cy.17″,28″&46″–27″ 177NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.	21 ″ 0	
69066 154480	**Acadialite** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Longitudinal framing* *at bottom and at deck* *CarryingPetroleum in bulk*	1919 1465 1085	✠ … 8,36 ✠	Mdb			1930 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOil,Ld., MarineDepart- ment (H.J. Rahlves,*Mgr.*) *Middle line Bu* *CellDBuE*24′68	250·0|43·1|17·9 P62′F41′ *Trunk*147′ FK *lkhead non-oiltight* *t* *FPT*133*t* *APT*48*t*	Montreal British 11*BHptCem*	T.3Cy.17″,28″&46″–36″ 158NHP 1SB,4*cf*,HS2718 N.E.MarineEng.CoLdNwc	18 ″ 0 s1 ″ 11½ 16 ″ 2¾	
69067 133533 CYJP	**Acadian** (*ex*Glenmavis) *Mchy.Aft* 1*Dk*	1686 1524 1055					1913	N.ofIre- landSB.CoLd Londonderry	CanadaSteamship Lines,Ld.	250·0|42·5|17·4 *WB*	Midland, Ont British	T.3Cy.16″,26″&44″–30″ Richardsons, 96RHP Westgarth&Co.Ld.Mdb.		C
69068 132623 GQRD	**Acajutla** *ss*Crs.No.3–6,36 Wireless *ss*Boa.No.1–40 1*Dk*(*Teak*)&2nd *dk*(*Stl*)	1170 962 654	✠100A1 9,40 ~~2,40~~ ✠LMC MS1,40 *Fitted for oil*	Boa Crs ~~BS10,39~~ 10,40 *fuel* 3,	*n* 20	CL 2,40 *F.P. a*	1911 10mo *Lloyd* *bove* 1	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *sA&CP* 50° F.	PacificStm.Nav. Co.Ld. *CellDB*	215·7|33·5|19·4 F27′ FK *a*40′*uE* 15′*f*94′160*t*	London British 4*BHCem* *APT*10*t*	T.3Cy.17″,28″&46″–33″ (*r*) 180lb 174NHP 2SB,6*cf*,GS107,HS3268 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	21 ″ 6 s 3 ″ 3½ 18 ″ 7½	
69069 LCBJ	**Acasta** (*ex*WarMatron) *ss*Sba.No.3–7,30 *ss*Mob.No.2–37 1*Dk*(*Stl*)	5229 4775 3177	✠100A1 ~~9,39~~11,40 BS11,40 ✠LMC MS11,37 ~~[illegible]~~ *Carrying oil* *Fitted for oil*	O sl Mob *fuel in* *fuel* 5,	*y* *bul* 18	CL ~~11,37~~ 10,40 *k F.P* *F.P. a*	1918 6mo *Lloyd* *above* *bove* 1	SirJ.Laing &Sons,Ld Sunderland '*sA&CP* 150° F. 50° F	A/S Mosvolds Rederi I (M.Mosvold,*Mgr.*) *M* *CellDBa*121′*f*	400·4|52·4|28·5 P49′B112′F39′ FK *iddle lineBulkhead* 180′947*t* *FPT*123*t*	Farsund Norwegian 11*BHptCem* *not oil-tight* *APT*195*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	
69070 163564 GYDF	**Acavus** *Mchy.Aft* *ss*Shl.No.1–39 *OilEng.* D.F. 1*Dk*,2nd *dk clear of cargo tanks* E.S.D. *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8010 7215 4777	✠100A1 ~~8,39~~12,40 ✠LMC ~~DBS11,38~~1,41 *CarryingPetr*	Shl Cff CS11,38 8,39 *oleum*	*c*† 2⅛ *in*	CL 2,38 *bulk*	1935 1mo *Lloyd*	Workman Clark(1928) Ld. Belfast '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64′158*t* *D*	465·0|59·4|33·9 483·2(O.L.) P93′B46′F48′ FK *Tf*25′270*t* *FPT*135	London British 15*BH* *t* *APT*83*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{3}{16}$″–55½″ 502NHP DB180*lb* Hwthrn,Leslie&CoLd.Nwc	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	
69071 162667 MQDK	**Acclivity** *ss*Lon.No.1–36 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	389 293 174	✠100A1 Examined 3,41 DBS3,39 ✠LMC6,36 ✠LMC(M)8,38 *CarryingPetr*	~~Gee~~ Lon *oleum*	*g* *in*	OG 10,38 *bulk*	1931 12mo *Lloyd*	G.Brown &Co. Greenock '*sA&CP*	F.T.Everard&Sons Ld. *CellDB*74′123	164·0|24·6| 8·6 P43′F20′*Trunk*101′ FK *t* *DTa*5′46*t* *FPT*38*t*	London British 9*BHptCem* *APT*16*t*	Oil Engines 2S.C.SA 5Cy.13$\frac{3}{16}$″–15½″ 154NHP DB180*lb* Plenty-StillOilEngines Ld Newbury	10 ″ 6 s ″ 7¼ 10 ″ 0¼	
189/40 69072 105158 MKNF	**Accomac** (*ex*Dixley–39, *ex*Oakover–37,*ex*Eendracht) 1*Dk*	347 252 162					1914	J.Th.Wil- mink Gideon	WalfordLinesLd. (LeopoldWalford ShippingLd.*Mgrs.*	132·3|23·1|10·8 Q&B72′F11′)	London British *WB*	T3Cy11⅝″,17$\frac{7}{16}$″&29½″–17$\frac{7}{16}$″ B*made*21 *fitted*25 37NHP D.H.Landauer&Zonen, Martenshoek		C
111/40 69073 149595 GMQN	**Accra** Ⓟ *ss*Liv.No.3–7,39 TwinSc ~~*ss*Liv.No.2–34~~ *OilEng.* *Ref.Mchy.* 2*Dks*(*Stl*) *Weather dk*(*pt* *teaks*)3rd *dk*(*Stl*)*in holds* D.F. E.S.D. *CruiserStern*	9337 6816 5471	✠100A1 *withfreeboard* 7,39 ~~8,38~~ ✠LMC DBS~~7,39~~ 7,40	Liv 5,40 ~~CS7,35~~ ~~10,36~~ 11,38	*d*†	CL 8,38	1926 8mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	ElderDempster Lines,Ld. *Cel*	450·8|62·3|31·3 P37′B267′F50′ FK *lDB*365′1226*t* *FPT*	Liverpool British 7*BHCem* 79*t* *APT*195*t*	Oil Engines 4S.C.DA 12Cy.26¾″–55⅛″ 1651NH DB100*lb* Harland&Wolff,Ld.Bel.	34 ″ 6 ·10 ″ 4 24 ″ 6¼	BT till 7,40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'r. Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
69074 127863 GDMJ	**Accrington** Ⓟ *ss*Gms.2ndNo.3-11,35 *ss*Gms.No.1-40 D.F. 1*Dk*(*Stl*-ws)&*pt deep framing & lower dk inNos.*1&3*holds*	1678 1098 918	✠100A1 3,40 ✠LMC3,40	Gms	*q*	CL N1,38	1910 8mo	Earle'sCo. Ld. Hull *Lloyd*'*sA&CP*	London&North-EasternRailway *DB*	265·0|36·0|17·4 P41'B115'F32'BK9" a54'*u*E21'*f*111'295*t*	Grimsby British 5*BHCem* *APT*33*t*	T.3Cy.22",35"&60"-42" 180lb 309NHP 2SB,6*cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 ″ 6 s 1 ″ 6¾ 17 ″11¾	BT till 1,41
69075 164548 MKMG	**Accruity** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	465 294 237	✠100A1 Examined~~9,40~~5,41 ✠LMC10,35 ✠LMC(M)4,38	Lon	*g*	OG 10,38	1935 10mo	G.Brown &Co. Greenock *Lloyd*'*sA&CP*	F.T.Everard& SonsLd.	150·7|27·7| 8·9 Q96'F19' FK *FPT*67*t*	London British 3*BHAsp* *APT*47*t*	Oil Engines 2S.C.SA 5Cy.12⅝"-15¾" 72RHP NewburyDieselCo.Ld. Newbury	9 ″ 11 s3 ″ 8 9 ″ 11	
69076 218268 KJAV	**Ace** (*ex*LakeFrohna) *Ref.Mchy.* 1*Dk*2*trB*	2616 2243 1611	✠ ... 7,21 ✠				1919 7mo	American S.B.Co. Loraine,O.	Terminals& Transportation Corp.(Minnesota-AtlanticTransit Co.*Mgrs.*)	251·0|43·6|26·2 P25'B64'F23' FK *WB*	Duluth Utd.States	T.3Cy.20",33"&54"-40" 267NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	R †
69077 DOCU	**Achaia** (*ex*Aquila-36, *ex*Deutschland) Sub.Sig. 2*Dks*	1778 1586 1033					1921	Nordd. Unionwerke A.G.Tönning	AtlasLevante-LinieA.G.	283·2|39·8|17·8 P&B186'F31' len28	Bremen German *WB*	T.3Cy.20",31½"&49¼"-31½" 137NHP Waggon u. Maschb.A.G.Görlitz		G
69078 77 IBCA	**Achille** (*ex*LlanthonyAbbey) *ss*Sld.2ndNo.3-10,16 *Well deck* *ss*Nap.No.2-25 D.F. 1*Dk*(*Irn*)&*WebFrames*	2415 1848 1513	✠ 12,29 ✠	Msl	*s*		1890 12mo	Ropner&S. Stockton	M.Scuderi *CellDB*	299·3|39·1|18·6 290·0 P29'Q88'B116'F31' 238'454*t* BK10"	Catania Italian 5*BHCem*	T.3Cy.22" 36"&59"-39" NDB12 217NHP 2SB4*rf*,2*cf*,GS84,HS3250 Blair&Co.(Lim.)Stockton	21″10	I †
69079 407 IBIA	**Achille Lauro** (*ex*Canadian Explorer-33) *ss*Hfx.No.2-29 D.F. 2*Dks*(*Stl*)	5209 4773 3203	✠ ... 3,34 ✠	Hfx			1921 2mo	Halifax Shipyards,Ld Halifax,N.S.	A.Lauro *CellDB*	414·2|52·3|28·4 400·0 P49'B113'F39' FK 334'1027*t FPT*147*t*	Naples Italian 6*BHCem* *APT*133*t*	T.3Cy.27",44"&73"-48" 555NH 3SB,9*cf*,GS224,HS8565 RobbE.WksLdAmherstNS	31 ″ 0	I †
69080 143640 GDBC	**Achilles** Ⓟ **TwinSc** *Ref.Mchy* D.F. 3*Dks*	11404 8184 7202					1920	Scotts'S.B. &Eng.Co.Ld Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	507·4|63·2|41·1 F69'	Liverpool British *WB*	2 DR Geared Steam Turbines Scotts'SB&EngCoLd.Grk		BT till 8,40
69081 213174 WHCS	— **TwinSc** *Mchy.Aft* Sub.Sig. *Fitted for oil fuel* GyC. D.F. 1*Dk*&*Web frames* (*Self-Unloader*) *Longitudinal framing*	9660 — 6074	✠ ... 11,17 ✠				1915 6mo	Maryland SteelCo. Baltimore, Sparro'Pt.Md	AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*)	514·0|65·2|36·5 P161'F55' FK	NewYork Utd.States *WB*	T.6Cy.27½",46"&76"-48" 1283NHP MarylandStl.Co.Sparr.'Pt.	39 ″ 6	R †
69082 PCCI	— 2*Dks*	1815 1642 1129					1906	Nederl. Schps.Maats Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	286·9|40·2|18·8 P17'B127'F35'	Amstrdam Dutch *WB*	T.3Cy.20⅞",32⅝"&55"-35⅜" 180NHP NedFb.v.Wrk&Spoor,Ams		V
69083 DOIK	— Sub.Sig. Wireless 1*Dk*	998 797 591					1922	Atlas-WerkeA.G. Bremen	Dampfsch.Ges. " Neptun "	224·0|33·2|13·7 P15'Q65'B57'F29'	Bremen German *WB*	T3Cy.18⅒",29½"&48⅘"-29½" 129NH Atlas-WerkeA.G.Bremen		G
69084 EAAB	**Achuri** (*ex*Rafael,*ex*Garton) *ss*Bbo.2ndNo.3-4,20 1*Dk*&*Web frames*&*ptAwng dk*	2613 2049 1761	✠ ... 11,24 ✠				1894 4mo	W.Gray& Co.Ld. WHartlepool	JoséAgustinMutiozabal	306·0|43·0|18·3 P27'Q90' *ptAwng dk*189' FK	Bilbao Spanish *WB*	T.3Cy.23",36½"&62"-39" NDB12 239NH Cen.Mar.Eng.Wrks.WHpl	20″10	V †
69085 214173 WSCF	**Acme** *ss*N.Yk.No.3-12,28 *ss*Bal.No.2-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6878 6395 4304	✠100A1 ~~7,40~~ ~~11,39~~ 11,40 BS11,40 ✠LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,16 *F.P. above* 150°F.	Mob ~~Phl~~ Bal	*b*†	CL 10,39	1916 6mo	UnionIron WorksCo. S.Francisco A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B*64' 197*tDTf*50'880*tF*	435·0|56·0|32·0 P106'B50'F43 FK *PT*97*tAPT*74*t*	NewYork Utd.States 15*B HptAsp* (10 ,, *to Udk* 5 ,, ,,2*nd* ,,)	T.3Cy.27",47"&76"-48" (*s*) 215lb 552NH 3SB,9*cf*,HS9405 UnionIronWorksCo.S.Fo.	33 ″ 6 s6″10¼ 26″10½	
69086	— (*ex*Amalienborg-37) *ss*Abg.No.3-4,31 *ss*Ham.No.2-39 1*Dk*(*Stl*)	2864 2581 1690	✠ 3,39 ✠	Ham	*u*		1919 5mo	Schpw.v. JanSmit,Czn. Alblasserdm.	HanseaticaAsch-purwis&Veltjens S.A.(Hansegesellschaft Aschpurwis& Veltjens,*Mgrs.*)	320·4|47·2|21·2 334·0(O.L.) P28'B186'F41' FK *CellDB*268' 847*tFPT*144*t*	Panama Pnamanian 5*BHCem* *APT*150*t*	T.3Cy.23",38"&62"-42" 282NHP 2SB,6*cf*,GS97,HS4520 Maats.deSchelde,Flushing	23 ″ 6	
69087 1309 CBAB	**Aconcagua** Ⓟ *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	7279 — 5155	✠100A1 *withfreeboard* 9,40~~10,39~~ ✠LMC4,38 ✠Lloyd'sRMC~~3,40~~9,40 No. 3 hold & No. 3 lower 'tween dk. for temp. 10° F., all other chambers for temp. 32° F.	NYk	*a*† 2	CL 2,39 DBS2,41	1938 4mo	Nakskov Skibs.A/S Nakskov *Lloyd*'*sA&CP*	CompañiaSud Americana deVap. *CellDB*360'1373*t*	414·3|58·3|21·7 440·5(O.L.) 29·7 P45'F51' FK *DTsa*154*t FPT*42*t*	Valparaiso Chilian 7*BHto Wdk* *APT*125*t*	Oil Engines 2S.C.DA 5Cy.24 7/16"-55⅛" 1027NHP Akt.Burmeistr&Wain,Cpn	33 ″ 9 s10″ 6 23 ″7½	
69088 YVAO	**Acosta** *ss*NYk.No.3-8,40 *Mchy.Aft* ~~*ss*Cco.No.2-36~~ 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	2634 1876 1502	✠100A1 8,40 ~~9,39~~ BS8,40 ✠LMC~~6,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,28 *F.P. above* 150° F.	NYk MS9,39	*t*	CL ~~9,39~~ 8,40	1928 3mo	Palmers' Co.Ld. Newcastle *Lloyd*'*sA&CP*	MeneGrandeOil Co.C.A. *CellDBuE&*	305·0|50·2|16·3 316·8(O.L.) P69'B22'F33' FK *Trunk*181' *B*43'126*t FPT*194*t*	Maracaibo Venezuelan 11*BHptCem* *APT*76*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 227NHP 2SB,6*cf*,HS4009 MacColl&Pollock,Ld.Sld.	16 ″ 6 s 2 ″ 0¼ 14 ″ 8	
69089 163438 MBRW	**Acrity** *ss*Yar.No.1-38 *Mchy.Aft* *OilEng.* *Well deck* 1*Dk*(*Stl*) *CruiserStern*	403 261 200	✠100A1 6,38 ✠LMC6,38 ✠LMC(M)7,39	Yar	*f*	OG N5,38	1934 2mo	G.Brown &Co. Greenock *Lloyd*'*sA&CP*	F.T.Everard& Sons,Ld.	142·8|25·6| 9·3 Q83'B9'F19' FK *FPT*	London British 3*BHAsp* 62*tAPT*30*t*	Oil Engines 2S.C.SA 4Cy.12⅝"-15¾" 58RHP NewburyDieselCo.Ld. Newbury	10 ″ 3 s3 ″ 8 10 ″ 3	
69090 722 SVNQ	**Acropolis** Ⓟ (*ex*Colima-33, *ex*Polyanthus) *ss*Pts.No.1-21 *Fitted for oil fuel* Wireless 1*Dk*, 2*nd dk in Nos* 1&3*holds*	1393 801 819	✠ ... 1,30 ✠				1917 11mo	Lobnitz& Co.Ld. Renfrew	Antoniou& Katramados, (N.D.Antoniou, *Mgr.*)	255·9|35·0|15·4 P&B166'F31' FK	Piræus Greek *WB*	T.4Cy.23",37"&(2)42"-30" 219NHP Lobnitz&Co.Ld.Renfrew	18 ″ 0	
69091 PCCX	**Actinia** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	352 215 174					1937	NVSchpsf. v/hDeGroot &VanVliet Slikkerveer	N.V.Kustvaartuig Nezaco	137·5|24·1| 7·8 P39'Q46'F15'	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-17 11/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machine	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté
69092 LCCB	**Activ** 1*Dk*	507 370 296					1903	Bergens Mek.Værks. Bergen	SkibsA/S Activ (BrödreneOlsen A/S, *Mgrs.*)	166·2 Q42*t*B58*t*H18*t*F18*t*	26·2	12·6	Bergen Norwegian *WB*	T.3Cy.14",28½"&38"–27" 75NHP BergensMekVærksBergen		N
190/40 69093 162654 MQCX	**Activity** ssLon.No.2–41 ~~ssLon.No.1–35~~ *Mchy.Aft* *OilEng.* *Well deck* 1*Dk*(*Stl*)	358 228 182	✠100A1 1,41 ~~3,30~~ ✠LMC~~1,36~~ ~~✠LMC(M)1,30~~	Yar Lon 1,41	*e*	OG ~~2,36~~ 12,40	1931 10mo *Lloyd*	G.Brown &Co. Greenock '*sA&CP*	F.T.Everard& Sons,Ld.	135·2 F18'Q81'B9' FK *FPT*41*t* *APT*22*t*	24·6	9·1	London British 3*BHCem*	Oil Engines 2S.C.SA 5Cy.13 5/16"–15¾" 153NHP Plenty-StillOilEngines,Ld Newbury	10 " 0 s 3 " 8 10 " 0	
69094 16331 MPDK	**Actuality** *Mchy.Aft* *OilEng.* ssLon.No.1–37 *CruiserStern* 1*Dk*(*Stl*) *Cargo battens not fitted*	311 224 149	✠100A1 9,37 ✠LMC4,37 ✠LMC(M)5,39	Lon	*d*	OG [illegible],39	1933 2mo *Lloyd*	Fellows& Co.Ld. Gt.Yarmouth '*sA&CP*	F.T.Everard& Sons,Ld.	129·2 P37'F13' FK *FP*	24·7	8·9	London British 3*BHCem* *T*33*t* *APT*9*t*	Oil Engines 2S.C.SA 4Cy.12⅝"–15⅝" 114NHP NewburyDieselCo.Ld. Newbury	9 " 6 s " 10½ 8 " 9½	
153/40 69095 163316 MKJM	**Actuosity** *Mchy.Aft* *OilEng.* ssLon.No.1–37 1*Dk*(*Stl*) *Well dk*	359 228 177	✠100A1 12,37 ✠NE8,37 ✠LMC8,37 ✠LMC(M)4,40	Yar	*e*	OG N4,39	1933 2mo *Lloyd*	G.Brown& Co. Greenock '*sA&CP*	F.T.Everard& Sons,Ld.	135·3 Q81'B9'F18' FK *FPT*	24·6	9·1	London British 3*BH* 47*t* *APT*31*t*	Oil Engines 2S.C.SA 4Cy.12 5/16"–15¾" 112NHP NewburyDieselCo.Ld. Newbury	10 " 0 s 3 " 8 10 " 0	
69096 177 IBEM	**Ada** Ⓟ (*ex*CanadianConqueror–38) ssMtl.No.3–4,33 *Ref.Mchy.* D.F. ssMtl.No.1–37 2*Dks*(*Stl*)	5248 4810 3154	✠100A1 10,39 ✠LMC MS1,38 BS~~5,39~~5,40	NYk	*y*	CL 4,38	1920 10mo	Canadian Vickers,Ld. Montreal A&CP	I.N.C.S.A. (ImpreseNav. CommercialeSoc. Anon.) *Cell*	412·5 400·4 P49'B120'F41' FK *DB*333'1025*t* *FPT*1	52·3	28·5	Rome Italian 6*BHptCem* 49*t* *APT*133*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 520NHP 3SB,9*cf*,GS198,HS7800 FD CanadianVickers,Ld.Mtl.	31 " 1 s5 " 11½ 25 " 4½	
69097 LCBK	— *Fitted for oil fuel* 1*Dk*	2456 2225 1486					1921	G.Brown &Co.Ld. Greenock	A/S/D/SBratsberg (FinRögenæs, *Mgr.*)	290·2 P68*t*H114*t*	44·0	20·8	Haugesund Norwegian *WB*	T.3Cy.22",36"&59"–39" 217NHP McKie&Baxter,Glasgow		N
69098 677 ISPL	— **WoodAuxBkn** (*exSailingVessel*Ricopino–38, *OilEng* *ex*GaribaldinoIII,*ex*EmiliaC, 1*Dk*2*trB* *ex*VittoriosaItalia) (*See Sailing Ship Register*)	348 326 311					1917	F.Terriz- zano ImperiaII	TeofiloDomenici	133·7 112·5	28·2	15·0	Viareggio Italian	Oil Engines 4S.C.SA 6Cy.8½"–14 3/16" 42NHP *Emade*37*fitted*38 DeutscheWerkeKielA.G. Kiel		I
69099 6088 SJHA	**Ada Gorthon** (*ex*H.Uner, *ex*Vettern,*ex*Signe) Sub.Sig. 1*Dk*	*2405* *2071* *1354*					1917	NV.Boele's Sch.Mschfbk. Bolnes	Rederi A/B Gefion (Joh.Gorthon, *Mgr.*)	292·0 P45'B86'F31'	44·0	19·9	Hlsngborg Swedish *WB*	T.3Cy.22",37"&60"–39" 225NHP Boele'sSch.&Mch.Bolnes		V
69100 1389 IBEA	**Ada O.** D.F.	5234 5013 3187					1919	Flli Orlando&Co. Leghorn	Navig.OderoSoc. Anon.	373·0 358·4	45·8	33·3	Genoa Italian *WB*	T.Cy.22⅜",36⅜"&60⅜"–39⅜" NE25 230NHP FlliOrlando&Co.Leghorn		I
69101 DHAC	**Adalia** Sub.Sig. D.F. 2*Dks*& *Shelter dk*	3199 2775 1845					1921	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges (Ham.-Amr.Linie)	337·6 B25'F43'	48·2	20·9 28·0	Hamburg German *WB*	T.3Cy.23⅝",38 9/16"&62"–61" 300NHP A.G."Neptun,"Rostock		G
69102 205289 KDVF	**Adam E. Cornelius** D.F. GyC. *Mchy.Aft* 1*Dk*	4900 — 3736					1908	Gt.Lakes Eng.Works St.Clair,Mch.	AmericanS.S.Co. (Boland&Cor- nelius,*Mgrs.*)	420·0	52·0	24·0	Buffalo Utd.States *WB*	T.3Cy.21",34½"&57"–42" 211NHP GreatLakesEng.Works		R
69103 86610 KFSM	**Adam E. Cornelius, Jr.** (*ex*G.J.Grammer–37) *Mchy.Aft* D.F. GyC. 1*Dk*2*trB*	4471 — 3708					1902	Superior S.B.Co. W.Superior, Wis.	AmericanS.S.Co. (Boland&Cor- nelius,*Mgrs.*)	438·0 len05	48·0	24·0	Buffalo Utd.States *WB*	T.3Cy.20",33½"&55"–40" 191NHP SuperiorS.B.Co.		R
99/40 69104 704 SVQJ	**Adamandios Georgandis** (*ex*Portvale, ssHul.No.3–10,27 *ex*Portrushton, ssPir.No.2–36 *ex*Portrush) *Cargo battens not fitted* 1*Dk*(*Stl*)	*3443* *3207* *2158*	✠100A1 7,37 BS11.39 ✠LMC6,36	Rot	*u*	CL N[illegible],40	1916 11mo *Lloyd*	J.Blumer &Co. Sunderland '*sA&CP* *Interm*	GeorgandisBros. *ediateBH in after* *CellD*	348·5 P35'B106'F34' FK *hold dispensed with* *B*308' 918*t* *FPT*59*t*	48·7	23·3	Piræus Greek *Cem* 5*BHonly* *APT*132*t*	T.3Cy.24 3/16",40¼"&65"–42" 180lb (*s*) 313NHP NDB21*refitted*37–*180lb* 2SB,6*cf*,GS136,HS5024 J.Dickinson&Sons,Ld.Sld.	25 " 4 s 4 " 4 21 " 5	
97/40 69105 923 SVXA	**Adamantios** (*ex*Eastgate–37) ssCff.No.3–11,27 ssHul.No.2–36 1*Dk*(*Stl*)	*4277* *4034* *2694*	✠100A1 10,39 BS1,39 ✠LMC6,36	Msl	*y*	CL 10,38	1915 11mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *sA&CP*	AdamasS.S.Co.Ld.	380·1 392·0(O.L.) P27'B230'F36' FK *CellDB*	53·5	24·1	Piræus Greek 5*BHCem* *a*128'*uE*&*B*	T.3Cy.25",41"&68"–48 (*s*) 180lb *100lb* 380NHP 2SB,8*cf*,GS151,HS6284 Cen.Mar.Eng.Wrks.WHpl 45'*f* 166'1270*t* *APT*130*t*	26 " 8 s 3 " 9½ 23 " 0½	
69106 750 SVLJ	**Adamas** (*ex*Promus–33) ssNpt.No.3–8,30 ssDnz.No.2–39 1*Dk*(*Stl*) *Cargo battens not fitted in enclosed bridge*	*4144* *3747* *2470*	✠100A1 ~~3,40 8,39~~ 2,41 ✠LMC6,39 BS10,40	Dnz ~~Bay~~ Bkn	*x*	CL 5,39	1918 2mo *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton '*sA&CP*	AdamasS.S.Co.Ld. *CellDB*	370·1 P52'B&F285' FK 319'1134*t* *FPT*106*t*	51·4	24·0	Piræus Greek 6*BHCem* *APT*184*t*	T.3Cy.26",42½"&69½"–45" 180lb (*r*) 361NHP 2SB,6*cf*,GS180,HS5700 N.E.MarineEng.Co.Ld.Sld	26 " 6 s 3 " 0½ 23 " 9	
103/40 69107 SVZG	**Adamastos** (*ex*Hanover–39) *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks* & *Shelter dk*	5889 — 3628	✠ … 3,22 ✠				1919 10mo	SunS.B.Co. Chester,Pa.	C.M.Lemos	434·3 FK	57·7	27·2	Piræus Greek *WB*	T.3Cy.27",45½"&76"–51" 612NHP TheSunS.B.Co.Chester,Pa	30 " 3	RC †
69108 1643 IBDA	**Adamello** ssGen.No.1–25 D.F. 1*Dk*& *Shelter dk*	5785 5519 3661	✠ … 2,29 ✠				1920 12mo	Nthmblnd S.B.Co.Ld. Newcastle	Soc.Anon. Cooperativa di Nav."Garibaldi"	413·4 399·9 FK F38' *on Shelter dk*	52·9	33·0	Genoa Italian *WB*	T.3Cy.27",45"&75"–51" 572NHP WllsndSlpwy&E.Co.Ld. Newcastle	35 " 5	I †
69109 DOAY	**Adana** Ⓟ (*ex*Atto–36) Sub.Sig. D.F. 2*Dks*	4205 3784 2597					1922	Vulcan- WerkeA.G Stettin	DeutscheLevante- LinieHamburg A.G.	360·7 P44'B109'F45'	51·0	26·0	Hamburg German *WB*	T.3Cy.22⅝",36⅝"&61⅝"–47¼" 260NHP Vulcan-WerkeA.G.Stettin		G
69110 TCAD	— **IronBg** (*ex*Eliane,*ex*Manon, 6thSurveyArd.9,95 *ex*Magda, 2ndSurveyGls.10,03 *ex*Stromboli,*ex*Brunswick) 2*Dks*	1158 1011 720	✠ … 3,08				1870 11mo	LairdBros. Birkenhead	SadikogluFehmi	258·2 len74	29·7	20·0	Istanbul Turkish	C.2Cy.30"&56"–36" NE&B83 158NHP LairdBros.Birkenhead	21 " 1	
54/40 69111 164549 MKMJ	**Adaptity** ssLon.No.1–40 *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	372 273 183	✠100A1 9,40 ~~12,35~~ ~~✠LMC12,35~~ ~~✠LMC(M)12,35~~ ✠LMC8,40	Yar Lon		OG ~~12,38~~ 8,40	1935 12mo *Lloyd*	Fellows& Co.Ld. Southtown, Gt.Yarmouth '*sA&CP*	F.T.Everard& Sons,Ld.	136·1 P37'F13' FK *FPT*33*t*	26·1	9·8	London British 3*BHCem* *APT*11*t*	Oil Engines 2S.C.SA 3Cy.12⅝"–15⅝" 84NHP NewburyDieselCo.Ld. Newbury	10 " 6 s1 " 2 9 " 4½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 'articulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
69112 146664 GJPR	**Adda** Ⓟ TwinSc ssLiv.No.1-38 *OilEng* D.F. E.S.D. ssLiv.No.3-5,35 *Ref.Mchy.* 2*Dks(Stl)*&*Awng dk* (*Stl-pt*teaks)	7816 6015 4663	✠100A1 *Awng dk* *withfreeboard* 6,40 ~~10,38~~ 9,40 ✠LMC CS~~11,34~~ DBS~~10,39~~9,40 10,38	Liv	*b*†	CL s9,38 PN9,38	1922 11mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Greenock	ElderDempster Lines,Ld.	435·3|57·3|31·3 P34'B235'F50' *on Awng dk* FK *CellDB*363'1160t*DTa*18'303t*FPT*99t*APT*118t	Liverpool British 8*BHptCem* (7 *to Awn dk* 1 „ *U* „)	Oil Engines 4S.C.SA 16Cy.29⅛"-45¼" 1317NHP DB-*100lb* Harland&Wolff,Ld.Gls.	34 ″ 6 s9 ″ 9½ 24 ″ 11	BT till ~~9,40~~ ~~12,40~~ 6,41
69113 1969 IUQF	— (*ex*Tai-37,*ex*Rinin-35, *ex*Molly-34,*ex*Beharrlichkeit,*ex*Trave, *ex*Süd,*ex*Norden) 1*Dk*	792 610 426					1905	Nylands Værksted Oslo	GestioneArmamentoPiroscafo "Adda"	204·6|30·1|15·3 191·9 Q56tB85tH11tF22t	Genoa Italian *WB*	T.3Cy.15½",25"&42"-30" 97NHP NylandsVærksted,Oslo		I
69114 3792 PJAV	**Adela** TwinSc ssCco.No.3-10,40 ~~ssCco.No.2-36~~ *Mchy.Aft* 1*Dk(Stl)* *Longitudinal framing at bottom & at deck*	*2696* *1810* *1224*	✠100A1 10,40 ~~2,40~~ ~~BS8,39~~ 10,40 ✠LMC~~6,35~~ 8,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 6.28, F.P. above 150° F.*	Cco	*t*	CL ~~s7,37~~ P2,39 SN9,40	1928 6mo *Lloyd'sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	N.V.Curaçaosche Scheepv.Maats.	305·3|50·3|15·1 P86'F45' *Trunk*174' FK *FPT*	Willmstad Dutch 11*BHptCem* *ptAsp* 114t*APT*86t	T.6Cy.13",22"&35"-24" (*s*) 180lb 234NHP 2SB,*4cf*, ,HS4042 FD Armstrong,Whitworth&Co.Ld.Nwc.	15 ″ 0 sl ″ 7 13 ″ 6¾	
69115	**Adelaide Star** TwinSc *OilEng.* GyC. *Ref.Mchy* *CruiserStern*	11000	100A1 *withfreeboard* (*Class Contemplated*)				1940	Akt.Burmeistr&Wain Copenhagen	BlueStarLine,Ld.	528·0|70·0|43·4	British	Oil Engines 2S.C.DA 12Cy.24 7/16"-55⅛" Akt.Burmeistr&Wain,Cpn.		
69116 DRAS	**Adele Ohlrogge** (*ex*Hilde-38, *ex*Paris,*ex*Saturn) *Well deck* Sub.Sig. 1*Dk*2*trB*	1371 931 851					1894	Flensburgr Schiffsb.Ges. Flensburg	KarlGross	231·6|33·4|13·8 Q71'B105'F25'	Brake German *WB*	T.3Cy.16",26"&43"-33" NB28 106NHP FlensburgerSchiffsb.Ges.		G
69117 DHAD	**Adele Traber** D.F. *Cruiser Stern* 1*Dk*	2575 2142 1426					1930	Flensburgr Schiffsb.Ges. Flensburg	W.Traber&Co.	281·7|46·1|21·9 P22'F25'	Hamburg German *WB*	T.3Cy.22",34⅝"&56 5/16" 105NHP FlensburgerSchiffsb.Ges.		G
69118 924 SVYF	**Adelfoi Chandris** (*ex*Cokesit-38) ssN.Yk.2ndNo.3-1,38 2*Dks* *Longitudinal framing*	6176 — 4401	100A1 4,40 ~~9,30~~ BS~~1,39~~ 4,40	Pir Liv LMC1,38		CL 12,37	1919	GMStandiferCnst.Corp. Vancouver, Wash.	J.D.Chandris	401·0|53·0|34·6 P34'F38' FK *CellDB*344'1326t*FPT*85t	Piræus Greek 7*BHCem* *APT*147t	T.3Cy.24½",41½"&72"-48" 200lb (*r*) 545NHP 3SB,*9cf*,GS189,HS8112 FD Hooven,Owens,Rentschler Co	34 ″ 6 s8 ″ 2¾ 26 ″ 6	
69119 121 SVGD	**Adelfotis** (*ex*CapeSt.Columba-35, *ex*CarlowCastle) ssLon.No.3-12,29 ssRot.No.2-38 1*Dk(Stl)*&*Shelter dk(Stl)* 2*nd dk(Stl) in No.1 hold* *Cargo battens not fitted in lower holds*	5838 *5605* *3676*	Surveys delayed ✠100A1 *Shelter dk* *withfreeboard* 1,41 ~~10,39~~ ~~BS10,39~~ ✠LMC5,37	HKg Pir BS1,41	*y*	CL ~~12,37~~ 1,41	1917 2mo *Lloyd'sA&CP*	Nthmblnd S.B.Co.Ld. Newcastle	M.J.Carras	400·0|53·0|32·8 F *on Shelter dk*39' FK *CellDB*351'1300t	Chios Greek 6*BHCem* *APT*110t	T.3Cy.26",45"&74"-48" (*s*) 180lb 465NHP 3SB,*9cf*,GS189,HS7908 Richardsons,Westgarth&Co.Ld.Sld.	35 ″ 5 s9 ″ 5¼ 26 ″ 2½	
69120 162517 GBFV	**Adellen** *OilEng.* ssAms.No.2-39 D.F. GyC. 2*Dks(Stl)*&*Web frames* *Mchy.Aft* *Longitudinal framing*	7984 7426 4735	✠100A1 2,41 ~~4,40~~ ✠LMC CS6,39 DBS~~6,39~~11,40 6,39 *Carrying Petroleum in bulk*	Lon NYk	*c*†	CL ~~10,38~~ 2,41	1930 12mo *Lloyd'sA&CP*	Blythsw'd S.B.Co.Ld. Glasgow	AdellenShipping Co.Ld.	459·7|60·0|34·5 P94'B30'F38' FK *CellDBuE*43'182t*DTf*36'439t*FPT*294t*APT*65t	London British 17*BHptCem* (10 *to U dk* 7 „ 2*nd*„)	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 5 s6 ″ 10¼ 27 ″ 10½	
69121 159560 VLGJ	**Adelong** *Cargo battens not fitted* E.S.D. 1*Dk* *Mchy.Aft* *Cruiser Stern*	3577 3033 1878	✠100A1 8,39 ~~BS8,39~~ 5,40 ✠LMC7,36	NSW		OG ~~4,37~~ 8,40	1936 7mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Glasgow	Huddart,Parker, Ld. *CellDBuE*42'	345·0|48·2|23·8 359·3(O.L.) P129'B16'F39' FK *f*194'793t*DTf*38'465t*FPT*73t	Melbourne British 7*BHCem* *APT*147t	T.3Cy.22½",38"&64"-45" ~~220lb~~200lb (*s*) 399NHP 2WTB(Spt),HS5578 FD J.G.Kincaid&Co.Ld.Grk.	27 ″ 0 s4 ″ 5½ 22 ″ 8¾	
69122 FNLA	**Aden** TwinSc 2*Dks(Stl)*&*Shelter* D.F. *dk(Stl-ws)*	8033 7633 5066	✠ 3,18 ✠	Yka	*c*†		1918 3mo	AsanoS.B. Co.Ld. Tsurumi	ChargeursRéunis	445·0|58·0|40·0 FK *Cell DB*389'1347t*FPT*	Dunkirk French 7*BHCem* 84t*APT*32t	T.6Cy.22",36½"&61"-48" 703NHP 4SB,*12cf*,GS232,HS9835 FD IshikawajimaS.B.&E.Co.Ld.Tokyo	40 ″ 1	V †
69123 25467 JADD	**Aden Maru** ssKob.No.3-3,32 ssKob.No.2-41 ~~ssYka.No.1-37~~ 2*Dks(Stl)*&*Awng dk(Stl)*	5824 5586 4195	✠100A1 *Awng dk* *withfreeboard* 2,41 ~~4,30~~ ✠LMC~~4,39~~ 2,41 *Fitted for oil fuel 5, 23 F.P. above 150° F.*	Kob ~~BS6,40~~	*y*	OG ~~2,38~~ 1,41	1919 7mo A&CP	Kawasaki Dkyd.Co.Ld Kobe	OnoShojiGomei Kaisya *CellDB*334'1118t	385·0|51·0|36·0 FK *FPT*126t*APT*93t	Kobe Japanese *Cem* *Collision BH to A dk* 5 „ „ *U*„	T.3Cy.26",43½"&72"-48" (*s*) 200lb 437NHP 2SB(Spt),&1AuxSB,*8cf*, GS154,HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 1¾ 27 ″ 1	
69124 2189 IJDG	**Adige** (*ex*Adriana-38) 1*Dk*	1006 906 609					1906	Flensburgr Schiffsb.Ges. Flensburg	PaoloFerraro	236·5|33·4|15·2 226·7 P&B140'F30'	Genoa Italian *WB*	T.3Cy.16",26¾"&44"-33" 111NHP FlensburgerSchiffsb.Ges.		GI
69125 5859 PCDO	**Adinda** *OilEng.* D.F. *Cruiser Stern* 1*Dk* *Longitudinal framing at bottom, in centre tank & in trunk* *Mchy.Aft*	3359 2350 1789	✠100A1 1,39 DBS9,40 ✠LMC1,39 *Carrying Petroleum in bulk*	Mfl	*u*	CL	1939 1mo *Lloyd'sA&CP*	Cantieri RiunitiDell'Adriatico Monfalcone	Nederl.-Indische Tankstoomboot Maats. *CellDBuE*63'123t	332·0|46·6|20·0 347·7(O.L.) P93'F53' FK *Trunk*186' *DTf*27'85t*FPT*86t	TheHague Dutch 13*BHptCem* *ptAsp* *APT*63t	Oil Engines 4S.C.SA 6Cy.19 11/16"-43 5/16" 223NHP DB*180lb* WerkspoorN.V.Ams.	20 ″ 0 s1 ″ 7¼ 18 ″ 6¾	
69126 UOVL	**Adjaristan** Ⓟ TwinSc (*ex*Adjaria) *OilEng.* *Ref.Mchy.* 2*Dks* Sub.Sig. *CruiserStern*	4727 3101 2583					1927	BalticS.B. &E.Works Leningrad	U.S.S.R.	353·5|51·0|25·3 B&F268'	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.25 9/16"-33⅞" 1372NHP RussianDieselWorks,Len.		
69127 145582 GFJW	**Adjutant** (*ex*Myrtlepark) ssLon.No.3-7,35 2*Dks(Stl)*	1942 1740 1172	✠100A1 Examined 7,41 Brs BS7,41 ✠LMC5,40	~~Mdb~~	*r*	CL ~~5,38~~ 6,41	1922 6mo *Lloyd'sA&CP*	Grangm'th Dkyd.Co.Ld. Gr'ngemouth	GeneralStm.Nav. Co.Ld. *CellDBa*63'*u E*28'	280·3|41·9|18·9 P21'B68'F29' FK *f*124'549t*FPT*44t	London British 4*BHCem* *APT*42t	T.3Cy.21",35"&57"-36" (*s*) 180lb *100lb* 227NHP 2SB,*6cf*,GS113,HS3712 D.Rowan&Co.Ld.Glasgow	20 ″ 9 s2 ″ 8¾ 18 ″ 3	
69128 DOTX	**Adler** Ⓟ Wireless D.F. E.S.D. 1*Dk* *Ref.Mchy.* *CruiserStern*	1494 891 702					1938	Lübecker Maschb.Ges. Lübeck	ArgoReederei RichardAdler&Co.	249·2|39·6|12·2 P48'B&F189' *Upr.*B73'*Upr.*F28'	Bremen German *WB*	C.4Cy.17 11/16"&35 7/16"-35 7/16" & LP turbine with DR gearing & hydraulic coupling HS2799 240NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		G
69129 UOJV	— IronTwinSc (*ex*Peter) 1*Dk*	338 286 214					1883	Stabilmnto Tecnico Trieste	U.S.S.R.	176·0|27·1| 7·4	Rostovo/D Russian	C.4Cy.11⅛"&23½"-18" NB04 39NHP StabilimentoTecnico,Tri.		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre (Temporaire).	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Hat. Trade.
69130 OQCA	**Administrateur Général Arnold** *Mchy.Aft* 1*Dk*	659 503 301					1927	Jos.Boel& Zonen Temsche	BelgianGovernment(Ministère desColonies)	180·3|29·5|15·1	Boma Belgian *WB*	T.3Cy.14½",22½"&37½"-23½" 68NH Anc.Etablis Van de Kerckove,Ghent		
69131 ~~220346~~ ~~KUZG~~ 155939 GMKK	**Admiral Chase** (*ex*Sutransco) *ss*S.Fo.No.3-9,32 1*Dk*(*Stl*)2nd*tr B* ~~1*Dk*(*Stl*)2*tr B*~~ *in fore& after holds& Web frames* *ss*S.Fo.No.2-40	~~3285~~ ~~3005~~ ~~1997~~ 3286 2890 1997	✠100A1 9,40 ~~10,38~~ ~~7,40~~ ~~MS9,33~~ *Fitted for oil fuel 8,20 F.P.above 150° F.*	SFo Vcr ✠LMC 7,40 ~~BS5,36~~	*v*	CL ~~N1,34~~ 6,40	1920 8mo	Submarine BoatCorp. Newark,N.J. CP	W.R.Carpenter OverseaShipping. Ld. *CellDB*251'827*t*	324·0|46·2|25·0 P30'B90'F35' FK *DTf* 20' 394*t FPT*	Port Moresby British 6*BHptCem* 111*tAPT*69*t*	1DRGearedSteamTurbine 200lb (*s*) 386NH 2WaterTubeBoilers FD HS5800 WestinghouseElectric& Mfg.Co.Essington.Pa.	28 ″ 6 5 ″ 7½ 29 ″ 0	
69132 220103 KDBS	**Admiral Cole** (*ex*Surailco) *ss*S.Fo.No.3-11,32 *ss*S.Fo.No.1-37 1*Dk*(*Stl*)2nd*tr B* ~~1*Dk*(*Stl*)2*tr B*~~ *in fore& after holds& Web frames*	3285 3005 1997	✠100A1 5,40 ~~9,39~~ ~~BS9,39~~ *Fitted for oil fuel 9,20 F.P. above 150° F.* BS9,40	SFo ✠LMC5,37		CL N9,39	1920 9mo	Submarine BoatCorp. Newark,N.J.	AdmiralOriental Line *CellDB*251'827*t*	324·0|46·2|25·0 P30'B90'F35' FK *DTf*20' 394*t FPT*	S.Frncisco Utd. States 6*BHptCem* 111*tAPT*69*t*	1DRGearedSteamTurbine 200lb (*s*) 386NH 2WaterTubeBoilers(Spt) HS5800 FD WestinghouseElectric& Mfg.Co.Essington.Pa.	28 ″ 6	
69133 ~~220851~~ ~~KDDI~~	**Admiral Day** (*ex*Sutermco) *ss*SFo.2ndNo.3-8,40 ~~*ss*S.Fo.No.3-2,32~~ 1*Dk*(*Stl*)2nd*tr B* ~~1*Dk*(*Stl*)2*tr B*~~ *in fore& after holds& Web frames* ~~*Fitted for oil fuel*~~	3285 3005 1997	✠100A1 8,40 *Fitted for oil fuel 8,20 F.P.above 150°F.*	SFo ✠LMC8,40	*v*	CL 7,40	1920 8mo	Submarine BoatCorp. Newark,N.J. CP	W.R.Carpenter Oversea Shipping,Ld. *CellDB*251'827*tD*	324·0|46·2|25·0 P30'B90'F35' *Tf*20'394*t FPT*111*t*	Samarai Papua British FK 6*BHptCem* *APT*69*t*	1DRGearedSteamTurbine 200lb HS5800 (*s*)386NH 2WaterTubeBoilers FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
69134 220862 KDLE	**Admiral Halstead** (*ex*Suwordenco) *ss*S.Fo.No.3-2,33 *ss*S.Fo.No.1-37 1*Dk*(*Stl*)2nd*tr B* ~~1*Dk*(*Stl*)2*tr B*~~ *in fore& after holds& Web frames* D.F.	3289 3005 2007	✠100A1 7,40 ~~8,39~~ BS4,40 MS6,37 *Fitted for oil fuel 1,21 F.P. above 150° F.*	SFo ✠LMC ~~BS4,39~~	*v*	CL ~~7,38~~ N7,40	1921 1mo	Submarine BoatCorp. Newark,N.J. CP	PacificLighterage Corp. *CellDB*251'827*tD*	324·0|46·2|25·0 P30'B90'F35' FK *Tf*20'394*t FPT*116	S.Frncisco Utd.States 6*BHptCem* *tAPT*69*t*	DRGeared Steam Turbine 200lb (*s*) 386NH 2 WaterTubeBoilers(Spt) HS5800 FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
69135 22[illegible] KDNX	**Admiral Laws** (*ex*Sunugentco) Now "Suriyothai-Nawa," see No. 89966 in Supplement *ss*[illegible]6,38 1*Dk*(*Stl*)2*tr B in fore& after holds& Web frames* *Fitted for oil fuel*	3268 3005 2007	✠ ... 2,35	LAn ✠	*v*		1921 3mo	Submarine BoatCorp. Newark,N.J.	AdmiralOriental Line *Cell DB*251'827*tD*	324·0|46·2|25·0 P30'B90'F35' FK *Tf*20'394*tFPT*111*t*	S.Frncisco Utd.States 6*BHptCem* *APT*69*t*	1DRGearedSteamTurbine HS5800 386NH 2 Water Tube Boilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
69136 220635 KDFK	**Admiral Nulton** (*ex*Suscolanco) *ss*S.Fo.No.3-4,40 ~~*ss*S.Fo.No.3-10,33~~ 1*Dk*(*Stl*)2nd*tr B* ~~1*Dk*(*Stl*)2*tr B*~~ *in fore& after holds& Web frames* D.F.	3267 3005 2011	✠100A1 4,40 ~~6,37~~ ~~BS3,37~~ *Fitted for oil fuel 10,20 F.P. above 150°F.*	SFo ✠LMC ~~10,33~~ 4,40	*v*	CL ~~3,35~~ 4,40	1920 10mo	Submarine BoatCorp. Newark,N.J. CP	AdmiralOriental Line *CellDB*251'827*tD*	324·0|46·2|25·0 P30'B90'F35' FK *Tf*20'394*tFPT*111*t*	S.Frncisco Utd.States 6*BHptCem* *APT*69*t*	1DRGearedSteamTurbine 200lb (*s*) 386NH 2WaterTubeBoilers(Spt) HS5800 FD WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
69137 117116 WGCH	**Admiral Rogers** Ⓟ (*ex*Spokane) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks& Hur.dk*	2277 — 1850					1902	UnionIron Works S.Francisco	DulienSteel Products,Inc.	270·1|40·1|17·3	Seattle, Wash. *WB* Utd. States	T.3Cy.23½",40"&66"-42" 284NH UnionIronWorks,S.Frisco		
69138 203123 WGCJ	**Admiral Sebree** (*ex*Ogdensburg) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	2446 — 1866					1906	American S.B.Co. Cleveland,O.	DulienSteel Products,Inc.	242·0|43·0|26·5 F40'	S.Frncisco Utd. States	Q.4Cy.17½",25½",37"&54"-36" 175NH AmericanS.B.Co.Clevelnd		
69139 [illegible] KDFI	**Admiral Senn** (*ex*Sulanierco) Now "Thepsatri-Nawa," see No. 99206 in Supplement [illegible]4,33 Sub.Sig. 1*Dk*(*Stl*)2*tr B in fore& after holds & Web frames* *Fitted for oil fuel*	3260 [illegible] 1996	✠ ... 2,35	SFo ✠	*v*		1920 10mo	Submarine BoatCorp. Newark,N.J.	AdmiralOriental Line *CellDB*251'82	324·0|46·2|25·0 P30'B90'F35' FK 7*tDTf*20'394*tFPT*	S.Frncisco Utd.States 6*BHptCem* 111*tAPT*69*t*	1DRGearedSteamTurbine HS5800 386NH 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
97/40 69140 220693 KDHA	**Admiral Wiley** (*ex*Surichco) *ss*S.Fo.No.3-2,33 1*Dk*(*Stl*)2*tr B in fore& after holds& Web frames* *Fitted for oil fuel*	3514 3005 2183	✠ —— 11,39	LAn ✠	*v*		1920 10mo	Submarine BoatCorp. Newark,N.J.	AmericanTrading &ShippingCo., (JohnN.Raymond) *CellDB*251'827*t*	324·0|46·2|25·0 P30'B90'F35' FK *DTf* 20' 394*t FPT*	S.Frncisco Utd.States 6*BHptCem* 111*tAPT*69*t*	1DRGearedSteamTurbine HS5800 386NH 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
69141 220402 KJZT	**Admiral Y. S. Williams** (*ex*Sunewco-34) *Fitted for oil fuel* *ss*N.Yk.No.1-26 1*Dk*(*Stl*)2*tr B in fore& after holds& Web frames*	3252 3005 2000	✠ —— 7,31	Sea ✠	*v*		1920 9mo	Submarine BoatCorp. Newark,N.J.	AmericanTrading &ShippingCo., (JohnN.Raymond) *CellDB*251'82	324·0|46·2|25·0 P30'B90'F35' FK 7*tDTf*20'394*tFPT*	S.Frncisco Utd.States 6*BHptCem* 111*tAPT*69*t*	1DRGearedSteam Turbine HS5800 386NH 2 Water Tube Boilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	
69142 DHAJ	**Adolph Kirsten** *CruiserStern* *Ref.Mchy.* 1*Dk*	995 843 543					1927	Lübecker Masch.Ges. Lübeck	A.Kirsten	228·2|34·6|13·3 P181'F31'	Hamburg German *WB*	T.3Cy.18½",29½"&47½"-31½" 125NH LübeckerMschGes.Lübeck		G
69143 TUTU	**Adolphe Le Prince** TwinSc 1*Dk*	343 — 101					1926	Atel.&Ch. delaLoire Nantes	Cie.Normande de Nav.àVap.	164·4|23·5|12·0 F20'	Havre French	T.6Cy.9½",15⅞"&25$\frac{5}{16}$"-14$\frac{3}{16}$" 48NH Atel.&Ch.delaLoire,Nts.		V
69144 ONCC	**Adolphe Urban** (*ex*Nordby) *ss*Lon.No.1-16 Wireless 1*Dk*(*Stl*)	537 — 244	✠ 4,22	Hul ✠	*g*		1913 1mo	Hall.Russell&Co.Ld. Aberdeen	Armement L.Hermans, Soc.Anon.	155·6|26·1|12·3 Q94'F19' BK7' *FPT*20*t*	Bruges Belgian 4*BHCem* *APT*25*t*	T.3Cy.13",18"&31"-21" 64NH 1SB,2*pf*,GS37.HS1210 Earle'sCo.Ld.Hull	13 ″ 0	G †
69145 147201 GBZN	**Adrastus** Ⓟ D.F. *Fitted for oil fuel* 2*Dks*	7905 6540 4948					1923	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·5|58·1|32·5 P53'B164'F57'	Liverpool British *WB*	2 SR Geared Steam Turbines Scott'sS.B.&E.Co Ld.Grk.		BT till 8,41
69146 DIAM	**Adria** *OilEng.* *Mchy.Aft* *ss*Ham.No.3-3,39 D.F. E.S.D. 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing* *CarryingPetroleum in bulk*	6358 5783 3637	✠ 3,39	Ham ✠			1927 7mo	Akt.Ges. "Weser" Bremen	JohnT.Essberger *CellDBuE*64'	412·8|54·1|32·9 430·9(O.L.) P123'B28'F41' FK 142*tDTf*25'	Hamburg German 18*BHptCem* (6,,to2nddk) 164*tFPT*171*tAPT*151*t*	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"-55⅛" 438NH 2WaterTubeDB A.G."Weser,"Bremen	32 ″ 9	
69147														
69148														

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
69149 222 IBGA	**Adria** Ⓟ (exPilsna-36,exAdria-35, exFerenczFerdinánd) D.F. ssTri.2ndNo.3-11,39 Ref.Mchy. 2Dks(Stl-U-ws)	3809 2473 2164	✠100A1 4,40~~1,39~~ MS6,39 ✠LMC BS11,39 Lloyd'sRMC11,39 Fitted for oil fuel 3,31 F.P. above 150°F.	Tri Nap	v	CL N1,38	1914 5mo Lloyd	ClydeS.B. &E.Co.Ld. PortGlasgow 'sA&CP	LloydTriestino Soc.Anon.diNav. CellDBal	347·4 335·0 P&B234'F40' FK 10'uE&B59'f128'5	46·4	22·8	Trieste Italian 6BHCem 70tAPT16	Q.4Cy.$22\frac{1}{2}$",32",47"&68"-48' 225lb (r) 497NH 4SB,12cf,GS212,HS7128 FF ClydeS.B.&E.Co.Ld.P.Gl.	25 ″ s 3 ″ $1\frac{3}{4}$ 22 ″ $2\frac{1}{2}$	
69150 DJOT	**Adrian** OilEng. CruiserStern 1Dk	1279 973 684					1935	Nordsee- werke G.m.b.H. Emden	E.KomrowskiReed	231·3 B46'Q84'F23'	36·1	13·8	Hamburg German WB	Oil Engines 4S.C.SA 8Cy.$16\frac{1}{16}$"-$26\frac{3}{8}$" 222NHP Fr.KruppGermaniawftAG		G
69151 212089 KJAA	**Adrian Iselin** Mchy.Aft D.F. 1Dk	2040 — 1229					1914	American S.B.Co. Detroit	~~Geo.HallCorporation~~ Nicholson TransitCo.	244·0	43·0	20·5	Detroit ~~Ogdensburg,N.Y.~~ WB Utd.States	T.3Cy.18",29"&48"-40" 146NHP AmericanS.B.Co.Detroit		R
69152 1232 IBHA	**Adriana** TwinSc ssGen.No.3-5,35 Mchy.Aft ssGen.No.1-39 OilEng. D.F. 1Dk(Stl)&Web frames Cargo battens not fitted	4353 3966 2602	✠100A1 Tubular Vessel 4,40~~2,39~~ 4,40 ✠LMC CS~~6,35~~ 8,37	Gen	x	CL 2,38	1923 3mo	Cant.Fedl. perCostru- zioneNavali PietraLigure A&CP	Soc.Esercizio Armamento CellD	340·4 353·6(O.L.) P89'F36' FK B273'988tFPT355t	51·1	31·3	Genoa Italian 6BHCem APT128t	Oil Engines 2S.C.SA 8Cy.$21\frac{1}{4}$"-$29\frac{15}{16}$" 632NHP AnsaldoSanGiorgio,Turin	35 ″ 6 s11 ″ $4\frac{1}{2}$ 24 ″ $3\frac{1}{2}$	
69153 204726 WNTU	**Adriatic** D.F. Mchy.Aft GyC. 1Dk	4658 — 3391					1907	American S.B.Co. Lorain,O.	InterlakeS.S. Co.(Pickands, Mather&CoMgrs.)	420·0 H75'F46' WB	52·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanSB.Co.Cleveland		R
69154 51 IAGT	**Adriatico** Ⓟ TwinSc OilEng. 2Dks CruiserStern	1976 1597 1070					1931	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica"Soc. Anon.diNav.	267·3 257·5 F34'	40·2	22·6	Bari Italian WB	Oil Engines 2S.C.SA 12Cy.$17\frac{11}{16}$"-$29\frac{1}{8}$" 654NHP SocAn"Fiat"S.G.M.Turin		I
69155 442 IBAS	**Adua** Ⓟ (exPremjer-35,exTasso) ssDnz.No.2-31 Ref.Mchy. 1Dk&Awng dk(Stl-ws) D.F. Platform dk in No.1hold& 2nd dk(Stl)inNo.3hold CruiserStern	3564 — 2138	✠ — 1,36 ✠	Lon	u		1922 8mo	Ramage& Ferguson,Ld Leith	LloydTriestino Soc.Anon.diNav. CellDB280'604t	344·4 333·2 F35' on Awng dk FK FPT50tAPT9t	42·8	28·2	Naples Italian Cem 7BHto Awning dk	T.3Cy.$21\frac{1}{4}$",36"&63"-42" 425NHP 2SB,8cf,GS159,HS6302 Ramage&Fergusn,Ld.Lth.	30 ″ 6	I †
69156 165435 GZLC	**Adula** D.F. E.S.D. OilEng. 1Dk 2nd dk clear of cargo tanks Longitudinal framing at bottom & at deck Mchy.Aft CruiserStern	8040 7201 4758	✠100A1 ~~4,40 4,39~~ 3,41 DBS3,41 ~~✠LMC4,37~~ Carrying Petroleum in bulk ✠LMC CS4,40 4,39	Sng Bkn	c† $2\frac{1}{8}$	CL 4,40	1937 3mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE69'164tDT	465·0 482·5(O.L.) P90'B41'F66' FK f25'292t FPT140t	59·2	33·8	London British 15BH APT89t	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"-$55\frac{1}{8}$" 503NHP DB180lb J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ $7\frac{3}{4}$ 27 ″ 7	
69157 OHZJ	**Advance** (exBenito-36,exBinab-35, exCapLaHève,exSerbier, ssDnk.No.2-25 exLakeHuron) D.F. 1Dk	1839 1666 1042	✠ ... 8,28 ✠				1917 11mo	Chicago S.B.Co. Chicago	RederiA/B Advance(Algot Johansson)	260·8 249·5 P25'B64'F26' FK	43·7	17·7	Mariehmn Finnish WB	T.3Cy.20",33"&54"-40" 272NHP AmericanSBCoClevelnd,O	20 ″ 4	
69158 LJQP	— (exGroveburn-37,Ulmus-37, exGroveburn-34,exHekla) 1Dk	881 684 489					1921	Pusnæs Stöberi&M.V Arendal	LarsFredriksen	210·9 Q77'B50'F29'	33·3	13·7	Oslo Norwegian WB	T.3Cy.15",25"&40"-30" 88NHP PusnæsStöberi&Mek.Vrks		N
69159 166263 GSSK	**Adviser** 2Dks CruiserStern	6348 5853 3886	✠100A1 11,40~~12,39~~ ✠LMC4,39	Gls Avn	b†	CL	1939 4mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	CharenteSSCo.Ld. (T.&J.Harrison, Mgrs.) CellDB374' 1235t D	445·5 459·7(O.L.) P47'B144'F43' FK Ta34' 732t FPT71t	56·5	29·6	Liverpool British 7BHCem APT62t	T.3Cy.29",47"&81"-54" & LPturbine withDRgearing &hydraulic coupling 215lb (r) 867NHP 2DB(Spt)&1SB(Spt),15cf, GS345,HS13205 D.Rowan&Co.Ld.Gls.	32 ″ 2 s 6 ″ $6\frac{3}{4}$ 25 ″ $9\frac{1}{2}$	
69160 771 SVHD	**Aeas** (exMountPentelikon-34,ex GambiaRiver-33) 1Dk	4729 4375 2988					1915	Irvine'sS.B &D.D.Co.Ld. W Hartlepool	PaterasBros.	385·1 P36'B126'F58'	52·0	27·0	Piræus Greek WB	T.3Cy.25",40"&68"-48" Richardsons, 320NH Westgarth&Co.Ld Hpl		C
69161 108 SVIF	**Aegeon** (exKnockfierna-35) 1Dk	5285 4815 3208					1919	Napier& Miller,Ld. Glasgow	AegeonS.S.Co.Ld.	400·1 P49'B112'F39'	52·3	28·5	Argostoli Greek WB	T.3Cy.27",44"&73"-48" 360NHP Dunsmuir&Jackson,LdGls		C
69162 918 SVVW	**Aegeus** (exSimonside-37, exDalworth-35) ssShi.No.3-5,33 D.F. ssCff.No.1-37 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted	4538 4185 2737	✠100A1 Shelter dk withfreeboard 12,40~~1,40~~ ~~BS4,39~~ BS12,40 ✠LMC3,37 Fitted for oil fuel 5,20 F.P. above 150° F.	SFo Suz	z	CL ~~10,37~~ 12,40	1920 5mo Lloyd	A.McMil- lan&Son,Ld Dumbarton 'sA&CP	PaterasBros. CellDBa134' uE23'f174'1278t	400·4 413·8(O.L.) FK Coll FPT137tAPT129t	52·5	24·7	Piræus Greek ptCem BH to Sh dk 5 ,, ,, U ,,	T.3Cy.27",44"&73"-48" (s) 180lb 517NH 3SB,9cf,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	27 ″ 6 s 2 ″ $10\frac{3}{4}$ 24 ″ 10	
69163 DOIB	**Aegina** (exArkadia) Sub.Sig. 2Dks	2447 2229 1421					1922	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	315·8 F37'	46·1	18·8	Bremen German WB	T.3Cy.$22\frac{7}{8}$",$36\frac{1}{4}$"&$60\frac{1}{4}$"-$39\frac{3}{8}$" 228NHP Act.Ges."Weser,"Bremen		G
69164 DHAM	**Aegir** D.F. 1Dk	4500 3915 2643					1923	Reiherst'g Schiffsw. Hamburg	Seereederei "Frigga"A.G.	351·8 P22'F34'	50·3	27·7	Hamburg German WB	Q.4Cy.$21\frac{4}{5}$",$32\frac{3}{10}$"$47\frac{5}{16}$"&69"- $49\frac{1}{4}$" 334NHP Reiherst.Maschinenf.Ham.		G
69165 TFEA	**Ægir** OilEng. ssRjk.No.2-37 E.S.D. 1Dk(Stl-teak s) Wireless D.F. 2nd dk(Stl)in holds	497 436 126	✠100A1 withfreeboard 10,40~~6,37~~ ✠LMC6,37 ✠LMC(M)10,39	Rjk	j $1\frac{3}{8}$	CL ~~6,37~~ 10,40	1929 7mo Lloyd	Akt.Bur- meistr&Wain Copenhagen 'sA&CP	Government of Iceland(Skipaút- geroRíkisins) CellDB91'68tD	171·2 F37' BK8" Tsa 12'28t DTf10'	29·6	14·3	Reykjavik Icelandic 4BHCem 25tFPT18t	OilEngines 4S.C.SA 6Cy.$17\frac{11}{16}$"-$33\frac{7}{16}$" 181NHP Akt.Burmeistr&Wain,Cpn	17 ″ 3 s 4 ″ 7 13 ″ 8	
69166 ESRG	**Aegna** Ⓟ (exSeeadler-35, exAdler-35) Sub.Sig. Wireless 1Dk	671 338 294					1904	Howaldts- werke Kiel	Laevaühing G.Sergo&Ko.	195·0 Q17'B105'F63'	25·1	11·4	Tallinn Estonian	T.3Cy.$16\frac{7}{8}$",$25\frac{5}{8}$"&$43\frac{3}{8}$"-$24\frac{7}{8}$" NE26 93NHP Howaldtswerke,Kiel		G

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. — Numero Officiel. — Signaux	Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	Registres où coté si ce n'est dans le L. R. Durée Cert. Réfrig.
69167 166427 GKKJ	**Aelybryn** D.F. 1Dk&Shelter dk Cruiser Stern Tonnage opening closed '41(W.E.)	4986 4465 2947	✠100A1 with freeboard 2,41 ~~2,40~~	Bry Liv ✠LMC4,38	z	CL	1938 4mo Lloyd's A&CP	SirJ.Laing &Sons,Ld. Sunderland	BrynymorS.S.Co. Ld.(Ambrose Davies&Matthews Ld.Mgrs.) Cell DB349'1114t FPT	412·5 428·0(O.L.) F39' 204t APT168t	57·7	24·0 FK	London British 6BHCem (Coll to Sh dk 5 ,, 2nd ,,)	T.3Cy.21½",37"&62"-42" 220lb (s) 353NHP 2SB(Spt&FD)&1Aux.SB, 8cf,GS122,HS5087 N.E.MarineEng.CoLd.Sld	35 ″ 3 10 ″ 0 25 ″ 6½	
102 110 Holt 40 69168 131305 GPYZ	**Aeneas** Ⓟ TwinSc D.F. Ref.Mchy. 3Dks	10058 8436 6253					1910	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co Mgrs)	493·0 P46'B201'F58'	60·4	37·1	Liverpool British WB	T.6Cy.24",40"&68"-48" 641NHP Workman,Clark&CoLdBe		BT till 7,40
69169 99 SVGI	**Aenos** (exCedarBranch) 3Mst 2Dks	3554 3318 2222					1910	Bartram& Sons Sunderland	"Zephyros" S.S.Co.Ld.	390·5 F36'	51·0	21·3	Argostoli Greek WB	T.3Cy.28",47"&78"-51" 434NHP J.Dickinson&Sons,Ld.Sld.		C
69170 527 SDAK	**Æolus** Ⓟ Wireless D.F. Sub.Sig. 1Dk&Awng dk	816 481 407					1884	MotalaCo. Gothenburg	StockholmsRederiaktieb.Svea (Eman.Högberg, Mgr.)	195·2 H81t	28·8	13·1 20·3	Stockholm Swedish	T.3Cy.13½",30"&49"-33" NE&B10 138NHP W.Doxford&Sons,Sndrlnd		
69171 132440 VJBC	**Aeon** ssSyd.2ndNo.3-8,38 1Dk(Stl)&Shelter dk (ptStl-teak s) Cargo battens not fitted	3768 3334 2007	✠100A1 Shelter dk with freeboard ~~6,40~~ ~~8,39~~ 9,40 ~~BS8,39~~ 8,40	Syd ✠LMC8,37	r	CL 8,39	1913 1mo Lloyd's A&CP	SirRaylton Dixon&CoLd Middlesbro'	AustralianSteamshipsProprietary, Ld.(Man.Agents. HowardSmithLd.) CellD Ba123'uE&B60'/ Cantilever framed Tops	365·2 F31'on Shelterdk 134' 965t FPT 170t idetanksinE&Bspa	50·6	22·1 FK	Melbourne British 6BHCem APT100t ce78'303t	Q.4Cy.24",34",48"&69"-45" 220lb (s) 417NHP 3SB,9cf,GS181,HS6780 Richardsons,Westgarth&Co.Ld.Hpl.	24 ″ 6 s 2 ″ 2 22 ″ 7½	
69172 DOGY	**Aequator** (exUranus-37) 1Dk Wireless E.S.D. Fitted for oil fuel Cruiser Stern	762 548 330					1913	Akt.Ges. "Weser" Bremen	Versuchsges.für Haifisch-u.HochseefangG.m.b.H. (CarstenRehder Mgr.)	185·8 Q53'B46'F16'	28·3	12·8	Hamburg German WB	T.3Cy.13",21"&34⅝"-23⅝" 57NHP A.G."Weser,"Bremen		G
69173 802 IBWH	**Aequitas** (exCogne) D.F. 1Dk	5335 4699 3173					1916	Cant.Offic. Savoia Cornigliano	Soc.Anon.per l'Industria ed ilCommercioMarittimo "NovaGenuensis"	395·9 378·0 P37'B23'F37'	51·6	27·6	Genoa Italian WB	T.3Cy.26",42¼"&69 1/16"-48" 337NHP Cant.OfficineSavoia		CI
69174 216528 KJTR	**Aetna** (exOscarJ.Lingeman-37, exLakeCatherine) 1Dk	2016 1631 1193	✠ ... 4,22	✠			1918 6mo	ToledoS.B. Co. Toledo,O.	Mid-West Transptn.Co.Inc.	252·0 P21'B64'F30'	43·5	18·9 FK	BayCity, Mich. Utd.States WB	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	
69175 PUAA	**Affonso Penna** Ⓟ TwinSc (exMinasGeraes) ssRio.No.3-4,21 2Dks deep framing	3540 2779 2179	✠ ... 9,24	✠			1910 5mo	Workman, ClarkCo.Ld. Belfast	LloydBrasileiro	340·3 P48'B130'F48' FK&BK1½"	45·1	24·8	R.Janeiro Brazilian WB	T.6Cy.18",30"&49"-42" 534NHP Workman,Clark&CoLdBel	26 ″ 0	C †
69176 167404 GNYB	**Afghanistan** D.F. E.S.D. 2Dks CruiserStern	6992 6280 4245	✠100A1 ~~3,40~~ ~~8,40~~ 6,41 Fitted for oil fuel 3,40 F.P. above 150° F.	Shl Lon ✠LMC3,40	b† 2 1/16	CL	1940 3mo Lloyd's A&CP	J.Readhead&SonsLd SouthShields	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.Mgrs.) CellDB397'1537t DT	454·0 472·5(O.L.) P39'B133'F38' a39'1030tFPT150t	58·5	29·5 FK	London British 7BHptCem APT45t	T.3Cy.26½",44"&74"-48" & LPTurbinewithDRgearing &hydraulic coupling (s) 220lb FD 706NHP 3SB(Spt)12cfGS190HS8994 J.Readhead&SonsLd.S.Shl	32 ″ 2 s 6 ″ 10½ 25 ″ 6½	
69177 130055 MJSR	**Afon Dulais** ssGoo.No.3-2,32 ssSws.No.1-36 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	988 732 578	✠100A1 Examined 4,41 Lon BS6,40 ✠LMC5,36	~~Cff~~	m	CL 5,39	1919 11mo Lloyd's A&CP	Dundee S.B.Co.Ld Dundee	AfonLliediS.S.Co. Ld.(W.Coombs& Sons,Mgrs.) CellDB131' 245tFPT	208·0 Q102'B13'F24	33·1	13·1 FK	Llanelly British 3BHCem 58tAPT2t	T.3Cy.18",29"&50"-33" (s) 180lb 152NHP 1SB,3cf,GS66,HS3200 Earle'sCo.Ld.Hull	15 ″ 1 s 0 ″ 11½ 14 ″ 3	
69178 130057 MJVL	**Afon Gwili** ssCff.No.3-1,33 ssApl.No.1-37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	874 730 427	✠100A1 ~~7,40~~ ~~12,39~~ ~~12,40~~ 4,41 MS6,37	Goo ~~Sh~~ Nwc ✠LMC BS~~12,39~~ 12,40	k	CL ~~12,39~~ 7,40	1920 1mo Lloyd's A&CP	Camper&NicholsonsLd Southampt'n	AfonLliediS.S.Co. Ld.(W.Coombs& Sons,Mgrs.) CellDBf	198·0 204·7(O.L.) Q111'B13'F24' 118'166t FPT 103t	30·6	12·4 FK	Llanelly British 3BHptCem APT31t	T.3Cy.16",27"&44"-30" (s) 180lb 129NHP 2SB.4pf,GS64,HS2190 ShieldsE.&D.D.Co.N.Shl.	14 ″ 5 s 4 ″ 3½ 13 ″ 11½	
69179 130058 MJXC	**Afon Towy** ssShl.No 3-1,33 ssApl.No.1-37 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	684 472 336	✠100A1 9,40 ~~11,39~~ ~~BS4,39~~ 9,40	Apl Nwc ✠LMC4,37	j	CL 11,39	1919 12mo Lloyd's A&CP	Dibles (1918)Ld. Southampt'n	AfonLliediS.S.Co. Ld.(W.Coombs& Sons,Mgrs.) CellD	178·0 183·4(O.L.) Q101'B10'F21' Bf112'200tFPT78t	29·0	11·3 FK	Llanelly British 3BHCem APT26t	T.3Cy.14",23"&39"-27" (s) 180lb 82RHP 2SB,4pf.GS60,HS1892 MacColl&Pollock,Ld.Sld.	13 ″ 3 s3 ″ 9½ 12 ″ 8	
69180 219225 KOMQ	**Afoundria** D.F. Fitted for oil fuel Sub.Sig. Ref.Mchy. 2Dks	5010 4598 3065					1919	American International S.B.Corp. HogIslnd,Pa	WatermanS.S. Corp.	390·0 P39'B121'F42'	54·2	27·8	Mobile Utd.States WB	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
25/ 41 69181 149755 GMRD	**Afric Star** (exAfricstar) TwinSc ssLon.No.3-12,38 4Dks(Stl)5th dk(Stl)in Ref.Mchy. Nos.1,2,3,5&6holds D.F. E.S.D. CruiserStern	11900 11403 7438	✠100A1 with freeboard 8,40 ~~11,39~~ MS3,38 ✠Lloyd'sRMC ~~10,39~~ 1,41 ~~10,40~~ ~~6,40~~ 3,40 No.4 shelter 'tween dk & No.4 upper 'tween dk. for temp. 32° F. Fitted for oil fuel 11,26 F.P. above 150° F.	Lon Liv ✠LMC BS~~12,39~~ 11,40	f†	CL 11,39	1926 11mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	BlueStarLine,Ld. Duct keel forward CellDB	475·8 494·0(O.L.) of mchy. space 143' 389' 1433tFPT102t	67·3	45·2 FK	London British 9BHptCem APT117t	4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 200lb FD 1581NHP 2D&2SB24cfGS420HS22869 Palmers'Co.Ld.Newcastle	48 ″ 5 s 18 ″ 8½ 30 ″ 0	
69182 120617 VTBZ	**Africa** Ⓟ 3Mst ssAdn.2ndNo.3-12,32 ssAdn.No.1-37 Well deck 1Dk(Stl-ws) Mchy.Aft	454 302 162	✠100A1 8,39 ~~BS3,39~~ 10,40	Adn LMC1,37	g	CL 8,39	1905 10mo Lloyd's A&CP	W.Walker Maryport	Cowasjee,Dinshaw &Bros.	159·0 Q89'B11'F23' DBf86'	24·9	9·4 BK7"	Bombay British 3BHCem 110tFPT53t	T.3Cy.13½",21½"&34½"-27" 150lb (s) 78RHP 1SB,3pf.GS51,HS1438 NB18refitted34 Hutson&Sons,Glasgow	11 ″ 9 s 4 ″ 0 12 ″ 0½	
69183 21798 JDFD	**Africa Maru** Ⓟ TwinSc ssKob.No 3-9,30 ssKob.No.2-38 2Dks(Stl)&Shelter dk(Stl-ws) Ref.Mchy. 3rdDk(Stl) in No.1 hold	9476 8797 5941	✠100A1 Shelter dk with freeboard 4,41 ~~8,39~~ ✠Lloyd'sRMC11,39 Fitted for oil fuel 3,24 F.P. above 150°F.	Kob Osa 4,41 ✠LMC	d†	CL ~~s10,37~~ P3,38 s4,40	1918 3mo Lloyd's A&CP	Mitsubishi ZosenKaisha Ld. Nagasaki	OsakaSyosen K.K. CellDB407'1664tD	475·0 P35'F46'on Shelter deck Ta48'519tFPT149t	61·0	40·7 FK	Osaka Japanese 8BHCem APT41t	T.3Cy.27",44½"&75"-48" (s) 200lb 993NHP 5SB(Spt),15cf,GS330 HS13284 FD MitsubishiZosenKaisha,Ld	40 ″ 9 s 13 ″ 0 28 ″ 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
69184 CSAB	**Africa Ocidental** OilEng Wireless 1Dk	1266 ~~1268~~ 946 709	✠100A1 ~~2,41 12,39~~ 6,41 LMC3,39	Lis	n	CL	1939 3mo Lloyd	Companhia UniãoFabril Lisbon 'sA&CP	Soc.Geral deCom- mercio,Industria e Transportes,Ltda.	223·2 233·9(O.L.) P25'B58'F26' FK CellDB176'276t	34·4	15·1	Lisbon Portuguese 5BHCem APT22t	Oil Engines 4S.C.SA 8Cy.$16\frac{9}{16}$"-$23\frac{5}{8}$" 213NH Humboldt-Deutzmotoren, A.G.Köln-Deutz	17 ″ 5 s1 ″ 11½ 15 ″ 7¾	
69185 144428 GBGC	**African Mariner**(exBois-Soleil-37, exWolhandel, ssHav.No.3-12,31 exAndalusier,exWar ssRot.No.1-36 Vigour) 1Dk(Stl)&Shelter dk(Stl) Straight frames bevelled bilge (SUNK 1,39—NOW REFLOATED)	6581 6222 4166	✠ Shelter dk 4,37 ✠	Hav	a†		1919 12mo	Furness S.B.Co.Ld. Middlesbro' C	African& Continental Steamship& TradingCo.Ld. ell DB344' 1482t D	412·5 F40'on Shelter dk FK Ta23' 846t FPT97t	55·6	34·5	London British ptCem 5BHtoShdk 3 „ „ U „ APT119t	2 Steam Turbines DR geared to 1 sc. shaft HS9636 677NHP 3WaterTubeBoilers ParsonsMarineSteam TurbineCo Ld.Nwc	38 ″ 1	
69186 167336 GBCB	**African Prince** OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern	4653 4222 2728	✠100A1 withfreeboard ~~4,40~~ ~~9,39~~ 12,40 ✠LMC9,39	Sld Mch	a†	CL	1939 9mo Lloyd	Furness S.B.Co Ld. Haverton Hill-on-Tees 'sA&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld.Mgrs.) CellDB348'1254t	421·8 437·4(O.L.) F32' FK MT30'1196t FPT1	56·7	24·8	London British 7BH (CollToShdk 6 „ 2nd„) 16tAPT229t	Oil Engines 2S.C.SA 3Cy.20½"-$81\frac{15}{16}$" 388NHP 2DB120lb Wm.Doxford&Sons,LdSld	28 ″ 0 s3 ″ 1½ 25 ″ 1	
69187 OYDH	**African Reefer** (exYrsa-36) Ref.Mchy. OilEng. D.F. CruiserStern 2Dks	1771 1413 996					1935	Helsingörs Jernsk&Msk Elsinore	J.Lauritzen	301·6	42·7	16·6	Esbjerg Danish WB	Oil Engines 2S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 404NH Akt.Burmeistr&Wain,Cpn		G
69188 866 ICMC	**Africana** (exValleluce-35,exSestri) 1Dk	5869 4560 3640					1918	Soc.Eser- cizioBacini RivaTrigoso	GiovanniGavarone	391·6 378·0 P16'F37'	51·6	27·3	Genoa Italian WB	T.3Cy.26",42½"&$69\frac{7}{10}$"-48" 337NHP Soc.EsercizioBacini		I
69189 130117 ~~OXOC~~ ~~VQRL~~ GNLN	**Afrika** TwinSc ssCpn.No.3-7,33 ssCpn.No.1-38 D.F. OilEng. 2Dks(Stl)&Awning dk(Stl)	8597 6206 ~~5469~~ 5471	✠100A1 Awning dk withfreeboard 8,40 ~~8,39~~ ✠LMC CS10,37 DBS~~6,38~~7,40 ~~4,38~~7,39	Cpn Yka	c†	CL ~~s10,36~~ P9,38 S8,40	1920 3mo	Burmeist'r &Wain Copenhagen A&CP	Ministry of Ship- ping(United Baltic Corporation,Ld. Mgrs.) Collision Cell	445·8 462·5(O.L.) F onShelter dk77' FK BHto Shltr dk6BH DB392'1468tFPT1	60·3	39·1	Glasgow British ptCem toUpper dk 08tAPT108t	Oil Engines 4S.C.SA 12Cy.29⅛"-45¼" DB100lb 987NHP Akt.Burmeistr&Wain,Cpn.	42 ″ 0 s10 ″ 4¾ 31 ″ 10	
66/40 69190 DGKP	— ssShl.No.3-11,34 (exLavington ssBmn.No.1-38 Court-37,exVincenzoFlorio) D.F. E.S.D. 1Dk(Stl)&Shelter dk(Stl)	6503 6248 4059	✠ Shelter dk 11,38 ✠	Bmn	z		1920 10mo	W.Doxford &Sons,Ld. Sunderland Inter	"Atlas"Reederei A.G. mediate BHin fore CellDB364'1180t	410·6 FK hold dispensed with FPT105t APT127t	54·0	34·4	Emden German ptCem 1BHtoShdk 5 „ „ U „	T.3Cy.$27\frac{1}{16}$",44¾"&75"-54" 577NHP 3SB,9cf,GS189,HS8547 G.Clark,Ld.Sunderland.	37 ″ 0	
69191 179 SVMX	**Afroessa** (exBaronDouglas, exGlenmay) ssGtz.2ndNo.3-4,32 ssBla.No.1-37 1Dk(ptIrn&ptStl)&Webframes	2529 — 1578	✠100A1 11,39 ✠LMC MS2,37 BS6,39 Surveys delayed	Mch	u	CL 5,38	1905 7mo Lloyd	Ropner& Son Stockton 'sA&CP	KirtatasBros. CellDB	310·0 321·2(O.L.) P29'B184'F37' FK a90'uE&B34' f138'	44·1	20·5	Andros Greek 5BHCem 613tAPT87t	T3Cy23¼",37½"&61½"-39"(s) 180lb 242NHP 2SB,6cf,GS97,HS3530 Blair&Co.Ld.Stockton	22 ″ 10 s 2 ″ 5¼ 20 ″ 7	
69192 145112 MKJR	**Afterglow** ssSld.No.3-10,33 ssSld.No.1-37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	936 752 482	✠100A1 ~~7,40~~ ~~8,39~~ 4,41 BS~~8,39~~ ✠LMC7,37 7,40	Sld	m	CL 8,39	1920 12mo Lloyd	J.P.Ren- noldson&Sns. Ld. S.Shields 'sA&CP	GasLight&CokeCo (StephensonClarke &AssociatedCom- panies,Ld.Mgrs.)	216·6 B17'Q106'F25' FK CellDBf126' 247tMT9'134tFPT	32·0	13·5	London British 4BHCem 112tAPT21t	T.3Cy.16",27"&44"-30" (s) 180lb 100lb 98RHP 1SB,3cf,GS54,HS1880 J.P.Rennldsn&SnsLdSShl	15 ″ 6 s1 ″ 9¼ 13 ″ 11	
69193 763 SVQB	**Agalliani** (exCordale-34, exOttoHugoStinnes9) ssPir.No.3-5,34 Mchy.Aft 1Dk(Stl) Cantilever framedtopsidetanks	1656 1379 835	10,39	Pir	p		1911	G.Seebeck Akt.Ges. Weser- münde-G. CellD	T.N.Epiphaniades B215' 381t Topsid	249·8 261·1(O.L.) P68'F25' FK etanks161'343tMid	38·1	18·0	Piræus Greek 4BHCem ship tank on	T.3Cy.18",28⅜"&44½"-35½" 123NHP 2SB,4cf,GS54,HS1345 G.SeebeckA.G.Bremerhvn dk16'30tFPT162tAPT38t	20 ″ 4	
69194 161124 GNYL	**Agamemnon** Ⓟ TwinSc D.F. E.S.D. OilEng. Ref.Mchy. 2Dks	7593 6501 4662					1929	Workman Clark(1928) Ld. Belfast	OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.)	459·8 P63'B180'F60'	59·4	29·3	Liverpool British WB	Oil Engines 4S.C.SA 16Cy.29⅛"-$59\frac{1}{16}$" 1300NHP Akt.Burmeistr&Wain,Cpn		
175/40 69195 PCEW	— Ⓟ Cruiser Stern 1Dk&Shelter dk	1930 1589 1031					1914	Dunlop, Bremner&Co. Ld. PortGlas.	Koninkl.Nederl. Stoomb.Maats. N.V.	295·6	43·2	17·2	Amstrdam Dutch	T.3Cy.22",35"&59"-39" 218NHP [PortGlasgow Dunlop,Bremner&Co.Ld.		C
69196 135553 GPZX	**Agapenor** Ⓟ D.F. 2Dks	7392 6306 4657					1914	Scotts'S.B. & Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.)	455·2 P53'B165'F60'	56·2	32·5	Liverpool British WB	T.3Cy.31",51½"&86"-60" 574NHP Scotts'SB.&EngCoLd.Grk		BT till 1,41
69197 169 ICGA	**Agata**(exSanGiovanni-37, exIndeficienter) ssTri.2ndNo.3-2,25 1Dk&Webframes	2282 1940 1425	✠ ... 9,28 ✠				1901 4mo	Craig, Taylor&Co. Stockton	AlfioNapoli	299·0 289·0 P27'B74'F33' FK	43·3 43·1	18·7 20·2	Catania Italian WB	T.3Cy.21",35"&57"-39" 216NHP MacColl&Pollock,Sld.	21 ″ 3	I †
69198 37048 JJWF	**Agata Maru** Ⓟ OilEng. Mchy.Aft 1Dk	302 235 177					1931	Fujinagata S.B.Co. Osaka	KitaKyushu SyosenK.K.	130·0 F19'	23·0	12·0	Fukuoka Japanese WB	Oil Engines 4S.C.SA 6Cy.13"-20⅞" 98NHP KobeSteelWorks,Kobe		
196/40 69199 137844 MGRV	**Agate** 3Mst ssBwg.No.3-9,29 ssBwg.No.2-37 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	824 566 397	✠100A1 4,40 ✠LMC MS9,37 BS4,40	Bly	k	CL 4,40	1917 5mo Lloyd	Scott& Sons Bowling 'sA&CP	Wm.Robertson CellD	199·4 206·2(O.L.) Q116'B9'F34' FK Bf123'170tFPT66t	30·1	11·9	Glasgow British 3BHCem APT8t	T.3Cy.16",26"&44"-33" (s) 180lb 139NHP 2SB,4pf,GS78,HS2408 Ross&Duncan,Glasgow	14 ″ 0 s4 ″ 4¼ 13 ″ 9¼	
69200 PCFC	**Agatha** TwinSc OilEng. E.S.D. ssSba.No.3-6,40 ~~ssHKg.No.2-36~~ Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom &~~at deck~~ trunk top in centre tanks	3369 — —	✠100A1 ~~6,40~~ ~~8,39~~ 1,41 ✠LMC CS6,40 DBS6,40 6,38 CarryingPetr	Sba Fal oleum	~~u~~ $2\frac{1}{16}$ in	CL ~~10,37~~ 6,40 bulk	1927 9mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	Nederl.Indische Tankstoomboot Maats. cargo Cell	337·2 ~~305·2~~ P87'F48' Len.& midship portion tanks renewed '40 Trunk dk202' FK DBuE55'120tFPT	50·2	19·3	Curacao ~~TheHague~~ Dutch ~~12BH~~ptCem 13BH 72tAPT91t	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 450NHP DB150lb Harland&Wolff,Ld.Gls.	19 ″ 3 ~~s1 ″ 8¾~~ ~~17 ″ 8~~ s2 ″ 1½ 17 ″ 3¼	
69201 8056 SKXM	**Agathe** WoodAux3MstSr (exMerina-34,exAgathe-32) OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	316 267 221					1918	H.C.Poul- sen Rudkjöbing	Sigvard&August Olsson	129·4	28·9	12·6	Skärhamn Swedish WB	Oil Engines 4S.C.SA 4Cy.$11\frac{13}{16}$"-16½" 54NHP H.C.Christoffersen,Holeby		V

	1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où cotés, si ce n'est dans le L.R. Bureau Cert. Hoff Trade
157 40	69202 127478 MLJQ	**Agba** (*ex*Moygannon-38) 3Mst *ss*Bwg.No.3-4,32 *ss*Bel.No.2-40 ~~*ss*Bel.No.1-36~~ *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	498 330 193	✠100A1 9,40 ~~8,36~~ BS2,40	Bel ✠LMC~~3,38~~ MS9,40	*h*	CL ~~4,39~~ 8,40	1921 10mo *Lloyd*	Dublin Shipbuilders. Ld. Dublin '*sA&CP*	Newry&Kilkeel S.S.Co.Ld.(J. Fisher&Sons,Ld. *Mgrs.*) *CellD*	164·9|25·7|9·5 27·2 BK7½" Q97'B10'F25' *B*/93'108*t FPT*84*t*	Newry British 3*BHCem* *APT*26*t*	T.3Cy.14½",24"&40"-27" (*s*) 180lb 99RHP SB,3*cf*,GS52,HS1962 W.Beardmore&Co.Ld. Coatbridge	11 ″ 11 4 ″ 2 12 ″ 4½	
	69203 157637 VLGG	**Age** *ss*Syd.No.1-41 *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *Cruiser Stern* E.S.D. *Longitudinal framing at deck*	4734 3601 2650	✠100A1 1,41 ~~1,40~~	Syd ✠LMC~~8,36~~ 1,41	*x* 1½	CL 1,40	1936 8mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	AustralianSteam- shipsProprietary, Ld.(*Man.Agents,* HowardSmith,Ld.)	376·1|52·7|23·4 *Pon*Q83'Q228'F39' *CellDB*318' FK 1113*t FPT*320	Sydney British 6*BHCem* *t APT*202*t*	T.3Cy.22",37"&63"-45" (*s*) 220lb FD 409NHP 2SB(Spt)6*cf*,GS114,HS5884 N.E.MarineEngCoLdNwc	26 ″ 3 8 ″ 1¼ 21 ″ 10½	
	69204 FNNA	**Agen** *Fitted for oil fuel* *Well deck* 1*Dk*	4186 3638 2547	✠ ... 7,22 ✠				1921 10mo	W.Pickers- gill&Sons,Ld. Sunderland	Cie.Delmas Vieljeux	364·3|52·9|24·2 P18'Q128'B68'F28' FK	LaRochlle French *WB*	T.3Cy.23½",38"&64"-42" 347NHP SirW.G.Armstrong.Whit- worth&Co.Ld.Nwe.	26 ″ 8	V †
191 40	69205 89 SVEP	**Aghia Eirini** (*ex*MaryN.-39, *ex*Strathlorne) 2*Dks*	*4330* *4073* *2803*					1909	A.McMil- lan&Sons,Ld. Dumbarton	EliasN.Pateras& Partners	376·5|52·2|25·5 P35'B100'F39'	Chios Greek *WB*	T.3Cy.25",41"&68"-48" 320NHP J.G.Kincaid&Co.Ld.Grk.		C
	69206 208 SVDZ	**Aghia Thalassini** (*ex*Montague Seed-33, *ss*Pir.2ndNo.3-12,36 *ex*Erlesburgh) 1*Dk*(*pt Irn pt Stl*) *Cargo battens not fitted* *& Web frames* *Longitudinal framing*	3508 — 2375	✠100A1 11,39 BS1,39	Ant ✠LMC12,36	*w*	CL N11,39	1911 10mo *Lloyd*	W.Pickers- gill&Sons,Ld Sunderland '*sA&CP*	L.G.Keranis *Cell*	348·5|50·2|23·5 P30'B100'F37' FK *DBa*111'*uE*	Andros Greek 6*BHCem* *&B*40'*f*155'910*t APT*134*t*	T.3Cy.24½",40"&66"-45" (*s*) 180lb *120lb* 307NHP 2SB,8*cf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 11 s4 ″ 4½ 21 ″ 9½	
	69207 731 SVNN	**Aghia Zoni P.** Ⓟ (*ex*Taranto-33) Wireless 2*Dk & Spar dk*	*1186* *1084* *767*					1899	Flli. Orlando Leghorn	GeorgeJ. Papayannakis	223·3|31·9|20·2 Q27'B27'	Piræus Greek *WB*	T.3Cy.17½",26¾"&45⅜"-33" 119NHP Flli.Orlando,Leghorn		
19/41	69208 46 SWWS	**Aghios Georgios** (*ex*Onaway, *ex*Portsea) *ss*Pir.No.3-5,39 1*Dk*(*pt Irn pt Stl*)	*3283* *3146* *2062*	✠100A1 ~~5,39~~10,40 BS7,40	Pir ✠LMC5,39	*w*	CL 12,38	1912 11mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	A.G.Vlassopulos *CellDBa*108'*uE*	352·0|49·6|22·0 P30'B189'F37' FK 22'*f*156'844*t FPT*6	Ithaca Greek 6*BHCem* 5*t APT*105*t*	T.3Cy.24",39"&66"-45" (*s*) 180lb 307NHP 3SB,6*cf*,GS125,HS4590 Earle'sCo.Ld.Hull	24 ″ 3 s3 ″ 1½ 21 ″ 4	
	69209 58 SVMR	**Aghios Markos** (*ex*Homayun) *ss*Pir.No.3-6,32 *ss*Pir.No.1-36 2*Dks*(*Stl*)	*4514* *4075* *2732*	✠100A1 ~~3,40~~ ~~9,39~~ 2,41 MS8,36	Msl ~~Gal~~ BAs ✠LMC BS~~5,38~~9,39	*x*	CL ~~9,39~~ N1,41	1919 9mo *Lloyd*	W.Gray& Co.(1918) Ld. WHartlepool '*sA&CP*	G.Trilivas *CellD*	376·0|51·9|26·5 388·2(C.L.) P41'B117'F39' FK B321'984*t FPT*114*t*	Ithaca Greek 7*BHCem* *APT*66*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb *90lb* 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks WHpl	29 ″ 0 s5 ″ 2½ 24 ″ 0½	
156 40	69210 108 SVMH	**Aghios Nicolaos** (*ex*Eugenia-33, *ex*IronAge,*ex*Australport, *ex*Ardangorm) 1*Dk*	*3687* *3414* *2312*					1915	Napier& Miller,Ld. Glasgow	J.C.&A.C. Hadjipateras	364·8|51·5|22·6 P28'B207'F37'	Chios Greek *WB*	T.3Cy.24",40"&65"-45" 283NHP J.G.Kincaid&Co.Ld.Grk.		C
	69211 ~~46~~ ~~[illegible]~~	— (*ex*Glynn-35) *ss*Pir.3rdNo.3-4,36 *Well deck* 1*Dk*(*Irn*)*& deep framing* Wireless *Cargo battens not fitted*	*1106* *805* *450*	✠100A1 6,39 BS~~12,38~~ 6,40	Pir ✠LMC4,36	*n*	OG ~~12,38~~ 6,40	1899 11mo	AilsaS.B. Co. Troon A&CP	Ministry of War Transport *CellDBa*56'	230·3|33·1|16·0 P24'Q54'B53'F26' FK&BK1" *uE*19'*f*84'330*t FPT*	 British 4*BHCem* 57*t APT*55*t*	T.3Cy15¾",28¼"&45"-33"(*s*) 170lb 127NHP NDB14 1SB,3*cf*,GS59,HS2040 Muir&Houston,Ld.Gls.	17 ″ 0 s1 ″ 2¾ 16 ″ 0½	
	69212 28 SYVS	**Aghios Spyridon** (*ex*Dimitris-38, *ex*Gyp, *ss*Bdx.2ndNo.3-7,28 *ex*Kylestrome, *ss*Rou.No.1-31 *ex*Ballochmyle) (1*Dk*(*pt Irn & pt Stl*) 2*tr B & deep framing*	*3338* *3108* *2116*	✠ ... 6,36 Examined L.P.6,41 ✠	~~Pir~~ Bry	*v*		1905 6mo	Craig, Taylor&Co. Stockton	G.D.Halkias *CellDBa*10	340·0|47·8|23·7 P30'B94'F33' FK 4'*u E&B*38'*f*150'74	Chios Greek 6*BHCem* 8*t FPT*133*t*	T.3Cy.24",40"&65"-45" NDB22 308NHP 2SB,6*cf*,GS140,HS4750 Richardsons,Westgarth& *APT*136*t* Co.Ld.Mdb.	26 ″ 0 s4 ″ 7½ 21 ″ 7	G †
	69213 171 SVCN	**Agia Marina** (*ex*Australmead, *ex*Kirkoswald) *ss*Gen.2ndNo.3-6,37 1*Dk*(*Stl*)*& Web frames* *Shelter dk*(*Irn*)2*nd dk*(*Stl*)*in No.*1 *hold* *Longitudinal framing* *Cargo battens not fitted*	*4151* *3803* *2476*	✠100A1 *Shelter dk* *with freeboard* ~~6,40~~ ~~8,39~~ 2,41 BS~~7,39~~ 8,40	Bry ~~NYk~~ Bkn ✠LMC6,37	*x*	CL 3,39	1912 5mo *Lloyd*	A.McMil- lan&Son,Ld. Dumbarton '*sA&CP*	KassosSteamNav. Co.Ld.(Pnevmati- cos,Rethymnis, Yannaghas,*Mgrs*) *CellDBa*109'*uE*	370·1|51·1|25·2 FK *&B*37'*f*168'	Syra Greek 6*BHCem*	T.3Cy.25",41"&68 3/16"-48" (*s*) 180lb 362NHP 3SB,9*cf*,GS173,HS5778 Rankin&Blackmore,Grk. 1076*t FPT*130*t APT*224*t*	27 ″ 9 s2 ″ 8¾ 25 ″ 2½	
	69214 873 SWCS	**Agia Varvara** (*ex*Matheos-37, *ex*Akenside, *ss*Pir.2ndNo.3-9,28 *ex*Glyndwr, *ss*Pir.No.2-37 *ex*Craigronald) *Spar dk*(*Stl*)2*tr B &* *deep framing*	2433 2309 1572	✠100A1 *Spar dk* *with freeboard* 3,41 ~~1,40~~ MS9,37	Bry ~~Fal~~ Bkn ✠LMC BS~~10,39~~3,41	*t*	CL ~~2,39~~ N5,40	1904 10mo *Lloyd*	A.Rodger &Co. Pt.Glasgow '*sA&CP*	F.Sigalas& Partners(G.Th. Sigalas,*Mgr.*) *CellDB*	313·6|43·8|13·2 20·7 P29'B82'F30' FK *a&uE*118'*f*136'623*t*	Piræus Greek 5*BHCem* *APT*67*t*	T.3Cy.21",35"&57¼"-39"(*s*) 180lb 248NHP 2SB,6*cf*,GS110,HS4210 A.Rodger&Co.Glasgow	23 ″ 3 s3 ″ 8½ 19 ″ 9	
	69215 PCFG	**Agiena** *Oil Eng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	333 236 154					1936	N.V.Noord Nederlndsch. Schpswerven Groningen	H.E.Tattje	133·0|23·0|9·5 P41'F15'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.10 1/16"-15¾" 68NHP Mtrn.WerkeMannheimAG		V
	69216 147633 MLVX	**Agility** *ss*Goo.No.3-9,36 *Mchy.Aft* 1*Dk*(*Stl*)*& Web frames*	522 381 183	✠100A1 ~~Examined~~3,41 Liv ~~BS7,39~~ *Carrying Petr* BS6,40	~~Goo~~ ✠LMC8,36 *oleum*	*g* *in*	CL 1,40 *bulk*	1924 4mo *Lloyd*	G.Brown& Co. Greenock '*sA&CP*	F.T.Everard& Sons,Ld.	160·3|26·2|12·3 Q63'F27' FK *DTf*11'31*t FPT*	London British 8*BHptAsp* 52*t APT*24*t*	T.3Cy.13½",22"&36"-24" (*s*) 180lb 99RHP 1SB,3*cf*,GS61,HS2015 W.Beardmore&Co.Ld. Coatbridge	12 ″ 3 s1 ″ 1½ 11 ″ 3½	
	69217 142 SVXY	**Agioi Victores** (*ex*Treloske-39) *ss*Fal No.3-9,34 *ss*Cff.No.1-39 D.F. 1*Dk*(*Stl*)*& Shelter dk*(*Stl*)	*4344* *4101* *2710*	✠100A1 *Shelter dk* *with freeboard* ~~2,40~~11,40 BS1,40	Cff Bry ✠LMC12,38	*y*	CL ~~1,40~~ 11,40	1918 12mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	C.N.Pateras *CellDBa*131'*uE*23	400·2|52·1|25·2 413·7(O.L.) FK *Coll* '*f*175'997*t APT*43*t*	Chios Greek *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.27",44"&73"-48" (*r*) 180lb 425NHP 3SB,9*cf*,GS190,HS6876 J.Readhead&SonsLd.S Shl	26 ″ 10 s2 ″ 10½ 24 ″ 3½	
	69218 493 SVCO	**Agios Georgios** (*ex*Bonna, *ex*HansB.) *ss*Pir.2ndNo.3-4,36 1*Dk*(*Stl*)	4248 3989 2721	✠100A1 9,39 BS~~10,38~~ 6,41	Cff ✠LMC4,36	*x*	CL N3,37	1911 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	D.PantaléonSons *CellDB*	365·0|50·8|26·0 377·0(O.L.) P27'B106'F36' FK *a&uE*149'*f*159'970	Piræus Greek 6*BHCem* *t APT*125*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 381NHP NDB27*refitted*28 2SB.8*cf*,GS147.HS6039 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4 s5 ″ 5½ 23 ″ 1	
	69219 914 SVXM	**Agios Georgios IV** D.F. 1*Dk & Shelter dk* *Cruiser Stern*	*4847* *4484* *2916*	✠100A1 *with freeboard* 11,39 *Fitted for oil*	Cal ✠LMC7,38 *fuel*7,38	*a*† 2	CL 2,39 *F.P. above* 1	1938 7mo *Lloyd*	Bartram& Sons,Ld Sunderland 50°F. '*sA&CP*	N.G.Nicolaou *CellDB*353'1373*t*	417·9|56·6|24·8 431·3(O.L.) F33' FK (*FPT*184*t APT*264*t*	Piræus Greek 7*BHptCem* *Coll to Shdk* 6 „ 2*nd*„)	C.4Cy.(2)10 7/16"&(2)21¼" -13"SR geared & LP tur- bine DRgeared to sc.shaft 240lb (*s*) 365NHP 2SB(Spt&FD).&1AuxSB, 8*cf*,GS134,HS5124 White'sMar.Eng.Co.Ld. Nwc.	27 ″ 8 s2 ″ 9½ 25 ″ 0½	

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
69220 724 SVG	**Agios Vlasios** (*ex*KetiChandris-40, *ex*TristanVieljeux-33,*ex*Monnette, *ex*Antoinette,*ex*WarPower) 1*Dk*(*Stl*) 2nd *dk*(*Stl*)*in*E&B*space*	2974 — 1835	✠ 12,23 ✠	Dnk	*t*		1918 7mo	Wallace ShipyardsLd N.Vancouver B.C.	J.D.Chandris	300·0 P25'B82'F34' FK *Cell DB*255' 593*t FPT*	45·3	24·9	Piræus Greek 6*BHCem* 56*tAPT*37*t*	T.3Cy.24",38"&62"-42" 303NH 2SB,6*cf*,GS139,HS5108 WallaceShipyards,Ld.	27 " 0	G †
69221 7830 SJBN	**Agne** (*ex*Ukskside,*ex*MaindyForest, *ex*Firtree) *ss*Cff.No.3-12,29 *ss*Shl.No.2-37 1*Dk*(*Stl*) *Cargo battens not fitted*	*2468* *2234* *1414*	✠100A1 6,40 ~~4,39~~ BS~~4,39~~ ✠LMC6,37 6,40	Got	*t*	CL 5,38	1917 8mo *Lloyd'sA&CP Intermediate BH in fore hold dispensed with*	Craig,Taylor&Co.Ld. Stockton	Rederi A/B Bifrost(J.R.Trapp, *Mgr.*)	293·3 P27'B78'F30' FK	45·4	20·3	Gothenbrg Swedish *Cem* 4*BH only* *Cell DB*250'	T.3Cy.22",36"&60"-39" (*s*) 180lb ~~80lb~~ *80lb* 250NH 2SB,6*cf*,GS100,HS3916 N.E.MarineEng.Co.Ld.Sld 635*tFPT*83*tAPT*102*t*	22 " 6 s 3 " 3½ 19 " 5	
69222 OHYJ	**Agnes** (*ex*Blairlogie-36,*ex*Oostdijk) *ss*Els.2ndNo.3-1,37 *Cargo battens not fitted* 1*Dk*(*Stl*)	2983 — 1812	✠100A1 1,39 ✠LMC MS1,37 BS8,39 No later survey reported	Rot	*u*	CL 1,39	1912 2mo *Lloyd'sA&CP*	Rotterdam Droogd.Maat Rotterdam	Mariehamns RederiA/B.(A. Ekbom,*Mgr.*) *Cell DBa*	337·7 325·4 P21'B94'F31' FK 90'*u*E21'*f*150'698*t*	47·4	21·3	Mariehmn Finnish 5*BHCem* *APT*77*t*	T.3Cy22½",37½"&62"-42"(*s*) 160lb *100lb* NDB28 266NH 2SB,6*cf*,GS120,HS4268 RotterdamDroogd.Maats.	24 " 2 s3 "11½ 20 " 4	
69223 LEXF	— (*ex*Solör-37,*ex*September-33, *ex*PeerGynt,*ex*HerbertSiemers, *ex*Oostzee) 1*Dk*	1311 1122 722					1919	Wed.A.van Duyvendijk Papendrecht	A/S Agnes(Einar Saanum,*Mgr.*)	239·8 P51*t*H82*t*F24*t*	36·6	15·8	Mandal Norwegian *WB*	T.3Cy.17½",29"&46"-36" 127NHP AlblasserdamMsch.Fab.		N
69224 OXZJ	**Agnete** 1*Dk*	1458 1160 855					1921	Helsingörs Jernsk&Msk Helsingör	Dampskslsk.Torm A/S(A.Schmiegelow&A.Kampen, *Mgrs.*)	249·5 P17'Q76'B96'F34'	38·1	15·0	Svendborg Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb		G
69225 168505 ~~OXWD~~ BCFK	**Agnete Mærsk** (*ex*Aabenraa) *ss*Abg.No.3-9,34 D.F. *ss*Cpn.No.1-39 1*Dk*(*Stl*)	2104 1842 1207	✠100A1 3,41 ~~3,39~~ ✠LMC BS10,38 MS3,39	Cpn Bel	*s*	CL 9,37	1921 11mo *Lloyd'sA&CP*	Yarrow& Co.Ld. Glasgow	Ministry of Shipping(MarkWhitwill&SonLd*Mgs*) *Cell DBa*86'*u*	286·0 P27'B166'F31' FK E18'*f*124'565*tFPT*	43·4	18·7	Belfast British 5*BHCem* 48*tAPT*87*t*	T.3Cy.20½",33"&54"-36" (*s*) 180lb 208NH 2SB(Spt).6*cf*,GS102,HS3452 Yarrow&Co.Ld.Glasgow	21 " 0 s1 " 9¼ 19 " 5½	
69226 167323 GTGP	**Agnita** *OilEng.* D.F. E.S.D. *ss*Bkn.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) *in way of mchy. space & Web frames*	3552 3042 2019	✠100A1 ~~8,39~~ 11,40 ✠LMC CS2,39 DBS~~8,39~~11,40 6,38 *Carrying Petroleum in bulk* *Fitted with cylindrical tanks*	Bkn NYk	*u*	CL ~~2,37~~ 11,40	1931 3mo *Lloyd'sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE*53'12	306·3 317·0(O.L.) P92'B27'F37' FK 2*tDTf*20'123*t FPT*	50·4	26·2	London British 10*BHptCem* 95*t APT*22*t*	Oil Engines 4S.C.SA 8Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 476NHP DB*150lb* Werkspoor,Amsterdam	28 " 6 s4 " 8¾ 23 "11½	
69227 7203 SHFA	**Agra** **TwinSc** *OilEng.* *ss*Got.No.3-8,38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) 3*rd dk*(*Stl*)*in*No.1*hold*	*4569* *4042* *2605*	✠100A1 *with freeboard* ~~8,40~~~~10,39~~2,41 ✠LMC CS11,37 DBS[illegible]5,40 11,38	HKg ~~Smk~~ Vcr	*z*	CL P10,39 ~~2,38~~ SN1,41	1925 6mo *Lloyd'sA&CP*	A.B.Götaverken Gothenburg	Aktieb.Svenska OstasiatiskaKomp. (G.Borin,*Mgr.*) *Cell DB*327' 999*t Tanks at sides of tunnels*19'70*t*	391·7 408·8(O.L.) FK *FPT*73*tAPT*57*t*	52·6	25·0	Gothenbrg Swedish 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.23¾"-47¼" 623NHP DB*85lb* A.B.Götaverken,Got.	28" 0 s2"10¾ 25" 2½	
69228	**Aguaray** **TwinSc** *OilEng.* *Mchy.Aft CruiserStern* 1*Dk*	302 — 179					1928	H.Robb, Ld. Leith	Cia.Argentina de Nav.Mihanovich Ltda.	160·0	34·0	8·6	Bns.Aires Argentine	Oil Engines 4Cy. J&CGBolindersCoLd.Skm		
69229 140543 GPVD	**Aguila** Ⓟ **3Mst** *ss*Liv.No.3-12,29 D.F. E.S.D. *ss*Liv.No.2-38 *Well deck* 2*Dks*(*UStl*-ws)	3255 2162 1855	✠100A1 ~~6,40~~~~6,39~~ 5,41 ~~BS3,39~~ ✠LMC11,37 ~~BS5,40~~ 6,41	Liv Gls	*u*	CL ~~11,36~~ 5,40	1917 11mo *Lloyd'sA&CP*	CaledonS. B.&E.Co.Ld. Dundee	YeowardLine,Ld. (YeowardBros, *Mgrs.*) *Cell DBa*40'*u*	315·3 P&B213'F58'BK12" E28'*f*156'523*tFPT*	44·2	18·5	Liverpool British 5*BHCem* 49*tAPT*48*t*	T.3Cy.25",42"&68"-42" (*s*) 180lb 395NHP 3SB,9*cf*,GS189,HS7054 CaledonSB.&E.Co.Ld.Dun	21" 6 s 1"11½ 20 " 10	BT till ~~5,41~~ 5,42
69230	**Aguila II** **TwinSc** *OilEng.* *ss*B.As.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*)	874 — 462	✠ A1 *with freeboard* 2,41 ~~1,40~~ ✠LMC CS5,39 DBS~~1,40~~2,41 ~~1,40~~2,41 *For Service on the River Plate-limiting Ports seawards Monte Video & Piedras*	BAs	*n*	OG ~~N11,38~~ 2,41	1931 1mo *Lloyd'sA&CP*	H.Robb, Ld. Leith	Cia.Argentina de Lanchas	260·0 F30' FK FP	42·0	11·8	Bns.Aires Argentine 4*BHAsp* *T*70*tAPT*8*t*	Oil Engines 2S.C.SA 8Cy.13⅜"-$22\frac{7}{16}$" 250NHP DB*120lb* AtlasDieselCo.Ld.Skm.	13 " 0 s3 " 3½ 10 " 0	
69231 217184 WHCA	**Agwidale** *ss*N.Yk.No.2-28 *Ref.Mchy. Fitted for oil fuel* 2*Dks*	4763 4138 2969	✠ ... 12,31 ✠				1918 11mo	NwprtNws S.B.&D.D.Co. NewprtNews	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	370·0 P27'B104'F22' FK	53·1	27·0	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 471NHP NewportNewsSB&DD.Co.	30 " 0	R †
69232 217530 WECR	**Agwistar** *ss*N.Yk.No.3-3,31 *Fitted for oil fuel* 2*Dks*	4661 4272 2921	✠ ... 8,32 ✠				1919 2mo	NwprtNws S.B.&D.D.Co. NewprtNews	NewYork&Cuba MailS.S.Co.	370·0 P27'B104'F22' FK	53·1	27·0	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 471NHP NewportNewsSB&DD.Co.	30 " 0	R †
69233 220911 KDMD	**Agwiworld** *Fitted for oil fuel* *Mchy.Aft Longitudinal framing* 2*Dks* D.F. *Carrying Petroleum in bulk*	6771 6452 4143					1921	SunS.B. Co. Chester,Pa.	RichfieldOilCorp.	429·3 P133'B36'F40'	59·2	33·2	Ls.Angeles Utd.States *WB*	T.3Cy.27",45½"&76"-51" 412NHP SunS.B.Co.Chester,Pa.		R
69234 135803 MBZN	**Ah Kwang** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk*	612 523 444					1913	Taikoo Dkyd.&Eng. Co.Ld. HongKong	AsiaticPetroleum Co.(N.China)Ld.	210·0 B46'F22	32·0	9·0	Shanghai British *WB*	Oil Engines 2S.C.SA 8Cy.15"-16⅛" 317NHP J.&C.G.Bolinders,Skm.		
69235 149709 ~~VPCX~~ GMZY	**Ahamo** (*ex*Plume-33) 3Mst *ss*Yka.No.3-2,37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC *Longitudinal framing*	8621 7957 5208	✠100A1 Examined 4,41 Lon BS2,41 ✠LMC2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,26 *F.P. above* 150° F.	~~Gls~~	*d*†	CL 9,38	1926 9mo *Lloyd'sA&CP*	Lithgows, Ld. PortGlasgow	Socony-Vacuum Transportation Co.Ld. *Cell DBuE&B*65'	460·0 P118'B43'F42' FK *f*35'318*t FPT*190*t*	62·8	36·4	London ~~HongKong~~ British 19*BHptCem* *APT*130*t*	T.3Cy.26½",46"&79"-54" (*s*) 220lb 666NHP 3SB,9*cf*, HS9300 FD D.Rowan&Co.Ld.Gls.	36 " 6 s 7 " 5½ 29 " 3½	
69236 DKAO	**Ahrensburg** D.F. (*Launched as*Prinsdal) *OilEng.* *Ref.Mchy. CruiserStern* 2*Dks*	2988 2604 1714					1939	Akt.Burmeistr&Wain Copenhagen	Fruchtreed. HaraldtSchuldt& Co.K.G.(Reederei H.Schuldt,*Mgrs.*)	320·0	45·6	24·1	Hamburg German *WB*	Oil Engines 2S.C.SA 10Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 676NHP Akt.Burmeistr&Wain,Cpn		N
69237 673 IJEW	**Aida** **WoodAuxBkn** (*ex Sailing Vessel*Agnese-34) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	323 — 249					1920	G.Raiola Torre del Greco	GiuseppeGalatolo	144·0 121·7	28·3	14·9	Leghorn Italian	Oil Engines 2S.C.SA 4Cy.$8\frac{11}{16}$"-$14\frac{9}{16}$" 52NHP NE35 Akt.Burmeistr&Wain,Cpn		I
69238																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où codé, si ce n'est dans le L. R.
69239 489 IBEG	**Aida Lauro** (*ex*Mina-37, *ex*Illingworth-34) ssNwc.No.3-8,34 2*Dks*(*Stl*)	6006 — 3697	✠ ... 8,38 ✠	Rot	*a*†		1922 1mo	Richardsn. Duck&CoLd Stockton	A.Lauro	445·3 430·4 P37'B185'F40' FK	55·8	29·2	Naples Italian *Cem* 6*BHtoUdk* 1 ,, ,,2nd ,,	Q4Cy25½",36½",52½"&76"-54" 629NHP 3SB,*12cf*,GS216,HS8875 Blair&Co.Ld.Stockton	31 ″ 10	I †
							Intermediate 'tween dk BH in after hold dispensed with *Cell D Ba 133' u E27' f185' 1374t D Ta34' 1030t FPT139t AP T204t*									
69240 609 SZKU	**Aighai** (*ex*Limni-36,*ex*Costas-33, *ex*Taormina) Wireless 1*Dk*	1406 1266 862					1896	Duncan &Co.(Lim.) Pt.Glasgow	G.&A.A.Fokias ~~(J.A.Alexatos, Mgr.)~~	235·0 H78t	35·2	18·7	Piræus Greek *WB*	T.3Cy.19",31"&51"-36" 150NHP Muir&Houston(Lim.),Gls.		N
69241 211 YLGC	**Aija** (*ex*Tora-37,*ex*Bessegg-33, *ex*LillyMargrethe. ssPir.No.1-24 *ex*Aspasia) Wireless 1*Dk*(*Stb*) *Well deck*	575 412 328	✠ 7,25 ✠	Pir	*h*		1920 5mo	J.Berg& Co. Delfzyl	KaijaShippingCo.Ld.	166·2 Q43tB53tF21tH27t FK	25·7	13·0	Riga Latvian 4*BHCem*	T3Cy.12⅝",19⅞"&31½"-21⅝" 71NHP 1SB,*2cf*,GS43,HS1363 J.Berg&Co.Delfzyl	13 ″ 8	N †
							Cell D Ba36' 'tween E & B7' f63' 140t									
13/41 69242 887 SVIC	**Aikaterini** (*ex*Wearpool-35) ssPir.2ndNo.3-7,38 D.F. 1*Dk*(*pt Irn & pt Stl*)	*4929* *4719* *3073*	✠100A1 12,40 ~~2,40~~ ~~BS9,39~~ ✠LMC7,38 12,40	Mel Mch	*y*	CL ~~7,37~~ N12,40	1913 5mo *Lloyd*	Ropner& Sons,Ld. Stockton '*sA&CP*	GeorgandisBros.	390·0 P30'B219'F40' FK	55·5	26·3	Piræus Greek 6*BHCem*	T.3Cy.28",46"&75"-48" (*s*) 180lb 450NHP 3SB,*9cf*,GS194,HS7298 Blair&Co.Ld.Stockton	28 ″ 9 -4 ″ 6½ 24 ″ 4½	
							Cell D Ba 127' u E27' f174' 1165t FPT194t APT185t									
69243 815 SVFD	**Aikaterini T.** (*ex*Nantes-34) 1*Dk*	2560 — 1490	✠ ... 12,21 ✠				1917 10mo	ForthS.B. &E.Co.Ld. Alloa	Th.L.Teryazos	305·3 P24'B85'F32' FK	42·7	21·5	Piræus Greek *WB*	T.3Cy 21",34"&56"-36" 226NHP Ramage&Fergusn,Ld.Lth.	23 ″ 9	C †
69244	**Aikoku Maru** Ⓟ TwinSc D.F. E.S.D. GyC. *OilEng.* *Ref Mchy.* *CruiserStern*	10500 8300 6200					~~1939~~ 1940	TamaS.B. Co.Ld. Tama	OsakaSyōsenK.K.	492·1	66·3	40·7	Osaka Japanese	Oil Engines 2S.C.SA 24Cy.24 7/16"-45¼" 2490NHP TamaS.B.Co.Ld.Tama		
69245 FNIM	**Aïn El Turk** (*ex*Koningin Elisabeth-37) ssAnt.No.3-7,37 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) D.F.	2508 2272 1478	✠ ... 11,38 ✠	Ant	*u*		1925 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cie.France-Navigation,S.A.(*inliq.*) (Chargeurs Réunis *Mgrs.*)	315·8 FK	45·1	20·6	Havre French 5*BHptCem* (*Coll to Sh dk* 4 ,, 2*nd* ,,)	T.3Cy.22",37"&61"-42" 283NHP 3SB,*6cf*,GS135,HS4662 WllsndSlpwyCo.Ld.Nwc.	22 ″ 10	V †
							Cell D Ba93' u E21' f142' 595t APT57t									
69246 118647 ~~MSDG~~ GNWM	**Aina** (*ex*Takis-39,*ex*Longhirst) ssPir.2ndNo.3-6,32 *Well deck* 1*Dk*(*Irn*)& *deep framing* *Cargo battens not fitted*	1698 1376 1033	✠100A1 (*Reclassification Contemplated*) Examined3,41 ✠LMC3,41	~~Pir~~ Bel	*q*	CL 2,41	1904 12mo	S.P.Austin &Son,Ld. Sunderland	~~JohannAdamsen~~ Ministry of Shipping (FrankS. DawsonLd*Mgrs*)	~~286·2~~ 268·2 P27'Q74'B50'F32' FK	37·8	17·0	Belfast British 4*BHCem*	T.3Cy.~~20½~~",33"&54"-39"(*s*) 160lb 20⅛" 196NHP 2SB,*6pf*,GS92,HS3160 Richardsons,Westgarth& Co.Ld.Sld.	19 ″ 9 82 ″ 0 17 ″ 11	~~C~~ ~~†~~
							Cell D Ba82' u E & B32' f112' 519t ~~*FPT 5t*~~ *APT110t*									
69247 139237 GLMQ	**Ainderby** ssNpt.No.3-7,37 D.F. 1*Dk*(*Stl*)	4860 4626 2998	✠100A1 ~~5,40 10,39~~ 12,40 ~~BS8,39~~ ✠LMC7,37 11,40	Shl ~~Bkn~~ Cff	*y*	CL ~~6,38~~ 5,40	1925 7mo *Lloyd*	W.Gray& Co.Ld WHartlepool '*sA&CP*	RopnerShippingCo Ld.	390·0 402·3(O.L.) P30'B220'F40' FK	55·0	26·5	W.Hartlpl. British 6*BHCem*	T.3Cy.25½",40"&71"-48" (*s*) 180lb ~~225lb~~ 439NHP 3SB(Spt),*9cf*,GS190,HS7614 Cen.Mar.Eng.Wrks.WHpl	28 ″ 9 s4 ″ 5½ 24 ″ 6½	
							Cell D Ba & u E158' f169' 1041t FPT180t APT179t									
* 69248 LJRW	**Aino** (*ex*Ashmore-34) *OilEng.* D.F. ssSfj.No.1-38 *Longitudinal framing* *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Special Surveys to date from* 1,34	6126 5412 3559	✠100A1 7,39 ✠LMC CS12,38 DBS7,39 3,37 *Carrying Petroleum in bulk*	Got	*z*	CL 3,38	1932 4mo *Lloyd*	Armstrong Whitworth &Co.(Shipbuilders)Ld Newcastle '*sA&CP*	SkibsA/S "Aino" (C.H.Sörensen& Sönner)	396·2 408·0(O.L.) P97'B29'F36 FK	55·1	32·3	Arendal Norwegian 14*BHptCem* (9 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NH P.DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc	32 ″ 0 s5 ″ 5½ 26 ″ 9½	
							Cell D Bu E56' 171t D T f34' 347t FPT135t APTs239t									
69249 29008 JCMF	**Aioi Maru No. 12** Ⓟ 1*Dk*	304 215 193					1922	Mukaijima SenkyoK.K. Mukaijima	IshizakiKisen K.K.	140·0	20·0	11·5	Mitsuhama Japanese	T.3Cy.11",17½"&30¼"-21" 42NHP		
69250 FNAQ	**Air France I** TwinSc (*ex*Aéro-PostaleI-34) *OilEng.* Wireless D.F. 1*Dk*	480 323 37					1930	Atel.&Ch. Marit.du Sud-Ouest Bordeaux	AirFrance	195·4 B31'F33'	25·9	11·7	Dakar French	Oil Engines 2S.C.SA 10Cy.13¾"-21¼" 330NHP SulzerBros.Winterthur		V
69251 FNAS	**Air France III** TwinSc (*ex*Aéro-PostaleIII-34) *OilEng.* Wireless D.F. 1*Dk*	480 323 37					1930	Atel.&Ch. deBretagne Nantes	AirFrance	195·3 B32'F55'	23·5	11·6	Dakar French	Oil Engines 2S.C.SA 10Cy.13¾"-21¼" 330NHP SulzerBros.Winterthur		V
69252 FNAT	**Air France IV** TwinSc (*ex*Aéro-PostaleIV-34) *OilEng.* Wireless D.F. 1*Dk*	480 323 37					1930	Atel.&Ch. deBretagne Nantes	AirFrance	195·3 B32'F55'	23·5	11·6	Dakar French	Oil Engines 2S.C.SA 10Cy.13¾"-21¼" 330NHP SulzerBros.Winterthur		V
69253 161049 MPYL	**Aire** ssGoo.No.2-40 ~~ssGoo.No.1-36~~ Sub.Sig. Wireless 1*Dk*(*Stl*)	1108 870 445	✠100A1 8,40 ✠LMC8,40	Goo	*o*	OG 9,39	1931 2mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead '*sA&CP*	LondonMidland&ScottishRailway (AssociatedHumberLines,*Mgrs.*)	240·6 P38'B85'F35' FK	34·1	15·4	Goole British 5*BHCem*	T.3Cy.22",36"&61"-39" (*s*) 200lb 352NHP 2SB,*6cf*,GS125,HS5220 FD CammellLaird&CoLdBkn.	16 ″ 5 s1 ″ 8½ 14 ″ 10	
							Cell D Ba & u E73' f90' 193t FPT17t APT40t									
69254 1131 OHXM	**Airisto** (*ex*Ragni-35,*ex*Sixty-four-33, *ex*Sommen, *ex*St.Thomas, *ex*Vikingen) ssMoss2ndNo.3-4,33 ssAbo.No.1-37 1*Dk*(*Stl*)& *deep framing* *Cargo battens not fitted*	2410 2215 1341	✠100A1 10,39 ✠LMC MS11,37 BS8,39	Abo	*l*	CL 10,39	1907 11mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	TurunLaivaO/Y (MainioE.Merimo, *Mgr.*)	306·0 293·9 P21'B76'F30' FK	43·4	20·7	Turku Finnish *Asp*	T.3Cy.22",36½"&59"-39"(*s*) 180lb 235NHP 3SB,*6cf*,GS96,HS3609 N.E.MarineEng.Co.Ld.Sld	23 ″ 1 s3 ″ 5½ 19 ″ 9½	
							Intermediate BH in fore hold dispensed with 4 BH only *Cell D Ba94' u E & B36' f120' 667t FPT118t APT123t*									
69255 ~~710~~ ~~SVQR~~	**Ais Giorgis** (*ex*Corfell-33, *ex*Queensgarth) 1*Dk* *Cantilever framed topside tanks*	*2098* *1840* *1007*					1908	Sir Raylton Dixon&CoLd Middlesbro'	~~Mme.K.G.Sigalas (G.Sigalas Sons, Mgrs.)~~ Ministry of War Transport	275·0 B52'F28'	40·3	20·5	~~Piræus~~ ~~Greek~~ British *WB*	T.3Cy.22",35"&59"-39" 217NHP Richardsons,Westgarth& Co.Ld.Mdb.		G
69256 FNQA	**Aisne** (*ex*ThereseHorn) D.F. 2*Dks*	3654 — 2209					1914	Schiffsw.v. HenryKoch Lübeck	Cie.Havraise de Navigation(L. Corblet&Cie)	375·9 H— F43'	50·7	21·5	Havre French *WB*	T.3Cy27",42 1/10"&68 3/10"-43 3/10" 312NHP OttensenerMaschf.Altona		V
69257 30041 JQFB	**Aitoku Maru** Wireless 1*Dk*	1328 1065 787					1924	Harada ZosenK.K. Osaka	KitaNipponKisen K.K.	225·0 P30'B53'F28'	33·0	20·2	Takasago Japanese *WB*	T.3Cy.18",29"&49"-33" 138NHP HakodateDkyd.Hakodate		
69258 148137 VRXV	**Ajasa** (*ex*Usworth) *Well deck* *Mchy.Aft* 1*Dk*	2050 1540 1264	✠ ... 7,26 ✠				1925 9mo	WoodSkinner&Co.Ld. Newcastle	Government of Nigeria	275·2 Q166'F29' FK	39·8	17·6	Lagos British *WB*	T.3Cy.21",34"&57"-36" 225NHP N.E.MarineEngCoLdNwc	20 ″ 2	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
69259 162340 GJXM	**Ajax** Ⓟ TwinSc E.S.D. *OilEng.* *Ref.Mchy.* D.F. 2*Dks*	7540 6488 4628					1931	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·6 P63'B181'F57'	59·3	29·2	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29⅛"–59" 489NHP Akt.Burmeistr&Wain,Cpn	BT till ~~11,40~~ 9,41
69260 DOIL	— Sub.Sig. D.F. 2*Dks* *CruiserStern*	2297 2042 1312					1927	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges."Neptun"	287·0 F26'	46·0	23·2	Bremen German *WB*	T3Cy19$\frac{11}{16}$",31½"&50⅜"–35$\frac{7}{16}$" & low pressure Turbine 180NHP A.G."Weser,"Bremen	G
20 40 69261 PCFQ	— (*ex*Ceuta,*ex*Elbe) *Well deck* Wireless	942 799 510					1923	Hamburgr- ElbeSchiffsw. Hamburg	Koninkl.Nederl. Stoomb.Maats. N.V.	221·1 P&B171'F31'	34·5	13·4	Amstrdam Dutch *WB*	T.3Cy.17¾",28$\frac{11}{20}$"&47"–31½" GuteHoff- 126NHP nungshütte,Oberhausen	V
69262 108375 VQYK	— (*ex*GibelKebir–40, *ex*Canisbay, *ss*Gib.3rdNo.3–4,26 *ex*Antverpia. *ss*Gib.No.2–34	551 439 331	✠ —— 4,40 ✠	Gib	*i*		1887 11mo	R.Dixon& Co. Middlesbro'	W.B.P.Smithson (PetrosM.Nomikos Ld.*Mgrs.*)	175·0 Q105'F22' BK7½" *CellDBa37'f66'10*	26·6	12·3	Gibraltar British 4*BHptAsp* 2*t ptCem*	T.3Cy.15",25"&40"–30" NDB20 80RHP 1SB,2*cf*,GS36,HS1497 Blair&Co.Ld.Stockton	14 " 5	
	Should be "Gibel Kebir," see No. 88205 in Supplement.															
69263 LFHN	**Akabahra** (*ex*Örnefjell–37) *CruiserStern* *Mchy.Aft* Wireless D.F. 1*Dk*	1524 1234 864					1929	Porsgrund Mek.Værks. Porsgrunn	HansHannevig	244·7 P38*t*H138*t*	37·9	18·3	Horten Norwegian *WB*	C4Cy(2)12¾"&(2)27½"–27½" 66NHP PorsgrundM.V.Porsgrunn		N
69264 42327 JIQK	**Akagi Maru** *ss*Yka.No.1-40 *OilEng.* E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	7390 6531 4328	✠100A1 ~~8,40~~ ~~6.39~~ 1,41 ✠LMC CS8,40 DBS8,40 3,40 ✠Lloyd'sRMC~~8,40~~1,41	Yka Osa	*d*†	CL ~~1,38~~ 1,41	1936 9mo	Mitsubishi JukogyoK.K Nagasaki *Lloyd*'sA&CP	NipponYusenK.K.	462·7 P23'B183'F41' FK	62·3	34·4	Tokyo Japanese 8*BHptCem*	Oil Engines 2S.C.DA 8Cy.28⅜"–47¼" 2248NHP DB*100lb* MitsubishiJukogyoK.K. Nag.	34 " 5	
			Carrying cargo oil F. P. above 150° *F. in deep tanks CellDB*391'1483*tDTs a*39' 1461*t FPT*83*t APT*77*t*													
69265 14995 JTMH	— Ⓟ (*ex*Akagi) 1*Dk*	699 — 421					1888	KobeOno- hamaZosen- sho Kobe	Amagasaki KisenbuGomeiK.	186·0 F38'	27·2	13·5	Osaka Japanese	C.4Cy. NE90 NB04 KobeOnohamaZosensho		
69266 30033 JYIA	**Akagisan Maru** *ss*Kob.No.3–1,37 *OilEng.* 2*Dks*(*Stl*)	4634 3932 2788	✠100A1 2,40 ✠LMC CS1,37 DBS2,40 2,40	Tama	*x*	CL 2,40	1924 7mo	MitsuiBus- sanKaisha,Ld TamaDkyd. *Lloyd*'sA&CP	MitsuiBussan Kaisha,Ld.	375·0 P34'B107'F39' FK	50·0	30·0	Kobe Japanese 6*BH to U dk* 1 ,, ,, *2nd* ,, *ptCem*	Oil Engines 4S.C.SA 6Cy.29⅜"–59$\frac{1}{16}$" DB*80lb* 489NHP Burmeister&Wain,Cpn.	30 " 1	
			*CellDB*309'832*t DT a* 28' 557*t FPT*69*tAPT*113*t*													
69267 133648 GMLP	**Akaroa** Ⓟ TripleSc (*ex*Euripides–32) *ss*Lon.2ndNo.3–10,38 *Ref.Mchy.* 3*Dks*(*Stl*)&*Awng dk* E.S.D. (*Stl*–ws)4*th dk*(*Stl*) GyC. *inNos.*3&4*holds*	15130 12753 9449	✠100A1 *Awng dk* *withfreeboard* ~~5,40~~ ~~1,40~~ 12,40 BS6,40 ~~BS3,39~~ ✠LMC5,38 ✠Lloyd'sRMC~~1,40~~ 7,41~~3,41~~ ~~10,40~~	Lon ~~Liv~~ Syd	*j*†	CL P10,38 ~~7,37~~ C10,38 S10,40	1914 6mo	Harland& Wolff,Ld. Belfast *Lloyd*'sA&CP	ShawSavill& AlbionCo.Ld.	550·7 569·7(O.L.) P51'B215'F94' *onAwng dk* FK&BK2"	67·4	44·1	S'thamptn British 11*BHptCem*	T8Cy(2)24"(2)38½"&(4)44" –48"&1L.P. turbine (*s*) 215lb 1401NHP 5DB,*30cf*,GS605,HS25075 Harland&Wolff,Ld Bel.	47 " 11 *s*15 " 5¾ 32 " 11¼	BT till ~~9,40~~ 10,41
			*CellDBa*32'*u E&B*128' *f* 223'1613*tDeep tanks a in way of tunnels* 592*tFPT*125*tAPT*152*t*													
			Adapted for oil fuel 12,32 *F.P. above* 150° F.													
69268 31739 JHVB	**Akasi Maru** Ⓟ (*ex*Akashi Maru–38,*ex*Tunisia, *ss*Shl.No.1–23 *ex*DibbleBridge, 1*Dk* *ex*WarSimoom)	3228 2857 1958	✠ ... 12,26 ✠				1918 10mo	Irvine'sSB &D.D.Co.Ld WHartlepool	ShimataniKisen K.K.	331·2 P33'B100'F28' FK	46·8	23·2	Kobe Japanese *WB*	T.3Cy.25",41"&68"–45" 429NHP Geo.Clark,Ld.Sunderland	25 " 6	
69269 20407 JPYE	— Ⓟ (*ex*AkashiMaru–38, Wood *ex*ShintokuMaruNo.2) 1*Dk*	568 — 439					1917	Fukushima Matsuye Shimochi	KawasakiShoji GoshiKaisha	134·0	30·5	14·1	Amagasaki Japanese	C.2Cy.12$\frac{3}{16}$"&27⅞"–19" 28NHP MutsudaTekkosho,Osaka		
69270 40698 JGEJ	**Akasisan Maru** (*ex*AkashisanMaru–38) *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	4551 3747 2864					1935	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	362·2 P36'B97'F34'	50·0	29·1	Kobe Japanese	Oil Engines 4S.C.SA 10Cy.21⅝"–39⅜" 453NHP MitsuiBussanKaisha,Ld. Tama		C
69271 45214 JUQM	**Akatuki Maru** *OilEng.* GyC. *Carrying Petroleum in bulk*	10216 6898					1938	Harima S.B.&Eng. Co.Ld. Harima	NipponKaiunK.K.	504·6	64·9	37·4	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.29$\frac{15}{16}$"–47¼" KobeSteelWorks,Harima		C
69272 41390 JVCK	— Ⓟ *OilEng.* *CruiserStern*	444 — 223					1936	Mitsubishi JukogyoK.K Kobe	UwazimaUnyu K.K.	151·1	25·3	12·5	Uwajima Japanese	Oil Engines 4S.C.SA 6Cy.13¾"–20½" 111NHP MitsubishiJukogyoK.K. Kobe		
69273 147737 VWBC	**Akbar** Ⓟ *ss*Bom.No.3–1,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–teak s)	4043 3473 2479	✠100A1 *withfreeboard* 6,40~~10,38~~ BS~~12,38~~ ✠LMC1,37 2,40	Bom	*y*	CL 12,38	1924 10mo	Lithgows, Ld. PortGlasgow *Lloyd*'sA&CP	MogulLine,Ld.	375·0 F50 FK	52·0	23·1	Bombay British 6*BHptCem* *Coll BHtoSh dk* 5 ,, ,, *2nd* ,,	T.3Cy.25",42"&70"–48" (*s*) 200lb *110lb* 456NHP 2SB,*8cf*,GS154,HS6318 FD Rankin&BlackmoreLdGrk	25 " 6 *s* 2 " 5¾ 23 " 3½	
			*Cell DB*322'1028*tFPT*82*tAPT*30*t*													
69274 46207 JGEM	**Akebono Maru** *OilEng.* *Mchy.Aft* GyC. 1*Dk*&*pt 2nd dk* *Carrying Petroleum in bulk* *CruiserStern Longitudinal framing*	10182 — 6076					1939	Harima S.B.&Eng. Co.Ld. Harima	NipponKaiunK.K.	504·6 P159'B41'F46'	65·0	37·5	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.29$\frac{15}{16}$"–47¼" 2497NHP KobeSteelWorks,Harima		C
69275 LCCJ	**Akershus** Wireless D.F. 1*Dk*	832 655 368					1914	Akers Mek.Værks. Oslo	A/S Jelölinjen (Fred.Olsen&Co. *Mgrs.*)	208·6 P26'B93'F40'	31·6	14·2	Oslo Norwegian *WB*	T.3Cy.16½",27"&45"–33" 116NHP AkersMek.Værks.Oslo		N
69276 UOKM	**Akhilleon** TwinSc 1*Dk*	347 317 194					1869 1910	.... Linz	U.S.S.R.	208·0 P5'B22'F19'	26·3	9·6	Rostov Russian	C.4Cy.(2)13⅛"&(2)22⅜"– 15" 32NHP E*made*77 NB31 Ocker,Budapest		
69277																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
69278 30502 JYZA	**Akibasan Maru** *ss*TamaNo.1-41 *ss*Kob.No.3-1,37 D.F. 2*Dks*(*Stl*)	4607 3923 2865	✠100A1 ~~8,40 9,39~~ 2,41 ✠NB(c)*made20refitted34* *Fitted for oil*	Tama ✠LMC~~2,39~~ *fuel*11	*x* 2,41 ,24	CL ~~1,38~~ 3,40 *F.P. a*	1924 11mo *Lloyd* *bove* 1	MitsuiBussanKaisha Ld TamaDkyd. '*sA&CP* 50° F.	MitsuiBussan Kaisha,Ld. *CellDB*312'846*t*	375·0 P31'B126'F43' FK *DTa* 25'627*t FPT*	50·0	30·0	Kobe Japanese 7*BHptCem* (1 „ *to2nddk* 67*tAPT*109*t*	T.3Cy.23",38"&64"-48" (*s*) 200lb 496NHP 3SB,9*cf*,HS7960 FD) MitsuiBussanKaisha,Ld.	30 " 0 s 5 " 8¼ 24 " 6	
69279 18487 JCBD	**Akita Maru** *ss*Kob.2ndNo.3-2,39 2*Dks*(*Stl*)	3817 3463 2316	✠100A1 4,40 ~~2,39~~ BS4,40	Kob ✠LMC2,39	*w*	OG ~~2,37~~ 4,40	1916 5mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki '*sA&CP*	NipponYusen K.K.	345·0 P33'B74'F40' FK *CellDB*294'772*t*	50·0	29·1	Tokyo Japanese 6*BHCem* *APT*27*t*	T.3Cy.23",38"&64"-48" (*s*) 200lb 342NHP 2SB(Spt),6*cf*,GS109, FD HS4394 MitsuBishiD.&E.Wks.Nag	29 " 1 s 5 " 4¼ 23 " 11	
69280 42304 JFMH	**Akitsu Maru** Ⓟ *OilEng.* 2*Dks* *CruiserStern*	1038 — 552					1936	Mitsubishi JukogyoK.K Kobe	AwanokuniKyodo KisenK.K.	196·8 F12'	32·8	16·1	Japanese *WB*	Oil Engines 4S.C.SA 8Cy.16¾"-24$\tfrac{7}{16}$" 218NHP MitsubishiJukogyoK.K. Kobe		
69281 45129 JMKM	**Akiura Maru** *OilEng.* Sub.Sig. D.F. 2*Dks*	6304 — 4848					1938	Mitsubishi JukogyoK.K Nagasaki	MitsubishiShoji Kaisya,Ld.	437·4 P30'B157'F41'	58·5	32·8	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy.28⅜"-49$\tfrac{3}{16}$" 840NHP MitsubishiJukogyoK.K. Nag.		C
69282 DOCW	**Akka** (*ex*Stettin) 2*Dks*	2646 2331 1511					1924	Stettiner Oderwerke Stettin	AtlasLevante-LinieA.G.	328·9 P14'B50'F31'	46·0	18·7	Bremen German *WB*	T.3Cy.22⅝",35½"&57"-39⅜" 204NHP StettinerOderwerkeA.G.		G
69283	**Äksi** (*ex*Clara-39) *ss*Goo.2ndNo.3-4,34 *Well deck* 1*Dk*(*Stl*)&*deep framing*	844 579 430	✠ — 3,39 ✠	Ant	*k*		1908 10mo	J.Crown& Sons,Ld. Sunderland	PeetRass *Cell*	195·0 202·6(O.L.) P19'Q77'B9'F24' FK *Ba*40'*f*77'157*tFPT*	30·1	11·9	Tallinn Estonian 4*BHCem* 25*tAPT*32*t*	T.3Cy.16½",27"&44"-33" 141NHP 1SB,4*cf*,GS73,HS2454 N.E.MarineEngCo.Ld.Sld.	14 " 0	C †
69284 TCFA	**Aksu** Ⓟ (*ex*Campidoglio-34,*ex* Leopolis-32) *ss*Tri.No.3-10,19 1*Dk*&*Spar dk*&*deep framing* *Fitted for oil fuel*	3905 — 2442	✠ ... 11,23 ✠				1909 3mo	Lloyd Austriaco Trieste	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	368·4 P&B246'F65' FK	44·2	23·3	Istanbul Turkish *WB*	T.3Cy.26",43½"&73"-48" 495NHP LloydAustriaco,Trieste	25 " 10	
69285 TCCQ	**Aktan** (*ex*Sami-38, Iron *ex*Aghios *ss*Nwc.4th.No.3-9,19 Spyridon,*ex*CityofCadiz, 1*Dk*2*trB* *ex*Corcyra)	831 699 468	✠ ... 11,24 ✠NB8,94				1862 7mo	Richardsn, Duck&Co. Stockton	HamdiSelimoglu veSerikleri.	204·4 P34'F36' ND94 BK6½	28·5	17·3	Istanbul Turkish	C.2Cy.26"&49"-30" NE76 95NHP T.Richardson&Sons,Hpl.	18 " 1	
69286 132589 ~~PTDG~~ GLNG	**Al Rawdah** (*ex*VilledeBeyrouth-39, *ex*Chenab) *ss*Alx.2ndNo.3-10,36 D.F. 1*Dk*(*Stl-ws*)&*Shelter dk* (*Stl-ws*)*lower dk in forehold*	*3549* *3316* *2157*	✠100A1 *Shelter dk* *withfreeboard* 5.39 ~~BS12,38~~	Alx BS5,40 ✠LMC10,36	*v*	CL 11,37	1911 8mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	Ministry of Shipping(BritishIndia Stm.Nav.Co.Ld. *Mgrs.*) *Ce*	350·2 P41'F45'*on Shelter dk* FK *llDBa*100'*uE*&*B*20	44·2	27·6	London British 6*BHCem* 1'*f*126' 603*t*	T.3Cy.24½",40"&68"-45" (*s*) 200lb *100lb* 426NHP 2SB,6*cf*,GS125,HS5994 FD D.Rowan&Co.Glasgow *FPT*48*tAPT*44*t*	30 " 0 s11 " 4¼ 19 " 0¼	
69287 VSKD	**Al Said** (*ex*Drake-34) *ss*Lon.No.2-30 2*nd dk*(*Stl*)*inNo.2hold* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1657 1049 831	✠ ... 12,34 ✠	Lon			1922 2mo	AilsaS.B. Co.Ld. Ayr	Government of Zanzibar *CellDB*215'339*t*	245·9 B63'*onShelter dk* FK *FPT*16*tAPT*24*t*	38·1	14·5	Zanzibar *Cem* 5*BHtoShdk*	T.3Cy.22",35"&57"-39" 259NHP 2SB,6*cf*,GS126,HS4516 AilsaS.B.Co.Ld.Troon	17 " 0	
69288 LCCK	**Ala** 1*Dk*	933 681 555					1916	Akt.Jarlsö Værft. Tönsberg	E.B.AabysRederi A/S.	200·4 Q62'B53'F20'	31·9	12·7	Oslo Norwegian *WB*	T.3Cy.14",24½"&40"-27" 83NHP BergensMekVærksBergen		N
69289 1676 IBKC	**Alabama** (*ex*Ashtabula,*ex*Graf Stroganoff) *ss*Mdb.2ndNo.3-1,30 *ss*Gen.No.1-35 *Mchy.Aft* 2*Dks*(1*Stl*&*UptIrn* D.F. &*ptStl*)&*Web frames* *CarryingPetroleum in bulk* *Fitted for oil fuel*	6725 5767 3933	✠ — 6,39 ✠NB11,16✠	Gen	*a*†		1903 8mo	Palmers' Co.Ld. Newcastle	"Petroleum"Soc. Anon.diNav. (G.Chiarella,*Mgr*) *CellD*	442·2 427·3 P252'F46' FK *BuE*39'71*t FPT*77*t*	54·7	30·3	Genoa Italian 14*BHCem* *APT*130*t*	T.3Cy.28",46½"&77"-54" 530NHP 3SB,12*cf*,GS265,HS8964 Palmers'Co.Ld.Newcastle	32 " 0	I †
69290 FNTP	— *ss*Hav.No.1-35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F.	5645 4885 3326	✠ 6,40 *Shelter dk* *withfreeboard* ~~MSC6,35~~ *Fitted for oil*	Hav ✠~~LMC~~ ~~BS3,39~~ *fuel*4,	31	CL 8,39 *F.P. a*	1931 4mo *Lloyd* *bove* 1	Ch.&Atel. deSt.Nazaire (Penhöet)SA Gd.Quevilly '*sA&CP* 50° F.	Compagnie GénéraleTrans-atlantique *CellDB*	425·8 442·8(O.L.) FK 364'1379*t FPT*161*t*	54·9	26·3	Havre French 7*BHptCem* (*Coll to Shdk* 6 „ *U* „) *APT*118*t*	T.3Cy.28",46½"&78"-54" (*s*) 180lb 712NHP 4SB,12*cf*,GS ,HS11280 FD Atel.&Ch.deFrance,Dnk.	29 " 0 ~~s 3 " 8¼~~ ~~26 " 6~~	
* 69291 OXDC	— (*ex*Atlantic) *ss*Cpn.No.3-6,34 *ss*Rot.No.1-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4575 4107 2748	✠100A1 *Shelter dk* *withfreeboard* 5,39 BS5,39 *Fitted for oil*	Cpn ✠LMC7,38 *fuel*1,	*z* 21	OG 5,39 *F.P. a*	1921 1mo *Lloyd* *bove* 1	A.B.Ores- undsvarvet Landskrona '*sCP* *Interm* 50° F.	DetForenede Dampskibs.Selsk. *ediate BH in after* *CellDB*343'1081*t*	401·1 *F on Shelter dk* 37' FK *hold dispensed with* *FPT*79*tAPT*204*t*	53·7	25·7	Copnhagn Danish *Cem* 1*BHtoShdk* 4 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb FD 420NHP 3SB(Spt)9*cf*,GS123,HS5580 DeLavalsAngturbin,Skm	28 " 6 s 3 " 3¼ 25 " 5	
69292 130907 WRAE	— (*ex*Northtown) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*&*Spar dk* D.F. *Carrying oil in bulk*	2840 — 2070					1901	Chicago S.B.Co. Chicago	TheTexasCompany	294·0 len14	42·2	23·2	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20",33"&54"-40" NB14 184NHP ChicagoS.B.Co.Chicago		V
69293 207138 WPCT	— Ⓟ *Mchy.Aft* D.F.	2626 — 1684					1910	Manitowoc D.D.Co. Manitowoc	PaxtonMendelssohn	250·0	45·5	26·1	Detroit Utd.States	T.3Cy.23",38"&62"-36" 231NHP ToledoS.B.Co.Toledo,O.		R
69294 221907 KDWX	**Alabaman** (*ex*DianaDollar-36, *ex*Cathay) *Fitted for oil fuel* D.F. 3*Dks*	7004 — 4337					1921	Kiangnan Dk&EngWks Shanghai	American-HawaiianS.S.Co.	429·0	55·2	34·2	NewYork Utd.States *WB*	T.3Cy.26½",44"&74"-48" 377NHP KiangnanDock&Eng.Wks		R
69295 KZBL	**Alabat** TwinSc *OilEng.* 1*Dk*(*Teak*) Wireless	806 — 406	✠ ... 8,33 ✠	Man			1929 5mo	Taikoo D.&E.Co.of H.Kg.Ld HongKong	ManilaRailroad Co. *CellDB*115' 124*t tank in way*	162·0 P22'B58'F30' FK *of tunnels* 17*tFPT*	34·1	12·9	Manila Utd.States 4*BHptCem* 8*tAPT*16*t*	Oil Engines 4S.C.SA 12Cy.12¼"-17¾" 176NHP MotorenWerke,Mannheim	14 " 8	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofR.ofTradeCert.
69296 167388 MPYP	**Alacrity** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	554 352 283	✠100A1 8,40 ~~1,40~~ ✠LMC2,40	Goo Fal	*h*	OG	1940 2mo *Lloyd*	GooleS.B. &Repg.CoLd. Goole '*sA&CP*	F.T.Everard& Sons,Ld. *FPT*83*tAPT*49*t*	168·7 Q105'F18' 176·3(O.L.) FK	27·7	10·0	London British 3*BH* *ptAspptCem*	Oil Engines 2S.C.SA 5Cy.12⅝"–16¾" 71RHP NewburyDieselCo.Ld. Newbury	11 " 3 s 3 " 7 11 " 1¾	
69297 149984 VLLS	**Alagna** (*ex*Malake–39) *ss*Bsb.No.3–7,40 ~~*ss*Syd.No.2–35~~ *Well deck* 1*Dk*(*Stl*–ws) *Ref.Mchy.*	730 509 413	✠100A1 ~~7,40~~ ~~7,39~~ 2,41 ~~BS7,39~~ ✠LMC~~10,35~~ BS ~~7,40~~1,41 11,39	Bsb	*k*	CL ~~1,38~~ 5,40	1928 2mo *Lloyd*	Grngem'th Dkyd.Co.Ld. Grngemouth '*sA&CP*	JohnBurke,Ld. *CellDB&a*	180·0 Q46'B55'F29' FK *uE*44'*f*84'188*tFPT*	31·0	11·6	Brisbane British 4*BHCem* 15*tAPT*20*t*	T.3Cy.12½",21"&34"–24" (*s*) 200lb *100lb* 62RHP 1SB,3*cf*, HS1995 McKie&Baxter,Ld.Gls.	13 " 6 s " 7⅜ 13 " 0	
69298 213861 WCCF	**Alamar** (*ex*Eurana) *ss*Bal.2ndNo.3–6,40 ~~*ss*Bal.No.3–10,37~~ ~~*ss*Bal.No.2–35~~ D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5689 5312 3516	✠100A1 ~~6,40~~ ~~5,39~~ 4,41 ~~BS10,35~~ ✠LMC 6,40 ~~MS6,35~~ ~~BS5,39 6,40~~ *Fitted for oil* BS4,41	Bal *fuel*	*z* 1,16	CL ~~9,38~~ 4,41 *F.P. a*	1916 1mo *bove* 1	UnionIron WorksCo. SanFrancisco A&CP 50° F. *Interm*	CalmarS.S.Corp. *ediate BH in after* *Cell*	399·7 P57'B229'F40' FK *hold dispensed with* *DB*315'1236*t DT at*	56·2	30·5	NewYork Utd.States *Asp* 5 *BH to Udk* *sides of tunn*	1DRGearedSteamTurbine 210lb (*s*) 498NHP 3SB,HS7704 GeneralElectricCo. Schenectady,N.Y *el*30'223*tFPT*30*tAPT*200*t*	32 " 0 s 5 " 2 27 " 0½	
69299 218921 WDFF	**Alamo** (*ex*LakeElon) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*2*trB*	2676 — 1660					1919	Gt.Lakes Eng.Works Ashtabula,O.	AgwilinesInc. (Clyde-Mallory Lines,*Mgrs.*)	253·4	43·7	26·2	NewYork Utd.States *WB*	T.3Cy.19",35"&59"–42" 226NHP GreatLakesEng.Works		R
69300 LKBD	**Alar** *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern* *Longitudinal framing* *Carrying Petroleum in bulk*	9430 8796 5698					1939	SirJ.Laing &Sons,Ld. Sunderland	Skibs-A/SPreba (Prebensen& Blakstad,*Mgrs.*)	483·6 P102'F32'	68·3	36·2	Risör Norwegian	Oil Engines 2S.C.SA 7Cy.28⅜"–47¼" 982NHP WallsendSlpwy.&E.Co.Ld		N
69301 LCBO	**Alaska** (*ex*PeelCounty–33, *ex*Alaska) *ss*Rot.No.3–5,37 2*Dks*(*Stl*)	5681 5094 3476	✠100A1 ~~5,40~~ ~~1,39~~2,41 ✠NE1,24 ✠LMC5,37 BS~~1,40~~2,41 *Fitted for oil*	Rot ~~Avn~~NYK *fuel*	*z* 7,18	CL 1,39 *F.P. a*	1918 7mo *Lloyd* *bove* 1	JCoughlan &Sons VancouvrBC '*sA&CP* 50°F.	D/S A/S Alaska (C.Haaland) *IntermediateBH* *in fore & after* *CellDB*	410·5 P59'B115'F47' FK *holds dispensed with* 368' 1274*t FPT* 131*t*	54·1	27·5	Haugesnd Norwegian *Cem* 5 *BH only* *APT*269*t*	T.3Cy.26",42"&70"–48" (*s*) 190lb 523NHP 3SB,9*cf*,GS180,HS8010 FD Swan,Hunter&Wigham RichardsonLd.Nwc.	29 " 9 s 5 " 10 24 " 1½	
69302 222966 KFIM	— Ⓟ TwinSc 4*Dks* D.F. *Fitted for oil fuel*	4515 — 2274					1923	ToddDry Dock&Con- structionCo Tacoma	AlaskaS.S.Co.Inc.	350·4	49·6	15·6	NewYork Utd. States	2SteamTurbinesconnected to Electric Motors & Screw Shafts NE*made*21*fitted*31 NB30 GeneralElectricCo. Schenectady		R
69303 25937 JALD	**Alaska Maru** *ss*Osa.No.3–3,31 *ss*TamaNo.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	7379 6844 4522	✠100A1 *Shelter dk* *withfreeboard* 2,41 ~~1,40~~ *Fitted for oilf*	Osa ✠LMC~~1,40~~ 2,41 *uel*	*a*† 12, 22	CL 12,38 *F.P. a*	1919 8mo *bove* 1	MitsuBishi ZosenKaisha, Ld. Nagasaki A&CP 50°F.	OsakaSyosen K.K. *CellDB*358'1165*t* *DTa*28' 1077*t*	420·0 F47'*onShelter dk* FK *FPT* 108*t APT*95*t*	56·0	38·5	Osaka Japanese *Cem* 6*BH to S dk* 2 " " *U* "	T.3Cy.28",49"&79"–51" (*s*) 200lb 574NHP 3SB,9*cf*,GS191,HS7714 FD MitsuBishiZosenKaisha	38 " 7 s10 " 4¼ 28 " 5	
69304 223485 KFTJ	**Alaska Standard** TwinSc *Mchy.Aft* *OilEng.* 1*Dk* Wireless D.F. *Carrying oil in bulk*	1318 — 731					1923	Bethlehem S.B.Corp.Ld. SanFrancisco	StandardOilCo.of California	210·0	40·1	16·1	S.Frncisco Utd.States	Oil Eng. and Elec. Motors 12Cy.13$\frac{9}{16}$"–19$\frac{11}{16}$"4S.C.SA DieselEng.Co. 215NHP GeneralElectricCo.		R
69305 217232 WACW	**Alaskan** (*ex*Wheaton) *ss*N.Ns.No.3–6,28 *ss*S.Fo.No.1–32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*inNo.*1*hold*&*Web frames* D.F. GyC. *Longitudinal framing* *Fitted for oil fuel*	5364 4977 3280	✠ ... 3,34 ✠	SFo			1918 11mo	Bethlehem S.B.Corp.Ld. Sparro'Pt.Md	American- HawaiianS.S.Co. *CellDB*363'1232*t*	415·0 FK *Coll* *FPT*125*tAPT*52*t*	53·7	36·3	NewYork Utd.States *Cem* *BH to Sh dk* 7 " " *U* "	T.3Cy.30½",52"&86"–54" 813NHP 4SB,12*cf*,GS264,HS12020 BethlehemS.B.Corp.Ld.	31 " 6	R †
69306 2269 IODQ	**Alato** (*ex*Giulia–40,*ex*Pierrot, *ex*PierrotII.) 1*Dk*	302 260 112					1918	Forg.&Ch. delaMédit. Havre	FratelliMaggi	142·1 131·3 Q79'F25'	24·1	10·9 11·5	Genoa Italian	C.2Cy.18"&36"–24" 53NHP Forg.&Ch.delaMédit.Hav.		I
69307 147315 GLKM	**Alaunia** Ⓟ TwinSc *ss*Lon.No.3–1,38 2*Dks*(*Stl*)&*Shelterdk*(*Stl*–ws) *Ref.Mchy.* 3*rd dk*(*Stl*)*inNos.*1,2&3*holds* D.F. Sub.Sig. GyC. E.S.D.	14030 10629 8448	✠100A1 *Shelter dk* *withfreeboard* 3,39 BS3,39 ✠LMC2,37 ✠Lloyd'sRMC4,39 *Fitted for oil*	Lon *fuel*	*h*† 7,25	CL 12,37 *F.P.*	1925 7mo *Lloyd* *above*	J.Brown& Co.Ld. Glasgow '*sA&CP* 50° F.	CunardWhite Star,Ld. *CellDB*447'1927*t* *DTf*51'1470*t*	519·6 538·5(O.L.) B&F*onShelter dk* 425' FK *FPT* 106*t APT*47*t*	65·2	39·2	Liverpool British 11*BHCem* (10 *to S dk* 1 " *U* ")	4 Steam Turbines DR (*r*) geared to 2 Sc. Shafts 220lb 1640NHP 2D&2SB,24*cf*,HS19442 FD J.Brown&Co.Ld.Glasgow	43 " 0 s11 " 2¾ 32 " 2¼	
69308 147669 VWBL	**Alavi** Ⓟ *ss*Bom.No.3–12,36 3*Dks*(*Stl–Weather* teak s)	3566 3029 2161	✠100A1 *withfreeboard* 1,40 BS1,40 ✠LMC12,36	Bom	*w*	CL N9,37	1924 6mo *Lloyd*	Lithgow's Ld. PortGlasgow '*sA&CP*	MogulLine,Ld. *CellDB*298'852*t* *FPT*74*tAPT*36*t*	350·0 365·0(O.L.) FK *Collision BH to*	48·0	23·1	Bombay British 6*BHCem* *Weather dk*	T.3Cy.24",40"&67"–45" (*r*) 200lb *110lb* 394NHP 2SB,6*cf*,GS127,HS5384 FD Rankin&BlackmoreLdGrk	25 " 6 s 3 " 0¼ 22 " 8½	
69309 2269	**Alba** (*ex*DimitriosN.Bogiazides–39, *ex*MaidofCorfu, *ss*Ham.No.1–13 *ex*Orissa, 1*Dk*(*Stl*)2*trBdeep framing*& *ex*Ingelfingen) *Web frames*	*3495* *3204* *2194*	✠ 8,19 ✠	Ham	*v*		1908 4mo	Chant.Nav Anversois Hoboken	AlbaS.S.Co.Ld. *CellDBa*108'*uE*&	346·8 P31'B180'F31' FK *B*42'*f*152'788*tFPT*	48·1	23·1	Panama P'namanian 6*BHCem* 108*tAPT*81*t*	T.3Cy.24",40"&66"–45" 317NHP 3SB,9*cf*,GS136,HS4905 N.E.MarineEng.CoLdNwc	25 " 7	C †
69310 YQSL	**Alba Julia** (*ex*CarlLegien–33) Sub.Sig. *Fitted for oil fuel* D.F. 2*Dks*	5700 4402 3428					1922	Marine- werft Wilhelmshvn	RoumanianState MaritimeService	409·8 H133'F49'	53·9	23·7	C'nstantza Roumanian *WB*	T.3Cy.25¼",41"&66⅛"–49¼" &L.P.Turbine 430NHP Marinewerft,Wilhelmshvn		V
69311 1536 IJFT	**Albachiara** (*ex*Mecklenburg, *ex*AnnaTiede) *ss*Lth.No.3–6,20 *ss*Gls.No.1–25 1*Dk*&*Shelter dk*	1245 1094 728	... 8,28				1904	Schiffsw. v. HenryKoch Lübeck	RenatoDurante	246·3 H62' FK	35·7	21·9	Genoa Italian *WB*	T.3Cy.17",28⅜"&45¼"–32½" 140NHP J.F.Ahrens,Altona	17 " 4	I †
69312 305 IBLA	**Albano** Ⓟ (*ex*WarArrow) *Well deck* 1*Dk* D.F.	2364 1785 1317	✠ ... 4,20 ✠				1918 10mo	S.P.Austin &Son,Ld. Sunderland	"Adriatica"Soc. Anon.diNav.	293·5 284·9 P25'Q72'B66'F32' FK	42·1	19·0	Venice Italian *WB*	T.3Cy.22",36"&59"–39" Richardsons, 265NHP Westgarth&Co.Ld.Sld.	21 " 2	I †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
69313 2248 IBON	**Albaro** (exGiuseppeErcoli-39, exC.B.Watson-36, Fitted for oil fuel exBulko,exPerfection) 1Dk2trB D.F. Carrying Petroleum in bulk Mchy.Aft	2104 1850 1199					1911	American S.B.Co. Cleveland,O.	Navigazione e CommercioSoc. Anon.Italiana	259·9 250 0 P92'F52'	43·2	20·7	Genoa Italian	T.3Cy.19",31"&54"-42" 189NH AmericanSBCo.Cleveland		I
69314 EAJK	**Albarreba** (exGante-39, exUdondo-38, ssBbo.2ndNo.3-3,29 exGuadiaro, 1Dk(Stl)&Spardk(Stl)& exBlackPrince,exProvan) deep framing Sub.Sig. Should be "Albareda," see No. 67025 in Supplement	3925 3648 2560	✠ ~~———~~ 7,35 Spardk ✠	Cff	w		1903 1mo	Russell& Co Pt.Glasgow	José deNavas Escuder Intermediate 'tween dk BH in after hold dispensed with Cell DBa112'uE&B 40'f146'899tAPT71t	345·2 25·9 P20'B202'F37' FK	49·9	17·9	Bilbao Spanish 6BHCem (5 to Spr dk 1 „ Main „)	T.3Cy.25",41"&67"-45" NDD20 340NHP 2SB,Spf,GS142,HS5438 Rankin&Blackmore,Grk.	28 ″ 5	G †
69315 1188 IJGF	**Albatros** (exSteamer-39, Aux exYacht,exBernicle, OilEng. exNorseman,exYreryr, 2Dks exNorseman) (See Sailing Ship Register)	404 380 210	✠ 6,14	Grk			1898 2mo	D.&W. Henderson &Co. Glasgow	D.Zolezzi	177·3 148·9	27·3	15·7	Genoa Italian	Oil Engines 6Cy.11$\frac{15}{16}$"-19$\frac{15}{16}$" NE39 Waggon-und MaschinenbauAkt.Ges. Görlitz		I †
69316 DOBD	**Albatross** Wireless D.F Sub.Sig. 1Dk	985 819 501					1917	Stettiner Oderwerke Stettin	ArgoReederei RichardAdler&Co.	235·8 P&B148'F29'	33·6	13·5	Bremen German WB	T.3Cy.22⅝",35⅝"&57$\frac{1}{16}$"-39⅝" 205NHP StettinerOderwerke		G
69317 150290 CGFT	**Alberni** Ⓟ TwinSc (exCoalBargeNo.7-36) Wireless 1Dk	502 410 197					1927	Canadian Govt.Shipyrd (Dept.M.&F.) Sorel,P.Q.	CanadianGovt. (Dept. of Transprt)	157·3	30·5	10·6	Sorel,P.Q. British WB	C.4Cy.12"&24"-16" 48RH Emade18refitted27 AllisChalmers,Ld.Toronto		
69318 7985 SMPA	**Albert** (exSandysike-35) ssShl.No.3-1,35 Well deck ssGot.No.1-39 1Dk(Stl) Cargo battens not fitted	1745 1329 973	✠100A1 4,39 ✠LMC4,39	Got	q	CL 7,38	1922 9mo Lloyd's A&CP	WoodSkinner&Co.Ld. Newcastle	RederiA/BSylvia (Alb.Billner,Mgr.) CellDBa77'uE18'f102'448tFPT92tAPT150t	258·6 Q153'BonQ52'F29' FK	37·7	16·3	Gothenbrg Swedish 4BHCem	T.3Cy.20",33"&54"-36" (s) 180lb 208NHP 2SB,6cf,GS99,HS3440 N.E.MarineEngCoLdNwc	18 ″ 7 s 5 ″ 7 17 ″ 2	
69319 DHAN	— (exLiliasCalvert,exGibel-Derif, exElsa) 1Dk	788 603 461					1888	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Danzig Linie(JohannesIck Mgr.)	191·3 Q59'B50'F20'	30·4	13·4	Hamburg German WB	T.3Cy.14",25"&40½"-27" 85NHP FlensburgerSchiffsb.Ges.		V
69320 147767	**Albert C. Field** Mchy.Aft 1Dk	1764 1616 1302					1923	Furness S.B.Co.Ld. Haverton Hill-on-Tees	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,Mgr.)	252·5 F34'	43·3	17·8	S.Cathrnes Ont. British WB	T.3Cy.16",27"&44"-33" 111NHP MacColl&Pollock,Sld.		C
69321 215708 WNXW	**Albert E. Heekin** (exWilliamA. Amberg) GyC. D.F. 1Dk&Webframes Mchy.Aft Longitudinal framing	7031 6823 5641	✠ ... 2,22 ✠				1917 10mo	American S.B.Co. Lorain,O.	NationalSteelCorp. (M.A.HannaCo. Mgrs.)	525·0 F48' FK	58·0	31·0	WlmgtnDl Utd.States WB	T.3Cy.23½",38"&63"-42" 376NHP AmericanS.B.Co.Lorain,O.	32 ″ 0	R †
69322 221686 KDOK	**Albert E. Watts** Now "L. V. Stanford," see No. 88918 in Supplement ssN.Os.No.1-37 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing Sub.Sig.	7138 [illegible] 5111	✠100A1 1,41 BS1,41 ✠LMC1,37 Carrying Petroleum in bulk Fitted for oil fuel 2,21 F.P. above 150°F.	Gal NOs	b†	CL ~~3,38~~ N7,40	1921 2mo	Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel A&CP	SinclairRefining Co.Inc. CellDBuE&B62' 200tDTf40'588tFPT228tAPT72t	430·2 P134'B36'F40' FK	59·2	32·8	NewYork Utd. States 17BHptCem (13 to U dk 4 „ 2nd „)	T.3Cy.26½",44"&74"-51" (s) 200lb 593NHP 3SB,9cf,HS8829 FD BethlehemS.B.Corp.Ld. (HarlanPlnt)Wlmngtn,Dl	33 ″ 3 s 6 ″ 8¼ 26 ″ 10	
69323 214715 WFCV	**Albert Hill**(exJ.W.VanDyke) 3Mst ssN.Yk.No.3-4,36 ModifiedssMob.9,40 Mchy.Aft 2Dks(Stl)&Webframes GyC Longitudinal framing	7115 6379 4403	✠100A1 9,39 ✠NE10,19 ✠LMC 9,40 ~~MS4,36~~ ~~BS9,39~~ Carrying Petroleum in bulk Fitted for oil fuel 2,17 F.P. above 150° F.	Phl	b†	CL 1,39	1917 2mo	UnionIron WorksCo. SanFrancisco A&CP	AtlanticRefining Co. CellDBuE&B64'197t DTf56'1038tFPT97tAPT74t	435·0 454·2(O.L.) P134'B50'F42' FK	56·0	32·0	Phildlphia Utd.States 15BHptAsp (11 to U dk 4 „2nd„)	T.3Cy.27$\frac{5}{16}$",45½"&76"-51" 192lb FD 576NHP 3SB(Spt)9cf,GS165,HS8325 SunS.B.Co.Chester,Pa.	33 ″ 6 s 6 ″ 5¼ 27 ″ 3¾	
69324 LJIP	**Albert L. Ellsworth** OilEng. D.F. E.S.D. 1Dk Mchy.Aft CruiserStern	8309 7636 4987	✠100A1 6,40 ~~11,39~~ DBS2,40 ✠LMC2,37 Carrying Petroleum in bulk	Hfx NYk	c†	CL 1,39	1937 2mo Lloyd's A&CP	Götaver- kenA/B Gothenburg	RederiA/SAlse (HakonS.Onstad, Mgr.) CellDBuE77'209tDTf22'375tFPT95tAPT152t	463·7 P103'F59' FK	59·2	35·9	Oslo Norwegian 10BHptCem	Oil Engines 4S.C.SA 8Cy.29⅜"-59$\frac{1}{16}$" 653NHP 2DB150lb GotaverkenA/B,Got.	35 ″ 5 s8 ″ 2½ 27 ″ 6½	
69325 FNZO	**Albert Sarraut**	2156 — 1132					1921	Arsenal de laMarine Saigon	Gouvernement Généralde l'Indochine(Soc.les AffréteursMar. Indochinois,Mgrs)	270·3 P32'B62'F30'	39·5	21·8	Saigon French WB	T.3Cy.18",30"&49½"-37½" 149NHP Atel.&Ch.delaLoire,Nts.		V
69326 106 IBMA	**Alberta** ssMfl.No.3-9,35 2Dks(Stl)&Webframes D.F.	6131 5022 3731	✠100A1 8,39 ✠LMC MS12,34 BS8,39 Fitted for oil fuel10,22 F.P. above 150° F.	Tri	z	9,39	1922 10mo	Cant.Nav. Triestino Monfalcone A&CP	"Italia"Soc.Anon. diNav. CellDBa117'uB&f198'1130t MTf27'816tFPT107tAPT135t	417·7 401·0 P36'B124'F44' FK	54·2	30·2	Trieste Italian 6BHCem	T3Cy26$\frac{5}{16}$"42⅛"&70$\frac{1}{16}$"-48$\frac{1}{16}$" 180lb (s) FD 483NHP 3SB(Spt)9cf,GS148,HS7221 UnitedMachineFactories, Smichow,Prague	32″10 s7 ″ 8½ 25 ″ 4	
69327 FPGB	— OilEng. D.F. 1Dk Mchy.Aft CruiserStern Longitudinal framing at bottom in centre tank & in trunk	3357 2352 1786	✠100A1 7,40 ~~11,39~~ ✠LMC10,38 Carrying Petroleum in bulk DBS7,40	Msl	u	CL 7,40	1938 10mo Lloyd's A&CP	NVNederl. Dok.Maats. Amsterdam	Soc.AnonFrançaise desPétroles Shell CellDBuE63'138tDTf27'31tFPT86tAPT63t	332·0 347·7(O.L.) FK P93'F53'Trunk186'	46·7	20·2	Algiers French 13BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-43$\frac{5}{16}$" 223NHP DB180lb WerkspooreN.V.Ams.	20 ″ 0 s 1 ″ 7¼ 18 ″ 6¼	
69328 85765 VGCD	— Ⓟ D.F. 2Dks	2829 2140 2377					1883 reblt. 1911	C.Connell &Co Glasgow	CanadianPacific RailwayCo.	309·7 len11	38·2	23·3	Montreal British	C.2Cy.30"&64"-48" Western NE&B13 236NHP DD&SBCo.Ld.PtArthur		
69329 9 SVQC	— Ⓟ TwinSc (exMykali-35,exAlberta-34) Wireless 2Dks&Shadedk	1193 787 481					1900	J.Brown& Co.Ld. Clydebank	D.IngleseiFilsS.A Nav.deSamos	270·0 P48'B154'F44'	35·6	14·6	Samos Greek WB	T.8Cy.(2)19½"(2)31½"&(4) 36½"-30" 292NHP J.Brown&Co.Ld.Clydebnk		
69330																

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade cert.
69331 165978 GMKN	**Alberte Le Borgne** TwinSc (*ex*Kribi) 2*Dks*	3921 3622 2438					1914	Akt.Ges. "Weser" Bremen	Ministry of Shipping (P.Henderson&Co,*Mgrs.*)	356·3|50·5|23·7 ~~354·0|50·4|23·[illegible]~~ P&B270'F41'	Glasgow British *WB*	T6Cy17$\frac{3}{16}$",27$\frac{3}{5}$"&44$\frac{9}{10}$"–31½" 446NHP GebrSachsenberg,Rosslau		V
69332 EAHY	**Alberto** (*ex*Wearsider) K *ss*Bbo.No.2–21 *Well deck Mchy.Aft* 1*Dk*(*Stl*)	597 *418* *306*	✠ 2,24 ✠	Bbo	*i*		1912 8mo	J.P.Renoldson&Sns SouthShields	Soc.Anon.de Transp.Mar. *Cell*	175·4|28·2|11·0 Q89'B9'F22' FK *DBf*112'140*t FPT*	Barcelona Spanish 3*BHCem* 29*tAPT*31*t*	T.3Cy.15½",25"&41"-27" 95NHP 1SB,*3pf*,GS55,HS1825 J.P.Rennoldsn&Sns,S.Shl.	13 ″ 3	
69333 1490 ICER	**Alberto Fassio** 3Mst (*ex*RivaSarda–36, *Fitted for oil fuel* *ex*FreeportSulphurNo.1, 1*Dk* *ex*FrancisHanify) *Mchy.Aft* D.F. *Carrying Petroleum in bulk*	2289 — 1368					1914	Harlan&Hollingsworth Corp. Wlmgtn,Del.	Villain&Fassio Soc.Anon.Italiana diNav.Mercantile	295·9|45·1|18·6 277·6 21·5 P32'B20'F32'	Genoa Italian *WB*	T.3Cy.21",34"&56"-42" 203NHP Harlan&Hollingsworth Corp.		I
69334 1284 CBAH	**Alberto Haverbeck** (*ex*Dana–35) 1*Dk*(*Stl*)	2794 — 1755	✠ ... 3,35 ✠	Cff	*s*		1931 2mo	Antwerp Eng.Co.Ld. Hoboken	Haverbeck&Skalweit *Intermediate BH* *Cell D*	295·3|43·7|17·9 P27'B165'F34' FK *in forward hold dis* B243' 675*t FPT*59*t*	Valdivia Chilian 4*BHCem* *pensed with* *APT*101*t*	T.3Cy.21½",35"&57"-39" 242NHP 2SB,*6cf*,GS105,HS4044 N.E.MarineEng.Co.Ld.Sld	20 ″ 4	G †
69335 126 IBOA	**Alberto Treves** (*ex*WarCobra) *ss*Tri.No.3–9,31 *ss*Ven.No.1–36 D.F. 2*Dks*(*Stl*)	5148 4700 3184	✠100A1 3,39 BS7,39 ✠LMC9,35 *Converted for oil fuel* 9,31 *F.P. above* 150°F.	Tri	*y*	CL 8,38	1917 12mo *Lloyd's A&CP*	Harland&Wolff,Ld. Belfast	LloydTriestino Soc.Anon.diNav. *CellDB*	413·4|52·2|19·4 400·4 52·3 28·4 P49'B113'F40' FK 345'1014*t FPT* 122*t*	Venice Italian 7*BHptCem* *APT*181*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 518NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 ″ 0 s 5 ″ 11 25 ″ 4	
69336 133949 VGNP	**Albertolite** (*ex*Caddo,*ex*Winnipeg, *ex*Adorna) *ss*St.J.No.3–4,35 *Mchy.Aft* *ss*Vcr.No.1–39 D.F. GyC. 2*Dks*(*Stl*)&*Webframes*	6406 5779 3980	✠100A1 ~~5,40~~ ~~11,39~~ 11,40 BS11,40 ✠LMC11,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,12 *F.P. above* 150°F.	Vcr	*z*	CL 11,39	1912 8mo A&CP	Armstrong Whitworth &Co.Ld. Newcastle	ImperialOil,Ld. MarineDepartment (H.J. Rahlves,*Mgr.*) *CellDBa*69'149*t* *DTf*46'500*t*	415·0|55·2|31·1 P104'B26'F46' FK *FPT*70*tAPT*31*t*	Montreal British 16*BHCem* (9 *to Upr dk* 7 ,, 2*nd* ,,)	Q.4Cy.24",35",51"&73¼"-48" 220lb (*s*) 597NHP 3SB,*12cf*,GS223,HS8844 FD WllsndSlpwy.Co.Ld.Nwc.	32 ″ 10 s6 ″ 0¼ 27 ″ 1	
* 69337 4 ORLA	**Albertville** Ⓟ TwinSc *ss*Ant.No.2–36 3*Dks*(*Stl–Uteak s*) *Ref.Mchy.* Sub.Sig. D.F. GyC. *CruiserStern*	*11047* — *5653*	✠100A1 6,39 BS5,39 ✠LMC4,37 ✠Lloyd'sRMC10,39 *Fitted for oil fuel* 1,28 *F.P. above* 150°F.	Ant	*f*†	CL SN6,39 ~~P6,39~~ P4,40	1928 1mo *Lloyd's A&CP*	Atel.&Ch. delaLoire St.Nazaire	CieMaritimeBelge (LloydRoyal) Soc.Anon. (Agence MaritimeInternationale,*Mgrs.*) *Cell*	521·8|62·0|24·0 537·2 (O.L.) B148'F93' FK len37 *DB*445'1400*t FPT*	Antwerp Belgian 9*BHptCem* 78*tAPT*39*t*	Q.8Cy.29",41½"59"&85"-54" &L.P.Turbines withD.R. gearing&Hydraulic couplings 200lb (*s*) 1556NHP 6SB(Spt),*18cf*,GS383 FD HS17537 Hwthrn,Leslie&CoLdNwc	34 ″ 8 s 8 ″ 8 26 ″ 4¼	
9/40 69338 FNNB	**Albi** *Well deck* 1*Dk*	4191 3640 2546	✠ ... 7,22 ✠				1920 9mo	W.Pickersgill&Sons,Ld Sunderland	Cie.Delmas Vieljeux	364·3|52·8|24·3 P18'Q128'B68'F28' FK	La Rochlle French 6*BHCem* *WB*	T.3Cy.23½",38"&64"-42" 347NHP Armstrong,Whitworth&Co.Ld.Nwc.	26 ″ 8	V †
69339 143286 GCBD	**Albion Star** (*ex*Albionstar) TwinSc *ss*Nwc.No.3–8,32 D.F. *ss*Liv.No.1–36 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) E.S.D. *CruiserStern*	~~7920~~ ~~7576~~ ~~4908~~ 7946 7576 4935	✠100A1 *Shelter dk* *withfreeboard* 6,40 ~~1,39~~ MS11,36 Lloyd'sRMC~~3,40~~ ~~6,40~~ 4,41	Nwc Liv BS2,41 ✠LMC ~~BS3,39~~ ~~6,40~~	*c*†	CL ~~s11,36~~ ~~P9,37~~ 6,40	1919 6mo *Lloyd's A&CP*	Workman, Clark&Co.Ld Belfast	UnionColdStorage Co.Ld.(BlueStar LineLd.*Mgrs.*)	450·0|58·5|37·1 P31'F43'*onShelter dk* FK *CellDB*3	London British *ptCem* 8*BHtoSh dk* 92'1495*tFP*	T.6Cy.26½",44"&73"-48" (*s*) 200lb 1138NHP 3DB,*24cf*,GS440,HS17079 FD Wrkman,Clark&Co.Ld.Bel *T*120*tAPT*70*t*	40 ″ 0 s11 ″ 0½ 29 ″ 3	
5/40 69340 147131 GKCV	**Albionic** *ss*Hul.No.3–11,36 D.F. 1*Dk*(*Stl*)	2468 2246 1497	100A1 7,40 ~~2,40~~ MS11,36	Cff Sws LMC BS5,39	*s*	CL 2,40	1924 3mo *Lloyd's A&CP*	G.Brown&Co. Greenock	W.H.Cockerline&Co. *Intermediate BH in forward*	290·2|44·1|20·9 P25'B88'F35' FK *hold dispensed with* *CellDB*248'	Hull British *Asp* 4*BH only* 638*tAPT*72*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* 265NHP 2SB,*6cf*,GS124,HS4494 McKie&Baxter,Glasgow	23 ″ 0 s 3 ″ 1¾ 20 ″ 0½	
69341 1945 IBBB	**Albisola** (*ex*Pentor–34) *ss*P.Nl.No.1–31 D.F. 1*Dk*(*Stl*)	4097 3871 2527	✠ ... 10,35 ✠	Gen	*x*		1927 10mo	Burntislnd S.B.Co.Ld. Burntisland	"Corrado"Soc. Anon.diNav. *Cell*	381·0|51·5|25·1 370·0 P29'B224'F34' FK *DB*318' 1126*t FPT*	Genoa Italian 6*BHCem* 77*tAPT*189*t*	T.3Cy.25",41"&68"-45" 371NHP 3SB,*9cf*,GS173,HS6201 D.Rowan&Co.Ld.Glasgow	27 ″ 6	I †
7/40 69342 161824 GPDL	**Albuera** (*ex*SierraNevada) *ss*Gmh.No.3–5,34 D.F. *ss*Gmh.No.1–38 1*Dk*(*Stl*) *Cargo battens not fitted*	3477 3172 2052	✠100A1 1,40 MS3,38	Mdb ✠LMC BS12,38	*v*	CL N3,38	1921 5mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellD*	331·3|48·6|25·1 P32'B200'F29' FK B278'941*tFPT*135*t*	Leith British 5*BHptCem* *APT*150*t*	T.3Cy.24",40"&65"-42"(*s*) 180lb *130lb* 316NHP 2SB,*6cf*,GS112,HS5122 Cooper&Greig,Ld.Dundee	27 ″ 3 s 3 ″ 10 23 ″ 7¼	
69343 PCID	**Albula** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	329 239 150					1935	GuteHoffnungshütte A.G. Walsum	SchellenScheepvaart&BevrachtingN.V.	135·9|24·0|9·1 P37'F17'	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-13" 101NHP NE38 SulzerBros.Ld.Winterthur		G
69344 149634 GDYK	**Alca** Ⓟ *ss*Liv.No.2–36 D.F. E.S.D. 2*Dks*(*Stl*)	3712 2543 2104	✠100A1 Examined 6,40 Liv ~~BS3,39~~	~~Liv~~ ✠LMC~~3,36~~ 7,40	*u*	CL ~~2,37~~ 6,40	1927 8mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld. Dundee	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *CellDBa*7	319·2|46·2|20·7 P&B216'F58'BK12" 2'*f*156'581*tFPT*71*t*	Liverpool British 5*BHCem* *APT*129*t*	T.3Cy.25",42"&68"-42" (*s*) 180lb 395NHP 3SB,*9cf*,GS159,HS7054 CaledonSB&E.Co.Ld.Dun.	24 ″ 0 s 2 ″ 5 22 ″ 10	BT till 6,41
69345 OHND	— Comp (*ex*Skåne,*ex*NilsDaniel) *OilEng.* 1*Dk*	439 359 223					1919	A/BÖstersjövarvet Norrköping	RederiA/BVarma (Gust.Erikson)	156·5|28·9|11·0	Mariehamn Finnish	Oil Engines 2S.C.SA 4Cy.12⅝"-18½" 112NHP A/BAtlasDiesel,Skm.		V
69346 148151 GLQR	**Alcantara** Ⓟ TwinSc *ss*Bel.No.3–4.35 D.F. 4*Dks 5th dk in Nos.* 1, 2 & 3 *holds* *Ref.Mchy.* E.S.D. *CruiserStern*	22209 16089 13189	100A1 *withfreeboard* 4,39 ✠LMC4,35 ✠NE&B4,35BS3,39 ✠Lloyd'sRMC8,39 *Fitted for oil fuel* 4,35 *F.P. above* 150° F.	Sou		CL 4,38	1926 *Lloyd's A&CP*	Harland&Wolff,Ld. Belfast	RoyalMailLines, Ld. *Cell* *Tanks in way of tu*	640·5|78·5|40·5 P47'B415'F137' FK&BK2" len35 *DB*540'3630*t* *nnels*482*t FPT*166*t*	Belfast British 11*BHptCem* *APT*278*t*	6SteamTurbinesSRgeared to 2 Sc. Shafts 4205NHP 3W.T.B.435lb(Spt450lb) (*s*) HS24780 2DB26 *100lb* FD Harland&Wolff,Ld.Bel.	44 ″ 9 s14 ″ 1¼ 31 ″ 1½	BT till 4,40
69347 PCIM	**Alchiba** *ss*Ham.No.3–11,32 D.F. *ss*Rot.No.1–37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4427 4093 2704	✠100A1 *Shelter dk* *withfreeboard* 11,39 ✠LMC 1,41 ~~MS5,36~~ ~~BS2,39~~ *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Sch	*y*	CL 11,39	1920 8mo A&CP	New Waterway, S.B.Co. Schiedam	N.V.vanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellD*	385·3|50·3|26·5 FK *Collision* B311'876*tFPT*106*t*	Rottrdam Dutch *Asp* *BHtoSh dk* 5 ,, ,, *U* ,, *APT*50*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb FD 459NHP 3SB(Spt),*9cf*,GS138,HS6660 NewWaterwayS.B.Co. Schiedam	29 ″ 0 s 3 ″ 5 25 ″ 9¾	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Nat. Trade.
69348 105770 MQTN	**Alchymist** ssLon.3rdNo.3-9,32 ssLon.No.1-37 *Mchy.Aft* 1*Dk(Irn)*	382 343 209	✠100A1 5,38 ~~BS9,38~~ *Carrying Tar*	Goo BS6,40 LMC11,37 *in bul*	*f* *k*	CL 5,38	1895 12mo	W.Dobson &Co. Newcastle A&CP	F.T.Everard& Sons,Ld.	147·5 | 24·1 | 12·8 Q23'F23' BK7' *WB*=	London British *6BHCem* *APT*12t	T.3Cy.12½",20"&33"-24" (*s*) 160lb NB8,28 50RHP 1SB,3*cf*,GS48,HS1443 N.E.MarineEngCoLd.Nwc	13 ″ 6 s 1 ″ 8 12 ″ 5	
69349 LDPM	**Alcides** *OilEng.* D.F. ssRot.No.2-38 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	7634 7254 4582	✠100A1 ~~2,40~~ 9,40 ✠LMC DBS~~8,39~~ 8,40 *CarryingPetr*	Sba Syd CS3,38 ~~11,38~~8,39 *oleum*	*c*† *in*	CL 11,38 *bulk*	1930 8mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP* *CellDBuE*	D/S A/S Eikland (I.M.Skaugen, *Mgr.*) 85'327t*DTf*41'523	460·5 | 59·5 | 34·1 P109'B30'F60' FK t*FPT*199t*APT*146t	Oslo Norwegian *16BHptCem* *(10 to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 2DB*120lb* 687NHP Barclay,Curle&Co.Ld.Gls.	34 ″ 1 s6 ″ 8¼ 27 ″ 7	
69350 PCIS	**Alcinous** Ⓟ **TwinSc** D.F. *OilEng.* *Mchy.Aft* 2*Dks*	6189 — 3825					1925	Scotts'S.B. &E.Co.Ld. Greenock	Nederl.Stoomb. Maats."Oceaan"	429·8 | 54·8 | 29·0 P35'B235'F45'	Amsterdm Dutch *WB*	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 950NHP Akt.Burmeistr&Wain,Cpn		C
69351 1763 IJIB	**Alcione C.** (*ex*Anam, **TwinSc** *ex*WarVessel) **Wireless** 1*Dk* *OilEng.* *CarryingPetroleum in bulk CruiserStern*	521 402 265					1915	W.Gray& Co.Ld. WHartlepool	CisterneItaliane Soliani& Saltamerenda	178·1 | 31·2 | 10·8 170·0 F27tH92t	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.16$\frac{11}{16}$"-18⅞" 383NHP J.&C.G.BolindersCo.Skm.		I
69352 PCIY	**Alcor** ssRot.No.3-1,34 D.F. ssRot.No.1-38 1*Dk(Stl)*	3526 3272 2121	✠100A1 ~~3,40~~ 5,41 ~~BS9,39~~ BS~~5,40~~ 11,40 *Fitted for oil*	Sch Lon ✠LMC12,38 *fuel*10,	*w* 20	CL 2,39 *F.P. a*	1920 10mo *Lloyd* *bove 1*	Rotterdam Droogd.Maat Rotterdam '*sA&CP* 50° F.	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellD*	361·3 | 49·8 | 22·0 373·5(O.L.) P25'B214'F36' FK *B*305' 918t *FPT*85t	Rottrdam Dutch *6BHCem* *APT*127t	T.3Cy.25⅝",41"&68"-45" (*s*) 180lb FD 394NHP 3SB(Spt),9*cf*,GS154,HS5469 RotterdamDroogd.Maats.	24 ″ 6 s 2 ″ 11 21 ″ 10¼	
170/40 69353 123348 GSXQ	**Alcora** (*ex*Dundee-33) 1*Dk&Shelter dk*	1381 1100 562					1919	CaledonS. B.&E.Co.Ld. Dundee	MossgielS.S.Co. Ld.(J.Bruce&Co. *Mgrs.*)	270·6 | 38·1 | 16·2	Glasgow British *WB*	T.3Cy.21",34"&56"-39" 196NHP CaledonS.B.&E.CoLd.Dun		C
69354 PCJE	**Alcyone** Ⓟ ssHam.No.3-3,34 D.F. ssHam.No.1-38 2*Dks(Stl)&Shelter dk(Stl)*	4534 4129 2756	✠100A1 *Shelter dk* *withfreeboard* ~~10,40~~ 6,41 MS4,38 *Fitted for oil*	Ham ~~Rot Bkn~~ Lon ✠LMC BS~~3,38~~4,40 *fuel* 9,	 21	CL ~~4,38~~ 6,41 *F.P. a*	1921 9mo *bove 1*	N.V.Kuy& Ree'sMch.& Schpsw. Schiedam ~~A&CP~~ CP 50° F.	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats, *CellDB*314'1031t *DTa*32'762t*F*	375·0 | 52·1 | 25·8 389·0(O.L.) FK *Collisio* *PT*94t*APT*109t	Rottrdam Dutch *Asp* *nBHtoShdk* 5 „ „ *U* „	T.3Cy.26⅝",43$\frac{5}{16}$"&70"-47½" 180lb (*s*) 484NHP 3SB(Spt),9*cf*, ,HS7293 FD N.V.Kuy&Ree'sMch.& Schpsw.Schiedam	28 ″ 3 s 3 ″ 0 25 ″ 5½	
69355 204069 KLLS	— (*ex*Yacht) *OilEng.* 1*Dk*	440 — 299					1907	G.Lawley& Son,Corp. S.Boston, Mass.	BaltimoreSteam PacketCo.	155·6 | 30·0 | 17·6	Baltimore Utd.States	Oil Engines connected to Elec. Motor & Sc. Shaft 4S.C.SA 141NHP 12Cy.11"-14" NE22 WintonEng.CorpCleveInd		
69356 PCJF	— *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	359 212 170					1938	NVSchpsw "Foxhol" Foxhol	D.Schothorst	137·0 | 24·8 | 8·1 P43'Q45'F24'	Hansweert Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{5}{16}$"-16$\frac{9}{16}$" 50NHP Mtrn.WerkeMannheimAG		V
69357 UOYZ	**Aldan** (*ex*Brunswijk-34) ssRot No.3-5,24 ssRot.No.2-32 Sub.Sig. 1*Dk(Stl)*	2161 1958 1236	✠ … 7,35 ✠	Rot	*s*		1912 1mo	Schpw.v. JanSmit,Czn. Alblasserdm *Inter*	U.S.S.R. *mediateBH in fore*	287·7 | 42·1 | 19·4 P21'B72'F33' FK *hold dispensed with*	Leningrad Russian *Cem* *4BH only* *CellDBa*84'	T.3Cy.21",35"&57"-39" 221NHP 2SB,6*cf*,GS108,HS3586 Maats.deSchelde,Flushing *uE*18'*f*120'589t*APT*68t	21 ″ 11	
69358 PCJR	**Aldebaran** D.F. 2*Dks*	7891 7269 4951					1920	Bremer Vulkan Vegesack	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	475·0 | 60·7 | 32·8 P43'B143'F48'	Rottrdam Dutch *WB*	T3Cy32$\frac{5}{16}$",52⅜"&86⅝"-55$\frac{1}{16}$" 556NHP BremerVulkan,Vegesack		V
69359 831 OFDB	— D.F. *CruiserStern* 1*Dk&Shelter dk* *Strengthened for navigation in ice*	1909 — 965	✠100A1 *withfreeboard* 8,39 BS9,39	Liv ✠LMC8,38	*s*	OG	1938 8mo *Lloyd*	Sandvikns. Skeppd&M.V Helsingfors '*sA&CP*	FinskaÅngfAktieb *CellDB*254'499t*F*	289·0 | 41·0 | 17·1 310·1(O.L.) FK *PT*34t*APT*41t (*C*	Helsingfrs Finnish *5BHCem* *oll to Sh dk* 4 „ *2nd* „)	T.3Cy.22$\frac{1}{16}$",32$\frac{1}{16}$"&53$\frac{11}{16}$"- 36" 213lb (*s*) 255NHP 2SB(Spt)6*cf*,GS122,HS4520 SandvikensSkeppd.&M.V.	20 ″ 2 s ″ 9¼ 19 ″ 6	
69360 EAAK	**Aldecoa** ssBcl.No.3-3,34 ssBbo.No.1-39 1*Dk(Stl)&Shelter dk(Stl)* *Longitudinal framing in DB* *Cruiser Stern*	5153 — 3131	✠100A1 *Shelter dk* *withfreeboard* 6,40 ~~9,39~~ MS9,39 *Fitted for oil*	Bbo Bcl ✠LMC BS~~3,40~~4,41 *fuel* 3,	*x* 22	CL 8,39 *F.P. a*	1922 3mo *Lloyd* *bove 1*	Soc.Espa- ñola de Const.Nav. Bilbao '*sA&CP* 50° F.	F.Aldecoa *CellD*	357·6 | 49·9 | 31·5 P29'B177'F31'*on* *Shelter dk* FK *B*308' 860t *FPT*70t	Bilbao Spanish *Cem* *6BHtoSh dk* *APT*63t	T.3Cy.27",44"&73"-48" (*s*) 180lb 601NHP 3 Water Tube Boilers HS9636 FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s 5 ″ 6½ 28 ″ 8	
69361 PCJV	**Aldegonda** **TwinSc** *OilEng.* *Mchy.Aft* **D.F. E.S.D.** ssBat.No.2-40 *Longitudinal framing at* 1*Dk(Stl)* *bottom and at top of trunk*	2088 1396 1031	✠100A1 2,41 ~~3,40~~ ✠LMC DBS~~3,40~~2,41 *CarryingPetr*	Bat CS3,40 4,39 *oleum*	*r* *in*	CL ~~PN8,38~~ s3,40 P2,41 *bulk*	1931 3mo *Lloyd*	A.F.Smul- ders(Werf Gusto). Schiedam '*sA&CP*	N.V.Nederl. IndischeTank- stoombootMaats. *Cell*	260·4 | 48·1 | 15·0 P84'F47' FK *Trunk*129' *DB*48' 81t *FPT*27t	TheHague Dutch *9BHptCem* *APT*107t	Oil Engines 4S.C.SA 12Cy.15¾"-31½" 286NHP DB*150lb* N.V.Werkspoor,Amstrdm.	14 ″ 9 s ″ 7 14 ″ 3½	
69362 LCCO	**Alden** Ⓟ **Iron** 1*Dk*	513 283 297					1888	Laxevaags Msk.&Jrnskb Bergen	Fylkesbaatane iSogn&Fjordane	154·8 | 23·9 | 12·4 P109tH20tF42t	Bergen Norwegian	T.3Cy.15½",25"&40"-27" NB04 83NHP Hall,Russell&CoAberdeen		
69363 221434	**Alden Barnes Fiertz** **TwinSc** (*ex*I.L.I.104-36, *OilEng.* *ex*Interwaterways ssN.Yk.No.3-4,33 LineIn- ssN.Yk.No.1-38 corporated104-32) 1*Dk(Stl)* *Mchy.Aft*	1040 956 797	✠ A1 *Self-propelle* 1,40 *For service bet* *via Erie& Well* *between Bosto* *Norfolk, Va.,* *from 1st April*	NYk *dBarg* LMC4,37 LMC(M)4,39 *weenN* *andCa* *n, Mas* *viaChe* *to 30th*	 *e* *ew* *na* *s.,* *sa* *N*	N1,40 *York,* *ls& for* *& Phil* *peake* *ovemb*	1921 7mo *Chica* *coast* *adelp* *& Del* *er*	McDougall DuluthSBCo. Duluth,Minn. A&CP *go & Montreal* *wise service* *hia, Pa., & to* *aware Canal*	Erie&St.Lawrence Corporation *Side ta*	254·0 | 36·0 | 14·0 FK *nks f*12'23t*FPT*30t	NewYork Utd.States *9BHCem* *APT*13t	Oil Engines 2S.C.SA 12Cy.10"-12½" 211NHP NE4,28 FairbanksMorseCo.Beloit, Wis.	14 ″ 0	
69364 PCJZ	**Alderamin** **4Mst** *Fitted for oil fuel* D.F. 2*Dks3trB*	7886 7269 4947					1920	Bremer Vulkan Vegesack	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	475·0 | 60·7 | 32·8 P44'B144'F45'	Rottrdam Dutch *WB*	T3Cy.32$\frac{7}{16}$",52½"&86½"-55$\frac{1}{16}$" 556NHP BremerVulkan,Vegesack		V
196/40 69365 165536 GZFJ	**Alderney Queen** (*ex*Lockwood-39) *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* Wireless *Cargo battens not fitted*	633 454 338	✠100A1 6,40 ~~10,39~~	Shl Goo ✠LMC11,36	*i*	OG 10,39	1936 11mo *Lloyd*	Henry Robb,Ld. Leith '*sA&CP*	BritishChannel IslandsShipping Co.Ld. *Ce*	177·0 | 28·6 | 11·5 183·5(O.L.) P45'Q68'F22' FK *llDB*114'153t*FPT*	London British *3BHptCem* 35t*APT*24t	Oil Engines 2S.C.SA 7Cy.9$\frac{13}{16}$"-16½" 118NH BritishAuxiliaries,Ld.Gls.	13 ″ 6 s 3 ″ 11½ 13 ″ 1	

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
69366 161994 GBLN	**Alderpool** (*ex*Northwick-36) 1*Dk*&*Shelter dk* *Special Surveys to date from* 9,36 D.F.	4313 4010 2591	✠100A1 *withfreeboard* 9,39 ✠LMC9,36 BS11,40	Shl	*y*	CL N9,39	*Launched* 1930 *Completed* 1936-9mo *Lloyd's A&CP*	W.Pickersgill&SonsLd. Sunderland	PoolShippingCo. Ld.(SirR.Ropner &Co.Ld.*Mgrs.*)	382·1|53·4|25·1 F36' FK	W.Hartlpl British 6*BHCem* (*CollBHtoSh dk* 5 ,, *2nd*,,) *CellDB*335'	T.3Cy.25",39"&70"-48" (*s*) 200lb 446NHP 3SB(Spt),9*cf*,GS194, HS7626 GeorgeClark,Ld.Sld. 1165*tFPT*102*tAPT*184*t*	27 ″ 6 s2 ″ 11¾ 24 ″ 8¾	
69367 165572	**Aldersdale** *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	8402 7489 5009	✠100A1 9,40 ~~5,39~~ ✠LMC9,37 *CarryingPetroleum in bulk*	Bkn Gls	*d*†	CL 11,38	1937 9mo *Lloyd's A&CP*	Cammell Laird&Co.Ld. Birkenhead	TheAdmiralty *CellDBuE*75'249*t* *D*	466·9|62·0|34·0 482·5(O.L.) P103'B35'F58' FK *Tf*32'422*tFPT*251*t*	London British 17*BHptCem* *APT*250*t*	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP 2DB150*lb* Wm.Doxford&Sons,Ld.Sld	34 ″ 1 s 6 ″ 9¼ 27 ″ 6½	
69368 138912 VJBF	**Aldinga** (*ex*Glenstal) *ss*Syd.No.3-7,32 *ss*Syd.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	3078 2861 1868	✠100A1 6,40~~5,39~~ ~~BS5,39~~ ✠LMC~~5,36~~ 5,40	Syd	*u*	CL 6,38	1920 5mo *Lloyd's A&CP*	Dublin Dkyd.Co.Ld.	TheAdelaide SteamshipCo.Ld.	331·1|46·7|23·1 342·0(O.L.) P32'B98'F28' FK *CellDB*278'765*tFPT*	Melbourne British 5*BHCem* 105*tAPT*45*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 433NHP 3SB,9*cf*,GS155,HS6420 FD McKie&Baxter,Glasgow	25 ″ 6 s 4 ″ 0 21 ″ 9	
69369 161230 GTBQ	**Aldington Court** *OilEng.* D.F. *ss*Hul.No.3-9,40 ~~*ss*Shl.No.2-37~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4891 4550 2979	✠100A1 *withfreeboard* ~~9,40~~ ~~3,40~~ 5,41 DBS~~3,40~~ ✠LMC3,37 5,41	Cff Hul	*a*†	CL 3,40	1929 5mo *Lloyd's A&CP*	W.Pickersgill&Sons,Ld Sunderland	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *CellDB*344'1285*t* *MT*25'991*t*	405·6|55·5|25·1 F39' FK (*FPT*127*tAPT*141*t*	London British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd*,,)	Oil Engines 2S.C.SA 3Cy.22$\frac{13}{16}$"-91¼" 482NHP 2DB120*lb* W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 3¼ 25 ″ 2¼	
69370 PUAB	**Alegrete** (*ex*Salamanca) Sub.Sig. 2*Dks*	5970 4589 3812					1906 5mo	Harland&Wolff,Ld. Belfast	LloydBrasileiro	392·0|50·2|28·4 P36'B243'F50'	R.Janeiro Brazilian *WB*	T.3Cy.25½",42½"&71"-51" 360NHP Harland&Wolff,Ld.Bel.		V
69371 EAIL	**Alejandro** *Mchy.Aft* 1*Dk*	346 — 222					1931	Alejandro Bengoechea yCia.Lda. Bilbao	Soc.deAlmacenitas deCarbon	137·4|24·3|10·5 Q37'F18'	Bilbao Spanish	T.3Cy.10⅛",15⅛"&24⅛"-15¾" 23NHP A/SAkersMek.Værks.Oslo		
69372 EANO	**Alejandro No. 2** *Mchy.Aft* 1*Dk*	397 292 203					1933	Alejandro Bengoechea y Cia.Lda.	RafaelTrujillo &Hnos.	143·0|25·3|11·0 P7'F19'	Bilbao Spanish	T 3Cy.9$\frac{15}{16}$",15¾"&26$\frac{7}{16}$"-18⅛" Industrial 30NHP ElectroMecanica,Bilbao		
69373	**Alejandro No. 3** *Mchy.Aft* 1*Dk* *CruiserStern*	1050 — 550					1939	Alejandro Bengoechea yCia.Lda. Bilbao	Alejandro Bengoechea yCia. Lda.	196·7|32·1|15·5 Q116'F26'	Bilbao Spanish *WB*	T.3Cy.14",23"&38"-27" 75NHP Soc.Española de Const.Bbo		
69374 YTAB	**Aleksandar I.** *ss*PNl.No.3-11,40 ~~*ss*.RotNo.2-35~~ D.F. 2*Dks*(*Stl*)	5948 5538 3783	✠100A1 1,41 ~~6,38~~ ~~11,40~~ ✠LMC MS~~7,35~~ BS~~6,39~~ 2,40 7,40	Rot PNl	*a*†	CL 6,38	1927 5mo *Lloyd's A&CP* 1 *Intermediate*	Lithgows Ld. PortGlasgow	Jugoslavenski Lloyd a.d. *BH & 1 'Tween dk* *CellD Ba&uE*162' *f*186'1	423·5|56·0|28·8 P38'B123'F41' FK *BH dispensed with* 241*t DTa*36' 1114*t*	Split Yugoslav *ptCem* 4*BHto Udk* 2 ,, ,, *2nd* ,, *APT*32*t*	T.3Cy.27",45"&74"-51" (*s*) 180lb 563NHP 3SB,9*cf*,GS190,HS8489 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4 s 6 ″ 2¼ 25 ″ 5	
69375 DHAQ	**Alemania** (*ex*Alesia) *Fitted for oil fuel* Wireless 1*Dk*	1383 1153 812					1921	Deutsche Werft.A.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	234·0|36·6|17·7 B52'F23'	Hamburg German *WB*	T.3Cy.16$\frac{15}{16}$"27$\frac{9}{16}$"&43⅜"-31½" 106NHP StettinerOderwerkeStettin		G
69376	**Alentejo** TwinSc 1*Dk*	362 — 160	✠ ... 8,27 ✠				1924 6mo	J.Crichton &Co.Ld. Saltney	CiaCaminhos de FerroPortugueses	155·4|25·1| 9·5 FK	Lisbon Portuguese *WB*	C.4Cy.12½"&26"-18" 91NHP Plenty&Sons,Ld.Newbury	10 ″ 0	
69377 GRVB	**Alert** TwinSc *Cable Vessel* *FittedforOilFuel* Wireless 1*Dk*&*Awning dk* E.S.D. *CruiserStern*	941 876 357	✠ ... 7,21 ✠				1918 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	H.M.Postmaster General	196·7|31·4|20·1 FK	British *WB*	T.6Cy.9¾",16"&26"-21" 106NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	20 ″ 9	
69378 653 IJIS	**Alessandro** Aux3MstSr (*ex*Helgoland) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	462 388 325					1918	Ver.Elbe u Norderwerft Boizenburg	L.G.Tomei	170·4|27·6|12·4 158·4 Q35'F24'	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.16½"-18$\frac{9}{16}$" 96NHP J&CG BolindersCoLdSkm.		I
69379 470 IJJE	**Alessandro Podestà** (*ex*Rhein) 1*Dk*	633 464 348					1897	J.C.TecklenborgA.G Weser-münde-G	A.Lauro	194·5|26·1|13·3 185·9 P110'F23'	Naples Italian *WB*	C.2Cy.19"&37"-26¾" 59NHP J.C.TecklenborgA.G.Wsm		I
69380 PCKM	**Aletta** TwinSc *ss*H.Kg.No.3-5,40 *OilEng.* E.S.D. D.F ~~*ss*Sba.No.2-35~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & deck*	3085 2264 1572	✠100A1 4,41 ✠LMC CS5,40 DBS4,41 5,40 *CarryingPetroleum in bulk*	Bat Sba	*t* 2	~~3,38~~ ~~5,40~~ P5,40 S4,41	1927 5mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld. Dundee	Nederl.Indische Tankstoomboot Maats. *CellDBuE*40'106*t*	305·0|50·3|19·4 P86'*Trunk*169' F50' FK *FPT*73*tAPT*64*t*	TheHague Dutch 12*BH*	Oil Engines 4S.C.SA 12Cy.18⅛"-35$\frac{7}{16}$" 380NHP DB150*lb* Werkspoor,Amsterdam	19 ″ 3 s1 ″ 9½ 17 ″ 7¾	
69381 UOFK	**Aleut** (*ex*GlenRidge) *WhaleOilFactory* *Ref.Mchy.* Sub.Sig. 2*Dks*	5055 4205 2454					1919	Standard S.B.Corp. Shooters Island,N.Y.	U.S.S.R.	377·0|52·0|26·6 P41'B106'F41'	Vladvostk Russian *WB*	T.3Cy.25",42"&70"-40" 310NHP StandardS.B.Corp. ShootersIsland,N.Y.		
69382 203116 WCCR	**Aleutian** Ⓟ (*ex*Mexico) TwinSc *Fitted for oil fuel* D.F. GyC. 4*Dks*	6362 — 3901					1906	WCramp&SonsS&EBCo Philadelphia	AlaskaS.S.Co.Inc.	400·0|50·0|30·0	NewYork Utd.States *WB*	T.6Cy.28",46⅝"&76"-42" 749NHP NB23*refitted*30 W.Cramp&SonsS.&EB.Co.		R
69383 1016 ESUE	**Alev** (*ex*Bromsgrove-35) *ss*Tln.2ndNo.3-7,35 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted* *ss*Tln.No.1-40	1446 1210 839	✠100A1 7,40~~5,39~~ ~~BS8,39~~ ✠LMC~~7,35~~ 7,40	Npt Tln	*o*	CL ~~5,38~~ 6,40	1909 11mo *Lloyd's A&CP*	J.Crown&Sons,Ld. Sunderland	TallinnaLaevaühisus,A.S.(Tallinn ShippingCo.Ld.)	239·5|36·0|15·7 250·0(O.L.) P24'Q59'B50'F26' FK *CellD*	Tallinn Estonian 4*BHCem* *Ba*65'*uE*17'	T.3Cy.19",31"&51"-36" (*s*) 180lb 90*lb* 174NHP 1SB,4*pf*,GS66,HS2743 N.E.MarineEng.CoLd.Sld. *f*104'349*tFPT*53*tAPT*92*t*	17 ″ 9 s 1 ″ 9½ 16 ″ 4	
69384 171308 GTGJ	**Alex** (*ex*Nicos-38,*ex*Ionia, *ex*ConstantinosXII) *ss*Sld.No.3-4,27 *ss*Ant.No.2-36 1*Dk*(*Stl*)	3932 3647 2368	✠100A1 Examined 6,40 Mdb BS~~6,39~~ ✠LMC10,36 6,40	~~Ant~~	*x*	CL ~~4,37~~ 6,40	1914 1mo *Lloyd's A&CP*	J.Priestman&Co. Sunderland *CellD*	HectorS.S.Co.Ld. (E.R.Management Co.Ld.*Mgrs.*) *Ba*127'*uE&B*42' *f*	380·0|51·5|22·1 393·6(O.L.) P37'B238'F41' FK 165'1529*tFPT*154*t*	Cardiff British 6*BHCem* *APT*217*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 380NHP 3SB,9*cf*,GS184,HS6024 Blair&Co.Ld.Stockton	25 ″ 6 s 3 ″ 1½ 22 ″ 6¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote et ce n'est dans le L.R. Durés Cert. Roff'rade.
69385 126994 KFSA	**Alex B. Uhrig** (*ex*Centurion) *Mchy.Aft* D.F. 2*Dks*	3257 — 2011					1893	F.W. Wheeler&Co. W.BayCity	ReissS.S.Co.	360·0	45·2	21·9 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.20",33"&54"–44" 263NHP F.W.Wheeler&Co.WBayC		R
69386 93988 ZMKR	**Alexander** Ⓟ TwinSc *OilEng.* *Well deck* Wireless 1*Dk*	377 236 196	✠ … 2,09				1903 9mo	Mackie& Thomson Glasgow	AnchorShipping & FoundryCo.Ld.	138·5 Q81'*Bon*RQD47' F26' FK	24·0	9·7	Nelson,NZ British *WB*	Oil Engines 2S.C.SA 8Cy.12½"–15" 137NHP NE30 L.Gardner&Sons,Ld.Mch.	10 ″ 6	
69387 223775	**Alexander Hamilton** Ⓟ Pad *Fitted for oil fuel* 3*Dks* *CruiserStern*	2367 — 1252					1923	Bethlehem S.B.Corp.Ld. Sparrows Point,M.D	HudsonRiverDay Line	338·6	42·1	13·6	NewYork Utd. States	T.3Cy.36½",56"&85"–72" 614NHP BethlehemS.B.Corp.Ld. SparrowsPoint		
69388 162767 MJZJ	**Alexander Kennedy** *ss*Sld.No.1–37 Wireless *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* **Cargo battens not fitted*	1313 985 726	✠100A1 9,40 ~~10,39~~ BS~~10,39~~ ✠LMC8,37 9,40	Cff Bly	*o*	CL 9,39	1932 9mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	LondonPowerCoLd (StephensonClarke &AssociatedCompaniesLd. *Mgrs.*) *CellDBuE25'f151'*	227·0 284·5(O.L.) Q138'B16'F21' FK *369tDTf109tFPT*	36·4	15·4	London British 5*BHCem* *132tAPT27t*	T.3Cy.17",28"&46"–33" (*s*) 200lb *100lb* 143NHP 1SB,*3cf*,GS59,HS2254 D.Rowan&Co.Ld.Gls.	17 ″ 5 s 4 ″ 11¼ 16 ″ 1	
69389 154692	**Alexander Leslie** (*ex*H.A.Rock, *ex*J.T.Hutchison) *Mchy.Aft* 1*Dk2trB*	3508 3333 2000					1901	American S.B.Co. Cleveland,O.	LakeErieCoalCo. Ld.	353·6	48·2	23·7	WndsrOnt British *WB*	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.Co		
69390 107372 WOKI	**Alexander McDougall** D.F. Sub.Sig. 1*Dk2trB* *Mchy.Aft* GyC. (*Whaleback*)	3672 3385 2824					1898	American StlBargeCo. WstSuperior	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	413·0	50·0	22·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.17½",28⅝",43"&66"–40" NB26 276NHP ClevelandS.B.Co.Clevelnd		R
69391 UOBD	**Alexander Pushkin** (*ex*Boukharin–37) Sub.Sig. 1*Dk*(*Stl*)	2332 2013 1296	✠ 8,33 ✠	Len	*s*		1930 1mo	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	284·8 P18'B75'F32' FK *CellDB228'554tAPT*	43·1	20·5	Archangel Russian 4*BHptCem* *51tAPT85t*	T.3Cy.17 11/16",29⅜"&48 7/16"–35 7/16" 193NHP 2SB,*4cf*,GS64,HS2690 BalticS.B.&Eng.Works	22 ″ 7	
69392 UNAE	**Alexandr Sibiryakov** (*ex*Bellaventure) *ss*Liv.No.2–20 1*Dk*(*Stl*)&*deepframing* *Welldeck* *Fitted for oil fuel*	1384 940 471	✠ 2,22 ✠	Liv	*p*		1909 1mo	D&WHendersn&Co.Ld. Glasgow	U.S.S.R. *CellDBa60*	240·1 P&B148'F28' FK *uE19'f94'252tFPT*	35·8	16·9	Archangel Russian 5*BHCem* *33tAPT46t*	T.3Cy.22½",37"&61"–42" 347NHP 2SB(FD)&1AuxSB,*8cf*, GS150,HS5435 D&WHendersn&CoLd.Gls	19 ″ 2	
69393 100 SVFP	**Alexandra** (*ex*Gerontas–33, *ex*Pentwyn–32, *ss*Ant.2ndNo.3–7,37 *ex*AriadneIrene) 1*Dk*(*ptIrn ptStl*)	*4355* *3970* *2638*	✠100A1 12,40 ~~7,39~~ ~~8,40~~ BS8,40 ✠LMC MS6,37 ~~BS7,36~~	Ams ~~Msl~~ Bry	*x*	CL ~~11,37~~ 8,40	1913 3mo *Lloyd*	JLThompson&Sons,Ld Sunderland '*sA&CP* *Cell*	C.J.Carras *DBa131'uE&B47'*	375·0 P27'B219'F38' FK *f155'1135tFPT82t*	52·5	25·0	Chios Greek 6*BHCem* *APT285t*	T.3Cy.25",42"&68"–48" (*s*) 180lb 382NHP NDB13*refitted*38–~~180lb~~ 2SB,*8cf*,GS153,HS6356 Blair&Co.Ld.Stockton	27 ″ 6 s 3 ″ 10½ 23 ″ 10½	
* 69394 OZDE	— Wireless D.F. *ss*Gms.No.1–36 1*Dk*(*Stl–pt* ws)2*nd dk in holds* *Ref.Mchy.* *Cruiser Stern* *Strengthened for Navigation in Ice*	1463 1207 766	✠100A1 *withfreeboard* 12,37 BS4,39 ✠LMC4,36	Els	*r*	OG 5,39	1931 2mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore '*sA&CP*	DetForenede DampskibsSelsk. *CellD*	266·6 P&B177'F54' FK *B218' 347tFPT35t*	39·1	17·1	Esbjerg Danish 6*BHCem* *APT72t*	C.4Cy.(2)18 11/16"&(2)39⅜"–39⅜" (*s*) 282NHP 215lb FD 2SB(Spt)*6cf*,GS100,HS3960 HelsingörsJernsk.&Mskb.	19 ″ 6 s 2 ″ 2¼ 17 ″ 7	
69395 DCAP	— 1*Dk*	720 630 438					1905	Howaldtswerke Kiel	Sartori&Berger	194·5 B45'F23'	30·3	13·9	Kiel German *WB*	T.3Cy.14⅝",22⅝"&36⅝"–21⅝" NB27 62NHP Howaldtswerke,Kiel		G
69396 117518 MPLF	— TwinScSr Wireless E.S.D. Sub.Sig. 1*Dk2trB*	618 519 223					1904	Vickers,Ss. &Maxim,Ld. Barrow	Commissioners of IrishLights	201·4 B63'F36'	30·3	14·1	Liverpool ~~Dublin~~ British *WB*	T.6Cy.15",23½"&38"–24" NB31 141NHP VickersSs.&MaximLdBrw.		
69397 DAKZ	— 1*Dk*	592 443 354					1903	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	176·9 Q53'B43'F22'	28·1	11·2	Stettin German *WB*	T.3Cy.14",22"&36"–26" 66NHP StettinerOderwerke,Stn.		G
69398 116340	— 2*Dks*	490 460 249					1903	Up.Ottawa Imp.Co.Ld. Temiscamingue,Que.	UpperOttawa ImprovementCo. Ld.	136·0	26·4	8·3	Ottawa British	C.2Cy.24½"&44"–26" E*made—fitted*22 84RHP NB*made*30,*fitted*32		
69399 LIYZ	**Alexandra Höegh** *OilEng.* *ss*Gen.No.1–40 *Progressive survey of oil tanks* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	8248 7504 4985	✠100A1 5,40 ~~4,40~~ ✠LMC CS4,39 DBS4,39 10,39 *CarryingPetroleum in bulk*	Gen Lis	c†	CL N4,39	1935 5mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP*	Skibs.A/S Arcadia (LeifHöegh&Co. A/S, *Mgrs.*) *CellDBuE*	469·2 486·0(O.L.) P92'B28'F40' FK *68'188tDTf23'465t*	61·1	34·5	Oslo Norwegian 12*BHptCem* *APT141t*	Oil Engines 2S.C.DA 6Cy.17 11/16"–47¼" 644NHP 2DB*142lb* EriksbergM.V.Aktieb.Got	34 ″ 0 s 7 ″ 5 26 ″ 9½	
69400 OSFA	**Alexandre André** *Mchy.Aft.* GyC. *OilEng.* *Carrying Petroleum in bulk* 2*Dks* *Longitudinal framing at bottom & at deck*	*5322* *4631* *2832*					1928	NV Burgerhout'sM.&S. Rotterdam	BelgianGulfOil Co.S.A.	378·0 P112'B33'F36'	54·4	29·0	Antwerp Belgian *WB*	Oil Engines 2S.C.SA 4Cy.26 9/16"–47¼" 491NHP NV Burgerhout'sM&S.Rot		V
69401 165 SYHS	**Alexandros** (*ex*Artemissia–35,*ex* Hohneck,*ex*Bayhowel, *ss*Bry.No.3–9,18 *ex*KingHowel) 1*Dk2trB*&*deepframing*	4343 — 2822	✠ … 5,22 ✠				1906 9mo	R.Stephenson&Co.Ld. Newcastle	M.A.Tachmindji	355·2 P46'B98'F34' FK	50·1	27·5	Syra Greek *WB*	T.3Cy.26",43"&70"–45" 356NHP Palmers'Co.Ld Newcastle	30 ″ 2	V †
69402 163571 GYFY	**Alexia** *Mchy.Aft* *OilEng.* *ss*Cff.No.1–39 D.F. 1*Dk* 2*nd dk clear of cargo tanks* *CruiserStern* *Longitudinal framing at bottom & at deck*	8016 7229 4783	✠100A1 5,41 ~~12,39~~ ~~✠LMC CS5,39~~ DBS~~5,39~~ ~~5,39~~ 5,41 ✠LMC5,41 *CarryingPetroleum in bulk*	Fal Sld	c†	CL ~~1,38~~ 4,41	1935 4mo *Lloyd*	Bremer Vulkan Vegesack '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE64'14*	465·0 483·8(O.L.) P93'B47'F48' FK *1tDTf25'272tFPT*	59·4	33·8	London British 15*BHptCem* *139tAPT85t*	Oil Engines 4S.C.SA 8Cy.25 9/16"–55⅛" 502NHP DB*180lb* BremerVulkan,Vegesack	34 ″ 0 s 6 ″ 8¾ 27 ″ 6¼	
69403 TVMT	**Alexis de Tocqueville** TwinSc (*ex*Lotharingia–34) *ss*Chb.No 3–3,35 2*Dks* *ss*Chb.No.1–39 *CruiserStern*	1256 905 598	✠100A1 *withfreeboard* ✠NB4,23 2,39 LMC2,39 Surveys delayed *For Service in Cherbourg Harbour*	Chb		CL 2,37	1923 4mo *Lloyd*	W.Hamilton&Co.Ld. PortGlasgow '*sA&CP*	Soc.Cherbourgeoise deRemorq. &deSauvetage	200·9 B96' FK *FPT15t*	38·1	15·5	Cherbourg French 6*BHCem* *APT30t*	T.6Cy13¼",21¼"&34"–21" (*s*) 180lb 170NHP NE18*refitted*23 2SB,*6cf*,GS107,HS3380 D.Rowan&Co.Ld.Glasgow	17 ″ 0 s 8 ″ 3 9 ″ 1	
69404 167459 ~~OXRA~~ GLDD	**Alf** (*ex*Bremersvold,*ex*Alf, *ex*MinisterHelleputte) D.F. 1*Dk*	2178 1693 1375	Examined L.R.5,40 BS5,40(170lb)	Lth		CL 5,40	1909	Flensburgr Schiffsb.Ges. Flensburg	~~H.A.Christensen~~ Ministry of Shipping(Thompson Steamshipping Co,Ld.*Mgrs.*)	279·6 P17'Q93'B50'F30'	41·4	17·5	~~Copnhagn~~ ~~Danish~~ London *WB* British	T.3Cy.23 11/16",35 7/16"&55⅛"–35 7/16" 181NHP FlensburgerSchiffsb.Ges.		G

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
69405 6997 SDBG	**Alfa** (*ex*KalmarsundXI,*ex*Senta) 1*Dk*	*1261* *951* *734*					1922	PPhStuhrs Msk.&Skbs. Aalborg	RederiA/B Alfa (AllanBörjesson)	238·7|36·2|13·4 P14'Q71'B94'F29'	Hlsingborg Swedish *WB*	T.3Cy.15",24"&40"-27" 83NHP A/S Frichs,Aarhus		V
89/40 69406 OXZN	— (*ex*Alida) 1*Dk*	844 722 488					1921	N.V.Werf. "Zeeland" Hansweert	J.Lauritzen	212·9|31·4|13·2 P30'Q56'H60'F23'	Esbjerg Danish *WB*	T.3Cy.14$\frac{1}{5}$",22"&35$\frac{4}{5}$"-23$\frac{3}{5}$" 85NHP Machf."Delftshaven"Rot.		G
69407 525 IJJP	— **Aux4MstSr** *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	373 297 193					1916	H.C.Christensen Marstal	SalvatoreSinagra	152·2|29·0|10·2 139·6 P25'B14'F6'	Porto Empedocle Italian *WB*	Oil Engines 2S.C.SA 2Cy.16$\frac{7}{8}$"-18$\frac{1}{2}$" 100NHP J&CGBolindersCoLdSkm		IV
69408 CSAC	**Alferrarede** (*ex*Sado,*ex*Pluto) *ss*Cff.2ndNo.3-2,23 *ss*Lis.No.3-4,35 Wireless 1*Dk*(*Stl*)&*ptAwng dk* *ss*Lis.No.1-40	1452 972 865	100A1 *ptAwng dk* *withfreeboard* ~~5,40~~ ~~1,28~~ 2,41 ~~BS11,39~~	Lis BS2,41 MS4,39 LMC~~4,35~~	*o*	OG ~~N7,37~~ N5,40	1905 Lloyd	J.C.TecklenborgA.G. Wesermünde-G. 'sA&CP	Soc Geral de Commercio,Industria e Transportes,Lda. *CellDB*	229·7|36·2|15·1 Q82'B102'RFD23' F24' FK 188'299t *FPT*50t *A*	Lisbon Portuguese 4*BHCem* *PT*6t	T.3Cy.17$\frac{1}{4}$",28"&45"-33" (*s*) 175lb *100lb* 137NHP 1SB,*3cf*,GS54,HS2260 J.C.TecklenborgA.G.Wsm	24 ″ 6 s 7 ″ 1 17 ″ 8	
69409 171 IBFY	**Alfio** (*ex*NataleL.-34,*ex*Mavisbrook) *ss*Gen.2ndNo.3-6,25 *ss*Gen.No.1-29 1*Dk*(*Irn*)&*deep framing*	2134 1925 1330	✠ 8,34 ✠	Gen	*s*		1899 7mo	W.Gray&Co.Ld. WHartlepool	AlfioNapoli *CellDBa&u*	290·3|42·2|19·0 P27'B74'F29' FK *E&B*126'*f*120'654t	Catania Italian 5*BHCem* *APT*54t	T.3Cy.21$\frac{11}{16}$",35"&58"-39" 217NHP 2SB,*6rf*,GS82,HS3370 Cen.Mar.Eng.Wrks.WHpl	21 ″ 9	I †
69410 SVLT	**Alfios** (*ex*Bolivian-33) *ss*Nwc.No.3-1,34 *ss*Pir.No.1-38 1*Dk*(*Stl*)	*5116* *4741* *3154*	✠100A1 4,41 ~~9,39~~ BS~~11,39~~ 4,41	Pir ✠LMC10,38	*y*	CL ~~10,36~~ 3,41	1920 3mo Lloyd	Irvine'sSB&D.D.Co.Ld. WHartlepool 'sA&CP	Theofano Maritime Co.Ld. (N.G. Livanos,*Mgr.*) *CellDB*	400·0|52·3|28·5 P49'B113'F38' FK 347'1126t *FPT*117t	Chios Greek 7*BHCem* *APT*175t	T.3Cy.27",44"&73"-48" (*s* 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FL Richardsons,Westgarth&Co.Ld.Hpl	31 ″ 0 s5 ″ 11$\frac{1}{2}$ 25 ″ 3$\frac{1}{2}$	
69411 PKRN	**Alfoer** *OilEng.* *Mchy.Aft* 1*Dk*	473 386 227					1934	Droogdok Maats. "Soerabaia" Sourabaya	Koninkl.Paketv. Maats.	156·0|28·0|11·4 P58'F27'	Batavia Dutch *WB*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-13" 102NHP Kon.Maats."DeSchelde"		V
69412 EALR	**Alfonso Senra** (*ex*SuarezNo.1, *ex*Sineus,*ex*Blue Cross) *ss*Liv.2ndNo.3-6,20 1*Dk*(*ptStlptIrn*)2*trB*&*ptAwngdk*(*Irn*)&*Webframes*	3030 — 1866	✠ 1,25 ✠	Bcl	*u*		1892 4mo	JLThompson&Sons Sunderland	NavieraCelta,S.A. (Bienvenido Suarez,*Mgr.*)	322·1|41·3|26·7 P29'Q100' BK10" *ptAwng dk*192' *CellDB*230'500t	Vigo Spanish 6*BHCem* *APT*30t	T.3Cy.24",39"&64"-42" NDB04 266NHP 2SB,*6cf*,GS116,HS4000 J.Dickinson,Sunderland	24 ″ 0	
69413 204650	**Alfred H. Smith** (*ex*Rochester) *Mchy.Aft* 2*Dks*	4698 — 3855					1907	Gt.Lakes Eng.Works Ecorse,Mich	GreatLakesTransitCorporation	381·0|50·2|30·0	Buffalo Utd.States *WB*	Q.4Cy.21",30",43$\frac{1}{2}$"&63"-42" 257NHP GreatLakesEng.Wks.Det.		
69414 162322 GJXV	**Alfred Jones** *OilEng.* *Ref.Mchy.* 3*Dks*	5013 4514 3028					1930	Harland&Wolff,Ld. Glasgow	ElderDempster Lines,Ld.	370·6|51·6|20·1 P37'F43' 28·8	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C
69415 LJOV	**Alfred Olsen** **TwinSc** (*ex*Valverda-37)*ss*Cpn.No.1-37 *OilEng.* *Mchy.Aft* 2*Dks* D.F. *Longitudinal framing*	8817 8313 5208	✠100A1 3,41 ~~4,40~~ DBS12,37 *CarryingPetroleum in bulk*	Cpn ~~Lkr~~ Bom ✠LMC CS4,40 3,39	*d*†	CL SN7,38 P3,40 CBS11,35	1934 11mo Lloyd	Wm.Hamilton&Co. Ld. PortGlasgow 'sA&CP	A/S Binta(Per Gjerding,*Mgr.*) *CellDBuE*83' 315t*DTf*49'701t	475·0|63·3|35·1 492·3(O L.) P119'B38'F48' FK *FPT*219t *APT*434t	Bergen Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk	35 ″ 0 s 6 ″ 10$\frac{3}{4}$ 28 ″ 4$\frac{3}{4}$	
69416 1623 IJKV	**Alfredo** (*ex*Nino di Gallura-33, *ex*Poggioreale,*ex*Rebus, *ex*Scotsgap,*ex*Kilbride) *OilEng.* *ss*Ham.No.1-22 1*Dk*	654 — 373	✠ ... 3,23				1918 11mo	Hall,Russell&Co.Ld. Aberdeen	Dani&C.	182·3|30·1|15·7 175·4 B50' FK	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{4}$"-21$\frac{1}{4}$" 133NHP E*made*18*refitted*30 SulzerBros.Winterthur	16 ″ 6	I †
69417 108 IJLA	**Alfredo Cappellini** Ⓟ 1*Dk*	637 368 328					1912	Fratelli Orland&Co. Leghorn	Soc.Anon.Nav. Toscana	184·9|24·4|13·7 170·8 P33'B41'F30'	Leghorn Italian	T.3Cy.16",26$\frac{1}{2}$"&43"-30" 100NHP Flli.Orlando&Co.Leghorn		I
69418 81 IBEN	**Alfredo Oriani** (*ex*Mampoko-34, *ex*Tongrier, *ex*WarBreaker) *ss*Ant.No.3-5,31 1*Dk*(*Stl*)2*nd dk*(*Stl*) D.F. *inNos.1,2,3&4holds*	3059 — 1831	✠ ... 7,35 ✠	Ant	*u*		1918 11mo	Lloyd RoyalBelge (Gt.Britain), Ld. Glasgow	"Tirrenia"Soc. Anon.diNav.	342·0|46·7|23·2 331·1 P33'B100'F28' FK *Cell*	Fiume Italian 7*BHptCem* *DB*284' 738t	T.3Cy 25",41"&68"-45" 433NHP 3SB,*9cf*,GS155,HS6420 FL McKie&Baxter,Glasgow *FPT*95t*APT*124t	25 ″ 6	I †
69419 492 IJZL	**Alga** (*ex*Antonios-37,*ex*Pessades-36, *ex*D'Enambuc-34,*ex*AndréMontreuil, *ex*Janine,*ex*Tours) D.F. 1*Dk*	1851 1618 1106	✠ ... 10,21 ✠				1917 7mo	Toledo S.B.Co. Toledo,Ohio	A.Lauro	260·9|43·6|18·8 250·9 P21'B64'F30' FK	Naples Italian *WB*	T.3Cy.20$\frac{1}{2}$",33"&54"-40" 260NHP ToledoS.B.Co.Toledo	21 ″ 0	I †
38/41 69420 167528 ~~OXZO~~ GLJL	**Algarve** 1*Dk*	1355 1137 ~~784~~ 786					1921	Frdkshvns. Værft& FlydedokA/S Frederikshvn	Ministry of Shipping(Chr.Salvesen&Co.*Mgrs.*)	254·6|37·2|16·0 P158'F26'	~~Copnhagn~~ ~~Danish~~ London *WB* British	T.3Cy.20",33"&54"-36" &1LPTurbine D.Rowan&Co.Glasgow		V
69421 PCKV	— *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	472 347 254	✠100A1 ~~7,40~~ ~~11,39~~ 5,41 ✠LMC(M)6,41	Rot ~~Bry~~ Lv ✠LMC7,39	*g*	11,39	1939 7mo Lloyd	NV.Boele's Schspw&Mch Bolnes 'sA&CP	Hammerstein's Reederijbedrijf N.V. *CellD*	160·3|26·4|10·0 169·0(O.L.) Q44'F21' FK *B*107' 127t *FPT*47t	Rottrdam Dutch 3*BHptCem* *APT*10t	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{11}{16}$" 94NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz	11 ″ 10 s 1 ″ 2 10 ″ 8$\frac{3}{4}$	
69422 PCKZ	**Algenib** *OilEng.* 1*Dk*,2*nd dk in No.*3 *hold & mchy.space* D.F. E.S.D. *CruiserStern* *Part electrically welded, including sheerstrake,keel & deckstringers*	5483 4984 3246	✠100A1 ~~2,40~~ ~~3,40~~ 6,41 ✠LMC(M)4,39	Rot Lon ✠LMC8,37	*a*†	CL 3,40	1937 8mo Lloyd	Deutsche WerftAG Bet Finkenwrder Hamburg 'sA&CP	N.V.VanNievelt Goudriaan&Co's Stoomv.Maats. *CellDB*372'1238t	429·2|58·7|24·9 451·3(O.L.) P24'B&F395' FK *Upper*F36' *MT*56' 1385t *FPT*1	Rottrdam Dutch 7*BHptAsp* 92t*APT*153t	Oil Engines 2S.C.SA 6Cy.26$\frac{3}{4}$"-47$\frac{1}{4}$" 748NHP Maschinenrfbk,Augsburg-NürnbergA.G.Augsburg	27 ″ 2 s 3 ″ 3$\frac{1}{4}$ 24 ″ 0$\frac{1}{2}$	
69423 CFJI	**Alger** (*ex*Oldambt-36) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	425 333 279					1930	J.Smit&Zoon Foxhol	Vieira&Labrincha Lda.	148·6|25·6|10·4 P38'F20'	Lisbon Portuguese *WB*	Oil Engines 4S.C.SA 4Cy.11$\frac{3}{4}$"-17$\frac{3}{4}$" 54NHP Humboldt-Deutzmotoren,A.G.Köln-Deutz		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade.
69424 6635 SLFA	**Algeria** ssGot.No.1–38 D.F. ssOsc.No.3–6,34 1Dk(Stl)&Shelter dk(Stl)	1619 1293 800	✠100A1 Shelter dk with freeboard 5,40 ~~7,39~~ ✠LMC MS8,38 BS~~7,38~~10,40	Sbg Got	r	OG 6,39	1921 6mo Lloyd	Oskrshmns M.V.Aktieb. Oskarshamn 'sA&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.) CellDB237'47	270·9|41·2|22·6 286·0(O.L.) FK Collision 3tFPT44tAPT23t	Gothenbrg Swedish ptCemptAsp BH to Sh dk 3 „ „ U „	T.3Cy.22½",35½"&58½"–36" 185lb (s) 271NHP 2SB(Spt),6cf,GS87,HS3800 FD OskarshamnsM.V.Aktieb.	18 " 0 s " 5 17 " 8½	
69425 147256 GKNQ	**Algerian** ssHul.No.3–7,37 1Dk(Stl)2nd dk CruiserStern (Stl)inNos.1&2holds	2315 2168 1440	✠100A1 ~~5,40~~12,40 BS~~12,39~~ ✠LMC12,36 12,40	Hul Npt	l	CL 5,38	1924 5mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	EllermanLines,Ld. (Ellerman&Papa- yanniLinesLd. Mgrs.) CellDB254'501tD	295·0|43·7|21·0 P&B184'F31' FK Tf20'324tAPT29t	Liverpool British 6BHptCem 1 „ to2nd dk	T.3Cy.18",31¼"&54"–36" (s) 225lb 300NHP 2SB,6cf,GS109,HS4526 FD Barclay,Curle&Co.Ld.Gls.	23 " 0 s 2 " 5 20 " 9½	
69426 FNWA	**Algérie** ssDnk.No.3–12,22 1Dk2trB	3386 2572 2151	✠ … 9,24 ✠NE7,18 ✠				1910 7mo	Atel.&Ch. deFrance Dunkirk	Cie.desBateaux à Vap.duNord(Soc. Anon.deGérance et d'Armement, Mgrs.)	331·0|46·5|21·0 P&B218'F34' FK	Dunkirk French WB	T.3Cy.24",40"&65"–42" 290NHP N.E.Mar.Eng.Co.Ld.Nwc.	23 " 10	V †
69427 257 IJLG	**Algerino** (exHolstenau,exCairo) 2Dks	1371 761 793					1920	Vulcan- Werke Hamburg	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	239·0|34·4|20·0 227·5 B25'F30'	Trieste Italian WB	T.3Cy.15¾",23½"&43 3/16"–27½" 98NHP Vulcan-Werke,Hamburg		I
69428 220518 KDDC	**Algic** Fitted for oil fuel Sub.Sig. 2Dks&Web frames	5496 4971 3373	✠ … 9,21 ✠				1920 8mo	Merchant S.B.Corp. Harriman,Pa.	~~UnitedStates~~ ~~MaritimeCom-~~ ~~mission~~Seas ShippingCo.Inc.	400·7|54·2|30·2 P36'B124'F44' FK	Phildlphia Utd.States WB	2 Steam Turbines DR geared to 1Sc.Shaft WestinghouseElectric &Mfg.Co.Essington,Pa	32 " 10	R †
69429 158164 VGKM	**Algocen** (exJohnJ.Barlum–35) D.F. Mchy.Aft 1Dk	6893 6566 5032					1909	American S.B.Co. Cleveland,O.	AlgomaCentral& HudsonBayRail- wayCo.	512·5|54·2|26·7	Sault Ste. Marie,Ont. British WB	T.3Cy.23½",38"&63"–42" 257NHP AmericanSB.Co.Cleveland		R
69430 145637 MLZC	**Algol** ssCff.No.3–9,37 1Dk(Stl) Cargo battens not fitted	1566 1378 929	✠100A1 ~~10,40~~ ~~1,40~~ 3,41 BS~~7,39~~ ✠LMC9,36 9,40	Cff Bry	p	CL ~~1,40~~ 3,41	1924 8mo Lloyd	W.Dobson &Co. Newcastle 'sA&CP	R.H.Penney&Sons CellD	245·3|37·0|18·7 B48'F22' FK B219'431tFPT67t	Shoreham British 4BHptCem APT117t	T.3Cy.17¼",29"&48"–33" (s) 180lb 176NHP 2SB,4cf,GS80,HS3150 N.E.MarineEngCoLd.Nwc	20 " 4 s 2 " 7 17 " 11½	
69431 222185 WODU	**Algomah II** Ⓟ (exBainbridge-36) Wireless Mchy.Aft 2Dks	606 — 338					1922	RiceBros. Corp. Boothbay,Me	IslandTransptn. Co.	~~139·2|29·9|21·0~~ 139·5|30·0|14·1	St.Ignace, Mich. Utd.States	T.3Cy.12¾",23½"&35"–24" 60NHP MarineIronWks.Chicago		
69432 220815 KDKH	**Algonquin** ssN Yk.No.3–3,33 ssBal.No.1–37 D.F. GyC. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	7229 6642 4475	✠100A1 1,40 ✠LMC MS4,37 BS1,40	Bal	b†	CL 1,39	1920 11mo	Bethlehem S.B.Corp.Ld. Alameda,Cal. A&CP	Socony-Vacuum OilCo.Inc. CellDBuE&B62' 197tDTf50'884t	435·0|56·0|32·0 453·7(O.L.) P106'B50'F42' FK FPT104tAPT70t	NewYork Utd.States 14BHptAsp (9 to U dk 5 „ 2nd„)	T.3Cy.27",47"&78"–48" 205lb 600NHP 3SB,9cf.HS8235 FD BethlehemS.B.Corp.Ld.	33 " 6 s 8 " 0½ 25 " 10	
			Carrying Petroleum in bulk Fitted for oil fuel 11,20 F.P. above 150°F.											
69433 226126 KGDL	— Ⓟ Ref.Mchy. 1Dk2nd dk in holds D.F. Sub.Sig. Fitted for oil fuel	5945 4424 3546	✠ … 12,27 ✠				1926 12mo	NwprtNws S.B.&D.D.Co NewprtNews	Cherokee-Semi- noleS.S.Corp. (Clyde-Mallory LinesMgrs.)	387·5|55·0|20·0 P&B322'F53' Promenade dks FK	NewYork Utd. States WB	2SteamTurbinesSRgeared to1Sc.Shft. 981NHP NewportNewsSB&DD.Co.	23 " 6	R †
69434 16151 CYPW	**Algonquins** D.F. 1Dk Mchy Aft	2100 1979 1461					1929 Alt.39	Barclay, Curle&Co.Ld. Glasgow	St.Lawrence Steamships,Ld.	252·7|43·3|21·8 Q100'F35'	Montreal British WB	T.3Cy.15",25"&40"–33" 81RHP Barclay,Curle&Co.Ld.Gls.		C
69435 PCLK	**Algorab** Fitted for oil fuel D.F. 2Dks&Shelter dk	4938 4473 2966	ExaminedL.R.11,40 BS11,40 (200lb)	Lth			1921	Deutsche Werft Hamburg	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	400·3|54·3|27·4 F40'	Rotterdam Dutch WB	1DRgearedSteamTurbine ~~200lb~~ Allgem.Elekt.Ges.Berlin		G
69436 138212 VGJB	**Algorail** (exHomeSmith–36, exWilliamS.Mack) D.F. Mchy.Aft 1Dk2trB	3495 3318 2526					1901	American S.B.Co. Lorain,O.	AlgomaCentral& HudsonBay RailwayCo.	346·0|48·0|28·0	SaultSte. Marie,Ont. British WB	T.3Cy.20",33½"&55"–40" 191NHP AmericanS.B.CoCleveland		R
69437 130776 VGJD	**Algosoo** (exJ.FraterTaylor–36, exSaturn) D.F. Mchy.Aft 1Dk2trB	3429 3178 2030					1901	American S.B.Co. Lorain,O.	AlgomaCentral& Hudson Bay RailwayCo.	346·0|48·0|24·1 WB	SaultSte. Marie,Ont. British	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.CoCleveland		R
69438 158165 VGQN	**Algosteel** (exThomasBarlum–35) D.F. Mchy.Aft 1Dk	6117 5870 4324					1907	Detroit S.B.Co. Wyandotte, Mich.	AlgomaCentral & HudsonBay RailwayCo.	487·5|52·2|26·6	SaultSte. Marie,Ont. British WB	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit Mch		R
69439 165933 MMTB	**Alhama** 1Dk&Shelter dk Wireless E.S.D. CruiserStern	1352 1114 746					1938	Nylands Verksted Oslo	MossgielS.S.Co. Ld,(JohnBruce& Co.Mgrs.)	250·7|41·2|14·8	Glasgow British WB	C.2Cy.16¾"&33 7/16"–33 7/16"& LPturbine withDRgearing &hydraulic coupling 107NHP NylandsVerksted,Oslo		NC
13/41 69440 PCER	**Alhena** Fitted for oil fuel D.F. 2Dks&Shelter dk	4930 4473 2969	ExaminedL.R.1,40 BS7,40(200lb)	Liv		CL 7,40	1921	Deutsche WerftA.G. Hamburg	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	400·3|54·3|27·4 F41'	Rotterdam Dutch WB	T.3Cy.28 9/16",45 5/16"&75"–55½" 418NHP GutteHoffnungshütte Oberhausen		G
69441 721 SVFW	**Aliakmon** (exEvi–37,ex VictorianTransport–33) 1Dk	4521 4271 2847					1913	Nthmblnd S.B.Co.Ld. Newcastle	TheofanoMaritime Co.Ld.(N.G.Liva- nos,Mgr.)	385·1|52·0|27·1 P35'B119'F37'	Piræus Greek WB	T.3Cy.25",40"&68"–48" 320NHP Richardsons,Westgarth& Co.Ld.Sld		C
69442 DJNK	**Alicante** D.F. E.S.D. 1Dk Sub.Sig. CruiserStern	2140 1629 1103					1934	Deutsche WerftAG Bet Finkenwrder Hamburg	R.M.Sloman,Jr.	306·4|43·6|16·2 B&F278' UpperF47'	Hamburg German WB	C.4Cy.(2)16⅝"&(2)35 7/16"– 37⅜" & Exhaust Steam Turbine HS4090 309NHP DeutscheWerftA.G.Ham.		G
69443 307 ICPG	**Alicantino** (exPangbourne) ssTri.2ndNo.3–12,38 Mchy.Aft 2Dks(Stl)&2nd dk(Stl) inNos.1&2holds	1642 1430 999	✠100A1 7,39 ✠LMC MS7,38 BS5,39	Gen	q	CL 10,37	1914 1mo Lloyd	Earle'sCo. Ld. Hull 'sA&CP	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi CellDBuE&B	260·7|40·1|19·7 250·2 P69'B28'F53' FK 59'f161'319t	Trieste Italian 4BHCem	T.3Cy.18",29"&50"–33" (s) 180lb 182NHP 2SB,4cf,GS92,HS3180 Earle'sCo.Ld.Hull FPT46tAPT35t	21 " 11 s 2 " 6 19 " 6½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
69444 OXZP	**Alice** 1*Dk*	1196 921 712					1924	A/S Nakskov Skibs. Nakskov	Dampskslsk.Torm A/S(A.Schmiegelow&A.Kampen, *Mgrs.*)	235·4 P14'Q69'B97'F30'	36·2	13·7	Copnhagn Danish *WB*	T.3Cy.15¾",25½"&41½"-26¾" 90NHP OttensenerMachfabAltona		C
69445 141 IDFA	— Ⓟ (*ex*ArditaII°, ssGls.2ndNo.3-1,21 *ex*GeorgeWard,*ex*Yt.Beryl, 1*Dk*(*Stl*-teak s) *ex*PrincessAlice) Wireless	1094 923 513	2,26	Ply			1898	LairdBros. Birkenhead	BallillaLongo	272·9 250·9 P34'F35'	35·1	18·8 BK8"	Rome Italian 5*BHCem*	T.3Cy.19",30"&46"-30" 108NHP 2SB,6*cf*,GS99,HS1450 LairdBros.Birkenhead	20 " 0	I †
36 40 69446 144924 GDWX	**Alice Marie** ssNwc.No.3-6,36 D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2206 1750 1216	✠100A1 6.40 ~~1.40~~ DBS4,39 ✠LMC6,36 MBS~~10,39~~ 10,40	Nwc	*r*	CL ~~1,40~~ 5,40	1920 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	RodneyS.S.Co.Ld. *CellDB* 231'562*t side tanks*	280·0 Q157'F28' *inER*166*tFPT*110*t*	40·5	18·5 FK	Newcastle British 4*BHCem* *APT*252*t*	T.3Cy.21",34"&56"-39" (*s*) 180lb *100lb* 220NHP 2SB,6*pf*,GS109,HS3514 G.Clark,Ld.Sunderland	20 " 9 s 6 " 5½ 18 " 7½	
69447 135913 GBJF	**Alice Moller** (*ex*Rhodesian Transport-33, ssNpt.No.3-7,27 *ex*CluthaRiver) 2*Dks*(*Stl*)	4986 4667 3145	✠ — 6,33 ✠	Liv	*y*		1914 12mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	MollerLine,Ld. (Mollers',Ld. *Mgrs.*) *CellDBa*132'*uE*	400·0 P36'B126'F43' 28'*f*173'1029*tFPT*	52·0	27·4 FK	Shanghai British 6*BHCem* 83*tAPT*110*t*	T.3Cy.26",42"&70"-48" 402NHP 3SB,9*cf*,GS167,HS6636 Richardsons,Westgarth&Co.Ld.Hpl.	30 " 0	C †
69448 FNFX	**Alice Robert** *Fitted for oil fuel* *Ref.Mchy.* D.F. 1*Dk*2*trB* *CruiserStern*	2588 2216 1409					1934	Nakskov Skibs.A/S Nakskov	Cie.Franco-Coloniale deNav. (L.Martin,S.àr.l. *Mgrs.*)	295·6 P35'F129'	47·4	22·8	Nantes French *WB*	C.4Cy.(2)15⅜",(2)37$\frac{3}{16}$"-34$\frac{7}{16}$" 140NHP FredrikstadM.V.Frdstad		V
150 40 69449 220354	**Alice Tebb** (*ex*Forest **Wood** King-37) ssSea.-28 *Mchy.Aft* 1*Dk*2*trB* *Salted* *Fitted for oil fuel*	2426 2105 1725	10,29	SFo	*t* 12		1919 5mo	Grant, Smith PorterCo. AbrdeenWsh *Completed by* Gray's Harbor M. S. Corp.	~~SouthlandS.S.Co.~~ WybarS.S.Co.	267·6 P74'F29'	46·2	24·0	Aberdeen, Wash. Utd.States	T.3Cy.19",32"&56"-36" 275NHP 2 Water Tube Boilers NordbergMfg.Co. Milwaukee	26 " 1	
69450 YVAE	**Alicia** **TwinSc** ssCco.No.3-5,40 ~~ssCco.No.2-37~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom and deck*	2336	✠100A1 ~~5,40~~ ~~9,39~~ 5,41 ~~BS4,39~~ ✠LMC~~12,35~~ 5,40 BS5,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,28 *F.P. above* 150° F.	Cco	*t*	CL ~~8,37~~ P9,39 S11,40	1928 2mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	Caribbean PetroleumCo.Ld.	305·2 Q86'F45' *Trunk*174' *FPT*114*t*	50·2	15·0 FK	Maracaibo Venezuelan 11*BHptCem* *ptAsp* *APT*84*t*	T.6Cy.13",22"&35"-24" (*s*) 180lb 234NHP 2SB,4*cf*, HS4042 FD ShieldsEng.Co.Ld.N.Shl.	15 " 0 s 1 " 7 13 " 7½	
69451 137 IJLM	— (*ex*Latvija,*ex*Holger,*ex*JohannW.Jens, *ex*Beta,*ex*Kiel) 1*Dk*	487 408 273					1889	Akt.Ges. "Neptun" Rostock	A.Alfino&Figli	151·4 144·9	25·4	14·0	Catania Italian *WB*	C.2Cy.18$\frac{3}{10}$"&34$\frac{1}{5}$"-16$\frac{1}{10}$" 39NHP J.Spengel&Sons,Ld.Nwc.		I
131 40 69452 5446 SLNA	**Alida Gorthon** (*ex*Karlsvik-34, *ex*Alida, D.F. ssGot.2ndNo.3-5,28 *ex*Atheniana, ssHbg.No.2-36 *ex*Athinaia, 1*Dk*(*Irn*)&*deep framing* *ex*Atheniana) *Cargo battens not fitted*	*2373* *2111* *1399*	✠100A1 3,40 BS3,39 ✠LMC4,36	Bgn		CL 3,40	1902 5mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	Rederiaktieb. Activ.(Joh. Gorthon,*Mgr.*) *CellDB*	302·4 311·1(O.L.) P27'B69'F29' *a&uE*120'*f*124'621*t*	43·2	19·8 FK	Hlsngborg Swedish 5*BHCem* *APT*40*t*	T.3Cy.22",35"&59"-39" (*s*) 160lb 221NHP 2SB,6*pf*,GS84,HS3383 Cen.Mar.Eng.Wrks.WHpl	22 " 3 s 3 " 6¼ 18 " 11	
69453 709 SVAI	**Aliki** (*ex*LeopoldL.D., *ex*WarCypress) ssRot.No.3-11,29 ssSsk.No.2-38 1*Dk*(*Stl*)	5140 4720 3199	✠100A1 9,39 BS5,39 ✠LMC5,38 Surveys delayed	Rou	*y*	CL 4,37	1917 11mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead '*sA&CP*	N.G.Livanos *CellDB*	400·0 P49'B113' F40' 343'1152*tFPT*113*t*	52·4	28·4 FK	Piræus Greek 7*BHCem* *APT*166*t*	T.3Cy 27",44"&73"-48" (*s*) 180lb 490NHP 3SB,9*cf*,GS189,HS7020 FD CammellLaird&CoLd.Bkr	31 " 0 s 5 " 11¾ 25 " 3¼	
69454 PCMC	**Alioth** *OilEng.* D.F. 1*Dk*,2*nd dk in No.*3*hold&mchy.space* E.S.D. *Part electrically welded including sheerstrake,keel&deck stringers* *CruiserStern*	5483 4984 3246	✠100A1 ~~9,40~~ ~~3,40~~ 4,41 ✠LMC5,37 ✠LMC(M)8,39	Rot ~~Gls~~ Hul	*a*†	CL 3,40	1937 5mo *Lloyd*	Deutsche WerftAG Bet Finkenwrder Hamburg '*sA&CP*	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB*372'1238*t*	429·2 451·2(O.L.) P24'B&F395' *MT*56' 1385*t FPT*1	58·7	24·9 FK	Rottrdam Dutch 7*BHptAsp* 92*tAPT*153*t*	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 748NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	27 " 2 s 3 " 3¼ 24 " 0½	
69455 144902 GDCB	**Alipore** D.F. 2*Dks*(*Stl*)	5273 4766 3241	✠ 3,22 ✠	Bom	*y*		1920 7mo	Palmers' Co.Ld. Newcastle	P.&O.Stm.Nav.Co. *CellDB*	400·1 P49'B113'F39' 345'1112*t FPT*122	52·3	28·5 FK	Newcastle British 7*BHptCem* *tAPT*174*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 " 0	
69456 903 SZNP	**Alisa** (*ex*Liesel-39,*ex*Efterpi-39,*ex* AlexandrosA.-39, ssHam.2ndNo.3-3,25 *ex*Efterpi-39, ssMsl.No.2-33 *ex*Myconos-38, 1*Dk*(*Stl*)&*Webframes* *ex*LaMacta-37, &*ptAwngdk*(*Stl*) *ex*Guercif-34,*ex*Faneromeni, *ex*Freifrau,*ex*SeaHound) Wireless	1072 903 573	✠ — 4,38	Msl	*o*		1901 10mo	Mackie& Thomson Glasgow	AtidNavigationCo. Ld.(BarnettBros. &Borchard,Ld. *Mgrs.*) *CellDBa*	226·7 228·4 P54'B&F153' 54'*uE*15'*f*104'276*t*	34·0	14·4 FK	Haifa Palestine 4*BHCem* *FPT*36*t*	T.3Cy.18$\frac{5}{16}$",30¼"&48"-33" NB2,25 159NHP 2SB,4*cf*,GS70,HS2798 W.V.V.Lidgerwood,Gls.	16 " 6	G †
69457 DOMF	**Alk** Wireless D.F. E.S.D. 1*Dk*	1175 887 612					1924	Akt.Ges. "Neptun" Rostock	ArgoReederei RichardAdler&Co.	221·4 P14'Q65'B52'F26'	34·9	11·2	Bremen German *WB*	T3Cy17$\frac{9}{10}$",29$\frac{1}{10}$"&47$\frac{1}{5}$"-31½" 125NHP A.G."Neptun,"Rostock		G
69458 PCMG	**Alkaid** D.F. E.S.D. *Oil Eng.* 1*Dk*, 2*nd dk in No.* 3 *hold & mchy. space* *Part electrically welded including sheerstrake, keel & deck stringers* *CruiserStern*	5483 4984 3246	✠100A1 9,39 ✠LMC7,37 ✠LMC(M)5,39	Sch	*a*†	CL 8,38	1937 7mo *Lloyd*	Deutsche WerftAG Bet Finkenwrder Hamburg '*sA&CP*	N.V.VanNievelt Goudriaan&Co's Stoomv.Maats. *CellDB*372'1238*t*	429·2 451·2(O.L.) P24'B&F395' Upr F36' *MT*56'1385*t FPT*19	58·7	24·9 FK	Rottrdam Dutch 7*BHptAsp* 2*tAPT*153*t*	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 748NHP Maschinenfbrk,Augsburg-NürnbergA.G.Augsburg	27 " 2 s 3 " 3¼ 24 " 0½	
69459 361	**Alku** **Wood** *OilEng.* 1*Dk*	348 303 260					1920	O/YRauma Wood,Ld. Raumo	O/Y RaumaWood, Ld.	144·4 133·6	29·5	11·1	Raumo Finnish	Oil Engines 2S.C.SA 2Cy.16½"-18⅘" 96NHP J&CGBolindersCoLd.Skm		
69460	**All America** **TwinSc** (*Cable Vessel*) ssBoaNo.3-12,33 D.F. E.S.D. ssCallaoNo.1-38 1*Dk*(*Stl*)&*Awng dk* (*Stl*-teak s)&2*nd dk*(*Stl*)*in holds*	*1819* *1655* *880*	✠100A1 *Awng dk* *withfreeboard* 11,40 ~~2,39~~ BS11,40 ~~BS11,39~~ ✠LMC11,37 *Fitted for oil fuel F. P. above* 150° F	Boa	*q*	CL ~~2,38~~ S3,39 P11,40	1921 10mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP*	AllAmericaCables Inc. *Cell DBa*33'*u E*21'	278·4 *f* 82' 167*t FPT* 27*t*	37·0	22·4 FK	NewYork Utd.States *Cem* 5*BHtoAwdk* *APT*29*t*	T.6Cy.15½",25"&43"-30" (*s*) 180lb *100lb* 264NHP 2SB,6*cf*, HS3746 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	24 " 9 s4 " 7½ 20 " 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade
69461 221033 KDOH	**Allan Jackson** (exCrampton Anderson) Fitted for oil fuel Mchy.Aft 2Dks& Webframes D.F. Sub.Sig. Longitudinal framing Carrying Petroleum in bulk	6635 — 4038	✠ ... 3,22 ✠				1921 1mo	Bethlehem S.B.Co.Ld. Alameda,Cal.	StandardOilCo. of NewJersey	435·0 P106′B50′F42′ FK	56·0	33·6	Wilmgton (Del.) Utd.States WB	T.3Cy.27″,47″&78″-48″ 600NHP BethlehemSBCo.Ld. SanFrancisco	33 ″ 6	R †
69462 152000 VJBG	**Allara** ssSyd.No.3-4,36 1Dk(Stl) Cargo battens not fitted	3279 2967 1969	✠100A1 3,39 ~~BS5,39~~ ✠LMC~~4,36~~ 4,40	Syd	v	CL 3,39	1924 7mo Lloyd	W.Beardmore&Co.Ld. Glasgow 'sA&CP	TheAdelaide SteamshipCo.Ld. CellD	340·5 352·0(O.L.) P38′B104′F35′ FK B289′885t FPT97t	47·2	23·2	Melbourne British 7BHCem APT131t	T.3Cy.25″,41″&68″-45″ (s) 180lb 441NHP 3SB,9cf,GS161,HS6600 FD W.Beardmore&Co.Ld.Gls.	25 ″ 6 s 3 ′ 11½ 21 ″ 7½	
69463 222760 KFGA	**Alleghany** Ⓟ Fitted for oil fuel Sub.Sig. 4Dks D.F. Longitudinal framing	5486 — 3361					1923	Federal S.B.Co. Kearny,N.J.	Merchants& MinersTransptn. Co.	350·7	52·1	15·2	Baltimore Utd.States WB	T4Cy.24½″,41¾″,54″&54$\frac{5}{16}$″-48″ 404NHP Hooven,Owens& RentschlerCo.Hamilton,O.		R
69464 145858 MKSB	**Allegheny** ssSld.No.3-8,34 ssMdb.No.1-39 Mchy.Aft 1Dk(Stl)& Webframes	828 731 384	✠100A1 7,40 ~~7,39~~ BS7,40 ✠LMC12,38 Carrying Petroleum in bulk Fitted for oil fuel F.P. above 150°F.	Mdb Lon	l	CL ~~11,37~~ 7,40	1921 7mo Lloyd	J.Crichton &Co.Ld. Connah's Quay 'sA&CP	Anglo-American OilCo.Ld. ~~(F.J.Wolfe,Mgr.)~~ (R.A.Carder,Mgr)	200·4 F23′B54′ FK FPT50t	32·5	14·0	Liverpool British 11BHptCem APT35t	T.3Cy.14″,22″&38″-24″ (s) 180lb 101NHP 2SB,4cf,GS62,HS1880 LythamS.B.&E.Co.Ld. Lytham	15 ″ 0 s 2 ′ 0½ 13 ″ 1½	
69465 148305 GSQZ	**Allende** ss.YkaNo.2-37 1Dk(Stl)&Shelter dk(Stl) D.F.	5081 4737 3158	✠100A1 with freeboard 2,40 ✠LMC MS8,37 BS~~1,39~~ 2,40 Fitted for oil fuel 11,33 F.P. above 150° F.	Bry	a†	CL 2,40	1928 11mo Lloyd	Nthmblnd S.B.Co. (1927),Ld. Newcastle 'sA&CP	NolisementSSCoLd (Morel,Ld.Mgrs.) CellDB362′1397t	412·6 426·5(O.L.) F40′ FK FPT100t APT154t	55·3	26·1	Cardiff British 7BHCem (Coll to Sh dk 6 ,, 2nd ,,)	Q.4Cy.23″,32½″,47″&68″-48″ 225lb 150lb (s) 442NHP 3SB(Spt)9cf,GS161,HS7395 N.E.MarineEng.CoLdNwc	28 ″ 6 s 3 ′ 3¼ 25 ″ 5½	
69466 DABT	**Allenstein** (exLena, exCoblenz,exWasserbootII.) TwinSc Mchy.Aft 1Dk Wireless D.F.	939 896 550					1913	Schffb.Ges. Unterweser Weser-münde-L.	Kohlen-Import u Poseidon SchiffahrtsA.G.	203·0 B20′	34·5	16·1	Königsbrg German	C.4Cy.12½″&25⅝″-15$\frac{7}{10}$ 43NHP Ottensener Maschf.G.m.b.H.Altona		G
69467 150156 VLGF	**Allenwood** WoodTwinScK Mchy.Aft Wireless 1Dk	398 322 188					1920	J.Wright CapeHawke, N.S.W.	AllenTaylor&Co. Ld.	147·0	35·0	8·2	SydnyNSW British	C.2Cy.12″&24″-16″&18″ RossDuncan,Gls.& 48RHP MelbourneCoal& ShippingCo.Mel.		
69468 DODU	**Aller** Ⓟ 4Mst Sub. Sig. D.F. E.S.D. 2Dks	7627 6979 4741					1927	Bremer Vulkan Vegesack	Norddeutscher Lloyd	503·1 P39′	63·1	28·3	Bremen German WB	T4Cy.35$\frac{1}{16}$″,57½″&(2)66½″-59$\frac{1}{16}$″ 688NHP BremerVulkan,Vegesack		G
69469 95920 KJBD	**Allerton** Ⓟ Iron (exHomerRamsdell) 1Dk	1181 — 822					$\frac{1887}{1912}$	T.S.Marvel S.B Co. Newbrgh,NY	Nantasket-Boston SteamboatCo.	225·0	32·5	11·8	Boston Utd. States	C.2Cy.28″&52″-36″ Ealtered11 135NHP WrightStm.Eng.Wks. Newburgh,N.Y.		
69470 1168 CBAL	**Allipen** 2Dks Cruiser Stern	1762 1188 747					1923	InternationalS.B. &E.Co.Ld. Danzig	Haverbeck& Skalweit	243·0	36·1	15·5	Valdivia Chilian WB	T3Cy.17$\frac{5}{16}$″27⅝″&45$\frac{5}{16}$″-31½″ 112NHP InternationalS.B.&E.Co. Ld.Danzig		G
69471 118034 VPLN	**Allister** (exAlegria-36,exEaton Grove,exPerez, exEastern Coast, exPowerful) ssN.Yk.2ndNo.3-12,28 Wireless ssMob.No.3-1,37 2Dks lower dk(Stl)28′in forehold	1597 1296 860	✠100A1 with freeboard 7,40 ~~11,39~~ BS2,40 ✠LMC1,37 Fitted for Oil fuel 4,24 F.P. above 150°F	NOs	r	CL 11,39	1903 7mo Lloyd	Swan Hunter&Wigham Richrdsn,Ld. Newcastle 'sA&CP	J.S.Webster&Sons CollBH CellDBa7	270·4 282·2(O.L.) Alt.1923 FK in tween dk omitted 4′&uE20′ 133t FPT	36·0	19·3	Kingston Jamaica British 4BHCem 38tAPT21t	T.3Cy.21½″,34″&56″-42″ (r) 160lb 238NHP 2SB,8pf,GS132,HS4096 WghmRchrdsn&CLdNwc.	27 ″ 10 s 8 ′ 6 19 ″ 9	
69472 237 IJMA	**Alma** (exAlbert-38, exTisza-35,exSanPaolo-35, exCadenel-34,exPaso de los Libres,exSajoniaII) TwinSc 1Dk	598 510 345					1905	Nordsee Werke Emden	Soc.Anon.Trasporti Industriali	206·8 199·0 F24′	32·9	9·2	Leghorn Italian	T.6Cy.10¼″,15⅜″&26¾″-17½″ 30NHP I.Frerichs&Co. OsterholzScharmbeck		IV
69473 732 IJMB	— (exJocelyn-34, exRotterdam) AuxSr OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	304 264 168					$\frac{1918}{1936}$	NVSchpsw Welgelegen Harlingen	Soc.Anon. Armatoriale "Liburnum"	145·0 124·3 P23′F13′	23·9	11·7	Leghorn Italian WB	Oil Engines 4S.C.SA 6Cy.8½″-14$\frac{3}{16}$″ 44NHP NE35 Humboldt-Deutzmotoren, A.G. Köln-Deutz		I
69474 UPLI	**Alma Ata** (exChubar-38, exDijkwater-35, exMaasdijk) ssRot.No.3-12,33 1Dk(Stl)&Shelter dk(Stl)	3611 3292 2179	✠ ... 7,36 ✠	Rot	w		1920 12mo	NV Burgerhouts M.&S Rotterdam	U.S.S.R. CellDB308′1000t	360·2 FK Coll FPT63t APT73t	50·3	21·8	Odessa Russian Asp BH to Sh dk 5 ,, ,, U ,,	T.3Cy.25½″,41$\frac{5}{16}$″&66½″-45¼″ 340NHP 3SB,9cf,GS158,HS5418 BurgerhoutsMachFab.Rot	24 ″ 6	
185/40 69475 140700 GBLZ	**Alma Dawson** (exWhinfield-36) ssSld.No.3-5,30 D.F E.S.D. ssBry.No.2-39 1Dk(ptStl&ptIrn)	3985 3677 2473	✠100A1 12,39 ✠LMC8,39 BS10,40	Lon	w	CL 6,39	1917 10mo Lloyd	TyneI.S.B. Co.Ld. Newcastle 'sA&CP	JubileeStm.Nav. Co.Ld.(FrankS. Dawson,Ld.Mgrs.) Cell	360·1 372·5(O.L.) P33′B123′F37′ FK DB313′ 980t FPT	51·1	24·3	Newcastle British 6BHCem 90tAPT170t	T.3Cy.25″,41″&67″-45″ (s) 180lb ~~160lb~~ 348NHP 2SB,6cf,GS123,HS5658 Blair&Co.Ld.Stockton	26 ″ 9 s4 ′ 8¾ 22 ″ 3	
69476 136353 GLTK	**Almanzora** Ⓟ TrpSc Fitted for oil fuel Ref.Mchy. D.F. 3Dks&1ptDk	15551 10179 9441	✠Lloyd'sRMC9,39				1914	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld.	570·0 P53′B353′UpB348′ F100′ Promenade dk on UprB295′	67·3	33·3	Belfast British WB	T.8Cy.(2)27″,(2)42″&(4)49″-51″ 1L.P.Turbine Harland&Wolff,Ld.Bel.		
7/41 69477 149751 GMTC	**Almeda Star** Ⓟ TwinSc (exAlmeda) ssLon.No.3-10,38 Ref.Mchy. 5Dks 3rd&5th dks omitted in foremost hold D.F. E.S.D. Cruiser Stern	14935 12358 9239	✠100A1 with freeboard 1,41 ~~9,39~~ ✠LMC MS1,38 BS~~12,3~~ 11,39 ✠Lloyd'sRMC~~3,40~~ 10,40 ~~7,40~~ No. 1a forecastle, Nos. 1a & 6 shelter 'tween dks., ~~No. 6 after shelter 'tween dk. spaces~~, No. 3 shelter trunk, No. 4 trunk & Nos. 4 & 5 bridge dks. for temp. 32° F. Fitted for oil fuel 12,26 F.P. above 150° F.	Lon Liv		CL 9,38	1926 12mo Lloyd	Cammell Laird&Co.Ld. Birkenhead 'sA&CP	BlueStarLine,Ld. Duct keel forward of mchy. space Cell DB488′1942t FPT	578·9 597·7(O.L.) B266′F142′ FK len35 105t APT84t	68·3	42·7	London British 10BHCem (Coll to W dk 9 ,, 2nd ,,)	4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 200lb FD 1909NHP 3D&1SB28cfGS490HS26680 CammellLaird&Co.Ld.	46 ″ 0 s18 ′ 4¼ 28 ″ 1	BT till ~~9,40~~ ~~12,40~~ 11,41

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
69478 OXFH	**Almena** OilEng. Wireless D.F. 1Dk CruiserStern	1554 1317 858					1933	Nakskov Skibs.A/S Nakskov.	Dampskslsk- TormA/S (A.Schmiegelow& A.Kampen,Mgrs.)	270·7 P23'B154'F31'	41·2	15·7	Copnhagn Danish WB	Oil Engines 4S.C.SA 6Cy.21⅝"–38⅜" 271NHP Akt.Burmeistr&Wain,Cpn		C
69479 160239 GSYV	**Almenara** (exPapelera) Fitted for oil fuel 1Dk	1851 1573 925					1922	Osbourne, Graham& Co.Ld. Sunderland	MossgielS.S.Co. Ld.(J.Bruce&Co. Mgrs.)	260·1 B150'F12'	41·2	18·5	Glasgow British WB	T.3Cy.21",35"&58"–39" 195NHP N.E.MarineEng.Co.Ld.Sld		C
69480	**Almeria** (exAlmeriaLykes–40, exLakeSlavi) Fitted for oil fuel D.F. Sub.Sig. 1Dk2trB	2637 — 1762					1919	Gt.Lakes Eng.Works Ecorse,Mich	Soc.Anon"Sitmar" (Soc.ItalianaTras- portiMarittimi)	253·4 P25'B65'F26'	43·8	26·0	Genoa Italian WB	T.3Cy.21",35"&59"–42" 225NHP Gt.LakesEng.Wks.Detroit		R
69481 PUAC	**AlmiranteAlexandrino** Ⓟ (exItu,exCapRoca) Fitted for oil fuel Sub.Sig. 2Dks	5786 4595 3690					1900	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	411·4 P&B263'F52'	48·3	29·0	R.Janeiro Brazilian WB	Q.4Cy.24½",35½",51½"&75"– 54" 413NHP ReiherstMaschinenf.Ham.		V
69482 PUAD	**Almirante Jaceguay** Ⓟ (exGeneralSanMartin,exEdmund Wagenknecht,exProfessor, 2Dks exProfessorWoermann)	6079 4217 3546					1912	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	392·9 P&B82'F58'	52·4	26·9	R.Janeiro Brazilian WB	Q.4Cy.26⅛",38⅜",55⅛"&81⅛"– 55⅛" 484NHP Reiherst.Maschinenf.Ham.		G
69483 PCMZ	**Almkerk** TwinSc ssRot.No.1–37 D.F. OilEng. CruiserStern 2Dks(Stl)&Shelter dk(Stl)	6810 5826 4046	✠100A1 withfreeboard 12,40~~2–40~~ ✠LMC CS3,39 DBS~~8,39~~ 8,40	Rot Bkn 3,39	d†	OG N2,39	1934 4mo Lloyd'sA&CP	NVNederl. Schps.Maats. Amsterdam	VereenigdeNeder- landscheScheep. Maats.(Directie en AgentuurMaats. HollandAustralie LijnN.V.Mgrs.)	460·1 P18'B66'F34' FK CellDBuE51'f176'666tMTs49' 1482tTanks in way of tunnels 1461tFPT224tAPT134t	60·2	27·3	TheHague Dutch 8BHptCem (6 to 2nd dk)	Oil Engines 2S.C.DA 12Cy.23⅝"–43$\frac{5}{16}$" 2325NHP 2DB120lb Gebr.Stork&Co.N.V. Hengelo	32 ″ 7 s 4 ″ 4½ 28 ″ 4¾	
* 69484 LCBT	**Almora** (exCaballero,exToften, exO.H.Weins) ssOsl.2ndNo.3–9,29 ssOsl.No.2–38 D.F. 1Dk(Stl)&deep framing Cargo battens not fitted	2433 2193 1486	✠100A1 11,39 MS5,38	Osl ✠LMC BS12,38	t	OG 1,40	1905 11mo Lloyd'sA&CP	Murdoch& Murray Pt.Glasgow	A/SAlmora (ErlingMorten- senA/S)	299·3 P27'B74'F26' FK CellDBa96'uE&B38'f124' 640tAPT100t	44·5	19·9	Oslo Norwegian 5BHCem	T.3Cy.22",36¼"&59"–39" (s) 180lb 100lb 238NHP 2SB,6cf,GS97,HS3716 D.Rowan&Co.Glasgow	22 ″ 4 s 3 ″ 2½ 19 ″ 3½	
69485 146567 GJLZ	**Alnmoor** ssBly.No.3–7,35 ssBly.No.1–39 1Dk(Stl)&Shelter dk(Stl)	6573 6273 4077	✠100A1 Shelter dk withfreeboard 6,40~~11,39~~	Npt Bos ✠LMC7,39 BS8,40	z	CL 6,39	1922 5mo Lloyd'sA&CP	W.Doxford &Sons,Ld. Sunderland	MoorLine,Ld. (Runciman ShippingCo.Ld. Mgrs.)	420·0 433·7(O.L.) FK Intermediate bulkhead in fore hold dispensed with CellDB364'1181tFPT105tAPT127t	54·0	34·3	London British Cem 1BHtoShdk 5 ,, ,, U ,,	T.3Cy.27",44½"&75"–54" (s) 180lb 577NHP 3SB(2Spt),9cf,GS198, HS8530 FD FairfieldCo.Ld.Glasgow	37 ″ 0 s 8 ″ 11¼ 28 ″ 4	
69486 161595 MLLL	**Alnwick** OilEng. Mchy.Aft 1Dk CruiserStern	508 372 249	✠100A1 Examined4,41 Fal	~~Bly~~ ✠LMC5,36	h	CL 2,40	1936 5mo Lloyd'sA&CP	Hawthorn, Leslie&Co.Ld Newcastle	Tyne-TeesSteam ShippingCo.Ld.	165·3 P59'F23' FK CellDB106"152tFPT65tAPT11t	27·2	10·4	Newcastle British 3BHptCem	Oil Engines 4S.C.SA 7Cy.11"–17$\frac{11}{16}$" 82NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 ″ 4 s 1 ″ 0½ 11 ″ 4¾	
69487 150045 ZSBR	**Aloe** ssP.Nl.No.3–4,38 E.S.D. 2Dks(Stl)	5047 4804 3194	✠100A1 ~~2,39~~12.40 BS~~3,39~~ 6,40	PNl ✠LMC4,38	y	CL 11,39	1925 9mo Lloyd'sA&CP	R.Duncan &Co.Ld. PortGlasgow	UnionGovt.ofS. Africa(Rlwys.& HarboursAdminis- tration,CapeTwn)	404·9 P38'B119'F39' FK Int.'tween dkBHin after hold dispensed with CellDB348'1072tDTa30'860tAPT102t	53·0	27·6	CapeTown British ptCem 5BH to Udk 1 ,, 2nd ,,	T.3Cy.27",44"&73"–48" (s) 180lb 477NHP 3SB,9cf,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0 s 5 ″ 8¼ 24 ″ 7	
69488 CBAD	**Alondra** Ⓟ ssLiv.No.3–1,35 ssVpo.No.1–39 D.F. 2Dks(Stl)&Awng dk(Stl–ws) RefMchy.	3445 3044 1887	✠100A1 Awng dk withfreeboard 11,39 ✠Lloyd'sRMC~~2,40~~ 3,41~~8,40~~	Vpo 4,41 BS~~4,40~~ ✠LMC4,39	u 2	CL 4,39	1922 4mo Lloyd'sA&CP	CaledonSB &E.Co.Ld. Dundee	ChilianState Railways	319·0 BK12' CellDB266'743tFPT50tAPT87t	44·2	26·5	Valparaiso Chilian Cem 5BHtoAwdk	T.3Cy.25",42"&68"–42" (s) 180lb 395NHP 3SB.9cf,GS189,HS7054 CaledonS.B.&ECo.Ld.Dun	28 ″ 9 s 8 ″ 2½ 21 ″ 10	
69489 206130 WADU	**Alpena** (Self-Unloader) Mchy.Aft GyC. D.F. 1Dk	2886 — 1787					1909	Detroit S.B.Co. Wyandotte	WyandotteTrans. Co.	356·0	47·2	27·0	Wyand'tte Mich. WB Utd.States	Q.4Cy.17½" 25½",37"&54"– 36" 175NHP DetroitS.B.Co.Detroit		R
69490 147921 GKWL	**Alpera** (exCabodelAgua,exCoria) ssGls.No.3–11,33 ssGls.No.1–38 1Dk(Stl)&Shelter dk(Stl)	1777 1547 914	✠100A1 Shelter dk withfreeboard 1,41~~11,39~~ MS7,38	Trn Bkn ✠LMC BS2,40	r	CL 8,37	1920 12mo Lloyd'sA&CP	H.&C. Grayson,Ld. Garston	MossgielS.S.Co. Ld.(J.Bruce&Co. Mgrs.)	264·9 275·0(O.L.) FK Collision CellDB224'410tFPT63tAPT18t	41·2	18·7	Glasgow British Cem BH to Shdk 3 ,, ,, U ,,	T.3Cy.21",34"&56"–36" (s) 180lb 252NHP 2SB,6cf.GS118,HS4550 McKie&Baxter,Glasgow	21 ″ 0 s ″ 10¼ 20 ″ 4	
69491 218389 KIMS	**Alpha** (exBurnwell) Fitted for oil fuel Mchy.Aft 1Dk Fitted with cylindrical tanks for carrying petroleum	5771 4633 3595	✠ ... 9,20	✠			1919 7mo	Chester S.B.Co Chester,Pa.	DalyTankship Corp.	400·8 P99'B27'F50' FK	54·3	31·4	NewYork Utd.States WB	2 Steam Turbines DR geared to 1 Sc. Shaft WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 9	R †
69492 PCNE	— OilEng. Mchy.Aft 1Dk	347 224 174					1936	Gebr.van Diepen Waterhuizen	P.E.Beck	134·7 P34'B16'F17'	24·1	9·4	Groningen Dutch WB	Oil Engines 4S.C.SA 4Cy.12"–17$\frac{11}{16}$" 55NHP N.V.Motorenfb."De Industrie"Alphena/dRijn		V
69493 3793 PCNK	**Alphacca** Ⓟ ssHamNo.2–37 D.F. 2Dks(Stl)&Shelter dk(Stl)	5759 4935 3480	✠100A1 withfreeboard Examined5,41 MS10,36	~~Rot~~ Bkn ✠LMC BS2,40	a†	CL N5,39	1928 7mo Lloyd'sA&CP	W.Gray& Co.Ld. Sunderland	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	409·9 F39' FK CellDB364'1146tFPT129tAPT86t	56·2	27·0	Rottrdam Dutch 7BHCem (Coll to Shdk 6 ,, 2nd ,,)	T.3Cy.27",44"&73"–51" (r) 200lb 592NHP 3SB(Spt),10cf,GS207 HS8934 FD Cen.Mar.Eng.Wks.W.Hpl	29 ″ 6 s 3 ″ 8 26 ″ 0¾	
69494 PCNQ	**Alphard** OilEng. 1Dk,2nd dk inNo.3 hold&mchy.space D.F. E.S.D. CruiserStern Part electrically welded including sheerstrake,keel&deck stringers	5483 4984 3246	✠100A1 4,41~~4,40~~ ✠LMC(M)5,39	Rot Hul ✠LMC10,37	a†	CL N4,40	1937 10mo Lloyd'sA&CP	Deutsche WerftAGBet Finkenwrder Hamburg	N.V.VanNievelt Goudriaan&Co's Stoomv.Maats.	429·2 451·2(O.L.) P24'B&F395' FK UpperF36' CellDB372'1238tMT56'1385tFPT192tAPT153t	58·7	24·9	Rottrdam Dutch 7BHptAsp	Oil Engines 2S.C.SA 6Cy.26¾"–47¼" 748NHP Maschinenfbr.Augsburg- Nürnberg.A.G.Augsburg	27 ″ 2 s 3 ″ 3¼ 24 ″ 0½	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines No. & Dia. des Cylindres —Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
69495 3828 PCNU	**Alpherat** Ⓟ ssHam.No.2-36 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) E.S.D.	5759 4935 3480	✠100A1 *withfreeboard* Examined 5,41 MS9,36	~~Rot~~ Lon ✠LMC BS1,39	*a*†	CL 6,39	1928 8mo *Lloyd*	W.Gray& Co.Ld. Sunderland '*sA&CP*	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats. *CellDB364'1146t*	409·8|56·2|27·0 423·6(O.L.) F39' FK *FPT129tAPT86t*	Rottrdam Dutch 7*BHCem* (*Coll to Sh dk* 6 „*2nd*„)	T.3Cy.27",44"&73"-51" (r) 200lb 592NHP 3SB(Spt),10*cf*,GS207 HS8934 FD Cen.Mar.Eng.Wks.W.Hpl	29 ″ 6 s 3 ″ 8 26 ″ 0½	
69496 162708 GQQR	**Alresford** (*ex*Terneuzen-38) ssRot.No.3-10,33 ssAms.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	2472 2248 1543	✠100A1 ~~Hpl 10,39~~ 2,41 BS~~7,39~~ 11,40	Shl ~~Cf~~ Hpl ✠LMC3,38	*s*	CL ~~2,38~~ 10,40	1922 3mo *Lloyd*	G.Brown& Co. Greenock '*sA&CP*	Sea&LandSecurities,Ld.(Fred. Hunter(Management)Ld.Mgrs.) *IntermediateBH in forehold dispensed with* *CellD*	290·2|44·1|20·9 P25'B88'F35' FK *B248'638t FPT90t*	London British *Cem* 4*BH only* *APT72t*	T.3Cy.22",36"&59"-39" (*s*) 180lb ~~100lb~~ 258NHP 2SB,6*cf*,GS121,HS4272 J.G.Kincaid&Co.Ld.Grk.	23 ″ 0 s 3 ″ 1½ 20 ″ 0	
69497 FOGH	**Alsace** TwinSc (*CableVessel*) *Fitted for oil fuel* 2*Dks* *CruiserStern*	2000					1939	Ch.&Atel. deSt.Nazaire (Penhöet)SA Gd.Quevilly	FrenchGovernment(Postes&Télégraphes)	261·8|39·7|25·9	French *WB*	T6Cy.16⅛",27$\frac{1}{16}$"&44⅞"-29⅜" 216NHP Atel.&Ch.de laSeine Maritime,LeTrait		
69498 FNBC	**Alsina** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* *CruiserStern*	8404 — 4639					1921	Swan,Hunter&Wigham Richardson, LdNewcastle	Soc.Gén.deTransp. Mar.àVap.	450·5|58·4|31·5 P35'B271'F88'	Marseilles French *WB*	4 Steam Turbines DR geared to 2 Sc.Shafts Swan,Hunter&Wigham Richardson,Ld.Nwc.		IV
69499 OXPA	**Alssund** (*ex*SierraLeone) ssAbg.No.3-1,34 ssCpn.No.1-39 D.F. 1*Dk*(*Stl*)	3222 2891 1924	✠100A1 11,39	Cpn ✠LMC2,39	*v*	OG 5,37	1920 11mo	N.V.Schpw v.J.Smit,Czn. Alblasserdm A&CP	Dampskibsslsk. "Hafnia"A/S (T.C.Christensen, *Mgr.*) *CellD*	332·1|48·7|21·8 345·0(O.L.) P30'B212'F24' FK *B284'951tFPT101t*	Frdrkshvn Danish 5*BHCem* *APT156t*	T.3Cy.28",38"&62"-42" (*s*) 180lb *180lb* 282NHP 2SB,6*cf*,GS97,HS4520 Maats.deSchelde,Flushing	24 ″ 6 s 2 ″ 9½ 21 ″ 11	
69500 DOEO	**Alster** Ⓟ 4Mst *Now* "Empire Endurance," *see No.* 87957 *in Supplement* Sub.Sig. D.F. E.S.D.	8514 [illegible] 5328					1928	Deutsche Schiff-Machf. WerkVulcan Hamburg	Norddeutscher Lloyd	509·9|63·6|30·9 P26'B&F461' UpperF30'	Bremen German *WB*	T3Cy.34¼",52¾"&86⅝"-57$\frac{1}{16}$" &1 low pressureTurbine 1000NHP DeutscheSchiff.-u-.Machf. WerkVulcan,Ham.		G
69501 5910 SDBR	**Alstern** (*ex*Fredland,*ex*Ann-Mari, *ex*Ebro,*ex*Meteor) 1*Dk*	*915* *723* *480*					1917	Hlsingbrgs Varfs. Aktieb Helsingborg	O.F.Ahlmark&Co. Eftr.A/B	204·5|33·6|12·7 Q69'H121'F19' B52t	Karlstad Swedish *WB*	T.3Cy.18⅜",29½"&46⅞"-27½" 115NHP HelsingborgsVarfsAktieb.		V
69502 DKAW	**Alstertor** (*ex*Rose-39) D.F. *OilEng.* *Ref.Mchy* 1*Dk&Shelterdk* *CruiserStern*	3063 2617 1786					1938	Öresunds- varvet Aktiebolag Landskrona	Rob.M.Sloman,Jr.	320·7|45·8|25·9 F42'	Hamburg German *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 606NHP Akt. Burmeistr&Wain,Cpn		NG
69503	**Alsterufer** D.F. *OilEng.* *Ref.Mchy* 1*Dk&Shelterdk* *CruiserStern*	2729 2200 1537					1939	Eriksbergs M.V.Aktieb. Gothenburg	Rob.M.Sloman,Jr.	314·4|50·3|23·3	Hamburg German *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 608NHP EriksbergM.V.Aktieb.Got		N
69504 128877 MDQY	**Alt** ssGoo.2ndNo.3-9,36 1*Dk*(*Stl*)	1004 832 419	✠100A1 3,39 ~~BS10,39~~	Goo ✠LMC~~9,36~~ 2,41	*o*	OG ~~9,37~~ 1,41	1911 12mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	LondonMidland& ScottishRailway (Associated HumberLines, *Mgrs.*)	240·2|34·2|15·4 P38'B88'F35' FK *CellDBa&* *uE15'f91'182tFPT*	Goole British 5*BHCem* *14tAPT31t*	T.3Cy.22$\frac{5}{16}$",36"&61"-39"(*r*) 180lb 331NHP 2SB,6*cf*,GS124,HS4948 FD WllsndSlpwy.Co.Ld.Nwc.	16 ″ 4 s 2 ″ 0½ 14 ″ 9½	
69505 220366 KDBC	**Altair** (*ex*Agwimoon) ssBal.No.3-12,32 ssBal.No.1-37 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	6933 6211 4318	✠100A1 ~~5,40 1,40~~ 8,40 BS1,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,20 *F.P. above* 150° F.	Bal ~~Gal~~ NYk ✠LMC3,37	*b*†	CL N1,40	1920 7mo	SunS.B. Co. Chester,Pa. A&CP	Socony-Vacuum OilCo.Inc.	429·3|59·2|33·2 P133'B36'F40' FK *CellD*	NewYork Utd. States 16*BHptCem* (12 *to Up dk* 4 „*2nd*„) *BuE & B59'*	T.3Cy.27¼",45½"&76"-51" (r) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa. *f41'408tFPT222tAPT57t*	33 ″ 3 s 6 ″ 9½ 26 ″ 8½	
96/40 69506 LIYQ	— (*ex*Atherton-35) ssShl.No.2-31 Wireless 1*Dk*(*Stl*)	1522 1249 912	✠ ... 6,35	Bly ✠	*p*		1923 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	D/S A/S Altair (H.Östervold, *Mgr.*)	244·8|38·0|17·5 P19'B43'F23' FK *CellDB205'498t FPT*	Bergen Norwegian 4*BHptCem* *51tAPT63t*	T.3Cy.17",27½"&45"-33" 156NHP 2SB,4*cf*,GS79,HS2806 Ross&Duncan,Gls.	19 ″ 7	N †
69507 TCAG	**Altay** (*ex*RosinaTopic-33, *ex*Blairmore, ssNwc.2ndNo.3-2,26 *ex*Mountfields) 1*Dk*(*Irn*)2*trB* &*deep framing* 3*Dk rule*	*3038* *2822* *1947*	✠ 7,30	Ant ✠	*u*		1901 2mo	W.Gray& Co.Ld. WHartlepool	HüseyinAvni Sohtorikoglu *Cell DBa*	325·0|47·2|22·4 P27'B88'F30' FK &*uE130'f136'782t*	Istanbul Turkish 5*BHCem* *APT53t*	T.3Cy.24",38"&64"-42" NDB13 257NHP 2SB,6*pf*,GS98,HS3738 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10	
69508 DOMH	**Altenfels** *CruiserStern* *OilEng.* Sub.Sig. E.S.D. 2*Dks*	8132 7508 5041					1925	Vulcan- Werke,A.G. Hamburg	DeutscheDampfs. Ges."Hansa"	469·1|60·4|32·5 P115'B144'F93'	Bremen German *WB*	2 Oil Engines 4S.C.SA each8Cy.25$\frac{3}{16}$"-27$\frac{9}{16}$"& hydraulic coupling S.R. geared to 1 Sc.Shaft 996NHP VulcanWerke,A.G.Ham.		G
69509 PCNZ	**Aludra** D.F. 2*Dks*&*Shelter dk*	4930 4478 2970					1921	Deutsche Werft Hamburg	N.V.VanNievelt, Goudriaan&Co.'s Stoomv.Maats.	400·3|54·3|27·4 F41'	Rottrdam Dutch *WB*	T3Cy.28$\frac{9}{16}$",45$\frac{5}{16}$"&75"-55⅛" Gutehoffnungshütte,Oberhausen 418NHP		G
69510 230675 WBEK	**Alva** TwinSc (*Yacht*) *OilEng.* ~~AnnualSurvey,N.Ns.1,40~~ AnnualSurveyJck.1-41 ssN.Ns.No.2-40 2*Dks*(1*dkStl*&*weather dk ptStl*-teaks) D.F. *3rd dk* (*Stl*)*clear of mchy.space*	2265 2014 1144	✠100A1 *withfreeboard* 1,41 ~~1,40~~ DBS~~2,40~~ 1,41	NNs Jck ✠LMC2,40		CL ~~1,38~~ 1,41	1931 3mo *Lloyd*	Frd.Krupp Germaniawf. A.G. Kiel '*sA&CP*	W.K.Vanderbilt *CellDBa16'uE63'* *DTa16'*	249·3|46·2|25·0 Q126'B&F122' FK *f38'350t* *25tDTf9'82tFPT*	New York Utd.States 11*BHptCem* *33tAPT78t*	Oil Engines 4S.C.SA 16Cy.23⅝"-41⅜" DB*175lb* 863NHP Frd.KruppGermaniawfAG Kiel	26 ″ 4 s12 ″ 4½ 18 ″ 1½	
69511 164028 MBWC	— 3Mst Wireless D.F. E.S.D. 1*Dk*	1584 1356 928					1934	Burntislnd S.B.Co.Ld. Burntisland	ClydesdaleShipownersCo.Ld. (Glen&Co.Ld. *Mgrs.*)	265·0|40·5|16·3 P15'Q43'B110'F30'	Glasgow British *WB*	T.3Cy.17",28"&47"-33" 127NHP D.Rowan&Co.Ld.Gls.		C
69512														

104
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1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
69513 206090 WTLB	**Alva C. Dinkey** *Mchy.Aft* GyC. D.F. 1*Dk*	7514 — 5822					1909	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co.	580·0	58·0	32·0 *WB*	Duluth, Minn. Utd.States	T.3Cy.24",39"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
69514 212017 KJBF	**Alvarado** TwinSc D.F. *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	1994 — 1400					1914	CraigS.B. Co. Long Beach,Cal.	MooreMill& LumberCo.	245·0	41·5	24·0	S.Frncisco Utd.States	Q.8Cy.11",16",23"&34"-24" 113NHP CraigS.B.Co.		
69515 PCOE	**Alwaki** Ⓟ *ss*Lon.No.1-40 *ss*Ham.No.3-5,35 2*Dks*(*Stl*) D.F. &*Shelter dk*(*Stl*)	4533 4129 2754	✠100A1 *Shelter dk* *withfreeboard* 6,40~~1,38~~ ✠LMC1,39 BS2,40 *Fitted for oil fuel 6, 22 F.P.above 150°F*	Ham Lon	*y*	CL 5,38	1922 6mo	Werf "Maasdijk" Schiedam A&CP	N.V.VanNievelt Goudriaan&Co.'s Stoomv.Maats.	375·0 *CellDB*314'1031*t* *DTa*32'762*t FPT*94*t APT*109*t*	52·2	25·8 FK *Collision*	Rottrdam Dutch *Asp* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.$26\frac{5}{8}$",$43\frac{5}{16}$"&70"-$47\frac{1}{4}$" 180lb (*s*) 497NHP 3SB(Spt),9*cf*,GS162 HS7590 FD Werf."Maasdijk" Schiedam	28 ″ 3 s 3 ″ 0 25 ″ $5\frac{1}{4}$	
69516 DHAX	**Alwine Russ** Sub.Sig. Wireless 1*Dk*	988 777 566					1921	Stettiner Oderwerke Stettin	ErnstRuss	210·6 P14'Q53'B55'F23'	33·8	13·3	Hamburg German *WB*	T3Cy.$15\frac{3}{4}$",$25\frac{1}{5}$"&$41\frac{3}{16}$"-$29\frac{1}{2}$" 92NHP Stettiner Oderwerke		G
69517 148844 GLBY	**Alynbank** TwinSc *ss*Ant.No.3-2,38 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	5151 4764 3117	✠100A1 *withfreeboard* 12,38 DBS12,39 ✠LMC2,38 *Carrying vegetable oil in deep tank*	Liv	*a*†	CL s1,38 PN1,38 *Lloyd*	1925 3mo	Harland& Wolff,Ld. Glasgow '*sA&CP* *Cell*	BankLine,Ld.(A. Weir&Co.*Mgrs.*)	420·0 *DB*357'1121*t DTf*32'1067*t Tanks between tunnels* 115'251*tFPT* 106*tAPT*132*t*	53·9	26·5 FK *Coll*	Glasgow British 7*BHptCem* *BHtoShdk;* 6 „ „ *2nd dk*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$37\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ $7\frac{3}{4}$ 25 ″ 8	
69518 901 IBBC	**Amabilitas** (*ex*AnsaldoSavoia Secondo) D.F. 1*Dk*	5425 4547 3214					1919	Cant. Offic. Savoia Cornigliano	Soc.AnonIndust- riaArmamento	395·8 379·5 P37'B113'F33'	51·7	27·4 *WB*	Genoa Italian	T.3Cy.26",$42\frac{1}{2}$"&$69\frac{7}{16}$"-48" 337NHP Cant.Nav.Riuniti,Ancona		CI
69519 30026 JDHA	**Amagi Maru** Ⓟ GyC. 2*Dks*	3165 2776 1916					1924	Yokohama DockCo. Yokohama	NipponYusenK.K.	315·5 P22'B79'F36'	46·0	27·0 *WB*	Tokyo Japanese	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.		C
69520 38579 JUSI	**Amagisan Maru** *ss*Tama.No.1-38 *Ref.Mchy.* *OilEng.* GyC. 2*Dks*(*Stl*) *CruiserStern*	7620 6836 ~~4711~~ 4707	✠100A1 *withfreeboard* 10,40~~7,39~~ ✠LMC CS5,38 ~~DBS7,39~~ 7,39 ✠Lloyd'sRMC~~3,40~~ DBS10,40 10,40 *Carrying cargo oil F.P. above 150° F. in deep tank*	Tama	*c*†	CL 7,39 *Lloyd*	1933 12mo	Mitsui Bussan Kaisha,Ld. Uno,Tama '*sA&CP*	MitsuiBussan Kaisha,Ld.	454·0 P28'B171'F34' *CellDB*395'1702*t DTa*30'1093*tFPT*79*tAPT*69*t*	60·0	37·0 FK	Kobe Japanese 8*BH* (1*BHto 2nd dk*)	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"-$55\frac{1}{8}$" 1230NHP DB*120lb* MitsuiBussanKaisha,Ld.	37 ″ 0 s 9 ″ $5\frac{1}{2}$ 27 ″ $8\frac{3}{4}$	
69521 15013 JGUB	**Amaho Maru** (*ex*UnkaiMaruNo.3, *ex*Istria,*ex*Craig- *ss*Kob.2ndNo.3-5,22 rowan) 1*Dk*2*trB*&*deepframing*	2769 2367 1989	✠ ... 9,25 ✠				1898 2mo	A.Rodger &Co. PortGlasgow	AzumaKisenK.K.	314·4 P29'B76'F29'	44·0	20·7 FK	Fuchu Japanese *WB*	T.3Cy.$22\frac{1}{2}$",37"&61"-42" 250NHP Hall-Brwn,Buttery&C.Gls	23 ″ 3	
69522 147288 GKXC	**Amakura** *ss*Liv.No.3-3,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*inNo.1hold*	1987 1694 1172	✠100A1 *withfreeboard* ~~4,40~~ 8,39 12,40 ~~BS12,38~~ ✠LMC12,36 BS~~4,40~~12,40	Liv	*s*	CL ~~N2,37~~ 4,40 *Lloyd*	1924 11mo	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	ArakakaSS.Co.Ld. (BookerBros. McConnell&Co.Ld. *Mgrs.*)	280·1 F27' *CellDBa&uE*94'*f*124'426*tAPT*52*t*	42·2	18·7 FK *Coll*	Liverpool British 4*BHCem* *BHtoShdk;* 3 „ „ 2*nddk*	T.3Cy.$20\frac{1}{2}$",34"&56"-36" (*r*) 180lb 235NHP 2SB,6*cf*,GS118,HS4060 CaledonSB.&E.Co Ld.Dun	20 ″ 9 s ″ 11 20 ″ 0	
69523 10323 JGLB	**Amakusa Maru** Ⓟ TwinSc (*ex*Amur) 1*Dk*(*Stl*)&*Spar dk*(*Stl*-teak s) &*deep framing*	2340 1905 1370	✠ 10,03 ✠	Nag	*s*		1901 4mo	Act.Ges. "Neptun" Rostock	KitaNipponKisen K.K.	279·3 P32'B106'F40'21·3 *Cell DBa*48'*uE&B*46'*f*118'362*t*	40·6	14·4 FK	Fuchu Japanese 4*BHCem*	T.6Cy.$20\frac{7}{8}$",$35\frac{1}{2}$"&55"-$35\frac{1}{2}$" 426NHP 2SB,6*cf*,GS124,HS5876 FD A.G."Neptun,"Rostock	24 ″ 0	
69524 VSQF	**Amal** (*ex*Amalie-36,*ex*Lavinia-35) 1*Dk*	1072 910 586					1902	Sunderlnd S.B.Co.Ld. Sunderland	AtidNavigationCo. Ld.(BarnettBros. &Borchard,Ld. *Mgrs.*)	224·7 P&B133'F28'	33·0	15·2	Haifa Palestine *WB*	T.3Cy.16",28"&44"-33" 111NHP N.E.MarineEng.CoLd.Sld.		G
69525 2069 IUIG	**Amalia Messina** (*ex*Mino-39, *ss*Bel.No.3-7,06 *ex*Siciliano-37,*ex*FifeCoast-32, *ex*PrincessEna,*ex*Glenariff) 1*Dk* *Well deck*	653 531 362	✠ ... 6,09 ✠				1892 10mo	McIlwaine &McColl,Ld. Belfast	MarcelloMessina	209·3 201·0 P20'Q83'B11'F31' BK$7\frac{1}{2}$"	29·1	13·8	Genoa Italian *WB*	T.3Cy.$17\frac{5}{8}$",28"&46"-33" 136NHP M'Ilwaine&McColl,Ld.Bel	14 ″ 9	I †
69526 36968 JEQC	**Amami Maru** Ⓟ (*ex*KankyoMaru, *ex*SeishiMaruNo.5) 2*Dks*	747 — 421					1908	OsakaIron Works Osaka	OshimaKisenK.K.	180·0 B31'F21'	27·2	18·1	Kagoshima Japanese	T.3Cy.13",$21\frac{1}{2}$"&36"-27" 67NHP OsakaIronWorks,Osaka		
69527 HRBP	**Amapala** Ⓟ *ss*N.Os.No.3-2,37 2*Dks*(*Stl*-*Weather dk*teak s) & 2 *lower dks sparred for* *Ref.Mchy.* *fruit cargo*	4148 3546 2552	✠100A1 *withfreeboard* ~~4,40~~ 1,41 ~~11,40~~ ~~BS2,39~~ ✠LMC2,37 ✠Lloyd'sRMC~~3,40~~ 11,40 for temp. 50° F. *Lower decks for fruit cargoes* *Fitted for oil fuel 6, 24 F.P. above 150° F.*	NYk ~~No~~ BS12,40	*w*	OG ~~1,38~~ 11,40 *Lloyd*	1924 6mo	Swan,Hun- ter&Wigham Richardson Ld.Newcastle '*sA&CP*	StandardNavCorp. (StandardFruit& S.S.Co.*Mgrs.*)	350·0 365·0(O.L.) F34' *CellDBa*93'*uE*28'*f*130'377*tFPT*63*tAPT*55*t*	50·2	29·3 FK	Ceiba Honduran *Cem* 6*BH*	T4Cy27",45"&(2)54"-45"(*s*) 200lb 668NHP 4SB,16*cf*,HS10540 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 6 s11 ″ $5\frac{3}{4}$ 20 ″ $5\frac{1}{4}$	
69528 PUQV	**Amaragy** (*ex*Camaragibe-37, *ex*Mirabella,*ex*Enare,*ex*B.G.Kronberg) 1*Dk*	1848 1638 1117					1915	Sörlandets Skibsbygger Fevig	Cia.Commercio e Navegação	265·0 P22'B71'H147*t* F29'	42·1	17·9	R.Janeiro Brazilian *WB*	T.3Cy.18",$29\frac{1}{2}$"&50"-36" 150NHP FredrikstadM.V.Frdstad.		
69529 CSAD	**Amarante** (*ex*Württemberg) *ss*.Ant.2ndNo.3-4,38 Sub.Sig. 2*Dks*(*Stl*)3*rdDk inNo.1hold*	7896 7224 4940	100A1 ~~10,40~~1,40 6,41 ~~BS4,39~~ BS ~~3,40~~6,41	Lis LMC5,38	*c*†	CL ~~5,38~~ 5,41 *Lloyd*	1914	Bremer Vulkan Vegesack '*sA&CP*	Soc.Geral deCom- mercioIndustria e TransportesLtda.	470·0 487·2(O.L.) P54'B121'F58' *CellDB*415'1823*t FPT*243*t APT*45*t*	58·0	35·0 FK	Lisbon Portuguese 8*BHCem*	T.3Cy.$32\frac{5}{8}$",$52\frac{11}{16}$"&$86\frac{1}{2}$"-$55\frac{1}{8}$" 200lb (*s*) 558NHP 4SB,12*cf*,GS204,HS9160 FD BremerVulkan,Vegesack	35 ″ 0 s 8 ″ $2\frac{1}{4}$ 27 ″ $0\frac{1}{2}$	
69530 144211 GBKP	**Amarapoora** Ⓟ *Fitted for oil fuel* D.F. E.S.D. 3*Dks*	9342 6748 5940					1920	W.Denny &Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P.Hen- derson&Co.*Mgrs.*)	465·8 P56'B174'F51'	59·3	30·5	Glasgow British *WB*	T.3Cy.$29\frac{1}{2}$",50"&84"-60" 550NHP W.Denny&Bros.Ld.Dmb.		C

1 Numéro d'Ordre. Numéro Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
69531 HPJH	**Amarylis** (exMaroulio-38, exAssiout-35) ssLiv.No.3-8,30 D.F. ssSch.No.2-39 1Dk	4328 3946 2721	✠100A1 ~~7,40~~ ~~7,38~~ 3,41 BS3,41 ✠LMC9,38 ✠NE made 22 refitted 37 Carrying oil fuel F. P. above 150° F. in DB & DT	Sch ~~NN~~ Bal	x	CL ~~2,37~~ 7,40	1918 11mo	N of Irel'nd S.B.Co.Ld. Londonderry Lloyd's A&CP	AmarylisS.S.Co. Ld. Cell DB316' 1048t	370·4|51·2|25·8 P32' B218' F34' FK DTa28' 660t FPT107t	Panama Panamanian 6BHCem APT108t	T.3Cy.23½",36"&58"-42"(s) 180lb 403NHP 3SB,9cf,GS160,HS6831 FD W.Beardmore&Co.Ld.Gls.	28 ″ 2 s 4 ″ 4¼ 24 ″ 0	
69532 201937 WPBC	**Amasa Stone** Mchy.Aft GyC. D.F. 1Dk	6282 — 4930					1905	Detroit S.B.Co. Wyandotte	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	525·0|55·2|31·0 F44' WB	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP DetroitS.B.Co.Detroit		R
69533 163572 GYDD	**Amastra** ssCff.No.1-39 OilEng. D.F. 1Dk,2nd dk clear of cargo tanks E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8031 7238 4777	✠100A1 12,40 ~~12,39~~ ✠LMC CS3,39 DBS3,39 12,40 ~~12,37~~ Carrying Petroleum in bulk	Cff Bkn	c† 2½	CL 6,38	1935 3mo	Lithgows Ld. PortGlasgow Lloyd's A&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE69' 167t	465·0|59·2|33·8 P93' B47' F48' FK DTf25' 280t FPT143t	London British 15BHCem APT94t	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 503NH DB180lb J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8½ 27 ″ 6½	
69534 11 YLBH	**Amata** (exDundaga,exEmmy, exCondroz,exHerzogJohann Albrecht) 1Dk	1132 959 696					1898	Akt.Ges. "Neptun" Rostock	J.Münninghoff (LatvianShipping Co.Mgrs.)	233·5|35·2|14·3 Q70' B108' F25'	Riga Latvian WB	T.3Cy.16½",25½"&41¾"-31½" 98NHP A.G."Neptun,"Rostock		V
69535 30089 KDXP	**Amazon** (exSailingBarge) GyC. D.F. Mchy.Aft 1Dk2trB	3702 — 2680					1897	Chicago S.B.Co. Chicago	PioneerS.S.Co. (Hutchinson&Co. Mgrs.)	376·0|46·2|25·9 WB	Wilmgton (Del.) Utd.States	T.3Cy.20",30"&52"-40" Eblt89fittd08 NB08 171NH DryDockEng.WksDetroit		R
69536 PCOH	**Amazone** Fitted for oil fuel Wireless Cruiser Stern 2Dks	1294 853 677					1922	J.Meyer's S.B.Co. ZaltBommel	KoninklijkeNederl StoombootMaats.	255·1|36·8|13·3 B51'	Amstrdam Dutch WB	T.3Cy.18½",24½"&48"-36" 138NHP J.&H.Suyver,Amsterdam		V
69537	**Amba Alagi** (exSung-Shan-38, exYarrowdale-35, ssShi.2ndNo.3-8,35 exBoukadra) 1Dk(Stl)	3710 3424 2333	✠ ... 10,39	Shi ✠	w		1910 7mo	W.Gray& Co.Ld. WHartlepool	Cia.Italiana diNav S.A.I.(Chinese ItalianNav.CoLd.) CellDBa	365·1|50·1|23·6 350·1 P29' B67' F33' FK 113'uE23' f154' 997	Shanghai Italian 6BHCem tAPT41t	T.3Cy.24",38"&64"-42" NDB29 313NHP 2SB,6cf,GS102,HS4142 Cen.Mar.Eng.Wrks.WHpl	25 ″ 11	I †
69538	**Amberes** Ⓟ TwinSc OilEng. 1Dk	1507 — 859					1929	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·1|43·2|12·3 P37' B46' F29'	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 288NHP Harland&Wolff,Ld.Gls.		
69539 149474 GNRZ	**Amberton** ssNwc.No.2-37 1Dk(Stl)	5377 4845 3245	✠100A1 Examined 11,40 Nwc BS ~~5,39~~ 6,40 ✠LMC3,37	~~Bry~~	z	CL 12,39	1928 7mo	ShortBros. Ld. Sunderland Lloyd's A&CP	CarltonS.S.Co.Ld. (R.Chapman&Son, Mgrs.) CellDB	409·6|54·0|28·2 P34' B124' F44' FK 344' 1797t FPT217t	Newcastle British 7BHCem APT290t	T.3Cy.22½",39"&68"-48" (s) 220lb 180lb 380NHP 2SB(Spt)8cf,GS155,HS5760 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 0½ 25 ″ 7½	
69540 EAOG	**Ambos** Wood	342 268 199					1918	F.Cardama Godoy Vigo	Grau y Cia.Ltda.	134·5|24·8|11·7 P12' B30' F16'	Vigo Spanish	T.3Cy.10 7/16",16 9/16"&26"-21" 31NHP F.CardamaGodoy,Vigo		
69541 CSBW	**Ambriz** Ⓟ Wireless Mchy.Aft 1Dk&Awng dk	920 829 546	✠ ... 5,12	✠			1907 7mo	SirRaylton Dixon&CoLd Middlesbro'	CiaNacional de Navegação	199·5|30·1|16·3 F39' 16·2 FK	Lisbon Portuguese WB	T.3Cy.15½",25"&41"-27" 112NHP N.E.MarineEng.Co.Ld.Sld.	18 ″ 7	
69542 148783 GMQZ	**Ambrosio** TwinSc ssAru.No.3-11,38 Mchy.Aft 1Dk(Stl)	2391 1743 1239	✠100A1 ~~7,40~~ ~~12,39~~ 12,40 BS7,40 ~~BS5,39~~ ✠LMC1,38 Carrying Petroleum in bulk Fitted for oil fuel 7,26 F.P. above 150° F.	Aru	t	CL 11,38	1926 7mo	Harland& Wolff,Ld. Belfast Lloyd's A&CP	LagoShipping Co.Ld. ~~(P.J.Wolfe, Mgr.)~~ (R.A.Carder,Mgr.) Wing tanks f286t	305·7|50·2|14·3 P67' F34' FK Trunk204' Wing tanks a356t FPT	London British 7BHptCem 60t APT75t	T.6Cy.13½",23½"&36"-27"(s) 180lb 196NHP 2SB,6cf,GS98,HS3702 Harland&WolffLd.Belfast	15 ″ 0 s1 ″ 10¼ 13 ″ 3¾	
69543 104069 MQPZ	**Amelia** sHfx.No.3-5,07 Mchy.Aft 1Dk	341 231 127	✠ ... 2,12	✠			1894 8mo	S.Mc Knight&Co. Ayr	W.Cooper&Son (Kirkwall)Ld.	145·0|22·8|9·9 Q49' B26' F24' BK7"	Kirkwall British WB	C.2Cy.19"&42"-30" 69RHP Muir&Houston,Glasgow	12 ″ 0	C †
69544 425 IBEZ	**Amelia Lauro** (exBelgian-34) ssLiv.No.2-28 D.F. 2Dks(Stl) Now "Empire Activity," see No. 88033 in Supplement	5335 4848 3219	✠ 2,34		y		1919 10mo	Swan,Hunter&Wigham Richardson, LdNewcastle	A.Lauro Cell	412·9|52·3|28·4 400·3 P49' B113' F40' FK 345' 1025t FPT130t	Naples Italian 7BHptCem APT204t	T.3Cy.27",44"&73"-48" 517NHP 3SB,9cf,GS189,HS7668 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 0	I †
69545 239738 WEDI	**America** Ⓟ TwinSc D.F. E.S.D. Fitted for oil fuel GyC. Ref.Mchy. CruiserStern ~~6Dks~~ 5Dks	26454 — 14320					1939	NwprtNws S.B.&D.D.Co NewprtNews	UnitedStates LinesCo.	~~712·7|93·5|30·4~~ 663·6|93·5|30·4 B&F548'	NewYork Utd.States WB	4 steam turbines DR geared to 2 sc. shafts 5666NHP NewportNewsSB&DD.Co.		R
69546 215448 KGQF	— Ⓟ (exAmerika) TwinSc Sub.Sig. GyC. 5Dks D.F. Ref.Mchy.	21329 18748 12189					1905	Harland& Wolff,Ld. Belfast	UnitedStates Maritime Commission	668·8|74·3|47·8 B344' F85'	NewYork Utd.States WB	Q.8Cy.34",49",71"&100"-63" 1586NHP Harland&WolffLd.Belfast		R
69547	— TwinSc (exHenry-FrankI.,exAmerica) 1Dk	800 — 380					1907	J.Frerichs &Co.A.G. Einswarden	Mariano Quatrocchi	162·2|30·0|6·6	Bns.Aires Argentine	C.4Cy.11¾"&20½"-15¾" 28NHP J.Frerichs&Co.Osterholz		
69548 3068 JACD	**America Maru** Ⓟ TwinSc ssYka.No.3-12,10 ssKob.No.2-17 2Dks	6070 4546 3126	✠ ... 11,21	✠			1898 9mo	C.S.Swan& Hunter,Ld. Newcastle	OsakaSyosenK.K.	423·0|51·1|29·5 P79' B223' F54' FK&BK1½"	Osaka Japanese WB	T.6Cy.28¼",46"&75"-48" 1080NHP WllsndSlpwy.Co.Ld.Nwc.	32 ″ 6	
69549 213845 WACA	**American** (exSantaBarbara) Fitted for oil fuel ssBos.No.3-2,28 D.F. ssS.Fo.No.1-32 2Dks(Stl)&Shelter dk(Stl)3rd dk (Stl)in No.1hold only& Web frames Longitudinal framing	4846 4333 2834	✠ ... 11,34	Bos ✠	z		1916 1mo	W Cramp& SonsS&EBCo Philadelphia	American-HawaiianS.S.Co. CellDB350' 1229t	404·6|53·9|26·2 F31' FK DTf32' 826t FPT	NewYork Utd.States 6BHCem 71tAPT16t	Q.4Cy.25½"37"52½"&76"-54" 611NHP 3SB,12cf,GS213,HS8446 WCramp&SnsS&EBCoPhl	28 ″ 9	R †
69550														
69551														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
69552 210617 WHCM	**American Fisher** 3Mst (exStanleyHiller-36, exNelson-35) ssS.Fo.2ndNo.3-8,37 Mchy.Aft 1Dk(Stl)&pt2nd dk(Stl) E.S.D. &Web frames	4779 — 2817	✠100A1 2,41~~3,40~~ MS8,37 ✠LMC ✠NB(WT)36 ~~BS2,40~~ CarryingPetroleum in bulk in all main cargo tanks and in Nos.1&2 summer tanks(Port&Stbd)only Fitted for oil fuel F.P. above150°F.	LAn BS2,41	x	CL ~~10,38~~ 2,41	1912 11mo	ForeRiver S.B.Co. Quincy,Mass. CP	SantaCruzOilCorp. CellDBuE& 1545t	370·0 P98'B26'F30' FK B83'f232' FPT225t APT120t	52·1	27·0	S.Frncisco Utd.States 8BHCem	T.3Cy $23\frac{1}{2}$",$41\frac{7}{16}$"&68"-48" 190lb (s) 538NHP 2SB(FD),6cf,GS103& 1WTB,HS9591 ForeRiverS.B.Co.Quincy	30 // 0 s 5 // 11 24 // $3\frac{3}{4}$	
69553 ~~220148~~ ~~KUVL~~	**American Oriole** (exEastern Glen-33) ssN.Yk.No.3-10,33 ssN.Yk.No.1-37	5169 4823 3213	✠100A1 6,40~~11,39~~ MS12,37 Fitted for oil fuel 10,33 F.P. above 150° F.	NYk Bal ✠LMC BS~~[illegible]~~6,40	z	~~CL~~ ~~N9,38~~ 6,40	1920 3mo	UchidaS.B &Eng.Co.Ld. Yokohama A&CP	~~AmericanForeign~~ ~~S.S.Corp.~~ CellD	399·9 P39'B121'F40' FK B345'1042t FPT138tAPT92t	54·7	27·6	British 6BHptCem	T.3Cy.$26\frac{5}{8}$",$43\frac{7}{8}$"&$71\frac{1}{2}$"-48" 200lb FD (s) 513NHP 3SB(Spt)9cf,GS175,HS7376 Ishikawajima SB.&Eng.Co.Ld.Tokyo	30 // 0	
	Now Barberrys," see No. 87264 in Supplement															
69554 219632 KUDN	**American Press** Sub.Sig. Fitted for oil fuel D.F. 2Dks	5131 — 3099					1920	American International S.B.Corp. HogIslandPa	LykesBros. SteamshipCo.,Inc.	390·0 P39'B121'F43'	54·2	27·8	N.Orleans Utd.States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
69555 OZAH	**American Reefer** OilEng. D.F. E.S.D. 2Dks Ref.Mchy. CruiserStern	2328 1817 1295					1936	Nakskov Skibs.A/S Nakskov	J.Lauritzen	332·6 B&P174'	47·8	17·2	Esbjerg Danish WB	Oil Engines 2S.C.SA 10Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 675NHP Akt.Burmeistr&Wain,Cpn		G
69556 219117 KOJS	**American Robin** (exMagmeric-37) Fitted for oil fuel Sub.Sig. 2Dks	5172 4598 3169					1919	American International S.B.Corp. HogIslandPa	AmericanForeign S.S.Corp.	390·0 P39'B121'F43'	54·0	27·6	NewYork Utd States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
69557 218017 KEVF	**American Seaman** (exEdgemoor-39) Fitted for oil fuel D.F. E.S.D. 2Dks&Shelter dk 3tr B GyC. Sub.Sig. (Now a training ship)	7111 — 3335					1919	Skinner& EddyCorp Seattle,Wash	UnitedStates Maritime Commission	409·6	54·2	27·1	Seattle Utd.States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
69558 218477 KJBI	**American Star** Ⓟ (exStrathnaver) Fitted for oil fuel D.F. 2Dks	5194 — 3317					1919	Downey S.B.Corp. NewYork	RedSalmon CanningCo.	386·8 P40'B110'F40'	52·2	27·4	S.Frncisco Utd.States WB	T.3Cy.27",40"&70"-48" 389NHP DowneyShipyardCorp.		R
69559 222747 KFFC	**American Trader** (exPennsylvania ssPhl.No.3-7,36 Sun-38) 1Dk(Stl)&Shelter dk(Stl)& Mchy.Aft Web frames D.F. GyC. Longitudinal framing	8862 8562 5535	✠ 10,40 Shelter dk withfreeboard ~~MS7,38~~ Carrying Petroleum in bulk Fitted for oil fuel 3,23 F.P above 150° F.	Bal ~~✠LMC~~ ~~BS1,40~~	e†	CL 3,39	1923 3mo	SunS.B Co. Chester,Pa. A&CP	AmericanTrading &ProductionCorp. CellDB uE&B84' f40'448t	480·5 F44' on Shelter dk FK FPT186tAPT84t	66·0	36·8	Baltimore Utd.States 18BHptCem (10 to S dk 8 „ U „)	Q.4Cy.27",39",56"&82"-54" 220lb (r) 819NHP 4SB,12cf,GS262,HS12264 FD SunS.B.Co.Chester,Pa.	37 // 0 ~~s 0 // 1~~ ~~28 // $2\frac{1}{2}$~~	
69560 205096	**Americana** Ⓟ Mchy.Aft	969 — 531					1908	Buffalo D.D.Co. Buffalo	Steamer Americana	203·0	45·0	15·8	NewYork Utd.States	T.3Cy.20",32"&50"-36" 150NHP DetroitS.B.Co.Detroit		
69561 1245 IBAB	**Americano** (exChinampa,exCushing, exPrometheus) ssGen 3rdNo.3-11,38 D.F. 2Dks(1Stl&U Mchy.Aft ptIrn&ptStl)&Webframes	7008 5847 4408	✠100A1 12,39 BS5,39 Carrying Petroleum in bulk Fitted for oil fuel 5,13 F.P. above 150° F.	Gen ✠LMC4,38	a†	12,37	1903 11mo	Palmers' Co.Ld. Newcastle A&CP	DittaG.M. Barbagelata CellDB	435·1 428·0 P252'F46' FK uE39' 71t FPT77t	54·6 54·4	30·3 30·5	Genoa Italian 14BHptCem APT130t	T.3Cy.28",$46\frac{1}{2}$"&77"-54" (s) 180lb 564NHP 4SB,12cf,GS265,HS9950 Palmers'Co.Ld.Newcastle	32 // 0 s 4 // $11\frac{1}{2}$ 27 // $3\frac{1}{4}$	
69562 167544 ~~OXVE~~ GLMX	**Amerika** Ⓟ OilEng. ssCpn.No.2-38 D.F. 2Dks(Stl)3rdDk Ref.Mchy (Stl)in motor space &forward holds	10218 8377 ~~6243~~ 6248	✠100A1 withfreeboard ~~6,40~~~~12,39~~12,40 ✠LMC CS10,38 DBS~~8,39~~6,40 10,37 ✠Lloyd'sRMC~~8,39~~ for temp. 32° F. 12,40~~5,40~~ Nos. 2 & 3 upper 'tween dks. for temp. 14° F.	Cpn ~~Hn~~ Sws	e† $2\frac{11}{16}$	CL 7,39	1930 1mo	Akt.Bur- meistr&Wain Copenhagen Lloyd'sA&CP	Ministry of Shipping(United Baltic Corporation,Ld. Mgrs.) CellDB408'1702t in way of tunnel255t	465·4 484·2(O.L.) B179'F73' FK DTa11'522tTanks FPT138tAPT185t	62·2	37·2	Copnhagn Danish 8BH (6 to Wdk 2 „ 2nd „)	Oil Engines 2S.C.DA 8Cy.$24\frac{3}{8}$"-$55\frac{1}{8}$" 1236NHP DB100lb Akt.Burmeistr&Wain,Cpn	40 // 0 s11 // $9\frac{1}{4}$ 28 // $5\frac{1}{4}$	BT till 5,41
69563 DOND	— (exGoldenfels-36, ssHam.No.3-3,21 exBrocktown,exGoldenfels) 2Dks D.F.	7463 7033 4703	✠ ... 4,24 ✠				1911 11mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	"Atlas"Reederei A.G.	467·9 P65'B131'F57' FK	58·3	32·0	Emden German WB	Q.4Cy.$26\frac{1}{2}$",39",56"&80"-54" 606NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.	34 // 9	G †
69564 7215 SEXA	**Amerikaland** TwinSc ssBal.No.1-40 ssGot.No.3-8,35 OilEng. D.F. 1Dk(Stl)&Web frames Mchy.Aft Longitudinal framing	15355 14224 3320	✠100A1 5,40~~6,39~~ ~~DBS10,39~~ DBS10,40	NYk Bal ~~✠LMC8,35~~ ✠LMC CS6,40 ~~7,39~~1,40	j†	CL s10,38 PN 10,38	1925 6mo	Deutsche WerftA G. Hamburg Lloyd'sA&CP	ÅngfAktiebTirfing (T.E.J. : son Broström,Mgr.) CellDBuE91' 380tDTf27'1173t	561·3 571·6(O.L.) P117'F51' FK FPT729tAPT290t DT's at sides & u bottom	72·2	44·1	Gothenbrg Swedish 11BHAsp (1 to 2nd dk) of holds330'	Oil Engines 4S.C.SA 16Cy.$29\frac{1}{8}$"-$47\frac{1}{4}$" DB114lb 1313NHP AlgemeineElek.Ges.Berlin	44 // 0 s 10 // $2\frac{1}{2}$ 34 // $0\frac{1}{4}$	
69565 ONEC	**Améthyste** TwinSc OilEng. CruiserStern 1Dk	810 654 448					1932	Soc.Anon. Jhn.Cockerill Hoboken	Soc.Anon.John Cockerill	178·4 Q53'B46'F23'	35·6	15·5	Antwerp Belgian WB	Oil Engines 4S.C.SA 16Cy.13"-$23\frac{5}{8}$" 260NHP SocAn.J.Cockerill,Seraing		V
69566 10 SZHS	**Amfitriti** Ⓟ (exKeravnos-35, exNoorElBahr-28) 1Dk	434 — 246					1884	Atel.&Ch. de laLoire St.Nazaire	Pagasitikos SteamshipCo.	185·2	23·3	12·3	Volo Greek	T.3Cy.16",24"&40"-24" 78NHP		
69567	**Amicizia** (exNemrac-40, Iron exCarmen,exSailing ssTln.4thNo.3-6,29 Vessel,exDora, ssTln.No.2-38 exCounty of Inverness) 1Dk(ptStl)2trB Cargo battens not fitted	1796 1592 1070	✠100A1 5,39 BS5,39 ✠LMC3,38 ✠NB06 refitted20 ✠NE97 refitted20	Tln	r	CL 6,38	1877 1mo	Barclay, Curle&Co.Ld Glasgow A&CP	Soc.Anon. Emanuele V.Parodi	266·6 P28'F38' BK$9\frac{1}{2}$" ND02	38·8	23·6	Genoa Italian 4BHCem APT22t	T.3Cy.$12\frac{1}{4}$"$19\frac{11}{16}$"&32"-$22\frac{1}{2}$" 180lb (s) 49NHP 100lb NDB20 1SB,2pf,GS37,HS1247 C.D.Holmes&Co.Ld.Hull	25 // 0 s4 // $3\frac{3}{4}$ 21 // 6	
94/40 69568 148278 GJQR	**Amicus** ssCff.No.3-8,37 D.F. 1Dk(Stl)	3660 3403 2255	✠100A1 8,40~~3,40~~ MS8,37	Hpl Bkn ✠LMC BS11,39	w	CL ~~8,40~~ 8,40	1925 1mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	TempusShipping Co.Ld.(W.H. Seager&Co.Ld. Mgrs.) CellDB317'1042t	362·5 373·7(O.L.) P33'B221'F30' FK FPT80tAPT100t	50·9	22·5	Cardiff British 6BHCem	T.3Cy.25",41"&68"-45" (r) 180lb 369NHP 3SB,9cf,GS165,HS6120 N.E.MarineEng.CoLdNwc	24 // 8 s 3 // 0 21 // $10\frac{3}{4}$	
69569 FNWJ	**Amiénois** D.F. 2Dks	3713 3326 1976					1932	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Compagnie des Bateaux à Vapeur duNord (Soc.Anon. deGérance et d' Armement,Mgrs.)	331·7	53·2	25·0	Dunkirk French WB	T.3Cy.22",36"&60"-39" 225NHP G.Clark&Co.Ld.Sld.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Durée Cert. Réfrig.
69570 142583 MJDX	**Amiens** ssNwc.No.3–11,30 ssShl No.2–40 ~~ssShl.No.1–35~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1548 1285 836	✠100A1 ~~7,40~~ ~~4,38~~ 4,41 ~~MS9,35~~	Npt ~~Shl~~ Cf ✠LMC4,40 ~~BS1,40~~	*p*	CL ~~4,38~~ N4,40	1918 7mo Lloyd	Dublin Dkyd.Co.Ld. Dublin '*sA&CP*	HarriesBros&Co. Ld. *CellDB*171'310*tD*	240·2|36·3|18·4 Q94'B47'F23' FK *Ta*29' 131*t FPT*80*t*	London British 4*BHCem* *APT*38*t*	T.3Cy.18",29"&48"–33" (*s*) 180lb 167NHP 2SB,*6cf*,GS97,HS2886 Ross&Duncan,Glasgow	20 ″ 6 s 2 ″ 5½ 18 ″ 3	
69571 DOIJ	**Amisia** Wireless D.F. 1*Dk*	999 797 596					1921	Atlas- WerkeA.G. Bremen	ArgoReederei Richard Adler&Co.	224·0|33·2|13·7 P14'Q66'B53'F31'	Bremen German *WB*	T3Cy.18 1/16",29½"&48½"–29½" 129NHP Atlas-WerkeA.G.Bremen		G
1/41 69572 162345 MPZV	**Amlwch Rose** ssBly.No.1–39 *Special Surveys to date from* 3,34 *Well deck Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	632 428 277	✠100A1 3,39 BS~~4,38~~ 7,40	Bly ✠LMC MS3,39	*i*	CL 3,39	1931 4mo Lloyd	NVSchpsw "DeMer- wede" Hardinxveld '*sA&CP*	RichardHughes& Co.(Liverpool)Ld. *CellDB*105'144*t*	175·3|27·1|11·1 Q101'B11'F25' FK *FPT*54*t APT*4*t*	Liverpool British 3*BHCem*	T.3Cy.13",21½"&35"–27" (*s*) 180lb 88RHP 1SB,*3cf*,GS54,HS1615 D&W.Hendersn&CoLdGls	13 ″ 0 s 3 ″ 10 12 ″ 9½	
69573 DNBA	**Ammerland**(*ex*Kilnsea–36) ssGls.No.3–5,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Wood hatch covers dispensed* *with in all 2nd dk hatchways*	5381 5173 3334	✠ *Shelter dk* 8,39	Sch ✠	*x*		1923 8mo	IrvinesS.B. &D.D.Co.Ld. W Hartlepool *uE*40'*f*15	Frachtschiffahrt G.m.b.H. *CellDBa*110' 6'860*tDTa*17'552*t*	374·3|51·2|32·8 FK *Collision* *FPT*119*tAPT*163*t*	Oldenburg German *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.26",42"&70"–48" 412NHP 3SB,*9cf*,GS167,HS6656 Richardsons,Westgarth& Co.Ld.Hpl.	35 ″ 3	
69574 DHBB	**Ammon** Ⓟ D.F. 2*Dks*	7134 6406 4369					1922	Bremer "Vulcan" Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	438·4|55·3|32·1 F54	Hamburg German *WB*	T.3Cy.29 1/16",48 3/16"&77 3/16"– 55" 446NHP BremerVulkan,Vegesack		G
69575 10291 JTEH	**Amoy Maru** Ⓟ D.F. 2*Dks*	734 668 423					1906	OsakaIron Works Osaka	OsakaSyosen K.K.	185·0|27·1|17·8	Osaka Japanese	T.3Cy.13",25"&39"–30" 83NHP OsakaIronWorks,Osaka		
69576 FOYJ	**Ampère** **TwinSc** (*Cable Vessel*) **GyC.** 1*Dk*	2435 1046 660					1930	Soc.Pro- vençale de Cnst.Nav. LaCiotat	FrenchGovern- ment(Postes& Télégraphes)	288·3|41·1|23·7 B98'	LaSeyne French *WB*	T6Cy17 5/16"27 3/16"&45 11/16"–28¾" 224NHP SocProvençale deCnstNav		V
69577 ~~10~~ ~~ONPB~~ HPQJ	**Ampetco** (*ex*Urania) **TwinSc** *OilEng.* ssAnt.No.3–9,38 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. Sub.Sig. *Web frames* *Longitudinal framing* *Progressive survey of oil tanks*	8718 8425 4752	✠100A1 *Shelter dk* *withfreeboard* 2.41 9,39 ~~11,40~~ DBS~~8,39~~11,40 9,39 *CarryingPetr*	Ant NYk ✠LMC CS9,39 *oleum*	*d*† *in*	CL 8,38 *bulk*	1926 6mo Lloyd	Howaldts- werke Kiel '*sA&CP*	PanamaTrans- portCo. *CellDBa&uE*93' *DTf*36'275*t*	470·3|63·2|35·3 B34'F39' FK 287*t* *FPT*182*tAPT*79*t*	Panama Pnamanian 18*BHptCem* *ptAsp* 13*BHtoUdk*	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 776NHP 2 Water Tube DB*200lb* DB*70lb* GebrüderSulzer, Ludwigshafen	35 ″ 6 s 8 ″ 4½ 27 ″ 5	
125/40 69578 148313 GMTB	**Ampleforth** (*ex*Glofield–32) ssHul.No.2–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4576 4235 2765	✠100A1 *withfreeboard* 4,40 ~~7,39~~ BS12,39	Hul ✠LMC9,38	*z*	CL ~~2,38~~ 4,40	1929 12mo Lloyd	Craig, Tay- lor&Co.Ld. Stockton '*sA&CP*	AmpleforthS.S.Co. Ld.(CharlesCravos &Co.) *CellDB*344'1312*t*	400·5|53·5|25·0 415·0(O.L.) F32' FK (*FPT*121*t APT*146*t*	Cardiff British 6*BHCem* *Coll to Sh dk* 5 ,,2*nd*,,)	T.3Cy.25½",42"&70"–48" (*s*) 180lb 417NHP 3SB,*9cf*,GS144,HS7080 Blair&Co.(1926)Ld.Stk.	27 ″ 6 s 3 ″ 0¾ 24 ″ 8¼	
69579 166600 GNNX	**Amra** Ⓟ **TwinSc** D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	8314 4983 3993	✠100A1 ~~11,39~~ 11,40 ~~BS11,39~~ ✠Lloyd'sRMC~~11,39~~ BS5,40 11,40 ~~5,40~~	Cal ✠LMC11,38	*c*† 2⅛	CL ~~11,39~~ 4,40	1938 11mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*372'1168*t* *at sides of*	444·6|61·2|25·2 461·1(O.L.) B190'F45' FK *Shade dk* (*Tanks* *tunnels* 80*t FPT*78*t*	London British 9*BHCem* *Coll to Sh dk* 8 ,, 2*nd*,,) *APT*133*t*	6 steam turbines SRgeared to 2 screw shafts (*s*) FD 2155NHP 3WTB450lb(Spt440lb) GS462,HS17895 ParsonsMarineSteam TurbineCo.Ld.Nwc	28 ″ 3 s 4 ″ 8 23 ″ 9½	
69580 237016 WPTE	**Amsco** (*ex*Torino–38) ssMob.2ndNo.3–2,38 *Mchy.Aft* 2*Dks* Now "Empire Otter," *see No.* 87991 *in Supplement*	4627 4397 2738	✠100A1 5,40~~12,39~~ BS12,39 *CarryingPetr* *Fitted for oil*	Mob LMC2,38 *oleum* *fuel* 2	*x* *inb* ,38	CL ~~12,39~~ 5,40 *ulk* *F.P. a*	*Laun-* *ched* 1920 *Comp* Lloyd *bove* 1	Internatnl. S.B.Co. Pascagoula, Miss. *leted & reconst* '*sA&CP* 50° F.	AmericanMineral SpiritsCo.(Amsco Nav.Co.*Mgrs.*) *ructed as tanker* 19 *CellDBuE&* 53'	370·0|52·0|27·5 P19'B115'F37' FK 38 *pump room* *f*62' 316*t FPT*136*t*	Wilmgton (Del.) Utd.States 14*BHptCem* *APT*118*t*	T.3Cy 24",40"&65"–42" (*s*) 180lb 378NHP 2SB,*8cf*,HS5540 FD NB01 *rebuilt&refitted*20, *refitted*38 InternationalMarineIron Works,Houston,Tex.	27 ″ 6 s 5 ″ 0½ 22 ″ 7	
69581 PCPG	**Amstel** ssRot.No.3–3,38 D.F. 1*Dk*(*Stl*)	2115 1892 1253	✠100A1 ~~1,40~~ 11,40 MS3,38	Rot Hul ✠LMC BS~~8,38~~ 9,40	*s*	CL 6,39	1925 5mo Lloyd	A.Vuijk& Zonen Capelle a/d Ysel '*sA&CP*	N.V.Houtvaart (Vinke&Co.*Mgrs*) *CellDB*	281·3|42·7|19·3 P22'B64'F22' FK 244' 536*t FPT*103*t*	Rottrdam Dutch 4*BHptCem* *ptAsp* *APT*54*t*	T.3Cy.21",34½"&57"–36" (*s*) 210lb 248NHP 2SB,*6cf*,GS106,HS4054 Arnhemsche-Stoomsleep- hellingMaats.Arnhem	21 ″ 4 s 3 ″ 1½ 18 ″ 4	
69582 PCPL	**Amstelkerk** Ⓟ ssHam.No.2–37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	4457 3215 2453	✠100A1 *withfreeboard* 9,40~~12,39~~ MS1,37 *Fitted for oil* *Fitted for car*	Ams Lon ✠LMC BS~~5,39~~ 4,40 *fuel*2, *rying*	*y* 29 *oil*	CL 7,39 *F.P.a* *F.P.a*	1929 2mo Lloyd *bove* 1 *bove* 1	Nüscke& Co.A.G. Stettin '*sA&CP* 50°F. 50°F.*in Deep T* *CellDB*30	Vereenig deNeder- landscheScheep. Maats. (Holland WestAfrikaLijn N.V.*Mgrs.*) *ank* 1'726*t DTf*27'502*t*	368·7|53·2|22·0 383·7(O.L.) B112'F36' FK (*CollBH&A.P.* *FPT*80*tAPT*44*t*	TheHague Dutch 7*BHptCem* *ptAsp* *BH to Sh dk* 4 ,, 2*nd* ,, 1 ,, 3*rd* ,,)	2 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 225lb 653NHP 4SB(Spt),*12cf*,GS189, FD HS8439 EscherWyss&Cie.Zürich	25 ″ 6 s 2 ″ 1½ 23 ″ 6½	
69583 PCPR	**Amstelland** ssAms.No.3–12,33 ssHam.No.1–37 2*Dks*(*Stl*)3*trBinNo.1hold* *Ref.Mchy.* *CruiserStern*	8156 7532 5128	✠100A1 2,41~~3,39~~ ~~BS3,39~~ ✠Lloyd'sRMC~~1,40~~ BS2,41 *Fitted for oil*	Ham Fal ✠LMC2,37 6,40 *fuel* 8,	*d*† 20	CL ~~N4,38~~ N2,41 *F.P. a*	1920 8mo Lloyd *bove* 1	Swan,Hun- ter&Wigham Richardson, Ld Newcastle '*sA&CP* 50° F.	N.V.totVoortzet- ting van den Kon- inklijkenHolland- schenLloyd *Cell*	470·1|61·5|32·1 489·1(O.L.) P58'B317'F48' FK *DB*413' 1580*t FPT*	Amstrdam Dutch 7*BHptCem* 113*tAPT*68*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb HS13300 1066NHP 5SB(Spt),*15cf*,GS327, FD Swan,Hunter&Wigham- RichardsonLdMch&Nwc	34 ″ 10 s 6 ″ 4½ 28 ″ 8½	
69584 PCPW	**Amstelstroom** *OilEng* ssAms.No.1–40 *Mchy.Aft* 1*Dk*&*Shelter dk* E.S.D. *CruiserStern*	395 295 184	✠100A1 *withfreeboard* 4,40	Ams ✠LMC CS4,40 4,40	*j*	CL 4,40	1936 1mo Lloyd	N.V.C.Van derGiessen& Zonen'sSchps Krimpen '*sA&CP*	N.V.Hollandsche Stoomb.Maats. *CellDB*120'158*t*	185·6|29·6| 8·3 30·7 FK *FPT*24*tAPT*13*t* (	Amstrdam Dutch 4*BHptCem* *Coll to Shdk* 3 ,,2*nd*,,)	Oil Engines 4S.C.SA 7Cy.15⅝"–24 7/16" 160NHP WerkspoorN.V.Ams.	11 ″ 0 s ″ 2 10 ″ 11	
69585 2157 IBEC	**Amsterdam** ssAms.No.3–12,33 ssAnt.No.1–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	8673 7947 4711	✠100A1 *Shelter dk* *withfreeboard* 1,40 BS3,39 *Fitted for oil*	Gen ✠LMC6,38 *fuel* 12	*e*† ,21	CL 1,40 *F.P.a*	1921 11mo Lloyd *bove* 1	Lithgows, Ld. PortGlasgow '*sA&CP* 50°F.	FratelliRizzuto *CellDB*396' 1946*tDTa*39'1384*t*	492·4|65·5|31·7 471·1 F38' *on Shelter dk* FK *FPT*368*tAPT*263*t*	Genoa Italian *ptCem* 8*BHtoSh dk* *Turbines by*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 220lb HS14958 1105NHP 6SB(Spt),*18cf*,GS343 FD D.Rowan&CoLd.Glasgow MetVickersElecCoLdMch	35 ″ 9 s 5 ″ 11½ 30 ″ 0½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth Freeboard amidship Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
69586 PCQF	**Amsterdam** ssRot.No.3-10,34 ssRot.No.1-38 D.F. 2Dks(Stl)& Mchy.Aft Webframes Longitudinal framing	7329 6873 4372	✠100A1 1,40 ~~BS12,39~~ ✠LMC11,38 10,40 Carrying Petroleum in bulk Fitted for oil fuel 10,22 F.P. above 150°F.	Ams	b†	CL N12,39	1922 10mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	N.V.Petroleum IndustrieMaats CellDBuE&B50'152t DTf598t FPT135t APT42t	440·0|57·5|34·1 P95'B32'F46' FK	TheHague Dutch 18BHptCem (11 to U dk 7 ,, 2nd ,,)	T.3Cy.28",46"&77"-51" (s) 180lb 627NHP 3SB&1Aux.SB,11cf,HS9562 ArmstrongWhitworth FD &Co.Ld.Nwc.	33"11 s6"6¾ 27"7	
69587 161037 GNCW	— Ⓟ TwinSc ssGms.No.2-38 2Dks(Weather dk pt Stl-teak s) 3rdDk forward of Mchy.space Sub.Sig. CruiserStern	4220 3028 1989	✠100A1 withfreeboard ~~5,10~~ ~~5,30~~12,40 ~~BS4,39~~ ✠LMC3,38 For Service between Harwich &the Hook of Holland	Gms ~~Sou~~ Sws BS4,40	w	OG 4,38	1930 4mo Lloyd's A&CP	J.Brown&Co.Ld. Clydebank	London&North EasternRailway CellDBuE42'55t DTsf48'57tDTsa22'42t FPT12t APT42t	350·8|50·1|26·0 365·7(O.L.) Promenade dk& F268' FK MT12'120t	Harwich British 8BHptCem ptAsp	4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 215lb FD 1520NHP 5SB,20cf,GS430,HS15033 J.Brown&Co.Ld.Clydebnk	27"0 s12"2½ 15"3	BT till ~~5,40~~ 5,41
69588 4222 SDGC	— Well deck 1Dk	889 714 496					1903	W.LindbergsM.V. Stockholm	StockholmsRederiaktiebSvea (Eman.Högberg, Mgr.)	209·2|32·1|13·2 Q79'B51'H50tF19'	Stockholm Swedish WB	T.3Cy.14$\frac{9}{16}$",23⅜"&38"-25$\frac{5}{16}$" 73NHP W.LindbergsM.V.Skm.		V
69589 223669 KLEC	**Amsterdam Socony** TwinSc OilEng. D.F. Mchy.Aft Carrying Petroleum in bulk New middle body electrically welded 1937	1199 — 753					1924	SunS.B.&D.D.Co. Chester,Pa. Rebuilt 1937	Socony-Vacuum OilCo.Inc.	252·9|40·1|12·8	NewYork Utd.States WB	OilEngines 4S.C.SA 6Cy.13"-18" 98NHP McIntosh&SeymourCorp. Auburn,N.Y		R
69590 UOIX	**Amur** (exJapix-33,exEldon) ssNwc.No.1-28 Well deck 1Dk(Stl) Sub.Sig.	2917 2281 1551	✠ 2,33 ✠	Kel	t		1923 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R. CellDBuE20'f126'432tDTa86'799t FPT79t APT96t	306·3|45·1|22·3 Q122'B56'F25' FK	Vladvostk Russian 6BHptCem	T.3Cy.24",40"&65"-42" 335NHP 2SB,8cf,GS142,HS5679 Richardsons,Westgarth&Co.Ld.Hpl.	24"3	
69591 UPLW	— (exDamptre-35,exStokka) 1Dk	1931 1686 1104					1921	NVRotterdmsch.Schpw My.WerfII. Rotterdam	U.S.S.R.	270·0|42·2|18·4 P76tH99tF14t	Vladvostk Russian WB	T.3Cy.20",31"&51"-36" 156NHP N.V.v/dKuy&v/dKee's Mchfb.&Schps.Rot.		
69592 114447 VGDQ	— (exJ.H.Plummer,exVanEyck,exJ.H.Plummer) 2Dks Fitted for oil fuel Mchy.Aft	1643 1491 1238					1903	Armstrong Whitworth &Co.Ld. Newcastle	CoastwiseS.S.&BargeCo.Ld.(J.Griffiths&Sons, Mgrs.)	246·4|36·6|21·7	Vancouver British WB	T.3Cy.20½",33"&54"-36" 175NHP WllsndSlpwy.Co.Ld.Nwc.		
69593 143718 MKPF	**Amy Summerfield** ssLiv.No.3-5,34 ssLiv.No.1-38 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	407 318 159	✠100A1 12,38 ✠LMC MS12,38 ~~BS2,39~~ BS~~4,40~~ 5,41	Liv	f	CL 11,38	1921 3mo Lloyd's A&CP	Day,Summers&Co.Ld. Southampton	ZillahShipping&CarryingCo.Ld.(W.A.Savage,Ld. Mgrs.)	143·2|25·1|11·6 Q47'B9'F24' BK7" FPT48t	Liverpool British 3BHCem APT3t	C.2Cy.19"&38"-30" (s) 120lb 60RHP 1SB,3cf,GS64,HS1840 Day,Summers&Co.Ld.Sou.	12"9 s"10½ 12"6	
69594	**An Kong** Ⓟ (exCheongOn-37,exMondego,exStandard) 1Dk&Spar dk	1492 1324 882					1905	Framnes Mek.Værks. Sandefjord	LeeKeeS.S.Co.Ld.	231·5|35·5|19·4 H111tF31t	Shanghai Chinese WB	T.3Cy.18",29"&48"-33" 132NHP Akers.Mek.Værks.Oslo		
69595 XNBN	**An Lee** (exHwahHsin,exSexta) 1Dk&Spar dk	1668 1442 977					1905	Schiffsw.v.HenryKoch Lübeck	ChingKeeS.N.Co.Ld.	265·7|37·8|18·3 P30'B75'F38'	Chefoo Chinese WB	T.3Cy.20½",33½"&53¼"-33½" 164NHP J.F.Ahrens,Altona		
69596 XNFS	**An-Shing** (exMinerva) TwinMasts 2Dks Longitudinal framing	2821 2215 1794					1909	W.Hamilton&Co.Ld. Pt.Glasgow	AnTungS.S.Co.	327·6|44·2|18·5 Q110'B86'F41'	Shanghai Chinese WB	T.3Cy.21",35"&57"-29" 203NHP D.Rowan&Co.Glasgow		
69597 ~~[illegible]~~ ~~KJBK~~	**Anacortes** Now "Empire Mallard," see No. 90999 in Supplement 2Dks&Webframes Sub.Sig. Longitudinal framing	4889 4233 3527	✠ ... 6,21 ✠				1918 9mo	ToddD.D&Const.Corp. Tacoma,Wsh.	~~UnitedStates Maritime Commission~~	379·8|53·1|27·0 P39'B102'F42' FK WB	British	T.3Cy.24",40"&70"-48" SeattleConst. 472NHP &DryDockCo.Seattle	29"4	R †
69598 163570 GYDG	**Anadara** ssSng.No.1-39 Mchy.Aft OilEng. 1Dk2nd dk clear of cargo tanks D.F. E.S.D. CruiserStern Longitudinal framing at bottom & at deck	8009 7213 4767	✠100A1 5,41 ✠LMC CS4,39 DBS5,41 12,39 Carrying Petroleum in bulk	Bkn Fal	c†	CL ~~3,38~~ 12,40	1935 2mo Lloyd's A&CP	Harland&Wolff,Ld. Glasgow	Anglo-Saxon PetroleumCo.Ld. CellDBuE69'159t DTf25'289t FPT144t APT88t	465·1|59·4|33·9 483·2(O.L.) P93'B46'F48' FK	London British 15BH	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB180lb Harland&Wolff,Ld.Gls.	34"0 s6"8¾ 27"6	
69599 UOFX	**Anadir** Ⓟ Sub.Sig. CruiserStern 2Dks	3554 2993 1963					1930	BalticS.B.&E.Works Leningrad	U.S.S.R.	314·7|46·1|26·1 P43'B95'F37'	Vladvostk Russian WB	T.3Cy.22$\frac{7}{16}$",37"&59$\frac{1}{16}$"-39⅜" 219NHP BalticS.B.&E.Works,Len.		
69600 TCAJ	**Anadolu** (exAnatolieII,exLeopold,exDoob,exTriton,exClio)	631 — 348					1896	J.Laing Sunderland	Mustafa ve Ahmet ve VehbiAldikaçti	185·0|27·6|12·5 Q64'B45'F26'	Istanbul Turkish WB	T.3Cy.16½",26½"&43½"-30" 103NHP G.Clark,Ld.Sunderland		
69601 160388 ~~FOHA~~ GLZL	**Anadyr** (exRedsea-38) ssLth.No.1-34 1Dk(Stl)&Shelter dk(Stl)	5321 4758 3224	✠ ... 7,38 ✠	Lon	a†		1930 4mo	Nthmblnd S.B.Co.(1927)Ld. Newcastle	Ministry of Shipping(H.Hogarth &Sons, Mgrs.) CellDB373'1204t DTa23'904t	~~412·7|55·1|26·4~~ 412·8|55·3|26·0 F34' FK FPT94t APT154t	Glasgow British 7BHptCem (Coll to Sh dk 6 ,, 2nd,,)	Q4Cy.23",32½",47"&68"-48" 456NHP 3SB,6cf,GS111,HS6240 N.E.MarineEngCoLd.Nwc	28"6	V †
69602 TCAB	**Anafarta** Ⓟ (exSkerryvore) Wireless 2Dks	1354 — 637					1898	Caledon SB.&E.Co.Ld Dundee	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	250·0|35·6|16·3 P&B160'F50'	Istanbul Turkish WB	T.3Cy.25",40"&65"-48" 293NHP CaledonSB.&E.Co.Ld.Dun		
69603	**Anakan** (exEnidtown-39) OilEng. Mchy.Aft 1Dk CruiserStern	795 545 485	✠100A1 6,40 ~~1,40~~ ✠LMC9,38	Man	j	CL	1938 9mo Lloyd's A&CP	NVSchpsw Gebr v/dWerf Deest	ManilaS.S.Co. Inc.(Elizalde&Co. Inc.Mgrs.) CellDB125'185t FPT60t APT40t	191·9|29·1|12·0 198·8(O.L.) P43'Q81'F21' FK	Manila Utd.States 4BHCem	Oil Engines 4S.C.SA 6Cy.14¾"-21⅝" 127NHP MtrnWerkeMannheimAG	13"6 s4"6¾ 13"0½	
69604 171165 MBZM	**Analock** (exAnaconda-38) ssShi.2ndNo.3-9,38 1Dk&Shelter dk Longitudinal framing	6638 5669 3983	✠100A1 Shelter dk withfreeboard 10,39 BS10,39 LMC9,38	Yka	z	CL 6,38	1919 10mo Lloyd's A&CP	Federal S.B.Co. Kearny,N.J.	G.E.Marden (Wheelock&Co. Ld.Mgrs.) CellDB331'1512t	396·6|55·2|31·3 P45'B110'F38' on Shelter dk FK FPT187t APT175t	Shanghai British 7BHtoShdk ptCem	2 steam turbines DR geared to 1 sc. shaft 210lb (s) FD 3SB(Spt)9cf,GS185,HS8934 Mid.WestEng.Co.Indianapolis	34"11 s8"0½ 27"1	

1 Numero d'Ordre Numero Officiel Signaux	2–3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
69605 UPBF	**Anastas Mikoyan** (*ex*Piatiy Krabolov, *ex*Benavon) *ss*Lth.2ndNo.3-1,29 1*Dk*(*Stl*)&*Spar dk*(*pt Irn* & *pt Stl*)&*deep framing*	4153 3546 2472	✠ —— 9,31 ✠	Kob	*w*		1905 9mo	Bartram&Sons Sunderland	U.S.S.R. *CellDBa* 120'*uE&B*42'	376·2 P35'B135'F38' FK *f*154'868*tAPT*55*t*	45·9	26·4	Vladvostk Russian 6*BHCem* (5 *toSp dk* 1 „ *M* „)	T.3Cy.25",42"&68"-48" 352NHP 2SB,8*cf*,GS168,HS5500 J.Dickinson&Sons,Ld.Sld.	28 ″ 6	
69606 PCQM	**Anastasia** TwinSc *OilEng.* E.S.D. *ss*Sng.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	3029 2282 1605	✠100A1 7,40 ~~11,30~~ ✠LMC DBS7,40 *Carrying Petroleum in bulk*	Bat CS2,39	*t* 2 2,39	CL 10,39	1930 12mo *Lloyd's*A&CP	NV Burgerhout'sM.&S. Rotterdam	Nederl.-Indische Tankstoomboot Maats. *Cell*	305·8 P86'F50' FK *Trunk*169' *DBuE*52'136*t FPT*	50·1	19·3	Curacao Dutch 11*BHptCem* 68*tAPT*68*t*	Oil Engines 4S.C.SA 12Cy.18½"-$35\frac{7}{16}$" 380NHP DB*made*21*refitted*39-120*lb* Werkspoor,Amsterdam	19 ″ 3 s1 ″ 0¼ 17 ″ 7½	
69607 14 SYGX	**Anastassia** (*ex*KingCity, *ex*Quarrydene) *ss*Gls.No.3-1,18 1*Dk&deep framing*	2883 2722 1822	✠ … 12,20 ✠				1905 5mo	Bartram&Sons Sunderland	C.Choremis (J.Livanos&Sons, Ld.*Mgrs.*)	331·0 P29'B190'F37' FK	48·0	21·5	Hydra Greek *WB*	T.3Cy.23½",39"&64"-42" 291NHP Blair&Co.Ld.Stockton	24 ″ 0	C †
69608 46 SVGK	**Anastassios Pateras** (*ex*Svorono, *ex*Ennisbrook) *ss*Rou.2ndNo.3-8,39 1*Dk*(*ptStl ptIrn*)	3382 3183 2127	✠100A1 1,41 ~~3,30~~ ✠LMC MS8,39	Rou Bry BS~~5,38~~ 3,41	*v*	CL ~~3,38~~ 1,41	1914 7mo *Lloyd's*A&CP	J.Blumer&Co. Sunderland *Interm*	Anastassios Pateras&Sons *ediate BH in after* *Cell DBa*123'*u E*25'	348·5 P35'B106'F30' FK *hold dispensed with* *f*149'861*t FPT*59*t*	48·7	22·9	Chios Greek *Cem* 5*BH only* *APT*108*t*	T.3Cy.24",40"&65"-42" (*s*) 180lb 301NHP 2SB,6*cf*,GS116,HS4700 N.E.MarineEng.Co.LdSld.	25 ″ 4 s 4 ″ 2½ 21 ″ 4	
69609 LKCD	**Anatina** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	4986 4368 2971					1939	Öresundsvarvet Aktiebolag Landskrona	A/SAnatina (M.Chr.Stray)	438·4 P20'F32'	57·4	22·5	Krstnsand Norwegian *WB*	4 Oil Engines 2S.C.SA 24Cy.13⅜"-$22\frac{7}{16}$" with electro-magnetic slip couplings & SR gearing 752NHP AtlasDieselA/B,Skm.		N
69610	**Anatoli Serov** (*ex*Garthorpe-39, *ex*JohnHolt-37) *ss*Liv.No.2-33 D.F. 2*Dks*(*Stl*-*Wthr dk* teak s)	2922 2630 1794	✠ —— 10,39 ✠	Liv			1926 1mo	Smith's DockCo.Ld. Middlesbro'	U.S.S.R. *CellDB*263'520*t*	310·0 F29' FK *FPT*50*tAPT*26*t*	44·6	24·3	Petropavlovsk Russian *Cem* 6*BHto W dk*	T.3Cy.21½",35"&59"-39" 256NHP 2SB,6*cf*,GS111,HS4233 Smith'sDockCo.Ld.Mdb.	26 ″ 4	
69611 ~~DOGA~~	**Anatolia** Sub.Sig. 2*Dks*	2446 2189 1421					1923	Akt.Ges. "Weser" Bremen	Cia.Argentina de NavegaciónLloyd ArgentinoSociedad deResponsabilidadLtda.	315·8 P59'B24'F37'	46·1	18·8	Bns.Aires Argentine *WB*	T.3Cy.22⅞",36¼"&60¼"-39⅜" 228NHP Akt.Ges."Weser,"Bremen		G
69612	**Ancap II** (*ex*Audax-35, *ex*Marit,*ex*Stolt) 3Mst *ss*Lth.No.3-5,27 *Mchy.Aft* 1*Dk*(*Stl*) *Carrying Petroleum in bulk*	482 335 262	✠ —— 5,34 ✠	CTn	*g*		1915 11mo	NVSchpsw DeMerwede Hardinxveld	Administración Nacional deCombustiblesAlcohol y Portland	156·6 Q97'F20' FK	25·1	10·8	M.Video Uruguayan 3*BHCem* *FPT*43*t*	T.3Cy.13",20"&33"-24 74NHP 1SB,3*pf*,GS51,HS1364 Verschure&Co.Ams.	11 ″ 11	
33/41 69613 131320 GPZB	**Anchises** Ⓟ TwinSc D.F. *Ref.Mchy.* 3*Dks*	10000 8436 6213					1911	Workman Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	493·0 P47'B199'F63'	60·4	37·1	Liverpool British *WB*	T.6Cy.24",40"&68"-48" 640NHP Wrkman,Clark&Co.LdBel		BT till 2,41
69614 238556 WTWY	**Ancon** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. GyC. 5*Dks* *Ref.Mchy.* *CruiserStern*	10021 — 5925					1939	Bethlehem SteelCo.(S.B. Division) Quincy,Mass.	PanamaRailroad Co.Inc.	474·7	64·1	38·5	NewYork Utd.States *WB*	4DRgeared steam turbines 2270NHP BethlehemSteelCo.(S.B. Division)Quincy,Mass.		R
69615 117125 WCCI	— Ⓟ (*ex*Shawmut) TwinSc Now Ex Ancon, see No. 88026 in Supplement GyC. *Fitted for oil fuel* Sub.Sig. D.F. 3*Dks*	9640 — 7531					1902	Maryland SteelCo. Sparro'PtMd	PanamaCanal (PanamaRailroad Co.Inc.*Mgrs.*)	489·5 B178'	58·0	28·9	NewYork Utd.States *WB*	T.6Cy.23½",39¼"&63"-45" NB18 533NHP MarylandStl.Co.Sparr.'Pt.		
69616 163559 GYDK	**Ancylus** *Mchy.Aft* D.F. E.S.D. *OilEng.* *CruiserStern* *ss*Bkn.No.1-40 1*Dk2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8017 7221 4784	✠100A1 3,40 ✠LMC DBS3,39 *Carrying Petroleum in bulk*	Bkn CS3,39	*c*† 3,39	CL 4,38	1935 1mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*55'137*t*	465·0 P93'B46'F48' FK *DTf*25'270*tFPT* 1	59·4	33·8	London British 15*BH* 41*tAPT*92*t*	Oil Engines 4S.C.SA 8Cy.$25\frac{3}{16}$"-55½" 502NHP DB*180lb* Hwthrn,Leslie&CoLdNwc	34 ″ 0 s 6 ″ 8½ 27 ″ 6	
69617 149782 GMVB	**Andalucia Star** Ⓟ TwinSc (*ex*Andalucia) *ss*Lon.No.3-11,38 *Ref.Mchy.* 5 *Dks 3rd & 5th dks omitted in foremost hold* D.F. E.S.D. *CruiserStern*	14943 12358 9259	✠100A1 *with freeboard* 9,40 ~~11,39~~ ✠LMC MS7,38 ✠Lloyd'sRMC5,41 No. 1a forecastle, Nos. 1a & 6 shelter 'tween dks. ~~No. 5 after shelter 'tween dk. spaces,~~ No. 3 shelter trunk. No. 4 trunk & Nos. 4 & 5 bridge dks. for temp. 32° F. *Fitted for oil fuel* 3,27 *F.P. above* 150° F.	Lon Liv BS~~4,39~~ 3,40		CL 6,38	1927 3mo *Lloyd's*A&CP	Cammell Laird&Co.Ld. Birkenhead	BlueStarLine,Ld.	578·9 597·7(O L.) B266'F142' FK len35 (*Duct keel forwd. of*	68·3	42·7	London British 10*BHCem* *Coll to W dk* 9 „ 2*nd*) „ *mchy.space* *CellDB*	4SteamTurbinesSRgeared to2Sc.Shafts (*r*) 1909NHP 200lb FD HS26680 3D&1SB,28*cf*,GS490 CammellLaird&Co.Ld.Bkn 488'1942*tFPT*105*tAPT*84*t*	46 ″ 0 s18 ″ 4¼ 28 ″ 1	BT till ~~6,40~~ ~~10,40~~ 6,41
69618 228 IBEB	**Andalusia** (*ex*Australplain, *ex*Ardanmhor) D.F. 1*Dk&Spar dk*	4499 4185 2807					1907	D&WHendersn&Co.Ld Glasgow	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	397·7 385·2 P45'B110'F40'	50·5	17·7 26·4	Trieste Italian *WB*	T.3Cy.25",41"&67"-48" 311NHP D&W.Hendersn&CoLdGls		CI
69619 140557 GRBW	**Andalusian** *CruiserStern* 2*Dks*	3082 2872 1899					1918	Earle'sCo. Ld. Hull	EllermanLines,Ld. (Ellerman&PapayanniLines,Ld. *Mgrs.*)	321·5 P73'B108'F83'	45·2	24·2	Liverpool British *WB*	T.3Cy.20½",35½"&61"-42" 241NHP Earle'sCo.Ld.Hull		C
93/40 69620 145934 GJBX	**Andania** Ⓟ TwinSc *ss*Liv.No.3-12,34 *ss*Liv.No.1-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) 3*rd dk*(*Stl*)*in holds except in Nos.4&5* *Ref.Mchy.* GyC. D.F. E.S.D. Sub.Sig.	13950 10713 8245	✠100A1 *Shelter dk with freeboard* 9,39 BS12,38 ✠LMC2,38 Lloyd'sRMC7,39 *Fitted for oil fuel* 5,22 *F.P. above* 150° F.	Liv	*h*†	CL 1,38	1922 5mo *Lloyd's*A&CP	Hawthorn Leslie&CoLd. Newcastle	CunardWhite Star,Ld. *CellDB*450'1746*t* *Tanks in way of tunnels*45'384*t FPT*1	520·2 B&F426'*on Sh dk* *Prom. dk* 243' FK *DTf*1409*t*	65·3	39·2	Liverpool British *pt Cem* 10*BH toSdk* 05*tAPT*40*t*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb 1660NHP 2DB&2SB,24*cf*,HS19902 FD Hwthrn,Leslie&C.Ld.Nwc	43 ″ 0 s11 ″ 10½ 31 ″ 6½	
69621																

198/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of Trade Cert.
69622 146228 GBPQ	**Andelle** ssShl.No.3–1,35 ssSld.No.1–39 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1832 1381 992	✠100A1 4,39 ✠LMC4,39	Sld	*q*	CL 10,37	1922 1mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	~~WestwickS.S.Co.~~ ~~Ld.(James~~ ~~Westoll,Ld.*Mgrs*.)~~ *CellDB*215'503*t MT*10' 224*t FPT*140*t APT*56*t*	260·0|37·5|17·5 Q154'F30' FK	Sunderlnd British 5*BHCem*	T.3Cy.20½",33"&54"–39" 180lb (*s*) 205NH 2SB,6*pf*,GS87,HS3268 Richardsons,Westgarth& Co.Ld.Sld	19 " 8 s 6 " 5 18 " 2½	
69623 LKEN	**Andenes** *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk* *CruiserStern*	863 676 420					1939	Moss Værft &Dokk,A/S Moss	Vesteraalens Dampskibsslsk.	214·2|34·7|13·8	Stokmark- nes Norwegian *WB*	Oil Engines 4S.C.SA 7Cy.14⅜"–21⅝" 141NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		N
69624 LKFE	**Anders Jahre** D.F. E.S.D. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	9970 9199 5908					1939	Bremer Vulkan Vegesack	SkibsA/SSnefonn (Sig.Bergesen d.y. &Co.*Mgrs*.)	492·9|66·1|36·5 P113'F74' ...	Stavanger Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1163NH BremerVulkan,Vegesack		N
69625 LCDE	**Anderson** *Fitted for oil fuel* D.F. 3*Dks*	1694 976 933					1925	Bergens Mek.Værks Bergen	SkibsA/S Byfjord (KorneliusOlsen, *Mgr*.)	255·1|35·6|15·3 P19'F26' 22·3	Stavanger Norwegian *WB*	T.3Cy.23",37"&63"–39" 248NHP BergensMekVærksBergen		N
69626 167337 GQCV	**Andes** Ⓟ TwinSc D.F. E.S.D. GyC. *Ref.Mchy.* *CruiserStern* 5*Dks* (*Topsides&Bridge dks Special QualitySteel*) *Butts of bridge dks electrically welded*	25689 17235 14787	✠100A1 *withfreeboard* 3,41 ~~9,39~~ ✠LMC9,39 ✠Lloyd'sRMC~~9,39~~ 7,40 BS11,40 *Fitted for oil fuel 9,39 F.P. above 150° F.*	Bel ~~Liv~~	*r*† 3	CL	1939 ~~9mo~~ 12mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	RoyalMailLines, Ld. *CellDB*521'2466*t DTf*25'157*t Tanks in wayoftunnels*1570*t FPT*150*t APT*222*t*	643·3|83·5|43·6 669·3(O.L.) B&F573' FK&BK2" *UpperBridge*357' *UpperFo'csle*73'	London British 11*BHptCem* (*CollToWdk* 10 ,, 2*nd* ,,)	6 steam turbinesSR geared to 2 sc. shafts 5599NHP 3WaterTubeBoilers485lb (Spt440lb)*200lb*HS33735 FD Harland&Wolff,Ld.Bel.	47 " 6 18 " 6¾ 29 " 3	
69627 164526 GYMQ	**Andino** TwinSc GyC. Sub.Sig. E.S.D. *Mchy.Aft* *CruiserStern* 1*Dk* *Longitudinal framing at bottom & at deck* ssN.Ns.No.1–40	4569 3416 2227	✠100A1 10,40 ✠LMC BS4,40 MS8,38 *CarryingPetroleum in bulk* *Fitted for oil fuel 9,35 F.P. above 150° F.*	NNs	*x*	CL s2,38 P9,39	1935 9mo	Howaldts- werkeA.G. Kiel *Lloyd'sA&CP*	LagoShippingCo. Ld.~~(F.J.Wolfe,~~ ~~*Mgr*.)~~ (R.A.Car- der,*Mgr*.) *CellDBuE&B*58' 158*t DTf*30'503*t FPT*162*t APT*189*t*	362·0|64·2|17·8 P87'B36'F31' FK *Trunk in wells*	London British 8*BHptCem* *ptAsp*	T.6Cy.20$\frac{1}{16}$",32⅞"&54$\frac{5}{16}$"– 37$\frac{7}{16}$" 225lb (*s*) 416NHP 2WTB HS6997 FD HowaldtswerkeA.G.Kiel	18 " 0 s 1 " 6½ 16 " 7¾	
69628 165575 MMLX	**Andoni** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	678 414 347	✠100A1 ~~1,41~~ ~~1,40~~ 3,41 ✠LMC9,37 ✠LMC(M)1,40	Goo ~~Gr~~ Bkn	*j*	OG ~~3,38~~ 12,40	1937 9mo	GooleS.B. &RepgCo.Ld. Goole *'sA&CP*	T.E.Evans&Co.Ld. *CellDB*115'215*t FPT*54*t APT*62*t*	181·0|30·1| 9·2 187·1(O.L.) P49'Q107'F20' FK	London British 3*BHCem*	Oil Engines 2S.C.SA 7Cy.9$\frac{13}{16}$"–16$\frac{9}{16}$" 61RHP BritishAuxiliaries.Ld.Gls.	11 " 9 s4 " 3¼ 11 " 6½	
69629 FOAD	**André Lebon** Ⓟ TwinSc *Fitted for oil fuel* D.F. GyC. 4*Dks* *Ref.Mchy.*	13682 — 7375					1913	Message. Maritimes LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	508·2|61·6|45·8 B252'	Marseilles French *WB*	Q.8Cy.30⅗",43⅕",62½"&88⅖"– 53" 1140NHP Message.Marit.LaCiotat		V
69630 UNZE	**Andre Marti** (*ex*Trotsky, *ex*Ashwin,*ex*WarDrum) ssLon.No.2–26 *Well deck* 1*Dk*	2352 1766 1351	✠ ... 9,30	✠			1918 12mo	S.P.Austin &Son,Ld. Sunderland	U.S.S.R.	285·0|42·1|19·1 P25'Q72'B66'F32' FK	Leningrad Russian *WB*	T.3Cy.22",36"&59"–39" 266NHP Richardsons,Westgarth& Co.Ld.Sld.	21 " 2	
69631 FNXK	**André Moyrand** *OilEng.* 1*Dk*,2*ndDk* *inNos.*1&4*holds*	2471 1952 1452	✠ ... 12,38	✠			1927 2mo	Atel.&Ch. deFrance Dunkirk	Soc.Anon.de Gérance et d'Armement	288·2|45·6|18·3 P29'B63'F38' ... FK	Dunkirk French *WB*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"–49$\frac{3}{16}$" 222NHP Akt.Burmeistr&Wain,Cpn	21 " 0	V †
69632 167810 ~~FOCA~~ GMQL	**André Thomé** (*ex*DéputéAndré Thomé) 1*Dk*	2012 ~~1586~~ 1182					~~1920~~ 1921	Govern- mentYard Brest	Ministry of Ship- ping(BritishCon- tinentalCoal&In- vestmentsCo.Ld. *Mgrs*.)	270·3|39·4|19·6 P19'B54'F23'	~~Rouen~~ ~~French~~ Cardiff British	T.3Cy.18$\frac{1}{10}$",29$\frac{9}{10}$"&49⅕"– 37⅘" 149NHP Etablissements d'Indret, Indret		V
69633 1829 IBXA	**Andrea** (*ex*GermaineL.D., ssAnt.No.3–12,32 *ex*Eastney) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	5152 4927 3124	✠ ... 12,34	Gen ✠	*x*		1921 2mo	Nthmblnd S.B.Co.Ld. Newcastle	"Corrado"Soc. Anon.diNav. *CellDBa*133'*uE*23'*f*154'1052*tDTa*25'790*tAPT*130*t*	387·7|51·3|31·7 375·0 F31' FK	Genoa Italian *Cem* *CollisionBHtoShdk* 6 ,, *to U* ,,	T.3Cy.25",41"&69"–48" 370NHP 3SB,9*cf*,GS155,HS5883 Wllsnd.SlpwyCo.Ld.Nwc.	34 " 1	I †
	Now "Empire Adventure," *see No.* 87946 *in Supplement*													
69634 LKLC	**Andrea Brövig** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Butts of shell & deck plating elec.welded*	10173 9347 6083	✠100A1 ~~6,40~~ ~~2,40~~ 11,40 ✠LMC2,40 *CarryingPetroleum in bulk*	Got ~~NYk~~ Grk	*e*†	CL	1940 2mo	A/B Göta- verken Gothenburg *Lloyd'sA&CP*	Partrederiet "Brövigtank" (Th.Brövig,*Mgr*.) *CellDBuE*88' 342*t Wing tanks in ER*545*t DTf*24'328*t FPT*130*t APT*390*t*	496·1|64·4|38·7 515·2(O.L.) P96'B36'F64' FK	Farsund Norwegian 11*BH*	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"–55⅛" 1030NHP 2DB*150lb* A/B Götaverken,Got.	38 " 2 s 8 " 8½ 29 " 8	
69635 311 IJQT	**Andrea Contarini** (*ex*Cato-38, *ex*Fink) 1*Dk*	1417 — 829					1913	Stettiner Oderwerke Stettin	SalvagnoAnonima Navigazione	238·8|36·4|15·1 230·9 Q75'B101'F29'	Venice Italian *WB*	T3Cy16$\frac{5}{10}$",27⅗"&43$\frac{3}{10}$"–31½" 105NHP StettinerOderwerke		CI
69636 218067 KIFV	**Andrea F. Luckenbach** *Fitted for oil fuel* TwinSc D.F. 2*Dks* GyC. *Cruiser Stern*	6565 — 4052					1919	Bethlehem S.B.Corp.Ld Quincy,Mass	LuckenbachS.S. Co.Inc.	496·0|68·2|23·3 B74' 37·2	NewYork Utd.States *WB*	4 Steam Turbines SR geared to 2 sc. Shafts BethlehemS.B.Corp.Ld.		R
69637 93 IBGD	**Andrea Gritti** *OilEng.* D.F. GyC. 1*Dk*&*Shelter dk* *CruiserStern* 3*rd dk in No.* 1 *hold* *Butts of shell & decks elec. welded* *Longitudinal framing at decks*	6338 5344 3707	✠100A1 *withfreeboard* 12,39 ✠LMC12,39 *Carrying oil fuel F.P. above 150° F. in deep tank*	Mfl	*c*†	CL	1939 12mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd'sA&CP*	SocietàItaliana di Armamento "Sidarma" *CellDB*380'1151*t MT*28'1275*t FPT*131*t APT*227*t*	470·7|60·6|23·6 (O.L.) 60·7| 26·0 F36' FK	Fiume Italian 8*BHptCem* (*Coll toSh dk* 7 ,,2*nd* ,,)	Oil Engines 2S.C.DA 6Cy.25$\frac{3}{16}$"–45$\frac{11}{16}$" 1328NHP DB*100lb* SocAn"Fiat"S.G.M.Turin	29 " 10 s 3 " 11 26 " 1¾	
69638 195 IJRG	**Andrea Sgarallino** Ⓟ 1*Dk*	731 689 341					1930	Soc.Odero TerniOrlando Leghorn	Soc.Anon.Nav. Toscana	194·7|28·3|19·8 184·7	Leghorn Italian	T.3Cy.16",26½"&43"–30" 101NH Odero-Terni-Orlando, S.A.Leghorn		I
69639 105 SVGP	**Andreas** (*ex*NewMexico–33) ssNwc.No.3–10,33 ssRot.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge* *Tonnageopeningclosed*37 *CruiserStern* *Hatch covers dispensed with in tween dks*	6566 6230 4044	✠100A1 *Shelter dk* *withfreeboard* 3,39 BS2,41 ~~BS2,40~~ ✠LMC3,37 *Carrying vegetable oil in deep tank*	Rot	*a*†	CL ~~3,37~~ 2,41	1919 8mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	IonionS.S.Co.Ld. *CellDB*343' 1571*t DTa*23' 858*t FPT*91*t APT*126*t*	412·6|55·8|34·4 427·8(O.L.) F40'*onShelter dk* FK	Argostoli Greek *Cem* 2*BHtoSh dk* 6 ,, ,, *U* ,,	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NH 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 " 0 s10 " 0 28 " 3½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, s'il n'est dans le L. R. Date de Cert. Hd Trade.
69640 HPIR	**Andreas** (exIndianPrince-36, ssLiv.No.3-10,29 exGlenlyon) ssAvn.No.2-36 Sub.Sig. E.S.D, 2Dks(Stl) Now "Wakatu Maru," see No. 90607 in Supplement	4937 4639 3139	✠100A1 6,40 ~~10,38~~ ✠LMC MS11,36 ~~BS10,38~~ 6,39	Ant NYk	y	CL 10,39	1917 9mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	~~A.I.Cosmas~~ Cia.Maritima SamsocLtda.	400·3 P35'B121'F45' FK	53·0	27·3	Panama Pnamanian Cem 5BH to U dk 1 „ „ 2nd „	T.3Cy.27",43"&72"-48" (s) 180lb ~~100lb~~ 510NH 3SB,9cf,GS150,HS7647 PD Dunsmuir&Jackson,LdGls only	29 ″ 7 s 5 ″ 8 24 ″ 2	
								'Tween dk BH in after hold dispensed with CellDB344' 1066t DTa33'890t APT24t								
69641 232231 WHFY	**Andree** TwinSc (exWm.F.Kenny-35) OilEng. Mchy.Aft 1Dk GyC.	1423 — 1212					1933	UnitedDry DocksInc. (StatenIslnd. Plnt)Marinrs Harbor,N.Y.	PerryS.S.Co.	209·0 len34	43·0	13·5	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.14"-16" 220NHP WintonEng.Corp.Clevelnd		R
69642 UOAB	**Andrei Jdanov** Ⓟ (exAlexeiRikov-37) OilEng. Ref.Mchy. Sub.Sig. 2Dks	3870 2889 2249	✠ ... 12,30 ✠				1928 7mo	Severney S.B.Yard Leningrad	U.S.S.R.	324·6 P48'B96'F36' FK	48·0	25·9	Leningrad Russian WB	Oil Engines 2S.C.SA 6Cy.25⅝"-33½" 692NHP RussianDieselWorks,Len	28 ″ 0	
69643 136 YLCG	**Andrejs Kalnins** (exVilnis-35, exOnda-33) ssLie.2ndNo.3-6,35 1Dk(pt Irn&pt Stl)&deep framing ssRga.No.1-40 Cargo battens not fitted	3002 2581 1726	✠100A1 5,40 ~~6,38~~ ~~BS2,39~~ ✠LMC~~6,35~~ 5,40	Rot Rga	u	CL 8,39	1907 8mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow Lloyd'sA&CP	A.Kalnins (M.Kalnins,Mgr.) CellDBa	315·3 P37'B94'F31' FK 106'uE18f'134'703t	47·0	21·0	Riga Latvian 5BHCem APT54t	T.3Cy.23",38"&61"-42" (s) 180lb 269NH 2SB,6cf,GS120,HS4244 ClydeSB.&E.Co.Ld.P.Gls.	23 ″ 4 s 3 ″ 6 19 ″ 11½	
69644 138904 VWDY	**Andrew** (exFraser) TwinSc3Mst Wireless D.F. 2Dks	1241 1084 492					1905	Armstrong Whitworth &Co.Ld. Newcastle	Government of India(Commerce Dept.)	263·6 P37'B36'F50'	35·2	18·0	Calcutta British WB	T.6Cy.18",30"&48"-33" 265NH WllsndSlpwy.Co.Ld.Nwc.		
69645 221286	**Andrew M. Barnes** TwinSc (exI.L.I.102-36,ex OilEng. InterwaterwaysLine ssN.Yk.No.3-4,33 Incorporated102-32) ssN.Yk.No.1-38 Mchy.Aft 1Dk(Stl)	1040 956 797	✠ A1 Self-propelled Barge 3,39 LMC4,37 LMC(M)4,39	NYk		3,39	1921 6mo	McDougall DuluthSBCo. Duluth,Minn. A&CP	Erie&St.Lawrence Corporation Side tanks f12'23t FPT30t	254·0 FK	36·0	14·0	NewYork Utd.States 9BHCem APT13t	Oil Engines 2S.C.SA 12Cy.10"-12½" 211NHP NE4,27 FairbanksMorseCo.Beloit, Wis.	14 ″ 0	
			For service between New York Chicago & Montreal via Erie & Welland Canals & for coastwise service between Boston, Mass., & Philadelphia, Pa., & to Norfolk, Va., via Chesapeake & Delaware Canal from 1st April to 30th November													
69646 206167 WPJI	**Andrew S. Upson** Mchy.Aft D.F. GyC. 1Dk	4442 — 3120					1909	American S.B.Co. Cleveland,O.	BuckeyeS.S.Co. (J.T.Hutchinson, Mgr.)	380·0 WB	52·0	28·0	Wilmngtn (Del.) Utd. States	T.3Cy.21",33½"&57"-42" 211NHP AmericanS.B.Co.Clv.		R
69647	**Andromeda** WoodAuxTwinSc (exElemka-38, Pet.Mot. 5MstSr exCapNord-35) 1Dk2trB Mchy.Aft SSBrs.24 (See Sailing Ship Register)	1471 1280 1178	✠ 2,29 ✠	Cpn	q		1918 9mo	Wm.Lyall S.B.Co.Ld. N.Vancouver B.C.	Commander S.M.Riis	242·8 P43'F49'	44·4	18·7	Washngtn, D.C. Utd.States	Petrol Motors 2S.C.SA 8Cy.15¾"-17¾" 350NHP Emade19fitted29 DB18 ScandiaA.B.Lysekil		G †
69648 DOMC	— 1Dk	658 518 363					1910	Akt.Ges. "Weser" Bremen	Dampfsch.Ges. "Neptun"	180·0 Q52'B44'F19'	28·1	12·8	Bremen German WB	T3Cy13½",21 1/16"&34 7/16"-23½" 57NHP A.G."Weser,"Bremen		G
69649 DHBD	**Andros** (exAscensione,exCatania) ssGen.No.3-1,23 ssGen.No 1-26 2Dks	2995 2756 1845	... 7,28				1910	Akt.Ges. "Neptun" Rostock	DeutscheLevante-LinieHamburg A.G.	320·9 P29'F31' FK	46·2	24·1	Hamburg German WB	T3Cy20 1/16",35 7/16"&55⅞"-37⅜" 238NHP A.G."Neptun,"Rostock	26 ″ 9	G †
69650 881 SVGC	— Ⓟ (exSyria) 2Dks	2068 1662 1272					1914	SirRaylton Dixon&CoLd Middlesbro'	HellenicMediterraneanLinesCo. Ld.	260·0 B121'F54'	40·2	20·9	Piræus Greek WB	T.3Cy.23½",38"&62"-39" 240NHP G.Clark,Ld.Sunderland		C
69651 CSFD	**Anfitrite1°** (exHaukur, Aux4MstSr exPhönix) OilEng. 1Dk (See Sailing Ship Register)	358 329 282					1914	J.R.Andersen Svendborg	Bagão,Nuñes& Machado,Ltda.	140·4	29·7	10·5	Lisbon Portuguese WB	Oil Engines 4S.C.SA 4Cy.11⅜"-16½" 54NHP HolebyMasch.Holeby		
69652 110 IBHB	**Anfora** ssMfl.No.3-3,34 Ref.Mchy. ssTri.No.1-38 D.F. 1Dk(Stl)& Shelter dk(Stl)	5452 4984 3379	✠100A1 Shelter dk withfreeboard 12,39 ✠LMC MS1,38 BS7,39 ✠Lloyd'sRMC12,39	Gen	y	CL N7,38	1922 5mo	Cant.San RoccoS.A. Trieste A&CP	LloydTriestino Soc.Anon.diNav. CellDB338'1339t	404·2 389·9 B125' on Shelter dk FK DTa35'1014tFPT14t	54·0	29·5	Trieste Italian ptCem 2 BH to Sdk 4 „ „ U „ APT244t	T.3Cy.27",42"&68"-48" (s) 180lb 465NHP HS7023 FD 3SB(Spt),9cf,GS158 StabilimentoTecnico Triestino,Tri.	32 ″ 0 s 7 ″ 1 25 ″ 3	
			Carrying vegetable oil in deep tank													
69653 UOWK	**Angarstroi** (exGrantleyhall) 1Dk(Stl)&Shelter dk(Stl)Straight frames&bevelled bilge CruiserStern	4761 4414 2911	✠ —— 9,32 ✠	Hpl	a†		1927 8mo	Harland& Wolff,Ld. Greenock	U.S.S.R. CellDB342' 1440tDTa23'862t	412·1 FK FPT91tAPT126t	55·1	25·0	Vladvostk Russian 8BHptCem (Coll to S dk 7 „ U „)	T.3Cy.27",44"&73"-48" 452NHP 3SB,9cf,GS190,HS7668 Harland&Wolff,Ld.Bel.	28 ″ 7	
69654 VSBC	**Angby** (exMauritanie) Mchy.Aft 1Dk	786 612 504					1913	Scott& Sons Bowling	SarawakS.S.Co.Ld	200·3 B16'Q50'F23'	36·1	10·7	Kuching Sarawak WB	T.3Cy.13½",22½"&36"-24" 36NHP W.V.V.Lidgerwood,Gls.		V
69655 FNWM	**Ange Schiaffino** Fitted for oil fuel 2Dks	3236 2880 1917					1929	Howaldtswerke A.G. Kiel	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie. Mgrs.)	330·6 P24'F41'	48·1	23·7	Algiers French WB	T.3Cy.22⅝",37⅝"&60¼"-39⅜" 227NHP HowaldtswerkeA.G.Kiel.		V
69656 DJZU	**Angelburg** (exViator-39) D.F. OilEng. Ref.Mchy. CruiserStern 1Dk&Shelterdk	3069 2617 1756					1938	Öresundsvarvet Aktiebolag Landskrona	FruchtreedHarald Schuldt&Co.K.G. (ReedereiH. Schuldt, Mgrs.)	319·0	45·8	24·3	Hamburg German WB	Oil Engines 2S.C.SA 6Cy.19 11/16"-35 7/16" 607NHP Akt.Burmeistr&Wain,Cpn		NG
69657																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dat. of R. of TradeCert.
69658	**Angèle** (*ex*Assmina–35,*ex*Carmel–33, *ex*Enossis–33, *ss*Cpl.No.2–03 *ex*Hammouda,*ex*Tartosia, 1*Dk* *ex*Anna,*ex*Ithaki,*ex*Alouette,*ex*Volga, *ex*Laurium) *Well deck*	339 208 193	✠ ... 5,07 ✠				1895 5mo	Cumming &Ellis Invrkeithing	MarieHamozlou	136·0 Q46'B34'F29'	23·0	10·0 BK7"	French	C.2Cy.18"&36"–27" 66NHP Hawthorn&Co Leith	10 ″ 4	
69659 24 SUBG	**Angele Mabro** (*ex*P.L.M.10, *ex*Easingwold) *ss*Alx.3rdNo.3–2,35 1*Dk*(*Irn*)2*trB*& *deep framing* 3*Dk rule* *Cargo battens not fitted* *ss*Alx.No.1–40	3154 2870 1988	✠100A1 2,40~~10,38~~ BS~~2,39~~ 2,40 ✠LMC~~2,35~~ MS11,39	Alx	*u*	5,38	1898 9mo	W.Gray& Co.Ld. WHartlepool A&CP	T.Mabro *Cell DBa* 106' *u*	330·1 P27'B82'F30' FK *E&B*40' *f*136' 765*t*	48·5	21·6	Alxandria Egyptian 5*BHCem* *APT*72*t*	T.3Cy.24",38"&64"–42" (*s*) 170lb *100lb* NDB16 292NHP 2SB,*6cf*,GS111,HS4680 Cen.Mar.Eng.Wrks.WHpl	24 ″ 0 s 3″10½ 20 ″ 4	
69660 1839 IBZZ	**Angelin** (*ex*Giambattista–39, *ex*VillaCarla–34, *ss*Fiu.No.3–2,17 *ex*Orte–33,*ex*Kelet) *ss*Fiu.No.2–26 1*Dk*&*deep framing*	873 711 493	✠ ... 12,29 ✠				1904 5mo	W.Dobson &Co. Newcastle	L.Mangiarotti& E.Ravano	213·8 205·8 B63'F25' FK	30·4	14·0	Genoa Italian WB	T.3Cy.17",28"&46"–33" 134NHP N.E.MarineEng.CoLdNwc	16 ″ 0	I †
69661 233016 WGFX	**Angelina** *Fitted for oil fuel* D.F. 2*Dks*	4772 — 2946					1934	NwprtNws S.B.&D.D.Co NewprtNews	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	393·8 P34'B125'F35'	55·3	28·1	NewYork Utd.States WB	2SteamTurbinesDRgeared to1Sc.Shaft Newport NewsSB&DD.Co.		R
69662 PCQV	— TwinSc *OilEng.* *Mchy.Aft* D.F. *ss*HKg.No.3–8,37 *Longitudinal framing* 1*Dk*(*Stl*) *at bottom and at top of trunk*	2086 1396 1028	✠100A1 ~~1,40~~~~12,38~~11,40 DBS~~8,39~~ 4,40 ✠LMC8,37 *CarryingPetroleum in bulk*	Bat Sba	*r*	CL ~~PN8,37~~ ~~S 8,37~~ 4,40	1931 7mo *Lloyd*	Nederl. Dok.Maats. Amsterdam '*sA&CP*	Nederl.Indische Tankstoomboot Maats. *CellD*	260·2 272·9 (O.L.) P84'*Trunk*129' F47' FK *BuE*48'81*t* *FPT*27*t*	48·1	14·9	TheHague Dutch 9*BHptCem* *APT*107*t*	Oil Engines 4S.C.SA 12Cy.15¾"–31½" 286NHP DB*150lb* WerkspoorN.V.Ams.	14 ″ 9 s ″ 7 14 ″3½	
69663 382 IBIB	**Angelina Lauro** (*ex*BowesCastle, *ex*Solfels) *ss*N.Yk.No.3–7,25 *ss*N.Yk.No.1–29	5787 5427 3595	✠ ... 3,33 ✠				1913 5mo	J.C.Teck- lenborgA.G Weser- münde-G	A.Lauro	437·1 417·9 P60'B136'F54' FK	56·2	29·7	Naples Italian WB	T.3Cy.28",46¾"&75½"–54" 520NHP J.C.TecklenborgA.G.Wsm	32 ″ 4	I †
	Now "Empire Advocate," *see No.* 27934 *in Supplement*															
69664 107494 KFNM	**Angeline** *Mchy.Aft* 1*Dk*2*trB* D.F.	4690 — 3441					1899	Detroit S.B.Co. Wyandotte	PresqueIsleTrans- prtn.Co(Cleve- land-CliffsIronCo. *Mgrs.*)	423·9 WB	51·9	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
69665 DHRX	**Angeln** (*ex*Nordmark–36, *ex*Faust) 1*Dk*	987 813 568					1921	Schiffb.Ges Unterweser m.b.H.Weser -münde-L.	Ivers&Arlt	215·5 P13'Q58'B65'F22'	34·6	13·6	Königsbrg German WB	T.3Cy.16³⁄₁₀",26"&34⅕"–25⅗" 59NHP A.Borsig,Berlin–Tegel		G
69666 167086 GQFY	**Angelo** D.F. E.S.D. 1*Dk*& *Shelter dk* ~~2*Dks*~~ *Ref.Mchy.* *CruiserStern* *Strengthened for navigation in ice*	2199 1616 1002					1940	Swan,Hun- ter&Wigham Richardson, LdNewcastle	Ellerman'sWilson Line,Ld.	~~294·5~~ B8'F24' 295·2 WB	44·2	17·9	Hull British	T.3Cy.20",34"&56"–39"& LP turbine with DR gear-ing & hydraulic coupling Swan,Hunter&Wigham Richardson,Ld.Nwc.		
69667 295 IRYK	**Angelo Emo** Iron3Mst (*ex*PeppinoC.–38,*ex* *ss*Gls.3rdNo.3–8,21 Pecine–35,*ex*Cameo, *ss*Fiu.No.2–31 *ex*Strathadder) *Mchy.Aft* 1*Dk*(*Irn*)	391 283 209	✠ —— 1,35 ✠NB12,96✠	Ssk	*g*		1883 5mo	J.Fuller- ton&Co. Paisley	SalvagnoAnonima Navigazione	165·9 160·2 Q85'B7'F25' BK6"	23·2	10·9	Venice Italian 4*BHCem* *FPT*45*t*	C.2Cy.19½"&36"–27" 54NHP 1SB,*2pf*,GS33,HS930 J.&T.Young,Ayr	11 ″ 6	I †
69668	**Ångermanland** Ⓟ Iron 1*Dk*& *Shelter dk*	643 348 446					1872	Bergsunds MekVerkst Stockholm		170·5 H52*t*	25·1	12·9 20·3	German	C.2Cy.26"&47"–27" 96NHP W.LindbergsMk.V.Skm.		
69669 943 SVXR	**Anghyra** (*ex*Attika–38) D.F. Sub.Sig. 2*Dks*	2447 2190 1437					1923	Akt.Ges. "Weser" Bremen	HellenicLines,Ld. (P.G.Calliman- opulus,*Mgr.*)	315·8 P59'B24'F37' WB	46·1	18·8	Piræus Greek	T.3Cy.22⅞",36¼"&60¼"–39⅜" 228NH A.G."Weser,"Bremen		G
69670 161159 MPTV	**Anglesea Rose** *ss*Bly.No.2–38 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1151 866 670	✠100A1 11,40~~7,38~~ BS~~11,39~~ 11,40 ✠LMC7,38	Bly Shl	*n*	CL 7,38	1930 6mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow '*sA&CP*	RichardHughes& Co.(Liverpool)Ld. *CellD*	220·0 Q123'B12'F24' FK B144' 231*t* *FPT*84*t*	34·1	14·2	Liverpool British 4*BHptCem* *APT*41*t*	T.3Cy.17",27"&45"–33" (*s*) 180lb 173NH 2SB,*4cf*,GS94,HS3304 D&W.Hendersn&CoLdGls	16 ″ 3 s 4 ″ 11 15 ″ 5½	
69671 164270 GYNK	**Anglian Coast** TwinSc *ss*Liv.No.1–40 *OilEng.* Wireless D.F. E.S.D. 1*Dk*& *Shelter dk* *Mchy.Aft* *CruiserStern*	594 493 276	✠100A1 *withfreeboard* 4,41~~7,39~~ ~~LMC10,35~~ ✠LMC CS4,41 5,37	Liv	*l*	OG S6,38 P7,39	1935 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	CoastLines,Ld. *CellDB*145'206*t*	196·3 33·5 *after*B36'F25' FK *FPT*90*t* *APT*34*t*	32·0	11·2	Liverpool British 3*BHCem*	Oil Engines 2S.C.SA 10Cy.9¹³⁄₁₆"–16⁹⁄₁₆" 168NH BritishAuxiliaries,Ld.Gls.	13 ″ 3 s ″ 2 13 ″ 2	
69672 HPHK	**Anglo** (*ex*Anana–37, *ex*Nordamerika–35) *ss*Kel.2ndNo.3–1,29 *ss*Els.No.1–33 1*Dk*(*ptIrn*&*ptStl*)& *deep framing*& *Web frames*	2978 2486 1709	✠ —— 3,38 ✠	Lth	*u*		1905 4mo	JLThomp- son&Sons,Ld. Sunderland	AngloS.S.Corp. (ValdemarSkog- landA/S,*Mgrs.*) *Cell*	315·1 327·0(O.L.) P29'B190'F34' FK *DBa*106'*uE&B*30'*f* 132'720*t* *DT*	46·5	20·8	Panama Pnamanian 5*BHCem*	T3Cy.23¹¹⁄₁₆",38⁵⁄₁₆"&62½"–42' 264NH 2SB,*6cf*,GS113,HS3913 J.Dickinson&Sons,Ld.Sld *a*24'616*t* *FPT*40*t* *APT*46*t*	23 ″ 2	N †
69673	**Anglo No. 1** (*ex*Kings- TwinSc wood,*ex*Shirley,*ex*Zarate) *Mchy.Aft* *Ref.Mchy.* 2*Dks*	1394 — 795					1921	Cammell Laird&Co.Ld Birkenhead	Union ColdStorage Co.Ld.(Soc.Anon. FrigorificoAnglo, *Mgrs.*)	220·5	44·1	9·3	Bns.Aires Argentine WB	T.2Cy.13½",21"&34"–19" 50NH CammellLaird&CoLd.Bkn		C
69674	**Anglo No. 2** TwinSc (*ex*General *ss*B.As.2ndNo.3–11,20 Flores–37,*ex*Anglo *ss*B.As.No.1–25 No.2–35,*ex*Reformer) 1*Dk* *Ref.Mchy.* *Mchy.Aft*	1206 — 729	✠ ... 8,29 ✠				1901 6mo	A.Rodger &Co. Pt.Glasgow	UnionColdStorage Co.Ld.(Soc.Anon. FrigorificoAnglo, *Mgrs.*)	230·2 FK	42·0	11·5	Bns.Aires Argentine WB	T.6Cy.11",17"&28"–21" 130NHP Ross&Duncan,Glasgow	13 ″ 6	
69675 161339 GMFL	**Anglo African** *ss*Shl.No.2–38 D.F. 1*Dk*(*Stl*)& *Shelterdk*(*Stl*)	5601 5047 3369	✠100A1 *withfreeboard* 7,40~~9,39~~ 1,41 ✠LMC MS11,38 BS~~9,39~~12.40	Bkn ~~Shl~~ Sws	*a*†	CL ~~9,39~~ 7,40	1929 12mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP* *CellDB*378'	NitrateProducers' S.S.Co.Ld. (Lawther,Latta& Co.Ld.*Mgrs.*) 1299*t* *DTa*23'1078*t*	426·0 439·7(O.L.) FK *FPT*89*t* *APT*195*t*	58·0	26·0	London British 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Q.4Cy.23½",32½",47"&68"– 48" 220lb *120lb* (*s*) 453NH 3SB,*9cf*,GS135,HS6216 FD N.E.MarineEngCoLd.Nwc	28 ″ s 3 ″ 6 25 ″ 2	
69676 160529 GSLD	**Anglo Canadian** *OilEng.* *ss*Bkn.No.2–37 D.F. 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	5268 4773 3246	✠100A1 *withfreeboard* 4,40 ~~11,39~~ ✠LMC CS8,37 DBS~~3,39~~4,40 11,39	Liv Mch	*a*†	CL ~~11,39~~ N4,40 *CellD*	1928 7mo *Lloyd* B349'	Short Bros. Ld. Sunderland '*sA&CP* 1430*t* *DTa*29'	NitrateProducers' S.S.Co.Ld. (Lawther,Latta& Co.Ld.*Mgrs.*) 1060*t* *DTf*23'986*t*	426·0 439·8(O.L.) FK *FPT*78*t* *APT*149*t*	58·0	24·7	London British 8*BHptCem* (*Coll to Sh dk* 7 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy.22"–85" 598NH DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ s 3 ″ 5 25 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref. Trade.
69677 166338 GFGT	**Anglo Indian** D.F. E.S.D. 1Dk&Shelter dk *CruiserStern* *Longitudinal framing at dks "Arcform"*	5609 5078 3341	✠100A1 *with freeboard* ~~7,40~~ ~~1,40~~ ✠LMC1,38 2,41 *Fitted for oil fuel 1,38 F.P. above 150°F.*	Shl	b† 2[illegible]	CL ~~7,40~~ 1,41	1938 1mo Lloyd's A&CP	Short Bros. Ld. Sunderland	Nitrate Producers' SSCo.Ld(Lawther, Latta&Co.Ld. *Mgrs.*) *CellDB36* 959t	433·1 447·4(O.L.) F35' FK 6'1069t*DTa*23' *FPT*147t*APT*207t	61·5	26·1	**London** British *7BHCem* (*Coll to Sh dk* 6 ,, *2nd*,,)	T.3Cy.24″,39″&68″–48″ (s) 220lb Rht. 477NHP 2SB(Spt&FD)&1AuxSB, *8cf*,GS136,HS7030 N.E.MarineEng.CoLd.Nwc	28 ″ 6 s 3 ″ 2¾ 25 ″ 5¾	
69678 168187 ~~[illegible]~~ BFWQ	**Anglo Mærsk** (*ex*Anglo-Swede) ssRot.No.2–38 *Mchy.Aft* *OilEng.* *2Dks(Stl)&Webframes* *CruiserStern* *Longitudinal framing*	7705 7162 4649	✠100A1 2,40 ✠LMC CS4,38 ~~DBS10,38~~ ~~5,37~~ 7,39 *Carrying Petroleum in bulk* DBS12,39	Cal	c†	CL 1,40	1930 3mo Lloyd's A&CP	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle	Ministry of Shipping(Houlder Bros&CoLd *Mgrs*) *CellDBuE*70'183	461·1 P108'B29'F40' FK t*DTf*38'387t*FPT*2	59·9	31·6	London British *17BHptCem* (*11 to Udk* 6 ,, *2nd* ,,) 40t*APT*179t	Oil Engines 2S.C.SA 7Cy.26¾″–49⅝″ 848NHP 2DB(P)*180lb*(s)*130lb* AtlasDieselCo.Ld.Skm.	33 ″ 7 s 6 ″ 8¼ 27 ″ 1½	
69679 161287 GFVB	**Anglo Norse** (*ex*Maricopa) ssOsl.2ndNo.3–11,39 *Mchy.Aft* *2Dks(Stl)Webframes* D.F. *Longitudinal framing* *except in E&B spaces*	7988 6382 4539	✠100A1 8,40 ~~11,39~~ ✠LMC11,39 ✠NB(cf)made16refitted29 *Carrying oil fuel in bulk F.P. above 150°F* *Fitted for oil fuel 5,14 F.P. above 150°F.*	Osl Bkn		CL ~~10,39~~ 6,40	1914 5mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	Ministry of War Transport (Chr. Salvesen&Co, *Mgrs.*) *CellD Bu E&B*48' 115t *D*	425·2 P102'B28'F75' FK *Tf*42'555t *APT*40t	57·0	33·1	**London** British *15BHCem* (*10 to Uprdk* 5 ,, *2nd* ,,)	T.3Cy.28″,46½″&76″–51″ (s) 180lb 24 PrB–*60lb*, 665NHP 2PrB–*45lb*,4PrB 5SB,*15cf*,GS273,HS10607 FD Palmers'Co.Ld.Newcastle	33 ″ 0 s 5 ″ 11 27 ″ 8¾	
69680 149698 GMRP	**Anglo Peruvian** ssShl.No.3–5,39 D.F. 1Dk(*Stl*)&*Shelter dk*(*Stl*)	5457 5013 3331	✠100A1 *with freeboard* 9,40 ~~1,40~~ ~~BS1,40~~ ✠LMC5,39 1,41	Syd Shl	a†	CL 4,39	1926 7mo Lloyd's A&CP	Short Bros. Ld. Sunderland	Nitrate Producers' SSCo.Ld(Lawther, Latta&Co.Ld. *Mgrs.*) *CellD* *DTa*23'998t	426·0 439·5(O.L.) FK *B*355'1340t (*FPT*89t*APT*185t	58·0	26·1	**London** British *7BHCem* *Coll to Shdk* 6 ,, *2nd* ,,)	Q.4Cy.23½″,32½″,47″&68″–48″ 220lb *100lb* (s) 453NHP 3SB,*9cf*,GS141,HS6216 FD N.E.MarineEng.CoLdNwc	28 ″ 6 s 3 ″ 6½ 25 ″ 1¾	
152/40 69681 161279 GBXV	**Anglo Saxon** ssShl.No.2–38 D.F. 1Dk(*Stl*)&*Shelter dk*(*Stl*)	5596 5047 3401	✠100A1 *with freeboard* 11,39 ✠LMC MS6,38 BS10,39	Cff	a†	CL 6,38	1929 8mo Lloyd's A&CP	Short Bros. Ld. Sunderland	Nitrate Producers' SSCo.Ld(Lawther. Latta&Co.Ld. *Mgrs.*) *CellDB*378'1299t	426·0 440·2(O.L.) FK (*DTa*23'1078t *FPT*	58·0	26·0	**London** British *7BHCem* *Coll to Sh dk* 6 ,, *2nd*,,) 89t*APT*195t	Q.4Cy.23½″,32½″,47″&68″–48″ (s) 453NHP 220lb *120lb* 3SB,*9cf*,GS141,HS6216 FD N.E.MarineEng.CoLdNwc	28 ″ 6 s 3 ″ 6½ 25 ″ 2	
69682 FNLL	**Ango** Ⓟ *Ref.Mchy* D.F. *3Dks*	7110 — 4363					1913	Forg.&Ch. de la Médit. Havre	**Chargeurs Réunis**	414·0 B148'	53·8	34·8	**Havre** French *WB*	T.3Cy.28″,46″&76″–52″ NB19 416NHP Forg.&Ch.de la Médit.Hav.		V
69683 1273 CBNG	**Angol** Ⓟ (*ex*TorrHead–33) ssVpo.No.3–8,35 ssVpo.No.1–40 *Ref.Mchy.* *2Dks(Stl)* D.F.	5876 — 3504	✠100A1 1,41 ~~1,40~~ ✠LMC MS12,39 ~~BS3,40~~ 2,41 ✠Lloyd'sRMC ~~1,40~~ 10,40 for temp. 25° F.	Vpo Rio	z	CL 4,39	1923 5mo Lloyd's A&CP	Workman, Clark&Co.Ld. Belfast	**Cia.Chilena de Nav.Interoceanica** (H.R.Samsing, *Mgr.*) *CellDB*33	400·1 P49'B124'F52' FK 8'1085t *DTa*28'760t	52·3	28·4	**Valparaiso** Chilian *7BHCem* *APT*120t	T.3Cy.26¾″,44″&74″–48″ (s) 200lb 531NHP 3SB,*9cf*,GS177,HS7548 FD Wrkman,Clark&Co.Ld.Bel	30 ″ 11	
69684 CSAF	**Angola** Ⓟ **TwinSc** (*ex*Albertville) ssLis.2ndNo.3–1,39 *2Dks(Stl)&* D.F. *Shelterdk(Stl–teaks)* *Platform dk in No. 1 hold*	7884 — 4844	✠100A1 *Shelter dk* *with freeboard* 1,40 ✠LMC MS9,38 ~~BS7,39~~ 7,40	Lis	b†	CL s6,38 P1,40	1912 12mo Lloyd's A&CP	Soc.Anon. Jhn.Cockerill Hoboken	**Cia.Nacional de Nav.** *CellDBa* 124' *uE&B*	439·5 P52' *on Shltr dk* F83' FK 95' *f*159'1302t*FPT*	55·7	34·3	**Lisbon** Portuguese *7BHCem* 88t*APT*43t	Q.8Cy.23″,33″,47″&67″–48″ 215lb (s) 964NHP 6SB,*18cf*,GS345HS14100 FD SocAn.J.Cockerill,Seraing	37 ″ 0 s12 ″ 5 25 ″ 1	
69685 OFAJ	**Angra** (*ex*Maudie–37) ssOsl.No.3–7,33 ssAbo.No.1–37 D.F. *2Dks(Stl)*	4661 — 2757	✠100A1 6,39 ✠LMC MS5,37 BS2,39 No later survey reported	Hfs	y	CL 9,37	1920 9mo Lloyd's A&CP	Lithgows, Ld. PortGlasgow	**RederiA/B Atlanta** (B.Krogius, *Mgr.*) *Intermediate 'tweendk BH in after* *CellDB*331'995t *D*	398·0 384·8 nP39'B115'F45' FK *hold dispensed with* *Ta*30'780t*APT*20t	52·0	26·2	**Helsingfrs** Finnish *Cem* *5BH to Udk* 1 ,, ,,*2nd* ,,	T.3Cy.26″,43″&70″–48″ (s) 180lb 488NHP 3SB,*9cf*,GS178,HS7845 FD Rankin&BlackmoreLdGrk	29 ″ 3 s5 ″ 6½ 23 ″ 11	
9/41 69686 163479 MBVT	**Angularity** ssLon.No.1–38 *Mchy.Aft* *OilEng.* *Well deck* 1*Dk* *CruiserStern*	501 322 260	✠100A1 8,39 ✠LMC8,38	Yar	g	OG 2,38	1934 6mo Lloyd's A&CP	G.Brown &Co. Greenock	F.T.Everard& Sons,Ld.	160·5 Q102'F19' FK *FPT*	26·7	9·4	**London** British *3BHAsp* 94t*APT*39t	Oil Engines 2S.C.SA 5Cy.12⅝″–15¾″ 72RHP NewburyDieselCo.Ld.	10 ″ 3 s 3 ″ 11 10 ″ 3	
69687 DOEG	**Anhalt** Ⓟ (*ex*Ansgir–36) Sub.Sig. D.F. *2Dks*	5870 5401 3606					1921	Frd.Krupp Act.Ges. Kiel	**Norddeutscher Lloyd**	393·2 P34'B122'F40'	54·3	23·3	**Bremen** German *WB*	T.3Cy.28½″,47″&75½″–51″ 410NHP Frd.KruppA.G.Kiel		G
69688 153581 GKQS	**Anhui** Ⓟ *Fitted for oil fuel* *3Dks*	3494 2948 2080					1925	Taikoo Dk-yd.&E.Co.Ld. HongKong	**ChinaNav.Co.Ld.**	338·5 B97'	49·3	24·1	**London** British *WB*	2SteamTurbinesDR geared to 1 Sc.Shaft TaikooDkyd.&E.Co.Ld.		
69689 HPQD	**Anita** (*ex*Lettonia–40, *ex*Rochampton–38, ssShl.2ndNo.3–5,38 *ex*Michael L.–34, 1*Dk*(*Stl*) *ex*Helmsloch) Now "Calanda" No. 87503 *in Supplement*	4206 3907 2572	✠100A1 1,40 BS5,39 ✠LMC5,38	Gen	x	CL 5,38	1913 9mo Lloyd's A&CP	W.Pickersgill&Sons,Ld. Sunderland	**Cia. de Transportes Maritimos,Ltda.** *CellDBa* 129'*u E&B*40'	380·0 391·0(O.L.) P31'B221'F36' FK *f*167'1178t *FPT*14	52·2	25·7	**Panama** Pnamanian *6BHCem* 5t*APT*181t	T.3Cy.26″,42″&71″–48″ (s) 180lb 395NHP 2SB,*8cf*,GS170,HS6312 J.Dickinson&Sons,Ld.Sld.	25 ″ 5 s3 ″ 5½ 22 ″ 3½	
69690 8233 SLBN	— *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Part electrically welded including butts of shell plating* *Strengthened for navigation in ice*	*2566* *1907* *1408*	✠100A1 2,40 ✠LMC3,38	Bal	t	CL 2,40	1938 3mo Lloyd's A&CP	Akt.Lindholmens Varv Gothenburg	**RederiA/BDisa** (E.Brodin,*Mgr.*) *IntermediateBH* *CellD*	322·5 331·3(O.L.) FK P26'Q100'B&F191' *in forward hold dispensed with* *B*260' 544t *FPT*63t	44·6	17·2	**Stockholm** Swedish *4BHptCem* *APT*125t	2 Oil Engines 2S.C SA with electro-magnetic slip couplings & SR gearing 10Cy.13¾″–22 7/16″ 312NHP DB*100lb* Atlas-DieselA/B,Skm.	20 ″ 0 s 1 ″ 4¾ 18 ″ 8¼	
69691 427 IJVK	— (*ex*Labrone,*ex*Johann, *ex*Bebside,*ex*Kildangan) *OilEng.* 1*Dk*	636 — 364	✠ ... 3,23				1918 9mo	Cochrane &Sons,Ld. Selby	**Cap.AdolfoCalzi**	182·0 170·0 B50' FK	30·0	15·7	**Trieste** Italian *WB*	OilEngine 2S.C.SA NE28 192NHP 4Cy.16½″–18 7/16″ J&CGBolinder,Stockholm	16 ″ 6	I †
69692 DHBE	**Anita L.-M. Russ** *CruiserStern* Sub.Sig. 1*Dk*	1712 1401 1004					1926	Akt.Ges. "Neptun" Rostock	**Schiffahrt-u. Assekuranzges.** E.Russ&Co.	257·2 P15'Q79'B111'F32'	41·1	16·2	**Hamburg** German *WB*	T.3Cy.19 5/16″,31½″&51 3/16″–35 7/16″ 156NHP A.G."Neptun," Rostock		G
69693 33283 JZBB	**Aniwa Maru** Ⓟ **TwinSc** Sub.Sig. *CruiserStern* *3Dks*	3391 2654 1617					1927	KobeSteel Works,Ld. Harima	**Government Railways**	309·6 F19'P83'	45·0	30·0	**Tokyo** Japanese *WB*	T.6Cy.21″,35″&58″–42″ 436NHP KobeSteelWorks,Ld.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
69694 OFCH	**Anja** (exAirthria–38,exTrelevan, exLübeck) ssGls.2ndNo.3–1,38 D.F. 2Dks(Stl)3rd dk in No. 1 hold only	4836 — 2765	✠100A1 ~~9,39~~12,40 BS3,40 ✠LMC1,38	Abo BAs		CL 1,39	1914 6mo Lloyd'sA&CP	Flensburgr Schiffsb.Ges. Flensburg	RederiA/B Atlanta (B.Krogius,Mgr.) CellDBa133'u	412·2|54·8|26·2 (O.L.) 396·5 FK P&B320'F54' E&B47' f178'1315t	Helsingfrs Finnish 8BHCem APT20t	T.3Cy.28⅜",47¼"&78"–54" 185lb (s) 620NHP 3SB,9cf,GS198,HS9030 FD FlensburgerSchiffsb.Ges.	28 ″ 8 s3 ″ 10½ 25 ″ 0¾	
69695	**Anjou** (exAsahan, TwinSc exAnjou) 2Dks	599 446 354					1899	A.Lega Nantes	LiShuenWai	142·7|25·0|10·7	Canton Chinese	T.6Cy.9",15"&24"–14" 44NHP A.Mancour,Nantes		
69696 TSFS	— TwinSc 1Dk	439 421 199					1899	DelaBrosse &Fouché Nantes	HenriLevendi (P.&C.Atychidès, Mgrs.)	165·6|24·4|12·6 Q28'H47'RFD28'	Rouen French WB	C.4Cy.17¾"&29$\frac{15}{16}$"–16½" NB13 61NHP De la Brosse&Fouché,Nts.		
69697 DOSQ	**Ankara** OilEng. D.F. E.S.D. 2Dks CruiserStern	4768 3697 2733					1937	Nordsee- werkeEmden G.m.b.H. Emden	Atlas-Levante- Linie,A.G.	408·5|56·7|21·4 F24'	Bremen German WB	Oil Engines 2S.C.SA 7Cy.25$\frac{9}{16}$"–49$\frac{3}{16}$" 797NHP Fr.KruppGermaniawftAG		G
69698 TCAC	— Ⓟ (exAngora, exRindjani) 3Dks	4765 3647 2952					1906	Kon.Maats deSchelde Flushing	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	394·3|47·1|27·2 P72'B176'F80'	Istanbul Turkish WB	T.3Cy.28½",48"&82"–60" 521NHP Maats.deSchelde,Flushing		
69699 148563 GBLF	**Anking** Ⓟ Fitted for oil fuel 3Dks	3472 2937 2047					1925	Scott'sS.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	338·4|49·2|24·1	London British WB	2SteamTurbinesDR geared to 1 Sc.Shaft Scott'sS.B.&E.Co.Ld.Grk.		
69700 65 SVMJ	**Ann Stathatos** (exPersianPrince–33) ssMdb.No.3–8,30 ssRot.No.2–38 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)in No. 3 hold	5685 5438 3499	✠100A1 Shelter dk withfreeboard 12,40~~2,40~~ ✠LMC MS3,38 BS3,~~39~~ 5,40	Shi ~~Pir~~ Bal	z	CL 1,40	1918 7mo Lloyd'sA&CP	W.Pickers- gill&SonsLd. Sunderland	A.D.Stathatos CellDB	405·0|52·3|31·9 F35'onShelterdk FK 351'1295t FPT129t	Ithaca Greek 6BHCem APT113t	T.3Cy.26",43"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD Richardsons,Westgarth& Co.Ld.Hpl.	34 ″ 6 s9 ″ 0¼ 25 ″ 8½	
69701 479 SWLS	**Anna** (exMountAthos,exLeapark) ssPir.No.3–8,31 ssRot.No.2–39 ~~ssRot.No.1–36~~ 1Dk(Stl)&platform dk(Stl)in Nos.1,2,4&5holds Longitudinalframing in double bottom & at dks	5173 4720 3192	✠100A1 5,41 ~~8,39~~ ~~12,40~~ BS12,40 ✠LMC8,39	Rot ~~Gls~~Nwc	y	CL ~~1,37~~ 3,40	1919 4mo Lloyd'sA&CP	Greenock Dkyd.Co.Ld. Greenock	N.D.Lykiardopulo CellDB	400·6|52·3|28·5 P51'B114'F39' FK 347'1296t FPT125t	Piræus Greek 7BHptCem APT200t	T.3Cy.27",44"&73"–48" (s) 180lb 517NH 3SB.9cf,GS190,HS7668 FD Rankin&BlackmreLd.Grk	31 ″ 0 s5 ″ 11 25 ″ 3¾	
69702 7149 SDCM	— ssHbg.No.3–6,37 Well deck 1Dk(Stl) Cargo battens not fitted	1345 1001 714	✠100A1 8,40~~3,39~~ BS~~3,39~~ ✠LMC6,37 3,40	Got NYk	p	OG 3,39	1924 9mo Lloyd'sA&CP	Howaldts- werke Kiel	RederiA/B A.Th. Jonasson (M. Jonasson,Mgr.) Cell	236·5|37·2|14·0 249·6(O.L.) P20'Q71'B101'F23' FK DB202'429tFPT33t	Råå Swedish 4BHCem APT48t	T3Cy16$\frac{9}{16}$"27$\frac{3}{16}$"&43$\frac{5}{16}$"–29½" 185lb (s) 128NH 2SB,4cf,GS61,HS2174 Howaldtswerke,Kiel	16 ″ 0 s ″ 5 15 ″ 9½	
69703 OXZV	— Wireless D.F. 1Dk	1220 1008 730					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	J.Lauritzen	236·9|35·7|14·8 P27'B54'F27'	Copnhagn Danish WB	C.2Cy.14¾"&31½"–29½"&LP Turbinewith reductiongear & chain drive 103NHP HS1765 NE36 Helsingörs Skibsværft		N
69704 OHYU	— (exBraemar–36,exHavbör, exBess,exBayard) 1Dk2trB	1043 — 592					1897	Nylands Værksted Oslo	HöyrylaivaO/Y "Anna"(E.Fager- ström)	239·3|32·6|14·4 227·4 H45tF26t	Raumo Finnish WB	T.3Cy.16½",27"&44"–30" 106NH NylandsVærksted,Oslo		N
69705 PUZA	— Ⓟ TwinSc ssRio2ndNo.3–7,34 Wireless ssRio.No.1–38 Well deck 1Dk(Stl)	721 417 364	✠ A1 withfreeboard 12,38 ✠NB7,26 ✠LMC12,38 Coasting, Buenos Aires &Rio.Janeiro	Rio BS10,40	j	CL 11,38	1909 6mo Lloyd'sA&CP	Bremer Vulkan Vegesack	EmpresaNacional deNav."Hoepcke"	175·9|29·5|10·0 P&B113'F22' FK CellDBa37'uE9'f75'149tFPT23tAPT15t	Floriano- polis Brazilian 4BHCem	C.4Cy.14$\frac{9}{16}$"&28$\frac{15}{16}$"–17¾" (s) 192lb 114lb 106NHP 1SB,3cf,GS58,HS2047 BremerVulkan,Vegesack	11 ″ 11 s ″ 10½ 11 ″ 3	
69706 14 ORXB	— ssLon.No.3–12,40 ~~ssBly.No.2–37~~ Mchy.Aft 1Dk(Stl) Well deck Wireless	764 493 372	✠100A1 12,40~~2,40~~ ~~BS2,40~~ ✠LMC~~7,37~~ 11,40	Goo Lon	j	OG ~~2,39~~ 10,40	1928 7mo Lloyd'sA&CP	GooleS.B.& R.Co.(1927) Ld. Goole	HandelenScheep- vaartN.V. (M. VandesompelMgr) Ce	190·0|29·2|10·9 Q117'B13'F23' FK llDB119'176tFPT	Nieuport Belgian 3BH 45tAPT29t	T.3Cy.15",25"&40"–30" (s) 180lb 120NHP 2SB,4cf,GS69,HS2200 Earle'sCo.Ld.Hull	13 ″ 1 s4 ″ 6 12 ″ 11¼	
69707 ~~1131~~ ~~ESVW~~ 102112 MLPQ	**Anna II** (exAnna–40, 3Mst exRiverAvoca–37,exGlenshesk–34, exCalchfaen) ssCff.3rdNo.3–11,27 Well deck Mchy.Aft ssTln.No.2–37 Cargo battens not fitted 1Dk(Irn)	478 348 183	✠100A1 Examined1,41 ✠NB3,06 ✠LMC3,37 ✠NE10,92refitted10,93 BS~~12,39~~1,41	~~Tln~~ Cff	g	CL ~~4,37~~ 12,40	1893 10mo A&CP	AilsaS.B. Co. Troon	~~A.Toop~~ Ministry of Ship- ping(JohnTyrrell Ld,Mgrs.)	160·0|24·6|10·8 167·0(O.L.) Q84'B12'F26' BK7" FPT47t	Cardiff British 3BHCem APT3t	C.2Cy.20¼"&40"–27" (s) 115lb 66NHP 1SB,3pf,GS50,HS1484 Ross&Duncan,Glasgow	11 ″ 9 s4 ″ 0¾ 12 ″ 0	
69708 185 SVAH	**Anna Bulgaris** (exIndianola) ssHul.2ndNo 3–10,37 1Dk(Stl)&Shelter dk(Irn)&Webframes Longitudinalframing	4603 4333 2865	✠100A1 Shelter dk withfreeboard ~~5,40~~ ~~1,39~~ 1,41 ~~BS1,39~~ ✠LMC10,37	Ams ~~Cff~~ Mch BS6,40	y	CL ~~1,39~~ 12,40	1912 1mo Lloyd'sA&CP	Richardsn, Duck&Co. Stockton	C.Th.Bulgaris CellDBa&uF161'f	390·0|52·5|25·6 FK 155'1095t FPT85t	Andros Greek 6BHCem APT84t	T.3Cy.26",42"&70"–48" (s) 180lb 409NH 3SB,9cf,GS193,HS6851 Blair&Co.Ld.Stockton	28 ″ 0 s3 ″ 2¼ 25 ″ 0	
9/40 69709 153113 VGMR	**Anna C. Minch** D.F. Mchy.Aft 1Dk2trB	4139 3935 2880					1903	American S.B.Co. Cleveland,O.	WesternNav.Co.Ld	387·1|50·2|23·9 F48'	Ft.William Ont. WB British	T.3Cy.22",35"&58"–40" 213NHP AmericanS.B.Co.Clv.		R
69710 68 IJVY	**Anna Capano** (exBråvik–34, exGyp,exNoord ssHbg.No.3–5,25 Holland,exMayflower) ssGot.No.1–30 Well deck 1Dk(Irn)&Webframes	1216 942 721	✠ ... 2,34 ✠	Hbg			1897 10mo	AilsaS.B. Co. Troon	C.Capano Cell DBa 58' f88'240t	238·2|34·0|16·2 230·0 Q83'B55'F28' FK FPT50tAPT24t	Torre del Greco Italian 4BHptAsp ptCem	T.3Cy.17",27½"&44"–33" 123NHP NDB97refitted27 1SB,3cf,GS59,HS2040 Muir&Houston,Ld.Gls.	17 ″ 3	I †
69711 DAXS	**Anna Katrin Fritzen** (exGerda Kunstmann–38,exVulcan) Mchy.Aft 1Dk	676 559 320					1910	Akt.Ges. "Vulcan" Stettin	Johs.Fritzen& Sohnvorm. W.Kunstmann	166·1|32·0|14·1 P56'F26'	Stettin German	2Cy.22⅞"–23⅝" 39NHP A.G."Vulcan",Stettin		G
69712 LDSZ	**Anna Knudsen** TwinSc D.F. OilEng. ssGot.No.2–39 Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing	9057 8403 5389	✠100A1 ~~5,40~~~~10,39~~ 2,41 DBS~~8,39~~ ✠LMC10,39 10,40 CarryingPetroleum in bulk	Got ~~SFo~~ NYk	d†	CL ~~9,38~~ SN5,40 P5,40	1931 12mo Lloyd'sA&CP	Götaver- kenA/B Gothenburg	D/S A/S Jeanette Skinner(Knut Knutsen,O.A.S. Mgr.) CellDBuE	471·1|64·4|35·5 P100'B30'F46' FK 67'285tDTf38'431tFPT210tAPT86t	Haugesnd Norwegian 17BHptCem (10 to U dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 709NHP 2DB150lb Götaverken,A/B,Got.	35 ″ 4	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres de cote, si ce n'est dans le L. R. Durée Cert. Ref. Trade
69713 OZUE	**Anna Mærsk** *OilEng.* D.F. ssH.Kg.No.1-35 *Ref.Mchy.* 1*Dk(Stl) Shelter dk(Stl)* *3rd dk(Stl) in Nos.1&4holds*	5339 1624 3346	✠100A1 *with freeboard* 2,40 ✠LMC CS5,37 DBS12,39 5,37 Lloyd'sRMC12,39	HKg	*b*†	CL 6,38	1932 5mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense *'sA&CP*	A/S D/S Svendborg &DS/af1912 A/S (A.P.Möller, Copenhagen, *Mgr.*)	441·4|57·0|25·8 462·2(O.L.) F42' FK	Copnhagn Danish *8BH* *(Coll to S dk* *6 " 2nd ")*	Oil Engines 2S.C.DA 9Cy.17¾"-47 5/16" 983NH NDB35 *100lb* Akt.Burmeistr&Wain, Cpn	28 ″ 11 s 3 ″ 4½ 25 ″ 9	
								Cell	*DB386'1597t MTs*	*63'2402t Tanks in w*	*ayoftunnels*	*70'1782t FPT124t APT99t*		
			Port chamber for temp. 32° F.											
			Fitted for carrying oil F.P. above 150° F. in deep tanks											
69714 HPMI	**Anna Marcou** (*ex*Tourliani-39, *ex*Marne-36) 1*Dk*	2431 1794 1436					1919	Atel.&Ch. deBretagne Nantes	E.N.Vintiadis	292·5|43·6|19·6 B57'F25'	Panama Pnamanian *WB*	DRgeared steam turbine Atel.&Ch.deBretagne,Nts.		V
69714* 196 IJV7	**Anna Maria** (*ex*Ninfea-35, *ex*Fior d'Arancio-35,*ex*Bowden-34) 2*Dks*	1205 1078 728					1912	Fredrkstad Mek.Værks Fredrikstad	Dani&C.	245·9|33·7|19·9 234·4	Genoa Italian *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frstad.		I
69715 ~~[illegible]~~	**Anna Maria Gualdi** Ⓟ (*ex*Coppename-40) *Fitted for oil fuel* ssN.Yk.2ndNo.3-8,33 2*Dks(Stl)&* D.F. *Spar dk(Stl-ws)* *Ref.Mchy.*	3289 2157 1911	✠ *Spar dk* 8,36 ✠ ~~(*Reclassification contemplated*)~~	Bal	*v*		1908 2mo	Workman, Clark&Co.Ld Belfast	S.A.I.P.Soc.Anon IndustriaPesca *Intermediate* *bulkhead in after*	339·5|42·6|15·9 357·6(O.L.) 23·6 P&B218'F41' FK&BK2' *hold dispensed with* *CellDBa66'uE28'f*	Naples Italian *Cem* *5BHonly* 138'385*t*	T.3Cy.26",41"&69"-48" (*s*) 486NHP 3SB,*9cf*,GS177,HS7419 Workman,Clark&Co.Ld. Bel.	26 ″ 0	
69716 1686 IORG	**Anna Martini** (*ex*Ileana-37, *ex*Renzo,*ex*AmedeoCeretti, *OilEng.* *ex*SunnyMaid, 1*Dk&Webframes* *ex*Anthony,*ex*Julienne, *Mchy.Aft* *ex*Q.H.C.GrainBoatNo.1)	935 — 681	✠ ... 3,18				1914 8mo	Smith's DockCo.Ld. Middlesbro'	"C.I.CO.MA."Cia. ItalianaComm. Marittima(Piero &MarioMartini)	208·7|39·0|15·0 202·0 FK	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.20½"-29½" 294NHP NE30 J&CGBolinder'sM.V.A/B Skm.	16 ″ 0	I †
69717 85 SZGH	**Anna Mazaraki** (*ex*RoyalCity, *ex*Gerfrid,*ex*FederikoGlavic) 1*Dk(Stl)&2nd dk(Stl) in Nos.* *1&4 holds only*	*5411* *4989* *3481*	✠ 2,17 ✠	Nwc	*z*		1913 4mo	Earle'sCo. Ld. Hull *CellD*	D.C.&J.C. Mazarakis *Ba153'uE25'f168'*	419·7|53·8|26·3 P49'B250'F45' FK 1253*t DTf*25' 980*t*	Argostoli Greek *7BHCem* *APT*175*t*	T.3Cy.26",42½"&70"-51" 467NHP 3SB,*9cf*,GS168,HS6735 Earle'sCo.Ld.Hull	28 ″ 11	C †
69718 223 SVPD	**Anna N. Goulandris** (*ex*Texel-34) *Fitted for oil fuel* 2*Dks*	4358 3913 2575					1921	Rotterdam DryDockCo. Rotterdam	Goulandris Brothers	377·6|51·6|25·1 P37'B223'F34'	Andros Greek *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDryDockCo.		V
69719 LKHC	**Anna Odland** *OilEng* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4980 4403 2991					1939	Bremer Vulkan Vegesack	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	414·3|55·7|25·0 F28'	Haugesnd Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"-43 5/16" 972NHP BremerVulcan,Vegesack		N
69720 DIZK	**Anna Peters** (*exLighter*Anna) *OilEng.* 1*Dk*	486 387 290					1913	E.J.Smit& Zoon Westerbroek	H.Peters	145·0|29·5|10·6 P34'F17'	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.11"-17¾" 71NHP *Emade&fitted*36 Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
69721 DCSA	**Anna Rehder** (*ex*Waterway) ssSld.No.2-29 *Mchy.Aft* 1*Dk*	725 575 377	✠ ... 5,30 ✠				1921 10mo	Limhamns Skeppsvarv A/BLimhamn	C.Rehder	178·9|30·6|12·4 P56'F20' FK	Altona German *WB*	T.3Cy.16",26"&43"-30" 119NH N.E.MarineEng.Co.Ld.Sld	15 ″ 0	G †
69722 215756 KDIT	**Anna Schafer** (*ex*C.D.Johnson II.-34,*ex*Lake *Fitted for oil fuel* Superior) Sub.Sig. 1*Dk*	1985 1631 1202	✠ ... 4,22 ✠				1917 10mo	ToledoS.B. Co. Toledo,O.	SchaferBros.S.S. Lines	251·0|43·8|18·9 P21'B64'F30' FK	S.Frncisco Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo	21 ″ 0	
*69723 LFKA	**Anna Sofie** (*ex*WarCove) ssBgn.No.3-6,34 ssBgn.No.1-39 1*Dk(Stl)* *Cargo battens not fitted*	3100 2849 1852	✠100A1 9,39 ✠LMC BS1,39 MS9,39	Bgn	*u*	CL 9,37	1919 6mo	TyneI.S.B. Co.Ld. Newcastle A&CP *Int*	A/S Theologos(N. Rögenæs,*Mgr.*) *ermediateBHforw* *CellD*	331·0|46·6|23·2 342·0(O.L.) P33'B100'F29' *ard dispensed with* *B284'724tFPT110t*	Haugesnd Norwegian *4BHptCem* *APT123t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 429NHP 3SB,*9cf*,GS153,HS6304 FD N.E.MarineEng.CoLdNwc	25 ″ 6	
69724 837 SVSA	**Anna T.** (*ex*Sf.Nicolae-35, *ex*Auratan-34, ssGtz.2ndNo.3-6,34 *ex*Blairholm-33, 1*Dk(Stl)&deep* *ex*Korsholm,*ex*SanGiacomo, *framing* *ex*AlexanderKamburoff)	2728 *2486* *1698*	✠ —— 8,39 ✠	Rot	*t*		1906 3mo	BlythS.B. Co.Ld. Blyth	Th.L.Teryazos *CellDBa&*	313·0|45·5|20·5 P29'B90'F34' FK *uE120' f128' 644t*	Piræus Greek *5BHCem* *APT107t*	T.3Cy.33",38"&61"-42" 262NHP 2SB,*6cf*,GS112,HS4040 N.E.MarineEngCoLd.Nwc	23 ″ 0	I †
69725 61 IJWS	**Anna Zippitelli** *ex*CittàdiBarletta-35,*ex*Orsola Casubolo,*ex*Grebe) ssLon.No.2-96 *Well deck* 1*Dk2trB*	1019 665 562	✠ ... 12,99 ✠				1887 7mo	Gourlay Bros.&Co. Dundee	MichelePoli	218·8|30·0|14·8 210·0 | 30·1 | 15·0 P153'F31' BK7"	Bari Italian *WB*	T.3Cy.19",29"&48"-33" 112NHP GourlayBros.&Co.Dundee	15 ″ 10	I †
69726 140831 MNBX	**Annaghmore** ssBel.No.3-7,37 *Mchy.Aft* 1*Dk(Stl)* *Well deck*	583 401 271	✠100A1 ~~7,10 1,39~~ 7,41 ✠LMC MS8,37 ~~BS7,39~~ 7,40	Bel	*h*	CL ~~7,37~~ 7,40	1924 10mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *'sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	165·1|27·0|11·1 Q94'B11'F28' FK *Bf97'125t FPT44t*	Workngtn British *3BHCem* *APT7t*	T.3Cy.14",24"&39"-27" (*s*) 180lb 83RHP 1SB,*3pf*,GS54,HS1883 J.Lewis&Sons,Ld.Abn.	13 ″ 4 s 3 ″ 8½ 13 ″ 2½	
*69727 OZNB	**Annam** TwinSc4Mst ssCpn.2ndNo.3-12,38 D.F. *OilEng. 2Dks(Stl)* *&Shelter dk(Stl-ws)*	6636 4859 4236	✠100A1 *Shelter dk* *with freeboard* 7,39 ✠LMC CS12,38 DBS12,38 7,37	Cpn	*u*†	CL S7,39 P11,38	1913 6mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen *'sA&CP*	Akties.DetÖsta- siatiskeKompagni *CellDBa126'uE*	410·0|55·2|35·4 *46'f190'1275tFPT*	Copnhagn Danish *7BHptCem* *97tAPT73t*	Oil Engines 4S.C.SA 16Cy.23¾"-31½" 842NH DB*80lb* Akt.Burmeistr&Wain,Cpn	38 ″ 6 s 10 ″ 1 28 ″ 1	
69728 124170 MCQD	**Annan** 2*Dks*	955 852 392					1907	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·0|33·6|16·0 P&B150'F47'	Glasgow British *WB*	T.3Cy.16½",26½"&46"-42" NE&B32 137NH A.Stephen&Sons,Ld.,Gls.		C
69729 14915 JDND	**Annan Maru** ssKob.No.2-20 2*Dks&Webframes* *Longitudinalframing*	2939 2710 1821	✠ ... 8,22 ✠				1911 11mo	Armstrong Whitworth &Co.Ld. Newcastle	KitaNipponKisen K.K.	305·2|44·1|24·9 P19'B85'F32' FK	Hutyu Japanese *WB*	T.3Cy.22",37"&61"-42" 279NH N.E.MarineEng.CoLdNwc	27 ″	
69730 1462 IBNB	**Annarella** (*ex*Loki) TwinSc ssKel.No.3-3,23 ssHam.No.1-27 *OilEng.* *Mchy.Aft* 2*Dks&Webframes* D.F. *CarryingPetroleum in bulk*	5999 5186 3389	✠ ... 5,32 ✠				1913 9mo	Fried. KruppA.G. Kiel	"C.I.T.O.M."Cia. ItalianaTrasporto OliiMinerali	417·7|53·2|30·0 400·0 P107'B42'F44' FK	Genoa Italian *WB*	Oil Engines 2S.C.SA 12Cy 19 11/16"-31½" 814NH Fried.KruppA.G.Kiel	32 ″ 4	I †

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of TradeCert.
69731 LCDJ	**Annavore** 1*Dk*	3324 3015 1986	✠ ... 12,25 ✠				1921 6mo	Murdoch& Murray.Ld PortGlasgow	A/S Vore (GunsteinStray& Sön, *Mgrs.*)	333·1 P31'B102'F30' FK	49·0	22·4	Farsund Norwegian *WB*	T.3Cy.23",38"&62"-42" 287NHP ClydeSB&Eng.Co Ld.P.Gl	24″10	N †
69732 DHBF	**Annchen Peters** (*ex*Nieuw Cappelle) *OilEng.* *Mchy.Aft* 1*Dk*	490 358 343					1920	Gebr.van Diepen Waterhuizen	H.Peters	155·8 P54'F25'	26·5	11·0	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.11"-$17\frac{3}{4}$" NE37 70NHP Humboldt-Deutzmot. A.G.Köln-Deutz		G
69733 OZQD	**Anne** Wireless D.F. 1*Dk*	1593 1225 940					1928	Howaldts- werkeA.G. Kiel	DampsksisTorm A S(A.Schmie- gelow&A.Kampen, *Mgrs.*)	253·2 P16'Q75'B101'F34'	38·5	15·4	Copnhagn Danish *WB*	T.3Cy.$17\frac{1}{2}$",$28\frac{1}{2}$"&46"-$33\frac{1}{2}$" 123NHP HowaldtswerkeA.G.Kiel		G
69734 219645 KJBN	**Anne Hanify** Wood *Fitted for oil fuel* 1*Dk*	1343 — 756					1920	Kruse& BanksS.B.Co. NorthBend, Or.	J.R.HanifyCo.	235·0 P16'B19'F48'	43·0	17·7	S.Frncisco Utd.States	T.3Cy.16",27"&46"-33" 122NHP MainStreamIronCo.S.Fo		R
69735 OHFT	**Anneberg** (*ex*Farmsum) *ss*Kel.2ndNo.3-6,28 D.F. *ss*Skm.No.2-36 1*Dk*(*Stl*)&*deep framing*	2544 — 1393	✠100A1 9,38 MS1,36	Hpl ✠LMC BS~~5,39~~3,41	*t*	CL N4,37	1902 9mo *Lloyd*'*sA&CP*	Nederl. Schps.Maats. Amsterdam	Rederi A/B "Anneberg" (ArthurEkbom) *CellDBa*88'	317·2 303·6 P22'B72'F32' FK *uE&B*36'*f*130'711*t*	45·9	19·5	Mariehmn Finnish 5*BHCem* *APT*125*t*	T.3Cy.$21\frac{3}{4}$",$33\frac{1}{4}$"&$56\frac{7}{8}$"-$39\frac{3}{8}$" 160lb (*s*) 221NHP 2SB,4*cf*,GS102,HS3613 NedFb.v.Wrk&Spoor,Ams	22″4 s 3″$4\frac{1}{4}$ 19″2	
69736 DRAB	**Anneliese** 3Mst *Mchy.Aft* 1*Dk*	726 500 419					1908	Schiffsw.v. HenryKoch Lübeck	F.H.Bertling	180·6 P&B101'F22'	27·2	12·6	Lübeck German	C.2Cy.$15\frac{3}{4}$"&$31\frac{1}{2}$"-$19\frac{5}{8}$" 37NHP OttensenerMasch.Fab.Alt.		G
69737 DJQC	**Anneliese Essberger** D.F. E.S.D. *OilEng.* 1*Dk,2nd dk inNo.3hold&mchy.space* *Longitudinal framing in double bottom* *Strengthened for Navigation in Ice* *Shell, decks & inner bottom part* *CruiserStern electrically welded*	5173 4657 3052	✠ 6,38 ✠	Qbc	*a*†		1935 12m	Deutsche WerftAGBet Finkenwrder Hamburg	JohnT.Essberger *CellDB*362'1288*t*	418·5 P25'B&F383' FK *MT*51'1269*t FPT*1	57·2	25·	Hamburg German 7*BHptCem* 39*tAPT*137*t*	2 Oil Engines 2S.C.SA SR geared to Sc. Shaft 12Cy.$20\frac{1}{2}$"-$27\frac{9}{16}$" 885NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	27″7	
69738 DDTP	**Annelis Christophersen** (*ex*Sexta-38,*ex*MarquardtPetersen-35) 1*Dk*	1581 1262 937					1927	Flensburgr Schiffsb.Ges. Flensburg	H.W.Christopher- sen	262·7 P16'Q85'B105'F32'	40·3	15·3	Flensburg German *WB*	T.3Cy.$15\frac{3}{8}$",$25\frac{5}{8}$"&48"-$29\frac{1}{2}$" 125NHP FlensburgerSchiffsb.Ges.		G
69739 LCHE	**Annfin** (*ex*Gaupen) Wood *Ref.Mchy.* 1*Dk*	729 538 340					1919	Fjeldviks Skibsverft Arendal	SkibsA/SMartha Therese(P.Holm, *Mgr.*)	159·2 Q55*t*B29*t*H29*t*F27*t*	32·2	16·3	Oslo Norwegian	T.3Cy.15",25"&40"-30" Pusnæs 115NHP Stöperi&M.V.Arendal		N
69740 D[illegible]	**Anni Ahrens** (*ex*UrsulaFischer, *ex*KommerzienratBoeckel) Now "Ingeborg," see No. 88515 in Supplement	895 722 554					1904	Akt.Ges. "Neptun" Rostock	ErichAhrens	211·2 P13'Q65'B57'F26'	32·1	13·1	Rostock German *WB*	T.3Cy.$14\frac{3}{8}$",$24\frac{1}{4}$"&$38\frac{9}{16}$"-$26\frac{3}{4}$" 76NHP A.G."Neptun,"Rostock		G
69741 PUAU	**Annibal Benevolo** Ⓟ TwinSc (*ex*CommandanteAlvim, *ex*RuyBarbosa, *ex*Jupiter) 1*Dk&Awng.dk*	1905 1629 984					1905	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	269·0 F30'	37·8	11·5	R.Janeiro Brazilian *WB*	T6Cy$13\frac{3}{8}$",$23\frac{1}{4}$"&$37\frac{11}{16}$"-$29\frac{9}{16}$" 156NHP Reiherst.Maschinenf.Ham		
69742 DHBH	**Annie Hugo Stinnes 6** Sub.Sig. E.S.D. *Mchy.Aft* Wireless D.F. 1*Dk*	1486 1287 767					1910	Flensburgr Schiffsb.Ges Flensburg	HugoStinnes G.m.b.H.	243·6 P70'F24'	37·6	17·6	Hamburg German *WB*	T.3Cy.$17\frac{3}{4}$",$28\frac{3}{4}$"&48"-$34\frac{7}{16}$" 135NHP FlensburgerSchiffsb.Ges.		G
69743 7235 SMEA	**Annie Johnson** Ⓟ TwinSc *OilEng.* *ss*Got.No.3-11.38 *Ref.Mchy.* 2*Dks*(*Stl*) D.F. E.S.D. &*Shelter dk*(*Stl*)	*4913* *3981* *2798*	✠100A1 *withfreeboard* 12,40~~7,40~~ DBS7,40 ✠Lloyd'sRMC~~11,38~~~~6,40~~4,41	Skm BAS ✠LMC(M)7,40 ✠LMC11,38	*z*	OG P2,38 S10,38	1925 11mo *Lloyd*'*sA&CP*	A/B Göta- verken Gothenburg	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB*332'1378*t*	392·0 F39' FK *Tanks at sides of tu*	52·6	24·8	Stockholm Swedish 7*BHptCem* (*Coll toShdk* 6 „ 2nd„) *nnels*40'190*t*	Oil Engines 4S.C.SA 12Cy.$23\frac{7}{16}$"-$47\frac{1}{4}$" 633NHP DB85lb A/B Götaverken,Got. *FPT*109*tAPT*82*t*	28″0 s 2″$11\frac{1}{4}$ 25″$1\frac{3}{4}$	
69744	**Annik** *Fitted for oil fuel* 2*Dks* Wireless D.F. *CruiserStern*	1323 1116 715					1939	Kaldnes Mek.Verks. Tönsberg	A/S StenerS. MüllersRederi (StenerS.Müller, *Mgr.*)	249·4	42·2	15·7	Bergen Norwegian *WB*	C.2Cy.$15\frac{3}{4}$"&$31\frac{1}{2}$"-30"&LP turbine with DR gearing & hydraulic coupling KaldnesM.V.Tönsberg		
69745 221292 KDSG	**Anniston City** *Fitted for oil fuel* GyC. 2*Dks*	5687 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw Ala.	IsthmianS.S.Co.	424·2 P58'B&F350'	56·2	30·0	NewYork Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft FederalS.B.Co.Kearny,N.J		R
69746 144 SVXZ	**Annitsa** (*ex*Tregantle-39) *ss*Fal.No.3-10,34 D.F. *ss*Bry.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in* *Shelter 'tween dks*	*4324* *4080* *2711*	✠100A1 *Shelter dk* *withfreeboard* 1,39 BS3,40	Bry ✠LMC12,38	*y*	CL 9,37	1918 10mo *Lloyd*'*sA&CP*	JReadhead &Sons,Ld. SouthShields	J.G.P.Livanos (J.Livanos&Sons, Ld.*Mgrs.*) *CellDBa*131'*uE*2	400·2 413·3(O.L.) FK *Coll* 3'*f*175'977*tAPT*43*t*	52·1	25·2	Chios Greek *Cem* *BH to Shdk* 5 „ „ *U* „	T.3Cy.27",44"&73"-48" (*r*) 180lb 425NHP 3SB,9*cf*,GS190,HS6876 J.Readhead&SonsLd.S.Shl	26″10 s 2″$10\frac{3}{4}$ 24″$2\frac{1}{2}$	
69747	**Ano Vathy** TwinSc (*ex*TaiChow-38,*ex*Georgy, *ex*Amur,*ex*Ochotsk,*ex*ChungKing)	1524 — 929					1882	Scott&Co. Greenock	J.D.Tsounias (ChinaHellenic Lines,Ld.*Mgrs.*)	251·6	32·5	18·9	Piræus Greek	C.4Cy.25"&50"-30" 228NHP Scott&Co.Greenock		
69748 164587 MKYM	**Anonity** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	303 195 141	✠100A1 3,36 ✠LMC(M)5,38	Grk ✠LMC3,36	*d*	OG 11,39	1936 3mo *Lloyd*'*sA&CP*	G.Brown &Co. Greenock	F.T.Everard& Sons,Ld.	116·2 P36'Q39'F17' FK *FPT*41*tAPT*13*t*	25·5	8·8	London British 3*BHAsp*	Oil Engines 2S.C.SA 3Cy.$12\frac{5}{8}$"-$15\frac{3}{4}$" 84NHP NewburyDieselCo.Ld. Newbury	9″9 s 3″5 9″$8\frac{3}{4}$	
69749 164275 GYPF	**Anselm** Ⓟ D.F. E.S.D. 1*Dk&Shelter dk* *3rd dk except in after hold* *CruiserStern*	5954 4351 3609	✠100A1 *withfreeboard* Examined~~5,40~~6,41	~~Liv~~ Liv ✠LMC11,39	*a*† 2 1/16	CL 9,38	1935 12mo *Lloyd*'*sA&CP*	W.Denny &Bros.Ld. Dumbarton	BoothS.S.Co.Ld. *CellDB*350'1056*t side ta*	412·3 F48' FK *Including collision* *nks inER*8'86*tFPT*	55·7	25·8	Liverpool British 8*BHptCem* *BHto2nddk* 66*tAPT*36*t*	3SteamTurbinesSRgeared toSc.shaft (*s*) 696NHP 250lb HS7704 FD 3SB(Spt),9*cf*,GS176, W.Denny&Bros.Ld.Dmb.	28″6 s 3″$1\frac{1}{4}$ 25″$6\frac{3}{4}$	BT till 10,40
69750 162520 GPDX	**Anshun** Ⓟ *OilEng.* 2*Dks*(*Stl*)&*Shelter dk*	3188 2600 1869					1930	Scott'sS.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	338·4	50·2	21·7	London British *WB*	Oil Engines 2S.C.SA 6Cy.27"-45" 762NHP Scott'sS.B.&Eng.Co.Ld.		

1 Numero d'Ordre — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port l'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creu sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
69751 2289 JBYG	**Ansyu Maru** (*ex*AnshuMaru-38) 2*Dks* *CruiserStern*	2601 2200 1469					1937	Uraga DockCo.Ld. Uraga	ChosenYusenK.K.	295·0|45·0|23·8 P29'B75'F32'	Jinsen Japanese *WB*	C.4Cy.(2)11 1/16"&(2)20½"–13¾"SRgeared&LP turbine DRgearedto1Sc.shaft HS3014 223NHP UragaDockCo.Ld.Uraga		
69752 TCAA	**Antalya** Ⓟ (*ex*Antissa, *ex*Lomonosoff) TwinSc *ss*Nwc.2ndNo.3-10,20 Wireless 1*Dk&Spar dk&deepframing*	1024 870 537	✠ ... 8,24 ✠NB4,12✠				1891 3mo	W.Dobson &Co. Newcastle	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	226·5|30·0|14·9 B52'F66' 20·8 FK	Istanbul Turkish *WB*	T.3Cy.12¼",20"&33"–24" 121NHP Hwthrn,Leslie&C.Ld Nwc.	21 " 6	
69753	**Antar** (*ex*LasPerlas-39, *ex*Marmaras-39,*ex*AghiaAnastassia-38, *ex*Aspasia,*ex*SophiaCouppa) TwinSc 1*Dk*	389 — 232					1890	Stabilmnto Tecnico Trieste	AtidNavigationCo. Ld.(BarnettBros.& Borchard,Ld.*Mgs*)	180·0|29·0| 9·0	Haifa Palestine	C.4Cy.13"&24"–20" NB05 43NHP StabilimentoTecnico,Tri.		
69754 TCAI	**Antares** (*ex*Clam) 3Mst *ss*Shl.2ndNo.3-5,13 *Mchy.Aft* *ss*Liv.No.1-18 *Well deck* 2*Dks(Stl)&Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel*	3723 3066 2377	✠ 11,22 ✠NB5,13✠	Sng	*w*		1893 2mo	W.Gray& Co.Ld. WHartlepool	TuvaLd.Sirketi (AgenziaMarit- timaItaliana,Cap. G.Folcini,*Mgrs.*) *CellD*	348·8|43·1|28·0 338·0 43·0 26·4 P219'F47' FK *B64' 117t FPT123t*	Istanbul Turkish *8BHCem* *APT30t*	T.3Cy.25¼",40¼"&67"–45" NDB13 321NHP 3SB,*9cf*,GS94,HS5120 CentralMar.Eng.Works, W.Hpl.	28 " 0	I †
69755 775 OHYC	— (*ex*Maud-35) Wireless D.F. 1*Dk*	1381 1192 735					1933	Sölvesb'rgs Varvs& RederiA/B Sölvesborg	FinskaÅngf.A/B	252·1|37·8|16·2 239·0 P28'B60'F25'	Helsingfrs Finnish *WB*	T.3Cy.17½",29"&48"–30" 126NHP SölvesborgsVarvs& RederiA/B		V
69756 DKAN	**Antarktis** D.F. E.S.D. GyC. *OilEng.* *Mchy.Aft* *Ref.Mchy.* 1*Dk* *Carrying Petroleum in bulk* *Carrying Whale oil in bulk* *Cruiser Stern* *Longitudinal framing*	10711 9655 6089					1939	Howaldts- werkeA.G. Kiel	PartenreedMotor- tanker"Antarktis" (DietrichMencke, *Mgr.*)	488·3|70·0|37·0 P107'B39'F84'	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.25 5/16"–49 5/16" 905NHP Fr.KruppGermaniawft A.G.Kiel		G
69757 YTAF	**Ante Matkovic** (*ex*Mossi-34) *Fitted for oil fuel* 1*Dk*	2710 — 1663					1920	Atel.&Ch. deBretagne Nantes	EugenMatkovic	290·0|43·3|20·2 P57'F26'	Split Yugoslav *WB*	DR Geared Steam Turbine Atel.&Ch.deBretagne, Nts.		V
89/40 69758 6406 SHIA	**Anten** *ss*Got.No.3-1,34 *ss*Got.No.1-38 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	5135 4664 3093	✠100A1 *Shelter dk* *withfreeboard* 5,40~~2,40~~ ~~BS3,38~~ *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	Got PN1 BS10,40 ✠LMC3,38	*a*†	CL 8,39	1920 11mo *Lloyd's*A&CP	W.Doxford &Sons,Ld. Sunderland	Rederiaktieb Transatlantic (G.Carlsson,*Mgr.*) *CellDB*364'1181t	422·5|53·8|34·3 433·7(O.L.) F42' *on Shelter dk* FK *Collision* *FPT*105t*APT*125t	Gothenbrg Swedish *ptCem* *BHtoSh dk* „ „ *U* „	T.3Cy.27 1/16",44½"&75"–54" 180lb (*s*) 577NHP 3SB(Spt),*9cf*,GS189, HS8530 FD W.Doxford&Sons,Ld.Sld.	29 " 0 s 3 " 7¾ 25 " 7	
69759 147292 GLFC	**Antenor** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks*	11174 8590 6809					1925	Palmers' Co.Ld. Newcastle	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	497·7|62·2|35·0 P74'B201'F62'	Liverpool British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Palmers'Co.Ld.Newcastle		
69760 1967 IBLB	**Anteo** *ss*Pal.No.1-38 *OilEng.* D.F. *Mchy.Aft* 2*Dks* *Longitudinal framing–bracketless system* *CruiserStern*	6772 6157 4037	100A1 10,39 DBS4,38 *Carrying Petroleum in bulk*	Pal LMC4,38	*z*†	CL 10,39	1934 11mo *Lloyd's*A&CP	Cant.Nav. Riuniti Palermo	SocietàLigure di Armamento *CellDBuE*52'135t *DTf*36'306t	451·3|57·0|33·0 428·9 P107'B25'F29' FK *FPT*112t*APT*76t	Genoa Italian 16*BHptCem* (9 *to U dk* 7 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.29½"–49 5/16" 911NHP 2DB*156lb* Soc.An"Fiat"S.G.M.Turin	33 " 4	
69761 EAEG	**Antequera** (*ex*Erandio-39, *ex*BegoñaNo.6, *ex*Onton, *ex*Wilderspool) *ss*Bbo.2ndNo.2-10,23 *ss*Bbo.No.2-32 1*Dk(Stl)&deep framing&ptAwng dk(Stl)*	2810 2116 1591	✠ ... 5,35 ✠ ✠NB12,91*refitted*10,32	Bbo	*t*		1894 10mo	W.Pickers- gill&Sons Sunderland	José deNavas Escuder *CellDBa*	310·0|42·9|19·2 Q77' *pt Awng dk*233' FK 96'*uB*20'*f*120' 576t	Bilbao Spanish 5*BHCem* *APT*66t	T.3Cy.22½",37"&61"–42" 253NHP NDB20 *refitted*28 2SB,*6cf*,GS116,HS3960 G.Clark,Ld.Sunderland	21 " 9	
91/40 69762 147691 GKTM	**Anthea** *ss*Bry.No.3-5,35 *ss*Bkn.No.1-39 D.F. E.S.D. 1*Dk(Stl)*	5186 4767 3132	✠100A1 4,40 BS1,40	Lon ✠LMC4,39	*y*	CL 4,38	1924 7mo *Lloyd's*A&CP	Ardrossan D.D.&S.B. Co.Ld. Ardrossan	BowringS.S.Co. Ld.(C.T.Bowring &Co.Ld.*Mgrs.*) *CellDB*	385·4|53·2|28·5 398·9(O.L.) P37'B120'F43' FK 332'1084t*FPT* 106t	London British 6*BHCem* *APT*220t	T.3Cy.26",44"&73"–48" (*s*) 180lb 530NHP 3SB,*9cf*,GS190,HS7968 FD J.G.Kincaid&Co.Ld.Grk.	31 " 0 s 5 " 8¾ 25 " 6	
94/40 69763 489 SVPS	**Anthippi N. Michalos** (*ex*Cromerton, *ex*Novorossia) *ss*Pir.2ndNo.3-11,32 *ss*Pir.No.1-37 1*Dk(ptIrn&ptStl)2trB* *deep framing&Web frames3Dk rule*	3298 2912 1920	✠100A1 9,40 ~~12,39~~ MS3,37	Pir Mtl ✠LMC BS12,38	*u*	CL ~~11,39~~ 9,40	1905 2mo *Lloyd's*A&CP	Bartram& Sons Sunderland	MichalinosMari- time&Commercial Co.Ld. *CellDBa*108'*uE*	325·0|48·0|21·9 P29'B94'F35' FK 20'*f*136' 777t *FPT*	Piræus Greek 5*BHCem* 77t*APT*140t	T.3Cy.24",39"&64"–42" (*s*) 180lb *180lb* NDB25 285NHP 2SB,*8pf*,GS125,HS4360 J.Dickinson&Sons,Ld.Sld.	24 " 0 s 3 " 11 20 " 6	
69764 150232 CYJQ	**Anticosti** (*ex*Glenclova) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	1925 1627 1092					1921	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	246·0|42·5|18·5 Q86'F40'	Midland, Ont. British *WB* *Rebuilt*	T.3Cy 18",30"&50"–42" 162NHP FrontierIronWrks.Detroit *by*Gt.LakesFndry&MchCo		C
69765 219229 KONR	**Antietam** Sub.Sig. *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk* *Longitudinal framing*	6972 — 4293					1919	Bethlehem S.B.Corp.Ld. Sparrows Pnt Md.	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	435·6|56·2|31·7 P122'B50'F45'	Wilmngtn (Del.) Utd.States *WB*	T.3Cy.27",47"&78"–48" 422NHP BethlehemS.B.Corp.Ld.		R
69766 160457 GNRT	**Antigone** *ss*Bry.No.2-37 1*Dk(Stl)&Shelter dk(Stl)*	4545 4322 2835	✠100A1 *withfreeboard* Examined 5,41 ~~BS1,40~~ 3,41	~~Bry~~ Mdb ✠LMC4,37	*z*	CL ~~2,39~~ 3,40	1928 5mo *Lloyd's*A&CP	Napier& Miller,Ld. Glasgow	NewEgypt& LevantShppg.Co. Ld.(T.BowenRees &Co.Ld.*Mgrs.*) *CellDB*350'	401·4|54·2|25·3 415·8(O.L.) F42' FK 1046t*APT*136t	London British 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.26 1/16",42"&71"–48" 180lb (*s*) 418NHP 3SB,*9cf*,GS186,HS6999 J.G.Kincaid&Co.Ld.Grk.	27 " 9 s 2 " 10¾ 24 " 11½	
69767 231465 KDCJ	**Antigua** Ⓟ TwinSc *Fitted for oil fuel* D.F. GyC. 4*Dks* *Ref.Mchy.* E.S.D.	6982 3985 3178					1932	Bethlehem S.B.Corp.Ld. Quincy,Mass.	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·7|60·3|24·1 P41'B&F343'	NewYork Utd.States	2SteamTurbinesconnect'd to Elec. Motor& Sc. Shafts GeneralElectricCo. Schenectady,N.Y.		R
69768														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
69769 914 SZNQ	**Antiklia** (*ex*KatinaP.II.-39, *ex*LjubicaMatkovic-37, *ss*Shl.No.3-4,05 *ex*Ljubica,*ex*Mirone, *ss*Nap.No.2-14 *ex*CarloZeno, 1*Dk&Web frames* *ex*St.Dunstan) *Welldeck*	951 — 550	✠ … 11,19 ✠				1892 10mo	S.P.Austin &Son Sunderland	Mme.A.A.Davaris &P.H.Tzanetatos	220·0|31·0|14·0 H75'B46'F27' FK	Piræus Greek *WB*	T.3Cy.18",30"&49"-33" 137NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 6	G †
69770 DKBA	**Antilla** *Fitted for oil fuel* D.F. E.S.D. 2*Dks* *CruiserStern*	4363 — 2164					1939	Deutsche WerftAG Bet Finkenwrder Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	398·3|55·7|22·8	Hamburg German *WB*	2SteamTurbinesconnected toElectricMotor&Sc.Shaft AllgemeineElecGes.Berlin		
69771 123984 GPZF	**Antilochus** Ⓟ **TwinSc** D.F. 3*Dks*	9082 8649 5772					1906	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	486·0|58·3|39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"-48" 585NHP Hwthrn,Leslie&C.Ld.Nwc		BT till ~~9,40~~ ~~3,41~~ 9,41
69772 220352 KDAX	**Antinous** *Fitted for oil fuel* D.F. Sub.Sig 1*Dk&Shelter dk* *Longitudinal framing*	6034 5532 3775	✠ … 8,21				1920 7mo	GMStandi- ferConstCorp Vancouver, Wash.	WatermanS.S. Corp.	401·5|53·2|31·9 P34'B114'F38'*on* *Shelter dk* FK	Mobile Utd.States *WB*	DR GearedSteam Turbine E*made*19*refitted*34 550NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 7	R †
69773 161362 GSJB	**Antiope** *ss*Bry.No.2-38 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Tonnage opening closed '41(W.E.)*	4545 4289 2835	✠100A1 *with freeboard* 7,41 ~~10,39~~ MS9,38	NSW ~~NYk~~ Liv ✠LMC BS~~2,40~~ 1,41	*z*	CL ~~5,37~~ 7,40	1930 1mo *Lloyd*	Napier& Miller,Ld. Glasgow '*sA&CP*	NewEgypt& LevantShipping Co.Ld.(T.Bowen Rees&Co.Ld.*Mgs.*) *CellDB*350'	400·8|54·2|25·3 417·0(O.L.) F42' FK 1046*tAPT*136*t*	London British 6*BHCem* (*Coll to Shdk* 5 „ *2nd* „	T.3Cy.26",42"&71"-48" (*s*) 180lb 418NHP 3SB,*9cf*,GS186,HS6999 J.G.Kincaid&Co.Ld.Grk.)	36 ″ 9 s10 ″ 10 26 ″ 0¼	‡
69774 163400 MBKF	**Antiquity** *ss*Lon.No.1-38 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* *CruiserStern*	311 224 148	✠100A1 3,41 ~~11,38~~	Lon Nwc ✠LMC11,38 ✠LMC(M)10,40	*d*	OG ~~10,39~~ 3,41	1933 11mo *Lloyd*	Fellows& Co.Ld. Southtown, Gt.Yarmouth '*sA&CP*	F.T.Everard& Sons,Ld.	129·2|24·7| 8·9 P38'F13' FK *FPT*	London British 3*BHCem* 33*tAPT*9*t*	Oil Engines 2S.C.SA 4Cy.12⅝"-15⅜" 112NHP NewburyDieselCo.Ld. Newbury	9 ″ 6 s ″ 10¼ 8 ″ 9¼	
69775	**Antje Fritzen** (*ex*Meopham-39, *ex*Gibraltar-38, *ss*Lth.No.3-4,29 *ex*Maplemore) *ss*Bel.No.2-38 1*Dk*(*Stl*)	*4330* *3970* *2668*	✠ 4,39 ✠	Mch	*x*		1916 7mo	W.Pickers- gill&Sons,Ld. Sunderland	Johs.Fritzen& Sohn vorm.W. Kunstmann *CellDBa*119'*uE*25	365·0|51·0|25·9 P36'B117'F32' FK '*f*162'977*tFPT*108*t*	Stettin German 6*BHCem* *APT*161*t*	T.3Cy.26",42¼"&69½"-45" 361NHP 2SB,*8pf*,GS162,HS5708 G.Clark,Ld.Sunderland	28 ″ 4	
69776 1266 CBAG	**Antofagasta** Ⓟ (*ex*PlumBranch-33) 2*Dks*	5381 — 3156					1921	Palmers' Co.Ld. Newcastle	CompaniaChilena deNavegacion Interoceanica(H. R.Samsing,*Mgr.*)	398·5|53·8|26·1 P50'B121'F42'	Valparaiso Chilian *WB*	T.3Cy.24$\frac{7}{16}$",40$\frac{9}{16}$"&66$\frac{3}{16}$"- 47" 300NHP E*made*22*fitted*33 DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		C
69777 YTPN	**Anton** (*ex*Kobac-36,*ex*Chiswick Manor-34, *ss*Cff.No.2-27 *ex*Lombardier) 1*Dk*(*Stl*)	*1480* *1313* *787*	✠ — 2,34 ✠	Cff	*p*		1919 4mo	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow	Ant.Babarovic *CellD*	240·3|36·1|19·1 B52'F23' FK *B*198' 297*t FPT*84*t*	Milna Yugoslav 4*BHCem* *APT*60*t*	T.3Cy.18",30"&50"-33" 172NHP 2SB,*6cf*,GS97,HS2886 N.BritishDieselEng.CoGls	21 ″ 3	C †
69778 UOMU	**Anton Chekhov** Ⓟ **TwinSc** (*ex*Delfin) *OilEng.* 2*Dks&Shelter dk* *CruiserStern*	2121 1363 939					1929	Sevastopol MarineWks. Sevastopol	U.S.S.R.	249·3|39·4|18·2 F27'B88'	Rostov-on- Don Russian *WB*	Oil Engines 2S.C.SA 8Cy.18½"-32" 476NHP KharkovLoco.Wrks. "Komintern,"Kharkov		
69779 417 OHXL	**Anton H.** (*ex*JohnShaw-35) *ss*Hfs.2ndNo.3-5,38 Wireless D.F. *Mchy.Aft* *Cargo battens not fitted* 1*Dk*(*Stl*)	1436 — 833	✠100A1 2,40 BS6,39 No later survey reported	Mmo ✠LMC5,38	*p*	CL 6,38	1913 1mo *Lloyd*	W.Harkess &Son,Ld. Middlesbro' '*sA&CP*	WernerHacklin *CellDBa*36'	254·4|38·0|14·6 247·0 Q144'F28' FK *f*169'441*tFPT*168*t*	Pori Finnish 4*BHCem* *APT*45*t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 175NHP 2SB,*4pf*,GS79,HS3128 MacColl&Pollock,Ld.Sld.	16 ″ 9 s 5 ″ 1½ 15 ″ 3	
69780 145937 GJBY	**Antonia** Ⓟ **TwinSc** *ss*Bkn No.3-1,34 *ss*Liv.No.1-38 Sub Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds except* D.F. E.S.D. GyC. *inNos.*4&5	13867 10636 8254	✠100A1 *Shelter dk* *with freeboard* 10,39 BS12,39 Lloyd'sRMC~~12,39~~ E & No. 6 hold chambers for temp. 32° F. *Fitted for oil fuel* 6,22 *F.P. above* 150° F.	Liv ✠LMC12,37 7,40	*h*†	CL P10,39 S12,36	1921 12mo *Lloyd*	Vickers,Ld Barrow '*sA&CP*	CunardWhite Star,Ld. *CellDB*450'1796*t* *in way of Tunnels*	519·9|65·3|39·1 B&F448' *on Sh dk* *Prom. dk* 266' FK *DTf*1450*t Tanks* 389*t FPT* 108*t AP*	Liverpool British *ptCem* 10*BHtoSdk* *T*49*t*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb HS19443 FD 1640NHP 2SB&2DB,*24cf*,GS497 Vickers,Ld.Barrow	43 ″ 1 s11 ″ 11¼ 31 ″ 6¾	BT till 10,40
69781 PCSH	— *OilEng.* D.F. E.S.D. *Cruiser Stern* 1*Dk* *Mchy.Aft* *Longitudinal framing at* *bottom in centre tank&in trunk*	3357 2348 1787	✠100A1 9,40 ~~1,40~~ *CarryingPetroleum in bulk*	Bat Sng ✠LMC8,38	*u*	CL	1938 8mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen '*sA&CP*	Nederl.Indische Tankstoomboot Maats. *CellDBuE*63'	332·0|46·6|20·0 348·0(O.L.) P93'*Trunk*186' FK F53' 120*t DTf*27'42*tFP*	TheHague Dutch 13*BH* *T*84*tAPT*62	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-43$\frac{5}{16}$" 223NHP DB*180lb* WerkspoorN.V.Ams. *t*	20 ″ 0 s 1 ″ 7¼ 18 ″ 6½	
69782	— Ⓟ *OilEng.* Wireless 1*Dk* *Cruiser Stern*	502 341 297	✠100A1 2,39	HKg ✠LMC2,39	*g*	CL	1939 2mo *Lloyd*	W.S.Bailey &Co.Ld. HongKong '*sA&CP*	Aboitiz&Co.Inc.	157·6|28·1| 9·1 163·0(O.L.) *F*20' *Shade dk* FK *FPT*17*tAPT*25*t*	Cebu,P.I. Utd.States 4*BHCem*	Oil Engines 4S.C.SA 6Cy.14$\frac{9}{16}$"-22$\frac{13}{16}$" 124NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 6	
69783 IBCV	**Antonia C.** (*ex*Gundine-39, *ex*EmileDeutsch *ss*Cpn.No.3-7,34 de la Meurthe) 2*Dks*(*Stl*)&*Web frames* D.F. *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	5877 5260 3447	✠ — 9,39 ✠	Cff	*z*		1921 6mo	Bethlehem S.B.Corp.Ld Sparrow's Point,Md.	CarloCameli *CellDB*63'185*t* *DTf*32'322*t*	412·4|53·3|30·9 427·7(O.L.) P125'B33'F43' FK *FPT*98*tAPT*102*t*	Genoa Italian 16*BHptAsp* *ptCem* (11 *to U dk* 5 „ *2nd* „)	T.3Cy.27",45"&74"-48" 552NHP 3SB,*9cf*,GS193,HS8358 BethlehemS.B.Corp.Ld.	31 ″ 0	I †
69784	**Antonico** (*ex*Ashbay-35, **TwinSc** *ex*Tourneur) *Mchy Aft* 1*Dk*	*1223* *826* *643*					1919	Ch.&Atel deSt.Nazaire St.Nazaire	ManoelLeonidas de Albuquerque	218·6|34·2|13·2 P74'F30'	Para Brazilian *WB*	C.4Cy.16"&30"-20" 81NHP Ch.&Atel.deSt.Nazaire		V
69785 1604 IBFC	**Antonietta** (*ex*Atholl) *ss*Cff.2ndNo.3-1,26 *ss*Gen.No.1-31 D.F. 2*Dks*(1*Stl&UptIrn&ptStl*) *&deep framing*	4423 4082 2792	✠ … 3,34 ✠	Gen			1901 2mo	Napier& Miller,Ld Glasgow	G.Bozzo fuL. *Cell DBa*125'*u*	398·9|48·7|27·4 385·5 P40'B110'F44' FK *E&B* 44'*f*167'1059*t*	Genoa Italian 6*BHCem* *APT*38*t*	T.3Cy.27",43"&72"-48" 418NHP 2SB,*8cf*,GS136,HS5463 Dunsmuir&Jackson,LdGls	29 ″ 9	I †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant au pied. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
69786 2023 IBYW	**Antonietta Costa** (exMontoBlanco-37, ssTri.No.3-9,31 exNimrod) ssGen.No.1-35 D.F. 2Dks(Stl)	5900 — 3619	✠ ... 3,39 ✠	Gen	a†		1913 10mo	Stabilmnto Tecnico Trieste	G.Costa fuAndrea CellDBa151'uE25	451·6|54·5|27·8 435·0 P38'B279'F44' FK 'f191'1355tAPT29t	Genoa Italian 7BHCem	T.3Cy.27½",45"&75"–48" 529NHP 3SB,9cf,GS177,HS7688 J.G.Kincaid&Co.Grk.	30 ″ 6	
69787 422 IBGC	**Antonietta Lauro** (exParklaan-33) ssRot.No.1-32 D.F. 1Dk(Stl)	5428 5022 3328	✠ ... 1,35 ✠	Rot	z		1928 3mo	P.Smit,Jr. Rotterdam	A.Lauro CellDBa&uE1	435·5|55·2|26·5 420·3 P33'B250'F36' FK 56'f182'1188t FPT	Naples Italian 7BHptCem 150tAPT34t	T.3Cy 27$\frac{5}{16}$",42½"&72$\frac{3}{8}$"– 51$\frac{3}{16}$" 500NHP 3SB,9cf,GS171,HS7104 P.Smit.Jr.Rotterdam	29 ″ 0	I †
69788 142601 GBDN	**Antonio** (exWestern,exWarFijian) ssCff.No.3-11,30 ssNwc.No.2-39 1Dk(Stl)	5225 4775 3168	✠100A1 6,41 MS6,38	Nwc Shl ✠LMC BS2,41	y	CL ~~1,41~~ N5,41	1918 7mo Lloyd	JLThomp- son&Sons,Ld. Sunderland 'sA&CP	NewEgypt&Lev- antShippingCo.Ld (T.BowenRees&Co Ld. Mgrs.) CellDB	400·3|52·3|28·4 P49'B113'F39' FK 341'1081tFPT184t	London British 7BHCem APT212t	T.3Cy.27$\frac{3}{16}$",44"&73"–48" 180lb (s) 517NHP 3SB,9cf,GS189,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
69789 EANB	**Antonio de Satrustegui** (exMari-Dolores-34, ssBboNo.3-5,30 exTenax,exCanadian ssBcl.No.1-35 Raider) 1Dk(Stl) Cargo battens not fitted	3289 — 1867	✠100A1 3,36 BS~~3,36~~ 7,40 No later survey reported	Bcl ✠LMC1,35	v	CL ~~1,34~~ 10,40	1920 1mo Lloyd	Wallace ShipyardsLd. N.Vancouver 'sA&CP	Cia.deNav.Vasco- Asturiana Cell	331·0|46·7|23·2 P33'B98'F33' FK DB270'674tFPT95	Aviles Spanish 7BHCem tAPT73t	T.3Cy.25",41"&68"–45" (s) 180lb 408NHP 3SB,9cf,GS156,HS7275 WallaceShipyards,Ld.	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
69790 DHBJ	**Antonio Delfino** Ⓟ TwinSc (exSierraNevada-34, Fitted for oil fuel exAntonioDelfino-32) 4Dks D.F. GyC. Sub.Sig. CruiserStern	13589 10178 8013					1921	Akt.Ges. "Vulcan" Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	499·5|64·0|38·7 B&F402'Upper F41'	Hamburg German WB	T6Cy26$\frac{7}{16}$",43$\frac{5}{16}$"&71"–51$\frac{3}{16}$" &2 low pressure Turbines 1200NHP VulcanWerkeA.G. Hamburg		G
69791 114 IVPG	**Antonio Landi** Aux3MstSr (exVittoria-36,exSive) OilEng. Mchy.Aft Wireless 1Dk (See Sailing Ship Register)	415 368 301					1919	NVSchpsw v/hGebr.G.& H.Bodewes Martenshoek	CarloLandi fu Antonio	157·1|25·4|12·6 138·7 Q34'H24t	Savona Italian	Oil Engines 2S.C.SA 4Cy.10¼"–17¾" 73NHP NE34 Soc.An."Fiat"S.G.M.Turin		I
69792 2202 IBT	**Antonio Limoncelli** (exAberdare-33, ssCff.No.2-32 exMerioneth) D.F. 1Dk(Stl)	4574 4263 2819	✠ ... 4,34 ✠	Bry			1924 5mo	W.Gray& Co.Ld. WHartlepool	A.Lauro CellDB	412·2|52·0|25·6 400·0 P30'B257'F35' FK 360'1260t FPT117t	Genoa Italian 6BHptCem APT128t	T.3Cy.26",43"&71"–48" 436NHP 3SB,9cf,GS187,HS7503 Cen.Mar.Eng.Wrks.WHpl	28 ″ 1	I †
69793 2221 IBBL	**Antonio Locatelli** (exWest Camak-38) Fitted for oil fuel Sub.Sig. 2Dks	5691 5108 3430					1920	Western Pipe&Steel Co.SFrncisco	Soc.Anon. Cooperativa diNav. "Garibaldi"	427·0|54·3|27·1 410·5 P46'B112'F46'	Genoa Italian WB	T.3Cy.24",41½"&72"–48" Joshua 359NHP HendyCo.SanFrancisco		RI
69794 EEAV	**Antonio Lopez** Ⓟ exRuahine) ssBcl.3rdNo.3-9,27 2Dks(Stl–ws)3trB Sub.Sig D.F.	6044 5146 4346	✠ 11,30 ✠ (Reclassification Contemplated)	Msl	a†		1891 12mo	W.Denny &Bros. Dumbarton	Cia.Trasatlantica	430·0|50·1|31·6 P54'B160'F58' BK11" CellDBa110'uB	Barcelona Spanish 7BHCem 58'f153'779t	Q.4Cy.32",46½",64½"&92"– 60" FD 818NHP 3DB,18pf,GS270,HS11262 Denny&Co.Dumbarton	34 ″ 6	
69795 15 SVGH	**Antonios** Iron (exNewington) ssLth.2ndNo.3-4,09 ssPir.No.1-13 Well deck 1Dk(Irn)	1187 845 679	✠ 11,19 ✠	Bry	m		1883 5mo	Workman, Clark&Co. Belfast	AntoniosG.Geor- gandis DBa59'	217·3|31·9|15·4 P32'Q46'B63'F29' ptND09 FK f84'&uE&B31'274t	Piræus Greek 5BHCem APT39t	C.2Cy.26"&50½"–36" NDB04 122NHP 1SB,3pf,GS45,HS2062 V.Coates&Co.Ld.Belfast	16 ″ 9	V †
102/40 69796 917 SVYI	**Antonios Chandris** (exEasterling-37) 2Dks&Awng dk	5866 5584 4399	✠ ... 3,21 ✠				1918 10mo	Kawasaki Dkyd.Co.Ld. Kobe	J.D.Chandris	385·0|51·0|36·0 FK	Piræus Greek WB	T.3Cy 26",43½"&72"–48" 440NHP KawasakiDkydCoLd Kobe	36 ″ 0	G †
7/41 69797 131 SVG	**Antonis** (exIouliaNicolaou-36, exRocio-33) ssShl.No.3-9,28 ssRot.No.2-37 1Dk(Stl)	3729 3466 2320	✠100A1 8,39 MS4,36	Cff ✠LMC BS~~3,39~~ 5,40	w	CL ~~N7,37~~ 12,40	1915 8mo Lloyd	R.Thomp- son&Sons,Ld. Sunderland 'sA&CP	AntonisG.Lemos' Sons CellDBa	350·0|50·5|22·8 P35'B210'F36' FK 106'uE21'f148'807t	Chios Greek 6BHCem APT139t	T.3Cy.25",42"&68"–48" (s) 180lb 100lb 346NHP 2SB,6cf,GS138,HS5300 N.E.MarineEng.Co.Ld.Sld	25 ″ 2 s 2 ″ 11½ 22 ″ 5½	
101/40 69798 672 SVO	**Antonis Georgandis** (exRijndijk) ssRot.No.3-10,27 ssPir.No.2-36 1Dk(Stl)	3557 3259 2172	✠100A1 8,37 BS5,39	Sws ✠LMC5,36	v	CL 7,37	1915 3mo	Rotterdam Droogd.Maat Rotterdam A&CP	GeorgandisBros. CellDBa96'uE2	345·6|48·8|23·2 P25'B115'F35' FK 3'f163'816tFPT82t	Piræus Greek 6BHCem APT110t	T.3Cy.25",41"&67"–45" (s) 180lb 361NHP 2SB&1AuxB,8cf,GS158 NewAuxB11,30 HS6033 RotterdamDroogd.Maats	25 ″ 7 s 4 ″ 2½ 21 ″ 7	
69799 16431 GZG	**Antrim Coast** OilEng. Wireless D.F. E.S.D. 1Dk&Shelter dk Mchy.Aft CruiserStern	646 499 234	✠100A1 with freeboard 5,40 ~~5,39~~	Liv Bkn ✠LMC2,37	m	OG 5,40	1937 2mo Lloyd	Ardrossan DockyardLd Ardrossan 'sA&CP CellD	CoastLines,Ld. B154'219tDTf6'3	200·6|33·1|11·1 34·9 209·5(O.L.) FK F23' B(aft)33' (1tFPT65tAPT28t	Liverpool British 3BHCem Coll to Sh dk 2 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.19$\frac{15}{16}$"–35$\frac{7}{16}$" 224NHP J.G.Kincaid& Co.Ld.Grk.	13 ″ 8 s ″ 2 13 ″ 7½	
46/40 69800 ONWA	**Antverpia** (exFangturm) ssAnt.2ndNo.3-12,36 1Dk(Stl)&Spar dk(Stl–pt D.F. teaks)&deep framing	4932 4694 3132	✠100A1 Spar dk 9,39 BS6,39	Ant ✠LMC12,36	z	CL 9,39	1908 10mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld Newcastle 'sA&CP	Cie.RoyaleBelgo- Argentine(Arme- mentDeppe,Mgrs.) CellDBa 'tweendk tanksa44'	401·2|52·5|20·2 28·2 P50'B122'F51' FK 130'uE24'f180'366t 434tf42'456t FPT6	Antwerp Belgian 6BHCem 0tAPT50t	Q.4Cy.23",31½",48"&71"-51" 213lb 120lb (r) 470NHP 3SB,9cf,GS153,HS6216 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	31 ″ 0 s 6 ″ 0½ 25 ″ 2⅜	
69801 13190 GDF	**Antwerp** Ⓟ TwinSc CruiserStern Sub.Sig. 2Dks&Shelter dk	2957 2373 1285	✠ ... 11,22 ✠				1920 4mo	J.Brown& Co.Ld. Glasgow	London&North EasternRailway	321·6|43·1|17·9 F131' on Shelter dk FK	Harwich British WB	4SteamTurbinesSR geared to2ScShafts 1476NHP J.Brown&Co.Ld.Glasgow	26 ″ 6	BT till 4,41
69802 PCSJ	**Antwerpen** OilEng. Mchy.Aft 1Dk	364 291 251					1927	N.V.Werf DeNoord Alblasserdm.	N.V.Motorship "Antwerpen" (T.denHartigh, Mgr.)	148·7|24·2| 9·6 Q39'F15'	Terneuzen Dutch WB	Oil Engines 4S.C.SA 4Cy.11"–17½" 47NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
49/40 69803 OOWA	**Anvers** (exEkkehard,exElsaMenzell) 2Dks	4398 4097 2782					1908	Flensburgr Schiffsb.Ges. Flensburg	Cie.RoyaleBelgo- Argentine (Armement Deppe Mgrs.)	383·3|52·1|25·3 P43'B113'F42'	Antwerp Belgian	T.3Cy.22¾",39½"&66½"–48" 306NHP FlensburgerSchiffsb.Ges.		V
69804 1628 JAYD	**Anyō Maru** Ⓟ TwinSc ssKob.No.3-6,34 ssYka.No.1-38 2Dks(Stl)& Shelter dk(Stl–ws)	9257 8651 5739	✠100A1 Shelter dk with freeboard ~~7,40~~ ~~3,39~~ 5,41 ~~BS3,40~~ Fitted for oil fuel 3,18 F.P. above 150°F.	Yka 5,41 BS~~1,40~~ ✠LMC3,38	d†	OG ~~5,37~~ 3,40	1913 6mo Lloyd	MitsuBishi Dkyd&EWks Nagasaki 'sA&CP	NipponYusenK.K. CellDBa133'uE&B	460·0|59·7|32·5 FK&BK1½" 92'f178'1571tFPT	Tokyo Japanese 7BHCem 128tAPT27t	4SteamTurbinesSR geared to 2 Sc. Shafts (s) 200lb 1157NHP 5SB,GS289,HS12065 FD MitsuBishiD&E.Wks.Nag.	40 ″ 6 s 10 ″ 9½ 30 ″ 3	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15
69805 150273 VGBR	**Anyox** Ⓟ Wood *Fitted for oil fuel* Wireless 1*Dk*	1267 1035 749					1917	Winslow S.B.Co. Winslow,W.	PacificSalvage Co.Ld.	193·4|39·7|19·6 F96′	Vancouver British *WB*	T.3Cy.17″,27″&44″-32″ E*made*07 98RHP MoranBros.Seattle,Wash.	23 ″ 4	
69806 44161 JCQM	**Anzan Maru** (*ex*WestHarcuvar Maru-38,*ex*West Harcuvar-37) *Fitted for oil fuel* Sub.Sig. 2*Dks*	5493 — 3966					1919	Columbia RiverSBCorp Portland,Or.	KokokuKisenK.K.	410·0|54·2|27·6 P44′B115′F46′	Kobe Japanese *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		C
69807 255 JTQB	**—** (*ex*Riverway, *ex*FraserRiver) 1*Dk*	3890 3469 2337					1915	Irvine's SB &D.D.Co.Ld. WHartlepool	DairenKisenK.K.	350·2|51·1|24·0 P31′B104′F39′	Dairen Japanese *WB*	T.3Cy.25″,40″&67″-45″ Richardsons, 302NHP Westgarth&Co.Ld.Hpl.		
69808 40196 JFOJ	**Aobasan Maru** (*ex*AwobasanMaru-38) *OilEng.* D.F. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern*	8812 — 5294					1935	Mitsui BussanK.K. Tama	MitsuiBussan K.K.	450·0|62·0|39·5 F35′	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$″-55$\frac{1}{8}$″ 1230NHP MitsuiBussanKaisha,Ld. Tama		C
3/39 69809 37749 JAXE	**Aoi Maru** Ⓟ (*ex*AwoiMaru-38) *OilEng.* Wireless 2*Dks* *CruiserStern*	938 — 521					1933	Mitsubishi ZosenKaisha Ld. Kobe	TokiowanKisen K.K.	192·0|32·0|16·5 F42′	Moto Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16$\frac{3}{4}$″-24$\frac{7}{16}$″ 164NHP MitsubishiZosenKaisha Ld.Kobe		
69810 40697 JGHJ	**—** Ⓟ *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	358 266 262					1935	Urabe Zosen Tekkosho Osaka	ShowaKogyo K.K.	131·0|26·0|12·0 P44′F24′	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 4Cy.16$\frac{5}{16}$″-18$\frac{1}{2}$″ 192NHP NipponHatsudokiKK.Kob		
69811 148515 GDVB	**Aorangi** Ⓟ QuadSc *ss*Syd.No.3-2,37 GyC. *OilEng.* *Ref.Mchy.* 4*Dks*(*Stl-Weather dk* teak s) Sub Sig. D.F. *CruiserStern*	17491 13531 10733	✠100A1 *with freeboard* ~~3,40~~ ~~11,39~~ ~~7,40~~ 10,40 ✠LMC CS8,37 DBS~~9,39~~10,40 ~~8,38~~ 8,39 ✠Lloyd'sRMC~~1,40~~~~7,40~~ 10,40	Syd	*l*† P	CL *f*12,38 P*a*7,39 ~~*sf*2,37~~ ~~*sa*1,38~~ *sf*3,40 S*a*9,40	1924 12mo	Fairfield Co.Ld. Glasgow *Lloyd's*A&CP	CanadianAustralasianLine,Ld.	580·1|72·2|43·4 F93′*Prom dk*419′ FK&BK2″ *CollB* *CellDB*438′1653*tDTf*37′510*tFPT*151*tAPT*167*tFW tanks*	London British 11*BHptCem* *lltoWthr dk*	Oil Engines 2S.C.SA 24Cy.27$\frac{1}{2}$″-39″ 2DB-*120lb* 3177NHP FairfieldCo.Ld.Glasgow *between tunnels*410*t*	46 ″ 7 s19 ″ 4$\frac{3}{4}$ 27 ″ 10	
69812 1035 IBOC	**Aosta** (*ex*GianLuigi) Aux3MstSr *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	494 401 340					1913	Cant.Offic. Savoia Cornigliano Ligure	LuigiGotelli&C.	182·7|28·3|12·0 157·4 P13′F30′	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.14$\frac{3}{8}$″-21$\frac{1}{4}$″ NE25 145NHP SulzerFrères,Winterthur		I
0/40 69813 149611 GMSB	**Apapa** Ⓟ TwinSc *ss*Liv.No.2-35 *OilEng.* 2*Dks*(*Stl-Weather dkpt* teak s) D.F. E.S.D. 3*rdDk*(*Stl*) *in holds* *Ref.Mchy.* *CruiserStern*	9333 6813 5472	✠100A1 *with freeboard* 3,38 ✠LMC CS10,35 DBS2,40 3,38	Liv	*d*†	CL ~~P4,37~~ s3,38 P4,40	1927 1mo	Harland& Wolff,Ld. Belfast *Lloyd's*A&CP	ElderDempster Lines,Ld.	450·7|62·3|31·3 P37′B267′F50′ FK *CellDB*365′1226*tFPT*79*tAPT*195*t*	Liverpool British 7*BHCem*	Oil Engines 4S.C.DA 12Cy.26$\frac{3}{4}$″-55$\frac{1}{8}$″ 1651NHP DB*100lb* Harland&Wolff,Ld.	34 ″ 6 s10 ″ 4 24 ″ 6$\frac{1}{4}$	BT till 4,41
69814 980 IKBQ	**Ape** (*ex*Coccinelle)	360 313 149					1918	Ch.&Atel. deProvence PortdeBouc	Soc.Anon.Ilva	139·1|24·1|13·1 131·8	Genoa Italian	C.2Cy.17$\frac{7}{10}$″&25$\frac{2}{5}$″-23$\frac{3}{5}$″ NB20 26NHP Forg.&Ch.delaMedit.Msl. C.		I
69815	**Aphrodite** (*ex*TaHo-38)	1001 — 604					1905	Shanghai	G.Stamatelatos	188·8|28·6|10·7	Piræus Greek			
0 69816	**Apipé** (*ex*Jenny,*ex*Cuers, *ex*Paso deSanLorenzo) TwinSc *Mchy.Aft* 1*Dk*	750 — 441	✠ … 5,13 ✠				1909 4mo	JIThornycroft&Co.Ld. Woolston	"LaIndustrial Platense"Soc. Anon.	221·2|33·2|10·7 FK	Bns.Aires Argentine *WB*	T.6Cy.11″,18″&29″-21″ 128NHP JIThornycroft&CoLd.Lon	11 ″ 6	
69817	**Apo** (*ex*J.Bustamante-36) (*CableVessel*) 1*Dk*	1074 744 461					1904	Cia.Trasatlantica Cadiz	PhilippineGovernment	222·0|32·0|15·7 P21′F35′	Manila Utd.States *WB*	T.3Cy.19″,32″&51″-39″ 162NHP Lobnitz&Co.Ld.Renfrew		
69818 PUQC	**Apody** (*ex*Assu-37) TwinSc Wireless	*1185* *1126* *925*					1891	Hawthorn, Leslie&Co Ld Newcastle	Cia.Commercio e Navegação	260·7|36·2|14·3 P25′F35′	R.Janeiro Brazilian *WB*	C.4Cy.17″&34″-22″ 90NHP Ross&Duncan,Glasgow		
69819 105772 VPGR	**Apoey** (*ex*SuiSang) 1*Dk&Spar dk&deep framing*	2790 2589 1776	✠ … 5,00 ✠				1895 12mo	SirR.Dixon &Co. Middlesbro'	PoHingS.S.Co.Ld.	309·9|41·1|17·2 P44′B64′F35′ 25·2 FK	HongKong British *WB*	T.3Cy.23″,36″&59″-42″ 275NHP N.E.MarineEng.Co.Ld.Sld	27 ″ 6	
69820 163 IBAD	**Apollo** (*ex*Farnham-36,*ex*Fulham-34, *ex*Dublin, *ex*Albistan, *ex*Cambyses) *ss*Shl.2ndNo.3-1,31 *ss*Ant.No.1-34 1*Dk*(*ptIrn&ptStl*)*&deep framing*	3177 2961 1996	✠ … 3,37 ✠	Gen	*w*		1905 6mo	W.Gray& Co.Ld. W Hartlepool	Soc.Anon.Sbarchi-Imbarchi e Trasporti	362·2|46·1|23·6 350·1 P27′B182′F34′ FK *CellDBa*117′*uE*23′*f*150′722*t*	Rome Italian 6*BHCem* *APT*30*t*	T.3Cy.24$\frac{3}{4}$″,40″&65″-42″ NDB27 291NHP 2SB,6*rf*,GS112,HS4404 Cen.Mar.Eng.Wrks.WHpl	26 ″ 1	I †
69821 DOKF	**—** D.F. 2*Dks* Sub.Sig. E.S.D. *CruiserStern*	2297 2042 1311					1927	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	287·0|46·0|23·2 F26′	Bremen German *WB*	T3Cy19$\frac{11}{16}$″,31$\frac{1}{2}$″&50$\frac{3}{8}$″-35$\frac{7}{16}$″ & 1 low pressure Turbine 180NHP A.G."Weser,"Bremen		G
69822 OHYG	**—** (*ex*Elinsborg-36,*ex*Hamburg, *ex*Gösta) *Mchy.Aft* 1*Dk*	303 257 188					1908	Eriksbergs M.V.Aktieb Gothenburg	O/YMeri(A.K. Seppinen,*Mgr.*)	128·6|22·4|11·4 128·0 P28′H18*t*F15′ len20	Wiborg Finnish *WB*	C.2Cy.10″&22$\frac{1}{2}$″-15″ 16NHP EriksbergM.V.Aktieb.Got		N
6/40 69823 PCSY	**Apollonia** TwinSc *OilEng.* *ss*Mfl.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom and at top of trunk*	2086 1396 1031	✠100A1 Examined 2,40 ✠LMC CS2,40 DBS~~2,40~~7,40 1,38 *Carrying Petroleum in bulk*	PSd	*r*	CL 1,38	1931 7mo	N.V.Wrf. v.Rijkee&Co Rotterdam *Lloyd's*A&CP	Nederl.Indische Tankstoomboot Maats.	260·5|48·1|15·0 P84′*Trunk*129′ FK F47′ *CellDBuE*48′81*tFPT*27*t*	TheHague Dutch 9*BH pt Cem* *APT*107*t*	Oil Engines 4S.C.SA 12Cy.15$\frac{3}{4}$″-31$\frac{1}{2}$″ 286NHP DB*150lb* WerkspoorN.V.Ams.	14 ″ 9 s ″ 7 14 ″ 3$\frac{1}{2}$	
69824 EAAW	**Apolo** *ss*Bbo.2ndNo.3-11,25 *ss*Bbo No.1-30 2*Dks*(1*Stl&UptIrn&ptStl*) *&deep framing*	*4361* *4033* *2807*	✠ … 12,34 ✠	Bbo	*x*		1900 9mo	Napier& Miller,Ld. Glasgow	Cia.Anon.Marit. Union(M.Urruchua,*Mgr.*)	375·3|50·0|25·9 P39′B102′F45′ FK *CellDBa*127′*uE*23′*f*163′1044*tAPT*48*t*	Bilbao Spanish 6*BHCem*	T.3Cy.27$\frac{3}{8}$″,43$\frac{1}{2}$″&72$\frac{1}{2}$″-48″ 415NHP 2SB,6*cf*,GS120,HS5100 FD D.Rowan&Co.Glasgow	28 ″ 8	C †

1 Numero d'Ordre. — Numero Officiel. — Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre l'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
69825 1172 CBAP	**Apolo** (exSolstad,exBurstad) Wireless 1Dk	1117 — 719					1911	Akers Mek.Værks. Oslo	JuanTyrer	221·3|32·2|12·1 Q110tB56tH32t F22t	Valparaiso Chilian WB	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Værks.Oslo		N
188/40 69826 161561 GJXF	**Appalachee** OilEng. ssFal.No.2-38 D.F. 1Dk(Stl)2nddk(Stl)clear Mchy.Aft of cargo tanks&web frames Longitudinal framing at bottom, at deck & at Longitudinal bulkheads	8826 8084 5267	✠100A1 3,40 ~~1,40~~ ✠LMC CS1,40 DBS1,40 1,40 Carrying Petroleum in bulk	Sws Hfx	d†	OG 4,37	1930 12mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	Anglo-American OilCo.Ld. (R.A.Carder,Mgr)	477·0|63·8|34·8 P105'B27'F41' FK CellDBuE51'151t DTf41'616t FPT276tAPT48t	Newcastle British 17BHptCem	Oil Engines 2S.C.SA 4Cy.25$\frac{3}{16}$"–97½" 785NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	34 " 9 s6 " 10 28 " 2½	
69827 161611 GPTD	**Appledore** ssCff.No.2-38 1Dk(Stl)&Shelter dk(Stl)	5218 4819 3150	✠100A1 with freeboard 10,40 ~~12,39~~ ~~BS4,39~~ 7,40 ✠LMC2,38	Hul Mch	a†	CL 12,39	1929 10mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	MaritimeShipping &TradingCo.Ld.	406·3|56·0|26·9 F33' FK CellDBa&uE134'f188'1387t FPT139tAPT104t	Bideford British 6BHCem (Coll to Sh dk 5 ,, 2nd ,,)	T.3Cy.26",43"&73"–48" (s) 200lb 527NHP 3SB,9cf,GS179,HS7569 FD Richardsons,Westgarth& Co.Ld.Hpl.	29 " 5 s3 " 9½ 25 " 10½	
69828 140251 GVCG	**Appleleaf** TwinSc ssLon.No 3-11,29 D.F. ssHKg.No.2-36 2Dks(Stl)&Web frames Longitudinal framing	5892 5258 2480	✠100A1 ~~1,40~~10,40 BS10,40 ✠LMC7,36 Carrying Petroleum in bulk Fitted for oil fuel 2,17 F.P. above 150° F.	HKg Sng	a†	CL 7,39	1917 2mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	TheAdmiralty	405·5|54·6|32·6 426·7(O.L.) P36'B32'F89' FK CellDBuE&B88'393t DTf48'214t	London British 20BHptCem	T.6Cy.26",42½"&70"–45" (s) 200lb 1102NHP 6SB,18cf,HS17250 FD Wrkman,Clark&Co.LdBel	35 " 3 s6 " 8½ 28 " 8½	
69829 163393 MBJR	**Apricity** ssYar.No.1-37 OilEng. Mchy.Aft 1Dk(Stl) Well deck CruiserStern	402 260 200	✠100A1 5,39 ✠LMC4,37 ✠LMC(M)5,40	Yar	f	OG ~~N4,37~~ 5,40	1933 10mo	G.Brown& Co. Greenock Lloyd'sA&CP	F.T.Everard& Sons,Ld.	142·8|25·6| 9·3 Q83'B9'F19' FK FPT62t	London British 3BHAsp APT30t	Oil Engines 2S.C.SA 5Cy.12⅝"–15¾" 72BHP NewburyDieselCo.Ld.	10 " 3 s3 " 8 10 " 3	
69830	**Aprilia** (exChang-Hsing-38, TwinSc exHeung-Shan) 2Dks&Shade dk	3412 — 2121					1890	Ramage& Ferguson Leith	Cia.Italianadi Nav.S.A.I(Chinese ItalianNav.Co.Ld)	290·0|54·0|10·0 B240tH688tF63t	Shanghai Italian WB	T.6Cy.20",31"&49"–27" NB10 249NHP Ramage&Ferguson,Leith		
69831 465 IKBT	**—** (exFöhr-36,exHamm, exHestia) 1Dk&deep framing&pt Awng dk	1259 868 757	✠ ... 7,12 ✠				1907 6mo	WoodSkin- ner&Co.Ld. Newcastle	A.Lauro	234·4|34·1|14·3 225·3 Q81'F28'RFD19' pt Awng dk98' FK	Naples Italian WB	T.3Cy.17",28"&46"–33" 141NHP N.E.MarineEng.Co.Ld.Sld	16 " 6	I †
69832 UOWN	**Apsheron** (exApsheronneft-34, exZoroaster) OilEng. Mchy.Aft CruiserStern 1Dk D.F. Carrying Petroleum in bulk	3781 3189 1830					1923	A/BGöta- verken Gothenburg	U.S.S.R.	319·2|49·1|28·2 P75'B32'F35'	Tuapse Russian WB	Oil Engines 2S.C.SA 4Cy.26$\frac{9}{16}$"–36¼" 496NHP Akties.NobelDiesel, Nynäshamn		
69833 167201 MBZS	**Aptity** OilEng. Wireless Mchy.Aft CruiserStern	434 301 196	✠100A1 6,40 ~~3,39~~ ✠LMC3,39 Carrying Petroleum in bulk	Grk	g	OG	1939 3mo	G.Brown& Co.(Marine) Ld. Greenock Lloyd'sA&CP	F.T.Everard& Sons,Ld.	159·7|25·1| 9·9 166·5(O.L.) P50'F25' Trunk83' FPT31tAPT26t FK	London British 10BH pt Asp	Oil Engines 2S.C.SA 5Cy.12⅝"–16⅝" 139NHP DB180lb NewburyDieselCo.Ld. Newbury	10 " 8 s " 6½ 10 " 3½	
69834 YVAJ	**Apure** TwinSc ssCco.No.2-36 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing-bracketless system	3164 2298 1669	✠100A1 11,38 BS6,40 ~~BS10,39~~ ✠LMC5,36 Carrying Petroleum in bulk Fitted for oil fuel 5,28 F.P. above 150° F.	NNs	u	CL P10,39 S6,40	1928 5mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	MeneGrandeOil Co.C.A. CellDBuE&B50' 149t side tanks	325·0|55·2|16·4 337·2(O.L.) P73'B22'F40' Trunk in wells FK 180'2115t FPT207t	Maracaibo Venezuelan 8BHptCem APT126t	T.6Cy14½",24"&39½"–27" (s) 180lb 248NHP 2SB,6cf, ,HS4808 Palmers'Co.Ld.Newcastle	16 " 6 s2 " 0½ 14 " 8½	
69835 OAPA	**Apurimac** (exPaita,exAnubis, exLuciana) ssHam.No.3-3,10 2Dks(Stl-Uws) Well deck 3trBLowerdk forehold Fitted for oil fuel	5361 — 2699	✠ 12,15 ✠	Ham			1898 2mo	JLThomp- son&Sons,Ld. Sunderland	Cia.Peruana de Vap.y Dique del Callao	382·0|48·2|26·2 P233'F44' BK8½" CellDBa120'uB36'	Callao Peruvian 6BHCem f152'729t	T.3Cy.27",44"&72"–48" 391NHP 3SB,9pf,GS197,HS6300 G.Clark,Ld.Sunderland	29 " 0	V †
69836 220013 KUSN	**Aquarius** Sub.Sig. Fitted for oil fuel D.F. 1Dk&Shelter dk&Web frames Longitudinal framing	6094 5632 3816	✠ ... 3,21 ✠				1920 5mo	GMStandi- fer ConstCorp Vancouver, Wash.	LykesBros. SteamshipCo.,Inc.	401·4|53·2|31·9 P34'B114'F38'on Shelter dk	Houston Tex Utd. States WB	T.3Cy.24½",41½"&72"–48" 552NHP LlewellynIronWorks, LosAngeles,Cal	34 " 7	R †
192/40 69837 163551 MBBK	**Aqueity** ssLon.No.1-40 OilEng. CruiserStern 1Dk Mchy.Aft Cargo battens not fitted	370 272 184	✠100A1 2,40 ✠LMC2,40	Lon		OG N9,39	1934 12mo	Fellows &Co.Ld. Southdown Gt.Yarmouth Lloyd'sA&CP	F.T.Everard& Sons,Ld.	137·0|26·1| 9·8 P37'F13' FK len.36 FPT33t	London British 3BHCem APT11t	Oil Engines 2S.C.SA 3Cy.12⅝"–15¾" 84NHP NewburyDieselCo.Ld. Newbury	10 " 6 s1 " 2½ 9 " 5	
69838 200 IKCI	**Aquila** WoodAuxBkn (exSailingVessel-38,exAdelaide OilEng. Margherita,exAdelaide) 1Dk2trB (See Sailing Ship Register)	305 284 237					1904	E.Cala- maro Savona	Dott.E.Domenici	140·7|27·6|13·7 131·2	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.7⅞"–11⅛" 43NHP Emade37fitted38 Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
69839 423 IBEO	**Aquileja** Ⓟ TwinSc (exPrins der ssAms.No.3-8,26 Nederlanden-35) D.F. ssAms.No 1-30 2Dks(Stl)&Shelter dk(Stl-teaks) Sub.Sig. Ref.Mchy. 3rd dk in No.1 hold	9448 7294 4793	✠ 7,31 ✠ ✠NB(1SB)4,27	Ams	d†		1914 1mo	Nederl. Schps.Maats. Amsterdam	LloydTriestino Soc.Anon. di Nav.	498·0|57·2|34·8 481·2 26·8 P43'F74' on Shelter dk FK CellDBa122'uE58'f159'1033tFPT	Trieste Italian 8BHCem 78tAPT62t	Q.8Cy.24$\frac{7}{16}$",34⅝",47¼"&70⅞"–47¼" 1257NHP 3DB&3SB,27cf,GS465, HS19898 FD NedFb.v.Wrk&SpoorAms	37 " 11	I †
69840 124059 MCQK	**Aquilla** ssLiv.2ndNo.3-5,31 ssLiv.No.2-39 Well deck 1Dk(Stl-pt teaks) Mchy.Aft Cargo battens not fitted	450 330 172	✠100A1 11,39 BS1,41 ✠LMC11,39	Liv	g	CL 10,39	1907 4mo	AilsaS.B. Co.Ld. Troon Lloyd'sA&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld.)	155·0|26·1|10·8 Q51'B9'F28' BK7" CellDBf77'110tFPT	Liverpool British 3BHCem 48tAPT7t	C.2Cy 18"&40"–27" (s) 180lb 94RHP 1SB,3pf,GS51,HS1752 Ross&Duncan,Glasgow	13 " 1 s " 11 12 " 9	
69841 135583 GLRZ	**Aquitania** Ⓟ QuadSc ssSou.2ndNo.3-6,38 GyC. E.S.D. 4Dks(Stl-Uptws)&Shelterdk Sub.Sig. (Stl-ptws)Lower&Orlopdks D.F. (Stl)in forward&after holds	44786 28408 19297	✠100A1 3,40 ✠LMC MS5,38 BS9,38 Fitted for oil fuel 7,20 F.P. above 150°F.	Sou		CL Sa3,39 Sf5,38 Pa4,37 Pf3,39	1914 4mo	J.Brown& Co.Ld. Clydebank Lloyd'sA&CP	CunardWhiteStar, Ld.	868·7|97·0|49·7 B524'on Shelter dk FK WB = CellDBa141'uE&B444'f169'5555tFPT240t	Liverpool British 10BHCem	4 Steam Turbines (r) 195lb HS138596 9708NHP 21DB,168cf,GS3541 FD J.Brown&Co.Ld.Clydebnk	54 " 6 s18 " 7½ 36 " 2	BT till 9,40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of TradeCert.
69842 1982 IBBU	**Aquitania** (exFarnworth-34) ssGen.No.3-9,38 D.F. 1Dk(Stl) Cargo battens not fitted	4971 4527 3024	✠100A1 4,40 ~~9,30~~ BS9,39 ✠LMC9,38	Gen Ven	y	CL 8,37	1924 9mo	Blythsw'd S.B.Co.Ld. Glasgow Lloyd's A&CP	DittaLuigi PittalugaVapori CellDBa&uE158'f181'1408tFPT100tAPT130t	414·6 401·6 P36'B118'F35' FK	53·2	26·9	Genoa Italian 6BHCem	T.3Cy.26",42"&71"-48" (r) 180lb 425NHP 3SB,9cf,GS190,HS7167 J.G.Kincaid&Co.Ld.Grk.	29 ″ 7 s 5 ″ 8¼ 24 ″ 2	
69843 8121 SJVN	**Ara** (exHolmewood-36,exMathiasen Trader-34,exHolmewood-34,exNovadoc, exNormanM.Paterson, exCanadianPathfinder) 1Dk	2208 1958 1250	✠ ... 2,26 ✠				1921 7mo	Collingwd. S.B.Co.Ld. Toronto	A/B Arafart (A.R.Appelqvist, Mgr.)	251·4 P25'B64'F28' FK	43·7	22·3	Stockholm Swedish WB	T.3Cy.20",33"&54"-40" 310NHP JohnInglisCo.Ld.Toronto	24 ″ 3	C †
69844 OFAM	— (exArgo-37,exBriarpark) ssShl.No.1-27 D.F. 1Dk	1978 — 1108	✠ ... 10,31 ✠				1923 4mo	Grngem'th Dkyd.Co.Ld. Grngemouth	FinskaÅngf.A/B	291·5 281·1 P21'B68'F29' FK	41·7	18·5	Helsingfrs Finnish WB	T.3Cy.21",35"&57"-36" 227NHP D.Rowan&Co.Ld.Gls.	20 ″ 10	V †
69845 LCHF	— (exBois) Wireless D.F. 1Dk	965 649 556					1919	Trosvik M.V.A/S Brevik	DetBergenske Dampskibsselskap	196·9 Q44tB173tH71t	32·5	12·4	Bergen Norwegian WB	T.3Cy.15½",25"&42"-30" 97NHP AkersMek.Værks.Oslo		N
69846 304 IBIC	**Arabia** ssGen.No.2-35 OilEng. D.F. 2Dks(Stl)	5943 5360 3703	✠100A1 9,38 ✠LMC CS2,39 DBS2,39 2,39	Tri	a†	CL 12,37	1926 11mo	Cantiere SanRoccoSA Trieste Lloyd's A&CP	LloydTriestino Soc.Anon.diNav. CellDB368' 1246tDTa44'973tFPT114tAPT40t	447·7 430·0 P35'B279'F43' FK	55·5	27·7	Venice Italian 8BHptCem 1 ,, to 2nd dk	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 652NHP DB100lb StabilimentoTecnico,Tri.	30 ″ 2 s 5 ″ 0¾ 25 ″ 3½	
69847 22226 JEGD	**Arabia Maru** Ⓟ TwinSc ssKob.2ndNo.3-9,40 ~~ssKob.No.3-4,29~~ ~~ssKob.No.2-37~~ Ref.Mchy. 3Dks(Stl)&Shelter dk (Stl-ws)3rd dk (Stl) inNo.1hold	9480 8797 5790	✠100A1 Shelter dk withfreeboard 9,40 ~~9,30~~ ✠LMC9,40 ~~9,39~~ ✠Lloyd'sRMC3,41 ~~3,40~~ Fitted for oil fuel 5,24 F.P. above 150°F.	Kob	d†	CL PN4,39 s9,39	1918 5mo	Mitsubishi ZosenKaisha Ld. Nagasaki Lloyd's A&CP	OsakaSyosen K.K. CellDB407'1664tDTa48'519tFPT149tAPT41t	475·0 P35'B30'F46' onShelter dk FK	61·0	40·7	Osaka Japanese 8BHCem	T.6Cy.27",44½"&75"-48" (s) 200lb 993NHP 5SB(Spt),15cf,GS330, FD HS13284 MitsubishiZosenKaishaLd	40 ″ 9 s13 ″ 0 28 ″ 3	
69848 164728 GZDD	**Arabian Prince** ssNYk.No.1-40 Ref.Mchy. D.F. 1Dk&Shelter dk E.S.D Cruiser Stern	1960 1446 1035	✠100A1 withfreeboard 3,41 ~~9,39~~ ✠LMC9,40 ✠Lloyd'sRMC4,41 ~~2,40~~ ~~9,40~~	Mch NYk	t 1⅝	CL ~~9,39~~ 9,40	1936 10mo	Wm.Ham-ilton&Co.Ld. Port Glasgow Lloyd's A&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld.Mgrs.) CellDB227'506tFPT77tAPT63t	296·3 B90'F27' FK	44·2	16·4	London British 5BHptAsp (Coll to Sh dk 4 ,, 2nd ,,)	T.3Cy.19",31"&55"-36" (s) 220lb FD 319NHP 2SB(Spt),6cf,GS121 HS4900 J.G.Kincaid&Co.Ld.Grk.	19 ″ 2 s ″ 4¾ 18 ″ 10¾	
69849 161272 GTFP	**Arabistan** ssAnt.No.2-37 2Dks(Stl) D.F.	5874 5438 3701	✠100A1 12,40 ~~4,40~~ BS4,40 ✠LMC MS11,37 ~~BS5,39~~ Fitted for oil fuel 8,29 F.P. above 150° F.	Avn	a†	CL 4,40	1929 8mo	J.Read-head&Sns,Ld. SouthShields Lloyd's A&CP	StrickLine (1923)Ld.(F.C. Strick&Co.Ld. Mgrs.) CellDB361'1227tDTa38'903tFPT107tAPT38t	425·7 440·7(O.L.) P38'B131'F47' FK	55·0	28·5	London British 7BHptCem	T.3Cy.28$\frac{3}{16}$",46"&78"-51"& LP Turbine with DR gear & hydraulic coupling 210lb (r) 787NHP 3SB,12cf,GS207,HS9756 FD J.Readhead&Sons,Ld.SShl	31 ″ 0 s 6 ″ 3½ 24 ″ 11¼	
69850 147205 GBWF	**Araby** OilEng. ssLon.No.3-1,36 2Dks(Stl)&Shelter dk(Stl) D.F. Cruiser Stern	4936 4423 2944	✠100A1 Shelter dk withfreeboard 2,39 ✠LMC CS10,35 DBS~~5,39~~ 5,40 6,37 Carrying vegetable oil in deep tank	Lon	y	CL ~~1,37~~ 4,40	1923 3mo	A.McMil-lan&Son,Ld. Dumbarton Lloyd's A&CP	RoyalMailLines, Ld. CellDBa121'uE26f154'895t MT35'1414tFPT117tAPT86t	380·0 F34'onShelter dk FK	53·2	27·1	Liverpool British ptCem Collision BH to S dk 6 ,, ,, U ,,	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB-100lb Harland & Wolff,Ld. Glasgow	29 ″ 6 s 3 ″ 5 26 ″ 3¼	
69851 PUAE	**Aracajú** (exPersia) 2Dks	3569 3280 2182					1914	Flensburgr Schiffsb.Ges Flensburg	LloydBrasileiro	364·3 B30'	51·0	22·0	R.Janeiro Brazilian WB	T.3Cy.24¾",40⅞"&67¾"-48" 318NHP FlensburgerSchiffs.Ges.		
69852 147296 GKWY	**Aracataca** Ref.Mchy Sub.Sig. D.F. E.S.D. 4Dks	5378 4678 3299					1924	Cammell Laird&Co.Ld Birkenhead	Elders&Fyffes,Ld.	400·5 P43'B157'F43'	51·4	30·4	Liverpool British WB	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&Co.Ld.Bkn		C
69853 PUUM	**Aragano** (exVictoria-35, exNepthis) Iron 2Dks	2181 — 1547	✠ 6,95				1877 6mo	C.Mitchell &Co. Newcastle	LloydNacional Soc.Anon.	310·0 BK9½"	34·1	24·7	R.Janeiro Brazilian	T.3Cy.20",32"&54"-42" 189NHP Emade92refitted17 Bmade12refitted17 FrontierI.Wks.		
69854 FNDE	**Aragaz** ssShl.No.3-6,37 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	5009 4471 2719	✠100A1 11,39 BS11,39 ✠LMC6,37 Surveys delayed CarryingPetroleum in bulk Fitted for oil fuel 5,14 F.P. above 150°F.	Hav	x	CL 2,39	1914 5mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	Soc.Anon.Les Petroles d'Outre-Mer CellDBuB24'35tDTf36'316tFPT73tAPT39t	385·3 P88'B28'F41 FK	50·3	30·3	Havre French 16BHptCem (9 ,, to U dk 7 ,, to 2nd dk)	T.3Cy.25½",42"&70"-48" (s) 180lb 120lb 425NHP 2SB,6cf,GS126,HS5862 FD N.E.MarineEng.CoLdNwc	30 ″ 3 s 5 ″ 5 25 ″ 1	
69855 FOZG	**Arago** (exTransmitter) (CableVessel) ssFal.No.3-10,26 Wireless 1Dk&pt2nd dk	901 710 388	✠ ... 6,31 ✠				1914 1mo	GooleS.B. &RepgCo.Ld. Goole	FrenchGovernment(Postes& Télegraphes)	208·4 P18'B72'F37' FK	30·1	16·6	Dakar French WB	T.3Cy.17",28"&46"-33" 163NHP Richardsons,Westgarth& Co.Ld.Hpl.	17 ″ 6	V †
69856 EAOA	**Aragon** Ⓟ ssMsl.No.3-8,15 ssBcl.No.2-24 2Dks&Awng dk	1896 — 1028	✠ ... 12,27 ✠				1902 9mo	R.Thomp-son&Sons Sunderland	Cia.Trasmediter-ranea	272·9 25·0 BK9"	38·1	17·0	Seville Spanish WB	T.3Cy.20",33"&54"-39" NDB22 190NHP N.E.MarineEng.Co.Ld.Sld	27 ″ 6	V †
69857 150811	— Mchy.Aft 1Dk	1643 1261 963					1896	Detroit DryDockCo Wyandotte	SterlingConstructionCo.Ld.	249·3	41·9	15·3	WndsrOnt British WB	T.3Cy.17",27½"&46"-36" 127NHP DetroitD.D.EngineWorks		
69858 LJJZ	— Wireless D.F. 1Dk&Shelter dk Cruiser Stern	1416 1094 806					1937	Nylands Verksted Oslo	Dampskibsintersk. Garonne(Fearnley &Eger,Mgrs.)	261·1	41·3	14·8	Oslo Norwegian WB	C.2Cy.16¾"&33$\frac{7}{16}$"-33$\frac{7}{16}$"& LPturbine withDRgearing &hydraulic coupling NylandsVerksted,Oslo		N
69859 YVAU	**Aragua** TwinSc ssAru.No.3-2,40 ~~ssCeo.No.2-33~~ Mchy.Aft 1Dk(Stl)&Webframes Longitudinal framing	2650 1890 1509	✠100A1 12,40 ~~5,39~~ BS12,40 ✠LMC2,40 CarryingPetroleum in bulk Fitted for oil fuel 9,27 F.P. above 150°F.	Aru NYk	t	CL 11,40	1927 9mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	MeneGrandeOil Co.C.A. CellDBuE&B42'107tFPT194tAPT85t	305·5 316·8(O.L.) P69'B22'F33' Trunk181' FK	50·2	16·3	Maracaibo Venezuelan 11BHptCem	T.6Cy.13½",23"&37"-27" (s) 180lb 212NHP 2SB,6cf,HS4055 Richardsons,Westgarth& Co.Ld.Mdb.	16 ″ 6 s2 ″ 0¼ 14 ″ 8	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2–3 Nom du Navire. Matériaux, Greement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
69860	**Araguá** (*ex*Alice-35, *ex*DraytonManor, *ex*Northquay, *ex*Abelia) 3Msl *ss*Rio.No.3-10,32 *ss*Rio.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	730 501 347	✠100A– 2,40 ~~BS8,39~~ ✠LMC8,37 1,41	Rio		OG 8,37	1920 8mo	N.V.Schps. DeMerwede v/dVanVliet &Co. Hardinxveld	Soc.Brasileira de Cabotagem,Lda. *CellD*	180·0 Q117'F24' *Bf*103'146*t FPT*63*t*	28·0	12·0 FK	R.Janeiro Brazilian 3*BHCem* *APT*7*t*	T.3Cy.15",25"&40"-27" (*s*) 180lb *100lb* 111NHP 1SB,3*cf*,GS60,HS1983 Verschure&Co.Amsterdam	14 ″ 6 s 4 ″ 8¾ 14 ″ 0	
69861 117587 ZMCR	**Arahura** Ⓟ TwinSc 2*Dks*&*Awng dk*	1607 1308 796					1905	W.Denny &Bros. Dumbarton	AnchorShipping &FoundryCo.Ld.	240·6	36·6	22·4	NelsonN.Z. British *WB*	T.6Cy.10½",23½"&38"-24" 147NHP Denny&Co.Dumbarton		
69862 162385 MBGV	**Arakaka** *ss*Liv.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)3*rd dk*(*Stl*) *in No.* 1 *hold* *CruiserStern*	2379 2005 1397	✠100A1 *withfreeboard* 1,41 ~~2,40~~ ~~BS7,39~~ ✠LMC7,37 1,41	Bkn Liv	*u*	CL ~~1,38~~ 12,40	1933 8mo *Lloyd*'*sA&CP*	Lithgows Ld. PortGlasgow	ArakakaS.S.Co. Ld.(BookerBros. McConnell&Co. Ld.) *CellD*	322·5 F34' B268' 589*t APT*74*t*	43·5	18·5 FK	Liverpool British 5*BHCem* (*Coll to Sh dk* 4 ,, 2*nd*,,)	T.3Cy.18½",31"&52"-39"(*r*) 200lb FD 221NHP 2SB(Spt),6*cf*,GS76,HS3020 D.Rowan&Co.Ld.Gls.	20 ″ 9 s 0 ″ 11¼ 20 ″ 0	
69863 152036 VLCM	**Arakoon** TwinSc *Ref.Mchy* Wireless 1*Dk*	875 — 581					1926	Lithgows Ld. Pt.Glasgow	NorthCoastStm. Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	190·0 Q92'B13'F30'	34·2	9·9	Sydny NSW British *WB*	T.6Cy.11",18"&29"-22" 86RHP D.Rowan&Co.Ld.Glasgow		C
69864 FOBP	**Aramis** Ⓟ TwinSc *OilEng.* D.F. 4*Dks*	17537 13130 9990					1932	Forg.&Ch. de la MéditSA LaSeyne	Soc.desServices Contractuels des Messageries Maritimes	543·5 B318' F49'	69·6	33·6	Marseilles French *WB*	Oil Engines 2S.C.SA 20Cy.26¾"-47$\frac{3}{16}$" 2490NHP Cie.de Const.Méc.Sulzer, St.Denis		V
69865 LCXA	— TwinSc *CruiserStern OilEng.* *ss*Sba.No.2-40 *Special Surveys to date from*2,32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system*	7984 7368 4701	✠100A1 9,40 ~~3,40~~ DBS3,40 ✠LMC3,40 *CarryingPetroleum in bulk*	Sba Sng	*c*†	CL 3,40	1931 11mo *Lloyd*'*sA&CP*	Akt.Burmeistr&Wain Copenhagen	SkibsA/S"Aramis" (BernhardHansen&Co.*Mgrs.*) *CellDBuE*68'318*t*	457·2 P93'B28'F43' *DTf*43'512*t* *FPT*138*t APT*166*t*	59·7	34·9 FK	Flekkefjrd Norwegian 16*BH* (11 *to* Ū *dk* 5 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 624NHP 2DB*180lb* Akt.Burmeistr&Wain.Cpn	35 ″ 0 s 9 ″ 2¼ 25 ″ 11¾	
69866 871 OHCP	**Aranda** Ⓟ Wireless 1*Dk*	592 522 282					1920	A/BVulcan Åbo	FinnishBoard of Navigation	151·9 151·6	27·9	11·2	Åbo Finnish *WB*	T.3Cy.14",24½"&37½"-24" 69NHP A/B Vulcan,Åbo		
101/40 69867 149837 GMXF	**Arandora Star** Ⓟ TwinSc (*ex*Arandora) *ss*Nwc.No.3-12,38 *Ref.Mchy.* 4*Dks*(*Stl-Wthrdk*–ws)5*th dk*(*Stl*)*inNos.*1,2,3,5&6*holds* D.F. E.S.D. *CruiserStern*	15501 11860 9096	✠100A1 *withfreeboard* 3,40 BS3,40 ✠LMC12,38 *Fitted for oil fuel* 5,27 *F.P. above* 150°F.	Avn		CL 11,37	1927 5mo *Lloyd*'*sA&CP*	Cammell Laird&Co.Ld. Birkenhead	FrederickLeyland &Co.Ld. FK *CellDB*	512·8 B345'F48' *Duct keel fwd of Mchy space*147' 440' 1821*t FPT*117*t*	68·3	42·5	London British 9*BHCem* *APT*84*t*	4 Steam Turbines SR geared to 2 Sc. Shafts 200lb (*r*) FD 2078NHP 3D&2SB32*cf*GS560HS30600 CammellLaird&CoLd.Bkn	45 ″ 11 s 18 ″ 3 28 ″ 1	
69868 98579 CGSP	**Aranmore** Ⓟ IronSr *Now "Foundation Aranmore," see No.* 88055 *in Supplement* Wireless *Well deck* 2*Dks*	1170 919 502	✠ FP 10,94 ✠				1890 9mo	WBThompson&Co(Lim) Dundee	Foundation Maritime,Ld.	241·5 P150'B25'F36'	34·8	15·7	Ottawa British *WB*	T.3Cy.23",38"&61"-48" 258NHP WBThmpsn&Co.Ld.Dun.	18 ″ 0	
69869 144234 MKJX	— Wireless 2*Dks*	1135 970 468					1920	Hawthorns &Co.Ld. Leith	ClydeShppg.Co.Ld	250·5 P157'F76'	35·3	16·8	Glasgow British *WB*	T.3Cy.20",33"&53"-39" 175NHP Hawthorns&Co.Ld.Leith		C
69870	**Arapey** (*ex*Rivadavia) TwinSc *OilEng.*	743 — 431					1884	D.Rowan Glasgow	Cia.Uruguaya de Nav.Lda.	238·2	30·0	11·0	M.Video Uruguayan	Oil Engines 2S.C 4Cy. NE*fitted*18 J&CGBolindersCoLd.Skm		
69871	**Araponga** (*ex*Aliados-39, *ex*Lynn Regis-36, *ex*City of Cork, *ex*Tyro) *Mchy.Aft* 1*Dk*	721 527 373					1917	NV Boele's Schp.&Mchf. Bolnes	H.Lage(Lloyd NacionalSoc. Anon.*Mgrs.*)	180·0 Q110'B12'F20'	28·4	12·4	R.Janeiro Brazilian *WB*	T.3Cy.15⅝",24¾"&39⅝"-27½" 81NHP NVBoele'sMchFab.Bolnes		V
69872	**Arapuá** (*ex*Celeste-35, *ex*Homedale, *ex*CelticWarrior, *ex*HaniII, *ex*Britannia) *Mchy.Aft* 1*Dk*	525 436 245	✠ ... 3,11 ✠				1907 6mo	J.Fullerton&Co. Paisley	Soc.Brasileira de Cabotagem,Lda.	175·0 F17'	34·1	9·2 FK	R.Janeiro Brazilian *WB*	C.2Cy.15"&32"-22" 59NHP C.Houston&Co.Ld.Gls.	9 ″ 10	
69873 PUHY	**Arara** (*ex*SerraAzul-35, *ex*Providencia-33, *ex*Besh-taoo) *ss*Pir.No.3-12,23 *ss*Rio.No.1-28 1*Dk*(*Stl*)	1075 925 652	✠ —— 1,32 ✠	Rio			1907 3mo	Hawthorn, Leslie&Co.Ld Newcastle	Cia."Serras" de Navegação e Commercio *CellDBa*58'*uE&B*42'*f*110' 297*t FPT*	240·2 Q29'B42'F42'	35·0	12·8 FK	R.Janeiro Brazilian 4*BHCem* 57*t APT*21*t*	T.3Cy.16",26"&44"-33" 143NHP 2SB,4*cf*,GS80,HS2480 Ross&Duncan,Glasgow	14 ″ 10	V †
69874 PUUB	**Ararangua** Ⓟ TwinSc *OilEng.* *ss*Rio.No.3-1,40 2*Dks*(*Stl–Weather dk* teak s) *Ref.Mchy.*	4872 3699 2974	✠100A1 *withfreeboard* 11,40 ~~1,40~~ DBS11,40 ~~DBS1,40~~ ✠LMC1,40 ✠Lloyd'sRMC ~~1,40~~ ~~9,40~~ 2,41 *South American Coasting—BahiaBlanca & Trinidad*	Rio	*y*	OG 12,39	1927 8mo *Lloyd*'*sA&CP*	Cant.Nav. Triestino Monfalcone	LloydNacional Soc.Anon. *CellDB*300 913*t* *Tank at sides of tunnels* 120*t FPT*	378·0 P34'F61'	53·7	24·4 FK	R.Janeiro Brazilian 7*BHptAsp* 1 ,, *to* 2*nd dk* 70*t APT*82*t*	Oil Engines 2S.C.SA 8Cy.26¾"-37⅛" 1008NHP DB*120lb* "Fiat"Stab.GrandiMotori, Turin	27 ″ 4 s 9 ″ 7 18 ″ 2¼	
69875 PUUC	**Araraquara** Ⓟ TwinSc *ss*Rio.No.3-5,40 ~~*ss*Rio.No.2-38~~ *OilEng.* 2*Dks*(*Stl–Weather dk* teaks) *Ref.Mchy.*	4872 3699 2974	✠100A– *withfreeboard* ~~6,40~~ ~~7,39~~ 12,40 DBS5,40 5,40 ~~[illegible]~~ ✠LMC ~~5,38~~ ✠Lloyd'sRMC ~~3,40~~ 12,40 *South American Coasting—BahiaBlanca & Trinidad*	Rio		OG ~~2,38~~ 12,40	1927 10mo	Cant.Nav. Triestino Monfalcone	LloydNacional Soc.Anon. *CellDB*300'913*t* *Tank at sides of tunnels* 120*t FPT*	378·0 P34'F61'	53·7	24·4 FK	R.Janeiro Brazilian 7*BHptAsp* 1 ,, *to* 2*nd dk* 70*t APT*82*t*	Oil Engines 2S.C.SA 8Cy.26$\frac{5}{16}$"-37⅜" 1008NHP DB*120lb* "Fiat"Stab.GrandiMotori, Turin	27 ″ 4 s 9 ″ 7 18 ″ 2¼	
69876 PUUO	**Araribá** (*ex*Saverne-33, *ex*War Leveret) *ss*Rio.No.2-28 1*Dk*(*Stl*)	1999 1818 1197	✠ 2,32 ✠ (*Reclassification contemplated*)	Rio	*r*		1919 6mo	Midland S.B.Co. Midland,Ont.	PedroBrando *CellD*	251·0 P24'B64'F27' B210' 613*t FPT*54*t*	43·5	20·3 FK	R.Janeiro Brazilian 4*BHAsp* *APT*55*t*	T.3Cy.20½",33"&54"-40" 253NHP 2SB,6*cf*,GS138,HS4600 JohnInglisCo.Ld.Toronto	23 ″ 1	
69877 PULC	**Arary** (*ex*Flamengo-33, *ex*Manchester, *ex*Charbonnier) TwinSc Wireless 1*Dk* *Mchy.Aft*	1064 750 588					1919	Forg.&Ch. de la Médit. Havre	PedroBrando	216·5 P23'F9'	34·1	14·7	R.Janeiro Brazilian *WB*	T.6Cy.12",20"&31½"-16½" 80NHP Forg.&Ch.de la Médit.Msl.		
69878 PUUE	**Arassú** (*ex*SerraNegra-35, *ex*MariaLuisa-33, *ex*Ayrco, *ex*Anna Mærsk) *ss*Hfs.No.3-1,24 *ss*Rio.No.2-32 1*Dk*(*Stl*)&*deep framing* Wireless	1371 1229 797	✠ —— 4,37 ✠	Rio	*p*		1908 9mo	A.Vuijk& Zonen Capelle a/d Ysel	Cia."Serras"de Navegação e Commercio *CellDBa*60'*u*	214·2 P18'B66'F26' *E*18'*f*106'376*t FPT*	36·7	16·7 FK	R.Janeiro Brazilian 4*BHCem* 58*t APT*30*t*	T.3Cy18$\frac{5}{16}$",29"&48"-33" 142NHP 1SB,3*cf*,GS60,HS2210 G.T.Grey,SouthShields	19 ″ 0	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Lat Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
69879 8385 SMJN	**Arasvall** (*ex*Kulda–39, *ex*Woodland–35, ssShl.No.3–5,3 *ex*ZuidHolland–33) ssRot.No.1–38 D.F. *Cargo battens not fitted* 1*Dk*(*Stl*)	1954 1595 1143	✠100A1 7,40 ~~[illegible]~~ ✠NB6,28 ✠LMC MS3,38 BS~~9,39~~ 3,41	Got	*r*	CL 2,40	1911 9mo	Schpw.v. Jan.Smit,Czn Alblasserdm A&CP	RederiA/BSolstad (A.R.Appelqvist, *Mgr.*) *CellDBa*80′	272·4|39·9|18·2 B63′F32′ FK *uE*&*B*35′*f*112′523*t*	Stockholm Swedish 4*BHCem* *APT*77*t*	T.3Cy.20″,32″&$52\frac{3}{4}$″–39″ (*s*) 180lb 203NHP 2SB,6*cf*,GS108,HS3450 Maats.deSchelde,Flushing	20 ″ 6 s 3 ″ $0\frac{1}{2}$ 17 ″ 8	
69880 PUUH	**Arataia** (*ex*Commandante **Iron** Castilho–35, ssRio.3rdNo.2–7,19 *ex*Douro,*ex*Antonina, 1*Dk*(*Irn*)2*trB* *ex*Carvoeiro,*ex*Charrington) *Well deck*	*1773* *1454* *1125*	✠ 7,22	Rio	*r*		1881 5mo	J.Laing Sunderland	LloydNacional Soc.Anon.	269·0|36·0|20·6 P28′Q72′B48′F32′ BK$9\frac{1}{2}$″ *DBa*	R.Janeiro Brazilian 5*BHCem* 72′*f*48′207*t*	T.3Cy.19″,31″&50″–33″ 197NHP E&B*made*92*refitted*19 2SB,6*pf*,GS112,HS3900 N.E.Mar.Eng.Co.Ld.Nwc.	22 ″ 3	V †
69881 44850 JUHM	**Aratama Maru** *Fitted for oil fuel* 2*Dks* *CruiserStern*	6784 — 4058					1938	Tsurumi SeitetsuZosen K.K. Tsurumi	TamaiSyosenK.K.	446·5|59·1|33·8 P42′B173′F47′	Kobe Japanese *WB*	1 steam turbine DR geared HS2547 398NHP IshikawajimaS.B.&E.Co. Ld.Tokio		C
69882 PUUJ	**Aratanha** (*ex*Portugal–35, *ex*Aleardi, ssRio.3rdNo.3–1,37 *ex*Balaton) 1*Dk*(*Stl*)&*Spar dk*(*Irn*) & *deep framing* ssRio.No.1-41	2458 2214 1554	✠100A– *Spar dk* *withfreeboard* 3,41~~3,40~~ 3,41 ~~BS8,39~~ ✠LMC~~1,37~~	Rio		CL ~~3,40~~ 3,41	1901 12mo	Wigham- Richrdsn&Co Ld Newcastle	LloydNacional Soc.Anon. *CellDBa*110′*uE*&	314·0|41·8|13·6 P44′B102′F36′ 21·4 FK *B*38′*f*128′587*tFPT*	R.Janeiro Brazilian 6*BHCem* 35*tAPT*22*t*	T3Cy.$20\frac{1}{4}$″,35″&$59\frac{1}{2}$″–42″(*r*) 200lb 256NHP 2SB,6*rf*,GS108,HS3854 WghmRchrdsn&C.LdNwc	23 ″ 10 s 3 ″ 10 20 ″ 4	
69883 PUIR	**Arataú** (*ex*SerraGrande–35, **TwinSc** *ex*Lillebonne,*ex*Ouvrier) *Mchy.Aft* 1*Dk*	1065 — 588					1919	Ch.&Atel. Augustin Normand Havre	Cia."Serras"de Navegação e Commercio	229·6|34·1|14·7 P59′F19′	R.Janeiro Brazilian *WB*	T.6Cy.$10\frac{3}{10}$″,$16\frac{2}{5}$″&$26\frac{1}{5}$″– $13\frac{7}{10}$″ 50NHP Ch.&Atel.deAugustin Normand,Havre		V
69884 PUUD	**Aratimbo** Ⓟ **TwinSc** *OilEng.* ssRio.No.3-4,40 ~~ssRio.No.2–37~~ *Ref.Mchy.* 2*Dks*(*Stl–wthr dk* teak s)	4872 3698 2974	✠100A1 *withfreeboard* ~~4,40~~ ~~5,38~~ 9,40 ✠LMC4,40 DBS~~4,40~~ 5,41 ✠Lloyd'sRMC~~6,38~~ ~~4,40~~ 5,41 ~~11,40~~ *South American Coasting—* *BahiaBlanca & Trinidad*	Rio	*y*	OG ~~5,37~~ 4,40	1928 4mo	Cant.Nav. Triestino Monfalcone Lloyd'sA&CP *CellDB*300′	LloydNacional Soc.Anon. 913*t Tanks at sides*	378·0|53·7|24·4 P34′F61′ FK *of tunnels*120*tFPT*	R.Janeiro Brazilian 7*BHptAsp* 1 „ *to 2nd dk* 70*tAPT*82*t*	Oil Engines 2S.C.SA 8Cy.$26\frac{3}{4}$″–$37\frac{13}{16}$″ 1008NHP DB*120lb* FiatStab.Gran.Mot Turin	27 ″ 4 s 9 ″ 7 18 ″ $2\frac{1}{4}$	
69885 8319 SEGU	**Araton** (*ex*HerthaMærsk–38,*ex*Duro) Now Adolf Bratt, *see No.* 87069 *in Supplement* Wireless **D.F.** 1*Dk*	*1500* *1190* *829*					1920	Svendborg Skbsv&Mskb Svendborg	A/B Arafart(A.R. Appelqvist,*Mgr.*)	252·2|38·2|14·9 F42*t*B250*t*Q107*t* P40*t*H64*t*	Stockholm Swedish *WB*	T.3Cy.17″,$27\frac{1}{2}$″&47″–34″ 129NHP SvendborgSkbsv.&Mskb.		V
69886 DKBG	**Arauca** **D.F. E.S.D.** *Fitted for oil fuel* *CruiserStern* 2*Dks*	4354 — 2079					1939	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	398·3|55·7|22·8 F43′	Hamburg German *WB*	2 steam turbines connected to elec. motor& sc. shaft AllgemeineElecGes.Berlin		
69887 1291 CBAC	**Arauco** Ⓟ **2TwinMst** (*ex*Boussole–35, ssAnt.No.2–29 *ex*SaintEloi,*ex*Registan) 2*Dks* **D.F.** *Ref.Mchy.*	5414 4030 3309	✠ … 11,32 ✠ ✠Lloyd'sRMC~~12,39~~ 10,40				1921 3mo	W.Gray& Co.(1918)Ld. WHartlepool	Cia.Chilena de NavegacionInter- oceanica(H.R. Samsing,*Mgr.*)	350·2|52·5|26·8 P30′B215′F35′ FK	Valparaiso Chilian *WB*	T.3Cy.26″,42″&70″–48″ 515NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 4	V †
69888 140148 GSMN	**Arawa** Ⓟ **TwinSc** (*ex*EsperanceBay–36) ssLon.No.3–2,35 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* (*Stl–ws*)3*rd dk*(*Stl*)*in* **D.F. E.S.D.** *forward holds*	14462 11881 8598	✠100A1 *Shelter dk* *withfreeboard* 9,38 ✠LMC MS7,33 BS10,39 ✠Lloyd'sRMC7,39 *Fitted for oil fuel* 7,22 F.P. above 150° F.	Lon	*i* †	CL 10,39	1922 7mo	W.Beard- more&Co.Ld Glasgow Lloyd'sA&CP	ShawSavill& AlbionCo.Ld. *CellDB*457′2259*t* *Tanks in way of tunnels* 467*t FPT*174*t*	530·9|68·3|39·9 B215′F76′*on Shltr* *dk* FK *MT*24′1017*t*	S'thamptn British *ptCem* 9*BHtoSh dk* *APT*143*t*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb FD 1977NHP 3DB(Spt)&2SB(Spt),*32cf*, HS25923 W.Beardmore&Co.Ld.Gls.	43 ″ 6 s 10 ″ $8\frac{1}{4}$ 33 ″ 2	
69889	**Araxa** (*ex*Odette–35,*ex*Orione, *ex*Juni,*ex*Bluefields) 1*Dk*	1349 — 618					1905	Bergens Mek.Værks Bergen	Soc.Brasileira de Cabotagem,Lda.	224·0|31·3|14·6 Q78′B31′F35′	R.Janeiro Brazilian *WB*	T.3Cy.19″,30″&50″–33″ 144NHP BergensMekVærksBergen		
69890 ONCT	**Arbel** (*ex*Peregrine–38, *ex*Arbonne) ssLon.No.3–9,33 ssLon.No.1–38 *Well deck* 1*Dk*(*Stl*)	901 — 566	✠100A1 11,40~~11,38~~ BS~~1,40~~ ✠LMC11,38 11,40	Lon	*l*	OG ~~5,37~~ 11,40	1921 6mo	Hawthorns &Co.Ld. Leith Lloyd'sA&CP	NavigationTrans- marineSoc.Anon. *CellDBa*39′*uE*19′	210·0|31·7|12·3 Q115′F26′ FK *f*105′ 205*t FPT*17*t*	Antwerp Belgian 4*BHCem* *APT*13*t*	T.3Cy$17\frac{1}{4}$″,$28\frac{3}{8}$″&46″–33″(*s*) 180lb 169NHP 2SB,6*cf*,GS95,HS3138 Hawthorns&Co.Ld.Lth.	14 ″ 5 s 4 ″ $7\frac{1}{4}$ 13 ″ $8\frac{1}{4}$	
69891 399 IBTD	**Arborea** Ⓟ **TwinSc** *OilEng.* **D.F.** 2*Dks*&3*rd dk in No.*1 *hold*	4959 3255 3036	✠ … 9,32 ✠				1929 7mo	Soc.Odero- Terni Spezia	"Tirrenia"Soc. Anon.diNav.	377·1|50·0|24·5 364·6 B&F323′ FK	Naples Italian *WB*	Oil Engines 2S.C.SA 12Cy.$26\frac{3}{4}$″–$37\frac{13}{16}$″ 1511NHP "Fiat"Stab.GrandiMotori Turin	27 ″ 2	I †
69892 144715 MKKY	**Arbroath** ssLth.No.1-39 *OilEng.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern*	553 444 289	✠100A1 *withfreeboard* 11,39~~7,38~~ ✠LMC9,35	Dun Lth	*i*	OG 7,38	1935 9mo	CaledonS. B.&E.Co.Ld Dundee Lloyd'sA&CP	Dundee,Perth& LondonShipping Co.Ld. *CellDB*112′136*t*	167·9|30·1|11·8 31·0 176·0(O.L.) FK Q41′F21 *FPT*64*tAPT*6*t*	Dundee British 4*BH*	Oil Engines 2S.C.SA 4Cy.$13\frac{3}{8}$″–$22\frac{7}{16}$″ 125NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s 3 ″ 7 10 ″ $5\frac{3}{4}$	
69892*	**Arca** (*ex*Haugar–40, **IronTwinSc** *exSailingVessel*ScottishGlens) *OilEng.* *Mchy.Aft* **D.F.** ssHam.2ndNo.3–10,08 *Carrying Oil in bulk* 2*Dks*	2222 1955 1316	✠ 10,18	NNs	Lv		1885	Oswald, Mordaunt &Co. Southampton	LeonardoArriva- beneSoc.Anon.	284·9|40·4|22·9 P139*t*H124*t*	Venice Italian *WB*	Oil Engines 2S.C SA 8Cy.$14\frac{3}{16}$″–$20\frac{7}{8}$″ 281NHP *Emade&fitted*22 A/B Atlas-Diesel,Skm.		N †
69893 217972 KEXZ	**Arcata** (*ex*Glymont–37) *Fitted for oil fuel* 1*Dk*	2722 1963 1672					1919	AlbinaEng &Machine Works Portland,Or.	~~Hammond~~ ~~ShippingCo.Ld.~~ HammondLum- berCo.	289·0|44·1|19·2 P26′B148′F32′	Portland, Ore. Utd.States *WB*	T.3Cy.22″,$36\frac{1}{2}$″&60″–42″ 233NHP AlbinaEng.& Mach.Wks.Portland,Or.		R
69894 123940 GRNV	**Archangel** Ⓟ **TrpSc** (*ex*St.Petersburg) 2*Dks*&*Shelterdk* Sub.Sig. (*ptStl*–teak s)	2448 1502 1039	✠ 2,13 ✠	Rot	*t*		1910 17mo	J.Brown& Co.Ld. Clydebank	London&North EasternRlwy. *Cell L*	330·8|43·2|17·8 F *onShelter dk*52′ FK *Bu E*40′ 62*t FPT*9*t*	Harwich British 8*BHCem* *DTf*40′40*t*	3 Steam Turbines 5SB,*20cf*,GS430,HS14833FD J.Brown&Co.Ld. Clydebank	18 ″ 9	
69895 601 SWGB	**Archangelos** (*ex*Bawtry, *ex*Mottisfont) ssCff.No.3–6,29 ssAlx.No.2–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*5692* *5470* *4228*	✠100A1 *Shelter dk* *withfreeboard* 8,40~~6,39~~ ✠LMC MS5,37 BS2,40	Rou Mch	*y*	CL ~~8,37~~ 8,40	1917 3mo	W.Dobson &Co. Newcastle Lloyd'sA&CP	Theofano Maritime Co.Ld (N.G. Livanos,*Mgr.*) *CellDB*	400·5|52·0|25·1 412·5(O.L.) 33·0 FK 351′1087*t FPT*102*t*	Piræus Greek 6*BHCem* *APT*136*t*	T.3Cy.26″,43″&72″–48″ (*s*) 180lb 455NHP 3SB,9*cf*,GS141,HS6333 FD N.E.Marine EngCoLdNwc	35 ″ 7 s 9 ″ $9\frac{3}{4}$ 26 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Dunes, Cert. B. of Trade
17/41 69896	**Archangelsk** (*ex*Uskvalley–39) *ss*Shl.No.1–34 1*Dk*(*Stl*) (*STRANDED 10,35—REFLOATED—NOW TRADING*)	*2480* *2281* *1487*	✠ 9,35 ✠	Cff	*t*		1929 10mo	Burntislnd S.B.Co.Ld. Burntisland	U.S.S.R. *CellDBa&uE*	300·0 | 43·9 | 21·3 P23'B79'F26' FK 110'*f*130'676*t FPT*	Russian 5*BHptCem* 82*t APT*118*t*	T.3Cy.22",36"&60"–39" 259NHP 2SB,6*cf*,GS116,HS4200 D.Rowan&Co.Ld.Glasgow	23 ″ 6	
69897 938 SZHZ	**Archon** (*ex*Sinaloa–33,*ex*Santa Gertrudis) *Fitted for oil fuel* Wireless 1*Dk*	*1364* *1086* *627*					1921	NVSchpsw deMerwede Hardinxveld	R.Yiadikiaroglou, B.Kalogheras &Th.Vranas	238·6 | 36·6 | 15·6 P40'B60'F25'	Piræus Greek *WB*	T.3Cy.17",28"&46"–36" 127NHP Kuy&v/dRee,Rotterdam		C
69898 1599 IBJA	**Arcola** *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft Carrying Petroleum in bulk*	6349 5552 3893					1929	Soc.Odero- Terni- Orlando Spezia	LuigiBosco	409·6 | 54·9 | 29·6 401·9 P100'B28'F35'	Genoa Italian	T.3Cy.26",42½"&69½"–48" 335NHP Soc.Vickers-Terni,Spezia		CI
69899 UNGH	**Arcos** (*ex*Pinewin,*ex*WarJavelin) *ss*Bkn.No.2–27 *Well deck* 1*Dk*	2343 1749 1327	✠ … 7,30 ✠				1918 9mo	WoodSkin- ner&Co.Ld. Newcastle	U.S.S.R.	284·9 | 39 8 | 18·9 P28'Q77'B56'F28' FK	Archangel Russian *WB*	T.3Cy.22",36"&59"–39" 265NHP NEMarineEng.Co.Ld.Nwc	21 ″ 2	
69900	**Arctic** **WoodAux3MstSr** (*ex*Primo) *Mchy.Aft OilEng.* *Ref.Mchy.* Wireless 1*Dk* (*See Sailing Ship Register*)	478 359 377					1919	Bergkvara Skeppsvarf Bergkvara		142·3 | 34·6 | 11·1 P15'Q18'F15'	Reykjavik Iceland	Oil Engines 2S.C.SA 2Cy.15"–16⅛" 79NHP J&CGBolinder'sCoLdSkm		V
69901 UPOR	**Arctika** D.F. E.S.D. 1*Dk* Sub.Sig. *CruiserStern*	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	321·5 | 48·0 | 20·3 P32'B96'F33'	Archangel Russian *WB*	T.3Cy.20",33"&57"–42' 210NHP N.E.MarineEng.CoLdNwc		
69902 202867 WNWK	**Arcturus** (*ex*JamesB.Wood) *Mchy.Aft* D.F. GyC. 1*Dk*	6490 — 5495					1905	WestBay CityS.B.Co. WstBayCity	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	~~514·0~~ | 54·0 | ~~27·1~~ 520·5 | 26·8 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
69903 DOTJ	— D.F. E.S.D. 1*Dk* *CruiserStern*	2596 2213 1471					1937	Lübecker Maschb.Ges. Lübeck	ArgoReederei, RichardAdler&Co.	319·7 | 47·0 | 18·5 P24'B&F286' UpperF36'	Bremen German *WB*	C.4Cy.(2)20 1/16"&(2)43 5/16"– 43 5/16" HS4628 342NHP LübeckerMaschb.Ges.		G
69904 FNHD	— Ⓟ 1*Dk&Shelter dk*	2532 — 1534					1913	Akt.Ges. "Neptun" Rostock	Cie.deNav.Paquet	331·4 | 46·0 | 18·8 F40' 26·7	Marseilles French *WB*	T.3Cy.28⅝",38½"&63"–43 5/16" 260NHP A.G."Neptun,"Rostock		V
69905 OHAF	— Ⓟ *ss*Hfs.3rdNo.3–5,36 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Stl–ptws*) *Ref.Mchy.* &*Web frames*	2156 1522 1169	✠100A1 *Spar dk* *withfreeboard* 4,40 ✠LMC5,36 ✠NB4,12 BS~~5,30~~ 8,4 0 No later survey reported	Skm	*s*	CL 2,40	1898 12mo *Lloyd*	Gourlay Bros.&Co. Dundee '*sA&CP*	FinskaÅngfartygs Aktiebolaget *CellDBa*36'	291·7 | 37·4 | 21·4 276·3 38·2 P41'B102'F68' BK8' *uE&B*61'*f*94'227*t*	Helsingfrs Finnish 4*BHCem* *APT*17*t*	T.3Cy.29½",47"&75"–45" (*s*) 170lb 551NHP 3SB,9*cf*,GS183,HS8520 FD GourlayBros.&Co.Dun.	23 ″ 5 s 3 ″ 7 20 ″ 9	
69906	— (*ex*Nord–37,*ex*Cairnmore) *ss*Shl.2ndNo.3–6,19 *ss*Hbg.No.2–27 1*Dk&deepframing&ptAwng dk*	*1682* *1229* *1035*	✠ … 1,32 ✠				1892 9mo	Wood, Skinner&Co. Newcastle	J.Rang	250·5 | 36·1 | 16·8 Q95'B60'F28' RFD68' FK	Tallinn Estonian *WB*	T.3Cy.19",31"&51"–36" 156NHP Black,Hawthorn&Co.Gts.	19 ″ 0	V †
196/40 69907 161891 GFZW	**Ardanbhan** D.F. 1*Dk*	4980 4619 3080					1929	D&WHen- dersn&Co.Ld. Glasgow	ArdanS.S.Co.Ld. (Clark&Service, *Mgrs.*)	402·9 | 52·2 | 27·3 P45'B125'F47'	Glasgow British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D&W.Hendersn&CoLdGls		C
69908 YQSA	**Ardeal** Ⓟ (*ex*EmilKirdorff–32) *Fitted for oil fuel* Sub.Sig. 2*Dks*	5695 4402 3421					1922	Marine- werft Wilhelmshvn	RoumanianState MaritimeService	409·8 | 53·9 | 23·7 H133*t*F49'	Con- stantza Roumanian *WB*	T.3Cy.25¼,"41"&66⅛"–49½" &L.P.Turbine 462NHP J.C.TecklenborgA.G. Wesermünde-G.		V
69909 916 SZHW	**Ardena** Ⓟ (*ex*Peony) 2*Dks*(*Stl–Uws*) *CruiserStern* Wireless	*1092* *794* *433*	✠ 10,15 ✠	Gls			1915 10mo	A.McMil- lan&Son,Ld. Dumbarton	NavigationConst. Toyias(E.K.Toyias *Mgr.*) *CellDB*	250·1 | 33·1 | 17·3 F63' FK *uB*21*tDTf*22*tFPT*	Piræus Greek 12*BHCem* 11*tAPT*17*t*	T.3Cy.21½",35"&58"–27" 350NHP D.Rowan&Co.Ld.Glasgow	18 ″ 0	
69910 LCDN	**Ardent** (*ex*Örja,*ex*Bolama,*ex*Sonja) 1*Dk*	1804 1614 1101					1917	Sörlandets Skibsbyggeri Fevig	D/S A/S Ardent (J.Kröger,*Mgr.*)	265·1 | 42·1 | 18·0 P56*t*H71*t*	Tönsberg Norwegian	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
69911 142025 MKJY	**Ardenza** *ss*Irv.No.3–11,32 Wireless D.F. *ss*Gls.No.1–37 *Well deck* 1*Dk*(*Stl*)	933 640 466	✠100A1 12,39 ~~BS2,39~~ ✠LMC3,37 BS ~~4,40~~4,41	Gls	*l*	OG 2,39	1920 12mo *Lloyd*	Hawthorns &Co.Ld. Leith '*sA&CP*	MossHutchison Line,Ld. *CellDBa*39'*uE*19*f*	210·0 | 31·7 | 12·3 218·0(O.L.) Q115'F27' FK 105' 205*t FPT*17*tA*	Liverpool British 4*BHCem* *PT*13*t*	T.3Cy.7",28"&46"–33" (*s*) 180lb 169NHP 2SB,6*cf*,GS95,HS3138 Hawthorns&Co.Ld.Leith	14 ″ 6 s 4 ″ 7 13 ″ 9¼	
69912 131461 GPVJ	**Ardeola** **3Mst** *ss*Liv.2ndNo.3–8,37 *Well deck* D.F. 2*Dks*(*UStl*–ws)	2609 2109 1282	✠100A1 9,40 ~~12,39~~ BS~~12,39~~ ✠LMC8,37 9,40	Gls Liv	*t*	CL ~~7,37~~ 9,40	1912 10mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *Cell DBa*40' *uE*	310·2 | 44·2 | 18·5 P&B207'F57'BK10' 26'*f*152'502*t*	Liverpool British 5*BHCem* *FPT*56*tAPT*50*t*	T.3Cy.24",39"&64"–42" (*s*) 180lb 345NHP 3SB,9*cf*,GS180,HS6126 CaledonS.B.&E.Co.Ld Dun	21 ″ 6 s 2 ″ 2¼ 20 ″ 4¼	
69913 142271 MJPZ	**Ardgantock** *ss*P.Gl.No.3–7,32 *ss*P.Gl.No.2–40 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Well deck Cargo battens not fitted*	842 591 416	✠100A1 2,40 ✠LMC2,40	PGl	*l*	CL 2,40	1919 6mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	P.MacCallum& Sons,Ld. *CellD*	200·1 | 30·2 | 12·6 Q111'F26' FK *Bf*121'220*tFPT*61*t*	Greenock British 3*BHCem* *APT*53*t*	T.3Cy.15",26"&42"–27" (*s*) 180lb 90RHP 1SB,3*cf*,GS60,HS1998 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 0 s 4 ″ 10½ 14 ″ 3	
69914 142318 MGZX	**Ardgryfe** (*ex*St.DunstansHill) *ss*Lth.No.3–7,29 *ss*Ant.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	~~964~~ ~~672~~ ~~481~~ 975 672 498	✠100A1 8,40 ~~8,38~~ ✠LMC MS5,37 BS3,40	PGl	*l*	3,39	1918 3mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	P.MacCallum& Sons,Ld. *CellDB*	200·4 | 31·2 | 13·2 210·8(O.L.) Q139'F23' FK *f*126'186*t FPT*66*t*	Greenock British 3*BHCem* *APT*48*t*	T.3Cy.17",28"&46"–33" (*s*) 180lb 149NHP 2SB,4*cf*,GS90,HS2524 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 6 s 4 ″ 5½ 15 ″ 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB of TradeCert.
69915 212964 WBCQ	**Ardmore** (*ex*Delphin) *ss*N.Yk.No.3-9,25 D.F. *ss*Mob.No.1-31 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Webframes* *Longitudinal framing* *CarryingPetroleum in bulk* *Fitted for oil fuel*	7035 6463 4390	✠ ... 9,33 ✠	Mob			1913 12mo	Akt.Ges. "Neptun" Rostock	Farr Spinning& Operating Co. *CellDB* 333*tDT f*48'550*t*	449·6 *uE&B*79'*f*20' *FPT*210*tAPT*145*t*	59·6	28·8 FK	Wilmgton, (Del.) Utd. States 17*BHptAsp* (13*BH to Udk* 4 „ „ 2*nd*„)	Q.4Cy.23⅝",33⅞",48¾"&70⅞"-49 3/16" 524NHP 3SB,9*cf*,GS516,HS7523 A.G."Neptun,"Rostock	29 ″ 10	R †
69/40 69916 140454 EIDF	— (*ex*LadyKilliney, *ss*Bkn.No.3-2,31 *ex*Killiney) *ss*Dub.No.1-36 Wireless D.F. 2*Dks*(*Stl*) E.S.D.	1023 955 417	✠100A1 Examined5,40 Liv BS5,40 ✠LMC5,35 *Fitted for oil fuel*11,23	~~Liv~~	*p*	CL ~~4,37~~ 7,40 *F.P.* a	1918 4mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP* bove 150° F.	British&Irish SteamPacketCo. Ld. *CellDBa*6'*uE*	254·5 264·0(O.L.) P66'B89'F75' 24'*f*84'172*tFPT*20*t*	36·1	16·0 FK	Cork British 4*BHCem* *APT*6*t*	T.3Cy.24",39"&64"-42" (*r*) 180lb 347NHP 3SB,9*cf*,GS190,HS6176 CaledonSB.&E.Co.Ld.Dun	16 ″ 8 s1 ″ 11½ 15 ″ 0¼	
69917 1478 IBLC	**Ardor** **TwinSc** *OilEng.* *ss*Tri.No.2-35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* *CruiserStern* *Longitudinal framing*	8960 8469 5079	✠100A1 *Shelter dk* *withfreeboard* 1,39 ✠LMC CS9,35 DBS6,39 4,36 *CarryingPetroleum in bulk*	Mfl		CL 12,38	1927 6mo *Lloyd*	Ansaldo SanGiorgio Spezia '*sA&CP*	"LaColumbia"Soc. Marit.perTras- porto diPetrolio e Derivati *CellDBuE*69'132*t* *DTf*36'281*tD*	489·6 470·6 B34'F40' *Ta*19'111*tFPT*188*t*	63·0 63·2	34·6 FK	Genoa Italian 18*BHptCem* 13 „ *to U dk* *APT*106*t*	Oil Engines 2S.C.SA 8Cy.27 9/16"-47¼" 1000NHP 2 Water Tube DB 200lb DB70lb Soc.An.FiatS.G.M.Turin	35 ″ 6 s8 ″ 6¾ 27 ″ 2¾	
69918 164509 MKKK	**Arduity** *ss*Lon.No.1-40 *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	304 195 143	✠100A1 6,40 ~~8,35~~ ✠LMC~~8,35~~ 6,40 ~~✠LMC(M)10,37~~	Grk Yar	*d*	OG 3,39	1935 8mo *Lloyd*	G.Brown &Co. Greenock '*sA&CP*	F.T.Everard& Sons,Ld.	116·2 P36'Q39'F16' *FPT*41*t*	25·5	8·8 FK	London British 3*BHAsp* *APT*13*t*	Oil Engines 2S.C.SA 3Cy.12⅝"-15¾" 84NHP NewburyDieselCo.Ld. Newbury	9 ″ 9 s3 ″ 5 9 ″ 8¾	
69919 LCZP	**Arena** (*ex*Svolder-37) **TwinSc** *OilEng.* D.F. *Carrying Petroleum in bulk* *Mchy.Aft* *CruiserStern* 1*Dk*	6362 5518 3772					1927	Aktieb. Götaverken Gothenburg	A/S Alida(Rudolf KureOlsen,*Mgr.*)	408·3 P367*t*H396*t*F81*t*	55·3	32·0	Xiansand Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP Aktieb.Götaverken,Got.		N
69920	**Arenorte No. 11** **Iron&Steel3Mst** (*ex*Heraldo, *ex*LaFrance)	381 — 238					1889	Edwards& Symes London	Cia.Arenera del NorteS.A.	149·9	24·9	8·9	Bns.Aires Argentine	C.2Cy.17"&34"-22" 45NHP Pratt,Huddersfield		
69921 145407 MNLP	**Arete** 1*Dk*	898 618 509					1925	MistleyS.B &Rpg.Co. Mistley	ElderDempster Lines,Ld.	197·7	30·6	12·2	Liverpool British *WB*	T.3Cy 16",27"&44"-30" 106NHP G.Clark,Ld.Sunderland		C
69922 7483 SDEK	— *ss*Got.No.2-37 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern*	569 421 269	✠100A1 5,40 ~~8,39~~ BS9,40 ✠LMC6,37	Rot Got	*h*	OG 9,38	1928 12mo *Lloyd*	A/B Lödöse Varf Lödöse '*sA&CP*	Rederiaktieb. Unda(PerWaller, *Mgr.*) *CellD*	166·9 P56'F18' *B*110' 168*t FPT*12*t*	28·1	11·4 FK	Gothenbrg Swedish 3*BHCem* *APT*18*t*	C.2Cy.14 9/16"&32½"-21⅝" (*s*) 130lb 50NHP 1SB,2*cf*,GS28,HS850 A/B LödöseVarf,Lödöse	13 ″ 3 s1 ″ 3½ 12 ″ 1¼	
69923 171 YLBI	**Arethusa** 3Mst (*ex*ArethusaII, *ss*Gls2nd.No.3-6,30 *ex*Arethusa) *ss*Rga.No.2-39 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	496 426 195	✠100A1 10,39 ✠LMC BS2~~,30~~5,40MS4,39	Skm	*i*	CL 3,39	1906 4mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	KugniecibasSabie- driba"Gaida" (A.Behrsin,*Mgr.*)	174·1 Q57'B68'F23' *DTf*12'27*t FPT*33*t*	27·4	11·8 FK	Riga Latvian 3*BHCem* *APT*7*t*	C.2Cy.19 7/16"&36½"-24" 80lb 70lb 63NHP 1SB,2*cf*,GS37,HS1301 Hutson&Sons,Ld Glasgow	12 ″ 9 s ″ 6 12 ″ 4¼	
69924 2221 IBCM	**Argentea** (*ex*Saramacca-38) *ss*N.Yk.2ndNo.3-8,33 *Ref.Mchy.* 2*Dks*(*Stl*)&*Spar dk* D.F. (*Stl*-ws) *Fitted for oil fuel*	3302 2465 1925	✠ ... 10,38 *Spar dk* ✠	NYk	*v*		1908 3mo	Nederl. Schps.Maats Amsterdam *Intermediate*	Italo-BalticaSoc. Anon.Italiana di Nav. e Commercio *bulkhead in after hold*	354·1 336·7 P&B218'F46' *dispensed with* 5*B*	42·2	15·2 22·8 FK&BK2" *CellDBa*	Genoa Italian *H only Cem* 76'*f*134'418*t*	T.3Cy.24",42"&68"-48" 503NHP 3SB,9*cf*,GS187,HS7827 NedFb.v.Wrk&Spoor,Ams	26 ″ 0	I †
69925 229044 WMDS	**Argentina** Ⓟ **TwinSc** (*ex*Pennsylvania-38) *Fitted for oil fuel* *Ref.Mchy.* 5*Dks* D.F. GyC. *CruiserStern*	20614 — 11324					1929	NwprtNws S.B.&D.D.Co NewprtNews	UnitedStates Maritime Commission	586·4 B315'F61'	80·3	20·5 52·0	NewYork Utd. States *WB*	2 steam turbines connected to electric motors & sc. shafts GeneralElectricCo. Schenectady,N.Y.		R
69926 EAIE	— Ⓟ **QuadSc** (*ex*ReinaVictoria- *ss*Nwc.No.3-8,24 Eugenia) *ss*Bcl.No.1-28 Sub.Sig. 3*Dks*(*UStl*-teak s) D.F. &*Shade dk*(*Stl*-teak s) (*SUNK IN PORT—REFLOATED*)	10137 6924 5564	✠ *Shade dk* 12,31 ✠	Msl	*e*†		1913 2mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	Cia.Trasatlantica *CellDB* *a*105'*uE&B*150'	480·0 170'1080*tFPT*81*t*	61·3	32·7 FK&BK2¼"	Barcelona Spanish 9*BHCem* *APT*42*t*	T.8Cy.(2)29",(2)43"& (4)47"-42" 7SB,21*cf*,GS480,HS2065 2L.P.Turbines 1484NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	35 ″ 9	
53/40 69927 OXCC	— (*ex*Polarhavet) D.F. **TwinSc** *OilEng.* 2*Dks*	5375 5092 3325					1921	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede Dampskibsselskab	378·0 F33'	52·2	32·6	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-35½" 629NHP Burmeister&Wain,Cpn.		V
69928 7992 SDQA	— **TwinSc** *ss*Got.No.1-39 *OilEng.* E.S.D. D.F. 2*Dks*&*Shelter dk* *Ref.Mchy.* *Strengthened for navigation in ice*	5277 4171 2873	✠100A1 *withfreeboard* 4,40 ~~1,40~~ ✠LMC CS5,39 ~~DBS5,39~~ 5,38 ✠Lloyd'sRMC~~12,39~~ 4,40 No. 3 lower hold & Nos. 2 & 4 lower 'tween dk. for temp. 31° F.	Got DBS10,40	*a*†	OG P1,39 s9,38	1935 3mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB*307'1486*t*	420·7 F80' *tanks in way of* *tunnels*309*tFPT*	55·9	23·9 FK (	Stockholm Swedish 7*BH* *Coll to Sh dk* 6 „2*nd*„) 76*tAPT*52*t*	Oil Engines 4S.C.SA 16Cy.24 13/16"-51 3/16" 945NHP DB85lb GotaverkenA/B,Got	28 ″ 0 s2 ″ 10¾ 25 ″ 3¼	
69929 515 JBMC	— Ⓟ **TwinSc** *ss*Tri.No.3-7,21 D.F. 2*Dks*&*deep framing* &*Shelter dk*	5014 — 2924	✠ ... 3,26 ✠				1907 10mo	Russell& Co. PortGlasgow	"Tirrenia"Soc. Anon.diNav.	407·4 390·0 F78'	47·9	22·5 30·3 FK	Naples Italian *WB*	T.6Cy.20½",35"&56"-42" 582NHP Dunsmuir&Jackson LdGls	25 ″ 3	I †
69930 PUAF	— Ⓟ **TwinSc** *OilEng.* Wireless 1*Dk* *CruiserStern*	930 718 513					1927	Deutsche Werft Hamburg	LloydBrasileiro	237·0 B65'F24'	38·0	10·0	R.Janeiro Brazilian	Oil Engines 4S.C.SA 16Cy.11 7/16"-16 15/16" 204NHP Maschfbk.Augsburg- Nürnberg,Augsburg		
69931 45771 JPJM	**Argentina Maru** Ⓟ **TwinSc** *OilEng.* D.F. E.S.D. 3*Dks* GyC. *Ref.Mchy.* *CruiserStern*	12755 — 7113					1939	Mitsubishi JukogyoK.K Nagasaki	OsakaSyosenK.K.	516·0 F70'	68·9	41·3	Osaka Japanese *WB*	Oil Engines 2S.C.SA 22Cy.28⅜"-49 3/16" 3080NHP MitsubishiJukogyoK.K. Nag.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Enregistré au Lloyd's, et ce n'est dans le L.R. Durée Cert. Réfrig.
69932 LOHO	**Argentino** TwinSc3Mst (exBayard–33) OilEng. Mchy.Aft 2Dks	2991 2638 1735					1915	Akers Mek.Værks. Oslo	Soc.Anon. Importadora y Exportadora de laPatagonia	335·2 P70tH173tF21t	48·2	20·5	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 12Cy.19⅝"–26" 452NHP AkersMek.Værks.Oslo		V
69933 EAJO	**Argentona** (exUrkiola-Mendi–38, exAzalea) ssBbo.2ndNo.3–8,26 ssBbo.No.1–32 Spardk(ptStl&ptIrn) 2trB&deepframing	3552 3333 2289	✠ ——— 7,38 ✠	Mdb	u		1902 7mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	José de Navas Escuder CellDBa	340·0 P63'B87'F30' FK 112'uE24'f144'785t	47·3	16·0 24·8	Bilbao Spanish 6BHCem APT91t	T.3Cy.25",39"&65"–42" 286NHP 2SB,6cf,GS100,HS4477 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 3	G †
69934 963 SWBD	**Argo** (exSolna–39,exGranlund, exCorbis, ssSng.No.3–9,30 exWarRanee) ssOsl.No.2–39 1Dk(Stl)2trB& Webframes Longitudinalframing	~~5556~~ ~~4708~~ ~~3382~~ 5532 4708 3382	✠100A1 3,40 ✠LMC MS6,39 BS8,39 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 6,18 F.P. above 150° F.	Pir	z	CL 3,40	1918 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd's A&CP	~~Greek Government~~ (~~RoyalNavy~~) GreekMinistry of Marine CellDBuE&B5	400·0 415·0(O.L.) P49'B121'F40' FK Middle line Bulkhead not oil-tight 9'240tf50'65tFPT95tAPT80t	52·3	28·4	Piraeus Greek 11BHptCem	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0	
69935 891 OFCD	— (exOdessa, ssOsc.3rdNo.3–5,37 exElisabeth, 1Dk(Irn)& exCamperdown) deepframing	2513 2341 1468	✠100A1 4,39 ✠LMC MS1,37 BS4,39 No later survey reported	Got	t	CL 4,39	1898 7mo	R.Napier& Sons,Ld. Glasgow Lloyd's A&CP	RederiA/BPonape (GustafErikson, Mgr.) CellDBa100'	311·6 321·0(O.L.) P29'B82'F31' FK uE&B38'f128'645t	44·2	20·4	Mariehmn Finnish 5BHCem APT105t	T3Cy23½",38½"&62"–39"(s) 160lb 245NHP 2SB,6cf,GS108,HS3736 R.Napier&Sons,Ld.Gls.	23 ″ 0 s 3 ″ 7½ 19 ″ 7	
69936 957 SWBC	— (exSanJosé–39) D.F. 1Dk	1995 1622 995					1920	WoodSkinner&Co.Ld. Newcastle	ArgonautsShippingCo.Ld.(Eugene Eugenides,Mgr.)	302·6 P81tH173tF17t	42·2	17·9	Piræus Greek WB	T.3Cy.22½",36"&60"–39" 225NHP N.E.MarineEngCoLd.Nwc		N
69937 559 OHAC	— ssHfs.No.3–4,33 ssHfs.No.1–37 D.F. 1Dk(Stl)&Awngdk(Stl)	1813 — 1021	✠100A1 Awng dk with freeboard 8,40 ~~7,29~~ BS8,40 ~~BS5,39~~ ✠LMC7,37	Lon Hfs	p	7,39	1921 3mo	NVMach& Schpsw.van P.Smit,Jr. Rotterdam Lloyd's A&CP	FinskaAngf.A/B. CellD	247·5 235·1 FK B182'355tFPT14t	36·9	24·9	Helsingfrs Finnish 4BHCem APT31t	T.3Cy.20¼",32¼"&55"–39⅜" 180lb (s) 212NHP 2SB(Spt),6cf,GS97,HS3341 NVMch&Schps.vPSmitJr	27 ″ 6 s 8 ″ 2½ 19 ″ 6	
69938 LCHJ	— 1Dk2trB	411 296 249					1898	Stavanger Stöberi&Dok Stavanger	FiskaaensRederi A/S(CarlFiskaaen, Mgr)	144·7 Q61tB35tH5tF14t	25·1	11·7	Haugesund Norwegian WB	T.3Cy.13½",22"&34"–25" NB12 58NHP LaxevaagsMsk&Jrns.Bgn.		N
69939 207 SVDV	**Argolikos** (exPearBranch–33) Fitted for oil fuel 2Dks	4786 4357 2902					1921	Palmers' Co.Ld. Newcastle	M.A.Embiricos	398·6 P37'B121'F42'	53·9	26·1	Andros Greek WB	DR Geared Steam Turbine 450NHP Palmers'Co.Ld.Newcastle		C
69940 219622 KUDD	**Argon** ssGal.No.3–9,32 ssMob.No.1–37 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinalframing	6952 6427 4271	✠100A1 2,40 BS3,40 ✠LMC~~7,37~~ 1,41 Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 3,20 F.P. above 150° F.	NYk	b†	CL ~~4,38~~ 1,41	1920 3mo	Bethlehem S.B.Corp.Ld. SparrowsPt. CellDBuE&B A&CP	Socony-Vacuum OilCo.Inc. 57'197tDTf50'82	435·6 P122'B50'F44' FK 4tFPT97tAPT74t	56·2	31·7	NewYork Utd.States 15BHptCem (9 ,, to U dk 6 ,, ,, 2nd,,)	T.3Cy.26$\frac{13}{16}$",47$\frac{9}{16}$"&78"–48" 220lb (s) 598NHP 3SB,9cf,GS165,HS8235 FD BethlehemS.B.Corp.Ld.	33 ″ 6	
69941 FOCB	**Argonne** 1Dk	2115 1848 1202	✠ ... 2,22 ✠				1920 8mo	J.S.White &Co.Ld. Cowes	Cie.Delmas Vieljeux	280·0 P24'B67'F37' FK	40·2	19·3	LaRochlle French WB	T.3Cy.19",32"&52"–36" 243N J.S.White&Co.Ld.Cowes	21 ″ 6	V †
69942 ESDP	**Argos** (exFredrika–39, exHolmengrå, ssGot.2ndNo.3–6,31 exElfsborg, ssSkm.No.1–35 exG.F.Brauhen, 1Dk(Stl) exHelenHeidtmann) Well deck Now "Glen[illegible]" No 88212 in Supplement	1857 1409 1078	100A1 Examined6,40 Cff BS11,39 LMC2,36	~~Skm~~	q	CL 3,39	1904	Schiffsw.v. HenryKoch Lübeck Lloyd's A&CP	KarlMitt&Co. (KarlMitt,Mgr.) CellDB	264·4 P15'Q59'B68'F21' FK 225'543tFPT81tA	38·4	16·7	Tallinn Estonian 4BHCem PT67t	T.3Cy.19⅝",32⅛"&51¼"–32½" 185lb (s) 187NHP 2SB(Spt),4cf,GS90,HS3164 J.F.Ahrens.Altona	19 ″ 9 s 2 ″ 1 17 ″ 10	
69943	— TwinSc OilEng. ssB.As.No.1–39 Mchy.Aft 1Dk	1185 — 587	✠A1 with freeboard 6,40 ~~7,39~~ ✠LMC CS7,39 7,39 For Service on the River Plate—limiting Ports seawards Monte Video & Piedras	BAs	p	OG 6,39	1935 11mo	Henry Robb,Ld. Leith Lloyd's A&CP	Cia.Argentina de Lanchas	287·0 F26' FK FPT113t	50·1	12·8	Bns.Aires Argentine 5BHAsp APT70t	Oil Engines 2S.C.SA 10Cy.13⅜"–22$\frac{7}{16}$" 313NHP Atlas-DieselA/B,Skm.	14 ″ 0 s 5 ″ 8½ 8 ″ 5	
69944 150465 GTTP	**Argos Hill** Ⓟ (exCanadian Constructor–39) ssHfx.No.3–1,34 ssMtl.No.1–37 2Dks(Stl)&Shelterdk(Stl)	7178 6664 4413	✠100A1 Shelter dk with freeboard ~~8,4~~ 11,40 ✠LMC MS1,38 BS~~12,39~~11,40 Fitted for oil fuel 1,22 F.P. above 150° F.	Sws ~~Sou~~ Gls	b†	CL 5,39	1922 1mo	Halifax Shipyards,Ld Halifax,N.S. A&CP	ErnelsShppgCo.Ld (CountiesShip Management Co.Ld.Mgrs.) CellDB360'1159t	430·0 P46'F45'onShelter dk FK DTa24'625t	56·2	34·8	London British ptCem 2BHtoSdk 5 ,, ,, U ,,	T.3Cy.29½",50"&80"–54"(s) 180lb 705NHP 4SB,12cf,GS264,HS10848FD TidewaterShipbuilders,Ld ThreeRivers,PQ FPT132tAPT128t	38 ″ 0 s 9 ″ 0¾ 29 ″ 2	
69945	**Argostoli** Ⓟ TwinSc (exTaDah–38) 3Dks	1673 — 961					1935	TaChung HuaS.B.& Eng.Wks. Shanghai	G.Stamatelatos	238·0	38·0	12·3	Piræus Greek	T.6Cy.13",21½"&35"–24" 120NHP ShanghaiDck&E.Co.Ld.		
69946 HRAY	**Argual** Ref.Mchy. D.F. Sub.Sig. 3Dks	2690 2135 1581					1927	Cammell Laird&Co.Ld Birkenhead	MayanS.S.Corp. (UnitedFruitCo. Mgrs.)	301·1 B93'F33'	44·2	22·3	Tela Honduran WB	T.3Cy.20½",35"&59"–42" Cammell 225NHP Laird&Co.Ld.Bkn.		C
69947 UPCE	**Argun** (exSunray–34) ssHul.No.3–3,29 ssNpt.No.1–34 1Dk(Stl)	3487 2961 1996	✠ ... 8,35 ✠	Npt	u		1917 7mo	R.Thompson&Sons,Ld. Sunderland	U.S.S.R. CellDB	330·5 P31'B100'F37' FK a98'uE23'f140'684t	48·0	21·9	Leningrad Russian 5BHCem APT137t	T.3Cy.24",38"&64½"–42" 293NHP 2SB,6cf,GS124,HS4594 J.Dickinson&Sons,Ld.Sld.	24 ″ 4	
69948 27453 JNJD	**Argun Maru** ssOsa.No.3–5,32 ssOsa.No.2-40 ~~ssKob.No.1–36~~ 1Dk(Stl)&Shelterdk(Stl) &Webframes Longitudinalframing	6662 6111 4278	✠100A1 Shelter dk with freeboard 6,40 ~~9,39~~ ✠LMC~~10,36~~ 6,40	Osa.	a†	CL 1,39	1920 8mo	OsakaIron Works,Ld Osaka A&CP	OsakaSyosen K.K. CellDB368'1470t DTa39'1145t	415·0 P32'B148'F45'on Shelter dk FK FPT164tAPT47t	55·5	34·6	Osaka Japanese Cem 3BHtoShdk 4 ,, ,, U ,,	T.3Cy.27$\frac{1}{16}$"45"&75"–51"(s) 180lb 552NHP 3SB,9cf,GS190,HS8100 FD OsakaIronWrks.Ld.Osaka	34 ″ 8 s 7 ″ 4½ 27 ″ 7	
69949	**Argus** D.F. E.S.D. Fitted for oil fuel 2Dks CruiserStern	3360					1939	Nordsee- werkeEmden G.m.b.H. Emden	ArgoReederei RichardAdler&Co.	339·5 B87'F22'	50·0	18·8	Bremen German WB	Q.4Cy.12$\frac{3}{16}$",16$\frac{5}{16}$",24$\frac{13}{16}$"& 45¼"–39⅜" HS1485 223NHP Rheinmetall-BorsigA.G. BerlinTegel		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. 3 Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
69950 KZUS	**Argus** (*ex*Yeoman) *ss*Mch.2ndNo.3-3,25 Wireless *1Dk(Irn)&deep framing* *Well deck*	1025 — 585	✠ 4,30	Nwc	*m*		1901 2mo	WoodSkinner&Co.Ld. Newcastle	Madrigal&Co. *CellD*	220·0|31·7|14·8 Q115'B15'F24' FK *Ba&uE75'f96'235t*	Manila Utd.States 5*BHCem* *APT21t*	T.3Cy.17",28"&46"-33" NDB22 135NHP 1SB,*3cf*,GS62,HS2150 N.E.MarineEngCoLd.Nwc	17 ″ 0	
69951 111147 VOCN	**Argyle** *ss*NFL.2ndNo.3-4,24 *ss*NFL.No.2-32 *1Dk&Web frames lower dk in main hold*	439 342 199	✠ — 8,38 ✠NB6,21 ✠	NFL	*g*		1900 2mo	A.&J. Inglis Glasgow	Government of Newfoundland (Newfoundland RailwaySteamship Department)	154·7|25·1|12·6 F15' BK7" *CellD Ba&uE&B*	SJhnsNFL British 4*BHCem* *47'f61'84t*	T.3Cy.15",24"&40"-30" 99RHP 1SB,*3cf*,GS52,HS1320 A.&J.Inglis,Glasgow	15 ″ 0	
69952 165774 GBWB	**Argyll** D.F. *1Dk&Shelter dk* *CruiserStern*	4897 4355 2753	✠100A1 *withfreeboard* 4,40 ~~12,39~~ ✠LMC12,39	Sld Gls	*a*†	CL	1939 12mo *Lloyd*'*sA&CP*	JLThompson&Sons,Ld Sunderland	B.J.Sutherland&Co.Ld. *CellDB289'975t* *tanks at sides of tunnel390t FPTs324t*	415·1|58·2|24·8 431·8(O.L.) F36' FK	Newcastle British 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „) *APT145t*	T.3Cy.23",38"&65"-42" (*s*) 220lb Rht. 365NHP 2SB(Spt&FD),1AuxSB, *8cf*,GS116,HS5075 N.E.MarineEng.Co.(1938) Ld.Sld.	27 ″ 10 s 3 ″ 0¾ 24 ″ 11¾	
69953 FNEC	— Now "San Luciano," *see No. 89973 in Supplement* *ss*S.Fo.3rdNo.3-9,30 *ss*L.An.No.2-38 *2Dks(1Stl&UIrn*-ws)& *Webframes3Dk rule*	2953 2626 1880	✠100A1 1,40 BS10,39 ✠LMC12,38 *CarryingPetroleum in bulk* *Fitted for oil fuel*5,03 *F.P. above* 150° F.	LAn	*u*	CL 10,37	1892 6mo	W.Gray&Co.(Ld.) WHartlepool A&CP	Cie.DuBoleo	320·2|40·7|24·4 P31'B80'F37' BK10" *CellDBuE*	Bordeaux French 12*BHCem* *&B52'125t*	T.3Cy.25",40⅛"&65"-42"(*s*) 160lb 283NHP 2SB,*6cf*,GS112,HS4380 CenMarEWks(Ld),WHpl.	27 ″ 0	
69954 357 OHAD	**Ariadne** Ⓟ *Ref.Mchy.* *ss*Hfs.2ndNo.3-4,38 D.F. *2Dks&Awng dk(ptStl)* *Strengthened for navigation in ice*	2559 — 1172	✠100A1 *Awng dk* *withfreeboard* 9,40 ~~3,39~~ BS12,38 ✠LMC4,38	Hfs Skm	*s*	OG N3,38	1914 3mo *Lloyd*'*sA&CP*	LindholmensV.A. Gothenburg	FinskaÅngfartygs Aktiebolaget *Cell D Ba32'uE*	273·0|43·7|19·0 259·5 FK *&B62'f96'267tFPT*	Helsingfrs Finnish 4*BHCem* *30tAPT8t*	T.3Cy.24⅝",40"&66"-42" (*s*) 185lb 447NHP 3SB,*12cf*,GS258,HS8760 LindholmensV.A.Got.	28 ″ 9 s 11 ″ 2¾ 17 ″ 10¾	
39/40 69955 LDNJ	— Ⓟ D.F. E.S.D. *CruiserStern* *2Dks*	2029 1381 1138					1930	Nylands Værksted Oslo	DetBergenske Dampskibsselskab	271·3|38·2|19·4 P85tB205tH252t F32t	Bergen Norwegian *WB*	T.3Cy.22",35"&60"-42" 234NHP NylandsVærksted,Oslo		
69956 PCUF	— Wireless *CruiserStern* *2Dks*	1170 976 643					1919	N.VBoele's Sheepsw. Slikkerveer	Koninkl.Nederl. Stoomb.Maats. N.V.	250·0|36·5|23·0	Amstrdam Dutch *WB*	T.3Cy.18½",30"&48"-36" 138NHP NVBoele'sSheepw.Bolnes		V
69957 DOIC	— *2Dks*	621 612 373					1898	G.Seebeck A.G. Bremerhaven	Dampfschiffahrts Ges.Neptun	170·5|27·2|16·3	Bremen German *WB*	T.3Cy.14¾",22"&38⅜"-23⅝" 72NHP G.Seebeck A.G.Bremerhvn		G
69958 121177 MMZR	**Ariadne Moller** Ⓟ TwinSc (*ex*Hunter-38) *2Dks*	1840 1555 985					1907	Ramage&Ferguson,Ld. Leith	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	255·0|40·2|20·7	Shanghai British *WB*	T.6Cy.17½",28½"&48"-30" 252NHP Ramage&Fergusn,Ld.Lth.		
69959 FNUT	**Arica** (*ex*Zenon-34) *ss*Hav.No.3-2,34 *ss*Rou.No.1-38 D.F. *2Dks(Stl)&Shelter dk(Stl)*	5390 4922 3219	✠ ... 7,41 *Shelter dk* *withfreeboard* ~~BS7,39~~ ~~✠LMC8,38~~	Dnk Msl ~~BS3,41~~	*a*†	CL 12,39	1921 8mo *Lloyd*'*sA&CP*	SunderInd S.B.Co.Ld. Sunderland	Cie.Générale Transatlantique *CellDB368'1319t*	423·6|55·0|26·3 436·6(O.L.) FK *Collision* *FPT109tAPT201t*	Havre French *Cem* *BHtoSh dk* 6 „ „ *U* „	T.3Cy.28",46½"&78"-54" (*s* 180lb 627NHP 4SB,*12cf*,GS296,HS11652 N.E.MarineEng.CoLdNwc	29 ″ 0 ~~s 3 ″ 8¾~~ ~~25 ″ 6~~	
69960 1253 CBRI	— Ⓟ *ss*Vpo.No.2-39 *Ref.Mchy.* D.F. *2Dks(Stl)*	4994 — 2955	✠100A1 ~~7,40~~ ~~8,39~~ 4,41 ✠LMC BS~~2,39~~5,40 MS8,39 ✠Lloyd'sRMC~~2,39~~ ~~4,40~~ 1,41	Vpo Rio	*x* 2¼	CL ~~1,38~~ N7,40	1931 1mo *Lloyd*'*sA&CP*	R.Duncan &Co.Ld. PortGlasgow	Cia.Chilena de NavegacionInteroceanica(H.R. Samsing,*Mgr.*) *Cell*	354·0|53·2|25·6 P28'B117'F32' FK *DB291'820t FPT1*	Valparaiso Chilian 6*BHCem* *15tAPT19t*	T.3Cy.25",41"&68"-45" (*s*) 200lb 433NHP 3SB,*9cf*,GS173,HS6147 FD D.Rowan&Co.Ld.Glasgow	27 ″ 6 s4 ″ 9½ 23 ″ 1	
69961 162607 MQCD	**Aridity** *ss*Lon.No.2-40 ~~*ss*Yar.No.1-36~~ *Mchy.Aft* OilEng. *Well deck* *1Dk(Stl)*	336 223 172	✠100A1 8,40 ~~10,36~~ ✠LMC8,40 ~~✠LMC(M)9,37~~	Yar Lon		OG ~~9,36~~ N8,40	1931 7mo *Lloyd* *sA&CP*	Fellows&Co.Ld. Gt.Yarmouth	F.T.Everard&Sons,Ld.	130·0|24·6| 8·9 Q85'F14' FK *FPT*	London British 3*BHCem* *10tAPT23t*	Oil Engines 2S.C.SA 5Cy.13 3/16"-15⅜" 154NHP Plenty-StillOilEngines,Ld Newbury	9 ″ 6 s 3 ″ 2¼ 9 ″ 6	
69962 698 OHCM	**Ariel** *ss*Hfs.No.2-38 D.F. *2Dks(Stl)* *Strengthened for navigation in ice*	2198 1991 1241	✠100A1 *withfreeboard* 6,39 BS~~5,39~~ ✠LMC3,38 5,40	Hfs	*r*	OG 6,39	1929 6mo *Lloyd*'*sA&CP*	Helsingörs Jernsk&Msk. Elsinore	FinskaAngfAktieb *CellDB228'413t*	273·0|40·2|24·7 260·1 FK *FPT33tAPT21t*	Helsingfrs Finnish 4*BHCem* *Coll „ to W dk*	T.3Cy20 3/16",32"&53"-36"(*s*) 200lb 230NHP 2SB(Spt)*6cf*,GS190,HS4003 HelsingörsJernsk &Mskb.	27 ″ 6 s 8 ″ 2½ 19 ″ 4¾	
69963 7397 SGEN	— (*ex*Öresund,*ex*Danemark) D.F. *1Dk*	*1775* *1513* *958*					1920	A/S Baltica Værftet Copenhagen	RederiA/B Atos (AllanBörjesson, *Mgr.*)	277·0|40·2|18·3 P38'B157'F22'	Hlsngborg Swedish *WB*	DRGearedSteamTurbine A/S AtlasCopenhagen		V
69964	— TwinSc Wireless D.F. E.S.D. *2Dks* *Mchy.Aft* *CruiserStern* *Butts of keel plating elec. welded*	1479 1326 436	✠100A1 *withfreeboard* 12,39 ✠LMC12,39 *CableVessel* *Fitted for oil fuel*12,39 *F.P. above* 150° F.	Nwc	*p* $1\frac{11}{16}$	CL	1939 12mo *Lloyd*'*sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	H.M.Postmaster General *CellDBuE33'41t*	237·5|35·2|22·0 250·5(O.L.) FK *f126'208tDTsf10'*	British 4*BHptCem* (*Coll to W dk* 3 „ *2nd* „ *43t FPT18t*	T.6Cy.13",22"&36"-24" (*s*) 200lb *100lb* 213NHP 2SB,*4cf*,HS3320 FD Swan,Hunter&Wigham Richardson,Ld.Nwc *APT51t*	24 ″ 4 s 8 ″ 3¾ 16 ″ 4	
69965 148890 GMBL	**Ariguani** Ⓟ TwinSc *2Dks 3rd&4th dks in holds* *Ref.Mchy.* D.F. Sub.Sig. E.S.D.	6746 5243 4116					1926	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	425·2|54·1|30·3 P40'B192'F47'	Glasgow British *WB*	T.6Cy.23½",39½"&67"-48" 622NHP A.Stephen&Sons,Ld.Gls.		BT till 11,40
69966 186 YLCJ	**Arija** (*ex*NorthBritain,*ex*Baltic Exchange) *ss*Nwc.No.3-11,19 *ss*Shl.No.2-29 *1Dk2trB&deepframing&* *Webframes 3Dk rule*	3678 3457 2338	✠ ... 12,32 ✠				1907 10mo	Bartram&Sons Sunderland	J.Zalcmanis,K. Jansons&J.Freyman(Latvian ShippingCo.*Mgrs*)	346·5|50·8|22·9 P23'B94'F36' FK	Riga Latvian *WB*	T.3Cy.24½",40"&66"-45" 317NHP NDB07*refitted*29 Blair&Co.Ld.Stockton	25 ″ 6	C †
69967														

~~✠ Surveys delayed. Vessel, when last reported, in port in enemy occupation~~

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Renf'r'ts.
69968 42355 JIZK	**Arima Maru** ssKob.No.1-40 OilEng. E.S.D. GyC. 2Dks Ref.Mchy CruiserStern	7390 6531 4326	✠100A1 ~~[illegible]~~11,40 ✠LMC CS11,40 DBS11,40 5,40 ✠Lloyd'sRMC11,40 Carrying cargo oil F.P. above 150° F. in deeptanks	Yka Kob	d†	CL 4,38	1936 12mo	Mitsubishi JukogyoK.K Nagasaki Lloyd'sA&CP	NipponYusenK.K. CellDB361'1458t DTa39'1436t Tanks at sides of tunnel 91tFPT 82tAPT76t	462·7 P23'B183'F41' FK	62·3	34·4	Tokyo Japanese 8BHptCem	Oil Engines 2S.C.DA 8Cy.28⅜"–47¼" 2248NHP DB100lb MitsubishiJukogyoK.K. Nag.	34 ″ 5	
69969 4296[illegible] JTGL	**Arimasan Maru** OilEng. D.F. GyC. 2Dks&Shelter dk Ref.Mchy. CruiserStern	8696 — 5268					1937	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha Ld.	455·1 F35'	62·0	39·4	Kobe Japanese WB	Oil Engines 2S.C.DA 6Cy.24 7/16"–55⅛" 1230NHP MitsuiBussanKaisha,Ld. Tama		C
193/40 69970 164649 GYTZ	**Arinia** OilEng. 1Dk,2nd dk clear of cargo tanks D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8024 7238 4777	✠100A1 1,40 ✠LMC CS10,40 DBS10,40 1,40 Carrying Petroleum in bulk	Bkn	c†	CL 1,40	1936 7mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld. Cell DBuE69'167t DTf25'281t FPT143t APT94t	465·0 483·2(O.L.) P90'B42'F48' FK	59·2	33·8	London British 15BH	Oil Engines 4S.C.SA 8Cy.25 5/16"–55⅛" DB180lb 503NHP J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 9 27 ″ 6¼	
69971 219798 KULM	**Ario** ssPhl.No 3-10,33 Mchy.Aft ssNYk.No.1-37 D.F 2Dks(Stl)&Web frames Longitudinal framing	6952 6427 4271	✠100A1 ~~11,36~~10,40 BS10,40 ✠LMC9,37 Carrying Petroleum in bulk Fitted for oil fuel 4,20 F.P. above 150° F.	NYk Bal	b†	CL ~~N5,36~~ 10,40	1920 4mo	Bethlehem S.B.Corp.Ld. Sparrow's Pt A&CP Md	Socony-Vacuum OilCoInc. CellDBuE&B57' 197tDTf50'824t FPT97tAPT74t	435·6 P122'B50'F44' FK	56·2	31·7	NewYork Utd. States 15BHptCem (9 to U dk 6 ,, 2nd ,,)	T.3Cy.27",47"&78"–48" (s) 220lb 598NHP 3SB,9cf,GS165,HS8235 FD BethlehemS.B.Corp.Ld. Sparrow'sPt.Md.	33 ″ 6	
69972 EAMR	— (exAfonDyfi, ssCdz.No.3-2,34 exTarrasa) ssCdz.No.1-38 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	771 529 370	✠100A1 ~~2,30~~11,40 BS~~8,38~~ 8,40 ✠LMC11,38	Cdz Bbo	k	CL N10,38	1921 8mo	Astilleros delMedit.S.A Barcelona Lloyd'sA&CP	~~MiguelM.dePinillos~~ Cia.Maritima Frutera,S.A. CellDBf114'176t	186·6 Q114'B12'F22' FK	29·5	12·4	Cadiz Spanish 4BHCem FPT42t	T.3Cy.12",20"&32"–24" (s) 180lb 84NHP 2SB4pf,GS60,HS1714 AlexanderHnos.Barcelona	14 ″ 7 s4 ″ 10½ 13 ″ 11	
69973 DOIP	**Arion** Sub.Sig. 2Dks D.F. CruiserStern	2297 2042 1311					1927	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	287·0 F26'	46·0	23·2	Bremen German WB	T3Cy19 11/16",31½"&50⅝"–35 7/16" & 1 low pressure Turbine 180NHP A.G."Weser,"Bremen		G
69974 15 IBQC	**Ariosto** (exBáróFejérváry, exBulganak,exBáró ssFiu.3rdNo.3-7,35 Fejérváry) 1Dk(Stl)&Spar D.F. dk(Irn)&deep framing	4115 3659 2540	✠100A1 Spar dk 6,39 BS6,39 ✠LMC7,35	Tri	x	CL 7,38	1902 6mo	Wigham Richrdsn&Co Ld.Newcastle A&CP	"Tirrenia"Soc. Anon.di Nav. Cell DBa132'uE&B76' f114'855t FPT55t APT28t	365·3 P51'B127'F38' FK	48·2	17·8 25·1	Fiume Italian 6BHCem	T.3Cy.22½",40 3/16"&66"–48" 200lb (r) 361NHP 3SB(Spt),9cf,GS159,HS5754 WghmRchrdsn&C.LdNwc	28 ″ 3 s 5 ″ 1½ 23 ″ 3½	
69975 167082 GLSW	— D.F. E.S.D. 1Dk&Shelter dk Ref.Mchy. CruiserStern	2176 1616 979					1940	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Ellerman'sWilson Line,Ld.	295·2 B8'F24'	44·2	17·9	Hull British WB	T.3Cy.20",34"&56"–39"& LP turbine with DR gearing&hydraulic coupling Swan,Hunter&Wigham Richardson,Ld.Nwc.		
69976 LOEA	**Aristobulo Del Valle** Fitted for oil fuel Mchy.Aft 1Dk&Web frames	2454 2091 1459	✠ ... 2,22 ✠				1917 5mo	Gt.Lakes Eng.Works Ecorse, Mich.	ArgentineGovt. (YacimientosPetroliferosFiscales)	252·0 P71'B31'F32' FK	43·7	24·3	Bns.Aires Argentine WB	T.3Cy.20½",34"&57"–42" 297NHP Gt.LakesEngWks.Detroit	25 ″ 7	
69977 8268 SDIN	**Ariston** TwinSc OilEng. Mchy.Aft 1Dk D.F. E.S.D. GyC. CruiserStern Part electrically welded including butts of keel & bottom plating, & decks	10277 9401 6129	✠100A1 5,40 ~~5,39~~ ✠LMC6,38 Carrying Petroleum in bulk	Yka Got	e†	CL	1938 6mo	A/B Götaverken Gothenburg Lloyd'sA&CP	A.S.OnassisGothenburg,Ld.(GustE. Sandström,Mgr.) CellDBuE73'256t DTf24'325t FPT129t APT479t	508·6 515·8(O.L.) P103'B34'F64' FK	64·3	38·5	Gothenbrg Swedish 11BHptCem	Oil Engines 4S.C.SA 12Cy.24 13/16"–51 3/16" 710NHP 2DB150lb A/B Gotaverken,Got.	38 ″ 2 s 8 ″ 8¾ 29 ″ 8	
69978 LKJX	**Aristophanes** OilEng. Mchy.Aft 1Dk D.F. E.S.D. GyC. CruiserStern Butts of shell & deck plating elec. welded	10224 9344 6139	✠100A1 ~~6,40~~ ~~1,40~~ 4,41 ✠LMC1,40 Carrying Petroleum in bulk	Got Rio	e†	OG	1940 1mo	A/B Götaverken Gothenburg Lloyd'sA&CP	SkibsA/SJaris (A.Jahre,Mgr.) CellDBuE88'333t Wing tanks in DTf24'320tFPT130tAPT392t	496·5 515·8(O.L.) P97'B34'F64' FK	64·4	38·7	Sandefjord Norwegian 11BHptCem ER545t	Oil Engines 2S.C.DA 5Cy.24 7/16"–55⅛" 1030NHP 2DB150lb A/B Gotaverken,Got.	38 ″ 2 s8 ″ 8½ 29 ″ 8	
69979 OXRA	**Arizona** TwinSc OilEng. D.F. 2Dks	6385 6048 4013					1922	A/SNakskovSkibs. Nakskov	DetForenede DampskibsSelsk.	408·4	54·4	33·4	Copnhagn Danish WB	Oil Engines 4S.C.SA 12Cy.23¼"–35 7/16" 629NHP Akt.Burmeistr&Wain,Cpn		V
69980 FNUY	— ssHav.No.3-12,37 2Dks(Stl)&Shelter dk(Stl)	5457 4922 3240	✠ ... 7,41 Shelter dk with freeboard ~~BS1,40~~ ~~✠LMC12,37~~	Rou Msl	a†	CL ~~N12,37~~ 2,41	1925 1mo	Sunderlnd S.B.Co.Ld. Sunderland Lloyd'sA&CP	Cie.Générale Transatlantique CellDB368'1319t FPT109tAPT201t	425·0 438·0(O.L.) FK Coll	55·0	26·6	Havre French Cem BH to Sh dk 6 ,, ,, U ,,	T.3Cy.28",46½"&78"–54" (s) 180lb 629NHP 4SB,12cf,GS268,HS11670 Blair&Co.Ld.Stockton	29 ″ 0 ~~s8 ″ 6[illegible]~~ ~~25 ″ 6[illegible]~~	
69981 218983 KODR	— (exGalena,ex ssGal.No.3-8,35 SalemCounty) ssGal.No.1-39 2Dks(Stl)&Web frames Longitudinal framing Mchy.Aft D.F.	5174 4424 3106	100A1 ~~3,10~~ ~~2,39~~9,40 BS~~1,40~~ 1,41 LMC1,39 Carrying Petroleum or Asphalt in bulk Fitted for oil fuel F.P. above 150°F.	NYk	y	CL 1,39	1919	Bethlehem S.B.Corp.Ld. (HarlanPlnt) Wlmgtn,Del. CP	TheTexasCo. CellDBuE&B72'210t DTf65'818t FPT89tAPT30t	391·8 P99'B34'F44' FK	51·3	28·8	Wilmgton (Del.) Utd.States 14BHptCem (7 to U dk 7 ,, 2nd ,,)	T.3Cy.~~26 7/16~~ 26½",45"&75"–48"(s) 190lb 512NHP 3SB,9cf,HS7127 FD BethlehemS.B.Corp Ld. (HarlanPlant)Wlmn.Del.	30 ″ 2	
149/40 69982 PCUH	— OilEng. Mchy.Aft 1Dk CruiserStern	398 251 205					1939	Gehr.van DiepenN.V. Waterhuizen	E.Smid	143·4 P52'Q47'F24'	26·2	8·9	Groningen Dutch WB	OilEngines 4S.C.SA 6Cy.11"–17 11/16" 70NHP Klöckner-Humboldt-DeutzA.G Köln-Deutz		D
69983 26766 JDZD	**Arizona Maru** Ⓟ TwinSc ssKob.No.3-9,31 ssOsa.No.2-40 ~~ssKob.No.1-36~~ 2Dks(Stl)&Shelter dk(Stl-ws) Ref.Mchy. 3rd dk(Stl)inNo.1hold	9684 8797 5993	✠100A1 Shelter dk with freeboard 1,41 ~~5,30~~ ✠LMC~~2,40~~ 1,41 ✠Lloyd'sRMC~~2,40~~ 1,41 ~~7,40~~ Fitted for oil fuel 2,24 F.P. above 150° F.	Kob ~~Osa~~	d†	CL 5,38	1920 6mo	Mitsubishi Zosen Kaisha, Ld. Nagasaki A&CP	OsakaSyosen K.K. CellDB405'1663t DTa48'519t FPT137t APT51t	475·0 P35'B30'F86' on Shelter dk FK	61·0	40·7	Osaka Japanese Cem 8BH toShdk	T.6Cy.27",44½"&75"–48" (s) 200lb 993NHP 5SB(Spt),15cf,GS330, HS13284 FD MitsubishiZosenK.Ld.	40 ″ 9 s 13 ″ 0 28 ″ 3	
69984																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
69985 219714 WACX	**Arizonan** (exWillhilo, exConshohocken) *Fitted for oil fuel* D.F. Sub.Sig. *2Dks & Shelter dk*	5815 5479 3617	✠ .. 9,23 ✠				1920 3mo	SunS.B. Co. Chester,Pa.	American-HawaiianS.S.Co.	434·3|57·7|27·2 FK	NewYork Utd.States *WB*	T.3Cy.27″,45½″&76″-51″ 612NHP SunS.B.Co.Chester,Pa.	30 ″ 3	R †
69986 219800 KULN	**Arizpa** Ⓟ *Fitted for oil fuel* Sub.Sig. *2Dks & Web frames* *Ref.Mchy.*	5437 4971 3338	✠ ... 3,22 ✠				1920 4mo	Merchant S.B.Corp. Harriman, Pa	WatermanS.S. Corp.	400·7|54·2|30·4 P36′B124′F44′ FK	Mobile Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 644NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
69987 151993 VJBL	**Arkaba** (exArcoona) ssSyd.No.1-41 ssSydNo.3-3,36 *2Dks(Stl)* *Cargo battens not fitted*	4212 3949 2593	✠100A1 *withfreeboard* 1,41 ~~11,39~~ ~~BS11,39~~ ✠LMC~~3,36~~ 1,41	Syd	*w*	CL 10,38	1924 5mo *Lloyd*	W.Beardmore&Co.Ld Dalmuir *'sA&CP*	TheAdelaide SteamshipCo.Ld. *CellD*	341·6|47·2|30·3 352·0(O.L.) F34′ FK *Collision* *B288′ 878t FPT97t*	Melbourne British *7BHCem* *BH to W dk* *APT126t*	T.3Cy.25″,41″&68″-45″ (*s*) 180lb 441NHP 3SB,*9cf*,GS161,HS6600 FD W.Beardmore&Co.Ld.	32 ″ 7 s10 ″ 5¾ 22 ″ 2½	
69988 DODC	**Arkadia** (exAmsel 36) D.F. Sub.Sig. *2Dks* *Cruiser Stern*	1756 1428 790					1927	Akt.Ges. "Neptun" Rostock	AtlasLevante-LinieA.G.	276·1|42·2|15·9 P14′B255′F33′	Bremen German *WB*	T.3Cy.23⅝″,38$\frac{3}{16}$″&62″-41$\frac{5}{16}$″ 247NHP A.G."Neptun,"Rostock		G
69989 871 SZNN	— **Iron** (exLisa-36,exCumberland) *OilEng.* *Mchy.Aft* 1*Dk*	853 — 539					1866/1921	Barclay, Curle&Co. Glasgow	AtlantisShippingCo.Ltd.	237·5|28·2|15·3 P59′F59′	Piræus Greek	Oil Engines 6Cy.13$\frac{2}{5}$″-19¾″ A/S DanskDieselmotor Kompagni,Holeby		N
69990 221479 KDUV	**Arkansan** (exMargaretDollar-36, exCelestial) *Fitted for oil fuel* D.F. *3Dks*	6997 — 4319					1921	Kiangnan Dk&EngWks Shanghai	American-HawaiianS.S.Co.	429·0|55·2|26·6	NewYork Utd.States *WB*	T.3Cy.26½″,44″&74″-48″ 377NHP KiangnanDock&Eng.Wks		R
2/40 69991 LCHK	**Arktos** **Wood** Wireless D.F. 1*Dk*	438 321 193					1919	Skaalurens Skibsbyggeri Rosendal	Partrederiet Arktos(Karl Karlsen)	129·9|27·6|14·1 Q29tB24tH19tF19t	Aalesund Norwegian *WB*	T.3Cy.12″,20″&33″-24″ 53NHP BergensMekVærksBergen		N
69992 2242 IBBO	**Arlesiana** (exDunavis-39, exSiberianPrince-33, ssShl.No.3-5,27 exBaronLovat) ssPir.No.2-36 *2Dks(Stl)*	5702 5354 3590	✠ ... 7,39 ✠	Gen	*a*†		1915 5mo	Russell &Co. Pt.Glasgow *Cell DBa 132′ u*	I.N.S.A.(Industrie NavaliSoc.Anon.) *1Intermediate BH* *& 1 'tween d* *E24′f186′1181t D*	438·5|56·0|28·7 423·5 P38′B123′F50′ FK *kBH dispensed with* *Ta36′1118tAPT31t*	Genoa Italian *Cem* *5BHto U dk* *1 ,, ,,2nd,,*	T.3Cy.27″,45″&74″-51″ 555NHP 3SB,*9cf*,GS189,HS8307 FD Rankin&BlackmoreLdGrk *only*	31 ″ 4	I †
69993 148856 GLKF	**Arletta** (exVanduara-37) ssNwc.No.2-36 *Mchy.Aft* *2Dks(Stl) & Web frames* D.F. *Longitudinal framing*	4870 4228 2944	✠100A1 Examined 5,41 DBS6,40 ✠LMC5,36 *CarryingPetroleum in bulk* *Fitted for oil fuel 5,25 F.P. above 150°F.*	~~Msl~~ ~~Shl~~ Hpl	*x*	CL 3,41 MBS9,40	1925 5mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow *'sA&CP*	ArlonS.S.Co.Ld. (Jas.German&Co. Ld.*Mgrs.*) *CellDBuE*	375·1|51·7|29·0 P108′B35′F51′ *&B60′123tAPT81t*	London British *ptCem* *11BHtoUdk* *5 ,, ,,2nd,,*	T.3Cy.26″,42″&70″-48″ (*s*) 180lb *100lb* 470NHP 2SB,*8cf*,HS6950 FD Rankin&BlackmoreLdGrk	29 ″ 2 s 4 ″ 8 24 ″ 8½	
3/40 69994 138219 VGWX	**Arlington** (exGlencadam, exF.P.Jones) *Mchy.Aft* 1*Dk*	1870 1578 1118					1913	Detroit S.B.Co. Wyandotte	BurkeTowing& SalvageCo.Ld. (E.F.Burke,*Mgr.*)	244·0|43·0|18·2	Toronto British *WB*	T.3Cy.18″,29″&48″-40″ 145NHP DetroitS.B.Co.Detroit		R
69995 217590 KEKQ	**Arlyn** (exCastleWood) Sub.Sig. 1*Dk*	3304 2750 1971	✠ ... 4,22 ✠NB5,20 ✠				1919 3mo	ThePusey &JonesCo. Gloucester City,N.J.	A.H.BullSteamshipCo.(A.H.Bull &Co.*Mgrs.*)	321·7|50·0|21·6 P37′B82′F31′ FK	NewYork Utd.States *WB*	T.3Cy.20$\frac{9}{16}$″,31½″&54$\frac{9}{16}$″-36″ 178NHP Pusey&JonesCo.Wlmngtn	24 ″ 9	R †
69996 161299 GMCR	**Armadale** *OilEng.* ssHul.No.2-37 D.F. *2Dks(Stl) & Shelter dk(Stl)* *Tonnage opening closed'41(W.E.)*	5066 4711 3079	✠100A1 *withfreeboard* 4,40 ~~10,39~~ ✠LMC CS1,38 DBS3,40 ~~8,38~~4,39	Phl Liv	*a*†	CL 4,39	1929 9mo *Lloyd*	W.Denny &Bros.Ld. Dumbarton *'sA&CP*	AustralindSteam ShippingCo.Ld. (Trinder,Anderson &Co.*Mgrs.*) *Duct keel fwd.* *CellDB346′1086*	410·5|54·2|25·7 FK *of mchy. space* *tMT37′1025tFPT*	London British *7BHptCem* *(Coll to Sh dk* *6 ,, 2nd ,,)* *98tAPT111t*	Oil Engines 2S.C.SA 6Cy.23⅝″-41¾″ 582NHP 2DB*125lb* W.Denny&Bros.Ld.Dmb.	~~29 ″ 10~~ ~~s 3 ″ 6¼~~ ~~26 ″ 4½~~ 38 ″ 3 s10 ″ 11 27 ″ 4½	
69997 1991 IBQO	**Armando** (exFior diMandorlo-36, exSama-34, *Fitted for oil fuel* exConcettina di Giorgio) *2Dks3trB*	1541 1404 916					1911	Nylands Værksted Oslo	Dani&C.	261·4|34·7|22·2 249·7 H104*t*	Genoa Italian *WB*	T.3Cy.21½″,34½&60″-39″ 225NHP NylandsVærksted,Oslo		I
69998 912 SVVM	**Armathia** (exTuskerRock-37, exKastalia-36) ssSws.No.3-8,32 ssGls.No.1-36 D.F. 1*Dk*	*4683* *4293* *2932*	✠100A1 Examined 6,41 Gms ✠LMC MS3,36 BS11,40 *Fitted for oil fuel F.P. above 150° F.*	~~Rot~~	*y*	CL 8,39	1919 10mo *Lloyd*	Lithgows Ld. PortGlasgow *'sA&CP*	YannaghasBros. &Co. *CellDB331′985*	384·9|52·0|26·7 P49′B113′F38′ FK *tFPT132tAPT20t*	Piræus Greek *7BHCem*	T.3Cy.27⅛″,44″&73″-48″(*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmreLd Grk.	29 ″ 3 s 5 ″ 6¼ 24 ″ 0	
69999 168622 BEYX	**Armenier** **3Mst** *Mchy.Aft* 1*Dk*	914 618 472					1919	J.Drewes &Co. Gideon	Ministry of War Transport(SirW.R. Smith&Sons,~~Ld.~~ *Mgrs.*)	186·0|37·5|~~14·1~~ F22′B11′Q117′|14·0	Cardiff British *WB*	T.3Cy.15″,25″&40″-27″ 83RHP ~~83NHP~~ Verschure&Co.Amsterdam		V
70000 UOVP	**Armeniya** Ⓟ **TwinSc** Sub.Sig. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	4727 3101 2566					1928	BalticS.B. &E.Works Leningrad	U.S.S.R.	353·5|51·0|25·3 B&F268′	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.25$\frac{9}{16}$″-33⅞″ 1380NHP RussianDieselWorks,Len.		
70001 PCUL	**Armilla** (exHelix-38) **TwinSc** *OilEng.* E.S.D. D.F. ssRot.No.2-38 *Mchy.Aft* 1*Dk(Stl)* *Longitudinal framing at bottom & at deck*	3011 2251 1626	✠100A1 8,40 ~~8,39~~ ✠LMC CS11,38 DBS~~8,39~~8,40 11,38 *CarryingPetroleum in bulk*	Bat	*t* 2	CL ~~11,38~~ 8,40	1931 4mo *Lloyd*	Hawthorn Leslie&Co.Ld Newcastle *'sA&CP*	Nederl.-Indische Tankstoomboot Maats. *CellDB*	305·7|50·1|19·3 317·0(O.L.) P86′F50′ FK *Trunk169′* *uE49′ 112t FPT52t*	Curacao Dutch *11BHptCem* *APT56t*	Oil Engines 4S.C.SA 12Cy.18⅛″-35$\frac{7}{16}$″ 380NHP DB*150lb* Hwthrn,Leslie&CoLd Nwc	19 ″ 3 s 1 ″ 9¼ 17 ″ 7½	
70002 156137	**Arminda** (exCatherine **TwinSc** O'Boyle-32,exIsonzo) *OilEng.* 1*Dk*	1146 916 642					1918	Cant.Offic. Savoia Cornigliano, Ligure	W.B.Webster (J.S. Webster&Sons, *Mgrs.*)	215·0|31·7|15·2	KingstnJa British *WB*	Oil Engines 2S.C.SA 8Cy.13$\frac{17}{32}$″-21¼″ 256NHP SulzerBros.Winterthur		R
70003 LDMQ	**Arna** *OilEng.* D.F. 2*Dks*	4325 3887 2593					1929	Eriksbergs M.V.Aktieb. Gothenburg	D/S A/S Sverre (S.M.Kuhnle& Søn,*Mgrs.*)	380·3|54·1|24·2 P123tH280tF29t	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$″-51$\frac{3}{16}$″ 468NHP EriksbergM.V.AktiebGot		N
70004 165578 GXZT	**Arndale** *OilEng.* D.F. *1Dk,2nd dk clear of cargotanks* E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8296 7423 4936	✠100A1 2,40 ✠LMC9,37 *CarryingPetroleum in bulk*	Grk	*d*†	CL	1937 9mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *sA&CP*	TheAdmiralty *CellDB*	466·3|61·9|33·9 481·6(O.L.) P107′B43′F45′ FK *uE75′176tDTf34′3*	London British *17BHptCem* *ptAsp* *97tFPT209t*	Oil Engines 2S.C.SA 4Cy.23⅝″-91$\frac{5}{16}$″ 687NHP 2DB*150lb* Wm.Doxford&Sons,Ld.Sld *APT183t*	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chandières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chandières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cote L.R. [illegible] Durée Cert. Ref.Trade
70005 LCHM	**Arnfinn Jarl** 1*Dk*	1151 980 652					1921	Fredrkstad Mek.Værks Fredrikstad	Det Nordenfjeldske Dampskibsselskab	230·5 P48*t* H70*t*	36·1	14·9	Trondheim Norwegian *WB*	T.3Cy.16½″,26″&44″–29½″ 106NHP FredrikstadM.V.Frdstad.		N
70006 DDFV	**Arnis** (*ex*Dilston–35) *ss*Fln.2ndNo.3–5,38 *Well deck* 1*Dk*(*Stl*)	1499 1199 842	✠ 11,38 ✠	Ham	*p*		1913 3mo	BlythS.B. &D.D.CoLd. Blyth	Zerssen&Co.	244·4 Q124′B13′F26′ FK *CellDBa*65′ *uE&B*35′ *f*107′ 434*t* *FPT*40*t* *APT*95*t*	37·2	16·3	Rendsburg German 4*BHCem*	T.3Cy.20″,33¼″&54″–36″ 224NHP 2SB,6*pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld	18 ″ 10	
70007 376 IBDP	**Arno** Ⓟ (*ex*Cesarea–38, **TwinSc** *ex*FortSt.George–35, *ss*N.Yk.No.3–1,34 *ex*Wandilla) 2*Dks*(*StlU*–ws)& D.F. E.S.D. *Shelter dk*(*Stl*–ws)& *Ref.Mchy.* 3*rd dk inNos.* GyC. 1,3,4&5*holds* *Fitted for oil fuel*	8024 — 4709	... 5,38	Nap	*a*†		1912	W.Beard- more&Co.Ld. Glasgow	LloydTriestino Soc.Anon.diNav.	428·5 411·3 B155′F70′ *on Shelterdk* FK&BK2′ *Collision BH to S dk* *After peak „ 2nd „* *6 „ Up „* *CellDB*317′853*t* *FPT*60*t* *APT*65*t*	56·7	34·1	Trieste Italian *Cem*	Q.8Cy.23½″,34″,50″&72″–54″ 1374NHP 6 Water Tube Boilers HS25390 W.Beardmore&Co.Ld.Gls.	37 ″ 0	I †
70008 7223 SDEW	**Arnold Bratt** 1*Dk*	1430 1222 767					1925	NyaVarvs- aktb.Öresund Landskrona	Ångf.A/BAdolf (A.Bratt&Co. *Mgrs.*)	246·2 P27′B140′F25′	38·2	15·6	Gothenbrg Swedish *WB*	T.3Cy.18″,30″&49″–33″ 138NHP LindholmensM.V.Got.		V
* 70009 OZSB	**Arnold Mærsk** *ss*Abg.2ndNo.3–9,39 D.F. 1*Dk*(*Irn*)	1966 — 1183	✠100A1 9,39 ✠LMC9,39	Abg	*r*	CL 10,37	1914 3mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	Dampskibsselsk af 1912(A.P.Möller, Copenhagen, *Mgr*)	280·0 291·1(O.L.) P21′B72′F31′ FK *CellDBa&uE*108′*u* *B*14′*f*118′535*t* *FPT*75*t* *APT*78*t*	40·0	19·1	Kalundbrg Danish 4*BHCem*	T.3Cy.20″,31½″&53″–36″ (*s*) 180lb 188NHP 2SB,4*cf*,GS70,HS2980 Cen.Mar.Eng.Wrks.WHpl	21 ″ 4 s2 ″ 11½ 18 ″ 6	
70010	**Arnon** (*ex*Pohjarand–38, **Iron** *ex*Duben–33,*ex*Volos,*ex*Nordsee, *ex*Ferdinand) Wireless 1*Dk*&*Awng dk*	558 529 381					1883	Georg Howaldt Kiel	OrientCoastLine	161·7 H36′	23·6	17·9	Haifa Palestine *WB*	C.2Cy.17½″&35½″–23½″ NB97 51NHP Gebr.HowaldtKiel		G
70011 142680 VJBM	**Aroona** (*ex*Cape ofGoodHope, *ex*WarTyphoon) *ss*Syd No.3–7,31 *ss*Syd.No.2–39 1*Dk*(*Stl*) *Cargo battens not fitted*	3116 2858 1863	✠100A1 3,40 BS3,40 ✠LMC3,39	Syd	*u*	CL 3,40	1918 10mo	SirRDixon &Co.Ld. Middlesbro' *Lloyd's*A&CP	TheAdelaide SteamshipCo.Ld.	331·0 P33′B98′F29′ FK *CellDB*284′736*t* *FPT* 112*t* *APT*112*t*	46·8	23·2	Melbourne British 7*BHptCem*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 433NHP 3SB,9*cf*,GS155,HS6420 FD Richardsons,Westgarth& Co.Ld.Mdb.	25 ″ 6 s3 ″ 11½ 21 ″ 9	
70012 LJNI	**Arosa** (*ex*Wind–38,*ex*Elmworth–37) *OilEng.* *ss*Osl.No.3–12,38 D.F. E.S.D. 1*Dk*(*Stl*)	5043 4635 3055	✠100A1 ~~3,40 8,39~~ 2,41 DBS~~12,38~~ ✠LMC12,38 5,40	Osl ~~NYk~~ Hul	*y*	CL ~~11,38~~ 1,41	1924 11mo	A.McMil- lan&SonLd Dumbarton *Lloyd's*A&CP	Skibs.A/SAvanti (Tschudi&Eitzen, *Mgrs.*)	400·0 P36′B120′F34′ FK *CellDB*35*f* 1296*t* *FPT*146*t* *APT*163*t*	53·2	26·9	Oslo Norwegian 6*BHptCem*	Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ DB100*lb* 489NHP Harland&Wolff,Ld.Gls.	29 ″ 7 s5 ″ 8½ 24 ″ 2½	
70013 112803 MFCF	**Arpha** Ⓟ **TwinSc** (*ex*Yacht–38, *ss*Bly.3rdNo.3–4,38 *ex*Steamer Canterbury–27) 1*Dk* Wireless E.S.D.	602 451 233	100A– *withfreeboard* 5,39 BS3,39 LMC4,38 *Coasting Great Britain & Ireland, Continent, Hamburg to Brest* *Fitted for oil fuel* 5,27 *F.P. above* 150°F.	Brs		P3,38 S5,39	1901	WmDenny &Bros. Dumbarton	SarkMotorShips, Ld.	195·4 F46′B66′ FK&BK2′ *CellDBa*26′*f*17′24*t* *DTa*18′69*t* *FPT*19*t* *APT*30*t*	28·0	14·2	Guernsey British 6*BHCem*	T.6Cy.13½″,20½″&31″–21″ 160lb 80*lb* (*r*) 148NHP NB12 1SB,4*cf*,GS76,HS2504 FD Wm.Denny&Bros.Dmb.	15 ″ 0 s 3 ″ 11 11 ″ 6½	
70014 EACE	**Arraiz** (*ex*Queenswood) *ss*Bbo.No.3–5,39 D.F. 1*Dk*(*Stl*)&*Web frames* *Corrugated sides*	4524 4156 3173	✠100A1 ~~4,40 11,39~~ 10,40 ✠LMC5,39 BS10,40	Bbo	*x*	CL ~~3,39~~ 9,40	1925 3mo	NewWater -wayS.B.Co. Schiedam *Lloyd's*A&CP	Cia.Nav.Vascon- gada	370·0 25·4 P22′B110′F35′ FK *CellDB*318′1036*t* *FPT*92*t* *APT*192*t*	56·3	27·7	Bilbao Spanish 6*BHCem*	T.3Cy.23½″,40½″&67″–45″ 180lb ~~100lb~~ (*s*) 339NHP 2SB,6*cf*,GS150,HS5410 Cen.Mar.Eng.Wks.WHpl.	27 ″ 9 s5 ″ 3½ 22 ″ 7½	
70015 206266 WECA	**Arrow** Ⓟ (*ex*Belfast–36) **TrpSc** *Fitted for oil fuel* 2*Dks*	2157 — 1147					1909	BathIron Works,Ld. Bath,Me.	ColonialNav.Co.	320·6	40·0	16·1	NewYork Utd.States	3 Steam Turbines BathIron Works,Ld.Bath,Me.		
70016 2211 IBSC	**Arsa** *ss*Gen.No.3–6,33 *ss*Gen.No.1–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5441 5022 3428	✠100A1 *Shelter dk* *withfreeboard* 3,40 ~~12,30~~ BS5,39 ✠LMC6,37 *Fitted for oil fuel* 7,29 *F.P. above* 150°F	Gen	*y*	CL N9,37	1921 6mo	Stabilmnto Tecnico Trieste A&CP	“Italia” Soc. Anon.di Nav.	404·1 389·9 FK *CellDBa&uE*149′*f*163′1185*t* *FPT*114*t* *APT*224*t*	54·1	29·0	Genoa Italian *Cem* 2*BHtoShdk* 4 „ „ *U* „	T.3Cy.27″,42″&68″–48″ (*s*) 180lb FD 465NHP 3SB(Spt)9*cf*,GS158,HS7023 StabilimentoTecnico,Tri.	32 ″ 0 s7 ″ 5½ 24 ″ 9	
70017 491 IMUW	**Arsia** (*ex*Credere–38,*ex*Ezilda Croce–37,*ex*Ezilda *ss*PGl.2ndNo.3–4,25 –36,*ex*Anubis–33, *ss*Ard.No.1–30 *ex*Eastcheap,*ex*Val de 1*Dk* Travers) *Mchy.Aft* *Well deck*	736 558 337	✠ ... 8,33 ✠NB3,27 ✠				1900 1mo	SMcKnght &Co.Ld. Ayr	RaffaeleRomano	206·6 200·0 Q103′B13′F27′ FK	30·6	11·6	Naples Italian *WB*	T.3Cy.17″,27½″&44″–33″ NDB17 116NHP Ross&Duncan,Glasgow	14 ″ 0	I †
70018 DOCB	**Arta** (*ex*Naimes,*ex*Aegina) Sub.Sig. 2*Dks*	2452 2369 1469					1922	Akt.Ges. “Weser” Bremen	AtlasLevante- LinieA.G.	315·8 B59′F37′	46·0	18·8	Bremen German *WB*	T.3Cy.22⅞″,36¼″&60¾″–39½″ 228NHP A.G “Weser,”Bremen		G
70019 TVSD	**Artabaze** *Carrying Petroleum in bulk* *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	435 — 198					1922	Chant.Nav Français Caen	Association Pétrolière	150·7 P18′	25·7	12·3	St. Nazaire French *WB*	T.3Cy.9½″,15½″&26″–18″ 29NHP Cooper&Greig,Dundee		V
70020 EAZQ	**Artabro** *OilEng.* (*Scientific Research Vessel*) E.S.D. 2*Dks* *Strengthened for navigation in ice*	1135 756 552	✠ 11,35 ✠	Val	*k*		1935 11mo	UnionNav. deLevanteSA Valencia	SpanishGovern- ment (Patronatode la Expedición Inglesiasa los Amazonas)	177·6 B48′ FK *FPT*20*t* *CellDB*128′222*t* *Deep tanks aft* 34*t* *APT*28*t*	35·6	14·6	Valencia Spanish 5*BHptCem* 1 „ *to 2nd dk*	Oil Engines 2S.C.SA con- nected to electric motor & Screw Shaft 8Cy.8½″–12⅝″ 188NHP Akt.Burmeistr&Wain,Cpn	16 ″ 5	
70021 ~~[illegible]~~	**Artemis** **TwinSc5MstSr** (*ex*Bohemia,*ex*Iowa) *ss*Liv.No.2–11 3*Dks*(*Stl*)&*Shelter dk*(*Stl*)	8413 7909 5248	✠ 12,15 ✠ (*Reclassification Contemplated*)	Ham	*g*†		1902 11mo	Harland& Wolff,Ld. Belfast	~~UnitedStates Maritime Commission~~	500·5 FK&BK3′ *Cell DBa*130′ *uE&B*74′ *f*205′ 1530*t* *DTf* 66′2003*t* *DTa*36′990*t* *FPT*164*t* *APT*93*t*	58·3	34·0	British 8*BHCem*	T.6Cy.23½″,39″&66″–48″ HS14310 812NHP 2DB&2SB,18*cf*,GS372, Harland&Wolff,Ld.Bel.	37 ″ 2	
70022 92 SZHY	**Artemis Pitta** (*ex*Maid of Athens, *ex*Herold) *ss*Pir.2ndNo.3–8,31 *ss*Pir.No.2–39 *Well deck* 1*Dk*(*Stl*) Wireless	*1433* *1143* *863*	100A1 11,39 LMC11,39	Pir	*o*	OG ~~8,39~~ 8,40	1906	Stettiner Oderwerke Stettin	G.N.PittasBros.& Co.	240·9 P14′Q68′B102′F26′ FK *CellDB*170′342*t* *FPT*59*t* *APT*21*t*	36·0	16·2	Chios Greek 4*BHptCem*	T3Cy.17⅛″27 9/16″&43 7/16″–31½″ 185lb (*s*) 128NHP 2SB,4*cf*,GS74,HS2150 StettinerOderwerke	18 ″ 6 s ″ 11½ 17 ″ 8½	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70023 144904 GDSK	**Artemisia** (exAntar-32, exKincardine) ssCff.No.3-6,29 D.F. ssShl.No.2-38 1Dk(Stl)&Shelter dk(Stl)	6507 6264 4083	✠100A1 Shelter dk withfreeboard 10,40 ~~2,40~~ 3,41 BS10,40 ~~BS12,39~~ ✠LMC12,37	Bry Lon	z	CL ~~3,38~~ 3,41	1920 7mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP Inter	H.M.Thomson mediateBHin fore CellDB364'1179t	420·0 hold dispensed with FPT109tAPT123t	54·0	34·3 FK	London British Cem 1BHtoShdk 5 ,, ,, U ,,	T.3Cy.27",44½"&75"-54" (s) 180lb 565NHP 3SB,9cf,GS186,HS8271 FD W.Doxford&Sons,Ld Sld.	37 ″ 0 s 8 ″ 11¼ 28 ″ 4	
70024 FNWB	**Artésien** 2Dks	3152 2919 1970	✠ ... 6,25 ✠				1921 7mo	J.Readhead&SonsLd S.Shields	Cie.desBat.àVap.duNord(Soc.Anon.deGérance et d'Armement,Mgrs.)	331·2 P30'B170'F33'	47·2	22·1 FK	Dunkirk French WB	T.3Cy.23½",39"&65"-45" 307NHP JReadhead&SonsLdS.Shls	24 ″ 5	V †
70025 166547 GNNM	**Arthur F. Corwin** D.F. OilEng. E.S.D. 1Dk,2nd dk clear of cargo tanks GyC. Longitudinal framing Mchy.Aft CruiserStern	10516 9635 6077	✠100A1 3,40 ✠LMC8,38 CarryingPetroleum inbulk	Lon	ft†	CL 3,40	1938 8mo Lloyd	Blohm&Voss,K.a.A Hamburg 'sA&CP	OrientalTrade&TransportCo.Ld. ~~(H.J.Rahlves,Mgr.)~~ CellDBuE86'184tD	490·3 506·7(O.L.) P107'B39'F35' Tf24'648t FPT196t	70·0	37·0 FK	London British 16BHptAsp APT214t	Oil Engines 2S.C.SA 8Cy.25 9/16"-49 3/16" 912NHP DB(f)206lb 2DB(a)200lb Fr.KruppGermaniawft. A.G.Kiel	37 ″ 0 s 7 ″ 4¼ 29 ″ 11¼	
70026 107005	**Arthur Orr** Mchy.Aft 2Dks	2745 — 2117					1893	Chicago S.B.Co. Chicago,Ill.	CanadaAtlantic TransitCo.	334·0 len99	41·3	21·8	Dluth,Min. Utd.States WB	T.3Cy.19⅝",32½"&52"-44" 180NHP H.G.Trout,Buffalo		R
70027 LCDO	**Arthur W. Sewall** Fitted for oil fuel D.F. Mchy.Aft 2Dks&Web frames Longitudinal framing Cruiser Stern Carrying Petroleum in bulk	6030 5595 3628	✠ ... 5,30 ✠				1926 4mo	Armstrong Whitworth &Co.Ld. Newcastle	SkibsA/S Garm (Prebensen&Blakstad,Mgrs.)	352·1 P97'B32'F35'	60·0	33·0 FK	Risör Norwegian WB	T.3Cy.27",45"&75"-51" 626NHP Armstrong,Whitworth&Co.Ld.Nwc	35 ″ 3	N †
70028 164887 GZKV	**Arthur Wright** ssCff.No.1-41 1Dk Mchy.Aft CruiserStern Wireless Cargo battens not fitted	1091 782 622	✠100A1 ~~5,40~~ ~~7,39~~ 7,41 ✠LMC~~1,37~~ 7,41	Shl ~~Sld.~~ Cff	m	CL ~~5,40~~ 6,41	1937 1mo Lloyd	W.Pickersgill&Sons,Ld. Sunderland 'sA&CP	TheMayor,Aldermen&Burgesses of theCountyBorough of Brighton (StephensonClarke&AssociatedCompanies,Ld,Mgrs.)	210·5 Q120'B11'F19' CellDBuE18'f142' 358tFPT102t	33·2	14·0 FK	Shoreham British 3BHptCem APT32t	T.3Cy.14½",24"&41"-30" (s) 200lb 100lb 124NHP 1SB(Spt),3cf,GS42, HS1722 FD N.E.MarineEng.CoLd.Sld.	15 ″ 10 s 4 ″ 8¾ 15 ″ 0	
70029 164718 MNNG	**Arthurtown** OilEng. Mchy.Aft 1Dk CruiserStern	527 332 263	✠100A1 5,40 ~~3,40~~ ✠LMC10,36 ✠LMC(M)3,39	Lon Shl	g	CL 3,40	1936 10mo Lloyd	NVSchpsw Gebr.van derWerf Deest 'sA&CP	Pinch&Simpson Cell	161·0 P27'Q54'B11'F16' DB104'140tFPT50t	27·2	9·1 FK	London British 3BHCem APT24t	Oil Engines 4S.C.SA 6Cy.12 3/16"-17 11/16" 87NHP MtrnWerkeMannheimAG.	11 ″ 0 s 3 ″ 10¼ 10 ″ 9⅛	
70030 219959 KURG	**Artigas** Fitted for oil fuel Sub.Sig. 2Dks	5161 4598 3144					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P39'B121'F43'	54·2	27·8	Phildlphia Utd.States WB	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
70031 DAOV	**Artushof** Wireless 1Dk	1478 1022 866					1919	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·5 Q8'B102'F26'	36·5	15·0	Stettin German WB	T3Cy16 9/16",27⅜"&43 3/16"-31½" 107NHP StettinerOderwerke		G
70032 161043 MPQF	**Aruba** (exNieuwcappelle, exGraafHendrik, exMontCervin,exLaura) 2TwinMsts ssAnt.No.3-4,29 ssGoo.No.2-37 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	1159 866 674	✠100A1 4,41 ~~3,39~~ ✠LMC MS9,37 ~~BS12,38~~ BS1,41 ~~2,40~~	Goo Gm	n	CL ~~2,38~~ 4,41	1916 3mo	Wilton'sE. &Slpwy.Co. Rotterdam A&CP	HookS.S.Co.Ld. (Goole&HullSteam TowingCo.Ld. Mgrs.) CellDBuB	230·5 Q131'B13'F24' 15'f159' 389t FPT	34·2	13·0 FK	Goole British 4BHCem 88tAPT48t	T.3Cy16 3/16"25½"&41"-36"(s) 180lb ~~100lb~~ 120NHP 1SB,6cf,GS65,HS1982 Wilton'sE.&Slpwy.Co.Rot	16 ″ 0 s 4 ″ 8½ 14 ″ 11¼	
70033 149844	**Arun** (exPolonia) OilEng. CruiserStern 2Dks	384 376 312					1925	Svendborg Skibsværft Svendborg	RoyalMailLines Ld.	124·4	24·6	16·3	KingstnJa British WB	Oil Engines 2S.C. 3Cy. JVSvenssons Mtrfbk.Skm		
70034 145175 GCZL	**Arundel Castle** Ⓟ TwinSc D.F. E.S.D. Ref.Mchy. CruiserStern 3Dks	19118 14940 11438					1921	Harland& WolffLd. Belfast	Union-CastleMail S.S.Co.Ld.	661·3 P89'B333'F97' len37	72·5	41·6	London British WB	6SteamTurbinesSR geared to 2 Screw Shafts NE&4NB(W.T.)37 Harland&Wolff Ld.Belfast		BT till ~~9,40~~ ~~11,40~~ ~~6,41~~ 8,41
70035 PCUS	**Arundo** (exCromarty-36, exPetersfield-33) ssRot.No.3-1,37 E.S.D. D.F. 1Dk(Stl)&Shelterdk(Stl)	5163 4753 3107	✠100A1 withfreeboard 7,40 ~~12,39~~ ~~BS12,39~~ ✠LMC1,37 3,41	Ams Avn	a†	CL 7.39	1930 2mo Lloyd	Nthmblnd S.B.Co. (1927)Ld. Newcastle 'sA&CP	N.V.Maats. Zeevaart(Hudig&Veder,Mgrs.) CellDB362'1293t	412·0 F40' FPT100tAPT154t	55·3	26·0 FK	Rottrdam Dutch 7BHptCem (Coll to Shdk 6 ,, 2nd,,)	Q4Cy23",32½",47"&68"-48" 225lb ~~150lb~~ (s) 442NHP 3SB,9cf,GS161,HS7395 N.E.MarineEng.CoLdNwc	28 ″ 6 s 3 ″ 3½ 25 ″ 5¼	
70036 OZBV	**Arusa** OilEng. Mchy.Aft 1Dk Cruiser Stern	411 254 266	✠100A1 11,39 ✠LMC5,39	Cpn	f	OG 11,39	1939 5mo Lloyd	Bodewes Schpswerven Martenshoek 'sA&CP	J.GotfredJensen Ce	143·1 153·1(O.L.) P46'Q45'F24' llDB90'80tFPT34t	26·2	11·5 FK	Aarhus Danish 3BHCem APTs13t	Oil Engines 4S.C.SA 6Cy.11"-17 11/16" 71NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz	10 ″ 8 s 3 ″ 3¾ 10 ″ 6¾	
70037 94763 CYJN	**Arvida** (exCity ofMontreal, exMapleboro,exSeguin) Mchy.Aft	1141 — 771					1890	PolsonIron Works OwenSound		207·0	34·2	13·0	Toronto British	T.3Cy.17",28"&46"-30" 116NHP PolsonIronWorks,Tto.		
70038 166050 ~~HPMQ~~ BCGB	**Ary** Ⓟ (exAryScheffer-38) ssRot.2ndNo.3-4,30 ssRot.No.2-38 1Dk(Stl)&deep framing	642 467 373 —	✠100A1 ~~5,40~~ ~~1,40~~ 4,41 ✠NB12,24 ✠LMC MS11,38 BS~~1,40~~ 4,41	Msl ~~Abn~~ Brs	j	CL 11,38	1904 9mo Lloyd	Nederl. Schps.Maats. Amsterdam 'sA&CP	Ministry of Shipping (Monroe Bros,Mgrs.)	180·0 P60'B22'F22' CellDBuE17'f114'	28·9	13·1 FK	Bristol British 3BHCem 75tFPT41t	T.3Cy.15",23⅝"&39⅜"-27⅝" 160lb (s) 97RHP 1SB,2cf,GS41,HS1079 NedFb.v.Wrk&Spoor,Ams	15 ″ 5 s 1 ″ 4¼ 14 ″ 3	
70039 163526 MBYK	**Ary Lensen** (exOrlaII-34) OilEng. D.F. 1Dk	3214 2739 1935					1930	Akt.Burmeistr&Wain Copenhagen	AryShippingLd. (A.C.LensenMgr.)	326·5	50·0	20·9	London British WB	Oil Engines 4S.C.SA 6Cy.21⅝"-59 1/16" 266NHP Akt.Burmeistr&Wain,Cpn		N
70040 PCUY	**Ary Scheffer** OilEng. Mchy.Aft 1Dk&Shelter dk CruiserStern	375 276 163	✠100A1 withfreeboard 10,40 ~~1,40~~ ✠LMC10,38 ✠LMC(M)4,40	Rot Ply	i	OG 7,39	1938 10mo Lloyd	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam 'sA&CP	N.V.Havre-Stoomvaart Maats. v|hCornsBalguerie&Zoon(C.G.M.Driebeek&E.J.H.M.Driebeek,Mgrs.) Cell	166·8 174·2(O.L.) DB106'135tFPT53t	28·2	8·2 FK	Rottrdam Dutch 3BHptCem (Collto Shdk 2 ,, 2nd,,) APTs28t	Oil Engines 4S.C.SA 6Cy.14 9/16"-22 13/16" 124NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 0 s ″ 2 9 ″ 11¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
70041 [illegible] KOLB	**Aryan** Now "Arkansas," see No. 87028 in Supplement ssN.Yk.No.3-2,35 ssN.Yk.No.1-36 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. GyC. *Longitudinal framing*	6452 6126 4008	✠100A1 ~~3,40 9,30~~10,40 ~~BS4,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 11,19 F.P. above 150° F.*	NYk BS4,40 ✠LMC12,36	a†	CL 8,39	1919 11mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany *CellDBuE&B64' 209t FPT229t APT130t*	416·8 P107'F33'B35' FK	56·1	31·1	Wilmgton (Del.) Utd. States 16*BHptCem*	T.3Cy.26¾",44"&74"-51" (s) 200lb HS9969 556NHP 3 WaterTubeBoilers(Spt) H.G.TroutCo.Buffalo,N.Y	32 " 10 s6 " 3½ 26 " 9	
70042 33770 JQQB	**Asahi Maru** Ⓟ **TwinSc** (*ex*DanteAlighieri) *2Dks&Shelter dk*	9326 6977 5645					1914	Soc.EsercizioBacini Genoa	NipponYusenK.K.	483·0 P103'B189'F136'	59·4	25·5	Tokyo Japanese	Q.8Cy.25 9/16",37 7/16",53 15/16"& 78 3/16"-53 3/16" 1512NHP Soc.EsercizioBacini,Gen.		
70043 42959 JNXL	— (*ex*ZuihoMaru-37,*ex*SwatowMaru, *ex*Swatow) Wireless *1Dk&Spar dk*	986 916 591					1889	Blohm&Voss Hamburg	AsahiKisenK.K. (MarutatsuKaiun K.K.*Mgrs.*)	216·5 H75'	31·0	20·0	Kobe Japanese *WB*	T.3Cy.15½",24⅝"&39⅞"-33" 90NHP Blohm&Voss,Hamburg		
70044 25940 JPDE	**Asahi Maru No. 2** Wireless *1Dk*	1323 1072 755					1919	Nitta Zosensho, Osaka	HokkaidoTanko K.K.	220·0 P16'B48'F30'	35·0	18·5	Tokyo Japanese *WB*	T.3Cy.15½",25¾"&42½"-32" 117NHP YoshidaTekkusho,Osaka		
70045 40205 JGAJ	**Asahisan Maru** *OilEng.* D.F. *2Dks* *Ref.Mchy.* *CruiserStern*	4551 3747 2684					1935	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha	360·0 P36'B97'F34'	50·0	29·0	Kobe Japanese	Oil Engines 4S.C.SA 10Cy.21⅝"-39⅜" 453NHP MitsuiBussanKaisha,Ld. Tama		C
70046 44012 JWUL	**Asaka Maru** *OilEng* E.S.D. GyC. *2Dks* *Ref.Mchy.* *CruiserStern*	7399 6551 4231	✠ ... 2,41 ~~✠LMC11,37~~ ~~✠Lloyd'sRMC10,39~~ ~~7,40~~ ~~11,40~~ *Carrying cargo oil F.P. above 150°F. in deep tanks*	Yka	d†	CL 4,39	1937 11mo	Mitsubishi JukogyoK.K Nagasaki Lloyd's*A&CP*	NipponYusenK.K. *CellDB361'1538t DTsa37'1304t* *Tanks at sides of tunnel 94t FPT85t APT79t*	462·7 482·3(O.L.) P24'B183'F41' FK	62·3	34·4	Tokyo Japanese 8*BHptCem*	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2248NHP DB*100lb* MitsubishiJukogyoK.K. Nag.	34 " 5	
70047 27877 JSLA	— (*ex*Australmount,*ex*Strathbeg) *2Dks*	4681 4074 3422					1909	W.Hamilton&Co.Ld. Pt.Glasgow	HamaneShoten K.K.	376·8 P35'B100'F40'	52·3	25·5	Takasago Japanese *WB*	T.3Cy.25",41"&68"-48" 320NHP D.Rowan&Co.Glasgow		C
70048 42982 JTNL	**Asakasan Maru** *OilEng.* D.F. GyC. *3Dks* *Cruiser Stern*	8702 — 5261					1937	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	455·1 F35'	62·0	39·4	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.24 7/16"-55⅛" 1230NHP MitsuiBussanKaisha,Ld. Tama		C
70049 44754 JPAM	**Asakaze Maru** *Fitted for oil fuel* D.F. *Cruiser Stern* *2Dks*	6517 — 3880					1938	OsakaIron Works,Ld, Innoshima	TodaiKisenK.K.	424·1 P41'B154'F45'	57·4	34·4	Osaka Japanese	2DRgeared steam turbines 500NHP HitachiSeisakusho,Tokyo		C
70050 35342 JFXC	**Asama Maru** Ⓟ **QuadSc** ssNag.No.2-38 *OilEng.* GyC. *3Dks(Stl-Wthr dk pt teaks)* E.S.D. *4th dk(Stl)inNos.1,2&3holds* D.F. *Ref.Mchy.* *Cruiser Stern*	16975 11576 10017	✠100A1 *withfreeboard* 1,41 ~~1,40~~ ~~DBS2,40~~ ✠LMC8,38 ✠Lloyd'sRMC~~12,39~~ 1,41 ~~7,40~~ ~~5,40~~ *Fitted for carrying oil 10,29 F.P.above 150°F.in forward deep tanks*	Yka DBS1,41	l†	Pf6,38 sf6,38 Pa7,40 sa7,40	1929 10mo	Mitsubishi ZosenKaisha, Ld. Nagasaki Lloyd's*A&CP*	NipponYusenK.K. *CellDB389'2019t Tanks in way of tunnels998t DTf11'338tFPT97tAPT275t*	560·0 583·6(O.L.) B&F483' FK *Promenade*340'	72·0	42·5	Tokyo Japanese 10*BHptCem*	Oil Engines 2S.C.SA 32Cy.26¾"-39⅜" 4008NHP 2DB*120lb* SulzerBros.Winterthur	42 " 6 s14 " 2 28 " 6	
70051 29705 JDYA	— (*ex*Inverie) ssOsa.No.3-5,26 ssKob.No.1-31 *2Dks(Stl)&deepframing*	4892 4402 3075	✠ ... 7,34 ✠	Osa	*x*		1901 12mo	W.Hamilton&Co. PortGlasgow	YoneharaMasuze &others *CellDBa117'uE27'f154'914t DTa27'730tAPT29t*	369·5 P33'B114'F38' FK	52·1	27·2	Kobe Japanese 6*BHCem*	T.3Cy.27½"43½"&72½"-48" NDB16 405NHP 2SB,*6cf*,GS123,HS5122 D.Rowan&Co.Glasgow	29 " 11	
70052 23311 JAUB	—	2017 1845 1174					1918	TobaCo. Toba	SettsuSyosenK.K. (OsakaSyosenK.K. *Mgrs.*)	270·0	39·0	23·9	Hutyu Japanese *WB*	T.3Cy.18",30"&49"-36" 144NHP OkamotoWorks,Osaka		
70053 173239 ~~CYFH~~	**Asbjörn** **TwinSc** *OilEng.* D.F. *1Dk&Shelter dk* *3rd dk in No. 1 hold* *CruiserStern*	~~4387~~ ~~3879~~ ~~2616~~ 4733 4120 2770	✠100A1 *withfreeboard* Examined 2,41 ✠LMC CS2,40 DBS2,40 9,39	~~Phl~~ Hix	*y*	CL 8,38	1935 11mo	Akt.Burmeistr&Wain Copenhagen Lloyd's*A&CP*	CanadianGovernment(Canadian GovernmentMerchantMarine,Ld.) (CanadianNational Steamships,*Mgrs*) *CellDB327' 1129t MT28'1029tTanks at sides of tunnel 168tFPT115tAPT203t*	~~378·5~~ 383·0 F36' FK	55·0	~~23·1~~ 23·4	Montreal British 7*BH* (*Coll to Sh dk* 6 ,,*2nd* ,,)	Oil Engines 2S.C.SA 10Cy.19 11/16"-35 7/16" 676NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 " 2 s2 " 9 24 " 6½	
70054 147307 GKNJ	**Ascania** Ⓟ **TwinSc** ssLiv.No.3-4,38 GyC. *2Dks(Stl)&Shelter dk* Sub.Sig. *(Stl-ws)3rd dk(Stl)in holds* *Ref.Mchy.* *exceptNos.4&5* D.F. E.S.D.	14013 10693 8437	✠100A1 *Shelter dk* *withfreeboard* 9,39 BS3,39 ✠LMC1,38 Lloyd'sRMC3,39 *Fitted for oil fuel 5,25 F.P. above 150° F.*	Bkn	h†	CL PN8,38 s2,39	1925 5mo	Armstrong Whitworth &CoLd. Newcastle Lloyd's*A&CP*	CunardWhiteStar, Ld. *CellDB445'1736t DTf51'1456t* *Tanks in way of tunnels45'382tFPT106tAPT57t*	520·0 B&F426'*on Sh dk* *Prom dk* 243' FK	65·3	39·0	Liverpool British *Cem* 10*BHtoSdk*	4 Steam Turbines DR geared to 2 Sc. Shafts (s) 220lb 1640NHP 2D&2SB,*24cf*,HS19440 FD Armstrong,Whitworth& Co.Ld.Newcastle	43 " 0 s11 " 10½ 31 " 7½	
70055 3234 OHSD	— (*ex*Ramshäll, ssEls.3rdNo.3-2,38 *ex*Scania,*ex*Narcissus) *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	838 703 391	✠100A1 9.40 ~~5.39~~ ✠LMC2,38 MBS3,40 DBS9,40	Got Hfs	*k*	CL ~~1,38~~ 9,40	1901 4mo	Mackie&Thomson Glasgow Lloyd's*A&CP*	J.W.Paulin *CellDBa40'f79'184tFPT45tAPT24t*	199·2 190·6 Q98'B15'F25' FK	31·0	13·1	Wiborg Finnish 4*BHCem*	T3Cy17 13/16",28⅞"&45"-33" (s) 165lb *90lb* 130NHP 1SB,*3rf*,GS60,HS2040 Muir&Houston,Ld.Gls.	14 " 6 s4 " 10½ 13 " 9	
70056 DRAC	— **Iron** *1Dk*	420 322 251					1884	Aron&Gollnow Stettin	Reed.K.K.Skriver G.m.b.H.	175·4 Q41'B37'F18' len90	24·1	9·0	Hamburg German *WB*	C.2Cy.17½"&32¾"-22½" NB22 42NHP Aron&Gollnow,Stettin		G
70057 131312 GPZC	**Ascanius** Ⓟ **TwinSc** *Ref.Mchy.* D.F. *3Dks*	10048 8436 6262					1910	Workman,Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	493·0 P47'B199'F63'	60·4	37·1	Liverpool British *WB*	T.6Cy.24",40"&68"-48" 640NHP Wrkman,Clark&Co.Ld Bel		BT till ~~12,40~~ ~~3,41~~ 12,41
70058 163574 MBFB	**Aseity** ssLon.No.1-39 *OilEng.* *1Dk* *Mchy.Aft* *CruiserStern*	416 261 213	✠100A1 10,39 ✠LMC10,39	Lon	*f*	OG N6,39	1935 3mo	G.Brown &Co. Greenock Lloyd's*A&CP*	F.T.Everard& Sons,Ld.	142·9 Q91'F19' FK *FPT64tAPT37t*	26·7	8·7	London British 3*BHAsp*	Oil Engines 2S.C.SA 5Cy.12⅝"-15¾" 72RHP NewburyDieselCo.Ld. Newbury	9 " 9 s3 " 8 9 " 9	
70059 LCHO	**Asgerd** Wireless *1Dk*	1308 1135 741					1924	Stavanger Stöberi&Dok Stavanger	D/S A/S Asgerd (Bertrand Marcussen)	243·4 P53tH65t	37·2	16·0	Askeröy Norwegian *WB*	T.3Cy.17½",28½"&48"-39" 144NHP StavangerStöberi&Dok		N

148/40

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70060 164622 MLLB	**Ashanti** **ss**Cff.No.1-41 *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	534 333 274	✠100A1 2,41 ~~5,39~~ ✠NE10,37✠LMC10,37 ✠LMC(M)5,39	Npt Cff	*h*	OG ~~5,39~~ N2,41	1936 5mo *Lloyd'sA&CP*	GooleS.B. &Repg.Co. Ld. Goole	T.E.Evans&Co.Ld.	183·6 | 27·1 | 8·0 P42'Q100'F18' FK *Cell DB*114'180*tFPT*	London British 3*BHCem* 54*tAPT*41*t*	Oil Engines 2S.C.SA 6Cy.9⅞″–16$\frac{9}{16}$″ 102NHP Nydqvist&Holm,A/B. Trollhättan	10 ″ 5 s 3 ″ 11½ 10 ″ 0¼	
70061 164518 GYMC	**Ashantian** *ss*Liv.No.1-39 D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4917 4146 ~~2955~~ 2950	✠100A1 *withfreeboard* 5,40 ~~10,39~~ ✠LMC11,39 *Carrying vegetable oil in deep tank*	Liv Npt	*a*† 2$\frac{1}{16}$	CL 5,38	1935 8mo *Lloyd'sA&CP*	Wm.Hamilton&Co.Ld. PortGlasgow	UnitedAfricaCo. Ld.	404·1 | 56·7 | 23·0 416·0(O.L.) F45' FK *CellDB*334'946*tDTa*25'873*tFPT*18	Liverpool British 7*BHptCem* (*Coll to Sh dk* 6 „*2nd* „) 8*tAPT*142*t*	T.3Cy.21½″,35″&62″–45″ &exhaust turbine driving steam compressor (*s*) 220lb FD 397NHP 2SB(Spt),6*cf*,GS107,HS4810 D.Rowan&Co.Ld.Gls.	25 ″ 3 s 1 ″ 11 23 ″ 6½	
70062 148865 GLPV	**Ashbury** (*ex*Cairnhill-35,*ex*Nitedal) *ss*Nwc.No.3-7,38 1*Dk*(*Stl*)	3901 3600 2363	100A1 11,40 ~~7,38~~ BS12,40 LMC8,38	Nwc PN1	*w*	CL 9,39	1924 *Lloyd'sA&CP*	W.Gray& Co.Ld. WHartlepool	AlexanderShippng Co.Ld.(Capper, Alexander&Co. *Mgrs.*)	356·5 | 50·0 | 24·7 P30'B108'F35' FK *CellDB*313'989*t FPT*	Glasgow British 6*BHCem* 118*tAPT*84*t*	T.3Cy.23″,40½″&67″–45″ (*s*) 180lb 415NHP 2SB(FD)&1AuxSB,8*cf*, GS139,HS6085 Cen.Mar.Eng.Wrks.WHpl	27 ″ 2 s 4 ″ 8¾ 22 ″ 8¼	
70063 139249 GNLR	**Ashby** D.F. 1*Dk*	4868 4586 3030					1927	Cowpen DD&SBCoLd Blyth	RopnerShipping Co.Ld.	405·1 | 53·6 | 26·4 P30'B229'F41'	W. Hartlpl British *WB*	T.3Cy.26″,43″&71″–48″ 349NHP Blair&Co.(1926)Ld.Stk.		C
91/40 70064 171312 GDPP	**Ashcrest** (*ex*Zrinski-40,*ex*Erle) *ss*Rot.No.3-12,32 *ss*Rot.No.1-36 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	5652 5421 3524	✠100A1 *Shelter dk* *withfreeboard* 3,40 ✠LMC MS2,37 BS~~8,39~~10,40 *Fitted for oil fuel* 5,20 *F.P. above* 150° F.	Cff	*y*	CL 3,39	1920 5mo *Lloyd'sA&CP*	Nthmblnd S.B.Co.Ld. Newcastle	CrestShippingCo. Ld.	399·6 | 53·0 | 32·8 413·0(O.L.) F37' *on Shelter dk* FK *CellDB*351'1178*tFPT*60*tAPT*90*t*	London British *ptCem* 2*BHtoSh dk* 5 „ „ *U* „	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'S.B.Co.Ld.Nwc.	35 ″ 5 s 9 ″ 4¾ 26 ″ 3	
70065 152641 VGCM	**Ashcroft** (*ex*Gleniffer) *Mchy.Aft* D.F. 1*Dk*	7726 7253 4439					1924	Midland S.B.Co Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	546·0 | 60·2 | 28·0	Midland, Ont. British *WB*	T.3Cy.24½″,41½″&72″–48″ E*made*18*fitted*24 360NHP Hooven-Owens& RentschlerCo.Hamilton,O.		CR
70066 137401 MFPN	**Ashfield** 3Mst *Well deck* *ss*Liv.No.3-7,27 *Mchy.Aft* *ss*Liv.No.2-36 1*Dk*(*Stl*)	426 306 162	✠100A1 Examined7,40 Liv 7,40 ✠LMC MS~~5,36~~ BS~~1,39~~10,40	~~Liv~~	*g*	CL ~~7,36~~ 6,40	1914 10mo *Lloyd'sA&CP*	LythamSB &Eng.Co.Ld. Lytham	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·5 | 26·0 | 11·5 Q85'B9'F23' BK6½″ *DTf*16'	Liverpool British 4*BHCem* 33*tAPT*6*t*	T.3Cy.14″,22″&38″–24″ (*s*) 180lb 70RHP 1SB,3*pf*,GS50,HS1520 LythamS.B.&E.Co.Ld.Lyt	12 ″ 6 s 3 ″ 11 12 ″ 11	
70067 UPER	**Ashkhabad** (*ex*Dneprǒstroi-38, *ex*Kutais-35, *ss*Bal.No.3-3,29 *ex*MistleyHall-34, *ss*Bkn.No.1-33 *ex*Aldersgate,*ex*Milazzo, 1*Dk*(*Stl*) *ex*WarHostage) *Adapted for oil fuel*	*5284* *4743* *3164*	✠ … 12,35 ✠	Rot	*y*		1917 12mo	Harland& Wolff,Ld. Glasgow	U.S.S.R.	400·7 | 52·3 | 28·5 P49'B112'F38' FK *CellDB*345'1136*tDT*28'1200*tFPT*11	Odessa Russian 7*BHptCem* 8*tAPT*185*t*	T.3Cy.27″,44″&73″–48″ 489NHP 3SB,9*cf*,GS190,HS7020 Harland&Wolff,Ld.Gls.	31 ″ 0	
70068 120500 VRBG	**Ashridge** *ss*Mel.2ndNo.3-12,29 *ss*HKg.No.2-38 1*Dk*(*Stl*)*&deep framing*	2884 2740 1849	✠100A1 ~~8,40~~ ~~2,39~~12,40 BS~~10,39~~ ✠LMC6,38 8,40	HKg Bom	*u*	CL ~~10,38~~ 8,40	1905 2mo *Lloyd'sA&CP*	W.Hamilton&Co. Pt.Glasgow	WingHongCo.Ld. (Williamson&Co. *Mgrs.*)	325·8 | 47·0 | 22·2 337·7(O.L.) P22'B88'F40' FK *Cell DBa*96'*uE*22' *f*144'	Hong Kong British 5*BHCem* 849*tAPT*70*t*	T.3Cy.24″,40″&65″–42″ (*r*) 180lb 287NHP 2SB,6*cf*,GS112,HS4290 ClydeS.B.&E.Co.Ld.P.Gls.	24 ″ 10 s 3 ″ 11¾ 21 ″ 0	
70069 142865 GDPM	**Ashworth** *ss*Nwc.No.3-4,33 *ss*Nwc.No.1-37 D.F. 1*Dk*(*Stl*)	5227 4790 3148	✠100A1 1,41 ~~2,40~~ ✠LMC MS12,37 BS~~5,39~~ 6,40	Nwc	*y*	CL 12,37	1920 4mo *Lloyd'sA&CP*	W.Pickersgill&Sons,Ld Sunderland	WatergateSteam ShippingCo.Ld. (R.S.Dalgliesh& R.I.James,*Mgrs*)	400·0 | 52·3 | 28·5 P49'B113'F38' FK *Cell DBa*126' *uE*22' *f*180' 978*t FPT*132*t*	Newcastle British 7*BHCem* *APT*218*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3¾	
* 70070 OYRB	**Asia** TwinSc4Mst *OilEng.* *ss*Cpn.No.3-9,32 *ss*Cpn.No.1-37 D.F. 2*Dks*(*Stl*)*&Shelter dk*(*Stl*)	7014 5045 4460	✠100A1 *Shelter dk* *withfreeboard* 9,39 ✠LMC CS11,37 DBS9,38 8,36	Nkv	*a*†	CL SN3,37 P2,38	1919 3mo *Lloyd'sA&CP*	Akt.Burmeistr&Wain Copenhagen	Akties.DetÖstasiatiskeKompagni	425·3 | 55·2 | 35·4 442·0(O.L.) FK *CollisionBHtoShelter dk* *Cell DB*378'1266*tFPT*9	Copnhagn Danish *ptCem* 6*BH to U dk* 3*tAPT*73*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–37$\frac{13}{16}$″ 717NHP DB*100lb* Akt.Burmeister&Wain	38 ″ 6 s10 ″ 0¾ 28 ″ 10	
70071 110358 VPJX	**Asian** (*ex*HwahChong-38, *ex*WinifredMoller-33,*ex*Gurth-32, *ss*Bgn.2ndNo.3-4,25 *ss*Shi.No.1-30 *ex*Albr.W.Selmer,*ex*Saltwell) 1*Dk*	2461 2135 1488	✠ … 7,32 ✠				1900 9mo	ShortBros. Ld. Sunderland	LingNamS.S.Co. Ld.(Williamson& Co.*Mgrs.*)	299·0 | 43·0 | 19·5 P27'B68'F32' FK	HongKong British *WB*	T.3Cy.21½″,35″&59″–39″ NDB19 219NHP J.Dickinson&Sons,Ld.Sld.	22 ″ 0	
70072 147061 GJRD	**Asiatic** *ss*Hpl.No.3-3,36 D.F. 1*Dk*(*Stl*)	3741 3386 2300	✠100A1 Examined5,41 Liv ✠LMC MS2,35 BS~~12,39~~5,41	~~Hpl~~	*w*	CL 8,38	1923 1mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	W.H.Cockerline &Co.	349·7 | 50·0 | 24·7 P32'B103'F32' FK *CellDBa*103'*uE*21'*f*155'888*t*	Hull British 6*BHCem* *APT*113*t*	T.3Cy.25″,41″&68″–45″ (*r*) 180lb *180lb* 342NHP 2SB(Spt)8*pf*,GS128,HS5336 Cooper&Greig,Ld.Dundee	26 ″ 11 s 5 ″ 4¾ 21 ″ 9	
70073 FNLM	**Asie** Ⓟ TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy.* 5*Dks*	8561 6617 4214					1914	Atel.&Ch. deFrance Dunkirk	ChargeursRéunis	439·3 | 55·9 | 35·4 F72'	Havre French *WB*	T.6Cy.28″,46″&77″–48″ 822NHP Atel.&Ch.deFrance,Dnk.		V
70074 DGDC	**Asien** (*ex*Hermes) *ss*Cff.No.3-9,18 *ss*Shi.No.2-27 1*Dk*2*trB deep framing & Web frames*	3894 3652 2447	✠ … 1,30 ✠				1905 10mo	JLThompson&Sons,Ld. Sunderland	"Atlas"Reederei- A.G.	344·7 | 49·3 | 26·8 P31'B104'F31' FK	Emden German *WB*	T.3Cy.25″,41″&67″–45″ NDB26 329NHP G.Clark,Ld.Sunderland	27 ″ 11	G †
70075 LIZU	**Ask** (*ex*Lowfield-35,*ex*Lambeth) *ss*Shl.No.3-7,30 Wireless D.F. *ss*Stv.No.2-39 1*Dk*(*Stl*) *Cargo battens not fitted* *Well deck*	1541 1280 821	✠100A1 12,40 ~~8,39~~ BS12,40 ✠LMC8,39	Stv Liv	*p*	CL 12,38	1917 11mo *Lloyd'sA&CP*	Dublin DckydCo.Ld. Dublin	A/S D/S Ask(A. Kjerland,*Mgr.*)	240·2 | 36·2 | 18·3 249·2(O.L.) Q91'B52'F23' FK *CellDB*171'310*tDTa*29'131*tFPT*80*t*	Bergen Norwegian 4*BHCem* *APT*38*t*	T.3Cy.18″,30″&50″–33″ (*s*) 180lb 179NHP 2SB,6*cf*,GS101,HS3075 J.G.Kincaid&Co.Ld.Grk.	20 ″ 6 s 2 ″ 8 18 ″ 2½	
70076 4914 SDFR	— 1*Dk*	1041 890 592					1908	Lindholmens V.A. Gothenburg	StockholmsRederiaktieb.Svea (Eman.Högberg, *Mgr.*)	227·2 | 33·6 | 14·1 B60'H68*t*F28'	Stockholm Swedish *WB*	T.3Cy.14½″,24″&40″–27″ 83NHP LindholmensV.A Got.		V
70077														

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
145/40 70078 167288 GSSR	**Aska** Ⓟ TwinSc D.F. E.S.D. *2Dks* *Ref.Mchy.* *CruiserStern*	8323 4983 3974	✠100A1 4,40 ~~[illegible]~~ ✠LMC8,39 ✠Lloyd'sRMC8,39	Cal	c† 2½	CL	1939 8mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*372'1168*t* *Tanks at side*	444·6 461·1(O.L.) B190'F45' FK *Shade dk* *s of tunnels*80*tFPT*	61·2	25·2	London British 9*BHCem* (*Coll to Shade dk* 8 ,, *2nd* ,,) 78*tAPT*133*t*	6 steam turbinesSR geared to 2 sc. shafts (*s*) 2155NHP 3WTB450lb(Spt440lb) GS462,HS17895 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	28 ″ 3 s 4 ″ 8 23 ″ 9¼	BT till 7,40
70079 DHBM	**Askari** Wireless *Mchy.Aft* 1*Dk*	590 483 319					1927	Deutsche Werft A.G Hamburg	DeutscheOst-AfrikaLinie	170·6 Q6'F27'	28·1	13·1	Hamburg German *WB*	T.3Cy.$13\frac{5}{16}$",$21\frac{1}{4}$"&$34\frac{11}{16}$"-$22\frac{1}{16}$" 58NHP DeutscheWerft,Ham.		G
70080 218586	**Askawake** *Fitted for oil fuel* *2Dks* *Longitudinal framing*	6148 5735 4617					1919	Seattle NorthPacific S.B.Co. Seattle, Wash	UnitedStates Maritime Commission	401·9 P34'F38'	53·1	32·0	Seattle Utd.States *WB*	2 SteamTurbinesDR geared to 1 Sc Shaft W.&A.Fletcher,Hoboken, N.J.		
70081 LCDQ	**Askeladden** 1*Dk*	2496 2199 1431					1920	ForthS.B. &E.Co.Ld. Alloa	RederiA/S Aladdin (J.T.Farsjö&Co. *Mgrs.*)	295·7 P87*t*H124*t*	43·6	20·6	Oslo Norwegian *WB*	T.3Cy.20½",33"&54"-39" 182NHP ForthS.B.&E.Co.Ld.Alloa		N
70082 LJLI	**Askepot** Wireless D.F. 1*Dk*&*Shelterdk* *CruiserStern*	1312 1044 707					1937	Fredrkstad Mek VrksA/S Fredrikstad	RederiA/S Aladdin (J.T.Farsjö&Co. *Mgrs.*)	251·2 P58*t*H125*t*F15*t*	42·3	14·0	Oslo Norwegian *WB*	C.4Cy.(2)13"&$30\frac{5}{16}$"-28¾" 82NHP FredrikstadM.V.A/S Fredrikstad		N
70083 LCDR	**Askild** (*ex*Bockenheim, *ex*Karpin,*ex*Megrez) 4Mst 1*Dk*	1930 1660 1120					1918	J.&A.van deSchuyt Papendrecht	RederiA/S Aladdin (J.T.Farsjö&Co. *Mgrs.*)	269·5 P77*t*H103*t*F32*t*	42·2	18·2	Oslo Norwegian *WB*	T.3Cy.17½",29"&46"-36" 127NHP J.&A.v.d.Schuyd,Ppndrht		N
70084 868 OHYF	**Askö** (*ex*ErikB.-36,*ex*Ursus,*ex*Dora) *ss*Abg.3rdNo.3-3,34 D.F. *ss*Sbg.No.1-38 1*Dk*(*Stl*)&*deepframing*&*ptAwngdk*(*Stl*) *Cargo battens not fitted*	2122 — 1282	✠100A1 *ptAwngdk* *withfreeboard* ~~1,40~~10,40 BS7,40 ~~BS5,39~~ ✠LMC5,38	Skm	*r*	CL ~~1,40~~ 9,40	1897 7mo *Lloyd*	Akt.Ges. "Neptun" Rostock *'sA&CP*	RederiA/B Askö (A.Andersson, *Mgr.*) *CellDBa*92'	290·8 280·5 P14'Q88' FK *ptAwngdk*176' *uE&B*44' *f*104'515*t*	40·3 40·7	15·8	Mariehmn Finnish 4*BHCem* *APT*15*t*	T.3Cy.19⅝",32¼"&53½"-35½" 170lb *100lb* (*s*) 187NHP NDB25 1SB,3*rf*,GS59,HS3006 A.G."Neptun,"Rostock	18 ″ 6 s ″ 8½ 17 ″ 11½	
70085 LKAO	**Askot** *Fitted for oil fuel* Wireless D.F. 1*Dk*&*Shelter dk* *CruiserStern*	1323 1043 715					1938	Fredrkstad MekVrksA/S Fredrikstad	RederiA/SAladdin (J.T.Farsjö&Co. *Mgrs*)	251·2	42·3	14·0	Oslo Norwegian *WB*	C.4Cy.(2)13"&(2)$30\frac{5}{16}$"-28¾" 82NHP FredrikstadM.V.A/S Fredrikstad		N
70086 OZKE	**Aslaug** Wireless D.F. 1*Dk*	1509 1161 900					1927	Akt.Burmeistr&Wain Copenhagen	Dampskslsk. TormA/S (A.Schmiegelow& A.Kampen,*Mgrs.*)	250·1 P16'Q68'B106'F31'	38·7	15·5	Copnhagn Danish *WB*	T.3Cy.18",29"&48"-33" 132NHP Akt.Burmeistr&Wain,Cpn		C
70087 5933 SDFU	**Aslög** 1*Dk*	1368 1171 759					1916	N.V.G.van derGiessen Krimpen	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	237·8 P30'B57'F26' H134*t*	36·1	16·3	Stockholm Swedish *WB*	T.3Cy.17½",29"&46"-36" 127NHP Alblasserdam.Msch.Fab.		V
70088 29312 JAAB	**Aso Maru** Ⓟ *2Dks*	3028 2709 1822					1923	Mitsubishi ZosenKaisha Ld. Nagasaki	ToaKaiunK.K.	315·5 P22'B80'F36'	46·0	27·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP MitsubishiZosenKaishaLd.		C
70089 37491 JUJH	— *Ref.Mchy.* *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	704 604 368					1932	Mitsubishi ZosenKaisha Ld.Kobe	OsakaSyosenK.K.	170·0 P44'F20'	30·0	17·6	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16¾"-$24\frac{7}{16}$" 164NHP MitsubishiZosenKaishaLd.		
70090 39705 JWSI	**Asosan Maru** *OilEng.* *Ref.Mchy.* D.F. 2*Dks*&*Shelterdk* GyC *Cruiser Stern*	8812 — 5289					1935	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussanK.K.	453·0 P22'F422'	62·0	30·5	Kobe Japanese *WB*	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"-55⅛" 1230NHP MitsuiBussanKaisha,Ld. Tama		C
151/40 70091 79 SVQY	**Aspasia** (*ex*TheodorosGalakis, *ex*HornbyCastle, *ex*Pacific) *ss*Ant.No.3-6,27 *ss*Ams.No.2-36 1*Dk*(*ptStl ptIrn*)	*4211* *3881* *2615*	✠100A1 3,38 BS2,40 ✠LMC3,35	Ant	*x*	CL 2,40	1914 9mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland *'sA&CP*	J.Th.Galakis *CellDBa*117'*u*	370·0 P33'B234'F33' FK *E*26'*f*164'987*tFPT*	53·5	24·5	Chios Greek 6*BHCem* 82*tAPT*131*t*	T.3Cy.25",42"&65"-48" (*s*) 180lb 363NHP 2SB,6*cf*,GS140,HS6214 Blair&Co.Ld.Stockton	27 ″ 0 s 3 ″ 8½ 23 ″ 6½	
70092 940 SVXL	**Aspasia Nomikos** 1*Dk*&*Shelter dk* *CruiserStern*	*4855* *4323* *2894*	✠100A1 *withfreeboard* ~~2,40~~10,40 ✠LMC6,38	Liv Gal	*a*†	CL	1938 6mo *Lloyd*	Burntislnd S.B.Co.Ld Burntisland *'sA&CP*	PetrosM.Nomikos, Ld. *CellDB*349'1230*t*	414·3 430·0(O.L.) FK (*FPT*191*t APT*207*t*	57·0	25·7	Piræus Greek 6*BHptCem* *Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.22",37"&63"-45" 220lb (*s*) 410NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS148,HS6165 D.Rowan&Co.Ld.Gls.	28 ″ 1 s 3 ″ 0 25 ″ 3¼	
70093 8092 SKZG	**Aspen** (*ex*Henneseid-36,*ex*Fri, *ex*Ytteröy,*ex*KonsulOlsen) 1*Dk*	*1305* *1115* *714*					1918	Stavanger Stöberi&Dok Stavanger	O.F.Ahlmark&Co. Eftr.A/B	239·9 P50*t*H67*t*F14*t*	37·1	15·5	Karlstad Swedish *WB*	T.3Cy.17½",28½"&48"-33" 132NHP StavangerStöberi&Dok		N
70094 127477 MFTG	— 3Mst *Well deck* *ss*Bel.2ndNo.3-6,39 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	333 242 123	✠100A1 6,41~~6,39~~ BS3,41 ~~2,40~~ ✠LMC ~~[illegible]~~ MS6,39	Bel	*f*	CL ~~6,39~~ 6,41	1915 1mo *Lloyd*	J.Fuller-ton&Co. Paisley *'sA&CF*	Newry&Kilkeel S.S.Co.Ld.(J. Fisher&Sons,Ld. *Mgrs.*)	142·6 Q79'B7'F25' BK6" *FPT*	23·6	10·1	Newry British 6*BHCem* 45*tAPT*40*t*	C.2Cy.15"&34"-24" (*s*) 130lb 47RHP 1SB,2*pf*,GS39,HS1280 Fisher's,Ld.Paisley	11 ″ 4 s 4 ″ 0½ 11 ″ 7	
70095 161300 MPNV	**Asperity** *ss*Goo.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Strengthened for Navigation in Ice*	699 538 305	✠100A1 1,38 BS5,40 ~~BS4,39~~ ✠LMC4,38 *CarryingPetroleum in bulk*	Goo		CL 7,39	1929 9mo *Lloyd*	G.Brown &Co. Greenock *'sA&CP*	F.T.Everard& Sons,Ld.	187·4 Q74'F25' FK *FPT*26*tAPT*39*t*	28·2	13·4	London British 8*BHptCem* *ptAsp*	T.3Cy.15",25"&40"-30" (*s*) 180lb 99RHP 1SB,3*cf*,GS66,HS2464 W.Beardmore&Co.Ld.Gls.	13 ″ 2 s1 ″ 2 12 ″ 1½	
70096 147289 GJPZ	**Asphalion** Ⓟ *Ref.Mchy.* D.F. *2Dks*	6274 5348 3836					1924	Scott'sS.B. &Eng.Co.Ld Greenock	ChinaMutual SteamNav.Co.Ld. (A.Holt&Co.*Mgrs*)	431·7 P43'B140'F45'	54·7	30·1	Liverpool British *WB*	2 SteamTurbinesDR geared to 1 Sc.Shaft Scott'sS.B.&Eng.Co.Ld.		BT till ~~5,40~~ ~~11,40~~ 5,41
70097																

1 No. in Book. — Official No. — Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. — *Late Name if any.* — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7 Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. — Freeboard amidships — Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70098 PUAG	**Aspirante Nascimento** TwinSc (*ex*Oyapock,*ex*Venus) *Fitted for oil fuel* Wireless 1*Dk&Awng dk*	916 — 439					1905	Howaldts-werke Kiel	LloydBrasileiro	200·0	30·0	8·9	R.Janeiro Brazilian *WB*	T.6Cy.11½",19¼"&31½"-18⅜" 84NHP Howaldtswerke,Kiel		
70099 7039 SDFW	**Aspö** (*ex*Fylgia,*ex*Bris) *ss*Mmo.No.3-3,32 *ss*Mmo.No.1-36 1*Dk*(*Stl*)	1397 1146 717	✠100A1 4,39 5,40 ✠LMC MS~~4,36~~ BS8,39	Osc	*p*	OG 3,38	1920 5mo	Kockums M.V.Aktieb. Malmö	RederiA/BRex (K.M.Källström, *Mgr.*) *CellD*	235·5 245·4(O.L.) P17'B63'F25' FK B196'364t *FPT*44t	37·7	16·5	Stockholm Swedish 4*BH* *APT*59t	T.3Cy.18⅛",28¾"&48$\frac{13}{16}$"-31½" 185lb (*s*) 157NHP 2SB,4c,GS70,HS2546 KockumsM.V.Akt.Malmö	18″7 s 2″3¼ 16″6	
70100 102591 EIGF	**Assaroe** (*ex*Yarrow) E.S.D. Wireless 2*Dks*	903 749 459	✠ ... 5,96 ✠				1893 6mo	R.Napier& Sons Glasgow	Dublin&Silloth S.S.Co.Ld.	230·0 P55'B70'F42' BK8"	32·1	15·0	Dublin British *WB*	T.3Cy.21½",34"&57"-42" NB08 223NHP R.Napier&Sons,Glasgow	15″10	C †
70101 162508 MPXV	**Assiduity** *OilEng.* *Mchy.Aft* *ss*Lon.No.2-39 *Well deck* 1*Dk*(*Stl*)	350 218 186	✠100A1 12,39 ✠LMC2,38 ✠LMC(M)7,40	Lon	*e*	OG 1,38	1930 11mo *Lloyd*	G.Brown& Co. Greenock '*sA&CP*	F.T.Everard& Sons,Ld.	135·3 Q90'F16 FK *FPT*18t	24·6	8·7	London British 3*BHCem* *APT*20t	Oil Engines 2S.C.SA 5Cy.13$\frac{3}{16}$"-15⅜" 153NHP Plenty-StillOilEngines,Ld Newbury	9″6 s 3″7½ 9″6⅜	
70102 959 SZRE	**Assimi** (*ex*NewPioneer-39) *ss*Mch.2ndNo.3-11,30 *ss*Mch.No.1-35 1*Dk*(*Stl*)	722 535 320	✠ —— 7,39 ✠	Mch	*k*		1905 12mo	W.Dobson &Co. Newcastle	Mme.A.E. Karavias(Petros M.Nomikos,Ld. *Mgrs.*) *CellDBa*42'	193·0 201·7(O.L.) P19'B53'F44' BK7½" *uE*17'*f*83'164t*FPT*	29·6	12·4	Piræus Greek 4*BHCem* 35t*APT*28t	T.3Cy.16",27"&44"-30" 133NHP 2SB,4*pf*,GS122,HS2294 MacColl&Pollock,Ld.Sld.	14″6	
70103 661 SZIA	**Assimina Baïka** (*ex*Eugénie, *ex*Condor,*ex*Lestris) *ss*Liv.No.2-03 2*Dks*	1334 — 789	✠ ... 8,05 ✠				1895 8mo	Wigham- Richrdsn&Co Newcastle	P.E.Baïkas	254·1 P27'B50'F26' BK9"	33·5	17·1	Piræus Greek *WB*	T.3Cy.21",33½"&54"-39" 195NHP WighmRchrdsn&Co.Nwc.	19″8	V †
70104 125984 VGKX	**Assiniboia** Ⓟ 3Mst *Mchy.Aft* 1*Dk*(*Stl*)&*deep framing* D.F. &*Awng dk*(*Stl*-ws)	3880 2613 2486	✠ 11,07 ✠	NYk	*w*		1907 8mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo. *Cell*	336·5 B&F295' FK *DBuE&B*113'*f*185'	43·8	15·4 23·6	Montreal British 6*BHCem* 720t*FPT*24t	Q4Cy23½",34",48½"&70"-45" 524NHP 4SB,12*cf*,GS299,HS9627 FairfieldCo.Ld.Glasgow	26″9	
70105 280 IBSD	**Assiria** *OilEng.* D.F. 2*Dks*	2705 — 1622					1928	Stabilmnto Tecnico SanRocco	"Adriatica"Soc. Anon.diNav.	308·2 290·8 B185'F35'	41·8	20·0	Trieste Italian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 357NHP StabilimentoTecnico,Tri.		I
70106 237523 WNNH	**Associated** *Mchy.Aft* *Fitted for oil fuel* D.F. E.S.D. GyC. 1*Dk* *CruiserStern Carryingpetroleum in bulk* *Longitudinal framing-bracketless system*	8428 — 5972					1938	SunS.B.& D.D.Co. ChesterPa.	TideWater AssociatedOilCo.	441·1 P93'B35'F40'	65·3	35·1	S.Frncisco Utd.States	2 steam turbines DR geared to sc. shaft GeneralElectricCo. Lynn,U.S.A.		R
70107 226071	**Associates** TwinSc *Mchy.Aft* *OilEng.* *Carrying Petroleum in bulk* 1*Dk*	526 — 313					1926	Bethlehem S.B.Corp.Ld. SanFrancisco	TideWater AssociatedOilCo.	160·0	38·0	9·3	S.Frncisco Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.10½"-15" 64NHP		
70108 142859 MJWC	**Assuan** (*ex*Ptarmigan-38, *ex*Glanton, *ss*Lon.No.3-5,32 *ex*GlantonFirth) *ss*Lon.No.1-36 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	499 336 204	✠100A1 Examined1,41 BS~~8,39~~ ✠LMC~~9,36~~ 8,40 MS1,41	~~Shl~~ Nwc	*d*	CL ~~N7,38~~ 12,40	1920 2mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	GordoniaFreight- ers,Ld.(J.S. Gordon&Co*Mgrs.*) *CellD*	161·4 Q95'B9'F21' BK8" *Bf*84'108t *FPT*40t	25·2	9·7	London British 3*BHCem* *APT*26t	T.3Cy.13",21"&34"-24" (*s*) 180lb 51RHP 1SB,3*cf*,GS49,HS1510 AitchisonBlair,Ld.Gls.	11″8 s 3″8 12″2	
70109 1869 ICKB	**Assunta De Gregori** (*ex*Tirreno-33) *ss*Ham.No.3-4,27 *ss*Tri.No.1-31 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4219 4117 2633	✠ ... 6,35 ✠	Gen	*y*		1914 2mo	Nthmblnd S.B.Co.Ld. Newcastle *CellD*	Soc.Anon.diNav. "Assunta De Gregori" *Ba*140' *uE*23'*f* 16	400·0 FK 6'1186t*DTa*30'1000t	53·0	23·8	Genoa Italian 7*BHCem* *APT*128t	T.3Cy.26½",44"&73"-48" 433NHP 3SB,9*cf*,GS183,HS7116 Richardsons,Westgarth& Co.Ld.Sld.	26″5	I †
70110 2151 ICMG	**Assunzione** (*ex*Valnegra-34, *ex*Brendon,*ex*Exford) *ss*Spz.No.3-7,23 *ss*Gen.No.1-27 D.F. 1*Dk*(*Stl*)	4531 4196 2730	✠ —— 9,32 ✠	Gen	*x*		1911 5mo	Craig,Tay- lor&Co.Ld. Stockton	FratelliRizzuto *CellDBa*117'*uE*24	396·0 380·0 P35'B117'F36' FK '*f*167'1210t*FPT*11	50·0	26·2	Genoa Italian 6*BHCem* 7t*APT*112t	T.3Cy.25",42½"&69"-48" 374NHP 2SB,6*cf*,GS142,HS6002 N.E.MarineEng.Co.Ld.Sld	20″0	I †
1/40 70111 143952 GCVK	**Assyrian** (*ex*Fritz) TwinSc *ss*Liv.No.3-5,27 *Well deck* *ss*Liv.No.2-35 2*Dks*(*StlU*-teak s)3*trB* *in fore hold&Web frames* *Longitudinal framing*	2962 2717 1759	✠100A1 Examined 3,40 MS9,35 ✠LMC ✠NE&B9,23 BS6,39	Liv	*u*	CL P9,38 S6,39	1914 8mo *Lloyd*	Blohm& Voss Hamburg '*sA&CP*	EllermanLines,Ld. (Ellerman&Papa- yanniLines,Ld. *Mgrs.*) *CellD*	332·0 P&B212'F35' FK *B*268' 740t *FPT*58t	44·8	23·1	Liverpool British 7*BHCem* *APT*94t	T.6Cy.16¼",26½"&44"-34" 180lb (*s*) 280NHP 2SB,6*cf*,GS134,HS7551 Cooper&GreigLd.Dundee	25″6 s 3″3 22″5¼	
70112 OHWA	**Asta** (*ex*AugustLeffler, *ex*Boltenhagen, *ss*Got.2ndNo.3-6,25 *ex*August Leffler, *ss*Lkr.No.3-5,32 *ex*Lygnern,*ex* *ss*Skm.No.1-36 AugustLeffler) D.F. 1*Dk*(*ptIrn&ptStl*)& *Cargo battens not fitted* *deepframing*	1854 1722 1086	✠100A1 7,39 ✠LMC MS4,36 BS~~6,39~~ 7,40	Gms	*r*	OG 2,40	1900 1mo	Osbourne, Graham&Co Sunderland A&CP	RederiA/B Asta (A.Andersson) *CellDBa*	281·2 274·6 P22'B66'F29' FK 90'*uE*20'*f*108'465t	40·5 41·7	18·1	Mariehmn Finnish 4*BHCem* *APT*74t	T.3Cy.20¾",33"&54"-39" (*s*) ~~160lb~~ 120lb 192NHP 2SB(Spt),6*pf*,GS87,HS3037 J.Dickinson&Sons,Ld.Sld.	20″6 s 2″9 17″11	
70113 DOMB	**Astarte** (*ex*Suomi) *ss*Fln.No.1-02 *Well deck* 1*Dk*	633 479 356	✠ ... 9,05 ✠				1897 9mo	R.Craggs& Sons Middlesbro'	Dampfschifffahrts Ges.Neptun	177·3 Q90'B16'F23' BK7"	27·9	13·6	Bremen German *WB*	T.3Cy.14",22½"&37"-27" 83NHP MacColl&Pollock,Sld.	14″2	G †
70114 149713 MNRP	**Asteria** (*ex*Surbiton) *ss*Irv.No.3-3,38 *Mchy.Aft* 1*Dk*(*Stl*) *Welldeck*	649 450 319	✠100A1 12,40 ~~1,39~~ ✠LMC MS3,38 BS~~12,39~~ 12,40	Irv	*i*	CL 4,39	1926 9mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	Wm.Robertson *CellD*	171·4 176·9 (O.L.) Q96'B11'F24' FK *B*103' 142t *FPT*52t	27·8	11·3	Glasgow British 3*BHCem* *APT*21t	T.3Cy.13",23"&37"-26" (*s*) 200lb 70RHP 1SB,3*pf*,GS48,HS1440 J.Lewis&Sons,Ld.Abn.	13″5 s 3″8¾ 13″4¼	
70115 62 IKKG	— TwinSc (*ex*Darma,*ex*Daraghiati i Dit, *OilEng.* *ex*Zeemeeuw) 1*Dk*	393 320 228					1911	N.V.Werf. deNoord Alblasserdm.	B.&P.Donvio	147·5 P31'F21'	25·5	10·0	Fiume Italian *WB*	Oil Engines 2S.C.SA 4Cy.10⅖"-12⅗" NE27 152NHP SchiffswerfteLinz,Linz		I
70116 EEAU	**Astillero** Iron 1*Dk*	397 — 214					1893	.... Eaarlen, Holland	N.Latuente	145·5	28·4	10·7	Bilbao Spanish			
70117																

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref.Trade.
70118 580 SZID	**Astir** (*ex*AngelicaMærsk, *ex*Höneberg,*ex*Auguste,*ex*Gunther) 1*Dk*	1335 934 835					1896	Helsingörs Jernsk&Msk. Elsinore	Th.F.Stafllopatis	240·6 Q78'B114'F20'	34·2	14·1	Piræus Greek	T.3Cy.17",27½"&47"-33" 124NHP HelsingörsJernsk&Mskb.		G
70119 ~~OXDB~~	**Astoria** TwinSc *OilEng.* ssEls.No.3-9,38 D.F 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4454 4077 2694	✠100A1 *withfreeboard* ~~[illegible]~~ ~~10,39~~3,41 ✠LMC CS4,38 DBS~~[illegible]~~ 9,38 3,41	Vcr Syd	*y*	CL ~~P8,37~~ S9,38 P5,40	1926 4mo	Akt.Nakskov Skibs. Nakskov *Lloyd's A&CP* Cell	~~A/S D/S Orient~~ Commonwealth of Australia *DB* 334' 1018*t* Tan *tunnels*90*t FPT*	379·6 F39' FK *ks between* Coll 116*t APT*123*t*	53·3	25·3	British 6*BHptCem* *BH to Sh dk* 5 " " *2nd* "	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 541NHP DB*120lb* Akt.Burmeistr&Wain,Cpn	28 " 0 s3 " 1 24 " 1½	
70120 216749 KGEP	— (*ex*PointAdams) ssS.Fo.No.1-23 Sub.Sig. *Fitted for oil fuel* 1*Dk*	2224 1945 1358	✠ ... 11,23 ✠				1918 8mo	AlbinaEng &Mach.Wrks Portland,Or.	Hammond ShippingCo.Ld.	289·0 P24'B144'F32' FK	44·1	19·0	S.Frncisco Utd.States *WB*	T.3Cy.22",37½"&60"-42" 313NHP EllicottMachineCorp.Bal.	21 " 6	R †
70121 147 YLCK	**Astra** (*ex*Erissos,*ex*Acacia) ssBly.2ndNo.3-1,29 ssLie.No.2-37 *Spar dk*(*pt Irn*&*pt Stl*)2*tr B*& *deep framing* *Cargo battens not fitted*	3120 2685 1808	✠100A1 *Spar dk* *withfreeboard* 6,39 MS4,37	Lie ✠LMC BS~~1,39~~ 6,40	*u*	CL 6,39	1902 8mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd's A&CP*	KugniecibasSabiedriba "Gaida" (A.Behrsin,*Mgr.*) *CellDBa*	315·0 327·0(O.L.) P21'B190'F30' FK 100'*uE*22'*f*134'690*t*	45·1	22·3	Riga Latvian 5*BHCem* *APT*77*t*	T.3Cy.24",38"&64"-42" (*s*) 160lb 260NHP 2SB,6*cf*,GS95,HS3825 Richardsons,Westgarth&Co.Ld.Hpl.	25 " 0 s2 " 10½ 22 " 3½	
70122 OXTE	— (*ex*Ferm,*ex*Saphir) ssAbg.No.3-3,33 ssAbg.No.1-38 Now "Astra II," see No.87005 in Supplem 1*Dk*(*Stl*)	2398 2153 1407	✠100A1 9,38 BS3,39 *Fitted for oil fuel* 5,20 *F.P. above* 150° F.	Cpn ✠LMC1,38	*t*	CL 1,38	1920 5mo	ClydeS.B. &Eng.Co.Ld PortGlasgow *Lloyd's A&CP*	A/S D/S Orion (C.P.Jensen, *Mgr.*)	296·1 305·2(O.L.) P25'B80'F35' FK *CellDB*250'662*t*	44·3	20·3	Copnhagn Danish 5*BHCem* *APT*60*t*	T.3Cy.22",35"&59"-39" (*s*) 180lb *100lb* 250NHP 2SB,6*cf*,GS126,HS4060 ClydeS.B.&Eng.Co.Ld.	22 " 9	
70123 LDLS	— (*ex*YorkHarbor) 1*Dk*	2164 1935 1279	✠ ... 4,22 ✠				1919 6mo	Staten IslandS.B.Co. StatenIsland, N.Y.	A/SAlfa (M.Chr.Stray)	264·5 P40*t*H150*t*F8*t* FK	42·2	21·8	Xiansand Norwegian *WB*	T.3Cy.18",30"&51"-36" 240NHP StatenIslandS.B.Co.	24 " 0	N †
70124	— (*ex*LaPlatense) ssB.As.2ndNo.3-12,31 *Mchy.Aft* ssB.As.No.~~1-36~~ 2-41 1*Dk*(*Stl*)	~~888~~ ~~580~~ ~~500~~ 522 — 258	✠100A1 2,41 ~~5,30~~ BS~~4,39~~ 4,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,19 *F.P. above* 150° F.	BAs ✠LMC~~5,36~~ 2,41	*j*	~~5,30~~ 1,41	1907 3mo	Jonker& Stans HendrikIdo Ambacht *Lloyd's A&CP* *Converted to tanker'21*	"Astra"Cia. Argentina de PetroleoSoc.Anon.	176·2 P54'F22' FK *FPT* *Middle line BH*	33·5		Bns.Aires Argentine 9*BHCem* 85*t APT*5*t* *not oil tight*	C.2Cy.16"&32"-24" (*s*) 130lb 69NHP 1SB,3*cf*,GS49,HS1450 Crabtree&Co.Ld.Gt.Yar.		
70125 LOFC	**Astra II** (*ex*Peruviana) 'ssB.As.No.3-1,37 1*Dk*(*Stl*)&*Webframes*	~~4302~~ ~~3787~~ ~~2452~~ 2902 — 1485	✠100A1 7,40 ~~1,39~~ MS1,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,23 *F.P. above* 150°F.	BAs ✠LMC BS~~7,39~~6,40	*w*	CL 1,39	1923 10mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's A&CP*	"Astra"Cia. Argentina de Petroleo Soc.Anon.	355·0 P31'B100'F31' FK *Middle line bulkhd* *CellDBuE*21'*f*28'9	50·9	24·9	Bns.Aires Argentine 13*BHptCem* *not oil tight* 3*t APT*86*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 356NHP 3SB,9*cf*,GS148,HS5760 N.E.MarineEng.CoLdNwc	27 " 4 s4 " 2 23 " 6	
70126 UNWD	**Astrakhan** Ⓟ 2*Dks*	2692 1762 1511					1912	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·0	40·6	26·9	Vladvostk Russian *WB*	T.3Cy.20",32"&52"-39" 169NHP NevskyS.B&Mch.Works		
70127 214492 WSCG	**Astral** ssNYk.2ndNo.3-8,40 ~~ssN.Yk.No.3-5,28~~ ~~ssN.Yk.No.2-37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*)&*Web frames* *Longitudinal framing*	7542 6806 4574	✠100A1 *Shelter dk* *withfreeboard* ~~8,40~~ ~~9,39~~ 5,41 ~~BS9,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,16 *F.P. above* 150°F.	NYk Gal BS5,41 8,40 ✠LMC~~3,37~~	*c* †	CL ~~9,39~~ 8,40	1916 10mo	UnionIron WorksCo. S.Francisco A&CP *CellDBuE&B*	Socony-Vacuum OilCo.Inc. 74'276*tDT f*29'43	439·5 39·1 FK 0*tFPT*127*tAPT*57*t*	58·0	33·0	NewYork Utd.States 16*BHptAsp* (10 *to U dk* 6 " *2nd* ")	Q.4Cy.24",34 3/16",51"&74"-54" 220lb (*r*) 699NHP 3SB,9*cf*,HS10695 FD UnionIronWorksCo.S.Fo.	33 " 1 s4 " 1½ 29 " 1½	
70128	**Astrea** Ⓟ *OilEng.* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	3000 1600	100A1 *withfreeboard* (*Class Contemplated*)				1940	Crichton-VulcanA/B Åbo	FinskaÅngfAktieb	290·0 F116'	44·0	27·2	Helsingfrs Finnish	Oil Engines 2S.C.SA 7Cy.24 7/16"-45¼" Fr.KruppGermaniawftAG		
70129	— Wireless *Fitted for oil fuel* *Ref.Mchy.* 2*Dks* *Cruiser Stern*	1406 1153 827					1921	N.V. Lobithsche Scheepsb.Mij. Lobith	N.V.Koninklijke Nederl.Stoomboot. Maats.	264·4 Q39'B20'	39·2	14·8	Amstrdam Dutch *WB*	T.3Cy.20",31 3/16"&51½"-35⅜" 153NHP Machinefbk."Kinderdijk" Kinderdijk		V
70130 FOLI	**Astrée** (*ex*Bellbro-33) ssRot.No.3-3,34 ssRot.No.1-38 D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2147 1646 1216	✠100A1 10,40 ~~7,39~~ ~~BS7,39~~ ~~Surveys delayed~~ BS10,40	Rot Msl ✠LMC4,38	*s*	CL ~~10,37~~ 11,40	1921 11mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd's A&CP*	SociétéNavale Caennaise(G. Lamy&Cie. *Mgrs.*) *DB*82' *CellD*	285·3 P25'Q84'B58'F24' FK *B*158'697*t FPT*97*t*	42·0	17·8	Caen French 6*BHCem* *APT*110*t*	T.3Cy.22",36"&60"-39" (*s*) 180lb 274NHP 2SB,6*cf*,GS124,HS4642 N.E.MarineEngCo LdNwc	20 " 0 s2 " 1½ 18 " 1	
70131 LJYC	**Astrell** (*ex*Athelchief-38) TwinSc *OilEng.* *Mchy.Aft* ssBkn.No.3-3,37 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7595 7017 4500	✠100A1 ~~8,40~~ ~~1,40~~12,40 ~~DBS[illegible]~~ DBS(p&s)4,40 *Carrying Molasses or Petroleum in bulk*	NYk ~~BAs~~ ✠LMC CS4,38 3,39	*c* †	CL 7,38	1925 8mo	CaledonS. B.&E.Co.Ld Dundee *Lloyd's A&CP*	Skibs.A/S Preba (Prebensen& Blakstad,*Mgrs.*) *CellDBuE*60'314*t* *DTf*45'651*t*	460·8 476·0(O.L.) P117'B34'F49' FK *FPT*171*tAPT*328*t*	59·2	33·4	Risor Norwegian 16*BHptCem* (10 *to U dk* 6 " *2nd* ")	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP 2DB*180lb* NDB(*aft*)38-*110lb* J.G.Kincaid&Co.Ld.Grk.	33 " 4 s6 " 4½ 27 " 3	
70132 8190 SKBT	**Astri** D.F. *OilEng.* E.S.D. *CruiserStern* 1*Dk* *Part electrically welded including butts of shell plating* *Strengthened for navigation in ice*	2557 *1907* *1399*	✠100A1 6,40~~10,39~~	Phl NYk ✠LMC8,37	*l*	CL	1937 8mo	Akt.Lindholmens Varv Gothenburg *Lloyd's A&CP*	RederiA/B Disa (E.Brodin,*Mgr.*) *IntermediateBH* *CellD*	322·4 331·3(O.L.) FK P26'Q100'B&F191' *in forward hold dispensed with* *B*260' 544*t FPT*63*t*	44·6	17·2	Stockholm Swedish 4*BHptCem* *APT*125*t*	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 10Cy.13⅜"-22 7/16" 312NHP DB*100lb* Atlas-DieselA/B,Skm.	20 " 0 s1 " 4½ 18 " 8½	
70133 OZSA	**Astrid** 1*Dk*	1735 1376 1022					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	"Myren"D/S A/S (Holm&Wonsild, *Mgrs.*)	261·1 P15'Q77'B106'F31'	40·1	16·9	Copnhagn Danish *WB*	T.3Cy.18",28½"&48"-33" 132NHP KjbnhavnsFlydk.&Skbsv.		V
70134 OFCU	— (*ex*Saga-38, *ex*Ulven-33,*ex*Oddborg,*ex*Ringfond) Wood 1*Dk*2*tr B*	603 — 324					1901	J.Hauge Stord,near Bergen	Rederi A/B Nanna (CarlHélin,*Mgr.*)	171·0 Q35*t*B61*t*H6*t*F20*t*	27·9	15·3	Mariehmn Finnish	T.3Cy.12¼",20"&32"-26" 52NHP StavangerStöberi&Dok		

161/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70135 OFBS	**Astrid Thordén** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for navigation in ice*	1816 1308 767	✠100A1 *withfreeboard* ~~6,40~~ ~~9,39~~ 5,41 ✠LMC7,37	Hfs ~~Osc~~ Bos	*s*	CL 5,40	1937 7mo	Crichton-VulcanA/B Åbo *Lloyd'sA&CP*	RederiA/BAstrid Thordén(GustafB. Thordén*Mgr.*)	286·4 305·8(O.L.) FK (*ColBHtoShltrdk*3 *BHto2nddk*) *CellDB*216′467*tFPT*5*tAPT*100*t*	42·3	15·4	Helsingfrs *Brandö* Finnish 4*BH*	2 Oil Engines 2S.C.SA 12Cy.$13\frac{3}{8}$″–$22\frac{7}{16}$″ 376NHP with electro-magneticslip coupling&SRgearing DB57*lb* Atlas-DieselA/B,Skm.	18 ″ 8 s ″ 2 18 ″ $7\frac{1}{4}$	
70136 OQBA	**Astrida** Ⓟ *ss*Ant.No.2–37 *Ref.Mchy.* 2*Dks*(*Stl*) D.F. *Cruiser Stern*	*3310* *2952* *1980*	✠100A1 9,39 ~~BS5,39~~ ✠Lloyd'sRMC~~4,40~~ 12,40~~8,40~~ for temp. 30° F. BS9,40 ✠LMC3,37	Ant	*v*	CL 9,38	1929 2mo	Rotterdam Droogd.Maat Rotterdam *Lloyd'sA&CP*	Cie.Maritime Belge(LloydRoyal) Soc.Anon.(Agence MaritimeInternationale,*Mgrs.*)	339·9 P35′B106′F38′ FK *CellDB* 268′686*tFPT*48*tAPT*19*t*	48·5	23·0	Antwerp Belgian 6*BHCem*	T.3Cy.$23\frac{5}{8}$″,$37\frac{13}{16}$″&63″–42″ 180lb (*s*) 396NHP 3SB(Spt),9*cf*,GS162, FD HS6171 RotterdamDroogd.Maats.	25 ″ 7 s4 ″ $1\frac{3}{4}$ 21 ″ 7	
70137 140531 GQNT	**Astronomer** *ss*Liv.No.3–4,30 *ss*Cal.No.2–39 2*Dks*(*Stl*) 3*rd dk*(*Stl*)*inNo.*1*hold*	8401 7545 5341	✠100A1 11,39 ✠LMC3,39 BS5,40 *Fitted for oil fuel*12,20 *F.P. above*150°F.	Shl	*d*†	CL 4,38	1917 8mo	D&WHenderson&CoLd Glasgow *Lloyd'sA&CP*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*)	482·7 502·8(O.L.) P54′B188′F52′ FK *CellDB*415′1562*tDTa*33′1050*tFPT*118*tAPT*30*t*	58·2	33·2	Liverpool British 9*BHCem*	Q4Cy$25\frac{1}{2}$″$36\frac{1}{2}$″$52\frac{1}{2}$″&75″–54″ 220lb (*s*) 696NHP 2D&2SB18*cf*GS378HS13140 D&W.Hendersn&CoLdGls	35 ″ 10 s 7 ″ 7 28 ″ 6	
70138 EEAW	**Astur** (*ex*Freixas 1,*ex*Sarita, *ex*Vittoria,*ex*Henriette, *ex*Letterewe) **Iron** 1*Dk*2*trB*	944 — 754	✠ 3,87	Liv			1876	W.H.Potter&Sons Liverpool	SantiagoRivero Morán	185·8 F25′	32·8	19·7	Gijon Spanish	T.3Cy.$13\frac{1}{2}$″,21″&35″–22″ *E*made90 NB04 57NHP A.Shanks&Sons,Arbroath		
70139 LOFE	**Asturiano** Ⓟ *ss*B.As.2ndNo.3–9,38 *Ref.Mchy.* 2*Dks*(*Stl U*–ws)	2449 — 1304	✠100A1 5,41 ~~1,40~~ ✠NB8,34 MS5,38 ✠LMC BS~~9,38~~ 9,40 *Fitted for oil fuel*8,34 *F.P. above* 150°F.	BAs	*l* $2\frac{1}{16}$	CL ~~8,30~~ 5,41	1913 7mo	AilsaS.B. Co.Ld. Troon *Lloyd'sA&CP*	Soc.Anon.Importadora y Exportadora de la Patagonia	309·8 P&B197′F38′ FK *CellDBa*68′*uE*&*B*80′*f*114′442*tFPT*20*tAPT*5*t*	41·6	20·5	Bns.Aires Argentine 5*BHCem*	T.3Cy.$21\frac{1}{2}$″$36\frac{1}{2}$″&59″–45″(*s*) 200lb 295NHP 2SB,6*cf*,HS4920 FD AilsaS.B.Co.Ld.Troon	23 ″ 0 s2 ″ $11\frac{1}{2}$ 20 ″ 7	
70140 148146 GLQS	**Asturias** Ⓟ **TwinSc** *ss*Bel No.3–10,34 *ss*Sou.No.1–38 4*Dks*&5*th dk in Nos.*1,2&3 *holds* *Ref.Mchy.* D.F. E.S.D. *CruiserStern*	22048 15954 13108	100A1 *withfreeboard* 6,39 ✠LMC MS3,38 BS4,39 ✠NE&B10,34 ✠Lloyd'sRMC6,39 *Fitted for oil fuel*10,34 *F.P. above* 150°F.	Sou	*p*†	CL 10,38	1925	Harland&Wolff,Ld. Belfast *Lloyd'sA&CP*	RoyalMailLines, Ld.	640·5 P41′B414′F137′ len34 FK&BK2″ *CellDB*540′3630*t tanks in way of tunnels*482*t FPT*166*tAPT*278*t*	78·5	40·5	Belfast British 11*BHCem*	6 Steam Turbines SR geared to Sc. Shafts (*s*) HS24780 4205NHP 2DB25–100*lb* FD 3Water Tube Boilers 435lb (Spt450lb) Harland&Wolff,Ld.Bel.	44 ″ 9 s14 ″ $1\frac{1}{4}$ 31 ″ $1\frac{1}{2}$	
70141 OFEK	— (*ex*Ærö) 1*Dk*	1796 — 1012					1912	Sörlandets Skibsbyggeri Fevig	RederiA/BAsta (Arthur Andersson,*Mgr.*)	265·0 P22′B71′F29′	42·1	17·9	Mariehmn Finnish *WB*	T.3Cy.$20\frac{1}{2}$″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad.		N
70142 30494 JYDA	**Asuka Maru** **TwinSc** *OilEng.* GyC. *ss*Yka.No.3–12,39 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in Nos.*1&3*holds*	7523 6996 4538	✠100A1 4,41~~12,39~~ ✠LMC CS1,40 DBS~~1,40~~4,41 ~~12,38~~ 1,40	Yka Kob	*b*†	CL ~~P6,38~~ s12,39 ~~P7,40~~ P4,41	1924 11mo	D&WHendersn&Co.Ld. Glasgow *Lloyd'sA&CP*	NipponYusenK.K.	440·4 456·0(O.L.) 35·5 F42′ *CellDB*375′1408*tDTf*45′1326*t* FK *DTa*27′899*tFPT*140*tAPT*75*t*	57·0	38·5	Tokyo Japanese 8*BH* 1 ,, *to*2*nd dk*	Oil Engines 4S.C.SA 16Cy.$26\frac{3}{4}$″–$43\frac{5}{16}$″ DB100*lb* 1111NHP Harland&Wolff,Ld.Gls.	38 ″ 7	
70143 DHRO	**Asuncion** (*ex*Niederwald–37) D.F. Sub.Sig. 2*Dks* *Ref.Mchy.*	4626 4139 2763					1921	Deutsche Werft.A.G. Hamburg	Hamburg-Südamerik.Dampfschiffahrts Ges.	414·4 P&B257′F50′ len33	50·3	26·9	Hamburg German *WB*	T.3Cy.$26\frac{3}{16}$″,$43\frac{3}{8}$″&$70\frac{15}{16}$″–$47\frac{5}{16}$″&LPturbine 438NHP GuteHoffnungshütte,Sterkrade		G
70144 TCAF	**Asya** (*ex*Assia,*ex*Macedonia, *ex*Panorimitis,*ex*Zingara,*ex*Yacht) **Iron** *ss*Grk.No.3–3,05 *ss*Grk.No.1–09	427 — 268	... 11,13 ✠NB92				1875	R.Steele&Co. Newcastle	FatmaBiltül,Esna veAbdurrahman (MustafaNuri ve Sakir,*Mgrs.*)	186·3	25·1	15·1	Istanbul Turkish	C.2Cy.24″&43″–30″ 84NHP R.Steele&Co.Greenock		
70145 30916 JYCA	**Atago Maru** **TwinSc** *OilEng.* *ss*Kob.No.3–4,37 2*Dks*(*Stl*)3*rd dk*(*Stl*)*inNos.*1&3*holds*	7543 7021 4516	✠100A1 *withfreeboard* 3,40 ✠LMC CS4,37 DBS3,40 ~~2,39~~2,40 *Adapted for carrying oil* 1,29 *F.P.above*150°F.*in DTs forward*	Osa	*b*†	CL P3,38 S2,39	1924 11mo	Lithgows' Ld. PortGlasgow *Lloyd'sA&CP*	NipponYusenK.K.	440·0 FK *CellDB*374′F43′1373*t* *DTa*27′1010*tDTsf*48′1461*tFPT*170*tAPT*79*t*	57·2	35·8	Tokyo Japanese 8*BHptCem* 1 ,, *to* 2*nd dk*	Oil Engines 2S.C.SA 8Cy.$26\frac{3}{4}$″–$47\frac{1}{4}$″ DB100*lb* 997NHP SulzerBros.Winterthur	38 ″ 6 s10 ″ $8\frac{1}{2}$ 28 ″ 3	
70146	**Atahualpa** (*ex*Baraldan) **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk*	446 — 312					1929	D.W. KremerSohn Elmshorn	Cia.Argentina de Navegacion Mihanovich,Ltda.	191·3	36·0	9·8	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.$7\frac{7}{8}$″–$11\frac{13}{16}$″ 72NHP Motor-WerkMannheim		
70147 PUAH	**Atalaia** (*ex*CarlWoermann) 2*Dks*	5555 5083 3490					1910	Bremer Vulkan Vegesack	LloydBrasileiro	419·7 P268′F46′	54·5	28·0	R.Janeiro Brazilian *WB*	Q4Cy.24″,$34\frac{11}{16}$″,$50\frac{13}{32}$″&$72\frac{13}{16}$″–$53\frac{3}{16}$″ 388NHP BremerVulkan,Vegesack		V
70148 121334	**Atalanta** Ⓟ **TrpSc** 2*Dks*	463 358 186					1906	J.Brown&Co.Ld. Clydebank	BlackpoolSteam Nav.Co.Ld.	210·4	30·1	10·3	Glasgow British	3 Steam Turbines NB30 J.Brown&Co.Ld.Clydebnk		
70149 TVSM	**Atar** *CarryingPetroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk*	322 — 166					1922	Chant.Nav duMidi Martigue	Association Pétrolière	115·4	25·7	12·0	Marseilles French *WB*	Oil Engines 2S.C.SA 2Cy.$16\frac{1}{2}$″–19″ 96NHP J&CGBolindersCoLd.Skm		V
70150 212634 KDAK	**Atenas** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*&2*ptDks*	4639 3902 2581					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	378·8 B154′F45′	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27″,45″&75″–54″ 413NHP WrkmanClark&Co.Ld.Bel		C
70151 85764 VGQT	**Athabasca** Ⓟ (*ex*Athabaska) D.F. 2*Dks*	2784 2085 2349					1883 *rblt.* 1910	Aitken&Mansel,Gls. TheCollingwoodS.B.Co Ld.Collingwood,Ont.	CanadianPacific RailwayCo.	298·8 len10	38·2	23·3	Montreal British	C.2Cy.30″&64″–48″ NE&B13 283NHP WesternDD&SBCo.Ld. Pt.ArthurOnt.		
70152 162330 GTPM	**Athelbeach** *OilEng.* *ss*Fal.No.2–39 D.F. GyC. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	6568 6003 3799	✠100A1 5,40~~8,39~~ ✠LMC CS8,39 DBS8,39 ~~8,39~~5,40 *Carrying Molasses or Petroleum in bulk*	Fal Bkn	*a*†	CL ~~8,39~~ 3,40	1931 3mo	Cammell, Laird&CoLd. Birkenhead *Lloyd'sA&CP*	AthelLine,Ld.	426·1 440·0(O.L.) P103′B34′F42′ FK *CellDBuE*73′322*t* *DTf*32′354*tFPT*184*tAPT*188*t*	55·9	32·2	Liverpool British 16*BHptCem* (10 *to U dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$″–$59\frac{1}{16}$″ 489NHP 2DB180*lb* J.G.Kincaid&Co.Ld.Grk.	32 ″ 3 s5 ″ $9\frac{1}{4}$ 26 ″ $9\frac{1}{4}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	6' Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
70153 82930 VQMB	**Athelbrae** ssDem.No.2-39 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	681 437 240	✠100A1 10,40 ~~8,40~~ ~~BS3,40~~ ✠LMC2,39 Carrying Molasses or Petroleum in bulk Fitted for oil fuel 2,31 F.P. above 150° F.	Dem BS5,41	i	CL 2,40	1931 2mo	GooleS.B. &Repg.Co. (1927)Ld. Goole Lloyd's A&CP	AthelLine,Ld.	160·9|33·1|11·3 168·0(O.L.) Trunk in well FK Q57'B20'F22' FPT35t APT75t	Georget'n, Dem. British 10BHptCem	T3Cy.13½",22¾"&37"-26"(s) 180lb 107NHP 1SB,3cf,GS—,HS1657 FD Amos&Smith,Ld.Hull	11 ″ 3 s ″ 5½ 10 ″ 11½	
70154 166281 GCRG	**Athelchief** (exKongsten-39) OilEng. D.F. E.S.D. 1Dk Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	10000 9088 5994	✠100A1 2,40 ✠LMC10,39 Carrying Petroleum in bulk	Bkn	e†	CL	1939 10mo	Barclay, Curle&Co Ld. Glasgow Lloyd's A&CP	AthelLine,Ld. CellDBuE73'171t	501·7|66·7|35·6 519·3(O.L.) P101'B35'F48' FK DTf29'948tFPT176t	Liverpool British 15BH APT102t	Oil Engines 2S.C.SA 4Cy.26⅜"-91 5/16" 861NH 2DB180lb Barclay,Curle&Co.Ld.Gls.	35 ″ 6 s 7 ″ 4½ 28 ″ 4½	
125/40 70155 166291 GCZC	**Athelcrest** D.F. Mchy.Aft OilEng. CarryingPetroleum in bulk 1Dk CruiserStern Longitudinal framing	6825 6189 4046					1940	SirJ.Laing &Sons,Ld. Sunderland	AthelLine,Ld.	426·3|59·3|34·3 P90'F33'	Liverpool British WB	Oil Engines 2S.C.SA 3Cy.22 1/16"-85 1/16" 256NHP Wm.Doxford&Sons,Ld.Sld		
70156 161107 GTFY	**Athelcrown** TwinSc OilEng ssBkn.No.2-38 Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. CruiserStern E.S.D. Longitudinal framing	11999 11424 7074	✠100A1 ~~5,40 1,39~~ 1,41 ✠LMC CS9,38 DBS~~10,39~~ ~~9,38~~4,40 8,40 Carrying Molasses or Petroleum in bulk	Bkn ~~Shl~~	g†	CL 9,38	1929 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	AthelLine,Ld. CellDBuE70' 117tDTs	526·2|68·8|38·9 546·0(O.L.) B40'F40' FK f56'826tFPT196t	Liverpool British 18BHptCem (11 to U dk 7 „ 2nd „) APT156t	Oil Engines 4S.C.SA 16Cy.24 7/16"-51 3/16" 945NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	39 ″ 0 s 9 ″ 2½ 30 ″ 1½	
70157 161088 GSWK	**Athelduchess** TwinSc OilEng. ssFal.No 2-36 Mchy.Aft 2Dks(Stl)&Webframes D.F. GyC. Longitudinal framing	8940 8307 5229	✠100A1 Examined 1,41 Bkn ✠LMC CS2,38 DBS~~5,40~~ 4,41 4,39 Carrying Molasses or Petroleum in bulk	~~Bkn~~	d†	CL N10,39	1929 4mo	W.Hamilton&Co. (1928)Ld. PortGlasgow Lloyd's A&CP	AthelLine,Ld. CellDBuE83' 331tDTf48'701t	475·0|63·3|35·0 492·0(O.L.) P119'B34'F48' FK FPT219t APT434t	Liverpool British 16BHptCem (10 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy 24 7/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s 6 ″ 10½ 28 ″ 4½	
70158 161081 GSRP	**Atheldufe** TwinSc OilEng. Mchy.Aft ssBkn.No.2-36 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing	8966 8307 5329	✠100A1 5,40 ~~2,39~~ ✠LMC CS12,36 DBS~~11,38~~5,40 ~~2,39~~5,40 Carrying Molasses or Petroleum in bulk	Fal Grk	d†	CL 11,38	1929 1mo	R.Duncan &Co.Ld. PortGlasgow Lloyd's A&CP	AthelLine,Ld. CellDBuE83' 331tDTf48'701t	475·0|63·3|35·0 P119'B34'F48' FK FPT219t APT434t	Liverpool British 16BHptCem (10 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24 7/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s 6 ″ 10½ 28 ″ 4½	
70159 162317 GDBF	**Athelempress** TwinSc OilEng. ssBkn.No.2-38 Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing	8941 8316 5241	✠100A1 7,40 ~~10,39~~ ✠LMC CS12,38 DBS~~10,39~~ 10,39 8,40 Carrying Molasses or Petroleum in bulk	Bkn Grk	d†	CL N9,39	1930 7mo	W.Hamilton&Co. (1928)Ld. PortGlasgow Lloyd's A&CP	AthelLine,Ld. CellDBuE83'315t DTf49'701t	475·0|63·3|35·0 491·6(O.L.) P119'B34'F48' FK FPT219t APT434t	Liverpool British 16BHptCem (10 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24 7/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s 6 ″ 10½ 28 ″ 4½	
70160 162327 GTPL	**Athelfoam** OilEng. ssFal.No.2-39 Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing	6554 6014 3789	✠100A1 3,41 ~~3,40~~ ✠LMC CS7,39 DBS~~4,39~~9,40 7,39 Carrying Molasses or Petroleum in bulk	Grk Bkn	a†	CL 7,39	1931 6mo	Cammell Laird&Co.Ld. Birkenhead Lloyd's A&CP	AthelLine,Ld. Cell DBuE73'322t DTf32'354t	426·1|55·9|32·2 P103'B34'F42' FK FPT184t APT188t	Liverpool British 16BHptCem (10 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.28¾"-59" 476NHP 2DB180lb N.E.MarineEng.CoLdNwc	32 ″ 3 s 5 ″ 9 26 ″ 9½	
147/40 70161 147359 GMFK	**Athelking** TwinSc OilEng Mchy.Aft ssBkn.No.3-10,37 D.F. 2Dks(Stl)&Web frames Longitudinal framing	9557 8895 6019	✠100A1 5,40 ~~11,39~~ ✠LMC CS2,39 12,39 ✠NE11,34 DBS12,39 Carrying Molasses or Petroleum in bulk	Shl Fal	e†	CL 11,39	1926 3mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd's A&CP	AthelLine,Ld. CellDBuE48'266t	474·9|64·4|36·5 492·5(O.L.) P114'B34'F52' FK DTf52'925tFPT264t	Liverpool British 18BHptCem (10 to U dk 8 „ 2nd „) APT365t	Oil Engines 4S.C.SA 12Cy.24 7/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	36 ″ 6 s 7 ″ 5½ 29 ″ 3¾	
70162 161143 GSKF	**Athelknight** TwinSc OilEng. ssRot.No.2-38 Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing	8940 8307 5224	✠100A1 8,40 ~~9,39~~ ✠LMC CS12,38 ~~9,39~~9,40 CBS~~9,38~~9,40 DBS~~9,39~~ 9,40 Carrying Molasses or Petroleum in bulk	Fal Shl	d†	CL ~~s11,37~~ ~~PN~~ ~~11,37~~ 8,40	1930 3mo	R.Duncan &Co.Ld. PortGlasgow Lloyd's A&CP	AthelLine,Ld. CellDBuE83'331t DTf48'701t	475·0|63·3|35·0 P119'B34'F48' FK FPT219tAPT434t	Liverpool British 16BHptCem (10 „to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24 7/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s 6 ″ 10½ 28 ″ 4½	
102/40 70163 161145 GSKD	**Athellaird** TwinSc OilEng. ssBkn.No.2-39 Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing Progressive Survey of oil tanks	8999 8388 5313	✠100A1 12,39 ✠LMC CS11,38 DBS6,39 6,39 Carrying Molasses or Petroleum in bulk	Bkn	d†	CL PN6,39 s6,39	1930 3mo	Cammell Laird&Co.Ld Birkenhead Lloyd's A&CP	AthelLine,Ld. CellDBuE80'339t DTsf44'712t	475·3|63·3|35·0 492·6(O.L.) P118'B34'F48' FK FPT211tAPT425t	Liverpool British 16BHptCem (10 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24 7/16"-51 3/16" 709NHP 2DB180lb FD J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s 6 ″ 9½ 28 ″ 5½	
70164 142613 GZRQ	**Athelmere** (exRealf-37, exAthelbeach,exConia, exWarRajput) ssBkn.No.3-5,37 1Dk(Stl)2trB&Web frames D.F. Longitudinal framing	5566 4701 3409	✠100A1 9,40 ~~11,39~~ BS5,39 ✠LMC5,37 Carrying oil fuel in bulk F.P. above 150° F Fitted for oil fuel 8,18 F.P. above 150° F.	Bkn Bom	z	CL 4,39	1918 8mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	AthelLine,Ld.	400·0|52·4|28·4 410·3(O.L.) P49'B121'F39' FK CellDB59'240t Middleline Bulkhead not oil-tight	London British 12BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Hwthrn,Leslie&CoLdNwc	31 ″ 0 s 4 ″ 9½ 26 ″ 5½	
70165 149673 GNRQ	**Athelmonarch** TwinSc OilEng. D.F. GyC. ssRot.No.2-36 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing Progressive Survey of oil tanks	8995 8354 5350	✠100A1 11,39 ✠LMC CS2,36 DBS~~7,39~~5,40 11,38 Carrying Molasses or Petroleum in bulk	Lon	d†	CL S9,38 P4,40	1928 4mo	W.Hamilton&Co.Ld. PortGlasgow Lloyd's A&CP	AthelLine,Ld. CellDBuE75' 300tDTf48'701t	475·0|63·3|35·0 491·6(O.L.) P119'B34'F48' FK FPT219t APT434t	Liverpool British 16BHptCem (10 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24 7/16"-51 3/16" 709NHP 2DB 180lb J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s 6 ″ 10½ 28 ″ 4½	
70166 147356 GMCS	**Athelprince** TwinSc OilEng. D.F. ssShl.No.3-1,41 ~~ssFal.No.2-8,37~~ Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	8782 8173 5144	✠100A1 1,41 ~~1,40~~ ~~✠LMC CS9,39~~ DBS~~[illegible]~~1,41 ~~2,39~~ ✠LMC1,41 Carrying Molasses or Petroleum in bulk	Grk Shl	d†	CL ~~3,40~~ 12,40	1926 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	AthelLine,Ld. CellDBuE80'323t	471·2|62·4|35·3 P116'B34'F48' FK DTf54'724tFPT186t	Liverpool British 16BHptCem (10 to U dk 6 „ 2nd „) APT304t	Oil Engines 4S.C.SA 12Cy.24 7/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35 ″ 4 s 7 ″ 0¾ 28 ″ 7¼	
70167 161137 GLNZ	**Athelprincess** TwinSc OilEng. ssBkn.No 2-38 D.F. GyC. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	8882 8310 5259	✠100A1 ~~10,39~~ ~~7,40~~ 3,41 ✠LMC CS10,38 ~~5,39~~7,40 DBS~~5,39~~7,40 ~~CBS6,38~~ Carrying Molasses or Petroleum in bulk CBS11,40	Bkn Shl	d†	CL ~~5,39~~ P2,41 S5,39	1929 12mo	WHamiltn &Co(1928)Ld Pt.Glasgow Lloyd's A&CP	AthelLine,Ld. CellDBuE83'278t DTf35'534t	475·0|63·3|35·0 P119'B34'F48' FK FPT219t APT249t	Liverpool British 16BHptCem (9 to U dk 7 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24 7/16"-51 3/16" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35 ″ 0 s6 ″ 10½ 28 ″ 4½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Year Assigned now expired Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
70168 149660 GLJV	**Athelqueen** TwinSc ssSws.No.3-3,40 OilEng. D.F. GyC. ~~ssBkn.No.2-37~~ Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	8780 8183 5145 —	✠100A1 ~~6,40~~ ~~12,38~~ 4,41 ✠LMC CS11,35 12,38 DBS5,~~39~~ ~~6,40~~ 4,41 Carrying Molasses or Petroleum in bulk	Fal ~~Sws~~ Hfx	d†	CL ~~3,38~~ 4,41	1928 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	AthelLine,Ld. CellDBuE63'297t DTf54'724t	471·2 P116'B34'F48' FK FPT186tAPT304t	62·4	35·3	Liverpool British 16BHptCem (10 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35″4 s 7″0¾ 28″7	
70169 161142 GQWL	**Athelregent** TwinSc OilEng. ss.BknNo.2–37 D.F. GyC. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	8881 8306 5231	✠100A1 ~~6,40~~ ~~8,39~~ 11,40 ✠LMC CS12,37 8,39 DBS3,40 Carrying Molasses or Petroleum in bulk	Bkn ~~Fal~~	d†	CL 7,38	1930 2mo	Furness S.B.Co.Ld Haverton Hill-on-Tees Lloyd's A&CP	AthelLine,Ld. CellDBuE85' 711t	475·2 492·6(O.L.) P119'B34'F48' FK 319tDTsf44' FPT177tAPT398t	63·2	35·0	Liverpool British 16BHptCem (10 to U dk 6 „ 2nd „	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 709NHP 2DB180lb J G.Kincaid&Co.Ld.Grk.	35″0 s 6″11¾ 28″3½	
70170 143355 MJQN	**Athelrill** (exBenJee–33, exJollyBasil) Mchy.Aft 1Dk Fitted for oil fuel	366 241 148					1919	N.V.v.d. Kuy& v.d.Ree Rotterdam	AthelLine,Ld.	119·4 P39'B8'F17'	23·8	10·4	Georgetwn Dem. British WB	T.3Cy.9⅞",15¾"&25⅝"–20" 29NHP N.V.v.d.Kuy&v.d.Ree, Rotterdam		C
70171 142729 GYRR	**Athelstane** (exHird-36,exAthelfoam exCaprella,exWarGhurka) ssBkn.No.3–6,36 D.F. 1Dk(Stl)2trB&Web frames Longitudinal framing	5571 4722 3397	✠100A1 Examined9,40 Bom ~~BS11,39~~ 9,40 LMC6,36 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel12,18 F.P. above 150° F.	~~Bkn~~	z	CL 9,38	1918 12mo	Irvine'sSB &D.D.Co.Ld. WHartlepool Lloyd's A&CP	AthelLine,Ld. CellDBuE&B	400·0 P49'B121'F39' FK 59'218tf50'60tFPT	52·3	28·4	London British 11BHptCem 100tAPT83t	T.3Cy.27",44"&73"–48" (s) 180lb 546NHP 3SB,9cf,GS187,HS8328 FD Richardsons,Westgarth& Co.Ld.Hpl.	31″0 s 4″9 26″5¾	
70172 161128 GKBC	**Athelsultan** TwinSc OilEng. D.F. GyC. ssFal.No.2–37 E.S.D. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	8882 8310 5259	✠100A1 4,41 Examined4,41 ✠LMC CS8,39 4,41 DBS2,41 Carrying Molasses or Petroleum in bulk	Shl	d†	CL P7,39 S1,41	1929 11mo	W.Hamilton&Co. (1928)Ld. PortGlasgow Lloyd's A&CP	AthelLine,Ld. CellDBuE83' 278tDTf35'534t	475·0 P119'B34'F48' FK FPT219tAPT249t	63·3	35·0	Liverpool British 16BHptCem (9 to U dk 7 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35″0 s 6″10¾ 28″4½	
70173 161116 MPNS	**Atheltarn** ssRot.No.2–37 Mchy.Aft 1Dk(Stl)&Web frames Wireless Longitudinal framing	1179 859 568	✠100A1 7,40 ~~9,39~~ ~~BS2,39~~ 8,40 ✠LMC12,37 Carrying Molasses or Petroleum in bulk	Bkn Ply	n	CL 5,39	1929 9mo	Cammell Laird&Co.Ld. Birkenhead Lloyd's A&CP	AthelLine,Ld. D	221·8 P70'B22'F37' FK Trunk in well Tf24' 126tFPT31t	36·3	14·0	Liverpool British 12BHptCem APT63t	T.3Cy.17",28"&46"–30" (s) 180lb 203NHP 2SB,6cf,GS120,HS4200 Cammell Laird&CoLd.Bkn	14″0 s ″7½ 13″6½	
70174 161160 GJYQ	**Atheltemplar** TwinSc OilEng E.S.D. ssBkn.No.2–38 D.F. GyC. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	~~8949~~ ~~8310~~ ~~5299~~ 8992 8316 5258	✠100A1 2,41 ~~4,40~~ ✠LMC4,40 DBS~~4,40~~2,41 CBS~~4,40~~2,41 Carrying Molasses or Petroleum in bulk	Shl	d†	CL ~~2,40~~ 12,40	1930 6mo	Lithgows Ld. PortGlasgow Lloyd's A&CP	AthelLine,Ld. CellDBuE83' 315tDTf44'701t	475·0 491·8(O.L.) P119'B34'F48' FK FPT219tAPT434t	63·3	35·0	Liverpool British 16BHptCem (10 to U dk 6 „2nd „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35″0 s 6″10¾ 28″4½	
70175 162387 MBDL	**Athelviking** (exJava–33) TwinSc OilEng. ssBkn.No.3–8,37 D.F. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	8779 8173 5213	✠100A1 ~~4,40~~ 1,40 4,41 ✠LMC CS3,38 1,40 DBS1,40 Carrying Molasses or Petroleum in bulk	Bkn ~~Phl~~ NYk	d†	CL 1,40	1926 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	AthelLine,Ld. CellDBuE80'323tD	471·2 P116'B34'F48' FK Tf54'724tFPT186t	62·4	35·3	Liverpool British 16BHptCem (10 to U dk 6 „ 2nd „) APT304t	Oil Engines 4S.C.SA 12Cy 24$\frac{13}{16}$"–51$\frac{3}{16}$" 709NHP 2DB-180lb J.G.Kincaid&Co.Ld.Grk.	35″4 s 7″0¾ 28″7	
70176 161118 GTDF	**Athelviscount** TwinSc OilEng. ssBkn.No.2–37 D.F. GyC. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	8882 8310 5259	✠100A1 Examined6,41 Shl ✠LMC CS10,37 3,41 DBS9,40 Carrying Molasses or Petroleum in bulk	~~Fal~~	d†	CL ~~10,37~~ SN9,40 P8,40	1929 9mo	R.Duncan &Co.Ld. PortGlasgow Lloyd's A&CP	AthelLine,Ld. CellDBuE83' 278tDTf35'534t	475·0 493·0(O.L.) P119'B34'F48' FK FPT219tAPT249t	63·3	35·0	Liverpool British 16BHptCem (9 to U dk 7 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 709NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	35″0 s 6″10¾ 28″4½	
70177 DJRV	**Athen** Ⓟ OilEng D.F. E.S.D. 1Dk CruiserStern	4450 3709 2608					1936	Deutsche WerftAG Bet Reihstgwrft Hamburg	DeutscheLevante LinieHamburg A.G.	401·8 P36'B&F354' UpperF36'	55·8	21·3	Hamburg German WB	2 SR geared Oil Engines 2S.C.SA 12Cy.20½"–27$\frac{9}{16}$" 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
70178	**Athena** (exTaYu–38, exTaChie) TwinSc	1440 — 861					1921	Yangtsze PooDockCo. Shanghai	G.Stamatelatos	215·0	35·0	12·0	Piræus Greek	T.		
70179 LCDV	**Athene** OilEng. ssOsl.No.2–35 2Dks(Stl)&Web frames Mchy Aft D.F. CruiserStern Longitudinalframing–bracketless system	4681 4020 2644	✠100A1 2,41 ~~1,39~~ DBS1,~~39~~ 5,40 ✠LMC10,35 CarryingPetroleum in bulk	Rot PN1	w	CL ~~9,37~~ 6,40	1928 6mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	A/S Athene (JorgenBang) CellD BuE59'165	345·6 P80'B26'F30' FK Trunk a112'f80' tDTf30'430t FPT	53·5	27·8	Xiansand Norwegian 13BHptCem (9 to U dk 4 „ 2nd „) 185APT66t	Oil Engines 2S.C.SA 6Cy.23⅝"–47¼" 580NHP 2DB150lb Aktieb.AtlasDiesel,Skm.	28″0	
70180 164995 GZJS	**Athenic** D.F. E.S.D. 1Dk CruiserStern	5351 4931 3246	✠100A1 1,41 ~~3,40~~ ✠LMC1,37	Hul Shl	z	CL 3,40	1937 1mo	W.Gray& Co.Ld. WHartlepool Lloyd's A&CP	SirWalterH. Cockerline CellDB	413·3 P34'B259'F33' FK 360'1207tFPT137t	57·0	27·0	Hull British 7BHCem APT192t	T.3Cy.23½",36½"&65"–45" 200lb (s) 400NHP 2SB(Spt)&1AuxSB,10cf, GS156,HS7144 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	29″3 s 4″5¼ 25″0½	
70181 18 SZHK	**Athina** Ⓟ 2Dks&Spar dk	468 — 172					1893	J.McDowall&Barbour Piræus	Hadjiconstanti Bros.	162·0 F30'	23·6	14·0	Piræus Greek	T.3Cy.14",22"&37½"–30" 77NHP McDowall&Barbour.Pir.		
70182 128 SVUH	**Athina Livanos** ssBal.No.1-41 D.F. 1Dk&Shelter dk CruiserStern	*4824* *4379* *2842*	✠100A1 withfreeboard ~~5,10~~ ~~9,39~~ 2,41 ~~1,41~~ ~~✠LMC10,36~~ ~~MS1,41~~ ✠LMC1,41	Mch ~~Pir~~ NYk	a†	CL ~~3,37~~ 5,40	1936 10mo	W.Gray& Co.Ld. W Hartlepool Lloyd's A&CP	TheofanoMaritimeCo.Ld.(N.G. Livanos,Mgr.) CellDB365'1202tFPT	419·2 F36' FK 198tAPT200t	56·7	25·3	Chios Greek 7BHCem (CollToSh dk 6 „2nd„)	T.3Cy.22½",39"&65"–45" (s) 225lb GS146HS7115 460NHP 2SB(FD)(Spt)&AuxSB9cf Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27″10 s 3″0 25″1	
* 70183 907 SVVO	**Athinai** (exScottishPrince–37) ssMch.2ndNo.3–11,34 ssPir.No.1–39 1Dk(Stl)&Shelterdk(Stl–ws)	*2897* *2655* *1794*	✠100A1 Shelter dk withfreeboard 5,10 ~~11,39~~ ✠LMC9,39	Sch Liv	v	CL 9,37	1910 3mo	ShortBros. Ld. Sunderland Lloyd's A&CP	HellenicLines,Ld. (P.G.Callimanopulos,Mgr.) CellDBa102'u	340·6 F37' FK E25'f145'636tFPT	46·4	21·5	Piræus Greek 6BHCem 106tAPT21t	T.3Cy.25",42"&69"–45" (s) 180lb 389NHP 2SB,6cf,GS122,HS5268 FD N.E.MarineEng.Co.Ld.Sld	22″11 s 1″7½ 21 7	
70184 463 SZHM	**—** Ⓟ (exYt.Harvard,exWacouta,exEleanor) Wireless 2Dks	968 — 577					1894	.... Bath,Me.	HellenicCoast LinesCo.Ld.	220·0	32·0	17·5	Piræus Greek			

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref.Trade.
70185 164625 GYTK	**Athlone Castle** Ⓟ TwinSc OilEng. D.F. E.S.D. 3Dks,4th dk except in Nos.4 &7holds,5th dk in Nos.3,5&6holds Ref.Mchy. Sub.Sig. Cruiser Stern	25564 18722 15088	✠100A1 withfreeboard Examined 6,41 DBS1,40 ✠LMC5,36	~~Sou~~ Liv	s† 3	CL 5,41	1936 5mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	TheUnion-Castle MailSteamshipCo. Ld. CellDB575'3021t	696·0|82·5|41·4 P228'B274'F107' joined by Shade dk FK Tanks between tun	London British 11BHptCem nels 49' 265t	Oil Engines 2S.C.DA 20Cy.26"–59 1/16" 4650NHP 2DB100lb Harland&Wolff,Ld.Bel. FPT126tAPT424t	48 " 0 s16 " 3 32 " 0½	BT till ~~11,40~~ ~~7,41~~ 12,41
70186 LJKN	**Athos** TwinSc D.F. Mchy.Aft CruiserStern OilEng. CarryingPetroleum in bulk 2Dks Longitudinal framing-bracketless system	8267 7677 4867					1937	Akt.Burmeistr&Wain Copenhagen	Skibs.A/SAthos (BernhardHanssen&Co.Mgrs.)	471·3|61·3|35·2 P251tH227t	Flekkefjrd Norwegian WB	Oil Engines 2S.C.SA 12Cy.19 11/16"–35 7/16" 810NHP Akt.Burmeistr&Wain,Cpn		N
70187 FOAI	**Athos II.** Ⓟ TwinSc Ref.Mchy. Fitted for oil fuel GyC. 4Dks	15276 — 8947					1925	Akt.Ges. "Weser" Bremen	Soc.desServices Contractuels des MessageriesMaritimes	543·9|66·2|41·7 B312'F49'	Marseilles French WB	2 DR geared Steam Turbines Akt.Ges."Weser"Bremen		V
70188 VSQD	**Atid** TwinSc (exLighterMabelViolet, OilEng. exVossfelde) 1Dk	509 431 305					1921	Vereinigte Elbe und Norderwerft Hamburg	AtidNavigationCo. Ld(BarnettBros.& BorchardLd. Mgrs)	165·5|26·4|11·5 P20' len34	Haifa Palestine WB	Oil Engines 4S.C.SA 12Cy.11"–16 9/16" 141NHP Emade&fitted34 Fr.KruppGermaniawerft A.G.Kiel		G
70188a 127 TCAL	**Atilla** (exHelena,exLudworth) ssSld.No.3–6,19 Well deck ssPla.No.2–28 1Dk(ptIrnptStl)&deep framing	1301 1000 783	✠ —— 12,32 ✠	Cpl	o		1907 4mo	BlythS.B. Co.Ld. Blyth	HamdiSelimoglu ve Serikleri CellDBa65'uE&	234·7|34·5|15·1 Q122'B10'F24' FK B36'f96'341tFPT	Istanbul Turkish 4BHCem 53tAPT75t	T.3Cy.19",31"&51"–36" 166NHP 1SB,3cf,GS61,HS2520 Richardsons,Westgarth& Co.Ld.Sld.	17 " 3	I †
70189 32 YLAE	**Atis Kronvalds** (exAbava-40, exKoholyt,exMarieHorn, exFriedrichCarl,exProfessorWilly Stöwer,exMarieHorn,exFranziska Fischer,exHildaHorn) 1Dk	1423 1247 864					1900	Akt.Ges. "Neptun" Rostock	Apvienota KugniecibasAkc. Sab.	245·2|36·1|17·3 P24'B58'F26'	Riga Latvian WB	T.3Cy.18",30½"&48"–33½" 133NHP A.G."Neptun,"Rostock		V
70190 PKOL	**Atjeh** OilEng. 1Dk Mchy.Aft	495 385 269					1938	Droogdok Maats "Soerabaia" Sourabaya	N.V.Koninklijke Paketvaart Maatschappij	158·5|30·2|13·1 P44'B8'F21'	Batavia Dutch WB	Oil Engines 4S.C.SA 6Cy.11 13/16"–18⅞" 80NHP WerkspoorN.V.Ams.		V
70191 5137 SHYA	**Atland** Turret deck 1Dk	*5203* *4228* *2639*					1910	W.Doxford &Sons,Ld. Sunderland	ÅngfaktiebTirfing (T.E.J.:son Brostrom,Mgr.)	388·9|52·4|26·1 P39'B67'H172t F43'	Gothenbrg Swedish WB	T.3Cy.26",42"&68"–48" 320NHP W.Doxford&Sons.Ld.Sld.		C
70192 OFDW	**Atlanta** OilEng. D.F. E.S.D. 1Dk&Shelter dk,3rd dk Ref.Mchy. except in No.5 hold Cruiser Stern Strengthened for navigation in ice	4956 4017 2601	✠100A1 withfreeboard 1,40 ✠LMC4,39 ✠Lloyd'sRMC4,39 for temp. 36° F.	Mmo	z	CL	1939 4mo Lloyd	Crichton VulcanA.B. Åbo 'sA&CP	RederiA/B Atlanta (B.Krogius,Mgr.) CellD	404·2|54·7|23·7 427·2(O.L.) FK (B325'1154tFPT84t	Helsingfrs Finnish 6BH Coll to Sh dk 5 ,, 2nd ,,) APTs188t	Oil Engines 2S.C.SA 8Cy.28⅜"–51 3/16" 1116NHP DB57lb Fr.KruppGermaniawftAG Kiel	27 " 9 s2 " 4¾ 25 " 5	
70193 2208 IBZC	— (exStellaPolare, ssMfl.2ndNo.3–6,35 exAtlanta) 1Dk(Stl)&Spar dk Ref.Mchy. (Stl-ptws)&deep framing D.F.	4404 4008 2720	✠100A1 Spar dk 2,39 BS5,39 ✠LMC6,35 ✠Lloyd'sRMC2,40 Fitted for oil fuel 9,21 F.P. above 150° F.	Gen	y	CL N8,39	1908 4mo Lloyd	Russell& Co. PortGlasgow 'sA&CP	"Italia"Soc.Anon. diNav. CellDBa126'u	399·5|49·8|18·4 385·0 P77'B108'F41' 26·3 FK E&B40'f170'1160t	Genoa Italian 6BHCem APT32t	T.3Cy.26",42"&70"–48" (s) 180lb 483NHP 3SB,9cf,GS165,HS7224 FD D.Rowan&Co.Glasgow	29 " 0 s4 " 11¾ 24 " 3	
70194 221380 KDSW	**Atlanta City** Fitted for oil fuel GyC. 2Dks	5687 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw Al	IsthmianS.S.Co.	424·2|56·2|26·5 P58'B&F350'	NewYork Utd. States WB	2 Steam Turbines DR geared to 1 Sc.Shaft FederalS.B.Co.Kearny,NJ		R
70195 EAOB	**Atlante** Ⓟ (exNew Londoner) 3Mst ssNwc.No.3–4,06 Well deck ssCdz.No.2–14 Mchy.Aft Wireless 2Dks(UStl–ws)	1446 848 793	✠ 7,19 ✠	Bcl	q		1894 4mo	Wigham Richrdsn&Co Newcastle	Cia.Trasmediterranea CellDB144'	270·0|33·6|15·6 P178'F60' BK9"	Barcelona Spanish 5BHCem 160tDTf27t	T.3Cy.28⅞",46"&75"–42" 390NHP 3SB,12pf,GS156,HS6231 WighmRchardsn&CoNwc	18 " 2	
70196 [illegible] GSMD	**Atlantian** Ref.Mchy. ssLiv.No.2–37 3Dks(Stl)	6549 6024 4016	✠100A1 8,40 ~~8,39~~ BS6,41 ✠LMC MS7,37 ~~BS7,40~~	Mch Liv	u†	CL ~~1,37~~ 8,40	1928 8mo Lloyd	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP	CharenteS.S.Co.Ld (T.&J.Harrison Mgrs.) CellDB343'1093t	414·6|54·6|33·8 431·3(O.L.) P41'B150'F40' FK DTa25' 387t FPT	Liverpool British 8BHCem 97tAPT28t	Q.4Cy.27",39",56"&80"–54" 215lb (s) 777NHP 4SB,12cf,GS247,HS11748 FD CaledonSB.&E.Co.Ld.Dun	36 " 9 s7 " 6½ 29 " 5¾	
70197 LCDU	**Atlantic** OilEng. Mchy. Aft 2Dks D.F. Carrying petroleum in bulk	7342 6772 4253					1925	Armstrong Whitworth &Co.Ld. Newcastle	A/RSeljan(Wilh. &PaulJebsen)	441·6|57·5|34·1 P379tH182t	Bergen Norwegian	Oil Engines 2S.C.SA 6Cy.23⅝"–41⅜" 582NHP Armstrong,Whitworth& Co.Ld.Nwc		C
70198 ~~[illegible]~~ ~~WRCQ~~	— (exWestCatanace) ssN.Yk.No.2–27 Fitted for oil fuel 2Dks D.F. Sub.Sig.	5524 5058 3455	... 12,30				1919	SouthWestern S.B.Co. SanPedro,Cal	Cia.Internacional de Vapores,Ltda.	410·5|54·0|27·2 P43'B115'F47' FK	~~NewYork~~ ~~Utd. States~~ Panama WB Pnamanian	T.3Cy.24½",41½"&72"–48" 552NHP LlewellynIronWorks,LAn	29 " 9	R †
70199 167069 GRBY	— D.F. E.S.D. 1Dk CruiserStern	5414 4901 3245	✠100A1 ~~1,41 2,40~~ 3,41 ✠LMC9,39	Hul Shl	z	CL	1939 9mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	SirW.H.Cockerline CellDB	413·3|57·0|27·0 425·3(O.L.) P34'B259'F35' FK 360'1207tFPT137t	Hull British 7BHCem APT192t	T.3Cy.23½",36½"&65"–48" 200lb (s) 430NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS133,HS6576 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	29 " 3 s4 " 5½ 25 " 0¼	
70200 162405 GWSY	**Atlantic Coast** TwinSc OilEng. ssLiv.No.1–39 Mchy.Aft 1Dk&Shelter dk E.S.D. Wireless D.F. CruiserStern	890 687 475	✠100A1 withfreeboard 1,41 ~~6,39~~ ✠LMC8,41	Liv	o	OG 3,38	1934 7mo Lloyd	H.Robb, Ld. Leith 'sA&CP Inter CellD	CoastLines,Ld. mediateBH in hold B176'318tDTf12'5	231·6|35·2|11·8 F28' 36·9 241·8(O.L.) FK dispensed with Coll 8tFPT18tAPT24t	Liverpool British Cem BH to Sh dk 2 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 10Cy.13⅝"–22 1/16" 312NHP BritishAuxiliariesLd Gls.	14 " 0 s " 2 13 " 11	
70201 147714 GKRN	**Atlantic Guide** (exAlbatross-39) ssLon.No.3–9,37 1Dk(Stl)2nd dk in Nos.1&2holds	1943 1753 1193	✠ 1,39 ✠	Lon	r		1924 9mo	Grngem'th DockydCoLd Grngemouth	CellDBa63'uE2	280·3|41·9|19·0 291·7(O.L.) P21'B68'F29' FK 8'f124'549tFPT44t	London British 5BHCem APT42t	T.3Cy.21",35"&57"–36" 227NHP 2SB,6cf,GS113,HS3712 D.Rowan&Co.Ld Glasgow	20 " 10	
70202 ~~[illegible]~~ ~~[illegible]~~ HPSY	**Atlantic Gulf** Ⓟ (exSouthern Trader,exEuzkadi, exHelenC,exLakeFaulk) ~~[illegible]~~ 1Dk2trB ~~Fitted for oil~~ ssH.Kg.2ndNo.3–12,40	2639 2243 1519	✠100A1 12,40 ✠LMC12,40 Fitted for oil fuel9,19F.P.above150°F.	HKg	s	CL 11,40	1919 9mo	American S.B.Co. Lorain,O A&CP	~~AtlanticGulf& PacificCo. of Manila~~ Wallem&Co	251·0|43·6|26·1 P25'B64'F23' CellDB204' FK 436tDTa12'80tFPT	Panama Pnamanian 4BHptCem 72tAPT96t	T.3Cy.21",35"&59"–42" 185lb (r) 352NHP 2SB,6cf,GS115,HS5467 FD AmericanS.B Co.Lorain,O	28 " 2	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade cert.
70203 26857 JTTD	**Atlantic Maru** ssKob.No.3-8,32 ssYka.No.1-37 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5873 5590 4254	✠100A1 *Awng dk* *withfreeboard* 1,41 ~~11,39~~ ✠LMC1,41 ~~11,39~~ *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	Smk Kob	*y*	OG ~~9,37~~ 1,41	1920 12mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	KokusaiKisenK.K. *CellDB*327'1126t *FPT*127t*APT*94t	385·0	51·0	36·0 FK *Collision BHtoAw dk* 5 „ „ *U* „	Hashidate Japanese *ptCem*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 440NHP 2SB(Spt)&1Aux.SB,*8cf*, GS154,HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 1¾ 27 ″ 1	
70204 132822 GQST	**Atlantic Scout** (*ex*Fishpool-38) ssHpl.2ndNo.3-9,37 D.F. 1*Dk*(*ptIrn-ptStl*)	4575 4263 2832	✠100A1 8,39 ✠LMC MS9,37 BS11,39	Cff	*y*	CL 7,38	1912 5mo *Lloyd*'*sA&CP*	Ropner& Sons,Ld. Stockton	C.Strubin&Co.Ld. *CellDBa*127'*uE*24'*f*167'1046t *FPT*157t *APT*184t	379·0 391·7(O.L.) P30'B221'F39'	56·0	24·4 FK	London British 6*BHCem*	T.3Cy.26",42"&70"-48" (*s*) 180lb 380NHP 3SB,*9cf*,GS175,HS6012 Blair&Co.Ld.Stockton	26 ″ 9 s3 ″ 9½ 23 ″ 1¾	
70205	**Atlantico** (*ex*Skramstad) Wireless 1*Dk*&*Spardk*	1076 — 709					1904	Framnes Mek.Værks Sandefjord	Soc.Anon.NavegaçãoParana SantaCatharina	231·7 H80*t*	35·2	20·5	R.Janeiro Brazilian *WB*	T.3Cy.16½",27"&44"-33" 111NHP NylandsVærksted,Oslo		V
70206 791 SVFV	**Atlanticos** (*ex*Maryland-35, *ex*WarNoble) ssBly.No.3-1,35 2*Dks*(*Stl*)	5446 4903 3367	✠100A1 Examined 2,41 NYk BS3,40 ✠LMC1,35 ✠NE20*refitted*1,35	~~Rot~~	*z*	CL 3,40	1919 3mo *Lloyd*'*sA&CP*	JCoughlan &Sons Vancouver, B.C.	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*) 1*Intermediate BH in fore hold dispensed with* *DB*368'1274t*FPT*131t*APT*269t	410·5 P44'B115'F47'	54·1	27·5 FK	Piræus Greek *ptCen* 6*BH only*	T.3Cy.24",39½"&67"-48"(*s*) 190lb 510NHP 3SB *9cf*,GS189,HS8008 FD N.E.MarineEng.CoLdNwc	29 ″ 9 s5 ″ 9¾ 24 ″ 2	
70207 HRBL	**Atlantida** Ⓟ ssNOs.No.3-2,37 2*Dks*(*Stl*) (*Weather dk*-teak s)& *2 lower dks sparred for fruit cargo* *Ref.Mchy.*	*4191* *3565* *2476*	✠100A1 *withfreeboard* 2,41 ~~1,39~~ ~~11,40~~ ~~BS3,39~~ ✠LMC2,37 ✠Lloyd'sRMC1,40 for temp. 50° F. *Fitted for oil fuel* 5,24 *F.P. above* 150° F. *Lower Decks for Fruit Cargoes*	NYk 2,41 ~~BS5,40~~	*w*	OG ~~6,38~~ 6,40	1924 5mo *Lloyd*'*sA&CP*	Workman, Clark&Co.Ld Belfast	StandardNavCorp. (StandardFruit& S.S.Co.*Mgrs.*) *CellDBa*93'*uE*20'*f*119'300t *FPT*78t*APT*52t	350·6 F36'	50·3	29·5 FK	Ceiba Honduran 6*BHCem*	T.4Cy.27",44"&(2)54"-45" 200lb (*s*) 669NHP 4SB,*16cf*,HS10548 FD Wrkman,Clark&Co.Ld.Bel	31 ″ 6 s11 ″ 6 20 ″ 4	
70208 8362 SMBN	**Atlantides** (*ex*Svolder-39) D.F. *CruiserStern* *OilEng.* *Longitudinal framing* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	*9650* *8906* *5963*					1939	Sir J.Laing &Sons,Ld. Sunderland	RederiA/B Atlantides (C.L.Schönmeyr)	482·7 P102'F32'	68·3	36·2	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 4Cy.26¾"-91¼" 833NHP Wm.Doxford&Sons,LdSld		N
70209 135497 GLTM	**Atlantis** Ⓟ (*ex*Andes) TrpSc *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks*&1*ptDk*	15135 10221 8529					1913	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld.	570·3	67·3	33·3	Liverpool British *WB*	T.8Cy(2)27",(2)42"&(4)49" -51"&1L.P.Turbine Harland&Wolff,Ld.Bel.		
70210 214459 WSCH	**Atlas** (*ex*Sunoil) ssBal.2ndNo.3-11,39 ~~ssNYk.No.3-6,37~~ ~~NYk.No.2-36~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7137 — ~~4408~~	✠100A1 7,40 ~~6,39~~ BS7,40 ✠LMC11,39 *Carrying Petroleum in bulk* *Fitted for oil fuel*12,16 *F.P. above* 150° F.	NYk Bal	*b*†	CL ~~10,39~~ 7,40	1916 10mo	W Cramp& SonsS&EBCo Philadelphia A&CP	Socony-Vacuum OilCo.Inc. *Cell DBuE&B*61' 234t *FPT*246t*APT*49t	430·0 446·0(O.L.) P116'B36'F49'	58·2	33·3 FK	NewYork Utd.States 15*BHptCem* (10 *to U dk* 5 „ *2nd* „)	T.3Cy.27",45½"&76"-51" (*r*) 190lb 565NHP 3SB,*9cf*,GS185,HS8095 FD W.Cramp&SnsS&EBCPhl	33 ″ 4 s6 ″ 6 27 ″ 0½	
70211 HPHV	— (*ex*PanAmerican-37, *Fitted for oil fuel* *ex*Willpolo-33,*ex*Yaphank) D.F. Sub.Sig. 2*Dks*	4810 — 3036					1919	Downey S.B.Corp. Arlington, N.Y.	Soc.Anon. Maritime et Commerciale	386·8 P40'B110'F40'	52·2	27·4	Panama Pnamanian *WB*	T.3Cy.27",40"&70"-48" 339NHP DowneyS.B.Corp. Arlington,N.Y.		RV
70212 667 SVCL	— (*ex*Irini-35,*ex*ConradMohr) ssRot.2ndNo.3-2,33 ssAnt.No.1-38 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	4008 3699 2055	✠100A1 4,40 BS9,39 ✠LMC6,38 *CarryingPetroleum in bulk*	Pir	*w*	CL 4,40	1909 7mo *Lloyd*'*sA&CP*	R.Craggs& Sons,Ld. Middlesbro'	Soc.Anon.HelléniqueMaritime "Transpetrol" (A.Romano&A.H. Behar,*Mgrs.*)	345·0 P97'B25'F44' *CellDBuE&B*75'223t*APT*201t	48·0	28·5 FK	Piræus Greek 12*BHCem*	T.3Cy.25",41⅝"&67"-45" (*s*) 180lb 326NHP 2SB(Spt),*8cf*,GS144HS5014 N.E.MarineEngCoLd.Nwc	28 ″ 9 s5 ″ 3¾ 23 ″ 7	
70213 DOKG	— D.F. Sub.Sig. *Cruiser Stern* 2*Dks*	2297 2042 1311					1927	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	287·0 F26'	46·0	23·2	Bremen German *WB*	T3Cy$19\frac{11}{16}$"31½"&50⅜"-$35\frac{7}{16}$" & 1 low pressure Turbine 180NHP A.G."Weser,"Bremen		G
70214 1337 IBBD	— D.F. *Fitted for oil fuel* *CarryingOil in bulk* 1*Dk*&*Spar dk*	2005 1740 1128					1898	Delaware RiverCo. Chester,Pa.	Ditta G.M.Barbagelata	263·4 254·3	40·3	20·0	Genoa Italian	T.3Cy.21",34"&56"-42" 203NHP Delaware RiverCo.Chester		I
70215 OHXZ	— (*ex*Caristen-35,*ex*Oder, *ex*CarboII,*ex*Bylgia) ssSkm.No.3-9,12 1*Dk*(*Stl*)&*deep framing* Wireless D.F.	1098 950 586	✠ 12,19	Cpn	*n*		1901 11mo	Söderhmns Verks.Aktieb Söderhamn	A.Andersson *CellDBa*52'*uE*27' *f*94'296t*APT*40t	238·1 229·5 P16'B61'F22'	34·6	14·3 FK	Mariehmn Finnish 4*BHCem*	T.3Cy.16½",27"&44"-30" 118NHP NE&B*made*98*refitted*01 1SB,*3rf*,GS38,HS2035 NylandsVærksted,Oslo	16 ″ 9	V †
70216 PCVQ	— *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	335 213 163					1938	NVSchpsw Delfzijl v/h Gebr.Sanders Delfzijl	J.Beck VereenigdeNederlandscheScheep	130·4	24·1	8·3	Groningen Dutch *WB*	Oil Engines 4S.C.SA 4Cy. AppingedammerBrons Motorenfb.N.V		C
70217 26272 JAPD	**Atlas Maru** ssKob.No.3-7,31 ssKob.No.2-40 ~~ssKob.No.1-35~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	7347 6856 4481	✠100A1 *Shelter dk* *withfreeboard* 4,40 ~~10,38~~ ~~BS10,39~~ ✠LMC4,40 ~~10,38~~ *Fitted for oil fuel* 8,23 *F.P. above* 150° F	Osa Kob	*a*†	CL ~~10,37~~ 4,40	1920 1mo	Mitsubishi ZosenKaisha Ld.Nagasaki A&CP	OsakaSyosen K.K. *CellDB*358'1165t *DTa*28'1077t	420·0 F47'*onShelter dk* *FPT*108t*APT*95t	56·0	38·5 FK	Osaka Japanese *Cem* 6*BHtoSh dk* 2 „ „ *U* „	T.3Cy.$28\frac{9}{16}$",47"&79"-51" 200lb (*s*) 574NHP 3SB,*9cf*,GS192,HS7726 FD MitsubishiZosenKaisha,Ld	38 ″ 6 s10 ″ 4¼ 28 ″ 4	
70218 LCHW	**Atle Jarl** 1*Dk*	1173 1005 671					1919	Fredrkstad Mek.Værks. Fredrikstad	A/S DetNordenfjeldske Dampskibsselskab	230·5 P20'B62'F26'	36·1	14·9	Trondheim Norwegian *WB*	T.3Cy.16½",26"&44"-30" 106NHP FredrikstadM.V.Frdstad.		N
70219 3959 SKTA	**Atos** (*ex*Uppland,*ex*Marie) ssHbg.2ndNo.3-5,28 ssOsc.No.2-37 1*Dk*(*pt Irn pt Stl*)&*deep framing* *Cargo battens not fitted*	*2161* *1962* *1286*	✠100A1 1,40 BS6,39 ✠LMC6,37	Mmo	*s*	OG 1,40	1902 1mo *Lloyd*'*sA&CP*	Helsingörs Jernsk &Msk Elsinore	Rederi A/B Atos (A.Börjesson) *Intermediate bulkhead in forward hold dispensed with* *Cell DBa & uE*112'*f*120'578t*FPT*58t*APT*44t	291·6 Q20'B70'H120' F35'	42·6	19·1 FK	Hlsngborg Swedish 4*BHCem*	T.3Cy.20¾",35"&57"-39" (*s*) 185lb 270NHP 3SB(Spt),*6rf*,GS113, HS4800 HelsingörsJernsk.&Mskb.	21 ″ 10 s3 ″ 4¾ 18 ″ 7	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref.Trade
70220 131322 GRPX	**Atreus** Ⓟ D.F. 2*Dks*	6546 5558 4133					1911	Scotts'S.B. &E.Co.Ld Greenock	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·5	52·8	32·1	Liverpool British *WB*	T.3Cy.30″,50″&83″–60″ 534NHP Scotts'S.B.&E.Co.Ld.Grk.		BT till 2,41
70221 PCVX	**Att-S** *OilEng.* *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	466 351 252	✠100A1 1,41 ~~8,39~~ ✠LMC8,37 ✠LMC(M)3,39	Rot Liv	*g*	3,39	1937 8mo	NVBoele's Schpsw&Mch Bolnes *Lloyd*'sA&CP	N.V.Zeevaart Maats.Holland-Engeland(RotterdamscheKustvaart Centrale,NV*Mgrs*)	160·4 168·9(O.L.) Q44'F21' *CellDB*107'127t	26·4	10·0 FK *FPT*	Rottrdam Dutch 3*BHptCem* 48t*APT*11t	Oil Engines 4S.C.SA 8Cy.11″–17$\frac{11}{16}$″ 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11″10 s1″2 10″8¾	
70222 136700 MMFP	**Attendant** *Fitted for oil fuel* 1*Dk*	1016 781 500					1914	H.M.Dockyard Chatham	HemsleyBell,Ld. (H.L.R.Bell,*Mgr.*)	200·0	34·2	15·2	London British *WB*	T.3Cy.13″,20″&32″–24″ 50NHP H.M.Dockyard,Chatham		
171/40 70223 135489 MDYZ	— TwinSc *ss*Bel.2ndNo.3–6,37 1*Dk*(*Stl*–teaks)	357 250 120	✠100A1 4,40 BS10,39 ✠LMC6,37	Bel	*e*	CL 4,37	1913 8mo	Harland& Wolff,Ld. Glasgow *Lloyd*'sA&CP	MaletSalvage Syndicate,Ld. *CellDBa*25'*f*47'42	124·7 131·0(O.L.) B19'F18' t*FPT*14t*APT*22t	27·2 28·7	10·8 FK	Liverpool British 5*BHCem*	T.6Cy.10½″,16½″&26″–18″ 180lb (*s*) 91RHP 2SB,4*cf*,GS51,HS1812 Harland&Wolff,Ld.Gls.	11″6 s1″2¼ 10″7¼	
70224	**Attica** (*ex*TaChing–38) TwinSc	1405 — 861					1920	Kiangnan Dk&EngWks Shanghai	G.Stamatelatos	201·2	38·1	11·3	Piræus Greek	T.		
70225 557 SVAF	**Attiki** Ⓟ (*ex*Arakaka,*ex*Grenada) *ss*Pir.3rdNo.3–11.25 1*Dk*(*Stl*)&*Spar dk* (*ptStl*–teaks)&*deep framing*	2561 — 1534	✠ —— 3,31 ✠	Pir	*s*		1896 1mo	A.Stephen &Sons Glasgow	HellenicMediterraneanLinesCo.Ld. *CellDB*	281·5 P29'B152'F30' *a*72'*uE*&*B*40'*f*104'	39·0	14·7 23·2 FK	Piræus Greek 4*BHCem* 355t*APT*18t	T.3Cy.23″,37″&62″–42″ 345NHP 2SB(FD)&1AuxSB2,14 6*cf*,&2*pf*,GS120,HS5247 A.Stephen&Sons,Glasgow	25″6	I †
* 70226 LDOP	**Attila** *OilEng.* *ss*Osl.No.1–35 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	7913 7269 4729	✠100A1 11,38 ✠LMC DBS3,39 *CarryingPetroleum in bulk*	Bom CS4,35 8,36	*c*†	CL N5,39	1930 11mo	Armstrong Whitworth &Co.(Shipbuilders)Ld Newcastle *Lloyd*'sA&CP	Skibs.A/S Varild (Alf.Jakhelln, *Mgr.*) *CellDBuE*59'214t*D*	461·0 P108'B29'F40' *Tf*38'387t*FPT*134	59·8	33·9 FK	Oslo Norwegian 17*BHptCem* (11 *to U dk* 6 ,, *2nd* ,,) t*APT*179t	Oil Engines 2S.C.SA 8Cy.23⅝″–41¾″ 776NHP 2DB*150lb* Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	33″7	
70227 401 IBEJ	**Attilio Deffenu** Ⓟ TwinSc *OilEng.* 2*Dks*4*trB*	3510 2078 2040					1929	Soc.Anon. Ansaldo SestriPnente	"Tirrenia"Soc. Anon.diNav.	324·0 313·6	43·8	21·4	Naples Italian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝″–35$\frac{7}{16}$″ 1170NHP CantOff.Savoia,Crnigliano		I
70228 11597 JATD	**Atuta Maru** Ⓟ TwinSc (*ex*Atsuta Maru–38) D.F. *ss*Yka.2ndNo.3–9,32 *ss*Yka.No.1–37 2*Dks*(*Stl–Uteaks*)*deepframing*&*Web frames Lowerdk*(*Stl*)*inNos.*1&3*holds*	7983 6748 4940	✠100A1 9,40 ~~9,39~~ ✠LMC MS3,37	Yka BS~~9,39~~ 9,40	*d*†	CL ~~9,37~~ 9,40	1909 3mo	MitsuBishi DDks&EWks Nagasaki *Lloyd*'sA&CP	NipponYusenK.K. *CellDBa*13	459·9 P61'B176'F54' 9'*uE*&*B*85'*f*180'16	55·8	34·5 FK	Tokyo Japanese 7*BHCem* 09t*FPT*143t	T.6Cy.25″,41½″&69″–48″(*s*) 200lb 973NHP 6SB,18*cf*,GS338,HS14276FD MitsuBishiD.&E.Wks.Nag *APT*48t	34″6 s8″1¼ 27″1	
70229 14443 JTLH	— (*ex*AtsutaMaru–38) 1*Dk*	496 456 290					1911	Ono Seikichi Osaka	HeianKisenGoshi Kaisha	178·7	22·0	16·9	Hutyu Japanese	T.3Cy.11″,19″&32″–22″ 48NHP OnoSeikichi,Osaka		
70230 43739 JYKL	**Atutasan Maru** (*ex*AtsutasanMaru–38) *OilEng.* D.F. E.S.D. *Ref.Mchy.* 2*Dks* GyC. *CruiserStern*	8663 — 5235					1937	Tama Zosen-Sho K.K. Tama	MitsuiBussan Kaisha,Ltd.	455·1 F35'	62·0	39·5	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$″–55⅛″ 1230NHP TamaZosen-ShoK.K.Tama		C
113/40 70231 VSBD	**Auby** (*ex*Rosario) TwinSc 1*Dk*	636 532 319					1908	Soc.Esercizio Bacini Genoa	SarawakS.S.Co. Ld.	202·2	34·2	9·8	Kuching Sarawak *WB*	T.6Cy.9¼″,16⅛″&25$\frac{3}{16}$″–13$\frac{13}{16}$″ 47NHP Soc.EsercizioBacini,Genoa		V
70232 165169 GSGP	**Auckland Star** TwinSc *OilEng.* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *Cruiser Stern* *Tonnage openings closed* '40	13212 11651 9435	✠100A1 *withfreeboard* 3,40 ✠Lloyd'sRMC3,40	Gls ✠LMC11,39	*i*† 2$\frac{7}{16}$	CL	1939 11mo	Harland& Wolff,Ld. Belfast *Lloyd*'sA&CP *Upper'tween*	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *Duct keel fwd.* *dk BH's,except Col* *CellDB*444'1837t	535·5 555·2(O.L.) P64'B196'F71' *of mchy.space* *lBH,dispensed with* *FPT*165t*APT*185t	70·4	32·1 40·4 FK	Belfast British 8*BHptCem* (*Coll to W dk* 7 ,, *2nd*,,)	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$″–55⅛″ 2463NHP DB*80lb* Harland&Wolff,Ld.Bel.	43″5 s12″8½ 30″11	
70233 857 IBAC	**Auctoritas** (*ex*AnsaldoSavoia Primo) D.F. 1*Dk*	5228 4480 3259					1918	Cant.Offic. Savoia Cornigliano	Soc.AnonIndustriaArmamento	395·8 378·0 P37'B113'F33'	51·7	27·8	Genoa Italian *Wb*	T.3Cy.26″,42½″&69$\frac{7}{16}$″–39⅜″ 305NHP Cant.Nav.Riuniti,Ancona		CI
70234 1720 IKLQ	**Audace** (*ex*Royal) Sub.Sig. 1*Dk*&*Spar dk*	1459 — 889					1892	Akt.Ges. "Neptun" Rostock	IgnazioMessina &C.	249·2 240·0 P&B188'F26'	36·1	19·8	Genoa Italian *Wb*	T.3Cy.16⅛″,25⅝″&41¾″–31½″ 98NHP A.G."Neptun,"Rostock		I
70235 148704 MNLF	**Audacity** *ss*Lon.No.3–7,38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	589 444 242	✠100A1 2,39 BS8,39 ✠LMC7,38 *CarryingPetroleum in bulk*	Goo	*h*	CL ~~1,39~~ 9,40	1925 11mo	G.Brown &Co.Ld. Greenock *Lloyd*'sA&CP	F.T.Everard& Sons,Ld.	172·8 Q64'F26' *DTf*11'32t*FPT*36t	26·7	12·7 FK	London British 8*BHptAsp* *APT*29t	T.3Cy.13½″,22″&36″–24″ (*s*) 180lb 99RHP 1SB,3*cf*,GS66,HS2064 W.Beardmore&Co.Ld. Coatbridge	12″6 s1″0½ 11″7½	
70236 147260 GKMJ	**Auditor** *ss*Mch.No.3–8.37 2*Dks*(*Stl*)	5444 5101 3427	✠100A1 ~~3,40 7,39~~ 6,41 ✠LMC MS8,37	Liv Lon BS~~7,39~~ 8,40	*z*	CL N8,37	1924 6mo	C.Connell &Co.Ld. Glasgow *Lloyd*'sA&CP	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB*351'1118t*D*	410·0 424·2(O.L.) P37'B138'F52' *Ta*31'850t *FPT*52t	52·3	30·6 FK	Liverpool British 8*BHCem* 1 ,, *to 2nd dk* *APT*22t	T.3Cy.24½″,42½″&72″–54″(*s* 215lb HS9339 538NHP 2DB&1SB,15*cf*,GS281, Dunsmuir&JacksonLdGls.	32″11 s6″2¾ 27″0½	
70237 LCHY	**Audun** Wireless D.F. 1*Dk*	1304 1134 742					1925	Stavanger Stöberi&Dok Stavanger	D/S A/S Audun (Bertrand Marcussen)	242·8 P51tH64t	37·3	16·0	Askeröy Norwegian *WB*	T.3Cy.17½″,28½″&48″–39″ 144NHP StavangerStöberi&Dok		N
70238	**Augsburg** (*ex*NorthwesternMiller) *ss*Ham.2ndNo.3–2,39 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Tonnage opening closed*1919 3*trB inNo.*1*hold*	6512 4737 4095	✠100A1 *Shelter dk* *withfreeboard* 6,39 ✠LMC MS2,39	Ham BS5,39	*a*†	CL 2,39	1915 3mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd*'sA&CP *Cell DBa*146'	~~Wm.H.Muller&Co.N.V.~~ *uE*33'*f*172'1230t*D*	419·8 F34'*onShelter dk* *Ta*35'955t*FPT*110t	53·4	36·1 FK	~~Dutch~~ 7*BHCem* *APT*125t	T.3Cy.29″,49″&80″–54″ (*s*) 180lb 682NH 3SB,12*cf*,GS234,HS10300FD Richardsons,Westgarth& Co.Ld.Hpl.	39″0 s11″0½ 28″3	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert
70239 DCIO	**August** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	400 314 197					1936	Frd.Krupp Germaniawft A.G. Kiel	Sartori&Berger	156·7 P78'F16'	26·7	10·5	Kiel German *WB*	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{8}$"–$19\frac{11}{16}$" 121NHP Fr.KruppGermaniawftAG		G
70240 DCHC	**August Blume** *Mchy.Aft* 1*Dk*	744 618 408					1922	C.Pape G.m.b.H. Bodenwerder	**AugustBlume** **(R.Bornhofen,** *Mgr.)*	192·6 len27	27·9	13·2	Rendsbrg German *WB*	T3Cy$16\frac{3}{16}$"$27\frac{3}{16}$"&$41\frac{3}{8}$"–$19\frac{11}{16}$" E*made*92,*refitted*23 75NHP F.Schichau,Elbing		G
70241 DJSW	**August Bolten** D.F. 1*Dk* *CruiserStern*	3665 3289 2078					1936	Neptun- werftRostock G.m.b.H. Rostock	**Aug.BoltenWm.** **Miller'sNachf.**	363·1 P238'F27'	51·7	22·1	Hamburg German *WB*	T.3Cy.$20\frac{7}{8}$",$33\frac{7}{8}$"&$54\frac{5}{16}$"– $35\frac{7}{16}$" & exhaust turbine HS4090 328NHP NeptunwerftRostock G.m.b.H.,Rostock		G
70242 DMAD	**August Cords** *Mchy.Aft* 1*Dk*	900 772 497					1910	Akt.Ges. "Neptun" Rostock	**Aug.Cords.**	231·3 P&B177'F25'	33·8	12·0	Rostock German *WB*	T.3Cy.$14\frac{3}{8}$",$24\frac{3}{16}$"&$38\frac{5}{8}$"–$26\frac{3}{4}$" 77NHP A.G."Neptun,"Rostock		G
70243 DNAH	**August Schultze** Sub.Sig. D.F. 2*Dks*	2452 2144 1505					1921	Nordd. WrftG.m.b.H. Weser- münde-G.	**Oldenbrg-Portug.** **Dmpfsch.Rhed.** **A.G.**	278·4 P31'B79'F36'	40·4	23·7	Oldenburg German *WB*	T 3Cy.$22\frac{4}{5}$",37"&$57\frac{1}{10}$"–$35\frac{2}{5}$" &LPTurbine 254NHP BremerVulkan,Vegesack		G
70244 215870 WTLC	**August Ziesing** *ss*Clv.No.3–37 GyC. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft*	7969 7916 6143	✠100A– 1,41 BS1,41 ✠LMC3,37 *For Service on the Great Lakes*	Cgo Clv			1918 4mo	Gt.Lakes Eng.Works Ecorse,Mich.	**PittsburghS.S.Co.** *CellDBuE&B*63' *f& inside tanks*	580·0 F54' 467'6510*t* *FPT*280*t*	60·0	27·9 FK	D'luthMin. Utd.States 4*BH* *APT*60*t*	T.3Cy.$24\frac{1}{2}$",40"&65"–42"(*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FL Gt.LakesEngWks.Ecorse	32 " 0 s10 " $8\frac{1}{2}$ 21 " $6\frac{1}{4}$	
70245 1267 IBED	**Augusta** (*ex*Durham) *ss*Gen.2ndNo.3–3,31 *ss*Gen.No.2–39 *Ref.Mchy* 2*Dks*(*Stl*)&*deep framing&* D.F. *Shelter dk*(*Stl*)	5702 5220 3484	✠100A1 *Shelter dk* *withfreeboard* 12,39 ✠LMC BS12,39 MS3,39 ✠Lloyd'sRMC1,40	Gen	*a*†	CL 12,39	1904 11mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle *'sA&CP*	**A.Zanchi** *CellDBa*100'*u*	434·5 420·0 *E*30'*f*195'911*tFPT*	54·0	28·6 FK	Genoa Italian 7*BHCem* 139*tAPT*15*t*	T.3Cy.$28\frac{5}{8}$",47"&78"–54" (*s*) 180lb 518NHP 3SB,9*cf*,GS183,HS6759 FD N.E.MarineEngCoLd Nwc	31 " 9 s5 " 0 27 " 0	
70246 FPJT	**Augustin Le Borgne** (*ex*Rensfjell) 1*Dk*	1128 967 669					1918	Akers Mek.Værks. Oslo	**Cie.C.LeBorgne**	225·2 P18'B56'F24'	36·3	15·7	Rouen French *WB*	T.3Cy.17",29"&47"–33" 150NHP AkersMek.Værks.Oslo		V
70247 PCWA	**Augustina** **TwinSc** *ss*HKg.No.3–7,40 *OilEng.* *Mchy.Aft* ~~*ss*Bat.No.2–35~~ D.F. E.S.D. 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	3110 2277 1626	✠100A1 7,40 ~~11,38~~ ✠LMC CS7,40 DBS~~10,37~~7,40 ~~4,37~~7,40 *CarryingPetroleum in bulk*	Bat HKg	*t* 2	CL 10,39	1927 7mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *'sA&CP*	**Nederl.Indische** **Tankstoomboot** **Maats.** *Cell*	305·1 P86'F46' *Trunk dk*173' *DBuE*53'104*tFPT*	50·2	19·3 FK	TheHague Dutch 12*BHptCem* 72*tAPT*59*t*	Oil Engines 4S.C.SA 12Cy.$18\frac{3}{8}$"–$35\frac{7}{16}$" 379NHP DB*150lb* Hwthrn,Leslie&C.Ld.Nwc	19 " 3 s1 " $9\frac{1}{2}$ 17 " $7\frac{1}{2}$	
70248 EEBI	**Augusto** **Steel&Iron** (*ex*JaimeD'Urgell, *ss*Got.2ndNo.3–5,09 *ex*Norden) 1*Dk*2*trB* *Well deck* *Floors,Beams&Keels onIrn*	685 — 334	✠ 6,14	Got	*j*		1885 9mo	Boolds, Sharer&Co Sunderland	**VicenteBlay** **Navarro** *D*	171·4 P118'H34*t*F21' *Ba*37'*f*24'75*t* *FPT*	25·9	14·8 BK$7\frac{1}{2}$"	Valencia Spanish 4*BHCem* 30*tAPT*25*t*	C.2Cy.27"&50"–36" NDB00 122NHP 1SB,3*pf*,GS49,HS2090 Carr&Co.(Ld.)Sld.	15 " 3	
70249 1485 IBFD	**Augustus** Ⓟ **QuadSc** *OilEng.* GyC. *ss*Gen.No.2–36 *Ref.Mchy.* 4*Dks*(*Stl–Weather dk* teak s) D.F. 5*th*&6*th Dks*(*Stl*)*in holds* 7*th Dk*(*Stl*)*inNo.*1*hold*	30418 19447 17970	✠100A1 *withfreeboard* 5,39 ✠LMC CS11,36 DBS12,39 7,35 ✠Lloyd'sRMC~~12,39~~ 5,40	Gen	*s*†	CL SaN 9,37 *sf*1,39 Pa8.38 P*f* 12,37	1927 11mo *Lloyd*	Soc.Anon. Ansaldo Cant.Nav. SestriPonnte *'sA&CP*	**"Italia"** **Soc.Anon.diNav.** *CellDB*	710·9 664·7 B404'F66' 579'4514*t* *DTa*213*t*	82·8	46·5 FK	Genoa Italian 11*BHptCem* *DTsf*714*tF*	Oil Engines 2S.C.DA 24Cy.$27\frac{9}{16}$"–$47\frac{1}{4}$" 6368NHP 2DB*170lb* Cant.OfficineSavoia,Genoa *PT*200*tAPT*218*t*	51 " 6 s21"$6\frac{1}{4}$ 30 " $2\frac{1}{4}$	
70250 200883 WNWL	**Augustus B. Wolvin** *Mchy.Aft* GyC. D.F. 1*Dk*	6585 — 5311					1904	American S.B.Co. Lorain,O.	**InterlakeS.S.Co.** **(Pickands,Mather** **&Co.***Mgrs.*)	540·0	56·0	32·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.$18\frac{1}{2}$",$28\frac{1}{2}$",$43\frac{1}{2}$"&66"– 42" 282NHP AmericanS.B.Co.Clv.O.		R
70251 LCDW	**Augvald** (*ex*Torrey) *Fitted for oil fuel* 1*Dk&Shelter dk* *Cruiser Stern* *Longitudinal framing*	4811 4403 2859	✠ ... 1,25 ✠				1920 11mo	AM'Millan &Son,Ld. Dumbarton	**Skibs A/S Corona** **(H.M.Wrangell&** **Co.A/S,***Mgrs.*)	400·4	52·6	25·7 FK	Haugesnd Norwegian *WB*	T.3Cy.27",44"&73"–48" 444NHP J.G.Kincaid&Co.Ld.Grk.	28 " 3	N †
70252 145126 MKLC	**Auk** *ss*Lon.No.3–2,33 E.S.D. *ss*Lon.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter* *dk*(*Stl–ws*)	1338 985 612	✠100A1 *Shelter dk* *withfreeboard* ~~3,40~~ ~~2,36~~ 2,41 [illegible] ✠LMC11,37 *Fitted for oil fuel* 7,24 *F.P. above* 150° F.	Lon ~~Alx~~ Grk BS3,41	*p* ~~Liv~~	CL 2,39	1921 1mo *Lloyd*	Bow,Mc- Lachlan&Co. Ld. Paisley *'sA&CP*	**GeneralStm.Nav.** **Co.Ld.** *CellDBf*161'255*t*	250·1 *FPT*20*tAPT*18*t*	37·1	14·0 FK	London British 4*BHCem* (2 ,, *toSh dk* 2 ,, 2*nd* ,,)	T.3Cy.22",35"&57"–39" (*s*) 180lb 273NHP 2SB,6*cf*,GS126,HS4939 Bow,McLachln&CoLdPsy	16 " 6 s " 2 16 " $5\frac{1}{2}$	
70253 LDOE	**Aun** D.F. 1*Dk*	1908 1680 1137					1930	Smith's DockCo.Ld. Middlesbro'	**A/S FinnJohnsens** **Rederi(Finn** **Johnsen,***Mgr.*)	270·6 P58*t*H79*t*	43·0	18·6	Bergen Norwegian *WB*	T.3Cy.19",31"&52"–36" 162NHP Smith'sDockCo.Ld.Mdb.		N
70254 OHHO	**Aune H.** (*ex*Graafjeld–33,*ex*Ruth, *ex*Mizar) D.F. 1*Dk*	1988 1859 1200					1905	Bonn& Mees Rotterdam	**Laiva O/Y AuneH.** **(W.Hacklin,***Mgr.*)	292·6 281·2 F28*t*H82*t*	38·9	19·4	Björnebrg Finnish	T.3Cy.21",35"&57"–39" 202NHP Maats. deSchelde,Flushing		N
70255 FOJV	**Aunis** **TwinSc** 1*Dk*	491 421 198					1899	DelaBrosse &Fouché Nantes	**Marseille** **Maritime** **(Obadia,Hassoum** **& Bonifacio,***Mgrs*)	165·6 Q28'H47'RFD28'	24·4	12·6	Marseilles French *WB*	O.4Cy.$17\frac{3}{4}$"&$29\frac{15}{16}$"–$16\frac{1}{2}$" NB17 61NHP DelaBrosse&Fouché,Nts.		V
70256 OHHU	**Aura** (*ex*Tenbury–33, *ex*Löwenburg) *ss*Shl.2ndNo.3–12,31 *ss*Hfs.No.2–39 1*Dk*(*Stl*)&*Spar dk*(*Stl*) D.F. &*deep framing*	4763 — 2919	✠100A1 *Spar dk* 7,40 ~~7,39~~ ✠LMC MS7,39 BS2,40	Hfs BA	*y*	CL 7,39	1907 7mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *'sA&CP*	**Rederi A/B** **Atlanta** **(BirgerKrogius,** *Mgr.*) *CellDBa*128'*uE*	411·1 398·2 P48'B116'F48 22'*f*180'1082*t* *FPT*	52·6 54·1	24·9 FK	Helsingfrs Finnish 6*BHCem* 65*tAPT*45*t*	T.3Cy.25",$42\frac{1}{2}$"&70"–48" (*r*) 180lb 403NHP 2SB,6*cf*,GS121,HS5356 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	27"10 s5"$10\frac{1}{4}$ 22 " $2\frac{3}{4}$	
70257																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
70258 OHHS	**Aura** (*ex*Mary–33,*ex*Grovehill) D.F. 1*Dk*	1912 1686 1129					1908	Irvine'sSB &D.D.Co.Ld. W Hartlepool	LaivaO/Y Ansio (MeritoimiO/Y, *Mgrs.*)	289·2 P29'B66'H78tF27'	40·4	17·9	Åbo Finnish *WB*	T.3Cy.20¼",33"&54"–36" 175NHP MacColl&Pollock,Ld.Sld.		C
70259 147277 GFLY	**Aurania** Ⓟ TwinSc ssLiv.No.3–2,37 2*Dks*(*Stl*)&*Shelterdk*(*Stl*–ws) 3rd*Dk*(*Stl*) *in holds except in Nos.* 4 & 5 *Ref.Mchy* E.S.D. D.F. Sub.Sig. GyC.	13984 10732 8323	✠100A1 *Shelter dk* *withfreeboard* 1,39 BS1,39 ✠LMC1,36 Lloyd'sRMC1,39 No. 5 after chamber & No. 6 hold for temp. 35° F. No. 5 port & starboard chambers for temp. 18° F. *Fitted for oil fuel* 9,24 *F.P. above* 150° F.	Lon	*h*†	CL r3,38 s1,39	1924 9mo *Lloyd*'sA&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CunardWhite Star,Ld. *Cell*	519·7 B&F on *Shltr dk*425' *Prom.dk*266' FK *DB*450'1788t*DT* *f*51'1456t *Tanks in way of tunnels* 382t*FPT*106t*APT*57t	65·3	39·2	Liverpool British *pt Cem* 10*BH to* *Shelter dk*	4SteamTurbinesDRgeared to 2 Sc. Shafts (*r*) 220lb 1663NHP 2D&2SB,*24cf*,HS19944 FD WllsndSlpwy.Co.Ld Nwc.	43 ″ 0 s 11 ″ 10½ 31 ″ 6¾	
70260 ESCB	— (*ex*Jokkmokk, *ex*Eva) *Well deck* ssGot.4thNo.3–5,40 ~~ssHbg.3rdNo.3–5,27~~ ~~ssHbg.No.2–36~~ 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1341 1022 775	✠100A– 5,40~~5,39~~ ✠NB3,14 ✠LMC5,40 ~~MS5,36~~ ~~BS5,39~~	Tln Got	*o*	OG ~~5,38~~ 4,40	1889 7mo	Strand SlipwayCo Sunderland A&CP	Treikelder&Co. (O.Treikelder, *Mgr.*) *CellDB*192'	242·0 250·6(O.L.) P29'Q59'B48'F33' BK8" 422t *FPT*65t *APT*18t	34·9	14·9	Tallinn Estonian 4*BHptAspd* *pt Cem*	18½" T.3Cy.~~18~~,30"&49"–33" (*s*) 160lb 85*lb* NDB07 128NHP 1SB,*3pf*,GS54,HS1760 NE.MarineEng.Co.Ld.Sld.	17 ″ 6 s 1 ″ 5½ 16 ″ 9	
70261 1187 IBHD	**Aureola** (*ex*Nafta,*ex*Haliotis) 3Mst ssSng.No.3–10,10 *Mchy.Aft* ssH.Kg.No.2–18 1*Dk*(*Stl*)&*Webframes* *CarryingPetroleum in bulk* *Fitted for oil fuel*	1833 1320 1130	✠ 9,22 ✠	HKg	*p*		1898 8mo	Armstrong &Co Ld. Newcastle	NaftaSoc.Italiana pelPetrolio ed Affini	248·6 242·0 P35'F37' FK *FPT*101t	40·2	19·3 17·3	Genoa Italian 10*BHCem* *APT*39t	C.2Cy.30"&63"–39" NDB01 217NHP 2SB,*6pf*,GS123,HS3734 WllsndSlpwy.Co.Ld.Nwc.	17 ″ 4	I †
70262 153734 MLLG	**Auretta** ssCff.No.1–40 D.F. 1*Dk*&*Shelter dk* Sub.Sig. *CruiserStern*	~~4564~~ ~~4245~~ ~~2766~~ 4571 4245 2766	✠100A1 *withfreeboard* ~~3,41~~ ~~3,39~~ 3,41 ~~BS1,40~~ ✠LMC~~9,35~~ 1,40	Rot ~~Shl~~Hpl	*z*	CL ~~12,39~~ ~~1,40~~ 2,41	1935 9mo *Lloyd*'sA&CP	Burntislnd S.B.Co.Ld. Burntisland	W.H.Cockerline &Co. *CellDB*349'1283t	412·0 424.0(O.L.) F40' FK *FPT*109t*APT*159t	56·0	25·1	London British 6*BHCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	T.3Cy.21",33"&62"–42" & exhaust turbine driving steam compressor 333NHP 220lb 220*lb* (*s*) FD 2SB(Spt),*6cf*,GS81,HS3300 D.Rowan&Co.Ld.Gls.	27 ″ 7 s 2 ″ 10½ 24 ″ 11½	
70263 FNLN	**Aurigny** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	9589 — 6028	✠Lloyd'sRMC~~2,40~~5,40 ~~No. 5 hold & 'tween dks. for temp. 32° F.~~				1918	Forg.&Ch. de la Médit. LaSeyne	ChargeursRéunis	481·6 B262'F56'	58·2	27·2	Havre French *WB*	T.6Cy.25⅜",42½"&70"–48" 689NHP F.&C.de la Médit.Msl.		V
70264 167814 ~~FNND~~ GMXM	**Aurillac** *Well deck* 1*Dk*	4733 3620 2467	✠ ... 7,22 ✠				1921 12mo	W.Pickersgill&Sons,Ld Sunderland	Ministry of Shipping(BritishContinentalCoal&InvestmentsCo.Ld.*Mgrs.*)	364·3 P18'Q128'B68'F28' FK	52·8	24·3	~~LaRochelle~~ ~~French~~ Cardiff *WB* British	T.3Cy.23½",38"&64"–42" 347NHP Armstrong,Whitworth& Co.Ld.Nwc.	26 ″ 8	V †
70265 164463 GYDJ	**Auris** *OilEng.* ssCff.No.1–39 E.S.D. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* D.F. *Cruiser Stern* *Longitudinal framing at bottom & at deck*	8030 7243 4783	✠100A1 4,40 ✠LMC CS2,40 DBS7,39 7,39 *CarryingPetroleum in bulk*	Cff	*c*†	CL 9,38	1935 5mo *Lloyd*'sA&CP	Cantieri RiunitiDell' Adriatico Monfalcone	Anglo-Saxon PetroleumCo.Ld.	465·2 483·5(O.L.) P93'B47'F48' FK *CellDBuE*64'161t	59·4	33·9	London British 15*BH* *DTf*25'272t	Oil Engines 4S.C.SA 8Cy.25 9/16"–55⅛" 502NHP DB180*lb* N.V.Werkspoor,Ams. *FPT*139t*APT*85t	34 ″ 0 s 6 ″ 9 27 ″ 5½	
70266 219954 KERX	**Aurora** (*ex*MillerCounty) *OilEng.* ssPhl.No.3–11,33 ssNYk.No.1–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. GyC. *Longitudinal framing*	7050 3269 4339	100A1 ~~4,40~~ ~~5,39~~ 4,41 ✠NE23 ✠LMC4,40 DBS~~4,40~~4,41 *CarryingPetroleum in bulk*	NYk ~~Bal~~ LAn	*b*†	CL 5,39	1920	Baltimore D.D.&S.B.Co. Baltimore, Md.	Socony-Vacuum OilCo.Inc. *CellDBuE & B*54'548t	431·0 P105'B36'F38' FK *DTf*40'456t *FPT*232t	59·2	33·3	NewYork Utd. States 17*BHptCem* (13 *to U dk* 4 ,, 2*nd* ,,) *APT*102t	Oil Engines 2S.C.SA 4Cy.22 13/16"–91¼" 640NHP DB200*lb* SunS.B.&D.D.Co.ChestrPa	33 ″ 4	
70267 840 OFDI	— *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk.* *Ref.Mchy.* 3*rd dk except in No.* 5 *hold* *Strengthened for navigation in ice* *CruiserStern*	4956 4017 2601	✠100A1 *withfreeboard* 4,40 ✠LMC12,38 ✠Lloyd'sRMC~~3,40~~ 5,41 for temp. 36° F.	Lkr	*z*	CL	1938 12mo *Lloyd*'sA&CP	Crichton- VulcanA/B Åbo	RederiA/B Atlanta (B.Krogius,*Mgr.*) *CellDB*325'1154t	404·2 427·2(O.L.) FK *FPT*84t*APT*s188t	54·7	23·7	Helsingfrs Finnish 6*BH* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 8Cy.28⅜"–51 3/16" 1116NHP DB57*lb* Fr.KruppGermaniawftAG Kiel	27 ″ 9 s 2 ″ 4¾ 25 ″ 5	
70268	— (*ex*Margaritis–39, *ex*Fotinia–32, ssRou.2ndNo.3–5,39 *ex*[illegible]) *Now* "Eizan Maru," *see No.* 91004 *in Supplement* 1*Dk*(*Stl*)	4584 4372 [illegible]42	✠100A1 2,40 ✠LMC5,39	Pld	*y*	CL 5,39	1913 7mo *Lloyd*'sA&CP	W.Pickersgill&Sons,Ld Sunderland	Wallem&Co. *CellDBa* 134'*uE&B*43'*f*	383·0 P36'B221'F37' FK 164'1270t *FPT*217t	51·7	26·6	Panama Pnamanian 6*BHCem* *APT*125t	T.3Cy.26",42"&71"–48" (*s*) 180lb 431NHP 3SB,*12pf*,GS198,HS7363 G.Clark,Ld.Sunderland	29 ″ 6 s4 ″ 6½ 25 ″ 3	
70269 PCWG	— ssAms.No.3–4,32 ssAms.No.2-40 ~~ssAms.No.1–36~~ 1*Dk*(*Stl*)*pt Awng dk*(*Stl*) &2*nd dk*(*Stl*)*in aft hold*	1695 1135 1019	✠100A1 *pt Awng dk* *withfreeboard* 10,40~~2,40~~ ~~BS2,40~~ ✠LMC~~8,38~~ ~~*Fitted for oil fuel* 12,30 *F.P. above* 150° F.~~	Ams Bry BS4,41 MS4,40	*p*	CL N8,39	1920 2mo	Rotterdam Droogd.Maat Rotterdam A&CP	Konink1.Nederl. Stoomb.Maats. *CellDB*	245·2 Q83' *pt Awng dk*163' FK 205'349t *FPT* 30t	37·3	15·8	Amstrdam Dutch 4*BHCem* *APT*43t	T.3Cy.17½",28"&47"–36" (*s*) 180lb 175NHP 2SB(Spt),*4cf*,GS75, HS2514 FD RotterdamDroogd. Maats.Rot.	17 ″ 10 s 7 ″ 3 17 ″ 9	
70270 478 IKNA	— (*ex*Rondo) ssNap.2ndNo.3–12,14 *Well deck* 1*Dk*(*Irn*)&*Webframes*	1224 873 709	✠ 3,20 ✠NB7,05 ✠	Nap	*n*		1889 10mo	T.&W. Smith N.Shields	A.Lauro	232·9 225·2 BK8" Q75'B104'F28' *WB*=*DBa*59'*f*90'	31·7	14·6	Naples Italian 4*BHCem* 272t*APT*40t	T.3Cy.16½",27"&44"–33" 112NHP 1SB,*3pf*,GS52,HS1686 J.P.Rennoldsn&Sns,S.Shl.	16 ″ 8	I †
70271 EEBM	— Iron (*ex*Parayas,*ex*Dione) ssSld.No.2–78 1*Dk*	693 341 351	✠ 10,80	Fal			1868 3mo	Richardsn, Duck&Co. Stockton	Cia.Nav.Vapor "Aurora"(José& Juan deGoyoaga)	191·8 Q20tB13t *DBa*28'*f*45'	27·6	13·7	Bilbao Spanish 4*BHCem*	C.2Cy.28½"&53"–33" NE&B79 134NHP Blair&Co.Ld.Stockton	17 ″ 9	
70272 PUNK	— ssMob.No.3–11,33 ssRio.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* Wireless	423 369 227	✠100A1 ~~4,40~~ ~~12,39~~ 2,41 ✠LMC MS9,37 BS~~11,38~~2,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Rio	*f*	CL 11,38	1921 10mo *Lloyd*'sA&CP	I.J.Abdela &Mitchell,Ld Queensferry	Cia.deNavegacão Shell-Mex do Brasil	140·5 F16' FK	27·6	10·9	R.Janeiro Brazilian 9*BHCem* *APT*15t	C.2Cy.15½"&32"–24" (*s*) 130lb 59NHP 1SB,*2cf*,HS1135 I.J.Abdela&Mitchell,Ld. Brimscombe	11 ″ 6	
70273 65 YLCC	**Auseklis** (*ex*Hochland) 1*Dk*	1309 1120 720					1914	Nevsky- Werft Leningrad	LatvianS.S.Co. "Austra"Ld. (M.Kalnins,*Mgr.*)	225·9 P109'B12'F39'	36·0	17·0	Riga Latvian *WB*	T3Cy.16⅜",26⅝"&42 9/16"–30 9/16" 102NHP Nevsky-Werft,Leningrad		G
70274 112 YLBK	**Ausma** (*ex*Trinacria,*ex*Prussia, *ex*CharlotteBlumberg, ssBkn.No.1–07 *ex*Lewisport) 1*Dk*&*deep framing*	1905 1716 1190	✠ ... 7,09 ✠				1903 9mo	CaledonSB &E.Co.Ld. Dundee	Kugniecibas Sabiedriba"Gaida" (A.Behrsin,*Mgr.*)	279·2 P25'B68'F27' FK	41·0	18·1	Riga Latvian *WB*	T.3Cy.20",33"&54"–36" 191NHP CaledonS.B.&E.CoLd.Dun	20 ″ 7	G †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
70275 113 YLBM	**Ausma** (*ex* Moria, *ex*Amphitrite, Hbg.2ndNo.3-11,14 *ex*Eastgate) *ss*Got.No.2-23 *Well deck* 1*Dk*(*Stl*)2*trB*	1791 1428 1121	✠ 5,28 ✠	Skm	*q*		1889 5mo	T.Turnbull &Son Whitby	"Jura"Shipping Co.Ld.(Fr. Karklins,*Mgr.*)	259·0 P28'Q60'B112' F32' FK *CellDBa*72'*f*104'	31·1	16·8	Ventspils Latvian 4*BHCem* &*uE*20'340*t*	T.3Cy.20",33"&54"-36" NDB11 170NHP 2SB,4*cf*,GS58,HS2483 Blair&Co.Ld.Stockton	19 ″ 4	V †
70276 145970 GJBZ	**Ausonia** Ⓟ TwinSc *ss*Lon.No.3-2,34 *ss*Bkn.No.1-38 2*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* (*Stl*-ws)3*rd dk*(*Stl*)*in holds,* Sub.Sig. E.S.D. *except Nos.*4&5 D.F. GyC.	13912 10696 8424	✠100A1 *Shelter dk* *with freeboard* 10,39 BS4,39 ✠LMC5,37 Lloyd'sRMC4,39 E & No. 6 hold chambers for temp. 32° F. *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	Nwc	*h*†	CL 10,39	1921 12mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	CunardWhite Star,Ld. *CellDB*442'1810*t* *Tanks in way of Tunnels*45'382*t FPT*	520·0 538·4(O.L.) B&F425'*on Shltr dk* *Promenade dk* 243' *DTf*1456*t* FK	65·3	39·1	Liverpool British *ptCem* 10*BHtoS dk* 106*tAPT*57*t*	4 Steam Turbines DR geared to 2 Sc.Shafts 220lb (*r*) 1640NHP 2DB&2SB,24*cf*,HS19440 FD Armstrong,Whitworth& Co.Ld.Newcastle	43 ″ 0 s11″10¾ 31 ″ 6¾	BT till 4,40
70277 111 IBID	**Aussa** *ss*Gen.No.3-8,34 *ss*Tri.No.1-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5441 5022 3426	✠100A1 *Shelter dk* *with freeboard* 12,39 BS4,40 ✠LMC5,38 *Fitted for oil fuel* 6,29 *F.P. above* 150° F.	Mfl	*y*	CL 12,39	1921 6mo	Cantiere SanRocco Trieste A&CP	"Italia"Soc.Anon. di Nav. *CellDB*338'1339*t*	404·1 389·9 B125'*on Shelter dk* FK *FPT*114*tAPT*244*t* *DTf*10'285*t*	53·9	29·5	Trieste Italian *Cem* 2*BHtoSh dk* 4 „ „ *U* „	T.3Cy.27",42"&68"-48" (*s*) 180lb FD 465NHP 3SB(Spt)9*cf*,GS158,HS7023 StabilimentoTecnico Triestino,Trieste	32 ″ 0 s 6″11¼ 25 ″ 3	
70278 LKEW	**Aust** (*ex*Lasta-39,*ex*Danybryn-38, *ex*NailseaManor-37, *ss*Shl.No.3-6,33 *ex*NailseaCourt-36, *ss*Shl.No.1-37 *ex*H.H.Asquith-32) 1*Dk*(*Stl*)& D.F. *Shelter dk*(*Stl*)	*5630* *5298* *3460*	✠100A1 *Shelter dk* *with freeboard* 1,41 ~~1,39~~ ✠LMC MS9,37 BS~~3,39~~1,41	NYk ~~NNs~~ Mob	*y*	CL ~~12,38~~ 12,40	1920 6mo	RopnerSB. &RepairngCo (Stocktn)Ld. Stockton Lloyd's A&CP	D/S A/S Carolvore (Lundegaard& Sönner,*Mgrs.*) *CellDB*341'1099*t*	390·0 P34'F36' *on* FK *Shelter dk* Coll *FPT*135*t APT*166*t*	52·5	32·6 24·7	Farsund Norwegian *Cem* *BHto Sh dk* 5 „ „ *U* „	T.3Cy.26",43"&71"-48" (*s*) 180lb 475NHP 3SB&1AuxSB,12*cf*,GS228, HS8647 Blair&Co.Ld.Stockton	35 ″ 3 s 9″ 6¾ 25 ″ 11	
70279 875 CBAU	**Austral** Ⓟ *ss*P.As.No.1-15 Wireless 1*Dk*(*Stl*)	528 361 286	✠ 7,21 ✠	Vpo	*h*		1912 1mo	Mackay Bros. Alloa	SocAnonGanadera yComercialMenendezBehety	160·1 B50'F25' FK *FPT*28*t*	27·0	11·2	PntaArnas Chilian 4*BHCem* *APT*27*t*	T.3Cy.13½",22"&35"-24" B*made*32*fitted*33 81NHP 1SB,3*cf*,GS51,HS1470 W.V.V.Lidgerwood,Gls.	12 ″ 0	
70280 227206 WQBV	**Australia** (*ex*MaryEllen TwinSc O'Neil) *CruiserStern* *OilEng.* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	11628 11149 7221					1928	SunS.B.& D.D.Co. Chester,Pa	TheTexasCompany	509·7 P95'F53'	70·3	39·9	Wilmgton (Del.) Utd. States *WB*	Oil Engines 2S.C.SA 8Cy.21¼"-85" 1110NHP SunS.B.&D.D.Co. Chester,Pa.		R
70281	— (*ex*SailingVessel) *OilEng.* 1*Dk*	909 — 714					1913	Soc.Esercizio Bacini Genoa	Cia.Argentina de Nav.Mihanovich, Ltda.	208·6	40·2	11·5	Bns.Aires Argentine *WB*	Oil Engines 4Cy.16½"-20" NE18 91NHP J&CGBolinder'sCoLdSkm		
70282 163215 GYCS	**Australia Star** TwinSc *ss*Liv.No.1-39 *OilEng.* *Ref.Mchy.* D.F. 3*Dks* ~~2*Dks*&*Shelter dk*~~ E.S.D. GyC. 4*th Dk in Nos.*2&3*holds* *CruiserStern* *Tonnage opening closed*'40	12614 11392 9144	✠100A1 *with freeboard* 5,41 ~~1,40~~ ✠LMC CS5,40 DBS2,39 7,37 ✠Lloyd'sRMC5,40 ~~10,40~~5,41	Liv	*i*† 2$\frac{7}{16}$	CL 5,38	1935 4mo	Harland& Wolff,Ld. Belfast Lloyd's A&CP	FrederickLeyland &Co.Ld. *Duct keel forward* *CellDB*369'2295*t* *Upper tween dk BHs except Coll BH dispensed with*	524·2 542·9(O.L.) P59'B193'F72' FK *of Mchy. space* (*FPT*126*tAPT*172*t*	70·4	32·3 40·6	Belfast British 8*BHptCem* *Coll to W dk* 7 „ 2nd „)	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"-55⅛" 2463NHP 2DB100lb Harland&Wolff,Ld.Bel.	~~35 ″ 0~~ ~~s 5 ″ 7¼~~ ~~29 ″ 7~~ 43 ″ 5 s12 ″ 9 30 ″ 10	
70283 OZKH	**Australian Reefer** *OilEng.* D.F. E.S.D. 1*Dk* & *pt Shelter dk* *Ref.Mchy.* *Cruiser Stern*	2321 1817 1289					1937	Nakskov Skibs.A/S Nakskov	J.Lauritzen	332·6	47·8	17·2	Esbjerg Danish *WB*	Oil Engines 2S.C.SA 10Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 675NHP Akt.Burmeistr&Wain,Cpn		G
70284 OZRA	**Australien** TwinSc *OilEng.* D.F. *ss*Yka.No.3-4,28 *ss*Cpn.No.2-36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6652 4778 4246	✠100A1 *Shelter dk* *with freeboard* Surveys 4,40 delayed ✠LMC CS11,36 DBS9,38 10,37	Ant	*a*†	CL s8,38 P4,40	1915 8mo	Akt.Burmeistr&Wain Copenhagen Lloyd's A&CP	A/S DetÖstasiatiskeKompagni *CellDBa*126'*uE&B*	410·0 427·1(O.L.) FK 42'*f*194'1198*tFPT*	55·2	35·4	Copnhagn Danish 7*BHptCem* 90*tAPT*72*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" DB80lb 717NHP Akt.Burmeistr&WainCpn.	38 ″ 6 s10 ″10¾ 28 ″ 1	
70285 161223 GLWT	**Australind** *OilEng.* D.F. *ss*Liv.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rdDk*(*Stl*) *in Nos.*1&3*holds*& *machinery space*	5020 4666 3051	✠100A1 *with freeboard* ~~4,40~~12,39 4,41 ✠LMC CS3,38 DBS12,39 3,38	Lon ~~Avn~~NYk	*a*†	CL 3,38	1929 4mo	W.Denny &Bros.Ld. Dumbarton Lloyd's A&CP	AustralindStm. ShippingCo.Ld. (Trinder,Anderson &Co.*Mgrs.*) *CellDB*346'1009*t MT*40'1025*t*	410·5 FK (*FPT*97*tAPT*111*t*	54·2	25·7	London British 7*BHptCem* *Coll to Sh dk* 6 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP 2DB125lb W.Denny&Bros.Ld.	29 ″ 9 s3 ″ 6¼ 26 ″ 4½	
70286 LCMA	**Austri** Ⓟ *Ref.Mchy.* 1*Dk*&*Awngdk*	490 473 274					1910	Helsingörs Jernsk&Msk. Elsinore	DetStavangerske Dampskbsselsk.	150·8 P105'F24'	26·7	15·3	Stavanger Norwegian *WB*	T.3Cy.12¼",19"&31"-18" 41NHP HelsingörsJernsk.&Mskb.		
70287 LDRK	**Austvangen** *ss*N.Os.No 2-39 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2420 1993 1394	✠100A1 6,40 ~~12,38~~ BS12,39 ✠LMC12,38 *Fitted for oil fuel* 11,30 *F.P. above* 150° F.	NOs	*s*	OG 12,38	1930 11mo	InternationalS.B.& Eng.Co.Ld. Danzig Lloyd's A&CP	SkibsA/SKaraibien(Görrissen& Co.A/S.*Mgrs.*) *IntermediateBHin* *CellDB*248'62	291·2 P28'B84'F33' FK *fore hold dispensed* 3*tFPT*61*t APT*78*t*	45·7	18·5	Oslo Norwegian 4*BHptCem* *with* *Wing tanks*	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"- 35$\frac{7}{16}$" 206lb (*s*) 229NHP 2SB,6*cf*,GS72,HS3380 FD InternationalS.B.&ECoLd *in Bridge*42*t*	20 ″ 6 s2 ″ 8¼ 17 ″ 11½	
70288 LCDX	**Austvard** TwinSc *OilEng.* 2*Dks*	3677 3338 2161					1925	Akt.Burmeistr&Wain Copenhagen	Kloster'sRederi A/S(Lauritz Kloster,*Mgr.*)	368·0	51·5	21·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 540NHP Akt.Burmeistr&Wain,Cpn		N
70289 160484 MPCF	**Authority** *ss*Lon.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	616 466 274	✠100A1 Examined 3,41 Lon BS3,41 ✠LMC MS11,36 ~~BS5,39 7,40~~ *Carrying Petroleum in bulk*	~~Goo~~	*i*	CL 3,40	1928 5mo	G.Brown &Co.Ld. Greenock Lloyd's A&CP	F.T.Everard&Sons Ld. *DTf*11'	179·8 188·4(O.L.) Q68'F27' FK 38*tFPT*70*tAPT*27*t*	26·7	12·7	London British 8*BHptCem* *ptAsp*	T.3Cy.13½",22"&37"-26" (*s*) 180lb 83RHP 1SB,3*cf*,GS64,HS2066 W.Beardmore&Co.Ld. Coatbridge	12 ″ 6 s 1 ″ 1¼ 11 ″ 6¼	
70290 162557 GMFV	**Autocarrier** Ⓟ TwinSc Wireless *CruiserStern* 1*Dk*	822 645 329					1931	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·3 B94'F37'	35·6	14·1	London British *WB*	T.8Cy.(2)15",(2)25"&(4) 29"-21" 154NHP D&WHendersn&CoLdGls		BT till 2,41
70291 147176 GDFN	**Autolycus** Ⓟ D.F. *Ref.Mchy.* 2*Dks*	7621 6464 4793					1922	Hawthorn, Leslie&Co.Ld Newcastle	ChinaMutualS.N. Co.Ld.(A.Holt& Co.*Mgrs.*)	459·7 P53'B162'F57'	58·3	32·6	Liverpool British *WB*	2 Steam Turbines DR geared to oneSc.Shaft Hwthrn,Leslie&CoLdNwc		BT till ~~8,40~~ ~~8,41~~ 8,41

1 Numéro l'Ordre. — Numéro Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
86/40 70292 147203 GBZB	**Automedon** Ⓟ D.F. *Ref.Mchy.* 2*Dks*	7528 6398 4724					1922	Palmers' Co.Ld. Newcastle	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·4|58·4|32·6 P53'B162'F52'	Liverpool British *WB*	2 Steam Turbines DR geared to one Sc.Shaft Palmers'Co.Ld.Newcastle		BT till 3,41
70293 FOCD	**Auvergne** 1*Dk*	2114 1848 1208	✠ … 12,25 ✠				1921 10mo	J.S.White &Co.Ld. Cowes	Cie.Delmas Vieljeux	280·0|40·2|19·3 P24'B67'F37' FK	LaRochlle French *WB*	T.3Cy.19",32"&52"-36" 243NHP J.S.White&Co.Ld.	21 ″ 5	V †
70294 161564 WQCV	**Avalon** Ⓟ (*ex*Virginia) TwinSc *Fitted for oil fuel* 2*Dks*	1985 — 1186					1891	GlobeIron WorksCo. Cleveland,O.	Wilmington Transportation Co.	264·7|38·3|22·1 H— *WB*	LsAngeles Cal. Utd. States	T.6Cy.20",32"&52"-36" NB23 324NHP GlobeIrnWksCo.Clevelnd		
70295 167461 GLDL	**Avance** (*ex*Tizona) Wireless D.F. 1*Dk*	1582 1189 935					1920	Laxevaags Msk.&Jrnskb Bergen	Ministry of Shipping (Wm.Cory &Son,Ld.*Mgrs.*)	246·2|37·9|~~15·8~~ P61tQ108tH74t B125tF29t |15·4	London British *WB*	T.3Cy.18",29"&49"-33" 137NHP LaxevaagsMsk.&Jrns.Bgn		V
70296 LCMB	**Avance I** (*ex*Avance) 1*Dk*	1300 1102 768					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/S Imica (J.Henriksen, *Mgr.*)	241·3|36·2|16·1 P9tH147tF32t	Risör Norwegian *WB*	T.3Cy.16½",27"&44"-30" 106NHP KjbnhavnsFlydk.&Skbsv		N
70297 143514 MKDX	**Avanville** *ss*Bkn.No.3-2,33 *Well deck* *ss*Apl.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*)	683 472 341	✠100A1 9,40 ~~2,40~~ BS 4,41 ✠LMC MS9,40 ~~BS11,38~~	Apl Bkn	*j*	OG ~~N6,39~~ 9,40	1920 8mo *Lloyd*	Dibles (1918)Ld. Southampton '*sA&CP*	JohnS.Monks,Ld. *Cell*	178·0|29·0|11·3 Q102'B11'F21' FK *DB f*112'200t*FPT*	Liverpool British 3*BHCem* 78t*APT*26t	T.3Cy.14",23"&39"-27" (*s*) 180lb 105NHP 2SB,*4pf*,GS60,HS1892 MacColl&Pollock,Ld.Sld.	13 ″ 3 s3 ″ 9 12 ″ 8	
101/40 70298 149821 GMXB	**Avelona Star** TwinSc *ss*Lon.No.2-35 D.F. E.S.D. 4*Dks*(*Stl*)5*th dk*(*Stl*) *in* *Ref.Mchy.* *Nos.*1,2,3,5*&*6*holds* *CruiserStern*	13376 11822 8369	✠100A1 *with freeboard* 5,39 ✠LMC MS11,34 BS7,39 ✠Lloyd'sRMC~~12,39~~ 5,40	Lon	*h*†	CL ~~1,38~~ 4,40	1927 5mo *Lloyd*	J.Brown& Co.Ld. Clydebank '*sA&CP*	BlueStarLine,Ld.	510·2|68·2|42·6 530·0(O.L.) B172' FK	London British 9*BHCem*	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 200lb FD 1842NHP 3D&1SB,*28cf*,GS502, HS26758 J.Brown&Co.Ld.Clydebnk	45 ″ 11 s17 ″ 6½ 28 ″ 7	
			Nos. 4 & 5 bridge & shelter 'tween dks. & No. 4 upper 'tween dk. for temp. 32° F. *Fitted for oil fuel* 5,27 *F.P. above* 150° F.						*Duct Keel forward of mchy. space* 152' *CellDB*421'1770t*Tanks at sides of tunnels* 188t*FPT*97t*APT*86t					
70299 407 IBKD	**Aventino** Ⓟ (*ex*BaronBeck) *ss*Tri.No.3-4,22 *Fitted for oil fuel* D.F. 1*Dk&Spar dk&deep framing*	3794 2787 2254	✠ … 11,23 ✠				1907 9mo	Lloyd Austriaco Trieste	"Tirrenia"Soc. Anon.diNav.	368·4|44·2|23·3 356·0 P&B246'F65' FK	Naples Italian *WB*	T.3Cy.24½",40½"&68"-48" 243NHP LloydAustriaco,Trieste	25 ″ 10	I †
70300 FNUX	**Aveyron** (*ex*Pasteur) D.F. 2*Dks*	4785 3591 2899					1923	Atel.&Ch. deGironde Havre	CieGénérale d'ArmementsMar.	362·9|49·2|24·5 P&B233'F44'	Rouen French *WB*	T.3Cy.25⅜",42⅝"&70"-48" 340NHP Schneider&Co.Havre		V
70301 YVAW	**Avila** TwinSc *Deck & butts of keel electrically welded* *Mchy.Aft* D.F. 1*Dk* *Longitudinal framing at bottom & at deck* *Cruiser Stern* "*Arcform*"	*1635* *1409* *782*	✠100A1 ~~8,39~~11,40 ✠LMC8,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,38 *F.P. above* 150° F.	Aru	*r* 1½	CL	1938 8mo *Lloyd*	Smith's DockCo.Ld. S.Bank,Mdb. '*sA&CP*	Cia.dePetroleo Lago *CellDBuE&B*50'958	261·2|45·7|17·3 271·5(O.L.) P71'F38' FK t*DTf*20'280t *FPT*	Maracaibo Venezuelan 13*BHptCem* 93t*APT*69t	T.6Cy.13½",23"&37"-27"(*s*) 180lb 231NHP 2SB,*6cf*,HS3700 FD Smith'sDockCo.Ld.S.Bank	17 ″ 7 s2 ″ 7½ 15 ″ 0½	
70302 149791 GMTY	**Avila Star** Ⓟ (*ex*Avila) TwinSc *ss*Lon.No.3-7,39 ~~*ss*Nwc.No.2-35~~ *Ref.Mchy.* 5*Dks* 3*rd &* 5*th Dks omitted* D.F. *in No.*1 *hold* E.S.D. *CruiserStern*	14443 11899 8836	✠100A1 *withfreeboard* ~~7,39~~ ~~5,38~~ 2,41 ~~BS12,39~~ ✠LMC~~3,35~~ ✠Lloyd'sRMC5,41	Liv BS2,41 ~~Sws~~ 1,39		CL ~~1,38~~ ~~P5,38~~ 7,40	1927 3mo *Lloyd*	J.Brown& Co.Ld. Glasgow '*sA&CP*	BlueStarLine,Ld.	550·4|68·2|42·6 569·2(O.L.) B267'F112' FK len35	London British 9*BHCem* (*Coll to Wdk* 8 ,, 2*nd* ,,)	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 200lb 1840NHP 3DB&1SB,*28cf*,HS26758 FD J.Brown&Co.Ld.Glasgow	46 ″ 0 s18 ″ 3½ 28 ″ 0½	BT till ~~3,40~~ ~~2,41~~ 2,42
			No.1 fcl. 'tween dk. No.3 shelter trunk & No.4 bridge dk & hatch trunk for temp. 32°F. *Fitted for oil fuel* 3,27 *F.P. above* 150° F.						*Duct keel forward of machinery space* 152' *CellDB*448'1767t *Tanks at sides of tunnels* 770t *FPT*133t*APT*86t					
70303 [illegible] CBAV	**Aviles** Ⓟ (*ex*Emilia- TwinSc *ex*EmiliaB.) Wireless 1*Dk* Now "Montemar" *see No.* 89095 *in Supplement*	824 585 497					1905	J.Reid& Co.Ld. Glasgow	Soc.Anon.Ganadera yComercial Menendez-Behety	205·0|33·7|10·7 B56'F22'	PntaArnas Chilian *WB*	T.6Cy.11",18"&30"-22" 84NHP Muir&Houston,Ld.Gls.		
70304 520 IQZW	**Avionia** (*ex*Naty-39, Iron *ex*Alba-33,*ex*Hammonia, *ex*Mathilde) 1*Dk*2*trB*	1122 874 658					1882	Germania- werft Kiel	RaffaeleRomano	233·1|33·2|15·4 226·0 Q77tB87tF36t	Naples Italian *WB*	C.2Cy.30"&53"-36" NB06 140NHP MärkischeAct.Ges.Berlin		I
70305 147174 GFLT	**Avoceta** Ⓟ *ss*Liv.No.3-2,36 D.F. 2*Dks*(*Stl*)*&Awng dk*(*Stl*-ws)	3442 3044 1879	✠100A1 *Awng dk* *withfreeboard* Examined 2,41 ✠LMC10,40	~~Liv~~ Liv	*u* 2	CL ~~12,39~~ N10,40	1923 1mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	YeowardLine,Ld. (YeowardBros. *Mgrs.*) *CellDB*266'743t	319·0|44·2|26·5 BK12" *FPT*50t*APT*87t	Liverpool British *Cem* 5*BH to A dk*	T.3Cy.25",42"&68"-42" (*s*) 180lb 395NHP 3SB,*9cf*,GS189,HS7054 CaledonSB.&E.Co.Ld.Dun	28 ″ 9 s8 ″ 2½ 21 ″ 10	BT till ~~11,40~~ 10,41
70306 147391 MLGX	**Avon Coast** (*ex*Sapper-39) *ss*Mch.No.3-1,36 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	1036 850 495	✠100A1 *Shelter dk* *withfreeboard* Examined8,40 BS6,40 MS2,35 ✠LMC	~~Mch~~ Lon	*o*	CL 4,39	1923 1mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	CoastLines,Ld. *CellDB*	230·6|35·0|14·9 FK *a*58'*uE*19'*f*100'204t	Liverpool British 5*BHCem* *APT*17t	T.3Cy.18",30"&49"-33" (*s*) 180lb 193NHP 2SB,*6cf*,GS97,HS3570 N.E.MarineEngCoLd.Nwc	17 ″ 0 s ″ 2½ 16 ″ 11¼	
70307 160742 MBYB	**Avonwood** *ss*Shl.No.1-38 *Mchy.Aft* 1*Dk* *CruiserStern*	1056 712 597	✠100A1 *withfreeboard* 2,41~~10,38~~ ✠LMC7,38 BS7,40	Shl	*m*	CL 10,39	1934 9mo *Lloyd*	BurntisInd S.B.Co.Ld. Burntisland '*sA&CP*	JosephConstantineS.S.Line,Ld. *Cell*	199·8|33·2|13·6 Q144'F26' FK *DB f*132'320t *FPT*	Middlsbro' British 3*BHCem* 90t*APT*70t	T.3Cy.13½",23"&38"-27"(*s*) 200lb *125lb* 105NHP 1SB(Spt),*3cf*,GS40,HS1871 N.E.MarineEng.CoLd.Sld	16 ″ 6 s5 ″ 11½ 15 ″ 2	
70308 240 SVIS	**Avra** (*ex*Halesius-36, *ex*ClanMacbeolan, *ss*Rot.No.3-10,25 *ex*LordCromer) *ss*Grk.No.2-34 2*Dks*(*Stl*)*& Web frames* *Longitudinal framing*	*4652* *4396* *2903*	✠ —— 2,38 ✠	Bry	*y*		1912 3mo	Craig,Taylor&Co.Ld. Stockton *CellD*	N.Sitinas&Co. *Ba*119' *uE&B*36'*f*	385·0|51·5|27·4 P32'B116'F36' FK 173'1231t*FPT*130t	Andros Greek 6*BHCem* *APT*150t	T.3Cy.26",42"&70"-48" 419NHP 3SB,*9cf*,GS178,HS7152 Blair&Co.Ld.Stockton	29 ″ 11	C †
70309 2001 IKOD	**Avvenire** (*ex*Allan-35, Iron *ex*Morlais,*ex*Uno, *ss*Sws.3rdNo.3-11,20 *ex*Alex.O.Nelson,*ex*HildurGertrude, *ex*Alblasserdam) 1*Dk*(*Irn*)2*trB* *Well deck*	957 761 575	✠ 1,26 ✠NB(r)8,19 ✠NB(s)14*refitted*19	Sws	*n*		1883 2mo	Rijkee&Co Rotterdam	AngeloBertorello fuA.	240·0|31·6|14·8 230·8 Q84'B46'H25tF23' BK8" *DBa*	Genoa Italian 4*BHCem* 59'*f*92'210t	C.2Cy.27"&50"-36" 128NHP 2SB,*4pf*,GS70,HS2337 Maats'deMaas',Rotterdam	15 ″ 8	I †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70310 121389 ZMLJ	**Awahou** Ⓟ TwinSc *Well deck* 1*Dk*	410 249 206	✠ 7,12 ✠	Wlh	*f*		1912 3mo	J.Fullerton&Co. Paisley	Richardson&Co. Ld.	146·0 Q79′B13′F21′ FK	25·1	9·1	Wellingt'n British 4*BHCem* *FPT28t*	Oil Engines 2S.C.SA 12Cy,10″–12½″ 51NHP NDB30 NE30 Fairbanks,Morse&Co. Beloit,Wis.	9 ″ 8	
70311 44231 JWVL	**Awata Maru** *OilEng.* D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy* *CruiserStern*	7398 6551 4328	✠100A1 ~~11,40~~ ~~11,39~~ 3,41 ✠Lloyd'sRMC~~11,39~~ ~~6,40~~ ~~11,40~~ 3,41 DBS11,40 *Carrying cargo oil F.P. above 150° F. in deep tanks*	Yka Kob ✠LMC12,37	*d*†	CL 11,38	1937 12mo	Mitsubishi JukogyoK.K Nagasaki *Lloyd'sA&CP*	NipponYusenK.K. *CellDB361′1538t DTs a37′1304t* *Tanks at sides of tunnel94t FPT85t APT79t*	462·7 482·3(O.L.) P24′B183′F41′ FK	62·3	34·4	Tokyo Japanese 8*BHptCem*	Oil Engines 2S.C.DA 8Cy.28⅜″–47¼″ 2248NHP DB*100lb* MitsubishiJukogyoK.K. Nag.	34 ″ 5	
70312 157650 ZMBJ	**Awatea** Ⓟ TwinSc *ss*Syd.No.1-40 D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern* *Topsides special quality steel*	13482 — 7929	✠100A1 *withfreeboard* ~~9,40~~ ~~8,40~~ 2,41 ~~BS10,39~~ ~~7,40~~ *Fitted for oil fuel 7,36 F.P. above 150° F.*	Syd BS9,40 ✠LMC~~7,36~~ 10,39	*j*† 2½	CL s9,38 P9,39	1936 7mo	Vickers-Armstrongs, Ld. Barrow *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB368′1128tTanks at sides of tunnel332t DTf21′567t FPT62t APT97t*	527·3 B&F508′ FK *UpperBridge348′*	74·2	41·7 31·7	Wellingtn, N.Z. British 8*BHCem*	6 Steam Turbines SR (*s*) geared to 2 Sc. Shafts 4608NHP 6WTB450lb(Spt425lb), HS51300 FD VickersArmstrngsLdBrw.	35 ″ 6 s10 ″ 1¾ 25 ″ 6	
70313 10801 JHVA	**Awazi Maru** Ⓟ (*ex*AwajiMaru-38) 1*Dk*(*Stl*)&*Spar dk&deep framing*	1948 1725 1130	✠ 2,07 ✠	Yka	*s*		1906 10mo	Grngem'th &Greenock DockyardCo. Grngemouth	NipponYusenK.K. *CellDBa82′uE&B38′f116′ 279t FPT41t APT25t*	285·3 F38′	38·2	13·8 20·8 FK	Tokyo Japanese 5*BHCem*	T.3Cy.19″,31″&52″–39″ 214NHP 2SB,6*cf*,GS115,HS3770 Dunsmuir&Jackson,LdGls	23 ″ 3	
70314 45716 JXOM	**Awazisan Maru** *OilEng* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy* *CruiserStern*	9794 — 5817					1939	Tama S.B.Co.Ld. Tama	MitsuiBussan Kaisha	482·9 F36′	64·0	40·7	Kobe Japanese	Oil Engines 2S.C.DA 8Cy.24$\frac{7}{16}$″–55⅛″ 1646NHP TamaS.B.Co.Ld.Tama		
70315 475 OHEC	**Axel** Wireless D.F. 1*Dk*	1076 770 606					1904	Howaldtswerke Kiel	E.Fagerström	221·9 212·9 P11′Q64′B98′F24′	33·1	13·4	Raumo Finnish *WB*	T.3Cy.15¾″,25½″&41¼″–27½″ 90NHP Howaldtswerke,Kiel		V
70316 5717 SDHE	— 3Mst *Mchy.Aft* 1*Dk*	325 268 218					1915	Eriksbergs M.V.Aktieb Gothenburg	ErikBaagöe	128·5 P28′F16′	22·5	11·4	Hälsingbrg Swedish *WB*	C.2Cy.11¼″&24¾″–16½″ 20NHP EriksbergM.V.Aktieb.Got		N
70317	**Axel Carl** *Fitted for oil fuel* D.F. 1*Dk* *Cruiser Stern*	1950					1939	Helsingörs Jernsk&Msk. Elsinore	A/S D/S Heimdal (M.Carl,*Mgr.*)	280·0 P24′Q92′B106′F25′	43·6	24·6	Danish *WB*	C.3Cy.(2)15¾″&39⅜″–37⅜″& LP turbine withSR gearing &chain drive 205NHP HS3520 HelsingörsJernsk.&Mskb.		
70318 7225 SKAN	**Axel Johnson** Ⓟ TwinSc *OilEng* D.F. E.S.D *ss*Got.No.3-8,38 *Ref.Mchy.* 2*Dks*(*Stl*)& *ShelterDk*(*Stl*)	*4915* *3981* *2795*	✠100A1 *withfreeboard* 6,40 ~~12,39~~ ~~DBS7,39~~ ✠Lloyd'sRMC~~11,39~~ 1,41 ~~7,40~~	Got NYk DBS7,40 ✠LMC8,38	*z*	OG 7,38	1925 8mo	A.B.Götaverken Gothenburg *Lloyd'sA&CP*	Rederiaktieb. Nordstjernan(A.A. Johnson,*Mgr.*) *CellDB332′1378t Tanks at sides of tunnels40′109t*	392·0 409·0(O.L.) F39′ FK	52·6	24·8	Stockholm Swedish 7*BHptCem* (*Coll to Shdk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.23¼″–47¼″ 623NHP DB*85lb* A.B.Götaverken,Got. *FPT109t APT82t*	28 ″ 0 s2 ″ 11¼ 25 ″ 1¾	
70319 160598 MPGF	**Axinite** (*ex*Okehampton) *ss*Gls.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	724 493 309	✠100A1 3,40 MS3,36	Bwg ✠LMC BS3,40	*j*	CL 3,40	1928 11mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd'sA&CP*	Wm.Robertson *CellDB110′162t FPT61t APT24t*	180·2 186·5(O.L.) Q103′B11′F26′ FK	28·9	11·3	Glasgow British 3*BHCem*	T.3Cy.13″,23″&37″–26″ (*s*) 200lb 70RHP 1SB,3*pf*,GS48,HS1440 J.Lewis&Sons,Ld.Abn.	13 ″ 6 s4 ″ 2¾ 13 ″ 5	
70320 117 SVLV	**Axios** (*ex*Barbadian-33) *ss*Nwc.No.3-1,34 *ss*Ant.No.1-38 2*Dks*(*Stl*)	*5289* *4833* *3266*	100A1 7,40 ~~8,39~~ BS~~8,39~~ 9,40	Ams NYk LMC3,38	*y*	CL ~~N2,37~~ 7,40	1919 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	TheofanoMaritime Co.Ld. (N.G. Livanos,*Mgr.*) *CellDB345′1021t FPT130t APT204t*	400·2 P49′B113′F40′ FK	52·4	28·4	Chios Greek 7*BHCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s5 ″ 11¼ 25 ″ 4	
70321 226944 WPBJ	**Axtell J. Byles** D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* 2*Dks*	8955 8841 5453					1927	SunS.B.& D.D.Co. Chester,Pa.	TideWaterAssociatedOilCo.	480·5 P78′F44′	66·0	36·8	Wilmgton (Del.) Utd.States *WB*	Q.4Cy.27″,39″,56″&82″–54″ 494NHP SunS.B.&D.D.Co.Ch.Pa.		R
70322 19763 JYVD	**Ayaha Maru** *ss*Kob.No.3-8,28 *ss*Kob.No.2-37 2*Dks*(*Stl*)	5278 4826 3267	✠100A1 10,39	Osa ✠LMC10,39	*z*	OG 7,38	1917 2mo	MitsuBishi Dkyd&EWks Kobe *Lloyd'sA&CP*	TatuumaKisen K.K. *CellDB322′996t FPT132t APT87t*	400·0 P38′B121′F40′ FK	54·5	30·0	Nisinomiya Japanese 6*BHCem*	T.3Cy.26½″,43″&72″–48″ (*s*) 180lb 510NHP 3SB,9*cf*,GS183,HS7618 FD MitsuBishiD.&E.Wks.Kob	30 ″ 0 s5 ″ 6¾ 24 ″ 8	
70323 48711 MNLQ	**Ayamonte** (*ex*OldenburgII., *ex*Strauss) Wireless 1*Dk*&*Spar dk*	845 735 500					1899	Bremer Vulkan Vegesack	Cowasjee,Dinshaw&Bros.	186·5 P24′B53′F17′	29·3	17·3	London British *WB*	T.3Cy.16⅛″,26″&41¾″–27½″ 97RHP BremerVulkan,Vegesack	19 ″ 9 s3 ″ 1 17 ″ 0¾	
70324 UPLS	**Ayan** TwinSc *OilEng.* 1*Dk*	987 760 462					1935	StateS.B.& Eng.Wks. 'AndréMarti' Odessa	U.S.S.R.	229·6 P72′F33′	34·1	10·9	Vladvostk Russian *WB*	Oil Engines 4S.C.SA 12Cy.13$\frac{9}{16}$″–19$\frac{11}{16}$″ 214NHP KolomenskieStateE.Wks.		
70325	**Ayatosan Maru** *OilEng.* D.F. E.S.D. GyC. *Ref.Mchy.* *CruiserStern*	9800 — —					1939	TamaS.B. Co.Ld. Tama	MitsuiBussan Kaisha,Ld.	476·2 F36′	64·0	40·7	Kobe Japanese	Oil Engines 2S.C.DA 8Cy.24$\frac{7}{16}$″–55⅛″ 1646NHP TamaS.B.Co.Ld.Tama		
70326 162741 GTYQ	**Aylesbury** *ss*Cff.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	3944 3683 2418	✠100A1 *withfreeboard* 12,39 MS11,37	Bry ✠LMC BS1,39	*y*	CL 8,37	1932 8mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	Alexander ShippingCo.Ld. (CapperAlexander &Co.*Mgrs.*) *CellDBa&uE125′f179′1059t*	372·5 F39′ FK *FPT60t APT113t*	52·5	24·4	London British 6*BHptCem* (*Collto Shdk* 5 ,, 2*nd* ,,)	T.3Cy.22½″,39″&65″–45″ (*s*) 200lb 381NHP 2SB&1AuxB,8*cf*,GS137, HS5521 FD D.Rowan&Co.Ld.Gls.	26 ″ 9 s2 ″ 7¼ 24 ″ 4	
70327 141902 GBJV	**Aymeric** *ss*Shl.No.3-1,32 *ss*HKg.No.1-37 1*Dk*(*Stl*)	5196 4751 3157	✠100A1 Examined1,41 Mdb BS~~12,39~~ 1,41 *Carrying oil fuel F.P. above 150° F. in DB* *Fitted for oil fuel 5,19 F.P. above 150° F.*	~~Shl~~ ✠LMC3,36	*y*	CL 12,39	1919 5mo	R.Thompson&Sons,Ld Sunderland *Lloyd'sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB 340′ 901t*	400·3 P49′B113′F39′ FK	52·2	28·5	Glasgow British 7*BHptCem*	T.3Cy.27″,44″&73″–48″ (*s* 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld *FPT137t APT213t*	31 ″ 0 s6 ″ 0¼ 25 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
70328 145979 MLDG	**Ayrshire Coast** (exSpaniel,ex AyrshireCoast) ssLiv.No.3–7,35 1Dk(Stl)&Shelter dk(Stl) Wireless D.F. E.S.D. Mchy.Aft	773 616 332	✠100A1 Shelter dk withfreeboard Examined~~4,40~~6,41 MS7,35	~~Lon~~ ~~Lb~~ Lb ✠LMC BS~~4,40~~ 6,41	l	CL ~~4,38~~ 6,41	1922 10mo Lloyd	A&J.Inglis Ld. Glasgow 'sA&CP CellD	CoastLines,Ld. BuE21' f126' 201t	200·5 FPT34tAPT19t	31·1	12·3 FK Collisio	Liverpool British Cem nBHtoSh dk 3 „ „ U „	T.3Cy.16",26"&42"–30" (s) 180lb 123NHP 2SB(Spt),4cf,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	22 " 4 s " 2 14 " 9¼	
70329 763 CBAY	**Aysen** Ⓟ 3Mst 2Dks&deepframing Prom.dk&Shade dk	3814 2574 2288	✠ … 1,12	✠			1906 10mo	J.Reid& Co.Ld. Glasgow	CompaniaSud Americana deVap.	379·6	44·3	21·5 BK11"	Valparaiso Chilian WB	T.3Cy.29",47"&78"–57" 596NHP Dunsmuir&Jackson,LdGls	25 " 0	
70330 PUAI	**Ayuruoca** (exRoland) 4Mst 2Dks(Stl)&Shelter dk(Stl)	6872 6386 4245	✠ 7,16	Bmn ✠	d†		1912 12mo	Akt.Ges. "Weser" Bremen CellD	LloydBrasileiro Ba158'uE&B78' f	468·4 F54' on Shelter dk 189' 1568t FPT126t	58·4	29·2 FK	R.Janeiro Brazilian 7BHCem APT17t	Q4Cy28$\frac{5}{16}$"40$\frac{9}{16}$"58$\frac{1}{4}$"&85$\frac{7}{16}$"– 55$\frac{1}{8}$" 750NHP 4SB,12cf,GS220,HS10340FD A.G."Weser"Bremen	32 " 0	V †
70331 219918 KUPT	**Azalea City** (exExcelsior–37, exWaterbury) Fitted for oil fuel D.F. 2Dks&Webframes	5529 — 3449	✠ … 8,21	✠			1920 6mo	Merchant S.B.Corp. Harriman,Pa	WatermanS.S. Corp.	400·7 P36'B124'F44'	54·2	30·4 FK	Mobile Utd.States WB	2 steam turbinesDRgeared to1sc.shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	R †
70332 USDR	**Azerbaidjan** TwinSc OilEng. Mchy.Aft 2Dks Carrying Petroleum in bulk	6114 5542 3019					1932	S.B.&Eng. Wks."André Marti" Nicolaieff	U.S.S.R.	409·0 P98'B81'F31'	54·8	32·3	Tuapse Russian	OilEngines 2S.C.SA 8Cy.23$\frac{5}{8}$"–41$\frac{11}{12}$" 864NHP Emade34 S.B.&Eng.Works "AndréMarti,"Nic.		
70333 UOUA	**Azov** (exJosifKossior) TwinSc 1Dk	967 — 434					1929	S.B.&Eng. Wks."André Marti" Nicolaieff	U.S.S.R.	230·1 P31'F13'	34·0	12·1	Mariupol Russian	T.6Cy.12$\frac{1}{4}$"19$\frac{11}{16}$"&31$\frac{1}{2}$"–21$\frac{5}{8}$" 97NHP S.B.&Eng.Works "AndréMarti,"Nicolaieff		
70334 FNII	**Azrou** Ⓟ Fitted for oil fuel D.F. 2Dks	2998 2232 1680					1930	Atel.&Ch. deBretagne- Nantes Nantes	Cie.deNav.Paquet	330·6 P55'F94'	43·1	23·4 B115'	Marseilles French WB	2 Steam Turbines DR geared to 1 Sc. Shaft Atel.&Ch.deBretagne,Nts.		V
70335 214444 WSCP	**Aztec** (exR.W.McIlvain–39, TwinSc exLosAlamos, OilEng. exBramellPoint) ssL.An.No.3–8,29 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing D.F. Carrying Petroleum in bulk	3262 2994 2002	✠ … 11,33	Mob			1916 11mo	Baltimore DryDocks& ShpbldgCo. Baltimore	AztecPetroleum TradingCorp.	292·3 P76'F26' FPT73tAPT151t	47·2	28·1 FK	Baltimore Utd.States 11BHptCem (7 to U dk 4 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.22"–32" 2DB150lb NE20 564NHP McIntosh&SeymourCorp. Auburn,N.Y.	28 " 1	
70336 44403 JWZL	**Azuma Maru** OilEng. E.S.D. GyC. 1Dk&Shelter dk Ref.Mchy. 3rd Dk except in after hold Cruiser Stern	6646 5654 3670	✠100A1 withfreeboard 3,40 ~~2,39~~ DBS2,39 ✠Lloyd'sRMC~~3,40~~ 12,40 ~~3,40~~ Carrying cargo oil F.P. above 150°F.in deep tanks	Yka ✠LMC3,38	d†	CL 1,39	1938 3mo Lloyd	Mitsubishi JukogyoK.K Nagasaki 'sA&CP CellD	NipponYusenK.K. B357'1618t	461·6 485·4(O.L.) F39' DTsa42'1360tFPT	62·3	31·5 FK (	Tokyo Japanese 8BHptCem Coll toSh dk 7 „ 2nd „) 55tAPT149t	Oil Engines 2S.C.DA 8Cy.28$\frac{3}{8}$"–47$\frac{1}{4}$" 2248NHP DB100lb MitsubishiJukogyoK.K. Nag	31 " 6 s 4 " 0 27 " 7½	
70337 38085 JPUH	**Azumasan Maru** OilEng. ssTamaNo.1–37 GyC. 2Dks(Stl) Ref.Mchy. CruiserStern	7623 6836 4655	✠100A1 withfreeboard 2,40 DBS2,40 ✠Lloyd'sRMC~~4,39 3,40~~ 7,40 Carrying cargo oil F.P. above 150°F. in deep tanks	Tama ✠LMC CS3,38 2,40	c† 2½	CL 4,39	1933 8mo Lloyd	Mitsui Bussan Kaisha,Ld. Tama 'sA&CP CellD	MitsuiBussan Kaisha,Ld. B395'1702t	454·0 P28'B171'F34' DTa30'1093tFPT	60·0	37·0 FK	Kobe Japanese 8BH 1 „ to2nddk 79tAPT69t	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"–55$\frac{1}{8}$" 1230NHP DB120lb MitsuiBussanKaisha,Ld. Tama	37 " 0 s 9 " 5½ 27 " 8½	
70338 45327 JXRM	**Azusa Maru**	1370 — 783					1939	Urabe ZosenTek- kosyoK.K. Osaka	NitieiKisenK.K.	227·9	34·0	19·5	Kobe Japanese	Steam Engine		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70339 226895 WNAT	**B. F. Affleck** ssClv.No.1-33 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Web frames* GyC. *Cargo battens not fitted* *Longitudinal framing at bottom & at deck*	7964 7656 6345	✠100A1 *For Service on the Great Lakes* 10,37 ~~BS2,39~~ ✠LMC4,34 BS ~~4,40~~2,41	Clv			1927 8mo	Toledo S.B.Co. Toledo,Ohio *Lloyd's* A&CP	PittsburgS.S.Co. *CellDBuE&* *B69'207tCell DB & side tanks in way of holds*	587·9	60·3	27·8	Duluth Utd. States FK 3*BH*	T.3Cy.$24\frac{1}{2}$",41"&65"-42" (*r*) 190lb 489NHP 3SB,6*cf*,GS143,HS8001 FD ToledoS.B.Co.Toledo,O. 6852*tFPT*415*tAPT*57*t*	32 ″ 0 s 10 ″ 3 21 ″ $11\frac{1}{2}$	
70340 202839	**B. F. Jones** *Mchy.Aft* D.F. 1*Dk*	6941 — 5744					1906	Gt.Lakes Eng Works Ecorse,Mich.	InterstateS.S.Co.	530·0	56·2	32·0	Duluth, Utd.States *WB*	T.3Cy.23",37"&63"-42" 257NHP Gt.LakesE.Wrks.Detroit		R
70341 223352 KFLK	**B. H. Taylor** *Mchy.Aft* (*Self-Unloader*) GyC. D.F. 1*Dk*	7318 6975 5760					1923	American S.B.Co. Lorain,Ohio	BradleyTransportationCo.	536·6	60·3	29·5	Fairport,O Utd. States *WB*	T.3Cy.$25\frac{1}{2}$",41"&67"-42" 291NHP AmericanS.B.Co.Lorain,O.		R
70342 3971	**B. Lyman Smith** *Mchy.Aft* D.F. 1*Dk2trB*	4271 — 3017					1903	American S.B.Co. Lorain,Ohio	GreatLakesS.S.Co Inc.	380·0 F48'	50·0	28·0	OswegoNY Utd.States *WB*	T.3Cy.22",35"&58"-40" American 213NHP S.B.Co.Cleveland,Ohio		R
70343 LKLV	**B. P. Newton** *OilEng.* *Mchy.Aft* 1*Dk* *Longitudinal framing* *CruiserStern* *Carrying Petroleum in bulk*	10324 9469 6229					1940	Kockums M.V.Aktieb. Malmö	SkibsA/S Navalis (Tschudi&Eitzen, *Mgrs.*)	512·3 P98'F68'	63·2	39·0	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 8Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 1551NHP KockumsM.V.Akt.Malmö		
70344 167206 MPWM	**B. P. Spirit** *OilEng.* *Mchy.Aft* 1*Dk* *Deck & trunk electrically welded*	440 347 234	✠ A1 7,40 ~~3,39~~ ✠LMC~~3,39~~ 7,40 *Carrying Petroleum in bulk* *For Coasting Service* *Ipswich to Dover*	Rot Liv		OG	1939 3mo	L.Smit& Zoon Kinderdijk *Lloyd's* A&CP	UnionLighterage Co.Ld. *Centre-line bulkhead non-oiltight*	157·5 162·0(O.L.) *Trunk*90' FK *FPT*22*tAPT*26*t*	32·1 *33·2*	8·9	London British 8*BH*	Oil Engines 4S.C.SA 8Cy.11"-$17\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 3 s 1 ″ 9 8 ″ $7\frac{1}{4}$	
70345 FOGJ	**Baalbeck** (*ex*Eilbek,*ex*DoraHorn) *Fitted for oil fuel* *Well deck* *Cruiser Stern* 1*Dk*	2115 — 1228					1923	Schiffsw.v. H.Koch.A.G. Lübeck	Soc.deNav.àVap. Daher	281·9 P14'B209'F31'	45·0	21·1	Marseilles French *WB*	T3Cy$22\frac{1}{16}$",$34\frac{5}{16}$"&$58\frac{1}{4}$"-$39\frac{3}{8}$" 212NHP LübeckerMchb.GesLübeck		V
70346 LJNG	**Baalbek** D.F. *OilEng.* *CruiserStern* 1*Dk & Shelter dk*	2160 1651 1160					1937	A/S Akers Mek.Verks. Oslo	A/SGangerRolf& A/SBorgå(F.Olsen &Co.*Mgrs.*)	315·2	44·3	16·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 471NHP A/S AkersMek.Verks.Oslo		N
70347 PCXE	**Baarn** Ⓟ ssHam.No.3-7,39 D.F. E.S.D. 2*Dks*(*Stl*)*& Shelter dk*(*Stl*) *CruiserStern*	5621 4634 3395	✠100A1 *with freeboard* 12,40 ~~2,40~~ ✠LMC3,39 BS2,40 *Fitted for oil fuel* 4,27 *F.P. above* 150°F.	Ams Liv	*a*†	CL 7.39	1927 5mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *Lloyd's* A&CP	Koninkl.Nederl. Stoomb.Maats. N.V. *CellDB*323'1175*tFPT*106*tAPT*66*t*	400·6 417·3(O.L.) FK (*Coll&AP BH to Sh dk* *5 „ „ 2nd „*)	58·3	26·3	Amstrdam Dutch 7*BHCem*	T.3Cy.$28\frac{1}{8}$",$46\frac{7}{16}$"&$74\frac{13}{16}$"-$51\frac{3}{16}$" 200lb (*r*) 570NHP 3SB(Spt),9*cf*,GS165, FD HS8220 RotterdamD.D.Co.Ld.Rot.	30 ″ 0 s 3 ″ 7 26 ″ 7	
70348 91466 VLFQ	**Babinda** 3Mst ssBsb.No.1-40 *OilEng.* Wireless *Mchy.Aft* 1*Dk* *CruiserStern*	659 437 325	✠100A1 5,41 ~~1,40~~ ~~11,40~~ ~~✠LMC4,39~~ ✠LMC CS6,40 ~~3,39~~ 1,41	Bsb Syd	*j*	CL ~~1,40~~ 11,40	1936 4mo	Scott& Sons Bowling *Lloyd's* A&CP	Australasian UnitedSteamNav. Co.Ld. *CellDB*	175·2 181·1(O.L.) Q103'B11'F35' FK 114'186*tFPTs*44*tAPT*26*t*	30·1 *31·6*	10·8	Maryboro' British 3*BHptCem*	Oil Engines 2S.C.SA 5Cy.$13\frac{3}{8}$"-$22\frac{7}{16}$" 156NHP BritishAuxiliaries,Ld Gls.	12 ″ 6 s 3 ″ 11 12 ″ $4\frac{3}{4}$	
70349 DIEE	**Babitonga** Ⓟ TwinSc (*ex*Osiris-38) *OilEng.* D.F. 2*Dks* *CruiserStern*	4422 3883 2600					1922	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	376·2 P303'F41'	51·8	25·9	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy.$24\frac{4}{5}$"-$37\frac{4}{5}$" 717NHP Allgem.Electr.Ges.Berlin		G
70350 172660 VODQ	**Baccalieu** Ⓟ Wireless D.F. F.S.D. 2*Dks* *CruiserStern* *Strengthened for navigation in ice*	1421 1061 839	✠100A1 ~~4,40~~4,41 ✠LMC4,40 *Fitted for oil fuel* 4,40 *F.P. above* 150°F.	Psy NFL		CL 4,41	1940 4mo	Fleming& Ferguson,Ld. Paisley *Lloyd's* A&CP	Govt.of Newfoundland(NewfoundlandRailway-SteamshipDept.) (Commissioner for PublicUtilities)	233·5 242·2(O.L.) F35' FK	37·1	19·7	SJhnsNFL British 6*BH Asp*	T.3Cy.20",$32\frac{1}{2}$"&54"-30" 210lb (*s*) 285NHP 2SB,6*cf*,HS4508 FD Fleming&Fergusn.Ld Psy.	22 ″ 0 s 3 ″ $7\frac{1}{4}$ 18 ″ $9\frac{1}{2}$	BT till 3,41
70351 164723 GXYB	**Bacchus** (*Storeship*) 2*Dks3rd dk in Nos.1&3holds* *Cargo battens not fitted in No. 1* *CruiserStern* *upper'tween dk*	3154 2856 1775	✠100A1 *with freeboard* 10,39 ✠LMC9,36 *Fitted for oil fuel* 9,36 *F.P. above* 150°F.	Fal	*u*	CL 10,39	1936 9mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's* A&CP	TheAdmiralty *CellDB*236'504*t Tanks at sides of Tunnel*157*tMTs*51'1001*tFPT*76*tAPT*43*t*	327·0 B48'F38' FK	49·3	22·9	London British 6*BH*	T.3Cy.21",35"&58"-42" (*s*) 200lb FD 396NHP 3SB,9*cf*, HS6408 N.E.MarineEng.Co.Ld.Sld	25 ″ 6 s 7 ″ 8 17 ″ $11\frac{1}{2}$	
70352 PCXJ	— 2TwinMst *Fitted for oil fuel* *Ref.Mchy* 2*Dks* *Longitudinal framing*	2255 1648 1401					1911	Maats. Fyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	300·0 Q106'B78'F46'	42·0	19·2	Amstrdam Dutch *WB*	T.3Cy.$21\frac{1}{2}$",33"&57"-39" 203NHP Maats.Fyenoord,Rot.		V
70353 FNVP	— (*ex*Trent-34) ssRot.No.3-8,34 *Mchy.Aft* ssRou.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	1810 1411 1030	✠100A1 11,40 BS11,40 ✠LMC7.38 *Fitted for oil fuel* 9,34 *F.P. above* 150°F. *Carrying wine in portable tanks*	Rou Msl	*q*	CL 6,39 ~~delayed~~	1922 10mo	Schpw.v. P.Smit,Jr. Rotterdam A&CP	"Soflumar"(Soc. d'ArmementFluvialetMaritime) *CellDBuB*21'*f*201'611*tFPT*160*tAPT*18*t*	274·2 P77'F20' FK	36·9	17·5	Rouen French 4*BHCem*	T.3Cy.$20\frac{3}{4}$",$32\frac{1}{4}$"&55"-$39\frac{3}{8}$" 180lb (*s*) 239NHP 2SB,6*cf*,GS120,HS4152 Schpw.v.P.Smit,Jr.Rot.	20 ″ 0 s 2 ″ $10\frac{1}{2}$ 17 ″ 4	
70354 DOMK	— 1*Dk*	658 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0 Q50'B45'F22'	28·1	12·8	Bremen German *WB*	T3Cy.$13\frac{1}{2}$"$21\frac{1}{16}$"&$34\frac{7}{16}$"-$23\frac{1}{8}$" 57NHP A.G."Weser,"Bremen		G
70355 165486 GZRR	**Bachaquero** TwinSc *Mchy.Aft* 1*Dk* *CruiserStern* "*Arcform*" *Longitudinal framing at bottom & at deck*	4890 3685 2432	✠100A1 ~~1,40~~ ~~10,39~~ 11,40 ✠LMC6,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,37 *F.P. above* 150° F.	Boa	*x* $1\frac{3}{16}$	CL 9,38	1937 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's* A&CP	LagoShippingCo. Ld.(~~F.J.Wolfe, Mgr.~~) (R.A.Carder,*Mgr.*) *CellDBuE&B*58'	371·1 379·4(O.L.) P89'B36'F37' FK *Trunk in wells* 195*tDTf*40'555*t* *FPT*333*t*	64·2	18·1	London British 8*BHptCem* *ptAsp* *APT*215*t*	T.6Cy.$16\frac{1}{2}$",$28\frac{1}{2}$"&48"-36" 225lb (*s*) FD 551NHP 2SB,8*cf*,HS8870 N.E.MarineEng.CoLdNwc	18 ″ 0 s 1 ″ 6 16 ″ $8\frac{1}{4}$	
70356 EABW	**Bachi** (*ex*Bologna-38, *ex*Bachi-37) ssBbo.No.3-2,33 ssNap.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	3077 2823 1848	✠100A1 4,40 BS~~8,39~~ ✠LMC2,37 10,40	Bbo	*u*	CL 2,39	1920 9mo	BlythS.B. Co.Ld. Blyth *Lloyd's* A&CP	Cia.Naviera "Bachi"(Hijos de Astigarraga) *CellDB*	331·2 P33'B98'F29' FK 284'734*t FPT* 122*t*	46·7	23·2	Bilbao Spanish 5*BHCem* *APT*48*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 368NHP 3SB,9*cf*,GS155,HS6090 Richardsons,Westgarth &Co.Ld.Hpl.	25 ″ 6 s 3 ″ $11\frac{3}{4}$ 21 ″ 9	

1 Numero l'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
70357 1638 IBBE	**Bacicin Padre** (exScottishBard, exWarPundit) ssNwc.No.2-27 *Fitted for oil fuel* D.F. 1 *Dk2trB & Web frames* *Carrying oil in bulk*	5591 4705 3454	✠ ... 4,33 ✠				1918 12mo	SirJ.Laing &Sons,Ld. Sunderland	"Corrado" Soc. Anon.diNav.	409·8 400·0 P50'B121'F39' FK	52·2	28·5	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 517NHP Palmers'Co.Ld.Newcastle	31 ″ 0	I †
70358 204945 KJCI	**Back Bay** (exJuneau, exBurlington) *Fitted for oil fuel* *Mchy.Aft* D.F. *2Dks*	2382 — 1805					1908	Gt.Lakes Eng.Works Ecorse,Mich.	GartlandS.S.Co. (D.Sullivan &Co. *Mgrs.*)	244·0	43·2	27·0	Wilmgton (Del.) Utd.States *WB*	Q.4Cy.16½",24",35"&51"–36" 156NHP Gt.LakesEng.Wks.Detroit		R
70359 ~~[illegible]~~ ~~[illegible]~~	**Bacoi** (exCalgary) TwinSc *OilEng.* Wireless D.F. *1Dk* *Carrying oil in bulk*	1535 — 886					1912	Swan,Hunter&Wigham Richardson, LdNewcastle	~~Bouchard Transpn.Co~~ Panamerican ShippingCo Inc.	248·0 P36'F37'	42·5	19·1	Panama Panamanian *WB*	Oil Engines 2S.C.SA 6Cy.16½"–24" 286NHP McIntosh& NE21 SeymourCorp.N.Yk.		R
70360 160411 GNTZ	**Bactria** ssLiv.No.2-35 *2Dks(Stl)*	2407 2085 1207	✠100A1 Examined 2,41 ✠LMC MS3,35 BS~~8,38~~8,40	~~Liv~~ Lon	*l*	CL 7,37	1928 4mo *Lloyd*'s A&CP	JLThompson&Sons,Ld. Sunderland	CunardS.S.Co.Ld. *CellDBa& E94' f139' 526t FPT 43t APT 23t*	292·3 B129'F28' FK	45·0	20·3	Liverpool British *5BHptCem*	T.3Cy.24".40"&66"–45" (*s*) 180lb *180lb* 403NHP 2SB,*8cf*,GS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	22 ″ 6 s3 ″ 0½ 19 ″ 8	
70361 EABK	**Badalona** (exSirius-39, exArnus) TwinSc *OilEng.* *Mchy.Aft* ssBcl.No.3-10,34 D.F. *2Dks(Stl)&Web frames* *Longitudinal framing*	4202 3873 2548	✠100A1 12,36 DBS~~12,38~~ 8,40 ✠LMC3,39 *Carrying Petroleum in bulk*	Cdz	*u*	OG 1,39	1922 9mo *Lloyd*'s A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Cia.Arrendataria delMonopolio dePetroleos.S.A. *CellDBa 19' u E33' 121t DTf 43' 363t FPT 99t APT 67t*	365·0 P87'B28'F37' FK	49·0	28·7	Barcelona Spanish *13BHptCem*	Oil Engines 2S.C.SA 12Cy.17"–35" 600NHP DB*120lb* Swan,Hunter&Wigham-Richardson,Ld.Nwc.	28 ″ 9 s5 ″ 1 23 ″ 11¼	
70362 151783 XYKL	**Badarpur** ssCal.No.3-12,34 ssCal.No.1-38 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing* *CruiserStern*	8079 7473 4949	✠100A1 1,41 ~~2,40~~ ~~BS2,40~~ ✠LMC9,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 7,22 F.P. above 150° F.*	Bom BS2,41	*c*†	CL ~~N6,39~~ 1,41	1922 6mo *Lloyd*'s A&CP	Hawthorn,Leslie&Co.Ld Newcastle	BurmahOilCo.Ld. *CellDBuB32' 84t DTf41' 444t FPT290t APT80t*	440·0 454·4(O.L.) P33'B34'F64' FK	57·1	38·9	Rangoon British *19BHptCem* (*9 to U dk* *10 ,, 2nd ,,*)	T.3Cy.30 9/16",50"&80"–54"(*s*) 180lb FD 715NHP 3SB(Spt),&1AuxSB,*15cf*, HS11066 Hwthrn,Leslie&CoLd.Nwc	39 ″ 3 s9 ″ 7¾ 29 ″ 10	
196 40 70363 DHBU	**Baden** 4Mst *Fitted for oil fuel* D.F. Sub.Sig. *2Dks*	8204 7397 4879					1922	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	468·7 P55'B224'F54'	58·3	32·7	Hamburg German *WB*	T.3Cy.32¼",52¾"&86⅝"–55" &L.P.turbine 769NHP BremerVulkan,Vegesack		G
70364 LJQT	— Ⓟ Wireless D.F. E.S.D. *Cruiser Stern* *1Dk*	1392 995 599					1937	A/S Akers Mek.Verks. Oslo	A/SJelölinjen (Fred.Olsen&Co. *Mgrs.*)	258·8 P29'B111'F55'	39·3	15·0	Oslo Norwegian *WB*	C.4Cy.(2)17⅛"&(2)37⅜"–37⅜" 142NHP A/SAkersMek.Verks.Oslo		N
70365 DGWA	**Badenia** TwinSc *1Dk*	921 707 510					1912	F.Schichau Elbing	Rhein-London Linie,A.Kirsten& Co.	219·8 Q66'B52'F26'	33·5	13·4	Cologne German *WB*	T.6Cy11⅞".19 7/10"&31½"–17¾" NB38 84NHP F.Schichau,Elbing		G
70366 214598	**Badger State** (exFordonian-34, exGeorgian, exYukondoc, exFordonian) ssOgdensburg2ndNo.3-5,34 ssN.Yk.No.1-39 *OilEng.* *1Dk* Wireless GyC. *Mchy.Aft* *Cargo battens not fitted*	1540 — 1118	✠100A1 *withfreeboard* 3,41 ~~3,39~~ ✠LMC(M)3,40 ✠NE4,28 ✠LMC4,38 *For service between New York Chicago & Quebec via Canals, also between Boston, Mass & Norfolk, Va.*	NYk Bfo		CL 2,39	1912 9mo *Lloyd*'s A&CP	ClydeS.B.&E.Co.Ld. Port Glasgow	FederalMotorship Corp.(Geo.D.MacDonald, *Mgr.*) *CellDBuE20' f & in side tanks in fore hold 190' 767t FPT70t APT18t*	250·0 alt.34 FK	42·6	16·7	Buffalo, N.Y. Utd.States *3BHptCem*	Oil Engines 4S.C.SA 6Cy.18"–22" 190NHP BessemerGasEngineCo. GroveCity,Pa.	20 ″ 0 s6 ″ 1½ 14 ″ 0	
70367 140451 GMJV	**Badjestan** ssGls.No.3-2,41 ~~ssShl.No.2-36~~ D.F. E.S.D. *1Dk(Stl)*	5573 — 3353	✠100A1 2,41 ~~11,39~~ ✠LMC MS~~1,36~~ 2,41 BS~~7,39~~ 8,40	Shl Gls	*z*	CL ~~12,38~~ 12,40	1928 3mo *Lloyd*'s A&CP	Bartram&Sons,Ld. Sunderland	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB 340' 1214t DTa28' 1184t FPT321t APT266t*	395·5 408·6(O.L.) P35'B108'F35' FK	54·0	29·1	Newcastle British *8BHCem*	T3Cy.21½",37½"&65"–48"(*s*) 220lb *180lb* 418NHP 3SB(Spt),*9cf*,GS140, FD HS5801 MacColl&Pollock,Ld.Sld.	31 ″ 6 s6 ″ 2½ 25 ″ 5½	
70368 PUAJ	**Baependy** Ⓟ (exTijuca) *2Dks3trB* *Fitted for oil fuel*	4801 3840 3066					1899	Blohm&Voss Hamburg	LloydBrasileiro	375·6 P238'F50'	46·3	27·5	R.Janeiro Brazilian	Q4Cy.21⅓",31⅓",46"&66⅓"–50¾" 315NHP Blohm&Voss,Hamburg		V
70369 PUAK	**Bagé** Ⓟ (exSierraNevada) TwinSc Sub.Sig. *3Dks*	8235 6863 4969					1912	Akt.Ges. "Vulcan" Stettin	LloydBrasileiro	439·2 B151'F103'	56·0	35·1	R.Janeiro Brazilian *WB*	T.6Cy.24",39⅓"&65"–49¼" 600NHP A.G."Vulcan,"Stettin		V
70370 LJHI	**Baghdad** *Ref.Mchy.* *OilEng.* D.F. *CruiserStern* *1Dk&Shelter dk*	2161 1651 1162					1936	A/S Akers Mek.Værks Oslo	A/SBonheur&Den NorskeMiddelhavslinjeA/S (Fred.Olsen&Co. *Mgrs.*)	315·2	44·3	16·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.19 11/16"–35 7/16" 471NHP A/SAkersMek.Værks.Oslo		N
70371 161284 GSZV	**Bahadur** ssCal.No.2-38 *2Dks(Stl)*	5424 5024 3397	✠100A1 ~~8,40~~ ~~9,39~~ 3,41 BS~~7,39~~ 4,40 ✠LMC1,38	Bom	*z*	CL ~~9,39~~ 2,41	1929 9mo *Lloyd*'s A&CP	Lithgow's,Ld. PortGlasgow	AsiaticStm.Nav.Co.Ld. *Intermediate 'tween dk BH in after hold dispensed with* *CellDB348' 1186t DTa35' 981t FPT118t APT31t*	405·0 P40'B121'F41' FK	54·0	28·8	London British *ptCem* *5BHto Udk* 1 ,, ,,*2nd*,,	T.3Cy.24½",42"&70"–48"(*s*) 210lb *110lb* 446NHP 2SB,*8cf*,GS154,HS5972 FD D.Rowan&Co.Ld.Gls.	31 ″ 3 s6 ″ 1 25 ″ 4½	
70372 160495 GSLF	**Baharistan** ssLon.No.2-36 D.F. *2Dks(Stl)*	5479 5065 3482	✠100A1 4,40 ~~9,39~~ BS3,41 ✠LMC MS5,35 ~~BS10,39~~ *Fitted for oil fuel 6,28 F.P. above 150° F.*	Avn Sou	*z*	CL 9,39	1928 6mo *Lloyd*'s A&CP	JReadhead&Sons,Ld. SouthShields	StrickLine (1923)Ld. (F.C.Strick&Co.Ld. *Mgrs.*) *CellDB365' 1192t DTa37' 962t FPT110t APT24t*	415·0 P31'B126'F52' FK	54·2	27·6	London British *7BHptCem*	T.3Cy.28",46"&77"–48" (*r*) 200lb 630NHP 3SB,*12cf*,GS192,HS9411 FD J.Readhead&Sons,Ld.	30 ″ 1 s6 ″ 0⅝ 24 ″ 3	
70373 DIAP	**Bahia** Sub.Sig. *OilEng* *2Dks*	4117 3720 2407					1927	Kockums M.V.Aktieb. Malmö	Hamburg-Süd.-amerik.DampfschifffahrtsGes.	376·2 F38'	54·2	23·2	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.27 9/16"–55⅛" 438NHP KockumsM.V.Akt.Malmö		G
70374	**Bahia Blanca** (exScania) *Cruiser Stern* *OilEng.* *Mchy.Aft* *1Dk*	637 508 482					1920	Limhamn Skeppsv.A.B. Limhamn	Borzone y Boggiano,PabloCalamani y Pio Frascaroli	180·7 P57'F23'	29·0	11·6	Bns.Aires Argentine *WB*	Oil Engines 2S.C.SA 4Cy.15⅝"–28⅜" 172NHP A/B Atlas-Diesel,Skm.		V

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70375 DOHY	**Bahia Camarones** (*ex*Sonnenfels–39, *ex*GothicPrince) Sub.Sig. ssHul.No.2–27 *Fitted for oil fuel* *2Dks&Shelter dk*	8551 8090 5301	✠ ... 4,29 ✠				1918 8mo	Palmers Co.Ld. Newcastle	Hamburg-Süd-Amerik.DampfschiffahrtsGes.	448·1	57·2	39·2 FK	Hamburg German *WB*	Q.4Cy.25½",36½",52½"&76"–54" 667NHP Palmers'Co.Ld.Newcastle	40 ″ 9	G †
70376 DOFT	**Bahia Castillo** (*ex*Rheinfels–38, *ex*GaelicPrince) Sub.Sig. ssCff.No.2–26 *2Dks&Shelter dk*	8580 6023 5348	✠ ... 4,29 ✠				1918 4mo	Short Bros. Ld. Sunderland	Hamburg-Süd-Amerik.DampfschiffahrtsGes.	449·2	57·2	39·3 FK	Hamburg German *WB*	Q.4Cy.25½",36½",52½"&76"–54" 663NHP N E.MarineEngCoLd Nwc	40 ″ 9	G †
70377 DOFS	**Bahia Laura** (*ex*Rabenfels–38, *ex*SlavicPrince) Sub.Sig. ssBkn.No.2–26 *2Dks&Shelter dk* *Fitted for oil fuel*	8561 5922 5316	✠ ... 4,29 ✠				1918 10mo	Palmer's Co.Ld. Newcastle	Hamburg-Süd-Amerik.DampfschiffahrtsGes.	447·9	57·2	39·2 FK	Hamburg German *WB*	Q.4Cy.25½",36½",52½"&76"–54" 667NHP Palmer'sCo.Ld.Newcastle	40 ″ 9	G †
70378	**Bahiense** (*ex*Natuna) TwinSc ssP.Gl.2ndNo.3–6,20 ssB.As.No.2–28 *Well deck* 1*Dk*	737 — 420	✠ ... 4,33 ✠NB14*refitted*24 ✠				1898 5mo	Ramage& Ferguson,Ld. Leith	Cia.deTransportes MaritimosS.A. (F.M.Brosig, *Mgr.*)	197·4 Q74'B48'F30'	32·1	13·0 FK	Bns.Aires Argentine *WB*	C.4Cy.13¾"&30"–21" 88NHP Ramage&FergusonLd.Lth	13 ″ 6	V
70379 FOYO	**Bahram** (*ex*SaintBoniface) ssRot No.2–30 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	7765 7182 4139	✠ ... 8,34 ✠	Msl	*c*†		1922 10mo	Chant.Nav Français Caen	Association Pétrolière *CellDBuE44'76t u* *DTf35'313t*	452·0 P135'B34'F44' *B38'132t* *FPT168tAPT235t*	57·2	35·0 FK	Dunkirk French 18*BHptCem* (10,, *to Udk* 8 ,, *2nd*,,)	3SteamTurbinesDRgeared to1 Sc. Shaft 569NHP 3SB,*9cf*,GS204,HS7528 Atl.&Ch.de laLoire,St.N.	35 ″ 0	V †
70380 HPGB	**Bahrein** (*ex*R.J.Hanna–35) D.F. GyC. ssYka.No.3–10,36 2*Dks* *Mchy.Aft* *Longitudinalframing*	7095 — 4388	100A1 1,40 BS1,40 *Carrying Petroleum in bulk* *Fitted for oil fuel F.P. above 150°F.*	LAn LMC10,36	*b*†	CL 6,39	1921	UnionConstructionCo. Oakland,Cal.	ForeignTankship Corporation *Midship portion (cargo tanks) renewed 36* *CellDBuE&B62'178t DTf50'1049t FPT119t APT81t*	435·0 P105'B38'F42'	56·2	33·4 FK	Panama Pnamanian 14*BH* (8 *to U dk* 6 ,, *2nd* ,,)	T.3Cy.27⅛",47"&78"–48"(*s*) 220lb FD 632NHP 3SB,*9cf*,GS180,HS9000 LlewellynIronWorks, LosAngeles	33 ″ 6 s6 ″ 6 27 ″ 3	
70381 28678 JBPA	**Baikal Maru** Ⓟ TwinSc ssOsa.No.3-2,33 ssOsa.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws) *2nd dk*(*Stl*) *in No.* 1 *hold*	5266 4079 3096	✠ ... 7,38 ✠	Kob	*y*		1921 9mo	Mitsubishi Zosen Kaisha,Ld. Kobe	ToaKaiunK.K. *CellDB335'792t tanks at sides of thrust recess 8'65t*	400·0 B169'F46'*onShelter dk* *FPT37tAPT50t*	50·0	30·0 FK	Osaka Japanese *Cem* 7*BHtoShdk* 1 ,, ,, *U* ,,	4 Steam Turbines SR geared to 2 Screw Shafts 1009NHP 4SB(Spt),*12cf*,GS264, HS10628 MitsubishiZosenKaishaLd	30 ″ 0	
70382 1663 ICPK	**Bainsizza** D.F. 1*Dk*	7933 6011 4965					1930	Stabilmnto Tecnico Trieste	Soc.Anon.E.V. Parodi	446·8 428·1 P37'B288'F40'	58·4	29·3	Genoa Italian *WB*	C.4Cy.(2)$20\tfrac{1}{16}$"&(2)$43\tfrac{5}{16}$"–$43\tfrac{5}{16}$" 407NHP StabilimentoTecnico,Tri.		I
70383 HRCP	**Baja California** *Fitted for oil fuel* 2*Dks*	1649 1418 819					1914	R.Thompson&Sons,Ld Sunderland	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	265·6 P21'B64'F32'	38·5	18·0 *WB*	Puerto Cortes Honduran	T.3Cy.20".33"&54"–36" NB19*refitted*36 175NHP N.E.MarineEng.Co.Ld.Sld		R
70384 XCKA	— Ⓟ (*ex*KorriganIII–38) *Fitted for oil fuel* Wireless	962 — 579					1912	Atel.&Ch. de laLoire Nantes	S.S.BajaCalifornia yCia(operatedby TransportesMaritimos,S.C.O.P.)	194·6	31·0	20·0	Mazatlan Mexican *WB*	T.3Cy.18⅛",$29\tfrac{15}{16}$"&$49\tfrac{7}{32}$"–$37\tfrac{13}{16}$" 150NHP Atel.&Ch. de laLoire,Nts.		
70385 LDAM	**Bajamar** TwinSc *OilEng.* D.F. *CruiserStern* 2*Dks*	2757 2144 1244					1931	Akers Mek.Værks. Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	330·6	48·2	19·2	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–$43\tfrac{5}{16}$" 625NHP AkersMek.Værks.Oslo		N
70386 YTJF	**Bakar** Ⓟ ssSpt.No.2–40 1*Dk*(*Teak*)	344 — 115	✠100A1 *withfreeboard* 2,40 No later survey reported	Spt ✠LMC2,40	*f*	CL 1,40	1931 3mo	J.S.White &Co.Ld. EastCowes Lloyd's*A&CP*	Jadranska Plovidba D.D. *Tanks in way of tunnel* 16'11t*DTf*20'31t*FPT*4t*APT*3t	144·5 F34'	24·6	11·4 BK6"	Susak Yugoslav 5*BHCem*	T.3Cy.14",22½"&37"–24"(*s*) 200lb 111NHP 1SB,*3cf*,GS53,HS1723 FD J.S.White&Co.Ld.Cowes	12 ″ 0 s2 ″ 4½ 10 ″ 3½	
70387 218817 KIZC	**Bakersfield** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Now* "Chagres," *see* No.87543 *in Supplement*	5545 — 3458					1919	South WesternShipbuildingCo. SanPedro,Cal	UnitedStates Maritime Commission	410·5 P46'B112'F46'	54·3	27·2	LAngeles Cal. Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
70388 TCMD	**Bakir** (*ex*Glenardle–38, *ex*NordkynII) ssNpt.No.3–8,34 ssShl.No.1–38 2*Dks*(*Stl*) *Longitudinal framing in DB&at decks*	*4584* *4235* *2786*	✠100A1 4,39 BS~~1,39~~ 4,40 *Fitted for oil fuel* 11,21 *F.P. above 150°F.*	Bdx ✠LMC3,38	*x*	CL 1,40	1921 11mo	Greenock DockyardCo. Ld. Greenock Lloyd's*A&CP*	T.C.Münakalât Vekâleti Devlet Denizyollari Isletme U.M.	376·6 P37'B105'F37' *CellDB*321'1068t	52·3	26·1 FK	Istanbul Turkish 6*BHptCem* *APT*128t	T.3Cy.25",41"&68"–48"(*s*) 180lb 432NHP 3SB,*9cf*,GS165,HS6250 FD Rankin&Blackmore,Ld. Greenock	28 & 6 s5 ″ 1½ 23 ″ 7	
70389 7577 SHAN	**Balaklava** TwinSc *OilEng.* ssGot.No.2–38 D.F. 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern* *Now* "Tryken," *see letter* T. *No* 85246	8036 7229 4663	✠100A1 3,39 DBS8,38 *Carrying Petroleum in bulk*	HKg ✠LMC CS8,38 8,38	*b*†	CL 7,38	1929 11mo	A/BGötaverken Gothenburg Lloyd's*A&CP*	RederiA/BTransmark(G.Carlsson *Mgr.*) *CellDBuE65'278t DTf29'468t FPT113t APT247t*	454·8 P96'F37'	59·1	35·4 FK	Gothenbrg Swedish 10*BHptCem*	Oil Engines 4S.C.SA 14Cy.21⅝"–39⅜" 634NHP 2DB*150lb* A/BGötaverken,Got.	35 ″ 0 s8 ″ 1 27 ″ 1½	
70390 UOKB	— (*ex*Ai-Todor) Wireless 1*Dk*	1026 858 567					1898	Stabilmnto Tecnico Trieste	U.S.S.R.	233·2 Q42'B42'F26'	34·3	13·0	Odessa Russian	T.3Cy.16",26"&42½"–26" 92NHP StabilimentoTecnico,Tri.		
70391 6146 SHXA	**Balboa** Ⓟ TwinSc3Mst *OilEng.* ssGot.No.3–9,31 ssGot.No.2–40~~ssGot.No.1–35~~ D.F. E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5524 4977 3381	✠100A1 *Shelter dk* *withfreeboard* 9,40 ~~6,30~~ ~~DBS7,39~~	Skm Got DBS9,40 9,40 ✠LMC~~7,35~~ ~~✠LMC(M)12,36~~	*a*†	OG 1,39	1919 6mo	Aktieb. Götaverken Gothenburg AP	Rederiaktieb Nordstjernan(A.A. Johnson,*Mgr.*) *Collision BH to Shelter dk* *Cell DB368'1506t Wing tank aft 353tFPT94tAPT72t*	426·9 440·0(O.L.)	56·2	26·1 FK	Stockholm Swedish *Cem* 6*BH to Udk*	Oil Engines 4S.C.SA 12Cy.$24\tfrac{13}{16}$"–$37\tfrac{13}{16}$" DB*80lb* 717NHP Aktieb.Götaverken,Got.	30 ″ 0 s3 ″ 11½ 26 ″ 3¼	
70392	**Balcic** Ⓟ *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	3600					1940	Cant.Nav. Riuniti Palermo	RoumanianState MaritimeService	360·9 B84'F34'	50·8	23·5	Constanza Roumanian *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"–41⅜" 582NHP SocAn"Fiat"S.G.M.Turin		
70393 218676 KISM	**Baldbutte** *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *Longitudinal framing* Sub.Sig. *Carrying Petroleum in bulk*	6295 — 3886					1919	Bethlehem S.BCorp.Ld. Quincy, Mass	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	416·9 P92'B39'F33'	56·2	31·0	Wilmgton (Del) Utd.States *WB*	T.3Cy.26½",44"&74"–51" 391NHP BethlehemS.B.Corp.Ld.		R

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après la formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
70394 LCMF	**Balder** 1*Dk*	1129 906 679					1901	Trndhjms Mek.Værks Trondheim	AlbertSchjelderup RederiA/S (A.Schjelderup, *Mgr.*)	231·4 | 34·4 | 13·6 Q125*t*B51*t*F30*t*	Bergen Norwegian *WB*	T.3Cy.16″,26″&44″–30″ TrondhjemsM.V. 106NHP Trondheim		N
70395 218915 KOBV	**Baldhill** *Fitted for oil fuel* Sub.Sig. *Carrying Petroleum in bulk* *Mchy.Aft Longitudinal framing 2Dks*	6413 — 3951					1919	Bethlehem S.B.Corp. Ld Quincy, Mass	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	416·8 | 56·1 | 31·0 P92′B39′F33′	Wilmgton (Del) Utd.States *WB*	T.3Cy.26½″,44″&74¾″–51″ 394NHP BethlehemS.B.Corp.Ld.		R
70396 LCMH	**Balduin** Wireless D.F. 1*Dk*	1164 975 647					1921	Akers Mek.Værks Oslo	A/SBonheur (F.Olsen&Co. *Mgrs.*)	226·7 | 36·6 | 14·7 P50*t*H89*t*F6*t*	Oslo Norwegian *WB*	T.3Cy.17″,29″&47″–33″ 127NHP AkersMek.Værks.Oslo		N
70397 143804 GCQB	**Balfe** *ss*Liv.No.3–5,35 D.F. 2*Dks*(*Stl*)	5369 4799 3225	✠100A1 Examined 2,41 Hul ✠LMC MS8,39 BS2,41	~~Bkn~~	*y*	CL 12,39	1920 1mo Lloyd	D&W Henderson&CoLd Glasgow '*sA&CP*	Lamport&Holt Line,Ld. *CellDB*	400·1 | 52·3 | 28·4 P49′B113′F38′ FK 344′1030*t*FPT113*t*	Liverpool British 7*BHptCem* *APT*210*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *120lb* 517NHP 3SB,9*cf*,GS190,HS7668 FD D&WHendersn&CoLdGls	31 ″ 0 s5 ″ 11¼ 25 ″ 4	
70398 130124 MJXD	**Balfron** *ss*Gmh.No.3–10,32 *ss*Gmh.No.1–36 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	362 247 138	✠100A1 9,39 BS~~9,39~~ ✠LMC12,36 12.40	Gmh	*f*	CL ~~12,30~~ 11,40	1920 3mo Lloyd	Scott& Sons Bowling '*sA&CP*	ShieldS.S.Co.Ld. (Walker&Bain, *Mgrs.*) *FPT*31*t**APT*12*t*	141·7 | 23·8 | 10·1 25·1 Q81′B8′F24′ BK7″	Grngemth British 3*BHCem*	C.2Cy.16″&34″–24″ (*s*) 130lb 47RHP 1SB.2*pf*,GS42,HS1388 Fishers,Ld.Paisley	11 ″ 0 s3 ″ 4¼ 11 ″ 3	
70399 UOYT	**Balhash** (*ex*Straum–34, *ex*BarHarbor) 1*Dk*	2191 1807 1255	✠ … 11,20 ✠				1918 12mo	Staten IslandS.B.Co StatenIsland N.Y.	U.S.S.R.	264·4 | 42·2 | 21·9 P52*t*F8*t*H154*t* FK	Leningrad Russian *WB*	T.3Cy.18″,30″&51″–36″ 160NHP StatenIslandS.B.Co. StatenIsland,N.Y.	24 ″ 0	
* 70400 LJCK	**Bali** Ⓟ (*ex*Alnwick–35) *ss*Osl.No.2–37 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) Wireless D.F.	1428 920 614	✠100A1 *with freeboard* 6,38 ✠LMC MS12,35 BS2,39	Osl	*q*	CL 5,37	1928 4mo Lloyd	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP* *CellD*	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*) *Ba&uE*75′*f*115′21	254·1 | 38·8 | 14·4 B75′F30′ FK Coll 4*t**FPT*17*t**APT*12*t*	Oslo Norwegian 5*BHCem* *BH to Sh dk* 4 ,, ,, 2*nd* ,,	T.3Cy20¾″,35½″&60″–45″(*s*) 215lb 392NHP 2SB,6*cf*,GS130,HS5864 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	16 ″ 8 s ″ 7 16 ″ 3	
70401 PKQE	**Balikpapan** Ⓟ *OilEng.* *Mchy.Aft* 2*Dks*	1279 1025 844					1938	NV.Boele's Schpsw&Mch Bolnes	Koninkl.Paketv. Maats.	215·0 | 39·7 | 15·8 P95′F51′	Batavia Dutch *WB*	Oil Engines 4S.C.SA 7Cy.15¾″–29½″ 168NHP Gbr.Stork&CoNVHengelo		V
70402 2234 IBIP	**Balilla** (*ex*Velites–39, *ex*Gothic–39, *ex*NashLight) *ss*Gmh.No.3–7,33 *ss*Brw.No.1–37 D.F. *CruiserStern* 1*Dk*(*Stl*) (*DAMAGED BY AIRCRAFT 10,38–NOW TRADING*)	2469 2221 1383	✠ 11,37 ✠	Brw	*t*		1920 7mo	Monmouth S.B.Co.Ld. Chepstow, Mon.	G.Scorza *CellD*	303·0 | 43·0 | 20·7 313·9(O.L.) P33′B80′F33′ FK B260′677*t* *FPT*87*t*	Genoa Italian 5*BHCem* *APT*193*t*	2 steam turbines DRgeared to 1 sc. shaft 223NH HS5526 2 water tube boilers BritishWestinghouse Electric&Mfg.Co.Mch	23 ″ 0	I †
70403 XTTK	**Balkan** (*ex*Epsilon–38, *ex*MadrasCity–33, *ex*Langholm) *ss*Bkn.No.1–15 *Fitted for oil fuel* 1*Dk*&*Shelterdk* Now "Armando," see No. 87035 in Supplement	4120 — 2579	✠ … 1,21 ✠				1911 5mo	W.Gray& Co.Ld. WHartlepool	FranoPetrinovic	383·9 | 53·5 | 29·0 B8′ FK	Split Yugoslav *WB*	T.3Cy.25″,41″&68″–48″ 342NHP Cen.Mar.Eng.Wrks.WHpl	25 ″ 5	C †
70404 LZDE	— (*ex*LouisFraissinet–34) *Fitted for oil fuel* D.F. 2*Dks*	3838 — 2296					1914	Ch.&Atel. deProvence Port deBouc	Soc.Commerciale BulgaredeNav.à Vap.	353·5 | 46·6 | 23·1 P25′Q82′F48′	Varna Bulgarian *WB*	T3Cy25″,$40\frac{3}{10}$″&$66\frac{3}{10}$″–$43\frac{3}{10}$″ 295NH Ch.&Atel.deProvence,Msl.		V
70405 DJXB	— (*ex*Clanwood–38) *ss*Sld.No.3–3,36 *Well deck* 1*Dk*(*Stl*)	2209 1777 1260	✠ 8,38 ✠	Sld	*r*		1924 3mo	SirJ.Laing &Sons,Ld. Sunderland	ErnstKomrowski Reederei *CellDBa*48′*uE*& *B*39′*f*113′39	279·5 | 40·1 | 19·0 290·0(O.L.) P20′Q94′B48′ F19′ FK 7*t**DTa*36′250*t**FPT*	Hamburg German 4*BHCem* 52*t**APT*80*t*	T.3Cy.20″,33″&54″–39″ 199NHP 2SB,6*cf*,GS94,HS3096 G.Clark,Ld.Sunderland	21 ″ 0	
70406 TCDP	**Balkaya** (*ex*Utku–38,*ex*Zafer–36, *ex*Victoria,*ex*Campania, *ex*Marcial,*ex*RioCaete, *ex*Itararé,*ex*Arminda, *ex*Bosnian) *OilEng.* 1*Dk* *Well deck*	378 — 259	✠ 6,91 ✠	Ayr	*f*		1890 7mo	Mackie& Thomson Glasgow	FaikZeren ve Seriki	148·0 | 23·6 | 10·5 Q79′B19′F21′ BK7″ *DBa*35′29*t*	Istanbul Turkish 4*BHAsp* *FPT*31*t*	Oil Engines 4Cy. NE34	11 ″ 6	
70407 LKDT	**Balkis** *OilEng* D.F. *CruiserStern* 1*Dk*&*Shelter dk*	2161 1651 1160					1939	A/S Akers Mek.Verks. Oslo	DenNorskeMiddelhavslinjeA/S(Fred Olsen&Co.&O.R. Thoresen,*Mgrs.*)	315·2 | 44·3 | 16·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 472NHP A/S AkersMek.Verks.Oslo		N
70408 201696	**Ball Brothers** *Mchy.Aft* 1*Dk*	5733 — 4438					1905	American S.B.Co. Lorain.O.	GlobeS.S.Corp. (G.A.Tomlinson, *Mgr.*)	480·0 | 52·0 | 30·0 *WB*	Michigan, Ind. Utd.States	T.3Cy.22½″,36″&60″–42″ 233NHP DetroitS.B.Co.Detroit		R
70409 LJOY	**Balla** (*ex*Gresham–37, *ex*Margretian) TwinSc *ss*N.Yk.No.1–40 *OilEng.* *ss*Bly.No.3–3,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* *CruiserStern*	2565 2288 1502	✠100A1 *Shelter dk* *with freeboard* 11,40 ~~12,35~~ LMC CS6,40 11,40 6,40 DBS~~6,38~~ ~~DBS(a)12,38~~	NYk	*t*	CL ~~6,38~~ ~~BN6,38~~ 5,40	1923 11mo Lloyd	C.Hill& Sons,Ld. Bristol '*sA&CP*	Th.Brövig *CellDB*257′3	297·7 | 43·9 | 21·5 F26′*on Shelter dk* FK Coll 28*t**MT*47′770*t**FPT*	Farsund Norwegian *ptCem* *BH to Sh dk* 4 ,, ,, *U* ,, 57*t**APT*80*t*	Oil Engines 4S.C.SA 12Cy.20⅞″–20⅞″ 518NHP NE12,30NDB(*f*)38–*120lb* NDB(*a*)23 *120lb* Maschfbk.Augsburg-NürnbergA.G.Augsburg	24 ″ 0 s1 ″ 7 22 ″ 7¼	
70410 130127 MLTC	**Balmaha** *ss*Gmh.No.3–1,37 1*Dk*(*Stl*) *Cargo battens not fitted*	1428 1256 768	✠100A1 ~~5,40~~ ~~5,39~~ 10,40 ✠LMC MS10,36 BS~~5,39~~5,40	Gmh ~~Trn~~ Sou	*p*	CL 9,37	1924 2mo Lloyd	Bow,McLachlan&Co LdPaisley '*sA&CP*	ShieldS.S.Co.Ld. (Walker&Bain, *Mgrs.*) *Cell*	244·7 | 36·1 | 17·2 253·5(O.L.) B56′F27′ FK *DB*201′398*t**FPT*77*t*	Grngemth British 4*BHCem* *APT*57*t*	T.3Cy.17″,27″&45″–33″ (*s*) 180lb 170NHP 2SB,4*cf*,GS90,HS3217 Bow,McLachln&CoLdPsy	19 ″ 3 s2 ″ 6 16 ″ 10½	
70411 108628 MCSS	**Balmarino** 3Mst *ss*Bel.3rdNo.3–8,36 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft*	419 304 166	✠100A1 Examined 4,41 Bel ~~BS9,40~~ ✠LMC4,41 ~~MS9,36~~ ~~BS7,39~~	~~Bel~~	*g*	CL ~~6,38~~ 3,41	1898 11mo	AilsaS.B. Co. Troon A&CP	J.Kelly,Ld. (W.Clint,*Mgr.*)	161·7 | 25·1 | 9·8 26·9 Q79′B7′F26′ BK7½″ *DBf*79′118*t* *FPT*	Belfast British 3*BHCem* 19*t**APT*5*t*	C.2Cy.19″&42″–30″ (*s*) 115lb 80RHP 1SB,3*pf*,GS60,HS1380 Muir&Houston,Ld.Gls.	12 ″ 6 s4 ″ 1½ 12 ″ 9½	
70412 113300 GFQP	**Balmoral** Ⓟ Pad Wireless	471 369 188					1900	S.Mc Knight&Co. Ld. Ayr	Southamptn.I.ofW &S.ofEng.Royal MailStmPktCo.Ld	236·0 | 27·1 | 9·6	S'thamptn British	C.2Cy.36½″&66½″–66″ NB20 300NHP Hutson&Sons,Ld.Glasgow		

132
40

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 **Steamer's Name.** Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
90/40 70413 164835 GZKK	**Balmoralwood** D.F. ~~E.S.D.~~ GyC. 1*Dk & Shelter dk* *Ref. Mchy. Cruiser Stern* *Longitudinal framing at shelter dk*	5834 4928 3374	✠100A1 *with freeboard* 11,39 ✠LMC2,37 ✠Lloyd'sRMC9,39	Lon	*q*	CL 11,39	1937 2mo *Lloyd*	Hawthorn, Leslie & Co. Ld Newcastle '*sA&CP*	Constantine Shipping Co. Ld.	446·7|56·7|26·1 463·2(O.L.) F39' FK (*Coll BH to Shltrdk, 6BH to 2ndk*) *Cell DB* 379' 1342*t FPT* 206*t APT* 309*t*	Middlsbro' British 7*BHCem*	T.3Cy. $23\frac{1}{2}$", 38" & 65"–45" & exhaust turbine driving steam compressor 477NHP 220lb (*s*) 2SB(Spt)(FD) & 1AuxSB *9cf*, GS142, HS6634 N.E.MarineEngCoLd.Nwc	29 // 0 s 3 // $7\frac{1}{4}$ 25 // $8\frac{3}{4}$	
76/40 70414 143762 GFCR	**Balmore** (*ex* Kirkliston-37, *ex* Rowanpark) *ss* Gmh. No.3-5,34 *ss* Nwc. No.1-38 1*Dk(Stl)* *Longitudinal framing in DB & at dks* *Cargo battens not fitted*	1925 1741 1166	✠100A1 1,40 ✠LMC10,38 MBS1,40 DBS10,39	Gls	*r*	CL 10,38	1920 11mo *Lloyd*	Grngem'th Dockyard Co. Ld. Grngmth '*sA&CP*	Balmore S.S. Co. Ld. (John Bruce & Co. *Mgrs.*)	280·2|41·9|19·0 291·3(O.L.) P24'B65'F29' FK *Cell DBa* 66' *u E* 27' *f* 121' 550*t FPT* 43*t*	Glasgow British 4*BHCem* *APT* 43*t*	T.3Cy. 21", 35" & 57"–36" (*r*) 180lb *100lb* 230NHP 2SB, *6cf*, GS113, HS3796 Cooper & Greig, Ld. Dun.	20 // 9 s2 // $8\frac{3}{4}$ 18 // 3	
70415	**Balmung** (*ex* Coruna-38) 1*Dk*	1481 1325 829					1908	W. Dobson & Co. Newcastle	Rederi A/B Notung (O/Y Ernst Sohn, Ld. *Mgrs.*)	253·2|37·7|17·5 P13*t* F32*t*	Helsingfrs Finnish *WB*	T.3Cy. 19", 31" & 51"–36" 156NHP N.E.MarineEngCoLd Nwc	19 // 9	N
70416 PCXW	**Baloeran** Ⓟ TwinSc D.F. GyC. *Oil Eng.* Sub.Sig. *Cruiser Stern* 4*Dks*	17001 12123 10173					1930	Maats. Fyenoord Rotterdam	Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*)	551·0|70·4|41·6 B11'F100'	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 20Cy. $29\frac{15}{16}$"–$52\frac{3}{4}$" 3115NHP Sulzer Frères, Winterthur		V
70417 166411	**Baltabor** (*ex* Cumbal-38, *ex* Santa Monica-36, *ex* City of San Francisco) TwinSc *Oil Eng.* *ss* Liv. No.3-4,38 1*Dk(Stl) & Shelter dk(Stl)* *Ref. Mchy.* 3*rd dk(Stl) in No.1 hold*	2592 1785 1391	✠~~100A1~~ *with freeboard* 4,38 ~~DBS4,38~~ ~~✠LMC4,38~~ ~~✠Lloyd'sRMC11,38~~	Liv	*u*	CL 10,36	1924 9mo *Lloyd*	A/B Gotaverken Gothenburg '*sA&CP*	Anglo-Latvian Shipping Co. Ld. (United Baltic Corp. Ld. *Mgrs.*) *Cell DB* 207' 561*t* *MT* 19' 436*t*	302·0|46·0|18·4 314·6(O.L.) P38'B110'F38' FK *FPT* 105*t APT* 51*t*	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy. $23\frac{3}{16}$"–$35\frac{7}{16}$" 629NHP DB*100lb* A/B Gotaverken, Got.	21 // 6 ~~s 1 // $1\frac{1}{4}$~~ ~~20 // $6\frac{1}{2}$~~	
70418 144615 MKBW	**Baltallinn** (*ex* Starling) *ss* Lon. No.3-3,33 *ss* Lon. No.1-37 1*Dk(Stl) & Shelter dk(Stl-ws) & 2nd dk(Stl) in No.1 hold* *Ref. Mchy* Wireless	1303 1025 512	✠100A1 *Shelter dk with freeboard* 3,40 BS4,41 ~~BS3,40~~ ✠LMC4,37 ✠Lloyd'sRMC~~3,40~~ 4,41 ~~10,40~~	Sws	*q*	CL ~~9,38~~ 6,41	1920 6mo *Lloyd*	Ailsa S.B. Co. Ld. Troon '*sA&CP*	Anglo-Estonian Shipping Co. Ld. (United Baltic Corp. Ld. *Mgrs.*) *Cell DB* 211' 324*t FPT* 17*t APT* 19*t*	245·2|39·2|15·0 B63' *on Shelter dk* FK *Collision BH to Sh dk* 4 ,, ,, *U* ,,	London British *Cem*	T.3Cy. 22", $37\frac{1}{2}$" & 60"–39" (*s*) 180lb 292NHP 2SB, *8cf*, GS16, HS5154 Ailsa S.B. Co. Ld. Troon	17 // 0 s // 7 16 // 7	
70419 148640 GLKX	**Baltannic** (*ex* Westland, *ex* Zaanstroom) *ss* Gms. 2nd No.3-6,38 *Ref. Mchy.* 2*Dks(Stl) & Weather dk (pt Stl-ws)*	1741 1060 914	100A1 *with freeboard* ~~[illegible],40~~ 1,41 BS1,41 ~~BS1,38,5,40~~ LMC6,38 ✠Lloyd'sRMC~~3,40~~ 12,40	Nwc ~~Liv~~ Wln	*p*	CL ~~5,38~~ 1,41	1913	Rotterdam Droogd. Maat. Rotterdam	United Baltic Corporation, Ld. *Cell DBa & u E* 72'	243·4|37·3|24·6 FK *f* 98' 263*t FPT* 27*t*	London British 5*BHCem* *APT* 31*t*	T.3Cy. $21\frac{1}{8}$", 33" & 57"–39" (*s*) 180lb 291NHP 2SB, *6cf*, GS115, HS4372 FD Rotterdam Droogd. Maats.	25 // 9 s 7 // $9\frac{1}{4}$ 18 // $4\frac{1}{2}$	
70420 142356 GTXM	**Baltara** (*ex* Glacière-33, *ex* War Country) 3Mst *ss* Ham. No.3-8,30 *Ref. Mchy.* *ss* Lon. No.2-38 1*Dk(Stl)*	3292 2818 1993	✠100A1 ~~8,40 9,39~~ 5,41 BS5,41 ✠LMC12,38 Lloyd'sRMC~~2,40~~8,40 ~~2,41~~ 7,41	Bry ~~Liv~~ Gls	*u*	CL ~~3,37~~ 7,40	1918 3mo	W. Gray & Co. Ld. W Hartlepool A&CP	United Baltic Corporation, Ld. *Cell D*	331·2|46·7|23·2 P33'B100'F29' FK B284' 741*t FPT* 105*t*	London British *pt Cem* *APT* 130*t*	T.3Cy. 25", 41" & 68"–45" (*s*) 180lb 430NHP 3SB, *9cf*, GS153, HS6336 FD Cen. Mar. Eng. Wrks W. Hpl	25 // 6 s 3 // $10\frac{1}{4}$ 21 // $10\frac{1}{2}$	
70421 166403 GJGB	**Baltavia** (*ex* Chimu-38, *ex* Santa Catalina-35, *ex* City of Panama) TwinSc ssLiv. No.3-4,38 *Oil Eng.* D.F. E.S.D. 1*Dk(Stl) & Shelter dk(Stl)* *Ref. Mchy.* 3*rd dk(Stl) in No.1 hold*	2592 1785 1391	✠100A1 *with freeboard* 11,39 DBS3,39 ✠LMC4,38 ✠Lloyd'sRMC5,39	Sou	*u*	CL 9,37	1924 10mo *Lloyd*	Aktieb. Götaverken Gothenburg '*sA&CP*	Anglo-Estonian Shipping Co. Ld. (United Baltic Corp. Ld. *Mgrs.*) *Cell DB* 207' 561*t* *MT* 19' 436*t*	302·0|46·0|18·4 314·6(O.L.) P38'B110'F38' FK *FPT* 105*t APT* 51*t*	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy. $23\frac{1}{4}$"–$35\frac{7}{16}$" 629NHP DB*100lb* Aktieb. Götaverken, Got.	21 // 6 s 1 // $1\frac{1}{4}$ 20 // $6\frac{3}{4}$	
70422 144503 MJYF	**Balteako** (*ex* Heron-35) *ss* Lon. No.3-5,33 *ss* Lon. No.1-37 1*Dk(Stl) & Shelter dk(Stl-ws) & 2nd dk(Stl) in No.1 hold* *Ref. Mchy.* Wireless	1328 1026 541	✠100A1 *Shelter dk with freeboard* 7,40 ~~4,40~~ BS4,41 ~~BS4,40~~ ✠LMC4,37 ✠Lloyd'sRMC~~4,40~~ 6,41 ~~12,40~~	Abn Liv	*q*	CL 3,38	1920 4mo *Lloyd*	Ailsa S.B. Co. Ld. Troon '*sA&CP*	Anglo-Latvian Shipping Co. Ld. (United Baltic Corp. Ld. *Mgrs.*) *Cell D*	245·1|39·2|15·0 B63' *on Shelter Dk* FK B213' 338*t FPT* 17*t APT* 19*t Collision*	London British *Cem* *BH to Sh dk* 4 ,, ,, *U* ,,	T.3Cy. 23", $37\frac{1}{2}$" & 60"–39" (*s*) 180lb 292NHP 2SB, *8cf*, GS167, HS5154 Ailsa S.B. Co. Ld. Troon	17 // 0 s // $2\frac{3}{4}$ 16 // $11\frac{1}{4}$	
70423 HPFG	**Baltic** TwinSc *Oil Eng.* *Mchy. Aft* 3*Dks* D.F. E.S.D. *Longitudinal framing* *Carrying Petroleum in bulk*	8805 — 5410	(*Classification Contemplated*)				1920	Nordseewerke Emden	Panama Transp. Co.	509·6|64·0|31·7	Panama Pnamanian *WB*	Oil Engines 2S.C.SA 8Cy. $25\frac{5}{8}$"–$51\frac{1}{8}$" 908NHP NE26 Fried Krupp Germaniawerft A.G. Kiel	32 // 0 s5 // $3\frac{1}{2}$ 26 // $11\frac{1}{2}$	G
70424 OHAH	— Ⓟ Wireless D.F. 1*Dk & Hurricane dk*	1086 1046 612					1897	Schiffsw. von H. Koch Lübeck	Finska Ångfartygs Aktiebolaget	210·3|32·8|21·3 201·1	Helsingfrs Finnish *WB*	T.3Cy. $15\frac{1}{2}$", $25\frac{3}{8}$" & 44"–30" 106NHP Blohm & Voss, Hamburg		V
70425 7398 SDLA	**Balticia** (*ex* Lord Erskine, *ex* Eric Petersen, *ex* Dwina, *ex* Kara Sea) *ss* Hbg. 2nd. No.3-2,30 *ss* Hbg. No.2-38 1*Dk(Stl) & deep framing* *Cargo battens not fitted*	*1966* *1783* *1138*	✠100A1 2,39 ✠LMC MS4,38 BS10,39 Surveys delayed	Shl	*r*	CL 6,37	1905 7mo *Lloyd*	Craig, Taylor & Co. Stockton '*sA&CP*	Rederi A/B Allians (N.M. Thore, *Mgr.*) *Cell DBa*	280·3|42·2|19·4 289·8(O.L.) P26'B70'F28' FK 88' *u E* 16' *f* 112' 470*t*	Jonstorp Swedish 4*BHCem* *APT* 92*t*	T.3Cy. $21\frac{7}{8}$", 35" & 57"–39" (*s*) 160lb *90lb* 210NHP 2SB, *6pf*, GS188, HS3248 (Spt) N.E.MarineEng.CoLd.Sld	20 // 7 s2 // $11\frac{1}{4}$ 17 // $9\frac{3}{4}$	
70426 165458 GZNT	**Baltistan** D.F. E.S.D. 2*Dks* *Cruiser Stern*	6803 6097 4194	✠100A1 1,41 ~~3,40~~ ✠LMC5,37 *Fitted for oil fuel* 5,37	Lon Avn	*b*† $2\frac{1}{16}$	CL ~~11,39~~ 1,41 *F.P. above* 150° F.	1937 5mo *Lloyd*	J. Readhead & Sons Ld South Shields '*sA&CP*	Strick Line (1923) Ld. (F.C. Strick & Co. Ld. *Mgrs.*) *Cell DB* 392' 1475*t*	453·9|58·5|29·6 471·2(O.L.) P39'B133'F41' FK *DTa* 39' 990*t FPT* 100*t*	London British 7*BHptCem* *APT* 40*t*	T.3Cy. 29", 48" & 81"–51" & LP turbine with DR gearing & hydraulic coupling 220lb (*s*) FD 914NHP 3SB(Spt) & 1AuxSB(Spt), *15cf*, GS242, HS11480 J. Readhead & Sons Ld. S.Shl	32 // 1 s 6 // 9 25 // $6\frac{3}{4}$	
70427 165333 GZCZ	**Baltonia** (*ex* Buena Vista-36) *ss* Lon. No.3-11,37 D.F. *Ref. Mchy.* 1*Dk*	2013 1618 1019	100A1 5,40 ~~8,39~~ ~~BS11,38~~ LMC12,37 ✠Lloyd'sRMC~~7,39~~ ~~6,40~~ BS6,40 2,41	Lon Gls		CL N11,37	1925	Akers Mek. Værks. Oslo	Anglo-Lithuanian Shipping Co. Ld. (United Baltic Corp. Ld. *Mgrs.*)	303·0|42·2|17·1 316·0(O.L.) P29'B&F251' FK *Cell DBa & u E* 101' *f* 22' 522*t APT* 50*t*	London British 5*BHCem*	T.3Cy. 22", 35" & 60"–42" (*s*) 180lb FD 317NHP 2SB(Spt) *6cf*, GS130, HS4604 Akers Mek. Værks. Oslo	20 // 0 s // $10\frac{3}{4}$ 19 // $3\frac{1}{4}$	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade
70428 494 HSBD	**Baltonia** (*ex*Kustas,*ex*Bjarmia, *ex*Greyfriars) *ss*Hfs.2ndNo.3-6,20 *ss*Ant.No.1-25 *Well deck* 1*Dk*(*Stl*)&*Web frames*	1364 1063 788	✠ 11,28 ✠NB4,11✠	Msl	*n*		1894 8mo	Hall, Russell&Co. Aberdeen	C.F.Gahlnbäck	240·0|34·2|14·6 Q84′B104′F29′ FK *CellDBa*69′*f*95′	Tallinn Estonian 4*BHCem* 235*tAPT*70*t*	T.3Cy.17$\frac{5}{16}$″,27″&45″–36″ 159NHP 2SB,4*cf*,GS74,HS2412 Hall,Russell&Co Aberdeen	15 ″ 5	V †
176/40 70429 148755 GMJS	**Baltrader** (*ex*Banka) *ss*Gms.No.3-7,38 *Well deck* *Ref.Mchy* 1*Dk*(*Stl*)	1699 1171 1013	100A1 1,40 BS1,40 ✠LMC7,38 ✠Lloyd'sRMC~~1,40~~7,40 *Fitted for oil fuel* 1919 *F.P. above* 150° F.	Lon	*q* 1½	1,40	1919	Akt.Burmeistr&Wain Copenhagen	UnitedBaltic Corporation,Ld. *CellDBa&u*	255·4|38·2|15·4 P15′Q75′B104′F32′ FK E83′*f*110′392*tFPT*	London British 4*BHptCem* 32*tAPT*22*t*	T.3Cy.18″,30″&50″–36″ (*s*) 180lb 165NHP 2SB,4*cf*,GS132,HS2600 Akt.Burmeistr&Wain,Cpn	17 ″ 9 s ″ 8½ 17 ″ 3	
70430 142597 GTXN	**Baltraffic** (*ex*Réfrigérant–33, *ex*WarCoppice) *ss*Ham.No.3-9,3 *Ref.Mchy* *ss*Lie No.2-38 1*Dk*(*Stl*) *Cargo battens not fitted*	3295 2844 1945	✠100A1 ~~5,40~~ ~~12,38~~ 1,41 BS1,41 ✠LMC12,38 Lloyd'sRMC~~[illegible]~~9,40	Lie ~~Bry~~ W	*u* ln	CL 11,38	1918 7mo *Lloyd*	J.Blumer &Co. Sunderland '*sA&CP*	UnitedBaltic Corporation,Ld. *CellD*	331·3|46·8|23·2 P33′B98′F28′ FK B276′734*t FPT*105	London British 7*BHptCem* *tAPT*122*t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 430NHP 3SB,9*cf*,GS153,HS6304 FD J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3 ″ 10 21 ″ 10½	
70431 132840 GYQX	**Baltrover** Ⓟ (*ex*Dominica–36, *ex*Digby) *ss*Gms.2ndNo.3-2,39 Sub.Sig. D.F. *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	4916 4160 3014	✠100A1 *Shelter dk with freeboard* 4,40 ~~2,39~~ 3,41 BS~~5,40~~ ~~BS2,38~~ ✠LMC2,37 ✠Lloyd'sRMC~~5,39~~ ~~9,40~~ 3,41	Gms Lon	*x*	CL 1,39	1913 4mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool '*sA&CP*	UnitedBaltic Corporation,Ld. *CellDBa*108′*uE&*	350·8|50·0|31·6 B128′F43′*on Shelter dk* FK B54′*f*144′701*tFPT*	London British 6*BHCem* 26*tAPT*44*t*	T.3Cy.28″,46″&77″–48″ (*s*) 180lb 602NHP 3SB,12*cf*,GS207,HS9142 FD Richardsons,Westgarth& Co.Ld.Hpl	34 ″ 1 s 9 ″ 0 25 ″ 6	BT till 9,41
70432 167540 GSYP	**Baluchistan** D.F. E.S.D. *CruiserStern* For full particulars see No. 87259 in Supplement	6992 6280 4245	100A1 (*Class Contemplated*)				1940	J.Readhead&SonsLd SouthShields	StrickLine(1923) Ld.(F.C Strick& Co.Ld.*Mgrs.*)	454·0|58·5|29·5 P42′B140′F40′	London British	T.3Cy26½″,44″&74″–48″& LP turbinewithDR gearing & hydraulic coupling J.Readhead&SonsLd.S.Shl	32 ″ 2 s6 ″ 10½ 25 ″ 6¼	
70433 143619 GCSZ	**Balzac** *ss*Gls.No.3-10,32 *ss*Liv.No.1-37 D.F. 2*Dks*(*Stl*)	5372 4803 3210	✠100A1 7,40 ~~4,40~~ ✠LMC MS10,36 BS~~5,39~~4,40	Liv	*y*	CL 12,39	1920 3mo *Lloyd*	D&WHendersn&Co.Ld. Glasgow *sA&CP*	Lamport&Holt Line,Ld. *CellDB*	400·3|52·3|28·4 P49′B113′F38′ FK 344′1030*t FPT*113*t*	Liverpool British 7*BHptCem* *APT*210*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb ~~120lb~~ 517NHP 3SB.9*cf*,GS190,HS7668 FD D&WHendersn&Co.Ld.Gls	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
113/40 70434 LCED	— *OilEng.* Wireless *Mchy Aft* 1*Dk*	962 765 498					1921	Odense Staalskibsvft Odense	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	215·0|34·7|12·9 P138′F31′	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy 19$\frac{7}{16}$″–35⅝″ 225NHP AktBurmeistr&Wain,Cpn		N
70435 FNHF	**Bamako** *OilEng.* 2*Dks*	2357 2114 1431					1930	Akt.Burmeistr&Wain Copenhagen	Cie.deNav.Paquet	281·9|45·1|21·1 P24′B93′F29′	Marseilles French *WB*	Oil Engines 4S.C.SA 6Cy.21⅝″–39⅜″ 271NHP Akt.Burmeistr&Wain,Cpn		V
70436 160296 MMBS	**Bamboo** *ss*Bel.No.1-41 *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	360 257 129	✠100A1 1,41 ~~8,38~~ ✠LMC~~11,36~~ 1,41	Bwg Bel	*f*	CL ~~7,38~~ 12,40	1936 11mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld.*Mgrs.*)	142·2|23·6|10·5 Q81′B7′F20′ BK6″ *FPT*	Newry British 3*BHCem* 54*tAPT*35*t*	T.3Cy.11¼″,20″&32″–24″(*s*) 205lb 62RHP 1SB,3*cf*,GS51,HS1489 Aitchison,BlairLd. Clydebank	11 ″ 5 s 3 ″ 6½ 11 ″ 8½	
70437 136288 GRYC	**Bamora** Ⓟ *ss*Bom.2ndNo.3-6,39 2*Dks*(*Stl–U*teaks)	3291 2654 1870	✠100A1 9,40 ~~6,39~~ ✠LMC6,39 BS4,40	Bom	*v*	CL 6,39	1914 5mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDBa*94′*uE&*	330·2|46·2|23·1 342·5(O.L.) P&B192′F34′ FK B67′*f*124′647*tFPT*	Glasgow British 5*BHCem* 47*tAPT*18*t*	T.3Cy.20″,34″&58″–45″ (*s*) 215lb HS9074 FD 526NHP 3SB&1AuxSB,11*cf*,GS227 Barclay,Curle&Co.Ld.Gls.	25 ″ 6 s 4 ″ 1½ 21 ″ 9½	
70438 PKMR	**Ban-Ho-Guan** (*ex*DeHaan–35) *Fitted for oil fuel* 1*Dk*	1693 1327 904					1908	Maats. Fyenoord Rotterdam	N.V.HandelMaats. TjinLiong	270·3|40·2|16·9 P33′B73′F30′ *WB*	Bandjermasin Dutch	T.3Cy.19″,31½″&51½″–39″ 66NHP Maats.Fyenoord,Rot.		V
70439	**Ban Ho Liong** (*ex*Leif–36) *Mchy.Aft* 1*Dk*	490 431 211					1895	Simons& Co. Renfrew	Mrs.TanSinTjoo	154·5|28·6|11·5	Amoy Chinese	C.2Cy.22″&44″–24″ *Bmade*25 79NHP Simons&Co.Renfrew		
70440 157826 VPKM	**Ban Hong Liong** (*ex*VanHoorn–34) 1*Dk*	1671 1380 1004					1908	Nederl. Schps. Maats Amsterdam	HeapEng.MohS.S. Co.Ld.	269·8|40·1|16·7 P33′B74′F31′	Singapore British *WB*	T.3Cy.19″,31½″&51½″–39″ NB12 165NHP NedFb.v.Wrk&Spoor,Ams		V
70441 LDOS	**Bañaderos** TwinSc *OilEng.* D.F. *CruiserStern* 2*Dks*	2728 2144 1257					1930	Akers Mek.Værks. Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	330·6|48·2|19·2 P97*t*H277*t*F21*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼″–43$\frac{5}{16}$″ 625NHP AkersMek.Værks Oslo		N
70442 LCMJ	**Banan** (*ex*EdwardM.Raphel–36, *ex*Banan–36) Wireless 2*Dks*	1581 917 977					1912	Nylands Værksted Oslo	Dampsk.-A/S Sydfart(Erling Sannes,*Mgr.*)	250·0|34·7|22·0 H120*t*	Bodö Norwegian *WB*	T.3Cy.21½″,34½″&60″–39″ 225NHP NylandsVærksted,Oslo		V
70443 8375 SFYG	**Banana** (*ex*Ryaa–39,*ex*Beira–37) 2*Dks*	*1241* 936 597					1899	Lobnitz& Co.(Lim.) Renfrew	RederiA/B Westindia (SvenSalén,*Mgr.*)	229·4|33·9|16·6 Q88′H58′	Stockholm Swedish *WB*	T.3Cy.19″,32″&57″–39″ 203NHP Lobnitz&Co.Renfrew		V
70444 [illegible] JAQA	**Bandai Maru** Now "Setuyo Maru," see No. 88996 in Supplement *ss*[illegible]No.3-10,38 *ss*Osa.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Web frames in E&B&in No.2 hold 2ndtrB in Nos.1,3&4holds*	4147 [illegible] 2541	✠ ... 11,39 ✠	Yka			1921 7mo	Nitta Shipyard, Osaka	HokkaidoTanko K.K. *CellDB*296′800*t*	340·0|46·5|32·7 B34′F38′ *on Shelter dk* FK *FPT*63*tAPT*87*t*	Tokyo Japanese *Cem* 5*BHtoSh dk* 1 ,, ,, *U* ,,	T.3Cy.23½″,37½″&65″–48″ 348NHP 3SB,9*cf*,GS139,HS5651 Fujimura,Osaka	32 ″ 9	
70445 149811 GMZV	**Bandar Shahpour** (*ex*Arabistan) *ss*Bkn.No 3-2,37 2*Dks*(*Stl*) D.F.	5236 4814 3268	✠100A1 1,41 ~~1,40~~ ✠LMC MS2,37 BS~~1,40~~1,41 *Fitted for oil fuel* 4,27 *F.P. above* 150° F.	Gls Lon	*y*	CL N1,40	1927 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	StrickLine(1923), Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *CellDB*350′1210*t*	400·0|53·5|27·2 412·3(O.L.) P31′B124′F40′ FK *DTa*37′990*tFPT*12	London British 7*BHptCem* 1 ,, *to2nddk* 2*tAPT*33*t*	T.3Cy.28″,46″&77″–48″ (*s*) 180lb 590NHP 3SB,12*cf*,GS220,HS8874 FD Cen.Mar Eng.WrksW.Hpl	29 ″ 7 s 5 ″ 9½ 24 ″ 0½	
70446	**Bandeirante** TwinSc *OilEng.* *Ref.Mchy.* 2*Dks* *CruiserStern*	2930 2633 1698	✠100A1 7,40 ~~12,37~~ ✠LMC12,37 ✠Lloyd'sRMC~~12,37~~ ~~7,40~~ 2,41	Rot Rio	*u*	OG	1937 12mo *Lloyd*	NVSchpsw "DeMerwede"v/h van Vliet&Co. Hardinxveld '*sA&CP*	LloydBrazileiro *CellDB*238′6	322·5|47·4|21·3 336·3(O.L.) P33 B90′F30′ FK 47*tFPT*66*tAPT*88*t*	R.Janeiro Brazilian 6*BHCem*	Oil Engines 2S.C.SA 14Cy.13¾″–23⅝″ 463NHP Gbr.Stork&CoNVHengelo	24 ″ 0 s 3 ″ 8 20 ″ 5½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70447	**Bandeirante** WoodAux3MstSr (*ex*Elbnixe) *OilEng.* *Mchy.Aft.* 1*Dk* (*See Sailing Ship Register*)	342 280 233					1922	Gbr.Klahn G.m.b.H. Neustadt	Companhia Amarante	153·0 Q44'H10'F23'	25·8	10·8	R.Janeiro Brazilian	Oil Engines 2S.C.SA 2Cy 12⅜"–12⅜" 20NHP H.Callesen&Co.Apenrade		
70448 PKQF	**Bandjermasin** Ⓟ *OilEng.* *Mchy.Aft* 2*Dks*	1279 1025 844					1938	NVSchpsw Gebr.Pot. Bolnes	Koninkl.Paketv. Maats.	215·0 P&B94'F50'	39·7	15·8	Batavia Dutch *WB*	Oil Engines 4S.C.SA 7Cy.15¾"–29½" 167NHP Gbr.Stork&CoNVHengelo		V
70449 27166 JNOD	**Bandoeng Maru** Ⓟ (*ex*Kinno Maru) *ss*Osa.No.3–2,39 2*Dks*(*Stl*)	4003 3460 2469	✠100A1 3,40 ~~2,39~~ BS3,40	Osa Yka ✠LMC2,39	*w*	CL ~~11,36~~ 2,40	1920 5mo	Yokohama DockCo.Ld. Yokohama A&CP	NanyoKaiunK.K. *CellD*	345·0 357·4(O.L.) P33'B77'F41' FK *B*316' 793*t* *FPT*56*t*	50·0	29·0	Tokyo Japanese 6*BHCem* *APT*29*t*	T.3Cy.23",38"&64"–48" (*s*) 200lb 327NHP 2SB,6*cf*,GS105,HS4050 FD YokohamaDockCo.	29 " 1 s 5 " 5 23 " 11	
70450 204328 KJCN	**Bandon** WoodTwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	642 — 350					1907	Kruse& Banks NorthBend, Or.	MooreMill& LumberCo.	172·8	39·7	11·0	S.Frncisco Utd.States	C.4Cy.12"&25"–16" 42NHP MarineIronWks.Chicago		
70451 136275 GRMX	**Bandra** Ⓟ *ss*Bom.2ndNo.3–8,39 2*Dks*(*Stl–U*teak s)	3194 2651 1893	✠100A1 8,39 BS5,40	Bom ✠LMC8,39	*v*	CL 6,38	1914 3mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDBa*94'*uE&B*66	330·4 342·7(O.L.) P33'B94'F34' FK *f*124'647*t* *FPT*47*t*	46·2	23·1	Glasgow British 5*BHCem* *APT*18*t*	T.3Cy.20",34"&58⅜"–45" 215lb *195lb* 450NHP 3SB,9*cf*,GS186,HS7503 FD Barclay,Curle&Co.Ld.Gls.	25 " 6 s 4 " 3 21 " 8¼	
70452 20998 JPNB	**Banei Maru No. 2** (*ex*BanyeiMaruNo.2–38) Wireless 1*Dk*	1186 1007 800					1917	NittaCo. Osaka	HokkaidoTanko K.K.	220·0	33·5	18·5	Tokyo Japanese *WB*	T.3Cy.14½",24⅓"&40"–30" Okamoto 88NHP ZosenTekkosho,Osaka		
70453 23861 JQCB	**Banei Maru No. 3** (*ex*BanyeiMaruNo.3–38)	1778 1484 1232					1919	NittaCo. Osaka	HokkaidoTanko K.K.	265·0 P14'B57'F26'	36·0	20·9	Tokyo Japanese *WB*	T.3Cy.16",27"&45"–32" 114NHP TanakaWorks,Osaka		
70454 21522 JILB	**Banei Maru No. 6** (*ex*BanyeiMaruNo.6–38) Wireless 1*Dk*	1191 1007 800					1917	NittaCo. Osaka	HokkaidoTanko K.K.	220·0	33·5	18·5	Tokyo Japanese *WB*	T.3Cy.14",24"&40"–30" 88NHP NittaCo.Osaka		
70455 21535 JOOB	**Banei Maru No. 7** (*ex*BanyeiMaruNo.7–38) Wireless 1*Dk*	1189 1007 799					1918	NittaCo. Osaka	HokkaidoTanko K.K.	220·0	33·5	18·5	Tokyo Japanese	T.3Cy.14½",24⅓"&40"–30" Okamoto 88NHP ZosenTekkosho,Osaka		
70456 22565 JOCB	**Banei Maru No. 15** (*ex*BanyeiMaruNo.15–38) 1*Dk*	1828 1484 1063					1919	NittaCo. Osaka	HokkaidoTanko K.K.	265·0	36·0	20·9	Tokyo Japanese	T.3Cy.17½",29½"&49⅝"–36" 148NHP YoshidaTekkosho,Osaka		
70457 133005 GNZM	**Banffshire** (*ex*ClanMacrae) *Ref.Mchy.* 3*Dks&Shelter dk* D.F. E.S.D.	6479 4689 4048					1912	W.Doxford &Sons,Ld. Sunderland	British&South AmericanSteam Nav.Co.Ld. (HoustonLine (London)Ld.*Mgs.*)	430·0	53·5	34·6	Glasgow British *WB*	T.3Cy.29",49"&80"–60" &1L.P.Turbine 575NHP W.Doxford&Sons,Ld.Sld.		C
70458 FOHM	**Banfora** Ⓟ TwinSc (*ex*Insulinde–33) 3*Dks* D.F. *Ref Mchy.*	9347 7031 5577					1914	Kon.Maats deSchelde Flushing	Cie.Générale de Nav.àVap.Cyp. Fabre(FabreLine)	478·4 P150'B187'F84'	57·1	26·3 34·4	Marseilles French *WB*	T.6Cy.29",47"&81"–52" 942NHP Maats.deSchelde,Flushing		V
70459 219 YLGH	**Banga** Ⓟ (*ex*Vasa–39) Iron Wireless 1*Dk*	547 283 429					1871	W.Lindbergs.Aktieb. Stockholm	ValstsKugu Parvalde	172·7	24·8	10·5	Riga Latvian	C.2Cy.20½"&41"–24" NB10 69NHP A/B BergsundsM.V.Skm.		N
70460 160547 GBCY	**Bangalore** *Fitted for oil fuel* 2*Dks&Shelter dk* *Ref.Mchy.* *CruiserStern* D.F. E.S.D.	6067 5488 2875	✠ ... 8,32 ✠Lloyd'sRMC~~4,40~~ ~~10,40~~ 6,41	✠			1928 8mo	Barclay, Curle&Co.Ld Glasgow	HainS.S.Co.Ld.	436·0 F34' FK	57·5	29·8	London British *WB*	Q4Cy30½",44",63½"&91"–57" &LPTurbine withDRgearing&hydraulic coupling 1236NHP Barclay,Curle&Co.Ld.Gls.	32 " 3	
70461 171252 VLLP	**Bangalow** Wireless *Ref.Mchy.* *Mchy.Aft* *CruiserStern* 1*Dk* *Longitudinal framing at sides & at deck*	648 421 279					1939	Harland& Wolff,Ld. Glasgow	NorthCoastSteam Nav.Co.Ld. (E.S.Crauford, *Mgr.*)	162·0 P31'F31'	36·2	9·0	SydneyNSW British *WB*	T.3Cy.11½",19"&32"–22" 48NHP Plenty&Sons,Ld.Newbury		C
70462 FNLO	**Bangkok** TwinSc Sub.Sig. D.F. 2*Dks&Shelter dk*	8056 7845 5077	✠ ... 1,21	✠			1919 12mo	Uraga DockCo.Ld. Uraga	ChargeursRéunis	445·0 FK	58·0	37·3	Dunkirk French *WB*	T.6Cy.22",36½"&61"–48" 516NHP UragaDockCo.Ld.Uraga	40 " 1	V †
70463 43460 JSIL	**Bangkok Maru** Ⓟ *OilEng.* D.F. 2*Dks*	5351 — 3959					1937	Mitsubishi JukogyoK.K Kobe	OsakaSyosenK.K.	376·3 F44'	55·8	32·8	Osaka Japanese *WB*	Oil Engines 4S.C.SA 16Cy.17 1/16"–24 3/16" & hydraulic coupling SR geared to 1 sc. shaft 488NHP MitsubishiJukogyoK.K. Kobe		C
70464 ~~21900[illegible]~~ ~~KODZ~~	**Bangu** (*ex*Orphis) *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4782 4279 3016					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	380·5 P52'B102'F41'	53·1	27·0	~~NewYork~~ ~~Utd.States~~ British *WB*	T.3Cy.24",40"&70"–48" 339NHP ToddD.D.&Const.Corpn. Tacoma,Wash.		R
70465 PKQG	**Banjoewangi** Ⓟ Wireless *OilEng.* *Mchy.Aft* 2*Dks*	1279 1025 844					1938	NVBoele's Schpsw&Mch Bolnes	Koninkl.Paketv. Maats.	215·1 P95'F51'	39·7	15·8	Batavia Dutch *WB*	Oil Engines 4S.C.SA 7Cy.15¾"–29½" 168NHP Gbr.Stork&CoNVHengelo		V
70466 157858 VSPD	**Banka** (*ex*Singkara–36) 2*Dks*	623 489 319					1914	NV.Schpw. Dordrecht Dordrecht	SoonBeeS.S.Co. (Singapore)Ld. (HeapEngMohS.S. Co.Ld.*Mgrs.*)	185·6 P&B120'F25'	31·1	10·9	Singapore British	C.2Cy.15 1/16"&29¾"–23¾" 35RHP RotterdamDroogd.Maats.		V
70467																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
70468 133051 GRMQ	**Bankura** Ⓟ ssBom.2ndNo.3-5,37 2Dks(Stl-U teaks)	3185 2678 1896	✠100A1 8,40~~7,34~~ BS~~7,36~~ 5,40	Bom ✠LMC5,37	r	CL ~~5,37~~ 8,40	1912 6mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDBa94'uE&b	330·8|46·2|23·3 342·7 (O.L.) P33'B94'F34' FK 67'f124'647tFPT	Glasgow British 5BHCem 47tAPT18t	T.3Cy.20",34"&58"-45 (s) 215lb HS9074 FD 526NH 3SB&1AuxSB,11cf,GS227, Barclay,Curle&Co.Ld.Gls	25 ″ 6 s 4 ″ 3 21 ″ 8¼	
70469 118089 MCVQ	**Bankville** (exSusetta-34,exWilliam Rowland) ssBwg.2ndNo.3-10,32 *Welldeck Mchy.Aft* ssBwg.No.2-40 *Cargo battens not fitted* 1*Dk*(*Stl*)	339 259 129	✠100A1 ~~10,402,39~~ 5,41 ~~MS11,36~~	Bkn ~~Bwg~~ Ayr ✠LMC10,40 ~~BS6,39~~	f	CL ~~9,38~~ 5,41	1904 4mo Lloyd	AilsaS.B. Co.Ld. Ayr 'sA&CP	JohnS.MonksLd.	150·2|24·4|10·4 Q54'B14'F27' BK7' FPT50t	Liverpool British 3BHCem APT5t	C.2Cy.20"&42"-27" (s) 130lb 95RHP 1SB,3pf,GS52,HS1676 Ross&Duncan.Glasgow	11 ″ 8 s ″ 6¾ 11 ″ 9¾	
70470 139311 MGJQ	**Bannthorn** (exEbbrix-39) ~~3Mot~~ ssHul.No.3-8,29 ssHul.No.2-38 *Mchy.Aft Welldeck* 1*Dk*(*Stl*)	429 303 203	✠100A1 6,39 BS~~7,36~~ 7,40	Hul ✠LMC5,38	y	CL 6,39	1917 3mo Lloyd	Cochrane& Sons,Ld. Selby 'sA&CP	RibbleShippingCo. Ld.(W.J.Ireland, *Mgr.*)	150·2|24·6|11·0 158·7(O.L.) Q86'B9'F18' BK7½" FPT53t	Liverpool British 3BHCem AFT7t	T.3Cy.12",20"&34"-24" (s) 180lb 69RHP 1SB,2pf,GS33,HS1175 ShieldsE.&DDCo.Ld.NShl	12 ″ 0 s 3 ″ 8¼ 12 ″ 5¼	
70471 29830 JTSA	**Bansei Maru** (exSaishoMaru-33, exYarborough) ssHpl.No.3-8,12 ssGls.No.1-17 1*Dk*(*Irn*)2*trB*&*Web frames* 3*Dk rule*	3120 2896 1972	✠ 10,20	Lon ✠	u		1900 8mo	W.Gray& Co.Ld. W Hartlepool	KusakabeKisen K.K. CellDBa&uE130'f136'732t	324·5|47·1|22·4 P27'B82'F30' FK	Mikage Japanese 5BHCem APT53t	T.3Cy.24",38"&64"-42" NDB17 267NHP 2SB,6rf,GS105,HS4046 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10	C †
70471a 46365 JECN	**Bansyu Maru** *OilEng.*	992 — 742					1939	Huzina- gataZosensyo K.K. Osaka	Hayashikane ShotenK.K.	200·1|32·8|16·9	Shimono- seki Japanese	Oil Engines		
70472 39195 JOVJ	**Bansyu Maru No. 3** TwinSc (exBansyuMaruNo.88-39) *OilEng.* Wireless 1*Dk* *Ref.Mchy. Mchy.Aft CruiserStern*	725 — 392					1934	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	170·0|30·0|14·5 P49'B62'F21	Shimono- seki Japanese	Oil Engines 2S.C.SA 8Cy.16¾"-18½" 395NHP HayashikaneTekko-bu Hikoshima		
70473 38079 JPRH	**Bansyu Maru No. 5** (exBansyu MaruNo.15-39) *OilEng.* Wireless 1*Dk*	390 — 248					1933	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	135·0|25·0|12·0	Kobe Japanese	Oil Engines		
70474 4979 JZCB	**Bansyu Maru No. 6** (exYenoura Maru-33) *Ref.Mchy.* Wireless 1*Dk*	657 536 353					1900	MitsuBishi Dkyd&EWks Nagasaki	IzumiyaGiichi	174·8|32·8|12·5 B48'	Tokyo Japanese *WB*	T.3Cy.12",20"&33"-24" 53NHP MitsuBishiD.&E.WksNag		
70475 39169 JOPJ	**Bansyu Maru No. 13** (exBansyu MaruNo.87-39) *OilEng.* Wireless 1*Dk* *Ref.Mchy. Mchy.Aft CruiserStern*	363 233 225					1934	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	135·0|25·0|13·0 P40'F16'	Shimono- seki Japanese	Oil Engines 2S.C.SA 4Cy.20"-22" 282NHP HayashikaneTekko-bu Hikoshima		
70476 39391 JUDJ	**Bansyu Maru No. 15** (exBansyu MaruNo.89-39) *OilEng.* *Ref.Mchy.* Wireless 1*Dk* *Mchy.Aft CruiserStern*	363 290 225					1934	Mihara ZosenshoK.K Osaka	Hayashikane ShotenK.K.	135·0|25·0|13·0 P40'F16'	Shimono- seki Japanese *WB*	Oil Engines 2S.C.SA 4Cy.20"-22" 282NHP HayashikaneTekko-bu Hikoshima		
70477 28954 JNSA	**Bansyu Maru No. 17** Wireless *Fitted for oil fuel* *Mchy.Aft Ref.Mchy.* 1*Dk*	460 400 254					1923	KobeSteel Works Harima	Hayashikane ShotenK.K.	130·0|26·0|14·5 F24'	Kobe Japanese *WB*	T.3Cy.14½",24 5/16"&40"-30" 88NHP TakaoIronWorks,Kobe		
70478 PCYG	**Bantam** TwinSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy. CruiserStern*	9312 8586 5614					1939	N.V.Kon- ink.Maats. "DeSchelde" Flushing	Rotterdamsche Lloyd ~~(W.Ruys& Zonen, Mgrs.)~~	483·4|62·8|38·2 F80'	~~Rotterdam~~ ~~Dutch~~ Batavia *WB* Dutch	Oil Engines 2S.C.SA 16Cy.25 9/16"-47¼" 1810NHP SulzerBros.Ld.Winterthur		V
70479 PKHN	— *Mchy.Aft* 1*Dk* E.S.D.	3322 2537 2300					1929	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Koninkl.Paketv. Maats.	323·0|48·2|20·5 Q208'F34'	Batavia Dutch *WB*	T.3Cy.22",36½"&60"-42" 233NHP N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.		V
70480 160500 GSLV	**Bantria** ssLiv.No.2-35 2*Dks*(*Stl*)	2407 2085 1207	✠100A1 ~~Examined~~ 12,40 Pir BS12,40 MS6,35	~~Liv~~ ✠LMC ~~BS6,39~~	t	CL ~~6,37~~ 12,40	1928 6mo Lloyd	JLThomp- son&Sons,Ld. Sunderland 'sA&CP	CunardS.S.Co.Ld. CellDBa&u	292·3|45·0|20·3 B129'F28' FK E94'f139'526tFPT	Liverpool British 5BHptCem 43tAPT23t	T.3Cy.24",40"&66"-45" (s) 180lb *180lb* 403NHP 2SB,8cf,GS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	22 ″ 6 s 3 ″ 0¼ 19 ″ 8	
70481	**Baracoa** Ⓟ exJulia) ssP.Gl.No.3-6,00 *Fitted for oil fuel* 2*Dks*&*Awng dk*	1744 1529 1133	✠ ... 8,04 ✠NB6,00 ✠				1891 3mo	DavidJ. Dunlop&Co. Pt.Glasgow	EmpresaNaviera deCubaS.A.	260·3|36·1|15·9 *ptShadedk*175'23·4 BK8"	Havana Cuban *WB*	T.3Cy.26 11/16",42⅛"&65¼"-42" 339NHP DavidJ.Dunlop&Co.P.Gls.		
70482 133022 GMCP	**Barala** Ⓟ ssBom.2ndNo.3-4,35 ssBom.No.1-39 2*Dks*(*Stl-U* teaks)	3179 2667 1897	✠100A1 5,40 ~~4,39~~ BS3,40	Bom ✠LMC4,39	v	CL 3,39	1912 3mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld.	330·5|46·2|23·1 P49'B94'F34' FK *Aft Peak BH to* *CellDBa*	Glasgow British 5BHCem *2nd dk only* 94'uE&B67'	T.3Cy.20",34"&58"-45" (s) 215lb *180lb* 476NHP 3SB,9cf,GS186,HS7503 FD Barclay,Curle&Co.Ld.Gls f124'647tFPT47tAPT18t	25 ″ 6 s 4 ″ 3 21 ″ 8¼	
70483 147947 VJDZ	**Baralaba** (exSolskin,exNürnberg) ssBsb.No.3-1,37 *Well deck* 1*Dk*(*Stl*) Wireless ssSyd.No.1-40	998 787 557	100A1 ~~5,40 10,39~~ 1,41 ~~BS1,40~~	Syd LMC~~1,37~~ 5,40	m	CL ~~1,37~~ 5,40	1921	Stettiner Oderwerke Stettin	Australas'n United Stm.Nav.Co.Ld. *CellDBa55'uE20* *f92'840tF*	211·6|33·9|13·1 223·7(O.L.) P16'Q53'B55'F22' PT50tAPT31t FK	Brisbane British 4BHptCem	T.3Cy15¾"25 5/16"&41 5/16"-29½" 200lb (s) 124NHP 2SB,4cf,GS58,HS2160 StettinerOderwerke	16 ″ 2 s 1 ″ 1 15 ″ 8	
70484 PJBO	**Baralt** *Fitted for oil fuel* Wireless 2*Dks*	780 — 323					1921	Coaster Constrct'nCo Ld. Montrose	West-Indische Scheepv.Maats.	200·0|33·1|10·5 B60'F23'	Curaçao Dutch *WB*	T.3Cy 15",25"&40"-27" 88NHP Fleming&Fergusn,Ld.Psy		C
70485 147573 MLSF	**Baranda** (exNorthernFirth-39, exStanhope-37, exSandhill-34, exLondonTrader,exEstoril, exTekelderdiep) ssP.Gl.No.3-10,39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	499 378 244	100A1 6,41 ~~10,39 10,40~~ ~~BS5,39~~ 10,40	PGl Lth LMC MS10,39		CL ~~5,39~~ 6,41	1920	Gebr.Boot Liederdorp	C.R.Mauritzen	163·3|25·6|10·8 Q57'B13'F23' FK *CellDB88'140t*	London British 3BHCem FPT37t	T.3Cy.12⅝",20½"&33¾"-23⅝" 180lb (s) 57RHP 1SB,3pf,GS50,HS1856 Koninkl.Nederl. Grofsmederij,Leiden	12 ″ 11 s ″ 11¾ 12 ″ 0	
70486 218128 KIGQ	**Baranof** Ⓟ (exSantaElisa-36) ssN.Yk.No.3-3,31 ssSea.No.2-38 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	~~5065~~ ~~4183~~ ~~2980~~ 4990 3133 2911	✠100A1 *Shelter dk with freeboard* 10,40 ~~9,39~~ MS12,38 *Fitted for oil fuel* 6.19 *F.P. above* 150° F.	Sea ✠LMC BS~~3,39~~ 3,40	r	CL 3,38	1919 3mo	NewYork S.B.Corp. Camden,N.J. A&CP	AlaskaS.S.Co.Inc. *CellDB292'870t*	360·3|51·7|31·1 F40'*onShelterdk* FK FPT61tAPT11t	NewYork Utd.States Cem 6BHtoShdk 1 " " U "	Q4Cy25½"38½"55½"&81"-54" 220lb (s) 663NHP 1SB,12cf,GS214,HS8953 FD N.YorkSBCorpCamdenNJ	33 ″ 6 s 8 ″ 4¾ 25 ″ 4	
70487 PUAL	**Barbacena** (exGundrun) 2*Dks*(*Stl-Uws*)&*deep framing* Sub.Sig.	4772 4419 2984	11,12	Ham	z		1909 12mo	J.C.Teck- lenborgA.G. Weser- münde-G.	LloydBrasileiro CellDBa100'uE&B	392·5|51·9|27·3 P&B225'F55' FK 103'f130'1156tFPT	R.Janeiro Brazilian 7BHCem 80tAPT52t	Q4Cy24"34⅝"50⅞"&74"-53 15/16" 639NHP 3SB(FD)&1AuxSB,12cf, GS241,HS9759 J.C.TecklenborgAG Wsm	30 ″ 1	V †

1 No. in Book. / Official No. / Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c.: Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
70488 1496 IBBF	**Barbana G.** (exBarbana, exItalianNavyShip,exTeodo) D.F. 1Dk Now "Empire Airman," see No.87943 in Supplement	6561 6065 3537					1915	Stabilmnto Tecnico Trieste	Soc.Anon.Coop. diNav.Garibaldi	449·8 430·5	55·6	34·1	Genoa Italian	T.3Cy.26″,43½″&73″-48″ Ealt.29 369NHP StabilimentoTecnico,Tri.		I
70489 210888 WMCP	**Barbara** Ⓟ (exSantaCruz) ssBal.2ndNo.3-12,37 2Dks(Stl)&Web frames D.F. Longitudinal framing	4637 — 2734	✠100A1 ~~7,4012,30~~ 1,41 ✠LMC MS5,37 BS~~1,39~~ 7,40 Fitted for oil fuel 2,13 F.P. above 150°F.	Bal	x	CL ~~5,38~~ 1,41	1913 2mo	W Cramp& SonsS&EBCo Philadelphia A&CP	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.Mgrs.)	384·0 P31′B122′F40′ FK CellDBa130′uE&B46′f160′988t	50·2	26·6	NewYork Utd.States 7BHCem APT31t	T.3Cy.26″,43½″&72″-51″ (s) 180lb 481NHP 3SB,9cf,GS159,HS6813 FD W.Cramp&SnsS&EBC Phl	28 ″ 6 s 5 ″ 2¾ 23 ″ 6	
70490 173 IBCE	— (exW.L.Connelly-37, ssMob.No.3-4,23 exWalterHardcastle, ssN.Os.No.1-27 exL.V.Stoddard) Fitted for oil fuel 1Dk Mchy.Aft CarryingPetroleum in bulk	3065 2726 1825	✠ ... 2,33 ✠				1912 11mo	Toledo S.B.Co. Toledo,Ohio	EnricoInsom	313·0 304·7 P76′B19′F24′ len16 FK	43·7	25·1	Rome Italian WB	T.3Cy.21″,34½″&57″-42″ 275NHP ToledoS.B.Co.Toledo,Ohio	27 ″ 6	I †
70491 220743 WFED	**Barbara C.** (exPacific) Wood Fitted for oil fuel 1Dk2trB	1240 1055 702					1920	Kruse& BanksS B.Co. Nth.Bend,Or.	W.R.Chamberlin &Co.	221·5 P15′B36′F36′	43·0	16·6	S.Frncisco Utd.States	T.3Cy.15″,25″&42″-30″ 97NHP PacificMar.I.W.Prtlnd.Or.		
70/40. 70492 149464 GNTL	**Barbara Marie** ssHul.No.2-37 1Dk(Stl)&Shelter dk(Stl)	4223 3946 2535	✠100A1 withfreeboard 9,39 BS2,40 ✠LMC6,37	Lon	x	CL 9,38	1928 4mo	SirJPriest- man&Co. Sunderland Lloyd'sA&CP	CliffsideShipping Co.Ld.(J.Morrison &Son,Mgrs.)	365·0 377·8(O.L.) F35′ FK CellDB315′994tFPT125tAPT247t	51·5	25·1	Newcastle British 6BHCem (Coll toSh dk 5 ,, 2nd ,,)	T.3Cy.25″,41″&69″-48″ (s) 180lb 375NHP 3SB,9cf,GS174,HS6009 G.Clark,Ld.Sunderland	27 ″ 6 s 2 ″10 24″10¼	
70493 417 IBZD	**Barbarigo** OilEng. ssTri.No.2-39 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk (Stl) in No. 1 hold	5293 4148 3061	✠100A1 withfreeboard 2,40 ✠LMC CS4,39 DBS~~4,39~~4,40 4,39 Fitted for carrying oil 9,30 F.P above 150° F. in deep tank	Tri	a†	CL N4,39	1930 9mo	Cant.Nav. Triestino Monfalcone Lloyd'sA&CP	"Italia"Soc.Anon. diNav.	440·7 419·9 FK F35′ CellDB340′1159t	56·2	23·5	Trieste Italian 8BHpt Cem (Coll toSh dk 7 ,, 2nd ,,) DTa41′1155t	Oil Engines 2S.C.SA 8Cy.29½″-49 3/16″ DB100lb 1219NHP Soc.Anon.Fiat-Stab. GrandiMotori,Turin FPT133tAPT107t	27 ″ 2 s 3 ″ 1½ 24 ″ 2¼	
70494 LDLO	**Barbro** Carrying Petroleum in bulk OilEng. D.F. 1Dk Mchy.Aft CruiserStern	6325 5779 3759					1934	Götaver- kenA/B Gothenburg	RederiA/SMascot (Arth.H. Mathiesen,Mgr.)	408·1 P236tH225t	55·2	33·9	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.29⅛″-59 1/16″ 489NHP GötaverkenA/B,Got.		N
70495 DHBX	**Barcelona** Sub.Sig. D.F. 2Dks	3101 2790 1845					1921	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	338·0 F34′	49·3	21·0	Hamburg German WB	T.3Cy.27 1/10″,38 1/10″&62″-41½″ 250NHP A.G."Neptun,"Rostock		G
70496	— Ⓟ TwinSc OilEng. 1Dk(Stl)	1507 — 859					1929	Harland& Wolff,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·0 Q24′B46′F28′	43·1	11·7	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 12Cy.15¾″-29½″ 288NHP Harland&Wolff,Ld.Gls.		
70497 EGTD	**Barcino** (exVirgen deAfrica-36, Iron exWilliamHaynes, exGuadiana) 2Dks	417 — 271	✠ ... 3,66				1866 1mo	Henderson Coulbrn&Co. Renfrew	M.Suau	184·7 P40′ H— F37′	24·6	13·4	Barcelona Spanish	C.2Cy.25″&43½″-25″ NB94 79NHP Portilla&White,Sevilla		
70498 8112 SJRN	**Bardaland** OilEng. D.F. 1Dk&Shelter dk Ref.Mchy. CruiserStern Strengthened for Navigation in Ice	2595 2225 1367	✠100A1 withfreeboard 10,40 ~~5,39~~ ✠LMC10,36 ✠Lloyd'sRMC~~5,39~~ 11,40 for temp. 21° F. Carrying oil fuel F.P. above 150° F. or vegetable oil in deep tank&in wing DB tanks in ER	NYk DBS10,40	w	CL 5,39	1936 10mo	Götaver- kenA/B Gothenburg	Ångf.A/BTirfing (SvenskaOrient Linien)(T.E.J:son Broström,Mgr.)	354·5 370·8(O.L.) FK CellDB251′775tMT24′297t Tanks in way of tunnel	50·2	19·4	Gothenbrg Swedish 7BH (Coll to Sh dk 6 ,,2nd,,) 167tAPT58t	Oil Engines 2S.C.DA 6Cy.17 11/16″-47¼″ 644NHP DB85lb GotaverkenA/B,Got.	22 ″ 3 s ″10¾ 21 ″ 6	
70499 PCYI	**Barendrecht** ssShl.No.3-5,41 OilEng. D.F. CruiserStern 1Dk Longitudinal framing at bottom & deck in Mchy.Aft centre tanks	9385 8651 5617	✠100A1 ~~7,40 11,39~~ 5,41 ✠LMC7,38 CarryingPetroleum in bulk	Rot ~~Lon~~Shl	e†	CL 4,41	1938 7mo	Odense Staalskibsvft vedAPMöller Odense Lloyd'sA&CP	N.V.Maats.Motor- schip'Barendrecht' (N.V.Phs.van Ommeren'sSchpv. Bedrijf,Mgrs.)	483·9 501·0(O.L.) P98′B34′F37′ FK CellDBuE81′416t	65·6	35·8	Rottrdam Dutch 14BH DTf26′443t	Oil Engines 4S.C.SA 7Cy.29⅛″-59 1/16″ 572NHP 2DB180lb Akt.Burmeistr&Wain,Cpn FPT165tAPTs224t	35″10 s 8 ″ 1 28 ″ 0½	
70500 PCYK	**Barendsz** (exApollinarisVI.-37) OilEng. ssRot.No.2-39 Mchy.Aft 1Dk(Stl) Cargo battens not fitted CruiserStern	313 — 229	✠100A1 12,39 ✠LMC12,39	Rot	d	12,39	1931 5mo	N.V.Indus- trieeleMaats. DeNoord Alblasserdam Lloyd'sA&CP	HollandscheZee- reed(J.Vermaas' Scheepvaart Bedrijf,Mgrs.)	131·9 Q26′B8′F16′ FK CellDBf28′28tFPT	23·5	8·8	Rottrdam Dutch 3BHCem 10tAPT4t	Oil Engines 4S.C.SA 3Cy.11″-17¾″ 35NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 6 s ″ 11 8 ″ 8	
70501 DOMI	**Bärenfels** Sub.Sig. 2Dks	7569 7040 4679					1921	J.C.Teck- lenborgA G Weser- münde-G.	DeutscheDampf- schiff.Ges.Hansa	468·5 P80′B138′F59′	58·6	32·5	Bremen German WB	T.3Cy.31½″,49″&82 1/20″-55″ 1LPturbine 692NHP J.C.TecklenborgAG Wsm.		G
70502 PKHX	**Barentsz** Fitted for oil fuel Ref.Mchy. 3Dks	4819 3891 2997					1915	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	383·4 P17′F236′	48·7	27·3	Batavia Dutch WB	T.3Cy.28½″,47″&77″&54″ 433NHP NedFb.v.Wrk&Spoor,Ams		V
70503 FNYD	**Barfleur** OilEng. D.F. 2Dks Ref.Mchy. CruiserStern	3259 2604 1895					1938	Akt.Bur- meist&Wain Copenhagen	Cie.Générale d'Armements Maritimes	320·2 F118′	45·6	25·6	Havre French WB	Oil Engines 2S.C.SA 9Cy.19 11/16″-35 7/16″ 608NHP Akt.Burmeistr&Wain,Cpn		V
70504 LDNZ	**Barfonn** TwinSc OilEng. D.F. Mchy.Aft ssGot.No.2-39 1Dk(Stl) Cruiser Stern	9739 8995 6035	✠100A1 ~~7,40~~ 5,39 11,40 ✠LMC CS5,39 DBS~~5,39~~7,40 12,38 CarryingPetroleum in bulk	Got ~~NYk~~ Bal	e†	CL 5,39	1931 5mo	Götaver- kenA/B Gothenburg Lloyd'sA&CP	SkibsA/S Dalfonn(Sigval Bergesen)	475·6 494·8(O.L.) P103′B35′F41′ FK CellDBuE71′304tDTf33′622tFPT196t	64·2	37·8	Stavanger Norwegian 10BHptCem APT310t	Oil Engines 4S.C.SA 16Cy.21⅝″ 39⅜″ 724NHP 2DB180lb GötaverkenA/B,Got.	37 ″ 3	
70505	**Bariloche** (exMajvik,exLjusne Jernverk) OilEng. Mchy.Aft 1Dk	477 363 236					1913	Göteborgs M.V.Aktieb. Gothenburg	PeiranoHnos.	173·2 P46′F20′	28·3	10·1	Bns.Aires Argentine WB	Oil Engines 2S.C.SA NE25 4Cy.14⅛″-20⅞″ 141NHP Akt.AtlasDieselsMoterer, Skm.		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant au pard. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Enregistrés ou coté, si ce n'est dans le L.R. Durée Cert.
70506 140577 MJCN	**Barium** ssBkn.No.3-6,30 ssLiv.No.2-38 Mchy.Aft Well deck 1Dk(Stl) Wireless Cargo battens not fitted	601 443 291	✠100A1 8,41 ~~10,30~~ MS1,38	Liv Bkn ✠LMC ~~BS7,39~~ 7,40	i	OG ~~1,38~~ 8,41	1918 5mo Lloyd	CRennoldson&Co. S.Shields sA&CP	I.C.I.(Alkali)Ld. CellL	180·6 187·7(O.L.) Q52 B9 F27' FK Bf108'165tFPT60t	28·1	10·7	Liverpool British 3BHCem APT28t	T.3Cy.16",27"&44"–30" (s) 180lb 115NHP 1SB,3cf,GS66,HS1785 ShieldsEng.Co.Ld.N.Shl.	12 " 9 s 1 " 3½ 11 " 7	
70507 133060 GRMS	**Barjora** Ⓟ ssCal.2ndNo.3-8,40 ~~ssBom.No.3-7,27~~ ~~ssCal.No.2-35~~ 2Dks(Stl–Uteak s)	3164 2683 1908	✠100A1 8,40 ~~12,38~~ BS8,40	Cal ✠LMC1,40	v	CL 1,40	1912 7mo Lloyd	Barclay, Curle&Co.Ld Glasgow sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDBa94'uEg	330·4 P33'B94'F34' FK B77'f124'647tFPT	46·2	23·3	Glasgow British 5BHCem 47tAPT18t	T.3Cy.20",34"&58"–45" (s) 215lb HS9074 FD 526NHP 3SB&1AuxSB,11cf,GS227 Barclay,Curle&Co.Ld.Gls.	25 " 6 s 4 " 3 21 " 8½	
70508 57 IAGW	**Barletta** Ⓟ TwinSc OilEng. 2Dks CruiserStern	1975 — 1069					1931	Cantieri RiunitiDell' Adriatico Monfalcone	“Adriatica”Soc. Anon diNav.	267·3 257·5 F34'	40·2	22·6	Bari Italian WB	Oil Engines 2S.C.SA 12Cy.17⅝"–29⅛" 656NHP Soc An“Fiat”S.G.M.Turin		I
70509 DHBY	**Barmbek** ssHam.No.2-37 D.F. Cruiser Stern 1Dk(Stl Strengthened for Navigation in Ic	2446 2231 1434	✠ 6,39	Ham ✠	t		1929 12mo	Flensburger Schiffsb.Ges. Flensburg	Knohr&Burchard Nfl. CellDB264'695t	307·1 322·1(O.L.) P&B250'F34' FK FPT31tAPT120t	45·5	19·7	Hamburg German 5BHptCem ptAsp	C.4Cy.(2)18⅛"&(2)39⅜"– 39⅜" 272NHP 2SB(Spt),4cf,GS73,HS3879 A.Borsig,G.m.b.H.Berlin	21 " 9	
70510 161029 MQMP	**Barnby** 1Dk&Shelterdk D.F. CruiserStern	4813 4284 2765	✠100A1 withfreeboard ~~7,40~~ ~~2,40~~ 2,41	Sld ~~Gls~~ Bos ✠LMC2,40	z	CL 2,41	1940 2mo Lloyd	ShortBros. Ld. Sunderland 'sA&CP	Rowland& Marwood'sS.S.Co. Ld.(Headlam& Son,*Mgrs.*) CellDB322'1391t	427·0 439·2(OL) FK F32' DTf26'310tFPT78	54·0	23·7	Whitby British 7BHCem (Colt to Sh dk 6 " 2nd") tAPT270t	T.3Cy.21½",36½"&63"–45" 220lb (s) 359NHP 2SB(Spt)6cfGS110HS4784 220lb FD GeorgeClark(1938)Ld.Sld.	26 " 7 s2 " 7½ 24 " 1½	
24/11 70511 POYO	**Barneveld** Ⓟ Fitted for oil fuel D.F. 2Dks&Shelter dk Sub.Sig. CruiserStern	5597 4634 3384					1928	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Nederl. Stoomb.MaatsN.V.	401·1	58·3	26·3	Amsterdam Dutch WB	T.3Cy.27⅟₁₆",46⁷⁄₁₆"&74¾"– 51³⁄₁₆" 400NHP RotterdamD.D.Co.Rot.		V
70512 132988 GRMT	**Baroda** Ⓟ ssCal.2ndNo.3–3,35 ssCal.No.1–39 2Dks(Stl–Uteak s)	3205 2678 1888	✠100A1 6,40 ~~6,39~~ BS4,40	Cal Cbo ✠LMC6,39	u	CL ~~4,38~~ 6,40	1911 11mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld. Af CellDBa94'uEg	330·4 342·5(O.L.) P49'B94'F34' FK ter peak bulkhead to B67'f124'647tFPT	46·2	23·1	Glasgow British 5BHCem 2nd dk only 47tAPT18t	T.3Cy.20",34"&58"–45" (s) 215lb 180lb ~~70lb~~ 456NHP 3SB,9cf,GS186,HS7503 FD Barclay,Curle&Co.Ld.Gls.	25 " 6 s 4 " 3 21 " 8½	
196/40 70513 GTYC	**Baron Ardrossan** D.F. CruiserStern 1Dk	3896 3509 2334					1932	D&W Hendersn&Co.Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	360·9 P40'B110'F45'	51·7	23·4	Ardrossan British WB	T.3Cy.21½",37"&62"–42" 249NHP D&W.Hendersn&CoLdGls		C
70514 146720 GLBS	**Baron Belhaven** D.F. 2Dks	6591 6030 3921					1925	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	435·2 P44'B180'F53'	57·3	29·6	Ardrossan British WB	T.3Cy.26",46"&76"–48" 400NHP D.Rowan&Co.Ld.Gls.		C
156/40 70515 161807 GTCN	**Baron Blythswood** D.F. 1Dk	3668 3323 2219					1929	Lithgows Ld. PortGlasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	350·7 P40'B106'F36'	50·2	23·3	Ardrossan British WB	T.3Cy.21½",37"&62"–42" 249NHP J.G.Kincaid&Co.Ld.Grk.		C
70516 148981 GLOS	**Baron Carnegie** D.F. 1Dk	3178 2907 1904					1925	Dunlop, Bremner& Co.Ld. PortGlasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	336·3 P28'B102'F36'	48·5	22·2	Ardrossan British WB	T.3Cy.22",35½"&60"–39" 225NHP D.Rowan&Co.Ld.Glasgow		C
70517 161815 GYCQ	**Baron Cawdor** D.F. CruiserStern 2Dks	3638 3331 2132					1935	D&W Hendersn&Co.Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	387·1 F32'	53·2	22·5	Ardrossan British WB	T.3Cy.21½",37"&62"–42" 250NHP D&WHendersn&Co.LdGls		C
70518 160124 GNJC	**Baron Cochrane** D.F. 1Dk	3385 3069 2031					1927	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	341·8 P36'B104'F37'	48·6	22·7	Ardrossan British WB	T.3Cy.21½",37"&62"–39" 240NHP D.Rowan&Co.Ld.Gls.		C
70519 161806 GJBR	**Baron Dechmont** D.F. 1Dk	3675 3324 2221					1929	Ardrossan DD&SBCoLd Ardrossan	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	350·6 P40'B106'F38'	50·2	23·3	Ardrossan British WB	T 3Cy.21½",37"&62"–42" 249NHP J.G.Kincaid&Co.Ld.Grk.		C
70520 161812 GTYD	**Baron Douglas** D.F. CruiserStern 1Dk	3899 3510 2342					1932	Lithgows Ld. PortGlasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	360·8 P40'B110'F45'	51·7	23·4	Ardrossan British WB	T.3Cy.21½",37"&62"–42" 249NHP D.Rowan&Co.Ld.Glasgow		C
70521 161813 GWPC	**Baron Dunmore** D.F. CruiserStern 1Dk	3938 3560 2363					1933	D&W Hendersn&Co.Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	365·3 P40'B113'F39'	51·7	23·4	Ardrossan British WB	T.3Cy.21½",37"&62"–42" 249NHP D.Rowan&Co.Ld.Gls.		C
70522 161814 GWPD	**Baron Elgin** CruiserStern 1Dk	3942 3562 2364					1933	D&W Hendersn&Co.Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	365·4 P40'B113'F39'	51·7	23·4	Ardrossan British WB	T.3Cy.21½",37"&62"–42 249NHP D.Rowan&Co.Ld.Gls.		C
70523 163845 GCCD	**Baron Elphinstone** D.F. E.S.D. 1Dk&Shelter dk CruiserStern	4635 4172 2692					1937	Sir J.Laing &Sons,Ld. Sunderland	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	417·1 F38'	58·2	24·1	Ardrossan British WB	T.3Cy.21½",37"&62"–42" 250NHP GeorgeClark(1936)Ld.Sld.		C
70524 161809 GTJN	**Baron Erskine** D.F. 1Dk	3657 3303 2216					1930	D&W Hendersn&Co.Ld. Glasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	350·0 P40'B106'F36'	50·2	23·2	Ardrossan British WB	T.3Cy.21½",37"&62"–42" 249NHP D&W.Hendersn&CoLdGls		C
70525 146719 GLCY	**Baron Fairlie** D.F. 2Dks	6706 6121 4009					1925	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	440·7 P43'B129'F48'	57·4	29·2	Ardrossan British WB	T.3Cy.27",46"&76"–48" 400NHP McKie&Baxter,Ld.Gls.		C
70526																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
70527 143130 GBMR	**Baron Forbes** (*ex*GeneralNapier, *ex*Hamburg) *ss*Rot.No.3-1,27 *ss*Gls.No.2-35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	3061 2730 1843	100A1 *Shelter dk* *withfreeboard* Examined 3,40 MS4,35	Gls LMC BS9,39	*l*	CL ~~10,37~~ 5,41	1915	Schiffsw. v. HenryKoch Lübeck	IberiaShippingCo. Ld. (H.Hogarth& Sons,*Mgrs.*) *CellDB*268'622*t*	311·7 327·0(O.L.) P19'B47'F37'*on* *Shelter dk* FK *FPT*120*tAPT*85*t*	42·4	26·0	Ardrossan British *Cem* 2*BHtoSh dk* 3 „ „ *U* „	T.3Cy.22⅜",37"&57$\frac{1}{16}$"-35⅜" 185lb (*s*) 253NHP FD 2SB(Spt),4*cf*,GS85,HS3552 OttensenerMaschf.Altona	28 " 5 *s* 6 " 4¼ 22 " 3	
70528 148984 GLQP	**Baron Graham** D.F. 1*Dk*	3242 2965 1957					1925	Napier& Miller,Ld. Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	336·4 P35'B101'F36'	48·4	22·6	Ardrossan British	T.3Cy.21½",35½"&60"-39" 225NH *WB* D.Rowan&Co.Ld.Gls.		C
70529 148986 GMDW	**Baron Haig** D.F. 1*Dk*	3391 3097 2045					1926	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	342·2 P36'B104'F36'	48·6	22·7	Ardrossan British	T.3Cy.21½",35½"&60"-39" 225NHP *WB* D.Rowan&Co.Ld.Glasgow		C
70530 163849 GBTB	**Baron Herries** D.F. 2*Dks* *CruiserStern*	4574 4086 2660					1940	Lithgows Ld. PortGlasgow	KelvinShipping Co. Ld. (H.Hogarth &Sons,*Mgrs.*)	415·7 F40'	56·4	24·3	Ardrossan British	T.3Cy.21½",36"&62"-45" 258NHP *WB* D.Rowan&Co.Ld.Gls.		C
70531 135731 GPLM	**Baron Inchcape** D.F. 1*Dk*&*Shelter dk*	7005 6703 5202					1917	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	425·8	56·2	33·3	Ardrossan British	T.3Cy.27",46"&76"-48" 400NHP *WB* J.G.Kincaid&Co.Ld.Grk.		C
70532 163844 GZGX	**Baron Jedburgh** D.F. *CruiserStern* 1*Dk*&*Shelter dk*	3656 3347 2148					1936	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	386·4 F32'	53·2	22·5	Ardrossan British	T.3Cy.21½",37"&62"-42" 250NHP *WB* D.Rowan&Co.Ld.Gls.		C
70533 146714 GDRZ	**Baron Kelvin** D.F. 1*Dk*	3081 2826 1872					1924	C.Connell &Co. Glasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	332·2 P29'B97'F34'	48·2	22·1	Ardrossan British	T.3Cy.21½",35½"&60"-39" 225NH *WB* D.Rowan&Co.Ld. Glasgow		C
70534 160121 GNCR	**Baron Kinnaird** D.F. 1*Dk*	3355 3052 2022					1927	Napier& Miller,Ld. OldKilpatrck	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	340·1	48·7	22·7	Ardrossan British	T.3Cy.21½",35½"&60"-39" 225NHP *WB* D.Rowan&Co.Ld.Glasgow		C
73/40 70535 148985 GLPF	**Baron Loudoun** D.F. 1*Dk*	3164 2900 1914					1925	Lithgows Ld. PortGlasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	336·1 P35'B102'F36'	48·5	22·4	Ardrossan British	T.3Cy.21½",35½"&60"-39" 225NHP *WB* J.G.Kincaid&Co.Ld.Grk.		C
70536 148989 GMRS	**Baron Lovat** D.F. 1*Dk*	3395 3096 2037					1926	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld. (H.Hogarth &Sons,*Mgrs.*)	342·1 P36'B104'F36'	48·6	22·7	Ardrossan British	T.3Cy.21½",35½"&60"-39" 225NHP *WB* D.Rowan&Co.Ld.Glasgow		C
70537 146718 GKXW	**Baron Maclay** D.F. 2*Dks*	6317 5792 3870					1924	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld. (H.Hogarth &Sons,*Mgrs.*)	430·4 P43'B129'F50'	56·3	29·1	Ardrossan British	T.3Cy.27",46"&76"-48" 400NHP *WB* McKie&Baxter,Glasgow		C
70538 163846 GFFB	**Baron Minto** D.F. E.S.D. 1*Dk*&*Shelterdk* *CruiserStern*	4637 4172 2693					1937	SirJ.Laing &Sons,Ld. Sunderland	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	417·1 F38'	58·2	24·1	Ardrossan British	T.3Cy.21½",37"&62"-42" 250NHP *WB* GeorgeClark(1936)Ld.Sld.		C
70539 148983 GLPJ	**Baron Nairn** D.F. 1*Dk*	3164 2900 1914					1925	Lithgows Ld. PortGlasgow	KelvinShipping Co. Ld.(H.Hogarth &Sons,*Mgrs.*)	336·1 P35'B102'F36'	48·5	22·4	Ardrossan British	T 3Cy.21½",35½"&60"-39" 225NHP *WB* J.G.Kincaid&Co.Ld.Grk.		C
70540 161808 GTJM	**Baron Napier** D.F. 1*Dk*	3559 3303 2217					1930	D&WHen- dersn&Co.Ld Glasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	350·1 P40'B106'F36'	50·2	23·2	Ardrossan British	T.3Cy.21½",37"&62"-42" 249NHP *WB* D.&W.Henderson&Co.Ld.		C
70541 160126 GNQF	**Baron Newlands** D.F. 1*Dk*	3386 — 2031					1928	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	341·8 P36'B104'F37'	48·6	22·7	Ardrossan British	T.3Cy.21½",37"&62"-39" 240NHP *WB* D.Rowan&Co.Ld.Glasgow		C
70542 148988 GMRQ	**Baron Ogilvy** 1*Dk*	3391 3094 2035					1926	Ayrshire Dkyd.Co.Ld. Irvine	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	342·0 P36'B104'F36'	48·6	22·7	Ardrossan British	T.3Cy.21½",35½"&60"-39" 225NHP *WB* D.Rowan&Co.Ld.Glasgow		C
70543 160122 GJXW	**Baron Pentland** D.F. 1*Dk*	3410 3096 2045					1927	Ayrshire DckydCo.Ld. Irvine	KelvinShipping Co.Ld. (H.Hogarth &Sons,*Mgrs.*)	342·1 P36'B104'F37'	48·6	22·8	Ardrossan British	T.3Cy.21½",35½"&60"-39" 225NHP *WB* D.Rowan&Co.Ld.Glasgow		C
70544 160128 GCSB	**Baron Ramsay** 1*Dk*	3650 3303 2211					1929	D&WHen- dersn&Co.Ld. Glasgow	IberiaShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	350·0 P40'B106'F36'	50·2	23·2	Ardrossan British	T.3Cy.21½",37"&62"-42" 249NHP *WB* D.&W.Henderson&Co.Ld.		C
70545 163841 GYDR	**Baron Renfrew** D.F. *CruiserStern* 2*Dks*	3635 3328 2130					1935	D&WHen- dersn&Co.Ld. Glasgow	KelvinShipping Co.Ld. (H.Hogarth &Sons, *Mgrs.*)	387·0 F32'	53·2	22·5	Ardrossan British	T.3Cy.21½",37"&62"-42" 250NHP *WB* D&W.Hendersn&CoLdGls		C
70546 148982 GLCT	**Baron Ruthven** D.F. 1*Dk*	3178 2907 1904					1925	Dunlop, Bremner&Co. Ld. Pt.Gls.	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	336·3 P28'B102'F36'	48·5	22·2	Ardrossan British	T.3Cy.22",35½"&60"-39" 225NHP *WB* D.Rowan&Co.Glasgow		C
8/40 70547 160123 GDSP	**Baron Saltoun** D.F. 1*Dk*	3404 3091 2041					1927	Ayrshire Dkyd.Co.Ld Irvine	IberiaShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	342·1	48·6	22·7	Ardrossan British	T.3Cy.21½",37"&62"-39" 240NHP *WB* D.Rowan&Co.Ld.Glasgow		C
70548 163848 GBSB	**Baron Scott** D.F. *CruiserStern* 2*Dks*	4574 4086 2660					1939	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	415·7 F40'	56·4	24·3	Ardrossan British	T.3Cy.21½",36"&62"-45" 258NHP *WB* D.Rowan&Co.Ld.Gls.		C
70549 163847 GRGZ	**Baron Semple** D.F. *CruiserStern* 1*Dk*&*Shelter dk*	4573 4138 2670					1939	C.Connell &Co.Ld. Glasgow	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	416·1 F39'*onShelter dk*	58·2	24·6	Ardrossan British	T.3Cy.21½",37"&62"-42" 250NHP *WB* D.Rowan&Co.Ld.Gls.		C
70550 160130 GTCM	**Baron Stranraer** D.F. 1*Dk*	3668 3326 2220					1929	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ld. (H.Hogarth &Sons,*Mgrs.*)	350·7 P40'B106'F36'	50·2	23·3	Ardrossan British	T.3Cy.21½",37"&62"-42" 249NHP *WB* D.Rowan&Co.Ld.Glasgow		C
70551 148990 GNCQ	**Baron Tweedmouth** D.F. 1*Dk*	3357 3054 2023					1927	Lithgows Ld. PortGlasgow	HogarthShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	340·3 P35'B104'F36'	48·7	22·7	Ardrossan British	T.3Cy.21½",37"&62"-39" 225NHP *WB* J.G.Kincaid&Co.Ld.Grk.		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
70552 160127 GTFD	**Baron Vernon** D.F. *1Dk*	3642 3296 2205					1929	D&W Hen-dersn&Co.Ld. Glasgow	KelvinShipping Co.Ld. (H.Hogarth &Sons,*Mgrs.*)	350·1 P40'B106'F36'	50·2	23·2	Ardrossan British *WB*	T.3Cy.21½",37"&62"–42" 249NHP D&W.Henderan&CoLdGls		C
70553 160125 GNJD	**Baron Yarborough** *1Dk*	3388 3073 2034					1928	Ayrshire Dckyd.Co.Ld Irvine	KelvinShipping Co.Ld.(H.Hogarth &Sons,*Mgrs.*)	341·6 P36'B104'F37'	48·6	22·7	Ardrossan British *WB*	T.3Cy.21½",37"&62"–39" 240NHP D.Rowan&Co.Ld.Glasgow		C
70554 140583 GPDS	**Baronesa** TwinSc *ss*Lon.No.3–1,30 *ss*Lon.No.2–39 *Ref.Mchy.* D.F. *3Dks(Stl)&* *Shelter dk(Stl–ws)*	8663 7515 5408	✠100A1 *Shelter dk* *with freeboard* 12,40 ~~11,38~~ BS3,40 ✠LMC1,39 ✠Lloyd'sRMC2,40 5,41 ~~12,40~~ ~~6,40~~	Lon	*c†*	CL ~~12,38~~ ~~12,38~~ 10,40	1918 4mo *Lloyd*	SirR Dixon &Co.Ld. Middlesbro' '*sA&CP*	Furness-Houlder ArgentineLines, Ld. *Cell*	431·0 B on *Shelter dk* 259' F on *Shelter dk* 39' FK *DB*375'1128*t* *FPT*9	61·3	35·6	Liverpool British 7*BHCem* 9*t* *APT*118*t*	T.6Cy.25",41½"&70"–48" (*s*) 200lb FD 1076NHP 5SB(Spt),*20cf*,GS415, HS16396 Richardsons,Westgarth&Co.Ld.Mdb.	38 ″ 4 s 7 ″ 10½ 30 ″ 8	
70555 163218 GYMF	**Baronscourt** 3Mst Wireless *Mchy.Aft* *CruiserStern* *1Dk*	869 597 456					1935	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,*Mgr.*)	197·7 Q112'B11'F30'	30·7	12·1	Belfast British *WB*	T.3Cy.14½",25"&41"–30" 131NHP J.Lewis&Sons,Ld.Abn.		C
70556 159574 VLKY	**Barossa** *1Dk* *Hatch covers & webs dispensed with in bridge 'tween decks* *Cruiser Stern*	4239 3416 2382	✠100A1 5,41 ~~3,40~~ ✠LMC4,38	Syd	*w* 1½	CL 5,41	1938 4mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP* *Cell DB*300'75	TheAdelaide SteamshipCo.Ld. 6*t* *Tanks at sides of*	367·1 378·3(O.L.) P&B147'F43' FK *tunnel* 183*t* *FPT*19	50·3	24·6	Melbourne British 6*BHCem* 0*t* *APT*199*t*	T.3Cy.20½",33"&54"–42"& LPturbine withDRgearing &hydraulic coupling FD 220lb (*s*) 890NHP 2SB(Spt)*6cf*,GS135,HS5400 J.G.Kincaid&Co.Ld.Grk.	27 ″ 3 s 4 ″ 9¼ 22 ″ 7¼	
70557 OHED	**Barösund** (*ex*TillyRussI.) Wireless D.F. *1Dk*	1015 859 536					1920	Stettiner Oderwerke Stettin	J.W.Paulin	222·7 211·3 P12'Q59'B55'F22'	33·4	12·9	Wiborg Finnish *WB*	T.3Cy15¾",25⅝"&41 3/10"–29½" 92NHP StettinerOderwerke		N
70558 LCMO	**Baröy** Ⓟ D.F. *2Dks*	424 371 234					1929	Trndhjms Mek.Værks. Trondheim	OfotensDamp-skibsselskabA/S	143·8 H53*t*	24·1	16·3	Narvik Norwegian *WB*	T.3Cy.13¾",23"&38"–22" 68NHP TrondhjemsM.V.Trondhm		N
70559 136279 GRYD	**Barpeta** Ⓟ *ss*Bom.2ndNo.3–5,39 *2Dks(Stl–(teak s)*	3194 2651 1892	✠100A1 6,40 ~~5,39~~ BS4,40 ✠LMC5,39	Bom	*v*	CL 4,38	1914 4mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP* *WB*	BritishIndiaStm. Nav.Co.Ld. =*Cell DBa*94'*uE&*	330·3 342·7(O.L.) P&B192'F34' FK B67'*f*124'647*t* *FPT*	46·2	23·1	Glasgow British 5*BHCem* 47*t* *APT*18*t*	T.3Cy.20",34"&58"–45" (*s*) 215lb HS9074 FD 526NHP 3SB&1AuxSB,*11cf*,GS227 Barclay,Curle&Co.Ld.Gls.	25 ″ 6 s 4 ″ 1½ 21 ″ 10	
70560 148319 MPQZ	**Barra Head** (*ex*Portavon) *ss*Lth.No.2–38 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	671 444 326	✠100A1 10,40 ~~12,36~~ ✠LMC MS8,38 ~~BS7,39~~ 9,40	Lth	*j*	CL ~~11,38~~ 10,40	1930 2mo *Lloyd*	GooleS.B. &Repg.Co. (1927)Ld. Goole '*sA&CP*	A.F.Henry& MacGregor,Ld. *Cell DB*	176·6 182·0(O.L.) Q101'B11'F23' FK 107' 150*t* *FPT*43*t* *A*	28·4	11·4	Leith British 3*BHCem* *PT*31*t*	T.3Cy.13⅝",22"&37"–27" (*s*) 180lb 95RHP 1SB,*3pf*,GS57,HS1780 Day,Summers&Co Ld.Sou.	13 ″ 6 s 4 ″ 7½ 13 ″ 3	
70561 148882 GMCT	**Barrdale** *ss*Bkn.No.3–8,37 D.F. E.S.D. *1Dk(Stl)*	5072 4673 3007	✠100A1 1,41 ~~8,40~~ ✠LMC MS8,37 ~~BS9,39~~ 12,40	NNs Nwc	*z*	CL ~~8,37~~ 12,40	1925 11mo *Lloyd*	Greenock Dkyd.Co.Ld. Greenock '*sA&CP*	ReardonSmith Line Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*) *Cell DBa*124'*uE*	400·3 P37'B189'F38' FK 23'*f*180'1034*t* *DTf*	54·4	26·3	Glasgow British 7*BHptCem* 37'1500*t* *FP*	T.3Cy.25",42"&70"–48" (*s*) 180lb FD 475NHP 3SB(Spt)*9cf*,GS157,HS7035 J.G.Kincaid&Co.Ld.Grk. *T*160*t* *APT*200*t*	28 ″ 8 s 4 ″ 9½ 24 ″ 1½	
70562 219353 KJCQ	**Barreado** (*ex*Gaffney) *Fitted for oil fuel* Sub.Sig. *2Dks*	4781 — 3015					1919	SeattleCon &DryDockCo Seattle,Wasb	UnitedStates Maritime Commission	380·5 P39'B102'F41'	53·1	26·9	NewYork Utd.States *WB*	T.3Cy.24",40"&70"–48" 339NHP Skinner&EddyCrp.Seattle		R
Now	"Ruth," *see No.* 89810 *in Supplement*															
70563 142279 GNFB	**Barrgrove** (*ex*Stromboli, *ex*WarAnemone) *ss*Rot.No.3–1,31 D.F. *ss*Nwc.No.2–39 *1Dk(Stl)*	5222 4748 3237	✠100A1 ~~5,40~~ ~~5,39~~ 5,41 ✠LMC5,39 BS5,40	Nwc ~~BknShl~~	*y*	CL 4,39	1918 1mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	TheBarrShppg.Co. Ld.(Barr,Crombie &Co.Ld.*Mgrs.*) *Cell DB*	400·2 412·8(O.L.) P49'B113'F39' FK 344'1125*t* *FPT*115*t*	52·3	28·4	Glasgow British 7*BHptCem* *APT*175*t*	T.3Cy.26",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEngCoLd.Nwc	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
70564 133093 GKWR	**Barrhill** (*ex*QueenMargaret) *ss*Rot.2ndNo.3–11,37 D.F. *2Dks(UptIrn ptStl)&2nd dk(Stl)*	4972 4748 3197	✠100A1 ~~2,40~~ 11,40 BS2,40 ✠LMC11,37	Liv Mch	*y*	CL N12,39	1912 12mo *Lloyd*	R.Duncan &Co.Ld Pt.Glasgow '*sA&CP*	TheBarrShppg.Co. Ld.(Barr,Crombie &Co.Ld.*Mgrs.*) *Cell DBa*135'*u*	405·0 420·0(O.L.) P41'B115'F41' FK *E&B*43'*f*173'1189*t*	53·0	27·2	Glasgow British 6*BHCem* *APT*36*t*	T.3Cy.26",42"&71"–48" (*s*) 180lb 415NHP 3SB,*9cf*,GS189,HS6888 J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 s 5 ″ 9½ 24 ″ 3	
70565 151045 CYKP	**Barrie** (*ex*RobertP.Kernan) *Mchy.Aft* *1Dk*	1824 1558 983					1925	TheCol-lingwood S.B.Co.Ld. CollngwdOnt	CanadaSteamship Lines,Ld.	252·0 Q93'F35'	43·1	16·8	Montreal British *WB*	T.3Cy.15½",26"&44"–26" 99RHP E.J.CoddCo.Ld.Baltimore		C
70566 147722 GKVZ	**Barrington Court** *ss*Cff.No.3–8,36 D.F. *1Dk(Stl)*	4910 4560 2988	✠100A1 Examined1,41 ~~BS6,39~~ ✠LMC6,36 6,40	~~Cff~~ Shl	*y*	CL ~~5,36~~ 1,41	1924 9mo *Lloyd*	Workman, Clark&Co.Ld. Belfast '*sA&CP*	CourtLine,Ld. (Haldin&Philipps Ld.*Mgrs.*) *Cell*	396·6 P46'B119'F39' FK *DB*345'1057*t* *FPT*	53·1	26·5	London British 6*BHCem* 98*t* *APT*174*t*	T.3Cy.26½",42"&70"–48" (*r*) 180lb 414NHP 3SB,*9cf*,GS198,HS7017 Wrkman,Clark&Co.Ld.Bel	29 ″ 0 s 5 ″ 6½ 23 ″ 8½	
70567 166266 GTTF	**Barrister** *2Dks* *CruiserStern*	6348 5853 3886	✠100A1 ~~3,40~~ 11,40 ✠LMC6,39	Lon Npt	*b†*	CL	1939 6mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	CharenteS.S.Co Ld (T.&J.Harrison, *Mgrs.*) *Cell DB*374'1235*t*	445·5 459·7(O.L.) P47'B144'F43' FK *DTa* 34'732*t* *FPT*7	56·5	29·6	Liverpool British 7*BHCem* 1*t* *APT*62*t*	T.3Cy.29",47"&81"–54"&LP turbine with DR gearing & hydraulic coupling 215lb (*r*) 867NHP 2DB(Spt)&1SB(Spt),*15cf*, GS345,HS13205 D.Rowan&Co.Ld.Gls.	32 ″ 2 s 6 ″ 6½ 25 ″ 9½	
70568 161890 GDYX	**Barrwhin** *ss*Rot.No.2–38 D.F. E.S.D. *1Dk(Stl)&Shelter dk(Stl)* *Tonnage opening closed '41(W.E.)*	4998 4605 2070	✠100A1 *with freeboard* 1,41 ~~3,40~~ ~~BS5,39~~ ✠LMC5,38 4,40	Cff NYk	*a†*	CL 8,39	1929 10mo *Lloyd*	Greenock DockydCoLd Greenock '*sA&CP*	ReardonSmith Line,Ld.(Sir W.R.Smith& Sons,Ld.*Mgrs.*) *Cell DB*350'1112*t* *MT*21'821*t*	405·5 421·0(O.L.) F36' FK *FPT*140*t* *APT*185*t*	55·7	25·4	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ 2nd „)	T.3Cy.23⅜",40½"&66"–45"& LP Turbine with DR gear-ing & hydraulic coupling 200lb (*s*) FD 473NHP 3SB(Spt)*9cf*,GS130,HS6051 Rankin&BlackmreLd.Grk	~~27 ″ 10~~ ~~s 3 ″ 0~~ ~~25 ″ 0~~ 36 ″ 10 s 11 ″ 0½ 26 ″ 0	
70569 PCYQ	**Bart** *Oil Eng.* *Mchy.Aft* *1Dk* *CruiserStern*	435 273 229	✠100A1 ~~7,40~~ ~~12,38~~ ~~2,41~~ 5,41 ✠LMC8,38	Hrl ~~Lo~~ Bry	*f*	N7,40	1938 8mo *Lloyd*	Scheepsw. 'Waterhuizn' J.Pattje Waterhuizen '*sA&CP*	J.Dekker	145·6 154·2(O.L.) P36'Q53'F18' FK *Cell DB*90'93*t* *FPT*	25·6	9·3	Rottrdam Dutch 3*BHptCem* 40*t* *APTs*20*t*	Oil Engines 4S.C.SA 7Cy.11"–17 11/16" 84NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 10 s 3 ″ 9½ 10 ″ 9½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70570 116 YLBR	**Bārta** (exPenmount) ssLie.3rdNo.3-5,38 1Dk(Irn)&Webframes Cargo battens not fitted	2324 2135 1451	✠100A1 5,38 ~~BS4,39~~ 6,40 ✠LMC5,38	Lie	s	5,39	1900 2mo	W.Gray&Co.Ld. W Hartlepool A&CP	LatvianGovt. (ValstsKugu Parvalde, Mgrs.) CellDB	302·5|43·2|19·7 313·6(O.L.) P25'B71'F29' FK a&uE120'f124'644t	Riga Latvian 5BHCem APT40t	T.3Cy.$22\frac{1}{8}$",35"&59"-39"(s) 160lb 218NHP 2SB,6rf,GS82,HS3303 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3 s 3 ″ $6\frac{1}{4}$ 18 ″ 11	
70571 102 YLCE	**Bārtava** (exUlla,exFöhr) ssEls.3rdNo.3-6,24 ssLie.No.3-3,32 ssLie.No.1-37 Cargo battens not fitted 1Dk(Stl)	769 638 461	✠100A1 3,39 ✠NB12,12 ✠LMC4,37 ~~BS3,39~~ 4,40 No later survey reported	Lie	k	CL 4,37	1888 10mo	G.Howaldt Kiel	G.Grinvalds,ASeebergs&others(Geo. Grinvalds, Mgr.)	193·4|29·9|14·3 200·1(O.L.) B44'F29' BK$7\frac{1}{2}$" ... Cell DB152'224t	Liepaja Latvian 4BHCem	T.3Cy.$14\frac{1}{8}$",24"&$36\frac{5}{8}$"-$23\frac{5}{8}$" 165lb (s) 82NHP 2SB(Spt),4cf,GS36,HS1160 Gebr.Howaldt,Kiel	16 ″ 4 s 1 ″ 11 14 ″ 7	
70572 TCAP	**Bartin** Ⓟ (exOdin-32, exHungerburg,exParamaribo) Wireless 2Dks	741 — 399					1896	Nederl. Schps.Maats Amsterdam	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	175·0|28·2|18·3	Istanbul Turkish WB	T.3Cy.$14\frac{3}{4}$",$24\frac{5}{8}$"&$39\frac{3}{8}$"-$27\frac{1}{2}$" NB23 82NHP NedFb.v.Wrk&Spoor,Ams		
70573 EACA	**Bartolo** (exAlgorta,exWarZephyr) ssBbo.No.3-7,31 ssBbo.No.2-40 1Dk(Stl) Cargo battens not fitted	*3124* *2867* *1870*	✠100A1 3,41 ~~2,40~~ ✠LMC1,40 BS3,41	Bbo	u	CL ~~9,38~~ 3,41	1918 10mo	J.Priestman&Co. Sunderland Lloyd'sA&CP	Cia.NavieraBachi (Hijos deAstigarraga, Mgr.) CellD	331·3|46·8|23·2 P33'B98'F28' FK B278'749tFPT115t	Bilbao Spanish 7BHptCem APT122t	T.3Cy.25",41"&68"-45"(s) 180lb 429NHP 3SB,9cf,GS156,HS6321 FD G.Clark,Ld Sunderland	25 ″ 6 s 3 ″ $11\frac{3}{4}$ 21 ″ 9	
70574 159579 VLLZ	**Barwon** 1Dk Hatch covers & webs dispensed with in bridge 'tween dks E.S.D. CruiserStern	4239 3416 2391	✠100A1 8,40 ~~11,39~~ ✠LMC9,39	Syd	w	CL	1939 9mo	CaledonS.B.&E.Co.Ld. Dundee Lloyd'sA&CP	HuddartParker, Ld. Cell DB300'756t	367·1|50·3|24·6 378·3(O.L.) P&B147'F43' FK Tanks at sides of tunnel 183tFPT190t	Melbourne British 6BHCem APT199t	T.3Cy.$20\frac{1}{2}$",33"&54"-42"& LP turbine with DR gearing & hydraulic coupling 220lb (s) FD 392NHP 2SB(Spt)6cf,GS135,HS5406 J.G.Kincaid&Co.Ld.Grk.	27 ″ 3 s 4 ″ $9\frac{1}{2}$ 22 ″ 7	
70575 YQSK	**Basarabia** Ⓟ TwinSc OilEng. D.F. E.S.D. GyC. 3Dks Ref.Mchy. CruiserStern	6672 — 3918					1938	Akt.Burmeistr&Wain Copenhagen	RoumanianState MaritimeService	405·0|57·7|26·9 B&F335'	Constantza Roumanian WB	Oil Engines 2S.C.SA 24C.$24\frac{7}{16}$"-$45\frac{1}{4}$" 2490NHP Akt.Burmeistr&Wain,Cpn		V
70576 LCMP	**Basel** TwinSc Wireless D.F. 1Dk	1110 848 619					1924	Akers Mek.Værks Oslo	A/SGangerRolf (FredOlsen&Co. Mgrs.)	225·7|35·1|12·9 B102tH113tF11t	Oslo Norwegian WB	T.6Cy.12",20"&33"-21" 100NHP AkersMek.Værks.Oslo		N
70577 149671 GNSJ	**Basil** ssHul.No.2-37 D.F. E.S.D. 2Dks(Stl)&Shelter dk(Stl) Tonnage opening closed '41(W.E.)	4913 4449 3072	✠100A1 with freeboard Examined 2,41 BS2,41 ✠LMC Carrying vegetable oil in deep tank MS5,40	~~Liv~~ Liv	z	$2\frac{5}{16}$ CL N7,38	1928 3mo	Hawthorn,Leslie&Co.Ld Newcastle Lloyd'sA&CP	BoothS.S.Co.Ld. CellDB350'990t DTs a32'783t	407·9|53·8|26·0 422·3(O.L.) F28' FK FPT86tAPT32t	Liverpool British 8BHptCem (Coll to Shdk 6 ,, 2nd,, 1 ,, 3rd,,)	T.3Cy.~~$25\frac{1}{2}$~~",$43\frac{1}{2}$"&73"-51"(s) 215lb $24\frac{1}{2}$" FD 600NHP 3SB(Spt)9cf,GS195,HS8859 Hwthrn,Leslie&C.Ld.Nwc.	~~28 ″ 6~~ ~~s 3 ″ $3\frac{1}{4}$~~ ~~25 ″ $5\frac{1}{4}$~~ 36 ″ 7 s10 ″ $4\frac{1}{4}$ 26 ″ $5\frac{1}{4}$	
70578 KZEB	**Basilan** (exGouverneurGeneral Roume-36, exVictoria) ssSyd.No.3-10,14 ssSyd.No.2-23 2Dks(Stl-Uws)&Webframes	2969 — 1870	✠ 3,28 ✠	Saigon	v		1902 9mo	Gourlay Bros.&Co. Dundee	Cia.Maritima (FernandezHnos. Inc, Mgrs.) CellDBa72'uE&B	335·0|43·2|20·6 P201'F100' BK$8\frac{1}{2}$" Prom.dk onP101' 58'f154'429t FPT	Manila Utd.States 7BHCem 43tAPT26t	T.3Cy.$27\frac{1}{2}$",45"&74"-48" 521NHP 2D&1SB,15cf,GS348HS9550 GourlayBros.&Co.Dundee	23 ″ 2	
70579 LJES	**Basilea** OilEng. 1Dk 2nd dk clear of cargo tanks Part electrically welded including butts of shell, upper deck & longitudinal bulkhead plating D.F. Mchy.Aft Longitudinal framing CruiserStern	9612 8885 5761	✠100A1 7,40 ~~6,39~~ DBS7,40 ✠LMC7,36 ~~DBS(WTB)12,37~~ Carrying Petroleum in bulk	Fal Syd	e†	CL ~~11,38~~ 2,41	1936 7mo	Kockums M.V.Aktieb. Malmö Lloyd'sA&CP	Skibs.A/S Navalis (Tschudi&Eitzen, Mgrs.) CellDBuE70'187t	506·1|63·1|36·4 P97'B41'F59' FK DTf34'517t FPT168t	Oslo Norwegian 11BHptCem APT370t	Oil Engines 2S.C.DA 7Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 1358NHP 2DB170lb DB(WTB)170lb KockumsM.V.Akt.Malmö	36 ″ 7 s 8 ″ $5\frac{3}{4}$ 28 ″ 3	
70580 142541 GQCZ 9/10	**Bassa** (exWarPointer) ssHul.No.3-9,30 ssHul.No.2-39 2Dks(Stl)	5267 4784 3202	✠100A1 5,39 ✠LMC MS6,38 BS1,40	Hul	y	CL 3,38	1918 3mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP	ElderDempster Lines,Ld. DB	400·1|52·3|28·4 412·7(O.L.) P49'B112'F39' FK 345'1113t FPT118t	Liverpool British 7BHCem APT174t	T.3Cy.27",44"&73"-48"(s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s 5 ″ $11\frac{3}{4}$ 25 ″ 3	
70581 165691 GDDR	**Bassano** D.F. E.S.D. 2Dks&Shelter dk Ref.Mchy. CruiserStern Strengthened for navigation in ice	4843 4122 2687	✠100A1 with freeboard 6,40 ~~5,39~~ ✠LMC12,37 Carrying vegetable oil in deep tank	Hul Lon	z	CL	1937 12mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	Ellerman'sWilson Line,Ld. CellDB335'899t	401·5|55·8|25·7 419·6(O.L.) B119'F35' FK DTa28'706tFPT63t	Hull British 7BHptCem ptAsp (Coll to Sh dk 6 ,, 2nd ,,) APT48t	T.3Cy.$26\frac{1}{2}$",44"&73"-48"& LP turbine with DR gearing & hydraulic coupling 225lb FD (s) 786NHP 4SB(Spt),12cf,GS248, HS9870 Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 3 s 2 ″ 10 25 ″ 7	
70582 163454 MBTC	**Bassethound** Wireless D.F. Fitted for oil fuel Carrying Petroleum in bulk 1Dk Mchy.Aft Longitudinal framing	1174 863 574					1934	Blythsw'd S.B.Co.Ld. Glasgow	HadleyShipping Co.Ld.	222·6|35·1|15·8 P72'Trunk123' F26'	London British WB	T.3Cy.16",27"&45"-33" 116NHP D.Rowan&Co.Ld.Gls.		C
70583 LIUZ	**Bastö** Ⓟ CruiserStern 1Dk	322 250 125					1934	A/S Moss Værft&Dokk Moss	A/S Alpha	137·3|27·1|12·1 B63'F16'	Moss Norwegian WB	C.4Cy.(2)$9\frac{13}{16}$"&(2)23"-$20\frac{1}{2}$" 37NHP FredrikstadM.V.Frdstad.		
70584 UOLS	**Bataisk** IronTwinSc (exSviatoiNicolai,exKarl) 1Dk	319 293 218					1882	Stabilmnto Tecnico Trieste	U.S.S.R.	176·0|26·9|7·5 F15'B20'P19'	Odessa Russian	C.4Cy.(2)11"&(2)22"-18" NB31 34NHP StabilimentoTecnico,Tri.		
70585 PKFT	**Batak** OilEng. Mchy.Aft 1Dk	409 323 244					1931	NV.Droogdok Maats. "Soerabaia" Sourabaya	N.V.Koninkl. Paketv.Maats.	150·9|27·2|10·2	Batavia Dutch WB	Oil Engines 2S.C.SA 6Cy.$9\frac{13}{16}$"-13" 102NHP SulzerBros.Winterthur		V
70586														

1 Numero d'Ordre Numero Officiel Signaux	2 3 **Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
70587 PKQD	**Batavia** Ⓟ Wireless *OilEng.* *Mchy.Aft* *2Dks*	1279 1025 844					1938	NVSchpsw Gebr.Pot Bolnes	Koninkl.Paketv. Maats.	215·0 P95'F51'	39·7	15·8	Batavia Dutch *WB*	Oil Engines 4S.C.SA 7Cy.15¾"–29½" 167NHP Gbr.Stork&CoNVHengelo		V
70588 LCEF	— Wireless *Oil Eng.* *Mchy.Aft* 1*Dk*	962 766 497					1922	Odense Staalskibs. Odense	A/S"GangerRolf" (Fred.Olsen&Co. *Mgrs.*)	215·0 P99tH76t	34·7	12·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.19 1/12"–35 1/12" 225NHP Akt.Burmeistr&Wain,Cpn		N
70589 24707 JICD	**Batavia Maru** Ⓟ *ss*Osa.No.3–9,30 *ss*Osa.No.1–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Webframes* *Longitudinal framing*	4393 3677 2731	✠ ... 8,39 *Shelter dk* ✠	Osa	*w*		1919 1mo	OsakaIron Works,Ld. Innoshima	OsakaSyosenK.K.	345·0 P30'B99'F34' *on* *Shelter dk* FK *CollisionBH to Shelter dk* *CellDB*294' 1098t *FPT*	49·8	28·1	Osaka Japanese *Cem* *5BH to U dk* 115t*APT*29t	T.3Cy.24",41"&67"–48" 390NHP 2SB,*6cf*,GS126,HS5400 OsakaIronWrks.Ld.Osaka	28 ″ 2	
70590	**Batavier** *OilEng.* *Mchy.Aft* *CruiserStern*	380 240 165	100A1 *withfreeboard* (*ClassContemplated*)				1940 –	Gebr. Niestern&Co. Delfzijl	J.Muthert	190·3	28·1	8·7	Groningen Dutch	Oil Engines 4S.C.SA 8Cy.11¼"–16 9/16" Machinenfbrk.Augsburg-NürnburgA.G.Augsburg		
70591 PCYV	**Batavier II.** Ⓟ Sub.Sig. *Ref.Mchy.* Wireless D.F. 2*Dks*	1573 896 956					1920	Wilton'sE. &Slpwy.Co Rotterdam	Wm.H.Müller&Co. N.V.	260·0 P57'B&F183'	35·0	15·5	Rottrdam Dutch *WB*	T.3Cy.24",38"&62"–36" 231NHP Wilton'sE.&Slpwy.Co.Rot		V
70592 PCYW	**Batavier III** Ⓟ *Fitted for oil fuel* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	2687 1678 1474					1939	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam	Wm.H.Müller&Co. N.V.	267·0 B&F238'	43·8	21·7	Rottrdam Dutch *WB*	C.3Cy.25⅝"&(2)39⅜"–39⅜" 163NHP WerkspoorN.V.Ams.		V
70593 PCYZ	**Batavier IV.** Ⓟ Sub.Sig. Wireless D.F. 2*Dks*	1569 920 866					1902	Gourlay Bros.&Co. Dundee	Wm.H.Müller&Co. N.V.	260·2 P57'B&F183'	35·1	15·6	Rottrdam Dutch *WB*	T.3Cy.24",38"&62"–36" 231NHP GourlayBros.&Co.Dundee		V
70594 PCZB	**Batavier V** Ⓟ Sub.Sig. Wireless D.F. *Ref.Mchy.* 2*Dks*	1573 896 955					1921	Wilton'sE. &Slpwy.Co. Rotterdam	Wm.H.Müller&Co. N.V.	260·1 P57'B&F183'	35·0	15·5	Rottrdam Dutch *WB*	T.3Cy.24",38"&62"–36" 231NHP Wilton'sE.&SlpwyCo.Rot.		V
70595 154476 CYKN	**Batiscan** (*ex*UnitedStates) 2*Dks*	1656 915 823					1909	Manitowoc D.D.Co. Manitowoc	MarineIndustries Ld.	246·8	40·0	16·0	Montreal British *WB*	T.3Cy.22",36½"&60"–40" 227NHP ManitowocD.D Co.Man.		
70596 160569 GSQV	**Batna** *ss*Shl.No.2–36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	4399 4076 2735	✠100A1 7~~,40 11,39~~ 3,41 ✠LMC MS9,36 BS~~1,39~~ 12,39	Bry ~~Lv~~ Mdb	*x*	CL 1,39	1928 9mo *Lloyd's*A&CP	JReadhead &Sons,Ld. SouthShields	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.*Mgrs.*)	370·0 384·7(O.L.) P28'B104'F36' *CellDBa&u* FK *E*144'*f*160'1075t*FPT*135	52·3	25·9	London British 6*BHCem* t*APT*115t	T.3Cy.24½",41"&66"–45" (*r*) 180lb *120lb* 341NHP 2SB,*6cf*,GS109,HS4460 FD J.Readhead&SonsLd.SShl	28 ″ 3 s5 ″ 3¾ 23 ″ 1½	
70597 SPEE	**Batory** Ⓟ **TwinSc** *ss*Syd.No.1–40 *OilEng.* D.F. GyC. 2*Dks*,3*rd dk forward*&*in No.*3*hold aft* *Ref.Mchy.* *Cruiser Stern* *Strengthened for Navigation in Ice*	14287 8342 8167	✠100A1 *withfreeboard* 3,41 DBS3,40 ✠LMC4,36	~~Hfx~~ Hfx	*i* 2 7/16	CL 11,38	1936 4mo *Lloyd's*A&CP	Cantieri RiunitiDell' Adriatico Monfalcone	Gdynia-America ShippingLines,Ld. *CellDB*384'1147t *DTa*207t *Tanks in way of tunnels* 180t	498·8 525·7 (O.L.) B&F485'*Upper-Bridge*280' FK	70·8	32·4	Gdynia Polish 9*BHCem*	Oil Engines 2S.C.SA 18Cy.28⅜"–49 5/16" 2516NHP 2DB*100lb* Cant.RiunitiDell'Adriatico *FPT*130t*APT*182t Trieste	37 ″ 7 s13 ″ 0 24 ″ 9	
70598 TSJB	**Battambang** 1*Dk*&*Awng dk*	668 634 318					1888	ADubig'on Nantes	Cie.Saïgonnaise deNav.&deTransp.	191·7 H21'	28·0	14·1 21·0	Saïgon French	T.3Cy.18",29"&47"–29" NB03 119NHP J.Voruz,aîné,Nantes		V
70599 UOWP	**Batumi** (*ex*Batum–39, *ex*BatumskySoviet–34) *OilEng.* 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern* *CarryingPetroleum in bulk*	6236 5504 3676	✠ 1,32 ✠	Odn	*z*		1932 1mo	Odense Staalskibsvft vedAPMöller Odense	U.S.S.R. *CellDB*66'214t*DTf*35'702t*FPT*	407·4 P95'B37'F37' *Trunk in wells* FK	54·7	30·4	Tuapse Russian 10*BH* 151t*APT*86t	Oil Engines 4S.C.SA 6Cy.29⅛"–59 1/16" 489NHP 2DB Akt.Burmeistr&Wain,Cpn	32 ″ 3	
* 70600 ONBE	**Baudouinville** Ⓟ **TwinSc** *OilEng.* D.F. E.S.D. 3*Dks*,4*th dk in No.*3 *hold* GyC. Sub.Sig. *CruiserStern* *Ref.Mchy.*	*13761* *8897* *8240*	✠100A1 *withfreeboard* 8,39 ✠LMC7,39 ✠Lloyd'sRMC10,39	Ant	*h*†	CL	1939 7mo *Lloyd's*A&CP	Soc.Anon. Jhn.Cockerill Hoboken	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInter-nationale,*Mgrs.*)	511·7 B385'F76' FK *CellDB*425' 1994t *Wing tanks in ER*	67·9	34·1	Antwerp Belgian 8*BHAsp*	Oil Engines 2S.C.DA 18Cy.17¾"–47¼" 1938NHP 4DB(WT)*128lb* SteamReceiver*85lb* SocAn.J.Cockerill,Seraing 262t*FPT*966t*APT*143t	37 ″ 5 s11 ″ 8½ 25 ″ 11¼	
70601 DHCB	**Baumwall** *Well deck* 1*Dk*	876 699 505					1908	Stettiner Oderwerke Stettin	H.M.Gehrckens	211·3 Q65'B51'F21'	32·6	12·4	Hamburg German *WB*	T.3Cy.16",25"&44"–30" 106NHP StettinerOderwerke,Stn.		G
70602 LFLA	**Bauta** (*ex*CanadianSealer) *ss*Hfx.No.1–24 1*Dk* D.F.	1657 1451 944	✠ ... 1,25 ✠				1919 12mo	NovaSc'tia Steel&Coal Co.Ld. NewGlasgow N.S.	SkibsA/SWilliam HansensRederiII (WilliamHansen, *Mgr.*)	270·0 P28'B65'F27' FK	38·2	17·9	Bergen Norwegian *WB*	T.3Cy.17½",28¾"&47"–33" 166NHP RobbEngineeringWorks, Amherst,N.S.	20 ″ 6	N †
M3/40 70603 108705 MQZL	**Bawtry** (*ex*Tourmaline–38) **3Mst** *ss*Gls.3rdNo.3–5,35 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	835 619 357	✠100A1 11,38 ✠NB4,28 ✠LMC MS5,35 BS10,39	Lon	*k*	CL 3,40	1898 2mo A&CP	J.Shearer &Son Glasgow	BawtryS.S.Co.Ld.	200·0 Q107'B11'F36' BK7½" *CellDBf*123'	30·1	12·1	London British 3*BHCem* 186t*FPT*26t	T.3Cy.16½",26"&42"–33" (*s*) 160lb 90RHP 1SB,*3cf*,GS55,HS1954 Muir&Houston,Ld.Gls.	14 ″ 5 s4 ″ 7½ 14 ″ 5½	
70604 126476	**Baxter Dick** (*ex*PrinceIto) **IronSp** 1*Dk*	473 466 321					1900	.... Kinderdijk	NationalSand& MaterialCo.Ld. (J.D.Payne,*Mgr.*)	159·3	28·0	10·2	HalifaxNS British	T.3Cy.12",18"&30"–18" 38NHP		
70605 148665 GLNW	**Baxtergate** (*ex*AngloIndian–37) *ss*Cff.No.3,11–37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Corrugated sides* *Longitudinal framing in DB*&*at decks* *Tonnage opening closed '41*(*W.E.*)	5531 5110 3401	✠100A1 *withfreeboard* ~~6,40~~ ~~5,39~~ 4,41 ✠LMC MS10,37 BS~~1,39~~ 6,40	Gls ~~Cf~~ Hul	*a*†	CL ~~5,39~~ 4,41	1925 10mo *Lloyd's*A&CP	ShortBros. Ld. Sunderland	RedgateS.S.Co.Ld. (Turnbull,Scott& Co.*Mgrs.*) *CellDB*379'	426·0 439·6(O.L.) FK 1302t*DTa*24'980t *FPT*101t*APT*177t	59·5	26·0	London British 7*BHCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Q.4Cy23½",32½"47"&68"–48" 220lb *100lb* (*s*) 453NHP 3SB(Spt),*9cf*,GS141, FD HS6216 N.E.MarineEngCoLd.Nwc	~~28 ″ 6~~ ~~s3 ″ 7½~~ ~~25 ″ 0½~~ 36 ″ 6 s10 ″ 10¼ 25 ″ 10½	

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* Surveys delayed, Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R.
70606 143599 MJSQ	**Bay Fisher** (*ex*Tarnwater-34) *ss*Brw.No 3-1,34 *ss*Brw.No.1-38 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	575 394 262	✠100A1 8,40 ~~2,38~~ BS9,39	Brw Lth ✠LMC12,37	*h*	CL ~~2,38~~ 8,40	1919 11mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	JamesFisher& Sons,Ld. *Ce*	164·8 171·9(O.L.) Q94'B11'F21' FK *llDBf*97'125*tFPT*	27·0 28·3	11·1	Barrow British 3*BHCem* 44*tAPT*19*t*	T.3Cy.14",24"&39"-27" 180lb 105NHP 1SB,3*pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s 3 ″ 8¾ 13 ″ 2¾	
70607 141870 GBVQ	**Bayano** Ⓟ **TwinSc3Mst** E.S.D. Sub.Sig. *Ref.Mchy* 2*Dks* D.F.	6815 5204 3936					1917	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	425·5 P40'B195'F47'	54·2	30·4	Glasgow British *WB*	T.6Cy.23½",39½"&67"-48" 622NHP A.Stephen&Sons,Ld.Gls.		C BT till 10,40 2,42
70608 LJCZ	**Bayard** *OilEng.* D.F. *Ref.Mchy.* 1*Dk&Shelter dk* *CruiserStern*	2160 1651 1161					1936	A/S Akers Mek.Værks. Oslo	DenNorskeMiddel-havslinje A/S(Fred Olsen&Co.&O.R. Thoresen,*Mgrs.*)	315·2	44·3	16·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 471NHP A/SAkersMek.Værks.Oslo		N
70609 ~~[illegible]~~ ~~[illegible]~~	**Baynain** (*ex*Kilcloher,*ex*Channel Queen) *ss*Man.2ndNo.3-2,33 Wireless *ss*CebuNo.1-37 *Well deck* 1*Dk*(*Stl*)	659 — 287	✠100A1 5,40 ~~3,38~~ BS~~5,39~~ 6,40	Cebu ✠LMC3,38	*i*	OG ~~2,37~~ 6,40	1912 10mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole '*sA&CP*	~~PhilippineCutch-~~ ~~Corp.~~ ~~BakauCo.~~ Bakau&Kenya ExtractCo.Ld *CellDBa*2	175·0 P19'Q33'B51'F26' BK7" 9'*f*70'130*tFPT*42*t*	27·9	10·9	Sandakan British 4*BHCem* *APT*30*t*	T.3Cy.15",25"&40"-27" (*s*) 180lbNDB38-*100lb* 109NHP 1SB,3*cf*,GS60,HS1952 Earle'sCo.Ld.Hull	13 ″ 5 ~~s ″ 7½~~ ~~13 ″ 6~~	
70610 218735 KFAG	**Bayonne** *OilEng.* Wireless *ss*N.Yk.No.2-27 GyC. Sub.Sig. 1*Dk&Webframes* *Mchy.Aft* *Longitudinalframing* *CarryingPetroleum in bulk*	1077 915 616	✠ ... 7,32	✠			1919 8mo	TankS.B. Corp. Newburgh, N.Y	Socony-Vacuum OilCo.Inc.	206·8 P56'F23' FK	35·5	16·8	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.16"-24" 149NHP McIntosh&Seymour, Auburn,N.Yk.	17 ″ 4	
70611 220653 KDGK	**Bayou Chico** *Fitted for oil fuel* Sub.Sig. 2*Dks&Webframes*	5401 4942 3364	✠ ... 12,21				1920 11mo	Pensacola S.B.Co. Pensacola	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·2	Mobile,Ala. Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
70612 141675 VGNJ	**Bayton** (*ex*FrancisWidlar) GyC. *Mchy.Aft* 1*Dk*2*trB*	4176 3924 3000					1904	American S.B.Co. Cleveland,O.	ColonialSteam-ships,Ld.(R.Scott Misener,*Mgr.*)	416·0	50·0	28·0	Toronto British *WB*	T.3Cy.22",35"&58"-40" 213NHP ClevelandSBCoClevelndO		R
70613 164102 GZCK	**Beachy** Ⓟ E.S.D. 2*Dks*	1600 1170 697					1936	A.Stephen &Sons,Ld Glasgow	ClydeShippingCo. Ld.	272·5 P&B177'F43'	38·4	17·2	Glasgow British *WB*	T.3Cy.21",34"&56"-39" 196NHP A.Stephen&Sons,Ld.Gls.		C
70614 221092 KDPO	**Beacon** (*ex*Agwistone) **TwinSc** *Fitted for oil fuel* *Mchy.Aft* 3*Dks* D.F. GyC *Longitudinal framing* *Carrying Petroleum in bulk*	10388 10049 7886					1921	NwprtNws S.B.&D.D.Co. NewprtNews	StandardOilCo.of NewJersey	500·0	68·2	29·3	Wilmgton (Del.) Utd.States *WB*	T.6Cy.20½",35"&60"-42" 457NHP NewportNewsSB&DD.Co.		R
70615 166436 GKKK	**Beacon Grange** **TwinSc** *OilEng.* D.F. *Ref.Mchy.* 4*Dks* *CruiserStern*	10160 8000 6251	✠100A1 ~~1,40~~ 4,41 ✠Lloyd'sRMC~~3,40~~ 4,41 ~~8,40~~ ~~5,40~~	Lon Shl ✠LMC5,38	*e*†	CL 10,40	1938 5mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	HoulderLine,Ld. (HoulderBros.& Co.Ld.) *CellD*	447·5 464·5(O.L.) B&F384' FK *B*354'1369*tFPT*99*t*	65·5	35·3	London British 8*BHptCem* *APT*82*t*	Oil Engines 4S.C.SA 16Cy.$25\frac{9}{16}$"-55⅛" NHP1006 3DB*125lb* Hwthrn,Leslie&CoLdNwc	38 ″ 2½ s 7 ″ 0¼ 31 ″ 5¼	
70616 HPNG	**Beaconhill** (*ex*Hoven) *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	6941 — 4295					1919	Bethlehem S.B.Corp.Ld SparrowsPt.	PanamaTransport Co.	434·8 P92'B50'F42'	56·2	31·8	Panama Pnamanian *WB*	T.3Cy.27",$47\frac{5}{16}$"&78"-48" 422NHP BethlehemS.B.Corp.Ld.		R
70617 HPNQ	**Beaconlight** (*ex*Richconcal) *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *CarryingPetroleum in bulk* *Longitudinal framing*	6926 — 4261					1920	Bethlehem S.B.Corp.Ld Alameda,Cal.	PanamaTransport Co.	435·0 P106'B50'F44'	56·0	32·0	Panama Pnamanian *WB*	T.3Cy.27",47"&78"-48" 421NHP BethlehemSBCorpLd.S.Fo		R
70618 HPNS	**Beaconoil** (*ex*Devolente) *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *CarryingPetroleum in bulk* *Longitudinal framing*	6893 — 4291					1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	PanamaTransport Co.	435·0 P106'B50'F44'	56·0	32·0	Panama Pnamanian *WB*	T.3Cy.27",47"&78"-48" 421NHP BethlehemSBCorpLd.S.Fo		R
70619 166576 GNNQ	**Beaconsfield** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4635 4191 2699	✠100A1 *withfreeboard* ~~7,40~~ ~~1,40~~ 11,40	Hul Mch ✠LMC9,38	*a*† 2	CL	1938 9mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) *CellDB*345'1035*tF*	418·5 434·0(O.L.) FK *PT*267*t APT*190*t* (	56·7	24·6	London British 7*BHAsp* *CollBHto* *Sh dk*,6*BH*) *to*2*nddk*)	T.3Cy.23",38,&65"-42" (*s*) 220lb 404NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS130,HS6020 N E.MarineEng.Co.(1938) Ld.Nwc.	28 ″ 0 s 2 ″ 11 25 ″ 2	
70620 149865 GYJB	**Beaconstreet** *ss*Nwc.No.2-35 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Bracketless system* *Longitudinal framing*	7467 6923 4493	✠100A1 Examined10,40 Bom BS10,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,27 *F.P. above* 150° F.	~~Nwc~~ ✠LMC7,39	*b*†	CL 6,39	1927 7mo *Lloyd*	Palmer's Co.Ld. Newcastle '*sA&CP*	BritishMexican PetroleumCo.Ld. (R.A.Carter,*Mgr*) *CellDBuE&B*72'	450·3 P104'B33'F43' FK 261*t DTf*36' 669*t* *FPT*165*t APT*228*t*	59·7	34·0	London British 17*BHptCem* (11 *to U dk* 6 „ 2*nd* „)	T.3Cy.28",46"&76"-51" (*s*) 180lb 582NHP 3SB,9*cf*,HS8649 FD Palmer'sCo.Ld.Newcastle	34 ″ 3 s 7 ″ 6¼ 27 ″ 0	
70621 161591 MKXK	**Beal** *ss*Bly.No.1-41 *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	504 372 249	✠100A1 5,41 ~~3,39~~	Nwc Bly ✠LMC~~2,36~~ 5,41	*h*	CL ~~3,39~~ 11,40	1936 2mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	Tyne-TeesSteam ShippingCo.Ld. *CellD*	165·3 P59'F23' FK *B*106'152*tFPT*65*t*	27·2	10·4	Newcastle British 3*BHptCem* *APT*11*t*	Oil Engines 4S.C.SA 7Cy.11"-$17\frac{1}{16}$" 82NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	12 ″ 4 s 1 ″ 0½ 11 ″ 4¾	
70622 81809	**Bear Mountain** Ⓟ **Pad** (*ex*Highlander,*ex*Bridgeport, *ex*WilliamG.Payne) 2*Dks*,*Saloon dk&* *Promenade dk*	941 — 368					1902	Harlan& Hollings- worthCo. Wlmgtn,Del.	MandalayLineInc.	243·3	36·9	14·6	NewYork Utd.States	C.2Cy.35"&72"-72" 366NHP Harlan&HollingsworthCo		

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. 3 Materiaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le L.R. Date Cert. Ref. Trade
70623	**Beatrice** (exYihHsing-38, exDromana-35) ssSyd.No.3-1,35 1Dk(Stl)&Webframes Longitudinal framing Cargo battens not fitted	3675 — 2099	✠100A1 4,37 BS12,35 ✠LMC1,35	Shi	v	CL 4,37	1919 8mo	Govt.Dkyd Williams-town A&CP	JavaChina TradingCo.Ld. CellDB277'882tFPT118tAPT204t	331·0|47·7|26·0 P31'B100'F29' FK	Amsterdam Dutch 5BHCem	T.3Cy.25$\frac{7}{16}$",38½"&68"-45" 185lb (s) HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castle-maine)Proprietary,Ld.	26 ″ 1 s 4 ″ 5¼ 21 ″ 10	
70624 214848 KPSO	— ssBal.No.3-3,29 Sub.Sig. ssBal.No.2-37 1Dk(Stl)2nd dk(Stl) in Nos.1&5holds&Webframes Longitudinal framing	3451 2843 2188	✠100A1 ~~5,11,38~~ 2,41 ~~BS11,39~~ ✠LMC~~12,37~~ 2,41 Fitted for oil fuel 3,17 F.P. above 150° F.	Bal	v	CL 11,39	1917 4mo	Bethlehem SteelCo. Sparro'PtMd A&CP	A.H.BullSteamshp Co.Inc.(A.H.Bull& Co.Inc.Mgrs.) CellDBa90'u	327·2|46·2|22·9 P35'B98'F38' FK E20'/146'691tFPT	NewYork Utd.States 5BHCem 78tAPT296t	T.3Cy.22",37½"&60"-42" (s) 190lb 293NHP 2SB,6cf,GS143,HS4933 BethlehemStl.Co.Sparr'Pt	25 ″ 6 s 4 ″ 6¼ 21 ″ 2	
70625 2022 IBRH	**Beatrice C.** (exClaraCamus-35) ssTri.No.3-2,34 D.F. 2Dks(Stl)	6132 5444 3763	✠ ... 4,38 ✠	Ven	a†		1920 4mo	Stabilmnto Tecnico Triestino Trieste	G.Costa fuAndrea CellDBa 151'uE25'f19	451·6|54·2|27·6 435·0 P42'B279'F43' FK 1'1355tDTa34'935t	Genoa Italian 7BHCem APT29t	T.3Cy.27",45"&75"-48" 529NHP 3SB,9cf,GS177,HS7688 J.G.Kincaid&Co.Ld.Grk.	30 ″ 6	I †
161/40 70626 148281 GFVX	**Beatus** ssCff.No.3-11,37 D.F. 1Dk(Stl)	4885 4610 2992	✠100A1 3,40 BS3,40 ✠LMC11,37	Nwc	y	CL 10,37	1925 3mo Lloyd's A&CP	RopnerS.B &Repg.Co. (Stkn)Ld. Stockton	TempusShipping CoLd.(W.H.Seager &Co.Ld.Mgrs.) CellDBa126'uE25'	390·0|55·5|26·4 403·2(O.L.) P29'B221'F41' FK f171'1059tFPT162tAPT194t	Cardiff British 6BHCem	T.3Cy.26",43"&71"-48" (s) 180lb 436NHP 3SB(Spt),9cf,GS190,HS7500 Blair&Co.Ld.Stockton	28 ″ 9 s 4 ″ 4¾ 24 ″ 6¾	
70627 LJXF	**Beau** OilEng. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing Upper deck & butts of shell plating electrically welded	9475 8798 5563	✠100A1 8,40 ~~7,39~~ ✠LMC7,38 Carrying Petroleum in bulk	Mmo Sng	e† 2¼	CL	1938 7mo Lloyd's A&CP	Kockums M.V.Aktieb. Malmö	D/S A/S Avenir (BiörnBiörnstad& Co.Mgrs.) CellDBuE70'	505·4|63·1|36·4 523·4(O.L.) P97'B41'F67' FK 180tDTf34' 469tFPT143t	Oslo Norwegian 11BHptCem APT342t	Oil Engines 2S.C.DA 7Cy.23⅝"-43$\frac{5}{16}$" 1361NHP DB(WT)171lb 2DB171lb KockumsM.V.Akt.Malmö	36 ″ 7 s 8 ″ 3½ 28 ″ 5	
70628 FPGZ	**Beauce** (exPeterjo-39,exMaryad-39, exVitruvia-38) ssRot.No.2-36 Carrying Petroleum in bulk 2Dks(Stl)& Fitted for oil fuel Webframes Mchy.Aft Longitudinal framing	4870 4228 2944	✠ 4,38 ✠	Msl	x		1926 5mo	R.Duncan &Co.Ld. Pt.Glasgow	FrenchGovernment(Ministere de la MarineMarchande)(Cie.Auxiliaire deNavigation, Mgrs.)	375·1|51·7|29·0 P108'B35'F51' FK CellDBuE&B60'	Marseilles French ptCem 11BHtoUdk 5 ,, ,,2nd ,, 123tAPT81t	T.3Cy.25½",42"&70"-48" 470NHP 2SB,8cf,HS6950 Rankin&BlackmoreLdGrk	29 ″ 2	C †
85/40 70629 LDME	**Beaufort** ssNwc.No.2-37 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinalframing	5053 4761 2961	✠100A1 10,39 BS2,39 ✠LMC10,37 Carrying Petroleum in bulk Fitted for oil fuel 8,29 F.P. above 150° F.	Osl	y	CL 10,37	1929 8mo Lloyd's A&CP	Barclay, Curle&Co.Ld. Glasgow	SkibsA/S "Beaufort"(Biörn Biörnstad&Co.) CellDBuE&B75' 267tDTsf47'811tFPT85tAPT40t	388·8|52·8|30·6 P96'B27'F45' FK	Oslo Norwegian 13BHptCem (9 to U dk 4 ,, 2nd,,)	T.3Cy.25",42"&71"-48" (s) 200lb 510NHP 3SB,9cf,GS177,HS7440 FD Barclay,Curle&Co.Ld.Gls.	30 ″ 6	
126/40 70630 LDOQ	**Beaulieu** OilEng. Mchy.Aft ssNwc.No.2-37 D.F. 2Dks(Stl)&Webframes Longitudinal framing	6114 5412 3552	✠100A1 6,40 ~~11,38~~ ✠LMC CS11,38 DBS11,39 10,37 Carrying Petroleum in bulk	Bos NYk	z	CL 10,37	1930 8mo Lloyd's A&CP	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle	SkibsA/SBeaulieu (BiörnBiörnstad &Co.) CellDBuE56'171tDTf34'347tFPT135tAPT121t	396·2|55·1|32·3 P97'B29'F36' FK Trunk238'	Oslo Norwegian 14BHptCem (9 to U dk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB180lb Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	32 ″ 0	
70631 147919 MLZK	**Beauly** 2Dks	1030 874 404					1924	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·2|34·2|16·0 P&B149'F43'	Glasgow British WB	T.3Cy.18",28¾"&50"-42" 162NHP AilsaS.B.&E.Co.Troon		C
70632 165790 ~~[illegible]~~ GMPJ	**Beaumanoir** ssNts.No.3-7,35 D.F. 1Dk(Stl) Cargo battens not fitted	2477 2191 1503	✠100A1 2,39 BS~~12,38~~ ✠LMC~~7,35~~ 1,41 MS4,40	Bry	s	CL ~~9,37~~ 2,40	1920 8mo Lloyd's A&CP	Murdoch& Murray,Ld. PortGlasgow	Ministry of Shipping(Watts, Watts&CoLdMgs)	290·2|44·2|20·9 P23'B77'F28' FK CellDB250'558t	Newcastle British 6BHCem APT80t	T.3Cy.22",36"&59"-39" (s) 180lb ~~100lb~~ 263NHP 2SB,6cf,GS126,HS4428 J.G.Kincaid&Co.Ld.Grk.	23 ″ 1 s 3 ″ 4 20 ″ 0	
* 70633 LDHF	**Beaumont** OilEng. Mchy Aft ssGot.No.2-37 D.F. 1Dk(Stl) Strengthened for Navigation in Ice	5702 4993 3215	✠100A1 8,39 ✠LMC CS9,37 DBS11,38 6,37 Carrying Petroleum in bulk	Bkn	z	CL 9,37	1929 1mo Lloyd's A&CP	Odense Staalskibsvft Odense	SkibsA/S Beaumont(Biörn Biörnstad&Co.) CellDBuE71'234tDTf29'512tFPT250tAPT101t	390·6|55·2|31·0 P99'B32'F34' Trunk in wells FK	Oslo Norwegian 10BH	Oil Engines 4S.C.SA 6Cy.29⅝"-59$\frac{1}{16}$" 490NHP 2DB150lb Akt.Burmeistr&Wain,Cpn	30 ″ 8	
70634 210175	**Beaumont Parks** (exRenown) ssCgo.No.4-3,37 Mchy.Aft 1Dk(Stl)&Webframes D.F. GyC. Longitudinal framing	4154 3778 2098	✠100A1 3,38 ~~[illegible]~~ ✠LMC3,37 For Service on the Great Lakes Carrying Petroleum in bulk Fitted for oil fuel 7,12 F.P. above 150° F.	Cgo BS2,41	b	N4,31	1912 7mo	American S.B.Co. Lorain,O. A&CP	StandardOilCo. (Indiana) CellDBuE&B73'f266'1210tFPT180tAPT18	373·0|52·0|25·0 F54' FK	Chicago Utd.States 12BH	T.3Cy.23½",38"&63"-42" (s) 180lb 388NHP 2SB,6cf,GS126,HS5998 FD AmericanSBCo.ClevelndO	25 ″ 1 s 4 ″ 11½ 20 ″ 4½	
70635 160386 GNMC	**Beaverbrae** TwinSc ssLon.No.2-36 2Dks(Stl)3rd dk(Stl)in D.F. E.S.D. Nos.1,2,3,4&5holds Ref.Mchy CruiserStern Strengthened for Navigation in Ice	9956 9189 6000	✠100A1 Examined 6,41 Liv BS~~10,38~~ ✠LMC12,36 1,40	~~Lon~~	f†	CL ~~SN2,37~~ ~~P12,38~~ 5,40 CellDB419'19 65tDTf39'11 67tTanks in way of tunnels 294t FPT140tAPT213t	1928 3mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle Upper'tween dk BH except Coll.BH dispensed with	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.Mgrs.) Duct keel fwd of mchy.space	502·5|61·9|37·5 F45' FK (Coll BH to U dk 7 ,, ,, 2nd ,,)	London British ptCem	6SteamTurbinesSRgeared to 2 Sc. Shafts FD 250lb (s) 1581NHP 2SB(1Spt)&4W.T.Boilers (Spt),6cf,GS398,HS17880 ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 ″ 6 s10 ″ 8¾ 30 ″ 0	
70636 149987 GNLV	**Beaverdale** TwinSc ssLon.No.3-4,40 ~~ssLon.No.2-36~~ E.S.D. 2Dks(Stl)3rd dk(Stl)in D.F. Nos.1,2,3,4&5holds Ref.Mchy. CruiserStern Strengthened for Navigation in Ice	9957 9189 6005	✠100A1 2,41 ~~3,39~~ BS~~11,38~~ ✠LMC3,36 4,40	Lon Liv	f†	CL S3,39 P4,40 CellDB419'19 65tDTf39'11 67tTanks in way of tunnels294t FPT140tAPT213t	1928 1mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle Upper'tween dkBH except Coll. BH dispensed with	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.Mgrs.) Duct keel fwd. of mchy.space	502·5|61·9|37·5 F45' FK Coll BH to U dk 7 ,, ,, 2nd ,,	London British ptCem	6SteamTurbinesSRgeared to 2 Sc. Shafts 250lb (s) 1578NHP 2SB(1Spt)&4WTBoilers (Spt)6cf,GS435,HS17820 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 ″ 6 s10 ″ 8¾ 30 ″ 0	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
178/40 70637 149983 GNMB	**Beaverford** TwinSc ssLon.No.2-36 E.S.D. 2Dks(Stl)3rddk(Stl)in D.F. Nos.1,2,3,4&5holds Ref.Mchy. Cruiser Stern Strengthened for Navigation in Ice	10042 9259 6060	✠100A1 2,39 BS~~11,38~~ ✠LMC5,36 11,39	Lon	f†	CL 2,39 Cell DB	1928 1mo Lloyd 419' 1	Barclay, Curle&Co.Ld Glasgow 'sA&CP 918tDTf39'11	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.Mgrs.) Duct keel fwd. Upper 'tween BH, 80tTanks in way of	503·0 | 61·8 | 37·5 F42' FK Coll of mchy. space except Coll. BH dis tunnels 279t FPT1	London British ptCem BH to U dk 7 ,, ,,2nd ,, pensed with 30tAPT237t	6 Steam Turbines SR geared to 2 Sc. Shafts 250lb (s) 1574NHP 2SB(1Spt)&4WTBoilers (Spt)6cf,GS435,HS17736 FD ParsonsMarineSteam TurbineCo.Ld.Nwc	40 ″ 6 s10″9¼ 29″11¼	
70638 160362 GNMD	**Beaverhill** TwinSc ssLon.No.3-5,40 ~~ssLon.No.2-36~~ E.S.D. 2Dks(Stl)3rddk(Stl)in D.F. Nos.1,2,3,4&5holds Ref Mchy. CruiserStern Strengthened for Navigation in Ice	10041 9259 6060	✠100A1 5,40~~3,39~~ BS~~9,38~~ ✠LMC2,36 10,39	StJ Lon	f†	CL 11,38 Cell DB	1928 2mo Lloyd 419'19	Barclay, Curle&Co.Ld. Glasgow 'sA&CP 18tDTf39'11	CanadianPacific Rly.Co.(Canadian PacificSteamships, Ld.Mgrs.) Duct keel fwd. Upper'tween dkBH 80tTanks in way of	503·0 | 61·8 | 37·5 520·6(O.L.) F42' FK Coll of mchy.space except Coll.BHdisp tunnels 279t FPT1	London British ptCem BH to U dk 7 ,, ,, 2nd ,, ensed with 30tAPT237t	6SteamTurbinesSRgeared to 2 Sc. Shafts 250lb (s) 1577NHP 2SB(1Spt)&4WTBoilers (Spt)6cf,GS397,HS17796 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	40 ″ 6 s10″9¼ 29″11¼	
70639 125440 CYDZ	**Beaverton** D.F. Mchy Aft 2Dks	2012 1886 1357					1908	R.Stephen- son&Co.Ld. Newcastle	CanadaSSLinesLd	249·3 | 42·7 | 21·0 F36'	Montreal British WB	T.3Cy.17",28"&46"-33" 122NHP N.E.MarineEng.CoLdNwc		C
70640 148107 GLDS	**Becheville** (exNewtonElm-37, exWestlea) ssNwc.No.3-10,37 D.F. 1Dk(Stl)&Shelter dk(Stl)	4228 3942 2561	✠100A1 withfreeboard 11,40 ✠LMC MS2,37 BS~~9,39~~ 11,40	Npt Shl	x	CL 11,39	1924 11mo Lloyd	SirJPriest- man&Co. Sunderland 'sA&CP	ArlonS.S.Co.Ld. (Jas.German&Co. Ld.Mgrs.) CellDB315'950t	365·0 | 51·5 | 25·1 FK (FPT125tAPT134t	London British 6BHCem Coll to Sh dk 5 ,,2nd,,)	T.3Cy.24½",43"&69"-48" (s) 180lb 375NHP 3SB(Spt)9cf,GS174,HS6009 G.Clark,Ld.Sunderland	27 ″ 6 s2 ″ 10 24 ″ 10¼	
70641 165589 GCGK	**Beckenham** D.F. E.S.D. 1Dk&Shelter dk CruiserStern	4636 4191 2700	✠100A1 withfreeboard ~~1,40~~ ~~5,39~~ ✠LMC10,37 5,41	Shl ~~Bkn~~	a† 2	CL ~~4,40~~ 5,41	1937 10mo Lloyd	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.Mgrs.) CellDB345'1035t	418·5 | 56·7 | 24·6 434·0(O.L.) FK (FPT267tAPT190t	London British 7BHAsp Coll to Sh dk 6 ,, 2nd,,)	T.3Cy.23",38"&65"-42" (s) 220lb 404NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS130,HS6020 N.E.MarineEng.CoLdNwc	28 ″ 0 s2 ″ 11 25 ″ 2¼	
70642 4628 SDHW	**Beda** ssSkm.2ndNo.3-5,33 ssSkm.No.1-37 Mchy.Aft 1Dk(Stl)	300 220 165	✠100A1 ~~5,40~~ ~~1,39~~11,40 BS~~4,39~~ ✠LMC4,37 5,40	Skm	d	OG ~~4,37~~ 5,40	1906 8mo Lloyd	Aktieb. LödöseVarf. Lödöse 'sA&CP	YngveFahlander C	122·1 | 22·4 | 10·9 P34'H17tF20' FK len20 ellDBf21'35tFPT	Stockholm Swedish 3BHCem 26tAPT11t	C.2Cy.10"&22½"-15" (s) 120lb 20NHP 1SB,1cf,GS12,HS363 Aktieb.LödöseVarf.Lödöse	12 ″ 0 s ″ 11 11 ″ 2	
70643 165674 GBGJ	**Bedale H.** (exObor-37) OilEng. Wireless Mchy.Aft 1Dk CruiserStern	493 349 185	✠100A1 ~~7,39~~10,40 DBS5,41 ✠LMC1,37 CarryingPet	Goo roleum	g in	OG N7,39 bulk	1937 1mo Lloyd	NV.Schpsf. v/hDeGroot &VanVliet Slikkerveer 'sA&CP	Harker(Coasters) Ld.(J.Harker,Ld. Mgrs.)	168·2 | 25·9 | 9·8 175·5(O.L.) Q61'F23'Trunk82' FK FPT	Hull British 8BHptCem 100tAPT19t	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{11}{16}$" 94NHP DB100lb Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 4 s ″ 5 10 ″ 0¼	
70644 LJDD	**Beduin** D.F. E.S.D. OilEng. Mchy.Aft CruiserStern 1Dk CarryingPetroleum in bulk	8136 7462 4860					1936	Götaver- kenA/B Gothenburg	A.O.Andersen ShppgCo.A/S(A/S, A.O.Andersen& Co.'sEfterfolger, Mgrs.)	455·5 | 59·2 | 35·9 P101'F59'	Oslo Norwegian WB	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 653NHP GotaverkenA/B,Got.		N
70645 170128 VCMK	**Beeceelite** OilEng. 1Dk Mchy.Aft Longitudinal framing Electrically welded	400 288 208	✠100A1 ~~4,40~~~~10,39~~~~5,40~~ 11,40 ✠LMC12,37 CarryingPet BritishColum	Vcr roleum bia Co	e in ast	CL N10,39 bulk ingSer	1937 12mo Lloyd vice	Marine Industries, Ld. Sorel,P.Q. 'sA&CP Centre line bu	ImperialOil,Ld. MarineDepartment (H. Rahlves,Mgr.) CellDBuE24'f16 lkhead non-oiltigh	120·0 | 27·0 | 12·6 28·1 127·5(O.L.) P41'F17' FK '30tFPT18tAPT21 t at top of expansio	Vancouver British 11BHptAsp t n trunk	Oil Engines 2S C.SA 5Cy.14"-17" 172NHP FairbanksMorse&Co Beloit,Wis.	12 ″ 6 s1 ″ 0 11 ″ 6¾	
70646 145912 MKXY	**Beechfield** ssLiv.No.3-3,35 ssLiv.No.1-39 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	449 319 175	✠100A1 8,39 ✠LMC BS~~2,39~~7,40 MS8,39	Liv	g	CL 7,39	1922 1mo Lloyd	LythamSB &E.Co.Ld. Lytham 'sA&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.)	142·0 | 25·9 | 11·4 B9'Q85'F23' BK6½" DTf19'48tFPT12t	Liverpool British 4BHCem APT21t	T.3Cy.14",22"&38"-24" (s) 180lb 71RHP 1SB,3pf,GS49,HS1520 LythamS B.&E.Co.Ld.	12 ″ 6 s3 ″ 11 12 ″ 11	
70647 167385 GDMM	**Beechwood** D.F. E.S.D. 1Dk&Shelter dk CruiserStern Tonnage opening closed 11(W.E.)	4897 4355 2757	✠100A1 withfreeboard ~~2,41~~ 2,40 ✠LMC1,40 5,41	Lon Shl	a†	CL 5,41 C	1940 1mo Lloyd	SirJ.Laing &Sons,Ld. Sunderland 'sA&CP ellDB289'975	J.I.Jacobs&Co.Ld. t Tanks at sides of	415·1 | 58·2 | 24·8 431·8(O.L.) F36' FK (tunnel390tFPTs324	London British 6BHCem Coll to Sh dk 5 ,,2nd,,) tAPT145t	T.3Cy.23",38"&65"-42" (s) 220lb Rht. 365NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS116,HS5075 N.E.MarineEng.Co (1938) Ld.Nwc	36 ″ 4 s10″0¾ 26 ″ 0	
H 70648 PCZP	**Beemsterdijk** ssRot.No.3-5,31 ssRot.No.2-40 D.F. 2Dks(Stl)&Shelter dk	6869 6397 4241	✠100A1 Shelter dk withfreeboard 3,40 ✠LMC3,40 Fitted for oil	Rot fuel 6,	z 22	CL N4,38 F.P. a	1922 6mo Lloyd bove 1	Maats. Fyenoord Rotterdam 'sA&CP 50° F.	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) CellDB325' MT671tDTa577t	400·6 | 54·3 | 36·6 416·5(O.L.) F50'onShelterdk FK 1028t Collisio FPT139tAPT149t	Rottrdam Dutch ptCem n BH to S dk 5 ,, ,, U ,,	3 Steam Turbines DR geared to 1 Sc. Shaft (s) 215lb 648NHP 3SB(Spt),9cf,HS8481 FD Harland&WolffLd.Belfast	39 ″ 0 s9 ″ 0¾ 30 ″ 2	
70649 143714 MKNR	**Beeston** ssBkn.No.3-1,34 ssNwc.No.1-38 Mchy.Aft 1Dk(Stl) Well deck	466 321 192	✠100A1 6,40 ~~8,38~~ BS~~11,39~~ ✠LMC8,38 2,41	Nwc Bkn		CL ~~7,37~~ 5,40	1921 2mo Lloyd	Cochrane& Sons,Ld. Selby sA&CP	OvertonS.S.Co.Ld. (R.R.Clark,Mgr.)	152·0 | 25·2 | 10·8 157·7(O.L.) Q86'B9'F25' FK FPT48t	Liverpool British 3BHCem APT21t	T.3Cy.13",23"&37"-24" (s) 180lb 85RHP 1SB,3pf,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s3 ″ 9 11 ″ 10	
70650 164896 MMLS	**Begerin** OilEng. Mchy.Aft 1Dk Cargo battens not fitted CruiserStern	483 313 253	✠100A1 ~~8,38~~11,40 ✠LMC7,37 ✠LMC(M)10,39	Nwc Dub	g	OG 10,40	1937 7mo Lloyd	GooleS.B. &RepgCo.Ld. Goole 'sA&CP	H.Wilson CellD	164·3 | 26·7 | 8·8 170·3(O.L.) P29'Q66'BonQ11' F17' FK B106'148t FPT47t	Goole British 3BHCem APT19t	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 0 s3 ″ 11 10 ″ 7¾	
70651 EGSB	**Begochu** (Verge delPilar-36, exS.Giner,exMeliton ssSws.No.1-93 Gonzalez, 1Dk(Irn)&Web frames exWittekind) IrnBeams&Stringers(Irn)	1001 690 610	✠ 5,94 ✠	Gls	m		1889 4mo	Sunderlnd S.B.Co.Ld. Sunderland	FelipeArtola	210·0 | 31·5 | 17·4 P22'Q46'B22' CellDB(I	Bilbao Spanish 4BHCem rn)174'210t	T.3Cy.17$\frac{3}{16}$",28"&46"-30" 116NHP 1SB,3pf,GS52,HS1777 N.E.MarineEng.CoLdNwc	15″10	V †
70652 966 ESTK	**Begonia** (exAnna,ex Guldborgsund,ex ssHbg.3rdNo.3-6,34 ElisabethMærsk, ssRot.No.1-38 exSilkeborg,exAros) 1Dk(Irn)&Web frames Well deck Cargo battens not fitted	1591 1443 936	✠100A1 12,38 ✠LMC MS12,38 BS10,39	Rot	q	OG N11,38	1890 6mo	J.Laing Sunderland A&CP	A.Kalm	265·5 | 35·6 | 16·5 Q112'B100'F31' FK CellDBa88'uE	Tallinn Estonian 4BHCem 16'f100'333t	T.3Cy.19",31"&51"-33" (s) 160lb 155NHP 2SB.4rf,GS60,HS2395 N.E.MarineEng.CoLd.Sld.	18 ″ 8 s ″ 11 17 ″ 11½	

1 Numero d'Ordre — Numero Official — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux ar Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
70653 146619 GJNL	**Begum** ssCal.No.3-4,35 ssCal.No.1-39 2Dks(StlUpt-teak s)	5843 5373 3656	✠100A1 7,40 ~~2,40~~ BS8,40 ✠LMC6,39	Bom Cal	a†	CL 2,40	1922 9mo	Lithgows, Ld. Pt.Glasgow Lloyd's A&CP Ce	AsiaticSteamNav. Co.Ld. 1 Intermediate BH & 1 'tween dk ll DB 360'1181t D	423·2|56·0|28·7 P39'B125'F48' FK BH dispensed with Ta36'1109t APT31	London British Cem 5 BH to U dk 1 „ „2nd „	T.3Cy.27",45"&74"-51" (r) 180lb 110lb 563NH 3SB,9cf,GS190,HS8478 FD J.G.Kincaid&Co.Ld.Grk. only	31 ″ 4 6 ″ 0¼ 25 ″ 6	
70654 160577 GJPM	**Behar** Fitted for oil fuel 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. CruiserStern D.F. E.S.D.	6100 5496 2910	✠ 8,32 ✠ ✠Lloyd'sRMC~~5,40~~ 10,40	Rot			1928 11mo	Harland& Wolff,Ld. Greenock	HainS.S.Co.Ld. Cell DB368'1276t	436·0|57·6|29·6 F34' FK FPT68t APT54t	London British 7BHptCem (Coll to Sh dk 6 „2nd „)	Q4Cy30½",44",63½"&91"-60" &LP Turbine with DR gearing & hydraulic coupling 1245NHP 5SB,15cf, HS15050 Harland&Wolff,Ld.Gls.	32 ″ 3	
101 11-0 70655 167363 GCRC	**Beignon** OilEng. D.F. E.S.D. GyC. 1Dk&Shelter dk CruiserStern	5218 4657 3004	✠100A1 withfreeboard 3,40 ✠LMC11,39	Cff	a† 2	CL	1939 11mo	Wm.Doxford&Sons Ld Sunderland Lloyd's A&CP Cell DB356'	NolisementS.S.Co. Ld.(Morel,Ld. Mgrs.) 1179t MT29' 1205t	427·6|56·5|26·5 442·9(O.L.) FK FPT134t APT166t	London British 7BHptCem (Coll to Sh dk 6 „2nd „)	Oil Engines 2S.C.SA 3Cy.23⅝"-91 5/16" 516NHP 2DB120lb Wm.Doxford&Sons,Ld Sld	29 ″ 0 s 3 ″ 3½ 25 ″ 10½	
70656 PDCM	**Beijerland** OilEng. D.F. 1Dk&Shelter dk Mchy.Aft CruiserStern Part butts of keel & bottom plating elec. welded	387 316 203	✠100A1 withfreeboard 11,39 ✠LMC11,39	Rot	k		1939 11mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/dYsel Lloyd's A&CP	Scheepvaart en SteenkolenMaats. N.V. Cell D	198·8|29·9| 7·8 207·0(O.L.) FK B127' 214t FPT21t	Rottrdam Dutch 4BHptAsp (Coll to Sh dk 3 „ 2nd „) APT11t	Oil Engines 2S.C.SA 4Cy.13⅜"-22 7/16" 125NHP A/B Atlas-Diesel,Skm.	10 ″ 8 s ″ 2 10 ″ 7	
70657 FPHF	**Belain d'Esnambuc** (exJasmin-40) OilEng. D.F. 2Dks CruiserStern	2956					1939	Framnæs Mek. Værks. A/S Sandefjord	Cie.Gén.Transatlantique	321·6|46·2|26·1 WB	Havre French	Oil Engines 2S.C.SA 7Cy.23⅝"-40 5/16" 680NHP SulzerBros.Ld.Winterthur		
70657^{a} PKGW	**Belawan** 1Dk	1330 1094 715					1929	N.V.Intermaas Slikkerveer	Koninkl.Paketv. Maats.	252·4|40·2|13·5 F21'B78'P36' WB	Batavia Dutch	C.4Cy.(2)14 9/16"&(2)31½"-31½" 92NHP StorkBros.Hengelo		V
70658 UOKC	**Belbek** IronTwinSc (exAthanasisTheofani)	489 453 336					1899	.... United Kingdom	U.S.S.R.	201·2|24·8|10·8	Rostov Russian	C.4Cy.(2)13¼"&(2)26⅝"-25⅛" 58NHP Lobnitz&Co.Renfrew		
381 41 70659 148554 GKMR	**Belcrest** (Treherbert-39, exGardépée) ssBry.No.3-12,37 1Dk(Stl)&Shelter dk(Stl) D.F.	4517 4182 2774	✠100A1 Shelter dk withfreeboard 11,40 ~~5,39~~ ✠LMC MS12,37 BS~~5,39~~6,40	Liv ~~Shl~~ Cff	y	CL 5,39	1925 2mo	Nthmblnd S.B.Co.Ld Newcastle Lloyd's A&CP	CrestShippingCo. Ld. FK Coll Cell DB351'1296t	399·7|52·9|24·8 F36'on Shelter dk FPT86t APT127t	London British ptCem BH to Sh dk 5 „ „ U „	T.3Cy.26",42"&70"-48" (s) 180lb 427NHP 3SB(Spt)9cf,GS189,HS7380 N.E.MarineEng.CoLdNwc	27 ″ 5 s2 ″ 11¾ 24 ″ 8	
70660 8125 SJYN	**Bele** Wireless D.F. 1Dk&Shelter dk CruiserStern StrengthenedforNavigationinIce	1237 924 638	✠100A1 withfreeboard 6,40 ~~12,39~~ ✠LMC1,37 BS3,41	Got Osc	q	OG ~~5,38~~ 6,40	1937 1mo	Öresundsvarvet A/B Landskrona Lloyd's A&CP	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.) Cell DB220'395t	266·6|37·8|13·1 FK FPT11t APT45t	Stockholm Swedish 4BHCem (Coll to Sh dk 3 „ 2nd „)	T.3Cy.18½",29 5/16"&48 1/16"-33½" 200lb (s) 182NHP FD 2SB(Spt),4cf,GS60, HS2510 ÖresundsvarvetA/B,Lkr.	16 ″ 4 s ″ 2 16 ″ 3¼	
70661 144508 MJXV	**Belford** (exJollyLaura,exMickleham) ssNwc.No.3-12,32 ssDun.No.2-41 ~~ssDun.No.1-37~~ Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	366 265 147	✠100A1 10,40 ~~12,39~~ ✠LMC MS5,37 BS~~1,40~~ 1,41	Pet Dun	e	CL 12,39	1920 4mo	J.&D. Morris,Ld. Newcastle Lloyd's A&CP	J.M.Piggins	135·5|23·6|10·0 143·0(O.L.) Q44'B8'F18' FK FPT35t	Montrose British 3BHCem APT12t	C.2Cy.17"&34"-24" (s) 130lb 62RHP 1SB,2pf,GS40,HS1109 ShieldsE&DDCo.Ld.N.Shl	11 ″ 0 s ″ 9½ 10 ″ 4	
70662 7636 SHTN	**Belgia** Ⓟ D.F. 2Dks	2023 1398 1074					1930	NyaVarvsaktbÖresund Landskrona	FörnyadeÅngf. Aktieb.Götha(H. Sternhagen,Mgr.)	286·6|40·2|16·7 B38' WB	Gothenbrg Swedish	C.4Cy.(2)16 9/16"&(2)35 7/16"-35 7/16" 124NHP Akt.Lindholmen-Motala		V
70663 34 ONGB	**Belgian Gulf** TwinSc OilEng. GyC. ssAnt.No.2-37 Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing at bottom & at decks	8401 7507 4601	✠100A1 ~~5,40~~10,40 DBS~~5,39~~ 10,40 ✠LMC4,37 CarryingPetroleum in bulk	Ant NYk	c†	CL 5,39	1929 7mo	Burgerhout'sMachf. &Schpsw. Rotterdam Lloyd's A&CP Cell	BelgianGulfOil Co.Soc.Anon. DBuE72' 247tDT	450·3|61·3|34·4 P121'B41'F46' FK f50' 547t FPT119t	Antwerp Belgian 20BHptCem 5 „ to 2nd dk APT406t	Oil Engines 2S.C.SA 8Cy.26 9/16"-47¼" 985NHP 2DB180lb DB100lb Burgerhout'sMaschf. &Schpsw.Rot.	34 ″ 6 s 6 ″ 9¾ 27 ″ 10½	
70664 167447 ~~OXBA~~ MPCP	**Belgien** ssEls.No.3-11,34 ssAbg.No.1-39 D.F. 1Dk(Stl) Cargo battens not fitted	1979 1674 ~~1178~~ 1174	✠100A1 7,39 ✠LMC7,39 Surveys delayed	Abg	r	CL 7,39	1922 9mo	Antwerp Eng.Co. Hoboken Lloyd's A&CP	~~H.A.Christensen~~ Ministry of Shipping (T.L.Duff& Co.Mgrs.) Cell D	279·0|40·2|18·2 P22'B59'F23' FK B238' 555t FPT46t	London British 4BHCem APT68t	T.3Cy.20",33"&54"-36" (s) 180lb 213NHP 2SB,6cf,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s2 ″ 10½ 17 ″ 11	
70665 856 SVIQ	**Belgion** (exSolhaug-35, exFireIsland) Sub.Sig. 2Dks	2844 2496 1637	✠ ... 8,23 ✠				1919 10mo	ThePusey &JonesCo. Wlmgtn.Del.	HellenicLines,Ld. (P.G.Callimanopulos,Mgr.)	300·0|44·1|22·9 P37'B76'F29' FK	Piræus Greek WB	T.3Cy.19¾",31½"&54¼"-36" 332NHP Pusey&JonesCo. Wlmngtn	25 ″ 0	N †
70666 ONQA	**Belgique** (exCourtfield) ssAnt.No.3-8,35 2Dks(Stl)&deep framing& Shelter dk(Stl-ptws)	4606 4292 2731	✠100A1 Shelter dk 4,38 ✠LMC MS8,35 BS12,39	Ant	y	CL 4,38	1902 10mo	Ropner& Son Stockton Lloyd's A&CP	CieRoyaleBelgo Argentine(Agence MaritimeInternationaleS.A.Mgrs.) Cell D	391·0|51·6|26·7 FK Ba125' uE25' f 167'	Antwerp Belgian 6BHCem 1028t FPT1	T.3Cy.27",45"&74"-48" (s) 180lb 468NHP 3SB,9cf,GS165,HS6400 FD Blair&Co.Ld.Stockton 13t APT139t	29 ″ 6 s 3 ″ 5¾ 26 ″ 3½	
70667 96606 WDJC	**Belgium** (exHoraceS.Wilkinson) Mchy.Aft 1Dk2trB	3860 — 3057					1902	Chicago S.B.Co. Chicago	Merritt-Chapman &ScottCorp.	370·0|48·2|24·0 WB	Utd.States	T.3Cy.20",33½"&55"-40" 191NHP ChicagoS.B.Co.Chicago		
70668 26809 JIJD	**Belgium Maru** ssYka.No.3-11,34 ssSmk.No.1-38 2Dks(Stl)&Awng dk(Stl)	5839 5590 4216	✠100A1 Awng dk withfreeboard 3,41 ~~12,39~~ ~~BS12,39~~ ✠LMC~~11,38~~ 3,41 Fitted for oil fuel 3,23 F.P. above 150° F.	Yka Kob	y	OG 11,38	1920 5mo	Kawasaki Dckyd.Co.Ld Kobe Lloyd's A&CP	KokusaiKisenK.K. Cell DB384'1118t	385·0|51·0|36·0 FK Collision FPT126t APT93t	Hasidate Japanese ptCem BH to Aw dk 5 „ „ U „	T.3Cy.26",43½"&72"-48" (s) 200lb 437NHP 2SB(Spt)&1AuxSB, FD 8cf,GS154,HS5741 KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
70669 140377 GVCZ	**Belgol** ssH.Kg.No.3-10,30 ssCff.No.2-38 2Dks(Stl)&Web frames Longitudinal framing	2648 2226 1055	✠100A1 12,40 ~~2,40~~ BS12,40 ✠LMC10,38 For Government Service Carrying Petroleum in bulk Fitted for oil fuel 10,17 F.P. above 150° F.	Gls Grk		CL 3,40	1917 10mo	Irvine'sSB &D.D.Co.Ld WHartlepool Lloyd's A&CP	TheAdmiralty Cell DBuE&B68'141t	320·0|41·5|23·1 P46'B107'F45' FK DTf24'92t FPT50t	London, British 16BHptCem (10 „ to U dk 6 „ „ 2nd „) APT32t	T.3Cy.26",42½"&70"-45" (s) 200lb 541NHP 3SB,9cf,HS8400 FD Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 6 s 3 ″ 3½ 22 ″ 4½	

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70670 DJTK	**Belgrad** *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	4418 3721 2563					1937	Deutsche WerftAG Bet Reihstgwrft Hamburg	Deutsche Levante-LinieHamburg A.G.	401·8 P36'B&F354' UprF36'	55·8	21·3	Hamburg German *WB*	2SRgeared Oil Engines 2S.C.SA 12Cy.20½"–27$\frac{9}{16}$" 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
70671 DJRZ	**Belgrano** *OilEng.* Sub.Sig. 1*Dk* D.F. *CruiserStern*	6095 5132 3458					1936	Howaldts-werkeA.G. Hamburg	Hamburg-Süd-Amerik.Dampf-schiffahrtsGes.	446·4 P31'B&F404' UprF31'	61·3	23·8	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"–47¼" 906NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	—	G
70672 164337 GZST	**Belgravian** D.F. E.S.D. *Ref.Mchy.* 1*Dk&Shelter dk*	3136 2485 1401	✠100A1 *withfreeboard* 1,41 ~~3,39~~ ✠LMC9,37 ✠Lloyd'sRMC~~10,39~~ 1,41 ~~3,40~~	Nwc ~~Sou~~ Hul	*w*	CL 1,41	1937 9mo Lloyd	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	EllermanLines,Ld. (Ellerman& PapayanniLines, Ld.*Mgrs.*) *CellD*	345·6 361·0(O.L.) F29' FK *B*291' 745*t* *FPT*24*t*	50·1	20·7	Liverpool British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „) *APT*11*t*	T.3Cy.23",38"&65"–48"& LP turbine withDRgearing & hydraulic coupling 225lb (*s*) FD 606NHP 3SB(Spt)9*cf*,GS166,HS7770 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	23 ″ 3 s 1 ″ 3 22 ″ 2½	
70673 LKAG	**Belinda** *OilEng.* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *CruiserStern* 1*Dk*	8325 7571 4972					1939	A/B Göta-verken Gothenburg	RederiA/S Mascot (Arth.H. Mathiesen,*Mgr.*)	465·1 P102'B38'F59'	59·4	35·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 653NHP A/B Gotaverken,Got.		N
70674 LHAP	**Belita** *CarryingPetroleum in bulk* *OilEng.* *Mchy.Aft* D.F. *CruiserStern* 1*Dk*	6323 5779 3760					1933	Götaver-kenA/B Gothenburg	SkibsA/S Oiltank III (ReidarRöd,*Mgr.*)	408·1 P236*t*H224*t*	55·2	33·9	Tönsberg Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"–59⅛" 489NHP GötaverkenA/B,Got.		N
70675 LJKF	**Belize** (*ex*Cornore,*ex*Cornucopia) 1*Dk*	2153 1753 1280	✠ ... 6,20 ✠				1919 5mo	Manitowoc S.B.Co. Manitowoc, Wis.	RederiA/SNidaros (Geo.Hansen, *Mgr.*)	250·5 P27'B64'F26' FK	43·7	20·1	Oslo Norwegian *WB*	T.3Cy.20",33"&54"–40" 269NHP ManitowocS.B.Co. Manitowoc,Wis.	23 ″ 0	N †
70676 125217 VJFJ	**Bellambi** (*ex*FiveIslands) *ss*Syd.2ndNo.3–6,33 *ss*Syd.No.1–37 Wireless 1*Dk*(*Stl*)*&deepframing* *Mchy Aft* *Cargo battens not fitted*	956 798 531	✠100A1 ~~1,40~~ ~~11,39~~ 1,41 BS~~11,39~~ ✠LMC12,36 1,41	Syd	*m*	CL 10,38	1909 8mo Lloyd	Napier& Miller,Ld. Glasgow '*sA&CP*	BellambiCoalCo. Ld. *CellDB*	215·2 233·0(O.L.) P18'B10'F27' FK *f*146'264*t* *FPT*45*t*	33·1 *34·9*	13·9	SydnyNSW British 4*BHCem* *APT*15*t*	T.3Cy.16",27$\frac{5}{16}$"&44"–30" 180lb 138NHP 2SB,4*cf*,GS73,HS2450 D.Rowan&Co.Glasgow	16 ″ 0 s 1 10½ 14 ″ 3½	
70677 8025 SKWG	**Bellatrix** *ss*Skm.No.1-40 *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk* *Strengthened for Navigation in Ice*	*466* *349* *217*	✠100A1 8,40 ~~6,39~~ DBS6,39 ✠LMC7,40 ~~✠LMC(M)12,37~~ *CarryingPetroleum in bulk*	Lkr ~~Skm~~	*g*	OG 8,38	1935 7mo Lloyd	NyaVarvs A/BOresund Landskrona '*sA&CP*	TrelleborgsAngf. NyaA/B(J. Malmros,*Mgr.*)	155·9 P40'F25' FK	27·1	12·4	Trelleborg Swedish 11*BH* *APT*16*t*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"–16$\frac{9}{16}$" 102NHP DB*100lb* A/B Atlas-Diesel,Skm.	12 ″ 3 s 1 ″ 0½ 11 ″ 3½	
70678 119197 MCDK	**Bellavale** (*ex*TheViceroy) 3Mst *ss*Bel.2ndNo.3–6,31 *Well deck* *ss*Bel.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*)	477 345 193	✠100A1 12,39 ✠LMC12,39	Bel	*h*	OG 11,39	1905 1mo Lloyd	AilsaS.B. Co.Ld. Troon '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *Cell*	170·0 Q95'B11'F33' BK7" *DBf*88' 121*t* *FPT*	25·6	10·1	Belfast British 3*BHCem* 47*t* *APT*7*t*	C.2Cy.19¼"&42"–30" (*s*) 130lb 72RHP 1SB,3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	12 ″ 10 s 4 ″ 2¼ 13 ″ 0	
70679 224714	**Belle Island** Ⓟ TwinSc *Fitted for oil fuel* 3*Dks*	842 — 420					1925	H.H. Marvel Newbrgh NY	SteamerBelle IslandCo.Inc.	212·0	42·0	12·0	New York Utd.States	T.6Cy.15½",26"&44"–26" General 197NHP OrdinanceCo.Denver,Cal.		
70680 FNLQ	**Belle Isle** Ⓟ TwinSc *Ref.Mchy.* 3*Dks* D.F.	9591 — 6027	✠Lloyd'sRMC4,40				1918	Forg.&Ch. dela Médit. Havre	ChargeursRéunis	479·0 B270'F51'	58·3	38·0	Havre French *WB*	T.6Cy.25½",49$\frac{9}{16}$"&70⅛"–48" 680NHP Forges&C.delaMédit.Hav		V
70681 161566 VGBL	— Ⓟ *ss*Hfx.No.1–36 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in* D.F. *Mchy.Aft* *forward holds* *Strengthened for Navigation in Ice*	1960 1332 1159	✠100A1 *withfreeboard* 11,39 ~~BS1,39~~ ✠LMC~~4,36~~ 2,40 *Fitted for oil fuel* 5,32	Mtl	*q*	CL 4,39 *F.P. a*	1932 5mo Lloyd bove 1	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle '*sA&CP* 50° F.	Newfoundland CanadaSteam-ships,Ld.(E.C. Phinney,*Mgr.*) *CellD*	246·1 P&B160'F25' FK *B*204' 353*t* *FPT*30*t*	37·7	19·0	HalifaxNS British 5*BHptCem* *APT*69*t*	T.3Cy.18½",29"&48"–33" (*s*) 180lb 201NHP 2SB(Spt),6*cf*, HS3108 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 0 s 5 ″ 10 15 ″ 3¼	
70682 ~~119096~~	**Bellemina** 1*Dk&Shelter dk&* *Web frames* *Longitudinal framing* "Empire Magpie," *see No* [illegible] *Supplement*	6085 5579 3751					1919	Federal S.B.Co. Kearny,N.J.	~~UnitedStates Maritime Commission~~	395·5 P45'B110'F38' *on Shelter dk* FK	55·0	31·4	~~NewarkNJ~~ ~~Utd.States~~ British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft MidWestEngineCo. Indianapolis,Ind.	34 ″ 11	
0683 29042 VQZJ	**Bellerock** (*ex*Laverock–38) *ss*Lon.2ndNo.3–4,32 *Mchy.Aft* *ss*Lon.No.1–37 1*Dk*(*Stl*)*&Shelter dk*(*Stl*–ws) *&deepframing* *Lower dk inNo.1 hold*	1199 886 564	✠100A1 *Shelter dk* *withfreeboard* 12,39 BS11,39 ✠LMC5,37	Lis	*p*	CL 4,37	1909 9mo Lloyd	AilsaS.B. Co.Ld. Troon '*sA&CP*	VeranoS.S.Co. (F.V.Andlaw)	240·2 BK7½" *CellDBf*138'2	34·1	14·7	Gibraltar British 4*BHCem* 09*t* *FPT*24*t*	T.3Cy.22",35"&59"–39" (*s*) 160lb 251NHP 2SB,6*cf*,GS116,HS4180 AilsaS.B.Co.Ld.Troon	17 ″ 0 s ″ 2 17 ″ 5½	
0684 0915 PZJ	**Bellerophon** Ⓟ TwinSc D.F. 3*Dks*	9019 8588 5709					1906	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	485·3 F35'	58·4	39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"–48" 585NHP Workman,Clark&Co.Ld.		BT till ~~8,40~~ 7,41
685 ~~?666~~ ~~?DC~~	**Bellhaven** 1*Dk&Shelter dk&Web frames* Sub.Sig. *Longitudinal framing*	6098 5579 3760	✠ ... 8,20 (*ReclassificationContemplated*)				1919 10mo	Federal S.B.Co. Kearny,N.J.	~~UnitedStates Maritime Commission~~	395·5 P45'B110'F38'*on Shelter dk* FK	55·0	31·4	~~NewarkNJ~~ ~~Utd.States~~ British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft MidWestEngineCo. Indianapolis	34 ″ 11	R †
686 640 DQ	**Bellingham** (*ex*WestHimrod) *Fitted for oil fuel* D.F. *Ref.Mchy.* 2*Dks*	5345 — 3388					1920	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	WatermanS.S. Corp.	410·0 P43'B115'F47' *WB*	54·4	27·2	Mobile,Ala Utd.States	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro.Cal.		R
87 313 EJ	— Wood (*ex*Willapa) *OilEng.* 2*Dks*	366 338 333					1891	.... Portland,Or	KetchikanCold StorageCo.	129·3	21·6	17·6	Ketchikan Utd.States	Oil Engines 2S.C.SA 4Cy.12"–14" NE23 101NHP Fairbanks,MorseCo.Cgo.		
88 H	**Bello** *ss*Nwc.No.2–38 *OilEng.* D.F. 2*Dks*(*Stl*)*&Web frames* *Mchy.Aft* *Longitudinal framing*	6125 5786 3686	✠100A1 ~~4,40~~ ~~11,39~~ 2,41 ✠LMC CS6,39 DBS~~6,39~~ 5,40 ~~6,38~~ 2,40 *CarryingPetroleum in bulk*	Osl ~~Liv~~ Npt	*a*†	CL ~~6,39~~ 4,40	1930 6mo Lloyd	Swan,Hun-ter&Wigham Richardson. Ld.Newcastle '*sA&CP*	SkibsA/S Oiltank (HansH.Torgersen &Co.A/S,*Mgrs.*) *CellDBuE*81'274*t* *DTf*38'498*t*	420·8 435·0(O.L.) P108'B28'F38' FK *FPT*113*t* *APT*113*t*	58·5	31·2	Tonsberg Norwegian 15*BHptCem* (10 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	31 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. Ref. Trade
70689 5896 SGUA	**Bellona** (exSkagern-39) ssMmo.No.3-5,29 ssGot.No.2-38 D.F. 1Dk(Stl)&Shelter dk(Stl) CruiserStern Now "Lidingo," see No. 88901 in Supplement	5842 5582 3605	✠100A- Shelter dk withfreeboard 8,39 BS3,39 ✠LMC6,38	Got		OG 3,39	1917 1mo	Göteborgs NyaVAktieb Gothenburg Ce	RederiA/BConcordia(PerWaller, Mgr.) llDB340'998tDT	406·2|53·7|31·6 409·6(O.L.) FK a30'1020tFPT54t	Gothenbrg Swedish 6BHCem APT36t	T.3Cy.28",42½"&72 1/16"-48" 185lb (s) 480NHP 8SB(Spt),9cf,GS137, HS5664 FD GöteborgsNyaVærks.Got	34 ″ 1 s 9 ″ 4 24 ″ 11¼	
70690 DOMJ	— Wireless Sub.Sig. Cruiser Stern 2Dks	1297 899 592					1929	Atlas- WerkeA.G. Bremen	Dampfschiffahrts Ges.Neptun	237·3|37·5|13·3 F26'	Bremen German WB	T.3Cy.18½",29½"&49⅝"-29½" 134NHP Atlas-WerkeA.G Bremen		G
70691 OYSA	— Refrig'g Wireless D.F. 1Dk Now "Bellona II," see No. 87255 in Supplement	839 573 418					1923	Deutsche WerkeA.G Kiel	DetForenede Dampskibsselsk.	231·9|34·0|13·6	Odense Danish WB	T.3Cy.19½",32 5/16"&52¼"-35" 165NHP DeutscheWerkeA.G.Kiel		V
70692 145498 GDQZ 9/40	**Bellwyn** (exGordonia-37, exEleven-35) ssShl.No.3-11,35 Arch deck 1Dk(Stl) CruiserStern Now "Astrologer," see No. 87009 in Supplement	1670 1508 977	✠100A1 9,39 BS1,39 LMC11,35	Sws	p	CL 2,39	1922 10mo Lloyd	Burntislnd S.B Co.Ld. Burntisland 'sA&CP	DillwynS.S.Co.Ld. (Stockwood,Rees& Co.Ld.Mgrs.) C	245·3|37·3|22·3 254·0(O.L.) P18'F21' FK ellDB210'446tFPT	Newcastle British 4BHCem 42tAPT47t	T.3Cy.19",31"&51½"-33" (s) 180lb 179NHP 2SB,6cf,GS103,HS2947 Cooper&Greig,Ld.Dundee	24 ″ 3 s 0 ″ 0¾ 18 ″ 4	
70693 LGCA	**Belmoira** OilEng. ssRot.No 2-37 Mchy.Aft 1Dk(Stl) D.F. CruiserStern	3214 2785 1869	✠100A1 2,39 ✠LMC CS1,37 DBS10,39 9,38	Gls	u	CL 7,38	1928 2mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP	BelshipsCompany Ld.SkibsA/S (ChristenSmith, Mgr.) IntermediateBHin CellDB	329·6|49·2|21·2 P88'B22'F27' FK holdsdispensed with 4BH and 1 oil f 208' 651t FPT129t	Oslo Norwegian ptCem uel tank BH APT143t	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 387NHP 2DB150lb ArmstrongWhitworth& Co.Ld.Nwc.	23 ″ 6 s3 ″ 10½ 19 ″ 9½	
70694 LCEJ	**Belnor** Oil Eng Mchy.Aft ssRot.No.3-5,38 1Dk(Stl)	2871 2364 1673	✠100A1 ~~5,405,~~ 6,41 ~~DBS5,39~~ ✠LMC5,38 ~~DBS3,40~~ 2,41	Bkn Bos Gls	l	CL ~~3,38~~ 6,41	1926 1mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP 1	BelshipsCompany Ld.SkibsA/S (ChristenSmith, Mgr.) IntermediateBHin CellD	309·0|46·2|20·7 P86'B23'F26' FK holdsdispensed with B251'589tFPT154t	Oslo Norwegian 4BHptCem APT99t	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 387NHP 2DB 125lb ArmstrongWhitworth& Co.Ld.Nwc	23 ″ 3 s 3 ″ 7½ 19 ″ 9½	
70695 103342	**Beloeil** Ⓟ (exPelerin-34, Pad exSorel,exDuchess of York) 1Dk	490 297 262					1895	W.C.White Montreal	C.Sauvageau, J.Sauvageau &A.Sauvageau	156·8|25·3| 9·4 H140t	Quebec British	1Cy.34"-108" ré-blt.95 39RHP J.&R.Weir,Montreal		
70696 UPOL	**Belomorcanal** D.F. E.S.D. 1Dk Sub.Sig. CruiserStern	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	321·5|48·0|20·3 P32'B96'F33'	Archangel Russian WB	T.3Cy.20",33"&57"-42" 210NHP N.E.MarineEng.Co.Ld. Nwc.		
70697 UPOS	**Belorussia** D.F. E.S.D. 1Dk Sub.Sig. Cruiser Stern	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	321·5|48·0|20·3 P32'B96'F33'	Archangel Russian WB	T.3Cy.20",33"&57"-42" 210NHP N.E.MarineEng.CoLdNwc		
70698 7576 SEYN	**Belos** ssHbg.No.3-6,40 ~~ssGot.No.2-37~~ D.F. 1Dk&Shelter dk ~~1Dk(Stl)~~	2819 2555 1610	✠100A1 withfreeboard 8,41 ~~6,40~~ BS3,41 ✠LMC6,40	Got ~~Hbg~~	~~w~~	CL ~~9,37~~ ~~5,40~~ 3,41	1929 11mo Lloyd	R.Thompson&Sons,Ld. Sunderland 'sA&CP	RederiA/B Helsingborg(O. Hillerström, Mgr.) CellDBa&uE118	320·0|46·6|21·5 FK APT117t 'f137'653t FPT81t	Hlsngborg Swedish 5BHCem (Coll to Sh dk 4 „ 2nd „)	T.3Cy.24",40"&65"-42" (s) 180lb 308NHP 2SB(Spt)8cf,GS150,HS4890 G.Clark,Ld.Sunderland	23 ″ 9 s1 ″ 7½ 22 ″ 4¼	
* 70699 LGBA	**Belpamela** OilEng. Mchy.Aft ssRot.No.2-36 D.F. 1Dk(Stl) Cruiser Stern	3215 2785 1869	✠100A1 8,39 ✠LMC CS12,36 DBS1,39 2,38	Ant	u	CL 1,39	1928 2mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP	BelshipsCompany Ld.SkibsA/S (ChristenSmith, Mgr.) Intermediate bulkhead in ho CellDB208'651t	329·6|49·2|21·2 P88'B22'F27' FK lds dispensed with FPT129t APT143	Oslo Norwegian ptCem 4BH& 1 oil fueltankBH t	Oil Engines 2S.C.SA 4Cy.23 9/16"-41¾" 358NHP 2DB150lb ArmstrongWhitworth& Co.Ld.Nwc.	23 ″ 6 s3 ″ 10½ 19 ″ 9½	
70700 LCEM	**Belpareil** TwinSc ssBkn.No.3-4,41 Oil Eng. Mchy.Aft ~~ssStr.No.2-34~~ 1Dk(Stl)	7203 6438 4285	✠100A1 4,41 ~~1,38~~ ~~DBS10,38~~ ✠LMC~~8,34~~ 4,41 4,41	Vcr Bkn	b†	CL ~~1,38~~ P1,41 ~~SN4,41~~ SN1,41	1926 7mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP 1	BelshipsCompany Ld.SkibsA/S (ChristenSmith, Mgr.) IntermediateBHin CellDBuE58'f	414·4|67·1|31·0 P96'B32'F39' FK holdsdispensed with 278' 1384t FPT502	Oslo Norwegian 6BHCem tAPT298t	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP DB100lb ArmstrongWhitworth& Co.Ld.Nwc.	33 ″ 6 s 7 ″ 2½ 26 ″ 6½	
70701 LCEK	**Belray** OilEng. Mchy.Aft ssRot No.3-6,38 1Dk(Stl)	2888 2454 1678	✠100A1 7,40 ~~1,40~~ ✠LMC CS6,38 DBS1,40 ~~6,38~~11,40	Osl NYk	u	CL 11,38	1926 5mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP	BelshipsCompany Ld.SkibsA/S (ChristenSmith, Mgr.) 1Intermed in h CellD	319·2|46·4|20·8 P86'B23'F26' FK iate bulkhead olds dispensed with B261'660tFPT154t	Oslo Norwegian 4BHptCem APT99t	Oil Engines 2S.C.SA 4Cy.23⅝"-41¾" 387NHP 2DB125lb ArmstrongWhitworth& Co.Ld.Nwc	23 ″ 3 s 3 ″ 9½ 19 ″ 7½	
70702 DJRC	**Belt** Oil Eng Mchy.Aft 1 Dk Cruiser Stern Carrying Petroleum in bulk	322 245 154					1936	Werft Nobiskrug G.m.b.H. Rendsburg	JohnT.Essberger	136·3|24·8| 9·6 P31'F23'	Hamburg German WB	Oil Engines 4S.C.SA 4Cy.11 3/16"-16 9/16" 49NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
70703 159566 VLJW	**Beltana** 1Dk&Shelter dk CruiserStern	3043 2641 1590	✠100A1 withfreeboard 9,40 ~~7,39~~ ✠LMC8,37	Syd	w 1½	CL 9,40	1937 8mo Lloyd CellD	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP B287'748tTan	The Adelaide SteamshipCo.Ld. ks at sides of tunne	357·2|48·7|20·5 370·0(O.L.) F40' FK (l95tFPT225t APT	Melbourne British 7BHCem (Coll to Sh dk 6 „ 2nd „) 135t	T.3Cy.20½",33"&54"-42"& LPturbine with DRgearing &hydraulic coupling 220lb (s) FD 390NHP 2SB(Spt)6cf,GS135,HS5406 J.G.Kincaid&Co.Ld.Grk	23 ″ 10 s1 ″ 7½ 22 ″ 4	
70704 136351 MFXJ	**Belto~~y~~** ssGoo.2ndNo.3-2,39 Well deck 1Dk(Stl)	1544 1151 732	✠100A1 8,40 ~~3,40~~ ✠LMC MS2,39 BS3,40	Goo Cff	p	OG ~~8,37~~ 8,40	1915 7mo Lloyd	Ramage& Ferguson,Ld Leith 'sA&CP Cell	ShamrockShpg. Co.Ld. (W.C. Lawson,Mgr.) DBuE20'f92'231t	250·7|36·2|17·2 P20'Q77'B48'F27' FK DTa73'307tFPT	London British 5BHCem 41tAPT33t	T.3Cy.18",30"&49"-33" (r) 180lb 178NHP 2SB,6cf,GS98,HS3149 Ramage&Fergusn,Ld.Lth.	18 ″ 3 s1 ″ 5½ 16 ″ 11½	
70705														

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70706 2149 IBIE	**Belvedere** Ⓟ ssTri.No.3–8,30 ssGen.No.2–38 D.F. 2Dks(Stl)& Ref.Mchy. Shelter dk(Stl–ws)	6889 6197 4316	✠100A1 Shelter dk withfreeboard 4,40 ~~2,40~~ BS9,39 ✠LMC9,38 Lloyd'sRMC2,39 Fitted for oil fuel 9,24 F.P.above 150° F.	Gen NYk	a†	CL ~~5,30~~ N3,40	1913 8mo	Cant.Nav. Triestino Monfalcone Lloyd'sA&CP	“Italia”Soc.Anon diNav.	437·8|54·0|26·3 419·9| |34·4 FK B273′ on Shelter dk WB=CellDBa155′	Genoa Italian 7BHCem uE&B47′f1	T.3Cy.28½″,47″&78″–54″ (s 180lb 650NH 1SB,12cf,GS221,HS9860 FD N.E.MarineEngCoLdNwc. 70′ 1490tFPT66tAPT27t	29 ″ 0 s 3 ″ 4¾ 25 ″ 9½	
70707 145493 MLBY	— (exEnidDunford) ssApl.No.3–9,34 Mchy.Aft ssHul.No.1–38 Well deck 1Dk(Stl) Cargo battens not fitted	869 625 416	100A1 12,39 MS12,38	Shl LMC BS7,39	k	CL N12,39	1922 7mo	W.Harkess &Son,Ld. Middlesbro' Lloyd'sA&CP	O.Dorey&Sons,Ld. CellDBf118′16	198·0|30·6|12·4 Q111′B13′F25′ FK 6tFPT103tAPT31t	London ~~Guernsey~~ British 3BHptCem ptAsp	T.3Cy.16″,27″&44″–30″ (s) 180lb 130NHP 1SB,3cf,GS60,HS2224 MacColl&Pollock,Ld.Sld	14 ″ 5 s 4 ″ 3¼ 13 ″ 11½	
70708 HPGD	**Beme** ssCal.2ndNo.3–12,29 Mchy.Aft ssAnt.No.2–39 1Dk(Stl)&Spardk(Stl)& Webframes	*3039* *2830* *1899*	✠100A1 Spar dk 10,39 BS7,39 Carrying Petroleum in bulk Fitted for oil fuel 6,04 F.P.above 150° F.	Ant ✠LMC MS10,39	u	CL 7,39	1904 5mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP	P.DiaconZadeh CellDB	309·5|41·5|20·5 27·5 P29′B24′F35′ FK uB32′48tFPT140t	Panama Pnamanian 11BHCem APT20t	T.3Cy.22¾″,37″&61″–42″ (r) 180lb 120lb 265NHP 2SB,6cf,GS123,HS4130 WllsndSlpwy.Co.Ld.Nwc.	28 ″ 8 s 5 ″ 6 23 ″ 4	
70709 150959 KFUA	**Ben E. Tate** (exWilliamNelson–36, exPanay) (Self-Unloader) Mchy.Aft D.F. 1Dk2trB	3954 3697 3404					1902	Chicago S.B.Co. Chicago	J.A.PaisleyS.S.Co. (ValleyCampS.S. Co.Mgrs.)	356·0|50·0|24·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.20″,33½″&55″–40″ NB18refitted34 191NHP ChicagoS.B.Co.Chicago		R
70710 163394 MBJV	**Ben Henshaw** TwinSc OilEng. Mchy.Aft Cruiser Stern 1Dk Carrying Petroleum in bulk	377 295 168					1933	Rowhedge Ironworks Co.Ld. Rowhedge	NationalBenzole Co.Ld.	135·0|25·1|11·4 P44′F21′	London British WB	Oil Engines 2S.C.SA 10Cy.11″–13¼″ 210NHP L.Gardner&Sons,Ld.Mch.		C
70711 145304 GNDB	**Ben-My-Chree** Ⓟ TwinSc ssBkn.No.3–6,40 ~~ssBrw.No.2–36~~ D.F. 1Dk&Shelterdk(ptStl–teaks) 3rd dk clear of E&B spaces	2586 1823 1043	✠ A1 withfreeboard 1,41 BS4,41 ✠LMC5,39 Irish Channel service Fitted for oil fuel 6,27 F.P.above 150° F.	Brw Abn		OG 5,39	1927 6mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	Isle of ManSteam PacketCo.Ld. CellDB	355·0|46·1|17·4 366·3(O.L.) Promenadedk250′ FK&BK1¼″ a86′f60′149tFPT	DouglasIM British 10BHCem 13tAPT77t	4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 220lb 1745NH 2D&2SB,24cf, HS18180 FD CammellLaird&CoLd.Bkn	18 ″ 6 s 5 ″ 3¾ 13 ″ 6	
70712 144764 MLNT	**Ben Read** Mchy.Aft Fitted for oil fuel Carrying Petroleum in bulk 1Dk	449 348 169					1923	C.Hill &Sons,Ld. Bristol	NationalBenzole Co.Ld.	159·0|27·6|12·1	Bristol British WB	T.3Cy.14″,23″&38″–27″ W Beardmore&Co. 99RHP Ld.Coatbridge		C
70713 PCZT	**Benakat** TwinSc ssBat.No.1–39 Mchy.Aft 1Dk Longitudinal framing at bottom & deck Cruiser Stern	4763 3498 2665	✠100A1 7,40 ~~11,39~~ BS7,40 Carrying Petroleum in bulk Fitted for oil fuel 9,35 F.P.above 150° F.	Bat ✠LMC11,39	x 1 3/16	CL 11,39	1935 9mo	NVRotter- damDroogd. Maats. Rotterdam Lloyd'sA&CP	NV.Nederlandsche KolonialeTank- vaartMaats. CellDBuE&B50′155tD	365·7|64·2|18·0 P87′B36′F31′ FK Trunk in wells Tf26′416tFPT198t	Palembang Dutch 9BHptAsp APT186t	T.6Cy.16″,24″&45″–30″ (s) 225lb 400NHP 2SB(Spt),6cf, HS6148 FD N.V.Rot.Droogd.MaatRot	18 ″ 0 s 1 ″ 6¼ 16 ″ 7¾	
70714 143602 GPMB	**Benalder** (exTowerBridge–35, exBadagry–34) ssMdb.2ndNo.3–12,37 2Dks	5161 4733 3149	100A1 6,41 ~~8,39~~ ~~BS8,39~~ ~~BS9,40~~ 6,41	Mdb Lon LMC12,37		CL ~~12,37~~ 6,41	1919	Irvine'sSB &D.D.Co.Ld. WHartlepool Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) CellDB	400·2|52·4|28·5 P49′B112′F39′ FK 344′1126tFPT117t	Leith British 7BHCem APT178t	T.3Cy.27″,44″&73″–48″ (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Richardsons,Westgarth& Co.Ld.W.Hpl.	31 ″ 0 s 5 ″ 11½ 25 ″ 3	
70715 148256 GFKX	**Benarty** ssAnt.No.3–3,38 D.F. E.S.D. 2Dks(Stl)	5800 5435 3684	✠100A1 12,39 MS8,37	Lon ✠LMC BS12,39	z	CL 6,39	1926 1mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) 1 Intermediate BH 1 'tween dk BH CellDB	420·2|54·0|29·9 430·0 (O.L.) P35′B129′F44′ FK forward & aft dispensed with 363′1050tDTa32′96	Leith British ptCem 5 BHto Udk 1 ,, ,,2nd,, 0tAPT32t	Q4Cy24¾″,35½″,51″&73″–51″ 220lb 120lb (s) 598NHP 3SB(Spt),12cf,GS214, FD HS8730 D.Rowan&Co.Ld.Gls.	32 ″ 3 s 6 ″ 4 26 ″ 3	
70716 161818 GSTK	**Benavon** ssAnt.No.2–38 D.F. E.S.D. 2Dks(Stl)	5872 5541 3723	✠100A1 2,40 BS10,39	HKg ✠LMC12,37	a†	CL N2,40	1930 6mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	BenLine Steamers, Ld.(W.Thomson& Co.Mgrs.) 1 Intermediate BH BH	425·0|56·0|29·0 437·6(O.L.) P38′B121′F38′ FK fwd.&1'tween dk aft dispensed with	Leith British ptCem 5BHto Udk 1 ,, ,,2nd,, CellDB362′	T.3Cy.26″,43½″&74″–51″ (s) 200lb 576NHP 3SB,9cf,GS190,HS8424 FD Rankin&BlackmoreLdGrk 1114tDTa35′1096tAPT35t	31 ″ 6 s 6 ″ 3¼ 25 ″ 6	
70717 LIVT	**Bencas** Wireless D.F. 1Dk	1445 1193 836					1934	Fredrkstad Mek.Værks. Fredrikstad	A/S Butangen (F.B.Bendixen, Mgr.)	245·1|39·9|15·9 B139′F21′P22′	Oslo Norwegian	C.4Cy.(2)11⅝″&(2)27⅛″ –25¼″ 64NHP FredrikstadM.V.Frdstad.		N
70718 141302 GJNT	**Bencleuch** (exWilldomino, exWarConvoy) ssLth.No.3–7,31 ssLth.No.2–39 2Dks(Stl)	5562 5150 3294	✠100A1 9,40 ~~4,40~~ ✠NE10,22 ~~BS4,40~~ 1,41	Lon Sng ✠LMC3,39	z	CL 9,39	1919 4mo	JCoughlan &Sons Vancouver, B.C. Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) Intermediate BH in fore Cell DBa&uE172′f	410·6|54·1|27·5 P44′B115′F47′ FK hold dispensed with 182′1158t FPT131t	Leith British ptCem 6BHonly APT85t	T.3Cy.27″,44″&73″–48″ (s) 539NHP 190lb 3SB,9cf,GS189,HS8008 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 s 5 ″ 9¾ 24 ″ 2	
70719 160652 GSNR	**Bencruachan** ssLon.No.3–1,40 ~~ssAlx.No.2–36~~ D.F. E.S.D. 2Dks(Stl)	5920 5528 3750	✠100A1 4,41 ~~1,40~~ BS~~7,39~~ 7,40	Lon Gls ✠LMC~~4,36~~ MS12,40	a†	CL 1,40	1928 9mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson &Co.Mgrs.) 1 Intermediate BH BH CellDB	429·0|53·9|30·0 P35′B143′F47′ FK fwd. & 1 'tween dk aft. dispensed with B372′1148tDTa31′	Leith British ptCem 5BHto Udk 1 ,, ,,2nd,, 949tAPT32t	Q.4Cy.24¾″35½″51″&73″–51″ 220lb (s) 675NHP 3SB(Spt),&1AuxSB,15cf, GS268,HS10430 FD D.Rowan&Co Ld Glasgow	32 ″ 3 s 6 ″ 3 26 ″ 3	
70720 128023 GMWY	**Bendoran** (exCambrianPeeress, exEurybates, ssHpl.2ndNo.3–6,31 exIndradeo) ssLth.No.1–35 1Dk(Stl)&Spar dk(Stl)&deepframing	5567 5200 3495	✠100A1 Spar dk Examined 4,41 DBS5,40 MBS9,40 ✠LMC8,39	~~Mdb~~ Liv	a†	CL 8,38	1910 3mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson &Co.Mgrs.)	430·2|50·2|30·7 P39′B146′F51′ FK CellDB378′1125tFPT	Leith British 7BHCem 85tAPT70t	T.3Cy.26″,44″&73″–48″ (r) 200lb 90lb 517NHP 2DB,12cf,GS195,HS9202 D.Rowan&Co.Glasgow	33 ″ 1 s 6 ″ 9 26 ″ 7	
70721 149687 GSPN	**Benedick** OilEng. ssFal.No.2–36 Mchy.Aft 2Dks(Stl)&Web frames D.F. E.S.D. Longitudinal framing	6978 6400 4178	✠100A1 Examined 2,41 NYk ✠LMC CS10,36 DBS2,41 4,40 Carrying Petroleum in bulk	~~Grk~~	a†	CL 1,39	1928 8mo	Blyths- woodS.B. Co.Ld. Glasgow Lloyd'sA&CP	BearCreekOil& ShippingCo.Ld. (C.T.Bowring& Co.Ld.Mgrs.) CellDBuE33′108t	431·0|58·2|32·9 P88′B30′F40′ FK DT f 36′352t FPT	Liverpool British 16BHptCem (11 to U dk 5 ,, 2nd ,,) 121tAPT76t	Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ 490NHP 2DB150lb J.G.Kincaid&Co.Ld.Grk.	32 ″ 8 s 6 ″ 0¾ 26 ″ 10¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillé Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.ofTrade.
70722 161147 GSKW	**Benedict** ssLiv.No.2-38 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl) except in Nos. 5 & 6 holds *Tonnage opening closed '41 (W.E.)*	4949 4466 3064	✠100A1 with freeboard 8,40 ~~12,09~~ ~~[illegible]~~ ✠LMC4,38 *Carrying vegetable oil in deep tank*	Liv BS8,40	z	CL ~~N7,37~~ 8,40	1930 3mo Lloyd's A&CP	Cammell Laird&Co.Ld. Birkenhead	BoothS.S.Co.Ld. *Cell DB350' 999t DTa32'730t FPT93t APT36t*	408·5|53·7|26·0 F32' FK	Liverpool British 8BHCem (Coll to Shdk 7 ,, 2nd ,,)	T.3Cy.25½",43½"&73"-51" 220lb (s) 608NHP 3SB(Spt),9cf,GS195, FD HS8907 CammellLaird&CoLd.Bkd	~~28 " 6~~ ~~s3 " 3~~ ~~25 " 4½~~ 36 " 7 s10 " 4½ 26 " 4½	
70723 OXNE	**Benedikt** Ⓟ Wireless 1Dk	365 265 106					1901	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	149·8|25·0| 9·9 Q52'B44'F25'	Hobro Danish WB	T.3Cy.12⅛",19⅝"&33"-21" 50NHP Akt.Burmeistr&Wain,Cpn		V
193/40 70724 162000 GRLF	**Beneficent** ssShl.No.1-36 *Special Surveys to date from* 10,31 *Mchy.Aft* 1Dk(Stl) *Well deck* *Cargo battens not fitted*	2944 2307 1674	✠100A1 Examined 8,40 Shl MS6,36 ✠LMC BS~~8,39~~ 8,40	~~Shl~~	l	CL 7,39	1931 5mo Lloyd's A&CP	W.Pickersgill&Sons,Ld. Sunderland	WestollSteamships Ld.(JamesWestoll, Ld.*Mgrs.*) *Cell DB254'756t MT11'419t FPT188t APT26t*	316·5|45·2|20·3 Q186'F32' FK	Sunderlnd British 6BHCem	T.3Cy.22½",37"&61"-42" (s) 180lb 277NHP 2SB,6cf,GS126,HS4488 G.Clark,Ld.Sunderland	22 " 5 s7 " 5 20 " 1½	
70725 28450 JBQA	**Bengal Maru** ssKob.No.1-40 ssYka.No.3-4,36 2Dks(Stl)	5399 4844 3259	✠100A1 6,40 ~~3,39~~ ~~BS3,39~~ ✠LMC~~4,36~~ 6,40	Yka Kob	z	CL ~~7,37~~ 5,40	1921 5mo A&CP	Mitsubishi ZosenKaisha Ld. Nagasaki	NipponYusen K.K. *Cell DB350'1075t FPT85t APT87t*	400·0|54·5|30·0 P39'B121'F43' FK	Tokyo Japanese 6BHCem	T.3Cy.26½",44½"&75"-48" 200lb (s) 490NHP 3SB,9cf,GS163,HS6499 FD MitsubishiZosenKaisha,Ld	30 " 0 s5 " 6½ 24 " 8	
70726 PCZX	**Bengalen** ssRot.No.2-40 *OilEng.* *Ref Mchy.* 2Dks(Stl)3rd dk(Stl) D.F. E.S.D. *clear of machinery space* *CruiserStern*	6924 6417 4238	✠100A1 3,40 DBS3,40 ✠LMC3,40 ✠Lloyd'sRMC3,40 *Carrying fuel oil F.P above 150° F. in deeptanks*	Rot	h†	OG 2,40	1932 4mo Lloyd's A&CP	N.V.Konink.Maats. "DeSchelde" Flushing	Rotterdamsche Lloyd ~~(W.Ruys& Zonen, *Mgrs.*)~~ *Cell DB365' 1150t DTs a105' 2060t FPT78t APT85t*	436·2|55·8|33·5 P45'B87'F85' FK	Batavia Dutch 9BHptCem 2 ,, to 3rd dk	Oil Engines 2S.C.SA 6Cy 29½"-52¾" 937NHP 2DB121lb N.V.Konink.Maats. "DeSchelde"Flushing	36 " 0 s8 " 2¼ 28 " 2¼	
70727 127 IBJE	**Bengasi** Ⓟ *Fitted for oil fuel* D.F. 2Dks	1716 1259 864					1912	Cant.Nav. Riuniti Palermo	"Tirrenia" Soc. Anon. di Nav.	277·2|36·4|18·2 262·5 P43'B62'F38'	Palermo Italian WB	T3Cy.19⅝",32⅖"&55 1/10"-39⅜" 191NHP NOdero fuA SestriPonente		I
70728 PDAE	**Bengkalis** *Ref.Mchy.* *Fitted for oil fuel* D.F. 3Dks	6453 6048 4056	100A1 (Class Contemplated) Examined 3,41	Gls			1918	Maats. Fyenoord Rotterdam	N.V.Stoomv. Maats. "Nederland"	420·0|54·7|33·6	Batavia ~~Amstrdam~~ Dutch	T.3Cy.28",46"&77"-54" 435NHP Maats.Fyenoord,Rot.		~~V~~
70729 PKOQ	— *OilEng.* 2Dks	1053 840 578					1915	Gebr.Pot Bolnes	Koninkl.Nederl. Paketv.Maats.	230·0|38·2|12·2	Batavia Dutch WB	Oil Engines 4S.C.SA 6Cy.15¾"-27⅝" 145NHP NedFb.v Wrk&Spoor,Ams		V
70730 137058 GRJK	**Bengloe** (exArdgoil) ssYka.No.3-10,29 ssLth.No.2-37 2Dks(Stl)&Web frames *Longitudinal framing*	5318 4928 3425	✠100A1 10,40 ~~12,39~~ BS~~5,39~~ ✠LMC7,37 7,40	Lon Sng	z	CL 12,39	1918 1mo Lloyd's A&CP	W.Hamilton&Co.Ld PortGlasgow	BenLineSteamers. Ld.(W.Thomson& Co.*Mgrs.*) *'Tween dk BH in after hold dispensed with only* *Cell DBa129'u E21'f176'1093t DT36'958t APT39t*	405·1|52·6|27·7 P36'B120'F44' FK	Leith British Cem 5BH to Udk 1 ,, ,,2nd ,,	T.3Cy.27",44"&73"-48" (s) 180lb *100lb* 476NHP 2SB.8cf,GS157,HS6697 FD J.G.Kincaid&Co.Ld.Grk.	30 " 3 s5 " 11¼ 24 " 6	
70731 145425 GJLT	**Bengore Head** 1Dk D.F. E.S.D. *Cruiser Stern*	2609 2304 1512					1922	Irvine'sSB &D.D.Co.Ld WHartlepool	UlsterSteamship Co.Ld.(G.Heyn& Sons,Ld.*Mgrs.*)	310·2|45·0|20·7 P30'B106'F36'	Belfast British WB	T.3Cy.24",39"&66"-45" 292NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
70732 7622 SDIM	**Bengt Sture** (exAlfredRehder, exGerrat,exHentsch,exRichard Hentsch,exOda) 1Dk	*854* *731* *497*					1917	Schffb.Ges. Unterweser m.b.H. Weser-münde-L.	RederiA/B Eruths (StureEruths, *Mgr.*)	212·3|31·6|13·2 P29'B63'F21'	Trelleborg Swedish WB	T 3Cy.14⅝",22 1/16"&35½"-23⅝" 62NHP Christiansen&Meyer, Harburg		G
70733 164641 MLMF	**Benguela** ssCff.No.1-40 *OilEng.* *Mchy.Aft* 1Dk *Cruiser Stern*	534 333 274	✠100A1 ~~6,40~~ ~~5,39~~ 4,41 ~~✠LMC6,36~~ ~~✠LMC(M)9,38~~ ✠LMC6,40	Cff Sws	h	OG ~~5,39~~ ~~4,40~~ 3,41	1936 6mo Lloyd's A&CP	GooleS.B. &Repg.Co.Ld Goole	T.E.Evans&Co.Ld. *Cell DB114' 180t FPT54t APT41t*	183·6|27·1| 8·0 190·6(O.L.) Q100'P42'F18' FK	London British 3BHCem	Oil Engines 4S.C.SA 7Cy.11"-17 1/2" 82NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	10 " 5 s3 " 11½ 10 " 0½	
70734	**Benjamin** (exPardense, exCidade de Anajas,exBaturite) TwinScSp 1Dk&Promenade dk	312 224 202	✠ ... 3,05 ✠				1900 8mo	Murdoch& Murray Pt.Glasgow	J.S.Amorim	145·1|27·0| 8·0 FK	Para Brazilian	C.4Cy.12"&24"-18" 57NHP Lees,Anderson&Co.Gls.	8 " 4	
70735 215002 WOCK	**Benjamin Brewster** 3Mst ssMob.No.3-8,29 ssN.Os.No.2-38 2Dks(Stl)&Webframes *Mchy.Aft* *Longitudinal framing* D.F. GyC.	5950 5091 3677	✠100A1 ~~7,40~~ ~~3,40~~ 2,41 BS~~7,39~~ ✠LMC7,38 7,40 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 5,17	NOs	z	CL 7,39	1917 5mo A&CP	Harlan& Hollingsworth Cor. Wlmgtn,Del	StandardOilCo.of NewJersey *Cell DB u E & B67' v 245t DT f32' 336t FPT106t APT105t*	411·6|53·4|29·8 B29'P114'F41' FK *Bunker 13'*	Wilmgton (Del.) Utd.States 18BHptCem (14 ,, to Udk 4 ,, 2nd,,)	T.3Cy.27",45"&74"-48" (s) 180lb 528NHP 2SB,8cf,GS180,HS7788 FD Harlan&HollingswthCorp.	31 " 0 s5 " 8¾ 25 " 6	
70736 LCEN	**Benjamin Franklin** TwinSc *OilEng.* ssOsl No.3-3,40 ~~ssOsl.No.2-35~~ *Ref.Mchy.* 1Dk(Stl)&Shltr dk(Stl) 3rdDk(Stl) in Nos. 1, 2, 3 & 4 holds D.F.	7034 6074 3960	✠100A1 with freeboard ~~2,38~~ 12,40 ~~DBS7,39~~ ✠LMC7,37 ✠Lloyd'sRMC~~3,40~~ 12,40 for temp. 32° F.	Osl Vcr DBS8,40	c†	CL ~~3,40~~ 12,40	1927 6mo Lloyd's A&CP	Ch.&Atel. deSt.Nazaire (Penhoët) St.Nazaire	A/SGangerRolf (F.Olsen&Co.*Mgs*) *Cell DB404' 1421t FPT123t APT101t*	452·0|59·5|27·9 FK	Oslo Norwegian 7BH (Coll to Shdk 6 ,,2nd ,,)	Oil Engines 4S.C.SA 12Cy.29½"-51 3/16" 984NHP DB114lb Ch.&Atel.deSt.Nazaire	30 " 7 s4 " 2½ 26 " 7	
70737 PKOR	**Benkoelen** 2Dks	1003 845 538					1921	H.Bernard Nzn. Scheeps. HetJacht Nieuwendam	Konikl.Paketv. Maats.	229·3|38·2|13·5	Batavia Dutch WB	T.3Cy.15¾",25⅝"&43"-27" 96NHP N.V.Werf.Hubertina, Haarlem		V
160/40 70738 161022 GTRZ	**Benlawers** ssLth.No.2-38 D.F. E.S.D. 2Dks(Stl)	5943 5528 3755	✠100A1 8,40 ~~10,39~~ BS10,39 ✠LMC11,37	Lth Npt	a†	CL 12,37	1930 9mo Lloyd's A&CP	C.Connell &Co.Ld. Glasgow	Petrograd SteamersLd.(W. Thomson&Co. *Mgrs.*) *1 Intermediate BH fwd & 1 'tween dk BH aft dispensed with* *Cell DB372'1148t DTa31'949t APT32t*	429·0|53·9|30·0 443·5(O.L.) P35'B148'F48' FK	Leith British ptCem 5BH to Udk 1 ,, ,,2nd,,	Q4Cy24¾",35½",51"&73"-51" 220lb (s) 675NHP 3SB(Spt)&1AuxB,15cf, GS268,HS10430 FD D.Rowan&Co.Ld.Gls.	32 " 3 s6 " 2½ 26 " 3½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey. Years Assigned now expired.	Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70739 161817 GDBJ	**Benledi** ssLth.No.2-37 2Dks(Stl) D.F. E.S.D.	5943 5528 3755	✠100A1 1,41 ~~10,39~~ MS10,37	Lon HKg ✠LMC BS~~3,40~~ 5,41	a†	CL 4,39	1930 6mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) 1 Intermediate BH fwd & 1 'tween dk BH aft dispensed with CellDB372' 1148t DTa31'949t APT32t	429·0|53·9|30·0 441·0(O.L.) P35'B148'F48' FK	Leith British ptCem 5BH to U dk 1 ,, ,, 2nd ,,	Q4Cy24¾",35½",51"&73"-51" 220lb (s) 675NHP 3SB(Spt)&1AuxB,15cf, FD GS268,HS10430 D.Rowan&Co.Ld.Glasgow	32 ″ 3 s 6 ″ 2½ 26 ″ 3½	
70740 145913 GLGZ	**Benlomond** (exMariongaJ. Goulandris-38, exLondon Corporation-37, exHoosac,exCynthiana) ssMch.No.3-9,34 ssGms.No.1-38 2Dks(Stl)&Shelter dk(Stl), 3rd dk in No.1 hold D.F. E.S.D. Tonnage opening closed 37	6630 4809 4160	✠100A1 Shelter dk withfreeboard 4,41 ~~10,39~~ MS5,38 Fitted for oil fuel 2,22 F.P. above 150° F.	Mdb ~~HKg~~ Lon ✠LMC BS~~10,39~~10,40	a†	CL ~~3,38~~ 7,40	1922 1mo	IrvinesS.B & D.D.Co.Ld. W Hartlepool Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) CellDB364'1099t MT31' 972tDTa31'865t FPT102tAPT128t	420·0|55·0|36·3 27·8 F35'on Shelter dk FK	Leith British ptCem Collision BHtoSh dk 6 ,, ,, U ,,	T.3Cy.29",49"&80"-54" (s) 180lb FD 705NHP 4SB,12cf,GS250,HS10855 Richardsons,Westgarth& Co.Ld.Hpl	39 ″ 0 s 9 ″ 10¼ 29 ″ 5	
70741 123336 GPSK	**Benmacdhui** (exArchimedes-32, exDen of Airlie) ssLth.No.1-39 ssLth.2ndNo.3-6,35 2Dks(Stl)& Shelter dk(Stl) D.F.	6869 — 5068	✠100A1 Shelter dk withfreeboard ~~6,40~~ 3,41 ~~MS5,35~~	Mdb ~~Sun~~ MS3,39 ✠LMC BS~~9,39~~ 10,40	a†	CL 4,38	1911 8mo	Russell& Co. Pt.Glasgow Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) Intermediate BH in forehold dispensed with CellDBa130'uE&B46'f195'1311tDTa39'1009tAPT18t	433·5|54·2|34·6 447·2(O.L.) FK	Leith British Cem 6BH only	T.3Cy.27",46"&76"-51" (s) 200lb 603NHP 3SB,9cf,GS186,HS8805 FD D.Rowan&Co.Glasgow	37 ″ 2 s 10 ″ 2½ 27 ″ 2¼	
70742 148270 GNTM	**Benmohr** ssFal.No.3-6,31 ssLth.No.2-39 2Dks(Stl) D.F.	5920 5528 3751	✠100A1 3,41 ~~12,39~~ MS1,39	Lth Gls ✠LMC BS~~6,39~~ 8,40	a†	CL ~~8,38~~ 2,41	1928 5mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	BenLineSteamers, Ld. (W.Thomson& Co.Mgrs.) 1 Intermediate BH forward & 1 'tween dk BH aft dispensed with CellDB372'1148tDTa31'949tAPT32t	429·0|53·9|30·0 P35'B143'F47' FK	Leith British ptCem 5BH to U dk 1 ,, ,,2nd ,,	Q.4Cy.24¾",35½",51"&73"-51" 220lb FD 675NHP 3SB(Spt)&1AuxSB,15cf, GS268,HS10430 D.Rowan&Co.Ld.Gls.	32 ″ 3 s 6 ″ 3 26 ″ 3	
70743 PDAM	**Bennekom** Ⓟ (exBourne,exBurgermeisterSchröder) ssHam.No.3-5,29 ssBoa.No.2-37 Well deck D.F. 2Dks(Stl) 3rd dk in No.1hold	5998 5429 3796	100A1 ~~7,40~~ ~~10,39~~ 10,40 BS~~3,39~~ 7,40 Fitted for oil fuel 8,23 F.P. above 150°F.	Phl ~~Hul~~Cal LMC10,37		CL 3,39	1917	Flensburgr Schiffsb.Ges. Flensburg	Konink1.Nederl. Stoomb.Maats. CellDB403'1640t	449·7|58·1|26·9 P&B377'F53' FK	Amstrdam Dutch 9BHCem	T.3Cy.31 7/16",50 13/16"&84 1/16"-53 15/16" 185lb (s) 791NHP 4SB(Spt)12cf,GS253, HS12196 FD FlensburgerSchiffsb.Ges.	29 ″ 6 s 4 ″ 5½ 25 ″ 4	
70744 LJLP	**Bennestvet** D.F. 1Dk CruiserStern	2438 2077 1454					1937	MossVærft &Dokk,A/S Moss	Th.Brövig	304·7|47·7|18·5 P25'H184'F25'	Farsund Norwegian WB	C.3Cy.(2)15¾"&39⅜"-31½" &LPturbinewithreduction gear&chaindrive HS3245 228NHP MossVærft&Dokk,A/S		N
70745 142609 GPWC	**Bennevis** (exCutcombe, exWarOstrich) ssLth.No.3-7,30 ssLth.No.2-37 2Dks(Stl) Cargo battens not fitted in 'tween decks	5356 4831 3247	✠100A1 ~~6,40~~ ~~8,39~~ ~~11,40~~ 3,41 MS11,37	Ant ~~HKg~~HKg LMC BS~~2,40~~ 11,40	y	CL ~~3,39~~ N10,40	1918 8mo	Richardsn, Duck&Co.Ld Stockton Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) CellDB335'1058tFPT132t APT213t	400·2|52·4|28·4 413·0(O.L.) P49'B113'F40' FK	Leith British 7BHptCem	T.3Cy.26",44"&73"-48" (s) 180lb 426NHP 3SB,9cf,GS190,HS6912 Blair&Co.Ld.Stockton	31 ″ 0 s 5 ″ 11¼ 25 ″ 4	
70746 116762 WEFF	**Bennington** (exEduardoSala, ex t.Paul) (Self-Unloader) D.F. Mchy.Aft 1Dk&Spar dk	2029 — 1222					1897	Chicago S.B.Co. Chicago	GartlandS.S.Co. (D.Sullivan&Co. Mgrs.)	238·0|42·2|22·2	WlmgtnDl Utd. States WB	T.3Cy.17".29"&47"-36" NB19 132NHP ClevelandS.B.Co.Clevelnd.		R
70747 145558 GDJT	**Benreoch** ssH.Kg.2ndNo.3-6,40 ~~ssAnt.No.3-2,34~~ ~~ssMdb.No.1-38~~ D.F. E.S.D. 2Dks(Stl)	5818 5442 3702	✠100A1 6,40 ~~2,40~~ ~~MS4,38~~	Lon HKg ✠LMC6,40 ~~BS7,39~~	z	CL 2,40	1921 12mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) Intermediate BH in forward hold & intermediate 'tween dk BH in after holds dispensed with CellDB363'1050tDTa32'960tAPT32t	420·1|54·0|30·0 P35'B128'F45' FK	Leith British ptCem 5BH to U dk 1 ,, ,,2nd ,, only	Q.4Cy.~~24¾"~~ 25",35½",51"&71½"-51" (s) 220lb 100lb 600NHP 3SB(Spt),12cf,GS214, HS8781 FD Dunsmuir&JacksonLdGls	32 ″ 3 s 6 ″ 4 26 ″ 2	
70748 145884 GDSY	**Benrinnes** (exLondonExcnange-38, exParisiana) ssLon.No.3-12.35 ssMch.No.1-38 2Dks(Stl)&Shelter dk(Stl) D.F. E.S.D. 3rd dk in No.1hold Tonnage opening closed 40 Cargo battens not fitted in Sh.'tween decks	~~5410~~ ~~4816~~ ~~2855~~ 6638 6403 4156	✠100A1 Shelter dk withfreeboard 2,40 BS~~12,39~~ 11,40 Fitted for oil fuel 10,21 F.P.above 150°F.	HKg ✠LMC12,38	a†	CL 11,38	1921 3mo	IrvinesS.B. &D.D.Co.Ld. W Hartlepool Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson &Co.Mgrs.) Shelter 'tween dk BHs except Coll BH dispensed with CellDB364'1099t MT31'500tDTa31'394tFPT102t APT125t	420·0|55·0|27·9 435·2(O.L.) 36·4 F35'on Shelter dk FK	Leith British ptCem Collision BHtoSh dk 6 ,, ,, U ,,	3 steam turbinesDRgeared to 1 sc. shaft (s) 190lb FD 789NHP 4SB,12cf,GS250,HS10615 Richardsons,Westgarth& Co.Ld.Hpl.	~~30 ″ 6~~ ~~s 3 ″ 7¾~~ ~~27 ″ 1½~~ 39 ″ 0 s9 ″ 10¼ 29 ″ 4	
70749 219036	**Bensalem** Fitted for oil fuel 2Dks&Webframes	5513 4971 3389	✠ ... 6,20 ✠				1919 10mo	Merchant S.B.Corp. Harriman,Pa	UnitedStates Maritime Commission	400·7|54·2|30·4 P36'B124'F44' FK	Phildlphia Utd.States WB	2SteamTurbinesDRgeared to 1 Sc Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	
	Now "Alcoa Partner," see No. 87055 in Supplement													
70750 223909 KFTC	**Benson Ford** Ⓟ OilEng. Mchy.Aft D.F. GyC.	8626 — 6393					1924	Gt.Lakes Eng.Works RiverRouge, Mich.	FordMotorCo.	590·0|62·0|32·0	Dearborn Utd. States	Oil Engines 2S.C.SA 4Cy.22⅝"-91" 690NHP SunS.B.Co.Chester,Pa.		
70751 156146 ~~OXCR~~ ~~VPLS~~ GLXT	**Bente Mærsk** (exAnnaMærsk) OilEng. ssRot.No.2-36 Mchy.Aft D.F. 1Dk(Stl)	5722 4990 3406	✠100A1 6,39 DBS~~1?,39~~ 11,40 Carrying Petroleum in bulk	Rot ✠LMC CS4,37 ~~9,36~~ 6,39	z	CL N6,37	1928 3mo	Odense Staalskibs- verft Odense Lloyd'sA&CP	Ministry of Shipping(Hunting& Sons,Ld.Mgrs.) CellDBuE66'233tDTf27'490tFPT85t APT118t	390·6|53·7|29·6 P94'B37'F30' FK Trunk in wells	London British 10BHptCem	OilEngines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 180lb 2DB(Pmade22refitted28) Akt.Burmeistr&Wain,Cpn	31 ″ 4 s 5 ″ 1 26 ″ 6¼	
70752 FOON	**Benty** D.F. E.S.D. OilEng. Ref.Mchy. CruiserStern 2Dks	3078 2453 2061					1938	Helsingörs Jernsk&Msk. Elsinore	Cie.Gén.deNav.à Vap.Cyp.Fabre (FabreLine)	335·6|44·0|25·6 F82'	Marseilles French WB	Oil Engines 2S.C.SA 9Cy.19 11/16"-35 7/16" 610NHP HelsingörsJernsk.&Mskb.		V
70753 145891 GFCY	**Benvannoch** (exDakarian-39) ssBkn.No.3-10,34 ssLth.No.1-39 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) D.F.	6427 6052 4023	✠100A1 Shelter dk withfreeboard 9,40 ~~7,39~~	Lth HKg ✠LMC7,39 BS6,40	z	CL 2,39	1921 11mo	D&W Hen- dersn&Co.Ld. Glasgow Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) CellDB340'963t DTa26'670t	400·3|52·5|35·0 413·5(O.L.) FK&BK2" B143'on Shelter dk(FPT123tAPT30t	Leith British 7BHptCem 6BHtoShdk 1 ,, ,, U ,,)	Q.4Cy.23½",34",49"&70"-51" 215lb (s) 626NHP 4SB,12cf,GS240,HS9791 FD D&WHendersn&CoLdGls	37 ″ 7 s 8 ″ 8¼ 29 ″ 2	
70754 148265 GCPB	**Benvenue** ssAnt.No.3-5,39 ~~ssLth.No.2-35~~ D.F. 2Dks(Stl)	5920 5528 3750	✠100A1 ~~6,40~~ ~~5,39~~ 4,41 BS~~10,39~~ 9,40	Ant ~~Sng~~ Lon ✠LMC~~2,35~~ MS4,39	a†	CL 4,39	1927 7mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	BenLineSteamers, Ld.(W.Thomson& Co.Mgrs.) 1Int.BHfwd & 1'tween dkBH aft dispensed with CellDB372'1148t DTa31'949t APT32t	429·0|53·9|30·0 440·0(O.L.) P35'B143'F47' FK	Leith British ptCem 5BHto U dk 1 ,, ,,2nd ,,	Q.4Cy.24¾",35½",51"&73"-51" (s) 220lb 675NHP 3SB(Spt)&1AuxSB, 15cf, GS268,HS10430 FD D.Rowan&Co.Ld.Glasgow	32 ″ 3 s 6 ″ 3 26 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
70755 142011 GCFB	**Benvorlich** ssMdb.No.3–8,31 D.F. ssLth.No.2-39 ~~ssLth.No.1-35~~ 2Dks(Stl) *Cargo battens not fitted in 'tween decks*	5193 4818 3222	✠100A1 ~~6,39~~10,40 6,39 ✠LMC ~~MS11,35~~ ~~BS[illegible]~~2,41 ~~Fitted for oil fuel 4,20 F.P. above 150° F.~~	Lth ~~HKg~~	*y*	CL 8,38	1919 8mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	Ben Line Steamers Ld.(W.Thomson& Co.*Mgrs.*) *CellDB3*	400·6|52·2|28·5 413·0(o.l.) P49'B113'F39' FK 40'1069t *FPT*133t	Leith British *7BHptCem* *APT*70t	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Dunsmuir&JacksonLdGls	31 " 0 s5 " 11½ 25 " 8¾	
70756 145975 GCJX	**Benvrackie** (*ex*Darian-39) ssLiv.No.3-11,35 ssLth.No.1-39 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D.	6434 6052 4065	✠100A1 *Shelter dk* *withfreeboard* 3,41~~2,40~~ ✠LMC MS6,39 ~~BS1,40~~ 4,41	Mch ~~HKg~~Lon	*z*	CL 5,39	1922 9mo	D&WHendersn&Co.Ld. Glasgow *Lloyd'sA&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) *CellDB3*40'963t *DTa*26'670t	400·4|52·5|35·0 413·5(o.l.) B143' *on Shelter dk* FK&DK2' *FPT*123t *APT*30t	Leith British *ptCem* *6BHtoSh dk* 1 " " *U* "	Q.4Cy.23½",34",49"&70"–51" 215lb (*s*) 626NHP 4SB,12cf,GS240,HS9791 FD D&WHendersn&CoLdGls.	37 " 7 s 8 " 8½ 29 " 2	
70757 LCEO	**Benwood** ssStv.2ndNo.3–4,35 D.F. 1*Dk*(*Stl*)	3931 3628 2389	✠100A1 Examined 3,41 Shl ✠LMC BS5,40 MS3,41	~~NYk~~	*w*	CL 2,38	1910 1mo	Craig,Taylor&Co.Ld. Stockton *Lloyd'sA&CP*	SkjelbredsRederei A/S(Kr.Knudsen, *Mgr.*)	344·9|51·3|25·3 P44'B104'F31' FK *CellDBa*111'*uE*	Xiansand Norwegian *6BHCem* 21'*f*147' 101	T.3Cy.24",40"&66"–45" (*s*) 180lb 342NHP 3SB,9pf,GS135,HS5604 N.E.MarineEng.Co.Ld.Sld 0t *FPT*149t *APT*98t	27 " 9 s 4 " 9 23 " 1½	
70758 160656 GSWL	**Benwyvis** ssMdb.No.3–4,30 ssLth.No.2–37 D.F. E.S.D. 2*Dks*(*Stl*)	5920 5528 3751	✠100A1 7,40 ~~2,40~~ ✠LMC MS10,37 ~~BS5,39~~ 4,40	Syd Cal	*a*†	CL 12,38	1929 5mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*) 1 *Intermediate BH* *dk B* *CellDB37*	429·0|53·9|30·0 445·0(o.l.) P35'B145'F48' FK *fwd* & 1 *'tween* *Haft dispensed with* 2'1148t *DTa*31'949t	Leith British *ptCem* *5BH to U dk* 1 " " *2nd* " *APT*82t	Q4Cy24¾",35½",51"&73"–51" 220lb (*s*) 675NHP 3SB(Spt)&1AuxSB,15cf, GS268,HS10430 FD D.Rowan&Co.Ld.Glasgow	32 " 3 s6 " 2¾ 26 " 3¼	
70759 YTJG	**Beograd** Ⓟ ssSsk.No.1–41 ssSsk.No.3–1,36 1*Dk*&*Shade dk*	864 593 517	✠100A1 *Shade dk* *withfreeboard* 3,41~~11,38~~ MS3,41 BS5,40 ✠LMC~~6,38~~ ~~No later survey reported~~ *ForService in the Mediterranean*	Ssk	*l*	CL ~~11,38~~ 2,41	1922 11mo	M.U.Martinolich Lussnpiccolo *Lloyd'sA&CP*	Jadranska Plovidba D.D.	215·0|30·5|12·9 227·8(o.l.) FK *CellDBa*45'*uE*18'*f*	Susak YugoSlav *4BHCem* 84'138t	T.3Cy.18¼",29½"&48"–33"(*s*) 180lb ~~160lb~~ 211NHP NDB20*refitted*22 2SB,4cf,GS156,HS3358 FD UnitedMachineFactories, Smichow	15 " 0 s 1 " 0 14 " 4½	
13/40 70760 151634 VOLF	**Beothic** (*ex*LakeComo) ssNFL.No.3–9,38 Sub.Sig. 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	1825 1633 1078	✠100A1 6,40~~3,40~~ ✠LMC MS9,38 BS3,40	NFL	*r*	CL ~~5,37~~ 6,40	1918 3mo	American S.B.Co. Lorain,O. A&CP	BowringBrothers, Ld. *CellD*	262·5|43·7|18·4 273·1(o.l.) P25'B64'F30' FK len25 *B*218'532t *FPT*70t	SJhnsNFL British *6BHCem* *APT*69t	T.3Cy.20",33"&54"–40" (*s*) 180lb 274NHP 2SB,6cf,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 " 4 s 2 " 5¾ 18 " 1	
70761 1785 IBAE	**Beppe** (*ex*Kingarth-32,*ex*Berwyn, *ex*Mattawa, ssSt.J.No.3–4,24 *ex*Franktor, ssNwc.No.1–28 *ex*SaintHugo) D.F. 2*Dks*(*Stl*)	4859 4560 3031	✠ — 4,34 ✠	Bry	*y*		1912 7mo	AM'Millan &Son,Ld. Dumbarton	G.&F.Fratelli Bozzo *Cell*	414·2|52·1|27·3 401·0 Q36'B126'F48' FK *DBa*117'*uE*&*B*42'*f*	Genoa Italian *7BHCem* 188'955t *DT*	T.3Cy.27",44"&73"–48" 458NHP 3SB,9cf,GS181,HS7860 D.Rowan&Co.Glasgow *f* 27'745t *FPT*70t *APT*45t	30 " 0	I †
70762 8374 SMEN	**Bera** *Oil Eng.* D.F. E.S.D. *Mchy.Aft* 1*Dk* *Butts of shell & upper deck plating elec. welded* *CruiserStern*	*11236* *10322* *6787*	✠100A1 5,40 ~~9,39~~ ✠LMC9,39 *CarryingPetroleum in bulk*	Got Cff	*f*†	CL	1939 9mo	A/B Götaverken Gothenburg *Lloyd'sA&CP*	Rederi A/B Transmark (G.Carlsson,*Mgr.*) *CellDBuE*85'348t	533·9|66·2|39·2 540·3(o.l.) P102'F64' FK *DTf*27'511t*FPT*13	Gothenbrg Swedish *12BH* 5t*APT*389t	Oil Engines 2S.C.DA 6Cy.24$\frac{9}{16}$"–55⅛" 1236NHP 2DB–*150lb* A/B Gotaverken,Got.	38 " 9 s9 " 4½ 29 " 7¼	
70763 LCMV	— 1*Dk*	771 600 430					1925	Mjellem& Karlsen Bergen	A/S Dacapo (Bachke&Co. *Mgrs.*)	188·1|31·2|12·3 Q63'H45tF28t	Trondheim Norwegian *WB*	T.3Cy.14",23½"&38"–27" 75NHP Mjellem&Karlsen,Bergen		N
70764 143416 GQDF	**Bereby** 2*Dks*	5248 4766 3197					1919	Irvine'sSB &D.D.Co.Ld. WHartlepool	ElderDempster Lines,Ld.	400·2|52·3|28·5 P49'B113'F38'	Liverpool British *WB*	T.3Cy.27",44"&73"–48" Richardsons, 369NHP Westgarth&Co.Ld.Hpl.		C
97/40 70765 PDAR	**Berenice** Wireless 2*Dks*	1177 973 665					1919	N.V. Lobithsche ScheepsbMy Lobith	Koninkl.Nederl. Stoomb.Maats. N.V.	256·4|37·0|13·5	Amstrdam Dutch *WB*	T.3Cy.18½",30"&48"–36" 138NHP Alblasserdam.Msch.Fab.		V
70766 UPCQ	**Beresina** (*ex*Bracondale-34, *ex*Seatonia, ssHpl.No.3-11,30 *ex*WarHighway) 1*Dk*(*Stl*)	*3087* *2842* *1859*	✠ ... 1,35 ✠	Hpl	*u*		1918 5mo	J.Blumer& Co. Sunderland	U.S.S.R. *CellD*	331·3|46·8|23·2 P33'B98'F28' FK *B*276'734t*FPT*105t	Odessa Russian *7BHCem* *APT*122t	T.3Cy.25",41"&68"–45" 430NHP 3SB,9cf,GS153,HS6304 J.Dickinson&Sons,Ld.Sld.	25 " 6	
70767 EECP	**Berga** (*ex*Barflo,*ex*Berga) ssBcl.No.2-29 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	804 — 460	✠ — 5,33 ✠	Bcl	*k*		1921 1mo	Astilleros delMedit. S.A. Barcelona	Hijo deRomulo BoschS.enC.	186·6|29·5|12·4 Q114'B12'F22' FK *CellDBf*114'	Barcelona Spanish *4BHCem* 176t*FPT*42t	T.3Cy.12",20"&32"–24" 84RHP 2SB,4cf,GS60,HS1714 AlexanderBros.Barcelona	14 " 7	
70768 152006 VJFK	**Bergalia** TwinSc ssSyd.No.3–8,37 *Ref.Mchy.* Wireless 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	548 367 195	✠100A1 ~~7,40~~ ~~1,40~~ 4,41 ~~BS7,39~~ ✠LMC6,37 7,40	Syd	*h*	OG 6,39	1925 1mo	AilsaS.B. Co.Ld. Ayr *Lloyd'sA&CP*	Illawarra&South CoastS.N.Co.Ld. (A.L.Miller,*Mgr.*) *Sidetanks*	153·1|34·6|8·5 *35·8* P21'F29' FK *f*18'50t*FPT*44t	Sydney NSW British *3BHCem* *APT*50t	T.6Cy.10½",16"&26"–16" (*s*) 180lb 70RHP 1SB,3cf,GS70,HS2202 AilsaS.B.Co.Ld.Troon	9 " 6 s 1 " 2 8 " 4½	
70769 LCXB	**Berganger** *OilEng.* D.F. *Ref.Mchy.* 1*Dk*&*Shelter dk*	6826 6013 4229					1932	Nederl Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	464·4|61·2|27·4 P97tF22t	Bergen Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.27½"–47¼" 1842NHP AlgemeineElektrizitats-Ges.		N
70770 LCMX	**Bergen** Ⓟ 2*Dks*	553 479 320					1909	Stavanger Stöberi&Dok Stavanger	DetStavangerske Dampskibselskab	157·6|25·8|18·1 H74t	Stavanger Norwegian *WB*	T.3Cy.14¾",23½"&39"–27" 79NHP StavangerStöberi&Dok		
70771 OXOB	**Bergenhus** Ⓟ Wireless D.F. 2*Dks*3*trB*	1398 1272 825					1922	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	231·1|35·2|21·1	Copnhagn Danish *WB*	T.3Cy.18",30"&50"–36" 150NHP HelsingörsJernsk.&Mskb.		V
70772 LFBA	**Bergensfjord** Ⓟ TwinSc ssOsl.2ndNo.3–8,38 GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *3rd dk in Nos.1,2&5holds*	11015 8654 6550	✠100A1 *Shelter dk* *withfreeboard* 10,40 ~~8,38~~ BS10,40 ~~BS11,35~~ ✠LMC11,37 *Fitted for oil fuel 3,20 F.P. above 150° F.*	Osl NYk	*g*†	CL ~~8,38~~ 10,40	1913 9mo	Cammell Laird&Co.Ld Birkenhead *Lloyd'sA&CP*	DenNorske AmerikalinjeA/S *CellDBa* 119'*uE*&*B*152'*f*	511·8|61·2|29·5 P70'B201'F108' FK 189'1165t*FPT*149t	Bergen Norwegian *8BHCem* *APT*150t *DTf*7'225t	Q.8Cy.26",37½",53"&75"–51" & 2 LP Turbines with DR gearing & hydraulic couplings 220lb (*r*) 1469NHP 8SB,32cf,GS590,HS23000FD CammellLaird&Co.LdBkn	32 " 6 s 6 " 8½ 26 " 0	

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70773 226171 KGDV	**Bering** Ⓟ (*ex*Salatiga) *ss*S.Fo.No.3–5,33 *ss*S.Fo.No.2–41 ~~*ss*S.Fo.No.1–37~~ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7631 — 5667	✠100A1 *Shelter dk* *with freeboard* 5,41 ~~2,40~~ MS5,41 BS2,41 ~~BS2,40~~ ✠LMC~~4,37~~ *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	SFo	*b*†	CL 5,39	1920 6mo	SunS.B. Co. Chester,Pa. A&CP *CellDB*370 1355*t DTa*30′ 874*t FPT*132*t APT*76*t*	AlaskaPackers Association	435·2|57·8|35·2 F41′ on *Shelter dk* FK	S.Frncisco Utd.States *pt Cem* 3*BH to Sh dk* 4 „ „ *U* „	T.3Cy.27″,45½″&76″–51″ (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	38 ″ 0 s 10 ″ 0⅜ 28 ″ 2	
70774 217255 KETZ	— Wood (*ex*ArthurJ. *Fitted for oil fuel* Baldwin–36,*ex*AnnetteRolph) 2*Dks*	2361 — 1391					1918	RolphS.B. Co. Rolph,Cal.	AlaskaS.S.Co.Inc.	245·3|45·5|28·3	NewYork Utd.States	T.3Cy.16½″,26″&44″–30″ BethlehemS.B. 106NHP Corp.Ld.SanFrancisco		
70775 PDBA	**Berkel** *ss*Rot.No.2–59 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2130 1904 1273	✠100A1 ~~9,40 7-39~~ 4,41 ✠LMC MS1,39 BS5,~~39~~ 9.40	Sch Sld	*s* Gms	CL ~~4,38~~ 4,41	1930 4mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd's A&CP*	N.V."Houtvaart" (Vinke&Co.*Mgrs.*)	281·5|42·7|19·3 P22′B64′F22′ FK *Cell DB*244′ 542*t FPT* 62*t APT*54*t*	Rottrdam Dutch 4*BH Cem*	T.3Cy.21″,34½″&57″–36″ 210lb (*s*) 251NHP 2SB,6*cf*,GS106,HS4137 ArnhemscheStoom-sleephellingMaatsArnhem	21 ″ 4 s 3 ″ 1¾ 18 ″ 3¾	
70776 222831 KFIE	**Berkshire** Ⓟ D.F. *Fitted for oil fuel* Sub.Sig. 4*Dks* *Longitudinal framing*	5486 — 3361					1923	Federal S.B.Co. Kearny,N.J.	Merchnts&Miners Transportation Co.	350·7|52·1|15·2	Baltimore Utd.States *WB*	T.4Cy.24½″,42″&(2)54″–48″ HoovenOwens& 404NHP RentschlerCo.Hamilton,O.		R
70777 220173 KUVG	— (*ex*EasternTempest) D.F. GyC. 2*Dks*	4621 3832 2824	✠ ... 7,21 ✠				1920 4mo	Uraga DockCo.Ld. Uraga	Coastwise Transportation Corp.	360·1|51·2|25·9 P21′B91′F35′ FK	Boston Utd.States *WB*	T.3Cy.25″,42″&70″–48″ 400NHP UragaDockCo.Ld.	28 ″ 6	R †
70778 211149	— Ⓟ Pad 1*Dk*&*Shade dks*	4300 — 2918					1913	NewYork S.B.Co. Camden,N.J.	~~HudsonRiverNav. Corp.~~ Marine LiquidatingCorp.	422·4|50·6|12·9	NewYork Utd.States	1Cy.84″–144″ 651NHP E&B *made* 08 *fitted* 13 W&AFletcherCo.Hoboken		
70779 DOCL	**Berlin** Ⓟ TwinSc E.S.D. *Fitted for oil fuel* D.F. Sub.Sig. GyC. 4*Dks*	15286 9732 8988					1925	Bremer Vulkan Vegesack	Norddeutscher Lloyd	549·3|69·2|34·8 B272′	Bremen German *WB*	T.8Cy.(2)34¼″(2)$56\frac{5}{16}$″&(4) 65⅜″–$59\frac{1}{16}$″ 1317NHP BremerVulkan,Vegesack		G
70780	— TwinSc *OilEng.*	561 — 301					1928	.... Carmelo, Uruguay	Cia.Argentina de Nav.Mihanovich Ltda.	228·3|36·1|10·8	Bns.Aires Argentine	Oil Engines Soc.Anon.Ansaldo,Genoa		
70781 DAOE	— Ⓟ Wireless 1*Dk*	468 384 189					1906	Nüscke& Co. Stettin	Swinemünder Dampfschiffahrts Act.Ges.	184·0|26·4|12·3 B34′H–F17′	Swnemnde German *WB*	T.3Cy.17″,26″&43″–28″ 98NHP Schiffs.Uebigau,Dresden		G
70782 131533 VJFP	**Bermagui** TwinSc Wireless *ss*Syd.No.2–19 *Mchy.Aft* 1*Dk*	402 306 150	✠ ... 11,20 ✠				1912 8mo	AilsaS.B. Co.Ld. Troon	Illawarra&SCoast Stm.Nav.Co.Ld. (A.L.Miller,*Mgr.*)	144·0|32·1|8·2 F27′ FK	SydnyNSW British *WB*	C.4Cy.13″&26″–16″ 56RHP AilsaS.B.Co.Ld.Troon	9 ″ 0	
70783 LOFH	**Berna** Ⓟ PadK *Fitted for oil fuel* Wireless 1*Dk*&*Promenade dk*	1179 — 502	✠ ... 1,14 ✠				1911 10mo	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	265·2|37·1|10·4 FK	Bns.Aires Argentine	T.3Cy.21½″,35″&54″–66″ 252NHP A.&J.Inglis,Ld.Glasgow	11 ″ 1	
70784 FOAL	**Bernardin de Saint Pierre** Ⓟ *Fitted for oil fuel* TwinSc *Ref.Mchy.* GyC. D.F. 4*Dks*	10086 — 5616					1926	J.C.TecklenborgA.G Wesermünde-G.	Soc.desServices Contractuels des Messageries Maritimes	455·8|60·8|41·0	Marseilles French *WB*	2 DR geared Steam Turbines J.C.TecklenborgA.G. Wsm.		V
70785 LJSB	**Bernhard** (*ex*Innaren–37) *OilEng.* D.F. 1*Dk* *CruiserStern*	3563 3224 2159					1924	Sorlandets Skibsbyggeri Grimstad *Completed by* Langesunds Mek. Verks.Fevig	SkibsA/SBernhard (LeifRöd)	331·8|50·3|24·1 P37′B102′F30′	Tönsberg Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.24⅘″–51⅕″ 354NHP Götaverken,Gothenburg		N
70786 DHCF	— 1*Dk*&*Web frames*	592 480 367					1890	H.Koch Lübeck	MathiesReed,K.G.	175·0|26·2|12·6 B43′F31′	Hamburg German *WB*	C.2Cy.21⅓″&40¼″–27½″ NB09 71NHP J.W.Klawitter,Danzig		G
70787 DJTY	**Bernhard Schulte** (*ex*Götaälv–38, *ex*BoreVII–37,*ex*MarthaHalm, *ex*Rhenania) Wireless 1*Dk*	1058 880 585					1923	Nüscke Co.A.G. Stettin	Schulte&Bruns	219·7|34·9|14·3 Q64′B63′F30′	Emden German *WB*	T.3Cy.$17\frac{5}{16}$″,27⅝″&$45\frac{11}{16}$″–27⅝″ 109NHP A.BorsigG.m.b.H.Berlin		V
70788 6310 SIWA	**Bernicia** *ss*Mmo.No.3–5,33 Sub.Sig. *ss*Got.No.1–36 Wireless D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1532* *1208* *728*	✠100A1 *Shelter dk* *with freeboard* 8,40 ~~12,39~~ ✠LMC MS12,36 BS3,40 *Fitted for oil fuel* 7,20 *F.P. above* 150° F.	Skm Got	*r*	OG ~~5,37~~ 8,40	1920 5mo	Oskrshmns M.V.Aktieb. Oskarshamn A&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	274·0|40·9|23·5 15·5 FK *Collision* *CellDB*229′ 451*t FPT*34*t APT*36*t*	Gothenbrg Swedish *Cem* *BH to Sh dk* 3*BH to U* „	T.3Cy.19″,31½″&51½″–33″ 185lb (*s*) 226NHP 2SB(Spt),6*cf*,GS75 FD HS3442 OskarshamnsM.V.Aktieb.	18 ″ 0 s ″ 2 17 ″ 11¾	
70789 141743	**Bernier** Ⓟ (*ex*Mardep–35, *ex*Labrador) 2*Dks*	317 245 174					1918	DavieS.B. &Rpg.Co.Ld. Quebec	Canadian Government (Dept. of Transport)	125·0|23·4|13·6	Quebec British	T.3Cy.12¾″,21½″&35″–24″ 61RHP DominionBridgeCo.Ld.		
70790 PDBC	**Bernina** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	329 239 150	Pus ExaminedL.R. ~~10,40~~ 4,41				1935	GuteHoffnungshüte A.G. Walsum	SchellenScheepvaart&BevrachtingN.V.	135·8|24·0|9·1 P37′F17′	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 6Cy.$9\frac{3}{16}$″–13″ 101NHP NE38		G
70791 DJTP	**Bernlef** (*ex*SevenSeasSound–37, *ex*Hunstanworth–37) *ss*Shl.No.3–12,32 *ss*Cff.No.1–37 D.F. 1*Dk*(*Stl*) *CruiserStern*	2432 2242 1432	✠ 2,38 ✠	Rot	*t*		1919 10mo	Ardrossan DD&SBCoLd Ardrossan	EmderDampferkompagnieA.G. (Wilh.Nübel, *Mgr.*)	302·1|43·0|20·6 P33′B80′F32′ FK *CellDB*260′ 644*t FPT*68*t APT*172*t*	Hamburg German 6*BH Cem*	T.3Cy.22″,36″&59″–39″ 265NHP 2SB,6*cf*,GS124,HS4500 McKie&Baxter,Glasgow	23 ″ 0	
70792 PKOS	**Berouw** *Mchy.Aft* 1*Dk*	756 526 322					1919	NV.Schps. &Machfab. deKlop Sliedrecht	Koninkl.Paketv. Maats.	183·8|29·0|14·4 Q103′B11′F20′	Batavia Dutch *WB*	T.3Cy.14″,22″&36″–23⅜″ 63NHP N.V.deKlop,Sliedrecht		V
70793														

1 Numero l'Ordre Numero fficiel ignaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* 1ère de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15
70794 146509 MLPC	**Berriedale** (*ex*Almascos-32, *ex*RoyalRegis) ssShl.No.3-1,35 *Mchy.Aft* ssAbn.No.1-40 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	614 384 270	✠100A1 ~~9,40~~ ~~1,40~~ 6,41 ~~BS8,39~~ 9,40	Abn ✠LMC MS4,40	*h*	CL 4,38	1922 7mo *Lloyd*	JChambers Ld. Lowestoft 'sA&CP	G.Couper&Co.Ld.	168·0|26·5|10·4 Q108'F24' FK *CellDB*99'1 38*t FPT*45*t APT*30*t*	London British 3*BHCem*	T.3Cy.14",23"&38"-27" (*s* 180lb 92RHP 1SB,3*pf*,GS51,HS1666 Yeaman&Baggesen,Dun.	12 ″ 7½ s 4 ″ 2 12 ″ 7½	
70795 118183 MCKB	**Berryden** (*ex*Thrift) ssAbn.2ndNo.3-7,28 *Well deck* ssAbn.No.2-37 *Cargo battens not fitted* 1*Dk*(*Stl*)	506 373 209	✠100A1 8,39 ~~BS6,39~~ ✠NB20*refitted*8,38	Abn BS9,40 ✠LMC8,37	*h*	CL ~~8,38~~ 10,40	1904 1mo *Lloyd*	Hall,Russell&Co.Ld Aberdeen 'sA&CP	R.Taylor&Sons,Ld	168·6|26·1|10·5 176·0(O.L.) Q79'B18'F23' BK7 *CellDB* a25' *f*74' 134*t FPT*	Dundee British 4*BHCem* 39*t APT*8*t*	T.3Cy.14½",23½"&38"-30"(*s*) 180lb 93RHP 1SB,3*pf*,GS51,HS1490 Hall,Russell&Co.Ld.Abn	13 ″ 5 s ″ 11½ 13 ″ 3½	
70796 141676 VGCR	**Berryton** (*ex*B.F.Berry) *Mchy.Aft* GyC. 1*Dk*	6221 5813 5023					1908	American S.B.Co. Lorain	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	480·0|52·0|25·6	Toronto British *WB*	T.3Cy.22½",36"&60"-42" 233NHP American S.B.Co.Clevelnd.		R
70797 167387 GDMG	**Berta** (*ex*ShellDezoito-39, TwinSc *ex*Berta-39) ssCco.No.3-5,39 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2600 1700 1356	✠100A1 12,40 ~~1,40~~ BS1,41 MS5,39 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 7,27*	Fal Ply ✠LMC ~~BS7,40~~	*l*	CL ~~s8,37~~ P3,38 s12,40	1927 7mo *Lloyd*	Harland&Wolff,Ld. Belfast 'sA&CP	Anglo-Saxon PetroleumCo.Ld.	305·8|50·2|15·1 P87'F42' FK *Trunk dk*176' *FPT*84*t APT*92*t*	London British 11*BHptCem* *ptAsp*	T.6Cy.13½",23½"&36"-27"(*s*) 180lb 238NHP 2SB,4*cf*,HS3958 FD Harland&Wolff,Ld.Bel.	15 ″ 0 s 1 ″ 6½ 13 ″ 7½	
4|41 70798 4604 SDJO	**Bertha** (*ex*Ostanvik-32,*ex*Ragnar) ssSkm.2nd.No.3-6,32 ssHbg.No.~~1-39~~2-39 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1216* *966* *671*	✠100A1 4,40 ~~5,39~~ BS1,40	Hbg Got ✠LMC~~1,38~~ MS9,39	*o*	OG 4,38	1906 5mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle 'sA&CP	RederiA/BMagnus Stenbock(E. Påhlsson,*Mgr.*)	232·7|35·5|14·1 236·0 242·2(O.L.) FK P14'Q74'B62'F24' *CellDB*a69'*u*E&B33'*f*94'371*t FPT*	Hlsngborg Swedish 4*BHCem* 57*t APT*19*t*	T.3Cy.18",29"&50"-33" (*s*) 180lb *120lb* 156NHP 1SB,4*pf*,GS68,HS2398 J.Dickinson&Sons,Ld.Sld.	16 ″ 6 s 1 ″ 3 15 ″ 4½	
70799 OYAO	— 1*Dk*	766 605 451					1915	Nüscke&Co.A.G. Stettin	Dampsk.-A/S Progress(M. Nielsen&Sön, *Mgrs.*)	202·4|30·4|12·5 B49'Q69'F25'	Copnhagn Danish *WB*	T.3Cy.14⅛",21⅝"&35⅞"-23⅝" 63NHP Christiansen&Meyer,Harburg		G
70800 LJVA	**Bertha Brøvig** *Fitted for oil fuel* 1*Dk* D.F. *Cruiser Stern*	2415 2077 1449					1938	MossVærft&Dokk,A/S Moss	Th.Brövig	304·7|47·7|18·5 P24'B182'F21'	Farsund Norwegian *WB*	C.3Cy.(2)15¾"&39⅜"-31½" &LP turbine with reduction gear & chain drive 228NHP HS3245 MossVærft&Dokk,A/S		N
70801 4136 SDIW	**Bertil** (*ex*Rogn,*ex*Borna,*ex*Material, *ex*Sune) ssBgn.No.3-4,16 *Mchy.Aft* 1*Dk*&*deep framing*	*941* *741* *495*	✠ ... 2,21	✠			1903 3mo	GooleS.B.&Repairing Co.Ld. Goole	C.O.Malmström (A/B Hillerström& Co.*Mgrs.*)	197·2|32·2|13·8 P63'F20' FK *H*28*t*	Malmö Swedish *WB*	T.3Cy.15",25"&41"-27" 104NHP G.T.Grey,SouthShields	16 ″ 1	N †
70802 LCRO	**Berto** (*ex*Botnia-36,*ex*Modemi) Wireless D.F. 1*Dk*	1493 1183 833					1918	Bergens Mek.Værks. Bergen	Skibs.A/S Berto (TomJentoft Berge)	224·5|37·7|15·5 P31*t*Q106*t*H104*t* F32*t*	Oslo Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMek.Værks.		N
70803 DHCH	**Bertram Rickmers** Sub.Sig. D.F. 2*Dks*	4188 3800 2546					1923	Nordd. Werft m.b.H. Wesermünde-G.	Rickmers RhedereiA.G.	367·8|49·7|26·1 P45'B120'F44'	Hamburg German *WB*	T.3Cy.24",39¾"&66⅛"-47¼" 300NHP BremerVulkan,Vegesack		G
70804 ~~216666~~ ~~KINR~~	**Berury** (*ex*Olen) *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4924 4445 3096					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh.	~~UnitedStates MaritimeCommission~~	379·5|53·1|27·0 P52'B102'F41'	~~NewYork~~ ~~Utd.States~~ British *WB*	T.3Cy.24",40"&70"-48" 339NHP ToddD.D.&ConstCorpn. Tacoma,Wash.		R
70805 133085 GNZL	**Berwickshire** (*ex*ClanMacarthur) E.S.D. *Ref.Mchy.* D.F. 2*Dks*&*Shelter dk*	7464 5341 4622					1912	Armstrong Whitworth&Co.Ld. Newcastle	ScottishShireLine, Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*)	450·1|57·1|26·8	Glasgow British *WB*	T.3Cy.31½",52"&86"-60" &1LPTurbine 841NHP WllsndSlpwy.Co.Ld.Nwc.		C
70806 228674 WKDC	**Berwindglen** *Mchy.Aft* D.F. 1*Dk*	4411 — 2750					1929	Bethlehem S.B.Corp.Ld. (ForeRiver Plant) Quincy,Mass	WilmoreS.S.Co.	350·5|50·1|28·3 P97'B11'F30'	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 358NHP Hooven,Owens&RentschlerCo.Hamilton,O.		R
70807 228882 WKDY	**Berwindvale** *Mchy.Aft* D.F. 1*Dk*	4411 3617 2750					1929	Bethlehem S.B.Corp.Ld. (ForeRiver Plant) Quincy,Mass.	WilmoreS.S.Co.	350·5|50·1|28·3 P97'B11'F30'	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft BethlehemSBCor.Ld(ForeRiverPlant)Quincy,Mass		R
70808 TTCI	**Béryl** (*ex*JulesRueff-38) 3*Dks*	671 — 320					1920	Chantiers deProvence Port deBouc	Cie.Saïgonnaise de Nav.&deTransp.	190·2|28·5|14·3	Saïgon French *WB*	T.3Cy.14½",21⅞"&37⅞"-23⅝" 70NHP Chantiers deProvence,Msl.		V
70809 147932 MNBZ	**Beryl** 3Mst ssAyr.No.3-1,36 ssIrv.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	568 391 236	✠100A1 6,41 ~~8,39~~ ~~BS2,39~~ 12,40	Irv ✠LMC MS7,39	*h*	CL ~~4,38~~ 6,41	1924 11mo *Lloyd*	AilsaS.B. Co.Ld. Troon 'sA&CP	Wm.Robertson	165·2|26·6|11·3 Q94'B9'F27' BK7 *FPT*60*t*	Glasgow British 3*BHCem* *APT*6*t*	T.3Cy.13¾",21"&35"-26" (*s*) 180lb 88RHP 1SB,3*cf*,GS50,HS1627 AilsaS.B.Co.Ld.Troon	12 ″ 6 s 4 ″ 0½ 12 ″ 10	
70810 OYGW	**Bes** (*ex*Spedit-35,*ex*Solfrid-34, *ex*Engelsberg) *Mchy.Aft* 1*Dk*	542 400 294					1917	Göteborgs NyaVerk. Gothenberg	Dampskslsk. "Bes" A/S(Oluf Svendsen)	167·0|27·3|11·1 P49'F23'H49*t*	Copnhagn Danish *WB*	T.3Cy.13⅞",22¼"&37⅞"-23¼" 68NHP GöteborgsNyaVerk.Got.		V
70811 LJGL	**Besholt** *OilEng.* D.F. 1*Dk*&*Shelter dk*	4977 4300 2959					1936	Kockums M.V.Aktieb. Malmö	A/S Besco (S.Holter-Sörensen,*Mgr.*)	401·4|54·8|25·1 P29'F34'	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"-43 5/16" 972NHP KockumsM.V.Akt.Malmö		N
70812														

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught ft. in.	15 Registers in which classed, if not in L.R.
70813 LKEU	**Bess** Wireless *OilEng.* *Mchy.Aft CruiserStern 1Dk*	1116 828 551					1939	A/S Akers Mek.Verks Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	244·2 B&P147'F58'	38·2	13·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 270NHP A/S AkersMek.Verks.Oslo		N
70814 DOIE	**Bessel** (*ex*Sorrento) *CruiserStern OilEng.* D.F. *1Dk&Shelter dk*	1878 1499 915					1925	Act.Ges. "Weser" Bremen	Dampfsch.Ges. "Neptun"	283·7 P&B231'F35'	41·7	16·5	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.$22\frac{1}{16}$"–39⅜" 282NH A.G."Weser,"Bremen		G
70815 218155 KIGT	**Bessemer** *OilEng.* *Mchy.Aft 2Dks&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	4762 4449 2927	✠ ... 2,21				1919 6mo	ThePusey &JonesCo. Gloucester City,N.J.	TheAtlantic RefiningCo.	364·9 B34'F31'P95'	51·0	29·5 FK	Phildlphia Utd.States *WB*	OilEngines connected to Elec.Motor&Sc.Shaft. 4S.C.SA 553NHP 18Cy.17¾"–22" NE27 Ingersoll-RandCo.N.Yk.	31 " 3	R †
70816 LDAA	**Bessheim** Ⓟ *2Dks*	1774 1538 1031					1912	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	256·0 F33*t*H194*t*	36·1	22·8	Oslo Norwegian *WB*	T.3Cy.21½",34½"&60"–39" 225NHP NylandsVærksted,Oslo		N
70817 LEZV	**Bestik** (*ex*Bestik 2–35,*ex*Annik–33) *ss*Hav.No.3–11,32 *ss*Rot.No.1–37 *1Dk(Stl)*	2684 2394 1568	✠100A1 12,39 BS12,39 ✠LMC~~10,37~~ MS3,41	NYk	*t*	CL 4,38	1920 4mo *Lloyd*	C.Hill& Sons Bristol *'sA&CP*	Skibs.A/S Manitowoc(K.Th.Einersen, *Mgr.*) *CellD*	310·8 324·6(O.L.) P28'B87'F32' *B265'622t FPT90t*	44·3	21·6 FK	Oslo Norwegian 5*BHptCem* *APT90t*	T.3Cy.21",34"&56"–36" (*s*) 180lb 242NHP 2SB,6*cf*.GS111.HS4246 Richardsons,Westgarth& Co.Ld.Hpl.	23 " 10 s3 " 10 20 " 2¼	
70818 LEGA	**Bestum** (*ex*Hessa–34) *1Dk*	2215 1989 1316	✠ ... 10,23 ✠				1919 10mo	Dominion S.B.Co.Ld. Toronto	Skibs.A/S Gröm (K.Th.Einersen, *Mgr.*)	251·6 P25'B64'F20'	43·9	22·3 FK	Oslo Norwegian *WB*	T.3Cy.20",33"&54"–40" 328NH JohnInglisCo.Ld.Toronto	24 " 3	N †
70819 215758 WEDB	**Beta** (*ex*Hisko) *Fitted for oil fuel* D.F. *1Dk* *Mchy.Aft Fitted with cylindrical tanks for carrying Petroleum*	5665 4550 3516	✠ ... 9,20 ✠				1917 10mo	Chester S.B.Co.Ld. Chester,Pa.	Chas.Kurz&Co., Inc.(Pennsylvania ShippingCo. *Mgrs.*)	400·8 P99'B27'F50'	54·3	31·4 FK	Wilmgton (Del.) Utd.States *WB*	2SteamTurbinesDRgeared to 1 Screw Shaft 628NHP WestinghouseMachineCo. EastPittsburg	32 " 9	R †
70820 98920	— IronTwinScSp *Mchy.Aft 1Dk*	393 382 176					1891	TA Walker Sudbrook	ManchesterShip CanalCo.	145·5	30·4	10·7	Manchestr British	Q.8Cy.9",12",16"&25"–21½" NB05 96RHP Fleming&Ferguson.Psy.		
70821 PDBK	— *OilEng.* *1Dk* D.F. *CruiserStern*	333 237 198					1935	N.V.Noord Nederlndsch. Schpswerven Groningen	J.Tonkkes	133·2 P34'F14'	22·9	9·5	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$10\frac{13}{16}$"–15¾" 68NHP MtrnWerkeMannheim AG		V
70822 LITA	**Betancuria** TwinSc *OilEng.* *CruiserStern* D.F. *2Dks*	2696 1998 1302					1933	A/S Akers Mek.Værks. Oslo	A/S GangerRolf (FredOlsen&Co. *Mgrs.*)	343·6 P96*t*H400*t*F23*t*	48·7	18·8	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 808NHP A/SAkersMek.Værks.Oslo		N
70823 LDPH	**Beth** *OilEng.* D.F. *ss*Rot.No.2–39 *Mchy.Aft 1Dk(Stl)&Webframes* *Longitudinal framing–bracketless system*	6852 5985 3960	✠100A1 7,40~~12,39~~ ✠LMC CS12,39 DBS12,39 12,36 *CarryingPetroleum in bulk*	Rot Cff	*a*†	CL N12,39	1930 9mo *Lloyd*	W Doxford &Sons,Ld. Sunderland *'sA&CP*	A/S Bill(L.Gill-Johannessen*Mgr.*) *CellDBuE35'157t*	416·2 P94'B32'F40' *Trunk in wells* *DTf35'538tFPT1*	58·0	32·8 FK	Oslo Norwegian 11*BHptCem* *51tAPT276t*	Oil Engines 2.S.C.SA 4Cy.$22\frac{1}{16}$"–85" 2DB*150lb* 598NHP W.Doxford&Sons,Ld.Sld.	33 " 0	
70824 215153 WCDR	**Bethlehem** (*ex*Midvale) D.F. GyC. *Mchy.Aft 1Dk*	8271 — 6564					1917	Gt.Lakes Eng.Works Ashtabula,O.	BethlehemSteel Corp.(Bethlehem Transptn.Corp. *Mgrs.*)	580·0	60·0	32·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24½",40"&65"–42" Great 274NHP LakesEng.Works,Detroit		R
70825 221913 KDWW	**Bethore** TwinSc *Fitted for oil fuel* *1Dk* *Mchy.Aft Longitudinal framing*	8257 — 4198					1922	Bethlehem S.B Corp.Ld Sparrow's Point,Md.	OreS.S.Corp.	550·3 P139'B82'F50'	72·2	43·7	NewYork Utd.States *WB*	T.6Cy.25",41"&68"–48" 641NHP BethlehemS.B.Corp. Sparrow'sPt.Md.		R
70826 164885 MLPL	**Betswood** *Mchy.Aft 1Dk* *CruiserStern Cargo battens not fitted*	1051 695 531	✠100A1 Examined6,41 Bly ✠LMC7,36	~~Bly~~	*m*	CL 10,39	1936 7mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland *'sA&CP*	W.France, Fenwick&Co.Ld. *CellDBu*	218·0 Q139'B14'F28' *E21'f136'320tFPT*	34·0	12·5 FK	Shoreham British 3*BHptCem* *91tAPT36t*	T.3Cy.15",25"&42"–30" (*s*) 200lb FD *100lb* 150NHP 1SB(Spt),3*cf*,GS50,HS2262 N.E.MarineEng.Co.Ld.Sld	14 " 4 s4 " 1 13 " 11	
70827 OZWE	**Betta** (*ex*Betty–37) Wireless D.F. *1Dk*	1567 1195 935					1931	Nakskov Skibs.A/S Nakskov	J.Lauritzen	254·2 P16'Q71'B107'F36'	39·2	15·4	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"–31½" HS2350 164NHP A.Borsig,Berlin-Tegel		G
70828 LCEQ	**Betty** (*ex*Hundvaagö, *ex*Kahei Maru) D.F. *1Dk*	2439 2239 1456					1919	Yoshiura ShipbldngYd Yoshiura	BergensPrivatbank(EilertLund, *Mgr.*)	290·1 P42*t*H65*t*F38*t*	41·0	22·7	Bergen Norwegian *WB*	T.3Cy.19½",32"&55"–36" 181NHP TakaoIronWorks,Kobe		N
70829	— (*ex*BettyWeems, *ex*LakeAgomak) *ss*Bal.No.3–7,36 *1Dk(Stl)2nd dk(Stl) inholds* D.F.	2339 1976 1420	✠100A1 4,40~~12,38~~ ✠LMC MS7,36 BS~~12,38~~4,40	Sng	*r*	CL ~~12,38~~ 3,40	1918 10mo	Superior S.B.Co. Superior,Wis A&CP	~~HuntSteamship Corporation~~ *Ce*	251·0 P25'B64'F20' *llDB208'539t FPT*	43·7	22·2 FK	Chinese 4*BHCem* *68tAPT77t*	T.3Cy.19",32"&$56\frac{3}{16}$"–36"(*s*) 180lb 330NH 2SB,6*cf*,GS115,HS5467 FD Nordberg Mfg.Co.Milwkee	24 " 4	
70830 OHFL	**Betty H** (*ex*Kirktown,*ex*Broomfield) *ss*Cff.2ndNo.3–9,29 D.F. *ss*Skm.No.2–38 *1Dk(Irn)&Web frames* *Cargo battens not fitted*	2478 — 1391	✠100A1 ~~5,39~~10,40 BS2,39 ✠LMC1,38 No later survey reported	Skm	*t*	N7,39	1902 5mo *Lloyd*	T Turnbull &Son Whitby *'sA&CP*	PorinLaiva O/Y (WernerHacklin, *Mgr.*)	310·7 301·1 P29'B84'F33' *DBa94'uE24'f118'*	44·0	19·7 FK	Björnebrg Finnish 6*BHCem* *626tAPT62t*	T.3Cy22½",36½"&60"–39"(*s*) 160lb 224NHP 2SB,6*cf*,GS97.HS3350 Blair&Co.Ld.Stockton	23 " 0 s3 " 6¼ 19 " 8	
70831 OXEB	**Betty Mærsk** D.F. *1Dk*	2357 2028 1423					1922	Odense Staalskibsvft Odense	Dampskibsselsk af 1912 (A.P.Möller. Copenhagen,*Mgr*)	299·8 P20'B92'F34'	42·4	19·9	Aalborg Danish *WB*	T.3Cy.21¼",33⅞"&55⅛"–39⅜" &LP Turbine BörsigA.Werke,Tegel		V
70832 HPBF	**Beulah** (*ex*Heiren) TwinSc5Mst *Oil Eng* *Mchy.Aft* *ss*L.An.No.3–10,33 *1Dk(Stl)2trB* (SUNK IN PORT 12,37 - REFLOATED & NOW TRADING)	*1389* *1216* *1042*	✠ 7,37 ✠	SFo			1923 3mo	Randolph A/S Skibs. Fevig	BeulahShipping Co.Inc. *Intermediate 'tween dkBHinhold dispensed with* *MT27'350tD*	232·6 P35'F34' *Tf27'350tAPT30t*	37·7	20·4 BK8½"	Panama Pnamanian *Cem* 2*BHto U dk* 4 " "*2nd*"	Oil Engines 2S.C.SA 8Cy.15"–16½" DB14*fitted*32 137NH J&CG BolindersCo.Ld.Skm	22 " 0	

Now "Heron," *see No.* 88388 *in Supplement*

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
33/41 70833 PDBR	**Beursplein** 2Dks	4368 4096 2780	Examined L.R. ~~7,40~~ ~~BS7,40~~ BS7,40(200lb)	Npt 1,41			1920	Deutsche Werft.Akt. Ges. Hamburg	NV.ScheepvMaats Millingen(G.A. Spliethoff, *Mgr.*)	389·9|50·1|26·9 P37'B111'F49'	Rotterdam Dutch *WB*	T.3Cy.27$\frac{3}{10}$",43$\frac{3}{10}$"&69$\frac{3}{10}$"-47½" ~~200lb~~ 345NHP OttensenerMaschf.Altona		G
70834 PDBW	**Beverwijk** (*ex*Terschelling) D.F. Sub.Sig. 1*Dk*	2948 2744 1847					1909	Bonn& Mees Rotterdam	N.V.StoomvMaats Wijklijn(Erhardt &Dekkers, *Mgrs.*)	327·0|47·3|21·8	Rotterdam Dutch *WB*	T.3Cy.23½",38"&64"-42" 265NHP Maats.deSchelde,Flushing		V
70835	**Bhadana** (*ex*Lighter) *Mchy.Aft*	320 — 219					1908	HongKong &Whampoa DockCo.Ld. HongKong	SawadSukhum BanijLd.	134·6|26·0|13·0	Bangkok Thai	C.2Cy.12"&24"-16" 19NHP		
70836 156048 VTCG	**Bhadravati** Ⓟ *ss*Bom.No.2-40 ~~*ss*Bom.No.1-36~~ 1*Dk*&*Shelter dk* (*Stl*-teak s)	1449 946 695	✠100A1 *Shelter dk with freeboard* 4,40 ~~9,38~~ 12,40 ~~[illegible]~~ ✠LMC ~~[illegible]~~ 12,40 *Fitted for oil fuel* 9,32 *F.P.above* 150°F.	Bom ~~Kri~~	*p*	CL ~~8,37~~ 3,40	1932 9mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	BombaySteam NavigationCo.Ld.	230·8|38·6|14·8 F34' FK *Cell DBuE*25'50*t FPT*55*t APT*62*t*	Bombay British 5*BHCem* (2 ,, *to Shdk* 3 ,, ,, *U* ,,)	T.3Cy.17",29"&48"-33" (*s*) 200lb 269NHP 2SB,6*cf*,GS131,HS4546 FD Harland&Wolff,Ld.Bel.	16 " 0 s " 4½ 16 " 1	
70837 312 HSAN	**Bhanurangsi** **TwinSc** *OilEng* *ss*Bgk.No.3-11,39 1*Dk*(*Stl*)&*Shadedk*(*Teak*)	686 504 410	✠100A1 *with freeboard* 10,40 ~~11,39~~ ✠LMC CS11,39 ~~[illegible]~~ 2,40 *For Coasting Service-Gulf of Siam Malay Peninsula & Sumatra*	Bgk	*l*	CL 11,39	1927 5mo	A/S Nakskov Skibsvft. Nakskov *Lloyd'sA&CP*	ThaiNav.Co.Ld.	199·9|32·5| 9·7 FK *Cell DBuE*27'*f*38'112*t FPT*42*t APT*32*t*	Bangkok Thai 4*BHptCem*	Oil Engines 4S.C.SA 12Cy.13"-23⅝" 196NHP Akt.Burmeistr&Wain,Cpn	11 " 10 s 2 " 2 9 8	
70838 167212 GSGM	**Bhima** *OilEng.* 1*Dk*&*Shelter dk* *CruiserStern*	5280 4661 3097	✠100A1 *with freeboard* 2,41 ~~8,39~~ ✠LMC ~~1,39~~ 2,41	Lon Bom	*a*† 2	CL	1939 4mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	JamesNourse,Ld. *One intermediate BH dispensed with*	415·6|55·2|25·6 431·5(O.L.) F34' FK *CellDB*353'1365*t FPT*192*t APT*260*t*	London British (*Coll to Shdk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	28 " 9 s3 " 3½ 25 " 8	
70839 161203 GSYL	**Bhutan** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *Cruiser Stern*	6104 5496 2912	✠ 4,32 ✠ ✠Lloyd'sRMC ~~1,40~~ 11,40 ~~7,40~~	Rot		CL	1929 3mo	Harland& Wolff,Ld. Glasgow	HainS.S.Co.Ld.	436·0|57·6|29·6 F34' FK *Cell B*368'1276*t FPT*68*t APT*54*t*	London British 7*BHptCem* (*Collto Shdk* 6 ,, *2nd* ,,)	Q4Cy30½",44",63½"&91"-60" LPTurbinewithDRgearing&hydraulic coupling 1245NHP 5SB,*15cf*,GS HS15050 Harland&Wolff,Ld.Gls.	32 " 3	
70840 4098 SKXI	**Bia** (*ex*Onnetar-35,*ex*Ilse,*ex*Sailing Vessel) *ss*Hfs.3rdNo.3-5,34 *ss*Osc.No.3-11,35 *Mchy.Aft* *ss*Got.No.1-41 1*Dk*(*Stl*) *Cargo battens not fitted*	428 360 291	✠100A1 3,41 ~~4,38~~ ~~BS4,38~~ ✠LMC ~~11,35~~ 3,41 ✠NE&B9.08	Bgn Got	*f*	~~N4,38~~ 12,40	1902 12mo	AktLödöse Varf Lödöse A&CP	RederiA/B Bia (~~A.B.Carlsson, Mgr.~~) (B.V. Brunulf, *Mgr.*)	135·2|26·2|12·6 140·2(O.L.) P38'F18' BK7" len08 *CellDBf*19'30*t FPT*21*t APT*11*t*	Gothenbrg Swedish 3*BHCem*	C.2Cy.12"&27"-18" (*s*) 125lb 31NHP 1SB,2*cf*,GS25,HS522 Akt.LödöseVarf,Lödöse	15 " 3 s 1 " 2¾ 14 " 8	
70841 143285 GQDC	**Biafra** *ss*Bkn.No.3-9,34 *ss*Shl.No.1-39 2*Dks*(*Stl*)	5405 4782 3298	✠100A1 9,40 ~~9,39~~ ✠LMC9,39 BS11,40	Shl Liv	*y*	CL 9,39	1919 6mo	Harland& Wolff,Ld. Greenock *Lloyd'sA&CP*	ElderDempster Lines,Ld.	400·4|52·3|28·5 412·7(O.L.) P50'B113'F39 FK *CellDB*340'1051*t FPT*128*t APT*220*t*	Liverpool British 7*BHptCem*	T.3Cy.25½",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Grk.	31 " 0 s 6 " 0 25 " 3	
70842 LCER	**Bianca** *Carrying Petroleum in bulk* *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	5688 5056 3340					1926	A.B.Götaverken Gothenburg	RederiA/S Mascot (Arth.H.Mathiesen, *Mgr.*)	380·7|55·2|32·1 P228*t*F72*t*H333*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP A.B.Götaverken,Got.		N
70843 136809 GPBT	**Biarritz** Ⓟ **TwinSc** 3*Dks*&*Awng dk*3*trB* *Fitted for oil fuel* *CruiserStern*	2388 1424 936					1915	W.Denny &Bros. Dumbarton	SouthernRailway	341·2|42·1|24·0	London British *WB*	4 Steam Turbines SR geared to 2 Sc.Shafts Denny&Co.Dumbarton		
165/40 70844 161323 GMCJ	**Bibury** *ss*Shl.No.2-38 1*Dk*(*Stl*)&*Shltr dk*(*Stl*)	4616 4378 2898	✠100A1 *with freeboard* 8,40 ~~2,40~~ BS2,40 ✠LMC9,38	Cff	*a*†	CL 12,39	1929 11mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	AlexanderShppng. Co.Ld.(Capper, Alexander&Co. *Mgrs.*) *Cell DB*352'1150*t DTa*30'1150*t APT*115*t*	408·0|55·0|25·9 420·5 (O.L.) F38' FK	London British 6*BHCem* (*Collto Shdk* 5 ,, *2nd* ,,)	T.3Cy.25",42"&70"-48" (*s*) 200lb HS7320 489NHP 2SBFD&1AuxSB,8*cf*GS150 Rankin&BlackmoreLd. Grk.	28 " 5 s3 " 6½ 25 " 1¼	
70845 814 IKWA	**Bice** (*ex*AntonioPadre) **AuxBk** *OilEng.* *ss*Gen.No.3-7,14 *ss*Gen.No.1-19 (*See Sailing Ship Register*) 1*Dk*2*trB*	1459 1317 1098	✠ 3,24 ✠DB9,02	Gen	*s*		1902 9mo	N.Odero fu A. SestriPnente	AugustaScarlatti &VittorioMarchi	233·8|37·7|20·6 217·5 P65'F21' BK9"	Genoa Italian 2*BHCem*	Oil Engines 4S.C.SA 6Cy.15"-21¼" 131NHP NE*fitted*19 OfficineInsobri,Milan	22 " 1	I †
70846 KZAC	**Bicol** (*ex*Borongan) Wireless 1*Dk*	367 — 184					1901	Lobnitz& Co.Ld. Renfrew	~~ManilaRailroadCo.~~ Madrigal&Co.	150·2|26·0| 9·5	Manila Utd.States	C.2Cy.27"&56"-46" 177NHP Lobnitz&Co.Ld.Renfrew		
70847 114001 MLCP	**Bidassoa** 1*Dk*	558 503 325					1901	Lobnitz& Co.Ld. Renfrew	~~Worms&Cie.~~ Ministry of Shipping (BristolSteamNav. Co.Ld.*Mgrs.*)	~~170·5|27·2|14·1~~ B40'F21' |14·6 169·6|26·9|	Falmouth British *WB*	C.2Cy.15"&35"-24" B*made*26*fitted*- 50NHP Lobnitz&Co.Ld.Renfrew		V
70848 161606 GZZF	**Biddlestone** D.F. E.S.D. 1*Dk* *CruiserStern*	4910 4512 2953	✠100A1 5,40 ~~12,39~~ ✠LMC7,37	Nwc Hul	*y* 1⅞	CL 5,40	1937 7mo	Short Bros. Ld. Sunderland *Lloyd'sA&CP*	ClarissaRadcliffe S.S.Co.Ld.(Evan ThomasRadcliffe &Co, *Mgrs.*)	401·9|53·9|26·6 414·8(O.L.) P36'B123'F35' FK *Cell DB*350'1249*t FPT*110*t APT*205*t*	London ~~Newcastle~~ British 6*BHCem*	C.4Cy.(2)10⅜"&(2)20¾"-13" SR geared & LP Turbine DR geared to Sc. Shaft 240lb (*s*) 348NHP 2SB(Spt&FD)&1AuxSB, 9*cf*,GS124,HS4936 White'sMar.EngCoLdNwc	29 " 0 s 5 " 7½ 23 " 7½	
	Not "Llancarvan," *see* No. 88911 *in Supplement*													
70849 153919 VJPL	**Bidelia** (*ex*Cardross-35) *ss*Syd.No.3-3,39 Wireless 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1364 907 775	✠100A1 ~~5,40~~ ~~10,39~~ 10,40 ✠LMC5,39 BS5,40	Syd	*o*	CL ~~11,37~~ 10,40	1927 9mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd'sA&CP*	JohnBurke,Ld. *CellDBa&uE*54'*f*92'244*t*	227·2|34·9|14·8 237·7(O.L.) Q85'B96'F27' FK *DTa*21'70*t FPT*32*t APT*14*t*	Brisbane British 4*BHCem*	T.3Cy.17½",28½"&48½"-33" 200lb (*s*) 179NHP 2SB,6*pf*,GS102,HS3104 J.Lewis&Sons,Ld.Abn.	16 " 9 s " 5½ 16 " 5½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert
70850 LJVO	**Bidevind** *OilEng.* D.F. E.S.D. 1*Dk*& *Shelter dk* *CruiserStern*	4956 4403 2908					1938	Flensburgr Schiffsb.Ges. Flensburg	A/S Borgestad	414·3 F28′	55·7	25·0	Porsgrunn Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$″–$43\frac{5}{16}$″ 969NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
70851 220637 KESQ	**Bidwell** *OilEng.* ssPhl.No.3–6,32 *Mchy.Aft* ssPhl.No.1–36 GyC. 2*Dks*(*Stl*)& *web frames* *Longitudinal framing*	6837 6269 4185	100A1 3,40 ~~9,39~~ ✠NE23 ✠LMC9,36 DBS~~2,40~~ 2,41 *Carrying Petroleum in bulk*	Phl	*b*†	CL ~~4,37~~ 3,40	1920	Baltimore D.D.&S.B.Co Baltimore, Md. AP	SunOilCo. *CellDBuE&B54′* *DT*/40′456*t*	431·0 P105′B36′F38′ FK 548*t* *FPT*232*t APT*102*t*	59·2	33·3	Phildlphia Utd.States 17*BHptCem* (13 *to U dk* 4 ,, 2*nd*,,)	Oil Engines 2S.C.SA 4Cy.$22\frac{13}{16}$″–$91\frac{1}{4}$″ DB*200lb* 640NHP SunSB.&DD.Co.ChesterPa	33 ″ 4	
70852 142625 GPSZ	**Biela** (*ex*WarMastiff) ssLiv.No.3–2,31 ssLiv.No.1–34 D.F. 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5298 4853 3218	✠100A1 Examined ~~2,40~~1,41 ✠LMC MS11,38 BS~~5,39~~7,40	Lon	*y*	CL 4,39	1918 9mo	ShortBros. Ld. Sunderland *Lloyd's A&CP*	Lamport&Holt Line,Ld. *CellDB*	400·3 P49′B113′F40′ FK 340′1067*t FPT*135*t*	52·4	28·5	Liverpool British 7*BHptCem* *APT*198*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEng.CoLd.Sld	31 ″ 0 s5 ″ $11\frac{3}{4}$ 25 ″ $3\frac{1}{2}$	
70853	**Bienvenido** ssJck.No.2–21 1*Dk*(*Stl*)&*Shade dk*	944 732 482	✠ 8,25 ✠	Jck	*m*		1912 9mo	A.Vuijk& Zonen Capelle a/d Ysel	P.N.& J.M.Carranza *CellDB*	210·3 FK *a*51′*uE*13′*f*92′215*t*	32·1	14·9	Ciudad Bolivar Venezuelan 4*BHCem*	T.3Cy.$17\frac{1}{2}$″,$28\frac{1}{2}$″&47″–30″ NB27 144NHP 2SB,4*pf*,GS69,HS2406 G.T.Grey,SouthShields	17 ″ 0	
70854 220989 KDNE	**Bienville** (*ex*Exarch–37, *ex*Naamhok) *Fitted for oil fuel* 2*Dks*& *Web frames*	5491 — 3467	✠ … 3,22 ✠				1921 1mo	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7 P36′B124′F44′ FK	54·2	30·4	Mobile Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 645NHP WestinghouseElectric &Mfg.Co.E.Pittsburg	32 ″ 10	R †
70855 7913 SDGT	**Bifrost** (*ex*Rotha–33) ssGot.No.3–8,33 ssGot.No.1–37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1781* *1329* *991*	✠100A1 ~~8,40~~ ~~1,39~~1,41 BS~~7,39~~ ✠LMC7,37 8,40	Got ~~Sws~~ Liv	*q*	CL ~~2,38~~ 12,40	1923 1mo	WoodSkinner&Co.Ld Newcastle *Lloyd's A&CP*	RederiA/B Bifrost (J.R.Trapp) *CellDBa*77′*uE*1	258·5 260·5 FK Q153′*Bon*Q52′F29′ 8′*f*102′448*tFPT*92*t*	37·7	16·3	Gothenbrg Swedish 4*BHCem* *APT*150*t*	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 208NHP 2SB,6*cf*,GS99,HS3440 N.E.MarineEngCoLd.Nwc	18 ″ 7 s5 ″ 7 17 ″ 2	
70856 4163 JDQB	**Bihuku Maru** Ⓟ (*ex*BifukuMaru– 38,*ex*KosaiMaru) ssYka.No.2–07 2*Dks*& *Spar dk*(*Stl*–teak s)	2558 2446 1332	✠ 2,07 ✠	Yka	*t*		1899 4mo	Lobnitz& Co.Ld. Renfrew	NipponSuisan K.K. *CellDBa*90′*uE*&	312·0 B8′ 26·2 BK10″ B90′*f*88′468*t FPT*	39·2	18·7	Tokyo Japanese 5*BHCem* 20*t APT*14*t*	T.3Cy.$25\frac{9}{32}$″,42″&67″–48″ 377NHP 2DB,6*cf*,GS233,HS6300 Lobnitz&Co.Ld.Renfrew	29 ″ 6	
70857 PDCR	**Bilderdijk** ssRot.No.3–10,31 ssSch.No.2–40 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6856 6383 4228	✠100A1 *Shelter dk with freeboard* 1,40 ✠LMC BS4,40 MS1,40 *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	Sch	*z*	CL N8,38	1922 8mo	C.van der Giessen& Zonen Krimpen a/d Ysel *Lloyd's A&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*325′ *MT*1722*t DTa*577*t*	400·0 F50′*on Shelter dk* FK 1028*t Collisio* *FPT*139*t APT*149*t*	54·3	36·6	Rottrdam Dutch *ptCem* *nBHtoShdk* 6 ,, ,, *U* ,,	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 215lb 648NHP 3SB(Spt),9*cf*,HS8481 FD Harland&Wolff,Ld.Bel.	39 ″ 0 s9 ″ $0\frac{3}{4}$ 30 ″ 2	
70858 LKBZ	**Bill** *Fitted for oil fuel* 1*Dk* *CruiserStern*	2445 2079 1444					1939	MossVærft &Dokk,A/S Moss	A/S Bill(L.Gill-Johannessen)	304·7 P25′B184′F25′	47·7	18·5	Oslo Norwegian *WB*	C.3Cy.(2)$15\frac{3}{4}$″&$39\frac{3}{8}$″–$31\frac{1}{2}$″ &LPturbine with reduction gear&chain drive 228NHP HS3245 MossVærft&Dokk,A/S		N
70859 PDCX	**Bill S.** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	466 351 252	✠100A1 9,39 ✠LMC9,37 ✠LMC(M)9,39	Rot	*g*	9,39	1937 9mo	NV Boele's Schpsw&Mch Bolnes *Lloyd's A&CP*	N.V.Zeevaart Maats."Bill" (Rotterdamsche KustvaartCentrale N.V.*Mgrs.*) *CellDB*107′	160·4 168·9(O.L.) Q44′F21′ FK 127*t FPT*	26·4	10·0	Rottrdam Dutch 3*BHptCem* 48*t APT*11*t*	Oil Engines 4S.C.SA 8Cy.11″–$17\frac{11}{16}$″ 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	11 ″ 10 s1 ″ 2 10 ″ $8\frac{3}{4}$	
70860 DHCK	**Bille** *Mchy.Aft* Sub.Sig. 1*Dk*	665 535 344					1920	Stocks& Kolbe Kiel	Bugsier-Reed. u.Bergungs A.G.	176·0 P115′F23′	31·3	12·3	Brmrhavn German *WB*	T.3Cy.$12\frac{9}{16}$″,$19\frac{11}{16}$″&$32\frac{5}{16}$″–$22\frac{7}{16}$″ 49NHP C.Wollheim,Breslau		G
70861 144936 MKDW	**Bilton** ssBly.No.3–3,33 ssBly.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	746 505 375	✠100A1 4,40 BS~~2,40~~ ✠LMC1,37 2,41 *Fitted for oil fuel* 8,20 *F.P. above* 150° F.	Bly		CL 4,40	1920 8mo	J.S.White &Co.Ld. Cowes *Lloyd's A&CP*	Tyne-TeesSteam ShippingCo.Ld.	180·6 Q111′B11′F24′ FK *CellDBf*110′	29·3	11·5	Middlsbro' British 3*BHCem* 166*tFPT*38*t*	T.3Cy.15″,$25\frac{1}{2}$″&41″–30″ (*s*) 180lb 93RHP 1SB,3*cf*,GS49,HS2127 J.S.White&Co.Ld.Cowes	13 ″ 7 s3 ″ $8\frac{3}{4}$ 13 ″ 6	
70862 141895 GBMV	**Binfield** ssBom.No.3–8,27 ssCal.No.2–35 1*Dk*(*Stl*)& *Web frames* *Cargo battens not fitted*	5180 4709 3170	✠100A1 Examined ~~2,40~~ 2,41 ✠LMC BS~~9,39~~ MS2,40 8,40	Bom	*y*	CL 12,39	1919 4mo	Sir Raylton Dixon&CoLd Middlesbro' *Lloyd's A&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·3 P49′B112′F39′ FK 345′1122*t FPT*123*t*	52·4	28·5	Glasgow British 7*BHptCem* *APT*177*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0 s5 ″ $11\frac{1}{2}$ 25 ″ $3\frac{1}{4}$	
70863 109652 VLDZ	**Bingera** *OilEng.* Wireless ssSyd.No.1–40 1*Dk* *Cruiser Stern*	922 584 399	✠100A1 2,40 ✠LMC CS10,39 2,40	Syd	*l*	CL 2,40	1935 9mo	Wm Denny &Bros.Ld. Dumbarton *Lloyd's A&CP*	Australasian UnitedSteamNav. Co.Ld. *CellD*	200·2 207·2(O.L.) P26′Q86′ FK *Bon*Q46′F24′ *B*158′ 267*t FPT*33*t*	34·1 *35·9*	9·0	Bundabrg British 4*BHptCem* *APT*38*t*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 224NHP J.G.Kincaid&Co.Ld.Grk.	13 ″ 9 s4 ″ $4\frac{1}{2}$ 13 ″ 1	
70864 PDDI	**Bintang** *OilEng.* D.F. 3*Dks*	6481 6050 4027					1916	Maats. Fyenoord Rotterdam	N.V.Stoomv. Maats. "Nederland"	420·0 P59′F42′	54·7	33·6	Batavia Dutch *WB*	Oil Engines 2S.C.SA 6Cy.30″–$52\frac{4}{5}$″ NE25 940NHP SulzerBros.Winterthur		V
70865 172767 ~~OXEC~~ VRDV	— TwinSc3Mst ~~TwinSc~~ *OilEng.* ssH.Kg.No.3–11,34 ssBgk.No.1–38 1*Dk*(*Stl*)&*Awng dk* (*Stl*–teak s)	~~2779~~ ~~2560~~ ~~1725~~ 2825 2560 1769	✠100A1 *Awng dk with freeboard* 7,40 ~~7,39~~ ✠LMC CS7,39 ~~5,39~~3,40	Bgk Sng	*s*	CL ~~S8,37~~ ~~P1,38~~ 7,40	1922 5mo	A/S Nakskov Skibs. Nakskov *Lloyd's A&CP*	Ministry of Shipping (UnitedBaltic Corp.Ld.*Mgrs*) *CellDB*243′574*t*	284·8 F30′*on Awng dk* FK *Collision & after pea* *FPT*36*t APT*55*t*	44·2	25·4	HongKong British *ptCem* *kBHs to A dk* 2 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$″–26″ 453NHP Akt.Burmeistr&Wain,Cpn	28 ″ 0 s7 ″ 6 20 ″ $10\frac{3}{4}$	
0866 KOT	**Bintoehan** 1*Dk*	1021 844 554					1921	N.V.Werf Hubertina Haarlem	Kon.Paketvaart Maats.	229·6 P25′B64′F25′	38·4	12·8	Batavia Dutch *WB*	T.3Cy.$15\frac{3}{4}$″,$25\frac{3}{4}$″&43″–27″ 96NHP N.V.WerfHubertina		V

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille / Franc-bord au milieu du navire. / Tirant d'eau correspondant. pds. pc.	15
70867 147917 GKLD	**Birchbank** TwinSc *OilEng.* ssAnt.No.3-2,37 1*Dk*(*Stl*)&*Shelterdk*(*Stl*-ws)	5151 4768 3117	✠100A1 *withfreeboard* 8,40 ~~8,39~~ ~~DBS1,39~~ *Carrying vegetable oil in deep tank*	Bkn Clf 3,41 DBS3,40 ✠LMC2,37 ✠LMC(M)2,39	*a*†	CL 8,39	1924 9mo	Harland&Wolff,Ld. Glasgow Lloyd'sA&CP	BankLine,Ld.(A.Weir&Co.*Mgrs.*) *CellDB357'1121t Tanks between tunnels 115'251t DTf32' 1067t FPT106t APT132t*	420·4 FK (	53·9	26·5	Glasgow British *7B pt Cem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{32}$"-37$\frac{13}{32}$" DB*110lb* 717NHP arland&Wolff,Ld.Gls.	29 ″ 2 s 3 ″ 7½ 25 ″ 8	
70868 157592 VJFZ	**Birchgrove Park** ssSyd.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted* *CruiserStern*	640 450 247	✠100A1 10,40 ~~10,39~~ MS10,39	Syd ✠LMC BS~~11,39~~ 11,40	*i*	CL ~~10,39~~ 10,40	1930 11mo	J.Lewis&Sons,Ld. Aberdeen Lloyd'sA&CP	R.W.Miller&Co.Pty.Ld. *CellDBuE20'f82' 163tDTf4'15tFPT 45tAPT6t*	153·4 160·1(O.L.) Q67'F27' FK	34·1 34·3	10·7	SydneyNSW British *3BH pt Cem* *pt Asp*	T.3Cy.14",24½"&40"-27" (*s*) 200lb 93RHP 1SB,3*cf*,GS60,HS2100 J.Lewis&SonsLd.Abn.	12 ″ 7 s ″ 9 11 ″ 11	
70869 147893 VCGN	**Birchton** *Mchy.Aft* *Well deck* 1*Dk*	1732 1374 1006	✠ ... 7,27 ✠				1924 4mo	A.McMillan&Son,Ld. Dumbarton	Gulf&LakeNav.Co.Ld.(R.A.Carter,*Mgr.*)	250·0 Q92'F36' FK	43·2	15·5	Montreal British *WB*	T.3Cy.15",26"&42"-30" 89RHP J.G.Kincaid&Co.Ld.Grk.	17 ″ 6	R †
70870 506 SEHA	**Birger Jarl** Ⓟ Sub.Sig. 1*Dk*&*Shelterdk*	*761* *451* *479*					1893	W.Lindbergs,Aktieb. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	187·2 H72*t*	28·6	13·9 21·1	Stockholm Swedish *WB*	T.3Cy.18½",29¾"&48¾"-29¼" 128NHP W.Lindbergs,M.V.Skm.		
70871 OZIA	**Birgit** D.F. 1*Dk*	1971 1680 1189					1924	Lübecker Maschb.Ges. Lübeck	A/S Dampskslsk Dania(Chr. Andresen,*Mgr.*)	280·0	40·4 ...	8·3	Esbjerg Danish *WB*	T.3Cy. LübeckerMaschb.Ges.		G
70872 DHCL	— (*ex*Pentelikon) 1*Dk*	325 283 175					1921	Schiffs.-u Dckbauwerft Flender Lübeck	MathiesReederei K.G.	139·0 B34'F21'	22·5	11·8	Hamburg German *WB*	C.2Cy.14¾"&22⅞"-15¾" 17NHP G.SeebeckA.G. Wesermünde-G.		G
70373 7982 SKVD	**Birgitta** (*ex*Anglos-34,*ex*Neath Abbey,*ex*Vardaas, *ex*Moland) ssHul.No.3-6.34 ssLkr.No.1-38 Wireless 1*Dk*(*Stl*) *Cargo battens not fitted*	*1363* *1135* *756*	✠100A1 9,40 ~~6,39~~ MS2,38	Hbg Nwc ✠LMC BS~~6,39~~ 10,40	*o*	OG 1,39	1921 2mo	KalundborgSkibs.A/S. Kalundborg Lloyd'sA&CP	RederiA/BBerget (Fänges&PählssonsRederier, *Mgrs.*) *CellDB195'408t FPT63t APT73t*	233·7 244·0(O.L.) P13'B50'F29' FK	37·2	16·1	Lerberget Swedish *4BHCem*	T.3Cy.16⅛",25$\frac{9}{16}$"&42⅛"-29½" 185lb (*s*) 120NHP 2SB,4*cf*,GS67,HS2028 A/SSmith,Mygind&Hüttemeier,Copenhagen	18 ″ 0 s 1 ″ 11 16 ″ 2	
70874 158779 GLYL	**Birgitte** Wireless D.F. 1*Dk*	1595 1212 934					1930	HelsingörsJernsk&Msk. Elsinore	Ministry of Shipping(W.A.Massey &Sons,Ld.*Mgrs.*)	253·5 P16'Q80'B106'F32'	39·0	15·4	London British *WB*	C.4Cy.(2)14¾"&(2)31½"-31½" HS2350 144NHP HelsingörsJernsk.&Mskb.		C
70875 LCWC	**Biri** TwinSc Wireless D.F. 1*Dk*	940 687 524					1914	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	221·0 Q64'B53'F28'	33·5	12·2	Oslo Norwegian *WB*	T.6Cy.10",17"&28"-18" 66NHP NylandsVærksted,Oslo		N
70876 LDDA	**Birk** 2*Dks*	3664 3359 2178					1920	R.Duncan &Co.Ld. PortGlasgow	D/S A/S Storli (A/SRederiet Odfjell,*Mgrs.*)	359·8 P73*t*H218*t*F14*t*	52·1	23·6	Bergen Norwegian *WB*	T.3Cy.25",41"&68"-48" 320NHP D.Rowan&Co.Ld.Gls.		N
70877 DJUF	**Birka** Wireless D.F. E.S.D. *Cruiser Stern* 1*Dk*	1000 754 508					1937	FlensburgrSchiffsb.Ges. Flensburg	MathiesReederei K.G.	240·3 P16'B&F214' *Upper*F22'	34·1	12·2	Hamburg German *WB*	C.4Cy.(2)14$\frac{5}{16}$"(2)31½"-31½" HS2788 184NHP FlensburgerSchiffsb.Ges.		G
70878 8043 SJKN	**Birkaland** *OilEng.* ssGot.No.1-39 D.F. *Ref.Mchy.* 1*Dk*&*Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	2663 2215 1372	✠100A1 *withfreeboard* 10,40 ~~12,39~~ DBS6,39 ✠Lloyd'sRMC4,40 for temp. 21° F. *Carrying oil fuel F.P. above 150°F. or vegetable oil in deep tank & in wing DB tanks in ER*	Got ✠LMC CS6,39 6,38	*w*	CL 6,38	1935 10mo	EriksbergsM.V.Aktieb. Gothenburg Lloyd'sA&CP	Ångf.A.-B.Tirfing (SvenskaOrient Linien)(T.E.J:son Broström,*Mgr.*) *CellDB247'784tMT24'297t Tanks in way of tunnel 167tAPT58t*	353·2 370·4(O.L.) FK (	50·1	19·4	Gothenbrg Swedish *7BH* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 644NHP DB*80lb* EriksbergsMV.Aktieb Got	22 ″ 3 s ″ 10¾ 21 ″ 6	
70879 DIAQ	**Birkenau** (*ex*Barbara-33) *OilEng.* 2*Dks* GyC. *CruiserStern*	1990 1585 1028					1926	Act.Ges. Weser Bremen	BugsierReed.u. BergungsA.G.	284·6 P&B228'F32'	43·4	16·6	Brmrhavn German *WB*	2 Oil Engines 4S.C.SA Coupled to 1 sc. shaft by hydraulic transformers 12Cy.14$\frac{3}{16}$"-20½" 235NHP Act.Ges.Weser,Bremen		G
70880 DOHT	**Birkenfels** Sub.Sig. 2*Dks*	6322 5812 3851					1922	Act.Ges. Weser Bremen	DeutscheDampfs. Ges."Hansa"	431·6 P60'B132'F53'	56·5	30·3	Bremen German *WB*	T.3Cy.29⅛",47"&76⅝"-54" &L.P.turbine 430NHP Act.Ges.Weser,Bremen		G
70881 221700 KDVL	**Birkenhead** ssPhl.No.3-12,33 ssBal.No.1-37 *Mchy.Aft* *Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	6960 6398 4297	✠100A1 5,40 ~~10,39~~ 8,40 BS10,39 ✠LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	NYk ~~Mob~~ Bal	*a*†	CL ~~2,38~~ 8,40	1921 10mo	MooreS.B.Co. Oakland,Cal. A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B61'143tDTf35'948tAPT122t*	425·0 P106'B50'F41' FK	57·2	33·1	NewYork Utd.States *16BH pt Asp* (9 *to U dk* 7 ,, *2nd* ,,)	T.3Cy.27¾",46"&78"-51" (*s*) 220lb 680NHP 3SB,9*cf*,HS9900 FD Hooven,OwensRentschlerCo.Hamilton,O.	33 ″ 0 s 5 ″ 10⅜ 27 ″ 4	
70882 1427[illegible]1 MJLN	**Birker Force** (*ex*Elloughton-35) ssHul.No.3-12,31 ssLiv.No.2-40 ~~ssBwg.No.1-35~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	953 674 489	✠100A1 6,41 ~~5,39~~ ~~BS2,39~~ BS~~7,40~~ 6,41	Bkn Shl ✠LMC~~11,35~~ MS2,40	*l*	OG 2,40	1919 1mo	GooleS.B.&RepgCo.Ld Goole Lloyd'sA&CP	WestCoastShippng Co.Ld.(W.S.Kennaugh&Co.*Mgrs.*) *CellDBf120'195tFPT65tAPT54t*	200·1 Q118'B13'F24' FK	32·1	12·8	Whitehvn British *3BHCem*	T.3Cy.15",25"&40"-30" (*s*) 180lb 113NHP 2SB,4*pf*,GS62,HS2000 Earle'sCo.Ld.Hull	15 ″ 1 s 4 ″ 10¼ 14 ″ 8	
70883 418 IBRE	**Birmania** *OilEng.* ssTri.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*in No.*1 *hold*	5305 4149 3065	✠100A1 *withfreeboard* 7,39 DBS10,39 *Fitted for carrying oil* 11,30 *F.P.above*150°F. *in deeptank*	Ven ✠LMC CS10,39 11,39	*a*†	CL N11,37	1930 11mo	CantieriRiunitiDell'Adriatico Monfalcone Lloyd'sA&CP	"Italia"Soc.Anon.diNav. *CellDB340'1159t DTa41' 1155t FPT133t APT107t*	440·7 423·1 FK F35' (	56·2	23·6	Trieste Italian *8BH* (*Coll to Sh dk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 8Cy.29¼"-49$\frac{3}{16}$" 1219NHP DB*100lb* Soc.An.FiatS.G.M.Turin	27 ″ 2 s 3 ″ 1½ 24 ″ 2½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70884 PDDL	**Birmingham** *OilEng.* *ss*Rot.No.1–39 *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	399 286 257	✠100A1 5,41~~2,40~~ ✠LMC9,39	Rot Liv	*f*	~~2,40~~ 5,41	1934 11mo *Lloyd's A&CP*	NVRotter-damDroogd.Maats. Rotterdam	Internationale KustvaartMaats.	153·3|25·2|8·5 P34'F16' FK *Cell DB*97'148*tFPT*25*t*	Rottrdam Dutch 3*BHCem* *APT*23*t*	Oil Engines 2S.C.SA 5Cy.10$\frac{13}{16}$"–18$\frac{7}{8}$" 102NHP Geb.Stork&CoNVHengelo	11 " 0 s1 " 1 9 " 11½	
70885 220160 KUTT	**Birmingham City** *ss*Bal.No.3–4,32 *ss*Bal.No.2–40 ~~*ss*Bal.No.1-33~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) GyC. &*Web frames* *Longitudinal framing*	6194 5579 3844	✠100A1 *Shelter dk with freeboard* 4,40 ~~4,39~~ ✠LMC4,40 ~~MS10,35~~ ~~BS9,39~~ *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	Bos Bal	*z*	CL 4,39	1920 6mo	Chickasaw S.B.&CarCo. Chickasaw, Ala. A&CP	IsthmianS.S.Co.	395·5|55·0|31·4 P45'B110'F38' FK *CellDB*331'1508*tFPT*187*t*	NewYork Utd. States *ptCem* 7*BHtoShdk* *APT*175*t*	T.3Cy.24⅝",41½"&72"–48"(*s*) 210lb 587NHP 3SB(Spt),9*cf*,GS180 FD HS8919 Hooven,OwensRent-schlerCo.Hamilton,O.	34 " 11 s7 " 10¾ 27 " 2¾	
70886 OXFA	**Birte** D.F. 1*Dk*	1741 1369 1027					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/SMyren (Holm&Wonsild, *Mgrs.*)	261·0|40·1|16·9 P15'Q77'B106'F30'	Copnhagn Danish *WB*	T.3Cy.18",29"&48"–33" 132NHP KjbnhavnsFlydk.&Skbs.		V
70887 145523 GBLQ	**Birtley** *ss*Shl.No.3–8,33 *ss*Sld.No.2–41 ~~*ss*Bly.No.1–37~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	2873 2576 1696	✠100A1 ~~2,40~~ ~~11,39~~ 7,41 ~~BS11,39~~ ✠LMC~~2,37~~ DBS7,41 MBS1,41 MS7,41	Shl ~~Nwc~~ Sld	*u*	CL ~~11,39~~ 6,41	1923 5mo *Lloyd's A&CP*	WoodSkin-ner&Co.Ld. Newcastle	BurnettS.S.Co.Ld.	334·3|44·6|21·6 P27'B70'F25' FK *CellDB*276'793*tFPT*87*t*	Newcastle British 5*BHptCem* *APT*230*t*	T.3Cy.24",40"&65"–42" (*s*) 180lb *100lb* 337NHP 2SB(Spt)8*cf*,GS140,HS5732 N.E.MarineEng.CoLd.Sld	24 " 0 s4 " 1¼ 20 " 1	
70888 77 YLBB	**Biruta** (*ex*Wraymore,*ex*Pomaron) 1*Dk*	1823 1664 1100					1907	Grngem'th &Greenock DockyardCo. Grngemouth	P.Danneberg	276·0|40·4|19·0	Riga Latvian *WB*	T.3Cy.20½",33"&54"–36" Richardsons, 175NHP Westgarth&Co.Ld.		C
70889 28721 JRUE	**Bisan Maru** Ⓟ 2*Dks*	344 288 201					1922	Sanoka-wayaYasu-taro,Osaka	SetsuyoSyosen K.K.	130·0|22·5|14·5	Osaka Japanese	T.3Cy.11⅛",17¾"&30"–20" OharaZosen 40NHP Tekkosho, Osaka		
70390 KZMX	**Bisayas** (*ex*Merritt) TwinSc *Fitted for oil fuel* 1*Dk*&*Awng dk*	2832 — 1497					1912	Shanghai Dk.&E.Co.Ld Shanghai	ManilaS.S.Co.Inc. (Elizalde&Co.Inc. *Mgrs.*)	285·0|45·0|17·7	Manila Utd. States *WB*	T.6Cy.16½",27"&44"–33" 111NHP ShanghaiDck.&E.Co.Ld.		V
70891 FNGZ	**Biscarosse** (*ex*SeaVictory–37) *ss*Bkn.No.3–4,32 *ss*Gmh.No.1–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1937* *1634* *1002*	✠ ... 2,40 *Shelter dk* ✠	Rou	*s*		1919 12mo	ClydeS.B. &Eng.Co.Ld PortGlasgow	Cie.France-NavigationS.A. (*in liq.*)(Worms& Cie.*Mgrs.*)	290·0|42·4|26·9 FK *CellDB*244'564*t FPT*62*tAPT*79*t*	Marseilles French *Cem* 2*BHtoShdk* 4 „ „ *U* „	T.3Cy.22",36"&61"–39" 273NHP 2SB,6*cf*,GS129,HS4502 ClydeS.B.&Eng.Co.Ld.	21 " 2	
70892 LKGE	**Biscaya** Wireless 1*Dk*&*Shelter dk* *CruiserStern*	1323 1116 716					1939	Kaldnes Mek.Verks Tönsberg	Dampskintsk Garonne ogFearn-ley&EgersBefragt-ningsforretningA/S (Fearnley&Eger, *Mgrs.*)	249·4|42·2|15·7	Oslo Norwegian *WB*	C.2Cy.15¾"&31½"–30"&LP Turbine with DR gearing & hydraulic coupling KaldnesM.V.Tönsberg		N
70893 165468	**Bishopdale** D.F. E.S.D. *OilEng.* *Mchy.Aft* 1*Dk,2nd dk clear of* *CruiserStern cargo tanks* *Longitudinal framing at bottom&at deck*	8406 7484 5007	✠100A1 2,41~~11,39~~ ✠LMC6,37 *Carrying Petroleum in bulk*	Grk Bermuda	*d*†	CL	1937 6mo *Lloyd's A&CP*	Lithgows Ld. PortGlasgow	TheAdmiralty	467·6|61·7|33·9 481·5(O.L.) P105'B43'F46' FK *CellDBuE*78'178*t DTf*34'427*tFPT*209*t*	London British 17*BHptCem* *ptAsp* *APT*198*t*	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	34 " 0 s6 " 8¾ 27 " 6½	
70894 6648 SLAG	**Bissen** (*ex*Kongsgaard–36,*ex*Isa–35, *ex*Odnes) Wireless D.F. 1*Dk*	*1514* *1301* *854*					1920	Fredrkstad Mek. Værks Fredrikstad	And.Smith	243·0|39·3|17·3 P27'B67'F29'	Stockholm Swedish *WB*	T.3Cy.18",29½"&49"–33" 138NHP FredrikstadM.V.Frdstad.		N
70895 DHCM	**Bitterfeld** D.F. *Ref.Mchy.* Sub.Sig. 2*Dks*	7659 6750 4482					1930	Frd.Krupp Akt.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·5|63·2|28·4 P38'B&F429' *Upper*F41'	Hamburg German *WB*	4SRgearedSteamTurbines E*made*23*refitted*30 Blohm&Voss,Hamburg		G
70896 LKKV	**Biwi** *OilEng.* Wireless D.F. *Mchy.Aft* 1*Dk* *Electrically welded CruiserStern* *CarryingPetroleum in bulk*	790 551 369					1939	Glommens MekVrksA/S Fredrikstad	A/S Gijoh (L.Gill-Johannes-sen,*Mgr.*)	209·0|31·8|11·9	Oslo Norwegian	Oil Engines 2S.C.SA 5Cy.13⅜"–22$\frac{7}{16}$" 156NHP A/B Atlas-Diesel,Skm.		
70897 28158 JPDD	**Biyo Maru** *ss*Kob.No.3–2,34 *ss*Kob.No.1–39 2*Dks*(*Stl*)	5480 4988 3922	✠100A1 ~~9,30~~12,40 ✠LMC~~9,39~~ 12,40	Kob	*z*	CL 9,38	1921 5mo	AsanoS.B. Co. Tsurumi A&CP	ToyoKisenK.K.	400·0|53·2|29·4 P33'B124'F41' FK *CellDB*334'921*t*	Yokohama Japanese 6*BHptCem* *APT*28*t*	2Turbo-ElectricMotorsSR geared to 1 Sc. Shaft (*s*) 220lb HS6152 FD 390NHP 2SB(Spt),&1AuxSB(Spt) 8*cf*,GS160, SvenskaTurbinfabriks, A/BLjungström,Finspong	32 " 0 s6 " 7 25 " 9	
70898 ONBK	**Bizon** (*ex*Ellen–40) *ss*Cpn.2ndNo.3–7,29 *ss*Svb.No.2–38 1*Dk*(*ptIrn*&*ptStl*)&*deep framing*	783 677 441	✠100A1 3,40 BS3,40 ✠LMC12,37 Surveys delayed	Ant	*l*	OG 12,39	1907 12mo *Lloyd's A&CP*	Kjöbnhvns Flydk.&Skbs Copenhagen	"Sonaco"Soc.de Navigation et de CommerceS.A. ("Navex"Soc. Anon.(Société d'Expedition&de Navigation) *Mgrs*)	211·2|30·7|13·1 219·7(O.L.) P22'B59'F21' FK *CellDBa&uE*68'*f*88'237*t*	Antwerp Belgian 4*BHCem*	T.3Cy.14",23"&37"–24" (*s*) 180lb 79NHP 2SB,4*cf*,GS40,HS1300 KjbnhavnsFlydk.&Skbsv. *FPT*39*tAPT*26*t*	15 " 6 s1 " 7½ 14 " 0	
70899 LCYD	**Bjarköy** Ⓟ (*ex*Bjarkö–36) 1*Dk*&*Awng dk*	311 271 176					1907	Trndhjms Mek.Værks Trondheim	A/S TromsFylkes Dampskibsselskab	128·0|21·6|15·4 H18*t*	Tromsö Norwegian	T.3Cy.11¼",18½"&30"–20" 40NHP TrondhjemsMek.Værks.		
70900														
70901														

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite	7	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
70902 LDLX	**Bjerka** (*ex*Levisa) *ss*Osl.2ndNo.3-8,39 ~~*ss*N.Yk.No.6-11,29~~ ~~*ss*Osl.No.1-35~~ Sub.Sig. 1*Dk*(*Stl*)	1893 1671 1105	✠100A1 ~~6,406,37~~ 1,41 BS9,40 *Fitted for oil*	Phl ~~Osl~~ Nwc ✠LMC8,39 *fuel*7,23	*r*	CL 3,40 *F.P. a*	1916 10mo *bove 1*	Detroit S.B.Co. Wyandotte A&CP 50°F.	SkibsA/SOrion (M.Bruusgaard& H.Bödtker-Næss Jr.*Mgrs.*) *CellD*	251·0 P28'B65'F27' FK *B*212' 512*t* *FPT*67*t*	43·8	18·2	Oslo Norwegian 4*BHCem* *APT*77*t*	T.3Cy.20",33"&54"-40" (*s*) 180lb 274NH 2SB,6*cf*,GS126,HS5246 DetroitS.B.Co.Detroit	20 ″ 2 s 2 ″ 6 17 ″ 10¼	
70903 LIXZ	**Bjönn** (*ex*Bolivia-35) *ss*Cpn.No.2-29 D.F. 3*Dks*(*Stl*)	5509 5044 3353	7,35	Cpn			1921	F.Schichau Danzig	RederiA/S Henne- seid(ThoralfHolta, *Mgr.*) *CellDBa&uE*151' *f*	398·9 F54' FK 190'1192*t* *FPT*138*t*	55·9	29·3	Porsgrunn Norwegian 6*BHptCem* (4 *to* 2nd *dk*) *APT*46*t*	T.3Cy.23¼",37 1/16"&61"-39" &LP Turbine withDRgear- ing&hydraulic coupling NE35 FredrikstadM.V.Frdstad	33 ″ 11	N †
70904 LCZK	**Björgvin** Ⓟ (*ex*Norge) 2*Dks*	792 701 384					1909	Fredrkstad Mek.Værks. Fredrikstad	A/SArendals Dampskibsselskab	180·8 H71*t*	28·7	20·4	Arendal Norwegian 5*BH* *WB*	T.3Cy.18",29"&49"-30" Richardsons, 132NH Westgarth&Co.Ld.Mdb.		N
70905 LKBE	**Björkhaug** (*ex*StadZaandam-38) Sub.Sig. D.F. 1*Dk*	2094 1800 1213					1919	J.Meyer's Scheepsb.Mij. Zalt-Bommel	Rederi A/S Björkhaug(Elling Aarseth)	280·7 P18'B69'F32'	41·3	19·2	Aalesund Norwegian *WB*	T.3Cy.21⅜",32 3/16"&53½"-36½" 170NHP Thyssen&Co.A.G.Mülheim		G
70906 79066 SDFT	**Björkö** (*ex*PhyllisSeed-33) *ss*Mmo.No.1-41 *ss*Mmo.No.3-3,37 1*Dk*(*Stl*)&*Webframes* *Corrugated Sides* *Cargo battens not fitted*	*2240* *2005* *1296*	✠100A1 3,41~~4,40~~ ~~BS3,37~~	Got ~~Mmo~~ ✠LMC 3,41 ~~BS12,34~~ 2,40	*s*	CL 3,40 *Lloyd*	1924 12mo 's*A&CP*	NewWater -wayS.B.Co. Schiedam	RederiA/B Rex (K.M.Kallström, *Mgr.*) *CellD*	293·4 290·8 P26'B74'F28' FK *B*246' 559*t* *FPT*53*t*	45·0	19·5	Stockholm Swedish 5*BHCem* *APT*94*t*	T.3Cy.21",34½"&57"-39"(*s*) 180lb *100lb* 249NHP 2SB,6*cf*,GS122,HS4234 NewWaterwayS.B.Co.	21 ″ 6 s 3 ″ 0½ 18 ″ 6½	
70907 602 OHAI	**Björneborg** (*ex*Arnöy,*ex*Vestland, *ex*St.Andrew, *ss*Kel.3rdNo.3-8,33 *ex*Maria) *ss*AboNo.1-38 1*Dk*(*Irn*)&*Webframes* &*ptAwngdk*(*Irn*) D.F. *Cargo battens not fitted*	2466 1813 1401	✠100A1 *pt Awng dk* *withfreeboard* 7,40~~9,38~~ MS6,38	Hfs Got ✠LMC ~~BS12,38~~ 12,39	*s*	CL 6,38	1894 2mo	Ropner& Son Stockton A&CP *Intermedi*	RederiA/B Suomi (G.B.Thorden, *Mgr.*) *ate BH in forward*	305·1 293·6 P29'Q86' *ptAwngdk*180' FK *Cell DB*242'466*t* *hold dispensed with*	40·0 40·4	26·1 17·9	Helsingfrs Finnish *Cem* *APT*30*t* 4*BH*	T3Cy23½"36½"&62½"-39"(*s*) 160lb NDB20 236NHP 2SB,6*rf*,GS99,HS3528 Blair&Co.Ld.Stockton	21 ″ 0 s 7 ″ 9 20 ″ 2	
70908 LJZP	**Björnvik** (*ex*Runa-38,*ex*Reiäs-37, *ex*Elfi-36, *ss*Osl.No.3-7,31 *ex*Glynarthen, *ss*Osl.No.1-36 *ex*Kildress) 1*Dk*(*Stl*) *Cargo battens not fitted*	812 677 386	✠100A1 Examined 5,41 Cff BS3,41 ✠LMC7,36	~~Abg~~	*l*	CL ~~5,39~~ ~~[illegible]~~ 5,41 *Lloyd*	1918 11mo 's*A&CP*	Cochrane &Sons,Ld. Selby	A.F.Björnstads RederiA/S (A.F.Björnstad)	213·1 218·6(O.L.) B44'F27' FK len20 *CellDBuE*26'20*t*	30·0	15·2	Oslo Norwegian 4*BHCem* *DTf*42'100*t*	T.3Cy.16",26"&44"-26" (*s*) 200lb NDB20 *100lb* 132NHP 1SB,3*cf*,GS51,HS1825 FD MacColl&Pollock,Ld.Sld.	16 ″ 5 s 1 ″ 10 14 ″ 7½	
94/40 70909 LCRB	**Blaafjeld I** (*ex*Annemor) 1*Dk*	1146 980 652					1918	Trndhjms Mek.Værks. Trondheim	A/S D/S Blaafjeld (HaraldGrieg Martens,*Mgr.*)	226·3 P32*t*H51*t*F29*t*	36·5	15·7	Bergen Norwegian *WB*	T.3Cy.17",27½"&46"-30" 116NHP TrondhjemsM.V. Trondheim		N
70910 ~~[illegible]~~ ~~KDOB~~	**Black Condor** (*ex*Ala-35) *Fitted for oil fuel* D.F. 2*Dks*&*Webframes*	5358 4971 3386	✠ .. 4,22	✠			1921 2mo	Merchant S.B.Corp. Harriman,Pa	Ministry of Ship- ping(Cairn Line ofSteamships. Ld.*Mgrs.*)	400·7 P36'B124'F44' FK	54·2	30·4	British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 661NHP WestinghouseElectric& Mfg.Co.Essington,Pa	32 ″ 10	R †
	Now "Empire Lapwing," *see No.*90982 *in Supplement*															
70911 220628 KDFH	**Black Eagle** (*ex*Tomalva-32) *Fitted for oil fuel* E.S.D. D.F. 2*Dks*	5060 4598 3123					1920	American International S.B.Corp. HogIslandPa	BlackDiamond ~~Lines,Inc.~~ SteamshipCo.	390·0 P39'B121'F43'	54·2	27·0	NewYork Utd.States *WB*	DR GearedSteam Turbine GeneralElectricCo. Schenectady,N.Y		R
70912 217365 KEFB	**Black Falcon** (*ex*SacCity-32) *Fitted for oil fuel* E.S.D. D.F. 2*Dks*&*Webframes*	5049 4664 3114	✠ ... 6,20	✠			1919 1mo	American International S.B.Corp. HogIslandPa	BlackDiamond Lines,Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
	Now "Mary Luckenbach," *see No.* 89086 *in Supplement*															
70913 219259 KONZ	**Black Gull** (*ex*City ofAlton-32) *Fitted for oil fuel* E.S.D. D.F. 2*Dks*	5029 4598 3124					1919	American International S.B.Corp. HogIslandPa	BlackDiamond Lines,Inc.	390·0 P39'B121'F43'	54·2	27·8	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
	Now "Nira Luckenbach," *see No.* 89316 *in Supplement*															
70914 217693 KEPT	**Black Hawk** (*ex*Saco-32) *Fitted for oil fuel* E.S.D. D.F. 2*Dks*&*Webframes*	4988 4740 3085	✠ ... 6,20	✠			1919 4mo	American International S.B.Corp. HogIslandPa	BlackDiamond ~~Lines,Inc.~~ SteamshipCo.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
70915 ~~217439~~ ~~[illegible]~~	**Black Heron** (*ex*Sacandaga-32) *Fitted for oil fuel* D.F. E.S.D. 2*Dks*&*Webframes*	4926 4664 3051	✠ ... 6,20	✠			1919 1mo	American International S.B.Corp. HogIslandPa	~~BlackDiamond~~ ~~Lines,Inc.~~	390·0 P39'B122'F43' FK	54·2	27·6	~~NewYork~~ ~~Utd.States~~ British *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
	Now "Empire Barracuda," *see No.* 88049 *in Supplement*															
[illegible]/41 70916 ~~216013~~ ~~WCDH~~	**Black Osprey** (*ex*WestArrow-35) *Fitted for oil fuel* D.F. 2*Dks*	5589 — 3513	✠100A1 (*Reclassification* *contemplated*) Examined I,41	Bal ✠		CL 12,40	1918 2mo	Skinner& EddyCorp. Seattle,Wash	Ministry of Ship- ping(CairnLine ofSteamships. Ld.*Mgrs.*)	409·6 P44'B115'F47' FK	54·1	27·1	London British *WB*	DR Geared Steam Turbine 508NHP GeneralElectricCo. Schenectady,N.Y.	29 ″ 9	~~R~~ ~~†~~
70917 215957 WFDH	**Black Point** (*ex*Nebraskan, *ex*Fairmont) *ss*Bos.No.3-7,30 *ss*N.Yk.No.2-39 D.F. E.S.D. 1*Dk*(*Stl*)&*Webframes*	5353 4758 3363	✠100A1 ~~4,40~~ ~~6,39~~ 4,41 4,41 BS~~[illegible]~~	NYk Bos ✠LMC MS6,39	*y*	CL ~~4,38~~ 4,41	1918 2mo	NewYork S.B.Corp. Camden,N.J. A&CP	NewEngland& SouthernS.S.Co. *CellDB*320'1832*t*	368·6 P27'B72'F31' FK *FPT*220*t**APT*201*t*	55·2	30·5	Boston Utd.States 7*BHCem*	T.3Cy.25",39¾"&70"-46"(*r*) 195lb 462NHP 3SB,9*cf*,GS154,HS6624 FD NewYorkS.B.Corp.	34 ″ 5 s 7 ″ 10 27 ″ 0	
70918 LJWG	**Black Prince** Ⓟ **TwinSc** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *Ref.Mchy* *CruiserStern*	5039 3431 2935					1938	A/S Akers Mek.Verks. Oslo	A/S Ganger Rolf (FredOlsen&Co. *Mgrs.*)	365·1 F145'	53·3	26·5	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 18Cy.19 11/16"-35 7/8" 1215NHP A/SAkersMek.Verks.Oslo		N
70919 ~~[illegible]~~ ~~KOMP~~	**Black Tern** (*ex*CoahomaCounty-32) *Fitted for oil fuel* D.F. E.S.D. 1*Dk*&*Shelter dk*	5032 4598 3130					1919	American International S.B.Corp. HogIslandPa	~~BlackDiamond~~ ~~Lines,Inc.~~	390·0 P50'B121'F40'	54·2	27·8	~~NewYork~~ ~~Utd.States~~ British *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
	Now "Empire Hawk," *see No.* 90969 *in Supplement*															
70920 LKBP	**Black Watch** Ⓟ **TwinSc** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	5035 3431 2938					1939	A/SAkers Mek.Verks. Oslo	A/S GangerRolf (FredOlsen&Co. *Mgrs.*)	365·1 F145'	53·3	26·5	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 18Cy.19 11/16"-35 7/8" 1215NHP A/SAkersMek.Verks.Oslo		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
70921 164668 GYXW	**Blackheath** D.F. E.S.D. 1*Dk*&*Shelter Dk* *CruiserStern*	4637 4191 2702	✠100A1 *withfreeboard* 3,39 ✠LMC7,36	Liv	*a*† 2	CL 3,39	1936 7mo *Lloyd*'sA&CP	CaledonS. B.&E.Co.Ld. Dundee	BritainS.S.Co.Ld. (WattsWatts&Co. Ld.*Mgrs.*)	418·5 434·5(O.L.) FK *CellDB*345'1035*t FPT*267*t APT*190*t*	56·7	24·6	London British 7*BHAsp* (*Coll to Sh dk* 6 „ *2nd* „)	T.3Cy.23",38"&65"-42" (*s*) 220lb 404NHP 2SB(Spt)FD&1AuxB,8*cf*, GS130,HS6020 N.E.MarineEng.CoLdNwc	28 " 0 s 2 " 11 25 " 2¼	
70922 102183 MQRN	**Blacksod** (*ex*Devonshire) 3Mst *ss*Bel.3rdNo.3-12,31 *ss*Bel.No.~~1-36~~ 2-41 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	500 355 199	✠100A1 1,41 ~~8,37~~ ✠NB3,22 ✠LMC8,~~39~~ BS~~3,40~~1,41 3,40	Bel	*h*	CL 3,40	1894 12mo A&CP	J.Fullerton &Co. Paisley	JohnKelly,Ld. (W.Clint,*Mgr.*)	175·0 Q94'B10'F32' BK7" *Cell DBf*91'135*t FPT*45*t*	26·6 27·9	10·3	Belfast British 3*BHCem*	C.2Cy.22"&44"-30" (*s*) 110lb 81RHP 1SB.3*cf*,GS58,HS1564 Ross&Duncan,Glasgow	12 " 10 s 4 " 4¼ 13 " 2	
70923 128873 MDGP	**Blacktoft** *ss*Goo.2ndNo.3-5,34 Wireless D.F. *ss*Bly.No.1-38 *Cargo battens not fitted* 1*Dk*(*Stl*)	1109 939 654	✠100A1 ~~3,40~~5,41 BS5,41 ✠LMC MS6,38 ~~BS7,39 9,40~~	Bly	*n*	OG ~~7,39~~ 4,41	1910 5mo *Lloyd*'sA&CP	WoodSkin- ner&Co.Ld. Newcastle	"Toft"S.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*)	225·2 P16'B48'F25' FK *CellDBa*58'*uE*19'*f*91'286*tFPT*45*tAPT*3*t*	36·2	14·5	Middlsbro' British 4*BHCem*	T.3Cy.18½",30"&50"-33" (*s*) 180lb 169NHP 2SB,6*pf*,GS88,HS2776 G.Clark,Ld.Sunderland	16 " 5 s 2 " 0 14 " 7	
70924 123129 MMMD	**Blackwater** 3Mst *ss*Bel.2ndNo.3-11,32 *W ell deck* *ss*Bel.No.~~1-36~~2-41 *Mchy.Aft* 1*Dk*(*Stl*)	678 459 259	✠100A1 1,41 ~~1,38~~ ~~BS1,39~~ ✠LMC~~12,37~~ ~~5,40~~ 1,41	Bel	*j*	CL ~~9,36~~ ~~5,40~~ 1,41	1907 11mo *Lloyd*'sA&CP	AilsaS.B. Co.Ld. Troon	JohnKellyLd. (W.Clint,*Mgr.*)	185·1 Q103'B11'F34' BK7½" *Cell DBf*103'145*t FPT*66*tAPT*10*t*	27·6	11·0	Belfast British 4*BHCem*	C.2Cy.21$\frac{3}{16}$"&46"-30" (*s*) 130lb 87RHP 1SB,3*cf*,GS66,HS2133 AilsaS.B.Co.Ld.Troon	13 " 7 s 4 " 8 13 " 10¾	
70925 148318 GSJY	**Blairangus** (*ex*Portregis-34) *ss*Mch.No.2-38 D.F. E.S.D. 1*Dk*(*Stl*)	4409 4062 2649	✠100A1 3,40 BS~~6,39~~ ✠LMC5,38 5,40	Npt	*y*	CL 9,37	1930 2mo *Lloyd*'sA&CP	Craig,Tay- lor&Co.Ld. Stockton	ClydesdaleNav.Co. Ld.(G.Nisbet&Co. *Mgrs.*)	380·3 392·5(O.L.) P61'B227'F29' FK *CellDBa*&*uE*151'*f*153'1068*t FPT*150*tAPT*165*t*	52·0	25·3	Glasgow British 6*BHCem*	T.3Cy.24½",41"&67"-45" (*s*) 180lb *100lb* 373NHP 2SB.8*cf*,GS154,HS6382 Blair&Co.(1926)Ld.Stk.	27 " 8 s 3 " 9¼ 24 " 1½	
70926 148875 GLNX	**Blairatholl** D.F. E.S.D. 1*Dk*(*Stl*)	3319 3026 2005	✠ 9,26 ✠	Rot	*v*		1925 9mo	Napier& Miller,Ld. Glasgow	NisbetShippingCo. Ld.(G.Nisbet&Co. *Mgrs.*)	340·1 P29'B104'F34' FK *CellDB* 297'954*tFPT*86*tAPT*195*t*	48·7	22·5	Glasgow British 6*BHCem*	T.3Cy.22",35½"&60"-39" 298NHP 2SB,6*cf*,GS123,HS5126 D.Rowan&Co.Ld.Gls.	25 " 0	C †
70927 165762 GLLG	**Blairclova** (*ex*Sutherland-39) D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	5083 4614 2953	✠100A1 *withfreeboard* 8,39 BS8,39 ✠LMC5,38	Mch	*a*†	CL 8,39	1938 5mo *Lloyd*'sA&CP	J.Read- head&SonsLd SouthShields	ClydesdaleNavi- gationCo.Ld. (G.Nisbet&Co. *Mgrs.*)	423·7 439·2(O.L.) F31' FK *CellDB*341'1343*tFPT*128*tAPT*218*t*	56·7	24·8	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	T.3Cy.25",42"&71"-48" 220lb (*s*) 524NHP 2SB(Spt)&1AuxSB,9*cf*, GS167,HS7444 FD J.Readhead&SonsLd.S.Shl	27 " 10 s 3 " 0½ 25 " 0	
70928 147946 GKZQ	**Blairdevon** D.F. E.S.D. 1*Dk*	3282 2997 2006					1925	Napier& Miller,Ld. Glasgow	NisbetShippingCo. Ld.(G.Nisbet&Co. *Mgrs.*)	338·4 P29'B104'F34'	48·7	22·6	Glasgow British *WB*	T.3Cy.22",35½"&60"-39" 225NHP D.Rowan&Co.Ld.Gls.		C
70929 148841 GLJR	**Blairesk** D.F. E.S.D. 1*Dk*	3300 3026 2018					1925	Napier& Miller,Ld. Glasgow	NorthernNav.Co. Ld. (G.Nisbet&Co. *Mgrs.*)	340·4 P29'B104'F34'	48·7	22·6	Glasgow British *WB*	T.3Cy.22",35½"&60"-39" 225NHP D.Rowan&Co.Ld.Glasgow		C
70930 160219 GSNB	**Blairmore** D.F. 1*Dk*	4141 3679 2533					1928	Ayrshire Dckyd.Co.Ld Irvine	ClydesdaleNav.Co. Ld.(G.Nisbet&Co. *Mgrs.*)	371·7 P32'Q122'B128' F35'	51·2	24·3	Glasgow British *WB*	T.3Cy 22",38"&63"-42" 257NHP D.Rowan&Co.Ld.Gls		C
70931 161901 GPMC	**Blairnevis** D.F. E.S.D. 1*Dk*	4155 3690 2522					1930	Ardrossan DockyardLd. Ardrossan	NisbetShippingCo. Ld.(G.Nisbet&Co. *Mgrs.*)	371·8 P32'Q122'B128' F35'	51·2	24·3	Glasgow British *WB*	T.3Cy.22",38"&63"-42" 257NHP J.G.Kincaid&Co Ld.Grk.		C
70932 161892 GNZD	**Blairspey** D.F. 1*Dk*	4155 3690 2522					1929	Ardrossan DD&SBCoLd Ardrossan	NorthernNav.Co. Ld.(G.Nisbet&Co. *Mgrs.*)	371·8 P32'Q122'B128' F35'	51·2	24·3	Glasgow British *WB*	T.3Cy.22",38"&63"-42" 257NHP J.G.Kincaid&Co.Ld.Grk.		C
70933 7642 SHVN	**Blankaholm** *ss*Got.No.2-39 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	2845 2467 1553	✠100A1 *withfreeboard* ~~8,40~~~~10,39~~2,41 ✠LMC CS2,39 DBS~~6,39~~6,40 ~~7,39~~2,40	Got ~~Lon~~Bry	*v*	CL ~~2,38~~ 4,41	1930 5mo *Lloyd*'sA&CP	Eriksbergs M.V.Aktieb. Gothenburg	A/BSvenska AmerikaMexiko Linien(E.Carlson, *Mgr.*)	334·2 349·4(O.L.) FK *CellD B*289'877*tAPT*109*t*	46·9	20·2	Gothenbrg Swedish 7*BH pt Cem* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 473NHP DB*80lb* EriksbergM.V.Aktieb.Got	22 " 11 s 1 " 5¼ 21 " 8	
70934 YTNF	**Bled** Ⓟ (*ex*Slovenac-34,*ex*Piceno, *ex*Slovenac, *ss*Spt 3rdNo.3-4,34 *ex*Villám) *ss*Ssk.No.1-38 *Well deck* 1*Dk*	854 — 373	✠100A1 9,40 ~~11,39~~ ✠NB1,24 ✠LMC MS9,38 BS11,39 No later survey reported	Spt	*k*	~~11,38~~ 9,40	1893 9mo A&CP	Gourlay Bros.&Co. Dundee	Jadranska PlovidbaD.D.	211·0 P&B128'F32' BK7" *DBa*31'22*tDTf*15*t*	28·5	13·1	Susak Yugoslav 4*BHCem* *FPT*7*t*	T.3Cy.19",31"&51"-36" (*s*) 170lb 173NHP 1SB,3*cf*,GS53,HS2233 FD GourlayBros.&Co.Dundee	14 " 1 s " 10¼ 14 " 1¼	
70935 7535 SDKE	**Blenda** (*ex*TomI,*ex*Transport5,*ex*Bruxelles Maritime,*ex*Amstelveen) 1*Dk*	368 282 178					1919	Gebr. Zwolsman Ylst	PederiA/BBia (A.B.Carlsson, *Mgr.*)	133·4 P58*t*H5*t*F15*t*	23·8	11·2	Gothenbrg Swedish *WB*	C.2Cy.13"&22⅝"-17¾" 18NHP Gebr.Stork&Co.Hengelo		V
70936 LCEU	**Blenheim** Ⓟ D.F. 2*Dks*	1807 1528 1045					1923	Nylands Værksted Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	255·4 H236*t*F25*t*	36·2	23·0	Oslo Norwegian *WB*	T.3Cy.22",34½"&60"-39" 225NHP NylandsVærksted,Oslo		N
70937 PKHO	**Blinjoe** 1*Dk*	1331 1094 716					1929	N.V.Schps "deMaas" Slikkerveer	Konink.Paketv. Maats.	252·4 P21'B78'F36'	40·2	13·5	Batavia Dutch *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"- 31½" 93NHP StorkBrothers,Hengelo		V
70938 LEGG	**Blink** (*ex*Arlette-33) *ss*Bdx.No.3-12,32 *ss*Rot.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	2701 2412 1579	✠100A1 10,40~~2,39~~ ~~BS10,38~~✠LMC9,37 *Fitted for oil fuel* 6,20 BS10,39	Osl NYk	*t*	CL 6,38 *F.P. above* 150° F.	1920 6mo *Lloyd*'sA&CP	C.Hill& Sons Bristol	Skibs.A/S Manito- woc(K.Th.Einer- sen,*Mgr.*)	310·8 P28'B87'F32' FK *CellDBa*&*uE*118'*f*126'561*t FPT*90*tAPT*90*t*	44·3	21·6	Oslo Norwegian 5*BHptCem*	T.3Cy.21",34"&56"-36" (*s*) 180lb 242NHP 2SB,6*cf*,GS111,HS4246 Richardsons,Westgarth& Co.Ld.W.Hpl.	23 " 10 s 3 " 10 20 " 2¼	
70939 PDDS	**Blitar** Ⓟ *Fitted for oil fuel* D.F. *Cruiser Stern* 3*Dks*	7065 6697 4483					1923	Maats Fyenoord Rotterdam	Rotterdamsche Lloyd (W.Ruys& Zonen,*Mgrs.*)	446·2 B68'F57'	54·3	34·2	Rottrdam Dutch	T.3Cy.27",46"&77"-54" &L.P Turbine 436NHP Maats.Fyenoord,Rot.		V BT till 4.41

0940

1 Numero d'Ordre — Numero Officiel — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après la formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
70941 PDDV	**Bloemfontein** Ⓟ TwinSc *OilEng* ssAms.No.1-38 E.S.D. D.F. 3*Dks* *Ref.Mchy.* *CruiserStern*	10081 7829 6160	✠100A1 ~~1,40~~ ~~1,39~~9,40 4,41 ~~DBS7,38~~ 4,39~~10,38~~ ✠Lloyd'sRMC~~11,39~~2,41 DBS5,40	Ams ~~Ver~~ Sba ✠LMC CS11,39		OG ~~11,39~~ 9,40	1934 10mo *Lloyd*	NVNederl. Schps.Maats. Amsterdam 'sA&CP	N.V.Vereenigde Nederl.Scheep. Mij ~~(Directie en AgentuurMaats. HollandAfrika Lijn.N.V.*Mgrs.*)~~	457·2|63·2|34·9 P32'B175'F35' FK *CellDBuE&f*239'6 *way of tunnels*	Batavia ~~TheHague~~ Dutch 8*BHptCem* 75*t tanks in* 1127*t FPT*1	Oil Engines 2S.C.DA 12Cy.23⅝"-43 5/16" 2384NHP 2DB*120lb* Gebr.Stork&Co.N.V. Hengelo 59*tAPT*124*t*	38 ″ 8 s 8 ″ 0 30 ″ 9½	
70942 PDDX	**Blommersdijk** ssRot.No.3-1,35 D.F. ssRot.No.1-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6855 6383 4229	✠100A1 *Shelter dk* *withfreeboard* 9,40 ~~12,39~~ *Fitted for oil*	Rot Liv ✠LMC12,39 *fuel* 4,	z 22	CL 11,39 *F.P. a*	1922 2mo *Lloyd* *bove* 1	N.V.C.van der Giessen &Zonen Krimpen a/d Ysel 'sA&CP 50° F.	Nederl.Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *Cell*	400·0|54·3|36·6 F50'*onShelter dk* FK *Collisio* *DB*325'1028*tMT*17	Rottrdam Dutch *ptCem* *n BHtoSh dk* 6 „ „ *U* „ 16*t DTa*577*t*	3 Steam Turbines DR geared to 1 Sc.Shaft (*s*) 215lb FD 648NHP 3SB(Spt)9*rf*,GS185,HS8481 Harland&Wolff,Ld.Bel. *FPT*139*tAPT*149*t*	39 ″ 0 s 9 ″ 0¾ 30 ″ 2	
70943 145469 MKVY	**Bloomfield** (*ex*Swiftsure-38, *ex*Moland,*ex*Jomaas) ssHpl.No.3-12,33 *Welldeck* *Mchy.Aft* ssShl.No.1-37 *Cargo battens not fitted* 1*Dk*(*Stl*)	1417 1028 795	100A1 ~~6,40~~ ~~10,39~~ 3,41 BS~~10,38~~ 7,40	Brs ~~Nwc~~ Npt LMC10,37	o	CL ~~10,39~~ 6,40	1920 *Lloyd*	G.Brown& Co. Greenock 'sA&CP	HarriesBros.&Co. Ld. *CellDBuE&B*35'	235·0|35·3|15·1 FK *Pon*Q75'Q166'F28' *f*161'355*t FPT*80*t*	Swansea British 4*BHCem* *APT*83*t*	T.3Cy.~~10¼~~",31"&52"-33"(*s*) 180lb 17¼" 179NHP 2SB,6*cf*,GS97,HS2896 McKie&Baxter,Glasgow	17 ″ 1 s 4 ″ 10½ 16 ″ 3½	
70944 148074 MLXQ 30 40	**Blue Galleon** ssNwc.No.3-8,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	712 493 337	✠100A1 7,40~~9,39~~ BS~~7,37~~ 7,40	Nwc ✠LMC8,37	j	CL ~~9,39~~ 7,40	1924 6mo *Lloyd*	Cochrane &Sons,Ld. Selby 'sA&CP	GalleonShipping Co.Ld.(Heslop& Robson,*Mgrs.*) *C*	180·2|29·0|11·4 30·2 185·0(O.L.) Q103'B11'F29' FK *ellDB*104'149*tFPT*	Newcastle British 3*BHptCem* 55*tAPT*31*t*	T.3Cy.14½",24"&40"-27" (*s*) 180lb 82RHP 1SB,3*pf*,GS51,HS1800 Amos&Smith,Ld.Hull	13 ″ 6 s 3 ″ 10½ 13 ″ 2½	
70945 228330 WFFL	**Blue Sunoco** TwinSc *CarryingPetroleum in bulk* *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern* *Longitudinal framing*	1588 — 932					1929	SunS.B.& D.D.Co. Chester,Pa.	SunOilCo.	246·5|43·0|18·5 P47'F33'	Phildlphia Utd.States	Oil Engines 4S.C.SA 12Cy.14"-18" 229NHP BessemerGasEngineCo. GroveCity,Pa.		R
70946 135482 MDYS	**Blush Rose** 3Mst *Mchy.Aft* ssBly.2ndNo.3-7,37 *Well deck* 1*Dk*(*Stl*)	645 454 281	✠100A1 ~~6,40~~ ~~5,38~~ 6,41 ~~BS10,39~~ BS ~~6,40~~ 6,41	Bly ~~Gff~~ Dub ✠LMC7,37	j	OG ~~7,37~~ ~~5,40~~ 5,41	1913 6mo *Lloyd*	NVSchpsb. DeMerwede Hardingxveld 'sA&CP	RichardHughes& Co.(Liverpool)Ld. *CellDBf*103'	178·4|28·1|11·1 Q103'B11'F22' FK 139*tFPT*45*tAPT*4*t*	Liverpool British 3*BHCem* *WB*	T.3Cy.15",25"&40"-27" (*s*) ~~180lb~~ ~~165lb~~150lb 82RHP 2SB4*pf*,GS59,HS1800 Earle'sCo.Ld.Hull	13 ″ 5 s 4 ″ 4½ 13 ″ 1½	
70947 161048 MPYB	**Blyth** ssGms.No.2-41 ~~ssGoo.No.1-30~~ Sub.Sig. 1*Dk*(*Stl*)	1108 870 445	✠100A1 3,41 ✠LMC3,41	~~Goo~~ Gms	o	OG ~~3,37~~ 2,41	1931 1mo *Lloyd*	Cammell Laird&CoLd Birkenhead 'sA&CP	LondonMidland& ScottishRailway (AssociatedHum-berLines,*Mgrs.*) *CellDBa&uE*73'*f*	240·6|34·1|15·4 249·2(O.L.) P38'B85'F35' FK 90'193*tFPT*17*tAP*	Goole British 5*BHCem* *T*40*t*	T 3Cy.22",36"&61"-39" (*s*) 200lb 352NHP 2SB,6*cf*,GS125,HS5220 FD CammellLaird&Co.Ld.Bkn	16 ″ 5 s 1 ″ 8½ 14 ″ 10½	
70948 165489 GXZW 7/40	**Boardale** *OilEng.* D.F. E.S.D. 1*Dk*,2*nd dk clear of* *Mchy.Aft* *CruiserStern* *cargo tanks* *Longitudinal framing at bottom & at deck*	8334 7454 4973	✠100A1 4,40~~9,39~~ *CarryingPetr*	Bom Grk ✠LMC7,37 *oleum*	d† *in*	CL 3,40 *bulk*	1937 7mo *Lloyd*	Harland& Wolff,Ld. Glasgow 'sA&CP *C*	TheAdmiralty *ellDBuE*78'175*tD*	467·8|61·7|33·8 483·1(O.L.) P105'B43'F45' FK *Tf*34'434*tFPT*224*t*	London British 17*BHptCem* *ptAsp* *APT*200*t*	Oil Engines 4S.C.SA 6Cy.29½"-59 1/16" 490NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	34 ″ 0 s 6 ″ 9½ 27 ″ 5½	
70949 171303 VQYT	**Bobie** (*ex*Actif-37) Iron 1*Dk*	782 700 437	✠ 7,87	Shl	l		1883 4mo	A.Hall& Co. Aberdeen	W.H.McEwan	202·4|31·6|14·2 Q67'B48'F22'	Gibraltar British *WB*	C.2Cy.27"&50"-33" B*made*12 *fitted*— 120NHP BlaikieBros.Aberdeen		V †
70950 1 31 CBBM	**Boca Maule** ssVpo.No.3-7,34 ssVpo.No.1-39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2156 — 1452	✠100A1 11,39 MS1,38	Vpo ✠LMC ~~BS1,40~~ 2,41	s	CL 12,38	1922 2mo *Lloyd*	Dublin Dkyd.Co.Ld. Dublin 'sA&CP *Inter*	Cia.Carbonifera y deFundicion Schwager *mediateBH in fore* *CellD*	290·2|44·3|18·5 *Pon*Q21'Q228'F32' FK *hold dispensed with* *B*239'663*t FPT*68*t*	Valparaiso Chilian *Cem* 4*BHonly* *APT*91*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 254NHP 3SB,9*cf*,GS152,HS4788 D.Rowan&Co.Ld.Glasgow	20 ″ 6 s 5 ″ 9½ 19 ″ 1	
70951 PUCR	**Bocaina** TwinSc 1*Dk*	*1695* *1570* *1404*					1909	Workman, Clark&Co.Ld Belfast	LloydBrasileiro	276·2|44·9|16·4 F29'	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"-21" 63NHP Wrkman,Clark&Co.LdBel		
70952 DHCP	**Bochum** Ⓟ ssHam.No.2-30 *Well deck* 2*Dks*(*Stl*)3*rd dk* D.F. *in No.*1 *hold*	6121 5520 3772	✠ … 2,34 ✠	Ham			1922 2mo	Akt.Ges. "Vulcan" Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham-Amr.Linie) *CellD*	450·0|58·2|27·0 P&B366'F59' FK *B*405'1456*tFPT*63*t*	Hamburg German 8*BHptCem* *ptAsp*	T3Cy.31½",52⅝"&84¼"-59 1/16" &L.P.Turb.withDRgear& hydraulic coupling 820NHP 4SB,12*cf*,GS264,HS11970 A.G."Vulcan."Hamburg	29 ″ 6	G †
70953 PDEJ	**Bodegraven** Ⓟ *Fitted for oil fuel* D.F. 3*Dks* *Cruiser Stern*	5593 4634 3381					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Nederl. Stoomb.Maats. N.V.	401·1|58·3|26·3	Amstrdam Dutch *WB*	T.3Cy.27 15/16",46½"&74 13/16"- 51 3/16" 384NHP RotterdamDroogd.Maats. Rot.		V
70954 LCRD	**Bodin** Ⓟ 2*Dks*	323 288 179					1910	Mjellem& Karlsen Bergen	A/S Saltens Dampskibsselskap	129·3|21·2|15·1 H36*t*	Bodö Norwegian	C.2Cy.13½"&30"-22" 35NHP Mjellem&Karlsen.Bergen		
70955 140634 GQCY 16/40	**Bodnant** ssBrw.No.3-1,34 ssNpt.No.1-38 2*Dks*(*Stl*)	5342 4747 3230	✠100A1 5,40~~6,39~~ BS~~10,39~~ 10,40	Ams Npt ✠LMC12,38	y	CL 12,38	1919 7mo *Lloyd*	J.Brown& Co.Ld. Glasgow 'sA&CP	ElderDempster Lines,Ld. *CellDB*	401·0|52·3|28·5 P40'B113'F49' FK 345' 1134*t FPT*118*t*	Liverpool British 7*BHptCem* *APT*176*t*	T.3Cy.25½",44"&73"-48" (*s*) 180lb 517NHP 3SB.9*cf*,GS190,HS7668 FD J.Brown&Co.Ld.Glasgow	31 ″ 0 s 6 ″ 0 25 ″ 3	
70956														
70957														
70958														

62
40

1 No. in Book. Official No. Code Letters.	2-3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaf. last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
70959 EEDB	**Bodon** (*ex*Mont-Sant-33) Comp 1*Dk*	841 677 509					1920	Astilleros deTarragona Tarragona	FedericoG.-Fierro	198·4|30·4|16·4 B38'F30'	S.Esteban Spanish	T.3Cy.12",20"&32"-24" Alexander 50NHP Hermanos,Barcelona		V
70960 PDEM	**Boekelo** ssAms.No 2-37 1*Dk*(*Stl*)	2118 1858 1253	✠100A1 9,39 MS9,37 ✠LMC BS9,39	Sch	*s*	CL 9,39	1930 10mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd'sA&CP*	N.V.Stoomv. Maats. "Noordzee"	281·2|42·7|19·0 293·5(O.L.) P23'B62'F19' FK *CellD B242' 531t FPT50t*	Amstrdam Dutch 4*BHCem* *APT42t*	T.3Cy.19⅜"32"&52"-36" (*s*) 180lb 208NHP 2SB,4*cf*,GS77,HS3640 N.V.Verschure&Co.Ams.	21 ″ 0 s 3 ″ 0¾ 18 ″ 0½	
70961 PKHZ	**Boelongan** *OilEng.* 2*Dks*	1053 840 578					1915	Gebroeders Pot(Bolnes) Bolnes	Koninkl.Paketv. Maats.	230·0|38·2|12·2	Batavia Dutch	Oil Engines 6Cy.15"-27½" NederlandscheFab.Ams.		V
70962 DOTR	**Bogota** TwinSc *OilEng.* *Mchy.Aft* Wireless 1*Dk* *CruiserStern*	1230 903 614					1937	Schiffb.Ges 'Unterweser' A.G. Wesermunde-L.	Norddeutscher Lloyd	249·0|34·7|14·0 P&B162'F44'	Bremen German *WB*	Oil Engines 4S.C.SA SRgeared 16Cy.14⅜"-19$\frac{11}{16}$" 322NHP Fr.Krupp GermaniawftAG		G
70963 221408 KDTB	**Bohemian Club** *Fitted for oil fuel* GyC. 2*Dks* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	6906 — 4271					1921	MooreS.B. Co. Oakland,Cal.	AtlanticRefining Co.	425·0|57·2|33·1 P106'B40'F41'	Phildlphia Utd.States *WB*	T 3Cy.27½",46"&78"-51" 432NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
70964 KZAH	**Bohol** (*ex*Sirius,*ex*Suva) 1*Dk*(*Stl*)&*Spar dk* (*ptStl*-teaks)&*deep framing*	2126 — 1140	✠ 3,06 ✠	Bel	*t*		1906 3mo	Workman, Clark&Co. Ld Belfast	Cia.Maritima (FernandezHnos. Inc. *Mgrs.*) *CellD Ba65' uE25'*	300·3|41·1|11·8 P&B197'F36' 19·7 FK *f113' 275tFPT20t*	Manila,P.I. Utd.States 5*BHCem* *APT15t*	T.3Cy.23½",39½"&67"-42" 414NHP 2SB,8*cf*,GS149,HS5946 Wrkman,Clark&Co.Ld Bel	22 ″ 0	
70965 8364 SMDN	**Bohus** (*ex*Severoles-39,*ex*Terne) 1*Dk*	1761 1325 999					1922	OuseS.B. Co.Ld. Goole	RederiA/B Bifrost (J.R.Trapp,*Mgr.*)	262·5|40·0|15·7 P49tQ122tH97t F11t	Gothenbrg Swedish *WB*	T.3Cy.19½",31"&53"-36" 169NHP Earle'sCo.Ld.Hull		N
70966 5592 SDKM	**Bohuslän** Ⓟ 1*Dk*	330 166 142					1913	Eriksbergs M.V.Aktieb. Gothenburg	MarstrandsNya Angf.Aktieb. (BertilEgnell, *Mgr.*)	140·7|23·8|10·0 B62'F38'	Marstrand Swedish *WB*	T.3Cy.13¾",22$\frac{7}{16}$"&36⅝"-24" 66NHP Eriksberg M.V.Aktieb.Got		
70967 PKQA	**Boissevain** Ⓟ TrpSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	14134 10241 8669	✠Lloyd'sRMC~~10,39~~ 11,40 ~~7,40~~ ~~4,40~~				1937	Blohm& Voss,K.a.A. Hamburg	Koninkl.Paketv. Maats.	537·3|72·2|36·3 B352'F88'UprB 245'	Batavia Dutch *WB*	Oil Engines 2S.C.SA 24Cy.25$\frac{9}{16}$"-47¼" 2734NHP SulzerBros.Ld.Winterthur		V
70968 6956 SDKO	**Bojan** (*ex*Estrid,*ex*Selandia) 1*Dk*	1046 834 609					1905	Helsingörs Jernsk&Msk. Elsinore	RederiA/BMeteor (A.Christensen, *Mgr.*)	226·3|34·9|12·4 P12'Q59'B106'F27'	Simrishmn Swedish *WB*	T.3Cy.16½",26½"&44"-30" 106NHP HelsingörsJernsk.&Msk.		V
70969 ~~YTFU~~ HPPM	**Boka** (*ex*CanadianPlanter-36) ssMtl.No.3-4,35 2*Dks*(*Stl*)	5560 5021 3598	✠100A1 1,39 ~~BS5,39~~ 8,40 ✠LMC4,35	Rot	*y*	CL 1,37	1920 1mo	Canadian Vickers,Ld. Montreal *Lloyd'sA&CP*	~~"ZetskaPlovidba"~~ ~~A.D.~~ Cia.Centro-americana de Nav. Ltda. *CellD*	400·3|52·4|28·6 P49'B113'F39' FK *B333' 1025t FPT149t*	Panama Pnamanian 6*BHptCem* *APT133t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,9*cf*,GS198,HS7743 FD CanadianVickers,Ld.Mtl.	31 ″ 2 s 6 ″ 0 25 ″ 3¾	
70970 LCRE	**Bokn** (*ex*Granheim,*ex*Blidensol, *ex*Urda) *Well deck* 1*Dk*2*trB*	697 528 393	✠ 12,93 ✠	Gls	*j*		1890 3mo	Bergens Mek.Værks. Bergen	D/S A/S"Bokn" (ErikBakkevig) *Cell*	195·0|28·1|11·0 Q46tB86tF25t BK7½" *DB90'135tFPT30t*	Haugesnd Norwegian 4*BHAsp* *APT11t*	T.3Cy.15½",25"&40"-27" 91NHP 1SB,2*cf*,GS41,HS1528 BergensMek.Verks.Bgn.	13 ″ 9	N †
70971 142265 MJKL	**Bolbec** (*ex*Ardgirvan) ssNwc.No.3-5,30 ssShl.No.2-39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1345 1029 806	✠100A1 4,41 ~~2,40~~ BS2,40 ✠LMC1,39	Npt Bry	*o*	CL 2,40	1918 10mo	Campbel-t'wnSBCoLd Campbelt'wn *Lloyd'sA&CP*	HarriesBros.&Co. Ld.	230·0|35·8|15·5 Q79'B48'F28' FK *CellDB190'395t*	Greenock British 4*BHCem* *APT85t*	T.3Cy.18",27½"&45"-33" (*s*) 180lb 142NHP 2SB,4*cf*,GS79,HS2386 Ross&Duncan,Glasgow	17 ″ 7 s 1 ″ 3¼ 16 ″ 6	
70972 LCEW	**Bolette** Wireless 1*Dk*	1167 982 649					1920	AkersMek Verksted Oslo	A/S "Ganger Rolf"(Fred.Olsen &Co.*Mgrs.*)	226·5|36·6|14·7 P25'B58'F29'	Oslo Norwegian *WB*	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Verks.Oslo		N
70973 YVAK	**Bolivar** TwinSc ssN.Yk.No.3-11,38 *Mchy.Aft* 1*Dk*(*Stl*) &*Web frames* *Longitudinal framing*	2651 1890 1517	✠100A1 3,40 ~~10,39~~ ✠LMC MS11,38 BS~~10,39~~ 8,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,27 *F.P. above* 150° F.	NYk Aru	*t*	CL 11,38	1927 7mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	MeneGrandeOilCo. C.A. *CellDBuE&*	305·3|50·2|16·3 P69'B22'F33' FK *Trunk* 181' *B42' 107t FPT194t*	Maracaibo Venezuelan 11*BHptCem* *APT85t*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 210NHP 2SB,6*cf*,HS4009 MacColl&PollockLd.Sld.	16 ″ 6 s2 ″ 0¼ 14 ″ 8	
70974 HPIO	— (*ex*Hwadah-38, *ex*Bolivar-37, *ex*LakeFackler) *Fitted for oil fuel* 1*Dk*2*trB*	2606 2237 1612	✠ ... 2,21 ✠				1919 11mo	Detroit S.B.Co. Wyandotte Mich.	Wallem&Co.	251·0|43·6|26·1 P25'B64'F23' FK	Panama Pnamanian *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit, Mich.	28 ″ 2	C
70975	— TwinSc (*ex*Fylgia-34) *Fitted for oil fuel* 1*Dk*	1236 842 825					1919	Nüscke& Co.A.G. Stettin	Cia.Anon.Venezolana deNav.	221·5|33·6|14·0 Q64'B54'F27'	Maracaibo Venezuelan *WB*	T.6Cy.11$\frac{13}{16}$",18⅞"&30$\frac{11}{16}$"-19⅝" E*made*16 83NHP Christiansen&Meyer, Harburg		V
70976 LCEX	**Bollsta** 1*Dk*	1832 1588 1075					1924	Oddens Skibs. Grimstad	A/SGangerRolf (FredOlsen&Co. *Mgrs.*)	266·6|42·2|17·8 P62tH117tF6t	Oslo Norwegian *WB*	T.3Cy.19",31"&53"-36" 169NHP AkersMek.Værks.Oslo		N
70977 DJVG	**Bollwerk** (*ex*Söderhamn-37, *ex*NailseaMoor-37, *ex*DavidLloydGeorge-32) ssNpt.No.3-7,30 1*Dk*(*Stl*) D.F.	4173 3727 2528	✠ ... 1,35 ✠	HKg	*x*		1917 7mo	Craig,Taylor&Co.Ld. Stockton	Aug.Bolten Wm.Miller'sNachf. *CellDB*	371·9|51·4|22·6 P52'B&F248' FK *319' 1134t FPT106t*	Hamburg German 6*BHCem* *APT184t*	T.3Cy.26",42½"&69½"-45" GS162,HS6830 400NHP 2SB&1Aux.SB,6*cf*&2*pf* N.E.MarineEng.Co.Ld.Sld	26 ″ 6	C †

1 Numero l'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L. R. Durée Cert. B. of Trade
70978 363 IBOE	**Bolsena** (exWarBattery) *Well deck* 1*Dk* *Fitted for oil fuel*	2384 1787 1324	✠ … 4,20 ✠				1918 5mo	Osbourne, Graham&Co. Ld. Sunderland	“Adriatica”Soc. Anon.diNav.	297·5|42·0|19·0 285·0 P25 Q72'B66'F32' FS	Trieste Italian *WB*	T.3Cy.25",41"&68"–45" 420NHP MacColl&PollockLd.Sld.	21 ″ 2	I †
70979 UNYK	**Bolshevik** (exNeva,exBianca) 1*Dk*2*trB*	1412 1164 796					1899	Schiffsw.v. HenryKoch Lübeck	U.S.S.R.	241·2|36·0|16·2 P15'B56'F22'	Odessa Russian *WB*	T3Cy.16¾",27⅞"&44 1/16"–32 1/16" 113NHP OttensenerEisenwerk,Alt.		
70980 UPKM	**Bolshoy Tschantar** (exNeidenfels–35) Sub.Sig. 2*Dks*	3018 2681 1745					1923	Schiffs.-u. Dckbauwerft FlenderA.G. Lübeck	U.S.S.R.	337·7|48·2|21·1 F36'	Vladvostk Russian *WB*	T.3Cy.23⅜",38⅜"&61½"–41 3/10" 246NHP G.SeebeckA.G.Wsm.		G
70981 DHCT	**Boltenhagen** (exDubhe) D.F. 1*Dk*	3335 2984 2051					1912	Rotterdam Droogd.Maat Rotterdam	Aug.Bolten, Wm.Miller's Nachfolger	331·9|48·2|22·1 P25'	Hamburg German *WB*	T.3Cy.23",38"&62"–42" 249NHP RotterdamDroogd.Maats.		V
70982 DJQE	**Boltenhof** (exDorie–35) ssHam.2ndNo.3–6,36 1*Dk*(*pt Irn pt Stl*) D.F.	3307 3070 2064	✠ 8,39 ✠	Rot	*v*		1911 3mo	Richardsn, Duck&Co. Stockton	Aug.Bolten Wm.Miller's Nachfolger	342·0|49·0|22·0 P29'B98'F36' FK *CellDB*305'890*tFPT*	Hamburg German 6*BHCem* 86*tAPT*76*t*	T.3Cy.24",40"&65"–42" 299NHP 2SB,6*cf*,GS122,HS4612 Blair&Co.Ld.Stockton	24 ″ 5	
70983 166285 GWGF	**Bolton Castle** D.F. E.S.D. 1*Dk&Shelterdk* *CruiserStern* *Longitudinal framing at bottom&at decks*	5203 4563 3033	✠100A1 *withfreeboard* 11,40 ~~12,39~~ ✠LMC12,39	Sld Mdb	*a*† 2	CL	1939 12mo *Lloyd*	Sir J.Laing &Sons,Ld. Sunderland '*sA&CP*	LancashireShppg. CoLd.(J.Chambers &Co.*Mgrs.*) *CellDB*	438·5|57·1|24·3 454·3(O.L.) F39' FK 372'1231*tFPT*174*t*	Liverpool British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,) *APT*168*t*	T.3Cy.23½",38"&66"–45" 220lb Rht. (*s*) 466NHP 2SB(Spt)&1AuxSB,8*cf*, GS122,HS6846 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	27 ″ 5 s2 ″ 11¼ 24 ″ 8¾	
70984 160775 MKMM	**Boltonhall** ssHpl.No.1–39 D.F. 1*Dk&Shelter dk* *Tonnage opening closed* '41(*W.E.*)	4824 4378 2861	✠100A1 *withfreeboard* 5,41 ~~3,40~~ ✠LMC5,39 BS5,40	Bry Lon	*z*	CL 3,40	1935 12mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	WiltonhallS.S. Co.Ld.(Guthe BrothersLd.*Mgrs*) *CellDB*358'1143*t* *DTa*28'1076*t*	410·7|54·8|24·9 423·5(O.L.) F35' FK *FPT*170*tAPT*152*t*	W.Hartlpl British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Q.4Cy.18½",25½",41"&61"– 48" 260lb (*s*) 467NHP 3SB(Spt),9*cf*,GS144, HS6811 FD Cen.Mar.E.Wrks. (W.Gray&Co.Ld.)WHpl	36 ″ 1 s10 ″ 6½ 25 ″ 9½	
70985 864 IBPE	**Bolzaneto** *Mchy.Aft* 1*Dk*	2220 1782 1285					1918	N.Odero& Co. Genoa	Soc.Anon.Ilva	297·8|41·2|20·8 286·0	Genoa Italian *WB*	T.3Cy.18 1/10"29 1/10"&47½"–27½" 114NHP N.Odero&Co.Genoa		CI
117/40 70986 143615 GBSV	**Boma** ssShl.No.3–6,33 ssLiv.No.1–37 2*Dks*(*Stl*)	5408 4800 3313	✠100A1 7,40 ~~10,39~~ MS12,37	Cff Bel ✠LMC BS~~6,38~~ 7,40	*y*	CL ~~12,38~~ 7,40	1920 2mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	ElderDempster Lines,Ld. *CellDB*342'	400·6|52·3|28·5 P49'B112'F39' FK 1059*t FPT*127*t*	Liverpool British 7*BHCem* *APT*218*t*	T.3Cy.25¾",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s6 ″ 0½ 25 ″ 3	
70987 2197 IKWD	**Bombardiere** (exCollodi–34, exBombardier–34, ssSld.No.3–8,20 exKilchrennan) ssNwc.No.1–25 1*Dk*(*Stl*)	613 404 243	—— 1,34	Shl			1918	Smith's DockCo.Ld. Middlesbro'	GiuseppeSereno &LuigiCasa *CellDBu*	179·0|30·0|15·6 172·2 B50' FK	Genoa Italian 5*BHCem* *E*26'20*t*	T.3Cy.16",26"&44"–26" 116NHP 1SB,3*cf*,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 ″ 6	I †
70988 157634 VLGN	**Bombo** ssSyd.No.2–38 Wireless *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	540 427 282	✠100A1 8,40 ~~12,39~~ BS~~1,40~~ 1,41 ✠LMC1,38	Syd	*h*	12,39	1930 2mo *Lloyd*	H.Robb, Ld. Leith *sA&CP*	QuarriesPty.Ld. *CellDB*80'116*t*	154·3|30·1|12·0 *31·5* Q49'B18'F22' FK *FPT*35*tAPT*6*t*	SydnyNSW British 4*BHptCem* *ptAsp*	T.3Cy.14½",25"&40"–27" (*s*) 180lb 100NHP 1SB,3*cf*,GS63,HS2176 Plenty&Son,Ld.Newbury	14 ″ 2 s ″ 11¾ 13 ″ 4½	
70989 LJZT	**Bomma** Wireless D.F. *OilEng.* *Mchy.Aft CruiserStern* 1*Dk*	1116 828 550					1938	A/SAkers Mek.Verks. Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	244·2|38·2|13·7 P57'B82'F56'	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.19 13/16"–35 7/16" 270NHP A/SAkersMek.Verks.Oslo		N
70990 FPDU	**Bona** (exLana–38,exDjena–37, exZingara) ssRou.3rdNo.3–10,31 2*Dks*(1*Stl&U pt Irn&pt Stl*)& *Web frames*	3441 — 2173	✠ … 10,35 ✠NB8,19 ✠	Rou	*w*		1898 12mo	JLThomp- son&Sons,Ld. Sunderland	P.Feret *CellDBa*	347·8|48·3|23·1 P28'B100'F35' FK 113'*uE&B*39'*f*147'	Marseilles French 6*BHCem* 784*tAPT*37*t*	T.3Cy.24",40"&66"–45" 310NHP 2SB,6*cf*,GS123,HS4690 Blair&Co.Ld.Stockton	25 ″ 8	V †
70991 152003 VJGC	**Bonalbo** Wireless *Ref.Mchy.* 1*Dk*	960 616 450					1925	Lithgow's Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	205·0|34·6|12·0 Q127'F33'	SydnyNSW British *WB*	T.3Cy.17",28½"&47"–30" 121NHP D.Rowan&Sons,Glasgow		C
70992 141937 MJVX	**Bonawe** 3Mst ssIrv.No.3–12,31 ssIrv.No.2–40 ~~ssIrv.No.1–36~~ *Mchy.Aft Well deck* 1*Dk*(*Stl*)	355 245 137	✠100A1 8,40 ~~1,39~~ ~~BS6,39~~ ✠LMC~~4,36~~ 8,40	Irv	*f*	CL ~~12,38~~ 7,40	1919 12mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	J.&A.Gardner& Co.Ld.	141·6|23·8|10·1 147·5 *25·1* (O.L.) BK7' Q81'B8'F24' *CellDBf*47'50*tFPT*31*t*	Glasgow British 3*BHCem* *APT*12*t*	C.2Cy.16"&34"–24" (*s*) 130lb 47RHP 1SB,2*pf*,GS42,HS1388 Fishers,Ld.Paisley	11 ″ 0 s3 ″ 4½ 11 ″ 3	
70993 LJEL	**Bonde** Wireless D.F. 1*Dk* *Mchy.Aft CruiserStern*	1570 1283 889					1936	Porsgrund Mek.Værks. Porsgrunn	HenriksensRederi A/S(Dagfin Henriksen,*Mgr.*)	246·6|37·9|18·2 P66'F29'	Oslo Norwegian *WB*	C.2Cy.13¾"&27 9/16"–27 9/16"& LP Turbine with DR gearing & hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		N
70994 ONYH	**Bonden** (exEnigheden) *Well deck*	695 495 368					1891	Burmeister &Wain Copenhagen	RederiA/BBonden (ArthurEkbom, *Mgr.*)	190·2|30·1|11·8 185·4 Q62'B51'F27'H22*t*	Mariehmn Finnish	C.2Cy.25"&44"–27" 84NHP Burmeister&Wain,Cpn.		V
70995 129741 MDCS	**Bondicar** ssShl.2ndNo.3–3,37 Wireless 1*Dk*(*Stl*) *Cargo battens not fitted*	1441 1079 804	✠100A1 ~~10,39~~12,40 BS~~10,39~~ 12,40 ✠LMC1,36	Shl	*o*	CL 10,39	1910 3mo *Lloyd*	J.Crown& Sons.Ld. Sunderland '*sA&CP*	Broomhill Steamships,Ld. *CellDB*	240·3|36·5|14·4 Q123'B10'F22' FK *a*65'*uE&B*34'*f*103'	Newcastle British 4*BHCem* 384*tFPT*36*t*	T.3Cy.18½",30"&50"–36" (*s*) 180lb 182NHP 2SB.4*cf*.GS82.HS3060 Richardsons,Westgarth& *APT*97*t* Co.Ld.Sld.	16 ″ 6 s5 ″ 3½ 15 ″ 1	
152/40 70996 143672 GCTS	**Bonheur** ssN.Yk.No.3–10,32 ssLiv.No.1–37 2*Dks*(*Stl*)	5327 4811 3170	✠100A1 8,39 MS3,37 *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	NYk ✠LMC BS9,39	*y*	CL 8,39	1920 10mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	Lamport&Holt Line,Ld. *CellDB*335' 1051*t*	400·4|52·4|28·4 P40'B128'F47' FK *DTa*26'587*tFPT*111*t*	Liverpool British *BHCem* *APT*215*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb *120lb* 3SB,9*cf*,HS7668 590NHP FD Harland&Wolff,Ld.Bel.	31 ″ 0 s5 ″ 10½ 25 ″ 4	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L. R. Date of B. of Tr. Cert.
70997 149685 GNSK	**Boniface** ssLiv.No.2-36 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4928 4453 3077	✠100A1 *withfreeboard* Examined 5,41 BS~~2,39~~ 5,41 ✠LMC9,36 *Carrying vegetable oil in deep tank*	~~Liv~~ Shl	z 2$\frac{5}{16}$	CL ~~6,37~~ 4,41	1928 7mo Lloyd's*A&CP*	Hawthorn Leslie&Co.Ld Newcastle	BoothS.S.Co.Ld. *CellDB*350'990*t* *DTa*32'712*t*	407·8 F28' FK *FPT*86*tAPT*32*t*	53·8	26·0	Liverpool British 8*BHptCem* (*Coll to Sh dk* 6 „2nd„ 1 „3rd„)	T.3Cy.24½",43½"&73"-51" & L.P. Turbine with DR gearing & hydraulic coupling 215lb (s) 668NHP 3SB(Spt),9*cf*,GS195, FD HS8859 Hwthrn,Leslie&CoLd.Nwc	28 ″ 6 s3 ″ 3¼ 25 ″ 5¼	
70998 FNIB	**Bonifacio** (*ex*CragganHill-37, *ex*WulstyCastle-36) ssAms.No.3-9,36 1*Dk*(*Stl*) ssMsl.No.1-40	*3566* *3303* *2184*	✠100A1 10,40 ~~11,39~~ BS2,40 ✠LMC9,~~36~~ ✠NE&B21*refitted*36 MS10,40	Bdx Msl	w	CL 3,38	1918 4mo Lloyd's*A&CP*	J.Blumer &Co. Sunderland	Cie.France-NavigationS.A.(*in liq.*) (Cie.Générale Transatlantique, *Mgrs.*) *CellDB*288'786*tDTa*27'805*t FPT*67*t APT*109*t*	356·3 P35'B&F281' FK	48·7	23·9	Dieppe French 6*BHCem*	T.3Cy.23",36$\frac{13}{16}$"&58"-42" 180lb *100lb* (r) 349NHP 2SB,6*cf*,HS5548 FD W.Beardmore&Co.Ld.Gls.	25 ″ 11 s2 ″ 8¾ 23 ″ 5	
70999 OYYQ	**Bonita** (*ex*Skule) *OilEng.* 1*Dk*	3198 2784 1885					1930	A/S Aalbrg Msk.ogSkibs. Aalborg	A/SDampskibsselskDania(Chr. Andresen,*Mgr.*)	325·6 P60*t*H328*t*	50·1	20·7	Esbjerg Danish *WB*	Oil Engines 4S.C.SA 6Cy.21$\frac{5}{8}$"-59$\frac{1}{16}$" 266NHP Akt.Burmeistr&Wain,Cpn		N
71000 LCEY	**Bonn** Wireless D.F. 1*Dk*	1265 938 487					1928	Akers Mek.Værks. Oslo	A/SJelölinjen (FredOlsen&Co. *Mgrs.*)	240·5 P59*t*H160*t*F6*t*	37·2	15·2	Oslo Norwegian *WB*	T.3Cy.22",35"&60"-42" 234NHP AkersMek.Værks.Oslo		N
71001 LDMF	**Bonneville** *Oil Eng.* D.F. 1*Dk*&*Shelter dk*	4665 4261 2794					1929	Odense Staalskibsv. Odense	SkibsA/S Sjöstad (A.F.Klaveness &Co.A/S,*Mgrs.*)	386·3 P75*t*H310*t*F12*t*	54·2	25·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP Akt.Burmeistr&Wain,Cpn		N
71002 130555	**Bonnington** Ⓟ SternPad *Mchy.Aft*	1700 — 955					1911	J.M.Bulger Nelson,B.C.	CanadianPacific RailwayCo.	202·5	39·1	7·5	Vancouver British	H.C.2Cy.16"&34"-96" 99RHP PolsonIronWorks,Tto.		
71003 161319 GCVT	**Bonnington Court** *OilEng.* ssSld.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4909 4597 3012	✠100A1 *withfreeboard* 3,40 ✠LMC CS1,38 DBS2,40 1,38	Lon	a†	CL 3,40	1929 11mo Lloyd's*A&CP*	R.Duncan &Co.Ld. Port Glasgow	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *CellDB*345' 1367*tMT*25'996*t*	405·5 419·3(O.L.) F40' FK *FPT*150*tAPT*117*t*	55·5	25·8	London British 7*BHptCem* (*Coll to Shdk* 6 „2nd„)	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP 2DB*130lb* J.G.Kincaid&Co.Ld.Grk.	28 ″ 3 s3 ″ 4¼ 25 ″ 1½	
71004 PKEF	**Bontekoe** *Fitted for oil fuel* D.F. 3*Dks*	5033 — 3044					1922	J&KSmits Schps. Kinderdijk	Koninkl.Paketv. Maats.	383·4	49·4	26·8	Batavia Dutch *WB*	T.3Cy.28½",47"&77"-54" 433NHP Werkspoor,Ams.		V
71005 2021 IBFN	**Bonzo** TwinSc *OilEng.* ssNap.No.3-5,35 *Mchy.Aft* ssGen.No.1-39 D.F. 2*Dks* *Longitudinal framing atbottom&at decks*	8177 7648 4917	100A1 12,39 LMC CS12,39 DBS~~4,39~~ 4,40 9,37 *Carrying Petroleum in bulk*	Gen		CL 6,39	1931 Lloyd's*CP*	Cantieri RiunitiDell' Adriatico Monfalcone	A.Zanchi *CellDBuE*73' 208*tDTf*32'531*t*	483·8 465·0 P117'B30'F56' FK *FPT*194*tAPT*128*t*	60·2	34·6	Genoa Italian 16*BH* (11 *to U dk* 5 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.26¾"-43$\frac{5}{16}$" 1000NHP 2DB*180lb* SocAn."Fiat"S.G.M.Turin	34 ″ 6	
71006 YTBS	**Bor** (*ex*Izrada-35,*ex*Poldennis, *ex*Izrada) ssSpt.2ndNo.3-7,34 ssSpt.No.1-39 1*Dk*(*Stl*) ow "Radbury," see No. 89830 in Supplement	*3614* *3265* *2276*	100A1 4,40 BS11,39 LMC12,38	Gen	r	CL 3,39	1910 Lloyd's*A&CP*	W.Doxford &Sons,Ld. Sunderland	BrodarskoAkcionarskoDrustvo "Oceania" *CellDBa&uE*129'*f*163'854*t FPT*99*tAPT*20*t*	360·2 P26'B232'F33' FK	50·3	21·5	Susak Yugoslav 6*BHCem*	T.3Cy.26",42"&68"-42" (s) 160lb 346NHP 2SB,6*cf*,GS129,HS5755 W.Doxford&Sons,Ld.Sld.	24 ″ 0 s3 ″ 1¼ 21 ″ 0¾	
71007 LDBO	**Bör** Wireless D.F. 1*Dk*	927 675 552					1918	Jarlsö Verft Tönsberg	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	200·4 Q63'B54'F20'	31·9	12·7	Oslo Norwegian *WB*	T.3Cy.16",25½"&44"-30" 106NHP TrondhjemsMekVærksted		N
71008 DOFL	**Borbeck** (*ex*Berwindmoor) ssKel.No.3-3,37 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cantilever framed Topside tanks* Sub.Sig. D.F.	6002 5767 3100	✠ 6,39 ✠	Bmn	a†		1923 9mo	Workman, Clark&Co.Ld. Belfast	Fried.KruppA.G. (Fried.Krupp's Reed.enTransportbedrijf,N.V.*Mgrs.*) *Intermediate BHin forehold dispensed with* *CellDB*356'1290*t Topside Tanks*275'1235*t FPT*550*tAPT*100*t*	419·0 FK	56·3	27·6	Bremen German *ptCem ptAsp* 6*BHonly* (*Coll BHto Sh dk* 5 „ „ U „)	T.3Cy.27½",45½"&76"-54" 636NHP 3SB,12*cf*,GS220,HS9768 Wrkman,Clark&Co.Ld.Bel	30 ″ 6	
71009 GFMR	**Borde** ssSld.No.3-4,34 ssSld.No.1-38 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	2014 1548 1099	✠100A1 5,39 BS5,39 ✠LMC6,38	Sld	r	CL 4,37	1921 3mo Lloyd's*A&CP*	J.Crown& Sons,Ld. Sunderland	*CellDB*225'506*tMT*10'252*t FPT*149*tAPT*77*t*	270·4 280·3(O.L.) Q163'F28' FK	38·2	18·5	British 4*BHCem*	T.3Cy.19½",33"&54"-39" (s) 180lb 214NHP 2SB,6*pf*,GS93,HS3524 N.E.MarineEng.Co.Ld.Sld	20 ″ 6 s6 ″ 6¾ 18 ″ 10¼	
71010 FOOM	**Bordeaux** TwinSc Wireless 1*Dk*	774 650 262					1912	Atel.&Ch. de laLoire St.Nazaire	Chemins deFer de l'EtatFrançais (SouthernRly. *Mgrs.*)	206·7 B48'F31'	27·9	15·9	Dieppe French	T6Cy14",22$\frac{27}{32}$"&37$\frac{13}{16}$"-29$\frac{15}{16}$" 156NHP Atel.&Ch.de laLoire,Nts.		V
71011 27895 JSYA	**Bordeaux Maru** ssKob.No.3-5,35 ssTamaNo.1-39 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6567 6157 4104	✠100A1 *Awng dk* *withfreeboard* 11,39 ✠LMC11,39 *Fitted for oil fuel* 12,23 *F.P. above* 150° F.	Yka	z	OG 11,39	1923 12mo Lloyd's*A&CP*	Kawasaki ZosenshoK.K Kobe	KawasakiKisen K.K. *CellDB*342' 1234*tDTa*35'767*t*	405·0 F33'*on Awngdk* FK *FPT*104*tAPT*36*t*	53·0	37·0	Kobe Japanese *ptCem* (*Collision BHtoA dk* 5 „ „U „)	3 Steam TurbinesDR geared to 1 Sc. Shaft (s) 200lb HS7800 746NHP 3SB(Spt),9*cf*,GS190, FD KawasakiDkydCoLdKobe	37 ″ 0 s8 ″ 10½ 28 ″ 5	
1012 04900 JDP	**Border King** (*ex*SanJacinto) Wood *Fitted for oil fuel* 1*Dk*	938 — 549					1908	Matthews' S.B.Co. Hoquiam	BorderLine TransportationCo.	163·7	36·9	21·4	Seattle Utd.States	C.2Cy.14"&32"-24" 42NHP UnionIronWorks,S.Fo.		
1013 11710 YGV	**Border Prince** Ⓟ (*ex*Chilkoot-34) *Fitted for oil fuel* Wireless 1*Dk* *Mchy Aft*	710 515 394					1919	Wallace Shipyards,Ld NorthVancouver,B.C.	BorderLineNav. Co.Ld.(Dodwell& Co.Ld.*Mgrs.*)	172·6 P&B69'F19'	30·2	12·9	Vancouver British *WB*	T.3Cy.15½",26"&44"-26" 96RHP IronFoundry,Providence, RhodeIsland		C
014 CSF	**Bordsee** (*ex*Fehmarn) *CruiserStern* *Mchy.Aft* 1*Dk*	959 772 522					1926	J.Frerichs &Co.A.G. Einswarden	W.Schuchmann	181·3 Q&B66'F23'	34·3	15·0	Brmrhavn German *WB*	T3Cy13",20½"&33$\frac{1}{16}$"-22$\frac{13}{16}$" J.Frerichs&Co. 52NHP AG.Osterholz-Scharmbeck		G
015 CGS	**Bordvik** (*ex*Dageid,*ex*Hufterö) 1*Dk*	1623 1183 935					1920	Bergens Mek.Værks. Bergen	SkibsA/S Lundegaard(Lundegaard &Sönner,*Mgrs.*)	244·5 P46*t*Q125*t*B157*t* H83*t*	37·7	15·7	Farsund Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMekVærksBergen		N
16 167 LG	**Bore** ssSkm.2ndNo.3-3,35 *Well deck* ssSkm.No.1-39 1*Dk*(*Stl*)	*1216* *999* *700*	✠100A1 ~~4,40~~7,39 9,40 ✠LMC MS7,39 BS~~4,39~~ 4,40	Skm ~~Mme~~ Got	o	CL ~~5,38~~ 3,40	1910 10mo Lloyd's*A&CP*	Campbeltn S.B.Co. C'mpbeltown	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *CellDBa*59'*uE&B*33'*f*98'355*tAPT*85*t*	229·4 236·3(O.L.) Q83'B50'F28' FK	35·8	15·6	Stockholm Swedish 4*BHCem*	T.3Cy.18",27½"&45"-33" (s) 180lb 136NHP 2SB,4*cf*,GS70,HS2228 J.G.Kincaid&Co.Ld.Grk.	17 ″ 7 s1 ″ 8¼ 16 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pa.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B.of Trade
71017 1005 OHAM	**Bore I.** Ⓟ (exHebe,exBoreI, exBore) ssAbo.3rdNo.3-11,33 ssAbo.No.1-37 Wireless D.F. 1Dk(Stl)&ptAwngdk	772 335 294	✠100A1 ptAwngdk 6,40 ~~3,40~~ MS10,37	Abo Skm LMC BS~~4,38~~6,40	i	OG 5,38	1898 1mo	Helsingörs Jernsk&Msk. Elsinore A&CP	Ångf.-Aktieb.Bore (Thr.Kramer, Mgr.) DB	188·5 179·5 F16' uE&B51'21tFPT	29·2 29·6	12·6 BK7½'	Åbo Finnish 5BHCem 50tAPT18t	T.3Cy 18½",28"&47"-27" (s) 180lb 180NHP NB10refitted21 2SB,6rf,GS92,HS3548 HelsingörsJernsk&Mskb	13 ″ 11 3 ″ 5½ 11 ″ 1	
71018 1168 OFDH	**Bore II.** Ⓟ D.F. 3Dks Strengthened for navigation in ice	1965 — 985	✠100A1 withfreeboard 10,40 ~~7,38~~ ✠LMC12,38 Fitted for oil	Abo fuel12	q ,38	OG F.P. a	1938 12mo Lloyd bove 1	Crichton- VulcanA.B. Åbo 'sA&CP 50°F.	Ångf.-Aktieb.Bore (Thr.Kramer, Mgr.) CellL	254·3 (O.L.) 236·9 F75'&Promenade dk B127'272tDTsf39'	39·7	22·4 FK	Åbo Finnish 6BHptCem (5 to U dk 1 ,,2nd,,) 108tAPT25t	C.4Cy.(2)18 5/16"&(2)39⅜"- 39⅜" 395NHP 277lb(Spt256lb) 142lb 2WTB(Spt) HS1955 FD Crichton-VulcanA.B.Åbo	24 ″ 11 s 9 ″ 0 16 ″ 1½	
71019 OFAQ	**Bore III.** (exSkuld-37) Wireless D.F. 1Dk	1153 — 621					1915	Trndhjms Mek.Værks. Trondheim	Ångf.-Aktieb.Bore (Thr.Kramer, Mgr.)	237·2 226·7 P12'B52'H50tF25'	36·4	15·1	Åbo Finnish WB	T.3Cy.17",27½"&46"-30" 116NHP TrndhjemsM.V.Trndheim		N
71020 OHZB	**Bore IV.** (exSkotland, exStrandholm,exLolyJensen,exOlaf) D.F. 1Dk	1658 1442 956					1907	Akt.Bur- meistr&Wain Copenhagen	Ångf.-Aktieb.Bore (Thr.Kramer, Mgr.)	279·5 268·7 H81tF33t	39·5	17·6	Åbo Finnish WB	T.3Cy.18",29"&50"-33" 144NHP Akt.Burmeistr&Wain,Cpn	20 ″ 4	N
71021 150 OHDC	**Bore V.** Ⓟ (exÆgir) Wireless D.F. 1Dk&Awngdk	777 745 465					1896	Nylands Værkstd. Oslo	Ångf.-Aktieb.Bore (Thr.Kramer, Mgr.)	184·7 177·6	28·3	14·5 21·7	Åbo Finnish WB	C.2Cy.17½"&36"-27" NB26 56NHP NylandsMek.Vrkstd.Oslo		V
71022 950 OHGP	**Bore VI.** (exBjarke,exArkö, exEllwiron) ssAbo.No.3-4,32 ssAbo.No.1-36 Wireless D.F. 1Dk(Stl)	1466 — 832	✠100A1 9,39 MS9,36 No later survey reported	Abo ✠LMC BS6,39	p	OG 9,39	1919 5mo	Kockums M.V.Aktieb. Malmö	Ångf.-Aktieb.Bore (Thr.Kramer, Mgr.) Cell	244·7 235·0 P17'B63'F25' DB196'396tFPT	37·7	16·7 FK	Åbo Finnish 4BHCem 44tAPT59t	T.3Cy.18⅛",28¾"&48 13/16"-31½" 185lb (s) 157NHP 2SB,4cf,GS70,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s 2 ″ 2¼ 16 ″ 7	
35/41 71023 990 OHAK	**Bore VIII.** (exFrankSutton, exHuanchaco) ssKel.2ndNo.3-7,33 ssAbo.No.1-37 2Dks(Stl)&Shelterdk(Stl) D.F. Lowerdk(Stl)inNo.1hold	4528 4130 2708	✠100A1 Shelter dk withfreeboard 9,40 ~~8,39~~ ~~BS11,39~~	Abo BS10,40 ✠LMC8,37	y	CL ~~8,37~~ 9,40	1907 8mo Lloyd	W.Beard- more&Co.Ld. Glasgow 'sA&CP	Ångf.-Aktieb.Bore (Thr.Kramer, Mgr.) CellDBa102' uE&B	406·3 391·0 63'f167'925tFPT	51·8 50·2	26·6 FK&BK2'	Åbo Finnish 7BHCem 69tAPT52t	T.3Cy.21⅛",42"&70"-51" (s) 190lb 463NHP 3SB,12cf,GS220,HS8121 W.Beardmore&Co.Ld.Gls.	28 ″ 6 s 3 ″ 4 25 ″ 6	
71024 1052 OHBZ	**Bore IX.** (exQueensbury,exYonne, exStrathan) D.F. 2Dks	4512 4101 2651					1910	AM'Millan &Son,Ld. Dumbarton	Ångf.-Aktieb.Bore (Thr.Kramer, Mgr.)	390·4 374·0 P36'B100'F39'	53·2	25·7	Åbo Finnish WB	T.3Cy.25",41"&68"-48" 320NHP D.Rowan&Co.Glasgow		C
71025 1169 OFDL	**Bore X.** Ref.Mchy. OilEng. D.F. E.S.D. 1Dk&Shelterdk, CruiserStern 3rd dk except in No.5 hold Strengthened for navigation in Ice	5058 4224 2732	✠100A1 withfreeboard 3,41 ~~7,39~~ ✠Lloyd'sRMC~~9,39~~ ~~5,40~~ 3,41 for temp. 36° F.	Hfs ~~Liv~~BAs ✠LMC1,39	a†	CL	1939 1mo Lloyd	A/B Göta- verken Gothenburg 'sA&CP	Ångf.Aktieb.Bore (Thr.Kramer, Mgr.) CellDB325'1240tT tunnel46'179	442·7 418·0 F40' anks in way of tFPT95tAPT215t	56·7	24·2 FK (	Åbo Finnish 7BH CollToShdk 6 ,,2nd,,)	Oil Engines 2S.C.DA 5Cy.24 7/16"-55⅛" 1026NHP DB85lb Götaverken,A/BGot.	28 ″ 8 s 3 ″ 1¾ 25 ″ 9	
71026 LIUQ	**Boreas** (exCanadianSquatter-34) 2Dks	2801 2520 1674					1920	British American S.B.Co. Welland,Ont.	Dampsk.A/S Transport(Valde- marSkoglandA/S, Mgrs.)	320·3 P28'B96'F31'	43·9	22·6	Haugesnd Norwegian WB	T.3Cy.21½",38"&63"-42" 257NHP JohnInglisCo.Ld.Toronto		N
71027 8270 SLEN	**Boreland** OilEng. Ref.Mchy. 1Dk&Shelterdk D.F. E.S.D. CruiserStern Strengthened for navigation in Ice pt electrically welded	2623 2220 1385	✠100A1 withfreeboard 4,40 ~~7,39~~ ✠Lloyd'sRMC~~7,39~~4,40 for temp. 21° F. Carrying fuel in deep tank &	Got ✠LMC6,38 oil F. in win	u P. g d	CL above ouble b	1938 6mo Lloyd 150° F ottom	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP . or vegetable o tank in ER	Ångf.A/B Tirfing (SvenskaOrient Linjen)(T.E.J:son Broström,Mgr.) Cell il	353·6 370·3(O.L.) DB252'815t MT24'	50·2	19·3 FK (	Gothenbrg Swedish 7BH CollToShdk 6 ,,2nd,,) 303t Tanks i	Oil Engines 2S.C.DA 6Cy.17 11/16"-47¼" 644NHP DB80lb EriksbergM.V.Aktieb.Got n way of tunnel171tAPT60t	22 ″ 3 s ″ 10½ 21 ″ 6	
71028 6515 SDTN Now "Skane," see No. 90002 in Supplement	**Boren** ssGot.No.3-12,33 ssGot.No.1-38 D.F. 1Dk(Stl)&Shelter dk [illegible](pt ws)	4528 4039 2704	✠100A1 Shelter dk withfreeboard 9,40 ~~1,40~~ MS5,38 Fitted for oil	Got NYk ✠LMC BS~~10,39~~ 11,40 fuel 6,	y 21	OG 8,39 F.P. a	1921 7mo Lloyd bove 1	Akt.Lind- holmen- Motala Gothenburg 'sA&CP 50° F.	RederiA/B Transatlantic (G.Carlsson,Mgr.) CellD	377·8 393·6(O.L.) F38'onShelterdk Collision B269'1145tAPT86t	54·2	24·4 FK	Gothenbrg Swedish ptCem BHtoShdk 5 ,, ,, U ,,	T.3Cy.27",44"&72⅛"-48" (s) 185lb 450NHP 3SB(Spt),9cf,GS144, HS6150 FD Akt.Lindholmen-Motala	27 ″ 0 s 2 ″ 11¾ 24 ″ 2½	
71029 LCEZ	**Borgå** TwinSc3Mst OilEng. 3Dks	4821 3259 2969					1923	Akers Mek.Værks. Oslo	A/S Borgå(Petter Olsen,Mgr.)(Den NorskeSyd- AmerikaLinje)	362·4 H199t	51·4	22·5 31·0	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.23 3/16"-35⅜" 625NHP AkersMek.Værks.Oslo		N
71030 4330 SDLK	**Borga** (exCyrene,exSailingVessel) 1Dk	430 351 292					1904	Lödöse Varf Lödöse	Rederi A/B Bia (BVBrunulf,Mgr.)	138·7 Q14'H36tF15t	25·9	12·8	Gothenbrg Swedish WB	C.2Cy.12"&28"-18" E&Bfitted07 28NHP LödöseVarf,Lödöse		V
71031 LDYA	**Borgestad** TwinSc D.F. OilEng. 1Dk	3924 3488 2336					1924	Burmeister &Wain Copenhagen	A/S Borgestad	351·3 P103tH236tF9t	51·4	24·2	Porsgrunn Norwegian WB	Oil Engines 4S.C.SA 12Cy.19 11/16"-35 7/16" 449NHP A/SBurmeister&Wain,Cpn		N
71032 LCPZ	**Borgfred** (exWinroth-34,exRönnes, exKrosfond) D.F. 1Dk	2183 1956 1292					1920	Swan,Hun- ter&Wigham Richardson, LdSunderlnd	SkibsA/SBorgholm (G.Gabrielsen, Mgr.)	285·3 P64tH111t	41·5	20·2	Farsund Norwegian WB	T.3Cy.22",35"&58"-39" 210NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		N
71033 LCFC	**Borgholm** Wireless 1Dk	1557 1349 890					1922	Akers Mek.Værks. Oslo	A/SBorgå (PetterOlsen Mgr.)	255·8 P41tH84tF27t	39·7	17·0	Oslo Norwegian	T.3Cy.19",31"&53"-36" 168NHP AkersMek.Værks.Oslo		N
30/41 24/[illegible] 71034 LDWA	**Borgland** TwinSc3Mst OilEng. ssOsl.No.3-3,31 ssOsl.No.2-39 ~~ssOsl.No.1-38~~ 2Dks(Stl)	3636 3302 2211	✠100A1 ~~3,40~~ 3,39 12,40 DBS3,40 ~~✠LMCCM4,38~~	Osl PNI ✠LMC 4,38	x	CL ~~4,38~~ 11,40	1918 5mo Lloyd	Akers Mek.Værks. Oslo 'sA&CP	A/S GangerRolf (Fred.Olsen&Co. Mgrs.)(Den NorskeSyd- AmerikaLinje) Ce	362·0 P32'B&F309' llDB314'1021tFPT	51·5	31·0 FK	Oslo Norwegian 6BHptCem 93tAPT40t	Oil Engines 4S.C.SA 12Cy.21¼"-28¾" 528NHP DB80lb AkersMek.Værks.Oslo	34 ″ 0	
71035																

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cer.
* 71036 LDIJ	**Borgny** *OilEng.* *ss*Bla.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinalframing–bracketlesssystem*	3015 2161 1686	✠100A1 12,39 ✠LMC CS5,38 DBS11,39 4,39 *CarryingPetroleum in bulk*	Got	*l*	CL N4,38	1929 3mo Lloyd'sA&CP	A/SAalb'rg Skibsbyggeri Aalborg	**A/S Borgå** **(PetterOlsen,** *Mgr.*)	305·4 | 50·2 | 18·8 320·6(O.L.) P67'B38'F31' *Trunk in wells* FK *CellDBuE47'50tDTf29'210tFPT154tAPT22t*	Oslo Norwegian 12*BHptCem*	Oil Engines 4S.C.SA 6Cy.19¾"–59¼" 222NHP DB185lb Akt.Burmeistr&Wain,Cpn	19 ″ 0	
71037 LDID	**Borgsten** Wireless 1*Dk*	1569 1355 914					1922	Akers Mek.Værks. Oslo	**A/S Borgå** **(PetterOlsen,** *Mgr.*)	255·9 | 39·7 | 17·7 P44*t*H91*t*F9*t*	Oslo Norwegian *WB*	T 3Cy.19",31"&53"–36" 168NHP AkersMek.Værks.Oslo		N
71038 LCRM	**Borgund** (*ex*Tangbrand, *ex*Jerseydene,*ex*Suzanne&Madeleine, *ex*Barbeau) Wireless *Ref.Mchy.* 1*Dk*	341 280 170					1917	Forg.&Ch. de la Médit LaSeyne	**StatensKjöleanlegg&Fryseri**	146·9 | 24·1 | 10·9 Q7*t*H24*t*F24*t* len39	Aalesund Norwegian *WB*	C.2Cy.18"&36"–23½" Forges&Ch.de la 52NHP Medit.LaSeyne		V
71039 173047 ~~OYDE~~ GNDM	**Boringia** Ⓟ **TwinSc** D.F. *OilEng.* *Ref.Mchy.* *ss*Cpn.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-teaks) 3*rd dk*(*Stl*)*in frwd.holds*	5821 4648 ~~3606~~ 3608	✠100A1 *withfreeboard* ~~3,40~~ ~~2,40~~3,41 ✠LMC CS12,38 DBS~~8,39~~3,41 6,38	Nkv ~~Sng~~Cal	*b*†	CL P8,39 SN8,39	1930 4mo Lloyd'sA&CP	Akt.Bur- meistr&Wain Copenhagen	Ministry ofShipping(UnitedBaltic Corporation,Ld. *Mgrs.*) *CellDB372'1326t tanks in way of tunnels 100tFPT95tAPT99t*	426·5 | 57·2 | 25·5 442·3(O.L.) B92' FK	Glasgow British 7*BHptCem* (*Coll toShdk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 14Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 827NHP DB90lb Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 4¾ 24 ″ 8½	BT till 3,42
71040 230447 KGWQ	**Borinquen** Ⓟ *Fitted for oil fuel* D.F. GyC. *Ref.Mchy.* 3*Dks*	7114 — 4249					1931	Bethlehem S.B.Corp.Ld Quincy,Mass.	**CoamoS.S.Corp.** **(NewYork&Porto RicoS.S.Co.***Mgrs.*)	413·7 | 59·8 | 23·2 B249'F77'	NewYork Utd.States *WB*	2 Steam Turbines SR Geared to 1 Sc. Shaft BethlehemS.B.Corp.		R
71041 834 SVHI	**Boris** (*ex*Menapier–33,*ex*War Heather) *ss*Ant.No.3–9,30 *ss*Ant.No.2–38 1*Dk*(*Stl*)	5166 *4737* *3071*	✠100A1 4,41~~2,40~~ ✠LMC MS8,38 BS2,40	Pir Vcr	*y*	CL ~~2,40~~ 4,41	1917 12mo Lloyd'sA&CP	D&WHen- dersn&Co.Ld Glasgow	**Soc.Commerciale** **et d'Armément** **S.A.**	400·5 | 52·3 | 28·5 P49'B113'F39' FK *Middle line Bulkhead*	Piræus Greek 7*BH pt Cem* *not oil-tight* *Cell DB345'*	T.3Cy.27",44"&73¼"–48" (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD D&W.Hendersn&CoLdGls 1132*tFPT*114*tAPT*177*t*	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
71042 PDFB	**Borneo** *OilEng* *Mchy.Aft* 1*Dk* *Cruiser Stern*	338 — 164					1937	NVSchpsw "Vooruitgang" Foxhol	**J.Wester**	133·0 | 23·9 | 9·5 P35'Q45 F21'	Paterswolde Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11¼"–$16\frac{9}{16}$" 74NHP MtrnWerkeMannheim AG		C
71043 21145 JCLB	**Borneo Maru** 2*Dks*&*Awng dk*	5864 5586 4264	✠ ... 5,22 ✠				1917 11mo	Kawasaki Dkyd.Co.Ld. Kobe	**OsakaSyosen** **K.K.**	385·0 | 51·0 | 36·0 FK	Osaka Japanese *WB*	T.3Cy.26",43½"&72"–48" 440NHP KawasakiDkydCoLdKobe	36 ″ 0	C †
71044 165254 ~~OYOE~~ GLZG	**Bornholm** *OilEng.* *ss*Els.No.2–37 D.F. 1*Dk*(*Stl*)	3177 2730 ~~1927~~ 1928	✠100A1 3,41~~2,40~~ ✠LMC CS3,38 DBS~~1,40~~5,41 3,38	Abg Bos	*v*	CL 10,39	1930 6mo Lloyd'sA&CP	Akt.Bur- meistr&Wain Copenhagen	Ministry of Shipping(T.Dunlop &Sons,*Mgrs.*) *CellDB277' 824t MT156t APT110t*	326·2 | 50·1 | 20·8 340·8(O.L.) P25'B155'F27' *Trunk in wells* FK	Aberdeen British 5*BHptCem*	Oil Engines 4S.C.SA 6Cy.21⅝"–$59\frac{1}{16}$" 267NHP DB100lb Akt.Burmeistr&Wain,Cpn	23 ″ 0 s 2 ″ 7¾ 20 ″ 6½	
71045 OXZE	**—** Ⓟ *OilEng.* Wireless D.F. 2*Dks*	1359 647 810					1930	Akt.Bur- meistr&Wain Copenhagen	**A/SDampskslsk. paaBornholm af 1866(Thorkil Lund,***Mgr.*)	235·3 | 37·9 | 11·4 F*onAwng dk*32'	Rönne Danish *WB*	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP Akt.Burmeistr&Wain,Cpn		V
71046 PDFH	**Bornriff** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	336 225 149					1939	N.V.Noord Nederlndsch. Schpswerven Groningen	**H.Salomons**	134·9 | 22·9 | 8·7	Groningen Dutch *WB*	Oil Engines 2S.C.SA 4Cy.$9\frac{7}{16}$"–$14\frac{9}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		
71047 132268 GRCW	**Borodino** Ⓟ *Cruiser Stern* *Ref.Mchy.* D.F. 2*Dks*	2004 1650 1091					1911	Earle'sCo. Ld. Hull	**Ellerman'sWilson Line,Ld.**	318·0 | 42·2 | 17·2	Hull British *WB*	T.3Cy.22",36"&60"–42" 233NHP Earle'sCo.Ld.Hull		C
71048 DGWC	**Borussia** **TwinSc** 1*Dk*	948 745 528					1912	Nüscke& Co.A.G. Stettin	**Rhein-London LinieA.Kirsten& Co.**	219·8 | 33·5 | 13·1 Q63'B53'F23'	Cologne German *WB*	T.6Cy.11⅘",$18\frac{9}{10}$"&$30\frac{7}{10}$"–$18\frac{7}{10}$" 82NHP Atlas-WerkeA.G.Bremen		G
71049 YTAJ	**Bosanka** *ss*Tri.2ndNo.3–8,32 *ss*Spt.No.1–37 *Spar dk*(*Stl*)2*trB*&*deep framing*	3456 3291 2244	✠100A1 *Spar dk* *withfreeboard* 10.39 MS9,40 BS10,39 ✠LMC~~11,36~~	Spt	*r*	CL 10,39	1905 3mo Lloyd'sA&CP	Nthmblnd S.B.Co.Ld. Newcastle	**Dubrovacka PlovidbaA.D.**	341·2 | 46·8 | 15·9 24·7 P30'B94'F30' FK *CellDBa110'uE22'f154'776tAPT61t*	Dubrvnik Yugoslav 6*BHCem*	T.3Cy.24",40"&65"–45"(*s*) 160lb 300NHP 2SB,6*cf*,GS129,HS4770 N.E.MarineEng.CoLdNwc	27 ″ 4 s4 ″ 10 22 ″ 8	
71050 166326 GFFC	**Boscan** **TwinSc** *Mchy.Aft* 1*Dk* *CruiserStern*	3953 2955 1812	✠100A1 5,41~~10,38~~ ~~11,40~~ ✠LMC12,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,37 *F.P. above* 150°F.	Aru	*w*	CL 10,38	1937 12mo Lloyd'sA&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	**LagoShippingCo. Ld.**(~~F.J.Wolfe, *Mgr.*)~~ (R.A.Carder,*Mgr.*) *CellDBuE12'23tFPT164tAPT141t*	355·9 | 60·2 | 16·7 365·2(O.L.) P73'F41' FK *Trunk*240'	London British 8*BHptCem* *ptAsp*	T.6Cy.16",26"&43"–27" (*s*) 180lb 318NHP 2SB,6*cf*,HS5130 FD N.E.MarineEng.CoLdNwc	17 ″ 6 s4 ″ 1¾ 13 ″ 6¾	
71051 PDFN	**Boschdijk** *ss*Rot.No.3–8,31 D.F. *ss*Rot.No.1–36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6872 6398 4240	✠100A1 *Shelter dk* *withfreeboard* 12,38 ✠LMC MS4,36 BS11,39 *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	Rot	*z*	CL 11,38	1922 10mo Lloyd'sA&CP	N.V.Werf deNoord Alblasserdam	**Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)** *CellDB325'1028t Collision BHtoShdk MT671tDTa577tFPT139tAPT149t*	400·2 | 54·3 | 36·6 P35'F50' *on Shelter dk* FK	Rottrdam Dutch *ptCem* 5 ,, ,, *U* ,,	3SteamTurbinesDRgeared to1Sc.Shaft (*s*) 215lb 648NHP 3SB(Spt),9*cf*,GS185, HS8481 FD Harland&Wolff,Ld.Bel.	39 ″ 0 s9 ″ 0¾ 30 ″ 2	
71052 PDFP	**Boschfontein** Ⓟ (*ex*Nieuwkerk–34) *OilEng.* *ss*HamNo.2–37 D.F. E.S.D. 1*Dk*(*Stl*)*Shelter dk*(*Stl*)& *Ref.Mchy.* 3*rd dk*(*Stl*)*in holds* *CruiserStern*	7139 5048 4292	✠100A1 *withfreeboard* 5,40~~2,40~~ ✠LMC CS12,37 DBS8,39 11,38~~12,37~~ ✠NE11,34 ✠Lloyd'sRMC~~12,39~~ ~~9,40~~ 3,41	Sba Sea	*b*†	OG 5,39	1928 10mo Lloyd'sA&CP	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	**VereenigdeNederlandscheScheep. Maats.**~~(Directie en AgentuurMaats. "HollandAfrika" LijnN.V.*Mgrs.*)~~ *CellDB372'1099tFPT115tAPT62t*	453·7 | 59·5 | 27·2 472·4(O.L.) P33'B134'F67' FK len34	Batavia Dutch 8*BHCem* (2 *to Sh dk* 6 ,, *2nd* ,,)	2Oil Engines 2S.C.SA 20Cy.$22\frac{1}{16}$"–$33\frac{1}{16}$"withS.R. gearing & hydraulic coupling 2DB 225lb 1705NHP NDB(WT)34–225lb KonMaats"DeSchelde," **Flushing**	31 ″ 0 s 4 ″ 6 26 ″ 7½	
71053 314 IBFA	**Bosforo** (*ex*Mayumbe–39) *ss*Ant.No 2–37 D.F. 1*Dk*(*Stl*)&2*nd dk*(*Stl*)*in* *peaks*&*Nos.*1,2,4,5&6 *holds*	3648 3128 2164	✠100A1 1,40 BS12,38 ✠LMC11,37 *Fitted for oil fuel* 1,34 *F.P. above* 150° F.	Tri		CL 1,40	1929 9mo Lloyd'sA&CP	Antwerp Eng.Co.Ld. Hoboken	**"Adriatica"Soc. Anon.diNav.**	359·2 | 49·3 | 23·6 347·2 P37'F33'B118' FK *CellDBa*&*u* *E*123' *f*150'8	Venice Italian 7*BHCem* 1 ,, *to 2nd dk* 11*tDTsa*55'	T.3Cy.25",41"&68"–45" (*s*) 180lb FD 440NHP 3SB(Spt) 9*cf*,GS165,HS6564 N.E.MarineEng.Co.Ld.Sld 1070*tFPT*68*tAPT*31*t*	25 ″ 9 s4 ″ 2¾ 21 ″ 8	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre [illegible]
71054 YTQA	**Bosiljka** (exFalco-35,exBia, exAugusta, ssGot.3rdNo.3-9,33 exPolycarp) ssSskNo.1-37 1Dk(Stl)&Spar dk(Irn) &deep framing	3009 2842 1810	✠100A1 Spar dk 1,41 ~~12,39~~ BS~~10,39~~ ✠LMC10,36 3,41	Spt NYk	u	CL ~~10,37~~ 1,41	1896 3mo	Barclay, Curle&Co.Ld Glasgow A&CP	Parobrodarsko Drustvo,S.O.I. "Alcesu" Cell	322·0|42·3|16·9 25·6 FK DBa&uE125′f138′	Orebic Yugoslav 5BHCem 598tAPT40t	T.3Cy.23½″,39½″&64″-42″(s) 160lb NDB11 277NHP 2SB(Spt)6cf,GS126,HS4328 Barclay,Curle&Co.Ld.Gls.	28 ″ 0 s 5 ″ 7½ 22 ″ 7½	
71055 PDFS	**Boskoop** Ⓟ ssHam.No.3-5,39 D.F. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	5620 4634 3394	✠100A1 withfreeboard 8,40 ~~12,39~~ ✠LMC MS5,39 BS~~?,39~~ 8,40 Fitted for oil fuel 7,27 F.P. above 150° F.	Rot Liv	a†	CL 12,39	1927 7mo	N.V.C.van derGiessen& Zonen'sSchps Krimpen Lloyd'sA&CP	Koninkl.Nederl. Stoomb.Maats.	400·6|58·3|26·3 417·3(O.L.) FK (Coll&A CellDB323′1175tFPT106t	Amstrdam Dutch 7BHCem P to Sh dk 5 ″ 2nd ″) APT66t	C.4Cy.(2)29″&(2)47¼″-47¼″ 200lb (r) 522NHP 3SB(Spt)9cf,GS165,HS8220 FD RottrdamDryDockCo.Rot.	30 ″ 0 s 3 ″ 7 26 ″ 7	
71056 YTJK	**Bosna** Ⓟ (exBosnia) ssSpt.3rdNo.3-7,34 ssSsk.No.1-39 1Dk(Stl-ws)	542 347 263	A1 For service in the Adriatic 5,40 BS4,40 LMC2,39 No later survey reported	Ssk	h	CL ~~10,37~~ 5,40	1899	Lloyd Austriaco Trieste Lloyd'sA&CP	JadranskaPlovid- baD.D.	162·8|24·9|11·6 174·2(O.L.) P49′B39′F45′ FK CellDBa45′	Split Yugoslav 5BHCem uE23′63t	T.3Cy.13⅞″,22¼″&36″-24″(s) 170lb 94NHP 2SB,4cf,GS80,HS1470 FD LloydAustriaco,Trieste	12 ″ 5 s 1 ″ 0 11 ″ 9½	
71057 LIXM	**Bosphorus** OilEng. D.F. 1Dk&Shelter dk Ref.Mchy. CruiserStern	2111 1647 1151					1934	A/SAkers Mek.Værks. Oslo	DenNorskeMiddel- havslinjiA/S(Fred Olsen&Co.andOle R.Thoresen, Mgrs.)	323·6|44·2|16·7 P98tH320tF46t	Oslo Norwegian WB	Oil Engines 2S.C.SA 6Cy.19¼″-35 7/16″ 404NHP A/SAkersMek.Værks.Oslo		N
71058 223749 WECB	**Boston** Ⓟ TwinSc CruiserStern Fitted for oil fuel D.F. 6Dks	4989 — 2703					1924	Bethlehem S.B.Corp.Ld. Sparrow'sPt.	Eastern Steamship Lines,Inc.	385·3|72·5|20·9 WB	Portsmth, N.H. Utd.States	4SteamTurbinesSRgeared to2Sc.Shafts BathIronWorks,Bath,Me.		R
71059 134724 GDSB	**Boston City** ssBrs.No.3-8,33 ssBrs.No.1-38 D.F. 2Dks(Stl)&Shelter dk(Stl) 3rd dk(Stl)in fore hold Tonnage opening closed '41(W.E.)	2870 2632 1707	✠100A1 Shelter dk withfreeboard 8,40 ~~2,40~~ ✠LMC MS2,38 BS~~?~~ 6,41 Fitted for oil fuel 8,20 F.P. above 150°F.	Brs	u	CL 1,38	1920 8mo	C.Hill& Sons,Ld. Bristol Lloyd'sA&CP	BristolCityLine ofSteamships,Ld. (C.Hill&Sons, Mgrs.) CellDB268′601t	316·1|43·8|23·6 FK Collision FPT88tAPT89t	Bristol British Cem BHtoSh dk 5 ″ ″ U ″	T.3Cy.24 7/16″,39″&66″-45″ 180lb 100lb (s) 357NHP 2SB,6cf,GS111,HS4839 FD Richardsons,Westgarth& Co.Ld.Hpl.	~~26 ″ 0~~ ~~s 2 ″ 1½~~ ~~24 ″ 1½~~ 33 ″ 7 s8 ″ 8½ 25 ″ 1½	
71060 26358 JMCD	**Boston Maru** ssNag.No.3-3,32 ssKob.No.1-37 2Dks(Stl)	5477 4988 3407	✠ ... 6,39 ✠	Smk	z		1919 10mo	Asano S.B.Co. Tsurumi	IshiharaSangyo KaiunKaisha,Ld.	400·0|53·2|29·4 P33′B124′F41′ FK CellDB339′942t	Hutyu Japanese 6BHCem APT27t	T.3Cy.26⅝″,43½″&72″-48″ 513NHP 3SB,9cf,GS175,HS7376 Ishikawajima,Tokyo	32 ″ 0	
71061 223680 KLEL	**Boston Socony** TwinSc OilEng. D.F. Mchy.Aft 1Dk Carrying Petroleum in bulk New middle body electrically welded 1935	1199 — 753					1924	NewYork S.B.Corp Camden,N.J. Rebuilt1935	Socony-Vacuum OilCo.Inc.	252·0|40·0|12·8	NewYork Utd.States WB	Oil Engines 4S.C.SA 6Cy.13″-18″ 98NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
71062 161171 MPPM	**Boston Trader** ssGoo.No.1-40 OilEng. Mchy.Aft 1Dk Cargo battens not fitted CruiserStern	371 258 171	✠100A1 8,40 ~~11,38~~ ✠LMC~~11,36~~ 8,40	Goo	e	OG 7,40	1936 11mo	GooleS.B. &RepgCo.Ld. Goole Lloyd'sA&CP	Gt.Yarmouth ShippingCo.Ld. Cell	143·5|26·2|8·9 P41′F15′ FK DBf32′52tFPT52t	Yarmouth British 3BHCem APT23t	Oil Engines 2S.C.SA 6Cy.9 13/16″-16 5/16″ 101NHP BritishAuxiliaries,Ld.Gls.	10 ″ 0 s ″ 11½ 9 ″ 2	
71063 143043 GNSX	**Bosworth** (exWarPeridot) ssShl.No.3-8,31 D.F. ssBry.No.2-40 ~~ssCff.No.1-36~~ 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted in 'tween decks	6672 6398 4140	✠100A1 Shelter dk withfreeboard ~~4,40~~ ~~11,38~~ ✠LMC3,40 6,41 ~~10,40~~ BS5,41	Shl ~~Bry~~ Gls	a†	CL ~~8,38~~ 5,41	1919 3mo	JLThomp- son&Sons,Ld Sunderland Lloyd'sA&CP	H.M.Thomson CellDB366′1362tD	412·5|55·5|34·4 F on Shelter dk 36′ FK Ta26′997tFPT154t	London British ptCem 6BHtoSh dk 2 ″ ″ U ″ APT224t	T.3Cy.27″,45″&75″-54″ (s) 180lb 619NHP 3SB,12cf,GS219,HS9525 FD J.Dickinson&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 9½ 28 ″ 6	
71064 131445 GRQK	**Botavon** (exTrade-39, exEurypylus-38, ssLiv.2ndNo.3-11,37 exIndrakuala) 2Dks(Stl) Carrying oil fuel F.P.above150°F.in DB	5848 5307 3563	✠100A1 ~~5,40~~ ~~8,39~~ 3,41 ~~BS5,39~~ ✠LMC5,36 BS~~5,40~~ 6,41	Cff ~~Hul~~ Lon	a†	CL 8,39	1912 7mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	Ministry of Shipping(SirWm. ReardonSmith& Sons,Ld.Mgrs.) Cell DBa118′uE&F	430·0|54·0|30·5 P80′B148′F80′ FK 75′f195′1260tFPT	London British 7BHCem 98tAPT58t	T.3Cy.26½″,45″&75½″-54″ 200lb HS13405 (r) 687NHP 2D&1AuxSB,15cf,GS300 Dunsmuir&Jackson,LdGls	33 ″ 1 s5 ″ 9½ 27 ″ 6½	
71065 PKOC	**Both** 2Dks	2608 2034 1517					1931	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	299·4|46·6|19·3 P26′B83′F19′	Batavia Dutch WB	C.4Cy.(2)16½″&(2)35½″- 35½″ 122NHP Gebr.Stork&Co.Hengelo		V
71066 160475 GSLJ	**Bothnia** ssLiv.No.2-35 2Dks(Stl)	2407 2085 1209	✠100A1 8,39 BS~~8,39~~ ✠LMC5,35 9,40	Liv	t	CL 12,37	1928 5mo	JLThomp- son&Sons,Ld. Sunderland Lloyd'sA&CP	CunardS.S.Co.Ld.	292·3|45·0|20·3 B129′F28′ FK CellDBa&uE 94′f139′526tFPT	Liverpool British 5BHptCem 43tAPT23t	T.3Cy.24″,40″&66″-45″ (s) 180lb 180lb 403NHP 2SB,8cf,GS155,HS5944 FD J.Dickinson&Sons,Ld.Sld.	22 ″ 6 s 3 ″ 0½ 19 ″ 8	
71067 6061 SDLU	— (exFreja) 1Dk	*1343* *1144* *711*					1918	Limhamns Skeppsv.A.B. Limhamn	RederiA/B SvenskaLloyd(K. R.Bökman,Mgr.)	239·0|37·6|18·2 P19′B60′F30′	Gothenbrg Swedish WB	T.3Cy.17¼″,29½″&48″-31½″ 130NHP LimhamnsSkeppsv.A.B.		V
71068 DHCY	**Botilla Russ** Wireless Sub.Sig. 1Dk	996 798 583					1922	Atlas WerkeA.G. Bremen	ErnstRuss	224·0|33·3|13·7 P15′Q79′B61′F27′	Hamburg German WB	T3Cy.18 1/16″,29½″&48⅝″-29½″ 129NHP AtlasWerkeA.G.Bremen		G
71069 137842 GQTZ	**Botlea** (exPentridgeHill-39, exAfricanPrince-36, ssLiv.No.3-9,29 exGlennevis) ssPir.No.2-38 2Dks(Stl)	5119 4800 3245	✠100A1 9,39 ✠LMC MS5,38 BS6,39	Cff	y	CL 8,39	1917 5mo	Ayrshire Dckyd.Co.Ld Irvine Lloyd'sA&CP	Ministry of Shipping(SirWm. ReardonSmith& Sons,Ld.Mgrs.) 'Tween deck BH in after hold dispensed with Cell DB344′981tDTa33′867tAPT19t	400·7|53·4|27·3 P35′B119′F46′ FK	London British Cem 5 BHto U dk 1 ″ ″ 2nd ″ only	T.3Cy.27″,43″&72″-48″ (s) 180lb 65lb 510NHP 3SB,9cf,GS119,HS7647 FD Dunsmuir&JacksonLd.Gls	29 ″ 7 s 5 ″ 8 24 ″ 1	
71070 LCRN	**Botne** 1Dk	991 861 570					1922	Hölens Verks. Larvik	JansensRederi A/S(Ingvar Jansen Mgr.)	214·2|34·3|14·2 H59tP39t	Bergen Norwegian WB	T.3Cy.15⅞″,25″&42″-30″ 97NHP MossVærft.A/S.Moss		N
71071														

1/4/41

1 No. in Book. Official No. Code Letters	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71072 143449 GCYJ	**Botusk** (*ex*Transit-39, *ex*Molton-38) *ss*Cff.No.3-6,35 *ss*Cff.No.1-39 1*Dk*(*Stl*) *Cargo battens not fitted*	3091 2864 1873	✠100A1 11,40 ~~2,40~~ ✠LMC6,39 BS11,40	Trn Hul	*u*	CL 4,39	1919 10mo	RopnerS.B &Repairing Co.(Stockt'n) Ld.Stockton Lloyd'sA&CP	MinistryofShipping(SirWm.ReardonSmith&Sons, Ld.*Mgrs.*) *CellDB*276' 728t*FPT*111t *APT*139t	331·5 P33'B98'F29' FK	46·7	23·2	London British 5*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 359NHP 3SB,9*cf*,GS153,HS5829 Blair&Co.Ld.Stockton	25 ″ 6 s3 ″ 11¾ 21 ″ 9	
71073 137512 GPVX	**Botwey** (*ex*ManchesterProducer-39, *ex*StartPoint) *ss*Mch.No.3-9,28 *ss*Mch.No.2-37 D.F. *Ref.Mchy.* 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) *Tonnage opening closed* '41(*W.E.*)	5106 4774 3174	✠100A1 *Shelter dk withfreeboard* 5,40 ~~8,39~~ ✠LMC MS9,36 BS~~8,39~~ 8,40 Lloyd'sRMC9,38 Stbd. chambers for temp. 32° F.	Mch	*a*†	CL 3,38	1916 5mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	MinistryofShipping(P.Henderson&Co.*Mgrs.*) *CellD Ba*135'*uE*31'*f*172' 1054t *DT a*35' 946t *FPT*109t *APT*124t	420·3 432·5(O.L.) F*onShelter dk*34' FK	53·5	27·8	Manchestr British 7*BHCem*	T.3Cy.29",49"&80"-54" (*s*) 180lb 682NHP 3SB,12*cf*,GS234, HS10300 FD Richardsons,Westgarth& Co.Ld.Sld.	~~30 ″ 6~~ ~~s3 ″ 8¼~~ ~~27 ″ 0~~ 39 ″ 1 s11 ″ 3¼ 28 ″ 0	
71074 153733	**Bou Regreg** *ss*Cdz.No.3-11,34 *ss*Suz.No.1-38 *Mchy.Aft* 1*Dk*	382 296 182	100A1 12,40 ~~12,38~~ LMC12,38 BS~~5,40~~2,41 *For Service at Suez* *CarryingPetroleum in bulk* *Fitted for oil fuel 24 F. P. above 150° F.*	Suz PSd	*f*	CL 12,38	1924	Philip& Son,Ld. Dartmouth	TexasShipping Company(China) Ld.(Société CaliforniaTexas desPetrolesS.A.E. *Mgrs.*)	140·0 *Trunk*65' FK *FPT*18t	30·1	8·3	HongKong British 7*BHptCem* *APT*28t	C.2Cy.13½"&28"-20" 150lb 32RHP 1SB,2*cf*,HS1081 Philip&Son,Ld.Dartmouth	9 ″ 6	
71075 FOHJ	**Boudjmel** (*ex*Zeus) Wireless 2*Dks*	1527 1257 943					1901	Rijkee& Co. Rotterdam	L.Bérengier& Giannoni	250·7 Q78'B60'F32'	34·6	18·5	Marseilles French *WB*	T.3Cy.19",32"&51"-36" NB20 156NHP Maats.Fyenoord,Rot.		V
71076 UPAG	**Boug** (*ex*AgnesDuncan-35) *ss*Cff.No.3-1,25 *ss*Cff.No.2-34 *Mchy.Aft* 1*Dk*(*Stl*)	2496 2175 1407	✠ 4,31 ✠	Cff			1912 7mo	R.Duncan &Co.Ld. PortGlasgow	U.S.S.R. 2*IntermediateBHds in main hold dispensed with* *CellD BuE&B*52*f* 185'715t*FPT*305t*APT*74t	306·0 P71'F38' FK	43·2	20·1	Archangel Russian *Cem* 3*BHonly*	T.3Cy22",36$\frac{9}{16}$"&59"-39"(*s*) 263NHP 2SB,6*cf*,GS126,HS4428 J.G.Kincaid&Co.Ld.Grk.	22 ″ 7	
71077 FNLR	**Bougainville** Ⓟ *Ref.Mchy.* D.F. 3*Dks*	7110 — 4363					1913	Forg.&Ch. de laMédit. Havre	ChargeursRéunis	414·0 B148'	53·8	34·8	Havre French *WB*	T.3Cy.28",46"&76"-52" 416NHP Forg.&Ch.de laMédit.Hav.		V
71078 FNGJ	**Bougaroni** (*ex*SheafSpear-37) *ss*Nwc.No.3-2,32 *ss*Ant.No.2-10 ~~*ss*Ret.No.1-35~~ D.F. E.S.D. 1*Dk*(*Stl*)	*3050* *2831* *1913*	✠100A1 10,40 ~~11,39~~ ✠LMC4,40 ~~Surveys delayed~~ *Fitted for oil fuel 2.20 F.P. above 150° F.*	Mdb Msl	*u*	CL ~~6,37~~ 4,40	1919 1mo	J.Blumer &Co. Sunderland Lloyd'sA&CP	Cie.France-NavigationS.A. (*in liq.*)(ChargeursRéunis,*Mgrs.*) *CellD* B276'734t *FPT*105t *APT*122t	331·3 P33'B98'F28' FK	46·8	23·2	Rouen French 7*BHptCem*	T.3Cy.23",41"&68"-45" (*s*) 180lb 340NHP 2SB,6*cf*,GS102,HS4203 FD J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
71079 160758 GSQD	**Boulderpool** *ss*Shl.No.2-36 D.F. 1*Dk*(*Stl*)	4805 4552 2992	✠100A1 7,40 ~~11,39~~ ✠LMC MS3,37 BS~~6,39~~ 7,40	Npt Mch	*z*	CL 11,39	1928 10mo	Smith's DockCo.Ld. Middlesbro' Lloyd'sA&CP	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) *CellDB*352'1398t *FPT*168t *APT*159t	405·0 417·3(O.L.) P30'B229'F41' FK	53·5	26·4	W.Hartlpl British 6*BHCem*	T.3Cy.25½",40"&71"-48" (*s*) 180lb FD 508NHP 3SB(Spt)9*cf*,GS169,HS7688 Smith'sDockCo.Ld.Mdb.	29 ″ 5 s 4 ″ 9 24 ″ 11¼	
71080 FNQB	**Bourbonnais** (*ex*Baytigern, *ex*SaintKentigern, *ex*Port deBoulogne) D.F. 2*Dks*	4484 — 2836					1914	Greenock& Grangem'th DckydCo.Ld. Greenock	NouvelleCie. HavraisePéninsulaire deNav.	375·8 P36'B99'F43'	52·6	25·6	Marseilles French *WB*	T.3Cy.25",41"&68"-48" 320NHP Rankin&Blackmore,Grk.		V
71081 LZDA	**Bourgas** (*ex*Carniolia) *ss*Tri.2ndNo.3-3,28 1*Dk*&*Spar dk*	2941 2283 1674	... 4,33				1900	Lloyd Austriaco Trieste	Soc.Commerciale Bulgare deNav.à Vap.	315·3 P36'B86'F64' FK	40·8	21·5	Varna Bulgarian *WB*	T.3Cy.23½,39"&65½"-45" 356NHP LloydAustriaco,Trieste	24 ″ 3	V †
71082 FNNG	**Bourges** D.F. 1*Dk*	2910 2538 1774	✠ ... 7,22 ✠				1919 9mo	ForthS.B. &E.Co.Ld. Alloa	Cie.DelmasVieljeux	324·4 P28'B85'F33' FK	44·3	23·1	LaRochlle French *WB*	T.3Cy.20½",33"&54"-39" 234NHP G.T.Grey&Co.Ld.S.Shl.	25 ″ 6	V †
71083 FOMW	**Bourgogne** (*ex*HöeghRay-38) *CarryingPetroleum in bulk* *OilEng.* *Mchy.Aft* D.F. 1*Dk* *Longitudinal framing at bottom & deck in centre tanks* *CruiserStern*	9357 8680 5659	✠ ... 10.38 ✠	Fal	*e*†		1937 10mo	Odense Staalskibsvft vedAPMöller Odense	Soc.Française de Transports PétroliersS.A. *CellDBuE*81'329t *DTf*26'443t*FPT*167t *APTs*230t	485·8 501·1(O.L.) P98'B34'F37' FK	65·7	35·8	Havre French 14*BH*	Oil Engines 4S.C.SA 7Cy.29⅛"-59$\frac{1}{16}$" 572NHP Akt.Burmeistr&Wain,Cpn	35 ″ 10	V †
71084 124501	**Bournemouth Queen** Ⓟ PadSp 1*Dk*&*Promenade dk*	353 241 139					1908	AilsaS.B. Co.Ld. Troon	Southamptn.I.ofW & S.ofEng.Royal MailStmPktCo.Ld	200·1 Q10'	24·1	8·0	S'thamptn British	C.D.2Cy.23"&48"-51" 94RHP Hutson&Sons,Ld.Glasgow		BT till 5,41
71085 161439 MPVS	**Bovey Tracey** *ss*Shl.No.2-39 Wireless 1*Dk*(*Stl*)	1212 921 613	✠100A1 10,40 ~~2,40~~ BS~~2,40~~ 4,41 ✠LMC2,39	Shl	*n*	CL 2,39	1930 6mo	J.Crown& Sons,Ld. Sunderland Lloyd'sA&CP	T.&C.Wilton&Co. Ld. *CellDBa&uE*75'*f*93'276t*FPT*34t *APT*66t	222·0 232·9(O.L.) P20'B49'F23' FK	35·2	14·6	London British 4*BHCem*	T.3Cy.17",28"&46"-33" (*s*) 180lb 158NHP 2SB,4*cf*,GS73,HS2792 N.E.MarineEng.CoLd.Sld.	16 ″ 7 s 1 ″ 10½ 14 ″ 10½	
71086 140355 GXVY	**Boxol** *ss*Mlt.No.3-10,29 *ss*Mlt.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	1115 861 667	✠100A1 8,40 ~~1,40~~ BS1,40 ✠LMC12,37 *CarryingPetroleum in bulk* *Fitted for oil fuel 9,17F. P.above 150° F.*	Mlt	*n*	CL 11,37	1917 9mo	Barclay, Curle&CoLd Glasgow Lloyd'sA&CP	TheAdmiralty *Middle line Bulkhead not oil tight* *CellDBuE&B*45'63t*DTf*30'245t*FPT*35t*APT*30t	210·0 220·0(O.L.) P62'F57' FK	34·7	15·6	London British 12*BHptCem*	T.3Cy.15½",25½"&41½"-27" 180lb (*s*) 87RHP 2SB,4*cf*,HS2206 FD Barclay,Curle&Co.Ld.Gls.	16 ″ 6 s 1 ″ 6 15 ″ 1	
71087 ONHT	**Brabant** *OilEng.* *CruiserStern* 2*Dks*	*2483* *2100* *1287*					1938	Soc.Anon. Jhn.Cockerill Hoboken	CieNationaleBelge de Transp.Mar. AgenceMaritime InternationaleS.A *Mgrs.*)	307·6 F26'	45·2	27·7	Antwerp Belgian *WB*	Oil Engines 2S.C.SA 5Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 337NHP SocAn.J.Cockerill,Seraing		V
71088 LCFF	— Ⓟ TwinSc *CruiserStern* *OilEng.* D.F. 2*Dks*	2335 1650 1345					1926	Akers Mek.Værks. Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	270·5 P48'Q92'F49'	41·2	20·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19⅝"-35$\frac{7}{16}$" 446NHP AkersMek.Værks.Oslo		N
71089																

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée Cert. B.of Trade
71090 PDGA	**Brabant** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	345 266 203					1927	Gebr.Pot Bolnes	N.V.Motorschip Brabant(T.den Hartigh,*Mgr.*)	147·9 P40′F20′	25·2	8·7	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11″–17½″ 47NH Motorenfabrik“Deutz” A.G.Köln-Deutz		V
71091	**Brabo** (*ex*Laimdota-40,*ex*Carnac, *ex*Federica) *ss*Tri.2ndNo.3–1,22 *ss*Shl.No.1–27 1*Dk*&*Spar dk*&*deepframing*	*3658* *3363* *2313*	✠ 8,30 ✠				1899 10mo	Russell& Co. PortGlasgow	Armement AnversoisS.A. (N.Aragon&L. SchellenS.N.C. *Mgrs.*)	340·0 P21′B72′F36′	46·1	17·9 25·9 FK	Antwerp Belgian *WB*	T.3Cy.24″,39″&65″–45″ 300NHP Rankin&Blackmore,Grk.	28 ″ 5	C †
71092 164147 MMNX	**Brackenfield** *Mchy.Aft* 1*Dk* *CruiserStern*	657 442 268	✠100A1 8,40 ~~2,08~~ ✠LMC11,37	Liv	*i*	CL	1937 11mo *Lloyd*	LythamSB &E.Co.Ld. Lytham '*sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) *C*	171·0 176·7(O.L.) Q102′F25′ *ellDB*86′ 113*t FPT*	28·8	11·2 FK	Liverpool British 3*BHCem* 115*tAPT*47*t*	T.3Cy.12½″,21″&36″–24″(*s*) 200lb 68RHP 1SB,2*cf*,GS38,HS1637 FD LythamS.B.&E.Co.Ld	13 ″ 6 s 4 ″ 2 13 ″ 1½	
71093 LKJR	**Braconda** *OilEng.* 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* *Longitudinal framing* *Electrically welded* *CruiserStern*	10204 9406 6097	✠100A1 ~~10,402,40~~ 4,41 ✠LMC1,40 *CarryingPetr*	Phl LAn *oleum*	*f*† 2¼ *in*	CL 2,40 *bulk*	1940 1mo *Lloyd*	Kockums M.V.Aktieb. Malmö '*sA&CP*	A/S Braconda (L.G.Braathen) *CellDBuE*70′151*t*	513·0 533·1(O.L.) P98′F68′ *DTf*34′522*tFPT*16	63·2	38·7 FK	Oslo Norwegian 11*BHptCem* 4*tAPTs*396*t*	Oil Engines 2S.C.DA 8Cy.23⅝″–43 5/16″ 1556NHP 2DB171*lb* 1DB(WT)171*lb* KockumsM.V.Akt.Malmö	38 ″ 6 s 9 ″ 1½ 29 ″ 6	
71094 161617 GFQS	**Bradburn** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4736 4425 2872					1930	W.Gray& Co.Ld. WHartlepool	LeedsShippingCo. Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	400·4 F41′	54·2	25·6	Bideford British *WB*	Q.4Cy.20″,28½″,41½″&61″– 48″ 258NHP Cen.Mar.EWrks.LdWHpl		C
71095 [illegible] [illegible]	**Braddock** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk* Now“Empire Redshank,” *see No.* 90383 *in Supplement* *Longitudinal framing*	6629 5895 4122	✠100A1 (*Reclassification Contemplated*) ✠				1919 4mo	Federal S.B.Co. Kearny,N.J.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	395·5 P45′B110′F38′*on* *Shelter dk*	55·0	31·4 FK	~~Newrk,N.J.~~ ~~Utd.States~~ British *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	34″11	R †
71096 161622 GYWP	**Bradford City** *OilEng.* 1*Dk*&*Shelter dk* *CruiserStern*	4953 4642 2999					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ReardonSmith LineLd.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	426·5 F42′	56·2	25·3	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝″–91 5/16″ 687NHP W.Doxford&Sons,Ld.Sld.		C
86/40 71097 148834 GFJN	**Bradfyne** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4740 4421 2872					1928	W.Gray& Co.Ld. WHartlepool	LeedsShippingCo. Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	400·2 F41′	54·2	25·6	Bideford British *WB*	T.3Cy.25″,42″&70″–48″ 339NHP Cen.Mar.Eng.Wrks.WHpl		C
71098 161616 GPVQ	**Bradglen** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4741 4428 2874					1930	W.Gray& Co.Ld WHartlepool	LeedsShippingCo. Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	400·4 F41′	54·2	25·6	Bideford British *WB*	Q.4Cy.20″,28½″,41½″&61″– 48″ 258NHP Cen.Mar.EWrks.LdWHpl		C
71099 LKAH	**Braga** *OilEng.* D.F. *CruiserStern* 1*Dk*&*Shelter dk*	1671 1219 812					1938	Akt.Lind- holmens Varv Gothenburg	DenNorskeMiddel- havslinjiA/S(Fred Olsen&Co.&O.R. Thoresen,*Mgrs.*)	285·4 F25′	42·3	16·3	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.19 5/16″–35 7/16″ 454NHP SulzerBros.Ld.Winterthur		N
71100 LJTS	**Braganza** (*ex*PacificTrader-38) *OilEng.* D.F. E.S.D. *ss*Gls.No.3–5,37 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) 3*rdDk*(*Stl*)*inNos.*1&2*holds*	*6327* *5298* *3935*	✠100A1 *withfreeboard* 2,40 ✠LMC CS1,38 DBS1,38 2,40 DBS(P)2,40	NYk	*b*†	CL ~~5,37~~ 8,40	1924 5mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP* *CellDB*358′	A/SBraganza (L.G.Braathen, *Mgr.*) *Duct keel forward* 1284*t DTa* 16′ 614*t*	420·0 436·6(O.L.) F41′ *of boiler space* 128′ *DTf*22′996*tFPT*1	58·0	28·1 FK (	Oslo Norwegian 8*BHptCem* *Coll to Sh dk* 7 „ 2*nd*„) 20*tAPT*126*t*	Oil Engines 2S.C.SA 4Cy.22 1/16″–91¼″ 640NHP NDB(S)38 125*lb* DB125*lb* W.Doxford&Sons,Ld.Sld.	30″11 s 3″11½ 27″1½	
71101	— **Wood** *Mchy.Aft* 1*Dk*	305 260 143					1917	E.Lindstöl Lindstöl	U.S.S.R.	118·5 Q16*t*H29*t*	28·6	13·7	Archangel Russian	C.2Cy.13⅝″&26⅛″–18 1/16″ 31NHP KaldnæsM.V.Tönsberg		
71102 DJVM	**Brage** D.F. E.S.D. 2*Dks* *CruiserStern*	5954 4995 3024					1937	Nordsee- werkeEmden G.m.b.H. Emden	Seereederei “Frigga”A.G.	437·1 B49′F35′	59·0	23·6	Hamburg German *WB*	C.4Cy.(2)20 1/16″&(2)43 5/16″– 43 5/16″&LP turbine with DR gearing & hydraulic coupling 313NHP A.Borsig,G.m.b.H. Berlin-Tegel		G
71103 8146 SJZN	— Wireless 1*Dk*&*Shelter dk* *CruiserStern* *Strengthened for Navigation inIce*	*1238* *925* *639*	✠100A1 *withfreeboard* 12,39 ✠LMC4,37	Got	*q*	OG	1937 4mo *Lloyd*	Öresunds- varvetA/B Landskrona '*sA&CP*	Stockholms Rederiaktieb.Svea (E.Högberg,*Mgr.*) *CellDB*220 3	266·6 273·0(O.L.) 95*tFPT*11*tAPT*45*t*	37·8	13·1 FK (	Stockholm Swedish 4*BHCem* *Coll to Sh dk* 3 „ 2*nd* „)	T.3Cy.18½″,29 15/16″&48 7/16″– 33½″ 200lb (*s*) 182NHP 2SB(Spt),4*cf*,GS60, HS2510 FD ÖresundsvarvtA/B,Lkr.	16 ″ 4 s 0 ″ 2 16 ″ 3½	
71104 5192 SDJA	— **3Mst** (*ex*Tanke) *Mchy.Aft* 1*Dk*	*774* *501* *359*					1903	Chant.Nav Anversois Hoboken	RederiA/BStella (EjnarSjökvist, *Mgr.*)	188·3 P67′Q87′B13′H35*t* F26′	30·1	11·3	Gothenbrg Swedish *WB*	T.3Cy.15″,25″&40″–27″ 83NHP N.E.MarineEngCoLd.Nwc		V
71105 8202 SKON	**Brageland** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *Ref.Mchy.* *Part electrically welded* *Strengthened for navigation in ice* *CruiserStern*	*2608* *2220* *1363*	✠100A1 *withfreeboard* ~~3,40~~ ~~,38~~ 10,40 ✠LMC9,37 ✠Lloyd'sRMC~~2,40~~10,40 *Carrying oil* *or vegetable o* *wing double b*	Got ~~Liv~~ Bal *fuelF.* *il in de* *ottom*	*u* *P.* *ep* *tan*	CL 10,40 *above*1 *tank*& *ks inE*	1937 9mo *Lloyd* 50° F. *in* .R.	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP*	Ångf.A/B Tirfing (SvenskaOrient Linjen)(T.E.J:son Broström,*Mgr.*) *CellDB*252′	353·6 370·3(O.L.) 780*t MT*24′ 300*t T*	50·2	19·4 FK (	Gothenbrg Swedish 7*BH* *Coll to Sh dk* 6 „ 2*nd* „) *anks in way*	Oil Engines 2S.C.DA 6Cy.17 1/16″–47¼″ 644NHP DB80*lb* EriksbergM.V.Aktieb.Got *of tunnel* 170*tAPT*59*t*	22 ″ 3 s ″ 10½ 21 ″ 6	
71106 6340 SGIN	**Braheholm** *ss*Lkr.No.3–6,38 D.F. 2*Dks*(*Stl*)	*5676* *5106* *3367*	✠100A1 5,40 ~~6,39~~ ~~BS1,39~~ ✠LMC6,38 3,40 *Fitted for oil*	Got *fuel* 4,20	*z* *F.P. a*	CL ~~6,39~~ 5,40 *bove* 1	1920 4mo 50° F.	J.Cough- lan&Sons,Ld Vancouver, A&CP B.C. *Intermediate*	Aktieb.Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) *BHin forehold*&*In* *BH in after* *CellDB*363′1239*t*	410·5 P44′B115′F47′ *termediate'tween dk* *holddispensed with* *FPT*124*tAPT*87*t*	54·1	27·5 FK	Gothenbrg Swedish *ptCem* 5*BHto U dk* 1 „ „2*nd*„ *only*	T.3Cy.27″,44″&73″–48″ (*s*) &exhaustturbinedriving steam compressor 180lb 520NHP 3SB,9*cf*,GS198,HS7743 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 9 s 5 ″ 9½ 24 ″ 2	
71107 LIWU	**Brajara** *OilEng.* *ss*Sba.No.1–38 *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	8116 7462 4894	✠100A1 1,41 ~~1,40~~ ✠LMC CS3,40 ~~DBS1,39~~ 9,40 4,38 *CarryingPetr*	LAn Syd *oleum*	*c*† *in*	CL ~~6,39~~ 1,41 *bulk*	1934 12mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP*	RederiA/S Freikoll (L.G.Braathen, *Mgr.*) *CellDBuE*75′20	455·5 P101′F59′ 9*tDTf*22′375*tFPT*	59·2	35·9 FK	Oslo Norwegian 10*BHptCem* 95*tAPT*152*t*	Oil Engines 4S.C.SA 8Cy.29⅛″–59 1/16″ 653NHP 2DB150*lb* GötaverkenA/B,Got.	35 ″ 6 s 8 ″ 1 27 ″ 8½	

1	2 3	4	5 Particulars of Classification.	6	7	7*	8 Built.	9	10	11 Regist'd Dimensions. Deck Erections, &c.			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	When	By Whom Where	Owners.	Length.	Breadth.	Depth	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71108 LDGT	**Bra-Kar** TwinSc *OilEng.* 2*Dks*	3778 3348 2275					1928	Akers Mek.Værks. Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*) (DenNorskeSyd Amerikalinje)	365·5 P193*t* F33*t*	51·8	21·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 542NHP AkersMek.Værks.Oslo		N
71109 DJUU	**Brake** *OilEng.* *Mchy.Aft* 1*Dk,2nd dk in mchy.space* D.F. *CruiserStern* *CarryingPetroleum in bulk*	9925 9173 5884	✠ 7,39	Ham ✠	*e*†		1937 10mo	Bremer Vulkan Vegesack	JurgensVan den BerghMargarine Verkaufs-Union G.m.b.H. (Schiffahrts-& Speditionskontor "Elbe,"G.m.b.H. *Mgrs.*)	489·3 510·7(O.L.) P113'F75' FK *CellDBuE75'222t*	66·0	36·4	Hamburg German 12*BHptCem* *ptAsp* *DTf43'715t*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1167NHP BremerVulkan,Vegesack *FPT164tAPT258t*	35″11	
71110 DORB	— (*ex*Zent-36) *ss*Brs.No.3-8,32 *ss*Bhn.No.1-36 D.F. *Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk* Sub.Sig. **E.S.D.** (*Stl-ws*)	5347 4653 3225	✠ 11,38	Bhn ✠	*z*		1920 10mo	Cammell Laird&Co.Ld Birkenhead	("Union"Handels- u.Schiff.G.m.b.H. *Mgrs.*) *CellD*	396·6 400·3 P42'B154'F41'*on* *Shelter dk* FK *B343'874tAPT21t*	51·1	30·3	Bremen German *Asp* 6*BHtoShdk* 1 „ „ *U* „	T.3Cy.27½",46½"&78"–54" 750NHP 4SB,*16cf*,GS277,HS11600 CammellLaird&Co.LdBkn	32″11	
71111 DHCZ	— (*ex*Munin,*ex*Fritzöe,*ex*Atlas) *ss*Got.No.1-13 *Mchy Aft* 1*Dk*(*Stl*)	617 508 336	✠ 12,19	Osl ✠	*j*		1909 4mo	Thorskogs Mek.Verks. Lödöse	ArthurSommer (Joh.Ick,*Mgr.*) *CellDB*	177·8 P58'H17*t*F21' FK *f115' 151t FPT22t*	29·6	12·4	Hamburg German 3*BHCem* *APT23t*	C.2Cy.16"&30"–22" 46NHP 1SB,*2cf*,GS23,HS870 ThorskogsM.V.Lödöse	14″4	G †
71112 LJFW	**Bralanta** *ss*L.An.No.1-41 *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *Part electrically welded including butts of shell, upper dk& longitudinal bulkhead plating* *Longitudinal framing* *CruiserStern*	9608 8885 5759	✠100A1 ~~5,40~~ ~~10,39~~ 1,41 DBS1,41 ~~DBS(WTB)1,39~~ *CarryingPetr* ✠LMC	LAn ~~✠LMC9,36~~ *oleum* CS1,41 10,39	*e*† *in*	CL ~~11,37~~ 1,41 *bulk*	1936 9mo *Lloyd*	Kockums M.V.Aktieb. Malmö '*sA&CP*	A/S Bralanta (L.G.Braathen, *Mgr.*) *CellDBuE70'187t D*	506·1 P97'B41'F59' FK *Tf34'517t FPT168*	63·1	36·4	Oslo Norwegian 11*BHptCem* *tAPT370t*	Oil Engines 2S.C.DA 7Cy.23⅝"–43$\frac{5}{16}$" 1358NHP 2DB*170lb* ~~1DB(WT)*170lb*~~ KockumsM.V.Akt.Malmö	36″7 s 8″4 28″4¾	
71113 140287 GVDN	**Brambleleaf** TwinSc *ss*Mlt.No.3-3,30 D.F. *ss*Mlt.No.2-38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5917 5275 2498	✠100A1 2,40 ~~1,39~~ BS2,40 *CarryingPetr* *Fitted for oil*	Mlt Alx ✠LMC2,38 *oleum* *fuel* 4,	*a*† *in* 17	CL 2,38 *bulk* *F.P. a*	1917 4mo *Lloyd* *bove* 1	Russell& Co. Pt.Glasgow '*sA&CP* 50° F.	TheAdmiralty *CellDB*	405·4 425·2(O.L.) P36'B33'F90' FK *uE&B87'383t DTf*	54·5	32·6	London British 20*BHptCem* (*2to2nd dk*) 48'196*t DTa*	T.6Cy.26",42½"&70"–45" (*s*) 200lb 1124NHP 6SB,*18cf*,HS17730 FD D.Rowan&Co.Gls. 20'62*tFPT70tAPT90t*	35″2 s 6″9¼ 28″7½	
71114 145645 GFDS	**Bramhill**(*ex*Gwentland-36) *ss*Cff.No.3-9,36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1834 1422 1093	✠100A1 4,40 ~~3,39~~ BS5,39	Lon Bry ✠LMC9,36	*q*	CL ~~3,38~~ 2,41	1923 7mo *Lloyd*	R.Thomp- son&Sons,Ld Sunderland '*sA&CP*	Angel,Son&Co.Ld. *CellDBa* 78'183*tuE*20'62*t*	264·0 Q102'B57'F24' FK *f108'273t FPT60t*	39·0	16·9	Newport, Mon. British 4*BHCem* *APT111t*	T.3Cy.20",33"&54"–39" (*s*) 180lb 214NHP 2SB,*6cf*,GS92,HS3526 N.E.MarineEng.Co.Ld.Sld	19″5 s 1″9¼ 17″10	
71115 LCTE	**Bramora** (*ex*Markland-36) TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* D.F. *Carrying Petroleum in bulk*	6361 5523 3769					1928	Eriksbergs M.V.Aktieb. Gothenburg	A/SBramora (Ludv.G. Braathen)	408·3 P367*t*H389*t*F81*t*	55·3	32·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP EriksbergM.V.Aktieb.Got		N
71116 145456 GCKQ	**Bramwell** (*ex*SheafGarth-37) *ss*Bly.No.3-12,34 *Arch deck* *ss*Cff.No.1-39 D.F. *CruiserStern* 1*Dk*(*Stl*) *Cargo battens not fitted* Now "Glendinning", see No 8820 in Supplement	1927 1665 1077	✠100A1 4,40 MS6,39	Gmh ✠LMC BS2,40	*q*	OG 6,39	1921 9mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth '*sA&CP*	G.Gibson&Co.Ld. *CellDB220'523t* *side tanks i*	260·5 271·8(O.L.) P19'F19' FK *n ER20'95tFPT40t*	38·7	22·3	Leith British 4*BHCem* *APT72t*	T.3Cy.22½",37"&62"–39" (*s*) 180lb 314NHP 2SB,*8pf*,GS148,HS5581 MacColl&Pollock,Ld.Sld.	24″7 s 6″7¼ 18″2¼	
71117 LCFG	**Brand** TwinSc *OilEng.* D.F. 2*Dks*	4819 4315 2829					1927	A/B Göta- verken Gothenburg	A/S Borgestad	380·5 P146*t*H298*t*F28*t*	54·7	25·7	Porsgrunn Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP A/B Götaverken,Got.		N
71118 LKAY	**Brand IV** Ⓟ Wood *OilEng.* *CruiserStern* 1*Dk*	343 185 194					1938	Skaalurens Skibsbyggeri Rosendal	A/SBrandIII (B.Fauske,*Mgr.*)	126·2	24·0	11·6	Aalesund Norwegian	Oil Engines 2S.C.SA 4Cy.13$\frac{7}{16}$"–15" 65NHP M.Haldorsen&Sön		
71119 LCFH	**Brandanger** TwinSc *OilEng.* 2*Dks*	4624 4201 2765					1926	Akt.Bur- meistr&Wain Copenhagen	Westfal-Larsen& Co.A/S	381·6 P103*t*H259*t*F22*t*	53·8	25·9	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39$\frac{5}{16}$" 542NHP Akt.Burmeistr&Wain,Cpn		N
157 40 71120 129385 MDGJ 21/4/41	**Brandenburg** *ss*Lth.2ndNo.3-6,34 *ss*Lth.No.1-38 *Well deck* 1*Dk*(*Stl*)&*deepframing*	1473 1114 802	✠100A1 7,40 ~~7,39~~ ~~BS7,39~~ 7,40	Lth Liv ✠LMC7,38	*p*	OG 7,39	1910 3mo *Lloyd*	Greenock& Gr'ngemouth Dockyard Co. Gr'ngemouth '*sA&CP*	CurrieLine,Ld. *CellDBa60'u E*	234·6 246·7(O.L.) P21'Q118'F26' FK B *on Q dk* 56' &*B34'f104' 358tAP*	36·0	16·4	Leith British 4*BHCem* *T82t 'Tween*	T.3Cy.18",27½"&45"–33" (*r*) 180lb 143NHP 2SB,*4cf*,GS80,HS2440 Richardsons,Westgarth& *dk tanks14'35t* Co.Ld.Mdb.	18″4 s 5″5 17″1	
71121 DAPQ	— Ⓟ (*ex*Sedina) *Ref.Mchy* Wireless D.F. 1*Dk*	1112 738 642					1899	Act.Ges. "Neptun" Rostock	Rud.Christ.Gribel	226·8 P&B133'F26'	31·4	15·0	Stettin German *WB*	T.3Cy.20",32¼"&52"–33" 155NHP A.G."Neptun,"Rostock		G
71122 207301 KJDV	**Brandon** (*Self-Unloader*) *Mchy.Aft* 2*Dks*	2432 — 1431					1910	Detroit S.B.Co. Wyandotte	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	244·0	43·2	27·2	Wilmgton (Del.) Utd.States	Q.4Cy.17½",25½",37"&54"– 36" 175NHP DetroitS.B.Co.Detroit		
71123 217210 WGUI	**Brandywine** *Fitted for oil fuel* E.S.D. 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	4931 4449 3003	✠ ... 2,21	 ✠			1919 1mo	Pusey& JonesCo Gloucester City,N.J	HillconeS.S.Co.Ld.	364·9 P94'B34'F31' FK	51·0	29·5	S.Frncisco Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	31″3	R †
71124 SBTW	**Brännaren** *OilEng.* *ss*Skm.No.1-37 *Mchy.Aft* *Cruiser Stern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice* *Part electrically welded, including deck*	552 *435* *238*	✠100A1 6,40 ~~2,40~~ DBS2,40 *CarryingPetr*	Lkr Skm ✠LMC4,37 ✠LMC(M)2,40 *oleum*	*h* *in*	OG 1,40 *bulk*	1933 9mo *Lloyd*	Kockums M.V.Aktieb. Malmö '*sA&CP*	SwedishGovern- ment(Kungl.Mar- införvaltningen) *Cell*	168·0 P54'F18' FK *DBinER35'17tDT*	29·0	12·4	Stockholm Swedish 9*BHptCem* *f67tFPT17t*	Oil Engines 2S.C.SA 4Cy.13⅜"–22$\frac{7}{16}$" 125NHP DB*100lb* Atlas-DieselA/B,Skm. *APT23t*	13″1 s 1″2½ 12″0½	

1 Numero l'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B of Trade
71125 LCFI	**Brant County** (*ex*Lennep) *ss*Nwc.No.1-21 *Well deck* 2*Dks* D.F. E.S.D.	5001 4567 3054	... 12,23				1915	Akt.Ges. "Neptun" Rostock	DetBergenske Dampskibsselskab (County Line)	419·4 P83*t*H218*t*F117*t* FK	54·1	26·3	Bergen Norwegian *WB*	T.3Cy.$29\frac{13}{16}$",$48\frac{3}{4}$"&$80\frac{1}{2}$"– $55\frac{1}{2}$" 684NHP A.G."Neptun,"Rostock	28 " 10	N †
71126 LJRL	**Brarena** (*ex*Scottish Borderer-38) TwinSc *OilEng.* D.F. *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk*	*6996* *6245* *4111*					1923	W.Denny &Bros.Ld. Dumbarton	A/SBraganza (L.G.Braathen, *Mgr.*)	426·5 P95'B37'F55'	56·9	33·4	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.$23\frac{1}{2}$"–$41\frac{3}{4}$" 769NHP W.Denny&Bros.Ld.Dmb.		C
71127 LIYV	**Brasil** TwinSc *OilEng.* *ss*NYk.No.1-39 D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	8130 7352 4667	✠100A1 ~~11,40,40~~ ~~2,41~~ 4,41 ✠LMC CS4,39 DBS~~2,40~~4,41 ~~[illegible]~~11,40 *CarryingPetroleum in bulk*	Gal ~~NYk~~NYk	*c*†	CL PN 10,40 s10,40	1935 5mo *Lloyd*	Nakskov Skibs.A/S Nakskov '*sA&CP*	TheTexasCo. (Norway)A/S(H.C. Mathiesen,*Mgr.*) *CellDBuE77'340*	461·0 P106'B34'F54' FK *tDTf31' 478t FPT*	59·7	34·5	Oslo Norwegian 11*BHptCem* *218tAPT78t*	Oil Engines 4S.C.SA 12Cy.$23\frac{1}{4}$"–$43\frac{5}{16}$" 624NHP 2DB*170lb* Akt.Burmeistr&Wain,Cpn	34 " 0 s 6 " $9\frac{1}{2}$ 27 " $5\frac{1}{4}$	
71128 8014 SDAN	— TwinSc *OilEng.* D.F. E.S.D. *ss*Got.No.1-39 *Ref.Mchy.* 2*Dks&Shelterdk* *Strengthened for Navigation in Ice*	*5294* *4171* *2897*	✠100A1 *withfreeboard* ~~6,40~~ ~~6,39~~ 12,40 ✠LMC CS7,39 DBS6,39 6,39 ✠Lloyd'sRMC~~L,40~~~~5,40~~ 12,40 No. 3 hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F.	Got ~~NNs~~NYk	*a*†	OG ~~P8,37~~ s6,39 P6,40	1935 5mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *Cell*	420·7 440·0(O.L.) F80' FK *DB307'1448tTanks*	55·9	24·0	Stockholm Swedish 7*BH* (*Coll to Sh dk* 6 ,, 2nd ,,) *in wayoftun*	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 945NHP DB*85lb* GotaverkenA/B,Got. *nels309tFPT76tAPT52t*	28 " 0 s 2 " $10\frac{1}{4}$ 25 " $3\frac{1}{4}$	
71129 46463 JCZN	**Brasil Maru** Ⓟ TwinSc *OilEng.* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern*	12752 — ~~7113~~ 7020					1939	Mitsubishi JukogyoK.K Nagasaki	OsakaSyōsenK.K.	544·6 F70'	68·9	41·3	Osaka Japanese *WB*	Oil Engines 2S.C.SA 22Cy.$28\frac{3}{8}$"–$43\frac{5}{16}$" 3076NHP MitsubishiJukogyoK.K. Nag.		
71130 OXGB	**Brasilien** (*ex*Atlanterhavet) *Fitted for oil fuel* D.F. 1*Dk&Shelter dk*	5334 5080 4084					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	DetForenede Dampskibsselskab	378·0	52·2	32·6	Copnhagn Danish *WB*	DRgearedSteamTurbines A/B LavalsÅngturbin,Skm.		V
0/41 71131 LCFJ	**Brask** (*ex*Bogen,*ex*Orangemead, *ex*Orangemoor) *Turretdeck* 1*Dk2trB*	4079 3434 2561					1911	W.Doxford &Sons,Ld. Sunderland	A/S Brask(Nilssen &Sönner)	350·8 P80*t*H95*t*	51·1	24·0	Oslo Norwegian *WB*	T.3Cy.26",42"&68"–45" 310NHP W.Doxford&Sons.Ld.Sld.		N
71132 PDGF	**Brastagi** TwinSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern* *Tonnage opening closed'38*	9246 8499 5561	✠100A1 ~~F,40~~ 12,40 ✠LMC5,37 ✠Lloyd'sRMC~~6,36,40~~ 12,40 *Carrying cargo oil F.P. above150° F.in deep&fore peak tanks*	Sba	*e*† $2\frac{5}{18}$	OG 12,40	1937 5mo *Lloyd*	N.V.Kon- ink.Maats "DeSchelde" Flushing '*sA&CP*	Rotterdamsche Lloyd(~~W.Ruys&~~ ~~Zonen,*Mgrs.*~~) *Upper'tween dk.bh* *coll.* *CellDB*	483·4 513·2(O.L.) 28·8 F109' FK *ds.except CollB* *BH dispensed with* *284' 1317t MTs72'3* *Tanks in*	62·8	37·9	Batavia ~~Rotterdam~~ Dutch *ptCem* *H to Wthr dk* 7 ,, ,, 2nd ,, *488t DTf63'* *way of tunn*	Oil Engines 2S.C.SA 16Cy.$25\frac{9}{16}$"–$47\frac{1}{4}$" 1810NHP 2DB*100lb* N.V.Konink.Maats. "DeSchelde"Flushing *477tDTs a 64' 945t* *els769tFPTs390tAPT125t*	40 " 8 s 10 " 2 30 " 8	
71133 166344 MMQL	**Brasted** *Mchy.Aft* *CruiserStern* 1*Dk* *Cargo battens not fitted*	1076 740 605	✠100A1 *withfreeboard* ~~6,40~~~~7,39~~ 5,41 ✠LMC1,38	Nwc ~~Bly~~Shl	*m*	CL	1938 1mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	HudsonSteamship Co.Ld. *CellDB1*	223·4 229·6(O.L.) Q156'F25' FK *72'368tFPT91tAP*	34·0	11·9	London British 4*BHCem* *T28t*	T.3Cy.$13\frac{1}{2}$",23"&38"–27" 220lb (*s*) 115NHP 1SB,3*cf*,GS60,HS2067 N.E.MarineEng.CoLdNwc	14 " 3 s4 " $4\frac{1}{2}$ 13 " $6\frac{1}{4}$	
71134	**Bratland** *OilEng.* 1*Dk&Shelter dk* *CruiserStern*	5000					1939	Lübecker Flender- WerkeA.G. LübeckSiems	A/S Borgestad	414·0	55·0	25·0	Porsgrunn Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 969NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
71135 LCRG	**Bratli** (*ex*Bomma-38, *ex*IngeborgBakkevig) Wireless D.F. 1*Dk*	805 582 461					1920	Xiansands Mek.Værks. Xiansand	A/S Wilhelms Rederi(T.Wilhelms *Mgr.*)	186·0 Q57*t*H46*t*B76*t*F28*t*	31·2	12·0	Frdrikstad Norwegian *WB*	T.3Cy.14",$23\frac{1}{2}$"&38"–27" 75NHP XiansandsM.V.Xiansand		N
71136 LJAC	**Brattdal** *ss*L.An.No.1-39 *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* *3rd dk in No. 1 hold*	4968 4403 2995	✠100A1 *withfreeboard* 12,40~~4,39~~ DBS1,40 ✠LMC8,35 *Carrying vegetable oil in deep tank*	Bkn Mel	*z*	CL 4,39	1935 8mo *Lloyd*	Bremer Vulkan Vegesack '*sA&CP* *CellDB366*	A/SMoltzau's Tankrederi (Moltzau& Christensen,*Mgrs*) *'1267t MT34' 1360*	414·3 F23' FK *tFPT66tAPT169t*	55·7	25·0	Oslo Norwegian 7*BH* (*2 to Sh dk* 5 ,, 2nd ,,)	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 969NHP DB*100lb*DB(WT)*100lb* BremerVulkan.Vegesack	28 " 6 s 3 " 3 25 " 5	
71137 6203 SGAU	**Brattfors** (*ex*Regulus-37) 1*Dk*	*915* 722 485					1919	Helsingbrg VarfsAkt. Helsingborg	UddeholmsAktie- bolag(Fritiof Olsson,*Mgr.*)	205·1 Q64'B56'F20'	33·5	12·7	Uddeholm Swedish *WB*	T3Cy$17\frac{3}{8}$",$29\frac{7}{16}$"&$46\frac{7}{8}$"–$27\frac{1}{2}$" 175NHP HelsingbrgsVrfsA.B.Hbg.		V
71138 DOGO	**Braunfels** E.S.D. *OilEng.* Sub.Sig. *CruiserStern* 2*Dks*	7847 7308 4852					1927	Deutsche Sch-u-Mschb. A.G.Werk A.G."Weser" Bremen	DeutscheDampfs. Ges."Hansa"	472·9 P120'B143'F90'	60·5	31·9	Bremen German *WB*	Oil Engines 2S.C.SA 6Cy.$27\frac{9}{16}$"–$47\frac{1}{4}$" 794NHP A.G."Weser,"Bremen		G
71139 ~~KOGN~~	**Brave Coeur** Now "Empire Gull," see No. 91022 in Supplement Sub.Sig 2*Dks* *Longitudinal framing*	6458 6872 4710					1919	Skinner& EddyCorp. Seattle,Wash	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	402·6 P48'F42'	54·2	32·1	~~Seattle~~ ~~Utd.States~~ British *WB*	T.3Cy.$24\frac{3}{4}$",42"&72"–48" 359NHP Skinner&EddyCorp.		R
71140 LCFL	**Bravo I** (*ex*Barfond,*ex*Bravo) Wireless 1*Dk&Spar dk*	1584 1315 947					1908	Fredrkstad Mek.Værks. Fredrikstad	A/SBonheur(Fred. Olsen&Co.*Mgrs.*)	241·4 P49*t*B143*t*H23*t* F17*t*	36·1	20·7	Oslo Norwegian *WB*	T.3Cy.18",$29\frac{1}{2}$"&50"–36" 150NHP FredrikstadM.V.Frdstad.	21 " 8	N
71141 227983 WSBW	**Brazil** Ⓟ (*ex*Virginia-38) TwinSc *Fitted for oil fuel* D.F. GyC. 5*Dks* Sub.Sig. *Ref.Mchy.* *CruiserStern*	20614 — 11319					1929	NwprtNws S.B.&D.D.Co NewprtNews	UnitedStates MaritimeCom- mission	586·4 B315'F57'	80·3	20·5 52·0	NewYork Utd.States *WB*	2 steam turbines con- nected to electric motors & sc.shafts 2833NHP GeneralElectricCo. Schenectady,N.Y.		R
71142 LOHB	— (*ex*Rio-33,*ex*Brazil) TwinSc *OilEng.* 2*Dks*	2388 — 1385					1914	Akers. Mek.Værks. Oslo	Cia.Argentina de Nav.Mihanovich Ltda.	308·3 P61*t*H134*t*F14'	48·1	18·4	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 12Cy.$19\frac{7}{8}$"–26" 452NHP Akers.Mek.Værks.Oslo		N
71143																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions.—Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71144 3467 KJDW	**Brazil** (*ex*Glenbrae,*ex*Brazil) (*Self-Unloader*) *Mchy.Aft* 1*Dk*2*tr*B	2166 2091 1655					1890/1926	UnionDry DockCo Buffalo,N.Y.	IllinoisShip& DredgeCo.	276·0	40·0	21·3	Chicago Utd.States WB	T.3Cy.19½",32"&52"-45" 181NHP NB29*refitted*32 H.G.Trout.Buffalo		
71145 25457 JBZD	**Brazil Maru** *ss*Kob.No.3-4,34 *ss*Kob.No.1-38 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5860 5586 4260	✠100A1 *Awng dk* *withfreeboard* 6,40 ~~4,39~~ ✠LMC~~4,39~~ 6,40	Kob	*y*	OG ~~3,37~~ 6,40	1919 6mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	OnoShojiGomei Kaisha (Taiyo KaiunK.K.*Mgrs.*) *CellDB*334'1118*t*	385·0 *FPT*126*t* *APT*98*t*	51·0	36·0 FK *Collisio*	Hutyu Japanese *Cem* *n BHtoAdk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48" (s) 200lb 437NHP 2SB(Spt)&1AuxSB(Spt), 8*cf*,GS154,HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
71146 OYZH	**Brazilian Reefer** D.F. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	1831 1438 999					1936	Nakskov Skibs.A/S Nakskov	J.Lauritzen	292·8	44·7	16·2	Esbjerg Danish WB	Oil Engines 2S.C.SA 6Cy.19 11/16"-35 7/16" 405NHP Akt.Burmeistr&Wain,Cpn		G
71147 TTWT	**Brazmor** (*ex*JollyNorman, *ex*Chelsham) *ss*Nwc.No.3-3,31 *Mchy.Aft* *ss*Hav.No.2-39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	355 264 144	✠100A1 9,39 ✠LMC9,39 Surveys delayed	Hav	*e*	CL 9,37	1919 10mo	J.&D. Morris,Ld. PelawMain-on-Tyne Lloyd'sA&CP	Soc.Auxiliaire du Port de Caen	135·5 141·0(O.L.) Q44'B8'F18'	23·6 24·6	10·0 FK *FPT*	Nantes French 3*BHCem* 35*t* *APT*12*t*	C.2Cy.17"&34"-24" (s) 130lb 62NHP 1SB,2*pf*,GS34,HS1109 Shields.Eng.&DryDock Co.Ld.N.Shl.	11 ″ 0 s ″ 9¾ 10 ″ 4	
71148 136761 WHCB	**Brazos** (*ex*ElRio) *Fitted for oil fuel* 2*Dks*&*Awng dk*	4497 — 2793					1899	Nwrt Nws S.B.&D.D.Co. NwportNews	AgwilinesInc. (Clyde-Mallory Lines,*Mgrs.*)	391·9	48·3	26·0 32·2	NewYork Utd.States	T.3Cy.32",52"&84"-54" NB20*fitted*30 518NHP NewportNewsSB&DD.Co.		R
78/40 71149 FNLS	**Brazza** Ⓟ (*ex*Camranh) TwinSc D.F. *OilEng.* *Ref.Mchy.* 3*Dks*	10387 8128 6206					1923	Atel.&Ch. de laLoire Nantes	ChargeursRéunis	474·4 B193'F58' len36	59·1	29·1 37·0	Havre French WB	Oil Engines 2S.C.SA 16Cy.25 3/16"-46⅞" 1816NHP NE36 Cie.deConstr.Mecaniques Sulzer,St.Denis		V
41 71150 DHDA	**Brechsee** (*ex*KapitänKross, *ex*AnnixHölken,*ex*MarieBremer, *ex*Luise) 1*Dk*	688 539 394					1901	Nüscke& Co.A.G. Stettin	W.Schuchmann	189·6 Q65'B46'F23'	29·1	12·2	Brmrhavn German WB	T.3Cy.13¾",21⅝"&35¾"-23⅝" 61NHP "Kette"Ges,Uebigau		G
71151 172758 GSGF	**Breconshire** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 2*Dks*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	9776 7798 5908					1939	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	GlenLine,Ld.	483·0 P70'B217'F54'	66·4	31·2	Liverpool British WB	Oil Engines 2S.C.DA 12Cy.24 7/16"-55⅛" 2469NHP Akt.Burmeistr&Wain,Cpn	38 ″ 0 s 7″10½ 30 ″ 5¾	BT till 1,41
5/40 71152 PDGH	**Breda** Ⓟ *Fitted for oil fuel* D.F. 3*Dks* *Cruiser Stern*	6941 6563 4387					1921	New Waterway S.B.Co. Schiedam	Koninkl.Nederl. Stoomb.Maats. N.V.	402·6 F32'	58·3	34·7	Amstrdam Dutch WB	2 Steam Turbines DR geared to 1 Sc. Shaft Met-VickrsElecCoLd.Mch		V
71153 LDMA	— 3Mst Wireless D.F. 2*Dks*	1260 1185 760					1915	Akers Mek.Værks. Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	220·3	34·7	20·8	Oslo Norwegian WB	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Værks.Oslo		N
71154 PDGM	**Breedijk** *ss*Rot.No.3-3,35 *ss*Sch.No.1-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Fitted for oil fuel* 3,22 F.P. above 150° F.	6861 6385 4229	✠100A1 *Shelter dk* *withfreeboard* 8,40 ~~4,39~~ BS4,41 ✠LMC MS4,38 ~~BS3,39 4,40~~	Rot NYk	*z*	CL 4,38	1922 2mo	NVBoele's Scheepsw. Bolnes Lloyd'sA&CP	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerik Lijn) *CellDB*325' 1028*t* *MT*67*t*	400·9 416·5(O.L.) F50' *on Shelter dk* *DTa* 577*t* *FPT* 139*t*	54·3	36·6 FK 5 *BH to*	Rotterdam Dutch *Coll BH to* *Shelter dk* *U Dk pt Cem* *APT*149*t*	3 Steam Turbines DR geared to1 Screw Shaft (s) 215lb FD 648NHP 3SB(Spt)9*cf*,GS185,HS8481 Harland&Wolff,Ld.Bel.	39 ″ 0 s 9 ″ 0¾ 30 ″ 2	
71155 132427 ZMBW	**Breeze** *ss*Ddn.No.1-37 Wireless *OilEng.* *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	622 419 317	✠100A1 11,39 ✠LMC CS11,37 DBS11,39 9,38	Ddn	*j*	CL N6,39	1933 11mo	Scott& Sons Bowling Lloyd'sA&CP	CanterburyStm. ShippingCo.Ld. *CellD*	175·1 Q99'B11'F30' FK B115'190*t* *FPT*44*t*	30·1 31·6	10·3	LyttltnNZ British 3*BHCem* *APT*43*t*	Oil Engines 2S.C.SA 5Cy.13⅜"-22 7/16" 156NHP DB*100lb* BritishAuxiliaries,Ld.Gls.	12 ″ 6 s 3 ″ 11 12 ″ 4¾	
71156 LCPB	**Breiviken** (*ex*Kronstad) 1*Dk*	2669 2412 1599					1911	W.Dobson &Co. Newcastle	Wallem&Co.A/S	313·0 P61*t*H108*t*	46·5	20·6	Bergen Norwegian WB	T.3Cy.23",38"&62"-42" 249NHP N.E.MarineEng.CoLdNwc		N
71157 PDGQ	**Brem** (*ex*Fram-40) *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	428 265 224	✠100A1 ~~7,40~~ ~~1,40~~ 5,41 ✠LMC5,39	Ams ~~Cff~~ Fal	*l*	OG 1,40	1939 5mo	NVSchpsw "Foxhol" Foxhol Lloyd'sA&CP	N.V.Hudig& ieters'Algemeene cheep.Maats.	149·4 158·0(O.L.) P46'Q45'F27' FK *Cell DB*94'115*t* *FPT*	26·3	10·3	Rottrdam Dutch 3*BHCem* 54*t* *APTs*9*t*	Oil Engines 4S.C.SA 5Cy.11 11/16"-18⅞" 68NHP WerkspoorN.V.Ams.	10 ″ 4 s 3 ″ 5⅜ 10 ″ 3½	
71158 DOAH	**Bremen** Ⓟ QuadSc GyC. *Fitted for oil fuel* E.S.D. D.F. 5*Dks* Sub.Sig. *Cruiser Stern*	51731 30868 21609					1929	Deutsche Sch-u-Mschb. A.G.Weser, Bremen	Norddeutscher Lloyd	898·7 B&F847'	101·9	48·2	Bremen German WB	SR Geared SteamTurbines Akt.Ges.Weser,Bremen		G
71159 DORA	**Bremerhaven** (*ex*Reventazon-36) *Ref.Mchy.* Sub.Sig. E.S.D. D.F. 2*Dks*&2*ptDks*	5355 4678 3236					1921	Workman Clark&Co.Ld Belfast	("Union"Handels-u.Schiff.G m.b.H. *Mgrs.*)	399·5 P42'B155'F41'	51·3	30·0	Bremen German WB	T.3Cy.27½",46½"&78"-54" 447NHP Wrkman,Clark&Co.Ld.Bel		C
71160 DOTV	— (*ex*IslandTrader-38, *ex*Bremerhaven-37) Sub.Sig. 2*Dks* "Teiun Maru," see No. 90225 in Supplement	1615 [illegible] 959					1920	Bremer Vulkan Vegesack	Norddeutscher Lloyd	237·8 H14'B37'F31'	35·9	19·5	Bremen German WB	T.3Cy.16 3/16",26¼"&44 1/16"-29½" 106NHP BremerVulkan.Vegesack		G
71161 LDTW	**Breñas** TwinSc D.F. *OilEng.* *CruiserStern* 1*Dk*&*Shelter dk*	2687 1988 1300					1933	A/S Akers Mek.Værks. Oslo	A/SGangerRolf (FredOlsen&Co. *Mgrs.*)	341·6 P96*t*H404*t*F22*t*	48·7	18·8	Oslo Norwegian WB	Oil Engines 2S.C.SA 12Cy.19¾"-35 7/16" 808NHP A/SAkersMek.Værks,Oslo		N
71162 1588 IADG	**Brennero** *Carrying oil in bulk* D.F. 1*Dk*2*tr*B *Fitted for oil fuel*	4946 3965 2810					1921	Soc.Eser-cizioBacini RivaTrigoso	ItalianNavy(operated by Soc. An. CooperativadiNav. Garibaldi)	343·5 328·1	59·3	26·7	Genoa Italian WB	T.3Cy.26",42½"&69 7/16"-48" 337NHP Soc.EsercizioBacini,Riva Trigoso		I
71163																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.RoffTrade.
71164 TSJY	**Brennus** (exFranc-39, exCherbourg, ssMsl.2ndNo.3-5,32 exB.F.) ssMsl.No.1-37 *Well deck* 1*Dk*(*Stl*)	424 289 125	✠100A1 10,37 ✠LMC10,37 Surveys delayed	Msl	*g*	9,37	1907 2mo Lloyd	WoodSkinner&Co.Ld. Newcastle 'sA&CP	EntrepriseJean Negri&Fils *DB*	145·0 Q70'B19'F24' BK7' 421'*uBkr*7'19t*FPT*	25·1	11·4	Marseilles French 4*BHCem* 10t*APT*4t	T.3Cy.14",23"&39"-27" (*s*) 180lb 92NHP 2SB,4*cf*,GS47,HS1494 N.E.MarineEng.CoLdNwc	12 " 3 s 7 " 3½ 12 " 7	
71165 92 IBTE	**Brenta** (exBrentaII,exBrenta) ssTri.No.3-1,33 ssTri.No.1-37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.*	5400 5022 3319	✠100A1 *Shelter dk* *withfreeboard* 1,40 BS8,39 ✠LMC12,37 ✠Lloyd'sRMC1,40	Tri	*y*	CL 3,37	1920 8mo	Cantiere SanRocco, S.A. Trieste A&CP	LloydTriestino Soc.Anon.di Nav. *CellDB*338'1296	404·1 389·9 FK t*FPT*114t*APT*244t	54·1	29·0	Trieste Italian *Cem* 2*BHtoSh dk* 4 ,, ,, *U* ,,	T.3Cy.27",42"&68"-48" (*s*) 180lb FD 465NHP 3SB(Spt)9*cf*,GS158,HS7023 StabilimentoTecnico,Tri.	32 " 0 s 7 " 5½ 24 " 9	
71166 TTQG	**Brescou** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	325 256 167					1935	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam	Cie.Méridionale de Navigation	124·0 Q34'F16'	24·5	10·9	Marseilles French *WB*	Oil Engines 4S.C.SA 6Cy.11"-18" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
71167 FPFU	**Brest** TwinSc 1*Dk*	522 — 257					1900	Forges&C.delaMédit. Havre	Chemins de Fer de l'EtatFrançais (SouthernRly. *Mgrs.*)	204·0	26·0	15·0	Dieppe French	T.6Cy.11",17½"&25½"-18" 55NHP Forges&C.delaMédit.Hav.		V
71168	**Brestois** (exLyrasN.-37, exMatadi-37) ssAnt.No.3-6,31 ssAnt.No.1-36 1*Dk*(*Stl*)2nd*Dk*(*Stl*) *inNos.*1,2,4&5*holds*	*3094* *2856* *1843*	✠ ... 11,37 ✠	Ant	*u*		1919 7mo	R.Thompson&Sons,Ld. Sunderland	Cie.Franco- AfricainedeNav. "Francafrica" (Soc.Anon.de Géranceetd'Armement,*Mgrs.*) *CellDB*276'729t	331·3 P33'B100'F28' FK	46·8	23·2	Rouen French 7*BHptCem* *FPT* 112t *APT*44t	T.3Cy.25",41"&68"-45" 358NHP 3SB,9*cf*,GS162,HS5814 N.E.MarineEng.Co.Ld.Sld	25 " 6	
71169 LJKY	**Bretagne** Ⓟ Sub.Sig. *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk*&*ShelterDk*	3285 2679 1960					1937	A/S Akers Mek.Verks. Oslo	A/SGangerRolf (Fred.Olsen&Co. *Mgrs.*)	299·9 H573t	46·2	26·9	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 9Cy.19 11/16"-35 7/16" 608NHP A/SAkersMek.Verks.Oslo		N
71170 OXHB	— *OilEng.* D.F. ssCpn.No.2-36 1*Dk*(*Stl*)	3177 2730 1931	✠100A1 3,40 ✠LMC CS5,36 DBS5,39 4,38 Surveys delayed	Osl	*v*	CL 12,39	1928 5mo Lloyd	Akt.Burmeistr&Wain Copenhagen 'sA&CP	Dansk-Franske Dmpsk.(A.N. Petersen&EHahn Petersen,*Mgrs.*) *CellD*	326·2 339·5(C.L.) P25'B155'F27' FK *Trunk in wells* B277'824t *MT*212t	50·1	20·8	Copnhagn Danish 5*BH* *APT*110t	Oil Engines 4S.C.SA 6Cy.21⅝"-59 1/16" 267NHP DB100lb Akt.Burmeistr&Wain,Cpn	23 " 0 s 2 " 7¾ 20 " 6½	
71171 165766 GRRV	**Bretwalda** D.F. E.S.D. 1*Dk*&*Shelterdk* *CruiserStern*	4906 4355 2766	✠100A1 *withfreeboard* 2,41 ~~3,40~~ ✠LMC3,39	Cff Mdb	*a*†	CL	1939 3mo Lloyd	JLThompson&SonsLd. Sunderland 'sA&CP	HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*) *CellDB*289'975t *tanks at sides of tunnel* 390t*FPTs*324t	415·1 431·8(O.L.) F36' FK (C	58·2	24·8	Newcastle British 6*BHCem* *oll to Sh dk* 5 ,, 2nd ,,) *APT*145t	T.3Cy.23",38"&65"-42" 220lb Rlft. (*s*) 365NHP 2SB(Spt&FD)1AuxSB,8*cf* GS116,HS5075 N.E.MarineEng.Co.(1938) Ld.Sld.	27 " 10 s 3 " 0¾ 24 " 11½	
71172 146927 MLTS	**Brian** ssSld.No.3-2,36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1074 791 606	✠100A1 Examined 8,40 Sld ✠LMC MS6,39 BS7,40	~~Gos~~	*m*	CL ~~6,39~~ 1,41	1924 1mo Lloyd	RThompson&Sons,Ld. Sunderland 'sA&CP	J.J.Robson&Son *Cel*	210·4 Q102'B9'F20' FK *lDBf*135'244t*FPT*	33·0	13·6	Sundrland British 3*BHCem* 64t*APT*38t	T.3Cy.17",28"&46"-30" (*s*) 180lb *100lb* 147NHP 1SB,3*cf*,GS61,HS2555 N.E.MarineEngCo.Ld.Sld.	15 " 8 s 1 " 3½ 14 " 6½	
71173 144263 MLRB	**Briar** (exRoyalFirth-33) ssApl.No.3-11,31 ssBel.No.2-39 ~~ssBel.No.1-36~~ *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	411 291 173	✠100A1 6,40 ~~8,39~~ ✠LMC MS~~1,36~~ BS~~8,39~~ 6,40 10,40	Bel	*f*	CL ~~2,36~~ 6,40	1921 5mo Lloyd	Brown'sSB&D.D.Co.Ld. Hull 'sA&CP	R.Neill&Sons,Ld. *Cell*	145·1 Q45'B11'F25' FK *DBf*11'15t*FPT*40t	24·1	10·9	Belfast British 3*BHCem* *APT*9t	T.3Cy.12½",21"&34"-24" (*s*) 180lb 68RHP 1SB,2*pf*,GS35,HS1140 C.D.Holmes&Co.Ld.Hull	11 " 10 s " 10½ 11 " 1	
71174 143669 MKYG	**Briarfield** ssLiv.No.3-6,33 ssLiv.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	446 318 172	✠100A1 8,39 BS~~7,39~~ ✠LMC6,38 8,40	Liv	*g*	OG N8,39	1920 9mo Lloyd	Lytham S.B.&ECo.Ld Lytham 'sA&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·2 Q85'B9'F21' BK6½' *DTf*19'48t*FPT*12t	26·0	11·5	Liverpool British 4*BHCem* *APT*21t	T.3Cy.14",22"&38"-24" (*s*) 180lb 88NHP 1SB,3*pf*,GS49,HS1520 LythamS.B.&E.Co.Ld.	12 " 6 s 3 " 11 12 " 11	
71175 160733 GQYR	**Briarwood** ssShl.No.2-38 E.S.D. D.F. Gy.C. 1*Dk*(*Stl*)	4019 3663 2465	✠100A1 9,40 ~~1,36~~ BS~~2,40~~ ✠LMC6,38 3,41	Cff Sld	*w*	CL 9,39	1930 7mo Lloyd	Nthmblnd S.B.Co. (1927)Ld. Newcastle 'sA&CP	JosephConstantineS.S.Line,Ld. *CellD*	364·8 377·0(O.L.) P33'B113'F28' FK B318'938t *FPT*82t	51·0	24·9	Middlsbro' British 6*BHCem* *APT*120t	T.3Cy.23",38"&65"-42" (*s*) 210lb 411NHP 2SB(Spt)(FD)&1AuxB, 8*cf*,GS138,HS6207 N.E.MarineEng.CoLdNwc	27 " 1 s 4 " 8¾ 22 " 6½	
71176 153111	**Bricoldoc** (exJamesH.Hoyt) *Mchy.Aft* 1*Dk*2*trB*	4364 4160 3278					1902	Superior S.B.Co. W.Superior	PatersonSteamships,Ld.	410·8 F40' len10 *WB*	50·2	23·7	FtWilliam Ont. British	T.3Cy.17",31"&55"-40" 191NHP SuperiorS.B.Co.		R
71177 139232 GKFS	**Bridgepool** ssShl.No.3-8,36 D.F. 1*Dk*(*Stl*)	4845 4618 3009	✠100A1 Examined 6,41 Bkn BS6,41 ✠LMC8,36	~~Gls~~	*y*	CL ~~11,38~~ ~~7,40~~ N4,41	1924 5mo Lloyd	RopnerS.B&Repairing Co(Stockton) Ld. Stockton 'sA&CP	PoolShippingCoLd (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDBa*126' *uE*25'*f*	390·0 403·1 (O.L.) P29'B221'F42' FK 171'1059t *FPT*162t	55·5	26·4	W.Hartlpl British 6*BHCem* *APT*194t	T.3Cy.25½",40"&72"-48" (*s*) 180lb ~~70lb~~ 438NHP 3SB(Spt)9*cf*,GS189,HS7420 J.Dickinson&Sons,Ld.Sld.	28 " 9 s 4 " 5 24 " 6½	
71178 99394 MPCW	**Brier Rose** Steel&Iron ssHul.3rdNo.3-11,32 ssBly.No.1-36 *Well deck* *Mchy.Aft* 1*Dk*(*Irn*) *Irn framingStl plating*	503 333 196	✠100A1 3,40 ✠NB2,25 ✠LMC MS4,36 BS~~3,40~~3,41	Npt	*q*	CL 3,40	1892 4mo Lloyd	J.Shearer &Son Glasgow 'sA&CP	RichardHughes& Co.(Liverpool)Ld.	165·0 Q89'B12'F29' BK7' *FPT*	25·1	10·3	Liverpool British 3*BHCem* 56t	C.2Cy.19"&44"-30" (*s*) 120lb 104NHP 1SB,3*cf*,GS55,HS1790 Hutson&Corbett,Glasgow	11 " 6 s 4 " 3 11 " 11	
71179 160139 GQFK	**Brighton** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. 3*Dks* *CruiserStern*	2391 1914 971					1933	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	298·1	38·6	22·7	Newhaven British *WB*	6 Steam Turbines W.Denny&Bros.Ld.Dmb		
71180																

9
40

4/9/40
5/9/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L. R. Date of B. of Trade Cert.
71181 99949 GKMC	**Brighton Belle** Ⓟ Pad (exLadyEvelyn) Wireless 2Dks	396 288 152				-	1900	J.Scott&Co. Kinghorn	P.&A.Campbell,Ld.	200·0|24·1|8·2 P9' len04	Bristol British	C.2Cy.$22\frac{5}{16}$"&48"–54" NBmade19fitted34 141NHP J.Scott&Co.Kinghorn		
71182 119968 GJTW	**Brighton Queen** Ⓟ Pad (exLadyMoyra–33,exGwalia) Wireless D.F. 2Dks	807 433 319					1905	J.Brown&Co.Ld. Clydebank	P.&A.Campbell,Ld.	245·0|29·0|9·7	Bristol British	C.D.2Cy.$34\frac{1}{2}$"&71"–60" 325NHP J.Brown&Co.Ld.Clydebnk		
71183 162324 MJPM	**Brightside** ssShl.No.2–38 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	476 322 189	✠100A1 7,40 ~~8,39~~ ~~BS8,39~~ ✠LMC4,38 BS ~~7,40~~ 6,41	Bly Hul	f	CL 3,38	1930 8mo	Abdela-Mitchell Queensferry Lloyd'sA&CP	FortisS.S.Co.Ld. (T.H.Donking&Sons,Ld.Mgrs.)	142·2|25·2|11·5 Q79'B9'F23' FK FPT54tAPT28t	Middlsbro' British 3BHCem	C.2Cy.18"&38"–27" (s) 130lb 69RHP 1SB,3cf,GS37,HS1380 Abdela–Mitchell, Brimscombe	12 ″ 7 s4 ″ $4\frac{3}{4}$ 12 ″ $3\frac{3}{4}$	
71184 3654 PJAN	**Brigida** TwinSc ssCco.No.3–7,39 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom&at deck	2609 1716 1133	✠100A1 2,41 BS7,40 ✠LMC6,38 Carrying Petroleum in bulk Fitted for oil fuel8,27 F.P. above 150° F.	Cco	t	CL P7,40 SN2,41	1927 8mo	Harland&Wolff,Ld. Belfast Lloyd'sA&CP	N.V.Curacaosche Scheepv.Maats.	305·0|50·2|15·0 P87'F42' FK Trunk176' FPT84t	Willmstad Dutch 11BHptCem ptAsp APT92t	T.6Cy.$13\frac{1}{2}$",$23\frac{1}{2}$"&36"–27" 180lb (s) 238NHP 2SB,4cf,HS3958 FD Harland&Wolff,Ld.Bel.	15 ″ 0 s1 ″ $6\frac{1}{2}$ 13 ″ $7\frac{1}{4}$	
71185 DAYR	**Brigitte** (exTullochmoor–36) ssStn.No.3–1,37 1Dk(Stl)Archdk CruiserStern	2740 2441 1683	✠ 1,39 ✠	Stn	t		1924 10mo	BlythS.B.&D.D.Co.Ld. Blyth	F.L.Nimtz	319·6|43·0|24·1 P21'F26' FK CellDB277'743tFPT48t	Stettin German 5BHptCem APT99t	T.3Cy.$23\frac{1}{2}$",38"&64"–42" 323NHP 2SB,8cf,GS126,HS5464 N.E.MarineEngCoLd.Nwc	26 ″ 9	
71186 DMDF	**Brigitte Raabe** WoodAux 3MstSr (exWanadis–33, exSambo) 1Dk OilEng. (See Sailing Ship Register)	375 323 288					1920	Gartha Vaerft Arendal	FritzRaabe (Renck&Hessenmüller,Mgrs.)	137·2|28·0|13·0	Rostock German	Oil Engines 4S.C.SA 6Cy.$8\frac{11}{16}$"–$14\frac{3}{16}$" 44NHP NE34 Humboldt-Deutzmotoren A.G.,Köln-Deutz		N
71187 143998 GSZW	**Brika** ssBry.No.2–37 D.F. 1Dk(Stl) Cargo battens not fitted	4412 4094 2736	✠100A1 ~~6,40~~ ~~3,40~~5,41 ~~DBS5,40~~ ✠LMC MS5,37 ~~BS7,39~~5,40	Nwc Mdb	x	CL 3,40	1929 5mo	JReadhead&Sons,Ld. SouthShields Lloyd'sA&CP	LaTunisienneStm.Nav.Co.Ld.(F.C.Strick&Co.Ld.Mgrs.) CellDBa&uE144'f	370·6|52·3|25·9 P28'B104'F36' FK 160'1075tFPT135t	Swansea British 6BHCem APT115t	T.3Cy.$24\frac{1}{2}$",41"&66"–45" (r) 180lb 120lb 341NHP 2SB,6cf,GS109,HS4460 FD J.Readhead&Sons,Ld.	28 ″ 3 s5 ″ $3\frac{3}{4}$ 23 ″ $1\frac{1}{2}$	
71188 230338 KGWS	**Brilliant** OilEng. Mchy.Aft ssN.Yk.No.2–39 D.F. GyC. 2Dks(Stl)&Webframes CruiserStern Longitudinal framing–bracketless system	9132 8574 5561	✠100A1 8,40 ~~10,39~~ ✠LMC CS2,39 ~~DBS2,39~~7,40 2,39 Carrying Petroleum in bulk	NYk Bal	e†	CL N2,39	1930 11mo	SunS.B.&D.D.Co. Chester,Pa. Lloyd'sA&CP	Socony-Vacuum OilCo.Inc. CellDBuE76'378t	480·5|66·0|36·8 afterBridge77' B37'F48' FK FPT186tAPT127t	NewYork Utd. States 17BHptCem (12 to U dk 5 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" 690NHP 2W.T.DB200lb SunSB&DDCo.ChesterPa.	37 ″ 0	
71189 LDKB	**Brimanger** TwinSc OilEng. D.F. 2Dks Ref.Mchy.	4883 4372 2999					1929	Armstrong Whitworth&Co.Ld. Newcastle	Westfal-Larsen&Co.A/S	398·0|54·7|26·1 P70tH370tF35t	Bergen Norwegian WB	Oil Engines 4S.C.SA 12Cy.$23\frac{1}{4}$"–$43\frac{5}{16}$" 625NHP J.G.Kincaid&Co.Ld.Grk		N
71190 52 IBUE	**Brindisi** Ⓟ TwinSc OilEng. 2Dks CruiserStern	1976 1597 1074					1931	Cantieri RiunitiDell'Adriatico Monfalcone	"Adriatica" Soc.Anon di Nav.	267·4|40·2|22·6 257·5 F34'	Bari Italian WB	Oil Engines 2S.C.SA 12Cy.$17\frac{11}{16}$"–$29\frac{1}{8}$" 654NHP Soc.An"Fiat"S.G.M.Turin		I
71191 148346 MLYF	**Brinkburn** ssSld.No.3–7,37 1Dk(Stl) Cargo battens not fitted	1598 1361 889	✠100A1 8,40 ~~10,39~~ BS ~~4,39~~ 7,40 ✠LMC3,37	Sld	p	CL 10,39	1924 7mo	SirJPriestman&Co. Sunderland Lloyd'sA&CP	BrinkburnS.S.Co.Ld.(S.Marshall&Co.Mgrs.) CellDB202'417tFPT	245·2|37·1|18·2 255·0(O.L.) B50'F25' FK	Sundrland British 4BHptCem 60tAPT142t	T.3Cy.19",31"&52"–36" (s) 180lb 186NHP 2SB,6cf,GS100,HS3012 G.Clark,Ld.Sunderland	20 ″ 4 s2 ″ $10\frac{1}{2}$ 17 ″ 8	
71192 49 IBYD	**Brioni** Ⓟ TwinSc OilEng. 2Dks CruiserStern	1987 — 1069					1931	Cant. Riuniti dell' Adriatico Monfalcone	"Adriatica" Soc.Anon di Nav.	267·3|40·2|22·6 257·5 F34'	Bari Italian WB	Oil Engines 2S.C.SA 12Cy.$17\frac{11}{16}$"–$29\frac{1}{8}$" 654NHP Soc.An"Fiat"S.G.M.Turin		I
71193 EAHV	**Briquetas Zorroza** (exPeñaRocias–35, ssBbo.3rdNo.3–10,26 exNorlands) ssBbo.No.1–32 1Dk(Stl)&Webframes	1697 1306 996	✠ ... 4,34 ✠	Bbo			1889 5mo	W.Gray&Co.Ld. WHartlepool	A.Menchaca	260·0|36·6|18·3 P27'Q80'B104'F25' FK DBa82'	Santander Spanish 4BHCem f100'378t	T.3Cy.19",$30\frac{1}{2}$"&51"–36" NDB13 156NHP 2SB,4rf,GS66 Cen.Mar.Eng.Wrks.WHpl	19 ″ 5	
71194 LJVU	**Bris** 1Dk D.F. CruiserStern	2027 1768 1174					1938	TrndhjmsMek.Verks. Trondheim	DampskA/STruls (M.Thorvik,Mgr.)	289·3|44·1|18·3 P28'B155'F27'	Oslo Norwegian WB	T.3Cy.$20\frac{1}{2}$",33"&56"–36" 188NHP TrondhjemsM.V.		N
71195 35934 JJAC	**Brisbane Maru** OilEng. ssOsa.No.2–39 Ref.Mchy. 3Dks(Stl)	5425 4941 3220	✠100A1 withfreeboard ~~8,39~~11,40 ✠LMC CS8,39 ~~DBS8,39~~11,40 6,38 ✠Lloyd'sRMC~~12,39~~ 11,40~~5,40~~	Osa Kob	y	CL 6,38	1930 5mo	Yokohama DockCo.Ld. Yokohama Lloyd'sA&CP	OsakaSyosen K.K. CellDB317'805tFPT47tAPT71t	380·0|54·5|34·2 B23'F43' FK	Osaka Japanese 6BH (Coll to W dk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 489NHP DB100lb Akt.Burmeistr&Wain,Cpn	34 ″ 3 s10 ″ $2\frac{1}{4}$ 24 ″ $2\frac{3}{4}$	
71196 165365 GZCJ	**Brisbane Star** TwinSc OilEng. D.F. E.S.D. GyC.2Dks~~&Shelterdk~~3rd dk Ref.Mchy. except in No.1hold,4thdk forward of mchy.space Tonnage opening closed '40 CruiserStern	12791 11614 7948	✠100A1 withfreeboard 3,41 ~~8,39~~ ✠LMC1,37 ✠Lloyd'sRMC~~4,40~~~~8,40~~ 3,41	Liv ~~Lon~~	i† $2\frac{7}{16}$	CL 3,41	1937 1mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	UnionColdStorage Co.Ld.(BlueStar Line,Ld.Mgrs.) Duct keel forward of mchy.space (Coll to W dk 7 ,, 2nd ,,) Upper'tween dk BHs except Coll BH dispensed with CellDB380'1376t Tanks in way of tunnels 142tFPT116tAPT166t	530·0|70·4|32·2 40·6 P83'B202'F70' FK	London British 8BHptCem	Oil Engines 2S.C.SA 20Cy.$28\frac{3}{8}$"–$49\frac{3}{16}$" 2806NHP 2DB100lb SulzerBros.Ld.Winterthur	~~35 ″ 0~~ ~~s5 ″ 8~~ ~~29 ″ $6\frac{1}{2}$~~ 43 ″ 4 s13 ″ $0\frac{3}{4}$ 30 ″ $6\frac{1}{2}$	
71197 LDGU	**Brisk** Wireless D.F. 1Dk	1594 1347 885					1923	AkersMek.Verksted Oslo	A/S Bonheur (Fred.Olsen&Co.Mgrs.)	255·0|39·5|17·0 P62tH111tF12t	Oslo Norwegian WB	T.3Cy.19",31"&53"–36" 169NHP AkersMek.Verksted,Oslo		N
71198 134722 GDML	**Bristol City** ssBrs.No.3–2,30 ssBrs.No.2–39 D.F. 2Dks(Stl)&Shelter dk (Stl)3rd dk(Stl) in forehold Tonnage opening closed'41(W.E.	2864 2627 1711	✠100A1 Shelter dk withfreeboard 2,41 ~~1,40~~ ✠LMC MS1,39 ~~BS7,39~~ 2,41 Fitted for oil fuel 3,20 F.P. above 150° F.	Brs	u	CL 1,40	1920 3mo	C.Hill&Sons,Ld. Bristol Lloyd'sA&CP	BristolCityLine of Steamships,Ld.(C.Hill&Sons,Mgrs.) Collision BH to Shelter dk CellDB268'601tFPT88t	316·5|43·8|23·6 FK	Bristol British Cem 5BH to U dk APT89t	T.3Cy.$24\frac{1}{2}$",39"&66"–45" (s) 180lb 100lb 357NHP 2SB,6cf,GS111,HS4839 FD Richardsons,Westgarth&Co.Ld.Hpl.	~~26 ″ 0~~ ~~s2 ″ $1\frac{1}{2}$~~ ~~24 ″ $1\frac{1}{2}$~~ 33 ″ 6 s3 ″ 8 25 ″ $1\frac{1}{4}$	

20/1/40

1 Numero d'Ordre. / Numero officiel. / Signaux	2 Nom du Navire. Matériaux. Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et comment dans le L.R. Durée Cert. B.of Trade
71199 OHDX	**Brita** (exMaid of Corfu, exMecklenburg) D.F. *2Dks*	2621 2484 1557					1907	Akt.Ges. "Neptun" Rostock	SuomenKalastus O/YFinska FiskeriA/B	301·8 | 43·8 | 23·5 287·9 H72′	Lovisa Finnish *WB*	T3Cy20$\frac{1}{16}$",35$\frac{7}{16}$"&55¾"–37¾" 192NHP A.G."Neptun,"Rostock		N
71200 7447 SDMI	— (exOdlandI,exOdland) *Mchy.Aft* *1Dk*	*1252* *1639* *702*					1908	Sunderlnd S.B.Co.Ld. Sunderland	RederiA/BVäsby (Fänges&Påhls- sonsRederier, *Mgs*)	227·4 | 38·1 | 15·3 F43′B15′H21tF28′	Lerberget Swedish *WB*	T.3Cy.17½",29"&48"–33" 132NHP N.E.MarineEng.Co.Ld.Sld		V
71201 OHWX	**Brita Thorden** (exGerdrun-35, exEidsbotten,exAries) D.F. *1Dk*	1866 1600 1081					1920	A/S Sör- andetsSkibs. Fevig	RederiA/B Steam (Gust.B.Thordén, *Mgr.*)	277·2 | 42·0 | 17·7 264·5 P23′B71′F29′	Helsingfrs *Brandö* Finnish *WB*	T.3Cy.18",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		N
71202 LKDC	**Britamer** D.F. E.S.D. *OilEng.* *1Dk* *Longitudinal framing at bottom & at deck* *Mchy.Aft* *CruiserStern*	9976 9080 5932	✠100A1 ~~[illegible]10,39~~ 4,41 ✠LMC5,39 *Carrying Petroleum in bulk*	NOs Bal	*e*† 2¼	CL N10,39	1939 3mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld. Glasgow	D/SA/SBaltimore (Halle&Peterson, *Mgrs.*) *CellDBuE73′171t DTf29′770tFPT170tAPT102t*	497·9 | 66·9 | 35·6 515·0(O.L.) P101′B35′F40′ FK	Oslo Norwegian 15*BH*	Oil Engines 2S.C.SA 4Cy.26¾"–91$\frac{5}{16}$" 861NHP 2DB*180lb* Barclay,Curle&Co.Ld.Gls.	35 ″ 6 s7 ″ 4½ 28 ″ 3½	
71203 157353 CYJG	**Britamlube** ssTto.No.1-38 *Mchy.Aft* *1Dk(Stl)* *Longitudinal framing at bottom & at deck*	1932 1465 1085	✠100A1 *For Service on the Great Lakes & River St. Lawrence, also to St. John N.B. & St. John's NFL* 4,40 ~~4,38~~ BS12,40 ~~BS12,38~~ ✠LMC12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,32 F.P. above 150° F.*	Tto		CL 4,40	1932 3mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	"Britamlube,"Ld. *CellDBuE& B40′112tFPT129tAPT47t*	250·0 | 43·2 | 17·9 P62′F41′ *Trunk*147′ FK	Toronto British 11*BHptCem*	T.3Cy.17",28"&46"–36" (*r*) 180lb 188NHP 2SB,4*cf*,HS3600 N.E.MarineEngCoLd.Nwc	18 ″ 0 s1 ″ 11½ 16 ″ 2¼	
71204 157359 CYJF	**Britamoco** ssTto.1-38 *Mchy.Aft* *1Dk(Stl)* *Longitudinal framing at bottom & at deck*	1932 1465 1085	✠100A1 *For Service on the Great Lakes & River St. Lawrence, also to St. John N.B. & St. John's NFL* 4,40 ~~4,38~~ BS12,40 ~~BS12,38~~ ✠LMC12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,32 F.P. above 150° F.*	Tto		CL 4,40	1932 6mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	"Britamoco,"Ld. *CellDBuE& B40′112tFPT129tAPT47t*	250·0 | 43·2 | 17·9 P62′F41′ *Trunk*147′ FK	Toronto British 11*BHptCem* *ptAsp*	T.3Cy.17",28"&46"–36"(*r*) 180lb 188NHP 2SB,4*cf*,HS3600 N.E.MarineEngCoLd.Nwc	18 ″ 0 s1 ″ 11½ 16 ″ 2¼	
71205 157039 CYFV	**Britamoil** ssTto.No.1-37 *Mchy.Aft* *1Dk(Stl)* *Longitudinal framing at bottom & at deck*	1931 1469 1099	✠100A1 *For Service on the Great Lakes* 4,39 BS12,40 ~~BS12,38~~ ✠LMC12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,31 F.P. above 150° F.*	Tto		CL 4,39	1931 6mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	"Britamoil,"Ld. *CellDBuE& B40′112t FPT129tAPT47t*	250·0 | 43·2 | 17·9 P62′*Trunk*147′F41′ FK	Toronto British 11*BHptCem*	T.3Cy.17",28"&46"–36" (*r*) 180lb 176NHP 1SB,4*cf*,HS3250 N.E.MarineEngCoLd.Nwc	18 ″ (s1 ″ 7 16 ″ 7½	
71206 157343 CYFW	**Britamolene** ssTto.No.1-38 *Mchy.Aft* *1Dk(Stl)* *Longitudinal framing at bottom & at deck*	1931 1469 1099	✠100A1 *For service on the Great Lakes* 8,40 ~~4,39~~ 12,40 BS~~12,38~~ ~~BS12,38~~ ✠LMC12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,31 F.P. above 150° F.*	Tto		CL ~~N4,39~~ 8,40	1931 6mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	"Britamolene"Ld. *CellDBuE& B40′112t FPT129tAPT47′*	250·0 | 43·2 | 17·9 P62′*Trunk*147′F41′ FK	Toronto British 11*BHptCem*	T.3Cy.17",28"&46"–36" (*r*) 180lb 176NHP 1SB,4*cf*,HS3250 N.E.MarineEngCoLd.Nwc	18 ″ 0 s1 ″ 7 16 ″ 7½	
71207 LKEA	**Britamsea** *OilEng.* D.F. E.S.D. *CruiserStern* *1Dk* *Butts of deck, sheerstrake & bottom shell* *Mchy.Aft* *plating electrically welded*	8238 7571 4929	✠100A1 4,41 ~~4,39~~ ✠LMC4,39 *Carrying Petroleum in bulk*	Hfx Gal	*c*†	CL	1939 4mo *Lloyd's A&CP*	A/B Göta- verken Gothenburg	SkibsA/S Canada Tank(Hakon S.Onstad,*Mgr.*) *CellDB77′221tDTf22′356tFPT78tAPT149t*	465·1 | 59·4 | 35·9 483·8(O.L.) P101′B38′F60′ FK	Oslo Norwegian 9*BHptCem*	Oil Engines 4S.C.S.A. 8Cy.29⅛"–59$\frac{1}{16}$" 653NHP 2DB*150lb* A/BGötaverken,Got.	35 ″ 6 s7 ″ 10½ 27 ″ 10½	
71208 140915 MBKG	**Britanica** (exDoon) **TwinSc** ssLon.No.3-2,35 ssLon.2ndNo.3-4,39 *Ref.Mchy* *1Dk*	1350 803 774	✠ A1 *with freeboard* 1,41 ~~1,39~~ ✠LMC3,39 Lloyd'sRMC~~12,39~~ ~~5,40~~ BS~~1,36~~6,41 12,40 ~~9,40~~ *For service between London, Brest & Hamburg*	Lon ~~Liv~~ Bkn	*m*	CL 3,39	1913 4mo *Lloyd's A&CP*	Cammell Laird&Co.Ld Birkenhead	BlueStarLine,Ld. *CellDBa70′f52′350tFPT75t*	220·0 | 42·1 | 9·9 227·0(O.L.) B&F208′ FK	London British 5*BHCem*	C.4Cy.15"&32"–19" (*s*) 140lb 181NHP 2SB,6*cf*,GS104,HS3465 FD CammellLaird&CoLdBkn.	12 ″ 7 s3 ″ 11½ 8 ″ 11½	
71209 LKDK	**Britannia** **TwinSc** *OilEng.* D.F. E.S.D. *1Dk,2nd dk in mchy.space* *Mchy.Aft* *CruiserStern* *Butts of shell & deck plating electrically welded* *Longitudinal framing at bottom & deck in centre tanks*	9977 8921 5801	✠100A1 ~~6,1010,39~~ 1,41 ✠LMC3,39 *Carrying Petroleum in bulk*	NYk Sba	*e*†	CL 1,41	1939 3mo *Lloyd's A&CP*	Deutsche WerftAG Bet Finkenwrder Hamburg	TheTexasCo. (Norway)A/S (H.C.Mathiesen, *Mgr.*) *CellDBuE79′261tDTf27′338tFPT129tAPT96t*	503·8 | 67·4 | 34·3 522·0(O.L.) P123′B38′F60′ FK	Oslo Norwegian 17*BHptCem*	Oil Engines 2S.C.SA 16Cy.20½"–35$\frac{7}{16}$" 1167NHP 2DB*171lb*&2DB(WT)*171lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34 ″ 2 s6 ″ 8½ 27 ″ 8	
71210 148894 GLZN	— Ⓟ *Fitted for oil fuel* D.F. E.S.D. *2Dks*	8799 6636 5276					1926	A.Stephen &Sons,Ld. Glasgow	AnchorLine,Ld.	460·0 | 59·0 | 29·4 P53′B164′F44′	Glasgow British *WB*	Q.4Cy.29½",42¼",60¾"&87"-54" 558NHP A.Stephen&Sons,Ld.Gls.		C BT till ~~7,40~~ 7,41
71211 7544 SEMN	— Ⓟ ssGot.No 2-37 D.F. E.S.D. *2Dks(Stl–Weather dk ws)* *Ref.Mchy. 3rd dk(Stl) in Nos.2,3&4 holds* *Strengthened for Navigation in Ice*	*4216* *3258* *2422*	✠100A1 *with freeboard* 4,39 BS4,38 ✠LMC6,37 *Fitted for oil fuel 10,37 F.P. above 150°F.*	Got	*x*	CL 10,38	1929 6mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB301′468t* *tanks in way of tunnel42tFPT28tAPT54t*	373·5 | 50·1 | 28·6 360·0 | 50·1 | 29·1 376·3(O.L.) F67′ FK *Coll*	Gothenbrg Swedish 7*BHCem* *BH to W dk*	3SteamTurbinesSRgeared to 1 Sc. Shaft 220lb HS11788 1043NHP 4SB(Spt),12*cf*,GS258, FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	32 ″ 0 s12 ″ 1½ 20 ″ 4	
71212 144900 MKBT	— (exThropton, exKilliney) ssLth.No.3-11,32 ssLth.No.1-37 *1Dk(Stl)*	623 488 260	100A1 7,40 ~~1,39~~ BS~~1,38~~ LMC2,37 7,40	Lth Abn		CL 4,39	1918 *Lloyd's A&CP*	Smith's DockCo.Ld Middlesbro'	CurrieLine,Ld.	175·4 | 30·0 | 15·7 180·7(O.L.) B50′ FK *CellDBuE26′20tFPT20t*	Leith British 5*BHCem*	T.3Cy.16",26"&44"–26" (*s*) 200lb *100lb* NDB24 94RHP 1B,3*cf*,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 ″ 6 s1 ″ 7½ 15 ″ 0½	
71213 102495 GFNP	— Ⓟ **PadSk** Wireless *1Dk*	483 378 183					1896	SM'Knght &Co. Ayr	P.&A.Campbell,Ld	230·0 | 26·6 | 9·6 Q13′ *Promenade dk217′*	Bristol British	C.D.2Cy.37"&67"–66" NB35 304NHP Hutson&Son,Glasgow		BT till 4,40

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	6* Years Assigned now expired Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71214 162316 GDXF	**Britannic** Ⓟ TwinSc OilEng. D.F. GyC. ssLiv.No.2-39 Ref.Mchy. 4Dks(Stl-weather dk ws) Sub.Sig. 5th dk(Stl)in holds, except CruiserStern aftermost hold,6th dk(Stl) inNos.1,2&3holds	26943 21122 16374	✠100A1 withfreeboard ~~6,40~~ ~~1,39~~ 3,41 ✠LMC CS4,39 DBS12,39 11,39 ~~1,39~~ Lloyd'sRMC ~~11,39~~ 6,40 No. 2 lower & Orlop dk. chambers for temp. 33° F. Carrying vegetable oil in after deep tank forward	Liv ~~NYk~~ Bom		CL 12,38	1930 6mo Lloyd'sA&CP	Harland& Wolff,Ld. Belfast	CunardWhiteStar, Ld. CellDB582'3230tDT'sf56'1756tFPT181tAPT231t	683·6 B325'F110' Upper bridge118' FK&BK2½"	82·4	48·6	Liverpool British 12BHCem	Oil Engines 4S.C.DA 20Cy.33$\frac{1}{16}$"–63" 4214NHP 2DB150lb 5DB(upr.)100lb Harland&Wolff,Ld.Bel.	52″10 s18″4¾ 35″0¼	BT till ~~4,40~~ ~~5,40~~ ~~7,40~~ 6,41
20/41 71215 142718 GRSC	— (exMumblesLight, ssHpl.No.3-1,32 exWarDamson) ssHpl.No.1-37 D.F. 1Dk(Stl) Cargo battens not fitted CruiserStern	2490 2246 1443	✠100A1 5,39 BS5,39 ✠LMC3,37	Hpl	t	CL 5,38	1918 12mo Lloyd'sA&CP	C.Hill& Sons Bristol	W.H.Cockerline& Co. CellDB252'670tFPT70tAPT180t	303·0 P33'B80'F33' FK	43·0	20·7	Hull British 6BHptCem	T.3Cy.22",36"&59"–39" (s) 180lb 100lb HS5140 331NHP 2 Water Tube Boilers FD W.Simons&CoLd.Renfrew	23″0 s 3″4¾ 19″10	
71216 CHHF	— (exOceanic-33, exFranzHaubuss, ssCff.No.2-07 exFerro,exFalkanger,exBrynhild, exHirundo) 1Dk&deep framing	2242 1995 1278	✠ ... 1,11 ✠				1899 10mo	WoodSkin- ner&Co.Ld. Newcastle	A/BCaledonia SteamshipCo.O/Y (CarlOlsen,Mgr.)	300·5 290·0 P23'B64'F30' FK	42·0	19·2	Helsingfrs Finnish WB	T.3Cy.21½",35½"&58"–39" 215NHP N.E MarineEngCoLd.Nwc	21″9	V †
* 71217 146629 GJLM	**British Advocate** ssFal.No.3-4,35 Mchy.Aft 2Dks(Stl)&Webframes D.F. E.S.D. Longitudinalframing	6994 6549 4130	✠100A1 Examined ~~4,40~~ 9,40 BS12,40 ✠LMC MS12,34 ~~BS12,39~~ Carrying Petroleum in bulk Fitted for oil fuel 9,22 F.P. above 150° F.	Npt	b†	OG ~~6,37~~ 8,40	1922 9mo Lloyd'sA&CP	SirJ.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. CellDBuE&B74'209tDTf45'851tFPT205tAPT259t	440·3 456·4(O.L.) P113'B32'F48' FK	57·1	33·9	London British 17BHptCem (10 to U dk 7 „ 2nd „)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 120lb 642NHP 3SB(Spt),12cf, , HS8256 FD G.Clark,Ld.Sld.	33″11 s 6″4¾ 27″9	
71218 147595 GJWB	**British Ambassador** ssBkn.No.3-7,36 Mchy.Aft D.F. 2Dks(Stl)&Webframes E.S.D. Longitudinal framing	6940 6449 4110	✠100A1 Examined11,40 Sou 5,40 ✠LMC7,36 DBS~~5,39~~ MBS~~3,39~~11,40 Carrying Petroleum in bulk Fitted for oil fuel 3,24 F.P. above 150°F.	~~Bkn~~	b†	CL ~~10,38~~ 5,40	1924 2mo Lloyd'sA&CP	SirJ.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. CellDBuE&B84'387tDTf44'651tFPT204tAPT154t	435·0 P110'B32'F49' FK	57·3	33·8	London British 16BHCem (11„ to U dk 5 „ 2nd„)	T.3Cy.28",46"&76"–51" 180lb 120lb 581NHP 3SB,9cf, ,HS8634 Palmers'Co.Ld.Newcastle	33″10 s 6″5¾ 27″7¾	
71219 ·146680 GJNP	**British Architect** ssNwc.No.3-7,35 D.F. Mchy.Aft 2Dks(Stl)	7388 6819 4394	✠100A1 Examined5,40 Bom BS3,41 ✠LMC9,39 Carrying Petroleum in bulk Fitted for oil fuel 12,22 F.P. above 150° F.	~~Bom~~	b†	CL 9,39	1922 12mo Lloyd'sA&CP	Blyths- woodS.B. Co.Ld. Glasgow	BritishTankerCo. Ld. CellDBuE&B61'183tDTf48'655tFPT237tAPT46t	440·4 P105'B35'F56' FK	56·1	34·6	London British 15BHptCem (9 to U dk 6 „ 2nd „)	T.3Cy.25",42½"&72"–54" (s) 215lb 180lb 616NHP 3SB,9cf,GS194,HS9216 FD Dunsmuir&JacksonLd.Gls	34″2 s 6″7¾ 27″9½	
71220 160525 GKFX	**British Ardour** ssFal.No.2-36 Mchy.Aft 2Dks(Stl)&Webframes D.F. GyC. Longitudinal framing E.S.D.	7124 6522 4255	✠100A1 Examined3,41 Shl ✠LMC2,41 Carrying Petroleum in bulk Fitted for oil fuel7,28 F.P. above 150° F.	~~Fal~~	b†	CL 12,38	1928 7mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE&B80'382tDTf41'579tFPT136tAPT99t	440·6 P107'B34'F49' FK	57·1	33·9	London British 17BHptCem (11 to U dk 6 „ 2nd „)	Q.4Cy.24",35",50½"&73"–51" 225lb 120lb (r) 553NHP FD 3SB(Spt),9cf, ,HS7656 Palmers'Co.Ld.Newcastle	33″11 s 6″6½ 27″7¾	
71221 147700 GKTB	**British Aviator** OilEng. ssFal.No.3-4,37 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D.	6998 6457 4136	✠100A1 9,40 ~~12,39~~ ✠NE2,30 ✠LMC CS4,37 DBS~~5,39~~10,40 4,37 Carrying Petroleum in bulk	Lth Bom	b†	CL 5,39	1924 8mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE34'75tDTf45'224tFPT153tAPT119t	439·8 P110'B33'F50' FK	57·1	33·8	London British 17BHptCem (11 to U dk 6 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP 2DB-150lb W.Doxford&Sons,Ld.Sld.	33″11 s 6″6¼ 27″8¼	
71222 146691 GJRN	**British Captain** ssFal.No.3-6,35 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D.	6968 6472 4073	✠100A1 Examined4,40 Liv ✠LMC MS2,34 BS~~4,39~~5,40 Carrying Petroleum in bulk Fitted for oil fuel 2,23 F.P. above 150° F.	~~Fal~~	b†	OG 8,37	1923 2mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE&B87'57tDTf47'729tFPT163tAPT122t	440·0 P113'B32'F50' FK	57·1	33·8	London British 17BHptCem (11 to U dk 6 „ 2nd „)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 120lb 654NHP 3SB(Spt),12cf,GS204, HS8511 FD Palmers'Co.Ld.Newcastle	33″11 s6″6 27″8¼	
71223 146197 GFVN	**British Chancellor** ssShl.No.3-8,31 Mchy.Aft ssFal.No.2-41 ~~ssFal.No.1-36~~ D.F. 2Dks(Stl)&Webframes E.S.D. Longitudinalframing	7085 6549 ~~4211~~ 4214	✠100A1 5,41 ~~4,39~~ ✠LMC 5,41 ~~MS4,36~~ ~~BS12,39~~ Carrying Petroleum in bulk Fitted for oil fuel12,21 F.P. above 150° F.	Fal	b†	OG ~~4,39~~ 11,40	1921 12mo Lloyd'sA&CP	SirJ.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. CellDBuE&B74'209tDTf45'851tFPT205tAPT259t	440·3 P113'B32'F48' FK	57·1	34·0	London British 17BHptCem ptAsp (10 „ to U dk 7 „ 2nd„)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 120lb 642NHP FD 3SB(Spt),12cf, ,HS8256 G.Clark,Ld.Sunderland	33″11 s 6″4¾ 27″9	
71224 148643 GLMC	**British Chemist** OilEng. ssShl.No.3-9,37 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D.	6997 6438 4129	✠100A1 Examined 6,41 Gls ✠NE4,30 ✠LMC CS4,39 DBS3~~,40~~ 6,41 3,40 Carrying Petroleum in bulk	~~Bom~~	b†	CL 11,39	1925 7mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE34'75tDTf45'224tFPT153tAPT119t	439·7 P110'B33'F50' FK	57·1	33·8	London British 17BHptCem (11 to U dk 6 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.23⅝"–91¼" 687NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	33″11 s 6″6¼ 27″8¼	
71225 161198 GBXL	**British Chivalry** ssShl.No.2-37 Mchy.Aft 2Dks(Stl)&Webframes D.F. E.S.D. Longitudinalframing	7118 6515 4238	✠100A1 Examined4,41 PGl ✠LMC MS6,37 BS4,41 Carrying Petroleum in bulk Fitted for oil fuel 2,29 F.P. above 150° F.	~~Fal~~	b†	CL 2,40	1929 2mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE&B80'382tDTf41'579tFPT136tAPT99t	440·8 P107'B34'F49' FK	57·1	33·9	London British 17BHptCem (11 to U dk 6 „ 2nd „)	Q.4Cy.24",35",50½"&73"–51" 225lb 120lb (r) 553NHP FD 3SB(Spt),9cf, ,HS7656 Palmers'Co.Ld.Newcastle	33″11 s 6″6 27″8¼	
71226 162399 GWQX	**British Coast** TwinSc ssLiv.No.1-39 OilEng. Mchy.Aft 1Dk(Stl)&Shelter dk(Stl) Wireless D.F. CruiserStern E.S.D.	889 687 475	✠100A1 withfreeboard ~~6,40~~ ~~1,39~~ 3,41 ✠LMC CS1,39 ~~3,37~~3,41	Liv Sws	o	OG ~~8,37~~ 6,40	1934 1mo Lloyd'sA&CP IntermediateBH in hold dispensed with	H.Robb Ld. Leith	CoastLines,Ld. CellDB176'318tDTf12'58tFPT18tAPT24t	231·6 241·7(O.L.) F28' FK	35·2 36·7	11·8	Liverpool British Coll Cem BH to Sh dk 2 „ „ 2nd „	Oil Engines 4S.C.SA 10Cy.13⅜"–22$\frac{7}{16}$" 312NHP BritishAuxiliaries,Ld.Gls.	14″0 s ″2 13″11	
71227 145243 GFDB	**British Colonel** ssSld.No.3-12,33 ssShl.No.1-38 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing E.S.D.	6999 6549 4136	✠100A1 3,40 ✠LMC MS6,38 BS3,40 Carrying Petroleum in bulk Fitted for oil fuel 7,21 F.P. above 150° F.	Fal	b†	OG 6,38	1921 7mo Lloyd'sA&CP	SirJ.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. CellDBuE74'209tDTf45'851tFPT205tAPT259t	440·8 P113'B32'F48' FK	57·1	34·0	London British 17BHptCem (10„to U dk 7 „ 2nd„)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 120lb 642NHP FD 3SB(Spt),12cf, ,HS8256 G.Clark,Ld.Sunderland	33″11 s 6″4¾ 27″9	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

146
40

1 Numéro d'Ordre. Numéro Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après Lettre d'Équipement	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
71228 149828 GBKW	**British Colony** ssFal.No.2-35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	6917 6356 4135	✠100A1 Examined 7,40 Bom ~~BS[illegible]~~ ✠LMC7,35 11,40 Carrying Petroleum in bulk Fitted for oil fuel 5,27 F.P. above 150° F.	~~Fal~~	b†	CL 5,38	1927 5mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd's A&CP	BritishTankerCo. Ld. CellDBuE&B83'f38' 562t DTf426tFPT158tAPT104t	440·2|57·0|33·7 P110'B32'F49' FK	London British 18BHptCem (10 to U dk 8 ,, 2nd ,,)	T.3Cy.26½″,44″&74″-51″ (s) 200lb 120lb 584NHP 3SB,12cf, ,HS8634 FD Swan,Hunter&Wigham Richardson,Ld.Nwc	33″11 s6″5 27″9½	
71229 LJHC	**British Columbia Express** TwSc OilEng. Ref.Mchy. 1Dk&Shelter dk Platform dk in forward holds D.F. E.S.D. CruiserStern Part electrically welded, including butts of shell, decks & inner bottom	3339 2611 1869	✠100A1 with freeboard 11,40 ~~7,39~~ ✠LMC11,36 ✠Lloyd's RMC ~~[illegible]~~ 11,40 for temp. 31° F.	Rot Sea	x	CL P7,38 S7,39	1936 11mo	GötaverkenA/B Gothenburg Lloyd's A&CP	SkibsA/S Victoria (S.Herlofson&Co. A/S,Mgrs.) IntermediateBHinafter hold dispensed with CellDBuE&f172'646tDTsa95'713tFPT61tAPT232t	364·4|50·3|21·3 381·6(O.L.) B&F210' FK	Oslo Norwegian ptCem CollBHtoShdk 4 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 18Cy.19 11/16″-35 7/16″ 1213NHP GotaverkenA/B,Got.	25″6 s2″1 23″6	
71230 146652 GJKV	**British Commander** ssShl.No.3-1,35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	6901 6382 4075	✠100A1 9,38 ✠LMC MS1,35 BS3,40 Carrying Petroleum in bulk Fitted for oil fuel 12,22 F.P. above150°F.	Fal	b†	OG 1,39	1922 12mo	CaledonSB &Eng.Co.Ld. Dundee Lloyd's A&CP	BritishTankerCo. Ld. CellDBuE38'61tDTf46'699tFPT141tAPT188t	440·0|57·0|33·8 P113'B32'F50' FK	London British 16BHptCem (10 to Up dk 6 ,, 2nd ,,)	2SteamTurbinesDRgeared to1 Sc. Shaft (s) 200lb 120lb 643NHP 3SB(Spt),12cf, ,HS8256 FD MetVickersElec.CoLdMch	33″11 s6″5¾ 27″8½	
71231 146710 GJNQ	**British Commodore** ssShl.No.3-9,28 ssShl.No.2-36 Mchy.Aft D.F. 2Dks(Stl)&Web frames Longitudinal framing	6865 6382 4036	✠100A1 Examined 1,41 Fal BS4,41 ✠LMC MS10,36 ~~BS5,39 4,40~~ Carrying Petroleum in bulk Fitted for oil fuel 3,23 F.P. above 150° F.	~~Bom~~	b†	OG N2,40	1923 3mo	CaledonSB &Eng.Co.Ld. Dundee Lloyd's A&CP	BritishTankerCo. Ld. CellDBuE38'61tDTf46'699tFPT141tAPT188t	440·0|57·0|33·8 P113'B32'F50' FK	London British 16BHCem (10 to U dk 6 ,, 2nd ,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb 643NHP 3SB(Spt),12cf,HS8256 FD MetVickersElecCoLd.Mch	33″11 s6″5¾ 27″8½	
71232 164737 GZBV	**British Confidence** OilEng. D.F. 1Dk 2nd dk clear of cargo tanks E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8494 7489 4993	✠100A1 6,40 ~~10,38~~ ✠LMC10,36 Carrying Petroleum in bulk	Sld Fal	d†	CL 9,39	1936 10mo	Cammell Laird&Co.Ld. Birkenhead Lloyd's A&CP	BritishTankerCo. Ld. CellDBuE75'249tDTf32'422tFPT251tAPT250t	466·9|62·0|34·0 482·0(O.L.) P103'B35'F58' FK	London British 17BHptCem	Oil Engines 2S.C.SA 4Cy.23⅝″-91 5/16″ 687NHP 2DB150lb Wm.Doxford&SonsLd.Sld.	34″1 s6″9 27″6½	
71233 148511 GKWF	**British Consul** ssFal.No.3-12,35 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	6940 6449 4115	✠100A1 Examined 9,40 Bom BS1,40 ✠LMC12,35 Carrying Petroleum in bulk Fitted for oil fuel 12,24 F.P. above 150°F.	~~Nwc~~	b†	CL N6,38	1924 11mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd's A&CP	BritishTankerCo. Ld. CellDBuE&B84'387tDTf44'651tFPT204tAPT154t	435·0|57·3|33·8 448·5(O.L.) P110'B32'F49' FK	London British 16BHptCem (11 to U dk 5 ,, 2nd ,,)	T.3Cy.28″,46″&76″-51″ (r) 180lb 120lb 581NHP 3SB,9cf,HS8634 FD Palmers'Co.Ld.Newcastle	33″10 s6″5¾ 27″7½	
71234 146561 GJFV	**British Corporal** ssFal.No.3-7,33 ssSou.No.2-41 ~~ssFal.No.1-38~~ Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	6972 6472 4075	✠100A1 ~~12,39~~ 6,41 ✠LMC 6,41 ~~MS1,39~~ ~~BS7,39~~ Carrying Petroleum in bulk Fitted for oil fuel 5,22 F.P. above 150° F.	Nwc Sou	b†	OG ~~8,38~~ N5,41	1922 5mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	BritishTankerCo. Ld. CellDBuE&B87'57tDTf47'729tFPT163tAPT192t	440·0|57·1|33·8 P113'B32'F50' FK	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	2SteamTurbinesDRgeared to 1 Sc.Shaft (s) 200lb 120lb 654NHP 3SB(Spt),12cf,GS204, FD HS8511 Palmers'Co.Ld.Newcastle	33″11 s6″6 27″8½	
71235 160390 GFXP	**British Courage** OilEng. Mchy.Aft ssNwc.No.2-36 D.F. 2Dks(Stl)&Webframes E.S.D. Longitudinal framing	6952 6487 4132	✠100A1 Examined 11,40 Bom ✠LMC CS2,36 DBS11,40 6,38 Carrying Petroleum in bulk	~~Bkn~~	b†	CL 3,39	1928 3mo	Lithgows, Ltd. Pt.Glasgow Lloyd's A&CP	BritishTankerCo. Ld. CellDBuE86'f36'411tFPT178tAPT93t	440·5|57·0|33·8 P112'B34'F47' FK	London British 18BHptCem (10 to U dk 8 ,, 2nd ,,)	Oil Engines 4S.C.SA 8Cy.29⅛″-59 1/16″ 653NHP 2DB150lb J.G.Kincaid&Co.Ld.Grk.	33″11 s6″4 27″9¾	
71236 165383 GZGP	**British Destiny** OilEng. D.F. E.S.D. 1Dk, 2nd dk clear of Mchy.Aft CruiserStern cargo tanks Longitudinal framing at bottom & at deck	8470 7454 4971	✠100A1 8,40 ~~9,39~~ ✠LMC1,37 Carrying Petroleum in bulk	Nwc	d†	CL 8,40	1937 1mo	Harland& Wolff,Ld. Glasgow Lloyd's A&CP	BritishTankerCo. Ld. CellDBuE78'175tDTf34'434tFPT224tAPT200t	467·8|61·7|33·8 P105'B43'F45' FK	London British 17BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.29⅛″-59 1/16″ 490NHP 2DB150lb Harland&Wolff,Ld.Gls.	34″0 s6″9½ 27″5½	
71237 165466 GZPB	**British Diligence** OilEng. D.F. E.S.D. 1Dk,2nd dk clear of Mchy.Aft CruiserStern cargotanks Longitudinal framing at bottom & at deck	8408 7423 4930	✠100A1 10,40 ~~1,40~~ ✠LMC6,37 Carrying Petroleum in bulk	Bkn Avn	d†	CL 10,40	1937 6mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd's A&CP	BritishTankerCo. Ld. CellDBuE75'176tDTf34'397tFPT209tAPT183t	466·3|61·9|33·9 481·6(O.L.) P107'B43'F45' FK	London British 17BHptCem ptAsp	Oil Engines 2S.C.SA 4Cy.23⅝″-91 5/16″ 687NHP 2DB150lb Wm.Doxford&Sons,LdSld	34″0 s6″8¾ 27″6½	
71238 [illegible] GFRY	**British Diplomat** TwinSc Now "Empire Diplomat," see No. 87935 in Supplement OilEng. Mchy.Aft ssNwc.No.2-33 D.F. 2Dks(Stl)&Web frames E.S.D. Longitudinal framing Now used for oil fuel storage purposes	6498 [illegible] 4521	✠100A1 10,37 ✠LMC CS6,34 DBS6,39 10,37 Carrying Petroleum in bulk	Nwc	a†	CL 10,35	1926 7mo	J.Brown& Co.Ld. Clydebank Lloyd's A&CP	BritishTankerCo. Ld. CellDBuE58'232tDTf34'388tFPT195tAPT177t	420·2|54·4|32·7 P95'B35'F47' FK	London British 18BHptCem (12 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 8Cy.23⅝″-41¾″ 776NHP 2DB120lb J.Brown&Co.Ld. Clydebank	32″8	
71239 160400 GLNV	**British Dominion** OilEng. Mchy.Aft ssFal.No.2-36 D.F. 2Dks(Stl)&Web frames E.S.D. Longitudinal framing	6983 6402 4141	✠100A1 ~~Examined~~ 11,40 ✠LMC CS2,37 ~~DBS12,39~~ 5,38 Carrying Petroleum in bulk DBS11,40	Avn	b†	CL ~~2,37~~ 11,40	1928 4mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd's A&CP	BritishTankerCo. Ld. CellDBuE77'f38'464tFPT148tAPT108t	440·0|57·0|33·9 455·0(O.L.) P104'B33'F54' FK	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.22 1/16″-91½″ 642NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	34″0 s6″5¾ 27″9½	
71240 147647 GKMD	**British Duchess** ssFal.No.3-3,36 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	5973 5494 3477	✠100A1 Examined 9,40 Bom ✠LMC MS3,36 BS~~10,39~~ 10,40 Carrying Petroleum in bulk Fitted for oil fuel 5,24 F.P. above 150° F.	~~Fal~~	z	CL 2,40	1924 5mo	JLThompson&Sons,Ld. Sunderland Lloyd's A&CP	BritishTankerCo. Ld. CellDBuE&B79'402tDTf42'671tFPT146tAPT120t	405·0|54·8|32·9 420·8(O.L.) P104'B33'F54' FK	London British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	T.3Cy.28″,46″&76″-51″ (r) 180lb 120lb 581NHP 3SB,9cf,HS8634 FD Palmers'Co.Ld.Newcastle	33″0 s5″10¾ 27″4½	
71241 139156 GSBN	**British Emperor** ssBom.No.3-8,29 ssShl.No.2-37 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	3663 3344 2155	✠100A1 8,40 ~~10,39~~ ✠LMC MS11,37 BS~~8,39~~ 8,40 Carrying Petroleum in bulk Fitted for oil fuel 9,16 F.P. above 150° F.	Bom	v	CL 10,39	1916 8mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	BritishTankerCo. Ld. CellDBuB38'70tDTf29'314tFPT69tAPT34t	345·0|49·1|25·6 P88'B39'F46' FK	London British 13BHptCem (8 to U dk 5 ,, 2nd ,,)	T.3Cy.23″,38″&62″-42″ (r) 180lb 380NHP 3SB,9cf,GS132,HS5904 FD N.E.MarineEngCoLd.Nwc	25″7 s3″11½ 21″10	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71242 164726 MLZM	**British Endurance** Oil Eng. D.F. Mchy.Aft 1Dk,2nd dk clear E.S.D. CruiserStern of cargo tanks Longitudinal framing at bottom & at deck	8406 7423 4918	✠100A1 ~~11,39~~10,40 ✠LMC10,36 Carrying Petroleum in bulk DBS10,40	Avn Bom	d†	CL 6,38	1936 10mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's A&CP	BritishTankerCo. Ld. Cell D Bu E75' 176t DTf34' 397t FPT209t APT183t	466·3|61·9|33·9 483·0(O.L.) P107'B43'F45' FK	London British 17BHptCem ptAsp	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	
71243 162588 GLBK	**British Energy** Oil Eng. Mchy.Aft ssNwc.No.1-35 D.F. 2Dks(Stl)&Web frames E.S.D. Longitudinal framing	7209 6579 4197	✠100A1 Examined8,40 Avn DBS8,40 ✠LMC2,35 Carrying Petroleum in bulk	~~Fal~~	b†	CL 12,39	1931 5mo	Greenock Dockyard Co.Ld. Greenock Lloyd's A&CP	BritishTankerCo. Ld. Cell D Bu E85' f38' 424t FPT195t APT95t	440·6|59·4|32·9 454·4(O.L.) P113'B43'F48' FK	London British 17BHptCem (13 to U dk 4 „ 2nd „)	Oil Engines 4S.C.SA 8Cy.29⅛-59 1/16" 653NHP 2DB150lb J.G.KincaidCo.Ld.Grk.	33 ″ 0 s5 ″ 11¾ 27 ″ 2¾	
71244 146578 GJLN	**British Engineer** ssFal.No.3-3,35 ssNwc.No.1-39 Mchy Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6993 6533 4066	✠100A1 ~~7,40~~ ~~11,39~~ 3,41 ✠LMC MS5,39 BS~~7,39~~7,40 Carrying Petroleum in bulk Fitted for oil fuel 6,22 F.P. above 150° F.	Fal ~~Bom~~ Lon	b†	OG 12,37	1922 6mo	Workman, Clark&Co.Ld Belfast Lloyd's A&CP	BritishTankerCo. Ld. Cell D Bu E&B81' 42t DTf45' 620t FPT165t APT224t	440·4|57·0|33·9 P113'B34'F65' FK	London British 17BHCem (11 to U dk 6 „ 2nd „)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb 605NHP 3SB(Spt),12cf,GS209, FD HS8295 Wrkman,Clark&CoLd.Bel	33 ″ 11 s 6 ″ 4¾ 27 ″ 9¼	
71245 149974 GLXQ	**British Faith** Oil Eng. Mchy.Aft ssNwc.No.2-37 D.F. GyC. 2Dks(Stl)&Web frames E.S.D. Longitudinal framing	6955 6344 4129	✠100A1 Examined 12,40 Shl ✠LMC CS1,41 DBS4,40 12,38 Carrying Petroleum in bulk	~~Fal~~	b†	OG ~~9,37~~ 4,40	1928 1mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd's A&CP	BritishTankerCo. Ld Cell D Bu E85' 311t DTf204t FPT183t APT90t	441·8|56·9|33·7 P104'B34'F54' FK	London British 17BHptCem (11 to U dk 6 „ 2nd „)	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP 2DB150lb Burmeister&Wain,Cpn.	33 ″ 11 s 6 ″ 6½ 27 ″ 7¾	
122/40 71246 164701 GYYK	**British Fame** D.F. E.S.D. Oil Eng. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8406 7423 4925	✠100A1 4,40 DBS7,40 ✠LMC8,36 Carrying Petroleum in bulk	Mch	d†	CL 11,39	1936 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's A&CP	BritishTankerCo. Ld. Cell D Bu E75' 176t DTf34' 397t FPT183t APT186t	466·3|61·9|33·9 P107'B43'F45' FK	London British 17BHptCem ptAsp	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB150lb Wm.Doxford&Sons,Ld.Sld	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	
71247 166592 GPGF	**British Fidelity** Oil Eng. D.F. 1Dk,2nd dk clear of cargo tanks E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8465 7454 4906	✠100A1 8,40~~11,39~~ ✠LMC10,38 Carrying Petroleum in bulk	Grk Shl	d†	CL	1938 10mo	Harland& Wolff,Ld. Glasgow Lloyd's A&CP	BritishTankerCo. Ld. Cell D Bu E78' 175t DTf34' 434t FPT224t APT200t	467·8|61·7|33·8 483·1(O.L.) P105'B43'F47' FK	London British 17BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 490NHP 2DB150lb Harland&Wolff,Ld.Gls.	34 ″ 0 s 6 ″ 9 27 ″ 6	
71248 165448 GZNP	**British Fortitude** Oil Eng. D.F. E.S.D. 1Dk, 2nd dk clear of Mchy.Aft CruiserStern cargo tanks Longitudinal framing at bottom & at deck	8482 7489 4993	✠100A1 ~~7,40~~ ~~11,39~~ 3,41 ✠LMC4,37 DBS3,41 Carrying Petroleum in bulk	Fal ~~PN1~~ Bkn	d†	CL 7,40	1937 4mo	Cammell Laird&Co.Ld. Birkenhead Lloyd's A&CP	BritishTankerCo. Ld. Cell D Bu E75' 249t DTf32' 422t FPT251t APT250t	466·9|62·0|34·0 482·9(O.L.) P103'B35'F58' FK	London British 17BHptCem	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB150lb Wm.Doxford&Sons,Ld Sld	34 ″ 1 s 6 ″ 9½ 27 ″ 6¼	
71249 162486 GTPD	**British Fortune** ssShl.No.2-39 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	4696 4089 2619	✠100A1 9,40~~12,39~~ ✠LMC MS2,39 BS~~8,39~~9,40 Carrying Petroleum in bulk Fitted for oil fuel 9,30 F.P. above 150°F.	Shl Gls	x	CL 6,38	1930 9mo	Lithgows Ld. Pt.Glasgow Lloyd's A&CP	BritishTankerCo. Ld. Cell D Bu E&B66' 301t DTf31' 359t FPT111t APT53t	384·6|50·2|27·7 P94'B38'F44' FK	London British 17BHptCem ptAsp (13 to U dk 4 „ 2nd „)	T.3Cy.25",42"&70"-48" (s) 200lb 150lb 430NHP 2SB,6cf,HS5732 FD Rankin&Blackmre.Ld.Grk	27 ″ 6 s4 ″ 5 23 ″ 4¼	
71250 160493 GKSM	**British Freedom** Oil Eng. Mchy.Aft ssBkn.No.2-36 E.S.D. D.F. 2Dks(Stl)&Web frames Longitudinal framing	6985 6452 4164	✠100A1 Examined 12,40 Gls ✠LMC CS11,36 DBS3,40 11,38 Carrying Petroleum in bulk	~~Gls~~	b†	CL 3,40	1928 6mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	BritishTankerCo. Ld. Cell D Bu E83' 253t DTf41' 254t FPT136t APT93t	440·1|57·1|33·9 P107'B34'F49' FK	London British 17BHptCem (11 to U dk 6 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.22 13/16"-91¼" 654NHP 2DB150lb Richardsons,Westgarth& Co.Ld.Hpl.	33 ″ 11 s 6 ″ 6¼ 27 ″ 8	
71251 146692 GJRC	**British Fusilier** ssShl.No.3-5,35 Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing E.S.D.	6943 6400 4083	✠100A1 Examined 4,41 Lon BS4,41 ✠LMC5,35 Carrying Petroleum in bulk Fitted for oil fuel 1,23 F.P. above 150° F.	~~Fal~~	b†	OG N10,39	1923 1mo	Swan,Hunter&Wigham-Richardson, Ld.Newcastle Lloyd's A&CP	BritishTankerCo. Ld. Cell D Bu E38' 61t DTf46' 709t FPT132t APT230t	440·0|57·0|33·7 P113'B33'F49' FK	London British 16BHCem (10 to U dk 6 „ 2nd „)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb 642NHP 3SB(Spt),12cf,HS8225 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 11 s 6 ″ 4 27 ″ 10¼	
155/40 71252 146610 GJLB	**British General** ssSld.No.3-4,36 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	6989 6472 4102	✠100A1 11,39 BS~~5,39~~ ✠LMC4,36 5,40 Carrying Petroleum in bulk Fitted for oil fuel 8,22 F.P. above 150° F.	Sws	b†	OG 12,37	1922 6mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	BritishTankerCo. Ld. Cell D Bu E&B87' 57t DTf47' 729t FPT163t APT192t	440·2|57·1|33·8 454·8(O.L.) P113'B32'F50' FK	London British 17BHptCem (11 to U dk 6 „ 2nd „)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb 654NHP HS8511 FD 3SB(Spt),12cf.GS204, Palmers'Co.Ld.Nwc.	33 ″ 11 s 6 ″ 6 27 ″ 8¼	
71253 167160 GPPG	**British Genius** D.F. E.S.D. Oil Eng. 1Dk, 2nd dk clear of cargo tanks Mchy.Aft Cruiser Stern Longitudinal framing at bottom & at deck	8553 7468 4961	✠100A1 1,41 ~~4,40~~ ✠LMC1,39 Carrying Petroleum in bulk	Fal Bom	d†	CL	1939 1mo	Wm.Doxford&Sons,Ld Sunderland Lloyd's A&CP	BritishTanker Co.Ld. Cell D Bu E75' 176t DTf40' 408t FPT233t APT192t	466·9|62·0|33·7 481·7(O.L.) P108'B44'F52' FK	London British 12BHptCem	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB150lb Wm.Doxford&Sons,Ld Sld	34 ″ 0 s 6 ″ 7¾ 27 ″ 7½	
71254 160364 GLZR	**British Glory** Oil Eng. Mchy.Aft ssShl.No.2-37 D.F. 2Dks(Stl)&Web frames E.S.D. Longitudinal framing	6993 6477 4159	✠100A1 Examined10,40 Gls ✠LMC CS4,37 DBS~~5,39~~10,40 5,39 Carrying Petroleum in bulk	~~Fal~~	b†	CL 8,38	1928 2mo	SirJ.Laing &SonsLd. Sunderland Lloyd's A&CP	BritishTankerCo. Ld. Cell D Bu E80' 238t DTf39' 240t FPT222t APT106t	435·0|57·3|33·8 P105'B34'F53' FK	London British 16BHptCem (10 to U dk 6 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.22 13/16"-91¼" 642NHP 2DB150lb W.Doxford&SonsLd.Sld.	33 ″ 10 s6 ″ 5¾ 27 ″ 7½	
71255 149735 GKJR	**British Governor** ssShl.No.3-3,39 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	6840 6334 4037	✠100A1 3,41 ~~4,40~~ BS~~2,40~~ ✠LMC3,39 3,41 Carrying Petroleum in bulk Fitted for oil fuel 10,26 F.P. above 150° F.	Shl Gls	b†	CL 3,40	1926 10mo	Swan,Hunter&Wigham-Richardson, LdNewcastle Lloyd's A&CP	BritishTankerCo. Ld. Cell D Bu E&B83' f49' 668t DTf603t FPT158t APT104t	440·2|57·0|33·7 P100'B32'F50' FK	London British 17BHptCem (11 to U dk 6 „ 2nd „)	T.3Cy.26½",44"&74"-51" (s) 200lb 120lb 584NHP 3SB,12cf,HS8634 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 11 s 6 ″ 4½ 27 ″ 9¾	
71256 146591 GFST	**British Grenadier** ssNwc.No.3-10,34 ssBkn.No.1-39 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing E.S.D.	6857 6368 4020	✠100A1 6,40~~11,39~~ BS3,40 ✠LMC3,39 Carrying Petroleum in bulk Fitted for oil fuel 7,22 F.P. above 150°F.	Mch PN1	b†	OG 2,39	1922 7mo	Swan,Hunter&Wigham-Richardson, Ld.Newcastle Lloyd's A&CP	BritishTankerCo. Ld. Cell D Ba E38' 61t DTf46' 709t FPT132t APT223t	440·0|57·0|33·7 454·9(O.L.) P113'B35'F49' FK	London British 16BHptCem (10 to U dk 6 „ 2nd „)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 120lb 642NHP 3SB(Spt),12cf,HS8225 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	33 ″ 11 s 6 ″ 6½ 27 ″ 7¼	

1 Numéro d'Ordre Numéro Officiel Signaux	2-3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand Navire Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée. Cert. B. of Trade
35/41 71257 146633 GFSV	**British Gunner** ssFal.No.3–8,35 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinalframing E.S.D.	6894 6368 4063	✠100A1 Examined 2,41 ~~Mh~~ Bry BS2,41 ✠LMC MS8,35 ~~BS1,40~~ [illegible] CarryingPetroleum in bulk Lloyd'sA&CP Fitted for oil fuel 9,22 F.P. above 150° F.	~~Fal~~	b†	OG N1,41	1922 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishTankerCo. Ld. CellDBuE38'61tDTf46'709tFPT132tAPT223t	440·0|57·0|33·7 P113'B35'F49' FK	London British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 120lb 642NHP 3SB(Spt),12cf,HS8225 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	33 ″ 11 s 6 ″ 6½ 27 ″ 7½	
71258 160530 GDZS	**British Honour** OilEng. Mchy.Aft ssFal.No.2–36 D.F. 2Dks(Stl)&Webframes E.S.D. Longitudinalframing	6991 6458 4174	✠100A1 ~~Examined~~2,41 Mch ✠LMC CS3,36 DBS2,40 4,39 CarryingPetroleum in bulk Lloyd'sA&CP	~~Fal~~	b†	CL ~~9,37~~ 12,40	1928 7mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE83'253tDTf41'254tFPT136tAPT93t	440·5|57·1|33·9 P107'B34'F49' FK	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.26⅝"–47¼" 748NHP 2DB150lb SulzerBros.Winterthur	33 ″ 11 s 6 ″ 6½ 27 ″ 7½	
71259 160382 GNTK	**British Hope** OilEng. Mchy.Aft ssFal.No.2–36 D.F. 2Dks(Stl)&Webframes E.S.D. Longitudinal framing	6951 6344 4163	✠100A1 ~~Examined~~ 1,41 Bom ✠LMC CS1,36 DBS~~3,40~~7,41 6,39 CarryingPetroleum in bulk Lloyd'sA&CP	~~Sws~~	b†	OG N6,39	1928 3mo	CaledonS. B.&E.Co.Ld. Dundee	BritishTankerCo. Ld. CellDBuE85'381tDTf36'204tFPT183tAPT90t	441·8|56·9|33·7 P103'B34'F54' FK	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 8Cy.29⅛"–59 1/16" 653NHP 2DB–150lb Burmeister&Wain,Cpn.	33 ″ 11 s 6 ″ 7½ 27 ″ 7	
71260 147544 GJVR	**British Hussar** ssFal.No.3–9,35 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	6944 6401 4098	✠100A1 Examined 1,41 Bom ✠LMC MS6,36 BS3,40 CarryingPetroleum in bulk Lloyd'sA&CP Fitted for oil fuel 10,23 F.P. above 150° F.	~~Nwc~~	b†	OG ~~6,39~~ N1,41	1923 10mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishTankerCo. Ld. CellDBuE38'61tDTf46'709tFPT132tAPT230t	440·2|57·0|33·7 P113'B32'F49' FK	London British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft 200lb 120lb (s) 642NHP 3SB(Spt),12cf,HS8225 FD Swan,Hunter&Wigham Richardson,Ld.Nwc	33 ″ 11 s 6 ″ 4 27 ″ 10½	
71261 149836 GCPL	**British Industry** ssFal.No.2–35 Mchy.Aft 2Dks(Stl)&Webframes D.F. E.S.D. Longitudinalframing	4297 3789 2425	✠100A1 5,39 ✠LMC. MS4,35 BS~~9,39~~0,40 CarryingPetroleum in bulk Lloyd'sA&CP Fitted for oil fuel 5,27 F.P above 150° F.	Bkn	w	CL 6,38	1927 5mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE28'f30'153tDTf30'227tFPT95tAPT121t	366·2|49·2|27·2 P91'B31'F60' FK	London British 15BHptCem 5 ,, to 2nd dk	T.3Cy.23",39"&66"–45" (r) 200lb 120lb 407NHP 2SB,6cf,HS5772 FD Palmers'Co.Ld.Newcastle	27 ″ 3 s 4 ″ 2 23 ″ 3½	
71262 165562 GZPG	**British Integrity** D.F. E.S.D. OilEng. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom& at deck	8412 7454 4940	✠100A1 ~~12,39~~11,40 ✠LMC9,37 CarryingPetroleum in bulk Lloyd'sA&CP	Lon Bkn	d†	CL 10,40	1937 9mo	Harland& Wolff,Ld. Glasgow	BritishTankerCo. Ld. CellDBuE78'175tDTf34'434tFPT224tAPT200t	467·8|61·7|33·8 483·1(O.L.) P105'B43'F45' FK	London British 17BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.29⅛"–59 1/16" 490NHP 2DB150lb Harland&Wolff,Ld.Gls.	34 ″ 0 s 6 ″ 9½ 27 ″ 5½	
89/40 71263 148785 GMKQ	**British Inventor** ssNwc.No.3–12,38 Mchy.Aft 2Dks(Stl)&Web frames D.F. E.S.D. Longitudinal framing-bracketless system	7101 6560 4226	✠100A1 12,39 ✠LMC MS12,38 BS12,39 CarryingPetroleum in bulk Lloyd'sA&CP Fitted for oil fuel 7,26 F.P. above 150°F.	Lth	b†	CL 12,38	1926 7mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE&B71'263tDTf34'523tFPT134tAPT225t	430·0|58·1|34·0 P103'B32'F47' FK	London British 15BHCem (10 to U dk 5 ,, 2nd ,,)	T.3Cy.28",46"&76"–51" (s) 180lb 120lb 567NHP 3SB,9cf,HS8317 FD Palmers'Co.Ld.Newcastle	34 ″ 3 s6 ″ 8 27 ″ 10½	
71264 146208 GFVP	**British Judge** ssNwc.No.3–12,32 ssFal.No.1–36 Mchy.Aft 2Dks(Stl)&Webframes D.F. E.S.D. Longitudinalframing	6735 6210 4011	✠100A1 10,40 ~~1,40~~ BS8,40 ~~BS5,39~~ ✠LMC6,36 CarryingPetroleum in bulk Lloyd'sA&CP Fitted for oil fuel12,21 F.P. above 150° F.	Bom	a†	CL 5,39	1921 12mo	SirJ.Laing &Sons,Ld. Sunderland	BritishTankerCo. Ld. CellDBuE&B71'255tDTf36'649tFPT227tAPT156t	420·5|56·4|33·4 P99'B35'F55' FK	London British 15BHptCem (9 to U dk 6 ,, 2nd ,,)	T.3Cy.28",46"&75"–51" (s) 180lb 120lb 560NHP 3SB,9cf,HS8277 FD G.Clark,Ld.Sunderland	33 ″ 6 s 6 ″ 1½ 27 ″ 7½	
71265 160548 GCWR	**British Justice** OilEng. ssMch.No.2–37 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	6982 6458 4122	✠100A1 ~~Examined~~10,40 Sng ✠LMC CS1,37 DBS~~6,39~~10,40 5,38 CarryingPetroleum in bulk Lloyd'sA&CP	~~Fal~~	b†	CL 5,38	1928 8mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE83'253tDTf41'254tFPT136tAPT93t	440·7|57·1|33·9 P107'B34'F49' FK	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.22 13/16"–45⅝" 654NHP 2DB150lb Richardsons,Westgarth& Co.Ld.Hpl.	33 ″ 11 s 6 ″ 5½ 27 ″ 8½	
71266 146098 GJSF	**British Lady** ssFal.No.3–5,35 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing ModifiedSpecialSurvey–39Shl	6098 5629 3520	✠100A1 ~~10,39~~ 6,40 ✠LMC11,39 Carrying homogeneous oil Lloyd'sA&CP fuel cargo in bulk F.P. above 150° F. Fitted for oil fuel 2,23 F.P. above 150° F.	Shl Lth	a†	OG 4,39	1923 2mo	JLThompson&Sons,Ld. Sunderland	CellDBuE&B82'232tDTf40'624t	412·0|54·8|32·9 P114'B35'F53' FK (FPT148tAPT255t	London British 16BHCem 11BHtoUdk 5 ,, ,,2nd,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 180lb 644NHP 3SB(Spt),12cf,HS8265 FD Met.VickersElecCoLdMch	33 ″ 0 s 5 ″ 10½ 27 ″ 4½	
71267 146658 GJNV	**British Lord** ssFal.No.3–7,34 ssShl.No.1–39 Mchy.Aft 2Dks(Stl)&Webframes D.F. E.S.D. Longitudinalframing	6098 5629 3520	✠100A1 9,40 ~~9,40~~ BS12,40 ✠LMC2,38 CarryingPetroleum in bulk Lloyd'sA&CP Fitted for oil fuel11,22 F.P. above 150°F.	Bom Bkn	a†	OG 2,38	1922 11mo	JLThompson&Sons,Ld Sunderland	BritishTankerCo. Ld. CellDBuE&B82'232tDTf40'624t	412·0|54·8|32·9 427·0(O.L.) P114'B35'F53' FK FPT148tAPT255t	London British 16BHptCem (11 to Udk 5 ,, 2nd ,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 180lb 644NHP 3SB(Spt),12cf,HS8265 FD Met.VickersElecCoLdMch	33 ″ 0 s 5 ″ 10½ 27 ″ 4½	
71268 149977 GLFR	**British Loyalty** OilEng. ssNwc.No.3–4,40 Mchy.Aft 2Dks(Stl)&Webframes D.F. E.S.D. Longitudinalframing	6993 6458 4140	✠100A1 2,41 ~~4,40~~ ✠LMC CS4,40 DBS~~7,39~~2,41 4,40 CarryingPetroleum in bulk Lloyd'sA&CP	Nwc Cal	b†	CL 3,40	1928 1mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE83'253tDTf41'254tFPT136tAPT93t	440·7|57·1|33·9 P107'B34'F49' FK	London British 17BHptCem (11 to U dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 6Cy.26⅝"-47¼" 748NHP 2DB150lb SulzerBros.Winterthur	33 ″ 11 s 6 ″ 6½ 27 ″ 8	
71269 146530 GJFW	**British Mariner** ssFal.No.3–1,35 ssFal.No.1–39 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	6996 6472 4079	✠100A1 ~~12,39~~ 12,40 ✠LMC5,39 BS7,40 CarryingPetroleum in bulk Lloyd'sA&CP Fitted for oil fuel3,22 F.P. above 150° F.	Shl Sou	b†	OG 12,39	1922 3mo	Palmers' Co.Ld. Newcastle	BritishTankerCo. Ld. CellDBuE&B87'57tDTf47'729tFPT163tAPT192t	440·2|57·1|33·8 P113'B32'F50' FK	London British 17BHptCem (11 to Udk 6 ,, 2nd,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 120lb 654NHP 3SB(Spt),12cf,GS204 FD HS8511 Palmers'Co.Ld.Newcastle	33 ″ 11 s 6 ″ 6 27 ″ 8½	
71270 146655 GFWN	**British Merchant** ssShl.No.3–3,35 ssFal.No.1–39 Mchy.Aft 2Dks(Stl) D.F. E.S.D.	6994 6471 4015	✠100A1 7,40~~10,39~~ ✠LMC MS10,39 BS~~3,40~~3,41 CarryingPetroleum in bulk Lloyd'sA&CP Fitted for oil fuel10,22 F.P. above 150° F.	Fal Bom	b†	OG 1,39	1922 11mo	W.Beardmore& Co.Ld. Glasgow	BritishTankerCo. Ld. CellDBuE&B67'248tDTf45'701tFPT168tAPT240t	440·7|57·2|34·1 P116'B35'F49' FK	London British ptCem 10BHtoUdk 6 ,, ,,2nd,,	2SteamTurbinesDRgeared to 1 Sc. Shaft (r) 200lb 180lb 673NHP 3SB(Spt),12cf,HS8670 FD W.Beardmore&Co.Ld Gls.	33 ″ 11 s 6 ″ 5½ 27 ″ 7½	
99/40 71271 146326 GBVR	**British Monarch** Fitted for oil fuel 2Dks	5661 5302 3532					1923	Napier& Miller,Ld. Glasgow	MonarchS.S.Co. Ld.(Raeburn& Vèrel,Ld.Mgrs.)	420·6|54·2|29·1 P48'B129'F46'	Glasgow British WB	T.3Cy.26",43"&73"–48" Emade&fitted29 269NHP D&W.Hendersn&CoLdGls		C

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71272 148491 GKVM	**British Motorist** *OilEng.* ssBkn.No.3–4,37 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing*	6891 6337 4088	✠100A1 1,40 ✠LMC CS4,37 DBS~~8,39~~ 1,40 8,39 *Carrying Petroleum in bulk*	Sws	*b*†	CL 12,37	1924 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's*A&CP	BritishTankerCo. Ld. *CellDBuE*15' *f*45'289*t* *FPT*160*tAPT*104*t*	440·2 453·3(O.L.) P106'B33'F49' FK	57·0	33·8	London British 17*BHptCem* (10 *to U dk* 7 ,, *2nd*,,)	Oil Engines 2S.C.SA 8Cy.24″–50″ 796NHP 2DB*150lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	33″11 s 6″4¾ 27″9½	
71273 146646 GJLR 191/40	**British Officer** ssSld.No 3–6.35 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing*	6990 6478 4078	✠100A1 Examined 4,40 ✠LMC MS6,35 BS8,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,22 *F.P. above* 150° F.	Sws	*b*†	OG 5,38	1922 9mo	Palmers' Co.Ld. Newcastle *Lloyd's*A&CP	BritishTankerCo. Ld. *CellDBuE&B*87' 57*tDTf*47'729*t* *FPT*163*tAPT*192*t*	440·2 P113'B32'F50' FK	57·1	33·8	London British 17*BHptCem* (11 *to U dk* 6 ,, *2nd* ,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* 654NHP 3SB(Spt),*12cf*,GS204 FD HS8511 Palmers'Co.Ld.Newcastle	33″11 s 6″6 27″8¾	
71274 148676 GLNJ 106/40	**British Petrol** *OilEng.* ssNwc.No.3–2,38 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing*	6891 6377 4103	✠100A1 5,40 ~~12,38~~ DBS4,40 ✠LMC2,38 ✠NE32*fitted*2,38 *Carrying Petroleum in bulk*	Fal Grk	*b*†	CL N1,38	1925 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's*A&CP	BritishTankerCo. Ld. *CellDBuE*15'*f*45'289*t* *FPT*160*tAPT*104*t*	440·2 P106'B33'F49' FK	57·0	33·8	London British 17*BHptCem* (10 *to U dk* 7 ,, *2nd*,,)	Oil Engines 2S.C.DA 6Cy.23⅝″–35$\frac{7}{16}$″ 1168NHP 2DB*150lb* VickersArmstrongs,Ld. Brw.	33″11 s 6″4½ 27″9¾	
71275 165354 GZGG	**British Power** *OilEng.* D.F. E.S.D. *1Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8451 7454 4967	✠100A1 6,40 ~~9,39~~ ✠LMC12,36 *Carrying Petroleum in bulk*	Fal Grk	*d*†	CL 5,40	1936 12mo	Harland& Wolff,Ld. Glasgow *Lloyd's*A&CP	BritishTankerCo. Ld. *CellDBuE*78'175*tDTf*34'434*tFPT*224*t* *APT*200*t*	467·8 P105'B43'F45' FK	61·7	33·8	London British 17*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.29⅛″–59$\frac{1}{16}$″ 490NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	34″0 s 6″9½ 27″5½	
71276 146684 GJQM 3/41	**British Premier** ssShl.No.3–1,36 *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing* D.F. E.S.D.	5872 5395 3377	✠100A1 8,39 ✠LMC MS1,36 BS11,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,22 *F.P. above* 150° F.	Bom	*z*	OG 8,39	1922 12mo	Palmers' Co.Ld. Newcastle *Lloyd's*A&CP	BritishTankerCo. Ld. *CellDBuE*33'44*t* *DTf*40'560*t* *FPT*130*tAPT*80*t*	400·6 416·0(O.L.) P107'B34'F49' FK	53·7	32·7	London British 16*BHptCem* (10 *to U dk* 6 ,, *2nd*,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* 523NHP 3SB(Spt),*9cf*,HS7737 FD Palmers'Co.Ld.Newcastle	33″0 s 5″9¾ 27″5	
71277 162553 GMBF	**British Prestige** *OilEng.* D.F. ssFal.No.2–39 *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing*	7106 6526 4180	✠100A1 1,41 ~~4,40~~ ✠LMC CS6,39 DBS4,40 4,40 *Carrying Petroleum in bulk*	Fal Sld	*b*†	CL ~~5,39~~ 12,40	1931 3mo	Lithgows, Ld. PortGlasgow *Lloyd's*A&CP	BritishTankerCo. Ld. *CellDBuE*85'*f*38'470*t* *FPT*172*tAPT*83*t*	440·6 P113'B43'F48' FK	59·5	33·0	London British 17*BHptCem* (13 *to U dk* 4 ,, *2nd*,,)	Oil Engines 4S.C.SA 8Cy.29⅛″–59$\frac{1}{16}$″ 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33″0 s 6″0¼ 27″2½	
71278 162533 GLYT	**British Pride** *OilEng.* D.F. E.S.D. ssFal.No.2–39 *Mchy Aft* *2Dks(Stl)&Web frames* *Longitudinal framing*	7106 6526 4180	✠100A1 12,40 ~~4,40~~ ✠LMC CS7,39 DBS~~4,40~~6,41 2,38 *Carrying Petroleum in bulk*	Fal Bom	*b*†	CL 6,39	1931 1mo	Lithgows, Ld. PortGlasgow *Lloyd's*A&CP	BritishTankerCo. Ld. *CellDBuE*85'*f*38'470*t* *FPT*172*tAPT*83*t*	440·6 455·6(O.L.) P113'B43'F48' FK	59·5	33·0	London British 17*BHptCem* (13 *to U dk* 4 ,, *2nd*,,)	Oil Engines 4S.C.SA 8Cy.29⅛″–59$\frac{1}{16}$″ 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33″0 s 6″0¼ 27″2½	
71279 161576 GYDQ	**British Prince** (*ex*Sutherland-36) *OilEng.* ssBel.No.1–38 D.F. E.S.D. *1Dk&Shelter dk* *Tonnage opening closed'41(W.E.)* *CruiserStern*	4979 4580 3056	✠100A1 *withfreeboard* ~~7,40~~ ~~8,39~~ 1,41 ✠LMC CS12,38 DBS4,40 11,38	NYk Lon	*a*† 2	CL ~~11,37~~ 7,40	1935 1mo	W.Doxford &Sons,Ld Sunderland *Lloyd's*A&CP	RioCapeLine,Ld. (FurnessWithy &Co.Ld.*Mgrs.*) *CellDB*346'1174*t* *MT*1236*t* *APT*191*t*	412·2 FK	54·2	26·1	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 ,,*2nd*,,)	Oil Engines 2S.C.SA 3Cy.20½″–81⅞″ 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	37″3 s10″11¼ 26″6¼	
71280 140298 GBMD	**British Princess** ssFal.No3–9,29 D.F. E.S.D. ssShl.No.2–38 *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing*	7019 6477 4256	✠100A1 10,40 ~~12,39~~ ~~BS8,39~~ ✠LMC5,38 10,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,17 *F.P. above* 150° F.	Lon Bom	*a*†	CL ~~6,37~~ 10,40	1917 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	BritishTankerCo. Ld. *CellDBuB*41' 89*tDTf*40'688*t* *FPT*111*tAPT*72*t*	430·0 P101'B32'F44' FK	57·0	33·7	London British 18*BHptCem* (10 ,, *to U dk* 8 ,, *2nd*,,)	T.3Cy.27″,45″&74″–54″ (*r*) 180lb 618NHP 3SB,*12cf*,GS204,HS9639 FD NEMarineEng.Co.Ld.Nwc	33″6 s 6″5¼ 27″3½	
71281 149926 GKPV	**British Progress** ssNwc.No.2–36 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. E.S.D *Longitudinal framing*	4581 4061 2639	✠100A1 Examined 8,40 BS8,40 ✠LMC MS3,36 ~~BS8,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,27 *F.P. above* 150° F.	~~Fal~~ Grk	*x*	CL 1,39	1927 11mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's*A&CP	BritishTankerCo. Ld. *CellDBuE&B*51'*f*31'239*t* *DTf*31'264*t* *FPT*135*tAPT*69*t*	381·2 P93'B30'F55' FK	50·4	27·6	London British 16*BHptCem* (11 ,, *to Udk* 5 ,, *2nd*,,)	T.3Cy.25″,42″&70″–48″ (*s*) 200lb *120lb* 422NHP 2SB,*6cf*, HS5538 FD WllsndSlpwy.Co.Ld.Nwc.	27″6 s 4″4¾ 23″4	
71282 167217 GPPP	**British Prudence** *OilEng.* *1Dk, 2nd dk clear of cargo tanks* *Mchy.Aft* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom&at decks*	8620 7577 4903	✠100A1 3,41 ~~1,40~~ ✠LMC4,39 *Carrying Petroleum in bulk*	Shl Gls	*d*†	CL	1939 4mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd's*A&CP	BritishTankerCo. Ld. *CellDB*76 226*tDTf*36'514*tFPT*300*t* *APT*186	474·6 493·8(O.L.) P109'B44'F56' FK	62·0	33·9	London British 12*BHptCem*	Oil Engines 2S.C.SA 4Cy.23⅝″–91$\frac{5}{16}$″ 687NHP 2DB*150lb* Wm.Doxford&Sons,LdSld	34″0 s 6″7 27″8¼	
71283 160357 GNSF	**British Reliance** *OilEng.* Sub.Sig. ssShl.No.3–1,41 ~~ssFal.No.2–36~~ *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing*	7000 6521 4132	✠100A1 1,41 ~~11,39~~ ✠LMC CS~~6,36~~ 1,41 DBS~~11,39~~ 1,41 ~~1,39~~6,40 *Carrying Petroleum in bulk*	Fal Shl	*b*†	CL ~~N8,37~~ 11,40	1928 2mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd's*A&CP	BritishTankerCo. Ld. *CellDBuE*86'166*t* *DTf*36'226*tFPT*180*tAPT*97*t*	440·3 P111'B41'F53' FK	57·0	33·8	London British 17*BHptCem* (10 ,, *to Udk* 7 ,,*2nd* ,,)	Oil Engines 4S.C.SA 8Cy.29⅛″–59$\frac{1}{16}$″ 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33″11 s 6″3¾ 27″10	
71284 160397 GCRF	**British Renown** *OilEng.* ssShl.No.2–36 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6997 6478 4143	✠100A1 Examined 8,40 ✠LMC CS6,36 DBS~~9,39~~8,40 3,39 *Carrying Petroleum in bulk*	~~Avn~~ Bkn	*b*†	CL 8,38	1928 4mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd's*A&CP	BritishTankerCo. Ld. *CellDBuE*80'238*t* *DTf*30'235*t* *FPT*222*tAPT*106*t*	435·0 P105'B34'F53' FK	57·3	33·8	London British 16*BHptCem* (10 *to Udk* 6 ,, *2nd*,,)	Oil Engines 2S.C.SA 4Cy.22$\frac{13}{16}$″–91¼″ 642NHP 2DB*150lb* Richardsons,Westgarth& Co.Ld.Hpl.	33″10 s 6″5¾ 27″7½	
71285 165539 GZPF	**British Resolution** *OilEng.* D.F. E.S.D. *1Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8408 7423 4927	✠100A1 ~~9,40~~ ~~12,39~~ 11,40 ✠LMC8,37 *Carrying Petroleum in bulk*	Bkn Syd	*d*†	CL 9,40	1937 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's*A&CP	BritishTankerCo. Ld. *CellDBuE*75'176*t* *DTf*34'397*tFPT*209*tAPT*183*t*	466·3 481·6(O.L.) P107'B43'F45' FK	61·9	33·9	London British 17*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 4Cy.23⅝″–91$\frac{5}{16}$″ 687NHP 2DB*150lb* Wm.Doxford&Sons,Ld.Sld	34″0 s 6″8¾ 27″6½	
71286 162547 GKZB	**British Resource** *OilEng.* ssFal.No.2–39 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing*	7209 6579 4197	✠100A1 ~~3,40~~ 11,40 ✠LMC CS3,39 DBS4,40 4,40 *Carrying Petroleum in bulk*	Bkn Npt	*b*†	CL ~~11,37~~ 11,40	1931 3mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd's*A&CP	BritishTankerCo. Ld. *CellDBuE*85' *f*38'424*tFPT*195*tAPT*95*t*	440·6 P113'B43'F48' FK	59·4	32·9	London British 17*BHptCem* (13 *to U dk* 4 ,, *2nd* ,,)	Oil Engines 4S.C.SA 8Cy.29⅛″–59$\frac{1}{16}$″ 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33″0 s 5″11¾ 27″2¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pe.	15
71287 142723 GSBQ	**British Sailor** (exWarRajah) ssFal.No.3-4,31 D.F. ssBom.No.2-39 1Dk(Stl)2trB & Web frames Longitudinal framing	5576 4706 3444	✠100A1 6,40~~7,39~~ ✠LMC7,39 BS6,40 Carrying oil fuel in bulk F.P. above 150°F. Fitted for oil fuel 12,18 F.P. above 150° F.	Bom Gls	z	CL 6,39	1918 12mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. CellDBuE&B59'240t f50'65t FPT95t APT80t	400·0|52·3|28·4 P49'B121'F39' FK	London British 11BHptCem	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
71288 162532 GFCJ	**British Science** OilEng. ssSld.No.1-35 Mchy.Aft 2Dks(Stl) D.F. E.S.D. GyC. & Web frames Longitudinal framing	7138 6391 4172	✠100A1 Examined ~~4,40~~ 10,40 DBS~~10,38~~ 10,40 ✠LMC4,35 Carrying Petroleum in bulk	Bkn	b†	CL 4,40	1931 1mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. CellDBuE79'283t DTf39'227t FPT149t APT89t	441·2|59·7|33·0 P108'B42'F49' FK	London British 17BHptCem (13 ,, to Udk 4 ,, 2nd,,)	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 687NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	33 ″ 0 s 6 ″ 1½ 27 ″ 0½	
71289 143979 GJKD	**British Scout** ssShl.No.3-8,35 Mchy.Aft 2Dks(Stl)& Web frames D.F. Longitudinal framing	1507 1294 836	✠100A1 Examined1,41 ~~Gal~~ Avn BS~~8,39~~ 7,40 ✠LMC8,35 Carrying Petroleum in bulk Fitted for oil fuel 10,22 F.P. above 150° F.	~~Gmb~~	p	CL 6,38	1922 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. CellDBuE22'23t FPT45t APT25t	245·0|37·2|19·8 254·8(O.L.) P67'B20'F26' FK	Swansea British 11BHptCem (9 ,, to Udk 2 ,, 2nd ,,)	T.3Cy.17½",29"&48"–33" (r) 180lb 182NHP 2SB,4cf,HS2664 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	20 ″ 0 s 2 ″ 4 17 ″ 10	
71290 166328 GZPD	**British Security** OilEng. 1Dk,2nd dk clear of cargo tanks D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8470 7454 4979	✠100A1 7,40~~1,40~~ ✠LMC12,37 Carrying Petroleum in bulk	Bkn Mch	d†	CL	1937 12mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	BritishTankerCo. Ld. Cell DBuE75'175t DTf34'434t FPT224t APT200t	467·8|61·7|33·8 483·1(O.L.) P105'B43'F45' FK	London British 17BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.29½"–59 1/16" 490NHP 2DB150lb Harland&Wolff,Ld.Gls.	34 ″ 0 s 6 ″ 9½ 27 ″ 5½	
71291 146647 GJLQ	**British Sergeant** ssShl.No.3-11,34 ssShl.No.1-39 Mchy.Aft 2Dks(Stl)& Web frames D.F. E.S.D. Longitudinal framing	5868 5389 3387	✠100A1 ~~4,108,39~~ 1,41 BS8,40 ✠LMC6,38 Carrying Petroleum in bulk Fitted for oil fuel 10,22 F.P. above 150° F.	Shl ~~Swz~~ Bom	z	OG 6,39	1922 8mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. CellDBuE33'41t DTf40'560t FPT130t APT80t	400·6|54·2|32·7 P122'B34'F49' FK	London British 16BHptCem (10 ,, to Udk 6 ,, 2nd ,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb 593NHP 3SB(Spt),9cf,HS7737 FD Palmers'Co.Ld.Newcastle	33 ″ 0 s 5 ″ 10 27 ″ 5½	
71292 167168 GPPS	**British Sincerity** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8533 7493 4898	✠100A1 8,40~~2,40~~ ✠LMC2,39 Carrying Petroleum in bulk	Npt Lon	d†	CL	1939 2mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	BritishTankerCo. Ld. CellDBuE75'249t DTf32'422t FPT251t APT250t	466·9|62·0|34·0 482·5(O.L.) P103'B36'F58' FK	London British 17BH	Oil Engines 2S.C SA 4Cy.23⅝"–91 5/16" 687NHP 2DB150lb Wm.Doxford&Sons,Ld.Sld	34 ″ 1 s 6 ″ 9½ 27 ″ 6½	
71293 142707 GSBT	**British Soldier** (exWarSikh) ssFal No.3-10,30 ssBom.No.2-39 D.F. 1Dk(Stl)2trB& Web frames Longitudinal framing	5564 4712 3503	✠100A1 ~~2,40~~11,40 ✠LMC MS4,39 BS~~12,39~~ 2,41 Carrying oil fuel in bulk F.P. above 150°F. Fitted for oil fuel 11,18 F.P. above 150°F.	Bom	z	CL 2,40	1918 11mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	BritishTankerCo. Ld. Middle lineBulkhead not oil-tight CellDBuE&B65'262t f50'65t	400·0|52·3|28·4 P49'B121'F39' FK	London British 11BHptCem	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Cen.Mar.Eng.WrksW.Hpl	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	
71294 140319 GSDY	**British Sovereign** ssShl.No.3-8,30 ssShl.No.2-38 Mchy.Aft 2Dks(Stl)& Web frames D.F. Longitudinal framing	3657 3337 2176	✠100A1 ~~5,408,39~~ 3,41 BS~~12,38~~ 12,40 ✠LMC12,38 Carrying Petroleum in bulk Fitted for oil fuel 5,17 F.P. above 150° F	Bom	v	CL ~~11,38~~ 5,40	1917 7mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. CellDBuB38'70t DTf29'314t FPT69t APT34t	345·2|49·1|25·6 354·1(O.L.) P88'B39'F46' FK	London British 13BHptCem (8 to U dk 5 ,, 2nd ,,)	T.3Cy.23",38"&62"–42" (r) 180lb 380NHP 3SB,9cf,GS132,HS5904 FD N.E.MarineEngCoLdNwc	25 ″ 7 s 3 ″ 11½ 21 ″ 9½	
71295 162546 GFKM	**British Splendour** OilEng. Mchy.Aft ssMch.No.1-35 D.F. E.S.D. 2Dks(Stl)& Web frames Longitudinal framing	7138 6391 4172	✠100A1 Examined 11,40 Npt ✠LMC CS6,40 DBS6,40 2,39 Carrying Petroleum in bulk	~~Nwc~~	b†	CL ~~2,39~~ 3,41	1931 2mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. CellDBuE79'283t 227tFPT	441·2|59·7|33·0 P108'B42'F49' FK DTf39' 149tAPT89t	London British 17BHptCem (13 to U dk 4 ,, 2nd,,)	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 687NHP 2DB150lb W.Doxford&Sons.Ld.Sld.	33 ″ 0 s 6 ″ 1½ 27 ″ 1	
71296 146686 GJNR	**British Statesman** ssFal.No.3-4,35 ssFal.No.1-39 Mchy.Aft 2Dks(Stl)& Web frames D.F. E.S.D. Longitudinal framing	6991 6549 4150	✠100A1 8,40~~1,40~~ ✠LMC MS10,38 BS~~1,40~~ 1,41 Carrying Petroleum in bulk Fitted for oil fuel 1,23 F.P. above 150° F.	Mch Gls	b†	OG 1,38	1923 1mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	BritishTankerCo. Ld. CellDBuE&B74' 209tDTf45'851t	440·3|57·1|33·9 457·5(O.L.) P113'B32'F48' FK FPT205tAPT259t	London British 17BHCem (10 ,, to Udk 7 ,, 2nd,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb 120lb 642NHP 3SB(Spt)12cf,HS8256 FD G.Clark,Ld.Sunderland	33 ″ 11 s 6 ″ 4½ 27 ″ 9	
71297 162575 GFLK	**British Strength** ssNwc.No.2-39 OilEng. D.F. GyC. ~~ssSld.No.1-35~~ E.S.D. 2Dks(Stl)& Web frames Mchy.Aft Longitudinal framing	7139 6391 4169	✠100A1 11,38 ✠LMC CS7,35 DBS~~6,39~~9,40 2,38 Carrying Petroleum in bulk	Sld	b†	CL 1,38	1931 4mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. CellDBuE79'283t 227tFPT	441·2|59·7|33·0 P108'B42'F49' FK DTf39' 149tAPT89t	London British 17BHptCem (13 to U dk 4,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 687NHP 2DB150lb Richardsons,Westgarth& Co.Ld.Hpl.	33 ″ 0 s 6 ″ 1½ 27 ″ 1½	
71298 167170 GPPT	**British Tenacity** D.F. OilEng. E.S.D. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8439 7423 4855	✠100A1 3,40 ✠LMC2,39 Carrying Petroleum in bulk	Mch	d†	CL	1939 2mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	BritishTankerCo. Ld. CellDBuE75'176t DTf34'397t FPT209t APT183t	466·3|61·9|33·9 481·6(O.L.) P107'B44'F45' FK	London British 17BHptCem ptAsp	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 687NHP 2DB150lb Wm.Doxford&Sons,Ld.Sld	34 ″ 0 s 6 ″ 8 27 ″ 7½	
71299 143071 GFQL	**British Tommy** ssShl.No.3-9,33 ssSws.No.1-37 Mchy.Aft 2Dks(Stl)& Web frames Wireless Longitudinal framing	1411 1158 805	✠100A1 ~~6,40 9,39~~ 2,41 ✠LMC MS12,37 BS~~3,40~~ 2,41 Carrying Petroleum in bulk Fitted for oil fuel 8,21 F.P. above 150° F.	Lth Gmh	o	CL ~~N11,37~~ 2,41	1921 8mo	Lithgows, Ld. PortGlasgow Lloyd'sA&CP	BritishTankerCo. Ld. CellDB23'19t FPT38t APT22t	229·9|36·2|19·0 239·3(O.L.) P65'B22'F29' FK	Swansea British 11BHCem (9 to U dk 2 ,, 2nd ,,)	T.3Cy.17½",28"&47"–33" (r) 180lb 161NHP 2SB,6cf,GS99,HS2800 Rankin&Blackmore,Ld. Greenock	19 ″ 3 s 1 ″ 10½ 17 ″ 6½	
71300 146163 GFVQ	**British Trader** ssFal.No.3-12,33 Mchy.Aft ssFal.No.1-38 D.F. 2Dks(Stl)	4204 3630 2314	✠100A1 5,40~~9,39~~ BS11,40 ✠LMC MS4,38 ~~BS11,39~~ Carrying Petroleum in bulk Fitted for oil fuel 11,21 F.P. above 150° F.	Bom	w	CL 4,38	1921 11mo	W.Beardmore&Co.Ld. Glasgow Lloyd'sA&CP	BritishTankerCo. Ld. CellDBuE23 68tDTf35'394t FPT54t APT40t	351·4|49·1|27·1 363·2(O.L.) P82'B40'F57' FK	London British 14BHptCem (9 ,, to Udk 5 ,, 2nd,,)	T.3Cy.23",36½"&58"–42" (r) 180lb 180lb 349NHP 2SB,6cf,HS5548 FD W.Beardmore&Co.Ld.Gls.	27 ″ 0 s 4 ″ 1½ 23 ″ 2	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71301 167158 GPPV	**British Trust** D.F. E.S.D. *OilEng.* *1Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom& at deck*	8466 7454 4913	✠100A1 1,40 ✠LMC1,39 *CarryingPetroleum in bulk*	Bom	*d*†	CL	1939 1mo *Lloyd's A&CP*	Harland&Wolff,Ld. Glasgow	BritishTankerCo.Ld. *CellDBuE78'175t DTf38'512t FPT224tAPT200t*	467·8 483·1(O.L.) P105'B43'F52' FK	61·7	33·8	London British 12*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" 490NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	34 ″ 0 s6 ″ 8½ 27 ″ 6¾	
7/41 71302 149943 GKWD	**British Union** *OilEng.* D.F. ssFal.No.2-35 E.S.D. *2Dks(Stl)&Webframes* *Mchy.Aft* *Longitudinal framing*	6987 6402 4157	✠100A1 Examined10,40 Bom ✠LMC CS8,39 DBS~~8,39~~10,40 8,39 *CarryingPetroleum in bulk*	~~Nwc~~	*b*†	CL N5,38	1927 11mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishTankerCo.Ld. *CellDBuE71'f38'466t FPT148tAPT108t*	440·1 P104'B33'F54' FK	57·0	33·9	London British 17*BHCem* 6 ,, *to 2nd dk*	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 749NHP 2DB*150lb* WllsndSlpwy.Co.Ld.Nwc.	34 ″ 0 s6 ″ 5¾ 27 ″ 9½	
71303 167215 GPPW	**British Unity** *OilEng.* *1Dk,2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8407 7461 4881	✠100A1 6,40 1,40 ✠LMC4,39 *CarryingPetroleum in bulk*	Sld Grk	*d*†	CL ~~1,40~~ 5,40	1939 4mo *Lloyd's A&CP*	Lithgows Ld. PortGlasgow	BritishTankerCo.Ld. *CellDBa78'169tDTf38'499tFPT209tAPT198t*	467·9 481·5(O.L.) P105'B43'F52' FK	61·7	33·9	London British 12*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8 27 ″ 7	
71304 149945 GJMY	**British Valour** *OilEng.* ssNwc.No.2-35 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing*	6952 6487 4176	✠100A1 Examined1,41 Lon ✠LMC CS4,36 DBS1,41 5,39 *CarryingPetroleum in bulk*	~~Nwc~~	*b*†	CL 5,39	1927 11mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	BritishTankerCo.Ld. *Cell DBuE86'f36'411t FPT178tAPT93t*	440·5 P112'B34'F47' FK	57·0	33·8	London British 18*BHCem* (10 *to U dk* 8 ,, *2nd*,,)	Oil Engines 4S.C.SA 8Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" 653NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s 6 ″ 4 27 ″ 9¾	
71305 162502 GTPF	**British Venture** ssShl.No.2-39 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. E.S.D. *Longitudinal framing*	4696 4089 2619	✠100A1 12,40~~1,40~~ BS7,40 ✠LMC4,39 *CarryingPetroleum in bulk* *Fitted for oil fuel 11,30 F.P. above 150° F.*	Fal Bkn	*x*	CL ~~10,37~~ 12,40	1930 11mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	BritishTankerCo.Ld. *CellDBuE&B66'301tDTf31'359t FPT111tAPT53t*	384·6 P95'B38'F44' FK	50·2	27·7	London British 17*BHptCem* *ptAsp* (13 *to U dk* 4 ,, *2nd* ,,)	T.3Cy.25",42$\frac{3}{16}$"&70"-48"(*s*) 200lb *150lb* 430NHP 2SB,*6cf*,HS5732 FD Rankin&Blackmre,Ld.Grk	27 ″ 6 s4 ″ 4¾ 23 ″ 4½	
71306 145236 GFDY	**British Viscount** ssFal.No.3-2,34 ssFal.No.1-38 *Mchy.Aft* *2Dks(Stl)&* D.F. E.S.D *Webframes* *Longitudinal framing*	6895 6363 4073	✠100A1 ~~5,40~~~~12,39~~12,40 BS~~12,39~~ ✠LMC1,38 1,41 *CarryingPetroleum in bulk* *Fitted for oil fuel 8,21 F.P. above 150° F.*	Fal ~~Gls~~Nwc	*b*†	OG ~~11,39~~ ~~N5,40~~ 12,40	1921 6mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishTankerCo.Ld. *CellDBuE38'61tDTf46'709tFPT132tAPT223t*	440·0 P113'B32'F49' FK	57·0	33·7	London British 17*BHptCem* (11 *to U dk* 6 ,,*2nd*,,)	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb *120lb* FD 644NHP 3SB(Spt)*12cf*,GS—,HS8280 Swan,Hunter&Wigham RichardsonLd.Nwc	33 ″ 11 s 6 ″ 6¾ 27 ″ 7	
71307 146550 GJFX	**British Workman** ssShl.No.3-5,34 ssBkn.No.1-38 *Mchy.Aft* *2Dks(Stl)&* D.F. *Webframes* E.S.D. *Longitudinal framing*	6994 6533 4066	✠100A1 10,40~~9,39~~ BS10,40 ✠LMC MS10,37 ~~BS10,39~~ *CarryingPetroleum in bulk* *Fitted for oil fuel4,22 F.P. above 150° F*	Nwc	*b*†	OG ~~10,37~~ 9,40	1922 4mo *Lloyd's A&CP*	Workman Clark&Co.Ld. Belfast	BritishTankerCo.Ld. *CellDBuE&B81'42tDTf45'620t FPT165tAPT224t*	440·4 P113'B34'F65' FK	57·0	33·9	London British 17*BHCem* (11 *to U dk* 6 ,,*2nd*,,)	2SteamTurbinesDRgeared to 1 Sc.Shaft (*s*) 200lb *120lb* 605NHP 3SB(Spt),*12cf*,GS209, FD HS8295 Wrkman,Clark& CoLd Bel	33 ″ 11 s 6 ″ 4¾ 27 ″ 9¼	
71308 147491 GJVQ	**British Yeoman** ssFal.No.3-2,36 *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. *Longitudinal framing* E.S.D.	6990 6479 4092	✠100A1 Examined1,41 Sou BS1,41 ✠LMC MS5,35 ~~BS12,39~~ *CarryingPetroleum in bulk* *Fitted for oil fuel 6,23 F.P. above 150° F.*	~~Sws~~	*b*†	OG 2,39	1923 6mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	BritishTankerCo.Ld. *CellDBuE&B87'57tDTf47'729t FPT163tAPT192t*	440·0 P113'B32'F50' FK	57·1	33·8	London British 17*BHptCem* (11 *to U dk* 6 ,, *2nd*,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb ~~*120lb*~~ *100lb* 654NHP 3SB(Spt),*12cf*,GS204, HS8511 FD Palmers'Co.Ld.Newcastle	33 ″ 11 s 6 ″ 6 27 ″ 8¼	
71309 165624 GZPC	**British Zeal** *OilEng.* *1Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom&at deck* D.F. E.S.D.	8532 7484 5005	✠100A1 ~~2,40~~11,40 ✠LMC12,37 *CarryingPetroleum in bulk*	Mch Bkn	*d*†	CL 11,40	1937 12mo *Lloyd's A&CP*	Lithgows Ld. PortGlasgow	BritishTankerCo.Ld. *CellDBuE78'178tDTf34'427t FPT209tAPT198t*	467·6 481·5(O.L.) P105'B43'F46' FK	61·7	33·9	London British 17*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	
103/40 71310 PDGZ	**Britsum** ssRot.No.2-37 D.F. *1Dk(Stl)&Shelter dk(Stl)*	5255 4902 3205	✠100A1 *withfreeboard* 3,40 ✠LMC MS1,37 BS3,40 *Fitted for oil fuel 2,32 F.P. above 150° F.*	Sch	*a*†	CL 3,40	1929 5mo *Lloyd's A&CP*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Stoomv.Maats. "Oostzee"(Vinke& Co.*Mgrs.*) *1 Intermediate BH dispensed with Coll BH to Sh dk* *5 BH & 1 oil fuel tank BH to 2nd dk* *CellDB360'1286tDTf18'683tFPT78tAPT101t*	421·2 F32' FK	56·2	26·4	Amstrdam Dutch *Cem*	Q.4Cy 24",34",49"&71"-48" 220lb (*s*) 549NHP 3SB(Spt),*9cf*,GS154, HS8004 FD N.E.MarineEngCoLd.Nwc	29 ″ 0 s 3 ″ 8 25 ″ 5½	
71311 6735 SFNE	**Britt** (*ex*Minna-35) *1Dk*	*1544* *1341* *911*					1922	Nylands Værksted Oslo	KalmarRederiA/B (H.Jeansson, *Mgr.*)	252·8 P24'B64'F24'	39·2	16·6	Stockholm Swedish *WB*	T.3Cy.19",31"&51½"-33" 153NHP NylandsVærksted,Oslo		N
71312 6893 SDGI	**Britta Christensen** (*ex*Lennart-39, *ex*Astrid-35,*ex*Galicia) *1Dk*	*1218* *1066* *658*					1905	Nylands Værksted Oslo	RederiA/BTobis (A.Thv.Christensen, *Mgr.*)	237·0 P25*t*H51*t*F35*t*	35·2	16·2	Trelleborg Swedish *WB*	T.3Cy.16½",27"&44"-32" 109NHP NylandsVærksted,Oslo.		N
71313 149681 GSNC	**Brittany** *OilEng.* D.F. *2Dks&Shelter dk*	4772 4178 2829					1928	A.McMillan&Son,Ld. Dumbarton	RoyalMailLines, Ld.	400·4 P38'F36'	55·2	25·7	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29$\frac{1}{8}$"-72¾" 646NHP Harland&Wolff,Ld.Gls.		C
71314 163616 MBDQ	— Ⓟ **TwinSc** *Fitted for oil fuel* Wireless *3Dks* E.S.D. *CruiserStern*	1445 933 554					1933	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	249·8	39·1	14·0	S'thamptn British *WB*	4SteamTurbinesSRgeared to 2 Screw Shafts W.Denny&Bros.Ld.Dmb.		BT till ~~4,40~~ 5,41
71315 143218 MPMD	**Brittany Coast** (*ex*Carlow-39, *ex*LadyEmerald-38) E.S.D. *1Dk&Shelter dk*	1389 1100 551					1919	CaledonS. B.&E.Co.Ld. Dundee	CoastLines,Ld.	270·6	38·1	16·2	Liverpool British *WB*	T.3Cy.21",34"&56"-39" 196NHP CaledonS.B.&E.CoLd.Dun		C
124/40 71316 149882 MNWC	**Brixton** ssShl.No.3-8,39 Sub.Sig. *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	1557 1300 878	✠100A1 8,39 ✠LMC8,39	Shl	*p*	OG N8,39	1927 8mo *Lloyd's A&CP*	S.P.Austin &Son,Ld. Sunderland	SouthMetropolitanGasCo. *CellDB176'347t* *Tank at sides of tunnel109tFPT84tAPT68t*	244·3 Q96'B51'F24' FK	36·7	18·4	London British 4*BHptCem*	T.3Cy.18",30"&49"-36" (*s*) 180lb 185NHP 2SB,*6cf*,GS94,HS3260 N.E.MarineEng CoLdNwc	20 ″ 6 s 2 ″ 4½ 18 ″ 3¾	
71317 LDBB	**Bro** (*ex*Barbro) **3Mst** *Mchy.Aft* *1Dk*	908 619 408					1901	Framnes Mek.Værks. Sandefjord	D/S A/SFrithjof Eide(B.Pedersen& Sön,*Mgrs.*)	200·5 P209*t*H20*t*	30·1	13·0	Haugesnd Norwegian *WB*	T.3Cy.14",24"&37"-27" 71NHP AkersMek.Værks. Oslo		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7ª Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B of Trade.
71318 215988 WSCJ	**Broad Arrow** ssPhl.No.3–5,29 ssBal.No.2–37 2Dks(Stl)&Shelter dk(Stl) Mchy.Aft &Webframes D.F. Longitudinal framing	7718 7210 4714	✠100A1 Shelter dk with freeboard 1,41 2,40 ~~BS3,40~~ ✠LMC3,37 Carrying Petroleum in bulk Fitted for oil fuel 3,18 F.P. above 150° F.	Bal NYk BS1,41	d†	CL 3,39	1918 3mo	NewYork S.B.Corp. Camden,N.J. A&CP	Socony-Vacuum OilCo.Inc.	467·6 FK CellDBa28'uE&B76'463tDTf40'440tFPT229tAPT131t	62·7	32·0	NewYork Utd.States 16BHptCem 10 to U dk 6 „2nd „	Q.4Cy.24",35",51"&75"–51" 220lb (r) 568NH 3SB,9cf,GS177,HS7804 FI NewYk.SBCorCamdenNJ	32 ″ 0 4 ″ 2 28 ″ 0½	
11/40 71319 164882 GYNR	**Broadhurst** (exPhylwood–39) ssShl.No.1–39 Wireless Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	1013 708 567	✠100A1 6,40 ~~12,39~~ ✠LMC11,39	Shl Sld	m	CL ~~9,38~~ 6,40	1935 11mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	StephensonClarke &Associated Companies,Ld. CellDBuE21'f136'321tFPT93tAPT36t	217·0 Q139'B13'F27' FK	34·0	12·5	London British 3BHptCem	T.3Cy.15",25"&42"–30" (s) 200lb 100lb FD 150NH 1SB,(Spt),3cf,GS50,HS2262 N.E.MarineEng.Co.Ld.Sld	14 ″ 4 s 4 ″ 1 13 ″ 11	
71320 145702 VJNS	**Broadway** 3Mst (exDurleyHill, ssAdl.No.3–7,32 exLygia) ssAdl.No.1–37 Mchy.Aft 1Dk(Stl) Wireless Cargo battens not fitted	722 568 375	✠100A1 11,38 BS12,39 LMC1,37	Adl	j	OG 9,39	1921 10mo Lloyd	Limhamns Skeppsv.AB Limhamn 'sA&CP	TheAdelaide SteamshipCo.Ld. CellDB144'192tFPT56tAPT26t	178·2 P56'F20' FK	30·6	12·6	Melbourne British 3BHCem	T.3Cy.16",26"&43"–30" (s) 180lb 100lb 119NH 1SB,3cf,GS48,HS1958 N.E.MarineEng.Co.Ld.Sld	15 ″ 0 s 1 ″ 6½ 13 ″ 7	
71321 145012 MKDV	**Brockley** ssShl.No.3–5,33 ssShl.No.1–37 Sub.Sig. 1Dk(Stl) Cargo battens not fitted	1564 1336 820	✠100A1 ~~10,40 3,40~~ 4,41 ~~BS3,39~~ ✠LMC8,37 10,40	Shl Gms	p	CL 3,40	1920 9mo Lloyd	Dublin Dkyd.Co.Ld. Dublin 'sA&CP	SouthMetro- politanGasCo. CellDB171'306tDTa29'121tFPT80tAPT38t	240·2 B52'F23' FK	36·2	19·1	London British 6BHCem	T.3Cy.18",30"&50"–33" (s) 180lb 172NHP 2SB,6cf,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 ″ 4 s 2 ″ 9½ 18 ″ 8	
71322 166039 MMXQ	**Brockley Combe** OilEng. Mchy.Aft 1Dk CruiserStern Deck & butts of keel electrically welded	662 516 423	✠100A1 with freeboard 3,40 ✠LMC9,38 ✠LMC(M)7,40	Cff	i	OG 2,40	1938 9mo Lloyd	C.Hill& Sons,Ld. Bristol 'sA&CP	AldShppingCo.Ld. CellDB116'175tFPT67tAPT30t	172·6 177·1(O.L.) P49'F26' FK	29·1 29·3	13·2	Bristol British 3BHptAsp	Oil Engines 4S.C.SA 7Cy.12½"–15" 107NHP Ruston&Hornsby,Ld. Lincoln	15 ″ 6 s 2 ″ 4¾ 13 ″ 2½	
71323 142712 GRRN	**Brockley Hill** (exPenteli–39, exDavidDawson–37, ssNpt.No.3–12,31 exAzul–36, ssAms.No.1–36 exBurgondier) D.F. 1Dk(Stl)	5297 4804 3205	✠100A1 Examined 12,40 Grk BS12,39 ✠LMC3,36	~~Mch~~	y	CL 4,38	1919 4mo Lloyd	Caird&Co. Ld. Greenock 'sA&CP	BrockleyHillS.S. Co.Ld.(Counties ShipManagement Co.Ld.Mgrs.)	400·1 P50'B113'F39' FK CellDB344'1062tDTa1135tFPT128tAPT44t	52·3	28·5	London British 7BHptCem	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Caird&Co.Ld.Greenock	31 ″ 0 s 5 ″ 11¾ 25 ″ 3½	
71324 204944 KJEB	**Brockton** (exValdez.exBennington) Mchy.Aft Fitted for oil fuel D.F. 2Dks 3trB	2308 — 1729					1908	Gt.Lakes Eng.Works Ecorse,Mich.	GartlandS.S.Co. (D.Sullivan&Co. Mgrs.)	244·0 WB	43·2	27·0	Wilmgton (Del.) Utd. States	Q.4Cy.16¾",24",35"&51"–36" 156NHP Gt.LakesEng.Wks.Detroit		R
71325 163448 GWPF	**Brodwal** (exKaterina–33, exImmacolota) ssPir.3rdNo.3–2,37 1Dk(Irn)2tr B&deep framing 3Dk rule	3385 3150 2152	✠100A1 1,38 BS6,39 ✠LMC2,37 Surveys delayed	Rot	v	CL 1,38	1900 8mo	R.Thomp- son&Sons Sunderland A&CP	BrodwalS.S.Co.Ld. (S.Catsell,Mgr.) CellDBa100'uE24'f134'794tFPT86tAPT169t	326·0 P31'B102'F36' FK	48·0	23·7	London British 5BHCem	T.3Cy.24",39"&64"–42" (s) 160lb 285NHP 2SB,6pf,GS122,HS4574 G.Clark,Ld.Sunderland	26 ″ 4 s 4 ″ 3 22 ″ 3	
71326 OYBB	**Broholm** 1Dk&pt Awng dk	1544 1296 913					1925	Frdrkshvn Skibs&Flydk Fredrikshavn	DetForenede Dampskibs.Selsk.	280·7 WB	37·7	16·0	Copnhagn Danish	C.4Cy.(2)14¾"&(2)31½"– 35 7/16" & 1LP Turbine SvendborgMsk.Svendborg		V
71327 LCFQ	**Brönnöy** TwinSc OilEng. D.F. 1Dk	4791 4315 2864					1926	A/B Göta- verken Gothenburg	A/S Borgestad	380·5 P123tH269tF43t WB	54·7	25·7	Porsgrunn Norwegian	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP A/B Götaverken,Got.		N
71328 2143 IADJ	**Bronte** TwinSc Fitted for oil fuel Carrying oil fuel in bulk	4769 4430 2861					1905	Flli. Orlando Leghorn	ItalianNavy (operated bySoc. Anon.Cooperativa diNav.Garibaldi)	392·2 381·0	47·1	31·3	Genoa Italian	T.6Cy.22⅝",36⅝"&60⅝"–39⅜" 460NHP Flli.Orlando,Leghorn		I
71329 LDJE	**Bronxville** OilEng. D.F. 1Dk&Shelter dk	4663 4261 2793					1929	Odense Staalskibs Odense.	Skibs A/S Sjöstad (A.F.Klaveness& Co.A/S,Mgrs.)	386·3 P121tH316tF25t WB	54·2	25·7	Oslo Norwegian	Oil Engines 4S.C.SA 6Cy.29⅛"–59" 487NHP Akt Burmeistr&Wain,Cpn.		N
71330 102687 MQPR	**Bronzite** (exPrincessThyra, 3Mst exCitrine) ssBwg.3rdNo.3–11,32 ssIrv.No.~~1–37~~2–41 Well deck Mchy.Aft 1Dk(Irn) Cargo battens not fitted	602 434 237	✠100A1 1,41 ~~4,40~~ ✠NB3,28 ✠LMC1,41 ~~MS4,37~~ ~~BS4,40~~	Irv	i	CL ~~3,40~~ 12,40	1894 5mo	Scott& Sons Bowling A&CP	Wm.Robertson	180·0 187·0(O.L.) Q90'B11'F37' BK7½" WB=CellDB95'140tFPT22t	29·1	10·6	Glasgow British 3BHCem	T.3Cy.17⅛",27¼"&44"–30" 160lb (s) 108NHP 1SB,3cf,GS53,HS1700 Muir&Houston,Glasgow	13 ″ 0 s ″ 4½ 13 ″ 3¾	
71331 DHDD	**Brook** Wireless D.F. 1Dk	1225 1074 690					1927	Stettiner Oderwerke Stettin	H.M.Gehrckens	239·5 P&B188'F27' WB	37·8	14·4	Hamburg German	T.3Cy.17 11/16",28⅝"&45 11/16"– 33 7/16" 121NHP StettinerOderwerkeStettin		G
71332 217978 WXOA	**Brookings** (exCowiche) Fitted for oil fuel D.F. Mchy.Aft 1Dk	2327 — 1388					1919	Gt.Lakes Eng.Works Ashtabula,O.	McCormickS.S.Co.	253·4 WB	43·6	25·1	S.Frncisco Utd.States	T.3Cy.21",34½"&57"–42" 211NHP Gt.LakesEng.Works, Ashtabula,O.		R
71333 111855	**Brookton** (exDornoch,exColorado, exTheIroquois,exTadenac) Mchy.Aft 1Dk Now "George Hindman," see No. 88204 in Supplement	2286 2022 1694					1902	BertramE. WorksCo.Ld. Toronto	DiamondS.S.Co. Ld.	252·5 WB	43·2	22·3	OwenS'nd, Ont. British	T.3Cy.16½",28"&45"–36" 127NHP BertramE.W.Co.Ld.Trnto.		
71334 160724 GSZY	**Brookwood** ssShl.No.2–38 D.F. E.S.D. 1Dk(Stl) GyC.	5100 4631 3138	✠100A1 4,39 ~~BS5,39~~ ✠LMC4,38 5,40	Sws	z	CL 4,39	1929 5mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	JosephConstan- tineS.S.Line,Ld. CellDB361'1117tFPT156tAPT141t	408·2 P34'B263'F34' FK	53·5	26·3	Middlsbro' British 7BHCem	T.3Cy.24½",37½"&68"–45" & exhaust turbine driving steam compressor 200lb (s) 507NHP 2SB(Spt)(FD)&1AuxSB, 8cf,GS170,HS7363 Cen.Mar.EWrks.LdWHpl	28 ″ 11 s 4 ″ 2 24 ″ 11¾	
71335 160293 MBWS	**Broom** ssBwg.No.1–38 Mchy.Aft 1Dk Cargo battens not fitted	347 253 121	✠100A1 6,41 ~~4,39~~ ~~BS5,40~~ ✠LMC4,38 5,41	Bel Dub	f	CL ~~4,38~~ 6,41	1934 6mo Lloyd	Scott& Sons Bowling 'sA&CP	FrontierTown S.S.Co.Ld. (J.Fisher&Sons, Ld.Mgrs.)	142·7 148·2(O.L.) Q81'B7'F20' BK6" FPT54tAPT39t	23·6	10·5	Newry British 3BHCem	T.3Cy.11¼",20"&32"–24" (s) 205lb 62RHP 1SB,3cf,GS51,HS1489 Aitchison,Blair,Ld. Clydebank	11 ″ 5 s 3 ″ 6½ 11 ″ 8½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade cert.
71336 165594 GXZX	**Broomdale** OilEng. D.F. E.S.D. 1Dk2nd dk clear of cargo tanks Mchy.Aft Cruiser Stern Longitudinal framing at bottom & at deck	8334 7454 4967	✠100A1 7,40 ~~8,39~~ ✠LMC11,37 Carrying Petroleum in bulk	Nwc Grk	d†	CL	1937 11mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	TheAdmiralty CellDBuE78' 175t	467·8 483·1(O.L.) P105'B43'F45' FK DTf34'434tFPT224tAPT200t	61·7	33·8	London British 17BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP 2DB150lb Harland&Wolff,Ld.Gls.	34 ″ 0 s6 ″ 9½ 27 ″ 5½	
71337 166230 MMSL	**Broomfield** 1Dk Mchy.Aft CruiserStern	657 442 268	✠100A1 8,40 ~~4,39~~ ✠LMC4,38	Sws Liv	i	CL	1938 4mo	LythamSB &E.Co.Ld. Lytham Lloyd'sA&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. Mgrs.) CellD	171·0 176·7(O.L.) Q102'F25' FK B86' 113t FPT110t	28·8	11·2	Liverpool British 3BHCem APT47t	T.3Cy.12¾",21"&36"-24" (s) 200lb FD 68RHP 1SB,2cf,GS38,HS1637 LythamS.B.&E.Co.Ld.	13 ″ 6 s 4 ″ 2 13 ″ 1¾	
71338 145094 MKGX	**Broomlands** (exAlfredHarrison) ssShl.No.3-11,32 ssMdb.No.1-37 Mchy.Aft 1Dk(Stl) Well dk Cargo battens not fitted	518 379 284	✠100A1 Examined 3,41 Shl ✠LMC BS3,41 MS11,37	~~Mdb~~	q	CL 7,39	1920 11mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	A.Chester	157·7 Q104'F21' FK CellDBf35'43t	26·2	12·1	Middlsbro' British 3BHCem FPT70t	T.3Cy.12",20"&34"-23" (s) 180lb 77RHP 1SB,3cf,GS46,HS1415 W.Beardmore&Co.Ld.Gls.	13 ″ 0 s 3 ″ 4½ 12 ″ 6	
71339 166988 GCBC	**Broompark** D.F. E.S.D. 1Dk&Shelter dk CruiserStern Tonnage opening closed '41 (W.E.)	5136 4637 3057	✠100A1 with freeboard ~~5,40~~ ~~10,39~~ 5,41 ✠LMC10,39	PGl ~~Nwc~~ Cff	a†	CL	1939 10mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.Mgrs.) CellDB370'1503t	431·9 447·5(O.L.) F39' FK FPT110t APT177t	56·2	24·8	Greenock British 7BHCem (Coll to Sh dk 6 ,, 2nd,,)	T.3Cy.22½",36"&65"-48" 230lb (s) 468NHP 2SB(Spt&FD),&1AuxSB, 9cf,GS159,HS7086 D.Rowan&Co.Ld.Gls.	36 ″ 10 s 11 ″ 3¼ 25 ″ 9	
71340 147895 MLVY	**Brora** 2Dks	1028 874 404					1924	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·2 P&B148'F43'	34·2	16·0	Glasgow British WB	T.3Cy.18",28¾"&50"-42" 162NHP AilsaS.B.Co.Ld.Troon		C
71341 CYUA	**Brosund** (exDanevirke, exWinneconne, ssEls.No.3-10,27 exAslaug, 2Dks(Stl)&Web frames exGeneralWergeland,exYesakiMaru) D.F. Longitudinal framing	2939 2703 1828	✠ 12,32 ✠	Cpn	t		1916 5mo	OsakaIron Works,Ld. Osaka	D/S HafniaA/S (T.C.Christensen, Mgr.) Cell	305·0 P19'B82'F32' FK DB255' 519t FPT	43·7	27·2	Frdrkshvn Danish 5BHCem 76tAPT20t	T.3Cy.22",37"&61"-42" 288NHP 2SB,6cf,GS90,HS3824 OsakaIronWrks,Ld.Osaka	27 ″ 3	V †
71342 LJSC	**Brott** Mchy.Aft Wireless D.F. 1Dk CruiserStern	1583 1283 889					1937	Porsgrund Mek.Værks. Porsgrunn	HenriksensRederi A/S(Dagfin Henriksen,Mgr.)	246·6 P66'B14'F29'	37·9	18·2	Oslo Norwegian WB	C.2Cy.13¾"&27$\frac{9}{16}$"-27$\frac{9}{16}$" & LPturbine withDR gearing & hydraulic coupling 63NHP PorsgrundM V.Porsgrunn		N
71343 144705 MKVF	**Broughty** ssLth.No.3-12,27 Wireless ssHul.No.2-36 Mchy.Aft Welldeck 1Dk(Stl)	504 328 200	✠100A1 Examined 12,40 Lth BS~~7,39~~ 9,40 ✠LMC7,36 Carrying bean or similar oil in DT	~~Hul~~	h	CL ~~7,38~~ 3,41 Completed by	1921 10mo	LarneS.B. Co.Ld. Larne Scott&Sons, Lloyd'sA&CP	Dundee,Perth& LondonShipping Co.Ld. Bowling	166·1 174·1(O.L.) Q96'B11'F23' FK CellDBf97'104t Deep tanks f36'287t FPT36t	25·3	9·6	Dundee British 6BHCem APT2t	T.3Cy.13",21"&35"-24" (s) 180lb 84RHP 1SB,3cf,GS51,HS1566 W.Beardmore&Co.Ld.Gls	11 ″ 9 s 3 ″ 8 11 ″ 8	
71344 160721 VGYT	**Brown Beaver** (exFulton-32) D.F. Mchy.Aft 1Dk	1892 1705 1190					1929	Smith's DockCo.Ld. Middlesbro'	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,Mgr.)	253·0 F33'	44·1	18·6	Toronto British WB	T.3Cy.15",25"&40"-33" 95RHP Smith'sDockCo.Ld.Mdb.		C
71345 140646 GCBL	**Browning** ssSld.No.3-10,34 D.F. 2Dks(Stl)	5332 4784 3150	✠100A1 Examined 10,40 Liv ✠LMC MS10,38 BS~~4,39~~ 5,40	~~Liv~~	y	CL 1,40	1919 9mo	A.McMillan&Son,Ld. Dumbarton Lloyd'sA&CP	Lamport&Holt LineLd. CellDB	400·8 P49'B113'F39' FK 345'1061t FPT126t	52·2	28·5	Liverpool British 7BHptCem APT224t	T.3Cy.27",44"&73"-48" (s) 180lb 120lb 517NHP 3SB.9cf,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 6 ″ 0 25 ″ 3	
71346 189 YLFE	**Bru** (exÖiekast,exOs) **Wood** OilEng. 1Dk	572 438 322					1919	A/SRakkevik Rakkevik	A.Kalnins (ViktorsKalnins, Mgr.)	154·6 Q36tB42tH19tF21t	30·5	15·2	Riga Latvian	Oil Engines 2S.C.SA 4Cy.16½"-19$\frac{1}{16}$" 192NHP J&CGBolindersCoLd.Skm		V
71347 TFUA	**Bruarfoss** Wireless D.F. Ref.Mchy. 3Dks	1580 859 970					1927	Kjöbnhvns Flydk&Skbs. Copenhagen	H/FEimskipafjelag Islands	236·8 F37'	36·3	21·1	Reykjavik Icelandic WB	T.3Cy.20¼",32½"&53¾"-36" 172NHP KjbnhavnsFlydk.&Skbsv.		V
71348 158658	**Bruce Hudson** TwinSc (exSailingVessel-39) 1Dk CarryingPetroleum in bulk	753 691 398					1935	Horton SteelWks.Ld. FortErie,Ont.	LloydTankers,Ld.	172·0	30·0	15·2	Toronto British WB	T.6Cy.10⅓",16½"&27"-15" Emade09fitted39 56NHP Bmade01fitted39 CollingwoodShipyardsLd		
71349 148354 GMZC	**Bruce M.** (exCemenco-40, exBaytree-34, ssCff.No.3-4,40 exByrness) 1Dk(Stl) Welldeck Cargo battens not fitted	1887 1496 1109	✠100A1 5,41 ~~4,40~~ ✠LMC4,40 BS5,41	Cff	q	CL N2,40	1927 2mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	MooringwellS.S. Co.Ld. CellDB229'	270·8 281·2(O.L.) P21'Q126'B12'F22' FK 523tMTs109t FPT	38·0	18·0	Cardiff British 4BHCem 47tAPT99t	T.3Cy.20",33"&54"-36" (s) 180lb 213NHP 2SB,6cf,GS107,HS3600 D.Rowan&Co.Ld.Glasgow	20 ″ 1 s 6 ″ 1¾ 18 ″ 8¾	
158/40 71350 OSYA	**Bruges** (exKybfels) ssAnt.No.3-12,35 1Dk(Stl)&Spar dk(Stl-ws) &deep framing	4984 4713 3103	✠100A1 Spar dk 7,39 ✠LMC MS7,35 BS7,39	Ant	z	CL 9,37	1904 9mo	J.C.TecklenborgA.G. Wesermünde-G. Lloyd'sA&CP	ArmementDeppe CellDBa110'uE25'f177'952t'Tween dk tanks a44'426t f38' 387tFPT95t	400·9 P50'B117'F50' FK&BK2"	52·2	20·2 28·2	Antwerp Belgian 6BHCem	Q.4Cy.24",34⅝",50"&72$\frac{13}{16}$"- 53$\frac{3}{16}$"213lb 120lb(s)505NHP 3SB,9cf.GS155,HS6669 FD J.C.TecklenborgA.G.Wsm	31 ″ 0 s 5 ″ 11 25 ″ 4¾	
88/40 71351 131908 GDWJ	— Ⓟ TwinSc 2Dks&Shelter dk Sub.Sig. CruiserStern	2949 2373 1268	✠ ... 11,22 ✠				1920 7mo	J.Brown& Co.Ld. Glasgow	London&North EasternRly.	321·6 F131'on Shelter dk FK	43·1	17·9	Harwich British WB	4SteamTurbinesSRgeared to 2 Screw Shafts 1462NHP J.Brown&Co.Ld.Glasgow	26 ″ 6	BT till 2,41
99/40 71352 FOTP	**Brumaire** Fitted for oil fuel Mchy.Aft D.F. 1Dk CarryingPetroleum in bulk	7638 6726 4349					1930	Ch.etAtel. deSt.Nazaire (Penhoët) Gnd.Quevilly	Société desTransp. Mar.Pétroliers	427·3 P102'B34'F41'	58·7	33·8	Rouen French WB	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"- 43$\frac{5}{16}$" 206NHP DeutscheWerft,Hamburg		V
71353 459 IKXT	**Brundusium** (exDeneb-34, exUlefos) 1Dk&ptAwng dk	1237 805 717					1906	Nylands Værksted Oslo	A.Lauro	230·6 220·0 Q74tH37tF289t	34·2	13·2	Naples Italian WB	T.3Cy.16½",27"&44"-30" 106NHP NylandsVærksted,Oslo		I

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. [illegible]
71354 TTWW	**Bruni** *Carrying Petroleum in bulk* *OilEng.* 1*Dk*	352 333 189					1930	Soc.Anon. desChantiers Generaux Sete	Soc.Auxiliaire des Consommateurs de ProduitsPétrolifères	142·5 B13′	27·9	10·0	Marseilles French	Oil Engines 4S.C.SA 3Cy.11″–17¾″ 35NHP Motorenf."Deutz"A.G. Köln-Deutz		V
71355 DHEK	**Bruno Grammerstorf** (*ex*Cora–39,*ex*Reinhart,*ex*Dollart, *ex*Edgar,*ex*Stettin) 1*Dk*	864 710 466					1920	NyaVarvet A/B Helsingfors	TheodorGrammerstorf(KarlGrammerstorf,*Mgr.*)	191·5 Q38′B28′F21′	34·0	13·3	Kiel German *WB*	T3Cy$16\frac{1}{16}$″,26¾″&$43\frac{5}{16}$″–27½″ 98NHP Christiansen&Meyer,Ham.		G
71356 HPAP *Mchy.Aft* GyC.	**Brunswick** *OilEng.* ssPhl.No.2–37 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	8890 8260 5728	✠100A1 9,39 ✠LMC CS11,37 DBS~~3,36~~6,40 6,38 *CarryingPetroleum in bulk*	Phl	*d*†	CL ~~2,39~~ 7,40	1928 8mo *Lloyd*	Scott'sS.B.&E Co.Ld. Greenock '*SA&CP*	AtlanticOilShppng Co. *CellDBuE*65′221*t*	471·1 P109′F40′ FF *FPT*218*t APT*111*t*	63·3	36·7	Panama Pnamanian 16*BHptCem* (11 *to U dk* 5 ,,*2nd* ,,)	4 Oil Engines connected to Elec.Motor&ScShaft 4S.C.SA 888NHP 24Cy.19½″–24″ DB25*lb* NDB(*a*)34–120*lb* Soc.d'Elec.deMec.Proc.Thomson-HoustonCarels,Ghent	36 ″ 9 s8 ″ 9½ 28 ″ 2	
71357 3749 KJED *Mchy.Aft*	— **Wood** *Fitted for oil fuel* 1*Dk*	532 — 283					1898 1903	A.M.Simpson Nrth Bend,Or Rebuilt by Hay & Wright, Alameda.	Hammond ShippingCo.Ld.	161·3	34·4	12·2	S.Frncisco Utd.States	T.3Cy.14″,22½″&36″–24″ NB10 63NHP GldnState&MinrsI.W.SFo		
71358 LITH	**Bruse** *CruiserStern* D.F. E.S.D. *Mchy.Aft* 1*Dk*	2205 1677 1096					1933	Nylands Værksted Oslo	NorgesStatsbaner (Fred.Olsen&Co. *Mgrs.*)	277·0 P62*t*Q211*t*H194*t*	40·2	19·0	Oslo Norwegian *WB*	C.4Cy.(2)$12\frac{13}{16}$″&(2)$29\frac{15}{16}$″–$27\frac{9}{16}$″&L.P.Turbine NylandsVærksted,Oslo		N
71359 LCFO	**Bruse Jarl** D.F. 1*Dk*	1890 1664 1079					1923	Trndhjms Mek.Værks. Trondheim	DetNordenfjeldske Dampskibsselskab	265·8 P67*t*H96*t*	42·2	17·9	Tr'ndheim Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP TrondhjemsM.V. Trondheim		N
71360 LOFI	**Bruselas** Ⓟ **PadK** *Fitted for oil fuel* Wireless 1*Dk*&*Promenade dk*	1179 — 502	✠ … 2,13 ✠				1911 12mo	A&J.Inglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	265·2	37·1	10·4 FK	Bns.Aires Argentine	T.3Cy.21½″,35″&54″–66″ 252NHP A &J.Inglis,Ld.Glasgow	11 ″ 1	
71361 218200 KIJM	**Brush** (*ex*Schroon) *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames* *Now* "**Alcoa Master**," *see No.*87045 *in Supplement*	5114 4740 3102	✠ … 7,20 ✠				1919 6mo	American International S.B.Corp. HogIslandPa	OceanDominion S.S.Corp.	390·0 P39′B122′F43′	54·2	27·6 FK	Phildlphia Utd. States *WB*	DRGearedSteamTurbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
71362 LKDP	— *Fitted for oil fuel* Wireless D.F. 1*Dk*&*ShelterDk* *Cruiser Stern*	1323 1043 715					1939	Fredrkstad MekVrksA/ Fredrikstad	A/SBestumII (K.Th.Einersen, *Mgr.*)	251·2	42·3	14·0	Oslo Norwegian *WB*	4Cy.(2)13″&(2)$30\frac{5}{16}$″–28¾″ 82NHP FredrikstadM.V.A/S Fredrikstad		N
71363 ORUA	**Bruxelles** (*ex*Southern) 2*Dks*	5085 4788 3127					1919	Bartram& Sons,Ld. Sunderland	ArmementDeppe (AgenceMaritime Internationale S A.*Mgrs.*)	400·3 P49′B112′F39′	52·3	28·5	Antwerp Belgian *WB*	T.3Cy.27″,44″&73″–48″ 369NHP J.Dickinson&Sons,Ld.Sld.		C
71364 143601 GCBM	**Bruyère** ssLiv.No.3–10,31 D.F. ssLiv.No.1–36 2*Dks*(*Stl*)	5335 4789 3156	✠100A1 7,39 BS3,39 ✠LMC10,36	Liv	*y*	CL ~~12,37~~ 11,40	1919 10mo *Lloyd*	A.McMillan&Son Dumbarton '*SA&CP*	Lamport&Holt LineLd. *CellDB*	400·9 P49′B113′F39′ FK 345′ 1061*t FPT*126*t*	52·3	28·5	Liverpool British 7*BHptCem* *APT*224*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *120lb* 517NHP 3SB,*9cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s6 ″ 0 25 ″ 3	
71365 167436 ~~OXIA~~ MNYM	**Brynhild** (*ex*Leif) ssCpn.2ndNo.3–6,33 ssEls.No.1–38 D.F. 1*Dk*(*Stl*)&*deep framing*	2195 1959 ~~1845~~ 1349	✠100A1 2,41 ~~2,40~~ BS~~2,39~~ ✠LMC4,38 2,40	NYk Hul	*s*	CL 2,40	1907 5mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland '*SA&CP*	Ministry of Shipping(WestHartlepoolSteamNav.Co,Ld.*Mgrs.*) *CellDBa*92′*uE*&	~~284·6~~ 295·4(O.L.) P24′B78′F29′ FK *B*34′*f*120′599*t FPT*	43·6	~~18·0~~ 19·0	London British 5*BHCem* 72*t APT*79*t*	T.3Cy.22″,36½″&60″–39″ (*s*) 180lb *100lb* 237NHP 2SB,*6cf*,GS96,HS3536 N.E.MarineEng.Co.Ld.Sld	21 ″ 3 s2 ″ 11½ 18 ″ 5	
71366 8088 SJON	— Ⓟ (*ex*Heimdal–36) Wireless D.F. 2*Dks*	1179 502 624					1914	Akt.Burmeistr&Wain Copenhagen	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	217·6	34·2	11·0	Stockholm Swedish *WB*	T.3Cy.16½″,27″&45″–27″ 105NHP Akt.Burmeistr&Wain,Cpn		V
71367 LDBF	**Brynilen** Ⓟ 2*Dks*	316 291 175					1912	Mjellem&Karlsen Bergen	Finmarks Fylkesrederi	128·4	21·5	15·6	Hammrfst Norwegian	T.3Cy.12″,20″&33″–21″ 50NHP Mjellem&Karlsen,Bergen		
71368 LCFP	**Brynje** **TwinSc3Mst** *OilEng.* 1*Dk*	3916 3488 2328					1926	Burmeister&Wain Copenhagen	A/S Borgestad	351·3 P104*t*H246*t*F9*t*	51·4	24·2	Porsgrunn Norwegian *WB*	OilEngines 4S.C.SA 12Cy.$19\frac{11}{16}$″–35½″ 455NHP Burmeister&Wain,Cpn.		N
71369 141944 MJWB	**Brynmill** (*ex*Malachite–39) **3Mst** ssGls.No.3–12,36 *Well deck* *Mchy.Aft* ssGoo.No.1–41 *Cargo battens not fitted* 1*Dk*(*Stl*)	743 532 329	100A1 1,41 ~~11,39~~ ~~[illegible],40~~LMC12,36 BS5,41 1,41	Bwg Goo	*j*	CL ~~11,39~~ 1,41	1920 *Lloyd*	NVSchspb. v/hT.Nedulof Sliedrecht '*SA&CP*	CookShippingCo. Ld.(Ambrose, Davies&Matthews Ld.*Mgrs.*) *CellD*	181·5 188·0(O.L.) Q107′B12′F21′ FK *Bf*103′180*t FPT*13	28·1	12·2	London British 3*BHCem* *t APT*2*t*	T.3Cy.$15\frac{1}{16}$″,$25\frac{1}{16}$″&$40\frac{3}{16}$″–27″ 180lb (*s*) 116NHP 2SB,*4cf*,GS64,HS2140 Penn&Bauduin,Dordrecht	14 ″ 6 s4 ″ 6½ 14 ″ 1½	
71370 144008 GYXF	**Brynymor** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	4771 4398 2931	✠100A1 *with freeboard* Examined 6.41 ✠LMC6,36	HKg Lon	*z*	CL 10.39	1936 6mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*SA&CP*	BrynymorS.S.Co. Ld.(Ambrose, Davies&Matthews, Ld.*Mgrs.*) *CellDB*346′1346*t*	410·0 *FPT*136*t APT*159*t*	56·0	25·4 FK	Swansea British 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd*,,)	T.3Cy.21½″,35″&62″–45″ (*s*) 220lb 377NHP 2SB&1AuxB,*8cf*, FD GS143,HS5537 D.Rowan&Co.Ld.Gls.	36 ″ 1 s10 ″ 5 25 ″ 10½	
71371	**Buarque** Ⓟ (*ex*Scanpenn–40, *ex*BirdCity–32) *Fitted for oil fuel* D.F. E.S.D. 2*Dks*&*Web frames* GyC. *Ref.Mchy.* Sub.Sig.	5152 — 3155	✠ … 6,20 ✠				1919 9mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0 P39′B122′F43′	54·2	28·0 FK	R.Janeiro Brazilian *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
71372 LJUR *Mchy.Aft* D.F.	**Buccaneer** (*ex*Duivendrecht–38) *OilEng.* ssRot.No.2–36 2*Dks*(*Stl*) *CruiserStern* *Longitudinal framing at bottom, decks & topsides*	6222 5638 3679	✠100A1 3,39 DBS3,39 ✠LMC1,36 ✠LMC(M)11,37 *CarryingPetroleum in bulk* Surveys delayed	Rot	*z*	CL 3,39	1927 10mo *Lloyd*	NewWaterwayS.B.Co. Rotterdam '*SA&CP*	A.O.Andersen ShippingCo.A/S (A/S A.O.Andersen &Co'sEfterfolger, *Mgrs.*) *CellDBuE*70′ 259*t*	403·4 P102′F32′ *FPT*186*t APT*100*t*	55·2	32·7 FK	Oslo Norwegian 14*BHptCem*	Oil Engines 4S.C.SA 8Cy.29⅛″–$59\frac{1}{16}$″ 652NHP 3DB*142lb* Harland&Wolff,Ld.Gls.	32 ″ 9 s6 ″ 2 26 ″ 8½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dateof R of
71373 1916 IBME	**Buccari** (*ex*Lawbeath-33) *ss*Gen.No.2-34 D.F. 2*Dks*(*Stl*)	4543 4286 2912	✠ … 6,36 ✠	Gen	*y*	C	1925 2mo *ellDB*	Lithgows Ld. PortGlasgow 331' 1012*t DT*	"Corrado"Soc. Anon.diNav. *Intermediate 'twee* *a30'760tAPT26t h*	397·5|52·0|26·6 385·0 P33'B112'F44' FK *n dkBHin after* *old dispensed with*	Genoa Italian *Cem* 5*BHtoU Dk* 1 ,, ,,2*nd*,,	T.3Cy.26",42"&70"-48" 437NHP 2SB,*8cf*,GS147,HS6152 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0	I †
71374 LDQN	**Buccinum** (*ex*Berwindmoor) *ss*Rot.2ndNo.3-1,36 *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framed Topside tanks*	5237 4797 3082	✠100A1 Examined6,41 BS~~9,39~~ 11,40 *Fitted for oil* *Fitted for car*	~~Npt~~ Bkn ✠LMC1,36 *fuel* 2, *ryingf*	*z* 17 *uel*	CL 1,39 *F.P.* *oilF.P*	1910 9mo *Lloyd* *above* *above*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP* 150° F. 150° F.*in Cyli*	CarlOlsensTank- rederiA/S *CellDBuE* *&B69'f272'1163t* *ndrical tanks and*	405·0|54·2|26·4 P247'F42' FK *Topside Tanks* 269' *other spaces*	Arendal Norwegian 6*BHCem* 1130*t FPT*5	T.3Cy.28⅜",46"&77"-48" (*s*) 180lb 542NH 3SB,*9cf*,GS188,HS7743 FD Richardsons,Westgarth 57*tAPT*60*t* &Co.Ld.Hpl.	29 ″ 3	
71375 174214 ~~YQSG~~ ZNAQ	**Bucegi** 2*Dks*	4501 4056 2863	100A1 (*ClassContem* Examined1,41	PSd *plated*)		CL 1,41	1913	Greenock& Grngemouth DockyardCo. Greenock	Ministry of Ship- ping(Counties ShipManagement Co.Ld.*Mgrs.*)	375·8|52·2|25·5 P36'B100'F41'	Aden British *WB*	T.3Cy.25",41"&68"-48" 321NHP J.G.Kincaid&Co.Ld.Grk.		~~V~~
71376 243 IKYO	**Bucintoro** (*ex*Fernande-32) *ss*Cff.No.3-6,19 *ss*Goo.No.2-27 *Well deck* 1*Dk*(*Stl*)&*deepframing*	1273 950 686	✠ — 2,32 ✠	Hul	*o*		1909 4mo	J.Priest- man&Co. Sunderland	SalvagnoAnonima Navigazione *CellDBa66'uE&B*	247·3|34·0|14·3 238·0 Q91'B56'F20' FK 40'*f*86'329*tFPT*61*t*	Venice Italian 4*BHCem* *APT*104*t*	T.3Cy.18",30"&49"-36" 177NHP 2SB,*4pf*,GS73,HS2998 N.E.MarineEng.Co.Ld.Sld	16 ″ 6	I †
71377 229778	**Buckeye State** TwinSc *ss*Phl.No.2-40 *OilEng.* ~~*ss*OgdensburgN.Y.No.1-35~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* GyC. *Cargo battens not fitted*	1473 — 1180	✠ A1 *withfreeboard* 4,40 ~~1,37~~ ~~✠LMC(M)1,38~~ *For service be* *Chicago& Que* *also between B* *& Norfolk,Va.*	Cgo Phl 4,40 ✠LMC4,35 *tween* *bec via* *oston,*	*Ne* *Ca* *M*	CL ~~12,36~~ SN1,40 P4,40 *w York* *nals,* *ass.,*	1930 6mo , *Lloyd*	St.Law- renceMarine RepairDock Corp. Ogdensburg, N.Y. '*sA&CP*	FederalMotorship Corp.(Geo.D. MacDonald,*Mgr.*) *Side ballast tanks*	246·3|43·6|16·8 Q39' FK 156'358*t FPT* 145*t*	Buffalo, N.Y. Utd.States 7*BH* *APT*47*t*	Oil Engines 2S.C.SA 12Cy.14"-17" 413NHP FairbanksMorse&Co.Ld. Beloit,Wis.	18 ″ 0 s 5″10¼ 12 ″ 7	
71378 HAAP	**Budapest** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* Wireless	485 370 261					1934	Ganz&Co. Ld. Budapest	Königlich unga- ischeDonau-See- schiffahrtsA.G.	177·1|27·9| 9·8 F56'	Budapest Hungarian *WB*	Oil Engines 4S.C.SA connected to Elec. Motors & Sc. Shafts 12Cy 6¹¹⁄₁₆"-8¹¹⁄₁₆" Ganz&Co.Ld.Budapest		V
71379 UPIN	**Budenni** (*ex*Gull-35, *ex*Broompark-32) *ss*Rot.No.3-2,35 1*Dk*(*Stl*)	2482 2163 1370	✠ 2,35 ✠	Rot	*s*		1923 9mo	Livingstne &Cooper,Ld. Hessle *Inter*	U.S.S.R. *mediate BH in fore* *CellDB*241'685*t*	295·4|43·7|20·4 P28'B90'F33' FK *hold dispensed with* *FPT* 113*tAPT*125*t*	Archangel Russian *Cem* 4*BH only*	T.3Cy.20½",33"&54"-39" 234NHP 2SB,*6cf*,GS238,HS4100 G.T.Grey&Co.Ld.S.Shields	22 ″ 8	
71380 219188 KOMC	**Buenaventura** (*ex*LakeFlattery) *Now* "Caribsea," *see No.* [illegible] *in Supplement* *Fitted for oil fuel* Sub.Sig. 1*Dk*2*tr B*	2609 2261 1610	✠ … 9,20 ✠				1919 11mo	McDougall DuluthCo. Duluth,Minn	StockardS.S.Corp.	251·0|43·7|25·8 P25'B64'F20' FK	NewYork Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
71381 DOEI	**Buenos Aires** (*ex*Witram-37, *ex*Boonah, *ss*Syd.No.3-4,25 *ex*Melbourne) *ss*Bhn.No.2-33 **D.F.** Sub.Sig. 2*Dks*(*Stl*) *Ref Mchy. Well deck 3rd dk inNo.1hold*	6097 5525 3806	✠ … 2,37 ✠	Bhn	*a*†		1912 1mo	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Sud- Amerik.Dampf- schifffahrtsGes.	449·2|58·2|26·8 P&B378'F53' *CellD*	Bremen German 8*BHCem* *Ba*182'*uE&*	T.3Cy.30⁵⁄₁₆",50⁹⁄₁₆"&84"-54" 751NHP 4SB,*12cf*,GS264,HS11219 FlensburgerSchiffsb.Ges. *B*72'*f*149'1490*t*	29 ″ 6	G †
71382 6212 SIUA	— Ⓟ TwinSc3Mst *OilEng.* D.F. *ss*Got.No.3-5,32 *ss*Got.No.1-36 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	5646 4977 3411	✠100A1 *Shelter dk* *withfreeboard* 1,40 DBS8,39	Got ✠LMC11,36 ✠LMC(M)4,38	*a*†	OG ~~P5,37~~ S5,39 P10,40	1920 2mo	Akt.Göta- verken Gothenburg A&CP	Rederiaktieb. Nordstjernan(A.A. Johnson,*Mgr.*) *CellDB*368'1506*t* *Wing tanks aft*340	426·9|56·2|26·1 440·0(O.L.) FK *Collisio* *tFPT*94*tAPT*72*t*	Stockholm Swedish *Cem* *nBH to S dk* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.24¹³⁄₁₆"-37¹³⁄₁₆" 717NHP DB~~80lb~~ Akt.Götaverken,Got.	30 ″ 0 s 3 ″11½ 26 ″ 3¼	
71383 EACD	— Ⓟ *ss*Cdz.3rdNo.3-8,19 D.F. *ss*Bcl.No.2-28 3*Dks*(2*Stl-Uws*)	5205 4147 3226	✠ 12,30 ✠	Bcl	*z*		1887 11mo	W.Denny &Brs. Dumbarton	CompañiaTras- atlantica	410·6|48·2|22·4 P42'B164'F48' 30·5 BK11"	Barcelona Spanish 6*BHCem* *DB*346'902*t*	Q4Cy32",46½",64½"&92"-60" 738NHP 3DB,*18cf*,GS342,HS9630 FI Denny&Co.Dumbarton	32 ″ 3	
71384 LCZN	— TwinSc4Mst (*ex*Argentino-39, *OilEng.* *ex*SudAtlantico) *ss*Bal.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*inNo.1hold*	4640 4119 2771	✠100A1 *withfreeboard* 4,40 ~~7,39~~ DBS8,39	Bal ✠LMC CS8,37 1,37	*z*	CL ~~P8,37~~ ~~S8,38~~ 4,40	1928 4mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen '*sA&CP*	A/S IvaransRederi (S.Holter-Sörensen *Mgr.*) *CellDB*334'1062*t*	381·8|53·8|25·1 FK (*FPT*112*tAPT*156*t*	Oslo Norwegian 6*BH* *Coll to Sh dk* 5 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-59¹⁄₁₆" 534NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ s 2″11½ 25 ″ 11½	
71385 LOFJ	— Ⓟ (*ex*Camarones,*ex*Taquary) 2*Dks*	2263 — 904					1896	SirRaylton Dixon&Co. Middlesbro'	ArgentinaCia. General deNav. S.A.(A.M.Delfino yCia.*Mgrs.*)	298·8|41·2|23·6 P31'B96'F39'	Bns.Aires Argentine *WB*	T.3Cy.20",33"&57"-45" 218NHP T.Richardson&Sns,Ld.Hpl		G
71386 35178 JIAC	**Buenos Aires Maru** Ⓟ TwinSc *OilEng.* *ss*Kob.No.3-7,35 *ss*Kob.No.1-39 3*Dks*(*Stl-Weather dk-ws*) *Ref.Mchy.* *CruiserStern* GyC.	9626 7975 5829	✠100A1 *withfreeboard* ~~8,40~~ ~~6,39~~ 12,40 DBS~~3,40~~12,40 ✠Lloyd'sRMC~~3,40~~3,40 12,40	Kob ✠LMC CS6,39 8,38	*e*†	CL ~~8,37~~ 8,40	1929 10mo *Lloyd*	Mitsubishi ZosenKaisha Ld.Nagasaki '*sA&CP*	OsakaSyosenK.K. *CellDB*375'1449*t* *tanks in way of t*	461·3|62·0|39·5 B80'F51' FK *unnels*340*tFPT*144	Osaka Japanese 7*BH* *tAPT*119*t*	Oil Engines 2S.C.SA 12Cy.26¾"-39⅜" 1503NHP DB*120lb* MitsubishiZosenKaisha Ld	39 ″ 6 s13″11½ 26 ″ 0	
71387 LCFS	**Buesten** *OilEng.* *ss*Rot.No.3-6,39 ~~*ss*Rot.No.2-36~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5187 4597 3041	✠100A1 ~~5,40~~ ~~6,39~~2,41 DBS~~4,39~~5,40 *CarryingPetr*	Rot Got 1,41 ✠LMC CS~~4,36~~ ~~11,38~~4,39 *oleum in*	*y*	CL 5,39 *bulk*	1927 11mo *Lloyd*	Barclay, Curle&Co. Ld. Glasgow '*sA&CP*	TönsbergsRederi A/S(Rafen& Loennechen,*Mgrs*) *CellDBuE*64' 220*tDTf*46'589*t*	388·1|52·7|29·0 P85'B27'F43' FK *FPT*56*tAPT*27*t*	Tönsberg Norwegian 14*BHptCem* (10 *to U dk* 4 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 3Cy.22⅞"-91⅜" 482NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	29 ″ 3	
71388														

5141

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Grécement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, à ce n'est dans le L.R. Bureau Cert. Lloyd Trade
71389 SOAW	**Bug** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Butts of keel plates & part deck plating elec. welded* *Strengthened for navigation in ice*	~~594~~ ~~494~~ ~~444~~ 505 *316* *303*	✠100A1 5,41 ~~8,39~~ ~~9,40~~ ✠LMC8,39 ✠LMC(M)9,40	Gro ~~Shl~~ Lth	*g*	5,40	1939 8mo	N.V.E.J. Smit&Zoon Schpsw. Westerbroek *Lloyd*'*sA&CP*	B.Kilaczycki& K.Rothert (B. Kilaczycki,*Mgr.*)	158·5|27·4|9·7 ~~156·2|27·5|9·9~~ 168·5(O.L.) P40'Q53'F24' FK *CellDB*96'114*t FPT*59*t APTs*18*t*	Gdynia Polish 3*BHptCem* ~~*pt.dsp*~~	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	11 ″ 6 s3 ″ 7½ 11 ″ 4½	
71390 DHDH	**Bugsee** (*ex*Swinemünde) 1*Dk*	2307 1771 1322					1927	Nüscke& Co.A.G. Stettin	W.Schuchmann	270·4|42·8|18·6 P31'B82'F34'	Hamburg German *WB*	T.3Cy.19$\frac{13}{16}$",31½",&51$\frac{7}{16}$"–35$\frac{7}{16}$" 156NHP A.BorsigG.m.b.H.Berlin		G
71391 PDHL	**Buitenzorg** *Cruiser Stern* D.F. 3*Dks*	7073 5081 4522					1916	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*)	446·5|54·3|34·2 B59'F56'	Rottrdam Dutch *WB*	T.3Cy.29",48"&82½"–54" 500NHP Maats.deSchelde,Flushing		V
71392	**Bukarest** *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	4400					1939	Deutsche WerftAGBet Reihstgwrft Hamburg	DeutscheLevante-LinieHamburgA.G. (DeutscheLevante-LinieG.m.b.H. *Mgrs.*)	401·9|55·7|21·3	Hamburg German *WB*	2 SR geared oil engines 2S.C.SA 885NHP 12Cy.20½"–27$\frac{9}{16}$" Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
71393 147900 MLXC	**Bulan** *Fitted for oil fuel* 2*Dks*(*Weather dkTeak, 2nd dk Stl* ws)	1048 751 442	✠ 8,27 ✠	Sng	*o*		1924 6mo	A.Stephen &Sons,Ld. Glasgow	P.&O.Stm.Nav.Co.	220·3|35·1|13·1 FK *Collision* *CellDB*176'248*t FPT*	Glasgow British 5*BHptCem* *nBHtoW dk* 14*t APT*27*t*	T.3Cy.17½",29"&47"–30" 165NHP 2SB,6*cf*,GS89,HS3088 A.Stephen&Sons,Ld.Gls.	15 ″ 1	
71394 LZDC	**Bulgaria** *ss*Cpl.2ndNo.3–6,21 Wireless *ss*Ist.No.2–30 1*Dk&Spar dk*(*ptStl*–ws)*&deep framing*	1108 945 753	✠ … 11,33 ✠	Varna			1894 8mo	Wigham Richrdsn&Co Newcastle	Soc.Commerciale BulgaredeNav. à Vap.	240·5|33·5|11·1 P48'B35'F35' 18·6 BK7½ *Cell DBa*64'*f*73'	Varna Bulgarian 4*BHCem* 105*t APT*10*t*	T.3Cy.20",32"&53"–36" NDB09 196NHP 2SB,6*cf*,GS114,HS3366 Wighm Richrdsn&Co.Nwc	20 ″ 9	V †
71395 160726 VGCW	**Bulkarier** (*Self-Unloader*) D.F. *Mchy Aft* 1*Dk* *Fitted for oil fuel*	2376 2156 1392					1929	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CanadaCement TransportLd.	253·0|43·3|23·9 F35'	Montreal British *WB*	T.3Cy.18",30"&50"–36" 150NHP Earle'sCo.Ld.Hull		C
71396 319 HSAT	**Bull** *ss*Bgk.2ndNo.3–1,35 *ss*Bgk.No.1–38 *Mchy.Aft* 1*Dk*(*Stl*)	*452* *373* *303*	✠100A1 ~~12,39~~12,40 BS~~12,39~~ 12,40 ✠LMC12,38	Bgk	*g*	CL 12,38	1907 1mo	G.Brown& Co. Greenock *Lloyd*'*sA&CP*	A/S DetÖstasiatiskeKompagni	160·0|26·1|11·4 B7'F21' FK *FPT*	Bangkok Thai 3*BHCem* 53*t APT*17*t*	C.2Cy.14½"&30"–21" (*s*) 130lb 50NHP 1SB,2*pf*,GS34,HS984 White&Hemphill,Grk.	12 ″ 3 s1 ″ 6½ 10 ″ 10	
* 71397 6002 SHNA	**Bullaren** **TwinSc** *OilEng.* *ss*Got.No.3–8,29 D.F. *ss*Got.No.2–37 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) 2*dks*(*Stl*)*inNos.*1,2,3*&*4*holds* *CruiserStern*	5722 *5136* *3428*	✠100A1 *Shelter dk withfreeboard* 9,39 ✠LMC CS9,37 DBS8,39 9,38	Got	*a*†	OG S9,37 P2,37	1918 5mo	Aktieb. Götaverken Gothenburg	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr*)	436·8|56·2|26·9 F36'*onShelter dk* FK *CollisionBHtoShltrdk* *CellDB*372' 1188*t FPT*89*t*	Gothenbrg Swedish *Cem* 6*BHtoU dk* *APT*31*t*	Oil Engines 4S.C.SA 12Cy.29⅛"–43$\frac{5}{16}$" 988NHP DB80*lb* Aktieb.Götaverken,Got.	30 ″ 0 s3 ″ 11½ 26 ″ 3	
71398 165345 MMBY	**Bullfinch** *OilEng.* *Mchy.Aft* 1*Dk&Shelter dk* *CruiserStern*	433 300 195	✠100A1 *withfreeboard* 6,40~~12,36~~ ✠LMC12,36 ✠LMC(M)7,38	Lon	*j*	OG 12,39	1936 12mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd*'*sA&CP*	GeneralStm.Nav. Co.Ld.	174·1|31·1|8·3 B19' FK *CellDB*122'174*t FPT*54*t APT*24*t*	London British 4*BHptCem* (*Coll toSh dk* 3 ,, *2nd*,,)	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"–16$\frac{9}{16}$" 53RHP BritishAuxiliaries,Ld.Gls.	11 ″ 0 s ″ 2 10 ″ 11½	
71399 149877 GMXT	**Bullmouth** *ss*Bkn.No.3–4,40 *OilEng.* D.F. E.S.D. ~~*ss*Ams.No.2–36~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7519 6850 4340	✠100A1 4,40~~6,39~~ ✠LMC CS4,40 DBS4,40 6,39 *CarryingPetroleum in bulk*	Bkn	*b*† 2½	CL 9,38	1927 10mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd*'*sA&CP*	Anglo-Saxon PetroleumCo.Ld.	440·3|59·5|32·7 P99'B41'F63' FK *CellDBuE*73' 406*t DTf*32'367*t FPT*209*t*	London British 15*BHptCem* *APT*73*t*	Oil Engines 4S.C.SA 6Cy.32¼"–59$\frac{1}{16}$" 602NHP 2DB180*lb* Hwthrn,Leslie&CoLd.Nwc	32 ″ 9 s6 ″ 3¾ 26 ″ 8¾	
71400 171245 VJPD	**Bulolo** Ⓟ **TwinSc** *OilEng.* D.F. 2*Dks*,3*rd dk forward* *Ref.Mchy.* *Cruiser Stern*	6267 4519 3442	✠100A1 *withfreeboard* 7,39 ✠LMC9,38 ✠Lloyd'sRMC8,39	Syd	*z* 2	CL	1938 9mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd*'*sA&CP*	Burns,Philp&Co. Ld.	399·0|58·2|25·3 412·5(O.L.) B266'F46' FK *CellDB*325'1024*t DTa*14'114*t* *Tanks at centre&sides of tunnels*	SydnyNSW British 8*BHptCem* (6 *to W dk* 2 ,, *2nd* ,,) 265*t FPT*89*t*	Oil Engines 2S.C.SA 12Cy.24$\frac{7}{16}$"–45¼" 1241NHP DB100*lb* J.G.Kincaid&Co.Ld.Grk. *APT*122*t*	30 ″ 9 s7 ″ 10¾ 23 ″ 0½	
71401 149818 GJBW	**Bulysses** *OilEng.* *ss*Bkn.No.3–3,40 D.F. E.S.D. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck* *CruiserStern*	7519 6850 4342	✠100A1 5,41 ~~3,40~~ ✠LMC CS4,40 DBS~~4,40~~1,41 4,40 *CarryingPetroleum in bulk*	Bkn Shl		CL 3,40	1927 5mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd*'*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE*73' 406*t DT*	440·3|59·5|32·7 455·8(O.L.) P99'B41'F63' FK *f*32'367*t FPT*209*t*	London British 15*BHptCem* *APT*73*t*	Oil Engines 4S.C.SA 6Cy.32¼"–59$\frac{1}{16}$" 602NHP 2DB180*lb* Hwthrn,Leslie&CoLdNwc	32 ″ 9 s6 ″ 3¾ 26 ″ 8¾	
71402 159577 VLLN	**Bundaleer** 1*Dk* *Hatch covers & webs dispensed with in bridge 'tween dks.* *CruiserStern*	4238 3416 2382	✠100A1 ~~6,40 10,39~~4,41 ✠LMC3,39	Syd	*w* 1½	CL	1939 3mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd*'*sA&CP*	TheAdelaide SteamshipCo.Ld. *Cell DB*300'756*t Tanks*	367·1|50·3|24·6 378·3(O.L.) P&B147'F43' FK *at sides of tunnel* 183*t FPT*190*t APT*199*t*	Melbourne British 6*BHCem*	T 3Cy.20½",33"&54"–42"& LP turbine withDRgearing &hydraulic coupling FD 220lb (*s*) 390NHP 2SB(Spt)6*cf*,GS135,HS5406 J.G.Kincaid&Co.Ld.Grk.	27 ″ 3 s4 ″ 9½ 22 ″ 7	
71403 159564 VLJX	**Bungaree** D.F. 1*Dk&Shelter dk* *CruiserStern*	3043 2641 1592	✠100A1 *withfreeboard* 2,40 ✠LMC5,37	Syd	*w* 1½	CL 11,38	1937 5mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd*'*sA&CP* *CellD B*287'748*t Tan*	TheAdelaide SteamshipCo.Ld. *ks at sides of tunnel*	357·2|48·7|20·5 370·0(O.L.) F40' FK 95*t FPT*225*t APT*1	Melbourne British 7*BHCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) 35*t*	T.3Cy.20½",33"&54"–42"& LP turbine with DR gearing & hydraulic coupling 220lb FD (*s*) 390NHP 2SB(Spt)6*cf*,GS135,HS5406 J.G.Kincaid&Co.Ld.Grk.	23 ″ 10 s1 ″ 7½ 22 ″ 3¾	
71404 7306 SDNE	**Bungenäs** (*ex*GreteLarsen, *ex*HorstHamelmann, *ex*Ellen,*ex*Nederwaard) 1*Dk* *Mchy.Aft*	*608* *450* *298*					1920	J.Koster, Hzn. Groningen	A/B Bungenäs Kalkbrott(E. Lilljequist,*Mgr.*)	166·0|27·8|11·2 P65'H31*t*F19'	Malmö Swedish *WB*	T.3Cy.11¼",17½"&28¾"–20$\frac{1}{16}$" 37NHP NV.vorheenSchipper&van Dongen,Geertruidenberg		G

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of E. of Trade Cert.
71405 DHHB	**Bungsberg** (*ex*Götaälv-39, *ex*Eva-39) Sub.Sig. 1*Dk*	1504 1190 851					1924	Howaldts-werke Kiel	Aug.Bolten,Wm. Miller'sNachfolger	250·8 P18'Q75'B61'F32'	38·5	15·9	Hamburg German *WB*	T.3Cy.18$\frac{11}{16}$",30$\frac{5}{16}$"&49$\frac{5}{8}$"-33$\frac{7}{16}$" 143NHP Howaldtswerke,Kiel		G
182/40 71406 145211 MPTS	**Buoyant** (*ex*QueenGnat, *ex*SailingVessel) *OilEng.* 1*Dk*	300 205 129					1917	Montrose S.B.Co. Montrose	B.W.Steamship. Tug&LighterCo. Ld.&W.Scott	128·5	25·2	8·0	Hull British *WB*	Oil Engines 4S.C.SA 4Cy.11"-17$\frac{3}{4}$" 47NHP *Emade&fitted*30 Motorenfabr."Deutz" A.G.Köln-Deutz		C
71407 LCFT	**Bur** (*ex*Sedbergh) *ss*N.Yk.No.3-10,29 *ss*Bgn.No.2-38 1*Dk*(*Stl*)	4343 3915 2618	✠100A1 ~~5,10 5,30 10,40~~ 5,41 MS5,38 ✠LMC	NYk ~~Mch~~ Bry ~~BSH,38~~	*x* 10,40	CL ~~6,37~~ 4,41	1917 11mo *Lloyd*	Ropner& Sons,Ld. Stockton *sA&CP*	O.GrolleOlsen& I.HysingOlsens RederiA/S *CellDBa*115'*uE*26	360 0 373·5(O.L.) P23'B102'F38' '*f*159'919*tFPT*140	52·2	25·6	Bergen Norwegian 6*BHCem* *tAPT*158*t*	T.3Cy.25",42"&68"-45" (*s*) 180lb 332NHP 2SB,6*cf*,GS127,HS5050 Blair&Co.Ld.Stockton	28 " 0 s 5 " 1 23 " 1$\frac{3}{4}$	
71408 6967 SLAN	— (*ex*Risvær) 1*Dk*	*1956* *1673* *1095*					1919	Shanghai Dk.&E.CoLd. Shanghai	RederiA/B Disa (E.Brodin,*Mgr.*)	265·1 P34'B72'F30'	42·2	17·8	Stockholm Swedish *WB*	T.3Cy.18",29$\frac{1}{2}$"&50"-36" 150NHP ShanghaiDk.&E.Co.Ld.		N
71409 137224 VJTT	**Buranda** (*ex*Nalpa-38,*ex*Solholm) *ss*Syd.No.3-1,34 *ss*Syd.No.1-38 *Well deck Mchy. Aft* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	685 532 365	100A1 ~~3,40~~ ~~9,20~~ 3,41 ~~BS3,39~~ BS ~~3,40~~4,41	Syd LMC3,38		CL ~~12,36~~ 3,40	1918	Wortel-boer&Co. Delfzijl	Australasian UnitedS.Nav.Co. Ld. *CellD*	180·8 190·6(O.L.) Q88'B11'F24' *B*115' 151*t FPT*25*t*	28·7 *30·2*	12·6 FK	Bundaberg British 3*BHCem* *APT*3*t*	T3Cy.14$\frac{3}{4}$",23$\frac{3}{8}$"&38$\frac{5}{8}$"-26$\frac{13}{16}$" 180lb (*s*) 84RHP 2SB,4*cf*,GS66,HS2002 Wortelboer&Co.Delfzijl	14 " 4 s " 10$\frac{1}{2}$ 13 " 7	
71410 288 IBBG	**Burano** (*ex*IrmaSchindler-36, *ex*Masconomo, *ss*Ham.2ndNo.3-4,27 *ex*Winnebago, *Fitted for oil fuel* *ex*Kinsman) 2*Dks*& *Web frames* *Carrying Petroleum in bulk* D.F. *Mchy.Aft*	4450 4144 2565	✠ ... 3,33 ✠				1901 11mo	Armstrong Whtwrth&Co Ld Newcastle	CompagniaItali-anaMarittima	373·3 359·4 P76'B25'F36'	49·8	28·8 FK	Venice Italian *WB*	T.3Cy.24",40"&66"-48" 345NHP WllsndSlpwy.Co.Ld.Nwc.	30 " 3	I †
71411 160559 GKFQ	**Burdwan** 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy. CruiserStern* D.F. E.S.D. *Fitted for oil fuel*	6069 5488 2879	✠ 5,32 ✠ ✠Lloyd'sRMC~~3,40~~	Rot	~~8,40~~ 1,41		1928 9mo	Barclay, Curle&Co.Ld. Glasgow	HainS.S.Co.Ld. *CellDB*373'1197	436·0 F34' *tFPT*89*tAPT*55*t* (	57·5	29·8 FK	London British 7*BHptCem* *Coll to Sh dk* 6 " *2nd* ")	Q.4Cy.30$\frac{1}{2}$",44",63$\frac{1}{2}$"&91"-57"&L.P.TurbinewithD.R. gearing & hydraulic coupling 1237NHP 5SB,20*cf*,GS366,HS15165 Barclay,Curle&Co.Ld.Gls.	32 " 3	
71412 UPAR	**Bureya** (*ex*Lettonia-34,*ex*Memel, *ex*Borussia,*ex*JohnSauber) Sub.Sig. 1*Dk*	2723 2085 1621					1908	Schiffsw.v. H.KochA.G. Lübeck	U.S.S.R.	306·6 P15'B76'F32'	42·2	17·9	Leningrad Russian *WB*	T.3Cy.22$\frac{1}{2}$",35$\frac{5}{8}$"&59"-35$\frac{1}{2}$" 207NHP OttensenerMasch.Fab.Alt.		
71413 DIAV	**Burgenland** Ⓟ *OilEng.* Sub.Sig. 2*Dks* D.F. E.S.D.	7320 6023 4321					1928	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·6 P30'B&F423'	61·2	25·3	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.27$\frac{1}{2}$"-47$\frac{1}{4}$" 790NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
71414	**Burgeo** Ⓟ For full particulars see No. 87258 in Supplement Wireless D.F. E.S.D. *CruiserStern*	1400	100A1 (*ClassContemplated*)				1940	Fleming& Ferguson,Ld. Paisley	Govt.of Newfoundland(NewfoundlandRailway-SteamshipDept.)	233·5 F35'	37·1	19·7	SJhns NFL British	T.3Cy.20",32$\frac{1}{2}$"&54"-30" Fleming&Fergusn,Ld.Psy.	22 " 0 s3 " 7$\frac{1}{4}$ 18 " 9$\frac{1}{2}$	
71415 6391 SDYA	**Burgundia** Ⓟ *ss*Got.No.3-4,33 *ss*Got.No.1-37 1*Dk*(*Stl*)	*1668* *1301* *944*	✠100A1 6,40 ~~3,39~~ BS~~3,39~~ 4,40 *Fitted for oil fuel*	Got ✠LMC3,37	*q* 12.20	OG 3,38 *F.P. a*	1920 12mo *Lloyd* *bove* 1	Kockums M.V.Aktieb. Malmö *'sA&CP* 50° F.	FörnyadeÅng-fartygsA.B.Götha (H.Sternhagen, *Mgr.*) *CellD*	256·0 268·4(O.L.) P20'B70'F25' *B*215' 450*t FPT*48*t*	38·3	16·4 FK	Gothenbrg Swedish 4*BHCem* *APT*73*t*	T.3Cy.18$\frac{1}{8}$",28$\frac{3}{4}$"&48$\frac{3}{16}$"-31$\frac{1}{2}$" 185lb (*s*) 160NHP 2SB,4*cf*,GS56,HS2114 FD KockumsM.V.Akt.Malmö	18 " 10 s 2 " 4$\frac{3}{4}$ 16 " 7	
71416 678 TCAO	**Burhaniye** (*ex*MariaP.Xila-33, 4Mst *ex*OthonStathatos) *ss*Nwc.2ndNo.3-1,27 *ss*Bla.No.1-31 1*Dk*(*ptIrnptStl*)2*trB*& *deep framing*	3254 2840 1958	✠ ... 2,36 ✠	Ist	*r*		1902 5mo	JReadhead &Sons S.Shields	HantalogluTayyar Vapurlari *CellDBa*110'*uE*&	326·0 P11'B150'F30' *B*40'*f*140'760*tD Ta*	46·1	23·5 FK	Istanbul Turkish 6*BHCem* 40'426*tFPT*	T.3Cy.24$\frac{1}{2}$",40"&66"-45" NDB23 310NHP 2SB,6*rf*,GS121,HS4940 J.Readhead&Sons,S.Shl. 72*tAPT* 29*t*	26 " 0	I †
71417 223670 KLEM	**Burlington Socony** TwinSc *Mchy.Aft* *OilEng.* D.F. 1*Dk* *CarryingPetroleum in bulk* *New middle body electrically welded*1937	1199 — 753					1924	SunS.B.& D.D.Co. Chester,Pa. *Rebuilt*1937	Socony-Vacuum OilCo.Inc.	252·9	40·1	12·8	NewYork Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.13"-18" 98NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
71418 136333 GRLV	**Burma** Ⓟ *Fitted for oil fuel* D.F. E.S.D. 2*Dks*	7821 6486 4955					1914	W.Denny &Bros. Dumbarton	British&Burmese S.N.Co.Ld.(P.Henderson&Co.*Mgrs.*)	466·5 P64'B156'F44'	58·1	30·6	Glasgow British *WB*	T.3Cy.29$\frac{1}{2}$",50"&84"-60" 546NHP Denny&Co.Dumbarton		C BT till ~~4,40~~ ~~8,41~~ 1,42
11/41 71419 30 IBZE	— *ss*Fiu.2ndNo.3-8,34 *ss*Tri.No.1-39 D.F. 2*Dks*(*UptIrnptStl*&2*nd dkStl*)	4675 4302 2896	✠100A1 9,39 BS9,39	Mfl ✠LMC11,38	*y*	CL N10,38	1912 6mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	Soc.Anon. diArmamento Maritt."Oriente" *CellDBa*138'*u*	400·0 412·2(O.L.) P29'B228'F36' *E&B*43'*f*177'1296*t*	52·2	25·0 FK	Fiume Italian 6*BHCem* *FPT*98*tAP*	T.3Cy.26",42"&70"-48" (*s*) 180lb HS7461 FD 493NHP 2SB&1Aux.SB,8*cf*,GS159 Cen.Mar.Eng.Wrks.WHpl *T*134*t*	27 " 7 s 4 " 2$\frac{1}{2}$ 23 " 7$\frac{1}{4}$	
71420 19893 JYYD	**Burma Maru** Ⓟ 2*Dks*&*Shelter dk*	4585 4201 2822	✠ ... 10,22 ✠				1917 2mo	Kawasaki Dkyd.Co.Ld. Kobe	NanyoKaiunK.K.	385·0	51·0	28·0 FK	Tokyo Japanese *WB*	T.3Cy.26",43$\frac{1}{2}$"&72"-48" 391NHP KawasakiDkydCoLdKobe	28 " 0	C †
71421 129630 MDLB	**Burrington Combe** 3Mst (*ex*Wheatvale, *ss*Apl.2ndNo.3-3,35 *ex*Bellavale) 1*Dk*(*ptStl*) *Well deck Mchy.Aft* *ss*Bcl.No.1-40	~~448~~ ~~306~~ ~~176~~ 462 306 182	✠100A1 6,40 ~~12,38~~ ~~BS4,38~~	Brs Bkn ✠LMC~~3,35~~	*h* 4,40	CL, ~~N12,38~~ 3,40	1910 1mo *Lloyd*	Mackie& Thomson,Ld. Glasgow *'sA&CP*	~~ZubiShippingCo. Ld.~~ S.WilliamCoe &Co.Ld. (W.J. Ireland,*Mgr.*)	160·6 168·4 (O.L.) Q88'B9'F34' *DBf*88'105*tFP*	25·0 *26·5*	9·4 BK7"	London British 3*BHCem* *T*36*tAPT*5*t*	O.2Cy.19$\frac{1}{2}$"&42"-30" (*s*) 130lb 71RHP 1SB,3*pf*,GS54,HS1716 Muir&Houston,Ld.Gls.	12 " 0 3 " 11$\frac{1}{2}$ 12 " 4$\frac{1}{2}$	
71422																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
71423 TCAQ	**Bursa** Ⓟ (*ex*Lubiana,*ex*Ljubljana, *ex*HegediisSandor) *ss*Fiu.2ndNo.3–5,25 Wireless *ss*Mlt.No.3–3,28 *1Dk(Stl–ws)&Shadedk*	929 — 450	✠ — 4,31 ✠	Mlt	*l*		1900 7mo	Oderwerke Mas.Sch.A.G. Grabow a/O	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	210·6 *CellDBa40'f70'93t*	30·0	20·1 FK	Istanbul Turkish *5BHCem* *FPT17t*	T.3Cy.$19\frac{11}{16}$",31½"&$51\frac{3}{16}$"–$35\frac{7}{16}$" 202NHP 2SB,*6cf*,GS114,HS3661 Oderwerke,Grabow a/O	14 ″ 0	
71424 130749 VJBW	**Burwah** *ss*Syd.2ndNo.3–4,34 *ss*Syd.No.1–38 *1Dk(Stl)&Spardk(Stl)&deep framing* *Cargo battens not fitted*	2317 1961 1070	✠100A1 *Spar dk* *with freeboard* 5,40 ~~6,32~~ BS~~6,39~~ 5,40 ✠LMC7,37	Syd	*s*	CL ~~6,37~~ 5,40	1908 7mo	J.Priest- man&Co. Sunderland *Lloyd'sA&CP*	AustralianSteam- shipsProprietary, Ld.(*Man.Agents,* HowardSmithLd) *CellDBa80'uE&*	275·5 285·7(O.L.) B75'F33' *B38'f110'455tFPT*	42·7	12·9 20·8 FK	Melbourne British *4BHCem* *87tAPT107t*	T.3Cy.24",40"&64"–45" (*s*) 180lb 339NHP 3SB,*9cf*,GS176,HS5794 G.Clark,Ld.Sunderland	23 ″ 1 s 3 ″ 5½ 19 ″ 10	
71425 PUQY	**Bury** (*ex*Braeside–36,*ex*Penhill–35, *ex*Mellon) *ss*Cff.No.3–3,33 *ss*Rio.No.1–36 *1Dk(Stl)*	*3036* *2811* *1867*	✠100A1 1,40 BS1,40 ✠LMC7,36 *Fitted for oil fuel 7,20 F.P. above 150° F.*	Rio		1,40	1920 7mo	Shanghai Dk&E.Co.Ld. Shanghai *Lloyd'sA&CP*	Cia.Commercio e Navegação *CellD*	331·2 P33'B100'F29' *B284'745tFPT110t*	46·0 46·8	23·0 FK	R.Janeiro Brazilian *6BHCem* *APT45t*	T.3Cy.24",41"&68"–45" (*s*) 180lb 434NHP 3SB,*9cf*,GS155,HS6420 FD ShanghaiDk.&Eng.Co.Ld.	25 ″ 6	
71426 132093 GRNM	— Ⓟ *ss*Gms.2ndNo.3–8,35 D.F. *1Dk(Stl–ws)&pt deep framing* *Lower dk in Nos.1&3holds*	1686 1098 910	✠100A1 11,38 ~~BS12,38~~ ✠LMC~~8,35~~ BS5,41 5,40	Gms	*q*	CL ~~12,37~~ 3,41	1911 1mo	Earle'sCo. Ld. Hull *Lloyd'sA&CP*	London&North- EasternRly.	265·0 P41'B115'F32' *DBa54'uE21'f111'*	36·0	17·4 BK9"	Grimsby British *5BHCem* *295tAPT33t*	T.3Cy.22",35"&60"–42" 180lb *100lb* 309NHP 2SB,*6cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 ″ 6 s 1 ″ 6½ 18 ″ 0	BT till ~~3,41~~ 4,42
71427 UOGK	**Buryat** (*ex*LakeFarley–32) *Fitted for oil fuel* Sub.Sig. *1Dk2trB*	2599 2243 1615	✠ ... 4,22 ✠				1919 10mo	American S.B.Co. Cleveland,O.	U.S.S.R.	252·3 P25'B64'F23'	43·6	26·1 FK	Vladvostk Russian *WB*	T.3Cy.21",35"&59"–42" 352NHP AmericanSBCoClevelndO	28 ″ 2	
71428 ~~161350~~ GKRB	**Bushwood** *ss*Sld.No.2–38 D.F. *Mchy.Aft* *1Dk(Stl)* *Welldeck* *Cargo battens not fitted*	2314 1783 1297	✠100A1 12,39 ✠LMC MS2,38 BS2,39	Shl	*s*	CL 12,39	1930 1mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	~~W.France,Fenwick~~ ~~&Co.Ld~~. *CellDB228'510t*	283·0 293·5(O.L.) Q163'F32' *MT8'255tFPT180t*	41·5	18·9 FK	~~London~~ British *5BHCem* *APT45t*	T.3Cy.18½",31"&52"–39" (*s*) 200lb 204NHP 2SB(Spt),*6cf*,GS88,HS3280 N.E.MarineEng.Co.Ld.Sld	21 ″ 0 s 6 ″ 7 19 ″ 0½	
71429 160272 MPNQ	**Busiris** *Mchy.Aft* *ss*Liv.No.2–38 *Well deck* Wireless D.F. *1Dk(Stl)*	943 634 438	✠100A1 5,41 ~~10,39~~ ~~BS6,39~~ ✠LMC5,38 BS~~6,40~~5,41	Gls Liv	*m*	CL ~~9,37~~ 5,41	1929 9mo	AilsaS.B. Co.Ld. Troon *Lloyd'sA&CP*	MossHutchison Line,Ld. *CellDBuE21'*	215·7 Q117'B11'F27' *f135'191t FPT22t*	32·1	12·3 FK	Glasgow British *3BHCem* *APT5t*	T.3Cy.16",26½"&43"–33" (*s*) 200lb 154NHP 2SB,*4cf*,GS83,HS2800 AilsaS.B.Co.Ld.Troon	14 ″ 6 s 4 ″ 8½ 13 ″ 11½	
71430 MGCY	**Busk** 3Mst *ss*Nwc.2ndNo.3–10,31 *Well deck* *ss*Irv.No.1–36 *Mchy.Aft* *1Dk(Irn)*	367 243 142	✠100A1 9,39 ✠LMC MS12,36 BS3,39	Ard	*f*	CL 6,38	1906 6mo	Smith's DockCo.Ld NorthShields *Lloyd'sA&CP*		144·0 Q81'B11'F27	24·1	10·4 BK7" *FPT*	British *3BHCem* *28tAPT3t*	C.2Cy.17"&36"–27" (*s*) 140lb 85RHP 1SB,*3cf*,GS51,HS1600 ShieldsEng.Co.Ld.N.Shl.	11 ″ 5 ~~s 4 ″ 1~~ ~~11 ″ 10~~	
71431 DODQ	**Bussard** (*ex*Siegen) Sub.Sig. Wireless E.S.D. *1Dk*	986 824 568					1921	Schiffb.Ges Unterweser m.b.H. Weser -münde-L.	ArgoReederei RichardAdler&Co.	215·5 P13'Q58'B65'F22'	34·5	13·6	Bremen German *WB*	T.3Cy.$16\frac{1}{16}$",26"&$41\frac{3}{16}$"–$25\frac{3}{8}$" 86NHP A.Borsig,Berlin-Tegel		G
71432 PDHV	**Bussum** *ss*Ams.No.3–2,30 D.F. *ss*Rot.No.2–38 *1Dk(Stl)*	3636 3315 2214	✠100A1 7,40 ~~2,40~~ ✠LMC MS11,38 BS~~2,40~~ 7,40	Ams Lon	*w*	CL N11,38	1917 3mo	L.Vuijk& Zonen,Cap- elle a/d Ysel *Intermediate* A&CP	Stoomv.Maats. “Oostzee” (Vinke&Co.*Mgrs.*) *Bulkhead in after* *CellD*	360·0 P27'B101'F27' *hold dispensed with* *B310' 966t FPT74t*	48·2	22·8 FK	Amstrdam Dutch *pt Cempt Asp* *5BHonly* *APT81t*	T.3Cy.24½",40"&67"–45" (*s*) 180lb 342NHP 3SB,*6cf*,GS144,HS5490 Maats.de Schelde,Flushing	25 ″ 3 s 4 ″ 6½ 20 ″ 11	
71433 LDVJ	**Bust** (*ex*Fidalgo–38) Wireless *1Dk*	1133 983 648					1918	Trndhjms Mek.Værks. Trondheim	SkibsA/SOrient (T.B.Torgersen, *Mgr.*)	226·3 P16'B57'F27'	36·5	15·7	Oslo Norwegian *WB*	T.3Cy.17",27½"&46"–30" Trondhjems 116NHP M.V.Trondheim		N
71434 27480 JCSB	**Busyo Maru** Ⓟ (*ex*BushoMaru–38) *2Dks*	2552 2009 1534	✠ ... 7,23 ✠				1921 5mo	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	284·5 P45'B100'F34'	42·5	23·0 FK	Osaka Japanese *WB*	T.3Cy.21",35"&58"–39" 288NHP OsakaIron Wrks.Ld.Osaka	23 ″ 0	
71435 22297 JCZE	**Busyu Maru** (*ex*BushuMaru–38, *ex*WakabaMaru) *Mchy.Aft* Wireless *1Dk*	1222 1032 671					1918	Asano Zosensho Tsurumi	HinodeKisenK.K.	217·0	34·0	18·5	Tokyo Japanese	T.3Cy.16½",27½"&45½"–30" Hashimoto 114NHP Tekkosho,Osaka		
71436 133053 GNZP	**Buteshire** (*ex*ClanMacewen) D.F. E.S.D. *2Dks&Shelter dk3trB* *Ref.Mchy.*	6590 4736 4066					1912	Palmers' Co.Ld. Newcastle	British&South AmericanSteam Nav.Co.Ld. (HoustonLine (London)Ld.*Mgs.*)	430·5	53·6	26·6	Glasgow British *WB*	T.3Cy.29",49"&80"–60"& L.P.Turbine with DR gear- ing & hydraulic coupling 746NHP Palmers'Co.Ld.Newcastle		C
71437 PUMA	**Butiá** (*ex*Fluminense–32, *ex*Meisonnier, *Fitted for oil fuel* *ex*Nanquitt) *1Dk* Sub.Sig.	3514 — 2003					1920	Bethlehem S.B.Corp.Ld. (MoorePlant) Elizabeth, NJ	Cia.Carbonifera RioGrandense	328·0 P53'B110'F37'	46·2	22·9	R.Janeiro Brazilian *WB*	T.3Cy.22",37½"&60"–42" 233NHP Harlan&HollingsworthCo Wilmington,Del.		V
71438 DHDJ	**Butt** (*ex*LudwigStahl,*ex*Webburn) *ss*Bmn.2ndNo.3–6,33 *ss*Ant.No.1–37 Sub.Sig. *1Dk(Stl)&deep framing*	736 590 408	✠ 6,39 ✠ ✠NB02*fitted*33	Rot	*k*		1909 5mo	W.Harkess &Son,Ld. Middlesbro'	ArgoReederei RichardAdler&Co. *CellDBa40'uE&*	190·0 Q98'B17'F22' *B31'f83'188t FPT*	30·0	13·0 FK	Bremen German *4BHCem* *18tAPT24t*	T.3Cy.15½",26"&44"–30" 124NHP 1SB,*3cf*,GS51,HS2100 Richardsons,Westgarth& Co.Ld.Mdb	15 ″ 0	
71439 1798 IBXE	**Butterfly** (*ex*Suevier–32) *ss*Gen.No.3–6,33 D.F. *2Dks(Stl)*	5127 4810 3176	✠ ... 9,35 ✠	Gen	*y*		1920 9mo	Bartram& Sons,Ld. Sunderland	I.N.S.A.-Industrie NavaliSoc.Anon. *CellDB119'uE26'f*	412·9 400·0 P36'B117'F39' *176'1050t FPT135t*	52·3	28·5 FK	Genoa Italian *7BHCem* *APT220t*	T.3Cy.27½",45"&75"–48" 476NHP 3SB,*9cf*,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0	I †
71440 24999 JPXD	**Buyo Maru** *ss*Osa.No.1–40 *ss*Yka.No.3–10,36 *2Dks(Stl)*	5447 4996 3407	✠100A1 10,40 ~~1,40~~ ✠LMC~~1,40~~ 10,40	Kob Osa	*z*	CL 1,40	1919 3mo	AsanoS.B. Co.Ld. Tsurumi A&CP	TamaiSyosenK.K.	400·0 P33'B124'F41' *CellDB342'844t*	53·2	29·4 FK	Hasidate Japanese *6BHCem* *APT28t*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD IshikawajimaS.&E.Co. Ld.Tokyo	32 ″ 0 s 6 ″ 5½ 25 ″ 9	
71441 PKOU	**Buyskes** *Fitted for oil fuel* *2Dks*	1800 — 984					1910	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 P32'B82'F33'	40·2	16·9	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"–39" 165NHP Maats.Fyenoord,Rot.		V

186
40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71442 310 JPRC	**Buzyun Maru** (*ex*BujunMaru–38) *ss*Drn.No.1–34 *Mchy.Aft* 1*Dk*(*Stl*)	4804 3979 2730	✠ … 1,38	Drn ✠	*x*		1929 2mo	OsakaIron Works Osaka *CellDB*295′1004*t*	DairenKisenK.K.	371·0|51·0|29·0 P96′B19′F47′ FK *FPT*529*t APT*232*t*	Dairen Japanese 6*BHptCem*	T.3Cy.22″,37″&61″–42″ 346NHP 2SB,6*cf*,GS115,HS5002 OsakaIronWorks,Osaka	29 ″ 0	
71443 236 JLZG	— (*ex*BujunMaru–38) TwinSc 1*Dk*	801 699 374					1924	A.F.Smulders Schiedam	Minamimanshu TetsudoK.K.	145·1|39·3|21·4	Dairen Japanese	C.4Cy.15″&29$\frac{9}{16}$″–15$\frac{3}{4}$″ 60NHP A.F.Smulders,Schiedam		
71444 LEKT	**Bygdöy** (*ex*Maisol–37,*ex*Roma, *ex*Nordland,*ex*Freja) 1*Dk*	1252 1083 708					1921	Akt.Rödby Havns Jernskibsv. RödbyHavn	LudvigLorentzen	236·1|37·2|14·7 P10*t*H120*t*F34*t*	Oslo Norwegian	T.3Cy.15″,24″&40″–27″ 83NHP A/SFricho,Aarhus		V
71445 213834 KSOU	**Bylayl** *ss*Bos.2ndNo.3–9,40 D.F. ~~*ss*N.Ns.No.3–6,28~~ *Mchy.Aft* ~~*ss*N.Ns.No.2–36~~ Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	3289 2973 1980	✠100A1 9,40 ~~9,39~~ ~~MS6,36~~	Bos ✠LMC9,40 ~~BS9,39~~	*v*	CL N9,39	1916 1mo	NewYork S.B.Co. Camden,N.J. A&CP *CellD*	PocahontasS.S.Co. *BuE&B*53′*f*216′12	318·5|49·5|24·2 P79′B18′F31′ FK 54*tDT*13′412*tFPT*	Wilmgton (Del.) Utd.States 7*BHCem* 293*tAPT*92*t*	T.3Cy.21″,33$\frac{3}{4}$″&58″–42″(*r*) 200lb 318NHP 2SB,6*cf*,GS110,HS4643 FD NewYorkSBCo.CamdnNJ	27 ″ 6	
71446 221861 KDWN	**Byron D. Benson** *ss*N.Yk.No.3–10,33 *ss*N.Yk.No.1–37 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& *Mchy.Aft* *Web frames* *Longitudinal framing*	7953 7661 4932	✠100A1 *Shelter dk with freeboard* 8,40 ~~9,39~~ ~~BS9,39~~ *CarryingPetr*	NYk BS8,40 ✠LMC9,37 *oleum*	*c*† *in*	CL 5,38 *bulk*	1922 1mo	Oscar DanielsCo. Tampa,Fla. A&CP	TideWater AssociatedOilCo. *CellDB in way of*	465·4|60·2|36·0 FK *oil bunker*17 *uE&B*	Wilmgton (Del.) Utd.States 17*BHptCem* (3 *to Sh dk* 10 „ *U* „ 4 „ 2*nd*„)	Q.4Cy.24″,35″,51″&75″–51″ 220lb. (*s*) 596NHP 3SB,9*cf*,HS8418 FD VulcanIronWorks, JerseyCity,N.J.	36 ″ 3 s8″10$\frac{1}{2}$ 27 ″ 7$\frac{1}{2}$	
			Fitted for oil	*fuel* 1,22		*F.P. a*	*bove* 1	50° F.	71′328*tDTf*50′694*t*	*FPT*177*tAPT*26*t*				

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total — Sous le Pont — Net	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré, Lettre d'Equipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
71447 7459 SFWA	**C. A. Banck** (exKapolna, exGogsjö,exLibra) 4Mst 1Dk	*1825* *1597* *1063*					1913	Sörlandets Skibsbyggeri Fevig	ChristerBanck	263·7 P50tH56tF29'	42·1	17·7	Hlsngborg Swedish *WB*	T.3Cy.20½",33"&56"-36" 219NHP FredrikstadM.V.Frdstad.		V
71448 212628 WPCA	**C. A. Canfield** ssGal.No.1-41 ssGal.2ndNo.3-11,37 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Bottom shell plating part electrically welded* '41	6161 — 3783	✠100A1 1,41 ~~8,39~~ ~~MS5,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,13 *F.P. above* 150°F.	Bal Gal ✠LMC1,41 ~~BS10,38~~	*z*	CL N8,39	1913 4mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	StandardOilCo.of NewJersey *CellDBuB25'60tDTf45'547tFPT80tAPT41t*	405·0 P99'B25'F41' FK	55·0	33·9	Wilmgton (Del.) Utd.States 15*BHCem* (9 *to U dk* 6 „ *M* „)	T.3Cy.27",44¼"&75"-51" (*s*) 180lb 459NHP 2SB,8*cf*,GS139,HS5920 FD WllsndSlpwy.Co.Ld.Nwc.	32 ″ 10 s 6 ″ 1 26 ″ 11½	
* 71449 LCGD	**C. A. Larsen** (exSanGregorio) ssHam.2ndNo.3-10,38 *Mchy.Aft* D.F. GyC. 3*Dks*(*Stl*) & *Web frames* *Longitudinal framing* *Tonnage opening closed* 1918	13246 11807 9614	✠100A1 *Shelter dk withfreeboard* 10,38 Pr.BS9,39 *Carrying Whale oil in bulk* *Fitted for oil fuel* 8,18 *F.P. above* 150° F.	Ham ✠LMC10,38 BS9,39	*g*†	CL 9,38	1913 7mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	Hvalfangstselskapet Blaahval A/S(JörgenKrag *Mgr.*) *CellDBuB46'194tDTf54'635tFPT208tAPT46t*	527·2 F50' FK	66·6	33·9	Sandefjord Norwegian 20*BHCem* (10 *to U dk* 10 „ 2*nd* „)	Q.4Cy.28½",41",58"&84"-54" 220lb (*r*) 787NHP NDB(*Upper*)'26 *200lb* NDB(*Lower*)*made*'19 *refitted*'36 *200lb* 29PrB-*60lb* 2PrB-*43lb* 4SB*19cf*,GS288,HS11290FD WllsndSlpwyCo.Ld.Nwc.	42 ″ 0 s 9 ″ 9 32 ″ 5¼	
71450 220000 KDLX	**C. B. Watson** (exMary Luckenbach-36) ssMob.No.1-40 ssMob.No.3-1,36 1*Dk* D.F. *Mchy.Aft*	5607 5043 3382	100A1 11,40 ~~10,39~~ ~~BS1,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel F.P. above* 150°F.	NOs Mob LMC~~1,36~~ 11,40	*z*	CL ~~1,38~~ N10,40	1920	South-Western S.B.Co. SanPedro,Cal	SabineTransportationCo.Inc.(M.T. Ball,*Mgr.*) *CellDBuE&B68'121tDTf38'495tFPT135tAPT280t*	410·5 428·1(O.L.) P109'B32'F47' FK	54·3	27·2	Baltimore Utd.States 12*BHptCem*	T.3Cy.24¾",41$\frac{21}{32}$"&72"-48" 210lb 549NHP 3SB,*9cf*,HS8112 FD LlewellynEngineWorks, LosAngeles	29 ″ 9 s4 ″ 11¼ 25 ″ 1	
71451 6360 SLUA	**C. F. Liljevalch** ssGot.No.3-6,32 ssGot.No.1-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted above lower stringer*	*5492* *5119* *2928*	✠100A1 *Shelter dk withfreeboard* 12,39 MS6,36	Lkr ✠LMC BS2,40	*y*	OG 8,39	1920 9mo	Aktieb. Götaverken Gothenburg *Lloyd's A&CP*	Trafikaktieb. Grängesberg Oxelösund (M.Waldenström *Mgr.*) *CellDB at sides of tunnel* 58'520t*DTf*66'645t*FPT*55t*APT*202t	394·4 FK *Collision*	52·2	30·8	Stockholm Swedish *ptCemptAsp BH to Sh dk* 5 „ *U* „	T.3Cy.28",42⅛"&72$\frac{1}{12}$"-48" 185lb (*s*) FD 430NHP 3SB(Spt)*9cf*,GS135,HS5664 LindholmensMotalaVerks.	34 ″ 1 s 8 ″ 8 25 ″ 7¼	
71452 OZED	**C. F. Tietgen** Ⓟ *OilEng.* D.F. *Cruiser Stern* 1*Dk*&*Awng dk*	1938 927 1065					1928	Helsingörs Jernsk&Msk. Elsinore	DetForenede Dampskibs.Selsk.	271·2	41·1	14·0	Aarhus Danish *WB*	Oil Engines 4S.C.SA 8Cy.21⅝"-39⅜" 361NHP Akt.Burmeistr&Wain,Cpn		V
71453 149494	**C. H. Houson** *Mchy.Aft* 1*Dk*	1927 1627 1147					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	SarniaSteamships Ld.(R.Scott Misener,*Mgr.*)	252·8	43·4	17·8	SarniaOnt British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
71454 204499 WNWM	**C. H. McCullough, Jr.** (exWardAmes) D.F. GyC. *Mchy.Aft* 1*Dk*	5750 — 4422					1907	Superior S.B.Co. Superior,Wis.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	540·0 *WB*	56·0	30·1	Wilmgton (Del.) Utd.States	Q.4Cy.18½",28½",43½"&66"-42" 282NHP SuperiorS.B.Co.Superior		R
71455	**C.I.A.E. No. 3** TwinSc *OilEng.* *Carrying oil fuel in bulk* *Mchy.Aft* 1*Dk*&*Web frames* *Longitudinal framing*	551 — 496	✠ ... 9,26 *MotorBarge*				1922 9mo	Alley& MacLellan, Ld. Glasgow	Cia.General de Combustibles	330·0 FK	38·0	9·5	Bns.Aires Argentine *WB*	Oil Engines 2S.C.SA 8Cy.11¾"-14" 194NHP W.Beardmore&Co.Ld.Gls.	10 ″ 6	
71456 FNFB	**C. I. P.** *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk*	6587 — 3641					1921	Ch.&Atel. deSt.Nazaire Rouen	Soc.Anon.Mazout Transports (Cie de Nav.Mixte, *Mgrs.*)	422·5 P117'B33'F50'	57·6	30·1	Marseilles French *WB*	T.3Cy.27½",44½"&75"-51" 402NHP Ch.&Atel.deSt.Nazaire, Penhoët		V
71457 HPOM	**C. J. Barkdull** (exFredericEwing, exWilhelmJebsen) ssN.Yk.No.3-4,30 ssN.Yk.No.2-39 *Mchy.Aft* D.F. 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	6773 6416 4157	✠100A1 ~~11,39~~ 9,40 BS9,40 ✠NE18*refitted*8,30 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,17 *F.P. above* 150° F.	NYk ~~Bal~~ ✠LMC11,39	*b*†	CL ~~10,39~~ 4,40	1917 10mo	UnionIron WorksCo. SanFrancisco A&CP	PanamaTransport Co. *CellDBuE&B64'197tDTf56'1038tFPT97tAPT74t*	435·0 P134'B50'F42' FK	56·0	32·0	Panama Pnamanian 15*BHptAsp* (11 *to U dk* 4 „ 2*nd* „)	1DRGearedSteamTurbine 220lb (*s*) 606NHP 3SB(Spt)*9cf*, HS8265 FD GeneralElectricCo. Schenectady,N.Y.	33 ″ 6 s6 ″ 4½ 27 ″ 4	
71458 HPGQ	**C. O. Stillman** TwinSc ssN.Yk.No.3-8,40 *OilEng.* *Mchy.Aft* E.S.D. ~~ssRot.No.2-37~~ Sub.Sig. GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	13006 — 7765	✠100A1 ~~8,40~~ ~~7,39~~ 3,41 DBS~~8,40~~3,41 *Carrying Petroleum in bulk*	NYk ✠LMC CS8,40 ~~5,40~~3,41	*k*†	CL ~~4,37~~ 8,40	1928 2mo	Bremer Vulkan Vegesack *Lloyd's A&CP*	PanamaTransport Co. *CellDBuE74'431tDTf68'1040tFPT444tAPT337t*	564·9 584·8 (O.L.) FK B40'F45'	75·3 75·6	44·5	Panama Pnamanian 17*BHptAsp* 4 „ *to 2nd dk*	Oil Engines 2S.C.SA 12Cy.27$\frac{9}{16}$"-47¼" 1595NHP 2 WaterTube DB*250lb* BremerVulkan,Vegesack	44 ″ 6 s10 ″ 10½ 33 ″ 10¾	
71459 202873 WCVU	**C. S. Robinson** (exLofusCuddy) D.F. *Mchy.Aft* GyC. 1*Dk*	6829 — 5361					1906	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	525·0 F46' *WB*	55·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 233NHP AmericanSB Co.Cleveland		R
71460 93322	**C. T. Jaffray** (exMuncy) *Mchy.Aft* 2*Dks*	4055 — 2946					1902	Detroit S.B.Co. Wyandotte	GreatLakesTransitCorporation	350·0 F32'	46·0	30·0	Buffalo NY Utd.States *WB*	Q.4Cy.19",27½",40"&58"-42" 218NHP DetroitS.B.Co.Detroit		
71461 138579	**C. W. Cadwell** (*Self-Unloader*) *Mchy.Aft* 1*Dk*	564 429 219					1911	Superior S.B.Co. Superior,Wis.	TeesTransitCo. (T.A.Tees,*Mgr.*)	154·8	37·1	9·1	WndsrOnt. British *WB*	C.2Cy.16"&30"-26" E*made*91*refitted*11 27NHP B*made*96*fitted*34 MontagueI.W.Milwaukee		
71462 147425 MPYZ	**C. W. S. Progress** ssBkn.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	967 654 514	✠100A1 ~~5,40~~ ~~1,40~~ 2,41 BS~~5,39~~ 8,40	Bkn ~~Liv~~ Mch ✠LMC MS8,39	*m*	CL ~~5,37~~ ~~8,40~~ 2,41	1931 2mo	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle *Lloyd's A&CP*	Co-operative WholesaleSociety, Ld. *CellDB*135'219t*FPT*35t*APT*7t	213·2 B19'Q109'F44' FK	32·3	12·5	Manchestr British 4*BHptAsp*	T.3Cy.16½",28"&47"-33"(*s*) 200lb 174NHP 2SB,*6cf*,GS100,HS3050 Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	14 ″ 9 s 4 ″ 6½ 14 ″ 3½	
71463 132455 GJRP	**Cabarita** (exChronos) ssMel.No.3-8,27 ssCal.No.2-35 2*Dks*(*Stl*) *Cargo battens not fitted*	4364 3954 2612	✠100A1 Examined 2,41 BS~~2,40~~ 2,41	~~Cal~~ Cal ✠LMC11,35	*x*	CL 7,39	1915 4mo	W.Hamilton&Co.Ld. Pt.Glasgow *Lloyd's A&CP*	BankLineLd.(A. Weir&Co.*Mgrs.*) *CellDBa*123'*uE&B*60'*f*135'1049t*FPT*91t*APT*212t	364·7 P30'B81'F33' FK	51·4	26·0	Glasgow British 6*BHCem*	T.3Cy.24½",42"&70"-48" (*s*) 180lb 421NHP 3SB,*9cf*,GS186,HS7212 D.Rowan&Co.Glasgow	28 ″ 6 s 5 ″ 3½ 23 ″ 5	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71464 PUAN	**Cabedello** (*ex*Prussia) 1*Dk&Shelter dk*	3557 3277 2180					1912	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro	364·3 H25'	51·0	22·0	R.Janeiro Brazilian	T.3Cy.24¾",40⅞"&67¾"–48" 318NHP FlensburgerSchiffsb.Ges.		V
71465 164672 MLMN	**Cabenda** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	534 333 274	✠100A1 7,40 ~~4,39~~ ~~✠LMC7,36~~ ~~✠LMC(M)4,38~~ ✠LMC7,40	Rot Cff	*h*	OG ~~3,38~~ N6,40	1936 7mo *Lloyd*	GooleS.B. &Repg.Co. Ld. Goole '*sA&CP*	T.E.Evans&Co.Ld. *CellD*	183·6 P42'Q100'F18' FK B114' 180*t* *FPT*54*t*	27·1	8·0	London British 3*BHCem* *APT*41*t*	Oil Engines 4S.C.SA 6Cy.12½"–19" 91NHP Mirrlees,Bickerton&Day, Ld.Stockport	10 ″ 5 s3 ″ 11½ 10 ″ 0¼	
71466 147639 GBZF	**Cable Enterprise** (*CableVessel*) ssFal.No.3-7,37 2*Dks(Weather dk-ptStl teak s)&2nd dk(Stl-ws)* Wireless E.S.D. *Cruiser Stern*	943 872 357	✠100A1 *withfreeboard* ~~3,40~~ ~~7,37~~ 2,41 BS8,40 ✠LMC7,37 *Fitted for oil fuel 5,24 F.P. above 150° F.*	Fal Cco	*l*	CL ~~6,37~~ 3,40	1924 5mo *Lloyd*	A&J.Inglis Ld. Glasgow '*sA&CP*	Cable andWireless, Ld.(SirEdward Wilshaw K.C.M.G., *Mgr.*) *CellDBuE26'*	198·9 B40' FK *f* 100'151*t* *FPT*12*t*	30·1	19·4	London British 5*BHCem* 2 „ *to2nd dk* *APT*18*t*	T.3Cy 16½",27"&45"–33" (*s*) 180lb 145NHP 2SB,4*cf*,GS60,HS1990 FD A.&J.Inglis,Ld.Glasgow	21 ″ 4 s7 ″ 5¼ 14 ″ 2½	
71467 EACG	**Cabo Carvoeiro** Ⓟ (*ex*ElBoeiro-39, *ex*Cabo Carvoeiro-37) ssBbo.2ndNo.3-4,33 ssBbo.No.1-37 1*Dk(Stl)&Awng dk(Irn)2trB*	1993 1920 1329	✠100A1 *Awng dk* *withfreeboard* 3,41 ~~9,39~~ BS10,40 ~~BS9,39~~ ✠LMC9,37	Bbo	*r*	CL ~~5,38~~ 3,41	1909 2mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	Ybarra&Co. *CellDB*	265·8 B50' FK a84'*uE&B*36'*f* 106'	38·5	16·0 23·8	Seville Spanish 5*BHCem* 371*t**APT*24*t*	T3Cy19½",32½"&52½"-36"(*s*) 180lb *100lb* NDB21 187NHP 2SB,4*rf*,GS70,HS2980 Blair&Co.Ld.Stockton	26 ″ 0 s 5 ″ 1½ 21 ″ 0½	
71468 EACH	**Cabo Cervera** Ⓟ (*ex*Rachen-39, *ex*CaboCervera-37) ssBbo.2ndNo.3-2,38 2*Dks(UStl)&Awng dk(Irn)*	2164 2033 1499	✠100A1 *Awng dk* *withfreeboard* 1,40 BS6,40 ~~BS4,39~~ ✠LMC2,38	Bbo	*r*	CL 11,38	1912 12mo *Lloyd*	CiaEuskal-duna deCon.y Rp.deBuques Bilbao '*sA&CP*	Ybarra&Co. *CellDBa*	265·5 B56' FK 82'*uE*18' *f* 106'338*t*	38·7	24·1	Seville Spanish 5*BHCem* *APT*33*t*	T.3Cy.19½",32½"&52½"–36" 180lb *100lb* (*s*) 188NHP 2SB,4*cf*,GS71,HS3008 Blair&Co.Ld.Stockton	26 ″ 4 s4″10½ 21 ″ 9	
71469 EACI	**Cabo Corona** ssBbo.2ndNo.3-9,28 ssBbo.No.1-33 Wireless 2*Dks(1Stl)&Awng dk(Irn)*	1531 1480 1002	✠ 4,40 ✠	Bbo	*o*		1903 12mo	Grngem'th &Greenock DockyardCo. Grngemouth	Ybarra&Co. *CellDB*	237·5 B52' BK8¼" a61' *uE&B*33' *f*94'	34·6	14·9 22·6	Seville Spanish 5*BHCem* 318*t**APT*11*t*	T.3Cy.18",29½"&48½"–33" 133NHP 2SB,4*rf*,GS53,HS1952 Blair&Co.Ld.Stockton	24″10	
71470 EACJ	**Cabo Creux** (*ex*Kardin-39, *ex*CaboCreux) ssBbo.No.3-7,31 ssBbo.No.1-35 1*Dk(Stl)2ndDkStl in holds*	3717 2923 2343	✠ 9,35 ✠AuxNB5,21 ✠ (*Reclassification contemplated*)	Bbo			1919 4mo	Soc.Anon. Astilleros del Nervion Bilbao	Ybarra&Co. *CellD*	325·7 P28'B100'F45' FK B279' 803*t* *FPT*58*t*	47·1	22·0	Seville Spanish 5*BHCem* *APT*98*t*	T.3Cy.24",40"&65"–45" 336NHP 2SB(Spt)&1AuxSB,8*cf*, GS159,HS5592 Soc.Anon.Astilleros del Nervion,Bilbao	24″10	
71471 EACK	**Cabo Espartel** Ⓟ (*ex*Sparire-39, *ex*CaboEspartel-37) ssBbo.No.3-4,32 ssBbo.No.1-38 2*Dks(Stl)3rd dk(Stl) in holds& Webframes* *Longitudinal framing*	4282 4085 2598	✠100A1 *withfreeboard* 12,39 ✠LMC MS9,37 ~~BS6,39~~ 12,40 *Fitted for oil fuel 11,20 F.P. above 150° F.*	Gen	*v*	CL ~~12,39~~ 11,40	1920 3mo *Lloyd*	Echevarri-eta&Larrin-aga Cadiz '*sA&CP*	Ybarra&Co. *CellD*	330·1 B284' 870*t* *FPT*63*t*	48·0	31·0 23·5 FK	Seville Spanish 5*BHCem* *APT*175*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb *100lb* FD 417NHP 2SB,8*cf*,GS147,HS6050 J.G.Kincaid&Co.Ld.Grk.	33 ″ 5 s7 ″ 4 26 ″ 3¾	
71472 EACL	**Cabo Huertas** Ⓟ (*ex*Tausend-39, *ex*CaboHuertas-38) ssBbo.No.3-4,34 ssBbo.No.1-38 1*Dk(Stl)&Awng dk(Stl) 2nd dk in holds* *Longitudinal framing in DB*	2776 2312 1531	✠100A1 *Awng dk* *withfreeboard* 9,40 ~~9,39~~ BS7,40 ~~BS7,39~~ ✠LMC4,38 *Fitted for oil fuel7,22 F.P. above 150° F.*	Bbo	*s*	CL ~~4,38~~ 8,40	1922 8mo *Lloyd*	Soc.Espan-ola deConst. Naval Bilbao '*sA&CP*	Ybarra&Co.	280·0 P22'B68'F26' FK *CellDB*246'559*t*	42·0	25·7	Seville Spanish *Cem* 5*BHto Adk* *APT*18*t*	T.3Cy.22",36"&59"–39" (*s*) 180lb *100lb* 253NHP 2SB,6*cf*,GS120,HS4120 Blair&Co,Ld.Stockton	26 ″ 9 s 4 ″5½ 22 ″ 6	
71473 EACM	**Cabo La Plata** Ⓟ (*ex*Plaustra-39, *ex*Cabo LaPlata-37) ssBbo.2ndNo.3-5,33 ssBbo.No.1-37 2*Dks(M-Stl) &Awng dk(Irn-ptws)*	2002 1926 1323	✠100A1 *Awng dk* *withfreeboard* 4,40 BS2,41 ~~BS1,40~~ ✠LMC10,37	Bbo	*r*	CL 4,40	1908 11mo *Lloyd*	Greenock& Grangem'th Dckyd.Co.Ld Grngemouth '*sA&CP*	Ybarra&Co.	265·1 *Boat dk*50' FK *WB*=	38·6	16·0 23·0	Seville Spanish 5*BHCem* *CellDBa* 86'	T3Cy19½"32½"&52½"–36"(*s*) 180lb *100lb* NDB22 187NHP 2SB,4*rf*,GS69,HS2980 Blair&Co.Ld.Stockton *uE&B*36'*f*106'419*t**APT*18*t*	26 ″ 0 s4 ″11½ 21 ″ 3	
71474 EACN	**Cabo Menor** Ⓟ ssBbo.2ndNo.3-6,39 2*Dks(U Stl)&Awng dk(Irn)*	2043 1962 1251	✠100A1 *Awng dk* *withfreeboard* 6,39 BS5,40 ~~DBS10,39~~ ✠LMC6,39	Bbo	*r*	CL ~~8,37~~ 7,40	1912 10mo *Lloyd*	Greenock& Grngemouth Dckyd.Co.Ld Grngemouth '*sA&CP*	Ybarra&Co. *CellDB*	265·2 B52' FK a88'*uE&B*34' *f*106'	38·5	23·7	Seville Spanish 5*BHCem* 407*t**APT*32*t*	T.3Cy.19½",32½"&52½"–36" 180lb *100lb* (*s*) 188NHP 2SB,4*cf*,GS71,HS3008 Blair&Co.Ld.Stockton	26 ″ 0 s 4 ″8½ 21 ″ 6	
71475 EACP	**Cabo Ortegal** Ⓟ (*ex*Libero-39, *ex*Aketz-37, *ex*CaboOrtegal-37) ssBbo.No.3-5,31 ssBbo.No.2-39 1*Dk(Stl)2nd dk(Stl)in holds*	3660 2923 2296	✠100A1 2,40 10,40 ✠LMC ~~BS5,39~~ MS8,39 ✠AuxNB7,20	Gen	*u*	CL 5,38	1919 12mo	Soc.Anon. Astilleros del Nervion Bilbao A&CP	Ybarra&Co.	325·7 P28'B100'F45' FK *CellDB*279'	47·1	22·0	Seville Spanish 5*BHCem* 743*t**APT*98*t*	T.3Cy.24",40"&65"–45" (*s*) 180lb 346NHP 2SB(Spt)&1Aux.SB,8*cf*, GS164,HS5856 J.G.Kincaid&Co.Ld.Grk.	24″10 s3 ″ 11½ 21 ″ 1	
71476 EEEE	**Cabo Paez** (*ex*Malvarrosa, *ex*AntoniaGarcia, *ex*Teneriffe,*ex*Nigel) **Iron** ssGls.No.3-4,95 1*Dk* *Mchy.Aft Well deck*	301 — 111	✠ 10,95 ✠	Gls	*e*		1886 2mo	Scott&Co. Bowling	CaboHermanos	135·6 Q52'B12'F20' BK7"	22·3	10·3	Malaga Spanish 3*BHCem* *FPT*23*t*	C.2Cy.21"&42"–30" NB08 80NHP 1SB,2*cf*,GS40 Muir&Houston,Glasgow	11 ″ 1	
71477 EAPD	**Cabo Prior** Ⓟ (*ex*RioTajo-35, *ex*MarTirreno) ssBcl.No.3-10,28 ssBcl.No.1-33 1*Dk(Stl)&Awng dk(Stl)2nd dk in holds*	3367 3175 1896	✠ 3,39 ✠ (*Reclassification contemplated*)	Bbo	*u*		1917 1mo	CiaEuskal-duna deConst Bilbao	Ybarra&Co. *CellD*	316·0 FK B268'623*t**FPT*123*t*	44·2	26·9	Seville Spanish 6*BHCem* *APT*124*t*	T.3Cy.23",36½"&62"–42" 268NHP 2SB,6*cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	29 ″ 7	
71478 EACS	**Cabo Quilates** Ⓟ *OilEng.* ssBbo.No.2-36 *Ref.Mchy.* 3*Dks(Stl)* D.F. *CruiserStern* Last reported sailing as "IBAI"	6629 5314 3992	✠ 11,36 ✠	Bbo	*z*		1927 3mo *Lloyd*	CiaEuskal-duna de Const Bilbao '*sA&CP*	Ybarra&Co. *CellD* 2*AdditionalBHfi*	397·0 F41' FK B310'842*t**APT*17*t* *tted in upper'tweend*	53·2	31·5	Seville Spanish *pt Cem* 5 *BH to U dk* 2 „ *2nd* „ *ecks*	Oil Engines 4S.C.SA 6Cy.27 9/16"–55⅛" 438NHP Maschfbk.Augsburg-Nürnberg,Augsburg	34 ″ 0	
71479 EAHH	**Cabo Quintres** (*ex*Baurdo-39, *ex*CaboQuintres-37, *ex*Mouro) ssBbo.No.3-4,28 ssBbo.No.2-36 1*Dk(ptIrn ptStl) &2ndDk(Stl)in holds*	2905 2382 1639	✠100A1 5,39 ✠LMC MS12,36 ~~BS5,39~~ 4,40	Bbo	*l*	CL N5,39	1916 8mo *Lloyd*	CiaEuskal-duna deConst Bilbao '*sA&CP*	Ybarra&Co. *CellD*	306·0 P33'B70'F35' FK B260'633*t**FPT*150*t*	44·2	21·8	Seville Spanish 5*BHCem* *APT*163*t*	T.3Cy.23",36½"&62"–42"(*s*) 180lb *100lb* 268NHP 2SB,6*cf*,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s 3 ″ 8¾ 21″ 0½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quill. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote, si ce n'est dans le L. R. Durée. Cert. B.of Trade.
71480 EACT	**Cabo Razo** Ⓟ (exRaggio-39, exCaboRazo-37) ssBbo.No.3-8,38 1Dk(Stl)2nd dk(Stl) in holds 3rd dk in holds	2879 2384 1663	✠100A1 4,40 BS~~7,39~~ 7,40 ✠LMC7,38	Bbo		CL 7,38	1926 3mo Lloyd's A&CP	CiaEuskalduna deConst Bilbao	Ybarra&Co.	300·0 P30'B78'F30' FK CellDBa&uE88'f132'	43·2	24·7	Seville Spanish 6BHCem 1 ,, to 2nd dk 465tAPT48t	T.3Cy.22″,36″&59″-39″ (s) 180lb 100lb 253NHP 2SB,6cf,GS180,HS4120 Blair&Co.Ld.Stockton	27 ″ 0 s 4 ″ 1 23 ″ 0½	
71481 EACV	**Cabo Roche** Ⓟ (exGadofu-39, exCaboRoche-37) ssBbo.No.3-6,33 ssBbo.No.1-38 1Dk(Stl)&Awng dk(Stl) 2nd dk in holds Longitudinal framing inDB	2776 2312 1531	✠100A1 Awng dk with freeboard ~~8,39~~10,40 BS6,40 ~~BS5,38~~ ✠LMC4,38 Fitted for oil fuel 6,22 F.P. above 150° F.	Bbo	s	CL 7,38	1922 6mo Lloyd's A&CP	Soc. Española deConst. Naval Bilbao	Ybarra&Co.	280·0 P22'B68'F26' FK CellDB246'559t	42·0	24·5	Seville Spanish Cem 5BH to A dk APT18t	T.3Cy.22″,36″&59″-39″ (s) 180lb 100lb 253NHP 2SB,6cf,GS120,HS4120 Blair&Co.Ld.Stockton	26 ″ 9 s 4 ″ 4½ 22 ″ 7	
71482 EADG	**Cabo Sacratif** (exZafra-39, exCaboSacratif-38) ssBbo.2ndNo.3-6,34 ssBbo.No.1-37 2Dks(MStl)&Awng dk(Irn)	2174 2030 1332	✠100A1 Awng dk with freeboard 11,40~~7,39~~ BS~~4,40~~5,41 ~~BS3,38~~ ✠LMC12,37	Bbo	r	CL 4,38	1909 9mo Lloyd's A&CP	CiaEuskalduna deConst Bilbao	Ybarra&Co.	265·5 B56' FK CellDBa82'uE18'f106'	38·6	24·0	Seville Spanish 5BHCem 346tAPT38t	T3Cy19½″,32½″&52½″-36″(s) 180lb 100lb 187NHP 2SB,4rf,GS70,HS2980 Blair&Co.Ld.Stockton	26 ″ 3 s 5 ″ 0½ 21 ″ 5	
71483 EAND	**Cabo San Agustin** Ⓟ TwinSc OilEng. D.F. 2Dks(Stl-Weather dk pt ws) 3rd dk(Stl) in forward holds	12589 8539 7521	✠ 6,35 ✠	Gen	f†		1931 9mo	Soc. Española deConst. Naval Bilbao	Ybarra&Co.	482·5 B270'F54' FK CellDB418'1790t Tanks in way of tunnels 651t	63·3	34·3	Seville Spanish 9BHptCem (3 ,, to 2nddk)	Oil Engines 2S.C.DA 14Cy.28⅝″-35$\frac{7}{16}$″ 2730NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	37 ″ 0	
71484 EAPU	**Cabo San Sebastian** Ⓟ (exRioSegre-39, exSantamaña) ssBcl.No.3-6,34 2Dks(Stl)	2661 2070 1993	✠ —— 12,38 ✠ (Reclassification contemplated)	Bcl	s		1921 10mo	Echevarrieta y Larrinaga Cadiz		290·0 P25'B76'F31' FK CellDB248'600tFPT72t	44·0	19·3	Seville Spanish 5BHCem APT73t	T.3Cy.22″,36″&59″-39″ 252NHP 2SB,6cf,GS118,HS4120 J.G.Kincaid&Co.Ld.Grk.	22 ″ 0	
71485 EAPB	**Cabo Silleiro** Ⓟ (exRoosile-39, exAnzora-37, exCaboSilleiro-37, exRioMiño-35, exMarMediterraneo) ssBbo.No.3-6,28 ssBbo.No.2-37 1Dk(ptIrnptStl)2nd dk(Stl)in holds	2896 2378 1657	✠100A1 4,40~~12,38~~ ✠LMC MS7,37 BS~~6,39~~ 8,40	Bbo	t	CL ~~5,37~~ 4,40	1915 5mo Lloyd's A&CP	CiaEuskalduna deConst Bilbao	Ybarra&Co.	306·0 P33'B70'F35' FK CellDBa102'uE20'f120' 633tFPT150t	44·2	21·8	Seville Spanish 5BHCem APT163t	T.3Cy.23″,36½″&62″-42″(s) 180lb 100lb 268NHP 2SB,6cf,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s 3 ″ 8½ 21 ″ 0½	
71486 EACZ	**Cabo Toriñana** Ⓟ ssBbo.2ndNo.3-7,28 Wireless 2Dks(1Stl)&Awng dk(Irn)	1506 1471 799	✠ —— 4,40 ✠	Bbo	o		1903 11mo	Grngem'th &Greenock Dockyard Co. Grngemouth	Ybarra&Co.	236·9 B52' CellDBa61'uE&B33'f94'318tAPT11t	34·6	14·8 22·6 BK8¾″	Seville Spanish 5BHCem	T.3Cy18″,29½″&48½″-33″ 133NHP 2SB,4rf,GS53,HS1952 Blair&Co.Ld.Stockton	24 ″ 10	
147/40 71487 EABU	**Cabo Tortosa** (exAtalaya-39) ssBbo.No.2-29 1Dk(Stl)2ndDk(Stl)in holds & Web frame Longitudinal framing	3302 3075 2102	✠ —— 1,35 ✠ (Reclassification contemplated)	Bbo	v		1921 5mo	Echevarrieta y Larrinaga Cadiz	Ybarra&Co.	331·0 P31'B91'F32' FK CellDB284'872tFPT63tAPT175t	48·0	23·3	Seville Spanish 5BHCem	T.3Cy.25″,41″&68″-45″ 411NHP 2SB,8cf,GS148,HS5882 J.G.Kincaid&Co.Ld.Grk.	25 ″ 8 s4 ″ 0½ 21 ″ 10	C †
71488 EADA	**Cabo Tres Forcas** ssBbo.No.3-6,26 ssBbo.No.2-34 2Dks(1Stl)&Awng dk(Irn) (SUNK IN PORT BY AIRCRAFT 2,38)	2265 2135 1600	9,37 ✠	Bcl	r		1914 1mo	CiaEuskalduna deConst Bilbao	Ybarra&Co.	273·5 B onAwng dk56' FK CellDBa110'uE18'f86'366tAPT33t	38·7	24·1	Seville Spanish 5BHCem	T.3Cy.19½″,32½″&52½″-36″ 188NHP 2SB,4cf,GS71,HS3008 Blair&Co.Ld.Stockton	26 ″ 4	
71489 CSAK	**Cabo Verde** Ⓟ (exSaoThiago, exSantaBarbara) 1Dk	4696 3398 2950					1908	Akt.Ges. "Neptun" Rostock	Cia.Nacional de Nav.	353·2 P24'B216'F43'	50·2	23·4	Lisbon Portuguese WB	T.3Cy.22$\frac{1}{16}$″,36⅝″&60⅜″-41⅝″ 231NHP A.G "Neptun," Rostock		
71490 EADB	**Cabo Villano** Ⓟ (exWaltraud-38, exContra-38, exCaboVillano-36) ssBbo.No.3-6,32 ~~ssHam.No.1-36~~ 2Dks(Stl)&3rd dk(Stl)in holds& Web frames ssBbo.No.2-41 Longitudinal framing	4282 4085 2598	✠100A1 with freeboard 2,41~~10,39~~ ~~BS1,40~~ ✠LMC~~11,36~~ 2,41 Fitted for oil fuel 8,20 F.P. above 150° F.	Gen Bbo	v	CL ~~10,39~~ 1,41	1920 8mo Lloyd's A&CP	Echevarrieta y Larrinaga Cadiz	Ybarra&Co.	330·4 341·3(O.L.) FK CellDB284'870tFPT63t	47·9	31·0 23·5	Seville Spanish 5BHCem APT175t	T.3Cy.25″,41″&68″-45″ (s) 180lb 100lb 417NHP 2SB(Spt),8cf,GS147, HS6050 FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 5 s7 ″ 3½ 26 ″ 4	
71491 133 IBOF	**Caboto** (exWarCelt) ssVen.No.3-12,32 ssTri.No.1-37 D.F. 1Dk&2nd dk in Nos.1&2holds	5225 4878 3147	✠100A1 4,40~~12,38~~ BS~~2,39~~ 4,40 ✠LMC3,37	Gen Tri	y	CL ~~3,37~~ 4,40	1919 2mo Lloyd's A&CP	W.Hamilton&Co.Ld PortGlasgow	LloydTriestino Soc.Anon.diNav.	400·5 409·5 P49'B113'F39' FK CellDB345'1131tDTa28'1182tFPT120tAPT176t	52·3	28·5	Venice Italian 8BHptCem	T.3Cy.27½″,44″&73″-48″ 180lb (s) 517NHP 3SB,9cf,GS190,HS7668 FD Caird&Co.Ld.Greenock	31 ″ 0 s 5 ″ 11 25 ″ 3¾	
71492 201058 WADK	**Cabrillo** Ⓟ Wood Wireless 1Dk	611 — 387					1904	W.Muller SanPedro,Ca	Wilmington TransportationCo	182·0	32·0	13·5	LosAngeles,Cal. Utd.States	T.4Cy 18½″,32″&(2)38″-26″ 147NHP Utd.Eng.Works,SanFsco.		
71493 1320 CBCD	**Cachapoal** (exHalstead-38, exJonathan C.Holt-37) ssBkn.No.3-10,38 D.F. 2Dks(Stl-Weather dk-teak s)	3011 — 1924	✠100A1 with freeboard ~~10,40 2,40~~ 4,41 BS~~11,39~~ 12,40 ✠LMC10,38	Vpo NYk		CL 6,39	1926 3mo Lloyd's A&CP	Smith's DockCo.Ld. Middlesbro'	Cia.Sud. Americana deVap.	310·0 F29' FK CellDB263'520tFPT50tAPT26t	44·6	24·3	Valparaiso Chilian Cem 6BH to Wdk	T.3Cy.21½″,35″&59″-39″(s) 180lb 100lb 256NHP 2SB(Spt)6cf,GS111,HS4233 Smith'sDockCo.Ld.Mdb.	26 ″ 4 s6 ″ 6½ 20 ″ 2½	
71494	**Cachoeira** Ⓟ TwinSc 1Dk	317 231 165					1914	Murdoch & Murray,Ld. Pt.Glasgow	Cia.deNav. Bahiana	135·0	25·1	9·6	Bahia Brazilian	C.4Cy.12″&24″-18″ 40NHP J.G.Kincaid&Co.Ld.Grk.		
71495 217145 WQOE	**Cacique** (exNosaChief-35, exGarfield) ssN.Os.No.3-2,31 D.F. ssN.Yk.No.2-39 1Dk(Stl)	2718 2355 1538	✠100A1 ~~4,10 9,39 12,40~~ 1,41 ✠LMC MS4,39 BS~~3,39~~ 7,40 Fitted for oil fuel 5,20 F.P. above 150° F.	NYk	t	CL ~~2,38~~ 4,40	1918 10mo A&CP	Bethlehem S.B.Corp.Ld. Elizabethport,N.J.	GraceLineInc.	300·0 P24'B96'F39' FK CellDB240'572tFPT40tAPT70t	45·2	22·8	NewYork Utd.States 5BHCem	T.3Cy.21½″,35″&58″-42″(s) 190lb 341NHP 2SB,8cf,GS133,HS5256 FD BethlehemS.B.Corp.Ld Elizabethport,N.J.	25 ″ 3	
71496 247 IKZY	**Cadamosto** (exDictator-32) 1Dk	1010 874 595					1905	Stavanger Stöberi&Dok Stavanger	SalvagnoAnon. Nav.	242·1 231·6 P11tH46tF30t	33·1	15·1	Venice Italian WB	T 3Cy.17″,28″&47″-33″ 127NHP StavangerStöberi&Dok		I

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71497 217153 WLOO	**Cadaretta** *Fitted for oil fuel* 1*Dk*	2648 — 1621					1918	Albina E.&M.Wrks. Astoria,Or.	W.H.Wood	289·0	44·1	19·2	S.Frncisco Utd.States	T.3Cy.22⅝",36½"&60⅛"–42" AlbinaEng.& 234NHP Mach.Wks.Astoria,Or.		R
71498 140703 GQDX	**Cadillac** ssNwc.No.3–5,30 ssNwc.No.2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& E.S.D. *Web frames* *Longitudinal framing* D.F. *Tonnage opening closed* 1917	12062 9024 7386	✠100A1 *Shelter dk* *withfreeboard* 1,41 ~~12,39~~ BS4,39 ✠LMC6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,17 *F.P. above* 150° F.	Mdb NYk	*g*†	CL 11,39	1917 12mo *Lloyd*'*sA&CP*	Palmers' Co.Ld. Newcastle	Anglo-American OilCo.Ld. ~~(F.J.Wolfe,*Mgr*.)~~ (R.A.Carder,*Mgr*) *Midship portion*	530·2 *CellDBuE&B*91' (*cargo tanks*) *renewed* 1930	66·3	33·8 FK	Newcastle British 23*BHptCem* 353*tDTf*49'	Q4Cy.28½",41",58"&84"–54" 220lb (*s*) 793NHP 4SB(Spt),16*cf*,GS296, HS11392 FD Palmers'Co.Ld.Newcastle 910*tFPT*203*tAPT*141*t*	42 ″ 1 s12 ″ 2¼ 30 ″ 2¼	
71499 117134 KFNN	— (*ex*SteelKing) D.F. *Mchy.Aft* 1*Dk*2*trB*	3586 — 2855					1902	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCo.*Mgrs*)	380·0	50·0	24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–40" 231NHP AmericanS.B.Co.Clevelnd		R
71500 LCGC	**Cadmus** *Fitted for oil fuel* 3*Dks*	1855 1013 1066					1926	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/S Bananfart (L.Harboe-Jensen &Co.*Mgrs*.)	267·3 P63*t*H150*t*F44*t*	39·2	22·0	Oslo Norwegian *WB*	T.3Cy 22½",36½"&61"–39" 232NHP KjbnhvnsFlydk.&Skbsv.		N
71501 149447 GKBD	**Caduceus** ssBry.No.2–36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4364 4105 2645	✠100A1 *withfreeboard* 11,38 ✠LMC MS12,35 BS9,38	Bry	*z*	CL ~~2,38~~ N5,40	1927 11mo *Lloyd*'*sA&CP*	Wm.Dob- son&Co. Newcastle	HallBros.S.S.Co. Ld.(HallBros. *Mgrs*.) *CellDB*348'1188*t*	400·4 412·2(O.L.) F39' *FPT*120*tAPT*198*t*	53·0	25·3 FK (	Newcastle British 6*BHCem* *Coll toSh dk* 5 „ 2*nd* „)	T.3Cy.25½",42"&70"–48" (*s*) 180lb 410NHP 3SB(Spt)9*cf*,GS178,HS6900 N.E.MarineEngCoLdNwc	27 ″ 10 s3 ″ 3 24 ″ 10	
71502 2159 IBPF	**Caffaro** *Fitted for oil fuel* D.F. 3*Dks*	6476 4703 3908					1924	Soc.Anon. Ansaldo SestriP'nente	LloydTriestino Soc.Anon.diNav.	408·8 394·5 B90'	53·7	28·2	Genoa Italian *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft Soc.Anon.Ansaldo, Sampierdarena		I
71503 28 IBQF	**Cagliari** Ⓟ D.F. 2*Dks*&*Shade dk*3*trB*	2322 2068 1408					1907	N.Odero fu A.&Co. SestriP'nente	"Tirrenia"Soc. Anon.diNav.	300·5 286·9 P15'B122'	38·5	17·2	Palermo Italian *WB*	T.3Cy.19⅜",32$\frac{11}{16}$"&55⅛"–39⅜" 190NHP N.Odero fuA.&Co.		I
71504 ·FOML	**Cagou** (*ex*Harraton–39) ssSld.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2795 2178 1586	✠ … 5,40 ✠~~LMC~~ ~~MS4,38~~ ~~BS2,39~~	Sld	*t*	CL 2,39	1930 3mo *Lloyd*'*sA&CP*	S.P.Austin &Son,Ld. Sunderland	Soc.Anon."Le Nickel" *CellDB*245'6	308·0 318·7(O.L.) Q180'F35' 82*tMT*12'415*tFPT*	44·5	19·6 FK	Havre French 6*BHCem* 251*tAPT*67*t*	T.3Cy.21",35"&58"–39" (*s*) 180lb 261NHP 2SB,6*cf*,GS116,HS4476 N.E.MarineEng.CoLd.Sld	21 ″ 9	
71505 TWBX	**Caïd Fasi** (*ex*Rebia,*ex*Wyoming) ssCff.No.1–11 *Well deck* 1*Dk*	598 469 350	✠ … 8,13 ✠				1907 5mo	R.Thomp- son&Sons,Ld Sunderland	Uniond'Entre- prisesMarocaines (Cie.Orano Marocaine,*Mgrs*.)	176·0 Q85'B17'F23'	29·8	13·0	Kénitra Moroccan *WB*	T.3Cy.15½",25"&41"–27" Richardsons, 87NHP Westgarth&Co.Ld.Mdb.	13 ″ 0	V †
71506 TWCF	**Caïd Hassan** Iron&Steel (*ex*LaCorse, ssLon.No.3–10,05 *ex*Hermes,*ex*Loukkos, ssLon.No.1–09 *ex*Olive) 1*DkIrnframingStl plating*	477 434 248	✠ … 3,13 ✠				1893 8mo	W.Harkess &Son Middlesbro'	Union d'Entre- prisesMarocaines (Cie.Orano Marocaine,*Mgrs*.)	173·1 P23'F21'	26·6	11·9 FK	Port Lyautey Moroccan *WB*	T.3Cy.15½",25"&41"–27" 92NHP Wstgrth,Englsh&Co.Mdb.	12 ″ 9	V †
71507 TWDJ	**Caid-Kebir** (*ex*Memphis–38, *ex*Smerdis) ssLiv.No.3–9,35 ssCsb.No.1–39 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '40	957 — 571	✠100A1 *Shelter dk* *withfreeboard* 10,39 ✠LMC7,39 Surveys delayed	Csb	*l*	CL 10,39	1917 3mo *Lloyd*'*sA&CP*	Ardrossan DD&SBCoLd Ardrossan	Union d'Entre- prisesMarocaines *CellDBuB*40'	200·4 *f*100'196*t FPT*81*t*	30·7	12·1 19·1 FK	Casablnca French 3*BHCem* *APT*13*t*	T.3Cy.16",26"&44"–33" (*s*) 180lb 149NHP 2SB,4*cf*,GS63,HS2712 W.Beardmore&Co.Ld.Gls.	21 ″ 4 s6 ″ 2¼ 15 ″ 4	
71508 167165 GGLS	**Cairndale** (*Launched as* Erato) *Oil Eng*. 1*Dk*,2*nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* *Mchy.Aft* D.F. E.S.D. *CruiserStern*	8129 7219 4826	✠100A1 6,40 ~~8,39~~ ✠LMC1,39 *Carrying Petroleum in bulk*	Gls Grk	*c*†	CL	1939 1mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Belfast	TheAdmiralty *CellDBuE*70'	465·6 483·0(O.L.) P90'B41'F51' 156*t DTf*25' 282*tF*	59·5	33·9 FK	London British 17*BH* *PT*145*t AP*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" 502HP DB180*lb* Harland&Wolff,Ld.Bel. *T*88*t*	34 ″ 0 s 6 ″ 8½ 27 ″ 6¼	
71509 149412 GMKR	**Cairnesk** ssLth.No.3–4,39 *Ref.Mchy*. 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	5007 4487 3015	✠100A1 *withfreeboard* 5,40 ~~4,39~~ ✠LMC BS~~1,39~~3,40 MS4,39 ✠Lloyd'sRMC~~3,40~~ ~~9,40~~ 3,41	Lth	*z*	CL 3,39	1926 7mo *Lloyd*'*sA&CP*	W.Pickers- gill&Sons,Ld Sunderland	CairnLine ofStm- ships,Ld.(Cairns, Noble&Co.*Mgrs*.) *CellDB*343'1331*t* *DTa*34'863*t*	401·8 418·8 (O.L.) F49' *FPT*107*tAPT*52*t*	55·3	26·3 FK (	Newcastle British 7*BHCem* *Coll to Sh dk* 5 „ 2*nd* „ 1 „ 3*rd* „)	3 Steam Turbines DR geared to 1 Sc. Shaft 180lb (*s*) 530NHP 3SB(Spt)9*cf*,GS150,HS6645 ParsonsMarineSteam FD TurbineCo.Ld.Nwc.	28 ″ 9 s 3 ″ 3¾ 25 ″ 8	
165 — 40 71510 149417 GBKQ	**Cairnglen** ssLth.No.3–5,39 *Ref.Mchy*. 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	5019 4493 3024	✠100A1 *withfreeboard* 2,40 ✠LMC MS5,39 BS2,40 ✠Lloyd'sRMC~~11,39~~ 9,40	Lth	*z*	CL 4,39	1926 9mo *Lloyd*'*sA&CP*	W.Pickers- gill&Sons,Ld Sunderland	CairnLine ofStm- ships,Ld.(Cairns, Noble&Co.*Mgrs*.) *CellDB*343'1331*t*	401·8 418·8(O.L.) F46' *DTa*34'863*t* *FPT*107*tAPT*52*t*	55·3	26·3 FK (	Newcastle British *BHCem* *Coll to Sh dk* 5 „ 2*nd* „ 1 „ 3*rd* „)	3 Steam Turbines DR geared to 1 Sc. Shaft 180lb (*s*) 530NHP 3SB(Spt)9*cf*,GS150,HS6645 ParsonsMarineSteam FD TurbineCo.Ld Nwc.	28 ″ 9 s 3 ″ 3¾ 25 ″ 8	
71511 165950 MMXK	**Cairngorm** *Oil Eng*. *Mchy.Aft* 1*Dk* *CruiserStern*	394 261 202	✠100A1 7,41 ~~3,40~~ ✠LMC~~9,38~~ 7,41 ~~✠LMC(M)3,40~~	Trn Npt	*f*	OG N~~2,40~~ 11,40	1938 9mo *Lloyd*'*sA&CP*	A.Vuijk& Zonen Capelle a/d Ysel	Wm.Robertson	140·0 145·8(O.L.) P37'Q52'F16' *CellDB*81'92*t FPT*	25·5	9·2 FK	Glasgow British 3*BHCem* 48*tAPT*19*t*	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 6 s 3 ″ 8 11 ″ 5¼	
71512 140718 GQKM	**Cairnvalona** ssLth.No.3–3,30 *Ref.Mchy* ssLth.No.2–38 D.F. 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	4929 4487 2971	✠100A1 *Shelter dk* *withfreeboard* 11,40 ~~4,40~~ ✠LMC MS2,38 BS~~8,39~~ 8,40 ✠Lloyd'sRMC~~2,40~~ ~~9,40~~ 6,41	Lth	*z*	CL N5,39	1918 8mo *Lloyd*'*sA&CP*	Sunderlnd S.B.Co.Ld. Sunderland	CairnLine of Stm- ships,Ld.(Cairns, Noble&Co.*Mgrs*.) *CellDB*365'1250*t*	415·2 430·0(O.L.) *FPT*108*tAPT*155*t*	53·1	25·2 FK *Coll*	Newcastle British *Cem* *BH to Sh dk* 5 „ „ *U* „ 1 „ „ 2*nd* „	T.3Cy.28",46"&75"–51" (*s*) 180lb 550NHP 3SB,9*cf*,GS184,HS3033 FD Blair&Co.Ld.Stockton *only*	27 ″ 9 s3 ″ 2¼ 24 ″ 10	
71513 DORS	**Cairo** *Oil Eng*. D.F. E.S.D. 2*Dks* *CruiserStern*	4778 3707 2741					1936	Frd.Krupp Germaniawft A.G. Kiel	Atlas-Levante LinieA.G.	408·5 F25'	56·6	21·4	Bremen German *WB*	Oil Engines 2S.C.SA 7Cy.25$\frac{9}{16}$"–49$\frac{3}{16}$" 796NHP Fr.KruppGermaniawftAG		G
71514 129183 GQCL	**Cairo City** Ⓟ (*ex*Iphigenia–33, *ex*Elmina, *Fitted for oil fuel* *ex*Albertville) 2*Dks*&*Shelter dk*	4792 4249 2997					1906	A.Stephen &Sons,Ld. Glasgow	FentonS.S.Co.Ld.	380·4	47·4	22·9	London British *WB*	T.3Cy.29",46"&77"–51" 424NHP A.Stephen&Sons,Ld.Gls.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7″ Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, et ce n'est dans le L.R. Durée Cert. B.of Trade
71515 161689 GYPJ	**Caithness** ssNwc.No.1-40 *OilEng* D.F. 1*Dk&Shelter dk* *Cruiser Stern* *Tonnage opening closed '41(W.E.)*	4970 4580 3026	✠100A1 *withfreeboard* 1,41 ~~6,39~~ ✠LMC11,35 ✠LMC(M)1,38	Bry Hul	*a*† 2	CL 3,40	1935 11mo *Lloyd*	W.Doxford &Sons.Ld. Sunderland *'sA&CP*	B.J.Sutherland& Co.Ld. *CellDB*346'1174*t*	412·2 *MT*1286*tAPT*191*t*	54·2	26·1 FK	Newca[illegible]le British *7BHptCem* (*Coll to* [illegible]*h d* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½″–81⅞″ 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	37 ″ 3 s10 ″ 11¼ 26 ″ 6¼	
71516 164255	**Calabar** Ⓟ *OilEng.* *Cruiser Stern* 1*Dk*	1932 1270 1097					1935	Harland& Wolff,Ld. Belfast	ElderDempster Lines,Ld.	249·4 P39'B96'F35'	41·2	16·3	Liverpool British *WB*	Oil Engines 2S.C.SA 5Cy.19⅝″–35⅜″ 404NHP Harland&Wolff,Ld.Bel.		C
71517 2050 IBCF 13/40	**Calabria** Ⓟ (*ex*Werra-35) **TwinSc** *Corrugated sides* Sub.Sig. 3*Dks*	9515 6441 5572					1922	Akt.Ges. "Weser" Bremen	LloydTriestino Soc.Anon.diNav.	479·7 458·7 P146'F44'	57·6 62·3	31·2 30·8	Genoa Italian *WB*	T6Cy.24⅜″,40 5/16″&66 5/16″–47″ 604NHP Akt.Ges."Weser," Bremen		I
71518 5803 SMVA	— ssAbg.No.3-10,29 ssSbg.No.2-38 WirelessD.F. 1*Dk*(*Stl*)*&Shelterdk*(*Stl*)	*1277* *1097* *709*	✠100A1 *Shelter dk* *withfreeboard* 2,41 ~~7,39~~ ✠LMC MS4,38 BS3,40	Got Grk	*p*	OG 4,38	1916 6mo *Lloyd*	Oskrshmns M.V.Aktieb. Oskarshamn *'sA&CP*	Rederiaktieb Svenska Lloyd (K.R.Bökman, *Mgr.*)	236·2 *CellDB*203'347*tFPT*	37·7	24·0 16·0 FK	Gothenbrg Swedish *4BHCem* 22*tAPT*21*t*	T3Cy.19 3/16″,31½″&51½″–33″ 185lb (*s*) 204NHP 2SB(Spt),*6cf*,GS87,HS3636 OskarshamnsM.V.Aktieb.	17 ″ 9 s ″ 2 17 ″ 9	
71519 200 SWGU 18/41	**Calafatis** (*ex*Syria,*ex*WarSyren) ssBdx.No 3-4,30 ssPir.No.2-38 2*Dks*(*Stl*)	4443 4091 2831	✠100A1 11,40 ~~10,39~~ BS~~10,39~~ ✠LMC12,38 11,40	Pir Bry	*x*	CL ~~1,38~~ 10,40	1917 8mo	Uraga DockCo.Ld. Uraga A&CP	Exors. of the late C.D.Calafatis (D.A.Psychoyos, *Mgr.*)	360·0 P33'B91'F33' FK *CellBD*291'934*tFPT*	51·0	24·6	Syra Greek 6*BHCem* 143*tAPT*53*t*	T3Cy.24¼″,40½″&67″–48″(*s*) 180lb 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 3 s 5 ″ 5½ 23 ″ 0	
71520 212654 KDAW	**Calamares** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks&2ptDks* D.F. GyC. E.S.D.	7233 5891 3811					1913	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	470·4 P48'B245'F47'	55·3	30·8	NewYork Utd.States *WB*	Q8Cy28½″33½″47½″&68″–45″ 620NHP Workman,Clark&Co.Ld.		C
71521 143742 GDPT	**Calchas** Ⓟ **TwinSc** *Ref.Mchy.* D.F. 3*Dks*	10305 9303 6329					1921	Workman. Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	490·8 P67'B121'F58'	62·4	39·6	Liverpool British *WB*	2SteamTurbinesDRgeared to2Sc.Shafts NE29 CammellLaird&Co.Bkn.		BT till 4,41
71522 209763 KDZN	**Calcite** (*Self-Unloader*) *Mchy.Aft* D.F. GyC. 1*Dk*	3996 — 2459					1912	Detroit S.B.Co. Wyandotte	BradleyTransptn. Co.	416·0 F49'	54·2	29·0 *WB*	Rogers City,Mich. Utd.States	Q.4Cy.19″,27½″,40″&58″–42″ 218NHP DetroitSB CoDetroitMich.		R
71523 140563 MJBD	**Calcium** Wireless ssLiv.No.3-3,30 *Mchy.Aft Well deck* ssBkn.No.2-38 *Cargo battens not fitted* 1*Dk*(*Stl*)	613 448 280	✠100A1 2,40 ✠LMC MS4,38 BS~~6,39~~7,40	Liv	*i*	CL 11,39	1918 3mo *Lloyd*	G.Brown & Co. Greenock *'sA&CP*	I.C.I.(Alkali)Ld. *CellDBf* 105'162*t*	180·4 187·2(O.L.) B9'Q52'F27' FK *FPT*62*tAPT*38*t*	28·1	10·8	Liverpool British 3*BHCem*	T.3Cy.15″,25″&40″–27″ (*s*) 180lb 81RHP 1SB,*3cf*,GS67,HS1798 McKie&Baxter,Glasgow	12 ″ 9 s 1 ″ 3½ 11 ″ 7	
71524 20373 JBCD	**Calcutta Maru** 2*Dks*	5339 4826 3214	✠ … 12,21 ✠				1917 7mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusen K.K.	400·0 P39'B121'F40' FK	54·5	30·0	Tokyo Japanese *WB*	T.3Cy.26½″,44½″&75″–48″ 490NHP MitsuBishiD.&E.Wks.Nag	30 ″ 0	C †
71525 140618 VJGV	**Caldare** **TwinSc** ssSyd.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*) Wireless *Cruiser Stern*	760 551 281	✠100A1 ~~7,40~~ ~~1,40~~1,41 BS~~1,40~~ ✠LMC1,39 1,41	Syd	*j*	CL 1,40	1930 12mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *'sA&CP*	AustralianSteam- shipsProprietary, Ld.(*Man.Agents,* HowardSmithLd.) *CellDBuE*7'*f*86'1	165·5 P35'F32' FK 66*tDTf*13'65*tFPT*	36·6	11·2	SydnyNSW British 4*BHCem* s44*tAPT*48*t*	T.6Cy.12″,21″&34″–24″ (*s*) 180lb 175NHP 2SB,*4cf*,GS83,HS3406 J Lewis&Sons,Ld.Abn.	13 ″ 3 s 1 ″ 4½ 12 ″ 0½	
71526 2162 IBTI	**Caldea** *OilEng.* D.F. 2*Dks*	2703 1863 1622					1927	Cant.San RoccoS.A. SanRocco	"Adriatica"Soc. Anon.diNav.	308·2 290·8 P&B185'F35'	41·8	20·2	Genoa Italian *WB*	Oil Engines 4S.C.SA 6Cy.24 3/16″–43 5/16″ 357NHP StabilimentoTecnico,Tri.		I
71527 143442 GBWZ	**Calderon** Wireless 1*Dk&Shelter dk2trB*	1374 1094 540					1919	CaledonSB &E.Co.Ld. Dundee	MacAndrews& Co. Ld.	270·6	38·1	16·2	London British *WB*	T.3Cy.21″,34″&56″–39″ 277NHP CaledonS.B.&E.Co.Ld.		C
71528 155314 VJGX	**Caledon** ssSyd.No.3-6,39 Wireless *Well deck* 1*Dk*(*Stl*) *Mchy.Aft Cargo battens not fitted*	1083 739 582	✠100A1 5,40 ~~10,39~~ ✠LMC6,39 BS5,40	Mel Syd	*m*	CL 6,38.	1927 7mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP*	AustralianSteam- shipsProprietary, Ld.(*Man.Agents,* HowardSmithLd.) *CellDB*	215·3 223·5(O.L.) B11'Q132'F28' FK *uB&f*152'232*tFPT*	32·4	13·3	SydnyNSW British 3*BHCem* 70*tAPT*53*t*	T.3Cy.16″,26″&43″–33″ (*s*) 180lb 154NHP 2SB,*4cf*,GS67,HS2904 D.Rowan&Co.Ld.Glasgow	15 ″ 6 s 4 ″ 6 14 ″ 9	
90/40 71529 148878 GFJY	**Caledonia** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* E.S.D. 4*Dks* D.F. Sub.Sig. GyC. *CruiserStern*	17046 12105 10036					1925	A.Stephen &Sons,Ld. Glasgow	AnchorLineLd.	553·0 B&F455'	70·4	38·7	Glasgow British *WB*	6SteamTurbinesDRgeared to2Sc.Shafts A.Stephen&Sons,Ld.Gls.		C
71530 LJCO	— D.F. *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	9892 9190 5901					1936	Deutsche WerftAGBet Finkenwrder Hamburg	Lorentzen'sSkibs. A/S(Lorentzen's RederiCo.*Mgrs.*)	492·9 P130'F75'	66·1	36·4	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅜″–43 5/16″ 1165NHP AllgemeineElecGes.Berlin		N
71531 5545 SMRA	— (*ex*Orvar) ssGot.2ndNo.3-5,38 Wireless D.F. 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	*1268* *1061* *663*	✠100A1 *Shelter dk* *withfreeboard* 6,40 ~~[illegible]~~ ✠LMC MS12,37 BS~~7,39~~ 7,40	Skm Nwc	*p*	OG 9,38	1913 12mo *Lloyd*	Oskrshmns M.V.Aktieb. Oskarshamn *'sAP*	Rederiaktieb. SvenskaLloyd(K. R.Bökman,*Mgr.*) *CellDBa*66'*uE&*	227·7 240·0(O.L.) B *on Shelter dk* 30' H105*t* FK *B*33'*f* 93'346*t FPT*	36·7	16·0	Gothenbrg Swedish 4*BHCem* 37*tAPT*33*t*	T3Cy.19″,31½″&51½″–33″(*s*) 185lb 204NHP 2SB(Spt),*6cf*,GS87,HS3636 Oskarshamns M.V.Aktieb.	18 ″ 0 s ″ 3⅜ 17 ″ 10½	
71532 161981	— Ⓟ **Pad** *CruiserStern* 2*Dks*	624 437 282					1934	W.Denny &Bros.Ld. Dumbarton	CaledonianSteam PacketCo.Ld.	223·6 Q14'B114'	30·1	9·4	Glasgow British	T.3Cy.20″,31½″&50″–60″ 193NHP W.Denny&Bros.Ld.Dmb.		
71533 160195 GBNR	**Caledonian Monarch** D.F. E.S.D. 1*Dk*	5851 5441 3646					1928	Napier& Miller,Ld. Glasgow	MonarchS.S.Co. Ld.(Raeburn& Vérel,Ld.*Mgrs.*)	430·6 P49'B131'F45'	56·2	28·0	Glasgow British *WB*	Q.4Cy.25″,35½″,51″&72″–51″ 370NHP J.Brown&Co.Ld.Glasgow		C
71534	**Caledonien** Ⓟ *OilEng.* *Ref.Mchy.* 2*Dks&pt.dk* *CruiserStern*	7960					1939	Soc.Pro- vençale de Cnst.Nav. LaCiotat	CieGénérale Transatlantique	469·3 P49'B164'F42'	61·6	38·8	Havre French *WB*	Oil Engines 2S.C.SA 10Cy.28⅜″–49 3/16″ 1310NHP Cie.deConstr.Mecaniques Sulzer,St.Denis		
71535 112205 CYMS	**Calgarian** (*ex*Glenellah) D.F. *Mchy.Aft* 2*Dks*	2272 2041 1454					1905	CaledonS. B.&E.Co.Ld. Dundee	CanadaSteamship Lines,Ld.	250·0 F37'	43·2	23·5	Hamiltn,O British *WB*	T.3Cy.19¼″,33″&54″–36″ 175NHP CaledonSB.&E.Co.Ld.Dun		C

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships. / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71536 160725 VGCB	**Calgarolite** TwinSc *OilEng.* D.F. *Mchy.Aft* *ss*Hfx.No.2-37 GyC. 2*Dks*(*Stl*)*& Web frames* *Cruiser Stern* *Longitudinal framing-bracketless system*	11941 11333 6270	✠100A1 ~~1,40~~ ~~5,39~~ 1,41 ✠LMC CS5,37 DBS~~12,38~~ ~~4,40~~ ~~1,38~~ 5,39 12,40 *Carrying Petroleum in bulk*	Hfx ~~StJ~~ NNs	*h*†	CL ~~PN5,37~~ s5,39 P3,40	1929 7mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's*A&CP	ImperialOil,Ld., MarineDepartment (H.J.Rahlves, *Mgr.*) *CellDBuE*65'163*t* *DTf*44'1314*tFP*	521·5 542·0(O.L.) B37'F41' *After*B37' *T*245*tAPT*196*t*	70·4	38·7 FK 4	Montreal British 17*BHptCem* *ptAsp* *BHto 2nd dk*	Oil Engines 2S.C.SA 12Cy.26¾″–51 3/16″ 1496NHP 2DB(WT) *270lb* Frd.KruppA.G.Kiel	38 ″ 9 s8 ″ 8¼ 30 ″ 4½	
71537 143707 GFJT	**Calgary** *ss*P.Nl.No.3-4,33 *ss*Ant.No.1-38 D.F. *Ref.Mchy.* 2*Dks*(*Stl*)	7206 6582 4486	✠100A1 ~~6,39~~10,40 ✠LMC MS5,38 BS~~5,39~~ 5,40	PNl NYk	*b*†	CL ~~4,38~~ 10,40	1921 2mo	J.Brown& Co.Ld. Clydebank *Lloyd's*A&CP	ElderDempster Lines,Ld. *CellDB*378'1299*t FP*	440·1 P37'B188'F49' *T*142*tAPT*40*t*	59·2	31·1 FK	Liverpool British 7*BHCem*	3 Steam Turbines DR geared to 1 Screw Shaft (*s*) 215lb 667NHP 4SB,12*cf*,GS199,HS9035 FD J.Brown&Co.Ld.Clydebnk	33″11 s 7″3¼ 26″9¾	
71538 215976 WQBR	**Caliche** (*ex*ChestnutHill) *OilEng.* *Mchy.Aft* 2*Dks& Webframes* *Longitudinal framing* *Carrying Petroleum in bulk*	4767 4449 2923	✠ ... 1,21				1918 2mo	Pennsylvania S.B.Co. Gloucester, N.J.	AmericanPetroleumTranspt.Corp.	364·9 P95'B34'F31'	51·0	29·5 FK	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 4Cy.29″–48″ NE28 326NHP McIntosh&SeymourCorp. Auburn,N.Y.	31 ″ 3	R †
71539 147871 GDJZ	**California** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. *Ref.Mchy.* 3*Dks* GyC. Sub.Sig. *Cruiser Stern*	16792 12093 9930					1923	A.Stephen &Sons,Ld. Glasgow	AnchorLineLd.	553·0 B270'B&F457'	70·4	38·8	Glasgow British *WB*	6 DR Geared Steam Turbines A.Stephen&Sons,Ld.Gls.		C
71540 306 ICPO	— Ⓟ TwinSc4Mst (*ex*Albania) *ss*Tri.No.3-12,30 *ss*Nap.No.2-39 *Ref.Mchy.* 2*Dks*(*Stl*)*& Shelter dk* (*Stl*–ws)3*rd dk*(*Stl*)*in No.*1 *hold* D.F. GyC.	13060 11776 7519	✠100A1 *Shelter dk* *withfreeboard* 2,40 ✠LMC MS11,38 BS1,40 Lloyd'sRMC12,39 Nos. 1 & 2 'tween dks. not included. *Fitted for oil fuel* 12,20 *F.P. above* 150°F.	Nap	*h*†	CL P2,38 S5,39	1920 12mo	Scotts'S.B. &Eng.Co.Ld. Greenock *Lloyd's*A&CP	LloydTriestino. Soc.Anon diNav. *CellDB*446'2054*t* 1031*tDTa*43'1395*t*	539·0 521·9 F *onShltr dk*86' *DTf*25' *FPT*139*t*	64·0	43·9 FK *Collision* *APT*63*t*	Trieste Italian *ptCem* *BH to S dk* 8 ,, ,, *U* ,,	4 Steam Turbines DR geared to 2 Screw Shafts 200lb (*r*) 1458NHP 1Aux.B*made*10*refitted*30 3DB(Spt),1Aux.B,21*cf*, GS449,HS19743 FD Scotts'S.B.&E.Co.Ld.Grk.	46 ″ 9 s15″6¼ 31 ″ 9	
71541 221170 KDRC	— TwinSc (*ex*HelenVinmont, *Fitted for oil fuel* *ex*Agwismith) 3*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	10388 10049 7886					1921	NwprtNws S.B.&D.D.Co NewprtNews	TheTexas Company	500·0	68·2	29·3	Wilmgton (Del.) Utd.States *WB*	T.6Cy.20½″,35″&60″–42″ 457NHP NewportNewsSB&DD.Co.		R
71542 219775 KUKV	— (*ex*WestHixton) *Fitted for oil fuel* 2*Dks*	5441 — 3386					1920	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	StatesSteamship Co.	410·0 P43'B115'F47'	54·4	27·2	Portlnd,Or Utd.States *WB*	T.3Cy.28¾″,47″&78″–48″ LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
71543 OYCB	— TwinSc *OilEng.* D.F. 1*Dk& Awng dk*	4576 4011 2831					1913	Akt.Burmeistr&Wain Copenhagen	DetForenede Dampskibsselsk.	405·4 P47'B86'F45'	54·2	31·6 34·96	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 16Cy.21¼″–28¾″ 704NHP Akt.Burmeistr&Wain,Cpn		V
71544 LFDP	**California Express** TwinSc *OilEng.* *ss*Rot.No.1-38 *Ref.Mchy.* 2*Dks*(*Stl–Weather dk* ws) Sub.Sig. 3*rd dk in forward holds* D.F. *Cruiser Stern*	3649 2956 2219	✠100A1 *withfreeboard* ~~5,40~~ ~~7,39~~ 11,40 ✠LMC CS7,38 7,39 ✠Lloyd'sRMC~~1,40~~ ~~5,40~~ 11,40 for temp. 33° F.	Rot Sea	*v*	CL 7,39	1934 1mo	Götaverken A/B Gothenburg *Lloyd's*A&CP	A/S Wenoka (S.Herlofson&Co. A/S,*Mgrs.*) *CellDBuE&f*158' *DTsa*695*t*	338·4 334·4 F154' 427*t* *FPT*35*tAPT*60*t*	47·2	27·1 FK (	Oslo Norwegian 5*BHptCem* *Coll to W dk* 4 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 724NHP GötaverkenA/B,Got.	30 ″ 6 s9 ″ 7 21 ″ 3	
71545 HPGA	**California Standard** TwinSc *Mchy.Aft* *OilEng.* *ss*Rot.No.3-6,38 1*Dk*(*Stl*)2*ndDk*(*Stl*)*in fore hold* 2*nd&*3*rdDk*(*Stl*)*aft& Web frames* D.F. GyC. *Cruiser Stern* *Longitudinal framing-bracketless system*	*11530* *10904* *6845*	✠100A1 1,41 ~~11,39~~ DBS~~5,39~~ ✠LMC6,38 9,40 *Carrying Petroleum in bulk*	SFo	*g*†	CL ~~5,40~~ P12,38 S9,40	1929 4mo	Frd.Krupp Akt.Ges. Kiel *Lloyd's*A&CP	ForeignTankship Corporation *CellDBu* *E*81'329*tDT*	513·5 B39'F44' *f*49'695*t FPT*285*t*	68·1	39·5 FK	Panama Pnamanian 12*BHptCem* *ptAsp* *APT*185*t*	Oil Engines 2S.C.SA 8Cy.26¾″–51 3/16″ 995NHP 2 Water Tube DB *200lb* 2DB*100lb* Frd.KruppA.G.Kiel	39 ″ 5 s9″10½ 29″10¼	
71546 166614 GQGD	**California Star** *OilEng.* 2*Dks*,3*rd dk except in No.*5*hold* D.F. E.S.D. *Cruiser Stern* *Ref.Mchy.*	8300 7273 5032	✠100A1 *withfreeboard* 2,41 ~~2,40~~ ✠LMC12,38 ✠Lloyd'sRMC~~2,40~~ 6,40 No. 5 upper 'tween dk. chambers for temp. 5° F. All other chambers for temp. 15° F.	Ant Syd	*c*† 2⅛	CL	1938 12mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's*A&CP	FrederickLeyland &Co.Ld. *Duct keel* *Cell*	447·2 463·9(O.L.) P30'F54' *fwd.of machy.space* *DB*387'1418*t Tanks*	60·2	36·0 FK	London British *ptCem* 7*BH* *at sides of tunnel*290*tFPT*67*tAPT*199*t*	Oil Engines 2S.C.DA 6Cy.24 7/16″–55⅛″ 1236NHP 2DB*80lb* Akt.Burmeistr&Wain,Cpn	39 ″ 0 s9 ″ 8¾ 29 ″ 8¾	
71547 ~~222054~~ ~~WACB~~	**Californian** TwinSc *OilEng.* *ss*S.Fo.No.2-30 1*Dk*(*Stl*)*& Shelter dk*(*Stl*) 2*nd dk* D.F. GyC. ,, (*Stl*)*in forward holds* *Now* "Empire Kite," *see No.* 87990 *in Supplement*	5908 5469 3651	✠100A1 (*Reclassification* *Contemplated*) Examined 7,40 ✠	Mob			1922 5mo	Merchant S.B.Corp. Chester,Pa.	Ministry ofShipping(Runciman (London)Ld.*Mgs*) *CellDB*380'1493*t*	445·1 *FPT*231*t APT*185*t*	59·8	27·1 FK *Coll*	British *ptCem* *BHtoSh dk* 6 ,, ,, *U* ,, 1 ,, ,,2*nd* ,,	Oil Engines 4S.C.SA 12Cy.29⅛″–45¼″ 987NHP Wm.Cramp&SonsS.& E.B.Co.Philadelphia	31 ″ 0	~~R~~ ‡
71548 IBHN	**Calino** Ⓟ TwinSc *OilEng.* D.F. GyC. 3*Dks* *Cruiser Stern*	5000					1939	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica"Soc. Anon.diNav.	373·2 B69'F39'	52·6	19·8	Venice Italian *WB*	Oil Engines 2S.C.SA 16Cy.22 1/16″–33⅛″ 1360NHP Cant.RiunitiDell'Adriatico		
71549 204629 KJEN	**Calistoga** Ⓟ (*ex*Florida) 2*Dks*	2680 — 1516					1907	Maryland SteelCo. Sparro'Pt.Md	PugetSound Nav.Co.	298·0	45·0	16·1	S.Frncisco Utd.States	T.4Cy.24½″,40″&(2)47″–42″ NB22 286NHP MarylandStl.Co.Sparr'Pt.		
71550 342 IBPI	**Calitea** Ⓟ TwinSc *OilEng.* 2*Dks* *Cruiser Stern*	4013 — 2086					1933	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica"Soc. Anon.diNav.	334·1 328·1 B62'	49·8	31·5	Trieste Italian *WB*	Oil Engines 2S.C.SA 14Cy.20½″–32 5/16″ 1024NHP Soc.An"Fiat"S.G.M.Turin		I
71551 HPFA	**Calliope** TwinSc *OilEng.* D.F. *Mchy.Aft* *ss*N.Yk.No.3-7,39 Sub.Sig. 1*Dk*(*Stl*)*& Shelter dk*(*Stl*)*&* E.S.D. *Web frames* *Longitudinal framing*	8426 — 5155	✠100A1 *Shelter dk* *withfreeboard* 8,40 ~~12,39~~ ✠LMC CS7,39 DBS12,39 12,39 *Carrying Petroleum in bulk*	NYk	*d*†	CL 12,39	1926 8mo	Howaldtswerke Kiel *Lloyd's*A&CP	PanamaTransportCo. *CellDBa&uE*93' 287*tDTf*36'275	470·2 B34'F39' *tFP T*182*tA*	63·2	35·3 FK	Panama Pnamanian 18*BHptCem* *ptAsp* (13 *to U dk*)	Oil Engines 2S.C.SA 8Cy.23⅝″–41¾″ 776NHP 3DB70lb 2 Water Tube DB-*200lb* Howaldtswerke,Kiel *PT*72*t*	35 ″ 6 s8 ″ 6 27 ″ 4	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible] Durée Cert. B. of Trade.
71552 220125 KDBY	**Calmar** (exAlbertJeffress, exEasternImporter) *Fitted for oil fuel* D.F. *2Dks & Awng dk*	5787 4123 3586	✠ … 6,21 ✠				1920 4mo	MitsuiBus-sanKaisha Ld TamaDkyd.	CalmarS.S.Corp.	385·0	51·0	33·7 FK	NewYork Utd.States *WB*	T.3Cy.26″,43½″&72″–48″ 554NHP KobeSteelWorks,Ld.Kobe	36 ″ 0	R †
71553 212642 WKCP	**Caloria** (exChatham) ssN.Os.2ndNo.3–10,31 D.F. ssN.Os.No.1–36 *1Dk(Stl) & deep framing & Shelter dk(Irn)*	4095 3281 2543	✠100A1 *Shelter dk with freeboard* 11,39 ✠LMC2,41 ~~MS8,36~~ ~~BS11,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 9,12 F.P. above 150° F.*	NOs	*x*	CL ~~8,38~~ 1,41	1906 3mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	StandardNav.Corp (StandardFruit& S.S.Co. *Mgrs.*) *CellDB*	370·4 *uE24′90t FPT 105t*	51·0	22·4 FK	N.Orleans Utd.States *14BHCem* *APT91t*	T.3Cy.26½″,44″&72″–48″ (r) 180lb 422NHP 3SB,*9rf*,GS177,HS6940 Blair&Co.Ld.Stockton	32 ″ 11 s 9 ″ 1½ 24 ″ 3	
71554 161681 GSJX	**Calshot** Ⓟ TwinSc (*Tender*) *Fitted for oil fuel* Wireless *2Dks*	679 671 282	✠ … 11,31 ✠				1930 1mo	JI Thornycroft&Co.Ld. Southampton	SouthamptnI.ofW. &S.ofEng.Royal MailStmPktCo.Ld.	147·8	33·1	18·1 BK8″	S'thamptn British *WB*	T.6Cy.13½″21½″&35″–27″ 249NHP J.I.Thornycroft&Co.Ld.	21 ″ 0	BT till 12,40
71555 147204 GCJV	**Calumet** ssP.Nl.No.3–9,35 *Ref.Mchy.* ssGls.No.1–40 D.F. *2Dks(Stl)*	7268 6629 4462	✠100A1 4,41 ~~4,40~~ BS4,41 ✠LMC3,40 ✠Lloyd'sRMC~~3,40~~ 12,40 for temp. 25° F.	Gls NYk	*b*†	CL 4,40	1923 3mo	J.Brown& Co.Ld. Clydebank *Lloyd's A&CP*	ElderDempster Lines,Ld. *Cell*	440·2 P37′B188′F49′ *DB378′ 1421t FPT*	59·2	31·1 FK	Liverpool British *7BHCem* *163tAPT34t*	3SteamTurbinesDR geared to 1 Sc. Shaft (s) 215lb 667NHP 4SB,*12cf*,GS199,HS9085 FD J.Brown&Co.Ld.	33 ″ 11 s 7 ″ 3½ 26 ″ 9½	
71556 204447 WNTV	— D.F. GyC. *Mchy.Aft* 1*Dk*	4641 — 3385					1907	DetroitS.B.Co. Wyandotte,Mich.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	420·0	52·2	29·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22″,35″&58″–42″ 218NHP DetroitS.B.Co.Detroit		R
71557 FORY	**Calvados** (exEftychiaVergotti–38, exRowtor, ssNwc 2ndNo.3–11,35 exAsiana) *Spar dk(Stl)2trB* *& deep framing* 11 Now "Tourquennois," *see No. 96223 in Supplement*	*2993* *2819* *1867*	✠100A1 *Spar dk with freeboard* 5,38 BS5,38 ✠LMC11,34	Alg	*u*	CL 11,36	1909 6mo	Irvine'sSB &D.D.Co.Ld. W Hartlepool *Lloyd's A&CI*	Soc.Européenne deNavigation *CellDBa102′uE24′f1*	325·0 336·5(O.L.) P32′B101′F31′	47·0	22·4 FK	Oran French *5BHCem* *38′573tFPT*	T.3Cy.23½″,38″&64″–42″ (s) 180lb 290NHP 2SB,*6cf*,GS97,HS4488 Richardsons,Westgarth& Co.Ld.Hpl. *60tAPT77t*	24 ″ 10 s 3 ″ 11½ 21 ″ 1	
71558 127606 KJEO	**Calvert** Ⓟ (exSteamer) *OilEng.* 1*Dk*	545 — 370					1902	Neafie& Levy Philadelphia	SoundS.S.Lines, Inc.	180·0	40·0	10·3	Baltimore Utd.States	OilEngine6Cy.15″–18″ NE39 Atlas-Imperial		
71559 PDIU	**Calypso** *Fitted for oil fuel* *2Dks* *Ref.Mchy.* *Longitudinal framing*	2258 1653 1415					1911	Nederl. Schps.Maats. Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	300·0 Q107′B77′F42′	42·0	19·2	Amstrdam Dutch *WB*	T.3Cy.21″,35″&56″–39″ 196NHP NedFb.v.Wrk&Spoor,Ams		V
71560	**Camagüey** ssHna.No.2–39 1*Dk* *Welldk*	*1399* *899* *815*	✠100A1 *with freeboard* 3,41 ~~8,37~~ ✠LMC MS8,39 ~~BS9,39~~ 9,40 *Fitted for oil fuel 4,31 F.P. above 150° F.*	Hna	*o*	CL ~~4,37~~ 3,41	1931 4mo	Earle'sS.B. &E.Co.Ld. Hull *Lloyd's A&CP*	EmpresaNav.de Cuba,S.A. *CellDB201′295tFPT*	240·6 P&B143′F30′	37·1	12·6 FK	Havana Cuban *4BHptCem* *49tAPT41t*	T.3Cy.18″,30″&50″–36″ (s) 180lb 195NHP 2SB.*6cf*, ,HS3450 Earle'sS.B.&E.Co.Ld.Hull	14 ″ 6 s 2 ″ 10½ 12 ″ 1½	
71561 PUAO	**Camamú** (exSteiermark) Sub.Sig. *Fitted for oil fuel* *Longitudinal framing* *2Dks*	*5546* — *3510*					1911	Akt.Ges. "Vulcan" Stettin	LloydBrasileiro	399·8 F33′	52·7	24·4	R.Janeiro Brazilian	Q.4Cy.23″,31½″47″&71″–47″ NB30 345NHP A.G."Vulcan,"Stettin		V
71562 130631 VRBX	**Cambay Prince** (exJollyIris–32, exHaniIII, ssBom.2ndNo.3–10,34 exB.A.H.W.No.16) 1*Dk* *Mchy.Aft*	455 342 249	✠ … 9,37 ✠	Bom			1913 6mo	C.H.Walker&Co.Ld. Sudbrook	CambayPrince S.S.Co.Ld.(J.Manners&Co.Ld.*Mgrs*)	158·0 P55′BonQdk13′ F20′ *FPT38tAPT8t*	29·7	8·3 FK	HongKong British *3BHCem*	C.2Cy.15½″&30″–20″ 52RHP 1SB,*2pf*.GS36,HS1054 Plenty&Son,Ld.Newbury	9 ″ 4	C †
71563 147619 MLVR	**Camberwell** ssShl.No.3–7,36 *Well deck* 1*Dk(Stl)* Sub.Sig. *Cargo battens not fitted*	1577 1309 906	✠100A1 3,40 ~~BS3,40~~ ✠LMC7,36 9,40	Shl	*p*	CL 2,40	1924 4mo	TyneI.S.B. Co Ld. Newcastle *Lloyd's A&CP*	SouthMetropolitanGasCo. *CellDB175′352t* *DT29′105t at sides of tunnelFPT86t*	244·1 Q96′B51′F22′	36·7	18·5 FK	London British *6BHptCem* *APT45t*	T.3Cy.18″,30″&49″–33″ (s) 180lb 182NHP 2SB,*6cf*,GS90,HS3260 N.E.MarineEng.CoLdNwc	20 ″ 6 s 2 ″ 4½ 18 ″ 4	
71564 133529 PUNA	**Camboinhas** (exTiara–33) ssRio.2nd.No.3–6,38 *Cargo battens not fitted* 1*Dk(ptIrn ptStl)*	*4068* *3747* *2557*	✠100A1 7,40 ~~9,38~~ BS~~10,39~~ ✠LMC6,38 7,40	Rio	*w*	CL 9,39	1913 4mo	SunderlndS.B.Co.Ld. Sunderland *Lloyd's A&CP*	Cia.deCabotagem dePernambuco *CellDBa119′uE&B40′f158′900tFPT*	364·0 P29′B105′F34′	50·8	24·2 FK	Prnmbuco Brazilian *6BHCem* *7tAPT158t*	T.3Cy.25″,42″&68″–45″ (r) 180lb 341NHP 2SB,*6cf*,GS121,HS5312 N.E.MarineEng.Co.Ld.Sld	26 ″ 8 s 4 ″ 8½ 22 ″ 2	
71565 FNWC	**Cambraisien** *2Dks*	3151 2919 1964	✠ … 6,25 ✠				1921 10mo	Ardrossan D.D.&S.B. Co.Ld. Ardrossan	Cie.desBateaux àVap.duNord (Soc.Anon.deGérance et d'Armement,*Mgrs.*)	331·4 P29′B170′F39′	47·3	22·1 FK	Dunkirk French *WB*	T.3Cy.24″,40″&65″–45″ 308NHP J.G.Kincaid&Co.Ld.Grk.	24 ″ 6	V †
71566 207568 WDDY	**Cambria** (exE.H.Utley) D.F. *Mchy.Aft* 1*Dk*	6287 — 4861					1910	Detroit S.B.Co. Wyandotte	BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)	504·0 F44′	54·2	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½″,38″&63″–42″ 257NHP DetroitSBCo.Detroit		R
71567 144971 MQBB	— Ⓟ TwinSc E.S.D. D.F. *3Dks* Sub.Sig. *Tonnage opening closed '39*	3462 3010 1396	✠ … 2,23 ✠				1921 11mo	W.Denny& Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	380·6	45·2	17·2 26·2 BK7″	London British *WB*	4SteamTurbinesSRgeared to 2 sc. shafts 2717NHP W.Denny&Bros.Ld.Dmb.	18 ″ 6	BT till ~~11,40~~ 10,41
71568 120495 GQXZ	— TwinSc *Cable Vessel* ssPly.2ndNo.3–1,33 ssFal.No.1–38 D.F. 1*Dk(Stl) & Spar dk(Stl–teak s)* E.S.D. *& pt lower dk(Stl) in holds*	1959 1817 1004	✠100A1 *Spar dk* 7,40 ~~5,38~~ ~~BS5,39~~ ✠LMC5,38 7,40	Ply Hfx	*s*	CL ~~11,37~~ 7,40	1905 1mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	Cable&Wireless Ld.(SirEdward Wilshaw,K.C.M.G. *Mgr.*) *CellDBa52′uE20′f122′Tanks between & at sides of tunnels266t FPT*	283·0 B84′	37·1	16·2 23·8 FK&BK2″	London British *5BHCem* *35tAPT70t*	T.6Cy.16″,26″&44″–33″ (r) 190lb *110lb* 294NHP 2SB,*6cf*,GS109,HS4112 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 6 s 4 ″ 6½ 22 ″ 3	
71569 102489 MNSB	— Ⓟ PadSp (exCambridge,exCambria) Wireless 1*Dk*	436 333 165					1895	H.McIntyre&Co. Alloa	P.&A.CampbellLd	225·0 Q10tH20t	26·1	9·4	Bristol British	C.2Cy.37″&67″–66″ NB12 304NHP Hutson&Son,Glasgow		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71570 146282 MLCZ	**Cambrian Coast** (exKinsale-33, exCumberlandCoast, ssBrs.No.3-3,34 exGorilla) ssLiv.No.1-38 Mchy.Aft 1Dk(Stl)	763 594 343	✠100A1 Shelter dk withfreeboard 2,41 ~~9,38~~ MS9,38	Liv Lth ✠LMC ~~BS6,39~~ 9,40	k	CL 9,38	1922 2mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	CoastLines,Ld. CellDBu	200·2|31·1|11·9 212·0(O.L.) FK E21'f120'193tFPT	Liverpool British 3BHCem 28tAPT4t	T.3Cy.16″,26″&42″-30″ (s) 180lb 123NHP 2SB(Spt).4cf,GS71,HS214 A.&J.Inglis,Ld.Glasgow	14 ″ 4 s ″ 6 14 ″ 0¼	
176/40 71571 144589 GDFR	**Cambridge** (exVogtland) TwinSc ssFal.No.3-11,34 ssGls.No.1-39 D.F. 3Dks(Stl)4th dk(Stl) Ref.Mchy. in No.1 hold	~~11373~~ — ~~7039~~ 10855 7253 6687	100A1 withfreeboard 3,40 MS1,39 ✠NB(cr)11,18refitted12,23 ✠Lloyd'sRMC~~1,40~~8,40 Fitted for oil fuel 1 1,2	NYk LMC BS5,39		CL 2,40 5F.P.	1916 above	J.C.Teck- lenborgA.G. Weser- münde-G. 150° F.	FederalStm.Nav. Co.Ld. CellDB	524·5|65·7|37·3 544·5(O.L.) P67'B140'F45' FK 482'2198t FPT129t	London British 9BHptCem APT121t	T.6Cy.28⅗″,45½″&74″-51¼″ 200lb (s) 1106NHP 6SB,18cf,GS348,HS15825FD J.C.TecklenborgA.G.Wsm	40 ″ 5 s10″9¼ 29 ″ 11	
71572 107216 WBCE	— Ⓟ (exAtlanta) Wireless 2Dks	1568 — 1053					1896	W.Cramp &Sons Philadelphia	SoundS.S.Lines, Inc.	225·3|42·1|14·2	NewYork Utd.States	T.3Cy.24″,38″&62″-36″ 231NHP W.Cramp&Sons,Phl.		
98/40 71573 126668	— Ⓟ Comp	834 — 692					1890	Wm.E. Woodall&Co. Baltimore	Estate of Wm.M.Mills	165·3|37·5|10·1	NewYork Utd.States	C.2Cy.20″&36″-26″ 55NHP		
71574 FOLB	**Cambronne** ssNts.No.3-3,32 D.F. ssNts.No.1-36 1Dk(Stl)2nd dk(Stl)in Nos.1,2&3 holds Longitudinal framing in DB & at decks	3059 2803 1904	✠100A1 8,39 BS7,39 Surveys delayed	Nts ✠LMC7,36	u	CL 11,38	1919 6mo	Grangemth Dkyd.Co.Ld. Gr'ngemouth Lloyd'sA&CP	Cie.Générale Transatlantique CellDB276'833t FPT	331·4|46·7|23·2 P33'B97'F28' FK	Nantes French 7BHCem 113tAPT36t	T.3Cy.25″,41″&68″-45″ (s) 180lb 433NHP 3SB,9cf,GS155,HS6420 FD D.Rowan&Co.Ld.Glasgow	25 ″ 7 s4 ″ 0½ 21 ″ 9	
71575 220909 KDKL	**Camden** ssMob.No.2-28 Fitted for oil fuel Mchy.Aft 2Dks&Web frames D.F. Longitudinal framing CarryingPetroleum in bulk	6653 6125 4153	✠ ... 1,32 ✠				1921 1mo	NewYork S.B.Corp. Camden, N.J.	Chas.Kurz&Co. Inc.(Pennsylvania ShippingCo.Mgrs)	419·5|56·5|33·3 P101'B36'F34' FK	Wilmgton (Del.) Utd.States WB	T.3Cy.27 7/16″,45″&75″-51″ 601NHP NewYorkS.B.Corp.	33 ″ 4	R †
71576 164109 MMCT	**Cameo** OilEng. Mchy.Aft 1Dk Cruiser Stern	946 667 504	✠100A1 8,40 ~~3,39~~	Liv ✠LMC2,37 ✠LMC(M)3,39	l	CL 8,40	1937 2mo	A&J.Inglis Ld. Glasgow Lloyd'sA&CP	Wm.Robertson CellDB129'20	202·2|32·8|12·7 210·8(O.L.) P53'Q79'F28' FK 6tFPT88tAPT37t	Glasgow British 3BHCem	Oil Engines 2S.C.SA 8Cy.11″-19 1/16″ 87RHP Harland&Wolff,Ld.Gls.	15 ″ 0 s4 ″ 4½ 14 ″ 8¾	
71577 144002 GMNV	**Camerata** ssRot.No.2-39 D.F. 1Dk(Stl)	4875 4559 3006	✠100A1 ~~1,40 11,39~~ 12,40 MS3,39	Shl Mdb ✠LMC ~~BS5,39~~ 4,40	y	CL ~~8,37~~ 7,40	1931 5mo	JReadhead &Sons,Ld. SouthShields Lloyd'sA&CP	LaTunisienneStm. NavigationCo.Ld. (F.C.Strick&Co. Ld.Mgrs.) CellDBa&uE147'f	393·4|53·8|26·6 408·0(O.L.) P30'B117'F39' FK 175'1133tFPT142t	Swansea British 6BHCem APT155t	T.3Cy.25″,42⅛″&69″-48″ (r) 200lb 120lb 427NHP 2SB,6cf,GS127,HS5754 FD J.Readhead&Sons,Ld.SShl	29 ″ 0 s 5 ″ 7¼ 23 ″ 7½	
71578 144242 GDXS	**Cameronia** Ⓟ TwinSc ssGls.No.3-8,33 ssGls.No.1-38 2Dks(Stl)&Shelter dk D.F. E.S.D. (Stl-ptws)3rd dk(Stl)in holds Sub.Sig. Ref.Mchy. CruiserStern GyC.	16297 12067 9607	✠100A1 Shelter dk withfreeboard ~~3,40~~ 10,40 ~~BS11,39~~ ✠Lloyd'sRMC~~1,40~~8,40 Fitted for oil fuel 3,21	Gls BS12,40 ✠LMC10,37		CL 5,39 F.P. above	1920 9mo	W.Beard- more&Co.Ld. Glasgow Lloyd'sA&CP 150° F.	AnchorLineLd. CellDBa&u Nos.1,3&4holds3451	552·4|70·4|38·8 575·0(O.L.) B&F455'onShelter dk FK E&B258'f143'2035t t F.W. tanks at sides of tunnels	Glasgow British ptCem 10BHtoS dk DTs in	6SteamTurbinesDR geared to 2 sc.shafts (s) 220lb HS29164 2550NHP 3DB&3SB,36cf,GS744 FD W.Beardmore&Co Ld. 80'421tFPT98tAPT102t	42 ″ 9 s12″3½ 30 ″ 9¾	BT till ~~12,40~~ 10,41
71579 137796 GQYX	**Camito** Ⓟ TwinSc Sub.Sig. Ref.Mchy. D.F. E.S.D. 4Dks	6833 5204 3972					1915	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	426·3|54·2|30·4 P40'B195'F47'	Glasgow British WB	T.6Cy.23½″,39½″&67″-48″ 622NHP A.Stephen&Sons,Ld.Gls.		C BT till 9,40
71580 220607 KDEW	**Camor** (exPaco,exPhilip Publicker) ssBal.No.3-8,31 D.F. ssBal.No.2-39 1Dk(Stl)	2398 1988 1439	✠100A1 ~~7,40 11,39~~ 2,41 BS7,40 Carrying oil fuel Fitted for oil fuel 9,20	NYk ✠LMC7,39	r	CL 7,39 F. P. above F.P. above	1920 9mo	McDougall DuluthSBCo Duluth,Minn A&CP 150° F. or Molasses in bulk 150° F.	Procter&Gamble ManufacturingCo. CellD	251·0|43·7|22·2 P25'B64'F22' FK B206'537t FPT60t	Cincinnati Utd.States 10BH APT82t	T.3Cy.19″,32¼″&54″-40″ (s) 190lb 262NHP 2SB,4cf,GS100,HS3828 FD McDougall-DuluthS.B.Co.	24 ″ 3 s 3″2¾ 21 ″ 2½	
71581 EEGP	**Campalans** TwinSc ssVal.No.1-40 1Dk Mchy.Aft Longitudinalframing-bracketless system	1060 874 498	✠100A1 2,40 Carrying oil in bulk Fitted for oil fuel 8,34	Val LMC2,40		CL 2,40 F. P. above F.P. above	1934 8mo	HijosdeJ. BarrerasS.A. Vigo Lloyd'sA&CP 150°F. 150°F.	Cia.Arrendataria del Monopolio de PetroleosS.A. CellD	180·1|35·1|13·4 36·5 Q56'F34' FK Trunk90' BuE19'20tFPT42t	Barcelona Spanish 7BHptCem pt Asp APT31t	C.4Cy.13½″&27″-18″ (s) 125lb 140NHP 2B,3cf, HS2863 FD NB22fitted40 Hijos deJ.BarrerasSA Vigo	13 ″ 6 s ″ 9¾ 12 ″ 9¾	
71582 FNBA	**Campana** Ⓟ TwinSc Ref.Mchy. Fitted for oil fuel D.F. 5Dks Cruiser Stern	10816 7447 6463					1929	Swan,Hun ter&Wigham Richardson Ld Newcastle	Soc.Gén.deTransp. Mar.àVap.	510·6|67·0|32·1 P50'B233'F82'	Marseilles French WB	6SteamTurbinesSRgeared to 2 sc. shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		IV
71583 890 IBRF	**Campania** (exWarBracken) ssGen.No.3-5,24 ssGen.No.1-28 D.F. 1Dk	5247 4740 3184	✠ ... 10,32 ✠				1918 1mo	Caird&Co. Ld Greenock	DittaLuigiPitta- lugaVapori	409·0|52·3|28·5 400·5 P50'B113'F39' FK	Genoa Italian WB	T.3Cy.27″,44″&73″-48″ 490NHP Caird&Co.Ld.Greenock	31 ″ 0	I †
71584 EAFA	**Campas** TwinSc ssBbo.No.1-37 D.F. Mchy.Aft OilEng. 1Dk(Stl)2nd dk(Stl)clear of cargo tanks & Web frames Longitudinal framing-bracketless system	6276 5343 3748	✠100A1 8,39 DBS8,39 CarryingPetroleum in bulk	Bbo ✠LMC12,35	z	CL 9,37	1932 3mo	Echevar- rieta y Larrinaga Cadiz Lloyd'sA&CP	Cia.Arrendataria delMonopolio de PetroleosS.A. CellDBu	405·5|57·8|30·1 P102'B26'F35' FK E79'464t FPT109t	Barcelona Spanish 17BH APT229t	Oil Engines 4S.C.SA 12Cy.23¾″-47¼″ 622NHP 2DB150lb Akt.Burmeistr&Wain,Cpr	30 ″ 2 s 5 ″ 3 25 ″ 2	
71585 EACR	**Campeche** TwinSc ssBbo.No.2-41 OilEng. Mchy.Aft ~~ssBbo.No.1-39~~ 1Dk&2nd dk clear of cargo tanks Longitudinal framing-bracketless system	6382 5477 3692	✠100A1 4,41 ~~7,39~~ ~~DBS7,39~~ CarryingPetroleum in bulk DBS5,41	Bbo ~~✠LMC7,39~~ ✠LMC5,41	z	CL ~~6,39~~ 4,41	1934 4mo	Soc.Españ- ola deConst. Naval Cadiz Lloyd'sA&CP	Cia.Arrendataria delMonopolio de PetroleosS.A. CellDB	412·5|57·7|30·2 405·5 FK P102'B26'F35' uE79'223tFPT110t	Tarragona Spanish 17BH APT236t	Oil Engines 2S.C.SA 8Cy.23⅝″-40 1/16″ 776NHP 2DB150lb SocEspañola deConst.Nav. Bbo.	30 ″ 2 s 5 ″ 3 25 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et con dans le L. U. Durée. Cert.
71586 XCDS	**Campeche** Ⓟ TwinSc (exBelize-39) ssJck.2ndNo.3-4,38 Wireless 1Dk&Shelter dk Fitted for oil fuel	1498 1191 780	✠ — 10,39 Shelter dk ✠	Jck	o		1914 6mo	CaledonS. B.&E.Co.Ld Dundee	MexicanGovt. (Operated by TransportesMari- timos,S.C.O.P.)	220·5 B94'F42'onShltrdk FK CellDBa52'uE18'f88'224tFPT28tAPT18t	37·1	18·4	VeraCruz Mexican 4BH Cem	T8Cy(2)12⅝"(2)20"&(4)24" -24" 182NHP 2SB,4cf,GS78,HS2892 CaledonSB.&E.Co.Ld.Dun	20 ″ 6	
71587 PUUF	**Campeiro** TwinSc ssRio.2ndNo.3-8,36 1Dk(Stl)&Awng dk(Stl)	2687 2545 1605	✠100A1 Awng dk with freeboard 10,38 BS11,40 ✠NB5,29 ✠LMC MS8,36 ~~BS10,36~~6,40	Rio	s	OG ~~10,38~~ 11,40	1912 2mo	WoodSkin- ner&Co.Ld. Newcastle Lloyd'sA&CP	LloydNacional Soc.Anon.	295·3 FK CellDBa&uE90'215tFPT112tAPT94t	43·7	23·4	R.Janeiro Brazilian 5BHCem	T.6Cy.16",25"&41"-27" (s) 180lb 244NHP 2SB,6cf,GS131,HS4506 Richardsons,Westgarth& Co.Ld.Mdb.	25 ″ 0 s 5 ″ 3 20 ″ 4	
71588 EACY	**Campero** TwinSc E.S.D. OilEng. ssBbo.No.1-39 Mchy.Aft 1Dk&2nd dk clear of cargo tanks Longitudinal framing–bracketless system	6382 5477 3692	✠100A1 11,39 DBS11,39 ✠LMC11,39 Carrying Petroleum in bulk	Bbo	z	CL 10,39	1934 5mo	Echevar- rieta y Larrinaga Cadiz Lloyd'sA&CP	Cia.Arrendataria delMonopolio de PetroleosS.A.	412·5 405·5 FK P102'B26'F35' CellDBuE79'234tFPT107tAPT225t	57·7	30·2	Malaga Spanish 17BH	Oil Engines 2S.C.SA 8Cy.23⅝"-40½" 776NHP 2DB150lb SocEspañola deConst.Nav. Bbo.	30 ″ 2 s 5 ″ 2½ 25 ″ 2	
71589 PKER	**Camphuijs** Fitted for oil fuel 2Dks&Awng dk	2380 — 1492					1903	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	315·3 P67'F74'	41·4	21·8	Batavia Dutch WB	T.3Cy.23⅝",37"&63"-43 3/16" 261NHP NedFb.v.Wrk&SpoorAms		V
71590 2164 IBRN	**Campidoglio** Ⓟ (exGastein-35) ssTri No.3-6,19 1Dk&Awng dk D.F. Fitted for oil fuel 3trB	3702 3035 2187	✠ … 11,23 ✠				1910 1mo	Lloyd Austriaco Trieste	"Adriatica"Soc. Anon. di Nav..	346·3 335·0 B160' FK	45·5	26·(	Genoa Italian WB	T.3Cy.23¼",37"&66"-48" 390NHP LloydAustriaco,Trieste	28 ″ 5	I †
71591 1705 ILAQ	— (exActive,exAmeise, OilEng. exHellaDaitz,exPeter) 1Dk	399 — 204						AH.Arnold Germany	LaLigureRomana Soc.Anon.diNav Marittima e Fluviale	159·3 154·1 H13'	28·1	9·4	Genoa Italian	Oil Engines 4S.C.SA 6Cy.10¼"-14½" 60NHP Emade20 fitted23 Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		CI
71592 EEGM	**Campilo** TwinSc Mchy.Aft OilEng. 1Dk Longitudinal framing–bracketless system	~~3070~~ 3971 3074 2059	✠100A1 1,41 ~~(Class Contemplated)~~ Carrying Petroleum in bulk ✠LMC1,41	Val	v	CL	~~1940~~ ~~Launched~~ ~~11,36~~ Launched1936 completed1941-1mo	UnionNav. deLevanteSA Valencia Lloyd'sA&CP	Cia.Arrendataria delMonopolio de PetroleosS.A.	329·9 342·7(O.L.) P94'B33'F31' FK CellDBuE67'214tDTf18'145tFPT46tAPT94t	54·1	23·0	Valencia Spanish 14BH	Oil Engines 4S.C.SA 12Cy.~~19 1/16"~~-39⅝" 543NHP 21⅝" 2DB150lb MaquinistaTerrestre y Maritima,Bcl.	23 ″ 0 s3 ″ 8 19 ″ 6¼	
71593 YPAX	**Campina** (exPrincipele TwinSc BarbuStirbey-39, ssGen.2ndNo.3-9,39 exArtur vonGwinner) Mchy.Aft 2Dks(Stl)&Web frames D.F.	3032 2690 1647	100A1 9,39 BS12,40 LMC9,39 Carrying Petroleum in bulk Fitted for oil fuel11,27 F.P. above 150° F.	Gen	l	CL 8,39	1912	J.Frerichs &Co.A.G. Einswarden Lloyd'sA&CP	SteauaRomana Soc.Anon.	298·2 P71'F34' FK APT139t'Tween dk tanks74t	44·2	24·7	Constntza Roumanian 13BHCem 8 ,, to 2nd dk	T6Cy.19 5/16",30¾"&47¼"-29½" 185lb (s) 319NHP 2SB(Spt),6cf,HS4520 FD OttensenEisenwerkA/G. Altona	26 ″ 3	
40 71594 DHZT	**Campinas** (exWesterwald-37) 3Mst Fitted for oil fuel D.F. Sub.Sig. 1Dk&Shelter dk	4541 4114 2759					1921	Deutsche WerftA.G. Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	391·2 P&B238'F45'	50·4	26·9	Hamburg German WB	T.3Cy.26 9/16",43 5/16"&70 13/16"- 47 5/16" 345NHP GuteHoffnungshütte, Oberhausen		G
71595 PUUG	— (exPosteiro) TwinSc ssRio.2ndNo.3-4,33 ssRio.No.1-39 1Dk(Stl)	2306 1604 1390	✠100A1 2,41 ~~2,39~~ ✠LMC2,39 ~~BS6,40~~2,41	Rio	r	CL ~~1,39~~ 2,41	1909 11mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sAP	LloydNacional Soc.Anon.	275·0 P26'B161'F30' FK CellDBa68'uE16'160tFPT86tAPT110t	43·5	16·0	R.Janeiro Brazilian 5BHCem	T.6Cy.15¼",25⅝"&41⅝"-27" 180lb (r) 232NHP 2SB,6cf,GS122,HS4160 Richardsons,Westgarth& Co.Ld.Mdb.	17 ″ 6 s 1 ″ 6½ 16 ″ 4	
71596 EAAH	**Campoamor** TwinSc OilEng. D.F. ssBcl.No.1-35 Mchy.Aft 1Dk(Stl)2nd dk(Stl) clear of cargo tanks & Web frames Longitudinal framing–bracketless system	7873 6912 4445	✠100A1 5,38 ✠LMC6,40 ~~✠LMC5,38~~ DBS~~5,38~~6,40 ~~4,36~~ Carrying Petroleum in bulk	Bbo	c†	CL ~~5,38~~ 5,40	1931 2mo	CiaEuskal- duna deConst Bilbao Lloyd'sA&CP	Cia.Arrendataria delMonopolio de PetroleosS.A.	455·0 P113'B31'F34' FK CellDBuE79'293tFPT159tAPT224t	59·0	34·0	Bilbao Spanish 19BHptCem	Oil Engines 4S.C.SA 14Cy.23⅝"-43 5/16" 754NHP 2DB-150lb Maschfbk.Augsburg- Nürnberg,Augsburg	34 ″ 0 s7 ″ 4½ 26 ″ 9½	
71597 EAEC	**Campomanes** TwinSc D.F. ssBcl.No.2-40 OilEng. Mchy.Aft 1Dk(Stl)2nd dk(Stl) clear of cargo tanks & Web frames Longitudinal framing–bracketless system ~~Carrying Petroleum in bulk~~	6276 5343 3748	✠ 100A- 12,40 DBS6,40 ✠LMC12,40 Carrying Petroleum in bulk ~~(Reclassification contemplated)~~	Bcl	z	CL 11,40	1932 3mo	Soc.Españ- ola deConst. Naval Cadiz	Cia.Arrendataria delMonopolio de PetroleosS.A.	405·5 P102'B26'F35' FK CellDBuE79'464tFPT109tAPT229t	57·9	30·2	Cadiz Spanish 17BH	Oil Engines 4S.C.SA 12Cy.23¼"-47¼" 622NHP 2DB-150lb Akt.Burmeistr&Wain,Cpn	30 ″ 2	
71598 104 IOVW	**Campopisano** (exIsabella-36, exScheveningen) Mchy.Aft 1Dk	344 257 166					1917	N.V.v.d. Kuy&v.d. Ree'sSchpsw. Rotterdam	Società di Monteponi	141·4 132·1 Q56'B9'F15'	23·1	11·0	Savona Italian WB	T.3Cy.9⅛",15⅝"&26¾"-20" 32NHP N.V.v.d.Kuy&v.d.Ree's Mch.Rot.		I
71599 PUAP	**Campos** (exAsuncion) 2Dks3trB	4663 3824 3018					1894	Blohm& Voss Hamburg	LloydBrasileiro	376·1 P&B226'F54'	46·1	27·2	R.Janeiro Brazilian	Q4Cy21½",31½",46"&66"-48" 302NHP Blohm&Voss,Hamburg		
71600 PUAQ	**Campos Salles** Ⓟ (exAlfenas, exSanNicolas) Fitted for oil fuel 2Dks3trB	4739 3845 3041					1897	Blohm& Voss Hamburg	LloydBrasileiro	375·8 P&B226'F54'	46·3	27·5	R.Janeiro Brazilian WB	Q.4Cy.21¼",31¼",46"&66½"- 50¾" 314NHP Blohm&Voss,Hamburg		C
71601 EAXA	**Camprodon** TwinSc ssVal.No.1-40 Mchy.Aft 1Dk Longitudinal framing–bracketless system	1024 919 447	✠100A1 3,40 ✠LMC3,40 ✠NB36fitted6,38 Carrying oil in bulk F.P. above 150° F. Fitted for oil fuel5,34 F.P. above 150°F.	Val	k	2,40	1934 5mo	Corcho HijosS.A Santander Lloyd'sA&CP	Cia.Arrendataria delMonopolio de PetroleosSA.	180·1 36·5 FK Q56'F34' Trunk90' CellDBuE19'20tFPT42tAPT31t	35·1	13·4	Barcelona Spanish 7BHptCem ptAsp	C.4Cy.13½"&27"-18" (s) 125lb 127NHP 1SB,3cf,HS2551 FD Hijos deJ.BarrerasSA Vigo	13 ″ 6	
71602 148282 GBJW	**Campus** ssCf.No.1-39 ssLth.No.3-3,35 D.F. 1Dk(Stl)	3667 3403 2250	✠100A1 ~~3,40 11,38~~11,40 ~~DBS5,39~~ ✠LMC~~5,38~~ 5,39 BS~~5,40~~5,41	Brv ~~Cf~~ Lth	w	CL ~~12,37~~ 11,40	1925 3mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	TempusShipping Co.Ld(W.H.Seager &Co.Ld.Mgrs.)	362·5 P33'B221'F30' FK CellDB317'1042tFPT80tAPT100t	50·9	22·5	Cardiff British 6BHCem	T.3Cy.25",41"&68"-45" (r) 180lb 369NHP 3SB,9cf,GS165,HS6120 N.E.MarineEng.CoLdNwc	24 ″ 8 s3 ″ 0 21 ″ 10½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R of Trade cert
71603 EADS	**Campuzano** ssBbo.No.2-41 **TwinSc** OilEng. ~~ssCdz.No.1-37~~ Mchy.Aft 1Dk(Stl)2nddk(Stl) D.F. clear of cargo tanks Web frames Longitudinal framing-bracketless system	6320 5471 3635	✠100A1 3,41 ~~11,38~~ DBS3,41 ✠LMC3,41 Carrying Petroleum in	Bbo	z	CL ~~11,38~~ 3,41 bulk	1932 9mo Lloyd	UnionNav. deLevanteSA Valencia 'sA&CP	Cia.Arrendataria delMonopolio de PetroleosS.A. CellDBuE79'	414·0|57·5|31·0 P103'B31'F34' FK 333tFPT109tAPT	Valencia Spanish 17BH 224t	Oil Engines 4S.C.SA 12Cy.$23\frac{1}{4}$"–$47\frac{1}{4}$" 622NHP 2DB150lb Akt.Burmeistr&Wain,Cpn	30 ″ 2 s 5 ″ $3\frac{1}{2}$ 25 ″ $1\frac{1}{4}$	
71604 145464 CYKQ	**Camrose** (exGlenarm,exVeulettes, exS.N.Parent) Mchy.Aft 1Dk	1564 1331 1005					1903	DetroitS.B Co. Wyandotte		245·8|41·0|15·3 Q88'F36'	Montreal British WB	T.3Cy.18",25"&42"–30" 97RHP DetroitS.B.Co.Detroit		
71605 163555 MBCC	**Camroux I** OilEng. ssShl.No.1-39 Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	324 236 151	✠100A1 11,40 ~~1,30~~ ✠LMC CS2,39 ✠NE8,37 ~~8,37~~ 11,40	Shl	e	OG ~~N1,39~~ 10,40	1934 12mo Lloyd	J.Pollock Sons&Co.Ld. Faversham 'sA&CP	NewcastleCoal& ShippingCo.Ld. CellDB77'11	130·0|25·1| 8·7 P37'F19' FK 3tFPT51tAPT25t	London British 3BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.$11\frac{1}{16}$"–$17\frac{11}{16}$" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 9 s 1 ″ $0\frac{3}{4}$ 9 ″ $9\frac{1}{2}$	
71606 163567 MBGY	**Camroux II** OilEng. ssShl.No.1-39 Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	324 235 ~~184~~ 151	✠100A1 8,39 ✠LMC CS8,39 ✠NE11,37 8,39	Shl	e	OG N8,39	1935 2mo Lloyd	J.Pollock Sons&Co.Ld Faversham 'sA&CP	NewcastleCoal& ShippingCo.Ld. CellDB77'11	130·0|25·1| 8·7 P37'F19' FK 3tFPT51tAPT25t	London British 3BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.$11\frac{1}{16}$"–$17\frac{11}{16}$" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 9 s 1 ″ $0\frac{3}{4}$ 9 ″ $9\frac{1}{2}$	
71607 164554 MKMV	**Camroux III** OilEng. Mchy.Aft 1Dk CruiserStern	409 298 257	✠100A1 Examined9,40 Brs ✠LMC11,35	~~Shl~~	g	OG 12,38	1935 11mo Lloyd	Smith's DockCo.Ld. S.Bank,Mdb. sA&CP	Q.M.Camroux&Co. Ld.(D.G.Harris, Mgr.) CellDB105'133t	161·5|26·1| 9·4 P37'F22' FK FPT64tAPT19t	London British 4BHptCem	Oil Engines 4S.C.SA 6Cy.11"–$17\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 6 s 1 ″ $7\frac{1}{2}$ 10 ″ 0	
71608 166428 GMMF	**Camroux IV** OilEng. Wireless 1Dk Mchy.Aft CruiserStern	590 361 306	✠100A1 9,40 ~~7,38~~ ✠LMC4,38	Shl Bly	h	9,40	1938 4mo Lloyd	N.V.T. van Duijvendijk's Schpsw. Lekkerkerk 'sA&CP	NewcastleCoal& ShippingCo.Ld. Cell	162·5|28·8| 9·6 170·0(O.L.) P45'Q102'F17' FK DB102'163tFPT54	London British 4BHCem tAPT30t	Oil Engines 4S.C.SA 8Cy.11"–$17\frac{11}{16}$" 94NHP HumboldtDeutzmotoren, A.G.Köln-Deutz	11 ″ 10 s 4 ″ 2 11 ″ $5\frac{3}{4}$	
71609 FOHB	**Canada** Ⓟ **TwinSc** Ref.Mchy. D.F. 6Dks	9684 8286 5668					1912	Forg.&Ch. de la Médit. LaSeyne	Cie.Générale de Nav.àVap.Cyp. Fabre(Fabre Line)	476·0|56·5|33·8 B207'	Marseilles French WB	T.6.Cy.$30\frac{4}{16}$",$49\frac{12}{20}$"&$79\frac{11}{20}$"– $51\frac{3}{16}$" 900NHP Forg.&Ch.dela Medit.Msl.		V
71610 6413 SDQN	— Ⓟ **TwinSc3Mst** OilEng. D.F. ssMmo.No.3-6,33 E.S.D. ssCpn.No.1-38 2Dks(Stl)&Shelter dk(Stl)	5527 4977 3412	✠100A1 Shelter dk withfreeboard 1,40 DBS6,40 ~~DBS3,39~~ ✠LMC2,38 ✠LMC(M)1,40	Got	a†	OG P11,38 S3,39	1921 2mo Lloyd	Aktieb. Götaverken Gothenburg 'sA&CP CellDB368'15	RederiAktieb. Nordstjernan (A.A.Johnson, Mgr.) 00tWingtanka336	426·9|56·2|26·1 FK Collision tFPT94tAPT72t	Stockholm Swedish Cem BH to Sh dk 6 „ „ U „	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$37\frac{13}{16}$" DB-80lb 717NHP Aktieb.Götaverken,Got	30 ″ 0 s3 ″ $11\frac{1}{2}$ 26 ″ $3\frac{1}{4}$	
71611	— (exFederal-38, **TwinSc** exC.A.I.M.Primero) OilEng. Mchy.Aft 1Dk	991 — 754					1926	Deutsche WerftA.G. Hamburg	Cia.Argentina de Nav.Mihanovich Ltda.	217·6|38·0|10·1 Q19'B34'F20'	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 8Cy.$9\frac{13}{16}$"–$13\frac{3}{4}$" 75NHP Motorenwerke vorm.Benz. Mannheim		
71612 6314 SDNO	**Canadia** 1Dk	1381 1190 730					1920	Limhamns Skeppsv.A/B Limhamn	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.)	240·1|38·1|16·0 P&B185'F25'	Gothenbrg Swedish WB	T.3Cy.18",$29\frac{1}{2}$"&40"–$31\frac{1}{2}$" 128NHP LimhamnsSkeppsvarvA.B.		V
71613 HPOA	**Canadian** (exGoldenWest-37, exWestIvan) Fitted for oil fuel Ref.Mchy. 2Dks D.F. Now "Hokusei Maru," see No. 83337 in Supplement	5802 5113 3639					1919	J.F.Duthie &Co. Seattle,Wash	Cia.Colonial de Navegacion	410·3|54·2|27·7 P44'B115'F47'	Panama Pnamanian WB	T.3Cy.$24\frac{3}{4}$",$41\frac{1}{2}$"&72"–48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
71614 125427 CYBJ	— D.F. Mchy.Aft 2Dks	2214 2068 1444					1907	W.Dobson &Co. Newcastle	CanadaSteamship Lines,Ld.	248·3|43·0|22·8 F43'	Montreal British WB	T.3Cy.19",32"&52"–36" 162NHP Wllsnd Slpwy.Co.Ld.Nwc.		C
8/41 71615 150463 VGNB	**Canadian Cruiser** Ⓟ ssMtl.No.3-8,33 ssMtl.No.1-37 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl)	7178 6664 4413	✠100A1 Shelter dk withfreeboard 9,39 ✠LMC MS5,38 BS~~10,39~~10,40 Fitted for oil	NYk fuel	b† 11,21	CL 11,37 F.P. a	1921 11mo bove 1	Halifax Shipyards,Ld Halifax,N.S. A&CP 50° F.	CanadianTramp ShippingCo.Ld. Cell DB360' 1159tD	430·0|56·2|34·8 P46'F45'onShelter dk FK Ta24'625tFPT132t	Montreal British ptCem 2BH to S dk 5 „ „ U „ APT128t	T.3Cy.$29\frac{1}{2}$",50"&80"–54" (s) 180lb 705NHP 4SB,12cf,GS264,HS10848FD TidewaterShipbuilders, ThreeRivers,P.Q	38 ″ 0 s 9 ″ $2\frac{1}{2}$ 29 ″ 2	
71616 167188 GQGV	**Canadian Star** OilEng. D.F. E.S.D. 2Dks,3rd dk except Ref.Mchy. in No. 5 hold CruiserStern	8293 7273 5004	✠100A1 withfreeboard 2,41 ~~3,40~~ ✠LMC2,39 ✠Lloyd'sRMC3,~~405,40~~ 7,41 ~~2,41~~ ~~8,40~~ No. 5 upper 'tween dk. chambers for temp. 5° F. All other chambers for temp. 15° F.	Lon Cff	c† $2\frac{1}{8}$	CL	1939 2mo Lloyd	Akt.Bur- meistr&Wain Copenhagen 'sA&CP	UnionColdStorage Co.Ld.(BlueStar Line,Ld.Mgrs.) Duct keel forw Cell DB 387' 1418t	447·2|60·2|36·0 463·9(O.L.) P30'F54' FK ard of mchy. space Tanks at sides of	London British ptCem 7BHto W dk tunnel 290t	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"–$55\frac{1}{8}$" 1236NHP 2DB80lb Akt.Burmeistr&Wain,Cpn FPT67tAPT199t	39 ″ 0 s9 ″ $8\frac{3}{4}$ 29 ″ 9	
71617 207479	**Canadiana** Ⓟ 2Dks	974 — 427					1910	Buffalo DryDockCo. Buffalo,N.Y.	CrystalBeach TransitCo.Inc.	209·7|45·0|15·8	Buffalo NY Utd. States	T.3Cy.20",32"&50"–36" 150NHP DetroitS.B.Co.Detroit		
71618 116576	**Canadoc** (exMars,exE.A.S.Clarke, exH.C.Frick) Mchy.Aft 1Dk2trB	4580 4340 2894					1899	American S.B.Co. Cleveland,O.	PatersonSteam- shipsLd.	421·9|50·2|23·9	Ft.William Ont. WB British	T.3Cy.$20\frac{5}{8}$",$37\frac{1}{2}$"&63"–42" 257NHP AmericanSB.Co.Cleveland		R
71619														

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où cont. si ce nom est dans le L.R. Durée. Cert. B.of Trade
71620 152787 VGDN	**Canadolite** TwinSc OilEng. D.F. ssMtl.No.3-7,38 GyC. 1*Dk(Stl)&Shelter dk(Stl)* *&Web frames* *Mchy.Aft* *Longitudinal framing* *CruiserStern*	11309 10782 5781	✠100A1 *Shelter dk with freeboard* 4,40 ~~5,39~~ ✠LMC CS5,39 DBS~~5,39~~4,40 6,37 *Carrying Petroleum in bulk*	NNs	*f*†	CL ~~P3,37~~ SN7,38 P3,40	1926 4mo *Lloyd*	Frd.Krupp Act.Ges. Kiel *'sA&CP*	ImperialOil.Ld., MarineDepartment. (H.J. Rahlves, *Mgr.*) *CellDBuE45'175t* *133tDTf37'321t*	510·9 B34'F42' *DTa18'* *FPT292t APT205t*	68·2	37·9 FK	Montreal British *21BHptCem ptAsp* *20BHtoSdk* *1 ,, ,, U ,,*	Oil Engines 2S.C.SA 8Cy.25 5/16"-51 3/16" 905NHP 2 Water Tube DB-*200lb* Frd.KruppA.G.Kiel	38 ″ 0 s 9 ″ 1¼ 29 ″ 2½	
71621 TCAY	**Canakkale** Ⓟ (*ex*Chanak-Kale, *ex*Lizard) Wireless *2Dks*	1332 — 634					1895	WBThmpson&Co.Ld. Dundee	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	246·5 P150'F52'	33·7	16·2	Istanbul Turkish *WB*	T.3Cy.23",38"&61"-48" 258NHP W.B.Thompson&Co.Ld		
71622 141478 CYGK	**Canatco** (*ex*CanadianGunner) *2Dks*	2415 2044 1455					1919	TheCollingwoodSBCoLd Collingwood	CanadaAtlantic TransitCo.(C.H. Nicholson, *Mgr.*)	251·0 P24'B64'F28'	43·0	23·6	Montreal British *WB*	T.3Cy.18",30"&50"-36" 150NHP CollingwoodS.B.Co.Ld.		R
71623 132441 VJBX	**Canberra** Ⓟ TwinSc ssSyd.2ndNo.3-4,38 *Ref.Mchy.* *2Dks(U Stl-ws,2ndptStl)&* *Shelter dk(Stl-ws)&Shade dk* *(Stl-teak s)*	7710 6665 ~~4257~~ 4094	✠100A1 *Shelter dk with freeboard* ~~5,40~~ ~~4,39~~ 3,41 ~~BS4,38~~ ✠LMC4,38	Syd 4,41 BS~~4,40~~	*b*†	CL ~~P5,37~~ ~~S3,39~~ P4,40 S3,41	1913 3mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow *'sA&CP*	AustralianSteamshipsProprietary Ld.(*Man.Agents,* HowardSmithLd) *CellDBa88'u*	410·0 426·5(O.L.) *E&B97'f140'949tF*	57·2	38·4 FK	Melbourne British *7BHCem* *PT70t APT*	Q.8Cy.24½",35",50"&70"-48" 215lb (*s*) FD 1202NHP 6SB,*24cf*,GS465,HS18808 A.Stephen&Sons,Ld.Gls. *70t*	41 ″ 7 s18 ″ 6½ 23 ″ 6	
71624 41765 JPLK	**Canberra Maru** ssKob.No.1-40 *OilEng.* *Ref.Mchy.* *2Dks,3rd dk except in aftermost hold* *CruiserStern*	6477 5837 3858	✠100A1 *with freeboard* 10,40 ✠LMC CS10,40 DBS10,40 10,40 ✠Lloyd'sRMC12,40	Tama Kob	*b*†	CL 7,39	1936 6mo *Lloyd*	Mitsui Bussan Kaishi,Ld. Tama *'sA&CP*	OsakaSyosenK.K. *CellDB327'939t* *Tanks in way of*	424·7 F39' *tunnel 83t FPT40t*	57·4	36·1 FK	Osaka Japanese *8BH* *APT14t*	Oil Engines 2S.C.DA 6Cy.24 7/16"-55⅛" 1231NHP DB*100lb* MitsuiBussanKaisha,Ld. Tama	36 ″ 1 s10 ″ 10½ 25 ″ 4½	
71625 EADL	**Candina** (*ex*FranciscaUravain, *ex*Petingaudet, *ex*Gloxinia) ssBbo.2ndNo.3-6,28 ~~ssBbo.No.2-39~~ D.F. *1Dk(Irn)&deep framing* ssBbo.No.3-10,39	2587 2365 1616	✠100A1 10,39 BS5,39 ✠LMC MS10,39	Bbo	*t*	OG 10,39	1897 1mo	TyneI.S.B. Co. Newcastle A&CP	Cia.Nav.Bidasoa (A.Candina, *Mgr.*) *CellDBa100'*	313·0 P28'B72'F33' *uE&B38'f126'679t*	45·0	20·7 FK	Bilbao Spanish *6BHCem* *APT21t*	T.3Cy.23",38"&61"-39" (*r*) 180lb NDB09 258NHP 2SB,*6cf*,GS90,HS4088 N.E.MarineEng.CoLdNwc	23 ″ 1 s 3 ″ 9 19 ″ 6	
71626 1314 CBCA	**Canelos** (*ex*Sonja-38) ssHam.No.2-38 D.F. E.S.D. *1Dk(Stl)* *Cargo battens not fitted in tween dks & after holds*	2794 — 1755	✠100A1 6,39 BS~~9,39~~ 10,40 ✠LMC9,38	Vpo	*s*	CL 9,38	1930 9mo *Lloyd*	Antwerp Eng.Co.Ld. Hoboken *'sA&CP*	Haverbeck& Skalweit *Intermediate bulkhead in forward hold dispensed with* *CellDB243'675tFPT*	295·3 308·0(O.L.) P27'B165'F34'	43·7	17·9 FK	Valdivia Chilian *4BHCem* *59tAPT101t*	T.3Cy.21½",35"&57"-39" (*s*) 180lb 242NHP 2SB(Spt)*6cf*,GS105,HS4044 N.E.MarineEng.Co.Ld.Sld	20 ″ 4	
71627 136147 GKWX	**Canford Chine** (*ex*Bryntawe-36) ssCff.No.3-9,28 D.F. ssCff.No.2-37 *1Dk(Stl)*	3364 3082 2094	✠100A1 10,39 BS11,40 ✠LMC MS2,37 ~~BS10,39~~	Bry	*v*	CL ~~10,39~~ ~~11,40~~ 12,40	1917 12mo *Lloyd*	Richardsn. Duck&Co.Ld. Stockton *'sA&CP*	ChineShippingCo. Ld. *CellDBa*	345·1 356·4(O.L.) P29'B100'F33' *118'uE22'f149'854t*	47·8	22·3 FK	Swansea British *6BHCem* *APT104t*	T.3Cy.24 5/16",40"&65"-42" 180lb 308NHP 2SB.*6cf*,GS115,HS4900 Blair&Co.Ld.Stockton	24 ″ 7 s4 ″ 1¼ 20 ″ 9	
71628 LFSG	**Canis** (*ex*SophusMagdalon, *exSailingVessel*Olga, *ex*AndrewWelch) IronBk *OilEng.* ssS.Fo.2ndNo.3-8,15 *Mchy.Aft* *1Dk2trB*	934 796 546	✠ 10,17	Got	*p*		1888 9mo	Russell& Co. PortGlasgow	DetBergenske Dampskibsselskab	185·6 P97tH30t	36·1	17·5 BK10"	Bergen Norwegian *1BHCem*	Oil Engines 2S.C.SA. 4Cy.15¾"-28 11/16" 172NHP NDB08 A/BAtlasDiesel,Skm	20 ″ 4	N †
71629 TCAX	**Çankaya** (*ex*Behar, *ex*Tchan-Kaya,*ex*Ogour,*ex*Meg) TrpSc *OilEng.* *Carrying Petroleum in bulk*	454 — 251					1917	Atel.&Ch. deBretagne Nantes	IsakBahar	114·8	24·1	10·1	Istanbul Turkish	Oil Engines 4S.C.SA 6Cy.11"-13¾" Oil Engines 2S.C.SA 3Cy.11"-11 7/16" 135NHP *fitted26* TheWolverineMotorWks. Inc.Bridgeport,Conn.		
71630 145462 CYKR	**Canmore** (*ex*Glenfarn,*ex*Paramé, *ex*J.S.Keefe) *Mchy.Aft* *1Dk*	1558 1326 1000					1903	BuffaloDry DockCo. Buffalo,N.Y.		246·1 Q60'F36'	41·0	15·2	Montreal British *WB*	T.3Cy.15",25"&42"-30" 97RHP DetroitS.B.Co.Detroit		
71631 PUYA	**Cannaveiras** Ⓟ TwinSc *1Dk(Teak)&Shade dk(Teak)*	760 482 395	✠ 9,13	✠	*l*		1910 9mo	AilsaS.B. Co.Ld. Troon	Cia.deNav. Bahiana	200·2	32·1	11·1 FK *FPT*	Bahia Brazilian *4BHCem* *15tAPT36t*	T.6Cy.13½",22"&36"-24" 152NHP 1SB,*3cf*,GS64,HS2542 AilsaS.B.Co.Ld.Troon	11 ″ 10	
71632 125242 VJJC	**Canonbar** Wireless *1Dk*	708 511 363					1910	Ardrossan DD&E.CoLd. Ardrossan	JohnBurke,Ld.	185·8 Q93'B12'F20'	32·1	11·0	Brisbane British	T.3Cy.15",25"&40"-27" 83NHP D.Rowan&Co.Glasgow		
71633 143660 GCKM	**Canonesa** *Fitted for oil fuel* *Ref.Mchy.* *3Dks* *CruiserStern*	8286 5941 5102					1920	Workman, Clark&Co.Ld Belfast	Furness-Houlder ArgentineLinesLd	450·2 P35'F44'	58·3	37·1	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 sc shaft Wrkman,Clark&Co.Ld.Bel		C
71634 202141 WNPG	**Canopus** (*ex*GeorgeH.Russel) D.F. GyC. *Mchy.Aft* *1Dk*	4978 — 3770					1905	Gt.Lakes Eng.Works St.Clair, Mich	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	462·0	50·0	24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",36"&60"-40" 228NHP GreatLakesEng.Wks.Det.		R
71635 OFBR	— (*ex*SanMateo-37) Wireless D.F. *1Dk&Shelter dk*	1592 — 763					1911	WoodSkinner&Co.Ld. Newcastle	FinskaÅngf.A/B	282·6 270·0 P83tH112tF10t	40·8	17·3	Helsingfrs Finnish *WB*	T.3Cy 22",36"&60"-39" 225NHP N.E.MarineEng.CoLdNwc		N
71636 101490 ZMCL	— 3Mst *Mchy.Aft* ssLyt.No.2-12 *Well deck* *1Dk&deep framing*	1337 1063 835	✠ ... 10,16	✠			1903 5mo	C.S.Swan& Hunter,Ld Newcastle	~~WestportCoalCo. Ld.~~ R.W.Miller& Co.Pty.Ld.	250·4 Q144'F28'	35·1	15·7 FK	SydnyNSW British *WB*	T.3Cy.21",35"&56"-39" 222NHP WllsndSlpwy.Co.Ld.Nwc.	18 ″ 5	
71637 174318 ~~[illegible]~~ ~~[illegible]~~ BCDR	**Cantal** (*ex*UnkaiMaruNo.6) ssHav.No.3-9,28 D.F. ssDnk.No.2-37 *2Dks(Stl)&Web frames* *Longitudinal framing*	3178 2712 1908	✠100A1 1,40 BS8,39 ✠LMC5,37	Hav	*t*	CL 1,40	1916 7mo	OsakaIron Works,Ld. Osaka A&CP	~~Cie.Gén.Transatlantique~~ Ministry of Shipping(Thos. H.Seed&Co.Ld. *Mgrs.*) *Cell*	305·2 P19'B82'F32' *DB255'519t FPT*	43·7	24·9 FK	London British *5BHCem* *76tAPT20t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 288NHP 2SB.*6cf*,GS90,HS3824 FD OsakaIronWks.Ld.Osaka	27 ″ 3 s 4 ″ 3 23 ″ 2	

✠ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. 1st of B. of Trade Cert.
71638 161199 GSXR	**Canterbury** Ⓟ TwinSc *Fitted for oil fuel* *CruiserStern 2Dks3trB*	2910 1678 1153					1929	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	329·6	47·1	16·9	London British *WB*	4 Steam Turbines SR geared to 2 sc shafts W.Denny&Bros.Dumbrtn.		BT till 3,41
71639 146067 MKSQ	**Cantick Head** 3Mst (*ex*Oriole-38) ssLon.No.3-7,34 *Mchy.Aft* ssLth.No.1-39 *Well deck* 1*Dk*(*Stl*)	488 316 217	✠100A1 12,40 ~~9,39~~ ~~10,40~~ ✠LMC7,39 BS10,40	Lth	*g*	CL ~~7,39~~ 12,40	1921 8mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *'sA&CP*	A.F.Henry& MacGregor,Ld. *CellDB*95'114*t*	160·2 Q92'B11'F24' FK *FPT*33*tAPT*12*t*	25·2	9·7	Leith British 3*BHptAsp* *pt Cem*	T.3Cy.12½",21"&34"-24" (*s*) 180lb 66RHP 1SB,3*pf*,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	11 ″ 9 s 3 ″ 8½ 11 ″ 8	
71640 166555 GDDT	**Canton** Ⓟ TwinSc D.F. E.S.D. 3*Dks*,4*th dk in fwd.holds* *Ref.Mchy.* GyC. *CruiserStern*	15784 12112 9255	✠100A1 *with freeboard* 4,40 ✠LMC9,38 ✠Lloyd'sRMC6,39 *Fitted for oil*	Gls *fuel* 9,	*k*† 2$\frac{9}{16}$ 38	CL *F.P. a*	1938 9mo *Lloyd* *bove* 1	Alexander Stephen& Sons,Ld. Glasgow *'sA&CP Cell* 50° F.	P.&O.Stm.Nav.Co. *DB*463'1771*tTank* *tunnels*941*t Wing*	541·6 563·3(O.L.) B287'F91' FK *s at sides of* *tanks f*307*tFPT*69*t*	73·3	41·9	London British 9*BHptAsp* (*Coll to W dk* 8 „2*nd*„) *APT*178*t*	6 Steam Turbines SR geared to 2 sc shafts (*s*) 4032NHP 4WTB465lb(Spt435lb), HS31800 FD Alex.Stephen&Sons,Ld.	46 ″ 0 s 16 ″ 8½ 29 ″ 6	
12/40 71641 6698 SGBN	— TwinSc3Mst *OilEng.* D.F. ssCpn.No.3-8,32 ssGot.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) 2*nd dk*(*Stl*)*except in after hold* *Cruiser Stern*	5779 5144 3432	✠100A1 *Shelter dk* *withfreeboard* 5,40 ~~8,20~~ ✠LMC CS8,36 DBS~~6,39~~5,40	HKg Sba 2,38	*a*†	CL ~~P2,38~~ SN 12,38 P5,40	1922 1mo	A/BÖre-sundsvarvet Landskrona A&CP	A/BSvenska Ostasiatiska Kompaniet (G.Borin,*Mgr.*) *CellDB*37	436·0 440·0(O.L.) F36' *on Shelter dk* *Collision* FK 2'1224*t Tanks at sid*	56·2	27·0 34·9	Gothenbrg Swedish *pt Cem* *BH to Sh dk* 6 „ „ *U* „ *es of tunnels*	Oil Engines 4S.C.SA 12Cy.29⅛"-43$\frac{5}{16}$" NDB30-80*lb* 988NHP A/BGötaverken,Got. 49'259*tFPT*87*t APT*60*t*	30 ″ 0 s 3 ″ 11¼ 26 ″ 3	
71642 FPDC	— (*ex*KongRing,*ex*Condor) Wireless 2*Dks*	1581 — 976					1915	G.Seebeck Akt.Ges. Weser-münde-G.	Cie.Asiatique deNavigation	241·6 P77*t*B150*t*H86*t* F30*t*	36·1	19·3	Haiphong French *WB*	T.3Cy.23⅜",37⅝"&59"-39⅝" 218NHP G.SeebeckA.G.Wsm.		V
71643 33608 JFCA	**Canton Maru** Ⓟ ssKob.No.1-32 2*Dks*(*Stl-Weather dk* ws)	2820 2179 1614	✠ … 1,35 ✠	Kob	*t*		1928 10mo	Uraga DockCo.Ld. Uraga	ToaKaiunK,K. *CellDB*257'559*t*	300·0 P30'B108'F36' FK *DTa*16'54*t FPT*29*t*	45·0	24·7	Osaka Japanese 6*BHCem* *APT*17*t*	T.3Cy.23",38½"&64"-39" 435NHP 3SB,9*cf*,GS174,HS6843 UragaDockCo.Ld.Uraga	24 ″ 9	
71644	**Cantuaria** Ⓟ (*ex*Scanstates-40, *ex*Saguache-32) *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks*&*Webframes* *Ref.Mchy.* Sub.Sig.	5163 — 3164	✠ … 6,20 ✠				1919 1mo	American International S.B.Corp. HogIsland Pa	LloydBrasileiro	390·0 P39'B122'F43' FK	54·2	28·0	R.Janeiro Brazilian *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
71645 DHDL	**Cap Arcona** Ⓟ TwinSc *Fitted for oil fuel* Sub.Sig. *CruiserStern* 5*Dks* D.F. E.S.D. GyC.	27561 17665 15056					1927	Blohm& Voss Hamburg	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	643·6 *Promenade dk* 560'	84·6	41·9	Hamburg German *WB*	8 Steam Turbines S.R. geared to 2 sc. shafts Blohm&Voss,Hamburg		G
71646 FOZT	**Cap Blanc** D.F. *Ref.Mchy.* 1*Dk*	3317 2725 1764					1932	Atel.&Ch. de laSeine Maritime WormsetCie LeTrait,S.I.	Soc.Anon.de Gérance et d'Armement	320·7 P28'B105'F30'	46·1	24·0	Dunkirk French *WB*	T3Cy.21⅝",35$\frac{13}{16}$"&59$\frac{1}{16}$"-41¾" NB38 225NHP Atel.&Ch.de laSeine MaritimeWormsetCie.		V
71647 FOZU	**Cap Cantin** D.F. *Ref.Mchy.* 1*Dk*	3317 2725 1764					1933	Atel.&Ch. de laSeine Maritime WormsetCie LeTrait,S.I.	Soc.Anon.de Gérance et d'Armement	320·7 P28'B107'F31'	46·1	24·0	Dunkirk French *WB*	T.3Cy.21⅝",35$\frac{13}{16}$"&59$\frac{1}{16}$"-41¾" 225NHP Atel.&Ch.de laSeine MaritimeWormsetCie.		V
71648 FOOQ	**Cap Corse** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*3*trB*	2444 1657 1146					1929	Atel.&Ch. deBretagne Nantes	Cie.deNavigation Fraissinet	269·0 P33'B102'F41'	41·0	22·7	Marseilles French *WB*	T.3Cy.24$\frac{7}{16}$",39$\frac{3}{16}$"&64½"-39$\frac{3}{16}$" 260NHP Atel.&Ch.deBretagne,Nts.		V
71649 159156 ~~FOOD~~	**Cap des Palmes** Ⓟ *OilEng.* D.F. 2*Dks*3*trB* *Ref.Mchy.* *CruiserStern*	3082 2453 2068					1935	Helsingörs Jernsk.&Msk Elsinore	~~Cie.deNavigation Fraissinet~~ Ministry of Shipping	335·6 F86'	44·0	25·6	Hamilton, Bermuda. British *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 608NHP Akt.Burmeistr&Wain,Cpn		V
71650 166309 ~~FNTF~~ GNBX	**Cap el Hank** (*ex*Ardennes-38, *ex*NellyLasry) ssMsl.No.3-12,34 ssDnk.No.1-39 D.F. 2*Dks*(*Stl*)	2578 2144 1473	✠100A1 1,41 ~~11,39~~ ✠LMC1,39 BS~~3,40~~1,41	Ant Liv	*t*	CL ~~4,38~~ N12,40	1920 7mo *Lloyd*	Burntisl'nd S.B.Co.Ld. Burntisland *'sA&CP*	Ministry of Shipping(ElderDempsterLinesLd*Mgs*) *Intermediate'tween dk BH in fore* *CellDBa*86'*uE*20'*f*124'523*t*	~~300·7~~ 300·6 P28'B81'F29' FK *hold dispensed with* *FPT*55*tAPT*42*t*	43·7	~~22·5~~ 22·7	Liverpool British *Cem* 4*BH to U dk* 1 „ „ 2*nd*„	T.3Cy.22",36"&59"-39" (*s*) 180lb 286NHP 2SB,6*cf*,GS142,HS5091 Cooper&Greig,Ld.Dundee *only*	25 ″ 0 s 4 ″ 2¼ 21 ″ 0	
71651 FNEX	**Cap Falcon** (*ex*IngridSturm) *CruiserStern* 1*Dk*	1778 1151 1052					1924	Intrnationl SB.&E.Co.Ld Danzig	Armement L.Mazzella&Cie	243·6 P24'Q69'	36·0	23·4	Oran French *WB*	T.3Cy.17$\frac{5}{16}$",27⅝"&44¼"-31½" International 110NHP S.B.&E.Co.Ld		V
71652 FOZV	**Cap Figalo** (*ex*Delta-33) 1*Dk*&*Shelter dk*	2811 2641 1756					1905	Akt.Ges. "Neptun" Rostock	Armement L.Mazzella&Cie	292·1 H18'	41·3	18·5 25·7	Oran French *WB*	T.3Cy.20$\frac{9}{10}$",35$\frac{4}{10}$"&55$\frac{1}{10}$"-35$\frac{4}{10}$" 181NHP A.G."Neptun,"Rostock		V
71653 FOQW	**Cap Guir** (*ex*Almazora-36) ssGls.No.2-36 Wireless D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1536 1260 802	✠ … 1,37 ✠	Gls	*r*		1927 4mo	R.Duncan &Co. PortGlasgow	Soc.Anon.de Gérance et d'Armement *CellDB*233'470*t*	270·2 FK *FPT*45*tAPT*80*t*	41·0	15·4	Dunkirk French 4*BHCem* (*Coll to Sh dk* 3 „ 2*nd* „)	T.3Cy.19",32"&54"-36" 247NHP 2SB,6*cf*,GS107,HS4406 D.Rowan&Co.Ld.Glasgow	17 ″ 2	V †
71654 FNXD	**Cap Hadid** *Fitted for oil fuel* D.F. E.S.D. 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	1700					1938	Frdrkshvn Værft og Flydk.A/S Fredrikshavn	Soc.Anon. de Gérance et d'Armement	290·0	41·5	26·7	Dunkirk French *WB*	C.3Cy.(2)15¾"&39⅜"-37⅜"& LPturbine with reduction gear & chain drive 269NHP HS4000 HelsingörsJensk.&Mskb		V
71655 FNXO	**Cap Lopez** (*ex*Nicolas TwinSc Toussaint, ssB.As.No.3-7,17 *ex*Paso deTenelero, ssDakarNo.2-26 *ex*Sajonia,*ex*Mercurio, 1*Dk*&*Awngdk* *ex*Francisco deIbarra) Wireless	1422 1151 787	✠ … 4,30 ✠				1906 10mo	J.Frerichs &Co.A.G. Einswarden	Messageries du Sénégal	236·4 B80'F25' FK	36·1	18·4	Dakar French *WB*	T.6Cy.11⅜",17¾"&30"-22" 122NHP J.Frerichs&Co.Osterholz	19 ″ 2	V †

1 Numéro d'Ordre Numéro Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée Cert. B. of Trade
71656	**Cap Norte** Ⓟ (exSierra Salvada-34,exCap Norte-32) D.F. GyC. 4Dks Sub.Sig. CruiserStern TwinSc Fitted for oil fuel Now "Empire Trooper," see No. 8[illegible] in Supplement	13615 10179 8027					1922	Vulcan Werke Hamburg	Ministry of Shipping (British IndiaStm.Nav. Co.Ld. *Mgrs.*)	499·5|64·0|38·7 B&F402'	British *WB*	T.6Cy.26$\frac{7}{16}$",43$\frac{5}{16}$"&71"-51$\frac{3}{16}$" & 2 LP Turbines 1200NHP VulcanWerkeA.G.Ham.		G
71657 FNLV	**Cap Padaran** Ⓟ (exD'Iberville) D.F. 3*Dks*	8009 — 4891					1922	Atel.&Ch. de la Loire St.Nazaire	ChargeursRéunis	417·7|55·1|34·4 B149'F45'	Havre French *WB*	3SteamTurbinesDRgeared to1sc.shaft Atel.&Ch.de laLoire StNaz		V
71658 FNUW	**Cap-Pinède** (exBrush-38) *Fitted for oil fuel* Wireless 1*Dk&Shelter dk* *CruiserStern*	1320 1043 714					1938	Fredrikstad MekVrksA/S Fredrikstad	Cie.France-Navigation,S.A.(*in liq.*) (Cie.Générale Transatlantique, *Mgrs.*)	251·2|42·3|14·0 F22'	Marseilles French *WB*	C.4Cy.(2)13"&(2)30$\frac{1}{16}$"-28$\frac{3}{4}$" 82NHP FredrikstadM.V.A/S Fredrikstad		VN
71659 174212 ~~FNLW~~	**Cap St. Jacques** Ⓟ (exGuichen) D.F. 3*Dks*	8009 — 4891					1922	Atel.&Ch. de la Loire Nantes	Ministry of Shipping(BritishIndia SteamNavCo.Ld. *Mgrs.*)	417·7|55·1|34·5 B148'F45'	Aden ~~Havre~~ ~~French~~ British *WB*	3SteamTurbinesDRgeared to1sc.shaft Atel.&Ch.de laLoire,StNaz		V
71660 FNXM	**Cap Sim** TwinSc (exGenale-37,exI.K.Ward-34) *OilEng.* 2*Dks*	1906 1570 944					1929	Akt.Lindholmen-Motala Gothenburg	Soc.Anon.de Gérance et d'Armement	267·0|37·5|21·8 P41'*Lower*B66' *Upper*B21'F29'	Dunkirk French *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{1}{2}$"-35$\frac{7}{16}$" 449NHP GotaverkenA/B,Got.		V
71661 FNUA	**Cap Tafelneh** (exAriege-38, exSydneyLasry) ssMsl.No.3-12,34 ssRou.No.1-38 D.F. 2*Dks*(*Stl*)	2299 2093 1399	✠100A1 3,39 BS3,39 ✠LMC2,38 Surveys delayed	Ant	/	CL N1,38	1920 9mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd* 'sA&CP *CellDBa*	Soc.Anon.de Gérance et d'Armement *Intermediate 'tween dkBHinfore* 86'*uE*20'*f*124'523*t*	300·7|43·8|22·5 P28'B81'F33' FK *hold dispensed with* *FPT*55*tAPT*42*t*	Dunkirk French *Cem* (4*BHtoUdk* 1 " " 2*nd* "	T.3Cy.22$\frac{5}{16}$",36"&59"-39"(*s*) 180lb 286NHP 2SB,6*cf*,GS144,HS5091 Cooper&Greig,Ld.Dundee *only*)	25 " 0 s4 " 2$\frac{1}{4}$ 21 " 0	
71662 FNZF	**Cap Tarifa** (exMauriceBernard, exDéputéMauriceBernard) 1*Dk*	2177 1709 1187					1920	Government Yard Lorient	Calédonickel Soc.Anon.	270·3|39·5|19·6 P28'B54'F23'	Dunkirk French *WB*	T.3Cy.18$\frac{1}{16}$",29$\frac{9}{16}$"&49$\frac{1}{2}$"-37$\frac{1}{2}$" 149NHP Atel.&Ch.de laLoire,Nts.		V
71663 FNLX	**Cap Tourane** Ⓟ (exJouffroy D'Abbans) D.F. 3*Dks*	8009 — 4891					1923	Atel.&Ch. de la Loire Nantes	ChargeursRéunis	417·7|55·1|34·5 B149'F45'	Havre French *WB*	3SteamTurbinesDRgeared to1sc.shaft Atel.&Ch.de laLoire,StNaz		V
71664 FNLY	**Cap Varella** Ⓟ (exKersaint) D.F. 3*Dks*	8009 — 4891					1921	Atel.&Ch. de la Loire Nantes	ChargeursRéunis	417·7|55·1|34·5 B148'F45'	Havre French *WB*	3SteamTurbinesDRgeared to1sc.shaft Atel.&Ch.de laLoire,StNaz		V
71665 219209 KQMD	**Capac** (exDeuel) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks* Now "Cardina," see No. 87507 in Supplement	5586 5113 3465					1919	J.F.Duthie &Co. Seattle,Wash	GraceLine,Inc.	410·3|54·2|27·7 P44'B115'F47'	NewYork Utd.States *WB*	T.3Cy.24$\frac{7}{8}$",41$\frac{1}{2}$"&72"-48" 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		R
71666 959 IBZB	**Capacitas** (exAnsaldoSanGiorgio Quarto) *Mchy.Aft* D.F. 2*Dks*	5371 4566 2933					1920	Ansaldo SanGiorgio Spezia	Soc.Anon.diNav. "MareNostrum"	393·2|51·8|28·1 378·5	Genoa Italian *WB*	3SteamTurbinesSRgeared to1sc.shaft G.Ansaldo&Co.Smprdrna		CI
71667 167607 GLXG	**Cape Breton** D.F. E.S.D. 1*Dk* *Cruiser Stern* *Longitudinal framing at deck* *Cargo battens not fitted*	~~5970~~ ~~5115~~ ~~2440~~ 6044 5480 3554	✠100A1 7,40 ~~(Class Contemplated)~~ ✠LMC7,40	Hpl	*a*† 2	CL	1940 7mo	W.Gray& Co.Ld. WHartlepool *Lloyd* sA&CP	BowringS.S.Co. Ld.(C.T.Bowring& Co.Ld.*Mgrs.*) *CellD*	432·0|57·1|29·0 448·2(O.L.) P44'B133'F39' FK B376'1356*tFPT*146*t*	London British 7*BHCem* *APT*242*t*	T.3Cy.24",38"&68"-48" 225lb (*s*) 462NHP 3SB(Spt)9*cf*,GS142, HS6375 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	31 " 5 s6 " 6 25 " 1$\frac{3}{4}$	
71668 165968 GTTY	**Cape Clear** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5085 4542 2976	✠100A1 *with freeboard* ~~11,40~~ ~~3,40~~ 4,41 ✠LMC8,39	Liv ~~Grk~~	*a*†	CL ~~N11,40~~ 4,41	1939 8mo	Lithgows Ld. PortGlasgow *Lloyd* sA&CP *CellDB*	CapeYorkMotorshipCo.Ld.(Lyle ShippingCo.Ld. *Mgrs.*) 367*t*1407*tMTs*957*t*	431·8|56·2|24·8 447·5(O.L.) F40' FK *FPT*101*t APT*192*t*	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 " 2*nd* ")	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$"-85$\frac{1}{16}$" 599NHP 2DB*120lb* D.Rowan&Co.Ld.Gls.	27 " 9 s3 " 1 24 " 10$\frac{1}{2}$	
71669 6 SWKS	**Cape Corso** ssPir.2ndNo.3-9,30 ssPir.No.2-39 1*Dk*(*Stl*)*&Spardk*(*Stl*) *&deep framing*	3890 3716 2510	✠100A1 *Spar dk* 12,39 MS5,39 ✠LMC ✠NB(c)4,19 BS12,39 Surveys delayed	Pir	*x*	CL 5,39	1905 9mo	Russell& Co. Pt.Glasgow *Lloyd* 'sA&CP	Ath.Coulouras *Cell DBa*114'*uE&B*40'*f*164'925*t DTa*36	369·7|49·0|17·6 25·5 P32'B200'F40 FK	Hydra Greek 5*BHCem* 800*tAPT*28*t*	T.3Cy.25",42"&68"-48" (*s*) 180lb 384NHP 3SB,9*cf*,GS150,HS6517 D.Rowan&Co.Glasgow	28 " 1 s4 " 1$\frac{1}{2}$ 24 " 1$\frac{1}{2}$	
71670 145654 GCTF	— (exKnight of St George-34) ssLiv.No 2-38 2*Dks*(*Stl*) D.F. E.S.D.	3807 3559 2338	✠100A1 1,41 ~~2,40~~ ✠LMC MS1,38 ~~BS2,40~~ 3,41	Mdb Phl	*w*	CL N2,40	1929 8mo	Lithgows, Ld. Port Glasgow *Lloyd* 'sA&CP *CellDBa&uE*	LyleShippingCo. Ld.	352·5|50·5|25·0 P34'B108'F38' FK 133'*f*155'849*tFPT*	Glasgow British 6*BHptCem* 87*tAPT*88*t*	T.3Cy.24",40"&66"-45" (*s*) 180lb 389NHP 2SB(FD)&1AuxSB,8*cf*, GS143,HS5588 D.Rowan&Co.Ld.Glasgow	27 " 8 s4 " 10$\frac{1}{2}$ 22 " 6$\frac{1}{2}$	
71671 160250 GTDJ	**Cape Horn** ssRot.No.2-37 *OilEng.* D.F. E.S.D. 2*Dks*(*Stl*)	5643 5374 3615	✠100A1 7,40 ~~9,30~~ DBS~~7,39~~ 7,40 ✠LMC9,37	Vcr Syd	*a*†	CL ~~N9,37~~ 7,40	1929 5mo	Lithgows, Ld. PortGlasgow *Lloyd* 'sA&CP *CellDB*359'1345*tDT*	CapeYorkMotorshipCo.Ld.(Lyle ShippingCo.Ld. *Mgrs.*) 1 *Intermediate BH forwd end* 1 *'tween dk BH aft dispensed with*	425·0|56·0|28·9 P38'B121'F37' FK *a*33' 975*t FPT*170*t*	Glasgow British *ptCem* 5*BH to U dk* 1 " " 2*nd* " *APT*35*t*	Oil Engines 4S.C.SA 8Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" 653NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	31 " 6 s6 " 3 25 " 6$\frac{1}{2}$	
71672 145660 GBCZ	**Cape Howe** (exKnightAlmoner-34) ssNwc.No.2-39 E.S.D. D.F. 1*Dk*(*Stl*)2*ndDk*(*Stl*)*in holds*	4443 4105 2728	✠100A1 9,39 ✠LMC9,39	Nwc	*x*	CL 9,39	1930 7mo	Lithgows, Ld. PortGlasgow *Lloyd* 'sA&CP	LyleShippingCo. Ld. *CellD*	375·0|53·0|25·6 P34'B108'F39' FK B324' 968*t FPT*97*t*	Glasgow British 6*BHptCem* *APT*95*t*	T.3Cy 25",41"&68"-48" (*s*) 180lb HS6058 413NHP 2SB(FD)&1AuxB8*cf*GS138 D.Rowan&Co.Ld.Gls.	27 " 11 s5 " 2$\frac{1}{2}$ 22 " 11	
71673 152010 VJBY	**Cape Leeuwin** Ⓟ *Fitted for oil fuel* Wireless 2*Dks* *CruiserStern*	1406 1165 495	✠ ... 8,27 ✠				1925 5mo	Australian Commonwlth Shippg.Board Sydney	Commonwealth of Australia(Dept.of Commerce)	225·0|35·0|20·3 B90' FK&BK1$\frac{1}{2}$"	SydneyNSW British *WB*	T.3Cy.18$\frac{1}{2}$",30"&49"-36" 226NHP AustralianCommonwealth ShippingBoard	22 " 6	
71674 145656 GJYS	**Cape Nelson** (ex Knight of St. Michael-34) ssAnt.No.2-38 D.F. E.S.D. 2*Dks*(*Stl*)	3807 3559 2338	✠100A1 12,40 ~~3,40~~ ~~BS3,39~~ 6,40 ✠LMC7,38	Bry Phl	*w*	CL 3,40	1929 10mo	Lithgows, Ld. PortGlasgow *Lloyd* 'sA&CP *CellDBa&uE*	LyleShippingCo. Ld.	352·5|50·5|25·0 P34'B108'F38' FK 133'*f*155'849*tFPT*	Glasgow British 6*BHptCem* 87*tAPT*88*t*	T.3Cy.24",40"&66"-45" (*s*) 180lb 389NHP 2SB(FD)&1AuxSB,8*cf*, GS143,HS5588 D.Rowan&Co.Ld.Glasgow	27 " 3 s4 " 10$\frac{1}{2}$ 22 " 6$\frac{1}{2}$	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71675 157597 VJPK	**Cape Otway** Ⓟ *Fitted for oil fuel* Wireless *2Dks*	996 626 341	✠ ... 2,32 ✠				1931 9mo	Common-wealthShip-pingBoard Sydney	Commonwealth of Australia(Dept.of Commerce)	197·1 P29'B96'F27'	34·1	15·1 FK&BK1"	SydnyNSW British *WB*	T.3Cy.14¼",23¾"&39½"-24" 93RHP CommnwlthShppngBoard	17 ″ 0	
71676 145658 GSJM	**Cape Race** (*ex*Knight of St.John-34) *ss*Sld.No.2-38 D.F. E.S.D. *2Dks(Stl)*	3807 3559 2338	✠100A1 4,40 BS~~11,39~~ ✠LMC9,38 2,41	Cff	*w*	CL N4,40	1930 2mo	Lithgows, Ld. PortGlasgow *Lloyd'sA&CP*	LyleShippingCo. Ld. *CellDBa&uE*133'	352·5 P34'B108'F38' *f*155' 849*t* *FPT*87*t*	50·5	25·0 FK	Glasgow British 6*BHptCem* *APT*88*t*	T.3Cy.24",40"&66"-45" (*s*) 180lb 389NHP 2SB(FD)&1AuxSB,*8cf*, GS143,HS5588 D.Rowan&Co.Ld.Glasgow	27 ″ 3 s4 ″ 10¾ 22 ″ 6¾	
71677 164068 GYSC	**Cape Sable** D.F. E.S.D. *1Dk,2nd dk in holds*	4398 4079 2708	✠100A1 5,39 ✠LMC3,36	Cal	*x*	CL	1936 3mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	LyleShippingCo. Ld. *CellD*	375·0 P34'B108'F39' *B*324' 968*t* *FPT*97*t*	53·0	25·6 FK	Glasgow British 6*BHCem* *APT*95*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb 413NHP 2SB(FD)&1AuxSB,*8cf*, GS128,HS6058 D.Rowan&Co.Ld.Gls.	27 ″ 11 s 5 ″ 2½ 22 ″ 11	
179/40 71678 160385 GNSV	**Cape St. Andrew** *ss*P.Nl.No.2-35 *2Dks(Stl)*	5094 4771 3163	✠100A1 3,40 ✠LMC MS12,35 BS~~7,39~~7,40	Nwc-	*z*	CL 6,39	1928 3mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	SunShippingCo.Ld (MitchellCotts& Co.Ld.*Mgrs.*) *CellDB*	407·0 P37'B241'F34' 351'1240*t* *APT*197*t*	53·5	26·7 FK	London British 6*BHCem*	T.3Cy.26",44"&73"-48" (*s*) 200lb 545NHP 3SB,*9cf*,GS172,HS8001 FD D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 4 ″ 4¾ 24 ″ 10	
71679 125702 VPFF	**Cape St. Francis** (*ex*Sutlej) *ss*H.Kg.2ndNo.3-4,32 *ss*H.Kg No.1-36 *1Dk(Stl-ws)&deep framing* *&Awng dk(Stl-ws)lower dk in fore hold*	3549 3313 2170	✠100A1 *Awng dk* *withfreeboard* 5,39 ~~BS5,39~~ ✠LMC~~3,36~~ 9,40	HKg	*v*	CL ~~4,38~~ 9,40	1908 7 mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	ShunHongS.S.Co. Ld.(Williamson& Co.*Mgrs.*) *CellDBa*106'*uE&*	349·1 P41'F45' *B*68'*f*126'690*t* *FPT*	44·2	19·5 27·5 FK	HongKong British 6*BHCem* 49*t* *APT*36*t*	T.3Cy.25$\frac{1}{16}$",40"&68"-45"(*s*) 200lb 426NHP 2SB,*6cf*,GS124,HS6000 FD D.Rowan&Co.Glasgow	30 ″ 0 s 6 ″ 2¼ 24 ″ 3¾	
1124/40 71680 160514 GNSW	**Cape St. George** *ss*Cal.No.2-36 *2Dks(Stl)*	5112 4789 3175	✠100A1 9,39 ✠LMC MS4,36 BS9,39	Sng	*z*	CL 11,38	1928 6mo	R.Duncan &Co.Ld Pt.Glasgow *Lloyd'sA&CP*	SunShippingCo.Ld (MitchellCotts& Co.Ld.*Mgrs.*) *CellDB*351'12	407·0 P37'B241'F34'	53·5	26·7 FK	London British 6*BHCem* 40*t* *APT*197*t*	T.3Cy.26",44"&73"-48" (*s*) 200lb 545NHP 3SB,*9cf*,GS172,HS8001 FD D.Rowan&Co.Ld.Gls.	29 ″ 0 s 4 ″ 4¾ 24 ″ 10	
71681 165975 GLTC	**Cape Wrath** D.F. E.S.D. *CruiserStern* *For full particulars see No. 87512 in Supplement*	~~4500~~ 4512 4094 2672	100A1 *withfreeboard* (*ClassContemplated*)				1940	Lithgows Ld. PortGlasgow	Cape of GoodHope MotorshipCo.Ld. (LyleShippingCo. Ld.*Mgrs.*)	~~411·5~~ 411·8 F36'	54·2	~~23·0~~ 23·8	Glasgow British	T.3Cy.22",36"&65"-45" Rankin&BlackmoreLdGrk	26 ″ 3 s2 ″ 7½ 23 ″ 9½	
128/40 71682 148897 GMFZ	**Cape York** **TwinSc** *OilEng.* D.F. E.S.D. *ss*Rot.No.3-1,39 *2Dks(Stl)&Shelter dk(Stl)*	5027 4762 3117	✠100A1 *withfreeboard* 5,40 ~~10,39~~ ✠LMC CS1,39 DBS~~1,39~~5,40 1,39	Cal Sld	*a*†	CL ~~N12,36~~ 5,40	1926 3mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP* *CellDB*340'	CapeYorkMotor-shipCo.Ld.(Lyle ShippingCo.Ld. *Mgrs.*) 1068*tDT f*39'1627	410·0 *tFPT*212*tAPT*44*t*	54·0	27·0 FK	Glasgow British 7*BHptCem* (*Coll toSh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.22$\frac{1}{16}$"-39⅜" 563NHP DB*100lb* Hwthrn,Leslie&C.Ld.Nwc	29 ″ 6 s 3 ″ 6¼ 26 ″ 2¾	
71683 152017 VJBZ	— Ⓟ *Fitted for oil fuel* Wireless *2Dks* *Cruiser Stern*	1406 1165 497	✠ ... 8,27 ✠				1925 10mo	Australian Commonwlth ShppgBoard Sydney,NSW	Commonwealth of Australia(Dept.of Commerce)	225·0 B90'	35·0	20·1 FK&BK1½"	Sydney NSW British *WB*	T.3Cy.18¼",30"&49"-36" 225NHP AustralianCommonwealth ShippingBoard,Sydney	22 ″ 6	
71684 148862 GLBD	**Cape of Good Hope** *OilEng.* D.F. E.S.D. *ss*Rot.No.3-9,38 *2Dks(Stl)*	4963 4571 3157	✠100A1 12,40~~2,40~~ DBS~~6,39~~ ✠LMC9,38 12,40 *Carrying oil* *in after deep*	Suz Bal *F.P.a* *tank*	*y* *bov*	CL 8,38 *e* 150°	1925 6mo F. *In*	Lithgows Ld. PortGlasgow *Lloyd'sA&CP* *termediate'tw* *CellDB*341'	Cape of GoodHope MotorshipCo.Ld. (LyleShippingCo. Ld.*Mgrs.*) *een dk BH in after* 1062*tDTf*44'1266*t*	405·0 P39'B124'F44' *hold dispensed with* *DTa* 35' 922*t* *FPT*	52·2	27·5 FK	Glasgow British *ptAspptCem* 5*BH to Udk* 2 ,, ,,*2nd*,, 111*tAPT*19*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk *only*	30 ″ 0 s 5 ″ 7¼ 24 ″ 8	
71685 7670 SIDN	**Capella** **TwinSc** *ss*Got No.3-8,40 *OilEng.* *Mchy.Aft* D.F. ~~*ss*L.An.No.2-38~~ *CruiserStern* *2Dks(Stl)&Webframes* *Longitudinal framing-bracketless system*	9683 8911 5621	✠100A1 8,40~~5,39~~ DBS~~6,39~~ ✠LMC~~8,38~~ 8,40 8,40 *CarryingPetr*	LAn Got *oleum*	*e*† *in*	CL ~~F10,37~~ ~~S10,38~~ 6,40 *bulk*	1930 9mo	Eriksberg M V.Aktieb Gothenburg *Lloyd'sA&CP* *CellDBuE*68	TrelleborgsÅngf. NyaAktieb. (J.Malmros, *Mgr.*) ' 226*t DTf*31'555*t*	487·7 P101'F42' *FPT*222*tAPT*243	64·2	36·7 FK	Trelleborg Swedish 16*BHptCem* (11 ,, *to Udk* 5 ,, *2nd*,,)	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP 2DB*150lb* EriksbergM.V.Aktieb.Got	37 ″ 0 s8 ″ 10½ 28 ″ 4	
71686 7559 SFHA	— (*ex*JohnBakke) *1Dk*	*1880* *1639* *1068*					1923	Bergens Mek.Værks. Bergen	Banck&Co. (S.Banck,*Mgr.*)	265·8 P36'B59'F11'	42·2	17·9	Hlsngborg Swedish *WB*	T.3Cy.19½",30"&52"-36" 162NHP BergensMekVærksBergen		N
54/40 71687 LDBQ	— **Iron&Steel** *1Dk&Awng dk3trB* *plating pt Stl*	877 844 465	✠ 12,85	Bgn	*m*		1885 8mo	Martens, Olsen&Co. Bergen	DetBergenske Dampskibsselskab	191·9 H29*t*	28·8	14·7 20·3 BK7½" *CellDB*	Bergen Norwegian 4*BHCem* 143'124*t*	T.3Cy.13½",23"&37"-26" NB01 69NHP E*made*19,*fitted*— Lobnitz,Renfrew		
71688 166402 GKGM	**Capetown Castle** Ⓟ **TwinSc** GyC. Sub.Sig. *OilEng.* D.F. E.S.D. *3Dks,4th dk except in No.7* *Ref.Mchy. hold,5th dk in Nos.3,5&6holds* *CruiserStern*	27000 19715 16454	✠100A1 *withfreeboard* 5,40~~12,39~~ ✠LMC4,38	Sou	*s*† 3	CL	1938 4mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP* *Ce*	Union-CastleMail S.S.Co.Ld. *llDB*581'3395*t* *Tank between tu*	702·9 734·0(O.L.) P276'B245'F122' *joined by shade deck* *nnels*298*t FPT*145*t*	82·5	42·0 FK	London British 11*BHptCem* *APT*426*t*	Oil Engines 2S.C.DA 20Cy.26"-59$\frac{1}{16}$" 4650NHP 4DB*100lb* Harland&Wolff,Ld.Bel.	50 ″ 0 s18 ″ 3 32 ″ 0¼	BT till ~~12,40~~ ~~5,41~~ 10,41
71689 141709 CYGL	**Capilano** Ⓟ **Wood** *Fitted for oil fuel* *3Dks*	374 173 200					1920	B.C. Marine,Ld. Vancouver	UnionSteamships Ld.	135·0	26·9	8·2	Vancouver British	T.3Cy.12",19"&32"-16" 51RHP HuttonMach.Wks.Seattle		C
71690 219904 KUPN	**Capillo** *Fitted for oil fuel* Sub.Sig. *2Dks*	5135 4598 3127					1920	American International Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P39'B121'F42'	54·2	27·8	Phildlphia Utd.States *WB*	DR gearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
71691 FNFA	**Capitaine Damiani** *ss*Msl.No.1-25 *Fitted for oil fuel* *Mchy.Aft* *2Dks&Web frames* *Longitudinal framing* D.F. *CarryingPetroleum in bulk*	4854 4049 2689	✠ ... 11,29 ✠				1921 11mo *Co*	National S.B Corp. ThreeRivers, P.Q. *mpletedby*Soc.	Soc.AnonMazout-Transports(Cie. deNav.Mixte, *Mgrs.*) NaphtesTransport	380·7 P101'B35'F44'	51·8	28·2 FK	Marseilles French *WB*	T.3Cy.27",43⅜"&73"-48" 317NHP CanadianAllis-Chalmers, Ld.Toronto,Ont.	28 ″ 4	
71692 FNZH	**Capitaine Illiaquer** *1Dk*	2138 1707 1168	✠ ... 12,22 ✠				1921 5mo	Anciens Chantiers Dubigeon Nantes	"Calédonickel" Soc.Anon.	270·3 P20'B57'F25'	39·5	19·6 FK	Nouméa French *WB*	T.3Cy.18⅛",29$\frac{15}{16}$"&49$\frac{3}{16}$"-37$\frac{13}{16}$" 187NHP Atel.&Ch.de laLoire,Nts.	23 ″ 0	V †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre où coté, s'il n'est dans le L. R. Certificat, Board of Trade
71693 FOMP	**Capitaine Le Bastard** D.F. 1*Dk*	3176 — 1661					1923	Chant.Nav Français Caen	Soc.Mar.deTransp.&d'Affrêt.(Soc. Mar.Nationale, *Mgrs.*)	313·6|45·9|20·5 P&B164'F29'	Havre French	T.3Cy.18⅜",29 15/16"&50⅝"–46¼" 173NHP Schneider&Co.Havre		V
71694 FOGG	**Capitaine Le Diabat** 3Mst D.F. 1*Dk*	3107 — 1613					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	UnionIndustrielle &Mar.Soc.Française d'Arm.	311·8|45·9|23·6 P164'F29'	Havre French *WB*	T.3Cy.21½",36"&59"–42" 226NHP Atel.&Ch.de laLoire, St.Denis		V
71695 FOGI	**Capitaine Luigi** D.F. *Well deck* 1*Dk*	3176 — 1661	✠ … 9,25 ✠				1922 11mo	Chant.Nav Français Caen	Soc.Mar.deTransp.&d'Affrêt(Soc. Mar.Nationale, *Mgrs.*)	313·6|45·9|20·5 P15'Q90'B59'F29' FK	Havre French *WB*	T3Cy18⅜",29 15/16"&50⅝"–37 15/16" 235NHP Atel.&Chant.de laLoire, St.Denis	23 ″ 0	V †
* 71696 FNXB	**Capitaine Maurice Eugène** (*ex*Westminster–37, *ss*Dnk.No.3–4,34 *ex*CapitaineMaurice *ss*Rou.No.1–39 Eugene–34) D.F. 1*Dk*(*Stl*)*2nd dk* *Cargo battens not fitted* (*Stl*) *in holds*	*4496* *4161* *2799*	✠100A1 6,39 MS3,38	Rou ✠LMC BS6,39	*y*	CL 6,39	1921 9mo *Lloyd's*A&CP	Atel.&Ch. duSud-Ouest Bordeaux	LesCargos Algeriens,Soc. Anon. *CellDB*	386·3|52·6|25·3 400·0(O.L.) P35'B110'F45' FK 340' 1052*t* *FPT* 85*t*	Algiers French 6*BHCem* *AP* 130*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 437NHP 3SB,*12cf*,GS224,HS7677 J.G.Kincaid&Co.Ld.Grk.	28 ″ 4 s5 ″ 6¼ 23 ″ 0¼	
71697 FNBD	**Capitaine Paul Lemerle**	4945 — 3120					1921	Atel.&Ch. duSud-Ouest Bordeaux	Soc.Généralede Transp.Mar.àVap.	386·0|52·5|25·5 P35'B110'F46'	Marseilles French	T.3Cy.26",42"&70"–48" 340NHP J.G.Kincaid&Co.Ld.Grk		V
71698 FNGD	**Capitaine Prieur** 3Mst D.F. 1*Dk*	3087 — 1599					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	UnionIndustrielle &Mar.Soc.Française d'Arm.	311·8|45·9|23·6 P164'F29'	Havre French *WB*	T.3Cy.18⅜",30"&49¼"–37⅞" 148NHP Schneider&Co.Havre		V
71699	**Capitaine Saint Martin** *Cruiser Stern* 1*Dk*	3450					1938	Smith's DockCo.Ld. S.Bank,Mdb.	UnionIndustrielle &MaritimeSoc. Française d'Arm.	355·5|48·5|22·2 P22'B54'F31'	Rouen French *WB*	T.3Cy.18",28"&52"–36" & exhaust Turbine driving SteamCompressor 162NHP Smith'sDockCo.Ld.Mdb.		V
71700 EAOH	**Capitan Segarra** Ⓟ 3*Dks*	2252 1791 1040					1918	CiaEuskal-dunadeConst Bilbao	Cia.Trasmediterranea	265·0|36·5|23·9 P30'B76'F44'	Valencia Spanish *WB*	T.3Cy.22⅝",36½"&61½"–42" 248NHP Cen.Mar.Eng.Wrks.WHpl		V
71701 1975 IBLK	**Capitano A. Cecchi** TwinSc *OilEng.* D.F. 2*Dks*(*Stl–Weather dk* ws) *Ref.Mchy.* *CruiserStern*	2321 2048 1396	✠ … 2,36 ✠	Gen	*t*		1934 1mo	Eriksbergs M.V.Aktieb Gothenburg *CellDB*218'	ItalianGovernment(Ministero dell'Africa Italiana–Regia AziendaMonopolio Banane) 503*t* *FPT*23*t* *APT*	312·8|40·7|24·6 298·6 B80'F46' FK 60*t* *Tanks in way of*	Genoa Italian 5*BHptCem* (*Coll to W dk* 4 „ *2nd* „) *tunnels* 251*t*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP EriksbergM.V.Aktieb.Got	26 ″ 9	I †
71702 1906 IBDL	**Capitano Bottego** TwinSc *OilEng.* 2*Dks*(*Stl–Wthr dk* ws) *Ref.Mchy* *Cruiser Stern* D.F.	2316 2048 1401	✠ … 2,36 ✠	Gen	*t*		1933 10mo	Eriksbergs M.V.Aktieb. Gothenburg	ItalianGovernment(Ministero dell'Africa Italiana–Regia AziendaMonopolio Banane) *CellDB*218'503*tF* *APT*60*t* *Tanks in*	312·8|40·7|24·6 298·6 B80'F46' FK *PT*23*t* *way of tunnels*251*t*	Genoa Italian 5*BHptCem* (*Coll to W dk* 4 „*2nd*„)	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP EriksbergM.V.Aktieb.Got	26 ″ 9	I †
71703 142743 MJLD	**Capito** (*ex*Ardgarroch–37, *ex*PortlandHouse) *ss*Grk.No.3–3,31 *ss*Bkn.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	968 671 501	✠100A1 Examined ~~4,40~~ 11,40 ~~BS5,39~~ 6,40	Lth ✠LMC1,35		CL 3,40	1918 12mo *Lloyd's*A&CP	Ardrossan DD&SBCoLd Ardrossan	BristolSteamNav. Co.Ld.	200·2|31·2|13·2 Q139'F36' FK *CellDB*126' 186*t* *FPT*	Bristol British 3*BH Asp* 66*t* *APT*48*t*	T.3Cy.17",28"&46"–33" (*s*) 180lb 149NHP 2SB.*4cf*,GS90,HS2534 Aitchison,Blair&Co.Ld. Clydebank	15 ″ 6 s4 ″ 5½ 15 ″ 2¼	
71704 PUQD	**Capivary** (*ex*Cometa, TwinSc *ex*Candelaria) *ss*Rio.2ndNo.3–12,34 Wireless *ss*Rio.No.1–39 1*Dk*(*Stl*)	897 678 449	✠ A1 *Brazilian Coasting* 2,39 ~~BS3,40~~	Rio BS4,41 ✠LMC2,39	*m*	12,38	1913 4mo *Lloyd's*A&CP	W.Harkess &Son,Ld. Middlesbro'	Cia.Commercio e Navegação *CellDBag*	205·0|40·0|10·5 P17'Q86'F26' FK *uE*66' 110*t* *FPT*54*t*	R.Janeiro Brazilian 4*BHCem* *APT*18*t*	T.6Cy.11 1/16",17 1/16"&38 1/16"–21" 180lb *100lb* (*s*) 115NHP 1SB,*3cf*,GS60,HS2298 MacColl&Pollock,Ld.Sld.	11 ″ 3	
71705 2213 IBKZ	**Capo Alga** (*ex*Munbeaver–38, *ex*Sudbury) *ss*Mob.No.3–4,31 2*Dks*(*Stl*) *Fitted for oil fuel*	4723 4232 2891	✠ —— 1,38 ✠	NOs	*y*		1918 3mo	Chester S.B.Co. Chester,Pa.	Cia.Genovese di Nav.aVap.S.A.	403·8|51·2|28·0 384·8 P29'B104'F36' FK *CellDB*320'1157*t*	Genoa Italian 6*BHptCem* *FPT*98*t* *AP*	2 Steam Turbines DR geared to 1 Sc. Shaft 483NHP 3WTB,HS7989 WestinghouseMachineCo. *T*109*t* Pittsburgh,Pa.	30 ″ 6	I †
71706 1848 IBWC	**Capo Arma** (*ex*Assunzione–33, *ex*Chama) *ss*Ham.2ndNo.3–6,29 *Fitted for oil fuel* 1*Dk*& *Shelter dk*	3172 2791 1939	✠ … 4,33 ✠				1905 4mo	Palmers' Co.Ld. Newcastle	Cia.Genovese di Nav.aVap.S.A.	363·3|48·3|20·8 350·0 F45' FK *Shade dk*96'	Genoa Italian *WB*	T.3Cy.25",42"&70"–45" 478NHP Palmers'Co.Ld.Newcastle	31 ″ 9	I †
71707 1639 ICAY	**Capo Faro** (*ex*Patani) *Fitted for oil fuel* D.F. 2*Dks*& *Shelter dk*	3476 3060 2134					1905	Workman. Clark&Co.Ld Belfast	Cia.Genovese di Nav.a Vap.S.A.	384·7|49·3|21·8 370·3 30·3 B98'F48'	Genoa Italian *WB*	T.3Cy.26",44"&74"–48" 379NHP Wrkman,Clark&Co.LdBel		I
71708 2073 IBVB	**Capo Lena** Ⓟ (*ex*Astrolabe–35, *ex*Saint-Augustin, *ss*Ant.No.2–30 *ex*Avristan, *Fitted for oil fuel* *ex*SaintRene) D.F. 2*Dks*	4820 3980 2845	✠ … 11,32 ✠				1921 4mo	W.Gray& Co.(1918)Ld. W Hartlepool	Cia.Genovese di Nav.aVap.S.A.	363·2|52·6|26·7 352·0 P30'B215'F36' FK	Genoa Italian *WB*	T.3Cy.26",42"&70"–48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 4	I †
71709 2135 IBWB	**Capo Mele** (*ex*Georges etHenri–37, *ex*Sulima,*ex*Bassam) *ss*Alg.2ndNo.3–4,32 D.F. 2*Dks*(*Stl*)& *deepframing* & *Shelter dk*(*pt Stl pt Irn*)	3060 2779 1888	✠ … 5,36 ✠	Msl	*u*		1909 11mo	Irvine's SB &D.D.Co.Ld. WHartlepool	Cia.Genovese di Nav.aVap.S.A. *Cell D Ba*	354·3|46·6|22·9 340·4 P29'F41' FK 102'*uE*26' *f*150'593*t*	Genoa Italian 6*BH Cem* *APT*35*t*	T.3Cy.25",40"&67"–45" (*s*) 335NHP 2SB,*6cf*,GS131,HS5299 Richardsons,Westgarth& Co.Ld.Hpl.	25 ″ 3	IV †
71710 2131 IBQS	**Capo Noli** (*ex*Munardan–37) D.F. 2*Dks*	3921 3563 2450					1917	Workman, Clark&Co.Ld Belfast	Cia.Genovese di Nav.aVap.S.A.	385·6|50·3|25·4 370·2 P35'B108'F45'	Genoa Italian *WB*	T.3Cy.26½",43½"&71½"–48" 350NHP Wrkman,Clark&Co Ld.Bel		I

Now "Bic Island," *see No.* 87266 *in Supplement*

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71711 147461 GMYX	**Capo Olmo** Ⓟ 2TwinMsts (exRecherche-35, ~~Fitted for oil fuel~~ exSaintRoch, ssGls.No.1-27 exBardistan) D.F. 2Dks	4712 3983 2811	✠100A1 (Reclassification Contemplated) Examined 10,40 ✠LMC11,40 (Fitted for oil fuel 4,23 F.P. above 150° F.	Liv		CL 8,40	1923 4mo	W.Gray& Co.Ld W Hartlepool	Ministry of Shipping (Mos Hutchison Line Ld. Mgrs)	~~362·8~~ 351·0 P30'B215'F35' FK	~~52·6~~ 52·5	26·7	Liverpool British WB	T.3Cy.26",42"&70"-48" 200lb (r) 515NHP 3SB,9cf,HS7665 FD Cen.Mar.Eng.Wrks.WHpl	29 " 4 s4 " 0½ 25 " 6½	I †
71712 2212 IBKW	**Capo Orso** (exMunsomo-38) Fitted for oil fuel ssN.Os.No.3-7,28 ssBal.No.1-33 D.F. 2Dks(Stl)&Web frames Longitudinal framing	3149 2732 1887	✠ —— 1,38 ✠	Bal	u		1916 5mo	Maryland SteelCo.of Baltimore County Sparro'Pt Md	Cia.Genovese di Nav.aVap.S.A. forward ho	327·2 P35'B98'F39' FK 'Tween dk BH in ld dispensed with	46·2	22·9	Genoa Italian Cem 4BH to U dk 1 ,, ,, 2nd ,, CellDB278'	T.3Cy.$24\frac{1}{4}$",41"&68"-48" 449NHP 2SB,8cf,GS144,HS6397 MarylandStl.Co.Sparr'.Pt. only 768tFPT78tAPT296t	25 " 6	I †
71713 2276 ICEE	**Capo Rosa** (exAfricanExplorer-39, exMusician-38, Fitted for oil fuel exSaintBede) ssBkn.No.3-7,32 ssLiv.No.1-37 2Dks(Stl)	4699 4290 2953	✠ … 9,39 ✠	Liv	y		1919 7mo	Lithgows Ld. PortGlasgow	Cia.Genovese di Nav.aVap.S.A. CellD	397·9 384·9 P49'B113'F38' FK B331'985tFPT132t	52·0	26·7	Genoa Italian 7BHCem APT20t	T 3Cy.27",44"&73"-48" 517NHP 3SB,9cf,GS190,HS7668 Rankin&BlackmoreLdGrk	29 " 3	I †
71714 1469 IBAG	**Capo Vado** (exAlderney,exDochra) ssNYk.No.3-1,20 ssRot.No.2-28 Fitted for oil fuel D.F. 1Dk & Spar dk & deep framing	4391 4028 2713	✠ … 2,32 ✠				1906 9mo	Swan,Hunter &Wigham Richardson, Ld Newcastle	Cia.Genovese di Nav.aVap.S.A.	376·7 360·0 P33'B114'F38' FK	51·0	17·7 25·0	Genoa Italian WB	T.3Cy.25",41"&68"-45" 379NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 " 2	I †
71715 2227 IBJQ	**Capo Vita** (exSt.Winifred-39, exManchester ssMch.No.3-3,28 Hero-37) ssMch.No.2-36 D.F. 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)inNo.1hold (DAMAGED BY AIRCRAFT 6,38—NOW TRADING)	5683 5461 3536	✠ 5,38 ✠	Npt	y		1916 1mo	Nthmblnd S.B.Co.Ld. Newcastle	Cia.Genovese di Nav.aVap.S.A. CellDBa140'	400·0 411·8(O.L.) FonShelter dk37' FK uE&B45'f166'1303	53·0	32·3	Genoa Italian 6BHCem tAPT112t	T.3Cy.27",45"&74"-48" 532NHP 3SB,9cf,GS181,HS7906 Blair&Co.Ld.Stockton	34 " 11	I †
164/40 71716 162602 GPMZ	**Caprella** TwinSc OilEng. Mchy.Aft D.F. ssFal.No.2-39 E.S.D. 1Dk(Stl) 2nd dk(Stl)clear of cargo tanks Longitudinal framing at bottom & at deck	8230 7483 4828	✠100A1 4,40 ✠LMC CS12,39 DBS12,39 3,38 Carrying Petroleum in bulk	Cff	†	CL 1,39	1931 7mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd's A&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE64'239tD	451·3 467·0(O.L.) P103'B35'F42' FK Tf32'365tFPT222t	62·0	34·1	London British 14BH APT62t	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NHP 2DB150lb Hwthrn,Leslie&CoLd.Nwc	34 " 0 s 6 " 7¾ 27 " 7¼	
71717 DHDO	**Capri** D.F. 1Dk	1846 1577 1037					1927	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	287·9 P&B227'F33'	41·1	16·9	Hamburg German WB	T.3Cy.$21\frac{1}{4}$",$34\frac{5}{8}$"&$55\frac{7}{8}$"-$37\frac{3}{8}$" 190NHP A.G."Neptun,"Rostock		G
71718 368 ILCH	— Ⓟ TwinSc Fitted for oil fuel 2Dks	630 444 309					1930	S.A.Bacini e Scali Napoletani Naples	Soc."Partenopea" Anon.diNavigazione	190·5 175·5 Q37'	29·6	13·6	Naples Italian	T6Cy.$15\frac{3}{4}$"$26\frac{3}{8}$"&$43\frac{5}{16}$"-$27\frac{9}{16}$" Offic.Mec.& 197NHP Navali diNapoli,Naples		I
71719 162649 GPRY	**Capsa** TwinSc OilEng. Mchy.Aft ssBkn.No.2-40 ~~ssShl.No.1-35~~ D.F. E.S.D. 1Dk(Stl)2nd dk(Stl) clear of cargo tanks Longitudinal framing at bottom & at deck	8229 7483 4826	✠100A1 10,40 ~~10,39~~ ✠LMC CS10,39 DBS10,39 10,39 Carrying Petroleum in bulk	Fal Bkn	c†	CL ~~P4,37~~ S5,39 P9,40	1931 10mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd's A&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE64'239t	451·3 467·0(O.L.) P103'B35'F42' FK DTf32'365t FPT	62·0	34·1	London British 14BH 222tAPT62t	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NHP 2DB150lb Hwthrn,Leslie&CoLd.Nwc	34 " 0 s6 " 7¾ 27 " 7¼	
71720	**Captain A. F. Lucas** Fitted for oil fuel Mchy.Aft 2Dks D.F. Carrying Petroleum in bulk	4188 — 3257					1904	W.R.Trigg Co. RichmondVa	BalboaTransport Corp.	360·0	50·0	28·5	Panama Pnamanian WB	T.3Cy.25",41"&68"-42" 300NHP W.R.TriggCo.Rchmnd,Va		R
71721 158644 VGZF	**Capt. C. D. Secord** (exJ.M.Oag-36,exS.B.Way-36, exA.E.R.Schneider, D.F. Sub.Sig. 1Dk exCharlesR.VanHise) Mchy.Aft	6922 6510 5271					1900	Superior S.B.Co. Wst.Superior	MohawkNav.CoLd (R.A.Campbell, Mgr.)	542·3 alt.'19	50·1	28·8	Montreal British WB	Q.4Cy.$20\frac{1}{2}$",30",$43\frac{1}{2}$"&63"-42" 257NHP 2Bmade16fitted- ChicagoS.B.Co.Chicago		R
71722 127469 WOQA	**Capt. Thomas Wilson** Mchy.Aft D.F. GyC. 1Dk2trB	4318 — 3091					1900	JenksS.B. Co. PortHuron	TheWilsonTransit Co.	420·5 WB	50·0	24·0	Wilmgton (Del.) Utd.States	T.3Cy.22",38"&63"-40" NB15 251NHP JenksS.B.Co.		R
71723 162337 GMJR	**Capulet** OilEng. D.F. E.S.D. ssFal.No.1-37 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	8190 7272 5005	✠100A1 9,40 ~~9,39~~ ~~DBS10,39~~ ✠LMC9,36 Carrying Petroleum in bulk DBS9,40	Mch Gls	c†	CL 2,38	1932 11mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd's A&CP	BearCreekOil& ShippingCo.Ld. (C.T.Bowring&Co. Ld. Mgrs.) CellD 435t	460·4 P112'B30'F57' FK Trunk in after well BuE81'197tDTf41' FPT161tAPT128t	59·5	34·1	Liverpool British 18BHptCem (10 to U dk 8 ,, 2nd ,,)	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 653NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	34 " 1 s 6 " 1½ 28 " 2¼	
71724 220257 KUZR	**Capulin** Sub.Sig. Fitted for oil fuel 2Dks	4977 4598 3032					1920	American International S.B.Corp HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States WB	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
71725 160244 GSZJ	**Cara** D.F. 1Dk	1760 1618 1078					1929	Burntislnd S.B.Co.Ld. Burntisland	AdmiralShipping Co.Ld.(Glen&Co. Ld.Mgrs.)	271·5 P17'B67'F29'	39·7	21·0	Glasgow British WB	T.3Cy.19",31"&51"-36" 156NHP D.Rowan&Co.Ld.Gls.		C
71726 135617 VRWL	**Carabao** (exLe Norvégien-35, exRothenburg,exFrieden) Wireless 1Dk	856 599 479					1915	Stettiner Oderwerke Stettin	ColonialSteamships,Ld.(Rogers &Co. Mgrs.)	203·7 WB	30·8	12·0	PortLouis, Mauritius British	T.3Cy.$13\frac{3}{8}$",$21\frac{11}{16}$"&$37\frac{13}{16}$"-$25\frac{9}{16}$" 65RHP StettinerOderwerke,Stn.		V
71727	**Caracas** (exWesterschelde-39) OilEng. Mchy.Aft CruiserStern	342 205 170					1937	Scheeps. deHaan& Oerlemans Heusden	Soc.Anon.TransporteMaritimo Nacional	126·6 P37'Q31'F17'	24·2	10·0	LaGuaira Venezuelan WB	Oil Engines 4S.C.SA 6Cy.11"-$17\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		C
71728 146088 VLJG	**Caradale** (exLestris-36) ssBkn.No.3-1,35 1Dk(Stl)&Shelter dk(Stl)	1881 1626 937	✠ … 11,36 ✠	Mch	s		1921 7mo	Swan,Hunter&Wigham Richardson Ld.Newcastle	JamesPatrick& Co.Pty.Ld. CellDB226' 464tMT18'129	290·0 FK Collision tFPT31t APT31t	42·6	18·1	SydnyNSW British Cem BH to Sh dk 5 ,, ,, U ,,	T.3Cy.$20\frac{1}{2}$",34"&56"-42" 318NHP 3SB,6cf,GS126,HS5000 Swan,Hunter&Wigham-Richardson,Ld.Nwc	21 " 2	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Construsteur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. [illegible]
71729 FNUQ	**Caraibe** (*ex*Allier-35) D.F. *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	4048 3272 1782					1932	Atel.&Ch. deFrance Dunkirk	CompanieGénérale d'Armements Maritimes	325·5|52·5|28·7 P49'B99'F42'	Havre French *WB*	3SteamTurbinesSRgeared to Sc.Shaft 667NHP Atel.&Ch.de laLoire,St.N.		V
71730 400 IBYI	**Caralis** Ⓟ TwinSc *OilEng.* 3*Dks*4*trB*	3510 — 2033					1928	Soc.Anon. Ansaldo SestriPnente	"Tirrenia "Soc. Anon.diNav.	330·2|43·8|21·4 313·6 B179'	Naples Italian *WB*	Oil Engines 4S.C.SA 12Cy.20½"-38⅜" 486NHP FrancoTosiS.A.Legnano		I
71731 EEFS	**Caranza** (*ex*Ouse Iron&Steel HopperNo.2) *ss*Bbo.4thNo.3–9,29 *ss*Bbo.No.1–33 1*Dk*(*Irn*)	524 — 332	✠ ~~[illegible]~~ 9,40 ✠NB2,23 ~~BS7,39~~	Cdz ✠~~LMC~~ ~~MS2,40~~		6,39	1885 10mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	J.TrujilloZafra e Hijos	158·6|28·6|12·3 F19' BK6"	Ceuta Spanish 5*BHCem*	C.2Cy.22"&44"-30" (*s*) 90lb 97NHP 1SB,3*pf*,GS49,HS1808 N.E.MarineEng.CoLdNwc	13 " 1	
74/40 71732 147345 GMBN	**Carare** Ⓟ TwinSc D.F. E.S.D. *Ref.Mchy.* Sub.Sig. 4*Dks*	6878 5326 4180					1925	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	425·2|55·1|29·9 P42'B194'F49'	Liverpool British *WB*	T.6Cy.23½",39½"&67"-48" 622NHP CammellLaird&Co.Ld.		C BT till 10,40
71733 FNRL	**Carbet** D.F. 2*Dks*	3689 — 2326					1920	Napier& Miller Glasgow	Cie.Générale Transatlantique	365·0|49·0|24·6 P&B219'F47'	Havre French *WB*	T.3Cy.26",42½"&69"-48" 330NHP Dunsmuir&Jackson,LdGls		V
71734 5813 SMTN	**Carbonia** (*ex*Ardennia-39, 4Mst *ex*Gothia-36, *ss*N.Yk.No.3–10,29 *ex*Roxen) *ss*Got.No.2–38 1*Dk*(*Stl*)	*1918* *1621* *1125*	✠ … 5,39	Got ✠	*r*		1916 7mo	Lindhol- mensV.A. Gothenburg	RederiA/B Sylvia (Alb.Billner,*Mgr.*)	262·0|42·7|18·1 277·5(O.L.) P24'B65'F31' FK *CellDB*224'471*t*	Gothenbrg Swedish 4*BHCem* *APT*41*t*	T.3Cy.20½",33"&55"-36" 214NHP 2SB,6*cf*,GS110,HS3500 LindholmensM.V.Got	20 " 6	C
71735 2266 ILCM	— (*ex*KalleH.-39, *ex*Adrien de *ss*Ant.No.3–3,12 Montgolfier-36, *ss*Rot.No.2–21 *ex*Monestoy,*ex*Grangetown, *ex*VanDyck) 1*Dk&deep framing* *Well deck*	1237 1040 725	✠ … 7,23	 ✠			1904 6mo	Soc.Anon. Chant.Naval Anversois Hoboken	Pittaluga& Bertorello	242·7|35·0|14·9 229·6 Q67'B64'F22' FK	Genoa Italian *WB*	T.3Cy.17",28"&46"-30" 132NHP B*made*20,*fitted*24 NE.MarineEng.Co.Ld.Sld.	17 " 2	IV †
71736 150977 VGFN	**Cardena** Ⓟ TwinSc *Fitted for oil fuel* Wireless 3*Dks*	1559 1134 842					1923	Napier& Miller Glasgow	UnionSteamships Ld.	226·8|37·1|18·4 *WB*	Vancouver British	T.6Cy.16",26½"&43"-30" 202NHP D.Rowan&Co.Ld.Gls.		C
71737	**Cardiff** Ⓟ TwinSc *OilEng.* 1*Dk*	1507 — 859					1929	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·1|43·2|12·3 P37'B46'F29'	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 287NHP Harland&Wolff,Ld.Gls.		
71738 162633 GPWQ	**Cardita** TwinSc *OilEng.* D.F. E.S.D. *ss*Shl.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8237 7483 4821	✠100A1 8,39 DBS~~[illegible]~~5,40 *CarryingPetroleum in bulk*	Shl ✠LMC CS8,39 1,39	*c*†	CL P8,39 SN8,39	1931 9mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'	451·3|62·0|34·0 467·0(O.L.) P103'B35'F42' FK 244*tDTf*32' 365*tFPT*213*t*	London British 14*BH* *APT*55*t*	Oil Engines 4S.C.SA 12Cy.24 13/16"-43 5/16" 714NHP 2DB*150lb* Hwthrn,Leslie&CoLd.Nwc	34 " 0 s 6 " 7¾ 27 " 7½	
71739 162664 GPWS	**Cardium** TwinSc *OilEng.* *Mchy.Aft* *ss*Shl.No.1–36 D.F. E.S.D. 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8236 7483 4828	✠100A1 12,38 DBS1,40 *CarryingPetroleum in bulk*	Bkn ✠LMC CS1,40 4,38	*c*†	CL 1,40	1931 12mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'24	451·3|62·0|34·0 P103'B35'F42' FK 4*t DTf*32'365*tFPT*	London British 14*BH* 213*tAPT*55*t*	Oil Engines 4S.C.SA 12Cy.24 13/16"-43 5/16" 714NHP 2DB*150lb* Hwthrn,Leslie&CoLd.Nwc	34 " 0 s6 " 7¾ 27 " 7½	
71740 220186 KUVV	**Cardonia** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5104 4598 3106					1920	American International S.B.Corp. HogIslandPa	LykesBros. SteamshipCo.Inc.	390·0|54·2|27·8 P50'B121'F40'	N.Orleans Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
192/40 71741 135724 VLFF	**Cardross** (*ex*Kittiwake-35) *ss*Gls.No.3–1,32 *ss*Syd.No.2–39 ~~*ss*Syd.No.1–35~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	1896 1629 982	✠100A1 *Shelter dk* *withfreeboard* 5,40 ~~10,38~~ BS11,39	Syd MS1,39 ✠LMC~~10,35~~	*s*	CL N10,39	1919 8mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	JamesPatrick& Co.Pty.Ld. *CellDB*248'399*t*	290·3|42·5|18·9 301·0(O.L.) FK *Collision* *FPT*31*tAPT*39*t*	Sydney, N.S.W. British *Cem* *BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.20½",34"&56"-42" (*s*) 180lb 318NHP 3SB,6*cf*,GS126,HS5000 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	21 " 2 s 1 " 3 20 " 1¾	
71742 13 IBCG	**Carducci** (*ex*Kolozsvar) *ss*Fiu.2ndNo.3–11,26 D.F. *ss*Ant.No.1-31 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*deep framing*	2028 1783 1236	✠ … 8,35	Gen ✠			1902 3mo	W.Dobson &Co. Newcastle	"Tirrenia "Soc. Anon.diNav. *CellDBa*92'*uE*&	285·8|37·5|20·3 280·3 39·1 21·0 P33'B90'F35' FK *B*33'*f*121'425*tFPT*	Fiume Italian 6*BHCem* 41*tAPT*15*t*	T.3Cy.19½",34"&57"-39" 230NHP 2NDB13*refitted*25 2SB,4*rf*,GS105,HS3500 N.E.MarineEng.CoLdNwc	23 " 3	I †
71743 167268 GTGK	**Carelia** *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargotanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8082 7235 4783	✠100A1 7,40 ~~10,38~~ *CarryingPetroleum in bulk*	Bry Bkn ✠LMC5,38	*c*†	CL	1938 5mo *Lloyd*	NVNederl. Schps.Maats. Amsterdam '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*70'166*t*	465·3|59·3|33·8 483·3(O.L.) P91'B43'F66' FK *DTf*25'264*t FPT*13	London British 17*BHptCem* 5*tAPT*83*t*	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams.	34 " 0 s 6 " 8½ 27 " 6	
71744 564 OHGF	— Wireless D.F. 1*Dk*	1123 841 631					1921	Maskinoch Brobyg.Akt Helsingfors	FinskaÅngfar- tygsA/B	225·7|34·4|14·0 215·2 P23'B62'F29'	Helsingfrs Finnish *WB*	T.3Cy.15⅜",26"&41⅓"-27½" Msk&Brbyggnads 89NHP A/B Helsingfors		N
71745	**Carenero** (*ex*Tonijn-37) *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	366 250 184					1936	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	Cia.Anon.de Navegación de Carenero	135·7|24·5| 9·1	La Guayra Venezuelan *WB*	Oil Engines 4S.C.SA 6Cy.11"-17⅛" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
71746 DJLP	**Caribia** Ⓟ TwinSc *OilEng.* GyC. E.S.D. D.F. 5*Dks* Sub.Sig. *CruiserStern*	12049 8979 6989					1933	Blohm& Voss,K.a.A. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	497·8|65·8|27·9 B&F334'	Hamburg German *WB*	Oil Engines 2S.C.DA 16Cy.23⅝"-35 7/16" 3122NHP Blohm&Voss,K.a.A Ham.		G
71747 PDJC	— *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	312 210 148					1936	Gebr.Nies- tern&Co. Delfzijl	C.vanWattum	127·6|24·1| 8·7 P30'B12'F15'	Delfzijl Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9 7/16"-14 3/16" 62NHP AppingedammerBrons Motorenfb.N.V		V

85/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Pass when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
71748 151660 VOLQ	**Caribou** Ⓟ ssNFL.No.3-5,38 2Dks(Stl-ws)3rddk(Stl) in holds D.F. Strengthened for Navigation in Ice	2222 1850 1362	✠100A1 withfreeboard ~~5,39~~ 10,40 ~~BS5,39~~ 10,40 ✠LMC5,38	NFL	s 1⅞	CL ~~5,37~~ N9,40	1925 10mo Lloyd's A&CP	NewWater-wayS.B.Co. Schiedam	Newfoundland Government (Newfoundland Railway—Steam-shipDept.)	266·0|41·3|23·4 276·5(O.L.) F37' FK CellDB206'373tFPT38tAPT39t	SJhnsNFL British 5BHCem	T.4Cy.23½",40"&(2)46"-42" 200lb (r) 456NHP 2SB,8cf,GS137,HS7111 FD NewWaterwayS.B.Co.	25 ″ 6 s7 ″ 7¾ 18 ″ 6	
71749 27 IBMF	**Cariddi** Ⓟ TwinSc (TrainFerry) OilEng. 2Dks	2809 — 973					1931	Cantieri RiunitiDell'Adriatico Trieste	ItalianState Railways	365·4|56·7|17·5 350·6 B172'	Messina Italian WB	3 Oil Engines connected to2Elec.Motors&Sc.Shafts 4S.C.SA 985NHP 24Cy.20½"-21⅝" StabilimentoTecnico,Tri.		I
71750 2145 IBDG	**Carignano** (exWarPigeon) ssTri.No.3-4,31 ssGen.No.1-35 D.F. 2Dks(Stl)	5753 4802 3497	✠100A1 2,39 ✠LMC6,39 Adapted for oil fuel 11,28 F.P. above 150° F.	Gen	y	CL 5,37	1918 9mo Lloyd's A&CP	Ropner&Sons,Ld. Stockton	LloydTriestino Soc.Anon. diNav.	395·5|52·2|27·8 | 52·4| 412·4(O.L.) P49'B113'F40' FK CellDB340'1072tFPT131tAPT214t	Genoa Italian 7BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s5″10½ 25 ″ 4¾	
71751 FNRM	**Carimaré** Ⓟ (exSaintAygulf) D.F. 2Dks	4459 — 2667					1920	Napier&Miller,Ld. Glasgow	Cie.Générale Transatlantique	364·6|49·1|24·1 F36'	Havre French WB	T.3Cy.26",42½"&69"-48" 330NHP Dunsmuir&Jackson,LdGls		V
71752 7696 SIJN	**Carina** TwinSc OilEng. E.S.D. ssGot.No.2-40 ~~ssGot.No.1-35~~ D.F. Mchy.Aft 1Dk(Stl) Sub.Sig. CruiserStern Special Surveys to date from 12,31	6303 5720 3610	✠100A1 6,40 ~~9,39~~ ✠LMC ~~CS9,36~~ 12,38 ~~DBS6,36 6,40~~ Carrying Petroleum in bulk DBS4,41	Gal Got 6,40	z	CL ~~P9,37~~ ~~s9,39~~ 5,40	1931 1mo Lloyd's A&CP	Götaver-kenA/B Gothenburg	Rederiaktieb. Castella(Per Waller, Mgr.)	419·4|55·2|33·9 423·8(O.L.) P98'F36' FK CellDBuE63'260tDTf17'221tAPT429t	Gothenbrg Swedish 10BHptCem	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP 2DB150lb GötaverkenA/B,Got.	33 ″ 7 s7 ″ 2¾ 26 ″ 6½	
71753 6691 SDNU	**Caring** (exVigdis,exHeinrich, exEcossaise) ssGot.4thNo.3-8,33 ssGot.No.1-38 Well deck 1Dk(Irn)	881 664 518	✠100A1 3,41 ~~1,40~~ ✠NB8,03 ✠LMC10,37 ~~BS1,40~~ 3,41	Got	m	CL 11,39	1883 3mo Lloyd's A&CP	Ramage&Ferguson Leith	Ångf.A/B Caring (H.Bergelin Mgr.)	210·5|30·2|13·3 Q70'B57'F23' FK CellDB180'200tAPT12t	Gothenbrg Swedish 4BHCem	C.2Cy.27"&50"-30" (s) 87lb 116NHP 1SB,3cf,GS58,HS2034 Ramage&Ferguson,Lth.	16 ″ 0 s ″ 11¾ 15 ″ 1½	
71754 147318 GLKY	**Carinthia** Ⓟ TwinSc ssLiv.No.3-1,38 Ref.Mchy. 2Dks(Stl)&Shelter dk D.F. Sub.Sig. (Stl-ptws)&Shade dk E.S.D. GyC. (Stl-ptws)3rd dk(Stl)in holds, except No.4	20277 14281 11971	✠100A1 Shelter dk withfreeboard 1,39 BS1,39 ✠LMC1,37 ✠Lloyd'sRMC7,39 Fitted for oil fuel 8,25 F.P. above 150° F.	Liv	n†	CL 1,39	1925 8mo Lloyd's A&CP	Vickers,Ld. Barrow	CunardWhite Star,Ld.	600·7|73·8|40·7 Promenadedk397' FK CollBH CellDB520'2578tDTf47'1640tTanks at sides&between tunnels612tFPT	Liverpool British 10BHCem to Shade dk 9 ,, Shelter ,, 112tAPT80t	4 Steam Turbines DR (r) geared to 2 Sc. Shafts 220lb 2437NHP 3D&3SB,36cf,GS769, FD HS29164 Vickers,Ld.Barrow	45 ″ 0 s12″9½ 32 ″ 8	
71755	**Carioca** TwinSc OilEng. 2Dks Ref.Mchy. CruiserStern	2927 2630 1694	✠100A1 10,40 ~~12,37~~ ✠LMC12,37 ✠Lloyd'sRMC ~~4,39 6,40~~ 12,40	Rot Rio	u	OG	1937 12mo Lloyd's A&CP	NV.IndustrieeleMaats. "DeNoord" Alblasserdam	LloydBrasileiro	322·5|47·4|21·4 336·3(O.L.) P33'B90'F30' FK CellDB238' 647t FPT66tAPT88t	Rio de Janeiro Brazilian 6BHptCem	Oil Engines 2S.C.SA 14Cy.13¾"-23⅝" 463NHP Gbr.Stork&CoNVHengelo	24 ″ 0 s3 ″ 8 20 ″ 5½	
71756	**Caripiteño** OilEng. ssAru.No.1-38 1Dk(Stl-ws) Cargo battens not fitted in after hold	475 265 225	✠100A1 withfreeboard 4,39 ✠LMC8,38 For Venezuelan Coasting Service	Aru	g	N3,39	1934 5mo Lloyd's A&CP	Schiffsw. MemelLindenau&Cie. Memel	StandardOilCo.of Venezuela	150·9|24·9| F63' FK CellDBf11'10tTanks at sides of Tunnel13'15t	Cristobal Colon Venezuelan 4BHptCem	Oil Engines 2S.C.SA 6Cy.$14\frac{3}{16}$"-18⅛" 212NHP SulzerBros.Winterthur	11″10 s2 ″ 7¾ 9 ″ 5½	
71757 209871 KJEV	**Carisco** (exBaltimorean, exAtlanticCity) 2Dks	927 — 630					1912	StatenIsld.S.B.Co. Pt.Richmond N.Y.	ThamesRiverLine Inc.	180·1|28·4|12·5	NewYork Utd.States	T.3Cy.15¼",23¾"&37½"-26" Emade84fitted12 72NHP GossMarineWks.Bath,Me.		
71758 OYYJ	**Carl** Ⓟ (exCarl vonLinné-38) 1Dk	391 221 220					1884	MotalaCo. Norrköping	Det Östborn-holmskeDamp-skibsslskA/S (E.SonneHansen, Mgr.)	144·7|24·6|10·3 P47'H109tF32'	Nexö Danish	C.2Cy.24"&43"-24" NB04 75NHP MotalaCo.Motala		
71759 OUPU	— OilEng. Mchy.Aft 1Dk	318 254 165					1924	A/S Rödby-havnsDok og Skibsværft RödbyHavn	DeDanskeSukker-fabrikker	131·0|24·6|10·0 B34'F19'	Copnhagn Danish WB	Oil Engines 2S.C.SA 4Cy.$12\frac{3}{16}$"-18½" 111NHP A/S Atlas,Stockholm		V
71760 DMAH	**Carl Cords** Mchy.Aft 1Dk	903 773 498					1910	Akt.Ges. "Neptun" Rostock	Aug.Cords	231·4|33·8|12·0 P&B177'F25'	Rostock German WB	T.3Cy.14⅜",$24\frac{3}{16}$"&38⅝"-26¾" 77NHP A.G."Neptun,"Rostock		G
71761 226776 WOBK	**Carl D. Bradley** Ⓟ ssClv.No.2-40 ~~ssClv.No.1-34~~ (Self-Unloader) Mchy.Aft 1Dk(Stl)&Web frames D.F. GyC. Cargo battens not fitted Longitudinal framing at deck	10028 8162 7706	✠100A1 ForService on the GreatLakes 4,40 ~~11,37~~ ~~BS11,37~~ ✠LMC~~5,34~~ 4,40 ~~BS4,40~~ 3,41	Clv		OG 2,40	1927 7mo Lloyd's A&CP	American S.B.Co. Lorain,O.	BradleyTranspor-tationCo.	623·2|65·2|30·2 FK CellDB&SideTanks8679tFPT347tAPT121t	Duluth Utd.States 3BH	1SteamTurbine connected toElec.Mot.&Sc.Shaft 325lb HS11260 985NHP 2WaterTubeBoilers FD GeneralElectricCo. Lynn,Mass.	33 ″ 0 s10 ″ 8 22 ″ 6½	
71762 8388 SMFN	**Carl-Gorthon** D.F. CruiserStern 1Dk&Shelter dk Strengthened for Navigation in Ice Butts of bottom shell plating elec. welded	1811 1416 935	✠100A1 withfreeboard 4,41 ~~11,39~~ ✠LMC11,39 Fitted for oil fuel 11,39 F.P. above 150° F.	Osl NYk	t	CL	1939 11mo Lloyd's A&CP	Fredrkstad MekVrksA/S Fredrikstad	RederiA/B Activ (Joh.Gorthon, Mgr.) IntermediateBH in fwd. hold dispensed with	292·4|43·9|15·4 300·0(O.L.) F22' FK (Coll&APtoShdk 2,,2nd ,,) CellDB240'710tFPT133tAPT97t	Hlsngborg Swedish 4BH	C.4Cy.(2)15⅜"&(2)$37\frac{13}{16}$"-$34\frac{7}{16}$" 220lb (s) FD 277NHP 2SB(Spt),6cf,GS98,HS4117 FredrikstadM.V.A/S, Fredrikstad	19 ″ 4 s ″ 7⅝ 18 ″ 11	
71763 PUZB	**Carl Hoepcke** Ⓟ TwinSc Wireless	1249 1063 653					1927	FSchichau Elbing	EmprezaNacional deNavegação "Hoepcke"	205·8|36·0|17·8	Florian-opolis Brazilian	C.8Cy.(4)$12\frac{4}{5}$"&(4)$27\frac{9}{16}$"-$27\frac{9}{16}$" 133NHP F.Schichau,Elbing		G

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R.
71764 DHCG	**Carl Jüngst** (*ex*Bernhard Blumenfeld–38, *ex*Dalewood) *ss*Ham.No.3–4,33 *ss*Ham.No.1–37 *Well deck* 1*Dk*(*Stl*)	2879 2284 1653	✠ 3,39 ✠	Ham	*l*		1921 8mo	Eltringham's,Ld. Willington Quay *CellD*	KruppReederei undKohlenhandel G.m.b.H. *Intermediate BH in fore* *Ba59'u E23' f122'*	304·8 PonQ21'Q125'B54' F25' FK *hold dispensed with* 604*t DTa*41' 319*t D*	44·1	20·5	Hamburg German *Cem* *BH only* *T in No. 1 ho*	T.3Cy.23",38"&62"–42" 288NHP 2SB,6*cf*,GS120,HS4690 Eltringham's,Ld. WillingtonQuay *ld* 52*t FPT*64*t APT*116*t*	23 ″ 0	
71765 8100 SJPT	**Carl Matthiessen** (*ex*Columbus–36,*ex*Commodore Rollins–34) Wireless D.F. 2*Dks&trB*	1170 933 506					1911	Bergens Mek.Værks. Bergen	A/B Banantransport(SvenSalén, *Mgr.*)	244·5 H108*t*	34·6	14·2	Stockholm Swedish *WB*	T.3Cy.23",37"&63"–39" 248NHP BergensMekVærksBergen		N
71766 DCRO	**Carl Rehder** (*ex*Stubnitz, *ex*FridaHorn) 1*Dk*	559 442 262					1920	Union-GiessereiA.G Königsberg	CarstenRehder	166·0 P&B112'F21'	28·8	11·9	Altona German *WB*	T.3Cy.13",20¼"&33"–22½" Union- 52NHP GiessereiA.G.Königsberg		G
71767 DONZ	**Carl Vinnen** Aux5MstSr *OilEng.* Sub.Sig. *Mchy.Aft* 2*Dks* (*See Sailing Ship Register*)	1827 1537 1524					1922	Frd.Krupp Akt.Ges. Kiel	C.R.H.Vinnen (F.A.Vinnen& Co.*Mgrs.*)	261·8 Q82'F55'	44·3	19·1	Bremen German *WB*	Oil Engines 4S.C.SA 4Cy.15¾"–21⅝" 97NHP Frd.KruppA.G.Kiel		G
71768 134 IMXQ	**Carla** (*ex*Fede–37, *ex*Ester–33,*ex*Esther, *exSailingVessel*Jenny,*ex*Louise Linnemann,*ex*Voorwaarts) Aux3MstSr *OilEng.* 1*Dk* *Mchy.Aft* (*See Sailing Ship Register*)	347 303 259					1903	Gebr. Verstockt Martenshoek	CarloLandi	145·4 129·1 Q17'	26·2	10·6	Savona Italian	Oil Engines 2S.C.SA 2Cy.$14\frac{13}{16}$"–$16\frac{5}{16}$" 79NHP *Emade*15*fitted*— J&CGBolinder'sCoLdSkm		I
71769 204701 WTQP	**Carle C. Conway** (*ex*R.L.Agassiz–34, *ex*WilliamA.Hawgood) 1*Dk* D.F. GyC. *Mchy.Aft*	6530 — 4910					1907	Chicago S.B.Co. Chicago	NationalSteel Corp.(M.A.Hanna Co.*Mgrs.*)	532·0	56·2	31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"–42" 257NHP AmericanSB.Co.Cleveland		R
71770 ONIA	**Carlier** Ⓟ (*ex*Itauri) *Ref.Mchy.* D.F. Sub.Sig 2*Dks&Shelter dk*	7217 — 4398					1915	Flensburgr Schiffsb.Ges. Flensburg	Cie.MaritimeBelge (LloydRoyal)S.A. (AgenceMaritime InternationaleS.A. *Mgrs.*)	471·1 H36'F54'	60·9	28·6 36·5	Antwerp Belgian	T.3Cy.$31\frac{1}{10}$",50⅝"&84"–$53\frac{9}{10}$" 518NHP FlensburgerSchiffsb.Ges.		V
71771 126961 MBVR	**Carlingford** K *ss*Lan.2ndNo.3–5,34 *ss*Apl.No.1–38 *Well deck* *Mchy.Aft* 1 *Dk*(*Stl*)	345 274 131	✠100A1 4,41 ~~3,08~~ MS9,38 ✠LMC BS~~1,39~~ 5,40	Apl Liv	*f*	CL 7,38	1908 1mo	Dublin DockyardCo. Dublin *Lloyd'sA&CP*	RibbleShippingCo. Ld.(W.J.Ireland, *Mgr.*)	145·6 Q51'B12'F24' BK7" *FPT*41*t*	24·1 *25·6*	10·4	Liverpool British 3*BHCem* *APT*2*t*	C.2Cy.$18\frac{3}{16}$"&38"–27" (*s*) 130lb 80RHP 1SB,2*pf*,GS40,HS1477 Ross&Duncan,Glasgow	11 ″ 6 s ″ 8 11 ″ 5	
71772 135725 VLDB	**Carlisle** (*ex*Merganser–34) *ss*Mch.No.3–2,32 *ss*Syd.No.2–40 ~~*ss*SydNo.1–36~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	1881 1638 934	✠100A1 *Shelter dk withfreeboard* 1,41 ~~12,39~~ ✠LMC1,40 ~~MS3,36~~ ~~BS1,40~~	Syd	*s*	CL 5,39	1919 11mo	Swan,Hunter&Wigham Richardson, Ld Sunderlnd *Lloyd'sA&CP*	JamesPatrick& Co.Pty.Ld. *CellDB*248'450	290·0 300·7(O.L.) FK *Coll* *tFPT*31*tAPT*39*t*	42·5	18·8	SydneyNSW British *Cem* *BH to Shdk* 5 ″ ″ *U* ″	T.3Cy.20½",34"&56"–42" (*s*) 180lb 318NHP 3SB,6*cf*,GS126,HS5000 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 2 s1 ″ 1¼ 20 ″ 2¼	
71773 143279 GBVM	**Carlo** (*ex*LasPalmas) 1*Dk*	1737 1538 985					1911	Schiffsw.v. H.KochA.G. Lübeck	Ellerman'sWilson Line,Ld.	277·7 P&B220'F35'	39·2	17·9	Hull British *WB*	T.3Cy.$22\frac{1}{10}$",35⅝"&$56\frac{1}{10}$"–33½" 163NHP Schiffs.v.H.Koch.A.G.		
71774 372 IBDO	**Carlo Martinolich** (*ex*Honvéd–35) *ss*Rot.No.2–35 D.F. 1*Dk*(*Stl*)	4208 3918 2570	✠100A1 10,39 BS9,39 ✠LMC7,35	Tri	*x*	CL 7,37	1928 6mo	Swan,Hunter&Wigham Richardson, LdSunderlnd *Lloyd'sA&CP*	Nav.Carlo MartinolichS.a.g.l. *CellDB*	385·3 370·1 P37'B221'F32' FK 320'1110*t FPT*113*t*	52·0	24·9	Trieste Italian 6*BHCem* *APT*127*t*	T.3Cy.24",39"&65"–45" (*s*) 180lb *120lb* 331NHP 2SB(Spt)6*cf*,GS130,HS5410 N.E.MarineEng.CoLd.Sld	27 ″ 3 s3 ″ 8½ 23 ″ 8½	
71775 254 ILFD	**Carlo Zeno** (*ex*HenriDelmas–33, *ex*Klio) *Well deck* 1*Dk&deep framing*	1446 1144 869	✠ … 2,11 ✠				1906 11mo	Mackay Bros. Alloa	SalvagnoAnonima Navigazione	244·6 234·8 Q87'B56'F29' FK	35·9	16·4	Venice Italian *WB*	T.3Cy.18",29"&48"–33" 146NHP MacColl&Pollock,Ld.Sld.	18 ″ 6	I †
71776 PJAW	**Carlota** TwinSc *ss*Cco.No.3–11,36 *Mchy.Aft* *ss*Cco.No.1–41 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2696 1798 1481	✠100A1 ~~7,40~~ ~~2,40~~3,41 BS3,41 ~~BS12,38~~ ✠LMC11,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,24 *F.P. above* 150°F.	Cco	*t*	CL 12,39	1924 9mo	W.Beardmore&Co.Ld. Glasgow *Lloyd'sA&CP*	N.V.Curacaosche Scheepv.Maats.	305·0 Q87'*Trunk dk*176' F42' FK *FPT*109*t*	50·2	15·0	Willemst'd Dutch 8*BHptCem* *APT*87*t*	T.6Cy.14",23"&38"–27" (*s*) 180lb 252NHP 2SB,4*cf*,HS4100 FD W.Beardmore&Co.Ld.	15 ″ 0 s1 ″ 7 13 ″ 6¾	
71777 64 ILFP	**Carlotta** (*ex*Kopernik–34, *ex*Yorkdale,*ex*Ardgour) *OilEng.* *Mchy.Aft* 1*Dk*	750 565 532					1914	G.Brown &Co. Greenock	OnofrioJacomino	207·6 200·0 Q87'F25' *WB*	29·1	12·8	Torre del Greco Italian	Oil Engines 4S.C.SA 6Cy.$12\frac{3}{16}$"–17¾" 87NHP *Emade*35*fitted*37 MtrnWerkeMannheimAG		CI
199/40 71778 148059 GKPQ	**Carlton** *ss*Nwc.No.3–5,37 1*Dk*(*Stl*)	5162 4750 3205	✠100A1 11,40 ~~2,39~~ ~~BS5,39~~ ✠LMC5,37 MBS5,40 DBS12,40	Cff Npt	*y*	CL N7,39	1924 4mo	Short Bros. Ld. Sunderland *Lloyd'sA&CP*	R.Chapman&Son *CellDB*342'1524	390·0 402·0(O.L.) P33'B113'F41' FK *tFPT*128*tAPT*167*t*	53·5	28·6	Newcastle British 6*BHCem*	T.3Cy.24",41"&68"–48" (*s*) 180lb *180lb* 363NHP 2SB(Spt)8*cf*,GS155,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s6 ″ 1½ 25 ″ 7¼	
71779 220550 KDDK	— *Fitted for oil fuel* D.F. 2*Dks*	5127 4598 3124					1920	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P50'B121'F40'	54·2	27·8	N.Orleans Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
71780 ~~HPKA~~	**Carmar** (*ex*Pionier–39) *ss*Ant.No.3–6,31 D.F. *ss*Smk.No.2–40 ~~*ss*Ant.No.1–35~~ 2*Dks*(*Stl*)	5297 4730 3358	✠100A1 5,40 ~~2,39~~ ✠LMC MS~~10,35~~ 5,40 BS~~3,39~~ 3,40	Ant Smk	*y*	CL ~~2,39~~ 3,40	1919 10mo	Hong K'ng &Whampoa DockCo.Ld. HongKong *Lloyd'sA&CP*	~~AgenciaMaritima Carmar,Ltda.~~ *CellDB*	400·2 P49'B113'F40' FK 340'1120*t FPT*123*t*	50·0	28·5	Japanese 8*BHCem* *APT*175*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.HongKong	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
	Now "Kaimei Maru," *see No.* 88766 *in Supplement*															
71781 66 ILFV	**Carmela** (*ex*KathleenC.–38, *ex*AlbertKasimir, *ex*Volga, *ex*Arshaluis,*ex*Otterburn) 1*Dk*	981 771 561	✠ 2,98				1892 9mo	J.Laing Sunderland	CarmineVitiello	212·7 204·0	30·9 30·8	14·4 14·1 FK	Torre del Greco Italian	T.3Cy.17½",28"&46"–30" 116NHP W.Allan&Co.Sunderland		I †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R of Trade Cert.
71782 LJBH	**Carmelfjell** Wireless D.F. *CruiserStern* 1*Dk*& *Shelter dk*	1334 1101 716					1935	Nylands Værksted Oslo	A/SLuksefjell (Olsen&Ugelstad, *Mgrs.*)	250·9|41·3|14·8	Oslo Norwegian *WB*	C.2Cy.16$\frac{3}{4}$"&33$\frac{7}{16}$"−33$\frac{7}{16}$"& LPTurbine with DR gearing and hydraulic coupling 107NHP NylandsVærksted,Oslo		N
71783 LOGY	**Carmelo** Ⓟ TwinSc *Fitted for oil fuel*	320 — 133					1919	.... Germany	Cia.Uruguaya de Nav.Lda.	180·7|23·2|10·2	Bns.Aires Argentine	T6Cy13$\frac{2}{5}$"19$\frac{7}{16}$"&30$\frac{7}{16}$"−17$\frac{7}{16}$" 80NHP		
71784 2245 ILGW	**Carmen** 1*Dk*	1434 — 998					1925	Cant.Nav. ScoglioOlivi Pola	Costa&Aste	228·8|38·2|17·7 223·1 Q24'B50'F31'	Genoa Italian *WB*	T.3Cy.15",24"&39"−25$\frac{1}{2}$" N.Odero fu 77NHP Aless&Co.SestriPonente		I
* 71785 OYBJ	— (*ex*Catalonier) *ss*Els.No.3–2,33 *ss*Abg.No.1–37 Wireless D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1206 999 731	✠100A1 6,39 ✠LMC MS10,37 BS5,39	Ant	*o*	OG 11,38	1920 10mo	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow *Lloyd*'*sA&CP*	J.Lauritzen	240·0|35·7|15·3 P27'B57'F25' FK *CellDB*211'386*tF*	Esbjerg Danish 4*BHCem* *PT*21 *APT*	T.3Cy.15",25"&40"−27" (*s*) 185lb 99NHP 2SB(Spt),4*cf*,GS48,HS1630 McKie&Baxter,Glasgow 15*t*	17 ″ 3 s 1 ″ 11 15 ″ 6	
71786	— Ⓟ *OilEng.* Wireless D.F.	906 — 636					1938	Mihara S.B.Yd. Osaka	Aboitiz&Co.Inc.	185·0|31·0|17·0 P30'B43'F32'	Utd. States	Oil Engines 2S.C.SA 6Cy.12$\frac{13}{16}$"−19$\frac{11}{16}$" 172NHP NipponHatsudokiKK.Kob		C
71787 EEGA	— (*ex*Peveril) *ss* No.3–3,04 *ss* No.2–12 *Well deck* *Mchy.Aft* 1*Dk*	322 — 127	✠ ... 1,16 ✠				1895 8mo	Scott& Sons Bowling	CaboHermanos	135·0|23·1|10·3 Q59'B10'F25' BK7″	Malaga Spanish *WB*	C.2Cy.17$\frac{1}{2}$"&40"−27" 80NHP Muir&Houston,Glasgow	11 ″ 0	
71788	**Carmen Avellaneda** TwinSc *OilEng.* (*Train Ferry*) 1*Dk*	2100 — 1525	✠ ... 3,32 ✠				1929 12mo	A&JInglis Ld. Glasgow	EntreRiosRailwaysCo.Ld.	340·0|57·7|17·7 FK	Ibicuy Argentine	Oil Engines 4S.C.SA 16Cy.15$\frac{3}{4}$"−29$\frac{1}{2}$" 383NHP Harland&Wolff,Ld.Gls.	19 ″ 9	
71789	**Carmen Sylva** (*ex*Frednes–36) 1*Dk*& *Spar dk*	1601 1462 998					1903	Bergens Mek. Værks. Bergen	Capato&Macri	245·1|36·0|15·5 B60'H105*t* 20·8 *F*32*t*	Constntza Roumanian *WB*	T 3Cy.19",30"&50"−33" 144NHP BergensMk. Værks,Bergen		N
71790 215614 WOQR	**Carmi A. Thompson** 1*Dk*& *Web frames* *Mchy.Aft* D.F. *Longitudinal framing* GyC.	7039 6833 5658	✠ ... 12,21 ✠				1917 9mo	American S.B.Co. Lorain,O.	MidlandS.S.Line. Inc.	525·0|58·0|31·0 F48' FK	Wilmgton (Del.) Utd. States *WB*	T.3Cy.23$\frac{1}{2}$",38"&63"−42" 376NHP AmericanS.B.Co.Lorain,O	32 ″ 0	R †
71791 132028 MDYG	**Carnalea** *ss*Bel.2ndNo.3–4,38 *Well deck* *Mchy.Aft* 1*Dk*(*ptStl*)	579 423 233	✠100A1 7,41~~12,39~~ ~~BS9,39~~ ✠LMC4,38 BS~~6,40~~7.41	Bel	*j*	CL ~~8,38~~ 6,41	1913 1mo	Scott& Sons Bowling *Lloyd*'*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *Cell*	178·6|28·1|10·5 Q101'B9'F33' BK7$\frac{1}{4}$″ *DBf*101' 154*t* *FPT*	Belfast British 3*BHCem* 45*tAPT*7*t*	T.3Cy.15",25$\frac{1}{2}$"&41"−30" (*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS1938 Aitchison,Blair&Co.LdGls	13 ″ 0 s 4 ″ 4$\frac{1}{4}$ 13 ″ 3$\frac{1}{4}$	
71792 148766 GJSL	**Carnarvon Castle** Ⓟ TwinSc *CruiserStern* *OilEng.* *Ref.Mchy.* D.F. E.S.D. 6*Dks*	20122 15524 12089					1926	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld.	661·1|73·5|41·7 len38 P100'B336'F130'	London British *WB*	Oil Engines 2S.C.DA 20Cy.24$\frac{7}{16}$"−55$\frac{1}{8}$" 4100NHP NE38 Harland&Wolff Ld.Belfast		
71793 117 IBJG	**Carnia** *ss*Tri.No.3–3,35 D.F. 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) *Ref.Mchy.*	5451 4984 3378	✠100A1 *Shelter dk* *with freeboard* 10,38 ~~BS5,30~~ ✠LMC~~3,35~~ ✠Lloyd'sRMC1,40 *Carrying vegetable oil in deep tank*	Tri	*y*	CL 9,38	1923 1mo	Cant.San RoccoS.A. Trieste A&CP *CellDB*338'	LloydTriestino Soc.Anon di Nav. 1339*t* *DTa*35' 980*t*	404·2|54·0|29·6 389·9 B125'*onShltr dk* FK *FPT*114*t* *APT*244*t*	Trieste Italian 7*BHCem* (2 „ *to S dk* 5 „ „ *U* „)	T.3Cy.27",42"&68"−48" (*s*) 180lb 465NHP 3SB(Spt),9*cf*,GS158, HS7023 FD StabilimentoTecnico Triestino,Tri.	32 ″ 0 s 6 ″ 11$\frac{1}{4}$ 25 ″ 3	
71794 826 OFCK	**Carolina Thordén** *OilEng.* D.F. E.S.D. 1*Dk*& *Shelter dk*,3*rd dk in* GyC. *forward hold* *Strengthened for navigation in ice* *CruiserStern*	3645 2776 1868	✠100A1 *with freeboard* 11,40~~1,40~~ ✠LMC3,38	Got	*x*	CL 11,40	1938 3mo	Crichton- VulcanA.B. Åbo *Lloyd*'*sA&CP* *CellDB*286'95	RederiA/BSuomi (G.B.Thordén, *Mgr.*) 6*t* *DTa*31*t*	365·9|51·4|18·3 388·2(O.L.) 21·6 FK *FPT*69*t*	Helsingfrs *Brändö* Finnish 6*BH* (*Coll to Sh dk* 5 „ 2*nd* „) *APTs*155*t*	Oil Engines 2S.C.SA 7Cy.25$\frac{9}{16}$"−49$\frac{3}{16}$" 795NHP DB57lb Fr.KruppGermaniawftAG Kiel	25 ″ 5 s1 ″ 9$\frac{1}{2}$ 23 ″ 8$\frac{3}{4}$	
71795 OXTB	**Caroline Mærsk** TwinSc *OilEng.* D.F. *ss*Rot.No.2–37 *Mchy.Aft.* 1*Dk*(*Stl*)& *Webframes* *Longitudinal framing* *bracketless system*	7691 7232 4713	✠100A1 1,39 ✠LMC CS1,38 DBS3,39 4,36 *Carrying Petroleum in bulk*	Rot	*c*†	CL PN1,37 s1,39	1928 11mo	Odense Staalskibsvft Odense *Lloyd*'*sA&CP*	A/S D/SSvendborg &D/S af 1912 A/S (A.P.Möller, Copenhagen,*Mgr.*)	456·8|59·7|33·7 P101'B38'F36' FK *CellDBuE*68'	Fredericia Danish 11*BHptCem* 201*tDTf*34'	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$"−39$\frac{3}{8}$" 543NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn 605*tFPT*225*tAPT*120*t*	35 ″ 9 s 8 ″ 10$\frac{1}{4}$ 27 ″ 2	
71796 42326 JIYK	**Caroline Maru** *Mchy.Aft* *OilEng.* *Cruiser Stern*	320 — 158					1936	Harada ZosenK.K. Osaka	TokaishaK.K.	130·2|22·0|13·0	Tokyo Japanese	Oil Engines 2S.C.SA 4Cy.16$\frac{9}{16}$"−18$\frac{1}{2}$" 192NHP NipponHatsudokiK.K.		
71797 221728 KDXI	**Carolinian** (*ex*MelvilleDollar–36, *ex*Oriental) *Fitted for oil fuel* D.F. 3*Dks*	6997 — 4318					1921	Kiangnan Dk&EngWks Shanghai	American- HawaiianS.S.Co.	429·0|55·2|34·0	NewYork Utd. States *WB*	T.3Cy.26$\frac{1}{2}$",43"&74"−48" 377NHP KiangnanDock&Eng.Wks		R
71798 OHHJ	**Carolus** 1*Dk* *Cruiser Stern*	2245 1945 1277					1919	Osbourne, Graham&Co. Ld Sunderlnd	A/B OhlsonS.S. Co.O/Y(A/B Nielsen&Thordén O/Y.*Mgrs.*)	296·2|43·3|19·1 283·6 P35'B70'F33'	Helsingfrs Finnish *WB*	T.3Cy.21",35"&50"−39" 156NH MacColl&Pollock,Ld.Sld.		C
71799 210278 WKCA	**Carolyn** *ss*N.Yk.No.1–41 *ss*Bal.2ndNo.3–11,36 Sub.Sig. 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	3209 2759 2389	✠100A1 ~~5,40~~ ~~9,39~~ 1,41 ~~BS9,39~~ ✠LMC9,37 9,40 MS1,41 *Fitted for oil*	NYk ~~Bal~~ *fuel* 9,	*u* 22	CL N4,39 *F.P. a*	1912 7mo *bove* 1	NwprtNws S.B.&D.D.Co NewprtNews A&CP 50° F.	A.H.Bull SteamshipCo.Inc. (A.H.Bull&Co. Inc.*Mgrs.*) *CellDBa*100'*uE*20	313·5|46·0|22·7 P36'B94'F31' FK '*f*136'679*t* *FPT*78*t*	NewYork Utd. States 5*BHCem* *APT*248*t*	T.3Cy.22",37"&60"−42" (*s*) 180lb 279NHP 2SB,6*cf*,GS138,HS4680 NewportNewsSB&DD.Co.	25 ″ 6 s4 ″ 5$\frac{1}{2}$ 21 ″ 3	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B of Trade
71800 YVAN	**Caroni** TwinSc ssN.Yk.No.3-11,39 ~~ssCoo.No.2-36~~ Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing-bracketless system	3164 2298 1671	✠100A1 8,40 ~~11,37~~ BS8,40 ✠LMC~~8,36~~ Carrying Petroleum in bulk Fitted for oil fuel5,28	NYk MS11,39		CL N11,39 P11,39 F.P. above 150° F.	1928 5mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	MeneGrandeOilCo. C.A. CellDBuE&B50'	325·0 P78'B22'F40' FK Trunk in wells 149t side tanks 180'	55·2	16·4	Maracaibo Venezuelan 8BHptCem 2115tFPT2	T.6Cy.14½"24"&39½"-27"(s) 180lb 248NHP 2SB,6cf,HS4808 Palmers'Co.Ld.Newcastle 07t APT126t	16 ″ 6 s 2 ″ 0¼ 14 ″ 8½	
71801 YQST	**Carpati** 2Dks	4336 4056 2799					1913	Greenock& Gr'ngemouth Dckyd Co.Ld. Greenock	RoumanianState MaritimeService	375·8 P36'B100'F41'	52·2	25·5	Constntza Roumanian WB	T.3Cy.25",41"&68"-48" 320NHP D.Rowan&Co.Glasgow		V
71802 139257 GSLQ	**Carperby** ssMdb.No.3-4,40 ~~ssSws.No.2-36~~ D.F. E.S.D. 1Dk(Stl)	4890 4616 3033	✠100A1 ~~2,40~~ ~~7,38~~ 12,40 ✠LMC4,40 ~~MS7,38~~ ~~BS5,39~~	Shl ~~Mdb~~NYk	z	CL ~~5,38~~ 4,40	1928 6mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	RopnerShipping Co.Ld. CellDB	405·0 417·9(O.L.) P30'B229'F41' FK 359'1402tFPT188t	53·5	26·5	W.Hartlpl British 6BHCem APT190t	T.3Cy.25½",41"&71"-48" (s) 180lb 505NHP 3SB(Spt),9cf,GS172, HS7614 FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 5 s 4 ″ 9 24 ″ 11½	
71803 146158 GFQZ	**Carpio** ssLon.No.3-1,34 D.F. ssAnt.No.1-37 1Dk(Stl)&Shelter dk(Stl)	1847 1548 893	✠100A1 Shelter dk with freeboard 5,39 ✠LMC MS12,37 ~~BS6,39~~10,40 Fitted for oil fuel10,21	Ant	r	CL 5,39 F.P. above 150° F.	1921 8mo Lloyd's A&CP	H.&C. Grayson Liverpool	MacAndrews&Co. Ld. Collision CellDB222'4	264·8 FK 14tFPT63tAPT18t	41·2	18·8	London British Cem BH to Sh dk 3 „ „ U „	T.3Cy.21",34"&56"-36" (s) 180lb HS5370 280NHP 2SB&1AuxB,8cf,GS145 McKie&Baxter,Glasgow	21 ″ 0 s ″ 10½ 20 ″ 8½	
71804 220597 KDER	**Carrabulle** Fitted for oil fuel D.F. Carrying Petroleum in bulk 2Dks	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	CubaDistillingCo. Inc.(International FreightingCorp. Inc.Mgrs.)	390·0 P39'B121'F43'	54·2	27·8	Baltimore Utd.States WB	DR geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
71805 111 SVQT	**Carras** (exKinross-34,exTaxandrier, exWarSpartan) ssNwc.No.3-2,31 ssRot.No.2-38 1Dk(Stl)	5234 4750 3166	✠100A1 ~~8,40~~ ~~11,39~~ 2,41 BS3,40 ✠LMC12,38	Ant ~~Npt~~Cff	y	CL 12,39	1918 10mo Lloyd's A&CP	SirRDixon &Co.Ltd. Middlesbro'	C.J.Carras CellDB	400·0 P49'B113'F39 FK 335'1122tDTa28'11 FPT123t	52·3	28·5	Chios Greek 7BHCem 20t APT177t	T.3Cy.25",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	
71806 162409 MBXL	**Carrick Coast** OilEng. Mchy.Aft CruiserStern 1Dk	369 247 193					1934	Ardrossan DockyardLd. Ardrossan	CoastLines,Ld.	135·5 B9'Q91'F19'	25·1	9·4	Liverpool British WB	Oil Engines 2S.C.SA 4Cy.13⅜"-22 1/16" 125NHP Atlas-DieselA/B,Skm.		C
71807 142744 MPSF	**Carrickmacross** (exOlivine, exCatherineAïda) 3Mst ssGmh.No.3-10,29 ssBel.No.2-38 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	754 517 337	✠100A1 6,40 ~~12,39~~ ~~BS7,39~~ ✠LMC4,38 6,40	Bel	j	CL ~~5,37~~ 6,40	1918 12mo Lloyd's A&CP	ForthS.B. &Eng.Co.Ld. Alloa	JohnKelly,Ld. (W.Clint,Mgr.) CellD	190·9 Q105'B8'F33' BK7½" Bf114'173tFPT50t	29·2	11·5	Glasgow British 3BHCem APT37t	T.3Cy.16",26½"&44"-30" (s) 180lb 127NHP 2SB,4cf,GS66,HS2128 ForthS.B.&E.Co.Ld.Alloa	13 ″ 8 s 4 ″ 2½ 13 ″ 10	
71808 148144 MNFK	**Carrickmore** ssBel.No.3-8,37 Well deck Mchy.Aft 1Dk(Stl)	581 400 269	✠100A1 2,40 BS~~11,39~~ ✠LMC8,37 2,41	Bel	h	CL 8,37	1925 4mo Lloyd's A&CP	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,Mgr.) CellD	165·0 Q94'B11'F28' FK Bf97'125tFPT44t	27·0	11·1	Belfast British 3BHCem APT7t	T.3Cy.13",23"&37"-26" (s) 200lb 70RHP 1SB,3pf,GS48,HS1440 J Lewis&Sons,Ld.Abn.	13 ″ 4 s 3 ″ 8½ 13 ″ 2½	
71809 LJHE	**Carrier** (exCapitaineBonelli-36) 1Dk	3036 2403 1611					1921	Atel.&Ch. de laSeine Marit. LeTrait	D/S A/S Anglo (ValdemarSkoglandA/S,Mgrs.)	314·4 P164'F29'	46·3	20·7	Haugesnd Norwegian WB	T.3Cy.21⅝",36"&59"-42" 226NHP Atel.&Ch.de laLoire, St.Denis		V
71810 212652 KDAE	**Carrillo** D.F. Sub.Sig. Fitted for oil fuel Ref.Mchy. 2Dks&2pt dks4trB	4593 3894 2590					1911	Workman, Clark&CoLd. Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.)	378·8 B160'F42'	50·3	29·1	NewYork Utd.States WB	T.3Cy.27",45"&75"-54" 412NHP Wrkman,Clark&Co.Ld Bel		C
71811 200537 WDIP	**Carrollton** (exMarquette&BessemerNo.1-37) Mchy.Aft GyC. 1Dk	1525 — 925					1903	BuffaloDry DockCo. Buffalo,N.Y.	SaginawDock& TerminalCo.	241·0	43·0	18·3	Wilmngtn (Del.) Utd.States	T.3Cy.17",27½"&46"-36" 127NHP DetroitS.B.Co.Detroit		
98/40 71812 102662 MQNT	**Carron** (exGlasgow) ssLth.No.2-02 2Dks	1017 854 426	✠ ... 5,03 ✠				1894 2mo	WBThmpson&Co.Ld. Dundee	CarronCo.	240·0 P43'B76'F57' BK8"	32·0	16·1	Grngemth British WB	T.3Cy.21½",34½"&56"-42" NB30 228NHP W.B.Thompson&Co.Ld.	16 ″ 10	C †
71813 132047 MFRD	**Carrowdore** ssBkn.2ndNo.3-2,38 Ref.Mchy. Welldeck Mchy.Aft 1Dk(ptStl)	656 434 246	✠100A1 ~~5,40~~ ~~1,40~~ 11,40 BS~~1,40~~ ✠LMC2,38 12,40	Bel	j	CL ~~1,40~~ 5,40	1914 2mo Lloyd's A&CP	Scott& Sons Bowling	A.Guinness,Son& Co.Ld. CellD	180·2 Q103'B9'F33' BK7¼" Bf103'162tFPT48t	29·1	10·4	Belfast British 3BHCem APT24t	T.3Cy.14",25½"&41"-30" (s) 180lb 85RHP 1SB,3cf,GS60,HS2034 Aitchison,Blair&Co.LdGls	13 ″ 0 s 4 ″ 3¾ 13 ″ 3¾	
71814 164092 GYXB	**Carsbreck** (exCoulbeg-38) ssHul.No.1-41 D.F. 1Dk	3670 3393 2254	✠100A1 6,41 ~~4,40~~ ✠LMC~~9,36~~ 6,41	Mdb Hul	w	CL ~~3,39~~ 3,41	1936 9mo Lloyd's A&CP	Ayrshire Dkyd.Co.Ld. Irvine	CarslogieS.S.Co. Ld.(Honeyman& Co.Mgrs.)	352·6 361·4(O.L.) P28'B113'F36' FK CellDB303'783t	50·2	23·8	Glasgow British 6BHCem APT157t	T.3Cy.22",38"&63"-42" (s) 200lb 100lb 346NHP 2SB,6cf,GS118,HS4802 FD D.Rowan&Co.Ld.Gls.	26 ″ 0 s 4 ″ 2¼ 21 ″ 11¼	
71815 148084 GDZY	**Carslogie** (exHartside-37) ssShl.No.3-12,36 D.F. 1Dk(Stl)	3786 3519 2317	✠100A1 5,40 ~~6,39~~ BS6,39 ✠LMC12,36	Cff Sws	w	CL 5,39	1924 8mo Lloyd's A&CP	JReadhead &Sons,Ld. SouthShields	CarslogieS.S.Co. Ld.(Honeyman& Co.Mgrs.)	363·8 377·5(O.L.) P25'B101'F35' FK CellDB318'989t	50·5	23·6	Glasgow British 6BHptCem APT170t	T.3Cy.25",42"&69"-45" (r) 180lb 75lb 371NHP 2SB,6cf,GS120,HS6044 J.Readhead&Sons,Ld.	26 ″ 0 s 4 ″ 8¾ 21 ″ 6	
71816 116 IBMG	**Carso** ssTri.No.3-11,36 1Dk(Stl)&Shelter dk(Stl) D.F.	6275 5224 3955	✠100A1 Shelter dk with freeboard 3,40 ✠LMC MS2,35 BS11,39	Tri	z	CL 6,38	1923 1mo A&CP	Stabilmnto Tecnico Trieste	LloydTriestino Soc.Anon.diNav. CellDBa132'uE& DTa40'1096t	419·0 404·7 B130'F35' on Shelter dk FK B55'f163'1542t FPT99tAPT185t	54·0	30·1	Trieste Italian 7BHCem (6 to Sh dk 1 „ U „)	T.3Cy.26⅝",42½"&70 1/16"-48" 180lb FD (s) 483NHP 3SB(Spt),9cf,GS148,HS7221 UnitedMachineFactories, Smichow	33 ″ 3 s 8 ″ 1¾ 25 ″ 4	
71817 DHDT	**Carsten Russ** Wireless 1Dk	994 787 576					1910	Stettiner Oderwerke Stettin	ErnstRuss	210·7 P12'Q36'B55'F19'	33·9	13·3	Hamburg German WB	T.3Cy15 1/16"25½"&41 3/16"-29½" 93NHP StettinerOderwerke		G
71818 212584 KDAA	**Cartago** Ⓟ (exGeneralLee-38, exCartago-32) D.F. Fitted for oil fuel Sub.Sig. Ref.Mchy. 2Dks&2ptDks	4732 3935 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.)	378·8 B154'F44'	49·8	29·6	NewYork Utd.States WB	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&Co Ld.Bel		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
71819 162658 GRNX	**Carthage** Ⓟ TwinSc *Fitted for oil fuel* 3*Dks*(*Stl–Weather dk* ws) *Ref.Mchy.* 4*th dk*(*Stl*)*in forward holds* D.F. *CruiserStern*	14182 11383 7665	✠ 10,35 ✠ ✠Lloyd'sRMC6,39	Lon	*j*†		1931 11mo	A.Stephen &Sons,Ld. Glasgow	**P.&O.Stm.Nav.Co.**	522·5 B246'F76' FK *Cell DB*448'2568*tFPT*7	71·4	42·1	**London** British 9 *BHptCem* *Coll,,to Wdk* 0*tAPT*140*t*	6SteamTurbinesSRgeared to2sc.shafts 2997NHP 4WaterTubeBoilers A.Stephen&Sons,Ld.Gls.	46 ″ 1	BT till 6,40
71820	— (*ex*Annita-39, *ex*Mydol-38,*ex*Robert-37, *ex*Signe,*ex*Mediana) 1*Dk*	2709 2302 1604					1897	SirRaylton Dixon&Co. Middlesbro'	**P.G.Cottaropoulos &P.Canallas (P.G.Cottaropoulos,*Mgr.*)**	311·8 P31'B77'F30'	43·1	20·4	**Tunis** Tunisian *WB*	T.3Cy.22½",36½"&60"-42" 233NH SirC.Furness,Westgarth &Co.Ld.Middlesbro'		V
71821 128745 CGFP	**Cartier** Ⓟ TwinSc GyC. Wireless 2*Dks*(*Stl–U* ws)	556 432 234	✠ 3,10 ✠	Nwc	*i*		1910 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	**CanadianGovernment(Department ofMines& Resources)**	164·0 F40' FK *CellDBuE &* 79*tDTf* 13'37*tFPT*	29·2	13·1	**Ottawa** British 7*BHAsp* *B&Bnkr*62' 8*tAPT*9*t*	T.6Cy.11½",18"&31"-24" 142NHP 2SB,4*cf*,GS62,HS2162 Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 ″ 0	
71822 149455	**Cartierdoc** *Mchy.Aft* 1*Dk*	1919 1629 1142					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	**PatersonSteamships,Ld.**	252·8 Q100'F35'	43·3	17·8	**Fort William** British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
71823 EEGV	**Caruso** (*ex*Aitor,*ex*Saturnus) *Well deck* 2*Dks*	1022 — 567	✠ ... 9,87 ✠				1883 8mo	Maats de Maas Delfshaven	**V.Fernandez Balsera(A.Alvarez S.en.C.*Mgrs.*)**	209·5 Q67'B47'F22'	29·6	14·8	**Aviles** Spanish *WB*	C.2Cy.27"&50"-36" 125NHP Maats deMaas.Delfshaven		
71824 CSBU	**Carvalho Araujo** Ⓟ TwinSc *ss*Lis.No.2-38 2*Dks*(*Stl–U* teak s)3*rdDk* (*Stl*)*inNos.*1&2*holds* *CruiserStern*	4560 3575 ~~2649~~ 2694	✠100A1 5,41 ~~12,39~~ BS~~12,39~~ ✠LMC1,38 11,40	Lis	*u*	CL 12,39	1930 3mo *Lloyd*'*sA&CP*	Cant.Nav. Triestino Monfalcone	**EmpresaInsulana deNav.(Bensaude &Co.*Mgrs.*)**	346·5 P30'B128'F65' FK *afterB.*32' *Cell DB*275'912*tFPT*6	50·2	26·6	**Lisbon** Portuguese 6*BHCem* 4*tAPT*135*t*	T.6Cy.21",36½"&60"-39" 210lb (*r*) FD 735NHP 4SB(Spt),12*cf*,GS258, HS11164 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 7¾ 23 ″ 9	
71825 DNBC	**Casablanca** D.F. E.S.D. 1*Dk* *Ref.Mchy.* *CruiserStern*	2313 1715 1223					1936	Deutsche WerftAG Bet Reihstwrft Hamburg	**Oldenbrg-Portug. Dampfsch.Rhed.**	287·9 P16'B263'F34'	45·8	18·1	**Oldenburg** German *WB*	C.4Cy.(2)$16\frac{9}{16}$"&(2)$35\frac{7}{16}$" -$35\frac{7}{16}$"&LPturbinewithDR gearing & hydraulic coupling 304NHP DeutscheWerftA.G.Ham.		G
26/41 71826 167807 GMQJ	**Casamance** *Ref.Mchy.* D.F. 2*Dks*	5817 4820 3455					1921	Atel.&Ch. de laLoire St.Nazaire	Ministry of Shipping(E.R.ManagementCo.Ld.*Mgrs.*)	~~390·6~~ P57'B124'F54' 392·0	55·9	29·0	Cardiff British *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft Atl.&Ch.delaLoire,StDenis		V
173/40 71827 147295 GKWZ	**Casanare** D.F. E.S.D. Sub.Sig. *Ref.Mchy* 4*Dks*	5376 4678 3297					1924	Cammell Laird&Co.Ld. Birkenhead	**Elders&Fyffes,Ld.**	400·3 P43'B157'F43'	51·4	30·4	**Liverpool** British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&Co.Ld.Bkn		C
71828 3407 PJAX	**Casandra** TwinSc *ss*Cco.No.3-10,37 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing at bottom & at deck*	*2701* *1800* *1482*	✠100A1 12,40~~11,39~~ BS12,40 ~~BS10,39~~ ✠LMC9,36 *CarryingPetroleum in bulk Lloyd'sA&CP* *Fitted for oil fuel*12,24 *F.P. above* 150° F.	Cco	*t*	CL s5,39 P4,38	1924 12mo	W.Beardmore&Co.Ld. Glasgow	**N.V.Curaçaosche Scheep.Maats.**	305·0 Q87'F42' *Trunkdk*176' FK *FPT*109*t*	50·2	15·0	**Willemstd** Dutch 8*BHptCem* *APT*87*t*	T.6Cy.14",23"&38"-27" (*s*) 180lb 252NHP 2SB,4*cf*,HS4100 FD W.Beardmore&Co.Ld. Coatbridge	15 ″ 0 s 1 ″ 7 13 ″ 6¾	
71829 2158 IBNG	**Casaregis** *Fitted for oil fuel* D.F. 3*Dks*	6485 — 3908					1924	Soc.Anon. Ansaldo SestriPnente	**LloydTriestino Soc.Anon.diNav.**	408·8 394·5	53·7	28·2	**Genoa** Italian *WB*	3 Steam Turbines DR geared to 1 sc. shaft Soc Anon. Ansaldo,Sampierdarena		I
71830 170613	**Casca** Ⓟ WoodPad 1*Dk*	1300 313 1033					1937	British YukonNav. Co.Ld. Whitehorse, YukonTrty.	**BritishYukonNav. Co.Ld.**	180·0	36·5	5·6	**Vict'riaBC** British	H.2Cy.16"-72" E*made*97,*fitted*37 17RHP B*made*07, *fitted*37 AlbionIronWorks, Victoria,B.C.		
71831 ~~215706~~ ~~KDIS~~	**Cascade** (*ex*Lakebridge,*ex*War Rifle) *ss*S.Fo.No.2-26 *Fitted for oil fuel* Sub.Sig. 1*Dk*	1853 1631 1109	✠ ... 1,29 ✠				1917 11mo	Toledo S.B.Co. Toledo	~~**E.K.WoodLumber Co.**~~ Cia.Escandinava de Vapores.S.A.	251·0 P21'B64'F30' FK	43·8	18·9	Panama Pnamanian *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo	21 ″ 0	R †
71832 PDJF	— *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	338 203 167					1937	Scheepswrf Waterhuizen J.Pattje Waterhuizen	**N.V."Cascade" (T.vanDijk,*Mgr.*)**	134·5 P40'B16'F20'	24·1	8·2	**Delfzijl** Dutch *WB*	Oil Engines 4S.C.SA 4Cy.$12\frac{3}{16}$"-13¾" 58NHP AppingedammerBrons Motorenfb.N.V.		C
71833 160046	**Casco** *Mchy.Aft* 1*Dk*	1831 1595 1153					1927	Earle'sCo. Ld. Hull	**Lakes&St.LawrenceNavigation Co.Ld.(Canada StarchCo.Ld. *Mgrs.*)**	252·7 Q94'F35'	43·2	17·8	**Montreal** British *WB*	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
71834 200856 KJEY	**Caspar** (*ex*Nushagak) *ss*S.Fo.3rdNo.3-11,37 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	739 584 479	✠100A1 1,39 BS10,38 ✠LMC11,37 *Fitted for oil fuel* 3,07 *F.P. above* 150° F.	SFo		CL 10,37	1904 5mo	United Eng.Works SanFrancisco A&CP	**CasparLumberCo.**	175·5 P43'F38' FK *CellDB*140'223*t uE&B*50'62*t FPT*	34·0	14·5	**S.Frncisco** Utd.States 3*BH* 75*tAPT*27*t*	T.3Cy.14",22"&38"-30" (*s*) 180lb *120lb* 118NHP 2SB.4*cf*.GS60.HS2320 UnitedEng.Works.S.Fo.		
71835 160551 GSMK	**Caspia** *ss*Shl.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	6018 5520 3720	✠100A1 5,40~~10,39~~ BS~~3,39~~ ✠LMC12,36 5,40 *CarryingPetroleum in bulk Lloyd'sA&CP* *Fitted for oil fuel*8,28 *F.P above* 150° F.	Cff Bry	*z*	CL ~~2,37~~ 5,40	1928 8mo	Armstrong Whitworth &Co.Ld. Newcastle	**OverseasOil& TransportCo.Ld.**	412·0 427·2(O.L.) P108'B28'F46' FK *CellDBuB*40'64*t DTf*38' 338*t FPT*	53·4	31·6	**London** British 17*BHptCem* (10 *to U dk* 7 ,, 2*nd* ,,) 66*tAPT*59*t*	T.3Cy.27",45"&75"-48" (*s*) 180lb *120lb* 533NHP 3SB,9*cf*,GS189,HS7773 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 6 s5 ″ 5½ 26 ″ 3¼	
71836 165893 ~~TKFJ~~ MKZS	**Cassard** *ss*Nts.No.3-4,34 Wireless *ss*Nts.No.1-38 1*Dk*(*Stl*) *Longitudinal framing in DB & at dks* *Cargo battens not fitted*	~~1596~~ ~~1388~~ ~~988~~ 1602 1386 966	✠100A1 12,40~~12,39~~ ✠LMC MS11,38 BS~~4,39~~ 12,40	StN Ply	*q*	CL ~~4,37~~ 10,40	1920 2mo *Lloyd*'*sA&CP*	Grangemth Dkyd.Co.Ld. Grngemouth	~~**Cie.Nantaise des Chargeurs de l'Ouest**~~ Ministry of Shipping(HarriesBros &Co.Ld.*Mgrs*)	~~253·4~~ 254·0 P27'B63'F26' FK *CellDB*198'452*t*	~~37·4~~ 37·7	~~18·4~~ 18·3	Plymouth British 4*BHCem* *APT*47*t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 192NHP 2SB,6*cf*,GS115,HS3622 Ross&Duncan,Glasgow	20 ″ 6 s 2 ″ 6½ 18 ″ 1	

Numero d'Ordre Numero Officiel Signaux	3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
71837 DHDV	**Cassel** Ⓟ *ss*Ham.No.2-30 *Well deck* 2*Dks*(*Stl*)3rd *dk in No.1 hold* D.F.	6047 5389 3672	✠ … 5,34	Ham	*b*†		1922 5mo	Blohm& Voss Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Line)	450·0|58·2|27·0 P&B366'F59' FK *CellDB*389'1560*tFPT*60*tAPT*11*t*	Hamburg German 8*BHptCem* *pt Asp*	4SteamTurbinesSRgeared to 1Sc.Shaft 882NHP 4SB,*12cf*,GS268,HS12272 Blohm&Voss,Hamburg	29 ″ 6	G †
71838 CSAL	**Cassequel** (*ex*Pangim,*ex*Numantia) *ss*Lis.3rdNo.3-8,37 *Cell side tanks* 2*Dks*(1*Stl*&*UIrn*) *amidships, deep framing at ends*	4751 4051 3325	✠100A1 12,40~~4,40~~ BS~~1,40~~ ✠LMC8,37 4,41	Lis NNs	*x*	N4,40	1901 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	Cia.Colonial de Navegaçao	384·5|52·1|25·6 P40'B145'F40' *CellDBa*126'*uE*'6' FK *f*172'1008*t Cell side tanks*217'	Lisbon Portuguese 6*BHCem* 850*tAPT*55*t*	T.3Cy.27″,43″&72″-45″ (*s*) 180lb 369NHP 3SB,*9cf*,GS157,HS5592 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4 s 5 ″ 5½ 23 ″ 1½	
71839 FOID	**Cassidaigne** (*ex*Schiaffino XXIII-37,*ex*Sofiliege, *ss*Rot.No.1-28 *ex*Zeeland) Wireless *Fitted for oil fuel* *Mchy.Aft* *Well deck* 1*Dk*	1417 1075 817	✠ … 4,30 ✠				1923 12mo	Frd.Krupp Act.Ges. Kiel	Cie.France-Navi- gationS.A.(*in liq.*) (CieGénéraleTrans- atlantique,*Mgrs.*)	242·9|36·1|15·7 Q79'P66'F24' FK	Marseilles French *WB*	T.3Cy.19$\frac{11}{16}$″,32$\frac{11}{16}$″&54¾″- 39⅜″ 224NHP Frd.Krupp,A.G.Kiel	18 ″ 0	V †
71840 220574 KDDZ	**Cassimir** *Fitted for oil fuel* *Carrying Petroleum in bulk* D.F. 2*Dks*	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	CubaDistillingCo. Inc.(International FreightingCorp. Inc.*Mgrs.*)	390·0|54·2|27·8 P39'B121'F43'	Baltimore Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y		R
71841 124140 GJZC	**Castalia** Ⓟ *Fitted for oil fuel* 2*Dks*	6601 5583 4171					1906	Barclay, Curle&Co.Ld. Glasgow	AnchorLineLd.	440·5|53·2|29·8 P48'B153'F49' *Promenade dk* 153'	Glasgow British *WB*	T.3Cy.29½″,49″&81″-54″ 482NHP Barclay,Curle&Co.Ld.Gls.		C BT till ~~6,40~~ 3.42
71842 220630 KDFF	**Castana** *Fitted for oil fuel* *Carrying Petroleum in bulk* 2*Dks*	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	Commercial MolassesCorpora- tion	390·0|54·2|27·8 P50'B121'F40'	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
71843 2247 ICAF	**Castelbianco** (*ex*Pearlstone-39, *ex*Ovingdean *ss*Rot.No.3-3,37 Grange-36, 1*Dk*(*Stl*) *ex*Zapala-35)	4900 4580 3044	✠100A1 4,40~~10,39~~ BS4,40 ✠LMC MS8,36 ~~BS2,39~~ *Fitted for oil fuel* 5,24 *F.P. above* 150°F.	Gen	*y*	CL 1,39	1924 5mo *Lloyd*	Lithgows Ld. Pt.Glasgow '*sA&CP*	Soc.Anon. "Sitmar"(Soc. ItalianaTrasporti Marittimi)	400·0|52·0|27·3 412·0(O.L.) P33'B114'F41' FK *CellDB*341'1032*t*	Genoa Italian 6*BHptCem* *APT*142*t*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb FD 440NHP 2SB,*6cf*,GS123,HS5862 Rankin&BlackmoreLdGrk	29 ″ 9 s 5 ″ 9½ 24 ″ 3	
71844 DJPP	**Castellon** D.F. Sub.Sig. E.S.D. *CruiserStern* 2*Dks*	2086 1578 1044					1935	Deutsche WerftAGBet Finkenwrder Hamburg	Rob.M.Sloman,Jr.	303·3|43·6|16·1 P23'B&F269'F41'	Hamburg German *WB*	C.4Cy.(2)16⅝″&(2)35$\frac{7}{16}$″- 37⅜″&LP Turbine 210NHP DeutscheWerftA.G.Ham.		G
71845 2216 ICAD	**Castelverde** (*ex*Sunstone-38, *ex*Inverleith-37) *ss*Rot.No.3-5,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge* *CruiserStern*	6666 6239 4093	✠100A1 *Shelter dk* *with freeboard* 3,40 BS9,39 ✠LMC5,37 *Fitted for oil fuel* 3,21 *F.P. above* 150°F.	Gen	*a*†	CL 9,37	1921 2mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	Soc.Anon "Sitmar"(Soc. ItalianaTrasporti Marittimi)	428·8|55·8|34·4 411·5 F40'*on Shelter dk* FK *CellDB*324'1482*tFPT*87*tAPT*126*t*	Genoa Italian 7*BHCem* (*Coll to Sh dk* 6 ,, *2nd*.)	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 531NHP 4SB,*12cf*,GS251,HS9992 Harland&Wolff,Ld.Bel.	38 ″ 0 s 10 ″ 0⅜ 28 ″ 2¼	
71846 143384 GBVX	**Castilian** 2*Dks*	3067 2836 1849					1919	SirRaylton Dixon&CoLd Middlesbro'	EllermanLines, Ld.(Westcott& LauranceLine, Ld.*Mgrs.*)	331·3|46·8|23·2 P33'B98'F29'	London British *WB*	T.3Cy.25″,41″&68″-45″ 310NHP Richardsons,Westgarth &Co.Ld.Mdb.		C
71847 HRAH	**Castilla** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks*4*trB*	3910 3252 1823					1927	Workman, Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	341·9|48·0|28·2 P35'B115'F42'	Tela Honduran *WB*	T.4Cy.27″,45″&(2)55″-45″ 406NHP Wrkman,Clark&Co.LdBel		C
71848 1235 CBIP	— (*ex*Chipana-40, *ss*N.Yk.No.3-12,29 *ex*Corapeak) *ss*Vpo.No.2-38 GyC. 1*Dk*(*Stl*)	2159 1753 1464	✠100A1 ~~4,40~~~~5,38~~ 2,41 ~~BS5,39~~ ✠LMC5,38 BS~~4,40~~4,41	Vpo Tal	*r*	CL 11,38	1919 5mo	Manitowoc S.B.Corp. Manitowoc, CP Wis.	Martinez,Pereira &Cia.Lda.	250·5|43·7|20·1 P27'B64'F26' FK *CellDB*212'637*tFPT*54*tAPT*51*t*	Santiago Chilian 4*BHCem*	T.3Cy.20″,33″&54″-40″ (*s*) 190lb 269NHP 2SB,*4cf*,GS88,HS3992 FD ManitowocS.B.Corp.	23 ″ 0	
71849	**Castillo Almansa** *For full particulars see* "Stancroft."													
71850	**Castillo Ampudia** 2TwinMsts (*ex*Katayama-39,*ex*Jason-34,*ex*Charon) *Longitudinal framing* 2*Dks*	3209 2915 1989					1912	Wrf.voorh. Rijkee&Co. Rotterdam	Cia.Trasmediter- ranea	346·5|48·5|22·1 P24'B208'F43'	Spanish *WB*	T.3Cy.23″,37″&62″-42″ 249NHP Maats.Fyenoord,Rot.		
71850*	**Castillo Arevalo** Ⓟ (*ex*Cadix-40, *ex*Janu,*ex*Kenwood-37, Wireless *ex*NewLondoner-36) 1*Dk*	*1374* *924* *679*					1912	Irvine'sSB &D.D.Co.Ld. WHartlepool	Cia.Trasmediter- ranea	260·2|35·0|14·3 P&B137'F50' *Bon*P&B82'	Spanish *WB*	T.3Cy.22½″,37″&61″-42″ Richardsons, 241NHP Westgarth&Co.Ld.Hpl.		
71851	**Castillo Bellver** (*ex*Lensovet-39, *ss*Syd.No.3-9,34 *ex*Kazan-35,*ex*Age-35) 1*Dk*(*Stl*) *Well deck* *Fitted for oil fuel*	*4718* *3608* *2864*	✠ 2,35 ✠	Hul			1923 1mo	JLThomp- son&Sons,Ld. Sunderland	Cia.Trasmediter- ranea	366·2|52·8|24·3 P28'Q118'B68'F28' FK *CellDB*309'953*tFPT*70*t*	Spanish 6*BHCem* *APT*221*t*	T.3Cy.23½″,38″&64″-42″ 347NH 3SB,*9cf*,GS189,HS6156 ArmstrongWhitworth &Co.Ld.Nwc.	26 ″ 8	
71851*	**Castillo Benisano** *For full particulars see* "Lucky."													
71852	**Castillo Butron** (*ex*Pomaron-39, *ex*Copeman, *ss*Sld.2ndNo.3-6,19 *ex*Avontown, *ss*Apl.No.1-25 *ex*Citrine) 1*Dk*(*Stl*)& *Web frames*	1840 1566 1103	✠ 10,28 ✠NB6,14 ✠	Cff	*q*		1899 12mo	A.Rodger &Co. Pt.Glasgow	Cia.Trasmediter- ranea	259·9|37·4|16·9 Q97'B62'F29' FK *CellDBa*76'*f*112'377*tFPT*66*t*	Spanish 4*BHCem* *APT*31*t*	T.3Cy.17¼″,31″&51″-36″ NDB14 167NHP 1SB,*4pf*,GS77,HS2672 Muir&Houston,Ld.Gls.	19 ″ 5	V †
71853 EEHR	**Castillo Calatrava** (*ex*Ciutat de Tarragona-39, *ex*MariTere) 1*Dk* *Mchy.Aft*	825 — 475					1920	N.V.Kuy& Rees'Mch.& Schpsw. Schiedam	Cia.Trasmediter- ranea	180·1|28·3|17·1 Q105'B11'F24'	Tarragona Spanish *WB*	T.3Cy.15″,24″&40″-24″ 78NHP N.V.Kuy&Rees'Mch.& Schpsw.Schiedam		
71854	**Castillo Coca** (*ex*Jan-39) 1*Dk*	1739 1376 1036					1918	Kjöbnhvns Flydk.&Skbs. Copenhagen	Cia.Trasmediter- ranea	261·1|40·1|16·9 P15'Q77'B106'F31'	Spanish *WB*	T.3Cy.18″,29″&48″-33″ 132NHP KjbnhavnsFlydk.&Skbsv.		V
71855 EEXY	**Castillo Cuellar** (*ex*MariEli-39, *ex*Castellon, *ss*Bcl.2ndNo.3-1,16 *ex*Iturri-Ederra, 1*Dk*(*pt Irn pt Stl*) *ex*SantiagoMumbru,*ex* & *Web frames* EnriquetadeMallol,*ex*Nautik) *Well deck*	1080 830 676	✠ 9,20	Bbo	*n*		1897 6mo	Carmichael Maclean&Co. Greenock	Cia.Trasmediter- ranea	226·3|33·1|16·2 Q81'B54'F27' FK *CellDBa&uE*71'*f*90'253*tFPT*31*tAPT*16*t*	Bilbao Spanish 4*BHCem*	T.3Cy.17″,27½″&44″-33″ *Bmade*18 114NHP Hutson&Son,Glasgow	16 ″ 0	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of R. of Trade Cert.
71856	**Castillo Daroca** (*ex*Skulda-39) 1*Dk&deep framing*	1105 987 644	✠ ... 6,12 ✠				1910 2mo	Bergens Mek.Værks. Bergen	Cia.Trasmediterranea	229·0 H50*t*F30*t* FK	35·1	15·8	Spanish *WB*	T.3Cy.16½",26"&44"-30" 122NHP BergensMekVærksBergen	16″10	
71857	**Castillo de Andrade** (*ex*Vigo-39,*ex*François, *ex*Pagasitikos-37, 1*Dk&Shelter dk* *ex*Sicily-33) *Longitudinal framing*	*3457* *3209* *2146*					1914	Richardsn, Duck&Co.Ld. Stockton	Cia.Trasmediterranea	380·5 P22′F40′ *on Shelter dk*	48·0	22·4	Spanish *WB*	T.3Cy.26",42"&70½"-45" 352NHP Blair&Co.Ld.Stockton		
71858	**Castillo de la Mota** *ex*Hordena-39, *ss*Nwc.No.3-11,28 *ex*Horden-37) *ss*Shl.No.1-33 *Well deck* 1*Dk*(*Stl*)	2677 *2150* *1607*	✠ 12,37 ✠	Shl	*t*		1916 8mo	WoodSkinner&Co.Ld. Newcastle	Cia.Trasmediterranea	321·0 *Bon*Q63′Q186′F32′ FK *Intermediate BH in fore hold dispensed with* *CellDB*263′695*tFPT*130*tAPT*151*t*	43·2	19·5	Spanish *Cem* 4*BH only*	T.3Cy.24",40"&65"-42" 329NHP 2SB,8*cf*,GS149,HS5524 N.E.MarineEngCoLd.Nwc	21″9	
71859	**Castillo Fuensaldana** (*ex*Everards-39, *ss*Lie.2ndNo.3-4,34 *ex*Ronturn-33, 1*Dk*(*Stl*) *ex*Camerata)	3705 — 2325	✠ 11,37 ✠NE6,18 ✠	Rot	*w*		1910 6mo	W.Gray& Co.Ld. W Hartlepool	Cia.Trasmediterranea	350·1 P29′B67′F33′ FK *CellDBa*113′*uE*23′*f*154′997*t APT*41*t*	50·1	23·6	Spanish 6*BHCem*	T.3Cy.24",38"&64"-42" 314NHP 2SB,6*cf*,GS98,HS4172 Fullerton,Hodgart& Barclay,Ld.Psy.	25″11	
71860	**Castillo Gibralfaro** (*ex*Juss-39, *ex*Tolsta-37, *ss*Lth.2ndNo.3-4,31 *ex*Cairnnevis) *ss*Lth.No.1-35 1*Dk*(*Irn*)*&deep framing*	*1587* *1440* *977*	✠ 12,38 ✠	Bly	*q*		1905 7mo	ShortBros. Ld. Sunderland	Cia.Trasmediterranea	259·0 P21′B62′F26′ FK *CellDBa*82′*uE&B*34′*f*102′418*tFPT*46*tAPT*39*t*	36·8	18·0	Spanish 4*BHCem*	T.3Cy.19",30"&48"-36" 151NHP 1SB,3*cf*,GS62,HS2463 Blair&Co.Ld.Stockton	20″4	
71861	**Castillo Madrigal** (*ex*NicolaouEleni-39, *ss*Nwc.No.3-12,32 *ex*EleniNicolaou-37, *ss*Rot.No.1-37 *ex*Diadem-34) 1*Dk*(*Stl*)*&* *Shelter dk*(*Stl*)	*4528* *4186* *2731*	✠ 5,38 ✠	Rot	*y*		1920 9mo	Sunderlnd S.B.Co.Ld. Sunderland	Cia.Trasmediterranea	390·0 FK *Collision BH to Shdk* *CellDB*336′1187*t FPT*81*t APT*114*t* 5 ,, ,, *U* ,,	54·0	24·6	Spanish *Cem*	T.3Cy.26",43"&71"-48" 450NHP 3SB,9*cf*,GS186,HS7917 Blair&Co.Ld.Stockton	27″0	
71862	**Castillo Maqueda** (*ex*SkvortsovStepanov-39) *OilEng.* 2*Dks*	2152 1865 1075					1931	StatesS.B. Yd."61 Kommunar" Nicolaieff	Cia.Trasmediterranea	270·3 P31′B62′F28′	39·8	22·7	Spanish *WB*	Oil Engines 2S.C.SA 6Cy.18½"-32¼" 357NHP StatesEng.Wks. "Komintern,"Kharkoff		
71863	**Castillo Mombeltran** (*ex*Ellinico *ss*Shl.2ndNo.3-7,21 Vouno-39, *ss*Rot.No.2-30 *ex*AngelosL.-37,*ex*Cape 2*Dks*(*Stl*) Point.*ex*Stambul,*ex*MariaRickmers)	*3667* *3344* *2270*	12,36	Ist			1904	Rickmers Act.Ges. Bremerhaven	Cia.Trasmediterranea	354·2 P33′B94′F44′ FK *CellDB*296′682*t FPT*109*tAPT*34*t*	45·2	26·2	Spanish 6*BHAsp*	T.3Cy.$23\frac{9}{16}$",$38\frac{5}{8}$"&$63\frac{1}{16}$"- $43\frac{5}{16}$" 329NHP 3SB,9*cf*,GS116,HS5610 BremerVulcan,Vegesack	29″0	
71864	**Castillo Monforte** (*ex*Nagos-39, *ex*Corbrae-34, *ss*Sld.No.3-9,25 *ex*Hillingdon) *ss*Pir.No.2-34 *Well deck* 1*Dk*(*Stl*)	*1926* *1489* *1085*	✠ 7,35 ✠	Pir	*q*		1912 8mo	S.P.Austin &Sons,Ld. Sunderland	Cia.Trasmediterranea	267·0 P28′Q71′B51′F28′ FK *CellDBa*73′*u*E*&B*35′*f*110′439*t side tanks in ER*12′156*t FPT*119*t APT*106*t*	38·0	17·6	Spanish 4*BHCem*	T.3Cy.20½",33"&54"-39" 199NHP 2SB,6*pf*,GS97,HS3090 G.Clark,Ld.Sunderland	19″10	
71865	**Castillo Montealegre** (*ex*MaxHoelts-39) *OilEng.* Sub.Sig. 2*Dks*	3972 3537 2261					1930	Severney S.B.Yard Leningrad	Cia.Trasmediterranea	347·4 P31′B52′F34′	48·8	27·2	Spanish *WB*	Oil Engines 2S.C.SA 4Cy.26¾"-$35\frac{7}{16}$" 500NHP RussianDieselWorks,Len.		
71866	**Castillo Olite** (*ex*Postishev-39, *ex*Zwartewater-35, *ss*Rot.No.3-1,34 *ex*Zaandijk) 1*Dk*(*Stl*)	3545 3272 2150	✠ ... 8,36 ✠	Rot	*w*		1921 2mo	Rotterdam DroogdMaat. Rotterdam	Cia.Trasmediterranea	361·3 P25′B214′F36′ FK *CellDB*307′879*t FPT*85*t APT*127*t*	49·8	22·0	Spanish 6*BHCem*	T.3Cy.25",41"&68"-45" 342NHP 3SB,9*cf*,GS145,HS5379 RotterdamDroogd.Maats.	24″6	
71867	**Castillo Olmedo** (*ex*Reina-39, *ex*Björnöy-37,*ex*Juan-34) 1*Dk&Spar dk*	1436 1192 845					1908	Nylands Værksted Oslo	Cia.Trasmediterranea	243·4 P52*t*B135*t*H19*t* F27*t*	33·7	21·7	Spanish *WB*	T.3Cy.20½"33"&56"-36" 188NHP NylandsVærksted,Oslo		V
71868	**Castillo Oropesa** (*ex*Victoria-39, *ex*Ekaterini *ss*Shl.No.3-3,30 Nicolaou-38.*ex*General *ss*Rot.No.1,34 Church-32) 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	6600 4868 4148	✠ 3,38 ✠	Ams	*z*		1917 11mo	W.Doxford &Sons,Ld. Sunderland	Cia.Trasmediterranea	420·0 434·5(O.L.) FK 1 *Intermediate BH in fore hold dispensed with*	54·0	26·4 34·4	Spanish *Cem* 6*BH only*	T.3Cy.27",45",&74"-54" 572NHP 3SB,9*cf*,GS190,HS8556 N.E.MarineEng.CoLdNwc *CellDB*358′1151*tAPT*128*t*	37″0	
71869	**Castillo Penafiel** (*ex*Smidovich-39, *ex*Noord-35) *ss*Rot.No.3-5,30 *ss*Rot.No.1-35 1*Dk*(*Stl*)	2485 2311 1523	✠ 3,35 ✠	Rot	*s*		1918 1mo	N.V.Werf deNoord Alblasserdam	Cia.Trasmediterranea	286·2 P22′B74 F25′ FK *CellDB*248′574*tAPT*73*t*	45·2	21·8	Spanish 4*BHCem*	T.3Cy.22½",37"&62"-39" 260NHP 2SB,6*cf*,GS128,HS4000 Wilton'sEng.Co.Rot.	23″11	
71869* EEHQ	**Castillo Sagunto** (*ex*Ciutat de Reus-40.*ex*Stella) 1*Dk*3*trB*	943 722 642					1920	N.V.Werf "Zeeland" Hansweert	Cia.Trasmediterranea	212·9 P30′B60′F23′	31·3	13·3	Tarragona Spanish *WB*	T.3Cy.$14\frac{2}{5}$",22"&$35\frac{4}{5}$"-$23\frac{3}{5}$" N.V.Werf. 62NHP "Zeeland,"Hansweert		
71870 EGML	**Castillo Santacara** **Iron** (*ex*MariElvira-40, *ss*Sws.2ndNo.3-2,10 *ex*SanIreneo-36, *ss*Bbo.No.2-19 *ex*Tanchin,*ex*SwanseaTrader, 1*Dk*(*Irn*) *ex*Crathie) *Well deck*	472 350 241	✠ 6,23 ✠	Bbo	*h*		1883 11mo	J.Key& Sons Kinghorn	Cia.Trasmediterranea	145·0 Q54′B42′F20′ BK7″ *DBa*35′*f*33′98*t*	23·8	15·4	Gijon Spanish 5*BHCem*	C.2Cy.21"&42"-27" NDB97 77NHP 1SB,3*pf*,GS54 J.Key&Sons,Kirkcaldy	13″8	
71871	**Castillo Simancas** (*ex*Coruna-39, *ss*Ven.2ndNo.3-12,32 *ex*Sydney,*ex* *ss*Rot.No.1-37 Polymnia-37, 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *ex*Kintyre,*ex*Wyncote, *&deep framing* *ex*Den of Ruthven)	*4937* *4636* *3116*	✠ 10,37 ✠	Rot	*y*		1907 6mo	C.Connell &Co.Ld. Glasgow	Cia.Trasmediterranea	400·0 P41′B112′F44′ FK *CellDBa*130′*uE&B*46′*f*172′1032*t APT*37*t*	52·0	19·3 27·8	Spanish 6*BHCem*	T.3Cy.27½",44"&71½"-48" 470NHP 2SB,8*cf*,GS147HS6556 D.Rowan&Co.Glasgow	30″6	
71872	**Castillo Tarifa** (*ex*Gardelaki-39, *ex*Cité deReims, *ss*Shl.3rdNo.3,11,20 *ex*City ofRheims, 1*Dk*(*Stl*)2*trB* *ex*Ivanhoe,*ex*Falshaw) *Well deck*	*2282* *1814* *1431*	✠ 6,24	Gls	*s*		1888 4mo	T.Turnbull &Sons Whitby	Cia.Trasmediterranea	288·0 P28′Q76′B124′F32′ FK *DBa*88′*f*114′440*t*	38·3	21·0	Spanish 6*BHCem*	T.3Cy.22",36"&59"-39" NDB20 219NHP 2SB,6*cf*,GS101,HS3301 Blair&Co.Ld.Stockton	22″2	
71873 EAEK	**Castillo Tordesillas** (*ex*EspañaNo.5-39,*ex*Riga) D.F. 1*Dk&Spar dk*2*trB*	2156 1789 1336					1906	Schiffsw.v. HenryKoch Lübeck	Cia.Trasmediterranea	265·8 P15′B73′F38′	39·4	20·9	Seville Spanish *WB*	T.3Cy.20½",33½"&53¼"-33½" 164NHP OttensenerMasch.Altona		
71874	**Castillo Villafranca** (*ex*Tsyurupa-39) *OilEng.* 2*Dks*	2081 1819 1064					1932	StatesS.B. Yd."61 Kommunar" Nicolaieff	Cia.Trasmediterranea	270·4 P31′B62′F28′	39·8	22·5	Spanish *WB*	Oil Engines 2S.C.SA 6Cy.18½"-32¼" 358NHP KominternWks.Kharkov		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant au propr. Lettre d'équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Longueur.	Largeur.	Creux.	Superstructures, &c.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, ce n'est dans le L. R. Durée Cert. BofTrade.
71875 163872 MMGD	**Castle Combe** *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* *Part electrically welded including deck & butts of keel*	454 279 232	✠100A1 12,40 ~~12,39~~	Brs Cff ✠LMC12,38	*g*	OG 12,39	1936 12mo *Lloyd*	C.Hill&Sons,Ld. Bristol '*sA&CP*	AldShippingCo.Ld.	155·0	27·6	8·6	28·2 FK Q97'F21' *CellDB95' 132t FPT*	Bristol British 3*BHptAsp* 34*tAPT*43*t*	Oil Engines 4S.C.SA 7Cy.12½"-15" 89RHP Ruston&Hornsby,Ld.Lin.	10 ″ 9 s 3 ″ 11 10 ″ 8	
71876 156175 VQJK	**Castle Harbour** TwinSc (*ex*Mid-Ocean) ssBermudaNo.2-37 1*Dk*(*Stl*-ws)2nd *dk*(*Stl*-ws) Wireless *in fore hold*	730 548 294	✠100A1 *withfreeboard* 11,40 ~~12,39~~ MS11,37 *Fitted for oil*	Ber-muda ✠LMC BS~~12,38~~ 1,41 *fuel* 10,29	*k* 7/12	~~6,37~~ 11,40 *F.P. a*	1929 10mo *Lloyd* *bove* 1	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP* 50° F.	Bermuda&West IndiesS.S.Co.Ld. *CellDBuE21'36t* *DTa above tu*	176·3	33·7	15·0	F68' FK *DTsf*9'110*t* *nnel* 19'103*t FPT*9*t*	Bermuda British 6*BHCem* *APT*12*t*	T.6Cy.14",23"&38"-27" (*s*) 180lb 279NHP HS4700 FD 2 Water Tube Boilers J.G.Kincaid&Co.Ld.Grk.	16 ″ 0 s 3 ″ 9½ 12 ″ 6½	
71877 142504 MKNT	**Castlehill** ssBel.No.3-6,33 ssBel.No.1-38 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	690 467 280	✠100A1 8,38 BS~~7,39~~ 6,40	Bel ✠LMC8,38	*j*	CL 7,38	1920 11mo *Lloyd*	Scott&Sons Bowling '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	187·4	28·7	11·0	Q107'B9'F33' BK7¼" *Bf*110'172*tFPT*46*t*	Belfast British 8*BHCem* *APT*7*t*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 85RHP 1SB,3*cf*,GS58,HS1938 AitchisonBlair,LdCldebnk	13 ″ 6 s 4 ″ 5½ 13 ″ 8½	
71878 7456 SFXA	**Castor** ssMmo.No.3-10,40 TwinSc *OilEng.* ~~ssFal.No.2-36~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *CruiserStern* *Longitudinal framing-bracketless system*	*8714* *7950* *4851*	✠100A1 10,40 ~~2,38~~ DBS10,40 *CarryingPetr*	Bkn Mmo ✠LMC10,40 *oleum*	*d*† *in*	CL ~~S4,38~~ ~~BN7,38~~ 7,40 *bulk*	1928 6mo *Lloyd*	Kockums M.V.Aktieb. Malmö '*sA&CP* *CellDBuE*60'	TrelleborgsÅngf. NyaAktieb. (J.Malmros, *Mgr.*) 249*t DTf*38' 298*t*	482·3	61·8	36·1	P97'B36'F40' FK *FPT*152*tAPT*190*t*	Trelleborg Swedish 17*BHptCem* (12 *to Udk* 5 „2*nd*„)	Oil Engines 4S.C.SA 12Cy.22 7/16"-39⅜" 584NHP 2DB170*lb* 1DB(*aft*) KockumsM.V.Akt.Malmö	36 ″ 3 s 8 ″ 2 ~~27 ″ 8½~~ 28 ″ 3½	
71879 PDJH	— *OilEng.* E.S.D. 1*Dk*&*Shelter dk.* *Cruiser Stern 3rd dk in No.1 hold* *Butts of shell & deck plating elec. welded*	1830 1363 946	✠100A1 *withfreeboard* ~~4,40~~ ~~11,39~~ 12,40	Ams NYk ✠LMC11,39	*s*	OG	1939 11mo *Lloyd*	NVNederl. Dok.Maats. Amsterdam '*sA&CP*	Koninkl.Nederl. Stoomb.Maats. *CellDB*232'47	292·5	41·1	14·9	310·3(O.L.) F31' FK 5*tFPT*65*tAPT*72*t*	Amsterdm Dutch 6*BHptAsp* (*Coll to Sh dk* 5 „ 2*nd*„)	Oil Engines 2S.C.SA 5Cy.19 11/16"-35 7/16" 338NHP DB100*lb* N V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	18 ″ 0 s ″ 2½ 17 ″ 10½	
71880 LCGE	— (*ex*Rödfaxe) *Well deck* D.F. 1*Dk*	1683 1177 1039					1920	Helsingörs Jernsk.&Msk. Elsinore	DetBergenske Dampskibsselskab	249·8	38·3	15·4	P38*t* Q104*t* B242*t* F31*t*H50*t*	Bergen Norwegian *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJrnsk.&Mskb.		N
71881 366 OHGG	— (*ex*Cettois,*ex*Saga) ssAbo.2ndNo.3-4,31 Wireless D.F. ssHfs.No.2-39 1*Dk*(*Stl*)&*deep framing*	1225 974 659	✠100A1 4,39 BS8,40	Hfs ✠LMC4,39	*n*	OG ~~7,37~~ 8,40	1906 8mo *Lloyd*	Laxevaags Msk.&Jrnsk. Bergen '*sA&CP*	FinskaÅngf. Aktieb. *Cell DBa* 63' *f*119	236·2	33·4	15·8	227·7 P19'B61'F25' FK '285*t FPT*40*t APT*	Helsingfrs Finnish 4*BHptCem* 51*t ptAsp*	T.3Cy.16",25½"&43"-30" (*s*) 175lb NDB36-125*lb* 113NHP 1SB,3*pf*,GS55,HS1824 LaxevaagsMsk.&Jrns.Bgn	16 ″ 10 s 1 ″ 10½ 15 ″ 1	
71882 DOMA	— 1*Dk*&*ptAwng dk*	519 289 320					1896	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	163·0	24·1	9·6	Q16'F16' *ptAwng dk* 130'	Bremen German *WB*	C.2Cy.16 5/16"&30 11/16"-20½" 36NHP A.G."Weser,"Bremen		G
71883 822 ILIL	**Castore** *Mchy.Aft* 1*Dk*	1016 806 599					1917	N.Odero&Co. Foce, Genoa	Soc.Anon.Ilva	203·9	31·9	16·6	193·5	Genoa Italian	T.3 Cy.15⅛",24⅝"&39⅝"-25⅝" 79NHP N.Odero&Co.		CI
71884 220629 KDFG	**Catahoula** *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* 2*Dks*	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	CubaDistillingCo. Inc.(International FreightingCorp. Inc.*Mgrs.*)	390·0	54·2	27·8	P39'B121'F43'	Baltimore Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
71885 152822 VGNY	**Catala** Ⓟ TwinSc *Ref.Mchy.* Wireless *Fitted for oil fuel* *CruiserStern* 2*Dks*	1476 1065 851					1925	CoasterCon-structnCoLd Montrose	UnionSteamships Ld.	217·9	37·1	18·4	B120'	Vancouver British	T.6Cy.16",26"&44"-26" 200NHP *Emade*19*rebuilt&fitted*25 Campbell&CalderwoodPsy		C
71886 59 IBHG	**Catalani** Ⓟ *OilEng.* ssTri.No.2-37 2*Dks*(*Stl*)	2429 1838 1422	✠100A1 2,40 ✠LMC DBS11,39	Pla CS8,37 12,38	*s*	CL N8,37	1929 1mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	"Tirrenia"Soc. Anon.diNav. *CellDB*213'40	294·0	40·2	21·1	(O.L.) 279·9 P29'B84'F36' FK 4*tFPT*58*tAPT*57*t*	Fiume Italian 6*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.24 13/16"-43 5/16" 357NHP DB100*lb* StabilimentoTecnico,Tri.	23 ″ 4 s 3 ″ 1¾ 20 ″ 5½	
71887 223907 KFTP	**Catalina** Ⓟ TwinSc *Fitted for oil fuel* 3*Dks*	1766 — 1161					1924	Ls.Angeles SB&DDCorp. SanPedroCal	Wilmington TransportationCo.	285·2	52·1	18·8		Ls.Angeles Utd.States *WB*	T.6Cy.20½",35"&60" 36" Hooven,Owens& 432NHP RentschlerCo.Hamilton,O		
71888 CSBY	— (*ex*Falconer, ssLis.No.3-5,32 *ex*Kilkeel) ssLis.No.2-40 ~~ssLis.No.1-36~~ *Cargo battens not fitted* 1*Dk*(*Stl*)	632 487 322	100A1 ~~9,40~~ ~~8,38~~ 5,41 BS~~12,39~~ 3,41	Lis LMC~~6,36~~ MS9,40		CL ~~7,36~~ 5,41	1918 *Lloyd*	Smith's DockCo Ld. Middlesbro' '*sA&CP*	C.A.Moreira&Cia. Ltda.	175·0	30·0	15·7	B50' FK *CellDBuE*26'20*t*	Porto Portuguese 5*BHCem* *FPT*20*t*	T.3Cy.16",26"&44"-26" (*s*) 200lb 116NHP 1SB,3*cf*,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 ″ 6 s 1 ″ 7½ 15 ″ 0½	
71889	— (*ex*Mazout-36, *Fitted for oil fuel* *ex*MazoutI) *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	*582* *493* *317*					1913	Soc.Anon. Jhn.Cockerill Hoboken	Anglo-Ecuadorian Oilfields,Ld.	164·0	31·2	13·1	P28'F23'	Guayaquil Ecuadorian *WB*	T.3Cy12",20"&32"-23" 49NHP Earle'sCo.Ld.Hull		V
71890 DJPW	**Catania** D.F. E.S.D. 2*Dks* Sub.Sig. *CruiserStern*	2148 1636 1105					1935	Neptun-werftRostock G.m.b.H. Rostock	Rob.M.Sloman,jr.	303·2	43·7	16·1	P24'F272'	Hamburg German *WB*	C.4Cy.(2)16½"&(2)35 7/16"-35 7/8" & LP Turbine with DR gearing & hydraulic coupling 205NHP NeptunwerftRostock G.m.b.H.Rostock		G
71891 YVAM	**Catatumbo** TwinSc ssN.Yk.No.3-5,40 ~~ssCoe.No.2-36~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	*3163* *2298* *1671*	✠100A1 ~~5,40~~ ~~9,39~~ 5,41 ~~BS9,39~~ *CarryingPetr* *Fitted for oil* BS5,41	NYk 5,40 ✠LMC~~5,36~~ *oleum* *fuel* 4,28	*in*	CL ~~8,39~~ 5,41 *bulk* *F.P. a*	1928 4mo *Lloyd* *bove* 1	Palmers' Co.Ld. Newcastle '*sA&CP* 50° F.	MeneGrandeOil Co.C.A. *CellDBuE&B*50' 149*t side tanks*	325·0	55·2	16·4	337·1(O.L.) P73'B22'F40' FK *Trunk in Wells* 180'2115*t FPT*207*t*	Maracaibo Venezuelan 8*BHptCem* *APT*126*t*	T.6Cy.14½",24"&39½"-27" 180lb (*s*) 248NHP 2SB,6*cf*, ,HS4808 Palmers'Co.Ld.Newcastle	16 ″ 6 s 2 ″ 0½ 14 ″ 8½	
71892																	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. — Under deck. — Net.	'articulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. — Ship. — Engines	By Whom. — Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
62/40 71893 LJLS	**Cate B.** (*ex*Unden-38) *Fitted for oil fuel* D.F. 1*Dk&Shelter dk*	4285 3994 2573					1920	J.Priestman&Co. Sunderland	Th.Brövig	365·9	51·6	25·2	Farsund Norwegian *WB*	T.3Cy.25",41"&69"-48" 330NHP G.Clark,Ld.Sunderland		N
71894 434 IBFM	**Caterina** (*ex*Fortunata-39, *ex*Padnsay-38) *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4786 4372 2492					1920	ToddD.D.&Const.Co. Tacoma	Nav.CarloMartinolichS.a.g.I.	396·4 380·4 P39'B102'F41'	53·1	27·0	Trieste Italian *WB*	T.3Cy.24½",41½"&71¼"-48" 352NHP Hooven,Owens,RentschlerCo.Hamilton,O		IR
71895 156 IBRG	**Caterina Gerolimich** *ss*Gen.No.3-3,32 D.F. 2*Dks*(*Stl*)	5430 4158 3326	✠ ... 5,36 ✠	Gen	*y*		1912 12mo	Cantiere SanRocco Trieste	I.N.C.S.A. (ImpreseNav CommercialeSoc.Anon) *CellDBa&uE*145'	396·3 380·0 P31'B247'F41' FK *f*159'1008*tAPT*37*t*	52·2	25·5	Rome Italian 6*BHCem* *DTa*35'824*t*	T.3Cy.26",42"&70"-48" 411NHP 2SB,6*cf*,GS118,HS5534 ClydeS.B.&E.Co.Ld P.Gl.	27 ″ 10	I †
71896 1145 IBSG	**Caterina Madre** (*ex*Valnoce, *ex*Iddesleigh) *ss*Bry.No.3-6,17 *ss*Gen.No.1-23 D.F. 1*Dk*(*ptIrn&ptStl*)2*trB* *&deep framing*	4019 3765 2427	✠ 8,27 ✠	Gen	*x*		1904 7mo	Richardsn, Duck&Co Stockton	"Corrado" Soc. Anon. diNav. *CellD*	362·5 355·0 P35'B213'F34' FK *Ba*113' *uE*20' *f*158'	48·7	25·9	Genoa Italian 7*BHCem* 15*tDTf*21	T.3Cy.26",42½"&69½"-45" 349NHP 2SB,6*cf*,GS129,HS5620 Blair&Co.Ld.Stockton 726*tFPT*137*tAPT*168*t*	28 ″ 5	I †
71897 143334 MJQV	**Catford** *ss*Shl.No.3-7,31 *ss*Shl.No.2-39 Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	1568 1345 829	✠100A1 ~~2,40~~ ~~6,30~~ ~~12,40~~ 3,41 BS~~8,40~~ ~~12,40~~ 3,41	Shl Lon ✠LMC6,39	*p*	CL ~~6,39~~ 11,40	1919 7mo *Lloyd*'*sA&CP*	Dublin Dckyd.Co.Ld Dublin	SouthMetropolitanGasCo. *CellDB*171'306*t*	240·2 B52'F23' FK *DTa*29'118*tFPT*80	36·3	19·1	London British 6*BHCem* *tAPT*38*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 ″ 3 s 2 ″ 9½ 18 ″ 8	
196/40 71898 PDJO	**Catharina** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	391 250 194	✠100A1 4,40 ✠LMC2,39	Rot	*f*		1939 2mo *Lloyd*'*sA&CP*	NV.Schpsf. v/hDeGroot &VanVliet Slikkerveer	N.V.Solleveld's Scheepvaart& AgentuurMaats. *Cell*	147·0 155·5(O.L.) P41'Q48'F18' FK *DB*94'103*t FPT*32*t*	25·1	8·4	Rottrdam Dutch 3*BHptCem* *APTs*21*t*	Oil Engines 4S.C.SA 6Cy.11"-17 1/16" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 3 s 3 ″ 7¾ 10 ″ 0	
71899 148843 GCDF	**Cathay** Ⓟ TwinSc 3*Dks*(*Stl–Weather dk–pt* teak s) *Ref.Mchy.* 4*th dk*(*Stl*)*in forward holds* E.S.D. D.F. *CruiserStern* *Fitted for oil fuel*	15225 12242 8730	✠ 8,28 ✠ ✠Lloyd'sRMC7,39	Lon	*j*†		1925 3mo	Barclay, Curle&Co.Ld. Glasgow	Peninsular& OrientalStm.Nav. Co. *CellDB*443'1683*t* *at sides of tunn*	523·5 B255'F92' FK *Tanks* *CollB* *els*69'580*tFPT*171*t*	70·2	42·3	Glasgow British *BHptCem* *HtoWthr dk* *APT*117*t*	Q.8Cy.29½",42¼",60¾"&87"-54" 1905NHP 3D&4SB,40*cf*, ,HS29298 Barclay,Curle&Co.Ld.Gls	46 ″ 0	
71900 141769 VGBX	**Cathcart** Ⓟ (*ex*CanadianHunter) *ss*Hfx.No.3-2,33 *ss*Hfx.No.1-37 *Well deck* 1*Dk*(*Stl*)2*nd dk* *Ref.Mchy.* (*Stl*)&*platform dk in holds*	3708 2915 2217	✠100A1 5,40 ~~6,39~~ ~~BS3,40~~ MS2,36 ✠Lloyd'sRMC~~12,39~~ 6,40 for temp. 20° F. *Adapted for oil fuel* 4,29 *F.P. above* 150° F.	Mtl BS3,41 ✠LMC ~~BS4,39~~	*v*	CL ~~5,38~~ 5,40	1920 8mo *Lloyd*'*sA&CP*	DavieS.B. &Repg.Co.Ld Lauzon,P.Q.	CanadianHunter, Ld.(Canadian NationalSteamships,*Mgrs.*) *Cell*	331·1 P&B215'F33' FK *DB*266'674*t FPT*	46·7	23·2	Montreal British 6*BHCem* 95*tAPT*73*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 470NHP 3SB,9*cf*,GS156,HS7275 FD TidewaterShipbuilders, Ld.ThreeRivers,P.Q.	25 ″ 6 s 7 ″ 2¾ 18 ″ 6	
71901 216616 KTOI	**Catherine** Ⓟ (*ex*LakeGreenwood) *ss*Bal.No.3-2,37 1*Dk*,2*ndDk inNo.*4 *hold* *Cargo battens not fitted*	2286 1767 1251	✠100A1 5,40 ~~6,39~~ BS1,40 *Fitted for oil fuel* 1,23 *F.P. above* 150° F.	Bal ✠LMC2,37	*r*	CL 6,38	1918 7mo A&CP	Manitowoc S.B.Co. Manitowoc, Wis	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *CellD*	250·5 P27'B134'F26' FK *B*212' 637*t FPT*54	43·7	20·4	NewYork Utd.States 8*BHCem* *APT*51*t*	T.3Cy.21",35"&59 3/16"-42"(*s*) 190lb 307NHP 2SB,6*cf*,GS138,HS5486 NordbergMfg.Co. Milwaukee,Wis	23 ″ 1	
71902 216216 KMAI	**Catherine D.** Ⓟ WoodTwinSc *Fitted for oil fuel* D.F. GyC. 2*Dks*	2224 — 1624					1918	Pacif.Amr. FisheriesCo. Bellingham	PacificAmerican Fisheries,Inc.	242·0 P50'	41·6	24·4	Bellingham Utd.States	T.6Cy.13",21"&35"-27" 126NHP SeattleMach.Works,Sea.		R
71903 FNWY	**Catherine Schiaffino** *Fitted for oil fuel* Wireless 1*Dk*	1591 1284 813					1930	Howaldtswerke A.G. Hamburg	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	243·9 P&B133'F30'	38·0	18·5	Algiers French *WB*	T.3Cy.18 11/16",30 5/16"&49¼"-33½" 140NHP Howaldtswerke,Kiel		V
71904 219196 KOLP	**Cathlamet** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5869 5113 3635					1919	AmesS.B. &DrydockCo Seattle,Wash	AmericanWest AfricanLineInc. (BarberS.S.Lines, Inc.*Mgrs.*)	409·8 P44'B119'F47'	54·2	29·2	NewYork Utd.States *WB*	T.3Cy.24⅝",41½"&72"-48" 359NHP AllisChalmers,Milwaukee		R
100/40 71905	**Cathrine** (*ex*Silverlight-39, *ex*Engineer *ss*Cff.2ndNo.3-8,31 Avdåkoff) *ss*Cff.No.1-36 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1885* *1680* *1154*	✠100A1 10,38 BS~~10,38~~ 8,39	Shl ✠LMC1,36	*r*	CL ~~3,40~~ 4,40	1904 3mo *Lloyd*'*sA&CP*	Osbourne, Graham&Co Sunderland	A.Inkapööl,E. Jakobson&others (A.Truuberg, *Mgr.*) *CellDBa*90'	275·1 P29'B68'F30' FK *uE&B*34'*f*108'488*t*	40·1	18·1	Panama Pnamanian 4*BHCem* *APT*55*t*	T.3Cy.20½",33"&54"-36"(*s*) 180lb 195NHP 2SB,4*pf*,GS80,HS3080 G.Clark,Ld.Sunderland	20 ″ 6 s 2 ″ 8½ 17 ″ 11½	
71906 219956 KURC	**Cathwood** *Fitted for oil fuel* 2*Dks* *Mchy.Aft* *Carrying petroleum in bulk* D.F *Longitudinal framing*	7072 — 4360					1920	Bethlehem S.B.Corp. Ld. Alameda,Cal	UnionOilCo.of California	435·0 P123'B50'F33'	56·0	32·	L.Angeles Cal. Utd.States *WB*	T.3Cy.27",47"&78 5/16"-48" 425NHP BethlehemS.B.Corp. S.Francisco		R
71907	**Catrine** *For full particulars see No.* 87505 *in Supplement* *OilEng.* E.S.D. GyC. *CruiserStern*	5218 [illegible] 3004	100A1 *withfreeboard* (*Class Contemplated*)				1940	Wm.Doxford&SonsLd Sunderland	Morel,Ld.	427·6	56·5	26·5	London British	Oil Engines 2.S.C.SA 3Cy.23⅝"-91 1/32" Wm.Doxford&Sons,LdSld	29 ″ 0 s 3 ″ 3¾ 25 ″ 10¾	
71908 1531 IBTG	**Caucaso** (*ex*Ostpreussen) TwinSc *OilEng.* *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk*	2065 1843 1272					1921	Frd.Krup Akt.Ges. Kiel	NereideSoc.Anon. diNav.	286·8 276·0 F42'	40·5	23·4	Genoa Italian *WB*	Oil Engines 4S.C.SA 12Cy.17¾"-16 1/20" 371NHP Maschf.Augsburg-NürnbergA.G.Augsburg		I
71909 FNCT	**Caudebec** (*ex*Oldenburg) *ss*Hav.2ndNo.3-11,34 Wireless *Well deck* 1*Dk*(*Stl*)	1471 1125 796	✠ ... 3,39 ✠	Hav	*p*		1910 5mo	Greenock& Grangem'uth DockyardCo Grngemouth *CellDBa*60'	Worms&Co. *uE&B*34'*f*104'36	235·2 P21'Q118'F26' FK B onQdk56' *tAPT*82*t* '*tween dk*	36·0	16·4	Havre French 4*BHCem* *tanks*14'34*t*	T.3Cy.18",27½"&45"-33" 143NHP 2SB,4*cf*,GS80,HS2440 Richardsons,Westgarth&Co.Ld.Mdb.	18 ″ 4	V †
71910	**Caupolican** IronTwinSc *exSailingVessel* Patria, *OilEng.* *ex*Poseidon) 2*Dks*	2044 — 1453	✠ 12,05				1881 6mo	R.Duncan &Co. Pt.Glasgow	JoséMaritano	264·5 BK9½"	39·8	23·4	Valp'raiso Chilian	Oil Engines 2S.C.SA 12Cy.16½"-22" 574NHP E*fitted*21 Mar.Pipe&Eng.Wrks.Sea.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 [illegible]
71911 237524 WNOQ	**Cavalier** *Fitted for oil fuel* *4Dks*	3056 — 1893					1938	Pusey&JonesCorp. Wilmington, Del.	Philadelphia&NorfolkS.S.Co.Inc.	280·2	48·7	13·5 32·2	Wlmngton Del. Utd.States *WB*	2 Steam Turbines DR geared to 1sc.shaft GeneralElectricCo.Lynn, Mass.		R
71912 146461 GDNS	**Cavallo** *CruiserStern* *2Dks*	2269 2039 1303					1922	Dundee S.B.Co.Ld. Dundee	Ellerman'sWilson Line,Ld.	312·0	44·7	18·7	Hull British *WB*	T.3Cy.$20\frac{1}{2}$",35"&60"–42" 233NHP Earle'sCo.Ld.Hull		C
71913	**Cavarna** Ⓟ D.F. *OilEng* *Ref.Mchy.* *CruiserStern* *2Dks*	3495 2836 2022					1939	Cant.Nav. Riuniti Palermo	RoumanianState MaritimeService	360·9 B84'F34'	50·8	31·5	Roumanian *WB*	Oil Engines 2S.C.SA 6Cy.$23\frac{5}{8}$"–$41\frac{7}{16}$" 583NHP Soc An"Fiat"S.G.M.Turin		
71914 141547 VGKF	**Cavelier** Ⓟ (*ex*CanadianAviator) *ss*Hfx.No.3–3,33 *ss*Mtl.No.1–37 *Well deck* *2Dks(Stl)&* *Ref.Mchy* *platform dk in holds*	3663 2878 2213	✠100A1 7,40 ~~6,39~~ ✠LMC MS1,36 BS4,40 ✠Lloyd'sRMC ~~12,39~~ 12,40 ~~6,40~~ for temp. 20° F. *Adapted for oil fuel 4,29 F.P. above 150° F.*	Mtl	*v*	CL 5,38	1919 11mo *Lloyd's*A&CP	Wallace Shipyards,Ld Vancouver, B.C.	CanadianAviator, Ld.(Canadian NationalSteamships, *Mgrs.*)	331·0 P&B215'F33' FK *CellDB*270'674*t FPT*	46·7	23·2	Montreal British *7BHCem* 95*tAPT*73*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 470NHP 3SB,9*cf*,GS156,HS7275 FD WallaceShipyards,Ld.	25 ″ 6 s7 ″ $2\frac{3}{4}$ 18 ″ 6	
71915 136733 VQZK	**Caverock** (*ex*Seamew–38) *ss*Glb.2ndNo.3–6,39 ~~*ss*Lon.No.3–2,27~~ *Mchy.Aft* ~~*ss*Lon.No.2–35~~ *1Dk(Stl)&Shelter dk (ptStl–ws)*	1332 982 656	✠100A1 *Shelter dk withfreeboard* 9,40 ✠LMC11,39	Lth	*p*	CL 11,38	1915 1mo *Lloyd's*A&CP	AilsaS.B. Co.Ld. Ayr	VeranoS.S.Co. (F.V.Andlaw) *Cell*	250·0 *DBf*163'262*t FPT*	37·5	14·2	Gibraltar British FK *4BHCem* 20*tAPT*20*t*	T.3Cy.22",35"&59"–39" (*s*) 180lb 266NHP 2SB,6*cf*,GS126,HS4516 AilsaS.B.Co.Ld.Troon	16 ″ 6 s ″ 2 16 ″ 6	
71916 147896 GKFV	**Cavina** Ⓟ **TwinSc** *Ref.Mchy.* Sub.Sig. D.F. E.S.D. *2Dks*	6907 5243 4002					1924	A.Stephen &Sons,Ld. Govan	Elders&Fyffes,Ld.	425·2 P42'B195'F48'	54·1	30·3	Glasgow British *WB*	T.6Cy.$23\frac{1}{2}$",$39\frac{1}{2}$"&67"–48" 622NHP A.Stephen&Sons,Ld.Gls.		C BT till 10,40
71917 PUAS	**Caxambú** (*ex*Minneburg) *ss*Rio.No.3–6,18 *1Dk(Stl)&Spar dk(Stl) &deep framing*	4748 4434 2999	✠ 11,26 ✠	Nts	*y*		1909 5mo	J.C.TecklenborgA.G. Wesermünde-G	LloydBrasileiro *CellDBa*132'*uE*	399·3 P48'B116'F48' 25·0 FK 22'*f*180'1225*tFPT*	54·2	17·0	R.Janeiro Brazilian *6BHCem* 70*tAPT*47*t*	T.3Cy.26",$42\frac{1}{2}$"&70"–48" 427NHP 2SB,6*cf*,GS123,HS5852 J.C.TecklenborgA.G.Wsm	27 ″ 6	C †
71918 PUMH	**Caxias** (*ex*Caruarú–34,*ex*Ines–33, *ex*Mercuria, *ex*Kelvingrove) *ss*Shl.2ndNo.3–1,26 *1Dk(Stl)&Spar dk (Stl)&deepframing*	*3106* *2937* *1957*	✠ ~~—~~ 3,31 ✠	Rio	*v*		1899 10mo	A.McMillan&Son,Ld Dumbarton	Cia.Carbonifera RioGrandense *CellDBa*	333·0 P28'B106'F38' 23·9 FK 104'*f*140' 742*t FPT*	45·0	15·9	R.Janeiro Brazilian *6BHCem* 156*tAPT*56*t*	T.3Cy.25",42"&68"–45" NDB13 343NHP 2SB,6*cf*,GS107,HS4308 D.Rowan&Co.Glasgow	26 ″ 6	V †
71919	**Cayru** Ⓟ (*ex*Scanmail–40, *ex*Chickasaw–32) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. *2Dks* E.S.D. D.F. GyC.	5152 — 3156					1919	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0 P39'B121'F43'	54·2	28·0	R.Janeiro Brazilian *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
71920 122219 VGNQ	**Cayuga** Ⓟ **TwinSc** *2Dks*	2196 1673 1168					1907	Canadian S.B.Co.Ld. Toronto	CanadaSteamship Lines,Ld.	305·0	36·6	14·2	Toronto British *WB*	Q.8Cy.$17\frac{1}{2}$",25",36"&52"–30" 296NHP CanadianS.B.Co.Ld.Tto.		
71921 KZAX	**Cebu** Ⓟ (*ex*NuenTung) **TwinSc** Wireless *2Dks*	1408 — 804					1900	G.Seebeck A.G. Bremerhaven	Cia.Maritima (Fernandez Hnos.Inc. *Mgrs.*)	250·8 H41'	24·1	18·5	Manila Utd.States *WB*	T.6Cy.$14\frac{3}{16}$",$22\frac{1}{16}$"&$31\frac{1}{16}$"–$23\frac{5}{8}$" 94NHP G.SeebeckA.G.Bhn.		
71922 147618	**Cecile Mapleson** **TwinSc** (*ex*Halal–32) *OilEng.* *Mchy.Aft* *1Dk&Shelter dk*	344 245 187					1924	Bow,McLachlan&Co. Ld. Paisley	AfricanCoasters (Pty.)Ld.(Grindrod,Gersigny&Co. (Pty.)Ld. *Mgrs.*)	142·5	26·8	9·3	Durban British *WB*	Oil Engines 2S.C.SA 8Cy.10"–$14\frac{1}{2}$" 140NHP E*made*38*fitted*40 Petters,Ld.Yeovil		C
71923 167260 GGLT	**Cedardale** *OilEng.* D.F. *1Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8132 7221 4780	✠100A1 2,40 ✠LMC5,39 *CarryingPetroleum in bulk*	Grk	*c*†	CL	1939 5mo *Lloyd's*A&CP	Blythsw'd S.B.Co.Ld. Glasgow	TheAdmiralty *CellDBuE*70'165*t*	464·9 482·8(O.L.) P93'B47'F51' FK *DTf*25'297*tFPT*143*t*	59·5	33·9	London British *17BHptCem* *APT*89*t*	Oil Engines 4.S.C.SA 8Cy.$25\frac{9}{16}$"–$55\frac{1}{8}$" 503NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s6 ″ $8\frac{1}{2}$ 27 ″ $6\frac{1}{4}$	
71924 147891 VCGM	**Cedarton** *Mchy.Aft* *Well deck* *1Dk*	1732 1373 1005	✠ ... 7,27 ✠				1924 4mo	A.McMillan&Son,Ld Dumbarton	Gulf&LakeNav. Co.Ld.(R.A.Carter, *Mgr.*)	250·1 Q92'F36' FK	43·2	15·5	Montreal British *WB*	T.3Cy.15",26"&42"–30" 89RHP J.G.Kincaid&Co.Ld.Grk	17 ″ 6	R †
71925 160419 MNZT	**Cedartree** Wireless *ss*Shl.No.3–4,40 ~~*ss*Shl.No.3–37~~ *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	1557 1154 824	✠100A1 5,41 ~~4,40~~ 5,41 ✠LMC BS~~12,39~~ MS4,40	Shl	*p*	CL ~~11,38~~ 5,41	1928 5mo *Lloyd's*A&CP	J.Crown&Sons,Ld. Sunderland	Shamrock ShippingCo.Ld. (W.C.Lawson, *Mgr.*) *CellDB*	245·0 254·0(O.L.) Q147'F27' FK 202' 430*t FPT*127*t*	36·6	16·0	London British *4BHCem* *APT*158*t*	T.3Cy.19",31"&51"–36" (*s*) 180lb 193NHP 2SB,6*cf*,GS93,HS3268 G.Clark,Ld.Sunderland	18 ″ 1 s5 ″ $5\frac{5}{8}$ 16 ″ $8\frac{1}{2}$	
71926 160737 MBDN	**Cedarwood** *Mchy.Aft* *CruiserStern* *1Dk*	899 612 498					1933	Burntislnd S.B.Co.Ld. Burntisland	JosephConstantine S.S.Line,Ld.	193·1 Q115'B10'F25'	32·2	12·5	Middlsbro' British *WB*	T.3Cy.13",22"&36"–27" 98RHP N.E.MarineEng.Co.Ld.Sld		C
71927 HRBF	**Cefalu** Ⓟ *ss*N.Os.No.2–38 *Ref.Mchy.* *2Dks(Stl-Weather dk teaks)* *3rd&4th dks(Stl)in holds*	*5221* *4269* *3270*	✠100A1 *withfreeboard* 12,40 ~~1,40~~ ✠LMC MS3,38 BS~~1,40~~12,40 ✠Lloyd'sRMC~~1,40~~ 9,40 for temp. 20° F. *Three lower decks for Fruit Cargoes* *Fitted for oil fuel 4,30 F.P. above 150° F.*	NOs	*y*	OG ~~3,38~~ 12,40	1930 4mo *Lloyd's*A&CP	Workman Clark(1928) Ld. Belfast	StandardNav. Corp.(Standard Fruit&S.S.Co. *Mgrs.*) *CellDB*308'734*t* *Tanks in way of tunnel* 289*t FPT*	380·7 P37'B138'F40' FK	53·4	29·6	Ceiba Honduran *ptCem* *6BH* 48*tAPT*30*t*	Q.4Cy.$25\frac{1}{2}$",37",54"&78"–48" 260lb (*s*) 867NHP 4SB,16*cf*, HS13300 FD WorkmanClark(1928)Ld.	33 ″ 8 s9 ″ $6\frac{1}{2}$ 23 ″ 10	
71928																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71929 167316 GQCW	**Cefn-y-Bryn** D.F. 1Dk&Shelter dk CruiserStern	5164 4604 3067	✠100A1 withfreeboard 1,41 ~~4,40~~ ✠LMC8,39	Sws Npt	a† 2	CL 3,40	1939 8mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	CookShippingCo. Ld.(Ambrose, Davies&Matthews, Ld.)	420·0 436·0(O.L.) FK CellDB356'1360t FPT158t APT277t	58·0	26·3	London British 7BHptCem (Coll to Sh dk 6 „ 2nd „)	T.3Cy.22½",36"&65"-48" (s) 220lb 440NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS159,HS6502 D.Rowan&Co.Ld.Gls.	28 ″ 9 s 3 ″ 2½ 25 ″ 9	
71930 HRBE	**Ceiba** ssN.Os.No.1-40 ssN.Os.2ndNo.3-9,35 Ref.Mchy. 1Dk(Stl)2trB&Shelterdk(Stl-teaks)	1698 1490 1054	✠100A1 Shelter dk withfreeboard 9,40 ~~1,39~~ 1,40 ~~BS1,40~~ ✠~~LMC9,35~~ ✠Lloyd'sRMC~~1,40~~ 12,40 for temp. 50° F. Fitted for oil fuel 3,20 F.P. above 150° F.	Bal NOs	r	OG ~~4,39~~ 4,41	1911 4mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	SeaboardS.S.Corp. (StandardFruit& S.S.Co.Mgrs.)	309·6 len15 FK Cell DBa41'u E20'f180'342t FPT	39·2	16·6	Ceiba Honduran 4BHCem 12t APT30t	T.3Cy.23",39"&66"-42" (r) 195lb 100lb 347NHP 2SB,8cf,GS163,HS5736 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18″11 s 1 ″ 3½ 17 ″ 9	
71931 PDJR	**Celebes** OilEng. Mchy.Aft 1Dk	453 325 269	✠100A1 3,40 ✠LMC9,37	Ams	f	9,39	1937 9mo	E.J.Smit& Zoon Westerbroek Lloyd'sA&CP	R.J.Kajuiter	145·7 156·2(O.L.) P36'Trunk91' F16' FK Cell DB95'113t FPT61t	26·5	10·2	Groningen Dutch 3BHptCem APTs22t	Oil Engines 4S.C.SA 6Cy.11"-17 1/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11″10 s 1 ″ 1¼ 10 ″ 10½	
71932 21395 JCED	**Celebes Maru** ssKob.No.3-11,29 ssOsa.No.2-36 2Dks(Stl)&Awng dk(Stl)	5863 5586 4262	✠100A1 Awng dk withfreeboard 5,40 ~~1,39~~ ✠LMC~~1,39~~ 5,40	Osa	y	OG N1,38	1917 12mo	Kawasaki Dkyd.Co.Ld. Kobe Lloyd'sA&CP	OsakaSyosen K.K.	385·0 FK CellDB334'1118t FPT126t	51·0	36·0	Osaka Japanese 6BHCem APT93t	T.3Cy.26",43½"&72"-48" (s) 200lb 440NHP 2SB(Spt)&1AuxSB,8cf, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
71933 1544 IBWI	**Celeno** (exSaxoleine) 3Mst Fitted for oil fuel Mchy.Aft 2Dks D.F. Carrying Petroleum in bulk	3741 3376 2329					1899	Armstrong Whitworth &Co.Ld. Newcastle	CisterneItaliane Soliani& Saltamerenda	335·9 P82'B23'F41'	45·0	28·5	Genoa Italian WB	T.3Cy.24",40"&64"-48" 275NHP WllsndSlpwy.Co.Ld.Nwc.		I
71934 140348 GVFY	**Celerol** ssGmh.2ndNo.3-10,35 ssMil.No.1-40 2Dks(Stl)&Webframes Longitudinal framing Cruiser Stern	2649 2230 1136	✠100A1 2,41 ~~1,40~~ ✠LMC1,40 For Government Service Carrying Petroleum in bulk Fitted for oil fuel 9,17 F.P. above 150°F.	Mil Grk		CL 11,37	1917 9mo	ShortBros. Ld. Sunderland Lloyd'sA&CP	TheAdmiralty	320·0 P46'B107'F39' FK CellDBuE&B68'148t DTf24'98t FPT	41·5	23·2	London British 16BHptCem (10 to U dk 6 „ 2nd „) 48t APT39t	T.3Cy.26",42½"&70"-45" (s) 200lb 543NHP 3SB,9cf,HS8430 FD G.Clark,Ld.Sunderland	25 ″ 6 s 3 ″ 3¾ 22 ″ 4¾	
71935 58 ILJV	**Celestina** WoodAuxBkn (exSailingVessel OilEng. Cav.AnielloBonifacio-38) 1Dk2trB (See Sailing Ship Register)	379 — 322					1922	Cantiere Bonifacio Castellammare	GiacomoDelfinofu Baldassane	151·6 132·8	28·2	14·7	Spezia Italian	Oil Engines 4S.C.SA 4Cy.11"-16 9/16" 46NHP Emade37 fitted38 DeutscheWerkeKielA.G. Kiel		I
71936 211948 WCDU	**Celilo** Ⓟ Wood Mchy Aft Wireless 1Dk	943 789 576					1913	J.H.Price St.Helen's,O.	HarryBrown	202·3	40·2	14·7	S.Frncisco Utd.States	T.3Cy.13½",23"&40"-30" 88NHP MainStreetIronWrks.S.Fo		
71937 529 IBVG	**Celio** Ⓟ (exBruenn) ssTri.No.3-3,21 Fitted for oil fuel D.F. 1Dk&Spar dk&deep framing	3872 2822 2297	✠ … 11,23 ✠				1908 12mo	Lloyd Austriaco Trieste	"Tirrenia"Soc. Anon.diNav.	361·6 355·9 P&B246'F65' FK	44·1	23·3	Naples Italian WB	T.3Cy.26",43½"&73"-48" 495NHP LloydAustriaco,Trieste	25″10	I †
71938 419 IBXG	**Cellina** Ⓟ OilEng. Ref.Mchy. ssTri.No.3-10,37 D.F. 2Dks(Stl)&Shelterdk(Stl) Now "Empire Sailor," see No. 87984 in Supplement	6086 5353 3806	✠100A1 withfreeboard 2,40 ✠LMC10,37 ✠NE10,37 DBS2,40 ✠Lloyd'sRMC2,40	Gen		CL N10,37	1926 5mo	Stabilmnto Tecnico Trieste Lloyd'sA&CP	"Italia"Soc.Anon. diNav.	448·5 430·0 FK CellDB377'1245t DTa30'748t FPT121t APT39t	55·4 55·4	27·3 27·6	Trieste Italian 8BHptCem (Coll BHtoSh dk 6 „ 2nd „ 1 „ 3rd „)	Oil Engines 2S.C.DA 6Cy.25 3/16"-45 11/16" 1323NHP DB25refitted37-100lb Soc.Anon."Fiat"S.G.M., Turin	30 ″ 2 s 4 ″ 0¾ 26 ″ 4	
71939 EEHH	**Celta** ssBbo.No.3-8,39 Well deck 1Dk(Stl) Cargo battens not fitted	1194 975 721	✠100A1 7,40 ~~9,39~~ ✠LMC7,39 BS7,40	Bbo	n	CL ~~9,39~~ 7,40	1924 4mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'sA&CP	~~M.M.DePinillos~~ Cia.Maritima Frutera,S.A.	220·0 P13'Q50'B62' F24' FK CellDB180'	34·7	13·4 15·7	Cadiz Spanish 4BHptCem 285t APT40t	T.3Cy.16",27"&44"-30" (s) 180lb 100lb 140NHP 1SB,3cf,GS63,HS2505 D.Rowan&Co.Ld.Glasgow	17 ″ 6 s 1 ″ 5½ 16 ″ 2½	
71940 167103 BCDQ	**Celte** Wireless 1Dk ~~2Dks~~	943 757 543					1893	Sundrland S.B.Co.Ld. Sunderland	Ministry of Shipping(Ellerman Wilson Lines,Ld. Mgrs.)	210·0 P68'F17'	31·0	15·5	Hull British WB	T.3Cy.18½",30"&49"-33" NB20 138NHP N.E.MarineEng.CoLd.Sld.		V
71941 160233 GSRF	**Celtic Monarch** D.F. E.S.D. 1Dk	5824 5412 3682					1929	D&WHendersn&Co.Ld. Glasgow	MonarchS.S.Co.Ld (Raeburn&Verel, Ld.Mgrs.)	430·0 P49'B131'F35'	56·2	28·1	Glasgow British WB	Q.4Cy.25",35½",51"&72"-51" 370NHP D&WHendersn&CoLd.Gls		C
71942 142437 GNXD	**Celtic Star** (exCelticstar, exCamana) ssNwc.No.3-10,30 Ref.Mchy. ssNwc.No.2-38 D.F. E.S.D. 2Dks(Stl)&Awng dk(Stl) Cruiser Stern	5575 5158 3515	✠100A1 Awng dk withfreeboard BS10,40 1,41 ~~9,30~~ ✠LMC MS12,38 ~~BS8,39~~ ✠Lloyd'sRMC~~3,40~~ ~~4,40~~ 6,41 ~~3,41~~ Fitted for oil fuel 9,27 F.P. above 150° F	Liv Lon	y	CL 11,38	1918 6mo	Dunlop, Bremner& Co.Ld. PortGlasgow Lloyd'sA&CP	UnionColdStorage Co.Ld.(BlueStar Line,Ld.Mgrs.)	390·7 F50'onAwng dk FK CellDBa128'u E21'f172'973t FPT	53·2	32·9	London British 6BHCem 32t APT9t	T.3Cy.25",41½"&70"-48" 200lb (r) 552NHP 3SB,9cf,GS150,HS8535 FD DunlopBremnr&CoLdPGl	36 ″ 0 s 9 ″ 1¼ 27 ″ 1¼	
71943 160732	**Cementkarrier** (Self-Unloader) OilEng. 1Dk	1971 1665 1127					1930	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CanadaCement Transport,Ld.	253·0	43·4	18·6	Montreal British WB	2 Oil Engines connected to Elec. Motor & Sc. Shaft 2S.C.SA 250NHP 8Cy.13⅜"-22 7/8" AtlasDieselCo.Skm.		C
71944 EARL	**Cementos Rezola No. 1** Iron (exAñorga,exAleson, ssLon.No.3-4,95 exRuiPerez,exRiver ssSws.No.2-03 Derwent,exKatherineClark) Wireless 1Dk(Irn)2trB	832 — 460	✠ … 6,05 ✠	Cff	l		1882 4mo	R.Duncan &Co. PortGlasgow	CementosRezola S.A.	207·8 Q114'F27' BK7" DBa59'131t FPT	28·9	13·9	S.Sebast'n Spanish 4BHCem 42t APT16t	C.2Cy.24"&48"-36" NDB96 106NHP 1SB,3pf,GS54,HS1714 Kincaid&Co.Greenock	14 ″ 9	V †

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total — sous le Pont — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pe.	15 Registres où cote
71945 EEHI	**Cementos Rezola No. 2** exItxas-Zuri-39, ssBbo.No.3-8,31 exCementosRezolaNo.2, ssBbo.No.1-36 exAmatxuBegoñakoa,exMariaElena) *Well deck* 1*Dk*(*Stl*)	551 446 208	✠ ... 3,39	Bbo	*h*		1919 4mo	Soc.Anon. Astilleros Ardanaz Bilbao	CementosRezola S.A.	159·9 Q86'B16'F24' FK *CellDB*118'164*t FPT*	26·1	11·0	S.Sebast'n Spanish 4*BHCem* 38*tAPT*13*t*	T.3Cy.12⅝",20¼&33"-23⅝" 83NHP NE&B17*refitted*36 1SB,*2cf*,GS44,HS1640 FlensburgerSchiffsbauGes Flensburg.	13 ″ 0	
√ 71946 FNDT	**Cens** ssNts.No.3-10,38 *Well deck* D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2384 1775 1262	✠100A1 ~~9,39~~ 11,40 ✠NB6,26 BS9,39	Dpe Msl LMC10,38	*s*	9,39	1926 6mo *Lloyd*	Ch.&Atel. deSt.Nazaire (Penhoët) St.Nazaire *'sA&CP CellD*	Cie.Nantaise des Chargeurs de l'Ouest *Ba&uE*84'*f*99'392*t*	269·4 280·9(O.L.) Q&B162'F25' FK *Tanks at sides of tunnel* 64' 360*t*	42·0	19·6	Nantes French 4*BHCem*	T.3Cy.18⅜",29½"&49⅞"- 37½" 185lb (*s*) 198NHP 2SB,*6cf*,GS117,HS3498 EtabNational de laMarine, *FPT*72*t* Loire	21 ″ 10 s 2 ″ 2 19 ″ 9¼	
71947 147275 GMQP	**Centaur** Ⓟ *OilEng.* *Ref.Mchy.* 2*Dks*&*Shade dk*	3222 2469 1901					1924	Scotts'S.B. &Eng.Co.Ld Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	315·7	48·2	21·5	Liverpool British *WB*	Oil Engines 4S.C.SA 6Cy 24⅛"-51 3/16" 355NHP Burmeister&Wain.Cpn.		
71948 CXAB	**Centenario** Ⓟ (exFortuna, **TwinSc** exFrance) 1*Dk*	658 — —					1899	Forges&C. de laMédit. Havre	Cia.Argentina- Uruguaya de Nav. Centenario,S.A.	264·0 B160'F68'	29·5	15·1	M.Video Uruguayan	T.6Cy24⅝"35½"&58¾"-25⅝" 285NHP Forges&C.de laMédit.Hav.		
71949 135474 GLST	**Ceramic** Ⓟ **TrpSc4Mst** ssGls.2ndNo.3-8,36 *Ref.Mchy.* 4*Dks* 5*th dk in Nos.* 1&2 *holds* D.F. E.S.D.	18713 16358 11582	100A1 *with freeboard* Examined 6,41 Liv BS3,41 LMC8,36 ✠Lloyd'sRMC ~~4,40~~ 3,41	~~Lon~~ ~~Liv~~		CL P1,40 C7,40 ~~N9,39~~ s8,39	1913 *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP*	ShawSavill& AlbionCo.Ld. *Cell DB* 577'3034*t*, *tanks in way*	655·1 B371' FK&BK2½" *of tunnels* 116*t FPT*	69·4	43·8	S'thamptn British 12*BHptCem* 267*tAPT*83*t*	T.8Cy.(2)26½",(2)42½", (4)47⅝"-51" 1 Low PressureTurbine 215lb (*s*) 1692NHP 6DB,*36cf*,GS725,HS30090 Harland&WolffLd.Belfast	47 ″ 10 s13 ″ 6¾ 34 ″ 9½	BT till ~~8,40~~ 7,41
71950 118 ILKN	**Cerere** (exCambridge, **TwinSc** exElbeuf,exDebardeur) 1*Dk* *Mchy.Aft*	1198 — 590					1920	Soc.Anon. deTravaux Dyle&Bacalan Bordeaux	Soc.Anon.Sbarchi, Imbarchi e Trasporti	229·6 217·6 P75'F29'	34·3	12·7	Rome Italian *WB*	T.6Cy.12",20"&31½"-16½" 79NHP Soc.Anon.deTravaux Dyle&Bacalan		CI
85/40 71951 FNCA	**Ceres** ssHav.No.3-4,25 2*Dks*	3073 2963 1887	✠ ... 7,26	✠			1918 7mo	Jos.T.Eltringham& Co.Ld.Willington Quay	Cie.desAffrêteurs Français (Heuzey& Chastellain,*Mgrs*)	330·6 P33'B116'F40' FK	47·7	22·7	Rouen French *WB*	T.3Cy.24",39"&65"-42" 289NHP Jos.T.Eltringham&Co.Ld.	24 ″ 10	V †
71952 PDJT	— Ⓟ *Fitted for oil fuel* 2*Dks*&*Shelter dk* *Cruiser Stern*	2680 2319 1561					1919	J.&K. SmitsSchps. Kinderdijk	Koninkl.Nederl Stoomb.Maats. N.V.	348·0	48·2	18·3	Amstrdam Dutch *WB*	T.3Cy.23",37"&61"-45" 250NH Mach.fab.Kinderdijk		V
71953 DORI	— **TwinSc** *OilEng.* *Mchy Aft* 1*Dk* Wireless D.F. *CruiserStern*	1078 833 553					1936	Schiffb.Ges "Unterweser" A.G. Wesermünde-L.	Dampfschifff.Ges. "Neptun"	234·4 P115'F36'	34·7	13·4	Bremen German *WB*	Oil Engines 2S.C.SA 10Cy.11⅜"-16 9/16" 245NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
71954 70 OHGH	— ssAbo.4thNo.3-3,31 *Well deck* ssHfs.No.1-35 Wireless 1*Dk*(*Irn*)&*Web frames*	996 796 575	✠100A1 Examined 4,40 BS6,39 ✠NB11,19✠LMC5,35 No later survey reported	Hul	″	OG N7,38	1889 8mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle *'sA&CP*	FinskaÅngfAktieb *DB*	217·5 209·5 Q77'B60'F23' FK *a*64'*f*49'&*uE*&*B*35'	31·2	15·3	Helsingfrs Finnish 4*BHCem* 291*tAPT*15*t*	T.3Cy.17",25¼"&40 7/16"-30" 150lb *100lb* NDB19 114NHP 1SB,*3pf*,GS57,HS1753 (*s*) NEMarineE.Co.Ld.Nwc.	16 ″ 1 s 1 ″ 0½ 15 ″ 2½	
71955 DHDY	**Cerigo** Ⓟ Wireless Sub.Sig. 2*Dks*	1120 877 522					1922	Schiffb.Ges Unterweser m.b.H. Weser-münde-L	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	227·2 F29'	34·4	12·4	Hamburg German *WB*	T.3Cy.15¾",27½"&45⅝"-27½" 110NHP A.Borsig.G.m.b.H.Berlin		G
71956 162481 GTNX	**Cerinthus** ssNwc.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*)2*ndDk*(*Stl*) *in forehold*&*Web frames* D.F. *Longitudinal framing*	3878 3146 2318	✠100A1 2,41 ~~2,40~~ ~~BS3,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,30 *F.P. above* 150° F.	Mch BS2,41 ✠LMC3,38	*v*	CL ~~9,38~~ 1,41	1930 9mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle *'sA&CP*	HadleyShipping Co.Ld. *CellDBuE*&*B*54'83*t*	336·0 350·0(O.L.) P88'F49' FK *Trunk*198' *DTf*26'426*t FPT*89*tAPT*105*t*	48·8	25·6	London British 13*BHptCem*	T.3Cy.20",33"&55"-39" (*s*) 200lb 385NHP 2SB,*6cf*,HS6510 FD Hwthrn,Leslie&CoLdNwc	25 ″ 6 s 3 ″ 1 22 ″ 7½	
71957 166610 GJJC	**Cerion** *OilEng* E.S.D. D.F. 2*Dks* *Mchy.Aft* *CruiserStern*	2588 2273 1406	✠100A1 9,40 ~~10,39~~ *Carrying fuel oil F.P. above* 150° F. *in deep tank*	Sng ✠LMC12,38	*t*	CL	1938 12mo *Lloyd*	Smith's DockCo.Ld. S.Bank,Mdb. *'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *'Tweendk BH in fwd. hold dispensed with* *CellDBuE*57'*a*81'*f*96'645*tMT*21'4	310·3 321·3(O.L.) *After bridge*55' FK B28'F41'	42·0	22·3	London British 4*BHto Udk* 1 ,, ,, 2*nd* ,, 76*tFPT*175*t*	Oil Engines 4S.C.SA 6Cy.19⅛"-43 3/16" 223NHP DB-*180lb* WerkspoorN.V.Ams. *APT*35*t*	25 ″ 1 s 4 ″ 0½ 21 ″ 1½	
71958 147672 MLXV	**Cerne** (exWoodcote-34) ssSld.No.3-6,37 *Mchy.Aft* Wireless 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1257 990 670	✠100A1 *with freeboard* 2,41 ~~6,39~~ MS12,36	Nwc ✠LMC BS~~7,39~~8,40	*n*	CL ~~6,38~~ 7,40	1924 5mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP*	StephensonClarke &AssociatedCompanies,Ld. *Cell*	220·7 226·5(O.L.) Q140'F23' FK *DBuE*18'*f*138'485*t*	34·9	16·4	London British 4*BHptCem* *FPT*160*t*	T.3Cy.17",28"&46"-33" (*s*) 180lb 164NH 1SB,*3cf*,GS56,HS2368 FD N.E.MarineEng.CoLdNwc	18 ″ 6 s7 ″ 0½ 15 ″ 7½	
71959 PDJW	**Ceronia** *OilEng.* D.F. E.S.D. 1*Dk*,2*nd dk clear of* *Mchy.Aft* *CruiserStern* *cargo tanks* *Longitudinal framing at bottom & at deck*	8096 7238 4710	✠100A1 12,40 ~~11,39~~ *Carrying Petroleum in bulk*	Sch Bry ✠LMC4,39	*c*†	CL	1939 4mo *Lloyd*	N.V. Wilton- Fijenoord Schiedam *'sA&CP*	N.V.Petroleum Maats."La Corona" *CellDBuE*64'156*t*	463·0 483·3(O.L.) P94'B44'F48' FK *DTf*25'262*t* *FPT*135*t*	59·3	33·8	TheHague Dutch 17*BH* *APT*88*t*	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502NHP DB*180lb* N.V.Wilton-FijenoordRot	34 ″ 0	
71960 FOOZ	**Cerons** *Mchy.Aft* 1*Dk*	104 644 411					1923	Atel.&Ch. de la Seine Marit. LeTrait,S.I.	Worms&Cie.	216·0 P&B126'F57'	30·7	12·7	Havre French *WB*	T.3Cy.18",30"&50"-33" 144NHP Atel.&Ch.de laSeineMarit.		V
71961 221144 KDQY	**Cerro-Azul** **3Mst** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* Now "Esso Providence," see No. [illegible] in Supplement	9059 857 5665	✠ ... 3,22	✠			1921 4mo	SunS.B. Co. Chester,Pa.	StandardOilCo. ofNewJersey	480·5 F44'*on Shelter dk* FK	66·0	36·8	Wlmngton (Del.) Utd.States *WB*	Q.4Cy.26",38¼",56"&82"-54" 819NHP SunS.B.Co.Chester,Pa.	37 ″ 0	R †
71962 XCCT	— (exBinta-40) *OilEng.* D.F. ssBgn.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	587 543 3421	✠100A1 1,40 DBS~~5,39~~5,40 *Carrying Petroleum in bulk*	Mob ✠LMC CS1,36 7,38	*z*	CL 1,40	1928 4mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle *'sA&CP*	Distribuidora de Petróleos Mexicanos *CellDBuE*68'161*t* *DTf*34'347*t*	396·4 P97'B22'F35' FK *FPT*135*tAPT*121*t*	55·0	32·3	Coatza- coalcos Mexican 14*BHptCem* (9 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 6Cy.28⅜"-47¼" 580NHP 2DB*180lb* AtlasDieselCo.Skm.	32 ″ 0 s5 ″ 9¼ 26 ″ 5	

1 No. in Book. — Official No. — Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. — *Late Name if any.* — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships — Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
71963 143327 GBXC	**Cervantes** *ss*Gls.No.3–5,32 D.F. *ss*Ant.No.1–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41 (*W.E.*)	1810 1561 991	✠100A1 *Shelter dk* *with freeboard* Examined 4,41 BS1,40 ✠LMC10,36	~~Liv~~ Lon	*r*	CL 4,40	1919 7mo *Lloyd*	H.&C. Grayson,Ld. Garston '*sA&CP*	MacAndrews&Co. Ld. *Colli* *CellD*	265·0 *sionBHtoShelter dk* *B* 224'408*t FPT*63*t*	41·2	18·8 FK	London British *Cem* 3*BH to U dk* *APT*18*t*	T.3Cy.21″,34″&56″–36″ (*s*) 180lb 271NHP 2SB,6*cf*,GS138,HS5112 D.Rollo&Sons,Liverpool	28 ″ 10 s8 ″ 4 20 ″ 8¼	
71964 EEHM	**Cervera** *Mchy.Aft* 1*Dk*	857 — 682					1919	Astilleros Cardona(SA) Barcelona	Hijo deRomulo Bosch,S.enC.	187·0 B12'F25'	32·8	12·9	Barcelona Spanish	T.3Cy.12″,20″&32″–24″ 50NHP AlexanderHnos,Barcelona		V
71965 1115 IBZG	**Cervino** (*ex*Tatra) *ss*Gen.No.3–1,26 *ss*Gen.No.1–30 D.F. 1*Dk* *Fitted for oil fuel* *2ndDkBeamsinNos.1&4holds*	4363 4032 2599	✠ … 2,32 ✠				1913 7mo	J.Priest- man&Co. Sunderland	A.Zanchi	379·1 375·0 P32'B234'F39'	53·0	23·3 FK	Genoa Italian *WB*	T.3Cy.24″,39″&66″–45″ 353NHP Richardsons,Westgarth& Co.Ld.Sld.	26 ″ 8	I †
71966 271 IPFI	**Cervo Ligure** (*ex*LauraMoschini–38, *ex*Svarog–35, *ss*Spt.3rdNo.3–6,34 *ex*Diamant–34) 1*Dk*(*Stl*) *Well deck*	976 738 579	… 3,38	Tri			1901	Oderwerke Act.Ges. Stettin	Soc.Anon.Tras- portiMarittimi e Affini *CellDBa*43'	215·6 206·3 Q63'B51'F28' *uE*17'*f*94'226*t FPT*	32·1	13·9 FK	Venice Italian 4*BHCem* 46*t APT*8*t*	T3Cy.14⅝″22$\frac{15}{16}$″&38¼″–27$\frac{9}{16}$″ 92NHP 2SB,4*pf*,GS56,HS1596 OderwerkeAct.Ges.Stettin	16 ″ 1	I †
71967 2255 IBXJ	**Cesco** (*ex*Gymeric–38) *Fitted for oil fuel* *ss*Ant.No.3–4,36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Carrying petroleum in bulk*	6161 5743 3757	✠ … 9,39 ✠	Fal	*a*†		1917 8mo	Hawthorn, Leslie&Co.Ld Newcastle	"Corrado"Soc. Anon.diNav. *CellDBuB*41' 116*tDTf*46'577*t*	432·6 420·3 P99'B30'F48' *FPT*83*tAPT*37*t*	54·6	32·3 FK	Genoa Italian 16*BHpt Cem* (9 „ *to U dk* 7 „ „ 2*nd*„)	T.3Cy.27″,45″&74″–48″ 536NHP 3SB.9*cf*,HS7983 Hwthrn,Leslie&CoLd Nwc	32 ″ 8	I †
71968 HPKK	**Cesteriano** (*ex*Sunbeam–39) *ss*Phl.No.3–9,31 *ss*Phl.No.1–35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6664 6112 4148	✠100A1 9,39 ✠LMC MS10,35 BS9,39 *CarryingPetr* *Fitted for oil*	Gen *oleum* *fuel* 10	*b*† *in* ,19	CL 11,38 *bulk* *F.P. a*	1919 10mo *bove* 1	SunS.B. Co. Chester,Pa. A&CP 50° F.	R.Arciti *CellDBuE&B*60' 259*tDTf*40'552*t*	429·3 P133'B36'F40' *FPT*222*tAPT*57*t*	59·2	31·4 FK	Panama Pnamanian 17*BHptCem* (13 *to U dk* 4 „ 2*nd* „)	T.3Cy.27″,45½″&76″–51″ (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s6 ″ 7½ 26 ″ 10¾	
71969 200374 WDQC	**Cetus** (*ex*SamuelH.Squire,*ex*Cetus, *ex*HenryS.Sill) D.F. GyC. *Mchy.Aft* 1*Dk*2*trB*	4390 — 2952					1903	Superior S.B.Co. W.Superior	InterlakeSteam- shipCo.	416·0	50·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22″,35″&58″–40″ 213NHP SuperiorS.B.Co.		R
71970 LJHX	— (*ex*Moto–36) *ss*Sld.No.2–29 *Well deck* 1*Dk*(*Stl*) D.F.	2614 1908 1422	✠ — 12,36 ✠	Sld	*t*		1920 4mo	Murdoch& Murray,Ld. PortGlasgow	A/S Dampskslsk Neptun(H.Öster- vold,*Mgr.*) *Inter* *CellDB*224'633*tD*	313·9 P27'Q214'F31' *mediateBHin fore hold dispensed with* *Ta*42'228*tFPT*113*t*	44·2	17·9 FK	Bergen Norwegian *Cem* 4*BH only* *APT*114*t*	T.3Cy.25″,41″&68″–48″ 431NHP 4SB,12*cf*,GS231,HS7780 J.G.Kincaid&Co.Ld.Grk.	20 ″ 0	N †
71971 181286 KZCS	— (*ex*Inga) *ss*Syd.No.1–09 Wireless *Well deck* 1*Dk&deep framing*	943 — 520	✠ … 2,13 ✠				19$\frac{04}{31}$ 4mo	A.Vuijk Capelle a/d Ysel	Madrigal&Co.	215·3 Q73'B57'F25'	31·5	14·6 FK	Manila P.I. Utd.States *WB*	T.3Cy.15¼″,25″&42″–30″ 160NHP G.T.Grey&Co.S.Shl.	15 ″ 6	
71972 YTAN	**Cetvrti** (*ex*Admiral, *exDepotvessel*Siegfried, *exSteamer*Hungarian) 2*Dks*3*trB* *Now* "Irish Beech," *see No.* 88519 *in Supplement*	1937 1846 1217					1884	Reiherst'g Schiffsw. Hamburg	Parobrodarsko drustvo "Marović"s.o.j. (G.J.Marović, *Mgr.*)	291·2 P44'B71'F38'	35·4	22·3	Dubrovnik YugoSlav *WB*	T.3Cy.17$\frac{7}{10}$″,28$\frac{7}{10}$″&46$\frac{1}{10}$″– 32½″ NE&B18 121NHP DresdnerMascht&Schiffsw "Ubigau"Dresden		G
71973 DNAX	**Ceuta** *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	2719 2304 1603					1929	Deutsche WerftA.G Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed. A.G.	283·3 P21'B72'F32'	45·9	22·9	Oldenburg German *WB*	C.4Cy.(2)18$\frac{11}{16}$″&(2)39⅜″– 39⅜″ 162NHP DeutscheWerftA.G.Ham.		G
71974 FOCE	**Cevennes** 1*Dk*	2509 — 1499					1921	Atel.&Ch. deBretagne Nantes	Cie.Delmas Vieljeux	290·0 Q111'B57'F52'	43·3	22·0	LaRochlle French *WB*	DRGeared SteamTurbine Atel.&Ch.deBretagne.Nts		V
71975 5244 SGYA	**Ceylon** *ss*Got.2ndNo.3–9,36 *Well deck* D.F. 2*Dks*(*Stl–Uws*)	*5235* *4907* *3267*	✠100A1 11,39 ✠LMC 6,40 ~~MS9,36~~ ~~BS5,39~~	Got	*a*†	CL 5,39	1911 9mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	A/B Svenska OstasiatiskaKomp (G.Borin,*Mgr.*) *CellDBa*122'*u*	425·0 441·3(O.L.) P&B349'F44' *E*29'*f*212'990*tFPT*	54·1	26·9 FK	Gothenbrg Swedish 7*BHCem* 82*tAPT*25*t*	T.3Cy.27″,45″&75″–51″ (*s*) 180lb 544NHP 3SB,9*cf*,GS184,HS7900 FD N.E.MarineEngCoLd.Nwc	29 ″ 6 s4 ″ 3¼ 25 ″ 5	
71976 8914 JDWD	**Ceylon Maru** *ss*Yka.2ndNo.3–6,27 2*Dks&deep framing*	4905 4065 2996	✠ … 6,31 ✠				1904 2mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K.	385·0 P44'B125'F48'	48·6	27·0 FK	Tokyo Japanese *WB*	T.3Cy.26½″,43″&72″–48″ 442NHP MitsuBishiD.&E.Wks.Nag	29 ″ 9	
71977 1319 CBCW	**Chacao** Ⓟ (*ex*Ostbornholm–38) Wireless D.F. 1*Dk*	413 — 258					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	ChilianState Railways	133·2 P89'F32'	24·1	9·0	Valparaiso Chilian *WB*	T.3Cy.13″,21″&34″–21″ 53NHP KjbnhavnsFlydk.&Skbsv.		V
71978 LOBW	**Chaco** (*ex*RioClaro) *Fitted for oil fuel* 2*Dks* *CruiserStern*	2162 1776 1268					1923	Danziger Werft Danzig	Argentine Government	260·8 F28'	37·9	22·0	Bns.Aires Argentine *WB*	T.3Cy.22″,35″&59″–42″ 225NHP DanzigerWerft,Danzig		
71979	— **Sk** (*ex*Zayda) 1*Dk*(*Stl*) *Mchy.Aft*	389 — 277	✠ 4,07 ✠	Grk			1907 4mo	G.Brown &Co. Greenock	Cia.Argentina de Nav.Mihanovich, Ltda.	185·1 B22'F25' *WB*=	34·1	9·4 FK	Bns. Aires Argentine 3*BHCem* *FPT*28*t*	C.2Cy.14½″&30″–21″ 47NHP 1SB,2*cf*,GS31,HS872 White&Hemphill,Ld.Grk.	10 ″ 0	
71980 139575 VPDT	**Chak Sang** Ⓟ *ss*H.Kg.No.3–12,29 *ss*H.Kg.No.2–38 2*Dks*(*Stl–U* teaks)	2358 2125 1470	✠100A1 7,40 ~~7,39~~ ~~BS7,39~~ 7,40 ✠LMC6,38	HKg	*s*	CL ~~6,38~~ 7,40	1917 11mo *Lloyd*	Hong K'ng &Whampoa DockCo.Ld. HongKong '*sA&CP*	Indo-ChinaSteam Nav.Co.Ld. *CellDB*238'447*t*	290·6 301·7(O.L.) P29'B70'F33' *DT a* 24'400*t FPT*	42·1	22·7 FK	HongKong British 5*BHCem* 60*tAPT*26*t*	T.3Cy.21″,34″&56″–42″ (*s*) 180lb *100lb* 256NHP 2SB,6*cf*,GS119,HS3552 FD HongKong&Whampoa DockCo.Ld.HongKong	25 ″ 0 s3 ″ 7¼ 21 ″ 8	
71981 136340 GRZB	**Chakdina** Ⓟ *ss*Bom.2ndNo.3–5,40 ~~ssCal.No.3–3,35~~ ~~ssCal.No.2–34~~ 2*Dks*(*Stl–Uws*)& *Shade dk*(*Stl*–teaks)	3033 2387 1580	✠100A1 *Shade dk* 5,40 ~~3,38~~ ~~BS8,39~~ 3,40 ✠~~LMC9,34~~ MS5,40	Cal Bom	*v*	CL ~~8,38~~ N3,40	1914 12mo *Lloyd*	Ramage& Ferguson,Ld. Leith '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDBa*86'*uE&*	330·7 *F*36'*onShade dk* *B*72'*f*127'526*t FPT*	46·1	22·1 FK	Glasgow British 5*BHCem* 37*t APT*1 *t*	T.3Cy.24″,41″&70″–48″ (*s*) 215lb 668NHP 4SB,16*cf*,GS271,HS10870FD Ramage&Fergusn,Ld.Lth.	24 ″ 6 s3 ″ 5¾ 21 ″ 5	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade
71982 137781 GRYZ	**Chakla** Ⓟ ssBom.No.3-9,27 ssCal.No.2-35 2Dks(Stl-Uws)&Shadedk(Stl-teak s)	3081 2371 1727	✠100A1 Shade dk 12,38 BS12,38 ✠LMC11,38	Cbo	v	CL 10,39	1914 12mo Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDBa76'uE&B65'f145'513tFPT31tAPT15t	330·5|46·2|22·3 F44' on Shade dk FK	Glasgow British 5BHCem	T.3Cy.24",41"&70"-48" (s) 215lb 653NHP 4SB,16cf,GS271,HS10572 FD A.Stephen&Sons,Ld.Gls.	24 ″ 6 s 3 ″ 1½ 21 ″ 9	
71983 238750 WCKQ	**Challenge** D.F. E.S.D. Fitted for oil fuel GyC. 3Dks CruiserStern pt Longitudinal framing	6085 — 3597					1939	Federal S.B.&D.D.Co Kearny,N.J.	UnitedStates MaritimeCommission	439·0|63·2|27·5 P39'B75'F47'	NewYork Utd.States WB	2 steam turbinesSRgeared to 1 screw shaft 1000NHP GeneralElectricCo. Lynn,Mass.		R
71984 217003 WNII	**Challenger** ssPhl.No 3-6,31 OilEng. ssPhl.No.1-25 Sub.Sig. 2Dks(Stl)&Shelter dk(Stl) D.F. GyC. &Web frames Longitudinal framing	7667 — 5842	✠ ... 6,37 ✠NE1,24✠	Phl	a†		1918 10mo	Bethlehem S.B.Corp.Ld. Alameda,Cal.	AmericanSouth AfricanLine,Inc. CellDB325'1192tDTa30'228tFPT80tAPT195t	410·0|56·0|29·0 FK	NewYork Utd.States 7BHptAsp	Oil Engines 2S.C.SA 4Cy.22$\frac{3}{16}$"-91¼" 640NHP NDB24 NDB26 SunS.B.&D.D.Co.ChestrPa	32 ″ 0	R †
71985 167287 GTGM	**Chama** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8077 7234 4779	✠100A1 3,40 ✠LMC12,38 CarryingPetroleum in bulk	Npt	c†	CL	1938 12mo Lloyd	NVRotter-damDroogd. Maats. Rotterdam 'sA&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE64'156tDTf25'262tFPT135tAPT83t	465·3|59·3|33·9 483·3(O.L.) P99'B43'F48' FK	London British 17BH	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB180lb WerkspoorN.V.Ams.& Gbr.Stork&Co.N.V Hengelo	34 ″ 0 s6 ″ 8¼ 27 ″ 6	
71986 FPCB	**Champagne** (exMarietta-38) Carrying Petroleum in bulk OilEng. D.F. E.S.D. 1Dk Mchy.Aft CruiserStern	9946 9191 5895					1938	Deutsche WerftAGBet Finkenwrder Hamburg	Soc.Française de Transp.Pétroliers S.A.	492·9|66·1|36·4 P112'F68'	Havre French WB	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1163NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		NV
71987 FNXJ	**Champenois** (exLancastrian ssMch.No.3-9,33 Prince-38, ssHul.No.1-37 exTunisiana) 1Dk(Stl)&Shelter dk(Stl) D.F. Straight frames, bevelled bilge CruiserStern	3482 2897 1794	✠100A1 Shelter dk withfreeboard 3,41 ~~4,30~~ ~~BS11,38~~ ✠LMC9,37 Fitted for oil fuel 10,21 F.P. above 150° F	Dnk Msl BS2,41	x	CL ~~3,38~~ 3,41	1921 6mo Lloyd	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	Cie.desBateauxà Vapeur duNord (Soc.Anon.de Gérance et d'Armement, Mgrs.) CellDB294'1303tFPT45tAPT43t	363·3|52·1|22·3 F68' on Shelter dk Collision FK	Dunkirk French Cem BH to Sh dk 6 ,, ,, U ,,	T.3Cy.26",43"&73"-48" (s) 180lb 538NHP 3SB,9cf,GS192,HS8166 FD Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 9 s 2 ″ 3¾ 22 ″ 8	
71988 103975	**Champion** Ⓟ IronPad 2Dks	482 343 304					1897	J.L.Davie Levis,Quebec	ThousandIsland Nav.Co.Ld.	143·5|25·6| 7·8	Kingston, Ont. British	C.2Cy.18",36"&32"-40" NB13 NE10 30RHP F.X.Drolet,Quebec		
92/40 71989 FNUN	**Champlain** Ⓟ TwinSc Fitted for oil fuel D.F. Ref.Mchy. 4Dks GyC.	28124 17220 15696					1932	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	Cie.Générale Transatlantique	606·5|83·0|46·0 B525'	Havre French WB	6SteamTurbinesSRgeared to 2 Sc. Shafts Ch.&Atel.deSt.Nazaire		V
71990 FOAO	**Champollion** Ⓟ TwinSc Ref.Mchy. Fitted for oil fuel D.F. 7Dks	12546 9881 7391					1924	SocProvençale deConst. Navales LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	531·3|62·7|40·5 B20' len35	Marseilles French WB	T.6Cy.29½",49⅝"&85"-53" &LPTurbines 1025NHP Soc.ProvençaledeConst. Navales,LaCiotat		V
71991 138907 VTDS	**Chandbali** Ⓟ (exTrawler-32) 1Dk	362 291 148					1919	Pt.Arthur S.B.Co.Ld. P.Arthur,Ont	ChandbaliSteamer ServiceCo.Ld.	145·3|23·4|11·8 len32	Calcutta British	T.3Cy.12¾",21½",&35"-24" 67RHP PortArthurS.B.Co.Ld		
71992 145463 CYKT	**Chandler** (exGlendowan, exTregastel,exRobertWallace) Mchy.Aft 1Dk	1563 1331 1005					1903	BuffaloDry DockCo. Buffalo,N.Y.		246·0|41·0|15·2 Q88'F36'	Montreal British WB	T.3Cy.18",25"&42"-30" 97RHP DetroitS.B.Co.Detroit		
71993 157573 VTFD	**Chandravati** Ⓟ TwinSc 1Dk Cruiser Stern Fitted for oil fuel	556 474 205	✠ ... 7,37 ✠	Bom			1933 9mo	Harland& Wolff,Ld. Glasgow	BombaySteam Nav.Co.Ld. CellDBuE18'37tFPT14tAPT23t	199·7|34·1|10·9 Shade dk FK	Bombay British 8BHptCem ptAsp	T.6Cy.11½",20"&34"-24" 260NHP 1DB,6cf,GS121,HS4563 Harland&Wolff,Ld.Bel.	11 ″ 6	
71994	**Chang Tai** (exWoSang) 2Dks	1794 — 1115					1891	Lon.&Gls. Co.Ld. Glasgow	MingSingS.S.Co. Ld.	260·0|36·1|22·0 B64'	Shanghai Chinese WB	T.3Cy.20",32"&52"-39" 181NHP Lon.&Gls.Co.Ld.Glasgow		
71995 154093 VPFX	**Changon** (exMorava-34, exKouroussa-33,exLuluBohlen) 2Dks	3619 2702 2235					1911	Reiherst'g Schiffsw. Hamburg	ChangonSteamshipCo.Ld.(Peters &Co.Ld.Mgrs.)	332·7|44·7|23·1 P&B215'F49'	HongKong British WB	Q4Cy.19⅝"29¼"42¾"&61½"-42½" 249NHP Reiherst.Maschinenf.Ham.		V
71996 151438 MCMW	**Changsha** (exChangSha) TwinSc 2Dks	2482 2017 1474					1922	TaikooDk-yd.&E.Co.Ld. HongKong	ChinaNav.Co.Ld.	290·1|46·0|17·3	London British WB	T.6Cy.13",21"&35"-24" 120NHP TaikooDkyd&Eng.Co.Ld.		
71997 153504 VPFK	**Changte** Ⓟ ssH.Kg.No.3-2,38 Ref.Mchy 2Dks(Stl-Upper dk teak s)	4324 2946 2579	✠100A1 ~~9,39~~10,40 ~~BS9,39~~ ✠LMC4,37 ✠Lloyd'sRMC~~9,39~~10,40 Fitted for oil fuel 9,25 F.P. above 150° F.	Syd Cbo BS10,40	w	CL 6,38	1925 9mo Lloyd	HongKong &Whampoa DockCo.Ld. HongKong 'sA&CP	Australian-OrientalLine,Ld. CellDB297'596t tanks at sides of tunnel74tFPT55tAPT34t	352·3|48·2|23·7 367·9 (O.L.) P&B225'F87' FK	Hong Kong British 7BHCem 1 ,, to2nd dk	T.3Cy.27$\frac{7}{16}$",46"&77"-48"(s) 200lb 638NHP 3SB,9cf,GS216,HS9633 FD HongKong&Whampoa DockCo.Ld.HongKong	26 ″ 0 s 2 ″ 9¾ 23 ″ 6½	
71998 14353 MKPJ	**Channel Fisher** (exTorrington-36, exPolmanter-33, ssBrs.No.3-12,33 exPortlaurie) ssNwc.No.1-38 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	700 454 345	✠100A1 10,40 ~~8,39~~ ~~BS7,38~~ ✠LMC10,37 BS~~7,40~~6,41	Liv Lth	i	CL 8,39	1921 1mo Lloyd	J.Chambers,Ld. Lowestoft 'sA&CP	JamesFisher& Sons,Ld. CellDBf103'172tFPT85tAPT35t	178·1|27·6|11·0 28·9 184·5 (O.L.) Q114'F23' FK	Barrow British 3BHCem	T.3Cy.15",25"&41"-27" (s) 180lb 108NHP 1SB,3cf,GS55,HS1844 G.T.Grey&CoLd.S.Shields	13 ″ 4 s 4 ″ 4 13 ″ 2	
71999 144216 GDNC	**Chantala** Ⓟ ssCal.No.3-7,38 2Dks(StlU-ws)&Shadedk (Stl-teak s)	3129 2399 1428	✠100A1 Shade dk 7,39 BS8,39 ✠LMC7,38	Cal	v	CL N7,39	1920 8mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB269'569tDTa9'56tFPT39tAPT21t	330·2|46·0|22·2 F on Shade dk 37' FK	Glasgow British 8BHCem	T.3Cy.24",41"&70"-48" (s) 215lb 678NHP 4SB,16cf,GS271,HS11084 FD Barclay,Curle&Co.Ld.Gls.	24 ″ 6 s 3 ″ 2¼ 21 ″ 9	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72000 174319 ~~FOAP~~ VPVC	**Chantilly** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	9986 — 5959					1923	Atel.&Ch. de laLoire St.Nazaire	Ministry of Shipping(BritishIndia SteamNav.Co.Ld. *Mgrs.*)	478·5 B355'F55'	59·2	27·3	Gibraltar British *WB*	6 Steam Turbines DR geared to 2 Sc.Shafts 966NHP Atel&Ch. de la Loire,St.N.		V
72001 UPEV	**Chapaev** (*ex*Vitebsk-35, *ex*Thuban-34) 1*Dk*	3566 3260 2175					1915	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	345·8 P31'B114'F34'	48·8	23·2	Leningrad Russian *WB*	T.3Cy.25",41"&67"–35" 301NHP RotterdamDroogd.Maats.		
72002 UPTL	— *OilEng.* 1*Dk*	2150 — 1055					1936	SB.Yd."61 Kommunar" Nicolaieff	U.S.S.R.	268·3	39·7	24·9	Odessa Russian	Oil Engines 6Cy.18½"–32¼" Nicolaieff		
72003	**Chapaiev** (*ex*Commercial Navigator-38,*ex*Lake Farber) *Fitted for oil fuel* Sub.Sig. D.F. 1*Dk*2*trB*	2638 2278 1634	✠ ... 4,21 ✠				1919 8mo	American S.B.Co. Cleveland,O.	U.S.S.R.	251·0 P25'B64'F23' FK	43·6	26·2	Vladvostk Russian *WB*	T.3Cy.21",35"&59"–42" 352NHP AmericanSBCoClevelndO.	28″2	
72004 145461 CYKS	**Chapleau** (*ex*Glenealy,*ex*Cabourg, *ex*GeorgeC.Howe) *Mchy.Aft* 1*Dk*2*trB*	1560 1330 1002					1903	Chicago S.B.Co. Chicago		245·8 Q88'F36'	41·0	15·3	Montreal British *WB*	T.3Cy.18",25"&42"–30" NB10 97RHP ChicagoS.B.Co.Chicago		
72005 [illegible] KJTZ	**Charcas** Ⓟ (*ex*WestInskip) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks* Now "Carreta," see No. 87504 in Supplement	5555 — 3457					1919	S.Western S.B.Co. SanPedro,Cal	GraceLine,Inc.	410·5 P43'B114'F46'	54·3	27·2	NewYork Utd.States *WB*	T.3Cy.24$\frac{13}{16}$",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
72006 LJAE	**Charente** Wireless D.F. E.S.D. 1*Dk&Shade dk* *CruiserStern*	1282 976 715					1935	Porsgrund Mek.Værks. Porsgrunn	Dampskintslsk. "Garonne" (Fearnley&Eger, *Mgrs.*)	249·4 P21'F&B200'	37·7	15·2	Oslo Norwegian *WB*	C.2Cy.15¾"&31½"–31½"&LP Turbine withD.R.gearing 102NHP PorsgrundM.V.Porsgrunn		N
72007 167417 GBDB	**Charlbury** D.F. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	4836 4254 2801	✠100A1 *with freeboard* 2,41 ~~4,40~~ ✠LMC4,40 *Fitted for oil fuel*	Lth Cff	*a*†	CL 4,40 *F.P.* above 150° F.	1940 4mo Lloyd's A&CP	Burntislnd S.B.Co.Ld. Burntisland	Alexander ShippingCo.Ld. (Capper,Alexander&Co.*Mgrs.*) *CellDB*350'1403*t*	416·0 430·3(O.L.) FK *FPT*96*t* *APT*244*t*	57·0	25·3	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.22½",36"&65"–48"(*s*) 220lb 458NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS159,HS6912 D.Rowan&Co.Ld.Gls	36″11 s10″9½ 26″4	
72008 203974 WOKX	**Charles A. Paul** (*ex*Powhatan-37, *ex*E.J.Kulas-36,*ex*General Garretson-35) 1*Dk* D.F. GyC. *Mchy.Aft*	6297 — 4910					1907	W.BayCity S.B.Co. W.BayCity	TheWilsonTransit Co.	520·0 *WB*	54·0	26·2	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
72009 225066 KFXK	**Charles C. West** TwinSc (*Self-Unloader*) *Mchy.Aft* 1*Dk* D.F. GyC. *CruiserStern*	6644 — 5004					1925	Manitowoc S.B.Corp. Manitowoc, Wis.	RockportS.S.Co.	456·2 F72'	60·1	29·1	Wilmgton (Del.) Utd.States *WB*	T.6Cy.17½",28¾"&48"–36" 276NHP ManitowocS.B.Corp. Manitowoc, Wis.		R
72010 218628 KINP	**Charles Christenson** (*ex*West Hepburn) *Fitted for oil fuel* 2*Dks*	5630 5243 3495					1919	J.F.Duthie &Co. Seattle,Wash	ChristensonS.S.Co. Inc.	409·7 P44'B115'F47'	54·2	27·7	S.Frncisco Utd.States *WB*	T.3Cy.25¼",41⅞"&72"–48" Hooven,Owens, 359NHP RentschlerCo.Hamilton,O		R
72011 141678	**Charles Dick** 1*Dk*	2015 1735 651					1922	TheCollingwood S.B.Co.Ld. CollngwdOnt	NationalSand& MaterialCo.Ld. (J.D.Payne,*Mgr.*)	244·0	43·2	18·9	Toronto British *WB*	T.3Cy.19",32"&56"–36" E*made*18*fitted*22 188NHP PrescottCo.Menominee, Mich.		C
72012 145786	**Charles Donnelly** (*ex*Troy) *Mchy.Aft* 1*Dk&Spar dk*	3765 — 2966					1898	Detroit DryDockCo Wyandotte	~~M.M.Cohen~~ NicholsonTransit Co.	398·4	47·0	28·0	DetroitMich Utd.States *WB*	Q.4Cy.19",27½",40"&58"–42" 218NHP DetroitDryDockCoDetroit		
72013 220453	**Charles E. Dunlap** (*ex*L.M.Bowers-35) *Mchy.Aft* *pt Longitudinal framing* 1*Dk*	8262 — 6436					1920	American S.B.Co. Lorain,O.	ContinentalS.S.Co. (G.A.Tomlinson, *Mgr.*)	580·0 *WB*	60·2	27·8	Duluth, Minn. Utd.States	T3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain.O		R
72014 166606 ~~VRGD~~ GMYM	**Charles F. Meyer** *OilEng.* D.F. E.S.D. GyC. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft Cruiser Stern* *Longitudinal framing*	10516 9635 6077	✠100A1 5,40 ~~11,39~~ ✠LMC11,38 *Carrying Petroleum in bulk*	Sba Sou	*f*†	CL	1938 11mo Lloyd's A&CP	Blohm& Voss Hamburg	OrientalTrade& TransportCo.Ld. ~~(H.J.Rahlves,*Mgr.*)~~ *CellDBuE*86'184*tD*	490·5 506·7(O.L.) P107'B39'F35' FK *Tf*24'648*t* *FPT*196*t*	70·0	37·0	London British 16*BHptAsp* *APT*214*t*	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"–49$\frac{3}{16}$" 912NHP DB(*f*)207lb 2DB(*a*)200lb Fr.KruppGermaniawftAG Kiel	37″0 s7″4¼ 29″11¼	
72015 226114 KGDD	**Charles G. Black** TwinSc (*ex*G.Harrison Smith) ssN.Yk.No.3-7,38 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing* D.F. E.S.D. GyC. Now "Venore," see No. 90505 in Supplement	14305 13434 9161	100A1 7,40 ~~1,40~~ MS7,38 *Carrying Petroleum in bulk* *Fitted for oil fuel*	NYk LMC BS1,40	*j*† 1921	CL S7,38 P12,38 *F.P.* above 150° F.	1921	Bethlehem S.B.Corp.Ld. Sparrows Point,Md.	StandardOilCo.of NewJersey *CellDBuE&B*73'	550·3 P119'F51' FK (16*B* 346*tDTf*27'1010*tF*	72·2	43·7	Wilmgton (Del.) Utd.States 7*BHptCem* *H in wings*) *PT*720*t* *AP*	T.6Cy.25",41"&68"–48" (*s*) 200lb 928NHP 3SB12*cf*, HS13491 FD BethlehemS.B.Corp.Ld. *T*322*t*	44″0	
72016 220711 KDHH	**Charles H. Cramp** ssS.Fo.No.3-10,27 D.F. *Fitted for oil fuel* 2*Dks&Shelter dk* *Longitudinal framing*	6220 5850 3812	✠ ... 12,30 ✠				1920 10mo	W Cramp& SonsS&EBCo Philadelphia	~~ArgonautLine, Inc.~~ American South African Line,Inc.	404·6 F31'*onShelter dk* FK	53·9	34·2	NewYork Utd. States *WB*	Q.4Cy.25½",37",52½"&76"–54" 633NHP W.Cramp&SonsS&EBCo.	36″9	R †
72017 203918 WDQE	**Charles Hubbard** D.F. GyC. *Mchy.Aft* 1*Dk*	4846 — 4287					1907	ToledoS.B. Co. Toledo	GreatLakesS.S.Co Inc.	438·7 *WB*	52·0	23·9	Oswego, N.Y. Utd.States	Q.4Cy.16½",24",35"&50"–42" 162NHP ToledoS.B.Co.Toledo		R
72018 216368 KKAU	**Chas. Kurz** (*ex*TracyBrothers-33, *ex*Avondale) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Fitted with cylindrical tanks for carrying Petroleum*	5731 4550 3511	✠ ... 7,21 ✠				1918 6mo	Chester S.B.Co. Chester,Pa	PacoTankers,Inc. (Pennsylvania ShippingCo*Mgrs.*)	400·8 P99'B27'F50' FK	54·3	31·4	Wilmgton (Del.) Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft WestinghouseMach.Co. E.Pittsburgh	32″9	R †
72019 135620 ~~FOQC~~ VRWQ	**Charles L. D.** Sub.Sig. *OilEng.* D.F. GyC. *CruiserStern* 2*Dks*	5273 4632 3137					1933	Götaverken A/B Gothenburg	~~LouisDreyfus&Cie.~~ Ministry of War Transport	428·2 F35'	56·6	25·7	Port.Louis British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 653NHP GötaverkenA/B,Got.		V
72020 214499 WMIU	**Charles L. Hutchinson** (*ex*SirTrevorDawson.*ex*WilliamC. Moreland) *Mchy.Aft* D.F. GyC.	7215 — 5505					1910	American S.B.Co. Lorain,Ohio	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	580·0 F49' *New fore end*16	58·0	32·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24",39"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert.BofTrade.
72021 217203 WMEA	**Charles L. O'Connor** (*ex*Costilla) *Mchy.Aft* Sub.Sig. 2*Dks*	2351 — 1433					1918	Gt.Lakes Eng.Works Ecorse,Mich.	M.&J.Tracy,Inc.	253·5 P115'F25'	43·5	25·1	NewYork Utd.States *WB*	T.3Cy.19½",34½"&51"-42" 211NHP Gt.LakesEng.Wks.Detroit		R
72022 216656 KPAA	**Charles L. Wheeler, Jr.** (*ex*PointJudith) *ss*S.Fo.No.2-26 D.F. *Fitted for oil fuel* 1*Dk*	2205 1945 1348	✠ ... 4,29 ✠				1918 8mo	AlbinaEng &Mach.Wrks Portland,Or.	~~McCormickS.S.Co.~~ Pope&Talbot,Inc.	289·0 P24'B144'F32' FK	44·1	19·0	S.Frncisco Utd.States *WB*	T.3Cy.22",37½"&60"-42" 313NHP EllicottMachineCorp.Bal.	21 ″ 6	R †
72023 FNGY	**Charles Le Borgne** (*ex*Gladys-34, *ex*Terne-33,*ex*Tosto) *Fitted for oil fuel* 1*Dk*	1789 1257 1042					1920	SödraVarfvetsAktieb. Stockholm	Cie.Ch.LeBorgne	244·1 P71tH81tF13t	38·7	16·0	Havre French	T.3Cy.18",30"&49"-33" 138NHP LindholmensV.A.Got.		V
72024 163562 MBBZ	**Charles M.** *OilEng* *ss*Lon.No.1-39 *Mchy.Aft* 1*Dk* *CruiserStern*	403 299 195	✠100A1 5,39 ✠LMC1,39 ✠LMC(M)11,40	Lon	*f*	OG N5,39	1935 1mo *Lloyd*	BurntislndS.B.Co.Ld. Burntisland *'sA&CP*	~~T.J.Metcalf~~ MetcalfMotor Coasters Ld.(T.J. Metcalf,*Mgr.*)	141·5 Q83'F19' FK *DTa4'42tFPT55t*	27·4	9·8	London British 3*BH* *APT9t*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{1}{16}$" 70NHP Humboldt-Deutzmotoren, A.G Köln-Deutz	10 ″ 9 s 3 ″ 5 10 ″ 5½	
72025 223200 WPBD	**Charles M. Schwab** D.F. GyC. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck*	7935 7573 6206					1923	American S.B.Co. Cleveland,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	586·3	60·2	28·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.24½",41"&65"-42" American 274NHP S.B.Co.Cleveland,O.		R
72026 204306	**Charles O. Jenkins** D.F. *Mchy.Aft* 1*Dk*	6285 — 4827					1907	Detroit S.B.Co. Wyandotte	~~TowerS.S.Co.~~ MidlandS.S.Line, Inc.	504·0	54·2	31·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
72027 164688 MLTL	**Charles Parsons** *Mchy.Aft* 1*Dk* Wireless *CruiserStern* *Cargo battens not fitted*	1554 1149 915	✠100A1 7,40 ~~8,39~~ ✠LMC8,36	Cff Shl	*p*	CL 8,39	1936 8mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	LondonPowerCo. Ld.(Stephenson Clarke&Associated CompaniesLd. *Mgrs.*) *CellDB*	239·0 B16 Q147'F21' FK *uE23'f164'600tMT100tFPT160tAPT10t*	38·7	16·2	London British 4*BHptCem*	T.3Cy.16½",27½"&46"-33" 200lb *100lb (s)* 180NHP 1SB,*3cf*,GS59,HS2654 FD N.E.MarineEng.CoLd.Sld.	18 ″ 3 s 5 ″ 5 16 ″ 11½	
72028 171316 ~~FPCD~~ BCFJ	**Charles Plumier** Ⓟ **TwinSc** E.S.D. *Oil Eng.* *Ref.Mchy.* 2*Dks* *CruiserStern*	4504 3749 ~~2560~~ 2532					1938	Ch.&Atel. deProvence S.A. Port deBouc	Ministry of Shipping(Townsend Bros.(Shipping) Ld.*Mgrs.*)	358·6 F29'	51·8	22·1	Liverpool British *WB*	Oil-Engines 2S.C.SA 8Cy.20½"-35⅞" 584NHP Ch.&Atel.deSt.Nazaire		V
195/40 72029 HPMZ	**Charles Pratt** **TwinSc3Mst** *ss*N.Yk.No.3-8,28 *ss*Gal.No.2-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	8982 7159 5644	✠100A1 *Shelter dk with freeboard* 10,39 ~~BS4,38~~ ✠LMC3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,16 F.P. above 150° F.*	Hfx BS11,40	*f*†	CL ~~S12,37~~ P10,38 SN 11,40	1916 3mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	PanamaTransport Co. *CellDBuE&B57t*	500·0 FK *f17'255t DTf54'673t FPT243tAPT127t*	68·0	35·5	Panama Pnamanian 19*BHCem* (15 ,, *toUdk* 4 ,, ,,*2nd*,,)	T.6Cy.20⅝",35"&60"-42" (*s*) 200lb 628NHP 3SB,*12cf*,GS213,HS8700 FD NewportNwsSB&D.D.Co.	38 ″ 3 s10 ″ 0½ 28 ″ 6	
72030 148898	**Charles R. Huntley** *Mchy.Aft* 1*Dk*	1760 1604 1304					1926	Napier& Miller,Ld. Glasgow	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·1 F36'	43·2	17·9	S Cathrnes Ont. British *WB*	T.3Cy.17",28½"&47"-33" 127NHP D.Rowan&Co.Ld.Gls.		C
72031 220434 KDBZ	**Charles R. McCormick** (*ex*Apus) *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6027 — 3782	✠ ... 5,21 ✠				1920 8mo	GMStandiferConstCorp Vancouver, Wash.	McCormick SteamshipCo.	401·4 P34'B114'F38' *on Shelter dk* FK	53·2	31·9	S.Frncisco Utd.States *WB*	T.3Cy.24½",41$\frac{11}{16}$"&72"-48" 552NHP LlewellynIronWorks, LosAngeles,Cal.	34 ″ 7	R †
72032 LJOI	**Charles Racine** **TwinSc** *OilEng* D.F. *CruiserStern* 1*Dk* *Longitudinal framing at bottom & at deck* *Mchy.Aft* *in centre tanks*	9957 9288 5953	✠100A1 2,41 ~~1,40~~ ✠LMC8,37 *Carrying Petroleum in bulk*	Mob NYk	*e*†	CL 1,41	1937 8mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense *'sA&CP*	SkibsA/S Snefonn (SigvalBergesen d.y.&Co.*Mgrs.*) *CellDBuE79'300t*	496·0 512·5(O.L.) P103'B34'F40' FK *DTf38'550tFPT182tAPT181t*	66·1	36·4	Stavanger Norwegian 15*BH*	Oil Engines 4S.C.SA 12Cy.23¼"-47¼" 622NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	36 ″ 3 s7 ″ 11 28 ″ 7½	
72033 202889 WOKV	**Charles S. Hebard** D.F. GyC. *Mchy.Aft* 1*Dk*	6291 — 4854					1906	American S.B.Co. Cleveland,O	TheWilsonTransit Co.	504·0	54·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		R
72034 FNWV	**Charles Schiaffino** *Fitted for oil fuel* 2*Dks*	3664 3352 2158					1930	Atel.&Ch. de laSeine Maritime LeTrait,S.I.	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	363·6 P33'B106'F38'	51·6	22·9	Algiers French *WB*	T.3Cy.24",40"&64⅞"-45¾" 284NHP Atel.&Ch.de la Seine, Maritime,LeTrait		V
72035 207272 WPST	**Charles W. Galloway** (*ex*LeonardB.Miller-37) D.F. GyC. *Mchy.Aft* 1*Dk*	6291 — 4921					1910	American S.B.Co Cleveland,O.	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	504·0	54·0	30·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Clevelnd		R
72036	**Charlotte** **TwinSc** *Mchy.Aft* 1*Dk*	822 708 449					1910	Forg.&Ch. de laMédit LaSeyne	Herran,Decia& Muller	235·0 P59'B34'F29'	32·3	13·4	Mntevideo Uruguayan *Wb*	C.4Cy.14⅜"&25⅝"-15¾" 44NHP Forg.&Ch.de laMédit.Ms.		
72037 DIAX	— *OilEng* 1*Dk*	435 328 245					1915	H.Paucksch Akt.Ges. Landsberg	RedStarLinie G.m.b.H.	137·9	29·6	10·1	Hamburg German	Oil Engines 4S.C.SA 6Cy.8½"-13⅜" 42NHP M.A.N.Augsburg		G
72038 DMAB	**Charlotte Cords** 1*Dk*	1779 1478 1049					1923	Act.Ges. "Neptun" Rostock	Aug.Cords	266·3 Q102'B76'F31'	40·2	16·9	Rostock German *WB*	T.3Cy.19$\frac{5}{16}$",31½"&51$\frac{3}{16}$"-35" 156NHP A.G."Neptun,"Rostock		G
72039 DJZI	**Charlotte Schliemann** **TwinSc** *ex*SirKarlKnudsen-39) *Oil Eng.* D.F. *ss*Rot.No.2-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Cruiser Stern* *Longitudinal framing* *Carrying Petroleum in bulk*	7747 7079 4581	✠ ... 5,39 ✠	Sba	*b*†		1928 12mo	A/SNakskovSkibsv. Nakskov *CellD BuE*	ReedereiSchliemann&Menzell A.G. *74'282tDTf36'462t*	450·5 P102'B34'F52' FK *FPT103tAPT118t*	59·2	34·7	Hamburg German 16*BHptCem* (11 *to U dk* 5 ,,*2nd*,,)	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 624NHP Akt.Burmeistr&Wain,Cpn	34 ″ 4	G †
72040 DMBD	**Charlotte Schröder** (*ex*Liesbeth Zelck,*ex*LenaLarsen,*ex*EricaFischer, *ex*MarieGartz) 1*Dk*	922 741 565					1901	Schömer& Jensen Tönning	R.Schröder	211·4 Q79'B55'F17'	32·4	13·3	Rostock German *WB*	T.3Cy.15",24¾"&40½"-28" NB26 85NHP Schömer&Jensen,Tönning		G

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7ª Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
72041 154887 VGRS	**Charlottetown** Ⓟ TrpSc (*IceBreakingTrainFerry*) 2*Screws aft & 1 fwd.* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of mchy. space Web frames* *Fitted for oil fuel*	5889 5117 3385	✠ ... 11,34 ✠	Qbc	*x*		1931 7mo	DavieS.B. &Repairing Co.Ld. Levis,P.Q.	CanadianGovernment(Dept.of Transport) *CellD*	309·0 *Promenade dk* *B*231'569*tFPT*263*t*	59·3	22·0 FK	Charlottetown P.E.I. British 7*BH* *APT*114*t*	T.9Cy.26",41"&66"-36" 1261NHP 8SB,24*cf*,HS20096 CanadianVickers,Ld.Mtl.	25 ″ 0	
72042 139636 MKFX	**Charlus** (*ex*PrincenhageII) Sp *Mchy.Aft* 1*Dk*	361 263 176					1917	N.V.Kuy& Ree'sMch.& Schpsw. Rotterdam	J.M.Piggins	132·3 Q59'B9'F15'	23·1	10·9	Montrose British	T.3Cy.$10\frac{1}{8}$",$16\frac{1}{4}$"&$27\frac{5}{8}$"-20" 32NHP B*made*33*refitted*35 N.V.Kuy&Ree'sMch.& Schpsw.Rot.		C
72043 136049 MFCL	**Charlwood** (*ex*Streatham) 3Mst *ss*Apl.No.3-7,27 *Mchy.Aft* *ss*Ant.No.2-35 *Well deck* 1*Dk*(*pt Irn pt Stl*) *Cargo battens not fitted*	1207 934 600	✠100A1 Examined 4,41 Cff ✠LMC BS4,41 MS12,35	~~Cff~~	*n*	CL 4,39	1914 3mo	Dublin Dkyrd Co.Ld. Dublin *Lloyd's A&CP*	LavertonS.S.Co. Ld.(AllianceMarineTransportCo. Ld.*Mgrs.*) *CellD*	226·2 236·0(O.L.) Q68'B13'F28' *Bf*140'246*tFPT*12	35·5	14·4 FK	London British 4*BHCem* 5*tAPT*37*t*	T.3Cy.$17\frac{1}{8}$",$27\frac{11}{16}$"&45"-33" 180lb *90lb* (*s*) 138NHP 1SB,3*cf*,GS69,HS2298 Ross&Duncan,Glasgow	16 ″ 7 s 1 ″ $5\frac{3}{4}$ 15 ″ $6\frac{3}{4}$	
72044 164308 GZJQ	**Charon** Ⓟ *OilEng.* E.S.D. *Ref Mchy.* 2*Dks & Shelter dk*	3703 2554 2217					1936	CaledonS. B.&E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	320·3 *B on Shelter dk*95'	51·2	21·6	Liverpool British *WB*	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$"-$47\frac{1}{4}$" 580NHP Akt.Burmeistr&Wain,Cpn		
~~146145~~ 72045 GJBC	**Chartered** *ss*Sld.No3-9,34 *ss*Nwc.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2021 1555 1106	✠100A1 8,39 BS8,39 ✠LMC5,38	Nwc	*r*	CL 5,38	1921 10mo	J.Crown& Sons,Ld. Sunderland *Lloyd's A&CP*	~~GasLight&Coke Co.(Stephenson Clarke&Associated Companies,Ld. *Mgrs.*)~~ *CellDB*	270·4 Q163'F28' 225'506*tMT*10'252*tFPT*149*tAPT*77*t*	38·2	18·5 FK	~~London~~ British 4*BHCem*	T.3Cy.$19\frac{1}{2}$",33"&54"-39" (*s*) 180lb 214NHP 2SB,6*pf*,GS92,HS3524 N.E.MarineEng.Co.Ld.Sld	20 ″ 6 s 6 ″ $6\frac{1}{4}$ 18 ″ $10\frac{1}{4}$	
72046 FOPI	**Chateau Larose** 2*Dks*	2047 1677 903					1930	D&WHendersn&Co.Ld Glasgow	Worms&Cie.	274·7 P38'B96'F31'	39·1	20·9	Havre French *WB*	T.3Cy.$20\frac{1}{2}$",34"&56"-42" 203NHP D&W.Hendersn&CoLdGls		V
72047 FOPB	**Château Latour** 2*Dks*	1912 1763 824					1914	Atel.&Ch. delaLoire Nantes	Worms&Cie.	274·0 P36'B97'F31'	38·0	23·0	Havre French *WB*	T.3Cy.$21\frac{3}{8}$",$35\frac{4}{5}$"&59"-$41\frac{7}{10}$" 224NHP Atel.&Ch.delaLoire,Nts.		V
72048 FOPC	**Château Palmer** 2*Dks*	1912 1763 823					1914	Atel.&Ch. delaLoire Nantes	Worms&Cie.	280·3 P36'B97'F31'	38·1	21·4	Havre French *WB*	T.3Cy.$21\frac{3}{5}$".$35\frac{4}{5}$"&59"-$41\frac{7}{10}$" NB35 224NHP Atel.&Ch.delaLoire,Nts.		V
72049 FOPJ	**Chateau Pavie** 2*Dks*	2047 1677 903					1930	D&WHendersn&Co.Ld. Glasgow	Worms&Cie.	274·7 P38'B96'F32'	39·1	20·9	Havre French *WB*	T.3Cy.$20\frac{1}{2}$",34"&56"-42" 203NHP D&W.Hendersn&CoLdGls		V
72050 FOPD	**Chateau Yquem** D.F. 2*Dks*	2536 — 1290					1925	Atel.&Ch. delaSeine Maritime LeTrait(S.I.)	Worms&Cie.	279·8 P165'F31'	39·5	19·7	Havre French *WB*	T.3Cy.$21\frac{5}{8}$",36"&59"-42" 225NHP Atel.&Ch.delaSeine Maritime,LeTrait		V
72051 166318 ~~FNNH~~ BFVL	**Chateauroux** *Fitted for oil fuel* D.F. 1*Dk* *Well deck*	4765 3646 2783	✠ ... 7,22 ✠				1921 2mo	TyneIron S.B.Co.Ld Newcastle	Ministry of Shipping(ElderDempster Lines,Ld. *Mgrs.*)	364·1 P18'Q128'B68'F29'	52·8	24·5 FK	Liverpool British 6*BHCem* *WB*	T.3Cy.$23\frac{1}{2}$",38"&64"-42" 347NHP ArmstrongWhitworth &Co.Ld.Newcastle	26 ″ 8	V †
72052 225471 KGAN	**Chatham** Ⓟ *Ref.Mchy.* D.F. GyC. *Fitted for oil fuel* Sub.Sig. *Longitudinal framing* 4*Dks*	5649 — 3456					1926	NwprtNws S.B.&D.D Co. NewprtNews	Merchnts&Miners TransportationCo	350·0	52·0	36·0	Baltimore Utd.States *WB*	T.4Cy.25",$42\frac{1}{2}$"&(2)$54\frac{5}{16}$"-48" 409NHP NewportNewsSB&DD.Co.		R
72053 UOKV	**Chatir-Dag** 1*Dk*(*Stl*)	901 787 518	✠ 5,96 ✠	Nwc	*m*		1896 5mo	Hawthorn, Leslie&Co.Ld Newcastle	U.S.S.R. *Cell DBa*46'*uE*	220·0 B34'F26' *&B*36'*f*98'270*tFPT*	34·1	12·3 FK	Odessa Russian 5*BHCem* 59*tAPT*28*t*	T.3Cy.16",26"&43"-30" 120NHP 2SB,4*cf*,GS70,HS2080 Hwthrn,Leslie&C.Ld.Nwc	14 ″ 0	
72054 145465 CYKV	**Chatsworth** (*ex*Glendochart, *ex*Corseulles,*ex*H.G.Dalton) *Mchy.Aft* 1*Dk*2*trB*	1573 1331 1170					1903	Superior S.B.Co. W.Superior		246·0 Q88'F36'	41·0	15·3	Montreal British *WB*	T.3Cy.18",25"&42"-30" NB22 97RHP SuperiorS.B.Co.		
72055 221643 KDUW	**Chattanooga City** *Fitted for oil fuel* GyC. 2*Dks*3*trB*	5687 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	424·2 P58'B&F350'	56·2	26·5	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft W&AFletcherHobokenNJ		R
72056 161249 GSWX	**Chatwood** *ss*Bly.No.2-37 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2768 2116 1557	✠100A1 11,40~~6,39~~ ✠LMC MS11,37 BS~~6,39~~7,40	Sld	*t*	OG N6,38	1929 6mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's A&CP*	W.France,Fenwick &Co.Ld. *CellDB*250*t*	306·0 Q177'F34' 623*tMT*8'285*tFPT*	44·0	19·3 FK	London British 6*BHCem* 211*tAPT*44*t*	T.3Cy.$19\frac{1}{4}$",33"&54"-39" (*s*) 200lb 220NHP 2SB(Spt),6*cf*,GS96,HS3536 N.E.MarineEng.Co.Ld.Sld	21 ″ 6 s 7 ″ $1\frac{1}{2}$ 19 ″ $3\frac{1}{2}$	
72057 161227 GSZC	**Chaucer** *ss*Shl.No.2-37 D.F. E.S.D. 2*Dks*(*Stl*)	5792 5466 3629	✠100A1 4,41 ~~2,40~~~~12,40~~ BS~~12,39~~ ✠LMC10,37 12,40	Hul ~~Npt~~	*a*†	CL ~~10,37~~ ~~12,40~~ 4,41	1929 4mo	R.Duncan &Co.Ld. Pt.Glasgow *Lloyd's A&CP*	SnakespearShippingCo.Ld.(South AmericanSaint Line.Ld.*Mgrs.*)	420·0 P37'B260'F44' *CellDB*360'133	57·0	28·2 FK	Newport, Mon. British 7*BHCem* 5*tAPT*225*t*	T.3Cy.27",45"&74"-51" (*s*) 180lb 557NHP 3SB,9*cf*,GS184,HS8334 FD D.Rowan&Co.Ld.Glasgow	30 ″ 6 s 4 ″ $9\frac{1}{2}$ 25 ″ $11\frac{1}{4}$	
72058	**Chaumian**(*ex*LadyElinor,*ex*Loutsch) *ss*Tri.No.3-10,95 *ss*Oda.No.2-05 *Carrying Petroleum in bulk* *Well deck* *Mchy.Aft* 1*Dk*2*trB*	1624 1255 923	✠ ... 11,06 ✠				1886 10mo	Hawthorn, Leslie&Co.Ld Newcastle	U.S.S.R.	254·8 P72'F29'B97'	34·0	17·9 FK	Odessa Russian *WB*	T.3Cy.20",32"&53"-36" NB08 175NHP Hwthrn,Leslie&C.Ld.Nwc	19 ″ 0	
72059 211290 KJFL	**Chauncey M. Depew** Ⓟ (*ex*Rangeley) 1*Dk*	652 — 282					1913	BathIron Works Bath,Me.	HudsonRiverDay Line	185·1	35·6	13·5	New York Utd.States	T.4Cy.16",26"&(2)30"-24" 88NHP BathIrn.Wks.Bath,Me.		
72060 UPKN	**Chavicha** (*ex*Hohenfels-35) Sub.Sig. 2*Dks*	3021 2681 1742					1923	Schiffs.-u Dckbauwerft FlenderA.G. Lübeck	U.S.S.R.	337·7 B36'	48·2	21·1	Vladvostk Russian *WB*	T.3Cy.$23\frac{3}{8}$",$38\frac{3}{16}$"&62"-$41\frac{3}{4}$" 248NHP G.SeebeckA.G. Wesermünde-G.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
72061 130309 CYGP	**Cheakamus** Ⓟ (exCheslakee) *Fitted for oil fuel* 2*Dks*	689 479 403					1910	Dublin DockyardCo Dublin	UnionSteamships Ld.	145·3	28·1	10·0	Vancouver British *WB*	T.3Cy.13½",22"&36"-20" 58RHP McColl&Co.Ld.Belfast		C
72062 127785 MKXG	**Chedabucto** Ⓟ (exEllinis,exFogota) ssSld.No.3-12,21 ssHfx.No.2-29 1*Dk & Shelter dk*	509 458 269	✠ … 8,33 ✠	Hfx			1910 6mo	Dundee S.B.Co.Ld. Dundee	Foundation Maritime,Ld.	145·0	24·5	9·1 FK *FPT*12t	Liverpool British 4*BHCem* *APT*11t	O.2Cy.18"&40"-27" 69RHP 1SB,3*pf*,GS54,HS1778 J.Abernethy&Co.Abn.	10 " 6	
72063 FOJF	**Chef Mécanicien Armand Blanc** D.F. 1*Dk*	3070 — 1586					1922	Atel.&Ch. de laSeine Marit. LeTrait,S.I.	UnionIndustrielle &Mar.Sté.Française d'Armement	313·6 P164'F29'	46·4	20·2	Havre French *WB*	T.3Cy.21⅝",35¾"&59"-41⅝" 223NHP At.&Ch.de laLoire,StDenis		V
101/40 72064 TSXC	**Cheik** (exNautik-36) 1*Dk*	1058 805 611					1920	Nüscke &Co. Stettin	Cie.Nouvelle de Nav.Busck	225·8 P29'B63'F30'	32·8	13·9	Marseilles French *WB*	T.3Cy.15⅝",25$\frac{5}{16}$"&41⅜"-25⅝" 110NHP AtlasWerke,Bremen		V
72065 137675 GKYN	**Chekiang** 2*Dks*	2172 1967 1313					1914	Taikoo Dckyrd&Eng Co.ofHKg Ld HongKong	ChinaNav.Co.Ld.	285·0	44·1	19·1	London British *WB*	T.3Cy.19",31"&53"-36" 169NHP TaikooDkyrd&Eng.Co. ofHongKong,Ld		
72066 159 SVDB	**Chelatros** (exMagdala) ssRot.No.3-6,27 ssPir.No.2-35 1*Dk(Stl)&Shelter dk(Stl)*	3489 3330 2214	✠100A1 *Shelter dk with freeboard* Examined ~~10,40~~5,41 BS9,40 ✠LMC~~10,35~~9,39	~~Arns~~ ~~Hul 1939~~ Wrk	*x*	CL 1,39	1914 4mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	KassosStm.Nav. Co.Ld.(Pnevmaticos,Rethymnis, Yannaghas,*Mgrs*)	360·0 *CellDBa*118'*uE*23'*f*153'996t*APT*45t	52·0	23·6 FK	Syra Greek 6*BHCem*	T.3Cy.25",41"&69"-48" (*s*) 180lb 365NHP 3SB,9*cf*,GS141,HS5700 Richardsons,Westgarth& Co.Ld.Hpl.	26 " 0 s 2 " 5 23 " 9½	
84/40 72067 FNHL	**Chella** Ⓟ TwinSc D.F. E.S.D. *Fitted for oil fuel* GyC. *CruiserStern* 4*Dks*	8920 5972 3860					1934	Forg.&Ch. de laMéditSA LaSeyne	Cie.deNav.Paquet	433·1 B193'F106'	62·1	33·6	Marseilles French *WB*	6 SteamTurbines SR geared to 2Sc.Shafts 2383NHP Forg.&Ch.de laMédit.S.A.		V
72068 FOHC	**Chelma** (exBacchus) ssMsl.No.3-7,33 ssMsl.No.1-36 2*Dks(Stl)*	4968 4091 3106	✠100A1 ~~9,40~~ ~~2,40~~ 5,41 ✠LMC MS2,38 BS~~7,39~~6,40 *Fitted for carrying oil 5,28 F.P. above 150° F. in deep tank* *Carrying vegetable oil in forward deep tanks*	Msl	*y*	CL ~~12,38~~ 4,41	1920 9mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	Cie.Générale de Nav.àVap.Cyp. Fabre(FabreLine)	386·4 P36'*AftB*21' B113'*For'dB*21' F42' *CellDB* 327' 848t *DTs f*53'1850t*FPT*	52·5	26·3 FK	Marseilles French 8*BHptCem* 97t*APT*20t	T.3Cy.26",43"&71"-48" (*s*) 180lb 453NH 3SB,9*cf*,GS220,HS8007 Palmers'Co.Ld.Newcastle	28 " 6 s 5 " 5½ 23 " 4	
72069 130805 VGKY	**Chelohsin** Ⓟ TwinSc ssVcr.2nd.No.3-1,38 Wireless 2*Dks.*	1134 528 597	A1 *with freeboard* ~~12,40~~ ~~1,40~~ 5,41 ~~BS11,39~~ BS12,40 LMC1,38 *For Channel & Sound Service* *Tacoma to Anyox* *Fitted for oil fuel F.P. above 150° F.*	Vcr		CL ~~11,39~~ SN5,41 P11,39	1911	Dublin Dockyard Co. Dublin	UnionSteamships Ld.	175·5 182·5(O.L.) B&F146' *CellDBuE*24'32t	35·1	14·0 FK	Vancouver British 5*BHCem* *Tanks at sides of*	T.6Cy.13½",22"&36"-25"(*s*) 185lb 184NHP 2SB,6*cf*,GS104,HS4400 MacColl&Co.Ld.Belfast *tunnel* 17t*FPT*11t*APT*11t	15 " 0 s 2 " 0¼ 13 " 0½	
130/40 72070 149027 GLWX	**Chelsea** ssShl.No.3-9,38 1*Dk(Stl)*	4804 4533 3005	✠100A1 5,40 ~~9,39~~ BS9,39 ✠LMC7,37	Lon Mch	*y*	CL 8,38	1925 11mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	SeaS.S.Co.Ld.(W. Brown,Atkinson& Co.Ld.*Mgrs.*) *CellDBa*133'*uE*23'*f*	396·1 P45'B119'F35' 171'1196t *FPT*131t	52·8	27·2 FK	Hull British 6*BHCem* *APT*152t	T.3Cy.25",41"&69"-48" (*s*) 180lb HS6459 390NHP 2SB&1AuxSB(Spt), 9*cf*,GS171 N.E.MarineEngCoLd.Nwc	29 " 8 s 5 " 6½ 24 " 3½	
72071 160583 GSNT	**Chelwood** *Mchy.Aft* ssShl No.2-37 *Well deck* 1*Dk(Stl)* D.F. *Cargo battens not fitted*	2742 2116 1548	✠100A1 Examined 6,41 Sld ✠LMC MS4,36 BS~~10,39~~11,40	~~Shl~~	*t*	OG ~~8,36~~ 11,40	1928 9mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	W.France, Fenwick&Co.Ld. *CellDB*250'	306·0 Q177'F34' 623t*MT*8'273t*FPT*	44·0	19·3 FK	London British 6*BHCem* 211t*APT*44t	T.3Cy.20",33"&54"-39" (*s* 200lb 211NHP 2SB(Spt),6*cf*,GS88,HS3280 N.E.MarineEng.CoLd.Sld	21 " 6 s 7 " 1½ 19 " 3½	
72072 UPTM	**Chelyskinets** *OilEng.* 2*Dks* *Cruiser Stern*	5115 4702 2987					1934	Severney S.B.Yard Leningrad	U.S.S.R.	381·3 P30'B57'F23'	53·2	29·4	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.26¾"-47$\frac{3}{16}$" 746NHP "RussianDiesel"Eng.Wks. Len.		
72073 148073	**Chemong** *Mchy.Aft* 1*Dk*	1902 1574 1126					1924	N.ofIrelnd S.B Co.Ld. Londonderry	SarniaSteamships Ld.(R.Scott Misener,*Mgr.*)	252·0 Q100'F36'	42·6	18·0	Montreal British *WB*	T.3Cy.16",27"&44"-33" 111NHP J.G.Kincaid&Co.Ld.Grk		C
72074	**Chen Yuan** (exTung-Hwa-37, exTungNing-35,exHuaTung-32, exHanoï) 2*Dks*	1057 — 630					1893	Sundrland S.B.Co.Ld. Sunderland	YungYuanS.S.Co.	240·0 H—	32·0	17·3 *WB*	Newchwang Chinese	T.3Cy.20",32½"&53"-36" NB14 169NHP N.E.MarineEng.CoLd.Sld		
72075 XNCP	**Chenglee** (exMikakiMaru) Wireless 1*Dk*	1200 — 841					1916	OsakaIron Works Osaka	Ching-KeeS.N.Co. Ld.	230·0	33·5	18·5	Chefoo Chinese			
72076 136659 GKNZ	**Chêngtu** Ⓟ 2*Dks*	2219 1888 1338					1914	Dunlop, Bremner& Co.Ld. Pt.Glasgow	ChinaNav.Co.Ld.	285·4 B65'F36'	44·1	19·1	London British *WB*	T.3Cy.19",31½"&53"-39" 175NHP Scotts'S.B.&E.Co.Ld.Grk.		
72077 FOAQ	**Chenonceaux** Ⓟ TwinSc (exAramis) *Fitted for oil fuel* D.F. 4*Dks* *Ref.Mchy.*	14825 — 8389					1922	Ch.etAtel. de laGironde Bordeaux	Soc.desServices Contractuels des Messageries Maritimes	543·4	65·1	41·1	Marseilles French *WB*	T 6Cy.29⅞",48$\frac{13}{16}$"&79$\frac{13}{16}$"-44⅞" NE26 858NHP Ch.et.Atel.de laGironde		V
72078 219022	**Chepadoa** *Fitted for oil fuel* 1*Dk2trB* *Longitudinal framing*	6035 5600 4475					1919	SeattleN. PacificS.B.Co Seattle,Wash	UnitedStates Maritime Commission	402·4 P34'F38'	53·1	32·0	Seattle Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft W.A.Fletcher, Hoboken,N.J.		
72079 3413 PJAY	**Chepita** TwinSc *Mchy.Aft* ssCco.No.3-3,40 1*Dk(Stl)* *Longitudinal framing at bottom and at deck*	*2702* *1800* *1482*	✠100A1 ~~3,40~~ ~~3,40~~ 3,41 BS3,41 ~~[illegible]~~ ✠LMC1,39 *Carrying Petroleum in bulk* *Fitted for oil fuel 2,25 F.P. above 150° F.*	Cco	*t*	CL P2,40 S8,38	1925 2mo	W.Beardmore&Co.Ld. Glasgow *Lloyd'sA&CP*	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'F42' *Trunk dk*176'	50·2	15·0 FK *FPT*109t	Willemstd Dutch 8*BHptCem* *APT*87t	T.6Cy.14",23"&38"-27" (*s*) 180lb 252NHP 2SB.4*cf*.HS4100 FD W.Beardmore&Co.Ld. Coatbridge	15 " 0 s 1 " 6½ 13 " 7½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
72080 144798 ~~TTZF~~ MKWL	**Cherbourg** (*ex*HarlawPlain) ssHav.No.3-6,33 *Mchy.Aft* ssHav.No.1-37 *Well deck* 1*Dk*(*Stl*)	462 304 189	✠100A1 10,40 ~~10,39~~ ~~BS6,39~~ ✠LMC6,37 BS~~10,40~~ 7,41	Hav Sws	*g*	CL 9,38	1921 1mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's*A&CP	Ministry ofShipping(G.F. CuthbertBrown& Co.Ld.*Mgrs.*) *CellDBf84'104tFPT40tAPT17t*	150·1 Q86'B11'F24' FK	25·2 *26·3*	10·0	Swansea British 3*BHCem*	T.3Cy.12½",21"&34"-24" (*s*) 180lb 83NHP 1SB,3*pf*,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	12 ″ 1 s 3 ″ 8½ 12 ″ 0	
72081 90 IBCH	**Cherca** ssTri.No.3-4,32 ssTri.No.1-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.*	5346 4981 3309	✠100A1 *Shelter dk with freeboard* 12,38 BS7,39 ✠LMC5,36 ✠Lloyd'sRMC12,39	Tri	*y*	CL 7,39	1920 6mo	Stabilmnto Tecnico Trieste A&CP	LloydTriestino, Soc.Anon.diNav. *CellDB337'1300tFPT114tAPT244t*	404·1 388·4 FK	54·0	29·5	Trieste Italian *Cem* 2*BHtoShdk* 4 ,, ,, *U* ,,	T.3Cy.27",42"&68"-48" (*s*) 180lb FD 465NHP 3SB(Spt)9*cf*,GS158,HS7023 StabilimentoTecnico,Tri.	32 ″ 0 s 7 ″ 5¼ 24 ″ 9	
72082 26828 JCWD	**Cheribon Maru** Ⓟ ssOsa.No.3-11,35 ssOsa.No.1-39 2*Dks*(*Stl-Upt*ws)	4016 3476 2503	✠100A1 4,40 ~~6,39~~ ✠LMC~~6,39~~ 5,40	Osa Yka	*w*	OG 5,39	1921 2mo	Mitsubishi Zosen Kaisha, Ld. Kobe A&CP	NanyoKaiunK.K. *CellDBa107'uB30'f135'702tAPT27t*	345·0 P33'B74'F40' FK	50·0	26·7	Tokyo Japanese 6*BHCem*	T.3Cy.23",38"&64"-48" (*s*) 200lb 342NHP 2SB,6*cf*,GS109,HS4394 FD MitsubishiZosenKaisha,Ld	29 ″ 1 s 5 ″ 7½ 24 ″ 0	
72083 UOJQ	**Chernomorets** (*ex*Ai-Petri) 1*Dk*	1048 854 532					1899	Stabilmnto Tecnico Trieste	U.S.S.R.	233·0 Q42'B42'F26'	34·3	12·1	Odessa Russian	T.3Cy 16",26"&42½"-26" 92NHP StabilimentoTecnico,Tri.		
72084 UPLB	**Chernyshevski** (*ex*Pokrovski-38, *ex*Hagno-35) 1*Dk*	3588 3263 2160					1919	Rotterdam Droogd. Maat Rotterdam	U.S.S.R.	361·4 P24'B214'F36'	49·9	22·1	Odessa Russian *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDroogd.Maats.		
72085 224642 WTCI	**Cherokee** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*&2*nd dk in holds* D.F. &*Promenade dks*	5896 — 3514	✠ ... 12,27 ✠				1925 6mo	NwprtNws S.B.&DD.Co. NewprtNews	Cherokee-SeminoleS.S.Corp. (Clyde-Mallory Lines.*Mgrs.*)	387·5 P&B322'F53' FK	54·3	20·0	NewYork Utd.States *WB*	2SteamTurbinesSR geared to 1 Sc. Shaft 981NHP NewportNewsSB.&DD.Co.	23 ″ 6	R †
72086 125973	— Ⓟ **TwinSc** 1*Dk*	328 119 160					1907	Canadian S.B.Co.Ld. Toronto	MuskokaLakes Nav.&HotelCo.Ld.	120·0	23·0	7·2	Toronto British	T.6Cy.8",12½"&20"-12" 41RHP CanadianS.B.Co.Ld.Tto.		
72087 140278 GVGL	**Cherryleaf** **TwinSc** ssPly.No.3-5,29 ssMlt.No.2-37 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5934 5283 2588	✠100A1 2,41 ~~10,39~~ BS12,40 ✠LMC MS9,37 ~~BS11,38~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,17 *F.P. above* 150° F.	Mlt Alx	*a*†	CL 10,38	1917 4mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd's*A&CP	TheAdmiralty *CellDBuE&B87'405tDTf48'218tFPT70tAPT174t*	405·3 425·4(O.L.) P36'B32'F90' FK	54·5	32·5	London British 20*BHptCem*	T.6Cy.26",42½"&70"-45" (*s*) 200lb 1082NHP 6SB,18*cf*,HS16800 FD Richardsons,Westgarth& Co.Ld.Mdb.	35 ″ 2 s 6 ″ 9¾ 28 ″ 7½	
72088 UOJU	**Chervoni Kazak** **TwinSc** (*ex*ProrokJona) 1*Dk*	472 407 314					1896	Stabilmnto Tecnico Trieste	U.S.S.R.	187·0	31·0	8·9	Odessa Russian	C.4Cy.13"&24"-20" NB35 43NHP StabilimentoTecnico,Tri.		
72089 148155 GNMY	**Chesapeake** *OilEng.* *Mchy.Aft* ssBel.No.2-36 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	8955 8155 5422	✠100A1 Examined2,41 NYk ✠LMC CS7,36 DBS~~1,40~~2,41 4,37 *Carrying Petroleum in bulk*	~~Sws~~	*d*†	OG ~~4,37~~ 2,41	1928 1mo	Workman, Clark&Co.Ld Belfast *Lloyd's*A&CP	Anglo-American OilCo.Ld. (R.A.Carder,*Mgr*) *CellDBuE53'160t DTf36'492tFPT227tAPT30t*	476·8 P101'B33'F49' FK	63·8	35·1	Belfast British 18*BHptCem* (11 *to U dk* 7 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 8Cy.26¾"-47¼" 997NHP 2DB150lb Wrkman,Clark&Co.Ld Bel	34 ″ 10 s 6 ″ 9¾ 28 ″ 3	
72090 149625 GLXV	**Cheshire** Ⓟ **TwinSc** *OilEng.* ssBkn.No.2-35 Sub.Sig. 3*Dks*(*Stl-U dk* ws) D.F. *CruiserStern*	10552 7735 6605	✠100A1 7,39 ✠LMC CS1,36 DBS4,39 9,38	Bkn	*e*†	CL 7,39	1927 7mo	Fairfield Co.Ld. Glasgow *Lloyd's*A&CP	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellDB417'1724tFPT54tAPT113t*	483·6 P51'B265'F78' FK	60·3	31·8	Liverpool British 8*BHptCem*	Oil Engines 2S.C.SA 16Cy.28"-39" 2196NHP DB120lb FairfieldCo.Ld.Glasgow	36 ″ 3 s 6 ″ 10¾ 29 ″ 8½	
72091 137790 MFTV	**Cheshire Coast** **3Mst** (*ex*PrincessIrma) *Mchy.Aft* 1*Dk*&*Shelter dk*	1122 865 466					1915	SirRaylton Dixon&CoLd Middlesbro'	CoastLines,Ld.	240·0	34·9	14·3	Liverpool British *WB*	T.3Cy.19",31"&52"-36" 162NHP Richardsons,Westgarth &Co.Ld.Mdb.		C
72092 230959 WNGA	**Chester** **TwinSc** ssClv.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* GyC.	1819 1819 1129	✠100A1 *with freeboard* 2,38 BS1,40 ✠LMC12,35 *For Service between NewYork & Great Lakes via New YorkState BargeCanal, also between New York, Norfolk& Boston via Long Island Sound & Cape Cod Canal* *Fitted for oil fuel* 8,31 *F.P. above* 150° F.	Clv		CL 12,37	1931 8mo	Gt.Lakes Eng.Works Ecorse,Mich. *Lloyd's*A&CP	FordMotorCo. *CellDB234'780tFPT223tAPT49t*	292·0 FK	43·0	20·0	Detroit Utd.States 5*BH*	6 Steam Turbines DR (*s*) geared to 2 Sc. Shafts 376NHP HS3480 FD 2WTB425lb(Spt425lb) WestinghouseElec.&Mfg. Co.Phl.	20 ″ 0 s 7 ″ 8 12 ″ 6	
72093 227802 WRBK	**Chester O. Swain** (*ex*Albertolite) ssNYk.No.3-7,33 ssGal.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* GyC. *Longitudinal framing*	8146 6053 5101	✠100A1 *Shelter dk with freeboard* ~~4,40~~ ~~10,39~~ 5,41 BS10,40 ~~BS10,39~~ ✠LMC9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	Gal	*c*†	CL ~~3,39~~ 5,41	1921 5mo	GMStandiferCnst.Corp. Vancouver, Wash. A&CP	StandardOilCo. ofNewJersey *CellDBuE&B & bunker 86'280tDTf50' 335t 'tween dk tanks a 9'67tFPT179tAPT103t*	463·2 FK	60·2	36·7	Wilmgton (Del.) Utd.States 18*BHptCem* (3 *to Sh dk* 11 ,, *U* ,, 4 ,, 2*nd* ,,)	Q.4Cy.24",35¼",51$\frac{7}{16}$"&75"-51" 220lb (*r*) 581NHP 3SB,9*cf*,HS8086 Hooven,Owens&RentschlerCo.Hamilton,O.	37 ″ 3 s 10 ″ 3¼ 27 ″ 3	
72094 229362 KGMV	**Chester Sun** *OilEng.* *Mchy.Aft* ssPhl.No.2-38 GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	9097 8521 5523	✠100A1 ~~4,40~~ ~~11,39~~ 10,40 ✠LMC CS6,38 DBS~~11,39~~ 10,40 6,38 *Carrying Petroleum in bulk*	Phl ~~NOs~~	*e*†	CL N10,38	1930 2mo	SunS.B.& DryDock Co. Chester,Pa. *Lloyd's*A&CP	MotorTankship Corporation *CellDBuE76'f40'488tFPT186tAPT84t*	480·6 P79'F48' FK	66·0	36·8	Wilmington Del. Utd.States 17*BHptCem* (13 *to U dk* 4 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy 23⅝"-91$\frac{5}{16}$" 690NHP 2 Water Tube DB200lb SunS.B.&DryDockCo.	37 ″ 0	
72095 219407 KOST	**Chester Valley** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5078 4598 3110					1919	American International S.B.Corp. HogIslandPa	LykesBros. SteamshipCo.Inc.	390·0 P39'B121'F43'	54·2	27·8	N.Orleans Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
72096 UOFH	**Chetverti Krabolov** (*ex*Benledi) ssSld.2ndNo.3–5,28 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*) & *deep framing*	4304 3603 2574	✠ —— 9,31 ✠	Kob	*w*		1904 11mo	Bartram& Sons Sunderland *Cell*	**U.S.S.R.** *DBa*120'*uE&B*42'	362·4 P35'B104'F38' *f*154'868*tAPT*55*t*	46·1	26·7 FK	Vladvostk Russian 6*BHCem* (5 *to Sp dk* 1 „ *M* „)	T.3Cy.25",42"&68"–48" 352NHP 2SB,8*cf*,GS168,HS5500 J.Dickinson&Sons,Ld.Sld.	28 ″ 6	
72097 XNDU	**Cheung Hing** (*ex*Vatie–33, Iron *ex*WahTai,*ex*Sagara ssNag.No.3–2,98 Maru,*ex*MikageMaru ssYka.No.2–06 No.6,*ex*FushikiMaru) 1*Dk*(*Irn*)2*trB*	1806 1553 1098	✠ 9,07 ✠	Yka	*r*		1885 4mo	TyneI.S.B. Co.Ld. Newcastle *DBa*84'*f*56'	CheungHingS.S. Co. 256*t FPT*36*t APT*	275·0 P29'B60'F30' ptND04 12*t MT*30'320*t*	37·5	20·4 FK	Shanghai Chinese 5*BHCem*	C.2Cy.35"&68"–45" 258NHP 2SB,6*pf*,GS115 HwthrnLeslie&Co.Ld.Nwc	21 ″ 7	
72098 145524 GCWF	**Chevington** ssShl.No.3–11,35 Wireless 1*Dk*(*Stl*) *Cargo battens not fitted*	1537 1260 920	✠100A1 Examined 11,40 Shl ✠LMC MS11,35 BS~~7,39~~ 11,40	~~Shl~~	*p*	CL ~~2,37~~ 11,40	1923 5mo *Lloyd*	Furness S.B.Co.Ld Haverton Hill-on-Tees '*sA&CP*	**Broomhill** **Steamships,Ld.** *Cell*	244·8 P19'B43'F23' *DB*207'504*tFPT*51	38·0	17·5 FK	Newcastle British 4*BHptCem* *tAPT*103*t*	T.3Cy.17",28"&46"–33" (*s*) 180lb 150NHP 2SB,6*cf*,GS90,HS2570 Earle'sCo.Ld.Hull.	19 ″ 7 s 3 ″ 0½ 16 ″ 8	
72099 149498	**Cheyenne** (*ex*Phenicia) *Mchy.Aft* 1*Dk*	1938 1638 1157					1929	Swan,Hun- ter&Wigham Richardson, LdSunderlnd	St.Lawrence Steamships,Ld.	252·8 Q100'F35'	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP MacColl&Pollock,Ld.Sld.		C
72100 33095 JBNE	**Chialing Maru** Ⓟ TwinSc *OilEng.* 1*Dk*	366 155 198					1927	Shanghai D.&E.Co. Shanghai	ToaKaiunK.K.	130·0	24·0	6·5	Tokyo Japanese	Oil Engines		
72101 XNBP	**Chian Lee** (*ex*AlexanderKielland, *ex*LisgarCounty, ssBry.No.3–6,20 *ex*AlexanderKielland, ssHam.No.1–25 *ex*Samui) 1*Dk*&*deep framing*& *Awng dk*	2913 2680 1839	✠ ... 1,29 ✠				1907 12mo	Akt.Bur- meistr&Wain Copenhagen	ChingKeeS.N.Co. Ld.	310·0 RFD33'	44·2	17·5 25·2 FK	Chefoo Chinese *WB*	T.3Cy.21⅛",34½"&60"–39" 252NHP AktBurmeistr&Wain,Cpn.	27 ″ 8	C †
72102 13069 JCCD	**Chicago Maru** Ⓟ TwinSc ssOsa.2ndNo.3–11,33 ssOsa.No.1–37 2*Dks*(*Stl*)&*deep framing* *Lower dk*(*Stl*)*in No.1 hold*	5866 5125 3642	✠ ... 8,39 ✠	Smk	*z*		1910 3mo	Kawasaki Dkyd.Co.Ld. Kobe *C*	**OsakaSyosen** **K.K.** *ellDBa*127'*uE&B*	409·8 P26'B158'F42' 63'*f*167'1175*tFPT*	51·2	32·5 FK	Osaka Japanese 7*BHCem* 106*tAPT*26*t*	T.6Cy.19½",32¾"&55"–46" 544NHP 3SB,9*cf*,GS181,HS7498 KawasakiDkydCoLdKobe	32 ″ 6	
72103 160881 VGDR	**Chicago Tribune** (*ex*Thorold–33) *OilEng.* *Mchy.Aft* 1*Dk*&*Trunk dk* D.F. *Cruiser Stern*	2960 1985 2344					1930	Earle'sCo. Ld. Hull	Quebec&Ontario Transportation Co.Ld.	253·2 P56'*Trunk*164' F37'	43·6	21·1	Montreal British *WB*	Oil Engines 2S.C.SA 4Cy.18½"–32 5/16" 238NHP SulzerBros.Winterthur		C
72104 UOMN	**Chicherin** Ⓟ (*ex*PrincessEugenie of Oldenburg) 2*Dks*&*Awng dk*	1852 1099 1085	✠ ... 5,07 ✠				1903 6mo	Howaldts- werke Kiel	**U.S.S.R.**	266·0	36·0	18·4 FK	Odessa Russian *WB*	T.3Cy.22⅛",34⅞"&56½" –39⅜" 201NHP Howaldtswerke,Kiel	25 ″ 1	
72105 219875 KUNZ	**Chickasaw City** ssBal.No.3–4,32 ssMob.No.2–40 ~~ssBal.No.1–35~~ GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	6196 5579 3849	✠100A1 *Shelter dk* *with freeboard* 1,41 ~~3,40~~ BS~~3,36~~6,40 ✠LMC *Fitted for oil fuel*7,24 *F.P. above* 150°F.	Mob Bal MS3,40	*z*	CL ~~3,36~~ 1,41	1920 5mo	Chickasaw S.B.&CarCo. Chickasaw, A&CP Ala.	IsthmianS.S.Co. *CellDB*	395·5 412·5(O.L.) P45'B110'F38'*on* *Shelter dk* 331'1508*t FPT*187*t*	55·0	31·4 FK	NewYork Utd.States *ptCem* 7*BHtoSh dk* *APT*175*t*	T.3Cy.24½",41½"&72"–48" 210lb (*s*) 587NHP 3SB(Spt),9*cf*,GS181, HS8919 FD Hooven,Owens&Rent- schlerCo.Hamilton,O.	34 ″ 11 s 7 ″ 10½ 27 ″ 3	
72106 217676 KENS	**Chilbar** (*ex*Cabrille) *Carrying Petroleum in bulk* *Mchy.Aft* GyC. *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	5030 — 3690					1919	Bethlehem S.B.Corp Ld. Wlmgtn,Del	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	391·8 P99'B34'F44'	51·3	28·8	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45"&75"–48" 390NHP BethlehemS.B.Corp.Ld.		R
72107 173041 ~~OZVD~~ ~~[illegible]~~ GMYP	**Chile** TwinSc *Oil Eng.* ssCpn.No.3–6,28 ssCpn.No.2–35 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6956 ~~5045~~ ~~4433~~ 6624 ~~4496~~ 4429	✠100A1 *Shelter dk* *with freeboard* Examined 4,41 ✠LMC CS7,37 DBS1,40 3,39	Liv	*a*†	CL ~~1,40~~ 4,41	1915 12mo	Akt.Bur- meistr&Wain Copenhagen	~~A/S DetÖstasia-~~ ~~tiskeKompagni~~ Ministry of Ship- ping (United BalticCorpor- ation,Ld.*Mgrs.*)	425·3 442·0(O.L.) *CellDBa*	55·2	27·5 35·4 FK	London British 7*BHCem* 135' *uE*42'*f*	Oil Engines 4S.C.SA 12Cy.24⅜"–37⅜" NDB40–114*lb* 717NHP Akt.Burmeistr&Wain,Cpn 201'1266*tFPT*93*tAPT*73*t*	38 ″ 6 s 11 ″ 0½ 28 ″ 0	
72108 8216 SKUN	— TwinSc *OilEng.* D.F. E.S.D. 2*Dks*&*Shelter dk* *Ref.Mchy.* *Strengthened for navigation in ice*	5297 4171 2904	✠100A1 *with freeboard* 6,41 ~~12,40~~ ✠LMC11,37 ✠Lloyd'sRMC~~3,40~~ ~~7,40~~ 3,41 No. 3 lower hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F.	Got ~~NYk~~	*a*† LAn	OG 12,40	1937 11mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP*	**Rederiaktieb.** **Nordstjernan** **(A.A.Johnson,** *Mgr.*) *CellDB*307' *way of tunnels*309*t*	420·8 440·1(O.L.) F80' 1486*t Tanks in* *FPT*76*tAPT*52*t*	55·9	23·9 FK (C	Stockholm Swedish 7*BH* *oll to Sh dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 16Cy.24⅝"–51 3/16" 945NHP DB85*lb* GotaverkenA/B,Got.	28 ″ 0 s 2 ″ 10½ 25 ″ 3½	
72109 1152 CBCI	— Ⓟ TwinSc (*ex*Quillota) ssLon.No.3–3,20 ssVpo.No.2–28 2*Dks*(*StlU*–teaks)*pt deep framing* &*pt Web frames*	3951 — 2487	✠ —— 9,35 ✠	Vpo	*x*		1907 2mo	W.Beard- more&Co.Ld. Glasgow	SocAnonMaritima Chilena *CellDBa*81'*uE&*	361·4 P41'F55' *B*59'*f*153'634*tFPT*	46·2	22·2 FK&BK2"	Valparaiso Chilian 7*BHCem* 65*tAPT*31*t*	T.6Cy.20",33"&55"–40" 550NHP 4SB,12*cf*,GS270,HS10160 W.Beardmore&Co.Ld.Gls	25 ″ 0	
72110 25451 JKED	**Chile Maru** ssKob No.3–3,34 ssYkaNo.1–37 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5860 5586 4260	✠100A1 *Awng dk* *with freeboard* 1,41 ~~1,40~~ ~~BS~~ ✠LMC 1,41	Yka Kob	*y*	OG ~~4,37~~ 8,40	1919 5mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	YamashitaKisen K.K. *CellDB*334'1118*t*	385·0 *FPT*126*tAPT*93*t*	51·0	36·0 FK *Collisio*	Kobe Japanese *Cem* *n BHto A dk* 5 „ „ *U* „	T.3Cy.26",43½"&72"–48" (*s*) 200lb 437NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
72111 157920 GMZL	**Chilean Reefer** 1*Dk*&*Shelter dk*~~1*Dk*~~ *OilEng.* *Ref.Mchy.* D.F. *CruiserStern*	1739 1438 936	ExaminedL.R.~~6,40~~10,40	~~Sng~~ Shl		OG 5.40	1936	Nakskov Skibs.A/S Nakskov	Ministry of Ship- ping(A.Holt&Co. *Mgrs.*)	292·8	44·7	~~16·7~~ 16·2	Newcastle British *WB*	Oil Engines 2S.C.SA 6Cy.19⅛"–35 7/16" 405NHP Akt.Burmeistr&Wain,Cpn		G
72112 146280 GDNJ	**Chilka** Ⓟ TwinSc ssCal.No.3–3,30 ssCal.No.2–39 2*Dks*(*UStl*–ws) &*Shade dk*(*Stl*–teaks)	4360 3368 2209	✠100A1 *Shade dk* 3,40 BS3,40 ✠LMC1,39	Cal	*y*	CL 5,38	1922 1mo *Lloyd*	W.Denny &Bros.Ld. Dumbarton '*sA&CP*	**BritishIndia** **SteamNav.Co.Ld.** *CellDB*342'752*t* *Tanks between tu*	390·0 F56'*on Shade dk* *nnels*47'74*t Tanks a*	52·7	23·2 FK *Collisio*	Glasgow British *Cem* *n BH to S dk* 8 „ „ *U* „ *t sides of tun*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 215lb HS10032 FD 762NHP 3SB&1AuxSB,11*cf*,GS242, W.Denny&Bros.Ld.Dmb. *nels*23'68*t FPT*60*t APT*63*t*	26 ″ 0 s 4 ″ 6½ 21 ″ 10	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72113 137049 VGYN	**Chilliwack** Ⓟ (*ex*Ardgarvel) *ss*Vcr.No.3-5,29 *Mchy.Aft* *ss*Vcr.No.2-37 *Well deck* 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted* Wireless	834 ~~592~~ ~~397~~ 872 592 444	✠100A1 ~~6,16~~ ~~7,38~~ 10,40 ~~BS7,38~~ ✠LMC6,37 6,40 *Fitted for oil*	Vcr *fuel* 3,	*l* 27	CL 7,38 *F.P. a*	1917 1mo *Lloyd* *bove* 1	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow '*sA&CP* 50° F.	UnionSteamships, Ld. *Cell*	200·2 Q111'F26' *DBf*123' 241*tFPT*	30·2 |32·6|	12·8 FK	Vancouver British 3*BHCem* 60*tAPT*49*t*	T.3Cy.16",26"&42"-27" (*s*) 180lb 90RHP 1SB,3*cf*,GS60,HS1960 FergusonBros.(Port Glasgow)Ld.Pt.Gl.	15 ″ 0 s 4 ″ 10¾ 14 ″ 3	
72114 1312 CBCH	**Chiloé** Ⓟ *ss*Vpo.2ndNo.3-5,35 *ss*Vpo.No.1-38 2*Dks*(*Stl-U*ws)	1941 — 1111	✠100A1 1,41 ~~1,40~~ BS5,41 ✠LMC MS9,38 ~~BS4,39 4,40~~	Vpo Tal	*r*	CL ~~9,38~~ N1,41	1909 11mo *Lloyd*	A.Rodger &Co. Pt.Glasgow '*sA&CP*	CiaChilena de Nav. Interoceanica (H.R.Samsing, *Mgr.*) *Cell*	270·0 P29'B88'F41' *DBa*54'*uE*28'*f*124'	37·4	18·7 FK	Valparaiso Chilian 4*BHCem* 300*tAPT*46*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 236NHP 2SB,6*cf*,GS115,HS4276 A.Rodger&Co.Glasgow	21 ″ 0 s 2 ″ 9 18 ″ 9	
72115 219919 KUPV	**Chiloil** (*ex*Kehuku) *Fitted for oil fuel* 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* GyC. *Longitudinal framing*	5228 — 3203					1920	Bethlehem S B.Corp.Ld. WlmngtnDel	AmericanTankers Corp.of Delaware	391·6 P89'B33'F43'	51·2	28·6	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45"&75"-48" 390NHP BethlehemS.B.Corp.Ld.		R
72116 223031 KFIW	**Chilore** TwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Longitudinal framing*	8310 — 4565					1922	Bethlehem S.B.Corp.Ld. AlamedaCal.	OreS.S.Corp.	549·6 P118'F50'	72·2	40·5	NewYork Utd. States	2 Steam Turbines SR geared to 2 Sc. Shafts Bethlehem S.B. Corp.		R
* 72117 HPGR	**Chiman** (*ex*Diana-39,*ex*Scotia-38, *ex*Ring-37, *ss*Got.4thNo.3-6,35 *ex*LordRosebery) 1*Dk*(*Irn*)2*trB* *Well deck*	*1196* *886* *695*	✠100A1 11,38 ✠NB2,09 ✠LMC MS9,34 BS7,37	Bdx	*n*	OG 2,38	1888 8mo *Lloyd*	Russell& Co. Pt.Glasgow '*sA&CP*	MargitS.S.Co.Inc. *DBa*56'	231·3 P135'F31' *f*84'245*tFPT*44*t*	33·0	17·0 BK8"	Panama Pnamanian 4*BH*(*Irn*) *Cem*	T.3Cy.17",28"&45"-36" (*s*) 150lb *80lb* NDB03 115NHP 1SB,3*cf*,GS54,HS1710 Kincaid&Co.Greenock	18 ″ 0 s 1 ″ 3½ 17 ″ 4½	
72118 XNCO	**Chin Kiang** (*ex*NgoMei, TwinSc *ex*KiangKing)	1077 — 565					1920	Kiangnan Dk&EngWks Shanghai	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	196·5	31·0	9·6	Shanghai Chinese	T.6Cy.15",22"&34"-18" 98NHP		
72119 969 HPIE	**China** TwinSc D.F. E.S.D. GyC. *OilEng.* *Mchy.Aft* 1*Dk*,2*nd dk clear of cargo* *CruiserStern* *tanks*,3*rd dk aft* *Longitudinal framing-bracketless system*	10781 10212 6545	✠100A1 1,41 1,40 ✠LMC1,38 *CarryingPetr*	LAn Sba *oleum*	*g*† *n*	CL 1,41 *bulk*	1938 1mo *Lloyd*	Frd.Krupp Germaniawft A.G. Kiel '*sA&CP*	BalboaTransport Corporation *CellDB*	513·7 B39'F44' *After bridge*58' *DTf* 31'892*tFPT*2	68·1	39·4 FK	Panama Pnamanian 12*BHptCem* *ptAsp* 5*tAPT*205*t*	Oil Engines 2S.C.SA 12Cy.23⅝"-45¼" 1165NHP 2DB*200lb* 2DB*100lb* Fr KruppGermaniawftAG	39 ″ 5 s9 ″ 6¼ 30 ″ 2½	
72120 220680 KDGW	**China Arrow** *ss*Bal.2ndNo.3-8,40 ~~ssBal.No.2-7,34~~ ~~ssN.Yk.No.1-37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. & *Web frames* *Longitudinal framing*	8403 7543 5228	✠100A1 *Shelter dk* *withfreeboard* ~~8,40~~ ~~1,38~~ 3,41 8,40 ~~BS4,38~~ ✠LMC~~4,37~~ *CarryingPetr* *Fitted for oil*	NYk ~~Bal~~ SFo *oleum* *fuel* 10,	*d*† *in* 20	CL ~~N1,36~~ ~~4,40~~ N3,41 *bulk* *F.P. a*	1920 10mo *bove* 1	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP 50° F.	Socony-Vacuum OilCo.Inc. *CellDBuE&B*80'2 *DTf*40'518*t*	468·3 85*t* *FPT*270*tAPT*131*t*	62·7	32·0 FK	NewYork Utd.States 17*BHptCem* (1 *to Sh dk* 10 „ *U* „ 6 „ 2*nd*„)	Q.4Cy.24",35",51"&75"-51" 220lb (*r*) 636NHP 3SB,9*cf*,HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s 4 ″ 1½ 28 ″ 1½	
72121 26215 JCJD	**China Maru** *ss*Kob.No.3-11,31 *ss*Yka.No.2-39 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5870 5590 4270	✠100A1 *Awng dk* *withfreeboard* 12,39 ✠LMC11,39	Yka	*y*	OG 3,39	1920 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KawasakiKisen K.K. *CellDB*334'1118*t*	385·0 *FPT*126*tAPT*93*t*	51·0	36·0 FK *Collision*	Kobe Japanese *Cem* *BHtoAwndk* 5 „ *U* „	T.3Cy.26",43½"&72"-48" (*s*) 200lb 437NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkyd CoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
72122	**Chincha** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	784 567 499					1937	D.W.Kre- merSohn Elmshorn	Compania Administradora delGuano	201·7 P56'F39'	31·2	11·5	Callao Peruvian *WB*	Oil Engines 2S.C.SA 6Cy.11$\frac{7}{16}$"-19$\frac{11}{16}$" 137NHP SulzerBros.Ld.Winterthur		G
72123 CSAQ	**Chinde** Ⓟ TwinSc Wireless 1*Dk*&*Awng dk*	1470 — 910	✠ ... 9,16 ✠				1911 11mo	Russell& Co. PortGlasgow	Cia.Nacional de Navegação	240·0 P40'F43'	33·5	19·2 FK	Lisbon Portuguese *WB*	T.6Cy.12",20"&32"-27" NB37 144NHP J.G.Kincaid&Co.Ld.Grk.	21 ″ 6	
72124 148782 GJSN	**Chinese Prince** TwinSc *ss*HKg.No.3-8,38 *OilEng.* D.F. E.S.D. 3*Dks* *CruiserStern* *Tonnage opening closed*'37	8593 8083 5288	✠100A1 *withfreeboard* ~~8,39~~10,40 ✠LMC CS9,38 DBS~~8,39~~9,40 8,39 *Carrying oi* *Carrying veg*	HKg Shl *l F.P.* *etable*	*d*† *abo* *oil*	CL ~~P3,38~~ S1,39 P10,40 *ve* 150° *orLate*	1926 6mo *Lloyd* *F.orL* *x in fo*	Deutsche WerftA.G. Hamburg '*sA&CP* *Duct* *atex in deep ta* *re&after peak*	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *keel forward of ma* (*Upper t* *nks* *tanks*	441·6 F42' *chinery space* 159' *ween dk bulkheads e* *CellDB*367'1386*tM*	60·3	29·2 39·2 FK *weather*	London British 8*BHptCem* *ptAsp* *xcept Coll B* *dk* 7 *BH to* 2 *Ts*73'2571*tF*	Oil Engines 4S.C.SA 16Cy.29⅛"-47¼" 1313NHP DB*100lb* DB*43lb* AllgemeineElecGes.Berlin *Hdispensedwith Coll BHto* *nd dk*) *PT*130*tAPT*156*t*	42 ″ 3 s13 ″ 0¾ 29 ″ 4½	
72125 XNDS	**Ching Ning** (*ex*ChinNing-34, *ex*Chi-Tung, *ss*N.Yk.2ndNo.3-1,19 *ex*Oslo,*ex*Fiol, *ss*Osl.No.1-23 *ex*Talisman) 1*Dk*(*Stl*)2*trB*&*pt* *Awng dk*(*Irn*)	1878 — 1414	✠ 9,27 ✠	Bgk	*r*		1896 3mo	Ropner& Son Stockton	HuaNingSteam- shipCo. *CellDB*	270·0 P27'Q82' *ptAwng dk* 161' *a*94'*uE&B*30'*f*100'	39·5	14·4 FK	Shanghai Chinese 4*BHCem* 479*tAPT*34*t*	T.3Cy.19½",32½"&52½"-36" 163NHP 2SB,4*rf*,GS60,HS2400 Blair&Co.Ld.Stockton	17 ″ 6	
72126 143 SVZA	**Chios** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing at Shelter dk*	*5643* *5239* *3364*	✠100A1 *withfreeboard* 7,40~~10,39~~ ✠LMC3,39 *Fitted for oil*	Hul Vcr *fuel* 3,	*b*† 39	CL N7,40 *F.P. a*	1939 3mo *Lloyd* *bove* 1	W.Gray& Co.Ld. WHartlepool '*sA&CP* 50° F.	LivanosMaritime Co.Ld.(N.G. Livanos,*Mgr.*) *CellDB*378'1303	441·0 456·8(O.L.) F48' (*Collisio* *tFPT*231*t APT*208	57·7	26·7 FK	Chios Greek 7*BHCem* *nBH to S dk* 6 „ 2*nd* „) t	T.3Cy 24",40"&68"-48" ~~225lb~~ 200lb (*s*) 492NHP 3SB(Spt)9*cf*,GS145, HS7020 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	29 ″ 4 s 3 ″ 6¾ 25 ″ 11¾	
72127 DHDZ	— (*ex*Ceuta) *ss*Ham.No.3-5,21 *ss*Bkn.No.1-26 *Well deck* 1*Dk*	1731 1542 980	... 7,28				1912	Schiffsw. v. HenryKoch Lübeck	DeutscheLevante- LinieHamburg A.G.	277·7 P&B224'F31'	39·2	17·9 FK	Hamburg German *WB*	T.3Cy.22",35$\frac{7}{16}$"&56⅛"- 33$\frac{7}{16}$" 210NHP OttenserMaschFab.Altona	20 ″ 0	G †
72128 137 SVCK	— Ⓟ (*ex*Arcadia-33, *ss*Dub.No.3-4,04 *ex*Sparrow,*ex*Duke *ss*Pir.No.2-13 ofFife) Wireless 2*Dks*(*UStl*-ws)	1121 753 431	✠ 1,20 ✠	Pir	*n*		1892 4mo	AilsaS.B. Co. Troon	HellenicCoast LinesCo.Ld.	244·0 P59'B88'F59' DS04	31·8	15·5 BK8"	Piræus Greek 5*BHCem*	T.3Cy.26",41"&66"-42" 332NHP 2DB,12*cf*,GS222,HS5741 Dunsmuir&Jackson,Gls.	16 ″ 1	
72129 219833 KUML	**Chipana** (*ex*NosaPrince-35, *ex*OklahomaCity) *Fitted for oil fuel* D.F. 1*Dk*	3280 3005 1997					1920	Mobile S.B.Co. Mobile,Ala.	GraceLine,Inc.	324·0 P41'B90'F34'	46·2	25·0	NewYork Utd.States *WB*	T.3Cy.22",37½"&60"-42" EllicottMachine 233NHP Corp.Baltimore,Md.		R

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L.R. Dune, Corr., Rof. Trade
72130 LZDH	**Chipka** D.F. E.S.D. *2Dks* *Ref.Mchy.* *CruiserStern*	2304 1676 1244					1938	Neptun-werftRostock G.m.b.H. Rostock	Soc.Commerciale Bulgare deNav.a Vapeur	303·2 P24'F27'	43·6	16·4	Varna Bulgarian *WB*	C.4Cy.(2)16½"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$" & LP turbine with DR gearing & hydraulic coupling HS4090 307NHP NeptunwerftRostock G.m.b.H.Rostock		G
72131 220[illegible]83 KDJS	**Chippewa** *Fitted for oil fuel* *1Dk(Stl)*	2310 1949 1440	✠ 6,27 ✠	Qbc	r		1920 8mo	Detroit S.B.Co. Wyandotte	StandardDredging Corp.	251·0 P27'B64'F26' FK *CellDB204'531tFPT*	43·6	22·2	NewYork Utd.States *4BHptCem* *58tAPT89t*	T.3Cy.20",33"&54"–40" 265NHP 2SB,*4cf*,GS88,HS3940 DetroitS.B.Co.Detroit	24 " 2	R †
72132 204965 WMCC	**Chirikof** Ⓟ (*ex*Lurline) 3Mst *ss*S.Fo.2ndNo.3-5,33 *Mchy.Aft* *ss*S.Fo.No.1-37 *Well deck* *2Dks(Stl)&Web frames* D.F. *Lower dk(Stl)in forehold*	6509 — 4190	✠100A1 ~~7,40 8,29~~ 5,41 ~~BS3,39~~ ✠LMC3,37 BS5,40 5,41 *Fitted for oil fuel* 3,08 *F.P. above* 150°F.	SFo	a†	CL 3,39	1908 3mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	AlaskaPackers Association	412·8 P&B324'F43' FK *CellDBuE&B63'f2*	53·1	29·2	S.Frncisco Utd. States *7BH* *86'1353tDT*	T.3Cy.31",50"&84"–54" 180lb 640NHP 4SB,*16cf*,GS312,HS10928 NewportNewsSB&DD.Co *f43'1144tFPT79tAPT64t*	33 " 6 s 8 " 1½ 25 " 7	
72133 231468 KDCH	**Chiriqui** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* *4Dks* D.F. E.S.D. GyC.	6963 — 3184					1932	NwprtNws S.B&D.D.Co. NewprtNews	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·4 P36'B&F348'	60·2	24·0	NewYork Utd. States *WB*	2SteamTurbines connect'd toElectricMotor&ScShafts GeneralElectricCo. Schenectady,N.Y.		R
72134	— *OilEng.* *Ref.Mchy.* *Mchy.Aft* *1Dk* Wireless *CruiserStern*	360 230 139	✠100A1 9,39 ✠LMC12,36 ✠LMC(M)2,39 ~~✠Lloyd'sRMC12,39~~ ~~Ser temp. 37° F.~~	Crs	f	CL ~~2,39~~ 1,41	1936 12mo	Oskrshmns Varv.A/B Oskarshamn *Lloyd'sA&CP*	ElliotShipping& LandCo.Inc. (HansElliot,*Mgr.*)	140·5 F22' FK *CellDB88'71tFPT36t*	26·5	8·8	Panama Pnamanian *3BH* *APTs15t*	Oil Engines 2S.C.SA 5Cy.13⅜"–22$\frac{1}{16}$" 157NHP Atlas-DieselA/B,Skm.	11 " 0 s1 " 2½ 10 " 1½	
72135	**Chirripo** (*ex*Wesermünde-40, *ex*Chirripo-36) *Ref.Mchy.* Sub.Sig. D.F. *2Dks&2pt dks*	5356 4676 3231					1920	Workman Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	399·4 P42'B155'F41'	51·3	30·0	Tela Honduran *WB*	T.3Cy.27½",46½"&78"–54" 447NHP Wrkman,Clark&Co.Ld.Bel		C
72136 1759 IBRI	**Chisone** (*ex*Valtellina,*ex*BagnoliI) *OilEng.* *ss*Gen.No.1-28 *Mchy.Aft* *1Dk&Awng dk* D.F. *3rd dk in No.1hold*	6168 5826 3692	✠ ... 4,30 ✠NE2,28				1922 3mo	Cant.Nav. "Ilva" Naples	Soc.Commerciale diNav.	394·3 378·0 FK	51·7	34·8	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.29½"–49$\frac{3}{16}$" 610NHP FiatS.G.M.Turin	37 " 9	I †
72137 148861 GLKN	**Chitral** Ⓟ TwinSc D.F. *3Dks(Stl) Wthr dk (pt teak s)* *Ref.Mchy.* *4th dk(Stl)in forward holds* *Fittedforoilfuel* *CruiserStern*	15346 12305 8757	✠ 4,29 ✠ ✠Lloyd'sRMC5,39	Lon			1925 6mo	A.Stephen &Sons,Ld. Glasgow	Peninsular& OrientalStm.Nav. Co. *CellDB456'1752t* *Tanks at sides of Tunnels 302tFPT17*	526·3 B255'F89' FK *Coll*	70·3	42·3	Glasgow British *9BHptCem* *BH to W dk* *7tAPT121t*	Q8Cy29½",42¼",60¾"&87"–54" &L.P.Turbines 2075NHP 3D&4SB,*40cf*,GS715, HS29376 A.Stephen&Sons,Ld.Gls.	45 " 11	BT till 5,10
72138 SVJU	**Chloe** (*ex*RioDiamante-33) *ss*Sba.No.3-3,41 ~~*ss*Ant.No.2-37~~ *1Dk(Stl)&Shelter dk(Stl)&* *Web frames* *Corrugated sides*	*4641* *4324* *2815*	✠100A1 *withfreeboard* 3,41 ~~3,40~~ ~~BS10,39~~ ✠LMC~~10,36~~ 11,40 MS9,40	PNl Sba	z	CL 3,40	1928 5mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	N.D.Lykiardopulo *CellDB347'1501t*	400·0 FK *FPT102tAPT142t*	56·2	24·9	Argostoli Greek *6BHCem* (*Coll to Sh dk* *5 " 2nd "*)	Q4Cy20",28½",41½"&61"–48" 260lb (*s*) 394NHP 3SB(Spt).*9cf*,GS142, FD HS5259 Cen.Mar.Eng.Wks.WHpl.	28 " 1 s 3 " 1½ 25 " 2¾	
72139 129113 MDJG	**Chloris** (*ex*Corncrake-37) *ss*Lon.2ndNo.3-3,36 *1Dk(Stl)&Shelter dk(ptStl–ws)* *Mchy.Aft* *Lower dk in No.1hold* Wireless D.F.	1180 860 516	✠100A1 *Shelter dk* *withfreeboard* Examined 3,41 BS5,40 ✠LMC3,36	~~Liv~~ Hpl	p	CL 1,39	1910 7mo	AilsaS.B. Co.Ld. Troon *Lloyd'sA&CP*	MossHutchison Line,Ld.	240·1 BK7½" *CellDB144'*	35·2	14·2	Liverpool British *4BHCem* *208tFPT22t*	T.3Cy.22",35"&59"–39" (*s*) 170lb *50lb* 251NHP 2SB,*6cf*,GS116,HS4180 AilsaS.B.Co.Ld.Troon	16 " 6 s " 2 16 " 11½	
72140 216707 KLET	**Choctaw** *OilEng.* *Mchy.Aft* *1Dk* *Carrying Petroleum in bulk*	350 — 269					1918	Merrill-StevensS.B. Corp. Jack-sonville,Fla.	Gulf Oil Corporation	145·0	23·3	12·0	Phildlphia Utd.States	Oil Engines 4S.C.SA 6Cy. StandardMotorCo. JerseyCity,N.J.		
72141 156133	**Cholet** (*ex*SailingVessel) TwinSc *OilEng.* *Carrying Petroleum in bulk* *1Dk*	759 679 540					1917	E.Finch& Co.Ld. Chepstow	TrinidadLeaseholds,Ld.	180·1	30·9	13·0	KingstnJa British *WB*	Oil Engines 2S.C.SA 6Cy. KromhoutMotorenfb.Ams		V
72142 1303 CBCL	**Chollin** (*ex*Este-37, *ex*Tabakhandel, *ss*B.As.No.3-3,30 *ex*Venetier, *ss*Vpo.No.2-38 *ex*LakeForest) Wireless *1Dk(Stl)*	2033 — 1402	✠100A1 8,39 ~~BS3,39~~ ✠LMC8,38 9,40	Vpo	r	CL 9,38	1917 11mo	Detroit S.B.Co. Wyandotte A&CP	Cia.Carbonifera y de Fundicion Schwager	251·0 P25'B64'F23' FK *CellDB208'538tFPT*	43·8	18·5	Vlparaiso Chilian *4BHCem* *55tAPT69t*	T.3Cy.20",33"&54"–40" (*s*) 180lb 274NHP 2SB,*6cf*,GS126,HS5246 DetroitS.B.Co.Detroit	20 " 0	
72143 233737 WLFZ	**Choluteca** Ⓟ TwinSc *ss*N.Os.No.3-9,33 *ss*N.Os.No.1-38 *1Dk(Stl)&Shelter dk(Stl–ws)*	2493 2213 1536	✠100A1 *Shelter dk* *withfreeboard* 1,41 ~~12,39~~ BS1,41 ~~BS5,40~~ ✠LMC2,38 *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	NOs	s	CL ~~2,38~~ 1,41	1921 3mo	Newburgh Shipyard.Inc. Newburgh, A&CP N.Y.	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*) *CellDB256'391t*	301·3 FK *FPT22tAPT34t*	42·3	22·6	NewYork Utd.States *Asp* *3BHtoSh dk* *2 " " U "*	T.6Cy.18",30"&48$\frac{5}{16}$"–33"(*s*) 185lb 492NHP 3SB.*9cf*,GS173,HS8280 FD VulcanIronWorks, JerseyCity,N.J	25 " 0 s8 " 9½ 16 " 7	
72144 150593 VGDF	**Chomedy** Ⓟ (*ex*Canadian Pathfinder-32, *Fitted for oil fuel* *ex*CanadianFreighter) *2Dks* *Ref.Mchy.* D.F.	6136 4895 3828					1921	J.Cough-lan&Sons,Ld. Vancvr.B.C.	CanadianPath-finder,Ld.(Cana-dianNational Steamships, *Mgrs.*)	400·0 P49'B113'F40'	52·4	28·7	Vancouver British *WB*	T.3Cy.27",44"&73"–48" 370NHP JohnInglisCo.Toronto		C
72145 XNFL	**Chonglee** (*ex*ChoseiMaru, *ex*Phan-Samud,*ex*Pitsanulok) *2Dks*	2080 1865 1249					1901	G.Seebeck Act.Ges. Bremerhaven	ChingKeeS.N.Co. Ld.	290·0 P13'B82'H31'F43'	39·0	22·3	Shanghai Chinese	T.3Cy.20½",34¼"&55⅛"–35$\frac{7}{16}$" 180NHP G.SeebeckA.G.Bremerhvn		
72146 PBHZ	**Chorzow** (*ex*Helga) *1Dk*	845 722 489					1921	N.V.Werf Zeeland Hansweert	ZeglugaPolska S.A.(PolishS.S. Agency,Ld. *Mgrs.*)	212·9 P30'B60'F23'	31·4	13·2	Gdynia Polish *WB*	T3Cy14½",22$\frac{9}{16}$"&35$\frac{1}{16}$"–23⅝" 60NHP Mach.Delftshaven,Rot.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72147	**Choukotka** WoodAux3Mst (*ex*CharlesBrower, *ex*CarolynFrancis) ssS.Fo.–22 *OilEng* Wireless 1*Dk* *Salted & specially treated* (*See Sailing Ship Register*)	569 415 325	✠ ... 3,25 ✠NE10,20✠				1918 2mo	Barnes& Tibbitts Alameda,Cal.	U.S.S.R.	146·0 P40′F34′	38·0	13·7	Vladvostk Russian	Oil Engines 4S.C.SA 6Cy.12″–18″ NE20 84NHP DB18 McIntosh&Seymour Corp.Auburn,N.Y.	14 ″ 6	
72148 173233 VCWS	**Chr. J. Kampmann** D.F. 1*Dk*	2260 2019 1333					1924	Kjöbnhvns Flydk &Skbs. Copenhagen	CanadianGovernment(Canadian GovernmentMerchantMarine,Ld.) (CanadianNationalSteamships,*Mgs*)	305·6 P23′B180′F35′	45·4	18·6	Montreal British *WB*	T.3Cy.22½″,35½″&58½″–36″ 206NHP KjbnhavnsFlydk.& Skbsv.		C
72149 LCGH	**Chr. Knudsen** TwinSc *OilEng.* D.F. 1*Dk*	4904 4428 2939					1925	Akt.Burmeistr&Wain Copenhagen	A/S Borgestad	381·2 P382*t*H222*t*F8*t*	54·7	25·9	Porsgrunn Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19⅗″–35⅖″ 446NHP Burmeister&Wain,Cpn.		N
72150 OZAE	**Chr. Sass** TwinSc *OilEng.* D.F. ssCpn.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3812 3510 2319	✠100A1 *withfreeboard* 7,38 ✠LMC CS11,35 DBS7,39 6,38 Surveys delayed	Cpn	*y*	CL P7,39 SN 12,39	1931 1mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen *'sA&CP*	D/S A/S Myren (Holm&Wonsild, *Mgrs.*) *CellDB*319′1002*t*	365·5 F34′ FK *FPT*98*t* *APT* 118*t*	53·6	23·3	Copnhagn Danish 6*BH* (*Collto Shdk* 5 „ *2nd*„)	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ DB*100lb* 541NHP Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″ 3½ 23 ″ 3¾	
72151 LDNN	**Chr. Th. Boe** TwinSc *Mchy.Aft* *OilEng.* D.F. *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	6192 5545 3670					1930	Akt.Götaverken Gothenburg	Skibs.A/S Truma (OlafBoe,*Mgr.*)	408·3 P97′F39′	55·3	32·3	Arendal Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 540NHP Akt.Götaverken, Gothenburg		N
72152 DOMP	**Christel Vinnen** (*ex*Aux.5Mst.Schooner–34) *OilEng.* *Mchy.Aft* Sub.Sig. 2*Dks* D.F.	1874 1542 1313					1922	Frd.Krupp Act.Ges. Kiel	F.A.Vinnen (F.A.Vinnen&Co., *Mgrs.*)	256·3 Q101′F55′	44·4	19·0	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.18⅛″–30 1/16″ 190NHP NE34 Frd.KruppA.G Kiel		G
72153 PDKD	**Christiaan Huygens** Ⓟ TwinSc D.F. *OilEng.* *Ref.Mchy.* *CruiserStern* 3*Dks*	16287 10677 9756					1927	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats.Nederland	551·4 P62′B379′F87′	68·8	36·2	~~Amsterdam~~ ~~Dutch~~ Batavia *WB* Dutch	Oil Engines 2S.C.SA 20Cy.26¾″–47¼″ 2490NHP SulzerBros.Winterthur		V
72154 OXCS	**Christian IX.** Ⓟ TwinSc (*Ferry*) Wireless D.F. 1*Dk*&*Spar dk*	1590 1395 628					1908	Akt.Burmeistr&Wain Copenhagen	DeDanskeStatsbaner	290·0	48·6	17·2	Korsör Danish *WB*	T.6Cy.17″,28″&45″–24″ 198NHP Akt.Burmeistr&Wain,Cpn		
72155 171462 ~~OXIB~~ VSJG	**Christian Holm** TwinSc (*ex*Christian) *Oil Eng.* ssShl.No.2–36 D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing–bracketless system*	9119 8441 5605	✠100A1 Examined6,41 Avn ✠LMC CS11,39 DBS~~11,39~~4,41 ~~12,37~~11,39 *CarryingPetroleum in bulk* ~~Surveys delayed~~	~~Shl~~	*d*†	CL 11,39	1927 8mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen *'sA&CP*	Ministry ofShipping(Anglo-AmericanOilCo. Ld.*Mgrs.*) *CellDB* *uE*71′310*tDT*	471·1 488·5(O.L.) P121′B30′F38′ FK *f* 43′600*t FPT*250*t*	64·3	33·2	Trinidad, B.W.I. British 16*BHptCem* 4 „ *to2nd dk* *APT*165*t*	Oil Engines 4S.C.SA 12Cy.23¼″–47¼″ 622NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0 ~~s 7 ″ 5½~~ ~~27 ″ 10~~ s7 ″ 5¼ 27 ″ 10	
72156 LCGI	**Christian Krohg** 1*Dk*	1992 1729 1134					1917	A.F.Smulders Schiedam	ÖrvigsDampskibsselskA/S (A.M.Wik,*Mgr.*)	269·2 P28′B74′F28′	42·2	18·0	Bergen Norwegian *WB*	T.3Cy.20″,32″&52″–39″ 169NHP A.F.Smulders,Schiedam		N
72157 LJLM	**Christian Radich** AuxS (*TrainingShip*) *OilEng.* Wireless E.S.D. *Mchy.Aft* 2*Dks* (*See Sailing Ship Register*)	676 547 208					1937	Framnæs Mek.Værks. A/S Sandefjord	OsloSkoleskib	192·1 P53′F33′	32·0	16·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 4Cy.11″–16 9/16″ 47NHP DeutscheWerkeA.G.Ham.		N
72158 DHEA	**Christian Russ** Wireless 1*Dk*	975 743 547					1907	Stettiner Oderwerke Stettin	ErnstRuss	211·0 Q75′B54′F25′	33·0	13·3	Hamburg German *WB*	T.3Cy.16″,25″&41″–30″ 92NHP StettinerOderwerke		G
72159 LDCQ	**Christiania** Ⓟ 1*Dk*&*Awng dk*3*trB*	727 632 376					1895	Helsingörs Jernsk&Msk. Elsinore	DetStavangerske Dampskibsselskab	180·5 H77*t*	27·4	12·7 19·8	Stavanger Norwegian *WB*	T.3Cy.18½″,28″&47″–27″ 115NHP HelsingörsJernsk.&Mskb		N
72160 144661 GDKW	**Christine Marie** (*ex*Hesperia–38, *ex*Patria) ssGls.No.3–1,34 ssBkn.No.1–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *2nd dk*(*Stl*)*in fore hold*	3895 3570 2380	100A1 *Shelter dk* *withfreeboard* ~~8,40~~~~11,39~~5,41 ~~BS11,39~~ 11,40 LMC3,38	Lon ~~Bry~~ Gls	*x*	CL 11,39	1919	Flensburgr Schiffsb.Ges. Flensburg	EuxineShipping Co.Ld. *CellDB*346′1140*t*	384·5 399·5(O.L) FK *Collision* *FPT*40*t* *APT*47*t*	52·0	22·5	Liverpool British *Cem* *BHto Shdk* 5 „ „ *U* „	T.3Cy.28¾″,46 7/16″&76″–48″ 185lb (*s*) 530NHP 3SB,9*cf*,GS165, HS7537 FD FlensburgerSchiffsb.Ges.	24 ″ 9 s 2 ″ 0¼ 22 ″ 11	
72161 111 SVUA	**Christos Markettos** (*ex*QueenMaud–36, *ex*Evangelos) ssGls.No.3–9,33 ssPir.No.1–39 2*Dks*(*Stl*)	*5209* *4758* *3135*	✠100A1 5,40~~10,39~~ ✠LMC6,39 BS8,40	Sws Shi	*y*	CL ~~N10,36~~ 5,40	1919 9mo *Lloyd*	Taikoo Dkyd.&E.Co. (H.Kg.)Ld. HongKong *sA&CP*	MarkettosS.S.Co. Ld.(C.Markettos, *Mgr.*) *CellDB*	400·2 P49′B113′F40′ FK 344′1108*tFPT*123*t*	52·3	28·5	Argostoli Greek 7*BHCem* *APT*175*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD TaikooDkyd.&Eng.Co.Ld.	31 ″ 0 s5 ″ 11¾ 25 ″ 3	
72162 227520 WRBM	**Christy Payne** (*ex*Calgarolite) ssBal.No.3–6,33 ssGal.No.1–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) GyC. D.F. &*Web frames* *Longitudinal framing*	8156 6238 5083	✠100A1 *Shelter dk* *withfreeboard* ~~6,40~~~~1,40~~ 4,41 BS1,40 ~~BS6,39~~ ✠LMC8,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	NYk Gal	*c*†	CL ~~N7,37~~ N9,40	1921 5mo	GMStandiferConstCorp Vancouver, Wash. A&CP *CellDBuE&*	StandardOilCo.of NewJersey *B&bunker* 86′ 280*t* *dk tanks a* 9′67*t*	463·3 FK *DT f*50′335*t*′*tween* *FPT*179*tAPT*103*t*	60·2	36·6	Wilmgton (Del.) Utd.States 18*BHptCem* (3 *to Sh dk* 11 „ *U* „ 4 „ *2nd* „)	Q.4Cy.24″,35″,51″&75″–51″ 220lb (*r*) 581NHP 3SB,9*cf*, HS8086 FD LlewellynIronWorks, LosAngeles,Cal.	37 ″ 3 s10 ″ 3¼ 27 ″ 3	
72163 SPEG	**Chrobry** Ⓟ TwinSc *OilEng* D.F. E.S.D. 3*Dks*&*Shade dk* GyC. *Ref.Mchy.* *CruiserStern*	11442 8991 7106	✠100A1 *withfreeboard* 7,39 ✠LMC7,39 ✠Lloyd'sRMC3,40	Nkv	*f*† 2¼	CL	1939 7mo *Lloyd*	Nakskov Skibs.A/S Nakskov *'sA&CP* *CellDB*	Gdynia-America ShippingLines,Ld. 423′1575*tDTf*34′9	477·9 505·9(O.L.) *FonShade dk*65′ FK 20*tDTs a*675*tFPT*3	66·7	32·8	Gdynia Polish 8*BHptCem* 9*tAPT*101*t*.	Oil Engines 2S.C.DA 16Cy.17 11/16″–47¼″ 1716NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	36 ″ 3 s10 ″ 3½ 26 ″ 1¼	
72164 304 SZNG	**Chryssoroi** (*ex*SantaTereja) *OilEng.* *CarryingPetroleum in bulk*	379 — 233					1892	.... Utrecht	Vayannis& Cairactides	154·0 len36	23·1	13·9	Piræus Greek	Oil Engines 2S.C.SA 6Cy.8⅝″–14½″ 80NHP *Emade-fitted*36 Akt.Burmeistr&Wain,Cpn		
72165	**Chuanchiu**	492 — 246					1892	.... UnitedStates	ChiangTehSeng	164·5	23·4	13·6	Amoy Chinese	C.		

72
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1 Numéro d'Ordre Numéro Officiel	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
72166 154018	**Chuen Chow** Ⓟ TwinSc 2Dks	1088 425 670					1928	Kwong FookCheong HongKong	ChuenOnSteam BoatCo.Ld.	177·8|33·1|9·9	Hong Kong British WB	T.6Cy.11",19"&30"-21" Kwong 96RHP FookCheong,H.Kg		
72167 159182 VRBN	**Chuen Hing** TwinScComp 1Dk ~~2Dks~~	504 283 292					1937	Kwong CheungHing HongKong	LawMan	145·2|27·8|9·4	HongKong British	C.4Cy.11"&22"-16" Emade—fitted37 36RHP KwongSzeSang,H.Kg.		
72168 16644 GJGM	**Chulmleigh** D.F. 1Dk&Shelter dk CruiserStern	5445 4987 3202	✠100A1 withfreeboard ~~5,40~~ ~~10,39~~ ✠LMC5,38 3,41	Bry ~~Sp.~~ Nwc	a†	CL	1938 5mo Lloyd's A&CP	W.Pickersgill&Sons,Ld Sunderland	AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. Mgrs.) CellDB378'1206t FPT94t APT288t	430·1|56·2|26·8 447·2(O.L.) F38' FK	London British 7BHCem (Coll to Sh dk 6 ,, 2nd ,,)	T.3Cy.24",40"&69"-48" (s) 220lb FD 502NHP 2SB(Spt)&1AuxSB,9cf, GS165,HS7225 Richardsons,Westgarth& Co.Ld.Hpl.	29 " 4 s 3 " 9½ 25 " 9	
72169 XNBO	**Chun Lee** Wireless 2Dks	1176 — 665					1919	MatsuoIrn Wrks&Dkyd. Nagasaki	ChingKeeS.N.Co. Ld.	200·0|33·0|20·0 P20'B53'F25'	Chefoo Chinese WB	T.3Cy.14½",24½"&40"-30" 88NHP MatsuoIrn Wrks.&Dkyd.		
72170 XNBS	**Chung Hwah** (exHwahJah, exChina) ssTri.No.3-5,14 ssShi.No.1-17 1Dk(Stl)&Spar dk(Stl-ptws)3trB	6021 5300 3858	✠ 4,23 ✠	HKg	z		1900 4mo	Wigham Richrdsn&Co LdNewcastle	HaiWaiTrading S.S.Co.Ld. CellDBa 133' uE38' f175' 1125t APT50t	417·0|52·6|28·5 P40'B120'F48' 20·3 FK	Chefoo Chinese 6BHCem	Q.4Cy.24",34",51"&74"-54" 495NHP 3SB,9cf.GS159,HS6309 FD WghmRchrdsn&C.LdNwc	31 " 4	C †
72171 116036	**Chung On** Ⓟ (exLinTan) TwinSc 1Dk&Shade dk	968 727 727					1904	Hong K'ng &Whampoa DockCo.Ld. HongKong	LauWaPing	175·0|32·0|8·6	HongKong British	C.4Cy.14"&33"-18" 86RHP HongKong&Whampoa DockCo.Ld.HongKong		
72172 XNBD	**Chung Woo** (exPentaff,exJenny) ssBry.No.3-12,20 ssCff.No.1-24 1Dk&deep framing	2032 — 1234	✠ ... 10,27 ✠				1904 6mo	Craig, Taylor&Co. Stockton	HwaTungS.S.Co. Ld.	279·3|38·3|18·4 P26'B72'F28' FK	Shanghai Chinese WB	T.3Cy.18¾",30½"&50¼"-32¼" 167NHP N.E.MarineEng.Co.Ld.Sld	20 " 7	
72173	**Chungchow** (exSkule,exBygdö) 1Dk	1333 — 803					1906	Akers Mek.Værks. Oslo	ChinaUnitedNav. Co.Ld.(N.Tsu, Mgr.)	235·4|35·2|14·8 P28tH52tF27t	Shanghai Chinese WB	T.3Cy.16½",27"&44"-33" 111NHP Akers.Mek.Værks,Oslo		
72174 137671 GMPV	**Chungking** 1Dk	2171 1967 1311					1914	TaikooDkyd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	285·0|44·1|19·1	London British WB	T.3Cy.19",31"&53"-36" 169NHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		
72175 146187 GFRB	**Churruca** ssGls.No.3-10,33 ssMlt.No.1-38 1Dk(Stl)&Shelter dk(Stl)	1847 1548 893	✠100A1 Shelter dk withfreeboard 10,39 ✠LMC MS4,38 BS~~11,38~~12,40 Fitted for oil fuel 11,21 F.P. above 150° F.	Alx	r	CL 4,37	1921 9mo Lloyd's A&CP	H.&C. Grayson,Ld. Liverpool	MacAndrews& Co.Ld. CellDB222'414t FPT63t APT18t	264·8|41·2|18·8 FK	London British ptCem CollisionBHtoShdk 3 ,, ,, U ,,	T.3Cy.21",34"&56"-36" (s) 180lb 252NHP 2SB,6cf,GS118,HS4550 MacKie&Baxter,Ld.Gls.	21 " 0 s " 10½ 20 " 3½	
72176	— Iron ssLiv.No.3-3,9 Wireless ssMan.No.1-95 2Dks(1Irn)	788 582 404	✠ 3,97 ✠NE&B90✠	Man	j		1878 11mo	A.Leslie &Co. Newcastle	UnitedNavigation Inc.	190·0|26·2|16·0 ND90 BK7½"	Manila Utd.States 4BHCem WB	T.3Cy.18",29"&46"-30" NDB90 128NHP 1SB.4rf,GS66,HS2090 D.Rollo&Sons.Liverpool		
72177	— (exAudaz-36, exCautin) Fitted for oil fuel 2Dks	711 — 428					1892	J.Reid& Co.Ld. Glasgow	FelipeGarcia	165·5|29·1|16·5	Callao Peruvian	T.3Cy.14",23"&37"-27" 71NHP Kincaid&Co.Ld.Grk.		
72178 PUMB	**Chuy** (exArana) ssLon.No.3-8,32 ssRio.No.2-39 CruiserStern 2Dks(Stl)	2504 2272 1457	✠100A1 10,39 ✠LMC10,39 BS3,41	Rio	t	CL 10,39	1919 12mo Lloyd's A&CP	A.&J. Inglis,Ld. Glasgow	Cia.Carbonifera Rio-Grandense CellDB260' 661t FPT 69t APT180t	303·4|43·0|20·7 P33'B81'F32' FK	R.Janeiro Brazilian 6BHptCem	T.3Cy.22",36"&59"-39" (s) 180lb 265NHP 2SB.6cf.GS124,HS4500 A.&J.Inglis,Ld.Glasgow	23 " 0	
72179 EAHZ	**Ciaño** (exVircov-39,exCiaño-37, exVicen-34, exPuraRasilla, exCraonne, exTurnwell, exQueenAlexandra) ssBbo.3rdNo.3-7,34 1Dk(Stl)&Spar dk (Stl)&Web frames	4264 4132 2778	✠ 6,40 Spar dk ✠~~LMC~~ ~~BS3,37~~ ~~MS11,37~~	Bbo	x	CL 9,37	1901 7mo A&CP	Nthmblnd S.B.Co.Ld. Newcastle	Soc.Metalurgica Duro-Felguera CellDBa&u E138' f154' 757t APT65t	360·0|48·0|20·2 28·1 P32'B90'F33' FK	Gijon Spanish 6BHCem	T.3Cy.24½",40"&68"-48" (s) 180lb 356NHP 3SB,9cf,GS174,HS5630 N.E.MarineEngCoLd.Nwc	30 " 10 ~~s 5 " 11~~ ~~25 " 11~~	
72180 146566 GJMF	**Cid** ssHam.No.3-7,34 ssAnt.No.1-38 D.F. 1Dk(Stl)&Shelter dk(Stl)	1847 1548 893	✠100A1 Shelter dk withfreeboard 11,39 BS12,40 ~~BS12,38~~ ✠LMC12,38 Fitted for oil fuel 5,22 F.P. above 150° F.	Suz	r	CL 12,38	1922 4mo Lloyd's A&CP	H.&C. Grayson,Ld. Garston	MacAndrews&Co. Ld. CellDBa&uE94' f96' 365t FPT63t APT18t	264·8|41·2|18·8 FK	London British ptCem CollisionBHtoShdk 3 ,, ,, U ,,	T.3Cy.21",34"&56"-36" (s) 180lb ~~100lb~~ 252NHP 2SB,6cf,GS130,HS4558 D.Rollo&Sons,Ld.Liv.	21 " 0 s " 10½ 20 " 3¾	
72181	**Cidade do Pará**	363 — 268					1889	.... England	HigsonBrooks &Cia.	193·5|29·2|13·8	Para Brazilian			
72182 TCAU	**Cide** (exTekirda,exGazanfer, Iron exL'Ailette,exSophia,exJakobstad) 2Dks	428 — 198					1876	Bergsunds M.V.Aktieb Stockholm	Mahmud ve Eşref	174·4|25·7|	Istanbul Turkish WB	C.2Cy.19¾"&38"-26½" NB91 62NHP BergsundsM.V.Aktb.Skm		
72183	**Cienfuegos** (exSebou, TwinSc exMarin) Fitted for oil fuel 1Dk Now "Mascot," see No. 89094 in Supplement	1033 — 582					1919	Atel.&Ch. de la Loire St.Nazaire	EmpresaNaviera deCubaS.A.	216·6|34·2|13·1	Havana Cuban WB	C.4Cy.16"&30"-19½" Ch.&At.de 66NHP Penhoët,St.Nazaire		
72184 SPAL	**Cieszyn** Wireless D.F. ssLth.No.2-40 CruiserStern 1Dk(Stl)2nd dk(Stl) inNos.1&2holds Strengthened for Navigation in Ice	1386 1096 734	✠100A1 withfreeboard 2,41 ~~4,40~~ ✠LMC BS~~4,40~~ MS4,40 2,41	Lth Lon	o	CL 3,40	1932 2mo Lloyd's A&CP	Nakskov Skibs.A/S Nakskov	ZeglugaPolska S.A.(PolishS.S. Agency,Ld. Mgrs.) CellDB196'332t Tank in way of tunnels27t FPT21t APT33t	232·5|35·8|17·9 P28'B60'F23' FK	Gdynia Polish 4BHCem	C.4Cy.(2)$16\frac{2}{16}$"&(2)$35\frac{1}{16}$"- $35\frac{7}{16}$" 206lb (s) 218NHP 2SB(Spt),4cf,GS75,HS3122 A.Borsig,G.m.b.H. FD Berlin-Tegel	20 " 4 s 4 " 6½ 15 " 10½	
72185 200 IINF	**Cigno** Ⓟ Iron&SteelSr (exSagitta-37, ssGen.3rdNo.3-11,26 exYacht-36, ssNap.No.1-31 exArrow, AnnualSurveyGen.7,34 exSagitta) 2Dks	440 403 224	✠ ... 5,35 Yacht ✠NB9,09✠	Gen			1894 6mo	Wm.Hamilton&Co. PortGlasgow	"Albaro"Soc. Anon.Ital.diNav.	213·3|26·1|13·7 179·7 DK	Genoa Italian 4BHCem	T.3Cy.17",27"&45"-30" NDB26 109NHP 1SB,3cf,GS51,HS1601 D.Rowan&Sons,Gls.		1 †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail sh.t. last seen	8 Built. When. Ship. Engines	By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
72186 165934 GDGL	**Cilicia** Ⓟ TwinSc *CruiserStern* *OilEng.* D.F. E.S.D. 2*Dks*	11136 7906 6577					1938	Fairfield Co.Ld. Glasgow	AnchorLine,Ld.	483·6	66·4	31·0	Glasgow British *WB*	Oil Engines 2S.C.SA 8Cy.28$\frac{9}{16}$"–88$\frac{9}{16}$" 1110NHP FairfieldCo.Ld.Glasgow		C
72187 2165 ICAN	— (*ex*Palestina–35) *OilEng.* D.F. 2*Dks*	2747 1876 1613					1927	Cant.Nav. ScoglioOlivi Pola	"Adriatica"Soc. Anon.diNav.	308·1 291·9 P&B181'F40'	41·8	20·1	Genoa Italian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 356NHP StabilimentoTecnico,Tri.		I
72188 203 YLFT	**Ciltvaira** (*ex*Twyford–35, *ex*Vironia–34, *ss*Tln.2ndNo.3–6,33 *ex*Twyford–32, *ss*Rga.No.1–37 *ex*PresidentBunge, 1*Dk*(*ptIrn&ptStl*) *ex*Endsleigh) 2*trBdeep framing* *Web frames*3*Dk rule*	3779 3461 2372	✠100A1 1,41 ~~12,39~~ MS6,37	NYk Bal ✠LMC BS~~12,39~~ 1,41	*w*	CL 12,39	1905 3mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	LatvianShipping Co. *CellD*	346·7 361·1(O.L.) P23'B94'F31' FK *Ba*119'*uE*21'*f*146'	50·8	23·0	Riga Latvian 6*BHCem* 843*tAPT*94*t*	T.3Cy.23",40"&66"–45" (*s*) 180lb NDB28 317NHP 2SB,6*rf*,GS138,HS4870 G.Clark,Ld.Sunderland	25 ″ 6 s 4 ″ 4 21 ″ 5	
72189 EAKI	**Cilurnum** (*ex*Brescia–38, *ex*Cilurnum) *ss*Hul.No.3–3,29 D.F. 1*Dk*(*Stl*)	*3363* *2844* *2039*	8,34	Gms			1919	Sir Raylton Dixon&CoLd Middlesbro'	A.Menchaca *CellDB*284'736*t*	331·4 P33'B98'F29' FK *FPT*112*t APT*112*t*	46·8	23·2	Bilbao Spanish 5*BHCem*	T.3Cy.25",41"&68"–45" 362NHP 3SB,9*cf*,GS155,HS5925 Richardsons,Westgarth& Co.Ld.Mdb.	25 ″ 6	CI †
* 72190 OYLW	**Cimbria** (*ex*S.N.A.6–35) *ss*Msl.No.3–10,33 *ss*Els.No.1–38 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2653 1981 1317	✠100A1 3,40 BS3,40	Shl ✠LMC3,38	/	CL 1,40	1921 8mo *Lloyd*	Osbourne, Graham& Co.Ld Sunderland *Interm* '*sA&CP*	A/S Dampskibssel- skabetD.F.K.(De forenedeKulim- portörerA/S *Mgrs*) *ediate BH in fore* *CellDBuE&B*40'*f*1	299·6 P19'Q106'B52'F23 FK *hold dispensed with* 16'396*tDTa*106'870	46·0	18·1	Copnhagn Danish *Cem* 4*BH only* *tFPT*75*tAP*	T.3Cy.23½",38"&64⅜"–42" 180lb (*s*) 317NHP 2SB,8*cf*,GS143,HS5264 Richardsons,Westgarth& Co.Ld.Sld. *T*75*t*	20 ″ 3 s 2 ″ 1¾ 18 ″ 3¾	
72191 OXWD	— Ⓟ Wireless 1*Dk&Awng dk*	1056 655 540					1897	Lobnitz& Co.,Ld. Renfrew	DetForenede Dampskibsselsk.	214·8	32·1	22·3	Randers Danish *WB*	T.3Cy.19",32"&51"–39" 162NHP Lobnitz&Co.Ld.Renfrew		V
72192 161263 GTFX	**Cingalese Prince** TwinSc *OilEng.* D.F. *ss*HKg.No.2–37 3*Dks*(*Stl*) *Tonnage opening closed*'38 *CruiserStern*	8474 7918 5257	✠100A1 *withfreeboard* 5,40 ~~7,39~~ DBS~~4,39~~ 7,40 *Carrying oil*	Bal NYk ✠LMC CS9,38 3,37 *F.P. a*	/ *bov*	CL S9,38 P7,39 *e* 150°	1929 7mo *Lloyd* *F.orL*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP* *Upper tweend* *atex in deep &*	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel fwd. of* *eckBHsexcept Coll* *peak tanks CellD*	441·5 458·0(O.L.) 38·2 F44' FK *mchy. space* (*Coll* *BHdispensedwith* *B*368'1477*tMTs* 73	60·3	28·2	London British *ptCem* *BHtoWdk* 7*BHto2ndd* 2519*t FPT*1	Oil Engines 2S.C.SA 8Cy.23⅝"–70⅞" 1350NHP 2DB *125lb* Richardsons,Westgarth& *k*) Co.Ld.Hpl. 08*t APT*166*t*	42 ″ 5 s13 ″ 4½ 29 ″ 3	
72193 165916 GZMD	**Circassia** Ⓟ TwinSc *CruiserStern* *OilEng.* D.F. E.S.D. 2*Dks*	11136 7906 6580					1937	Fairfield Co.Ld. Glasgow	AnchorLine,Ld.	483·6	66·4	31·0	Glasgow British *WB*	Oil Engines 2S.C.SA 8Cy.28$\frac{9}{16}$"–88$\frac{9}{16}$" 1110NHP FairfieldCo.Ld.Glasgow		C BT till 8,40
72194 FOPQ	**Circe** Now "Circe II," see No. 87519 in Supplement ~~*ss*Rot.No.~~ D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2031 — 1110	✠100A1 2,39	Rot LMC2,39	*r*	CL 2,39	1926 11mo *Lloyd*	Chant.Nav Français Caen *sCP*	SociétéNavale Caennaise(G. Lamy& Cie.*Mgrs.*) *CellDB*191'185*t*	269·3 P22'Q87'B50'F23' FK *Deep tanks aft* 34'2	39·7	17·5	Caen French 4*BHCem* 05*t FPT*77*t*	T3Cy18⅛",29$\frac{15}{16}$"&50⅜"–37$\frac{13}{16}$" 185lb (*s*) 192NHP 2SB,4*cf*,GS95,HS3247 Atel.&Ch.delaLoire *APT*22*t*	19 ″ 10 s1 ″ 11½ 18 ″ 0¼	
72195 128715 VPKW	— 1*Dk&Prom.dk*2*trB*	778 561 314					1912	TaikooDk- yd&EngCo.of HongK'ngLd HongKong	StraitsS.S.Co.Ld.	195·7	31·6	12·4	Singapore British *WB*	T.3Cy.15",25"&42"–30" 97NHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		
72196 162641 GRDS	**Circe Shell** TwinSc *OilEng.* D.F. *ss*Fal.No.2–39 ~~*ss*Rot.No.1–3~~ *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8207 7463 4817	✠100A1 ~~3,39~~ 10,40 DBS~~12,39~~ 11,40 *CarryingPetr*	Bkn Cff ✠LMC CS12,39 12,38 *oleum*	† *in*	CL 12,39 *bulk*	1931 10mo *Lloyd*	Howaldts- werkeA.G. Hamburg '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'260*t*	451·2 467·5(O.L.) P103'B35'F43' FK *DTf*32'335*t FPT*2	62·1	34·1	London British 14*BH* 25*tAPT*41*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 713NHP 2DB*150lb* NVBurgerhout'sM&S,Rot.	34 ″ 0 s6 ″ 8 27 ″ 6¾	
72197 143855 GCKB	**Ciscar** *ss*Ant.No.3–3,32 D.F. *ss*Ant.No.1–36 1*Dk*(*Stl*)&*Shltr dk*(*Stl*)	1809 1551 986	✠100A1 *Shelter dk* *withfreeboard* Examined 5,41 BS5,41	~~Liv~~ Liv ✠LMC10,36	*r*	CL ~~6,39~~ 5,41	1919 12mo *Lloyd*	H.&C. Grayson,Ld. Liverpool '*sA&CP*	MacAndrews&Co. Ld. *Col* *CellDb*	265·0 FK *lisionBHtoShltrdk* 224'408*t FPT*63*t A*	41·2	18·9	London British *Cem* 3*BH to Udk* *PT*18*t*	T.3Cy.21",34"&56"–36" (*s*) 180lb 271NHP 2SB,6*cf*,GS138,HS5112 D.Rollo&Sons,Liverpool	21 ″ 0 s ″ 10 20 ″ 4¼	
72198 176 OHAL	**Cisil** (*ex*Sicilia) *ss*Abo.4thNo.3–4,39 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1848 1663 1038	✠100A1 4,39 ✠NB3,03 MS4,39	Abo ✠LMC BS~~7,39~~ 10,40	*r*	3,39	1889 11mo	W.Pickers- gill&Sons Sunderland A&CP	RederiA/B Steam (G.B.Thordén, *Mgr.*)	280·4 270·3 P29'Q80'B100'F32' FK *CellDB* 222' 323*t*	37·1	17·1	Helsingfrs *Brändö* Finnish 4*BHCem* *APT*45*t*	T.3Cy.21$\frac{9}{16}$",34"&56"–39"(*r*) 160lb 198NHP 2SB.6*cf*,GS100,HS2990 G.Clark(Lim.),Sunderland	19 ″ 8 s1 ″ 3½ 18 ″ 6½	
72199 148733 GMDT	**Cisneros** *ss*Gls.No.3–6,38 D.F. 1*Dk*(*Stl*)&*Shltr dk*(*Stl*) *Tonnage opening closed*'41(*W.E.*)	1886 1698 1079	✠100A1 *Shelter dk* *withfreeboard* 2,40 MS6,38	Mlt ✠LMC BS2,40	*s*	CL 6,38	1926 3mo *Lloyd*	Antwerp Eng.Co.S.A. Hoboken '*sA&CP*	MacAndrews&Co. Ld. *CellDBa&uE* 108'*f*113'5	281·8 FK (55*tFPT*46*tAPT*68*t*	40·2	18·5	London British 4*BHCem* *Coll to Shdk* 3 „ „ *U* „)	T.3Cy.20",33"&54"–36" (*s*) 180lb 222NHP 2SB,6*cf*,GS102,HS3874 N.E.MarineEng.Co.Ld.Sld	28 ″ 1 s8 ″ 0 20 ″ 3½	
20/41 72200 LDDY	**Ciss** Wireless D.F. 1*Dk*	1159 988 671					1925	Trndhjms Mek.Værks Trondheim	Th.Brövig	226·3 P35*t*H55*t*F27*t*	36·5	15·7	Farsund Norwegian *WB*	T.3Cy.17",27½"&46"–30" 116NHP TrondhjemsMV.Trndheim		N
72201 PDKL	**Cistula** D.F. E.S.D. *OilEng.* 1*Dk*,2*nd dk clear of cargotanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8097 7238 4710	✠100A1 ~~5,40~~ ~~5,39~~ 4,41 *CarryingPetr*	Sch ~~Fal~~ Nwc ✠LMC5,39 *oleum*	*c*† *in*	CL *bulk*	1939 5mo *Lloyd*	N.V. Wilton- Fijenoord Schiedam '*sA&CP*	N.V.Petroleum Maats."La Corona" *CellDB*	463·0 483·3(O.L.) P94'B44'F48' FK *uE*64'156*tDTf*25'2	59·3	33·8	TheHague Dutch 17*BH* 62*tFPT*135*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" 502NH DB*180lb* WerkspoorN.V.Ams. *APT*83*t*	34 ″ 0 s 6 ″ 8½ 27 ″ 6	
72202 221491 KFKP	**Cities Service Boston** 3Mst (*ex*Agwipond) *ss*N.Yk.No.3–7,32 *ss*Bal.No.2–40 ~~*ss*N.Yk.No.1–37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *Longitudinal framing*	9348 7062 6785	✠100A1 *Shelter dk* *withfreeboard* 12,40 ~~MS5,36~~ *CarryingPetr* *Fitted for oil*	NYk Bal ✠LMC 8,40 ~~BS9,39~~ *oleum* *fuel* 3	*a*† *in* ,21	CL ~~1,38~~ N8,40 *bulk* *F.P. a*	1921 4mo *bove* 1	Bethlehem S.B.Corp.Ld Sparrow's Pt Md. A&CP 50° F	CitiesServiceOil Co. *CellDBuE&B*80'2 *DTf*40'518*t*	468·3 485·6(O.L.) FK 80*t* *FPT*270*tAPT*181*t*	62·7	32·0	NewYork Utd. States 17*BHptCem* (3 *to Shdk* 8 „ *U* „ 6 „ 2*nd*„)	Q.4Cy.24$\frac{3}{16}$",35",51"&75"– 51" 220lb (*s*) 636NHP 3SB,9*cf*, HS9315 FD BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.	39 ″ 6 s10 ″ 3½ 29 ″ 5¾	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
72203 221002 KDNN	**Cities Service Denver** (*ex*Agwilake) *Fitted for oil fuel* *Mchy.Aft* 3*Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	9316 7058 6707					1921	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	CitiesServiceOil Co.	468·3	62·7	32·0	NewYork Utd.States	Q.4Cy.24",35",51"&75"–51" 402NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
72204 216233 KMAU	**Cities Service Empire** (*ex*Ampetco) ~~ssN.Yk.No.3–8,28~~ *Mchy.Aft* ~~ssN.Yk.No.2–27~~ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Webframes* *Longitudinal framing* ssMob.2ndNo.3–10,39	8103 8040 5020	✠100A1 *Shelter dk* *with freeboard* ~~7,10 10,39~~ 4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,18 *F.P. above* 150° F.	Mob NYk BS4,41 ✠LMC10,39	c†	CL N10,39	1918 5mo	Bethlehem S.B.Corp.Ld. Sparrow's Pt. A&CP	CitiesServiceOil Co.	464·7 481·4(O.L.) FK *CellDBa*88'351*t*	60·2	33·3	NewYork Utd.States 18*BHptCem* (14 *to U dk* 4 „ 2*nd* „) *DTf*50'724*t*	Q.4Cy.24",35",51"&75"–51" 220lb (*s*) 560NHP 3SB,9*cf*,GS180,HS7641 FD BethlehemS.B.Corp. *FPT*175*t APT*28*t*	36 ″ 3 s 9 ″ 0 27 ″ 5½	
72205 214190 WHCP	**Cities Service Fuel** (*ex*Sucrosa) ssMob.2ndNo.3–8,40 ~~ssN.Yk.No.3–7,37~~ *Mchy.Aft* ~~ssMob.No.2–35~~ D.F. 2*Dks*(*Stl*)&*Webframes*	5343 5141 3296	✠100A1 11,38 3,40 ✠LMC ~~MS4,35~~ BS10,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,26 *F.P. above* 150°F.	Mob		CL ~~N3,40~~ 8,40	1916 7mo	ForeRiver S.B.Cor. Quincy,Mass. A&CP	CitiesServiceOil Co. *CellDB*	389·0 P106'B28'F28' FK *uE&B&f*329' 1732*t FPT*217*t APT*78*t*	54·7	29·3	NewYork Utd.States 18*BHCem* (6 *to U dk* 7 „ 2*nd*„)	1DR GearedSteamTurbine 190lb (*s*) 517NHP 3SB,9*cf*,GS165,HS7407 GeneralElectricCo. Schenectady,N.Y.	32 ″ 6 s 6 ″ 9½ 25 ″ 10¾	
72206 220259 KERZ	**Cities Service Kansas** (*ex*CecilCounty) *Fitted for oil fuel* *Carrying Petroleum in bulk* 2*Dks* D.F. *Mchy.Aft* *Longitudinal framing*	7641 — 4678					1920	Baltimore DD.&SB.Co. BaltimoreMd	CitiesServiceOil Co.	431·0 P123'B37'F39'	59·2	33·4	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
72207 216788 WGAO	**Cities Service Koolmotor** (*ex*Shreveport, *Fitted for oil fuel* *ex*W.S.Rheem) 2*Dks*&*Web frames* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. GyC. *Longitudinal framing*	6762 6444 4186	✠ … 4,22 ✠				1918 8mo	Bethlehem S.B.Corp.Ld. Alameda,Cal.	CitiesServiceOil Co.	435·0 P101'B50'F42' FK	56·0	32·0	NewYork Utd.States *WB*	T.3Cy.27",47"&78 5/16"–48" 426NHP BethlehemS.B.Corp.Ld. S.Fo.	33 ″ 6	R †
72208 220733 KDGO	**Cities Service Missouri** (*ex*ClementSmith) *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	7506 — 4612					1920	Baltimore D.D.&SB.Co. BaltimoreMd	CitiesServiceOil Co.	431·0 P123'B37'F39'	59·2	33·4	NewYork Utd. States	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
72209 221127 KDPQ	**Cities Service Ohio** (*ex*Herman Falk,*ex*Tuxpanoil) *OilEng.* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	7245 — 4398					1921	Baltimore D.D.&S.B.Co BaltimoreMd	CitiesServiceOil Co.	431·0 P123'B37'F39'	59·2	33·4	NewYork Utd.States	2 Oil Engines 4S.C.SA geared to 1 Sc. Shaft 16Cy.18"–22½" 506NHP NE21 *fitted*27 FalkCorp.Milwaukee,Wis.		R
72210 220925 KESR	**Cities Service Oklahoma** (*ex*HamptonRoads) *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	7529 — 4623					1920	Baltimore DD.&SB.Co. BaltimoreMd	CitiesServiceOil Co.	431·0 P123'B37'F39'	59·2	33·4	NewYork Utd.States	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
72211 216608 WOCS	**Cities Service Toledo** (*ex*J.A.Bostwick) ssN.Yk.No.3–3,29 *Mchy.Aft* ssN.Yk.No.2–37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	8192 7667 5128	✠100A1 *Shelter dk* *with freeboard* ~~1,40 8,39~~ 9,40 ~~BS8,39~~ ✠LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,18 *F.P. above* 150° F.	NYk BS4,40	c†	CL N8,38	1918 7mo	Bethlehem S.B.Corp Ld WlmngtnDel A&CP	CitiesServiceOil Co. *CellDB*88'351*tDT*	465·2 *f*50'223*t FPT*175*t*	60·0	26·4 34·2 FK	NewYork Utd.States 18*BHptCem* (14 *to U dk* 4 „ 2*nd* „) *APT*28*t*	Q4Cy.24½",35",51"&75"–51" 220lb (*r*) 557NHP 3SB,9*cf*,GS531,HS7553 FD BethlehemS.B.Corp.Ld.	36 ″ 3 s 9 ″ 0 27 ″ 5½	
72212 165956 MMYQ	**Citrine** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	783 530 416	✠100A1 8,40~~2,39~~	Rot Irv ✠LMC2,39 ✠LMC(M)8,40	*j*	7,40	1939 2mo *Lloyd*	NVSchpsw "DeMerwede"v/h van Vliet&Co. Hardinxveld 'sA&CP	Wm.Robertson *CellDB*123'	191·9 199·6(O.L.) P49'Q79'F24' FK 193*t FPT*53*tAPT*	29·2	11·4	Glasgow British 3*BHCem* 27*t*	Oil Engines 4S.C.SA 6Cy.15¾"–26" 74RHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 ″ 6 s 4 ″ 3½ 13 ″ 4½	
72213 156 ICQC	**Città di Agrigento** Ⓟ *OilEng.* 2*Dks* *Cruiser Stern*	2480 1610 1432					1930	Cant.Nav. Riuniti Palermo	"Tirrenia"Soc. Anon. diNav.	305·1 288·6 P&B191'F53'	40·2	18·9	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348NHP Soc.Anon.FrancoTosi Legnano		I
72214 155 ICQA	**Città di Alessandria** Ⓟ *OilEng* 2*Dks* *CruiserStern*	2498 — 1427					1930	Cant.Nav. FrancoTosi Taranto	"Tirrenia"Soc. Anon. diNav.	303·1 288·6 P49'B94'F52'	40·1	18·8	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348NHP Soc.Anon.FrancoTosi Legnano		I
72215 41 IBAL	**Città di Bari** Ⓟ (*ex*Egeo–34) *OilEng.* 2*Dks*	3339 2175 1898					1927	Stabilmnto Tecnico Trieste	"Adriatica"Soc. Anon. diNav.	331·9 317·2 P&B222'F64'	44·7	21·8	Bari Italian *WB*	Oil Engines 2S.C.DA 5Cy.25 3/16"–45 11/16" 1103NHP NE37 Soc.An.'Fiat' S.G.M.Turin		I
72216 153 ICQB	**Città di Bastia** Ⓟ *OilEng.* 2*Dks* *CruiserStern*	2499 1606 1428					1930	Cant.Nav. FrancoTosi Taranto	"Tirrenia"Soc. Anon.diNav.	303·1 288·6 P49'B94'F52'	40·1	18·8	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348NHP Soc.Anon.FrancoTosi Legnano		I
72217 388 IBFH	**Città di Bengasi** Ⓟ 2*Dks*	2813 — 1523					1917	Cant.Nav. Riuniti Ancona	"Tirrenia"Soc. Anon.diNav.	316·6 300·5 P16'B215'F41'	41·5	23·7	Naples Italian *WB*	T.3Cy.19⅝",32 7/16"&55"–39⅜" 189NHP Cant.Nav.Riuniti,Ancona		I
72218 1949 IBGE	**Città di Bergamo** Ⓟ (*ex*Imber–34) ssMch.No.3–4,27 ssBrw.No.2–34 1*Dk*(*pt Irn pt Stl*) 2*nd dk*(*Stl*)*in No.1hold*	2163 1828 1187	✠ … 7,39 ✠	Rot	*s*		1914 3mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Ing.G.Angeloni *CellDBa*75'*uE*3	310·5 298·4 P&B174'F76' FK 4'*f*128'495*t FPT*61*t*	40·0	20·8	Genoa Italian 5*BHCem* *APT*36*t*	T.3Cy.22½",37"&62"–42" 370NHP 2SB,6*cf*,GS136,HS5640 Swan,Hunter&Wigham- Richardson,Ld Nwc.	22 ″ 3	I †
72219 43 IBIH	**Città di Catania** Ⓟ TrpSc 2*Dks*&*Awng dk*	3355 — 1314					1910	Ansaldo, Armstrong& Co SestriPnte	"Tirrenia"Soc. Anon.diNav.	363·5 348·0 F39'	42·1	19·1	Palermo Italian *WB*	3 Steam Turbines Ansaldo, Armstrong&Co.Smp.		I

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72220 154 IBSH	**Città di Genova** Ⓟ TwinSc *OilEng.* 3*Dks* D.F. *CruiserStern*	5413 — 2914					1930	Cant.Nav. Riuniti Palermo	"Tirrenia"Soc. Anon.diNav.	409·1|51·0|21·9 391·0	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"–49$\frac{3}{16}$" 1815NHP S.A.FrancoTosi,Legnano		I
72221 150 IBZH	**Città di Livorno** Ⓟ *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	2471 1602 1419					1930	Cant.ed Officine Meridionali Baia	"Tirrenia"Soc. Anon.diNav.	304·2|40·1|18·9 288·6 P190'F53'	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348NHP S.A.FrancoTosi,Legnano		I
72222 146 IBFF	**Città di Marsala** Ⓟ *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	2480 1610 1433					1929	Cant.Nav. Riuniti Palermo	"Tirrenia"Soc. Anon.diNav.	305·1|40·2|18·9 288·6 P66'B94'F73'	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348NHP S.A.FrancoTosi,Legnano		I
72223 145 IBJH	**Città di Messina** Ⓟ *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	2472 1603 1419					1929	Cant.ed Officine Meridionali Baia	"Tirrenia"Soc. Anon.diNav.	304·2|40·1|18·9 288·6 P190'F53'	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348NHP S.A.FrancoTosi,Legnano		I
72224 151 IBWG	**Città di Napoli** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* D.F. *CruiserStern* 3*Dks*	5418 — 2922					1929	Cant.del Tirreno RivaTrigoso	"Tirrenia"Soc. Anon.diNav.	410·6|50·9|21·9 391·0 B118'F52'	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"–49¼" 1820NHP S.A.FrancoTosi,Legnano		I
72225 158 IBEF	**Città di Palermo** Ⓟ TwinSc *OilEng.* D.F. *CruiserStern* 3*Dks*	5413 2807 2914					1930	Cant.Nav. Riuniti Palermo	"Tirrenia"Soc. Anon.diNav.	411·7|51·1|21·9 391·0	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"–49$\frac{3}{16}$" 1816NHP S.A.FrancoTosi,Legnano		I
72226 147 IBGF	**Città di Savona** Ⓟ *Ref.Mchy* *OilEng.* *CruiserStern* 2*Dks*	2500 — 1428					1930	Cant.Nav. FrancoTosi Taranto	"Tirrenia"Soc. Anon.diNav.	303·1|40·1|18·9 288·6 P49'B94'F52'	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348NHP S.A.FrancoTosi,Legnano		I
72227 142 IBUH	**Città di Spezia** Ⓟ *OilEng.* 2*Dks* *Ref.Mchy.* *CruiserStern*	2474 1607 1421					1929	Cant.ed Officine Meridionali Baia	"Tirrenia"Soc. Anon.diNav.	304·3|40·1|18·8 288·6 P190'F53'	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24⅜"–38⅜" 348NHP S.A.FrancoTosi,Legnano		I
72228 141 IBVI	**Città di Trapani** Ⓟ *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	2467 1607 1422					1929	Cant.del Tirreno RivaTrigoso	"Tirrenia"Soc. Anon.diNav.	304·3|40·1|18·8 288·6 P&B204'F55'	Palermo Italian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{7}{16}$"–38⅜" 348NHP S.A.FrancoTosi,Legnano		I
72229 389 IBOH	**Città di Trieste** Ⓟ TwinSc *Ref.Mchy.* 3*Dks*	4658 — 2674					1915	Cant.Nav. Riuniti Palermo	"Tirrenia"Soc. Anon.diNav.	361·9|46·1|23·3 344·5	Naples Italian *WB*	T.6Cy.21¼",34½"&59⅜"–41⅜" 452NHP Cant.Nav.Riuniti,Ancona		I
72230 392 IBPH	**Città di Tripoli** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks*	2933 — 1586					1915	Cant.Nav. Riuniti Ancona	"Tirrenia"Soc. Anon.diNav.	316·6|41·5|21·3 300·5	Naples Italian *WB*	T.6Cy.19⅜",33⅔"&55$\frac{1}{16}$"–39⅜" 378NHP Cant.Nav.Riuniti,Ancona		I
72231 152 IBHF	**Città di Tunisi** Ⓟ TwinSc D.F. *OilEng.* *CruiserStern* 3*Dks*	5419 — 2923					1929	Cantieri delTirreno RivaTrigoso	"Tirrenia"Soc. Anon.diNav.	410·6|51·0|21·9 391·0 B118'F52'	Palermo Italian *WB*	Oil Engines 2S.C.SA 12Cy.29½"–49$\frac{3}{16}$" 1815NHP S.A.FrancoTosi,Legnano		I
72232 143683 GDPX	**City of Adelaide** *ss*Liv.No.3–6,33 *ss*Npt.No.1–37 D.F. E.S.D. 2*Dks*(*Stl*) *CruiserStern*	6589 6210 4178	✠100A1 ~~10,40~~11,39 4,41 MS4,37 *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	Liv NYk ✠LMC ~~BS4,39~~ BS6,41 ~~6,40~~	*b*†	CL 11,39	1920 11mo	WearShip- yardofW. Gray&Co. (1918),Ld. Sunderland *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	433·0|57·4|30·2 450·7(O.L.) P89'B&F308' FK *CellDB*385'1468*t*	Liverpool British 7*BHptCem* *DTa*27'778*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft 225lb (*s*) 767NHP 3SB(Spt),*12cf*,GS230, HS8946 FD Cen.Mar.Eng.Wrks.WHpl	32″10 s 5″0 28″0¾	
72233 164307 GZGR	**City of Agra** D.F. E.S.D. *Fitted for oil fuel* *CruiserStern* 2*Dks*	6361 5877 3866					1936	W.Denny &Bros.Ld. Dumbarton	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	445·9|56·2|30·6 P80'B197'F42'	Liverpool British *WB*	3SRgearedSteamTurbines W.Denny&Bros.Ld.Dmb.		C
72234 219571 KUBP	**City of Alma** Ⓟ *Fitted for oil fuel* Sub.Sig. 2*Dks*& *Web frames*	5446 4971 3344	✠ ... 6,20	✠			1920 2mo	Merchant S.B.Corp. Harriman,Pa	WatermanS.S. Corp.	400·7|54·2|30·4 P36'B124'F44' FK	Mobile Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32″10	R †
72235 148152 EIKC	**City of Antwerp** (*ex*General Leman,*ex*Minna) Wireless 1*Dk2trB*	947 728 555					1896	J.W.Kla- witter Danzig	Saorstat&Con- tinentalS.S.Co.Ld.	218·3|30·9|13·0 Q71'B54'F23'	Dublin British *WB*	T.3Cy.17¼",27⅜"&42"–27⅜" NB07 91RHP J.W.Klawitter,Danzig		C
72236 147227 GJVC	**City of Athens** *ss*Hpl.No.3–8,35 *ss*Gls.No.1–39 2*Dks*(*Stl*) E.S.D. D.F. *CruiserStern*	6558 6243 4187	✠100A1 ~~6,40~~ ~~8,39~~ 9,40 BS2,41 *Fitted for oil fuel* 7,23 *F.P. above* 150° F.	Gls ~~NYk~~Mel ✠LMC8,39	*b*†	CL 8,39	1923 7mo	W.Gray& Co.Ld. Sunderland *Lloyd'sA&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	433·0|57·4|30·2 450·7(O.L.) P89'B&F308' FK *CellDB*379'1469*t*	Liverpool British 7*BHptCem* *DTa*27'700*t*	T.3Cy.26",45"&78"–54" (*s*) &LP.TurbinewithDRgearing&hydraulic coupling 230lb HS9255 778NH 3SB(Spt),*12cf*.GS236 FD Cen.Mar.Eng.WrksW.Hpl	32″10 s 5″0 28″0¾	
72237 201103 WFCJ	**City of Atlanta** D.F. 3*Dks*	5269 — 3007					1904	Delaware RiverCo. Chester,Pa.	OceanS.S.Co.of Savannah	377·5|49·0|15·8 27·0	Savannah Utd.States *WB*	T.3Cy.28",46"&75"–48" 390NHP DelawareRiverCo.Chester		R
72238 143083 GBDK	**City of Auckland** (*ex*Weissenfels) D.F. E.S.D. *ss*Cal.2ndNo.3–1,38 2*Dks*(*Stl–U* teak s)& Sub.Sig. *Web frames*	8336 7835 5288	100A1 *with freeboard* ~~7,40~~ ~~8,39~~ 5,41 MS5,37	Gls ~~Bkn~~ Liv LMC BS~~11,39~~ 6,41	*e*†	CL ~~11,37~~ 5,41	1914	Akt.Ges. "Weser" Bremen	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	478·6|62·2|33·0 500·2(O.L.) P45'B140'F59' FK *Intermediate BH in fore&after holds dispensed with* *CellDBa*155'*uE*33'*f*179'1458*t 'tween dk tanks f*717*t*	Liverpool British *Cem* 6*BHonly*	Q.4Cy.29¼",40½",58¼"&85⅜"–55" 213lb (*s*) 845NH 4SB(Spt),*12cf*,GS238, HS10320 FD Akt.Ges."Weser,"Bremen *a*720*tFPT*87*tAPT*82*t*	35″8 s 8″2½ 27″8½	
116/40 72239 144643 GDKQ	**City of Bagdad** (*ex*Geierfels) *ss*Hul.No.3–6,34 *ss*Gls.No.1–38 D.F. 2*Dks*(*Stl*)	7506 7073 4713	100A1 4,40 ~~5,38~~ MS5,38	Gls Hul LMC BS12,39	*c*†	CL 5,38	1919	J.C.Teck- lenborgA.G. Weser- münde-G.	EllermanLines,Ld. (W.S.Workman, *Mgr.*)	470·3|58·2|32·3 488·9(O.L.) P67'B138'F59' FK *1B H in fore hold dispensed with* *CellDBa*156'*uE*28'*f*184'1394*t 'tween dk tanks a*46' 644*t*	Glasgow British *Cem* 6*BHonly* *FPT*88*t*	T.3Cy.27¾",50$\frac{13}{16}$"&82⅞"–55' LP.Turbine withDRgearing&hydraulic coupling 200lb (*s*) 819NH 4SB(Spt),*12cf*,GS204, HS10039 FD J.C.TecklenborgA.G.Wsm	35″0 s 7″11 27″4¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où ce n'est dans le L.R. Dates Cert. R. Trade.
72240 217521 WDEO	**City of Baltimore** Ⓟ (*ex*Steadfast) *Fitted for oil fuel* D.F. E.S.D. GyC. *1Dk & Shelter dk* *Ref.Mchy.* *& Web frames* *Longitudinal framing*	8378 — 5147	✠ … 11,20				1919 5mo	Bethlehem S.B.Corp. Alameda,Cal.	BaltimoreMail S.S.Co.	486·5|56·0|35·2 len31 FK	Baltimore Utd. States *WB*	DR geared Steam Turbines NE&B31 DeLavalSteamTurbine Co.Trenton,N.J.	38 ″ 0	R †
72241 161151 GTKR	**City of Barcelona** ssMch.No.2–38 GyC. *2Dks(Stl) & Shelter dk(Stl)* E.S.D. D.F. *Tonnage opening closed '41 (W.E.)*	5787 5355 3524	✠100A1 *with freeboard* 8,40 ~~4,40~~ ~~BS8,39~~ ✠LMC7,38 BS8,40 *Fitted for carrying oil 5,30 F.P. above 150° F. in deep tank and forward peak tank*	Liv Lon	*b*†	CL ~~8,37~~ 8,40	1930 5mo	Barclay, Curle&CoLd. Glasgow *Lloyd's A&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB371'1267t DT a32'789t FPT 129tAPT85t*	428·0|58·2|27·3 444·4(O.L.) F34' FK	Liverpool British *7BHCem* (*Coll to Sh dk* *6 „ 2nd „*)	T4Cy.23½",40½" & (2)50"–48" & elec. drive from LP (*s*) Turbine 265lb 638NHP 2SB(Spt)&1AuxB(Spt), *10cf*,GS178,HS7276 FD Barclay,Curle&Co.Ld.Gls	~~29 ″ 9~~ ~~s 8 ″ 7½~~ ~~26 ″ 4~~ 37 ″ 9 s10 ″ 11 27 ″ 1	
72242 140594 GRCK	**City of Baroda** Ⓟ D.F. *2Dks* *Cruiser Stern*	7129 6084 4500					1918	Barclay, Curle&Co.Ld. Glasgow	HallLine,Ld.	433·4|57·2|30·6 P90'B171'F85'	Liverpool British *WB*	T.3Cy.26",44½" & 78"–54" 447NHP Barclay,Curle&Co.Ld.Gls		C BT till ~~11,40~~ 9,41
72243 147370 GMPY	**City of Bath** ssHul.No.3–3,39 D.F. E.S.D. *2Dks(Stl)* *Special Quality Steel* *Cruiser Stern*	5079 4788 3154	✠100A1 ~~2,40~~ ~~2,38~~ 12,40 5,41 ✠LMC BS~~5,38~~ ~~7,38~~ MS7,38 *Fitted for carrying oil 6,26 F.P. above 150° F. in DT*	Hul ~~Gls~~ Lon	*z*	CL ~~12,37~~ 12,40	1926 6mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB345'1074t DTa30' 705t FPT 132tAPT49t*	393·2|52·2|28·2 408·0(O.L.) P38'B&F310' FK	Liverpool British *7BHCem* *2 „ to 2nd dk*	Q.4Cy.21¼" 30½" 45" & 66"–48" 265lb (*s*) 532NHP 3SB(Spt),*9cf*,GS168, HS7572 FD Cen.Mar.Eng.Wrks.WHpl	30 ″ 8 s 4 ″ 3½ 26 ″ 7½	
72244 147284 GKVY	**City of Bedford** ssGls.No.3–12,36 D.F. E.S.D. *2Dks(Stl)* *Cruiser Stern*	6402 6136 4100	✠100A1 9,40 ~~6,35~~ ✠LMC MS12,36 BS~~6,39~~ 6,40 *Fitted for oil fuel 10,24 F.P. above 150° F.*	Gls Cal	*a*†	CL ~~6,30~~ 9,40	1924 10mo	W.Gray &Co.Ld. Sunderland *Lloyd's A&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	430·0|55·1|31·1 447·5(O.L.) P89'B162'F42' FK *CellDB376'1308t DTa27'712t*	Liverpool British *8BHptCem* *1 „ to 2nd dk*	Q.4Cy.24",35",51" & 74"–51" & L.P. Turbine with DR gearing & hydraulic coupling (*s*) 844NHP 250lb FD 3SB(Spt)&1AuxSB(Spt), *14cf*,GS245,HS10913 Cen.Mar.Eng.Wrks.WHpl	33 ″ 9 s 6 ″ 3½ 27 ″ 8½	
72245 164096 GZBW	**City of Benares** Ⓟ D.F. E.S.D. *3Dks* *Cruiser Stern*	11081 9281 6712	✠100A1 *with freeboard* 6,40 ~~11,39~~ ✠LMC~~10,38~~ 9,40 *Carrying oil fuel F.P. above 150° F. in deep tank*	Liv	*f*† 2¼	CL 10,39	1936 10mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's A&CP*	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*) *CellDB411'1443t DTa33'85 3tFPT87tAPT82t*	486·1|62·7|30·8 F41' FK	Glasgow British *9BHptCem* (*Coll to W dk* *8 „ 2nd „*)	3 Steam Turbines SR geared to 1 Sc. Shaft 275lb (*s*) 1450NHP 5SB(Spt),*20cf*,GS328, HS15700 FD CammellLaird&Co.Ld.Bkn	43 ″ 3 s15 ″ 2¼ 28 ″ 5¾	BT till ~~10,40~~ 5,41
72246 223203 WFCK	**City of Birmingham** Ⓟ D.F. *4Dks*	5861 — 4343					1923	NwprtNws S.B.&D.D.Co. NewprtNews	OceanS.S.Co. of Savannah	381·8|52·1|27·0	Savannah Utd. States *WB*	T.3Cy.26",44" & 76"–48" 398NHP NewportNewsSB&DD.Co.		R
72247 137857 GRQP	— ssMch No.3–5,30 D.F. E.S.D. ssGls.No.2–38 *2Dks(Stl)* *Cruiser Stern*	5309 5086 3394	✠100A1 4,40 BS12,39 ✠LMC12,38	Gls	*z*	CL 2,38	1917 9mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	EllermanLines,Ld. (CityLineLd. *Mgrs.*) *Cell DB 347' 1271t DTa 25 709t*	391·0|54·2|28·9 406·5(O.L.) P48'B&F274' FK	Glasgow British *7BHCem*	T.3Cy.24½",42¼" & 73"–51" 220lb (*s*) 581NHP 2SB&1AuxSB,*11cf*,GS208, HS8341 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 5 s 4 ″ 4½ 27 ″ 3½	
72248 164342 GBGX	**City of Bombay** *Fitted for oil fuel* D.F. E.S.D. *2Dks* *Cruiser Stern*	7140 6569 4270					1937	Barclay, Curle&Co. Ld. Glasgow	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	464·3|59·2|31·2 P73'F30'	Liverpool British *WB*	3 steam turbines SR geared to 1 screw shaft 750NHP ParsonsMarineSteam TurbineCo.Ld.Nwc.		C
72249 106276 EIKG	**City of Bremen** (*ex*TeelinHead–34, *ex*Audierne,*ex*Doonass,*ex*Whimbrel) Wireless *1Dk*	903 763 370					1897	CaledonS. B.&E.Co.Ld. Dundee	Saorstat&Con- tinentalS.S.Co.Ld.	230·0|32·0|15·3 P&B123'F59'	Dublin British *WB*	T.3Cy.19",31" & 50"–33" 144NH CaledonSB&E.Co.Ld.Dun		C
72250 143641 GDNX 29/40	**City of Brisbane** ssNwc.No.3–7,33 ssMch.No.1–37 *Ref.Mchy.* *2Dks(Stl) 3rd tr Bin forehold* D.F. E.S.D. *Cruiser Stern*	8006 6822 5062	✠100A1 1,40 ✠LMC MS1,37 BS~~4,39~~ 4,40 ✠Lloyd'sRMC1,40 *Fitted for oil fuel 6,20 F.P. above 150° F.*	Lon	*c*†	CL 12,38	1920 6mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB414'1388t DTa30' 1147t FPT108t APT52t*	463·6|58·8|30·9 P98'B&F332' FK	Liverpool British *7BHptCem*	2 Steam Turbines DR geared to 1 Sc. Shaft 225lb (*s*) 885NH 3SB(Spt)&1AuxSB,*14cf*, GS270,HS10718 FD WallsendSlpway&E.CoLd	33 ″ 5 s 5 ″ 7½ 28 ″ 0½	
72251 148707 MNLW	**City of Brussels** ssAnt.No.3–6,38 *Mchy.Aft* *1Dk(Stl) pt2nd dk(Stl)* *Cargo battens not fitted in holds*	629 564 357	✠100A1 *with freeboard* 3,40 ✠LMC MS6,38 BS11,39	Ant	*j*	OG 3,40	1925 11mo	Burntislnd S.B.Co Ld. Burntisland *Lloyd's A&CP*	BrusselsS.S.Co.Ld. *CellDBf70' 116tFPT54tAPT26t*	175·1|28·6|15·9 B14'F21' FK	London British *3BHptCem*	T.3Cy.15",25" & 40"–27" (*s*) 180lb 88RHP 1SB,*3cf*,GS63,HS2030 W.Beardmore&Co.Ld.Gls.	17 ″ 0 s 3 ″ 10 13 ″ 3½	
72252 137423 GQZY	**City of Cairo** Ⓟ ssGls.2ndNo.3–2,39 D.F. E.S.D. *2Dks(Stl–Uws)* *Cruiser Stern*	8034 6263 5088	✠100A1 4,41 ~~3,40~~ ~~10,40~~ ~~BS9,39~~ ✠LMC9,38 BS ~~6,40~~ 4,41	Cal ~~Bkn~~ Gls	*c*†	CL N1,39	1915 1mo	Earle'sCo. Ld. Hull *Lloyd's A&CP*	EllermanLines,Ld (HallLine,Ld. *Mgrs.*) *WB=CellDBa141'u E&B84'f179' 1277t DTa33'937t*	449·9|55·7|31·3 465·2(O.L.) P94'B191'F86' FK	Liverpool British *7BHCem*	Q.4Cy.26½",38",55" & 80"–54" 225lb (*s*) 774NHP 3SB(Spt)&1AuxSB(Spt), *15cf*,GS285,5 HS14040 FD Earle'sCo.Ld.Hull	33 ″ 11 s 6 ″ 1 28 ″ 1¼	BT till ~~9,40~~ ~~8,41~~ 4,42
72253 149651 GNLD	**City of Canberra** ssShl.No.3–10,40 ~~ssBkn.No.2–35~~ *Special quality steel* *Ref.Mchy.* *2Dks(Stl)* D.F. *Cruiser Stern* E.S.D.	7484 6853 4681	✠100A1 10,40 ~~5,39~~ 5,40 ✠LMC MS~~5,35~~ BS~~2,40~~ 1,41 ✠Lloyd'sRMC~~2,40~~ ~~10,40~~ 4,41 *Fitted for oil fuel 12,27 F.P. above 150° F.* *Fitted for carrying oil 12,27 F.P. above 150° F. in DT & FP*	Liv Shl	*c*†	CL 7,38	1927 12mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	EllermanLines,Ld. (Ellerman&Buck- nallS.S.Co.Ld. *Mgrs.*) *Duct keel 144' fwd. of boiler space* *CellDB395'1400t DTa35' 1037t FPT 125tAPT72t*	453·2|57·8|31·9 P83'B162'F89' FK	Liverpool British *7BHptCem*	Q.4Cy.25¾",37½",54" & 78½"– 54" & Elec.drive from L.P. Turbine 265lb. (*s*) 984NHP 4SB(Spt),*16cf*,GS277, HS12052 FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 6 s 6 ″ 4½ 28 ″ 4½	
72254 146325 GJQZ	**City of Canterbury** Ⓟ *2Dks* D.F. *Cruiser Stern*	8331 6415 5290					1922	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	CityLine,Ld.	448·4|56·4|31·4 P&B295'F103'	Glasgow British *WB*	Q.4Cy.26¾",38½",55½" & 80"– 61" & Elec.Drive from L.P. Turbine 673NHP WallsendSlpway&E.CoLd		C BT till ~~6,40~~ 5,41
72255 137590 GRBJ	**City of Canton** ssSws.No.3–12,28 D.F. E.S.D. ssLiv.No.2–36 *2Dks(Stl)*	6692 6373 4271	✠100A1 3,40 ✠LMC MS4,36 BS~~5,40~~ 4,41	Liv	*b*†	CL 9,38	1916 9mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	EllermanLines,Ld (HallLine,Ld. *Mgrs.*) *CellDB403' 1312t DTa39'1068t FPT87t APT40t*	450·7|56·9|31·1 466·4(O.L.) P89'B192'F89' FK	Liverpool British *7BHCem*	2 Steam Turbines SR geared to 1 Sc. Shaft 190lb (*s*) 751NHP 3SB(Spt),*12cf*,GS228, HS8940 FD WallsendSlpway&E.CoLd	33 ″ 5 5 ″ 11½ 27 ″ 8½	

veys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Tra
72256 164340 GBBQ	**City of Cape Town** TwinSc D.F. E.S.D. 2*Dks,3rd dk in No.*1 *hold* *Cruiser Stern*	8046 7229 3935	✠100A1 *with freeboard* 9,40 ~~9,39~~ ✠LMC10,37 *Carrying cargo oil F.P.above* 150° *F.in deep tank* *Fitted for oil fuel* 10,37 *F.P above* 150° F.	Hul Mtl	*e*† 2¼	CL	1937 10mo *Lloyd'sA&CP*	Cammell Laird&Co.Ld. Birkenhead	EllermanLines, Ld.(HallLine,Ld. *Mgrs.*)	496·7|62·4|31·3 515·5(O.L.) P76'B&F351' FK *Duct keel fwd. of mchy.space* *CellDB*422'1947*tDTa*30'721*t* *Tanks in way of tunnels* 192*tFPT* 88*tAPT*82*t*	Liverpool British 8*BHptCem*	6 steam turbines SR geared to 2 screw shafts 265lb (*s*) 1867NHP 6SB(Spt),*24cf*,GS414, FD HS19800 CammellLaird&Co.Ld.Bkn	35 ″ 0 s 6 ″ 8½ 28 ″ 6¼	
72257 140556 GMXP	**City of Cardiff** (*ex*LangtonHall) *ss*Liv.No.3-7,30 D.F. E.S.D. *ss*Bkn.No.2-38 2*Dks*(*Stl*) *CruiserStern*	5661 5383 3601	✠100A1 1,40 ✠LMC MS10,38 BS~~2,39~~ 4,40	Gls	*z*	CL 12,39	1918 1mo *Lloyd'sA&CP*	Craig,Taylor&Co.Ld. Stockton	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	403·5|54·4|29·8 419·5(O.L.) P88'B153'F85' FK *CellDB*343'1240*tDTa*30'746*t*	Liverpool British 7*BHCem*	T3Cy.24½",42¼"&73"-51"(*s*) 220lb HS7705 FD 552NHP 2SB&1AuxSB,*11cf*,GS185, NE.MarineEng.CoLdNwc	32 ″ 3 s 5 ″ 1¾ 27 ″ 4	
72258 223221 WFCL	**City of Chattanooga** Ⓟ D.F. 4*Dks*	5861 — 4343					1923	NwprtNws S.B.&D.D.Co NewprtNews	OceanS.S.Co.of Savannah	381·8|52·1|27·0	Savannah Utd.States	T.3Cy.26",44$\frac{5}{16}$"&76$\frac{5}{16}$"-48" 404NHP NewportNewsSB&DD.Co.		R
72259 143 88 GBDY	**City of Christchurch** (*ex*Lorenzo, *ex*Aschenburg) *ss*Nwc.No.3-6,28 D.F. E.S.D. *ss*Gls.No.2-36 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in No.*1*hold*	6009 5659 3749	✠100A1 4,39 BS~~4,39~~ ✠LMC10,36 8,40	Gls	*d*†	CL 3,38	1915 7mo	J.C.Tecklenborg,A.G. Weser-münde-~~G.~~	Ellerman&Bucknall S.S.Co.Ld.	470·5|62·1|25·3 491·0(O.L.) P62'*Upper*F52' B&F394' FK *CellDBa*160'*uE*40'*f*'202' 1612*tFPT* 120*tAPT*81*t*	London British 7*BHCem*	Q.4Cy.27$\frac{3}{16}$"39$\frac{5}{16}$"55⅞"&82$\frac{11}{16}$" -55$\frac{1}{16}$" 213lb (*r*) 725NHP 4SB,*12cf*,GS225,HS10120FD J.C.TecklenborgA.G.Wsm	28 ″ 0 s 3 ″ 10 24 ″ 5	
72260 145882 GFMV	**City of Christiania** *ss*Lon.No.3-10,33 D.F. E.S.D. *ss*Gls.No.1-37 2*Dks*(*Stl*) *CruiserStern*	4940 4627 3031	✠100A1 11,40 ~~1,39~~ BS11,40 ✠LMC12,37 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Phl Bom	*y*	CL 11,~~37~~ 11,40	1921 8mo *Lloyd'sA&CP*	Earle'sCo. Ld. Hull	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	380·1|53·0|28·5 P85'B&F266' FK *CellDB*320'965*tDTa*27' 660*t FPT*72*t APT*69*t*	Liverpool British 6*BHptCem*	T.3Cy.24",41"&71"-48" (*s*) 225lb 550NHP 3SB(Spt),*9cf*,GS184, HS7960 FD Earle'sCo.Ld.Hull	30 ″ 9 s 4 ″ 0 26 ″ 11¾	
72261 204080 WNCM	**City of Cleveland III** Ⓟ Pad (*ex*City of Cleveland) D.F. GyC. 4*Dks*	4568 — 2403					1907	Detroit S.B.Co. Wyandotte	Detroit and ClevelandNav.Co.	390·0|54·2|22·3 *WB*	Detroit, Mich. Utd.States	C.3Cy.54"&(2)84"-96" 1152NHP DetroitS.B.Co.Detroit		
72262 140555 GRBL	**City of Corinth** *ss*Nwc.No.3-2,30 D.F. E.S.D. *ss*Bkn.No.2-38 2*Dks*(*Stl*) *CruiserStern*	5318 5085 3424	✠100A1 1,41 ~~12,39~~ ✠LMC MS3,38 BS~~6,39~~7,40 *Carrying oil fuel F.P. above* 150°*F.in DB* *Fitted for oil fuel* 5,19 *F.P. above* 150° F.	NYk Liv	*z*	CL 12,39	1918 1mo *Lloyd'sA&CP*	W.Gray& Co.Ld. WHartlepool	Ellerman Lines,Ld (HallLine,Ld. *Mgrs.*)	391·0|54·2|28·9 407·0(O.L.) P84'B&F274' FK *CellDB*347'1271*tDTa*25'709*t*	Liverpool British 7*BHCem*	T.3Cy.25½",42¾"&73"-51" 220lb (*s*) 581NHP 2SB(Spt)&1AuxSB(Spt), *11cf*,GS208, HS8341 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 5 s 4 ″ 4¼ 27 ″ 3½	
72263 221006 KDNP	**City of Dalhart** Sub.Sig. *OilEng.* GyC. 2*Dks* *Longitudinal framing*	5878 — 3689					1921	Oscar DanielsCo. Tampa,Fla.	UnitedStates MaritimeCommission	401·9|54·2|31·3 P34'B118'F38'	Tampa,Fla Utd.States *Wb*	Oil Engines 2S.C.SA 6Cy.30"-52" 938NHP Busch-SulzerDiesel Eng.Co.St.Louis,Mo.		R
72264 219277 KOPV	**City of Dallas** (*ex*LakeFillion) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB*	2559 2203 1586	✠ ... 11,20 ✠				1919 11mo	Toledo S.B.Co. Toledo,O	SouthernS.S.Co.	251·0|43·6|25·8 P25'B64'F23' FK	Phildlphia Utd. States *WB*	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
72265 148871 GLBW	**City of Delhi** *ss*Liv.No.3-5,37 *Ref.Mchy.* 2*Dks*(*Stl*) D.F. *CruiserStern* E.S.D.	7443 7127 4731	✠100A1 10,40 ~~1,39~~ ~~BS7,39~~ ✠LMC5,37 Lloyd'sRMC~~7,39~~4,40 BS9,40 *Fitted for oil fuel* 7,25 *F.P.above* 150° F.	Mtl	*c*†	CL 10,38	1925 7mo *Lloyd'sA&CP*	WearShipyard of W. Gray&Co.Ld. Sunderland	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*)	450·5|58·6|32·1 P74'B&F317' FK *CellDB*396'1471*tDTa*30'845*t*	Glasgow British 8*BHptCem* 1 ,, *to2nd dk*	Q.4Cy.24",35",51"&74"-51" &L.P.Turbine withD.R. gearing&hydrauliccoupling 250lb (*s*) 845NHP 4SB(Spt),*12cf*,GS230, HS10960 FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 9 s 5 ″ 11¼ 29 ″ 0¾	
72266 146175 GFWC	**City of Derby** (*ex*Karonga) *ss*Nwc.No.3-5,34 *ss*Bkn.No.1-38 D.F. 2*Dks*(*Stl*) E.S.D. *CruiserStern*	6616 6246 4190	✠100A1 7,40 ~~9,39~~ BS~~10,39~~ ✠LMC11,38 11,40 *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	Lon Gls	*b*†	CL 10,38	1921 11mo *Lloyd'sA&CP*	W.Gray& Co.(1918) Ld. Sunderland	Ellerman&Bucknall S.S.Co.Ld.	433·0|57·4|30·2 P89'B&F308' FK *CellDB*385'1468*tDTa*27'778*t*	London British 7*BHptCem*	2SteamTurbinesDRgeared to1 Sc.Shaft (*s*) 767NHP 225lb HS8946 FD 3SB(Spt),*12cf*,GS231, CenMarE.Wrks.Ld.W.Hpl	32 ″ 10 s 5 ″ 0 28 ″ 0¾	
72267 209571 WNCN	**City of Detroit III** Ⓟ Pad D.F. GyC. 1*Dk*2*trB*	6061 — 3328					1912	DetroitS.B Co. Wyandotte	Detroit and ClevelandNav.Co.	455·8|55·5|22·5 *WB*	Detroit, Mich. Utd.States	C.3Cy.62"&(2)92"-102" 1425NHP DetroitSB.Co.Detroit Mich		
72268 160254 GSVQ	**City of Dieppe** *ss*Liv.No.2-37 *Ref.Mchy.* 2*Dks*(*Stl*) D.F. E.S.D. *CruiserStern*	7958 7215 4850	✠100A1 4,40 ~~8,39~~ ✠LMC MS6,37 BS12,39 ✠Lloyd'sRMC~~8,39~~ 4,41 ~~4,40~~ *Fitted for carrying oil* (6,29) *F.P.above* 150° F. *in deep tank, forepeak tank & afterpeak tank* *Fitted for oil fuel* 6,29 *F.P.above* 150°F.	Mch Bermuda		CL 6,38	1929 6mo *Lloyd'sA&CP*	W.Gray& Co.Ld. WHartlepool	EllermanLines,Ld. (Ellerman&Bucknall S.S.Co.Ld. *Mgrs.*)	501·8|58·2|32·2 P84'B180'F107' lcn34 FK *Intermediate BH dispensed with* *Duct keel fwd. of mchy. space* *CellDB*403'1455*tDTa*35'943*t FPT*394*t APT*93*t*	Glasgow British 7*BHCem*	Q.4Cy.26¼",38",54½"&79½" -54"&LP Turbine with DR gearing & hydraulic coupling 255lb (*s*) 1088NHP 4SB(Spt),*16cf*,GS291, FD HS12792 Cen.Mar.EWrksLd.WHpl	35 ″ 0 s 6 ″ 4¼ 28 ″ 11½	
72269 85157 EIJY	**City of Dublin** (*ex*Mallard) Iron *ss*Lon.No.3-8,95 *Well deck* Wireless 2*Dks*	1095 954 667	✠ ... 10,99 ✠				1882 5mo	Gourlay Bros.&Co. Dundee	Saorstat&ContinentalS.S.Co.Ld.	225·0|33·1|17·4 P130'F36' BK8"	Dublin British *WB*	C.2Cy.30"&54"-36" NB07 130NHP GourlayBros.&Co.Dundee	19 ″ 6	C †
72270 143734 GDPY	**City of Dundee** (*ex*SandonHall) *ss*Ant.No.3-7,33 D.F. E.S.D. *ss*Bkn.No.1-37 2*Dks*(*Stl*) *CruiserStern*	5273 4999 3309	✠100A1 8,40 ~~3,40~~ ✠LMC MS8,37 BS~~3,40~~7,41 *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	Mch Lon	*z*	CL 3,40	1921 3mo *Lloyd'sA&CP*	Palmers' Co.Ld. Newcastle	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	406·0|52·1|29·2 423·3(O.L.) P80'B147'F78' FK *CellDB*349'1115*tDTa*27'668*t*	Liverpool British 8*BHptCem*	2SteamTurbinesDRgeared to1Sc.Shaft (*s*) 609NHP 220lb HS7978 FD 2SB(Spt)&1AuxSB(Spt), *10cf*,GS202 Palmers'Co.Ld.Newcastle	31 ″ 8 s 5 ″ 2¾ 26 ″ 8	
72271 131464 GQZT	**City of Dunkirk** *Fitted for oil fuel* D.F. E.S.D. 2*Dks*	5861 5537 3759					1912	Barclay, Curle&Co.Ld. Glasgow	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	420·7|54·2|30·3 P82'B150'F41'	Liverpool British *WB*	T.3Cy.24½",42¼"&74"-48" 379NHP Barclay,Curle&Co.Ld.Gls.		C
72272 145892 GDSN	**City of Durban** *ss*Cal.No.3-9,33 *ss*Bkn.No.1-37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	5850 4249 3672	✠100A1 *Shelter dk* *withfreeboard* 9,39 BS6,39 ✠LMC4,37 *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	Gls	*y*	CL 3,38	1921 3mo *Lloyd'sA&CP*	Earle'sCo. Ld. Hull	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	379·7|52·1|26·6 F40'*on Shelter dk* FK *Collision* *CellDB*319'938*t*	Liverpool British *Cem* *BHtoSh dk* 5 ,, ,, *U* ,,	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 225lb 607NHP 3SB(Spt),*9cf*,GS179, FD HS7825 Earle'sCo.Ld.Hull	36 ″ 9 s 10 ″ 4¾ 26 ″ 7½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant et prét. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
72273 147313 GJVB	**City of Eastbourne** ssMdb.No.3–3,35 ssHul.No.1–40 D.F. 2Dks(Stl) *Cruiser Stern*	5563 5300 3509	✠100A1 2,41 ~~4,40~~ BS~~5,39~~8,40 *Fitted for oil fuel 5,23 F.P. above 150° F.* *Carrying vegetable oil in 'tween deck tanks*	Hul Lon ✠LMC MS4,40	z	CL 8,40	1923 5mo *Lloyd's A&CP*	W.Gray& Co.Ld. W Hartlepool	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	406·2|54·2|28·8 421·9(O.L.) P87'B&F287' FK *CellDB355'1310tD*	Liverpool British *8BHptCem* *Ta28'1062t*	T.3Cy.24½",42½"&74"–51"(s) Electric drive from L.P. Turbine 225lb 690NHP 3SB(Spt),*11cf*,GS212, FD HS8544 Cen.Mar.Eng.Wrks.WHpl	31 ″ 5 s4 ″ 6½ 27 ″ 1¼	
72274 165915 GNGC	**City of Edinburgh** TwinSc D.F. E.S.D. *2Dks,3rd dk in No.1hold* *CruiserStern*	8036 7229 3965	✠100A1 *with freeboard* 5,40 ~~9,39~~ *Carrying Cargo oil F.P. above 150° F. in deep tank* *Fitted for oil fuel 8,38 F.P. above 150° F.*	Gls Bal ✠LMC8,38	e† 2¼	CL	1938 8mo *Lloyd's A&CP*	Cammell Laird&Co.Ld. Birkenhead	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*) *Duct keel* *CellDB422'1941t* *Tanks in way*	496·7|62·4|31·3 515·8(O.L.) P76'B&F351' FK *fwd. of mchy.space* *DTa30'721t* *of tunnels192t FPT*	Glasgow British *8BHptCem* *88t APT82t*	6 steam turbinesSRgeared to 2 screw shafts 265lb (s) 1867NHP 6SB(Spt),*24cf*,GS414, FD HS19800 CammellLaird&CoLd.Bkn	35 ″ 0 s6 ″ 8½ 28 ″ 5¾	
72275 220962 KDMV	**City of Elwood** *OilEng.* Sub.Sig. GyC. *2Dks* *Longitudinal framing*	6197 — 3822					1920	Doullut& Williams S.B.Co.Inc. NewOrleans	UnitedStates Maritime Commission	395·5|55·0|31·4 P60'B109'F37'	N.Orleans Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.30"–52" NE29 945NHP Busch-SulzerBros.Diesel Eng.Co.St.Louis		R
72276 127242 WTCS	**City of Erie** Ⓟ Pad	2499 — 1280					1898	DetroitDry DockCo. Detroit,Mich.	Cleveland& BuffaloTransitCo.	316·0|44·0|18·0 *78'overguards*	Wilmgton (Del.) Utd.States	B.O.2Cy.54"–96"&80"–144" 640NHP W.&A.FletcherCo. Hoboken,N.J.		R
72277 145980 GJNF	**City of Evansville** ssHul.No.3–3,35 ssBkn.No.1–38 D.F. E.S.D. *2Dks(Stl)* *CruiserStern*	6528 6203 4141	✠100A1 1,40 BS11,40 MS12,38 *Fitted for oil fuel10,22 F.P. above 150° F.*	Gls ✠LMC ~~BS9,39~~	b†	CL N11,37	1922 10mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	Ellerman Lines,Ld (HallLine,Ld. *Mgrs.*) *CellD*	433·2|57·3|30·1 450·8(O.L.) P88'B&F307' FK *B379'1475t DTa27'*	Liverpool British *8BHptCem* *715t*	T.3Cy.25¼",42½"&74"–51" L.P.Turbine with DRgearing&hydraulic coupling 225lb (s) 729NHP 3SB(Spt),*12cf*,GS230, FD HS8946 Cen.Mar.Eng.Wrks.WHpl	32 ″ 10 s5 ″ 0½ 28 ″ 1½	
72278 136297 GQZW	**City of Exeter** Ⓟ TwinSc D.F. E.S.D. *2Dks*	9654 7568 6127					1914	Workman, Clark&Co.Ld Belfast	EllermanLines,Ld (CityLine,Ld. *Mgrs.*)	486·7|58·9|32·6 P98'B219'F88'	Glasgow British *WB*	Q.8Cy.22",31½",46"&66"–45' 584NHP Wrkman,Clark&Co.LdBel		C BT till ~~7,40~~
72279 219614 KUCV	**City of Flint** *Fitted for oil fuel* Sub.Sig. *2Dks*	4963 4598 3033					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0|54·2|27·8 P50'B121'F40'	Phildlphia Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
72280 220316 WDCI	**City of Flint 32** Ⓟ TwinSc *(CarFerry)* *2Dks* D.F. GyC.	3327 — 762					1930	Manitowoc S.B.Corp. Manitowoc, Wis.	PereMarquette Rly.Co.	381·5|57·0|22·5	Ludington Mich. Utd.States	2SteamTurbines connected to Elec.Motor&Screw Shafts 1200NHP GeneralElectricCo., Schenectady,N.Y.		
72281 140659 GRCJ	**City of Florence** ssNwc.No.3–10,30 D.F. E.S.D. ssGls.No.2–39 *CruiserStern* *2Dks(Stl)*	6862 6512 4382	✠100A1 ~~7,40~~ ~~10,39~~ 6,41 BS12,40 MS5,39 *Fitted for oil fuel 1,23 F.P. above 150° F.*	Bry ~~Gls~~ Lon ✠LMC ~~BS8,39~~	b†	CL ~~11,38~~ ~~7,40~~ 6,41	1918 2mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	EllermanLines,Ld (HallLine,Ld. *Mgrs.*)	448·8|56·2|31·4 P104'B171'F93' FK *CellDB398'1636t*	Liverpool British *7BHCem* *DTa24'806t*	T.3Cy.26½",44½"&77"–51" 220lb (s) 621NHP 3SB(Spt),*12cf*,GS226, FD HS8726 Cen.Mar.Eng.Wrks.WHpl	34 ″ 0 s6 ″ 0½ 28 ″ 2¼	
72282 219248 KONM	**City of Fort Worth** (*ex*LaCrosse) *Fitted for oil fuel* Sub.Sig. *1Dk2trB*	2606 2261 1612	✠ ... 9,20 ✠				1919 11mo	McDougall DuluthCo. Duluth,Minn	SouthernS.S.Co.	251·0|43·7|25·8 P25'B64'F20' FK	Phildlphia Utd. States *WB*	T.3Cy.21",35"&59"–42" 352NHP McDougall-DuluthCo.	28 ″ 2	R †
72283 143700 GDRS	**City of Glasgow** ssNwc.No.3–6,33 ssMtl.No.1–37 *Ref.Mchy.* *2Dks(Stl)* D.F. E.S.D. *CruiserStern*	5321 5086 3401	✠100A1 ~~8,40~~ ~~1,40~~ 2,41 ~~BS5,39~~ ✠Lloyd'sRMC ~~1,40~~ 6,40 2,41 ~~1,40~~ *Fitted for oil fuel12,20 F.P. above 150° F.*	Hul BS6,40 ✠LMC6,37	z	CL ~~2,38~~ 1,41	1920 12mo *Lloyd's A&CP*	W.Gray& Co.(1918)Ld WHartlepool	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB342'1243tDTa*	391·3|54·2|28·9 P84'B&F274' FK	Liverpool British *8BHCem* *25'645t*	2SteamTurbinesDRgeared to 1Sc. Shaft 225lb (s) 632NHP 3SB(Spt),*10cf*,GS196, FD HS7952 Cen.Mar.Eng.Wrks.WHpl	31 ″ 5 s4 ″ 4½ 27 ″ 3½	
72284 210065 KFIS	**City of Grand Rapids** Ⓟ *Mchy.Aft* *3Dks*	3061 — 1572					1912	American S.B.Co. Cleveland,O.	E.E.Taylor	291·0|48·0|27·0	Chicago Utd.States	T.4Cy.26",42"&(2)51"–42" 337NHP AmericanS.B.Co.Clevelnd		R
72285 140634 GRBZ	**City of Guildford** (*ex*Romeo) ssNpt.No.3–1,32 D.F. E.S.D. ssMch.No.1–36 *2Dks(Stl)* *Cargo battens not fitted in 'tween dks*	5157 4823 3236	✠100A1 Examined 2,41 MS12,35	~~Liv~~ Lon ✠LMC BS~~5,39~~8,40	z	CL N6,39	1919 6mo *Lloyd's A&CP*	W.Gray& Co.(1918)Ld. WHartlepool	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB*	400·0|52·3|28·5 414·0(O.L.) P49'B219'F39' FK *345'1129t FPT129t*	Liverpool British *7BHptCem* *APT61t*	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s4 ″ 9½ 26 ″ 5½	
72286 153423 CYJT	**City of Hamilton** D.F. *Mchy.Aft* *2Dks*	1665 1506 972					1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	230·0|38·1|20·7 F37'	Montreal British *WB*	T.3Cy.18",30"&50"–36" 150NHP Richardsons,Westgarth &Co.Ld.Hpl.		C
72287 137452 GMDZ	**City of Hankow** ssGls.No.3–5,27 D.F. ssGls.No.2–35 *2Dks(Stl)* *Cruiser Stern*	7360 7108 4735	✠100A1 Examined 1,41 MS~~3,34~~ 1,40	~~Lth~~ Mch ✠LMC BS~~4,39~~ 4,40	c†	CL ~~3,37~~ 4,38	1915 6mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	EllermanLines, Ld.(HallLine, Ld.*Mgrs.*) *Cell DBa 168'*	465·4|58·2|31·8 483·9(O.L.) P107'B171'F100' FK *uE&B45'f200'1733t*	Liverpool British *7BHCem* *DTa24'816t*	Q4Cy26½",37½",54"&78"–54" & L.P.Turbine with DR gearing & hydraulic coupling (s) 853NHP 225lb HS10936 FD 3SB(Spt)&1AuxB(Spt), *15cf*,GS277, Cen.Mar.Eng.WrksW.Hpl	34 ″ 8 s6 ″ 4½ 28 ″ 6½	
72288 140618 GMXC	**City of Hereford** ssBkn.No.3–1,40 ~~ssLiv.No.2–35~~ D.F. E.S.D. *2Dks(Stl)* *CruiserStern* *Special Quality Steel*	5101 4825 3215	✠100A1 ~~1,40~~ ~~3,39~~ 1,41 BS~~3,39~~ 9,40 *Carrying oil fuel F.P. above 150° F. in DT*	Shl MS1,40 ✠LMC~~5,38~~	y	CL 6,38	1927 5mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld Glasgow	EllermanLines,Ld. (Ellerman& BucknallS.S. Co.Ltd.*Mgrs.*) *CellD*	385·4|51·7|30·3 P31'B111'F37' FK *B335' 976t DTa28'*	Liverpool British *7BHCem* *1 ,, to 2nd dk* *745tFPT92t*	T.3Cy.24",41¼"&72½"–48" 225lb (s) 523NHP 2SB(Spt)&1AuxSB FD (Spt),*9cf*,GS184,HS7183 Barclay,Curle&Co.Ld.Gls.	32 ″ 8 s6 ″ 6½ 26 ″ 4	
72289 147146 GJZN	**City of Hongkong** Ⓟ ssBkn.No.3–8,36 *2Dks(Stl)* D.F. E.S.D. *CruiserStern*	9606 7612 6071	✠100A1 4,40 ~~BS3,40~~ *Fitted for oil fuel5,24 F.P. above 150° F.*	Mch BS3,41 ✠LMC9,36	d†	CL 5,39	1924 5mo *Lloyd's A&CP*	Earle'sCo. Ld. Hull	EllermanLinesLd. (CityLine,Ld. *Mgrs.*) *CellDB412'1696tD*	470·2|61·5|32·2 P40'B&F394' FK *Ta36'1044tFPT60t*	Hull British *9BHptCem* *1 ,, to 2nddk* *APT80t*	Q.4Cy.26½",38",55"&80"–54" &Electric drive from L.P turbine 225lb (s) 955NHP 4SB(Spt),*16cf*,GS311, FD HS12840 Earle'sCo.Ld.Hull	34 ″ 9 s5 ″ 11½ 29 ″ 0	BT till ~~4,40~~ 4,41

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72290 219228 KONS	**City of Houston** (*ex*LakeStrymon) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB*	2609 2261 1610	✠ ... 11,20 ✠				1919 11mo	McDougall DuluthCo. Duluth,Minn.	SouthernS.S.Co.	251·0 P25'B64'F20' FK	43·6	26·2	Phildlphia Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
72291 143712 GDVN	**City of Johannesburg** (*ex*MelfordHall) *Fitted for oil fuel* D.F. E.S.D. *CruiserStern* 2*Dks*	5669 5394 3583					1920	Barclay, Curle&Co.Ld Glasgow	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	417·2 P107'B&F287'	54·8	29·0	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Barclay,Curle&Co.Ld.Gls.		C
72292 219745 KUJR	**City of Joliet** *Fitted for oil fuel* D.F. 1*Dk*& *Shelter dk* & *Web frames* Sub.Sig. *Longitudinal framing*	6167 5630 3804	✠ ... 7,21				1920 5mo	G.A.Fuller Co. Wilmington, N.Carolina	LykesBros.- SteamshipCo.Inc.	395·3 P45'B110'F38'*on* *Shelter dk* FK	55·1	31·4	Houston Texas Utd. States *WB*	T.3Cy.24⅞",41$\frac{1}{16}$"&72"-48" 590NHP Hooven,OwensRent- schlerCo.Hamilton,O.	34 ″ 11	R †
72293 165925 GDGS	**City of Karachi** *Fitted for oil fuel* D.F. E.S.D. 2*Dks* *Cruiser Stern*	7140 6569 4267					1937	Barclay, Curle&Co Ld. Glasgow	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*)	464·3 P74'B195'F31'	59·2	31·2	Glasgow British *WB*	3 steam turbinesSR geared to 1 screw shaft 750NHP ParsonsMarineTurbine Co.Ld.Nwc.		C
72294 225904	**City of Keansburg** Ⓟ TwinSc 1*Dk*	1038 — 551					1926	H.A.Marvel Newburg.NY	~~KeansburgSteamboatCo.~~ Delaware &NewYork SteamboatCo.	231·0	43·0	12·0	Perth Amboy,N.J Utd.States	T.6Cy.15½",26"&44"-26" NE18*refitted*26 198NHP GeneralOrdnanceCo. Denver,Cal		
72295 143445 GCLT	**City of Keelung** (*ex*Keelung-36) 2*Dks*	5186 4817 3199					1919	Earle's Co.Ld. Hull	Ellerman&Buck- nallS.S.Co.Ld.	400·4 P116'F44'	52·2	28·5	London British *WB*	T.3Cy.27",44"&73"-48" 368NHP Earle'sCo.Ld.Hull		C
72296 147293 GKYB	**City of Khios** (*ex*RydalHall) *ss*Gls.No.3-10,37 D.F. E.S.D. 2*Dks*(*Stl*) *CruiserStern*	5574 5283 3537	✠100A1 ~~9,40~~ ~~4,40~~ 4,41 BS~~4,39~~ 9,40 ✠LMC4,37	Liv ~~Nwc~~ Lon	*z*	CL ~~4,30~~ 9,40	1925 1mo Lloyd's A&CP	Barclay, Curle&Co.Ld. Glasgow	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB*339'	400·0 417·5(O.L.) P68'B&F269' FK 1114*tDTa*27'726*t*	55·0	29·7	Liverpool British 7*BHptCem* 1 ,, *to2ndDk*	T.3Cy.27¾",40½"&71"-48" & L.P.Turbine with D.R. gearing & hydraulic coup- ling 225lb (*s*) 550NHP 2SB(Spt),*8cf*,GS154, FD HS6284 Barclay,Curle&Co.Ld.Gls.	32 ″ 0 s4 ″ 10 27 ″ 4	
72297 148579 GLCM	**City of Kimberley** *ss*Nwc.No.3-5,37 2*Dks*(*Stl*) D.F. E.S.D. *CruiserStern*	6169 5883 3954	✠100A1 ~~1,10~~ ~~10,39~~ 4,41 BS10,40 ✠LMC MS5,37 ~~BS9,39~~ *Fitted for oil fuel* 4,25 *F.P. above* 150° F.	NYk ~~Off~~ Bkn	*a*†	CL 2,39	1925 4mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	Ellerman&Buck- nallS.S.Co.Ld. *CellDB*360'1297	416·1 436·5(O.L.) P68'B&F288' FK *tDTa*24'704*t*	56·3	30·2	London British *ptCem* 6 *BH to Udk* 2 ,, ,, *2nd*,,	T.3Cy.24½",42½"&74"-51"(*s*) &Electric drive from L.P. turbine 225lb 682NHP 3SB(Spt),*12cf*,GS207, FD HS8379 Cen.Mar.Eng.Wrks WHpl	32 ″ 8 s 5 ″ 1¾ 27 ″ 9¼	
72298 152837 CYJV	**City of Kingston** *Mchy.Aft* D.F. 2*Dks*	1690 1412 1013					1925	DavieS.B. &Repg.Co. Quebec	CanadaSteamship Lines,Ld.	230·3 F37'	38·1	23·2	Montreal British *WB*	T.3Cy.18",30"&50"-36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
72299 147242 GJZV	**City of Lancaster** *ss*Nwc.No.3-2,29 *ss*Hul.No.2-38 *Well deck* 1*Dk*(*Stl*)2nd*Dk*(*Stl*) *CruiserStern in Nos.*1&2 *holds*	3041 2774 1891	✠100A1 ~~5,40~~ ~~9,39~~ 11,40 ✠LMC MS1,38 BS~~12,39~~ 2,41	Liv ~~Bry~~ Hul	*v*	CL ~~1,38~~ 11,40	1924 2mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	EllermanLines,Ld. (Ellerman&Papa- yanniLines,Ld. *Mgrs.*) *CellDB*285'805*tD*	335·2 348·2(O.L.) P&B219'F41' len29 FK *Tf*23'462*tAPT*29*t*	45·0	22·6	Liverpool British 6*BHptCem*	T.3Cy.20",35"&60-42" (*s*) 225lb 362NHP 3SB,*7cf*,GS160,HS5198 FD Palmers'Co.Ld.Newcastle	24 ″ 10 s4 ″ 3½ 22 ″ 4¼	
72300 147349 GMDK	**City of Leicester** *ss*Ant.No.3-1,38 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) *CruiserStern*	3351 3103 1994	✠100A1 *withfreeboard* 10,40 ~~12,39~~ ✠LMC MS1,38 BS~~9,39~~ 10,40	Hpl Mch	*w*	CL 1,38	1926 1mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *CellDB*299'717*tFPT*	345·0 FK 100*tAPT*163*t*	47·5	23·6	Liverpool British 6*BH pt Cem* *Coll BH to Sh dk*	T.3Cy.21¼",36"&62"-45" (*s*) 220lb 389NHP 2SB,*6cf*,GS127,HS5558 FD Cen.Mar.Eng.Wrks.WHpl	26 ″ 0 s 2 ″ 2½ 24 ″ 0	
72301 149679 GSLN	**City of Lille** *OilEng.* *ss*Gls.No.2-36 GyC. 2*Dks*(*Stl*) D.F. E.S.D. *CruiserStern*	6588 6184 4052	✠100A1 ~~Examined 3,41 Avn~~ ✠LMC CS9,37 DBS~~10,39~~ 10,40 9,37 *Carrying oil in lowest & intermediate DT abaft engine room, fwd DT & fore & afterpeaks* F.P. above 150° F.	~~Gls~~	*c*†	CL 6,39	1928 7mo Lloyd's A&CP	Barclay, Curle&Co.Ld Glasgow	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*) *Duct keel* *CellDB*380'	447·7 465·7(O.L.) P70'B&F312' FK *fwd of mchy space* 1277*tDTsa*26'1316*t*	57·9	30·1	Liverpool British 8*BHptCem* 1 ,, *to2nd dk* *DTf*22'710*t*	Oil Engines 2S.C.SA 4Cy 26¾"-107" 882NHP DB*100lb* DB*20lb* Barclay,Curle&Co.Ld.Gls. *FPT*130*tAPT*77*t*	33 ″ 11 s 5 ″ 7¼ 28 ″ 7	
104/40 72302 129549 EILC	**City of Limerick** Ⓟ (*ex*Ballycotton-36) Wireless 2*Dks*	1359 1011 617					1911	CaledonS. B.&E.Co.Ld. Dundee	Saorstat&Con- tinentalS.S.Co.Ld.	252·7 P&B153'F50'	35·6	16·7	Dublin British *WB*	T.3Cy.20",33$\frac{1}{16}$"&53⅛"-39" 175NHP CaledonS.B.&E.Co.LdDun		C
72303 166624 GQQQ	**City of Lincoln** TwinSc D.F. E.S.D. 2*Dks*,3*rd dk in No.*1 *hold* *Cruiser Stern*	8039 7229 3963	✠100A1 *withfreeboard* 12,40 ~~1,40~~ ✠LMC12,38 *Carrying cargo oil* F.P. above 150°F.*in deep tank* *Fitted for oil fuel* 12,38 F.P. above 150° F.	Lon Bal	*e*† 2¼	CL	1938 12mo Lloyd's A&CP	Cammell Laird&Co.Ld. Birkenhead	EllermanLinesLd. (Ellerman&Buck- nallS.S.CoLd.*Mgs*) *Duct keel forward of mchy.space* *CellDB*422'1941*tDTa*30'721*t*	496·7 515·7(O.L.) P76'B&F351' FK *Tanks in way of tunnels*	62·4	31·3	London British 8*BHptCem* 192*tFPT*88*t*	6steam turbines SR geared to 2 screw shafts 1867NHP 265lb HS19800 (*s*) 6SB(Spt),*24cf*,GS414, FD CammellLaird&Co.Ld Bkn *APT*82*t*	35 ″ 0 s6 ″ 8½ 28 ″ 5¾	
72304 124162 GCPX	**City of London** Ⓟ D.F. E.S.D. 2*Dks*	8956 7084 5714					1907	Workman, Clark&Co.Ld Belfast	EllermanLines,Ld. (CityLine,Ld. *Mgrs.*)	491·0 P85'B203'F83'	57·8	32·5	Glasgow British *WB*	Q4Cy.31¾"45"64½"&92½"-60' 660NHP Wrkman,Clark&Co.Ld Be		C BT till ~~2,41~~ 11,41
72305 149965 MNYL	— *ss*Lon.No.3-11,39 *Mchy.Aft* 1*Dk*(*Stl*)*pt*2*nd dk*(*Stl*)	633 567 356	✠100A1 *withfreeboard* 11,39 ✠LMC11,39 BS1,41	Lon	*j*	OG 11,39	1927 12mo Lloyd's A&CP	Burntislnd S.B.Co.Ld. Burntisland	BrusselsS.S.Co.Ld. *CellDBf*70'11	175·1 B14'F22' FK 6*tFPT*54*tAPT*26*t*	28·6	15·9	London British 3*BHCem*	T.3Cy.15",25"&40"-27" (*s*) 180lb 88RHP 1SB,*3cf*,GS63,HS1955 W.Beardmore&Co.Ld. Coatbridge	17 ″ 0 s 3 ″ 10 13 ″ 3½	
72306 217060 WXIA	**City of Los Angeles** Ⓟ (*ex*City ofHavre-38, *Fitted for oil fuel* *ex*Victorious) 2*Dks*& *Shelter dk* D.F. E.S.D. GyC. & *Web frames* *Ref.Mchy.* *Longitudinal framing*	8378 — 5147	✠ ... 12,20				1918 10mo	Bethlehem S.B.Corp.Ld. Alameda,Cal.	BaltimoreMail S.S.Co.	493·0 B151' len31 FK	56·0	35·3	Baltimore Utd.States *WB*	DR geared steam turbines NE&B31 DeLavalSteamTurbine Co.Trenton,N.J	38 ″ 0	R †
72307 127035 WRCB	**City of Lowell** TwinSc D.F. 2*Dks*	2975 — 1877					1894	BathIron Works Bath,Me.	Trailerships,Inc.	322·3	49·7	17·7	Wilmgton (Del.) Utd.States	T.6Cy.26",40"&64"-36" 492NHP BathIronWorks,Bath,Me.		

1 Numero d'Ordre. Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
72308 147353 GMCN	City of Lyons ssGls.No.3–9,38 D.F. E.S.D. 2Dks(Stl) CruiserStern	7063 6795 4461	✠100A1 5,41 ~~8,40~~ ✠LMC MS9,38 BS~~1,39~~ 5,40 Fitted for oil fuel 2,26 F.P. above 150° F.	Cff Lon	c†	CL ~~8,40~~ 6,41	1926 2mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB388'1337t DTf15'518tDTa30'838tFPT165tAPT69t	455·5|58·1|31·8 P44'B&F309' FK	Liverpool British 9BHptCem (2 to 2nd dk)	3SteamTurbinesSRgeared to1Sc.Shaft (s) 240lb 150lb 709NHP 3SB(Spt),12cf,GS228, FD HS9069 WllsndSlpwy.Co.Ld.Nwc	34 ″ 4 s 6 ″ 4 28 ″ 2¼	
72309 123057 MCLS	City of Malines (exPrince Léopold) ssYar.2ndNo.3–7,30 ssYar.No.2–38 1Dk(Stl)	373 275 150	✠100A1 11,39 9,40 ✠LMC8,38 BS~~8,39~~	Yar	f	OG 8,38	1905 5mo	Mackay Bros Alloa Lloyd'sA&CP	GreatYarmouth ShippingCo.Ld.	135·0|23·6|11·9 P15'Q67'F21' B on Q8' FK	Yarmouth British 4BHCem APT15t	T.3Cy.13″,22¼″&36″–24″(s) 160lb 50lb 78RHP 1SB,2pf,GS43,HS1379 MacColl&Pollock,Ld Sld.	12 ″ 6 s 3 ″ 4½ 11 ″ 11½	
72310 164262 MBWW	City of Manchester TwinSc ssBkn.No.1–39 D.F. 2Dks&Shelter dk E.S.D. GyC. 4th dk in No.1 hold Ref.Mchy. CruiserStern	8917 7519 5572	✠100A1 withfreeboard 8,40 ~~12,39~~ ✠LMC5,39 ✠Lloyd'sRMC~~12,39~~ 10,40 ~~5,40~~ Fitted for oil fuel 7,35 F.P. above 150° F.	Bkn Syd	f† 2¼	CL 5,38	1935 7mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP CellDB	EllermanLines,Ld. (HallLineLd. Mgrs.) Duct keel fwd of mchy.space 424'2168t DTa33'810t Tanks in way of tunnels 137t FPT114t	498·5|64·3|29·9 F38' FK	Liverpool British 8BHCem (Coll to Shdk 7 „ 2nd „) APT105t	6 Steam Turbines SR geared to 2 Screw Shafts 275lb 1625NHP 5SB(Spt)&1AuxSB(Spt), 24cf,GS422,HS18425 FD CammellLaird&CoLd.Bkn	33 ″ 9 s 5 ″ 0¼ 28 ″ 11	
72311 137508 GRBF	City of Manila ssBkn.No.3–7,29 D.F. E.S.D. ssBkn.No.2–38 2Dks(Stl) CruiserStern	7452 7196 4804	✠100A1 9,40 ~~9,39~~ ✠LMC MS7,37 BS~~3,39~~ 5,40 Fitted for oil fuel F.P. above 150°F. Carrying oil fuel F.P. above 150°F. in pt DB&DT	Mtl Gls	d†	CL 9,39	1916 6mo	W.Gray&Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	475·0|58·2|31·8 P107'B180'F101' FK CellDB422'1785t	Liverpool British 8BHCem DTa24'804t	Q.4Cy.26½″,37½″,54″&78″–54″&L.P.Turbine with DR gearng&hydrauliccouplng 225lb (s) 859NHP 3SB(Spt)&1Aux.B(Spt), 15cf,GS281,HS11079 FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 6 6 ″ 5½ 28 ″ 3	
72312 135436 GCPY	City of Marseilles Ⓟ TwinSc ssGls.2ndNo.3–1,38 D.F. E.S.D. 2Dks(Stl)	8317 6742 5309	✠100A1 1,41 ~~4,40~~ BS~~4,40~~ 1,41 ✠LMC4,38	Gls Mch	c†	CL 2,40	1913 1mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP WB	EllermanLines,Ld. (CityLine,Ld. Mgrs.) =CellDBa126'uE&B66'f201' 1332tD	469·3|57·0|32·1 483·3(O.L.) P92'B200'F53' FK	Glasgow British 7BHCem Ta36'1035t	Q.8Cy20½″29¼″42¼″&61″–45″ 225lb HS12830 (s) 851NHP 4SB&1AuxSB,18cf,GS375, FD Palmers'Co.Ld.Nwc.	34 ″ 8 s 6 ″ 9 28 ″ 1¾	BT till ~~8,40~~ ~~2,41~~ 1,42
72313 140631 GBPR	City of Melbourne ssAnt.No.3–7,31 ssBkn.No.2–39 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted in 'tween decks	6630 6398 4125	✠100A1 Shelter dk with freeboard 1,41 ~~12,39~~ ✠LMC BS~~3,39~~ 1,41 MS7,39	Hpl Sou	a†	CL ~~3,39~~ 11,40	1919 6mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB366'1364t	412·5|55·5|34·4 427·5(O.L.) F36' on Shelter dk FK FPT154tAPT228t	Liverpool British ptCem 6BHtoShdk 1 „ „ U „	T.3Cy.27⅝″,44″&73″–48″ (s) 180lb HS9525 597NHP 3SB(Spt),12cf,GS220 FD J.Dickinson&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 0½ 28 ″ 6	
72314 133304 GMWC	City of Mobile (exKentucky) D.F. 2Dks	6614 6314 4242					1912	Workman Clark&Co.Ld Belfast	Ellerman&BucknallS.S.Co.Ld.	447·3|56·4|31·4 P99'B153'F92'	N.Shields British WB	Q.4Cy.25″,36″,52½″&76″–51″ 412NHP Wrkman,Clark&Co.Ld.Bel		C
72315 207362 WFCN	City of Montgomery Ⓟ D.F. 4Dks	5656 — 3029					1910	NwprtNws S.B.&D.D.Co NewportNews	OceanS.S.Co.of Savannah	371·6|49·7|15·4 27·0	Savannah Utd.States WB	T.3Cy.26″,43″&72″–48″ 359NHP NewportNewsSB&DD.Co.		R
72316 153422 CYJW	City of Montreal Mchy.Aft 2Dks	1665 1506 972					1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	230·0|38·1|20·7 F37'	Montreal British WB	T.3Cy.18″,30″&50″–36″ 150NHP Richardsons,Westgarth &Co Ld.Hpl.		C
72317 200531 WDCE	City of Munising Ⓟ TwinSc (exPereMarquette20–38) (Ferry) D.F. 2Dks	2620 — 1546					1903	American S.B.Co. Cleveland	State of Michigan (HighwayDept.)	338·0|56·0|19·5	Lansing, Mich. Utd.States	T.6Cy.19″,31″&52″–36″ 324NHP AmericanSB.Co.Cleveland		R
72318 146310 GJLP	City of Nagpur Ⓟ ssHul.No.3–6,34 D.F. E.S.D. ssHpl.No.1–38 2Dks(StlU-ws) &Shelter dk(Stl-ws) CruiserStern	10146 8935 6280	✠100A1 Shelter dk with freeboard ~~2,40~~ 10,40 BS2,40 ✠LMC6,38 Fitted for oil fuel 9,22 F.P. above 150° F.	Hul Gls	e†	CL 5,38	1922 9mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	Ellerman Lines,Ld (CityLine,Ld. Mgrs.) Cell DB399' 1372tDTa39'1010tFPT90t	469·9|59·3|40·0 FK	Glasgow British pt Cem 8BHtoShdk APT120t	Q.4Cy.29″,42″,60″&86″–60″ 230lb (s) 1038NHP 5SB(Spt),20cf,GS376, FD HS15910 Wrkman,Clark&Co.LdBel	42 ″ 8 s12 ″ 7½ 30 ″ 7	BT till ~~2,41~~ 10,41
72319 229268 WQLC	City of New York Ⓟ TwinSc OilEng. D.F. E.S.D. GyC. 3Dks	8272 — 5025					1930	SunS.B.&D.D.Co. Chester,Pa.	AmericanSouth AfricanLine,Inc.	450·9|61·8|24·0	NewYork Utd.States	Oil Engines 2S.C.SA 8Cy.23⅝″–79⅛″ 1380NHP Sun.S.B.&D.D.Co. ChesterPa		R
72320 137421 GMFB	City of Newcastle ssBkn.2ndNo.3–10,39 D.F. E.S.D. CruiserStern 2Dks(Stl)	6921 6616 4462	✠100A1 ~~7,40~~ ~~10,39~~ 3,41 BS11,40 ✠LMC10,39	Bkn ~~Liv~~ Lon	c†	CL N10,39	1915 1mo	W.Gray&Co.Ld. WHartlepool Lloyd'sA&CP CellDBa168'uE&B42'f194'1668t	HallLine,Ld.	456·5|56·4|31·0 473·1(O.L.) P104'B171'F91' FK	Liverpool British 7BHCem DTa24'730t	T.3Cy.26″,44½″&77″–51″ (s) 220lb 616NHP 3SB(Spt),12cf,GS219, FD HS8612 Cen.Mar.Eng.Wrks.WHpl	33 ″ 9 s6 ″ 1¾ 27 ″ 10½	
72321 217590 WLCQ	City of Newport News Ⓟ (exArcher) Sub.Sig. 1Dk&Shelter dk& Longitudinal framing D.F. Web frames Ref.Mchy. E.S.D.GyC. Fitted for oil fuel	8378 — 5147	✠ … 5,21				1919 2mo	Bethlehem S.B.Corp.Ld. Alameda,Cal.	BaltimoreMail S.S.Co.	486·5|56·0|35·2 len31 FK	Baltimore Utd.States WB	DR geared SteamTurbines NE&B31 DeLavalSteamTurbineCo. Trenton,N.J.	38 ″ 0	R †
72322 211172 WJIO	City of Norfolk Ⓟ (exIndependence) Fitted for oil fuel Ref.Mchy. 1Dk&Shelter dk&Web frames D.F. E.S.D. GyC. Longitudinal framing	8378 — 5147	✠ … 5,21				1918 11mo	Bethlehem S.B.Corp.Ld. Alameda,Cal.	BaltimoreMail S.S.Co.	486·5|56·0|35·2 len31 FK	Baltimore Utd.States WB	DR geared SteamTurbines NE&B31 DeLavalSteamTurbineCo. Trenton,N.J.	38 ″ 0	R †
72323 208414 KJFV	— Ⓟ 2Dks	2379 — 1617					1911	Maryland SteelCo. Sparro'PtMd	ChesapeakeS.S.Co.	297·5|46·5|16·2	Baltimore Utd.States	T.4Cy.24½″,40″&(2)47¼″–42″ 289NHP MarylandStl.Co.Sparr'Pt.		R
72324 135479 GQZS	City of Norwich ssHpl.2ndNo.3–8,37 D.F. E.S.D. 2Dks(Stl) CruiserStern	6726 6115 4346	✠100A1 4,40 ✠LMC MS8,37 BS4,40 Fitted for oil fuel 11,18 F.P. above 150° F	Gls	b†	CL 8,38	1913 7mo	W.Gray&Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDBa159'uE&B42'f183'1450tDTa793t	434·4|54·7|31·2 P77'B165'F81' FK	Liverpool British 7BHptCem	T.3Cy.24½″,44½″&77″–51″(s) 220lb 606NHP 3SB,12cf,GS214,HS8384 FD Cen.Mar.Eng.Wrks.WHpl	33 ″ 10 s 6 ″ 2¼ 27 ″ 10¾	
72325 219515 KOZE	City of Omaha Fitted for oil fuel Sub.Sig. 1Dk&Shelter dk &Web frames Longitudinal framing	6124 5614 3775	✠ … 9,20				1920 3mo	GeorgeA. FullerCo. Wilmington N.C.	LykesBros. SteamshipCo.Inc.	393·7|55·1|31·4 P45'B110'F38' on Shelter dk FK	N.Orleans Utd.States WB	T.3Cy.24⅝″,41½″&72″–48″ 590NHP Hooven,Owens&Rentschler Co.Hamilton,O.	34 ″ 11	R †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72326 137804 GMFC	**City of Oran** ssNwc.No.3-2,29 D.F. E.S.D. ssHpl.No.2-37 2Dks(Stl) CruiserStern	7323 7087 4728	✠100A1 12,40 ~~2,40~~ ✠LMC MS3,37 BS~~1,40~~4,41 Fitted for oil fuel 8,19 F.P. above 150° F.	Cal Gls	c†	CL 11,39	1915 9mo	W.Gray&Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.) CellDBa150'uE&B69'f194'1759tDTa27'876t	465·5|58·1|31·7 P107'B171'F100' FK	Glasgow British 7BHCem	T.3Cy.27",44½"&77"-54" & electric drive from L.P. Turbine (s) 756NHP 220lb HS8726 3SB(Spt).12cf,GS225, FD Cen.Mar.Eng.Wrks.WHpl	34 ″ 6 s6 ″ 4½ 28 ″ 4¼	
72327 149600 GMRZ	**City of Oxford** ssMch.No.3-8,39 1Dk(Stl)&Shelter dk(Stl)	2759 2533 1633	✠100A1 withfreeboard 11,40 ~~12,39~~ ✠LMC MS8,39 BS~~12,39~~ 4,41	Liv	v	CL 8,38	1926 12mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	EllermanLines,Ld. (Ellerman&PapayanniLines,Ld. Mgrs.) CellDB280'689tFPT74tAPT61t	326·7|46·4|20·9 336·5(O.L.) FK (Coll	Liverpool British 6BHptCem BH to Sh dk 5 ,, ,, 2nd ,,)	T.3Cy.22",37"&62"-42" (s) 185lb 306NHP 3SB,8cf,GS146,HS5152 WllsndSlpwy.Co.Ld.Nwc	23 ″ 2 s1 ″ 5¼ 21 ″ 10¾	
72328 146256 GFQM	**City of Paris** Ⓟ ssGls.No.3-2,34 D.F. E.S.D. ssNwc.No.1-38 2Dks(Stl)&Shelter dk (Stl-ws)3rdtrB in No.1 hold	10902 9423 6855	✠100A1 Shelter dk withfreeboard ~~10,39~~10,40 ~~BS10,39~~ ✠LMC3,38 Fitted for oil fuel 9,21 F.P. above 150° F.	Lon PNl BS8,40	e†	CL 9,39	1922 2mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.) CellDB425'1366tDTa36'1032tFPT105tAPT89t	484·7|59·3|32·6 FK	Glasgow British ptCem 8BHtoSh dk	3 Steam Turbines DR geared to 1 Sc. Shaft (s) 225lb 1315NHP 5SB(Spt),20cf,GS392, FD HS15765 WllsndSlpwy.Co.Ld.Nwc.	43 ″ 0 s10″10¼ 32 ″ 7	BT till ~~10,40~~ 8,41
72329 133318 GMSL	**City of Perth** (exKandahar) ssBkn.2ndNo.3-3,39 D.F. 2Dks(Stl) CruiserStern	6415 6107 4153	✠100A1 8,40~~1,40~~ ✠LMC3,39 BS5,40	Liv HKg	b†	CL N4,38	1913 9mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	Ellerman&BucknallS.S.Co.Ld. CellDBa148'uE&B42'f194'1155tDTa33'445t	434·6|55·6|31·5 P90'B174'F87' FK	N.Shields British 7BHCem	T.3Cy.25½"43½"&76"-51"(s) 220lb 568NHP 3SB(Spt),12cf,GS220, FD HS7676 WllsndSlpwy.Co.Ld.Nwc.	33″10 s5″11¼ 28 ″ 1	
72330 219256 KONT	**City of Philadelphia** (exLake Elsmere) Fitted for oil fuel Sub.Sig. 1Dk	2674 — 1663					1919	Gt.Lakes Eng.Works Ashtabula,O.	SouthernS.S.Co.	253·6|43·7|26·2 P32'B65'F24'	Phildlphia Utd.States WB	T.3Cy.21",35⅝"&59"-42" GreatLakes 226NHP Eng.Works,Ashtabula		R
72331 145898 GFSC	**City of Pittsburg** ssHpl.No.3-12,34 ssBkn.No.1-39 D.F. 2Dks(Stl) E.S.D. CruiserStern	7377 7110 4719	✠100A1 9,40~~1,40~~ ✠LMC MS9,37 BS3,40 Fitted for oil fuel 1,22 F.P. above 150°F.	Liv HKg	d†	CL 2,39	1922 1mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDB409'1698tDTa30'984t	465·7|58·6|31·8 P98'B&F329' FK	Liverpool British 8BHptCem	3 Steam Turbines DR geared to 1 Sc. Shaft (s) 225lb HS9669 759NHP 3SB(Spt),12cf,GS243, FD Palmers'Co.Ld.Newcastle	34 ″ 6 s5 ″ 11¼ 28 ″ 10½	
72332 165620 GDGR	**City of Pretoria** TwinSc D.F. E.S.D. 2Dks,3rd dk in No.1hold Cruiser Stern	8049 7229 3977	✠100A1 withfreeboard 7~~,4011,39~~ 3,41 ✠LMC12,37 Carrying cargo oil F.P.above 150°F.in deep tank Fitted for oil fuel 12,37 F.P. above 150° F.	Bom	e† 2¼	CL ~~S10,39~~ 3,41	1937 12mo	Cammell Laird&Co.Ld Birkenhead Lloyd'sA&CP	Ellerman&BucknallS.S.Co.Ld. Duct keel fwd. of mchy. space CellDB422'1944tDTa30'721t Tanks in way of tunnels192tFPT88tAPT82t	496·7|62·4|31·3 516·0(O.L.) P76'B&F351' FK	London British 8BHptCem	6SteamTurbinesSR geared to 2 Sc. Shafts 265lb (s) 1867NHP 6SB(Spt),24cf,GS414, FD HS19800 CammellLaird&Co.Ld.Bkn	35 ″ 0 s6 ″ 8½ 28 ″ 6¼	
72333 135582 GQZX	**City of Rangoon** ssH.Kg.No.3-9,26 D.F. E.S.D. ssLiv.No.2-34 2Dks(Stl) CruiserStern	6635 6305 4272	✠100A1 Examined4,41 Liv BS4,41 ✠LMC4,40	~~NYk~~	b†	CL 8,38	1914 6mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) CellDBa162'uE&B42'f188'1497tDTa24'808t	443·0|55·3|31·2 P104'B165'F83' FK	Liverpool British 7BHCem	T.3Cy.25¾",44½"&77"-51"(s) 220lb 617NHP 3SB(Spt),12cf,GS216, FD HS8641 Cen.Mar.Eng.Wrks.WHpl	34 ″ 0 s6 ″ 1½ 28 ″ 1¾	
176/40 72334 220677 KDGS	**City of Rayville** OilEng. Sub.Sig. GyC. 2Dks Longitudinal framing	5883 — 3666					1920	Oscar DanielsCo. Tampa,Fla.	UnitedStates Maritime Commission	401·9|54·2|31·3 P34'B118'F38'	Tampa,Fla Utd.States WB	Oil Engines 2S.C.SA 6Cy.30"-52" NE27 938NHP Busch-SulzerDieselEng. Co.St.Louis,Mo.		R
72335 211710	**City of Richmond** Ⓟ ssBal.2ndNo.3-11,34 ssBal.No.1-39 1Dk(Stl-ws)&Webframes Longitudinal framing	1924 1048 1127	✠ A1 Service Chesapeake Bay ~~9,40~~ ~~2,40~~5,41 ✠NB11,30 ✠LMC MS2,39 BS~~5,39~~10,40 Fitted for oil fuel 11,30 F.P. above 150° F.	Bal		CL ~~2,38~~ 9,40	1913 11mo	Maryland SteelCo. Sparro'PtMd A&CP	ChesapeakeS.S.Co.	261·6|53·1|14·1 FK	Baltimore Utd.States 5BHAsp FPT55t	T.4Cy.23",38"&(2)45"-36" 200lb 430NHP 4W.T.B. HS8668 Maryland Stl.Co.Sparr'Pt.	16 ″ 8	
72336 139278 GRCZ	**City of Ripon** (exLepanto-34) ssHul.No.3-9,27 Ref.Mchy. ssGls.No.2-35 D.F. 2Dks(Stl)&Shelter dk(Stl)	6368 4440 4020	✠100A1 Shelter dk withfreeboard Examined3,41 BS4,41 MS10,40 ✠LMC	~~Gls~~ ~~[illegible]~~ Liv	z	CL ~~11,37~~ 3,40	1915 11mo	Russell& Co. Pt.Glasgow Lloyd'sA&CP	Ellerman'sWilson Line,Ld. CellDBa130'uE&B43'f180'1290tAPT20t	410·2|53·5|33·8 424·9(O.L.) FK	Hull British 7BHCem	T.3Cy.27",44"&73"-48" (s) 180lb NDB27 495NHP 3SB(Spt),9cf,GS177, FD HS7152 J.G.Kincaid&Co.Ld.Grk.	36 ″ 4 s9 ″ 5¼ 27 ″ 2	
72337 149661 GNLX	**City of Roubaix** ssBkn.No.3-5,40 ~~ssGls.No.2-36~~ D.F. E.S.D. 2Dks(Stl) CruiserStern	7108 6754 4555	✠100A1 5,40~~8,39~~ ~~BS7,39~~ ✠LMC~~8,36~~ 5,40 Fitted for oil fuel 2,28 F.P. above 150°F. Fitted for carrying oil F.P. above 150°F. in forward & after peaks & forward & after deep tanks	Bal Bkn	c†	CL ~~11,37~~ 5,40	1928 2mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) Duct keel fwd. of mchy.space CellDB385'1287tDTa30'854tDTf18'551tFPT180tAPT63t	456·1|58·4|32·1 P50'B&F310' FK	Liverpool British 9BHptCem (7 ,, to Udk 2 ,, 2nd ,,)	3 Steam Turbines S.R geared to 1 Sc. Shaft (s) 300lb 150lb 1029NHP 3SB(Spt)&1AuxSB(Spt), 16cf,GS267,HS11016 FD WllsndSlpwy.Co.Ld.Nwc.	34 ″ 7 s6 ″ 3¼ 28 ″ 6¼	
72338 107848	**City of Sacramento** Ⓟ TwinSc (exAsburyPark) (Ferry) 2Dks&Passenger dk	3016 1286 1829					1903	WCramp& SonsS&EBCo Philadelphia	PugetSound Nav.Co.	297·2|50·0|15·4	S.Frncisco Utd.States	T.8Cy.23",37½"&(2)43"-30" NB19 405NHP W.Cramp&SonsS&EBCo.		
72339 229150 WDCH	**City of Saginaw 31** Ⓟ TwinSc (Car ferry) D.F. GyC. 2Dks	3327 — 762					1929	Manitowoc S.B.Corp. Manitowoc, Wis.	PereMarquette Rly.Co.	381·5|57·0|22·5	Ludngton, Mich. Utd.States	2 Steam Turbines connected to Elec. Motors & Sc. Shafts 1200NHP General Electric Co. Schenectady,N.Y.		
72340 207363 WFCP	**City of St. Louis** Ⓟ D.F. 4Dks	5425 — 4025					1910	NwprtNws S.B.&D.D.Co. NewprtNews	OceanS.S.Co.of Savannah	371·6|49·7|15·4 27·0	Savannh Utd.States WB	T.3Cy.26",43"&72"-48" 359NHP NewportNewsSB&DD.Co.		R
72341 217456 KEGF	**City of San Francisco** Ⓟ (exCity of Hamburg-38,exEclipse) Fitted for oil fuel 2Dks&Shelter dk& Web frames D.F. E.S.D. GyC. Ref.Mchy. Longitudinal framing	8378 — 5147	✠ ... 6,20				1919 2mo	Bethlehem S.B.Corp,Ld. Alameda,Cal.	BaltimoreMail S.S.Co.	493·0|56·0|35·3 B151' len31 FK	Baltimore Utd.States WB	DRgearedSteam Turbines NE&B31 DeLavalSteamTurbine Co.Trenton,N.J.	38 ″ 0	R †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et ce n'est dans le L. R. Durée, Cert. Bd. of Trade
72342 204437 WFCQ	**City of Savannah** D.F. 8Dks	5397 — 3680					1907	Delaware RiverCo. Chester,Pa.	OceanS.S.Co.of Savannah	381·5	49·0	15·8 27·0	Savannah Utd.States WB	T.3Cy.28″,46″&75″–48″ 390NHP DelawareRiverCo.Chester		R
72343 140533 GRCF	**City of Shanghai** ssMtl.No.3–6,36 2Dks(Stl) D.F. E.S.D. CruiserStern	5828 5521 3748	✠100A1 Examined 3,41 MS6,36	~~Gls~~ Nwc ✠LMC ~~BS7,39~~ 8,40	a†	CL ~~3,40~~ N3,41	1917 8mo Lloyd	Earle'sCo. Ld. Hull 'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	418·5 P86'B212'F48' FK CellDB370'1136t	55·0	29·4	Liverpool British 7BHCem DTa30'783t	T.3Cy.24½″,42½″&74″–51″ 220lb (s) 565NHP 2SB(Spt)&1AuxSB(Spt), 11cf,GS206,HS7860 FD Earle'sCo.Ld.Hull	31 ″ 9 s 5 ″ 2½ 26 ″ 10	
72344 146273 GFQN	**City of Simla** Ⓟ TwinSc ssGls.No.3–5,34 ssGls.No.1–38 D.F. E.S.D. 2Dks&Shelterdk CruiserStern	10138 7132 6257	✠100A1 Shelter dk withfreeboard 8,40 ~~8,39~~ MS2,38 Fitted for oil fuel 12,21 F.P. above 150° F.	Bkn Lon ✠LMC ~~BS9,39~~8,40	d†	CL ~~12,38~~ ~~P5,39~~ 8,40	1921 11mo Lloyd	W.Gray& Co.(1918),Ld WHartlepool 'sA&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.) CellDB416'1749t	476·7 498·7(O.L.) BonShltr dk78' FK DTa36'920tFPT126tAPT119t	58·2	39·8 31·8	Glasgow British 9BHCem (Coll to Sh dk 8 ,, 2nd ,,)	4SteamTurbinesDRgeared to2 Sc.Shafts (s) FD 225lb HS14847 1243NHP 5SB(Spt),20cf,GS385 Cen.Mar.Eng.Wrks.WHpl	42 ″ 7 s14 ″ 1½ 28 ″ 11½	BT till ~~8,40~~ 2,41
72345 147197 GMCY	**City of Singapore** ssHpl.No.3–4,38 D.F. 2Dks(Stl) CruiserStern	6555 6216 4161	✠100A1 ~~7,40 9,39~~ 4,41 BS11,40 MS4,38 Fitted for oil fuel 3,23 F.P. above 150° F.	Sba ~~Gls~~ Hul ✠LMC ~~BS10,39~~	b†	CL ~~4,38~~ 3,41	1923 3mo Lloyd	Wm.Gray &Co.Ld. WHartlepool 'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	433·0 450·7(O.L.) P88'B&F307' FK CellDB379'1475tDTa2775t	57·3	30·2	Liverpool British 8BHptCem	T.3Cy.24½″,42½″&74″–51″ &Electric drive from L.P. Turbine 225lb (s) 724NHP 3SB(Spt),12cf,GS230, FD HS8946 Cen.Mar.Eng.Wrks.WHpl	32 ″ 10 s5 ″ 0½ 28 ″ 1½	
72346 161144 GSFM	**City of Sydney** ssHul.No.2–38 D.F. 2Dks(Stl) CruiserStern	6986 6516 4326	✠100A1 ~~9,40~~ ~~9,30~~3,41 ~~BS7,39~~ 8,40 Fitted for carrying oil 5,30 F.P.above 150°F. in deep tanks aft below2nd dk & fore&afterpeaktanks Fitted for oil fuel 5,30 F.P. above 150° F.	Liv ~~NYk~~ Bry ✠LMC6,38	c†	CL 1,38	1930 5mo Lloyd	Workman, Clark(1928) Ld. Belfast 'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.) – CellDB DTs	454·2 P58'B&F313' FK 388'1360t a29'1212tFPT152t	58·4	31·7	Liverpool British 8BH pt Cem APT80t	T.4Cy.26½″,46″&(2)56″–51″ &L.P.Turbine with D.R. gearing&hydraulic coupling 265lb (s) 905NHP 4SB(Spt),16cf,GS286, FD HS11448 Workman,Clark(1928)Ld.	34 ″ 6 s6 ″ 0½ 28 ″ 8½	
72347 145886 GFMW	**City of Tokio** ssMch.No 3–9,33 ssBkn.No.1–37 Ref.Mchy 2Dks(Stl) D.F. E.S.D. CruiserStern	6993 6709 4426	✠100A1 1,41~~10,39~~ MS7,37 ✠Lloyd'sRMC~~9,39~~ 1,41 Fitted for oil fuel 11,21 F.P. above 150° F.	Bkn PN1 ✠LMC ~~BS10,39~~1,41	c†	CL N9,39	1921 9mo Lloyd	Craig,Taylor&Co.Ld. Stockton 'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	442·5 463·3(O.L.) P97'B&F309' FK CellDB386'1475tDTa24'823t	59·0	31·6	Liverpool British 7BHptCem	3SteamTurbinesDRgeared to 1 Sc. Shaft (s) 220lb 746NHP 3SB(Spt),12cf,GS244, FD HS9669 Palmers'Co.Ld.Newcastle	34 ″ 3 s5 ″ 7½ 28 ″ 11	
72348 152838 CYJX	**City of Toronto** Mchy Aft 2Dks	1688 1410 1012					1925	DavieS.B. &Repg.Co. Quebec	CanadaSteamship Lines,Ld.	230·2 F37'	38·1	23·2	Montreal British WB	T.3Cy.18″,30″&50″–36″ 150NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
72349 147890 GKCQ	**City of Venice** Ⓟ ssBkn No.3–2,37 D.F. E.S.D. 2Dks(Stl–Uptws) 3trB inNo.1hold CruiserStern	8762 6757 5492	✠100A1 2,40 ~~BS11,39~~ 11,40	Liv ✠LMC4,36	c†	CL 5,38	1924 4mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	EllermanLines,Ld. (CityLine,Ld. Mgrs.) CellDB385'1381t	455·2 473·3(O.L.) P&B315'F86' FK DTa36' 1040t FPT	58·1	31·3	Glasgow British 8BHCem 156tAPT86t	Q4Cy28¼″,39½″,57″&82″–54″ & Electric drive from L.P. Turbine 230lb (s) 972NHP 4SB(Spt),16cf,GS287, FD HS12044 Wrkman,Clark&Co.Ld.Bel	34 ″ 0 s 5 ″ 10 28 ″ 4½	BT till ~~10,40~~ ~~2,41~~ 11,41
72350 78110 EIKL	**City of Waterford** Iron (exFairHead–34) ssBel.5thNo.3–2,38 Wireless Well deck 1Dk(Irn)2trB	1071 835 629	✠100A1 ~~5,40~~ ~~2,39~~6,41 ~~BS4,40~~ ✠NE&B9,25	Ant Dub ✠LMC2,38 BS4,41	n	CL ~~4,37~~ 5,40	1879 5mo	Harland& Wolff Belfast A&CP	Saorstat& ContinentalS.S.Co. Ld.	232·3 Q84'B65'F31' BK8″	31·2	17·0	Dublin British 3BHCem DBa63'f67'	T3Cy.16″,26″&44″–26″ (s) 180lb 122NHP 2SB,4cf,GS72,HS2086 Hawthorns&Co.Ld.Lth.	18 ″ 5 s1 ″ 4 17 ″ 9	
72351 220161 KUVC	**City of Weatherford** Fitted for oil fuel Sub.Sig. 2Dks&Webframes Now "Ponce De Leon," see No. 89559 in Supplement	5401 4942 3364	✠ … 12,21	✠			1920 11mo	Pensacola S.B.Co. Pensacola	UnitedStates Maritime Commission	400·7 P36'B124'F44' FK	54·2	30·2	Pensacola Fla. Utd. States WB	2SteamTurbinesDRgeared to 1 Sc Shaft WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 10	R †
72352 147340 GLQN	**City of Wellington** ssGls.No.3–8,38 D.F. E.S.D. 2Dks(Stl) CruiserStern	5733 5463 3642	✠100A1 ~~1,40~~11,40 BS11,40 MS9,37 Fitted for carrying oil 11,25 F.P. above 150° F. in FPT Carrying vegetable oil in DT forward&'tween deck tanks aft	Bom Liv ✠LMC ~~BS8,39~~	a†	CL 1,40	1925 11mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP	EllermanLines,Ld. (HallLineLd.Mgs) CellDB338'1112t DTf18'544tDT	411·3 427·5(O.L.) P68'B&F276' FK a27' 1066tFPT110t	55·0	29·7	Liverpool British 8BHptCem 1 ,, to2nd dk	T.3Cy.24″,41½″&72″–51″ & Electric drive from L.P. Turbine 225lb (s) 647NHP 3SB(Spt),9cf,GS185, FD HS7737 Barclay,Curle&Co.Ld.Gls.	32 ″ 0 s 5 ″ 0½ 27 ″ 1½	
72353 140546 GRBK	**City of Winchester** ssHpl.No.3–6,29 ssLiv.No.2–37 Ref.Mchy. 2Dks(Stl) D.F. E.S.D. CruiserStern	7120 6843 4578	✠100A1 ~~8,40~~ ~~2,40~~3,41 MS6,37 ✠Lloyd'sRMC~~1,40~~ 3,41 ~~8,40~~	Mch ~~Liv~~ Lon ✠LMC ~~BS1,40~~4,41	c†	CL 7,38	1917 10mo Lloyd	Palmers' Co.Ld Newcastle 'sA&CP	EllermanLines,Ld. (HallLine,Ld. Mgrs.)	456·1 P99'B&F318' FK CellDB407'1480t	57·9	31·3	Liverpool British 8BHCem DTa25'806t	2SteamTurbinesSRgeared to1 Sc.shaft (s) FD 200lb 3SB(Spt)&1AuxSB,14cf, GS276,HS10382 736NHP Palmers'Co.Ld.Newcastle	33 ″ 10 s 5 ″ 8½ 28 ″ 4½	
72354 147560 GJYR	**City of Windsor** (exKnaresbro') ssGls.No.3–8,36 D.F. E.S.D 2Dks(Stl) CruiserStern	7218 6902 4616	✠100A1 6,40~~8,39~~ BS12,39	Liv Lon ✠LMC1,36	c†	CL ~~N8,38~~ 11,40	1923 11mo Lloyd	WearShipyardLd. Sunderland 'sA&CP	Ellerman&BucknallS.S.Co.Ld.	447·5 P38'B210'F92' FK CellDB393'1538t	57·8	32·1	London British 8BHptCem MT30'861t	T.3Cy.26″,45″&78″–54″&LP Turbine with DR gearing& hydraulic coupling 230lb HS9225 (s) 777NHP 3SB(Spt),12cf,GS236 FD Cen.Mar.E.Wrks.LdWHpl	34 ″ 8 s6 ″ 3½ 28 ″ 7½	
72355 154463 CYJZ	— Mchy.Aft D.F. 2Dks	1905 1719 1168					1929	DavieS.B. &Repg.Co.Ld Levis,P.Q.	CanadaSteamshipLines,Ld.	242·0 F37'	40·2	21·7	Montreal British WB	T.3Cy.18″,30″&50″–36″ Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
72356 149638 GNJB	**City of Worcester** ssBkn.No.3–2,40 D.F. E.S.D. Special quality steel 2Dks(Stl) CruiserStern	5469 5052 3430	✠100A1 ~~2,40~~11,40 ~~BS5,39~~8,40 Fitted for carrying oil 10,27 F.P. above 150° F. in FPT	Gls Cal ✠LMC MS2,40	z	CL ~~9,38~~ 11,40	1927 10mo Lloyd	Earle'sCo. Ld. Hull 'sA&CP	EllermanLines,Ld. (HallLineLd. Mgrs.) CellDB350'1073tDTa30' 800t FPT	397·2 412·5(O.L.) P32'B&F313' FK	53·4	28·8	Liverpool British 7BHCem 1 ,, to2nd dk 116tAPT96t	T.3Cy23¼″,40½″&70″–48″(s) 220lb 482NHP 2SB(Spt),8cf,GS157, FD HS6640 Earle'sCo.Ld.Hull	31 ″ 4 s4 ″ 4 27 ″ 2½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
72357 145918 GFXL	**City of Yokohama** *ss*Liv.No.3-4,34 D.F. E.S.D. *ss*Liv.No.1-38 2*Dks*(*Stl*) *CruiserStern*	7341 7084 4721	✠100A1 ~~6,40~~ ~~7,39~~5,41 6,41 ✠LMC BS6,38~~6,40~~ MS9,38 *Fitted for oil fuel* 3,22 *F.P. above* 150° F.	Liv ~~HKg~~ Gls	*c*†	CL 8,38	1922 3mo	W.Gray& Co.(1918) Ld. WHartlepool *Lloyd's A&CP*	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	465·1 P107'B171'F97' FK *CellDB*407'1692*t*	58·1	31·8	Liverpool British 7*BHCem* *DTa*27'840*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 225lb 917NHP 3SB(Spt)&1Aux.SB,*12cf*, GS284,HS11372 FD W.Gray&Co,Ld.W.Hpl.	34 ″ 8 s 6 ″ 4¾ 28 ″ 6½	
72358 EAPG	**Ciudad de Algeciras** Ⓟ (*ex*MiguelPrimoDeRivera) TwinSc Wireless *ss*Cdz.No.3-3,41 *OilEng.* *CruiserStern* ~~*ss*Mga.No.2-35~~ 1*Dk*(*Stl*)2*nd dk in holds*	1029 602 481	✠100A1 *withfreeboard* ~~3,41~~ ✠LMC3,41 *ForServicebetweenGibraltar&Ceuta*	Mga	*l*	~~12,34~~ 3,41	1927 2mo	UnionNav. deLevanteSA Valencia *Lloyd's A&CP*	Cia.Trasmediterránea	191·1 F30' FK *CellDBuE*45'51*t*	31·7	15·1	Valencia Spanish 5*BHCem* *FPT*12*t*	Oil Engines 4S.C.SA 12Cy.18⅛″-24$\frac{13}{16}$″ 384NHP Frd.KruppA.G.Kiel	17 ″ 0 ~~s5 ″ 9¼~~ ~~11 ″ 6~~	
72359 EARI	**Ciudad de Alicante** Ⓟ TwinSc (*ex*InfanteD.Juan) *OilEng.* *ss*Cdz.No.2-39 2*Dks*(*Stl-Weather dk*-ws) 3*rd dk in forward holds* *CruiserStern*	2434 1795 1337	✠100A1 *withfreeboard* 12,39 ~~DBS11,39~~ ✠LMC11,39	Cdz	*r*	12,39	1930 6mo	Union Naval de LevanteSA Valencia *Lloyd's A&CP*	Cia.Trasmediterránea	258·3 F39' FK *CellDB*175'257*t Tanks in way of tunnels* 69*t DTa*10'70*t MT* 20'166*t DTf* 15'76*tFPT*34*tAPT*57*t*	40·9	23·5	Valencia Spanish 6*BHCem* (5 *to W dk* 1 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 14Cy.18⅞″-27$\frac{9}{16}$″ 486NHP ~~DB28lb~~ Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	25 ″ 9 s11 ″ 0½ 15 ″ 2	
72360 LOGO	**Ciudad de Asunción** Ⓟ TripleSc *Ref.Mchy.* E.S.D. 2*Dks* *OilEng.*	2330 — 1263					1929	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	306·4	58·5	9·4	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 18Cy.15¾″-29⅛″ 431NHP Harland&Wolff,Ld.Gls.		
72361 LOFK	**Ciudad de Buenos Aires** Ⓟ TwinSc D.F. E.S.D. *ss*B.As.2ndNo.3-6,38 2*Dks*(*UptStl*-ws) &*Shade dk*(*ptStl*-teaks)	~~3987~~ — ~~2236~~ 3754 2088 2177	✠ A1 12,40~~12,39~~ ✠LMC MS10,37 BS~~4,39~~4,40 *For Service between Buenos Aires & Monte Video* *Fitted for oil fuel*12,14 *F.P. above* 150° F.	BAs		OG ~~8,37~~ 11,40	1914 11mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's A&CP*	Cia.Argentina de Nav.Mihanovich, Ltda.	350·9 FK *Cell DBuE&B* 106' 216*t*	44·2	13·4	Bns.Aires Argentine 9*BHAsp* *FPT*18*t*	4SteamTurbinesSRgeared to 2 Sc.Shafts (*s*) 663NHP 170lb 4SB,*12cf*,GS263,HS9892 FD CammellLaird&Co.Ld.Bkn	15 ″ 0 s 3 ″ 0 12 ″ 6	
72362 EAOP	**Ciudad de Ceuta** Ⓟ TwinSc (*ex*GeneralSanjurjo) *OilEng.* *ss*Mga.No.1-32 1*Dk*(*Stl*)2*nd dk in holds* Wireless *CruiserStern*	879 602 326	✠ 10,39 ✠ (*Reclassification Contemplated*)	Val	*l*		1928 9mo	Union Naval de LevanteS.A. Valencia	Cia.Trasmediterránea	191·0 B29'F30' FK *CellDBuE*46'43*t*	31·7	15·0	Valencia Spanish 5*BHCem* *FPT*12*t*	Oil Engines 4S.C.SA 12Cy.18⅛″-24$\frac{13}{16}$″ 384NHP Frd.KruppA.G.Kiel	17 ″ 0	
72363 LOHK	**Ciudad de Colonia** Ⓟ TwinSc *OilEng.* Wireless D.F. E.S.D. 2*Dks*	814 285					1939	Cia.Arg.de Nav.Mihanovich,Ld. Carmelo, Uruguay	Cia.Argentina de Nav.Mihanovich Ltda.	200·0	33·0	10·5	Bns.Ayres Argentine *WB*	2 Oil Engines 2S.C.SA 14Cy.13⅜″-22$\frac{7}{16}$″ operating 2 electric motors SR geared to screw shafts 438NHP A/B Atlas-Diesel,Skm.		
72364 LOFB	**Ciudad de Concepción** Ⓟ *OilEng.* TwinSc Wireless *CruiserStern* 1*Dk*	545 — 195					1930	A&JInglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	200·0 F30' *Promenade*167'	37·0	8·0	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 12Cy.12$\frac{3}{16}$″-21⅝″ 173NHP Harland&Wolff,Ld.Gls.		
72365 LOFA	**Ciudad de Corrientes** Ⓟ TrpSc E.S.D. *OilEng.* *Ref.Mchy.* 2*Dks*	2330 — 1263					1930	A&J Inglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	306·4	58·5	9·4	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 18Cy.15¾″-29½″ 431NHP Harland&Wolff,Ld.Gls.		
72366	**Ciudad de Ibiza** Ⓟ TwinSc *OilEng.* *CruiserStern* 3*Dks*	2034 1347 1058					1933	UnionNav. deLevanteSA Valencia	U.S.S.R.	245·5 B135'F46'	36·6	22·6	Russian *WB*	Oil Engines 4S.C.SA 12Cy.16$\frac{15}{16}$″-26⅜″ 333NHP Frd KruppGermaniawfAG		V
72367 EARK	**Ciudad de Mahon** Ⓟ (*ex*General Berenguer) *OilEng.* Wireless 2*Dks*	1550 1115 1006					1930	Echevarrieta y Larrinaga Cadiz	Cia.Trasmediterránea	234·7 F46'	36·3	19·9	Barcelona Spanish *WB*	Oil Engines 4S.C.SA 8Cy.22$\frac{13}{16}$″-33$\frac{1}{16}$″ 405NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
72368 EAPS	**Ciudad de Melilla** Ⓟ (*ex*Reina Victoria) *ss*Cdz.No.2-16 2*Dks*&*Awng dk* Wireless	1247 720 688	✠ ... 10,17 ✠				1907 11mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cia.Trasmediterránea	247·0 F41' BK8″	31·5	20·3	Barcelona Spanish *WB*	T.3Cy.21″,33½″&54″-39″ 223NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 1	V †
72369 ~~GXAJ~~ LOGX	**Ciudad de Montevideo** Ⓟ Twin Sc *ss*B.As.2ndNo.3-10,38 D.F. E.S.D. 2*Dks*(*UptStl*-ws)*Shade dk*(*ptStl*-teaks)	~~3987~~ ~~2505~~ ~~2236~~ 3754 2088 2177	✠ A1 12,40~~12,39~~ BS~~12,39~~ ✠LMC10,38 10,40 *For Service between Buenos Aires & Monte Video* *Fitted for oil fuel*12,24 *F.P. above* 150° F.	BAs		OG S8,38 PN8,38	1915 1mo	Cammell Laird&Co.Ld Birkenhead *Lloyd's A&CP*	~~CiaUruguaya de Nav.Lda.~~ Cia.Argentina de Nav.Mihanovich Ltda.	350·9 FK *CellDBuE&B*106'216*tFPT*18*t*	44·2	13·4	Bns.Aires Argentine 9*BHptCem*	4SteamTurbinesSR geared to 2 Sc. Shafts (*s*) 663NHP 170lb 4SB,*12cf*,GS263,HS9892 FD CammellLaird&Co.Ld.Bkn	15 ″ 0 s 3 ″ 0 12 ″ 6	
72370	**Ciudad de Necochea** Aux3MstSr (*ex*Necochea,*ex*Johanna Ipland,*ex*SailingVessel) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	386 338 277					1917	Geb.G.&H. Bodewes Hoogezand	Cia.deProductos Agricolas	135·2 P25'	25·2	12·4	M.Video Uruguayan	Oil Engines 2S.C.SA 4Cy.11⅜″-16$\frac{15}{16}$″ 91NHP *Emade&fitted*22 Benz&Co.Mannheim		V
72371 EARG	**Ciudad de Palma** Ⓟ TwinSc (*ex*PrincipeAlfonso) *OilEng.* *ss*Bcl.No.3-5,41~~*ss*Bcl.No.1-34~~ 2*Dks*(*Stl-Wthr dk* ws) 3*rd dk*(*Stl*) *in*Nos.1,2&3*holds*	3959 2816 2405	✠100A1 *withfreeboard* 5,41~~12,36~~ ✠LMC5,41 DBS5,41 ~~NO LATER SURVEY REPORTED~~	Val Bcl	*v*	CL ~~9,33~~ 3,41	1930 4mo	Cant.Nav. Triestino Monfalcone *Lloyd's A&CP*	Cia.Trasmediterránea	332·2 F66' FK *CellDB* 245'658*t Tanks in way of tunnels* 181*t FPT*41*tAPT*113*t*	49·0	25·5	Palma de Mallorca Spanish 6*BHCem* (*Coll to Wh dk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 16Cy.21⅝″-39⅜″ 722NHP DB*100lb* StabilimentoTechnico,Tri.	27 ″ 11 s 9 ″ 4½ 18 ″ 11½	
72372 EAOT	**Ciudad de Sevilla** Ⓟ TwinSc (*ex*InfantaBeatriz) *OilEng.* *Ref.Mchy.* D.F. 3*Dks*	6279 4025 3720					1927	Frd.Krupp Akt.Ges. Kiel	Cia.Trasmediterránea	393·3 B182'F82'	52·0	25·4	Valencia Spanish *WB*	Oil Engines 2S.C.SA 12Cy.23$\frac{9}{16}$″-45¼″ 1155NHP Frd.KruppA.G.Kiel		V
72373	**Ciudad de Tarragona** Ⓟ *OilEng.* TwinSc *CruiserStern* 3*Dks*	2034 1347 1058					1933	UnionNav. deLevanteSA Valencia	U.S.S.R.	245·5 B125'F46'	36·6	22·6	Russian *WB*	Oil Engines 4S.C.SA 12Cy.16$\frac{15}{16}$″-26⅜″ 334NHP Frd.KruppA,G.Kiel		V
72374 EARH	**Ciudad de Valencia** Ⓟ TwinSc (*ex*InfanteD.Gonzalo) *OilEng.* 3*Dks* *CruiserStern*	2497 1799 1379					1931	UnionNav. deLevanteSA Valencia	Cia.Trasmediterránea	265·8 F37'P74'	40·7	25·8	Valencia Spanish *WB*	Oil Engines 4S.C.SA 14Cy.18⅞″-27$\frac{9}{16}$″ 485NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V

1 Numéro d'Ordre. Numéro Officiel. Signaux.	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Rfr. Trade.
72375 CXAL	**Ciudad del Salto** Ⓟ TwinSc OilEng. 2Dks	1922 — 708					1928	Harland& Wolff,Ld. Glasgow	CiaUruguaya de Nav.Lda.	250·6	42·1	9·7	M.Video Uruguayan WB	Oil Engines 4S.C.SA 12Cy.15¾"–$29\frac{9}{16}$" 286NHP Harland&Wolff,Ld.Gls.		
72376 ~~[illegible]~~ ~~[illegible]~~	**Clairton** Sub.Sig. 1Dk&Shelter GyC. dk&Web frames Longitudinal framing	6080 5895 3737	✠100A1 (Reclassification Contemplated) ✠				1919 7mo	Federal S.B.Co. Kearny,N.J.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	395·5 P45'B110'F38' on Shelter dk FK	55·0	31·4	~~NewarkN.J.~~ ~~Utd.States~~ British WB	DRgearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	34 " 11	R †
72377 HPHW	**Clairy** (exRomford-37,exIonia-37, exGlenfield-35, ssShl No.3–10,28 exMirita-34) ssRot.No.2–38 Mchy.Aft ,, 2Dks(Stl)&Web frames Longitudinal framing Now "Santa Lucia," see [illegible] 9905	5838 5308 3713	✠100A1 11,39 BS3,39 ✠LMC3,38 Carrying Petroleum in bulk Fitted for oil fuel 7,16 F. P.	Nwc	z	CL N1,38	1916 7mo Lloyd'sA&CP above 150° F.	SirJ.Laing &Sons,Ld. Sunderland	Cia.Primera de Nav.Ltda. CellDB uE&B78'189tDT f40' 433t APT102t	407·0 P99'B28'F40' FK	52·4	31·5	Panama Pnamanian 15BHptCem (8 to U dk 7 ,, 2nd ,,)	T.3Cy.26½",44"&73"–48" (s) 180lb 498NHP 3SB,9cf,GS174,HS7212 FD G.Clark,Ld.Sunderland	31 " 6 s 5 " 10 25 " 9¾	
72378 141784 GJRK	**Clam** OilEng. ssSng.No.3–6,39 D.F. E.S.D. 1Dk(Stl) Sub.Sig. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	7404 6761 4283	✠100A1 1,41 ~~2,40~~ ✠LMC CS2,40 6,39 DBS~~6,39~~ 1,41 Carrying Petroleum in bulk	Suz Cff	b† 2½	CL 11,37	1927 3mo Lloyd'sA&CP	Nederl. Schps.Maats. Amsterdam	Anglo-Saxon PetroleumCo.Ld. CellDBuE69'31 7tDTf32'284tFPT 161tAPT65t	440·4 P99'B34'F58' FK	59·5	32·7	London British 15BHptCem	Oil Engines 4S.C.SA 6Cy.32¼"–59" 600NHP 2DB 180lb NedFb.v.Wrk&Spoor,Ams	32 " 9 s 6 " 3½ 26 " 7½	
72379 141879 GQMR	**Clan Alpine** ssGls.No.3–8,30 D.F. ssGrk.No.2–38 E.S.D. 2Dks(Stl)	5442 5032 3390	✠100A1 3,41 ~~1,40~~ BS~~10,39~~ 3,41 ✠LMC9,38 Carrying oil fuel F.P. above 150° F. Fitted for oil fuel F.P. above 150° F.	Lon	z	CL 9,38	1918 4mo Lloyd'sA&CP in DB	Greenock& Grngemouth Dkyd.Co.Ld Greenock	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.Mgrs.) 'Tween dk BH in after hold dispensed with CellDB346' 1220t DTa33' 985t APT45t	410·2 P35'B259'F41' FK	53·5	28·4	Glasgow British Cem 6BH to U dk 1 ,, ,, 2nd dk only	T.3Cy.27",44"&73"–48" (s) &LPturbinewithDRgearing&hydraulic coupling 180lb 627NHP 3SB,9cf,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk.	31 " (s 5 " 0½ 26 " 2	
72380 165929 GJGL	**Clan Buchanan** TwinSc D.F. E.S.D. GyC. 2Dks&Shelter dk CruiserStern	7266 6320 3692	✠100A1 with freeboard 9,40 ~~11,39~~ ✠LMC2,38 Fitted for oil fuel 2,38 F.P. above 150°F.	Gls	d† $2\frac{3}{16}$	CL	1938 2mo Lloyd'sA&CP	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) CellDB393'1266t MT39'1360t FPT 68t APT126t	463·7 487·6(O.L.) P31'B102'F69' FK Duct keel fwd. of mchy.space	63·0	29·9	Glasgow British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	T.6Cy.26",42"&68"–48"& LPturbineswithDRgearing & hydraulic couplings 220lb (s) 1370NHP 5SB(Spt),20cf,GS402 HS17780 FD J.G.Kincaid&Co.Ld.Grk.	32 " 6 s4 " 4½ 28 " 4	
72381 164108 GZGK	**Clan Cameron** TwinSc D.F. E.S.D. GyC. 2Dks&Shelter dk CruiserStern	7243 6318 3659	✠100A1 with freeboard 8,40 ~~8,39~~ ✠LMC2,37 BS3,41 Fitted for oil fuel 2,37 F.P. above 150°F.	Grk Gls	d† $2\frac{3}{16}$	CL S4,39 P8,39	1937 2mo Lloyd'sA&CP	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) Duct keel forward of mchy.space CellDB393'1266t MT39' 1360t FPT 68t APT126t	463·7 484·6(O.L.) P31'B99'F69' FK	63·0	29·9	Glasgow British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	T.6Cy.26",42"&68"–48"& LP turbines withDRgearing&hydraulic couplings 220lb (s) 1362NHP 5SB(Spt),20cf,GS402, HS17780 FD J.G.Kincaid&Co.Ld.Grk.	32 " 6 s 4 " 4½ 28 " 4	
72382 164112 GZLT	**Clan Campbell** TwinSc Fitted for oil fuel D.F. E.S.D. GyC. 2Dks&Shelter dk CruiserStern	7255 6318 3662					1937	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.)	463·7	63·0	29·9	Glasgow British WB	T.6Cy.26",42"&68"–48"& LP turbines with DR gearing & hydraulic couplings HS17780 1362NHP J.G.Kincaid&Co.Ld.Grk.		C
72383 165907 GZYT	**Clan Chattan** TwinSc D.F. E.S.D. GyC. 2Dks&Shelter dk Cruiser Stern	7262 6320 3666	✠100A1 with freeboard ~~10,40~~ ~~12,39~~ ✠LMC7,37 4,41 Fitted for oil fuel 7,37 F.P. above 150° F.	Gls	d† $2\frac{3}{16}$	CL	1937 7mo Lloyd'sA&CP	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) CellDB393' 1266t MT39' 1360t FPT 68t APT126t	463·7 487·6(O.L.) P31'B102'F69' FK Duct keel fwd. of mchy. space	63·0	29·9	Glasgow British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	T.6Cy.26",42"&68"–48"& LP turbines with DR gearing & hydraulic couplings 220lb (s) 1362NHP 5SB(Spt),20cf,GS402, FD HS17780 J.G.Kincaid&Co.Ld.Grk.	32 " 6 s 4 " 4½ 28 " 4	
72384 142741 GPYV	**Clan Colquhoun** TwinSc (exGallic-33,exWarArgus) Ref.Mchy. 3Dks D.F. CruiserStern	7914 7581 4888	Lloyd'sRMC ~~1,40~~ ~~8,40~~ 2,41				1918	Workman, Clark&Co.Ld Belfast	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.)	450·0 P31'F43'	58·5	37·1	Glasgow British WB	T.6Cy.26½",44"&73"–48" 738NHP Wrkman,Clark&Co.LdBel		C
76/41 72385 165924 GDGW	**Clan Cumming** TwinSc D.F. E.S.D. GyC. 2Dks&Shelter dk CruiserStern	7264 6320 3676	✠100A1 with freeboard ~~1,40~~ ~~11,39~~ ✠LMC1,38 12,40 Fitted for oil fuel 1,38 F.P. above 150° F.	Npt Gls	d† $2\frac{3}{16}$	CL	1938 1mo Lloyd'sA&CP	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) Duct keel fwd. of mchy. space CellDB393'1266t MT39'1360t FPT 68t APT126t	463·7 487·6(O.L.) P31'B102'F69' FK	63·0	29·9	Glasgow British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	T.6Cy.26",42"&68"–48"& LP turbines with DR gearing & hydraulic couplings (s) 1370NHP 5SB(Spt),20cf,GS402, 220lb HS17780 FD J.G.Kincaid&Co.Ld.Grk.	32 " 6 s 4 " 4½ 28 " 4	
72386 142695 GMCX	**Clan Farquhar** TwinSc (exDelphic-33, ssGls.No.3–2,33 exMesaba, ssGls.No.1–37 exWarIcarus) 2Dks(Stl)&Shelter dk Ref.Mchy. (Stl-ptws)&3rddk(Stl) D.F. E.S.D. inNo.4hold CruiserStern	7958 7632 4897	✠100A1 Shelter dk with freeboard 10,40 ~~11,39~~ BS3,41 ~~BS11,39~~ ✠LMC9,37 ✠Lloyd'sRMC ~~11,39~~ ~~5,40~~ 3,41 ~~10,40~~	Gls Liv	c†	CL S2,38 P11,39	1918 11mo Lloyd'sA&CP	Harland& Wolff,Ld. Belfast	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) CellDB392' 1461t FPT 119tAPT76t	450·4 462·0(O.L.) P31'F43' on Shltr dk FK	58·4	37·2	Glasgow British ptCem 8BH to Sh dk	T.6Cy.26½",44"&73"–48" (s) 200lb 1138NHP 3DB,24cf,GS439 HS17079 FD Harland&Wolff,Ld.Gls.	40 " 0 s11 " 0½ 29 " 2½	
72387 165937 GLLJ	**Clan Ferguson** TwinSc Fitted for oil fuel D.F. E.S.D. GyC. 2Dks&Shelter dk CruiserStern	7347 6321 3563					1938	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.)	463·7	63·0	29·9	Glasgow British WB	T.6Cy.26",42"&68"–48" & LP turbines with DR gearing & hydraulic couplings HS17780 1370NHP J.G.Kincaid&Co.Ld.Grk.		C
72388 165951 GPGB	**Clan Forbes** TwinSc D.F. E.S.D. GyC. 2Dks&Shelter dk CruiserStern Tonnage opening closed '41 (W.E.)	7529 6321 3524	✠100A1 with freeboard ~~3,40~~ ~~1,40~~ ✠LMC12,38 6,41 Fitted for oil fuel 12,38 F.P. above 150° F.	Syd ~~Lon~~ Gls		CL	1938 12mo Lloyd'sA&CP	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.Mgrs.) Duct keel forward of mchy. space CellDB393'1266t MT30' 1076t FPT 68t APT126t	463·7 487·6(O.L.) P31'B103'F69' FK	63·0	29·9	Glasgow British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	T.6Cy.26",42"&68"–48" & LP turbines with DR gearing & hydraulic couplings 220lb (s) 1370NHP 5SB(Spt),20cf,GS402, HS17780 FD J.G.Kincaid&Co.Ld.Grk.	~~32 " 6~~ ~~s 4 " 4½~~ ~~28 " 4½~~ 40 " 9 s 11 " 11 29 " 1½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
72389 165960 GPPY	**Clan Fraser** TwinSc D.F. E.S.D. GyC. 2Dks & Shelter dk Cruiser Stern	7529 6321 3524	✠100A1 with freeboard 10,40 ~~1,40~~ ✠LMC2,39 Fitted for oil fuel 2,39 F.P. above 150° F.	Syd Gls		CL	1939 2mo Lloyd's A&CP	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine & Co.Ld. Mgrs.) Duct keel forward of mchy. space CellDB393' 1266t MT30' 1076t FPT68t APT126t	463·7|63·0|29·9 487·6(O.L.) P31'B103'F69' FK	Glasgow British 7BHptCem (Coll to Shdk 6 ,, 2nd ,,)	T.6Cy.26",42"&68"-48"& LP turbines with DR gearing & hydraulic couplings 220lb (s) 1370NHP 5SB(Spt),20cf,GS402, HS17780 FD J.G.Kincaid&Co.Ld.Grk	32 ″ 6 s 4 ″ 4¾ 28 ″ 4¼	
72390 165965 GTTD	**Clan Lamont** TwinSc Fitted for oil fuel D.F. E.S.D. 2Dks & Shelter dk GyC. Cruiser Stern	7250					1939	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine & Co.Ld. Mgrs.)	463·7|63·0|29·9	Glasgow British WB	T.6Cy.26",42"&68"-48" & LP turbines with DR gearing & hydraulic couplings HS17780 1370NHP J.G.Kincaid&Co.Ld.Grk.		C
72391 161909 GQYP	**Clan Macalister** Fitted for oil fuel D.F. 2Dks & Shelter dk ~~E.S.D.~~ GyC.	6787 6200 4081					1930	Greenock Dockyard Co.Ld. Greenock	TheClanLine SteamersLd. (Cayzer,Irvine & Co.Ld. Mgrs.)	453·8|62·3|28·9 F38'	Glasgow British WB	T.3Cy.27",45"&74"-54"& 1 L.P. turbine 719NHP J.G.Kincaid&Co.Ld.Grk.		C
72392 164066 GYPG	**Clan Macarthur** TwinSc D.F. E.S.D. 3Dks GyC. Ref.Mchy. Cruiser Stern	10528 9637 6105	✠100A1 with freeboard Examined 3,41 BS2,40 ✠LMC1,36 ✠Lloyd'sRMC~~2,40~~ ~~8,40~~ 3,41 Fitted for oil fuel 1,36 F.P. above 150° F.	~~Gls~~ Liv	ƒ† 2¼	CL 8,39	1936 1mo Lloyd's A&CP	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine & Co.Ld. Mgrs.) Duct keel fwd. of mchy. space CellDB405' 1391t FPT84t APT132t	477·1|66·2|40·2 498·5(O.L.) P33'B119'F69' FK	Glasgow British 8BHptCem 1 ,, to 2nd dk	T.6Cy.26",42"&73"-48"&2 LP turbines with DR gearing & hydraulic couplings 220lb (s) 1552NHP 6SB(Spt),24cf,GS450, HS19428 FD N.E.MarineEng.CoLdNwc	43 ″ 1 s13″5¾ 30 ″ 1	
72393 164100 GZCS	**Clan Macaulay** TwinSc Ref.Mchy. Gy.C. 3Dks D.F. E.S.D. Cruiser Stern	10492 9637 6118	✠100A1 with freeboard 4,40 ✠LMC11,36 ✠Lloyd'sRMC~~4,40~~ 7,40 Fitted for oil fuel 11,36 F.P. above 150°F.	Gls	ƒ† 2¼	CL s11,39 P4,40	1936 11mo Lloyd's A&CP	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine & Co.Ld. Mgrs.) Duct keel forward of machinery space CellDB405'1391t FPT84t APT132t	477·1|66·2|40·2 498·6(O.L.) P33'B119'F69' FK	Glasgow British 8BHptCem 1 ,, to 2nd dk	T.6Cy.26",42"&73"-48"&2 LP turbines with DR gearing & hydraulic couplings 220lb (s) 1585NHP 6SB(Spt),24cf,GS468, HS20142 FD N.E.MarineEngCoLd.Nwc	43 ″ 0 s13″5¼ 30 ″ 0	
72394 141876 GQMP	**Clan Macbean** ssGrk.No.3-2,31 D.F. ssGrk.No.2-39 ~~ssGls.No.1-35~~ E.S.D. 2Dks(Stl)	5000 4697 3071	✠100A1 ~~11,39~~ ~~2,39~~ ~~3,40~~ 4,41 ✠LMC MS2,39 ~~BS11,39~~ Fitted for oil fuel 3,18 F.P. above 150° F. BS5,41	Lon	y	CL 9,38	1918 3mo Lloyd's A&CP	Bartram & Sons.Ld. Sunderland	TheClanLine SteamersLd. (Cayzer.Irvine & Co.Ld. Mgrs.) CellDBa 137' uE26' ƒ175' 1053t FPT191t APT168t	400·0|52·4|28·0 P36'B118'F40' FK	Glasgow British 6BHCem	T.3Cy.27½",45⅝"&75"-48" 180lb (s) 476NHP 3SB,9cf,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	30 ″ 6 s 5″10¼ 24 ″10¼	
72395 137811 GQLY	**Clan Macbrayne** ssRot.No.3-4,28 D.F. E.S.D. ssGrk.No.2-37 2Dks(Stl)	4818 4505 2978	✠100A1 Examined 5,41 Gls BS2,41 ✠LMC MS11,36 ~~BS10,39~~	~~Grk~~	y	CL 6,37	1916 4mo Lloyd's A&CP	Ropner & Sons,Ld. Stockton	TheClanLine SteamersLd. (Cayzer,Irvine & Co.Ld. Mgrs.) CellDBa135' uE23' ƒ168' 1039t FPT120t APT197t	390·0|50·5|28·0 402·0(O.L.) P38'B115'F37' FK	Glasgow British 6BHCem	T.3Cy.26",43"&71"-48" (s) 180lb 403NHP 3SB,9cf,GS184,HS6523 Blair&Co.Ld.Stockton	30 ″ 6 s 5 ″ 9¾ 24 ″ 10	
72396 165971 GCPG	**Clan Macdonald** TwinSc OilEng. D.F. E.S.D. GyC. 3Dks Ref.Mchy. Cruiser Stern	9653 8853 5719	✠100A1 with freeboard 4,41 ✠LMC12,39 ✠Lloyd'sRMC5,41	Grk Bkn	ƒ† 2¼	CL	1939 12mo Lloyd's A&CP	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine & Co.Ld. Mgrs.) 7 divisional BHs in upper 'tween dks Duct keel fwd. of mchy. space CellDB407' 1568t Centre & side tanks in way of tunnels 373t FPT78t APT161t	481·9|64·7|27·4 505·3(O.L.) 35·7 P28'B78'F72' FK	Glasgow British 8BHptCem (Coll to W dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 20Cy.29⅛"-59 1/16" 1631NHP DB100lb J.G.Kincaid&Co.Ld.Grk	41 ″ 2 s12″11¼ 28 ″ 6¼	
72397 160234 GSTB	**Clan Macdougall** OilEng. Ref.Mchy. 2Dks & Shelter dk D.F. E.S.D. Cruiser Stern	6843 6206 4079					1929	Greenock Dockyard Co.Ld. Greenock	TheClanLine SteamersLd. (Cayzer.Irvine & Co.Ld. Mgrs.)	454·0|62·3|28·9	Glasgow British WB	Oil Engines 4S.C.DA 8Cy.26¾"-55⅛" 1100NHP J.G.Kincaid&Co.Ld.Grk.		C
72398 146335 GDKZ	**Clan Macfadyen** ssNpt.No.3-9,35 D.F. 2Dks(Stl) & Awng dk(Stl) E.S.D. Cruiser Stern	6191 5910 3779	✠100A1 Awng dk with freeboard Examined 12,40 BS12,40 ✠LMC9,35 Fitted for oil fuel 5,23 F.P. above 150° F.	~~Grk~~ Lon	z	CL 5,39	1923 5mo Lloyd's A&CP	Ayrshire Dkyd.Co.Ld. Irvine	TheClanLine SteamersLd. (Cayzer,Irvine & Co.Ld. Mgrs.) CellDB358' 938t MT34' 816t FPT115t APT14t	418·2|53·4|33·6 432·5(O.L.) B60'F38' on Awng dk FK	Glasgow British Cem Collision BH to A dk 6 ,, ,, U ,,	T.3Cy.27½",46½"&78"-54" & LP Turbine with DR gearing & hydraulic coupling 215lb (s) 743NHP 3SB,12cf,GS214,HS8730 FD Dunsmuir&JacksonLd.Gls	36 ″ 0 s 8 ″ 6¼ 27 ″ 9	
72399 146317 GJCY	**Clan Macfarlane** ssGrk.No.3-8,35 D.F. 2Dks(Stl) & Awng dk(Stl) E.S.D. Cruiser Stern	6193 5906 3735	✠100A1 Awng dk with freeboard 8,39 ✠LMC MS8,35 BS~~4,39~~ 5,40 Fitted for oil fuel 11,22 F.P. above 150°F.	Grk	z	CL 8,38	1922 11mo Lloyd's A&CP	Ayrshire Dykd.Co.Ld. Irvine	TheClanLine SteamersLd. (Cayzer,Irvine & Co.Ld. Mgrs.) CellDB358' 938t MT34' 816t FPT115t APT14t	418·1|53·4|33·6 B60'F38' on Awng dk FK	Glasgow British Cem Collision BH to A dk 6 ,, ,, U ,,	T.3Cy.27½",46½"&78"-54"(s) & LP Turbine with DR gearing & Hydraulic Coupling 215lb 743NHP 3SB,12cf,GS214,HS8730 FD Dunsmuir&JacksonLd Gls.	36 ″ 0 s 8 ″ 6¼ 27 ″ 9	
72400 129596 GQLC	**Clan Macgillivray** Fitted for oil fuel D.F. 2Dks & Shelter dk E.S.D.	6464 4873 4025					1911	Armstrong Whitworth & Co.Ld. Newcastle	TheClanLine SteamersLd. (Cayzer,Irvine & Co.Ld. Mgrs.)	430·6|53·6|26·6	Glasgow British WB	T.3Cy.29",49"&80"-60" 496NHP WllsndSlpwy.Co.Ld.Nwc.		C
72401 147931 GFJP	**Clan Macilwraith** ssGls.No.3-10.37 D.F. 2Dks(Stl) E.S.D.	4839 4449 2878	✠100A1 11,40 ~~8,39~~ BS11,40 LMC MS7,37 ~~BS8,39~~ Carrying bean or similar oil in deep tank Fitted for oil fuel 11,24 F.P. above 150°F	Grk Liv	y	CL 8,39	1924 11mo Lloyd's A&CP	Greenock Dkyd.Co.Ld. Greenock	TheClanLine SteamersLd. (Cayzer,Irvine & Co.Ld. Mgrs.) CellDB327' 826t DTƒ37' 980t FPT104t APT18t	387·4|52·2|27·6 402·0(O.L.) P45'B119'F40' FK	Glasgow British 7BHCem	T3Cy27⅛",44"&73"-48"&LP Turbine with DR gearing & hydraulic coupling 180lb (s) 653NHP NE&B17 refitted 11,24 3SB,9cf,HS8595 FD McKie&Baxter,Glasgow	30 ″ 0 s 5 ″ 6 24 ″ 8¼	
72402 144233 GDXN	**Clan Macindoe** ssGls.No.3-3,33 ssGls.No.1-38 D.F. 2Dks(Stl) E.S.D.	4635 4194 2775	✠100A1 8,40 ~~3,40~~ BS~~10,39~~ 2,41 ✠LMC9,37 Fitted for oil fuel 6,21 F.P. above 150° F.	Gls	y	CL 10,39	1920 12mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	TheClanLine SteamersLd. (Cayzer,Irvine & Co.Ld. Mgrs.) Intermediate 'tween deck BH in after hold dispensed with CellDB331' 958t DTa30' 774t FPT122t APT19t	384·8|52·0|26·5 P49'B113'F38' FK	Glasgow British Cem 6BH to U dk 1 ,, ,, 2nd ,, only	T.3Cy.27",44"&73"-48"&LP Turbine with DR gearing & hydraulic coupling 180lb (s) 613NHP 3SB,9cf,GS190,HS7668 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 2¼ 24 ″ 1	

8/40

8/40

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. SHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
72403 141840 GCTP	**Clan Macinnes** ssGls.No.3–12,32 ssGrk.No.1–37 D.F. 2Dks(Stl) E.S.D.	4672 4293 2826	✠100A1 6,40 ~~8,30~~ MS7,36	Grk Gls ✠LMC ~~BS12,38~~ ~~11,40~~ BS11,40	y	CL 7,38	1920 1mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP CellDB331'	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. Mgrs.) Intermediate 'tween dkBHin aft 984t DTa 30' 774t	384·8|52·0|26·7 398·0(O.L.) P49'B113'F38' FK hold dispensed with FPT132t APT20t	Glasgow British Cem 6BH to Udk 1 „ „2nd„	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Rankin&BlackmoreLdGrk	29 ″ 3 s 5 ″ 6½ 24 ″ 0	
72404 144253 GPPY	**Clan Maciver** ssGls.No.3–9,33 ssGls.No.1–38 D.F. 2Dks(Stl) E.S.D.	4500 4165 2725	✠100A1 8,40 ~~12,39~~ MS3,38 Fitted for oil	Npt Gls ✠LMC ~~BS7,39~~ 8,40 fuel 6	y ,21	CL N11,37 F.P. a	1921 6mo Lloyd bove 1	Lithgows Ld. PortGlasgow sA&CP 50° F. 'tw CellDB32	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. Mgrs.) Intermediate een dk BH in after 9'949t DTa30'774t	384·8|52·0|26·5 397·5(O.L.) P49'B118'F38' FK hold dispensed with FPT122t APT19t	Glasgow British Cem 6 BH to Udk 1 „ „ 2nd„	T 3Cy.27",44⅝"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Rankin&Blackmore,Ld. Greenock	29 ″ 0 s 5 ″ 2½ 24 ″ 1	
72405 141890 GQMT 175/40	**Clan Mackinlay** ssGls.No.3–4,31 D.F. ssGrk.No.2–38 E.S.D. 2Dks(Stl)&Shelter dk (Stl)&Web frames Longitudinal framing	6365 6078 3936 Car	✠100A1 Shelter dk withfreeboard 9,39 MS12,38 rying oil fuel Fitted for oil Carrying veg	Grk ✠LMC BS1,40 in DBt fuel 11 etable	a† an ,18 oil	CL 11,37 ks und F.P. a in bulk	1918 11mo Lloyd er hol bove 1 in DT	W.Hamilton&Co.Ld PortGlasgow 'sA&CP 'tw ds F.P. above 50° F	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. Mgrs.) een dk BH in No 3 150° F. CellD 1185t DTa32' 712t	420·0|54·5|34·0 433·0(O.L.) FK hold dispensed with B362' FPT64t APT15t	Glasgow British Cem 5BHtoUdk 1 „ „ Sh„ 1 „ „2nd„	T.3Cy.29",47"&78"–54" (s) &LPTurbine withSRgearing & hydraulic coupling 180lb 781NHP 4SB,12cf,GS253,HS10224FD D.Rowan&Co.Ld.Gls. only	36 ″ 6 s8 ″ 10½ 27 ″ 10	
72406 144229 GBYD 5/41	**Clan Macnab** ssGls.No.3–8,33 ssGrk.No.1–37 D.F. 2Dks(Stl)&Awng dk(Stl) E.S.D. CruiserStern	6076 5793 3705	✠100A1 Awng dk withfreeboard 1,41 ~~12,39~~ MS12,37 Fitted for oil	Gls Bom ✠LMC ~~BS7,39~~ fuel 12	z 10,40 ,20	CL ~~12,38~~ 1,41 F.P. a	1920 12mo Lloyd bove 1	Ayrshire Dkyd.Co.Ld. Irvine 'sA&CP 50°F. CellD	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. Mgrs.) B343' 898t MT33'	410·6|53·3|33·4 425·0(O.L.) B60'F44'on Awng dk FK Collision 750tFPT47tAPT7t	Glasgow British Cem BHtoAwdk 6 „ „ U „	T.3Cy.27½"45½"&75"–54"(s) &LPTurbinewithDRgearing&hydraulic coupling 200lb 692NHP 3SB,9cf,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s 8 ″ 6½ 27 ″ 9	
72407 144259 GFNK	**Clan Macnair** ssGls.No.3–8,34 ssGrk.No.1–38 D.F. 2Dks(Stl)&Awng dk(Stl) CruiserStern	6096 5788 3719	✠100A1 Awng dk withfreeboard 5,41 ~~1,40~~ MS11,38 Fitted for oil	Grk Lon ✠LMC ~~BS9,39~~ fuel10	z 11,40 ,21	CL 11,38 F.P. a	1921 10mo Lloyd bove 1	Ayrshire Dkyd.Co.Ld. Irvine 'sA&CP 50° F. CellD	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. Mgrs.) B343'898t MT33	410·7|53·3|33·4 425·0(O.L.) B60'F44' on Awng dk FK Collision 750tFPT47tAPT7t	Glasgow British Cem BHtoAwdk 6 „ „ U „	T.3Cy.27½",45½"&75"–54" &LPTurbinewithDRgearing&hydraulic coupling 200lb (s) 639NHP 3SB,9cf,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s 8 ″ 6 27 ″ 9½	
72408 146259 GFZS	**Clan Macnaughton** ssGrk.No.3–3,34 ssGrk.No.1–38 D.F. 2Dks(Stl)&Awning dk(Stl) E.S.D. CruiserStern	6088 5793 3689	✠100A1 Awng dk withfreeboard 3,40 ~~BS2,40~~ Fitted for oil	Gls BS7,41 ✠LMC3,38 fuel10	z ,21	CL ~~N3,38~~ 3,41 F.P. a	1921 10mo Lloyd bove 1	Ayrshire Dkyd.Co.Ld. Irvine 'sA&CP 50° F.	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. Mgrs.) CellDB343'897t MT34'816t	410·5|53·3|33·4 B60'F44'on Awng dk FK Collision FPT60tAPT7t	Glasgow British Cem BHto Awdk 6 „ „ U „	T.3Cy.27½",45½"&75"–54" L.P.TurbinewithDRgearing&hydraulic coupling 200lb (s) 639NHP 3SB,9cf,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s 8 ″ 6 27 ″ 9½	
72409 146281 GFWP	**Clan Macneil** ssGls.No.1–39 ssGls.No.3–8,34 D.F. 2Dks(Stl)&Awng dk(Stl) CruiserStern	6111 5793 3788	✠100A1 Awng dk withfreeboard 8,40 ~~1,38~~ ~~MS8,34~~ Fitted for oil	Mdb Gls MS6,38 ✠LMC ~~BS11,39~~ fuel 2	z 1,41 ,22	CL 11,39 F.P. a	1922 2mo Lloyd bove 1	Ayrshire Dkyd.Co.Ld. Irvine 'sA&CP 50° F.	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. Mgrs.) CellDB343'	410·5|53·3|33·4 424·8(O.L.) B60'F44' on Awng dk FK Collision 897tMT34'816tFP	Glasgow British Cem BHtoAwdk 6 „ „ U „ T60tAPT7t	T.3Cy.27½",45½"&75"–54" L.P.TurbinewithDRgearing&hydraulic coupling 200lb (s) 691NHP 3SB,9cf,GS181,HS7806 FD Dunsmuir&Jackson,LdGls	36 ″ 0 s 8 ″ 6 27 ″ 9½	
72410 129578 GQLR 124/40	**Clan Macphee** Fitted for oil fuel D.F. 2Dks&Shelter dk E.S.D.	6628 4814 4114					1911	IrvinesS.B &D.D.Co.Ld. WHartlepool	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. Mgrs.)	430·0|53·5|26·4	Glasgow British WB	T.3Cy.29",49"&80"–60" Richardsons, 497NHP Westgarth&Co.Ld.Hpl.		C
72411 160249 GKBW	**Clan Macpherson** ssGls.No.2–37 D.F. 2Dks(Stl)&Shelter dk(Stl) GyC. CruiserStern E.S.D. Tonnage opening closed '41(W.E.)	6940 6280 4078	✠100A1 withfreeboard 3,41 ~~10,39~~ MS5,37 Fitted for oil	Sws ~~Gls~~Cal ✠LMC BS10,39 fuel 5	d† ,29	CL ~~1,39~~ 3,41 F.P. a	1929 5mo Lloyd bove 1	Greenock Dkyd.Co.Ld. Greenock 'sA&CP 50° F	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld. Mgrs.) Duct keel fwd. CellDB365'1082t	454·0|62·3|28·9 472·0(O.L.) F35' FK (of mchy.space DT f30'1008tFPT	Glasgow British 7BHptCem Coll to Shdk 6 „ 2nd „) 134tAPT41t	T.3Cy.30",50"&83"–54" & 1LPTurbine withDRgearing&hydraulic coupling 220lb 100lb (s) 973NHP 4SB(Spt),16cf, HS12700 FD Rankin&BlackmreLd.Grk.	~~31 ″ 6~~ ~~s4 ″ 9½~~ ~~27 ″ 6½~~ 39 ″ 7 s11 ″ 7½ 28 ″ 2½	
72412 133157 GQLB	**Clan Macquarrie** Fitted for oil fuel D.F. 2Dks&Shelter dk E.S.D.	6471 4613 4007					1913	A.Stephen &Sons,Ld. Glasgow	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. Mgrs.)	429·2|53·7|26·6	Glasgow British WB	T.3Cy.29",49"&80"–60" 496NHP A.Stephen&Sons,Ld.Gls.		C
72413 144223 GDPV	**Clan Mactaggart** ssGls.No.3–1,33 D.F. ssMdb.No.1–37 E.S.D. 2Dks(Stl)&Awng dk(Stl) CruiserStern	7622 7261 4674	✠100A1 Awng dk withfreeboard 11,40 ~~3,39~~ MS3.38 Fitted for oil	Gls ✠LMC ~~BS1,40~~5,41 fuel11	b† ,20	CL 3,38 F.P. a	1920 11mo Lloyd bove 1	Ayrshire Dkyd.Co.Ld. Irvine 'sA&CP 50° F	ScottishShireLine, Ld.(Turnbull, Martin&Co.Ld. Mgrs.) CellDB377'968t	452·7|57·7|35·2 468·6(O.L.) B69'F38'on Awng dk FK MT45'1290tFPT69	Glasgow British Cem 7BHtoAwdk tAPT8t	2 Steam Turbines DR geared to 1 Sc. Shaft 200lb (s) 905NHP 4SB.16cf,GS272,HS12120FD Scotts'SB&Eng.CoLd.Grk	37 ″ 6 s 9 ″ 11½ 27 ″ 9½	
72414 144252 GDPW	**Clan Mactavish** ssGrk.No.3–2,34 ssGrk.No.1–38 D.F. 2Dks(Stl)&Awng dk(Stl) E.S.D. CruiserStern	7631 7262 4640	✠100A1 Awng dk withfreeboard 12,40 ~~3,39~~ MS11,38 Fitted for oil	Grk ~~Lon~~Sws ✠LMC ~~BS4,39~~6,40 fuel 6	b† ,21	CL 10,38 F.P. a	1921 5mo Lloyd bove 1	Ayrshire Dkyd.Co.Ld. Irvine sA&CP 50° F.	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. Mgrs.) CellDB377'968t M	452·6|57·7|29·6 467·8(O.L.) B69'F38'on Awng dk FK T45'1290t FPT69t	Glasgow British Cem 7BHtoAwdk APT8t	2 Steam Turbines DR geared to 1 Sc. Shaft 200lb (s) 905NHP 4SB,16cf,GS272,HS12120FD Scotts'S.B.&E.Co.Ld.Grk.	37 ″ 6 s 9 ″ 11½ 27 ″ 9½	
72415 142598 GDZY	**Clan Macwhirter** (exWillcasino, exHalizones, exYpresville) ssGrk.No.3-1,31 ssGrk.No.2–38 2Dks(Stl) Longitudinal framing in double bottom & at decks D.F. E.S.D.	5941 5509 3702	✠100A1 ~~10,40~~ ~~3,40~~ 5,41 MS3,39	Hul ~~Mch~~ Gls ✠LMC ~~BS1,40~~ 5,41	a†	CL ~~10,37~~ 10,40	1918 7mo Lloyd	Lloyd Royal Belge (Gt.Britain) Ld.Glasgow 'sA&CP	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld. Mgrs.) 1 Intermediate&	424·4|55·8|28·8 437·0(O.L.) P44'B254 F44' FK 2 'tween dk BHds dispensed with	Glasgow British Cem 4BH to Udk 2 „ „2nd „ CellDB	T.3Cy.27",45"&75"–48" (s) 180lb 549NHP 3SB,9cf,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk. 363'1481tAPT20t	31 ″ 4 s 4 ″ 11½ 26 ″ 7	

114/40

114/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72416 141896 GQMW	**Clan Matheson** ssGls.No.3-5,32 ssGls.No.1-37 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) E.S.D.	5613 5348 3453	✠100A1 *Shelter dk* *withfreeboard* 2,40 MS1,37 *Fitted for oil*	Grk ✠LMC BS~~6,38~~8,40 *fuel* 4	*y* ,19	CL N5,38 *F.P. a*	1919 4mo *Lloyd* *bove* 1	W.Hamilton&Co.Ld. PortGlasgow 'sA&CP 50° F.	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB*326' 922*tMT*36'876	397·1|51·4|34·0 410·0(O.L.) FK *t FPT*66*t ĀPT*15*t*	Glasgow British *Cem* 3*BHtoSh dk* 4 „ „ *U* „	T.3Cy.26⅝",44"&73"-48"(*s* 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FI D.Rowan&Co.Ld.Gls.	36 ″ 6 s9 ″ 3¼ 27 ″ 5	
72417 165947 GMGN	**Clan Menzies** TwinSc *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks*&*Shelter dk* *CruiserStern*	7336 6321 3555					1938	Greenock Dockyard Co.Ld. Greenock	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	463·7|63·0|29·9	Glasgow British *WB*	T.6Cy.26",42"&68"-48"& LPturbines withDRgearing & hydraulic couplings HS17780 1370NHP J.G.Kincaid&Co.Ld.Grk		C
72418 141882 GQMD	**Clan Monroe** *Fitted for oil fuel* D.F. 2*Dks*&*Awng dk* E.S.D.	5952 5671 3617					1918	Ayrshire Dkyd.Co.Ld. Irvine	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	409·6|53·4|33·5	Glasgow British *WB*	T.3Cy.27½",45½"&75"-54" 413NHP Dunsmuir&Jackson,LdGls		C
72419 141911 GQML	**Clan Murdoch** ssGls.No.3-1,32 ssGrk.No.1-36 D.F. 2*Dks*(*Stl*)& E.S.D. *Awng dk*(*Stl*)	5950 5680 3638	✠100A1 *Awng dk* *withfreeboard* Examined3,41 MS10,35 *Fitted for oil*	~~Grk~~ Gls BS3,41 ✠LMC *fuel* 7,	*z* 19	CL 10,38 *F.P. a*	1919 7mo *Lloyd* *bove* 1	Ayrshire Dkyd.Co.Ld. Irvine 'sA&CP 50° F.	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB*346'898*tM*	409·6|53·5|33·5 426·6(Q.L.) FK *Coll* *T*39'890*t FPT*46*t A*	Glasgow British *pt Cem* *BH to Aw dk* 6 „ „ *U* „ *PT*7*t*	T.3Cy.27½",45½"&75"-54" &L.P.Turbine withDR gearing&hydraulic coupling 200lb (*s*) 674NHP 3SB,9*cf*,GS181,HS7806 FI Dunsmuir&Jackson,LdGls	36 ″ 0 s9 ″ 7¼ 26 ″ 8	
72420 141894 GQMV	**Clan Murray** *Fitted for oil fuel* D.F. 2*Dks*&*Awng dk*3*trB* E.S.D.	5954 5675 3631					1918	Ayrshire Dkyd.Co.Ld Irvine	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*)	409·5|53·5|33·5	Glasgow British *WB*	T.3Cy.27½",45½"&75"-54" &L.P.TurbinewithSRgearing&hydraulic coupling 413NHP Dunsmuir&Jackson,LdGls		C
72421 137782 GQLF	**Clan Ogilvy** *Fitted for oil fuel* D.F. 2*Dks* E.S.D. *CruiserStern*	5802 5348 3581					1914	W.Doxford &Sons,Ld. Sunderland	British&South AmericanS.NavCo. Ld.(HoustonLine (London)Ld*Mgrs*)	430·0|54·2|29·4 P41'B141'F43'	Glasgow British *Wb*	T.3Cy.27½",45½"&75"-54" 413NHP W.Doxford&Sons,Ld.Sld		C
72422 137833 GQMF	**Clan Ranald** ssGls.No.3-7,29 ssGrk.No.2-38 D.F. 2*Dks*(*Stl*) E.S.D.	5447 5093 3379	✠100A1 7,40~~8,39~~ BS~~4,39~~ 7,40	Grk Gls ✠LMC3,38	*z*	CL N7,38	1917 3mo *Lloyd*	Napier& Miller,Ld. Glasgow 'sA&CP	TheClanLine SteamersLd. (Cayzer,Irvine& Co.Ld.*Mgrs.*) & 1 *'tween dkB*	409·1|54·0|28·9 422·0(O.L.) P49'B120'F41' FK 1*IntermediateBH* *H dispensed with* *CellD*	Glasgow British *Cem* 5*BHto U dk* 1 „ „ 2*nd* „ *B*355' 1060*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 538NHP 3SB,9*cf*,GS186,HS5151 FI J.G.Kincaid&Co. Ld. Grk. *only* *DTa*36'1075*tAPT*45*t*	31 ″ 5 s6 ″ 1¼ 25 ″	
72423 136330 GQLD	**Clan Ross** D.F. 2*Dks* E.S.D. *CruiserStern*	5897 5402 3623					1914	Swan,Hunter&Wigham Richardson, Ld Newcastle	British&South AmericanS.Nav. Co.Ld.(Houston Line(London)Ld. *Mgrs.*)	430·0|54·3|29·4 P40'B135'F43'	Glasgow British *WB*	T.3Cy.27½",45½"&75"-54" 413NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
72424 141893 GFVM	**Clan Skene** (*ex*Halocrates, *ex*ClanSkene) ssGls.No.3-5,31 D.F. ssGls.No.1-35 E.S.D. 2*Dks*(*Stl*)	5214 4808 3233	✠100A1 Examined6,41 BS~~5,40~~ 6,41	~~Gls~~ Gls ✠LMC5,35	*y*	CL 1,39	1919 1mo *Lloyd*	C.Connell &Co.Ld. Glasgow 'sA&CP	TheClanLine Steamers,Ld. (Cayzer,Irvine& Co.Ld.*Mgrs.*) *CellDB*	401·0|52·3|28·5 P49'B113'F39' FK 336' 1088*t FPT*123*t*	Glasgow British 7*BHptCem* *APT*53*t*	T.3Cy.27",44"&73"-48"&LP Turbine withDRgearing &hydraulic coupling 180lb (*s*) 599NHP 3SB,9*cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
72425 132036 MDYJ	**Clandeboye** ssBel.2ndNo.3-7,39 *Well deck Mchy.Aft* 1*Dk*(*ptStl*)	614 439 233	✠100A1 7,39 MS7,39	Bel ✠LMC BS4,40	*j*	CL 6,39	1913 5mo *Lloyd*	Scott& Sons Bowling 'sA&CP	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellDB*	180·3|28·2|10·8 Q103'B9'F33' BK7¼" *f*103' 158*t FPT*46*t*	Belfast British 3*BHCem* *APT*7*t*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS1938 Aitchison,Blair&Co.LdGls	13 ″ 4 s4 ″ 5 13 ″ 7	
72426 113967 MFRF	**Clapham** (*ex*Ville d'Eu) 3Mst ssBel.3rdNo.3-3,40 *Well deck Mchy.Aft* 1*Dk*(*Irn*)	763 542 316	✠100A1 3,40 BS5,41	Bel ✠LMC3,40	*k*	CL 1,39	1901 7mo *Lloyd*	SM'Knight &Co.Ld. Ayr 'sA&CP	JohnKelly,Ld. (W.Clint,*Mgr.*) *Cell*	200·4|30·6|11·5 31·7 Q103'B13'F27' FK *DB f*115'183*tFPT*	Belfast British 3*BHCem* 70*tAPT*8*t*	T.3Cy.17",27½"&44"-33" (*s*) 160lb 116NHP 1SB,3*cf*,GS60,HS1830 Ross&Duncan,Glasgow	14 ″ 0 s4 ″ 8½ 13 ″ 5	
72427 107 IBQH	**Clara** ssTri.No.3-8,35 2*Dks*(*Stl*)&*Webframes* D.F. Sub.Sig.	6131 5022 3731	✠100A1 8,39 MS4,36 *Fitted for oil*	Tri ✠LMC BS8,39 *fuel*11	*z* ,22	CL 8,39 *F.P. a*	1922 11mo *bove* 1	Cant.Nav. Triestino Monfalcone A&CP 50° F.	"Italia"Soc.Anon. diNav. *CellDBa*117' *uB&f*198'1141*tM*	401·0|54·2|30·2 418·4(O.L.) P36'B124'F44' FK *T*27'816*t FPT*107*t*	Trieste Italian 6*BHCem* *APT*135*t*	T3Cy26⅜",42⅛"&70 1/16"-48 1/16' 180lb FD (*s*) 483NHP 3SB(Spt)9*cf*,GS148,HS7221 UnitedMachineFactories, Smichow,Prague	32 ″ 10 s7 ″ 8¾ 25 ″ 4	
72428 OYBO	— Sub.Sig. 1*Dk*	1398 1070 798					1925	Howaldtswerke Kiel	D/S A/S Myren (Holm&Wonsild, *Mgrs.*)	246·1|38·0|14·4 P16'Q77'B95'F31'	Copnhagn Danish *WB*	T3Cy16½",27 3/16"&43 5/16"-29½" 102NHP Howaldtswerke,Kiel		G
72429 550 ILOV	— WoodAuxBk (*ex*SailingVessel, *OilEng.* *ex*ElisaM.-35,*ex*Firenze) 1*Dk*2*trB* (*See Sailing Ship Register*)	366 347 302					1921	Flli. Picchiotti Viareggio	U.Tomei	121·7|29·2|15·3 114·8	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.9 7/16"-13" 63NHP *Emade&fitted*36 HanseatischeMotorenGes. Bergedorf		I
72430 OYNH	**Clara Clausen** (*ex*Chr.Matthiessen-37,*ex*Phaliron, *ex*Thora) Wireless D.F. 1*Dk*&*Spardk*	1010 893 591					1907	A.Vuijk& Zonen Capelle/Ysel	C.Clausen	215·7|30·2|18·6 H94*t*	Kolding Danish *WB*	T.3Cy.17½",28½"&47"-33" 127NHP G.T.Grey,SouthShields		V
72431														

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible] si ce n'est dans le L.R. Durée Cert. [illegible]
72432 DHEC	**Clara L.-M. Russ** *CruiserStern* Sub.Sig. *1Dk*	1600 1280 937					1927	Flensburg Schiffsb.Ges Flensburg	Schiffahrt-u. Assekuranz Ges.E.Russ&Co.	263·6|41·9|15·4 P16'Q84'B104' F32'	Hamburg German *WB*	T.3Cy.17½",27 5/16"&48"–37⅜" 141NH FlensburgerSchiffsb.Ges.		G
72433 14370 MKRS	**Clara Monks** 3Mst ssBwg.No.3–2,34 ssBkn.No.1–39 *Mchy.Aft* *1Dk(Stl)* *Cargo battens not fitted*	577 405 232	✠100A1 4,40 BS3,40 ✠LMC2,39	Bwg	*h*	CL 1,38	1920 12mo *Lloyd*	AilsaS.B. Co.Ld. Ayr '*sA&CP*	JohnS.Monks,Ld.	170·2|26·1|11·7 Q94'B12'F28' BK7' *FPT*65t	Liverpool British 3*BHCem* *APT*30t	T.3Cy.14",23"&37"–30" (s 180lb 70RHP 1SB,3cf,GS56,HS1872 AilsaS.B.Co.Ld.Troon	13 ″ (s3 ″ 11½ 13 ″ 2½	
72434 213833 WKCB	**Clare** ssBal.2ndNo.3–3,40 ~~ssN.Yk.No.3–6,37~~ D.F. ~~ssBal.No.2–35~~ Sub.Sig. *2Dks(Stl)&Web frames* *Longitudinal framing*	3372 2842 2139	✠100A1 9,40~~6,36~~ ✠LMC MS10,38 BS3,40 *Fitted for oil fuel* 12,15 *F.P. above* 150° F.	Bal	*u*	CL 6,39	1915 12mo A&CP	Maryland SteelCo. Sparro Pt Md	A.H.BullSteam-shipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*)	327·2|46·2|22·9 P35'B98'F38' FK *CellDB*	NewYork Utd.States 5*BHCem* *a*90' *uE*20')	T.3Cy.22",37½"&60 1/16"–42" 190lb (s) 293NHP 2SB,6cf,GS144,HS4933 MarylandStl.Co.Sparr'.Pt 146'691t *FPT*78t *APT*296t	25 ″ 6 s 4 ″ 6½ 21 ″ 1½	.
72435 13359 GWVL	**Clare Lilley** (*ex*Modig–34, *ex*Eastcliffe, ssOsl.No.3–5,30 *ex*Cliffside) ssCff.No.2–39 *1Dk(Stl)&Shelter dk(Stl)*	3738 3531 2306	✠100A1 *Shelter dk* *withfreeboard* 2,41~~12,39~~ ✠LMC MS7,39 BS~~12,39~~2,41	Cff	*w*	CL ~~11,36~~ 1,41	1917 4mo *Lloyd*	J.Priest-man&Co. Sunderland '*sA&CP*	ClareShippingCo. Ld.	350·0|50·9|23·5 |31·5 FK *CellDB*324'862t	London British 6*BHCem* *APT*105t	T.3Cy.25",41"&67"–45" (s) 180lb 325NHP 3SB,6cf,GS115,HS4995 N.E.MarineEngCo.Ld.Sld	26 ″ 0 -2 ″ 5½ 23 ″ 9	
72436 13634 MFSQ	**Clarecastle** ssBkn.2nd.No.3–10,38 *Well deck* *Mchy.Aft* *1Dk(Stl)*	664 442 261	✠100A1 6,41~~10,39~~~~11,40~~ BS~~10,39~~ ✠LMC10,38 11,40	Bkn ~~Bel~~ Dub	*j*	CL ~~11,37~~ 10,40	1914 12mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	A.Guinness,Son& Co.Ld. *Cell*	179·9|28·6|10·8 189·4(O.L.) Q103'B9'F33' BK7¼" *DB f*103'161t*FPT*	Belfast British 3*BHCem* 46t*APT*7t	T.3Cy.15",25½"&41"–30"(s) 180lb 85RHP 1SB,3cf,GS60,HS1938 Aitchison,Blair,Ld.Gls.	13 ″ 6 s 4 ″ 4½ 13 ″ 9½	
72437 215907 KJFX	**Claremont** **Wood** *Fitted for oil fuel* *1Dk* Now "Alwill," *see No.* 87065 *in Supplement*	1291 — 712					1917	Mathews S.B.Co. Aberdeen, Wash.	Hart-Wood LumberCo.	225·5|43·0|16·2	S.Frncisco Utd.States	T.3Cy.14",23"&40"–30" 88NHP UnionIronWorks,San Francisco		
72438 127300	**Clarence A. Black** *Mchy.Aft* D.F. GyC. *1Dk2trB*	4150 — 2555					1898	Cleveland S.B.Co. Lorain,O.	PittsburgS.S.Co.	413·4|50·2|24·5 F46' *WB*	Duluth, Minn. Utd.States	T.3Cy.22",35"&58"–40" NB20 213NHP ClevelndS.B.Co.Clevelnd,O		
72439 13909 GMXD	**Clarissa Radcliffe** (*ex*Gwent) ssSld.No.3–8,28 D.F. ssHul.No.2–37 *1Dk(ptIrn&ptStl)*	5754 5217 3501	✠100A1 10,39 BS10,39 ✠LMC10,37	Cff	*z*	CL N10,37	1915 11mo *Lloyd*	Craig,Tay-lor&Co.Ld. Stockton '*sA&CP*	ClarissaRadcliffe SSCoLd(E.Thomas Radcliffe&Co*Mgs*) *CellDBa*13	415·0|55·5|26·7 P45'B&F321' FK 4'*uE&B*46'*f*184'172	London British 7*BHCem* 3t*FPT*154t *APT*183t	T.3Cy.27½",46"&75"–48" 180lb *150lb* (s) 470NHP 3SB,9cf,GS197,HS7891 Blair&Co.Ld.Stockton	28 ″ 7 s 3 ″ 0½ 25 ″ 1	
72440 PUXA	**Claudia M.** (*ex*AntoniettaAccame) ssMsl.No.3–11,11 ssGen.No.2–20 *1Dk(Stl)&Spar dk(Stl)&Web frames*	3249 2844 1982	✠ 7,24	Gen	*u*		1899 10mo	Cant.Nav. diMuggiano Muggiano	Soc.Paulista de Nav.Matarazzo, Ltda. *DBa*94'	346·0|47·2|16·2 P37'B106'F29' 24·2 FK *uE&B*36' *f*142'945t	SanPaulo Brazilian 6*BHCem* *APT*58t	T.3Cy.21½",35"&59"–39" 228NHP 2SB,6cf,GS89,HS3416 T.Richardsn&Sns.Ld.Hpl	24 ″ 3	
72441 125100 GMYD	**Claudius Magnin** *1Dk*	2310 1970 1253					1921	Atel.&Ch. deFrance Dunkirk	Ministry of Ship-ping(Stockwood, Rees&Co.Ld.*Mgrs*)	292·6|41·0|20·9	PortTalbot British *WB*	T.3Cy.21",33"&56"–36" 188NHP Atel.&Ch.deFrance,Dnk.		V
72442 DALW	**Claus** *1Dk*	302 231 153					1907	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	138·7|24·3| 9·0 P&B90'F17'	Stettin German *WB*	T.3Cy.9⅝",16 1/10"&25⅝"–17 7/10" 28NHP StettinerOderwerke		G
72443 DIAY 12/40	**Claus Horn** Ⓟ (*ex*MinnaHorn) *OilEng.* D.F. *2Dks*	3177 2526 1842					1925	Reiherst'g Schiffsw. Hamburg	H.C.Horn	311·0|46·3|22·8 P75'B81'F86'	Hamburg German *WB*	Oil Engines 2S.C.DA 4Cy.23⅝"–35⅜" 778NHP NE30 Maschinenfbrk Augsburg-NürnbergA.G.Augsburg		G
72444 DHEE	**Claus Rickmers** Sub.Sig. D.F. *2Dks*	5165 4708 3170					1924	Nrddtsche Werftm.b.H. Weser-münde-G.	Rickmers RhedereiA.G.	401·5|53·2|27·5 P50'B133'F42'	Hamburg German *WB*	T.3Cy.28½",45¼"&74"–53¼" 400NHP A.G."Weser," Bremen		G
72445 167255 GTGW	**Clausina** *OilEng.* D.F. *1Dk, 2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8083 7235 4786	✠100A1 3,41~~4,40~~ ✠LMC10,38 *CarryingPetroleum in bulk*	Cff Bkn	*c*†	CL	1938 10mo *Lloyd*	NVRotter-damDroogd. Maats. Rotterdam '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'156t	465·3|59·3|33·8 483·3(O.L.) P90'B43'F48' FK *DTf*25' 262t *FPT*	London British 17*BH* 135t*APT*83t	Oil Engines 4S.C.SA 8Cy.25 9/16"–55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 8¼ 27 ″ 6	
72446 PDKR	**Clavella** *OilEng.* D.F. *1Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8097 7238 4710	✠100A1 10,40~~10,39~~ ✠LMC4,39 *CarryingPetroleum in bulk*	Rot Shl	*c*†	CL	1939 4mo *Lloyd*	NVRotter-damDroogd. Maats. Rotterdam '*sA&CP*	N.V.Petroleum Maats."La Corona" *CellDBuE*64'156t	463·0|59·3|33·9 483·3(O.L.) P94'B44'F48' FK *DTf*25'262t *FPT*1	TheHague Dutch 17*BH* 35t*APT*83t	Oil Engines 4S.C.SA 8Cy.25 9/16"–55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 8¼ 27 ″ 6	
72447 167280 GTGN 38/41	**Clea** *OilEng.* D.F. *1Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8074 7230 4783	✠100A1 4,40 ✠LMC5,38 *CarryingPetroleum in bulk*	Bkn	*c*†	CL	1938 5mo *Lloyd*	NVRotter-damDroogd. Maats. Rotterdam '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'156t	463·0|59·3|33·9 483·3(O.L.) P90'B43'F48' FK *DTf*25'262t*FPT*13	London British 17*BH* 5t*APT*83t	Oil Engines 4S.C.SA 8Cy.25 9/16"–55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 8¼ 27 ″ 6	
72448 946 SVXS	**Cleanthis** (*ex*FramlingtonCourt) ssPir.2nd.No.3–1,36 *1Dk2trB*	4153 3914 2592	✠100A1 4,39 BS4,38 ✠LMC1,36	Bry	*x*	CL ~~4,30~~ 3,40	1911 4mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	PindosS.S.Co.Ld. *Cell DBa*114'*uE*27'	375·7|51·3|24·3 P41'B231'F36' FK *f*160' 808t *FPT*96t	Piræus Greek 8*BHCem* *APT*176t	T.3Cy.26",42"&70"–48" (s) 180lb 385NHP 3SB,9cf,GS189,HS6169 Blair&Co.Ld.Stockton	26 ″ 9 s 3 ″ 5½ 23 ″ 5½	
72449														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of TradeCert.
72450 162107 GYMZ	**Clearpool** D.F. E.S.D. 1*Dk*	5404 4992 3323					1935	W.Gray&Co.Ld. W Hartlepool	PoolShippingCo. (SirR.Ropner&Co.Ld.*Mgrs.*)	427·5 P62'B249'F42'	55·2	27·2	Cardiff British *WB*	2 Steam Turbines DR geared to 1 screw shaft Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl.		C
101/40 72451 142845 GKSP	**Clearton** *ss*Nwc.No.3-8,32 *ss*Nwc.No.1-36 1*Dk*(*Stl*)	5219 4790 3209	✠100A1 11,39 ✠LMC12,36 BS4,38 MBS6,39	Bry	*y*	CL 10,39	1919 9mo *Lloyd's A&CP*	Richards'n Duck&Co.Ld. Stockton	R.Chapman&Son	400·2 P49'B113'F40' FK *Cell DB* 336'1058*t FPT* 168*t*	52·4	28·4	Newcastle British 7*BHCem* *APT*279*t*	T.3Cy.26",44"&73"-48" (*s*) 180lb 397NHP 2SB(Spt)6*cf*.GS137,HS606 NDB38-*100lb* Blair&Co.Ld.Stockton	31 ″ 0 s 6 ″ 25 ″ 3¼	
72452 219686 KUGD	**Clearwater** Ⓟ *Fitted for oil fuel* 2*Dks* *Now* "Empire Shearwater," *see No.* 87963 *in Supplement*	4970 4598 3038	100A1 NOs (*Classification Contemplated*) Examined 6,40				1920	American International S.B.Corp. HogIslandPa	MississippiShippingCo.Inc.	390·0 P50'B121'F40'	54·2	27·8	N.Orleans Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y		R
72453 1635 IBGZ	**Clelia Campanella** TwinSc (*ex*Oilvigor,*ex*Olvigore,*ex*Holden Evans) *ss*Gls.3-2,29 *Mchy.Aft* 2*Dks&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	3245 2955 1965	✠ ... 11,31 ✠NE*made*13*refitted*27				1917 2mo	Baltimore D.D.&S.B.Co BaltimoreMd	TitoCampanella Soc.diNav.	306·0 292·9 P76'F26' FK	47·2	28·0	Genoa Italian *WB*	T.3Cy.18",26½"&42"-27" 298NHP NB*made*20*refitted*27 London&Glasgow E.&S.B. Co.Ld.Gls.	28 ″ 1	I †
72454 121205 WADE	**Clemens A. Reiss** (*ex*Frank T.Heffelfinger) *Mchy.Aft* D.F. GyC. 1*Dk*2*trB*	4378 — 3367					1901	Chicago S.B.Co. Chicago	ReissS.S.Co.	430·0	50·2	24·5 *WB*	Wilmgton (Del.) Utd.States	Q4Cy15",23¾",36½"&56"-40" 198NHP ChicagoS.B.Co Chicago		R
72455 PDKX	**Cleodora** *OilEng.* D.F. 1*Dk, 2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8026 7236 4724	✠100A1 3,39 ✠LMC7,38 *CarryingPetroleum in bulk*	Rot	*c*†	CL	1938 7mo *Lloyd's A&CP*	Kon.Maats "DeSchelde" Flushing	N.V.Petroleum Maats"LaCorona"	463·0 483·3(O.L.) P90'B43'F48' FK *Cell DBuE*64' 156*t DT f*25'262*t FPT*135*t*	59·3	33·9	TheHague Dutch 17*BH* *APT*83*t*	Oil Engines 4S C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 8¼ 27 ″ 6	
72456 7920 SDIT	**Cleopatra** *Carrying Petroleum in bulk OilEng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	6627 6007 3883					1933	GötaverkenA/B Gothenburg	RederiA/B Transocean (G.Carlsson,*Mgr.*)	429·8 417·0	55·2	33·9	Gothenbrg Swedish *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP GötaverkenA/B,Got.		N
72457 DHFW	— (*ex*Eider-35,*ex*Cleopatra) *Mchy.Aft* 1*Dk*	1305 1148 698					1920	Reiherst'g Schiffsw. Hamburg	A.Kirsten	258·6 P&B197'F37	37·7	14·7	Hamburg German *WB*	T.3Cy.16½",27½"&43"-33½" 107NHP Reiherst.Maschinenf.Ham.		G
72458 149392 MNXZ	**Clermiston** (*ex*Vreewijk) *ss*Gmh.No.3-4,34 *ss*Gmh.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	1448 1283 848	✠100A1 1,41 ~~2,40~~ BS2,40 ✠LMC9,38	Lth Gmh	*p*	CL 9,38	1921 11mo A&CP	N.V.Mach &Scheeps. "DeWaal" Nijmegen	RavelstonS.S.Co. Ld.(Gillespie& Nicol,*Mgrs.*)	244·9 258·0(O.L.) P20'B60'F24' FK *CellDB*204'301*t*	37·1	16·6	Grngemth British 4*BHCem* *APT*30*t*	T.3Cy.17$\frac{15}{16}$",28½"&47¼"-36" 192lb *100lb* (*s*) 171NHP 2SB,4*cf*,GS76,HS2906 N.V.Machinef."DeWaal"	19 ″ 0 s 2 ″ 6 16 ″ 8	
72459 145837 KMEO	**Cletus Schneider** (*ex*Thomas Adams) *Mchy.Aft* D.F. 1*Dk*2*trB*	3528 — 2665					1902	CraigS.B.Co. Toledo,O.	Schneider TransportationCo. (ClevelandCliffs IronCo.,*Mgrs.*)	370·8 F40'	50·2	24·2 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.20",33½"&55"-40" 191NHP CraigS.B.Co.Toledo		R
72460 236654 WPMR	**Clevedon** Ⓟ (*ex*Feltre-37) *OilEng.* D.F. *Ref.Mchy.* *ss*Pld.No.3-11,37 CyC. 3*Dks* *Tonnage opening closed* 38	7314 7026 5442	✠100A1 *with freeboard* ~~1,40~~ ~~4,39~~ 11,40 DBS~~4,39~~ 4,40 ✠LMC11,37	Sea	*b*†	CL ~~N7,37~~ 3,40	1927 2mo *Lloyd's A&CP*	Stabilmnto Tecnico Trieste	PacificAmerican Fisheries,Inc.	448·5 430·8 *CellDB*377' 1245*t DTa*42' 981*t FPT*121*t APT*40*t* 6 *additional BH fitted in Upper 'tween dks*	55·4	35·3 27·3 FK	Bellinghm Utd.States 8*BHptCem* (*Coll to Wdk* 7 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* StabilimentoTecnico,Tri.	38 ″ 2 s12″0¼ 26 ″ 4¾	
72461 223241 KLEV	**Clevelander** (*ex*Twin Ports) TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	1460 1388 840					1923	Gt.Lakes Eng.Wrks. Ashtabula,O.	NationalMotorshipCorp.	250·6	42·2	15·7	Wilmgton (Del.) Utd.States *WB*	Oil Engines connected to Elec.Motors&Sc.Shafts 4S.C.SA 6Cy.13"-19½" LombardGovernorCo. Salem,Mass. 2S.C.DA 5Cy.15"-17" *Made&fitted*31 494NHP Fairbanks,Morse,Co. Beloit,Wis.		R
72462 109684 MJBJ	**Clewbay** (*ex*G.Player) 3Mst *ss*Gls.3rdNo.3-1,41 ~~*ss*Bel.2ndNo.3-12,27~~ *Well deck* ~~*ss*Bel.No.2-36~~ *Mchy.Aft* 1*Dk*(*Irn*)	645 464 259	✠100A1 2,41 ~~8,30~~ ~~BS8,39~~ ~~7,40~~ ✠LMC~~4,36~~ 2,41	Bel	*t*	CL ~~7,38~~ 1,41	1904 7mo *Lloyd's A&CP*	AilsaS.B.Co.Ld. Troon	JohnKelly,Ld. (W.Clint,*Mgr.*)	183·0 P19'Q83'B12'F25' FK&BK1¼" *Cell DBf*103' 162*t FPT*58*t APT*8*t*	28·6	11·1	Belfast British 3*BHCem*	C.2Cy.19½"&45"-30" (*s*) 140lb ~~NDB11~~ 82RHP 1SB,3*pf*,GS68,HS2240 Muir&Houston,Ld.Gls.	13 ″ 9 s 4 ″ 7¼ 13 ″ 4½	
72463	**Clifford** (*ex*Frango-40,*ex*Golaa) D.F. *ss*Sfj.2ndNo.3-2,40 *Mchy Aft* 1*Dk*(*Stl*) *Now* "Hakko Maru," *see No.* 88374 *in Supplement*	~~6400~~ ~~5057~~ ~~4547~~ 6085 4909 3810	✠100A1 6,40 ~~2,40~~ ✠NE7,30 ✠LMC2,40 *Fitted for oil fuel* 6,17 *F.P.above* 150°F. *CarryingPetroleum in cylindrical tanks*	Sfj NYk	*z*	CL 12,39	1917 5mo A&CP	ChesterS.B Co.Ld. Chester,Pa.	FrangoCorporation	401·9 P99'F27B50' FK *CellDB*350' 1611*t FPT*115*t*	54·3	30·2	Panama Pnamanian 10*BH* *APT*144*t*	T.3Cy.27",44"&73"-48" (*r*) 180lb 569NHP 3SB,9*cf*,GS176,HS8862 FD LilleshallEngineeringCo. Oakengates,Staffs	32 ″ 9 s 6 ″ 4¾ 26 ″ 6½	
72464 143740 MKRT	**Cliffville** (*ex*Isabeletta-35) *ss*Bkn.No.1-26 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	424 294 162	✠ 7,29 ✠NB7,26	Bkn	*f*		1921 5mo	J.Crichton &Co.Ld. Chester	JohnS.Monks,Ld.	143·2 Q87'B9'F23' FK *DTf*15'33*t FPT*9*t*	24·1	10·8	Liverpool British 4*BHCem* *APT*28*t*	T.3Cy.13",21"&34"-24" 80NHP 1SB,3*pf*,GS49,HS1520 Hawthorns&Co Ld Leith	12 ″ 0	
72465 160779 GLLL	**Cliftonhall** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	5063 4640 2968	✠100A1 *with freeboard* 10,40 ~~1,40~~ ✠LMC5,38	Hul Nwc	*a*†	CL	1938 5mo *Lloyd's A&CP*	Wm.Doxford&Sons Ld Sunderland	WestHartlepool Stm.Nav.Co.Ld.	426·2 441·5(O.L.) FK F40' *CellDB*347'1174*t MT*29'1146*t* *FPT*133*t APT*177*t*	54·3	26·1	W.Hartlpl British 7*BHptCem* (*Coll to Shdk* 6 ,, *2nd dk*)	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$"-85$\frac{1}{16}$" 449NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	37 ″ 3 s10″11 26 ″ 6	
64/40 72466 139879 GPBZ	**Clintonia** Steel&Iron D.F. 1*Dk*	3106 2860 1882					1917	W.Dobson &Co. Newcastle	StagLine,Ld. (J.Robinson& Sons,*Mgrs.*)	331·0 P29'B97'F33	48·0	22·2	N.Shields British *WB*	T.3Cy.22½",36½"&62"-42" 249NHP N.E.MarineEngCoLdNwc		C

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si n'est dans le L.R. Durée Cert. B. of Trade.
72467 HPFI	**Clio** TwinSc *OilEng.* D.F. E.S.D. ssBmn.No.3–11,38 *Mchy.Aft* 1*Dk(Stl)Shelter dk(Stl)* GyC. *CruiserStern & Web frames* *Longitudinal framing*	8580 — 5175	✠100A1 *Shelter dk* *with freeboard* ~~2,40~~10,40 ✠LMC CS11,38 DBS~~2,39~~10,40 3,40 *Carrying Petroleum in bulk*	NYk	*d*†	CL s11,38 PN 11,38	1926 2mo *Lloyd*	Vulcan WerkeA.G Stettin *'sA&CP* *CellDBuE3*	PanamaTransportCo. 8'131t*DTf*36'280t	470·0 489·6(O.L.) B34'F38' FK *FPT*190t*APT*108t	63·2	35·2	Panama Panamanian 19*BHptCem* (13*BHtoSdk* 6 ,, ,, *U* ,,)	Oil Engines 2S.C.SA 8Cy.25$\frac{5}{16}$"–47¼" 910NHP 2WaterTube DB*200lb* DB*70lb* Maschfbk Augsburg-Nurnberg,Augsburg	35 ″ 6 s 8 ″ 7 27 ″ 2	
72468 57 OHGI	— (*ex*Bittern) ssHfs.3rdNo.3–6,35 ssHfs.No.1–39 Wireless D.F.1*Dk(Irn)lower dk forehold* *Well deck* *Web frames afterhold*	996 — 550	✠100A1 3,39 ✠NB4,23 ✠LMC3,39 No later survey reported	Hfs	*m*	OG 3,39	1897 3mo *Lloyd*	Caledon SB.&E.Co.Ld Dundee *'sA&CP*	FinskaAng.Akt.	228·2 218·1 P&B121'F45 BK8" *CellDBa*46'	32·0	15·5	Helsingfrs Finnish 4*BHCem* *f*81'158*t*	T.3Cy.19",31"&50$\frac{5}{16}$"–33" (*s*) 160lb *125lb* NDB29 162NHP 1W.T.BoilerHS2721 CaledonSB&E.Co.Ld.Dun.	16 ″ 6 s 1 ″ 5½ 15 ″ 9	
72469 LDFO	— 2*Dks*	556 537 298					1922	Danziger Werft Danzig	DetBergenske Dampskibsselskab	153·9 H14*t*	24·2	17·5	Bergen Norwegian *WB*	T.3Cy.12$\frac{3}{8}$",20½"&32¼"–22$\frac{3}{8}$" 50NHP DanzigerWerft.Danzig	19 ″ 6 s6 ″ 6¼ 13 ″ 1½	
72470 PJCA	— Wireless *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks*	374 287 168					1935	Gebroeders Pot Bolnes	WestIndische Scheepv.Maats.	162·6 P&B126'F21'	29·4	8·9	Curaçao Dutch *WB*	Oil Engines 2S.C.SA 7Cy.10$\frac{13}{16}$"–18$\frac{7}{8}$" 132NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo		V
72471 162646 GPXC	**Cliona** TwinSc ssH.Kg.No.2–39 *OilEng.* *Mchy.Aft* D.F. ~~ssShl.No.1–36~~ E.S.D. 1*Dk(Stl)2nd dk(Stl)* *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8375 7612 4948	✠100A1 1,41 ✠LMC CS1,40 DBS1,41 5,38 *Carrying Petroleum in bulk*	HKg NYk	*c*†	CL P12,39 ~~5,38~~ s1,41	1931 10mo *Lloyd*	Harland& Wolff,Ld. Glasgow *'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*71'282t	456·6 472·0 (O.L.) P107'B34'F42' FK *DTf*32'394t*FPT*23	62·0	34·1	London British 14*BH* 9t*APT*93t	Oil Engines 4S.C.SA 12Cy.27$\frac{9}{16}$"–55$\frac{1}{8}$" 877NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	34 ″ 2 s 6 ″ 8½ 27 ″ 8¾	
72472 7267 SDPK	**Clive** 1*Dk*	1068 790 591					1924	Nordsee- werkeA.G. Emden	ÅngfartygsA/B "Ostersjön"(Adolf Bratt&Co.*Mgrs.*)	213·7 P14'Q55'B54'F27' H110*t*	35·0	12·9	Gothenbrg Swedish *WB*	T3Cy17$\frac{3}{8}$",29$\frac{1}{16}$"&46$\frac{1}{16}$"–31½" 119NHP FriedrichWilhelmsHütte, Mülheim,Ruhr		G
72473 1426 IBVH	**Clizia** (*ex*Appalachee, 3Mst *ex*Duffield) ssMdb.2ndNo.3–10,19 *Mchy.Aft* D.F. ssRot.No.1–23 *Fitted for oil fuel* 1*Dk(Stl)&Spar dk(Irn)&Web frames* *Carrying Petroleum in bulk*	3698 3391 2249	✠ 9,26 ✠	NYk	*w*		1894 1mo	TyneI.S.B. Co.Ld. Newcastle	ApeAnonima Petroliere	348·8 340·0 P81'B38'F35' FK *CellDB*68'188t *FPT*	44·2	28·4	Genoa Italian 14*BHCem* 112t*APT*30t	T.3Cy.26",41"&68"–48" 349NHP 3SB,9*rf*,GS150,HS5667 WllsndSlpwy.Co.Ld.Nwc.	30 ″ 2	IC †
72474 147373 EIGX	**Clonlara** ssLiv.No.3–10,38 *Ref.Mchy.* 1*Dk(Stl)*	1203 984 485	✠100A1 9,40~~8,30~~ ✠LMC MS11,38 BS~~3,39~~9,40	Liv	*q*	CL 9,38	1926 4mo *Lloyd*	CaledonSB &E.Co.Ld. Dundee *'sA&CP*	LimerickS.S.Co.Ld (S.J.K.Roycroft, *Mgr.*) *CellDBa&uE*	253·1 P64'B78'F78' FK 71'*f*104'308t *FPT*	37·2	16·6	Limerick British 5*BHCem* 31t*APT*31	T.3Cy.20",33"&53"–39" (*r*) 185lb 239NHP 2SB,6*cf*,GS124,HS4325 CaledonSB.&E.Co.Ld.Dun	17 ″ 6 s1 ″ 9 16 ″ 0¾	
72475 164495 MBTM	**Clova** (*ex*Andoni-37) ssDun.No.1–39 *OilEng.* *Mchy.Aft* Wireless 1*Dk* *CruiserStern*	310 223 157	✠100A1 1,40~~1,39~~ ~~✠LMC6,35~~ ✠LMC CS7,40 4,40	Dun	*e*	CL N1,40	1935 6mo *Lloyd*	GooleS.B. &Repg.Co.Ld Goole *'sA&CP*	Dundee,Perth& LondonShipping Co.Ld.	140·5 P36'F15' FK *CellDB*91'114t *FPT*	24·6	7·8	Dundee British 3*BHCem* 42t*APT*16t	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{1}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 1 s ″ 11½ 9 ″ 2¼	
72476 160767 GQZJ	**Clumberhall** ssHpl..No.2–38 D.F. 1*Dk(Stl)&Shelterdk(Stl)* *Tonnage opening closed'41(W.E.)*	5198 4739 3097	✠100A1 *with freeboard* 4,41~~2,40~~ ✠LMC11,38 BS~~2,40~~4,41	Bry Lon	*a*†	CL ~~10,38~~ 4,41	1930 8mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool *'sA&CP*	WestHartlepool Stm.Nav.Co.Ld. *CellDB*373'1256*t* *DTa*29'1130*t*	425·2 438·5(O.L.) F37' FK (*FPT*178t*APT*161t	55·3	25·6	W.Hartlpl British 7*BHCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	Q.4Cy.20",28½",41½"&61"–48" 260lb (*s*) 441NHP 3SB(Spt),9*cf*.GS145, HS6258 FD Cen.Mar.EWrks.LdWHpl	36 ″ 10 s10 ″ 11¼ 26 ″ 1¾	
72477 160318 GNVJ	**Clunepark** ssShl.No.3–11,40 ~~ssShl.No.2–37~~ D.F. 1*Dk(Stl)* *Cargo battens not fitted*	3491 3241 2153	✠100A1 4,41~~4,39~~~~11,40~~ BS~~5,39~~ ✠LMC1,37 8,40	Shl Mdb	*v*	CL ~~8,40~~ 11,40	1928 4mo *Lloyd*	Lithgows, Ld. Pt.Glasgow *'sA&CP*	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*)	350·0 362·6(O.L.) P30'B98'F29' FK *CellDB*301'800	49·0	23·7	Greenock British 6*BHCem* *APT*99t	T.3Cy.22",38"&63"–42" (*s*) 200lb *100lb* 339NHP 2SB,6*cf*,GS113,HS4650 FD D.Rowan&Co.Ld.Gls.	26 ″ 0 s 4 ″ 7½ 21 ″ 7½	
72478 111148 VOBJ	**Clyde** ssNFL.3rdNo.3–5,36 1*Dk&Web frames &* *lower dk in Main hold*	439 342 199	✠100A1 4,40~~5,39~~ ✠NB5,28 ✠LMC5,36 BS~~3,39~~ ~~4,40~~ 3,41	NFL	*g*	~~4,38~~ 3,40	1900 2mo	A.&J. Inglis Glasgow A&CP	Government of Newfoundland (Newfoundland Railway–SteamshipDept.)	154·7 166·0(O.L.) F18' ND12 BK7" *CellDBa&uE&B*	25·1	12·6	SJhnsNFL British 4*BHCem* 47'*f*61'84*t*	T.3Cy.15",24"&40"–30" (*r*) 160lb 99RHP 1SB,3*cf*,GS51,HS1533 FD A.&J.Inglis,Glasgow	15 ″ 0 s 2 ″ 1½ 13 ″ 10	
72479 166243 GMGF	**Clyde Coast** *OilEng.* Wireless D.F. E.S.D. 1*Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	511 414 253	✠100A1 *with freeboard* 8,40~~7,39~~ ✠LMC7,38	Bkn Liv	*k*	OG 7,39	1938 7mo *Lloyd*	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam *'sA&CP*	CoastLines,Ld. *CellDB*122'168*t* *DTf*16'80*t*	195·6 201·6(O.L.) FK F27' *FPT*62t*APT*24t	31·6 *32·9*	9·7	Liverpool British 3*BHptCem* (*Coll to Sh dk* 2 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.15¾"–26" 144NHP HumboldtDeutzmotoren, A.G.Köln-Deutz	11 ″ 8 s ″ 2 11 ″ 7½	
72480 27090 JCZD	**Clyde Maru** ssKob.No.3–1,33 2*Dks(Stl)*	5498 4996 3424	✠ ... 5,37 ✠	Osa	*z*		1920 5mo	Asano S.B.Co. Tsurumi	NanyoKaiunK.K.	400·0 P33'B124'F41' FK *CellDB*339'949*t*	53·2	29·4	Tokyo Japanese 6*BHCem* *APT*27*t*	T.3Cy.26",43¾"&72"–48" 513NHP 3SB,9*cf*,GS175,HS7876 IshikawajimaSB&ECoTok	32 ″ 0	C †
72481 147943 GKLM	**Clydebank** TwinSc *OilEng.* ssLiv.No.3–3,37 1*Dk(Stl)&* *Shelter dk(Stl–ws)*	5156 4768 3113	✠100A1 *with freeboard* 11,40~~4,40~~ DBS5,41 ~~DBS1,40~~ ✠LMC3,37 ✠LMC(M)1,39 *Carrying vegetable oil in deep tank*	Liv Shl	*a*†	CL s1,39 P11,40	1925 1mo *Lloyd*	Harland& Wolff,Ld. Glasgow *'sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*357'1121t*DT*	420·0 433·7(O.L.) FK *Coll* *f*32'1067*t tanks bet*	53·9	26·5	Glasgow British 7*BHptCem* *BH to Sh dk* 6 ,, ,, *2nd* ,, *ween tunnels*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls. 115'251t*FPT*106t*APT*132t	29 ″ 1 s 3 ″ 7½ 25 ″ 8	
72482 98681 MKJG	**Clydebrae** Iron&Steel2Mst (*ex*Princess ssBel.3rdNo 3–11,30 Sophia.*ex*Topaz) ssBel.No.2–39 *Mchy.Aft* 1*Dk(ptIrn)* *Well deck* *Irn framing&Stl plating*	515 374 222	✠100A1 11,40~~4,39~~ ✠NE8,18 ✠LMC4,39 ✠NBO6*refitted*8,18 BS~~5,40~~4,41	Bel	*h*	CL ~~3,39~~ 11,40	1891 12mo	Scott&Co. Bowling A&CP	HughCraig&Co. Ld.	175·4 Q86'B10'F25' BK7½" *CellDB*96'	26·7	10·7	Belfast British 3*BHCem* 120t*FPT*15t	T3Cy14$\frac{7}{16}$",28⅜"&36"–27"(*s*) 180lb 70RHP 1SB,3*pf*,GS52,HS1821 Douglas&GrantLd. Kirkcaldy	13 ″ 0 s ″ 8½ 12 ″ 11½	

1 No. in Book. Official No. Code Letters	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72483 149473 GSNK	**Clydefield** *OilEng.* *ss*Shl.No.2–36 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7365 6578 4329	✠100A1 12,39 ✠LMC CS4,37 DBS12,39 7,36 *Carrying Petroleum in bulk*	Gls		CL 2,39	1928 7mo	D&W Hendersn&Co.Ld. Glasgow *Lloyd'sA&CP*	FieldTankS.S.Co. Ld (Hunting&Son, Ld.*Mgrs.*) *CellDBuE67'234tD*	450·5 P89'B41'F44' FK len 35 *Tf*32'412*tFPT*185*t*	57·8	32·7	Newcastle British 16*BHptCem* *APT*261*t*	Oil Engines 4S.C.SA 8Cy.29⅛"–$72\frac{13}{16}$" 647NHP 2DB*120lb* Harland&Wolff,Ld.Gls.	32 ″ 9 s 6 ″ 5½ 26 ″ 7¼	
72484 121243 GWJM	**Clydesdale** Ⓟ Wireless 1*Dk*	401 302 155					1905	Scott&Sons Bowling	DavidMacBrayne Ld.	151·1 P&B95'F40'	26·1	12·4	Glasgow British *WB*	T.3Cy.15",25½"&41"-30" 85RHP Ross&Duncan,Glasgow		BT till ~~5,40~~ 4,41
72485 93690 MKPV	**Clydevalley** (*ex*Londoner, *ex*Balniel) Iron *ss*Bel.3rdNo.3–10,23 *ss*Hfx.No.1–29 1*Dk*	460 363 223	✠ ... 7,32	✠			1886 7mo	M'Ilwaine Lewis&Co.Ld Belfast	A.S.Publicover	174·0 Q95'F27' FK	26·1	12·6	Lunenburg N.S. British *WB*	C.2Cy.22⅜"&44"–30" 80RHP M'Ilwne,Lewis&CoLd.Bel	13 ″ 5	
314 72486 161158 GPBY	**Clytoneus** Ⓟ TwinSc *OilEng.* D.F. 2*Dks&pt dk* *Longitudinal framing at Upr&Bridge dk*	6278 5191 3848					1930	Scott'sS.B.&E.Co.Ld Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	432·5 P43'B260'F50'	56·3	26·3	Liverpool British *WB*	Oil Engines 4S.C.SA 12Cy.$24\frac{7}{16}$"–$51\frac{3}{16}$" 700NHP Scott'sS.B.&E.Co Ld.Grk.		BT till ~~11,40~~ 10,40
72487 147793 GNVT	**Coalfax** (*Self-Unloader*) *Mchy.Aft* 1*Dk*	2482 2136 1813					1927	Furness S.B.Co.Ld Haverton Hill-on-Tees	CoalCarriers Corporation,Ld.	253·0 F35'*Trunk*147'	43·3	25·3	Middlsbro' British *WB*	T.3Cy.16",27"&44"–33" 111NHP ShieldsE.&DD.CoLd NShl		C
72488 160508 VGLW	**Coalhaven** (*Self-Unloader*) D.F. *Mchy.Aft* 1*Dk*	2362 2119 1370					1928	Furness S.B.Co.Ld. Haverton Hill-on-Tees	CanadaS.S.Lines, Ld.	252·5 F35'*Trunk*145'	43·4	22·8	Montreal British *WB*	T.3Cy.18",30"&50"–36" 150NHP Earle'sS.B.Co.Ld.Hull		C
72489 207665 KJGB	**Coalinga** *Now "Inamtari," see No. 88510 in Supplement* *Fitted for oil fuel* *Carrying Petroleum in bulk* 1*Dk*	875 — 563					1910	Moore&Scott I.Wks. Oakland	TideWater AssociatedOilCo.	193·0	38·0	13·1	S.Frncisco Utd.States	C.2Cy.14"&32"–24" Moore&Scott 42NHP IronWorks,Oakland,Cal.		
72490 225135 WKCW	**Coamo** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks*	7057 — 4208					1925	NwprtNws S.B.&DD.Co. NewprtNews	CoamoS.S.Corp. (NewYork&Porto RicoS.S.Co.*Mgrs.*)	429·0 B250'F71'	59·5	35·0	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft NewportNewsSB.&DDCo.		R
72491 218059 KIFQ	**Coast Banker** (*ex*PointBonita–37, *ex*BoundBrook) *Fitted for oil fuel* *ss*S.Fo.No.3–7,26 *ss*Sea.No.1–30 1*Dk2trB in fore & after holds & Web frames*	3283 3005 2000	✠ ... 1,33	✠			1919 6mo	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35' FK	46·2	25·0	Portlnd,Or Utd.States *WB*	DRGearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28 ″ 6	R †
72492 219585 KUCD	**Coast Farmer** (*ex*PointArena–37, *ex*RiversideBridge) *Fitted for oil fuel* *ss*N.Ns.No.3–4,28 1*Dk2trB in fore & after holds & Web frames*	3290 3005 2042	✠ ... 1,33	✠			1920 3mo	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35' FK	46·2	25·0	Portlnd,Or Utd.States *WB*	DRGearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28 ″ 6	R †
72493 218944 KOCN	**Coast Merchant** (*ex*PointMontara–37, *ex*Federal Bridge) *Fitted for oil fuel* *ss*N.Ns.No.3–5,27 1*Dk2trB in fore & after holds & Web frames*	3283 3005 2000	✠ ... 1,33	✠			1919 9mo	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35' FK	46·2	25·0	Portlnd,Or Utd.States *WB*	DRGearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28 ″ 6	R †
72494 219859 WSBK	**Coast Miller** (*ex*PointGorda–37, *ex*Neshobee) *Fitted for oil fuel* *ss*N.Ns.No.3–5,28 1*Dk2trB in fore & after holds & Web frames*	3283 3005 1996	✠ ... 1,33	✠			1920 6mo	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35' FK	46·2	25·0	Portlnd,Or Utd.States *WB*	DRGearedSteamTurbine 368NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28 ″ 6	R †
72495 219758 KURD	**Coast Shipper** (*ex*PointSur–37, *ex*EastChicago) *Fitted for oil fuel* *ss*S.Fo.No.3–7,26 *ss*S.Fo.No.1–30 1*Dk2trB in fore & after holds & Web frames*	3286 3005 2030	✠ ... 1,33	✠			1920 4mo	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35' FK	46·2	25·0	Portlnd,Or Utd.States *WB*	DRGearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28 ″ 6	R †
72496 219588 KUCJ	**Coast Trader** (*ex*PointReyes–37, *ex*HolyokeBridge) *Fitted for oil fuel* *ss*S.Fo.No.3–6,26 *ss*S.Fo.No.1–30 1*Dk2trB in fore & after holds & Web frames*	3286 3005 2030	✠ ... 1,33	✠			1920 5mo	Submarine BoatCorp. Newark,N.J.	CoastwiseLine	324·0 P30'B90'F35' FK	46·2	25·0	Portlnd,Or Utd.States *WB*	DRGearedSteamTurbine 386NHP WestinghouseElec.&Mfg. Co.Essington,Pa.	28 ″ 6	R †
157/40 72497 142362 MNTK	**Coast Wings** (*ex*Surreybrook–40, *ex*Ayresome–35, *ex*Boekelo) *ss*Shl.No.3–12,28 *ss*Shl.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	862 566 378	✠100A1 12,39 BS1,40 ✠LMC8,37	Lon	*j*	CL 9,39	1916 4mo	N.V. Burgerhouts Mschfb.Schp Rotterdam A&CP	WingLine,Ld. (WingManagementCo.Ld.*Mgrs.*) *Cel*	RQD108'B13'F20 FK *lDBf*112'146*tFPT*	30·0	12·2	London British 3*BHCem* 59*tAPT*41*t*	T.3Cy.15¾",25⅝"&41⅜"–27⅝" 180lb (*s*) 108NHP 2SB,4*cf*,GS62,HS1804 N.V.BurgerhoutsMch.Shp.	14 ″ 0 s 4 ″ 11 13 ″ 8¾	
187/40 72498 137466 MFXL	**Coastville** (*ex*Pentland Coast–34, *ex*Blarney, *ex*WexfordCoast) 3Mst *ss*Qns.No.3–6,28 *ss*Apl.No.2–36 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	423 274 164	✠100A1 11,39 ✠LMC MS9,36 ~~BS10,39~~10,40	Liv		CL ~~6,38~~ 8,40	1915 7mo	J.Fullerton&Co. Paisley *Lloyd'sA&CP*	JohnS.Monks,Ld.	150·2 Q86'B9'F26' FK *FPT*	23·9	10·5	Liverpool British 3*BHCem* 38*tAPT*18*t*	C.2Cy.18"&38"–27" (*s*) 130lb 87RHP 1SB.3*pf*,GS53,HS1650 Ross&Duncan,Glasgow	11 ″ 6 s 4 ″ 2 11 ″ 5	
72499 207187 WKCZ	**Coastwise** *Mchy.Aft* 1*Dk2trB*	4015 3552 2444					1910	NewYork S.B.Co. Camden,N.J.	CoastwiseTransportationCorp.	359·0 P77'B17'F34' 30·0	49·3	23·9	Prtlnd,Me. Utd.States *WB*	T.3Cy.24¼",38½"&64"–45" 275NHP NewYorkSB.Co.Cmdn.NJ		R
72500 ~~217558~~ ~~WPUU~~	**Coaxet** *Fitted for oil fuel* Sub.Sig. 1*Dk* *Longitudinal framing* *Now "Empire Kingfisher," see No. 90968 in Supplement*	6038 5500 3742					1919	GMStandiferCnst.Corp. Vancouver, Wash.	~~UnitedStates Maritime Commission~~	401·4 P48'B81'F37'	53·2	31·9	~~Portlnd,Or~~ ~~Utd.States~~ British *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens&RentschlerCo.Hamilton.O.		R

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net	5 Détails de la Classification. Cote. ✠ Surveillance spéciale. Date de la dernière Visite	6 Port de Visite.	7 Termes assignés maintenant expiré Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières NHP=Force en chevaux d'après le formule de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Refrig.
72501 155346 VJZR	**Cobargo** TwinSc CruiserStern *Ref.Mchy.* Wireless 1*Dk*	860 517 352					1929	AilsaS.B. Co.Ld. Ayr	Illawarra&SCoast Stm.Nav.Co.Ld. (A.L.Miller,*Mgr.*)	190·3 Q111'B61'F35'	34·4	9·5	SydneyNSW British *WB*	T.6Cy.12¼",20"&32"–24" 100NHP AilsaS.B.Co.Ld.Troon		C
72502 EADO	**Cobetas** (*ex*Guadalquivir, *ex*Adelina) ssBbo.2ndNo.3–9,39 D.F. 2*Dks*(*Stl*)	*3948* *3706* *2461*	✠100A1 ~~2,40~~11,40 ✠LMC BS4,36,40MS8,39	Bbo	*x*	CL ~~7,09~~ 11,40	1914 4mo *Lloyd*	Russell& Co. PortGlasgow '*sA&CP*	Cia.Naviera Vascongada *Cell DBa*115'*uE*	359·7 P40'B102'F46' FK 26'*f*145'789*t FPT*	49·9	26·[illegible]	Bilbao Spanish 6*BHCem* 2*t APT*57*t*	T.3Cy.25",41"&68"–45" (*r*) 180lb *100lb* 375NHP NDB19*refitted*30 2DB,8*cf*,GS138,HS6300 Rankin&Blackmore,Grk.	29 ″ 4 s 5 ″ 2½ 24 ″ 4	
72503 DHEG	**Cobra** Ⓟ TwinSc Sub.Sig. 2*Dks*3*trb*	2132 1575 906					1926	Vulcan Werke,A.G. Stettin	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	270·3	40·1	20·6	Hamburg German *WB*	4SteamTurbinesSRgeared to 2 Sc.Shafts VulcanWerke,A.G.Stettin		G
72504 DOFB	**Coburg** Ⓟ (*ex*Havel–38) 4Mst *OilEng* Sub.Sig. *Ref.Mchy* 2*Dks* D.F. E.S.D.	7400 6601 4521					1928	F.Schichau Danzig	Norddeutscher Lloyd	504·0 P25'B&F463' len38 UpperF56'	61·2	28·7	Bremen German *WB*	Oil Engines 2S.C.DA SR geared to 1 sc. shaft 16Cy.20⅝"–29⅛" 2440NHP NE38 DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		G
72505 146705 GFPX	**Cochrane** ssNYk.No.1–41 ssNwc.No.3–3,36 D.F. *Ref.Mchy.* 2*Dks*(*Stl*)	7203 6577 4485	✠100A1 2,41 ~~9,30~~ ~~BS11,39~~ ✠LMC~~4,36~~ 2,41	PN1 NYk	*b*†	CL 10,38	1923 3mo *Lloyd*	J.Brown& Co.Ld. Clydebank '*sA&CP*	ElderDempster Lines,Ld. *CellDB*	440·0 455·0(O.L.) P37'B188'F49' FK 378'1299*t FPT*142*t*	59·2	31·1	Liverpool British 7*BHCem* *APT*40*t*	3 Steam Turbines DR Geared to 1 Sc. Shaft (*s*) 215lb 667NHP 4SB,*12cf*,GS199,HS9085 FD J.Brown&Co.Ld.Clydebnk	33 ″ 11 s 7 ″ 3¼ 26 ″ 9½	
72506 ~~218080~~ ~~KJ00~~	**Cockaponset** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk* *Longitudinal framing*	5995 — 4443					1919	Pacific CoastS.B.Co. BayPoint, Cal.	~~UnitedStates Maritime Commission~~	402·5 P34'B80'F38'	53·0	32·0	~~S.Francisco~~ ~~Utd.States~~ British *WB*	DRGearedSteamTurbine KerrTurbineCo.Wellsville		R
72507	**Cocle** (*ex*America–37, *ex*VeraCruz–36,*ex*Santi–36, *ex*Hercule,*ex*WarGlen) 1*Dk*	2958 — 1704					1918	W.Dobson &Co. Newcastle	CiaNavieraAmaya (A.Davaris,*Mgr.*)	331·0 P33'B100'F32'	48·0	24·5	Colon Pnamanian *WB*	T.3Cy.25",41"&68"–45" 430NHP N.E.MarineEngCoLd.Nwc	24 ″ 6 ~~4 ″ 0~~ ~~20 ″ 8~~	V
72508 219482 KOVV	**Coelleda** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Now "Alcoa Trader," see No. 87059 in Supplement*	4986 4598 3048					1920	American International S B.Corp. HogIslandPa	AlcoaS.S.Co.Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork ~~Philadlphia~~ Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
72509 PDKZ	**Coeta** (*ex*Spica) *OilEng.*	310 224 153	—				1937	Gebr.van Diepen Waterhuizen	H.Tattje	130·6	24·1	9·7	Groningen Dutch	Oil Engines 2S.C.SA 4Cy.9$\frac{7}{16}$"–14$\frac{5}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		C
72510 165498 GZZC	**Coimbra** D.F. E.S.D. GyC. *Cruiser Stern* 2*Dks* *Mchy.Aft* *Longitudinal framing–bracketless system*	6768 6244 3976	✠100A1 3,41 ~~5,40~~ BS4,39 ✠LMC7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,37 *F.P. above* 150° F.	Fal Lon	*a*† 2	CL 4,40	1937 7mo *Lloyd*	Howaldtswerke A.G. Kiel '*sA&CP*	Socony–Vacuum Transportation Co.Ld. *CellDBuE*71'210*t*	422·8 433·5(O.L.) P82'B35'F44' FK *DTf*28'388*t FPT*2	60·4	32·8	London British 11*BHptCem* *ptAsp* 37*tAPT*49*t*	C.4Cy.(2)22$\frac{1}{16}$"&(2)47¼"–47¼" 228lb (*s*) 550NHP 3SB(Spt),*9cf*,HS8393 FD Rheinmetall-BorsigA.G. BerlinTegel	33 ″ 0 s6 ″ 0¾ 27 ″ 1½	
72511 162135 GDKK	**Coity Castle** (*ex*Adria–39, 3Mst *ex*Cottonwood–37) *Mchy.Aft* 1*Dk*	2767 2217 1797					1919	Gt.Lakes Eng.Works Ecorse,Mich.	BranchS.S.Co.Ld.	253·4	43·7	24·5	Cardiff British *WB*	T.3Cy.21",34½"&57"–42" 211NHP Gt.LakesEng.Works,Det.		V
72512 256 IBXH	**Col di Lana** *OilEng.* ssTri.No.3–7,37 D.F. 2*Dks*(*Stl*)	5891 4431 3709	✠100A1 12,39 DBS8,39 ✠LMC7,37	Gen	*y*	CL N7,37	1926 6mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	Nav.Gen.Gerolimich&Co.Soc.in Azioni *CellDB*325'1116*t* *DTa*52'1000*t*	416·8 400·0 P34'B261'F44' FK *FPT*94*tAPT*86*t*	53·2	24·7	Trieste Italian 8*BHptCem* (*1 to 2nd dk*)	Oil Engines 4S.C.SA 6Cy.29⅜"–59$\frac{1}{16}$" 489NHP DB*100lb* StabilimentoTecnico,Tri.	27 ″ 10 s 3 ″ 7¼ 24 ″ 5	
72513 220710	**Colabee** (*ex*Pagasset–37) *Fitted for oil fuel* 2*Dks*	5518 — 3420					1920	Atlantic Corp. Prtsmth,N.H	ColabeeS.S.Co. (AmericanRange Lines,Inc.*Mgrs.*)	410·5 P44'B115'F47'	54·2	27·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP AtlanticCorp.PrtsmthNH		R
72514 128789 VJCD	**Colac** (*ex*Dinoga) ssMel.No.3–1,32 ssMel.No.2–40 ~~ssMel.No.4–37~~ 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3341 3010 1939	✠100A1 ~~5,40~~ ~~1,39~~ 1,41 ~~[illegible]~~ ✠LMC~~3,36~~ 5,40	Mel	*v*	CL 2,40	1920 2mo	N.S.W. Govt.Dckyd. Newcastle, N.S.W. A&CP	Huddart,Parker, Ld. *CellD*	331·0 341·0(O.L.) P31'B95'F30' FK *B*277'885*tFPT*118*t*	47·9	23·5	Melbourne British 5*BHCem* *APT*204*t*	T.3Cy.25",41"&68"–45" (*s*) 190lb 520NHP 3 Water Tube Boilers HS8289 FD Govt.Dckyd.Nwc.N.S.W.	26 ″ 1 s 4 ″ 5¾ 21 ″ 10	
72515 150421 VGBW	**Colborne** Ⓟ (*ex*Canadian Skirmisher–32) ssMtl.No.3–6,33 *Ref.Mchy.* ssMtl.No.1–37 D.F. 2*Dks*(*Stl*)	6230 4867 3886	✠100A1 8,40 ~~1,39~~ ~~BS4,39~~ BS3,41 ✠LMC4,37 ✠Lloyd'sRMC~~8,39~~ ~~1,40~~ 4,41 *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	Mtl	*y*	CL 4,39	1921 4mo *Lloyd*	WallaceSB &D.D.Co.Ld. Vancvr,B.C. '*sA&CP*	CanadianSkirmisher,Ld. (Canadian NationalSteamships,*Mgrs.*) *CellD*	400·0 P49'B113'F41' FK *B*329'920*tFPT*146*t*	52·4	28·7	Montreal British 6*BHCem* *APT*123*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 540NHP 3SB,*9cf*,GS198,HS8199 FD WallaceS.B.&D.D.Co.Ld.	31 ″ 0 s 5 ″ 3¼ 26 ″ 3	
72516 219547 KUBB	**Cold Harbor** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5010 4598 3065					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *Wb*	DR gearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
72517 219293 KOQK	**Coldbrook** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5104 4598 3127					1919	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P39'B121'F43'	54·2	27·8	Phildlphia Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
72518 219546 KOZZ	**Collamer** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5112 4598 3133					1920	American International S.B Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *WB*	DR geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	11 Breadth.	11 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formula RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
72519 146693 GJPS	**Collegian** (*ex*RoyalPrince-35, *ex*LondonCommerce) *ss*Bkn.No.3-7,35 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in Shelter 'tween dks*	7886 7362 4934	✠100A1 *Shelter dk* *withfreeboard* Examined7,40 BS5,41 [illegible] ✠LMC7,35 *Carrying vegetable oil in after deep tanks* *Fitted for oil fuel 1,23 F.P. above 150° F.*	~~Gls~~ Liv	*c*†	CL 12,37	1923 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	CharenteS.S.Co. Ld.(T.&J.Harrison,*Mgrs.*) *Duct keel in Blr. space & forward 154'*	450·4 471·6(O.L.) F42' *on Shelter dk* FK *CellDB366'1568tLTf33'967tDTa33'797tFPT68tAPT82t*	58·0	38·3	Liverpool British *ptCem* *CollisionBHtoShdk* 6 ,, ,, *U* ,,	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 190lb 1010NH 4SB,*16cf*,GS312,HS13314 FD Richardsons,Westgarth& Co.Ld.Mdb.	41 ″ 0 s11 ″ 1¼ 30 ″ 2	
72520 FONF	**Colleville** (*ex*MatelotHuguen) 1*Dk*	2012 — 1182					1922	Govern-mentYard Cherbourg	Soc.Nav.Caennaise (G.Lamy&Cie, *Mgrs.*)	270·3	39·5	19·6	Caen French	T.3Cy.18″,30″&49″-38″ Etablissement 148NH Nationald'Indret,Indret		V
72521 147662 VGMT	**Collier** (*ex*CollierNo.1) D.F. (*Self-Unloader*) *Mchy.Aft* 1*Dk*	1858 1633 930					1924	Vickers, Ld. Barrow	CanadaS.S.Lines, Ld.	249·2 F38'	43·2	18·3	Montreal British *WB*	C.2Cy.24″&48″-36″ 110NH VickersLd.Barrow		C
72522 147780 MNJY	**Collingdoc** (*ex*D.B.Hanna-39) *Mchy.Aft* 1*Dk*	1780 1595 1285					1925	Furness S.B.Co.Ld. Haverton Hill-on-Tees	PatersonSteam-ships,Ld.	252·5 F34'	43·2	17·8	FtWilliam Ont. British *WB*	T.3Cy.16″,27″&44″-33″ 111NHP Earle'sCo.Ld.Hull		C
72523 219778 KUKX	**Collingsworth** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5101 4598 3125					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *WB*	DRgeared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
72524 117089 VGNZ	**Collingwood** Iron&Steel *Mchy.Aft* 1*Dk*	4529 4209 3480					1907	Collingw'd S.B.Co.Ld. Collingwood	CanadaS.S.Lines, Ld.	386·0	50·0	23·0	Collingwd British *WB*	T.3Cy.21″,35″&57″-42″ 211NHP CollingwoodS.B.Co.Ld.		R
72525 229 ILQN	**Colomba Lofaro** (*ex*ColombaL, *ex*MatteoVerderame,*ex*Oberon)	897 763 543					1890	Huijgens& vanGelder Amsterdam	RosarioLofaro	222·9 210·7 Q66'H45'F26'	30·6	15·6	Naples Italian *WB*	T.3Cy.15″,25″&40″-36″ 96NHP Maats.de"Maas,"Rot.		I
72526 PDLA	**Colombia** Ⓟ TwinSc *OilEng.* *ss*Ham.No.2-39 3*Dks*(*Stl-weather dk* teak*s*) *Ref.Mchy.* 4*th dk*(*Stl*)*in foreholds* D.F. *CruiserStern*	10782 7649 6336	✠100A1 *withfreeboard* 9,40 ~~12,38~~ ✠LMC CS5,39 DBS~~9,39~~8,40 6,37 ✠Lloyd'sRMC2,39	NY1	*d*†	OG P12,38 SN4,39	1930 10mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam Lloyd'sA&CP	N.V.Koninklijke Nederlandsche StoombootMy *CellDB385'1415tTanks in way of tunnels61t*	429·5 457·1(O.L.) P9'B169'F85' FK *DTsa14'295t FPT 110tAPT71t*	61·7	36·0	Amstrdam Dutch 7*BHptCem* *ptAsp* (*Coll to W dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 16Cy.30$\frac{1}{16}$″-55⅛″ 1456NHP 2DB*115lb* Werkspoor,Amsterdam	39 ″ 6 s13 ″ 0¾ 26 ″ 8¼	
72527 8196 SKDT	— TwinSc *OilEng* D.F. E.S.D. 2*Dks*&*Shelter dk* *Ref.Mchy.* *Strengthened for Navigation in Ice*	*5297* *4171* *2905*	✠100A1 *withfreeboard* 2,41 ~~2,40~~ ✠LMC8,37 ✠Lloyd'sRMC1,40 No. 3 lower hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F.	Got NYk	*a*†	OG P6,39 S6,40	1937 8mo	Götaver-kenA/B Gothenburg Lloyd'sA&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB307'1486tTanks in way of tunnels 309t*	420·7 440·1(O.L.) F80' FK	55·9	23·9	Stockholm Swedish 7*BH* (*Coll to Sh dk* 6 ,, 2*nd*,,)	Oil Engines 4S.C.SA 16Cy.24$\frac{3}{16}$″-51$\frac{3}{16}$″ 945NHP DB*85lb* GotaverkenA/B,Got. *FPT76tAPT52t*	28 ″ 0 s2 ″ 10¾ 25 ″ 3¼	
72528 HPKI	— *OilEng.* Wireless D.F. 1*Dk* *CruiserStern* *Flush covers to No. 2 hatchway in bridge* *Butts of shell plating electrically welded*	*1176* 587 *626*	✠100A1 ~~6,40~~ ~~9,39~~ 1,41 ✠LMC3,39	Crs Boa	*m*	CL	1939 3mo	Öresunds-varvet Aktiebolag Landskrona Lloyd'sA&CP	Cia.deNav.y Tierras"Elliot" S.A. *CellDB156'218tFPT44tAPT26t*	207·5 214·7(O.L.) FK P18'Q40'B94'F22'	35·3	12·5	Panama Pnamanian 4*BHptCem*	Oil Engines 2S.C.SA 8Cy.13⅜″-22$\frac{7}{16}$″ 250NHP A/BAtlas-Diesel,Skm.	15 ″ 3 s ″ 4¾ 14 ″ 11	
72529 LDFD	— 1*Dk*	794 607 456					1893	Bergens Mek.Værks. Bergen	A/S Pretex (T.Evers,*Mgr.*)	206·2 Q57tB97tH5tF30t	29·7	12·0	Haugesnd Norwegian *WB*	T.3Cy.16½″,26½″&43″-30″ 101NHP BergensMekVærksBergen		N
72530 FNTH	**Colombie** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. GyC. 3*Dks*	13391 10390 7554					1931	Atel.&Ch. deFrance Dunkirk	Cie.Générale Transatlantique	488·0 B252'	66·6	42·2	Havre French *WB*	6SteamTurbinesS.R. gearedto2Sc.Shafts Atel.&Chantiers dePenhoet,St.Nazaire		V
72531 1581 IBYH	**Colombo** Ⓟ TwinSc (*ex*SanGennaro) *ss*Gen.No.3-1,30 D.F. *ss*Gen.No.2-39 3*Dks*(*Stl*)&*Shadedk*(*Stl*-ws)	11760 7509 6022	✠100A1 4,40 BS1,39 ✠LMC11,37 *Fitted for oil fuel 1,30 F.P. above 150° F.*	Gen	*g*†	CL P5,38 s12,39	1917 7mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	LloydTriestino Soc.Anon.diNav.	536·3 518·0 B242'F56'*on Shade dk* FK *CellDB451'1366t DT24'257tFPT98tAPT62t*	64·0	24·2 32·3	Genoa Italian 8*BHCem*	Q.8Cy.28½″,40″,57″&80″-51″ 220lb (*s*) FD 1826NHP 12SB,*36cf*,GS775,HS29604 Palmers'Co.Ld.Newcastle	35 ″ 0 s11 ″ 9¼ 23 ″ 9	
72532	**Colon** (*ex*Vaccares-37) 2*Dks*	2997 — 1742					1924	Atel.&Ch. delaSeine Marit. LeTrait(S.I.)	HanseaticaAsch-purwis&Veltjens S.A.(Hansegesell-schaftAschpurwis &Veltjens,*Mgrs.*)	313·6 P164'F29'	45·9	20·1	*WB*	T.3Cy.21⅝″,36″&59″-42″ 225NHP Atel.&Ch.dela SeineMar.LeTrait(S.I.)	23 ″ 3 ~~s3 ″ 2¼~~ ~~20 ″ 1¼~~	V
72533 143420 GCKD	— *ss*Gls.No.3-4,32 D.F. *ss*Ant.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1803 1552 983	✠100A1 *Shelter dk* *withfreeboard* 7,39 BS3,40 ~~BS10,38~~ ✠LMC11,36	Liv	*r*	CL 7,39	1919 9mo	H&C.Gray-son.Ld. Liverpool Lloyd'sA&CP	MacAndrews&Co. Ld. *CollisionBHtoShelter dk* *CellDB224'408tFPT63tAPT18t*	265·0 FK	41·2	18·8	London British *Cem* 3*BH to U dk*	T.3Cy.21″,34″&56″-36″ (*s*) 180lb 271NHP 2SB,*6cf*,GS138,HS5112 D.Rollo&Sons,Liverpool	21 ″ 0 s ″ 10 20 ″ 4¼	
72534 127553 WDDS	**Colonel** *Mchy.Aft* D.F. 1*Dk*2*trB*	3597 — 2992					1901	Detroit S.B.Co. WyndtteMch	FontanaS.S.Co. (Cleveland-Cliffs IronCo.*Mgrs.*)	356·0 *WB*	50·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.18″,29″&48″-40″ 146NHP DetroitS.B.Co.Detroit		R
72535 163389 MBJK	**Colonel Crompton** *ss*Lth.No.1-38 Wireless 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* *Mchy.Aft*	1495 1119 844	✠100A1 ~~6,40~~ ~~9,39~~ 1,41 ~~BS9,39~~ ✠LMC~~9,38~~ 6,40 1,41	Sld ~~Nwc~~Ldn	*p*	CL ~~8,39~~ 1,41	1933 9mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld.) *CellDBuE23'f162'425tDTf142tFPT158tAPT25t*	237·0 244·2(O.L.) Q145'B16'F22' FK	38·2	15·9	London British 4*BHptCem*	T.3Cy.17″,28″&46″-33″ (*s*) 200lb *100lb* 158NHP 1SB,*3cf*,GS62,HS2668 J.Dickinson&Sons,Ld.Sld.	17 ″ 11 s 5 ″ 4¾ 16 ″ 7¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Forme assignée maintenant expirée. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après la formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire Tirant d'eau correspondant *pds. pc.*	15 Registres où cote, si ce n'est dans le L. R. Durée, Cert. R. of Trade.
72536 202033 WIFE	**Colonel E. M. Young** exE.M.Young,exHoover&Mason) *Mchy.Aft* (*Self-Unloader*) D.F. 1*Dk*	6412 — 5362					1905	Gt.Lakes Eng.Works, Ecorse,Mich.	UnitedS.S.Co. (G.A.Tomlinson, *Mgr.*)	504·0|54·2|31·0	Wilmgton (Del.) *WB* Utd.States	Q.4Cy.18",27"47"&63"–42" NB11 251NHP Gt.LakesEng.WksDetroit		R
72537 209185 WTBM	**Col. James M. Schoonmaker** *Mchy.Aft* D.F. GyC. 1*Dk*	8603 — 6650					1911	Gt.Lakes Eng.Works Ecorse,Mich.	ShenangoFurnace Co.	590·0|64·2|34·2 F56'	Pitsbrg Pa Utd.States *WB*	Q4Cy22¾",33½",48"&69"–42" 309NHP GtLakesEngWrks.Detroit		R
72538 225394 WPBE	**Colonel James Pickands** *Mchy.Aft* D.F. GyC. 1*Dk*	8151 — 6442					1926	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	586·0|60·0|28·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.24½",41"&65"–42" 274NH AmericanS.B.Co.Lorain,O.		R
72539 CSCW	**Colonial** Ⓟ (exAssyria, exYpiranga) TwinSc *Ref.Mchy.* 2*Dks*	8309 — 5218					1908	Frd.Krupp Akt.Ges. Kiel	CiaColonialdeNav.	449·8|54·9|27·8 P290'F79'	Loanda Portuguese *WB*	Q8Cy21½",31½",45⅞"&65¾"–47½" 332NHP Frd.KruppA.G.Kiel		C
72540 147355 GCRL	— ssBkn.No.3–12,38 2*Dks*(*Stl*)	5108 4747 3129	✠100A1 ~~[illegible]~~ ~~9,39~~ 4,41 BS~~[illegible]~~ 4,41 ✠LMC12,38	Mch ~~Npt~~ Liv	*y*	CL 9,39	1926 2mo	D&WHendersn&Co.Ld Glasgow Lloyd'sA&CP	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs*) *CellDB*340'1130t *DTa*29'752t*FPT*78t*APT*24t	396·0|52·6|28·0 407·8(O.L.) P37'B128'F40' FK	Liverpool British *Cem* 7 *BH to U dk* 1 ,, ,, 2nd ,,	T.3Cy.26",43"&73"–48" (r) 200lb *120lb* 464NHP 2DB(Spt),*12cf*,GS210, HS7706 D.&W.Henderson&Co.Ld.	30 ″ 7 s5 ″ 9¾ 25 ″ 0	
72541 226701 KLEW	**Colonial Beacon** TwinSc *Carrying petroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk*	1224 — 727					1927	SunS.B.& D.D.Co. Chester,Pa.	ColonialBeaconOil Co.	246·2|40·1|14·6	Boston Utd.States	Oil Engines 2S.C.SA 12Cy.14"–17" 413NHP FairbanksMorseCo.		R
72542 129051 CYFS	**Colony Trader** Ⓟ (exManIsle–37, exManisle–33, exSambro–33,ex Pellegrini,exSkerne) ssHav.No.3–5,20 ssHfx.No.1–25 *Welldeck* 1*Dk*(*Stl*)	888 696 497	✠ 9,28 ✠	Hfx	*k*		1909 6mo	ShortBros. Ld. Sunderland	OldColonySteamships,Ld. *CellDBa*37'*uE*15'*f*92'223t*FPT*31t*APT*20t	195·7|34·1|11·5 Q92'B17'F22' FK	HalifaxNS British 4*BHCem*	T.3Cy.15",25"&41"–27" 84RHP 1SB,*3pf*,GS49,HS1600 G.T.Grey,SouthShields	13 ″ 6	C †
72543 219989 KURM	**Coloradan** (exWillboro–37, exEasternAdmiral) *Fitted for oil fuel* D.F. 1*Dk*&*Shelterdk*&*Webframes* *Longitudinal framing*	6557 6089 4134	✠ … 1,21 ✠				1920 3mo	OsakaIron Works,Ld. Osaka	American-HawaiianS.S.Co.	414·7|55·7|31·9 P32'B148'F45' *on Shelterdk* FK	NewYork Utd. States *WB*	T.3Cy.28$\frac{5}{32}$",45"&75"–51" 553NHP OsakaIronWrks.Ld.Osaka	34 ″ 8	R †
72544 1550 IBLH	**Colorado** (exWm.F.Herrin) ssGen.No.3–6,34 *Mchy.Aft* ssGen.No.1–39 D.F. 2*Dks*(*Stl*)&*Webframes*	5039 4510 3083	✠100A1 5,40~~9,39~~ BS9,39 ✠LMC6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,11 *F.P. above* 150 °F.	Gen	*y*	CL ~~7,37~~ 5,40	1911 3mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	PetroleumSoc, Anon.diNav. (G.Chiarella,*Mgr*) *CellDB uE&B*79'*f*56'381t*FPT*45t*APT*109t	386·2|52·1|29·5 378·0 P128'B50'F45' FK	Genoa Italian 11*BHCem* (8 *to U dk* 3 ,, *M* ,,)	T.3Cy.24½",40"&68"–48"(r) 200lb *160lb* 461NHP 4SB,*12cf*,GS226,HS8320 NewportNewsSB&DD.Co	30 ″ 0	
72545 219701 KJGH	— (exLakeGalisteo) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*2*trB*	2689 2329 1667	✠ … 10,20 ✠				1920 6mo	Manitowoc S.B.Co. Manitowoc	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	253·5|43·9|25·9 P25'B65'F26' FK	NewYork Utd. States *WB*	T.3Cy.21",35"&59"–42" 326NHP NordbergMfg.Co.M'lw'kee	28 ″ 4	R †
72546	— Ⓟ (exLemnos–39, exAmvrakikos–37,exTessie–34, exLelia,exAlbâtre) TwinSc Wireless 1*Dk*	626 — 327					1918	Atel&Ch. de laLoire Nantes	Cia.Panamena de Remolcadores, Ltda.	182·3|25·0|12·9 P28'F26'	Panama Pnamanian	T.6Cy.12",20"&32"–19½" 90NHP EtablissemntsCochet,Paris		
72547 LDLK	**Columba** Wireless D.F. 1*Dk*	1118 826 618					1929	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskap	223·8|34·2|14·1 Q77tB89tH75tF31t	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"–33" 138NHP BergensMekVærksBergen		N
72548 OZGD	**Columbia** TwinSc D.F. *OilEng* ssRot.No 2–36 2*Dks* *Tonnage opening closed*'38	6049 4127 3760	✠100A1 *with freeboard* 6,39 ✠LMC CS12,36 DBS~~[illegible]~~6,40 8,38	Rot	*z*	CL S6,39 PN6,39	1928 12mo	A/S Nakskov.Skibs. Nakskov Lloyd'sA&CP	A/S D/S Orient *'Tween dkBHs except Coll BH dispensed with* (*Coll* *CellDB*339'1124t*FPT*110t*APT*153t	384·7|54·4|24·6 32·6 F38' FK	Copnhagn Danish 6*BHptCem* *BH to Wdk* 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	35 ″ 4 s9 ″ 4½ 26 ″ 2	
72549 203813 WGCQ	— Ⓟ (exDorothy Alexander–38, exPresident) *Fitted for oil fuel* 3*Dks*&*Shelter dk* D.F. *Ref.Mchy.*	5270 — 2217					1907	NewYork S.B.Co. Camden,N.J.	AlaskaS.S.Co.Inc.	391·9|48·2|19·7	NewYork Utd.States *WB*	T.3Cy.34",56"&90"–60" 601NHP NewYorkS.B.Co.		R
72550 127066	— Ⓟ 1*Dk*	968 — 549					1902	Detroit S.B.Co. Wyandotte	Bob-LoExcursion Co.	200·0|45·0|18·0	Detroit, Mich. Utd.States	T.3Cy.21½",34"&54"–36" 175NHP DetroitS.B.Co.Detroit		R
72551 33079 JPZB	**Columbia Maru** *OilEng.* ssKob.No.3–7,38 2*Dks*(*Stl*)	5618 5210 3524	✠100A1 2,41~~9,39~~ ✠LMC CS9,39 DBS~~9,39~~ 9,39 2,41	Kob	*z*	CL 3,39	1927 7mo	Mitsubishi ZosenKaisha Ld. Nagasaki Lloyd'sA&CP	MitsubishiShoji Kaisha,Ld. *Intermediate 'tween dk BH in after hold dispensed with* *CellDB*347'1215t*DTa*28' 735t *FPT*126t*APT*33t	405·0|55·0|32·0 P58'B110'F41' FK	Tokyo Japanese *ptCem* 4*BH to Udk* 2 ,, ,,2nd,,	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 582NHP DB*100lb* MitsubishiZosenKaishaLd	32 ″ 0 s6 ″ 6⅜ 25 ″ 7¾	
72552 167259 GQGT	**Columbia Star** *OilEng.* 2*Dks*,3*rd dk except in No.5 hold* *Ref.Mchy.* D.F. *CruiserStern* E.S.D.	8293 7273 5004	✠100A1 *with freeboard* 4,40 ~~1,40~~ ✠LMC5,39 ✠Lloyd'sRMC~~4,40~~7,40 No. 5 upper 'tween dk. chambers for temp. 5° F. All other chambers for temp. 15° F.	Lon	*c*†	CL	1939 5mo	Akt.Burmeistr&Wain Copenhagen Lloyd'sA&CP	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *Duct keel forward of mchy.space* *CellDB*387' 1418t *Tanks at sides of tunnel* 290t*FPT*67t*APT*199t	447·2|60·2|36·0 463·9(O.L.) P30'F54' FK	London British 7*BHptCem*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"–55⅛" 1236NHP 2DB*80lb* Akt.Burmeistr&Wain,Cpn	39 ″ 0 s9 ″ 8¾ 29 ″ 9	
72553 211480 WACC	**Columbian** (exSantaClara) *Fitted for oil fuel* ssN.Yk.No.3–10,25 D.F. ssBos.No.2–34 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in No.1 hold only* &*Web frames* *Longitudinal framing*	4954 4330 2861	✠ … 6,34 ✠	SFo	*z*		1913 8mo	W.Cramp& SonsS&EBCo Philadelphia	American-HawaiianS.S.Co. *CellDBa*131'*uE*&*B*49'*f*166'1264t*DTf*27'1065t*FPT*78t*APT*20t	404·6|53·9|34·2 FK	NewYork Utd.States 7*BHCem*	Q4Cy25½",37",52½"&76"–54" 611NHP 3SB,*12cf*,GS214,HS8446 W.Cramp&SonsS&EBCo,	28 ″ 9	R †
72554 134943 MJGQ	**Colwith Force** *Mchy.Aft* ssBkn.No.3–1,31 *Well deck* ssBkn.No.2–39 *Cargo battens not fitted* 1*Dk*(*Stl*)	805 549 374	✠100A1 6,41~~4,40~~ BS~~4,40~~ 5,41 ✠LMC8,39	Ard Cff	*k*	CL 8,39	1918 9mo	R.Williamson&Son Workington Lloyd'sA&CP	WestCoastShippingCo.Ld. (W.S. Kennaugh&Co. *Mgrs.*)	186·3|29·4|12·4 Q116'B9'F23' FK *CellDBf*112'162t	Whitehvn British 3*BHCem* *FPT*40t	T.3Cy.14",23"&38"–27" (s) 180lb 100NHP 2SB,*4pf*,GS65,HS1790 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s4 ″ 10¼ 14 ″ 4¼	

No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of Build
72555 PDLC	**Colytto** D F. E.S.D. 1*Dk*	4408 3990 2659					1926	Rotterdam Droogd.Mij Rotterdam	N.V.Maats. Zeevaart(Hudig& Veder,*Mgrs.*)	372·2 P31'B222'F34'	54·6	24·7	Rotterdam Dutch *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDrydk.Co.Rot.		V
72556 211319	**Comanche** *Fitted for oil fuel*	686 — 447					1913	SeattleCon struction& DryDockCo. Seattle,Wash	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	133·7	28·5	18·5	Seattle Utd.States	T.3Cy.11",18"&31"-20" 43NH E&B*made*04*fitted*13 DetroitD.D.Co.Detroit		
72557 164067 GYRX	**Comanchee** *ss*Bel.No.1-40 *OilEng.* 1*Dk*, 2*nd dk clear of cargo tanks* D.F. GyC. *Longitudinal framing* *Mchy.Aft* *CruiserStern*	6837 6121 3967	✠100A1 9,40 ~~1,40~~ DBS1,40 ✠LMC3,36 *Carrying Petroleum in bulk*	Bel Lon	*b*† $2\frac{1}{16}$	OG 12,38	1936 3mo	J.Brown& Co.Ld. Clydebank *Lloyd*'*sA&CP*	Anglo-American OilCo.Ld.(~~F.J. Wolfe,*Mgr.*~~) (R.A. Carder,*Mgr.*) *CellDB*358'2677*t*	450·2 P104'B30'F32' FK *DTf*20' 615*t FPT*70*tAPT*185*t*	61·2	27·4	Glasgow British 17*BHAsp*	Oil Engines 2S.C.SA 4Cy.$21\frac{7}{16}$"-$91\frac{5}{16}$" 735NH 1DB*200lb* 1DB(*waste heat*)*125lb* J.Brown&Co.Ld.Clydebnk	32 " 2 s 6 " 0¾ 26 " 3¾	
72558 1047 IBAI	**Comandante Bafile** *Mchy.Aft* 1*Dk*	1790 1339 857					1921	G.Ansaldo &Co.S.A.Ital SestriP'nente	PeninsulareSoc. Italiana diCabot- aggio	273·6 263·6 P76'F27'	43·5	18·0	Genoa Italian	T.3Cy.15⅜",24"&39⅜"-27½" 81NHP Soc.Anon.Coop.diPro- duzione,Sampierdarena		I
72559	**Comandante Paolini** (*ex*Yi-Li-38,*ex*Okhotsk) 1*Dk*	1104 — 633					1908	Sunderlnd S.B.Co.Ld. Sunderland	Cia.Italiana di Nav.S.A.I(Chinese ItalianNav.Co.Ld)	193·5	29·5	17·8	Shanghai Italian	T.3Cy.14",23"&38"-27" 75NHP G.S.Grey,SouthShields		
72560 171215 VLJP	**Comara** Wireless *Mchy.Aft* *OilEng.* *Ref.Mchy.* *CruiserStern* 1*Dk*	751 502 411					1937	Harland& Wolff,Ld. Glasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	173·0 Q80'B10'F28'	35·6	9·1	SydneyNSW British *WB*	Oil Engines 2S.C.SA 6Cy.11"-$19\frac{1}{16}$" 126NHP Harland&Wolff,Ld.Gls.		C
72561 233731 WNFD	**Comayagua** TwinSc *ss*N.Os No.3-4,33 *ss*N.Os.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	2493 2213 1536	✠100A1 *Shelter dk with freeboard* 2,40 BS2,40 ✠LMC2,38 *Fitted for oil fuel* 6,21 *F.P. above* 150°F.	NOs	*s*	CL 2,40	1921 6mo	Newburgh ShipyardInc. Newburgh, N.Y. A&CP	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*) *CellDB*256'391*t*	301·3 FK *FPT*22*t* *APT*34*t*	42·3	22·7	NewYork Utd.States *ptCem ptAsp* 3*BHto Shdk* 2 ,, ,, *U* ,,	T.3Cy.18",30"&48"-33" (*s*) 185lb 492NHP 3SB,*9cf*,HS8280 FD VulcanIronWorksInc. JerseyCity,N.J.	25 " 0 s 8 " 9 16 " 7	
72562 132042 MFYP	**Comber** *ss*Abn.2ndNo.3-3,41 ~~*ss*Bel.No.3-1,27~~ *Well deck* ~~*ss*Bel.No.2-26~~ *Mchy.Aft* 1*Dk*(*pt Stl*)	489 333 187	✠100A1 ~~6,38~~ 3,41 BS~~6,30~~ 10,40 ✠LMC~~5,35~~ MS3,41	Bel Abn	*h*	CL ~~6,38~~ N1,41	1913 9mo	Scott& Sons Bowling *Lloyd*'*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*)	160·1 Q89'B9'F29' BK7¼" *DTf* 14'28*t FPT*29*t APT*19*t*	25·6	12·3	Belfast British 3*BHCem*	C.2Cy.18"&40"-27" (*s*) 130lb 64RHP 1SB,*3cf*,GS57,HS1778 Aitchison,Blair,Ld.Gls.	12 " 3 s 4 " 3¾ 12 " 7	
72563 161119 GPTJ	**Comedian** *ss*Liv.No.2-38 2*Dks*(*Stl*)	5122 4721 3162	✠100A1 ~~5,40~~ ~~2,30~~ 11,40 BS~~2,30~~ 5,40 ✠LMC1,38	Liv ~~Hfx~~ Mch	*y*	CL ~~12,30~~ N3,40	1929 10mo	Charles Connell& Co.Ld. Glasgow *Lloyd*'*sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB*334'1122*t* *DTa*30'762*t*	395·5 409·6(O.L.) P37'B127'F40' FK *FPT*76*tAPT*26*t*	52·5	28·0	Liverpool British *Cem* 7*BH to Udk* 1 ,, ,,2*nd*,,	T.3Cy.26",43"&73"-48" (*r*) 200lb *120lb* 464NH 2DB(~~Spt~~),*12cf*,GS210, HS7706 D.Rowan&Co.Ld.Glasgow	30 " 6 s 5 " 10½ 24 " 10¾	
72564 230424 WBEL	**Comet** *ss*NYk.No.2-39 ~~*ss*NYk.No.1-35~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *CruiserStern* *Longitudinal framing-bracketless system*	9154 8594 5583	✠100A1 8,40 ~~3,38~~ ✠LMC MS2,39 BS~~10,30~~8,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,30 *F.P. above* 150°F.	NYk	*e*†	CL 2,39	1930 12mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd*'*sA&CP*	Socony-Vacuum OilCo.Inc. *CellDBuE&*	480·5 B37'F48' *afterBridge*77' FK *B*87' 332*t FPT*186*t*	66·0	36·8	NewYork Utd.States 17*BHptCem* (12 *to U dk* 5 ,,2*nd* ,,) *APT*127*t*	Q.4Cy.27",39",56"&82"-54" 220lb (*r*) 742NHP 3SB,*9cf*, HS10558 FD SunS.B.&DryDockCo.	37 " 0	
72565 239245 WDTH	— D.F. E.S.D. *Fitted for oil fuel* GyC. *Cruiser Stern* 3*Dks* *Ref.Mchy.* *pt Longitudinal framing*	6085 5395 ~~3573~~ 3597					1939	Federal S.B.&D.D.Co Kearny,N.J.	UnitedStates Maritime Commission	439·0 P38'B75'F47'	63·2	27·5	NewYork Utd.States *WB*	2 steam turbines DR geared to 1 screw shaft 1000NH GeneralElectricCo. Lynn,Mass.		
72566 211398 WJFN	— *ss*Clv.No.1-40 (*ex*Cometa-34,*ex*Comet) *ss*Mob.2ndNo.3-8,34 *Mchy.Aft* 1*Dk*&*Web frames* *Longitudinal framing*	2987 — 2324	✠100A1 4,40 BS3,41 ✠LMC~~8,34~~ 4,40 *For service on the Great Lakes* *Carrying Petroleum in bulk*	Clv	✠ 1¾	CL ~~N3,38~~ 4,40	1913 7mo	American S.B.Co. Lorain,O. A&CP	AlliedOilTrans- portCo.Inc, (Cleveland Tankers,Inc*Mgrs.*) *CellDBa*12'*uE&B*54'*f*30'26	322·0 len40 P83'F53' FK 0*tFPT*77*tAPT*22*t*	~~43·0~~ 43·2	~~26·0~~ 24·9	Wilmgton (Del.) Utd.States 14*BH* ~~14*BH*~~*Asp*	T.3Cy.$19\frac{3}{16}$",31"&54"-42" 200lb (*s*) 277NH 2SB,*6cf*,GS100,HS5052 AmericanSBCo.ClevelndO	25 " 0 ~~s 3 " 3¼~~ ~~21 " 11¼~~ s4 " 1¾ 21 " 0¾	
72567 204087 WECD	— Ⓟ TrpSc (*ex*Camden-36) *Fitted for oil fuel* 1*Dk*	2153 — 1143					1907	BathIron Works,Ld. Bath,Me.	ColonialNav.Co.	320·5	40·0	16·1	NewYork Utd.States	3 Steam Turbines BathIron Works,Ld.Bath,Me.		
72568 147937 GKLJ	**Comliebank** TwinSc *OilEng.* *ss*Cff.No.3-7,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	5149 4768 3119	✠100A1 *with freeboard* 9,40 ~~1,40~~ DBS12,40 ~~DBS11,39~~ ✠LMC8,37 ✠LMC(M)8,39 *Carrying vegetable oil in deep tank*	Mch Avn		CL 6,38	1924 12mo	Harland& Wolff,Ld. Glasgow *Lloyd*'*sA&CP*	BankLine,Ld. (A.Weir&Co*Mgrs*) *Cell DB*357'1121*tDTf* *Tanks between tunnel*	420·0 434·5(O.L.) FK 32'1067*t* *ls*115'251*tFPT*106*t*	53·9	26·5	Glasgow British 7*BHptCem* (*Coll to Shdk* 6 ,,2*nd*,,) *APT*132*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$37\frac{13}{16}$" DB*110lb* 717NH Harland&Wolff,Ld.Gls.	29 " 2 s 3 " 7¾ 25 " 8	
72569 FNYE	**Commandant Dorise** D.F. 2*Dks*	5529 4826 3470	✠ ... 11,20 ✠				1917 6mo	MitsuBishi Dkyd&EWks Kobe	Cie.desMessage- riesMaritimes	400·0 P38'B121 F40' FK	54·5	30·0	Marseilles French *WB*	T.3Cy.26½",43"&72"-48" 510NHP MitsuBishiD&E.WksKobe	30 " 0	V †
72570	**Commandant Henri Riviere** (*ex*YungNing,*ex*Camira,*ex*Clan Campbell) *ss*Syd.2ndNo.3-3,19 *ss*Syd.No.1-23 2*Dks*&*Web frames*	2615 2398 1611	✠ ... 12,25 ✠				1894 10mo	NavalCon. &Arm.Co.Ld. Barrow	ShiuTsingHong (FarEastShipping Co.Ld.*Mgrs.*)	312·0 P29'B62'F39' BK10"	40·2	24·7	Canton Chinese *WB*	T.3Cy.23",38"&63"-42" 317NHP NavalC.&A.Co.Ld.Brw.	26 " 2	
72571 PUAT	**Commandante Alcidio** Ⓟ Twin (*ex*Sirio) Sc 1*Dk*&*Awng dk* Now "Comandante Alcidio," *see No.* 875[illegible] *in Supplement*	1858 [illegible] 970					1905	Howaldts- werke Kiel	LloydBrasileiro	269·0	37·9	11·6	R.Janeiro Brazilian *WB*	T6Cy$14\frac{3}{16}$"$24\frac{7}{16}$"&39¾"-$27\frac{9}{16}$" 166NHP Howaldtswerke,Kiel		
72572 PUA[illegible]	**Commandante Capella** Ⓟ Twin (*ex*ServuloDourado,*ex*Saturno) Sc 1*Dk*&*Awngdk* Now "Comandante Capella," *see No.* 87532 *in Supplement*	1811 1543 [illegible]					1904	Howaldts- werke Kiel	LloydBrasileiro	269·0	37·9	11·6	R.Janeiro Brazilian *WB*	T6Cy$14\frac{3}{16}$"$24\frac{7}{16}$"&39¾"-$27\frac{9}{16}$" NB20,*fitted*22 166NHP Howaldtswerke,Kiel		
72572* See No. 87533 in Supplement	**Comandante Lyra** (*ex*Southland-40, *Fitted for oil fuel* *ex*Excellency-36, 2*Dks*&*Web frames* *ex*LibertyLand) D.F. *Ref.Mchy.* Sub.Sig.	5052 4740 3093	✠ ... 9,20 ✠				1919 8mo	American International S.B.Corp. HogIsland Pa	LloydBrasileiro	390·0 P39'B122'F43' FK	54·2	27·6	R.Janeiro Brazilian *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
72573 PUAW	**Commandante Ripper** Ⓟ Twin (*ex*Cearà) *ss*Rio No.2-14 Sc 2*Dks*(*UStl*-teak s)&*deep framing* *lower dk in Nos.*1&2*holds* *Fitted for oil fuel* Now "Comandante Ripper," *see No.* 87534 *in Supplement*	3324 2687 2078	✠ 11,17 ✠	Rio			1907 7mo	Workman, Clark&Co.Ld Belfast	LloydBrasileiro *CellDBa*88'*uE*	340·2 F67' FK&BK1¼" 36'*f*96'395*tFPT*45*t*	44·8	23·5	R.Janeiro Brazilian 6*BHCem* *APT*55*t*	T.6Cy.18",30"&49"-42" 534NHP 3SB,*12cf*,GS234,HS8754 FD Wrkman,Clark&Co.LdBel	26 " 0	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7	7a	8 Construit. Quand. — Navire. — Mach.	9 Construit. Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur	Creux	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
72574	**Commercial Bostonian** (exLake Elkwater) Sub.Sig. Fitted for oil fuel 1Dk2trB Now “Ozorio,” see No. 89452 in Supplement	2730 — 1693					1919	Gt.Lakes Eng.Works Ecorse,Mich.	LloydBrasileiro	253·4 P25'B65'F26'	43·6	26·0	R.Janeiro Brazilian WB	T.3Cy.21",35"&59"–42" 225NHP Gt.LakesEng.Wks.Detroit		R
72575 21940 KJHT	**Commercial Trader** exDelaware River–39,exLakeTippah) Fitted for oil fuel 1Dk2trB	2606 2237 1612	✠ … 3,21 ✠				1920 2mo	Detroit S.B.Co. Wyandotte	Moore-McCormack Lines,Inc.	251·0 P25'B64'F23' FK	43·6	26·1	NewYork Utd.States WB	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.	28 ″ 2	R †
72576 1782 ILQZ	**Commercio** (exNornan-33, exGunhild) 1Dk	766 521 445					1920	Kallund-borgSkibsværft Kallundborg	DavideZolezzi	199·8 189·9 P12'Q55'B50'F24'	30·7	11·3	Genoa Italian WB	T.Cy.12⅝",20$\frac{5}{16}$"&33$\frac{5}{16}$"–19$\frac{7}{16}$" 58NHP Smith,Mygind&Hüttemeier,Copenhagen		I
153/40 72577 FOAR	**Commissaire Ramel** Ⓟ D.F. 2Dks	10061 7559 5947					1920	SocProvençale de Const Navale LaCiotat	Soc.desServices Contractuels des MessageriesMaritimes	478·8	59·2	33·4	Dunkirk French WB	T.3Cy27$\frac{9}{16}$".46"&76½"–51$\frac{3}{16}$" &L.P.Turbine Soc.Provençale de Const. Nav.LaCiotat		V
72578 [illegible] MDKJ	**Como** 1Dk	1205 1077 704					1910	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	250·0 P16'B136'F31'	35·2	15·7	Hull British WB	T.3Cy.16½",27"&45"–33" 116NHP Amos&Smith,Ld.Hull		C
72579 LOFL	**Comodoro Rivadavia** Ⓟ (exAnselm) ssLiv.No.3–10,17 Fitted for oil fuel Ref.Mchy 1Dk&Spar dk	4482 — 1698	✠ … 8,22 ✠				1905 3mo	Workman, Clark&Co.Ld Belfast	ArgentinaCia. GeneraldeNavS.A. (A.M.Delfino yCia. Mgrs.)	400·4 P&B279'F45' FK	50·1	19·1 27·3	Bns.Aires Argentine Wb	T.3Cy.29½",49"&80"–60" 819NHP Wrkman,Clark&Co.LdBel	30 ″ 0	G †
72580 HPJD	**Comol Cuba** (exDora-38, exInspector) Fitted for oil fuel 2Dks Carrying Molasses in bulk	5036 4572 3076					1919	American International S.B.Corp. HogIslandPa	Commercial MolassesCorp.	390·0 P39'B121'F43'	54·2	27·6	Pnamanian WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
72581 218039 KIFJ	**Comol Rico** (exKishacoquillas-39) Fitted for oil fuel 2Dks&Web frames Carrying Molasses in bulk	5034 4572 3080	✠ … 6,20 ✠				1919 6mo	American International S.B.Corp. HogIslandPa	Commercial MolassesCorp.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States WB	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
72582 148848 GFDT	**Comorin** Ⓟ TwinSc D.F. Ref.Mchy. 3Dks(Stl-Weather dk pt teak s)4th dk(Stl)in forward holds CruiserStern Fitted for oil fuel	15241 12248 8728	✠ 6,28 ✠ ✠Lloyd'sRMC7,39	Lon	j†		1925 4mo	Barclay, Curle&Co.Ld Glasgow	Peninsular& OrientalStm.Nav. Co. CellDB443'1683t Tanks Collision BH to W dk at sides of tunnels69'580tFPT171t APT117t	523·5 B255'F92' FK	70·2	42·3	Glasgow British 9BHptCem	Q8Cy29½",42¼"60⅜"&87"–54" &L.P.Turbines 2075NHP 3D&4SB,40cf,HS29298 Barclay,Curle&Co.Ld.Gls.	46 ″ 0	
72583 KZEP	**Compañia de Filipinas** Wireless	784 — 445					1890	Lobnitz& Co. Renfrew	Cia.Gen.deTabacos deFilipinas	180·0 Q56'B44'F32'	29·9	12·0	Manila Utd.States WB	T.3Cy.15",25"&40"–30" 88NHP Lobnitz&Co.Renfrew		V
72584 162542	**Cia.Swift de la Plata No. 9** TwinSc OilEng 2Dks	300 251 128					1931	G.Brown &Co. Greenock	Swift&Co.Ld.	147·6	34·6	6·2	London British WB	Oil Engines 4S.C.SA 12Cy.8¼"–12$\frac{3}{16}$" 79NHP Motorenfabr."Deutz" A.G.Köln-Deutz		
72585 FOAS	**Compiègne** Ⓟ TwinSc Ref.Mchy. 3Dks D.F.	9986 — 5959					192[illegible]	Atel.&Ch. de laLoire St.Nazaire	Soc.desServices Contractuels des Messageries Maritimes	478·5 B355'F55'	59·2	27·3	Marseilles French WB	4SteamTurbinesDRgeared to 2 Sc. Shafts 966NHP Atel.&Ch.de laLoire,St.N.		V
72586 157536 VPTN	**Conakrian** D.F. E.S.D. 1Dk&Shelter dk Platform dk in part No.2 hold Cruiser Stern	4876 4344 2778	✠100A1 with freeboard 5,40 ~~9,30~~ ✠LMC11,37 Fitted for oil fuel11,37 F.P. above 150° F.	Liv	a†	CL	1937 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	Elmina,Ld.(United AfricaCo.Ld.Mgrs) CellDB296' 1072tMT25931t Tanks in way of tunnel363t	422·5 438·3(O.L.) F44' FK	56·7	23·6	Freetown, Sierra Leone British 7BHpt Asp (Coll to Sh dk 6 ,,2nd,,)	T.3Cy.23",38"&65"–45" (s) 220lb Rht. 456NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS142,HS7030 N.E.MarineEngCoLd.Nwc FPT183tAPT139t	26 ″ 2 s 2 ″ 4½ 24 ″ 0	
189/40 72587 162663 GPXR	**Conch** TwinSc ssBkn.No.2–40 Mchy.Aft OilEng. D.F. 1Dk(Stl)2nd dk(Stl) E.S.D. clear of cargo tanks Longitudinal framing at bottom & at deck	8376 7612 4953	✠100A1 4,40 ✠LMC CS4,40 DBS8,39 8,39 Carrying Petroleum in bulk	Bkn	c†	CL 3,40	1931 12mo	Harland& Wolff,Ld. Glasgow Lloyd's A&CP	Anglo-Saxon PetroleumCo.Ld. CellDBu E71'282tDTf32'394tFPT239t APT93t	456·4 472·1(O.L.) P107'B34'F42' FK	62·0	34·1	London British 14BH	Oil Engines 4S.C.SA 12Cy.27$\frac{9}{16}$"–55⅞" 877NHP 2DB150lb Harland&Wolff,Ld.Gls.	34 ″ 2 s 6 ″ 8½ 27 ″ 7¾	
72588 3346 PJAZ	**Conchita** TwinSc ssCco.No.3–2,37 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom and at deck	2702 1798 1481	✠100A1 ~~4,10~~ ~~10,39~~ 12,40 BS4,40 ~~[illegible]~~ ✠LMC2,37 Carrying Petroleum in bulk Fitted for oil fuel6,24 F.P. above 150° F.	Cco	t	CL s3,38 P3,39	1924 6mo	W.Beardmore&Co.Ld Glasgow Lloyd's A&CP	N.V.Curaçaosche Scheep.Maats.	305·0 Q87' Trunk dk 176' F42' FK FPT109tAPT87t	50·2	15·0	Willemstd Dutch 8BHptCem	T.6Cy.14",23"&38"–27" (s) 180lb 252NHP 2SB,4cf,HS4100 FD W.Beardmore&Co.Ld.Gls.	15 ″ 0 s 1 ″ 6¼ 13 ″ 7½	
72589 FNQC	**Condé** Ⓟ ssHav.No.3–8,27 D.F. ssRou.No.2–34 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl)	7202 6442 4537	✠100A1 Shelter dk with freeboard BS3,39 3,39 ✠LMC3,39 Surveys delayed	Hav	a†	CL 2,39	1915 8mo	Forg.&Ch. de la Médit. Havre A&CP	NouvelleCie.HavraisePéninsulaire deNav. CellDBa<4'uE31'f199'1044t APT81t	418·2 P43'B137'F47' onShelter dk FK	53·8	26·4 34·3	Havre French 7BHCem	T.3Cy.28$\frac{5}{16}$",46$\frac{1}{16}$"&77$\frac{1}{16}$"–52$\frac{1}{16}$" 200lb (s) 645NHP 3SB,1AuxSB,11cf,GS217, HS9507 FD Forg.&Ch.dela Médit.Hav.	37 ″ 7 s 10 ″ 11 26 ″ 10	
72590 EADR	**Conde de Zubiria** ssBbo.No.3–4,31 ssBbo.No.1–35 Mchy.Aft 1Dk(Stl) D.F. Cargo battens not fitted	3256 2673 2002	✠100A1 9,38 ~~[illegible]~~ ✠LMC~~3,35~~ 7,40	Sws	u	CL N9,38	1918 1mo	Soc. Espanola de Const.Naval Bilbao Lloyd's A&CP	AltosHornos de VizcayaSoc.Anon. Cell DB262'801tFPT190tAPT46t	314·0 P76'F39' FK	48·1	22·1	Bilbao Spanish 5BHCem	2 Steam Turbines SR geared to 1 Sc. Shaft (s) 200lb 261NHP 2SB,6pf.GS120,HS4220 SocEspanola de C.N.Ferrol	24 ″ 4 s 4 ″ 6½ 20 ″ 1	
72591 99	**Condestable Celendon** (exSantaElena-36, exMelmore) ssPly.2ndNo.3–6,12 1Dk Well deck Fitted for oil fuel	416 — 274	✠ 3,20 ✠	SFo	g		1892 7mo	D.J.Dunlop&Co. Pt.Glasgow	PeruvianGovernment(Minister of Marine)	156·2 P83'F59' BK6" FPT29tAPT14t	25·8	11·3	Callao Peruvian 5BHCem	T.3Cy.15",23"&38"–27" 75NHP 1SB,3rf,GS52,HS1516 D.J.Dunlop&Co.P.Gls.	12 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72592 ~~220444~~ ~~KDCF~~	**Condor** (exRotarian) Fitted for oil fuel Ref.Mchy. 2Dks Longitudinal framing Now "Empire Elk," see No. 87596 in Supplement	4747 4374 2925					1920	ToddD.D. &Const.Corp. Tacoma, Wash	~~GraceLine,Inc.~~ LarrinagaS.S.Co.Ld.	380·3 P52'B102'F41'	53·1	27·0	Liverpool British WB	T.3Cy.24",40"&70"-48" 339NH ToddD.D.&Const.Corp. Tacoma,Wash		R
72593 DOGK	**—** (exKoblenz) Wireless Sub.Sig. 1Dk	889 708 448					1922	Atlaswerke A.G. Bremen	ArgoReederei RichardAdler&Co.	217·0 P&B124'F32'	32·7	13·0	Bremen German WB	T.3Cy.$18\frac{3}{8}$",$29\frac{1}{2}$"&$49\frac{3}{4}$"-$29\frac{1}{2}$ 134NH AtlaswerkeA.G.Bremen		G
72594 214 SVKF	**Condylis** (exLowtherCastle-33) ssAnt.No.3-6,27 ssLgn.No.2-35 1Dk(Stl)&Shelter dk(Stl)&Web frames Longitudinal framing	4439 4101 2740	✠100A1 Shelter dk withfreeboard Examined 6,40 MS6,40 BS12,39 ✠LMC5,~~35~~	~~Rot~~ Cff	y	CL ~~5,39~~ 5,40	1914 5mo Lloyd's A&CP	Antwerp Eng.Co.Ld. Hoboken	G.N.Condylis	400·0 FK CellDBa124'uE&B42' f180'1244tFPT66t APT52t	51·8	24·7	Andros Greek 6BHCem	T.3Cy.26",43"&72"-48" (s) 180lb 480NH 3SB,9cf,GS177,HS6910 FD Richardsons,Westgarth& Co.Ld.W.Hpl.	27 ″ 0 s 2 ″ 7 24 ″ $6\frac{5}{8}$	
72595 1178 ICLL	**Confidenza** (exUlisse,exRobilante) ssGen.No.2-28 D.F. 1Dk&Shelter dk CruiserStern	6458 6198 3970	✠ ... 8,32 ✠				1920 8mo	Furness S.B.Co.Ld. Middlesbro'	"Corrado" Soc. Anon.diNav.	412·4 F40' onShelter dk FK	55·6	34·4	Genoa Italian WB	2 Steam Turbines DR geared to 1 Sc.Shaft 678NHP Richardsons,Westgarth& Co.Ld.Hpl.	38 ″ 1	I †
156/40 72596 165782 GLSN	**Confield** ~~D.F.~~ 1Dk&Shelter dk CruiserStern	4956 4355 2800	✠100A1 withfreeboard 7,40 ~~4,40~~ ✠LMC4,40	Sld Grk	a†	CL	1940 4mo Lloyd's A&CP	JLThompson&Sons,Ld Sunderland	ConfieldS.S.Co.Ld. (E.J.Sutton&Co. Mgrs.) CellDB289'975t tanks at sides of tunnels390tFPT324tAPT145t	415·1 431·8(O.L.) F36' FK	58·2	24·8	Newcastle British 7BHCem (Coll to Sh dk 6 ,, 2nd ,,)	T.3Cy.23",38"&65"-42" (s) 220lb Rht. 384NH 2SB(Spt&FD)&1AuxSB, 8cf,GS119,HS5495 N.E.MarineEng.Co.(1938) Ld Nwc. ~~Ld.Sld.~~	27 ″ 10 s 3 ″ $0\frac{1}{2}$ 25 ″ 0	
72597 149952 GCZW	**Congella** (exMindoro-33, exSagami,exSecundus) TwinSc OilEng. ssRot.2ndNo.3-1,38 1Dk(Stl)&Shelter dk(Stl-teaks) 3rd dk(Stl)inNo.1hold&Web frames Longitudinal framing	4533 4164 2753	100A1 Shelter dk withfreeboard ~~9,39~~12,40 DBS~~4,39~~6,40 LMC~~1,38~~ 1,41	Cal		CL 6,38	1914	Blohm& Voss Hamburg	BankLine,Ld.(A. Weir&Co.Mgrs.) CellDB345'1018t l Tf18'434tFPT64t APT123t	399·3 FK	52·8	24·3	London British 7BHCem Coll to Sh dk	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"-$35\frac{7}{16}$" 545NH W.T.DB120lb NE11,27 DeutscheWerkeA.G.Kiel	27 ″ 0 s 2 ″ $9\frac{3}{4}$ 24 ″ $4\frac{1}{4}$	
72598 FPAL	**Congo** (exSaintMichel-38) 2Dks	5202 4289 3277					1914	Atel.&Ch. deFrance Dunkirk	Cie.NavaleAfrique duNord(Comptoir MaritimeFranco- Belge,Mgrs.)	352·9 P40'B100'F35'	52·5	28·7	Havre French WB	T.3y.26",42"&70"-48" 339NHP Atel.&Chnt.deFrance,Dnk		V
72599 CSAM	**—** (exIngraban,exClaraMenzell) Sub.Sig. 1Dk&Shelter dk	3110 2935 2309					1905	Flensburgr Schiffsb.Ges. Flensburg	Cia.Nacional de Nav.	307·7 H70'	45·3	19·0 26·1	Lisbon Portuguese WB	T3Cy$20\frac{1}{16}$",$33\frac{9}{16}$"&$55\frac{7}{8}$"-$37\frac{3}{8}$" 192NH FlensburgerSchiffsb.Ges.		
183/40 72600 164299 GYZR	**Congonian** D.F. E.S.D. OilEng. Mchy.Aft CruiserStern 1Dk Longitudinal framing at bottom & deck in oil tanks	5065 4490 2953	✠100A1 4,40 ~~11,39~~ ✠LMC9,36 Carrying Oil F.P. above 150° F. in bulk	Bkn	y	CL ~~7,39~~ N4,40	1936 9mo Lloyd's A&CP	Howaldts- werkeA.G. Kiel	UnitedAfricaCo. Ld. CellDBuE56'a50'f54'198t FPT107tAPT49t	399·8 P144'B26'F76' FK	55·2	26·8	Liverpool British 11BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.$23\frac{5}{8}$"-$51\frac{3}{16}$" 321NH DB180lb HowaldtswerkeA.G.Kiel	27 ″ 0 s 4 ″ $8\frac{3}{4}$ 22 ″ $5\frac{3}{4}$	
72601 164614 MMKN	**Conida** OilEng. Mchy.Aft 1Dk Cargo battens not fitted CruiserStern	413 266 218	✠100A1 Examined 5,41 Gmb ✠LMC4,36	~~Lon~~	f	OG 1,40	1936 4mo Lloyd's A&CP	GooleS.B. &Repg.Co Ld. Goole	TheSteamshipDen ofAirlieCo.Ld. (Dundee,Perth& LondonShipping Co.Ld.Mgrs.) CellDB100'131tFPT32t APT18t	156·1 P26'Q66'afterB onQ13'F18' FK	26·4	7·9	London British 3BHCem	Oil Engines 4S.C.SA 6Cy.11"-$17\frac{11}{16}$" 70NH Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 0 s 3 ″ 6 9 ″ 11	
72602 160706	**Coniscliffe Hall** Mchy.Aft 1Dk	1900 1701 1204					1928	Smith's DockCo.Ld Middlesbro'	HallCorporation ofCanada	253·0 F35'	44·1	18·5	Montreal British WB	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockLd.Mdb.		C
72603 145470 MKWQ	**Conister** (exAbington) 3Mst ssI.M.No.3-12,33 Wireless ssI.M.No.1-37 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	411 293 171	✠100A1 ~~4,40~~~~10,38~~8,40 BS3,40 ✠LMC12,37	Bkn	f	CL 10,38	1921 11mo Lloyd's A&CP	Brown'sSB &D D.Co.Ld. Hull	IsleofManSteam PacketCo.Ld.	145·0 Q45'B11'F25' FK CellDBf11'15tFPT58t APT9t	24·1	10·9	DouglasIM British 3BHCem	T.3Cy.$12\frac{1}{2}$",21"&34"-24" (s) 180lb 68RH 1SB,2pf,GS35,HS1140 C.D.Holmes&Co.Ld.Hull	11 ″ 10 ″ $10\frac{1}{2}$ 11 ″ 1	
72604 214061 WADV	**Conneaut** (Self-Unloader) Mchy.Aft D.F. GyC. 1Dk	4749 — 3027					1916	Gt.Lakes Eng.Works Ecorse, Mich.	Wyandotte TransportationCo.	415·0	56·0	27·5	Wyand'tte Mich. Utd.States	Q.4Cy.19",28",41"&60"-42" 233NHP Gt.LakesEng.Wks.Detroit		R
72605 237981 WNZB	**Connecticut** D.F. E.S.D. GyC. 1Dk Mchy.Aft CruiserStern Longitudinal framing at bottom & deck in centre tanks	8684 7617 5105	✠100A1 7,40 ~~12,39~~ BS12,39 ✠LMC12,38 CarryingPetroleum in bulk Fitted for oil fuel 12,38 F.P. above 150° F.	Bal NYk	d† $2\frac{3}{16}$	CL	1938 12mo Lloyd's A&CP	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	TheTexasCompany CellDB DTf38'552tFPT156tAPT74t	468·1 490·5(O.L.) P111'B39'F57' FK	65·3	34·1	Wilmgton (Del.) Utd.States 14BHptCem	2 steam turbines DR geared to 1 screw shaft 880NH 2WTB450lb(Spt424lb) FD HS5236 BethlehemS.B.Corp.Ld. Quincy,Mass.	34 ″ 3	
72606 141859 VGBK	**Connector** (exCanadianSapper) ssHna.No.3-12,32 ssBoa.No.1,37 1Dk(Stl)2nd dk(Stl)in No.1hold	1789 1442 1064	✠100A1 5,40 ~~5,39~~ BS5,41 ~~BS5,40~~ ✠LMC5,37 ✠Lloyd'sRMC~~11,39~~ ~~5,40~~ 11,40 Fitted for oil fuel 6,29 F.P. above 150°F.	Crs Boa	q	CL 5,39	1920 12mo Lloyd's A&CP	N'va.Scotia Steel&Coal Co.Ld. NewGlasgow N.S.	CanadianSapper, Ld.(Canadian NationalSteam- ships,Mgrs.) CellDB213'466tFPT35tAPT13t	270·0 P28'B65'F27' FK	38·2	17·9	Montreal British 4BHCem	T.3Cy.$17\frac{1}{2}$",$28\frac{3}{4}$"&47"-33" 185lb (s) 191NH 2SB,4cf,GS84,HS2900 FD CanadianIngersollRand Co.Ld.Sherbrook,Que.	20 ″ 6 s 3 ″ 1 17 ″ 7	
72607 37932 LOGU	**Conquistador** (exDosina) ssB.As.No.3-5,34 ssB.As.No 1-39 Mchy.Aft 2Dks(Stl)3trB& Web frames Longitudinal framing	3911 — 2026	✠100A1 6,40 ~~11,39~~ ✠LMC MS1,39 BS~~11,39~~ 6,40 ✠NB(f)24refitted39 CarryingPetroleum in bulk Fitted for oil fuel2,22 F.P. above 150° F.	BAs		CL N11,38	1922 2mo Lloyd's A&CP	CaledonS. B.&E.Co.Ld. Dundee	EstrellaMaritima S.A.deNavegación yComercio CellDBuE&B90' 254tDTf41'362tFPT139tAPT52t	400·3 P120'B28'F42' FK	52·1	29·5	Bns.Aires Argentine 15BHptCem (11 to U dk 4 ,,2nd ,,)	T.3Cy.27",44"&73"-48" (s) 180lb 482 ~~517~~NH 3SB,9cf,HS~~7668~~ 6836 FD ~~CaledonSB.&E.Co.Ld.Dun~~ NB(p&s)'29refitted'40 CaledonSB.&E.Co.Ld.Dun	32 ″ 0 s 7 ″ $3\frac{1}{2}$ 25 ″ 1	
72608 DDTJ	**Constantia** (exHannaLarsen, exCilondia,exAnna DoretteBoog) 1Dk	1777 1454 1065					1909	Akt.Ges. "Neptun" Rostock	J.Jost	266·2 Q102'B106'F31'	40·3	16·7	Flensburg German WB	T.3Cy.$19\frac{5}{16}$",$30\frac{1}{2}$"&50"-$35\frac{7}{16}$" 150NHP A.G."Neptun,"Rostock		G

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. NHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, n'est pas dans le L.R. Durée.Cert.RotTrade.
72609	**Constantine Svorono** TwinSc (exEkatarina) Mchy.Aft	449 — 312					1891	Stabilmnto Tecnico Trieste	U.S.S.R.	179·5	28·7	9·2	Rostoff Russian	C.4Cy.13"&24"–20" 44NHP StabilimentoTecnico,Tri.		
72610 EEIR	**Constantino Candeira** Wood (exSailing Vessel) Aux3MstSr OilEng. 1Dk (See Sailing Ship Register)	319 — 282					1918	Armindo Sobrino Camposancos	A.&J.M.Fos Brull	145·7	30·7	15·9	Vigo Spanish	Oil Engines E fitted36		
72611 673 SVAX	**Constantinos H.** (exAnthemis-32, exNancéen,exChristianHorn) 1Dk&Shelter dk	2527 2360 1602					1905	Akt.Ges. "Neptun" Rostock	I.&A.Iliopoulos (IliasIliopoulos, Mgr.)	291·2 B12'H27'	44·0	16·6 28·7	Piræus Greek	T3Cy.20½",35 7/16"&55⅜"–37⅜" 192NHP A.G."Neptun,"Rostock		V
72612 218 SVLC	**Constantinos Louloudis** (exVlieland-33) Fitted for oil fuel 2Dks	4697 4078 2786					1922	A.F.Smulders Schiedam	Goulandris Brothers	376·0 P38'B227'F83'	51·8	25·1	Andros Greek WB	T.3Cy.25",41"&67"–45" 301NHP A.F.Smulders,Schiedam		V
72613 1226	**Constitucion** Iron&SteelTwinSc (exDraga) 1Dk	578 — 413					1880	....	Cia.Naviera y Comercial deChiloé	179·7	31·2	10·5	Puerto-Montt Chilian	C.4Cy.13"&23½"–20" 42NHP		
72614 165683 GCGQ	**Consuelo** D.F. E.S.D. 2Dks&Shelter dk Ref.Mchy. CruiserStern Strengthened for Navigation in Ice	4847 4126 2686	✠100A1 withfreeboard 7,40 ~~1,38~~ ✠LMC10,37 Carrying vegetable oil in deep tank	Hul NYk	z	CL	1937 10mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	Ellerman'sWilson Line,Ld. CellDB335'899tD	401·5 419·6(O.L.) B119'F35' FK Ta28' 706t FPT63t	55·8	25·7	Hull British 1BHptCem ptAsp (Coll to Sh dk 6 ,, 2nd ,,) APT48t	T.3Cy.26½",44"&73"–48"& LP turbine with DR gearing & hydraulic coupling FD (s) 786NHP 225lb 4SB(Spt),12cf, GS248,HS9870 Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 3 s 2 ″ 10 25 ″ 7	
72615 EEIT	**Consuelo de Huidobro** (exLarrasquitu) Mchy.Aft 1Dk	395 394 211					1912	Cia.Euskalduna Bilbao	R.Trujillo&Hnos	151·2	27·2	11·2	SantaCruz deTenerife Spanish	T.3Cy.12",20"&32"–23" 49NHP MacColl&Pollock,Ld.Sld.		
72616 5543 SDPO	**Consul Bratt** 1Dk	*1117* *970* *624*					1913	Trndhjms Mek.Værks Trondheim	Ångf.Aktieb.Adolf (AdolfBratt&Co., Mgrs.)	225·4 P22'B48'F21'	36·4	14·3	Gothenbrg Swedish WB	T.3Cy.17",27½"&46"–30" 116NHP TrondhjemsMVTrndheim		N
72617 DMAG	**Consul Cords** Sub.Sig. 1Dk	951 830 552					1920	Atlas WerkeA.G. Bremen	Partenreed des Dampfers "Consul Cords" (Aug.Cords Mgr.)	223·9 P29'B120'F23'	32·8	14·1	Rostock German WB	T3Cy15 3/10",25½"&41 7/10"–25⅝" 88NHP AtlasWerkeA.G.Bremen		G
72618 7385 SFIA	**Consul Corfitzon** (exMikelis, exAtlantis, ssHbg.2ndNo.3-4,38 exFullerton) 1Dk(Stl)	*2812* *2596* *1673*	✠100A1 5,40 ~~3,30~~ ~~BS3,30~~ ✠LMC4,38 5,40	Hbg	u	CL ~~7,37~~ 4,40	1912 10mo Lloyd	SirRaylton Dixon&CoLd Middlesbro' 'sA&CP	RederiA/B. Helsingborg(O. Hillerström, Mgr.) CellDBa100'uE&	325·0 336·7(O.L.) P29'B196'F33' FK B35'f144'740tFPT	46·9	21·3	Hlsngborg Swedish 7BHCem 43tAPT60t	T.3Cy.24",40"&65"–42" (s) 180lb 302NHP 3SB(Spt)9pf,GS154,HS1728 G.Clark,Ld.Sunderland	23 ″ 6 s 2 ″ 5½ 21 ″ 2½	
72619 DMCF	**Consul Hintz** (exMarie Iron Ferdinand, ssRos.4thNo.3-6,31 exThyra, ssKel.No.1-36 ex Parklands) 1Dk2trB Well deck	1547 1302 932	✠ 6,39 ✠NB4,03 ✠	Hfs	q		1880	W.Gray& Co. WHartlepool	O.Wiggers	256·6 P35'Q68'B65'H35t F29' BK9' ptND01 DB	34·6	19·8	Rostock German 4BHCem a80'f94'335t	C.2Cy.33"&61"–33" 159NHP 2SB,4pf,GS76,HS2468 T.Richardson&Sons,Hpl.	21 ″ 0	
72620 DHIY	**Consul Horn** Ⓟ TwinSc exGerolstein-39, ssLon.No.3-3,18 exMamari) ssLon.No.2-26 D.F. 2Dks&deepframing&Shelterdk	8384 6189 5135	✠ ... 1,29 ✠				1904 11mo	Harland& Wolff,Ld. Belfast	H.C.Horn	453·8 FK&BK3'	56·4	30·5	Hamburg German WB	Q8Cy.21¼",30 3/16",43½"&62"–48" 808NHP Harland&Wolff,Ld.Bel.	42 ″ 4	G †
72621 DHEJ	**Consul Poppe** (exAmisia) Wireless 1Dk	1412 1083 877					1904	Nüscke& Co.Act.Ges. Stettin	JohannM.K.Blumenthal	239·0 Q83'B58'F29'	36·8	16·1	Hamburg German WB	T.3Cy.17",28"&43"–32" 104NHP Schiffs.Uebigau,Dresden		G
72622 207361 KDUB	**Consumers Power** (exHarryYates-34) (Self-Unloader) D.F. GyC. Mchy.Aft	6391 — 5082					1910	Gt.Lakes Eng.Works St.Clair,Mich	AmericanS.S.Co. (Boland& Cornelius, Mgrs.)	504·0	56·0	26·0	BuffaloNY Utd.States WB	T.3Cy.23",37"&63"–42" 257NHP Gt.LakesEng.Works		R
72623 1347 IBCI	**Conte Biancamano** Ⓟ TwinSc ssGen.No.3-8,37 4Dks(Stl-W'hr dk pt teaks) Ref.Mchy. 5th dk(Stl)inNo.3&after D.F. GyC. holds,5trBinNos.1&2holds E.S.D.	23255 16093 13682	✠100A1 withfreeboard 4,40 BS11,39 ✠LMC8,37 Lloyd'sRMC1,40 Fitted for oil fuel11,25 F.P. above 150° F.	Gen	p†	CL S2,38 P7,38	1925 11mo Lloyd	W.Beardmore&Co.Ld Glasgow 'sA&CP	LloydTriestino Soc.Anon diNav. CellDB513'2558	650·9 625·0 B390'F90' FK Coll tDTsf39'990tFPT	76·1 76·3	27·5 43·7	Genoa Italian 10BHptCem BH to W dk 122tAPT95t	4SteamTurbinesDRgeared to 2 Sc. Shafts 4421NHP 220lb (s) FD 7DB(Spt)&2SB(Spt),64cf, GS1176,HS50240 W.Beardmore&Co.Ld.Gls.	48 ″ 1 s 5 ″ 11½ 26 ″ 0½	
72624 155 IBHW	**Conte di Misurata** (exBritish Marquis,exServian) ssLon.No.3-6,18 ssFal.No.2-27 D.F. Carrying Petroleum in bulk Fitted for oil fuel 2Dks&Web frames	5014 4732 3137	✠ ... 7,30 ✠				1908 5mo	SirJ.Laing &Sons,Ld. Sunderland	I.N.C.S.A. (ImpreseNav. CommercialeSoc. Anon.)	397·1 385·0 P30'B83'F40' FK	51·0	27·7	Rome Italian WB	T.3Cy.26½",44"&72"–48" 436NHP J.Dickinson&Sons,Ld.Sld.	30 ″ 2	CI †
72625 1801 IBLI	**Conte di Savoia** Ⓟ QuadSc Ref.Mchy. ssGen.No.1-37 Sub.Sig. 4Dks(Stl-weather dk D.F. pt teaks)5thDk(Stl)in holds Special quality steel CruiserStern GyC.	48502 25817 25948	✠100A1 withfreeboard 2,40 BS8,39 ✠LMC8,37 ✠Lloyd'sRMC11,39 Fitted for oil fuel11,32 F.P. above 150° F.	Gen	P S	CL a12,38 a12,38 sf5,38 Pf5,38	1932 11mo Lloyd	Cantieri RiunitiDell' Adriatico Trieste 'sA&CP CellD	"Italia" Soc. Anon di Nav. B inc. wing tanks	814·6 778·7 B&F707' FK BridgeonB&F513' UpperBridge160' Duct keel fwd. of inES677'5813tDTs	96·1	32·4 48·6	Genoa Italian 12BHptCem mchy. space f2086tDTs	12 Steam Turbines SR geared to 4 Sc. Shafts (s) 10WTB425lb(Spt) 22506NHP 3DB180lb HS134550 FD Cant.RiunitiDell'Adriatico a865tFPTs276tAPT127t	53 ″ 4 s14 ″ 2½ 31 ″ 2	
72626 1516 IBDI	**Conte Grande** Ⓟ TwinSc ssGen.No.2-36 4Dks(Stl-Weather dk ws) D.F. GyC. 5th dk(Stl)in holds Ref.Mchy.	23861 16420 14076	✠100A1 withfreeboard 2,40 BS2,39 ✠LMC10,36 Lloyd'sRMC12,39 Fitted for oil fuel2,28 F.P. above 150° F.	Gen	p†	P5,39 SN5,39	1928 2mo Lloyd	Stabilmnto Tecnico Trieste 'sA&CP	"Italia"Soc. Anon.diNav. Duct keel forward of mchy. space CellDB507'2297tDT	652·2 625·0 B390'F90' FK Coll f78'991tFPT112t	78·3	27·2 48·0	Genoa Italian 10BHCem BHto Wdk APT109t	4 Steam Turbines DR geared to 2 Sc. Shafts 220lb (s) 4512NHP 7DB(Spt)&2SB(Spt), FD HS50290 StabilimentoTecnico,Tri.	48 ″ 0 s 5 ″ 5 26 ″ 7	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72627 318 IBEI	**Conte Rosso** Ⓟ **TwinSc** *ss*Tri.No.3–8,36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& *Ref.Mchy.* *Shade dk*(*Stl*–teak s)3rd *dk* **D.F.** GyC. (*Stl*) *in holds*	17879 11201 9909	✠100A1 *with freeboard* 4,40 MBS6,39 ✠LMC9,36 ✠NB(AuxWT)9,36 ✠NE(2Aux)9,36 BS(AuxWTB)11,39 BS(WTB)12,38 ✠Lloyd'sRMC4,40 Outboard chamber for temp. 43° F. *Fitted for oil fuel*	Ven *fuel* 2,	*l*† 22	CL 6,38 *F.P. above* 1	1922 2mo 50° F.	W.Beardmore&Co.Ld. Glasgow *Lloyd's*A&CP	LloydTriestino Soc.Anon.di Nav. *Cell DB*453′1335*t*	588·2|74·2|35·9 570·2 B327′F50′ *on Shade dk* FK *DT f* 13′ 126*t FPT*	Trieste Italian *Cem* 9*BHtoSh dk* 88*t APT*78*t*	4SteamTurbinesDRgeared to 2 Sc. Shafts (*s*) 6DB(Spt)&1SB(Spt),52*cf*, HS39143 200lb 2 AuxTurbines& 1AuxW.T.B.(Spt), HS11395 1990lb FD 6000NHP W.Beardmore&Co.Ld.Gls.	40 ″ 0 s12″5¾ 27 ″ 8¾	
72628 327 IBGI	**Conte Verde** Ⓟ **TwinSc** *ss*HKg.No.3–11,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* &*Shade dk* (*Stl*–teak s) **D.F.** GyC. 3*rd dk*(*Stl*)*in holds*	18765 11201 11527	✠100A1 *with freeboard* 3,40 ✠LMC MS11,37 BS9,39 ✠Lloyd'sRMC3,40 *Fitted for oil*	Gen *fuel* 4	*l* † ,23	CL 8,39 *F.P. above* 1	1923 4mo 50° F.	W.Beardmore&Co.Ld. Glasgow *Lloyd's*A&CP	LloydTriestino Soc.Anon.diNav. *Cell DB*478′1468*t*	570·2|74·2|35·9 592·3(O.L.) B327′F50′ *on Shade dk* FK *DT f* 15′ 676*t FPT* 85*t APT*96*t*	Trieste Italian *Cem* 9*BHtoSh dk*	4 Steam Turbines DR geared to 2 Sc.Shafts (*s*) 200lb FD 3650NHP 6DB(Spt)&2SB(Spt),56*cf*, HS42154 W.Beardmore&Co.Ld.Gls.	40 ″ 0 s12 ″5¾ 27 ″ 9	
72629 HRBC	**Contessa** Ⓟ *ss*N.Os.No.2–38 **D.F.** 2*Dks*(*Stl–Weather dk* teak s) 3*rd* & 4*th dk*(*Stl*) *in holds* *Ref.Mchy.*	*5512* *4404* *3094*	✠100A1 *with freeboard* 8,40~~12,39~~ ✠LMC MS3,38 BS~~12,39~~12,40 ✠Lloyd'sRMC~~12,39~~ 9,40 *Three lower decks for fruit cargoes* *Fitted for oil*	NOs *fuel* 4	*z* ,30	OG 11,39 *F.P. above* 1	1930 4mo 50° F.	Barclay, Curle&Co.Ld. Glasgow *Lloyd's*A&CP	StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*)	381·5|53·7|30·6 P36′B135′F41′ FK *Cell DB*323′722*t Tanks in way of tunnel* 344*t FPT*35*t APT*33*t*	Ceiba Honduran 6*BHptCem*	Q.4Cy.25¾″,37″,54½″&78″–48″ 260lb (*s*) 895NHP 4SB,16*cf*,GS307,HS13944 FD Barclay,Curle&Co.Ld.Gls.	33 ″ 0 s 9 ″ 6¾ 23 ″ 8½	
72630 DHOI	**Continent** (*ex*Königsau–39) Sub.Sig. 1*Dk*	966 709 560					1921	H.C.StülckenSohn Hamburg	BugsierReed.& BergungsA.G. (Aug.Bolten,Wm. MillersNfl.*Mgrs.*)	219·1|32·5|12·8 P127′F23′	Hamburg German *WB*	T.3Cy.17¾″,29⅛″&46$\frac{1}{16}$″–31½″ 119NHP H.C.StülckenSohn,Ham.		G
129/40 72631 165768 VOCV	**—** (*ex*Castor–35) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	466 305 361					1931	N.V.Schps. v/hGebrG& H.Bodewes Martenshoek	JobBros.&Co.Ld.	149·7|25·4| 9·0 P36′	SJhns NFL British *WB*	Oil Engines 2S.C.SA 6Cy.11$\frac{13}{16}$″–15¾″ 147NHP NE38 NV.KromhoutMtrnfbAms		V
72632 DCCO	**Continental** (*ex*Rhenus25) 1*Dk*	542 519 305					1908	P.vanSmit, Jr. Rotterdam	IversLinie.KommanditGes.(Paulsen&Ivers,*Mgrs.*)	187·5|23·1|13·3	Kiel German *WB*	C.2Cy.13″&28″–12″ 23NHP P.vanSmit,Jr.Rotterdam		G
145/40 72633 124058 MCQG	**Continental Coaster** (*ex*Lyme Regis,*ex*Volpone) *ss*Hul.2ndNo.3–2,33 *ss*Shl.No.1–37 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	555 379 223	✠100A1 8,38 BS~~10,39~~ ✠LMC3,37 8,40	Rot	*h*	CL ~~8,38~~ 7,40	1907 3mo	R Williamson&Son Workington *Lloyd's*A&CP	BritishIsles Coasters,Ld.	164·8|26·6|11·0 Q86′B11′F20′ BK7″ *DBf*89′108*t FPT*	London British 3*BHCem* 35*t APT*30*t*	T.3Cy.14½″,22$\frac{13}{16}$″&37″–27″ 170lb (*s*) 99RHP 1SB,3*cf*,GS53,HS1898 Ross&Duncan,Glasgow	13 ″ 4 s 4 ″ 8 13 ″ 4	
72634 216538 KSOI	**Contoy** (*ex*LakeWimico) 1*Dk*	1943 1646 1203	✠ … 5,21 ✠				1918 7mo	American S.B.Co. Lorain,O		251·0|43·5|20·0 P25′B64′F23′ FK	Utd.States *WB*	T.3Cy.20″,33″&54″–40″ 274NHP AmericanS.B.Co.Lorain,O	20 ″ 2	
72635 162320 GTNC	**Contractor** *ss*Liv.No.2–39 2*Dks*(*Stl*)	6004 5575 3755	✠100A1 4,41~~4,40~~ ✠LMC MS6,39 BS~~4,40~~ 4,41	Lon Mch	*a*†	CL 4,40	1930 7mo	Cammell Laird&Co.Ld Birkenhead *Lloyd's*A&CP	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *Cell DB*362′1136*t*	420·3|54·6|30·4 434·1(O.L.) P37′B137′F44′ FK *DTa*32′ 908*t FPT*62*t*	Liverpool British 8*BHCem* (1 ,, *to2nd dk*) *APT*24*t*	T.3Cy.27″,46″&77″–54″ (*r*) 210lb *120lb* 524NHP 2DB(Spt),12*cf*,GS215, HS8208 CammellLaird&Co.Ld.	32 ″ 7 s 6 ″ 4 26 ″ 5¾	
162/40 72636 162645 GQCB	**Conus** **TwinSc** *OilEng.* *ss*Bry.No.2–10 ~~*ss*Shl.No.1–35~~ *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) **D.F.** **E.S.D.** *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8132 7510 4775	✠100A1 ~~10,40~~~~11,39~~3,41 Cff 10,40 ✠LMC CS~~6,36~~ DBS~~6,39~~10,40 8,38 *Carrying Petroleum in bulk*	Gls	*c*†	CL ~~P8,38~~ ~~S11,30~~ N3,41	1931 12mo	Workman Clark(1928) Ld. Belfast *Lloyd's*A&CP	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE*64′183*t*	452·4|62·1|33·9 468·7(O.L.) P103′B33′F42′ FK *DTf*32′338*t FPT*206*t*	London British 14*BH* *APT*81*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–43$\frac{5}{16}$″ 714NHP 2DB*150lb* N.E.MarineEng.CoLdNwc	34 ″ 0 s 6 ″7¾ 27 ″ 7¼	
72637 6631 SGJN	**Convallaria** *ss*Hbg.No 3–7,33 *ss*Sbg.No.1–38 **D.F.** 1*Dk*(*Stl*) *Cargo battens not fitted*	*1996* *1760* *1145*	✠100A1 7,39 ✠LMC MS6,37 BS4,39	Skm	*r*	OG 4,38	1921 1mo	Verschure &Co. Amsterdam *Lloyd's*A&CP	RederiA/B Activ (J.Gorthon,*Mgr.*)	280·4|40·2|19·1 P22′B74′F32′ FK *Cell DB*240′459*t FPT*	Helsngbrg Swedish 4*BHCem* 67*t APT*86*t*	T.3Cy.20″,31½″&53″–36″ (*s*) 180lb *100lb* 194NHP 2SB,4*cf*,GS100,HS3177 Verschure&CoAmsterdam	21 ″ 4 s 3 ″ 0½ 18 ″ 5	
72638 145467 VJCF	**Coolana** *ss*Mel.No.3–3,34 *ss*Mel.No.1–38 1*Dk*(*Stl*) *Cargo battens not fitted*	2197 1965 1261	100A1 5,40 ~~3,39~~ LMC MS3,38 BS~~11,39~~ 11,40	Mel	*s*	CL ~~4,37~~ 4,40	1921 10mo	Swan,Hunter&Wigham Richardson LdSunderlnd *Lloyd's*A&CP	MelbourneS.S.Co. Ld.	285·2|41·5|20·2 294·5(O.L.) P29′B74′F29′ FK *Cell DB*242′574*t FPT*	Melbourne British 4*BHCem* 95*t APT*132*t*	T.3Cy.22″,35″&58″–39″ (*s*) 180lb 251NHP 2SB,6*cf*,GS130,HS4188 G.Clark,Ld.Sunderland	22 ″ 6 s 3 ″ 2 19 ″ 6	
72639 131503 VLJM	**Coolebar** (*ex*Himatangi–38, **TwinSc** *ex*Coolebar) Wireless 1*Dk*	479 320 224					1911	Ardrossan D.D.Co Ld. Ardrossan	NorthCoastSteam Nav.Co.Ld.(E.S. Crawford,*Mgr.*)	150·3|30·0| 8·7 Q41′F27′	SydnyNSW British *WB*	C.4Cy.12½″&26″–18″ 89RHP Dunsmuir&JacksonLd.Gls		C
72640 131537 VJJS	**Coombar** **TwinSc** *Ref.Mchy.* Wireless 1*Dk*	581 381 232					1912	Murdoch& Murray,Ld. Pt.Glasgow	W.Crosby&Co. Pty.Ld.	166·0|30·1|10·1	Melbourne British *WB*	C.4Cy.14″&30″–18″ 99RHP D.Rowan&Co.Glasgow		C
72641 UOAV	**Cooperatzia** Ⓟ *OilEng.* **D.F.** 2*Dks* *Ref.Mchy.* Sub.Sig. *CruiserStern*	3767 2934 2164	✠ … 2,31 ✠				1929 12mo	Severney S.B.Yard Leningrad	U.S.S.R.	332·5|48·0|25·6 P34′B99′F41′ FK	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝″–33⅞″ 692NHP RussianDieselWorks,Len.	27 ″ 9	
72642 ONOR	**Copacabana** Ⓟ *OilEng.* **D.F.** **E.S.D.** *Ref Mchy.* Sub.Sig. 2*Dks*&*Shelter dk* *CruiserStern*	*7340* *5403* *4350*	✠100A1 *with freeboard* 10,40~~8,39~~ ✠LMC5,38 ✠Lloyd'sRMC~~2,40~~ 10,40	Ant Avn	*c* †	CL 10,40	1938 5mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd's*A&CP	Cie.MaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInternationale,*Mgrs.*) *Cell DB*365′1864*t*	435·9|61·5|26·8 F49′ FK *Wing tanks in ER* 156*t FPT*90*t*	Antwerp Belgian 8*BHptCem* *ptAsp* (*Coll to Sh dk* 7 ,, 2*nd* ,,) *APT*92*t*	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$″–55⅛″ 1028NHP DB*100lb* SocAn.J.Cockerill,Seraing	30 ″ 2 s 3 ″ 9 26 ″ 7½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
72643 147874 GJVW	**Copeland** Ⓟ Wireless 2Dks	1526 1150 640					1923	CaledonS. B.&E.Co.Ld Dundee	ClydeShippingCo. Ld.	270·0|37·2|17·4 P&B176'F43'	Glasgow British WB	T.3Cy.21",34"&56"–39" 196NH CaledonSB.&E.Co.Ld.Dun		C
72644 1310 CBCP	**Copiapó** Ⓟ OilEng. D.F. E.S,D. 3Dks Ref.Mchy. CruiserStern	7279 — 5155	✠100A1 withfreeboard ~~9,~~4,41 ✠LMC12,37 ✠Lloyd'sRMC~~1,40~~ ~~4,40~~ 2,41 No. 3 hold & No. 3 lower 'tween dks. for temp. 10° F., all other chambers for temp. 32° F.	NYk	a† 2	CL 5,39	1937 12mo Lloyd	Nakskov SkibsA/S Nakskov 'sA&CP	CompañiaSud Americana deVap. CellDB360'1373t	414·3|58·3|29·7 410·5(O.T.) 21·7 P45'F51' FK DTs a154t FPT42t	Valparaiso Chilian ptCem 7BH to Wdk APT125t	Oil Engines 2S.C.DA 5Cy.24 7/16"–55⅛" 1027NH Akt.Burmeistr&Wain,Cpn	33 " 9 10 " 6 23 " 7¼	
72645 149312 GSND	**Coptic** TwinSc OilEng Ref.Mchy. ssLon.No.2–36 D.F. E.S.D. 3Dks Tonnage opening closed'39	10629 9584 6597	✠100A1 withfreeboard 2,40 ✠LMC CS3,38 DBS~~6,38~~ 6,40 ~~3,38~~1,39 ✠Lloyd'sRMC~~12,38~~ 6,40 7,41	Syd	f†	CL 2,40	1928 7mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld Newcastle 'sA&CP	ShawSavill& AlbionCo.Ld. CellDB408'1571t Upper'tween dk B	482·6|64·2|30·8 499·5(O.L.) 39·3 B173'F61' FK FPT109tAPT60t (Hs except Coll BHdi	S'thamptn British 8BHptCem Coll to Wdk 7 „2nd „) spensed with	Oil Engines 2S.C.SA 12Cy.31"–43" 2020NH 2DB100lb WllsndSlpwy.Co.Ld.Nwc.	42 " 10 13 " 4½ 29 " 8½	
29/4/40 72646 146925 MLPG	**Coquetdale** ssSld.No.3–9,36 1Dk(Stl)	1597 1363 886	✠100A1 11,39 ✠LMC MS9,36 BS11,39	Nwc	p	CL 11,38	1923 7mo Lloyd	J.Priest- man&Co. Sunderland 'sA&CP	EnfieldS.S.Co.Ld. (S.Marshall&Co. Mgrs.) CellD	245·0|37·0|18·3 B50'F22' FK B201' 437t FPT61t	Sundrland British 4BHptCem APT118t	T.3Cy.19",31½"&52"–36" (s) 180lb 186NH 2SB,6cf,GS100,HS3012 G.Clark,Ld.Sunderland	20 " 4 2 " 10½ 17 " 8	
72647 217871 WVAA	**Coquina** 1Dk	2140 1753 1281	✠ ... 6,20 ✠				1919 4mo	Manitowoc S.B.Co. Manitowoc, Wis	MatsonNavigation Co.	250·5|43·7|20·1 P27'B64'F26' FK	L.Angeles Utd.States WB	T.3Cy.20",33"&54"–40" 269NH ManitowocS.B.Co. Manitowoc,Wis.	23 " 0	R †
	Now "Cynthia Olson," see No. 87525 in Supplement													
72648 1340 IBHI	**Cor Jesu** (exL'Erdre) ssGen.2ndNo.3–9,33 1Dk(Stl)2trB&Webframes D.F.	3994 3579 2474	✠ ... 10,37 ✠	Gen	x		1908	Atel.&Ch. de laLoire Nantes	Ang.Gazzolo fuA. CellDBa100'uE2	375·6|50·5|25·6 362·4 P34'B110'F41' FK 3'f148'925tFPT67t	Genoa Italian 6BHCem APT46t	T.3Cy.23 7/16",36"&59"–41¾" 284NH 2SB,1AuxSB,8cf,GS159, HS4919 Atel.&Ch.de laLoire,Nts.	26 " 11	I †
72649 5 ILRZ	**Cora** AuxSr (exJupiter–35) OilEng 1Dk (See Sailing Ship Register)	349 296 256					1917	J.Th.Wil- mink&Co. Groningen	GiuseppeRoggero	140·3|26·4|11·4 129·4 P29'Q39'H36tF21'	Imperia Italian	Oil Engines 4S.C.SA 6Cy.10⅝"–14⅛" 66NH NE31 HumboldtDeutzmotoren A.G.Köln-Deutz		I
72650 165561 GBGF	**Corabella** D.F. 1Dk CruiserStern	5682 5128 3373	✠100A1 12,39 ✠LMC8,37	Bos	z 1 1/18	CL N4,39	1937 8mo Lloyd	JLThomp- son&Sons,Ld. Sunderland 'sA&CP CellDB294'11	Saguenay Terminals,Ld. 42tTank in way of	409·3|57·6|29·1 425·3(O.L.) P35'B122'F32' FK tunnel315tFPT165	London British 6BHCem tAPT190t	T.3Cy.22",37½"&63"–45"(s) 220lb (s) FD 395NH 3SB(Spt)9cf,GS140,HS5580 GeorgeClark(1936)Ld.Sld	31 " 7 6 " 9½ 25 " 0	
72651 147852 GJSZ	**Coracero** ssGls.No.3–11,35 2Dks(Stl)&Shelterdk(Stl) Ref.Mchy. 3rddk(Stl)in fore hold D.F. E.S.D. Platform dk in No.1hold	7252 6908 4533	✠100A1 Shelterdk withfreeboard Examined10,40 MS7,40 BS3,40 ✠LMC~~11,39~~ ✠Lloyd'sRMC~~3,40~~ ~~10,40~~ 5,41 Fitted for oil fuel 5,23 F.P. above 150° F.	~~Gls~~ Avn	a†	CL ~~7,37~~ 6,40	1923 5mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	DonaldsonLine, Ld.(Donaldson Bros.&Black,Ld. Mgrs.) CellDBa 112'uE24uB39'	423·6|56·0|36·7 438·8(O.L.) F37'on Shelter dk CollisionBH& FK f189'1254tFPT88t	Glasgow British ptCem 4BHtoShdk 2 „ „ U „ APT30t	T.3Cy.27".42"&77"–51" & exhaust turbine driving steam compressor (s) 200lb FD 831NH 4SB,12cf,GS247,HS11044 J.G.Kincaid&Co.Ld.Grk.	39 " 4 11 " 0½ 28 " 6	
72652 141928 MJSF	**Coral** (exCromartyFirth) ssAyr.No.3–9,32 ssIrv.No.2–40 ~~ssIrv.No.1–36~~ Mchy.Aft 1Dk(Stl Well deck Cargo battens not fitted	638 424 300	✠100A1 8,40 ~~4,40~~ BS~~4,40~~ ✠LMC~~4,36~~ 3,41 MS8,40	Irv	i	CL ~~3,40~~ N8,40	1919 10mo Lloyd	Ardrossan D.D.&S.B. Co.Ld. Ardrossan 'sA&CP	Wm.Robertson CellDBf97'148tFPT	175·4|28·3|10·1 183·4(O.L.) Q100'B11'F28' FK	Glasgow British 3BHptCem ptAsp 46tAPT29t	T.3Cy.14",23"&38"–27" (s) 180lb 99RH 1SB,3pf,GS58,HS1780 W.Beardmore&Co.Ld. Coatbridge	12 " 6 3 " 8 12 " 5½	
72653 137129	**Coralia** D.F. Mchy.Aft	4349 — 3264					1896	GlobeIron Works Cleveland,O.	NicholsonUniver- salS.S.Co.	413·2|48·0|24·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22",39"&63"–42" NB08 258NH GlobeIronWorks.Clevelnd		R
72654 128288 MCYW	**Corbet** (exButeman) ssBel.2ndNo.3–6,32 ssBel.No.1–36 Well deck Mchy.Aft 1Dk(Stl)	468 334 183	✠100A1 6,40 ~~8,39~~ BS~~8,39~~ ✠LMC8,36 8,40	Bel	h	CL ~~6,33~~ 6,40	1909 6mo Lloyd	Scott& Sons Bowling 'sA&CP	AlexanderKing,Ld	160·0|25·6|11·3 Q89'B10'F26' BK7" DBf11'20tFPT	Belfast British 3BHCem 15tAPT23t	C.2Cy.18"&40"–27" (s 130lb 98RH 1SB.3pf,GS56,HS1877 Ross&Duncan,Glasgow.	12 " 3 4 " 3½ 12 " 7	
72655 162662 GQJK	**Corbis** TwinSc OilEng ssNwc.No.2–39 D.F. E.S.D. 1Dk(Stl)2nddk(Stl) Mchy.Aft clear of cargo tanks Longitudinal framing at bottom & at deck	8132 7510 4776	✠100A1 ~~9,39~~10,40 ✠LMC CS9,39 DBS~~11,38~~ 10,40 9,39 Carrying Petroleum in bulk	Nwc Bkn	c†	CL 11,38	1931 12mo Lloyd	Workman, Clark(1928) Ld. Belfast 'sA&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE64'183t	452·4|62·1|33·9 468·6(O.L.) P103'B33'F42' FK DTf32'338t	London British 14BH	Oil Engines 4S.C.SA 12Cy.24 13/16"–43 5/16" 714NH 2DB150lb N.E.MarineEngCoLd.Nwc FPT206tAPT81t	34 " 0 6 " 7½ 27 " 7½	
72656 ~~[illegible]~~ GYNP	**Corbrae** E.S.D. Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	1788 1339 1005	✠100A1 10,39 ✠LMC12,35	Shl	q	CL 2,38	1935 12mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland sA&CP	~~CoryColliers,Ld.~~ ~~(Wm.Cory&Son,~~ ~~Ld.Mgrs.)~~ CellDB214'500t	257·0|39·5|16·7 Q150'F25' FK MT9'166tFPT158t	~~London~~ British 4BHCem APT21t	T.3Cy.16½",26"&47"–33"(s) 220lb 171NH 2SB(Spt),3cf,GS76,HS2854 N.E.MarineEng.CoLd.Sld.	18 " 9 6 " 1 17 " 4	
72657 149973 GNLY	**Corbridge** ssShl.No.2–37 Sub.Sig. Well deck 1Dk(Stl) E.S.D. Cargo battens not fitted	1703 1295 935	✠100A1 Examined 4,41 Sld BS~~10,39~~ ✠LMC4,37 4,41	~~Shl~~	q	CL ~~7,38~~ 8,41	1928 1mo Lloyd	S.P.Austin &Son,Ld. Sunderland sA&CP	CoryColliers.Ld. (Wm.Cory&Son, Ld.Mgrs.) CellDB207'	255·0|37·5|16·8 P22'Q150'F21' FK 440t MTs120t FPT	London British 4BHCem 70tAPT150t	T.3Cy.19",31"&52"–36" (s) 180lb 195NH 2SB,6cf,GS93,HS3268 G.Clark,Ld.Sunderland	18 " 10 5 " 8½ 17 " 4½	
72658														

133/40

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7 Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72659 161285 GCTJ	**Corbrook** *ss*Bly.No.2-38 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) Sub.Sig. *Cargo battens not fitted* E.S.D.	1729 1312 983	✠100A1 2,40 MS10,38	Sld ✠LMC BS7,39	*q*	CL 2,40	1929 8mo *Lloyd*	Cowpen DryDock& S.B.Co.Ld. Blyth '*sA&CP*	CoryColliersLd. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*219'	255·1 P21'Q135'F22' FK 508t*MT*9'227t*FPT*	37·5	17·0	London British 5*BHptCem* 62t*APT*16t	T.3Cy.19",31"&52"-36" (*s*) 180lb 197NHP 2SB,6*cf*,GS87,HS3324 G.Clark,Ld.Sunderland	19 ″ 0 s 5 ″ 7¼ 17 ″ 7¾	
72660 ~~164577~~ GYNQ	**Corburn** E.S.D. *CruiserStern* 1*Dk* *Mchy.Aft* *Cargo battens not fitted*	1786 1339 1003	✠100A1 8,39	Shl ✠LMC2,36	*q*	CL 8,39	1936 2mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	~~CoryColliers,Ld.~~ ~~(Wm.Cory&Son,~~ ~~Ld.*Mgrs.*)~~ *CellDB*214'500t	257·0 Q150'F25' FK *MT*9'166t*FPT*158t	39·5	16·7	~~London~~ British 4*BHCem* *APT*21t	T.3Cy.16½",26"&47"-33" (*s*) 220lb 171NH 2SB(Spt),6*cf*,GS76,HS2854 N.E.MarineEng.Co.Ld.Sld	18 ″ 9 s 6 ″ 1 17 ″ 4	
72661 149801 GNBK	**Corchester** *ss*Shl.No.3-10,40 ~~*ss*Shl.No.2-36~~ Sub.Sig. *Well deck* 1*Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	2374 1836 1335	✠100A1 10,40	~~Bly~~ Shl ✠LMC10.40	*s*	CL ~~3,38~~ 10,40	1927 4mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellD*	285·0 Q165'F31' FK B234'584t *side tanks in ER*168t*FPT*1	41·7	19·0	London British 4*BHCem* 05t*APT*228t	T.3Cy.20½",35"&57"-39" (*s*) 180lb 243NH 2SB(Spt)6*pf*,GS122,HS4060 G.Clark,Ld.Sunderland	21 ″ 1 s 6 ″ 7¾ 19 ″ 1½	
72662 140715 GRTJ	**Corcrest** (*ex*Hopecrest) *ss*Nwc.No.3-8,30 *ss*Shl,No.2-40 ~~*ss*Shl.No.1-35~~ Sub.Sig. *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted* E.S.D.	2373 1863 1337	✠100A1 ~~8,40~~ ~~12,37~~1,41 ~~BS2,40~~	Sld Shl ✠LMC~~10,35~~ 2,40	*s*	CL ~~11,37~~ 8,40	1918 5mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdSunderlnd '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*236'587t	285·3 P24'Q122'B20'F31' FK *side tanks in engi*	41·5	19·1	London British 4*BHCem* *e space* 206t	T.3Cy.22",35"&58"-39" (*s*) 180lb *100lb* 288NHP 2SB,6*cf*,GS107,HS4204 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc. *FPT*111t*APT*196t	21 ″ 4 s 6 ″ 4½ 19 ″ 2	
72663 148129 GLKR	**Cordale** (*ex*Horsley-37) *ss*Shl.No.3-4,38 Sub.Sig. E.S.D. 1*Dk*(*Stl*) *Cargo battens not fitted*	2143 1853 1244	✠100A1 10,40~~3,40~~ MS4,38	Hpl Shl ✠LMC BS3,40	*s*	CL 3,40	1925 7mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellD*	280·0 292·2(O.L.) P24'B49'F26' FK B234'644t *FPT*160	41·6	20·1	London British 4*BHCem* t*APT*117t	T.3Cy.20½",33"&54"-39" (*s*) 180lb 228NHP 2SB,6*cf*,GS103,HS3947 Smith'sDockCo.Ld.Mdb.	22 ″ 3 s 3 ″ 2¼ 19 ″ 5	
72664 162332 GKFC	**Cordelia** *OilEng.* *ss*Nwc.No.2-40 ~~*ss*Nwc.No.1-36~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. E.S.D. *Longitudinal framing*	8190 7272 5005	✠100A1 1.41 ~~1.40~~ ✠LMC CS1,41 DBS2,40 2,40 *Carrying Petroleum in bulk*	Nwc Gls	*c*†	CL 3.38	1932 3mo *Lloyd*	Swan,Hun- ter&Wigham Richardson Newcastle '*sA&CP*	OilTankS.S.Co.Ld. (C.T.Bowring& Co.Ld.*Mgrs.*) *CellDBuE*81'197t *DTf*41'435t	460·4 P112'B30'F57' FK *Trunk in after well* *FPT*161t*APT*128t	59·5	34·1	Liverpool British 18*BHptCem* (10 *to U dk* 8 „ *2nd* „)	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 652NHP 2DB*180lb* J.G.Kincaid&Co.Greenock	34 ″ 1 s 6 ″ 1½ 28 ″ 2¼	
72665 DHEL	— 1*Dk*	1357 1149 723					1921	Hamburgr- ElbeSchiffsw. Hamburg	A.Kirsten	244·5 P&B195'F31'	36·2	16·1	Hamburg German *WB*	T3Cy17¾",28$\frac{11}{20}$"&47$\frac{3}{10}$"-31½" GuteHoff- 126NHP nungshütte,Oberhausen		G
72666 147668 GKNL	**Cordene** *ss*Shl.No.3-7,37 Sub.Sig. E.S.D. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2345 1876 1322	✠100A1 5,40 ~~7,39~~ BS~~7,39~~ 5,40	Shl Nwc ✠LMC7,37	*s*	CL 7,39	1924 6mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*242'549t*M*	284·5 P20'Q164'F26' FK *Ts*14'205t *FPT*104	42·1	19·6	London British 4*BHptCem* t*APT*146t	T.3Cy.21",34"&56"-39" (*s*) 180lb 247NHP 2SB,6*cf*,GS98,HS4215 G.T.Grey&Co.Ld.S.Shl.	21 ″ 9 s 6 ″ 6¾ 19 ″ 4½	
72667 DJMA	**Cordillera** Ⓟ TwinSc D.F. GyC. E.S.D. *OilEng.* Sub.Sig. *CruiserStern* 3*Dks*	12055 8979 6902					1933	Blohm& Voss,K.a.A. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	497·8 B&F344'	65·9	27·9	Hamburg German *WB*	Oil Engines 2S.C.DA 16Cy.23⅝"-35$\frac{7}{16}$" 3120NHP Blohm&Voss,K.a.A.Ham.		G
72668 144239 GDRK	— *ss*Gls.No.3-10,33 *ss*Gls.No.1-37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rdDk*(*Stl*)*in foreholds* D.F. E.S.D. *PlatformDk*(*Stl*)*in Nos.4&5holds*	6865 6573 4248	✠100A1 *Shelter dk with freeboard* 9,40 ~~7,39~~ MS3,37 ✠Lloyd'sRMC~~11,39~~ 3,41 *Fitted for oil*	Gls ✠LMC BS~~4,39~~5,40 ~~9,40~~ ~~5,40~~ *fuel* 2,21	*a*†	CL 6,39 *F.P. above* 150° F.	1920 10mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	Donaldson~~South~~ ~~American~~Line.Ld. (DonaldsonBros.& Black,Ld.*Mgrs.*) *CellDB*344'1198t	419·0 434·9(O.L.) FK *FPT*89t*APT*251t	54·8	35·7	Glasgow British *Cem* 7*BHtoShdk*	3SteamTurbinesDRgeared to 1 sc. shaft (*s*) 200lb 862NHP 1SB,12*cf*,GS240,HS10632FD N.E.MarineEngCoLd.Nwc	38 ″ 3 s10 ″ 10¼ 27 ″ 8	
72669 DHXK	**Cordoba** (*ex*Taunus-37,*ex*Lisa, *ex*Galtymore) *ss*Liv.No.2-27 D.F. Sub.Sig. 2*Dks*	4611 4198 2784	✠ ... 7,32	✠			1919 5mo	Lithgows, Ld. PortGlasgow	Hamburg-Süd- Amerik.Dampf- schiffahrtsGes.	384·6 P49'B113'F38' FK	52·0	26·5	Hamburg German *WB*	T.3Cy.27",44"&73"-48" 517NHP Rankin&BlackmoreLdGrk	29 ″ 0	G †
72670 209655 WCCS	**Cordova** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	2089 — 1269					1912	Harlan& Hollings- worthCor. Wlmgtn.Del.	AlaskaS.S.Co. Inc.	243·0 P&B150'F47'	41·1	17·3	NewYork Utd.States	T.3Cy.19",30"&50"-36" 150NHP Harlan&HollingswrthCor.		R
72671 147566 GJXS	**Corduff** *ss*Bly.No.3-9,36 E.S.D. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* Sub.Sig.	2345 1876 1322	✠100A1 8,40 ~~8,39~~ BS~~8,39~~ 8,40	Shl Nwc ✠LMC9,36	*s*	CL ~~8,39~~ 8,40	1923 12mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*242'549t*M*	284·5 P20'Q164'F26' FK *Ts*14'205t*FPT*104t	42·0	19·6	London British 4*BHptCem* *APT*146t	T.3Cy.21",34"&56"-39" (*s*) 180lb 247NHP 2SB,6*cf*,GS98,HS4215 G.T.Grey&CoLd.S.Shields	21 ″ 9 s 6 ″ 6¾ 19 ″ 4½	
72672 163532 GWWY	**Corfell** Sub.Sig. E.S.D. *Mchy.Aft* *CruiserStern* 1*Dk*	1802 1354 1016					1934	S.P.Austin &Son,Ld. Sunderland	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*)	257·0 Q150'F24'	39·5	16·7	London British *WB*	T.3Cy.16½",28"&47"-33" 127NHP N.E.MarineEng.Co.LdSld		C
72673 167391 GCLG	**Corfen** Wireless E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	1848 1349 998					1940	J.Crown& Sons,Ld. Sunderland	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*)	257·2	39·5	16·7	London British *WB*	T.3Cy.16",25"&45"-33" 114NHP N.E.MarineEng.Co.(1938) Ld.Sld.		C
72674 165601 GDDW	**Corferry** *Mchy.Aft* E.S.D. 1*Dk* Sub.Sig. *Cargo battens not fitted* *CruiserStern*	1788 1344 1003	✠100A1 6,40 ~~8,38~~	Gmh Sld ✠LMC11,37	*q*	CL N8,38	1937 11mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*214'500t	257·0 265·0(O.L.) Q150'F25' FK *MT*9'166t*FPT*158t	39·5	16·7	London British 4*BHCem* *APT*21t	T.3Cy.16",25"&45"-33" 220lb FD (*s*) 176NHP 2SB(Spt),6*cf*,GS49,HS2506 N.E.MarineEng.Co.Ld.Sld	18 ″ 9 s 6 ″ 1 17 ″ 4	
72675 ~~[illegible]~~ MMKQ	**Corfield** *Mchy.Aft* *CruiserStern* 1*Dk* E.S.D. *Cargo battens not fitted*	1791 1344 1004	✠100A1 7,39	Shl ✠LMC7,37	*q*	CL 2,38	1937 6mo *Lloyd*	Burntislnd S.B.Co.Ld Burntisland '*sA&CP*	~~CoryColliersLd.~~ ~~(Wm.Cory&Son,~~ ~~Ld.*Mgrs.*)~~ *CellDB*214'500t	257·0 265·0(O.L.) Q150'F25' FK *MT*9'166t*FPT*158t	39·5	16·7	~~London~~ British 4*BHCem* *APT*21t	T.3Cy.16",25"&45"-33" (*s*) 220lb FD 176NHP 2SB(Spt),6*cf*,GS49,HS2506 N.E.MarineEng.CoLd.Sld.	18 ″ 9 s 6 ″ 1 17 ″ 4	
72676 163476 MBVN	**Corfirth** *Mchy.Aft* E.S.D. *ss*Sld.No.1-38 *Well deck* Sub.Sig. 1*Dk* *CruiserStern* *Cargo battens not fitted*	1803 1355 1016	✠100A1 ~~2,40~~ ~~4,40~~ 2,41 BS~~4,40~~ 5,41	Bly Nwc ✠LMC10,38	*q*	CL 4,40	1934 5mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*214'492	257·0 Q150'F25' FK t*MT*9'164t*FPT*159	39·5	16·7	London British 4*BHptCem* t*APT*15t	T.3Cy.16½",28"&47"-33" (*s*) 220lb 171NH 2SB(Spt),6*cf*,GS76,HS2854 N.E.MarineEng.Co.Ld.Sld	18 ″ 9 s 6 ″ 0¾ 17 ″ 4	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref. Trade.
72677 163484 GWTD	**Corfleet** ssSld.No.1-39 *Mchy.Aft* 1*Dk* *CruiserStern* Sub.Sig. E.S.D. *Cargo battens not fitted*	1803 1355 1015	✠100A1 2,41 ~~2,40~~ BS11,40 ✠LMC3,39	Shl	*q*	CL ~~1,40~~ 2,41	1934 6mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*214'	257·0 Q150'F25' 492t*MT*9'164t*FPT*	39·5	16·7 FK	London British 4*BHptCem* 159t*APT*15t	T.3Cy.16½",28"&47"-33" (*s*) 220lb 171NHP 2SB(Spt),6*cf*,GS76,HS2854 N.E.MarineEng.Co.Ld.Sld	18 ″ 9 s 6 ″ 0½ 17 ″ 4	
72678 162643 GRNW	**Corfu** Ⓟ TwinSc *Fitted for oil fuel* 3*Dks*(*Stl–Weather dk ws*) *Ref.Mchy.* 4*th dk*(*Stl*)*in forward holds* D.F. E.S.D. *CruiserStern*	14170 11383 7665	✠ 9,35 ✠ ✠Lloyd'sRMC5,39	Lon	*j*†		1931 9mo	A.Stephen &Sons,Ld. Glasgow	P.&O.Stm.Nav.Co. *Cell*	522·5 B246'F76' *DB*448'2568t*FPT*7	71·4	33·1 FK	London British 9 *BHptCem* *Coll,,to Wdk* 0t*APT*140t	6SteamTurbinesSRgeared to2sc.shafts 2997NHP 4WaterTubeBoilers 2DB HS25200 FD A.Stephen&Sons,Ld.Gls.	46 ″ 0	
72679 161301 GFZB	**Corglen** ssSld.No.2-38 Sub.Sig. 1*Dk*(*Stl*) *Mchy.Aft* E.S.D. *Welldeck* *Cargo battens not fitted*	2322 2201 1632	✠100A1 10,40 ~~1,40~~ ~~BS8,39~~ ✠LMC8,38 10,40	Bly Shl	*t*	CL ~~8,38~~ 10,40	1929 9mo *Lloyd*	Cowpen D.D.&S.B. Co.Ld. Blyth *'sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*250'747t	306·4 Q186'F30' *MT* 10' 347t *FPT*	44·2	19·9 FK	London British 6*BHptCem* 136t*APT*17t	T.3Cy.21½",36"&60"-39" (*s*) 180lb 259NHP 2SB(Spt)8*pf*,GS128,HS4196 G.Clark,Ld.Sunderland	22 ″ 0 s 7 ″ 0½ 19 ″ 10	
72680 163398 GWMN	**Corhampton** *Mchy.Aft* *CruiserStern* 1*Dk* E.S.D. Sub.Sig.	2495 1899 1435					1933	S.P.Austin &Son,Ld. Sunderland	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*)	292·0 Q184'F28'	42·5	19·2	London British *WB*	T.3Cy.18",30½"&51"-36" 156NHP N.E.MarineEng.CoLd.Sld		C
11/40 72681 163384 MBGT	**Corhaven** *Mchy.Aft* ssNwc.No.1-38 *Well deck* Wireless 1*Dk*(*Stl*) Sub.Sig. E.S.D. *Cargo battens not fitted*	991 707 532	✠100A1 12,39 BS12,39 ✠LMC7,38	Nwc	*m*	CL 12,39	1933 8mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDBuE*18'*f*140'	208·0 Q131'F23' 294t*MT*9'107t*FPT*	34·0	12·7 FK	London British 4*BHptCem* 64t*APT*15t	T.3Cy.13½",23"&38"-27" (*s*) 200lb *100lb* 118NHP 1SB,3*cf*,GS53,HS2231 N.E.MarineEng.Co.Ld.Sld	14 ″ 8 s 4 ″ 6½ 14 ″ 0	
11/41 72682 165356 MMCD	**Corheath** E.S.D. Sub.Sig. 1*Dk* *Mchy.Aft* Wireless *CruiserStern* *Cargo battens not fitted*	1096 783 577	✠100A1 8,40 ~~7,39~~ ✠LMC12,36 BS8,40	Nwc	*m*	CL 8,40	1936 12mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB*164'29	215·0 Q136'F22' 9t*MT*11' 142t *FPT*	34·5	13·1 FK	London British 5*BHptCem* 82t*APT*42t	T.3Cy.14½",24"&41"-30"(*s*) 220lb *100lb* 131NHP 1SB(Spt),3*cf*,GS53,HS2254 N.E.MarineEng.Co.Ld.Sld	15 ″ 0 s 4 ″ 6½ 14 ″ 4½	
72683 PDLL	**Corilla** *OilEng.* 1*Dk,2nd dk clear of cargo tanks* D.F. E.S.D. *CruiserStern* *Mchy.Aft* *Longitudinal framing at bottom & at deck*	8096 7238 4710	✠100A1 6,40 ~~[illegible]~~ ✠LMC2,39 *Carrying Petroleum in bulk*	Sba HKg	*c*†	CL	1939 2mo *Lloyd*	N.V. Wilton- Fijenoord Schiedam *'sA&CP*	N.V.Petroleum Maats"LaCorona" *CellDB*64'156t*D*	463·0 483·3(O.L.) P94'B44'F48' *Tf*25'262t*FPT*135t	59·3	33·9 FK	TheHague Dutch 17*BH* *APT*83t	Oil Engines 4S.C.SA 8Cy.25$\frac{3}{16}$"-55$\frac{1}{8}$" 502NHP DB*180lb* N.V.Wilton-Fijenoord, Schiedam	34 ″ 0 s 6 ″ 8½ 27 ″ 6	
72684 144248 GFDJ	**Corinaldo** ssLiv.No.3-2,34 ssGls.No.1-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in forward holds* D.F. E.S.D. *Platform dk in No.1 hold*	7131 6722 4417	✠100A1 *Shelter dk* *with freeboard* ~~1,40~~ 10,40 BS2,41 ~~BS2,40~~ ✠LMC3,38 ✠Lloyd'sRMC~~4,40~~ ~~10,40~~ 7,41 *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	Gls Liv	*a*†	CL ~~6,38~~ N10,40	1921 2mo *Lloyd*	Scotts'S.B. &Eng.Co.Ld. Greenock *'sA&CP*	Donaldson~~South~~ ~~American~~Line,Ld. (Donaldson Bros.& Black,Ld.*Mgrs.*) *CellDB*355'1107t	414·5 *FPT*96t*APT*50t	55·6	36·7 28·7 FK	Glasgow British *ptCem* 6*BH to S dk* 1 ,, ,, *U* ,,	2SteamTurbinesDRgeared to 1 Sc. Shaft (*r*) 200lb 810NHP 4SB(Spt),12*cf*,GS229, FD HS10468 Scotts'S.B.&E.Co.Ld.Grk.	39 ″ 3 s10 ″ 8 28 ″ 8¾	
72685 156014 MMFN	**Corinda** ssSyd.No.1-41 *OilEng.* D.F. *Ref.Mchy.* 2*Dks* *CruiserStern*	3376 2838 1930	✠100A1 ~~7,40~~ ~~12,39~~ 1,41 ✠LMC CS1,41 DES11,40 9,33 ✠Lloyd'sRMC1,41	Syd ~~NSW~~	*v*	CL 7,40	1937 4mo *Lloyd*	ShortBros. Ltd. Sunderland *'sA&CP*	Australas'nUnited Stm.Nav.Co.Ld. *CellDB*286'766t	345·6 356·8(O.L.) P33'B208'F27' *FPT*81t*APT*120t	48·3	21·0 FK	P.Adelaide British 6*BHCem*	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$"-85$\frac{1}{16}$" 449NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	25 ″ 0 s 2 ″ 8½ 22 ″ 6	
72686 140835 MPFX	**Corinia** ssGoo.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	870 586 426	✠100A1 3,40 ✠LMC MS11,37 BS~~7,39~~ 11,40	Nwc	*k*	CL ~~2,40~~ 11,40	1928 10mo *Lloyd*	R.William- son&Son,Ld. Workington *'sA&CP*	NorthwestShippng Co.Ld.	188·3 Q116'B11'F23' *CellDB*114'	30·2	12·4 FK	Workingtn British 3*BHptCem* 177t*FPT*44t	T.3Cy.14",24"&40"-27" (*s*) 180lb *70lb* 99RHP 1SB,3*pf*,GS52,HS1992 W.Beardmore&Co.Ld. Coatbridge	14 ″ 7 s4 ″ 9½ 14 ″ 4½	
72687 940 SWBA	**Corinthia** Ⓟ (*ex*OranjeNassau-39) ssAms.2ndNo.3-4,35 ssPir.No.1-39 2*Dks*(*Stl–Uteaks*)3*trB* D.F. *Well deck*	3879 2742 2195	✠100A1 10,39 ✠LMC10,39 *Fitted for oil fuel* 10,39 *F.P. above* 150°F.	Pir	*v*	OG N3,38	1911 6mo *Intermediate bulkheads in fore & after holds dispensed with–4BH only*	Kon.Maats deSchelde Flushing A&CP	HellenicMediter- ranean LinesCo.Ld. *CellDB*	337·6 P&B218'F66' 269'419t*APT*20t	44·2	23·3 FK&BK2"	Piræus Greek	T.3Cy.25",41½&68"-51"(*s*) 180lb 501NHP 3SB,9*cf*,GS186,HS7827 FD Maats.deSchelde,Flushing *Asp*	26 ″ 0 s2 ″ 9½ 23 ″ 6	
72688 217 SVKS	**Corinthiakos** (*ex*NorthAnglia-33, *ex*Bideford) 1*Dk*	*3562* *3293* *2214*					1910	Craig,Tay- lor&Co.Ld. Stockton	M.A.Embiricos	362·3 P29'B232'F34'	51·0	21·0	Andros Greek *WB*	T.3Cy.25",42"&68"-45" 310NHP N.E.MarineEng.Co.Ld.Sld		C
72689 166246 GNGD	**Corinthian** D.F. E.S.D. 1*Dk&Shelter dk* *Ref.Mchy.* *CruiserStern*	3122 2459 1425	✠100A1 *with freeboard* 3,40 ✠LMC8,38 ✠Lloyd'sRMC4,40	Gls	*w*	CL	1938 8mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool *'sA&CP*	EllermanLinesLd. (Ellerman& PapayanniLines, Ld.*Mgrs.*)	345·7 358·7(O.L.) F30' *CellDB*291'745t*FPT*	50·1	20·7 FK (	Liverpool British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd*,,) 24t*APT*14t	T.3Cy.23",38"&65"-48" & LPturbine withDRgearing & hydraulic coupling 225lb (*s*) FD 606NHP 3SB(Spt)9*cf*,GS166,HS7770 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	23 ″ 3 s 1 ″ 3 22 ″ 2½	
72690 147155 GKNW	**Corinthic** ssBry.No.3-6,37 D.F. 1*Dk*(*Stl*)	4823 4513 3023	✠100A1 ~~3,40~~ 12,40 ✠LMC MS6,37 BS3,40	Avn Hul	*y*	CL 5,39	1924 6mo *Lloyd*	IrvinesS.B. &D.D.Co.Ld. WHartlepool *'sA&CP*	SirW.H.Cockerline *CellDB*	390·1 402·8(O.L.) P30'B221'F41' 335'1098t *FPT*120t	55·5	26·2 FK	Hull British 6*BHCem* *APT*149t	T.3Cy.26",43"&72"-48" (*s*) 180lb 442NHP 3SB(Spt),9*cf*,GS182 HS7551 Richardsons,Westgarth& Co.Ld.Hpl.	28 ″ 9 s 4 ″ 5½ 24 ″ 6	
72691 128788 VJCG	**Corio** (*ex*Delungra) ssSyd.No.3-2,32 ssSyd No.2-40 ~~ssSyd.No.1-37~~ 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3346 3009 1934	✠100A1 5,40 ~~5,39~~ ✠LMC5,40 ~~MS1,37~~ ~~BS8,39~~	NSW Syd	*v*	~~5,39~~ 5,40	1919 9mo	Govt.Dkyd Newcastle, N.S.W. A&CP	Huddart,Parker, Ld. *CellDB*277'885t	331·0 P31'B95'F30' *FPT*118t*APT*204t	47·9	26·0 FK	Melbourne British 5*BHCem*	T.3Cy.25",41½"&68"-45" (*s*) 190lb HS8289 519NHP 3 Water Tube Boilers FD Govt.Dkyd.Nwc N.S.W.	26 ″ 1 s 4 ″ 5½ 21 ″ 10	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
72692 HRDA	Jorisco (exArwyco-34,exLancashire Coast,exAnnie ssVcr.3rdNo.3-5,34 Hough,exDelta) Wireless Well deck 1Dk(Stl)2trB	1109 931 552	✠ 6,39 ✠	Mob	n		1900 3mo	J.Scott&Co. Kinghorn	A.Garcia CellDBa44'60	225·4 P&B132'F35' FK tFPT50tAPT50t	34·2	15·2	Puerto Cortes Honduran 5BHCem	T.3Cy.17",27"&45"-33" 124NHP 2SB,4cf,GS72,HS1861 J.Scott&Co.Kinghorn	16 ″ 6 s1 ″ 3 15 ″ 5½	
72693 140362 GFCT	Corland (exBuffs) ssShl.No.3-8,30 Sub.Sig. ssBly.No.2-39 ~~ssShl.No.1-35~~ E.S.D. 1Dk(Stl) Cargo battens not fitted	3431 3052 2001	✠100A1 2,41 BS2,41 ✠LMC9,39	~~Bly~~ Shl	v	CL ~~8,38~~ 1,41	1917 10mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	CoryColliers.Ld. (Wm.Cory&Son, Ld.Mgrs.) Cell DB253'902tD FPT223tAPT80t	341·0 P29'B66'F24' FK Ta31'161t DTinEroom port si	47·0	22·8	London British 6BHCem de10'77t star	T.3Cy.24",40"&65"-42" (s) 180lb 303NHP 2SB,8pf,GS138,HS4740 Richardsons,Westgarth& board14'122t Co.Ld.Sld.	25 ″ 3 s4 ″ 5¾ 20 ″ 11	
72694 135192 GRTB	Corlock (exCorton-39) ssShi.2ndNo.3-4,39 1Dk(Stl) Cargo battens not fitted	3405 3028 2034	✠100A1 ~~7,40~~ 4,39 12,40 ✠LMC4,39 ✠NB(s)8,18 BS5,40	Shi Cal	v	CL ~~4,39~~ 11,40	1913 2mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	G.E.Marden (Wheelock&Co. Ld.Mgrs.) CellDBa114'uE&B43'	341·0 P25'B59'F28' FK f123'936t Sidetank	47·0	22·8	Shanghai British 6BHCem s in ER10'&	T.3Cy.24",40"&65"-42" (s) 180lb 301NHP 2SB,4pf,4cf,GS140,HS4721 G.Clark,Ld.Sunderland 14'195tFPT190tAPT136t	25 ″ 3 s4 ″ 5¾ 20 ″ 11	
72695 167356 GCNC	Cormarsh D.F. E.S.D. 1Dk GyC. CruiserStern Mchy.Aft Cargo battens not fitted	2848 2149 1660	✠100A1 ~~7,40~~ 10,39 5,41 ✠LMC10,39	Lth ~~Shl~~ Bly	t	OG ~~7,40~~ 4,41	1939 10mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	CoryCollierSLd. (Wm.Cory&Son, Ld.Mgrs.) CellD	315·0 325·7(O.L.) RQD190'F29' FK B266'990tFPT182t	44·5	22·2	London British 5BHptAsp APT68t	T.3Cy.18½",29"&52"-39" (s) 220lb 244NHP 2SB(Spt),6cf,GS61,HS3396 N.E.MarineEng. FD Co.(1938)Ld.Sld.	22 ″ 1 s7 ″ 3¾ 19 ″ 11¾	
72696 167369 GCLL	Cormead D.F. E.S.D. Mchy.Aft CruiserStern Cargo battens not fitted	2848 2149 1660	✠100A1 ~~10,40~~ 12,39 4,41 ✠LMC12,39	Lth ~~Lon~~ Sld	t	OG	1939 12mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	CoryColliers,Ld. (Wm.Cory&Son, Ld.Mgrs.) Cell	315·0 325·7(O.L.) Q190'F29' FK DB266'990tFPT18	44·5	19·9	London British 5BHptAsp 2tAPT68t	T.3Cy.18½",29"&52"-39"(s) 220lb FD 244NHP 2SB(Spt),6cf,GS61,HS3396 N.E.MarineEng.Co.(1938) Ld.Sld.	22 ″ 1 s7 ″ 3¾ 19 ″ 11¾	
72697 160366 GNLZ	Corminster ssBly.No.2-37 Well deck Sub.Sig. 1Dk(Stl) E.S.D. Cargo battens not fitted	1703 1295 935	✠100A1 Examined3,41 ~~BS2,40~~ ✠LMC7,37 3,41	~~Bly~~ Bly	q	CL 3,40	1928 2mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	CoryColliers.Ld. (Wm.Cory&Son, Ld.Mgrs.) CellDB207'	255·0 P22'Q150'F25' FK 440tMTs120t FPT	37·5	16·8	London British 4BHCem 70tAPT150t	T.3Cy.19",31"&52"-36" (s) 180lb 195NHP 2SB,6cf,GS93,HS3268 G.Clark,Ld.Sunderland	18 ″ 10 s5 ″ 8½ 17 ″ 4¾	
72698 149963 MNXW	Cormorant ssLon.No.2-36 Ref.Mchy. 2Dks(Stl) E.S.D. CruiserStern	1220 1069 714	✠100A1 withfreeboard Examined11,40 BS4,41 ✠LMC4,36 ✠Lloyd'sRMC~~9,39~~ 4,41	~~Lon~~ Lon	n	CL 9,38	1927 12mo	Earle'sCo. Ld. Hull Lloyd'sA&CP	GeneralStm.Nav. Co.Ld. CellDB176'200t	216·0 B62' BK6" FPT27tAPT20t	32·1	18·5	London British 5BHCem 1 to2nd dk	T.3Cy15½",25½"&42"-30"(s) 200lb 158NHP 2SB,4cf,GS79,HS3040 Earle'sCo.Ld.Hull	20 ″ 9 s7 ″ 3 14 ″ 0½	
72699 164700 GZBD	Cormount Mchy.Aft E.S.D. Sub.Sig. Cruiser Stern 1Dk	2841 2159 1624				—	1936	Burntislnd S.B.Co.Ld. Burntisland	CoryColliers,Ld. (Wm.Cory&Son, Ld.Mgrs.)	308·0 Q186'F26'	44·5	19·6	London British WB	T.3Cy.18½",29"&52"-39" 169NHP N.E.MarineEng.Co.Ld.Sld		C
72700 162132 MMYK	Cornel OilEng. Mchy.Aft 1Dk Wireless CruiserStern	353 254 163					1938	N.V.E.J. Smit&Zoon Schpsw. Westerbroek	Lovering&Sons, Ld.	143·5 P36'F23'	25·0	8·9	Cardiff British WB	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
72701 214382 WKCC	Cornelia ssBal.2ndNo.3-8,38 Sub.Sig. 2Dks(Stl)&Web frames Ref.Mchy. Longitudinal framing D.F.	3129 2620 1944	✠100A1 ~~7,40 3,40~~ 3,41 BS6,40 ~~BS7,39~~ ✠LMC8,38 ✠Lloyd'sRMC~~3,40~~ 4,41 ~~10,40~~ for temp. 38° F. Fitted for oil fuel 8,16 F.P. above 150° F.	Bal	u	CL ~~N10,37~~ 6,40	1916 8mo A&CP	Bethlehem SteelCo. Sparro'PtMd	A.H.BullSteam- shipCo.Inc.(A.H. Bull&Co.Inc. Mgrs.) CellD	327·7 P38'B94'F37' FK B255'662tFPT50t	46·7	23·5	NewYork Utd.States 6BHCem APT145t	T.3Cy.24¼",41$\frac{3}{16}$"&68⅝"-48" 200lb (s) 487NHP 3SB,9cf,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt	26 ″ 3 s4 ″ 6 21 ″ 11½	
72702 215234 KJOI	Now "West Coast," see No. 90603 in Supplement — Wood (exJohnC. Fitted for oil fuel Kirkpatrick-36,exRobert 1Dk C.Sudden,exHadrumete,exRobert C Sudden) Wireless	1430 — 809					1917	F.Stone Oakland,Cal.	KitsapS.S.Co.	223·0	43·6	16·5	Seattle Utd.States	T.3Cy.15½",26"&43"-33" 106NHP MainStr.IronWks.S.Fo.		R
* 72703 PDLX	Cornelia B. OilEng. Mchy.Aft ssHrl.No.2-39 1Dk(Stl) Strengthened for Navigation in Ice	400 287 264	✠100A1 2,40 ✠LMC4,39	Ant	f	N4,39	1931 7mo Lloyd'sA&CP	N.V.Werf "Voorruit" Spaarndam	O.Bosma	147·8 P39'F15' FK CellDBf43'65t FPT	25·2	10·0	Groningen Dutch 3BHptCem 16tAPT15t	Oil Engines 4S.C.SA 4Cy.11"-17$\frac{11}{16}$" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 8 s1 ″ 1½ 9 ″ 7¼	
* 72704 OXJA	Cornelia Mærsk ssSvb.No.3-1,38 D.F. 1Dk(Stl)	1892 1683 1115	✠100A1 8,39 BS2,39 ✠LMC1,38	Svb	r	CL 1,38	1925 4mo Lloyd'sA&CP	F.Schichau Danzig	A/S D/S Svend- borg(A.P.Moller, Copenhagen,Mgr) CellD	280·8 293·5 (O.L.) P27'B74'F32' FK B240'541t FPT38t	40·2	18·8	Kalundbrg Danish 4BHCem APT79t	T.3Cy.19$\frac{11}{16}$",32$\frac{5}{16}$"&53⅛"- 37$\frac{7}{16}$" & L.P. turbine with reduction gearing & chain drive 200lb (s) 243NHP 2SB(Spt),4cf,GS78, HS3014 FD F.Schichau,Elbing	21 ″ 4 s2 ″ 9 18 ″ 8¾	
72705 127451	Cornell D.F. GyC. Mchy.Aft 1Dk2trB	4449 — 3439					1900	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	454·0 WB	50·2	25·0	Duluth, Minn. Utd.States	Q.4Cy.18",26¾",41"&63"-42" 257NHP ChicagoS.B.Co.		
72706 152301 VOQB	Corner Brook ssMob.No.3-4,37 2Dks(Stl)&Shelter dk(Stl) D.F. E.S.D. Sub.Sig. Strengthened for Navigation in Ice	5767 5244 3528	✠100A1 withfreeboard 6,40 ~~5,39~~ ✠LMC MS4,37 ~~BS5,39~~ 6,40 Fitted for oil fuel 9,25 F.P. above 150° F.	Lon Mch	b†	CL 5,39	1925 9mo Lloyd'sA&CP	Armstrong Whitworth &Co.Ld. Newcastle	Bowater'sNew- foundlandPulp& PaperMills,Ld. CellDB347'1082t DTa28'868t	424·8 439·4(O.L.) F50' FK FPT223tAPT170t	56·3	28·6	SJhnsNFL British 8BHptCem (Coll toSh dk 6 ,, 2nd,, 1 ,, 3rd,,)	T.3Cy.28½",46"&77"-51" (r) 180lb 620NHP 3SB,12cf,GS225,HS9420 FD ArmstrongWhitworth &Co.Ld.Nwc.	31 ″ 3 s4 ″ 1¾ 27 ″ 3½	
72707 LCKE	Corneville TwinSc OilEng. D.F. CruiserStern 2Dks	4544 4202 2747					1930	Akt.Bur- meistr&Wain Copenhagen	SkibsA/S Mandeville(A.F. Klaveness&CoA/S)	391·0 PonShelter dk20' F27'	55·2	24·4	Oslo Norwegian WB	Oil Engines 4S.C.SA 14Cy.23¼"-43$\frac{15}{16}$" 730NHP Akt.Burmeistr&Wain,Cpn		N

14 d †

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux.	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant ou prorogé. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
72708 222746 KJGO	**Cornish** *Fitted for oil fuel* *2Dks*	1827 1666 1094					1923	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	EasternS.S. Lines, Inc.	233·6	40·2	24·3	Newport News Utd. States	T.3Cy.19″,32″&56″-36″ 187NHP Hooven,Owens&Rentschler Co.Hamilton,O.		
72709 161624 GZDK	**Cornish City** *OilEng.* D.F. *1Dk&Shelter dk* *Cruiser Stern*	4952 4642 2984					1936	Furness S.B.Co.Ld Haverton Hill-on-Tees	LeedsShippingCo. Ld.(SirW.R.Smith &Sons,Ld. *Mgrs.*)	426·5 F42′	56·2	25·3	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝″-91 1/16″ 687NHP W.Doxford&Sons,Ld.Sld.		C
72710 137210 MKNJ	**Cornish Rose** (*ex*CornishTrader) *ss*Hul.No.3-5,33 *ss*Bly.No.1-36 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	471 319 212	✠100A1 2,41 ~~11,38~~ ~~BS2,39~~ ✠LMC~~10,36~~ 12,40	Bly ~~10,40 Bry~~ Sws	*f*	CL ~~11,38~~ ~~11,40~~ 2,41	1920 11mo *Lloyd*	I.J. Abdela Mitchell,Ld. Queensferry '*sA&CP*	RichardHughes& Co.(Liverpool) Ld.	141·9 Q79′B9′F19′ FK *FPT50t*	25·1	11·6	Liverpool British *3BHCem* *APT15t*	C.2Cy.18″&38″-27″ (*s*) 130lb 80RHP 1SB.*2cf*,GS39,HS1400 MacColl&Pollock,Ld.Sld.	12 ″ 7 s 4 ″ 5½ 12 ″ 3¼	
72711 FPGD	**Cornouaille** (*ex*Mahagi-38) *ss*Ant.No.2-37 D.F. *1Dk(Stl)&2nd dk(Stl)in peaks&Nos.1,2,4&5holds*	*3324* *2947* *1924*	✠ ... 11,38 ✠	Ant	*v*	CL 11,38	1928 9mo	Antwerp Eng.Co.Ld. Hoboken	Cie.Delmas- Vieljeux	330·2 P34′B100′F33′ FK *CellDB280′809t*	48·2	23·0	LaRochlle French *7BHCem* 1 ″ *to 2nd dk* *DTsaFPT42t*	T.3Cy.24″,39″&65″-42″ 344NHP 3SB,*9cf*,GS159,HS5961 N.E.MarineEngCoLd Nwc *APT21t*	25 ″ 3	V †
72712 145038 GDQM	**Cornwall** **TwinSc** *ss*Liv.No.3-11,32 *ss*Liv.No.1-36 *2Dks(Stl)&Shelter dk(Stl-ws)* D.F. *Ref.Mchy.* *CruiserStern*	11288 10125 7088	✠100A1 *Shelter dk* *withfreeboard* 2,40 ~~BS1,40~~ ✠LMC10,36 ✠Lloyd'sRMC~~2,~~05,41	Lon BS5,41	*f*†	CL ~~4,37~~ ~~7,39~~ 2,41	1920 10mo *Lloyd*	W.Hamilton &Co.Ld Pt.Glasgow '*sA&CP*	FederalStm.Nav. Co.Ld.	495·1 508·1 (O.L.) B185′F44′*on Shelter dk* FK	63·1	40·3	London British *Cem* *5BHtoSh dk* 2 ″ ″ *U* ″	4 Steam Turbines SR geared to 2 Sc. Shafts 180lb (*s*) 1206NHP 5SB,*20cf*,GS385HS16200 FD D.Rowan&Co.Ld.Glasgow	43 ″ 3 s10 ″ 7¼ 32 ″ 11	
								Intermediate BH in fore hold dispensed with								
								CellDB421′1671t DTa114t FPT 107t APT 103t								
			Adapted for oil fuel 11,28 F.P. above 150°F.													
72713 VGBY	**Cornwallis** Ⓟ (*ex*Canadian Transporter-32) *Fitted for oil fuel* *Ref.Mchy.* *2Dks*	5458 4895 3352					1921	J.Coughlan&Sons,Ld. Vancvr.B.C.	CanadianTransporter,Ld.(CanadianNational Steamships,*Mgrs*)	400·0 P44′B115′F47′	52·4	28·7	Vancouver British *WB*	T.3Cy.27″,44″&73″-48″ 370NHP J.G.Kincaid&Co.Ld.Grk.		C
72714 LCGP	**Corona** *1Dk*	3264 2966 1952					1920	Smith's DockCo.Ld. Middlesbro'	Skibs-A/S Corona (H M.Wrangell& Co.A/S)	334·2 P32′B102′F34′ H156t	48·0	24·9	Haugesnd Norwegian *WB*	T.3Cy.24″,39″&65″-42″ 274NHP Smith'sDockCo.Ld.Mdb.		N
72715 OFAG	— (*ex*Nelly-37,*ex*Margret,*ex*IngridHorn) *Well deck* Wireless D.F. *1Dk*	1569 — 839					1922	Lübecker Maschb.Ges. Lübeck	FinskaÅngf.A/B	273·3 263·0 P16′Q75′B114′F29′	37·7	14·1	Helsingfrs Finnish	T3Cy.21⅝″,34¼″&55 1/16″-35⅝″ 201NHP LübeckerMaschb.Ges.		G
72716	— (*ex*Yacht) *ss*N.Yk.2ndNo.3-7,27	304 — 133	✠ ... 1,29 ✠				1905 5mo	Hawthorns &Co.Ld. Leith	FerraroHermanos	150·5	23·2	12·5	Callao Peruvian	T.3Cy.12½″,21″&34″-24″ 74NHP Hawthorns&Co.Ld.		
72717 110533 VPNL	**Coronda** (*ex*Politician) **4Mst** *ss*Lth.3rdNo.3-9,35 D.F. *2Dks(Stl)&deep framing&Webframes*	7503 6690 4911	✠100A1 Examined 5,40 Shl BS8,39 ✠LMC9,35	~~Lth~~	*c*†	CL ~~7,37~~ 5,40	1899 1mo *Lloyd*	C.S.Swan& Hunter,Ld. Newcastle '*sA&CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co. *Mgrs.*)	469·5 482·0 (O.L.) P37′B165′F38′ FK	56·4	31·9	StanleyFI. British *12BHCem* (*9 to U dk* *3 ″ 2nd ″*)	T.3Cy.27½″,45½″&75″-60″ 180lb (*s*) 571NH 2D&1SB*15cf*GS308HS10150 WllsndSlpwyCo.Ld.Nwc.	34 ″ 10 s 8 ″ 1 27 ″ 0	
			Carrying whale oil ~~in bulk~~ or oil fuel *F.P.above 150°F.in bulk*													
									CellDBa	137′*uE&B*63′*f*204′			1534*t* *FPT*	117*t**APT*30*t*		
72718 208330 KJPI	**Corozal** *ss*N.Yk.No.1-40 *ss*Mob.2ndNo.3-11,35 *2Dks(Stl)*	3110 2890 1920	✠100A1 9,40 ~~2,39~~ BS~~1,40~~ 1,41	Mob NYk ✠LMC~~11,35~~ MS9,40	*u*	CL 1,40	1911 2mo	NwprtNws S.B.&D.D.Co NewprtNews A&CP	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.*Mgrs.*) *CellDBa95′* *f147′845t*	335·0 FK '*uE&B41* *FPT85tAPT43t*	46·8	22·7	New York Utd. States *Cem* *4BHto Udk* 1 ″ *2nd dk*	T.3Cy.21¾″,36 1/16″&61″-42″ 190lb (*s*) 309NHP 3SB,*9cf*,GS184,HS5040 NewportNewsSB&DD.Co.	25 ″ 0	
72719 161902 GSJL	**Corrales** *Ref.Mchy.* Sub.Sig. D.F. E.S.D. *2Dks*	5363 4655 3316					1930	A.Stephen &Sons,Ld. Glasgow	Elders& Fyffes,Ld.	400·6 P42′B155′F41′	51·2	30·1	Glasgow British *WB*	T.3Cy.27½″,46½″&78″-54″ 447NHP A.Stephen&Sons,Ld.Gls.		C
72720 217197 WPIE	— *Fitted for oil fuel* D.F. *1Dk*	2146 1766 1287	✠ ... 6,20 ✠				1918 11mo	Manitowoc S.B.Co. Manitowoc, Wis	MatsonNavigation Co.	250·5 P27′B64′F26′ FK	43·7	20·4	L.Angeles Utd. States *WB*	T.3Cy.20″,33″&54″-40″ 263NHP ManitowocS.B.Co.	23 ″ 1	R †
	Now "Barbara Olson," see No.87252 in Supplement															
72721 KZGR	**Corregidor** (*ex*Engadine-33) **TrpSc** *Fitted for oil fuel* *2Dks&Awng dk*	1881 — 871					1911	W.Denny &Bros. Dumbarton	Cia.Maritima (FernandezHermanosInc.*Mgrs.*)	316·0	41·1	15·8	Manila Utd. States *WB*	3 Steam Turbines Denny&Co.Dumbarton		
72722 115706 MFMF	**Corrib** (*ex*TheCountess) **3Mst** *ss*Bel.3rdNo.3-8,40 ~~*ss*Bel.2ndNo.3-9,28~~ *Mchy.Aft* ~~*ss*Bel.No.2-37~~ *Well deck* *1Dk(Stl)*	624 428 251	✠100A1 ~~9,40 3,38~~ 4,41 ~~BS1,39~~ ✠LMC~~10,37~~ BS ~~3,40~~ 4,41 MS8,40	Bel Hul	*i*	CL ~~9,37~~ 8,40	1902 9mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	CullifordShippingCo.Ld. (Culliford&Clark, Ld.*Mgrs.*)	181·4 187·1(O.L.) Q100′B9′F34′ BK7½″ *DBf96′139tFPT*	27·3	11·0	London ~~Belfast~~ British *3BHCem* *59tAPT9t*	C.2Cy.19¾″&44¼″-30″ (*s*) 130lb 80RHP 1SB.*3pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s 4 ″ 6¾ 13 ″ 9	
147/40 72723 144218 GDMP	**Corrientes** *ss*Gls.No.3-10,32 *ss*Gls.No.1-37 *2Dks(Stl)&Shelter dk(Stl)3rd dk(Stl) in foreholds Platform dk(Stl)in No.4 hold* *Ref.Mchy.* D.F. E.S.D.	6863 6572 4233	✠100A1 *Shelter dk* *withfreeboard* 6,40 ~~8,39~~ MS11,37 ✠Lloyd'sRMC4,40	Gls ✠LMC BS4,40	*a*†	CL 8,39	1920 7mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	DonaldsonLine, Ld.(Donaldson Bros.&Black,Ld. *Mgrs.*) *CellD*	419·0 FK *B344′1198tFPT89t*	54·8	35·7	Glasgow British *7BHtoSh dk* *Cem* *APT251t*	3SteamTurbinesDRgeared to 1 Sc. Shaft 200lb (*s*) 756NHP 4SB,*12cf*,GS240,HS10632FD ParsonsMar.Stm.Turbine Co.Ld.Nwc.	38 ″ 3 s10 ″ 10¼ 27 ″ 8	
			Fitted for oil fuel 11,20 F.P. above 150° F.													
72724 DOED	— Ⓟ (*ex*Münster-38, *ex*Nord-Friesland,*ex*Louisiana) Sub.Sig. *ss*Osl.No.1-25 D.F. *1Dk&Shelter dk* *CruiserStern*	4565 4221 2783	✠ ... 7,28 ✠				1921 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Hamburg-Süd-Amerik.Dampfschifffahrts-Ges.	362·6 F68′ *on shelter dk* FK	52·2	31·0	Bremen German *WB*	T.3Cy.26″,43″&73″-48″ 538NHP Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 9	G †
72725 1107 ILSV	**Corriere del Tevere** **IronTwinSc** (*ex*GianCarlo,*ex*Tullio,*ex*Paul) *1Dk*	423 352 226					1879	Stabilmnto Tecnico Trieste	LaLigureRomana Soc.An.diNav. Maritt.eFluviale	187·1 173·8	27·2	8·7	Genoa Italian	C.4Cy.11⅝″&23½″-18″ 39NHP		I

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72726 131496 VJRD	**Corrimal** 3Mst *Mchy.Aft* 1*Dk*	1140 890 682					1911	Greenock& Grangem'th DckyrdCoLd. Grangem'th	JamesPatrick&Co Pty.Ld.	230·0 Q124'B13'F25'	34·7	13·9	SydnyNSW British *WB*	T.3Cy.18",30"&48"-33" 132NHP Muir&Houston,Ld.Gls.		C
72727 146178 GFWQ	**Corsea** *ss*Bly.No.1-40 *ss*Shl.No.3-11,34 Sub.Sig. 1*Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	2764 2426 1596	✠100A1 ~~7,40 2,38~~ 1,41 ~~BS3,39~~ ✠LMC~~11,34~~ 7,40	Bly ~~Shl~~N	*t* wc	CL ~~2,38~~ 1,41	1921 11mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's A&CP*	CoryColliers.Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellDB236'783tD*	312·5 322·6(O.L.) P25'B66'F28' FK *Tin ER*(P.10's 14') *DTa22'117tFPT*	45·3	20·8	London British 5*BHCem* 180*t* 170*tAPT*70*t*	T.3Cy.22½",37"&61"-42" (*s*) 180lb 268NHP 2SB,8*pf*,GS125,HS4236 Richardsons,Westgarth& Co.Ld.Sld.	23 ″ 1 s 3 ″ 9¼ 19 ″ 6	
72728 2147 INFR	**Corso Fougier** (*ex*Obbedire-40, *ex*Fortunata-37, *ss*Lth.2ndNo.3-5,30 *ex*Burriana-33) *ss*Pal.No.1-34 1*Dk*(*Stl*)&*deep framing*	1348 1214 780	✠ ... 10,38 ✠	Tri	*q*		1906 10mo	R.Duncan &Co.Ld. PortGlasgow	Dott.Ing.Cav. MarioZoboli *CellDB*	258·8 250·0 P23'B105'F29' FK *a72'uE&B32'f*110'	36·1	16·5	Genoa Italian 4*BHCem* 414*tAPT*50*t*	T.3Cy.20",33"&54"-36" NDB19 204NHP 2SB,6*cf*,GS100,HS3330 Muir&Houston,Ld.Gls.	19 ″ 3	I †
72729 142745 GRTF	**Corstar** (*ex*WarDart) *ss*Shl.No 3-6,31 *ss*Shl.No.2-40 ~~*ss*Bly.No.1-38~~ *Well deck* Sub.Sig. 1*Dk*(*Stl*) E.S.D. *Cargo battens not fitted*	2337 1756 1336	✠100A1 ~~8,40 5,30~~ 1,41 ✠LMC8,40 ~~MS6,36~~ ~~BS7,39~~	Shl Sld	*s*	CL ~~N5,30~~ ~~8,40~~ 1,41	1918 12mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's A&CP*	CoryColliers,Ld. (Wm.Cory&Son, Ld.*Mgrs.*) *CellD*	285·0 P28 Q77'B56'F32' FK *B228'585tFPT*100*t*	42·0	18·9	London British 7*BHptCem* *APT*209*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb 266NHP 2SB,6*cf*,GS124,HS4500 CaledonS.B.&E.Co.Ld.Dun	21 ″ 2 s 2 ″ 1¼ 19 ″ 3	
72730 CSAG	**Corte Real** (*ex*Peursum-34) *ss*Rot.No.3-3,34 *ss*Ant.No.1-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2044 1809 1212	✠100A1 *Shelter dk* *withfreeboard* ~~6,40~~ ~~8,39~~ 6,41 BS~~6,39~~ ✠LMC4,38 6,40	Sch Lis	*s*	CL ~~3,39~~ 12,40	1922 6mo	A.Vuijk& Zonen Capelle a/d Ysel A&CP	Cia.deNav. "Carregadores Açoreanos" *CellDB240'560t*	281·7 F29'*onShelter dk* FK *Collision BHtoShdk* *FPT80tAPT41t*	40·2	19·2	Ponta Delgada Portuguese *Cem* 3 ,, ,, *U* ,,	T.3Cy.21",35"&57"-39" (*s*) 180lb 267NHP 2SB,6*cf*,GS110,HS3812 FD Maats.deSchelde,Flushing	21 ″ 4 s 1 ″ 0¼ 20 ″ 6½	
72731 142505 MKNV	**Corteen** *ss*Bel.No.3-1,34 *ss*Bel.No.1-39 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	530 359 211	✠100A1 2,39 7,41 ✠LMC2,39 BS~~5,40~~	Bel	*h*	CL 1,39	1920 11mo	W.Simons &Co.Ld. Renfrew *Lloyd's A&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellD*	166·9 Q94'B9'F32' BK7½" *Bf*90'134*t* *FPT*47*t*	26·6	9·9	Belfast British 3*BHCem* *APT*23*t*	T.3Cy.14",24"&40"-30" (*s*) 180lb 88RHP 1SB,3*cf*,GS61,HS2009 W.Simons&Co.Ld Rnf.	12 ″ 8 s 4 ″ 3¾ 13 ″ 0½	
72732 238 IBXI	**Cortellazzo** *Oil Eng.* *ss*Tri.No.2-39 D.F. 1*Dk*&*Shelter dk 3rd dk* *in No. 1 hold*	5292 4147 3061	✠100A1 *withfreeboard* 3,40 ✠LMC CS10,39 DBS3,40 1,39 *Fitted for carrying oil* 3,31 *F.P. above 150°F. in deep tank*	Tri	*a*†	CL 10,39	1931 3mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd's A&CP*	LloydTriestino Soc.Anon.diNav. *CellD*	440·6 420·0 F35' *B*340'1159*t DTa*41'	56·2	33·2 23·5 FK	Venice Italian 8*BH* (*Coll to Shdk* 7 ,, *2nd*,,) 1155*tFPT*133*t APT*107*t*	Oil Engines 2S.C.SA 8Cy.29½"-49$\frac{3}{16}$" 1219NHP DB*100lb* Soc.An.FiatS.G.M.Turin	27 ″ 2 s 3 ″ 1½ 24 ″ 2¼	
72733 143354 GBXD	**Cortes** Wireless D.F. 1*Dk*	1374 1094 542					1919	CaledonS. B.&E.Co.Ld. Dundee	MacAndrews&Co. Ld.	270·6	38·1	16·2	London British *WB*	T.3Cy.21",34"&56"-39" 196NHP CaledonSB&E.Co.Ld.Dun.		C
72734 144237 GFDP	**Cortona** *ss*Gls.No.3-1,34 *ss*Gls.No.1-37 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*Dks*(*Stl*)*in forward holds* E.S.D. *PlatformDk*(*Stl*)*inNos.1&4holds*	7093 6679 4453	✠100A1 *Shelter dk* *withfreeboard* 9,40~~10,38~~ ✠LMC MS8,36 BS~~12,38~~3,40 ✠Lloyd'sRMC~~12,39~~ 7,41~~2,41 9,40 5,40~~ *Fitted for oil fuel F.P. above* 150° F.	BAs Gls	*a*†	CL 10,39	1921 3mo	Vickers, Ld. Barrow *Lloyd's A&CP*	Donaldson~~South American~~Line,Ld. (Donaldson Bros.& Black,Ld.*Mgrs.*) *CellDB357'1124t* *E&Bspace404t*	414·4 FK *Wingtanks* *FPT103tAPT43t*	55·7	36·8	Glasgow British *Cem* (6*BHtoShdk* 1 ,, ,, *U* ,,)	2 Steam Turbines DR geared to 1 Sc.Shaft (*r*) 200lb HS10332 804NHP 4SB(3Spt),12*cf*,GS246 FD Vickers,Ld.Barrow	39 ″ 3 s 10 ″ 8 28 ″ 8¾	
72735 LOHE	**Corumbá** Ⓟ (*ex*Asuncion) Pad Wireless 1*Dk*	630 — 252					1906	W.Denny &Bros. Dumbarton	CiaArgentina de Nav.Mihanovich, Ltda.	200·0	30·1	8·8	Bns.Aires Argentine	T.3Cy.16¼",26½"&43"-54" 136NHP Denny&Co.Dumbarton		
72736 148568 MNDZ	**Corundum** (*ex*Balcombe) *ss*Ayr.No.3-10,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	929 627 496	✠100A1 ~~5,40 4,39~~ ~~8,40~~ 3,41 ✠LMC MS10,37 ~~BS4,39~~ BS9,40 ~~5,40~~	Bkn ~~Irv~~ ~~Irv~~	*l*	CL ~~N4,39~~ 7,40	1925 3mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's A&CP*	Wm.Robertson *CellDBuB17'*	200·1 206·0(O.L.) Q139'F23' FK *f*133'223*t FPT*42*t*	30·8	12·7	Glasgow British 3*BHCem* *APT*35*t*	T.3Cy.16",28½"&45"-27" (*s*) 200lb 125NHP 2SB,4*pf*,GS66,HS1970 Gt.CenCo.-OpECoLdGms	14 ″ 9 s 4 ″ 4¾ 14 ″ 6½	
72737 CSEW	**Corvo** (*ex*Martha,*ex*Comp. TwinSc Stm.Dva,*ex*Truma) *OilEng.* *Mchy.Aft* 1*Dk*	773 593 523					19$\frac{19}{26}$	Pusnæs Stöperi&Mek. Verk. Arendal	EmpresaInsulana deNavegaçao (Bensaude&Co. *Mgrs.*)	182·9 P48'F25'	30·4	13·0	Lisbon Portuguese *WB*	Oil Engines 2S.C.SA 8Cy.14½"-15¾" 281NHP *E made*18*fitted*24 Atlas-DieselA/B,Skm.		
72738 200479 WDQA	**Corvus** (*ex*J.L.Weeks) D.F. GyC. *Mchy.Aft* 1*Dk*2*trB*	4551 — 3451					1903	WestBay CityS.B.Co. W.BayCity	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0	50·0	24·0	Wlmngton (Del) Utd.States	T.3Cy.22",35"&58"-40" 213NHP DetroitS.B.Co.Detroit		R
72739 LDFH	— Wireless D.F. 1*Dk*	1317 1092 765					1921	Kjöbnhvns Flydk.&Skbs Copenhagen	DetBergenske Dampskibsselskab	241·4 P39*t*H72*t*F32*t*	36·2	16·2	Bergen Norwegian *WB*	T.3Cy.16½",27"&44"-30" 106NHP KjbnhavnsFlydk&Skibsv.		V
* 72740 PDMF	**Coryda** D.F. E.S.D. *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8028 7238 4721	✠100A1 10,39 ✠LMC8,38 *CarryingPetroleum in bulk*	Sch	*c*†	CL	1938 8mo	NVRotter- damDroogd. Maats. Rotterdam *Lloyd's A&CP*	N.V.Petroleum Maats"LaCorona" *CellDBuE64'156t*	463·0 483·3(O.L.) P91'B43'F48' FK *DTf25'262t FPT*	59·3	33·9	TheHague Dutch 17*BH* 135*tAPT*83*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 8¼ 27 ″ 6	
72741 148303 GSPV	**Coryton** *ss*Bry.No.2-36 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) D.F.	4553 4236 2796	✠100A1 *withfreeboard* 4,40 ✠LMC MS5,36 BS~~4,39~~ 7,40	Hul	*z*	CL 2,39	1928 9mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	BritishSteam ShippingCo.Ld. (J.Cory&Sons,Ld. *Mgrs.*) *CellDB*	397·5 412·5(O.L.) F32' FK 351'1051*t APT*129*t*	53·0	24·7	Cardiff British 6*BHCem* (*Coll BH to Shdk* 5 ,, ,, *2nd*,,)	T.3Cy.26",42"&70"-48" (*s*) 180lb 423NHP 3SB(Spt)9*cf*,GS184,HS7281 Cen.Mar.Eng.Wrks.WHpl	27 ″ 1 s2 ″ 11¼ 24 ″ 4¾	
72742 PDMM	**Costa Rica** Ⓟ TwinSc (*ex*Prinses *ss*Ham.2ndNo.3-6,34 Juliana) *ss*Ham.No.1-38 D.F. 2*Dks*(*Stl*)&*deep framing*& *Shelter dk*(*Stl*-teak s) *lower dk beams in No. 1 hold*	8672 6432 4978	✠100A1 *Shelter dk* *withfreeboard* 12,40 ~~4,40~~ ✠LMC MS1,38 BS1~~,39~~ 1,40 ✠NB(1SB/)6,27 *Fitted for oil fuel* 9,30 *F.P. above* 150° F.	Ams Liv	*c*†	OG 4,40	1910 9mo	Nederl. Schps.Maats. Amsterdam *Lloyd's A&CP*	N.V.Koninkl. Nederl.Stoomb. Maats. *CellDBa108'uE*	455·3 473·0(O.L.) P44'F73' *Prom.dk273'* FK *onShelter dk* 56'*f*158'881*t FPT*	55·3	34·2	Amstrdam Dutch 7*BHCem* 68*tAPT*68*t*	Q8Cy.24$\frac{7}{16}$",34¾",47¼"&70⅞" -47¼" 210lb (*s*) 1192NHP 3DB&3SB(2Spt),27*cf*, FD GS444,HS18345 NedFb.v.Wrk.&SpoorAms	37 ″ 3 s11 ″ 0 26 ″ 5	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Refr. Trade.
72743 38 ILUX	**Costanza** (*ex*Rina,*ex*Algethi) ssHul.No.3–7,14 ssHul.No.1–19 *Mchy.Aft* *Well deck* 1*Dk*	582 419 240	✠ ... 5,23 ✠				1902 3mo	Ardrossan DD&SBCoLd Ardrossan	DittaGius.Dormio	170·7 167·8 Q91'C10'F24' BK7"	27·2	10·4	Bari Italian *WB*	T.3Cy.14",22½"&37"–27" NDB19 61NHP BowMcLachlan&CoLdPsy	12 ″ 6	
72744 CSHW	**Costeiro** (*ex*Lorient) ssLis.No.2–40 ssLis.No.3–7,33 ~~ssLis.No.1–37~~ *Mchy.Aft* *Well deck* Wireless 1*Dk*(*Stl*)	629 464 339	✠100A1 ~~6,08~~12,40 ~~[illegible]~~ ✠~~LMC3,37~~ ~~6,40~~ 12,40	Lis	*j*	CL ~~5,08~~ 12,40	1921 6mo *Lloyd*	Dibles (1918)Ld. Southampton 'sA&CP	Soc.Geral deCommercioIndustria e Transportes,Ltda. *CellD*	178·5 Q102'B11'F21' FK *Bf*112'196*t* *FPT*78*t*	29·0	11·3	Lisbon Portuguese 3*BHCem* *APT*28*t*	T.3Cy.14",23"&39"–27" (*s*) 180lb 75NHP 2SB,4*pf*,GS58,HS1930 J.S.White&Co.Ld.Cowes	13 ″ 3 s 3 ″ 0 12 ″ 8	
72745 CSFV	**Costeiro Segundo** ssLis.No.1–37 1*Dk* *CruiserStern*	486 393 229	✠100A1 7,40 ~~6,38~~ ✠LMC MS7,37 ~~BS7,39~~ 7,40	Lis	*g*	CL ~~6,08~~ 7,40	1933 11mo *Lloyd*	Companhia UniãoFabril Barreiro 'sA&CP	Soc.Geral deCommercioIndustria e Transportes,Ltda. D	154·4 P12'F14' FK *BuE*15'22*t* *FPT*30*t*	27·1	12·2	Lisbon Portuguese 6*BHCem* *APT*20*t*	T.3Cy.11½",20"&34"–24" 220lb (*s*) 74NHP GS40,HS1220 1 Water Tube Boiler Harland&Wolff,Ld.Bel.	12 ″ 7 s 1 ″ 6½ 11 ″ 2½	
72746	**Costeiro Terceiro** *OilEng.* Wireless *Mchy.Aft* *CruiserStern*	1000	100A1 (*ClassContemplated*)				1940	Cia.União Fabril Lisbon	Soc.Geral deCommercio,Industria e Transportes,Lda.	202·8 P&B135'F25'	36·0	16·7	Lisbon Portuguese	Oil Engines 2S.C.SA 6Cy.11$\frac{7}{16}$"–19$\frac{11}{16}$" SulzerBros.Winterthur		
72747 ~~[illegible]~~ ~~KICQ~~	**Cotati** *Fitted for oil fuel* *Ref.Mchy.* 1*Dk&Shelter dk&Web frames* Sub.Sig. *Longitudinal framing*	5963 5535 4385	✠100A1 (*ReclassificationContemplated*) ✠				1919 8mo	MooreS.B. Co. Oakland,Cal.	~~UnitedStates Maritime Commission~~	402·5 P34'F39'*on Shelter dk* FK	53·0	32·0	~~S.Frncisco~~ ~~Utd.States~~ British *WB*	2SteamTurbinesDRgeared to 1Sc.Shaft W&A FletcherCo.Hoboken	34 ″ 6	R †
72747* FNXU	**Côte d'Argent** Ⓟ **TwinSc** *Fitted for oil fuel* *CruiserStern* 2*Dks*	3047 2485 1050					1932	Forg.&Ch. de laMéditSA Havre	Soc.Anon.de Gérance& d'Armement	325·8 B173'	45·0	26·0	Havre French *WB*	4SteamTurbinesSRgeared to2Sc.Shafts Forg.&Ch.de laMédit.S.A.		V
72748 FNXT	**Côte d'Azur** Ⓟ **TwinSc** *Fitted for oil fuel* *CruiserStern* 2*Dks*	3047 1549 1040					1930	Forg.&Ch. de la Médit. Havre	Soc.Anon de Gérance et d'Armement	325·9 B173'	45·0	25·0	Havre French *WB*	2SteamTurbinesSRgeared to 2Sc. Shafts Forg.&Ch.de laMédit.Hav.		V
72749 149500	**Coteaudoc** *Mchy.Aft* 1*Dk*	1940 — 1160					1929	Barclay, Curle&Co.Ld Glasgow	PatersonSteamships,Ld.	252·7 Q100'F35'	43·3	17·8	Fort William British *WB*	T.3Cy.15",25"&40"–33" 93RHP Barclay,Curle&Co.Ld.		C
72750 PDMR	**Cottica** Ⓟ ssAms.No.3–6,39 ~~ssAms.No.2–36~~ D.F. 3*Dks*(*Stl–Wthr dk* teak s) *CruiserStern*	3939 3245 2312	✠100A1 *withfreeboard* ~~7,40 4,41~~ ✠LMC MS3,39 ~~BS6,39~~ 6,40 *Fitted for oil fuel*9,27 *F.P. above* 150° F.	Boa	*v*	CL 6,39	1927 9mo *Lloyd*	NVMach& Schpsw.van P.Smit,Jr. Rotterdam 'sA&CP	Konink l.Nederl. Stoomb.Maats. *CellDB*262'587*t*	315·2 FK *FPT*35*t* *APT*24*t*	47·2	27·4	Amstrdam Dutch 6*BHptCem* *ptAsp* (*Coll toWdk* 5 „ 2*nd* „)	T.3Cy.22$\frac{1}{16}$",36¼"&59$\frac{1}{16}$"–43$\frac{1}{16}$" (*r*) 205lb 385NHP 2SB(Spt),6*cf*,GS165, FD HS5920 NVMch&Schps.v PSmitJr	30 ″ 6 s 9 ″ 5½ 21 ″ 1½	
72751 164082 GYXC	**Coulmore** D.F. 1*Dk*	3670 3393 2254	✠100A1 12,39 ✠LMC6,36 BS4,41	Shl	*w*	CL N12,39	1936 6mo *Lloyd*	Ayrshire Dkyd.Co.Ld. Irvine 'sA&CP	DornochShipping Co.Ld.(Lambert Bros.Ld.*Mgrs.*)	352·6 P28'B113'F36' FK *CellDB*303'783*t*	50·2	23·8	Glasgow British 6*BHCem* *APT*157*t*	T.3Cy.22",38"&63"–42" (*s*) 200lb *100lb* 346NHP 2SB,6*cf*,GS118,HS4802 FD D.Rowan&Co.Ld.Gls.	26 ″ 0 s 4 ″ 2½ 21 ″ 11½	
72752 12 SVPK	**Coulouras-Xenos** (*ex*Wyndyke, *ex*HomerCity) 1*Dk*	*4914* *4533* *3051*					1915	Ropner& Sons,Ld. Stockton	Ath.Coulouras	384·9 P37'B125'F39'	53·0	27·0	Hydra Greek *WB*	T.3Cy.26",43"&71"–48" 349NH Blair&Co.Ld.Stockton		C
72753 165949 GNNZ	**Coultarn** D.F. 1*Dk&Shelter dk* *Cruiser Stern*	3759 3407 2155	✠100A1 *withfreeboard* 11,40~~1,40~~ ✠LMC9,38	Shl Gls	*y*	CL 12,39	1938 9mo *Lloyd*	Lithgows Ld PortGlasgow 'sA&CP	DornochShipping Co.Ld.(Lambert Bros.Ld.*Mgrs.*) *CellDB*332'1132*t*	386·5 401·2(O.L.) F33' FK *FPT*177*t* *APT*107*t*	53·2	22·8	Glasgow British 7*BHCem* (*Coll toSh dk* 6 „ 2*nd*„)	T.3Cy.21½",35"&62"–45"(*s*) 220lb 450NHP 2SB(Spt&FD)&1AuxSB, 9*cf*,GS148,HS7215 Rankin&BlackmoreLdGrk	25 ″ 6 s2 ″ 4½ 23 ″ 3½	
72754 217287 WVUA	**Courageous** *OilEng.* 1*Dk&Shelter dk&Web frames* Sub.Sig. GyC. *Longitudinalframing*	7573 7282 4826	✠ ... 11,20 ✠				1918 12mo	Bethlehem S.B.Corp.Ld. Alameda,Cal.	UnitedStates Maritime Commission	456·1 P55'B63'F23' len28 FK	56·0	35·4	S.Frncisco Utd.States *WB*	Oil Engines connected to ElecMotor&sc.shaftNE28 32Cy.20"–24" 1143NHP McIntosh&Seymour Auburn,N.Yk.	38 ″ 0	R †
20/41 72755 161828 MJMG	**Courland** E.S.D. Wireless D.F. *CruiserStern* 2*Dks*	1325 986 520					1932	Barclay, Curle&Co.Ld. Glasgow	CurrieLine,Ld.	251·2	38·2	15·9	Leith British *WB*	T.3Cy.21",34"&56"–39" 196NHP Barclay,Curle&Co.Ld.Gls.		C
72756 145466 GYKW	**Courtright** (*ex*Glengarnock, *ex*Fouras,*ex*JohnCrerar) Now "[illegible]," see No. 87544 in Supplement *Mchy.Aft* 1*Dk*	1572 1329 1169					1903	Chicago S.B.Co. Chicago		246·3	41·0	15·3	Montreal British *WB*	T.3Cy.18",25"&42"–30" 97RHP ChicagoS.B.Co.Chicago		
72757 217774 KJGT	**Covalt** *Mchy.Aft* 1*Dk*	2450 — 1485					1919	Gt.Lakes Eng.Works Ecorse,Mich.	MortonSaltCo.Inc. (RobertK.Warren, *Mgr.*)	253·0 P115'F25'	43·8	25·6	Chicago Utd.States *WB*	T.3Cy.21",34½"&57"–42" 210NHP Gt.LakesEng.Wks.Detroit		R
72758 162651 GQKJ	**Cowrie** **TwinSc** *OilEng* ssCff.No.2–39 ~~ssShl.No.1–36~~ *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) D.F. E.S.D. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8197 7469 4812	✠100A1 ~~6,39~~11,40 ✠LMC CS11,40 DBS11,40 6,39 *CarryingPetroleum in bulk*	Shl Bkn	*c*†	CL PN 11,40 SN6,39	1931 10mo *Lloyd*	Cantieri RiunitiDell' Adriatico Monfalcone 'sA&CP	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'245*t*	451·2 P103'B35'F43' FK *DTf*32'363*t* *FPT*	62·1	34·1	London British 14*BH* 223*t* *APT*53*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 714NHP 2DB*150lb* N.V.Werkspoor,Ams.	34 ″ 0 s 6 ″ 7¾ 27 ″ 6½	
72759 165698 MMRJ	**Coxwold** *OilEng.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	1124 759 629	✠100A1 7,40 ~~6,39~~ ✠LMC3,38	Goo Liv	*m*	OG 6,39	1938 3mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole 'sA&CP	YorkshireDaleS.S. Co.Ld.(Atkinson& PrickettLd*Mgrs.*) *CellD*	216·0 224·2(O.L.) Q158'F19' FK *B*141'280*t* *FPT*117*t*	33·0	13·1	Hull British 3*BHCem* *APT*11*t*	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{8}$"–22$\frac{1}{16}$" 64RHP BritishAuxiliaries,Ld.Gls.	15 ″ 3 s4 ″ 11¼ 14 ″ 10¼	
72760	**Coya** (*ex*Orcus) Now "Empire Tiger," see No. 87927 in Supplement *Ref.Mchy.* 2*Dks* *Longitudinal framing*	4954 4418 3074					1919	ToddD.D. &Const.Corp. Tacoma		380·2 P52'B102'F41'	53·1	27·0	*WB*	T.3Cy.24",40"&70"–48" 339NHP ToddD.D.&Const.Corp.		R
72761 1257 CBCQ	**Coyhaique** Ⓟ (*ex*Jamaica) ssVpo.2ndNo.3–1,34 Wireless ssVpo.No.1–37 2*Dks*(*MStl*–ws)	1099 — 647	✠100A1 9,39 ~~BS9,39~~ ✠LMC11,38 8,40	Vpo	*n*	CL N11,38	1908 10mo *Lloyd*	W.Harkess &Son.Ld. Middlesbro' 'sA&CP	Soc.Industrialdel Aysen	220·0 P24'B79'F28' FK *DBf*42'49*t* *FPT*	34·0	14·9	Valparaiso Chilian 4*BHCem* 47*t* *APT*43*t*	T.3Cy.18",29"&48"–33" (*s*) 180lb 171NHP 2SB,4*rf*,GS83,HS3000 MacColl&Pollock,Ld.Sld.	16 ″ 0 s 2 ″ 2½ 14 ″ 3½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of H. of Trade Cert.
72762 148052 GCRS	**Crackshot** ssShl.No.3-3,37 1*Dk*(*Stl*) *Cargo battens not fitted*	2379 2077 1438	✠100A1 ~~5,10~~ ~~11,39~~ 11,40 BS3,40	Shl Nwc ✠LMC3,37	*s*	CL ~~10,39~~ 10,40	1924 2mo	Smith's DockCo.Ld South Bank-on-Tees Lloyd's A&CP	Witherington & Everett	290·0|43·3|20·3 P23'B50'F27' FK *CellDB*248' 585*t FPT*86*t A*	Newcastle British 5*BHCem* *PT*83*t*	T.3Cy.21",35"&57½"-42" (*s*) 180lb 263NHP 2SB,6*cf*,GS121,HS4462 Smith'sDockCo.Ld.	22 ″ 6 s3 ″ 3¾ 19 ″ 5	
72763 146553 GFWL	**Craftsman** (*ex*ImperialPrince-35, *ex*LondonMariner, ssBkn.No.3-8,35 *ex*Feliciana) 2*Dks*(*Stl*) &*Shelter dk*(*Stl*) D.F. *CruiserStern*	8022 7377 5075	✠100A1 *Shelter dk* *withfreeboard* Examined 8,40 ~~BS5,39~~ *Fitted for oil fuel* 5,22 *F.P. above* 150° F. *Adapted for carrying oil* 3,29 *F.P. above* 150° F	~~Liv~~ Liv BS5,40 ✠LMC8,35	*c*†	CL 11,38	1922 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *Duct keel in Boiler space&forward*154' (*CellDB*368'1596*tDT* '33'967*tDT* *t*33'790*tFPT*68*tAPT*82*t* *in after deep tank*	450·5|58·0|38·4 472·0(O.L.) F42'*onShelterdk* FK *Collision BHtoShdk*	Liverpool British *ptCem* 6 ,, ,, *U* ,,	2SteamTurbinesSR geared to 1 sc. shaft (*s*) 190lb FD 1004NHP 4SB,16*cf*,GS325,HS13168 J.Brown&Co.Ld.Glasgow	41 ″ 0 s11 ″ 1¼ 30 ″ 2	
72764 160756 GSMB	**Cragpool** D.F. 1*Dk*	5133 4845 3199					1928	Cowpen DD&SBCoLd Blyth	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)	420·1|54·1|26·7 P34'B238'F41'	W.Hartlpl British *WB*	T.3Cy.26½",44"&73"-48" 369NHP Blair&Co.(1926),Ld.Stk.		C
72765 149158 MBRY	**Cragside** ssBly.No.1-39 *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	496 358 223	✠100A1 3,41 ~~10,39~~ BS3,41	Nwc Bly ✠LMC5,39	*g*	CL ~~5,39~~ 3,41	1935 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	Tyne-TeesSteam ShippingCo.Ld.	161·2|27·6|10·0 Q37'B28'F15' FK *CellDBuE*11'*F*97' 142*t FPT*38*t*	Stockton British 3*BHptCem* *ptAsp* *APT*27*t*	T.3Cy.12",20"&33"-24" (*s*) 200lb 78RHP 2SB,4*cf*,GS40,HS1420 N.E.MarineEng.CoLd.Sld.	12 ″ 0 s1 ″ 0¼ 11 ″ 1¼	
72766 147922 MNBD	**Cragsman** (*ex*CromartyFirth-35) ssArd.No.3-12,35 *Mchy.Aft* ssBwg.No.1-40 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	377 254 143	✠100A1 ~~12,39~~ 11,40 BS~~6,39~~ 9,40	Bwg ✠LMC12,35	*e*	CL ~~5,38~~ 8,40	1924 9mo	Bow,McLachlan&Co. Ld. Paisley Lloyd's A&CP	J.Kennedy&Sons	135·9|24·1| 9·7 *25·4* 142.1(O.L.) Q49'B9'F23' FK *CellDBf*14'14*tFPT*30*t*	Glasgow British 3*BHCem* *APT*21*t*	T.3Cy.11",18"&30"-22" (*s*) 180lb 67RHP 1SB,2*cf*,GS38,HS1316 A.Hall&Co.Ld.Aberdeen	10 ″ 9 s ″ 7½ 10 ″ 3	
72767 145420 MKTV	**Craigolive** ssBel.No.3-5,34 ssBel.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	605 404 271	✠100A1 6,40 ~~12,39~~ MS12,37	Bel ✠LMC BS~~12,39~~ 3,41	*i*	CL 11,39	1921 8mo	Taw Shipyards,Ld Barnstaple Lloyd's A&CP	HughCraig&Co. Ld.	174·5|28·6|10·9 *29·8* Q106'B11'F26' FK *CellDBf*94'144*t FPT*	Belfast British 3*BHCem* 45*tAPT*22*t*	T.3Cy.14",23"&38"-27" (*s*) 180lb 72RHP 1SB,3*cf*,GS52,HS1761 Aitchison,Blair,Ld. Clydebank	13 ″ 0 s4 ″ 3½ 12 ″ 10¾	
72768 218333 WXOO	**Craigsmere** *Mchy.Aft* Sub.Sig. 1*Dk*	2496 — 1486					1919	Gt.Lakes Eng.Works Ashtabula,O.	M.&J.Tracy,Inc.	253·4|43·6|25·1	NewYork Utd.States *WB*	T.3Cy.21",34½"&57½"-42" 214NHP Gt.LakesEng.Works, Ashtabula,O.		R
72769 165376 MMCS	**Crane** OilEng. 1*Dk*&*Shelter dk* *CruiserStern*	785 567 368	✠100A1 *withfreeboard* 1,41 ~~9,39~~	Lon Liv ✠LMC1,37 ✠LMC(M)6,38	*n*	OG 9,39	1937 1mo	AilsaS.B. Co.Ld. Troon Lloyd's A&CP	GeneralStm.Nav. Co.Ld.	214·3|35·6|11·5 *36·1* B48' FK *CellDB*168'206*tFPT*26*tAPT*36*t*	London British 5*BHptCem* (*CollBHto Shdk* 4 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 5Cy.13⅜"-22$\frac{7}{16}$" 81RHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s ″ 2 13 ″ 11½	
72770 141918 GBQS	**Cranfield** ssCal.No.3-8,27 ssCal.No.2-35 *Cargo battens not fitted* 1*Dk*(*Stl*)	5332 4808 3213	✠100A1 8,39	Bom ✠LMC11,39	*y*	CL 12,38	1919 9mo	W.Pickersgill&Sons,Ld Sunderland Lloyd's A&CP	BritishIndiaStm. Nav.Co.Ld.	400·0|52·3|28·5 P49'B113'F38' FK *CellDB*345'1047*t FPT*132*t*	Glasgow British 7*BHptCem* *APT*218*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7656 FD G.Clark,Ld.Sunderland	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
72771 219203 KOLX	**Cranford** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk* &*Web frames* *Longitudinal framing*	6096 — 3719	✠ ... 2,21				1920 1mo	GeorgeA. FullerCo. Wilmington N.C.	LykesBros. SteamshipCo.Inc.	393·7|55·1|31·4 P45'B110'F38' *on Shelter dk* FK	Lake CharlesLa Utd.States *WB*	T.3Cy.24½",41½"&72$\frac{5}{16}$"-48" 363NHP Hooven,Owens&Rentschler Co.Hamilton,O.	34 ″ 11	R †
72772 101755 MQTK	**Cranley** (*ex*LancasterCity-40, *ex*Penrhyn-37) ssBng.3rdNo.3-12,33 ssLan.No.1-37 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	354 253 134	✠100A1 8,40 ~~11,37~~ ✠NB4,21 BS~~4,39~~ 9,40	Lan Cff ✠LMC11,37	*f*	CL ~~9,37~~ 7,40	1895 8mo	Scott& Sons Bowling A&CP	CranleyShipping Co.Ld.(Samuel Stewart&Co. (London)Ld *Mgrs*)	145·0|24·0| 9·0 Q54'B10'F24' BK7" *CellDBf*67'	London British 3*BHCem* 72*tFPT*30*t*	C.2Cy.18⅝"&40"-27" (*s*) 120lb 64RHP 1SB,3*pf*,GS45,HS1578 Ross&Duncan,Gls.	11 ″ 2 s ″ 6½ 11 ″ 3¼	
72773 161583 MBRZ	**Craster** ssShl.No.1-41 *Mchy.Aft* 1*Dk*&*Shelter dk* E.S.D. *CruiserStern*	733 557 341	✠100A1 *withfreeboard* 2,41	~~Nwc~~ Shl ✠LMC2,41	*m*	CL ~~12,37~~ 2,41	1935 6mo	Swan,Hunter&Wigham-Richardson, Ld.Newcastle Lloyd's A&CP	Tyne-TeesSteam ShippingCo.Ld. *CellDBuE*22'*f*118' 193*t*	207·9|32·2|11·9 F20' FK *FPT*14*tAPT*10*t*	Newcastle British 3*BHptCem* *Coll toSh dk* 2 ,,2*nd*,,)	T3Cy.15¼",24½"&40"-33"(*s*) 200lb 144NHP 2SB(Spt),4*cf*,GS80,HS2732 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	14 ″ 3 s ″ 2 14 ″ 2½	
72774 LCKO	**Crawford Ellis** *Fitted for oil fuel* D.F. 2*Dks*	2161 1831 1138					1930	Swan,Hunter&Wigham Richardson, LdNewcastle	A/S Hav(Helmer Staubo&Co. *Mgrs*)	280·8|40·0|23·4 Q22*t*B94*t*H111*t* F35*t*	Oslo Norwegian *WB*	T.3Cy.23½",39"&65"-42" 274NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		N
184/40 72775 136468 GDGP	**Cree** (*ex*YohHsing-37,*ex*Ivanhoe-37, *ex*Wollert-32,*ex*Biloela) *Mchy.Aft* 1*Dk*	4791 4316 2757					1920	Commonwealth Naval Dockyard Sydney NSW	CreeS.S.Co.Ld. (MuirYoung,Ld. *Mgrs.*)	372·0|54·3|25·6	London British *WB*	T.3Cy.26",41½"&67"-48" Commonwealth 311NHP NavalDckyd.SydneyNSW		C
177/40 72776 133032 GJJT	**Creekirk** (*ex*Hyphaestos-38, *ex*Milcovul-33, ssNpt.2ndNo.3-2,38 *ex*Mariston) D.F. 1*Dk*(*Stl*)	3917 3537 2408	✠100A1 2,40 BS2,40	Shl ✠LMC2,38	*w*	CL 1,39	1912 5mo	R.Duncan &Co.Ld. Pt.Glasgow Lloyd's A&CP	CreeS.S.Co.Ld. (MuirYoung,Ld. *Mgrs.*)	353·3|51·1|23·8 366·9(O.L.) P21'B90'F36' FK *CellDBa*115'*uE*&*B*36'*f*156'915*t*	London British 6*BHCem* *APT*105*t*	T.3Cy.25",41"&67"-45" (*s*) 180lb 338NHP 2SB,6*cf*,GS130,HS5384 Rankin&Blackmore,Grk.	26 ″ 3 s4 ″ 7¼ 21 ″ 10	
177/40 72777 148072 GKQF	**Creemuir** (*ex*Langleemere-38, *ex*Medomsley) ssNwc.No.3-5,37 D.F. 1*Dk*(*Stl*)	3997 3680 2466	✠100A1 2,40 MS6,37	Lon ✠LMC BS2,40	*w*	CL 4,39	1924 6mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	MuirS.S.Co.Ld. (MuirYoung,Ld. *Mgrs.*)	360·2|51·0|24·7 P37'B102'F38' FK *CellDB*309'996*tFPT*88*t*	Newcastle British 6*BHCem* *APT*106*t*	T.3Cy.25",41"&66"-45" (*s*) 180lb 352NHP 3SB,9*cf*,GS150,HS5908 Palmers'Co.Ld.Newcastle	27 ″ 0 s4 ″ 10¼ 22 ″ 4¼	
72778 DOCQ	**Crefeld** 4Mst D.F. E.S.D. Sub.Sig. 3*Dks*&*Shelter dk*	8045 7457 4949					1922	Flensburgr Schiffsb.Ges Flensburg	Norddeutscher Lloyd	474·2|60·9|32·8 P82'B230'F107'	Bremen German *WB*	T3Cy32$\frac{3}{10}$",52⅘"&86⅗"-55$\frac{1}{10}$" 554NHP FlensburgerSchiffsb.Ges.		G
72779														

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre où est mis Durée Cert.
72780 PKEG	**Cremer** *OilEng.* D.F. *2Dks*	4608 3806 2770					1926	Nederl. Schps.Maats. Amsterdam	Konink1.Paketv. Maats.	390·0|52·3|24·2 P16'B106'F64'	Batavia Dutch *WB*	Oil Engines 4S.C.SA 12Cy.28$\frac{3}{4}$"–51$\frac{1}{8}$" 958NHP Werkspoor,Amsterdam		V
72781 DHBN	**Cremon** Wireless D.F. *1Dk*	935 760 538					1922	Gebr.Goed- hardtA.G. Lübeck	H.M.Gehrckens	213·8|33·0|13·6 P11'Q53'B103'F21'	Hamburg German *WB*	T.3Cy16$\frac{9}{16}$",26$\frac{1}{2}$"&43$\frac{5}{16}$"–29$\frac{1}{2}$" 101NHP LübeckerMaschb. A.G.Lübeck		G
72782 PDMT	**Crescendo** *OilEng.* *Mchy.Aft* *1Dk* *Cruiser Stern*	348 204 168					1938	Gebr.van Diepen Waterhuizen	R.Kunst	139·7|24·8|7·8 P34'Q54'F18'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.12"–17$\frac{1}{2}$" 55NHP N.V.Motorenfb."De Industrie"Alphena/dRijn		V
72783 127176 KGQO	**Crescent City** D.F. *1Dk2trB* *Mchy.Aft*	4109 — 3052					1897	Chicago S.B.Co. Chicago	NicholsonUniver- salS.S.Co.	406·0|48·2|24·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.17$\frac{1}{4}$",24$\frac{1}{2}$",35$\frac{5}{16}$"&58"– 42" NB22 218NHP ChicagoS.B.Co.Chicago		R
72784 LDFI	**Cresco** *1Dk*	1270 1107 732					1916	Huiskens &vanDyk Dordrecht	E.B.AabysRederi A/S	237·9|36·7|16·0 P31'B56'F23'	Oslo Norwegian	T.3Cy.17$\frac{1}{2}$",29"&46"–36" 127NHP Huiskens&vanDyk,Dor.		V
72785 144644 MKCD	**Cressado** (*ex*Cressida) *ss*Liv.No.3-6,33 *ss*Bkn.No.1-37 *Well deck* *1Dk(Stl)*	1228 1105 717	100A1 *withfreeboard* 7,40~~10,39~~ MS7,37	Hul Liv LMC ~~BS4,39~~ BS4,41~~4,40~~	*p*	CL ~~6,37~~ 7,40	1913	Schiffsw.v. HenryKoch Lübeck *Lloyd'sA&CP*	EllermanLines, Ld.(Ellerman& PapayanniLines, Ld.*Mgrs.*)	241·4|36·2|15·9 251·2(O.L.) P&B186'F34' FK *CellDBa48'uE* *12'f118'319tFPT*	London British *4BHCem* *70tAPT17t*	T.3Cy18$\frac{3}{8}$",29$\frac{5}{16}$"&46$\frac{1}{2}$"–32$\frac{1}{2}$" 200lb (*s*) 154NHP 2SB*4cf*,GS72,HS2580 OttensenerM.Fab.G.mbH. Altona	18 ″ 1 s 1 ″ 4$\frac{1}{2}$ 16 ″ 9$\frac{1}{2}$	
72786 164608 GYSF	**Cressdene** D.F. *1Dk* *CruiserStern*	4270 3905 2613	✠100A1 Examined 5,41 Npt BS8,40	~~Cf~~ ✠LMC4,36	*y*	CL ~~4,39~~ 5,41	1936 4mo	W.Gray& Co.Ld. W Hartlepool *Lloyd'sA&CP*	CressdeneShipping Co.Ld.(Dene ManagementCo. Ld.*Mgrs.*)	385·5|53·2|24·6 P51'B237'F35' FK *CellDB* 321' 995*t* *FPT*116*t*	London British *6BHCem* *APT104t*	T 3Cy.21",33$\frac{1}{2}$"&58"–42" 200lb (*s*) 289NHP 2SB(Spt)*6cf*,GS110,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	26 ″ 10 s3 ″ 2$\frac{1}{2}$ 23 ″ 10$\frac{1}{4}$	
72787 DJZB	**Cressida** Wireless *1Dk* *Ref.Mchy.* *CruiserStern*	1046 742 477					1939	Lübecker Maschb.Ges. Lübeck	A.Kirsten	230·9|34·6|11·8 P23'B&F201'upper F27'	Hamburg German *WB*	C.4Cy.(2)14"&(2)29$\frac{1}{2}$"– 31$\frac{1}{2}$" HS2368 160NHP Christiansen&Meyer, Harburg		G
72788 161289 GCVX	**Cressington Court** *OilEng.* *ss*Rot.No.2-38 D.F. *1Dk(Stl)&Shelterdk(Stl)*	4971 4591 3033	✠100A1 *withfreeboard* 2,41 ~~8,39~~ DBS~~12,39~~ 2,41	Bry Vcr ✠LMC4,38	*a*†	CL ~~4,38~~ 1,41	1929 8mo	Nthmblnd S.B.Co. (1927)Ld. Newcastle *Lloyd'sA&CP*	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*)	405·5|55·5|25·1 F41' FK *CellDB344' 1322t MT25'965t FPT152t*	London British *7BHptCem* *(Coll to Sh dk* *6 „ 2nd „)* *APT120t*	Oil Engines 2S.C.SA 3Cy.22$\frac{3}{8}$"–91$\frac{1}{4}$" 482NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 3 s3 ″ 3$\frac{1}{4}$ 25 ″ 2	
79/40 72789 148598 MNFY	**Crested Eagle** Ⓟ Pad *Fitted for oil fuel* *1Dk&Prom.dk*	1110 787 579	✠ ... 5,29	✠			1925 6mo	J.Samuel White&CoLd Cowes	GeneralStm.Nav. Co.Ld.	299·7|34·6|11·1 *Promenade dk* 288' FK	London British *WB*	T.D.3Cy.30",46"&69$\frac{1}{2}$"–66" 538NHP J.SamuelWhite&Co.Ld.	11 ″ 6	
72790 204587 WNPH	**Crete** D.F. *Mchy.Aft* GyC. *1Dk*	6030 — 4605					1907	American S.B.Co. Lorain,O.	InterlakeS.S. Co. (Pickands, Mather&Co.*Mgrs*)	480·0|52·0|30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22$\frac{1}{2}$",36"&60"–42" 233NHP AmericanS.B.CoCleveland		R
72791 145428 MLNB	**Crewhill** 3Mst *ss*Bel.No.3-5,36 *Well deck* *1Dk(Stl)* *Mchy.Aft* *ss*Bel.No.1-41	695 467 282	✠100A1 2,41~~3,40~~ BS~~10,39~~ 10,40	Bwg Bel ✠LMC~~5,36~~ MS2,41	*j*	CL ~~3,40~~ N1,41	1923 1mo	Scott& Sons Bowling *Lloyd'sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*)	187·3|28·7|11·0 Q107'B9'F33' BK7$\frac{1}{4}$" *CellDB f110'172t FPT46t*	Belfast British *3BHCem* *APT7t*	T.3Cy.15",25$\frac{1}{2}$"&41"–30" (*s*) 180lb 85RHP 1SB,*3cf*,GS58,HS1938 AitchisonBlair,Ld.Clydebk	13 ″ 6 s 4 ″ 5$\frac{1}{4}$ 13 ″ 8$\frac{3}{4}$	
72792 142015 MKCZ	**Crichtoun** Wireless D.F. *1Dk*	1097 896 457					1920	John Cran &Somerville Ld.Leith	G.Gibson& Co.Ld.	235·2|34·0|17·7 P28'B67'F31'	Leith British *WB*	T.3Cy.18$\frac{1}{4}$",28$\frac{1}{2}$"&48$\frac{1}{2}$"–28" 123NHP JohnCran&SomervilleLd.		C
72793 211044 KJGY	**Cricket** *Fitted for oil fuel* D.F. *Mchy.Aft* *1Dk*	1136 993 773					1913	United Eng.Works Alameda.Cal.	Owens-Parks LumberCo.Inc.	210·0|41·0|15·4	Ls.Angeles Utd.States	T.3Cy.16",26"&44"–30" 106NHP UnitedEng.Works		
72794 PDMV	**Crijnssen** Ⓟ *Fitted for oil fuel* D.F. *3Dks*	4282 3081 2571					1919	Maats. Fyenoord Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	342·8|47·7|24·5 P28'B144'F61'	Amstrdam Dutch *WB*	T.3Cy.25",39"&67"–48" 311NHP Maats.Fyenoord,Rot.		V
72795 219103 KOJL	**Cripple Creek** *Fitted for oil fuel* Sub.Sig. *2Dks* *Longitudinal framing*	6320 5872 4668					1919	Skinner& EddyCorp. Seattle,Wash	LykesBros. SteamshipCo.Inc.	402·6|54·9|32·1 P48'F42'	Tampa,Fla Utd.States *WB*	T.3Cy.25$\frac{5}{8}$",42"&72"–48" 359NHP Skinner&EddyCorp.Sea.		R
28/41 72796 164256 GYDZ	**Crispin** *ss*Bkn.No.1-39 D.F. *CruiserStern* *1Dk&Shelter dk3rd dk* *except in Nos.5&6holds*	5051 4457 3082	✠100A1 *withfreeboard* 9,40 ~~2,40~~ *Carrying vegetable oil in deep tank*	Liv Mdb ✠LMC6,39	*a*† 2	CL 5,39	1935 3mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	BoothS.S.Co.Ld.	412·2|55·7|26·0 F32' FK *Cell DB349'964tDTa34'7 72tFPT80tAPT44t*	Liverpool British *8BHCem* *(Coll to Shdk* *7 „ 2nd „)*	T.3Cy.24$\frac{1}{2}$",40$\frac{1}{2}$"&67"–51" &L.P.Turbine withDR gearing&hydraulic coup- ling 220lb (*s*) 603NHP 3SB(Spt),*9cf*,GS189, HS7659 FD CammellLaird&Co.Ld.Bkn	28 ″ 6 s3 ″ 1$\frac{1}{4}$ 25 ″ 7$\frac{1}{4}$	
72797 166611 GJGY	**Crista** *OilEng.* D.F. E.S.D. *2Dks* *Mchy.Aft* *CruiserStern*	2590 2275 1406	✠100A1 ~~5,40~~ ~~7,39~~ 11,40 *Carryingfuel oil F.P. above150°F.in deeptank*	Sng ✠LMC12,38	*t*	CL	1938 12mo	N.V.Werf. "Gusto"v/h A.F.Smulders Schiedam *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *'Tween dk BH in forward hold dispensed with*	310·5|42·0|22·3 320·7(O.L.) *After bridge*55' FK B28'F40' *CellDBuE55'a81' f95'637tMT21'487t*	London British *4BHto U dk* *1 „ „2nd„* *FPT175t APT35t*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"–43$\frac{5}{16}$" 223NHP DB*180lb* WerkspoorN.V.Ams.	26 ″ 0 s4 ″ 0$\frac{1}{2}$ 21 ″ 2$\frac{1}{2}$	
72798 147357 GMPF	**Cristales** *Ref.Mchy.* *4Dks* Sub.Sig. D.F. E.S.D.	5389 4678 3301					1926	Cammell Laird&Co.Ld Birkenhead	Elders&Fyffes,Ld.	400·3|51·4|30·4 P48'B157'F43'	Liverpool British *WB*	T.3Cy.27$\frac{1}{2}$",46$\frac{1}{2}$"&78"–54" 447NHP CammellLaird&Co.Ld Bkn		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72799 EADT	**Cristina** (*ex*LandScout, *ex*Betzdorf) ssBbo.No.3-5,34 ssBbo.No.1-39 1*Dk*(*Stl*) *Cargo battens not fitted*	2421 — 1297	100A1 1,41 ~~1,40~~ ~~BS4,39~~ BS~~6,40~~1,41	Bbo LMC MS7,39		OG ~~3,39~~ 12,40	1920	Frd.Krupp Akt.Ges. Kiel	Cia.Nav.Vascongada	288·5|44·2|20·3 P22'B80'F38' FK *Intermediate Bulkhead in forehold dispensed with 4BH* *CellDB*231'558*t*	Bilbao Spanish *ptCem* *only pt Asp* *DTf*12'118*t*	T.3Cy.19$\frac{11}{16}$",32$\frac{11}{16}$"&54$\frac{3}{4}$"-39$\frac{3}{8}$" 185lb (*s*) 245NHP FD 2SB,4*cf*,GS86,HS3445 Frd.KruppA.G.Essen *FPT*57*t* *APT*153*t*	22 ″ 6 s3 ″ 3$\frac{3}{4}$ 19 ″ 5	
72800 145934 WCCH	**Cristobal** Ⓟ (*ex*Tremont) TwinSc Now "Phillipa," *see No.* 89592 *in Supplement* *Fitted for oil fuel* Sub.Sig. 3*Dks* D.F. GyC.	9604 — 7026					1902	Maryland SteelCo. Sparro'PtMd	Permanente CementCo.	489·5|58·0|28·9 B178'	NewYork Utd.States *WB*	T.6Cy.23$\frac{1}{4}$",39$\frac{1}{2}$"&63"-45" NB19 533NHP MarylandStl.Co.Sparr.'Pt.		
72801 23879 WCOQ	— Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern*	10021 — 5925					1939	Bethlehem SteelCo.S.B. Division Quincy,Mass.	PanamaRailroad Co.Inc.	474·7|64·1|38·5	NewYork Utd.States *WB*	4 steam turbines DR geared to 2 sc. shafts 1500NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
72802 FOGM	**Criton** ssAnt.No.3-4,39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4564 4247 2727	✠100A1 *with freeboard* 10,40 ~~3,40~~ BS~~6,38~~3,40 ~~Surveys delayed~~	Hav Msl ✠LMC MS12,38	*z*	CL 12,38	1927 7mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	Cie.deNavigation d'Orbigny	400·0|53·0|25·1 F35' FK *CellDB*353'1001*t* *FPT*108*t* *APT*155*t*	LaRochlle French 6*BHCem* (*Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.26",43"&71"-48" (*s*) 180lb 439NHP 3SB,9*cf*,GS184,HS7590 Cen.Mar.EngWrks.WHpl	27 ″ 6 s2 ″ 11$\frac{3}{4}$ 24 ″ 9$\frac{1}{4}$	
72803 131410 MDRG	**Croham** (*ex*Risedale) ssNwc.2ndNo.3-1,38 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	391 263 154	✠100A1 5,41 MS1,38	Nwc Abn ✠LMC BS5,41	*f*	CL ~~3,38~~ N5,41	1912 1mo	J.Fullerton &Co. Paisley *Lloyd's*A&CP	J.S.Cole	142·4|24·1|10·5 Q81'B9'F25' BK6"	Aberdeen British 3*BHCem* *FPT*25*t*	C.2Cy.15$\frac{1}{2}$"&36"-24" (*s*) 130lb 53RHP 1SB,2*pf*,GS42,HS1388 Fishers,Ld.Paisley	11 ″ 6 s4 ″ 1$\frac{1}{2}$ 11 ″ 10	
72804 164958 GZBX	**Cromarty** (*ex*Skipsea-38) *OilEng.* D.F. 1*Dk*&*Shelterdk* *CruiserStern*	4974 4629 3031	✠100A1 *with freeboard* 5,40 ~~7,39~~ *Carrying vegetable oil in deep tank*	Nwc Vcr ✠LMC9,36 ✠LMC(M)2,39		CL 1,38	1936 9mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's*A&CP	B.J.Sutherland &Co.Ld.	426·8|54·2|26·1 F40' FK *CellDB*347'1174*t* *MT*1146*t* *APT*177*t*	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$"-85$\frac{1}{16}$" 449NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	28 ″ 8 s3 ″ 4$\frac{1}{2}$ 25 ″ 6	
72805 161603 MMDV	**Cromarty Firth** ssAbn.No.1-41 *OilEng.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	538 367 275	✠100A1 4,41 ~~3,40~~	Shl Abn ✠LMC2,37	*h*	OG 2,40	1937 2mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd's*A&CP	NorthernCoasters,Ld.	161·5|28·1| 9·9 168·2(O.L.) P35'Q57'B9'F23' FK *CellDB*99'155*t* *FPT*41*t*	Newcastle British 3*BHCem* *APT*14*t*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 52RHP BritishAuxiliaries,Ld.Gls.	12 ″ 4 s3 ″ 8$\frac{3}{4}$ 12 ″ 2$\frac{1}{4}$	
72806 DHEO	**Cronshagen** 1*Dk*	1787 1487 1091					1904	Act.Ges. "Neptun" Rostock	HeinrichF.C.Arp (S.Ollgaard& Thoersen)	261·1|38·1|17·5 P20'Q83'B71'F24'	Hamburg German *WB*	T.3Cy.18$\frac{7}{8}$"29$\frac{15}{16}$"&50"-35$\frac{7}{16}$" 149NHP A.G."Neptun,"Rostock		G
72807 140103 MBGL	**Crossbill** K ssShl.No.3-12,33 ssShl.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*)	309 210 127	✠100A1 10,40 ~~10,38~~ MS9,37	Shl Hul ✠LMC BS~~3,39~~ 7,40	*d*	~~10,38~~ 10,40	1920 12mo	Crabtree& Co.Ld. GtYarmouth *Lloyd's*A&CP	R.&W.Paul,Ld.	130·0|23·2| 9·5 Q42'B9'F16' FK *FPT*28*t*	Ipswich British 3*BHCem* *APT*21*t*	C.2Cy.16"&34"-23" (*s*) 140lb 47RHP 1SB,2*pf*,GS35,HS1120 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 9$\frac{1}{2}$ 9 ″ 10	
72808 165157 MMCB	**Crossgar** 3Mst *Mchy Aft* 1*Dk* *CruiserStern*	661 435 287	✠100A1 7,39 BS3,41	Bel ✠LMC11,36	*i*	CL 7,39	1936 11mo	A&J.Inglis Ld. Glasgow *Lloyd's*A&CP	JohnKelly,Ld. (W.Clint,*Mgr*)	176·0|27·9|15·0 29·4 FK Q105'B11'F27' *CellDB*90'126*t* *FPT*41*t*	Belfast British 3*BHptCem* *APT*21*t*	T.3Cy 13$\frac{1}{2}$",23"&38"-27" (*s*) 200lb 86RHP 1SB,3*cf*,GS56,HS1834 Aitchison,BlairLd. Clydebank	13 ″ 4 s4 ″ 2$\frac{1}{4}$ 13 ″ 3	
142/40 72809 167367 GBJK	**Crown Arun** (*ex*HannahBöge-39) ssLth.No.3-12,39 D.F. E.S.D. 1*Dk* *CruiserStern*	2372 1850 1371	100A– 12,39	Lth LMC12,39		OG 11,39	1938	Neptunwerft Rostock G.m.b.H. Rostock	Ministry of Shipping (Chr. Salvesen&Co. *Mgrs.*)	292·0|45·2|17·6 302·5(O.L.) P22'Q90'B113' FK F26' *BH in fwd. hold dispensed with* *CellDB*241'583*t* *FPT*63*t*	London British 4*BHptCem* *ptAsp* *APT*83*t*	C.4Cy.(2)14$\frac{5}{16}$"&(2)31$\frac{1}{2}$"-31$\frac{1}{2}$" & LP turbine with DR gearing & hydraulic coupling 228lb (*s*) FD 223NHP 2SB(Spt),4*cf*,GS61,HS2933 OttensenerMch.G.m.b.H. Altona	19 ″ 8 s1 ″ 5$\frac{1}{4}$ 18 ″ 4$\frac{1}{2}$	
72810 220039 KUSP	**Crown City** *OilEng.* Sub.Sig. 2*Dks* E.S.D. GyC.	5433 — 3366					1920	LosAngelesS.B.& D.D.Co. SanPedroCal	UnitedStates Maritime Commission	410·0|54·4|27·2 P43'B114'F46'	LsAngeles Cal. Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.32"-60" NE26 591NHP M'Intosh&SeymourCorp. Auburn,N.Y.		R
72811 217637 KJHB	**Crudoil** (*ex*Panoil) TwinSc ssClv.No.3-7,35 D.F. *Mchy.Aft* 1*Dk* *Longitudinal framing*	1371 1090 761	✠100A1 *For Service on the Great Lakes* 4,41 ~~8,40~~ ✠NE&B2,21 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 *F.B. above* 150°F.	Clv ✠LMC7,35 BS~~3,40~~1,41		CL 1,41	1918 12mo	Alabama NewOrleans Transptn.Co Violet,La. A&CP	AlliedOilTransportCo.Inc. (Cleveland TankersInc. *Mgrs*)	242·5|36·9|19·7 P72' FK *Trunk*128'F21' *FPT*20*t* *APT*45*t*	Wilmgton (Del.) Utd. States 10*BHptAsp*	C.4Cy.14$\frac{9}{16}$"&32$\frac{3}{8}$"-24" (*r*) 165lb 166NHP 2SB,4*cf*,GS88,HS3414 StatenIslandS.B.Co. NewYork	19 ″ 0 s2 ″ 7 16 ″ 7$\frac{1}{2}$	
100/40 72812 LDRF	**Crux** TwinSc *OilEng.* ssCpn.No.3-9,35 E.S.D. ssGot.No.1-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3828 3416 2299	✠100A1 *Shelter dk with freeboard* 6,40 ~~5,39~~	Got Liv ✠LMC6,39	*x*	OG 5,39	1923 7mo	Akt.Burmeistr&Wain Copenhagen A&CP	DetBergense Dampskibsselskab (DenNorskeSyd-AmerikaLinje)	367·5|51·5|22·6 FK *Collision* *CellDB*329'1086*t* *Tank between tunnels*98*t*	Bergen Norwegian *ptCem* *BH to Sh dk* 5 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{3}{8}$" 450NHP Akt.Burmeistr&Wain,Cpn. *FPT*54*t* *APT*68*t*	25 ″ 6 s2 ″ 3$\frac{3}{4}$ 23 ″ 5	
72813 ~~37700~~ ~~HAAG~~	**Csarda** (*ex*Vinocean,*ex*Leominster, *ex*Capelcastle) ssHul.No.3-2,31 ssBla.No.1-35 1*Dk*(*Stl*)	3872 3486 2353	✠100A1 Examined ~~2,40~~6,41 Gls MS2,39	Cff ✠LMC BS~~8,39~~6,41	*w*	CL 1,40	1917 11mo	R.Thompson&Sons,Ld Sunderland *Lloyd's*A&CP	Anglo-Hungarian ShippingCo.Ld.	360·1|50·0|22·9 371·1(O.L.) P33'B110'F33' FK *CellDBa&uE*131'*f*156'862*t* *FPT*153*t*	Pnamanian 6*BHCem* *APT*124*t*	T.3Cy.25",42"&68"-45" (*r*) 180lb 341NHP 2SB,8*pf*,GS123,HS5302 N.E.MarineEng.Co.Ld.Sld	25 ″ 5 s4 ″ 2$\frac{3}{4}$ 21 ″ 5	
72814 ~~HAAQ~~	**Csikós** (*ex*NorthPacific-34) ssRot.2ndNo.3-2,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3938 3750 2468	✠100A1 *Shelter dk with freeboard* 5,41 ~~1,40~~ MS2,38	Bal Gls ✠LMC BS1,40	*x*	CL 1,40	1913 5mo	JLThompson&Sons,Ld. Sunderland *Lloyd's*A&CP	Anglo-Hungarian ShippingCo.Ld.	379·5|53·0|22·8 393·8(O.L.) FK *CellDBa*133'*uE&B*38'*f*160'1139*t* *FPT*63*t* *APT*80*t*	Panama Pnamanian 6*BHCem*	T.3Cy.26",42"&71"-48" (*s*) 180lb 399NHP 3SB,6*pf*&3*cf*,GS168,HS6449 J.Dickinson&Sons,Ld.Sld.	25 ″ 4 s2 ″ 4$\frac{1}{2}$ 23 ″ 2	
72815 XCCQ	**Cuauhtemoc** (*ex*Amolco-38) ssBos.No.3-1,27 ssN.Os.No.2-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel*	3101 2779 1881	✠ ... 9,38 ✠	Phl	*u*		1914 1mo	ForeRiver S.B.Corp. Quincy,Mass.	Petroleos MexicanosS.A.	317·1|46·0|23·8 P72'F32' FK *CellDBuE&B*68'186*t* *FPT*155*t* *APT*60*t*	Tampico Mexican 12*BHCem* (8 *to Upr dk* 4 „ 2*nd* „)	T.3Cy.22",37"&60"-42" 291NHP 2SB,6*cf*,GS100,HS4001 ForeRiverS.B.Co.Quincy	25 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous la Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Emplacement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cer.BofTrade.
72816 171463 ~~PNRQ~~ VSJK	**Cuba** Ⓟ TwinSc *Fitted for oil fuel* D.F. 3*Dks*&*pt dk*	11337 — 6326					1923	Swan,Hunter&Wigham Richardson, Ld Newcastle	~~Cie.Générale Transatlantique~~ Ministry of War Transport	476·0|62·3|35·1 B222′	Trinidad, B.W.I. British *WB*	4 Steam Turbines DR geared to 2 sc. shafts Swan,Hunter&Wigham Richardson,Ld.Nwc		V
72817 CMQE	— Ⓟ TwinSc (*ex*PresidenteMachado, *Fitted for oil fuel* *ex*SanCarlos) ssCdz.No.2–25 1*Dk*&*Awng dk*(*Stl*–teak s) 2nd *dk*(*Stl*) in holds	2492 2052 1196	✠ 8,30 ✠	Bcl	s		1917 1mo	Soc.EspañolaConst. Naval Cadiz	EmpresaNaviera deCubaS.A. *CellDB*213′252*t*	291·2|40·0|26·5 F44′ *on Awning dk* FK *DTa*12′20*t FPT*14*t*	Havana Cuban 8*BHCem* *APT*29*t*	4 Steam Turbines SR geared to 2 sc. shafts 341NHP 2SB,6*cf*,GS108,HS4480 Soc.Española Const.Nav.Ferrol	27 ″ 6	
72818 221820 KDRT	— Ⓟ TwinSc *Fitted for oil fuel* 2*Dks*&*Shelter dk* *Cruiser Stern*	2479 — 1100					1921	W Cramp& SonsS&EBCo Philadelphia	Peninsular& OccidentalS.S.Co.	325·0|47·2|18·0	NewHaven Conn. Utd. States *WB*	T.6Cy.20½″,34½″&56″–36″ 376NHP W.Cramp&SonsS&E.B.Co		R
72819 31741 JHUB	**Cuba Maru** *Oil Eng.* ssOsa.No.3–11,39 2*Dks*(*Stl*) *Cruiser Stern*	5950 5379 3650	✠100A1 11,39 ✠LMC CS11,39 DBS11,39 ~~8,38~~11,39	Osa	z	CL 7,38	1926 8mo	Kawasaki Dckyd Co.Ld Kobe *Lloyd's A&CP*	KawasakiKisen K.K. *Cell DB*331′1369*t DT*38′1259*t FPT*162*t APT*149*t*	405·0|53·0|34·0 P32′B166′F37′ FK	Kobe Japanese 7*BHptCem* 2 „ *to 2nd dk*	Oil Engines 2S.C.SA 6Cy.22″–66″ 902NHP DB120*lb* J.Brown&Co.Ld.Gls.	34 ″ 0 s 7 ″ 2 27 ″ 1½	
72820 HPIZ	**Cubahama** TwinSc *Oil Eng.* Wireless *Mchy.Aft* 1*Dk*&*Shelter dk* *CruiserStern*	*932* *680* *500*	✠100A1 *with freeboard* 10,40 ~~1,40~~ ✠LMC8,38	Jck Bal	q	OG	1938 8mo	Henry Robb,Ld. Leith *Lloyd's A&CP*	BahamaLine,Ld. (*Coll BHtoShltr dk* 3*BH to 2nd dk*) *CellDB*188′337*t FPT*33*t APT*23*t*	257·5|38·2|10·9 39·3 266·8(O.L.) FK *Aft*B49′B27′F42′	Panama Pnamanian 4*BHptCem*	Oil Engines 2S.C.SA 14Cy.13⅜″–22 7/16″ 436NHP BritishAuxiliaries,Ld.Gls.	13 ″ 6 s ″ 2 13 ″ 5	
72821 CSAN	**Cubango** (*ex*Goa,*ex*Lichtenfels) ssLis.3rdNo.3–4,37 1*Dk*(*Stl*)&*Webframes*& *Spar dk*(*Stl–pt teak s*)	5820 5353 3668	✠100A1 *Spar dk* ~~4,40~~11,40 BS~~5,39~~ ✠LMC4,38 11,40	Lis	a†	CL ~~10,37~~ N11,40	1903 3mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd's A&CP*	Cia.Nacional de Navegação *CellDBa*138′*uE*25′*f*184′1110*t DTf*31′820*t FPT*115*t APT*25*t*	425·0|53·0|21·2 29·4 P59′B119′F50′ FK&BK2½″	Lisbon Portuguese 7*BHCem*	Q.4Cy.24″,34″,51″&74″–54″ 213lb (*s*) 506NHP 3SB,9*cf*,GS145,HS6500 FD FlensburgerSchiffsb.Ges.	32 ″ 2 s 7 ″ 1 25 ″ 5	
165/40 72822 LCGQ	**Cubano** ssN.Yk.No.3–9,33 ssPhl.No.1–37 3*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	5810 4140 3639	✠100A1 *Shelter dk* *with freeboard* 3,40 ✠LMC MS2,37 BS3,40 *Carrying oil fuel F. P. above* 150° F *in DT* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	Osl	y 2¼	CL 3,40	1921 3mo	JLThompson&Sons,Ld. Sunderland *Lloyd's A&CP*	Wilh.Wilhelmsen *CellDB*342′882*t MT*36′852*t APT*82*t*	395·1|53·3|24·7 32·7 F31′ *on Shelter dk* FK	Tönsberg Norwegian *Cem* 2*BH to W dk* 4 „ „ 2*nd* „	T.3Cy.27″,44″&73″–48″& LPturbine withDRgearing &hydraulic coupling (*s*) 180lb 603NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	35 ″ 0 s 9 ″ 4 25 ″ 11	
72823 PUAZ	**Cubatão** TwinSc 1*Dk*	*1808* *1670* *1080*					1907	Craig,Taylor&Co.Ld. Stockton	LloydBrasileiro	275·0|44·8|16·5 F28′	R.Janeiro Brazilian *WB*	T.6Cy.14″,22″&37″–24″ 67NHP Blair&Co.Ld.Stockton		
72824 219905 KUPP	**Cubore** D.F. *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Longitudinal framing*	7051 — 4385					1920	Bethlehem S.B.Corp.Ld. Quincy,Mass.	OreS.S.Corp.	450·6|57·2|34·0 P106′B22′F39′	NewYork Utd.States	T.3Cy.24½″,41½″&68″–84″ 320NHP NE&B20 *refitted*37 Hooven,Owens,Rentschler Co.Hamilton,O.		R
72825	**Cucuta** Ⓟ (*ex*Commercial Traveler–34, *ex*CroftonHall –33) ssBoa.2ndNo.3–1,38 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* (*Naval Training Ship*)	5378 4738 3322	✠100A1 12,40 ~~12,39~~ BS1,40 ✠LMC1,38 *Fitted for oil fuel* 7,23 *F.P. above* 150° F.	Boa	z	CL 1,38	1913 3mo	W Hamilton&Co.Ld. PortGlasgow *Lloyd's A&CP*	Colombian Government *CellDBa*109′*uE*&*B*60′*f*175′1060*t APT*32*t*	405·2|52·1|27·9 P38′B256′F39′ FK	Cartagena Colombian 6*BHCem*	T.3Cy.27½″,45″&75″–51″(*s*) 180lb 507NHP 4SB,12*cf*,GS215,HS8800 D.Rowan&Co.Glasgow	30 ″ 6 s 4 ″ 4½ 26 ″ 4	
72826 21954 KOZR	**Culburra** WoodTwinSc *Oil Eng.* Hardwood treenails 1*Dk*2*tr B* *Mchy.Aft* *Salted & specially treated*	2353 1872 1776	✠ ... 1,34 ✠	Sea			1917 3mo	SloanShipyardsCorp. Olympia, Wash.	SantaCruzOilCorp.	261·7|46·6|21·7 P64′B36′F38′	Tacoma Utd.States	Oil Engines 4S.C.SA 12Cy.16″–24″ 298NHP 2NDB17, *refitted*24 M'Intosh&Seymour, Auburn,N.Yk.	24 ″ 3	
72827 HPJO	**Culebra** (*ex*HeleniD.–39, *ex*Peebles–33) ssMch No.3–10,31 ssRou.No.1–36 1*Dk*(*Stl*)	*5260* *4790* *3218*	✠100A1 10,39 ✠LMC5,41 ~~MS5,36~~ ~~BS3,39~~	Ant	y	CL ~~5,38~~ 5,41	1919 5mo	Richards'n Duck&CoLd. Stockton *Lloyd's A&CP*	Cia.deVapores Portobello,Ltda. *CellDB*345′ ~~1056t~~ 978*t FPT*132*t APT*213*t*	400·1|52·4|28·4 P49′B113′F40′ FK	Panama Pnamanian 7*BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *100lb* 455NHP 2SB,8*cf*,GS153,HS6204 FD Blair&Co.Ld.Stockton	31 ″ 0 s 5 ″ 11½ 25 ″ 8½	
72828 140660 GCNK	— (*ex*Riposto) D.F. 2*Dks*	3044 2818 1834					1919	Irvine'sS.B &D.D.Co.Ld WHartlepool	RoyalMailLines, Ld.	331·0|46·8|23·1	Liverpool British	T.3Cy.25″,41″&68″–45″ Richardsons, 310NHP Westgarth&Co.Ld.Hpl.		C
72829 469 IBLM	**Cuma** (*ex*Nictheroy–37) *Fitted for oil fuel* D.F. 3*Dks* *CruiserStern*	8260 — 5168					1920	Workman, Clark&Co.Ld Belfast	A.Lauro	462·4|58·3|37·1 450·2 P35′F44′	Naples Italian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Wrkman,Clark&Co.Ld Bel		I
72830 164137 GZPK	**Cumarebo** TwinSc (*ex*CrioIloFiel–37) ssAru.No.1–38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	4085 2005 2001	✠100A1 ~~5,40~~ ~~11,39~~ 12,40 BS~~11,39~~ ✠LMC9,38 12,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,34 *F.P. above* 150°F.	Aru	w	CL P9,38 S4,39	1934 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	LagoShippingCo. Ld. ~~(F.J.Wolfe, Mgr.)~~ (R.A.Carder, *Mgr.*) *CellDB uE*12′19*t FPT*155*t APT*63*t*	351·3|60·2|16·7 P73′F41′ *Trunk*236′ FK	London British 7*BHptCem*	T.6Cy.16″,26″&43″–27″ (*s*) 180lb 318NHP 2SB,6*cf*,HS5130 FD N.E.MarineEng.CoLdNwc	17 ″ 6 s 2 ″ 7 15 ″ 1½	
126/40 72831 145052 GDWC	**Cumberland** TwinSc (*ex*Wendland) ssGls.No.3–2.34 D.F. ssSws.No.1–38 *Ref.Mchy.* 3*Dks*(*Stl*)4*th dk*(*Stl*) *in No.1 hold*	10939 10207 ~~6745~~ 6726	100A1 *with freeboard* 7,40 ~~2,40~~ ~~BS4,39~~ BS8,40 LMC3,38 ✠Lloyd'sRMC~~3,39~~ 8,40 ~~4,40~~ *Fitted for oil fuel* 8,24 *F.P. above* 150°F.	Lon Gls	g†	OG P8,37 S9,38	1919	Bremer Vulkan Vegesack	FederalStm.Nav. Co.Ld. *CellDB*477′2084*t FPT*111*t APT*121*t*	520·0|64·2|37·6 P70′B252′F43′ FK	London British *pt Asp* 8*BHptCem*	T.6Cy.28⅜″,46⅞″&75⅜″–51 3/16″ & L.P. turbines with D.R. gearing & hydraulic couplings 199lb (*s*) 1270NHP 5SB,15*cf*,GS335,HS15525 FD BremerVulkan,Vegesack	41 ″ 4 s 9 ″ 8¾ 31 ″ 10	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72832 TCAT	**Cumhuriyet** Ⓟ (*ex*Djumhouriet, *ex*QueenOlga) 3*Dks*(1*Stl*–teak s &1*ptStl*–ws)	4179 3289 2479	✠ 1,94	Grk	*w*		1894 1mo	W.Denny &Bros. Dumbarton	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	371·2|45·1|27·5 P36'B152'F40' FK *Cell DB*308'356*t*	Istanbul Turkish 7*BHCem*	T.3Cy.28¼",47½"&76"–54" NB13 501NHP Denny&Co.Dumbarton	30 ″ 1	
72833 CSAO	**Cunene** (*ex*Adelaide) ssLis.No.1–40 ssShl.2ndNo.3–2,36 *Well deck* 2*Dks*(*Stl*)3rd *dk* *in*No.1*hold*	5875 5454 3688	✠100A1 8,40 ~~10,39~~ ~~BS3,40~~ ✠LMC~~2,36~~ BS4,41 8,40	Ant Lis	*b*†	CL N8,38	1911 7mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd*'sA&CP	Soc.Geral de Com- mercioIndustria eTransportes, Ltda.	450·0|58·0|27·0 P&B385'F54' FK *Cell DBa* 182' *u E&B*72'	Lisbon Portuguese 8*BHCem* *f* 149'1501*t*	T.3Cy.$30\frac{5}{16}$",$50\frac{9}{16}$"&84"–54" 185lb (*s*) 630NHP 3SB,9*cf*,GS198,HS8414 FD FlensburgerSchiffsb.Ges. *FPT*48*tAPT*3*t*	29 ″ 6 s4 ″ 3 25 ″ 6½	
72834 125776	**Cupid** 2*Dks*(*MStl*–teak s&*Stl*–ws*aft* *Wood fwd*)	611 379 243	✠ 4,09 ✠	Dun	*i*		1909 4mo	CaledonS. B.&E.Co.Ld. Dundee	Cowasjee, Dinshaw &Bros.	155·1|27·8|13·8 P23'B66'F26' FK *Cell DBa*36' *f*46' 62*t FPT*	Bombay British 4*BHCem* 13*tAPT*6*t*	T.3Cy.14",23"&38"–27" 72RHP 1SB,3*cf*,GS50,HS1334 FD CaledonSB.&E.Co.Ld.Dun	14 ″ 6	
72835 220489 KDCN	**Curaca** (*ex*NosaQueen–35, *ex*AtlantaofTexas) *Fitted for oil fuel* D.F. 1*Dk*	3280 3005 1997					1920	Mobile S.B.Co. Mobile,Ala.	GraceLineInc.	324·0|46·2|25·0 P41'B90'F32'	NewYork Utd. States *WB*	T.3Cy.22",37½"&60"–42" EllicottMachine 233NHP Corp.Baltimore,Md.		R
72836 WGCL	**Curaçao** Ⓟ *Now* "Hellenic Skipper," *see No.* 38357 *in Supplement* *Fitted for oil fuel* Wireless 2*Dks*	1548 1444					1895	W.Cramp &Sons Philadelphia	AlaskaS.S.Co.Inc.	241·3|38·0|16·3 F50' *WB*	NewYork Utd.States	T.3Cy.18",28"&45"–30" 111NHP W.Cramp&Sons,Phl.		
72837 PUBA	**Curityba** (*ex*Walburg, *ex*LotteMenzell) Sub.Sig. 1*Dk&Shelter dk*	3081 2898 2362					1905	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro	301·4|45·3|26·0 H70'	R.Janeiro Brazilian *WB*	T3Cy$20\frac{1}{16}$",$33\frac{9}{16}$"&55⅞"–37⅜" 192NHP FlensburgerSchiffsb.Ges		
72838 208114 WJCA	**Currier** 3Mst ssN.Yk.No.3–9,22 *Mchy.Aft* ssMob.No.2–31 *Fitted for oil fuel* 1*Dk*(*Stl*)&*pt*2*ndDk*(*Stl*)&*Webframes*	4750 — 2814	✠ ... 7,37 ✠	NYk	*x*		1910 12mo	ForeRiver S.B.Co. Quincy,Mass.	AmericanMarine ProductsCo. (L.B.Keplinger, *Trustee*)	370·0|52·1|27·0 P98'B26'F30' FK *Cell DB*315'1819*t FPT*225*t APT*120*t*	S.Frncisco Utd.States 13*BHCem* (8 *to U dk* 5 ,, 2*nd* ,,)	T.3Cy.23½",41"&68"–48" 448NHP 3SB,9*cf*,GS154,HS6501 ForeRiverS.B.Co.Quincy	30 ″ 0 ~~s 6 ″ 6¾~~ ~~23 ″ 5¾~~	
72839	**Curupayty** (*ex*RioChubut, *ex*Curupayti) 1*Dk*(*Stl*)	490 — 279	✠ 9,15 ✠	Bwg			1911 5mo	Scott& Sons Bowling	MartinPujol	175·6|28·1|10·0 F23' FK *FPT*31*t*	Bns.Aires Argentine 4*BHCem* *APT*3*t*	T.3Cy.13½",22"&36"–24" 95NHP 1SB,3*cf*,GS57,HS1811 Ross&Duncan,Glasgow	10 ″ 6	
72840 119114 MGRR	**Cushendall** (*ex*TheEmperor) 3Mst ssDub.2ndNo.3–12,30 *Well deck* ssBel.No.2–40 *Mchy.Aft* 1*Dk*(*Stl*)	626 436 248	✠100A1 6,41 ~~2,40~~ ✠LMC2,40 BS6,41	Bel Nwc	*i*	OG 1,40	1904 4mo	AilsaS.B. Co.Ld. Troon *Lloyd*'sA&CP	BrookShipping Co.Ld.(Comben Longstaff&Co. Ld.*Mgrs.*)	185·0|27·6|10·8 Q101'B10'F34' BK7½" *Cell DB f* 99'145*tFPT*57*t*	London British 3*BHCem* *APT*10*t*	C.2Cy.20½"&44"–30" (*s*) 130lb 80RHP 1SB,3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s4 ″ 10¼ 13 ″ 8	
72841 119186 MCBY	**Cushendun** (*ex*TheSultan) 3Mst ssBel.2ndNo.3–4,31 *Well deck* ssBel.No.~~1–36~~ 2–40 *Mchy.Aft* 1*Dk*(*Stl*)	646 438 256	✠100A1 6,40 ~~6,37~~ ~~BS5,39~~ ✠LMC~~6,36~~ 6,40	Rou Bel	*i*	OG ~~2,37~~ 5,40	1904 11mo	AilsaS.B. Co.Ld. Ayr *Lloyd*'sA&CP	BrookShipping Co.Ld.(Comben Longstaff&Co. Ld.*Mgrs.*)	184·7|27·6|10·8 Q101'B10'F34' BK7½" *Cell DB f*99'145*t FPT*	London British 3*BHCem* 57*tAPT*10*t*	C.2Cy.19⅜"&44"–30" (*s*) 130lb 80RHP 1SB,3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s4 ″ 10¼ 13 ″ 8	
72842 149682 GSMJ	**Custodian** ssLiv.No.2–37 2*Dks*(*Stl*)	5881 5483 3695	✠100A1 8,39 ✠LMC MS7,37 BS~~6,39~~9,40	Liv	*a*†	CL ~~N11,36~~ 8,40	1928 7mo	C.Connell &Co.Ld. Glasgow *Lloyd*'sA&CP	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*)	420·0|54·5|30·4 433·6(O.L.) P37'B139'F44' FK *Cell DB*361' 1170*tDTa*32' 911*t FPT*63*t*	Liverpool British 8*BHptCem* 1 ,, *to*2*nd dk* *APT*26*t*	T.3Cy.27",46"&77"–54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*, GS215,HS8208 D.Rowan&Co.Ld.Glasgow	32 ″ 7 s 6 ″ 4 26 ″ 6¼	
72843 PUBB	**Cuyabá** Ⓟ (*ex*Hohenstaufen) Sub.Sig. 2*Dks*	6489 4737 4086					1906	Bremer Vulkan Vegesack	LloydBrasileiro	409·3|52·7|28·0 P&B259'F48'	R.Janeiro Brazilian *WB*	Q.4Cy.24",34½",50⅜"&72⅞" –53⅞" 387NHP BremerVulkan,Vegesack		C
72844 201012	**Cuyler Adams** (*ex*Sahara) *Mchy.Aft* 1*Dk*2*trB*	5785 — 4497					1904	American S.B.Co. Lorain,O	GlobeS.S.Corp. (G.A.Tomlinson, *Mgr.*)	474·0|52·0|29·0 *WB*	Michigan City, Ind. Utd.States	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
72845 218254 KIKM	**Cuzco** (*ex*WestKasson) *Fitted for oil fuel* 2*Dks* *Ref.Mchy.* *Now* "Carmona," *see No.* 87503 *in Supplement*	5496 — 3443					1919	LongBeach S.B.Co. LongBeach, Cal.	GraceLine,Inc.	410·5|54·3|27·2 P46'B112'F46'	NewYork Utd.States *WB*	T.3Cy.24⅛",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles,Cal.		R
72846 171248 VLLJ	**Cycle** E.S.D. 2*Dks* *CruiserStern* *Cargo battens not fitted*	3952 3436 2229	✠100A1 ~~4,40~~ ~~7,39~~ 4,41 ✠LMC2,39	Syd	*w* $1\frac{13}{16}$	CL	1939 2mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd*'sA&CP	AustralianSteam- shipsProprietary, Ld.(*Man.Agents*, HowardSmith,Ld)	358·0|50·7|24·7 370·9(O.L.) P41'B81'F31' FK *Cell DB*304' 824*t FPT*71*t*	SydneyNSW British 6*BHCem* *APT*186*t*	T.3Cy,22",37"&63"–45" (*s*) 220lb HS5884 409NHP 2SB(Spt),6*cf*,GS114, FD N.E.MarineEng.Co.(1938) Ld.Nwc.	27 ″ 3 s4 ″ 10¾ 22 ″ 6½	
72847 160718 VGLD	**Cyclo-Brave** (*ex*JohnIrwin–40) ssMtl.No.2–40 ~~ssTto.No.1–35~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck* D.F. GyC.	1926 1470 1116	✠100A1 *For Service on the Great Lakes & River St. Lawrence, also to Halifax, N.S. & St. John's, NFL. April to 30th November* 4,40 Mtl BS12,40 ✠LMC4,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,29 *F.P. above* 150° F.	Tto		CL N4,39	1929 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'sA&CP	S.S."Cyclo-Brave" Ld.	250·0|43·2|18·0 P62'F41' *Trunk*147' FK *Middle line BH not oil tight* *Cell DBuE&B*40' 112*t FPT*	Toronto British 11*BHptCem* 133*tAPT*48*t*	T.3Cy.17",28"&46"–36" (*r*) 180lb 158NHP 1SB,4*cf*,HS2718 N.E.MarineEng.CoLdNwc	18 ″ 0 s1 ″ 11¼ 16 ″ 3	
72848 160729 VGCQ	**Cyclo-Chief** ssTto.No.2–38 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2500 2033 1422	✠100A1 2,40 ~~BS1,39~~ ✠LMC12,37 BS ~~2,40~~12,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,30 *F.P. above* 150° F.	Tto	*r*	CL 12,39	1930 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'sA&CP	S.S.Cyclo-Chief Ld.	250·0|43·3|24·2 P63'*Tr'nk*148'F39' *Seams of centre line BH single* FK *riveted & electrically welded* *Cell DBuE&B*40' 101*t*	Toronto British 11*BHptCem* *DTf*16'109*t*	T.3Cy.19",33"&54"–42" (*r*) 200lb 281NHP 2SB,6*cf*.HS5170 N.E.MarineEngCoLd.Nwc *FPT*179*tAPT*62*t*	24 ″ 6 s2 ″ 10½ 21 ″ 9¾	
72849 160731 VGMX	**Cyclo-Warrior** ssTto.No.2–38 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2500 2033 1422	✠100A1 12,39 ~~BS12,38~~ ✠LMC12,37 BS ~~12,39~~12,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,30 *F.P. above* 150° F.	Tto	*r*	CL 12,39	1930 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'sA&CP	S.S.Cyclo-Warrior Ld.	250·0|43·3|24·2 P63'*Tr'nk*148'F39' *Seams of centre line BH single* FK *riveted & electrically welded* *Cell DBuE&B*40' 101*t*	Toronto British 11*BHptCem* *DTf*16'109*t*	T.3Cy.19",33"&54"–42" (*r*) 200lb 281NHP 2SB,6*cf*,HS5170 N.E.MarineEngCoLd.Nwc *FPT*179*tAPT*62*t*	24 ″ 6 s2 ″ 10½ 21 ″ 9¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant ... Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port l'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd of Trade
72850 123978 GPZK	**Cyclops** Ⓟ TwinSc D.F. 3*Dks*	9076 8640 5786					1906	D&WHendersn&Co.Ld Glasgow	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	485·0	58·2	39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"–48" 585NHP D&WHenderson&Co.Ld.		BT till 8,42
72851 146802 GKTF	**Cydonia** *ss*Shl.No.3–2,39 D.F. 1*Dk*(*Stl*)	3517 3325 2175	✠100A1 ~~7,12 8,39~~ 2,41 BS4,40	Grk ~~Bkn~~Hul ✠LMC2,39	*w*	CL ~~2,39~~ 2,41	1927 1mo *Lloyd*	J.Blumer&Co.Ld. Sunderland '*sA&CP*	StagLine,Ld. (J.Robinson&Sons *Mgrs.*) *Cell*	356·3 365·0(O.L.) P34'B217'F32' FK *DB*314'814*t FPT*7	48·7	23·9	N.Shields British 6*BHptCem* 0*t APT*111*t*	T.3Cy.24",40"&65"–42" (*s*) 180lb *90lb* 301NHP 2SB(Spt)6*cf*,GS127,HS4690 J.Dickinson&Sons,Ld.Sld.	25 " 11 s 3 " 1½ 22 " 11¼	
72852 HPKY	**Cygnet** (*ex*Mirach–39) 1*Dk*	*3628* *3268* *2344*					1917	Rotterdam Droogd.Maat Rotterdam	HalcyonSteamship Co. Ld.~~(Goulandris Bros.*Mgrs.*)~~	361·4 P24'B214'F34'	49·9	22·1	Panama Panamanian *WB*	T.3Cy.25",41"&68"–45" 310NHP RotterdamDroogd.Maats		V
72853 200414 WDPZ	**Cygnus** (*ex*JosephC.Gilchrist) *Mchy.Aft* GyC. 1*Dk*2*trB*	4725 — 3393					1903	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0 *WB*	50·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–40" 213NHP AmericanS.B.Co.Clevelnd		R
72854 7155 SENA	— (*ex*Senegal,*ex*H.V.Fisker, *ex*Oaklands) *ss*Els.2ndNo.3–10,16 *Well deck* *ss*Abg.No.2–25 1*Dk&Web frames*	*1704* *1418* *996*	✠ ... 4,29	✠			1890 11mo	W.Gray&Co.Ld. WHartlepool	RederiA/B Brubor (R.Brunkman, *Mgr.*)	270·0 P29'Q72'B116'F31' FK	37·0	18·3	Hlsingborg Swedish *WB*	T.3Cy.20½",31⅝"&53"–36" 168NHP Cen.Mar.Eng.Wrks.WHpl	20 " 0	V †
132/40 72855 LDFJ	— Wireless 1*Dk*	1333 1157 753					1921	Scheepswrf J.Huis de Merwede Papendrecht	DetBergenske Dampskibsselskap	238·9 P59*t*H62*t*F16*t*	36·4	16·0	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP NV.Machinefabrik.Bolnes		N
142/40 72856 149647 GNLM	**Cymbeline** *ss*Fal.No.3–5,40~~*ss*Nwc.No.3–36~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing*	6317 5857 3743	✠100A1 5,40 ~~9,30~~ BS5,40 *CarryingPetr* *Fitted for oil*	Fal ✠LMC 2,39 *oleum* *fuel* 12	*a*† *in* ,27	CL N1,39 *bulk* *F.P. a*	1927 12mo *Lloyd* *bove* 1	W.Hamilton&Co. PortGlasgow '*sA&CP* 50° F.	OilTankS.S.Co.Ld. (C.T.Bowring&Co. Ld.*Mgrs.*) *CellDBuE&B*48' 130*tDTf*38'483*t*	420·0 P108'B34'F47' FK *FPT*230*tAPT*115*t*	54·4	32·5	Liverpool British 18*BHptCem* (14 *to Udk* 4 ,, *2nd* ,,)	T3Cy.25¼",43½"&76"–51"(*s*) 220lb 572NHP 3SB,9*cf*,GS177,HS7901 FD D.Rowan&CoLd.Glasgow	32 " 8 s 6 " 0¼ 26 " 10¼	
72857 167257 GTGV	**Cymbula** *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8082 7235 4783	✠100A1 11,40~~12,39~~ *CarryingPetr*	Shl Bkn ✠LMC7,38 *oleum*	*c*† *in*	CL *bulk*	1938 7mo *Lloyd*	NVNederl. Schps. Maats. Amsterdam '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*70'166*t*	465·3 483·3(O.L.) P91'B43'F66' FK *DTf*25'264*t FPT*1	59·3	33·8	London British 17*BHptCem* 35*tAPT*83*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams	34 " 0 s 6 " 8¼ 27 " 6	
72858 LDSI	**Cypria** TwinSc *OilEng.* *CruiserStern* 2*Dks*	4366 3887 2603					1931	Akt.Burmeistr&Wain Copenhagen	D/SA/SHassel(A/S RederietOdfjell, *Mgrs.*)	379·4 P65*t*H367*t*F19*t*	54·2	24·4	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP Akt.Burmeistr&Wain,Cpn		N
72859 165374 GZJW	**Cyprian Prince** *Ref.Mchy.* D.F. 1*Dk&Shelter dk* E.S.D. *CruiserStern*	1988 1432 1002	✠100A1 *withfreeboard* ~~4,40~~ 12,40 ✠Lloyd'sRMC4,40	Mch ~~Liv~~Suz ✠LMC1,37	*l*	CL 10,39	1937 1mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	PrinceLineLd. (Furness,Withy& Co.Ld.*Mgrs.*) *CellDB*234'486*t*	296·5 B90'F23' FK *FPT*72*tAPT*58*t*	44·2	16·4	London British 5*BHptCem* *ptAsp* (*Coll to Shdk* 4 ,, *2nd* ,,)	T.3Cy.19",31"&55"–36" 220lb HS4830 (*s*) 315NHP 2SB(Spt),6*cf*,GS121 FD Richardsons,Westgarth& Co.Ld.Hpl	19 " 1 s " 4½ 18 " 10½	
72860 141905 VCSK	**Cyprus** (*ex*Salam–40,*ex*Curler–34, *ex*Killowen) *ss*Nwc.No.3–3,28 *ss*Suz.No.2–36 1*Dk*(*Stl*) *Cargo battens not fitted*	627 490 264	100A1 1,40~~12,36~~ ~~BS4,39~~ BS ~~1,40~~ 1,41	Suz Alx LMC12,36		CL ~~11,36~~ 1,40	1918 *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	CyprianCoastal LineLd.(P.A.Mantovani,*Mgr.*)	172·2 B50' FK *CellDBuE*26'20*t*	30·0	15·7	Fmagusta British 5*BHCem* *FPT*17*t*	T.3Cy.16",26"&44"–26" (*s*) 200lb 116NHP NDB17*fitted*35 ~~100lb~~ 1SB,3*cf*,GS51,HS1850 N.E.MarineEng.Co.Ld.Sld	16 " 6 s 1 " 7½ 15 " 0	
72861 167445 MNZZ	**Cyril** D.F. 1*Dk*	2116 1787 1290					~~1924~~ 1925	Lübecker Maschb.Ges Lübeck	Ministry of Shipping(HallBros, *Mgrs.*)	280·7 P20'B61'F26'	41·7	19·0	~~Esbjerg~~ ~~Danish~~ London British *WB*	T3Cy.21⅝",34¼"&55$\frac{5}{16}$"–35⅝" 182NHP LübeckerMaschb.Ges.		G
72862 FOOS	**Cyrnos** Ⓟ TwinSc *OilEng.* D.F. 2*Dks* *CruiserStern*	2406 — 726					1929	Akt.Ges. "Weser" Bremen	FrenchGovernment(Ministère de laMarineMarchande)(Cie.de Navigation Fraissinet,*Mgrs.*)	293·4 P62'B120'F62'	41·1	23·1	Marseilles French *WB*	Oil Engines 2S.C.DA 12Cy.17⅜"–24⅝" 1267NHP A.G."Weser,"Bremen		V
72862* TSPB	**Cyrus** *Mchy.Aft* *Fitted for oil fuel* *CarryingPetroleum in bulk* 1*Dk* *Longitudinal framing in bottom & at decks*	435 — 210					1922	Ch.Nav. Français Caen	Association Pétrolière	150·7 P18'	25·7	12·3	Marseilles French *WB*	T.3Cy.9½",15½"&26"–18" 29NHP Cooper&Grieg,Dundee		V
72863 147699 GKQC	**Cyrus Field** TwinSc 3,Bos.No.1-40 *ss*N.Yk.No.3–9,36 E.S.D. GyC. (*CableVessel*) Wireless 2*Dks*(*Stl–U*teaks) *Well deck*	1288 881 453	✠100A1 *withfreeboard* 8,40 BS2,40 *Fitted for oil*	NYk Bos MS8,40 ✠LMC *fuel* 7	*n* ,24	CL 8,39 *F.P. a*	1924 7mo *Lloyd* *bove* 1	Ch.&Atel. deSt.Nazaire St.Nazaire '*sA&CP* *CellD* 50° F.	BritishWestern Union,Ld. *BuE*74'*f*72'136	223·6 P&B136'F44' FK *t DTf*24'75*t FPT*	34·2	16·6	London British 6*BHCem* 18*tAPT*23*t*	T.6Cy.13½",22½"&37"–27"(*s*) 180lb *125lb* 207NHP 2SB,4*cf*,HS3107 FD Ch.&Atel.deSt.Nazaire	18 " 6 s 1 " 5⅜ 17 " 1½	
72864 SPBB	**Czestochowa** (*ex*RoburIV–40) *ss*Got.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* *CruiserStern* D.F. *Strengthened for navigation in ice*	1971 1500 1067	✠100A1 6,40 ~~4,39~~ ~~BS4,39~~ 6,40	Rot Sld ✠LMC4,38	*q*	OG ~~8,37~~ 6,40	1930 6mo *Lloyd*	Akt.Lindholmen-Motala Gothenburg '*sA&CP*	A.Falter(Wm. Cory&Son,Ld. *Mgrs.*)	257·3 263·7(O.L.) P72'F22' FK *Trunk*154' *CellDB*206' 502*t FPT* 193*t*	41·1	18·8	Gdynia Polish 4*BHCem* *APT*55*t*	C.4Cy.(2)14$\frac{5}{16}$"&(2)31½"– 31½" 207lb (*s*) 145NHP 2SB(Spt),4*cf*,GS18, HS1940 FD Akt.Lindholmen-Motala	20 " 11 s 3 " 3½ 17 " 9¼	

⁂ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72865 214147 WTLI	**D. G. Kerr** ssClv.No.3-12,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* GyC. *Longitudinal framing*	7756 7446 6026	✠100A- *For Service on the Great Lakes* 11,37 ~~BS12,38~~ ✠LMC12,34 BS~~2,40~~3,41	Clv			1916 6mo	American S.B.Co. Lorain,O.	PittsburghSteamshipCo.	580·0 F53' *CellDBuE&B55'f8'&inHopper* FK *sidetanks479'8724tFPT299tAPT59t*	60·0	32·0	Duluth, Minn. Utd. States 3*BH*	T.3Cy.24½",41"&65"-42" (*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD American S.B.Co.Lorain,O	32 ″ 0 s10 ″ 4 21 ″ 10¾	
72866 214353 WOCA	**D. G. Scofield** ssS.Fo.No.3-1,29 *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Shelter dk* D.F. GyC. &*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	8640 — 5266	✠ ... 6,32 ✠				1916 8mo	UnionIron WorksCo. SanFrancisco	StandardOilCo.of California	439·5 FK	58·0	39·1	S. Frncisco Utd. States *WB*	Q.4Cy.24$\frac{3}{16}$",34",51"&74$\frac{7}{16}$"-54" 407NHP UnionIronWorksCo.S.Fo.	41 ″ 0	R †
72867 151012	**D. J. Purdy 1** Ⓟ **WoodTwinSc** *OilEng.* 1*Dk*	582 162 396					1924	Meteghan MarineRly &S.B.Co. MeteghanNS	EasternCanada CoastalSteamships,Ltd.	143·7	25·5	6·9	S.JohnN.B. British	Oil Engines 4S.C.SA 12Cy.11"-14" 142NHP Wintore NE18 *fitted*24 MotorWrks,Cleveland,O.		
72868 167372 GDKD	**D. L. Harper** **TwinSc** ssSou.No.1-39 *OilEng.* *Mchy.Aft* ssHam.No.3-11,35 1*Dk*(*Stl*) 2*nd dk*(*Stl*)*clear of cargo tanks* 3*rd dk*(*Stl*)*aft of cargo tanks* *Longitudinal framing* *CruiserStern* D.F. E.S.D. GyC. *Webframes*	12223 11596 6571	✠100A1 ~~3,39~~10,40 ✠LMC CS12,39 DBS11,40 12,39 *Carrying Petroleum in bulk*	Ham Cff	*g*† 2¾	CL 3,39	1933 9mo *Lloyd*	Deutsche WerftAG Bet Finkenwrder Hamburg *'sA&CP*	Anglo-American OilCo.Ld. ~~(F.J.Wolfe,*Mgr.*)~~ (R.A.Carder,*Mgr*)	522·0 542·0(O.L.) *aft*B55'B40'F39' FK *CellDBuE*50'	70·3	38·7	London British 16*BHptCem* *ptAsp* 119*t* *DTsf*	Oil Engines 2S.C.DA 8Cy.23⅝"-35$\frac{7}{16}$" 1560NHP 4DB*200lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg 53'2308*tFPT*290*tAPT*244*t*	38 ″ 9 s8 ″ 6½ 30 ″ 6¼	
72869 214599 WTLJ	**D. M. Clemson** ssClv.No 3-9,34 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* GyC. *Longitudinal framing*	7728 7462 6020	✠100A- *For Service on the Great Lakes* 2,38 ~~BS2,39~~ ✠LMC9,34 BS~~3,40~~3,41	Clv			1917 1mo	American S.B.Co. Lorain,O.	PittsburghSteamshipCo.	580·0 F53' FK *CellDBuE&B55'230tf&inHopper* *sidetanks479'8724tFPT299tAPT59t*	60·0	32·0	Duluth, Minn. Utd. States 3*BH*	T.3Cy.24½",41"&65"-42" (*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD AmericanSB.Co.LorainO.	32 ″ 0 s10 ″ 4 21 ″ 10¾	
72870 131048	**D. M. No. 8** **TwinSc** (*ex*M.&F.No.8) 1*Dk*	1725 1501 1022					1906	Canadian Government Sorel,P.Q.	CanadianGovernment(Dept.of Transport)	264·0	45·8	18·3	Sorel,P.Q. British *WB*	T.6Cy.15",24"&39"-24" 74RHP Fleming&Ferguson,Psy.		
72871 203979	**D. O. Mills** *Mchy.Aft* D.F. GyC. 1*Dk*	6598 — 4850					1907	Gt.Lakes Eng.Works Ecorse,Mich.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	532·0 *WB*	58·2	32·0	Wilmgton (Del.) Utd.States	T.3Cy.24",37"&65"-42" 274NHP Gt.LakesEng.Wks.Detroit		R
72872 FOAT	**D'Artagnan** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* D.F. 6*Dks*	15105 — 9608					1924	Ch.&Atel. de laGironde Bordeaux	Soc.desServices Contractuels des MessageriesMaritimes	543·5 B310'F75'	65·0	41·4	Marseilles French *WB*	T6Cy.29$\frac{15}{16}$",49$\frac{9}{16}$"&84⅝"-53⅛" 1044NHP Ch.&Atel.de laGirondeBdx		V
72873 FNME	**D'Entrecasteaux** Ⓟ *Ref.Mchy.* D.F. 3*Dks*	7291 — 4501					1922	Forg.& Ch. de la Médit. Havre	ChargeursRéunis	417·8 B147'	55·3	34·5	Havre French *WB*	T.3Cy.27$\frac{9}{10}$",46"&76"-51$\frac{9}{10}$" 416NHP Forg.&Ch.de la Médit,Hav.		V
72874 YQSD	**Dacia** Ⓟ **TwinSc** *Fitted for oil fuel* 2*Dks*&*Awng dk*	3418 — 1364					1907	Atel.&Ch. de la Loire St.Nazaire	RoumanianState MaritimeService	356·9	41·9	27·5	Constanza Roumanian *WB*	T.6Cy.24⅖",38⅗"&64⅗"-39⅗" 525NHP Atel.&Ch.dela Loire,Nts.		V
72875 149657 GNMR	**Dafila** 2*Dks*	1940 1680 969					1927	D&W Henderson&CoLd Glasgow	British&ContinentalS.S.Co.Ld.	291·5	43·2	19·1	Liverpool British *WB*	T.3Cy.21",36"&59"-39" 217NHP D.&W.Henderson&Co.Ld.		C
72876 LCYT	**Dageid** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern* *Carrying Petroleum in bulk*	6361 5623 3732					1931	A/SAkers Mek.Værks. Oslo	A/S Ocean (JohnP.Pedersen &Sön,*Mgrs.*)	407·5 P220*t*H407*t*F58*t*	56·2	32·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 542NHP A/SAkersMek.Værks.Oslo		N
72877 143424 GCDQ	**Dagenham** ssShl.No.3-1,32 ssShl.No.1-35 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2178 1735 1260	✠100A1 6,39 BS4,40 ✠LMC11,36	Shl	*r*	CL 6,39	1919 9mo *Lloyd*	Osbourne, Graham& Co.Ld. Sunderland *'sA&CP*	HudsonSS.Co.Ld. *CellDB*196'472*t*	280·0 P27'Q90'B52'F26' FK *DTa*38'95*tFPT*95*t*	40·5	18·5	London British 6*BHptCem* *APT*170*t*	T.3Cy.21",35"&58"-39" (*s*) 180lb 231NHP 2SB,6*cf*,GS118,HS3616 MacColl&Pollock,Ld.Sld.	20 ″ 9 s2 ″ 0¼ 18 ″ 11	
72878 LCXL	**Dagfred** **TwinSc** *OilEng.* D.F. 2*Dks*	4434 4005 2683					1930	Akers Mek.Værks. Oslo	A/S Ocean (JohnP.Pedersen &Sön,*Mgrs.*)	385·2 P84*t*H317*t*F28*t*	54·8	24·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 626NHP AkersMek.Værks.Oslo		N
72879 6670 SDPW	**Dagfrid** (*ex*Lionel) 1*Dk*	770 540 409					1921	Langesnd's MekVerkA/S Langesund	RederiA/B Ostersjön (A.Christensen,*Mgr.*)	181·1 Q67'B51'F19'	30·0	14·7	Trälleborg Swedish *WB*	T.3Cy.13½",22"&37½"-28" 75NHP LangesundsM.V.A/S		N
72880 LCGU	**Daghild** **TwinSc** ssNNs.No.3-11,37 *Mchy.Aft* *OilEng.* D.F. 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing-bracketless system*	9272 8445 5557	✠100A1 ~~5,40 10,39~~ 12,40 DBS10,39 ✠LMC7,37 ✠LMC(M)10,39 *Carrying Petroleum in bulk*	Bal NYk	*d*†	CL 3,39	1927 12mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen *'sA&CP*	A/S Ocean (JohnP.Pedersen &Sön,*Mgrs.*) *CellDBuE*65'328*tDT*	471·8 P106'B30'F45' FK *f*43'584*t FPT*250*t*	64·2	35·0	Oslo Norwegian 16*BHptCem* 4 ,, *to2nddk* *APT*165*t*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0	
72881 OXXD	**Dagmar** Ⓟ (*ex*ImperatorNicolaiII, *ex*Irkutsk) Now "Dagmar I," see No. 87754 in Supplement *Ref.Mchy.* D.F. 1*Dk*&*AwngDk*	2471 2269 1534					1903	R.Stephenson&Co.Ld. Newcastle	DetForenede Dampskibsselskab	290·5 B46'F32'	40·0	25·6	Aalborg Danish *WB*	T.3Cy.22",38"&64"-42" 265NHP WllsndSlpwy.Co.Ld.Nwc		V
72882																

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques, Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Lettre d'Équipement	7a Dte de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
72883 OHXU	**Dagmar** ssLie.3rdNo.3–1,35 ssLkr.No.1–39 D.F. 1*Dk*(*Stl*)&*deep framing*	2149 1721 1222	✠100A1 10,40 ~~10,39~~ ✠LMC5,39 BS5,40	Got Bal	s	OG ~~12,38~~ 10,40	1900 6mo	Helsingörs Jernsk &Msk. Elsinore A&CP *CellD*	RederiA/B Dagmar(A. Karlsson,*Mgr.*) *Bab58'a & uE54' f1*	301·7 | 42·5 | 19·1 288·2 Q16'B70'F36' FK 20'578t *FPT*58t *AP*	Mariehmn Finnish 5*BHCem* *T*44t	T.3Cy.20½",35"&57"–39" (s) 180lb 215NHP 2SB,6rf,GS76,HS3247 HelsingörsJernsk.&Mskb.	21 " 10 s 3 " 2¾ 18 " 9	
72884 167450 MFDD	— (*ex*Leonora) 1*Dk*	844 722 ~~488~~ 498	Examined L.R.4,41 BS5,41(200lb)	Trn		OG 4,41	1922	N.V.Werf. Zeeland Hansweert	~~J.Lauritzen~~ Ministry of Shipping(Wm.Robertson,*Mgr.*)	~~212·8 | 31·3 | 13·5~~ P41'Q37'B60'F21' 212·9 | 31·4 | 13·6	~~Esbjerg~~ ~~Danish~~ London *WB* British	T.3Cy.14 3/16",22"&35⅞"–23½" N.V.Delftshaven 85NHP Machinefab.Rot		G
72885 7135 SDQI	**Dagmar Bratt** (*ex*Kapela) ssGot.No.3–5,33 ssGot.No.1–37 1*Dk*(*Stl*) *Cargo battens not fitted*	1424 1144 808	✠100A1 ~~11,40,39~~ 3,41 ~~BS3,39~~ 11,40 ✠LMC4,37	Got Hbg	p	OG ~~4,37~~ ~~10,40~~ 3,41	1920 8mo *Lloyd*	Kockums M.V.Aktieb. Malmö 'sAP	Ångf.A/BAdolf(A. Bratt&Co.*Mgrs.*) *Trunk* *CellD*	235·5 | 37·7 | 16·5 245·5(O.L.) P17'B64'F25' FK *dk between erections* B196' 364t *FPT*44t	Gothenbrg Swedish 4*BHCem* *APT*59t	T.3Cy.18¼",28¾"&48 11/16"–31¼" 185lb (s) 157NHP 2SB,4cf,GS70,HS2546 KockumsM.V.Akt.Malmö	18 " 7 s1 " 8½ 17 " 0½	
72886 OYPQ	**Dagmar Clausen** (*ex*Brunla–36) *Mchy.Aft* 1*Dk*	677 — 366					1909	AkersMek. Værks. Oslo	C.Clausen	198·8 | 29·2 | 12·4 P68tH35tF16t	Odense Danish	T.3Cy.16",25½"&43"–30" 101NHP AkersMek.Værks.Oslo		V
72887 8199 SKLN	**Dagmar Salén** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	5001 4328 2852	✠100A1 *with freeboard* 8,40 ~~11,39~~ ✠LMC9,37 *Carrying vegetable oil in DTs in way of ER, & wing tanks in way of tunnel*	HKg SFo	b†	CL 10,39	1937 9mo *Lloyd*	Öresundsvarvet Aktiebolag Landskrona 'sA&CP	RederiA/B Pulp (SvenSalén,*Mgr.*) *CellDB328'1241t inER,p66's28'*	442·2 | 57·2 | 21·1 453·7(O.L.) F40' FK *DTs* 550t *Tanks at sides of tunnel* 635t	Stockholm Swedish 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	4 Oil Engines 2S.C.SA 24Cy.13⅜"–22 7/16" with electro-magnetic slip couplings & SR gearing DB85lb 752NHP Atlas-DieselA/B,Skm. *FPT*110t*APT*44t	29 " 0 s 3 " 6¼ 25 " 6½	
72888 OHYI	**Dagny** (*ex*Nordstjernan, *ex*Costante,*ex* Bellmore) Iron ssRos.3rdNo.3–7,20 ssMmo.No.2–29 *Well deck* 1*Dk*2*trB*	1115 — 597	✠ ... 1,30 ✠NB9,12 ✠				1882 10mo	H.McIntyre&Co. Paisley	RederiA/BDagny (Arvid Abrahamsson)	243·2 | 32·3 | 16·3 241·3 18·6 Q116'B15'F31' FK	Mariehmn Finnish *WB*	C.2Cy.26 9/16"&52⅝"–42" 135NHP Muir&Houston,Glasgow	17 " 6	V †
72889 7382 SDQM	— (*ex*Wawel,*ex*Karen,*ex*Hauk,*ex*Brisling, *ex*Helvitia,*ex*Natale) *Mchy.Aft* 1*Dk*	804 690 384					19 06/18	Soc.EsercizioBacini RivaTrigoso	RederiA/B Dagny (BrorAndrén)	185·1 | 30·5 | 15·3 H63tF26'	Säffle Swedish *WB*	T3Cy.11 13/16",18½"&29⅞"–21⅝" 40NHP Soc.EsercizioBacini,Gen.		N
72890 LCLB	**Dagny I** (*ex*Kinderdijk) Wireless D.F. 1*Dk*	1392 1207 796					1916	L.Smit&Zoon Kinderdijk	D/S A/S DagnyI. (J.KjödeA/S)	239·5 | 36·2 | 16·7 P58tH60tF29t	Bergen Norwegian *WB*	T.3Cy.17",29"&46"–36" 127NHP L.Smit&Zoon.Kinderdijk		N
72891 OZEQ	**Dagö** (*ex*Brodsworth,*ex*Elmpark) ssLie.No.3–4,30 D.F. ssAbg.No.2–38 1*Dk*(*Stl*) *Cargo battens not fitted* *Now* "Dagö II," *see No.* 87752 *in Supplement*	1996 1802 1204	✠100A1 9,39 BS4,39 ✠LMC2,38	Abg	r	CL 4,37	1917 4mo *Lloyd*	Brys&Gylsen,Ld. Glasgow 'sA&CP	Dampskibsselskabet BalticA/S (Chr.Jensen, *Mgr.*) *CellD*	280·0 | 41·8 | 19·2 290·5(O.L.) P22'B68'F29' FK B237' 567t *FPT*55t	Copenhagn Danish 4*BHCem* *APT*46t	T.3Cy.21",35"&57"–36" (r) 180lb 228NHP 2SB,6cf,GS113,HS3734 Cooper&Greig,Ld.Dundee	20 " 9 s 2 " 11 18 " 1	
72892 113645 GRCY	**Dago** *Ref.Mchy.* D.F. 1*Dk*	1757 1392 1057					1902	CaledonSB&E.Co.Ld. Dundee	Ellerman'sWilson Line,Ld.	296·0 | 37·2 | 17·4 P175'F33' len09	Hull British *WB*	T.3Cy.20",33"&56"–39" 196NHP CaledonSB&E.Co.Ld.Dun.		C
72893 149669 GNQX	**Dagomba** ssHam.No.2–35 *OilEng.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3845 3089 2106	✠100A1 *with freeboard* Examined 5,41 ✠LMC CS9,36 DBS9,39 9,36 *Carrying vegetable oil in deep tanks*	~~Gms~~ Liv	x	CL 9,39	1928 3mo *Lloyd*	A.McMillan&Son.Ld. Dumbarton 'sA&CP *CellDB292'*	ElderDempster Lines,Ld. 804t *DT's a58'616t*	355·3 | 49·2 | 22·4 P37'F42' FK *on Shelter dk* *FPT*97t*APT*100t	Liverpool British 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅛"–59 1/16" 489NHP DB100lb Harland&Wolff,Ld.Gls.	24 " 8 s 2 " 2½ 22 " 7¾	
72894 LDGQ	**Dagrun** *OilEng.* D.F. 2*Dks*	4562 4027 2760					1928	Kockums M.V.Aktieb. Malmö	A/S Ocean (JohnP.Pedersen &Sön,*Mgrs.*)	381·9 | 54·0 | 24·7 P118tH320tF25t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27 9/16"–55⅛" 438NHP KockumsM.V.Akt.Malmö		N
72895 LJHL	**Dah Pu** Ⓟ (*ex*ClaraJebsen–36) Sub.Sig. 2*Dks*	1974 1772 1145					1922	Howaldtswerke Kiel	Wallem&Co.A/S (HaakonJ.Wallem, *Mgr.*)	270·7 | 38·9 | 21·0 P23'B70'F38'	Bergen Norwegian *WB*	T.3Cy.20 1/16",32¼"&51⅝"–35⅝" 160NHP Howaldtswerke,Kiel		G
72896 4801 SDQO	**Dahlia** 4Mst *Well deck* 1*Dk*	1057 764 577					1907	LindholmensV.A. Gothenburg	RederiA/B SvenskaLloyd (K.R.Bökman, *Mgr.*)	208·7 | 33·6 | 13·6 Q77'B50'F32'	Gothenbrg Swedish *WB*	T.3Cy.16",26½"&44"–30" 106NHP LindholmensV.A.Got.		V
72897 FNMC	**Dahomey** *Ref.Mchy* D.F. 2*Dks*	5851 — 3478					1921	Atel.&Ch. de la Loire St.Nazaire	ChargeursRéunis	393·6 | 55·9 | 29·0 P56'B134 F54'	Havre French *WB*	T3Cy.25⅝",42½"&70"–48" 340NHP Atel.&Ch.de la Loire,Nts.		V
72898 162384 GWMF	**Dahomian** (*ex*Themoni–33) ssLiv.No.2–37 D.F. E.S.D. 2*Dks*(*Stl*) *Longitudinal framing at bottom & at decks*	5277 4991 3316	✠100A1 *with freeboard* 1,41 ~~1,40~~ ✠LMC MS5,37 ~~BS6,39~~ 9,40	Hul ~~Liv~~ Lon	y	CL ~~8,37~~ 9,40	1929 6mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle 'sA&CP	UnitedAfricaCo. Ld. *CellDB332'1050t*	375·4 | 53·0 | 32·1 390·0(O.L.) F35' FK *FPT*76t*APT*135t	Liverpool British 6*BHCem* (*Coll to Wdk* 5 ,,*2nd*,,)	T.3Cy.25",41 11/16"&70"–48"(s) 200lb 426NHP 3SB(Spt),9cf,GS167,HS7030 Richardsons,Westgarth& Co.Ld.Sld.	34 " 6 s10 " 11 23 " 9¼	
72899 22676 JKLC	**Daian Maru No. 2** (*ex*Mikage MaruNo3,*ex*FukuiMaruNo3) Wireless 1*Dk*	1035 834 738					1918	Takemoto Chukichi Osaka	FujitaShinzo	195·5 | 31·5 | 18·0	Hutyu Japanese *WB*	T.3Cy.13¾",22½"&37½"–28" 74NHP Fukushima Tekkosho,Osa.		
72900 19824 JHKB	**Daibosi Maru** (*ex*TaiseiMaru, *ex*Mintaro, *ex*Larnaca) ssN.S.W.No.2–97 1*Dk*(*Stl*) *Well deck* &*Web frames*	2388 — 1668	✠ 7,98 ✠	Syd	s		1889 4mo	Russell&Co. Greenock	HashiyaK.K. *CellDB256'*	290·2 | 37·9 | 22·0 P30'Q86'B118'F31' BK10" 448t' *APT*30t	Hasidate Japanese 5*BHptAsp ptCem*	T.3Cy.22½",35½"&58½"–39" 251NHP 2SB,6pf,GS74,HS3452 FD J.Howden&Co.Glasgow	22 " 1	
72901 27871 JSNA	**Daibosi Maru No. 6** (*ex*Gracchus) ssSyd.No.2–10 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*ptStl*–teaks)	3925 3458 2408	✠ 5,13 ✠	Cal	x		1902 9mo	Palmers' Co.Ld. Newcastle	HashiyaK.K. *CellDBa*	360·7 | 48·8 | 24·6 FK&BK1⅝' 116' *uE&B* 48' *f* 144'	Takasago Japanese 6*BHCem* 849t*APT*21t	T.3Cy.27",45½"&74"–48" 483NHP 3SB,9cf,GS151,HS6768 FD Palmers'Co.Ld.Newcastle	27 " 6	C †
72902 41175 JZUH	**Daido Maru** Ⓟ 2*Dks* *Cruiser Stern*	2962 2270 1726					1935	Uraga DockCo.Ld. Uraga	OsakaSyosenK.K.	297·7 | 45·0 | 23·8 P23'B97'F32'	Osaka Japanese *WB*	C.4Cy.(2)11 7/16"&(2)20½"–13¾"SRgeared&LP Turbine DR geared to Sc. Shaft 109NHP UragaDockCo.Ld.Uraga		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72903 32739 JUMB	**Daigen Maru** (*ex*Baccarat) *ss*Pld.No.1-27 (*Fitted for oil fuel*) 1*Dk*	2221 1991 1318	✠ ... 12,28 ✠				1920 7mo	American S.B.Co. Cleveland,O.	NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*)	251·8|43·6|22·0 P27'B64'F26' FK	Hutyu Japanese *WB*	T.3Cy.20",33"&54"-40" 267NHP AmericanS.B.Co.Clevelnd	24 ″ 2	C †
72904 32745 JUUB	**Daigen Maru No. 2** (*ex*Shoka Maru,*ex*Warawala, *ex*WarDance) 1*Dk*(*Stl*)	1999 1775 1162	✠ 9,20 ✠	Bom	*r*		1917 11mo	Pt.Arthur S.B.Co.Ld. PortArthur, Ont.	YamatoKisenK.K. (TaiyoKaiunK.K. *Mgrs.*)	251·0|43·8|21·6 P27'B78'F27' FK *CellD* B210'581*t* *FPT*56*t*	Hutyu Japanese 4*BHCem* *APT*81*t*	T.3Cy.20",33"&54"-40" 256NHP 2SB,6*cf*,GS126,HS4626 Pt.ArthurS.B.Co.Ld.Pt.A	22 ″ 0	C †
72905 31734 JHJB	**Daigen Maru No. 3** (*ex*Hasshu Maru,*ex*GeorgiaC., *ex*Georgia) *ss*Kob.No.3-7,26 *ss*Kob.No.3-3,37 1*Dk*(*Stl*)&*Spar dk*(*Stl-ptws*) &*deepframing*	5256 4462 4042	✠ ... [illegible] *Spar dk* [illegible] ✠~~LMC12,39~~	Kob	*z*	CL 12,39	1908 9mo	Russell& Co. Pt.Glasgow *Lloyd*'*sA&CP*	NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*)	400·0|52·0|18·9 27·3 P78'B120'F41' FK *CellDBa*134'*u* *E&B*43'*f*171' 1264*t*	Hutyu Japanese 6*BHCem* *APT*35*t*	T.3Cy.27¾",44"&73"-48" (*s*) 180lb 502NHP 3SB,9*cf*,GS173,HS7305 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0 s 5 ″ 7½ 24 ″ 7½	
72906 40631 JZGH	**Daigen Maru No. 6** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	510 — 243					1935	Namura ZosenshoK.K. Osaka	NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*)	160·0|28·0|13·5 P&B59'F19'	Osaka Japanese	Oil Engines 2S.C.SA 4Cy.20½"-23⅝" 295NHP NipponHatsudokiKK.Kob		
72907 44016 JSTL	**Daigen Maru No. 7**	1290 — 708					1937	Namura,G. Shipbldg.Yd. Osaka	NamuraKisen GoshiKaisha (TaiyoKaiunK.K. *Mgrs.*)	219·3|35·8|18·5	Osaka Japanese	T.3Cy.16¾",27½"&46½"-36" 130NHP Namura,G.S.B.Yard,Osa.		
72908	**Daigen Maru No. 8** *Mchy.Aft* Wireless	1300 — —					1938	Namura Shipyd.Co.Ld Osaka	NittoKogyoKisen K.K.	224·4|35·8|19·0	Japanese	T.3Cy.17$\frac{13}{16}$",26$\frac{15}{16}$"&45$\frac{11}{16}$"-36" 126NHP NamuraShipydCoLdOsaka		
72909 15183 JPME	**Daihakuzan Maru** K (*ex*FukutomiMaruNo.2) 1*Dk*	474 433 262					1911 *Rblt*15	MitsuBishi Dkyd&EWks Nagasaki	NipponSuisanK.K.	163·0|22·4|16·6 F21'	Nishino-miya Japanese	T.3Cy.12",20"&33"-24" 53NHP MitsuBishiD&EWks.Nag		
72910 28533 JTKB	**Daiho Maru No. 3** (*ex*Hiyodori Maru-34,*ex*Polcrest,*ex*HeinzBlumberg, *ex*ElsezumBach) *ss*Cff.No.3-12,20 *ss*Nag.No.1-26 1*Dk*&*Shelter dk*	1868 1682 1320	... 7,27				1906	Schiffsw.v. HenryKoch Lübeck	HongoKisenK.K.	251·0|37·2|22·2 B26'*onShelter dk* FK *WB*	Nishino-miya Japanese	T.3Cy.17⅛",28¾"&46"-32½" 142NHP J.F.Ahrens,Altona	24 ″ 5	C †
72911 32315 JIJB	**Daihuku Maru** (*ex*DaifukuMaru-38, *ex*Gonzaga,*ex*Luna) *ss*Gen.No.3-3,20 *ss*Gen.No.1-24 1*Dk*&*deepframing*	3184 2570 2257	✠ ... 11,26 ✠				1907 12mo	ClydeS.B. &E.Co.Ld. PortGlasgow	Daihuku-Kisen K.K.	315·1|46·5|21·0 P37'B94'F31' FK	Hutyu Japanese *WB*	T.3Cy.23",38"&61"-42" 269NHP ClydeS.B.&E.Co.Ld.P.Gl.	23 ″ 4	C †
72912 33794 JDWE	**Daikoku Maru** 1*Dk*	598 586 238					1928	Uraga DockK.K. Yokohama	Shinanogawa KaijoSeiri Timusho	175·0|35·0|13·0	Niigata Japanese	C.2Cy.		
72913 30536 JAQC	**Daikokuten Maru** Ⓟ Wireless 1*Dk*	646 516 341					1927	KobeSteel Works,Ld. Harima	IinoKisenK.K.	170·0|28·0|15·5 P17'B46'F25'	Kobe Japanese *WB*	T.3Cy.13",20⅜"&33⅓"-24" 54NHP OkanishiDengyo,Osaka		
72914 13189 JPCE	**Daikokuzan Maru** 1*Dk*	688 636 410					1911	Mitsubishi Zosensho Nagasaki	TakarabeShoten K.K.	188·3|26·5|18·0	Shimo-noseki Japanese	T.3Cy.12",20"&33"-24" Mitsubishi 53NHP Zosensho,Nagasaki		
72915 26773 JCQB	**Daikyu Maru** Ⓟ	1518 1256 892					1920	Nagata Sanjuro Osaka	ToaKaiunK.K.	250·0|35·0|21·0 P28'B54'F36'	Osaka Japanese *WB*	T.3Cy.18½",30½"&51½"-33" 151NHP NagataSanjuro,Osaka		
72916 28537 JCVA	**Dainiti Maru** (*ex*DainichiMaru-38, *ex*IbukisanMaru-35) *ss*Kob.No.3-10,32 *ss*Kob.No.1-37 **D.F.** 2*Dks*(*Stl*)& *Awng dk*(*Stl*)	5813 5514 4057	✠100A1 *Awng dk* *withfreeboard* ~~4,40~~ 10,40 *Fitted for oil fuel*	Osa Smk 10,40 ✠LMC~~8,39~~	*y*	CL ~~6,37~~ 4,40 4,22 *F.P. above* 150° F.	1922 1mo	MitsuiBus-sanKaisha Ld TamaDkyd. A&CP	ItayaSyosenK.K. *CellDB*323'986*t*	385·0|51·0|36·0 FK *Coll* *DTa*28'625*t* *FPT*119*t* *APT*68*t*	Kobe Japanese *ptCem* *BHto Awdk* 5 „ „ *U* „	T 3Cy.26",43½"&72"-48" (*s*) 200lb 488NHP 3SB,9*cf*,GS165,HS6836 FD MitsuiBussanKaisha,Ld. TamaDockyard,Uno	36 ″ 1 s 9 ″ 1¾ 27 ″ 1	
72917 237 JGAB	**Dairen Maru** Ⓟ **TwinSc** *CruiserStern* 2*Dks*	3748 3035 2021					1925	Mitsubishi ZosenKaisha, Ld. Kobe	DairenKisenK.K.	360·0|46·0|28·5 B36'F41'	Dairen Japanese *WB*	4SteamTurbinesSR geared to2Sc.Shafts MitsubishiZosenKaisha,Ld		
72918 21752 JJZF	**Dairyu Maru No. 2** **Wood** 1*Dk*	302 258 178					1917	Hirata Tameji Misato	TazakaZenshiro	129·1|23·8|13·4	Nagahama Japanese	C.2Cy.14⅜"&26½"-15" 22NHP OsakaIronWorks,Osaka		
72919 9742 JKHE	**Daisin Maru** Ⓟ 2*Dks*	1307 1116 748					1905	MitsuBishi Dkyd&EWks Nagasaki	OsakaSyosen K.K.	228·0|34·0|16·6 P53'B67'F32'	Osaka Japanese *WB*	T.3Cy.15½",25¾"&42½"-30" 98NHP MitsuBishiD&E.Wks.Nag		
72920	— *OilEng.* *Csuiser Stern*	300 — —					1937	Urabe Zosen Tekko-sho Osaka	OsumiDenfun KogyoK.K.	120·0|23·5|11·5	Kago-shima Japanese	Oil Engines 4S.C.SA 6Cy.10⅝"-15¾" 66NHP HanshinIronWorks,Kobe		
72921 23562 JRCE	**Daisin Maru No. 1** 1*Dk*	1307 1084 745					1918	Osaka YogyoK.K Osaka	DaisinKisenK.K.	228·0|33·0|18·7 *WB*	Amaga-saki Japanese	T.3Cy.14½",24⅛"&40½"-30" 90NHP HirotaniSeikosho,Osaka		
72922 22664 JILC	**Daisin Maru No. 2** (*ex*ShinkoMaru-37) Wireless 1*Dk*	1147 973 665					1918	Chitose Shipyard Osaka	DaisinKisenK.K.	224·5|33·0|17·6 P15'B50'F31'	Kobe Japanese	T.3Cy.14⅛",24$\frac{1}{16}$"&39"-28" Takahashi 81NHP Tekkosho,Osaka		
72923 7571 SDQR	**Daisy** (*ex*Stokesley) **Iron** *ss*Ant.4thNo.3-4,29 *ss*Got.No.2-37 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	*1027* *815* *573*	✠100A1 1,40 BS11,38 ✠LMC7,37	Sbg	*n*	1,40	1883 2mo	R.Craggs& Sons Middlesbro' A&CP	RederiA/B"Alicia" (H.Bratt,*Mgr.*) *CellD*	225·1|32·0|13·5 233·7(O.L.) Q88'B60'F28' BK8" B196'293*t* *FPT*40*t*	Gothenbrg Swedish 4*BHCem* *APT*48*t*	C.2Cy.26"&48¼"-36" (*b*) 80lb *80lb* NDB98 110NHP 1SB,3*pf*,GS48,HS1734 Westgarth,English&Co. Mdb.	16 ″ 0 s 1 ″ 3 15 ″ 5	
99/40 72924 203747 KJHF	**Daisy Freeman** **Wood** *Fitted for oil fuel* 1*Dk*	613 — 436					1906	H.D.Ben-dixsen SB.Co. FairhavenCal	W.S.Scammell	173·5|38·6|13·3	S.Frncisco Utd. States	C.2Cy.14"&32"-24" UnitedEng.Wks. 42NHP Alameda,Cal.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. No. du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
72925 209439 KJHG	**Daisy Gadsby** Wood *Fitted for oil fuel* 1*Dk*	818 — 478					1911	Matthews S.B.Co. H'quiamWsh	F.Linderman	189·5|41·1|14·3	S.Frncisco Utd.States	T.3Cy.13½",22"&36"–24" UnitedEng.Wks. 64NHP Alameda,Cal.		
72926 222719 KJHH	**Daisy Gray** Wood3Mst *Fitted for oil fuel* 1*Dk*	1187 — 655					1922	Matthews S.B.Co. Portland,Or.	S.S.Freeman	216·2|43·3|15·5	S.Frncisco Utd.States	T.3Cy.15",24"&43"–24" UnitedEng.Wks. 91NHP Alameda,Cal.		
72927 214266 KJHI	**Daisy Matthews** Wood *Fitted for oil fuel* 1*Dk*	933 — 532					1916	Matthews S.B.Co. H'quiamWsh	S.S.Freeman	204·8|42·1|14·2	S.Frncisco Utd.States	T.3Cy.13½",22"&36"–24" UnitedEng.Wks. 64NHP Alameda,Cal.		
72928 136795 GYDB	**Daisy Moller** (*ex*Wilfred–34, *ex*Huntscape,*ex*Pindos) 2*Dks*	4087 3841 3061					1911	Bremner Vulcan Vegesack	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	337·6|48·2|29·2 H126*t*F45*t*	Shanghai British *WB*	T.3Cy.23⅝",38⁹⁄₁₆"&62"–41¹⁄₁₆" 245NHP BremerVulkan,Vegesack		C
72929 21209 JKAC	**Daisyō Maru** (*ex*DaishoMaru–38, *ex*KaijoMaru–34) 1*Dk*	1518 — 886					1918	Yokohama DockCo.Ld. Yokohama	SettuSyosen K.K. (OsakaSyosenK.K. *Mgrs.*)	240·0|33·5|22·5 P24'B46'F30' *WB*	Nishino-miya Japanese	T.3Cy.15½",25½"&42"–30" 97NHP YokohamaDockCo.Ld.		
72930 33211 JBCC	**Daisyu Maru** (*ex*DaishuMaru–38, *ex*Sunbank) ssSld.No.2–27 1*Dk*	3322 2862 2050	✠ ... 4,28				1919 10mo	Burntislnd S.B.Co.Ld. Burntisland	Daihuku KisenK.K	331·6|46·7|24·8 P32'B99'F29' FK	Hutyu Japanese *WB*	T.3Cy.25",41"&68"–45" NB18*refitted*27 398NHP Douglas&Grant,Ld. Kirkcaldy	27 " 0	C †
72931 9677 JKGE	**Daiti Maru** Ⓟ (*ex*DaichiMaru–38) 2*Dks*	1280 1073 725					1905	Osaka IronWorks Osaka	OsakaSyosenK.K.	228·0|34·0|19·5	Osaka Japanese *WB*	T.3Cy.15½",25½"&42½"–30" 99NHP OsakaIronWorks,Osaka		
72932 24074 JTTH	**Daito Maru** Ⓟ	1233 1028 739					1918	HarimaCo. Harima	Amagasaki Kisenbu GomeiKaisha	228·0|33·0|18·7 *WB*	Aioi Japanese	T.3Cy.15½",26"&42½"–32" 102NHP TanakaEng.Works,Osaka		
72933 30455 JOFH	**Daitoku Maru** 1*Dk*	1135 966 739					1917	Tochigi ShojiK.K. Yawata	IwataShoten GoshiKaishi	209·3|31·0|19·0 P8'B51'F23'	Sasebo Japanese	T.3Cy.		
72934 7836 JOIB	**Daiya Maru** (*ex*Dai-yaMaru–38) ssNag.No.3–4,12 ssNag.No.2–20 1*Dk2trB& Web frames* *CruiserStern*	2760 2563 1680	✠ ... 8,24 ✠				1902 6mo	MitsuBishi Dkyd&EWks Nagasaki	SyowaKigyoGosi Kaisya	332·1|41·3|22·2 P16'F31' FK	Tokyo Japanese *WB*	Q.4Cy.20½",29",42"&60"–45" 278NHP MitsuBishiD.&E.WksNag	25 " 1	
72935 22944 JJGC	**Daizyu Maru** (*ex*DaijuMaru–38) 1*Dk*	1279 984 852					1918	Y'maguchi Shinichi Osaka	OiyeZenroku	217·0|32·0|18·9 *WB*	Hutyu Japanese	T.3Cy.14",23"&38"–27" 75NHP MiharaZosensho,Osaka		
72936 26933 JKWD	**Dakar Maru** ssKob.No.1–40 ssYka.No.3–11,35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	7170 6706 4384	✠100A1 *Shelter dk* *withfreeboard* ~~5,40~~ ~~2,39~~ 5,41 ~~BS2,39~~ BS5,41 ✠LMC~~11,35~~ 5,40	Yka ~~Kob~~	*a*†	CL ~~1,38~~ 5,41	1920 3mo	MitsuBishi ZosenKaisha Nagasaki A&CP	NipponYusenK.K. *CellDB*358'1075*t* *DTa*28'1077*t*	420·0|56·0|38·5 *FonShelterdk*47' FK *FPT*108*tAPT*95*t*	Tokyo Japanese *Cem* *6BHtoShdk* 2 ,, ,, *U* ,,	T.3Cy.28",47"&79"–51" (*s*) 200lb 574NHP 3SB,*9cf*,GS192,HS7726 FD MitsuBishiZosenKaisha	38 " 6 s10 " 4½ 28 " 4	
72937 210753 WACD	**Dakotan** ssS.Fo.2ndNo.3–7,30 *Fitted for oil fuel* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *3rd dk in No.1hold& Web frames* D.F. *Longitudinal framing*	5220 4747 3154	✠ ... 2,35 ✠	SFo	*a*†		1912 11mo	Maryland SteelCo. Sparro'PtMd	American- HawaiianS.S.Co. *Intermediate 'tween dkBHin No.2 hold dispensed with* *CellDBa*122'*v E&B*54' *f*166'1234*t*	407·7|53·7|36·1 28·1 FK *Coll*	NewYork Utd.States *Cem* *BHtoShdk* 2 ,, ,, *U* ,, 1 ,, ,, 2*nd*,, *DTf*30'866*t*	Q4Cy.25½",37",53½"&78"–54" 666NHP 3SB,*12cf*,GS205,HS9519 MarylandStl.Co.Sparr'.Pt *only* *FPT*125*tAPT*52*t*	39 " 6	R †
72938 145910 GFNB	**Dakotian** ssGrk.No.3–1,35 ssSws.No.1–39 D.F. E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6426 6052 4065	✠100A1 *Shelter dk* *withfreeboard* 9,40 ~~12,39~~ ✠LMC MS10,39 BS2,40 *Carrying vegetable oil in forward deep tank*	Sws Mtl	*z*	CL 12,39	1922 1mo *Lloyd's*A&CP	D&WHen-dersn&Co.Ld. Glasgow	DonaldsonLine,Ld. (DonaldsonBros. &Black,Ld.*Mgrs.*) *CellDB*340'963*t L*	400·4|52·5|35·0 413·4(O.L.) B143'*onShelter dk* FK&BK2' *Ta*26' 670*t FPT*123*t*	Liverpool British *ptCem* *6BHtoShdk* 1 ,, ,, *U* ,, *APT*30*t*	Q.4Cy.28½",34",49"&70"–51" 215lb (*s*) 626NH 4SB,*12cf*,GS240,HS9791 FD D&W.Hendersn&CoLdGls	37 " 7 s 8 " 8½ 29 " 2	
72939 DHER	**Dalälfven** (*ex*Grimm,*ex*Daläfven, *ex*Steinbeis) 1*Dk*	1439 1174 879					1911	Howaldts-werke Kiel	Aug.Bolten Wm.Miller'sNchf.	240·6|36·1|17·1 Q87'B60'F27'	Hamburg German *WB*	C.3Cy.18½"&(2)26½"–29½" 65NHP Howaldtswerke,Kiel		V
72940 7976 SKUL	**Dalanäs** *Mchy.Aft* *OilEng.* ssSkm.No.1–39 *CruiserStern* 1*Dk* *Strengthened for navigation in ice*	462 350 219	✠100A1 2,40 ✠LMC CS6,39 12,37 *CarryingPetroleum in bulk*	Skm	*g*	OG N2,40	1934 11mo *Lloyd's*A&CP	Nya Varvs-aktb.Öresund Landskrona	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)	155·6|27·2|12·3 P40'F25' FK	Stockholm Swedish 11*BH* *APT*16*t*	Oil Engines 2S.C.SA 6Cy.9¹⁵⁄₁₆"–16⁹⁄₁₆" 102NHP Reversible propeller Atlas-DieselA/B,Skm.	12 " 3 s 1 " 0½ 11 " 3½	
72941 DKAM	**Dalbek** D.F. E.S.D. 1*Dk* *CruiserStern* *Strengthened for navigation in ice*	2819 2429 1592	✠ 7,39 ✠	Sch	*u*		1939 6mo	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard Nfl. *Intermediate BH in forward hold dispensed with* *CellD*	325·7|48·2|19·1 345·3(O.L.) P17'B&F304' FK UpperF33' *B*248*t*801*t FPT* 08*t*	Hamburg German 4*BHptCem* *ptAsp* *APT*71*t*	C.4Cy.(2)20¹⁄₁₆"&(2)43⁵⁄₁₆"–43⁵⁄₁₆" 352NH HS4926 2SB(Spt),*6cf*,GS121, Rheinmetall-BorsigA.G. BerlinTegel	21 " 2	
72942 149413 GMNJ	**Dalblair** ssBkn No.3–12,37 D.F. E.S.D 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4608 4208 2810	✠100A1 *withfreeboard* 8,40 ~~11,39~~ ✠LMC5,37 DBS11,39 MBS4,40	Shl	*z*	CL 9,39	1926 8mo *Lloyd's*A&CP	Scott'sS.B. &E.Co.Ld. Greenock *CellDB*354'	UnitedSteamNav. Co.Ld.(Mungo Campbell&Co.Ld. *Mgrs.*) 1059*t DT*25'906*t F*	406·5|54·1|24·7 420·5(O.L.) FK *Coll* *PT*82*t APT*125*t*	Newcastle British 6*BHCem* *BH to Sh dk* 5 ,, ,, 2*nd* ,,	T.3Cy.26½",43"&70"–48" (*r*) 180lb *100lb* 449NHP 2SB(Spt),*6cf*,GS120, FD HS6446 Scott'sS.B.&E.Co.Ld.Grk.	27 " 3 s 3 " 0½ 24 " 4½	
72943 149424 GMNC	**Dalcairn** ssShl No.3–3,37 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4608 4208 2810	✠100A1 *withfreeboard* 8,40 ~~1,40~~ BS~~1,39~~ 5,40 ✠LMC3,37	Hfx Shl	*z*	CL 1,40	1927 3mo *Lloyd's*A&CP	Scott'sS.B. &E.Co.Ld. Greenock *CellDB*354'	UnitedSteamNav. Co.Ld.(Mungo Campbell&Co.Ld. *Mgrs.*) 1059*t DT*25'906*t*	406·5|54·1|24·7 FK *Coll* *FPT*82*t APT*125*t*	Newcastle British 6*BHCem* *BH to Sh dk* 5 ,, ,, 2*nd* ,,	T.3Cy.26½",43"&70"–48" (*r*) 180lb *120lb* 449NHP 2SB(Spt),*6cf*,GS120, FD HS6446 Scott'sS.B.&E.Co.Ld.Grk.	27 " 3 s 3 " 0½ 24 " 4½	

"Hulda," see No. 88353 in Supplement

1 No. in Book. / Official No. / Code Letters	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. — Under deck. — Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built: When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
72944 161546 GBMQ	**Dalcross** ssBkn.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *Tonnage opening closed '41(W.E.)*	4557 4247 2799	✠100A1 *withfreeboard* 10,40~~1,40~~ BS1,40 ✠LMC12,37	Bkn	*z*	CL ~~12,37~~ 10,40	1930 1mo	Scott'sS.B. &E.Co.Ld. Greenock *Lloyd'sA&CP*	UnitedSteamNav. Co.Ld.(Mungo, Campbell&Co.Ld. *Mgrs.*) (*CollBHtoShelter dk5BHto2nd dk*) *CellDBa&u E148'f176'1065tDTa25' 904t FPT82t APT42t*	406·5|54·1|24·8 420·0(O.L.) FK	Newcastle British 6*BHCem*	Q.4Cy.21½",31",45"&65"-48" 250lb (*r*) 457NHP 3SB(Spt),9*cf*,GS127, FD HS6300 Scott'sS.B.&E.Co.Ld.Grk.	~~27 " 3~~ ~~s3 " 0¾~~ ~~24 " 4~~ 35 " 0 s9 " 10 25 " 4	
72945 161550 GSDW	**Dalcroy** ssShl.No.2-38 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4558 4247 2801	✠100A1 *withfreeboard* ~~7,40~~ ~~1,39~~ 4,41 BS~~2,40~~ ✠LMC1,38 4,41	PNl ~~Bkn~~ Shl	*z*	CL ~~2,38~~ 7,40	1930 3mo	Scott'sS.B. &E.Co.Ld. Greenock *Lloyd'sA&CP*	UnitedSteamNav. Co.Ld.(Mungo, Campbell&Co.Ld. *Mgrs.*) *CellDB346' 1065tDTa25'904tAPT42tFPT82t* (*CollBH to S dk5BHto2nd dk*)	406·5|54·1|24·8 FK	Newcastle British 6*BHCem*	Q.4Cy.21½",31",45"&65"-48" 250lb (*r*) 457NHP 3SB(Spt),9*cf*,GS128, FD HS6300 Scott'sS.B.&E.Co.Ld.Grk.	27 " 3 s 3 " 0¾ 24 " 4	
72946 161935 GRMK	**Daldorch** ssBkn.No.2-38 D.F. E.S.D. 2*Dks*(*Stl*)	5571 5232 3512	✠100A1 2,41~~12,39~~ BS~~12,39~~ ✠LMC11,38 2,41	Gls Hul	*z*	CL 12,38	1930 10mo	W.Beard-more&Co.Ld. Dalmuir *Lloyd'sA&CP*	British&Burmese SteamNav.Co.Ld. (P.Henderson&Co. *Mgrs.*) ~~*Mgrs.*)~~ *Intermediate 'tween dk BH in after hold dispensed with* *CellDB346'1251tDTa35'917tAPT36t*	407·8|55·2|28·7 420·8(O.L.) P38'B124'F43' FK	Glasgow British *Cem* (5*BHtoUdk* 1 ,, 2*nd* ,,)	T.3Cy.25½",42"&68"-48"& L.P.Turbine with DR gear-ing & hydraulic coupling 200lb (*s*) 522NHP 3SB,9*cf*,GS154,HS6570 FD W.Beardmore&Co.Ld.	31 " 0 s 5 " 11 25 " 3	
72947 161316 GQKP	**Daleby** (*ex*KittyTaylor-34) ssShl.No.2-38 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4640 4341 2785	✠100A1 *withfreeboard* 1,41~~3,40~~ BS1,40 ✠LMC1,38	Liv Mob	*z*	CL ~~1,39~~ N12,40	1929 11mo	Armstrong Whitworth &Co.(Ship-builders)Ld. Newcastle *Lloyd'sA&CP*	RopnerShipping Co.Ld. *CellDB338'1117tFPT125tAPT249t*	395·1|53·8|25·7 F37' FK	W.Hartlpl British 6*BHCem* (*CalltoShdk* 5 ,, 2*nd*,,)	T.3Cy.25½",43"&72"-48" (*s*) 180lb 419NHP 3SB(Spt)9*cf*,GS192,HS6870 Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	28 " 3 s3 " 2½ 25 " 2½	
72948 140565 MJBF	**Dalegarth Force** 3Mst (*ex*Croxteth) ssShl.No.3-12,29 ssBkn.No.2-38 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	825 562 393	✠100A1 ~~7,40~~ ~~4,38~~5,41 BS~~3,39~~ ✠LMC1,38 BS~~7,40~~5,41	Bkn Shl	*k*	CL ~~12,37~~ 7,40	1918 3mo	JFullerton &Co. Paisley *Lloyd'sA&CP*	WestCoastShppg. Co.Ld.(W.S.Ken-naugh&Co. *Mgrs.*) *CellDBf114'171tFPT60tAPT38t*	195·0|31·2|11·8 201·6(O.L.) Q109'B13'F26' FK	Whitehvn British 3*BHCem*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 95RHP 1SB,3*pf*,GS59,HS2187 Ross&Duncan,Glasgow	14 " 0 s 4 " 6 13 " 7¾	
72949 146548 GJKZ	**Dalemoor** ssShl.No.3-1,35 ssBly.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5796 5577 3660	✠100A1 *Shelter dk* *withfreeboard* 4,41~~12,39~~ ✠LMC4,39 BS6,40	Gls ~~Shl~~ Hul	*y*	CL 3,39	1922 3mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	MoorLine,Ld. (RuncimanShip-pingCo.Ld.*Mgrs.*) *CellDBa140'uE23'f166'1190tAPT110t*	399·9|52·9|32·8 414·7(O.L.) F38'*onShelter dk* FK *Collision*	London British *Cem* *BHto Sh dk* 5 ,, ,, *U* ,,	T.3Cy.27",45"&75"-51" (*s*) 180lb 568NHP 3SB(2Spt),9*cf*,GS194, FD HS8478 NEMarineEngCo.LdNwc.	35 " 5 s 9 " 4¼ 26 " 4	
72950 166295 GLWW	**Dalesman** 2*Dks* *CruiserStern*	~~6200~~ 6343 5848 3883	✠100A1 7,40 ~~(*ClassContemplated*)~~ ✠LMC7,40	PGl	*b*†	CL	1940 7mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *CellDB374'1235tDTa34'732tFPT71tAPT62t*	445·1|56·5|29·6 459·6(O.L.) P47'B144'F43' FK	Liverpool British 7*BHCem*	T.3Cy.29",47"&81"-54"& LPturbine withDRgearing & hydraulic coupling (*r*) 215lb GS345,HS13205 867NHP 2DB(Spt)&1SB(Spt)15*cf*. D.Rowan&Co.Ld.Gls.	32 " 2 s6 " 6¾ 25 " 9½	
72951 162534 GLNQ	**Dalewood** ssSld.No.2-39 *Mchy.Aft* D.F. *Well dk* 1*Dk*(*Stl*) *Cargo battens not fitted*	2774 2117 1561	✠100A1 12,39 ✠LMC12,39 BS12,40	Sld	*t*	CL 2,39	1931 2mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	W.France,Fenwick &Co.Ld. *CellDB250'626tMT8'285tFPT211tAPT44t*	306·0|44·0|19·3 Q177'F35' FK	London British 6*BHCem*	T.3Cy.20",33"&54"-39" (*s*) 200lb FD 245NHP 2SB(Spt),6*cf*,GS65,HS3400 N.E.MarineEng.CoLd.Sld	21 " 6 s 7 " 1½ 19 " 3¾	
72952 LCAL	**Dalfonn** TwinSc *OilEng.* *Mchy.Aft* D.F. ssFal.No.2-36 *CruiserStern* 1*Dk*(*Stl*)	9860 9090 5849	✠100A1 9,40~~12,39~~ ✠LMC CS8,37 DBS~~12,39~~12,40 11,39 *CarryingPetroleum in bulk*	Bal Liv	*e*†	CL 12,39	1928 12mo	Eriksbergs M.V.Aktieb Gothenburg *Lloyd'sA&CP*	Skibsaktieselsk Dalfonn(Sigval Bergesen) *CellDBuE95'226tDTf32'555tFPT222tAPT242t*	475·0|64·2|37·5 P107'F43' FK	Stavanger Norwegian 16*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 708NHP 2DB*150lb* EriksbergM.V.Aktieb.Got	37 " 0	
72953 161554 GDYF	**Dalfram** ssRot.No.2-38 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4558 4247 2802	✠100A1 *withfreeboard* 5,40~~6,39~~ BS~~6,39~~ ✠LMC6,38 5,40	Shl Bkn	*z*	CL ~~6,38~~ 5,40	1930 4mo	Scotts'S.B. &Eng.Co.Ld. Greenock *Lloyd'sA&CP*	UnitedSteamNav. Co.Ld.(Mungo, Campbell&Co.Ld. *Mgrs.*) *CellDB346'1065tDTa25'904tAPT42t* *FPT82t*(*Coll to Sh dk* 5 ,, 2*nd*,,)	406·5|54·1|24·8 FK	Newcastle British 6*BHCem*	Q.4Cy.21½",31",45"&65"-48" 250lb (*r*) 457NHP 3SB(Spt),9*cf*,GS128, FD HS6300 Scotts'S.B.&E.Co.Ld.Grk.	27 " 3 s 3 " 0¾ 24 " 4	
72954 147851 GFTQ	**Dalgoma** TwinSc *OilEng.* *CruiserStern* ssMdb.No.3-4,36 E.S.D. 2*Dks*(*Stl-U*teaks)	5953 5373 3571	✠100A1 1,40 ✠LMC CS8,35 DBS~~11,39~~ 4,41 7,36	Lon	*a*†	CL 4,39	1923 6mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB364'1226tFPT64tAPT93t*	430·0|54·7|29·7 P46'B102'F52' FK	Glasgow British 8*BHptCem*	Oil Engines 2S.C.SA 8Cy.26¾"-$43\frac{5}{16}$" 998NHP DB*100lb* A.Stephen&Sons,Ld.Gls.	32 " 5 s 7 " 2¼ 25 " 8	
72955 161930 GRLZ	**Dalhanna** ssBry.No.2-38 D.F. E.S.D. 2*Dks*(*Stl*)	5571 5232 3512	✠100A1 ~~4,40~~ ~~4,39~~ 3,41 ✠LMC MS2,38 BS~~11,39~~ 12,40	Bkn ~~Hul~~	*z*	CL 2,38	1930 8mo	W.Beard-more&Co.Ld. Dalmuir *Lloyd'sA&CP*	British&Burmese SteamNav.Co. Ld.(P.Henderson &Co.*Mgrs.*) ~~*Mgrs.*)~~ *Intermediate 'tween deck BH in after hold dispensed with* *CellDB346'1251tDTa35'917tAPT36t*	407·8|55·2|28·7 P38'B124'F43' FK	Glasgow British *Cem* 5*BHto Udk* 1 ,, ,,2*nd*,,	T.3Cy.25½",42"&68"-48"& LP Turbine with DR gear-ing & hydraulic coupling 200lb (*s*) 522NHP 3SB,9*cf*,GS154,HS6570 FD W.Beardmore&Co.Ld.	31 " 0 s 5 " 11 25 " 3	
72956 7762 SITN	**Dalhem** *OilEng.* ssGot.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Strengthened for Navigation in Ice*	2992 2675 1646	✠100A1 *withfreeboard* 7,39 ✠LMC CS5,36 DBS~~5,39~~ 10,38 8,40	Got	*v*	CL 7,39	1931 8mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd'sA&CP*	Rederiaktiebo-lagetVolo (G.Myrsten,*Mgr.*) *CellDB284'847tFPT110tAPT166t* *Collision BHto2nd dk*	341·9|48·9|20·6 333·0 FK	Slite Swedish 6*BHptCem* *including*	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	23 " 3 s 1 " 8 21 " 8¾	
72957 130312 VGYQ	**Dalhousie City** Ⓟ Wireless 2*Dks*	1256 977 752					1911	Collingw'd S.B.Co.Ld. Collingwood	DalhousieNavCo. Ld.	199·8|37·0|20·7	Toronto British *WB*	T.3Cy.18",29"&48"-30" 126NHP CollingwoodS.B.Co.		
72958 150215 ZSDV	**Dalia** ssSyd.No.2-38 E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5188 4662 3219	✠100A1 *withfreeboard* 1,41~~1,40~~ BS~~4,39~~ ✠LMC6,38 7,40	PNl	*a*†	CL ~~5,38~~ 1,41	1931 2mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	UnionGovt.ofS. Africa(Railways& HarboursAdminis-tration,Durban) *Intermediate 'tween dkBH in after hold dispensed with* *Coll BHto Sh dk* 4 ,, ,, 2*nd* ,, 1 ,, ,, 3*rd* ,, *CellDB351'1067tDTa35'907tAPT223t*	408·0|55·0|25·8 421·0(O.L.) F26' FK	Durban British *Cem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 506NHP 3SB,9*cf*,GS190,HS7401 FD D.Rowan&Co.Ld.Gls.	28 " 3 s 3 " 5 25 " 0¾	

Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	9 Construit. Quand. — Navire. — Mach.	Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chandières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chandières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. BoffTrade.
72959 FNGF	**Dalila** 1*Dk* *Well deck* D.F.	3176 — 1661	✠ … 11,23 ✠				1923 9mo	Ch.Navals Français Caen	UnionIndust.& Mar.Sté.Fran- çaise d'Arm.	313·6 P15'Q90'B59' FK	45·9	20·5	Rouen French *WB*	T3Cy18$\frac{3}{8}$",29$\frac{15}{16}$"&50$\frac{5}{8}$"–87$\frac{3}{16}$" 235NHP Schneider&Co.Havre	23 ″ 0	V †
102/40 72960 161623 GYXX	**Dallas City** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	4952 4642 2988					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ReardonSmith Line,Ld.(SirWm. R.Smith&Sons,Ld. *Mgrs.*)	426·5 F42'	56·2	25·3	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23$\frac{5}{8}$"–91$\frac{5}{16}$" 687NHP W.Doxford&Sons,Ld.Sld.		C
72961 161306 GCWB	**Dallington Court** *ss*Hul.No.3-3,41 ~~*ss*Bkn.No.2-37~~ D.F. 2*Dks*(*Stl*)	6889 6559 4329	✠100A1 *with freeboard* ~~5,40~~ ~~4,40~~3,41 ~~BS5,39~~ ✠LMC1,37 BS~~4,40~~3,41	Bry ~~Gls~~ Hul	*a*†	CL ~~4,40~~ ~~5,40~~ 3,41	1929 10mo *Lloyd*	Nthmblnd S.B Co. (1927) Ld. Newcastle '*sA&CP*	Framlington Syndicate,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *Upper 'tween deck* *BHs except Coll*	420·0 F42' FK *Coll* *BH dispensed with*	56·5	33·8	London British *Cem* *BH to W dk* 6 „ „ 2nd „ *Cell DB*369'	T.3Cy.27",45"&75"–51" (*r*) 180lb 568NHP 3SB,9*cf*,GS162,HS8466 FD WllsndSlpwy.Co.Ld.Nwc. 1477*t FPT*108*t APT*149*t*	36 ″ 4 s 9 ″ 6 27 ″ 1$\frac{1}{4}$	
72962 433 IBAJ	**Dalmatia L.** Ⓟ (*ex*Dalmatia) *ss*Tri.No.3–7,19 D.F. 1*Dk&Spar dk&deep framing*	3252 2487 1891	✠ … 11,23 ✠				1903 5mo	Lloyd Austriaco Trieste	LloydTriestino Soc.Anon.diNav.	345·2 334·0 23·0 P36'B96'F64' FK	42·5	14·8	Naples Italian *WB*	T.3Cy.24",40½"&68"–45" 394NHP LloydAustriaco,Trieste	25 ″ 4	I †
72963	**Dalmazia** **Iron** *Mchy.Aft* 1*Dk*(*Irn*)	342 280 195	✠ 11,84 ✠	Crk	*f*		1884 9mo	Murray Bros. Dumbarton	Cia.Argentina de Nav.Mihanovich Ltda.	141·3 Q18'B28'F19' *FPT*36*t* FK	29·1	9·7	Bns.Aires Argentine 3*BHCem*	C.2Cy.20"&40"–27" 69NHP Muir&Houston,Glasgow	10 ″ 2	
72964 149428 GMNF	**Dalmore** *ss*Shl.No.3–4,38 D.F. 1*Dk*(*Stl*)	5193 4761 3171	✠100A1 12,40~~2,40~~ ~~BS6,39~~ ✠LMC5,38 6,40	Liv Hul	*z*	CL ~~4,38~~ 12,40	1927 4mo *Lloyd*	Scotts'S.B. &Eng.Co.Ld. Greenock '*sA&CP* *CellDBa&u*	UnitedSteamNav. Co.Ld.(Mungo Campbell&Co.Ld. *Mgrs.*) *E*158'*f*174'1009*tD*	406·9 P35'B123'F39' FK *Ta*25'1008*tFPT*85*t*	52·3	28·3	Newcastle British 6*BHptCem* *ptAsp* *APT*166*t*	T.3Cy.26½",43"&70"–48" (*r*) 180lb ~~120lb~~ FD 449NHP 2SB(Spt)6*cf*,GS120,HS6446 Scotts'S.B.&E.Co.Ld.Grk.	30 ″ 9 s 6 ″ 1 24 ″ 10	
72965 119151 MKPT	**Dalmuir** **TwinScSp** *Mchy.Aft* *ss*Gls.No.3–11,16 *Carrying Petroleum in bulk* 2*Dks* *Fitted for oil fuel*	971 914 555	✠ … 2,21 ✠				1904 8mo	W.Beard- more&Co.Ld. Glasgow	Anglo-American OilCo.Ld. ~~(F.J.Wolfe,Mgr.)~~ (R.A.Carder,*Mgr*)	234·0 FK	38·2	13·4	Glasgow British *WB*	T.6Cy.11$\frac{1}{8}$",22"&37"–24" 158NHP W.Beardmore&Co.Ld.Gls.	14 ″ 6	C †
72966 FNMD	**Dalny** (*ex*Waldeck) D.F. 3*Dks*	6672 — 4116					1914	Bremer Vulkan Vegesack	ChargeursRéunis	472·3	58·9	28·7	Havre French *WB*	T.3Cy.32$\frac{5}{16}$",52$\frac{3}{4}$"&86$\frac{5}{8}$"–55" 556NHP BremerVulkan,Vegesack		V
72967 146911 MPQM	**Dalriada** Ⓟ 1*Dk 2nd dk in holds*	758 629 298	✠ … 6,29 ✠				1926 5mo	R.Duncan &Co. PortGlasgow	Clyde&Campbel- townShippingCo. Ld.(J.D.Rodger, *Mgr.*)	230·0 B90'F56' FK&BK1½"	34·7	14·8	Glasgow British *WB*	T.4Cy.22",35½"&(2)40"–33" 348NHP D.Rowan&Co.Ld.Glasgow	15 ″ 6	
72968 UPLA	**Dalstroi** Ⓟ (*ex*Yagoda–39, *ex*Almelo–35) *Fitted for oil fuel* Sub.Sig. 3*Dks&Shelter dk* *CruiserStern*	6948 6380 4191					1918	Kon.Maats deSchelde Flushing	U.S.S.R.	447·5 P31'	62·8	29·7	Nogaevo Russian *WB*	T.3Cy.31",50"&82½"–54" 500NHP Maats.deSchelde,Flushing		
72969 LCSB	**Dalvangen** *ss*N.Os.No.2-40 ~~*ss*N.Os.No.1-36~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	2412 1993 1392	✠100A1 ~~7,40~~ ~~10,36~~3,41 ~~BS9,39~~ ✠~~LMC1,36~~ 7,40 *Fitted for oil*	NOs MS10,39 *fuel*10	*s* ,31	OG ~~11,39~~ 1,41 *F.P.*	1931 10mo *Lloyd* *above*	Internatnl S.B.&E.CoLd Danzig '*sA&CP* *Inter* 150° F.	SkibsA/SKarai- bien(Görrissen& Co.A/S,*Mgrs.*) *mediate BH in fore*	291·2 P28'B84'F33' FK *hold dispensed with* *CellDB*248'623*t FPT*	45·7	18·5	Oslo Norwegian 4*BHptCem* 61*t APT*78*t*	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"– 35$\frac{7}{16}$" 206lb (*s*) 229NHP 2SB,6*cf*,GS72,HS3380 FD InternationalSB&E.CoLd. *Wing tanks in Bridge 42t*	20 ″ 6 s2 ″ 8½ 17 ″ 11½	
149/40 72970 149434 GMND	**Dalveen** *ss*Shl.No.3–12,38 D.F. E.S.D. 1*Dk*(*Stl*)	5193 4761 3171	✠100A1 2,40 BS12,39 ✠LMC12,38	Shl	*z*	CL 12,38	1927 6mo *Lloyd*	Scotts'SB& E.Co.Ld. Greenock '*sA&CP* *CellDBa&*	UnitedSteamNav. Co.Ld.(Mungo Campbell&Co.Ld. *Mgrs*) *uE*158'*f*174'1009*t*	406·9 P35'B123'F39' FK *DTa* 25'1008*t FPT*	52·3	28·3	Newcastle British 6*BHptCem* *ptAsp* 85*t APT*166*t*	T.3Cy.26½",43"&70"–48" (*r*) 180lb *120lb* FD 449NHP 2SB(Spt)6*cf*,GS120,HS6446 Scotts'S.B.&E.Co.Ld.Grk.	30 ″ 9 s 6 ″ 1 24 ″ 10	
72971 150348 CYGJ	**Dalwarnic** (*ex*CanadianHarvester) 2*Dks*	2394 2044 1428					1920	Pt.Arthur S.B.Co.Ld. PortArthur, Ont.	CanadaAtlantic TransitCo.(C.H. Nicholson,*Mgr.*)	251·0	43·6	23·7	Montreal British *WB*	T.3Cy.18",30"&50"–36" 150NHP PortArthurS.B.Co.Ld. PortArthur,Ont.		R
72972 644 SZNB	**Damaskini** (*ex*FofoMacri–37, *ex*PortFouad,*ex*Damas, *ex*Karaks) 1*Dk*	1196 — 512					1903	Soc.Anon. Jhn.Cockerill Hoboken	P.G.Anghelatos	221·8 Q51'B42'F27'	37·0	13·5	Piræus Greek *WB*	T.3Cy.16$\frac{3}{4}$",26"&41$\frac{3}{16}$"–29$\frac{1}{2}$" 93NHP SocAn.J.Cockerill,Seraing		G
72973 161522	**Damia** *Mchy.Aft* 1*Dk*	1926 1627 1147					1929	Swan,Hun- ter&Wigham Richardson. Ld Newcastle	InlandLines,Ld. (K.A.Scott,*Mgr.*)	252·8	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP WllsndSlpwy.Co.Ld.Nwc.		C
* 72974 PDNJ	**Damsterdijk** Ⓟ **TwinSc** *OilEng.* *ss*Rot.No.2–38 *Ref.Mchy.* D.F. 3*Dks*(*Stl*) *U–ws in after well*	10155 9039 6337	✠100A1 12,39 ✠LMC CS1,39 DBS5,39 9,38 ✠Lloyd'sRMC12,39 *Carrying Veg*	Rot *etable*	*f*† *oil*	CL 5,38 *in deep*	1930 9mo *Lloyd* *tank*	Wilton's Eng.&Slip. Co. Rotterdam '*sA&CP* *C*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *ellDB*410'1666*t T*	490·9 P40'B149'F46' FK *anks in way of tunn*	64·7	34·1	Rottrdam Dutch 8*BHptCem* *els* 522*t DTa*	Oil Engines 4S.C.SA 16Cy.29$\frac{1}{8}$"–72$\frac{1}{16}$" 1293NHP DB*100lb* Harland&Wolff,Ld.Gls. 36'1050*t FPT*140*t APT*165*t*	40 ″ 0 s 9 ″ 4$\frac{3}{4}$ 30 ″ 9$\frac{3}{4}$	
72975 OXRS	**Dan** Ⓟ (*Ferry–Screw fore & aft*) 2*Dks*	799 719 310					1921	Orlogs- værftet Copenhagen	DeDanske Statsbaner	222·9	34·5	14·1	Fredericia Danish *WB*	T.6Cy.14$\frac{9}{16}$",23½"&39$\frac{3}{8}$"– 21$\frac{5}{8}$" 136NHP Orlogsværftet,Copenhag'n		V
72976 125097 ~~FOPR~~ GMRM	**Danae II** (*ex*Danae–40) D.F. 1*Dk*	2660 1967 1393					1936	Atel.&Ch. de laSeine Maritime WormsetCie LeTrait,S.I.	~~Soc.Navale~~ ~~Caennaise~~ ~~(G.Lamy&Cie.~~ ~~Mgrs.)~~ Ministry of Ship- ping(Ambrose. Davies&Matthews, Ld.*Mgrs.*)	307·5 P35'Q92'B61'	43·6	19·1	PortTalbot British *WB*	T.3Cy.21$\frac{5}{8}$",35$\frac{1}{2}$"&59"–41$\frac{3}{4}$" 225NHP Atel.&Ch.de laSeine MaritimeWormsetCie.		V

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
72977 8399 SMOA	**Danaholm** *Oil Eng.* D.F. E.S.D. 1*Dk & Shelter dk* *Ref. Mchy. Cruiser Stern* *Strengthened for Navigation in Ice*	3645 2881 2011	✠100A1 *with freeboard* 3,40 ~~12,39~~ ✠LMC12,39 ✠Lloyd's RMC12,39 for temp. 32° F.	Els NYk	*z*	CL 8,40	1939 12mo	Helsingörs Jernsk&Msk. Elsinore Lloyd's A&CP	A/B Svenska Amerika Mexiko Linien (E.Carlson, *Mgr.*)	410·0|53·2|20·4 428·5 (O.L.) F97 FK *Cell DB 289' 1061t Tanks in way of tunnel 210t APT 75t*	Gothenbrg Swedish *7BH* *(Coll to Sh dk* *6 ,, 2nd ,,)*	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"–55$\frac{1}{8}$" 1026NHP DB*85lb* Akt. Burmeistr & Wain, Cpn	25 〃 0 s 1 〃 10$\frac{3}{4}$ 23 〃 4$\frac{3}{4}$	
72978 862 SVIW	**Danapris** (*ex* Saima-36, *ex* Clapton, *ex* Pensacola) *ss* Shl. No.2-22 *Arch deck* 1*Dk* (*Stl*)	2113 1923 1274	✠ 12,27 ✠	Sld	*r*		1914 7mo	Osbourne, Graham & Co. Sunderland *Cell DBa 84' u E 20'*	S. Synodinos (Synodinos Bros. *Mgrs.*)	279·2|40·3|22·6 P25' F29' FK *f 112' 475t FPT 103t*	Piræus Greek *4BH Cem* *APT 67t*	T.3Cy.20$\frac{1}{2}$", 33" & 54"–36" 206NHP 2SB, *4pf*, GS82, HS3400 Richardsons, Westgarth & Co. Ld. Sld.	24 〃 9	C †
72979 160776 GZSQ	**Danby** D.F. 1*Dk* *Cruiser Stern*	4281 3905 2614	✠100A1 3,41 ~~2,40~~ ✠LMC6,37	Hul Gms	*y*	CL 3,41	1937 6mo	W. Gray & Co. Ld. W Hartlepool Lloyd's A&CP	Ropner Shipping Co. Ld. *Cell D*	385·5|53·2|24·6 396·4 (O.L.) P51' B237' F31' FK *B331' 995t FPT 116t*	W. Hartlpl British *6BH Cem* *APT 104t*	T.3Cy.21", 33$\frac{1}{2}$" & 58"–42" (*s*) 200lb 289NHP 2SB (Spt) *6cf*, GS109, HS4964 Cen. Mar. E. Wks. (W. Gray & Co. Ld.) W. Hpl.	26 〃 10 s 3 〃 2$\frac{3}{4}$ 23 〃 10$\frac{1}{4}$	
72980 159 IBCJ	**Dandolo** *ss* Tri. No.3-3,33 *ss* Tri. No.1-37 D.F. 1*Dk* (*Stl*) & *Shelter dk* (*Stl*) *2nd dk* (*Stl*) *in fore hold*	4964 4425 2949	✠100A1 *Shelter dk with freeboard* 1,40 BS5,39 ✠LMC5,37 *Converted for oil fuel 12,31 F.P. above 150° F.*	Gen	*z*	CL 1,40	1921 6mo	Swan, Hunter & Wigham Richardson, Ld Newcastle Lloyd's A&CP	Lloyd Triestino Soc. Anon. di Nav. *Cell DB 343' 1057t*	413·7|53·2|26·3 400·3| F48' *on Shltr dk* FK *Collision BH to S dk* *FPT 128t APT 160t*	Venice Italian *pt Cem* *5 ,, ,, U ,,*	T.3Cy.27", 44" & 73"–48" (*s*) 180lb *110lb* 540NHP 3SB, *9cf*, GS194, HS8190 FD Swan, Hunter & Wigham Richardson, Ld. Nwc.	28 〃 9 s 3 〃 2$\frac{1}{2}$ 25 〃 9$\frac{1}{4}$	
* 72981 OYVH	**Dania** (*ex* Alacrity-36) *ss* Cpn. No.3-7,36 1*Dk* (*Stl*) *Cargo battens not fitted*	2389 2070 1429	✠100A1 10,39 ✠LMC MS6,36 BS4,39	Abg	*s*	CL 3,40	1924 4mo	Smith's Dock Co. Ld. Middlesbro' Lloyd's A&CP	A/S Dampskibs-selskabet D.F.K. (De Forenede Kulimportörer A/S *Mgrs.*)	290·0|43·2|20·3 301·5 (O.L.) P23' B50' F27' FK *Cell DB 248' 585t FPT 86t APT 83t*	Copnhagn Danish *5BH Cem*	T.3Cy.21", 35" & 57$\frac{1}{2}$"–42" (*s*) 180lb 263NHP 2SB, *6cf*, GS121, HS4462 Smith's Dock Co. Ld. Mdb.	22 〃 6 s 3 〃 3$\frac{3}{4}$ 19 〃 5	
72982 OYUB	**—** *Fitted for oil fuel* *Mchy. Aft* 1*Dk* Wireless *Carrying Petroleum in bulk*	1099 736 588					1925	Kjöbnhvns Flyd. & Skbs. Copenhagen	Det Danske Petroleums A/S (F.W. Kraft, *Mgr.*)	206·1|36·2|14·2 P156' F26'	Nyborg Danish *WB*	T.3Cy.18", 28$\frac{1}{2}$" & 48"–33" 132NHP Kjbnhavns Flydk. & Skbsv.		V
72983 203507 KGBD	**Daniel J. Morrell** D.F. *Mchy. Aft* GyC. 1*Dk*	7239 — 5419					1906	W. Bay City S.B. Co. West Bay City Mich	Cambria S.S. Co. (Bethlehem Transptn. Corp. *Mgrs.*)	580·0|58·0|27·4 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.24", 39" & 65"–42" 274NHP Detroit S.B. Co. Detroit		R
72984 164586 MKYY	**Daniel M.** *ss* Gms. No.1-40 *Oil Eng.* *Mchy. Aft* 1*Dk* *Cruiser Stern* *Cargo battens not fitted*	448 319 242	✠100A1 7,40 ~~10,39~~ ~~✠LMC2,36~~ ~~✠LMC(M)6,38~~ ✠LMC7,40	Lon Gms	*g*	OG 5,38	1936 2mo	Burntislnd S.B. Co. Ld. Burntisland Lloyd's A&CP	~~T.J. Metcalf~~ Metcalf Motor Coasters. Ld. (T.J. Metcalf *Mgr.*)	149·5|26·2| 9·7 P35' Q53' F16' FK *Cell DB 55' 82t FPT 62t*	London British *3BH pt Cem* *APT 22t*	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G. Köln-Deutz	11 〃 6 s 3 〃 2 11 〃 1$\frac{1}{2}$	
72985 112065 CYBF	**Daniel M. Munro** AuxSrBarge (*ex Sailing Vessel* Olivia) *ss* Ham. No.1-96 *Oil Eng.* Sub.Sig. 1*Dk 2tr B* *(See Sailing Ship Register)*	1216 1138 888	✠ ... 8,00				1892 8mo	A. McMillan & Son, Ld Dumbarton	Gypsum Packet Co. Ld.	220·7|35·0|21·0 P28' F29' BK8$\frac{1}{2}$"	Windsor, N.S. British *WB*	Oil Engines 2S.C.SA 4Cy.16$\frac{1}{2}$"–18$\frac{7}{8}$" 192NHP J. & C.G. Bolinders, Skm.		
72986 204416	**Daniel Willard** (*ex* Wissahickon) *Mchy. Aft* 2*Dks*	4253 — 3295					1907	Buffalo DD Co. Buffalo	Great Lakes Transit Corporation	350·0|46·0|30·9	Buffalo NY Utd. States *WB*	Q.4Cy.19", 27", 40" & 58"–42" 218NHP Detroit S.B. Co. Detroit		
72987 LJOW	**Danio** (*ex* Baron Dalmeny-37) *Oil Eng.* *ss* Shl. No.3-4,36 2*Dks* (*Stl*)	~~3496~~ ~~3317~~ ~~2180~~ 3538 3320 2148	✠100A1 Examined 4,41 Cff DBS4,41 ✠NE7,29 ✠LMC4,36	~~Bot~~	*w*	CL 1,40	1924 3mo	W. Hamilton & Co. Ld. Port Glasgow Lloyd's A&CP	Dann's Skibs A/S (Clemeth Dann) *Intermediate 'tween deck BH in after hold dispensed with*	348·7|50·0|24·0 354·5 (O.L.) P36' B102' F39' FK *Cell DB 299' 914t*	Oslo Norwegian *pt Cem* *5BH to U dk* *1 ,, ,, 2nd ,,* *DTa 37' 705t*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP DB*100lb* J.G. Kincaid & Co. Ld. Grk. *FPT 85t APT 57t*	26 〃 4 s 4 〃 6$\frac{1}{4}$ 21 〃 11	
72988 130116 ~~OZUB~~ ~~VQ~~ MNFV	**Danmark** TwinSc4Mst *ss* Cpn. No.3-8,38 D.F. *Oil Eng.* 2*Dks* (*Stl*) *3rd dk* (*Stl*) *in Nos. 1 & 3 holds*	8391 7783 ~~5342~~ 5348	✠100A1 2,41 ~~1,40~~ ✠LMC CS8,38 DBS~~6,39~~ 7,40 1,40 *Carrying Vegetable Oil in DTs forward*	Nkv Cff	*c*†	CL 2,39	1925 12mo	A/S Burmeistr & Wain Copenhagen Lloyd's A&CP *Cell tunnels*	Ministry of Shipping (United Baltic Corporation, Ld. *Mgrs.*) *Upper 'tween dk BHs except Coll & AP BHs dispensed with* *DB 406' 1491t Tanks between 88t DTs f 54' 1210t*	460·1|59·7|35·6 F43' FK *FPT 125t APT 136t*	Liverpool British *7BH* *(Coll to F'cl dk* *AP ,, U ,,* *5 ,, 2nd ,, only*	Oil Engines 4S.C.SA 12Cy.29$\frac{1}{8}$"–51$\frac{3}{16}$" 983NHP DB*80lb* A/S Burmeister & Wain	38 〃 4 s 9 〃 9$\frac{1}{4}$ 28 〃 9$\frac{1}{2}$	
72989 OXDS	**—** Ⓟ TwinSc Sub.Sig. D.F. (*Ferry*) *Cruiser Stern* 2*Dks*	2727 2233 1092					1922	Helsingörs Jernsk & Msk Elsinore	De Danske Statsbaner	333·2|51·5|21·4	Gjedser Danish *WB*	T.6Cy.20$\frac{3}{8}$", 34$\frac{1}{16}$" & 56$\frac{1}{4}$"–31$\frac{1}{2}$" 355NHP Helsingörs Jernsk. & Mskb.		V
72990 OXDK	**—** AuxS (*Training Ship*) *Oil Eng.* Wireless D.F. *Mchy. Aft* 2*Dks* *(See Sailing Ship Register)*	777 676 555					1933	Nakskov Skibs A/S Nakskov	Den Danske Stat (Ministeriet for Handel, Industri og Söfart)	188·6|33·0|17·0	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 6Cy.9$\frac{7}{16}$"–13$\frac{3}{8}$" 52NHP A/S Frichs, Aarhus		
72991 219262 KOPD	**Dannedaike** *Fitted for oil fuel* *Mchy. Aft* 2*Dks & Webframes* *Longitudinal framing* *Carrying Petroleum in bulk*	4310 3808 2520	✠ ... 9,20 ✠				1919 12mo	Baltimore D.D. & S.B Co. Baltimore, Md.	Paco Tankers Inc. (Pennsylvania Shipping Co. *Mgrs*)	340·1|49·2|27·1 P92' B35' F31' FK	Wilmgton (Del.) Utd. States *WB*	DR Geared Steam Turbine 390NHP Westinghouse Electric & Mfg. Co. E. Pittsburgh, Pa.	28 〃 7	R †
72992 1696 IBZJ	**Dante** (*ex* Cambrian Princess, *ex* Glenearn) *ss* Ant. No.3-4,27 D.F. 2*Dks*	4901 4555 3024	✠ ... 8,31 ✠				1914 1mo	Bartram & Sons, Ld. Sunderland	"Corrado" Soc. Anon. di Nav.	402·4|50·5|28·1 390·0 P33' B115' F36' FK	Genoa Italian *WB*	T.3Cy.26", 43" & 71"–48" 401NHP J. Dickinson & Sons, Ld. Sld.	30 〃 6	I †
72993														

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* Surveys delayed. Vessel, when last reported in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Bd of Trade
72994 105198 VQSB	**Danubian** (*ex*HaralamposP., *ex*Gileston, *ss*Alx.3rdNo.3–9,36 *ex*Euston) 1*Dk*(*Irn*) 2*trBWeb frames* 3*Dk rule*	2728 2576 1747	✠100A1 *withfreeboard* 10,36 BS~~10,36~~ ✠LMC9,36 7,40	Gtz	*u*	CL 10,39	1898 7mo	Ropner& Son Stockton A&CP	CyprianShipping Co.Ld. *CellDBa*	320·0 P29′B68′F87′ FK 112′*u*E22′*f*126′583*t*	44·0	21·9	Larnaca (Cyprus) British 5*BHCem* *APT*44*t*	T.3Cy.22″,37″&61″–42″ (*s*) 160lb 245NHP 2SB,6*rf*,GS100,HS3760 Blair&Co.Ld.Stockton	24 ″ 3 s4 ″ 0½ 20 ″ 5	
72995 PHCS	**Danubius** (*ex*Basarabia–38, *ex*LotteReith,*ex*OttoReith,*ex*Lotte Reith,*ex*Portimão) 1*Dk*&*Spar dk*	1489 1258 923					1899	Schiffsw.v. HenryKoch Lübeck	MatteoLevenson	245·9 B69′F29′	35·2	18·4	Galatz Roumanian *WB*	T.3Cy.16½″,28″&44½″–32½″ 113NHP J.F.Ahrens,Altona		G
72996 167382 GKLZ	**Dan-y-Bryn** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	5117 4604 3034	✠100A1 *withfreeboard* ~~6,40 1,40~~ 5,41 *Fitted for oil*	Hul ✠LMC1,40 *fuel*	*a*† 2 1,40	CL *F.P. a*	1940 1mo *Lloyd* *bove* 1	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP* 50° F.	BrynymorSteam- shipCo.Ld. (Ambrose,Davies& Matthews,Ld. *Mgrs.*) 1336*t*	420·0 436·0(O.L.) FK *CellDB*356′ *FPT*158*tAPT*277*t*	58·0	26·3	London British 7*BHptCem* (*CollToShdk* 6 ,,*2nd* ,,)	T.3Cy.22½″,36″&65″–48″ 220lb (*s*) 458NHP 2SB(Spt&FD),&1AuxSB, 8*cf*,GS159,HS6912 D.Rowan&Co.Ld.Gls.	37 ″ 10 s11 ″ 3¾ 26 ″ 9	
72997 DRBJ	**Danzig** 1*Dk*	1062 820 589					1925	Schiffs.-u Dckbauwerft FlenderA.G Lübeck	MathiesReed,K.G.	220·7 P13′Q64′B92′F22′	34·6	12·5	Hamburg German *WB*	T.3Cy.16¾″,27$\frac{9}{16}$″&43$\frac{5}{16}$″– 27$\frac{9}{16}$″ 98NHP Waggon-u.Maschinenbau A.G.Görlitz		G
72998 DAKM	— (*ex*Elsa) Wireless D.F. 1*Dk*	797 550 476					1898	Flensburgr Schiffsb.Ges. Flensburg	Rud.Christ.Gribel	198·6 P116′F23′	29·0	12·0	Stettin German *WB*	T.3Cy.10⅝″,16¾″&27½″–19″ NE18 NB13 34NHP GörlitzerMch.-HnstGörlitz		G
72999 FOWV	**Daphné** (*ex*Rouennaise) *ss*Rot.No.3–6,37 1*Dk*(*Stl*) Now "Daphne II," *see No.*37760 *in Supplement*	1969 1541 1123	✠100A1 3,40 BS2,40	Ant ✠LMC6,37	*r*	CL 2,40	1925 8mo *Lloyd*	Atel.&Ch. de laLoire Nantes '*sA&CP*	SociétéNavale Caennaise(G. Lamy&Cie.*Mgrs.*) *CellDB*231′655*t*	277·0 P24′Q84′B57′F23′ FK *FPT*64*tAPT*75*t*	40·7	17·3	Caen French 6*BHptCem* *ptAsp*	T3Cy18⅛″29$\frac{1}{16}$″&49$\frac{3}{16}$″–37½″ 185lb (*s*) 205NHP 2SB,6*cf*,GS112,HS3703 Atel.&Ch.de laLoire,Paris	19 ″ 6 s1 ″ 10½ 17 ″ 9	
73000 OHZW	**Daphne** (*ex*Granheim–36, *ex*Avecappelle, *ss*Osl.No.3–4,33 *ex*Yselveer) *ss*Ant.No.1–38 1*Dk*(*Stl*)	1939 — 1081	✠100A1 2,41 ~~10,30~~ BS~~5,39~~ 2,41 *Fitted for oil*	Ant NYk ✠LMC3,38 *fuel* 11	*r* ,20	OG 10,39 *F.P. a*	1920 11mo A&CP *bove* 1	NVSchpsb. enMachfab. "deKlop" Sliedrecht 50° F.	RederiA/B Daphne ~~(ToreUlf A/B)~~ ~~(GunnarErikson,~~ ~~Mgr.)~~ (Gunnar Eriksson, *Mgr.*)	278·7 267·7 P26′B64′F21′ FK *CellDB*225′476*t*	42·1	18·3	Brando Finnish 4*BHCem* *APT*63*t*	T.3Cy.19⅛″,31⅞″&51″–36″ 185lb (*s*) 238NHP 2SB,6*cf*,GS110,HS3660 N.V.Scheepb.en Machfab."deKlop"	20 ″ 6 s2 ″ 10½ 17 ″ 9¼	
73001 166494 GJGS	**Daphnella** *Mchy.Aft* *OilEng.* 1*Dk*,*2nd dk clear of cargo tanks* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	8078 7235 4790	✠100A1 6,40 ~~9,39~~ *CarryingPetr*	Cff Fal ✠LMC7,38 *oleum*	*c*† *in*	CL *bulk*	1938 7mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64′160*tD*	465·3 483·3(O.L.) P91′B43′F69′ FK *Tf*25′271*t FPT*138	59·3	33·8	London British 17*BH* *tAPT*86*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55⅛″ 502NHP DB*180lb* Hwthrn.Leslie&CoLdNwc	34 ″ 0 s 6 ″ 8 27 ″ 7	
73002 63 SPCB	**Dar Pomorza** (*ex*Pomorze, **Aux** *ex*SailingVessel,*ex*Colbert, *OilEng.* *ex*Prinzess *ss*Cpn.2ndNo.3–6,30 EitelFriedrich) *ss*Dnz.No.2–38 Wireless D.F. GyC. 3*Dks*(*UStl*–teak s) (*See Sailing Ship Register*)	1561 1351 525	100A1 7,39 ✠NE6,30 DBS9,38 Surveys delayed	Dnz ✠LMC9,38		OG 9,37	1909 *Lloyd*	Blohm& Voss Hamburg '*sA&CP*	PolishGovernment (Ministry ofIndus- try&Commerce)	239·2 P78′F42′ BK9″ *MT* *DTa*	41·1	20·9	Gdynia Polish 6*BHCem* (*5 to U dk* 1 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.13½″–19½″ 106NHP DB*100lb* Maschfbk.Augsburg- Nürnberg,Augsburg	24 ″ 0	
70/40 73003 160201 GNQZ	**Darcoila** *ss*Hpl.No.3–4,39 2*Dks*(*Stl*)	4084 3854 2544	✠100A1 4,40 ~~4,39~~ BS4,40	Hpl Shl ✠LMC4,39	*w*	CL 3,39	1928 4mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	FarcoShippingCo. Ld. (Douglas& Ramsey,*Mgrs.*) *CellDBa*	370·0 P25′B108′F33′ FK &*u E*132′*f*170′890*t*	50·6	24·9	Glasgow British 6*BHptCem* *APT*158*t*	T.3Cy.25″,42″&70″–48″ (*s*) 200lb 424NHP 3SB,9*cf*,GS181,HS7008 D.Rowan&Co.Ld.Glasgow	27 ″ 2 s4 ″ 10½ 22 ″ 7	
73004 147220 GDRJ	**Dardanus** Ⓟ (*ex*Flintshire–39, *ex*Dardanus–35) D.F. *Ref.Mchy.* 2*Dks*&1*pt dk*	7726 6478 4859					1923	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·5 P53′B164′F63′	58·4	32·6	Liverpool British *WB*	2 steam turbinesSR geared to 1 sc. shaft Workman,Clark&Co.Ld.		
73005 ~~HPDB~~ HPFA	**Darien** (*ex*LaMarea) *ss*NYk.No.1-40 *ss*N.Yk.No.3–7,36 Sub.Sig. 4*Dks*(*Stl-Weather ws*) *Ref.Mchy.* *CruiserStern*	4281 3533 2276	✠100A1 *withfreeboard* 8,40 ~~7,39~~ ✠NE&B6,30 ~~BS7,39~~ *Fitted for oil*	NYk BS8,40 MS7,39 ✠LMC~~7,38~~ *fuel*	 6,30	CL 7,39 *F.P. a*	1924 4mo *Lloyd* *bove* 1	Cammell Laird&Co.Ld. Birkenhead *sA&CP* *Inter* 50° F. *BHin*	BalboaShppg.Co. Inc.(UnitedFruit Co.*Mgrs.*) *mediate BHinfore* *'tween dk in after* *CellD*	352·7 P34′B135′F40′ len30 FK&BK1½″ *hold & intermediate* *hold dispensed with* *B*299′621*tFPT*52*t*	48·1	28·3	Panama Pnamanian *Cem* 4*BH to Udk* 1 ,, ,, *3rd* ,, *APT*13*t*	1Steam Turbine connected to ElectricMotor&Sc.Shaft 400lb HS8660 839NHP 2 Water Tube Boilers(Spt) DB24 *140lb* FD BritishThomson- HoustonCo.Ld.Rugby	31 ″ 9 s9 ″ 5 22 ″ 6½	
73006 167314 GSGD	**Darina** *OilEng.* 1*Dk*,*2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8113 7221 4755	✠100A1 6,40 ~~8,39~~ *CarryingPetr*	Gls Bkn ✠LMC8,39 *oleum*	*c*† *in*	CL 10,39 *bulk*	1939 8mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*70′165*t*	464·9 482·8(O.L.) P93′B47′F51′ FK	59·5	33·9	London British 17*BH* *DTf*25′297*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55⅛″ 503NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk. *FPT*143*tAPT*89*t*	34 ″ 0 s 6 ″ 8½ 27 ″ 6½	
73007 164642 GYWD	**Darlington Court** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4974 4634 3014	✠100A1 *withfreeboard* 3,39 DBS~~5,39~~ 7,40	Lon ✠LMC6,36	*a*†	CL 2,39	1936 6mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *CellDB*344′1268*t* *MT*29′1183*t*	414·5 431·3(O.L.) F44′ FK (*FPT*149*t APT*144*t*	56·2	25·6	London British 7*BHptCem* *Coll to Shdk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.29½″–59$\frac{1}{16}$″ 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	28 ″ 0 s 3 ″ 1¾ 25 ″ 1	
73008 44 SVEJ	**Darmas** (*ex*Divis,*ex*Treherbert, **Iron** *ex*Penarth) *ss*Shl.3rdNo.3–11,23 *Well deck* *ss*Pir.No.2–31 Wireless 1*Dk*(*Stl*)&*Webframes2trB*	*1595* *1322* *907*	✠ ... 12,35 ✠NB7,11 ✠	Pir			1883 4mo	Palmers' Co. Newcastle	G.N.PittasBros.& Co. *D*	258·3 Q94′B60′F30′ FK *B*220′365*tFPT*120*t*	36·2	17·3	Chios Greek 4*BHCem* *APT*75*t*	C.2Cy.24½″&50″–39″ 155NHP 2SB,4*pf*,GS82,HS2720 Palmers'Co.Ld.Newcastle	19 ″ 2	
73009 167186 GQGB	**Daronia** *OilEng.* D.F. 1*Dk*,*2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8139 7235 4784	✠100A1 6,40 ~~9,39~~ *CarryingPetr*	Fal ✠LMC2,39 *oleum*	*c*† *in*	CL *bulk*	1939 2mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDB*64′160*tDT*	465·3 483·3(O.L.) P93′B45′F50′ FK *f*25′271*tFPT*138*tA*	59·3	33·8	London British 17*BH* *PT*86*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″–55⅛″ 502NHP DB*180lb* Hwthrn,Leslie&CoLdNwc	34 ″ 0 s6 ″ 8½ 27 ″ 6½	
73010 EALQ	**Darro** (*ex*Lealtad–39,*ex*Darro–37) *OilEng.* *ss*Cdz.No.2–39 ~~*ss*Val.No.1–35~~ D.F. 2*Dks*(*Weather dk–Stl*)	2610 1849 1433	✠100A1 *withfreeboard* 6,40 ~~6,30~~	Cdz Bbo ~~✠LMC,CS5,35~~ ~~5,35~~ ✠LMC6,39	*s*	CL ~~6,30~~ 6,40	1931 8mo *Lloyd*	CiaEuskal- duna Bilbao '*sA&CP*	~~M.M.dePinillos~~ Cia.Maritima Frutera,S.A.	290·0 B98′F35′ FK *CellDB*248′347*t*	42·0	20·5	Cadiz Spanish 5*BHptCem* *APT*16*t*	Oil Engines 2S.C.SA 5Cy.23⅝″–41¾″ 487NHP Gebr.SulzerAG Ldwgshfn	23 ″ 8 s 5 ″ 5 18 ″ 1	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
73011 162500 GTQY	**Dartford** *ss*Shl.No.2–39 E.S.D. 1*Dk*(*Stl*) D.F.	4093 3698 2414	✠100A1 ~~1,41~~ ~~1,40~~5,41 BS~~5,40~~ 5,41	Cff ~~Shl~~ ✠LMC4,39	*x*	CL ~~4,30~~ ~~1,41~~ 4,41	1930 10mo *Lloyd*'*sA&CP*	Smith's DockCo.Ld. Stockton-on-Tees	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) *Cell*	366·4 P32'B129'F39' FK *DB*312'1167*tFPT*1	52·0	24·7	London British 6*BHptCem* 31*tAPT*184*t*	T.3Cy.23½",40"&67"–45" (*s*) 185lb 368NHP 3SB(Spt)9*cf*,GS158,HS6173 Blair&Co.(1926)Ld.Stk.	27 ″ 0 s 4 ″ 8¼ 22 ″ 6¼	
73012 149652 GNLQ	**Daru** *OilEng.* *ss*Liv.No.2–35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3854 3090 2127	✠100A1 *withfreeboard* Examined5,41 ✠LMC CS6,36 DBS~~4,40~~5,41 5,38 *Carrying vegetable oil in deep tanks*	~~Fal~~ Lon	*x*	CL 2,40	1927 12mo *Lloyd*'*sA&CP*	A.McMillan&Son,Ld. Dumbarton *CellDB*292	ElderDempster Lines,Ld. '804*t DTs a*58' 616	355·4 P37'F42' FK *tFPT*97*tAPT*100*t*	49·2	22·4 (*Coll*	Liverpool British 6*BHptCem* ,, *toSh dk* 5 ,, ,, 2*nd*,,	Oil Engines 4S.C.SA 6Cy.29⅜"–59 1/16" 489NHP DB100*lb* Harland&Wolff,Ld.Gls.)	24 ″ 8 s 2 ″ 2½ 22 ″ 7¾	
73013 151977 VPQC	**Darvel** *Fitted for oil fuel* 2*Dks*	1929 1411 1003					1924	Caledon S.B.&E.Co. Dundee	StraitsSteamship Co.Ld.	261·0 P&B158'F40'	41·1	18·7	Singapore British *WB*	T.3Cy.20½",33"&54"–36" 175NHP CaledonS.B.&E.Co.Dundee		
73014 147596 GJKL	**Dashwood** *ss*Shl.No.3–4,37 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2154 1723 1263	✠100A1 4,40 BS~~1,40~~ 1,41	Sld ✠LMC4,37	*r*	OG ~~3,39~~ 5,41	1924 3mo *Lloyd*'*sA&CP*	Vickers, Ld. Barrow	W.France,Fenwick &Co.Ld. *CellDBa*48'*uE* &*B*39'*f*113'43	281·2 P20'Q113'B48'F19' FK 3*tDTa*37'249*t FPT*	40·2	18·8	London British 4*BHCem* 50*tAPT*55*t*	T.3Cy.20",33"&54"–39" (*s*) 180lb 203NHP 2SB,6*cf*,GS110,HS3210 Vickers,Ld.Barrow	20 ″ 11 s 2 ″ 1½ 18 ″ 11	
73015 82 YLCI	**Daugava** (*ex*Vera,*ex*Ljubow) *ss*Lie.3rdNo.3–12,33 *ss*Lie.No.1–38 *Well deck* 1*Dk*(*Stl*)2*trB*	1430 1198 748	✠100A1 6,39 BS~~2,38~~ 4,40	Lie ✠LMC5,38	*o*	6,39	1891 5mo *Lloyd*'*sA&CP*	Helsingörs Jernsk&Msk. Elsinore	LatvianGovernment (ValstsKugu Parvalde,*Mgrs.*)	250·3 258·0(O.L.) Q68'B121 BK8½" F27' *APT*29*t*	36·0	15·2	Riga Latvian 4*BHCem* *MT*42'400*t*	T.3Cy.18",27½"&47"–33" (*s*) 160lb 100*lb* NDB12 134NHP 2SB,4*rf*,GS64,HS2120 HelsingörsJernsk.&Mskb.	16 ″ 9 s1 ″ 1 16 ″ 5	
73016 86902 MPVP	**Davaar** Ⓟ 1*Dk*	495 422 202	✠ … 5,89	✠			1885 5mo	Lon.&Gls. Co.(Lim.) Glasgow	Clyde&CampbeltownShippingCo. Ld.(J.D.Rodger, *Mgr.*)	217·8 Q56'B63'F48'	27·0	12·9	Glasgow British *WB*	C.2Cy.29"&58"–42" NB03 182NHP Lon.&Gls.Co.(Lim.),Gls.	13 ″ 7	
160/40 73017 LCIE	**Davanger** *ss*Shl.No.3–3,35 *Fitted for oil fuel* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	7102 6399 4434	✠ —— 4,40	Ant ✠	*a*†		1922 1mo	W.Hamilton&Co.Ld. PortGlasgow *CellD*	Westfal-Larsen& Co.A/S *BuE&B*84' 153*t D*	425·0 P101'B27'F43' FK *Tf*38'552*tATP*56*t*	56·8	33·0	Bergen Norwegian 15*BHptCem* (9 *to U dk* 6 ,, 2*nd*,,)	T.3Cy.27",45"&74"–54" 567NHP 4SB,12*cf*,GS205,HS8370 J.G.Kincaid&Co.Ld.Grk.	33 ″ 0	N †
73018 219643 KUDR	**Davenport** *Fitted for oil fuel* 2*Dks*&*Web frames* Now "Alcoa Shipper," see No. 87030 in Supplement	5491 4971 3370	✠ … 6,20	✠			1920 3mo	Merchant S.B.Corp. Harriman,Pa	UnitedStates Maritime Commission	400·7 P36'B124'F44' FK	54·2	30·4	Phildlphia Utd.States *WB*	2 Steam Turbines DR geared to1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
73019 210507 KJHQ	**—** **Wood** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	911 742 525					1912	Kruse& Banks CoosBay,Or.	A.B.Johnson LumberCo.	200·1	40·0	14·5	S.Frncisco Utd.States	T.3Cy.13½",23"&40"–30" 88NHP UnitedEng.WorksS.Frisco		
73020 218156 WOGB	**David H. Atwater** (*ex*W.J.Crosby–35,*ex*Crabtree) D.F. *Mchy.Aft* 1*Dk*	2438 — 1468					1919	Gt.Lakes Eng.Works Ashtabula,O.	AtwacoalTransportationCo.	253·8 P115'P26' *WB*	43·6	24·9	FallRiver, Mass. Utd.States	T.3Cy.18½",34½"&57"–42" Gt.LakesEng. 211NHP Works,Ashtabula,O.		R
73021 161146 GSJT	**David Livingstone** *OilEng.* D.F. *Ref.Mchy.* 3*Dks*	5013 4514 3032					1930	A.McMillan&Son,Ld. Dumbarton	ElderDempster Lines,Ld.	370·6 P37'F41'	51·6	20·1 28·8	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅜"–59 1/16" 652NHP Harland&Wolff,Ld.Gls.		C
73022 163342 MBDK	**David M.** *OilEng.* *ss*Lon.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Well deck* *CruiserStern*	350 245 168	✠100A1 6,39 ✠LMC7,37 ✠LMC(M)5,39	Bly	*e*	5,39	1933 5mo *Lloyd*'*sA&CP*	J.Koster Hzn.Schpsw "Gideon" Groningen	MetcalfMotor Coasters.Ld.(T.J. Metcalf,*Mgr.*) *Bottom plating*	130·5 Q77' FK *not cemented in hold* *FPT*62*t*	25·4	9·1	London British 3*BHptCem* *APT*12*t*	Oil Engines 4S.C.SA 4Cy.11"–17 11/16" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 9 s4 ″ 10½ 9 ″ 6¼	
73023 203927 WNYA	**David M. Weir** (*ex*Edward A.Uhrig,*ex*SheldonParks) D.F. GyC. *Mchy.Aft* 1*Dk*	6611 — 5049					1907	Superior S.B.Co. Superior,Wis.	NationalSteel Corp.(M.A.Hanna Co.*Mgrs.*)	532·0 *WB*	56·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP AmericanSB.Co.Cleveland		R
73024 144648 MKCY	**David McIntosh** **TwinSc** 1*Dk*	449 353 249					1920	Lytham S.B.&E.CoLd Lytham	UnitedAfrica Co.Ld.	154·1 Q44'B47'F24'	29·1	9·9	London British *WB*	C.4Cy.12½"&28"–18" 28NHP LythamS.B.&E.Co.Ld.		
73025 221427 KDTD	**David McKelvy** *ss*Bal.No.3–4,33 *ss*Bal.No.1–37 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing* D.F.	6821 6329 4242	✠100A1 ~~4,40 9,39~~10,40 ~~BS4,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,21	NYk BS4,40 ✠LMC11,37	*b*†	CL 6,38 *F.P. above* 150°F.	1921 6mo A&CP	SunS.B.Co. Chester,Pa.	TideWater AssociatedOilCo. *CellDBu* *E&B*59'*f*41'40	430·0 P133'B36'F40' FK 8*tFPT*222*tAPT*57*t*	59·2	33·4 (	Wilmgton (Del.) Utd.States 17*BHptCem* 13 ,, *to Udk* 4 ,, ,,2*nd*,,	T.3Cy.27",45½"&76"–51" (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.)	33 ″ 3 s6 ″ 8¼ 26 ″ 9½	
73026 204238 KGBP	**David P. Thompson** (*ex*Wilpen) D.F. GyC. *Mchy.Aft* 1*Dk*	7612 — 5851					1907	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co.(Hutchinson&Co. *Mgrs.*)	554·0 *WB*	58·2	33·0	Wilmgton (Del.) Utd.States	T.3Cy.24",38"&65"–42" 274NHP Gt.LakesEngWks.Detroit		R
73027 214368 WNCW	**David W. Branch** Ⓟ (*ex*SantaOlivia–37, *ex*Ecuador) ~~*ss*S.Fo.No.3–8,27~~ ~~*ss*Sea.No.2–37~~ 2*Dks*(*Stl*)&*Awngdk*(*Stl*–teaks) D.F. *ss*Sea.2ndNo.3–10,39	5544 4740 3435	✠100A1 *Awngdk withfreeboard* 10,39 ~~5,38~~ ~~BS5,39~~ *Fitted for oil fuel* 7,16	Sea 5,40 ✠LMC~~4,38~~	*y*	CL 10,39 *F.P. above* 150° F.	1915 9mo *Lloyd*'*sA&CP*	Kon.Maats deSchelde Flushing	Libby,McNeill& Libby *Cell*	380·6 FK *DBa*94'*uE*36'*f*147'	48·7	32·6	S.Frncisco Utd.States 6*BHCem* 559*tFPT*93*t*	T.3Cy.29",47"&77"–48" (*s*) 180lb 624NHP 4SB,12*cf*,GS248,HS9660 FD Maats.deSchelde,Flushing	35 ″ 3 s10 ″ 6½ 24 ″ 11½	
73028 202931	**David Z. Norton** D.F. Gy.C *Mchy.Aft* 1*Dk*	5667 — 4250					1906	American S.B.Co. Cleveland	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	480·0 *WB*	52·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP AmericanS.B.CoCleveland		R
73029 1855 ILYK	**Davide Bianchi** (*ex*Oriens–34, *ex*Siracusa–33,*ex*Uranus) 2*Dks*	1477 1250 869					1906	Wrf.voorh. Rijkee&Co. Rotterdam	FratelliBianchi Soc.diNav.	264·1 251·8 Q75'B69'F34' *WB*	34·6	18·5	Genoa Italian	T.3Cy.19",32"&51"–36" 156NHP Maats.Fyenoord,Rot.		I

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	16 Registres où coté si ce n'est dans le L.R. Durée.Cert.Ref.Trade
73030 LCIF	**Daviken** Ⓟ ssH.Kg.No.3-4,38 *Upper dk(pt Stl-teak s)2nd dk(Stl)* D.F.	2922 2656 1778	✠100A1 *with freeboard* 3,40 BS3,40 ✠LMC4,38	HKg	*l*	CL N3,40	1926 1mo *Lloyd*	W.Hamilton&Co.Ld PortGlasgow 'sA&CP	Wallem&Co.A/S (H.J.Wallem, *Mgr*) *CellDB*250'502*t*	295·0|45·7|26·0 305·0(O.L.) B72'F31' FK *FPT*88*t APT*105*t*	Bergen Norwegian *Cem* 4 *BH to 2nd dk* 1 „ „ *U* „	T.3Cy.20¼",34"&56$\frac{7}{16}$"−36" 180lb (*s*) 244NHP 2SB,*6cf*,GS132,HS4302 Rankin&BlackmreLd.Grk	28 ″ 3 s9 ″ 8¼ 18 ″ 8¼	
73031 166464 GJGQ	**Davila** *Oil Eng.* D.F. *1Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8053 7235 4768	✠100A1 6,40 ~~8,39~~ ✠LMC5,38 *Carrying Petroleum in bulk*	HKg Cff	*c*†	CL	1938 5mo *Lloyd*	Lithgows Ld. PortGlasgow 'sA&CP	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'162*t*	465·0|59·2|33·8 484·0(O.L.) P90'B42'F69' FK *DTf*25'281*t FPT*143*t APT*94*t*	London British 17*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"−55⅛" 503NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s6 ″ 8½ 27 ″ 7¼	
108/40 73032 147201 GJSK	**Davisian** ssLiv.No.3-10,36 *Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)*	6433 6051 4065	✠100A1 *Shelter dk* *with freeboard* 3,40 BS11,39 ✠LMC10,38	Liv	*z*	CL 10,39	1923 2mo *Lloyd*	D&W Hendersn&Co.Ld. Glasgow 'sA&CP	CharenteS.S.Co. Ld.(T.&J. Harrison, *Mgrs.*) *CellDB*340'963*t DTa*26'670*t*	400·3|52·5|35·0 414·6(O.L.) B143' *on Shelter dk* FK *FPT*123*t APT*30*t*	Liverpool British *pt Cem* 6 *BH to Sh dk* 1 „ „ *U* „	Q.4Cy.23½",34",49"&70"−57" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&W Hendersn&CoLd.Gls	37 ″ 7 s 8 ″ 8½ 29 ″ 2	
183/40 73033 167225 MBZW	**Daxhound** (*ex*Mitra-39) ssSfj.No.2-39 *Mchy.Aft CruiserStern* 1*Dk(Stl)* *Longitudinal framing in double bottom* Wireless D.F. *Strengthened for Navigation in ice*	1127 910 526	✠100A1 4,41 ~~4,40~~ BS ~~3,40~~ 4,41 ✠LMC3,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,31 *F.P. above* 150° F	Mch Nwc	*n*	CL 3,39	1931 10mo *Lloyd*	Deutsche WerftAGBet Finkenwrder Hamburg 'sA&CP	HadleyShipping Co.Ld. *Intermediate bulkheads in centre tanks electrically welded* *CellDB*148'299*t*	228·9|36·2|13·3 P78'F27' FK *DTf*20'37*t FPT*72*t APT*32*t*	London British 11*BH*	T.3Cy.17½",27$\frac{9}{16}$"&45½"−27$\frac{9}{16}$" (*s*) 213lb FD 194NHP 2SB,*4cf*,GS73,HS3054 A.Borsig,Berlin-Tegel	15 ″ 9 s 1 ″ 6 14 ″ 5	
73034 167798 GDXJ	**Daydawn** D.F. 1*Dk&Shelter dk* *CruiserStern*	4768 4308 2772	✠100A1 *with freeboard* 1,40 ✠LMC1,40	Sld	*z*	CL	1940 1mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland 'sA&CP	ClaymoreShipping Co.Ld. *CellDB*351'1182*t*	406·0|54·8|25·6 421·0(O.L.) F37' FK *FPT*103*t APT*200*t*	Cardiff British 6*BH Cem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.21½",36"&63"−45" (*s*) 220lb 423NHP 2SB(Spt)&1AuxSB,*9cf*, GS149,HS6205 FD Richardsons,Westgarth&Co.Ld.Hpl.	28 ″ 1 s 3 ″ 0½ 25 ″ 3½	
73035 230834 WDEJ	**Daylight** D.F. GyC. *OilEng.* *CruiserStern* ssBal.No.2-39 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing-bracketless system*	9180 8555 5599	✠100A1 ~~6,40~~ ~~7,39~~ 10,40 ✠LMC CS7,39 ~~DBS7,39~~ 6,40 7,39 *Carrying Petroleum in bulk*	Bal ~~NYk~~ Gal	*e*†	CL 7,39	1931 6mo *Lloyd*	SunS.B.&DryDockCo. Chester,Pa. 'sA&CP	Socony-Vacuum OilCo.Inc. *CellDBuE*86'378*t*	480·5|66·0|36·8 500·1(O.L.) B37'F48' FK *AfterBridge*77' *FPT*413*t APT*127*t*	NewYork Utd.States 16*BH pt Cem* (11 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"−91$\frac{5}{16}$" 690NHP 2WT DB*200lb* SunSB&DD.Co.Chester Pa	37 ″ 0	
73036	**Dayman** (*ex*UruguayII, *ex*AsuncionR,*ex*LaNivera) **Iron** 1*Dk*	444 349 289	✠ 3,88	Bel	*f*		1883 2mo	Harland& Wolff Belfast	CiaUruguaya de Nav.Lda.	154·9|26·2|11·0 Q18' *WB*=*APT*11*t* FK	M.Video Uruguayan 5*BH Cem*	C.2Cy.16"&32"−24" NB05 42NHP Harland&Wolff,Belfast		
73037 148304 GFQT	**Dayrose** ssRot.No.2-37 1*Dk(Stl)*	4113 3929 2606	✠100A1 9,40 ~~11,38~~ BS ~~11,39~~ 2,41 ✠LMC7,37	Hul	*x*	CL ~~N10,38~~ 1,41	1928 10mo *Lloyd*	R.Thompson&Sons,Ld. Sunderland 'sA&CP	ClaymoreShipping Co.Ld. *CellDBa&uE*149' *f*163' 1065*t*	380·2|53·1|24·1 391·8(O.L.) P34'B230'F36' FK	Cardiff British 6*BH Cem* *APT*135*t*	T.3Cy.25",41"&68"−48" 180lb 376NHP 3SB,*9cf*,GS165,HS6174 N.E.MarineEng.Co.Ld Sld	26 ″ 6 s 3 ″ 7½ 23 ″ 0½	
73038 142876 VRXW	**Dayspring** **TwinSc** *Mchy.Aft* 1*Dk*(*Stl*-teak s) Wireless *CruiserStern*	1102 895 520	✠ 8,28 ✠	Nwc	*m*		1928 8mo	Armstrong Whitworth &Co.Ld. Newcastle	Government of Nigeria *CellDB*134'241*t MT*11'100*t*	195·2|36·1|16·3 FK *FPT*70*t APT*17*t*	Lagos British 6*BH Asp*	T.6Cy.11",19"&32"−21" 110NHP 2SB,*4cf*,GS66,HS1800 ShieldsEng.Co.Ld.N.Shl.	18 ″ 6	
73039 145984 GFKQ	**Daytonian** ssLiv.No.3-11,36 *Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)*	6434 6052 4066	✠100A1 *Shelter dk* *with freeboard* 6,40 ~~7,39~~ BS6,41 ~~BS3,40~~ ✠LMC11,36	Liv Mch	*z*	CL ~~11,36~~ 6,40	1922 10mo *Lloyd*	D&W Hendersn&Co.Ld. Glasgow 'sA&CP	CharenteS.S.Co. Ld.(T.&J. Harrison, *Mgrs.*) *CellDB*340'963*t DTa*26'670*t DTf*24'641*t*	400·3|52·5|35·0 414·2(O.L.) B143' *on Shelter dk* FK *FPT*123*t APT*30*t*	Liverpool British *pt Cem* 6 *BH to Sh dk* 1 „ „ *U* „	Q.4Cy.23½",34$\frac{5}{16}$",49"&70"−51" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&W Hendersn&CoLdGls	37 ″ 7 s8 ″ 8½ 29 ″ 2	
73040 FNRR	**De Grasse** Ⓟ **TwinSc** *Ref.Mchy. Fitted for oil fuel* D.F. GyC. 4*Dks*	18435 13003 11053					1924	Cammell Laird&Co.Ld. Birkenhead	Cie.Générale Transatlantique	552·1|71·4|42·3 F129'B371'	Havre French *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts CammellLaird&Co.LdBkn		V
73041 PKOY	**De Klerk** *Fitted for oil fuel* 2*Dks&Shade dk*	1986 1690 1200					1900	Nederl. SchpsbMaats Amsterdam	Koninkl.Paketv. Maats.	300·0|40·5|21·5 P60'H68'F61' 29·2	Batavia Dutch *WB*	T.3Cy.23",36"&60"−42" Ned.Fab. 233NHP v.Werkt.&SpoorMat.Ams.		V
73042 FNRS	**De La Salle** Ⓟ **TwinSc** D.F. *Fitted for oil fuel* *Cruiser Stern* 3*Dks*	8400 — 5124					1921	Barclay, Curle&Co.Ld Glasgow	Cie.Générale Transatlantique	440·0|56·7|34·6 P58'B247'F46'	Havre French *WB*	T.6Cy.21½",37"&64"−48" 568NHP Barclay,Curle&Co.Ld.Gls		V
73043 PDPG	**De Ruyter** (*ex*Bergendal-38) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	458 355 291					1931	N.V.IndustrieeleMaats. DeNoord Alblasserdam	Reed"DeNoord" (J.Vermaas' Scheepvaart Bedrijf, *Mgrs.*)	159·6|25·7|10·5 P43'F18'	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"−20" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
73044 PDPF	— *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	348 211 170					1938	N.V.Schpswerf "Foxhol" Foxhol	G.deRuiter	137·0|24·7|8·0 P35'Q47'F21'	Schvningn Dutch *WB*	Oil Engines 2S.C.SA 6Cy.10¼"−14$\frac{3}{16}$" 110NHP N.V.Mchfb.Bolnes,Bolnes		
73045 217436 WJDU	**De Soto** (*ex*PanAtlantic-38, *ex*DorothyCahill-38, *ex*WestWauneke) *Fitted for oil fuel* 2*Dks*	5591 5248 3457	✠ … 4,22				1919 1mo	Columbia RiverS.B.Cor Portland,Or.	WatermanS.S. Corp.	410·0|54·2|27·6 P44'B115'F47' FK	MobileAla. Utd.States *WB*	T3Cy.24½",41½"&72½"−48" NE29 352NHP Hoovens,Owens&RentschlerCo.Hamilton,Ohio	30 ″ 2	R †
73046 PKOZ	**De Weert** *Fitted for oil fuel* 2*Dks*	1805 — 985					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3|40·2|17·0 P33'	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"−39" 165NHP Maats.Fyenoord,Rot.		V
73047 211734 KJHY	**De Witt Clinton** Ⓟ **TwinSc** (*ex*Nopatin,*ex*Manhattan) 1*Dk(Stl)&Web frames*	3899 3539 2246	✠ 3,14 ✠	Phl			1913 10mo	Harlan& Hollingsworth Corp. Wlmgtn, Del.	HudsonRiverDay Line *CellDB*	320·2|48·1|22·0 BK8' *a*44'*uE&B*114'*f*86'	NewYork Utd.States 7*BH Cem* 522*t*	T.8Cy.(2)23½",(2)37½"&(4)42"−36" 754NHP 6SB,*18cf*,GS264,HS11417 Harlan&Hollingswrth Cor		
73048 LCIG	**Dea** (*ex*Sangstad) D.F. 1*Dk*	2418 2238 1459					1911	R.Thompson&Sons,Ld Sunderland	PartrederietDea (Th.Brövig)	299·4|44·5|19·9 H75*t*F36*t*	Farsund Norwegian *WB*	T.3Cy.21½",36"&59"−39" 217NHP N.E.MarineEng.Co.LdSld.		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
73049 464 IBNA	**Dea Mazzella** (*ex*WelshPrince-36, *ex*SyrianPrince-36) ssBkn.No.3-6,32 ssAlx.No.1-36 D.F. 1Dk(Stl)&2nddk(Stl)inholds *Ref Mchy.*	3082 2831 1840	✠100A1 11,39 BS7,39 ✠LMC9,36	Nap	u	CL 11,39	1919 11mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	PasqualeMazzella CellD	342·5|46·8|23·2 330·4 P38'B98'F29' FK B274'727tFPT109t	Naples Italian 7BHCem APT49t	T.3Cy.25″,41″&68″-45″ (s) 180lb 358NH 3SB,9cf,GS153,HS5817 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
73050 160387 MPBY	**Deal** TwinSc *CruiserStern* 1Dk	691 627 267					1928	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·5|33·6|14·2 B90'F37'	London British WB	T.6Cy.15″,25″&41″-24″ 165NHP D&W.Hendrsn&CoLd.Gls.		
73051 HPNL	**Dean Emery** (*ex*Sunshine) ssN.Yk.No.3-2,32 ssGal.No.1-36 *Mchy.Aft* 2Dks(Stl)&Webframes D.F. *Longitudinalframing*	6664 6112 4148	✠100A1 Examined2,41 Bal BS6,40 ✠LMC4,36 *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 11,19	~~N.Yk~~	b†	CL 11,38	1919 11mo	SunS.B.Co. Chester,Pa. A&CP	PanamaTransport Co. CellDBuE&B60'	429·3|59·2|31·4 P133'B36'F40' FK 259tDTf552t FPT202tAPT57t	Panama Pnamanian 17BHptCem (13 to U dk 4 ,, 2nd ,,)	T.3Cy.27″,44 1/16″&76″-51″(r) 190lb 612NHP 3SB,9cf,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s 6 ″ 9¼ 26 ″ 8½	
73052 146343 MLZX	**Dearne** ssGoo.No.3-12,37 *Ref.Mchy.* 1Dk(Stl) Wireless D.F.	1046 818 422	✠100A1 ~~2,39~~11,40 BS~~2,39~~ ✠LMC12,37 7,40	Goo Liv	o	OG ~~11,37~~ 11,40	1924 9mo	Vickers,Ld. Barrow Lloyd'sA&CP	London,Midland&ScottishRailway (AssociatedHumberLines,*Mgrs.*) CellDBa58'	240·3|34·2|15·4 P38'B88'F35' FK uE15'f90'204tFPT	Goole British 5BHCem 14tAPT25t	T.3Cy.22″,36″&61″-39″ (r) 180lb 333NHP 2SB,6cf,GS124,HS5000 FD Vickers,Ld.Barrow	16 ″ 4 s 2 ″ 0½ 14 ″ 9	
73053 166294 GRPR	**Debrett** OilEng. D.F. E.S.D. CruiserStern *For full particulars see No. 87753 in Supplement*	8120 7387 5952	100A1 *withfreeboard* *(ClassContemplated)*				1940	Harland&Wolff,Ld. Belfast	Lamport&Holt Line,Ld.	~~438·6~~|62·3|33·9 438·8 B64'F37'	Liverpool British	Oil Engines 2S.C.DA 6Cy.20⅞″-49 3/16″ Harland&Wolff,Ld.Bel.	38 ″ 9 s10 ″ 10¼ 28 ″ 1	
73054 YTKD	**Dedinje** Ⓟ (*ex*Dubrovnik-38, *ex*Lovrjenac) ssSpt.2ndNo.3-12,34 ssSpt.No.1-38 1Dk&Shelter dk No later survey reported	1036 816 594	✠100A1 *withfreeboard* 12,40~~2,40~~ ✠LMC5,38 ✠NB1,27 BS~~2,40~~ 12,40 *Service in the Adriatic*	Spt	l	CL N4,38	1909 8mo	Cant.Nav.Triestino Monfalcone	Dubrovacka PlovidbaA.D CellD	208·9|29·2|18·7 30·8 BK6″ BuE23'80tDTsf27'	Dubrovnik Yugoslav 6BHCem 33tAPT12t	T.3Cy.18 13/16″,29¼″&48″-30″ 180lb (s) 203NHP 2SB,4cf,GS80,HS3229 FD WllsndSlpwy.Co.Ld.Nwc.	13 ″ 0 s ″ 6 13 ″ 2¼	
73055 148166 GTDB	**Deebank** ssLiv.No.2-38 1Dk(Stl)&Shelterdk(Stl-ws)	5060 4628 3001	✠100A1 *withfreeboard* ~~11,40 12,39~~ 4,41 BS4,41 ✠LMC4,37 *Carrying vegetable oil in deep tank* *Fitted for oil fuel* 6,29 *F.P. above 150° F.*	Auk ~~Liv~~ Lon	a†	CL N12,39	1929 6mo	Workman,Clark(1928)Ld. Belfast Lloyd'sA&CP	BankLine,Ld. (A.Weir&Co. *Mgrs.*) CellDB366'1176t	421·8|56·7|26·7 FK DTa27'1105tFPT	Belfast British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,) 156tAPT79t	Q4Cy.22″,32″,46¾″&68″-48″ 260lb (s) 565NHP 3SB(Spt),12cf,GS214, FD HS8112 Workman,Clark(1928)Ld.	29 ″ 3 s 3 ″ 9½ 25 ″ 8	
73056 139306 MGJD	**Deedon** (*ex*Magrix-37) 3Mst *Well deck* ssHul.No.3-7,29 *Mchy.Aft* ssPet.No.2-38 1Dk(Stl)	314 220 124	✠100A1 ~~7,40 8,39~~ 7,41 BS7,41 ✠LMC7,38 ✠NB11,16 ~~BS8,39 7,40~~ ✠NE10,00 refitted16	Abn ~~Sld~~	e	CL ~~7,38~~ 7,41	1916 12mo	Cochrane&Sons,Ld. Selby Lloyd'sA&CP	A.M.Massie FPT39t	135·3|23·1| 9·5 144·6(O.L.) Q68'BonQ9'F20' BK7″	Aberdeen British 3BHCem	T.3Cy.10 9/16″,18⅜″&31½″-21″ 180lb (s) 57RHP 1SB,2pf,GS29,HS1007 Hall,Russell&Co.Ld.Abn.	10 ″ 6 s ″ 5½ 10 ″ 8	
73057 162285 MBJQ	**Deemount** ssAbn.No.1-37 *Well deck* *CruiserStern* 1Dk(Stl) *Mchy.Aft* *Cargo battens not fitted*	569 367 274	✠100A1 10,40~~4,40~~ ✠LMC MS12,37 BS8~~,39~~ 10,40 ✠NE&Bmade31refitted33	Abn ~~Shl~~	h	CL 4,39	1933 9mo	J.Lewis&Sons,Ld. Aberdeen Lloyd'sA&CP	BorderShippingCo. Ld. CellDB104'15	165·5|27·2| 9·7 Q112'BonQ9'F22' FK 7tFPT41tAPT20t	Aberdeen British 3BHptCem ptAsp	T.3Cy.12½″,21″&34″-24″ (s) 180lb 70RHP 1SB,3pf,GS52,HS1779 J.Lewis&Sons,Ld.Abn.	12 ″ 1 s 3 ″ 8 12 ″ 1¼	
73058 218312 KIMD	**Deer Lodge** *Fittedforoilfuel* Sub.Sig. 2Dks	6187 5139 3832	✠ ... 9,20 ✠				1919 7mo	NorthwestSteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8|54·2|27·7 P44'B115'F47' FK	PortlndOr Utd.States WB	DR Geared Steam Turbine GeneralElectric 579NHP Co.Schenectady,N.Y.	30 ″ 2	R †
73059 143456 GPDQ	**Deerwood** ssSld.No.3-10,32 ssShl.No.1-37 *Well deck* 1Dk(Stl) D.F. *Cargo battens not fitted*	1914 1495 1128	✠100A1 ~~7,40 2,39~~ 9,40 ✠LMC MS8,37 BS1~~,40~~ 1,41	Bly Shl	q	CL ~~2,38~~ 7,40	1919 10mo	J.Crown&Sons,Ld. Sunderland Lloyd'sA&CP	W.France,Fenwick&Co.Ld. CellD	268·0|37·9|17·6 P24'Q82'B51'F30' FK B223'426tFPT105t	London British 4BHptCem APT100t	T.3Cy.20″,33″&54″-36″ (s) 180lb 192NHP 2SB,6pf,GS97,HS2977 McColl&Pollock,Ld.Sld.	19 ″ 9 s 1 ″ 11 18 ″ 0	
73060	**Defacto** (*ex*NorthernStar, *ex*Waterbury) *Fitted for oil fuel* Sub.Sig. 2Dks *Now "EmpireCaribou," see No. 87901 in Supplement*	4800 — 2999					1919	Downey S.B.Corp. Arlington, N.Y		386·8|52·2|27·4 P36'B110'F39'	WB	T.3Cy.24″,40″&70″-48″ 339NHP DowneyS.B.Corp. Arlington,N.Y		R
73061 137459 GQNC	**Defender** ssLiv.No.3-12,27 ssBkn.No.2-37 2Dks(Stl)&3rddk(Stl) in No.1 hold	8258 7396 5280	✠100A1 ~~12,39~~ Examined7,40 Liv ✠LMC MS2,37 BS9~~,39~~ 4,41	~~Liv~~	d†	CL 9,38	1915 6mo	C.Connell&Co.Ld. Glasgow Lloyd'sA&CP	CharenteS.S.Co. Ld.(T&JHarrison, *Mgrs.*) CellDBa E&B75'f210'1539t	482·3|58·3|33·4 498·6(O.L.) P54'B188'F51' FK 135'u DTa30'1066tFPT	Liverpool British 9BHCem 101tAPT49t	Q.4Cy.25½″,36½″,52½″&75″-54″ 220lb 720NH 2DB&2SB,18cf,GS379, HS13788 Dunsmuir&JacksonLdGls	35 ″ 10 s 7 ″ 7 28 ″ 7	
73062 160370 GNQY	**Deido** OilEng. ssLiv.No.2-36 2Dks(Stl)&Shelterdk(Stl)	3894 3132 2143	✠100A1 *withfreeboard* Examined3,41 ✠LMC CS10,37 DBS6~~,39~~ 7,40 8,38 *Carrying vegetable oil in deep tanks*	~~Hul~~ Liv	x	CL ~~11,38~~ N3,41	1928 3mo	ArdrossanDockyardLd. Ardrossan Lloyd'sA&CP	ElderDempster Lines,Ld. CellDB284'834tDTsa58'628t	356·6|49·2|22·4 P37'F41' FK FPT91tAPT100t	Liverpool British 6BHptCem (CollToShdk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.29⅛″-59 1/16″ 490NH DB100lb J.G.Kincaid&Co.Ld.Grk.	24 ″ 8 s 2 ″ 2¼ 22 ″ 7¼	
73063 UVBM	**Dejnev** Ⓟ 2Dks	3578 — 1734					1937	S.B.Yd.AndréMarti Leningrad	U.S.S.R.	334·6|49·2| P234'	Murmansk Russian	T.3Cy19 11/16″,39⅜″&63″-43 5/16″ 262NHP WorksAndréMarti, Leningrad		
73064 UOML	**Dekabrist** (*ex*Anadyr, TwinSc *ex*Franche-Comté) ssKel.No.1-27 Sub.Sig. ssKel.2ndNo.3-7,29 GyC. 2Dks&Shelter dk	7363 6654 4160	✠ ... 3,31 ✠				1903 4mo	Vickers,Ss.&Maxim,Ld. Barrow	U.S.S.R.	475·8|54·1|32·6 B125'onShelter dk FK	Odessa Russian WB	T.6Cy.27″,44″&72″-48″ 855NHP Vickers,Sons&Maxim,Ld.	35 ″ 8	
73065	**Dekret** (*ex*Wassian,*ex*Elben, Iron *ex*Laboe) 1Dk&Awng dk	721 683 442					1883	Gebr.Howaldt Kiel	U.S.S.R.	187·0|24·8|18·9 H15t	Archangel Russian WB	C.2Cy.23″&37½″-27″ NB97 61NHP Gebr.Howaldt,Kiel		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
73066 26025 JDID	**Delagoa Maru** ssYka.No.3–1,31 ssYka.No.2–40 ~~ssYka.No.1–30~~ 1Dk(Stl)&Shelter dk(Stl)	7148 6700 4373	✠100A1 Shelter dk withfreeboard 4,40 ~~2,38~~ ~~BS2,39~~	Yka ✠LMC~~1,36~~	a† 4,40	CL ~~1,37~~ 3,40	1919 10mo	Mitsubishi ZosenKaisha Nagasaki A&CP CellDB358'	NipponYusen K.K. 1160tDTa28'1127t	420·0 FonShelter dk47' FK FPT107tAPT95t	56·0	38·5	Tokyo Japanese Cem 6BHtoShdk 2 „ „ U „	T.3Cy.28",47½"&79"–51" (s) 200lb 620NHP 4SB,12cf,GS217,HS8788 FD MitsubishiZosenKaisha	38 ″ 6 s10 ″ 4¼ 28 ″ 4	
73067 217731 WNCV	**Delalba** (exSaugerties–35) Fitted for oil fuel 2Dks&Web frames	5101 4740 3093	✠ … 6,20 ✠				1919 4mo	American International S.B.Corp. HogIslandPa	MississippiShip- pingCo.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
12/3/40	Now "Lone Star," see No. 88913 in Supplement															
73068 142371 GPSY	**Delambre** (exWarDame) ssMdb.No.3–2,30 ssLiv.No.2–38 D.F. 2Dks(Stl)	7032 6522 4516	✠100A1 12,39 MS4,38	Liv ✠LMC BS12,39	b†	CL N1,38	1917 11mo	Mitsubishi ZosenKaisha Nagasaki Lloyd'sA&CP	Lamport&Holt Line,Ld. CellDB392'	444·8 P35'B138'F35' FK 1816tDTa42'1226t	58·2	31·4	Liverpool British 7BHCem APT62t	T.3Cy.27½",44¼"&75½"–51" 200lb FD (s) 524NHP 3SB(Spt)9cf,GS163,HS6591 MitsubishiZosenKaisha	34 ″ 0 s 7 ″ 6 26 ″ 8½	
73069 164348 MMNW	**Delane** OilEng. D.F. 2Dks&Shelter dk CruiserStern	6054 5458 3744	✠100A1 withfreeboard 7,40 ~~10,38~~	Liv ✠LMC1,38	c† 2½	CL	1938 1mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	Lamport&Holt Line,Ld. CellDB350'1507t tunnel14	438·6 456·0(o.l.) B83'F32' FK Tanks in way of (7tFPT66tAPT53t	62·3	25·4	Liverpool British 8BHptCem Coll to Shdk 7 „ 2nd „)	Oil Engines 2S.C.DA 6Cy.20⅝"–49 3/16" 898NHP 2DB120lb Harland&Wolff,Ld.Bel.	30 ″ 3 s 3 ″ 8½ 26 ″ 8½	
73070 PJEH	**Delapan** (exWarVessel) TwinSc 1Dk OilEng. Carrying Petroleum in bulk	528 416 157					1915	SirR.Dixon &Co.Ld. Middlesbro'	N.V.Curaçaosche Scheepsv.Maats.	170·0 H90tF22t	31·2	11·5	Curaçao Dutch WB	Oil Engines 2S.C.SA 8Cy.16 11/16"–18⅞" 386NHP J&CGBolinder'sCoLdSkm		
73071 219770 KUKP	**Delarof** Ⓟ (exMohinkis) ssS.Fo.No.3–5,30 ssS.Fo.No.2–38 2Dks(Stl)&Web frames Longitudinal framing	6021 5694 3842	100A1 withfreeboard 4,41 ~~1,40~~ ~~BS1,40~~ Fitted for oil fuel 1920 F.P. above 150° F.	SFo BS12,40 LMC4,38	z	CL ~~1,39~~ 3,41	1920	Pacific CoastS.B.Co. BayPoint,Cal	AlaskaPackers' Association 'Tween deck bulkheads at ends of machinery space dispensed with CellDB344'1351t	402·5 P34'F39' FK MT30'554tFPT73t	53·0	32·0	S.Frncisco Utd.States ptCem 3BHtoWdk 4 „ „ 2nd „ APT46t	T.3Cy.24½",41½"&72"–48" 210lb 579NHP NE20fitted5,30 3SB,9cf,HS8745 FD LlewellynIronWorks, LosAngeles	34 ″ 6 s 8 ″ 3½ 26 ″ 5½	
73072 634 OHAN	**Delaware** (exNewa, exMickley) ssHbg.2ndNo.3–5,29 ssHpl.No.2–38 D.F. 1Dk(Stl)&Web frames Cargo battens not fitted	2441 2249 1424	✠100A1 11,40 ~~5,38~~ MS5,38	Osc NNs ✠LMC BS~~12,39~~ 1,40	t	CL ~~9,37~~ 11,40	1902 11mo	W.Dobson &Co. Newcastle Lloyd'sA&CP	A/B Helsingfors SteamshipCo.Ld. (A/BNielsen& ThordenO/Y,Mgs.) CellDB	307·8 305·3 P27'B82'F35' FK a94'uE&F40'f132'	43·5	20·8	Helsingfrs Finnish 5BHCem 608tAPT18t	T.3Cy.22",36"&58"–39" (s) 160lb 233NHP 2SB,6pf,GS107,HS3840 N.E.MarineEng.CoLdNwc	23 ″ 0 s 3 ″ 6½ 19 ″ 7	
* 73073 OYAA	— (exCopenhagen) ssEls.No.3–11,29 ssEls.No.2–39 D.F. 1Dk(Stl)&Shelter dk(Stl)	2280 2029 1333	✠100A1 Shelter dk withfreeboard 2,39	Els ✠LMC2,39	u	OG 1,39	1919 12mo	A.B.Öre- sundsvarvet Landskrona Intermediate BH in fore hold dispensed with	DetForenede DampskibsSelsk CellDB262'543tFPT89t	310·0 FK Collision BH to Shdk	44·7	19·5	Copnhagn Danish Cem 3 „ „ U „ APT105t	2Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb FD 250NHP 2SB(Spt),6cf,GS82,HS3533 A.B.deLavalsAngturbin, Skm.	22 ″ 0 s1 ″ 2 21 ″ 0	
73074 140497	— (exImari) Mchy.Aft 1Dk	1940 1638 1158					1929	Swan,Hun- ter&Wigham Richardson, LdSunderlnd	St.Lawrence Steamships,Ld.	252·8 Q100'F35'	43·4	17·8	Montreal British WB	T.3Cy.15",25"&40"–33" 81RHP MacColl&Pollock,Ld.Sld.		C
73075 221893 KDWQ	**Delaware Sun** ssPhl.No.3–5,34 ssPhl.No.1–38 1Dk(Stl)Shelter dk(Stl)& Mchy.Aft Web frames GyC. Longitudinal framing	8964 8575 5617	✠100A1 Shelter dk withfreeboard ~~4,40~~10,40 MS7,38 Carrying Petroleum in bulk Fitted for oil fuel 1,22 F.P. above 150° F.	Phl ✠LMC BS~~10,39~~10,40	e†	CL 3,39	1922 1mo	SunS.B. Co. Chester,Pa. A&CP	SunOilCo. CellDBuE&B74'	480·5 F44'onShelter dk FK f40 395tFPT186t	66·0	36·8	Phildlphia Utd.States 19BHptCem (9 to Sh dk 10 „ U „) APT84t	T.3Cy.27",45½"&76"–51" (r) 210lb 628NHP 3SB,9cf,GS197,HS9198 FD SunS.B.Co.Chester,Pa.	37 ″ 0 s 9 ″ 2 28 ″ 1½	
73076	**Delawarean** (exGoldenCoast–37, exWestNivaria) Fitted for oil fuel D.F. Ref.Mchy. 2Dks	5705 — 3625	100A1 (ClassContemplated) Examined 2,40	NYk			1920	S.Western S.B.Co. SanPedro,Cal	Ministry of Ship- ping(Runciman (London)Ld. Mgrs.)	410·5 P46'B112'F46'	54·2	27·2	British	T.3Cy.24⅝",41½"&72"–48" 359NHP LlewellynIron Works,LosAngeles,Cal.		R
	Now "Empire Hawksbill," see No. 87905 in Supplement															
73077 239016 WEWB	**Delbrasil** Ⓟ D.F. E.S.D. Fitted for oil fuel Sub.Sig. GyC. 2Dks Ref.Mchy.	~~8300~~ 7977 — 4522					1939	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	Mississippi ShippingCo.Inc.	~~465·0~~ 468·1 B&F441'	~~65·5~~ 65·7	~~30·7~~ 26·7	N.Orleans Utd.States WB	DR geared steam turbine 1300NHP GeneralElectricCo. Lynn,Mass.		R
73078 UOWI	**Delegat** TwinSc OilEng. Wireless 1Dk.	979 — 434					1931	StatesS.B. &Eng.Wks. 'André Marti' Odessa	U.S.S.R.	229·6 P64'F32'	34·0	10·8	Rostov Russian	Oil Engines 4S.C.SA 12Cy.13 9/16"–19 11/16" 214NHP KolomenskieStateE.Wks.		
73079 2124 IBLF	**Delfin** (exCamogli–35,exRovereto, exWarAngler) ssNap.No.3–5,31 Fitted for oil fuel D.F. 1Dk	5322 4823 3233	✠ … 3,33 ✠				1918 3mo	Scotts'S.B. &Eng.Co.Ld. Greenock	"Polena"Società diNavigazione	421·5 400·3 P50'B113'F39' FK	52·2	28·2	Genoa Italian WB	T.3Cy.27",44"&73"–48" 490NHP Scotts'S.B.&Eng.Co.Ld.	31 ″ 0	I †
73080 21881 KIVS	**Delfina** Fitted for oil fuel 1Dk	3480 2991 2060	✠ … 1,21 ✠				1919 7mo	Hanlon D.D.&S.B.Co. Oakland,Cal.	Baltimore InsularLine,Inc. (A.H.Bull&Co.Inc. Mgrs.)	320·7 P26'B79'F34' FK	46·0	24·4	Baltimore Utd.States WB	T.3Cy.24",39"&63"–42" 387NHP AllisChalmersMfg.Co. Milwaukee	26 ″ 9	R †
73081	**Delfina Mitre** TwinSc (TrainFerry) OilEng. 1Dk	2100 — 1525	✠ … 9,29 ✠				1928 5mo	A.&J. Inglis,Ld. Glasgow	EntreRiosRail- waysCo.Ld.	340·0 FK	57·7	17·7	Ibicuy Argentine	Oil Engines 4S.C.SA 16Cy.15¾"–29½" 383NHP Harland&Wolff,Ld.Gls.	19 ″ 9	
73082 LDFS	**Delfinus** Wireless D.F. 1Dk	1293 976 751					1912	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskibsselskab	230·1 Q82'B58'F28'	35·2	16·1	Bergen Norwegian WB	T.3Cy.17½",29"&48"–33" 12NHP LaxevaagsMsk.&Jrns.Bgn		N
73083 PDOC	**Delfshaven** ssAnt.No.2–38 D.F. 1Dk(Stl)	5281 4934 3256	✠100A1 ~~8,40~~ ~~6,38~~ 1,41 MS6,38	Ant ~~Hul~~ Nwc ✠LMC BS~~11,39~~ 10,40	a†	CL ~~5,38~~ ~~8,40~~ N1,41	1930 3mo	W.Gray& Co.Ld. Sunderland Lloyd'sA&CP	N.V.Gebr.van Uden'sScheepv.en AgentuurMaats CellDB	421·2 P32'B268'F36' FK 373'1246tFPT117t	54·3	27·2	Rottrdam Dutch 7BHCem APT157t	Q4Cy.20",28½"41½"&61"–48" 260lb (s) FD 463NHP 3SB(Spt)9cf,GS151,HS6696 Cen.Mar.EWrks.LdWHpl.	29 ″ 8 s4 ″ 8½ 25 ″ 2¼	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. DateofB.ofTradeCert
73084 PDOD	**Delftdijk** Ⓟ TwinSc OilEng. ssRot.No.2–38 3*Dks*(*Stl U*-ws *in after well*) *Ref.Mchy.* D.F. *Carrying vegetable oil in deep tank*	10220 9038 6385	✠100A1 6,40 ~~10,39~~ ✠LMC CS7,38 DBS~~6,39~~6,40 ~~7,38~~4,39 ✠Lloyd'sRMC5,40	Rot NYk	*f*†	CL s6,39 P10,39	1929 10mo	Wilton'sE. &Slpway.Co. Rotterdam *Lloyd*'*sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	490·9|64·7|34·1 P40'B149'F46' FK *CellDB* 410'1666*t tanks in way of tunnels*	Rottrdam Dutch 8*BHptCem* 522*t DTa*36'	Oil Engines 4S.C.SA 16Cy.29$\frac{1}{8}$"–72$\frac{13}{16}$" 1293NHP DB*100lb* Harland&Wolff,Ld.Gls. 1050*tFPT*140*tAPT*165*t*	40″0 s 9″4$\frac{3}{4}$ 30″9$\frac{3}{4}$	
73085 7229 SEJA	**Delhi** TwinSc OilEng. ssGot.No.3–3,38 1*Dk*(*Stl*)&*Shelterdk*(*Stl*-ws) D.F. 3*rd dk*(*Stl*)*inNo.*1*hold*	4571 4042 2606	✠100A1 *withfreeboard* ~~5,40~~ ~~9,39~~ 12,40 ✠LMC CS3,38 DBS~~9,39~~ 1,41 3,38	HKg ~~Hul~~	*z* Gmg	CL s9,38 P9,39	1925 10mo	A/B.Lind- holmen- Motala Gothenburg *Lloyd*'*sA&CP*	Aktieb.Svenska OstasiatiskaKomp (G.Borin,*Mgr.*)	391·7|52·6|25·0 409·1(O.L.) F31' FK *CellDB*328'995*t Tanks at sides of tunnels* 19'72*tFPT*69*tAPT*49*t*	Gothenbrg Swedish 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–39$\frac{3}{8}$" DB*85lb* 716NHP Aktieb.Atlas-Diesel,Skm.	28″0 s 2″11$\frac{1}{4}$ 25″2	
73086 28708 JHKA	**Delhi Maru** Ⓟ 2*Dks*	2182 1915 1332					1922	OsakaIron Works, Innoshima	OsakaSyosenK.K.	270·0|43·0|22·5 B21'F28'	Osaka Japanese *WB*	T.3Cy.21",35"&58"–39" Osaka 210NHP IronWorks,Innoshima		C
73087 1144 ICLY	**Delia** (*ex*Valfiorita–35, *ex*Buckleigh) ssGen.No,3–4,31 2*Dks*(*Stl*)	5406 4577 3310	✠ ... 7,35 ✠	Gen	*y*		1917 7mo	A.McMil- lan&Son Dumbarton	GiovanniGavarone	413·2|52·0|27·8 400·0 P36'B129'F48' FK *CellDB*349'893' *DTf* 36' 873*t FPT* 82*tAPT*18*t*	Genoa Italian 6*BHCem*	T.3Cy.27",44"&73"–48" 458NHP 3SB,*9cf*,GS180,HS7860 D.Rowan&Co.Glasgow	30″0	I †
73088 DOMS	— Wireless D.F. Sub.Sig. *Cruiser Stern* 2*Dks*	1297 899 592					1929	Atlas- WerkeA.G. Bremen	Dampfschiffahrts Ges.NeptunA.G.	237·3|37·5|13·3 F26'	Bremen German *WB*	T.3Cy.18$\frac{1}{2}$",29$\frac{1}{2}$"&49$\frac{3}{5}$"–29$\frac{1}{2}$" 134NHP Atlas-WerkeA.G.Bremen		G
73089 147207 GJSQ	**Delilian** ssGls.No.1–40 ssGrk.No.3–7,36 2*Dks*(*Stl*)& *Ref.Mchy.* D.F. E.S.D. *Shelter dk*(*Stl*)	6423 6052 4064	✠100A1 *Shelter dk* *withfreeboard* ~~6,40~~ ~~4,39~~5,41 ~~BS4,39~~ ✠LMC~~7,38~~ Lloyd'sRMC~~1,40~~ ~~6,40~~ 5,41 ~~12,40~~	Gls 5,41 ~~BS6,40~~ MS3,40	*z*	CL ~~3,39~~ 4,41	1923 4mo	D&WHen- dersn&Co.Ld. Glasgow *Lloyd*'*sA&CP*	DonaldsonLine,Ld. (DonaldsonBros.& Black,Ld.*Mgrs.*)	400·4|52·5|35·0 412·0(O.L.) B143'*onShelter dk* FK *CellDB*340'963*t DTa*26'670*t FPT*123*tAPT*30*t*	Liverpool British *ptCem* 6*BHtoShdk* 1 ,, ,, *U* ,,	Q.4Cy.23$\frac{1}{2}$",34",49"&70"–51" 215lb (*s*) 626NHP 4SB,*12cf*,GS240,HS9791 FD D&WHendersn&CoLd.Gls	37″7 s 8″8$\frac{1}{4}$ 29″2	
73090 218980 KIVT	**Delisle** *Fitted for oil fuel* 1*Dk*	3478 2991 2064	✠ ... 6,20 ✠				1919 9mo	Hanlon D.D.&S.B.Co. Oakland,Cal.	Baltimore- InsularLine,Inc. (A.H.Bull&Co.Inc. *Mgrs.*)	320·7|46·0|24·4 P26'B79'F34' FK	Baltimore Utd.States *WB*	T.3Cy.24",39"&65"–42" 397NHP AllisChalmersMfg.Co. Milwaukee,Wis.	26″9	R †
73091 164329 GZSY	**Delius** OilEng. D.F. 2*Dks*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	6065 5458 3749	✠100A1 *withfreeboard* ~~5,40~~ ~~6,39~~ 10,40 ✠LMC7,37	Liv Npt	*c*† 2$\frac{1}{8}$	CL ~~6,39~~ 5,40	1937 7mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	Lamport&Holt Line,Ld.	438·6|62·3|25·4 456·0(O.L.) B83'F32' FK *CellDB*350'1507*t Tanks in way of tunnel*147*tFPT*66*tAPT*55*t*	Liverpool British 8*BHptCem* (*Colltо Sh dk* 7 ,, 2*nd*,,)	Oil Engines 2S.C.DA 6Cy.20$\frac{7}{8}$"–49$\frac{3}{16}$" 898NHP 2DB*120lb* Harland&Wolff,Ld.Bel.	~~30″3~~ ~~s 3″8$\frac{1}{4}$~~ ~~26″8$\frac{3}{4}$~~ 37″9 s10″2$\frac{1}{4}$ 27″8$\frac{3}{4}$	
73092 105964 VLGS	**Dellie** (*ex*Sphene–35) ssMel.3rdNo.3–11,32 Wireless ssSyd.No.1–37 *Mchy.Aft* *IronFloors* 1*Dk*(*Irn*) *Well deck* *Cargo battens not fitted*	411 274 159	✠100A1 4,40 ~~1,40~~ ~~BS10,39~~ ✠LMC~~1,37~~ 12,40	Syd	*f*	CL ~~1,40~~ 12,40	1895 11mo	Scott& Sons Bowling A&CP	AulcoPty.Ld. 410	142·5|25·1|10·7 147·8(O.L.) Q68' B *on* Q9'F25' BK7"	SydneyNSW British 3*BHCem* *FPT*18*t*	C.2Cy.20"&40"–27" (*s*) 110lb 65RHP 1SB,*2pf*,GS40,HS1270 Muir&Houston,Glasgow	12″1 s ″5$\frac{3}{4}$ 12″3	
73093 219590 KUBZ	**Dellwood** Ⓟ *Fitted for oil fuel* D.F. 1*Dk*	3923 — 2489	✠ ... 5,22 ✠				1919 12mo	Hanlon D.D.&S.B.Co Oakland,Cal.	AlaskaS.S.Co.Inc.	320·7|46·0|24·4 P&B249'F40' FK	NewYork Utd.States *WB*	T.3Cy.24",39"&65"–42" AllisChalmers 397NHP Mfg.Co.Milwaukee,Wis.		R †
73094 143518 MKFV	**Dellwyn** (*ex*MadgeLlewellyn–38) ssGmh.No.3–6,34 Wireless *Well deck* 1*Dk*(*Stl*) (*SUNK IN PORT BY AIRCRAFT 7,38 —REFLOATED*)	1451 1119 886	✠ 1,38 ✠ ✠	Cff	*o*		1920 9mo	J.Lewis& Sons,Ld. Aberdeen	DillwynS.S.Co.Ld. (Stockwood,Rees &Co.Ld.*Mgrs.*)	234·8|35·7|16·6 244·3(O.L.) FK P16'Q67'B58'F23' *CellDB*192' 381*t FPT*41*tAPT*46*t*	Cardiff British 4*BHCem*	T.3Cy.18$\frac{1}{4}$",28$\frac{1}{2}$"&48$\frac{1}{4}$"–33" 86RHP 2SB,*6pf*,GS104,HS3210 J.Lewis&Sons,Ld.Abn.	18″7	
73095 220716 KDHJ	**Delmar** (*ex*Bibbco–35) *Fitted for oil fuel* 2*Dks*	5107 4598 3115					1920	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0|54·2|27·8 P39'B121'F43'	N.Orleans Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
73096 219292 KOQJ	**Delmundo** Ⓟ (*ex*Casey–32) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	5032 4573 3127					1919	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0|54·2|27·8 P39'B121'F43'	N.Orleans Utd.States	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
73097 218002 KIDQ	**Delnorte** Ⓟ (*ex*Schoodic) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&*Web frames*	4982 4740 3054	✠ ... 6,20 ✠				1919 5mo	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0|54·2|27·6 P39'B122'F43' FK	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32″0	R †
73098	**Delorleans** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* D.F. E.S.D. 2*Dks* Sub.Sig. GyC.	8300					1940	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	Mississippi ShippingCo.Inc.	465·0|65·5|39·7	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 1300NHP GeneralElectricCo. Lynn,Mass.		
73099 DHEU	**Delos** (*ex*Donau,*ex*Osterndorf) 1*Dk*	2589 2300 1541					1922	Akt.Ges. "Neptun" Rostock	DeutscheLevante- LinieHamburg A.G.	311·0|45·2|19·6 P&B207'F31'	Hamburg German *WB*	T.3Cy.21$\frac{3}{5}$",34$\frac{3}{5}$"&56"–37$\frac{2}{5}$" 192NHP A.G."Neptun,"Rostock		G
73100 116786	**Delos W. Cooke** (*ex*Starruca) *Mchy.Aft* 1*Dk*&*Spar dk*	3398 — 2067					1897	UnionD.D Co. Buffalo	~~M.M.Cohen~~ NicholsonTransit Co.	326·5|44·0|14·9 29·3	DetroitMich. Utd.States *WB*	T.3Cy.22",38$\frac{1}{2}$"&64"–42" 265NHP KingIronWorks,Buffalo		
73101 85 SVNH	**Delphin** (*ex*Amersham,*ex*Rochdale) ssPir.2ndNo.3–7,30 ssPir.No.1–35 1*Dk*(*ptIrn*&*ptStl*)2*trB*, *deepframing*&*Web frames*	3816 3495 2373	✠ — 12,39 ✠	Sld	*v*		1906 4mo	Bartram& Sons Sunderland	S.&C.M.Los&E.C. Andreadis	346·5|50·8|22·9 P31'B88'F37' FK *CellDBa* 119' *uE*& B43'*f*144'899*tFPT*	Chios Greek 6*BHCem* 89*tAPT*50*t*	T.3Cy.24$\frac{1}{2}$",40"&66"–45" NDB27 307NHP 2SB,*8pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25″6	

157
40

1 Numero d'Ordre. Numero Officiel. Signaux.	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après es papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds ps	15
73102 DOMV	**Delphin** Ⓟ Pad Wireless 1*Dk*	404 320 140					1905	Akt.Ges. "Weser" Bremen	Norddeutscher Lloyd	190·2 B79'	23·7	9·4	Bremen German *WB*	T3Cy.19 1/16",30 11/16"&50⅝"–47¼" 174NHP A.G."Weser,"Bremen		G
73103 167362 GCXC	**Delphinula** *OilEng.* 1*Dk,2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8120 7235 4787	✠100A1 8,40 ~~12,39~~ ✠LMC12,39 *Carrying Petroleum in bulk*	PGl Shl	*c*†	CL	1939 12mo *Lloyd's A&CP*	Lithgows Ld. PortGlasgow	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'162*t*	465·0 483·0(O.L.) P93'B45'F51' FK *DTf*25'281*t* *FPT*1	59·2	33·8	London British 17*BH* 43*t* *APT*94*t*	Oil Engines 4S.C.SA 8Cy.25 5/16"–55½" 503NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8½ 27 ″ 7½	
73104 6075 SDRO	**Delphinus** *Cruiser Stern* *Mchy.Aft* 1*Dk*	657 507 336					1919	Eriksbergs M.V.Akties Gothenburg	O.F.Ahlmark&Co. Eftr.A/B	180·6 P55'F22'	28·9	11·6	Karlstad Swedish *WB*	T3Cy.14 3/16",22 7/16"&36⅝"–24" 80NHP EriksbergM.V.Aktieb,Got		V
73105 220519 KDDE	**Delplata** (*ex*LorraineCross–36) *Fitted for oil fuel* 2*Dks*	5127 4598 3124					1920	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P50'B121'F46'	54·2	27·8	N.Orleans Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y		R
73106 218681 KISQ	**Delrio** (*ex*Afel–36) *Fitted for oil fuel* 2*Dks & Web frames*	5052 4740 3093	✠ ... 9,20 ✠				1919 8mo	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
73107 218349 KIMN	**Delsud** Ⓟ (*ex*SalvationLass) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks & Web frames*	4982 4740 3054	✠ ... 6,20 ✠				1919 7mo	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
73108 TVGM	**Delta** (*ex*Ampat, *ex*WarVessel) TwinSc *Fitted for oil fuel* *Carrying Petroleum in bulk* 1*Dk*	494 396 128					1915	Workman, Clark&Co.Ld Belfast	Cie.Fluviale et Mar.deTransp.de Pétrole(Soc.Anon. desPétrolesJupiter *Mgrs.*)	170·0 F59*t*H105*t*	31·1	8·6	Marseilles French *WB*	T.6Cy.9",15"&24"–12" NB26 40NHP Wrkman,Clark&Co.Ld Bel		V
73109 219184 KOLL	**Delvalle** Ⓟ (*ex*Clavarack–32) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	5032 4573 3127					1919	American International S.B.Corp. HogIslandPa	Mississippi ShippingCo.Inc.	390·0 P50'B121'F40'	54·0	32·0	N.Orleans Utd.States	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
73110 149406 GFSW	**Demeterton** *ss*Nwc.No.3–12,38 D.F. 1*Dk*(*Stl*)	5251 4792 3244	✠100A1 ~~7,40~~ ~~2,40~~ 2,41 ✠LMC12,38 BS1,40	Nwc ~~Mch~~ Bkn	*z*	CL N2,40	1926 2mo *Lloyd's A&CP*	ShortBros. Ld. Sunderland	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) *CellDB*	397·2 410·8(O.L.) P32'B122'F39' FK 343'1502*t* *FPT*151*t*	54·0	28·6	Newcastle British 6*BHCem* *APT*213*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb *180lb* 363NHP 2SB(Spt)8*cf*,GS155,HS5806 J.Dickinson&Sons.Ld.Sld.	31 ″ 6 s 6 ″ 1½ 25 ″ 7½	
73111 TCMC	**Demir** (*ex*Eastpool–38, *ex*Eastville–37) *ss*Cff.No.3–3,38 D.F. 1*Dk*(*Stl*)	*3709* *3414* *2278*	✠100A1 ~~1,40~~12,40 ✠LMC MS11,37 BS1,~~39~~6,	Ist	*v*	CL ~~2,38~~ 12,40	1925 11mo *Lloyd's A&CP*	J Readhead &Sons.Ld. SouthShields	T.C.Münakalât VekâletiDevlet Denizyollari Isletme U.M. *CellD*	347·0 P30'B93'F35' FK *Ba* 110'*ü*E23'*f*152	49·1	25·1	Istanbul Turkish 6*BHCem* 812*t* *APT*54*t*	T.3Cy.24½",41"&66"–45"(*r*) 180lb *90lb* 328NHP 2SB,6*cf*,GS120,HS5173 J.Readhead&Sons,Ld.SShl	26 ″ 9 s 4 ″ 8½ 22 ″ 2½	
73112 TCAV	**Demirhisar** (*ex*Cihat–38, *ex*Aydin–33,*ex*Aidin, *ex*Ihsanié,*ex*Fauvette, *ex*Chrysalis,*ex*Honfleur) Iron *OilEng.* *Well deck*	440 — 325	✠ ...				1873 11mo	Aitken& Mansel Glasgow	MehmetKasim Basak	176·4 Q91'B11'F25'	24·1	12·3	Istanbul Turkish	Oil Engines E*fitted*36		
73113 131435 GRPY	**Demodocus** Ⓟ *Ref.Mchy.* D.F. 2*Dks*	6590 5553 4173					1912	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·0 P50'B162'F53'	52·8	32·1	Liverpool British *WB*	T.3Cy.30",50"&83"–60" NB19 532NHP Wrkman,Clark&Co.Ld Bel		BT till 9,40
73114 PDOO	**Dempo** Ⓟ TwinSc *OilEng.* Sub.Sig. GyC. 4*Dks* D.F. *CruiserStern*	17024 12119 10211					1931	Kon.Maats deSchelde Flushing	NV.Rotterdamsche Lloyd(~~W.Ruys&~~ ~~Zonen,*Mgrs.*)~~	551·0 F101'	70·4	41·6	~~Rotterdam~~ ~~Dutch~~ Batavia *WB* Dutch	Oil Engines 2S.C.SA 20Cy.29½"–52¾" 3090NHP Kon.Maats.deSchelde Flushing		V
73115 226878 WQCA	**Denali** Ⓟ TwinSc (*ex*Caracas–38) *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* 2*Dks*	3365 — 1961					1927	NwprtNws S.B.&D.D.Co. Newprt News	AlaskaS.S.Co.Inc.	323·0 P51'B137'F36'	51·0	22·0 *WB*	NewYork Utd.States	2SteamTurbinesSR Geared to 2 sc. shafts NewportNewsSB.&DDCo.		R
73116 164312 MMDG	**Denbigh Coast** *OilEng.* *Mchy.Aft* 1*Dk* Wireless D.F. E.S.D. *CruiserStern*	484 367 259	✠100A1 3,40 ✠LMC1,37	Mch	*g*	OG 3,40	1937 1mo *Lloyd's A&CP*	NV.Indus- trieeleMaats. "DeNoord" Alblasserdam	CoastLines,Ld. *CellD*	163·7 Q43'F23 FK B107' 140*t* *FPT*56*t*	26·4 *27·5*	10·0	Liverpool British 3*BHptCem* *APT*9*t*	Oil Engines 4S.C.SA 8Cy.11"–17 5/16" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	11 ″ 10 s 1 ″ 1¾ 10 ″ 9	
73117 166276 GQGW	**Denbighshire** Ⓟ TwinSc D.F. E.S.D. *OilEng.* *Ref.Mchy.* *CruiserStern* 3*Dks*	8983 7791 5393					1938	NVNederl. Schps.Maats. Amsterdam	GlenLine,Ld.	483·1 P71'B215'F54'	66·4	38·0	Liverpool British *WB*	Oil Engines 2S.C.DA 12Cy.24 7/16"–55⅛" 2469NHP Akt.Burmeistr&Wain,Cpn		C BT till ~~11,40~~ 11,41
57/40 73118 LENT	**Deneb** (*ex*Nordstjernen–36) Iron 1*Dk & Awng dk3trB*	856 825 447	✠ 11,83 ✠	Ham	*l*		1882 6mo	Rostocker Akt.Ges. Rostock	DetBergenske Dampskibsselskab	188·0 H9*t* *DBa*	28·2	14·8 21·3	Bergen Norwegian 4*BHCem* 53'*f*57'80*t*	T.3Cy.14",21½"&33½"–27½" NB07 59NHP E*made*17*fitted*24 Klawitzer,Danzig		
73119 132051 MDKG	**Deneside** *Well deck* *ss*Liv.2ndNo.3–5,35 1*Dk*(*Irn*) *ss*Bel.No.1–39 *Mchy.Aft* *Cargo battens not fitted*	327 226 124	✠100A1 10,40~~8,39~~ BS10,40 ✠LMC8,39 ✠NB10.20*refitted*1,34	Bel	*d*	CL 9,38	1910 8mo *Lloyd's A&CP*	JTEltring- ham&Co. S.Shields	LarneS.S.Co.Ld.	133·9 Q48'B9'F21' FK *FPT*	23·1	9·3	Belfast British 3*BHCem* 33*t* *APT*4*t*	C.2Cy.16"&34"–24" (*s*) 130lb 48RHP 1SB.2*pf*,GS40,HS1240 G.T.Grey,SouthShields	10 ″ 6 s ″ 7 10 ″ 0	
73120 206152 WDQD	**Denmark** *Mchy.Aft* Wireless D.F. GyC. 1*Dk*	5448 — 4434					1909	ToledoS.B. Co. Toledo	GreatLakesSS.Co. Inc.	440·0	56·0	28·0	OswegoNY Utd.States *WB*	T.3Cy.22½",36"&60"–42" 233NHP ToledoS.B.Co.Toledo		R
73121 26195 JDJD	**Denmark Maru** *ss*Kob.No.3–1,33 2*Dks*(*Stl*)& *Awng dk* (*Stl*)	5870 5590 4264	✠ ... 12,37 ✠	Kob	*y*		1920 1mo	Kawasaki Dkyd.Co.Ld. Kobe	HakuyoKisenK.K. *CellDB*334'1118*t*	385·0 FK *Collision* *FPT*126*t* *APT*93*t*	51·0	36·0	Kobe Japanese *Cem* *BH to Aw dk* 5 „ „ *U* „	T.3Cy.26",43½"&72"–48" 437NHP 2SB&1AuxSB 8*cf*,GS154,HS5636 KawasakiDkydCoLdKobe	36 ″ 0	C †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
73122 162328 MPXL	**Dennis Rose** ssBly.No.2-38 *Mchy.Aft WellDeck* 1*Dk*(*Stl*)	1600 1231 946	✠100A1 ~~7,40~~ ~~2,40~~ 7,41 BS2,40 1,41	Bly ~~Bry~~ Cff ✠LMC12,38	*p*	CL ~~12,38~~ 6,41	1930 11mo *Lloyd*	D&WHen-dersn&Co.Ld. Glasgow '*sA&CP*	RichardHughes&Co.(Liverpool)Ld. *CellD*	250·0|37·2|16·4 Q140'B15'F25' FK *B*169' 373*t FPT*93*t*	Liverpool British 4*BHptCem* *APT*66*t*	T.3Cy.19",31"&52"-36" (*s*) 180lb 232NHP 2SB,6*cf*,GS132,HS4366 D&W.Hendersn&CoLdGls	18 ″ 6 s5 ″ 5 17 ″ 3	
73123	**Denny** (*ex*Tuxpam-39, *ex*Honduras-34) *Fitted for oil fuel* 2*Dks*	1255 1086 704					1915	Fredrkstad Mek.Værks. Fredrikstad	LietuvosBaltijos Lloydas	235·0|33·6|19·9	Sventoji Lithuanian *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		V
73124 160320 GNVK	**Denpark** ssShl.No.2-36 D.F. 1*Dk*(*Stl*)	3491 3241 2153	✠100A1 Examined1,41 ~~BS4,39~~ MBS~~6,40~~ 5,41	~~Brw~~ Hpl ✠LMC3,36 DBS1,41	*v*	CL 12,39	1928 5mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*)	350·0|49·0|23·7 P30'B98'F29' FK *CellDB*301'800*t*	Greenock British 6*BHCem* *APT*99*t*	T.3Cy.22",38"&63"-42" (*s*) 200lb *100lb* 339NHP 2SB,6*cf*,GS97,HS4650 FD D.Rowan&Co.Ld.Gls.	26 ″ 0 s4 ″ 7¼ 21 ″ 7½	
73125 2178 IBFP	**Dentice** (*ex*Adna-37, *ex*WarPatriot) ssSba.No.3-5,30 ssRot.No 1-34 *Carrying oil fuel in bulk* *Fitted for oil fuel* 1*Dk*(*Stl*)	5281 4827 2784	✠ … 6,38	Nwc ✠	*y*		1918 4mo	Fairfield Co.Ld. Glasgow	“Polena” Società diNavigazione *Mi* *CellDB*	413·1|52·3|28·9 400·5 P49'B112'F38' FK *ddle line Bulkhead* 345' 1136*t FPT*118*t*	Genoa Italian 11*BHptCem* *not oil tight* *APT*185*t*	T.3Cy.27",44"&73"-48" 489NHP 3SB,9*cf*,GS190,HS7020 FairfieldCo.Ld.Glasgow	31 ″ 0	I †
73126 PDOY	**Deo Duce** *OilEng.* D.F. 1*Dk* *Mchy.Aft Cruiser Stern*	346 222 170					1937	D.&J.Boot Schps.“De Industrie” Alphen a/d Rijn	J.Boll	148·4|25·7| 7·1 P77 B16'F17'	Winsum Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-15¾" 70NHP D.&J.BootMtrnfb.“De Industrie”Alphen a/dRijn		V
73127 PDOZ	**Depa** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	315 223 192					1935	E.J.Smit& Zoon Westerbroek	E.H.Paap	131·6|24·2| 9·0 P37'F17'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-17 1/16" 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		V
73128 220449 KDBA	**Depere** *Fitted for oil fuel* 2*Dks*	3475 2991 2063	✠ … 3,21	✠			1920 2mo	HanlonDD &S.B.Co. Oakland,Cal.	AlaskaS.S.Co.Inc	320·7|46·0|24·4 P26'B79'F34' FK	New York Utd.States *WB*	T.3Cy.24",39"&65"-42" Allis-Chalmers 397NHP Mfg.Co.Milwaukee,Wis.	26 ″ 9	R †
73129 DOCM	**Der Deutsche** Ⓟ **TwinSc** (*ex*SierraMorena-34) *Corrugated sides* D.F. Sub.Sig. **GyC.** 4*Dks*	11453 8270 6446					1924	Bremer Vulkan Vegesack	DeutscheArbeitsfrontG.m.b.H. (Norddeutscher Lloyd,*Mgrs.*)	490·5|61·8|34·3 66·3 P&B380'F79'	Bremen German *WB*	T.6Cy.28⅜",46⅞"&75⅝"-51¼" 818NHP BremerVulkan,Vegesack		G
73130 220599 KDDT	**Derblay** *Fitted for oil fuel* 2*Dks*	3475 2991 2065	✠ … 11,20	✠			1920 7mo	HanlonDD &S.B.Co.Ld Oakland,Cal.	AlaskaS.S.Co.Inc.	320·7|46·0|24·4 P26'B79'F33' FK	New York Utd.States *WB*	T.3Cy.24",39"&65"-42" 397NHP Allis-ChalmersMfg.Co. Milwaukee,Wis.	26 ″ 9	R †
73131 218639 KIRT	**Derbyline** ssN.Yk.No.3-6,35 *Mchy.Aft* ssN.Yk.No.1-39 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Now* “Vermont,” *see No.* 90508 *in Supplement*	6852 6509 4239	100A1 ~~3,40~~ ~~7,39~~ 9,40 BS5,40 MS12,38 *CarryingPetr* *Fitted for oil*	NYk LMC ~~BS5,39~~ *oleum* *fuel*4,	*b*† *in* 23	CL N12,38 *bulk* *F.P. a*	1919 *bove* 1	Bethlehem S.B.Cpn.Ld. Alameda,Cal. 50° F. *CellD*	TheTexas Company *BuE & B*62' 202*tD*	~~435·0|56·0|32·0~~ 435·4|56·1|33·8 P106'B48'F43' FK *Tf FPT*97*tAPT*74*t*	Wilmgton (Del.) Utd.States 13*BHptCem* (9 *to U dk* 4 „ 2*nd* „)	T.3Cy.26⅜",47½"&78¼"-48" 220lb (*s*) 597NHP 3SB,6*cf*.HS8235 FD BethlehemS.B.Cpn.Ld. SanFrancisco	33 ″ 6	
73132 164273 GYMX	**Derbyshire** Ⓟ **TwinSc** *OilEng.* D.F. 3*Dks* *CruiserStern*	11660 8007 7229	✠100A1 8,39 DBS8,39	Bkn ✠LMC10,35	*g*† 2,5/16	CL S10,38 P8,39	1935 10mo *Lloyd*	Fairfield Co.Ld. Glasgow *sA&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellD*	482·6|66·2|23·0 P51'B265'F78' FK *B*422'1590*t FPT*36	Liverpool British 8*BHptCem* *tAPT*101*t*	Oil Engines 2S.C.SA 16Cy.28⅜"-39" 2252NHP DB*120lb* FairfieldCo.Ld.Glasgow	36 ″ 6 s 7 ″ 5½ 29 ″ 4¾	
73133 DHEV	**Derindje** (*ex*ChiefScout,*ex*Derindje) ssGms.No.3-10,21 Sub.Sig. D.F. 1*Dk*&*Shelter dk*	3063 2876 1838	✠ … 8,24				1915	Nordsee-werke Emden	DeutscheLevante-LinieHamburgAG.	336·1|48·3|20·9 29·1 F36' *on Shelter dk* FK	Hamburg German *WB*	T.3Cy.23½",38"&62"-42" 331NHP Reiherst.Maschinenf.Ham	31 ″ 7	G †
73134 124 IBHJ	**Derna** Ⓟ *Fitted for oil fuel* 2*Dks*	1769 1259 871					1912	Cant.Nav. Riuniti Palermo	“Tirrenia”Soc. Anon. di. Nav.	277·2|36·4|18·2 262·5 P43'B62'F38'	Palermo Italian *WB*	T.3Cy19⅜",32⅔"&55 1/16"-39⅖" 191NHP N.OderofuA.StriPonente		I
73135 218888 KOBJ	**Deroche** *Fitted for oil fuel* *Carrying Petroleum in bulk* 2*Dks* *Mchy.Aft* D.F. *Longitudinal framing*	7058 — 4349					1919	Bethlehem S.B.Cpn.Ld. Alameda,Cal.	UnionOilCo.of California	435·0|56·0|32·0 P123'B50'F44'	LosAngeles Utd.States *WB*	T.3Cy.27",47"&78"-48" 594NHP BethlehemS.B.Cpn.Ld. SanFrancisco		R
73136 166384 GKGQ	**Derrymore** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4799 4360 2822	✠100A1 *withfreeboard* 2,41 ~~4,40~~	Hul Gal ✠LMC4,38		CL 2,41	1938 4mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	McCowen&Gross, Ld. *CellDB*351'1441*t*	414·0|56·9|25·7 431·7(O.L.) FK (*MT*30'1216*tFPT*14	London British 7*BHptCem* *Coll to Sh dk* 6 „ 2*nd* „) 7*tAPT*262*t*	Oil Engines 2S.C.SA 3Cy.22 1/16"-85 1/16" 449NHP 2DB*120lb* Wm.Doxford&Sons,Ld Sld	28 ″ 1 s 3 ″ 0 25 ″ 3½	
73137 166532 GNNB	**Derrynane** D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4896 4323 2920	✠100A1 *withfreeboard* 1,41 ~~1,40~~ *Fitted for oil*	Sws PNl ✠LMC8,38 *fuel*8,	*a*† 2 38	CL *F.P. a*	1938 8mo *Lloyd* *bove* 1	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP* 50° F.	McCowen&Gross, Ld. *CellDB*344'1200*t*	414·7|57·0|25·7 430·5(O.L.) FK (*Coll* *FPT*172*tAPT*207*t*	London British 6*BH* *BH to Sh dk* 5 „ 2*nd* „)	T.3Cy.22",37"&63"-45" (*s*) 220lb 394NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS143,HS5807 D.Rowan&Co.Ld.Gls.	28 ″ 1 2 ″ 11 25 ″ 4½	
73138 160781 GBWG	**Derwenthall** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4934 4417 2849	✠100A1 *withfreeboard* 4,40	Sld ✠LMC4,40	*a*†	CL	1940 4mo *Lloyd*	Wm.Dox-ford&SonsLd Sunderland '*sA&CP*	WestHartlepool Stm.Nav.Co.Ld. *CellDB*347'1114*t* *MT*32 1252*t*	426·0|54·3|26·1 441·8(O.L.) F41' FK (*FPT*122*tAPT*149*t*	W.Hartlpl. British 7*BHptCem* *Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.23⅝"-91 5/16" 516NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	28 ″ 7 s 3 ″ 3 25 ″ 6½	
73139 DHEW	**Desdemona** *Mchy.Aft* 1*Dk*	1305 1148 698					1920	Reiherst'g Schiffsw. Hamburg	A.Kirsten	258·0|37·4|14·6 P&B199'F37'	Hamburg German *WB*	T.3Cy.16½",27½"&43"-33½" 107NHP Reiherst.Maschinenf.Ham.		G

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B of Trade
73140 161062 GSQK	**Designer** ssLiv.No.2-37 2*Dks*(*Stl*)	5945 5530 3720	✠100A1 ~~12,39~~ 10,40 ✠LMC MS10,37 BS~~10,39~~ 6,41	Liv Mch	*a*†	CL ~~5,37~~ 10,40	1928 9mo *Lloyd*'*sA&CP*	D&WHendersn&Co.Ld. Glasgow	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB* *DTa*32'904*t*	419·8 434·0(O.L.) P37'B136'F44' 362'1181*t* FK *FPT*67*tAPT*22*t*	54·6	30·4	Liverpool British 8*BHCem* 1 ,, *to2nd dk*	T.3Cy.27",46"&77"-54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*,GS215, HS8208 D&WHendersn&CoLdGls.	32 ″ 7 s 6 ″ 3½ 26 ″ 6½	
73141 FNMF	**Désirade** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	9645 — 6013					1921	Atel.&Ch. deFrance Dunkirk	ChargeursRéunis	483·4 F56'	58·9	34·6	Havre French *WB*	T.6Cy.25½",42½"&70"-48" 679NHP Atel.&Ch.deFrance,Dnk.		V
73142 129030 MBZK	**Deslock** (*ex*Despina-38, *ex*Bournemouth, ssArd.2ndNo.3-2,36 *ex*ErringtonCourt) 1*Dk*(*Stl*)2*trB&* *deep framing3Dk rule* *Cargo battens not fitted*	5015 4230 3201	✠100A1 8,10 ~~11,39~~ ✠LMC BS9,39 MS11,39	Smk Sng	*x*	CL 10,38	1909 8mo *Lloyd*'*sA&CP*	Nthmblnd S.B.Co.Ld. Newcastle	G.E.Marden (Wheelock&Co.Ld. *Mgrs.*) *CellDBa&uE*150'	380·0 P45'B96'F34' FK *f*167'1087*tFPT*106	52·3	25·0	Shanghai British 6*BHCem* *tAPT*134*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb HS7378 427NHP 2SB&1AuxSB,*8cf*,GS180 Blair&Co.Ld.Stockton	28 ″ 0 s 5 ″ 3½ 22 ″ 11	
73143 167378 GCXX	**Desmoulea** *OilEng.* 1*Dk*,*2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8120 7235 4788	✠100A1 12,39 ✠LMC12,39 *Carrying Petroleum*	PGl *in*	*c*†	CL *bulk*	1939 12mo *Lloyd*'*sA&CP*	Lithgows Ld. PortGlasgow	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'	465·0 483·0(O.L.) P93'B45'F51' FK 162*t DTf*25'281*t F*	59·2	33·8	London British 17*BH* *PT*143*t AP*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55½" 502NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk. *T*94*t*	34 ″ 0 s6 ″ 8½ 27 ″ 7¼	
73144 UOYX	**Desna** (*ex*Clio-34) 2*Dks*	2926 2287 1830					1910	Wrf.voorh. Rijkee&Co. Rotterdam	U.S.S.R.	326·9 Q106'B87'F40'	44·3	19·0	Leningrad Russian *WB*	T.3Cy.21½",33"&57"-39" 203NHP Maats.Feyenoord,Rot.		
73145 762 SVLS	**Despina** (*ex*AngelisCambitsis-31,*ex*DeGreve) 1*Dk&deep framing*	3016 — 1941	✠ ... 5,11 ✠				1907 1mo	BlythS.B. Co.Ld. Blyth	Michalinos Maritime& CommercialCo.Ld.	330·2 P29'B168'F34' FK	47·2	21·8	Piræus Greek *WB*	T.3Cy.24",38"&64"-42" 287NHP N.EMarineEngCo LdNwc.	24 ″ 5	V †
73146 DOBO	**Dessau** Ⓟ (*ex*Wido-36) Sub.Sig. D.F. 2*Dks*	5933 5428 3663					1923	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	393·5 P26'B138'	54·3	31·4	Bremen German *WB*	T.3Cy.28½",47"&75¾"-51" 408NHP Frd.KruppA.G.Essen		G
73147 144046 GDNT	**Destro** *CruiserStern* 1*Dk&Shelter dk*	3553 3291 2177					1920	Dunlop, Brmnr&CoLd PortGlasgow	EllermanLines, Ld.(Ellerman& PapayanniLines Ld.*Mgrs.*)	314·0	45·2	28·7	Hull British *WB*	T.3Cy.21",36"&62"-39" Dunlop, 240NHP Bremner&Co.Ld.PGl		C
73148 138457	**Detector** Ⓟ TwinSc 1*Dk*	584 480 281					1915	Canadian Govt.Shipyrd (Dept.M.&F.) Sorel,P.Q.	CanadianGovt. (Dept.of Transport)	140·0	35·0	13·1	Sorel,P.Q. British *WB*	C.2Cy.14"&28"-21" 33RHP NewBurrellJohnsonIron Works,Yarmouth,N.S.		
73149 223349 KLFC	**Detroiter** (*ex*TwinCities) TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Ref.Mchy.*	1460 1388 840					1923	Gt.Lakes Eng.Works Ashtabula,O.	NationalMotorship Corp.	250·6	42·2	15·7	Wilmgton (Del.) Utd.States *WB*	Oil Engines connected to Elec. Motors & Sc. Shafts 4S.C.SA 12Cy.13"-19½" Lombard 197NHP GovernorCo.Salem.Mass.		R
73150 TFDA	**Dettifoss** Ⓟ Wireless D.F. 2*Dks*	1564 1308 940					1930	Frdrkshvn Værft og Flydk. Fredrikshavn	H.F.Eimskipa- fjelagIslands	237·1 F39'	36·2	21·2	Reykjavik Icelandic *WB*	C.4Cy.(2)16$\frac{5}{16}$"&(2)35$\frac{7}{16}$"- 35$\frac{7}{16}$" 124NHP Helsingörs Jernsk&Mskb.Elsinore		V
73151 162329 GSWR	**Deucalion** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* D.F. 2*Dks* E.S.D.	7516 6478 4647					1930	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	460·0 P44'B177'F51'	59·4	29·3	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29⅛"-59$\frac{1}{16}$" 1307NHP Akt.Burmeister&Wain, Cpn.		BT till ~~8,40~~ ~~8,41~~ 7,41
73152 PDPD 106/40	— Ⓟ 2*Dks*	1796 1538 1031					1914	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	296·8	43·2	16·1	Amstrdam Dutch *WB*	T.3Cy.21",35"&56"-39" 196NHP Maats.Fyenoord,Rot.		V
73153 DJNB	**Deutschland** Ⓟ TwinSc4Mst *Ref.Mchy.* E.S.D. *Fitted for oil fuel* *CruiserStern* GyC. 5*Dks* D.F. Sub.Sig. *Corrugated sides*	21046 15089 12060					1923	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	645·8 P185'B306'F100' len33	72·2 78·7	41·9	Hamburg German *WB*	8 Steam Turbines SR geared to 2 Sc. Shafts Blohm&Voss,Hamburg		G
73154 DSPN	— Ⓟ TwinScSr (*Ferry*) Sub.Sig GyC. D.F. 2*Dks*	2972 2412 1095					1909	Akt.Ges. "Vulcan" Stettin	DeutscheReichs- bahnGes.,Reichs- bahnDirektion Stettin	356·1 F69' *Promenade dk*275'	51·0	20·9	Sassnitz German *WB*	T.6Cy.23",38"&63"-36" NB39 476NHP A.G."Vulcan," Stettin		G
73155 164350 GFGJ	**Devis** *OilEng.* D.F. 2*Dks&Shelter dk* *CruiserStern*	6054 5458 3744	✠100A1 *withfreeboard* 11,39 ✠LMC2,38	Gls	*c*† 2⅛	CL	1938 2mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Belfast	Lamport&Holt Line,Ld. (*Col* *CellDB*350' 1507*tTanks in way*	438·6 456·0(O.L.) B83'F32' FK *lBHtoShelterdk7B* *of tunnel* 147*t FPT*	62·3	25·4	Liverpool British 8*BHptCem* *Hto2nddk*) 66*tAPT*53*t*	Oil Engines 2S.C.DA 6Cy.20⅞"-49$\frac{3}{16}$" 898NHP 2DB*120lb* Harland&Wolff,Ld.Bel.	30 ″ 3 s3 ″ 8½ 26 ″ 8½	
73156 139098 GLZQ	**Devon** TwinSc4Mst ssLiv.No.3-12,27 ssNpt.No.2-35 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter* D.F. *dk*(*Stl-ws*) *CruiserStern*	9036 8328 5500	✠100A1 *Shelter dk* *withfreeboard* Examined11,40 ~~BS4,40~~ ✠LMC~~11,36~~ ✠Lloyd'sRMC~~4,40~~ 7,41 ~~11,40~~	~~Lon~~ Cff 4,40	*d*†	CL ~~P7,37~~ ~~SN7,37~~ 2,41	1915 7mo *Lloyd*'*sA&CP*	Atel.&Ch. deFrance Dunkirk	BritishIndiaSteam Nav.Co.Ld.	473·3 495·0(O.L.) B189'F48'*on* FK *Shelter dk* *Cell DBa*110'*uE*	59·9	36·7	London British 7*BHCem* *&B* 85'*f*193'	T.6Cy.23",38½"&64½"-45" 200lb (*r*) FD 975NHP 5SB,*20cf*,GS357,HS15336 Atel.&Ch.deFrance,Dnk. 1502*tFPT*101*tAPT*75*t*	39 ″ 5 s 9 ″ 4½ 30 ″ 4	
73157 7243 SDFE	— (*ex*Aros-38) 1*Dk*	926 714 493					1925	Hlsingbrgs Varfs.Aktieb. Helsingborg	RederiA/BGertrud (M.Olows,*Mgr.*)	204·8 P29'Q50'B54'F20'	33·6	12·7	Stockholm Swedish *WB*	T3Cy16½",24¼"&42⅝"-27$\frac{9}{16}$" 93NHP HelsingborgsVarfsAktieb.		V
73158 161620 MBKL	**Devon City** *OilEng.* D.F. 1*Dk&Shelterdk* *Ref.Mchy.* *CruiserStern*	4928 4630 3007					1933	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	425·5 F42'	56·3	25·4	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP W.Doxford&Sons,Ld.Sld.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
73159 164297 GYVD	**Devon Coast** OilEng. Wireless E.S.D. D.F. 1Dk&Shelter dk Mchy.Aft CruiserStern	646 499 244	✠100A1 withfreeboard 7,39 ✠LMC8,36	Liv	m	OG 7,39	1936 8mo	Ardrossan DockyardLd. Ardrossan Lloyd'sA&CP	CoastLines,Ld. CellDB154'219t	199·4|33·1|11·1 34·9 209·5(O.L.) FK F23' B(aft)33' FPT65tAPT28t	Liverpool British 3BHCem (Coll to Sh dk 2 ,, 2nd,,)	Oil Engines 4S.C.SA 6Cy.$19\frac{1}{16}$"-$35\frac{7}{16}$" 224NHP J.G.Kincaid&Co.Ld.Grk.	13 " 8 s " 2 13 " $7\frac{1}{2}$	
98/40 73160 119970 GFNM	**Devonia** Ⓟ Pad Wireless 2Dks	622 434 243					1905	J.Brown& Co.Ld. Clydebank	P.&A.CampbellLd	245·0|29·0|9·7	Bristol British	O.D.2Cy.$34\frac{1}{2}$"&71"-60" 325NHP J.Brown&CoLdClydebank		
73161 166272 GTTV	**Devonshire** Ⓟ TwinSc OilEng. D.F. E.S.D. 3Dks,Platform dk fwd. CruiserStern Cargo battens not fitted	11275 7529 6758	✠100A1 withfreeboard ~~1,40~~ ~~8,39~~ 3,41 ✠LMC7,39	Sou Bom	f† $2\frac{5}{16}$	CL	1939 7mo	Fairfield Co.Ld. Glasgow Lloyd'sA&CP CellD	BibbyLine,Ld. (BibbyBros.&Co. Mgrs.) B423'1449tMTs2	497·0|63·3|30·9 516·8(O.L.) Shade dk F94' FK 0'535tTanks at sides	Liverpool British 9BHptCem of tunnels 6	Oil Engines 2S.C.SA 16Cy.$23\frac{5}{8}$"-$40\frac{15}{16}$" 1553NHP 2DB100lb SulzerBros.Ld.Winterthur 20tFPT130tAPT66t	35 " 1 s11 " 6 23 " $8\frac{1}{2}$	BT till 8,40
73162 127859 GRNK	**Dewsbury** Ⓟ ssGms.2ndNo.3-7,34 ssGms.No.1-39 1Dk(Stl-ws)&pt deep framing D.F. Lower dk in Nos.1&3holds	1686 1102 947	✠100A1 ~~6,40~~ ~~3,39~~1,41 ✠LMC3,39 BS6,40	Gms Liv	q	CL ~~2,39~~ 1,41	1910 6mo	Earle'sCo. Ld. Hull Lloyd'sA&CP	London&North EasternRly. DBa54'	265·0|36·0|17·4 P41'B115'F32' BK9" uE21'f111'295tAP	Grimsby British 5BHCem T33t	T.3Cy.22",35"&60"-42" 180lb 309NHP 2SB,6cf,GS144,HS5540 Earle'sCo.Ld.Hull	18 " 6 s1 " $6\frac{3}{4}$ 17 " $11\frac{3}{4}$	BT till 6,41
73163 150004 VTFP	**Dhamra** Ⓟ (exRosamond) (Screw fore&aft) 1Dk	485 408 219					1910	R.I.M. Dockyard Calcutta	ChandbaliSteamer ServiceCo.Ld.	160·0|26·7|12·6	Calcutta British WB	C.4Cy.12"&24"-16" NB25 48RHP A.G.MumfordLdColchestr		
73164 166601 GJGX	**Diala** D.F. E.S.D. OilEng. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8106 7201 4781	✠100A1 12,40 ~~3,40~~ ✠LMC11,38 CarryingPetroleum	Fal Mch in	c†	CL bulk	1938 11mo	Bremer Vulkan Vegesack Lloyd'sA&CP	AngloSaxon PetroleumCo.Ld. CellDBuE64'15	465·6|59·3|33·8 483·3(O.L.) P91'B48'F51 FK 0tDTf25'340tFPT	London British 17BHptCem ptAsp 139tAPT85t	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"-$55\frac{1}{8}$" 502NHP DB180lb BremerVulkan,Vegesack	34 " 0 s6 " $8\frac{1}{2}$ 27 " $6\frac{1}{2}$	
73165 ONIC	**Diamant** TwinSc Cruiser Stern 1Dk	715 528 401					1919	Soc.Anon. Jhn.Cockerill Hoboken	Soc.Anon.John Cockerill	213·2|27·9|13·2 Q75'B52'F34'	Antwerp Belgian	T.3Cy.$16\frac{1}{2}$",$24\frac{1}{2}$"&$37\frac{1}{2}$"-$25\frac{3}{4}$" 71NHP SocAn.J.Cockerill,Seraing		V
73166 16 SVJW	**Diamantis** (exKostis-39, exBathurst-33) ssBrw.No.3-9,33 ssRot.No.1-37 Cargo battens not fitted 1Dk(Stl)	5253 4777 3181	✠100A1 1,41 ~~3,40~~ BS1,41 ✠LMC MS12,37 ~~BS7,38~~	Liv Pir	y	CL ~~7,38~~ 1,41	1919 3mo	Harland& Wolff,Ld. Greenock Lloyd'sA&CP	P.D.Pateras Cell	400·1|52·3|28·5 P50'B113'F39' FK DB340'1051tFPT1	Patras Greek 7BHptCem 28tAPT220t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Grk.	31 " 0 s6 " $0\frac{1}{4}$ 25 " 3	
73167 215204 KFEG	**Diamond Alkali** (exFrankH. Goodyear-39) (Self-Unloader) D.F. GyC. 1Dk Mchy.Aft Sub.Sig.	8417 — 6632					1917	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland& Cornelius, Mgrs.)	580·0|60·0|27·9 F54'	Buffalo NY Utd.States WB	T.3Cy.$24\frac{1}{2}$",40"&65"-42" 274NH Gt.LakesEng.Works,Det.		R
73168 220007 KURX	**Diamond Cement** (exEastern Coast) Fitted for oil fuel D.F. 2Dks	4005 3467 2438	✠ ... 2,21 ✠				1919 12mo	Yokohama DockCo.Ld. Yokohama	PacificCoastCoal Co.	345·0|50·0|29·0 P33'B77'F41' FK	S.Frncisco Utd.States WB	T.3Cy.23",38"&64"-48" 343NHP YokohamaDockCoLd.Yka	29 " 1	R †
73169 217540 KERJ	**Diamond Head** (exWestErral) Fitted for oil fuel Ref.Mchy. D.F. 2Dks	5434 — 3391					1919	Ls.Angeles S.B.&D.D.Co. SanPedro,Cal	MatsonNav.Co.	410·0|54·4|27·2	S.Frncisco Utd.States WB	T.3Cy.$28\frac{1}{2}$,47"&78"-48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
73170 302 IBIJ	**Diana** Ⓟ (exNiobe) Fitted for oil fuel D.F. 2Dks	3347 2921 1929					1923	Cant.Nav. Riuniti Palermo	"Adriatica"Soc. Anon.diNav.	309·4|44·5|29·5 296·5 B84'F35'	Venice Italian WB	T.3Cy.$22\frac{7}{10}$",$36\frac{2}{5}$"&$61\frac{4}{5}$"-$39\frac{2}{5}$" NE&B25 173NHP Soc.Vickers-Terni,Spezia		I
73171 OHWK	— (exBlenda-34,exKennington, exGrantley) D.F. 1Dk	1892 — 1111					1908	Osbourne Graham&Co. Sunderland	RederiA/B Diana (ToreUlff A/B)	289·1|40·0|18·0 279·4 P25'B60'F29'	Brandö Finnish WB	T.3Cy.$20\frac{1}{2}$",33"&54"-36" 175NHP MacColl&Pollock,Ld.Sld.		C
73172 DDUD	— (exKäthe) Sub.Sig. 1Dk	1551 1237 906					1924	Flensburgr Schiffsb.Ges. Flensburg	FlensburgrSchiffs- parten-Vereinig. A.G.(H.Schmidt G.m.b.H.Mgrs.)	262·5|39·4|15·2 P20'Q81'B104' F32'	Flensburg German WB	T3Cy.$17\frac{11}{16}$",$29\frac{1}{8}$"&48"-$34\frac{7}{16}$" 135NHP FlensburgerSchiffsb.Ges.		G
73173 DHEZ	— 1Dk	1359 1149 725					1922	Hamburg ElbeSchiffsw Act.Ges. Hamburg	A.Kirsten	244·5|36·2|16·1 P&B193'F30'	Hamburg German WB	T.3Cy.$17\frac{3}{4}$",$28\frac{1}{2}$"&$47\frac{1}{2}$"-$31\frac{1}{2}$" 125NHP Gutehoffnungshütte, Sterkrade		G
55/40 73174 LDSS	— Wireless 1Dk&ptAwng dk	1154 790 699					1904	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskab	225·2|32·1|13·5 Q71tH26tF278t ptAwng dk153'	Bergen Norwegian WB	T.3Cy.17",28"&46"-33" 122NHP BergensMekVærksBergen		N
73175 167511 MCZZ	— Ref.Mchy. 1Dk&Shelter dk ~~1Dk~~ Wireless D.F.	942 689 433					1911	Kjöbnhvns Flydk.&Skbs. Copenhagen	Ministry of Shipping(Ellerman's WilsonLine,Ld. Mgrs.)	232·1|~~33·9~~|~~21·2~~ |34·2|12·2	~~Aalborg~~ ~~Danish~~ London WB British	T.3Cy.$19\frac{1}{2}$",32"&53"-36" 169NHP KjbnhavnsFlydk.&Skbsv.		V
73176 DOMU	— 1Dk	516 403 299					1901	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	167·6|26·1|11·7 Q49'B41'F22'	Bremen German WB	T3Cy$12\frac{3}{16}$",$19\frac{11}{16}$"&$31\frac{1}{2}$"-$21\frac{5}{8}$" 46NHP A.G."Weser,"Bremen		G
8/41 73177 PDPQ	— OilEng. Mchy.Aft 1Dk CruiserStern	313 210 149					1936	Gebr.Niestern&Co. Delfzijl	Jac.deVoogd	127·6|24·1|8·7 P30'F15'	Schiedam Dutch WB	Oil Engines 2S.C.SA 4Cy.$9\frac{7}{16}$"-$14\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		V
73178 222822 KFHG	**Dickenson** Cable Vessel ssHonoluluNo.3-6,35 ssHonoluluNo.1-39 Wireless 1Dk(Stl)&Shelter dk(Stl-ws) 2nd dk(Stl) in No.1 hold	831 742 391	✠100A1 Shelter dk withfreeboard 9,40 ~~3,39~~ ✠LMC3,39 BS3,40 Fitted for oil	Honolulu fuel	k $1\frac{1}{2}$ 4,23	CL 9,38 F.P. a	1923 4mo bove 1	SunS.B.& D.D.Co. Chester,Pa. A&CP 50° F.	CommercialPacific CableCo. CellDBf21'47t uE28tDTf8'35t	174·3|30·1|21·8 FK Tank FPT20tAPT26t	NewYork Utd.States Cem Collision BHto S dk 5 ,, ,, U ,,	T.3Cy.17",25"&43"-30" (r) 185lb 166NHP 2SB,4cf,GS82,HS3303 SunS.B.&D.D.Co. Chester,Pa.	22 " 6 s7 " $9\frac{1}{4}$ 15 " 2	
73179 113939 MFDD	**Dicky** (exHopeful,exPoint Clear) 3Mst ssGoo.3rdNo.3-8,38 Mchy.Aft Well deck 1Dk(Stl)	507 365 210	✠100A1 ~~7,40~~ ~~6,39~~5,41 ✠NB8,17 ✠LMC8,38 BS~~6,39~~ 6,40	Nwc Goo	h	CL ~~7,38~~ 7,40	1901 2mo	Ritson&Co Maryport A&CP	~~Goole&HullSteam~~ ~~TowingCo.Ld.~~ CulliffordShippingCo.Ld. (Culliford&Clark, Ld.Mgrs.)	166·0|27·2|11·4 173·2(O.L.) Q91'B11'F21' BK7" DBf12'23t	Liverpool British 3BHCem FPT43t	T.3Cy.14",$22\frac{1}{2}$"&37"-27" (s) 160lb NDB17 50lb 52RHP 1SB,3pf,GS46,HS1366 Ross&Duncan,Glasgow	12 " 4 s3 " $11\frac{3}{4}$ 12 " 6	

1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7bis Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Réfrigé.
73180 LKCR	**Dicto** *OilEng.* D.F. *Cruiser Stern 1Dk & Shelter dk*	5263 4583 3108					1939	A/B Göta-verken Gothenburg	E.B.Aaby'sRederi A/S	426·0|56·8|22·1 F35′	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.26⅜″-59 5/16″ 740NHP A/B Götaverken,Got.		N
73181 144058 GDTM	**Dido** *CruiserStern* *1Dk & Shelter dk*	3554 3291 2175					1920	Dunlop, Brmnr&CoLd PortGlasgow	EllermanLines,Ld. (Ellerman& PapayanniLines, Ld.*Mgrs.*)	314·0|45·2|28·7	Hull British *WB*	T.3Cy.21″,36″&62″-39″ Dunlop, 240NHP Bremner&Co.Ld.PGl		C
73182 PJCF	— *OilEng.* Wireless *1Dk & Shelter dk* *Mchy.Aft CruiserStern*	388 293 160					1937	NVSchpsw Gebr.Pot. Bolnes	West-Indische Scheepv.Maats.	179·7|29·9| 8·2 P12′ B&F156′	Curaçao Dutch	Oil Engines 2S.C.SA 8Cy.10⅝″-18⅛″ 151NHP Gbr.Stork&CoNVHengelo		V
73183	**Dieciocho de Marzo** (18 de Marzo) *see letter* "E"													
73184 1992 IBGL	**Dielpi** (*ex*Thelma-34, *ex*Wandrahm) *ss*Gls.No.3-6,33 *1Dk(Stl) & pt Awng dk (Stl)*	1527 1004 901	... 11,34	Gls	*o*		1912	Stettiner Oderwerke Stettin	MarchesaGiulia Moncalvi ved.De la Penne&Figli *Cell D*	254·4|35·6|14·4 242·5 P18′Q63′*pt Awng dk*160′ FK *B*193′ 391*t* *FPT*52*t*	Genoa Italian 4*BHCem* *APT*52*t*	T.3Cy.18½″,28⅝″&45⅝″-33½″ 146NHP 2SB,*4cf*,GS67,HS2456 StettinerOderwerke	17 ″ 4	I †
73185 DHFB	**Dieter Hugo Stinnes 12** Sub.Sig. D.F. E.S.D. *Mchy.Aft Cruiser Stern 1Dk*	2545 2048 1222					1924	Frd.Krupp Akt.Ges. Kiel	HugoStinnes ReedA.G.	277·8|44·2|20·8 P83′F29′	Hamburg German *WB*	T.3Cy.21¼″,33⅝″&55″-39⅜″ 190NHP Frd.KruppA.G.Kiel		G
73186 TTAA	**Dijonnais** *OilEng.* *Mchy.Aft CruiserStern 1Dk*	389 343 185					1934	Atel.&Ch. deFrance Dunkirk	Cie.Maritime de la Seine	161·9|23·4|11·8 P47′B23′F26′	Rouen French *WB*	Oil Engines 4S.C.SA 6Cy.11½″-18⅞″ 81NHP ZieglerFrères,Dnk.		V
73187 UPOM	**Dikson** Sub.Sig. D.F. E.S.D. *1Dk* *CruiserStern*	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	321·5|48·0|20·3 P32′B96′F33′	Archangel Russian *WB*	T.3Cy.20″,33″&57″-42″ 210NHP N.E.MarineEng.CoLdNwc		
73188 128791 VJCL	**Dilga** *ss*Syd.No.3-6,32 *ss*Syd.No.1-36 *1Dk(Stl) & Web frames* *Longitudinal framing* *Cargo battens not fitted*	3308 3010 1949	✠100A1 6,40 ~~6,39~~ ~~BS5,39~~ ✠LMC~~4,36~~ 6,40	Syd	*v*	CL 6,38	1920 5mo	Govt. Dockyard Newcastle, A&CP N.S.W.	TheAdelaide SteamshipCo.Ld. *Cell DB*277′885*t*	331·0|47·9|23·5 341·0(O.L.) P31′B95′F30′ FK *FPT*118*t* *APT* 204*t*	Melbourne British 5*BHCem*	T.3Cy.25″,41″&68″-45″ (*s*) 190lb HS8289 519NHP 3 Water Tube Boilers FD GovernmentDockyard Nwc.N.S.W.	26 ″ 1 s4 ″ 5½ 21 ″ 10	
73189 219008 KODX	**Dillwyn** D.F. *CarryingPetroleum in bulk* *Mchy.Aft Fitted for oil fuel 2Dks* *Longitudinal framing*	6913 — 4262					1919	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Farr Spinning& (Operating Co.)	435·0|56·0|32·0 P123′B50′F44′	Wilmgton (Del.) Utd.States	T.3Cy.27″,47″&78″-48″ 594NHP BethlehemS.B.Corp.Ld. SanFrancisco		R
73190 167258 GSGC	**Diloma** D.F. E.S.D. *OilEng.* *Mchy.Aft 1Dk2nd dk* *CruiserStern clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8146 7226 4767	✠100A1 12,40 ~~12,39~~ ✠LMC5,39 *Carrying Petroleum in bulk*	Bkn	*c*†	CL	1939 5mo *Lloyd's A&CP*	Cammell Laird&Co.Ld. Birkenhead	Anglo-Saxon PetroleumCo.Ld. *CellDB*70′160*t* *DT*	465·3|59·3|33·8 483·3(O.L.) P93′B45′F50′ FK *f*25′271*t* *FPT*138*t*	London British 17*BHptCem* *APT*86*t*	Oil Engines 4S.C.SA 8Cy.25 9/16″-55⅛″ 502NHP DB*180lb* Hwthrn,Leslie&Co.LdNwc	34 ″ 0 s6 ″ 8 27 ″ 7½	
73191 164568 GYQV	**Dilwara** Ⓟ TwinSc D.F. E.S.D. *ss*Msl.No.1-40 *OilEng.* *Ref.Mchy.* *3Dks* *CruiserStern Platform dk forward* *Cargo battens not fitted*	11080 7524 6572	✠100A1 *with freeboard* ~~7,40 12,39~~ 3,41 DBS12,39 ✠LMC1,36	Sou PNl	*f*† 2¼	CL 6,39	1936 1mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*423′1486*t* *Tanks at sides*	496·5|63·2|31·0 F61′*Shade dk* FK *of tunnels*620*t* *FPT*	London British 9*BHptCem* 121*t* *APT*43*t*	Oil Engines 2S.C.SA 10Cy.22 1/16″-66¼″ 1510NHP 2DB*100lb* Barclay,Curle&Co.Ld.Gls.	35 ″ 0 s11 ″ 10½ 23 ″ 4	BT till 6,40
73192 219462 KOVJ	**Dilworth** *CarryingPetroleum in bulk* *Mchy.Aft Fitted for oil fuel 2Dks* Sub.Sig. *Longitudinal framing*	7045 — 4351					1919	Bethlehem S.B.Cpn.Ld. Alameda, Cal.	PacoTankers,Inc. (Pennsylvania ShippingCo.*Mgrs*)	435·0|56·1|32·0 P123′B50′F44′	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27″,47″&78″-48″ 594NHP BethlehemS.B.Cpn.Ld. SanFrancisco		R
73193 781 SVRL	**Dimitrios Chandris** (*ex*MontKemmel-34, *ex*Rendsburg) *ss*Msl.2ndNo.3-8,34 *Well deck 2Dks(Stl) & pt deep framing* *& lower dk beams in No.1 hold only*	4643 4307 2892	✠ —— 5,39 ✠ *(Reclassification Contemplated)*	Rot	*z*		1910 6mo	Flensburgr Schiffsb.Ges. Flensburg	J.D.Chandris *Cell*	395·9|54·0|25·3 P&B320′F47′ FK *DBa* 126′ *uE&B* 52′	Piræus Greek 7*BHAsp* *f* 178′1211*t*	T.3Cy.28⅜″,47¼″&78″-54″ 594NHP 3SB,*9cf*,GS198,HS8414 FlensburgerSchiffsb.Ges.	28 ″ 0	G †
73194 172 SWGG	**Dimitrios G. Thermiotis** (*ex*Janeta) *ss*Pir.2ndNo.3-11,30 *ss*Pir.No.2-39 *2Dks(Stl) & deep framing*	*4271* *4063* *2779*	✠100A1 ~~10,40 11,39~~ 5,41 ✠LMC11,39 BS2,41	Pir ~~Dry~~ Npt	*x*	CL 10,38	1906 11mo *Lloyd's A&CP*	A.Stephen &Sons,Ld. Glasgow	A.M.Tatakis (J.P.Hadoulis, Ld.*Mgrs.*)	385·5|50·0|26·0 P47′B113′F38′ FK 4*BH* 2*BH to Mi* *Cell DBa* 121′ *uE*	Andros Greek *to Upper Dk* *ddle Dk Cem* *& B* 38′ *f* 169′	T.3Cy.25″,41″&67″-48″ (*s*) 175lb 390NHP 2SB,*6cf*,GS128,HS5450 FD A.Stephen&Sons,Ld.Gls. 902*t* *FPT*123*t* *APT*268*t*	28 ″ 8 s5 ″ 4 23 ″ 6	
73195 7 SVOK	**Dimitrios Inglessis** (*ex*Burutu-34, *ex*WarSwan) *2Dks*	5275 *4831* *3220*					1918	Sunderlnd S.B.Co.Ld Sunderland	D.InglessiFilsS.A. Nav.deSamos	400·0|52·4|28·4 P49′B112′F39′	Samos Greek *WB*	T.3Cy.27″,44″&73″-48″ 369NHP Blair&Co.Ld.Stockton		C
73196 745 SZIU	**Dimitrios Nomicos** (*ex*Protos-33, *ex*Anglos, *ss*Bla.2ndNo.3-5,28 *ex*Beijerland) *ss*Pir.No.1-33 *Well deck 1Dk(Stl) & Web frames*	*1171* *913* *707*	✠ —— 7,37 ✠	Pir	*n*		1903 12mo	W.Dobson &Co. Newcastle	LoucasNomicos *CellDBa* 69′*uE&B*	230·6|34·0|15·0 Q87′B59′F24′ FK 38′*f*88′298*t* *FPT*44*t*	Piræus Greek 4*BHCem* *APT*19*t*	T.3Cy.18″,29½″&48″-33″ 146NHP 2SB.*4cf*,GS66,HS2352 N.E.MarineEngCoLdNwc	17 ″ 3	G †
73197	**Dimitris** (*ex*August-40, *ex*YorkCounty,*ex*August) D.F. *2Dks*	5254 4912 3246					1911	W.Gray& Co.Ld. WHartlepool	S.A.&P.A.Lemos	410·0|54·0|28·9 P36′B254′F43′	Chios Greek *WB*	T.3Cy.26″,42″&70″-48″ 339NHP Cen.Mar.Eng.Wrks.WHpl		C
73198 UPAI	**Dimitrov** Ⓟ (*ex*Haarlem-34) *ss*Ams.No.3-8,32 *2Dks(Stl)* *Fitted for oil fuel*	3689 3272 2361	✠ ... 4,34 ✠	Ams			1920 1mo	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	361·4|49·8|22·0 P25′B214′F36′ FK *CellDB*309′929*t* *FPT*	Odessa Russian 6*BHCem* 85*t* *APT*127*t*	T.3Cy.26″,40″&68″-45″ 386NHP 3SB,*9cf*,GS157,HS5279 RotterdamDroogd.Maats.	24 ″ 6	

91/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
73199 YTFP	**Dinara** (exRuurlo-36,exUuras-35, exRuurlo-32, ssAms.No.3-1,28 exEigenHulpII) ssTri.No.2-36 1Dk(Stl)	3192 2829 2066	✠100A1 5,39 BS4,39 LMC4,36	Rot	u	CL 5,39	1917 8mo	Wilton'sE. &Slpwy.Co. Rotterdam A&CP	Brodarsko Akcionarsko Drustvo "Oceania"	337·3|47·2|21·9 325·0 FK P24'B206'F29' CellDB278'662t	Susak Yugoslav 5BHCem APT48t	T.3Cy.22$\frac{3}{4}$",37"&62"-39"(s) 180lb 180lb 270NHP NBmade19fitted24 NDB24 2SB,3cf,GS132,HS4300 Wilton'sE.&Slpwy.Co.Rot	24 " 2 s 2 " 9 21 " 7$\frac{3}{4}$	
73200	— WoodAuxBkn (exSailingVessel-39, OilEng. exAntonioMontella-38) 1Dk2trB Wireless D.F. (See Sailing Ship Register)	308 — 276					1922	Salv.Russo Piano di Sorrento	S.Segaric	126·3|27·8|14·4	Ist Yugoslav	Oil Engines 4S.C.SA 7Cy.8$\frac{11}{16}$"-13" 51NHP Emade38 fitted39 Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		I
73201 146991 GKTN	**Dinard** Ⓟ TwinSc E.S.D. Fitted for oil fuel D.F. Cruiser Stern 2Dks	2313 1165 939					1924	W.Denny, &Bros.Ld. Dumbarton	SouthernRailway	316·0|41·1|13·9 P58'B&F245'	S'thamptn British WB	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Dmb.		BT till 3,41
73202 142844 ~~YTTD~~ BCFL	**Dinarić** (exCoatsworth-38) ssNwc.No.3-11,32 ssNwc.No.1-37 1Dk(Stl) D.F. CruiserStern Cargo battens not fitted	2555 2244 1418	✠100A1 Examined 3,41 Bry ✠LMC MS11,37 ~~BS6,39~~ 10,40	~~Dub~~	t	CL 11,38	1919 9mo Lloyd	Dunlop, Bremner& Co.Ld. PortGlasgow 'sA&CP	Ministry of Shipping (Stone& Rolfe,Ld.Mgrs.) CellD	302·9|42·9|20·7 P33'B80'F32' FK B260'669t FPT72t	Cardiff British 6BHptCem APT170t	T.3Cy.22",36"&59"-39" (s) 180lb ~~100lb~~ 100lb 262NHP 2SB,6cf,GS124,HS4426 DunlopBremnr&CoLdPGl	23 " 0 s 3 " 4$\frac{3}{4}$ 19 " 10	
73203 1831 IBPG	**Dino** (exHendonhall,exMontes, exSierraBelgrano) ssShl.No.2-29 D.F. 1Dk(Stl)&Shelter dk(Stl) Fitted for oil fuel	5592 5377 3423	✠ —— 8,33 ✠	Hpl	y		1920 6mo	Nthmblnd S.B.Co.Ld. Newcastle	"Corrado"Soc. Anon.diNav. CellDB351'1178t	413·5|53·0|32·8 399·6 FK F37'onShelter dk FPT60tAPT90t	Genoa Italian ptCem 2BHtoSh dk 5 „ „ U	T.3Cy.27",44"&73"-48" 517NHP 3SB,9cf,GS190,HS7668 Palmers'Co.Ld.Newcastle	35 " 5	I †
73204 196 IMBP	**Dino Leoni** Ⓟ 1Dk	514 474 249					1930	Soc.Odero- Terni-Orlndo Leghorn	Soc.Anon.Nav. Toscana	168·4|26·3|17·6 157·4	Leghorn Italian	T.3Cy.16$\frac{9}{16}$",26$\frac{9}{16}$"&40$\frac{7}{8}$"- 23$\frac{5}{8}$" 81NHP Odero-Terni-Orlando, S.A. Genoa		I
* 73205 PDPZ	**Dinteldijk** Ⓟ TwinSc ssRot.No.3-12,34 ssRot.No.1-38 D.F. OilEng. 2Dks(Stl)&Awng dk(Stl) Ref.Mchy. Cargo battens not fitted in B&F	9399 8534 5814	✠100A1 Awng dk withfreeboard 2,39 ✠LMC CS11,38 DBS6,39 11,38 ✠Lloyd'sRMC2,40	Rot	e†	CL P10,38 S2,39	1922 2mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	Nederl.-Amerik, Stoom.Maats. (HollandAmerika Lijn) 1BH dispens CellDB422'1667tDT	485·6|62·3|35·8 P40'B153'F58'on Awng dk FK&BK2" ed with7BHonly,all a30' 706t FPT130t	Rottrdam Dutch ptCem to Awng dk APT75t	Oil Engines 4S.C.SA 16Cy.29$\frac{1}{8}$"-45$\frac{1}{4}$" DB-100lb 1317NHP Harland&Wolff,Ld.Gls.	38 " 9 s 9 " 4$\frac{1}{2}$ 29 " 7$\frac{1}{2}$	
73206 145930 GCYR	**Diomed** Ⓟ TwinSc Ref.Mchy. D.F. 3Dks	10374 9323 6354					1922	Workman, Clark&Co.Ld. Belfast	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.Mgrs.)	491·0|62·4|39·6 P67'B121'F58'	Liverpool British WB	4 Steam Turbines DR geared to 2 Sc. Shafts Wrkman,Clark&CoLd.Bel		BT till 2,41
73207 FOPG	**Dioné**, Now "Dione II," see No. 87762 in Supplement D.F. 1Dk	2660 1967 1390					1936	Atel.&Ch. delaSeine Maritime WormsetCie LeTrait,S.I.	Sté.Navale Caennaise (G.Lamy&Cie. Mgrs.)	307·6|43·6|19·1 P35'Q92'B61'F22'	Caen French WB	T.3Cy.21$\frac{5}{8}$",35$\frac{13}{16}$"&59"- 41$\frac{3}{4}$" 225NHP Atel.&Ch.delaSeine MaritimeWormsetCie.		V
73208 OFAZ	**Dione** (exSmåland-37,exSarmacja-36, exSmåland-35, ssGot.No.3-6,33 exGallia) ssAbo.No.1-38 D.F. 1Dk(Stl)&Shelter dk(Stl) Sub.Sig. CruiserStern	1741 — 945	✠100A1 Shelter dk withfreeboard 11,40 7,~~38~~ ~~BS4,39~~ ✠LMC4,38 4,40	Hfs	s	OG 3,38	1920 10mo Lloyd	Eriksbergs M.V.Aktieb Gothenburg 'sA&CP Inter	FinskaÅngf.A/B mediate BHin fore CellDB256'540t	299·9|43·2|23·3 302·9(O.L.) FK hold dispensed with FPT29tAPT31t	Helsingfrs Finnish Cem 1BHtoSh dk 3 „ „ U „	T.3Cy.22$\frac{7}{16}$",35$\frac{7}{16}$"&58$\frac{1}{2}$-36" 185lb (s) 271NHP 2SB,6cf,GS103,HS3840 FD KockumsM.V.A/B.Malmö	19 " 0 s " 6$\frac{3}{4}$ 18 " 7$\frac{1}{2}$	
73209 57 SWGZ	**Dioni** (exLesvos,exVasilissaSofia, exAsgard) ssPir.2ndNo.3-8,27 1Dk(Stl)&Spar dk (Stl)&deepframing	4227 4044 2710	✠ —— 11,32 ✠	Dnz	x		1906 9mo	Nthmblnd. S.B.Co.Ld. Newcastle	G.F.Andreadis CellDBa	360·0|48·0|20·2 P31'B93'F33' 28·0 FK 117' uE&B41'f157'	Chios Greek 6BHCem 860tAPT63t	T.3Cy.25",41"&69"-48" 372NHP 3SB,9cf,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	31 " 10	G †
192/40 73210 34 SVAN	**Dionyssios Stathatos** ssHul.No.3-5,31 ssKob.No.1-36 1Dk(Stl)&Web frames	5168 4720 3172	✠100A1 10,38 BS~~10,38~~ ✠LMC8,35 8,39	Bry	y	CL 10,38	1919 9mo Lloyd	Cammell Laird&Co.Ld. Birkenhead 'sA&CP	A.D.Stathatos CellDB343'1152t	400·0|52·4|28·4 P49'B113'F40' FK DTa28'1215t FPT1	Ithaca Greek 7BHptCem 13tAPT166t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD CammellLaird&CoLd.Bkn	31 " 0 s 5 " 11$\frac{3}{4}$ 25 " 3$\frac{1}{4}$	
73211 150005 VTFN	**Dipavati** Ⓟ TwinSc ssBom.No.1-40 OilEng. Mchy.Aft 1Dk CruiserStern	840 773 439	✠ A1 withfreeboard 9,40~~8,39~~ ✠LMC8,39 For coasting s Bombay&Alle Bombay&Bha	Bom ervices ppey, vnaga	r	OG 8,39	1936 9mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	BombayStm.Nav. Co.Ld. CellD	224·8|33·6|15·5 Shade dk FK BuE&f118'73tFP	Bombay British 8BHptCem ptAsp T6tAPT16t	Oil Engines 2S.C.SA 12Cy.13$\frac{13}{16}$"-24$\frac{7}{16}$" 396NHP Harland&Wolff,Ld.Gls.	10 " 0 s1 " 10$\frac{3}{4}$ 8 " 4$\frac{1}{4}$	
186/40 73212 145878 GFVC	**Diplomat** ssLiv.No.3-7,34 ssLiv.No.1-39 2Dks(Stl)3rd dk(Stl)in No.1 hold	8240 7407 5255	✠100A1 4,40 ✠LMC MS9,39 BS4,40	Liv	d†	CL 4,40	1921 9mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP Ce	CharenteS.S.CoLd (T.&J.Harrison, Mgrs.) llDB422' 1554tDT	482·1|58·4|33·4 499·2(O.L.) P54'B188'F51' FK a38'1324t FPT101t	Liverpool British 9BHCem APT49t	3SteamTurbinesDRgeared to 1 Sc. Shaft (s) 200lb HS13452 871NHP 2DB(Spt)&2SB18cfGS379, Dunsmuir&Jackson,LdGls	35 " 10 s 7 " 7 28 " 7	
73213 147362 GBFZ	**Director** ssBkn.No.3-5,39 2Dks(Stl)	5107 4746 3128	✠100A1 12,40~~6,40~~ ✠LMC MS5,39 ~~BS4,40~~ 3,41	Liv Mch	y	CL N5,39	1926 4mo Lloyd	D&WHen- derson&CoLd Glasgow 'sA&CP CellDB3	CharenteS.S.CoLd. (T.&J.Harrison, Mgrs.) 40'1130tDTa29'75	395·7|52·6|28·0 407·9(O.L.) P37'B128'F40' FK 2tFPT78tAPT24t	Liverpool British Cem 7BH to Udk 1 „ „ 2nd „	T.3Cy.26",43"&73"-48" (r) 200lb 120lb 464NHP 2DB(Spt),12cf,GS210, HS7706 D&WHendersn&CoLd.Gls	30 " 6 s 5 " 9$\frac{3}{4}$ 25 " 0	
73214 217554 KEGM	**Dirigo** ssMob.No 3-4,30 ssN.Yk.No.2-38 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing Now "Idaho," see No. 88517 in Supplement	6418 6126 3988	✠100A1 6,40~~11,39~~ BS3,40 ✠LMC2,38 CarryingPetr Fitted for oil	LAn oleum fuel 2,	a† in 19	CL 11,39 bulk F.P. a	1919 2mo bove 1	Texas S.S.Co. Bath,Me. A&CP 50° F.	TheTexas Company	416·8|56·1|31·1 P107'B35'F33' FK	Wilmgton (Del.) Utd.States 16BHCem CellDBuE&	T.3Cy.26$\frac{7}{8}$",44"&74"-51"(s) 200lb HS9969 556NHP 3 Water Tube Boilers (Spt) H.G.TroutCoBuffalo,N.Y. B64'209tFPT229tAPT130t	32 " 10 s6 " 3 26 " 9$\frac{3}{4}$	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où coté, si ce n'est dans le L.R. Date de Cert. B. of Trade.
73215 96 SVOX	**Dirphys** (*ex*Theofano-37, *ex*Harpalion, ssShl.No.3-4,31 *ex*Avonmede, [illegible] *ex*Cottesmore,*ex*Swindon) 1*Dk*(*Stl*) *Cargo battens not fitted* ssCpn.No.2-39	*4240* *4020* *2661*	✠100A1 4,41 ~~BS5,39~~ 6,40	~~Hul~~ Dub ✠LMC MS10,39	*y*	CL 9,39	1917 3mo	W.Pickersgill&Sons,Ld. Sunderland *Lloyd's A&CP*	V.J.Pateras *Cell DB*	390·0 401·2(O.L.) P40'B244'F35' FK 338' 1192*t* *FPT*110*t*	53·3	23·5	Chios Greek 6*BHCem* *APT*77*t*	T.3Cy.25½",45"&74"-48"(*s*) 180lb 466NHP 3SB,9*cf*,GS204,HS7917 J.Dickinson&Sons,Ld.Sld.	26 ″ 0 s 3 ″ 5¾ 22 ″ 9	
73216 7011 SKZA	**Disa** (*ex*Solvær) 1*Dk*	*2002* *1674* *1091*					1918	ShanghaiE.S.B.&D.CoLd Shanghai	Rederi A/B Disa (E.Brodin,*Mgr.*)	266·3 P30'B66'H164*t*F25'	42·3	18·0	Stockholm Swedish *WB*	T.3Cy.18",29½"&50"-36" 150NHP ShanghaiE.S.B.&DDCoLd		N
73217 114675 VPNQ	**Discovery** WoodAuxBk Wireless E.S.D. 2*Dks*3*trB* (*See Sailing Ship Register*)	736 670 357					1901	Dundee Shipbuilders' CoLd.Dundee	BoyScouts' AssociationTrust Corporation	179·3 H22*t*F43*t*	34·0	18·5	London British *WB*	T.3Cy.14½",22½"&36"-30" 67RHP GourlayBros.&Co.Dundee		
73218 161322 VPSJ	**Discovery II.** ssC.Tn.No.2-38 Wireless D.F. 1*Dk*(*Stl*-ws) E.S.D. *2nd dk in holds* *Strengthened for Navigation in Ice*	1036 861 344	✠100A1 6,39 ✠LMC6,38 *Fitted for oil fuel 11,29 F.P. above 150° F.*	Lon		OG 6,38	1929 11mo	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow *Lloyd's A&CP*	Government of the Falkland Islands *Cell DB*	221·1 P16'F43' FK *u E& B*53' *f*39' 100*t*	36·2	16·6	StanleyF.I British 5*BHptCem* *APT*29*t*	T.3Cy.18",28½"&48¾"-28" 200lb (*s*) 221NHP 2SB,6*cf*,HS3556 FD FergusonBros.(Port Glasgow)Ld.Pt.Gls.	20 ″ 0 s 2 ″ 10½ 17 ″ 5¾	
73219 OXLA	**Disko** Ⓟ *OilEng.* Wireless D.F. 2*Dks*	1496 1272 891					1927	Kjöbnhvns Flydk.&Skbs Copenhagen	GrönlandsStyrelse	221·9 F32'	36·2	21·5	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 6Cy.19$\frac{1}{16}$"-35$\frac{7}{16}$" 224NHP Akt.Burmeistr&Wain,Cpn		V
73220 233639 WKFY	**Dispatch** TwinSc (*ex*M.A.Powers-40) *OilEng.* *Electrically welded* 1*Dk* *Mchy.Aft Carrying Petroleum in bulk* *Longitudinal framing*	469 — 355					1934	Charleston D.D.Co. Charleston, S.C.	PetroleumNav.Co. Inc.	140·8	31·0	11·0	Seattle Utd.States	Oil Engines 4S.C.SA 12Cy.9"-12" 95NHP *Emade29refitted35* Cooper,BessemerCorp. GroveCity,Pa.		R
73221 139134 GVSP	**Distol** ssLth.No.3-10,36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	1174 857 571	✠100A1 Examined 3,41 Pts ~~BS3,41~~ ✠LMC10,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 7,16 F.P. above 150°F.*	~~Sou~~	*n*	OG 12,39	1916 7mo	W.Dobson &Co. Newcastle *Lloyd's A&CP*	TheAdmiralty *Cell DBuE&B*43'66*t*	210·1 P44'F40' FK *Middle line Bulkhead* *DTf*30'257*t**FPT*36*t*	34·8	15·6	London British 13*BHptCem* *not oil-tight* *APT*32*t*	T.3Cy.16",26"&43"-27" (*s*) 180lb 142NHP 2SB,4*cf*,HS2174 FD N.E.MarineEngCoLdNwc	16 ″ 6 s 1 ″ 5½ 15 ″ 1½	
73222 221046 KDMZ	**District of Columbia** *Fitted for oil fuel* *Mchy.Aft Carrying Petroleum in bulk* D.F. GyC. 2*Dks* *Longitudinal framing*	7162 — 4329					1921	Baltimore D.D.&S.B.Co. BaltimoreMd	StandardOilCo.of California	431·0 P123'B37'F39'	59·2	33·4	S.Frncisco Utd.States	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
73223 224391 KJIA	— Ⓟ *Fitted for oil fuel* 2*Dks*	2128 — 1240					1924	ThePusey &JonesCo. Wlmgtn,Del.	Norfolk&Washington SteamboatCo.	297·8	51·0	16·3	Washngtn, D.C. Utd.States	T.4Cy.23½",37"&(2)43"-42" 239NHP Pusey&JonesCo.Wlmngtn		
* 73224 FOMB	**Divatte** (*ex*WarWeapon) ssNts.No.3-4,31 *Well deck* D.F. ssNts.No.2-39 *Cargo battens not fitted* 1*Dk*(*Stl*)	2266 1762 1292	✠100A1 12,39 ✠LMC8,39	Nts	*s*	CL ~~7,39~~ 3,41	1918 10mo	J.Crown& Sons,Ld. Sunderland *Lloyd's A&CP*	Cie.Nantaise des Chargeurs de l'Ouest *Cell D*	285·0 297·6(O.L.) P25'Q72'B64'F32' FK *B*228'568*t**FPT*108*t*	42·0	19·0	Nantes French 7*BHptCem* *APT*234*t*	T.3Cy.25⅝",41"&68"-45" (*s*) 180lb 416NHP 2SB,8*cf*,GS150,HS5998 FD N.E.MarineEng.CoLd.Sld.	21 ″ 2 s 2 ″ 1½ 19 ″ 3	
73225 FPHA	**Divona** (*ex*SierraVerde,*ex*WarClyde) ssAnt.No.1-23 1*Dk*	1530 — 815	✠ ... 9,26 ✠				1918 10mo	A.McMillan&Son,Ld. Dumbarton	UnionIndust.& Mar.Sté.Française d'Arm.	240·5 B52'F23' FK	36·1	19·1	Rouen French *WB*	T.3Cy.18",30"&50"-33" 172NHP Rankin&BlackmreLd.Grk	21 ″ 3	V †
73226 149641 GNJQ	**Dixcove** *OilEng.* ssHam.No.2-35 2*Dks*(*Stl*)&*Shelterdk*(*Stl*)	3790 3090 1995	✠100A1 *with freeboard* Examined 1,41 ✠LMC CS9,35 DBS6,~~39~~ 1,41 9,38 *Carrying Vegetable oil in deep tanks*	~~Mch~~ Lon	*x*	CL ~~5,38~~ 5,41	1927 10mo	A.McMillan&Son,Ld. Dumbarton *Lloyd's A&CP*	ElderDempster Lines,Ld. *Cell DB*292'778*t*	355·4 367·6(O.L.) P37'F42' FK *DTs a*58'616*t* *FPT*	49·2	22·4	Liverpool British 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd* ,,) 97*t**APT*100*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	24 ″ 8 s 2 ″ 2½ 22 ″ 7½	
73227 221349 KDSP	**Dixiano** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* Sub.Sig. *CarryingPetroleum in bulk* *Longitudinal framing*	4323 — 2613					1921	StatenIsld. S.B.Co. Mariner's Harbor,N.Y.	AmericanSugar TransitCorp.	360·0 P91'B37'F33'	50·2	29·2	NewYork Utd.States *WB*	T.3Cy.23",39"&66"-42" 282NHP StatenIslandS.B.Co.		R
73228 227107 WICX	**Dixie** Ⓟ *Fitted for oil fuel* D.F. GyC. 3*Dks* E.S.D. *Longitudinal framing*	8188 — 4918					1927	FederalS.B &D.D.Co. Kearny,N.J.	SouthernPacific S.S.Lines	426·6	60·2	26·0	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft DeLavalSteam TurbineCo.Trenton,N.J		
73229 LJMZ	— Wireless D.F. *Mchy.Aft CruiserStern* 1*Dk*	1571 1283 888					1937	Porsgrund Mek.Værks. Porsgrunn	A/SFrank(Chr.J. Reim,*Mgr.*)	246·6 P66'F29'	37·9	18·2	Porsgrunn Norwegian *WB*	C2Cy13¾"&27$\frac{9}{16}$"-27$\frac{9}{16}$"&LP turbine with DR gearing& hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		N
73230 221735 KDVT	**Dixie Arrow** ssMob.No.3-11,33 ssMob.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames* *Longitudinal framing*	8046 7834 4960	✠100A1 *Shelter dk* *with freeboard* 6,40 ~~8,39~~ BS9,39 ✠LMC8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 11,21 F.P. above 150° F.*	NYk Bal	*d*†	CL 11,38	1921 11mo	NewYork S.B.Corp. Camden,N.J. A&CP	Socony-Vacuum OilCo.Inc. *Cell DBa*19'*u* *E&B*76'436*t**DTf*40' *aft*100*t*	468·3 644*t*'*tween dk tank* *FPT*229*t**APT*131*t*	62·7	32·0	NewYork Utd.States FK 16*BHptCem* (*Coll to Sh dk* 9 ,, *U* ,, 6 ,, *2nd*,,)	Q.4Cy.24",36",51"&75"-51" 220lb (*r*) 625NHP 3SB,9*cf*,GS178,HS9052 FD NewYorkS.B.Corp. Camden,N.J.	32 ″ 0 s 4 ″ 1½ 28 ″ 1½	
73231 218945 KOCP	**Dixie Sword** (*ex*Florida-37, *ex*PointFirmin-34, ssN.Ns.No.3-7,26 *ex*ContinentalBridge) *Fitted for oil fuel* 1*Dk*2*trB in* *fore&after holds&Web frames*	3283 3905 2000	✠ ... 1,33 ✠				1919 9mo	Submarine BoatCorp. Newark,N.J.	SwordS.S.Line, Inc.	324·0 P30'B90'F35' FK	46·2	25·0	NewYork Utd.States *WB*	DR geared steam turbine WestinghouseElectric &Mfg.Co.Essington,Pa.	28 ″ 6	R †

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulae RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
73232 PDQU	**Djambi** OilEng. Ref.Mchy. D.F. 3Dks	6984 5006 4404					1919	Maats. Fijenoord Rotterdam	N.V.Rotterdamsche Lloyd(~~W.Ruys &Zonen,Mgrs.~~)	445·6|54·3|34·4 P7'F58'	Batavia ~~Rotterdam~~ Dutch WB	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"–47$\frac{3}{16}$" 1590NH NE31 Wilton-Fijenoord,Rot.		V
73233 FNFC	**Djebel-Amour** Ⓟ Fitted for oil fuel 3Dks	2908 2431 1545					1931	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Cie.deNav.Mixte (Cie.Touache)	325·0|44·6|24·4 P35'B88'F48'	Marseilles French WB	3 DR Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc		V
73234 FNFS	**Djebel-Aurès** Ⓟ Fitted for oil fuel D.F. 3Dks	2835 2463 1551					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	Cie.deNav.Mixte (Cie.Touache)	325·0|44·6|24·4 P35'B88'F43'	Marseilles French WB	3 DR Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc		V
73235 FNFH	**Djebel-Dira** Ⓟ Fitted for oil fuel D.F. 3Dks	2835 2463 1551					1930	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cie.deNav.Mixte (Cie.Touache)	325·0|44·6|24·4 P35'B88'F45'	Marseilles French WB	3 DR Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld.Nwc		V
73236 FNFR	**Djebel Nador** OilEng. D.F. 2Dks,3rd dk in forward holds CruiserStern	3168 2764 1837	✠ 2,41 withfreeboard ~~✠LMC2,38~~	Msl	u	CL	1938 2mo	Internatnl S.B.&E.CoLd Danzig Lloyd'sA&CP	Cie.deNav.Mixte (Cie.Touache)	324·8|45·6|26·5 335·0(O.L.) F43' FK CellDB267'54 9t tanks at sides of tunnel408t FPT20t	Marseilles French 5BHptCem ptAsp APT61t	Oil Engines2S.C.DA 6Cy.23$\frac{5}{8}$"–35$\frac{7}{8}$" 1170NH Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	28″10 ~~8″1~~ ~~21″1¼~~	
73237 FNHX	**Djenne** Ⓟ TwinSc Fitted for oil fuel D.F. 3Dks(4th dk in Nos.1&2holds) E.S.D. CruiserStern	8790 6156 4551					1931	Forg.&Ch. delaMéditSA LaSeyne	Cie.deNav.Paquet	426·9|58·6|34·3 B192'F80'	Marseilles French WB	6SteamTurbinesSRgeared to 2 Sc. Shafts Forg.&Ch.de laMédit.S.A.		V
73238 PDRC	**Djirak** (exCreoleJefe–33) TwinSc ssBat.No.3–2,41 ~~ssSng.No.2–26~~ Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing–bracketless system	3077 2298 2164	✠100A1 2,41 BS2,41 ✠LMC5,40 CarryingPetroleum in bulk F.P. above 150° F. Fitted for oil fuel 9,28	Bat	u	CL ~~2,39~~ N5,40	1928 9mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	N.V.NederlandscheKoloniale TankvaartMaats. CellDBuE&B50'	325·0|55·2|16·4 336·7(O.L.) P73'B22'F40' FK Trunk in wells 149t side tanks 180'	Palembang ~~TheHague~~ Dutch 8BHptCem 2115t FPT2	T.6Cy.14½",24"&39½"–27" 180lb (s) 288NH 2SB,6cf, ,HS4808 FD Palmers'Co.Ld.Newcastle 07tAPT126t	16″6 s2″0 14″8½	
73239 145982 GMSS	**Djurdjura** (exPenrithCastle) D.F. 2Dks	3460 3238 2098	✠ ... 5,27 ✠				1922 10mo	Ardrossan DD&SBCoLd Ardrossan	Ministry of Shipping(Westbourne ShippingCo.Ld. Mgrs.)	~~351·8~~|50·2|~~22·8~~ P42'B127'F46' 350·7| FK	Manchester British WB	T.3Cy.25",41"&68"–45" 375NHP J.G.Kincaid&Co.Ld.Grk.	25″1	V †
73240 UPKZ	**Djurma** (exBrielle–35) Fitted for oil fuel CruiserStern 3Dks	6908 4716 3924					1921	NewWaterwayS.B.Co. Schiedam	U.S.S.R.	402·6|58·3|34·7 F33'	Nogaevo Russian WB	T.3Cy.30",48"&79"–54" 458NHP NewWaterwayS.B.Co.		
73241 UOTQ	**Dnepr** (exMiltonstar,exBrodhurst) Ref.Mchy. 1Dk&Shelter dk	3071 2940 1876					1914	ClydeS.B. &Eng.Co.Ld. PortGlasgow	U.S.S.R.	304·3|44·7|27·2	Vladvostk Russian WB	T.3Cy.23",37"&61"–42" 241NHP ClydeSB.&EngCoLd.P.Gl		
73242 UOBH	**Dneprostroi** (exDallas) 2Dks	4756 4268 2963	✠ ... 6,20 ✠				1919 1mo	Standard S.B.Corp. Shooter's Island,N.Y	U.S.S.R.	377·0|52·0|26·8 P25'B106'F34' FK	Vladvostk Russian WB	T.3Cy.24",40"&70"–48" 478NHP StandardS.B.Corp.	29″0	
73243 UOUP	**Dnestr** Fitted for oil fuel Ref.Mchy. 2Dks CruiserStern	3580 3224 2061					1928	Deutsche Sch.-u.Mschb A.G.Seebeck Wesrmünd-G	U.S.S.R.	306·4|48·0|27·3 B83'F34'	Odessa Russian WB	T3Cy23"38$\frac{5}{8}$"&63"–43$\frac{3}{8}$"&LP Turbine with DR gearing& hydraulic coupling346NHP DeutscheSch.u MschbA.G. Wesermünde-G		
73244 UODW	**Dobrina Nikitich** TwinSc (Icebreaker) 1Dk&Awng dk 2 dks in fore&after holds	1664 1613 672	✠ ... 12,21 ✠				1916 9mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	U.S.S.R.	200·1|50·5|27·4 FK	Vladvostk Russian WB	T.6Cy.21½",35½"&58"–36" 721NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	27″6	
73245	**Doce de Octubre** (12 de Octubre).		See letter "T"											
73246 2193 IBOW	**Docilitas** (exEider–38, exStanhill–37, ssGen.3rdNo.3–5,38 exEider–36) Wireless 1Dk(Stl)&deepframing &ptAwng dk(Stl–ptws)	1246 910 777	✠100A1 ptAwng dk withfreeboard 5,40 ~~1,39~~ BS5,40 ~~BS9,39~~ ✠LMC5,38	Gen	n	CL 5,38	1900 10mo	Campbeltown S.B.Co Campbeltwn A&CP	AdriaticoTirreno JonioLigure (A.T.J.L.)Soc. AnondiNav.(A. Ravano,Mgr.)	239·0|32·7|16·0 230·5 Q79' ptAwng dk151' FK CellDBa54'f94'	Genoa Italian 4BHCem 205tAPT80t	T.3Cy.18",27½"&45"–33" 160lb 120NHP 1SB,3pf,GS65,HS1871 Hutson&Sons,Ld.Glasgow	17″4 s7″2¾ 17″3	
73247 239517 WESK	**Doctor Lykes** Fitted for oil fuel D.F. E.S.D. GyC. 3Dks ptLongitudinal framing CruiserStern	7500 7773 4585					1940	Federal S.B.&D.D.Co Kearny,N.J.	LykesBros.Steamship Co., Inc.	468·3|69·7|29·1 F42'	Tampa Utd. States WB	2 steam turbinesDRgeared to 1sc. shaft 1417NHP DeLavalSteam TurbineCo.Trenton,N.J.		
73248 150141 VLCP	**Doepel** WoodTwinSc Mchy.Aft Wireless 1Dk	389 314 194					1919	GE.Beattie Brisbane Water,NSW.	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,Mgr.)	145·0|33·0|9·2 F18'	SydnyNSW British WB	C.2Cy.10"&20"–14" E&Bmade13 33RHP Chapman&Co.SydnyNSW		
73249 TCBB	**Doğan** (exMastrandreas–33, exHighgate, ssRou.No.3–10,30 exDunolly) 1Dk(Stl)2trB& deep framing	3281 3133 2127	✠ ... 12,33 ✠	Cff			1901 11mo	A.Rodger &Co. Pt.Glasgow	Barzilay& Benjamin CellDB	325·5|48·2|23·8 P29'B84'F30' FK a&uE122'f138'781t	Istanbul Turkish 6BHCem APT120t	T.3Cy.24",40"&65"–42" 278NHP NDB12refitted22 2SB,6cf,GS118,HS4240 ClydeS.B.&E.Co.Ld.PtGls	26″4	V †
73250	**Dogu** Ⓟ TwinSc Sub.Sig. D.F. E.S.D. 4Dks Ref.Mchy. GyC. CruiserStern	6000					1939	Blohm& Voss Hamburg	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	385·9|52·5|20·5 B16'F85'	Istanbul Turkish WB	T6Cy22$\frac{1}{16}$",35$\frac{7}{16}$"&59$\frac{1}{16}$"–39$\frac{3}{8}$" & LP turbines withDRgearing&hydraulic couplings HS12270 908NHP Blohm&Voss,Ham.		
73251 LDFV	**Dokka** Wireless D.F. 1Dk	1168 1010 656					1925	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Songa (KlausWiese Hansen,Mgr.)	230·0|36·5|14·8 P47tH69t	Bergen Norwegian WB	T.3Cy.16¾",25¼"&43"–30" 101NHP LaxevaagsMsk&Jrns.Bgn		N

16/40

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref Trade.
73252	**Dokter Wagemaker** 1*Dk*	374 272 169					1934	N.V. Wilton- Fijenoord Rotterdam	N.V.Texel'sEigen StoombootOnderneming	149·6	26·5	9·6	Texel Dutch	T.3Cy.11",17"&28½"-18½" 29NHP N.V Wilton-Fijenoord, Rot.		V
73253	**Doktor Heinrich Wiegand,** *see*	Dr.	Heinrich	Wie	g	and	No.	73359								
73254 167358 GBZZ	**Dolabella** *OilEng.* D.F. E.S.D. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8142 7235 4800	✠100A1 ~~6,40 11,39~~ 6,41 ✠LMC11,39 *Carrying Petroleum in bulk*	Nwc ~~Bln~~Liv	c†	CL	1939 11mo *Lloyd's A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon PetroleumCo.Ld. *CellDB69'23tD*	465·3 483·3(O.L.) P93'B45'F50' FK *Tf25'271tFPT138t*	59·3	33·8	London British 17*BH* *APT85t*	Oil Engines 4S.C.SA 8Cy.25$\frac{3}{16}$"-55½" 502NHP DB*180lb* Hwthrn,Leslie&CoLdNwc	34 ″ 0 s 6 ″ 8½ 27 ″ 6½	
73255 192 YLAO	**Dole** (*ex*Everhope 39, *ex*Maplegrove-33, *ex*BenClune, *ex*Oltul,*ex*Iriston) *ss*Rot.2ndNo.3-10,37 1*Dk(Stl)*	3811 3529 2404	✠100A1 11,39 BS9,39 ✠LMC10,37 No later survey reported	Sch	*w*	CL 10,37	1912 9mo *Lloyd's A&CP*	R.Duncan &Co.Ld. Pt.Glasgow	~~Mrs.Z.Heinrich-sons~~ Mrs.E.Grauds *CellDBa*	354·3 P22'B90'F36' FK *115'uE&B36'f156'9*	51·1	23·8	Riga Latvian 5*BHCem* 15t*APT*105t	T.3Cy.25",41"&67"-45" (*s*) 180lb 338NHP 2SB,*6cf*,GS130,HS5384 Rankin&Blackmore,Grk.	26 ″ 3 s 4 ″ 7½ 21 ″ 10	
73256 154133 MJQM	**Dolium** (*ex*President Bolivar-32) TwinSc *ss*Suz.No.3-11,34 *ss*Suz.No.1-39 *Mchy.Aft* 1*Dk(Stl)& Web frames*	1142 730 533	✠100A1 5,41 ~~1,39~~ ~~BS7,40~~ BS3,41 LMC1,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,22 *F.P. above* 150° F.	Suz	*m*	CL 1,40	1922 7mo A&CP	J.Koster, Hzn.Schpsw. Gideon Groningen	Anglo-Saxon PetroleumCo.Ld. *CellD*	217·1 *Pon*Q67'Q67'F30' FK *BuE19'21tDTf13'*	33·6	12·5	London British 10*BHCem* 155t*APT*23t	T3Cy10$\frac{1}{16}$"17$\frac{1}{16}$"&28¾"-17$\frac{11}{16}$" 199lb (*s*) 136NHP 2SB,*4cf*, ,HS2842 L.Straatman,Dordrecht	12 ″ 5 s ″ 9¾ 11 ″ 8¾	
73257 147247 GJVM	**Dolius** TwinSc *OilEng.* D.F. 2*Dks(Stl)* *Fitted for oil fuel*	5507 4922 3319	✠ 11,25 ✠	Liv	*z*		1924 4mo	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*) *Cell DB336' 1200tD*	407·0 P39'B133'F42' FK *Ta30'713tDTf30'*	52·2	28·4	Liverpool British 8*BHptCem* 874t*APT*52t	Stm.&OilEng.2S.C.DA 8Cy.22"-36" 748NHP 2Regenerators Scott'sS.B.&E.Co.Ld.Grk.	32 ″ 0	C †
73258 133937 CGSD	**Dollard** Ⓟ TwinSc *Fitted for oil fuel* *Mchy.Aft* Wireless 1*Dk*	761 596 328	✠ ... 7,15 ✠				1913 4mo	Kingston S.B.Co. Kingstn,Ont.	CanadianGovernment(Dept.of Transport)	178·6 F29' FK	31·9	15·3	Ottawa British *WB*	T.6Cy.12½",21"&34"-21" 182NHP CollingwoodS.B.Co.	15 ″ 6	
73259 DHFJ	**Dollart** 1*Dk*	535 433 268					1912	Stettiner Oderwerke Stettin	Bugsier,Reed.& BergungsA.-G.	165·8 P112'F22'	28·6	11·5	Brmrhavn German *WB*	C.2Cy.17$\frac{5}{10}$"&31½"-21⅝" 38NHP StettinerOderwerke		G
73260 232721 WCFS	**Dolomite I** Now "Alkaliner," see No. 87014 in Supplement TwinSc *OilEng.* Wireless (*Self Unloader*) *Electrically welded Mchy.Aft* 1*Dk* *Carrying cargo oil in bulk* *CruiserStern*	934 — 478					1933	Dolomite MarineCorp. RochesterNY	All-Waterways Nav.Corp.	205·6	32·0	13·1	Rochester, N.Y. Utd.States	2 Oil Engines 4S.C.SA connected to Elec.Motors& Sc.Shafts 12Cy.14¼"-14¼" E*made*17*refitted*33 239NHP Busch-SulzerBros. St.Louis,Mis.		R
73261 145631 WPTC	**Dolomite 2** (*ex*Thomas Maytham-38) TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Carrying petroleum in bulk*	1958 — 1447					1892	Chicago S.B.Co. Chicago	RochesterS.B. Corp.	286·0 Q60'F28'	41·2	18·8	Rochester, N.Y. Utd.States *WB*	OilEngines4S.C.SA 16Cy.12½"-13" 245NHP NE38 AmericanLocomotiveCo. Auburn,N.Y.		R
73262 237713 WOAR	**Dolomite 4** TwinSc *OilEng.* D.F. *Mchy.Aft* 1*Dk* *Electrically welded* *Transverse channel construction* Now "Nickeliner," see No. 89303 in Supplement	2189 2133 1603	✠100A1 (*Class Contemplated*) *For service on the Great Lakes, New York State Barge Canal, & coastwise from Eastport, Me., to the West Indies* *Carrying Petroleum in bulk*	NYk	*s*		1938	Dolomite MarineCorp. Rochester, N.Y.	All-Waterways Nav.Corp. *CellDB206'485t FPT*	290·5 300(O.L.) Q55'F28' FK	43·3	18·9	Rochester, N.Y. Utd.States 10*BHptCem* 87t*APT*50t	2 Oil Engines 4S.C.SA SR geared to 2 ScrewShafts 16Cy.12½"-13" 245NHP AmericanLocomotiveCo. Auburn,N.Y.	21 ″ 0 s 5 ″ 2½ 15 ″ 10½	
73263	**Dolores De Urquiza** TwinSc (*Train Ferry*) *OilEng.* 1*Dk*	2082 — 1509	✠ ... 9,29 ✠				1926 10mo	A.&J. Inglis,Ld. Glasgow	EntreRiosRailwaysCo.Ld.	340·0 FK	57·7	17·7	Ibicuy Argentine	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 287NHP Harland&Wolff,Ld.Gls.	19 ″ 9	
73264 PUBV	**Dom Pedro I** Ⓟ (*ex*PedroI-35,*ex*Wyreema) TwinSc 3*Dks(Stl-U&M* ws)*Orlop beams forward Orlop dk(Stl) aft&Shade dk(Stl*-teak s)	*6370* 5885 *3291*	✠ 11,09 ✠	Syd	*a*†		1908 2mo	A.Stephen &Sons,Ld. Glasgow	LloydBrasileiro *CellDBa7*	400·4 FK&BK1¾" *6'uE&B104'*	54·2	30·6	R.Janeiro Brazilian 7*BHCem*	T.6Cy.24½",40"&68"-48" 1038NHP 6SB,*18cf*,GS372,HS16002 A.Stephen&Sons,Ld.Gls. *f148'861tFPT56tAPT57t*	33 ″ 3	V
73265 PUBW	**Dom Pedro II** Ⓟ (*ex*PedroII-35,*ex*Levuka) TwinSc 3*Dks(Stl-U&M* ws)*Orlop dk (Stl)in fore & after holds & Shade dk(Stl*-teak s)	*6129* *4587* *3017*	✠ 9,11 ✠	Syd	*a*†		1910 4mo	A.Stephen &Sons,Ld. Glasgow	LloydBrasileiro *CellDBa9*	400·4 FK&BK1¾" *2'uE&B115'*	55·0	30·7	R.Janeiro Brazilian 7*BHCem*	Q.8Cy.23",33",47"&67"-48" 1031NHP 6SB,*18cf*,GS354,HS15636 A.Stephen&Sons,Ld.Gls. *f150'809tFPT45tAPT41t*	33 ″ 3	V †
73266 146266 GDMV	**Domala** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 2*Dks(StlU*-teak s) D.F. Now "Empire Attendant," see No. 87971 in Supplement	8441 6848 5125	✠ 3,25 ✠ (*Reclassification Contemplated*) Lloyd'sRMC2,40	Bom	*c*†		1921 6mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB389'1591t* *Tanks between tunnels*122'201t *FPT*	450·0 P44'B153'F50' FK	58·3	32·9	Glasgow British 8*BHptCem* 125t*APT*73t	Oil Engines 4S.C.SA 16Cy.26⅝"-47" 1085NHP N.Brit.DieselEng.WrksLd	35 ″ 6	BT till 1,41
73267 160771 GTVD	**Domby** D.F. 1*Dk*	5582 5194 3451					1932	W.Gray& Co.Ld. WHartlepool	RopnerShipping Co.Ld.	421·2 P30'B128'F41'	55·4	28·0	W.Hartlpl British *WB*	T.3Cy.26",43½"&73"-48" 369NHP Cen.Mar.E.Wrks.Ld. (W.Gray&Co.Ld.)WHpl		C
78 IMDX	**Dominante** (*ex*Floreal, *ex*Lenuccia M, *ex*Usk) *ss*Apl 2ndNo.3-2,09 1*Dk(Stl)& Web frames* *Well deck*	907 672 483	✠ 7,15 ✠NB2,05 ✠	Sws	*l*		1891 5mo	Osbourne Graham&Co. Sunderland	Vincenzo Bottiglieri	208·3 200·1 P118'F53' BK7½" *DBa51'67tFPT21t*	29·3	15·2	Torredel Greco Italian 4*BHCem*	T.3Cy.16¾",26½"&43½"-30" NDB04 109NHP 1SB,*3pf*,GS52,HS1720 G.Clark,Ld.Sunderland	16 ″ 1	I †

151
40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
73269 EGTT	**Domine** Ⓟ **TwinSc** ssBcl.No.1-39 *OilEng.* D.F. *3Dks&superstructure dk* *Ref.Mchy.* *CruiserStern*	6914 4523 3866	✠100A1 *withfreeboard* 5,41 ~~7,36~~ ✠Lloyd'sRMC4,40 for temp. 28° F.	Bcl DBS5,41 ✠LMC4,40	*z*	CL ~~3,40~~ 5,41	1935 9mo *Lloyd*	Soc.Española de Const. Naval Bilbao 'sA&CP	Cia.Trasmediterranea *Cell DB285'741t Tanks* *at sides of tun*	*nels62'359tFPT77t*	53·8	29·0	Valencia Spanish 8*BHCem* (*1 to 2nd dk*) FK *APT74t*	Oil Engines 2S.C.SA 12Cy.$24\frac{7}{16}$"-$45\frac{1}{4}$" 1240NHP DB*100lb* LaMaquinistaTerrestre y Maritima,Bcl.	29 ″ 0 s7 ″ 7 21 ″ $10\frac{3}{4}$	
73270 161123 GMWK	**Domingo de Larrinaga** *1Dk*	5358 4888 3243					1929	Lithgows, Ld. PortGlasgow	LarrinagaS.S.Co. Ld.	415·0 P38'B268'F38'	55·0	25·6	Liverpool British *WB*	T.3Cy.25",43"&72"-48" 359NHP D.Rowan&Co.Ld.Glasgow		C
73271 166828 GRGG	**Dominion Monarch** Ⓟ **QuadSc** *OilEng.* D.F. *3Dks,4th dk in forward holds* E.S.D. GyC. *5th dk in No. 1 hold* *Ref.Mchy.* *Cruiser Stern* *Decks&butts of topside plating electrically welded*	27155 18390 15813	✠100A1 *withfreeboard* ~~4,40~~ 11,40 ✠Lloyd'sRMC~~4,40~~ 4,41 ~~8,40~~ DBS8,40	Lon Syd ✠LMC1,39	*r*† $2\frac{15}{16}$	CL PaN 7,39	1939 1mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	ShawSavill&AlbionCo.Ld. *CellDB528'2689t* *Tanks in way of tu*	657·6 682·1(O.L.) B&F575'Upr B397' Upr.F64' FK *nnels590t FPT136t*	84·8	44·4	S'thamptn British 10*BH* *APT228t*	Oil Engines 2S.C.SA 20Cy.$28\frac{9}{16}$"-$88\frac{9}{16}$" 5056NHP 4DB*100lb* 2 by Swan,Hunter&WighamRichardson,Ld.Nwc & 2 by Wm.Doxford&Sons, Ld.Sld.	48 ″ 6 s14″$6\frac{1}{2}$ 34 ″ $1\frac{1}{2}$	BT till ~~12,40~~ 11,41
73272 151086	**Dominion Shipper** **WoodAuxSr** *OilEng.* *1Dk* (*See Sailing Ship Register*)	339 264 268					1925	F.S.Burgoyne MahoneBay, N.S.	NovaScotia Shippers,Ld.	140·3	23·4	12·0	Halifax NS British	Oil Engines 2S.C.SA 8Cy.$10\frac{1}{2}$"-$12\frac{1}{2}$" 155NHP FairbanksMorseCo.Ld. Belvedere,Mich.		
73273 218816 KIZB	**Domino** (*ex*Delco) *Fitted for oil fuel* *1Dk* *Longitudinal framing*	3170 2840 1903					1919	Bethlehem S.B.Corp.Ld. WlmngtnDel	AmericanSugar TransitCorp.	327·2 P32'B94'F37'	46·2	22·9	NewYork Utd.States *WB*	T.3Cy.22",$37\frac{1}{2}$"&60"-42" 233NHP BethlehemS.B.Corp.Ld.		R
73274 148423 MNDP	— ssHul.No.3-8,37 *1Dk(Stl)&2nd dk at aft end of No.2* *Ref.Mchy.* *hold & fore part of No.3hold* *CruiserStern*	1453 1155 711	✠100A1 ~~11,40~~ ~~3,40~~ 4,41 BS~~3,40~~ 4,41	Lon Liv ✠LMC3,37	*q*	OG ~~7,37~~ 11,40	1925 2mo *Lloyd*	NewWaterwayS.B.Co. Schiedam 'sA&CP	Ellerman'sWilson Line,Ld.	255·3 P&B165'F48' FK *CellDB208'332t*	36·1	16·7	Hull British 5*BHCem* *APT51t*	T.3Cy.$17\frac{3}{4}$",$30\frac{1}{2}$"&53"-36"(*s*) 225lb 280NHP 2SB,6*cf*,GS108,HS4178 FD NewWaterwayS.B.Co.	18 ″ 9 s ″ $11\frac{3}{4}$ 17″$10\frac{3}{4}$	
73275 LDLU	**Don** (*ex*Dunston) ssOsl.No.3-4,37 *1Dk(Stl)* *Cargo battens not fitted*	2010 1709 1181	✠100A1 4,41 BS9,40	Rot Sld ✠LMC4,37	*r*	CL ~~2,38~~ 9,40	1924 5mo *Lloyd*	Antwerp Eng.Co.Ld. Hoboken 'sA&CP	A/S Don (Johannesen&FalckPedersen) *CellD*	278·7 P22'B59'F23' FK *B238' 555t FPT46t*	40·2	18·5	Oslo Norwegian 4*BHCem* *APT68t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 214NHP 2SB,6*cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s 3 ″ 0 17 ″ $9\frac{1}{4}$	
73276 UPLG	— (*ex*Manto-35) Wireless *1Dk*	1598 1193 932					1922	Laxevaags Msk.&Jrnskb Bergen	U.S.S.R.	246·2 P18'Q71'B59'F31'	37·8	15·5	Vladvostk Russian *WB*	T.3Cy.18",29"&49"-33" 138NHP LaxevaagsMsk.&Jrns.Bgn.		
73277 146346 MNCD	— ssGoo.No.3-9,37 *1Dk(Stl)* Wireless **D.F.** *Ref.Mchy.*	1037 817 421	✠100A1 6,40 ~~2,40~~ BS~~3,39~~ 6,40	Bel Liv ✠LMC3,37	*o*	OG 3,37	1924 11mo *Lloyd*	Vickers, Ld. Barrow 'sA&CP	LondonMidland&ScottishRly. (AssociatedHumberLines,*Mgrs.*) *CellDBa58'*	240·3 P38'B88'F35' FK *uE13'f90'204t FPT*	34·2	15·4	Goole British 5*BHCem* *14tAPT25t*	T.3Cy.22",36"&61"-39" (*r*) 180lb 333NHP 2SB,6*cf*,GS124,HS5000 FD Vickers,Ld.Barrow	16 ″ 4 s 2″$0\frac{1}{2}$ 14 ″ 9	
73278	— **TwinSc** (*ex*Eisvogel,*ex*Tergesteo, *OilEng.* *ex*Istra) *1Dk* *Mchy.Aft Ref.Mchy.*	447 357 293					1920	A/S KalundborgSkb Kalundborg	U.S.S.R.	140·7 P60*t*F14*t*	30·1	10·2	Odessa Russian *WB*	Oil Engines 2S.C.SA 8Cy$10\frac{1}{2}$"-$14\frac{3}{8}$"NE24 154NHP Gross-Motorenwerke Hamburg-Mannheim,Ham		
73279 1221 CBDA	**Don Alberto** (*ex*Royalmoor) ssVpo.No.3-3,38 *Well deck* *1Dk(Stl)*	*1907* *1490* *1089*	✠100A1 8,40 ~~8,39~~ ~~BS1,39~~ BS~~3,40~~4,41	Vpo Tal ✠LMC3,38	*q*	CL N5,38	1924 11mo *Lloyd*	J.Crown&Sons,Ld. Sunderland 'sA&CP	Cia.Carbonifera e Industrial de Lota *CellDBa&uE*	268·0 Q105'B56'F30' FK *99'f106'382tFPT*	37·8	17·6	Valparaiso Chilian 4*BHCem* *tAPT173t*	T.3Cy.$20\frac{1}{2}$",33"&54"-39" (*s*) 180lb 216NHP 2SB,6*cf*,GS92,HS3594 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s 2 ″ 0 18 ″ $0\frac{3}{4}$	
73280 1230 CBDB	**Don Benjamin Squella** (*ex*Clytha) ssVpo.No.3-12,36 *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	2109 — 1517	✠100A1 2,40 BS~~3,39~~ 3,40	Vpo ✠LMC12,36	*r*	CL N1,39	1925 1mo *Lloyd*	ClydeS.B.&E.Co.Ld. PortGlasgow 'sA&CP	Cia.Carbonifera e Industrial de Lota *CellD* *DTf13'320*	275·2 Q111'B52'F27' FK *B229'502t* *tDeck T 9'15 FPT*	41·0	18·9	Valparaiso Chilian 5*BHptCem* *83tAPT166t*	T.3Cy.20",32"&54"-36" (*s*) 180lb 214NHP 2SB,6*cf*,GS100,HS3630 ClydeS.B.&E.Co.Ld.P.Gl.	21 ″ 0 s2 ″ $2\frac{1}{2}$ 19 ″ $1\frac{1}{2}$	
73281 88 IMDZ	**Don Bosco** (*ex*Syria-34) ssGoo.2ndNo.3-3,24 ssGoo.No.2-32 *Well deck* *1Dk(Stl)*	749 560 347	✠ ... 5,36 ✠	Gen	*l*		1898 11mo	Earle'sCo. Ld. Hull	Soc.Anon.Nav. "Mothia"	218·8 210·0 Q99'B20'F29' BK8" *DBa*	31·0	13·6	Trapani Italian 5*BHCem* *39'f50'100t*	T.3Cy.19",32"&52"-36" 175NHP 2SB,4*cf*,GS84,HS2670 Earle'sCo.Ld.Hull	14 ″ 3	I †
73282	**Don Carlos** *Mchy.Aft* *1Dk(Stl)*	433 324 247	✠ 7,10 ✠	Sou	*f*		1910 7mo	Day,Summers&Co.Ld. Southampton	Liebig'sExtractof MeatCo.Ld.	140·0 F23' FK *WB=*	25·1	11·6	Bns.Aires Argentine 3*BHCem* *FPT27t*	T.3Cy.14",22"&37"-27" 91NHP 1SB,3*cf*,GS54,HS1656 DaySummers&Co.Ld.Sou.	12 ″ 6	
73283 KZDR	**Don Esteban** Ⓟ **TwinSc** *OilEng.* D.F. *1Dk* *Part electrically welded including decks* *CruiserStern* *&butts of shell plating*	1616 — 900	✠100A1 *withfreeboard* ~~4,40~~ ~~4,39~~ 12,40	HKg ✠LMC12,36 ✠LMC(M)4,38	*q*	OG 4,39	1936 12mo *Lloyd*	Frd.Krupp Germaniawft A.G. Kiel 'sA&CP	De laRamaS.S.Co. Inc.(E.H.Pirovano,*Mgr.*) *CellD*	267·1 Q22'B&F243' FK *UpperBridge120'* *Ba&uE115'f81'1* *71tDTs a114t FPT*	37·4	14·4	Iloilo Utd.States 7*BHptCem* *10tAPT56t*	Oil Engines 4S.C.SA 16Cy.$16\frac{5}{16}$"-$21\frac{5}{8}$" 447NHP Fr.KruppGermaniawft AG	17 ″ 6 s 3 ″ 7 14 ″ $0\frac{1}{4}$	
73284	**Don Isidro** Ⓟ **TwinSc** *OilEng.* D.F. *CruiserStern*	3200	100A1 *withfreeboard* (*Class Contemplated*)				1939	Frd.Krupp Germaniawft A.G. Kiel	De laRamaS.S.Co. Inc.(E.H.Pirovano,*Mgr.*)				Iloilo Utd. States	Oil Engines 4S.C.SA 18Cy.$22\frac{7}{16}$"-$29\frac{1}{2}$" Fr.KruppGermaniawftAG	20 ″ 0 s 4 ″ $1\frac{3}{4}$ 15 ″ $11\frac{3}{4}$	
73285 KZPF	**Don José** **TwinSc4Mst** (*ex*ChiefCapilano-37, ssH.Kg.No.3-2,37 *ex*Robert *2Dks(Stl)&Awng dk(Stl)* Dollar, *&3rdDk(Stl)inNo.1hold* *ex*Kurland)	*10893* *10044* *6791*	100A1 *Awng dk* *withfreeboard* 5,40 ~~6,39~~ ~~BS6,39~~ *Fitted for oil*	HKg BS5,40 LMC2,37 *fuel*11	*g*† ,22	CL 6,39 *F.P.a*	1920 *bove* 1	J.C.TecklenborgA.G. Wesermünde-G. 50° F.	Madrigal&Co. *CellDB*	523·5 543·0 (O.L.) P64'B14'F44' FK *FPT*	65·7	37·5	Manila P.I. Utd.States *ptCem* 8 *BHto A dk* 1 " " *3rd* " *APT*	T.6Cy.28",$45\frac{1}{4}$"&74"-$51\frac{1}{4}$" 200lb 1020NHP 5SB,*15cf*,GS296,HS13993FD J.C.TecklenborgA.G.Wsm	40 ″ 3 s10″$5\frac{3}{4}$ 30 ″ 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant et parés. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. Ref. Trade.
73286 KZCZ	**Don Juan O.** (*ex*Midget, *ex*Wiegand,*ex*Guadiana) Wireless 2*Dks*	498 429 257					19$\frac{22}{28}$	Schiffsw. v. Henry Koch Lübeck	Rio yOlabarrieta	150·0|24·6|16·2	Manila Utd. States *WB*	C.2Cy.15$\frac{3}{4}$"&27$\frac{5}{8}$"-19$\frac{5}{8}$" 27NHP J.F.Ahrens,Altona		
73287 928 CBDL	**Don Luis** (*ex*Teno) *ss*Tal.2ndNo.3-3,32 *ss*Vpo.No.2-39 2*Dks*(*Stl*)&*deep framing*	2629 2394 1653	✠100A1 2,41~~10,39~~ BS10,40 ✠LMC10,39	Vpo Tal	*u*	CL N6,39	1906 10mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	Cia.Carbonifera e Industrial de Lota *CellDB*	340·0|40·2|21·5 P15'B72'F39' FK *a88'uE&B40'f166'536tAPT13t*	Valparaiso Chilian 5*BHCem*	T.3Cy.23$\frac{5}{16}$",37"&61"-42"(*s*) 170lb 270NHP 2SB,6*cf*,GS135,HS4382 Earle'sCo.Ld.Hull	24 ″ 0	
73288 1170 CBDR	**Don Ricardo** (*ex*Nordvaag, *ex*Arly, *ss*Vpo.2ndNo.3-11,34 *ex*Ageröen, *ss*Vpo.No.1-38 *ex*Lebu) 2*Dks*(*Stl*)&*deep framing*	2629 — 1653	✠100A1 9,40~~10,39~~ BS~~10,39~~ 2,41 ✠LMC7,38	Vpo Tal	*u*	CL ~~7,38~~ N9,40	1906 12mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	Cia.Carbonifera e Industrial de Lota *CellDBa88'*	340·1|40·1|21·2 P15'B72'F39' FK *uE&B40'f166'536t*	Valparaiso Chilian 5*BHCem* 4*PT13t*	T.3Cy.23",37"&61"-42" (*s*) 170lb 270NHP 2SB,6*cf*,GS135,HS4382 Earle'sCo.Ld.Hull	24 ″ 0	
73289 1300 CBDT	**Don Thompson** (*ex*Uskbridge-36) *ss*Sws.No.3-12,36 1*Dk*(*Stl*) *Cargo battens not fitted*	2658 — 1628	✠100A1 7,40~~2,40~~ ✠LMC MS10,36 BS~~3,39~~ 3,40	Vpo Tal	*t*	CL 2,40	1924 6mo *Lloyd*	Burntislnd S.B Co.Ld. Burntisland '*sA&CP*	Cia.Carbonifera e Industrial de Lota *CellDB251'831t*	297·7|43·9|20·8 P25'B71'F27' FK *FPT122t APT94t*	Valparaiso Chilian 5*BHptCem*	T.3Cy.22",36"&60"-39" (*s*) 180lb 278NHP 2SB,6*cf*,GS122,HS4762 N.E.MarineEng.Co.Ld.Sld	23 ″ 6	
73290	**Doña Angela C.** (*ex*Balsieger, *ex*PrincenhageIII) *Mchy.Aft* 1*Dk*	464 332 218					1918	A.Roorda Scheepsw. Sliedrecht	Soc.Anon.Angel CassanelloLda.	150·6|25·0|11·1 Q55'B9'F16'	Bns.Aires Argentine	C.2Cy.16"&30"-16" 30NHP Werf.Gusto,Schiedam		
73291	**Dona Aniceta** *OilEng.* D.F. 1*Dk&Shelter dk* E.SD. 3*rd dk in No. 1 hold* *CruiserStern*	5011 4467 2978	✠100A1 *with freeboard* ~~6,40~~ ~~1,40~~ ✠LMC1,40 1,41 ~~9,40~~ *Carrying cargo oil F.P. above 150° F. in tanks at sides of tunnel*	Tri HKg	*a*†	CL 6,40	1940 1mo *Lloyd*	Cantieri RiunitiDell' Adriatico Trieste '*sA&CP*	DeLaRama S.S.Co.Inc. (E.H.Pirovano, *Mgr.*) *Cell*	413·3|55·7|25·4 439·4(O.L.) F35' FK *DB365'885t Tanks at sides of tunnel 620t FPT137t APT178t*	Iloilo Utd. States 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.28$\frac{3}{8}$"-49$\frac{3}{16}$" 1122NHP DB100*lb* Cant.RiunitiDell'Adriatico	29 ″ 0 s 3 ″ 4$\frac{1}{2}$ 25 ″ 10$\frac{1}{2}$	
73292	**Dona Aurora** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* 3*rd dk in No. 1 hold* *CruiserStern*	5011 4467 2977	✠100A1 *with freeboard* ~~6,40~~ ~~10,39~~ ✠LMC10,39 10,40 *Carrying cargo oil F.P. above 150° F. in tanks at sides of tunnel*	Tri HKg	*a*†	CL 6,40	1939 10mo *Lloyd*	Cantieri RiunitiDell' Adriatico Trieste '*sA&CP*	DeLaRama S.S.Co.Inc. (E.H.Pirovano, *Mgr.*) *Cell*	413·3|55·7|25·4 439·4(O.L.) F35' FK *DB365'885t Tanks at sides of tunnel 620t FPT137t APT178t*	Iloilo Utd. States 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.28$\frac{3}{8}$"-49$\frac{3}{16}$" 1122NHP DB100*lb* Cant.RiunitiDell'Adriatico	29 ″ 0 s 3 ″ 4$\frac{1}{2}$ 25 ″ 10$\frac{1}{2}$	
73293 147772 MLZB	**Dona Flora** *ss*Bly.No.3-8,36 Wireless D.F. *Mchy.Aft* 2*Dks* *Hatch covers & webs dispensed with in 'tween dks. Tonnage opening closed* '40	1179 1088 649	✠100A1 *with freeboard* Examined 6,41 ✠LMC MS12,36 BS11,40	~~Bly~~ Nwc	*m*	CL ~~11,37~~ 11,40	1924 8mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	KingdonS.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) *CellDB152 304t DTf14'105t*	201·0|34·6|11·5 209·1(O.L.) 19·1 FK *FPT48tAPT44t*	Middlsbro' British 4*BHptCem* (3 *to W dk* 1 „ 2*nd* „)	T.3Cy.16",26"&44"-30" (*s*) 180lb 100*lb* 134NHP 1SB,3*cf*,GS66,HS2337 Ross&Duncan,Govan	21 ″ 3 s 6 ″ 10 14 ″ 6$\frac{1}{2}$	
73294 147770 MLYK	**Dona Isabel** 2*Dks Cargo battens not fitted in 'tween decks* *ss*Shl.No.3-6,36 Wireless D.F. *Mchy.Aft* *ss*Bly.No.1-40 *Hatch covers & webs dispensed with in 'tween dks. Tonnage opening closed* '40	1179 1088 649	✠100A1 *with freeboard* 1,40 ✠LMC MS5,36 BS4,40	Bly	*m*	CL 1,40	1924 7mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	KingdonS.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) *CellDB152 304t DTf14'105t*	201·0|34·6|11·5 19·1 FK *FPT48tAPT44t*	Middlsbro' British 4*BHptCem* (3 *to W dk* 1 „ 2*nd* „)	T.3Cy.16",26"&44"-30" (*s*) 180lb 100*lb* 134NHP 1SB,3*cf*,GS66,HS2337 Ross&Duncan,Govan	21 ″ 3 s 6 ″ 10 14 ″ 6$\frac{1}{2}$	
73295	**Dona Nati** *OilEng.* D.F.E.S.D. 1*Dk&Shelter dk* 3*rd dk in No.1 hold* *CruiserStern*	5011 4467 2978	✠100A1 *with freeboard* ~~6,40~~~~12,39~~ ✠LMC12,39 11,40 *Carrying cargo oil F.P. above 150° F. in tanks at sides of tunnel*	Tri HKg	*a*†	CL	1939 12mo *Lloyd*	Cantieri RiunitiDell' Adriatico Trieste '*sA&CP*	DeLaRama S.S.Co.Inc. (E.H.Pirovano, *Mgr.*) *CellDB365'885t Tanks at sides of tunnel 620t*	413·3|55·7|25·4 439·4(O.L.) F35' FK	Iloilo Utd. States 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 8Cy.28$\frac{3}{8}$"-49$\frac{3}{16}$" 1118NHP DB100*lb* Cant.RiunitiDell'Adriatico *FPT137tAPT178t*	29 ″ 0 s 3 ″ 4$\frac{1}{2}$ 25 ″ 10$\frac{1}{2}$	
73296 167349 GCMC	**Donacilla** *OilEng.* 1*Dk*,2*nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8113 7221 4755	✠100A1 ~~5,40~~~~10,39~~ 6,41 ✠LMC10,39 *Carrying Petroleum in bulk*	Gls ~~Fal~~ Nwc	*c*†	CL	1939 10mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE70'165t*	464·9|59·5|33·9 482·8(O.L.) P93'B47'F51' FK *DTf25'297t FPT143t APT89t*	London British 17*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{3}{16}$"-55$\frac{1}{8}$" 503NHP DB180*lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8$\frac{1}{2}$ 27 ″ 6$\frac{1}{2}$	
73297 165161 MMLV	**Donaghadee** 3Mst *Mchy.Aft* 1*Dk* *CruiserStern*	662 434 284	✠100A1 4,39 ✠LMC9,37	Bel	*i*	CL	1937 9mo *Lloyd*	A&J.Inglis Ld. Glasgow '*sA&CP*	JohnKellyLd. (W.Clint,*Mgr.*) *CellDB97'139t FPT50tAPT19t*	176·0|27·9|11·0 29·4 184·0(O.L.) Q105'B11'F27' FK	Belfast British 3*BHptCem* *pt Asp*	T.3Cy.13$\frac{1}{2}$",23"&38"-27"(*s*) 200lb 86RHP 1SB,3*cf*,GS56,HS1834 Aitchison,BlairLd. Clydebank	13 ″ 5 s 4 ″ 2$\frac{1}{2}$ 13 ″ 3$\frac{5}{8}$	
73298 140832 MNDS	**Donaghmore** *ss*Bel.No.3-2,38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	581 401 270	✠100A1 2,40 ✠LMC MS1,38 BS11,39	Bwg	*h*	CL 1,38	1925 1mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellDBf97'125tFPT44tAPT7t*	165·2|27·0|11·1 171·5(O.L.) Q94'B11'F28' FK	Workngtn British 3*BHCem*	T.3Cy.14",24"&39"-27" (*s*) 180lb 82RHP 1SB,3*pf*,GS54,HS1883 J.Lewis&Sons,Ld.Abn.	13 ″ 4 s 3 ″ 8$\frac{1}{2}$ 13 ″ 3	
73299 202635 KDXU	**Donald B. Gillies** (*ex*JosephG.Butler,Jr.-35) *Mchy.Aft* D.F. GyC. 1*Dk*	6588 — 5174					1905	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*) *WB*	525·0|55·0|31·0	Wilmgton (Del.) Utd. States	T.3Cy.23$\frac{1}{2}$",38"&63"-42" 257NHP AmericanS.B.Co.Clevelnd		R
73300 238590 WTYK	**Donald McKay** Ⓟ *OilEng.* D.F. E.S.D. GyC. 2*Dks&pt3rd dk* *Ref.Mchy.* *CruiserStern*	6200 — 3653					1939	SunS.B.& DryDockCo. Chester,Pa.	Moore-McCormack Lines,Inc.	438·3|63·2|27·5 P38'B77'F46'	NewYork Utd. States *WB*	Oil Engines 2S.C.SA 4Cy.32"-95" 696NHP SunSB&DD.Co.ChesterPa		R
73301 147765 CYKX	**Donald Stewart** *ss*Tto.No.3-4,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1781 1483 1074	✠100A1 *with freeboard* 6,39 ✠LMC MS~~4,36~~4,40 BS~~12,38~~ 1,40 *For Service on the Great Lakes, River & Gulf of St. Lawrence & to St.John's NFL April to 21st November*	Mtl		CL 6,39	1923 5mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	CanadaSteamship Lines,Ld. 2*intermediate* *CellD*	250·0|42·7|16·1 Q92'F36' FK *BHs in holds (lower parts WT)* *B214'673tFPT277t*	Montreal British 3*BH*; *also* *APT13t*	T.3Cy.16",26"&44"-33" (*s*) 180lb 179NHP 2SB,4*cf*,GS78,HS2850 FD Smith'sDockCo.Ld.Mdb.	18 ″ 6 s 2 ″ 10$\frac{1}{2}$ 15 ″ 10	
73302 DOBR	**Donau** Ⓟ 4Mst D.F. E.S.D. 2*Dks* *Ref.Mchy.* Sub.Sig *CruiserStern*	9035 8138 5642					1929	Deutsche Sch.u.Mschb. A.G.Werk Vulcan Hamburg	Norddeutscher Lloyd	521·0|63·6|31·1	Bremen German *WB*	T3Cy.34$\frac{1}{4}$",52$\frac{3}{4}$"&86$\frac{5}{16}$"-57$\frac{1}{8}$" and L.P. Turbine 1000NHP DeutscheSchiff.-u.Mschb. A.G.Werk,Vulcan,Ham.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross Under deck Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
73303 DJZL	**Donau** D.F. 1*Dk* *Cruiser Stern*	2931 2526 1594					1939	Neptun-werftRostock G.m.b H. Rostock	Flensburger Dampfercom-pagnieHarald Schuldt&Co.K.G.	332·1|49·0|19·1 P27'B&F298' F*on*B26'	Hamburg German *WB*	C.4Cy.(2)16$\frac{1}{8}$"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$"&LPturbine 316NHP HS4112 NeptunwerftRostock G.m.b.H.Rostock		
73304 166493 GJGV	**Donax** *OilEng.* D.F. E.S.D. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8036 7214 4760	✠100A1 8,41 ~~4,40~~ DBS3,41 ✠LMC7,38 *CarryingPetroleum in bulk*	Fal NYk	*c*†	CL	1938 7mo *Lloyd's*A&CP	Harland&Wolff,Ld. Glasgow	Anglo-Saxon PetroleumCo.Ld.	465·6|59·5|33·9 483·3(O.L.) P90'B41'F51' FK *CellDBuE*70'156*tDTf*25' 289*t FPT*145*t APT*88*t*	London British 17*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55$\frac{1}{8}$" 502NHP DB*180lb* Harland&Wolff,Ld,Gls.	34 ″ 0 s 6 ″ 8$\frac{1}{4}$ 27 ″ 6$\frac{1}{2}$	
73305 UPTE	**Donbass** TwinSc Sub.Sig. *Mchy.Aft OilEng.* *Longitudinal framing 2Dks* *Carrying Petroleum in bulk*	7925 6802 4034					1935	S.B.Yard "Andre Marti" Nicolaieff	U.S.S.R.	446·0|56·1|35·4 P12'B47'F56'	Tuapse Russian	Oil Engines 2S.C.SA 12Cy.18$\frac{7}{8}$"–35$\frac{7}{16}$" 747NHP E*made*31 Gebr.SulzerA.G.Ldwgshfn		
73306 220137 WTBW	**Donie** (*ex*Rockland) *Fitted for oil fuel* Wireless	300 — 156					1920	Terry& TenchCo.Inc. LongIsland City	DeBardelebenCoal Corp.(W.G.Coyle Co.*Mgrs.*)	146·3|20·2|10·9	N.Orleans Utd.States	C 2Cy.10"&24"–14" 18NHP		
73307 57 IBUJ	**Donizetti** Ⓟ *OilEng* *ss*Fiu.No.2–36 2*Dks(Stl)*	2428 1838 1420	✠100A1 1,40 ✠LMC CS3,37 DBS11,39 1,39	Tri	*s*	CL 2,37	1928 12mo *Lloyd's*A&CP	Cant.Nav. Triestino Monfalcone	"Tirrenia"Soc. Anon.diNav. *CellDB*213'404*t*	294·0|40·2|21·1 281·3 P29'B84'F36' FK *FPT*58*tAPT*57*t*	Fiume Italian 6*BHptCem ptAsp*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 357NHP DB*100lb* StabilimentoTecnico,Tri.	23 ″ 4 s 3 ″ 1$\frac{3}{4}$ 20 ″ 5$\frac{3}{4}$	
73308 220664 KDGN	**Donna Lane** WoodTwinSc *OilEng.* *ss*Sea.–23 2*Dks* *Mchy.Aft Salted*	2185 1843 1598	✠ 8,27 ✠	Sea	*s*		1919 11mo	J.H.Price Const.Corp SeattleWash.	OceanicFisheries, Co.Inc.	245·5|46·7|23·6 P57'F37'	Seattle Utd. States	Oil Engines 4S.C.SA 12Cy.16"–24" 298NHP McIntosh&Seymour Corp.Auburn,N.Y.	26 ″ 10	
73309 134015 VGQF	**Donnacona** (*ex*W.GrantMorden) *ss*Tto.No.4–6,39 1*Dk(Stl)&Webframes* *Mchy.Aft* D.F. *Longitudinal framing*	8611 8075 6086	✠100A– *ForService on the Great Lakes* 6,39 ✠LMC BS~~1,39~~ MS5,39 1,41	Tto		6,39	1914 5mo	WesternD. D&SB.Co.Ld. P.Arthur,Ont	CanadaSteamship Lines,Ld. *CellDBa*55'*f & side tanks*	604·0|59·0|32·0 F44' FK 510'5546*t FPT*250*t*	Montreal British 4*BH* *APT*48*t*	T.3Cy.24",39"&65"–42" (*s*) 170lb 406NHP 2SB,6*cf*,GS132,HS6338 AmericanSBCo.Clvelnd,O.	32 ″ 0 11 ″ 2$\frac{3}{4}$ 21 ″ 0$\frac{1}{4}$	
73310 154499	**Donnacona No. 1** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	329 301 239					1928	Canadian Vickers,Ld Montreal,PQ	QuebecPaperSales &Transportation Co.Ld.	140·8|30·3| 9·3	Quebec British *WB*	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{16}$"–13$\frac{3}{4}$" 123NHP N.V.KromhoutMtfb.Ams.		
73311 154500	**Donnacona No. 2** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	330 302 240					1928	Canadian Vickers,Ld. Montreal, PQ	QuebecPaperSales &Transportation Co.Ld.	140·9|30·3| 9·3	Quebec British *WB*	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{16}$"–13$\frac{3}{4}$" 123NHP N.V.KromhoutMtfb.Ams.		
73312 154984	**Donnacona No. 3** TwinSc *OilEng.* 1*Dk*	346 300 241					1929	DavieS.B. &Repg.CoLd Lauzon,P.Q.	QuebecPaperSales &Transportation Co.Ld.	143·5|30·1| 9·4	Quebec British *WB*	Oil Engines 2S.C.SA 6Cy.10$\frac{13}{16}$"–12$\frac{3}{16}$" 124NHP KromhoutMotorenfb.Ams		
73313 147468 VJKN	**Doomba** (*ex*Wexford) TwinSc *ss*Dun.No.1–23 *CruiserStern* 2*Dks*	750 690 264	✠ … 10,24				1919 10mo	W.Simons &Co.Ld. Renfrew	~~BrisbaneTug& S.S.Co.Ld.~~	219·4|28·6|15·5 B31' FK	Brisbane British *WB*	T.6Cy.13$\frac{1}{4}$",21$\frac{1}{4}$"&34"–21" 378NHP W.H.Allen,Son&Co.Bed.	16 ″ 3	
73314 HPMC	**Dora** Ⓟ (*ex*Tjaldur–39,*ex*Vega) *ss*Hfs.No.1–02 1*Dk*	584 502 289	✠ … 6,06 ✠				1898 4mo	Murdoch& Murray Pt.Glasgow	Const.Atychides	199·1|30·0|11·8 P48'B80'F51' FK	Panama Panamnian *WB*	T.3Cy.18",29"&47"–33" 160NHP Rankin&Blackmore,Grk.	12 ″ 0	V †
73315 725 IPRW	— WoodAuxBkn (*exSailingVessel*Luisa *OilEng.* Madre–38,*ex*Mandolle) (*See Sailing Ship Register*)	336 — 251					1922	Soc.Anon. Motonautica, S.Bartolomeo delCervo	AntonioDonatelli	135·8|28·5|13·8	Viareggio Italian	Oil Engines 4S.C.SA 4Cy.10$\frac{7}{16}$"–16$\frac{1}{8}$" 42NHP E*made & fitted*38 Soc.An.Ansaldo,Gen.		I
73316 DMBX	**Dora Ahrens** (*ex*FranziskaFischer, *ex*Marianne) 1*Dk*	858 706 529					1901	Akt.Ges. "Neptun" Rostock	E.Ahrens	209·6|31·8|13·0 Q65'B56'F20'	Rostock German *WB*	T.3Cy.14$\frac{3}{8}$",24$\frac{1}{4}$"&38$\frac{5}{8}$"–26$\frac{3}{4}$" 77NHP A.G."Neptun,"Rostock		G
73317 103 IBLJ	**Dora C.** (*ex*Dora) *ss*Tri.No.3–3,35 *ss*Tri.No.1–39 *Mchy.Aft* 1*Dk(Stl)&Shelter dk(Stl)* D.F.	5843 5039 3376	✠100A1 *Shelter dk withfreeboard* 9,39 ✠LMC MS4,39 BS9,39 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,22 *F.P. above* 150° F.	Ven	*y*	CL 1,38	1922 8mo	Cant.Nav. Triestino Monfalcone *CellDBuE&B* A&CP	"Italia"Soc.Anon. diNav. 70'236*tDTf*34'221	408·2|53·9|29·5 389·9 P123'B36'F39' FK *tFPT*113*tAPT*193*t*	Trieste Italian 13*BHCem* (10 *to Sh dk* 3 „ *U* „)	T.3Cy.26$\frac{3}{8}$",42$\frac{1}{8}$"&70$\frac{1}{16}$"–48" 180lb (*s*) 483NHP 3SB,9*cf*,GS148,HS7221 FD UnitedMachineFactories. Smichow	32 ″ 0 s 5 ″ 6$\frac{1}{2}$ 26 ″ 8$\frac{3}{4}$	
73318 DAZG	**Dora Fritzen** (*ex*Adamastos–37, *ex*RichmondHill–37,*ex*GreatCity–36) D.F. 1*Dk&Shelter dk*	6888 6623 5200					1914	Ropner& Sons,Ld. Stockton	Johs.Fritzen& Sohn.vorm W.Kunstmann	419·4|56·7|34·2	Stettin German *WB*	T.3Cy.28",46"&75"–48" 390NHP Blair&Co.Ld.Stockton		C
73319 DMAN	**Dora Oldendorff** (*ex*ErikLarsen–38, *ex*KarlLeonhardt, *ss*Rot.2ndNo.3–4,23 *ex*GustavSalling, *ss*Ros.No.1–28 *ex*Eskasoni,*ex*Wilhelmina) 1*Dk2trB& deepframing*	2730 2385 1672	✠ … 3,30 ✠NB10,20✠				1896 6mo	ShortBros. Sunderland	EgonOldendorff	313·2|43·1|21·0 P27'B42'F35' FK	Lübeck German *WB*	T.3Cy.22$\frac{1}{2}$",37"&61"–42" 283NHP Blair&Co.Ld.Stockton	23 ″ 10	G †
73320 166531 GJGT	**Dorcasia** *OilEng.* 1*Dk,2nd dk clear of cargotanks* D.F. E.S.D. *Mchy.Aft Cruiser Stern* *Longitudinal framing at bottom & at deck*	8053 7235 4768	✠100A1 4,41 DBS4,41 ✠LMC8,38 *CarryingPetroleum in bulk*	Rot Bkn	*c*†	CL 2,41	1938 8mo *Lloyd's*A&CP	Lithgows Ld. PortGlasgow	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'162	465·0|59·2|33·8 484·0(O.L.) P90'B42'F69' FK *tDTf*25'281*tFPT*1	London British 17*BH* 43*tAPT*94*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55$\frac{1}{8}$" 503NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8$\frac{1}{4}$ 27 ″ 7$\frac{1}{4}$	
73321 225751 KGBG	**Dorchester** Ⓟ Sub.Sig D.F. GyC. *Fitted for oil fuel* *Ref.Mchy. Longitudinal framing 4Dks*	5649 — 3456					1926	NwprtNws S.B.&D.D.Co NewprtNews	Merchant&Miners TransportationCo.	350·0|52·0|36·0	Baltimore Utd.States *WB*	T.4Cy.25",42$\frac{1}{2}$"&(2)54"–48" 404NHP NewportNewsSB.&DD.Co		R

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
73322 PDRP	**Dordrecht** ssShl.No.3–10,40 OilEng. ~~ssRot.No.2–36~~ Mchy.Aft 1Dk(Stl)&Webframes D.F. Longitudinalframing	4402 3371 2515	✠100A1 10,40~~8,39~~ ✠LMC CS~~5,38~~ ~~DBS8,39~~10,40 ~~6,39~~10,40 ✠~~LMC(M)4,37~~ CarryingPetroleum in bulk	Rot Shl 10,40	w	CL ~~8,39~~ 9,40	1928 1mo Lloyd	N.V.C.Van derGiessen& Zonen'sSchps Krimpen 'sA&CP	N.V.Maats.Motor- schip"Dordrecht" (N.V.Phs.vanOm- meren'sScheepv. Bedrijf,Mgrs.)	351·1 P78'Trunk234' FK F38' CellDBuE52'128t	50·2	24·8	Rotterdam Dutch 17BHptCem FPT173t A	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"–55⅛" 438NHP SDB142lb Maats.Fyenoord,Rot. PT50t	25 " 0 s2 " 9¾ 22 " 1¾	
73323 147212 GJTL	**Dorelian** ssSws.No.1–40 ssGls.No.3–10,36 2Dks(Stl)& D.F. E.S.D. Shelter dk(Stl) Ref.Mchy.	6431 6054 4069	✠100A1 Shelter dk withfreeboard ~~5,40~~ ~~8,39~~ 6,41 ~~BS10,38~~ ✠LMC~~10,38~~ Lloyd'sRMC~~1,40~~ ~~7,40~~ 1,41	Sws Gls BS9,40 MS3,40	z	CL 7,39	1923 5mo Lloyd	D&WHen- dersn&Co.Ld. Glasgow 'sA&CP	DonaldsonLine, Ld.(Donaldson Bros.&Black,Ld. Mgrs.) CellDB340'963t D	400·4 B148'onShelter dk FK Tf24'641t DTa26'6	52·4	35·0	Liverpool British ptCem 6 BH to S dk 1 " " U " 70t FPT123t	Q4Cy.23½",34",49"&70"–51" 215lb (s) 626NHP 4SB,12cf,GS240,HS9791 FD D&WHendersn&CoLd.Gls APT30t	37 " 7 s 8 " 8½ 29 " 2	
73324 165180 GMNQ	**Dorine** Well deck D.F. 1Dk	3176 2811 1661	✠ ... 11,23 ✠				1923 5mo	Chant.Nav Français Caen	Ministry of Ship- ping(H.Gonne- ville,Ld.Mgrs.)	313·6 P15'Q90'B59' FK	45·9	20·5	Belfast British WB	T3Cy.18⅛",29⅛"&50⅝"–37½" 235NHP Atel&Ch.de laLoire,St.Dns	23 " 0	V †
73325 167241 GSST	**Dorington Court** D.F. 1Dk&Shelter dk CruiserStern	5281 4824 3113	✠100A1 withfreeboard 10,40~~11,39~~ ✠LMC5,39	Cff Shl	b†	CL 10,40	1939 5mo Lloyd	JLThomp- son&Sons,Ld Sunderland 'sA&CP	CourtLine,Ld. (Haldin&Philipps, Ld.Mgrs.) CellDB368'	426·0 443·6(O.L.) F39' FK 1209t (FPT165tAPT175t	59·9	25·5	London British 7BHCem Coll to Sh dk 6 " 2nd ")	T.3Cy.23",38"&65"–45" (s) 220lb Rht. 420NHP 2SB(Spt&FD),&1AuxSB 8cf,GS131,HS6211 N.E.MarineEng.Co.(1938) Ld.Nwc.	28 " 7 s 3 " 3¾ 25 " 5¾	
73326 259 SVJV	**Doris** (exEasternCity–33) 1Dk&Shelter dk	*4604* *4262* *2768*					1917	JLThomp- son&Sons,Ld. Sunderland	NereusSteamNav. Co.Ld.(E.E. Hadjilias,Mgr.)	400·0	53·0	24·7	Syra Greek WB	T.3Cy.25½",46"&75"–51" 402NHP Blair&Co.Ld.Stockton		C
73327 DAQR	— 1Dk	535 406 324					1901	Nuescke& Co. Stettin	WernerPeters	167·2 Q49'B52'F23'	26·4	11·2	Hamburg German WB	C.2Cy.17¾"&30¾"–19¾" 36NHP "Kette"Uebigau,Uebigau		G
73328 143 IMEV	**Doris Ursino** (exSwanhild, Iron exSilvia) 1Dk2trB	891 670 544					1886	Reiherst'g Schiffsw. Hamburg	FrancescoUrsino diF.	207·2 199·9 P117'F24'	30·0	14·9	Catania Italian WB	C.2Cy.25"&47"–33" 107NHP Reiherst,Maschinenf.Ham		I
73329 165959 GQQY	**Dornoch** D.F. 1Dk&Shelter dk CruiserStern	5186 4639 3075	✠100A1 withfreeboard 5,41 ~~4,40~~ ✠LMC2,39	Hul Shl	a†	CL	1939 2mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	DornochShipping Co.Ld.(Lambert Bros.Mgrs.) CellDB370'1521t F	432·1 448·5(O.L.) F34' FK (PT110tAPT177t	56·2	24·8	Glasgow British 7BHCem Coll to Sh dk 6 " 2nd ")	T.3Cy.22½",36"&65"–48" 230lb (s) 482NHP 2SB(Spt)&1AuxSB,9cf, GS162,HS7084 FD Rankin&BlackmoreLdGrk	27 " 9 s3 " 2½ 24 " 9	
73330 PDRT	**Doros** 3Mst CruiserStern OilEng. Wireless 1Dk&Shelter dk	921 702 434					1939	NVBoele's Schpsw&Mch Bolnes	KoninklykeNeder- landscheStoom- bootMaats.	229·6 P22'B&F198'	36·8	12·1	Amstrdam Dutch WB	Oil Engines 2S.C.SA 6Cy.14¼"–23⅝" 212NHP Gbr.Stork&CoNVHengelo		V
73331 6013 SKHA	**Dorotea** (exAdolfBratt,exAdolf) ssSkm.No 3–5,30 ssGot.No.2–39 1Dk(Stl)	*1818* *1621* *1068*	✠100A– ~~11,37,39~~ 4,41 ✠LMC7,39 BS7,40	Got ~~BAs~~M Vo		OG ~~7,39~~ 4,41	1918 6mo	Lindhol- mensV.A. Gothenburg	Rederi A/B Fredrika(Erik Högberg,Mgr.)	262·0 P26'B151'F24' FK CellDB223'470t	42·7	18·1	Stockholm Swedish 4BHCem APT41t	T.3Cy.19¼",32"&52"–36" (s) 185lb FD 200NHP 2SB(Spt),4cf,GS62,HS2700 LindholmensM.V.Got.	20 " 6 s 1 " 8½ 18 " 11½	
73332 216327 KMIE	**Dorothy** (exCapeHenry) Fitted for oil fuel D.F. Longitudinal framing 2Dks&Webframes	4647 4214 2858	✠ ... 11,20 ✠				1918 5mo	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.Mgrs.)	376·4 P54'B94'F39' FK	52·3	27·0	NewYork Utd.States WB	T.3Cy.24½",41"&68"–48" 486NHP BethlehemS.B.Corp.Ld.	29 " 6	R †
73333 218199 KIJL	**Dorothy Luckenbach** TwinSc (exEdellyn) Mst D.F. ssBos.No.3–4,30 ssSea.No.2–37 GyC. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	6370 5766 3999	✠100A1 Shelter dk withfreeboard ~~4,40~~12,40 ✠LMC12,37 ✠NB4,23 ~~BS10,38~~ Fitted for oil fuel 7,19 F.P. above 150° F.	Bos Sea BS9,40	b†	CL ~~P9,37~~ s6,39 P3,40	1919 7mo	SunS.B. Co. Chester,Pa. A&CP	LuckenbachS.S. Co.Inc. CellDB389' tanks in	448·9 FK (1831t'tween dk E&B space 36'405t	60·2	28·2 37·8	NewYork Utd.States 8BHptCem Coll " toSdk 7 " " 2nd ") FPT281t A	4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 225lb FD 1076NHP 3SB,12cf,GS239,HS12780 DeLavalSteamTurbineCo. PT271t Trenton,N.J.	31 " 3 s 4 " 3¼ 27 " 4½	
73334 216021 KJVJ	**Dorothy Philips** (exPointLoma–37) Fitted for oil fuel 1Dk	2119 1746 1289	✠ ... 10,20 ✠				1918 3mo	AlbinaEng &Mach.Wrks Portland,Or.	~~Lawrence-Philips~~ ~~S.S.Co.~~ Dorothy PhilipsS.S.Co.	251·0 P27'B64'F26' FK	43·5	18·1	L.Angeles Utd.States WB	T.3Cy.20",33"&54"–40" 279NHP AlbinaEngine&Machine Works,Inc.Portland,Or.	19 " 11	R †
73335 161129 MPQK	**Dorothy Rose** ssShl.No.2–38 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	1600 1231 946	✠100A1 6,41 ~~4,40~~ ✠LMC MS1,38	Bly Cff BS2,40	p	CL 4,40	1929 11mo Lloyd	D&WHen- derson&CoLd Glasgow 'sA&CP	RichardHughes& Co.(Liverpool)Ld. CellDB	250·0 258·0(O.L.) Q140'B15'F25' FK 169'373t FPT93t A	37·2	16·4	Liverpool British 4BHCem PT56t	T.3Cy.19",31"&52"–36" (s) 180lb 232NHP 2SB,6cf,GS132,HS4366 McKie&Baxter,Ld.Gls.	18 " 6 s 5 " 4½ 17 " 3½	
73336 145985 MLDW	**Dorrien Rose** ssBkn.No.3–2,28 Mchy.Aft Well deck ssBly.No.2–37 Cargo battens not fitted 1Dk(Stl)	1039 727 563	✠100A1 Examined3,41 Cff ✠LMC MS2,37	~~Mch~~ BS~~12,39~~ 7,40	m	OG 6,39	1922 11mo Lloyd	JFullerton &Co. Paisley 'sA&CP	RichardHughes& Co.(Liverpool)Ld. Cell	210·4 Q115'B11'F26' FK DBf128'196t FPT	33·2	12·9	Liverpool British 3BHCem 70t APT35t	T.3Cy.17",27½"&45"–33" (s) 180lb 156NHP 2SB,4cf,GS82,HS2800 Ross&Duncan,Glasgow	15 " 3 s 4 " 10 14 " 7	
73337	**Dorsanum** OilEng. D.F. E.S.D. Mchy.Aft CruiserStern	8050 7220 4760	100A1 (ClassContemplated) CarryingPetroleum in bulk				1939	Deutsche WerftAGBet Finkenwrder Hamburg	Anglo-Saxon PetroleumCo.Ld.	465·0	59·4	33·8	London British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
73338 163539 GWWL	**Dorset** TwinSc ssGls.No.1–39 OilEng D.F. E.S.D. 2Dks&Shelter dk Ref.Mchy. 4thDk inNos.1&2 holds CruiserStern ~~Tonnage opening closed 1,36~~	~~12041~~ ~~11936~~ ~~7820~~ 10624 9539 6298	✠100A1 withfreeboard ~~3,36~~ ~~8,38~~ 1,41 ✠LMC CS5,40 DBS5,40 8,38 ✠Lloyd'sRMC~~5,40~~ ~~9,40~~ 4,41	Liv ~~Cff~~ Wlu	g† 2⅞	CL s3,38 P6,39	1934 11mo Lloyd	Workman Clark(1928) Ld. Belfast 'sA&CP	FederalStm.Nav. Co.Ld. Duct keel fwd. of m CellDB386'1697t tunnels966t	493·5 achinery space FK tanks in way of (FPT70t APT74t	68·6	34·5 42·9	London British 8BHptCem Coll to Sh dk 7 " 2nd ")	Oil Engines 2S.C.SA 16Cy.28⅜"–49$\frac{3}{16}$" 2236NHP 2DB–120lb SulzerBros.Winterthur	38 " 8 s 6 " 7 32 " 6½	
73339 164303 GZDL	**Dorset Coast** OilEng. Wireless D.F. 1Dk&Shelter dk Mchy.Aft E.S.D. CruiserStern	646 499 244	✠100A1 withfreeboard 7,40 ~~7,39~~ ✠LMC10,36	Bkn Liv	m	OG ~~7,39~~ 1,41	1936 10mo Lloyd	Ardrossan DockyardLd. Ardrossan 'sA&CP	CoastLines,Ld. CellDB154'219t	199·4 FK F23' B(aft)33' (FPT65t APT28t	33·1	11·1 34·9	Liverpool British BHCem Coll to Sh dk 2 " 2nd ")	Oil Engines 4S.C.SA 6Cy.19½"–35$\frac{7}{16}$" 224NHP J.G.Kincaid&Co.Ld.Grk	13 " 8 s " 2 13 " 7¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
73340 143659 GDKB	**Dorsetshire** Ⓟ TwinSc *ss*Drt.No.3–8,32 D.F. *OilEng.* *ss*Drt.No.1–36 *3Dks(Stl–ws)&Shade dk* *Platform dk in No.1 hold*	9717 8694 5969	✠100A1 4,40 ~~7,30~~ DBS6,39 ✠LMC8,37	Sou	*c*†	CL 9,37	1920 8mo *Lloyd*	Harland& Wolff,Ld. Belfast 'sA&CP	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.)* *CellDBa* 1318*t*	450·3|57·3|33·7 41·6 FK 121'*u*E30'*f*212' *DT f*32' 560*t FPT*	Liverpool British *7BHptCem* 85*tAPT*40*t*	Oil Engines 4S.C.SA 12Cy.29⅛"–45¼" 987NHP DB*100lb* Harland&Wolff,Ld.Gls.	36 ″ 7 s14 ″ 2½ 22 ″ 9	BT till 5,40
73341 DHFK	**Dortmund** *ss*Ham.No.1–30 *Well deck* *2Dks(Stl)* D.F. *3rdDk(Stl)in No.1 hold*	5138 4565 3047	✠ ... 10,34 ✠	Ham	*z*		1926 10mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt. Ges.(Ham.- Amer.Linie) *Cell*	406·9|56·0|25·7 P&B328'F55' FK *DB*364' 1203*t FPT*	Hamburg German *8BHAsp* 52*tAPT*16*t*	4 Steam Turbines SR geared to 1 Sc. Shaft 639NHP 3SB,*9cf*,GS200,HS8880 Blohm&Voss,Hamburg	28 ″ 7	G †
73342 166543 GJGW	**Doryssa** *OilEng.* D.F. *1Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8078 7235 4790	✠100A1 1,41 ~~4,40~~ ✠LMC8,38 *CarryingPetroleum in bulk*	Gls Sng	*c*†	CL	1938 8mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'160*t*	465·3|59·3|33·8 483·3(O.L.) P91'B43'F69' FK *DTf*25'271*t FPT*13	London British 17*BH* 8*tAPT*86*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" 502NHP DB*180lb* Hwthrn,Leslie&CoLd.Nwc	34 ″ 0 s 6 ″ 8 27 ″ 7	
73343 KZDH	**Dos Hermanos** Ⓟ Iron (*ex*AntonioMuñoz) *ss*Man.No.3–10,95 Wireless *1Dk&Awng dk*	838 761 541	✠ 4,00 ✠	Man	*l*		1882 6mo	R.Napier &Sons Glasgow	Gutierrez Hermanos *CellDBa*	204·5|26·4|10·0 17·0 BK7"	Manila Utd. States 4*BHCem* 22'*f*26'56*t*	C.2Cy.26"&45"–36" NB00 102NHP R.Napier&Sons,Glasgow		
168/40 73344 166589 GPPR	**Dosinia** *OilEng.* D.F. *1Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8053 7235 4768	✠100A1 5,40 ~~7,39~~ ✠LMC10,38 *CarryingPetroleum in bulk* DBS5,40	Sba Sld	*c*†	CL 5,40	1938 10mo *Lloyd*	Lithgows Ld. PortGlasgow 'sA&CP	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'162*t*	465·0|59·2|33·8 484·0(O.L.) P90'B42'F69' FK *DT f* 25' 281*t FPT*	London British 17*BH* 143*tAPT*94*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" 503NHP DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8¼ 27 ″ 7¼	
73345 164306 MMBX	**Dotterel** *CruiserStern* *1Dk*	1385 1093 580					1936	Burntislnd S.B.Co.Ld. Burntisland	British&ContinentalSteamship Co.Ld.	262·0|40·0|15·7 F60'	Liverpool British *WB*	T.3Cy.17",28"&50"–33" 144NHP Rankin&BlackmoreLdGrk		C
73346 FNBP	**Douaisien** (*ex*Miliana–36, *ex*MontAigoual–34, *ss*Lth.No.3–8,21 *ex*Sunhaven,*ex*Danzig) *ss*Msl.No.2–30 *1Dk(Stl)&Shelter dk(Stl)* D.F. *Fitted for oil fuel*	2954 2664 1748	... 10,34	Msl	*v*		1920	Nordsee- werkeA.G. Emden	Cie.desBateaux à Vap.duNord.(Soc. Anon.deGérance et d'Armement, *Mgrs.)* *Coll* *CellDB*282'926	338·7|48·2|20·8 29·1 F36'*onShelterdk* FK *tFPT*120*tAPT*69*t*	Dunkirk French *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.23$\frac{9}{16}$",38$\frac{3}{16}$"&62"–41⅜" 320NHP 2SB,*6cf*,GS101,HS4413 Gebr.Sachsenberg A.G.Rosslau	23 ″ 9	V †
73347 157552	**Douglas Houghton** *Mchy.Aft* GyC. *1Dk3trB*	4515 — 3070					1899	GlobeIron WorksCo. Cleveland,O.	PittsburghS.S.Co.	456·0|50·0|23·9 *WB*	Duluth, Minn. Utd.States	Q4Cy18½",26½",39"&56"–42" NB10 203NHP GlobeIrn.Wrks.C.Clvnd.O		
73348 LDFY	**Douro** (*ex*Peik) *1Dk*	928 670 544					1921	A/S Jarlsö Værft Tönsberg	E.B.AabysRederi A/S	200·4|31·9|12·7 B54'Q63'F25'	Oslo Norwegian *WB*	T.3Cy.16",25½"&44"–30" Trondhjems 106NHP M.V.Trondheim		N
73349 OYBY	— *1Dk&Awng dk*	806 477 485					1889	Burmeister &Wain, Copenhagen	DetForenede Dampskibsselsk.	181·2|28·7|23·2 19·9	Copnhagn Danish *WB*	T.3Cy.14½",23"&36"–24" 63NHP Burmeister&Wain,Cpn.		V
73350 PJCO	— *OilEng.* *1Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	388 293 160					1937	NVSchpsw Gebr.Pot. Bolnes	Koninkl.Nederl. Stoomb.Maats. N.V.	179·7|29·9|8·2 P12' B&F156'	Willem- stad Dutch *WB*	Oil Engines 2S.C.SA 8Cy.10$\frac{13}{16}$"–18⅞" 151NHP Gbr.Stork&CoNVHengelo		V
73351 135091 MFPL	**Dover Abbey** (*ex*Briardale–37, *ex*LaSantaMaria–36, *ex*Wendy–36) *1Dk* Wireless Now "Wood[illegible]k," see No. 90601 in Supplement	958 798 537					1913	Ramage& Ferguson,Ld. Leith	G.Gibson&Co.Ld.	210·0|33·2|14·1 P15'B69'F26'	Leith British *WB*	T.3Cy.16½",27"&44"–30" 97RHP Ramage&Ferguson,LdLth		C
73352 141878 GQMN	**Dover Hill** (*ex*ClanMacvicar–36) *ss*Grk.No.3–8,30 *ss*Ams.No.2–38 D.F. *1Dk(Stl)&Shelter dk(Stl)*	5815 5600 3621	✠100A1 *Shelter dk* *with freeboard* 3,40 ✠LMC MS10,37 BS~~8,39~~8,40	Bry	*y*	CL ~~12,37~~ 8,40	1918 3mo *Lloyd*	Nthmblnd S.B.Co.Ld Newcastle 'sA&CP	DoverHillS.S.Co. Ld.(CountiesShip ManagementCo. Ld.*Mgrs.)* *Cell DB* 35	400·1|53·0|32·8 F*on Shelter dk*39' FK 0' 1300*tAPT*110*t*	Glasgow British 7*BHCem*	T.3Cy.27",45"&75"–51" (*s*) 180lb 569NHP 3SB,*9cf*,GS193,HS8478 FD N.E.MarineEng.CoLdNwc	35 ″ 5 s9 ″ 5¼ 26 ″ 2½	
73353 26804 JNUD	**Dover Maru** *ss*Osa.No.3–10,32 *ss*Kob.No.1–37 *2Dks(Stl)*	3212 2676 1975	✠100A1 11,39 ✠LMC~~11,39~~ 12,40	Kob	*u*	CL 11,39	1920 3mo	Ishikawa- jimaS.B.& Eng.Co. Tokyo A&CP	Kuribayashi SyosenK.K. *CellDB*262' 587*t*	305·0|43·7|27·2 P25'B92'F30' FK *FPT*58*tAPT*56*t*	Okada Japanese 5*BHCem*	T.3Cy.22",37"&61"–42" (*s*) 200lb 338NHP 2SB,*6cf*,GS116,HS4837 FD Ishikawajima SB.&Eng.Co	27 ″ 3 s4 ″ 4 23 ″ 2	
73354 209971 KDUH	**Dow Chemical** (*ex*Diamond Alkali–39,*ex*LouisR. (*Self-Unloader* Davidson) *1Dk* D.F. GyC. *Mchy.Aft*	6612 — 5335					1912	Gt.Lakes Eng.Works Ashtabula,O.	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.)*	511·1|56·2|26·2 F49'	Buffalo NY Utd.States *WB*	T.3Cy.23",37"&63"–42" 257NH Gt.LakesEng.Works, Ashtabula		R
73355 148277 MFLN	**Downleaze** (*ex*FarleighCombe–38, *ex*Southwell–36) *ss*Apl.No.3–1,38 *Mchy.Aft* *1Dk(Stl)* *Well deck*	486 309 195	✠100A1 ~~1,38~~ 10,40 ✠LMC MS1,38 BS~~9,39~~10,40	Apl Brs	*g*	CL ~~1,38~~ 9,40	1924 12mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole 'sA&CP	Osborn&Wallis Ld.	156·2|25·6|9·8 Q86'B11'F23' FK *CellDBf*89'115*tFPT*	Bristol British 3*BHCem* 37*tAPT*25*t*	T.3Cy.13",21"&35"–24" (*s*) 180lb 82RHP 1SB,*3pf*,GS46,HS1510 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s4 ″ 6¾ 11 ″ 9¾	
73356 148142 MNDK	**Downshire** 3Mst *ss*Bel.No.3–8,37 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	398 271 163	✠100A1 5,39 BS~~8,39~~ ✠LMC8,37 8,40	Bel	*f*	CL 5,39	1925 1mo *Lloyd*	Scott& Sons Bowling 'sA&CP	EastDownshire S.S.Co.Ld.	147·0|24·6|10·0 Q86'B9'F25' FK *FPT*39*t*	Belfast British 3*BHCem* *APT*4*t*	T.3Cy.12",21"&34"–24" (*s*) 180lb 59RHP 1SB,*3cf*,GS48,HS1502 Aitchison,Blair,Ld.Gls.	11 ″ 0 s3 ″ 6½ 11 ″ 0½	
73357 28836 JOHJ	**Dozan Maru**	1679 — 975					1918	Hashimoto Kizo Kobe	HashimotoKisen K.K.	249·5|34·9|21·7	Moji Japanese			
73358	**Dr. Colijn** *OilEng.* *1Dk* *Mchy.Aft* *Cruiser Stern* *Now* "Empire Crocus," *see Supplement.*	332 236 154					1936	N.V.Noord Nederlndsch. Schpswerven Groningen		133·3|23·1|9·5 P41'F15'	*WB*	Oil Engines 4S.C.SA 6Cy.10$\frac{13}{16}$"–15¾" 68NHP BenzMtrn.Werke MannheimAG.		V

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant d'après Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Forces en chevaux d'après les formules de la Société. RHP = Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15
73359 DOUR	**Dr. Heinrich Wiegand** Wireless E.S.D. *2Dks* *CruiserStern*	1421 1197 797					1938	Nylands Verkstad Oslo	ArgoRederei RichardAdler&Co.	255·7 F20'	41·1	14·7	Bremen German *WB*	C.2Cy.16¼"&33¼"–33¼"& LPturbine with DR gearing & hydraulic coupling 54NHP NylandsVerksted,Oslo		GN
73360 7361 SGHN	**Drabant** (*ex*Brabant-38, *ex*Inneröy, *ex*Volendam, *ex*Narva,*ex*Alpha) *ss*Skm.3rdNo.3-6,38 *ss*Skm.No.1-37 1*Dk*(*Stl*)&*deep framing*&*ptAwng dk*(*Irn*) *Cargo battens not fitted*	*1765* *1376* *1032*	✠100A1 *pt Awng dk* *with freeboard* 8,40 ~~12,38~~ ~~BS2,39~~ ✠LMC4,38 4,40	Skm Got	*r*	5,37 N8,40	1897 9mo	W.Gray& Co.Ld. WHartlepool A&CP	RederiA/B Drabant(L.Ringborg, *Mgr.*) *CellDB*	270·0 P17'Q86' FK *ptAwng dk*167' *a&uE*106'*f*112'478*t*	39·2	15·9	Nrrköping Swedish 4*BHCem* *APT*69*t*	T.3Cy.19",30½"&51"–36"(*s*) 160lb 156NHP 2SB,4*rf*,GS54,HS2330 Cen.Mar.Eng.Wrks.WHpl	18 " 2 s " 7½ 17 " 8½	
73361 DOMQ	**Drachenfels** Sub.Sig. *2Dks*	6342 5834 3879					1921	Howaldtswerke A.G. Kiel	DeutscheDmpfsfahrts.Ges.Hansa	430·3 P60'B136 F55'	56·5	30·4	Bremen German *WB*	T.3Cy28 5/16"47½"&76⅜"–55 1/16" & L.P.Turbine 436NHP Howaldtswerke,Kiel		G
73362 146435 GFQB	**Draco** *ss*Hul.No.3-2,34 *ss*Hul.No.1-38 *Well deck* 1*Dk*(*Stl*) *Cruiser Stern*	2018 1565 1177	✠100A1 12,38 ~~BS5,39~~ ✠LMC5,38 5,40	Hul	*r*	CL 3,37	1922 1mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd'sA&CP*	Ellerman'sWilson Line,Ld. *CellDB*234'461*t*	274·7 P&B183'F51' FK *FPT*27*tAPT*9*t*	39·3	18·5	Hull British 5*BHptAsp* *ptCem*	T.3Cy.17¾",30½"&53"–36" 225lb (*r*) 291NHP 2SB,6*cf*,GS112,HS4410 FD Hall,Russell&Co.Ld.Abn.	20 " 9 s 1 " 5 19 " 7	
73363 PDSA	— *OilEng.* *Mchy.Aft* *CruiserStern* *2Dks*	389 293 159					1938	NVSchpsw Gebr.Pot. Bolnes	Konink.Nederl. Stoomb.Maats.	179·7 P13'B&F155'	29·9	8·2	Amstrdam Dutch *WB*	Oil Engines 2S.C. 8Cy.10½"–18⅛" Gbr.Stork&CoNVHengelo		V
73364 LCAV	**Drafn** **TwinSc** *OilEng* D.F. *2Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	8205 7667 4802					1931	Cant. RiunitiDell'Adriatico Monfalcone	E.B.AabysRederi A/S	468·0 P117'B30'F56'	60·2	34·7	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.26¾"–43 5/16" 1000NHP Soc.An.FiatS.G.M.Turin		N
73365 166618 MMYC	**Drake** *OilEng.* E.S.D. 1*Dk*&*Shelterdk* *CruiserStern*	531 370 175	✠100A1 *with freeboard* 12,40 ~~12,38~~ ✠LMC12,38	Lon	*k*	CL	1938 12mo	J.Koster Hzn.Schpsw. "Gideon" Groningen *Lloyd'sA&CP*	GeneralStm.Nav.Co.Ld. *CellD*B133' 169*t* *DTsa*3	188·1 192·7(O.L.) B39' FK 1*tFPT*57*tAPT*16*t*	31·1	9·6	London British 4*BHptCem* (*Coll toShdk* 3 „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.15¾"–26" 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 " 1 s " 2 12 " 0½	
73366 139233 GKXQ	**Drakepool** *ss*Sws.No.3-5,37 D.F. 1*Dk*(*Stl*)	4838 4610 2994	✠100A1 6,40 ~~11,39~~ ~~BS8,38~~ ✠LMC5,37 4,41	Npt Cff	*y*	CL 2,39	1924 11mo	RopnerS.B.&Rpg.Co.(Stockton) Ld. Stockton *Lloyd'sA&CP*	PoolShippingCo.Ld.(SirR.Ropner&Co.Ld.*Mgrs.*) *CellDBa* 126'*uE*25'*f*	390·0 402·9 (O.L.) P29'B221'F41' FK 171' 1059*t FPT*162*t*	55·5	26·4	W.Hartlpl British 6*BHCem* *APT*194*t*	T.3Cy.25½",40"&71"–48" (*s*) 180lb ~~85lb~~ 437NHP 3SB(Spt),9*cf*,GS190,HS7526 Blair&Co.Ld.Stockton.	28 " 9 s 4 " 5 24 " 6½	
73367 143895 GDVY	**Dramatist** *ss*Bkn.No.3-8,33 *ss*Liv.No.1-38 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in No.1hold*	5443 5107 3423	✠100A1 1,41 ~~11,39~~ ~~BS4,39~~ ✠LMC3,38 BS6,40 6,41	Liv	*z*	CL 11,39	1920 12mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	CharenteS.S.Co.Ld.(T.&J. Harrison,*Mgrs.*) *CellDB*354'1118*t*	410·0 423·3 (O.L.) P37'B138'F52' FK *DTa*31'846*tFPT*52	52·3	30·5	Liverpool British 7*BHCem* *tAPT*22*t*	3SteamTurbinesDRgeared to1Sc Shft200lb(*s*) 600NHP 2DB&1AuxSB,15*cf*,GS284, HS9592 J.Brown&CoLdClydebank	32 " 10 s 6 " 3 26 " 11	
73368 LCIK	**Drammensfjord** (*ex*Tatjana) *2Dks*	5339 4865 3210					1920	Canadian Vickers,Ld. Montreal	DenNorske AmerikalinjeA/S	400·9 P73*t*H227*t*	52·4	28·4	Oslo Norwegian *WB*	T.3Cy.25",41"&68"–45" 310NHP CanadianVickers,Ld.Mtl.		N
73369 YTTJ	**Drava** (*ex*EssexDruid-38, *ex*Kediri) 1*Dk*	*3508* *3258* *2139*					1919	Rotterdam DroogdMaat. Rotterdam	Jugoslavenska OceanskaPlovidba d.d.	361·4 P24'B214'F34'	49·9	21·8	Split Yugoslav *WB*	T.3Cy.25",41"&68"–45" 310NHP RotterdamDroogd.Maats.		V
* 73370 PDSG	**Drechtdijk** Ⓟ **TwinSc** *OilEng.* *ss*Rot.No.3-8,32 *ss*Rot.No.1-37 *RefMchy* 2*Dks*(*Stl*)&*Awngdk*(*Stl*) D.F. *Cargo battens not fitted in bridge and forecastle*	9338 8549 5808	✠100A1 *Awning dk* *with freeboard* 8,39 ✠LMC CS8,37 DBS8,39 2,38 ✠Lloyd'sRMC1,40 *Carrying bean or similar oil in deep tank*	Sch	*e*†	CL N8,38	1923 3mo	Harland& Wolff,Ld. Greenock *Lloyd'sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*421' 1619*tD*T	485·5 P40'B153'F59' *on Awng dk* FK&BK2" 1*BH dispensed with* *a*30' 706*t FPT* 130*t*	62·3	35·5	Rottrdam Dutch *ptCem* 7*BHonly* *APT*75*t*	Oil Engines 4S.C.SA 16Cy.29⅛"–45¼" 1317NHP DB–*100lb* Harland&Wolff,Ld.Gls. *all to Awng dk*	38 " 9 s 9 " 4½ 29 " 7½	
73371 171 IBGV	**Drepanum** (*ex*Roumelian-37) *ss*Liv.No.3-8,27 D.F. *ss*Bkn.No.1-32 *CruiserStern* 2*Dks*(*Stl*)	2736 2560 1714	✠ —— 12,36 ✠	Bkn	*u*		1914 11mo	Palmers' Co.Ld. Newcastle	CountSalvatore Tagliavia *CellDBa*	324·0 312·0 P71'B103'F32' FK 95'*uE&B*45'*f*135'6	43·0	23·9	Palermo Italian 6*BHCem* 21*tAPT*15*t*	T.3Cy.20",34½"&59"–42" 331NHP 2SB,6*cf*,GS111,HS4654 Richardsons,Westgarth& Co.Ld.Mdb.	26 " 1	I †
73372 DOSL 125	**Dresden** Ⓟ D.F. E.S.D. *OilEng.* *RefMchy.* *Cruiser Stern* *3Dks*	5567 4414 3263					1937	Bremer Vulkan Vegesack	Norddeutscher Lloyd	431·1 P21'B&F399' *upper*F39'	56·3	23·1	Bremen German *WB*	Oil Engines 2S.C.DA 7Cy.23⅝"–43 5/16" 1358NHP BremerVulkan,Vegesack		G
~~125~~ 40 73373 PDTD	**Driebergen** D.F. *2Dks*	5231 4786 3148					1923	NewWaterwayS.B.Co. Schiedam	ZuidHollandsche Scheepv.Maats. N.V.	402·3 F37'	58·3	26·5	Rottrdam Dutch *WB*	DR geared Steam Turbine MetropolitanVickersElec. Co.Ld.Manchester		V
73374 139 IUKC	**Drin** **WoodAuxBkn** (*exSailingVessel* *OilEng* SorelleLeoni-38,*ex*Patria, *ex*AmeliaM.) 1*Dk*2*trB* (*See Sailing Ship Register*)	435 391 360					1920	A.Terrizzano ImperiaII	GiorgioNoceti& CarloLandi	145·3 127·9 P46'F14'	29·1	15·9	Savona Italian	Oil Engines 4S.C.SA 6Cy.8½"–14 3/16" 42NHP *E made*37,*fitted*38 DeutscheWerkeKielA.G. Kiel		I
73375 LDFZ	**Driva** Ⓟ 1*Dk*	325 160 182					1909	Trndhjms Mek.Værks. Trondheim	MöreFylkes Ruteselskap	136·9 F102*t*Q32*t*H31*t*	21·2	9·6	Xiansund Norwegian	T.3Cy.13¾",23"&38"–22" NB12 68NHP TrondhjemsM.V.Trondhm		

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned now expired Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Dated B. of Trade Cert.
22/4 73376 145586 MKSD	**Dromara** (*ex*Raylight-34) *ss*Gmh.No.3-12,33 *ss*Bel.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	723 488 291	✠100A1 12,38 BS5,40	Bel ✠LMC12,38	*j*	CL 11,38	1921 6mo *Lloyd*	J.S.White &Co.Ld. Cowes '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *Cell*	181·0 Q103'B11'F34' FK *DBf* 101'157*t FPT*	29·4 *30·7*	11·4	Belfast British 3*BHCem* 58*tAPT*43*t*	T.3Cy.15″,25½″&41″-30″ (*s*) 180lb 98RHP 2SB,4*cf*,GS66,HS2324 J.S.White&Co.Ld.Cowes	13 ″ 6 s 4 ″ 2½ 13 ″ 4¾	
73377 143691 GDSF	**Dromore** *Fitted for oil fuel* D.F. E.S.D. 1*Dk*2*trB*	4096 3571 2358					1920	IrvinesSB. &D.D.Co.Ld. WHartlepool	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)	360·0 P35'B171'F32'	52·0	24·6	Liverpool British *WB*	T.3Cy.26″,43″&73″-48″ Richardsons, 369NHP Westgarth&Co.Ld.Hpl.		C
73378 143836 GNWR	**Dromore Castle** *ss*Lon.No.2-39 *ss*N.Yk.No.3-12,31 Sub.Sig. ~~*ss*Hul.No.1-36~~ 2*Dks*(*Stl*)&3*rd dk*(*Stl*)*in*No.1*hold*	5242 4782 3199	✠100A1 2,41 ~~8,39~~ MS~~1,36~~ 2,39	NYk Hul ✠LMC BS~~8,39~~ 7,40	*y*	CL ~~10,37~~ 1,41	1919 11mo *Lloyd*	Harland& Wolff,Ld. Greenock '*sA&CP*	Union-CastleMail S.S.Co.Ld. *Cell DB*	400·3 412·5(O.L.) P50'B113'F39' FK 340'1051*t FPT* 132*t*	52·3	28·5	London British 7*BHptCem* *APT*220*t*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Grk.	31 ″ 0 s 6 ″ 0¼ 25 ″ 3	
73379 166560 GJGZ	**Dromus** *OilEng.* D.F. E.S.D. 1*Dk*,2*nd dk clear of cargo* *Mchy.Aft* *Cruiser Stern* *tanks* *Longitudinal framing at bottom & at deck*	8036 7214 4760	✠100A1 ~~5,40~~ ~~9,39~~5,41 *CarryingPetroleum in bulk*	Bry Bkn ✠LMC9,38	*c*†	CL	1938 9mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDB*	465·6 483·3(O.L.) P90'B41'F51' FK *uE*70' 156*tDTf*25'2	59·5	33·9	London British 17*BH* 89*tFPT*145*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″-55⅛″ 502NHP DB*180lb* Harland&Wolff,Ld.Gls. *APT*88*t*	34 ″ 0 s 6 ″ 8¼ 27 ″ 6½	
73380 OXYD	**Dronning Alexandrine** Ⓟ *CruiserStern* *OilEng.* *Ref.Mchy.* D.F. 3*Dks*	1854 1042 1090					1927	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	251·2 F33'	39·0	23·3	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 6Cy. Akt.Burmeistr&Wain,Cpn		V
73381 OXZD	**Dronning Maud** Ⓟ *Ref.Mchy.* D.F. 2*Dks*	1779 1024 860					1906	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	273·0	38·2	22·8	Esbjerg Danish *WB*	T.4Cy.25″,42½″&(2)51″-42″ 337NHP Akt.Burmeistr&Wain,Cpn		V
73382 LDTR	— Ⓟ Wireless D.F. 2*Dks*	1488 686 754					1925	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	235·8	37·7	13·8	Tr'ndheim Norwegian *WB*	T.3Cy.23⅜″,37⅞″&63-39″ 284NHP FredrikstadM.V.Frdstad.		N
73383 LDGY	**Dronningen** Ⓟ 1*Dk*&*Awng dk*	661 625 400					1893	FevigJern- skibsbyggeri Arendal	A/S Arendals Dampskibsselskab	186·6 H36*t*	27·0	20·1	Arendal Norwegian *WB*	T.3Cy.16½″,26½″&43″-30″ NB06 101NHP BergensMek.Verkst.Bgn.		N
73384 DOCO	**Drossel** (*ex*Horneck) Wireless 1*Dk*	999 879 552					1924	F.Schichau Elbing	ArgoReederei RichardAdler& Co.	229·8 P14'B65'F31'	33·6	14·2	Bremen German *WB*	T.3Cy.15″,26⅜″&38⅜″-25½″ 75NHP F.Schichau,Elbing		G
73385 7434 SHDN	**Drotten** Ⓟ *CruiserStern* Wireless D.F. 2*Dks*	847 372 571					1927	Oskrshmns M.V.& SkppsdkA/B Oskarshamn	Ångf.A/B Gotland (C.E.Ekman, *Mgr.*)	183·1 H159*t*	30·8	11·0	Visby Swedish *WB*	T.3Cy.18½″,29&48″-30″ 126NHP OskarshamnsM.V.& Skeppsdk.Oschamn.		
73386 540 SDUG	**Drottning Sophia** Ⓟ **Iron** 2*Dks*&*Shelterdk*	728 401 526					1875	Bergsunds Mek.Verkst. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	184·9 H58*t*	25·0	13·1 20·3	Stockholm Swedish	C.2Cy.24″&48″-27″ 100NHP BergsundsMek.Vks.Skm.		
73387 5044 SEBA	**Drottning Victoria** Ⓟ **TwinSc** Sub.Sig. (*Ferry*) D.F. GyC. 1*Dk*2*trB*	3190 2399 1118					1909	Swan,Hun- ter&Wigham Richardson, LdNewcastle	SvenskaStatens Jernvägar (E.vonFriesen)	368·3 H572*t*F64'	50·1	22·2	Trelleborg Swedish *WB*	T.6Cy.23½″,38½″&63″-36″ 476NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		G
73388 6277 SJMA	**Drottningholm** Ⓟ **TrpSc** (*ex*Virginian) *Fitted for oil fuel* D.F. Sub.Sig. 3*Dks* *Ref.Mchy.*	*11055* *6546* *6485*					1905	A.Stephen &Sons Glasgow	A/B Svenska AmerikaLinien (A.Jonsson,*Mgr.*)	517·0 P70'B210'H1288*t* F113'	60·0	38·0	Gothenbrg Swedish *WB*	SR Geared SteamTurbines NE22 A/BDeLavalsÅngturbin, Skm.		C
73389 92866 MKTF	**Drudge** *Mchy.Aft*	418 400 272					1887	Armstrong Mitchell& Co.Ld. Newcastle	ThomasRound& Sons	125·0	35·2	12·5	London British	T.3Cy.12″,19½″&32″-20″ 52RHP WallsendSlipwayCo.Nwc.		
73390 112393 CGSW	**Druid** Ⓟ **TwinSc** *ss*Qbc.No.1-07 1*Dk*(*Stl-ws*) Sub.Sig. Wireless	503 367 193	✠ 4,07	Qbc ✠	*h*		1902 7mo	Fleming& Ferguson,Ld. Paisley *Cell*	CanadianGovern- ment(Department ofTransport) *DBf*35'31*tDTa*22'	160·0 B28'F28' *Shade dk*63' FK 44*tDTf*13'27*tFPT*	30·1	12·5	Ottawa British 5*BHCem* 18*tAPT*11*t*	T.6Cy.13″,21″&34″-24″ 59RHP 3SB,6*cf*,GS95,HS2580 Fleming&FergusnLd.Psy.	13 ″ 0	
73391 149997 MPRG	**Druid Stoke** *ss*Brs.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	486 352 249	✠100A1 8,39 BS~~9,39~~ 10,40	Brs ✠LMC8,37	*g*	8,39	1929 8mo *Lloyd*	C.Hill& Sons,Ld. Bristol '*sA&CP*	Osborn&Wallis,Ld.	145·0 Q46'F16' BK6″ *FPT*	26·7 *28·0*	11·3	Bristol British 3*BHAsp* 81*tAPT*36*t*	T.3Cy.12¾″,22″&34″-24″ (*s*) 180lb 66RHP 1SB,3*pf*,GS51,HS1600 Plenty&Son,Ld.Newbury	12 ″ 6 s 1 ″ 3¾ 11 ″ 8¾	
73392 148079	**Drumahoe** *Mchy.Aft* 1*Dk*	1902 1574 1126					1924	N.ofIrelnd S.B.Co.Ld. Londonderry	SarniaSteamships Ld. (R.Scott Misener,*Mgr.*)	252·0 Q100'F36'	42·5	18·0	Montreal British *WB*	T.3Cy.16″,27″&44″-33″ 111NHP J.G.Kincaid&Co.Ld.Grk.		C
73393 146263 MKVT	**Drumlough** *ss*Mil.No.3-3,34 *Mchy.Aft* *ss*Lth.No.1-38 *Well deck* 1*Dk*(*Stl*)	311 206 113	✠100A1 9,40 ~~3,40~~ MS11,38	Abn ✠LMC BS~~4,39~~ 9,40	*d*	CL 2,37	1921 10mo *Lloyd*	Rennie, Ritchie& Newport S.B.Co Ld. Rutherglen '*sA&CP*	W.N.Lindsay,Ld.	130·8 136·3(O.L.) Q49'B8'F28' FK *FPT*	22·6	9·9	Leith British 3*BHCem* 33*tAPT*16*t*	C.2Cy.15″&32″-24″ (*s*) 130lb 63RHP 1SB,2*pf*,GS40,HS1240 Gauldie,Gillespie&Co.Ld. Gls.	10 ″ 6 s ″ 7 10 ″ 0	
73394 167320 GJJB	**Drupa** *OilEng.* 1*Dk*,2*nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* *Mchy.Aft* D.F. E.S.D. *CruiserStern*	8102 7201 4754	✠100A1 9,40 ~~11,39~~ *CarryingPetroleum in bulk*	Gls Shl ✠LMC8,39	*c*†	CL	1939 8mo *Lloyd*	Deutsche WerftAG Bet Finkenwrder Hamburg '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*74'159*t*	465·7 P91'B48'F51' FK *DTf*25'378*tFPT* 1	59·3	33·8	London British 17*BHptCem* 34*tAPT*84*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$″-55⅛″ 502NHP DB*180lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	34 ″ 0 s6 ″ 8½ 27 ″ 6¾	
73395 LJYT	**Duala** **TwinSc** *OilEng.* D.F. 1*Dk*&*Shelterdk* *Ref.Mchy.* *CruiserStern*	1800 1335 814					1938	A/BGöta- verken Gothenburg	A/SCastillo (Chr.Gundersen& Co.*Mgrs.*)	306·7 F33'	40·4	15·6	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.19$\frac{11}{16}$″-35$\frac{7}{16}$″ 541NHP A/BGotaverken,Got.		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd. Trade.
73396 YTAS	**Duba** (exCollingham) ssSpt.2ndNo.3–5,36 1Dk(Stl)2trB&Web frames Now "Leda," see No. 88915 in Supplement	4115 3330 2535	✠100A1 7,39 BS7,39 ✠LMC5,36	Spt	*w*	CL 5,38	1910 1mo Lloyd	JLThompson&Sons,Ld Sunderland 'sA&CP	SlobodnaPlovidba Drustvo s.o.j.	351·7|51·0|25·7 P25'B145'F32' FK CellDBa121' uE&B45'f145'1006tFPT104tAPT213t	Dubrovnik Yugoslav 6BHCem	T.3Cy.25",42"&68"–48" (s) 180lb 350NHP 2SB,6cf,GS136,HS5415 J.Dickinson&Sons,Ld.Sld.	28 ″ 2 s4 ″ 8¾ 23 ″ 8	
73397 YTAT	**Dubac** ssTri.2ndNo.3–5,26 ssTri.No.1–30 1Dk(ptIrn&ptStl) deep framing & Web frames	2819 2623 1804	✠ … 11,34 ✠	Spt	*u*		1901 8mo	J.Blumer &Co. Sunderland	DubrovackaPlovidbaA.D.	319·7|46·1|21·2 P28'B91'F31' FK CellDBa110'uE18'f128'749t	Dubrovnik Yugoslav 5BHCem APT110t	T.3Cy.22½",37"&61"–42" NDB14 257NHP 2SB,6cf,GS118,HS4106 G.Clark,Ld.Sunderland	23 ″ 9	V †
73398	**Dublin** Ⓟ TwinSc Well deck 1Dk	1258 — 758	✠ … 10,13 ✠				1912 10mo	CaledonS.B.&E.Co.Ld Dundee	Cia.Argentina de Nav.Mihanovich, Ltda.	250·2|40·1|10·7 Q73'B78'F26' FK	Bns.Aires Argentine WB	T8Cy(2)12",(2)20"&(4)24"–24" 182NHP CaledonSB.&E.Co.Ld.Dun	11 ″ 6	
73399 YTAU	**Dubravka** (exMariaImmaculata) ssTri.2ndNo.3–4,29 ssSpt.No.2–38 1Dk(ptIrn&ptStl)2trB&deepframing 3Dk rule	3798 3451 2396	✠100A1 9,40 ~~12,39~~ MS7,37 ✠LMC BS~~12,39~~ 5,41	Bry Spt	*w*	CL 12,39	1905 12mo Lloyd	J.Readhead&Sons SouthShields 'sA&CP	DubrovackaPlovidbaA.D.	347·0|49·1|25·2 P41'B142'F31' FK CellDBa115'uE21'f146'1008t	Dubrovnik Yugoslav 6BHCem APT148t	T.3Cy.24½",41"&66"–45" (r) 180lb 331NHP 2SB,6cf,GS126,HS5297 J.Readhead&Sons,S.Shl.	26 ″ 9 s4 ″ 2¾ 22 ″ 8	
73400 YTTD	**Dubrovnik** Ⓟ D.F. 1Dk&Shelter dk CruiserStern	5156 4644 3053	✠100A1 withfreeboard 2,39 ✠LMC2,38 Fitted for oil fuel 2,38 F.P. above 150° F.	Rot	*a*†	CL 6,38	1938 2mo Lloyd	LithgowsLd. PortGlasgow 'sA&CP	DubrovackaPlovidbaA.D. CellDB367'1583t MT26'754t	432·5|56·2|24·8 448·5(O.L.) F34' FK FPT110tAPT177t	Dubrovnik Yugoslav 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	T.3Cy.22½",36"&65"–48"(s) 230lb 503NHP 2SB(Spt)&1AuxSB,9cf, GS159,HS7525 FD D.Rowan&Co.Ld.Gls.	27 ″ 9 s3 ″ 2½ 24 ″ 9	
73401 DDUB	**Duburg** (exHazelpark,exSayn) ssKel.No.3–2,34 1Dk(Stl)	2675 2432 1572	… 9,38	Ham			1922 2mo	Frd.KruppAkt.Ges. Kiel	FlensburgerDampfercompagnie HaraldSchuldt &Co.K.G.	328·7|44·2|20·6 339·9(O.L.) P&B219'F37' len34 FK CellDB289' 683t FPT56t	Hamburg German ptAspptCem 5BH APT120t	T3Cy19 21/32",32 21/32"&54⅞"–39⅜" 245NHP 2SB,4cf,GS84,HS8445 Frd.KruppA.G.Essen	22 ″ 6	G †
73402 FNRU	**Duc d'Aumale** Ⓟ TwinSc D.F. 3Dks	4464 3228 1875					1912	Atel.&Ch.deProvence Marseilles	Cie.Générale Transatlantique	364·6|49·3|20·0 28·2 P57'B189'F38'	Marseilles French WB	T.8Cy.(2)23⅝",(2)38⅝"&(4)47¼"–43⅜" 589NHP Atel.&Ch.deProvence,Msl		V
73403 1911 IBVJ	**Duca degli Abruzzi** TwinSc OilEng Ref.Mchy. 2Dks(Stl–Wthr dk ws) D.F. CruiserStern	2315 2048 1400	✠ … 2,36 ✠	Gen	*t*		1933 9mo	EriksbergsM.V.Aktieb. Gothenburg	Italian Government(Ministero dell'AfricaItaliana Regia Azienda MonopolioBanane) CellDB218'503t	312·8|40·7|24·6 298·6 B80'F46' FK Tanks in way of tunnels 251t FPT23tAPT60t	Genoa Italian 5BHptCem (Coll to Wdk 4 ,,2nd,,)	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP EriksbergM.V.Aktieb.Got	26 ″ 9	I †
73404 ~~108072~~	**Duchess** Ⓟ Ctr 1Dk&Shade dk	314 229 137	✠ 12,02 ✠	Gls	*d*		1897 7mo	Mackie&Thomson Glasgow	~~"Duchess"S.S.Co.Ld.~~	133·6|26·0|10·3 F18' BK7½" FPT9t	~~Auckland N.Z.~~ British 4BHCem	T.3Cy.15",25"&40"–27" NB23 106NHP Muir&Houston,Ld.Gls.	11 ″ 3	
73405 121333	**Duchess of Argyll** Ⓟ TrpScSp 2Dks	593 445 238					1906	W.Denny&Bros. Dumbarton	CaledonianSteam PacketCo.Ld.	250·0|30·1|10·1 Q10'B&F240'	Glasgow British	3 Steam Turbines Denny&Co.Dumbarton		BT till ~~1,41~~ 12,41
73406 160505 GNTS	**Duchess of Atholl** Ⓟ TwinSc ssLiv.No.2–36 4Dks(Stl–Weather dk pt ws)5th dk(Stl) Ref.Mchy. in Nos.2,5&7 holds D.F. E.S.D. CruiserStern	20119 14457 11772	✠100A1 withfreeboard 12,39 BS~~12,39~~ 10,40 ✠LMCH,35 Fitted for oil fuel 6,28 F.P. above 150° F.	Gls		CL ~~1,38~~ 10,40	1928 6mo Lloyd	W.Beardmore&Co.Ld. Dalmuir 'sA&CP	CanadianPacific RailwayCo.(CanadianPacific Steamships,Ld. Mgrs.) CellDB510'2695t	582·0|75·2|41·7 B&F520' FK Prom.dk322' Coll DTf43'751t Tanks in way of tunnels 501t FPT202t	London British 11BHptCem BH to Wdk APT270t	6SteamTurbinesSRgeared to 2 Screw Shafts (s) 370lb 2DB200lb 3557NHP 6 Water Tube Boilers(Spt) HS30696 FD W.Beardmore&Co.Ld.	44 ″ 9 s17 ″ 6 27 ″ 6¾	BT till 12,40
73407 160482 GNTV	**Duchess of Bedford** Ⓟ TwinSc ssLiv.No.2–37 4Dks(Stl-Weather dk pt ws)5th dk(Stl) Ref.Mchy. in Nos.2,5,&7 holds D.F. E.S.D. CruiserStern	20123 14366 11801	✠100A1 withfreeboard 11,39 ~~BS11,39~~ ✠LMC12,35 BS12,40 Fitted for oil fuel 5,28 F.P. above 150° F.	Liv		CL 11,39	1928 5mo Lloyd	J.Brown&Co.Ld. Glasgow 'sA&CP	CanadianPacific RailwayCo.(CanadianPacificSteamships,Ld. Mgrs.) Cell DB510'2685t	581·9|75·2|41·7 B&F520' FK Prom.dk325' Coll DTf43'737t Tanks in way of tunnels 496t FPT203t	London British 11BHCem BHtoWdk APT270t	6SteamTurbinesSRgeared to 2 Sc.Shafts (s) 370lb 2DB200lb 3557NHP 6 Water Tube Boilers (Spt) HS30696 FD J.Brown&Co.Ld.Glasgow	44 ″ 9 s17 ″ 6 27 ″ 6¾	BT till 11,40
73408 106903 MJQF	**Duchess of Cornwall** Ⓟ Pad (exDuchess of York) 1Dk	302 232 127					1896	Barclay,Curle&Co.Ld Glasgow	Southamptn.I.ofW &S.of Eng.Royal MailStm.PktCo.Ld	185·5|22·1|8·6	Sthampt'n British	D.2Cy.24"&45"–64" 135NHP Barclay,Curle&Co.Ld.Gls.		BT till 3,41
73409 115767	**Duchess of Fife** Ⓟ Pad 1Dk	336 291 138					1903	FairfieldCo.Ld. Glasgow	CaledonianSteam PacketCo.Ld.	210·3|25·0|8·5	Glasgow British	T.4Cy.(2)16½",35"&52"–54" NB28 199NHP FairfieldCo.Ld.Glasgow		
73410 161968 GMLF	**Duchess of Hamilton** Ⓟ TrpSc 2Dks	795 542 314					1932	Harland&Wolff,Ld. Glasgow	CaledonianSteam PacketCo.Ld.	262·0|32·1|10·1	Glasgow British	3 Steam Turbines Harland&Wolff,Ld.Bel.		BT till 4,41
73411 161921 MQVV	**Duchess of Montrose** Ⓟ TrpSc 2Dks&Promenade dk	806 537 314					1930	W.Denny&Bros.Ld. Dumbarton	CaledonianSteam PacketCo.Ld.	262·0|32·0|10·2	Glasgow British	3 Steam Turbines W.Denny&Bros,Ld.Dmb.		BT till ~~6,40~~ 1,42 ~~1,41~~
73412 160631 GSVR	**Duchess of Richmond** Ⓟ TwinSc ssSou.No.2–37 4Dks(Stl–Weather dk pt ws)5th dk(Stl) Ref.Mchy. in Nos.2,5&7holds D.F. E.S.D. CruiserStern	20022 14366 11737	✠100A1 withfreeboard ~~1,40~~10,40 ~~BS11,39~~ ✠LMC11,36 BS10,40 Fitted for oil fuel12,28 F.P. above 150° F.	Liv Mtl		CL ~~1,38~~ 10,40	1928 12mo Lloyd	J.Brown&Co.Ld. Clydebank 'sA&CP	CanadianPacific RailwayCo.(CanadianPacificSteamships,Ld. Mgrs.) CellDB510'2547t	581·9|75·2|41·7 B&F520' FK Prom.dk325' Coll DTf43'700t Tanks in way of tunnels474t FPT193t	London British 11BHptCem BH to Wdk APT269t	6SteamTurbinesSRgeared to 2 Screw Shafts (s) 370lb 2DB200lb 3748NHP 6 Water Tube Boilers(Spt) HS32268 FD J.Brown&Co.Ld.Clydebnk	44 ″ 9 s17 ″ 6 27 ″ 6¾	BT till 1,41
73413 104622	**Duchess of Rothesay** Ⓟ PadSk 1Dk	338 309 127					1895	J.&G.Thomson,Ld Clydebank	CaledonianSteam PacketCo.Ld.	225·6|26·1|8·6 H24t Promenadedk 212'	Glasgow British	C.D.2Cy.27½"&58"–54" NB14 206NHP J&GThomsonLdClydebnk		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. 3 Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
73414 161202 GSYN	**Duchess of York** Ⓟ **TwinSc** *ss*Liv.No.2–37 4*Dks*(*Stl–weather dk pt* ws) 5*th dk*(*Stl*)*in Nos.* 2, 5, & 7 *holds* *Ref.Mchy.* *CruiserStern* D.F. E.S.D.	20021 14366 11722	✠100A1 *withfreeboard* 3,40 ✠LMC MS1,37 BS12,39 *Fitted for oil fuel*3,29 *F.P. above* 150° F.	Liv		CL 1,40	1929 3mo	J.Brown& Co.Ld. Clydebank *Lloyd'sA&CP*	CanadianPacific RailwayCo.(Cana- dianPacificSteam- ships,Ld.*Mgrs.*) *Cell DB*510'2547*tDTf*43'700*t Tanks in way of tunnels*474*tFPT*193*tAPT*269*t*	581·9 B&F520' FK *Promenade dk* 325'	75·2	41·7	London British 11*BHpt Cem* (*Coll ,, to W dk*)	6SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 3748NHP 370lb 2DB*200lb* FD 6WaterTubeBlrs.(Spt) HS32268 J.Brown&CoLdClydebank	44 ″ 9 s17 ″ 6 27 ″ 6¾	BT till 1,41
73415 413 IBRJ	**Duchessa d'Aosta** Ⓟ *ss*Tri.No.3–8,33 *ss*Tri.No.1–37 *Ref.Mchy* 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*)	7872 6707 4953	✠100A1 *Shelter dk* *withfreeboard* 3,40 ✠LMC MS3,37 BS11,39 ✠Lloyd'sRMC3,40 *Fitted for oil fuel*9,30 *F.P. above* 150°F.	Tri	*b*†	CL 7,37	1921 5mo	Stabilmnto Tecnico Triestino Trieste *A&CP*	LloydTriestino Soc.Anon.diNav. *CellDB*398'1630*tFPT*56*tAPT*63*t*	464·2 450·0 B168'*on Shelter dk* *Collision* FK	57·4	22·0 32·4	Trieste Italian *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.32",51½"&83"–54" (*s*) 180lb 681NHP 4SB(Spt),*12cf*,GS239, HS9851 FD StabilimentoTecnico,Tri.	35 ″ 0 s8 ″ 4¾ 26 ″ 10	
73416 161136 MCTN	**Dudley Rose** *ss*Bly.No.2–38 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	1600 1231 946	✠100A1 4,40 BS2,40 ✠LMC1,38	Nwc	*p*	CL 1,39	1929 12mo	D&WHen- derson&CoLd Glasgow *Lloyd'sA&CP*	RichardHughes& Co.(Liverpool)Ld. *Cell DB*169' 373*t FPT*93*t APT*66*t*	250·0 Q140'B15'F25' FK	37·2	16·4	Liverpool British 4*BHCem*	T.3Cy.19",31"&52"–36" (*s*) 180lb 232NHP 2SB,*6cf*,GS132,HS4366 McKie&Baxter,Ld.Gls.	18 ″ 6 s5 ″ 4½ 17 ″ 3½	
73417 EEKR	**Duero** (*ex*Urbi–39,*ex*Duero–37, *ex*Switzerland,*ex*Monassir) Wireless 2*Dks*	1332 1094 526					1920	CaledonS. B.&E.Co.Ld. Dundee	~~M.M.dePinillos~~ Cia.Maritima Frutera,S.A.	270·6	38·2	23·9	Cadiz Spanish *WB*	T.3Cy.21",34"&56"–39" 196NHP Dunsmuir&JacksonLd.Gls		C
73418 165760 GKKT	**Duffield** *OilEng.* D.F. E.S.D. 1*Dk*,2*nd dk clear of* *Mchy.Aft* *cargo tanks* *CruiserStern* *Longitudinal framing at bottom & deck*	8516 7687 5045	✠100A1 12,40~~9,30~~ ✠LMC3,38 *Carrying Petroleum in bulk*	Fal Bom	*d*† 2$\frac{3}{16}$	CL	1938 3mo	Odense Staalskibsvft vedAPMöller Odense *Lloyd'sA&CP*	NorthernPetro- leumTankS.S.Co. Ld.(Hunting&Son, Ld.*Mgrs.*) *CellDBuE*82'304*tDTf*23'395*tFPT*139*tAPT*86*t*	475·9 493·1(O.L.) P101'B42'F50' FK	61·8	33·8	Newcastle British 16*BH*	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 653NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s6 ″ 8¾ 27 ″ 6½	
73419 1184 IBSJ	**Duilio** Ⓟ **QuadSc** *ss*Gen.No.3–3,34 D.F. GyC. *ss*Gen.No.1–38 *Ref.Mchy.* 4*Dks*(*Stl*)&*Awng dk*(*Stl*-teak s)&*Shade dk*(*Stl*–teak s)	23635 16377 14103	✠100A1 *Awng dk* *withfreeboard* 2,40 BS3,39 ✠LMC1,38 ✠Lloyd'sRMC3,39 *Fitted for oil fuel*10,23 *F.P. above* 150° F.	Gen	*o*†	CL P*f*3,37 Pa1,39 s*f*3,37 sa1,39	1923 10mo	Ansaldo Soc.Anon. SestriPnente. *Lloyd'sA&CP*	LloydTriestino Soc.Anon.diNav. *CellDB*522'2756*tFPT*191*tAPT*120*t* *Side tanks f*6'164*t a*21'174*tDTf*34'236*t*	635·6 602·4 FK 12*BH* 3 ,,	76·3	46·3	Genoa Italian *Cem* *to Awng dk* ,, *2nd* ,,	4 Steam Turbines (*s*) 200lb 4297NHP 4SB&6DB,*64cf*,GS1264, HS53840 FD G.Ansaldo&Co.Smp.	50 ″ 2 s20 ″ 5¼ 30 ″ 0	
73420 182 IBTJ	**Duino** Ⓟ Wireless 1*Dk&Shade dk* *Fitted for oil fuel*	1334 1178 789	✠ … 1,26 ✠				1923 5mo	Stabilmnto Tecnico Trieste	"Adriatica" Soc. Anon.diNav.	237·2 FK	34·4	13·7	Venice Italian *WB*	2 Steam Turbines SR geared to 1 Sc. Shaft 345NHP StabilimentoTecnico,Tri.	15 ″ 9	I †
73421 DIBD	**Duisburg** Ⓟ Sub.Sig. *OilEng.* D.F. E.S.D. *CruiserStern* 2*Dks*	7389 6164 4375					1928	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie.)	463·6 P27'B&F426'	60·1	28·0	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"–47¼" 1585NHP AlgemeineElec.Ges.Berlin		G
73422 DGXQ	— **TwinSc** *OilEng.* Wireless D.F. *Mchy.Aft* *CruiserStern*	1080 791 499					1936	GuteHoff- nungshütte A.G. Walsum	FranzHaniel&Cie. G.m.b.H.	229·2 P56'B28'	33·6	13·0	Duisburg- Ruhrort German *WB*	Oil Engines 2S.C.SA 8Cy.11$\frac{13}{16}$"–16$\frac{9}{16}$" 196NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
73423 LDJJ	**Dukat**	1350 1136 761					1920	TheNew Eng.&S.B. Works,Ld. Shanghai	A/SArneSveens Rederi (ArneSveen *Mgr.*)	242·7 P24'B62'F24'	37·2	15·0	Oslo Norwegian	T.3Cy.18½",29"&49"–33" 138NHP TheNewEng.&Shipbdg. Works,Ld.Shanghai		N
73424 128316 GNVX	**Duke of Argyll** Ⓟ **TwinSc** 2*Dks*(*ptStl*–ws) D.F. E.S.D. *CruiserStern*	3814 1998 1585	✠ 10,28 ✠	Brw			1928 4mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRailway *DTsf*18'220*tDTsa*42'102*tFPT*49*tAPT*44*t*	349·1 P72'B170'F57' BK7"	53·1	18·5	Lancaster British 9*BH Asp*	4 Steam Turbines SR geared to 2 Sc. Shafts 1628NHP 6 Water Tube Boilers GS624,HS19770 W.Denny&Bros.Ld.Dmb.	19 ″ 7	BT till ~~2,41~~ ~~4,41~~ 2,42
73425 128315 GCPQ	**Duke of Lancaster** Ⓟ **TwinSc** 2*Dks*(*ptStl*–ws) D.F. E.S.D. *CruiserStern*	3794 1998 1534	✠ 2,29 ✠	Brw			1928 3mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland & ScottishRailway *DTsf*18'220*tDTsa*42'102*tFPT*49*tAPT*44*t*	349·1 P72'B170'F57' BK7"	53·1	18·5	Lancaster British 9*BHAsp*	4SteamTurbinesSRgeared to 2 Sc. Shafts 1628NHP 6WaterTubeBoilers GS624,HS19770 W.Denny&Bros.Ld.Dmb.	19 ″ 7	BT till ~~11,40~~ ~~1,41~~ ~~4,41~~ 11,41
73426 128317 GNVL	**Duke of Rothesay** Ⓟ **TwinSc** 2*Dks*(*ptStl*–ws) D.F. E.S.D. *CruiserStern*	3804 1999 1533	✠ 8,28 ✠	Gls			1928 6mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRailway *DTsf*18'220*tDTsa*42'102*tFPT*49*tAPT*44*t*	349·0 P72'B170'F57 BK7"	53·1	18·5	Lancaster British 9*BHAsp*	4 Steam Turbines SR geared to 2 Sc. Shafts 1628NHP 6W.T.Blrs.GS624,HS19770 W Denny&Bros.Ld.Dmb.	19 ″ 7	BT till ~~11,40~~ 10,41
73427 128318 GYKV	**Duke of York** Ⓟ **TwinSc** D.F. E.S.D 2*Dks* *CruiserStern*	3743 1938 1547	✠ 5,36 ✠	Bel			1935 6mo	Harland& Wolff,Ld. Belfast	LondonMidland& ScottishRailway *CellDBuE*42'*f*86'164*tMTs*26'342*t* *Tanks in way of tunnel*46'150*tFPT*34*tAPT*62*t*	339·2 P56'B172'F56' FK	52·2	17·9	Lancaster British 8*BH*	4 Steam Turbines SR geared to 2 Sc. Shafts 1494NHP 4WTB,GS440,HS15000 Harland&Wolff,Ld.Bel.	19 ″ 6	BT till ~~5,40~~ 9,41
73428 200593	**Duluth** *Mchy.Aft* 2*Dks*	4749 — 3785					1903	Chicago S.B.Co. Chicago	GreatLakes TransitCorp.	381·6 *WB*	50·2	26·0	Buffalo, N.Y. Utd.States	Q4Cy.20¾",30",43½"&63"–42" 257NHP DetroitS.B.Co.Detroit		
90/40 73429 162564 GTRB	**Dulwich** *ss*Shl.No.2–39 D.F. E.S.D. 1*Dk*(*Stl*)	4102 3698 2415	✠100A1 7,39 ✠LMC7,39	Shl	*x*	CL 7,38	1931 3mo	Smith's DockCo.Ld. Stockton-on- Tees *Lloyd'sA&CP*	BritainS.S.Co.Ld. (Watts,Watts& Co.Ld.*Mgrs.*) *CellDB*312'1167*tFPT*131*tAPT*184*t*	366·4 376·5(O.L.) F39'P32'B129' FK	52·0	24·7	London British 6*BHptCem*	T.3Cy.23½",40½"&67"–45" 185lb (*s*) 368NHP 3SB(Spt)*9cf*,GS158,HS6173 Blair&Co.(1926)Ld.Stk.	27 ″ 0 s4 ″ 8¼ 22 ″ 6¼	

1 Numéro d'Ordre Numéro Officiel Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
73430 148327 GDNF	**Dumana** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* D.F. *2Dks(Stl-Uteaks)*	8427 6842 5110	✠ 8,26 ✠Lloyd'sRMC1,39	Mdb	*c*†		1923 3mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*389′1581*t* *Tanks between tunnels*	450·0 P44′B153′F50′ FK 122′201*t FPT*	58·3	32·9	Glasgow British *8BHptCem* 125*t APT*73*t*	Oil Engines 4S.C.SA 16Cy.26½″–47″ 1110NHP NBDieselEng.Wks.Ld.Gls.	35 ″ 6 SS ″ 0½ 27 ″ 11	
73431 161585 GYLT	**Dumfries** ssBly.No.1–39 D.F. *1Dk&Shelter dk* *CruiserStern*	5149 4720 3061	✠100A1 *with freeboard* ~~8,40~~ ~~10,38~~ 1,41 ✠LMC10,38	Bly Hul	*a*† 2	CL N9,38	1935 7mo *Lloyd's*A&CP	Hawthorn, Leslie&Co.Ld Newcastle	GdyniaAmerica ShippingLines (London)Ld. *CellDBa&u*E160′*f*176′1284*t FPT*97*t APT*188*t*	416·3 429·5(O.L.) F32′ FK	55·2	26·0	Newcastle British *7BHptCem* (*Coll to Sh dk* 6 ,, 2nd ,,)	Q4Cy.23″,32½″,47″&68″–48″ 225lb *150lb* (*s*) 442NHP 3SB(Spt)9*cf*,GS161,HS7895 N.E.MarineEng.CoLdNwc	28 ″ 6 s 3 ″ 5 25 ″ 5	
73432 TCAZ	**Dumlupinar** Ⓟ (*ex*Doumlou Pounar,*ex*MargaHemsoth,*ex*Croatia) Sub.Sig. *2Dks3trB*	1991 1802 1261					1888	Blohm& Voss Hamburg	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	290·7 P50′B28′H50′F15′	36·4	22·2	Istanbul Turkish *WB*	T.3Cy.22″,35″&58″–39½″ 211NHP Blohm&Voss,Hamburg		
73433 132472 VJCQ	**Dumosa** ssMel.No.3–9,32 ssMel.No.2–41 ~~ssMel.No.1–36~~ *1Dk(Stl)&Web frames* *Longitudinal framing* *Cargo battens not fitted*	3351 3012 1941	✠100A1 3,41 ~~1,40~~ ~~BS5,39~~ ✠LMC~~5,36~~ 5,40 MS3,41	Mel	*v*	CL 1,40	1926 3mo A&CP	Common- wealthS.B.& Dockyard Williamstwn Victoria	J.Paterson&Co. Proprietary,Ld. *CellD*	331·0 341·2(O.L.) P31′B100′F29′ FK B277′882*t FPT*118*t*	47·9	23·6	Melbourne British *5BHCem* *APT*204*t*	T.3Cy.25″,41″&68″–45″ (*s*) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castlemaine)Pty.Ld.Castlemaine	26 ″ 1 s4 ″ 5½ 21 ″ 10	
73434 146302 GFTN	**Dumra** TwinSc ssMombasaNo.3–2,33 ssMombasaNo.1–37 *OilEng.* *2Dks(Stl–Uteaks)* *Cruiser Stern*	2304 1893 1317	✠100A1 3,39 ✠LMC CS5,37 DB~~S5,39~~3,40 5,37	Mombasa	*s*	CL 3,39	1922 5mo *Lloyd's*A&CP	C.Hill& Sons,Ld. Bristol	BritishIndiaStm. Nav.Co.Ld. *CellD*	271·7 280·0(O.L.) P37′B104′F33′ FK B224′295*t FPT*41*t*	43·6	21·3	Glasgow British *5BHCem* *APT*86*t*	Oil Engines 4S.C.SA 12Cy.15″–30″ 259NHP DB*100lb* N.BritishDieselE.Wks. (1922)Ld.Gls.	24 ″ 0 s 3 ″ 7¾ 20 ″ 9	
M6/40 73435 HAAO	**Duna** (*ex*Marquise de Lubersac–34) TwinSc *Fitted for oil fuel* *Mchy.Aft* Wireless *1Dk*	966 816 563					1910	Forg.&Ch. de laMédit. LaSeyne	Königlich ungarischeDonau- Seeschiffahrts-A.G	235·0 P59′B34′F29′	32·3	13·4	Budapest Hungarian *WB*	C.4Cy.14 9/16″&25 5/8″–15¾″ 42NHP Forg.&Ch.de laMédit.Msl.		V
73436 136370 GNWF	**Dunaff Head** D.F. *2Dks*	5258 4845 3278					1918	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*)	390·4 P47′B114′F78′	51·8	29·8	Belfast British *WB*	T.3Cy.26½″,44″&74″–48″ 380NHP Wrkman,Clark&Co.LdBel	32 ″ 6	C
73437 70319 GFNV	**Dunara Castle** Ⓟ Iron Wireless	457 339 195					1875	Blackwood &Gordon Pt.Glasgow	McCallum,Orme &Co.,Ld.	180·4 P50′B52′F46′	24·5	12·5	Glasgow British	C.2Cy.30″&52″–30″ NB94 123NHP *Cmp.*82Blkwd&GrdnP.Gl.		
73438 YTBP	**Dunav** (*ex*Izabran–36, *ex*PolishMonarch, ssTri.2ndNo.3–12,37 *ex*Polmont,*ex*Karpat) *1Dk(pt Irn pt Stl)*	*4369* *3983* *2691*	✠100A1 11,40 ~~1,39~~ ~~BS1,39~~ ✠LMC12,37 11,40	Sch NYk	*x*	CL 3,39	1912 10mo *Lloyd's*A&CP	W.Dobson &Co. Newcastle	BrodarskoAkcion- arskoDrustvo "Oceania" *CellDBa*132′*u*	378·2 390·6(O.L.) P35′B230′F42′ FK E21′*f*157′971*t DTa*	53·3	24·5	Susak Yugoslav *7BHCem* 26′908*t FPT*	T.3Cy.24″,39″&66″–45″ (*s*) 180lb 343NHP 3SB,9*cf*,GS150,HS5658 N.E.MarineEng.CoLdNwc 151*t APT*148*t*	26 ″ 11 s 3 ″ 10½ 23 ″ 2	
73439 133646 MFCZ	**Duncarron** (*ex*Whinhill–33) ssGmh.2ndNo.3–1,39 *Well deck* *1Dk(Stl)* *Mchy.Aft* *Cargo battens not fitted*	478 331 194	✠100A1 11,40 ~~1,39~~ ✠LMC MS1,39 ~~BS1,40~~ 2,41	Gmh	*h*	CL ~~1,39~~ 11,40	1914 5mo *Lloyd's*A&CP	Hall,Rus- sell&Co.Ld. Aberdeen	~~Buchan&Hogg~~ DuncarronS.S. Co.Ld.(Buchan& Hogg,Ld.*Mgrs.*)	165·6 Q95′B11′F27′ BK7′ *CellDBf*	25·2	9·7 *26·4*	Grngemth British *3BHCem* 100′151*t*	T.3Cy.12″,20″&34″–23″ (*r*) 180lb 81RHP 1SB,3*pf*,GS46,HS1543 Hall,Russell&Co.Ld.Abn.	12 ″ 0 s 3 ″ 8¾ 12 ″ 4½	
73440 159826 EIMT	**Dundalk** Wireless D.F. *OilEng.* E.S.D. *CruiserStern* *2Dks*	699 535 271					1939	Ardrossan DockyardLd. Ardrossan	British&IrishStm. PacketCo.Ld.	186·2 P36′B76′F23′	35·2	12·6	Dublin British *WB*	Oil Engines 2S.C.SA 7Cy.13⅜″–22 7/16″ 218NHP BritishAuxiliaries,Ld.Gls.		C
73441 145519 CYKZ	**Dundas** (*ex*Glencassie) *Mchy.Aft* *1Dk*	1901 1573 1119					1923	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	252·0 Q100′F35′	42·5	18·0	Montreal British *WB*	T.3Cy.16″,26″&44″–33″ 111NHP Hwthrn,Leslie&C.Ld.Nwc.		C
73442 144713 GWRS	**Dundee** ssShl.No.1–38 Wireless D.F. *1Dk(Stl),Shelter dk(Stl)* E.S.D. *3rd dk(Stl)in No.1hold* *Cruiser Stern*	1541 1178 625	✠100A1 *with freeboard* 6,41 ~~10,39~~ ✠LMC ~~BS6,39~~1,41 MS10,38 *Carrying fuel oil F.P above 150°F. in deep tanks & in No.3 double bottom tank*	Dun Gmh	*s*	OG ~~5,37~~ 6,41	1934 2mo *Lloyd's*A&CP	CaledonS. B.&E.Co.Ld. Dundee	Dundee,Perth& LondonShipping Co.Ld. *CellDBa&u*E85′	283·8 294·0(O.L.) F24′ FK&BK¾′ *f*98′259*t MT*7′116*t* *DTa*9′119*t FPT*	42·1	15·8	Dundee British *5BHptCem* *Coll BH to S dk* 4 ,, ,, 2nd ,, 67*t APT*51*t*	T.3Cy.20½″,35″&59″–42″ (*s*) 220lb 361NHP 3SB(Spt)9*cf*,GS180,HS6651 A.Stephen&Sons,Ld.Gls.	17 ″ 0 s ″ 2 17 ″ 0	
73443 144297 GNWT	**Dundrum Castle** ssGls.No.3–10,32 ssN.Yk.No.1–38 Sub.Sig. *2Dks(Stl)&3rd dk (Stl)in No.1hold*	5259 4796 3214	✠100A1 2,40 BS9,39 ✠LMC3,36	Liv		CL 4,39	1919 12mo *Lloyd's*A&CP	Harland& Wolff,Ld. Greenock	Union-CastleMail S.S.Co.Ld. *CellDB*	400·3 P50′B113′F39′ FK 340′1051*t FPT*132*t*	52·3	28·5	London British *7BHptCem* *APT*220*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 6 ″ 0½ 25 ″ 3	
73444 136462 VJCR	**Dundula** ssSyd.No.3–9,32 ssSyd.No.1–36 *1Dk(Stl)&Web frames* *Longitudinal framing* *Cargo battens not fitted*	3344 3010 1936	✠100A1 5,40 ~~6,39~~ ~~BS5,39~~ ✠LMC~~6,36~~ 5,40	NSW Syd	*v*	CL ~~6,37~~ 5,40	1920 1mo	Common- wealthNaval Dockyard Sydney,NSW A&CP	TheAdelaide SteamshipCo.Ld. *CellD*	331·0 341·0(O.L.) P31′B95′F30′ FK B277′882*t FPT*118*t*	47·9	23·5	Melbourne British *5BHCem* *APT*204*t*	T.3Cy.25″,41″&68″–45″ (*s*) 190lb HS8289 520NHP 3 Water Tube Boilers FD Thompson&Co.(Castlemaine)Proprietary,Ld. Castlemaine,Vic.	26 ″ 1 s 4 ″ 5¾ 21 ″ 10	
73445 164578 MKMP	**Dunedin Star** TwinSc *Tonnage opening closed '40* *OilEng.* *1Dk&Shelter dk,3rd dk except in No.1 hold,4th dk forward of Mchy. space* *Ref.Mchy.* *CruiserStern* D.F. E.S.D. GyC. ssLon.No.1–40	~~14008~~ — ~~10214~~ 12891 11648 8020	✠100A1 *with freeboard* ~~5,40~~ ~~10,39~~4,41 ✠LMC CS10,40 DBS1,40 1,39 ✠Lloyd'sRMC~~10,40~~4,41	Liv ~~Lon~~ Avn	*i*† 2 7/12	CL 5,39	1936 2mo *Lloyd's*A&CP	Cammell, Laird&Co.Ld. Birkenhead	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *CellDB*379′1347*t* *tunnels*1405*t* *Duct keel forward of mchy.space*	530·0 551·0(O.L.) P83′B201′F70′ FK *Tanks in way of* *FPT*116*t APT*166*t*	70·4	32·3 40·7	London British *8BHptCem* (*Coll to Sh dk* 7 ,, 2nd,,)	Oil Engines 2S.C.SA 18Cy.28¾″–49 1/16″ 2516NHP 2DB*100lb* SulzerBros.Ld.Winterthur	~~35 ″ 0~~ ~~s 5 ″ 8¼~~ ~~29 ″ 6½~~ 43 ″ 4 s13 ″ 0½ 30 ″ 6½	
73446 160763 GNTJ	**Dunelmia** ssHpl.No.2–38 D.F. *1Dk(Stl)*	5207 4929 3220	✠100A1 ~~6,40~~ ~~6,30~~4,41 ~~BS6,39~~ ✠LMC7,38 6,40	Hpl ~~Swa~~Npt	*z*	CL 5,39	1929 10mo *Lloyd's*A&CP	W.Gray& Co.Ld. WHartlepool	MetcalfeShipping Co.Ld (Metcalfe, Son&Co.Ld.*Mgrs*) *CellDB*	421·3 434·0(O.L.) P30′B240′F43′ FK 371′1413*t FPT*175*t*	54·2	27·2	W.Hartlpl British *8BHCem* *APT*167*t*	T.3Cy.26″,43″&71″–48″ (*s*) 180lb 494NHP 3SB,9*cf*,GS162,HS7356 FD Cen.Mar.EWrks.LdW Hpl.	30 ″ 1 s 5 ″ 0½ 25 ″ 3½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
73447 165552 GBBR	**Dunera** Ⓟ TwinSc OilEng. D.F. E.S.D. 3Dks,Platform dk forward Ref.Mchy. Cruiser Stern Cargo battens not fitted	11162 7524 6634	✠100A1 with freeboard ~~2,40~~ 8,39 2,41 ~~9,40~~ ✠LMC8,37	Fal Syd	f† 2¼	CL	1937 8mo	Barclay, Curle&Co.Ld. Glasgow Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB423'1486t Tanks at sides of tunnels 620t FPT121tAPT43t	496·5 516·8(O.L.) F61'Shadedk FK	63·2	31·0	London British 9BHptCem	Oil Engines 2S.C.SA 10Cy.22 1/16"–66⅛" 2DB100lb 1510NHP Barclay,Curle&Co.Ld.Gls.	35"0 s11"10½ 23"4	BT till 8,40
73448 220280 KUZV	**Dungannon** ssNYk.No.3–4,35 Mchy.Aft ssNYk.No.1–39 D.F. 2Dks(Stl)&Webframes Longitudinal framing Now "Massachusetts," see No. 89038 in Supplement	6928 6670 4292	100A1 5,40 ~~8,39~~ BS~~6,39~~5,40 LMC MS8,39 Carrying Petroleum in bulk Fitted for oil fuel 4,23 F.P. above 150° F.	NYk	b†	CL 1,38	1920	Bethlehem S.B.Corp Ld. Alameda,Cal.	TheTexas Company CellDBuE&B62'202t DTf50'885tFPT97tAPT74t	435·0 P106'B48'F43' FK	56·0	32·0	Wilmgton (Del.) Utd.States 13BHptCem (9 ,, to Udk 4 ,, ,,2nd,,)	T.3Cy.27",48⅛"&76¼"–48" (s) 220lb 597NHP 3SB,9cf,HS8235 FD BethlehemS.B.Corporation S.Francisco	33"6	
73449 135580 MFDB	**Dungrange** (exYewbank–37, 3Mst exOkehampton, ssBwg.2ndNo.3–10,37 exAberdale) Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	621 413 265	✠100A1 11,40 ~~5,39~~ ~~BS2,39~~ ✠LMC12,36 BS~~4,40~~5,41	Gmh PGl	i	CL ~~5,38~~ 11,40	1914 5mo	J.Fuller- ton&Co. Paisley Lloyd'sA&CP	DungrangeS.S. Co.Ld.(Buchan& Hogg,Ld.Mgrs.) CellDBf95'137tFPT51tAPT44t	175·0 Q96'B9'F32' BK6"	28·1	10·4	Grngemth British 3BHCem	T.3Cy.14",24"&40"–27" (s) 180lb 90RHP 1SB,3pf,GS54,HS1848 Fishers,Ld.Paisley	13"0 s4"4¾ 13"1¼	
73450 164118 GZQQ	**Dunkeld** OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern	4944 4558 2994	✠100A1 with freeboard 10,40 ~~1,40~~ ✠LMC5,37 Carrying vegetable oil in deep tank	Npt Mel	a† 2	CL 10,40	1937 5mo	Barclay Curle&Co.Ld. Glasgow Lloyd'sA&CP	LomondShipping Co.Ld.(Robt.J. Dunlop,Mgr.) CellDB360'1393tMT32'1284tFPT119tAPT95t	418·2 431·8(O.L.) F40' FK	55·2	25·5	Glasgow British 7BHptCem (Coll to Shdk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 387NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	29"0 s3"6¼ 25"8½	
73451 FPDV	**Dunkerque** (exDuc de Brabant–38) ssAnt.No.3–10,37 D.F. 1Dk(Stl)&Shelter dk(Stl)	2477 2293 1466	✠100A1 with freeboard 9,38 BS9,38 ✠LMC10,37 Surveys delayed	Rou	u	CL 8,38	1925 5mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	LesCargos AlgériensSoc. Anon. CellDBa93'uE21'f142'595tAPT57t	315·9 FK	45·1	20·6	Algiers French 5BHptCem (Coll to Shdk 4 ,, 2nd ,,)	T.3Cy.22",37"&61"–42" (s) 180lb 283NHP 3SB,6cf,GS135,HS4662 Wllsnd.Slpwy.Co.Ld.Nwc.	22"10 s1"6 21"5¾	
73452 FNWD	**Dunkerquois** ssDnk.No.1–24 2Dks	3145 2919 1971	✠ ... 6,25 ✠				1920 11mo	Ardrossan DD&SBCoLd Ardrossan	Cie.desBateaux à Vap.duNord.(Soc. Anon.deGérance et d'Armement, Mgs)	331·2 P29'B170'F39' FK	47·3	22·1	Dunkirk French WB	T.3Cy.24",40"&65"–45" 308NHP J.G.Kincaid&Co.Ld.Grk.	24"6	V †
73453 163853 MBTV	**Dunkerton** Ⓟ ssBrs.No.1–38 Mchy.Aft 1Dk(Stl) CruiserStern Cargo battens not fitted	505 366 182	✠100A1 7,40 ~~8,39~~ BS7,40 ✠LMC8,38	Brs Cff	g	CL ~~8,39~~ 7,40	1934 4mo	AilsaS.B. Co.Ld. Troon Lloyd'sA&CP	BristolSand& GravelCo.Ld.(F.E. Peters,Mgr.) CellDB81'105tFPT67tAPT44t	148·0 Q56'B9'F24' FK	28·1	11·4	Bristol British 4BHCem	T.3Cy.13½",21"&35"–26"(s) 180lb 62RHP 1SB,3cf,GS55,HS1560 AilsaS.B.Co.Ld.Trn.	13"3 s "9½ 12"6¼	
73454 149636 GNFK	**Dunkwa** OilEng. ssDrt.No.2–35 3Dks Tonnage opening closed'39	4752 4055 2841	✠100A1 with freeboard Examined 11,40 ✠LMC CS11,35 DBS~~1,39~~ 5,40 1,38 Carrying vegetable oil in deep tanks	~~Cff~~ Lon	x	CL 4,38	1927 8mo	A.McMil- lan&Son,Ld. Dumbarton Lloyd'sA&CP	ElderDempster Lines,Ld. CellDB292'778tDTsa58'616tFPT97tAPT100t	355·3 367·5(O.L.) P37'F42' FK	49·2	22·4 31·2	Liverpool British 6BHptCem (Coll to Wdk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.29⅛"–59 1/16" 489NHP DB100lb Harland&Wolff,Ld.Gls.	33"5 s10"11½ 22"7¾	
73455 117530 MDGZ	**Dunleary** ssLiv.2ndNo.3–8,30 Mchy.Aft ssArd.No.2–39 Well deck 1Dk(Irn) Cargo battens not fitted	480 335 193	✠100A1 6,41 ~~9,39~~ ✠LMC1,39 BS~~6,40~~ 6,41	Trn Abn	h	CL ~~1,39~~ 6,41	1905 12mo	A&J.Inglis Ld. Glasgow Lloyd'sA&CP	North of Scotland &Orkney&Shet- landSteamNav, Co.Ld. CellDBf84'96tFPT40tAPT5t	159·9 Q86'B11'F32' BK7"	26·1	10·4	Aberdeen British 3BHCem	C.2Cy.20"&42"–30" (s) 130lb 96RHP 1SB,3pf,GS55,HS1619 A.&J.Inglis,Ld.Glasgow	12"9 s3"11 12"11	
73456 118490 GLWN	**Dunluce Castle** Ⓟ TwinSc ssLon.2ndNo.3–10,29 ssLon.No.1–35 Ref.Mchy. 3Dks(Stl–Uteaks) D.F.	8131 6578 4999	✠100A1 9,37 BS7,38 ✠LMC3,33	Lon	e†	CL PN9.36 s9,36	1904 9mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	CellDBa112'uE37'f191'1079tFPT84tAPT50t	475·5 P&B315'F70' FK&BK3"	56·9	31·7	London British 8BHCem	Q8Cy.22½",32",46½"&68"–51" 220lb (s) 965NHP 3D&1SB21cfGS411HS16899 Harland&Wolff,Ld.Bel.	35"1 s8"10¼ 27"0	
73457 129046 MDBZ	**Dunmoir** (exLowick–36, exContinental ssMdb.2ndNo.3–10,34 Trader,ex ssGmh.No.1–38 Steersman) Welldeck 1Dk(Irn) Mchy.Aft Cargo battens not fitted	562 384 254	✠100A1 4,40 ~~8,39~~ ✠LMC MS11,38 BS~~3,40~~ 3,41	Gmh	i	CL ~~12,38~~ 4,40	1909 10mo	WoodSkin- ner&Co.Ld. Newcastle Lloyd'sA&CP	~~Buchan&Hogg~~ DunmoirS.S.Co. Ld. (Buchan& Hogg,Ld.Mgrs.)	170·2 177·1(O.L.) Q80'B14'F22' FK DBf102'124tFPT34t	27·5	10·7	Grngemth British 3BHCem	T.3Cy.15½",25"&41"–27" (s) 180lb 98RHP 1SB,3cf,GS54,HS1912 N.E.MarineEng.CoLdNwc	13"0 s "6¾ 12"6¾	
73458 109588 GKXL	**Dunmore Head** (exReval) ssBel.3rdNo.3–6,35 1Dk(Stl)&Spar dk(Irn)& deep framing	1682 1476 1056	✠100A1 Spar dk with freeboard 5,38 BS11,39 ✠LMC4,35	Bel	q	CL 10,39	1898 8mo	Ramage& Ferguson,Ld. Leith Lloyd'sA&CP	CellDBa59'uE&B35'f100'357tAPT22t	246·2 B60'F30' FK	37·6	13·6 20·5	Belfast British 4BHCem	T.3Cy.19",31 7/16"&50"–36"(s) 175lb 90lb 154NHP 2SB,4cf,GS80,HS2272 Ramage&Fergusn,Ld.Lth.	22"6 s3"3 19"5	
73459 145344 MKYD	**Dunnet Head** (exSt.Senan) ssLth No.3–4,33 ssLth.No.2–40 ~~ssLth.No.1–27~~ Mchy.Aft 1Dk(Stl) Well deck	515 347 223	✠100A1 ~~7,40~~ ~~8,39~~ 12,40 BS8,40 ~~BS4,39~~ ✠LMC4,~~33~~ ✠NB12,18 refitted 6,21 MS12,40	Lth	g	CL ~~5,38~~ 10,40	1921 6mo	JIThorny- croft&Co.Ld. Southampton Lloyd'sA&CP	A.F.Henry& MacGregor,Ld.	155·7 161·0(O.L.) Q86'B11'F25' FK FPT48tAPT20t	26·2	11·4	Leith British 3BHCem	T.3Cy.13 13/16",22"&35"–27"(s) 185lb 70RHP 1SB.3cf,GS51,HS1832 FD JIThornycroft&CoLdSou.	12"6 s3"8½ 12"5	
73460 164637 GYVM	**Dunnottar Castle** Ⓟ TwinSc OilEng. 3Dks,4th dk except in after hold Ref.Mchy. Sub.Sig. CruiserStern D.F. E.S.D.	15007 11585 9181	✠100A1 with freeboard 9,39 DBS2,39 ✠LMC6,36	Nwc	j† 2 1/16	CL	1936 6mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP CellDB417'1818t Tanks at sides of tunnels 25'196t FPT98t APT230t	Union-CastleMail S.S.Co.Ld.	540·0 560·0(O.L.) B234'F96' FK	71·9	37·8	London British 9BHptCem (Coll to Wdk 8 ,, 2nd ,,)	Oil Engines 2S.C.DA 18Cy.17 11/16"–47¼" 1931NHP 2DB100lb Harland&Wolff,Ld.Bel.	43"6 s15"6¾ 28"2	
73461 161013 GJYN	**Dunsley** ssCff.No.2–38 1Dk(Stl)	3862 3481 2317	✠100A1 ~~1,40~~ 8,41 Sld ~~NYk~~ ~~BS1,39~~ ✠LMC1,38 MBS8,41 DBS8,40	Cff	w	CL ~~1,39~~ 8,40	1929 9mo	R.Thomp- son&Sons,Ld. Sunderland Lloyd'sA&CP	Headlam&Son's S.S.Co.Ld. (Headlam&Son, Mgrs.)	360·2 P31'B217'F36' FK CellDB307'939t	50·0	23·1	Whitby British 6BHCem APT147t	T.3Cy.25",42"&68"–45" (s) 180lb 180lb 340NHP 2SB,8cf,GS128,HS5276 N.E.MarineEng.Co.Ld.Sld	25"5 s3"1¾ 22"5¾	
73462 147297 GYFK	**Dunstan** (exA.D.Bordes–35, exSaintOswald) ssLiv.No.3–9,37 2Dks(Stl)	5149 4804 3266	✠100A1 ~~6,40~~ ~~11,39~~ 11,40 BS~~3,40~~ ✠LMC10,36 3,41	Cff Liv	y	CL 7,38 CellDB348'1152tDTa30'860tAPT102t	1925 2mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'sA&CP	BoothS.S.Co.Ld. Intermediate 'tweendk BH in after hold dispensed with	404·9 419·0(O.L.) P38'B119'F39' FK	53·0	27·6	Liverpool British Cem 5BHtoUDk 1 ,, ,,2nd,,	T.3Cy.27",44"&73"–48" (s) 180lb 477NHP 3SB,9cf,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow only	30"0 s5"8¼ 24"7	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
73463 140981 GCSD	**Dunster Grange** TwinSc *OilEng.* *ss*Lon.No.2-36 3*Dks*(*Stl–Uws*)4*th dk*(*Stl*) *Ref.Mchy.* D.F. *in holds* *CruiserStern*	9494 7548 6011	✠100A1 Examined 12,40 Liv 3,41 ✠LMC CS5,37 DBS~~3,39~~12,40 5,36 ✠Lloyd'sRMC~~4,40~~6,41 ~~3,41 12,40 9,40 7,40~~	~~Sou~~	*d*†	CL SN5,38 P4,39	1928 1mo	Fairfield SB.&E.Co.Ld Glasgow *Lloyd'sA&CP*	HoulderLine,Ld. (HoulderBrothers &Co.Ld. *Mgrs.*) *Duct keel fwd. of mchy. space* *CellDB*369'1672*t Tanks in way of tunnels* 466*t FPT*78*t APT*113*t*	431·3 B250'F82' FK	64·5	35·4	London British 8*BHptCem*	Oil Engines 2S.C.SA 12Cy.28½"-39" 1708NHP 3DB*125lb* FairfieldS.B.&E.CoLd.Gls.	38 ″ 2 s 7 ″ 4½ 31 ″ 0½	
73464 159556 VLFB	**Duntroon** Ⓟ TwinSc *OilEng.* D.F. E.S.D. *ss*Syd.No.1-39 *Ref.Mchy.* 3*Dks* *CruiserStern*	10346 6378 6137	✠100A1 *withfreeboard* ~~3,40 2,40~~ 12,40 ✠LMC CS8,39 ~~DBS5,39 4,40~~ 10,38	Syd DBS5,41	*e*† 2½	CL ~~7,38~~ 12,40	1935 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	MelbourneSteamshipCo.Ld. *CellDB*345' 617*t* *Tanks at sides of tunnel*242*t FPT*74*t APT*217*t*	455·0 B&F438' FK	65·2	30·2	Melbourne British 7*BHCem*	Oil Engines 2S.C.DA 12Cy.17$\frac{11}{16}$"-47¼" 1288NHP DB*75lb* J.G.Kincaid&Co.Ld.Grk.	36 ″ 0 s10 ″ 8 25 ″ 6	
73465 67528 MPQY	**Dunvegan** (*ex*Spray-32) Iron *ss*Abn.5thNo.3-9,28 *ss*Bkn.No.2-37 *Cargo battens not fitted* 1*Dk*(*ptStl*)	632 506 375	✠90A1 7,40~~2,37~~ ✠NB7,90 MS8,36 ~~MBS7,38~~	Bkn Liv LMC ~~DBS5,37~~ BS5,40	*j*	CL ~~1,37~~ 2,40	1872 6mo	Hall,Russell&Co. Aberdeen A&CP	KyleShipping Co.Ld.(Monroe Bros. *Mgrs.*)	181·1 Q65' BK7½'	28·0	14·5	Aberdeen British 4*BHCem* *DBa*37'70*t*	C.2Cy.28"&45¾"-30" (*s*) 80lb. ~~100lb~~ NDB01 90RHP 1SB,3*pf*,GS60,HS1359 Hall,Russell&Co.Abn.	15 ″ 4 s 1 ″ 5½ 14 ″ 9	
73466 164702 GYXG	**Dunvegan Castle** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 3*Dks*,4*th dk* *Ref.Mchy. except in after hold* Sub Sig. *CruiserStern*	15007 11585 9174	✠100A1 *withfreeboard* 7,39 DBS5,39 ✠LMC8,36	Lon	*j*† $2\frac{9}{16}$	CL	1936 8mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	Union-CastleMail S.S.Co.Ld. *CellDB*417'1818*t* *tunnels*25'196*t*	540·0 B234'F96' FK *Tanks at sides of* *FPT* 98*t APT* 230*t*	71·9	37·8	London British 9*BHptCem* (*Coll to W dk* 8 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 18Cy.17$\frac{11}{16}$"-47¼" 1931NHP 2DB*100lb* Harland&Wolff,Ld.Bel.	43 ″ 6 s15 ″ 6¾ 28 ″ 2	BT till 7,40
73467 141942 MJXN	**Dunvegan Head** (*ex*Alouette-36, *ex*PentlandFirth) *ss*Lon.No.3-3,33 *ss*Lth.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	638 424 296	✠100A1 4,41~~12,39~~ ~~DS6,39~~ ✠LMC12,36 BS~~7,40~~4,41	Lth	*i*	CL 6,38	1920 1mo	Ardrossan D.D.&S.B. Co.Ld. Ardrossan *Lloyd'sA&CP*	A.F.Henry& MacGregor,Ld. *CellDBf*97'148*t FPT*46*t APT*29*t*	175·4 180·4(O.L.) Q100'B11'F28' FK	28·3	10·1	Leith British 3*BHCem*	T.3Cy.14",23"&38"-27" (*s*) 180lb 99RHP 1SB,3*pf*,GS58,HS1780 W.Beardmore&Co.Ld. Coatbridge	12 ″ 6 s3 ″ 8 12 ″ 5½	
73468 FNMG	**Dupleix** Ⓟ *Ref.Mchy.* D.F. 2*Dks*	7135 6506 4427					1914	Atel.&Ch. delaLoire Nantes	ChargeursRéunis	417·9 B148'	54·0	37·6	Havre French *WB*	T3Cy27$\frac{21}{32}$",46$\frac{1}{16}$"&76"-51$\frac{21}{32}$" 416NHP Atel.&Ch.delaLoire,Nts.		V
73469 PUBC	**Duque de Caxias** Ⓟ (*ex*Benevente,*ex*RioGrande) Sub.Sig. 2*Dks*	4556 3580 2879					1904	J.C.Tecklenborg A.G. Wesermünde-G.	LloydBrasileiro	361·2 P236'F29'	46·7	26·2	R.Janeiro Brazilian	T.3Cy.22$\frac{13}{16}$",38$\frac{13}{16}$"&65¾"-48" 300NHP J.C.TecklenborgAG.Wsm		V
73470 140578 GPDT	**Duquesa** TwinSc *ss*Lon.No.3-12,29 *ss*Liv.No.2-39 *Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl–ws*) *Cruiser Stern*	8651 7529 5400	✠100A1 *Shelter dk* *withfreeboard* 2,40 ✠Lloyd'sRMC~~2,40~~ 9,40~~6,40~~	Sou BS11,39 ✠LMC10,38	*c*†	CL 2,40	1918 5mo	IrvinesS.B &D.D.Co.Ld. WHartlepool *Lloyd'sA&CP*	Furness-Houlder ArgentineLines, Ld. *Cell DB*362'1121*tFPT*94*t APT*129*t*	429·0 451·0(O.L.) B257'F37'*on Shelter dk* FK	61·3	27·7	Liverpool British 7*BHCem*	T.6Cy.25",41½"&70"-48" (*s*) 200lb 1076NHP 5SB(Spt)*20cf*,GS399, HS16396 FD Richardsons,Westgarth& Co.Ld.Hpl.	38 ″ 3 s 8 ″ 7½ 29 ″ 11½	
73471 ~~217612~~ ~~KBCO~~	**Duquesne** *Fitted for oil fuel* Sub Sig. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing* Now "Empire Kudu," *see No.* [illegible] *in Supplement*	6262 5895 3872	✠ ... 6,20 ✠				1919 3mo	Federal S.B.Co. Kearny,N.J.	~~LykesBros.~~ ~~SteamshipCo.,Inc.~~	395·5 P45'B110'F38'*on Shelter dk* FK	55·0	31·4	British *WB*	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	R †
73472 220410 KDBT	**Durango** *Fitted for oil fuel* *Mchy.Aft Carrying petroleum in bulk* D.F. *Longitudinal framing* 2*Dks*	6986 — 4301					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Farr Spinning& Operating Co.	435·0 P123'B50'F33'	56·0	32·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.S.Fo.		R
73473 DHFO	**Durazzo** Ⓟ Wireless 1*Dk*&*Shelterdk*	1153 809 556					1922	J.L.Meyer Schfw&Msch Papenburg	Hamburg-Amerik. Packetf.-Act.Ges. (Ham.Amr.Linie)	227·5 B66'F31'	34·5	12·5	Hamburg German *WB*	T.3Cy.17¾",29½"&46"-31½" 118NHP J.L.Meyer,Papenburg		G
73474 166617 GPGP	**Durban Castle** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* D.F. E.S.D. GyC. *Cruiser Stern* Sub.Sig. 3*Dks*,4*th dk except in after hold* *Weather dk pt electrically welded*	17388 13385 10435	✠100A1 *withfreeboard* 12,40~~3,40~~ ✠LMC12,38	Sou Gls	*l*† $2\frac{11}{16}$	CL	1938 12mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	Union-CastleMail S.S.Co.Ld. *CellDB*435'1944*t* *tunnels*25'212*t*	570·7 594·6(O.L.) B283'F110' FK *Tanks at sides of* *FPT*137*tAPT*301*t*	76·4	39·5	London British 9*BHptCem* (*Coll to W dk* 8 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 16Cy.24$\frac{7}{16}$"-55⅛" 3284NHP 3DB*100lb* Harland&Wolff,Ld.Bel.	45 ″ 6 s16 ″ 6¾ 29 ″ 2	BT till ~~10,40~~ 11,41
73475 26431 JKQD	**Durban Maru** *ss*Yka.No.3-12,31 *ss*Yka.No.2-40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	7164 6700 4383	✠100A1 *Shelter dk* *withfreeboard* 1,41 ~~1,40~~ BS2,41 ✠LMC1,40	Yka	*a*†	CL 12,38	1919 11mo	Mitsubishi ZosenKaisha Ld.Nagasaki A&CP	NipponYusen K.K. *CellDB*365'1163*tDTa*28'1128*t FPT*108*t APT*95*t*	420·0 F47' FK	56·0	38·5	Tokyo Japanese *Cem* 8*BHtoSh dk*	T.3Cy.28",47"&79"-51" (*s*) 200lb 574NHP 3SB,*9cf*,GS192,HS7726 FD MitsubishiZosenKaishaLd	38 ″ 7 s10 ″ 4½ 28 ″ 5	
73476 149998 MPTC	**Durdham** *ss*Cff.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	477 353 176	✠100A1 4,40 BS7,39 ✠LMC7,38	Cff	*g*	CL 1,40	1930 2mo	AilsaS.B. Co.Ld. Ayr *Lloyd'sA&CP*	BristolSand& GravelCo.Ld. (F.E.Peters, *Mgr.*) *Cell DB*88' 97*t FPT*39*t APT*36*t*	145·5 Q48'B9'F23' FK	27·1	11·4	Bristol British 4*BHCem*	T.3Cy.13½",21"&35"-26" 180lb (*s*) 62RHP 1SB,*3cf*,GS55,HS1560 AilsaS.B.Co.Ld.Troon	13 ″ 3 s ″ 11 12 ″ 5	
73477 146312 GFSL	**Durenda** TwinSc *ss*Mdb.No.3-12,34 *ss*Fal.No.1-38 *OilEng* 2*Dks*(*Stl*)	7241 6795 4454	✠100A1 ~~0,40~~ ~~1,40~~ 2,41 ✠LMC CS5,38 DBS~~9,39~~9,40 4,38	Mdb ~~Cal~~ Liv	*c*†	CL 4,38	1922 9mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*386' 1519*t FPT*149*tAPT*75*t*	450·1 P45'B149'F41' FK	58·3	32·8	Glasgow British 7*BHptCem*	Oil Engines 4S.C.SA 16Cy.26$\frac{5}{16}$"-47" 1070NHP DB*100lb* NBDieselEng.Wks.Ld.Gls	35 ″ 6 s 7 ″ 11 27 ″ 10½	
73478 163522 GWWK	**Durham** TwinSc *OilEng.* *ss*Liv.No.1-38 *Ref.Mchy.* 2*Dks*&*Shelter dk* D.F. 4*th dk in Nos.*1&2 *holds* E.S.D. *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	~~13053~~ ~~11033~~ ~~7780~~ 10893 9539 6261	✠100A1 *withfreeboard* ~~11,40~~3,40 4,41 ✠LMC CS10,39 ~~DBS4,39~~ 4,39 ✠Lloyd'sRMC~~4,40~~ 6,41 ~~1,41~~	Lon Syd DBS11,40		CL ~~11,37~~ 11,40	1934 9mo	Workman Clark(1928) Ld. Belfast *Lloyd'sA&CP*	FederalStm.Nav. Co.Ld. *Duct keel forward of mchy.space* *CellDB*386' 1697*t tanks in way of tunnels* 966*tFPT*70*t APT*74*t*	493·5 513·0(O.L.) 43·0 FK	68·6	34·5	London British 8*BHptCem* (*Coll to Sh dk* 7 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 16Cy.28⅝"-49$\frac{3}{16}$" 2236NHP 2DB*120lb* WorkmanClark(1928)Ld.	~~38 ″ 8~~ ~~s 6 ″ 7~~ ~~32 ″ 0½~~ 47 ″ 2 s14 ″ 1¾ 33 ″ 6¼	
73479 131864 MDRK	**Durham Coast** (*ex*NewAbbotshall) *ss*Bkn.2ndNo.3-1,36 *Well deck Mchy.Aft* 1*Dk*(*Stl*) Wireless D.F. E.S.D.	783 605 328	✠100A1 Examined 1,41 ✠LMC MS1,36 BS~~7,38~~8,40 ✠NB16*refitted*5,37	~~Mch~~ Lon	*m*	CL ~~7,38~~ 3,41	1912 2mo	GooleS.B. &Repg.Co.Ld Goole *Lloyd'sA&CP*	CoastLines,Ld. *CellDBf*131'145*tFPT*17*tAPT*33*t*	215·0 Q68'B26'F91' FK	32·0	12·3	Liverpool British 3*BHCem*	T.3Cy.18",29"&48"-33" (*s*) 180lb 191NHP 1SB,*4cf*,GS84,HS2881 FD Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 6 s ″ 2½ 14 ″ 4½	

131/40

113/40

1	2 / 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
73480 YTAV	Durmitor (exPlutarch) Now "Radwinter," see No. 89332 in Supplement 2Dks	5623 3581					1913	Russell& Co Pt.Glasgow	Dubrovacka PlovidbaA.D.	423·5|56·0|28·7 P38'B123'F48'	Dubrovnik Yugoslav WB	T.3Cy.27",44"&73"–48" 369NHP J.G.Kincaid&Co.Ld.Grk.		C
73481 275 HSAE	Dusit TwinSc ssBgk.2ndNo.3–2,35 ssBgk.No.1–39 Mchy.Aft 1Dk(Stl)	476 — 243	✠100A1 ~~7,10~~ ~~5,39~~ 3,41 BS7,40	Bgk ✠LMC8,39	g	CL ~~5,39~~ 7,40	1911 4mo Lloyd's A&CP	G.Brown & Co. Greenock	A/SDet Östasiatiske Kompagni	160·0|26·1|11·4 B7'F21' FK WB=FPT	Bangkok Thai 3BHCem 53tAPT27t	C.4Cy.12"&24"–15" (s) 130lb 58NHP 1SB,2pf,GS39,HS1192 Gauldie,Gillespie&Co.Gls.	12 ″ 3 s 1 ″ 6 10 ″ 10	
73482 DJQA	Düsseldorf TwinSc OilEng. 1Dk Sub.Sig. CruiserStern	1217 979 639					1935	Lübecker Flender-WerkeA.G. Lübeck Siems	Schiffahrt-u. Assekuranz-GesE.Russ&Co.	242·4|36·2|14·3 Q123'F29'	Hamburg German WB	Oil Engines 4S.C.SA 12Cy.13$\frac{3}{4}$"–19$\frac{11}{16}$" 220NHP Linke-Hofmann-Werke A.G.Breslau		G
73483 LIVK	Dux Wireless D.F. CruiserStern 1Dk	1590 1324 943					1934	Trndhjms Mek.Værks. Trondheim	A/S Dux(V.L. Schage,Mgr.)	244·2|40·2|16·9 P45tH178t	Oslo Norwegian WB	C.4Cy.(2)12$\frac{13}{16}$"&(2)27$\frac{9}{16}$"–27$\frac{9}{16}$" 66NHP TrondhjemsMVTrondheim		N
73484 PKQL	Duymaer van Twist 1Dk	1030 712 538					1925	Wilton's E. &SlipwayCo. Rotterdam	Koninkl.Paketv. Maats.	230·1|38·2|10·4 P35'B80'F29'	Batavia Dutch WB	C.4Cy.(2)12$\frac{3}{4}$"&(2)27$\frac{9}{16}$"–27$\frac{9}{16}$" 67NHP Gebr.Stork&Co.Hengelo		V
73485 UOAM	Dvina (exSvane) 1Dk	1773 1351 1026					1922	OuseS.B. Co.Ld. Hook, nr.Goole	U.S.S.R.	255·6|40·1|16·1 P18'Q82'B57'F21'	Vladvostk Russian WB	T.3Cy.19$\frac{1}{2}$",31"&53"–36" 169NHP Earle'sCo.Ld.Hull		
73486 UNLE	Dvinoles OilEng. 1Dk	3946 3527 2194					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	347·6|51·5|24·9 P29'B53'F30'	Odessa Russian	Oil Engines 2S.C.SA 4Cy.26$\frac{3}{4}$"–47$\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
73487 DHFP	Dwarssee (exHannaburg,exHannah Hölken,exLouisa) 1Dk	552 403 287					1920	Gebr.van Diepen Waterhuizen	W.Schuchmann	157·9|27·1|11·4 P55'H49'F22'	Brmrhavn German WB	T.3Cy.12$\frac{1}{2}$",19$\frac{7}{10}$"&31$\frac{1}{2}$"–22" 47NHP CäsarWollheim,Breslau		G
73488 144044 MJXY	Dynamo ssLon.No.3–3,33 ssLon.No.1–37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	809 548 377	✠100A1 ~~9,40~~ ~~4,40~~ 4,41 BS8,40 MS5,37	Lon Yar ✠LMC ~~BS7,39~~	k	CL ~~4,40~~ 3,41	1920 5mo Lloyd's A&CP	R.William-son&Son Workington	Ellerman'sWilson Line,Ld.	186·3|29·4|12·4 Q116'B9'F23' FK CellDBf112'162t	Hull British 3BHptCem FPT40t	T.3Cy.14",24"&39"–27" (s) 180lb 90lb 76RHP 1SB,3pf,GS58,HS1809 McKie&Baxter,Glasgow	14 ″ 7 s 4″10$\frac{1}{2}$ 14 ″ 4	
73489 LDLY	Dyröy Ⓟ (exDyrö–36) 2Dks	372 341 201					1915	Trndhjms Mek.Værks. Trondheim	A/STromsFylkes Dampskibsselskab	138·2|23·1|16·1	Tromsö Norwegian WB	T.3Cy.12",20"&33"–21" 49NHP TrondhjemsM.V.Trondhm		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numéro d'Ordre — Numéro Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. of Trade
73490 204664 WDQB	**E. A. S. Clarke** (*ex*H.P.Bope) D.F. GyC. *Mchy.Aft* 1*Dk*	5750 — 4422					1907	Superior S.B.Co. Superior,Wis	**InterlakeS.S.Co.** **(Pickands, Mather &Co.***Mgrs.***)**	540·0|56·0|30·0 *WB*	Wilmgton (Del.) Utd.States	Q.4Cy.18½",28½",43½"&66"–42" 282NHP SuperiorS.B.Co.Superior		R
73491 200666	**E. C. Collins** (*ex*EdwinF.Holmes) D.F. GyC. *Mchy.Aft* 1*Dk*2*trB*	4132 — 3517					1904	American S.B.Co. Lorain,O.	**PittsburghS.S.Co.**	420·0|50·0|28·0	**Duluth** Utd.States *WB*	T.3Cy.22",35"&58"–40" 213NHP AmericanS.B.CoCleveland		
73492 136192 KJIF	**E. C. Pope** 3Mst (*Self-Unloader*) *Mchy.Aft* D.F. GyC. 1*Dk*2*trB*	2787 — 1887					1891	Detroit DryDockCo. Wyandotte	**NicholsonTransit Co.**	317·2|42·2|20·5 *WB*	**Detroit** **(Mich.)** Utd.States	T.3Cy.22",35"&56"–44" NB22 208NHP DetroitDryDockCo.Wynd.		R
73493 226588 WTVC	**E. G. B. Riley** (*ex*Seabord No.1) *OilEng.* Wireless D.F. *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	442 — 285					1929	Bethlehem S.B.Corp.Ld. Quincy,Mass.	**E.G.B.Riley TransportationCo.**	160·3|32·2|10·3	**Baltimore** Utd.States	Oil Engines 2S.C.SA 6Cy.11"–15" 127NHP WintonEngineCo.		
73494 107738 WDDP	**E. G. Mathiott** (*ex*D.E.Callender–37, *ex*HowardP.Eells.Jr.–34,*ex*S.B.Way, *ex*C.B.Nienaber,*ex*Sargent, 1*Dk* *ex*A.G.Brower) (*Self-Unloader*) *Mchy.Aft* GyC.	3582 — 2778					1902	Chicago S.B.Co. Chicago	**ColumbiaTranspn. Co.(Oglebay, Norton&Co.** *Mgrs.***)**	346·0|48·2|24·0	**Wilmgton** (Del.) Utd.States *WB*	T.3Cy.20",33½"&53"–40" 178NHP ChicagoS.B.Co.		R
73495 217173 WROO	**E. G. Seubert** (*ex*F.H.Wickett, *ex*E.L.Doheny ssN.Yk.No.3–11,30 Third) ssBal.No.2–39 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *Longitudinal framing*	9181 — 6746	✠100A1 *Shelter dk* *withfreeboard* ~~3,40~~ 10,40 MS12,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 11,18 *F.P. above* 150° F.	Bal ~~Gal~~ NOs ✠LMC BS1,41	*d*†	CL 7,39	1918 11mo	New York S.B.Corp. Camden,N.J. A&CP	**StandardOilCo.of NewJersey** *CellDBa*23'*uE&B*	467·6|62·7|32·0 36·3 FK 76'463t*DTf*40'441t	**Wilmgton** **(Del.)** Utd.States 17*BHptCem* (*Coll BH to Sh dk* 10 ,, ,, *U dk* 6 ,, ,, *2nd*,,)	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkSB Corp,Camden	39 " 6 s10 " 3½ 29 " 5¾	
73496 127944 MCWT	**E. Hayward** ssLiv.2ndNo.3–9,34 *Well deck* ssLiv.No.1–39 *Mchy.Aft* 1*Dk*(*Stl*–pt teak s)	444 355 161	✠100A1 6,39 BS8,40	Liv ✠LMC6,39	*g*	OG 5,38	1908 11mo *Lloyd's* A&CP	AilsaS.B. Co.Ld. Ayr	**ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld.** *Mgrs.***)** *Cell*	157·0|26·2|10·5 Q50'B10'F28' BK7' *DB f*81' 120t*FPT*	**Liverpool** British 3*BHCem* 54t*APT*6t	C.2Cy.18"&40"–27" (*s*) 130lb 64RHP 1SB,*3pf*,GS53,HS1842 AilsaS.B.Co.Ld.Troon	13 " 1 s " 11¾ 12 " 9	
73497 238988 WDGD	**E. J. Henry** *Carrying Petroleum in bulk* D.F. E.S.D. GyC. 1*Dk*&2*nd dk fwd* *Mchy.Aft* *Fitted for oil fuel* *Electrically welded* *CruiserStern* *Longitudinal framing–bracketless system*	11615 — 7240					1939	SunS.B.& DryDockCo Chester,Pa.	**AtlanticRefining Co.**	523·5|70·2|39·7 P104'B35'F64	**Phildlphia** Utd.States	1 steam turbine connected to elec. motor & sc.shaft GeneralElectricCo. Lynn,Mass.		R
73498 224662 WDDL	**E. J. Kulas** Ⓟ (*ex*WilliamC.Atwater–36) D.F. GyC. E.S.D. 1*Dk* *Mchy.Aft*	7768 — 6281					1925	Gt.Lakes Eng.Works RiverRouge, Mich.	**TheWilsonTransit Co.**	589·2|60·0|27·7	**Wilmgton** (Del.) Utd.States *WB*	T.3Cy.24½",40"&65"–42" 274NHP Gt.LakesEng.Wks.Detroit		R
73499 221181 KGAC	**E. J. Sadler** (*ex*Vancolite) TwinSc ssN.Os.No.3–12,33 ssN.Yk.No.1–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	9639 — 6014	✠100A1 *Shelter dk* *withfreeboard* ~~3,40 3,40~~1,41 ~~BS9,38~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	NOs Gal BS8,40 ✠LMC9,38	*f*†	CL ~~PN8,38~~ ~~S8,38~~ 1,41	1921 4mo	Federal S.B.Co. Kearny,N.J. A&CP	**StandardOilCo.of NewJersey** *Cell DB uE&B*	500·3|68·0|30·5 FK 68'199t*DTf*54'646t *FPT*258t*APT*142t	**Wilmgton** **(Del.)** Utd.States 19*BHptAsp* *ptCem* (4 *to Sh dk* 11 ,, *U* ,, 4 ,, *2nd* ,,)	T.6Cy.20½",35"&60"–42" (*s*) 210lb 676NHP 3SB,*12cf*,HS9618 FD FederalSB.Co.KearnyN.J	38 " 10 s10 " 3 28 " 11	
73500 219952 KJIH	**E. M. Bunce** (*ex*Montfaucon) *Fitted for oil fuel* 1*Dk*(*Stl*)	2310 1949 1440	✠ 10,27 ✠	Wyan-dotte	*r*		1920 8mo	Detroit S.B.Co. Wyandotte	**Mid-WestTrans-portationCo.Inc.** *CellDB*204'531t	251·0|43·6|22·2 P27'B64'F26' FK *FPT*58t*APT*89t	**Detroit** **(mich.)** Utd.States 4*BHptCem*	T.3Cy.20",33"&54"–40" 265NHP 2SB,*4cf*,GS88,HS3940 DetroitS.B.Co.Detroit	24 " 2	
Now	"Intrepido," *see No.* 88509 *in Supplement*													
73501 225482 KGAB	**E. M. Clark** (*ex*Victolite) TwinSc ssN.Yk.No.3–6,33 ssN.Yk.No.1–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *Longitudinal framing*	9647 — 6020	✠100A1 *Shelter dk* *withfreeboard* ~~4,40 11,39~~11,40 ~~BS10,39~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	Gal Mob BS10,40 ✠LMC9,37	*f*†	CL ~~S9,37~~ PN 10,39 s10,40	1921 7mo	Federal S.B.Co. Kearny,N.J. A&CP	**StandardOilCo.of NewJersey** *CellDBuE&B*68'	499·2|68·1|30·5 FK 199t*DTf*54'646t *FPT*258t*APT*142t	**Wilmgton** **(Del.)** Utd.States 19*BHptAsp* *ptCem* (4 *to Sh dk* 11 ,, *U* ,, 4 ,, *2nd* ,,)	T.6Cy.20½",35"&60"–42" (*s*) 210lb 676NHP 3SB,*12cf*,HS9618 FD FederalSB.Co.Kearny,N.J.	38 " 10 s10 " 3 28 " 11	
73502 OYIE	**E. M. Dalgas** D.F. 1*Dk*	2836 2471 1702					1930	Helsingörs Jernsk.&Msk. Elsinore	**Dampskibs.Vendila (Svendsen& Christensen,***Mgrs***)**	326·8|48·3|19·8 P22'B217'F30'	**Copnhagn** Danish *WB*	C.4Cy.(2)18 5/16"&(2)39⅜"–39⅜" 162NHP HelsingörsJernsk.&Mskb.		C
73503 221107 KDQD	**E. R. Kemp** *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk* *Longitudinalframing* 2*Dks*	4887 — 2847					1921	Bethlehem S.B.Corp.Ld. (HarlanPlnt) Wlmngtn Del	**SinclairRefining Co.Inc.**	375·2|53·2|28·1 P94'B37'F39'	**NewYork** Utd.States *WB*	T.3Cy.25",41"&68"–48" 320NHP BethlehemS.B.Corp.Ld. (HarlanPlnt)WlmngtnDel		R
73504 DHFQ	**E. Russ** Wireless 1*Dk*	993 789 573					1919	Stettiner Oderwerke Stettin	**ErnstRuss**	210·8|33·9|13·4 P12'Q59'B55'F22'	**Hamburg** German *WB*	T.3Cy.15⅝",25⅝"&41 7/16"–29½" 92NHP StettinerOderwerke		G
73505 164036 VRBS	**E. Sang** Ⓟ (*ex*HaiHeng–38) ssH.Kg.No.1–38 D.F. E.S.D. 2*Dks*	3370 2715 2001	✠100A1 *withfreeboard* ~~9,40 8,39~~ 10,40	HKg ~~Sng~~ ✠LMC6,38 BS10,40	*u* 1 11/16	CL ~~N8,39~~ 10,40	1934 9mo *Lloyd's* A&CP	Barclay, Curle&Co.Ld. Glasgow	**Indo-ChinaStm. Nav.Co.Ld.** *CellDB*275'575t	329·3|47·2|23·2 P35'B125'F45' FK *DTa*23'435t*FPT*42t	**HongKong** British 6*BHptCem* *APT*43t	T.3Cy.22",36"&60"–42" (*s*) 200lb *100lb* FD 388NHP 2SB(Spt)*6cf*,GS138,HS6042 Barclay,Curle&Co.Ld.Gls.	25 " 0 s7 " 8 17 " 6¾	
73506 221269 KDSB	**E. T. Bedford** TwinSc *OilEng.* ssN.Yk.No.3–7,33 ssN.Yk.No.1–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) D.F. GyC. &*Webframes* *Longitudinalframing*	9563 — 5978	✠100A1 *Shelter dk* *withfreeboard* ~~8,40 2,40~~3,41 ✠NE12,26 *CarryingPetroleum in bulk*	NYk ✠LMC CS4,38 4,38 ~~DBS2,40~~ DBS3,41	*f*†	CL ~~SN8,37~~ P1,40 S8,40	1921 6mo	Federal S.B.Co. Kearny,N.J. A&CP	**StandardOilCo.of NewJersey** *CellDBuE&B*68' 199t*DTf*54'646t	499·2|68·1|38·7 516·5(O.L.) FK 19*BH* *FPT*258t*APT*142t	**Wilmgton** **(Del.)** Utd.States *ptCemptAsp* (4 *to Sh dk* 11 ,, *U* ,, 4 ,, *2nd*,,)	Oil Engines 2S.C.SA 8Cy.30"–42" 1162NHP 2W.T.DB26–*250lb* Busch-SulzerDiesel EngineCo.St.LouisMo.	38 " 10 s10 " 3 28 " 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
73507 221210 KDRN	**E. W. Sinclair** Now "Daniel Pierce," see No. 87777 in Supplement Fitted for oil fuel Mchy.Aft Longitudinal framing 2Dks D.F. CarryingPetroleum in bulk	4887 — 2847					1921	Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel	SinclairRefining Co.Inc.	375·2|53·2|28·1 P94'B37'F39'	NewYork Utd.States WB	T.3Cy.25",41"&68"-48" 320NHP BethlehemS.B.Corp.Ld.		R
73508 EEKV	**Ea** (exCorburn,exHarborne) ssBbo.3rdNo.3-2,28 Well deck ssBbo.No.1-32 1Dk(Irn)&Web frames	1269 — 758	✠ — 3,35 ✠	Bbo	n		1896 9mo	S.P.Austin &Son Sunderland	Cia.Marit.Elanchove	235·1|34·1|14·3 P26'Q56'B46'F25' FK CellDBa57'uE&B35'f96' 370tFPT 22tAPT46t	S.Sebast'n Spanish 4BHCem	T.3Cy.18½",30"&49"-33" 147NHP 1SB,4pf,GS69,HS2350 J.Dickinson&Sons,Ld.Sld.	17 ″ 3	G †
73509 214921 WSCL	**Eagle** (exPeerless,exEagle) ssN.Yk.No.3-11,30 ssN.Yk.No.2-39 2Dks(Stl)& D.F. Shelter dk(Stl)&Web frames Longitudinal framing	6003 5483 3715	✠100A1 Shelter dk withfreeboard 8,40 ~~10,39~~ ✠LMC10,39 BS8,40 CarryingPetroleum in bulk Fitted for oil fuel 4,17 F.P. above 150° F.	NYk	a†	CL 10,39	1917 4mo	Union Iron WorksCo. SanFrancisco A&CP	Socony-Vacuum OilCo.Inc.	410·0|56·0|29·0 FK CellDBuE&B48'207tDT in way of tunnel 223tFPT80tAPT200t	NewYork Utd.States 15BHptAsp	T.3Cy.27⅜",47"&78"-48" (s) 220lb 594NHP 3SB,9cf,GS165,HS8130 FD UnionIronWorksCo.S.Fo.	32 ″ 0 s 3 ″ 5½ 28 ″ 8¾	
73510 118052 VOLZ	— WoodSc (exSophie) Wireless 1Dk2trB	677 545 458					1902 rblt. 1908	Christensen Sandefjord	BowringBros.Ld.	176·2|29·8|15·1	SJhnsNFL British	T.3Cy.18",30"&49"-33" NE05&NB31 82RHP J.S.Vaux&Co.Ld.Sld.		
73511 129495	**Eagle III.** Ⓟ PadSp 2Dks	441 317 186					1910	Napier& Miller,Ld. Glasgow	Williamson-Buchanan Steamers (1936)Ld.	215·0|25·1| 8·1	Glasgow British	D.1Cy.52"-72" 176NHP A.&J.Inglis,Ld.Gls.		
73512 160707	**Eaglescliffe Hall** Mchy.Aft 1Dk	1900 1701 1204					1928	Smith's DockCo.Ld Middlesbro'	HallCorporation ofCanada	253·0|44·1|18·5 F35'	Montreal British WB	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockCo.Ld.Mdb.		C
73513 132500	**Earl Thorfinn** Ⓟ 1Dk	345 306 130	✠ ... 10,31 ✠				1928 5mo	Hall,Russell&Co.Ld. Aberdeen	OrkneyStm.Nav. Co.Ld.	150·7|27·2|11·5 B51'F35' FK	Kirkwall British WB	T.3Cy.12½",21"&34"-27" 69RHP Hall,Russell&Co.Ld.Abn.	12 ″ 0	BT till ~~9,40~~ 9,41
73514 165251 MPMX	**Earl of Zetland** Ⓟ OilEng. E.S.D. 1Dk CruiserStern	548 285 267	✠100A1 4,41 ~~2,40~~ ✠LMC8,39	Abn	h	OG	1939 8mo	Hall,Russell&Co.Ld. Aberdeen Lloyd'sA&CP	N.ofScotland& Orkney&Shetland Stm.Nav.Co.Ld.	154·9|29·1| 9·8 30·8 166·2(O.L.) BK7½" F37'P&B90' CellDBuE20'f43' 65t DTf 16' 21t tanks at side of tunnel 23tFPT9t	Aberdeen British 7BHptCem	Oil Engines 2S.C.SA 6Cy.13⅜"-22 7/16" 187NHP BritishAuxiliaries,Ld.Gls.	12 ″ 0 s 2 ″ 4½ 10 ″ 3½	BT till 8,40
92 40 73515 161772 GTCL	**Earlspark** ssRot.No.2-38 D.F. E.S.D. 2Dks(Stl)	5250 4938 3304	✠100A1 6,40 ~~3,40~~ BS~~3,39~~ 6,40 ✠LMC3,38	Cff Sld	z	CL ~~4,39~~ 5,40	1929 7mo	Scotts'S.B. &Eng.Co.Ld. Greenock Lloyd'sA&CP	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.Mgrs.)	407·3|53·3|28·5 P36'B115'F43' FK Intermediate 'tween dk BH in after hold dispensed with CellDB356'1089t DTa35'1021t APT45t	Greenock British Cem 5BH to U dk 1 ,, ,, 2nd ,,	T.3Cy.26",43"&73"-48" (r) 200lb 534NHP 3SB,9cf,GS165,HS7758 FD Scotts'S.B.&E Co.Ld.Grk.	31 ″ 0 s6 ″ 1¾ 25 ″ 0¼	
73516 140511 MGRW	**East Anglian** (exKylebank-39, exSuffolkCoast-39) ssBkn.No.3-7,29 Wireless E.S.D. ssLiv.No.2-38 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	870 622 419	✠100A1 ~~1,40~~ ~~8,39~~ 10,40 BS~~10,39~~ 10,40 ✠LMC7,37	Bly ~~Shl~~ Nwc	k	CL ~~7,37~~ ~~1,40~~ 10,40	1917 5mo	W.Harkess &Son,Ld. Middlesbro' Lloyd'sA&CP	GeorgeW.Grace& Co.	198·0|30·7|12·5 Q111'B13'F25' FK CellDBf118'166tFPT103t APT31t	Lowestoft British 3BHCem	T.3Cy.16",27"&44"-30" (s) 180lb 75lb 97RHP 1SB,3pf,GS59,HS2060 McColl&Pollock,Ld.Sld.	14 ″ 5 s 4 ″ 3 13 ″ 11¾	
73517 143127 MJPC	**East Coaster** K (exBorderFirth-39, ssAbn.No.3-8,30 exChallacombe, ssShl.No.2-39 exWarTamar) 1Dk(Stl) Mchy.Aft	469 343 250	✠100A1 12,40 ~~12,39~~ ✠LMC12,39 BS12,40	Shl Cff	g	CL 9,38	1919 4mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	BritishIsles Coasters,Ld.	157·2|26·1|11·0 Q57'F25' FK CellDBf39' 53tFPT61t	London British 3BHCem	T.3Cy.12",20"&34"-24" (s) 180lb 69NHP 1SB,2pf,GS33,HS1175 ShieldsEng.&D.D.Co.Ld.	12 ″ 0 s ″ 10½ 11 ″ 3	
73518 216802 WGEI	**East Indian** TwinSc OilEng. E.S.D. ssN.Yk.No.3-12,37 D.F. 2Dks(Stl)&Shelter dk(Stl) GyC.	8159 7815 5160	✠100A1 Shelter dk withfreeboard ~~6,40~~ ~~8,39~~ ~~10,40~~ 1,41 ✠LMC CS9,38 3,37 DBS10,40 ✠NE1,26 ~~DBS8,39~~	NYk	c†	CL ~~2,38~~ PN1,41 S1,41	1918 7mo	Uraga DockCo.Ld. Uraga A&CP	FordMotorCo.	445·0|58·0|29·0 40·0 FK Coll CellDB382'1369t FPT105tAPT35t	Dearborn Utd.States Cem BH to Sh dk 7 ,, ,, U ,,	Oil Engines 2S.C.SA 8Cy.21¼"-85" 1112NHP DB150lb SunS.B.&D.D.Co. Chester,Pa.	40 ″ 2 s11 ″ 9½ 28 ″ 8	
73519 148287 GLKS	**East Wales** ssBry.No.3-1,38 D.F. 1Dk(Stl)& Shelter dk(Stl)	4358 4085 2633	✠100A1 withfreeboard 9,40 ~~2,40~~ BS~~1,39~~ ✠LMC1,38 MBS~~2,40~~ 11,40 DBS9,40	Cff Bly	z	CL ~~1,40~~ 8,40	1925 8mo	W.Dobson &Co. Newcastle Lloyd'sA&CP	WestWalesS.S.Co. Ld.(Gibbs&Co. Mgrs.)	400·1|53·0|25·3 412·0(O.L.) FK Coll CellDB348'1059t FPT118tAPT198t	Cardiff British 6BHCem BH to Sh dk 5 ,, ,, 2nd ,,	T.3Cy.25¼",45"&75"-48" (s) 180lb 100lb HS8460 490NHP 3SB(Spt)12cf,GS228, N.E.MarineEngCoLd.Nwc	27 ″ 10 s3 ″ 2¾ 24 ″ 9½	
73520 145938 GWNV	**Eastern Coast** ssLiv.No.3-4,35 ssLiv.No.1-39 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl) Wireless D.F. E.S.D.	1223 988 568	✠100A1 Shelter dk withfreeboard 3,41 ~~8,39~~ ✠LMC MS8,39 BS~~1,40~~ 3,41	Liv	p	CL 7,39	1922 5mo	A.&J. Inglis,Ld. Glasgow Lloyd'sA&CP	CoastLines,Ld.	240·0|36·1|14·6 FK Collision CellDBu E37'f144'351t FPT74tAPT25t	Liverpool British Cem BHtoSh dk 3 ,, ,, U ,,	T.3Cy.18",30"&50"-36" (s) 180lb 204NHP 2SB(Spt)6cf,GS102,HS3702 A.&J.Inglis,Ld.Glasgow	17 ″ 0 s ″ 2 16 ″ 11½	
73521 219870 KUNQ	**Eastern Crown** ssBos.No.3-5,39 D.F. 1Dk(Stl)	5241 4292 3266	✠100A1 6,40 ~~6,39~~ ✠LMC5,39 BS~~6,40~~ 5,41	NYk Bos	z	CL ~~12,37~~ 6,40	1920 1mo	Mitsubishi ZosenKaisha, Ld. Nagasaki A&CP	NewEngland& SouthernS.S.Co.	400·0|54·5|30·0 P39'B121'F40' FK CellDB347'1243t DTa 11' 387t FPT 133tAPT89t	Boston Utd.States 6BHCem	T.3Cy.26½",~~44½~~ 44¾"&75"-48"(s) 200lb 494NHP 3SB,9cf,GS172,HS6584 MitsubishiZosenKaisha, Nagasaki Wing tanks925t	30 ″ 0	
73522	**Eastern Glade** Fitted for oil fuel 2Dks Now "Empire Jaguar," see No. 87997 in Supplement	5057 — 3171	✠100A1 (Reclassification Contemplated) ✠ Examined 8,40	NYk			1919 12mo	UchidaS.B. &Eng.Co.Ld. Yokohama	Ministry of Shipping(SirW.R. Smith&Sons,Ld. Mgrs.)	400·0|54·5|27·6 P39'B121'F40' FK	London British WB	T.3Cy.26",43½"&72"-48" 513NHP IshikawajimaS.B.&Eng. Co.Ld.Tokyo	30 ″ 0	R †
73523 219597 KUCN	**Eastern Guide** D.F. Sub.Sig. 2Dks	3704 3467 2267	✠ ... 5,21 ✠				1919 10mo	Yokohama DockCo. Yokohama	PrudentialS.S. Corp.	345·0|50·0|29·1 P33'B77'F41' FK	NewYork Utd.States WB	T.3Cy.23¼",38"&64"-48" 343NHP YokohamaDockCo.Yka.	29 ″ 1	R †

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant au lieu d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
73524 161245 GSXV	**Eastern Prince** Ⓟ TwinSc *OilEng.* *ss*N.Yk.No.2-37 *Ref.Mchy.* 3*Dks*(*Stl-weather dk pt-ws*) GyC. *Cruiser Stern* D.F. E.S.D.	10926 9388 6499	✠100A1 *with freeboard* 3,40 ✠LMC CS8,38 DBS~~8,38~~7,40 6,39 ✠Lloyd'sRMC~~3,40~~ ~~11,40~~ 5,41 *Carrying vegetable oil in deep tanks*	Lon	*f*†	CL S4,38 P8,38	1929 6mo *Lloyd'sA&CP*	Napier& Miller,Ld. Glasgow	PrinceLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*) *Duct keel fwd of mchy.space* *CellDB416'1804t tanks in way of tunnels 374t*	496·2|64·8|35·4 516·4(O.L.) F47' FK	London British *9BHptCem* (*6 to W dk* *3 ,, 2nd ,,*)	Oil Engines 4S.C.DA 16Cy 26¾"-55⅛" 2200NHP 2DB*120lb* J.G.Kincaid&Co.Ld.Grk. *FPT120tAPT213t*	41 ″ 0 s15 ″ 0½ 26 ″ 6	[illegible]
73525 216706	**Eastern Queen** (*ex*TofukuMaru) 2*Dks*&*Awngdk*	5834 5586 4417	✠ ... 6,21 ✠				1918 2mo	Kawasaki Dkyd.Co.Ld. Kobe	UnitedStates Maritime Commission	385·0|51·0|36·0 FK	Seattle Utd.States *WB*	T.3Cy.26",43½"&72"-48" 444NHP KawasakiDkydCoLdKobe	36 ″ 0	
73526 217291	**Eastern Shore** 2*Dks*& *Shelter dk*	6731 6507 5124	✠ ... 2,21 ✠				1918 9mo	Harima Dckyd.Co. Harima	UnitedStates Maritime Commission	425·0|53·6|37·6 FK	Seattle Utd.States *WB*	T.3Cy.27",45"&75"-51" 547NHP KobeSteelWorks,Kobe	37 ″ 6	
73527 LCJA	**Eastern Star** (*ex*MabuhayIII-38, *ex*Elr-37, *ss*Stn.No.1-23 *ex*CamillaGilbert-38) *Fitted for oil fuel* 1*Dk*&*Shelter dk*	5658 5453 3532	✠ ... 1,28 ✠				1920 4mo	Nthmblnd S.B.Co.Ld. Newcastle	JohanGran's RederiA/S(Johan Gran, *Mgr.*)	399·5|53·0|32·8 *F37'on Shelter dk*	Bergen Norwegian *WB*	T.3Cy.27",44"&73"-48" 517NHP Palmers'Co.Ld.Newcastle	35 ″ 5	N †
73528 136981 WTCB	**Eastern States** Ⓟ Pad D.F. GyC.	3077 — 1566					1902	DetroitS. B.Co. Wyandotte,Mich.	Detroit and ClevelandNav.Co.	350·0|44·0|19·9	Detroit, Mich. Utd.States	C.3Cy.52"&(2)72"-84" 792NHP DetroitS.B.Co.Detroit		
73529 229853 KGQB	**Eastern Sun** *OilEng.* *Mchy.Aft* *ss*Phl.No.2-38 GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	9100 8521 5523	✠100A1 ~~5,40~~ ~~11,39~~ ~~11,40~~ 4,41 ✠LMC CS5,38 DBS~~5,39~~ 4,41 5,38 *Carrying Petroleum in bulk*	Phl	*e*†	CL ~~N3,37~~ ~~11,38~~ 4,41	1930 6mo *Lloyd'sA&CP*	SunS.B. &DryDockCo Chester,Pa.	MotorTankship Corp. *CellDBuE76'f40'48*	480·6|66·0|36·8 P79'F48' FK *8tFPT186tAPT84t*	~~Wilmington~~ Del. ~~Utd.States~~ *17BHptCem* (*13 to U dk* *4 ,, 2nd ,,*)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 690NHP 2WTDB*217lb&200lb*(*upper*) SunS.B &DryDockCo. Chester,Pa.	37 ″ 0	
73530 220803 KDKB	**Eastern Sword** *Fitted for oil fuel* 1*Dk*&*Awng dk*	3785 3252 2286	✠ ... 10,23 ✠				1920 8mo	Uraga DockCo.Ld. Uraga	SwordS.S.LineInc.	330·3|46·1|27·6 P17'B84'F39' FK	NewYork Utd.States *WB*	T.3Cy.24⅝",41"&69"-48" 419NHP KubotaIronWorks,Kobe	30 ″ 0	R †
73531	**Eastern Trader** (*ex*EricaReed-39, *ex*CannessPeak-38) *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks* *Now "Empire Razorbill" see No. 81955 in Supplement*	5117 4598 3115	100A1 (*Classification Contemplated*) Examined 6,40	NYk			1920	American InterntlCorp. HogIslandPa	Ministry of Shipping(Douglas& Ramsey,Ld. *Mgrs*)	390·0|54·2|27·8 P39'B121'F43'	London British *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Yk.		R
73532 148057 GCKY	**Eastlea** 2*Dks*	4267 3998 2582					1924	J.Priestman&Co. Sunderland	CliffsideShppg. Co.Ld.(J.Morrison &Son, *Mgrs.*)	365·0|51·6|25·2	Newcastle British *WB*	T.3Cy.23½",41"&69"-48" 330NHP Richardsons,Westgarth& Co.Ld.Sld.		N
73533 146582 GJMT	**Eastmoor** *ss*Shl.No.3-8,35 *ss*Bly.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5812 5578 3667	✠100A1 *Shelter dk* *with freeboard* ~~8,40~~ ~~11,39~~4,41 BS11,40 ~~BS11,39~~ ✠LMC12,38	Bkn ~~Cf.~~ Hul	*y*	CL ~~12,38~~ N7,40	1922 6mo *Lloyd'sA&CP*	Nthmblnd S.B Co.Ld. Newcastle	MoorLine,Ld. (RuncimanShipping Co.Ld. *Mgrs.*) *CellDBa140'uE23'f166'1190tAPT110t*	399·8|52·9|32·8 414·5(O.L.) FK *F38' on Shelter dk* *Collision*	London British *Cem* *BH to Sh dk* *5 ,, ,, U dk*	T.3Cy.27",45"&75"-51" (*s*) 180lb 569NHP 3SB(2Spt),*9cf*,GS194, HS8478 FD N.E.MarineEngCoLd.Nwc	35 ″ 5 s 9 ″ 4½ 26 ″ 4	
73534 132069	**Easton** *Mchy.Aft* 1*Dk*	1757 1478 1129					1912	Sunderlnd S.B.Co.Ld. Sunderland	ColonialSteamships,Ld.(R.Scott Misener. *Mgr.*)	250·0|42·6|16·4 Q97'F37'	Toronto British *WB*	T.3Cy.17",28"&46"-33" 122NHP N.E.MarineEng.Co Ld.Sld		R
73535 138870	**Eastrich** (*ex*LaSalle) 3Mst (*Self-Unloader*) *Mchy.Aft* 1*Dk*	2027 1854 1214					1890	Cleveland S.B.Co. Cleveland,O.	J.Richardson& Sons,Ld.	266·0|38·0|19·9 *WB*	P.Arthur, Ont. British	T.3Cy.17",29"&47"-36" 133NHP ClevelandS.B.Co.Clevelnd		R
73536 144887 MKBC	**Eastwick** *ss*Nwc.No.3-7,33 *ss*Sld.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	526 382 261	✠100A1 3,40 BS3,40 ✠LMC2,38 *Carrying Petroleum in bulk*	Shl	*g*	CL 3,39	1920 6mo *Lloyd'sA&CP*	Swan.Hunter& Wigham Richardson, Ld.Newcastle	Anglo-American OilCo.Ld. ~~(F.J.Wolfe, Mgr.)~~ (R.A.Carder, *Mgr.*) *CellDBf7'6tMT5'60t*	157·9|26·2|12·3 Q104'F21' FK	Newcastle British *14BHptCem* *FPT70t*	T.3Cy.12",20"&34"-23" (*s*) 180lb 77RHP 1SB,*3cf*,GS46,HS1415 W.Beardmore&Co.Ld., Coatbridge	13 ″ 0 s3 ″ 2½ 12 ″ 7¾	
73537 147680 GBVN	**Eastwood** (*ex*Taunton-33) *ss*Bly.No.3-7,37 *Well deck* 1*Dk*(*Stl*) Wireless D.F. *Cargo battens not fitted*	1551 1161 905	✠100A1 ~~7,40~~ ~~11,39~~3,41 ✠LMC MS7,37 BS~~1,40~~1,41	Bly ~~Shl~~ Lon	*p*	CL ~~11,39~~ 12,40	1924 7mo *Lloyd'sA&CP*	Craig,Taylor&Co.Ld. Stockton	W.France,Fenwick &Co.Ld.	244·0|36·7|15·8 Q184'F28' FK *CellDB206'432tFPT*	London British *4BHCem* *104tAPT97t*	T.3Cy.17½",29"&48"-33" (*s*) 180lb 163NHP 2SB,*4cf*,GS70,HS2792 N.E.MarineEng.Co.Ld.Sld	18 ″ 1 s4 ″ 10 17 ″ 0½	
73538 DHFR	**Eberhard** (*ex*ArnoldKoepke) 1*Dk*	749 593 423					1913	Nüscke& Co. Stettin	ArthurSommer (Joh.Ick, *Mgr.*)	202·2|30·4|12·6 Q62'B46'F22'	Hamburg German *WB*	T.3Cy.13⅝",21⅝"&35⅝"-23⅝" Christiansen 61NHP &Meyer,Harburg		G
73539 DHFS	**Eberstein** (*ex*Maldonado, *ex*Thuringia,*ex*California) D.F. 2*Dks*	5226 4911 3215					1904	Blohm& Voss Hamburg	ErnstKomrowski Reederei	410·8|50·9|28·5 P&B250'F63'	Hamburg German *WB*	Q.4Cy.24⅝",35½",50⅝"&72⅝"-54" 390NHP Blohm&Voss,Hamburg		C
73540 40188 JFQJ	**Ebisu Maru** (*ex*YebisuMaru-38) *Oil Eng.* 1*Dk*	490 — 340					1935	Kasado Dk.K.K. Suitake Minami	KobeSanbashiK.K	161·5|28·5|13·0	Kobe Japanese	OilEngines		
73541 140439 GVSZ	**Ebonol** Sp *ss*Pts.No.3-1,31 *ss*H.Kg.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	1158 854 501	✠100A1 ~~5,39~~ ~~5,39~~4,41 BS5,41 ~~BS4,40~~ ✠LMC5,39 *Carrying Petroleum in bulk* *Fitted for oil fuel 12,17 F.P. above 150° F.*	HKg	*n*	CL ~~3,38~~ 4,41	1917 12mo *Lloyd'sA&CP*	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	TheAdmiralty *CellDBuE&D43'74tDTf30' 260tFPT*	210·1|34·7|15·6 P45'F40' FK	London British *12BHptCem* *37tAPT33t*	T.3Cy.16",26"&43"-27" (*s*) 180lb 99RHP 2SB,*4cf*,HS2254 FD ClydeS.B.&Eng.Co.Ld.	16 ″ 6 s1 ″ 4½ 15 ″ 2½	
73542 EAEB	**Ebro** (*ex*Aniene-39, *ex*Ebro) *ss*Bbo.No.3-11,40 *OilEng.* *Ref.Mchy.* ~~*ss*Msl.No.1-38~~ 2*Dks*(*U dk-Stl*)	2522 1849 1375	✠100A1 *with freeboard* 11,40 ✠LMC6,40 ~~(Reclassification Contemplated)~~	Msl Bbo	*s*	CL 11,40	1928 8mo *Lloyd'sA&CP*	CiaEuskalduna deConst Bilbao	~~M.M.dePinillos~~ Cia.Maritima Frutera,S.A.	290·0|42·2|21·0 B98'F35' FK *CellDB248'347t*	Cadiz Spanish *5BH* *APT16t*	Oil Engines 2S.C.SA 5Cy.23⅝"-41¾" 487NHP Gebr. SulzerA.G.Ludwigshafen	23 ″ 3	† †
73543 167438 ~~OZMX~~ MNYN	— *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*&*Shelter dk* Wireless D.F.	1547 1429 ~~914~~ 932					1920	Hall,Russell&Co.Ld. Aberdeen	~~DetForenede Dampskibsselsk.~~ Ministry of Shipping(Ellerman's Wilson Line,Ld. *Mgrs.*)	237·2|36·1|~~14·0~~ |21·1	~~Copenhagen~~ ~~Danish~~ London *WB* British	T.3Cy.18",29"&48"-33" 132NHP Hall,Russell&Co.Ld.Abn.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Nett.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse-power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
73544 137227 VJCS	**Echunga** *ss*N.S.W.No.3-9,33 *ss*Syd.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Cargo battens not fitted Web frames* *Longitudinal framing*	3362 3017 1924	✠100A1 *Shelter dk* *withfreeboard* 4,41 ~~,40~~ ✠LMC MS8,37 BS~~4,39~~ 5,40	Syd NSW	*v*	~~5,39~~ 4,41	1922 3mo	Walkers Ld. Maryborough A&CP	InterstateSteamshipsProprietary, Ld. *CellDB*277'882	332·5|47·9|23·5 341·0(O.L.) FK *Collisio* *FPT*118*tAPT*204*t*	SydnyNSW British *Cem* *nBHtoShdk* 4 „ „ *U* „	T.3Cy.25",41"&68"-45" (*s*) 185lb HS8289 517NHP 3 Water Tube Boilers FD Walkers,Ld.Maryborough, Queensland	26 ″ 1 s 2 ″ 4 23 ″ 11¾	
73545 154063 ~~VPFK~~ GMZP	**Eclipse** *ss*Bom.No.2-39 *Mchy.Aft* *CruiserStern* D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in* GyC. *Engine space& Web frames* *Longitudinal framing–bracketless system*	9767 9191 5860	✠100A1 11,40~~1,40~~ BS11,40 ✠LMC MS3,39 ~~BS1,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,31 *F.P. above* 150° F.	Gal Sws	*e*†	CL ~~5,37~~ 11,40	1931 8mo	Scotts'S.B. &Eng.Co.Ld. Greenock *Lloyd'sA&CP*	Socony-Vacuum Transportation Co.Ld. *CellDBuE&B*90'361*t* *DTf*23'756*t*	484·7|66·0|36·9 500·0(O.L.) *After bridge*84' B37'F50' FK *FPT*477*t APT*162*t*	London ~~Hong Kong~~ British 16*BHptCem* (12 „ *to U dk* 4 „ 2*nd* „)	Q.4Cy.27",39",56"&82"-54" 220lb (*r*) 755NHP 3SB,9*cf*,HS10848 FD Scotts'S.B.&E.Co.Ld.Grk.	37 ″ 0 s 7 ″ 7¾ 29 ″ 6¾	
73546 8409 SMUN	**Ecuador** Ⓟ TwinSc *OilEng.* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *Strengthened for Navigation in Ice*	6980 4169 4065	✠100A1 *withfreeboard* 9,40 ~~3,40~~ ✠LMC3,40 ✠Lloyd'sRMC3,40 No. 3 lower 'tween dks. for temp. 10° F., all other chambers for temp. 31° F.	Got Pld	*a*†	OG	1940 3mo	A/BGötaverken Gothenburg *Lloyd'sA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDB*307'1486*t*	420·8|55·9|24·0 440·1(O.L.) F85' FK *Tanks in way of*	Stockholm Swedish 7*BHtoWdk* *tunnels* 309*t*	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 945NHP DB85*lb* A/BGötaverken,Got. *FPT*76*tAPT*52*t*	37 ″ 6 s11 ″ 5⅝ 26 ″ 2½	
73547 PDUQ	**Edam** Ⓟ *ss*Rot.No.3-2,35 *ss*Rot.No.1-39 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*-ws)	8871 7898 5412	✠100A1 *Shelter dk* *withfreeboard* 4,41 ~~3,40~~ ✠LMC MS12,39 BS3,40 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Sch Liv	*c*†	CL 3,40	1921 7mo	Kon.Maats deSchelde Flushing *Lloyd'sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*367' *MT*27'714*tD*	450·4|58·2|37·1 B81'F50'*on Shelter* *dk* FK 1544*t* *Ta*30'682*tFPT*172*t*	Rottrdam Dutch *ptCem* 8*BHtoShdk* *APT*86*t*	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 215lb FD 880NHP 4SB(Spt),12*cf*,GS247, HS11308 J.Brown&Co.Ld.Clydebnk	40 ″ 0 s10 ″ 2¾ 30 ″ 3¼	
73548 187 IBAK	**Edda** *ss*Tri.No.3-1,37 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	6107 5195 3883	✠100A1 *Shelter dk* *withfreeboard* 1,40 BS1,39 ✠LMC1,37 ✠Lloyd'sRMC10,39	Gen	*z*	CL 3,39	1924 11mo	Stabilmnto Tecnico Trieste *Lloyd'sA&CP*	LloydTriestinoSoc. Anon.di Nav. *CellDB*348'1334*t*	414·5|53·9|30·2 404·9 B134'F36' FK *FPT*102*tAPT*34*t*	Venice Italian *Cem* 6*BHtoShdk* 1 „ „ *U* „	2 Steam Turbines DR (*s*) geared to 1 Sc Shaft 180lb FD 480NHP 3SB(Spt) 9*cf*,GS178,HS7041 StabilmentoTecnico,Tri.	33 ″ 3 s 8 ″ 2¼ 25 ″ 3	
73549 3170 SHIR	— (*ex*Utlängan-39, Iron *ex*Wilton-38) *ss*Kel.4thNo.3-1,23 *ss*Got.No.3-2,28 *Well deck* 1*Dk*2*trB*	1587 1272 950	✠ ... 9,32				1878 4mo	W.Gray& Co. WHartlepool	RederiA/B Edda (Arnold de Champs)	260·8|34·2|19·6 Q100'B62'F34' BK9"	Stockholm Swedish *WB*	C.2Cy.32¼"&61"-33" 178NHP T.Richardson&Sons,Hpl.	21 ″ 0	V †
73550 TFCB	— (*ex*Amstelstroom-34,*ex*Merwede) Wireless 2*Dks*	1451 1183 792					1919	Haarlem- scheScheepsb Mij.Haarlem	Eimskipafjelagid "Isafold"h/f(G. Gudjonsson,*Mgr.*)	271·7|36·7|17·5 P42'B97'F26'	Reykjavik Icelandic *WB*	T.3Cy.21½",33"&57"-39" 206NHP Maats.Fyenoord,Rot.		V
73551 DANY	**Eddi** 1*Dk*	1121 921 647					1904	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	224·1|35·4|14·7 Q75'B98'F27'	Stettin German *WB*	T.3Cy.17",28"&43"-32" 104NHP StettinerOderwerke		G
73552 160177 GNJK	**Eddystone** Ⓟ Wireless 2*Dks*	1550 1146 667					1927	D&WHen- dersn&Co.Ld. Glasgow	ClydeShppg.Co.Ld	270·5|37·1|17·2 P&B177'F43'	Glasgow British *WB*	T.3Cy.21",34"&56"-33" 180NHP D&W.Hendersn&CoLdGls		C
73553 FOHP	**Edea** *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* D.F. *CruiserStern*	3747 3453 2149					1936	Ch.&Atel. deProvence S.A. Port deBouc	Cie.Générale de Navigation à VapeurCyp. Fabre (FabreLine)	330·8|47·9|22·0 30·3 B92'	Marseilles French *WB*	T.3Cy.20$\frac{5}{16}$",32⅜"&53$\frac{13}{16}$"- -39⅜" & LP Turbine with DR gearing & hydraulic coupling 410NHP Ch.&Atel.deProvence,Msl.		V
19c/40 73554 136076 MFXS	**Eden Force** (*ex*Edenwood) *ss*Bkn.2ndNo.3-4,40 ~~*ss*Goo.No.3-2,28~~ ~~*ss*Bkn.No.2-26~~ *Mchy.Aft* *Welldeck* 1*Dk*(*ptStl ptIrn*) *Cargo battens not fitted*	863 615 414	✠100A1 4,40~~1,39~~ ~~BS7,39~~ ✠LMC~~1,36~~ 4,40	Bkn	*k*	CL ~~7,38~~ 3,40	1915 8mo	Ropner& Son,Ld. Stockton *Lloyd'sA&CP*	WestCoastShppg. Co.Ld.(W.S.Ken- naugh&Co.*Mgrs.*) *Cell*	198·0|30·7|12·4 Q111'B13'F25' FK *DB f*118'180*tFPT*	Whitehavn British 3*BHCem* 105*tAPT*34*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb *80lb* 132NHP 1SB,3*pf*,GS60,HS2262 Blair&Co.Ld.Stockton	14 ″ 5 s4 ″ 3¾ 14 ″ 0	
73555 156307 VSRN	**Edendale** (*ex*VanSwoll) 2*Dks*&*Shade dk*	1659 1327 1002					1897	Wigham- Richrdsn&Co Newcastle	HeapEngMohS.S. Co.Ld.	278·5|36·7|18·4 P54'F60'	Singapore British *WB*	T.3Cy.22",34"&57"-42" 211NHP WighmRchrdsn&Co.Nwc.		V
73556 144833 MKRC	**Edenside** *ss*Hul.No.3-4,34 *ss*Nwc.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	366 264 148	✠100A1 ~~6,40~~ ~~8,39~~ 6,41 ✠LMC MS3,38 BS~~8,39~~ 8,40	Sld	*e*	CL ~~3,38~~ N6,41	1921 6mo	J.&D. Morris,Ld. Newcastle *Lloyd'sA&CP*	RoseLine,Ld. (T.Rose,*Mgr.*)	135·2|23·6|10·0 Q44'B8'F18' FK *FPT*25*t*	Sundrland British 3*BHCem* *APT*12*t*	C.2Cy.17"&34"-24" (*s*) 130lb 48RHP 1SB,2*pf*,GS36,HS1180 G.T.Grey&Co.Ld.Shl.	11 ″ 0 s ″ 9½ 10 ″ 4	
73557 217336 KECB	**Edenton** *Fitted for oil fuel* 3*Dks* Sub.Sig.	6958 6643 5437					1918	Skinner& EddyCorp Seattle,Wash	UnitedStates Maritime Commission	409·6|54·2|27·1	Seattle Utd.States *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
73558 130064 EILF	**Edenvale** *ss*Dub.No.1-41 *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	444 345 243	✠100A1 5,41 ~~11,39~~ ~~✠LMC5,36~~ ~~✠LMC(M)11,37~~ ✠LMC5,41	Liv Dub	*g*	OG ~~11,39~~ 4,41	1936 5mo	N.V.Indus- trieeleMaats "DeNoord" Alblasserdam *Lloyd'sA&CP*	WexfordSteam- shipsCo.Ld. *CellD*	163·4|26·4|10·3 *27·6* FK Q43'F23' *B*107' 140*t FPT*56*t*	Wexford British 3*BHCem* *APT*9*t*	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{1}{16}$" 94NHP Humboldt-Deutzmotoren A.G.,Köln-Deutz	11 ″ 10 s1 ″ 1¾ 10 ″ 9	
73559 375 ICPS	**Edera** (*ex*MistyLaw,*ex*Zuiderdijk, *ex*Sharistan) *ss*Cff.No.3-1,25 D.F. *ss*Cff.No.1-29 2*Dks*	5254 4793 3259	✠ ... 2,33 ✠				1912 7mo	W.Gray& Co.Ld. WHartlepool	A.Lauro	412·3|53·5|27·2 400·0 P30'B124'F49' FK	Naples Italian *WB*	T.3Cy.28",46"&77"-48" 603NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 7	I †
73560 143710 MKLY	**Edern** 3Mst *ss*Bkn.No.3-2,34 *Mchy.Aft* *ss*Bkn.No.1-37 *Well deck* 1*Dk*(*Stl*)	466 321 192	✠100A1 1,39 ~~BS1,39~~ ✠LMC11,37 BS~~2,40~~4,41	Bkn		CL 12,38	1921 1mo	Cochrane& Sons,Ld. Selby *Lloyd'sA&CP*	OvertonS.S.Co.Ld. (R.R.Clark,*Mgr*)	152·0|25·2|10·8 158·0(O.L.) Q86'B9'F25' FK *FPT*48*t*	Liverpool British 3*BHCem* *APT*21*t*	T.3Cy.13",23"&37"-24" (*s*) 180lb 85RHP 1SB,3*pf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s3 ″ 8½ 11 ″ 10½	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. — Port de Visite. — Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps.	15 Registres où cote … dans le L. R. Durée Cert. B. of Trade
73561 ~~217422~~ ~~KEPK~~	**Edgefield** Fitted for oil fuel Sub.Sig. 3Dks Now ~~Edgefield~~ "Empire Ibex," see No. 91054 in Supplement	6990 6781 5511			1918	Skinner& EddyCorp. Seattle,Wash	~~UnitedStates Maritime Commission~~	409·6	54·2	27·1	~~Seattle~~ ~~Utd. States~~ British WB	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
73562 217892 KETP	**Edgemont** Fitted for oil fuel Sub.Sig. 3Dks	6865 6755 5257			1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6	54·2	27·0	Seattle Utd. States WB	DRGeared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
73563 230960 WNGB	**Edgewater** TwinSc ssClv.No.2-40 ~~ssClv.No.1-35~~ GyC. 1Dk(Stl)&Webframes Mchy.Aft	1819 1819 1129	✠100A1 withfreeboard 8,40 ~~12,37~~ BS2,41 1,40 ~~BS?,??~~ ~~✠LMC3,39~~ ForService between New York & Great Lakes via New York State BargeCanal, also between New York Norfolk& Boston via Long Island Sound & Cape Cod Canal Fitted for oil fuel 7,31 F.P. above 150° F.	Clv	CL ~~12,37~~ 8,40	1931 7mo	Gt.Lakes Eng.Works Ecorse,Mich. Lloyd'sA&CP	FordMotorCo. CellDB234'780t FPT 223tAPT49t	292·0	43·0	20·0	Detroit Utd.States FK 5BH	6 Steam Turbines DR (s) geared to 2 Sc. Shafts 425lb FD 376NHP 2WTB(Spt425lb), HS3480 WestinghouseElec.&Mfg. Co.Phl.	20 ″ 0 s 7 ″ 8 12 ″ 6	
73564	**Edimburgo** Ⓟ TwinSc Fitted for oil fuel Welldeck 1Dk(Stl)	1258 — 758	✠ 11,12 ✠	Dun		1912 11mo	CaledonS. B.&E.Co.Ld. Dundee	Cia.Argentina de Nav.Mihanovich Ltda.	250·2 Q33'B78'F26' FK FPT	40·1	10·7	Bns.Aires Argentine 5BHCem 57tAPT23t	T.3Cy.(2)12"(2)20"&(4)24"-24" 182NHP 2SB,4cf,GS78,HS2892 FD CaledonS.B.&E.Co.LdDun	11 ″ 6	
73565 167022 MQGM	**Edina** OilEng. Mchy.Aft 1Dk CruiserStern	489 299 231	✠100A1 6,40 ~~11,39~~ ✠LMC11,39	Lth	g	OG	1939 11mo	Henry Robb,Ld. Leith Lloyd'sA&CP	CurrieLine,Ld. CellD	162·7 169·1(O.L.) P46'Q57'F26' FK	27·2	8·3	Leith British 3BHptCem ptAsp B105'131t FPT49tAPT14t	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 101NHP BritishAuxiliaries,Ld.Gls.	10 ″ 6 s 3 ″ 8 10 ″ 4$\frac{1}{2}$	
73566 ~~123686~~ GLVR	**Edinburgh Castle** Ⓟ TwinSc ssSou.No.3-10,31 Ref.Mchy. ssSou.No.1-36 D.F. 4Dks(Stl-Uteaks)	13329 10682 7358	✠100A1 8,39 BS8,38 ✠LMC6,35	Sou	j†	CL P5,37 S6,38	1910 4mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	~~Union-Castle MailS.S.Co.Ld.~~ CellDBa127'u	570·2 P83'B115'F116' FK&BK3" E&B186'f168'1788t	64·7	38·7	~~London~~ British 9BHCem FPT181t	Q 8Cy.32",46",66$\frac{1}{2}$"&96"-60" 220lb (s) HS38982 2174NHP 6D&4SB,52cf,GS1019 Harland&Wolff,Ld.Bel.	42 ″ 5 s11 ″ 8$\frac{1}{2}$ 31 ″ 5	
73567 431 OFEH	**Edit H** (exAristidesL.Goulandris-39, exCalimeris, exHarlech) ssPir.2ndNo.3-5,30 ssGot.No.2-39 1Dk(ptIrn&ptStl)&deep framing	3606 — 2487	✠100A1 8,40 BS8,40 ✠LMC7,39 No later survey reported	Hul NNs	w	CL 8,40	1905 10mo	W.Gray& Co.Ld. W Hartlepool Lloyd'sA&CP	ReposaarenLaiva O/Y (Werner Hacklin,Mgr.) CellDBa	342·0 P23'B210'F34' FK 111' uE&B40' f148'	49·5	22·7	Pori Finnish 6BHCem 899tAPT42t	T.3Cy.25$\frac{1}{2}$",40$\frac{1}{2}$"&67"-45" 180lb (s) 316NHP 2SB,6rf,GS118,HS4733 Cen.Mar.Eng.Wrks.WHpl	25 ″ 2 s 3 ″ 2$\frac{1}{2}$ 22 ″ 1$\frac{1}{2}$	
73568 213472 WKCD	**Edith** ssBal.2ndNo.3-3,40 ~~ssN.Yk.No.3-4,28~~ D.F. ~~ssBal.No.2-36~~ 2Dks(Stl)&Webframes Sub.Sig. Longitudinal framing	3382 2846 2121	✠100A1 ~~8,40~~ ~~6,39~~ 4,41 ✠LMC3,40 ~~MS5,30~~ ~~BS?,??~~ Fitted for oilfuel 7,15 F.P. above 150°F.	Bal NYk	u	CL N6,39	1915 7mo	Maryland SteelCo. Sparro'PtMd A&CP	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.Mgrs.) CellDBa90' uE20'	320·8 P35'B98'F38' FK f146'691t FPT78t	45·2	22·9	NewYork Utd.States 5BHCem APT296t	T.3Cy.22",37$\frac{1}{2}$"&60$\frac{1}{2}$"-42" 190lb (s) 293NHP 2SB,6cf,GS143,HS4933 MarylandStl.Co.Sparr'Pt.	25 ″ 6 s 4 ″ 6$\frac{1}{2}$ 21 ″ 1$\frac{1}{2}$	
73569 7449 SDUR	— (exN.F.Höffding) 1Dk	1466 1216 823					1903	Helsingörs Jernsk.&Msk. Elsinore	Rederi A/B Signe (AugAndersson, Mgr.)	246·1 Q90'B108'F27'	37·0	15·8	Hlsngborg Swedish WB	T.3Cy.18",32"&53"-36" 169NHP HelsingörsJernsk.&Mskb.		V
73570 OUKL	— (exRitaMærsk-39) 1Dk	953 681 515					1925	F.Schichau Elbing	PoseidonShipping Co.A/S(V. Tholander,Mgr.)	222·6 P25'B94'F28'	32·5	11·7	Copnhagn Danish WB	T.3Cy.15",24$\frac{1}{2}$"&38$\frac{3}{4}$"-25$\frac{1}{2}$" 75NHP F.Schichau,Elbing		V
73571 DDTQ	**Edith Howaldt** (exMost, exJuliusZelck,exWangard, exIngo,exElsaMenzell) 1Dk&deep framing D.F.	2067 1891 1248					1903	Akt.Ges. "Neptun" Rostock	B.Howaldt	291·3 P17'B172'F34'	41·2	18·8	Flensburg German WB	T.3Cy.19$\frac{11}{16}$",35$\frac{3}{8}$"&55$\frac{1}{8}$"-35$\frac{3}{8}$" 180NHP A.G."Neptun,"Rostock		V
73572 ~~216082~~ ~~KODS~~	**Editor** Now ~~Editor~~ "Empire Dunlin," see No. 90998 in Supplement Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	6326 6372 3972					1919	Skinner& EddyCorp. Seattle,Wash	~~UnitedStates Maritime Commission~~	402·6 P27'B61'F19'	54·8	32·1	~~Seattle~~ ~~Utd.States~~ British WB	T.3Cy.24$\frac{1}{2}$",41$\frac{1}{2}$"&72"-48" 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		R
73573 LEMB	**Edle** (exMona-35,exKolsaas, exSpero) Mchy.Aft 1Dk	654 527 366					1916	LarvikSlip &Verksted Larvik	D/S A/S Asta (A.Salvesen,Mgr.)	179·0 P44tH27tF16t	30·2	12·4	Oslo Norwegian WB	T.3Cy.14",23"&38"-27" 75NHP FredrikstadM.V.Frdstad.		N
73574 122856 CYKB	**Edmonton** Mchy.Aft 2Dks	1983 1846 1341					1906	R.Stephenson&Co.Ld. Newcastle	CanadaS.S.Lines, Ld.	249·2 F36'	42·7	20·6	Montreal British WB	T.3Cy.17",28"&46"-33" 122NHP N.E.MarineEng.CoLdNwc		C
73575 204815 KDVS	**Edmund P. Smith** (exHarryYates-39,exConsumers Power-34,exG.N.Wilson, exJacobT.Kopp) 1Dk D.F. GyC. Mchy.Aft	6035 — 4530					1907	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland& Cornelius,Mgrs.)	480·0	54·2	31·2	Buffalo NY Utd.States WB	T.3Cy.22$\frac{1}{2}$",36"&60"-42" 233NHP Gt.LakesEng.Wks.Detroit		R
73576 208762 WCUY	**Edmund W. Mudge** (exQuincyA.Shaw) ssClv.No.4-11,35 Mchy.Aft 1Dk(Stl)&Web frames GyC. Longitudinal framing	6336 — 5013	✠100A- 1,37 ~~BS2,39~~ ✠LMC11,35 BS ~~1,40~~4,41 ForServiceon the Great Lakes	Clv			1911 6mo	American S.B.Co. Lorain,O.	NationalSteel Corp.(M.A.Hanna Co.Mgrs.) Cell DB & Sidetanks f410'4471t	504·0 F48' FK	54·0	30·0	Wilmgton (Del.) Utd.States 4BH CellDBuE&B 48'297tFPT247tAPT47t	T.3Cy.23$\frac{1}{2}$",38"&63"-42" (s) 180lb FD 349NHP 2SB,6cf,GS115,HS5086 AmericanS.B.Co.Clevelnd.	30 ″ 0	
* 73577 LDLZ	**Edna** (exKjell, exAnund, exChr.Gylstorff) ssBgn.2ndNo.3-7,29 ssBgn.No.2-37 1Dk(Stl)& deep framing Well deck	915 659 494	✠100A1 ~~5,40~~ ~~7,39~~ 7,39 BS10,39 ✠LMC3,37	Bgn	l	OG 7,39	1905 5mo	Sunderlnd. S.B.Co.Ld Sunderland A&CP	DetBergenske Dampskibsselskab CellDBa42' uE&B	195·0 202·1(O.L.) P14'Q46'B81'F21' FK 31' f86'203tFPT26t	32·0	13·5	Bergen Norwegian 4BHCem APT31t	T.3Cy.15$\frac{5}{8}$",26"&43"-30" (s) 180lb 123NHP 2SB,4cf,GS60,HS2064 N.E.MarineEng.CoLd.Sld.	15 ″ 8 s ″ 9 15 ″ 0$\frac{3}{4}$	
73578	**Edna Christenson** 3Mst (exSantaAlicia,exJohnA.Hooper) Now "Edna," see No. 91021 in Supplement Mchy.Aft 1Dk Fitted for oil fuel	2244 1938 1821					1912	Harlan& Hollingsworth Cor. Wlmgtn,Del.	YungYuanS.S.Co.	283·3 P55'F33'	44·0	22·5	Chefoo Chinese	T.3Cy.21",34"&56"-42" 203NHP Harlan&Hollingswrth Cor		
73579 43646 JWOL	**Edo Maru** (exYedoMaru-38) Wireless Mchy.Aft, 1Dk	1299 — 717					1937	Osaka ZosenK.K. Osaka	KonanKisenK.K. (HinodeKisenK.K. Mgrs.)	219·3	35·8	18·5	Tokyo Japanese	T.3Cy.17$\frac{11}{16}$",29$\frac{1}{2}$"&49$\frac{3}{16}$"-35$\frac{7}{16}$" 145NHP OsakaChuzosho		

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

75/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
73580 WDET	**Edouard Jéramec** TwinSc (*CableVessel*) D.F. E.S.D. *2Dks*	2316 1980 1116					1913	Forg.&Ch. de la Médit. Havre	AllAmericaCables, Inc.	289·2 B94'	41·1	23·7	NewYork Utd. States *WB*	T.6Cy.15",24"&37"-28" 290NHP Forg.&Ch.de la Médit.Hav.		V
✻ 73581 OZXB	**Edouard Suenson** (*CableVessel*) *ss*Cpn.No.3-6,35 *ss*Cpn.No.1-39 Wireless 1*Dk*(*Stl*-ws)&*Awngdk* (*Stl*-ws) *CruiserStern*	1552 1432 646	✠100A1 *Awngdk* *withfreeboard* 8,39 ✠LMC8,39 *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	Cpn	*p*	OG 6,39	1922 10mo	Orlogs- værftet Copenhagen A&CP	A/S DetStore NordiskeTelegraf Selskab. *CellDBa*27'20t *uE*24'39t*f*56'99t *DTf*31'79t*FPT*19t *APT*78t *Tank on starboard side of tunnel* 18'30t	244·6	35·2	21·8 FK&BK1⅜"	Copnhagn Danish 6*BHCem* *CollisionBHto A dk*	T.3Cy.$16\frac{5}{16}$"28⅜"&$45\frac{11}{16}$"-31½" 185lb *100lb* (*s*) 204NHP 2SB(Spt),4*cf*,GS90, HS3337 FD Orlogsværftet,Cpn.	24 ″ 2 s8 ″ 6 16 ″ 1	
73582 DAPL	**Eduard Geiss** (*ex*Brünhilde, *ex*Brilliant) 1*Dk*&*Spar dk*	1456 1325 863					1903	Nylands Værksted Oslo	C.E.Geiss	231·7 H90*t*	35·2	14·7 20·4	Stolpmnde German *WB*	T.3Cy.16½",27"&44"-32" 109NHP NylandsVærksted,Oslo	21 ″ 9	G
73583 167427 GQFZ	**Edv. Nissen** (*ex*Thorsdal) *ss*Ard.No.1-25 D.F. 1*Dk*	2062 1845 1221	✠ ... 1,29 ✠				1921 7mo	PPhStuhrs Msk.&Skbs. Aalborg	Ministry of Shipping(Witherington &Everett, *Mgrs.*)	282·5 P16'B172'F32' FK	42·7	19·0	London British *WB*	T.3Cy.21",33"&55"-36" 222NHP A/S Frichs,Aarhus	21 ″ 5	C †
73584 161156 GJXT	**Edward Blyden** *OilEng.* 3*Dks*	5003 4514 3024					1930	Harland& Wolff,Ld. Glasgow	ElderDempster Lines,Ld.	370·6 P37'F43'	51·6	28·8	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-$59\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C
73585 206229	**Edward Chambers** (*ex*NorthSea) *Mchy.Aft* 2*Dks*	4113 — 3045					1909	Gt.Lakes Eng.Works Ecorse,Mich.	GreatLakesTransitCorporation	351·2 F32'	46·2	31·0	Buffalo NY Utd.States *WB*	Q.4Cy.19",27½",40"&58"-42" 218NHP Gt.LakesEng Wks.Detroit		
73586 81733	**Edward E. Loomis** (*ex*Wilkesbarre) *Mchy.Aft* 1*Dk*&*Awng dk*	4279 — 3311					1901	UnionD.D Co. Buffalo,N.Y.	GreatLakesTransitCorporation	381·7	50·5	14·0 28·0	Buffalo NY Utd. States	Q.4Cy.20½",30",43"&63"-42" 257NHP DetroitS.B.Co.Detroit		
73587 227207 KLFG	**Edward F. Farrington** *OilEng.* 1*Dk*	492 — 295					1928	Bethlehem SteelCorp. Quincy,Mass.	Norfolk-Baltimore &CarolinaLine,Inc	130·0	30·0	11·3	Norfolk Va Utd. States	Oil Engines&Elec. Motors 6Cy. WintonEng.Co.Clv.		
73588 165487 GZYM	**Edward F. Johnson** *OilEng.* 1*Dk*,2*nd dk except in Nos.* D.F. E.S.D. GyC. 1,2,8&9*cargo tanks* *CruiserStern* *Longitudinal framing* *Mchy.Aft*	10452 9642 6055	✠100A1 9,40 ~~5,39~~ ✠LMC6,37 *CarryingPetroleum in bulk*	Sba Avn	*f*† 2¼	CL 5,39	1937 6mo	NVRotter- damDroogd. Maats. Rotterdam Lloyd's*A&CP*	OrientalTrade& TransportCo.Ld. ~~[illegible]~~ *CellDBuE*89'170*t* *DTf*24'628*tFPT*196*tAPT*169*t*	490·1 506·6(O.L.) P107'B39'F35' FK	70·0	37·0	London British 16*BH*	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"-$49\frac{3}{16}$" 912NHP 2DB*200lb* DB*213lb* Fr.KruppGermaniawft. A.G.Kiel	37 ″ 0 s 7 ″ 4½ 29 ″ 10¾	
73589 230184	**Edward G. Seubert** *Fitted for oil fuel* D.F. GyC. 1*Dk* *Mchy.Aft* *Carrying oil in bulk* *Longitudinal framing*	4432 — 2724					1930	Manitowoc S.B.Corp. Manitowoc, Wis.	StandardOilCo. (Indiana)	400·6	53·2	27·0	Whiting, Ind. Utd.States	T.3Cy.23½",38"&63"-42" 257NHP ManitowocS.B.Ccrp.		R
73590 224139 KFTY	**Edward J. Berwind** D.F. GyC. *Mchy.Aft* 1*Dk*	8318 — 6517					1924	Gt.Lakes Eng.Works Michigan	FranklinS.S.Corp. (TheM.A.Hanna Co.*Mgrs.*)	590·0	60·0	32·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.25½",41"&67"-42" 291NHP Gt.LakesEng.Works		R
73591 212683 WPCP	**Edward L. Doheny** *ss*N.Os.No.1-40 *ss*Gal.2ndNo.3-8,37 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	5871 5785 4326	✠100A1 ~~2,40~~ 12,40 ~~BS8,39~~ ✠~~LMC8,37~~ 12,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,13 *F.P. above* 150° F.	NYk NOs	*z*	CL 2,40	1913 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle A&CP	StandardOilCo. ofNewJersey *CellDBuE&B*61' 235*tDTf*45'430*t* *FPT*130*t* *APT*20*t*	415·0 P88'B26'F42' FK	54·0	32·7	Wilmgton (Del.) Utd.States 17*BHCem* (9 *to Udk* 8 „ 2*nd* „)	T.3Cy.27",45"&75"-48" (*r*) 180lb 456NHP 2SB,6*cf*,GS139,HS6038 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	33 ″ 0 s 6 ″ 4 26 ″ 10¼	
73592 223641 KFSE	**Edward L. Shea** (*ex*Priscilla) *Fitted for oil fuel* 2*Dks*&*Web frames* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	6746 — 4243	✠ ... 1,27 ✠				1924 4mo	NewYork S.B.Corp. Camden,N.J.	TideWater AssociatedOilCo.	419·5 P104'B36'F34' FK	56·6	33·3	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45"&75"-51" 649NHP NewYorkS.B.Corp.	33 ″ 4	R †
73593 214560 WLCB	**Edward Luckenbach** *ss*N.Ns.No.3-6,30 *ss*Sea.No.2-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. *CruiserStern*	7934 — 5041	✠100A1 *Shelter dk* *withfreeboard* ~~3,40~~ ~~8,39~~ 12,40 BS12,40 ~~BS12,39~~ ✠LMC2,38 *Fitted for oil fuel* 11,16 *F.P. above* 150° F.	Sea	*b*†	CL 9,38	1916 11mo	ForeRiver S.B.Corp. Quincy,Mass. A&CP	LuckenbachS.S. Co.Inc. 1*BH in fore hold dispensed with* *CellDB*383' 1651*t 'tween deck tanks in E&B space*51'598*t*	436·6	57·2	37·6 FK	NewYork Utd.States *ptCem* 6*BHonly*	1DR GearedSteamTurbine 195lb ~~125lb~~ (*r*) 824NHP 3SB,12*cf*,HS10640 FD Gen.Elec.Co.Schenectady, *FPT*196*tAPT*319*t* N.Y.	41 ″ 7 s10 ″ 2¾ 31 ″ 7	
73594 205106 KFSW	**Edward N. Saunders, Jr.** (*ex*W.H.Becker-33,*ex*Alexis W.Thompson) 1*Dk* *Mchy.Aft* GyC. D.F.	6436 — 4670					1908	WestBay CityS.B.Co. W.BayCity	MidlandS.S.Line, Inc.	504·0	55·0	26·7	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"-42" 257NHP DetroitS.B.Co.Detroit		R
73595 212756 KMOU	**Edward Peirce** *ss*N.Yk.No.3-5,27 D.F. *ss*Bal.No.1-30 *Mchy.Aft* 1*Dk*	4388 3900 3228	✠ ... 4,32 ✠				1914 11mo	NwprtNws S.B.&D.D.Co. NewprtNews	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*)	354·2 P94'B19'F31' FK	49·0	27·4	Boston Utd.States *WB*	T.3Cy.23",37¾"&66¼"-45" 295NHP NewportNewsSB&DD.Co.	30 ″ 0	R †
73596 203980 WOKW	**Edward S. Kendrick** (*ex*H.P.McIntosh-34) *Mchy.Aft* GyC. D.F. 1*Dk*	6294 — 4910					1907	WestBay CityS.B.Co. W.BayCity	TheWilsonTransit Co.	520·0	54·0	26·2 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
73597 203449 KGBE	**Edward Y.Townsend** D.F. GyC. *Mchy.Aft* 1*Dk*	7438 — 5673					1906	Superior S.B.Co. Superior,Wis	CambriaS.S.Co. (Bethlehem Transptn.Corp. *Mgrs.*)	580·0	58·0	32·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24",39"&65"-42" 274NHP Detroit S.B.Co.Detroit		R
73598 215654 WLCN	**Edwin B. De Golia** (*ex*William Isom) ~~*ss*N.Yk.No.3-3,30~~ *ss*Mob.2ndNo.3-4,40 ~~*ss*L.An.No.1-34~~ *Mchy.Aft* *Longitudinal framing* E.S.D.	3322 2994 2032	✠100A1 ~~4,40 6,37~~ 12,40 BS4,41 LMC4,40 ~~MS6,34~~ ~~BS3,39~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 11,17 *F.P. above* 150° F.	LAn ~~Mob~~	*t*	CL ~~6,37~~ 4,40	1917 11mo	Baltimore SB&DDCo. Baltimore A&CP	HillconeS.S.Co.Ld. *CellDBuE*22'42*t*	292·3 P76'F26' *FPT*73*tAPT*112*t*	47·2	26·9 FK	S.Frncisco Utd.States 11*BHptCem* (7 *to U dk* 4 „ 2*nd* „)	2 Steam Turbines SR (*s*) gearedto 1 Sc.Shaft 241NHP 160lb NB17*refitted*9,24 2WaterTubeBoilersHS3964 W&AFletcherCo.Hoboken	28 ″ 1 ~~5 ″ 5~~ ~~23 ″ 0~~ s4 ″ 6¼ 23 ″ 9	

✻ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
73599 215918 WCCG	**Edwin Christenson** (exWest Wind) Fitted for oil fuel 2Dks	5670 5268 3514	✠ ... 11,20				1918 2mo	Northwest SteelCo. Portland,Or	ChristensonS.S. Co.Inc.	410·0 P47'B115'F44' FK	54·2	27·5	S.Frncisco Utd.States WB	T.3Cy.24½",41½"&72"–48" Emade21 fitted26 359NH CanadianAllisChalmers Co.Ld	30 ″ 2	R †
73600 140334	**Edwin T. Douglass** Mchy.Aft 1Dk	1749 1594 1275					1923	Napier& Miller Glasgow	UpperLakes&St. LawrenceTrans-portationCo.Ld. (G.C.Leitch,Mgr.)	253·5 F35' WB	43·2	17·9	SCathrnes Ont. British	T.3Cy.16",27"&44"–33" 111NH D.Rowan&Co.Glasgow		C
43/41 73601 166109 GLGC	**Edwy R. Brown** OilEng D.F. 1Dk,2nd dk clear of cargo tanks E.S.D. GyC. Cruiser Stern Mchy.Aft Longitudinal framing	10455 9637 6068	✠100A1 1,41~~1,40~~ ✠LMC4,38 CarryingPetroleum in bulk	Lon NYk	ft	CL	1938 4mo Lloyd	Cantieri RiunitiDell' Adriatico Monfalcone 'sA&CP	~~OrientalTankers,~~ ~~Ld.~~OrientalTrade &TransportCo.Ld ~~([illegible],Mgr.)~~ CellDBuE89'175tD	490·2 506·6(O.L.) P107'B41'F35' FK Tf24'647tFPT196t	70·0	37·0	London British 16BHptAsp APT169t	Oil Engines 2S.C.SA 8Cy.26¾"–43 5/16" 1003NH 2DB200lb SocAn"Fiat"S.G.M.Turin	37 ″ 0 s 7 ″ 4½ 29 ″ 10½	
73602 ~~[illegible]~~ ~~KINQ~~	**Eelbeck** Now 'Empire Bunting,' see No. 91000 in Supplement Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	6318 5976 4726					1919	Skinner& EddyCorp. Seattle,Wash	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	401·7 P48'F42'	54·8	32·5	~~Seattle~~ ~~Utd.States~~ British WB	T.3Cy.24½",41½"&72"–48" 359NH Hooven,Owens,Rent-schlerCo.Hamilton,O.		R
* 73603 2801 PDUZ	**Eem** ssAms.No 3–4,33 ssRot.No.1–38 1Dk(Stl)	1316 1130 738	✠100A1 3,39 ✠LMC MS1,38 BS8,39	Rot	o	CL 3,39	1920 8mo Lloyd	Verschure &Co'sSchpsw & Machinfab. Amsterdam 'sA&CP	N.V.Houtvaart (Vinke&Co.Mgrs) Cell	238·7 P24'B56'F23' FK DB194'394tFPT49	36·6	15·7	Rottrdam Dutch 4BHCem tAPT63t	T.3Cy.17½",29"&46"–36" (s) 180lb 169NH 2SB,4cf,GS86,HS3025 Verschure&Co.'sSchpsw.& Machinfab.Amsterdam	18 ″ 0 s 2 ″ 2 16 ″ 0	
73604 PDVL	**Eemland** Ⓟ (exLinden) 3Dks	4188 3928 2624	ExaminedL.R.12,40 BS12,40(180lb)	Hul		CL 10,40	1906	Flensburgr Schiffs.Ges. Flensburg	N.V.totVoortzet-ting van den Kon-inklijkenHol-landschenLloyd	375·5 P&B309'F46'	48·8	27·3	Amstrdam Dutch	T.3Cy.27½",46½"&76"–48" 400NH FlensburgerSchiffsb.Ges.		G
73605 842 ESCM	**Eestirand** (exGlenbeath–32, exHaroldDollar, D.F. 2Dks exStrathardle)	4444 4123 2754					1910	A.McMil-lan&Son,Ld. Dumbarton	T.Liimann&others	376·5 P36'B100'F39'	52·2	25·5	Tallinn Estonian WB	T.3Cy.25",41"&68"–48" 320NH D.Rowan&Co.Glasgow		C
73606	**Efes** Ⓟ TwinSc OilEng. CruiserStern 2Dks	518 331 224					1938	Atlas-WerkeA.G. Bremen	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	145·5	26·5	9·2	Izmir Turkish	Oil Engines 4S.C.SA 12Cy.11"–16 9/16" 142NH FrKruppGermaniawftA.G.		G
* 73607 OYCA	**Effie Mærsk** ssSvb.No.3–7,37 1Dk(Stl)	1308 1086 772	✠100A1 12,39 BS8,39 ✠LMC7,37	Cpn	o	OG 12,39	1925 1mo Lloyd	Odense Staalskibsvft Odense 'sA&CP	A/S D/S Svend-borg(A.P.Möller, Copenhagen,Mgr.) Ce	233·3 244·2(O.L.) P12'B50'F26' FK llDB196'407t FPT	37·3	15·9	Aalborg Danish 4BHCem 50tAPT22t	T.3Cy.16⅜",25 9/16"&42¼"–29½" 185lb (s) 120NH 2SB(Spt),4cf,GS67,HS2028 A/SSmith,Mygind& Hüttemeier,Cpn.	18 ″ 2 s 1 ″ 9½ 16 ″ 6	
73608 219207 KOLT	**Effingham** Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	6421 5872 4677					1919	Skinner& EddyCorp. Seattle,Wash	LykesBros. SteamshipCo.Inc.	402·1 P48'F42'	54·8	32·1	N.Orleans Utd.States WB	T.3Cy.24½",42⅞"&72½"–48" 364NH Skinner&EddyCorp.Sea.		R
73609 ~~[illegible]~~ ~~KOMT~~	**Effna** Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	6461 5872 4702					1919	Skinner& EddyCorp. Seattle,Wash	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	402·6 P48'F42'	54·8	32·1	~~Seattle~~ ~~Utd.States~~ British WB	T.3Cy.25",42"&72"–48" 359NH Skinner&EddyCorp.Sea.		R
72/40 73610 107004 MGVZ	**Efford** (exNewVerdun–38, K exDellside–36, ssGoo.2ndNo.3–9,29 exShellie–33) ssRot.No.2–38 Well deck Mchy.Aft 1Dk(Stl) Cargo battens not fitted	339 267 130	✠100A1 5,40~~12,30~~ ✠NB12,30 ✠LMC3,38 BS6,39	Shl Sld	f	~~2,38~~ 5,40	1905 11mo Lloyd	Dublin DockyardCo. Dublin 'sA&CP	~~DonDavidSand&~~ ~~GravelCo.Ld.(A.E.~~ ~~Russell,Mgr.)~~ EffordShipping Co.Ld.	145·0 Q51'B12'F24' BK7½" DBf13'22t FPT42t	24·1	10·4	London British 3BHCem APT2t	C.2Cy.18"&38"–27" (s) 125lb 80RH 1SB,2pf,GS40,HS1474 Ross&Duncan,Glasgow	11 ″ 6 s ″ 8 11 ″ 6	
73611 131844 MDKF	**Effra** (exBroompark) ssShl.2ndNo.3–7,34 Well deck ssShl.No.1–38 Sub.Sig. 1Dk(Stl) Cargo battens not fitted	1446 1130 847	✠100A1 2,40 ~~BS8,38~~ ✠LMC8,38 6,40	Hul	p	CL N8,38	1910 9mo Lloyd	Greenock& Gr'ngemouth Dkyd.Co.Ld. Greenock 'sA&CP	SouthMetro-politanGasCo. C	243·8 Q83'B60'F27' BK8½" ellDBa61'f92'263t	37·2	16·3	London British 6BHCem APT38t	T.3Cy.18",27½"&45"–33" (r) 160lb 132NH 1SB,3cf,GS66,HS2227 Dunsmuir&JacksonLd.Gls	17 ″ 5 s 1 ″ 6 16 ″ 8	
73612 95 IMHP	**Efisia Serra** WoodAuxSr (exSailingVessel) OilEng. 1Dk (See Sailing Ship Register)	354 308 208					1921	Cantiere Francesco Serra CervoLigure	Soc.Anon.Italiana Importazione CarbonieNavig.	138·5 115·1	29·1	13·5	Savona Italian	Oil Engines 4S.C.SA 6Cy.8 11/16"–14 5/16" 44NH Emade&fitted35 Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
131/40 73613 130 SVUL	**Efploia** (exPodmladak–36, exDoverton, ssSpt.2ndNo.3–6,33 exSevernmede, ssPir.No.1–38 exGlendene) 1Dk(Stl)	3867 — 2431	✠100A1 3,40 BS12,39 ✠LMC2,38	Cff	w	CL 1,38	1911 11mo Lloyd	Irvine'sSB &D.D Co.Ld. WHartlepool 'sA&CP	G.C.Lemos CellDBa113'u	350·0 P31'B101'F34' FK E23'f156'808tFPT	51·1	23·9	Chios Greek 6BHCem 85tAPT117t	T.3Cy.25",40"&67"–45" (s) 180lb 340NH 2SB,6cf,GS112,HS5438 Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 3 s 4 ″ 5 22 ″ 0	
73614 237 SVII	**Efthalia Mari** (exAmarna–35) ssLiv.No.3–8,31 ssShl.No.2–39 D.F. 1Dk	4195 3945 2600	✠100A1 5,40~~12,39~~ ✠LMC12,39	Shl Liv	x	CL 11,39	1919 3mo Lloyd	N.ofIrelnd S.B.Co.Ld Londonderry 'sA&CP	N.Maris CellDB316'1048tD	370·4 P32'B218'F34' FK Ta28'660tFPT107t	51·2	25·8	Andros Greek 6BHCem APT108t	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 180lb FD 506NH 3SB(2Spt),9cf,GS160, HS6831 WestinghouseCoManchstr	28 ″ 2 s 4 ″ 4½ 24 ″ 0	
73615 46 IBEK	**Egadi** Ⓟ Wireless 1Dk	861 — 440					1929	SocItal.Er-nestoBreda Mestre	"LaMeridionale" Soc.Anon.diNav.	205·7 192·9 P&B123'F24'	29·7	13·1	Trapani Italian WB	C.4Cy.(2)12 13/16"&(2)27 9/16"– 27 9/16" 66NH SocItalErnstoBreda,Milan		I
73616 134665 GQCM	**Egba** ssLiv.No.3–8,26 Ref.Mchy. ssBrw.No 2–34 3Dks ~~2Dks(Stl)&~~ ~~Shelter dk(Stl-ws)~~ Tonnage opening closed '40	4989 ~~[illegible]~~ ~~[illegible]~~ 6681 6044 4851	✠100A1 Shelter dk withfreeboard Examined ~~10,39~~ 11,40 BS~~10,39~~ ✠LMC12,34 11,40	PNI Liv	z	CL 11,38	1914 4mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	ElderDempster Lines,Ld. WB= CellDBa124'uE28'	405·9 P31'B82'F48' onShelterdk FK f176'961tFPT116t 7BH(CollBHtoShdk,6BHto2nddk) Upper'tween dk BHs except Coll BH dispensed with	54·3	23·5 32·7	Liverpool British ~~7BH~~Cem APT65t	T.3Cy.26",44"&74"–51" (s) 205lb FD 574NH 3SB,9cf,GS186,HS8295 Harland&Wolff,Ld.Gls.	~~26 ″ 2~~ ~~s 2 ″ 9½~~ ~~22 ″ 7~~ 35 ″ 5 s10 ″ 6½ 25 ″ 1	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
73617	**Egda** D.F. E.S.D. *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk* *pt Longitudinal framing* *Carrying Petroleum in bulk*	10050					1939	Odense Staalskibsvft vedAPMöller Odense	A/S J.Ludwig MowinckelsRederi	502·2 P101'B34'F35'	66·1	32·9	Bergen Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 1360NHP KockumsM.V.Akt.Malmö		
73618 TCBC	**Ege** Ⓟ (*ex*Tabanan) 3*Dks*	5275 3866 3246					1908	Kon.Maats deSchelde Flushing	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	400·5 P81'B177'F78'	49·2	27·4	Istanbul Turkish *WB*	T.3Cy.30",51"&88"–60" 598NHP Maats.de Schelde,Flushing		
73618* 125099 GMTQ	**Egee** 1*Dk*	2667 1967 1395					1940	Atel.&Ch. de la Seine Maritime WormsetCie LeTrait,S.I.	Ministry of Shipping(J.T.Duncan,&Co.Ld.*Mgrs.*)	307·5 P35'Q92'B61'F21'	43·6	19·1	PortTalbot British *WB*	T.3Cy.$21\frac{5}{8}$",$35\frac{13}{16}$"&59"–$41\frac{3}{4}$" 225NHP Atel.&Ch.de la Seine MaritimeWormset Cie.		
73619	**Egemen** Ⓟ **TwinSc** D.F. E.S.D. 3*Dks* *Ref.Mchy.* GyC. *CruiserStern* Sub.Sig.	6000					1939	Blohm& Voss Hamburg	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	385·9 B16'F85'	52·5	20·5	Istanbul Turkish *WB*	T.6Cy.$22\frac{1}{16}$",$35\frac{7}{16}$"&$59\frac{1}{16}$"–$39\frac{3}{8}$"&LP turbines with DR gearing & hydraulic couplings HS12270 908NHP Blohm&Voss,Hamburg		
73620 300 IBEH	**Egeo** Ⓟ (*ex*Città diBari–34) D.F. *OilEng.* 2*Dks*	3311 2139 1877					1927	Stabilmnto Tecnico Trieste	"Adriatica"Soc. Anon.diNav.	331·7 314·9 P&B222'F55'	44·8	21·3	Venice Italian	Oil Engines 2S.C.DA 5Cy.$25\frac{3}{16}$"–$45\frac{11}{16}$" 1103NHP NE38 SocAn."Fiat"S.G.M.Turin		I
73621 DOMW	**Egeria** 1*Dk*&*Hur dk*	627 617 382					1898	Bremer Vulkan Vegesack	Dampfschifffahrts Ges.Neptun	171·2	27·2	16·4	Bremen German *WB*	T.3Cy.$13\frac{3}{8}$",$21\frac{5}{8}$"&$34\frac{5}{8}$"–$23\frac{5}{8}$" 58NHP BremerVulkan,Vegesack		G
73622 DCJE	**Egerland** **WoodAux3MstSr** (*ex*Maj–39.*ex*ViisOde–35, *OilEng.* *ex*FünfSchwestern, 1*Dk* *ex*Noatun) *Mchy.Aft* (*See SailingShip Register*)	330 291 254					1919	Skrubbens Værft Kragerö	WilhelmSchneider	135·1 Q29'F15'	28·5	12·4	Kiel German	Oil Engines 2S.C.SA 2Cy.$16\frac{1}{2}$"–$18\frac{9}{10}$" 96NHP J&CGBolinder'sCoLdSkm		
73623 LDIQ	**Egerö** *OilEng.* *ss*Fal.No.2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7590 7099 4525	✠100A1 8,40 ~~1,40~~ ✠LMC CS8,38 DBS~~5,39~~8,40 ~~3,38~~1,40 *Carrying Petroleum in bulk*	Sch PN1	*c*†	CL 12,39	1929 5mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	SkjelbredsRederi A/S(Kr.Knudsen, *Mgr.*) *CellDBuE*82' 258*tDTf*38'461*t*	450·8 P106'B30'F56' FK *FPT*156*tAPT*139*t*	61·0	33·2	Xiansand Norwegian 15*BHptCem* (10 *to U dk* 5 ,, 2*nd*,,)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	33 ″ 3 s6 ″ $5\frac{1}{4}$ 27 ″ 0	
73624 OYCE	**Egholm** 2*Dks*	1317 1137 754					1924	Frdrkshvn Skibs.&Flydk Fredrikshavn	DetForenede Dampskibsselsk.	254·6	37·2	16·0	Copnhagn Danish *WB*	DR Geared Steam Turbine A/SAtlas,Copenhagen		V
73625 482 SDVI	**Egil** Ⓟ (*ex*SamuelGustaf **Iron** Hermelin) 1*Dk*&*Awng dk*	749 419 542					1876	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	174·4 H42*t* 21·6	25·5	14·4	Stockholm Swedish	2Cy.$27\frac{1}{4}$"&$49\frac{1}{2}$"–$29\frac{1}{4}$" NB91 110NHP MotalaCo.Motala		
73626 307 IBCK	**Egitto** Ⓟ *OilEng.* 2*Dks*	3329 — 1850					1927	Stabil. Tecnico Trieste	"Adriatica"Soc. Anon.diNav.	331·9 314·9 P&B222'F55'	44·8	21·8	Venice Italian *WB*	Oil Engines 2S.C.DA 5Cy.$25\frac{3}{16}$"–$45\frac{11}{16}$" 1103NHP NE39 SocAn."Fiat"S.G.M.Turin		I
73627	**Eglantine** *Now "Empire Buffalo," see No. 87989 in Supplement* *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	6312 — 4656	100A1 NOs (*Classification Contemplated*) Examined6,40				1919	Skinner& EddyCorp. Seattle,Wash	Ministry of Shipping(LyleShippingCo.Ld.*Mgrs.*)	402·6 P48'F42'	54·8	32·1	London British *WB*	T.3Cy.25",$42\frac{1}{4}$"&72"–48" 359NHP Hooven,Owens&Rentschler,Hamilton,O.	34 ″ 6 s8 ″ 1 26 ″ 7	R
73628 1352 IPJO	**Egle** (*ex*Ligure–37,*ex*Iris) 2*Dks*	1143 958 711					1893	Rijkee& Co. Katendrecht	Dott.Ing.Cav. MarioZoboli	238·9 227·9 H55'F27'	32·1	15·6	Genoa Italian *WB*	T.3Cy.$17\frac{1}{2}$",28"&45"–36" 121NHP Maats "DeMaas."Rot.		I
73629 ESES	**Egon** (*ex*Largo–39,*ex*Falster) 1*Dk*	608 443 334					1902	Hlsingbrgs Varfs.Aktieb. Helsingborg	A.Utow	164·5 Q55'B29'H27*t*F18'	28·4	11·0	Tallinn Estonian *WB*	C.2Cy.17"&35"–$26\frac{1}{2}$" 53NHP HelsingborgsVarfsAktieb.		V
73630 3555 SDVK	— (*ex*Skulda) 1*Dk*	*531* *376* *291*					1899	Stavanger Stöberi&Dok Stavanger	RederiA/B Egon (S.M.Stjerna)	151·2 Q44'B46'H30*t*F20'	25·8	13·5	Malmö Swedish *WB*	T.3Cy.$13\frac{1}{2}$",22"&34"–27" 60NHP LaxevaagsMsk&Jrns.Bgn		V
73631 135588 MNMJ	**Egorlock** Ⓟ (*ex*Egori–39) *ss*Shi.2ndNo.3–8,39 *Ref.Mchy* 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*–ws)	4998 4329 3023	✠100A1 *Shelter dk withfreeboard* 8,39 ~~BS2,40~~ BS2,41 ✠LMC1,39	Shi	*z*	CL 8,39	1914 6mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	G.E.Marden (Wheelock&CoLd. *Mgrs.*)	405·6 P31'B82'F48' *onShelter dk* FK *CellDBa*124	54·3	23·5 32·7	Shanghai British 7*BHCem* *u E* 28' *f*176'	T.3Cy.26",44"&74"–51" (*s*) 205lb 574NHP 3SB,*9cf*,GS186,HS8295 FD Harland&Wolff,Ld.Gls. 961*tFPT*116*tAPT*65*t*	26 ″ 2 s2 ″ $9\frac{1}{2}$ 23 ″ 7	
73632 129570 GCSF	**Egra** Ⓟ **TwinSc** *ss*Cal.2ndNo 3–7,36 D.F. *ss*Cal.No.1–39 2*Dks*(*U Stl*–ws)& *Shadedk*(*Stl*–teaks)	5108 3725 2345	✠100A1 *Shadedk* 5,40 ~~9,39~~ ✠LMC9,39	Cal	*z*	CL ~~9,39~~ s5,40 PN5,40	1911 8mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP* *Cell DBa*76'*u*	BritishIndiaStm. Nav.Co.Ld. *E&B*108'*f*156'732	410·0 B *on Shade dk* 158' FK *tFPT*58*tAPT*44*t*	52·8	24·7	Glasgow British 7*BHCem* (5*BH to Udk* 2 ,, 2*nd* ,,)	T.6Cy.$24\frac{1}{2}$",41"&69"–48" (*s*) 200lb *100lb* FD 1062NHP 2DB&2SB,*24cf*,GS390, HS16302 Wrkman,Clark&Co.LdBel	27 ″ 3 s4 ″ 4 23 ″ 4	
73633 219307 KJIW	**Egremont** *Fitted for oil fuel* Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk* *Now "Calobre," see No.87550 in Supplement*	6864 6613 5256					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	410·1	54·2	35·1	Seattle Utd.States *WB*	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"–48" 359NHP Hooven,Owens,Rentschler,Hamilton,O		R
73634 164316 MMFC	**Egret** 1*Dk*&*Shelter dk* *CruiserStern*	1391 1100 583					1937	Burntislnd S.B.Co.Ld. Burntisland	British&ContinentalSteamshipCo. Ld.	264·0 F60'	40·0	15·7	Liverpool British *WB*	T.3Cy.17",28"&50"–33" 144NHP Rankin&BlackmoreLdGrk		C
73635 161025 MMRX	**Egton** D.F. E.S.D. 1*Dk* *Cruiser Stern*	4363 3981 2536	✠100A1 ~~4,40~~ ~~11,39~~ 1,41 ✠LMC4,38	Shl ~~Bry~~Npt	*y*	CL	1938 4mo	W.Pickersgill&Sons,Ld. Sunderland *Lloyd'sA&CP*	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*) *CellD*	398·0 412·2(O.L.) P33'B245'F42' FK *B*336'942*tFPT*132*t*	53·8	24·1	Whitby British 6*BHCem* *APT*221*t*	T.3Cy.$21\frac{1}{2}$",$36\frac{1}{2}$"&63"–42" 220lb (*s*) 403NHP 2SB(Spt&FD)1AuxSB, *8cf*,GS144,HS6154 GeorgeClark(1936)Ld Sld.	26 ″ 3 s3 ″ $3\frac{1}{4}$ 23 ″ 3	
73636 43550 JMOL	**Eguti Maru No. 6** *OilEng.* 1*Dk*	499 — 274					1937	Kosaki DockK.K. Kosaki	EgutiKisenK.K.	145·0	28·0	14·0	Shimonoseki Japanese	Oil Engines		

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Dur'e,Cert.B.of Trade
73637	**Eguti Maru No. 7** OilEng. CruiserStern 1Dk	500 — 270					1938	Saisaki DockK.K. Saisaki	EgutiKisenK.K.	145·0|28·0|14·0 B40'Q115'F24'	Shimonoseki Japanese	Oil Engines 4S.C.SA 6Cy.14⅜"–20⅞" 127NHP HanshinIronWorks,Kobe		
73638 OREA	**Egypte** (exMars) 1Dk&Shelter dk	2568 2408 1601					1905	Eiderwerft Akt.Ges. Tönning	CieNationaleBelge deTransp.Marit. (ArmementDeppe, Mgrs.)	283·4|41·9|24·9	Antwerp Belgian WB	T.3Cy.20½",34½"&55½"–35½" 180NHP EidrwrftAkt.Ges.Tönning		V
73639 143646 GDNY	**Egyptian** CruiserStern 2Dks	2868 2700 1794					1920	W.Harkess &Son,Ld. Middlesbro'	EllermanLines,Ld (Ellerman&PapayanniLines,Ld. Mgrs.)	316·3|44·1|23·3 P72'B102'F78'	Liverpool British WB	T.3Cy.20½",35½"&60"–42" Richardsons, 233NHP Westgarth&Co.Ld.Mdb.		C
73640 146667 GFXY	**Egyptian Prince** ssMch.No.3-10,34 ssMdb.No.1-38 D.F. E.S.D. 1Dk(Stl)&Shelter dk(Stl) CruiserStern Tonnage opening closed '41(W.E.)	3490 2911 1804	✠100A1 Shelter dk with freeboard 11,40 ~~12,38~~ BS11,40 ~~BS11,38~~ ✠LMC7,38 Fitted for oil fuel 12,22 F.P. above 150°F. Carrying oil fuel F.P. above 150°F. in Deep Tank aft	Mch	x	CL 7,38	1922 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld. Mgrs.) Duct keel in Blr space & forward 143'	363·3|52·2|22·0 F68' on Shelter dk FK Collision Cell DB	London British Cem BH to Sh dk 6 " " U " 294' 1141t D	T.3Cy.26",43"&73"–48" (s) 180lb 538NHP 3SB,9cf,GS195,HS8151 FD Richardsons,Westgarth& Co.Ld.Mdb. Ta22'645tFPT56tAPT46t	24 " 9 ~~s 2 " 2¾~~ ~~22 " 8~~ 33 " 6 s10 " 1½ 23 " 7½	
73641 OZCH	**Egyptian Reefer** (exFrancine-37) OilEng. D.F. Ref.Mchy. Mchy.Aft CruiserStern	3159 2680 1819					1936	Odense Staalskibsvft vedAPMöller Odense	J.Lauritzen	345·6|48·7|24·4 F89'	Esbjerg Danish WB	Oil Engines 2S.C.SA 10Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 673NHP Akt.Burmeistr&Wain,Cpn		V
73642 25094 JAXD	**Ehime Maru** Ⓟ (exYehimeMaru-38) ssKob.No.3-12,31 ssKob.No.1-35 2Dks(Stl)	4654 3927 3367	✠ ... 3,39 ✠	Kob	x		1920 1mo	Uraga DockCo.Ld. Uraga	YamashitaKisen K.K.	360·0|51·2|28·5 P20'B91'F35' FK CellDB291'919tFPT	Kobe Japanese 6BHCem 114tAPT46t	T.3Cy.22",36½"&61"–48" 358NHP 2SB,6cf,GS126,HS5067 UragaDockCo.Ld.Uraga	28 " 6	C
73643 8689 JJTE	— Ⓟ (exYehimeMaru-38) 2Dks	638 — 339					1903	Kawasaki DkyrdCo.Ld. Kobe	ToaKaiunK.K.	178·1|25·3|16·0	Tokyo Japanese	T.3Cy.15",24"&40"–27" 83NHP KawasakiDockyardCo.Ld		
73644 DORF	**Ehrenfels** OilEng. Ref.Mchy. D.F. E.S.D. 2Dks Sub.Sig. CruiserStern	7752 7040 4763					1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·6|61·2|31·1 P64'B207'F66'	Bremen German WB	2 Oil Engines 2 S.C.DA each6Cy.20⅞"–29$\frac{9}{16}$" SR geared to 1 Sc. Shaft 1830NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
73645 228 JYLA	**Eian Maru** (exYeianMaru-38, exOswestry) ssShl.No.3-8,19 ssKob.No.1-24 1Dk(ptIrn&ptStl)1ptDk(Stl) &deep framing	3826 3439 2401	✠ 9,28 ✠	Drn	w		1905 11mo	JLThompson&Sons,Ld. Sunderland	DairenKisenK.K.	352·0|49·7|24·6 P34'B100'F35' FK CellDBa115'uE23' f154'	Dairen Japanese 6BHCem 824tAPT36t	T.3Cy.24⅞" 40"&67"–45" 328NHP 3SB,9pf,GS129,HS5090 Richardsons,Westgarth& Co.Ld.Hpl.	27 " 2	
73646 PDWG	**Eibergen** D.F. 1Dk	4801 4520 2969					1914	W.Pickersgill&Sons,Ld Sunderland	ZuidHollandscheScheepvMaats N.V.	385·0|52·1|27·2 P36'B119'F41'	Rotterdm Dutch WB	T.3Cy.25",40"&68"–48" 320NHP Richardsons,Westgarth& Co.Ld.Sld.		C
73647 LJXV	**Eidanger** E.S.D. OilEng. Mchy.Aft 1Dk Longitudinal framing CruiserStern CarryingPetroleum in bulk	9432 8796 5686					1938	SirJ.Laing &Sons,Ld. Sunderland	Westfal-Larsen& Co.A/S	483·6|68·3|36·2 P102'F34'	Bergen Norwegian WB	Oil Engines 2S.C.SA 7Cy.28⅜"–49$\frac{3}{16}$" 978NHP WallsendSlpwy.&E.Co.Ld Wallsend		N
73648 DORY	**Eider** OilEng. D.F. E.S.D. 1Dk CruiserStern	3288 2622 1804					1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8|50·2|19·9 P30'B313'F22'	Bremen German WB	2 Oil Engines 2S.C.SA each 6Cy.20½"–27$\frac{9}{16}$" SR geared to 1 Sc. Shaft 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
73649 LIVR	**Eidsvold** OilEng. CruiserStern 1Dk&Shade dk D.F.	4184 3602 2368					1934	Götaverken A/B Gothenburg	SkibsA/S Eidsiva (SverreDitlev-Simonsen&Co. Mgrs.)	382·3|55·2|22·9 P92tH382tF20t	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP GotaverkenA/B,Got.		N
73650 DOFF	**Eifel** (exRheingold) Wireless 1Dk	1429 1158 810					1924	F.Schichau Elbing	Rabien&Stadtlander	237·4|37·6|16·0 Q76'B108'F32'	Bremen German WB	T3Cy.16½",26⅝"&41$\frac{3}{16}$"–27½" 90NHP F.Schichau,Elbing		G
73651 XCSG	**18 de Marzo** (exSanRicardo-39) ssMob.2ndNo.3-3,39 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6439 — 3995	✠100A1 9,40 ~~3,39~~ ✠LMC3,39 BS9,40 CarryingPetroleum in bulk Fitted for oil fuel 9,16 F.P. above 150°F.	Mob	z	CL N6,37	1913 6mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	Petroleos MexicanosS.A. CellDBa 43'70tDTf33'4	420·1|54·7|32·6 432·5(O.L.) P103'B26'F43' FK 05tFPT36tAPT35t	Tampico Mexican 17BH (9 to U dk 8 " 2nd ")	Q4Cy.24",35",50½"&73"–51" 220lb (r) 554NHP 3SB,9cf,GS187,HS7740 FD WllsndSlpwy.Co.Ld.Nwc.	32 " 8	
73652 28704 JHAA	**Eiho Maru** Ⓟ (exYeihoMaru-38) Wireless 2Dks	741 599 424					1922	Namura Gennosuke Osaka	ShiotaShojiK.K.	180·0|27·5|17·0 P21'B53'F22'	Osaka Japanese	T.3Cy.13½",23½"&39⅜"–28" 81NHP		
73653 22940 JFGD	**Eihuku Maru** Ⓟ (exYeifukuMaru-38) ssYka.No.3-12,30 ssYka.No.2-39 ~~ssKob.No.1-35~~ 2Dks(Stl)&Awng dk(Stl)	5866 5586 4292	✠100A1 Awng dk with freeboard 5,40 ~~1,38~~ ✠LMC~~3,39~~ 5,40	Yka Kob	y	CL 3,39	1918 8mo	Kawasaki Dkyd.Co.Ld. Kobe Lloyd's A&CP	TodaiKisenK.K. (YamashitaKisen K.K.Mgrs.) CellDB333'1118t	385·0|51·0|36·0 FK (Coll FPT126tAPT98t	Kobe Japanese Cem BH to Awdk 5 " to U ")	T.3Cy.26",43½"&72"–48" (s) 200lb ~~444NHP~~ 2SB,6cf,GS126,HS5809 FD KawasakiDkydCoLdKobe	36 " 0 s 9 " 1½ 27 " 1	
73654 45694 JZXM	— 2Dks	3520 — 2067					1939	Mitsubishi JukogyoK.K Yokohama	NipponYusenK.K.	341·2|48·2|27·9 P26'B80'F34'	Tokyo Japanese WB	T.3Cy.20$\frac{11}{16}$",34$\frac{7}{16}$"&57$\frac{1}{16}$"–43$\frac{5}{16}$" HS5083 294NHP MitsubishiJukogyoK.K. Yka.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
73655 28949 JCGA	**Eihuku Maru** Ⓟ (*ex*YeifukuMaru-38) Wireless 1*Dk*	756 616 428					1923	Namura Gennosuke Osaka	KitaNipponKisen K.K.	183·8|27·5|17·0 P18'B50'F20'	Hakodate Japanese	T.3Cy.13$\frac{9}{16}$",22$\frac{11}{16}$"&37$\frac{1}{2}$"-28" 74NHP		
73656 LDOD	**Eikhaug** (*ex*Brio) Wireless D.F. 1*Dk&Spar dk*	1436 1349 842					1903	Nylands Værksted Oslo	EikhaugsRederi A/S(KnutKnutsen,O.A.S*Mgr.*)	231·6|35·1|20·4 H78*t*	Haugesnd Norwegian *WB*	T.3Cy.16$\frac{1}{2}$",27"&44"-32" 109NHP NylandsVærksted,Oslo		N
73657 44035 JSXL	**Eiko Maru** Ⓟ *CruiserStern*	3026 — 1762					1937	OsakaIron Works,Ld. Innoshima	OsakaSyosen Kaisha	303·0|45·3|24·4	Osaka Japanese	1DRgeared steam turbine IshikawajimaS.B.&E.Co. Ld.Tokyo		
73658 8788 JHUA	— Ⓟ (*ex*YeikoMaru-38) 1*Dk&Spar dk*(*Stl*-teaks) *&deep framing*	1843 1585 1066	✠ 2,07 ✠	Yka	*r*		1903 9mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. *Cell DB a* 59'*uE*	262·0|35·5|14·1 P31'B82'F40' 21·3 FK *&B*54'*f*94'361*tFPT*	Tokyo Japanese 5*BHCem* 40*tAPT*26*t*	T.3Cy.21$\frac{5}{16}$",35"&58"-36" 263NHP 2SB,4*cf*,GS82,HS3690 MitsuBishiD.&E.Wks.Nag	23 " 10	
73659 1112 JEMG	— Ⓟ (*ex*YeikoMaru-38, *ex*SapporoMaruNo.2, *ex*HakodateMaru) 1*Dk*	1164 986 804					1918	Hakodate DockyardCo Hakodate	ChosenYusenK.K.	215·0|31·5|18·5 B49'F29'	Jinsen Japanese	T.3Cy.13$\frac{1}{2}$",22$\frac{1}{2}$"&37$\frac{1}{2}$"-28" 74NHP TakedaTekkosho,Osaka		
73660 149396 MLZL	**Eildon** Sub.Sig. 1*Dk* *CruiserStern* *Mchy.Aft.* Wireless D.F.E.S.D. *OilEng.*	1447 1077 812					1936	Grngemth Dkyd.Co.Ld. Grngemouth	G.Gibson&Co.,Ld.	250·0|37·2|14·4 Q140'F25'	Grngemth British *WB*	Oil Engines 2S.C.SA 6Cy.13$\frac{3}{8}$"-22$\frac{7}{16}$" 187NHP BritishAuxiliaries,Ld.,Gls.		C
73661 166434 MMSS	**Eileen-M.** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *CarryingPetroleum in bulk*	323 225 134					1938	Scheepswrf Waterhuizen J.Pattje Waterhuizen	T.J.~~Metcalf~~ MetcalfMotor Coasters.Ld. (T.J. Metcalf,*Mgr.*)	131·6|25·3| 9·5 P46'F15'	London British *WB*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
73662 DQOV	**Eilenau** (*ex*Garthorpe, *ex*ThomasHolt) *ss*Liv.No.3-1-23 *ss*Liv.No.1-27 Wireless 1*Dk&Webframes&Shelter dk* *Longitudinal framing*	1404 1217 767	✠ ... 2,30 ✠				1910 8mo	W.Hamilton&Co.Ld. Pt.Glasgow	Bugsier-Reed undBergungsA.G.	249·5|38·0|16·1 P18'B32' FK	Hamburg German *WB*	T.3Cy.18",30"&50"-33" NDB28 183NHP D.Rowan&Co.Glasgow	18 " 3	G †
73663 132894 MFQK	**Eilian Hill** 2Mst (*ex*CardiganCoast-37, *ex*Patricia) *ss*Bkn.2ndNo.3-6,39 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	781 557 342	✠100A1 ~~7,40~~ ~~6,39~~ 4,41 ✠LMC6,39 ~~BS6,40~~ 7,41	Bkn Bry	*k*	CL ~~11,37~~ ~~6,40~~ 3,41	1913 10mo *Lloyd*	Dublin Dkyd.Co.Ld. Dublin '*sA&CP*	W.Thomas&Sons *Cell*	192·7|30·6|12·5 Q115'B9'F29' BK7" *DBf*113'148*t FPT*	Liverpool British 3*BHCem* 52*tAPT*13*t*	C.2Cy.21$\frac{1}{2}$"&46"-30" (*s*) 135lb 87RHP 1SB,3*cf*,GS69,HS2370 Ross&Duncan,Glasgow	14 " 9 s4 " 4$\frac{3}{4}$ 14 " 11$\frac{1}{2}$	
73664 LCIO	**Einar Jarl** D.F. 1*Dk*	1858 1616 1091					1921	A/SSörlandetsSkibs. Fevig	DetNordenfjeldske Dampskibsselskab	265·3|42·1|17·9 P81*t*H94*t*	Trndheim Norwegian *WB*	T.3Cy.21",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
73665 LCWE	**Einvik** (*ex*Rendal-34,*ex*Femund, *ex*Cormount,*ex*WarTaurus) 1*Dk*	2000 1800 1161					1918	PolsonIron WorksCo.Ld. Toronto	Skibs.A/S Einvik (BjarneTetlie)	250·9|43·4|20·9 P62*t*H99*t*F21*t*	Trndheim Norwegian	T.3Cy.20$\frac{1}{2}$",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		N
73666 104 SVAO	**Eirini Kyriakides** *ss*Pir.No.3-12,34 *ss*Cff.No.1-40 1*Dk*(*Stl*)	3781 3488 2311	✠100A1 2,41 ~~3,40~~ ✠LMC MS2,39 BS11,39	Cff Npt	*w*	CL 2,39	1922 5mo *Lloyd*	R.Thompson&Sons,Ld. Sunderland '*sA&CP*	The heirs of the late N.G.Kyriakides *CellD*	360·1|50·0|22·9 P33'B217'F36' FK *B*306'927*tFPT*153*t*	Andros Greek 6*BHCem* *APT*158*t*	T.3Cy.25",42"&68"-45" (*r*) 180lb *100lb* 340NHP 2SB,8*cf*,GS128,HS5276 N.E.MarineEng.Co.Ld.Sld	25 " 5 s 3 " 1$\frac{1}{2}$ 22 " 6$\frac{3}{4}$	
73667 33217 JEMI	**EiryuMaru** Ⓟ (*ex*YeiruMaru-38) 1*Dk*	758 647 440					1928	Yendo Hidekichi Osaka	SanrikuKisenK.K.	175·0|27·0|19·0 P11'B45'F22'	Tokyo Japanese			
73668 DOFI	**Eisenach** Ⓟ (*ex*Alda-36) *CruiserStern* Sub.Sig. D.F. 2*Dks*	4323 3886 2593					1921	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	388·5|51·0|26·1 P43'B109'F63' len39	Bremen German *WB*	2Steam turbinesDRgeared to1Sc.Shft. 1068NHP HS5780 NE&B39 DeutscheSchiff-u,Maschb-A.G.,WerkA.G.Weser. Bremen		G
88/40 73669 44404 JDNM	**Eisyo Maru** (*ex*YongShyang-38, *ex*Rinos-37, *ss*Kob.2ndNo.3-4,37 *ex*Raisdale-33,*ex*Drammensfjord,*ex*ChilternRange) 2*Dks*(*Stl*) *Cargo battens not fitted*	4383 4029 2738	✠100A1 4,40 ~~5,39~~ ✠LMC~~5,39~~ 4,40	Kob	*x*	CL 4,39	1911 12mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	KyodoKaiunK.K. *CellDBa*129'	379·7|48·7|29·0 P31'B94'F36' FK *uE&B*42'*f*59' 1108*t*	Tokyo Japanese 6*BHCem* *APT*42*t*	T.3Cy.25",41"&69"-48" (*s*) 180lb 372NHP 3SB.9*cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	29 " 0 s 5 " 6$\frac{3}{4}$ 23 " 8	
73670 34540 JFAC	**Eiyo Maru** TwinSc (*ex*YeiyoMaru-39) *Fittedfor oil fuel* *ss*Nag.No.3-4,36 *Mchy.Aft* 2*Dks*(*Stl*) *Carrying Petroleum in bulk*	8674 8037 5102	✠ ... 7,39 ✠	Yka			1929 8mo	Yokohama DockCo.Ld. Yokohama	KantoTankerK.K. *CellDBuE&B*93' 500	460·9|60·0|37·5 P141'B33'F38' FK *f*52' *tFPT*133*tAPT*130*t*	Tokyo Japanese 15*BHptCem* (12 *to U dk* 3 „ *2nd* „)	T.6Cy.25$\frac{1}{8}$",42"&70"-51" 975NHP 5SB,15*cf*, HS13825FD YokohamaDockCo.LdYka	37 " 6	C †
73671 18657 JPVE	**Eizan Maru** (*ex*YeizanMaru-38, *ex*TaiunMaruNo.10-37) *ss*Osa.No.3-2,27 1*Dk&2nd dk inNo.1hold*	1682 1396 1002	✠ ... 5,31 ✠				1915 12mo	Kawasaki Dkyd.Co.Ld. Kobe	Turumaru Hirotaro	249·0|37·5|20·9 Q14'B59'F31' FK	Nishinomiya Japanese *WB*	T.3Cy.17$\frac{1}{2}$",28"&46"-36" 172NHP KawasakiDkydCoLd.Kobe	20 " 11	
73672 29712 JSHB	**Eizyu Maru** (*ex*DaishinMaru No.5-38,*ex*Ribe,*ex*GeorgiosB. Panoutsos, *ss*Kob.2ndNo.3-5,24 *ex*Cresyl) 1*Dk&Web frames*	2455 2144 1829	✠ ... 1,27 ✠				1897 12mo	W.Gray& Co.Ld. W Hartlepool	KiharaSyosen KogyoK.K.	302·0|43·1|19·7 P25'B69'F29' FK	Tokyo Japanese *WB*	T.3Cy.22",35"&59"-39" 227NHP Cen.Mar.Eng.Wrks.WHpl	22 " 3	
73673 186 JKWA	**Eizyun Maru** (*ex*YeijunMaru-38, *ex*UragaMaru) 1*Dk*	2156 1886 1284					1916	Uraga DockCo.Ld. Uraga	DairenKisenK.K.	268·0|40·7|23·6 P13'B58'F27'	Dairen Japanese *WB*	T.3Cy.19",31$\frac{1}{2}$"&52"-39" 169NHP UragaDockCo.Ld.Uraga	23 " 6	
73674 LCIP	**Ek** Wireless 1*Dk*	995 707 578					1911	Akers Mek.Værks. Oslo	D/S A/S Ganger Rolf(Fred.Olsen& Co.*Mgr.*)	220·0|34·6|13·7 F12*t*B121*t*Q84*t* H70*t*	Oslo Norwegian *WB*	T.3Cy.16$\frac{1}{2}$",27"&45"-33" 116NHP AkersMek.Værks.Oslo		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux. Gréement. &c. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant au pair. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.Ref.Trade
73675 836 SVIA	**Ekaterini Coumantarou** (*ex*Talabot-35) *ss*Rot.No.3-11,29 D.F. *ss*Rot.No.2-38 *2Dks(Stl)&Shelterdk(Stl)&Webframes* *Tonnage opening closed'39* *Longitudinal framing*	7777 7418 5912	✠100A1 *Shelter dk* *with freeboard* 5,40 ~~11,38~~ BS8,39 ✠LMC1,38 *Fitted for oil*	Bkn Bdx *fuel* 1	*a*† ,17	CL 12,37 *F.P. a*	1917 1mo *bove* 1	Union Iron WorksCo. Alameda,Cal A&CP 50° F.	Coumantaros Bros. (Th.&N.Coumantaros,Ld.*Mgrs.*) *CellDB355'1297t*	410·0|56·2|29·5 38·5 FK *MT25'792t DTa30'*	Piræus Greek *7BH* *223t FPT50t*	T.3Cy.27",47½"&78"-48"(*s*) 220lb 600NHP 3SB(Spt),*9cf*,GS165, HS8265 FD UnionIronWorksCo.S.Fo. *APT200t*	41 ″ 0 s10 ″ 8½ 30 ″ 6	
73676 164520 MKKV	**Eketian** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	1005 739 506	✠ ... 11,37 ✠	Ham			1935 9mo	Howaldts-werkeA.G. Hamburg	UnitedAfricaCo.Ld. *CellDBuMT22'*	197·5|34·7|11·3 Q53'F22' FK *57tMT22'241tFPT*	London British *5BHAsp* *97tAPT31t*	Oil Engines 4S.C.SA 12Cy.11"-17½" 70RHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 ″ 6	
73677 140 JLUG	**Ekisin Maru** (*ex*YekishinMaru-38) Wireless	993 — 559					1918	....	DairenKisenK.K.	208·0|31·0|18·5	Dairen Japanese			
73678 132999 GCSJ	**Ekma** Ⓟ TwinSc *ss*Cal.2ndNo.3-7,36 D.F. *2Dks(UStl-ws)* *&Shadedk(Stl-teaks)*	5108 3724 2356	✠100A1 *Shadedk* 12,39 MS7,36 ✠LMC DBS11,39	Bom MBS1,40	*z*	CL P12,39 S6,40	1911 12mo *Lloyd*	Workman, Clark&CoLd. Belfast *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDBa* 108'*f*156' 782t	410·0|52·6|24·7 *BonShadedk158'* *76'uE&B* FK *FPT58t APT44t*	Glasgow British *7BHCem* *(5 to Udk* *2 ,, 2nd ,,)*	T.6Cy.24½",41"&69"-48" (*s*) 200lb *100lb* 1062NHP 2D&2SB,*24cf*,GS390, HS16802 FD Wrkman,Clark&Co.Ld Bel	27 ″ 3 s4 ″ 4 23 ″ 5	
73679 6858 SGIA	**Eknaren** *OilEng.* *ss*Got.No.3-4,34 *ss*Got.No.1-38 D.F. *1Dk(Stl)&Shelterdk(Stl)*	*5243* *4656* *3112*	✠100A1 *Shelter dk* *with freeboard* ~~8,40 11,38 7,40~~ 12,40 ✠LMC CS3,38 DBS10,40	Got ~~Nat Bal~~ NYk ~~11,38~~ 7,3	*a*† 9	CL 11,39	1922 9mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland *'sA&CP*	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) *CellDB364'1299t*	420·0|54·0|25·0 433·7(O.L.) *F41' on Shelter dk* FK *Collision* *FPT105t APT127t*	Gothenbrg Swedish *pt Cem* *BH to Sh dk* *6 ,, ,, U ,,*	Oil Engines 2S.C.SA 4Cy.22⅜"-91½" DB*100lb* 640NHP W.Doxford&Sons,Ld.Sld.	29 ″ 0 s3 ″ 7½ 25 ″ 7½	
73680 149885 GNBZ	**El Aleto** TwinSc *ss*Bkn.No.3-11,39 *OilEng.* D.F. E.S.D. ~~*ss*Bkn.No.2-36~~ *Mchy.Aft* *2Dks(Stl)&Webframes* *Longitudinal framing*	7203 6706 4249	✠100A1 ~~7,40 3,39~~ ~~3,41~~ 6,41 ✠LMC CS7,40 ~~DBS11,39~~ 3,39 *Carrying Petr* DBS10,40	Bkn ~~Bkn Mch~~ *oleum*	*b*† *in*	CL ~~P3,39~~ SN5,38 P6,40 *bulk*	1927 8mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle *'sA&CP*	LobitosOilfieldsLd (C.T.Bowring&Co.Ld.*Mgrs.*) *CellDBuE25'182t D*	440·8|57·5|34·1 454·9(O.L.) P98'B32'F46' FK *Tf40'386tFPT128t*	London British *18BHptCem* *7 to 2nd dk* *APT131t*	Oil Engines 4S.C.SA 12Cy.24 3/16"-51 3/16" 709NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 11 s6 ″ 7½ 27 ″ 7	
73681 215411 WICE	**El Almirante** *Fitted for oil fuel* 3*Dks*	5216 — 4055					1917	NwprtNws S.B.&D.D.Co. Newprt News	SouthernPacific S.S.Lines	364·0|51·2|23·8	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP NewportNewsSB&DD.Co.		
73682 149736 GMSC	**El Amin** Ⓟ *OilEng.* Wireless *Mchy.Aft* 1*Dk&Shelter dk*	746 496 334					1926	Bow,Mc-Lachlan&Co Ld. Paisley	HalalShippingCo. Ld.	191·1|32·9|10·8	London British *WB*	Oil Engines 2S.C.SA 5Cy.16½"-28 3/16" 237NHP AtlasDieselCo.Ld.Skm.		C
73683 10 SUAK	**El Amira Fawzia** TwinSc 2*Dks* *Fitted for oil fuel*	1881 1541 888	✠ ... 10,31 ✠				1929 8mo	Swan,Hunter&Wigham Richardson, LdNewcastle	EgyptianGovernment(CoastGuard &Fisheries Service)	275·2|38·2|22·4 B110'F63' FK	Alexndria Egyptian *WB*	T8Cy.(2)17"(2)28"&(4)32" -27" 348NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 6	
73684 160405 GNQD	**El Argentino** TwinSc *OilEng.* *ss*Lon No.2-36 *Ref.Mchy* 3*Dks(StlU-ws)* *4th dk(Stl)in holds* D.F. *CruiserStern*	9501 7548 6023	✠100A1 Examined 4,41 Liv ✠LMC CS9,37 DBS12,39 3,39 ✠Lloyd'sRMC ~~2,40 5,40~~ 4,41 ~~1,41~~ ~~10,40 7,40~~	~~Lon~~	*d*†	CL 2,40	1928 4mo *Lloyd* Ce	Fairfield Co.Ld. Glasgow *'sA&CP* *ll DB369' 167*	Furness,Withy&Co.Ld.(Furness-HoulderArgentine Lines,Ld.*Mgrs.*) *Duct keel forw* *2t Tanks in way of*	431·3|64·5|35·4 453·2(O.L.) B250'F82' FK *ard of machy.space* *tunnels466tFPT78t*	London British *8BHpt Cem* *APT113t*	Oil Engines 2S.C.SA 12Cy.28½"-39" 1708NHP 3DB*125lb* FairfieldCo.Ld.Glasgow	38 ″ 2 s7 ″ 4½ 31 ″ 0½	
73685 FNFP	**El-Biar** Ⓟ D.F. 2*Dks*	4678 3303 2464					1927	Forg.&Ch. delaMédit. LaSeyne	Cie.deNav.Mixte (Cie.Touache)	381·0|49·4|26·6 P50'F55' len35	Marseilles French *WB*	T.3Cy.33⅞",53 3/16"&85"-45½" &LPturbine 486NHP Forg.&Ch.delaMédit.Msl.		V
73686 215587 WICF	**El Capitan** *Fitted for oil fuel* 3*Dks*	5216 — 4055					1917	NwprtNws S.B.&D.D.Co. NewprtNews	SouthernPacific S.S.Lines	364·0|51·2|23·6	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP NewportNewsSB&DD.Co.		
73687 218284 KILP	— (*ex*Meriden) *Fitted for oil fuel* 1*Dk*	2227 1963 1340					1919	AlbinaEng & Mch.Works Portland,Or.	E.K.WoodLumber Co.	289·0|44·1|19·2 P26'B148'F32'	S.Frncisco Utd. States *WB*	T.3Cy.22",36⅝"&60"-42" 256NHP AlbinaEng.&Mch.Works		R
73688 EELF	**El Caudal** 1*Dk*	847 682 621					1921	Astilleros deGijon Gijon	A.Lajusticia	201·7|29·8|13·9 B43'F30'	Bilbao Spanish *WB*	T.3Cy.13",21"&34"-26" 59NHP A.SanjurjoBadia,Vigo		V
73689 217605 WVOE	**El Cedro** (*ex*Couparle) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	2512 — 1527					1919	Gt.Lakes Eng.Works Ecorse,Mich.	J.Griffiths&Sons, Inc.	253·5|43·5|27·5 P115'F25' *WB*	Seattle Utd.States	T.3Cy.21",34½"&57"-42" 210NHP Gt.LakesEng.Wks.Detroit		
73690 146700 GFKD	**El Ciervo** (*ex*Tricentrol) *ss*Hfx.No.1-40 *ss*Fal.No.3-4,36 *2Dks(Stl)&Webframes* *Mchy.Aft* *Longitudinal framing* D.F. E.S.D.	5841 5228 3542	✠100A1 ~~6,40 2,40~~ 3,41 [illegible] ✠LMC [illegible] 6,40 *Carrying Petr* *Fitted for oil*	Bkn ~~Hfx~~ Npt *oleum* *fuel* 3	*z* *in* ,23	CL ~~1,39~~ N5,40 *bulk* *F.P. a*	1923 3mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld Newcastle *'sA&CP* 50° F.	LobitosOilfields,Ld (C.T.Bowring&Co.Ld.*Mgrs.*)	407·4|52·2|31·4 420·0(O.L.) P105'B37'F60' FK *CellDBuB26'57t*	London British *15BHptCem* *(10 to Udk* *5 ,, 2nd ,,)* *APT30t*	T.3Cy.27",45"&75"-48" (*r*) 180lb 551NHP 3SB,*9cf*,GS201,HS8217 FD Armstrong,Whitworth& Co.Ld.Nwc	31 ″ 6 s5 ″ 3½ 26 ″ 5	
73691 EAQE	**El Condado** 1*Dk*	3472 — 2219					1920	W.Hamilton&Co.Ld. Pt.Glasgow	Cia.General de Naveg.(A.Navajas *Mgr.*)	330·2|48·7|24·0 P27'B98'F34'	Bilbao Spanish *WB*	T.3Cy.23",38"&63"-45" 266NHP Dunlop,Bremner&Co.Ld. Pt.Glasgow		C
73692 224284 WICH	**El Coston** (*ex*Bienville) *Fitted for oil fuel* 3*Dks* *Longitudinal framing*	7286 — 4509					1924	ToddD.D. &Const.Corp. Tacoma	SouthernPacific S.S.Lines	426·9|57·0|26·6	NewYork Utd. States	2 Steam Turbines DR geared to 1 Sc. Shaft DeLavalStm.Turb.Co. Trenton,N.J.		
73693 136916 WICI	**El Dia** (*ex*Roanoke,*ex*ElDia) *Fitted for oil fuel* 2*Dks&Awng dk*	4504 — 2798					1901	NwprtNws S.B.&D.D.Co. Newprt News	SouthernPacific S.S.Lines	391·7|48·3|26·0 33·8	NewYork Utd. States	T.3Cy.32",52"&84"-54" 518NHP NewportNewsSB&DD.Co		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
73694 FNFV	**El Djezaïr** Ⓟ TwinSc D.F. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* 3*Dks*	5790 3224 2407					1934	Forg.&Ch. de laMéditSA LaSeyne	Cie.deNav.Mixte (Cie.Touache)	390·0 P289′ B*on*P221′ F82′	53·8	23·8	Marseilles French *WB*	6 Steam Turbines SR geared to 2 Sc. Shafts Forg.&Ch de la Médit.S.A.		V
73695 220829 WICJ	**El Estero** *Fitted for oil fuel* 3*Dks*	4219 — 2557					1920	Downey S.B.Corp. StatenIsland	SouthernPacific S.S.Lines	334·6	47·1	23·1	NewYork Utd.States *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP DowneyS.B.Corp.		
73696 83 SUBX	**El Fath** (*ex*AndréeEddé–35, *ex*Cigogne,*ex*Loriot) 1*Dk*	331 247 147					1918	Forg.&Ch. delaMédit LaSeyne	FahimAyad	131·4 F26′	24·1	11·2	Alexndria Egyptian	C.2Cy.18″&36″–24″ 53NHP Forg.&Ch.delaMédit.Msl.		V
73697 146230 GFRV	**El Grillo** *ss*Shl.No.3–4,35 *ss*Nwc.No.1–39 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. E.S.D.	7264 6702 4267	✠100A1 ~~4,41~~ ~~10,39~~ 7,41 ~~BS3,40~~ 3,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	Bkn Sou ✠LMC4,39	*b*†	CL ~~N4,39~~ 4,41	1922 1mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle *CellD*	LobitosOilfields, Ld.(C.T.Bowring &Co.Ld.*Mgrs.*) *BuE&B*32′90*t* *DT*	440·5 P92′B32′F46′ FK *f*45′439*t FPT*125*t*	57·5	34·0	London British 18*BHptCem* (11 *to U dk* 7 „ 2*nd* „) *APT*38*t*	T.3Cy.29″,48″&81″–54″ (*r*) 180lb 678NHP 3SB12*cf*,GS246,HS10065 FD Armstrong,Whitworth &Co.Ld.Nwc.	33″11 s 6″8¼ 27″5	
73698 161327 GJCL	**El Hak** Ⓟ *OilEng.* *Mchy.Aft* Wireless 1*Dk*&*Shelter dk*	1022 689 511					1929	Hawthorn, Leslie&Co.Ld Newcastle	HalalShippingCo. Ld.	231·6	35·2	11·1	London British *WB*	Oil Engines 2S.C.SA 6Cy.16$\frac{9}{16}$″–28⅜″ 287NHP AtlasDieselCo.Ld.Skm.		C
73699 172583 VWJN	**El Hind** Ⓟ D.F. 2*Dks* *CruiserStern*	5314 4658 3197	✠100A1 ~~4,40~~ ~~8,39~~ 11,40 ✠LMC6,38 *Fitted for oil fuel* 6,38 *F.P. above* 150° F.	Bom	*z* 1$\frac{15}{16}$	CL 11,40	1938 6mo *Lloyd's A&CP*	Lithgows Ld. PortGlasgow	ScindiaSteamNav. Co.Ld. *CellD*	400·0 414·7(O.L.) P37′B146′F33′ FK B343′1128*t FPT*78*t*	52·0	28·0	Bombay British 7*BHptCem* *APT*47*t*	T.3Cy.24½″,41″&70″–48″(*r*) 220lb FD 524NHP 3SB,9*cf*,HS7563 J.G.Kincaid&Co.Ld.Grk.	30″6 s 5″6½ 25″2	
73700 220979 WICK	**El Isleo** *Fitted for oil fuel* 3*Dks*	4219 — 2557					1920	Downey S.B.Corp. StatenIsland. N.Y	SouthernPacific S.S.Lines	334·6	47·1	23·1	NewYork Utd.States *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP DowneyS.B.Corp.		
73701 FNFT	**El Kantara** Ⓟ TwinSc *Fitted for oil fuel* 3*Dks* E.S.D. *CruiserStern*	5079 3011 2317					1932	Swan,Hunter&Wigham Richardson, Ld Newcastle	Cie.deNav.Mixte (Cie.Touache)	381·7	53·8	23·4	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
73702 221014 WICL	**El Lago** *Fitted for oil fuel* 3*Dks*	4219 — 2557					1920	Downey S.B.Corp. StatenIsland	SouthernPacific S.S.Lines	334·6	47·1	23·1	NewYork Utd.States *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP DowneyS.B.Corp.		
73703 EELK	**El Leon** *Carrying Petroleum in bulk* *OilEng.* 1*Dk*	329 255 242					1926	Corcho Hijos Santander	Compania Arrendataria del Monopolio de Petroleos, S.A.	124·6 F14′	23·5	10·9	Barcelona Spanish	Oil Engines 4S.C.SA 3Cy.11″–17¾″ 35NHP GasMfbkDeutzKölnDeutz		V
73704 PDXD	**El Libertador** Ⓟ TwinSc *Fitted for oil fuel* *CruiserStern* 1*Dk*	1713 959 750	ExaminedL.R.10,40	Cco			1929	Internat'nl S.B.&E.Co. Ld. Danzig	Koninkl.Nederl. Stoomb.Maats. N.V.	240·6 B122′F41′	40·2	12·3	Amstrdam Dutch *WB*	T.6Cy.14⅜″,24″&39⅜″–26⅜″ 160NHP InternationalSB.&E.CoLd		G
73705 159610 VWJL	**El Madina** Ⓟ TwinSc 2*Dks* *CruiserStern*	3962 2660 1628	✠100A1 1,41 ~~11,39~~ ✠LMC11,37	Bom	*w* 1$\frac{13}{16}$	CL 1,41	1937 11mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld Glasgow *CellDB*	ScindiaSteam Nav.Co.Ld. 295′609*t DTa*26′316*t DTf*12′205*t FPT*	359·8 374·4(O.L.) *Shade dk.* F*on* FK *Shade dk*44′	50·2	22·0	Bombay British 6*BHCem* 52*t APT*60*t*	T.6Cy.20″,31½″&53″–36″& LP turbines withDR gearing & hydraulic couplings 220lb (*s*) 916NHP 4SB(Spt),16*cf*,GS320 HS13144 FD Barclay,Curle&Co.Ld.Gls.	24″0 s 3″10¼ 20″6	
73706 FNFU	**El Mansour** Ⓟ TwinSc D.F. *Fitted for oil fuel* E.S.D. *CruiserStern* 3*Dks*	5818 3225 2435					1933	Forg.&Ch. de laMéditSA LaSeyne	Cie.deNav.Mixte (Cie.Touache)	387·1	54·0	23·8	Marseilles French *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts Forg.&Ch.de laMédit.S.A.		V
73707 4 SUCA	**El Menzaleh** (*ex*Florentia, *ex*Theodoros-Sophios, *ex*CailleII.) 1*Dk*	318 — 133					1917	Forg.&Ch. de laMédit. LaSeyne	Soc.Misr de Navigation Maritime	132·3	24·0	12·0	Suez Egyptian	C.2Cy.18″&36″–23½″ 52NHP Forg.&Ch.de laMédit.Msl.		
73708 162487 GTPQ	**El Mirlo** *OilEng.* D.F. *ss*Bkn No.2–38 E.S.D. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	8092 7421 4928	✠100A1 4,41 ~~3,40~~ ✠LMC CS8,38 DBS~~3,40~~ 4,41 ~~8,38~~ 3,40 *Carrying Petroleum in bulk*	Bkn	*c*†	CL 3,40	1930 9mo *Lloyd's A&CP*	Blythsw'd S.B.Co Ld. Glasgow	LobitosOilfields, Ld.(C.T.Bowring &Co.Ld.*Mgrs.*) *CellDBuE*43′ 183*t DTf*36′427*t*	459·7 P94′B32′F42′ FK *FPT*247*t APT*65*t*	60·0	34·5	London British 17*BHptCem* (12 *to U dk* 5 „ 2*nd*„)	Oil Engines 4S.C.SA 8Cy.29⅛″–59$\frac{1}{16}$″ 652NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	34″4 s 6″10½ 27″9¾	
73709 EAQF	**El Montecillo** *Fitted for oil fuel* 1*Dk*	*3031* *2857* *1918*					1920	Dunlop, Bremner&Co. LdPt.Glasgw	Cia.General de Naveg.(A.Navajas *Mgr.*)	329·2 P27′B98′F34′	48·9	24·3	Bilbao Spanish *WB*	T.3Cy.23″,38″&63″–45″ 266NHP Dunlop,Bremner&Co.Ld.		C
73710 207947 WICM	**El Mundo** *Fitted for oil fuel* 3*Dks*	6008 — 3747					1910	NwprtNws S.B.&D.D.Co. Newprt News	SouthernPacific S.S.Lines	405·6	53·1	27·4	NewYork Utd.States *WB*	T.3Cy.34½″,57″&96″–60″ 714NHP NewportNewsSB&DD.Co.		
73711 EEJG	**El Neptuno** (*ex*Chatton–34) *ss*Nwc.No.1–30 1*Dk*(*Stl*)	3569 — 2135	✠ … 8,34 ✠	Bkn	*w*		1925 10mo	W.Dobson &Co. Newcastle *CellD*	Cia.Anon. Maritima"Union" (M.Urruchua, *Mgr.*)	360·0 P30′B225′F33′ 23·6 FK B313′892*t FPT*105*t*	50·0	26·0	Bilbao Spanish 6*BHCem* *APT*111*t*	T.3Cy.25″,41″&68″–45″ 370NHP 3SB,9*cf*,GS165,HS6165 NEMarineEngCo.Ld.Nwc.	26″0	C †
73712 58 SUBQ	**El Nil** Ⓟ (*ex*Tjerimai–33, TwinSc *ex*Wadai,*ex*Marie,*ex*MarieWoermann) D.F. *Fitted for oil fuel* 2*Dks*&*Shelter dk*	7769 6470 4702					1916	Reiherst'g Schiffsw. Hamburg	SociétéMisr. deNavigation Maritime	426·3	55·9	27·4	Alexndria Egyptian	Q8Cy.22½″,33½″,49⅛″&71¾″–49⅜″ 720NHP ReiherstiegMaschf.Ham.		V
73713 208166 WICP	**El Occidente** *Fitted for oil fuel* 3*Dks*	6008 — 3747					1910	NwprtNws S.B.&D.D.Co. NewportNws	SouthernPacific S.S.Lines	405·6	53·1	27·4	NewYork Utd.States *WB*	T.3Cy.34½″,57″&96″–60″ 714NHP NewportNewsSB&DD.Co.		
73714 224496 WICO	**El Oceano** *Fitted for oil fuel*	6767 4514 4172					1925	FederalS.B &D.D.Co Kearny,N.J.	SouthernPacific S.S.Lines	415·0	56·1	29·1	NewYork Utd.States	DR GearedSteamTurbines DeLavalSteam TurbineCo.Trenton,N.J.		

7775
6470
4719

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total Sous le Pont Net.	5 Détails de la Classification: Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit: Quand. Navire. Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Refrig.
73715 208080 WICQ	**El Oriente** *Fitted for oil fuel* 3*Dks*	6008 — 3747					1910	NwprtNws S.B &D.D.Co. Newprt News	SouthernPacific S.S.Lines	405·6|53·1|27·4	NewYork Utd.States *WB*	T.3Cy.34½",57"&96"–60" 714NHP NewportNewsSB&DD.Co.		
73716 221121	**El-Petrolero** *Carrying Petroleum in bulk* *Mchy.Aft*	617 — 352					1921	Downey S.B.Corp. StatenIsland, N.Y.	Pan-AmericanOil ExportCorporation	170·0|35·0|10·5 F28'	M.Video Uruguayan	T.3Cy.13",22"&36"–24" 87NHP DowneyS.B.Corp.Staten Island,N.Y.		
73717 LOHP	**El Rioplatense** *OilEng.* Wireless D.F. ssB.As.No.1–38 *Mchy.Aft* 1*Dk* *CruiserStern*	1178 — 604	✠100A1 ~~4,05,38~~ 1,41 ✠LMC CS10,38 4,40 ~~11,37~~ *Carrying Petroleum in bulk*	BAs	*r*	CL ~~11,37~~ 4,40	1934 12mo *Lloyd*	Nakskov Skibs.A/S Nakskov *'sA&CP*	"LaRioplatense" Cia.deNavegacion yTransportes,S.A. *CellDB*	260·1|41·1|16·9 P64'B28'F25' *Trunk*140' FK *uE*57' *f*28' 119*tDT*	Bns.Aires Argentine 11*BH* *inER*4'17*tF*	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP Akt.Burmeistr&Wain,Cpn *PT*26*tAPT*41*t*	18 ″ 0	
73718 EAEZ	**El Saturno** (*ex*Guipuzcoa–35, *ex*Bergsdalen) 1*Dk*	3450 3197 2002					1921	Burntislnd S.B.Co.Ld. Burntisland	Cia.AnonimaMaritimaUnion(M. Urruchua,*Mgr.*)	331·9|48·7|25·1 P94*t*H121*t*	Bilbao Spanish *WB*	T.3Cy.24",40"&65"–42" 274NHP Cooper&Greig,Ld.Dundee		C
73719 210635 HPJN	**El Segundo** ssS.Fo.No.3–7,25 ssS.Fo.No.1–29 *Fitted for oil fuel* *Mchy.Aft* 2*Dks& Web frames* D.F. *Carrying Petroleum in bulk*	3664 3168 2228	✠ ... 6,32 ✠				1912 12mo	NewYork S.B.Co. Camden,N.J.	BalboaTransport Corporation	321·7|46·2|27·5 P116'B30'F43' FK	Panama Pnamanian *WB*	T.3Cy.21",35"&58"–42" 318NHP NewYorkSB.Co.CamdnNJ	27 ″ 0	R †
73720 136882 WICS	**El Valle** *Fitted for oil fuel* 2*Dks& Awng dk*	4605 — 2896					1901	NwprtNws S.B.&D.D.Co. NwportNews	SouthernPacific S.S.Lines	391·7|48·3|26·0 33·8	NewYork Utd.States	T.3Cy.32",52"&84"–54" NB12 518NHP NewportNewsSB&DD.Co.		
73721 140919 GNJV	**Elax** *OilEng.* Sub.Sig. *Mchy.Aft* ssFal.No.3–3,40 D.F. E.S.D. *CruiserStern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7403 6761 4273	✠100A1 ~~3,40~~ 12,40 ✠LMC CS6,40 DBS3,41 8,39 *Carrying Petroleum in bulk*	Fal Bkn	*b*† 2¼	CL 8,39	1927 10mo *Lloyd*	Nederl. Schps.Maats. Amsterdam *'sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*69'317*t*	440·4|59·5|32·7 456·5(O.L.) P99'B34'F58' FK *DTf*32' 284*t FPT*	London British 15*BHptCem* 161*tAPT*65*t*	Oil Engines 4S.C.SA 6Cy.32¼"–59" 602NHP 2DB180*lb* Werkspoor,Amsterdam	32 ″ 9 s6 ″ 3¼ 26 ″ 8	
73722 204727 WNWN	**Elba** D.F. GyC. *Mchy.Aft* 1*Dk*	4671 — 3365					1907	American S.B.Co. Cleveland,O.	InterlakeS.S. Co.(Pickands, Mather&Co.*Mgrs*)	420·0|52·0|28·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.Co.Clevel'nd		R
73723 142260 GQWM	**—** (*ex*Glenpark–32) ssP.Gl.No.3–1,31 D.F. ssArd.No.2–39 Now "Aldergrove," see No. 87002 in Supplement *Cargo battens not fitted except in fwd.hold*	1974 1789 1194	✠100A1 12,39 ✠LMC BS3,39 MS12,39	Ard	*r*	CL 11,39	1918 7mo *Lloyd*	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth *'sA&CP*	GroveLine(Glasgow)Ld.(David Alexander&Sons, *Mgrs.*) *CellDBa*70'*uE*	280·0|41·9|18·9 290·4(O.L.) P21'B68'F29' FK 28' *f*124' 523*t FPT*	Glasgow British 4*BHCem* 55*tAPT*46*t*	T.3Cy.21",35"&57"–36" (*r*) 180*lb* 100*lb* 231NHP 2SB,6*cf*,GS112,HS3796 Dunsmuir&Jackson,LdGls	20 ″ 9 s2 ″ 10½ 18 ″ 1	
73724 187 IMIT	**Elbano Gasperi** Ⓟ	742 704 344					1928	Cant.Nav. OderoS.A. Genoa	Soc.Anon.NavigazioneToscana	194·4|28·3|19·5 184·2	Leghorn Italian *WB*	T.3Cy.16",26½"&43"–30" 101NHP CantieriNavaliOderoS.A.		I
73725 DCHF	**Elbe** Ⓟ TwinSc (*ex*WenatcheeStar–34, *OilEng.* *ex*SudExpreso) 2*Dks* *Ref.Mchy.* *CruiserStern* D.F. E.S.D.	9179 8630 5694	✠ ... 2,34				1929 7mo	Deutsche Werke Kiel	Norddeutscher Lloyd	487·3|60·6|39·6 len34 B31'F52' FK	Bremen German *WB*	Oil Engines 2S.C.DA 14Cy.23⅝"–43⁵⁄₁₆" 2720NHP NE34 Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G †
73726 DHGB	**—** 4Mst *Mchy.Aft* 1*Dk* Wireless Sub.Sig.	1197 992 641					1921	Werft. Nobiskrug G.m.b.H. Rendsburg	Bugsier,Reed.& BergungsA.G.	250·0|37·5|12·8 P&B194'F27'	Hamburg German *WB*	T.3Cy.17⁷⁄₁₀",28½"&45³⁄₁₀"–29½" 110NHP OttensenerMaschf.Altona		G
73727 202014	**Elbert H. Gary** D.F. GyC. *Mchy.Aft* 1*Dk*	6331 — 4988					1905	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	557·8|56·0|26·5	D'luth,Min Utd.States *WB*	T.3Cy.24",39"&65"–42" NB36 274NHP AmericanS.B.Co.Clevelnd		R
73728 DJXI	**Elbhof** (*ex*Chusan) 2*Dks*	1253 1025 757					1922	Shanghai Dck&ECo.Ld Shanghai	Dr.AdoNolte, RudolfLaurenz& GustavRöhreke (Carlowitz&Co. *Mgrs.*)	205·0|33·0|19·0	Shanghai German *WB*	T.3Cy.16",28"&48"–33" 120NHP ShanghaiDck.&E.Co.Ld.		
73729 DHBK	**Elbing** (*ex*Arcadia–34) Wireless D.F. E.S.D. 1*Dk*	1441 1152 747					1922	Deutsche WerftA.G. Hamburg	Kohlen-Import u. PoseidonSchiffahrt A.G.	234·5|36·8|17·9 P30'B54'F22'	Königsbrg German *WB*	C.4Cy.(2)13"&(2)27³⁄₁₆"–27³⁄₁₆" NE35 67NHP F.SchichauG.m.b.HElbing		G
73730 DGXO	**Elbing I** (*ex*Fintel–33,*ex*Fritz Reichel,*ex*Elbing I) 1*Dk*	466 400 251					1893	F.Schichau Elbing	A.Zedler	164·4|27·7|11·9 B38'F10'	Elbing German *WB*	T.3Cy.12½",20½"&31½"–19½" 44NHP F.Schichau,Elbing		G
73731 DGWF	**Elbing II** (*ex*Rhenania–35,*ex*Krusau, *ex*Rhenania) 1*Dk*	826 716 480					1894	Flensburgr Schiffsb.Ges. Flensburg	A.Zedler	205·5|33·9|12·9 Q18'B44'F21'	Elbing German *WB*	T.3Cy.14",23"&37"–24" NB24 69NHP FlensburgerSchiffsb.Ges.		G
73732 DAHN	**Elbing III** 1*Dk*	315 253 186					1898	F.Schichau Elbing	A.Zedler	144·8|22·2| 9·7 Q37'B30' len08	Elbing German *WB*	T.3Cy.10⅔",16½"&24"–11⅔" 20NHP F.Schichau,Elbing		G
73733 DAHO	**Elbing IV** 1*Dk*	314 254 185					1899	F.Schichau Danzig	A.Zedler	144·8|22·4| 9·7 Q34'B30' len07	Elbing German *WB*	T.3Cy.10⅝",16½"&24"–11⅞" 20NHP F.Schichau,Elbing		G
73734 DHSU	**Elbing VII** (*ex*Ottilie–36,*ex*Thalia) 1*Dk*	465 458 286					1896	Act.Ges. "Weser" Bremen	A.Zedler	150·6|24·0|16·2 Q38'B80'F17'	Elbing German *WB*	C.2Cy.16⁵⁄₁₆"&30¹¹⁄₁₆"–20½" 36NHP A.G."Weser,"Bremen		G
73735 DCGF	**Elbing VIII** (*ex*Heinrich Grammerstorf–37,*ex*Elsa) 1*Dk*	590 492 335					1911	Nüscke& Co.Act.Ges. Stettin	A.Zedler	186·1|30·2|11·1 Q43'B67'F20'	Elbing German *WB*	T3Cy.12⅝",20½"&33½"–22¹⁄₁₀" 53NHP OttensenerMaschb.Altona		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R of Trade Cert
73736 DOLC	**Elbing IX** (*ex*Themis-39) *Mchy.Aft* 1*Dk*	467 338 274					1891	G.Evers Lübeck	A.Zedler	159·1|23·9|11·0 Q40'B39'F21'	Elbing German *WB*	C.2Cy.17¾"&32¾"-22" Masch. NB07 42NHP BuckauA.G.Magdeburg		G
73737 UOJS	**Elborus** Wireless 1*Dk*	970 817 546					1898	Howaldtswerke Kiel	U.S.S.R.	220·7|35·0|12·7 Q18'B42'F30'	Odessa Russian *WB*	T.3Cy.17⅛",27⅝"&43½"-25" 94NHP Howaldtswerke,Kiel		
73738	**Elcano** Ⓟ *OilEng.* Wireless 1*Dk* *CruiserStern*	1406 919 1002	✠100A1 12,38 ✠LMC12,38	HKg	*o*	CL	1938 12mo	HongKong &Whampoa DockCo.Ld. HongKong *Lloyd's A&CP*	LaNaviera FilipinaInc.	218·8|38·6|13·5 228·0(O.L.) F31' *Bridges* *Promenade dk* FK *CellDB uE*21'*f*19'94*t FPT*	Cebu,P.I. Utd.States 4*BHCem* 36*tAPT*60*t*	Oil Engines 4S.C.SA 8Cy.16$\frac{9}{16}$"-23⅝" 213NHP Humboldt-Deutzmotoren, A G.Koln-Deutz	16 ″ 6 s 2 ″ 3¼ 14 ″ 4¼	
73739 217994 KEVG	**Eldena** *Fitted for oil fuel* Sub.Sig. 2*Dks & Shelter dk*	6900 6884 5321					1919	Skinner& EddyCorpn. Seattle,Wash	UnitedStates Maritime Commission	409·6|54·2|27·1	Seattle Utd.States	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
73740 140314 GVVZ	**Elderol** *ss*Ply.No.3-12,29 *ss*Gls.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing*	1170 854 497	✠100A1 7,40 ~~1,39~~ ✠LMC1,39 BS7,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,17 *F.P. above* 150° F.	Gls Sou	*n*	CL 1,39	1917 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	TheAdmiralty	210·0|34·8|16·6 P44'F40' FK *Cell DBuE& B*39' 62*t DTf*30' 240*t FPT*	London British 12*BHptCem* 30*tAPT*28*t*	T.3Cy.13½",22"&36"-30" (*s*) 180lb 135NHP 2SB,4*cf*,HS2316 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	16 ″ 6 s 1 ″ 6¼ 15 ″ 0¾	
73741 ~~216615~~ ~~KMOI~~	**Eldorado** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	2180 — 1289					1918	LngBeach S.B.Co. LongBeach, Cal.	~~ChinaTrading Corporation~~ J.H.Hansen	245·6|42·0|24·1	~~S.Frncisco~~ ~~Utd.States~~ Panama Pnamanian	T.3Cy.19",35"&46"-26" 108NHP E*made*06*refitted*18 Watt&Hinds,NewYork		
54/40 73742 LCIR	**Eldrid** D.F. 1*Dk*	1712 1513 998					1915	Nylands Værksted Oslo	D/S A/S Eldrid (Bachke&Co.)	265·1|40·2|18·6 P22'B65'F29'	Trondheim Norwegian *WB*	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
73743 166370 MMRF	**Eleanor Brooke** *Mchy.Aft* 1*Dk* Wireless *Cargo battens not fitted* *CruiserStern*	1037 739 571	✠100A1 7,41 ~~3,40~~ ~~11,40~~ ✠LMC3,38	Sld ~~Nwe~~	*m*	CL ~~3,40~~ 6,41	1938 3mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's A&CP*	StephensonClarke &Associated Companies,Ld.	211·3|34·2|13·4 220·5(O.L.) Q120'B11'F22' FK *CellDBuE*16'*f*142'440*tFPT*90*t*	London British 3*BHCem* *APT*30*t*	T.3Cy.14½",24"&41"-30"(*s*) 200lb *100lb* FD 141NHP 1SB(Spt),3*cf*,GS48,HS2113 N.E.MarineEng.CoLd.Sld.	15 ″ 4 s 4 ″ 7½ 14 ″ 7	
73744 DOHA	**Electra** (*ex*Douro,*ex*Ella) Sub.Sig. *Mchy.Aft* 1*Dk*	654 — 349					1919	Werft Nobiskrug Rendsburg	Dampfsch.Ges. "Neptun"	175·6|30·7|12·5	Bremen German *WB*	T.3Cy.13⅛",20$\frac{9}{16}$"&32$\frac{7}{16}$"-22" Steen& 50NHP Kauffman,Elmshorn		G
73745 3855 PJAS	**Elena** TwinSc *ss*Cco.No.3-4,41 ~~*ss*Cco.No.2-37~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2609 1728 1147	✠100A1 4,41 ✠LMC4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,28 *F.P. above* 150°F.	Cco	*t*	CL P4,39 S9,39	1928 11mo	Howaldtswerke A.G. Kiel *Lloyd's A&CP*	N.V.Curaçaosche Scheepvaart Maats.	305·5|50·3|15·1 P87'*Trunk*189'F29' FK *FPT*	Willmstad Dutch 9*BHptCem* 135*tAPT*80*t*	T.6Cy.12$\frac{13}{16}$",20½"&34$\frac{1}{16}$"-24$\frac{7}{16}$" 180lb (*s*) 238NHP 2SB,4*cf*,GS ,HS4168 FD Howaldtswerke,A.G.Kiel	15 ″ 0 s 1 ″ 6½ 13 ″ 7	
73746 55 SVBL	**Eleni** (*ex*Polamhall,*ex*RhodeIsland) 2*Dks*	5655 5292 3530					1918	Napier& Miller,Ld. Glasgow	A.Th.Callinicos	420·7|54·2|29·0 P48'B129'F46'	Ithaca Greek *WB*	T.3Cy.26½",44"&73"-51" 381NHP J.Brown&Co.Ld.Clydebnk		C
73747 507 SZIY	— (*ex*Tschernomore) *ss*Oda.No.2-11 1*Dk*(*Stl*)&*Spar dk*&*Web frames* Wireless *Fitted for oil fuel*	1441 1325 987	✠ 12,13 ✠	Oda	*q*		1903 4mo	Soc.Anon. Jhn.Cockerill Hoboken	G.M.Embiricos	245·3|33·1|13·8 19·9 P49'B59'F44' FK *Cell DBa*67' *uE&B*	Piræus Greek 5*BHCem* 98'*f*42'246*t*	T.3Cy.22$\frac{7}{16}$",35$\frac{13}{16}$"&57½"-43$\frac{5}{16}$" 300NHP 2SB,6*cf*,GS122,HS4576 SocAn.J.Cockerill,Seraing	23 ″ 0	
73748 114947 VQSJ	— TwinSc (*ex*Quillebeuf-34,*ex*Verrier) *Mchy.Aft* 1*Dk*	996 659 597					1921	Ch.&Atel. Aug.Normnd Havre		219·0|34·5|12·5	Famag'sta British *WB*	T6Cy.12⅔",19$\frac{7}{16}$"&31½"-16½" 80RHP Ch.&Atel.Aug.Normand		V
73749 595 SZJP	**Eleni Canavarioti** (*ex*Heraclis-39, *ex*Maria-34,*ex*Alster,*ex* Nacka,*ex*LuiseBlume, *ex*Spetsopoula,*ex*Federation) *ss*Goo.No.3-3,99 *ss*Hpl.No.2-07 1*Dk*	797 601 426	✠ … 7,09 ✠NB6,00 ✠				1886 10mo	S.P.Austin &Son Sunderland	S.E.Canavariotis	216·7|30·7|12·3 P39'B66'H19*t*F29' BK7"	Piræus Greek *WB*	T.3Cy.19",31"&51"-33" 161NHP N.E.MarineEng.Co.Ld.Sld	14 ″ 5	
73750 452 SZJB	**Eleni Kanellopoulou** TwinSc (*ex*Casanovas,*ex*Vania, *ex*Mina) 1*Dk*	464 — 242	✠ … 10,08 ✠				1904 9mo	J.Meyer ZaltBommel	C.N.Papageorgiou &D.M.Lionetis	184·0|28·0|9·0 FK	Piræus Greek	C.4Cy.11½"&22½"-16" 33NHP VauxhallI.W.Co.Ld.Lon.	9 ″ 6	
73751 13 118 ~~OZDH~~ VQRM	**Eleonora Mærsk** *OilEng.* D.F. 1*Dk*,2nd *dk in mchy. space* *Mchy.Aft* *Longitudinal framing at bottom & at deck in centre tanks* *CruiserStern*	10694 9731 6529	✠100A1 3,40 ~~DBS6,39~~ ✠LMC12,36 *Carrying Petroleum in bulk* DBS12,40	PNl	*f*†	CL N3,40	1936 12mo	Deutsche WerftAG Bet Finkenwrder Hamburg *Lloyd's A&CP*	Ministry of Shipping (AthelLine, Ld.*Mgrs.*)	504·3|68·7|34·1 P115'B29'F62' FK *CellDBuE*43'67*t DT f*32'679*t*	Colombo British 17*BHptCem*	Oil Engines 2S.C.DA 7Cy.23⅝"-43$\frac{5}{16}$" 1356NHP 2DB*180lb* DB(W.T.)*180lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg *FPT*254*tAPT*106*t*	36 ″ 4 s 7 ″ 5¾ 29 ″ 2¼	
73752 ~~99324~~ MKXM	**Eleth** (*ex*Black Rock) Steel&Iron3Mst *ss*Liv.4thNo.3-4,40 *Well deck Mchy.Aft* 1*Dk*(*Irn*) *Stl plating & Irn framing*	368 270 140	✠100A1 4,40 ✠NB1,29 ✠LMC MS5,38 BS4,40	Liv	*f*	CL 2,38	1891 10mo	R.Williamson&Son Workington	~~W.Thomas&Sons~~	152·3|23·6|8·7 Q84'B10'F20' BK7"	~~Liverpool~~ British 3*BHCem* *DBf*80'100*t*	C.2Cy.18"&36"-24" (*s*) 100lb 71RHP 1SB,2*cf*,GS39,HS1400 Dunsmuir&Jackson,Gls.	11 ″ 3 s 2 ″ 9 11 ″ 3	
73753	**Elettra** (*ex*Sonderburg, *ex*Agdestein) TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	493 — 395					1920	KalundborgSkibsv. Kalundborg	FelixFresone	146·6|30·1|10·9 P56*t*F13*t*	Bns.Aires Argentine *WB*	Oil Engines 4S.C.SA 8Cy.12$\frac{3}{16}$"-12" 117NHP Frederikshvn.Jerns.&Msk.		
73754														

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref Trade.
73755 DGRP	**Elfriede Charlotte Becker** 3Mst (*ex*Charlotte,*ex*Leckwith, *ex*MariaPeulen) 1*Dk* *Mchy.Aft*	750 551 386					1921	N V Schps. v/hA.Baars &Zonen Sliedrecht	Johs.Thode	186·6 | 28·2 | 12·8 Q109'B11'F21'	Altona German *Wb*	T.3Cy.15",25"&40"–24" 78NH N.V.Mchfbk.deBiesbosch Dordrecht		G
73756 LCKU	**Elg** *OilEng.* *CruiserStern* 1*Dk*	4014 3587 2350					1930	Götaverken A/B Gothenburg	Dampskibsslsk. "Björn"(Thorvald Hansen,*Mgr.*)	357·4 | 51·2 | 23·7 P77*t*H207*t*F29*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.24⅞"–51 3/16" 354NHP GotaverkenA/B,Got.		N
73757 145518 CYLB	**Elgin** (*ex*Glengeldie) *Mchy.Aft* 1*Dk*	1906 1577 1123					1923	Swan,Hunter&Wigham Richardson, Ld Newcastle	CanadaSteamship Lines,Ld.	252·0 | 42·5 | 18·0 Q100'F36'	Montreal British *WB*	T.3Cy16",26½"&44"–33" 111NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C
100/40 73758 6039 SJDA	**Elgö** (*ex*Bolheim,*ex*Elsa) *ss*Hbg.No.3–1,39 1*Dk*(*Stl*) *Cargo battens not fitted*	*1888* *1631* *1058*	✠100A1 1,39 ✠LMC MS1,39 BS6,39	Hbg	*r*	OG 1,39	1918 10mo	Lindholmens V.A. Gothenburg A&CP	RederiA/B Rex (K.M.Källström, *Mgr.*)	262·0 | 42·7 | 18·1 276·5 (O.L.) P24'B64'F28' FK *CellDB*224'471*t*	Stockholm Swedish 4*BHCem* *APT*41*t*	T.3Cy.20½",33"&55"–36" (*s*) 185lb 210NHP 2SB,6*cf*,GS102,HS3370 LindholmensV.A.Got.	20 ″ 6 s2 ″ 8½ 18 ″ 0	
137/40 73759 LCGO	**Eli** *OilEng.* D.F. 2*Dks*	4332 3935 2629					1931	Eriksbergs M.V.Aktieb. Gothenburg	JörgensensRederi A/S(J.C.Jörgen- sensEftf.*Mgr.*)	380·8 | 54·2 | 24·5 P101*t*H265*t*F30*t*	Grimstad Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.24⅞"–51 3/16" 474NHP EriksbergM.V.Aktieb.Got		N
96/40 73760 LCUP	**Eli Knudsen** TwinSc (*ex*O.A.Knudsen–37) *OilEng.* *ss*Got.No.3–7,38 2*Dks*(*Stl*) *Mchy.Aft* *CruiserStern*	9026 8269 5191	✠100A1 3,40 DBS9,39 ✠LMC7,38 *Carrying Petroleum in bulk*	Bgn	*d*†	CL 3,40	1925 11mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP* *CellDBuE*52'	D/S A/S Jeanette Skinner (Knut Knutsen,O.A.S. *Mgr.*) 187*t D T f*47' 624*t*	470·0 | 62·2 | 35·3 489·1 (O.L.) P94'B33'F40' FK *FPT*245*tAPT*215*t*	Haugesnd Norwegian 16*BHptCem* (10 *to U dk* 6 ,,2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.24⅞"–51 3/16" 709NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 9 s 8 ″ 6 26 ″ 8½	
73761 170 SYRF	**Elias** (*ex*Zetta, WoodAux3Mst *ex*JamesG.Joy) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	370 333 148					1918	N'vaScotia SB&Tr'nsptn Co.Ld. Liverp'l.N.S.	S.Kaltsos (G.H.Kokotos, *Mgr.*)	136·4 | 33·0 | 12·5	Piræus Greek	Oil Engines 2S.C.SA 4Cy.10½"–12½" 78NHP Fairbanks-MorseCo.Ld. ThreeRivers,Mich.		
73762 223087 KJIZ	**Elias F. Wilcox** Wood Wireless 1*Dk*	329 — 164					1923	R.Palmer& Son Noank,Conn.	H.W.Smith	139·1 | 24·0 | 11·6	NewYork Utd.States			
73763 934 SVXI	**Elias G. Kulukundis** D.F. E.S.D. 1*Dk&Shelter dk* *Longitudinal framing at bottom&at decks* *CruiserStern* "*Arcform*"	*5548* *4933* *3234*	✠100A1 *with freeboard* ~~4,40~~ ~~7,39~~ ✠LMC5,38 11,40 *Fitted for oil fuel* 5,38 *F.P. above* 150° F.	Ant SFo	*a*† 2	CL 1,39	1938 5mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP* *CellDB*350'	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*) 1 *Intermediate* *BH* 1101*tMT*14'615*tF*	420·6 | 60·5 | 26·3 433·5 (O.L.) FK *dispensed with Coll* *PT*171*tAPT*303*t*	Piræus Greek *ptCem* *BH to Sh dk* ,, ,, 2*nd* ,,	T.3Cy.23½",38"&66"–45"(*s*) 220lb 426NHP 2SB(Spt&FD)&1AuxSB 8*cf*, ,HS6254 NE.MarineEng.CoLd.Nwc	28 ″ 9 s 3 ″ 0½ 25 ″ 11½	
73764 118502 MCFQ	**Elidir** *ss*Liv.3rdNo.3-4,41 ~~*ss*Bng.2ndNo.3-5,28~~ *Well deck* ~~*ss*Bng.No.2-30~~ *Mchy.Aft* 1*Dk*(*Irn*)	398 300 152	✠100A1 4,41 ~~3,30~~ ✠LMC4,41 ~~MS11,30~~ ~~BS8,33~~	Bng Liv	*g*	~~8,38~~ 2,41	1903 10mo *Lloyd*	AilsaS.B. Co.Ld. Ayr '*sA&CP*	W.W.Vivian(OT Williams,*Mgr.*) *Cell*	151·6 | 25·1 | 9·9 159·1 (O.L.) Q55'B13'F23' BK7½" *DBf*77'99*tFPT*43*t*	Carnarvon British 3*BHCem* *APT*8*t*	T.3Cy.14½",22½"&37"–27" 170lb (*r*) 91RHP 1SB,3*cf*,GS50,HS1640 Ross&Duncan,Glasgow	12 ″ 6 s ″ 10 12 ″ 4	
* 73765 OXLB	**Elie** *ss*Cpn.No 3–6.34 *ss*Cpn.No.1–38 1*Dk*(*Stl*)	1873 1674 1112	✠100A1 9,39 BS8,39 ✠LMC6,38	Cpn	*r*	OG 9,39	1921 4mo *Lloyd*	Antwerp Eng.Co.Ld Hoboken '*sA&CP*	A/S Dampskslsk. Dania(Chr. Andresen,*Mgr.*)	279·0 | 40·2 | 18·2 289·4 (O.L.) P22'B60'F30' FK *CellDB*238'555*t FPT*	Esbjerg Danish 4*BHCem* 46*tAPT*68*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 213NHP 2SB,6*cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s 3 ″ 0½ 17 ″ 9	
73766 FOYV	**Elima** (*ex*Ingeborg,*ex*Progress) D.F. 2*Dks*	5264 4881 3941					1920	Schiffsw.v. H.KochA.G. Lübeck	Cie.Fluviale et Marit.de l'Ouest Africain(L.Cor- blet&Cie,*Mgrs.*)	386·7 | 52·6 | 29·9 Q191'F45'	Havre French *WB*	T.3Cy.27½",43½"&67"–47½" Ottensener 309NHP Mch.G.m.b.H.Altona		V
73767 DOMZ	**Elin** 1*Dk*2*trB*	596 463 348					1903	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	179·7 | 27·2 | 11·9 Q52'B43'F22'	Bremen German *WB*	T.3Cy.13",20½"&33 1/16"–21⅝" 51NHP A.G."Weser,"Bremen		G
73768 167515 ~~OXDX~~ GLKB	— WoodAux3MstSr (*ex*Fortuna–33,*ex*Else–33) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	317 296 265					1919	N.A.Niel- sen Thurö	~~RederiA/S Elin~~ ~~(A.E.Sörensen)~~ Ministry of Ship- ping(F.T.Everard &Sons,Ld.*Mgrs.*)	120·5 | 28·2 | 13·7	~~Svendborg~~ ~~Danish~~ London British	Oil Engines 2Cy.14"–16⅛" E*made&fitted*33 A/SVölund,Cpn.		V
73769 LJHZ	**Elin K.** *ss*NYk.No.1-41 *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5214 4542 3021	✠100A1 *with freeboard* 8,40 ~~12,30~~ ✠LMC1,37 *Carrying vegetable oil in deep tank*	NYk Bal	*a*†	CL ~~5,30~~ 3,41	1937 1mo *Lloyd*	Bremer Vulkan Vegesack '*sA&CP* *CellDB*348'	A/S Inger (JacobKjøde,A/S, *Mgrs.*) 1408*t MT* 20 783*t*	434·5 | 55·8 | 25·2 FK *FPT*197*tAPT*65*t*	Bergen Norwegian 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 5Cy.23⅝"–43 5/16" 972NHP BremerVulkan,Vegesack	27 ″ 10 s 2 ″ 10½ 25 ″ 2	
73770 462 IBFO	**Elios** (*ex*HanningtonCourt–36) *ss*Rot.2ndNo 3–1,37 D.F. 1*Dk*(*Stl*)[illegible] *Now* "Empire Brigade," *see No.* 87947 *in Supplement*	5202 4867 3189	✠ ... 3,38 ✠	Ven	*y*		1912 11mo	J.Priest- man&Co. Sunderland	A.Lauro *CellDBa*130'*uE*2	413·1 | 53·5 | 26·6 400·0 P47'B124'F38' FD 4'*f*173'1039*tFPT*12	Naples Italian 6*BHCem* 0*tAPT*218*t*	T.3Cy.27",44½"&74"–48" 440NHP 3SB,9*cf*,GS192,HS7158 Blair&Co.Ld.Stockton	29 ″ 1	I †
73771 167416 MPCC	**Elisabeth** 1*Dk*	945 833 535	Examined L.R ~~5,40~~ 12,40 BS8,40(200lb)	Shl			1920	F.Schichau Elbing	Ministry of Ship- ping(Wm.Dickin- son&Co.Ld *Mgrs.*)	224·3 | 33·6 | 13·5 P14'B59'F29'	~~Copenhagen~~ ~~Danish~~ London British *WB*	T.3Cy.15",24½"&38½"–25½" 75NHP F.Schichau,Elbing		G
73772 DHZS	— (*ex*Werra–35) 1*Dk*	663 497 363					1920	Howaldts- Werke Kiel	R.J.Rühr(Aug. BoltenWm.Millers Nachf.*Mgr.*)	176·8 | 29·4 | 13·4 P16'Q38'B46'F23'	Hamburg German *WB*	T.3Cy.14⅝",23¼"&33 3/16"– 19⅞" 65NHP Howaldtswerke,Kiel		G
73773 PDWU	— TwinSc (*ex*Eland–40,*ex*Andilette, *OilEng.* *ex*DiegoRusso, 1*Dk* *ex*Daraghiati i Tret,*ex*QuoVadis)	348 260 188	Examined L.R 2,41	Dub		2,41	1918	Wed.J.de Yong Ruischerbrug	Rotterdamsche KustvaartCentrale N.V.	130·7 | 22·5 | 10·7	Rottrdam Dutch	Oil Engines 4S.C.SA 4Cy.11"–17¾" NE27 47NHP Motorenfabr."Deutz" A.G.Köln-Deutz		G

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15
73774 LJJX	**Elisabeth Bakke** ssGot.No.1-40 *OilEng.* D.F. 1*Dk&Shelter dk 3rd dk in* *Ref.Mchy.* *Nos.1&3 holds* *CruiserStern*	5450 4729 3262	✠100A1 *withfreeboard* ~~6,40~~ ~~4,39~~ 11,40 ✠LMC3,37 ✠LMC(M)9,38 ✠Lloyd'sRMC~~11,39~~ 4,41~~6,40~~	Got	*b*†	CL 9,38	1937 3mo	Götaver-kenA/B Gothenburg *Lloyd*'*sA&CP*	D/S A/S Jeanette Skinner(Knut KnutsenO.A.S. *Mgr.*) *CellDB*306' *DTa*42'310	435·9 453·2(O.L.) F36' FK 1313*tDTf*19'70*t* (*tFPT*53*tAPT*150*t*	58·8	26·0	Haugesnd Norwegian *7BH* *Coll toShdk* 6 „ 2nd „)	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55$\frac{1}{8}$" 1236NHP GotaverkenA/B,Got.	28 ″ 6 s 3 ″ 2 25 ″ 6$\frac{1}{4}$	
73775 DOBP	**Elisabeth Bornhofen** (*ex*Konya-39,*ex*Angora-37, *ex*ElsbethKimme) Sub.Sig. 1*Dk*	2289 2011 1369					1923	J.Frerichs &Co.A.G. Einswarden	RobertBornhofen	296·2 P15'Q36'B182'F33'	42·8	19·6	Hamburg German *WB*	T.3Cy.21$\frac{5}{8}$",35$\frac{3}{8}$"&55$\frac{7}{8}$"-35$\frac{3}{8}$" J.Frerichs&Co. 185NHP A.G.Einswarden		G
73776 DGLM	**Elisabeth Hendrik Fisser** (*ex*Dunrobin-37) ssBkn.No.3-3,37 2*Dks*(*Stl*)	5145 4759 3179	✠ 7,39 ✠	Ant	*y*		1924 8mo	R.Duncan &Co.Ld. PortGlasgow	HendrikFisser A.G.(Fisser&v. Doornum,*Mgrs.*) *Intermediate'tween dkBHin after* *CellDB*348'	403·0 426·9(O.L.) P38'B119'F43' FK *hold dispensed with* 1143*t DT a* 30'860*t*	53·0	27·8	Emden German *Cem* *5BH to U dk* 1 „ „*2nd* „ *APT*102*t*	T.3Cy.25$\frac{1}{8}$",42$\frac{1}{4}$",70$\frac{1}{4}$"-48" 410NHP 3SB,*9cf*,GS181,HS6900 D.Rowan&Co.Ld.Glasgow *only*	30 ″ 0	
73777 129079 GNFP	**Elisabeth Lensen** (*ex*Monkswood-35, ssRot.2ndNo.3-9,36 *ex*Maresfield) D.F. 1*Dk*(*Stl*)	4212 3970 2633	✠100A1 8,40~~4,40~~ ✠LMC3,40 BS5,41	Shl Sws	*x*	CL 3,40	1910 3mo	JLThomp-son&Sons,Ld Sunderland *Lloyd*'*sA&CP*	ElisabethLensen Navigation,Ld. (A.C.Lensen,*Mgr*) *Cell*	365·0 P23'B234'F31' FK *DBa*125'*uE&B*43'/	51·4	25·9	London British *6BHCem* 151'992*t FP*	T.3Cy.26",42$\frac{1}{2}$"&70"-48"(*s*) 180lb 395NHP 3SB,*9cf*,GS162,HS6440 Richardsons,Westgarth& T87*tAPT*130*t* Co.Ld.Sld.	28 ″ 4 s 3 ″ 9$\frac{3}{4}$ 24 ″ 9	
* 73778 OXLC	**Elisabeth Mærsk** ssCpn.No.3-5,38 D.F. 1*Dk*(*Stl*)	1892 1683 1116	✠100A1 5,39 ✠LMC MS4,38 BS11,39	Cpn	*r*	CL 4,38	1925 5mo	F.Schichau Danzig *Lloyd*'*sA&CP*	Dampskibsselsk.af 1912(A.P.Möller, Copenhagen,*Mgr*) *Ce*	280·8 293·0(O.L.) P27'B74'F32' FK *llDB*240'541*t FPT*	40·2	18·8	Kalundbrg Danish *4BHCem* 38*tAPT*79*t*	T.3Cy.20$\frac{1}{4}$",32$\frac{7}{16}$"&53$\frac{1}{8}$"-37$\frac{7}{16}$" &L.P.Turbine with reduction gear&chain drive 200lb (*s*) 245NHP 2SB(Spt),*4cf*,GS78,HS3014 F.Schichau,Elbing FD	21 ″ 4 s 2 ″ 9 18 ″ 8$\frac{3}{4}$	
73779 OSBA	**Elisabeth van Belgie** (*ex*Elisabeth von ssAnt.2ndNo.3-9,34 Belgien) ssAnt.No.1-39 2*Dks*(*Stl*)*&deep framing* D.F. *lower dk in Nos.1&3holds*	*4241* *3933* *2607*	✠100A1 7,41~~1,40~~ ✠LMC2,39 BS~~4,40~~ 3,41	Ant Lon	*y*	CL 1,40	1909 1mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd*'*sA&CP*	CieRoyaleBelgo-Argentine(Agence MaritimeInternationaleS.A.*Mgrs.*) *Cell*	387·0 P&B312'F50' FK *DBa*122'*uE&B*41'	51·0	25·2	Antwerp Belgian *7BHAsp* ·175'1040*t*	T.3Cy.27$\frac{3}{4}$",46$\frac{1}{4}$"&76"-48" 180lb (*s*) 473NHP 3SB,*9cf*,GS147,HS6255 FD FlensburgerSchiffsb.Ges.	27 ″ 9 s 3 ″ 3$\frac{1}{2}$ 24 ″ 8$\frac{1}{4}$	
73780 OPEA	**Elisabethville** Ⓟ TwinSc ssAnt.No.3-12,33 ssAnt.No.1-38 *Ref.Mchy.* 2*Dks*(*Stl-Uws*)& D.F. *Shelter dk*(*Stl*-teak s)	*8351* *6427* *4869*	✠100A1 *Shelter dk* *withfreeboard* 9,40 ~~10,39~~ BS6,40 ~~BS6,39~~ ✠LMC1,38 Lloyd'sRMC2,40 Centre aft chamber for temp. 30° F.	Ant Bry	*c*†	CL ~~N1,38~~ 7,40	1921 11mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd*'*sA&CP*	Cie.Maritime Belge(Lloyd Royal)SA(Agence MaritimeInternationale,*Mgrs.*) *CellDB*377'1312*t* *Tanks at sides of*	439·1 P55'F89'*on Shelter dk* FK *tunnel*78*t FPT*90*t*	57·0	34·1	Antwerp Belgian *Cem* *7BHtoSh dk* *APT*45*t*	Q.8Cy.23",33",47"&67"-48" 215lb (*s*) 964NH 6SB(Spt),*18cf*,GS345, FD HS14100 Soc.An.JCockerill,Seraing	37 ″ 0 s 11″11 25 ″ 7	
73781 65 SVDR	**Elisavet** (*ex*Elisabeth) ssPir.No.3-4,35 ssPir.No.1-39 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	3553 3263 2159	✠100A1 *Shelter dk* *withfreeboard* 12,40~~3,40~~ ✠LMC5,39 BS6,40	Ven Vcr	*w*	CL 3,40	1922 9mo	NVBurger-houtsM.&S. Rotterdam CP	A.&C.Mazaraki *CellDB*308'978*t*	360·3 373·8(O.L.) FK *Collisio* *FPT*63*tAPT*73*t*	50·3	22·0	Argostoli Greek *Asp* *nBHtoSh dk* 5 „ „ *U* „	T.3Cy.25$\frac{9}{16}$",41$\frac{5}{16}$"&66$\frac{15}{16}$"-45$\frac{1}{4}$" (*s*) 180lb 345NH 3SB,*9cf*,GS150,HS5565 NVBurgerhoutsM&S.Rot.	24 ″ 6 s 2 ″ 1$\frac{3}{4}$ 22 ″ 7	
73782 LDRT	**Elise** *OilEng.* ssSch.No.2-39 *Mchy.Aft* 2*Dks*(*Stl*)*&Web frames* D.F. *CruiserStern* *Longitudinal framing*	7910 7269 4719	✠100A1 11,40~~7,39~~ DBS~~7,39~~ 8,40 ✠LMC7,39 *CarryingPetroleum in bulk*	Sch Wln	*c*†	CL 6,39	1931 4mo	Armstrong Whitworth &Co.(Ship-builders)Ld. Newcastle *Lloyd*'*sA&CP*	BechsRederiA/S (AlexanderBech, *Mgr.*) *CellDBuE*59'214*t*	461·0 475·0(O.L.) P108'B29'F40' FK *DTf*38'387*tFPTs*2	59·8	33·9	Tvedstrnd Norwegian 17*BHptCem* (11 „ *to Udk* 6 „ *2nd* „) 16*tAPT*179*t*	Oil Engines 2S.C.SA 8Cy.23$\frac{5}{8}$"-41$\frac{3}{4}$" 2DB*150lb* 776NHP Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	33 ″ 7 s 7 ″ 10 25 ″ 11$\frac{1}{2}$	
73783 865 SVIZ	— (*ex*Kamsa-36,*ex*Sara, *ex*Prairial,*ex*Shouragallus, *ex*WarRacoon) 1*Dk*	1986 1741 1183					1919	British American S.B.Co. Welland,Ont.	A.G.Pappadakis	250·5 P25'B68'F20'	43·1	22·4	Piræus Greek *WB*	T.3Cy.21",33"&54"-40" 184NHP CanadianAllisChalmers, Ld.Toronto		V
73784 1007 ESRC	— (*ex*Industria-35, ssHbg.4thNo.3-4,30 *ex*Nils,*ex*Winnie) ssTln.No.2-39 *Well deck* 1*Dk*(*Irn*)*&Web frames* Now "Evelyn B.," see No. 91003 in Supplement	1716 1506 994	✠100A1 8,39 ✠NB5,08 ✠LMC8,39 BS7,40	Tln	*r*	CL 8,39	1889 6mo	Grngemth DockyardCo. Grngemouth A&CP	A.Laane& F.Baltser *CellDB*228'387*t&*	270·3 277·8(O.L.) P25'Q78'B114'F33' BK9$\frac{1}{2}$" *FPT*74*tAPT*45*t*	36·9	17·1	Pärnu Estonian *4BHCem*	T.3Cy.19$\frac{3}{4}$",31$\frac{11}{16}$"&51$\frac{7}{8}$"-36" 160lb 167NHP 2SB,*4cf*,GS68,HS2680 Hutson&Corbett,Glasgow	19 ″ 5 s 1 ″ 4$\frac{1}{2}$ 19 ″ 1$\frac{1}{2}$	
73785 DGBE	**Elise Schulte** (*ex*Rounton Grange-34) 1*Dk*	4613 4239 2853					1913	Nthmblnd S.B.Co.Ld. Newcastle	"Atlas"Reed.A.G.	384·1 P35'B119'F37'	52·2	27·0	Emden German *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Sld.	—	C
73786 HPNN	**Elisha Walker** *Fitted for oil fuel* *Mchy.Aft* 2*Dks&Web frames* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	7007 6470 4346	✠ ... 9,24 ✠				1920 9mo	SunS.B. Co. Chester,Pa.	PanamaTransport Co.	429·3 P133'B36'F40' FK	59·2	33·2	Panama Pnamanian *WB*	T.3Cy.27",45$\frac{1}{2}$"&76"-51" 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3 s6 ″ 8$\frac{1}{4}$ 26 ″ 9$\frac{3}{4}$	R †
73787 ~~125~~ ~~YLBT~~ 167820 GNVQ	**Elizabete** (*ex*Kurzeme-34,*ex*Valka, *ex*Kiowa) ssRot.No.3-4,29 ssRga.No.2-38 1*Dk*(*Stl*)	2039 1678 1265	✠100A1 4,40~~12,39~~ ~~BS2,39~~ ✠LMC4,38 BS ~~4,40~~ 5,41	Lth Bly	*r*	CL 4,40	1917 7mo	American S.B.Co. Cleveland,O. A&CP	Ministry of Shipping (Hudson S.S.Co.Ld.*Mgrs.*) *CellD*	251·0 261·7(O.L.) P27'B64'F26' FK *B*222' 478*t FPT*67*t*	44·0	20·0	Cardiff British 4*BHCem* *APT*77*t*	T.3Cy.20$\frac{1}{8}$",33"&54"-40" (*s* 180lb 272NH 2SB,*6cf*,GS126,HS5246 AmericanS.B.Co.Clevelnd	20 ″ 2 s 2 ″ 7$\frac{1}{2}$ 17 ″ 8$\frac{5}{8}$	
73788 216220 KJII	**Elizabeth** (*ex*Floridian-36, *ex*Muscatine) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	4727 — 2993	✠ ... 11,20 ✠				1918 3mo	Standard S.B.Corp. ShootersIsld. N.Y.	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	377·0 P25'B106'F37' FK	52·0	26·8	NewYork Utd.States *WB*	T.3Cy.24",40"&70"-48" 340NHP StandardS.B.Corporation	29 ″ 0	R †
73789 200554 KJJA	— Ⓟ **Wood** *Mchy.Aft* 1*Dk*	415 — 280					1903	W.F.Stone SanFrancisco	Hobbs,Wall&Co.	142·0	35·8	9·9	S.Frncisco Utd.States	C.2Cy.12$\frac{1}{2}$"&27"-24" 30NHP FultonIronWorksS.Frsco.		

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cert. al ce qui est dans le L.R. Durée Cert. B. of Trade
73790 219899 KUPK	**Elizabeth Kellogg** (*ex*Darden) *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks*&*Web frames* Sub.Sig. *Longitudinal framing* *Carrying Petroleum in bulk*	5189 4521 3150	✠ ... 8,23 ✠				1920 5mo	TerryS.B. Corp. Savannah,Ga	KelloggS.S.Corp.	391·9|51·0|28·5 P99'B34'F44' FK	NewYork Utd.States *WB*	T.3Cy.24½",41 13⁄16"&72"–48' 550NHP Hooven,Owens,RentschlerCo.Hamilton,O.	30 ″ 2	R †
73791 166439 MMSJ	**Elizabeth Lysaght** Wireless *Mchy.Aft* 1*Dk* *CruiserStern Cargo battens not fitted*	1037 739 572	✠100A1 ~~10,4011,39~~6,41 ✠LMC5,38	Sld	*m*	CL ~~6,38~~ 6,41	1938 5mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	StephensonClarke &Associated Companies,Ld. *CellDBuE*16'	211·3|34·2|13·4 220·5(O.L.) Q120'B11'F22' FK *f*142' 440*t FPT*90*t*	London British 3*BHCem* *APT*30*t*	T.3Cy.14½",24"&41"–30"(*s*) 200lb *100lb* FD 141NHP 1SB(Spt),3*cf*,GS48,HS2113 N.E.MarineEng.Co.Ld.Sld	15 ″ 4 s 4 ″ 7½ 14 ″ 7	
73792 162690 GBRM	**Elizabeth Massey** *ss*Shl.No.3–5,41 (*ex*Reaveley–39, ~~*ss*Shl.No.2–37~~ *ex*EssexNoble–33,*ex*Juliet) 1*Dk*(*Stl*) D.F.	4323 4004 2598	✠100A1 5,41~~1,40~~~~10,40~~ ~~BS4,40~~ ~~✠LMC11,37~~ ~~MS5,41~~ ✠LMC5,41	Sws ~~Mob~~Shl	*x*	CL ~~11,37~~ ~~5,39~~ 5,41	1929 7mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	W.A.Massey& Sons,Ld. *CellDB*	370·5|51·7|25·4 P30'B225'F34' FK 319'880*tFPT*133*tA*	Hull British 6*BHCem* *PT*168*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 385NHP 2SB(Spt)&1AuxSB,9*cf*, GS167,HS6582 N.E.MarineEng.Co.Ld.Sld	27 ″ 9 s 3 ″ 9½ 24 ″ 2	
73793 121341 GQKY	**Elizabeth Moller** (*ex*Torbeath, *ex*Strathfillan) *ss*Mch.No.3–8,19 *ss*Lth.No.2–28 1*Dk*&*Spardk*&*deepframing*	4353 4063 2816	✠ ... 7,32 ✠				1906 6mo	W.Hamilton&Co.Ld. PortGlasgow	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	369·8|52·2|17·5 P25'B92'F40' 25·5 FK	Shanghai British *WB*	T.3Cy.25",41"&68"–48" 367NHP D.Rowan&Co.Gls.	28 ″ 0	C †
73794 161282	**Elkhound** *ss*Gmh.No.3–9,34 *ss*Hfx.No,1–39 *Mchy.Aft* 1*Dk*	729 478 301	✠100A1 4,40~~4,39~~ ✠LMC4,39 ✠NE&B9,34 BS~~4,40~~4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel 9,34 F.P. above 150°F.*	Hfx	*j*	CL 3,39	1929 10mo *Lloyd*	C.Hill& Sons,Ld. Bristol '*sA&CP*	IrvingSteamships Ld. *DTf*11'4	180·5|31·6|10·2 185·3(O.L.) P62'F18' *Trunk in well* 100' len34 FK 8*tFPT*46*tAPT*40*t*	StJohnNB British 10*BHptCem* *ptAsp*	T.3Cy.14",23"&38"–24" (*s*) 180lb 83RHP 1SB,3*cf*,GS59,HS2040 Aitchison,Blair,Ld. Clydebank	11 ″ 0 s ″ 8½ 10 ″ 5½	
73795 7536 SELN	**Ella** (*ex*Norburn) 1*Dk*	*2034* *1861* *1177*					1908	Craig,Taylor&Co.Ld. Stockton	RederiA/B Majviken(C.A.Berglund, *Mgr.*)	281·0|43·8|18·4 P26'B68'F29'	Gothenbrg Swedish *WB*	T.3Cy.22",35"&58"–39" *Emade*91*refitted*08 210NHP Cen.Mar.Eng.Wks.W.Hpl		C
73796 ESXD	— (*ex*Krusaa–37,*ex*Loke–34, *ex*I.D.S.Adolph) Wireless D.F. 1*Dk*	1522 1266 869					1904	Helsingörs Jernsk&Msk. Elsinore	KäsmuLaeva Omanikud(O. Tiedemann,*Mgr.*)	249·1|37·5|15·9 P16'Q73'B106'F27'	Käsmu Estonian *WB*	T.3Cy.19",32"&53"–36" 169NHP HelsingörsJernsk.&Mskb.		V
73797 7348 SDXE	— (*ex*Querida) *ss*Hbg.2ndNo.3–5,34 *ss*Hbg.No.1–38 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	*1175* *1042* *690*	✠100A1 8,40~~5,39~~ BS~~5,39~~ ✠LMC3,38 4,40	Hbg Lkr	*o*	CL ~~11,37~~ 8,40	1909 9mo *Lloyd*	Swan,Hunter& Wigham Richardson, LdNewcastle '*sA&CP*	S.Banck *CellD*	230·0|36·5|16·0 237·4(O.L.) P16'B60'F27' FK	Helsingbrg Swedish 4*BHCem* *Ba*70'*uE&B*	T.3Cy.17",28"&46"–33" (*s*) 180lb 145NHP 2SB,4*cf*,GS63,HS2404 N.E.MarineEng.CoLdNwc 32'*f*94'400*tFPT*45*tAPT*40*t*	18 ″ 2 s 2 ″ 4 16 ″ 0	
73798 DGWJ	**Ella Halm** TwinSc 1*Dk*	984 709 544					1929	N.V.Mch. &Scheepswrf. vanP.SmitZn Rotterdam	KölnerReederei A.G.	216·1|33·2|12·4 Q78'B50'F25'	Cologne German *WB*	T.6Cy 11⅜",17⅜"&28⅜"–16⅞" 66NHP N.V.Mch.&Scheepswerf vanP.Smit,Zn.Rot.		G
73799 145491 VJCT	**Ellaroo** (*ex*AslaugHaaland) *ss*Mel.No.3–6,33 *ss*Mel.No.1–37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	4655 3605 2846	✠100A1 9,40~~10,39~~ ✠LMC MS5,37 BS~~9,39~~9,40 *Fitted for oil fuel 1,21 F.P. above 150° F.*	Mel	*x*	CL ~~N7,37~~ 9,40	1921 4mo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA&CP*	MelbourneS.S.Co. Ld. *CellD*	364·5|52·8|24·3 378·9(O.L.) P28'Q118'B68'F29' FK *B*307'852*tFPT*70*t*	Melbourne British 6*BHptCem* *APT*221*t*	T.3Cy.23½",38"&64"–42" (*s*) 180lb 347NHP 3SB,9*cf*,GS189,HS6156 Armstrong,Whitworth& Co.Ld.Nwc.	26 ″ 8 s3 ″ 10½ 23 ″ 1	
110/40 73800 119195 MCDB	**Ellaroy** (*ex*Sagenite–40) 3Mst *ss*Lth.2ndNo.3–7,32 *ss*Gls.No.1–35 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft Cargo battens not fitted*	712 518 288	✠100A1 2,40 ✠NB2,28 ✠LMC MS11,35 BS~~5,39~~ 6,40	Npt	*k*	CL 2,40	1905 1mo *Lloyd*	J.Shearer& Sons,Ld. Glasgow '*sA&CP*	B.J.Morgan *CellDBf*122'	194·7|30·2|11·2 Q98'B11'F35' BK7½"	Glasgow British 4*BHCem* 183*tFPT*71*t*	T.3Cy.17 5⁄16",27½"&44"–33" 160lb (*s*) 99RHP 1SB,3*cf*,GS55,HS1954 Ross&Duncan,Glasgow	13 ″ 6 s 4 ″ 7½ 13 ″ 6	
96/40 73801 LDSY	**Ellavore** 1*Dk*	1302 1134 740					1925	Stavanger Stöberi&Dok Stavanger	A/S Vore(Gunstein Stray&Sönn, *Mgrs.*)	243·0|37·3|16·0 P52*t*H64*t*	Farsund Norwegian	T.3Cy.17½",28½"&48"–39" 144NHP StavangerStöberi&Dok		N
129/40 73802 179 OFCT	**Elle** (*ex*Ellerdale–38) *ss*Nwc.2ndNo.3–2,38 D.F. 1*Dk*(*ptIrn ptStl*)	3868 — 2287	✠100A1 1,39 BS~~1,39~~ ✠LMC2,38 1,40	Rot	*w*	CL 1,39	1913 10mo *Lloyd*	R.Thompson&Sons,Ld Sunderland '*sA&CP*	O/Y WasaS.S.Co. Ld. *CellDBa*	350·0|50·1|23·4 P35'B102'F35' FK 106'*uE*25'*f*148'808*t*	Wasa Finnish 6*BHCem* *APT*127*t*	T.3Cy.25",42"&68"–45" (*r*) 180lb *80lb* 340NHP 2SB,8*pf*,GS125,HS5302 N.E.MarineEng.Co.Ld.Sld	25 ″ 10 s 4 ″ 3½ 21 ″ 9	
73803 536 OFDR	**Ellen** Iron (*ex*Hathersage) *ss*Osc.4thNo.3–6,29 *ss*Got.No.2–37 1*Dk*(*Irn*)2*trB* *Well deck Cargo battens not fitted*	1588 — 893	✠100A1 ~~11,37~~12,40 BS~~2,39~~ ✠LMC11,37 10,40	Got ~~Mmo~~Sbg	*q*	OG ~~3,37~~ 10,40	1878 12mo	W.Gray& Co. WHartlepool A&CP	RederiA/BEllen (F.H.Andersson, *Mgr.*) *DBa*	256·9|34·6|18·9 266·3(O.L.) Q100'B61'F27' ptND04 BK9"	Raumo Finnish 4*BHCem* 84'*f*90'330*t*	C.2Cy.30"&61"–33" 75lb ~~NDB02~~ 178NHP 2B,GS80 T.Richardson&Sons,Hpl.	20 ″ 7 s 1 ″ 10 19 ″ 7	
73804 DHGC	— (*ex*Granitz,*ex*HansCords) 1*Dk*	565 441 268					1921	Union GiessereiA.G. Königsberg	MathiesReed,K.G.	165·6|28·7|11·9 P112'H9'F21'	Hamburg German *WB*	T.3Cy.13",20½"&33"–22⅛" 52NHP UnionGiessereiA.G.		G
73805 230916 KLFJ	**Ellen Bushey** *Carrying oil in bulk OilEng.* *Mchy.Aft* 1*Dk* Wireless *Electrically welded*	373 — 253					1931	I.S.Bushey &Sons,Inc. BrooklynNY	DieselTankerEllen Bushey,Inc.	144·5|26·0|10·0 len37	NewYork Utd.States	Oil Engines 2S.C.SA 4Cy.10"–12½" 70NHP FairbanksMorse&Co. Beloit.Wis.		
73806 DMAW	**Ellen Larsen** (*ex*Erik,*ex*ErikII.) *ss*Ham.No.3–5,39 1*Dk*(*Irn*)&*deepframing*	1938 1684 1160	✠ 5,39 ✠	Ham	*r*		1900 10mo	W.Gray& Co.Ld. WHartlepool	E.Larsen(Erich Ahrens,*Mgr.*) *CellDBa*	279·1|40·1|18·2 289·5(O.L.) P25'B69'F29' FK 88'*uE*20'*f*118'541*t*	Rostock German 4*BHCem* *APT*35*t*	T.3Cy.21",33"&56"–36" 194NHP 2SB,4*rf*,GS70,HS3008 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6	
73807 129543 GCSL	**Ellenga** Ⓟ TwinSc *ss*Cal.2ndNo.3–12,37 D.F. 2*Dks*(*Stl*–ws)&*Shade dk* (*Stl*–teak s)	5196 3692 2558	✠100A1 *Shade dk* ~~4,40~~ ~~5,39~~10,40 BS~~11,38~~ ✠LMC12,37 4,40	Cal	*z*	CL ~~5,39~~ ~~P11,38~~ 4,40	1911 3mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDBa*77' *f*165' 781*t*	410·0|52·4|24·7 *B on Shade dk*157' *uE&B* 121' FK *FPT*37*tAPT*47*t*	Glasgow British 7*BHCem* (5*BHtoUpdk* 2 ,, ,, 2nd ,,)	T 6Cy.24½",41"&69"–48" (*s*) 200lb *100lb* 1078NHP 2DB&2SB,18*cf*,GS385, HS16668 FD A.Stephen&Sons,Ld.Gls.	27 ″ 3 s 4 ″ 3½ 23 ″ 6	
73808 689 SZJH	**Ellenis** Ⓟ (*ex*Molfetta) Wireless 1*Dk*2*trB*&*Shelter dk*	876 — 470					1902	Flli. Orlando Leghorn	LakonikiS.N.Co. Ld.	188·0|26·7|15·5 P35'B39'F41'	Piræus Greek *WB*	T.3Cy.16",26½"&43"–30" 101NHP Flli.Orlando,Leghorn		I 97/40

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders,—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
73809 219715 KUGX	**Ellenor** (*ex*MasonCity) *ss*Bal.No.3-8,34 *ss*N.Yk.No.1-38 Sub.Sig. 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	3483 2817 2112	100A1 10,40 ~~12,39~~ BS12,39 *Fitted for oil fuel 4,20 F.P. above 150° F.*	Bal NYk LMC2,38	*u*	CL ~~12,39~~ 10,40	1920	Bethlehem S.B.Corp.Ld. WlmngtnDel A&CP	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *CellD B232' 666t FPT78t APT282t*	328·0 P26'B98'F37' FK	46·2	22·9	NewYork Utd.States 7*BHptCem*	T.3Cy.22",37½"&60"-42" (*s*) 190lb 292NHP 2SB,*6cf*,GS144,HS4933 BethlehemS.B.Corp.Ld.	25 " 6	
73810 OYCL	**Ellensborg** 1*Dk*	1259 948 729					1919	PPhStuhrs Msk.ogSkbs. Aalborg	A/S D/SDannebrog (C.K.Hansen,*Mgr*)	238·7 P14'Q71'B94'F29'	36·2	13·4	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 83NHP A/S"Frichs,"Aarhus		V
73811 928 SZNS	**Elli** (*ex*Relay-37) TwinSc *ss*N.Yk.4thNo.3-7,22 Wireless *ss*Boa.No.1-26 *Mchy.Aft* 2*Dks*&*Awng dk*	1114 — 520	✠ ... 2,31 ✠NB7,22 ✠				1890 3mo	R.Thompson&Sons Sunderland	YannoulatosBros. (China)	240·0 ND13	32·2	14·2 21·5 BK8"	Piræus Greek *WB*	T.6Cy.16½",26½"&43½"-30" 193NHP G.Clark(Lim.),Sld.	24 " 10	
73812 746 SVKT	**Ellinico** (*ex*Luchana-33) *ss*Gls.2ndNo.3-11,29 *ss*Pir.No.2-39 1*Dk*(*Stl*)&*deep framing*	*3059* *2861* *1975*	✠100A1 ~~8,40~~ ~~11,39~~ 11,40 BS11,40	Pir Mch ✠LMC11,39	*v*	CL ~~11,39~~ 11,40	1904 10mo	Grngem'th&Greenock DockyardCo. Greenock Lloyd's A&CP	Sardi,Andreadaki&Stavridi (T.Papadimitriou, *Mgr.*) *CellDBa98'u E&B40' f140'898t FPT78t APT77t*	331·0 P28'B96'F35' FK	48·0	22·0	Piræus Greek 5*BHCem*	T.3Cy.24½",40"&65"-42" (*s*) 160lb *90lb* NDB20 285NHP 2SB,*6cf*,GS97,HS4454 D.Rowan&Co.Glasgow	24 " 4 s 3 " 10¾ 20 " 8	
73813	**Ellinor** (*ex*Hilda-39,*ex*Chersones) 1*Dk*	*1071* *840* *454*					1903	Soc.Anon. Jhn.Cockerill Hoboken	RederiA/B Strim (SvenSalén,*Mgr.*)	224·7 Q42'H55'F27'	37·0	12·9	Stockholm Swedish *WB*	T.3Cy.16¾",26"&41⅓"-29½" 93NHP SocAn.J.Cockerill,Seraing		V
144/40 73814 148850 GLCP	**Elmbank** TwinSc *OilEng.* *ss*Ant.No.3-12,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	5156 4768 3117	✠100A1 *withfreeboard* 7,40 ~~1,40~~ ~~DBS12,38~~ *Carrying vegetable oil in deep tank*	Mch Vcr DBS5,40 ✠LMC12,37 ✠LMC(M)1,40	*a*†	CL S12,37 PN 12,37	1925 4mo	Harland&Wolff,Ld. Glasgow Lloyd's A&CP	BankLineLd.(A. Weir&Co.*Mgrs.*) *CellDB357'1121t DTf32'1067t Tanks between tunnels*	420·1 FK	53·9	26·5	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" DB*110lb* 717NHP Harland&Wolff,Ld.Gls. 115'251t FPT106t APT132t	29 " 2 s 3 " 7¾ 25 " 8	
73815 150841 VCQL	**Elmbay** (*ex*Mantes, *ex*Perceur) TwinSc Wireless D.F. *Mchy.Aft* 1*Dk*	1217 814 601					1919	Ch.&Atel.deSt.Nazaire St.Nazaire	TreeLineNav.Co. Ld.(J.D.Calvin, *Mgr.*)	218·6 P74'F30'	34·2	13·1	Montreal British *WB*	C.4Cy.16"&30"-19" 77NHP Ch.&Atel.deSt.Nazaire		V
103/40 73816 167414 GDNN	**Elmcrest** (*ex*Izgled-40, *ex*Auguszta Foherczegno) *ss*Rot.2ndNo.3-2,36 1*Dk*(*ptStl*&*ptIrn*) *2trB in Nos.1&4holds*	4343 3984 2659	✠100A1 6,39 BS4,40	Rot ✠LMC3,35	*x*	CL 2,40	1911 3mo	W.Dobson&Co. Newcastle	CrestShippingCo. Ld. *CellDBa121'uE19'f166'955t DTa26'908t FPT151t APT39t*	378·0 395·0(O.L.) P39'B225'F41' FK	53·5	24·4	London British 6*BHCem*	T.3Cy.24",39"&66"-45" (*s*) 180lb 342NHP 3SB,*9cf*.GS150,HS5658 N.E.MarineEngCoLd.Nwc	26 " 11 s 3 " 10¾ 23 " 2	
73817 167371 GCQC	**Elmdene** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing on Shelter dk* *Tonnage opening closed '41 (W.E.)*	4853 4205 2875	✠100A1 *withfreeboard* ~~5,40~~ ~~12,39~~ 5,41 ~~1,41~~ *Fitted for oil fuel 12,39 F.P. above 150° F.*	Shl ✠LMC12,39	*a*† 2	CL	1939 12mo	W.Gray&Co.Ld. W Hartlepool Lloyd's A&CP	~~DeneShippingCo.Ld.~~ ElmdeneShippingCo.Ld.(Dene ManagementCo. Ld.*Mgrs.*) *CellDB358'1329t MT28'1060t FPT122t APT174t*	416·0 431·5(O.L.) F40' FK	56·1	23·9	London British 7*BHCem* (*Coll to Sh dk* 6 ,, *2nd*,,)	T.3Cy.23½",36½"&65"-48" 200lb (*s*) 397NHP 2SB(Spt),*6cf*,HS5530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	~~27 " 10~~ ~~s 3 " 1~~ ~~25 " 0¼~~ 36 " 4 s10 " 7 26 " 0¼	
73818 147331 MNKX	**Elmfield** *ss*Liv.No.3-4,38 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	450 320 175	✠100A1 9,39 MS5,38	Liv ✠LMC BS~~11,38~~1,40	*g*	C* N9,39	1925 10mo	LythamSB&Eng.Co.Ld. Lytham Lloyd's A&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·5 Q85'B9'F23' BK6½" *DTf19'48t FPT12t APT21t*	25·9	11·5	Liverpool British 4*BHCem*	C.2Cy.17"&38"-24" (*s*) 140lb 58RHP 1SB,*3pf*,GS52,HS1496 LythamS.B.&Eng.Co.Ld.	12 " 6 s 3 " 11 12 " 11	
73819 140340 GVTM	**Elmol** *ss*Lon.No.3-6,30 *Mchy.Aft* *ss*Gmh.No.2-39 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	1170 854 496	✠100A1 5,41 ~~2,40~~ BS~~3,40~~ 5,41 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,17 F.P. above 150° F.*	Lth Gmh ✠LMC3,39	*n*	CL N2,40	1917 8mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd's A&CP	TheAdmiralty *CellDBuE&B39' 62t DTf30' 240t FPT30t APT28t*	210·0 P44'F40' FK	34·8	16·6	London British 12*BHptCem*	T.3Cy.13½",22"&36"-30" (*s*) 180lb 135NHP 2SB,*4cf*,HS2316 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	16 " 6 s 1 " 6¼ 15 " 0¾	
73820 860 ESCL	**Elna** (*ex*Lennuk-35,*ex*Remenham, *ex*Arlon, *ex*Carol 1er) *ss*Cpn.3rdNo.3-6,30 *ss*Tln.No.2-39 Now "Elna II," see No. 88030 in Supplement *deep framing*	3195 2967 1973	✠100A1 *Spar dk* *withfreeboard* 7,40 ~~5,39~~	Tln Lon ✠LMC5,39 BS4,40	*v*	CL 5,39	1903 8mo	Sir Raylton Dixon&CoLd Middlesbro' Lloyd's A&CP	KäsmuLaeva-Omanikud (O.Tiedemann, *Mgr.*) *CellDBa96'uE&B36'f144'690t APT100t*	325·0 P30'B88'F34' FK	47·3	15·6 23·6	Käsmu Estonian 6*BHCem*	T.3Cy.24½",42½"&69½"-45" 180lb (*s*) 356NHP 3SB,*9cf*,GS159,HS5622 N.E.MarineEng.CoLdNwc	26 " 0 s 4 " 7 21 " 7¾	
73821 220793 KJHM	— (*ex*DanF.Hanlon-35) *Fitted for oil fuel* Wireless D.F. *Mchy.Aft* 1*Dk*	1435 1158 791					1924	Hanlon D.D.&S.B.Co Oakland,Cal.	J.Ramselius	240·0 P36'F32'	40·0	17·5	S.Frncisco Utd.States *WB*	T.3Cy.19",32"&56"-36" Hooven,Owens& 188NHP RentschlerCo.Hamilton,O		
73822 OHZI	— WoodAux3MstSr (*ex*Omar-36,*ex*Mars-33,*ex*Stella, *ex*Chr.Schierloh, *ex*AlbertMou,*ex*Solstraalen) 1*Dk* *Oil Eng.* (*See Sailing Ship Register*)	339 279 250					1919	Middlefart Skibsværft Middlefart	LaivaO/YElna (Yrjänen& Kumpp)	141·9 118·4 Q26'	29·9	13·2	Raumo Finnish	Oil Engines 4S.C.DA 2Cy.13"-13¾" 66NHP NE36 J.&C.G.Bolinders,Skm.		V
73823 LDTH	**Elna E.** Wireless D.F. 1*Dk*	1174 1017 659					1925	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Forto (LeifErichsen, *Mgr.*)	230·0 P47tH68t	36·5	14·8	Bergen Norwegian *WB*	T.3Cy.16¾",25¼"&43"-30" 101NHP LaxevaagsMsk&Jrns,Bgn		N
73824 164574 GYQY	**Elona** *OilEng.* D.F. 1*Dk*,*2nd dk clear of cargo tanks* *Mchy.Aft* E.S.D. *CruiserStern* *Longitudinal framing at bottom& at deck*	6192 5496 3630	✠100A1 Examined 1,41 DBS4,40 *Carrying Petroleum in bulk*	~~Cff~~ Lon ✠LMC CS4,40 2,39	*a*†	CL 2,39	1936 1mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd's A&CP	Anglo-Saxon PetroleumCo.Ld. *CellDBuE61'132t DTf25'261t FPT106t APT59t*	430·3 446·3(O.L.) P87'B37'F48' FK	54·5	30·7	London British 16*BH*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 377NHP DB*180lb* Hwthrn,Leslie&CoLd.Nwc	31 " 0 s 5 " 7½ 25 " 7	
73825 PKQM	**Elout**	1797 1336 987					1910	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3 P&B175'F33'	40·2	16·9	Batavia Dutch *WB*	T.3Cy.19",31½"&51½"-39" 165NHP Maats.Fyenoord,Rot.		V
97/40 73826 227 SVAB	**Elpis** (*ex*Buranda-34) *ss*Syr.2ndNo.3-3,39 1*Dk*(*ptIrn*&*ptStl*)	*3651* *3404* *2276*	✠100A1 3,39 MS3,39 DBS3,39	Syr ✠LMC MBS9,39	*w*	CL 10,37	1912 4mo	Richardsn, Duck&Co.Ld. Stockton Lloyd's A&CP	J.N.Goulandris *CellDBa115'uE25'f152'1031t FPT110t APT95t*	352·0 P29'B104'F35' FK	50·2	22·7	Andros Greek 6*BHCem*	T.3Cy.24",40"&66"-45" (*s*) 180lb *90lb* 321NHP 2SB,*6cf*,GS127,HS4985 Blair&Co.Ld.Stockton	25 " 3 s 4 " 2¼ 21 " 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grêement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert.B.of Trade.
73827 850 SZOD	**Elpis** (exBramwell-35, ssOff.No.3-4,32 exLlanthonyAbbey-34, ssPir.No.1-37 exOchilbrae,exChaldon) 1Dk(Stl) Wireless Cargo battens not fitted	1492 1333 810	✠100A1 10,39 BS~~7,39~~ ✠LMC5,37 8,40	Pir	p	CL 6,38	1919 12mo Lloyd	Dundee S.B.Co.Ld. Dundee 'sA&CP	A.M.Printezis	240·0 B52'F28' FK CellDB198'295t FPT	36·2	19·2	Piræus Greek 4BHCem 77tAPT66t	T.3Cy.18",30"&50"-33" (s) 180lb 172NHP 2SB,6cf,GS97,HS2886 Cooper&Greig,Ld.Dundee	21 ″ 3 s2 ″ 10 18 ″ 7	
73828 LCJB	**Elsa** OilEng. ssOsl.No.3-10,39 ~~ssNwc.No.2-36~~ Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	5381 4795 3177	✠100A1 ~~3,40 10,39~~ 4,41 ✠LMC CS4,37 DBS~~4,39~~ 8,40 1,38 Carrying Petroleum in bulk	Osl ~~Cbo~~ Syd	y	CL ~~4,37~~ 4,41	1928 4mo Lloyd	Barclay, Curle&Co.Ld Glasgow 'sA&CP	A/S OljefartII. (HarryBorthen& Co. A/S) CellDBuE64' 195tDTsf41'540t	389·0 P85'B27'F45' FK FPT66tAPT34t	52·7	30·7	Oslo Norwegian 14BH (10 to Udk 4 ,, 2nd dk)	Oil Engines 2S.C.SA 3Cy.22⅝"-91⅜" 482NHP 2DB 120lb BarclayCurle&Co.Ld.Gls.	30 ″ 6	
73829 DJXK	**Elsa Essberger** OilEng. D.F. 1Dk,2nd dk in Nos.1&3holds&in E.S.D. CruiserStern mchy.space Butts of keel electrically welded	6103 5156 3476	✠ 5,39 ✠	Rot	c†		1938 9mo	Howaldts- werkeA.G. Hamburg	JohnT.Essberger CellDB	446·4 476·7(O.L.) P29'B&F410' FK UpperF35' 384' 1323t FPT122	61·3	23·8	Hamburg German 7BHptAsp tAPT192t	Oil Engines 2S.C.SA 8Cy.25 9/16"-47¼" 910NHP HowaldtswerkeA.G.Kiel	27 ″ 4	
73830 783 OHYL	**Elsa S.** (exAlhama-36, exWeser,exAnna) ssGls.2ndNo.3-4,34 Well deck ssHfs.No.1-38 1Dk(Stl)&deep framing	1220 — 704	✠100A1 6,38 BS4,39 ✠LMC4,38	Els	o	CL 6,38	1910 7mo Lloyd	Campbel- townS.B.Co. Campbltown 'sA&CP	RederiSohnA/B (O/Y.ErnstSohn Ld.Mgrs.) CellDB	239·3 229·5 Q79'B58'F28' FK a54'uE&B33'f102'	34·9	16·0	Helsingfrs Finnish 4BHCem 315tAPT95t	T.3Cy.18",27½"&45"-33"(s) 180lb 136NHP 2SB,4cf,GS72,HS2228 J.G.Kincaid&Co.Ld.Grk.	18 ″ 4 s1 ″ 7½ 16 ″ 11	
73831 OYTB	**Else** (exKotonia-35) D.F. 1Dk&Shelter dk	1970 1786 1165					1906	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	281·7	42·1	17·9	Esbjerg Danish WB	T.3Cy.20",32"&53"-36" 192NHP HelsingörsJernsk.&Msbk.		V
73832 OHEH	**—** (exSiwi,exAggersborg,exCurt Retzlaff,exThuringia) 1Dk Wireless D.F.	1360 — 749					1900	Nüscke& Co. Stettin	O/Y Else(A.K. Seppinen)	248·3 238·0 Q71'B59'F25'	37·4	16·0	Wiborg Finnish WB	T.3Cy.17",27½"&43"-31½" 104NHP Kette,Uebigau,Dresden		V
73833 DHGF	**Else Hugo Stinnes 15** Mchy.Aft CruiserStern Sub.Sig. D.F. E.S.D. 1Dk	3291 2619 1687					1927	Nüscke& Co.Akt.Ges Stettin	HugoStinnes Reed.A.G.	302·6 P89'F27'	47·7	22·4	Hamburg German WB	C.4Cy.(2)18 11/16"&(2)39⅜" -39⅜" 194NHP A.Borsig,G.m.b.H.Berlin		G
* 73834 LCOB	**Else-Marie** (exGungner-33, exAngeSchiaffino, ssNwc.No.3-10,29 exCleveland) ssBgn.No.2-38 D.F. 1Dk(Stl)	1885 1672 1099	✠100A1 12,38 BS4,39 ✠LMC6,38	Bkn	r	6,38	1917 3mo	Superior S.B.Co. Superior, Wis A&CP	A/S Schanches Rederi(S. Schanche,Mgr.) CellDBa&uE102'	251·1 P28'B65'F27' FK f96'514tFPT68tA	43·8	18·2	Bergen Norwegian 4BHCem PT77t	T.3Cy.20",33"&54"-40" (s) 180lb 266NHP 2SB,6cf,GS132,HS5060 DetroitS.B.Co.Detroit	20 ″ 3 s2 ″ 6 17 ″ 11½	7
73835 DHGG	**Else Müller** (exFredCleeves) 1Dk	1598 1323 649					1921	W.Harkess &Son,Ld. Middlesbro'	OttoA.Müller	254·9 Q76'P25'B56'F24'	39·0	17·1	Hamburg German WB	T.3Cy.21½",35"&59"-39" Richardsons, 217NHP Westgarth&Co.Ld.Mdb		C
73836 282 SVFH	**Elsi** Ⓟ (exLadyHudson-Kinahan) ssPir.2ndNo.3-2,16 ssPir.No.1-20 2Dks(UStl-ws)	1433 1030 649	✠ 4,25 ✠	Pir	p		1891 10mo	AilsaS.B. Co. Troon	JohnToyiasS.S.Co.	273·5 P67'B94'F50' BK9" CellDB103'	34·1	16·6	Piræus Greek 5BHCem 157tFPT22t	T.3Cy.25",40"&65"-42" NDB12 284NHP 2DB,8cf,GS130,HS4408 Dunsmuir&Jackson,Gls.	17 ″ 6	
73837 OXWH	**Elsie** (exElisabethMærsk,exTyskland) 1Dk	1420 1172 854					1906	Howaldts- werke Kiel	OveSkou	241·2 P13'Q73'B105'F29'	36·1	16·5	Copenhgn Danish WB	T.3Cy16¾",26 9/16"&42⅛"-29½" 96NHP Howaldtswerke,Kiel		
73838 DOEN	**Elster** (exFreiburg) Wireless D.F. Sub.Sig. 2Dks	1136 956 655					1922	Schffb.Ges. Unterweser m.b.H. Weser -münde-L.	ArgoReederei Richard Adler&Co.	230·6 P31'B64'F26'	34·5	14·4	Bremen German WB	T.3Cy.17¼",27⅝"&45⅝"-30¾" 114NHP A.BorsigG.m.b.H.Berlin		G
90/41 73839 137495 GBVT	**Elstree Grange** (exAbadesa) ssFal.No.3-4,28 Ref.Mchy. ssNpt.No.2-36 2Dks(Stl)&Shelter dk(Stl)& 3rd dk(Stl)inNos.1&2holds	6598 6313 4204	✠100A1 Shelter dk withfreeboard 1,40 ✠LMC ✠NB(PF)8,25 MS12,36 BS~~5,39~~6,40 ✠Lloyd'sRMC~~1,40 6,40~~ 1,41 ~~10,40~~ Fitted for oil fuel 8,25 F.P. above 150° F.	Npt	a†	CL 5,39	1916 3mo Lloyd	SirR.Dixon &Co.Ld. Middlesbro' 'sA&CP	HoulderLine,Ld. (HoulderBrothers &Co.Ld Mgrs.)	420·0 FonShelterdk34' FK CellDB358'10	53·5	36·6	Liverpool British 7BHCem 53tFPT123t	T.3Cy.29",49"&80"-54" (s) 180lb 790NHP 4SB,15cf,GS301,HS12817FD Richardsons,Westgarth& APT98t Co.Ld.Mdb.	39 ″ 3 s10 ″ 0½ 29 ″ 6	
73840 144893 GDQV	**Elswick Park** ssShl.No.3-10,32 ssShl.No.1-36 1Dk(Stl)	4188 3942 2579	✠100A1 ~~6,40 4,39~~ 10,40 BS~~4,39~~ ✠LMC12,36 6,40	Shl Cff	x	CL ~~12,36~~ 6,40	1920 7mo Lloyd	BlythS.B. &D.D.Co.Ld. Blyth 'sA&CP	Elswick Stm.Ship- pingCo.Ld.(Weid- ner,Hopkins&Co. Mgrs.)	364·0 P30'B219'F37' FK CellDB314'929tFPT	51·0	26·3	Newcastle British 6BHCem 83tAPT109t	T.3Cy.26",43"&72"-48" (s) 180lb 474NHP 3SB,9cf,GS156,HS6780 FD N.E.MarineEngCoLd.Nwc	28 ″ 9 s4 ″ 0½ 24 ″ 11	
73841 UPLH	**Elton** (exMiraflores-35, exEidsfjeld, Fitted for oil fuel exOlofBrodin)	1799 1604 1052					1919	Fredrkstad Mek.Værks. Fredrikstad	U.S.S.R.	264·6 P22'B71'F29'	42·6	17·5	Odessa Russian WB	T.3Cy.18½",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		
73842 202859 KGBO	**Elton Hoyt II.** (exWilliamP. Snyder) D.F. GyC. Mchy.Aft 1Dk	6939 — 5492					1906	Gt.Lakes Eng.Works Ecorse,Mich.	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	530·0 WB	56·2	32·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",37"&63"-42" 257NHP GtLakesEngWrks,Detroit		R
90/41 73843 PDXI	**Elusa** D.F. OilEng. E.S.D. 1Dk,2nd dk clear of cargo tanks Mchy.Aft Cruiser Stern Longitudinal framing at bottom & at deck	6235 5540 3593	✠100A1 Examined 4,41 Bkn ~~DBS2,40~~ ✠LMC7,36 Carrying Petroleum in bulk DBS1,41	~~Sch~~	a†	CL 2,40	1936 7mo Lloyd	N.V. Wilton- Fijenoord Schiedam 'sA&CP	N.V.Petroleum Maats."La Corona"	428·1 P86'B38'F48' FK CellDBuE63'132t	54·5	30·9	TheHague Dutch 16BH DTf25'257t	Oil Engines 4S.C.SA 6Cy.25 9/16"-55⅛" 377NHP DB120lb N.V.Wilton-Fijenoord,Rot FPT103tAPT55t	31 ″ 0 s5 ″ 7½ 25 ″ 7	
73844 515 SZIX	**Elvira** Ⓟ (exGreta,exYacht) Wireless ssSou.No.3-8,09 1Dk(ptStl-teak s)2trB	372 — 215	✠ 6,20 ✠	Bkn			1898 4mo	Scott&Co. Greenock	EpirotikiS.Nav.Co. GeorgePotamianos	165·0	22·8	12·0	Piræus Greek 4BHCem	T.4Cy.12¼",20"&(2)23"-26" 77NHP 1B,3cf,GS52,HS1473 Scott&Co.Greenock		
73845 185 IRTY	**ElviraVaselli** (exPaolaBeverini-36, exAlumine,exB.A.H.W.No.11) Mchy.Aft 1Dk	647 487 357	✠ ... 7,14 ✠				1912 5mo	C.H.Wal- ker&Co.Ld. Sudbrook	Soc.Anon.Italiana LavoriEdili e Marittimi	177·0 171·0 Q62'BonQdk17' FK F24'	30·1	11·4 11·1	Rome Italian WB	T.3Cy.13",22"&34"-22½" 79NHP Plenty&Son,Ld.Newbury	12 ″ 3	I †

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
73846 215878 WPCS	**Elwood** (*ex*D.J.Moran-36, *ex*ChesterSun) *ss*Phl.No.3-5,29 D.F. *ss*Gal.No.2-37 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	7098 6112 4426	✠100A1 5,40 ~~9,39~~ BS~~3,39~~ 5,40 ✠LMC11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,18 *F.P. above* 150° F.	NYk Gal	*b*†	CL ~~9,39~~ 5,40	1918 1mo	SunS.B. Co. Chester,Pa. A&CP	Chas.Kurz&Co. Inc.(Pennsylvania ShippingCo.*Mgrs*)	429·3|59·2|31·4 P133'B36'F40' FK *CellDBuE*&B60'259*t* *DTf*40'552*t* *FPT*222*t* *APT*57*t*	Wilmgton (Del.) Utd.States 17*BHptCem* (13 *to U dk* 4 „ 2*nd* „)	T.3Cy.27",45$\frac{15}{16}$"&76$\frac{15}{16}$"-51" 190lb (*s*) 532NHP 3SB,9*cf*,HS7331 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s 6 ″ 10 26 ″ 7$\frac{3}{4}$	
73847 216924 KZQA	**Elwyn C. Hale** Ⓟ (*ex*H.J.Lawrence, *ex*LakeMedford) *Fitted for oil fuel* 1*Dk*	2084 1750 1228	✠ … 9,20 ✠				1918 9mo	GlobeS.B. Co. Superior, Wis	~~AlaskaSalmonCo.~~ OceanDominion S.S.Corp.	251·0|43·7|19·2 P27'B60'F23' FK	S.Frncisco Utd.States *WB*	T.3Cy.19",32"&56"-36" 276NH NordbrgMfgCoMilwaukee	21 ″ 5	R †
73848 128224 GCYM	**Elysia** Ⓟ *Fitted for oil fuel* 2*Dks*	6757 5560 4211					1908	D&WHendersn&Co.Ld Glasgow	AnchorLine,Ld.	440·5|53·3|29·7 P47'B157'F48'	Glasgow British *WB*	T.3Cy.29½",49"&81"-54" NB(1)19 482NHP D&W.Hendersn&CoLdGls		C BT till ~~12,40~~ 1,42
73849 XCMR	**Emancipacion** Ⓟ (*ex*Trujillo-37,*ex*LakeOgden) 1*Dk* *Fitted for oil fuel*	2114 1646 1282	✠ … 10,20 ✠				1918 4mo	American S.B.Co. Lorain,O.	Transportes Maritimos y Vias FluvialesS.C.M. deR.L.	251·0|43·5|20·0 P25'B64'F23' FK	VeraCruz Mexican *WB*	T.3Cy 20",33"&54"-40" 274NHP AmericanS.B.Co.Lorain,O.	20 ″ 2	
73850 OYCM	**Emanuel** 1*Dk*	1290 831 784					1907	Helsingörs Jernsk &Msk. Elsinore	D/S A/S Emanuel (Alfr.Petersen)	226·3|34·9|12·4 P11'Q59'B105'F27'	Marstal Danish *WB*	T.3Cy.16½",26½"&44"-30" Helsingörs 106NHP Jernsk.&Mskb.		V
73851 UOUS	**Emba** (*ex*Embaneft-34) **TwinSc** *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	7886 6786 4550	✠ —— 12,33 ✠	Ham	*b*†		1929 9mo	Nicolaieff StateS.B.Yd. 'AndreMarti' Nicolaieff	U.S.S.R.	437·9|58·5|32·3 P106'B44'F60' FK *CellDBuE*61'142*t* *DTf*29'353*t* *FPT*230*t* *APTs*102*t*	Tuapse Russian 18*BH* (1 *to* 2*nd dk*)	Oil Engines 2S.C.SA 12Cy.21¼"-35$\frac{7}{16}$" 944NHP Maschfbk.Augsburg-Nürnberg,Augsburg	34 ″ 2	
73852 161587 GYMW	**Embassage** D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4954 4449 2912	✠100A1 *withfreeboard* Examined 8,40 BS3.40 ✠LMC9,35	~~Shl~~ Shl	*z*	CL ~~8,40~~ 8,41	1935 9mo	JLThompson&Sons,Ld. Sunderland Lloyd's A&CP	HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*)	409·2|57·6|24·0 F39' FK *CellDB*349'1114*t* *FPT*204*t* *APT*168*t*	Newcastle British 6*BHCem* (*Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.21½",37"&62"-42"(*s*) 220lb 353NHP 2SB(Spt&FD)&1Aux.SB, 8*cf*,GS122,HS5087 N.E.MarineEng.Co LdSld.	27 ″ 0½ s 2 ″ 8¾ 24 ″ 6¼	
73853 131994 MBQN	**Embassy** Ⓟ **Pad** (*ex*Duchess of Norfolk-37) 1*Dk*	381 303 154					1911	D&WHendersn&Co.Ld Glasgow	Cosens&Co.Ld.	190·0|26·1| 8·7	Wymouth British	C.D.2Cy.27"&51"-54" 159NHP D&W.Hendersn&CoLdGls		
7/41 73854 258 SVMS	**Embiricos Nicolaos** (*ex*Daphne-39, *ex*Sunland-34) *ss*Nwc.No.3-1,33 *ss*Ams.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	3798 3514 2306	✠100A1 *Shelter dk withfreeboard* 8,40 ~~8,39~~ BS4,39 ✠LMC2,38 *Fitted for oil fuel* 8,20 *F.P. above* 150°F.	Ams Cal	*x*	CL ~~N2,39~~ 8,41	1918 4mo	J.Priestman&Co. Sunderland Lloyd's A&CP	Geo.Nic.Embiricos	365·0|51·5|22·1 FK *CellDB*315'1077*t* *FPT*115*t* *APT*85*t*	Andros Greek 6*BHCem* (*Coll to Sh dk* 5 „2*nd*„)	T.3Cy.25",41"&67"-45" (*s*) 180lb 384NHP 3SB,9*pf*,GS114,HS5364 FD G.Clark,Ld.Sunderland	24 ″ 6 s 2 ″ 3¼ 22 ″ 5½	
73855 4931 SDXW	**Embla** 1*Dk*	*1040* *891* *578*					1908	LindholmensV.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	227·2|33·6|14·1 H72*t* B60'F28'	Stockholm Swedish *WB*	T.3Cy.14½",24"&40"-27" 83NHP LindholmensV.A.Got.		V
73856 DHGI	**Emden** 1*Dk*	709 498 415					1907	Stettiner Oderwerke Stettin	Bugsier,Reed.& BergungsA.-G.	181·4|29·0|12·2 Q51'P11'B46'F21'	Hamburg German *WB*	T.3Cy.12⅘",20½"&33½"-23⅗" 55NHP StettinerOderwerke		G
73857 TCBK	**Emek** (*ex*Gazi-35,*ex*Ghazi,*ex*Mersine, *ex*Cossack) *ss*Oda.No.1-94 *Well deck* 1*Dk*(*Irn*)	777 — 425	✠ 6,00 ✠	Oda	*k*		1890 4mo	Wood, Skinner&Co. Newcastle	HayikKeleşyan	200·5|30·0|12·6 Q64'B53'F25' FK *CellDBa*42'53*t* *FPT*18*t* *APT*12*t*	Istanbul Turkish 4*BHCem*	T 3Cy.14½",23½"&39"-27" B*made—fitted*10 85NHP 2SB,4*pf*,GS46,HS1378 N.E.MarineEng.CoLdNwc	13 ″ 8	
73858 119153 MCBD	**Emerald** **3Mst** *ss*Trn.2ndNo.3-2,29 *ss*Shl.No.2-37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	736 532 305	✠100A1 10,38 ✠NB2,29 ✠LMC MS6,37 BS3,40	Irv	*k*	CL 5,37	1904 8mo	A.Rodger &Co. Pt.Glasgow Lloyd's A&CP	Wm.Robertson	195·0|30·1|11·2 202·1(O.L.) Q103'B11'F32' BK7" *CellDBa*57'*f*59'170*t* *FPT*75*t* *APT*10*t*	Glasgow British 3*BHCem*	T.3Cy.16$\frac{5}{16}$"27½"&44"-33"(*s*) 160lb 99RHP 1SB,3*cf*,GS56,HS1902 A.Rodger&Co.Glasgow	13 ″ 6 s 4 ″ 5¼ 13 ″ 8½	
73859 165464 MMGX	**Emerald Queen** *OilEng.* *Mchy.Aft* 1*Dk* Wireless D.F. E.S.D. *CruiserStern*	481 366 258	✠100A1 5,40 ~~1,39~~ ✠LMC5,37	Lon Gmh		OG 5,40	1937 5mo	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam Lloyd's A&CP	BritishChannel IslandsShipping Co.Ld.	163·8|26·4|10·0 27·5 169·1(O.L.) FK Q43'F23' *CellDB*109'141*t* *FPT*56*t* *APT*12*t*	London British 3*BHptCem*	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren A.G.,Köln-Deutz	11 ″ 10 s 1 ″ 1¾ 10 ″ 9	
73860 ~~165410~~ GZNC	**Emerald Wings** (*ex*NicolaosBaikas-36,*ex*Député PierreGoujon-34) 1*Dk* Wireless	2139 1701 1282					1920	GovernmentYard Cherbourg	~~Continental TransitCo.Ld.~~	269·9|39·6|19·6 P19'B54'F23'	~~London~~ British *WB*	T.3Cy.18$\frac{1}{10}$",29$\frac{9}{10}$"&49⅕"-37⅘" 149NHP Etablissements d'Indret, Indret		V
73861 ONJC	**Emeraude** (*ex*RioPardo,*ex*Gaucho, *ex*SanLorenzo) *ss*Rio.No.3-2,15 1*Dk*(*Stl*)&*Awng dk*	613 — 297	✠ 9,16 ✠	Rio	*k*		1903 12mo	Craig, Taylor&Co. Stockton	Soc.Anon.John Cockerill	195·4|28·9|13·0 FK *CellDBa*48' *uE*15' *f*84' 159*t* *APT*24*t*	Antwerp Belgian 4*BHCem*	T.3Cy.18",30"&48"-33" 158NHP 2SB,4*pf*,GS78,HS2644 N.E.MarineEng.CoLd.Sld	20 ″ 0	V †
73862 221460 KDTJ	**Emidio** (*ex*Hammac) D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* 2*Dks*	6912 — 4309					1921	Bethlehem S.B.Corp.Ld. SanFrancisco	Socony-Vacuum OilCo.Inc.	435·0|56·2|33·5 P122'B47'F43'	NewYork Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld.		R
73863 FOGR	**Emile Baudot** **TwinSc** (*CableVessel*) Wireless 2*Dks*	1149 1049 441					1917	Swan,Hunter&Wigham Richardson, Ld.Newcastle	FrenchGovernment(Postes& Télégraphes)	222·5|32·2|19·2	LaSeyne s/Mer French *WB*	T.6Cy.12½",20"&33"-24" 107NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
83/40 73864 TVQO	**Emile Deschamps** **TwinSc** *CruiserStern* 1*Dk*	349 — 103					1922	Atel.&Ch. de laLoire Nantes	Cie.Normande de Nav.àVap.	164·4|23·5|12·0 F20'	Havre French	T.6Cy.9½",15⅜"&25¼"-14⅛" 48NHP Atel.&Ch.de laLoire,Nts.		V

Now "Alcoa Transport," see No. 87032 in Supplement

Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RH=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
73865 69 OPFB	**Emile Francqui** D.F. *Ref.Mchy.* *Cruiser Stern* *2Dks&trB*	5859 5503 3504					1929	Flensburgr Schiffsb.Ges. Flensburg	Cie.Maritime Belge(Lloyd Royal)SA.(Agence MaritimeInternationaleS.A. *Mgrs.*)	443·7|57·2|26·7 P94'F49'	Antwerp Belgian *WB*	Q.4Cy.27½",39",55$\frac{5}{16}$"&79$\frac{5}{16}$"–35$\frac{5}{16}$" 383NHP FlensburgerSchiffsb.Ges.		VG
73866 216466 KREA	**Emilia** (*ex*CapeRomain) *2Dks&Web frames* D.F. *Longitudinalframing*	4719 4213 2918	✠ ... 11,20 ✠				1918 6mo	Bethlehem S.B.Corp. Sparro'PtMd	A.H.Bull S.S.Co. Inc.(A.H.Bull& Co.Inc. *Mgrs.*)	376·4|52·3|27·0 P54'B94'F89' FK	NewYork Utd.States *WB*	T.3Cy.24",41"&68"–48" BethlehemS.B. 486NHP Corp.Sparrow'sPt.Md.	29 " 6	R †
73867 555 IMML	**Emilia Guidi** Aux3MstSr (*ex*DueAmici,*ex*Giovanna *OilEng.* Verderame) *Mchy.Aft* *1Dk* *(See Sailing Ship Register)*	472 426 362					1920	Gebr.G.& H.Bodewes Martenshoek	Ang.Guidi fuP.	160·4|26·7|12·9 147·6	Viareggio Italian	Oil Engines 4S.C.SA 4Cy.12½"–13¾" 58NH BronsMotorenfabriek, Appingedam		I
82/41 73868 OXMA	**Emilie Mærsk** D.F. *1Dk*	2212 1914 1326					1922	Odense Staalskibsv. Odense	Dampskibsselsk.af 1912 (A.P.Möller, Copenhagen, *Mgr.*)	284·9|42·4|19·9 P19'B72'F31'	Aalborg Danish *WB*	T.3Cy.20½",33"&53½"–35½" &1 low pressure turbine NE28 A.Börsig,Berlin-Tegel		V
73869 1395 IMMX	**Emilio Morandi** (*ex*Sara) *1Dk&Spar dk*	1523 988 886					1904	Howaldts-werke Kiel	Federazione Italiana deiConsorziAgrari	246·0|36·0|13·2 241·3 P49'F29' 19·6	Genoa Italian *WB*	T.3Cy.17½",27½"&45½"–27½" 117NHP Howaldtswerke,Kiel		I
73870 OHWB	**Emily** (*ex*Mongolia, Iron *ex*Thornycroft) *ss*Hbg.4thNo.3–1,32 *Well deck* *ss*Got.No.1–36 *Cargo battens not fitted* *1Dk(Irn)*	1565 — 930	✠100A1 1,41 ~~10,38~~ ✠LMC MS10,36 BS1,39 ~~No later survey reported~~	Skm	*q*	CL 9,38	1882 8mo	W.Gray& Co. WHartlepool A&CP	RederiA/BEmily (A.Andersson)	266·2|35·7|18·9 257·1 Q98'B66'F30' BK9" *DB*	Mariehmn Finnish *4BHCem* *a82'f92'316t*	C.2Cy.28"&60"–39" 80lb *70lb* NDB16 167NHP 2SB,*4cf*,GS68,HS2602 Blair&Co.Ld.Stockton	20 " 2 s 1 " 6½ 19 " 5	
73871 DKAI	**Emily Sauber** E.S.D. *Cruiser Stern* *1Dk*	2485 1882 1323					1939	Flensburgr Schiffsb.Ges. Flensburg	Sauber&Co.	276·4|44·5|19·3 P26'Q83'B62'F25'	Hamburg German *WB*	T.3Cy22$\frac{1}{16}$",34$\frac{3}{8}$"&56$\frac{1}{16}$"–37$\frac{5}{8}$" HS4198 292NHP FlensburgerSchiffsb Ges.		G
5/3 73872	**Eminent** *OilEng.* *1Dk* *Mchy.Aft* *CruiserStern*	500 329 329	✠100A1 12,39 ✠LMC11,39	Ant	*g*	~~12,39~~ OG N4,40	1939 11mo *Lloyd's A&CP*	Bodewes Schpswerven Martenshoek	"Armaco"Armement Maritime et CôtierSA("Navex" Soc.Anon. (Société d'Expédition&de Navigation) *Mgrs*)	155·9|27·8|9·8 171·3(O.L.) P48'Q45'F26' FK *Cell DB96' 128t FP*	Antwerp Belgian *3BHCem* *T61tAPT8t*	Oil Engines 4S.C.SA 8Cy.11½"–16$\frac{7}{16}$" 98NHP Maschinenfbrk.Augsburg-NürnburgA.G.Augsburg	11 " 6 s 3 " 10 11 " 5	
47/40 73873 1445 SGAD	**Emma** (*ex*Ragnar-39, Iron *ex*Ingvar, *ss*Mmo.5thNo.3–1,31 *ex*PrinsOscar) *ss*Sbg.No.2–40 *1Dk&Awng dk&trB*	990 819 430	✠90A1 *Awng dk* *withfreeboard* 1,40 ✠NB4,00 LMC1,40	Sbg		OG 1,40	1868 12mo	Schlesnger, Davis&Co. Newcastle	RederiA/BStrim (SvenSalén, *Mgr.*)	233·0|28·5|16·2 23·6 len79 M 39'	Stockholm Swedish *4BHCem* *300t Tpd00*	T.3Cy.16⅝",26"&50"–33" 150lb NDB10 *100lb* 136NHP 1SB,*2f*,GS41,HS2010 NE79 LindholmensM.V.Got.	17 " 2 s1 " 6 16 " 3½	
73874 211442 WGCN	**Emma Alexander** Ⓟ TwinSc (*ex*Nanking,*ex* D.F. *Fitted for oil fuel* Congress) *Ref.Mchy.* *4Dks&Shelter dk*	7793 — 4428					1913	NewYork S.B.Co. Camden,N J.	PacificS.S.Lines, Inc.	423·8|54·9|17·4	S.Frncisco Utd.States *WB*	T.6Cy.28½",46½"&78"–54" 894NHP NewYorkSB.Co.Cmdn,NJ.		R
73875 LJMI	**Emma Bakke** TwinSc (*ex*Sveadrott-37) *OilEng.* *ss*Got.No.2–37 Sub.Sig. *1Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl)inNos.1&3holds* D.F. *Ref.Mchy.*	4721 4153 2831	✠100A1 *withfreeboard* 5,41 ~~6,39~~ ✠LMC10,37 ✠Lloyd'sRMC~~12,39~~ 7,40	Got Ver		CL PN1,37 ~~S5,37~~ BN8,40 P8,40	1929 8mo *Lloyd's CP*	Kockums M.V.Aktieb. Malmö	Skibs.A/S Hilda Knudsen(Knut Knutsen,O.A.S. *Mgr.*) *CellDB343'1400t tanks in way of tunnels74t*	397·0|54·7|24·9 414·5(O.L.) P32'F40' FK *FPT105tAPT114t*	Haugesnd Norwegian *7BHptCem* (*Coll toSh dk* *6 ,, 2nd ,,*)	Oil Engines 4S.C.SA 16Cy.22$\frac{7}{16}$"–39⅜" 778NHP KockumsM.V.Akt.Malmö	28 " 10 s 3 " 2½ 25 " 9½	
73876 OYZA	**Emma Mærsk** TwinSc *OilEng.* D.F. *ss*HKg.No.2–36 *Mchy Aft* *1Dk(Stl)&Web frames* *Longitudinalframing-bracketless system*	8278 7800 5064	✠100A1 11,39 ✠LMC CS6,36 DBS1,39 4,37 *Carrying Petroleum in bulk*	Gal	/†	CL 8,39	1928 2mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	A/SD/S Svendborg &D/S af1912A/S (A.P.Möller, Copenhagen, *Mgr.*) *CellDBuE48'205tD*	466·3|61·8|34·2 P101'B34'F39' FK *Tf38'640tFPT185t*	Nyborg Danish *12BHpt Cem* *APT100t*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 542NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	36 " 3 s8 " 4¾ 28 " 1½	
73876* DHGL	**Emma Sauber** Sub.Sig. *1Dk*	2548 2234 1473					1922	Deutsche WerftA.G. Hamburg	Sauber&Co.	291·8|44·3|22·7 P33'B54'F25'	Hamburg German	DRgearedSteamTurbine AllgemeineElecGes.Berlin		G
14/41 73877 PDXO	**Emmaplein** *ss*Rot.No.3–2,39 D.F. *2Dks(Stl)* *Cargo battens not fitted*	5436 5018 3156	✠100A1 2,40 BS2,40 ✠LMC2,39	Sch	*y*	CL 2,39	1926 12mo *Lloyd's A&CP*	NVMach & Schpsw.van P.Smit,Jr. Rotterdam	N.V.Scheepvaart Maats"Millingen" (GA.Spliethoff*Mg*) *CellDBa&uE135'* *Decktanks54t*	375·5|52·3|30·4 B98'F30' FK *f167'1218t FPT385t* *Tanks at sides of tunnels222t*	Rottrdam Dutch *6BHCem* *APT180t*	T.3Cy.27$\frac{9}{16}$",42½"&72$\frac{13}{16}$"–51$\frac{9}{16}$" 180lb (*s*) 428NHP 3SB(Spt)*9cf*,GS210,HS6779 N.V.Maschf.&Scheepsw vanP.Smit,Jr.Rot.	33 " 0 s6 " 10½ 26 " 3½	
73878 OFCC	**Emmi** (*ex*Soutra-37,*ex*Cairnavon) *ss*Gmh.2ndNo.3–2,31 *ss*Gmh.No.1–35 Wireless D.F. *1Dk(Irn)&deepframing* *Cargo battens not fitted*	1592 — 921	✠100A1 10,37 ✠LMC MS3,35 BS4,38 No later survey reported	Brs	*q*	CL 5,39	1905 6mo *Lloyd's A&CP*	ShortBros. Ld. Sunderland	O/Y Wildfart,Ld. (H.Liljestrand, *Mgr.*) *CellDBa82'uE&B34'*	259·0|36·9|18·0 270·0(O.L.) P21'B62'F26' FK *f102' 418t FPT46t*	Munksnäs Finnish *4BHCem* *APT39t*	T.3Cy.19",30"&48"–36" (*s*) 160lb *80lb* 151NHP 1SB,*3cf*,GS62,HS2468 Blair&Co.Ld.Stockton	20 " 4 s2 " 9 17 " 8	
73879 112 SVJP	**Emmy** (*ex*Tsiropinas-37, *ex*Wolverton) *ss*HKg.2ndNo.3–11,37 *1Dk(Stl)*	3895 3687 2474	✠100A1 ~~7,40~~ ~~10,39~~ 4,41 BS~~11,38~~ ✠LMC11,37 7,40	Sws ~~Liv~~	*x*	CL ~~10,39~~ 5,40	1914 1mo *Lloyd's A&CP*	SirRaylton Dixon&CoLd Middlesbro'	A.Vergottis *CellDBa120'uE&B39'*	372·5|52·3|23·9 360·4 P22'B221'F46' FK *f155'1015t FPT55t*	Argostoli Greek *7BHCem* *APT65t*	T.3Cy.25",40"&67"–45" (*s*) 180lb 332NHP 3SB,*9pf*,GS174,HS5182 G.Clark,Ld.Sunderland	26 " 5 s 3 " 6¼ 23 " 0⅜	
73880 214318 KFKL	**Emory L. Ford** *Mchy.Aft* D.F. GyC *Longitudinalframing* *1Dk&Web frames*	7986 7670 6226	✠ ... 10,22 ✠				1916 8mo	American S.B.Co. Lorain,O.	FranklinS.S.Corp. (TheM.A.Hanna Co.*Mgrs.*)	580·0|60·0|32·0 F53' FK	Wilmgton (Del.) Utd.States	T.3Cy.24½",41"&65"–42" 414NHP AmericanS.B.Co.Lorain,O	32 " 0	R †
73881 126654 VGQK	**Emperor** *Mchy.Aft* D.F. *1Dk*	7031 6780 5408					1910	Collingwd. S.B.Co. Collingwood	CanadaSteamship Lines,Ld.	525·0|56·1|27·0 *WB*	Midland, Ont. British	T.3Cy.23",38½"&63"–42" 257NHP CollingwoodS.B.Co.		R
73881* 119739	**Emperor of India** Ⓟ Pad (*ex*PrincessRoyal) *2Dks&Promenade dk*	482 326 206					1906	Jl.Thornycroft&Co.Ld. Southampton	Cosens&Co.Ld.	217·2|25·1|8·5 Q20' len07 *Prom.dk*133'	Wymouth British	C.2Cy.30"&57"–60" 210NHP J.I.Thornycroft&CoLdSon		
73882 167423 GQJY	**Empire Ability** (*ex*Uhenfels-40) E.S.D. *2Dks* Sub.Sig. *CruiserStern*	7603 6728 4570					1931	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Ministry of Shipping(Elder DempsterLines,Ld. *Mgrs.*)	503·9|62·2|27·7 P67'B&F421' *Upper*F32'	London British *WB*	T.3Cy.30¼",49¼"&78¾"–55⅛" & LP turbine with DRgearing & hydraulic coupling 672NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		

	1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated of B.of Trade Cert.
86/40	73883 160368 GLVJ	**Empire Commerce** (*ex*Christoph v Doornum-40,*ex*Goodleigh-37) *ss*Lon.No.3-2,40 1*Dk*(*Stl*) D.F.	3857 3581 2302	✠100A1 2,40 ✠LMC2,40	Lon	*w*	CL 1,39	1928 3mo	R.Thompson&Sons,Ld. Sunderland Lloyd'sA&CP	Ministry of Shipping(H.Chisholm, *Mgr.*)	360·0|50·0|23·9 371·7(O.L.) P34'B225'F33' FK *CellDBa&uE*135'*f*156'869*tFPT*152*tAPT*150*t*	London British 6*BHCem*	T.3Cy.24",40"&66"-45" (*s*) 180lb *100lb* 361NHP 2SB,6*cf*,GS113,HS4925 FD J.Dickinson&Sons,Ld.Sld.	26 ″ 3 s 3 ″ 3½ 23 ″ 2½	
	73884 156144 GLCC	**Empire Confidence** Ⓟ (*ex*Poland-40,*ex*Düsseldorf-40) *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks* D.F. E.S.D.	5023 — 2943	100A1 (*ClassContemplated*) Examined~~5,40~~ ~~8,40~~6,41 DBS6,41 ✠Lloyd'sRMC6,41~~12,40~~ for temp 32°F.	Lon			1935	Bremer Vulkan Vegesack	Ministry of Shipping(Royal MailLines,Ld. *Mgrs.*)	~~409·9~~|54·7|21·9 P20'B&F378' 415·0	London British *WB*	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$"-43$\frac{5}{16}$" 1164NHP *80lb* BremerVulkan,Vegesack	26 ″ 7 s 2 ″ 8 24 ″ 1¼	
95/40	73885 140672 GLTN	**Empire Conveyor** (*ex*Gloria-40, *ex*Mount Pentelikon-39, *ex*Illinois-34, *ex*Farnworth) *ss*Hav.No.3-11,29 *ss*Rot.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'37	5911 5639 3682	✠100A1 *Shelter dk withfreeboard* 3,40 BS1,40 ✠LMC11,38	Shl	*y*	CL 11,38	1917 6mo	Richardsn,Duck&Co.Ld. Stockton Lloyd'sA&CP	Ministry of Shipping(H.Hogarth&Sons,*Mgrs.*)	400·3|51·6|32·9 413·5(O.L.) F35' FK *CellDBa*134'*uE*26'*f*176' 1122*t FPT*114*tAPT*141*t*	London British 6*BHCem* (*Coll to Sh dk* 5 ,, *2nd*,,)	T.3Cy.27",44½"&74"-48" 180lb (*s*) 440NHP 3SB,9*cf*,GS192,HS7171 Blair&Co.Ld.Stockton	35 ″ 6 s 9 ″ 8¾ 25 ″ 11½	
129/40	73886 167405 MNCC	**Empire Crusader** (*ex*Leander-40) Sub.Sig. Wireless 1*Dk*	1042 801 592					1925	Atlas-WerkeA.G. Bremen	Ministry of Shipping(JosephConstantineS.S.Line, Ld.*Mgrs.*)	224·8|33·2|13·7 Q86'B66'F31'	London British *WB*	T.3Cy.18⅛",29½"&48$\frac{13}{16}$"-29½" 127NHP Atlas-WerkeA.G.Bremen		
69/41	73887 167406 GCLR	**Empire Industry** (*ex*Henning Oldendorff-40) *ss*Rot.No.3-1,29 *ss*Rot.No.2-37 D.F. 1*Dk*(*Stl*)	3721 3361 2313	✠100A1 ~~3,40~~11,40 BS3,40 ✠LMC7,37	Brw Hul	*w*	CL N3,38	1916 8mo	A.Vuijk&Zonen Capelle a|d Ysel Lloyd A&CP	Ministry of Shipping(DavidAlexander&Sons, *Mgrs.*)	361·5|48·3|22·9 P27'B101'F27' FK *IntermediateBH in after hold dispensed with* *CellDB*310'966*t FPT*74*tAPT*81*t*	London British *Asp* 5*BH only*	T.3Cy.23",40"&67"-45" (*s*) 180lb 342NHP 3SB,6*cf*,GS144 HS5490 Maats.deSchelde,Flushing	25 ″ 3 s 4 ″ 6¼ 20 ″ 11	
	73888 167412 GRDZ	**Empire Mariner** (*ex*Rheingold-40, *ex*Schwarzwald-35) *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*&*Shelter dk* *CruiserStern*	4957 4472 2926					1922	Deutsche WerftA.G. Hamburg	Ministry of Shipping(H.Hogarth&Sons,*Mgrs.*)	401·6|54·4|27·4 F41'	London British *WB*	2 steam turbines DR geared to 1 sc. shaft 467NHP AllgemeineElecGes.Berlin		C
124/40	73889 167377 GBCX	**Empire Merchant** (*ex*Pomona-39) D.F. E.S.D. *OilEng* *Ref.Mchy.* *ss*Lon.No.3-12,39 *CruiserStern* 3*Dks* *Butts of keel & bottom plating elec. welded*	4864 3905 2849	100A1 *withfreeboard* 12,39 LMC12,39 Lloyd'sRMC12,39	Lon	*y* 2¼	CL 12,39	1938	Deutsche WerftAGBet Finkenwrder Hamburg	Ministry of Shipping(Kaye, Son&Co.Ld. *Mgrs.*)	398·6|52·7|16·3 422·7(O.L.) F50' FK *CellDB*335'459*t FPT*47*tAPT*76*t*	London British 6*BHptAsp* (*Coll to W dk* 5 ,, *2nd*,,)	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$"-43$\frac{5}{16}$" 1163NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	29 ″ 0 s 11 ″ 6¾ 17 ″ 10½	
	73890 167395 GQFC	**Empire Scout** (*ex*Eilbek-40) D.F. 1*Dk* *CruiserStern* *Strengthened for Navigation in Ice*	2229 1660 1309	✠100A1 Examined5,41 Shl ✠LMC5,36	~~Gls~~	*s*	CL 8,39	1936 5mo	Lübecker Maschb.Ges. Lübeck Lloyd'sA&CP	Ministry of Shipping(Capper, Alexander&Co. *Mgrs.*)	283·7|44·1|16·7 P15'Q81'B126'F32' FK *CellDB*244'573*tFPT*37*tAPT*61*t*	London British 4*BHptCem* *ptAsp*	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 214lb (*s*) 221NHP 2SB(~~Spt~~),4*cf*,GS72 FD HS3144 Rheinmetall-BorsigA.G. Berlin-Tegel	19 ″ 0 s 1 ″ 1¼ 18 ″ 0½	
	73891 143991 GQDR	**Empire Soldier** (*ex*KonsulHendrik Fisser-40, *ex*Aelybryn-37) *ss*Sld.No.2-36 1*Dk*(*Stl*) D.F.	4539 4202 2743	✠100A1 3,40 ✠LMC MS7,36 BS~~3,40~~2,41	Sws	*y*	CL 5,38	1928 8mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	Ministry of Shipping(Wm.Cory&Son,Ld.*Mgrs.*)	385·0|52·0|26·1 P29'B238'F44' FK *CellDB*329'954*tFPT*116*tAPT*140*t*	London British 6*BHptCem*	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 3SB,9*cf*,GS174,HS6789 FD Rankin&BlackmoreLdGrk	28 ″ 6 s 4 ″ 0 24 ″ 8¾	
	73892 163219 MKMN	**Empire Star** TwinSc *ss*Lon.No.1-40 *OilEng.* D.F. E.S.D. GyC.2*Dks*~~1*Dk*&*Shelter dk*~~ *Ref.Mchy.* 3*rd dk except in*No.1*hold* *CruiserStern* 4*th dk forward of* *Tonnage opening closed* '40 *Mchy. space*	~~13749~~ — ~~10263~~ 12656 11397 9187	✠100A1 *withfreeboard* 3,41 ✠LMC CS10,40 DBS1,40 3,39 ✠Lloyd'sRMC~~3,41~~6,41	Lon Avn	*i*† 2$\frac{7}{16}$	CL 12,38	1935 12mo	Harland&Wolff,Ld. Belfast Lloyd'sA&CP	FrederickLeyland &Co.Ld.	524·2|70·4|32·3 543·0(O.L.) 40·8 P64'B193'F72' FK *Duct keel forward of Mchy.space* *Upper'tween dkBHs except Col BHdispensed with* *CellDB*328'2273*t FPT*95*t APT*157*t*	Belfast British 8*BHptCem* (*Coll to W dk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"-55⅛" 2DB*100lb* 2463NHP Harland&Wolff,Ld Bel.	43 ″ 5 s 12 ″ 9 30 ″ 10	
	73893 228732 WTDT	**Empire State** TwinSc *OilEng.* *ss*NYk.No.2-38 D.F. GyC. 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck* *Cargo battens not fitted*	1692 1375 1355	✠ A1 *withfreeboard* 1,38 LMC2,37 LMC(M)4,39 *For Service between New York, Chicago & Quebec, via Canals. Also between Boston, Mass&Norfolk,Va. with a freeboard corresponding to an extreme draught of 12feet*	NYk		CL 1,38	1929 7mo	St Lawrnce MarineRepair DockCorp. Ogdensburg, N.Y Lloyd'sA&CP	FederalMotorship Corp.(Geo.D.Macdonald,*Mgr.*)	244·5|43·5|14·7 P40'*Trunk*168' F38' FK *Wing & deep tanks f*64*tFPT*26*tAPT*27*t*	Buffalo,NY Utd. States 10*BH*	Oil Engines 4S.C.SA 12Cy.12½"-18" 182NH NE26-*refitted*7,29 NewLondonS.&E.Co. NewLondon,Conn.	16 ″ 0 s 4 ″ 1½ 12 ″ 0	
	73894 167430 GQFW	**Empire Success** (*ex*Ixia-40, *ex*Hagen-40) *ss*Hul.2ndNo.3-5,40 D.F. 2*Dks* *Sparred dk in*No.1*hold*	6009 5502 3646	100A1 12,40 BS6,41 LMC5,40	Hul	2$\frac{7}{16}$	CL 4,40	1921	Vulcan-Werke Hamburg	Ministry of Shipping(Union-CastleMailS.S.Co. Ld.*Mgrs.*)	451·5|58·2|26·8 469·2(O.L.) P&B365'F65' FK *CellDB*405'1456*tFPT*63*tAPT*10*t*	London British 8*BHptAsp* *ptCem*	T3Cy.31½",52½"&84⅜"-59$\frac{13}{16}$" &LPturbine withDRgearing&hydraulic coupling 206lb HS11970 (*s*) 820NHP 4SB(Spt)12*cf*,GS264 FD Vulkan-Werke,Hamburg	29 ″ 6 ~~s4 ″ 5¾~~ ~~25 ″ [illegible]~~ s4 ″ 1 25 ″ 7¾	
	73895 124507 GMJK	**Empire Trader** Ⓟ TwinSc (*ex*Tainui-40) *ss*Lon.2ndNo.3-1,33 *ss*Nwc.No.1-37 *Ref.Mchy.* 2*Dks*(*Stl-Mws Lptws*)*deep* D.F. E.S.D. *framing*&*Awng dk*(*Stl-ws*)	9990 9014 6356	✠100A1 *Awng dk* *withfreeboard* ~~4,40~~ ~~11,38~~ 8,40 6,41 BS~~12,38~~ ~~BS11,38~~ ✠LMC11,36 ✠Lloyd'sRMC~~4,40~~ ~~11,40~~ 6,41	Nwc ~~Cf~~ Syd	*e*†	CL ~~7,37~~ 4,40	1908 10mo	Workman,Clark&Co.Ld Belfast Lloyd'sA&CP	Ministry of Shipping(ShawSavill &AlbionCo.Ld. *Mgrs.*)	477·8|61·1|31·0 39·3 F49' FK&BK1¾" *CellDBa*90*uE*&*B*86'*f*241'1490*t*	London British 8*BHCem*	T.6Cy.25",41½"&70"-48" (*s*) 205lb 1080NH 6SB,24*cf*,GS400HS16308 FD Wrkman,Clark&Co.LdBel	42 ″ 6 s 12 ″ 0¼ 31 ″ 1	
	73896 167396 GLJF	**Empire Unity** (*ex*Biscaya-40) *OilEng.* D.F. E.S.D. *ss*Ham.No.3-8,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6386 5775 3670	✠100A1 2,40 ✠LMC CS8,39 DBS2,40 2,40 *CarryingPetroleum in bulk*	Shl	*z*	CL 4,37	1927 4mo	Act.Ges. "Weser" Bremen Lloyd'sA&CP	Ministry of Shipping(Hunting&Son,Ld.*Mgrs.*)	414·3|55·3|32·9 P123'B28'F41' FK *CellDBuE*64'142*t DTf*25'164*t FPT*171*tAPT*151*t*	London British 18*BHptCem* 6,, *to 2nd dk*	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"-55⅛" 438NH 2DB(WT)*200lb* 1DB*71lb* A.G."Weser,"Bremen	32 ″ 9 s 6 ″ 8¼ 26 ″ 3½	
114/41	73897 167399 GNQR	**Empire Warrior** (*ex*Bianca-40, *ex*Elbe-32, *ex*Bianca) *ss*Lth.2ndNo.3-2,40 1*Dk* *Cargo battens not fitted*	1306 1153 721	100A- ~~5,40~~ ~~2,40~~ 4,41 LMC2,40 BS4,41	Lth ~~Gff~~ Shl		CL ~~12,39~~ 4,41	1921	Hamburg ElbeSchiffsw. Hamburg	Ministry of Shipping(Smith,Hogg &Co.Ld.*Mgrs.*)	244·6|36·2|15·8 255·5(O.L.) P&B190'F33' FK *CellDB*199' 351*t FPT*38*tAPT*55*t*	London British 4*BHCem*	T3Cy18",28$\frac{9}{16}$"&47$\frac{5}{16}$"-31½" 185lb 166NH 2SB(Spt),4*cf*,GS75,HS2949 Gutehoffnungshütte, Oberhausen	18 ″ 0 s ″ 11 17 ″ 3¼	
	73898 135226 VGKT	**Empress of Asia** Ⓟ QuadSc *ss*H.Kg.2ndNo.3-3,37 D.F. *CruiserStern* 4*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl-teaks*)	16909 12545 8883	✠100A1 ~~3,40~~ ~~2,39~~ 1,41 ~~BS2,39~~ ✠LMC3,37 BS~~3,40~~4,41	HKg Vcr	*k*†	CL Pf1,39 Pa3,40 Sf3,40 ~~Sa1,39~~ Sa N1,41	1913 5mo	Fairfield Co.Ld. Glasgow Lloyd'sA&CP	CanadianPacific Rly.Co.(CanadianPacificSteamships,Ld.*Mgrs.*)	570·1|68·2|42·0 590·0(O.L.) B&F394' *on Shelter dk* FK&BK3" *CellDBa*63'*uE*&*B*295'*f*100'1548*tFPT*160*t*	Vancouver British 12*BHCem*	4 Steam Turbines (*s*) 190lb HS54251 3720NH 6D&4SB,64*cf*,GS1344, FD FairfieldCo.Ld.Glasgow	46 ″ 0 s 17 ″ 5½ 29 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
73899 145300 GFSB	**Empress of Australia** Ⓟ TwinSc (exEmpress of China,exTirpitz) ssGls.No.3-6,27 D.F. ssSou.No.2-36 2Dks(Stl)&Shelter dk(Stl-pt ws)3r dk(Stl)in holds&cross bunker 4th dk(Stl in forward&after holds Ref.Mchy.	21833 14149 12177	100A1 with freeboard Examined 1,41 ✠LMC1,35 ✠NE&B6,27 BS12,40 Fitted for oil	~~Sou~~ Liv fuel 5	,22	CL 10,37 F.P. a	1914 Lloyd bove 1	Vulcan-werkeA.G. Stettin 'sA&CP 50° F.	CanadianPacific Rly.Co. (Canadian PacificSteamships,Ld. Mgrs.) CellDB	589·9|75·2|41·5 B on Shltr dk3 F on Shltr dk 113' Prom.dk238' FK UpprProm.dk280 167'2210t FPT183t	London British Cem 6BHtoShdk 5 „ „U „ APT238t	6SteamTurbinesSRgeared to2 Sc.Shafts (r) 220lb 3603NHP 6D(Spt)&1SB(Spt),40cf, HS38075 FD FairfieldSB&E.Co.Ld.Gls.	46 ″ 2 s17 ″ 3 29 ″ 3	
168/40 73900 162582 GMBJ	**Empress of Britain** Ⓟ QuadSc D.F. E.S.D. GyC. ssSou.No.1-35 Ref.Mchy. 4Dks Stl-Weather dk pt teak s)5th&6th dks(Stl) in holds,Web frames CruiserStern (Topsides-Special quality steel)	42348 29081 22385	✠100A1 with freeboard 12,38 BS1,40 ✠LMC12,35 Fitted for oil	Sou fuel 4	P s ,31	CL a11,37 a11,37 pf1,40 sf1,40 F.P. a	1931 4mo Lloyd bove 1	J.Brown& Co.Ld. Clydebank sA&CP 50° F.	CanadianPacific RlyCo.(Canadian PacificSteamships,Ld. Mgrs.)	733·3|97·8|56·0 B&F649' UpperBridge545' FK CellDB588'3742t	London British 13BHptCem DTf48' 1050t	12 Steam Turbines SR geared to 4 Sc. Shafts (s) 125lb 2DB200lb 12753NHP 9WTB(Spt) HS106393 FD J.Brown&Co.Ld.Clydebnk FPT140tAPT227t	60 ″ 8 s28 ″ 3½ 32 ″ 8½	BT till 4,40
73901 146215 GFXQ	**Empress of Canada** Ⓟ TwinSc ssH.Kg.No.3-1,34 ssH.Kg.No.1-38 Ref.Mchy. 4Dks(Stl)& D.F. Shelter dk(Stl-ptws) Sub.Sig. CruiserStern	21517 15170 12811	✠100A1 Shelter dk with freeboard 7,40 ~~2,30~~ ✠NE3,29 ✠LMC1,37 BS~~2,39~~7,40 Fitted for oil	HKg Liv fuel 5	o† ,22	CL ~~2,38~~ 7,40 F.P. a	1922 5mo Lloyd bove 1	Fairfield Co.Ld. Glasgow 'sA&CP 50° F. CellD	CanadianPacific Rly.Co. (Canadian PacificSteamships,Ld. Mgrs.) B 530' 3020t Fresh	627·0|77·9|42·2 B&F529'on Shelter dk FK Promenadedk405' Collisio water Tanks in wa	London British ptCem 9BHtoShdk n „ „ F „ y of tunnels	8SteamTurbinesSRgeared to 2 Sc. Shafts (r) 210lb HS49320 4592NHP 8DB(7Spt)&4SB(2Spt), 60cf,GS1250, FD FairfieldSB&ECo.Ld.Gls. 96'560tFPT109tAPT228t	45 ″ 2 s15 ″ 5 30 ″ 0	
73902 161430 GMLV	**Empress of Japan** Ⓟ TwinSc ssH.Kg.No.2-38 3Dks(Stl-Weather dk teak-s)4thDk(Stl)in holds D.F. Ref.Mchy. 5thDk(Stl)inNos.1&2holds GyC. E.S.D. CruiserStern	26032 17737 15725	✠100A1 with freeboard ~~[illegible]~~ 12,40 ~~BS1,39~~ ✠LMC2,38 Fitted for oil BS12,40	HKg Bel ~~BS6,40~~ fuel 6	r† ,30	CL ~~1,30~~ 12,40 F.P. a	1930 6mo Lloyd bove 1	Fairfield Co.Ld. Glasgow sA&CP 50°F. CellDB541'3	CanadianPacific Rly.Co.(Canadian PacificSteamships,Ld. Mgrs.) 273t Tanks in way	644·0|83·8|44·5 B&F578' UprB443' FK of tunnels & Engine	London British 10BHptCem Room 2006t	6SteamTurbinesSRgeared to2Sc.Shafts (s) 6475NHP 6WTB(Spt425lb) 2DB200lb,HS52950 FairfieldCo.Ld.Glasgow FPT148tAPT219t FD	48 ″ 6 s18 ″ 2½ 30 ″ 7½	
73903 135197 VGKW	**Empress of Russia** Ⓟ QuadSc ssH.Kg.2ndNo.3-1,37 Ref.Mchy. Cruiser Stern 4Dks(Stl)& D.F. Shelterdk(Stl-teak s)	16810 12557 8789	✠100A1 2,40 BS~~2,40~~ ✠LMC2,36 4,41	HKg	k†	CL Pa1,41 SaN1,41 pf2,40 sf2,40	1913 3mo Lloyd	Fairfield Co.Ld. Glasgow 'sA&CP	CanadianPacific Rly.Co. (Canadian PacificSteamships,Ld. Mgrs.)	570·2|68·2|42·0 590·0(O.L.) B&FonShltr dk394' FK&BK3' WB=Cell	Vancouver British 12BHCem DBa69'uE&	4 Steam Turbines (s) 190lb HS54251 3720NHP 6D&4SB,64cf,GS1344 FD FairfieldS.B.&E.Co.Ld.Gls B295' f100' 1548tFPT160t	46 ″ 0 s17 ″ 5½ 29 ″ 0	
73904 166047 GLVZ	**Empress Queen** Ⓟ TwinSc Fitted for oil fuel Wireless D.F. 2Dks CruiserStern	~~1200~~ 1781 796 679					1940	AilsaS.B. Co.Ld. Troon	P.&A.Campbell, Ld.	~~269·5|37·5|12·0~~ B122' |37·7|11·6 281·9|	Bristol British	4 steam turbinesSRgeared to 2 sc. shafts 650NHP Harland&Wolff,Ld.Bel.		
73905 DOSC	**Ems** OilEng D.F. E.S.D. 1Dk CruiserStern	3287 2621 1842					1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8|50·2|19·9 P30'F313'Upr.F22' B	Bremen German WB	2 Oil Engines 2S.C.SA each 6Cy.20¼"-27$\frac{9}{16}$"SR geared to1sc.shaft 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
73905* DBRQ	**Emsgatt** (exErika-39,exKäthe, exHansHenning) Mchy.Aft 1Dk	1046 834 643					1905	Nüscke& Co. Stettin	Kauffahrtei Seereed.Adolf Wiards&Co.	218·1|34·7|13·9 Q81'B51'F26'	Hamburg German WB	T.3Cy.15",24"&38"-27" 75NHP Schiffsw.Uebigau,Dresden		G
73906 DJMD	**Emshörn** (exKarin-36,exAntje Catharina-33, ssBmn.2ndNo.3-6,38 exTrevethoe) D.F. 1Dk(ptIrn ptStl)	4301 4038 2718	✠ 6,38 ✠	Bmn	x		1913 2mo	JReadhead &Sons,Ld SouthShields	Kauffahrtei Seereed.Adolf Wiards&Co. CellD	369·6|51·1|25·5 P33'B226'F34' FK Ba119'uE26'f163'	Hamburg German 6BHCem 987tAPT62t	T.3Cy.26",42"&69"-48" 385NHP 2SB,6cf,GS132,HS6330 J.Readhead&Sons,Ld SShl	27 ″ 8	
73907 DGCV	**Emsland** (exHeinrichHugo Stinnes7,exDrottningSophia) Trunk deck D.F. Sub.Sig. 1Dk	5170 4222 3249					1901	Howaldtswerke Kiel	Kauffahrtei Seereed.Adolf Wiards&Co.	405·3|52·4|23·1 P28'H326tF38'	Hamburg German WB	T.3Cy.26½",42"&69"-43" 312NHP Howaldtswerke,Kiel		G
73908 DJPK	**Emsriff** (exJolanthe-36, exFinchley-35, ssHam2ndNo.3-6,36 exWestra,exNantwen) 1Dk(Irn) D.F. E.S.D.	4935 4547 3055	✠ 12,37 ✠	Rot	x		1912 3mo	Richardsn, Duck&Co.Ld Stockton	Kauffahrtei Seereed.Adolf Wiards&Co. CellDBa130'u	379·0|47·7|27·8 P34'B111'F31' FK E&B45'f168' 1117t	Hamburg German 6BHCem APT126t	T.3Cy.26",42"&70"-48" 385NHP 3SB,9cf,GS173,HS6169 Blair&Co.Ld.Stockton	30 ″ 4	
73909 DGCU	**Emsstrom** (exFritzHugoStinnes5, exOscarFredrik) D.F. Sub.Sig. 1Dk&Trunk dk&Web frames	4517 3770 2820					1900	Howaldtswerke Kiel	Kauffahrtei Seereed.Adolf Wiards&Co.	388·9|52·1|21·8 P28'H180tF31'	Hamburg German WB	T.3Cy.26½",42"&69"-43" 312NHP Howaldtswerke,Kiel		G
73910 PDXQ	**Ena** ssSng.No.1-40 OilEng. D.F. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	6229 5539 3589	✠100A1 12,40 ✠LMO CS12,40 2,38 CarryingPetr DBS4,40	Sng oleum	a† in	CL 7,39 bulk	1936 6mo Lloyd	Odense Staalskibsvft vedAPMöller Odense 'sA&CP Cell	N.V.Petroleum Maats."La Corona" DBuE66'132tDT	428·0|54·5|30·9 446·3(O.L.) P87'B38'F51' FK f25'257tFPT103t	TheHague Dutch 16BH APT55t	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 377NHP DB180lb WerkspoorN.V.Ams.	31 ″ 0 s5 ″ 7½ 25 ″ 8	
73911 LDTU	— WoodAux3MstSr (exJoyceFrench,exMaryTamplin, exFrancesHyde) 1Dk (See Sailing Ship Register)	785 652 526					1905	Kelley-SpearCo. Bath,Me.	Brödr.Anda	183·4|39·4|12·5 Q70tH54t	Stavanger Norwegian	C.2Cy.13"&27"-20" 27NHP Kelley-SpearCo.Bath,Me.		V
75|H 73912 147300 GLBQ	**Ena de Larrinaga** 2Dks	5200 4837 3170					1925	F.Schichau Danzig	LarrinagaS.S.Co. Ld.	387·5|52·7|32·2 P29'F36'	Liverpool British WB	T3Cy25$\frac{5}{16}$",43$\frac{5}{16}$"&70⅞"-47¼" 346NHP F.Schichau,Elbing		C
73913 226 JTRB	**Endai Maru** (exYendaiMaru-38, exCanadianSettler, ssDrn.No.3-6,31 exPortmore, ssDrn.No.1-36 exCanadianSettler) 1Dk(Stl)	3461 2867 2070	✠ ... 1,38 ✠	Drn	v		1919 12mo	Tidewater Shipbldrs,Ld. ThreeRivers, P.Q.	DairenKisenK.K. C	331·3|46·8|22·9 P33'B98'F33' FK ellDB266'674tFPT	Dairen Japanese 6BHCem 95tAPT73t	T.3Cy.25",41"&68"-45" 470NHP 3SB,9cf,GS156,HS7275 Goldie,McCulloch,Ld. Galt,Ont.	25 ″ 6	
73914	**Enderta** (exLung Shan-38, exMaud) ssMob.No.1-11 1Dk(Stl)&deep framing	2278 — 1319	✠ 2,16 ✠	Rot	s		1907 2mo	Fevigs Jernskibsbyg Fevig Inter	Cia.Italiana di NavS.A.I.(Chinese ItalianNav.CoLd.) mediate BHin fore Cell DBa&uE112'	298·9|42·0|19·4 289·1 P26'B76'F29' FK hold dispensed with uB12'f116'564tAP	Shanghai Italian 4BHonly T49t	T.3Cy.22",36"&59"-39" 230NHP 2SB,6pf,GS111,HS3454 Richardsons,Westgarth &Co.Ld.Mdb.	21 ″ 9	
73915	**Endicott** Fitted for oil fuel Sub.Sig 2Dks Longitudinal framing	6319 5970 4720	100A1 (ClassContemplated) Examined5,40	NYk			1919	Skinner& EddyCorp. Seattle,Wash	Ministry of Shipping(LyleShipping Co.Ld. Mgrs.)	401·6|54·9|32·1 P34'F43'	London British WB	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		R

Now "Empire Mermaid," see No. 87933 in Supplement

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
73916 OYCO	**Energi**	1*Dk*&*Webframes*	990 796 575					1898	Flensburgr Schiffsb.Ges. Flensburg	A/S H.C.ChristensensDamp-og SeilskibsRederi (Alfr.Petersen, *Mgr.*)	219·8|34·9|12·6 Q68'B58'F25'	Marstal Danish *WB*	T.3Cy.16",26"&43"-33" 93NHP FlensburgerSchiffsb,Ges.		V
73917 160692 MPFQ	**Energie** *Mchy.Aft* *Well deck*	TwinSc *OilEng.* ssHul.No.2-36 1*Dk*(*Stl*)&*Web frames*	501 300 313	✠100A1 Examined3,41 Sou ✠LMC3,36 ✠LMC(M)4,38 *CarryingPetroleum in bulk*	~~Fal~~	*g*	~~5,39~~ 3,41	1928 9mo *Lloyd*'*sA&CP*	I.J.Abdela &Mitchell (1925),Ld. Queensferry	Shell-Mex&B.P. Ld.	150·2|27·6|10·2 *27·9* P&B79' FK F22'*Trunk in well*	Rochester British 8*BH* *APT*22*t*	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{11}{16}$" 94NHP Motorenfabr."Deutz" A.G.Köln-Deutz	10 ″ 9 s ″ 2¾ 10 ″ 7½	
73918 PDYF	**Enggano**	ssAms.No.3-9,33 ssAms.No.1-37 2*Dks*(*Stl*)&*Shltr dk*(*Stl*)	5412 4899 3187	✠100A1 *Shelter dk* *withfreeboard* ~~8,39~~10,40 BS1,40 ✠LMC10,37	Cal Bom	*a*†	CL ~~N10,37~~ 9,40	1920 4mo *Lloyd*'*sA&CP*	Sunderlnd S.B.Co.Ld. Sunderland	N.V.Stoomv. Maats. "Nederland" *Collis* *CellDB*	425·0|55·0|26·6 FK *ionBH to Shelter dk* 369'1270*t* *FPT*124*t*	Batavia Dutch *Cem* 6*BH to U dk* *APT*205*t*	T.3Cy.28",46½"&78"-54" (*s*) 180lb 629NHP 4SB,*12cf*,GS268,HS11670 Blair&Co.Ld.Stockton	29 ″ 0 s 3 ″ 6¼ 25 ″ 8½	
* 73919 OZTE	**England** Ⓟ D.F. *Ref.Mchy.* Sub Sig.	TwinSc *OilEng.* ssEls.No.1-37 2*Dks*(*Weather dkStl*-ws) 3*rd dk in holds*	2767 2337 1543	✠100A1 *withfreeboard* 5,39 ✠LMC CS2,36 3,37 DBS9,38	Lon	*u*	OG P2,38 S3,37	1932 4mo *Lloyd*'*sA&CP*	Helsingörs Jernsk&Msk. Elsinore	DetForenede Dampskibs.Selsk. *CellDB*238'364*t*	306·3|44·2|25·9 323·7(O.L.) F39' FK *FPT*56*t* *APT*70*t* (	Esbjerg Danish 6*BHptCem* 2,, *to2nd dk*)	Oil Engines 4S.C.SA 12Cy.21$\frac{11}{16}$"-35$\frac{7}{16}$" 545NHP DB75*lb* Akt.Burmeistr&Wain,Cpn	28 ″ 6 s10 ″ 8¼ 18 ″ 2	
73920 26173 JAGD	**England Maru**	ssOsa.No.3-2,36 2*Dks*(*Stl*)&*Awng dk*(*Stl*) ssKob.No.1-40	5830 5590 4170	✠100A1 *Awng dk* *withfreeboard* 1,41 ~~12,38~~ 4,40 ✠LMC~~12,38~~ ~~*Fitted for oil fuel* 7,23 *F.P. above* 150°F.~~	Kob Osa	*y*	OG 12,38	1919 11mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	Yamashita KisenK.K. *Colli* *CellDB*	385·0|51·0|36·0 FK *sion BH to Awng dk* 334'1118*t* *FPT*126*t*	Kobe Japanese *Cem* 5*BH to U dk* *APT*93*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 437NHP 2SB(Spt)&1AuxSB,*8cf*, GS154,HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
73921 XNCU	**Englee** (*ex*Selun) Wireless	1*Dk*&*Spar dk*	1394 1297 863					1901	Nylands Værksted Oslo	ChingKeeS.N.Co. Ld.	231·3|35·1|20·4 H86*t*	Chefoo Chinese *WB*	T.3Cy.16½",27"&44"-32" 109NHP NylandsVærksted,Oslo		
73922 129345 VWCG	**Englestan** Ⓟ (*ex*Intaba)	ssCal.2ndNo.3-11,33 ssCal.No.1-37 2*Dks*(*Stl-U*teaks)&*Webframes* *Longitudinal framing*	4808 3907 2966	✠100A1 ~~10,39~~10,40 BS~~10,39~~ ✠LMC3,37 10,40	Cal	*y*	CL 10,39	1910 10mo *Lloyd*'*sA&CP*	Hall,Russell&Co.Ld Aberdeen	BengalBurma SteamNav.Co.Ld.	386·1|48·2|27·1 P62'B145'F40' FK&BK2½" *CellDBa*114'*uE&B*	Calcutta British 6*BHCem* 70'*f*145'795*t*	T.3Cy.27$\frac{11}{16}$",45⅝"&75"-48" 180lb (*r*) 510NHP 5SB,*15cf*,GS300,HS9055 Hall,Russell&Co.Ld.Abn.	29 ″ 7 s 5 ″ 1¾ 25 ″ 0½	
73923 145529 GBSM	**English Tanker** (*ex*Oilfield-37) Now "Castillo Almenara," see No. 87541 in Supplement D.F. *Mchy.Aft* (*DAMAGED BY AIRCRAFT 6,38*)	*Fitted for oil fuel* ssRot.No.3-4,37 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* *Carrying petroleum in bulk*	5387 4407 3063	✠ 1,38 ✠	Msl	*x*		1923 6mo	TyneI.S.B. Co.Ld. Newcastle	Mid-Atlantic ShippingCo.Ld. (*In liq.*) *CellDBuE*27'55*tD*	365·2|51·3|30·7 P93'B36'F40' FK *Tf*34'279*t* *FPT*122*t*	Newcastle British 10*BHptCem* *APT*22*t*	2 steam turbinesDRgeared to 1 sc. shaft 467NHP 2SB,*6cf*,HS5368 WallsendSlipway&E.Co. Ld.Nwc.	30 ″ 9	
73924 163446 GWPT	**English Trader** (*ex*Arctees-36) *CruiserStern* *Longitudinal framing at bottom & decks* D.F. *Locked steel interchangeable hatches*	ssShl.No.1-37 1*Dk*(*Stl*) &*Bridge sides*"*Arcform*"	3953 3666 2382	✠100A1 ~~10,40~~~~12,39~~4,41 ✠LMC BS~~6,37~~~~5,40~~MS10,37 4,41	Hul ~~Abn~~ BAs	*x*	CL ~~2,38~~ 4,41	1934 3mo *Lloyd*'*sA&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	TraderNav.Co.Ld. *CellD*	362·5|57·5|23·6 374·0(O.L.) P33'B226'F31' FK *B*303'704*t* *FPT*75*t* New fore end 37	London British 6*BHptCem* *APT*123*t*	T.3Cy.21½",37"&62"-42" (*s*) 220lb 357NHP 2SB(FD)&1AuxSB,*8cf*, GS113,HS5209 N.E.MarineEngCoLd.Nwc	25 ″ 9 s2 ″ 9½ 23 ″ 1½	
73925 143539 MKQV	**Enid Mary** *Mchy.Aft*	ssApl.No.3-9,34 ssShl.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	582 404 291	✠100A1 ~~10,38~~ ~~1,41~~ 3,41 ✠LMC BS~~5,39~~ MS10,38 5,40	Shl	*i*	CL 10,38	1921 5mo *Lloyd*'*sA&CP*	TawShipyards,Ld. Barnstaple	BritishIsles Coasters,Ld. *C*	174·5|28·6|10·9 *29·9* Q100'B11'F26' FK *ellDBf*94'144*t* *FPT*	Cardiff British 3*BHCem* 45*t* *APT*22*t*	T.3Cy.14",23"&38"-27" (*s*) 180lb 72RHP 1SB,*3cf*,GS52,HS1761 AitchisonBlairLd.Clydbnk	13 ″ 0 s 4 ″ 3½ 12 ″ 10¾	
73926 OYCP	**Enigheden** Now "Kabel," see ~~No. 83765 in Supplement~~ body of Register	1*Dk*	720 323 406					1918	H.C.Christensen Marstal	A/SDetStore Nordiske Telegrafselskab	199·9|32·7|12·5 P24'B62'F28'	Copnhagn Danish *WB*	T.3Cy.16",27"&45"-30" 111NHP Akt.Burmeistr&Wain,Cpn.		V
73927 UOYQ	**Enisei** (*ex*Hillegom-34)	1*Dk*	2139 1737 1179					1916	A.F.Smulders Schiedam	U.S.S.R.	268·9|42·1|18·1 P27'B78'F24'	Leningrad Russian *WB*	T.3Cy.20",32"&52"-39" 169NHP A.F.Smulders,Schiedam		
73928 25286	**Enmyo Maru No. 1**	Wood 1*Dk*	354 296 195					1918	Hiroshima Seisakusho Nihoshima	Hiroshima SeisakushoK.K.	137·0|26·0|13·4 B32'F14'	Niho Japanese	C.2Cy.11½"&23"-14" 16NHP HiroshimaSeisakusho,Niho		
73929	**Enna** (*ex*Ming-Shin-38, *ex*LuenHo-35, *ex*Li-Mao)	TwinSc 1*Dk*&*Spar dk*3*trB* *Promenade dk*&*Shade dk*	*2868* *2270* *1735*					1905	Atel.&Ch. deFrance Dunkirk	Cia.Italiana di Nav.S.A.I(Chinese ItalianNav.Co.Ld)	278·2|42·9|24·8	Shanghai Italian *WB*	T.6Cy.15",24"&39"-20" 136NHP Caillard&Co.Havre		
73930 2195 IMOP	**Ennio** (*ex Yacht* Tenax-38, *ex*Goujon)	*OilEng.* ssRot.No.3-6,28 ssMsl.No.2-35 1*Dk* *Carrying oil in bulk*	464 321 205	... 1,36	Msl			1917	Ch.&Atel. Aug.Normnd Havre	DavideZolezzi	163·0|25·1|10·9 150·0 B45'F31' BK6½" *C*	Genoa Italian 6*BHCem* *ell DB*59'78*t*	Oil Engines 4S.C.SA 6Cy.16⅛"-21⅝" 152NHP Ch.&Atel.Aug.Normnd Hav.		I †
73931 624 SZJI	**Enossis** (*ex*Bruna,*ex*Sava, *ex*Venezia, *ex*Ardgowan) *Well deck* *Mchy.Aft*	Iron ssFiu.3rdNo.3-12,20 ssFiu.No.3-5,24 1*Dk*(*ptIrn*)	317 213 107	✠ 9,25 ✠NB4,91 ✠	Fiu			1883 1mo	Abercorn S.B.Co. Paisley	D.Kerambos&Co.	137·5|21·5|10·6 145·0|21·5|10·1 Q54'B18'F20' ptND02 BK7"	Piræus Greek 4*BHCem* *FPT*20*t*	C.2Cy.18"&34"-28" 53NHP 1SB,*2pf*,GS40,HS963 W.Lockhead&Co.Gls.		
73932 460 IMOU	**Enotria** (*ex*MaréchalFoch-34, *ex*Delta,*ex*Maréchal Foch,*ex*Constitucion, *ex*Zeebrugge,*ex*Arizona)	ssCff.No.1-11 1*Dk*(*Stl*) *Well deck*	852 767 483	✠ 7,11 ✠	Cff	*i*		1907 7mo	R.Thompson&Sons,Ld Sunderland	A.Lauro *D*	182·5|29·7|17·4 176·6 Q85'B17'F23' FK *Ba*33'*f*41'116*t* *FPT*	Naples Italian 4*BHCem* 23*t* *APT*16*t*	T.3Cy.15½",25"&41"-27" 95NHP 2SB,*4pf*,GS56,HS1558 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 0	I †
73933 2099 IAGU	**Enrichetta** (*ex*Presto-33, *ex*AlbertoFassini-32, *ex*KossuthFerencz)	ssPal.No.3-11,22 ssAnt.No.1-27 1*Dk*(*ptIrn*&*ptStl*)2*trB* *deep framing*&*Web frames*	4652 4019 2979	✠ 7,33	Rot	*x*		1907 6mo	JLThompson&Sons,Ld. Sunderland	ItalianNavy (operated bySoc. Anon.Cooperativa diNav.Garibaldi) *C*	386·0|50·2|24·5 378·0 P23'Q119'F30' FK *ellDBa*135' *uE&B*44'*f*155'1055*t* *FPT*	Genoa Italian 6*BHCem* 127*t* *APT*27*t*	T.3Cy.26",42"&68"-48" 392NHP 2SB,*8cf*,GS143,HS6650 Blair&Co.Ld.Stockton	27 ″ 1	I †

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

Numero d'Ordre Numero Officiel Signaux	7 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification Cote ✠ Surveillance Spéciale. Date de la dernière Visite	6 Port de Visite	7 Termes assignés maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
73934 709 IMPO	**Enrichetta Maddalena** AuxBkn (*ex*EuricoBeraldo-37, *OilEng.* *ex*Sailing Vessel ssHnl.2ndNo.3-8,19 Norge-35,*ex*Bellmore, 1*Dk* *ex*Maracaibo) (*See Sailing Ship Register*)	357 309 212	✠ 5,25	Hul	*i*		1892 6mo	Grngemth DkydCo. Grngemouth	FrancoscoTomei	147·9|27·1|10·8 141·4 F17' BK7'	Viareggio Italian 3*BHCem*	Oil Engines 4S.C.SA 6Cy.8¼"-12⅝" 40NHP *Emade30fitted35* Motorenfbr."Deutz"A.G. Köln-Deutz	11 " 11	I †
73935 1825 IBKO	**Enrico** (*ex*Ginetto-37, *ex*Capri-33) ssLth.No.3-7,21 ssShl.No.2-29 2*Dks*(*Stl*)	1817 1641 1083	... 5,34	Lon	*r*		1909	Akt.Ges. "Neptun" Rostock	Dani & C.	286·2|39·1|19·8 273·9 P29'B75'F37' *CellDB*217'492*t FPT*26' FK	Genoa Italian 4*BHCem*	T.3Cy.20¼",33¼"&55⅞"-37½" 235NHP 2SB,4*cf*,GS89,HS3948 A.G."Neptun,"Rostock	22 " 6	I †
73936 1974 IBIQ	**Enrico Costa** (*ex*Cerasus-34) ssHul.No.1-31 D.F. 1*Dk*(*Stl*)	4080 3829 2508	✠ ... 12,36 ✠	Gen	*r*		1928 4mo	Burntislnd S.B.Co.Ld. Burntisland	G.Costa fuAndrea	380·8|51·4|25·1 370·0 P29'B224'F34' FK *CellDB*318'1126*t FPT*77*t*	Genoa Italian 6*BHCem* *APT*189*t*	T.3Cy.25",41"&68"-48" 387NHP 3SB,9*cf*,GS173,HS6504 D.Rowan&Co.Ld.Glasgow	27 " 6	I †
73937 162149 ~~FNGM~~ GMTS	**EnseigneMarie Saint-Germain** *Well deck* 1*Dk* D.F.	3139 ~~2494~~ 1636	✠ ... 5,25 ✠				1923 2mo	Chant.Nav Français Caen	Ministry of Shipping (Sir W.R. Smith&Sons,Ld. *Mgrs.*)	313·6|45·9|20·5 P15'Q90'B59'F29' FK	~~Havre~~ ~~French~~ *WB* Newport Mon British	T3Cy.18⅛",29⅞"&50⅝"-37⅞" 234NHP Soc.Mot.Chalenssiere St.Etienne	23 " 0	V †
73938 167809 GMQQ	**Enseigne Maurice Prechac** D.F. 1*Dk*	4577 3539 2549					1924	Atel.&Ch. delaGironde Harfleur	Ministry of Shipping (Evan ThomasRadcliffe &Co.*Mgrs.*)	~~362·9~~|49·1|~~24·4~~ P231'F28' |23·1 363·2|	~~Havre~~ ~~French~~ Cardiff *WB* British	T.3Cy.24",38⁹⁄₁₀"&65⁵⁄₁₆"-44" 281NHP Schneider&Co.Havre		V
73939 XCEK	**Ensenada** Ⓟ ssL.An.No.1-41 *OilEng.* Wireless *Mchy.Aft* 1*Dk* *CruiserStern*	417 235 240	✠100A1 1,41 ~~12,38~~ ~~✠LMC7,36~~ ~~✠LMC(M)12,38~~ ✠LMC1,41	LAn	*f*	~~12,38~~ 1,41	1936 7mo *Lloyd's* A&CP	Gute Hoffnungshütte A.G. Walsum	AbelardoL. Rodriguez	132·4|26·0| 9·6 P48'F29' FK *CellDB*94' 89*t DTf* 13'25*t FPT*	Ensenada Mexican 3*BH* 18*t APT* 14*t*	Oil Engines 2S.C.SA 6Cy.11⁹⁄₁₆"-16⁹⁄₁₆" 147NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	11 " 6 s " 7½ 11 " 2½	
73940 165391 GZLP	**Ensis** *OilEng.* D.F. 1*Dk*,*2nd dk clear of cargo tanks* *Mchy.Aft* E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	6207 5501 3594	✠100A1 12,40 ~~12,39~~ ✠LMC2,37 *Carrying Petroleum in bulk*	Sng Bkn	*a*†	CL 12,39	1937 2mo *Lloyd's* A&CP	NVRotterdamDroogd. Maats. Rotterdam	Anglo-Saxon PetroleumCo.Ld.	432·1|54·6|30·8 446·3(O.L.) P87'B38'F48' FK *CellDBuE*63'132*t DTf* 25'257*t FPT*	London British 16*BH* 103*t APT*55*t*	Oil Engines 4S.C.SA 6Cy.25⁹⁄₁₆"-55⅛" 377NHP DD*180lb* Gbr.Stork&Co.N.V. Hengelo	31 " 0 s5 " 6¾ 25 " 8¼	
73941 220275 KUZS	**Ensley City** ssBal No.3-7,32 ssMob.No.2-10 ~~ssBal.No.1-36~~ GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) & *Web frames* *Longitudinal framing*	6157 5705 3801	✠100A1 *Shelter dk with freeboard* 12,40 ~~6,40~~ ✠LMC BS~~8,39~~9,40 MS3,40 *Fitted for oil fuel* 7,20 *F.P. above* 150°F.	Mob Bal	*z*	CL ~~8,38~~ 12,40	1920 7mo	Chickasaw S.B.&CarCo. Chickasaw, Ala. A&CP	IsthmianS.S.Co.	395·5|55·0|31·4 P45'B110'F38'*on Shelter dk* FK *CellDB*331'1508*t FPT*187*t*	NewYork Utd.States *ptCem* 6 *BH to S dk* *APT*175*t*	T3Cy.24½",41½"&72"-48"(*s*) 210lb 587NHP 3SB,9*cf*,GS181,HS8919 FD Hooven,Owens,Rentschler Co.Hamilton,O.	34 " 11 s7 " 10¾ 27 " 2¾	
73942 1258 IBNK	**Entella** (*ex*Berta,*ex*Livietta) ssGen.No.3-9,12 1*Dk*&*Awng dk*	2691 2595 1673	✠ ... 2,17 ✠				1899 11mo	N.Odero fu A. SestriPnente	L.Mangiarotti &E.Ravano	311·6|40·9|18·2 299·9 25·2 FK	Genoa Italian *WB*	T.3Cy.20½",33½"&55"-39" 224NHP N.Odero fuA.SestriPnente	27 " 6	I †
73943 DHGM	**Entrerios** Sub.Sig. 2*Dks*	5179 4798 3142					1923	F.Schichau Danzig	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	386·4|52·7|29·9 P30'F31'	Hamburg German *WB*	T.3Cy.25⅝"43⁵⁄₁₆"&70⁹⁄₁₆"-47¼" 344NHP F.Schichau,Danzig		G
73944 142873 VRXN	**Enugu** 4Mst *Mchy.Aft* 1*Dk*	1425 1060 784					1920	W.Harkess &Son,Ld. Middlesbro'	Government of Nigeria	235·4|36·1|15·7 P16'Q36'B138'	Lagos British *WB*	T.3Cy.18",30"&50"-33" Richardsons, 144NHP Westgarth&Co.Ld.Mdb.		
73945 159416 ~~VPGX~~ GMZZ	**Eocene** (*ex*Schulau-35,*ex*Vacoil, *ex*FortMcHenry) ssHam.No.3-2,35 ssPal.No.1-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	4216 3777 2367	✠100A1 10,38 BS10,39 ✠LMC10,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	Pal	*w*	CL 10,38	1922 8mo	Bethlehem S.B.Corp.Ld. Baltimore A&CP	Socony-Vacuum Transportation Co.Ld.	340·0|49·2|28·6 P92'B35'F31' FK *CellDBuE&B*62'184*t FPT*95*t APT*187*t*	London ~~HongKong~~ British 12*BHpt Asp* (*9 to U dk* *3 " 2nd "*)	T.3Cy.23",39"&65"-42" (*s*) 200lb 395NHP 2SB,6*cf*, ,HS5704 FD EllicottMachineCorp.Balt	28 " 7 s 4 " 5¾ 24 " 3½	
73946 EALO	**Eolo** (*ex*Statira-36,*ex*Tynemouth-32) ssBbo.No.3-7,39 1*Dk*(*Stl*)	4424 4051 2733	✠100A1 3,41 ~~7,39~~ BS9,40 ✠LMC7,39	Bbo Cdz	*y*	CL 6,39	1929 11mo *Lloyd's* A&CP	Nthmblnd S.B.Co. (1927)Ld. Newcastle	Cia.Anon. Maritima"Union" (M.Urruchua, *Mgr.*)	390·6|54·5|23·6 403·0(O.L.) P35'B243'F36' FK *CellDB*343'1265*t FPT*77*t APT*136*t*	Bilbao Spanish 6*BHCem*	Q.4Cy.21",29½",42"&61"-42" 225lb (*s*) 357NHP 2SB&1AuxSB,8*cf*,GS149, HS6228 N.E.MarineEng.CoLdNwc	25 " 9 s 3 " 4 22 " 7¾	
73947 35 IBII	— Ⓟ *Fitted for oil fuel* Wireless *CruiserStern* 2*Dks*	704 571 268					1936	Cant.Nav. Riuniti Palermo	"Eolia"Soc.Anon. diNavigazione	194·0|29·9|16·3 178·0 F28'	Messina Italian *WB*	T.3Cy.17¹³⁄₁₆",28⁹⁄₁₆"&45¹³⁄₁₆"- 33⁷⁄₁₆" 121NHP CantieriNavaliRiuniti,Anc		I
73948 999 ESTW	**Eos** (*ex*Bolivia-34, *ex*Naparima) ssAbg.4thNo.3-5,32 ssTln.No.1-37 *Well deck* 1*Dk*(*Irn*)&*Web frames* *Stringers&pt Beams Irn* Now Daphne, *see No.* 877[illegible] *in Supplement*	1513 1367 883	✠100A1 7,39 ✠LMC MS5,37 BS5,39	Lon	*q*	OG 4,38	1890 2mo	Edwards S.B.Co.Ld. Newcastle A&CP	L-ü"Eeroo" (K.Mitt,*Mgr.*)	260·0|36·2|16·8 269·8(O.L.) P29'Q66'B106'F29' FK *CellDB*214'342*t*	Tallinn Estonian 4*BHCem*	T.3Cy.20",32½"&53"-36" (*s*) 160lb *100lb* NDB19 174NHP 2SB,6*pf*,GS84,HS2700 N.E.MarineEng.CoLdNwc	19 " 3 s 1 " 2¾ 18 " 2	
73949 193 SVLZ	**Epaminondas C. Embiricos** (*ex*Benton) ssPir.No.2-36 1*Dk*(*Stl*)	4385 4008 2582	✠100A1 10,39 BS~~4,39~~ 8,40 ✠LMC8,36	Mdb	*x*	CL 7,38	1927 11mo *Lloyd's* A&CP	W.Pickersgill&Sons,Ld. Sunderland	C.E.Embiricos	373·2|52·7|25·8 P32'B224'F35' FK *CellDB*320'1011*t FPT*110*t*	Andros Greek 6*BHCem* *APT*240*t*	T.3Cy.25½",41½"&69"-48"(*s*) 180lb 387NHP 3SB,9*cf*,GS189,HS6363 G.Clark,Ld.Sunderland	28 " 0 s 3 " 11¼ 24 " 3¾	
73950 378 SZMG	**Epiros** (*ex*Popi-35, Iron *ex Yacht* Refalonia,*ex*Sayonara,*ex* Goize Ko-Izarra, *ex*Romola,*ex*Sans Peur, *ex*Catarina) Wireless 2*Dks*	563 — 300					1880 3mo	R.Steele& Co. Greenock	EpirotikiS.N.Co. GeorgePotamianos	186·4|26·1|15·8	Piræus Greek	C.2Cy.28"&48"-36" NB97 91NHP R.Steele&Co.Greenock		
73951 719 OHVD	**Equator** (*ex*Atlanta-39, *ex*Shahristan-34, ssGls.No.3-12,33 *ex*Ninive, ssHfs.No.1-37 *ex*Turkistan) D.F. 2*Dks*(*Stl*)	4595 — 2701	✠100A1 5,39 ✠LMC MS10,37 BS1,39 *Fitted for oil fuel* 4,23 *F.P. above* 150° F.	Abo	*x*	CL 5,38	1911 11mo *Lloyd's* A&CP	W.Gray& Co.Ld. W Hartlepool	A/B Finland-AmerikaLinjen O/Y	385·7|50·0|27·4 373·0 P25'B120'F38' FK *CellDBa*119'*uE*23'*f* 162'975*t DTa*34'80*t APT*36*t*	Helsingfrs Finnish 6*BHCem*	T.3Cy.28",46"&77"-48" (*s*) 180lb 616NHP 3SB,12*pf*,GS218,HS9469 FD Cen.Mar.Eng.Wrks.WHpl	30 " 0 s 5 " 7 24 " 7¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
73952 673 IMQP	**Equità** WoodAuxBkn (*ex*SailingVessel) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	409 — 321					1918	E.Picchiotti Viareggio	GiuseppeTomei	139·4 119·1	29·4	16·9	Viareggio Italian	Oil Engines 4S.C.SA 4Cy.9$\frac{7}{16}$"–15¾" 36NHP *Emade&fitted*36 SocAn"Fiat"S.G.M.Turin		I
73953 132480 VJCW	**Era** *ss*Syd.No.3–11,33 *ss*Syd.No.1–37 1*Dk*(*Stl*) *Cargo battens not fitted*	3148 2857 1891	✠100A1 4,40 ~~4,29~~ BS~~4,39~~ 5,40	Syd ✠LMC9,37	*v*	CL 4,39	1921 8mo *Lloyd*'*sA&CP*	W.Hamilton&Co.Ld. PortGlasgow	AustralianSteamshipsProprietary, Ld.(*Man.Agents*, HowardSmithLd.)	330·8 343·0 (O.L.) P31'B98'F30' FK *CellDB*287'887*t*	48·9	22·1	Melbourne British 5*BHCem* *APT*83*t*	T.3Cy.24",40"&65"–45" (*s*) 180lb 323NHP 3SB,9*cf*,GS156,HS5205 D.Rowan&Co.Ld.Gls.	24 ″ 3 s 3 ″ 11¼ 20 ″ 7	
73954	**Erato** (*ex*ChinaExporter–38, *ex*CowdenLaw–33,*ex*Scottish Monarch) D.F. 2*Dks*	5904 — 3636					1918	Napier&Miller Glasgow	J.Scarlatides	419·6 P48'B129'F46'	54·5	29·0	Piræus Greek *WB*	T.3Cy.26½"44"&73"–51" 381NHP Dunsmuir&Jackson,LdGls		C
73955 147108 MLQZ	— *ss*Hul.No.3–10,36 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless *CruiserStern*	1335 1066 735	✠100A1 *Shelter dk withfreeboard* 6,40 ~~6,39~~ ~~BS1,39~~	Hul Lon 3,41 BS~~1,40~~ ✠LMC12,35	*p*	CL ~~8,37~~ 6,40	1923 10mo *Lloyd*'*sA&CP*	J.Duthie TorryS.B.Co. Aberdeen	Ellerman'sWilson Line,Ld. *CellDB*209'	247·3 FK 358*tFPT*24*tAPT*4*t*	36·2	14·6	Hull British *Cem* 5*BHtoShdk*	T.3Cy.15½",26½"&46"–33" 225lb (*s*) 207NHP 2SB,4*cf*,GS77,HS3120 FD W.Beardmore&Co.Ld. Coatbridge	16 ″ 10 s ″ 2 16 ″ 10	
73956 380 IBPK	**Ercole** (*ex*Waaldijk,*ex*Gramsbergen, *ex*Acara) *ss*Rot.2ndNo.3–4,30 2*Dks*(*Stl*) D.F. & *deep framing*	5027 4739 3146	✠ ... 11,33	Hul ✠			1904 3mo	Palmers' Co.Ld. Newcastle	A.Lauro *CellDBa*131'*uE*& *B*48' *f*169'1081*t*	415·0 400·0 P30'B144'F41' FK *DTa*38'1016*tFPT*1	50·2	29·4	Naples Italian 6*BHCem* 32*tAPT*54*t*	T.3Cy.26½",43"&71"–48" 317NHP 2SB,6*cf*,GS115,HS3223 Palmers'Co.Ld.Newcastle	32 ″ 3	I †
73957 DOGC	**Erfurt** Ⓟ D.F. *OilEng.* Sub.Sig. 2*Dks*	4201 3770 2554					1923	Vulcan WerkeA.G. Stettin	Norddeutscher Lloyd	360·7 P43'B109'F42'	51·0	26·0	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.28¾"–49⅕" 480NHP VulcanWerkeA.G.Ham.		G
73958 869 OHGD	**Ergo** (*ex*Frano–34,*ex*Senegal–32, *ex*I.P.Justesen, *ex*DavidMainland) *ss*Hfs.3rdNo.3–7,34 *ss*Osc.No.1–38 *Well deck* 1*Dk*(*Irn*)&*Web frames* D.F. *Cargo battens not fitted*	1928 1499 1097	✠100A1 11,40 ~~12,39~~ ~~BS12,39~~	Osc Dub ✠LMC~~2,38~~ 11,40	*r*	CL ~~12,39~~ ~~7,40~~ 6,41	1893 10mo A&CP	W.Gray&Co.Ld. WHartlepool	RederiA/BErgo ~~(A.Oström,*Mgr*)~~ (A.Villamo,*Mgr*)	276·0 266·2 P27'Q74'B116'F27' FK *DBa*84' *f*106' 463*t*	37·0	18·4	Helsingfors ~~Mariehamn~~ Finnish 4*BHCem* *APT*25*t*	T.3Cy.19",31⅛"&51"–36" (*s*) 160lb 156NHP 2SB,4*rf*,GS48,HS2330 Cen.Mar.Eng.Wrks.WHpl	19 ″ 6 s 1 ″ 3 18 ″ 5	
73959 154097 ZSCB	**Erica** *ss*Syd.No.3–7,37 E.S.D. 2*Dks*(*Stl*)	5112 4804 3209	✠100A1 1,40 MS7,37	PNl ✠LMC BS~~6,39~~ 9,40	*y*	CL 5,38	1926 1mo *Lloyd*'*sA&CP*	R.Duncan &Co.Ld. Pt.Glasgow	UnionGovt.of SouthAfrica(Railways&Harbours Administration, C.Tn.) *Intermedi* *after* *CellDB*350	404·9 P35'B128'F41' FK *ate'tween dk BH in hold dispensed with* '1040*t DTa*30'860	53·0	27·6	CapeTown British *ptCem* 5*BHto Udk* 1 ,, ,,2*nd*,, *tAPT*200*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 477NHP 3SB,9*cf*,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0 s 5 ″ 7¾ 24 ″ 7½	
73960 IBNN	— (*ex*Wasaborg–35,*ex*UnionCity, [illegible] Now "Empire Defiance," see No.87940 in Supplement D.F. 2*Dks*(*Stl*)&*deep framing* *Welldeck* *lower dk in Nos.*1&3*holds*	4704 [illegible] 2852	✠ 10,16	Ham ✠	*z*		1909 9mo	Reiherst'g Schiffsw. Hamburg	A.Lauro *Cell*	412·6 399·0 P&B329'F52' FK *DBa*124'*uE*&*B*47'*f*	53·8	25·4 24·8	Naples Italian 7*BHCem* 182'1288*t*	T.3Cy.26",47⅝"&76¾"–48" 597NHP 3SB,9*cf*,GS192,HS8490 Reiherst.Machinenf.Ham.	28 ″ 0	I †
73961 LDUF	— (*ex*Kvernaas,*ex*Kaparika) Wireless D.F. 1*Dk*	1592 1177 914					1919	Laxevaags Msk.&Jrnskb Bergen	DampskA/SForto (LeifErichsen)	245·7 P39*t*Q108*t*B126*t* H69*t*F40*t*	37·9	15·5	Bergen Norwegian *WB*	T.3Cy.18⅖",29"&49"–33" 138NHP LaxevaagsMsk.&Jrns.Bgn		N
73962 155862 GKJN	**Erica Moller** (*ex*Commercial Pathfinder,*ex*Osage, *ex*Serapis) *ss*Ham.No.1–11 *Fitted for oil fuel* 2*Dks*(*StlU-ptws*) &*deep framing*	4683 4344 3082	✠ 11,15	Ham ✠	*y*		1906 4mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *CellDBa*125'*u*	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *E*&*B*42'*f*175'1050*t*	396·7 P38'B112'F49' FK *DTa*31'775*tFPT*75	49·7	27·4	Shanghai British 7*BHCem* *tAPT*45*t*	T.3Cy.27",43½"&73"–48" 448NHP 2SB,6*cf*,GS128,HS6040 Swan,Hunter&Wigham Richardson,Ld.Nwc.	29 ″ 9	
73963 86 IBBN	**Erice** (*ex*Lanital–38,*ex*Isobel–37, *ex*IsobelWeems, *ex*Chappell) *ss*Gen.2ndNo.3–5,37 1*Dk*(*Stl*)	2350 1974 1412	100A1 5,40 ~~3,39~~ MS4,37	Shl Nap LMC BS6,39	*r*	CL 4,38	1919 *Lloyd*'*sA&CP*	M'Dougall DuluthCo. Duluth,Minn	GiuseppeD'Ali&C. *Ce*	261·0 250·9 P25'B64'F23' FK *llDB*208' 535*tFPT*	43·5	22·4	Trapani Italian 4*BHCem* 60*tAPT*85*t*	T.3Cy.20",33"&54"–40" (*s*) 185lb 262NHP 2SB,4*cf*,GS100,HS3828 FD McDougallDuluthCo.	24 ″ 2	
73964 136624	**Ericsson** Ⓟ 1*Dk*	681 — 547					1897	Neafie&LevyCo. Philadelphia	PortServiceCorp.	198·2	23·3	9·2	Wilmgton (Del.) Utd. States	T.3Cy.14",21"&36"–26" 66NHP Neafie&LevyCo.Phl.		
73965 OHHK	**Ericus** *CruiserStern* 1*Dk*	2214 1945 1268					1919	Osbourne,Graham&Co. LdSunderlnd	A/B OhlsonS.S. Co.Ld.(A/B Nielson&ThordenO/Y, *Mgrs.*)	296·7 290·6 P23'B70'F32'	43·4	19·7	Helsingfrs Finnish *WB*	T.3Cy.21",35"&50"–39" 156NHP MacColl&Pollock,Ld.Sld.		C
73966 FOAU	**Eridan** Ⓟ TwinSc *OilEng.* D.F. *CruiserStern*	9928 6738 5701					1928	Soc.Provençale de Cnst.Nav. LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	445·4 P56'B177'F46'	61·1	35·0	Dunkirk French *WB*	Oil Engines 2S.C.SA 16Cy.23⅝"–41¾" 1555NHP Cie.deConstr.Méc. (ProcédéSulzer),St.Denis		V
73967 1701 ICEN	**Eridano** (*ex*Risano,*ex*Zvir, *ex*Monviso, *ex*Zvir) *ss*Gen,2nd.No.3–6,35 D.F. 1*Dk*(*Stl*)	3586 3276 2124	✠100A1 9,38 BS6,39 ✠NB(Aux.)	Mdb ✠LMC7,35 10,25	*w*	CL 8,39	1912 5mo *Lloyd*'*sA&CP*	R.Thompson&Sons,Ld Sunderland	"Ave"Soc.Anon. diNav. *CellDBa*106'*uE*25	352·9 363·4 P35'B215'F36' FK '*f*152'866*tFPT*93*t*	50·8 50·9	21·6 21·0	Genoa Italian 6*BHCem* *APT*155*t*	T.3Cy.24½",40"&66"–45" (*s*) 180lb HS6004 355NHP 2SB&1Aux.SB,8*cf*,GS156 N.E.MarineEng.CoLd.Sld.	24 ″ 0 s 3 ″ 0 21 ″ 4	
73968 122555	**Erie Isle** Ⓟ TwinSc (*exSteamer*Waubic–38) *OilEng.* (*Wood bottom*) 1*Dk* Now "Prince Nova," see No. 89594 in Supplement	451 183 297					1909 *pt.re-*	Collingw'd S B.Co.Ld. CollngwdOnt *constructed*	J.E.McQueen '38	135·3	25·0	8·2	Amherstburg, Ont. British	Oil Engines 2S.C.SA 12Cy.10"–12½" 210NHP Fairbanks-Morse NE38 &Co.Beloit,Wis.		
73969 27078 JELD	**Erie Maru** *ss*Kob.No.3–5,32 2*Dks*(*Stl*)	5493 4996 3409	✠ ... 5,37	Yka ✠	*z*		1920 4mo	AsanoS.B.Co. Tsurumi	NanyoKaiunK.K.	400·0 P33'B124'F41' FK *CellDB*339'949*t*	53·2	29·4	Tokyo Japanese 6*BHCem* *APT*27*t*	T.3Cy.26",43½"&72"–48" 513NHP 3SB,9*cf*,GS175,HS7376 IshikawajimaS.B.&E.Co. Ld.Tokyo	32 ″ 0	C †
73970 OUSC	**Erik** (*ex*Taurus,*ex*Snapp) Sp *OilEng.* *Mchy.Aft* 1*Dk*	300 249 163					1908	Oskrshmns M.V.Aktieb Oskarshamn	A/S De Danske Sukkerfabrikker	120·7 Q20'H14*t*F11' len28	22·8	11·3	Odense Danish *WB*	Oil Engines 2S.C.SA 4Cy.7⅞"–12$\frac{9}{16}$" 43NHP Akt.Diesel'sMotorer,Skm.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
91/40 73971 OZAA	**Erik Boye** ssEls.No.3–11,36 D.F. 1*Dk*(*Stl*)	2238 2010 1344	✠100A1 11,39 BS10,36 ✠LMC11,36	Cpn	*t*	CL N11,39	1924 3mo	A/S Nak-skovSkibs. Nakskov Lloyd's*A&CP*	D/S Vendila (Svendsen& Christensen *Mgrs*) *Intermediate BH in fore hold dispensed with* *CellDB*260'687*tFPT*87*tAPT*58*t*	305·3 319·3(O.L.) P21'B180'F36' FK	45·4	18·5	Copnhagn Danish *Cem* *4BH only*	T.3Cy.22½",35½"&58½"–36" 185lb (*s*) 275NHP 2SB,6*cf*,GS102,HS3910 FD EriksbergM.V.Aktieb Got.	20 ″ 10 s1 ″ 10¼ 19 ″ 3	
70/40 73972 7290 SDKA	**Erik Frisell** ssGot.No.3–3,39 *OilEng.* D.F. 2*Dks*(*Stl*)	*5066* *4394* *2862*	✠100A1 1,40 ✠LMC CS3,39 DBS7,39 4,38	Bal	*y* 2¼	OG 7,38	1926 7mo	Aktieb. Götaverken Gothenburg Lloyd's*A&CP*	Trafikaktieb. Grängesberg-Oxelösund(M.Waldenstrom, *Mgr.*) *CellDB*335'1288*tDTf*39'1190*tFPT*125*tAPT*301*t*	392·2 P39'B115'F41' FK	52·6	26·6	Stockholm Swedish *7BHptCem* *1 ,, to 2nd dk*	Oil Engines 4S.C.SA 6Cy.29⅝"–59 1/16" 489NHP DB*85lb* Aktieb.Götaverken,Got.	30 ″ 0 s5 ″ 10½ 24 ″ 3½	
73973 DGAN	**Erika Fritzen** (*ex*Dampfen, *ex*Hogland,*ex*Ryton) *Turret deck* D.F. 1*Dk*2*trB*	4169 3961 2630					1905	W.Doxford &Sons,Ld. Sunderland	Johs.Fritzen& Sohn vormLexzau Scharbau&Co.	349·0 P86*t*H116*t*	50·9	24·0	Emden German *WB*	T.3Cy.26",42"&68"–45" 310NHP W.Doxford&Sons,Ld.Sld.		V
73974 DHYJ	**Erika Hendrik Fisser** (*ex*UrsulaSiemers–36) Sub.Sig. D.F. 1*Dk*	3347 2534 1930					1923	Nordsee-werke Emden	HendrikFisser A.G.(Fisser&v. Doornum, *Mgrs.*)	332·7 P29'B87'F33'	46·5	20·6	Emden German *WB*	T.3Cy.24⅝",38 1/16"&62"–41⅝" Ottensener 248NHP Mch.G.m.b.H.Altona		G
73975 DAVY	**Erika Schünemann** (*ex*Iris,*ex*EngineerAvdakov, *ex*Washington) ssFln.2ndNo.3–4,13 1*Dk*(*Irn*)2*trB* *Well deck* Sub.Sig.	1177 915 722	✠ 11,15	Hpl	*n*		1889 5mo	StrandSlp-wayCo.Ld. Sunderland	E.HaubussSchif-fahrtsges.m.b.H. *CellDB*182'368*tFPT*44*tAPT*25*t*	225·9 P27'Q61'B46'F30' BK8"	34·2	15·0	Stettin German *4BHCem*	T.3Cy.18",29"&50"–30" NB25 NDB97 137NHP N.E.MarineEng.Co.Ld.Sld	17 ″ 7	G †
73976 7108 SDZG	**Eriksborg** (*ex*Fylgia,*ex*Danebod, *ex*Else,*ex*Lynton) ssHbg.3rdNo.3–4,28 ssHbg.No.2–37 *Well deck* 1*Dk*(*Irn*)& *Webframes* *Cargo battens not fitted*	*1464* *1197* *839*	✠100A1 9,39 BS9,38 ✠LMC7,36	Sbg	*q*	OG 8,39	1890 8mo	J.Blumer &Co. Sunderland A&CP	A/B J.Leonards Rederi&Skepps-mäkleri (J.Leonard, *Mgr.*) *Cell DB*200'345*t*	250·0 259·3(O.L.) P24'Q64'B110'F33' FK	35·1	17·0	Landskrna Swedish *4BHCem*	T.3Cy.18½",30"&49"–33" (*s*) 160lb 135NHP 2SB,4*rf*,GS66,HS1984 G.Clark,Ld.Sunderland	19 ″ 4 s1 ″ 2 18 ″ 4	
73977 161884 GRXC	**Erin** ssAvn.No.1–36 2*Dks*(*Stl–weather dk*–teaks) D.F. 3*rd*&4*th dks*(*Stl*)*in holds* *Ref.Mchy.* *CruiserStern* E.S.D.	5780 4999 2754	✠100A1 *withfreeboard* 12,39 ✠LMC MS12,39 BS3,40 ✠Lloyd'sRMC~~3,40~~9,40 for temp. 20° F. *Threelower decks for fruit cargoes F.P. above 150° F.* *Fitted for oil fuel* 5,32	Bel	*z*	CL ~~8,39~~ 1,41	1932 5mo	Workman Clark(1928), Ld. Belfast Lloyd's*A&CP*	MorantS.S.Co.Ld. (M.A.Kerwin, *Mgr.*) *CellDB*341'935*t* *Tanks in way of tunnel* 393*t FPT*75*tAPT*159*t*	415·0 P34'B133'F42' FK	54·7	30·4	Belfast British *7BHptCem*	T4Cy.28½",47½"&(2)57"–51" & electric drive from LP Turbine 260lb (*s*) 1084NHP 5SB(4Spt),20*cf*,HS14270FD Workman Clark(1928),Ld.	33 ″ 6 s8 ″ 9½ 24 ″ 11½	
73978 OYCR	**Erindring** 1*Dk*	747 641 425					1921	HC.Christ-ensensStaal-skibsbyggeri Marstal	A/S H.C.Christen-sensDampSeil-skibsreder(A. Petersen, *Mgr.*)	201·2	32·7	12·5	Marstal Danish	T.3Cy.16",25½"&39½"–29½" 83NHP A/S Smith&Mygind,Cpn.		V
73979 PDYN	**Erinna** ssBat.No.1–40 *OilEng.* E.S.D. 1*Dk, 2nd dk clear of cargo tanks* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing at bottom & at deck*	6233 5540 3591	✠100A1 8,40 ✠LMC CS8,40 DBS8,40 4,38 *CarryingPetroleum in bulk*	Bat	*a*†	CL ~~1,40~~ 8,40	1936 7mo	N.V.Kon-ink.Maats. "DeSchelde" Flushing Lloyd's*A&CP*	N.V.Petroleum Maats."La Corona" *CellDBuE*63' 132*t DTf*25' 257*t FPT*108*tAPT*55*t*	428·1 P87'B38'F48' FK	54·5	30·9	Curacao ~~TheHague~~ Dutch 16*BH*	Oil Engines 4S.C.SA 6Cy.25 9/16"–55⅛" 377NHP DB*180lb* WerkspoorN.V.Ams.	31 ″ 0 s5 ″ 7½ 25 ″ 7	
73980 132998 GJWN	**Erinpura** Ⓟ TwinSc ssCal.No.3–5,39 D.F. 2*Dks*(*U Stl*) &*Shade dk*(*Stl*–teaks)	5143 3725 2730	✠100A1 *Shadedk* ~~5,40~~ ~~5,39~~ ✠LMC5,39 12,40 BS5,40	Cal Sng	*z*	CL 4,39	1911 12mo	W.Denny &Bros. Dumbarton Lloyd's*A&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDBa*89'*u E&B*116'*f*160'740*tFPT*95*tAPT*63*t*	411·0 B *on Shade dk* 177' new fore end23 FK	52·5	24·7	Glasgow British *7BHCem* (6 ,, *to U dk* 1 ,, *2nd* ,,)	T.6Cy.24½",41"&69"–48" (*s*) 200lb *100lb* 1059NHP 2D&2SB,*18cf*,GS381, HS16280 FD Denny&Co.Dumbarton	27 ″ 3 s4 ″ 3½ 23 ″ 5	
73981 307 IBRK	**Eritrea** Ⓟ (*ex*RodiS,*ex*Rodi, *ex*WarBarrage) ssGen.No.1–22 D.F. *Fitted for oil fuel*	2517 — 1485	✠ ... 4,26 ✠				1918 5mo	BlythS.B. &D.D.Co.Ld. Blyth	LloydTriestino Soc.Anon.diNav.	295·7 285·0 FK	42·0	19·2	Naples Italian *WB*	T.3Cy.25",41"&68"–45" 417NHP N.E.MarineEngCoLdNwc	21 ″ 2	I †
73982	**Erivan** Ⓟ 2*Dks*	2692 1762 1511					1913	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·1 B95'	40·7	26·6	Vladvostk Russian	T.3Cy.20",32"&52"–39" 169NHP NevskyS.B.&Mch.Works		
73983 DOAJ	**Erlangen** D.F. E.S.D. Sub.Sig. 2*Dks*	6101 5402 3654					1929	Blohm& Voss Hamburg	Norddeutscher Lloyd	449·6 P26'F412'	57·6	26·8	Bremen German *WB*	1SRgearedSteamTurbine Blohm&Voss,Hamburg		G
73984 LJRR	**Erling Brövig** D.F. E.S.D. *OilEng.* *Mchy.Aft* 1*Dk,2nd dk in mchy.space* *CruiserStern* *Part electrically welded*	9970 9191 5909	✠100A1 ~~6,40~~ ~~11,39~~2,41 ✠LMC12,37 DBS(WTB)3,39 *CarryingPetroleum in bulk*	LAn Sba	*e*†	CL 2,41	1937 12mo	Bremer Vulkan Vegesack Lloyd's*A&CP*	Partrederiet "Brövigtank" (Th.Brövig, *Mgr.*) *CellDBuE*75'222*tDTf*43'714*tFPT*164*tAPT*258*t*	492·9 510·7(O.L.) P113'F75' FK	66·1	36·4	Farsund Norwegian *12BHptCem* *ptAsp*	Oil Engines 2S.C.DA 6Cy.23⅝"–43 5/16" 1167NHP 2DB*170lb* DB(WT)*170lb* BremerVulkan,Vegesack	35 ″ 11 s7 ″ 10 28 ″ 4½	
x/180 73985 LDUK	**Erling Jarl** Ⓟ 1*Dk*&*Awng dk*	737 405 427					1895	Trondhjms Mek.Verks. Trondheim	DetNordenfjeldske Dampskibsselskab	196·2 H32*t* len09	26·8	12·0	Tr'ndheim Norwegian *WB*	T.3Cy.17½",28"&46"–30" NB09 116NHP TrondhjmsMek.Verks.		
73986 LDUL	**Erling Lindöe** Wireless 1*Dk*	1281 1122 751					1917	N.V.Werf deNoord Alblasserdm	A/S D/S Erling Lindöe(P.Lindöe& Co.A/S)	236·9 P32'B65'F23'H76*t*	36·4	16·1	Haugesnd Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP AlblasserdamMsch.Fab.		N
73987 UNZO	**Ermack** TrpSc (*Icebreaker*) 3*Dks*	4955 2423 2357					1898	SirW.G. Armstrong, Whitworth &Co.Ld. Newcastle	U.S.S.R.	320·0	71·5	42·5	Leningrad Russian *WB*	T.9Cy.25",39"&64"–42" NB27 796NHP WllsndSlipwyCo.Ld.Nwc.		
73988 424 IUWV	**Erminia** (*ex*Tirana–38, *ex*Mariu,*ex*Carlin,*ex*Fridius, *ex*Vivien) TwinSc *OilEng.* 1*Dk*	501 — 406					1921	A/S Mar-stalSkibs. Marstal	Soc.Anon.Agricola Industriale per la Produzione Italiana di Cellulosa(S.A.I.C.I.)	145·5 141·0	30·0	10·5	Trieste Italian *WB*	Oil Engines NE38 Soc.Anon.Ansaldo,Genoa		I

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys. 3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
73989 510 ICIV	**Erminia Mazzella** (exMazic-38, exPatrician-38, ssNap.2ndNo.3-6,39 exSaintJerome) 2Dks(Stl)	5644 5291 3568	✠100A1 5,40~~12,39~~ BS12,39 ✠LMC10,38	Yka Cal	a†	CL 9,38	1917 10mo	Russell& Co. Pt.Glasgow Lloyd'sA&CP One intermediate BH	P.Mazzella and one 'tween dk CellDB360'	421·7 437·2(O.L.) P38'B123'F53' FK BH dispensed with 1181t DTa36' 1109t	55·9	28·8	Naples Italian Cem 5BH to Udk 1 ,, ,, 2nd,, APT31t	T.3Cy.27$\frac{1}{8}$",45"&74"-51"(r) 180lb 561NHP 3SB,9cf,GS190,HS8428 FD J.G.Kincaid&Co.Ld.Grk. only	31 ″ 4 s 6 ″ 0$\frac{3}{4}$ 25 ″ 6	
115/40 73990 811 SZQY	**Ermioni** (exMarinos-35, 3Mst exSte.Marie-35, ssBel.2ndNo.3-1,27 exOaktown-34, ssBel.No.1-31 exPar) 1Dk(Stl) Mchy.Aft Well deck	440 293 237	✠ ... 2,36 ✠	Ant	g		1902 3mo	J Fullerton &Co. Paisley	L.B.Delidimitris& M.K.Nicolaides	155·5 Q85'B11'F25' FK DBamid	27·0	10·6	Piræus Greek 3BHCem 32' f12' 79t	C.2Cy.21"&42"-30" 88NHP 1SB,3pf,GS53,HS1447 Ross&Duncan,Glasgow FPT54t APT35t	11 ″ 5	
73991 DIBJ	**Ermland** Ⓟ TwinSc D.F. OilEng. Sub.Sig. 2Dks	6523 6121 3802					1922	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·1 P&B371'F65'	58·4	25·6	Hamburg German WB	Oil Engines 4S.C.SA 12Cy.28$\frac{2}{5}$"-51$\frac{1}{5}$" 935NHP Blohm&Voss.Hamburg		G
73992 OZWA	**Erna** WirelessD.F. 1Dk Now "Erna III," see No.87945 in Supplement	1590 1212 940					1930	Helsingörs Jernsk&Msk Elsinore	J.Lauritzen	253·5 P16'Q80'B96'F33'	39·1	17·6	Esbjerg Danish WB	C.4Cy.(2)14$\frac{3}{4}$"&(2)31$\frac{1}{2}$"- 31$\frac{1}{2}$"&LPTurbine HS2350 184NHP HelsingörsJernsk.&Mskb.		G
73993 DHGP	— Sub.Sig. 1Dk	865 690 491					1922	Howaldts- werke Kiel	ErnstRuss	194·6 P12'Q43'B53'F24'	32·9	13·9	Hamburg German WB	T.3Cy14$\frac{3}{8}$",23$\frac{1}{4}$"&38$\frac{3}{16}$"-25$\frac{3}{8}$" 73NHP Howaldtswerke,Kiel		G
73994 DAXX	— (exProsper-33) Mchy.Aft 1Dk&deep framing	751 643 404					1904	Schömer& Jensen Tönning	Reederei"Erna" (F.Ivers&Co. G.m.b.H.Mgrs.)	206·2 P155'F27'	31·0	13·0	Stettin German WB	T.3Cy.15",24$\frac{3}{4}$"&40$\frac{1}{2}$"-28" 85NHP Schömer&Jensen,Tonning		G
73995	— OilEng. Mchy.Aft 1Dk CruiserStern	361 206 167					1940	Zaanland- scheScheeps. Mij.Werf "CzaarPeter" Zaandam	J.J.Janssen& E.J.Hendriks	136·1 P53'Q42'B43'F22'	24·0	8·3	Haarlem Dutch WB	Oil Engines 2S.C.SA 4Cy.11$\frac{13}{16}$"-15$\frac{3}{4}$" 97NHP NV.KromhoutMtrnfbAms		
73996 OYYV	— WoodAux3MstSr (exSailingVessel-39, OilEng. exPepita-39) (See Sailing Ship Register)	319 270 250					1911	L.Tranche- mer LaRichardais	ErikB.Kromann	123·9	28·0	11·6	Marstal Danish	Oil Engines 2S.C.SA 2Cy.15$\frac{5}{16}$"-16$\frac{15}{16}$" 82NHP NE39 A/S Völund,Cpn.		V
73997 DJMQ	**Erna Gaulke** (exHartmut, Comp exBjörnö) OilEng. 1Dk	400 318 204					1919	A/S Frams Skibsbygger Larvik	ErnstGaulke& KarlernstGaulke	145·1 P43'F22'	26·6	12·2	Hamburg German	Oil Engines 4S.C.SA 4Cy.11"-16$\frac{9}{16}$" 46NHP NE38 DeutscheWerkeKielA.G.		N
73998 DMAV	**Erna Oldendorff** (exLena Petersen-39, ssNwc.No.3-6,37 exSvend,exSvendII) ssRos.No.1-27 D.F. 1Dk&Webframes	2095 1899 1270	✠ ... 3,29 ✠				1900 12mo	J.Priest- man&Co. Sunderland	EgonOldendorff	289·8 P27'B68'F29' FK	42·2	20·4	Lübeck German WB	T.3Cy.21",35"&58"-39" 205NHP N.E.MarineCo.Ld.Sld.	21 ″ 7	G †
73999 1735 IBOK	**Ernani** (exValacia,exLuceric) ssLon.No.3-2,23 D.F. ssLiv.No.1-27 2Dks&deep framing&Shelter dk	6619 5981 4113	✠ ... 2,32 ✠				1910 10mo	Russell& Co. Pt.Glasgow	GiovanniGavarone	476·4 460·0 FK	57·0	28·9	Genoa Italian WB	T.3Cy.28$\frac{1}{2}$",47"&78"-54" 690NHP Rankin&Blackmore,Grk.	31 ″ 6	I †
74000 165159 GZKZ	**Ernebank** ssGls.No.1-41 OilEng. D.F. E.S.D. 1Dk&Shelter dk 3rd dk in No.1 hold CruiserStern	5388 4983 3323	✠100A1 with freeboard 3,41 DBS1,41 ✠LMC1,41 Carrying oil fuel F.P. above 150° F. in after peak tank Carrying cargo oil F.P. above 150° F. or latex in deep tanks aft & fore peak tank	Cal Gls	b†	CL 11,39	1937 2mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	BankLine,Ld. (A.Weir&Co. Mgrs.) CellDB360'1191t APT198t	431·7 448·4(O.L.) FK FPT92t DTsa30'1228t	57·3	24·9	Belfast British 8BH (Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" 490NHP 2DB120lb Harland&Wolff,Ld.Bel.	29 ″ 10 s 3 ″ 7 26 ″ 5	
74001 216535 KJUI	**Ernest H. Meyer** (exPointLobos) ssS.Fo.No.2-26 D.F. Fitted for oil fuel 1Dk Now "Morlen," see No.89065 in Supplement	2186 1944 1325	✠ ... 4,29 ✠				1918 7mo	AlbinaEng &Mach.Wrks Portland,Or.	PortlandS.S.Co. (H.Lueddenmann, Mgr.)	289·0 P24'B144'F32' FK	44·1	19·0	Prtlnd, Or. Utd.States WB	T.3Cy.22",37$\frac{3}{4}$"&60"-42" 313NHP EllicottMachineCorp.Bal.	21 ″ 6	R †
74002 222830 WOZQ	**Ernest T. Weir** (exWorrellClarkson-36) Mchy.Aft D.F. GyC. Sub.Sig. 1Dk	8203 — 6789					1923	ToledoS.B. Co. Toledo,O.	NationalSteelCorp (M.A.HannaCo. Mgrs.)	588·0	60·2	27·4	Wilmgton (Del.) WB Utd.States	T.3Cy.25$\frac{3}{4}$",41"&65"-42" 274NHP ToledoS.B.Co.Toledo,O.		R
74003 277 IBIR	**Ernesto** (exArendskerk-35, exSt.Alban'sAbbey, ssRot.No.3-2,27 exTotmes) ssRot.No.1-31 2Dks(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl)inNo.1hold	7272 6740 4564	5,34	Rot	d†		1914	Akt.Ges. "Neptun" Rostock	Soc.Italiana ErnestoBreda CellDB424'1698t	489·0 473·9 F50'on Shelter dk FK CollisionBHtoShdk FPT90t APT22t	61·1	28·6	Venice Italian Cem 8 ,, ,, U ,,	T.3Cy.30$\frac{3}{4}$",48$\frac{7}{8}$"&81"-55" 748NHP 4SB,12cf,GS240,HS11128 A.G."Neptun,"Rostock	31 ″ 3	I †
74004 LOFM	**Ernesto Tornquist** (exKom- mandörenI, ssN.Yk.2ndNo.3-11,21 exHampstead ssOsl.No.1-24 Heath, Fitted for oil fuel exCraftsman) (WhaleOilFactory) 2Dks&deep framing&Webframes	6547 5865 4028	✠ ... 11,27 ✠				1897 7mo	C.Connell &Co. Glasgow	Cia.Argentina de Pesca	450·0 P35'B158'F34' FK	52·5	30·7	Bns.Aires Argentine WB	T.3Cy.27$\frac{1}{2}$",45$\frac{1}{2}$"&75"-60" 583NHP Dunsmuir&Jackson,Gls.	33 ″ 9	N †
74005 DAQS	**Ernst** Iron (exWolf) ssHam.No.2-92 1Dk(Irn)	558 406 340	✠ 6,97	Ham	h		1884 4mo	Kon.Maats deSchelde Flushing	WernerPeters	170·8 BK7" DBa24'80t FPT	25·3	13·2	Stettin German Cem 38t APT15t	C.2Cy.20$\frac{1}{2}$"&38$\frac{1}{2}$"-29$\frac{7}{16}$" NB04 66NHP Maats.deSchelde,Flushing	14 ″ 1	G †
74006 DMBY	**Ernst Brockelmann** Sub.Sig. D.F. CruiserStern	1900 1562 1120					1927	Akt.Ges. "Neptun" Rostock	ErichAhrens	266·7 P26'Q92'B110'F30'	42·2	16·9	Rostock German WB	T3Cy19$\frac{5}{16}$"31$\frac{1}{2}$"&51$\frac{3}{16}$"-35$\frac{7}{16}$" 156NHP A.G."Neptun,"Rostock		G
74007 DHGQ	**Ernst Hugo Stinnes 11** 3Mst Sub.Sig. D.F. Mchy.Aft E.S.D. CruiserStern 1Dk	3295 2619 1715					1928	Nüscke& Co.Akt.Ges. Stettin	HugoStinnesReed A.G.	302·6 P89'F27'	47·7	22·4	Hamburg German WB	C.4Cy.(2)18$\frac{11}{16}$"&(2)39$\frac{3}{8}$"- 39$\frac{3}{8}$" 195NHP A.BorsigG.m.b.H.Berlin		G

Numero d'Ordre Numero Officiel. Signaux	Nom du Navire. Matériaux. Gréement. etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	Tonnage Official. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant supplé. Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. — Mach.	Construit. Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	Registres où coté, si ce n'est dans le L.R. Date Cert. B. of Trade
74008 DJSX	**Ernst L.-M. Russ** D.F. 1Dk CruiserStern	2957 2028 1667					1937	Flensburgr Schiffsb.Ges. Flensburg	Schiffahrt und Assekuranz Ges.E.Russ&Co.	341·3 P27'B&F308' UpperF28'	52·7	18·2	Hamburg German WB	T.3Cy.22 1/16",34 3/8"&56 5/16"–37 3/8"&L.P.turbine with DRgearing & hydraulic coupling HS4844 365NHP FlensburgerSchiffsb.Ges.		G
74009 165410 GZLQ	**Erodona** D.F. E.S.D. OilEng. Mchy.Aft 1Dk,2nd dk clear of CruiserStern cargo tanks Longitudinal framing at bottom & at deck	6207 5501 3594	✠100A1 8,40 ~~[illegible]~~ ✠LMC3,37 CarryingPetroleum in bulk	Fal Bkn	a†	CL N8,39	1937 3mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE63' 132tD	432·1 446·3(O.L.) P87'B38'F48' FK Tf25'257tFPT103t	54·6	30·8	London British 16BH APT55t	Oil Engines 4S.C.SA 6Cy.25 5/16"–55 1/8" 377NHP DB180lb WerkspoorN.V.Ams.	31 ″ 0 s5 ″ 6 3/4 25 ″ 8 1/4	
74010 TCGC	**Erol** (exTello-35,exTroja) ssOsl.No.2-28 1Dk(Stl)	2483 2224 1490	✠ 7,31 ✠	Dnz	s		1918 6mo	Dominion S.B.Co.Ld. Toronto, Ont.	SirketiHayriye (BosphorusS.N. Co.) CellDBa76'u	251·0 P25'B68'F20' FK E26'f96'482tFPT	43·5	25·8	Istanbul Turkish 4BHCem 72tAPT94t	T.3Cy.20",33 1/2"&55"–40" 253NHP 2SB,6cf,GS126,HS4534 JohnInglisCo.Ld.Toronto	28 ″ 2	I †
74011 163222 GYSB	**Eros** Ref.Mchy. 2Dks,3rd&4th dks in holds D.F. E.S.D. CruiserStern	5888 5042 2978	✠100A1 withfreeboard 11,39 ✠LMC4,36 ✠Lloyd'sRMC~~11,39~~ 5,40 for temp. 20° F. Three lower decks for fruit cargoes Fitted for oil fuel4,36 F.P. above 150° F.	Bkn	a† 2	CL 2,39	1936 4mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	MorantS.S.Co.Ld. (M.A.Kerwin, Mgr.) CellDB344'945t of	415·4 431·5(O.L.) P34'B133'F41' FK Tanks in way tunnel 378tFPT70t	54·8	30·4	Belfast British 7BHptCem APT158t	T4Cy28 1/2",47 1/2"&(2)57"–51"&elec.drivefromLP turbine 260lb (s) FD 1084NHP 5SB(Spt),20cf GS357, HS14270 Harland&Wolff,Ld.Bel.	33 ″ 6 s8 ″ 8 1/2 24 ″ 10 1/2	
* 74012 5531 SDNT	— (exVessman, ssGot.3rdNo 3-2,36 exEnon,exBiarritz, exRoyalExchange) 1Dk(ptIrn& D.F. ptStl)&deep framing	*2151* *1944* *1282*	✠100A1 9,39 BS4,39 ✠LMC2,36	Got	s	CL 3,40	1898 8mo	R.Craggs &Sons Middlesbro' A&CP	Rederiet"Belos" (O.Hillerström, Mgr.) CellDBa88'	292·0 P27'B56'F33' FK 'uE&B36'f114'607t	43·2	18·9	Hlsngborg Swedish 5BHCem APT48t	T.3Cy.21 1/2",36"&58 1/2"–39" 160lb 100lb NDB14 233NHP 2SB(Spt)6pf,GS112,HS3786 Furness,Westgarth&Co. Ld.Mdb.	21 ″ 4 s3 ″ 5 1/4 18 ″ 1	
74013 LDUM	— 1Dk	974 680 560					1922	Pusnæs Stöperi&M.V Arendal	RasmusF.Olsens RederiA/S (RasmusF.Olsen)	210·7 P37tQ80tB97tH47t	33·2	13·7	Bergen Norwegian WB	T.3Cy.15",25"&40"–30" 88NHP PusnæsStöperi&Mek.Verk		N
74014 27 IMQY	— **WoodAuxScSr** (exNuovaItalia-34) OilEng. 1Dk2trB *(See Sailing Ship Register)*	499 469 367					1920	Co.-op. NinoBixio Castellmmre	A.Zerauschek	180·4 154·7	31·0	15·5	Zara Italian	Oil Engine 4S.C.SA 8Cy8 1/8"–14 5/16" NE35 52NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
74015 DOET	**Erpel** D.F. E.S.D. Sub.Sig. 2Dks CruiserStern	1771 1439 817					1927	Akt.Ges. "Neptun" Rostock	ArgoReederei RichardAdler&Co.	276·1 P15'B&F255'	42·1	15·6	Bremen German WB	T.3Cy.21 5/8",35"&57 1/16"–37 3/8" & 1 LP Turbine 223NHP A.G."Neptun,"Rostock		G
74016 173049 ~~[illegible]~~ ~~[illegible]~~ GNRM	**Erria** Ⓟ **TwinSc4Mst** ~~TwinSc~~ OilEng. Ref.Mchy. ssCpn.No.1-36 D.F. E.S.D. 2Dks(Stl)3rd Dk(Stl)in Nos.1 & 3 holds 3rdDkfor fruit cargoes in Nos.2 & 4 holds	8786 6886 ~~5582~~ 5596	✠100A1 withfreeboard Examined2,41 ✠LMC CS12,36 DBS~~6,39~~6,40 9,37 ✠Lloyd'sRMC~~2,40~~ 12,40 No. 4 'tween dk. chambers for temp. 14°F., all other chambers for temp. 32° F.	~~Cpn~~ Liv	d†	CL 6,39	1932 1mo	Nakskov Skibs.A/S Nakskov Lloyd'sA&CP CellD	Ministry of Shipping(United BalticCorporationLd.Mgrs.) B378'1384t tanks in way of tunnels D	440·3 463·0(O.L.) P31'B225'F70' FK Ta12'280tFPT80t	62·2	33·7	Liverpool British 7BH APT100t	Oil Engines 2S.C.DA 12Cy.17 11/16"–47 1/4" DB120lb 1283NHP Akt.Burmeistr&Wain,Cpn	37 ″ 3 s10 ″ 0 1/4 27 ″ 4 1/4	BT till 8,41
74017 148611 GLMS	**Errington Court** ssCff.No.3-3,37 D.F. 1Dk(Stl)	4913 4560 2988	✠100A1 Examined 3,41 Hul BS~~6,40~~6,41 ✠LMC2,37	~~Bry~~	y	CL 12,39	1925 6mo	Workman, Clark&Co.Ld. Belfast Lloyd'sA&CP	CourtLine,Ld. (Haldin&Philipps, Ld.Mgrs.) CellD	396·6 410·8 (O.L.) P46'B119'F41' FK B345'1057tFPT98t	53·1	26·5	London British 6BHCem APT174t	T.3Cy.26",42"&70"–48" (r) 180lb 414NHP 3SB,9cf,GS198,HS7017 Wrkman,Clark&CoLd.Bel	29 ″ 0 s5 ″ 6 1/2 23 ″ 8	
74018 164716 MLYM	**Errol** (exKestor-39) OilEng. Mchy.Aft 1Dk CruiserStern	311 199 164	✠100A1 3,39 ✠NE1,38 ✠LMC1,38	Shl	e	OG 3,39	1936 9mo	GooleS.B. &Repg.Co. Ld. Goole Lloyd'sA&CP	Dundee,Perth& LondonShipping Co.Ld. Cell	135·0 P34'Q47'F15' FK DB84'104tFPT28t	24·6	7·7	Dundee British 3BHCem APT15t	Oil Engines 4S.C.SA 6Cy.11"–17 1/8" 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	9 ″ 8 s3 ″ 5 9 ″ 6 3/4	
74019 54 IMRQ	**Ersilia** **WoodAuxBkn** (exSailingVessel OilEng. Sant'Jacopo-35) 1Dk2trB *(See Sailing Ship Register)*	370 343 302					1920	G.Pic- chiotti Forte dei Marmi	GiacomoDelfino	138·7 121·3	30·1	13·9	Spezia Italian	Oil Engines 4S.C.SA 6Cy.6 1/8"–12 5/8" 26NHP Emade&fitted35 SocAn"Fiat"S.G.M.Turin		I
74020 LCIT	**Erviken** ssShi.No.3-12,33 ssH.Kg.No.1-39 D.F. 1Dk(Stl)&Shelter dk(Stl)	6595 6297 4134	✠100A1 Shelter dk withfreeboard ~~12,40~~ ~~1,40~~ 5,41 BS3,41 ~~BS1,40~~ ✠LMC1,39 Fitted for oil fuel 5,21 F.P. above 150°F.	NNs ~~Gff~~ Gms	z	CL ~~1,39~~ 11,40	1921 5mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP Inter	Wallem&Co.A/S (H.J.Wallem, Mgr.) mediate BH in fore CellDB360'1165	420·0 FK hold dispensed with tFPT105tAPT127t	54·0	34·4	Bergen Norwegian ptCem 1BHtoSh dk 5 " " U "	T.3Cy.26",44 1/2"&75"–54" (s) 180lb 577NHP 3SB,9cf,GS189,HS8530 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s8 ″ 11 1/2 28 ″ 4	
74021 TCBD	**Erzurum** Ⓟ (exSouirah,exZafiro) ssH.Kg.No.3-11,13 1DkSpar dk&Web frames	2539 — 1569	✠ ... 10,16 ✠				1901 9mo	DJDunlop &Co. PortGlasgow	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	294·6 P23'B121'F41' FK	40·8	15·3	Istanbul Turkish WB	T.3Cy.22 1/2",37"&60"–45" 340NHP D.J.Dunlop&Co.P.Gls.	25 ″ 1	
* 74022 OXCE	**Esbjerg** Ⓟ **TwinSc** OilEng. D.F. ssEls.No.2-37 Ref.Mchy 2Dks(Weather dk Stl-ws) Sub.Sig. 3rd dk in holds	2762 1519 1553	✠100A1 withfreeboard 5,39 ✠LMC CS6,37 DBS6,39 6,37	Lon	u	OG 5,39	1929 4mo	Helsingörs Jernsk&Msk. Elsinore Lloyd'sA&CP	DetForenede Dampskibsselsk. CellDB233' 367twing	306·3 F38' FK tanks9'52tFPT56t	44·2	25·9	Esbjerg Danish 6BHCem 2 " to 2nd dk APT70t	Oil Engines 4S.C.SA 12Cy.21 11/16"–35 7/16" 545NHP DB75lb Akt.Burmeistr&Wain,Cpn	28 ″ 6 s11 ″ 0 1/4 17 ″ 10	
74023 OFBG	**Esbjörn** (exMaderas,exRichard) ssGot.2ndNo.3-5,30 ssGot.No.2-39 D.F. 1Dk(Stl)&deep framing Cargo battens not fitted	1905 — 1021	✠100A1 ~~6,40~~ ~~5,39~~ 1,41 ✠LMC MS5,39 BS~~10,39~~ 1,41	Got NYk	r	CL 5,39	1904 8mo	Craig,Tay- lor&Co.Ld. Stockton Lloyd'sA&CP	RederiA/BEsbjörn (O/YKnudsen& LindforsA/B Mgs.) CellDBa 90'uE16'f116'406t	278·2 289·6(O.L.) P26'B72'F28' FK FPT79tAPT87t	38·2	18·2	Helsingfrs Finnish 4BHptCem ptAsp	T.3Cy.19",31"&51"–33" (s) 180lb NDB23 167NHP 2SB,4pf,GS74,HS2654 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s2 ″ 11 1/2 17 ″ 10	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When, Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of Trade Cert.
74024 ONXH	**Escaut** *OilEng.* *Mchy.Aft* 1*Dk&Shelter dk* Wireless D.F. *CruiserStern*	*1087* *936* *529*	✠100A1 *withfreeboard* 12,40 ~~1,40~~ ✠LMC5,38	Ant Suz	*o*	CL 4,40	1938 5mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken *'sA&CP*	Cie.Nationale BelgedeTransports Maritimes(L.Dens &Co.Ld.*Mgrs.*) *CellD BuE32' f 157' 370t*	230·0 246·7(O.L.) F18' FK *FPT48tAPT59t*	36·3	13·3	Antwerp Belgian 4*BHptCem ptAsp* (*Coll to Shdk* 3 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.13¾"–24 7/16" 198NHP DB*75lb* Soc.An.J.CockerillSeraing	15 ″ 6 s ″ 2 15 ″ 5¼	
74025 PDYY	— *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	348 285 234					1929	N.V.Schpw v.J.Smit,Czn Alblasserdam	W.H.Müller&Co. N.V.	145·0 P36'F13'	24·5	10·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–19¾" 70NHP Motorenfabr."Deutz" A.G.Köln-Deutz		G
74026 DROS	**Eschenburg** (*ex*Silvia,*ex*Sestri, *ex*Slien,*ex*Edna,*ex*PrésidentCorty) 1*Dk*	1000 806 598					1909	Flensburgr Schiffsb.Ges. Flensburg	Lübeck-Wyburger Dmpsfahrts.Ges.	209·8 P22'Q47'B45'F21'	34·2	13·9	Lübeck German *WB*	T.3Cy.15",25⅝"&44⅛"–29½" 106NHP FlensburgerSchiffsb.Ges.	15 ″ 11	G
74027 EAOL	**Escolano** Ⓟ 3*Dks*	3058 — 2248					1919	Soc.Española deCstNav Carthagena	Cia.Trasmediterranea	310·0	43·4	29·0	Valencia Spanish	T.3Cy.24",40"&65"–45" 283NHP Soc.Española deCnst.Nav.		V
74028	**Esja** Ⓟ TwinSc Wireless D.F. E.S.D. *OilEng.* *Ref.Mchy. CruiserStern* 2*Dks*	1347 995 740					1939	Aalborg VærftA/S Aalborg	Government of Iceland(SkipautgerdRikisins)	214·0 B84'F35'	35·5	21·4	Reykjavik Icelandic *WB*	Oil Engines 2S.C.SA 12Cy.13⅜"–22 7/16" 376NHP A/B Atlas-Diesel,Skm.		
74029 164117 GZRJ	**Eskbank** *OilEng.* 1*Dk&Shelter dk* *3rd dk in No.1 hold* D.F. E.S.D. *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5137 4697 3039	✠100A1 *withfreeboard* ~~9,40~~ ~~12,38~~ ✠LMC4,37 3,41 ✠LMC(M)5,39 *Carrying cargo oil F.P. above150° F. in deep tank* *Carrying latex in fore peak tank*	Shi ~~Gls~~ Grk	*a*†	CL 8,40	1937 4mo *Lloyd*	Wm.Doxford&SonsLd Sunderland *'sA&CP*	InverTransport &TradingCo.Ld. (A.Weir&Co, *Mgrs.*) *CellDB347'* 1311*t* *DTa29'*1132*tFPT*150*t*	423·2 438·6(O.L.) FK	55·5	24·7	Glasgow British 8*BH* (*Coll to Shdk* 7 ,, *2nd* ,,) *APT*190*t*	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 687NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	37 ″ 9 s 11 ″ 1½ 26 ″ 6¼	
74030 137262 MGTX	**Eskburn** (*ex*Northwick) *ss*Shl.No.3–10,33 *Well deck ss*Shl.No.1–38 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	472 339 236	✠100A1 ~~8,40~~~~3,40~~ 12,40 ✠LMC MS3,38 BS3,40	Shl Nwc	*g*	CL ~~3,40~~ ~~8,40~~ 11,40	1917 6mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Sunderlnd *'sA&CP*	BritishIsles Coasters,Ld.	158·2 Q57'F24' FK	26·1	10·8	Middlsbro' British 3*BHCem* *FPT*69*t*	T.3Cy.12",20"&34"–23" (*s*) 180lb 70RHP 1SB,*2pf*,GS42,HS1303 W.Beardmore&Co.Ld.Gls.	11 ″ 9 s 1 ″ 0 10 ″ 10	
74031 161403 GFYL	**Eskdalegate** *ss*Cff.No.2–38 D.F. 1*Dk*(*Stl*)	4250 3927 2634	✠100A1 4,41 ~~4,40~~ BS~~5,39~~ 6,40 ✠LMC7,38	Bkn Lth	*r*	CL 6,39	1930 4mo *Lloyd*	Burntislnd S.B.Co.Ld Burntisland *'sA&CP*	TurnbullScott ShippingCo.Ld. (Turnbull,Scott& Co.*Mgrs.*) *Cell DB*317'1116*tFPT*95*t*	372·0 383·3(O.L.) P48'B226'F32' FK	52·4	25·2	London British 6*BHptCem* *APT*141*t*	T.3Cy.23",39"&65"–45" (*s*) 200lb HS5851 354NHP 2SB,&1AuxB,8*cf*,GS167 D.Rowan&Co.Ld.Gls.	27 ″ 6 s 3 ″ 4¼ 24 ″ 4¾	
74032 163535 GWXM	**Eskdene** *ss*Sws.No.1–38 D.F. 1*Dk*	3829 3430 2281	✠100A1 10,40 ~~8,38~~ ✠LMC12,38 BS10,40	Shl	*r*	CL ~~N12,38~~ 6,40	1934 10mo *Lloyd*	Bartram& Sons,Ld. Sunderland *'sA&CP*	EskdeneShipping Co.Ld. (Dene ManagementCo. Ld.*Mgrs.*) *CellD B*326'1021*t FPT*101*t*	371·0 384·1(O.L.) P47'B225'F31' FK	51·5	22·4	London British 6*BHptCem* *APT*190*t*	T.3Cy.24",40"&66"–45" (*s*) 200lb *120lb* 327NHP 2SB(Spt)6*cf*,GS127,HS4925 J.Dickinson&Sons,Ld.Sld.	24 ″ 10 s 2 ″ 10¾ 22 ″ 1½	
74033 UOET	**Eskimos** Ⓟ (*ex*EasternBelle) 2*Dks*	3108 2676 1870	✠ … 5,21 ✠				1919 12mo	Ishikawa-jimaS.B.&E. Co.Ld.Tokyo	U.S.S.R.	305·1 P25'B92'F30' FK	43·7	25·2	Vladivostk Russian *WB*	T.3Cy.22",37"&61"–42" 338NHP IshikawajimaSB&ECo.Ld.	27 ″ 3	
74034 128813 MDPW	**Eskwood** *ss*Apl.2ndNo.3–5,35 *ss*Liv.No.1–39 *Mchy.Aft* 1*Dk*(*ptIrn&ptStl*) *Well deck Cargo battens not fitted*	791 562 370	✠100A1 ~~11,39~~ 10,40 ✠LMC BS~~12,38~~ 4,40 MS7,39	Liv	*k*	CL 6,39	1911 8mo *Lloyd*	W.Harkess &Son,Ld. Middlesbro' *'sA&CP*	MerseyPorts StevedoringCo.Ld. *Cell*	195·0 201·8(O.L.) Q109'B13'F24' FK *DB f*117'158*t FPT*79*t*	30·0	11·6	Goole British 3*BHCem* *APT*3*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb *75lb* 131NHP 1SB,*3pf*,GS60,HS2262 Blair&Co.Ld.Stockton	13 ″ 10 s 4 ″ 0¾ 13 ″ 4½	
74035 161898 VOQV	**Esmond** (*ex*TraprainLaw–33) *ss*Npt.No.2–39 D.F. E.S.D. 1*Dk*(*Stl*)	4976 4587 3131	✠100A1 ~~2,41~~ ~~2,40~~ 4,41 ✠LMC1,39 ~~DBS12,39~~ ~~MBS2,40~~ BS2,41	Mch ~~Lon~~ Nwc	*z*	CL 2,40	1930 1mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	Anglo-Newfoundland S.S.Co.Ld. (DonaldsonBros. &Black,Ld.*Mgrs.*)	405·3 421·1(O.L.) P35'B255'F40' *CellDB*344' FK 1037*tDTa*27'1045*t*	53·4	26·1	SJhnsNFL British 6*BHCem* *APT*33*t*	T.3Cy.25",38½"&70"–48" & exhaust turbine driving steam compressor (*s*) 200lb *100lb* 442NHP 2SB,8*cf*,GS143,HS6002 FD D.Rowan&Co.Ld.Glasgow	28 ″ 7 s 4 ″ 0 24 ″ 10	
74036 140654 GDTF	**Esneh** (*ex*WesternCoast) *ss*Liv.No.3–5,32 *ss*Liv.No.1–37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1931 1620 955	✠100A1 *Shelter dk withfreeboard* Examined12,40 ✠LMC12,40	~~Liv~~ Liv	*s*	CL 12,39	1919 9mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Sunderlnd *'sA&CP*	MossHutchison Line,Ld. *CellDB*248'501*t*	290·0 FK *FPT* 31*t APT* 39*t*	42·5	18·8	Liverpool British *ptCem* 2 *BH to S dk* 4 ,, ,, *U* ,,	T.3Cy.22",36"&59"–39" (*s*) 180lb 324NHP 3SB,6*cf*,GS123,HS4960 FD Richardsons,Westgarth& Co.Ld.Sld.	21 ″ 2 s 1 ″ 4¾ 19 ″ 11	
74037 OTUA	**Espagne** (*ex*Turin) 1*Dk*	*1759* *1560* *1030*					1911	Akt.Ges. "Neptun" Rostock	CieNationaleBelge deTransp.Marit. (ArmementDeppe, *Mgrs.*)	287·1 P&B226'F31'	41·1	16·9	Antwerp Belgian *WB*	T.3Cy.22⅛",35 7/16"&55⅜"–37 7/16" 192NHP A.G."Neptun,"Rostock		V
74038 DHGT	**España** Ⓟ *Fitted for oil fuel* Sub.Sig. 2*Dks&Shelter dk* D.F. *Ref.Mchy. Corrugated sides*	7465 5135 4532					1921	Howaldtswerke Kiel	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	413·3 F43'H– 60·2	55·2	36·2	Hamburg German *WB*	T.3Cy.28 1/10",45 3/10"&74 1/20"–55 3/20" & 1 LP Turbine 585NHP Howaldtswerke,Kiel		G
74039 EAEJ	**España No. 3** (*ex*Roma) D.F. 1*Dk&Spar dk*	2188 1985 1594					1906	Akt.Ges. "Neptun" Rostock	SpanishGovernment	260·1 H26'	38·3	22·5	Carthagna Spanish *WB*	T.3Cy.20 1/10",32 3/10"&52"–35⅖" 160NHP A.G."Neptun,"Rostock		
74040 212606 KDAO	**Esparta** Sub.Sig. *Fitted for oil fuel* D.F. *Ref.Mchy.* 3*Dks&Shelter dk*	3365 3095 1927					1904	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	330·6	44·5	28·9	NewYork Utd.States *WB*	T.3Cy.25",41"&68"–48" 320NHP Wrkman,Clark&Co.LdBel		C
74041 174209 ~~FNJU~~ ZNAJ	**Espérance** Ⓟ 2TwinMsts (*ex*SaintLuc, *ss*Lon.No.1–27 *ex*Kohistan) *Fitted for oil fuel* D.F. 2*Dks*	5072 3949 3026	✠ … 12,31 ✠				1923 6mo	W.Gray& Co.Ld. WHartlepool	~~Cie desMessageries Maritimes~~ Ministry of Shipping	351·5 P30'B215'F35' FK	52·4	26·7	Aden British *WB*	T.3Cy.26",42"&70"–48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 4	V †
74042 151802 GSMP	**Esperance Bay** Ⓟ TwinSc (*ex*HobsonsBay–36) *ss*Lon.No.3–5,34 *ss*Lon.No.1–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl–ws*) *3rd dk* *Ref.Mchy.* (*Stl*) *in forward holds* D.F. E.S.D.	14204 11883 8572	✠100A1 *Shelter dk withfreeboard* 11,39 ✠LMC MS10,37 BS7,39 ✠Lloyd'sRMC7,39 *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	PNl	*i*†	CL s9,37 P7,38	1922 1mo *Lloyd*	Vickers, Ld. Barrow *'sA&CP*	Aberdeen&CommonwealthLine, Ld.(ShawSavill& AlbionCoLd*Mgrs*) *CellDB*458'2228*t* *Tanks between Tunnels* 51'195*tFPT*128*t*	530·6 549·0(O.L.) B208'F78'*on Sheltr dk* FK *MT*24'1016*t*	68·3	39·9	London British *ptCem* 9*BHtoSh dk* *APT*142*t*	4SteamTurbinesDRgeared to 2 Sc. Shafts (*r*) 220lb HS25923 FD 1977NHP 3DB(Spt)&2SB(Spt),*32cf* GS663 Vickers,Ld.Barrow	43 ″ 6 s 10 ″ 8½ 33 ″ 1¾	
74043 1499 IBUK	**Esperia** Ⓟ TwinSc *Fitted for oil fuel* D.F. Sub.Sig. 4*Dks*	11398 6643 5963					1918	Soc.Esercizio Bacini RivaTrigoso	"Adriatica"Soc. Anon.diNav.	527·9 493·9 P29'	61·9	31·0	Genoa Italian *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts N.Odero fu A. Sestri P.		I

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre où coté, si ce n'est dans le L.R. Durée Cert. Bd of Trade.
74044 916 SZNR	**Esperos** Ⓟ (*ex*NorthVoyageur–37, *ex*Nayarit,*ex*Sinaloa, *ss*Mtl.No.3–8,30 *ex*Ivy) Wireless *ss*Qbc.No.1–34 *Well deck* 1*Dk*(*Stl*-ws) 2*nd dk*(*Stl*)*in Nos.*1&3*holds* *Fitted for oil fuel*	*1461* 827 *850*	✠ ... 4,38	Qbc			1918 4mo	BlythS.B. &D.D.Co.Ld. Blyth	HellenicShipping& CommercialCo.Ld. *CellDBuB*11'*f*11'	255·2 P&B197'F33' FK 27*tDT f*34*tFPT*14*t*	35·0	16·2	Piræus Greek 8*BHptCem* *APT*20*t*	T.4Cy.22",35"&(2)40"–30" 237NHP 1SB,3*cf*,GS77,HS3447 Richardsons,Westgarth &Co.Ld.Hpl.	18 ″ 0	
74045 FOJW	**Espiguette** (*ex*Dobesa–38, *ex*Walborg–36, *Fitted for oil fuel* *ex*Miranda–36,*ex*Ouezzan, 1*Dk* *ex*GertrudSchünemann,*ex*Helmo Hemsoth) Wireless	1109 821 663	-				1920	N.V.Wilh. Hemsoth's Schps.enMch Delfzijl	Cie.France- NavigationS.A. (*in liq.*)(Worms &Cie.*Mgrs.*)	212·6 P12'Q45'B65'F81'	33·9	14·1	Marseilles French *WB*	T.3Cy.16¾",26⅝"&43⅜"– 27⅝" 100NHP DresdnerMsch.&Schiffsw. UbigauA.G		V
74046	**Esquel** (*ex*Cruz delSud, *ex*Cesare,*ex*Oistein, *OilEng.* *ex*Steady, *ss*B.As.2ndNo.3–12,35 *ex*Cornelis) 1*Dk*(*Stl*)	330 — 275	✠100A1 12,37 ~~DBS10,39~~ LMC12,35 LMC(M)6,38 DBS11,40	BAs	*g*	OG N7,39	1910 11mo	J.Meyer's S.B.Co. ZaltBommel A&CP	PeiranoHermanos	154·8 F14' FK *CellDBf*97'	26·9	10·6	Bns.Aires Argentine 3*BHCem* 124*tFPT*21*t*	Oil Engines 2S.C.SA 4Cy.13¾"–21¼" 125NHP NDB27–*100lb* NE*made*20*refitted*26 Cant.Off.Savoia,Genoa	12 ″ 6 s1 ″ 7½ 11 ″ 1	
74047 ~~IBVR~~ ZNAF	Now Empire Governor, see No. 91018 in Supplement **Esquilino** Ⓟ TwinSc *OilEng.* D.F. *ss*Gen.No.3–5,38 GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in forward holds*	8657 6736 5355	✠100A1 *Shelter dk* *withfreeboard* 2,41 ~~2,40~~ ✠LMC CS1,39 DBS~~2,40~~2,41 5,38	Gen Bom	*c*†	CL S4,39 P9,39	1925 6mo	Cant.San RoccoS.A. SanRocco *Lloyd*'*sA&CP*	~~LloydTriestino~~ ~~Soc.Anon.diNav.~~ Ministry of Shipping *CellDB*3	450·0 B185'F75' FK 93'1510*t FP*	57·2	32·4	Aden British *pt Cem* 9*BHtoSh dk*	Oil Engines 4S.C.SA 12Cy.29½"–47¼" DB*100lb* 984NH StabilimentoTecnico,Tri. *T*172*tAPT*91*t*	35 ″ 0 s7 ″ 11½ 27 ″ 3½	
74048 DHGV	**Essen** Ⓟ *ss*Ham.No.2–31 *Well deck* 2*Dks*(*Stl*)3*rd trB* D.F. *inNo.*1*Hold*	5158 4478 3093	✠ ... 2,35 ✠	Ham	*a*†		1923 2mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *CellD*	407·0 P&B329'F53' FK *B*353'924*t FPT*51*t*	56·0	25·9	Hamburg German 8*BHAsp* *APT*16*t*	4 Steam Turbines SR geared to 1 Sc. Shaft 634NHP 3SB,9*cf*,GS200,HS8880 Blohm&Voss,Ham.	28 ″ 6	G †
74049 165362 MMBD	**Essex** TwinSc *OilEng.* D.F. E.S.D. 2*Dks*&*Shelter dk* *Ref.Mchy.* 4*th dk in forward holds* *Cruiser Stern* ~~*Tonnage opening closed* '39~~	13655 ~~13618~~ ~~8260~~ 11063 10026 6521	✠100A1 *withfreeboard* 6,40 ~~1,40~~ ✠LMC12,36 ✠Lloyd'sRMC~~1,40~~ 12,40 ~~6,40~~	Liv Avn	*i*† $2\frac{7}{16}$	CL 12,39	1936 12mo	J'hnBrown &Co.Ld. Clydebank *Lloyd*'*sA&CP*	P.&O.Stm.Nav.Co. *Duct keel forward* *CellDB*437'1834*t* *of tunnels*939*t*	532·2 *of mchy. space* *Tanks at sides* *FPT*93*tAPT*150*t*	70·4	34·6 43·1 FK	London British 9*BH* (*Coll to Sh dk* 7 ,, 2*nd*,, 1 ,, 3*rd*,,)	Oil Engines 2S.C.SA 10Cy.28$\frac{9}{16}$"–88$\frac{9}{16}$" 2528NHP 2DB*120lb* JohnBrown&Co.Ld. Clydebank	39 ″ 0 s6 ″ 8 32 ″ 6½	
74050 136138 WMCS	— Iron Sub.Sig. D.F. 3*Dks*&*Hur dk*	3018 — 2155					1890	W.Cramp &Sons Philadelphia	Merchnts&Miners TransportationCo.	295·0 len06	40·0	23·7 30·7	Baltimore Utd.States	T.3Cy.24",39"&59"–48" 241NHP WCramp&Ss.Philadelphia		
74051 142684 GPFR	**Essex Lance** (*ex*Glensanda, *ex*WarCourage) *ss*Sld.No.3–7,30 *ss*Shl.No.2–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing bevelled bilge* *Cargo battens not fitted in Shelter 'tween dks*	6625 6299 4100	✠100A1 *Shelter dk* *withfreeboard* 12,40 ~~1,40~~ ✠LMC11,39 BS11,40	Avn Hul	*a*†	CL ~~9,38~~ 11,40	1918 10mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'*sA&CP*	EssexLine,Ld. (Meldrum&Swinson,Ld.*Mgrs.*) *CellDB*308'1460*t DT*	412·2 FK *a*31'1060*t FPT*141*t*	55·8	34·2	London British *ptCem* 6*BHtoShdk* 2 ,, ,, *U* ,, *APT*144*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 518NHP 3SB,9*cf*,GS190,HS7668 F Swan,Hunter&Wigham Richardson,Ld.Nwc.	38 ″ 1 s10 ″ 1½ 28 ″ 2	
74052 108220 MQYB	**Essex Queen** Ⓟ Pad (*ex*WaltonBelle) *Fitted for oil fuel* 1*Dk*	389 350 162					1897	W.Denny &Bros. Dumbarton	NewMedwayStm. PacketCo.Ld. (SJShippick,*Mgr*)	230·0 *Promenadedk*104'	26·2	9·2	London British	T.3Cy.20¼",30"&43"–60" NB*made*29*fitted*35 143NH Denny&Co.Dumbarton		
74052ª HPHB	**Essi** (*ex*Sturmsee–37,*ex*Amanda, (*ex*IsabelHarrison, *ss*Rot.No.3–7,11 *ex*Pollcrea, *ss*Npt.No.2–20 *ex*Grahamland, 1*Dk*&*deepframing* *ex*Josephina) Wireless	1192 1110 719	✠ ... 2,24 ✠				1899 12mo	R.Duncan &Co.Ld. PortGlasgow	~~MyronM.Levitt~~ Wallem&Co.	233·1 P34'B63'F28' FK	34·7	16·5	Panama Pnamanian *WB*	T.3Cy.18$\frac{13}{16}$",30"&49"–33" 141NHP Hall-BrwnButtery&CoGls	18 ″ 9	G †
74053	**Esso Albany** TwinSc D.F. E.S.D. GyC. *Fitted for oil fuel* *Longitudinal framing* 1*Dk* *Mchy.Aft* *CruiserStern* *CarryingPetroleum in bulk*	11316					1940	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	StandardOil Company ofNew Jersey	529·0 P135'B42'F68'	75·3	39·0	Wilmgton (Del.) Utd.States	4 steam turbinesDRgeared to 2 Sc. shafts 2000NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
74054 239220 WTKE	**Esso Annapolis** TwinSc *Fitted for oil fuel* D.F. 1*Dk* E.S.D. GyC. *CruiserStern* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	11316 — 6613					1940	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	StandardOilCo.of NewJersey	528·8 P113'B35'F62'	75·3	39·0	Wilmgton (Del.) Utd.States	4Steam turbinesDRgeared to2Sc.Shafts 2000NHP BethlehemSteelCo.S.B. Division,Quincy,Mass		R
74055 231080 WDEK	**Esso Aruba** (*ex*PanBolivar–36) *ss*NYk.No.2–39 D.F. GyC. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	8773 — 5582	✠100A1 ~~6,40~~ ~~1,40~~ 12,40 ~~BS6,39~~ 6,40 ✠LMC6,39 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,31 *F.P. above* 150° F.	NYk	*e*†	CL ~~6,37~~ 6,40	1931 7mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd*'*sA&CP*	StandardOilCo.of NewJersey *CellDBuE&B*83'265*t* *DTf*45'623*t*	484·2 P117'B42'F50' FK *FPT*227*t APT*184*t*	65·5	36·8	Wilmgton (Del.) Utd.States 16*BHptCem* (12 *to U dk* 4 ,, 2*nd* ,,)	T3Cy.27½",45½"&76"–51"(*s*) &LP turbine with DR gearing & hydraulic coupling 220lb 713NHP 3SB(Spt),*12cf*,HS8640 FD WallsendSlpwy&E.Co.Ld.	36 ″ 9 s8 ″ 3½ 28 ″ 8½	
74056 HPNF	**Esso Balboa** *OilEng.* D.F. E.S.D. 1*Dk*,2*nd dk in mchy space* *Mchy.Aft* *CruiserStern* *Butts of shell & deck plating electrically welded*	9554 8912 6000	100A1 ~~2,40~~12,40 ~~(Class Contemplated)~~ *CarryingPetroleum in bulk* LMC10,39	NYk Bal	*e*†	CL	1939 10mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd*'*sA&CP*	PanamaTransport Co. *CellDBuE*75'210*tDTf*36'	~~489·4~~ 489·5 P114'F69 706*tFPT*163*tAPT*	~~65·7~~ 66·0	~~36·2~~ 36·3 FK	Panama Pnamanian 12*BH*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1167NHP 2DB*170lb*.DB(WT)*170lb* Machinenfbrk.Augsburg- NürnbergA.G.Augsburg	35 ″ 11 s7 ″ 10 28 ″ 4	
74057 237867 WPKI	**Esso Baltimore** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *Cruiser Stern* *Longitudinal framing* *Part electrically welded*	7949 6995 4711	100A1 ~~9,40~~ ~~3,40~~4,41 BS9,40 LMC9,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 9,38 *F.P. above* 150° F.	Gal ~~NYk~~		CL	1938 9mo	Bethlehem S.B.Corp.Ld. Sparrow'sPt Md. *Lloyd*'*sA&CP*	StandardOilCo.of NewJersey *CellDBuE*66'63*tD*	445·4 463·0(O.L.) P92'B35'F40' FK *Tf*24'635*tFPT*361*t*	64·2	~~35·2~~ 34·9	Wilmgton (Del.) Utd.States 14*BH* *APT*180*t*	2 steam turbinesDRgeared to 1 Screw Shaft (*s*) 450lb HS9856 985NHP 2WTB(Spt424lb) FD BethlehemS.B.Corp.Ld. Quincy,Mass.	34 ″ 10	
74058 237082 WPKJ	**Esso Baton Rouge** D.F. E.S.D. GyC. 1*Dk* Sub.Sig. *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Partelectrically welded*	7989 7036 4738	100A1 7,40 ~~1,40~~ ~~BS7,39~~7,40 LMC7,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,38 *F.P. above* 150°F.	NOs NYk		CL	1938 7mo	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md. *Lloyd*'*sA&CP*	StandardOilCo.of NewJersey *CellDBuE*66'63*tD*	445·4 463·0(O.L.) P92'B35'F40' FK *Tf*24'635*tFPT*361*t*	64·2	35·2	Wilmgton (Del.) Utd.States 14*BH* *APT*180*t*	2 steam turbinesDRgeared to 1 Screw Shaft 985NHP 450lb (*s*) HS9856 2WTB(Spt424lb) FD BethlehemS.B.Corp.Ld. Quincy,Mass.	34 ″ 10	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74059 236723 WPKA	**Esso Bayonne** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing—pt electrically welded* *"Arcform"*	7698 6943 4654	100A1 ~~10,40~~ ~~9,39~~ 4,41 ~~BS9,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 9,37 F.P. above 150° F* BS10,40	Gal ~~NYk~~ LMC9,37		CL 4,41	1937 9mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey *CellDB72'166tDTf30'781tFPT232tAPT247t*	440·0 450·0(O.L.) P87'B33'F36' FK	66·8	34·3	Wilmgton (Del.) Utd. States 12*BH*	2 steam turbines DR geared to 1 Screw Shaft 912NHP 450lb (*s*) FD 2WTB(Spt424lb),HS9190 DeLavalSteam TurbineCo.Trenton,N.J.	34 // 6	
74060 236900 WPKK	**Esso Baytown** D.F. E.S.D. GyC. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing–bracketless system* *Part electrically welded*	7991 — 4774	100A1 ~~6,40~~ ~~12,39~~ 12,40 BS12,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 11,37 F.P. above 150°F.*	NYk ~~Gal~~ LMC11,37		CL 12,40	1937 11mo	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of NewJersey *CellDBuE69'102tDTf26'738tFPT351tAPT152t*	444·1 462·3(O.L.) P93'B35'F40' FK	65·3	35·1	Wilmgton (Del.) Utd. States 14*BH*	2 steam turbines DR geared to 1 screw shaft 852NHP 475lb (*s*) FD 2WTB(Spt448lb),HS7192 WestinghouseElec.&Mfg. Co.Phl.	35 // 0	
74061 236844 WPKL	**Esso Bayway** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Part electrically welded* *"Arcform"*	7699 6943 4654	100A1 ~~7,40~~ ~~12,39~~ 12,40 ~~BS12,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 11,37 F.P. above 150° F.*	NYk BS12,40 LMC11,37		CL	1937 11mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey *CellDB72'166tDTf30'781tFPT232tAPT247t*	440·0 450·0(O.L.) P87'B33'F36' FK	66·8	34·3	Wilmgton (Del.) Utd. States 12*BH*	2 steam turbines DR geared to 1 sc. shaft 912NHP 450lb (*s*) FD 2WTB(Spt424lb),HS9190 DeLavalSteam TurbineCo.Trenton,N.J.	34 // 6	
74062 ~~OSVA~~ HPQI	**Esso Belgium** TwinSc *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* E.S.D. GyC. *CruiserStern* *Longitudinal framing–"Arcform"*	*10568* 9675 5557	✠100A1 10,40 ~~4,40~~ DBS9,37 *Carrying Petroleum in bulk*	Ant NYk ✠LMC1,37	*f*†	CL 3,39	1937 1mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's A&CP*	PanamaTransportCo. *CellDBuE85'134tDTf16'448tFPT320tAPT228t*	488·2 P108'B40'F36' FK	74·9	37·2	Panama Pnamanian 16*BH*	Oil Engines 2S.C.SA 14Cy.$19\frac{1}{16}$"-$35\frac{7}{16}$" 946NHP 2DB*200lb* DB(C)*214lb* Akt.Burmeistr&Wain,Cpn	37 // 0 s 7 // 3¾ 29 // 10¼	
74063 933 HPGV	**Esso Bolivar** D.F. E.S.D. GyC. *OilEng.* *Mchy.Aft* 1*Dk,2nd dk except in Nos. 1,2,3,8,&9 tanks* *Longitudinal framing* *Cruiser Stern*	10389 9365 6081	✠100A1 ~~7,40~~ ~~1,40~~ 2,41 DBS2,41 *Carrying Petroleum in bulk*	NYk ✠LMC7,37	*f*†	CL 7,40	1937 7mo	Frd.Krupp Germaniawft A.G. Kiel *Lloyd's A&CP*	PanamaTransportCo. *CellDBuE86'175tDTf24'214tFPT196tAPT215t*	488·4 506·6(O.L.) P107'B50'F35' FK	70·0	37·0	Panama Pnamanian 16*BHptCem ptAsp*	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"-$49\frac{3}{16}$" 912NHP 3DB*200lb* Fr.KruppGermaniawftAG	37 // 0 s 7 // 3¼ 29 // 11¾	
74064 237087 WPKM	**Esso Boston** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing–"Arcform"* *Part electrically welded*	7699 6943 4654	100A1 ~~4,40~~ ~~9,39~~ 4,41 BS~~3,39~~ 4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,38 F.P. above 150° F.*	Gal ~~NYk~~ LMC3,38		CL 4,41	1938 3mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey *CellDB72'166tDTf30'781tFPT232tAPT247t*	440·0 450·0(O.L.) P87'B33'F36' FK	66·8	34·3	Wilmgton (Del.) Utd. States 12*BH*	2 steam turbines DR geared to 1 screw shaft 912NHP 450lb (*s*) FD 2WTB(Spt424lb),HS9190 DeLavalSteam TurbineCo.Trenton,N.J.	34 // 6	
74065	**Esso Campana** TwinSc (*ex*CrielloFiel–38, ~~ssCeo.No.2-36~~ *ex*PuntaBenitez–37) 1*Dk*(*Stl*) *Mchy.Aft* ssM.Vo.No.3–7,40	*2394* *1743* *1243*	✠100A1 7,40 MS7,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,28 F.P. above 150° F.*	MVo ✠LMO BS~~1,40~~ 1,41	*t*	CL 1,40	1928 3mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	Cia.Transportadora dePetroleos S.A. *Wing tanks f286t a 356t FPT60tAPT75t*	305·7 P67'F34' FK *Trunk*204'	50·2	14·3	Bns.Aires Argentine 7*BHptCem*	T6Cy.13½",23½"&36"-27" (*s*) 180lb 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Gls.	15 // 0	
74066	**Esso Caracas** (*ex*NormanBridge–40) ssBal.2ndNo.3-3,40 ~~ssN.Yk.No.3–7,25~~ D.F. ~~ssN.Yk.No.2–33~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	4323 4021 2673	✠100A1 ~~3,40~~ ~~7,37~~ 3,41 BS3,41 ~~(*Reclassification Contemplated*)~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 4,13 F.P. above 150° F.*	NOs Bal ✠LMC3,40	*w*	CL 2,40	1913 4mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	Cia.dePetroleo Lago *Cell DBuE&B53'213tFPT81tAPT27tDTf48'244t*	365·4 P88'B25'F41' FK	50·3	28·6	Caripito Venezuelan 15*BHCem* (*9 to Upr dk* *6 ,, 2nd ,,*)	T.3Cy.23½",39"&66"-45" 180lb FD (*r*) 341NHP 2SB,6*cf*,GS224,HS4473 Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 // 9 s6 // 1¾ 22 // 10	
74067 237933 WPKN	**Esso Charleston** D.F. E.S.D. GyC. *CruiserStern* 1*Dk* *Mchy.Aft* *Longitudinal framing* *Part electrically welded*	7949 6995 4711	100A1 ~~4,40~~ ~~10,39~~ 10,40 BS~~10,39~~ 10,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 10,38 F.P. above 150°F*	NYk LMC10,38		CL	1938 10mo	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md. *Lloyd's A&CP*	StandardOilCo.of NewJersey *CellDBuE66'63tDTf24'635tFPT361tAPT180t*	445·4 463·0(O.L.) P92'B35'F40' FK	64·2	~~35·2~~ 34·9	Wilmgton (Del.) Utd. States 14*BH*	2 steam turbines DR geared to 1 sc. shaft (*s*) 450lb FD 985NHP 2WTB(Spt424lb),HS9856 BethlehemS.B.Corp.Ld. Quincy,Mass.	34 // 10	
74068 1040 HPKP	**Esso Copenhagen** TwinSc *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing-bracketless system*	9245 8624 5811	✠100A1 ~~8,40~~ ~~3,40~~ 3,41 *Carrying Petroleum in bulk*	NYk Bal ✠LMC6,39	*d*†	CL	1939 6mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's A&CP*	PanamaTransport Co. *CellDBuE76'329tDTf43'600tFPT97tAPTs175t*	479·7 501·1(O.L.) P101'B31'F44' FK	65·4	35·3	Panama Pnamanian 12*BHptCem*	Oil Engines 2S.C.SA 14Cy.$19\frac{1}{16}$"-$35\frac{7}{16}$" 943NHP 2DB–*180lb* Akt.Burmeistr&Wain,Cpn	35 // 4 s7 // 2¼ 28 // 4¾	
74069 223537 KLHO	**Esso Delivery No. 10** (*ex*PetroliaNo.10–38, *OilEng.* *ex*J.H.Senior) 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	1155 — 728					1924	NwprtNws S.B.&D.D.Co NewprtNews	StandardOilCo.of NewJersey	207·5	38·1	16·0	Baltimore Utd. States	2 Oil Engines connected to electric motor & screw shaft 12Cy.13"-18" 4S.C.SA McIntosh& 197NHP Seymour,Auburn,N.Y		
74070 236994	**Esso-Delivery No. 11** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk* *Electrically welded* *Longitudinal framing at bottom & at deck*	1707 — 966					1938	NwprtNws S.B.&D.D.Co. NewprtNews	StandardOilCo. of NewJersey	251·8 P60'B24'F20'	43·6	18·2	Baltimore Utd. States *WB*	Oil Engines 4S.C.SA 16Cy.12½"-13" connected to electric motors and sc. shaft 245NHP AmericanLoco.Co. Auburn,N.Y.		R
74070* 221129 KDQS	**Esso Dover** 3Mst (*ex*Cerro-Ebano–40) *Fitted for oil fuel* 1*Dk & Shelter dk & Web frames* *Mchy.Aft* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	8880 8572 5543	✠ ... 3,22	✠			1921 3mo	SunS.B. Co. Chester,Pa.	StandardOilCo. of NewJersey	480·5 F44'*on Shelter dk* FK	66·0	36·8	Wlmngton (Del.) Utd. States *WB*	Q.4Cy.26",38¼",56"&82"-54" 819NHP SunS.B.Co.Chester,Pa.	37 // 0	R †
74071 LOIV	**Esso Formosa** TwinSc (*ex*CrielloLindo–38, ssB.As.No.2–37 *ex*CreoleLindo–33) 1*Dk*(*Stl*)& *Mchy.Aft* *Web frames* *Longitudinal framing–bracketless system*	3109 2298 1772	✠100A1 6,40 ~~11,39~~ BS6,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 10,28 F.P. above 150° F.*	Aru MS12,40 ✠LMC~~4,37~~	*u*	CL S4,39 P3,41	1928 10mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	Cia.Transportadora dePetroleos S.A. *CellDBuE&B50'149t Trunk in wells sidetanks180'2115t FPT207tAPT126t*	325·0 P73'B22'F40' FK	55·2	16·4	Bns.Aires Argentine 8*BHptCem*	T.6Cy14½",24"&39½"-27"(*s*) 180lb 288NHP 2SB,6*cf*,HS4808 FD Palmers'Co.Ld.Newcastle	16 // 6	
74072 236960 WPKO	**Esso Houston** D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing—"Arcform"* *Part electrically welded*	7699 6943 4654	100A1 ~~7,40~~ ~~1,40~~ 2,41 BS~~1,40~~ 2,41 *Carrying Petroleum in bulk* *Fitted for oil fuel 1,38 F.P. above 150° F.*	NYk Gal LMC1,38		CL N2,41	1938 1mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey *CellDB72'166tDTf30'781tFPT232tAPT247t*	440·0 450·0(O.L.) P87'B33'F36' FK	66·8	34·3	Wilmgton (Del.) Utd. States 12*BH*	2 steam turbines DR geared to 1 screw shaft 912NHP 450lb (*s*) FD 2WTB(Spt424lb),HS9190 DeLavalSteam TurbineCo.Trenton,N.J.	34 // 6	
74073 238282 WTKG	**Esso New Orleans** TwinSc *Mchy.Aft* *Carrying Petroleum in bulk* D.F. E.S.D. GyC. *Fitted for oil fuel* 1*Dk* *CruiserStern* *Longitudinal framing*	11340 — 6694					1939	Sun.S.B.& DryDockCo Chester,Pa.	StandardOilCo.of NewJersey	528·9 P113'B35'F62'	75·3	38·9	Wilmgton (Del.) Utd. States	4DR geared steam turbines 2000NHP Westinghouse Elec.&Mfg. Co.Phl.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement. etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre où coté, si ce n'est dans le L.R. Durée Cert. Rel'Trade.
74074 148116 GNNV	**Esso Panama** (*ex*Motatan-39, *ex*Paraguaná-38) *ss*N.Yk.No.3-4,37 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	1964 1540 1150	✠100A1 ~~4,40 10,39~~ 11,40 ~~Caf~~ BS4,40 ✠LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 12,24 F.P. above 150° F.*	Boa	*s*	CL 5,39	1925 1mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *Cell D BuE & B43' 83t FPT 149t APT 58t*	280·0|47·2|16·2 P69' B22' F81' FK	London British 10*BHptCem*	T.3Cy.19",30"&49"-36" (*s*) 180lb 186NHP 2SB,4*cf*,HS3279 MacColl&Pollock,Ld Sld.	16 ″ 6 s 2 ″ 1¼ 14 ″ 7¼	
74075 239656	**Esso Raleigh** TwinSc *Fitted for oil fuel* D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* Sub.Sig. *Longitudinal framing* *Carrying Petroleum in bulk*	~~11300~~ ~~6600~~ 11316 — 6613					1940	NwprtNws S.B.&D.D.Co. NewprtNews	StandardOilCo. of NewJersey	528·9|75·3|38·9 P138' ~~B128'~~ F68' B42'	Wilmingtn (Del.) Utd States *WB*	4 steam turbines DRgeared to 2 screw shafts 2250NHP NewportNewsSB&DD.Co.		
74075° 239416 WTKI	**Esso Richmond** TwinSc *Fitted for oil fuel* D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CruiserStern* Sub.Sig. *Longitudinal framing* *Carrying Petroleum in bulk*	~~11300~~ ~~6600~~ 11316 — 6613					1939	NwprtNws S.B.&D.D.Co NewprtNews	StandardOilCo.of NewJersey	528·9|75·3|38·9 P138' B42' F68'	Wilmingtn (Del) Utd.States *WB*	4 steam turbines DRgeared to 2 screw shafts 2250NHP NewportNewsSB&DD.Co.		R
74076 LOHH	**Esso Salta** TwinSc (*ex*CrielloBueno-38, *ss*B.As.No.2-37 *ex*CreoleBueno) 1*Dk*(*Stl*)& *Mchy.Aft* *Web framing* *Longitudinal framing—bracketless system*	3109 2298 1772	✠100A1 1,40 BS1,40 ✠LMC1,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 11,28 F.P. above 150° F.*	BAs	*u*	CL 3,39	1928 11mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	Cia.Transportadora de Petroleos S.A. *Cell D BuE & B50' 149t side tanks 180' 2115t FPT 207t APT 126t*	325·0|55·2|16·4 P73' B22' F40' FK *Trunk in wells*	Bns.Aires Argentine 8*BHptCem*	T.6Cy.14¾",24"&39½"-27" 180lb (*s*) 288NHP 2SB,6*cf*,HS4808 FD Palmers'Co.Ld.Newcastle	16 ″ 6 s 2 ″ 6 14 ″ 4½	
74077	**Esso Tracto** (*ex*Petracto-38, *ex*MinistroSalaberry) *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	353 — 191					1916	Montaldo &Cia. SanFernando	Cia.Transportadora de Petroleos S.A.	164·0|29·5|10·0	Bns.Aires Argentine	Oil Engines 2S.C.SA 6Cy.10"-12½" 105NHP NE26 FairbanksMorse&Co. Beloit,Wis.		
74078 239129 WTKJ	**Esso Trenton** TwinSc *Fitted for oil fuel* D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing* *Cruiser Stern*	11325 10180 6646					1939	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo. of NewJersey	528·9|75·3|38·9 P110' B35' F66'	Wilmgton (Del.) Utd. States *WB*	4Steam turbines DRgeared to 2 sc. shafts 2250NHP GeneralElectricCo. Lynn,Mass.		
74079 OYZI	**Essodan** *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern* *Strengthened for navigation in ice*	350 250 131	✠100A1 6,39 ✠LMC1,39 *Carrying Petroleum in bulk*	Abg	*f*	OG	1939 1mo *Lloyd's A&CP*	Aalborg VærftA/S Aalborg	DetDanske PetroleumsA/S (F.W.Kraft, *Mgr.*) *Cell D BuE 13' 8t FPT 25t APT 18t*	142·2|25·1|9·9 154·4(O.L.) P49' F17' FK *Trunk 65'*	Nyborg Danish 14*BHptCem*	Oil Engines 2S.C.SA 6Cy.8$\frac{13}{16}$"-14$\frac{9}{16}$" 79NHP DB*114lb* Akt.Burmeistr&Wain,Cpn	10 ″ 6 s ″ 8½ 9 ″ 10½	
74080	**Essolene** (*ex*Transoil-38) *ss*M.Vo.No.2-38 *Mchy.Aft* *OilEng.* 1*Dk*(*Stl*)& *web frames, wing cofferdam* *Longitudinal framing at bottom & at deck*	1572 1369 923	✠100A1 6,39 ✠LMC CS10,38 11,38 *Carrying Petroleum in bulk* *For service on River Plate & to Bahia Blanca*	BAs		CL N6,39	1930 2mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	Cia.Transportadora de Petroleos S.A. *Cell D BuE 24' 33t FPT 92t APT 12t*	255·8|40·1|16·3 F26' FK	Bns.Aires Argentine 7*BH pt Cem*	Oil Engines 2S.C.SA 4Cy.15¾"-19$\frac{11}{16}$" 175NHP Fiat.Stab.GrandiMotori, Turin	16 ″ 6 s 2 ″ 9 13 ″ 10½	
74081 DODA	**Este** Ⓟ *ss*Bmn.No.2-38 *Ref.Mchy.* E.S.D. 2*Dks*(*Stl*) Sub.Sig. D.F. *CruiserStern*	7915 7119 4883	✠ 7,38 ✠NB8,30	Bmn			1930 8mo	Deschimag Akt.Ges. "Weser" Bremen	Norddeutscher Lloyd *Cell DB 430' 1980t*	495·7|63·9|28·9 P25' B&F458' *Upper*F37' FK *DTa 18' 885t FPT 98t APT 73t*	Bremen German 10*BHptCem* *ptAsp*	T.4Cy.34$\frac{7}{16}$",56$\frac{5}{16}$"&(2)65⅜"-59$\frac{1}{16}$" & LP Turbine with DRgearing&hydraulic coupling NE26*refitted*30 1250NHP 5SB(Spt),*15cf*,GS350, HS16146 BremerVulcan,Vegesack	33 ″ 0	
74082 OXEH	**Ester** (*ex*Fredericia) Wireless 1*Dk*	1250 949 725					1917	P.Ph. Stuhr'sMsk& SkbsAalborg	A/S ChristiansholmsFabriker	238·7|36·3|13·4 P14' Q71' B94' F29'	Copenhagn Danish *WB*	T.3Cy.15",24"&40"-27" 106NHP Akties."Frichs,"Aarhus		V
74083 OFBC	**Ester Thordén** (*ex*C.G.Thulin) D.F. 1*Dk*	1940 — 1093					1921	Fredrkstad Mek.Værks Fredrikstad	RederiA/B Ester Thorden(G.B. Thorden, *Mgr.*)	271·8|42·1|17·6 264·7 P30' B71' F29'	Helsingfrs *Brändö* Finnish *WB*	T.3Cy.18",29½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		N
74084 FPAV	**Esterel** *OilEng.* D.F. E.S.D. *Ref.Mchy.* 1*Dk*& *Awning dk* *Part electrically welded* *CruiserStern*	3100 — —					1937	GötaverkenA/B Gothenburg	Cie.Générale D'Armements Maritimes	315·0|46·0|28·8 F50'	LeHavre French *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 608NHP GotaverkenA/B,Got		V
74085 20 ILKR	**Esterina** (*ex*LuciaBottiglieri-40, *ex*Cervinia-39,*ex*JulesHauzeur-37, *ex*Porvenir,*ex*Candelaria, 2*Dks* *ex*Jan vanRijswijck)	1213 934 706					1900	Rijkee&Co Rotterdam	SebastianoTuillier	243·4|34·6|15·4 231·5 B60' F30'	Lusinpiclo Italian *WB*	T.3Cy.17½",28"&45"-36" 122NHP Maats.Fyenoord,Rot.		IV
74086 HPNY	**Estero** (*ex*PointEstero-39, *ex*NelsonTraveler-36, *ss*S.Fo.No.3-4,33 *ex*Commercial *ss*Sea.No.1-36 Traveler, 2*Dks*(*Stl*)&*Web frames* *ex*RedHook) *Longitudinal framing*	4743 — 2946	✠100A1 12,39 BS~~4,38~~ 5,40 ✠LMC5,37 *Fitted for oil fuel 8,20 F.P. above 150° F.*	Phl	*y*	CL N4,38	1920 8mo	ToddD.D. &Const.Corp. TacomaWash CP	~~Cia.Maritime Istmenia,Ltda.~~ *Cell DB 328' 1069t*	380·3|53·1|27·0 395·4(O.L.) P38' B102' F42' FK *MT 24' 666t FPT 91t*	Panama Pnamanian 6*BHptCem* *APT 318t*	T.3Cy.24",40"&70"-48" (*s*) 190lb 472NHP 3SB,9*cf*,GS169,HS6831 FD ToddD.D.&Const.Corp.	29 ″ 4 s5 ″ 10 23 ″ 9	
74087 131136 CGST	**Estevan** Ⓟ TwinSc Wireless 1*Dk*	1161 846 607					1912	CollingwoodSBCoLd Collingwood	CanadianGovernment(Dept.of Transport)	212·0|38·0|15·3	Ottawa British	T.6Cy.15",25½"&42"-26" 188NHP CollingwoodS.B.Co.Ld.	17 ″ 6	
74088 OZCY	**Esther** (*ex*Hinry-39, *ex*Johanna te Velde) *OilEng.* *Mchy.Aft* 1*Dk*	319 270 248					1921	Gebr. Niestern Delfzijl	P.Jörgensen& others	133·9|25·4|10·7 Q23' F15'	Aalborg Danish *WB*	Oil Engines 4S.C.SA 6Cy.10⅝"-13¾" 66NHP Emade29 Humboldt-Deutzmot.A.G. Köln-Deutz		G
74089 223313 KJJG	**Esther Johnson** Wood *Fitted for oil fuel* 1*Dk*	1104 — 611					1923	G.F. Matthews Portland,Or.	A.B.Johnson LumberCo.	208·4|43·6|15·2	S.Frncisco Utd.States	T.3Cy.15",24"&43"-24" 91NHP UnitedEng.Wks.S.Fo.		
74090 OYCT	**Estland** 1*Dk*	1253 948 724					1918	PPhStuhrs Maskinog Skibsbyggeri Aalborg	A/S DetDansk-FranskeD/S(A.N. Petersen&E.Hahn-Petersen, *Mgrs.*)	238·7|36·2|13·4	Copenhgn Danish *WB*	T.3Cy.15",24"&40"-27" 106NHP A/S Frichs,Aarhus		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74091 1055 ESRI	**Estonia** Ⓟ (*ex*KongGudröd-36) Wireless *2Dks*	1181 1052 697					1910	Trndhjms Mek. Værks. Trondheim	PärnuLaevaA/S	215·3 H37*t*	30·9	21·8	Pärnu Estonian *WB*	T.3Cy.17",28½"&48"-33" 132NHP TrondhjemsMV.Trndheim		N
74092 220924 KDMG	**Estrada Palma** Ⓟ **TwinSc** (*Car Ferry*) *Fitted for oil fuel* *1Dk*	2639 — 1340					1920	WCramp& SonsS&EBCo Philadelphia	FloridaEastCoast CarFerryCo.Inc.	336·7	57·0	18·5	NewYork Utd. States *WB*	T.6Cy.20",33"&55"-36" 181NHP W.Cramp&SnsS&EBCPhl		
74093 LCIU	**Estrella** (*ex*Athene) **TwinSc** *OilEng.* *CruiserStern* *2Dks*	3888 3501 2296					1920	Wrf.voorh. Rijkee&Co. Rotterdam	A/S NyeKristian- borg(A/S Rederiet Odfjell)	375·7 P101*t*H262*t*F24*t*	51·5	22·7	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.22$\frac{1}{20}$"-39$\frac{6}{20}$" 563NHP Werkspoor,Amsterdam		N
19/4 74094 143689 GDPK	**Estrellano** *ss*Liv.No.3-4,33 *CruiserStern* *ss*Liv.No.1-38 *1Dk(Stl)&2nd dk(Stl)in forward holds*	1983 1333 1225	✠100A1 11,40 ~~12,39~~ BS4,40	Lon Liv ✠LMC3,38	*q*	CL N5,39	1920 11mo *Lloyd*	Hall,Rus- sell&Co.Ld. Aberdeen '*sA&CP*	EllermanLines,Ld. (Ellerman&Papa- yanniLines,Ld. *Mgrs*).	250·8 P&B157'F27' FK *CellDB*210'428*t*	38·2	17·1	Liverpool British 5*BHCem* *APT*12*t*	T.3Cy.16¾",29"&50"-33" (*r*) 220lb 230NHP 2SB,*4cf*,GS78,HS3380 FD Hall,Russell&Co.Ld.Abn.	20 ″ 4 s 1 ″ 6¼ 18 ″ 11¼	
74095 OXJH	**Estrid** Wireless **D.F.** *1Dk* *Ref.Mchy.* *CruiserStern*	1397 1225 794					1933	Helsingörs Jernsk&Msk. Elsinore	Dampskslsk.Torm A/S(A.Schmie- gelow&A.Kampen, *Mgrs.*)	262·2 P&B208'F35'	39·7	15·5	Copnhagn Danish *WB*	C.4Cy.(2)14¾"&(2)31½" -31½"&L.P. Turbine HS2520 192NHP HelsingörsJernsk.&Mskb.		G
74096 165444 GZPX	**Esturia** (*ex*Apache-37, *ex*LaHabra-36) *ss*Ant.2ndNo.3-1,40 *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. E.S.D. *Longitudinal framing*	6968 6366 4382	✠100A1 11,40 ~~1,40~~ *CarryingPetroleum in bulk F.P. above 150°F.* *Fitted for oil fuel* 3,14	Ant Gls ✠LMC1,40	*a*†	CL 1,40	1914 3mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Harris&Dixon,Ld. *CellDB* *uE&B*55'142*tD* *To*	425·1 P101'B28'F~~40~~' FK *Tf* 38'518*tAPT*53*t* *psidc tanks aft* 128*t*	57·0	33·1	London British 15*BHptCem* (9 *to U dk* 6 ,, *2nd*,,)	T.3Cy.27",45"&74"-54" (*s*) 180lb 555NHP 4SB,*12cf*,GS196,HS8150 FD G.Clark,Ld.Sunderland	33 ″ 0 s 6 ″ 2 27 ″ 0¾	
74097 24286 JHPD	**EsutoruMaru** (*ex*YesutoruMaru-38, *ex*KibiMaruNo.6)	3295 2747 2041					1918	BingoDck. Co. Bingo	OtaniMokunosuke	305·0	44·5	27·3	Tokyo Japanese	T.3Cy.22",37"&61"-42" E*made*98*refitted*18 241NHP KobeSteelWorks,Kobe		C
74098	**Ethan Allen** *Now "Empire Puma," see No. 67921 in Supplement* Sub.Sig. *1Dk&Shelter dk&* *2nd dk forward Web frames* *Longitudinal framing*	7777 4937	✠ ... 5,21 ✠				1920 3mo	Pusey& JonesCorp. Gloucester City,N.J.		439·6 P41'B134'F46'*on* *Shelter dk*	60·2	33·7	 *WB*	Q4Cy25½",37",52½"&76"-54" 643NHP W.CrampS.&E.B.Co.Phl.	36 ″ 8	R †
74099 5411 SDZW	**Ethel** (*ex*Malta) **Iron** *Well deck* *ss*Lkr.4thNo.3-11,33 *ss*Hbg.No.1-38 *1Dk(Irn)2trB* *Cargo battens not fitted*	*1511* *1223* *908*	✠100A1 6,40 ~~9,39~~ MS1,38	Skm Osc ✠LMC BS9,39	*q*	OG 9,39	1882 9mo	JReadhead &Co. SouthShields A&CP	RederiA/B Ethel (Arnold de Champs,*Mgr.*)	259·0 266·9(O.L) BK9" Q136'B26'F32' *DBa*	36·0	17·5	Stockholm Swedish 4*BHCem* 78'*f* 72'340*t*	C.2Cy.26$\frac{13}{16}$"&58"-36" 80lb 161NHP 2SB,*4pf*,GS71,HS2706 J.Readhead&Co.S.Shields	18 ″ 7 s 5 ″ 5½ 17 ″ 11	
74100 8356 SFRG	— **WoodAux3MstSr** (*exSailingVessel* *OilEng.* PèrePierre-38) *1Dk* (*See Sailing Ship Register*)	*339* *289* *238*					1920	Ch.&Atel. deSt.Malo St.Malo	IvarHermanson& others	128·7	28·6	13·4	Skärhamn Swedish	Oil Engines 2S.C.SA 4Cy.9"-15¾" NE39 A/SFredrikshavnsJernst. &Mask.		V
74101	**Ethel Edwards** (*ex*Marcie, **3Mst** *ex*HelaNaval,*ex*Sneekermeer, *OilEng.* *ex*Ubbekarspel) *1Dk* *Mchy.Aft*	395 361 209					1919	Gebr.G&H Bodewes Martenshoek	SmithNav.Co.	144·3	25·4	12·5	Manila Utd.States	Oil Engines 2S.C.SA 4Cy.10¼"-14$\frac{9}{16}$" 74NHP E*made*21*fitted*25 MtrnWerkeMannheimAG.		
74102 145097 GDVX	**Ethel Radcliffe** *ss*Cff.No.3-6,33 *ss*Shl.No.1-36 D.F. E.S.D. *1Dk(Stl)*	5673 5209 3456	✠100A1 10,40 ~~1,40~~ MS10,36	Bry Liv ✠LMC BS~~12,39~~ 1,41	*z*	CL ~~1,40~~ 9,40	1920 11mo *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton '*sA&CP*	AnthonyRadcliffe S.S.Co.Ld.&Ethel RadcliffeS.S.Co.Ld (EvanThomasRad- cliffe&Co.*Mgrs.*) *CellDB*	415·2 P45'B&F321' FK 360'1707*t* *FPT*135*t*	55·5	26·6	London British 7*BHCem* *APT*183*t*	T.3Cy.28",46"&75"-48" (*s*) 180lb *180lb* 471NHP 3SB,*9cf*,GS198,HS7917 Blair&Co.Ld.Stockton	28 ″ 7 s 3 ″ 9½ 25 ″ 1	
74103 146293 GFTR	**Ethiopia** Ⓟ **TwinSc** *ss*Cal.No.3-1,30 D.F. *ss*Cal.No.2-38 *2Dks(UStl-ws)&Shade dk* (*Stl*-teaks)	5574 3832 2371	✠100A1 *Shade dk* ~~1,40~~ ~~2,39~~3,41 BS3,39	Cal ~~Sng~~ Bom ✠LMC2,38	*a*†	CL 2,39	1922 6mo *Lloyd*	W.Denny& Bros.Ld. Dumbarton '*sA&CP* *CellD* *Tank betw*	BritishIndiaStm. Nav.Co.Ld. *Ba&uE&bunker*17 *een tunnels* 28' 70*t*	410·6 B182'*onShade dk* 8'*f*152'633*t* *Collisio* *FPT*98*tAPT*58*t*	53·4	24·7	Glasgow British FK *ptCem* *nBHtoShdk* 8 ,, ,, *U* ,,	4 Steam Turbines DR (*s*) geared to 2 sc. shafts 200lb FD 1152NHP 6SB,*18cf*,GS372,HS14274 W.Denny&Bros.Ld.	27 ″ 3 s 4 ″ 4¾ 23 ″ 3	
74104 164279 GYRP	**Ethiopian** D.F. E.S.D. *1Dk&Shelter dk* *CruiserStern*	5424 4447 3203	✠100A1 *withfreeboard* Examined 6,40 ✠LMC3,36 *Carrying vegetable oil in deep tank above 150°F.* *Fitted for oil fuel* 10,37 *F.P.*	~~Hul~~ Liv	*a*† 2$\frac{1}{16}$	CL 4,38	1936 3mo *Lloyd*	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G '*sA&CP* 150°F.	UnitedAfricaCo. Ld. *Cell DB*337'1058*t D*	417·5 433·0(O.L.) F43' FK *Ta*25'830*tFPT*226*t*	57·7	23·6	Liverpool British 7*BHCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) *APT*205*t*	T.3Cy.21⅝",35$\frac{7}{15}$"&57$\frac{1}{16}$"- 39⅜" & LP Turbine with DR gearing & hydraulic coupling FD 220lb (*s*) 350NHP 2SB.(Spt)6*cf*,GS100,HS4476 DeutscheSchiff.-uMschb A.G.Seebeck,Wsm.	25 ″ 8 s 1 ″ 11¼ 23 ″ 10¾	
74105 145183 MKQB	**Ethylene** *ss*Sld.No.3-5,34 Wireless *ss*Sld.No.1-38 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	936 746 489	✠100A1 ~~5,40~~ ~~6,38~~6,41 ~~BS6,39~~ ~~5,40~~	Sld ~~Nwc~~ ~~Lon~~ ✠LMC~~6,38~~ 11,40	*m*	CL ~~6,39~~ ~~4,40~~ 6,41	1921 5mo *Lloyd*	WoodSkin- ner&Co.Ld. Newcastle '*sA&CP*	GasLight&CokeCo (StephensonClarke &AssociatedCom- paniesLd.*Mgrs.*) *CellDBuE*19'	217·3 224·7(O.L.) Q106'B17'F25' FK *f*126'252*tMT*9'137*t*	32·0	13·4	London British 4*BHCem* *FPT*114*t*	T.3Cy.16",26"&43"-27" (*s*) 180lb *100lb* 116NHP 1SB,*3cf*,GS57,HS2000 N.E.MarineEngCo.LdNwc	15 ″ 6 s 1 ″ 9¼ 13 ″ 11	
74106 TCEA	**Eti** (*ex*Sürmene-36,*ex*HaciHuseyin-34, *ex*AgiosSpyridon-33,*ex*Rita Chandris-33,*ex*Johannes *2Dks* Bernhardt,*ex*Hamlet)	*1209* *1075* *647*					1889	Helsingörs Jernsk&Msk. Elsinore	YakupŞükrü Uzuner	226·2 B57'	32·2	18·7	Istanbul Turkish	T.3Cy.18",27½"&47"-33" 127NHP HelsingörsJernsk.&Mskb.		
74107 1404 IBYF	**Etiopia** (*ex*CapoMele-36,*ex* Francisca,*ex*Asp) D.F. *1Dk*	2153 1855 1269					1918	PolsonIron WorksCo.Ld. Torontc	A.T.Rosasco	261·8 250·9	43·6	21·1	Genoa Italian *WB*	T.3Cy.20½",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		I
74108 18188 JIDB	**Etizen Maru** **TwinSc** (*ex*YetsuzenMaru-38*ex*Paling Maru-33, *ex*TamoshimaMaru,*ex*Sui- *2Dks* Mow)	2425 — 1676					1907	W.Hamil- ton&Co.Ld. Pt.Glasgow	KitaNipponKisen K.K.	294·4	44·0	13·3	Hutyu Japanese *WB*	T.6Cy.16",26½"&43"-30" 202NHP Muir&Houston,Ld.Gls.		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. BHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
74109 6044 SDXA	**Etna** (*ex*Arcturus) ssSkm.No.3–4,39 1*Dk*(*Stl*)	2619 2344 1587	100A1 10,40 ~~2,40~~ ✠NE3,27 BS2,40	Lkr NNs LMC4,39	*t*	CL 2,40	1918	Fredrkstad Mek.Værks. Fredrikstad *Lloyd'sCP*	A/B Transmarin (S.Redig, *Mgr.*) *CellDB*	300·4 311·3(O.L.) P31'B160'F31' FK *a&uE124'f118'661t*	47·2	20·8	Hlsngborg Swedish 5*BHCem* *APT114t*	C.4Cy.(2)$16\frac{9}{16}$"&(2)$35\frac{7}{16}$" -$35\frac{7}{16}$" 213lb (*s*) 179NHP 2SB,4*cf*,GS56,HS2246 FD A.Borsig,Berlin	23 " 1	
74110 211715 WMCG	**Etolin** Ⓟ (*ex*Matsonia–37) ssS.Fo.2ndNo.3–6,38 *Mchy.Aft* D.F. GyC. 2*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl–ws*)	9476 9102 6061	✠100A1 *Shelter dk* *withfreeboard* 3,40 ~~5,89~~ ✠LMC MS6,38 *Fitted for oil fuel 11,13 F.P above 150° F.*	SFo ~~BS4,39~~ 5,40	*e*†	CL 5,39	1913 11mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	AlaskaPackers Association *Intermediate 'tween dk BH in forehold dispensed with* *CellDB uE&B117'f222' 1586t DTf68' 706tFPT115tAPT166t*	480·0 FK	58·1	36·5	S.Frncisco Utd.States *Asp* 1*BHtoShdk* 6 ,, ,, *U* ,, 1 ,, ,, *2nd*,,	T.4Cy.35",62"&(2)81"–66" 250lb (*s*) 1580NHP 3SB&6Water tube boilers HS26400 NewportNewsSB&DD.Co. *only*	45 " 0 s 14 " 11 30 " 6½	
* 74111 5540 PDZP	**Etrema** *OilEng.* D.F. E.S.D. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	6236 5540 3606	✠100A1 1,40 ✠LMC5,36 *CarryingPetroleum in bulk*	Sch	*a*†	CL 10,39	1936 5mo	NVRotter-damDroogd. Maats. Rotterdam *Lloyd'sA&CP*	N.V.Petroleum Maats."La Corona" *CellDBuE63'132t DTf25'257t FPT103tAPT55t*	428·1 P87'B38'F48' FK	54·5	30·9	TheHague Dutch 16*BH*	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"–$55\frac{1}{8}$" 377NHP DB*180lb* WerkspoorN.V.Ams.	31 " 0 s 5 " 7½ 25 " 7	
74112 140639 GDTC	**Etrib** (*ex*BritishCoast) ssLiv.No.3–7,31 ssLiv.No.2–40 ~~ssLiv.No.1–38~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1943 1633 966	✠100A1 *Shelter dk* *withfreeboard* 9,40 ~~8,38~~ ✠LMC ~~MS7,36~~	Liv MS12,39 ~~BS10,39~~ 12,40	*s*	CL ~~6,37~~ 8,40	1919 7mo	Swan,Hunter&Wigham Richardson, LdSunderlnd *Lloyd'sA&CP*	MossHutchison Line,Ld. *DB248'501tFPT51tAPT39t*	290·0 FK	42·5	18·8	Liverpool British *ptCem* 2*BHtoShdk* 4 ,, ,, *U* ,,	T.3Cy.22",36"&59"–39" (*s*) 180lb 324NHP 3SB,6*cf*,GS123,HS4960 FD Richardsons,Westgarth&Co.Ld.Sld.	21 " 2 s 1 " 4½ 19 " 11	
74113 308 IBXK	**Etruria** (*ex*Este,*ex*Eger) 1*Dk&Awng dk*	2633 2481 1632					1906	Flensburgr Schiffsb.Ges. Flensburg	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	302·6 291·4 H—	44·0	16·6 23·7	Trieste Italian *WB*	T.3Cy.$20\frac{1}{16}$",$33\frac{1}{2}$"&$55\frac{7}{8}$"-$37\frac{1}{2}$" 192NHP FlensburgerSchiffsb.Ges.		I
74114 TCLR	**Etrüsk** Ⓟ TwinSc D.F. E.S.D. 3*Dks* *CruiserStern*	2992 2200 1630					1938	Neptun-werftRostock G.m.b.H. Rostock	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	306·6 B123'F71'	43·7	21·7	Istanbul Turkish *WB*	T.6Cy.$16\frac{5}{8}$",26"&$41\frac{5}{16}$"–$27\frac{9}{16}$" & LP turbines with DR gearing & hydraulic couplings HS4973 328NHP NeptunwerftRostock G.m.b.H.Rostock		G
74115 1698 IBIL	**Ettore** (*ex*Collington, *ex*Fairwater, ssAnt.No 3–4,23 *ex*Penthaw,*ex*Flixton) ssCff.No.1–27 D.F. 1*Dk*	4270 4007 2669	✠ ... 7,32 ✠				1912 8mo	W.Gray&Co.Ld. W Hartlepool	Soc.Anon.NavigazioneDeGregori &Schiaffino	391·9 380·0 P27'B241'F37' FK	51·0	24·9	Genoa Italian *WB*	T.3Cy.26",42"&70"–48" 404NHP Gen.Mar.Eng.Wrks.WHpl	27 " 3	I †
74116 166625 GQGL	**Ettrick** Ⓟ TwinSc *OilEng.* D.F. *CruiserStern* 3*Dks* E.S.D. *Platform deck forward* *Ref.Mchy.* *Cargo battens not fitted*	11279 7524 6709	✠100A1 *withfreeboard* ~~1,41~~ ~~2,40~~ 6,41 ✠LMC12,38	Bom Liv	*f*† 2¼	CL	1938 12mo	Barclay, Curle&CoLd. Glasgow *Lloyd'sA&CP*	P.&O.Stm.Nav.Co. *CellDB423'1486t*	496·5 516·8(O.L.) *Shade dkF61'* FK *Tanks at sides of tunnels 620tFPT*	63·2	31·0	London British 9*BHptCem* *121tAPT43t*	Oil Engines 2S.C.SA 10Cy.$22\frac{1}{16}$"–$66\frac{1}{8}$" 1510NHP 2DB*100lb* Barclay,Curle&Co.Ld.Gls.	35 " 0 s 11 " 10½ 23 " 4	BT till 6,40
74117 165920 GDDS	**Ettrickbank** *OilEng* D.F. E.S.D. 1*Dk&Shelter dk* *3rd dk in No.1 hold* *Cruiser Stern*	5138 4697 3040	✠100A1 *withfreeboard* ~~7,40~~ ~~11,39~~ ✠LMC11,37 1,41 ✠LMC(M)10,39 *Carrying cargo oil F.P.above 150° F.in deeptank* *Carrying latex in fore peak tank*	Gal ~~Hel~~ Cal	*a*†	CL 12,38	1937 11mo	Wm.Doxford&SonsLd Sunderland *Lloyd'sA&CP*	InverTransport& TradingCo.Ld. (A.Weir&Co. *Mgrs.*) *CellDB347'1311tDTa29'1132tFPT150tAPT190t*	423·2 438·6(O.L.) FK	55·5	24·7	Glasgow British 8*BH* (*Coll to Shdk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" 687NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	28 " 7 s 3 " 3½ 25 " 6½	
187/40 74118 130 SVDW	**Eugena Cambanis** (*ex*NeaEllas, *ex*SirW.T.Lewis) ssPir.3rdNo.3–11,32 1*Dk*(*Irn*)2*trB&* *Webframes*	3470 3245 2232	✠ — 12,37 ✠	Nap	*v*		1898 9mo	Richardsn, Duck&Co. Stockton	Geo.Nic.Embiricos *Cell DB a110'uE22'f146'810tFPT167tAPT165t*	339·0 350·3(O.L.) P33'B91'F32' FK	46·0	24·6	Andros Greek 6*BHCem*	T.3Cy.24",40"&66"–45" NDB23 306NHP 2SB,6*rf*,GS132,HS4800 Blair&Co.Ld.Stockton	27 " 3	C †
74119 206147 WTLK	**Eugene J. Buffington** D.F. GyC. *Mchy.Aft* 1*Dk*	7528 — 5839					1909	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0	58·0	32·0	Dul'th,Min Utd.States *WB*	T.3Cy.24",39"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R
74120 229306 WORJ	**Eugene P. Thomas** *Mchy.Aft* D.F. GyC. 1*Dk*	7860 — 6201					1930	Gt.Lakes Eng.Works RiverRouge, Mich.	PittsburghS.S.Co.	580·0	60·8	28·0	Dul'th,Min Utd.States *WB*	T.3Cy.$24\frac{1}{2}$",40"&65"–42" Gt.LakesEng. 274NHP Works,RiverRouge,Mich.		R
74121 220907 KDMA	**Eugene V. R. Thayer** ssNYk.No.3–2,33 ssNOs.No.1–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	7138 6509 5111	✠100A1 10,40 ~~11,39~~ ~~BS11,39~~ ✠LMC2,37 *CarryingPetroleum in bulk* *Fitted for oil fuel12,20 F.P. above 150° F.*	NOs BS10,40	*b*†	CL 11,39	1920 12mo A&CP	Bethlehem S.B.Corp.Ld. Wilmington, Del.	SinclairRefining Co.Inc. *CellDBuE&B62'200tDTf40'588t*	430·2 P134'B36'F40' FK *FPT228tAPT72t*	59·2	32·8	NewYork Utd.States 17*BHptCem* (13 *to U dk* 4 ,, *2nd* ,,)	T3Cy.$26\frac{1}{2}$"44"&$74\frac{1}{16}$"-51"(*s*) 200lb 593NHP 3SB,9*cf*,HS8829 FD BethlehemS.B.Corp.Ld.	33 " 3 s 6 " 8½ 26 " 10	
74122 214747 WTLL	**Eugene W. Pargny** ssCgo.No.3–35 *Mchy Aft* 1*Dk*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	7724 7559 6020	✠100A– *ForServiceon theGreat Lakes* 2,40 BS~~3,40~~ ✠LMC9,35 3,41	Clv		N9,35	1917 4mo	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co. *CellDBuE&B55'230tf&in hopper side tanks479'8724tFPT299tAPT59t*	580·0 F53' FK	60·0	32·0	Dul'th,Min Utd.States 3*BH*	T.3Cy.$24\frac{1}{2}$",41"&65"–42"(*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD AmericanS.B.Co.Lorain,O	32 " 0 s 10 " 4 21 " 10½	
74123 129 SVUF	**Eugenie Livanos** ssShi.No.1-40 D.F. 1*Dk&Shelter dk* *CruiserStern*	4816 4379 2839	✠100A1 *withfreeboard* 10,40 ~~8,39~~ ~~MS10,40~~	Avn Shi ✠LMC~~7,36~~ 10,40	*a*†	CL 10,40	1936 8mo	W.Gray& Co.Ld. W Hartlepool *Lloyd'sA&CP*	TheofanoMaritime Co.Ld.(N.G. Livanos, *Mgr.*) *CellDB365'1202t*	419·2 F36' FK *FPT198tAPT200t*	56·7	25·3	Chios Greek 7*BHCem* (*Coll to Shdk* 6 ,, *2nd* ,,)	T.3Cy.$22\frac{1}{2}$",39"&65"–45"(*s*) 225lb 460NHP 2SB(FD)&1AuxB,9*cf*, GS146,HS7115 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 " 10 s 3 " 0 25 " 1	
74124 91 SWUS	**Eugenie S. Embiricos** ssPir.No.3–9,32 ssRot.No.1–37 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4882 4535 2946	✠100A1 *Shelter dk* *withfreeboard* 3,40 ~~6,39~~ ~~BS3,38~~ ✠LMC11,37 *Fitted for oil fuel 7,20 F.P. above 150° F.* ~~BS3,40~~ 2,41	Rot NYk	*z*	CL ~~10,37~~ 2,41	1920 7mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	S.G.Embiricos *CellDB360'1512tFPT180tAPT252t*	419·5 FK *Collision*	53·8	25·0	Andros Greek *Cem* *BHtoShdk* 6 ,, ,, *U* ,,	T.3Cy.$25\frac{1}{2}$",43"&72"–48"(*s*) 180lb 449NHP 3SB,9*cf*,GS204,HS7745 J.Dickinson&Sons,Ld.Sld.	27 " 7 s 3 " 1 24 " 8½	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dateof B.of Trade Cert.
74125 659 IMTP	**Eugenio** (*ex*Liesbet, *ex*Carmen,*ex*Jeannette, *ex*HarryFrater) Aux3MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	333 — 250					1917	J.Smit& Zoon Foxhol	U.Tomei	134·5 124·6 P29'	26·4	11·7	Viareggio Italian	Oil Engines 2S.C.SA 3Cy.$11\frac{11}{16}$"–$16\frac{9}{16}$" 68NHP NE37 HanseatischeMotorenGes., Bergedorf		I
74126 1960 IBEL	**Eugenio C.** (*ex*Cedrus-34) *ss*Hul.No.1-31 D.F. 1*Dk*(*Stl*)	4078 3829 2509	✠ ... 12,36 ✠	Gen	*x*		1928 10mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd*'*sA&CP*	G Costa fuAndrea *CellDB*	380·8 370·0 P29'B224'F34' FK 318' 1126*t* *FPT*77*t*	51·4	25·2	Genoa Italian 6*BHCem* *APT*189*t*	T.3Cy.25",41"&68"–48" 387NHP 3SB,9*cf*,GS173,HS6504 D.Rowan&Co.Ld.Glasgow	27 ″ 6	I †
75/41 74127 DOME	**Euler** (*ex*Amalfi) *OilEng.* *CruiserStern* D.F. 1*Dk*&*Shelterdk*	1879 1499 913					1925	Act.Ges. "Weser" Bremen	Dampfsch.Ges. "Neptun"	283·7 P&B231'F34'	41·7	16·5	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.22"–$39\frac{3}{16}$" 280NHP A.G."Weser,"Bremen		G
74128 165402 GZLR	**Eulima** *ss*Nwc.No.1-41 *OilEng.* D.F. 1*Dk*,*2nd dk clear of cargotanks* *Mchy.Aft* E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	6207 5501 3594	✠100A1 1,41~~3,40~~ DBS1,41 ✠LMC2,37 *Carrying Petroleum in bulk*	Bry Nwc	*a*†	CL 3,40	1937 2mo	N.V. Wilton-Fijenoord Schiedam *Lloyd*'*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*63'132*t*	432·1 446·3(O.L.) P87'B38'F48' FK *DTf*25'257*t* *FPT*103*t*	54·6	30·8	London British 16*BH* *APT*55*t*	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"–$55\frac{1}{8}$" 377NHP DB*180lb* N.V.Wilton-Fijenoord	31 ″ 0 s 5 ″ $6\frac{3}{4}$ 25 ″ $8\frac{1}{2}$	
5/41 74129 145843 GDYW	**Eumaeus** Ⓟ D.F. 2*Dks*	7472 6370 4711					1921	CaledonS. B.&E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·2 P54'B164'F65'	56·3	32·5	Liverpool British *WB*	DRGearedSteamTurbine 1000NHP Hwthrn,Leslie&Co.LdNwc		BT till ~~5,40~~ 4,41
5/41 74130 139905 GKVP	**Euphorbia** D.F. 1*Dk*	3380 3034 2011					1924	Sunderlnd S.B.Co.Ld. Sunderland	StagLine,Ld. (J.Robinson& Sons,*Mgrs.*)	331·0 P34'B97'F29'	48·0	23·2	N.Shields British *WB*	T.3Cy.$22\frac{1}{2}$",$36\frac{1}{2}$"&62"–42" 249NHP N.E.MarineEng.CoLd.Sld.		C
74131 ~~217687~~ ~~KFAO~~	**Eureka** (*ex*Glendoyle) *Fitted for oil fuel* 1*Dk*	2243 — 1313					1919	AlbinaEng &Machine Works Portland,Or.	~~Hammond ShippingCo.Ld.~~ Transpacific SteamshipCo.S.A.	289·0 P26'B148'F32'	44·1	19·2	~~S.Frncisco~~ ~~Utd.States~~ Panama Panamanian	T.3Cy.22",$36\frac{1}{2}$"&60"–42" 313NHP AlbinaEng.& Mach.Wks.Portland,Or.		R
74132 210334 KJJL	— Wood 1*Dk*	471 — 306					1912	Kelley SpearCo. Bath,Me.	BostonSand& GravelCo.	149·8	35·0	12·5	Boston Utd.States	T.3Cy.15",22"&36"–24" 63NHP PortlandCo.Bath,Me.		
74133 1376 IBZK	**Euro** D.F. 1*Dk*&*Shelterdk*	4687 4375 2957					1926	Cant.Nav. Riuniti Palermo	Soc.Ligure diArmamento	406·4 388·8 P14'F38'	51·7	34·6	Genoa Italian *WB*	T.3Cy.26",$42\frac{1}{2}$"&$69\frac{7}{10}$"–48" 335NHP Cant.Nav.Riuniti,Palermo		IC
74134 DKAF	**Eurofeld** (*ex*Stanbridge-39, *ex*Ch.N.Kahan-37, *ex*Limicana, *ex*Beechleaf) *ss*Kel.No.3-9,29 *ss*Shl.No.2-37 1*Dk*(*Stl*)&*Shelter dk* (*Stl*)&*Web frames* *Mchy.Aft* *Carrying petroleum in bulk* *Fitted for oil fuel*	5947 5490 3440	✠ *Shelter dk* 6,39 ✠	Rot	*y*		1917 3mo	Richardsn, Duck&CoLd Stockton	Europäische Tankreederei G.m.b.H. *CellDBuE&B*79'239*t*	380·8 P98'B27'F49' FK *DTf*36'465*t* *FPT*136*t*	51·0	32·7	Hamburg German 15*BHptCem* *APT*102*t*	T.3Cy.26",42"&70"–48" 395NHP 3SB,9*cf*,HS6435 Blair&Co.Ld.Stockton	35 ″ 4	
74135 DOAI	**Europa** Ⓟ QuadSc *Fitted for oil fuel* D.F. GyC. 5*Dks* Sub.Sig. E.S.D. *CruiserStern*	49746 31125 20425					1928	Blohm& Voss Hamburg	Norddeutscher Lloyd	890·2 B&F842'	102·1	48·0	Bremen German *WB*	12SteamTurbines SR geared to4Sc.Shafts Blohm&Voss,Hamburg		G
90/41 74136 OZFE	— Ⓟ *OilEng.* *ss*Cpn.No.2-39 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in motor space & forward holds* *Ref.Mchy.* D.F.	10224 8350 6432	✠100A1 *with freeboard* 9,39 ✠LMC CS1,40 DBS~~9,39~~9,40 ~~3,37~~9,39 ✠Lloyd'sRMC~~9,39~~~~5,40~~ 12,40 No. 3 lower 'tween dk & No. 5 upper 'tween dk for temp. 18° F., all other chambers for temp. 32° F. *Carrying vegetable oil in forward deep tanks*	Cpn	*e*† $2\frac{11}{16}$	CL N6,38	1931 5mo	Akt.Burmeistr&Wain Copenhagen *Lloyd*'*sA&CP*	A/S DetÖstasiatiskeKompagni *CellDB*405'1700*t* *DTsf*63'1448*t* *Tanks in way of tunnel* 255*t*	465·4 482·5(O.L.) B179'F73' FK	62·2	37·2	Copnhagn Danish 8*BH* (6 *to W dk* 1 ,, *2nd* ,, 1 ,, *3rd* ,,)	Oil Engines 2S.C.DA 6Cy.$24\frac{3}{8}$"–$55\frac{1}{8}$" 1236NHP DB(*Upr*)*80lb* DB*100lb* Akt.Burmeistr&Wain,Cpn *FPT*138*t* *APT*184*t*	40 ″ 0 s11 ″ $9\frac{1}{4}$ 28 ″ $4\frac{3}{4}$	
74137 DGCM	— (*ex*Trude, *ex*Greylight, *ex*Bessarabia, *ex*Selenga, *ex*Claudius) *ss*Hpl.2ndNo.3-8,19 *ss*Sws.No.1-23 1*Dk Cell side tanks amidships, deep framing & 2trBat ends*	3767 3486 2190	✠ ... 3,25 ✠				1899 4mo	W.Gray &Co.Ld. WHartlepool	AtlasReederei Akt.Ges.	338·5 P37'B130'F42' FK	51·0	24·4	Emden German *WB*	T.3Cy.$25\frac{1}{2}$",$40\frac{1}{2}$"&67"–45" 312NHP Cen.Mar.Eng.Wrks.WHpl	26 ″ 11	G †
74138 PDZV	— *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	339 241 160					1936	N.V.Noord Nederlndsch. Schpswerven Groningen	T.Tammes	133·7 P41'F14'	22·9	9·6	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$10\frac{13}{16}$"–$15\frac{3}{4}$" 68NHP BenzDieselMotorenfb. Mannheim		V
74139 LIWT	**Europe** *OilEng.* *ss*NYk.No.1-38 D.F. *Mchy.Aft* E.S.D. 1*Dk* *Longitudinal framing at bottom & deck in centre tanks* *CruiserStern*	8371 7611 5134	✠100A1 10,40~~1,40~~ ✠LMC CS11,38 DBS~~4,38~~10,40 11,38 *Carrying Petroleum in bulk*	NYk Gal	*c*†	CL ~~4,38~~ 10,40	1934 12mo	Odense Staalskibsvft vedAPMöller Odense *Lloyd*'*sA&CP*	TheTexasCo (Norway)A/S (H.C.Mathiesen, *Mgr.*) *CellDBuE*68'227*t*	471·3 P99'B37'F36' FK *DTf*22'1110*t* *FPT*134*t* *APT*70*t* *Upper APTs* 119*t*	62·3	34·1	Oslo Norwegian 14*BH*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 490NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	34 ″ 3 s 7 ″ $6\frac{1}{2}$ 26 ″ $11\frac{1}{2}$	
74140 135488 GQBJ	**Euryades** (*ex*Indra) *ss*Gls.2ndNo.3-8,36 2*Dks*(*Stl*) *Carrying oil fuel F.P. above 150°F. in DB*	5801 5311 3591	✠100A1 2,41~~2,40~~ 11,40 ✠LMC6,36 DBS~~8,39~~ MBS~~2,40~~2,41	Liv NYk	*a*†	CL 8,39	1913 8mo	C.Connell &Co.Ld. Glasgow *Lloyd*'*sA&CP*	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*) *Cell DBa*118'*uE&B*	430·0 443·7(O.L.) P80'B153'F80' FK 75'*f*195'1260*t* *FPT*98*t*	54·0	30·4	Liverpool British 7*BHCem* *APT*58*t*	T.3Cy.$26\frac{7}{8}$",45"&75"–54" (*r*) 200lb *110lb* 592NHP 2DB,12*cf*,GS216,HS10730 Dunsmuir&JacksonLdGls	33 ″ 1 s 5 ″ $9\frac{1}{4}$ 27 ″ 7	
74141 149668 GKBS	**Eurybates** Ⓟ TwinSc *OilEng.* D.F. 2*Dks* *Fitted for oil fuel*	6276 5419 3879	✠ ... 7,30 ✠	—			1928 4mo	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	431·9 P43'B150'F48' FK	54·8	29·1	Liverpool British *WB*	Steam & Oil Engines 10 OilCy.27"–45" 2S.C.SA 4SteamCy.24"–45" 1408NHP 1 Regenerator Scott'sS.B &E.Co.Ld.Grk.	32 ″ 9	BT till ~~7,40~~ ~~12,40~~ ~~4,41~~ 3,42

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15
15/41 74142 131424 GRQL	**Eurylochus** (*ex*Indraghiri) *ss*Ham No.3–11,34 *ss*Bkn.No.1–38 2*Dks*(*Stl*)	5723 5277 3600	✠100A1 1,41 ~~12,38~~ MS7,38	Liv Bkn ✠LMC ~~BS4,39~~ ~~BS5,40~~ 11,40	*a*†	CL 1,38	1912 3mo *Lloyd*	Lon.&Gls. Co.Ld. Glasgow '*sA&CP*	ChinaMutualStm. Nav.Co.Ld.(AHolt &Co.*Mgrs.*) *CellDBa*96'*uE&B*	430·5 P79'B148'F85' FK 98'*f*186' 1160*tFPT*	53·9	30·3	Liverpool British 7*BHCem* 100*tAPT*70*t*	T.3Cy.26½",45"&75"–54" (*r*) 200lb 672NHP 2D&1SB*15cf*GS300HS12905 London&Glas.Co.Ld.Gls.	33 ″ 1 s 5 ″ 10½ 27 ″ 5½	
11/41 40 74143 147291 GLFJ	**Eurymedon** Ⓟ TwinSc *OilEng.* D.F. 2*Dks*	6223 5382 3858					1924	CaledonS. B.&E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt &Co *Mgrs*)	431·8 P40'B122'F45'	54·7	30·1	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.24⅛"–43⅜" 951NHP AktBurmeister&Wain,Cpn		BT till ~~10,40~~ 3,41
74144 Now "Orinoco," see No. 89458 in Supplement	**Eusebio Coterillo** TwinSc (*ex*Perou,*ex*Peru) *Fitted for oil fuel*	799 615 408					1906	Bow,Mc- Lachlan&Co. Ld. Paisley	EmpresaNaviera deCubaS.A.	211·2 F22' *Shadedk*52'	34·1	10·8	Havana Cuban *WB*	T.6Cy.11",18"&30"–22" 84NHP Bow,McLachln&CoLd.Psy		
74145 PEAC	**Euterpe** 2*Dks*	897 676 543					1903	Rijkee&Co Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	213·4 Q69'B48'F26'	30·5	13·3	Amstrdam Dutch *WB*	T.3Cy.15",25"&40"–36" 26NHP Maats.Fijenoord,Rot.		V
74146 197 SVPW	**Euthalia** (*ex*Marken) 2*Dks*2*trB*	3553 3398 2029					1918	Rotterdam Droogd.Maat Rotterdam	C.D.Coumarianos (GoulandrisBros. *Mgrs.*)	377·6 P27'B223'F34'	51·6	25·1	Andros Greek *WB*	T.3Cy.25",41"&68"–45" 310NHP RotterdamDroogd.Maats.		V
129/40 74147 LDUN	**Eva** Wireless D.F. 1*Dk*	1599 1168 937					1929	Bergens Mek.Værks. Bergen	AugustKjerland& Co.A/S	244·8 P73*t*Q103*t* B102*t*H73*t*	37·7	15·7	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"–33" 138NHP BergensMekVærksBergen		N
74148 OHZP	— (*ex*Elsborg–36,*ex*OveGjedde) 1*Dk*	1492 — 837					1907	Howaldts- werke Kiel	RederiA/B Eva (AndersOström)	251·3 242·0 P13'Q73'B105'F29'	36·3	16·6	Mariehmn Finnish *WB*	T.3Cy16¾",29 9/16"&42½"–29½" 96NHP Howaldtswerke,Kiel		V
74149 160232 VQSC	**Evagoras** (*ex*Darshiel) *ss*Ant.No.2–37 2*Dks*(*Stl*)	5197 4911 3282	✠100A1 6,40~~10,38~~ BS10,39	Cff PN1 ✠LMC2,37	*y*	CL ~~8,38~~ 6,40	1929 1mo *Lloyd*	W.Hamil- ton&Co. (1928)Ld. Port Glasgow '*sA&CP*	TroodosShipping Co.Ld. *Intermediate* '*TweendkBHin after* *CellDB*350' 1025*t D*	405·0 418·0(O.L.) P36'B133'F40' FK *hold dispensed with* *Ta*35'955*tAPT*178*t*	52·4	27·5	Famag'sta British *ptCem* 5 *BHto Udk* 1 „ „2nd „	T.3Cy.26",44"&73"–48" (*s*) 200lb 523NHP 3SB,9*cf*,GS181,HS7503 FD D.Rowan&Co.Ld.Glasgow	29 ″ 10 s 5 ″ 6¾ 24 ″ 6	
74150 ESXV	**Evald** (*ex*Christian–38) 1*Dk*	957 720 556					1894	Akt.Ges. "Neptun" Rostock	M.Utow	206·3 Q63'B52'F26'	31·2	13·9	Tallinn Estonian *WB*	T.3Cy.13¾",22½"&36½"–27½" NB15 70NHP A.G."Neptun,"Rostock		V
74151 226690 KGAZ	**Evangeline** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. *Ref.Mchy.* 2*Dks* *CruiserStern*	5043 — 2714					1927	W.Cramp &SonsCo. Philadelphia	EasternS.S.Lines, Inc.	365·4 B&F354' *WB*	55·7	26·8	Boston Utd.States	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Cramp&SonsCo.Phl.		R
74152 240 SYBN	**Evangelistria** (*ex*Agioi Anargyroi–39,*ex*Korydallos–34, *OilEng.* *ex*MariaSophion, 1*Dk* *ex*Evangelistria,*ex*Chardonneret)	321 270 179					1918	Forg.&Ch. de la Médit. LaSeyne	Mme.Marg.P. Protopappa	132·3	24·0	11·9	Piræus Greek	Oil Engines 2S.C. 4Cy. A/B Bolinder-Munktell, Skm.		
74153 LCIV	**Evanger** *Fitted for oil fuel* 1*Dk&Shelter dk*	3869 3522 2326					1920	Irvine's SB&DDCoLd WHartlepool	Westfal-Larsen &Co.A/S(County Line)	365·4 P90*t*F39*t*H219*t*	52·2	23·7	Bergen Norwegian *WB*	T.3Cy.26",42"&70"–48" 340NHP Richardsons,Westgarth& Co.Ld.Hpl.		N
74154 249 SVUV	**Evanthia** (*ex*Algenib–37) 1*Dk*	3551 3263 2170					1915	Rotterdam Droogd.Maat Rotterdam	Heirs of the late PetrosJ. Goulandris	361·4 P24'B214'F34'	49·9	22·1	Andros Greek *WB*	T.3Cy.25",41"&67"–45" 301NHP RotterdamDroogd.Maats.		V
74155	**Evdokia** 1*Dk*	706 347 266	✠ … 1,33	✠			1928 4mo	Werft Nobiskrug G.m.b.H. Rendsburg	Soc.Commerciale Bulgare deNav.à Vap.	168·2 P&B108'F46' *UpperB*51' FK	28·7	11·3	Varna Bulgarian *WB*	T.3Cy.17¼",27⅞"&45 11/16"–29½" 173NHP Christiansen&Meyer, Harburg	12 ″ 0	V †
108/40 74156 929 SYGO	**Evdoxia** (*ex*Dionyssios–38, *ex*Hesbaye,*ex*AlbertKilling,*ex*Captain W.Menzell) 1*Dk&deep framing*	*2018* *1839* *1213*					1903	Flensburgr Schiffsb.Ges. Flensburg	N.M.Andronicos& J.Stephanopoulos (Balkans&Near EastShipping Agency,S.A.*Mgrs*)	292·0 P16'B175'F34'	41·4	18·8	Piræus Greek *WB*	T.3Cy.20⅛",35 7/16"&55½"– 35 7/16" 180NHP FlensburgerSchiffsb.Ges.		G
74157 142500 MKFD	**Eveleen** *ss*Bel.No.3–9,32 *ss*Bel.No.2-41 ~~*ss*Bel.No.1–37~~ *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	498 333 190	✠100A1 1,41 ~~3,40~~ ~~BS6,39~~	Bel ✠LMC~~8,37~~ 1,41	*g*	CL ~~6,39~~ 1,41	1920 8mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan '*sA&CP*	J.Milligen&Co.Ld. *CellD*	160·4 167·0(O.L.) Q95'B9'F21' BK7" *Bf*84' 108*t FPT*40*t*	25·1 26·7	9·7	Belfast British 3*BHCem* *APT*26*t*	T.3Cy.13",21"&35"–24" (*s*) 180lb 62RHP 1SB,3*cf*,GS51,HS1610 AitchisonBlair&Co.Ld.Gls	11 ″ 8 s 3 ″ 8 12 ″ 1½	
74158 210004 WKCE	**Evelyn** *ss*Bal.2ndNo.3–10,36 Sub.Sig. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3141 2759 2443	✠100A1 6,40~~9,39~~ ~~BS3,39~~ BS~~6,40~~ 4,41 *Fitted for oil fuel*11,22 *FP above* 150° F.	N Yk Bal ✠LMC10,36	*u*	CL ~~6,37~~ 6,40	1912 6mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP	A.H.Bull SteamshipCo.Inc. (A.H.Bull&Co.Inc. *Mgrs.*) *CellDBa*100'*u*	313·6 P36'B94'F31' FK *E*20'*f*136'679*tFPT*	46·1	22·9	NewYork Utd.States 5*BHCem* 78*tAPT*248*t*	T.3Cy.22",37"&60"–42" (*s*) 180lb 280NHP 2SB,6*cf*,GS138,HS4680 NewportNewsSB&DD.Co.	25 ″ 6 s 4 ″ 5½ 21 ″ 3	
74159 181 YLCA	**Everagra** (*ex*Curonia–39, *ex*Glensloy) *ss*Shl.2ndNo.3–11,37 D.F. 1*Dk*(*Stl*)	3702 3449 2342	✠100A1 2,41 ~~9,39~~ ~~BS9,39~~ 2,41	Ant NYk ✠LMC11,37	*w*	CL N2,39	1911 11mo *Lloyd*	A.Rodger &Co. Pt.Glasgow '*sA&CP*	F.Grauds	360·3 P28'B93'F41' FK *CellDBa* &*uE*137'*f*160'	49·6	23·5	Riga Latvian 6*BHCem* 879*tAPT*78*t*	T.3Cy.24",40"&65"–42" (*s*) 180lb 318NHP 2SB,6*cf*,GS120,HS5196 A.Rodger&Co.Glasgow	26 ″ 0 s4 ″ 5 21 ″ 9	
74160 183 YLDB	**Everalda** (*ex*Mokta–32) *ss*Lie.2ndNo.3–12,37 *Cargo battens not fitted* 1*Dk*(*Stl*)	3950 3617 2452	✠100A1 ~~10,39~~ 3,41 ~~BS3,39~~ 6,40	Shl Bal ✠LMC12,37	*w*	CL ~~12,38~~ 3,41	1912 11mo *Lloyd*	W.Gray &Co.Ld. WHartlepool '*sA&CP*	~~Mrs.Z.Heinrich-sons~~ F.Grauds *CellDBa*	350·0 P30'B67'F34' FK 113' *uE*23'*f*154'10	50·0	27·9	Riga Latvian 6*BHCem* 35*tAPT*105*t*	T.3Cy.24⅛",38"&64"–42" (*s*) 180lb 312NHP 2SB,6*cf*,GS102,HS4142 FD Cen.Mar.Eng.Wrks.WHpl	27 ″ 8 s 5 ″ 2 22 ″ 9	
74161																

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74162 170 YLCO	**Everanna** (*ex*Disciplina,*ex*Amilcare Cipriani,*ex*Stamboul) *ss*Gen.No.3-9,21 1*Dk&deepframing*	2880 2435 1624	✠ ... 8,23 ✠				1908 11mo	WoodSkinner&Co.Ld. Newcastle	Mrs.E.Grauds	313·0 P27'B96'F29' FK	45·0	23·0	Riga Latvian *WB*	T.3Cy.23",37½"&61½"-39" 276NHP N.E.MarineEng.CoLdNwc	23 " 0	CI †
74163 YLGK	**Everasma** (*ex*Antonios Stathatos-39) *ss*Bry.No.3-8,32 *ss*Shl.No.1-36 1*Dk(Stl)*	3644 3428 2260	✠100A1 10,39 ✠LMC MS1,36 BS12,38 *Fitted for oil fuel* 11,20	Lie	*w*	CL ~~0,39~~ ~~5,40~~ 5,41	1920 11mo	R.Duncan&Co.Ld. Pt.Glasgow *Lloyd's A&CP* *F.P. above* 150° F.	F.Grauds	364·9 P27'B219'F39' FK *CellDB*313'948*t*	51·5	22·6	Riga Latvian 6*BHCem* *APT*63*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 391NHP 3SB,9*cf*,GS177,HS6801 D.Rowan&Co.Ld.Glasgow	25 " 0 s 3 " 2¾ 22 " 0	
74164 217 YLGD	**Everelza** (*ex*CapeWrath-37, *ex*Cycle-36) *ss*Syd.No.3-3,34 *ss*Lie.No.1-39 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	4520 3583 2713	✠100A1 1,40 ✠LMC4,39 *Fitted for oil fuel* 10,21	Mob	*x*	CL 4,39	1921 6mo	JLThompson&Sons,Ld Sunderland *Lloyd's A&CP* *F.P. above* 150° F.	Mrs.E.Grauds	364·5 P28'Q118'B68'F29' FK *CellDB*309' 944*t FPT*70*t*	52·8	24·3	Riga Latvian 6*BHCem* *APT*221*t*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 347NHP 3SB,9*cf*,GS189,HS6156 Armstrong,Whitworth&Co.Ld.Nwc.	26 " 8 s 3 " 11½ 23 " 0	
74165 204579 WJCQ	**Everett** 3Mst. *Mchy.Aft* Sub.Sig. 1*Dk*	5065 — 3097					1907	ForeRiverS.B.Co Quincy,Mass	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*)	373·2	52·7	29·8	Boston Utd.States *WB*	T.3Cy.25",44⅛"&73"-48" 369NHP ForeRiverS.B.Co.Quincy		R
74166 YLGJ	**Everiga** (*ex*RitaChandris-39, *ex*HelenMoller-33, *ex*EgyptianTransport-33) 1*Dk*	*4648* *4380* *2923*					1914	Irvine'sSB&D.D.Co.Ld. WHartlepool	F.Grauds	385·0 P36'B119'F36'	52·0	27·0	Riga Latvian *WB*	T.3Cy.25",40"&68"-48" NB19 320NHP Richardsons,Westgarth&Co.Ld.Hpl.		G
74167 194 YLBF	**Everita** (*ex*Ethelaric-32) *ss*Nwc.No.3-8,29 *ss*Lie.No.2-38 1*Dk(ptIrn&ptStl)*	3251 3011 1976	✠100A1 5,38 ✠LMC MS5,38 BS3,39 No later survey reported	Lie	*v*	CL 5,38	1917 2mo	Ropner&Sons,Ld. Stockton *Lloyd's A&CP*	~~Mrs.Z.Heinrichs sons~~ Mrs.E.Grauds *CellDBa*	335·0 P31'B100'F35' FK 110'*uE*22'*f*145'812*t*	48·1	23·4	Riga Latvian 5*BHCem* *APT*96*t*	T.3Cy.23½",39"&64"-42" (*s*) 180lb 278NHP 2SB,6*cf*,GS119,HS4142 Blair&Co.Ld.Stockton	24 " 10 s 4 " 0¼ 21 " 0	
74168 161347 GLSV	**Everleigh** *ss*Bry.No.2-38 1*Dk(Stl)&Shelter dk(Stl)* *Tonnage opening closed*'41(*W.E.*)	5222 4819 3153	✠100A1 *withfreeboard* 4,41 ~~8,40~~ ✠LMC MS5,37 ~~BS5,39~~ BS4,41 ~~5,40~~	Bry ~~Cf~~ Lth	*a*†	CL 1,39	1930 1mo	FurnessS.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	AtlanticShipping&TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*) *CellDBa&* 1387*t*	406·3 F33' FK *uE*134'*f*188' *FPT*139*t APT*104*t*	56·0	26·9	London British 6*BHCem* (*Coll to Sh'dk* 5 „ 2*nd* „)	T.3Cy.26",43"&73"-48" (*s*) 200lb 527NHP 3SB,9*cf*,GS179,HS7569 FD Richardsons,Westgarth&Co.Ld.Sld.	~~29 " 5~~ ~~s 8 " 8¼~~ ~~25 " 10½~~ 37 " 11 s 11 " 3½ 26 " 10½	
74169 YLGM	**Everoja** (*ex*BrightWings-39, *ex*Delia-34, *ex*Middleham Castle) *ss*Rot.2ndNo.3-5,35 *ss*Lie.No.1-39 2*Dks(Stl)&Web frames* *Longitudinal framing*	4530 4176 2878	✠100A1 4,40 ~~8,39~~ ✠LMC BS3,~~39~~-4,40 MS8,39 ✠NB28*refitted*35	Lie Rot	*y*	CL ~~N3,39~~ 3,40	1910 6mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd's A&CP*	F.Grauds *CellDBa*119'*u*	380·0 P35'B113'F42' FK *E&B* 36'*f*170'1000*t*	50·0	26·9	Riga Latvian 6*BHCem* *APT*27*t*	T.3Cy.25½",42"&70"-48" (*s*) 180lb ~~120lb~~ NDB24 414NHP 2SB,6*cf*,GS125,HS5595 FD D.Rowan&Co.Ld.Glasgow	29 " 6 s 5 " 4¼ 24 " 4	
74170 193 YLAD	**Everolanda** (*ex*Berkdale-33, *ex*Wotan,*ex*Oswiga, *ex*St.Johann) *ss*Cff.No.3-9,20 *ss*Cff.No.2-29 1*Dk(Stl)2trB&deepframing &Web frames*	3379 3170 2090	✠ — 4,34 ✠	Shl	*v*		1908 6mo	Chant.Nav Anversois Hoboken	Mrs.E.Grauds *CellDBa*108'	347·0 P31'B180'F31' FK *uE&B*42'*f*1	48·1	23·1	Riga Latvian 6*BHCem*	T.3Cy.24",40"&66"-45" 320NHP 3SB,9*cf*,GS129,HS4986 N.E.MarineEng.Co.Ld.Sld 52'788*t FPT*108*t APT*81*t*	25 " 7	V †
74171 178 YLCX	**Everonika** (*ex*Tottenham,*ex*Apsley, *ex*DonCesar) *ss*Npt.No.3-7,19 *ss*Npt.No.2-28 1*Dk(ptIrn&ptStl)2trBdeep framing &Web frames*	3743 3454 2340	✠ — 12,32 ✠	Hul	*w*		1906 6mo	JLThompson&Sons,Ld. Sunderland	Mrs.E.Grauds *CellDBa*119'*uE*	350·0 P46'B94'F33' FK 23'*f*148'864*t*	50·3	23·2	Riga Latvian 6*BHCem*	T.3Cy.25",41"&67"-45" 322NHP 2SB,6*cf*,GS124,HS4900 Blair&Co.Ld.Stockton *FPT*74*t APT*100*t*	25 " 9	V †
74172 214 YLFW	**Evertons** (*ex*Faxen-36,*ex*Ovidia) *ss*Got.No.3-8,32 *ss*Bkn.No.1-37 D.F. 1*Dk(Stl)*	*4107* *3759* *2537*	✠100A1 11,38 ✠LMC MS7,37 BS~~11,38~~7,40	Lie	*w*	OG 11,38	1919 6mo	LindholmensV.A. Gothenburg *Lloyd's A&CP*	Mrs.E.Grauds	355·6 P18'B91'F39' FK *CellDB*304'865*t*	50·6	28·2	Riga Latvian 6*BHCem* *APT*100*t*	T.3Cy.26",42"&69"-45" (*s*) 185lb 389NHP 3SB,9*cf*,GS120,HS5205 FD LindholmensV.A.Got.	28 " 2 s 5 " 4¾ 23 " 0	
74173 PEAD	**Evertsen** (*ex*FlyingScotsman-38) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	392 291 230					1929	N.V. Industrieele DeNoord Alblasserdam	Reed.“DeNoord” (J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*)	148·8 P41'F17'	25·3	9·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11$\frac{13}{16}$"-17$\frac{11}{16}$" 54NHP Motorenfabr.“Deutz” A.G.Köln-Deutz		V
11/40 74174 713 SVFL	**Evgenia** (*ex*PanagiotisTh. Coumantaros-40, *ex*Dryden-33) *ss*Pir.2ndNo.3-4,38 2*Dks(Stl)&Web frames* *Longitudinal framing*	*5839* *5413* *3699*	✠100A1 12,39 BS3,39 ✠LMC4,38	Sws	*a*†	CL 3,38	1912 10mo	W.Hamilton&Co.Ld. Pt.Glasgow *Lloyd's A&CP*	S.Niarchos	424·4 P36'B145'F50' FK *IntermediateBHin after hold omitted* *Cell DBa&uE*148'*f*	53·0	29·9	Piræus Greek *Cem* {6*BH to U dk* 1 „ *to* 2*nd* „ 179' 1064*t F*	T.3Cy.27½",45"&75"-51"(*s*) 180lb 536NHP 4SB,(Spt),12*cf*,GS231,HS9460 D.Rowan&Co.Glasgow *only* *PT*64*t APT*40*t*	32 " 6 s 6 " 4½ 26 " 3¾	
74175 744 SVKN	**Evgenia Chandris** (*ex*Stadsdijk-32, *ex*RockyMaru) *ss*Rot.No.3-3,33 2*Dks(Stl)&Shelter dk (Stl)*	5317 4885 3166	✠ — 5,38 ✠	Rot	*a*†		1920 3mo	HarimaDkyd.Co. O Harima	J.D.Chandris *CellDB*371'1139*t*	425·1 FK *Coll* *FPT*148*t APT*225*t*	54·0	26·7	Piræus Greek *Cem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.27",47"&79"-51" 552NHP 2SB&1AuxSB,11*cf*,GS192,HS7227 KobeSteelWorks,Ld.Kobe	29 " 0	G †
74176 137 SVXB	**Evi Livanos** D.F. E.S.D 1*Dk&Shelter dk* *Cruiser Stern*	*4839* *4379* *2870*	✠100A1 *withfreeboard* 10,40 ~~8,39~~ ✠LMC11,37	Hpl Bal	*a*†	CL	1937 11mo	W.Gray&Co.Ld. W Hartlepool *Lloyd's A&CP*	N.G.Livanos *CellDB*	419·2 431·1(O.L.) F35' FK 365'1200*t FPT*217*t*	56·7	25·3	Chios Greek 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd* „) *APT*200*t*	T.3Cy.22½",39"&65"-45" 225lb (*s*) 460NHP 2SB(Spt&FD)&1AuxSB, 9*cf*,GS146,HS7115 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 " 10 s 2 " 11¾ 25 " 1½	
* 74177 LDNQ	**Evina** *OilEng.* *ss*Ant.No.2-38 D.F. 2*Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing* *Progressive Survey of oil tanks*	6121 5402 3570	✠100A1 2,40 ✠LMC CS6,39 DBS2,40 4,38 *Carrying Petroleum in bulk*	CTn	*z*	CL 3,38	1930 5mo	ArmstrongWhitworth&Co.(Shipbuilders)Ld. Newcastle *Lloyd's A&CP*	A/S Hansen-Tangen'sRederi II. (H.E.Hansen-Tangen,*Mgr.*) *CellDBuE*56'171*tD*	396·2 P97'B29'F36' FK *Trunk*238' *Tf*34'347*t FPT*135*t*	55·1	32·3	Xiansand Norwegian 14*BHptCem* (9 *to U dk* 5 „ 2*nd* „) *APT*121*t*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB180lb ArmstrongWhitworth&Co.(Engineers)Ld.Nwc.	32 " 0	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registrés où coté, si ce n'est dans le L.R. Durée Cert. BofTrade.
74178 122 SVFB	**Evinos** (*ex*Walhemo-34) ssAuk.No.3-2,32 ssPir.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	5627 5448 3540	✠100A1 *Shelter dk* *with freeboard* 8,39 MS5,36 *Carrying oil*	Rot ✠LMC BS~~3,39~~7,40 *fuel F*	y *.P.*	CL N2,39 *above 1*	1919 12mo *Lloyd* 50° F.	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP* *in DB*	LivanosMaritime Co.Ld.(N.G. Livanos, *Mgr.*) *Cell D B*351' 1290*t F*	399·5 *F on Shelter dk* 38' *PT*60*t* *APT*80*t*	53·0	32·8 FK *Collisio*	Chios Greek *ptCem* *n BHtoShdk* 6 „ „ *U* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD NE.MarineEng.CoLdNwc	35 „ 5 s 9 - 4½ 26 „ 3	
74179 LCGV	**Evita** (*ex*Dagland-36) TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	6346 5529 3773					1927	A/BGöta- verken Gothenburg	A|S Ugland's Rederi(J.M. Ugland, *Mgr.*)	408·3 P367*t*H370*t*F81*t*	55·3	32·0	Grimstad Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-38⅝" 543NHP A/B Gotaverken,Got.		N
76/41 74180 190 SVOQ	**Evoikos** (*ex*Maid of Psara) ssLis.No.1-40 ssPir.No.3-5,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	4792 4455 2957	✠100A1 *Shelter dk* *with freeboard* ~~12,38~~10,40 ~~BS6,39~~ *Fitted for oil*	Ant Cdz ~~BS9,40~~ ✠LMC~~5,38~~ *fuel* 7,	w 22	CL ~~4,38~~ 10,40 8,40 *F.P. a*	1922 7mo *Lloyd* *bove* 1	Cammell Laird&CoLd. Birkenhead '*sA&CP* 50° F.	M.A.Embiricos *CellDB*291'817*tD* *DTf*22'707*t*	360·0 F37'*onShelterdk* *Ta*22'699*t* *FPT*185*t* *APT*135*t*	50·2	30·1 FK *Collisio*	Andros Greek *ptCem* *n BH to S dk* 7 „ „ *U* „	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 359NHP 180lb HS6125 2SB&1AuxSB,8*cf*,GS190 CammellLaird&CoLd.Bkn	32 „ 9 s 7 - 1¾ 25 „ 10	
74181 106 SVLN	**Evros** (*ex*Ethelfreda-33, *ex*WarTulip) ssNwc.No.3-9,31 ssAlx.No.2-39 ~~ssRou.No.1-35~~ *Cargo battens not fitted* 1*Dk*(*Stl*)	5283 4804 3205	✠100A1 ~~9,40~~ ~~11,38~~5,41 BS3,39 3,40	Rot ~~Pir~~ Cff LMC~~10,35~~ MS11,39	y	CL ~~11,39~~ 8,40	1918 9mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	J.G.Livanos (J.Livanos&Sons, Ld.*Mgrs.*) *Cell*	400·3 P49'B113'F39' *DB*340'1081*tFPT*1	52·3	28·4 FK	Chios Greek 7*BHCem* 34*tAPT*212*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 „ 0 s5 „ 11½ 25 „ 8½	
74182 LDUO	**Evviva** (*ex*EdvardGrieg) Wireless D.F. 1*Dk*	1597 1194 942					1921	Laxevaags Msk.&Jrnskb Bergen	SkibsA/SWilliam HansensRederi (W.Hansen,*Mgr.*)	245·9 P59*t*Q108*t*B127*t* H76*t*	37·9	15·5	Bergen Norwegian *WB*	T.3Cy.17½",29"&49"-33" 138NHP LaxevaagsMsk&Jrns.Bgn.		N
74183 218195 KICN	**Ewa** (*ex*Tacoma-37,*ex*Eldridge) *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*	7001 6749 5482					1919	Skinner& EddyCorpn. Seattle, Wash	MatsonNavigation Co.	409·5	54·2	27·1	S.Frncisco Utd. States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
74184 148788 MNQZ	**Ewell** ssShl.No.3-6,38 *Well deck* Wireless 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1350 1062 727	✠100A1 *with freeboard* 5,41 ~~4,40~~~~11,40~~ ~~BS6,39~~	Shl Hul BS6,41 ✠LMC6,38	o	CL ~~4,40~~ ~~11,40~~ 4,41	1926 7mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	Wandsworth& DistrictGasCo. *CellDBu*	226·0 241·0(O.L.) Q128'B15'F22' *E*18'*f*142'551*tFPT*	36·4	16·5 FK	London British 4*BHptCem* 90*tAPT*8*t*	T.3Cy.17",28"&46"-33" (*s*) 180lb 156NHP 1SB,4*cf*,GS73,HS2738 N.E.MarineEng.CoLdNwc	18 „ 6 s 6 „ 11½ 15 „ 8½	
74185 219481 KOVT	**Examelia** (*ex*CoeurD'Alene) *Fitted for oil fuel* 2*Dks*	4981 — 3093					1920	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd. States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
74186 219077 KOJD	**Examiner** (*ex*Sinsinawa) *Fitted for oil fuel* 2*Dks*	4969 4572 3037					1919	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P39'B121'F43'	54·2	27·6	NewYork Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
74187 220621 KDFB	**Exbrook** (*ex*NewOrleans-40) *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	6172 — 3834					1920	Doullut& Williams S.B.Co.Inc NewOrleans	AmericanExport Lines,Inc.	395·5 P45'B109'F38'	55·0	31·4	NewYork Utd. States *WB*	Oil Engines 2S.C.DA 4Cy.27½"-47¼" 1053NHP NE29 Hooven,Owens,Rent- schler&Co.Hamilton.O.		R
74188 230363 KGWT	**Excalibur** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. 2*Dks*	9359 — 5627					1930	NewYork S.B.Co. Camden,N.J.	AmericanExport Lines,Inc.	450·0 B197'	61·6	42·3	NewYork Utd. States *WB*	1SR GearedSteamTurbine NewYorkSBCo.CamdnNJ		R
74189 230991 WEEY	**Excambion** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. 2*Dks*	9360 — 5628					1931	NewYork S.B.Co. Camden,N.J.	AmericanExport Lines,Inc.	450·0 B197'	61·6	42·3	NewYork Utd. States *WB*	1SR GearedSteamTurbine NewYorkS.B.Co.Camden, N.J.		R
74190 220420 KDBW	**Excellency** Ⓟ (*ex*Sawokla-40) *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	5882 — 3667					1920	Oscar DanielsCo. Tampa,Fla.	AmericanExport Lines,Inc.	401·9 P34'B122'10"F38'	54·2	31·3	NewYork Utd. States *WB*	Oil Engines 2S.C.SA 6Cy.30"-52" NE27 938NHP Busch-Sulzer DieselEngCo St.Louis,Mo.		R
74191 218486 KJJP	**Excello** (*ex*Luxpalile) *Fitted for oil fuel* 2*Dks*&*Web frames*	4990 4572 3051	✠ ... 1,20	✠			1919 7mo	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P39'B122'F43'	54·2	27·6 FK	New York Utd. States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 „ 0	R †
	Now "Wolverine," see No. 90606 in Supplement															
74192 219940 KUQP	**Excelsior** Ⓟ (*ex*Unicoi-40) *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	5873 — 3667					1920	Oscar DanielsCo. Tampa,Fla.	AmericanExport Lines,Inc.	401·9 P34'B122'10"F38'	54·2	31·3	NewYork Utd. States *WB*	Oil Engines 2S.C.DA 4Cy.28"-40"NE27 1096NHP Worthington Pump&Mchy Corp.Buffalo,N.Y.		R
74193 230263 WDVF	**Exchange** *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.*	6736 — 3996					~~1939~~ 1940	Bethlehem SteelCo.S.B. Division Quincy,Mass.	AmericanExport Lines,Inc.	451·9	66·2	28·9	NewYork Utd. States *WB*	2DRgeared steam turbines BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
74194 219873 KUNV	**Exchester** (*ex*Winona) *Fitted for oil fuel* 2*Dks*	4964 4598 3034					1920	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
	Now "Patricia Skakel," see No. 89577 in Supplement															
74195 220552 KDDM	**Executive** (*ex*Carenco) *Fitted for oil fuel* 2*Dks*	4978 — 3068					1920	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
74196 219633 KUDP	**Exermont** (*ex*Clontarf) *Fitted for oil fuel* 2*Dks*	4969 4598 3037					1920	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
	Now "Ann Skakel," see No. 87033 in Supplement															
74197 230755 WCEZ	**Exeter** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. 3*Dks*	9360 — 5628					1931	NewYork S.B.Co. Camden,N.J.	AmericanExport Lines,Inc.	450·0 B197'	61·6	42·3	NewYork Utd. States *WB*	1 SR Geared Steam Turbine NewYorkS.B.Co.Camden, N.J.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74198 218991 KJJV	**Exford** (*ex*Express-40,*ex*HogIsland) *Fitted for oil fuel* 2*Dks*	4969 — 3037					1919	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0|54·2|27·6 P39'B121'6"F42'7"	NewYork Utd.States *WB*	DR GearedSteam Turbine GeneralElectricCo. Schenectady,N.Y.		R
74199 217730 WCDK	**Exhibitor** (*ex*Saucon) *Fitted for oil fuel* 2*Dks&Web frames*	4959 — 3076	✠ … 6,20	✠			1919 3mo	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0|54·2|27·6 P39'B122'F43' FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
	Now "Expositor," see No. 87988 in Supplement													
74200 218136 KJJQ	**Exilona** (*ex*Exchange-39,*ex*Blair) *Fitted for oil fuel* 2*Dks&Web frames*	4971 4740 3070	✠ … 9,20	✠			1919 6mo	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0|54·2|27·6 P39'B122'F43' FK	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
74201 218595 KIQV	**Exiria** (*ex*Corson) *Fitted for oil fuel* 2*Dks&Web frames*	4999 4740 3074	✠ … 9,20	✠			1919 8mo	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0|54·2|27·6 P39'B122'F43' FK	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
74202 217938 KJJT	**Exminster** (*ex*Saugus) *Fitted for oil fuel* 2*Dks&Web frames*	4985 4740 3048	✠ … 6,20	✠			1919 5mo	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0|54·2|27·6 P39'B122'F43' FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
74203 218960 KJJU	**Exmoor** (*ex*Nobles) *Fitted for oil fuel* 2*Dks&Web frames*	4999 4573 3057	✠ … 6,20	✠			1919 10mo	American International S.B.Corp. HogIslandPa	~~AmericanExport Lines,Inc.~~ Seas ShippingCo.Inc.	390·0|54·2|27·6 P39'B122'F43' FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
	Now "Robin Moor," see No. 89824 in Supplement													
74204 219712 KUGS	**Exmouth** (*ex*BlueTriangle) *Fitted for oil fuel* 2*Dks*	4979 — 3068					1920	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0|54·2|27·8 P50'B121'F40'	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
74205 230435 WBEF	**Exochorda** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. GyC. 2*Dks*	9359 — 5627					1931	NewYork S.B.Co. Camden,N.J.	AmericanExport Lines,Inc.	453·0|61·7|38·6 B197'	NewYork Utd.States *WB*	1SR GearedSteamTurbine NewYorkSBCo.CamdnNJ		R
74206 FOAW	**Explorateur Grandidier** Ⓟ D.F. *Fitted for oil fuel* TwinSc *Ref.Mchy.* 4*Dks*	10268 — 5708					1924	Ch.&Atel. dePenhoët St.Nazaire	Soc.desServices Contractuels des Messageries Maritimes	455·8|60·7|38·0	Marseilles French *WB*	T.6Cy.27$\frac{9}{16}$",43$\frac{5}{8}$"&73"−47$\frac{1}{4}$" 733NHP Ch.&Atel.dePenhoët		V
74207 239103 WDLD	**Explorer** Ⓟ *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.*	6736 5784 3996					1939	Bethlehem SteelCo.S.B. Division Quincy,Mass.	AmericanExport Lines,Inc.	451·9|66·1|29·2	NewYork Utd.States *WB*	2DR Geared Steam Turbines 1333NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
74208 164257 GYJX	— *ss*Liv.No.1-40 2*Dks* *Cruiser Stern*	6235 5810 3842	✠100A1 8,40 ~~10,38~~ BS6,39	Mdb Mch ✠LMC ~~5,35~~ MS5,40	*a*†	CL 10,38	1935 5mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CharenteS.S.Co. Ld.(T.&J.Harrison,*Mgrs.*) *CellDB*365'126	437·2|56·0|29·5 454·4(O.L.) P45'B144'F~~43~~' FK 7*tDTa*32'850*tFPT*	Liverpool British 7*BHCem* 93*tAPT*69*t*	T.3Cy.28",46"&81"−54" (*r*) 215lb *120lb* 588NHP 2DB(Spt),*12cf*,GS272, HS9212 WallsendSlpwy&E.Co.Ld.	32 ″ 0 s 6 ″ 5$\frac{3}{4}$ 25 ″ 8$\frac{1}{2}$	
74209 PEAO	**Export** *ss*Rot.No.3-7,30 *Mchy.Aft* *ss*Rot.No.2-38 *Well deck* 1*Dk*(*pt Wood pt Stl*)	760 513 345	✠100A1 3,40 MS7,38	Rot ✠LMC BS3,40	*j*	OG 3,40	1918 7mo A&CP	NVScheeps H.H.Bodewes Millingen	N.V.Rotterdam LondonStoomv. Maats. *CellD*	181·3|28·2|12·4 Q52'B64'F19' FK *Bf*103'137*tFPT*46*t*	Rottrdam Dutch 3*BHCem* *APT*45*t*	T.3Cy.15$\frac{3}{4}$",25$\frac{5}{8}$"&41$\frac{3}{8}$"−27$\frac{5}{8}$" 180lb (*s*) 117NHP 2SB,*4cf*,GS67,HS2060 NVBurgerhoutMaschRot.	14 ″ 6 s ″ 5 14 ″ 2$\frac{1}{4}$	
74210 239017 WDGB	**Exporter** *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.*	6736 5784 3996					1939	Bethlehem SteelCo.S.B. Division Quincy,Mass.	AmericanExport Lines,Inc.	451·9|66·1|29·2	NewYork Utd.States *WB*	2DR Geared Steam Turbines 1333NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
74211 239422 WEPO	**Express** *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.*	6736 — 3996					~~1939~~ 1940	Bethlehem SteelCo.S.B. Division Quincy,Mass.	AmericanExport Lines,Inc.	451·9|66·2|28·9	NewYork Utd.States *WB*	2DR Geared Steam Turbines BethlehemSteelCo.S.B. Division,Quincy,Mass.		
74212 3724 SEAM	**Express I** Ⓟ (*ex*Express) Sp 1*Dk*	362 162 203					1900	W.Lindbergs M.V. Stockholm	VaxholmsNya Angf.Aktieb.(O. F.Ekebohm, *Mgr.*)	144·6|26·6| 7·6 B68'H79*t*	Vaxholm Swedish	T3Cy.15$\frac{5}{16}$",25$\frac{5}{16}$"&41$\frac{3}{8}$"-25$\frac{3}{8}$" 86NHP W.LindbergsM.V.Skm.		
74213 5010 SEAO	**Express II** Ⓟ (*ex*Brevik) 1*Dk*	395 167 251					1909	Eriksbergs Mek. Værks. Gothenburg	VaxholmsNya Angf.Aktieb.(O. F.Ekebohm, *Mgr.*)	123·1|25·4| 9·3 B84'H96*t*	Vaxholm Swedish *WB*	T.3Cy.13",17$\frac{1}{2}$"&35"−24$\frac{7}{16}$" 61NHP EriksbergsM.V.Gothnbrg.		
74214 219396 KJJW	**Extavia** (*ex*CityofSt.Joseph) *Fitted for oil fuel* 2*Dks*	4986 — 3096					1919	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0|54·2|27·8 P50'B121'F40'	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
	Now "Exmoor," see No. 91028 in Supplement													
74215 221111 KDQB	**Exton** Ⓟ (*ex*Ward-40) *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	6167 — 3835					1921	Doullut& Williams S.B.Co.Inc NewOrleans	AmericanExport Lines,Inc.	395·5|55·0|31·4 P44'9"B109'F38'	NewYork Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.30"−52" NE29 941NHP Busch-SulzerBros.Diesel Eng.Co.		R
74216 2207 IMVB	**Ezilda Croce** (*ex*Aar-38,*ex*Adler-38) *Ref.Mchy.* Sub.Sig. 2*Dks*	1230 1002 696					1900	Bremer Vulkan Vegesack	F.ItaloCroce	246·8|31·1|19·0 235·5 P31'B114'F25'	Genoa Italian *WB*	T3Cy18$\frac{7}{8}$",30$\frac{11}{16}$"&49$\frac{3}{16}$"-31$\frac{1}{2}$" 136NHP BremerVulkan,Vegesack		I

***Additional Ships are inserted in the Supplement at the end of the Register.

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
74217 237003 WTIV	**F. A. Verdon** *Mchy.Aft Electrically welded OilEng.* *CarryingPetroleum in bulk* 1*Dk* Wireless D.F. *Longitudinal framing*	768 — 654					1938	J.H.Mathis Co. Camden,N.J.	DieselTanker "F.A.Verdon,"Inc.	205·1 P10'F20'	31·5	13·0	NewYork Utd.States	Oil Engines 2S.C.SA 6Cy.12"–15" 152NHP Fairbanks,Morse&Co. Beloit,Wis.		
75/40 74218 107 IMVL	**F. D. Guerrazzi** Ⓟ 2*Dks*	637 368 328					1912	Fratelli Orlando&Co. Leghorn	Soc.Anon.Nav. Toscana	184·7 171·9 P33'B41'F30'	24·4	13·7	Leghorn Italian *WB*	T.3Cy.16",26½"&43"–30" 100NHP FratelliOrlando&Co.		I
74219 111123	**F. D. Underwood** (*ex*Ramapo) *Mchy.Aft* 1*Dk& Spar dk*	3270 — 2878					1896	UnionDry DockCo. Buffalo	GreatLakes TransitCorp.	330·3	44·8	24·4	BuffaloNY Utd.States *WB*	T.3Cy.23",38½"&64"–42" 266NHP KingIronWorks,Buffalo		
74220 KZES	**F. Escaño** Ⓟ (*ex*Panglima) Comp Wireless 1*Dk*	452 353 244					1911	.... Sandakan, Borneo	LaNaviera Filipina,Inc.	180·0	27·0	12·0	Cebu,P.I. Utd.States	C.2Cy.20"&38"–26" 61NHP		
74221 HPFN	**F. H. Bedford, Jr.** TwinSc *OilEng.* D.F. E.S.D. GyC. ssHam.No.2–39 *Mchy.Aft* 2*Dks(Stl)& Web frames* *CruiserStern* *Longitudinal framing–bracketless system*	10844 — 6641	✠100A1 ~~6,40~~ ~~1,40~~1,41 ✠LMC CS1,40 DBS~~1,40~~ ~~6,40~~ ~~3,38~~1,39 1,41 *CarryingPetroleum in bulk*	NYk	*h*†	CL 12,39	1930 11mo	Furness S.B.Co.Ld Haverton Hill-on-Tees *Lloyd's*A&CP	PanamaTransportCo. *CellDBuE65'163t DTsf48'1951tFPT245tAPT196t*	521·4 542·5(O.L.) *After*B65'B37'F41' FK	70·2	38·7	Panama Pnamanian 17*BHptCem* *ptAsp* 4*BHto2ndDk*	Oil Engines 2S.C.SA 12Cy.26¾"–51 3/16" 1496NHP 2WaterTubeDB*200lb* 2DB*100lb* Frd.KruppA.G.Kiel	38 ″ 9 s 8 ″ 9 30 ″ 3½	
74222 221695 KDVK	**F. H. Hillman** TwinSc *Fitted for oil fuel* D.F. GyC. 2*Dks& Shelter dk* *Mchy.Aft CarryingPetroleum in bulk* *Longitudinal framing*	10837 — 7724					1921	Bethlehem S.B.Corp.Ld Alameda,Cal.	StandardOilCo.of California	500·0	68·2	30·0	S.Frncisco Utd.States *WB*	T.6Cy.24¼",39"&65½"–42" 552NHP BethlehemS.B.Corp.Ld.		R
74223 215668 WLCC	**F. J. Luckenbach** TwinSc ssBos.No.3–8,30 D.F. GyC. ssSea.No.2–38 2*Dks(Stl)& Shelter dk(Stl)* *CruiserStern*	7821 5391 4951	✠100A1 *Shelter dk* *withfreeboard* 12,40~~1,40~~ ✠LMC MS11,38 ~~BS4,39~~4,40 *Fitted for oil fuel 11,17 F.P. above 150° F.*	Sea ~~Pld~~SFo BS3,41	*b*†	CL ~~SN2,38~~ P2,39 S12,40	1917 11mo	Bethlehem SBCorp(Fore River Plant), Quincy,Mass A&CP	LuckenbachS.S. Co.Inc. 1*BH in forward hold dispensed with* *CellD B356'1631t DTa30'165t'tween dk tanksinE & Bspaces24'445tFPT220tAPT240t*	446·0 B61' FK	56·1	27·8	NewYork Utd.States *pt.Cem* 6*BH only*	2SteamTurbinesDRgeared to 2 Sc. Shafts 1008NHP 4 Water Tube boilers (*s*) 225lb HS15520 FD ForeRiverS.B.Cor.Quincy	40 ″ 8 s10 ″ 4½ 30 ″ 6	
74224 167373 GDKG	**F. J. Wolfe** TwinSc *OilEng.* ssHam.No.1–36 *Mchy.Aft* 1*Dk(Stl)2nd dk(Stl)clear of* D.F. *cargotanks 3rd dk(Stl)aft of* E.S.D. GyC. *cargotanks Web frames* *Cruiser Stern Longitudinal framing*	12190 11594 6569	✠100A1 12,39 ~~DBS12,39~~ ✠LMC2,36 *CarryingPetroleum in bulk* DBS11,40	Sou		CL P6,39 S11,40	1932 8mo	Bremer Vulkan Vegesack *Lloyd's*A&CP	Anglo-American OilCo.Ld. ~~(F.J.Wolfe,Mgr.)~~ (R.A.Carder,*Mgr*) *CellDBuE78'118t DTsf53'2307t FPT295tAPT249t*	522·0 542·0(O.L.) *Aft*B55'B40'F39' FK	70·4	38·7	London British 16*BHptCem* *ptAsp*	Oil Engines 2S.C.DA 8Cy.23⅝"–35 7/16" 1560NHP 2DB(*a*)*200lb* 2DB(*f*)*100lb* BremerVulkan,Vegesack	38 ″ 9 s 8 ″ 6½ 30 ″ 5½	
74225	**F. N. P.** (*ex*GetåII, *ex*AktivI,*ex*Stjerne, *OilEng.* *ex*Angeline) *Mchy.Aft* 1*Dk*	362 286 204					1910	Zeeland Yard Hansweert	FabricaNacional dePapel	138·9 Q43'H35t	25·4	10·6	M.Video Uruguayan	Oil Engines 2S.C.SA 2Cy.14 3/16"–16 3/16" 79NHP KromhoutWorks,Ams.		
74226 214873 WOCN	**F. Q. Barstow** TwinSc ssN.Yk.No.3–3,29 ssN.Yk.No.2–37 *Mchy.Aft* 2*Dks(Stl)& Shelter dk(Stl)* D.F. GyC. *& Web frames* *Longitudinal framing*	9003 — 5616	✠100A1 *Shelter dk* *withfreeboard* ~~12,39~~10,40 ~~BS10,39~~ ✠LMC11,36 *CarryingPetroleum in bulk* *Fitted for oil fuel 4,17 F.P. above 150°F.*	Gal NNs 4,41 BS~~10,40~~	*f*†	CL ~~P12,37~~ S7,39 P10,40	1917 4mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	StandardOilCo. of NewJersey *CellDBuE&B59'184tf17'71tDTf54'673tFPT243tAPT127t*	500·0 FK	68·2	35·5	Wilmgton (Del.) Utd.States 19*BHptCem* (15 ″ *to Udk* 4 ″ *2nd* ″)	T.6Cy20½",35½"&60"–42"(*s*) 200lb 628NHP 3SB,*12cf*,GS213,HS8700 FD NewportNewsSB&DD.Co.	38 ″ 3 s10 ″ 0½ 28 ″ 6	
74227 204464 KJKB	**F. S. Loop** WoodSc (*ex*Steamer–37) *OilEng.* Wireless *Mchy.Aft* 1*Dk*	794 642 445					1907	Kruse& Banks Marshfield, Or.	MarineTradingCo.	193·0	39·0	13·6	LosAngeles Utd.States	Oil Engines 4S.C.SA 12Cy.5"–7" 29NHP NE17*refitted*37 AutoEngineeringWorks, St.Paul,Minn.		
74228 160720 MPKB	**F. V. Massey** *Mchy.Aft* 1*Dk*	1895 1705 1190					1929	Smith's DockCo.Ld. Middlesbro'	FooteTransitCo. Ld.	253·0 F31'	44·1	18·5	Middlsbro' British *WB*	T.3Cy.15",25"&40"–33" 95RHP Smith'sDockCo.Ld.Mdb.		C
74229 220687 KDGZ	**F. W. Abrams** (*ex*Nora–34) ssL.An.No.3–2,31 *Mchy.Aft* ssGal.No.2–38 2*Dks(Stl)& Shelter dk(Stl)* *& Webframes* D.F. *Longitudinalframing*	9310 — 6894	✠100A1 *Shelter dk* *withfreeboard* 1,41~~12,39~~ ✠LMC MS7,38 BS~~12,39~~ 10,40 *CarryingPetroleum in bulk* *Fitted for oil fuel10,20 F.P. above 150° F.*	Gal ~~Bal~~	*d*†	CL ~~12,38~~ 1,41	1920 10mo	NewYork S.B.Corp. Camden,N.J. A&CP	StandardOilCo. of NewJersey *Cell DBuE&B71'283tFPT229tAPT131t*	467·6 FK	62·7	31·3 39·5	Wilmgton (Del.) Utd.States 16*BHptCem* (2 *to Sh dk* 8 ″ *U* ″ 6 ″ *2nd* ″)	Q.4Cy.24",36",51"&75½"–51" 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkS.B Corp. Camden,N.J.	39 ″ 6 s10 ″ 3½ 29 ″ 5½	
182/40 74230 140655 GBWS	**Fabian** ssLiv.No.3–8,32 ssBkn.No.1–37 1*Dk(Stl)& Shelter dk(Stl)*	3059 2845 1861	✠100A1 *Shelter dk* *withfreeboard* 2,40 ✠LMC MS8,37 BS1,40	Npt	*v*	CL ~~7,37~~ 10,40	1919 9mo	W.Gray& Co.(1918)Ld. WHartlepool *Lloyd's*A&CP	EllermanLines,Ld. (Ellerman& PapayanniLines, Ld.*Mgrs.*) *CellDB284'748tFPT105tAPT45t*	331·2 343·0(O.L.) FK	46·8	23·2	Liverpool British *ptCem* *Coll BH to Sh dk* 4 ″ *to U* ″	T.3Cy.25",41"&68"–45" (*s*) 180lb 407NHP 3SB,*9cf*,GS153,HS5829 FD Cen.Mar.Eng.Wrks.WHpl	25 ″ 6 s 2 ″ 0 23 ″ 8½	
74231	**Fabio Filzi** *OilEng.* D.F. E.S.D. *Ref.Mchy.* GyC. *Longitudinal framing at decks*	6500	100A1 *withfreeboard* (*ClassContemplated*)				1940	Cantieri RiunitiDell' Adriatico Monfalcone	LloydTriestino Soc.Anon.diNav.	463·9 F40'	62·3	25·4	Trieste Italian	Oil Engines 2S.C.DA 9Cy.25 3/16"–45 13/16" Cant.RiunitiDell'Adriatico		
74232 UNJW	**Fabritzius** (*ex*Saïda,*ex*Emmy Friederich,*ex*Antigone) ssRot.No.3–9,20 ssKel.No.2–29 1*Dk(Stl)& deep framing*	2434 2211 1456	✠ 8,29 ✠	Rot	*l*		1906 9mo	Craig,Taylor&Co.Ld. Stockton	U.S.S.R. *Cell DBa94'uE18'f132'569tAPT86t*	306·1 P26'B186'F29' FK	44·3	19·7	Odessa Russian 5*BHCem*	T.3Cy.22",36"&59"–39" 239NHP 2SB,*6pf*,GS100,HS8924 N.E.MarineEng.Co.Ld.Sld	22 ″ 6	
74232° LCIY	**Facto** (*ex*Octo) Wireless 1*Dk*	1522 1319 883					1921	LarvikSlip &Værks.A/S Larvik	A/S D/S Facto (B.Stolt-Nielsen& Sönner A/S)	244·8 P64tH70tF5t	39·5	17·1	Haugesnd Norwegian *WB*	T.3Cy.18",29½"&49"–33" 138NHP LarvikSlip&VærkstedA/S		N
74233 LDUT	**Fagerborg** (*ex*Emil) *Mchy.Aft* 1*Dk*	398 285 192					1915	Johs.Berg Delfzijl	HansStoraas	139·2 P60tF16t	23·5	11·4	Bergen Norwegian	T.3Cy.12⅝",20"&31½"–21 7/16" 46NHP Johs.Berg,Delfzijl		G
74234 LDUU	**Fagerbro** 1*Dk*	994 862 572					1923	Hölens Verksted Larvik	D/S A/S Fagerbro (Rob.Nilson&A. Nyquist)	214·2 P38tH62t	34·3	14·2	Oslo Norwegian *WB*	T.3Cy.15",25"&40"–27" 83NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		N

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig. &c. *Late Name if any* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. — Ship. — Engines	By Whom. — Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74235 LIYT	**Fagerfjell** *OilEng.* *CruiserStern* ssOsl.No.1-39 *Mchy.Aft* D.F. 2*Dks* *Longitudinal framing–bracketless system*	8072 7423 4758	✠100A1 1,41 ~~1,40~~ DBS~~3,38~~ 1,41 ✠LMC3,39 *Carrying Petroleum in bulk*	Osl NOs	*c*†	CL ~~1,40~~ 1,41	1935 6mo	Kockums M.V.Aktieb Malmö Lloyd's*A&CP*	Akties.Dovrefjell (Olsen&Ugelstad, *Mgrs.*) *CellDBuE*69'186*t*	461·6 P102'B37'F41' FK *DTf*36'535*t* *FPT*147*tAPT*168*t*	59·8	34·6	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.DA 6Cy.23⅝"-$43\frac{5}{16}$" 1162NHP 2DB*171lb* KockumsM.V.Akt.Malmö	34 〃 7 s 7 〃 5 27 〃 4¼	
74236 LCIZ	**Fagersten** (*ex*FrithjofI) 1*Dk*	2342 2116 1412					1921	Eltring- hams,Ld.Wil- lingtonQuay	SkipsA/S Akershus (Rob.Nilson&A. Nyquist,*Mgrs.*)	290·0 P25'B88'F32'	44·0	20·8	Oslo Norwegian *WB*	T.3Cy.21",34½"&57"-39" 203NHP Eltringhams,Ld.		N
* 74237 5243 SLMA	**Fagervik** (*ex*Gloria,*ex*Rossija) *ss*Osc.2ndNo.3-5,27 *ss*Got.No.2-36 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	*1912* *1668* *1084*	✠100A1 5,39 ✠LMC MS12,35 BS4,39	Rot	*r*	CL 5,39	1901 10mo	Osbourne, Graham&Co. Sunderland A&CP	RederiA/BNovator (E.Nilsson,*Mgr.*) *CellDBa*86	275·0 284·4(O.L.) P34'B66'F29' FK *uE & B*34*f*108'491*t*	40·2	17·8	Nrrköpng Swedish 4*BHCem* *APT*45*t*	T.3Cy.20",32½"&53"-36" (*s*) 160lb 180NHP 2SB,4*pf*,GS61,HS2865 N.E.MarineEng.Co.Ld.Sld	20 〃 2 s 2 〃 7¾ 17 〃 9	
74238 124004 GPQN	**Fair Head** (*ex*Zealand-35) *ss*Brs.No.3-2,40 ~~*ss*Liv.No.3-2,28~~ ~~*ss*Bel.No.2-36~~ 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	1719 1536 888	✠100A1 *Spar dk* 4,41 ~~2,40~~ BS~~2,40~~ 4,41 ✠LMC~~3,36~~ 2,40	Brs Bel	*r*	CL 2,40	1906 10mo	Barclay, Curle&Co.Ld. Glasgow Lloyd's*A&CP*	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*) *CellDBa*58'*uE*	260·0 B73'F33' 22·2 FK&BK1½" 21'*f* 116' 258*t FPT*	36·0	14·7	Belfast British 4*BHCem* 48*tAPT*25*t*	T.3Cy.20½",34"&55"-42" (*r*) 180lb 247NHP 2SB,6*cf*,GS113,HS4288 Barclay,Curle&Co.Ld.Gls.	24 〃 6 s 3 〃 7½ 21 〃 1¼	
74239 225957 KGCE	**Fairfax** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* *Longitudinal framing* 4*Dks* D.F. GyC.	5649 — 3456					1926	NwprtNws S.B.&D.D.Co NewprtNews	Merchant&Miners Transptn.Co.	350·0	52·0	36·0	Baltimore Utd.States *WB*	T.4Cy.25",42½"&(2)54"-48" 404NHP NewportNewsSB.&DD.Co		R
74240 221143 KDPY	**Fairfield City** *Fitted for oil fuel* GyC. 2*Dks*3*trB*	5686 5082 3450					1921	Chickasaw S.B.&CarCo. Chickasaw	IsthmianS.S.Co.	424·2 P58'B&F350'	56·2	26·5	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1Sc. Shaft W&AFletcherHobokenNJ		R
74241 161520	**Fairlake** 1*Dk*	1940 1634 1160					1929	Barclay, Curle&Co.Ld. Glasgow	SarniaSteamships Ld.(R.Scott Misener,*Mgr.*)	252·7	43·3	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Barclay,Curle&Co.Ld.Gls.		C
74242 68808 CYLD	**Fairmount** (*ex*Metcalfe) *Mchy.Aft* 1*Dk*	1851 1652 1302					1923	Ayrshire DkydCo.Ld. Irvine	CanadaSteamship Lines,Ld.	252·0 F37'	43·1	17·3	Montreal British *WB*	T.3Cy.16",26½"&44"-33" 111NHP Bow,McLachln&CoLd.Psy		C
74243 161524	**Fairriver** 1*Dk*	1940 1634 1160					1929	Barclay, Curle&Co.Ld. Glasgow	SarniaSteamships Ld.(R.Scott Misener,*Mgr.*)	252·7 Q100'F35'	43·3	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Barclay,Curle&Co.Ld.Gls.		C
74244 96684 KJKD	**Fairview** Ⓟ **Wood** (*ex*StonyCreek, *ex*Huntingdon) 1*Dk*&*Saloon dk*	345 — 316					1903	R.Palmer &SonS.B.Co. Noank,Conn.	NewarkSteamboat Co.	120·4	28·0	9·8	Newark, N.J. Utd.States	C.2Cy.15"&30"-24" 37NHP J.W.Sullivan,NewYork		
74245 148300 GLYW	**Fairwater** *ss*Bkn.No.2-36 1*Dk*(*Stl*)	4108 3929 2604	✠100A1 4,40 BS9,40 ✠LMC MS10,36 ~~BS9,39~~	Cff	*x*	CL ~~9,38~~ 10,40	1928 8mo	R.Thomp- son&Sons,Ld. Sunderland Lloyd's*A&CP*	FairwaterShip- pingCo.Ld. *CellDBa*	380·2 391·9(O.L.) P34'B230'F36' FK &*uE*149'*f*163'1065*t*	53·1	24·1	Cardiff British 6*BHCem* *APT*135*t*	T.3Cy.25",41"&68"-48" 180lb 376NHP 3SB,9*cf*,GS165,HS6174 N.E.MarineEng.Co.Ld.Sld	26 〃 6 s 3 〃 7¾ 23 〃 0¾	
74246 142476 MJBV	**Falavee** **K** *ss*Bel.No.3-5,30 *ss*Bel.No.2-38 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	338 245 120	✠100A1 4,41 ~~7,39~~ BS10,40 ✠LMC MS2,38 ~~BS11,39~~	Bel	*e*	CL ~~2,38~~ 4,41	1918 4mo	A.Jeffrey& Co.Ld. Alloa Lloyd's*A&CP*	Howdens,Ld.	136·9 24·3 Q49'B10'F27 FK *FPT*50*t*	23·2	9·8	Belfast British 3*BHCem* *APT*10*t*	C.2Cy.16½"&36"-27" (*s*) 135lb 75RHP 1SB,3*pf*,GS47,HS1370 A.Jeffrey&Co.Ld.Alloa	10 〃 9 s 〃 6¾ 10 〃 4	
74247 218427 KIND	**Falcon** (*ex*RockIsland) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	2966 2459 1760	✠ ... 11,20 ✠				1919 7mo	ThePusey &JonesCo. Wlmgtn,Del.	GraceLine,Inc.	300·0 P37'B76'F29' FK *WB*	44·1	22·9	Wilmgton (Del.) Utd.States	T.3Cy.19¾",31½"&54¼"-36" 332NHP Pusey&JonesCo.Wlmngtn	25 〃 0	R †
74248 149946 MNXL	— *ss*Lon.No.3-12,40 ~~*ss*Lon.No.2-36~~ *Ref.Mchy.* 1*Dk*&*ShelterDk* E.S.D. *CruiserStern*	1025 641 433	✠100A1 *withfreeboard* 12,40 ~~6,37~~ ~~BS3,40~~ ~~BS4,38~~ ✠LMC12,40 Lloyd'sRMC~~9,40~~12,40	Lon	*n*	CL ~~5,37~~ 7,40	1927 11mo	AilsaS.B. Co.Ld. Troon Lloyd's*A&CP*	GeneralStm.Nav. Co.Ld. *CellDB*176'220*t*	213·9 19·6 B40' FK *FPT*22*tAPT*15*t*	35·7	11·6	London British 5*BHCem* (3 *to Sh dk* 2 ,, *2nd* ,,)	T3Cy.17½",28½"&47"-30"(*s*) 200lb 196NHP 2SB,6*cf*,GS121,HS3780 AilsaS.B.Co.Ld.Troon	13 〃 9 s 〃 2 13 〃 8¼	
74249 DAMU	**Falk** 1*Dk*	1459 1027 853					1911	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·9 Q75'B101'F25'	36·4	15·0	Stettin German *WB*	T3Cy$16\frac{9}{10}$"27⅗"&$43\frac{3}{10}$"-$31\frac{1}{10}$" 104NHP StettinerOderwerke		G
74250 DOBY	**Falke** (*ex*Düsseldorf,*ex*Poldorf, *ex*Düsseldorf, *ss*Wsm.No.1-14 *ex*Toreador) Sub Sig. 1*Dk*(*Stl*) Wireless D.F.	997 832 480	✠ 1,17 ✠	Gst	*o*		1909 8mo	Bremer Vulkan Vegesack	ArgoReederei RichardAdler&Co. *CellDBa*69'*u*	239·3 P27'B&F186' FK *E*15'*f*102'284*tFPT*	33·4	12·7	Bremen German 4*BHCem* 32*tAPT*42*t*	T.3Cy.15⅜",$25\frac{19}{32}$"&$43\frac{5}{16}$"- 29½" 160NHP 2SB,4*cf*,GS84,HS3014 BremerVulkan,Vegesack	14 〃 9	G †
74251 LDSN	**Falkefjell** **TwinSc** *OilEng.* D.F. *Mchy.Aft* *ss*HKg.No.2-38 *CruiserStern* 2*Dks*(*Stl*)&*Web frames* *Longitudinalframing–bracketless system*	7927 7338 4603	✠100A1 9,40 ~~2,40~~ DBS7,39 ✠LMC3,38 *Carrying Petroleum in bulk*	HKg Syd	*c*†	CL 3,38	1931 4mo	Kockums M.V.Aktieb. Malmö Lloyd's*A&CP*	Akties.Falkefjell (Olsen&Ugelstad) *CellDBuE*65'242*t* *DTf*36'540*t*	462·0 P105'B39'F41' FK *FPT*148*tAPT*241*t*	59·7	34·3	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.$22\frac{7}{16}$"-39⅜" 778NHP 2DB*171lb* KockumsM.V.Akt.Malmö	34 〃 7 s 8 〃 9½ 26 〃 0	
74252 577 SFWI	**Falken** (*ex*Orion-34,*ex*Falken) *ss*Hbg.4thNo.3-4,39 *Well deck* 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	*1308* *1026* *706*	✠100A1 ~~4,39~~10,40 BS10,40 ✠LMC4,39	Hbg Got	*o*	OG 1,40	1893 5mo	Craig,Tay- lor&Co. Stockton A&CP	RederiA/B Falken (N.M.Thore,*Mgr.*) *CellD*	237·0 243·4(O.L.) Q89'B58'H65*t*F29' FK B190'273*tFPT*109*t*	34·5	15·3	Jonstorp Swedish 4*BHCem* *APT*100*t*	T.3Cy.18½",30"&49"-33" (*s*) 160lb 136NHP 2SB,4*pf*,GS68,HS2000 N.E.MarineE.Co.Ld.Sld.	17 〃 9 s 1 〃 7 16 〃 4	
74253 OXME	— Ⓟ Wireless 1*Dk*	369 253 159					1911	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	160·9 P96'F24'	26·1	9·6	Rudköbing Danish *WB*	T.3Cy.13½",22"&36"-24" 63NHP HelsingörsJernsk.&Mskb.		V
74254 5115 SEAW	— **Sp** *Mchy.Aft* 1*Dk*	*368* *286* *173*					1910	Lindhol- mensM.V. Gothenburg	ÅngbåtsA/B Hallands(Harry Trapp,*Mgr.*)	145·3 P44'F21'H8*t*	24·7	11·2	Gothenbrg Swedish *WB*	T.3Cy.12",20"&33"-21" 50NHP LindholmensM.V.Got.		V

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
74255 DOCR	**Falkenberg** (*ex*Cavalla–39, *ex*Frankfurt) Wireless 2*Dks*	1570 1413 954					1912	Bremer Vulkan Vegesack	Aug.Bolten,Wm. Miller'sNachfl.	260·5|37·1|19·5 B69'F33'	Hamburg German *WB*	T.3Cy.23⅝",38½"&61½"– 41$\frac{3}{16}$" 245NHP BremerVulkan,Vegesack		G
74256 DOFM	**Falkenfels** Sub.Sig. 2*Dks*	6318 5812 3852					1921	Act.Ges. "Weser" Bremen	DeutscheDmpfs- fahrts.Ges.Hansa	431·6|56·4|30·4 P64'B135'F52'	Bremen German	T.3Cy.29⅛",47$\frac{5}{16}$"&76$\frac{7}{16}$"– 54"&L.P.turbine 607NHP A.G."Weser,"Bremen		G
74257 3453 SEBG	**Falkvik** (*ex*Nordstjernan) 1*Dk*	*1216* *1031* *631*					1899	Howaldts- werke Kiel	RederiAktieb. Falkvik(Th. Carlsson)	236·8|35·2|15·9 Q17'B64'H86tF23'	Sölvesborg Swedish *WB*	T.3Cy.17",27½"&43½"–24⅝" 95NHP Howaldtswerke,Kiel		V
74258 219654 KJKE	**Falmouth** (*ex*LakeFloravista) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB*	2606 2261 1612	✠ … 10,20 ✠				1920 4mo	McDougall DuluthCo. Duluth,Minn	EasternS.S.Lines, Inc.	251·0|43·7|25·8 P25'B64'F20' FK	Portsmth, N.H. *WB* Utd.States	T.3Cy.21",35"&59"–42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
74259 7226 SEOA	**Falsterbo** *OilEng.* *ss*Got.No.3–2,39 1*Dk*(*Stl*)	*4085* *3651* *2353*	✠100A1 ~~7,40~~ ~~8,39~~11,40 ✠LMC CS2,39 DBS~~11,39~~ 3,41	Vcr ~~Lon~~ NYk 2,39	*w*	CL ~~2,39~~ 10,40	1925 9mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP* *Inter*	Ångb.Aktieb.Ferm (T.E.J:son Broström,*Mgr.*) *mediateBHinafter*	349·5|50·6|25·3 365·0(O.L.) P31'B120'F35' FK *hold dispensed with* *Cell DB297'972t FPT*	Krstnhmn Swedish 5*BHptCem* 55*tAPT*40*t*	Oil Engines 4S.C.SA 6Cy.24$\frac{11}{16}$"–51$\frac{3}{16}$" 355NHP DB80*lb* EriksbergM.V.Aktieb.Got	28 ″ 0 s4 ″ 10 23 ″ 3½	
74260 170 IMWJ	**Famiglia** (*ex*Wylam,*ex*Zorroza, *ex*Wylam) *ss*Nap.2ndNo.3–10,13 *Beams&CellDBIrn*1*Dk*(*Irn*)	813 651 496	✠ 2.20 ✠NB7,09 ✠	Nap	*l*		1888 6mo	Sunderlnd S.B.Co.Ld. Sunderland	AlfioNapoli	217·4|30·1|13·5 209·8 Q103'B15'F22' BK8' *Cell*	Catania Italian 4*BHCem* *DB*163'207*t*	T.3Cy.16⅝",26"&43"–30" NDB11 99NHP 1SB,3*cf*,GS51,HS1498 N.E.MarineEng.CoLd.Sld.	15 ″ 9	I †
74261 918 IMXF	**Famiglia Merica** WoodAux (*exSailing Vessel* 3MstSr MaddalenaBeraldo–35) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	443 415 313					1920	M.Tappani Chiavari	ErnestoLena	151·7|30·2|15·4 136·1 P29'F13'	Genoa Italian	Oil Engines 2S.C.SA 4Cy.10¼"–17¾" 73NHP E*made&fitted*–36 Soc.AnFiatS.G.M.Turin		I
74262 LKGR	**Fana** *Fitted for oil fuel* Wireless 1*Dk&Shelter dk* *CruiserStern*	1375 1104 760					1939	Nylands Verksted Oslo	SkibsA/SVilhelm TorkildsensRederi (V.Torkildsen, *Mgr.*)	250·9|41·3|14·8	Bergen Norwegian *WB*	C2Cy16¾"&33$\frac{7}{16}$"–33$\frac{7}{16}$"&LP turbine with DR gearing & hydraulic coupling 54NHP NylandsVerksted,Oslo		N
74263 DCCU	**Fanal** (*ex*Rhenus–24) 1*Dk*	540 516 299						………	Ivers-Linie,Kom- manditGes.(Paul- sen&Ivers,*Mgrs.*)	187·7|23·1|13·4 H–	Kiel German *WB*	C.2Cy.13"&30"–12" 26NHP P.vanSmit,Jr.Rotterdam		G
74264 LJOL	**Fanaraaken** Ⓟ 2*Dks&Shelterdk* *CruiserStern*	590 284 346					1937	A/S Bergns Mek.Værks Bergen	Fylkesbaatane i Sogn&Fjordane	157·1|26·5|13·2 20·2	Bergen Norwegian *WB*	C.4Cy.(2)11⅝"&(2)27$\frac{3}{16}$"– 25$\frac{3}{16}$" 62NHP FredrikstadM.V.A/S Fredrikstad		
74265 LDVC	**Fanefjeld** Wireless D.F. 1*Dk*	1354 1179 766					1920	C.Vander Giessen& Zonen Krimpen a/d Ysel	D/S A/S Storfjeld (H.Grieg Martens,*Mgr.*)	239·7|36·2|16·2 P51*t*H74*t*F16*t*	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"–36" 126NHP Pannevis&Zoon,Utrecht		N
74266 146 SVPU	**Faneromeni** (*ex*Thetis,*ex*Rooke, *ex*Slawentzitz) *ss*Pir.2ndNo.3–10,33 *ss*Pir.No.1–38 1*Dk*(*Stl*)2*trB&deep framing* *&Web frames*3*Dk rule* *Cargo battens not fitted*	3404 3192 2130	✠100A1 10,39 BS11,39 ✠LMC10,38	Cff	*v*	CL 10,39	1908 1mo *Lloyd*	Chant.Nav Anversois Hoboken '*sA&CP*	N.Th.Bulgaris	345·9|48·1|23·0 P31'B180'F31' FK *CellDBal*	Andros ~~Syra~~ Greek 6*BHCem* 08' *uE&B*42'	T.3Cy.24",40"&66"–45" (*s*) 180lb 320NHP 3SB,9*cf*,GS129,HS4986 N.E.MarineEngCo.Ld.Sld. *f*152'788*tFPT*108*tAPT*81*t*	25 ″ 7 s3 ″ 2½ 22 ″ 6½	
74267 241 IBOL	**Fanny Brunner** *ss*Tri.No.3–7,37 2*Dks*(*Stl*)	2366 1944 1409	✠100A1 3,40 ✠LMC MS11,37 BS7,39	Pla	*s*	CL 7,39	1925 10mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	303·5|41·7|20·6 290·0 P27'B97'F31' FK *CellDB*251'452*t*	Trieste Italian 5*BHCem* *APT*10*t*	T.3Cy.20¼",34⅝"&55½"–36" 200lb HS4137 FD (*s*) 279NHP 1SB&1Aux.SB,5*cf*,GS97 StabilimentoTecnico,Tri.	22 ″ 9 s3 ″ 0 19 ″ 10½	
74268 167462 GLDT	**Fanö** D.F. 1*Dk*	1889 1691 1096					1922	DeHaan& Oerlemans Heusden	Ministry of Ship- ping(W.A.Souter &Co.Ld.*Mgrs.*)	268·1|42·2|17·9 P24'B69'F25'	~~Copenhagen~~ ~~Danish~~ London *WB* British	T.3Cy.20",32"&51½"–35½" 159NHP N.V.BurgerhoutsM&S,Rot		V
74269 147598	**Fantiman** TwinSc 1*Dk*	647 492 402					1924	LythamSB &Eng.Co.Ld. Lytham	UnitedAfricaCo. Ld.	180·0|32·1|10·7 P38'B62'F26'	London British *WB*	T.6Cy.11",17½"&29"–22" 84RHP LythamS.B.&Eng.Co.Ld.	11 ″ 3	
74270 LDVF	**Fantoft** 1*Dk*	964 680 555					1921	Pusnæs Stob.&M.V. Arendal	RasmusF.Olsens RederiA/S(R.F. Olsen)	210·6|33·2|13·7 P37*t*Q76*t*B78*t*H49*t*	Bergen Norwegian *WB*	T.3Cy.15",25"&40"–30" 88NHP PusnæsStob&MV.Arendal		N
74271 LCVU	**Far** (*ex*Ravnefjell–37) D.F. 1*Dk*	2475 2191 1420					1921	ForthS.B. Co.Ld. Newcastle	A/S Skibsfart (Jac.Salvesen, *Mgr.*)	295·5|43·7|22·5 P86*t*H255*t*	Farsund Norwegian *WB*	T.3Cy.20½",33"&54"–39" 182NHP G.T.Gray&Co.Ld.S.Shl.		N
57/41 74272 147458 GPBF	**Faraday** TwinSc (*CableVessel*) *ss*Lon.No.3–7,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) 2*nd dk*(*Stl*)*except in Mchy. Space* D.F. *Mchy.Aft* *Cruiser Stern* E.S.D.	5533 5201 2639	✠100A1 *Shelter dk* *withfreeboard* 7,38 ✠LMC MS1,35 BS11,38 *Fitted for oil fuel* 4,23 *F.P. above* 150° F.	Lon	*y*	CL 7,38	1923 4mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	SiemensBros.&Co. Ld. *CellDB*315'1095*t* *MT*226*tDTf*188*t*	394·3|48·3|34·6 B179'*on Shelter dk* FK *DTa*283*t* (*Collision* *FPT*186*tAPT*106*t*	London British *ptCem* *BH to S dk* 6 „ „ *U* „)	T.6Cy.21",34"&57"–39" (*s*) 180lb 530NHP 3SB,9*cf*,HS7527 FD Palmers'Co.Ld.Newcastle	37 ″ 3 s10 ″ 0½ 27 ″ 5½	
74273 145696 MKSX	**Farfield** 3Mst *ss*Bkn.No.3–4,34 *ss*Bkn.No.1–39 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	468 321 192	✠100A1 2,41 ~~7,39~~~~10,40~~ BS10,40	Bkn Cff ✠LMC7,39	*g*	CL ~~6,37~~ ~~10,40~~ 2,41	1921 7mo *Lloyd*	Cook,Wel- t'n&Gemmell Ld. Beverley '*sA&CP*	CoppackBros.&Co.	152·0|25·2|10·8 Q86'B9'F25' FK *FPT*48*t*	Chester British 3*BHCem* *APT*21*t*	T.3Cy.13",23"&37"–24" (*s*) 180lb 85RHP 1SB,3*pf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s3 ″ 8½ 11 ″ 11	

190/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74274 PEBB	**Farmsum** ssRot.No.2-37 1Dk(Stl)&Shelter dk(Stl) D.F. CruiserStern	5237 4916 3185	✠100A1 withfreeboard 7,40 ~~4,40~~ MS2,37 Fitted for oil fuel 4,32 F.P. above 150° F.	Sch Bat ✠LMC BS3,40	a†	CL N3,40	1929 4mo Lloyd	A.Vuijk& Zonen Capelle a/d Ysel 'sA&CP	Stoomv.Maats. "Oostzee" (Vinke&Co. Mgrs) 1IntermediateBH 5B	421·7|56·2|26·5 F32' FK dispensed with(Coll H&oneoilfueltank CellDB372'1278tDTf17'704tFPT125tAPT188t	Batavia ~~Amstrdam~~ Dutch Cem BH to Sh dk „ „2nd „)	Q.4Cy.24",34",49"&71"-48" 220lb (s) 549NHP 3SB(Spt),9cf,GS155, FD HS8004 N.E MarineEngCoLd.Nwc	29 ″ 0 s 3 ″ 6¼ 25 ″ 7¼	
74275 7593 SFTR	**Fårösund** Ⓟ (exNorrköping-38) ssSkm.No.2-38 1Dk(Stl) Strengthened for navigation in ice	537 291 322	✠100A1 ~~4,4~~3,41 ~~6,40~~ BS~~5,39~~ 6,40	Skm ✠LMC2,38	g	CL ~~9,39~~ ~~4,40~~ ~~8,40~~ 3,41	1930 1mo Lloyd	Hlsingbrgs Varfs&Svetsnings Aktieb. Helsingborg 'sA&CP	SliteCement-och KalkA/B CellDBuE 18'f28'60tFPT11tAPT11t	142·6|26·9|12·0 Q44'B&F94' BK6½"	Slite Swedish 4BHCem	T.3Cy$12\frac{3}{16}$",$20\frac{21}{32}$"&32¼"-24" 200lb (s) 84NHP 1SB,2cf,GS52,HS1620 FD HelsingborgsVarfs& SvetsningsA/B	19 ″ 8 s 7 ″ 5 13 ″ 0½	
74276 161526 VCFG	**Farrandoc** Mchy.Aft 1Dk	1925 1627 1143					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	PatersonSteamships,Ld.	252·9|43·4|17·8 Q100'F35'	Ft William British WB	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
74277	**Farrapo** TwinSc OilEng. 2Dks Ref.Mchy. CruiserStern	2926 2629 1694	✠100A1 8,39 ✠Lloyd'sRMC~~9,39~~~~6,40~~1,41	Rio ✠LMC12,37	u	OG	1937 12mo Lloyd	NVSchpsb. enMachfab. "DeKlop" Sliedrecht 'sA&CP	LloydBrasileiro CellDB238'647tFPT66tAPT88t	322·5|47·4|21·3 336·3(O.L.) P33'B90'F30' FK	R.Janeiro Brazilian 6BHCem	Oil Engines 2S.C.SA 14Cy.13¾"-23⅝" 463NHP Gbr.Stork&CoNVHengelo	24 ″ 0 s 3 ″ 8 20 ″ 5½	
74278 DORO	**Fasan** Ref.Mchy. Wireless D.F. 2Dks	1275 848 622					1936	Howaldtswerke A.G. Kiel	Argo-Reederei RichardAdler &Co.	245·2|38·5|12·4 P44'B&F195' Upr.B71'Upr.F30'	Bremen German WB	C.2Cy.$17\frac{11}{16}$"&$35\frac{7}{16}$"-$35\frac{7}{16}$"& LPturbine withDRgearing & hydraulic coupling DeutscheSchiff.u 116NHP Mschb.A.G.Weser,Bmn		G
74279 160191 GNRD	**Fastnet** Ⓟ Ref.Mchy. Wireless 2Dks	1415 1045 582					1928	CaledonS. B.&E.Co.Ld. Dundee	ClydeShippingCo. Ld.	249·8|37·2|17·2	Glasgow British WB	T.3Cy.20",33"&53"-39" 175NHP CaledonSB.&E.Co.Ld.Dun		C
74280 CSCH	**Fatima** WoodAux3MstSr (exAlgarve5°-35, OilEng. exSailingVessel) 1Dk (See Sailing Ship Register)	331 316 252					1923	J.P.de Sousa Portimão	JoséBrazAlves	135·7|32·5|11·6	Faro Portuguese	Oil Engines 2Cy.15⅜"-$16\frac{15}{16}$" Emade&fitted35 A/S Volund,Copenhagen		
74281 154085 MBKW	**Fatshan** Ⓟ TwinSc 2Dks CruiserStern	2639 863 1575					1933	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNavigation Co.Ld.	241·0|45·7|10·9	London British WB	T.4Cy.16",25"&(2)29"-18" 71NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
74282 PEBE	**Fauna** Wireless 1Dk&Shelter dk	1254 1081 728					1912	N.V.Werf Rijkee&Co Rotterdam	Koninkl.Nederl. Stoomb.Maats.NV	251·5|36·2|16·0	Amstrdam Dutch WB	T.3Cy.19½",31"&50"-36" 150NHP Maats.Fyenoord,Rot.		V
74283 394 IMXN	— Iron ssLiv.3rdNo.3-10,17 ssGen.No.2-26 (exFratelliTesta-32,exPalmaria, exDubrovnik,exKing'sLynn) 1Dk2trB	575 450 334	✠ … 1,30 ✠NB11,18✠				1880 8mo	R.Craggs& Sons Middlesbro'	E.Milano&Co.	187·5|25·6|13·7 180·6 Q88'B11'F23' BK7½"	Trieste Italian WB	C.2Cy.23½"&44"-30" 93NHP Blair&Co.Ld.Stockton	14 ″ 10	I †
74284 159510 MPMQ	**Faunus** (exSelene-39) TwinSc OilEng. Mchy.Aft ssRot.2ndNo.3-5,33 D.F. ssAms.No.1-36 2Dks(Stl)&Webframes	3800 3339 2706	✠100A1 4,40 ~~4,39~~ DBS~~4,39~~ 4,40 Carrying Petroleum in bulk	HKg Suz ✠LMC12,36	v	CL 4,39	1914 6mo Lloyd	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE 44'56tFPT70tAPT37tDTf32'234t	344·8|46·2|25·5 P73'F34' FK	London British 14BHCem (11 to U dk 3 „ 2nd „	Oil Engines 4S.C.SA 12Cy.20½"-$35\frac{7}{16}$" 488NHP DB120lb Ned.Fab.&Werk.Ams. only)	27 ″ 7 s4 ″ 11¼ 22 ″ 9¾	
74285 146179 VPDR	**Fausang** ssShi.No.3-4,34 E.S.D. ssH.Kg.No.1-38 2Dks(StlU-teaks)	2256 1861 1232	✠100A1 5,41 ~~4,40~~ BS~~4,40~~ 5,41	HKg ✠LMC6,38	s	CL ~~5,39~~ 5,41	1921 11mo Lloyd	Dunlop, Bremner& Co.Ld. Pt.Glasgow 'sA&CP	IndoChinaStm. Nav.Co.Ld. CellDB237'489tDTa20'278tFPT33tAPT46t	285·0|42·6|20·0 299·0 (O.L.) P33'B104'F38' FK	HongKong British 4BHCem	T.3Cy.21",34"&57"-42" (s) 180lb 100lb 298NHP 2SB,6cf,GS105,HS4435 FD Dunlop,Bremner&Co.Ld.	22 ″ 3 s2 ″ 8¾ 19 ″ 11	
74286 2205 ICAG	**Fausto** (exNedon-38, exHeathfield-33,exBriarwood, exWarMallow) 1Dk	5285 4773 3198					1919	Ropner& Sons,Ld. Stockton	HugoTrumpy	413·1|52·3|28·4 402·0 P49'B113'F40'	Genoa Italian WB	T.3Cy.27",44"&73"-48" 490NHP Blair&Co.Ld.Stockton		CI
74287 163558 MBBT	**Fauvette** TwinSc OilEng. ssLon.No.1-39 Mchy.Aft 1Dk&Shelter dk Wireless E.S.D. CruiserStern	614 410 218	✠100A1 withfreeboard 5,40 ~~8,39~~	Lon ✠LMC8,38	k	CL 7,39	1935 1mo Lloyd	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	GeneralStm.Nav. Co.Ld. DB in ER11t DTf10'45tFPT31tAPT46t	183·2|33·7|10·7 34·7 FK	London British 3BHptCem (Coll to Sh dk 2 „ 2nd „)	Oil Engines 2S.C.SA 10Cy.13⅜"-$22\frac{7}{16}$" 312NHP BritishAuxiliaries,Ld.Gls.	11 ″ 9 s ″ 2 11 ″ 8	
74288	**Fauzon** D.F. 1Dk&Shelter dk	*4376* *3889* *2553*	✠100A1 withfreeboard 2,41 ~~8,39~~	Ant Msl ✠LMC12,38	z	CL	1938 12mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	Cie.deNavigation d'Orbigny CellDB354'1024tFPT108tAPT107t	410·8|55·0|22·7 425·1(O.L.) F37' FK	LaRochlle French 7BHCem (Coll toSh dk 6 „ 2nd „)	T.3Cy.24½",42"&70"-48"(s) 220lb 553NHP 3SB,9cf,GS172,HS8220 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	25 ″ 0 s2 ″ 3½ 23 ″ 0¾	
74289 LKKR	**Favør** Wireless 2Dks CruiserStern	1323 1059 709					1940	Langes'nds MekVerkA/S Langesund	S.UgelstadsRederi A/S(S.Ugelstad, Mgr.)	251·2|41·7|14·8	Oslo Norwegian WB	C.2Cy.$16\frac{11}{16}$"&33½"-33½"& LPturbine with DRgearing &hydraulic coupling Langesund'sMekVerk A/S		
74290 LDNW	**Favorit** (exIonier,exFishersIsland) ssCbo.No.3-2,33 D.F. ssCbo.No.1-36 2Dks(Stl)	2826 2475 1652	✠100A1 12,40 ~~1,40~~ MS1,36	Stv Lon ✠LMC BS~~4,39~~5,40	t	CL ~~11,37~~ 12,40	1920 5mo	ThePusey &JonesCo. Wlmgtn,Del. CP	SmedvigsRederi A/S(P.Smedvig, Mgr.) CellDB244'644tDTa12'43tFPT64tAPT99t	300·6|44·2|22·9 P37'B76'F29' FK	Stavanger Norwegian 6BHCem	T.3Cy.19¾",31½"&54¼"-36" 200lb (r) 305NHP 2SB,6cf,GS118,HS4842 FD Pusey&JonesCo.Wlmngtn	25 ″ 0 s 3 ″ 11 21 ″ 3	
74291														

76/41

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert. B.of Trade
74292 1861 IBTR	**Favorita** (*ex*Kossuth-33) *ss*Tri.No.3-4,19 D.F. *ss*Shl.No.2-27 *1Dk2trB Web frames&deep framing*	3576 3326 2228	✠ ... 3,32	✠			1906 8mo	R.Craggs& Sons,Ld. Middlesbro'	I.N.S.A.(Industrie NavaliSoc.Anon.)	349·8 P31'B100'F33' FK	49·8	23·0	Genoa Italian *WB*	T.3Cy.23½",39"&66"-45" 322NHP N.E.MarineEngCo.LdNwc	25 ″ 10	I †
74293	**Favorita Clara Primera** TwinSc (*ex*Jupiter,*ex*Tillie *ss*Cff.No.3-4,18 Godmann,*ex*Longston, *ss*Npt.No.1-21 *ex*FavoritaClara) 1*Dk*	460 — 262	... 2,24				1907	G.Seebeck Akt.Ges. Bremerhaven	Viuda deSantiago Ferrando eHijos	154·0 P15'B37'F21' BK6½'	29·7	11·5	Bns.Aires Argentine *WB*	C.4Cy.11"&20"-15¾" 26NHP G.SeebeckA.G.Bremerhvn	11 ″ 7	
74294	**Favorito Don Santiago** TwinSc 1*Dk*	498 — 284					1911	G.Seebeck Akt.Ges. Weser- münde-G.	Viuda deSantiago Ferrando eHijos	164·0	31·2	12·1	Bns.Aires Argentine *WB*	C.4Cy.14¾"&22¾"-15¾" 34NHP G.SeebeckA.G. Wesermünde-G.		
74295	**Favorito Santos Cosme y Damian** TwinSc (*ex*Marga, *ex*Rochefort,*ex*Belgica,*ex*Alemania, *ex*Kurt) 1*Dk*	490 — 279					1898	J.C.Teck- lenborgA.G. Weser- münde-G.	Viuda deSantiago Ferrando eHijos	204·0 B20'F24'	32·4	9·7	Bns.Aires Argentine *WB*	T.6Cy.10½",16½"&26½"-18" 61NHP J.C.TecklenborgAGWsm.		
74296 128889 MGCJ	**Faxfleet** *ss*Goo.No.3-10,28 *ss*Goo.No.2-37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	863 588 425	✠100A1 6,40 ~~2,39~~ MS6,37	Goo ✠LMC BS~~2,35~~,41 ~~6,40~~	*k*	~~1,30~~ 2,41	1916 6mo *Lloyd*	J Fullerton &Co. Paisley '*sA&CP*	OuseS.S.Co.Ld. (A.W.Atkinson, *Mgr.*) *Cell*	195·1 Q99'B11'F24' FK *DBf*116'195*t FPT*	31·1	11·6	Goole British 3*BHCem* 57*tAPT*45*t*	T.3Cy.16",26"&44"-33" (*s*) 180lb 96RHP 2SB,4*pf*,GS72,HS2246 Ross&Duncan,Glasgow	14 ″ 3 s 4 ″ 9¼ 13 ″ 7	
74297 207345 WEDF	**Fayette Brown** (*ex*Charles L. Hutchinson) Sub.Sig. *Mchy.Aft* D.F. GyC. 1*Dk*	6377 — 4860					1910	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) *WB*	504·0	54·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B Co.Clevelnd		R
74298 160703	**Fealtie** *OilEng.* 1*Dk*	351 282 271					1928	N.V.Indus- trieeleMaats. DeNoord Alblasserdam	MedwayOil& StorageCo.Ld.	152·7	24·2	8·9	Rochester British *WB*	Oil Engines 4S.C.SA 3Cy.11"-17$\frac{13}{16}$" 35NHP Motorenfbr."Deutz"A.G. Köln-Deutz		
74299 DHLO	**Fechenheim** (*ex*Hessen-35) 4Mst E.S.D. *Ref.Mchy.* D.F. Sub.Sig. 2*Dks*	8116 7397 4887					1922	Bremer "Vulkan" Vegesack	Unterweser ReedereiA.G.	468·7 P55'B224'F41'	58·3	32·7	Bremen German *WB*	T.3Cy.32¼",52¾"&86⅝"-55⅛" 560NHP BremerVulkan,Vegesack		G
74300 127452 MPLL	**Feddy** (*ex*Newburn,*ex*Sirius,*ex*Peter Pan,*ex*Harlingen) Wireless D.F. 1*Dk*	938 829 546					1909	Osbourne, Graham&Co. Sunderland	Ministry of Shipping(Wm.Cory & Son,Ld.*Mgrs.*)	210·0 P16'B65'F24'	~~33·3~~ 33·2	~~14·2~~ 14·1	~~Copnhagn.~~ ~~Danish~~ London *WB* British	T.3Cy.16",27"&44"-30" Richardsons, 106NHP Westgarth&Co.Ld.Sld.		C
74301 512 IBJU	**Fede** D.F. E.S.D. *OilEng.* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk* *Longitudinal framing at bottom & at deck*	7884 — 4459					1938	Cantieri RiunitiDell' Adriatico Trieste	AchilleLauro	483·3 465·2 P93'B47'F48'	59·2	33·8	Naples Italian *WB*	Oil Engines 2S.C.SA 8Cy.26¾"-48$\frac{5}{16}$" 1000NHP SocAn"Fiat"S.G.M.Turin		I
74302 130908 KDWY	**Federal** (*ex*Northwestern) *Fitted for oil fuel* *Carrying oil fuel in bulk* *Mchy.Aft* D.F. 1*Dk&Spar dk*	2881 2482 2159					1901	Chicago S.B.Co. Chicago	Petroleum NavigationCo.	303·2 len22	42·2	23·2	NewYork Utd.States *WB*	T.3Cy.20",33"&54"-40" 184NHP ChicagoS.B.Co.		V
74303 1730 IMYF	**Federico** (*ex*Ilos,*ex*Emmapark) 2*Dks*	1466 1304 865					1920	Bremer Vulkan Vegesack	G.Costa fu Andrea	247·3 238·2	33·9	19·4	Genoa Italian *WB*	T3Cy.16½",26⅝"&44$\frac{1}{16}$"-29½" 106NHP BremerVulkan,Vegesack		I
74304 1213 CBFS	**Federico Schwager** (*ex*Jutland, *ex*MaindyBridge) *ss*Vpo.No.3-5,33 *ss*Vpo.No.2-40 ~~*ss*Vpo.No.1-37~~ 1*Dk*(*Stl*)	2593 — 1569	✠100A1 ~~7,40~~ ~~2,39~~ 8,40 ~~BS7,39~~	Tal ~~Vpo.~~ ✠LMC~~5,37~~ 7,40	*t*	CL 2,39	1920 9mo *Lloyd*	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow '*sA&CP*	Cia.Carbonifera y deFundicion Schwager *C*	299·8 P25'B85'F34' FK *ellDB*255'602*tFPT*	45·1	20·2	Valparaiso Chilian 5*BHCem* 61*tAPT*89*t*	T.3Cy.22",35"&59"-39" (*r*) 180lb *100lb* 266NHP 2SB,6*cf*,GS123,HS4502 ClydeS.B.&E.Co.Ld.P.Gls.	22 ″ 6 s 3 ″ 4 19 ″ 6	
74305 YTBF	**Federiko Glavic** Now "Radport," see No. 89831 in Supplement 1*Dk*(*Stl*) *Shelter dk*(*Stl*) *3rd dk in No.1 hold*	5269 4899 3286	✠100A1 *withfreeboard* 10,40 ~~2,40~~ MS5,37	Bal NNs ✠LMC BS2,40	*a*†	CL 2,40	1925 2mo *Lloyd*	Workman, Clark&Co.Ld. Belfast '*sA&CP*	Dubrovacka PlovidbaA.D. *CellDB*369'1484*t*	420·6 F38' FK *APT*131*t*	54·7	25·0	Dubrovnik Yugoslav 7*BHptCem* (*Coll to Shdk* 6 ,, 2nd ,,)	T.3Cy.25$\frac{5}{16}$",42½"&70"-51" 180lb (*s*) 484NHP 3SB,9*cf*,GS177,HS7104 FD Wrkman,Clark&Co.Ld.Bel	28 ″ 7 s 3 ″ 7½ 25 ″ 1¾	
74306 171162 MBZJ	**Federlock** (*ex*Federal-38) *ss*Osa.2ndNo.3-5,38 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6607 5614 3921	✠100A1 *Shelter dk* *withfreeboard* 5,40 ~~5,38~~ BS~~5,38~~ 5,40	Smk ✠LMC5,38	*z*	CL 5,38	1918 11mo	Federal S.B.Co Kearny,N.J.	G.E.Marden (Wheelock&Co. Ld.*Mgrs.*) *CellD*	397·0 P45'B110'F38'*on* *Shelter dk* FK *B*331'1512*t FPT*18	55·2	31·1	Shanghai British *Cem* 7*BHtoWdk* 7*t APT*175*t*	DR geared steam turbine 210lb (*s*) 619NHP 3SB(Spt),9*cf*,GS175, HS8934 FD GeneralElectricCo. Schenectady,N.Y.	34 ″ 11 s 7 ″ 10¾ 27 ″ 2¾	
74307 UNYZ	**Fedor Litke** TwinSc (*ex*Canada,*ex*EarlGrey) (*Icebreaker*) *ss*Nwc.No.3-11,18 2*Dks*(1*DkStl*-ws &*UptStl*-ws)3*trB*	2216 1668 375	✠ 7,21	Shl ✠	*t*		1909 8mo	Vickers,Ss. &Maxim,Ld. Barrow *CellDBuE&* *D*	U.S.S.R. *B*97'*f*54'266*tDTf* *tanks between tunn*	250·0 B128'F36' FK 20'87*t* *els*37'108*t*'*Tween dk*	47·9	24·0	Archangel Russian 4*BHCem* *tankaft*27'1	T.6Cy.27½",43"&70"-39" 956NHP 2D&2SB18*cf*GS396HS15024 VickersSs.&MaximLd.Brw 71*tFPT*17*tAPT*108*t*	26 ″ 6	
74308 1028 ICME	**Fedora** (*ex*Vallescura-35, *ex*Cloutsham) D.F. 1*Dk*	5016 4301 3072					1910	W.Doxford &Sons,Ld. Sunderland	GiovanniGavarone	387·4 378·4 P37'B123'F37'	51·7	27·6	Genoa Italian *WB*	T.3Cy.25½",43"&71"-45" 338NHP W.Doxford&Sons,Ld.Sld.		I
74309 166558 MMWT	**Felania** (*ex*Artemis-38) TwinSc *Oil Eng.* *Mchy.Aft* *ss*Tri.2ndNo.3-7,33 *ss*Tri.No.1-38 D.F. 2*Dks*(*Stl*)&*Web frames*	3882 3328 2212	✠100A1 ~~5,40~~ ~~2,38~~ 1,41 DBS~~6,38~~ 5,40 *CarryingPetroleum in bulk*	Tri Suz ✠LMC 10,37	*v* CS9,38	CL 8,38	1914 1mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBa*41'50*tAP*	346·5 360·0(O.L.) P74'F36' FK *T*53*tDTf*27'440*t*	46·7	25·3	London British 14*BHCem* (11 *to U dk* 3 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.20½"-35$\frac{7}{16}$" 488NHP DB*120lb* Ned.Fabriek vanWerk- tuigen,Amsterdam	27 ″ 5 s 4 ″ 9¼ 22 ″ 9¾	
74310 336 IBVL	**Felce** (*ex*Hadiotis,*ex*Freienfels) *ss*Lon.No.3-6,23 *ss*Nap.No.2-31 D.F. 2*Dks*(*Stl*-*U*teak s)	5639 5351 3518	✠ ... 3,34	Ams ✠			1910 11mo	J.C.Teck- lenborgA.G Weser- münde-G. *C*	A.Lauro *in fore* *ellDBa*141' *u E*24	435·4 421·8 P60'B124'F51' FK *Intermediate BHd* *hold dispensed with* '*f*183'1225*t*'*tweend*	55·1	28·6	Naples Italian *Cem* 6*BHonly* *k tanks a* 42'	Q.4Cy.24$\frac{1}{16}$",34$\frac{21}{32}$",50$\frac{21}{32}$"& 74$\frac{1}{32}$"-53$\frac{1}{8}$" 517NHP 3SB,9*cf*,GS161,HS6780 J.C.TecklenborgA.G.Wsm 451*tf*40'496*tFPT*85*t*	31 ″ 3	I †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74311 3484 PJBD	**Felipa** TwinSc ssCco.No.3-1,38 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2683 1804 1472	✠100A1 ~~7,40~~ ~~1,40~~ 2,41 ~~BS1,40~~ ✠LMC12,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,25 *F.P. above* 150° F.	Cco BS2,41	*t*	CL ~~12,37~~ ~~SN1,30~~ 2,41	1925 10mo *Lloyd's A&CP*	A.F.Smulders Schiedam	N.V.Curaçaosche Scheepv.Maats.	305·0 *Trunk dk*189′Q87′ F29′ FK	50·2	15·1	Willmstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾″,20½″&33⅞″–$24\frac{7}{16}$″ 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 FD A.F.Smulders,Schiedam	15 ″ 0 s 1 ″ 6¼ 13 ″ 7½	
74312 LCAC	**Felix** *Mchy.Aft* 1*Dk*	2047 1855 1054					1907	W.Dobson &Co. Newcastle	A/S Inger(Jacob KjödeA/S,*Mgrs.*)	290·5 P68*t*H37*t*F36*t*	42·0	19·4	Bergen Norwegian *WB*	T.3Cy.22″,36″&60″–39″ 225NHP N.E.MarineEng.CoLdNwc	21 ″ 10	N
74313 UOAT	**Felix Dzerjinsky** Ⓟ *OilEng.* *Ref.Mchy.* Sub.Sig. 2*Dks* *Cruiser Stern*	3767 2934 2164	✠ … 1,31 ✠				1929 9mo	Severney S.B.Yard Leningrad	U.S.S.R.	332·5 Q37′B100′F41′ FK	48·1	25·6	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝″–33⅞″ 692NHP RussianDieselWorks,Len.	27 ″ 9	
74314 UOJK	— Ⓟ IronPad (*ex*Dzerjinsky,*ex*NestorLetopisetz, *ex*GrafTotleben) 1*Dk* *Elec.light*	727 520 399					1880	Samuda London	U.S.S.R.	210·6 P61′B69′F20′	25·0	13·4	Odessa Russian	C.2Cy.35″&$65\frac{3}{16}$″–51″ B*made*93*fitted*— 253NHP MaudslaySons&Field,Lon.		
74315 FNAW	**Felix-Henri** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	2526 2208 1477					1933	Fredrkstad Mek.Værks. Fredrikstad	Mme.Nicolardot (L.Martin,S.àr.l. *Mgrs.*)	300·9 P23′F23′	46·6	22·5	Nantes French *WB*	C.4Cy.(2)15⅜″&(2)37⅜″–$34\frac{7}{16}$″ 138NHP FredrikstadM.V.Frdstad		V
74316 DACW	**Felix Heumann** (*ex*B.A.Sanne-33, *ex*England,*ex*Thorhild) D.F. E.S.D. 1*Dk*	2468 2213 1422					1921	Livingstne &Cooper,Ld. Hessle	Kohlen-Import undPoseidon-SchifffahrtA.G.	294·4 P38′B88′F30′	43·6	20·3	Königsbrg German *WB*	T.3Cy.20⅗″,33⅗″&54″–39″ 182NHP Earle'sCo.Ld.Hull		G
74317 174211 VWJB	**Felix Roussel** Ⓟ TwinSc *OilEng.* D.F. 3*Dks*6*trB*	17083 12965 9400					1930	Atel.&Ch. delaLoire St.Nazaire	Ministry of Shipping(BibbyBros. &Co.*Mgrs.*)	575·1 B333′F75′ len36	68·3	~~44·1~~ 44·0	Aden British *WB*	Oil Engines 2S.C.SA 20Cy.26¾″–47¼″ 2500NHP Cie.Const.Mecan.St.Denis		V
74318 14726 WJCR	**Felix Taussig** ssBal,2ndNo,3-11,40 ~~ssBos.No.3-2,30~~ D.F. ~~ssBal.No.2-38~~ 2*Dks*(*Stl*)	5965 5418 3736	✠100A1 ~~10,39~~11,40 ✠LMC11,40 ~~MS4,37~~ ~~BS10,39~~ *Fitted for oil fuel* 10,23 *F.P. above* 150° F.	Bal	*z*	CL ~~1,38~~ N10,40	1917 2mo A&CP	NwprtNws S.B.&D.D.Co Newprt News	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *CellDB*	395·0 P27′B117′F37′ FK 326′1711*tFPT*316*t*	55·1	31·0	Boston Utd.States 6*BHCem* *APT*334*t*	T.3Cy.24½″,41½″&72″–48″(*s*) 180lb 467NHP 3SB,12*cf*,GS240,HS8235 NewportNewsSB&DD.Co	34 ″ 6 s 7 ″ 9 27 ″ 1	
74319 1905 MJQB	**Felixstowe** 1*Dk*	892 754 360	✠ … 1,23 ✠				1918 11mo	Hawthrns &Co.Ld. Leith	London&North EasternRailway	215·1 P49′B64′F59′ FK	33·2	16·0	Harwich British *WB*	T.3Cy.21″,33″&54″–36″ 248NHP Hawthorns&Co.Ld.Leith	17 ″ 0	
61/4 74320 420 IBTL	**Fella** Ⓟ *OilEng.* ssTri.No.3-9,37 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.*	6072 5353 3748	✠100A1 *with freeboard* 11,39 ✠LMC9,37 ✠NE9,37 DBS8,39 ✠Lloyd'sRMC12,39 Port chamber in No. 3 'tween dk. for temp. 30° F.	Tri		CL N9,37	1926 3mo *Lloyd's A&CP*	Stabilmnto Tecnico Trieste	"Italia" Soc.Anon. di Nav. *CellDB*377′1245*t* *DTa*30′748*t*	448·5 430·8 FK *FPT*121*tAPT*39*t*	55·4 55·4	27·3 27·6	Trieste Italian 8*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,, 1 ,, *3rd* ,,)	Oil Engines 2S.C.DA 6Cy.$25\frac{3}{16}$″–$45\frac{11}{16}$″ 1328NHP NDB25*refitted*37 *100lb* Soc.Anon."Fiat"S.G.M. Turin	30 ″ 2 s 4 ″ 0¾ 26 ″ 4	
74321 200091 KJKK	**Fellowcraft** (*ex*Brignogan, *ex*AlbertM.Marshall) *Mchy.Aft* GyC. 1*Dk*2*trB*	1640 — 987					1903	Detroit S.B.Co. Wyandotte	NicholsonTransit Co.	241·0 RQD98′F36′	41·1	18·8	Detroit Utd.States *WB*	T.3Cy.15″,25″&42″–30″ 97NHP DetroitS.B.Co.Detroit		R
109/40 74322 139197 GKYP	**Fellside** (*ex*Blairbeg-40,*ex*Wynburn, *ex*Clifftower) ssHpl.No.3-2,30 ssShl.No.2-38 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	3509 3304 2202	✠100A1 1,40 ✠LMC2,38 ~~DBS1,39~~ ~~MBS4,39~~	Grk BS4,40	*w*	CL 12,39	1917 2mo *Lloyd's A&CP*	J.Blumer &Co. Sunderland	TheQuayside ShippingCo.Ld. (Connell&Grace, Ld.*Mgrs.*) *CellD*	356·3 365·6(O.L.) P35′B108′F33′ FK B312′ 802*t FPT*67*t*	48·7	23·9	Newcastle British 6*BHCem* *APT*109*t*	T.3Cy.24″,40″&66″–45″ (*s*) 180lb *120lb* 311NHP 2SB,6*cf*,GS122,HS4700 N.E.MarineEng.Co.Ld.Sld.	25 ″ 11 s 4 ″ 3 21 ″ 10	
74323 128199 MCVJ	**Felspar** ssGls.2ndNo.3-6,34 *Well deck* ssIrv.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	799 580 331	✠100A1 ~~11,38~~11,40 BS~~6,39~~ ✠LMC6,38 11,40	Irv Grk	*k*	CL ~~4,37~~ 11,40	1908 6mo *Lloyd's A&CP*	A.Rodger &Co. Pt.Glasgow	Wm.Robertson *Cell*	199·0 206·0(O.L.) Q110′B11′F35′ BK8″ *DBf*117′175*tFPT*	30·1	11·3	Glasgow British 3*BHCem* 63*tAPT*12*t*	T.3Cy.17″,27½″&44″–33″ (*s*) 160lb 99RHP 2SB,4*pf*,GS79,HS2468 A.Rodger&Co.Glasgow	13 ″ 7 s 4 ″ 5¼ 13 ″ 10	
74324 147949 MNDL	**Fendris** ssGlsNo.3-4,37 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F.	1018 785 471	✠100A1 *with freeboard* 4,41 ~~6,39~~ ✠LMC MS4,37 BS~~6,39~~ 7,40	Gls	*n*	CL ~~6,39~~ 7,40	1925 2mo *Lloyd's A&CP*	A&J Inglis, Ld. Glasgow	MossHutchison Line,Ld. *CellDBuE*24′	220·3 228·0(O.L.) F26′ FK *After peak* 27*tDBf*28′64*tFPT*	34·3	20·6 13·6	Glasgow British 3*BHCem* *BH to 2nd dk* 84*tAPT*18*t*	T.3Cy.16″,27″&44″–33″ (*s*) 180lb 145NHP 2SB,4*cf*,GS84,HS2570 A.&J.Inglis,Ld.Glasgow	14 ″ 11 s ″ 2 14 ″ 10½	
81/40 74325 145310 GZNY	**Fenella** Ⓟ TwinSc D.F. E.S.D. 2*Dks*&*Shelter dk* *Cruiser Stern*	2376 1567 932	✠ A1 *with freeboard* 6,39 BS10,39 ✠LMC4,37 *For Irish Channel service* *Fitted for oil fuel* 4,37 *F.P. above* 50° F.	Bkn		OG P9,37	1937 4mo *Lloyd's A&CP*	Vickers-Armstrongs, Ld. Barrow	Isle of ManSteam PacketCo.Ld. *Cell*	314·6 328·9(O.L.) *Promenade dk* BK9″ *DBa&uE*82′*f*78′15	46·1	17·1	DouglasIM British 10*BHCem* 9*t centreDT*	4 steam turbinesSRgeared to 2 screw shafts 250lb (*s*) 1379NHP 3WTB HS13590 FD VickersArmstrongsLdBrw *f*10′33*tFPT*55*tAPTs*135*t*	18 ″ 0 s 5 ″ 7¼ 13 ″ 5	
74326 XNBM	**Feng-Lee** (*ex*Pin-Samud,*ex*Samsen, *ex*EllenRickmers) 1*Dk*&*Spar dk*	2061 1494 1257					1902	Rickmers Act.Ges. Bremerhaven	ChingKeeS.N.Co. Ld.	253·1 P&B161′F16′	37·4	19·6	Tientsin Chinese *WB*	T.3Cy.18⅞″,$30\frac{11}{16}$″&$49\frac{3}{16}$″–$33\frac{7}{16}$″ 140NHP OttenserMasch.Ottensen		
74327 18186 JBJE	**Feng Yang Maru** Ⓟ TwinSc 4*Dks*	3977 1680 2803					1915	OsakaIron Works Osaka	ToaKaiunK.K.	320·0	47·0	14·7	Tokyo Japanese	T.6Cy.15½″,26″&43″–30″ 202NHP OsakaIronWorks,Osaka		
74328 2163 IBPM	**Fenicia** (*ex*LakeFife) *Fitted for oil fuel* D.F. 1*Dk*2*trB*	2584 2214 1578	✠ … 11,20 ✠				1919 9mo	Toledo S.B.Co. Toledo,O.	"Adriatica"Soc. Anon. di Nav.	260·9 251·1 P25′B64′F23′ FK	43·8	25·4	Genoa Italian *WB*	T.3Cy.22″,36″&59″–42″ 315NHP ToledoS.B.Co.Toledo	28 ″ 2	I †
74329 OHZV	**Fenix** (*ex*Phönix-36) D.F. 1*Dk*&*Awng dk*	1852 1679 1056					1916	Helsingörs Jernsk&Msk. Elsinore	RederiA/B Fenix (PaulKahre)	291·3 280·1	41·5	17·9	Mariehmn Finnish *WB*	T.3Cy.20″,32″&53″–36″ 168NHP HelsingörsJernsk.&Mskb.		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref.
74330 LKIX	**Fenja** D.F. E.S.D. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Butts of shell & deck plating elec.welded*	8268 7571 4922	✠100A1 ~~7,1041,30~~1,41 ✠LMC11,39 *CarryingPetroleum in bulk*	Got ~~NYk~~Bal	*c*†	CL	1939 11mo *Lloyd'sA&CP*	A/B Götaverken Gothenburg	D/S A/S Stokke (N.Chr.Evensen, *Mgr.*) *CellDBuE224tD*	465·1|59·4|35·9 483·8(O.L.) P101'B38'F60' FK *Tf22'356t FPT79t*	Oslo Norwegian 9*BH* *APT151t*	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP 2DB*150lb* A/B Götaverken,Got.	35 ″ 6 s 7 ″ 10½ 27 ″ 10	
74331 165756 MMNY	— 1*Dk*	847 652 463					1924	Hlsingbrgs VarfsAktieb Helsingborg	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	204·4|32·8|12·7 P20'B50'F21'	Newcastle British *WB*	T.3Cy.16½",24¼"&42"-27½" 93NHP HelsingbrgsVarfs.Aktieb.		V
74332 LJHR	**Fenris** *OilEng.* *Mchy.Aft* D.F. 1*Dk* E.S.D. GyC. *CruiserStern*	9804 9029 5937	✠100A1 Examined 1,41 Sng ✠LMC12,36 *CarryingPetroleum in bulk*	~~NYk~~	*e*†	CL 10,38	1936 12mo *Lloyd'sA&CP*	GötaverkenA/B Gothenburg	Skibs.A/SLampas (N.Chr.Evensen, *Mgr.*) *CellDBuE87'373t*	488·2|64·5|37·5 P95'F59' FK *DTf22'345t FPT1*	Oslo Norwegian 11*BHptCem* *62tAPT390t*	Oil Engines 2S.C.DA 8Cy.17 11/16"-47¼" 861NHP 2DB*150lb* GötaverkenA/B,Got.	37 ″ 0 s 8 ″ 9½ 28 ″ 5¾	
74333 OXJS	— Ⓟ (*ex*Jylland) (*Icebreaker&Ferry*) Wireless D.F. 1*Dk*	760 721 297					1894	Burmeister &Wain Copenhagen	DeDanskeStatsbaner	180·0|36·0|17·9	Korsör Danish *WB*	C.2Cy.30½"&57"-33" 156NHP Burmeister&Wain,Cpn.		
74334 DHHV	**Feodosia** D.F. Sub.Sig. 1*Dk&Shelter dk*	3075 2781 1775					1922	Akt.Ges. "Neptun" Rostock	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	337·7|48·3|20·9 B42'	Hamburg German *WB*	T.3Cy.23⅝",38 5/16"&62"-41 5/16" 246NHP A.G."Neptun,"Rostock		G
52/41 74335 LDTZ	**Ferm** *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk* D.F. *Carrying Petroleum in bulk*	6593 5949 3901					1933	GötaverkenA/B Gothenburg	SkibsA/S Ferm (N.Chr.Evensen, *Mgr.*)	408·1|55·2|33·9 P239tH286t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-59⅛" 488NHP GötaverkenA/B,Got.		N
74336 8113 SLAK	— *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Strengthened for Navigation in Ice*	*1026* *621* *469*	✠100A1 10,39 1 ✠LMC10,36	Got	*m*	OG ~~10,39~~ 10,40	1936 10mo *Lloyd'sA&CP*	A/S Aalbrg Msk.ogSkibs. Aalborg	Ångb.Aktieb.Ferm (T.E.J:son Broström,*Mgr.*) *Ce*	209·0|33·1|12·5 P52'Q83'F28' FK *llDB165'268t FPT*	Krstnhmn Swedish 4*BHptCem* *83tAPT33t*	Oil Engines 2S.C.SA 5Cy.13⅜"-22 7/16" 157NHP Atlas-DieselA/B,Skm.	14 ″ 6 s 4 ″ 3 14 ″ 4½	
66/41 74337 163727 MBKR	**Fermain** (*ex*Nero-33,*ex*Jan Borremans) 4Mst 1*Dk*	759 535 359					1920	WedC. Boele&Zonen Slikkerveer	O.Dorey&Sons,Ld. &others	181·8|28·2|12·2	Guernsey British *WB*	T.3Cy.15",24"&40"-24" N.V.Overschiesche 63NHP Motorfab.Overschie		V
74338 EAEO	**Fernando L. deYbarra** *ss*Bbo.No.3-10,38 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing in double bottom* D.F. *Cargo battens not fitted*	3308 2673 1997	✠100A1 4,40 BS11,39 ✠LMC9,38	Bbo	*u*	CL 8,38	1919 10mo *Lloyd'sA&CP*	Soc.Espanola deConst. Naval Bilbao	AltosHornos de VizcayaSoc.Anon. *CellD*	314·0|48·1|22·1 P88'F44' FK *B267'801t FPT268*	Bilbao Spanish 5*BHCem* *tAPT88t*	T.3Cy.22",35"&58"-39" (*s*) 190lb *100lb* HS5528 304NHP 2 Water Tube Boilers Swan,Hunter&Wigham-Richardson,Ld.Nwc.	24 ″ 4 s 4 ″ 5¼ 20 ″ 2	
74339	**Fernando Poo** Ⓟ TwinSc *OilEng.* D.F. *Ref.Mchy.* *CruiserStern* 2*Dks,3rd dk in holds* (SUNK BY GUNFIRE 10,36)	6914 4523 3866	✠ 9,35 ✠	Bbo	*z*		1935 9mo	CiaEuskalduna Bilbao *CellD* *tan*	Cia.Trasmediterranea *B285'755t* *ks at sides of tunn*	391·7|53·8|29·0 P39'F68' *connected by shade dk* FK *els 62'364t FPT78t*	Valencia Spanish 8*BHCem* 1 „ *to 2nd dk* *APT75t*	Oil Engines 2S.C.SA 12Cy.24 7/16"-45½" 1240NHP LaMaquinistaTerrestre y Maritima,Bcl.	29 ″ 0	
74340 LCJD	**Fernbank** D.F. *OilEng.* *CruiserStern* 2*Dks*	4333 3920 2493					1924	Deutsche WerftA.G. Hamburg	A/SGlittre(Fearnley&Eger,*Mgrs.*)	382·7|53·4|24·4 P101tH285tF24t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-47¼" 493NHP AlgemeineElec.Ges.Berlin		N
74341 LDQA	**Fernbrook** TwinSc D.F. *OilEng.* *CruiserStern* 1*Dk&Shelter dk*	4633 4188 2667					1932	Akt.Burmeistr&Wain Copenhagen	A/SGlittre(Fearnley&Eger,*Mgrs.*)	391·4|55·2|24·4 P105tH326tF14t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-43 5/16" 625NHP Akt.Burmeistr&Wain,Cpn		N
74342 LJEG	**Ferncastle** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	9940 9191 5986					1936	Deutsche WerftAG Bet Finkenwrder Hamburg	A/SGlittre(Fearnley&Eger,*Mgrs.*)	492·9|66·1|36·4 P130'F75'	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43 5/16" 1165NHP Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		N
74343 LCJE	**Ferncliff** D.F. *OilEng.* *CruiserStern* 2*Dks*	4333 3921 2493					1924	Deutsche WerftA.G. Hamburg	A/SGlittre(Fearnley&Eger,*Mgrs.*)	382·7|53·4|24·4 P101tH285tF24t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-47¼" 493NHP AlgemeineElec.Ges.Berlin		N
74344 LJYK	**Ferncourt** *OilEng.* D.F. E.S.D. GyC. *Mchy.Aft* 1*Dk* *CruiserStern* *CarryingPetroleum in bulk*	9918 9191 5973					1938	Deutsche WerftAG Bet Reihstgwrft Hamburg	SkibsA/S Marina (Fearnley&Astrup *Mgrs.*)	492·9|66·1|36·4 P113'B74'	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43 5/16" 1163NHP Maschinenfbrk.Augsburg-NürnburgA.G.Augsburg		N
74345 LCJF	**Ferndale** D.F. *OilEng.* *CruiserStern* 2*Dks*	4302 3846 2450					1925	Deutsche WerftA.G. Hamburg	A/SGlittre(Fearnley&Eger,*Mgrs.*)	382·7|53·4|24·9 P112tH317tF24t	Oslo Norwegian *WB*	Oil Engines 4S C.SA 6Cy.29 1/16"-47¼" 493NHP AlgemeineElec.Ges.Berlin		N
74346 141305	**Fernfield** (*ex*R.W.Hendry) Wood 1*Dk*	335 276 188					1921	B.N. Melanson P.Gilbert,NS	A.BryantHarding	132·2|28·4|11·2	SJhnsNFL British	T.3Cy.12½",19⅝"&30⅞"-20" NewBurrell 50RHP JohnsonIrnCoYarmthNS		
74347 LJDU	**Fernglen** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	5206 4503 3121					1936	GötaverkenA/B Gothenburg	A/S Glittre(Fearnley&Eger,*Mgrs.*)	425·6|56·8|21·6 F35'	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 8Cy.17 11/16"-47¼" 856NHP GotaverkenA/B,Got.		N
74348 LCJG	**Fernhill** *OilEng.* D.F. 2*Dks*	4116 3718 2454					1926	Kockums M.V.Aktieb. Malmö	A/SGlittre(Fearnley&Eger,*Mgrs.*)	377·6|54·0|22·9 P112tH262tF24t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27 9/16"-55⅛" 438NHP KockumsM.V.Akt.Malmö		N
74349 154461 CYKD	**Fernie** D.F. *Mchy.Aft* 2*Dks*	2419 2233 1455					1929	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	250·6|42·9|24·3 F36'	Montreal British *WB*	T.3Cy.20",33"&54"-40" E&B*made*21 *fitted*29 PortArthurS.B. Co.Ld.PortArthur,Ont. 184NHP		C
93/41 74350 LCJL	**Fernlane** *OilEng.* D.F. 2*Dks*	4310 3827 2527					1927	Akt.Burmeistr&Wain Copenhagen	Dampskintsk Garonne (Fearnley &Eger, *Mgrs.*)	376·5|53·8|23·6 P68tB87tH252t F28t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅜"-59 1/16" 489NHP Akt.Burmeistr&Wain,Cpn		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74351 164569 GYFS	**Fernmoor** *OilEng.* ssBkn.No.1–39 1*Dk&Shelter dk* *Cruiser Stern*	4972 4580 3018	✠100A1 *withfreeboard* 5,41 ~~12,39~~ ✠LMC12,39	Bkn Hpl	*a*†	CL 10,38	1936 1mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	Runciman ShippingCo.Ld. *CellDB*346'1174t *MT*1236t *APT*191t	412·2 FK	54·2	26·1	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4¼ 25 ″ 6¼	
74352 LDGP	— **TwinSc** *OilEng.* 2*Dks*	4268 3854 2498					1928	Akt.Bur- meistr&Wain Copenhagen	A/S Glittre(Fearn- ley&Eger,*Mgrs.*)	381·4 P61tB81tH251t F21t	53·8	23·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–43$\frac{5}{16}$" 624NHP Akt.Burmeistr&Wain,Cpn		N
74353 LKIH	**Fernplant** *OilEng.* 1*Dk&Shelter dk* *CruiserStern*	5274 4608 3125					1939	Akt.Bur- meistr&Wain Copenhagen	Dampskintsk Garonne (Fearnley &Eger,*Mgrs.*)	424·7	56·4	26·3	Oslo Norwegian	Oil Engines 2S.C.SA 9Cy.24$\frac{7}{16}$"–45¼" 935NHP Akt.Burmeistr&Wain,Cpn		N
74354 LCKR	**Fernwood** **TwinSc** D.F. *OilEng.* *Cruiser Stern* 2*Dks*	4695 4238 2727					1930	A/SNak- skovSkibs. Nakskov.	A/SGlittre(Fearn- ley&Eger,*Mgrs.*)	390·5 P83tH352tF22t	55·2	25·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–43$\frac{5}{16}$" 625NHP Akt.Burmeistr&Wain,Cpn		N
74355 147556 GBKS	— ssBly.No.3–9,36 *Well deck* D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1892 1532 1090	✠100A1 5,40 ~~4,39~~ ✠LMC MS9,36 BS~~1,39~~ ~~3,40~~ 3,41	Bly Shl	*q*	OG 4,39	1923 11mo	SirJ.Laing &SonsLd. Sunderland *Lloyd'sA&CP*	W.FranceFenwick &Co.Ld. *CellDB*188'374t *DTa*36' 195t *FPT*70t*APT*65t	268·0 276·5(O.L.) P21'Q85'B51'F22' FK	37·8	18·1	London British 4*BHCem*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 199NHP 2SB,6*cf*,GS94,HS3096 G.ClarkLd.Sld.	20 ″ 3 s 2 ″ 0 18 ″ 5	
74356 DOHR	**Feronia** (*ex*Tejo,*ex*Hans) *Mchy.Aft* 1*Dk*	651 534 343					1919	Werf. Nobiskrug Rendsborg	Dampfsch.Ges. " Neptun"	175·6 P&B116'F22'	30·7	12·5	Bremen German *WB*	T.3Cy.13⅕",20$\frac{9}{10}$"&32$\frac{7}{10}$"–22" Steen& 50NHP Kauffmann,Elmshorn		G
74357 163303 MKFF	**Ferranti** ssLth.No.1–37 Wireless *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1317 985 729	✠100A1 ~~5,40~~ ~~8,39~~ 9,40 BS~~8,39~~ ✠LMC6,37 7,40	Shl ~~Cff~~ Bly	*o*	CL ~~7,39~~ 6,40	1932 11mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	LondonPowerCoLd (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *CellDBuE*25'*f*151'369t*DTf*109t*FPT*132t*APT*27t	227·0 235·0(O.L.) Q138'B16'F21' FK	36·4	15·4	London British 5*BHCem*	T.3Cy.17",28"&46"–33" (*s*) 200lb *100lb* 143NHP 1SB,3*cf*,GS59,HS2254 D.Rowan&Co.Ld.Gls.	17 ″ 5 s 4 ″ 11¼ 16 ″ 1	
74358 OHYO	**Ferrum** (*ex*StadZalt-Bommel-36) D.F. Sub.Sig. 1*Dk*	2089 — 1174					1918	J.Meyer's Scheepsb.Mij. Zalt-Bommel	LemlandsRederi A/B(Albert Jansson,*Mgr.*)	293·7 281·5 P18'B69'F32'	41·3	19·1	Mariehmn Finnish *WB*	T.3Cy.20⅘",32⅗"&55"–35⅗" 80NHP Werkspoor,Amsterdam		G
74359 497 INGM	**Fertilia** (*ex*FrancescaR.–37, *ex*Tosca–34, ssSld.No.2–02 *ex*SaraMinnola, *ex*MaréchalLyautey, 1*Dk&Web frames* *ex*Gloria,*ex*Belgica,*ex*Wearmouth) *Well deck*	986 733 585	✠ ... 12,03 ✠				1894 12mo	Strand SlipwayCo. Sunderland	RaffaeleRomano	220·1 211·6 P22'Q46'B42'F28' BK7"	32·0	13·2	Naples Italian *WB*	T.3Cy.17",28"&46"–30" 120NHP N.E.MarineEng.Co.Ld.Sld	15 ″ 7	I †
74360 635 INBO	**Fiammetta** **WoodAux3MstSr** *OilEng.* 1*Dk* (*See Sailing Ship Register*)	393 321 306					1922	Cant.Nav. Riuniti Ancona	M.Vannucci	155·1 129·6 P53'F10'	30·8	13·3	Viareggio Italian	Oil Engines 2S.C.SA 3Cy.18$\frac{11}{16}$"–14½" 40NHP NE33 Akt.Burmeister&Wain, Cpn		I
74361 1495 IBYL	**Fianona** (*exItal.Navy*Pola) 2*Dks* D.F. *Fitted for oil fuel*	6660 5729 3371					1915	Stabilmnto Tecnico Trieste	Soc.Anon.Coop.di Nav."Garibaldi"	449·6 430·5 P64'B20'F70'	57·3	31·1	Genoa Italian *WB*	T.3Cy.26",43½"&73"–48" 370NHP StabilimentoTecnico,Tri.		I
74362 LCKN	**Fidelio** 1*Dk*	1843 1618 1095					1930	Burntislnd S.B.Co.Ld. Burntisland	A/S Fidelio (M.Hansen,*Mgr.*)	265·8 P59tH83t	43·0	18·0	Xiansand Norwegian *WB*	T.3Cy.18½",30"&49"–36" 144NHP MacColl&Pollock,Ld.Sld.		N
74363 2239 ICEI	**Fidelitas** (*ex*BoltonCastle–39) ssGen.2ndNo.3–5,39 2*Dks*(*Stl*)*&Web frames* *Longitudinal framing*	5740 5398 3595	✠100A1 1,40 ✠LMC5,39 *Carryingoil fuel F. P. above 150°F. inDB*	NNs	*a*†	CL 6,38	1914 5mo	W.Hamil- ton&Co.Ld. Pt.Glasgow *Lloyd'sA&CP*	Soc.Anon.diNav. "MareNostrum" *Intermediate 'tween dk BH in No.3 hold dispensed with* *CellDBa*124'*uE&B*43'*f*194'1231t*DTa*27'756t*FPT*64t*APT*124t	439·4 423·5 P36'B145'F48' FK	53·0	29·9	Genoa Italian *Cem* 6*BHto Udk* 1 ,, *2nd dk only*	T.3Cy.28$\frac{5}{16}$",45"&75"–51"(*s*) 180lb FD 568NHP 3SB(Spt)9*cf*,GS161,HS8490 D.Rowan&Co.Glasgow	32 ″ 6 s 6 ″ 4¾ 26 ″ 3½	
74364 LDLD	**Fido** (*ex*LakeBenton) 1*Dk*	1857 1616 1079	✠ ... 4,22 ✠				1918 6mo	American S.B.Co. Lorain,O.	A/S Fido (M.Hansen,*Mgr.*)	251·3 P61tH91tF29t FK	43·7	18·1	Xiansand Norwegian *WB*	T.3Cy.20",33"&54"–40" 274NHP AmericanS.B.Co.Lorain,O	20 ″ 2	N †
74365 OHUK	**Fidra** (*ex*Eidsfos,*ex*LisaBrodin) D.F. 1*Dk*	*1827* *1591* *1066*					1917	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Europa	277·5 264·5 P57tH80t	42·1	17·7	Åbo Finnish *WB*	T.3Cy.18½",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		N
74366 164090 MLVL	— **3Mst** Wireless E.S.D. *Cruiser Stern* 1*Dk*	1574 1346 913					1936	Burntislnd S.B.Co.Ld. Burntisland	ScottishNav.Co. Ld. (Glen&Co.Ld. *Mgrs.*)	265·0 P17'Q41'B110'F30'	40·5	16·3	Glasgow British *WB*	T.3Cy.15",25½"&44"–33" 111NHP D.Rowan&Co.Ld.Gls.		C
74367 8336 SLMN	— *OilEng.* Wireless D.F. 1*Dk&Shelter dk* *CruiserStern* *Butts of shell plating elec. welded* *Strengthened for navigation in ice*	*1479* *1114* 777	✠100A1 *withfreeboard* 12,39 ✠LMC4,39	Got	*r*	OG	1939 4mo	Finnboda VarfAkt. Stockholm *Lloyd'sA&CP*	StockholmsRederi A/B Svea(Eman. Högberg,*Mgr.*) *CellDB*227' 405t *FPT* 48t *APT*55t	279·8 287·3(O.L.) F29' FK	39·6	14·8	Stockholm Swedish 4*BHptCem* (*Coll to Sh dk* 3 ,, *2nd* ,,)	Oil Engines 2S.C.SA with electro-magnetic slip couplings&SRgearing 10Cy.13⅜"–22$\frac{7}{16}$" 312NHP DB*100lb* A/B Atlas-Diesel,Skm.	18 ″ 0 s ″ 2¾ 17″10¼	
120/40 74368 162394 MBKT	**Fife Coast** *Mchy.Aft* *OilEng.* *CruiserStern* Wireless 1*Dk*	367 246 188					1933	Ardrossan DockyardLd. Ardrossan	CoastLines,Ld.	135·5 Q91'B9'F19'	25·2	9·4	Liverpool British *WB*	Oil Engines 2S.C.SA 4Cy.11$\frac{13}{16}$"–15¾" 98NHP J.G.Kincaid&Co.Ld Grk.		C
74369 OHYW	**Figge** (*ex*Wilhelm) 1*Dk*	733 — 366					1904	F.Schichau Danzig	O/YMerenneito (A.K.Seppinen, *Mgr.*)	204·5 196·3 Q57'B55'H23tF22'	30·8	10·9	Wiborg Finnish *WB*	T.3Cy.15",24¾"&38½"–25½" 75NHP F.Schichau,Danzig		V

102/40

145
~~145~~
40

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Official. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant et pare. Lettre l'Enfoncement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines, No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si contenu dans le L.R. Durée Cert. B. of Trade
74370 LDON	**Filefjell** *OilEng.* D.F. ssRot.No.2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	7616 7247 4564	✠100A1 6,40 ~~6,39~~ DBS~~6,39~~ ✠LMC6,38 4,40 ✠LMC(M)4,40 *Carrying Petroleum in bulk*	Sba Sng	c †	CL ~~6,38~~ N5,40	1930 7mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	A/S "Filefjell" (Olsen&Ugelstad)	460·5|59·5|34·1 P109'B30'F60' FK *CellDBuE*85'327t *DTf*41'523t *FPT*199t*APT*146t	Oslo Norwegian 16*BHp*!*Cem* (10 *to U dk* 6 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB*120lb* WllandSlpwy.Co.Ld.Nwc.	34 " 1 s8 " 3½ 26 " 0	
74371 220 IBRM	**Filippo Grimani** Ⓟ TwinSc *OilEng.* D.F. 3*Dks*	3431 — 1964					1928	Stab. Tecnico Triestino	"Adriatica" Soc. Anon. di Nav.	329·3|44·4|20·9 310·0	Venice Italian *WB*	Oil Engines 2S.C.SA 12Cy.20½"–32¼" 438NHP FiatSanGiorgio,Turin		I
74372 160584 GSQY	**Filleigh** 1*Dk*&*Shelter dk*	4856 4462 2936					1928	W.Pickersgill&Sons,Ld. Sunderland	AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*)	395·5|55·4|25·9 F34'	London British *WB*	T.3Cy.25",42"&70"–48" 339NHP G.Clark,Ld.Sunderland		C
74373 HPIM	**Fina** (*ex*Patria–38,*ex*Virginia–38, *ex*Naukratousa–38, *ex*Stanmore–37, 1*Dk* *ex*Morna–37)	*1387* *1053* *806*					1919	ForthS.B. &Eng.Co.Ld. Alloa	MargitS.S.Co.Inc.	235·6|36·2|15·6 Q136'B16'F30'	Panama Pnamanian *WB*	T.3Cy.18",30"&50"–33" 144NHP ForthS.B.&Eng.Co.Ld.		C
74374 115763 MGDG	**Findhorn** 2*Dks*	1064 844 398					1903	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	242·3|33·0|16·2 P151'F47'	Glasgow British *WB*	T.3Cy.19",32"&53"–42" NDB15 183NHP D.Rowan&Co.Glasgow		C
74375 LCJM	**Fingal** 1*Dk*	2137 1848 1244					1923	A/S Moss Værft Moss	D/S A/S International (A.F.Klaveness&Co. *Mgrs.*)	276·1|43·7|18·9 P73tH119tF21t	Oslo Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP A/S Moss Værft,Moss		N
74376 FNWP	**Finistère** (*ex*Teessider) *Fitted for oil fuel* Wireless 1*Dk*	1158 833 482					1909	Irvine's SB &D.D.Co.Ld. WHartlepool	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	250·7|34·5|13·9 P&B144'F44'	Algiers French *WB*	T.3Cy.23½",38"&64"–42" 265NHP Richardsons,Westgarth& Co.Ld.Hpl.		V
74377 DOCZ	**Fink** (*ex*Hornburg) Wireless Sub.Sig. 1*Dk*	1004 883 556					1924	F.Schichau Elbing	ArgoReederei RichardAdler&Co.	229·9|33·5|14·2 P14'B65'F31'	Bremen German *WB*	T.3Cy.15",26⅔"&38⅔"–25⅓" 75NHP F.Schichau,Elbing		G
74378 DQOY	**Finkenau** (*ex*Cattaro) 2*Dks*	916 774 473					1923	Memeler Schiffsw.Lindenau&Co. Memel	Bugsier,Reed.& BergungsA.G.	227·2|34·3|12·5 B66'H21'F33'	Brmrhavn German *WB*	T.3Cy.15¾",26"&43 3/10"–27⅝" 98NHP Vulcan-WerkeA.G.Ham.		G
74379 202960	**Finland** (*ex*HarryCoulby) D.F. GyC. *Mchy.Aft* 1*Dk*	6495 — 4939					1906	DetroitS.B Co. Wyandotte	GreatLakesS.S. Co.Inc. *WB*	549·0|56·1|32·0	Oswego, N.Y. Utd.States	T.3Cy.24",39"&65"–42" 274NHP DetroitS.B.Co.Detroit		R
* 74380 OYTE	— ssAbg.No.2–39 *Well deck* D.F. 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	2302 1754 1345	✠100A1 12,39 BS7,39 ✠LMC MS12,39	Abg	s	CL 12,39	1930 10mo *Lloyd's A&CP*	SirJ Priestman&Co. Sunderland	A/S D/S Finland (O.H.Christensen)	283·8|42·0|17·8 294·5(O.L.) P26'Q85'B55'F28' FK *CellD* B236'611t *FPT*74t	Copnhagn Danish 4*BHptCem* *APT*145t	T.3Cy.20",32"&53"–36" (s) 180lb 198NHP 2SB,4*cf*,GS67,HS3272 G.Clark,Ld.Sunderland	20 4 s1 " 11 18 " 7½	
74381 144579 MJYZ	— (*ex*Mahmoudieh) Wireless D.F. 2*Dks*	1333 1094 552					1920	CaledonS. B.&E.Co.Ld. Dundee	CurrieLine,Ld.	270·6|38·1|16·1	London British *WB*	T.3Cy.21",34"&56"–39" 196NHP Dunsmuir&JacksonLd.Gls		C
74382 OHGK	**Finlandia** 4Mst Wireless 1*Dk*	1146 944 628					1920	Maskinoch Brobyg.Akt. Helsingfors	FinskaÅngfartygsA/B	226·0|34·5|13·9 217·2 P21'B62'F26'	Helsingfrs Finnish *WB*	T.3Cy.15¾",26"&41"–27½" Msk&Brbyggnads 87NHP A/BHelsingfors		N
74383 LDVK	**Finmarken** Ⓟ Wireless 1*Dk*&*Awng dk*	1119 988 659					1912	Trndhjms Mek.Værks. Trondheim	A/S Vesteraalens Dampskibsselskab	214·2|31·7|20·2 H129t *WB*	Stokmarknæs Norwegian	T.3Cy.19½",30½"&52"–33" Trondhjems 155NHP M.V.Trondheim		N
74384 6394 SDCA	**Finn** TwinSc *OilEng.* *Mchy.Aft* Wireless D.F. 2*Dks*	*1572* *1266* *857*					1920	A/B Finnboda Varf. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	271·3|41·1|15·6	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 8Cy.15¾"–28⅜" 345NHP AktiebolagetAtlas-Diesel, Stockholm		V
74385 LCAH	**Finnanger** TwinSc *OilEng.* *Mchy.Aft* D.F. 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing at bottom&at deck*	9551 8842 5714					1928	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	474·4|64·5|36·5 P513tH181tF14t	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26⅜"–47¼" 806NHP Werkspoor,Amsterdam		N
74386 LDTA	**Finse** (*ex*Snar) D.F. 1*Dk*	1618 1177 939					1916	Bergens Mek.Værks. Bergen	J.M.Johannesen's RederiA/S (J.M.Johannesen, *Mgr.*)	244·5|37·6|15·7 P32tQ105tB150t F35tH87t	Bergen Norwegian *WB*	T.3Cy.17¾",29"&49"–38" 138NHP BergensMekVærksBergen		N
74387 142444 GMXZ	**Fintra** (*ex*Carcavellos,*ex*Tutshill) ssGmh.No.3–4,31 ssShl.No.2–39 ~~ssGls.No.1–35~~ D.F. 1*Dk*(*Stl*)	2089 1865 1283	✠100A1 ~~7,40 5,38~~ 4,41 BS~~4,40~~ ✠LMC6,39 4,41	Sld ~~Blu~~ Lth	s	CL ~~9,37~~ N7,40	1918 5mo *Lloyd's A&CP*	E.Finch& Co.(1916) Ld. Chepstow	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	284·8|41·7|19·4 P29'B78'F28' FK *CellDB*244'576t	Leith British 4*BHCem* *APT*87t	T.3Cy.21½",35"&59"–39"(s) 180lb 259NHP 2SB,6*cf*,GS110,HS4300 Richardsons,Westgarth& Co.Ld.Sld.	21 " 6 s2 " 10½ 18 " 10	
74388 142499 MJZC	**Finvoy** K ssBel.No.3–8,32 ssIrv.No.2–40 ~~ssBel.No.1–36~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	374 272 132	✠100A1 9,40 ~~7,30~~ ~~BS7,39~~ ✠LMC~~3,39~~ 9,40	Bel Irv	e	CL 7,38	1920 6mo *Lloyd's A&CP*	ForthS.B. Eng.Co.Ld. Alloa	HowdensLd.	145·3|23·2| 9·8 Q49'B9'F26' BK7' *FPT*54t	Belfast British 3*BHCem* *APT*9t	C.2Cy.16½"&36"–27" (s) 135lb 75RHP 1SB,3*pf*,GS44,HS1298 ForthS.B.&E.Co.Ld.Alloa	10 " 9 s " 8½ 10 " 8	
74389 157604 VJPS	**Fiona** ssSyd.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2198 1833 1148	✠100A1 *with freeboard* ~~1,40 8,39~~ 2,41 ~~BS4,40~~ ~~DBS6,39~~ ✠LMC~~1,37~~ 2,41 *Carrying Molasses in cantilever-framed side tanks and below 2nd dk.*	Syd	t	CL 1,39	1933 4mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld. Dundee	ColonialSugar RefiningCo.Ld.	286·3|44·1|19·1 299·0(O.L.) F30' FK *CellD* B241'507t *FPT*116t	Sydney NSW British 5*BHCem* (*Coll to Sh dk* 4 „ 2nd „) *APT*97t	T.3Cy.20½",33¼"&57"–39" 200lb (s) 258NHP 2SB(Spt),4*cf*,GS66, FD HS3386 N.E.MarineEng.CoLdNwc	21 " 4 s " 10¾ 20 " 7	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	6 Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
* 74390 OZKB	**Fionia** Ⓟ TwinSc4Mst *OilEng.* *ss*Nkv.2ndNo.3-6,39 D.F. 1*Dk*(*Stl*)&*Awng dk* (*Stl*-teak s)	5219 4297 3337	✠100A1 *Awng dk* *withfreeboard* 6,39 DBS3,39	Nkv ✠LMC CS6,39 5,38	*y*	CL P6,39 SN6,39	1914 3mo *Lloyd*	Akt.Bur-meistr&Wain Copenhagen 'sA&CP	A/S DetÖstasia-tiskeKompagni *CellDBa*68'*u*	394·4 414·3(O.L.) P26'B168'F37' *onAwng dk* FK *E*46'*f*213'988*tFPT*	53·2	27·0	Copnhagn Danish 6*BHptCem* 75*tAPT*97*t*	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$"-$43\frac{5}{16}$" 988NHP DB-*80lb* Akt.Burmeistr&Wain,Cpr	30 ″ s5 ″ 11 24 ″ 6	
74391 146204	**Fircrest** (*ex*Preradović-40,*ex*Riol) *ss*Spt.2ndNo.3-2,34 *ss*Rot.No.1-38 2*Dks*(*Stl*)&*Webframes*	5394 5020 3371	100A1 4,40 BS8,39	Nwc LMC4,38	*a*†	CL N12,37	1907	Bremer Vulkan Vegesack	CrestShippingCo. Ld. *Intermediate* *bulkheadinforw'd* *Cel*	420·5 P&B267'F54' FK *hold dispensed with* *lDB*361'1290*t FPT*	54·5	27·9	London British *Cem* 6*BHonly* 90*tAPT*8*t*	Q.4Cy.24",$34\frac{5}{8}$",50"&$72\frac{13}{16}$"- $53\frac{1}{2}$" 227lb (*s*) 519NHP 3SB,9*cf*,GS162,HS6804 FD BremerVulkan,Vegesack	30 ″ 9 s5 ″ 4 25 ″ $7\frac{1}{2}$	
74392 LDVO	**Firda** Ⓟ 1*Dk*3*trB*	589 554 344					1900	Fevigs Jernskibsbyg Arendal	Fylkesbaatane i Sogn og Fjordane	162·2 H34*t*	24·4	13·5 20·6	Bergen Norwegian	T.3Cy.$16\frac{1}{2}$",27"&44"-30" SirC.Furness, 106NHP Westgarth&Co.Ld.Mdb.		
74393 145595 MKTR	**Fire Queen** (*ex*Arclight-33) *ss*P.Gl.No.3-9,33 *ss*Bkn.No.1-37 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	650 433 249	✠100A1 9,40 ~~4,39~~ BS~~4,39~~ 10,40	Bkn Liv ✠LMC4,37	*i*	CL ~~8,37~~ 10,40	1921 10mo *Lloyd*	AilsaS.B. Co.Ld. Troon 'sA&CP	GilchristsTraders (Steamships)Ld. (R.Gilchrist&Co. *Mgrs.*) *CellD*	175·2 182·0(O.L.) BK$7\frac{1}{4}$" Q100'B9'F33' *Bf*93' 129*t FPT*78*t*	28·2 *29·5*	11·2	Liverpool British 3*BHCem* *APT*33*t*	T.3Cy.15",$24\frac{1}{2}$"&40"-30" (*s*) 180lb 81RHP 2SB,4*cf*,GS71,HS2398 AilsaS.B.Co.Ld.Troon	13 ″ 6 s4 ″ $4\frac{1}{2}$ 13 ″ $8\frac{3}{4}$	
74394 149359	**Firecrest** *ss*Shl.No.2-38 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	538 343 259	✠100A1 9,40 ~~4,40~~ BS1,40	Lon Nwc ✠LMC2,38	*h*	CL ~~4,40~~ N9,40	1929 9mo *Lloyd*	JohnLewis &Sons,Ld. Aberdeen 'sA&CP	R.&W.Paul,Ld. *CellDB*95'121	160·2 Q113'B9'F23' FK *tFPT*42*tAPT*19*t*	26·6	9·9	Ipswich British 3*BHptCem* *ptAsp*	T.3Cy.12",21"&34"-24" (*s*) 200lb 65RHP 1SB,2*cf*,GS40,HS1484 JohnLewis&Sons,Ld.Abn	12 ″ 0 s3 ″ 8 11″$11\frac{1}{2}$	
74395 148642 MNJT	**Fireglow** *ss*Shl.No.3-7,38 Wireless *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1261 966 675	✠100A1 ~~6,40~~ ~~1,40~~ 4,41 ~~BS5,39~~ ~~BS6,40~~ 1,41	Hul ~~Shl~~ Lon ✠LMC7,38	*n*	CL ~~5,39~~ ~~6,40~~ 2,41	1925 8mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland 'sA&CP	GasLight&CokeCo. (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *Cell*	225·0 233·0(O.L.) Q127'B16'F24' FK *DBuE*20'*f*137'335*t*	36·0	15·3	London British 5*BHCem* *DT f* 9'154*t*	T.3Cy.$18\frac{1}{16}$",30"&49"-33"(*s*) 180lb *100lb* 158NHP 1SB,4*cf*,GS74,HS2550 N.E.MarineEngCo.Ld.Sld *FPT*133*tAPT*23*t*	17 ″ 3 s5 ″ 2 15 ″ 8	
74396 396 IBBM	**Firenze** Ⓟ (*ex*Roma) TwinSc 2*Dks*3*trB* D.F. *Fitted for oil fuel*	3952 — 2328					1912	Soc.Eser-cizioBacini RivaTrigoso	"Tirrenia"Soc. Anon.diNav.	360·9 344·6 P69'B72'F46'	44·6	24·5	Naples Italian *WB*	T.6Cy.$21\frac{1}{4}$",$34\frac{1}{4}$"&$59\frac{7}{16}$"-$41\frac{3}{8}$" Soc.Escerzio 454NHP Bacini,Genoa		I
74397 121266 MCJT	**Firethorn** (*ex*Virago-36, 3Mst *ex*Javelin) *ss*Liv.2ndNo.3-3,33 *Well deck* *ss*Bel.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*)	321 223 125	✠100A1 1,41 ~~2,40~~ MS3,37	Liv ✠LMC BS2,40	*f*	CL 2,40	1905 10mo *Lloyd*	JFullerton &Co. Paisley 'sA&CP	S.WilliamCoe&Co. Ld.(W.J.Ireland, *Mgr.*)	141·0 147·0(O.L.) FK Q78'B9'F30' *FPT*	23·8 *24·0*	9·7	Liverpool British 3*BHCem* 35*tAPT*7*t*	C.2Cy.18"&40"-27" (*s*) 130lb 85RHP 1SB,3*pf*,GS51,HS1461 Ross&Duncan,Glasgow	10″10 s4 ″ 2 10 ″ 9	
74398 216565 WQCF	**Firmore** 3Mst *ss*Bal.No.3-9,30 *ss*Bal.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	7117 6365 4431	✠100A1 ~~5,40~~ ~~9,30~~ 1,41 MS1,39 *Fitted for oil*	Bal ✠LMC BS~~9,39~~ 1,41 *fuel* 9,19	*c*†	CL ~~12,38~~ N1,41 *F.P.*	1918 7mo A&CP *above*	Bethlehem S.B.Corp.Ld Sparro Pt.Md *CellDBuE&B* 58'*f*3 150° F.	OreS.S.Corp. 2*Intermedia* 20'1622*t side tanks*	449·1 P106'F39' FK *teBHds dispensed w* *Nos.*1,2&3*P&S*1950	57·2	34·3	NewYork Utd.States *Cem* *ith*5*BHonly* *tFPT*395*t A*	1DR GearedSteamTurbine 200lb (*s*) 556NHP 3SB,9*cf*,GS185,HS7877 FD GeneralElectricCo. *PT*213*t* Schenectady,N.Y.	37 ″ 0	
74399 140656 MJRX	**Firth Fisher** (*ex*Freeland-34) *ss*Lan.No.3-1,34 *Mchy.Aft* *ss*Brw.No.1-38 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	574 394 263	✠100A1 2,40 BS9,39	Brw ✠LMC8,38	*h*	CL 1,40	1919 9mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	JamesFisher &SonsLd. *Ce*	164·8 Q94'B11'F21' FK *llDBf*97'125*tFPT*	27·0	11·1	Barrow British 3*BHCem* 44*tAPT*19*t*	T.3Cy.14",24"&39"-27" (*s*) 180lb 105NHP 1SB,3*pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s3 ″ $8\frac{3}{4}$ 13 ″ $2\frac{3}{4}$	
74400 FOYM	**Firuz** *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* E.S.D. *Longitudinal framing* *Carrying Petroleum in bulk*	7327 6666 4005					1929	Chant.Nav. Français Caen	Association Pétrolière	446·8 P120'B32'F53'	56·9	33·8	Dunkirk French *WB*	T.3Cy.26",44"&74"-51" 391NHP N.E.MarineEngCoLd.Nwc		V
74401 148298 GNTB	**Fiscus** *ss*Shl.No.2-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4815 4409 2948	✠100A1 *withfreeboard* 9,39 ~~BS6,39~~	Shi ✠LMC~~7,36~~ 5,40	*z*	CL 3,39	1928 4mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle 'sA&CP	TempusShipping Co.Ld.(W.H. Seager&Co.Ld. *Mgrs.*) *CellDB*348'1358*t*	399·0 F36' FK *FPT*106*t APT*195*t*	54·5	25·2	Cardiff British 6*BHCem* (*Coll toSh dk* 5 „ *2nd* „)	T.3Cy.26",42"&71"-48" (*r*) 180lb 432NHP 3SB(Spt)9*cf*,GS175,HS7395 N.E.MarineEng.CoLdNwc	27 ″ 7 s2 ″$11\frac{3}{4}$ 24 ″ $9\frac{3}{4}$	
74402 21694 KMWZ	**Fish Hawk** WoodSr (*ex*Trawler-39) *OilEng.* 1*Dk*	338 — 170					1918	Portland S.B.Co. Portland,Me.	W.J.Townsend	139·4 F30'	24·4	13·1	Wilmgton (Del.) Utd.States	Oil Engines 4S.C.SA 8Cy.13"-18" 132NHP *Emade*19,*refitted*29 Winton,Cleveland,O.		
74402* 234179 WOFX	**Fisherman II** (*ex*Kallisto) TwinSc *OilEng.* Wireless *Ref.Mchy.* 1*Dk*	446 — 362					1921	Frd.Krupp Germaniawft A.G. Kiel	Wm.R.Dobbs	183·0	28·5	16·0	L.Angeles Utd.States	Oil Engines 12Cy.$10\frac{1}{4}$"-$11\frac{1}{2}$" *Emade*30		
74403 226004	**Fishers Island** Ⓟ 1*Dk*	862 — 563					1926	Bethlehem S.B.Corp.Ld. WlmngtnDel	FishersIsland Nav.Co.	150·1	40·1	14·4	N.Lndn.Cn Utd.States *WB*	T.3Cy.17",25"&43"-30" 101NHP VulcanI.Wks,JersyCy.NJ		
74404 161827 VPRZ	**Fitzroy** (*ex*Lafonia-36) *ss*StanleyF.I.No.2-39 Wireless 1*Dk*(*Stl*)2*nd dk*(*Stl*) *Well deck* *in No.1 hold*	768 457 344	✠100A1 3,39 BS11,40	Stanley F.I. ✠LMC3,39	y	CL 9,38	1931 9mo *Lloyd*	H.Robb Ld. Leith 'sA&CP	FalklandIslands Co.Ld. *CellDBa&*	165·8 P&B109'F18' FK *uE*39'*f*69'128*tFPT*	32·7	11·7	Stanley, F.I. British 5*BHCem* 18*tAPT*25*t*	T.3Cy.14",24"&40"-27" (*s*) 180lb 91RHP 2SB,4*cf*,GS74,HS2209 W.Beardmore&Co.Ld. Coatbridge	13 ″ 6 s ″ $2\frac{3}{4}$ 13 ″ $4\frac{3}{4}$	
74405 308 IBTM	**Fiume** Ⓟ (*ex*Calitea-32, *ex*PrestolonaslednikPeter) Wireless *Fitted for oil fuel* 2*Dks*	662 564 386					1926	Lübecker Masch.Ges Lübeck	"Adriatica"Soc. Anon.diNav.	164·9 158·0	25·7	17·7	Venice Italian *WB*	T.3Cy.$16\frac{1}{8}$",$24\frac{13}{16}$"&$41\frac{5}{16}$"- $23\frac{5}{8}$" 83NHP LübeckerMasch.Ges.		I
74406 PEBY	**Fivel** *OilEng.* D.F. *Mchy.Aft* 1*Dk* *Cruiser Stern*	306 195 153					1936	J.Koster Hzn.Schpsw "Gideon" Groningen	J.Bont	127·4 Q73'F20'	24·0	8·1	Loppersum Dutch *WB*	Oil Engines 2S.C.SA 5Cy.$10\frac{1}{4}$"-$14\frac{9}{16}$" 92NHP N.V.Mchfb.Bolnes,Bolnes		V
* 74407 LDAD	**Fjeld** (*ex*Tela-36,*ex*TotaiMaru) *ss*Rot.No.3-6,29 *ss*Cpn.No.2-38 2 *Dks*(*Stl*)&*Webframes* *Longitudinal framing*	2960 2719 1834	✠100A1 8,39	Ams ✠LMC10,38	*t*	CL 11,39	1916 5mo *Lloyd*	OsakaIron Works,Ld. Osaka 'sA&CP	A/S D/S Fjeld (A.Meidell,*Mgr.*) *Cell*	305·3 P19'B82'F32' FK *DB* 255' 519*t FPT*	44·0	25·0	Bergen Norwegian 5*BHCem* 76*tAPT*20*t*	T.3Cy.22",37"&61"-42" (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 FD OsakaIronWorks,Ld.	27 ″ 3 s4 ″ 3 23 ″ 2	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou cote, si ce n'est dans le L.R. Durée Cert. B. of Trade
74408 LJXT	**Fjeldberg** TwinSc (exNieuwendam-39,exSchelde, OilEng. exRijnveer,exNereus)	332 245 169					1919	Gebr.v.d. Windt Vlaardingen	A/SFjeldöy (Th.Joh.Kyvik,jr. Mgr.)	132·1 P46tH7tF15t	23·1	9·3	Haugesnd Norwegian WB	Oil Engines 2S.C.SA 4Cy.13"–14$\frac{3}{16}$" 119NHP NE39 DeFor.MotorplekA/S		NG
74409 LEOW	**Fjord** (exOrla-37) ssShl.No.3–6,27 1Dk	4032 3833 2536	✠ ... 1,29 ✠				1914 5mo	TyneI.S.B. Co.Ld. Newcastle	A/S D/S Fjeld (A.Meidell,Mgr.)	355·3 P32'B102'F34'	50·8	24·9 FK	Bergen Norwegian WB	T.3Cy.25",41"&68"–45" 355NHP N.E.MarineEngCoLd,Nwc	27 ″ 4	N †
74410 LDSQ	**Fjordaas** TwinSc OilEng. ssRot.No.2–39 D.F. Mchy.Aft 1Dk(Stl) CruiserStern	7361 6916 4360	✠100A1 ~~6,40~~5,3912,40 BBS~~2,39~~ 3,40 CarryingPetr	Rot ~~DA~~Rio ✠LMC1,38 oleum	b† in	CL P12,40 ~~s11,37~~ s6,40 bulk	1931 5mo Lloyd	Deutsche WerkeKiel A.G. Kiel 'sA&CP C	Mörland's TankrederiA/S (A.J.Mörland, Mgr.) ellDBuE60'207tD	424·2 P92'B28'F35' Tf34'224t FPT244	60·2	34·6 FK	Arendal Norwegian 12BHptCem tAPT189t	Oil Engines 4S.C.SA 16Cy.21$\frac{5}{8}$"–35$\frac{7}{16}$" 726NHP 2DB114lb DeutscheWerkeKielA.G.	34 ″ 0	
74411 LDOR	**Fjordheim** ssStv.No.2–38 D.F. 1Dk(Stl)	4115 3721 2497	✠100A1 7,40 ~~9,39~~ BS~~9,39~~ 7,40	Mdb NNs ✠LMC5,38	x	CL 4,38	1930 6mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld.Sunderlnd 'sA&CP	A/S Theologos (N.Rögenæs, Mgr.) Intermediate BHs in fwd.&after Ce	374·8 386·8(O.L.) P38'B106'F28' holdsdispensedwith llDB316'956t FPT	51·5	23·7 FK	Haugesnd Norwegian 4BHptCem 85tAPT121t	T.3Cy.22$\frac{1}{2}$",37"&60"–42"& LP Turbine with DR gear- ing & hydraulic coupling 180lb (s) 363NHP 2SB,6cf,GS105,HS4342 FD N.E.MarineEng.Co.Ld.Sld	26 ″ 0	
74412 DIBM	**Flachsee** (exKapitänRuge) TwinSc OilEng. Mchy.Aft 1Dk CruiserStern	757 566 355					1927	Howaldts- werkeA.G. Kiel	W.Schuchmann	181·4 P44'F23'	32·1	12·1	Hamburg German WB	Oil Engines 2S.C.SA 4Cy.12$\frac{3}{16}$"–16$\frac{1}{2}$" 45NHP Gebr.Sulzer.Ludwgshfn.		G
74413 DOAU	**Flamingo** (exReiher-38) Wireless D.F. 1Dk	975 750 402					1909	Bremer Vulkan Vegesack	ArgoReederei RichardAdler&Co.	220·6 P&B138'F23'	32·4	13·6	Bremen German WB	T.3Cy.21$\frac{1}{4}$",34$\frac{7}{16}$"&54$\frac{1}{2}$"– 35$\frac{7}{16}$" 179NHP BremerVulkan,Vegesack		G
10/41 74414 140521 GRBV	**Flaminian** CruiserStern 2Dks	2711 2526 1663					1917	W.Harkess &Son,Ld. Middlesbro'	EllermanLines,Ld. (Ellerman&Papa- yanniLines,Mgrs)	315·0 P73'B140'F33'	42·4	23·6	Liverpool British WB	T.3Cy.20$\frac{1}{4}$",34$\frac{1}{2}$"&59"–42" Richardsons, 226NHP Westgarth&Co.Ld.Mdb.		C
74415 FNRY	**Flandre** Ⓟ QuadSc D.F. 5Dks	8571 6439 3187					1914	Chant.de l'Atlantique St.Nazaire	Cie.Générale Transatlantique	464·4 P50'B220'F50'	57·0	29·6	St.Nazaire French WB	Q.8Cy.25$\frac{1}{4}$"&43$\frac{11}{16}$"–35$\frac{1}{2}$" & 2 LowPressureTurbines Chant.del'AtlantiqueSt.N		V
40/41 74416 144598 MJZX	**Flashlight** ssSld.No.3–6,33 Wireless ssSld.No.1–37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	934 747 482	✠100A1 6,40~~7,39~~ BS~~7,39~~ 6,40	Sld ✠LMC6,37	m	CL ~~7,39~~ 6,40	1920 6mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	GasLight&CokeCo (StephensonClarke &AssociatedCom- panies,Ld.Mgrs.) CellDBuE19'f	216·5 225·5(O.L.) Q106'B17'F25' 124'248t MT11'158t	32·0	13·4 FK	London British 5BHCem FPT114t	T.3Cy.16",27"&44"–30" (s) 180lb 100lb 117NHP 1SB,3cf,GS50,HS1822 Richardsons,Westgarth &Co.Ld.Sld.	15 ″ 6 s 1 ″ 9$\frac{1}{4}$ 13 ″ 11	
74417 162665 MQDJ	**Flathouse** ssShl.No.2–40 ~~ssShl.No.1–36~~ Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted Wireless	1546 1152 837	✠100A1 ~~9,40~~ ~~10,39~~ 4,41 ~~BS10,39~~	Shl Sld ✠LMC~~10,36~~ 9,40	p	CL ~~10,39~~ ~~8,40~~ 4,41	1931 12mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld.Sunderlnd 'sA&CP	StephensonClarke &Associated Companies,Ld. CellDB19	244·0 Q145'F28' 8'413tMT186tFPT	36·5	16·0 FK	London British 4BHptCem 93tAPT35t	T.3Cy.19",31"&51"–36" (s) 180lb 179NHP 2SB,6cf,GS101,HS2888 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	18 ″ 0 s 5 ″ 5$\frac{1}{2}$ 16 ″ 10$\frac{1}{2}$	
74418 77587	**Fleetwood** (exWiarton-34, exGlenvegan,exCicoa,exJohnSharples) Mchy.Aft GyC. 1Dk2trB	1593 — 1124					1903	Superior S.B.Co. W.Superior	NicholsonTransit Co.	246·7 Q88'F36'	41·2	15·7 WB	Detroit, Mich. Utd.States	T.3Cy.14",25"&42"–30" NB10 97NHP SuperiorS.B.Co.		R
74419 PECI	**Flensburg** 3Mst D.F. 2Dks	6421 5836 3515	 Examined L. BS3,41	Npt R. ~~7,40~~ 3,41			1922	Flensburgr Schiffsb.Ges. Flensburg	Halcyon-LijnN.V.	454·9	60·1	27·8	Rottrdam Dutch WB	T.3Cy.28$\frac{3}{4}$",46$\frac{3}{4}$"&76"–48" 185lb 3SB 400NHP FlensburgerSchiffsb.Ges.		~~G~~
74420	— OilEng. CruiserStern 1Dk Sub.Sig.	5450					1939	Flensburgr Schiffsb.Ges. Flensburg	HugoStinnes G.m.b.H.	419·0 P25'B&F375' UpperF33'			Hamburg German WB	Oil Engines 2S.C.SA 16Cy.20$\frac{1}{2}$"–27$\frac{9}{16}$" 1178NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
74421 102470 MCZV	**Fleswick** 3Mst ssBkn.3rdNo.3–1,39 Mchy.Aft Well deck 1Dk(Irn)	610 438 241	✠100A1 8,40 ~~1,39~~ MS2,39	Bkn Liv ✠LMC BS2,40	i	CL 1,39	1900 3mo Lloyd	AilsaS.B. Co. Troon 'sA&CP	KyleShippingCo. Ld.(MonroeBros. Mgrs.)	179·3 Q101'B10'F35' FK&BK1" DBf94'137tFPT	28·0	11·2	Belfast British 3BHCem 65tAPT8t	C.2Cy.21"&47"–33" (s) 130lb 90RHP 1SB,3pf,GS63,HS1730 McKie&Baxter,Glasgow	13 ″ 10 s 4 ″ 5$\frac{1}{2}$ 13 ″ 7$\frac{1}{2}$	
74422 153063 VGXD	**Fleurus** Ⓟ Fitted for oil fuel Wireless 2Dks	1122 976 652					1926	At.&Ch.de laSeineMarit LeTrait	AnticostiShipping Co.	189·8	33·0	20·8	Quebec British WB	T.3Cy.18$\frac{1}{8}$",29$\frac{7}{8}$"&50"–33$\frac{1}{16}$" Atel.&Ch.dela 143NHP SeineMaritime,LeTrait		V
74423 PJCS	**Flevo** Wireless OilEng. Mchy.Aft CruiserStern 2Dks	389 293 59					1939	NVSchpsw Gebr.Pot. Bolnes	West-Indische ScheepvaartMaats.	179·7 P13'B&F155'	29·7	8·2	Curacao Dutch WB	Oil Engines 2S.C. 8Cy.10$\frac{5}{8}$"–18$\frac{7}{8}$" Gbr.Stork&CoNVHengelo		V
74424 148584 GKNF	**Flimston** ssCff.No.3–1,38 D.F. E.S.D. 1Dk(Stl)	4674 4272 2794	✠100A1 1,41~~10,39~~ BS11,40 MS11,36	Cff Bal ✠LMC ~~BS10,39~~	y	CL ~~10,39~~ 7,40	1925 5mo Lloyd	Bartram& Sons,Ld. Sunderland 'sA&CP	PictonS.S.Co.Ld. (E.ThomasRad- cliffe&Co.Mgrs.) CellDB	385·4 P39'B&F306' 342'1110tFPT116t	52·0	26·0 FK	London British 7BHCem APT174t	T.3Cy.26$\frac{1}{4}$",44$\frac{1}{2}$"&73"–48"(s) 180lb 180lb 451NHP 3SB(Spt)9cf,GS194,HS7650 Blair&Co.Ld.Stockton	27 ″ 10 s 3 ″ 1$\frac{1}{2}$ 24 ″ 10$\frac{1}{4}$	
74425 LCTM	**Flint 2** (exElginCounty,exFlint2, exAtlantis,exSierra ssGen.No.2–27 Quemada) 2Dks	5614 5094 3345	✠ ... 5.29 ✠NE7,24 ✠				1918 9mo	J Coughlan &Sons Vancouver, B.C.	D/S A/S Flint (WillyKubon)	410·5 P59'B115'F47'	54·2	27·4 FK	Bergen Norwegian WB	T.3Cy.27",44"&73"–48" 512NHP McKie&Baxter,Gls.	29 ″ 9	N †
74426 219269 KOPL	**Flomar** (exCorvus) ssBal.No.3–11,32 D.F. ssBal.No.2–40 ~~ssBal.No.1–36~~ 2Dks(Stl)	5551 5144 3422	✠100A1 ~~5,40~~ ~~11,39~~12,40 ~~BS5,40~~ MS2,37 Fitted for oil MS12,40	Bal ✠LMC ~~BS4,39~~ fuel BS3,41	z 12,19	CL ~~11,39~~ 5,40 F.P. a	1919 11mo bove 1	Columbia RiverSBCorp Portland,Or. A&CP 50°F.	CalmarS.S.Corp. Intermediate BH i hold & intermediat in fore hold & aft CellDB355'1139t	410·0 423·8(O.L.) P44'B115'F47' n after e'tween dk BHs hold dispensed with MT29'745tFPT132	54·2	27·5 FK	NewYork Utd.States ptCem 5BHtoUdk 1 ,, ,,2nd ,, tAPT143t	T.3Cy.24$\frac{1}{2}$",41$\frac{1}{2}$"&72"–48" 210lb (s) 582NHP 3SB,9cf,GS196,HS8780 FD LlewellynIronWorks, LosAngeles,Cal.	30 ″ 3 s 6 ″ 5 24 ″ 0$\frac{3}{4}$	
74427																

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dateof B.ofTr
74428 7658 SIBN	**Flora** *ss*Lkr.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1770* *1589* *1003*	✠100A1 *with freeboard* 7,40 ~~2,40~~ BS~~5,39~~ ✠LMC5,38 1,40	NYk Skm	*r*	CL ~~5,39~~ 5,40	1930 7mo	Fredrkstad Mek. Værks. Fredrikstad *Lloyd's A&CP*	A/BTransmarin (S.Redig, *Mgr.*) *CellDB*212' 54	269·0 FK 5*tFPT*35*tAPT*80*t*	42·2	17·6	Hlsngborg Swedish 4*BHCem* (*Coll BH to Sh dk* 3 ,, ,, 2*nd* ,,)	T.3Cy.18½″,29½″&50″–36″ 190lb (*s*) 188NHP 2SB,6*cf*,GS60,HS2545 FD FredrikstadM.V.Frdstad.	20 ″ 0 s ″ 8¾ 19 ″ 4¾	
74429 PECR	— *Ref.Mchy.* *Fitted for oil fuel* Wireless *Cruiser Stern* 2*Dks*	1417 1172 824					1921	H.teVeldhuis Papendrecht	N.V.Koninklijke NederlStoomboot. Maats.	265·8	39·2	14·8	Amstrdam Dutch *WB*	T.3Cy.20″,31″&50″–36″ 150NHP J.&K.Smit,Kinderdijk		V
74430 OXNB	— Ⓟ Now "Flora II," see No. 88053 in Supplement Wireless D.F. *Ref.Mchy.* 2*Dks*	1218 1040 655					1909	Akt.Burmeistr&Wain Copenhagen	DetForenede DampskibsSelsk.	253·5 P19'B104'F25'	34·6	16·8	Odense Danish *WB*	T.3Cy.21″,35″&60″–39″ 225NHP Akt.Burmeistr&Wain,Cpn		V
74431 DONA	— 1*Dk*	344 284 196					1891	Eriksbergs Mek.Werks. Gothenburg	TobisFilmkunst- Gesellschaft m.b.H.	140·9 Q31'B24'F12' len93	22·4	11·9	Hamburg German	C.2Cy.13⅛″&$26\frac{5}{16}$″–17½″ NB03 24NHP EriksbergsMek.Wrks.Got.		G
74432 7542 SKJI	— **WoodAux3MstSr** (*ex*SailingVessel) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	*308* *277* *232*					1919	J.Ph.Jörgensen Thurö	J.Jönsson	126·5 Q26'H9*t*	29·2	12·6	Brantevik Swedish	Oil Engines 2S.C.SA 2Cy.13¾″–16⅛″ 67NHP E*made&fitted*33 JönköpingsMotorfbrk.		V
74433 OHVJ	**Flora H.** (*ex*Jupiter–34) *ss*Fln.No.3–5,09 D.F. Sub.Sig. *ss*Ams.No.1–12 1*Dk&deep framing&pt Awng dk*	2025 1374 1212	✠ … 10,13 ✠				1899 2mo	Flensburgr Schiffsb.Ges. Flensburg	WernerHacklin	284·0 267·0 P16'Q84' *pt Awng dk*168' FK	39·5	23·5 16·0	Björnebrg Finnish *WB*	T.3Cy.19″,31½″&51″–36″ 170NHP FlensburgerSchiffsb.Ges.	18 ″ 2	G †
74434 788 SVOM	**Flora Nomicos** (*ex*NicolasJean–34, *ex*DéputéPaulProust) 1*Dk*	1783 1586 1054					1921	Ministère de la Marine Cherbourg	LoucasNomicos	266·4 P19'B55'F23'	39·4	23·0	Piræus Greek *WB*	T3Cy.18¾″,$29\frac{1}{16}$″&49¼″–37½″ Etablissements 147NHP d'Indret,Indret		G
74435	**Floreana** (*ex*Start, **Aux3MstSr** *ex*Olga, *ex Sailing Vessel* *OilEng.* Vigilant) 1*Dk* (*See Sailing Ship Register*)	410 333 319	✠ … 12,98				1895 5mo	Cumming &Ellis Inverkeithng	CompañiaFloreana Soc.Anon.	150·0 Q70'F16'	27·2	11·3	Callao Peruvian	Oil Engines 4S.C.SA 6Cy. NE*fitted*35 Motorenfbr."Deutz"A.G. Köln-Deutz	12 ″ 2	
74436 KZAY	**Florence D.** (*ex*LakeFarmingdale) *Fitted for oil fuel* 1*Dk*2*trB*	2638 2261 1518	✠ … 6,21 ✠				1919 7mo	Superior S.B.Co. Superior,Wis	Cadwallader- GibsonLumberCo.	247·4 P25'B64'F23' FK	43·3	25·6	ManilaP.I. Utd.States *WB*	T.3Cy.21″,35″&59″–42″ 352NHP DetroitS.B.Co.Detroit	28 ″ 3	R †
74437 210587 WLCL	**Florence Luckenbach** (*ex*Damara) *ss*Sea.2ndNo.3–7,34 D.F. *ss*Sea.No.1–38 2*Dks*(*Stl*)	5049 — 3217	✠100A1 2,40 BS11,40 ✠LMC MS4,38 ~~BS18,38~~ *Fitted for oil fuel* 12,13 *F.P.above* 150° F.	Sea	*y*	CL 2,40	1910 5mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's A&CP*	LuckenbachS.S. Co.Inc. *CellDBa*131'*uE&B*42'*f*181'994*tFPT*141*t*	401·8 415·4(O.L.) P45'B125'F38' FK	52·2	27·3	NewYork Utd.States 6*BHCem* *APT*265*t*	T.3Cy.25″,41″&$67\frac{5}{16}$″–51″(*s*) 175lb 425NHP 3SB,9*cf*,GS150,HS6144 FD A.Stephen&Sons,Ld.Gls.	29 ″ 10 s 5 ″ 9½ 24 ″ 3	
74438 210812 KJKN	**Florence Olson** (*ex*Paraiso) **TwinSc** *Fitted for oil fuel* *Mchy.Aft* Wireless 1*Dk*	1437 — 891					1912	CraigS.B. Co. Long Beach,Cal.	OliverJ.Olson&Co.	216·5	40·2	14·1	S.Frncisco Utd.States *WB*	C.4Cy.13″&30″–24″ 74NHP CraigS.B.Co.		
74439 147861 MLPB	**Florence Reynolds** **3Mst** (*ex*Coniscrag–33) *ss*Foy.No.3–2,38 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	397 263 152	✠100A1 10,40 ~~2,40~~ BS10,40 ✠LMC MS2,38 ~~BS9,38~~	Cff		CL ~~8,39~~ 9,40	1923 5mo	Pitcher's Ld. Gt.Yarmouth *Lloyd's A&CP*	BeynonShipping Co.Ld.	142·2 Q48'B9'F26' FK *FPT*	24·1	10·3	Ipswich British 3*BHCem* 45*tAPT*20*t*	T.3Cy.12″,21″&34″–24″ (*s*) 180lb 66RHP 1SB,2*pf*,GS34,HS1090 Amos&Smith,Ld.Hull	11 ″ 0 s ″ 8¾ 10 ″ 4½	
74440 LOEB	**Florentino Ameghino** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Cruiser Stern* *Longitudinal framing*	*6948* *6341* *4429*	✠ … 10,28 ✠				1925 7mo	Fairfield Co.Ld. Glasgow	Argentine Government (Yacimientos Petroliferos Fiscales)	431·2 P104'B32'F49' FK	57·0	33·2	Bns.Aires Argentine *WB*	T.3Cy.27″,45″&75″–54″ 632NHP FairfieldCo.Ld Glasgow	33 ″ 6	
74441 LDWD	**Flores** 1*Dk&Spar dk*3*trB*	3610 3430 2813					1899	Nederl. Schp.Maats Amsterdam	Skibs A/S "Parana" (J.Jürgensen *Mgr*)	339·6 B78'F45'	44·7	28·5	Oslo Norwegian *WB*	T.3Cy.23″,38″&62″–42″ 249NHP Ned.Fab.v.Werk.Mat.Ams		
141 74442 166292 GBZB	**Florian** 1*Dk&Shelter dk* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	3174 2455 1486	✠100A1 *with freeboard* 4,40 ✠LMC4,40 ✠Lloyd'sRMC~~4,40~~ 1,41	Hpl	*w*	CL	1940 4mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's A&CP*	EllermanLines,Ld. (Ellerman& PapayanniLines, Ld.*Mgrs.*) *CellD*	345·7 358·8(O.L.) F28' FK *B*291'745*tFPT*24*t*	50·1	20·7	Liverpool British 7*BH* (*Coll to Sh dk* 6 ,, 2*nd* ,,) *APT*14*t*	T.3Cy.23″,38″&65″–48″& LPturbine withDRgearing &hydraulic coupling FD 225lb (*s*) 606NHP 3SB(Spt)9*cf*,GS166,HS7770 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	23 ″ 3 s1 ″ 3 22 ″ 2½	
74443 FNBG	**Florida** Ⓟ **TwinSc** *Ref.Mchy.* *Fitted for oil fuel* D.F. *CruiserStern* 3*Dks*4*trB*	9331 6659 5515					1926	Atel.&Ch. de la Loire St.Nazaire	Soc.Gén.deTransp. Mar.àVap.	468·9 P52'B232'F57'	60·6	31·6	Marseilles French *WB*	4 Steam Turbines DR geared to 2 Sc.Shafts Atel.&Ch.de la Loire,St.N.		IV
74444 236769 WPNJ	— *OilEng.* D.F. E.S.D. 1*Dk* *Longitudinal framing at bottom & deck in* *Mchy.Aft* *CruiserStern* *centretanks*	8580 — 5082	✠100A1 6,40 ~~11,39~~ ~~DBS9,38~~ ✠LMC10,37 *Carrying Petroleum in bulk* DBS9,40	Phl NYk	*d*† $2\frac{3}{16}$	CL	1937 10mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd's A&CP*	TheTexasCompany *CellDB*	468·1 490·5(O.L.) P111'B39'F61' FK *uE*82'277*tFPT*141*t*	65·3	34·3	Wilmgton (Del.) Utd.States 14*BH* *APT*115*t*	Oil Engines 2S.C.SA 4Cy.31″–86″ 1197NHP 3DB(WT)227lb SunSB&DD.Co.ChesterPa	34 ″ 3	
74445	— *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	6150 3450					1939	Bremer Vulkan Vegesack	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	454·8 P38'B34'	59·3	23·5	Bremen German *WB*	Oil Engines 2S.C.SA 8Cy.26¾″–47¼″ 985NHP BremerVulkan,Vegesack		G
87/40 74446	— (*ex*GibelZerjon–39,*ex*BatavierVI) 2*Dks & Awng dk*	*1435* *961* *882*					1903	Mackie& Thomson Glasgow	Cia.Diana de VaporesSoc.Anon.	240·0 P54'B&F162'	35·5	15·5	Panama Pnamanian *WB*	T.3Cy.20″,32″&53″–36″ 169NHP Hutson&Sons.Ld.Gls.		V
74447 230773 KGWR	— Ⓟ **TwinSc** *Fitted for oil fuel* D.F. 6*Dks*	4945 — 2689					1931	NwprtNws S.B.&D.D.Co NewprtNews	Peninsular& OccidentalS.S.Co.	365·0	56·5	28·5	NewHaven Utd.States *WB*	2SteamTurbinesSRgeared to 2 Sc. Shafts NewportNewsSB&DD.Co		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres etc. si ce n'est dans le L. R. Durée. Cert. R. of Trade.
74448 1491 IBOM	**Florida II** (exFortunatoTerzo, exNicolaos ssGen.2ndNo.3–10,28 Pateras, ssGen.No.1–32 exTideway, exTyphoon, 1Dk(Irn)& exTwilight) D.F. deepframing	3313 3069 2072	✠ … 9,36 ✠	Gen	u		1905 10mo	W.Gray&Co.Ld. WHartlepool	A.T.Rosasco CellDBa108'	329·5 | 47·5 | 22·8 P29'B88'F33' FK uE&B40'f 140'828t	Genoa Italian 5BHCem APT39t	T.3Cy.24",38"&64"–42" NDB25 283NHP 2SB,6cf,GS109,HS4304 Cen.Mar.Eng.Wks.WHpl.	24 ″ 9	I †
74449 30522 JAIB	**Florida Maru** OilEng. ssKob.No.3–11,38 2Dks(Stl)	5845 5333 3651	✠100A1 5,40 ~~11,38~~ ✠LMC CS8,36 DBS~~11,39~~5,40 ~~1,38~~5,40	Kob	z	CL ~~11,38~~ 4,40	1925 3mo Lloyd	Kawasaki Dkyd.Co.Ld. Kobe 'sA&CP	KawasakiKisen K.K. CellDB	405·0 | 53·0 | 34·0 P28'B116'F31' FK 338'1452t FPT104t	Kobe Japanese 6BH APT55t	Oil Engines 2S.C.SA 6Cy.22"–66" 902NHP DB120lb J.Brown&CoLdClydebank	34 ″ 0 s7 ″ 4½ 26 ″ 11	
74450 221227 KDXD	**Floridian** (exStuartDollar–36, exMandarin) Fitted for oil fuel D.F. 3Dks&Shelter dk	6998 — 4319					1920	Kiangnan Dk&EngWks Shanghai	American- HawaiianS.S.Co.	429·0 | 52·2 | 26·6	NewYork Utd.States WB	T.3Cy.27 1/16",44"&74¼"–48" 384NHP KiangnanDock&Eng.Wks		R
74451 160549 GSPW	**Floristan** ssMdb.No.2–36 D.F. 2Dks(Stl)	5478 5065 3483	✠100A1 8,40 ~~8,40~~ 8,40 ✠LMC MS~~7,36~~ BS~~3,40~~5,41 Fitted for oil fuel 8,28 F.P. above 150° F.	Sou	z	CL ~~7,37~~ 7,40	1928 8mo Lloyd	JReadhead &Sons,Ld. SouthShields 'sA&CP	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.Mgrs.) CellDB	415·3 | 54·2 | 27·6 P31'B126'F52' FK 365'1192tDTa37'9	London British 7BHptCem 62tFPT110t	T.3Cy.28",46"&77"–48" (r) 200lb 630NHP 3SB,12cf,GS191,HS9411 FD J.Readhead&Sons,Ld.SShl APT24t	30 ″ 1 s6 ″ 0¾ 24 ″ 3	
74452 TCAH	**Florya** (exResit–40, exAdalet–38, exRind, exSanRemo, ssLth.No.3–2,01 exCoronel, exTarapaca, ssPly.No.1–05 exInca, exMonteBlanco, 1Dk&Spardk exRimac, exMonteBlanco, &Webframes exNorse, exNorseman) Fitted for oil fuel	1334 — 762	✠ 7,20 ✠NB2,01 ✠	Ply	o		1893 2mo	Ramage& Ferguson,Ld. Leith	Zonguldak Vapurculuk ve Kömürcülük LimitetSirketi CellDBuE36'40tf86'	236·3 | 31·2 | 14·2 22·2 BK8"	Istanbul Turkish 6BHCem 62tAPT21t	T.3Cy.22",37"&62"–39" 217NHP 1SB,3cf,GS75,HS2560 Ramage&Fergusn,Ld.Lth.	23 ″ 3	
74453 DHHZ	**Flottbek** ssHam.No.3–6,38 D.F. 1Dk(Stl)	1930 1728 1128	✠ 7,39 ✠	Ham	r		1926 2mo	F.Schichau Danzig	Knöhr&Burchard, Nfl. CellD	279·7 | 40·2 | 19·1 293·2(O.L.) P27'B74'F32' FK B240'541t FPT38t	Hamburg German 4BHCem APT78t	T.3Cy.19½",32¾"&53½"– 37 7/16" 223NHP 2SB(Spt),4cf,GS78,HS3014 F.Schichau,Elbing	21 ″ 4	
74454 143815 GBRW	**Flowergate** (exSchildturm) ssNwc.2ndNo.3–8,35 2Dks(Stl–Uteaks)	5156 4837 3226	✠100A1 Examined8,40 Lon BS~~2,40~~ ✠LMC8,35 3,41	~~Cff~~	z	CL ~~8,39~~ 8,40	1911 6mo Lloyd	J.C.Teck- lenborgA.G. Weser- münde-G. 'sA&CP	C.Strubin&Co.Ld. ~~Co.Mgrs.)~~ CellDB1 'Tween dk tanks	400·8 | 53·6 | 28·5 P50'B124'F52' FK 33'uE22'f172'1029t a46'f42'903t FPT5	London British 6BHCem 7tAPT53t	T.3Cy.26½",45¼"&74"–53½" 192lb 121lb (r) 474NHP 3SB(Spt),9cf,GS129, FD HS6120 J.C.TecklenborgA.G.Ws	31 ″ 0 s5 ″ 10½ 25 ″ 4½	
74455 148864 MNGW	**Fluor** ssTrn.No.3–11,37 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	914 638 453	✠100A1 ~~10,40~~~~12,39~~5,41 BS~~9,39~~ ✠LMC11,37 10,40	Gls Irv	l	CL ~~11,37~~ 10,40	1925 6mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	Wm.Robertson Cell	199·0 | 32·6 | 13·2 207·0(O.L.) Q117'B9'F32' FK DBf122'190tFPT	Glasgow British 3BHCem 61tAPT35t	T.3Cy.16",26"&42"–30" (s) 180lb 90RHP 2SB,4cf,GS74,HS2400 AilsaS.B.Co.Ld.Troon	15 ″ 0 s4 ″ 7½ 14 ″ 6½	
74456 218596 KIQX	**Fluor Spar** Fitted for oil fuel Sub.Sig. 2Dks&Webframes	5055 4740 3095	✠ … 6,20 ✠				1919 7mo	American International S.B.Corp. HogIslandPa	~~SouthAtlanticS.S.~~ ~~Co.of Delaware~~ SouthAtlantic SteamshipLine	390·0 | 54·2 | 27·6 P39'B122'F43' FK	Savannh,G Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
74457 1627 INFA	**Fluvior** TwinSc OilEng. Mchy.Aft ssTri.No.2–38 1Dk(Stl)&Web frames	389 281 191	✠100A1 10,39 ✠LMC CS3,38 4,37 Carrying Petroleum in bulk	Pal	f	CL N10,39	1930 2mo Lloyd	Cant.Fedl. perCostru- zioniNavali PietraLigure 'sA&CP	"LaColumbia" Soc.Marit.per Trasporto diPetro- lio eDerivati	157·5 | 25·6 | 9·7 148·6 P44'F24' FK APT22t	Genoa Italian 9BHptCem ptAsp	Oil Engines 2S.C.SA 8Cy.10¼"–17 5/16" 146NHP Soc.Anon.Fiat,Turin	10 ″ 3 s1 ″ 1½ 9 ″ 2½	
74458 233670 WDJB	**Flying Cloud** Now "Santa Catalina" see No. 90004 in Supplement D.F. E.S.D. Fitted for oil fuel GyC. Ref.Mchy. 3Dks pt Longitudinal framing CruiserStern	6085 5395 3597					1939	Federal S.B.&D.D.Co Kearny,N.J.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ GraceLine,Inc.	439·0 | 63·2 | 27·5 P38'B75'F47'	NewYork Utd.States WB	2 steam turbinesDRgeared to 1 screw shaft 1000NHP GeneralElectricCo. Lynn,Mass.		R
74459 239173 WDQJ	**Flying Fish** Now "Mormacswan," see No. 89082 in Supplement D.F. E.S.D.,, Fitted for oil fuel GyC. CruiserStern 3Dks Ref.Mchy. pt Longitudinal framing	7194 4344					1939	Federal S.B.&D.D.Co Kearny,N.J.	UnitedStates Maritime Commission	439·0 | 63·2 | 27·5 P38'B75'F47'	NewYork Utd.States WB	2 steam turbinesDR geared to 1 screw shaft 1000NHP GeneralElectricCo. Lynn,Mass		
74460 165793 ~~OYGC~~ GMWM	**Flynderborg** ssEls.No.2–38 D.F. 1Dk(Stl)	2022 1774 1203	✠100A1 ~~8,40~~~~9,39~~11,40 BS~~7,39~~ ✠LMC7,38 8,40	Els Shl	r	OG 9,39	1930 5mo Lloyd	W.Gray& Co.Ld. W Hartlepool 'sA&CP	Ministry of Ship- ping(HallBros, Mgrs.)	280·1 | 40·0 ~~280·0 | 40·1~~ | 19·2 289·6(O.L.) P22'B85'F27' FK CellDB240'	Newcastle British 4BHCem 515tAPT75t	T.3Cy.20",31½"&53"–36" (s) 180lb 194NHP 2SB(Spt),4cf,GS79,HS3134 Cen.Mar.E.WrksLd.WHpl	21 ″ 4 s2 ″ 8¼ 18 ″ 9½	
74461 145716 MLDX	**Foam Queen** (exRiverExe) ssGoo.No.3–4,35 Mchy.Aft ssLon.No.1–40 1Dk(Stl) Well deck Cargo battens not fitted	811 577 404	✠100A1 ~~4,40~~ ~~3,39~~ ~~6,40~~ 10,40 ✠LMC4,40 ~~MS4,38~~ ~~BS11,39~~ BS3,41	Bly Lon	k	CL ~~10,39~~ 10,40	1922 10mo Lloyd	London& MontroseS.B. &R.Co.Ld. Montrose 'sA&CP	BritishChannel IslandsShipping Co.Ld. Cell	189·2 | 30·3 | 12·5 Q109'B11'F24' FK DBf119'171t FPT	London British 3BHCem 60tAPT5t	T.3Cy.14½",24"&40"–27" (s) 180lb ~~160lb~~ 79RHP 1SB,3cf,GS59,HS2102 W.Beardmore&Co.Ld. Coatbridge	14 ″ 7 s4 ″ 2½ 14 ″ 2½	
74462 139289 MGCD	**Foamville** (exPollyBridge) ssLan.No.3–7,29 Mchy.Aft ssApl.No.2–37 Well deck 1Dk(Stl) Cargo battens not fitted	403 291 163	✠100A1 ~~9,40~~~~10,39~~4,41 ✠LMC MS8,37 BS~~8,39~~ 9,40	Liv	f	CL ~~1,39~~ 3,41	1916 5mo Lloyd	J.P.Ren- noldson&Sns. Ld.S.Shields 'sA&CP	JohnS.Monks,Ld.	143·1 | 24·4 | 10·4 147·7(O.L.) Q47'B9'F19' FK FPT34t	Liverpool British 4BHCem APT16t	C.2Cy.17"&36"–24" (s) 130lb 75RHP 1SB,3pf,GS47,HS1400 JPRennoldsn&SnsLdSShl	11 ″ 9 s ″ 10½ 11 ″ 0	
74463 HPIQ	**Foch** (exHa-ven–38, exMaréchal Foch–36, exBudaII) ssFiu.No.2–14 1Dk(Stl)&Spar dk(Irn) &deepframing	2894 — 1791	✠ 9,16 ✠	Fiu	t		1905 3mo	Napier& MillerLd. Glasgow	Wallem&Co. Cell DBa108'uE&B34'	314·1 | 41·9 | 13·3 P40'B104'F34'21·3 FK f134'633t FPT17t	Panama Pnamanian 6BHCem APT21t	T.3Cy.20¼",35"&59½"–42" 257NHP 2SB,6rf,GS116,HS3898 D.Rowan&Co.Glasgow	23 ″ 9	C †
74464 145960 MLBT	**Foch Rose** ssGoo.No.3–3,35 ssBly.No.1–39 Well deck 1Dk(Stl) Mchy.Aft	1135 801 616	✠100A1 5,40 ~~1,39~~ ✠LMC MS1,39 BS~~5,39~~ 5,40	Bly Npt	n	CL ~~1,39~~ 5,40	1922 7mo Lloyd	J Fullerton &Co. Paisley 'sA&CP	RichardHughes& Co.(Liverpool)Ld. Cell	220·2 | 34·2 | 13·2 226·4(O.L.) Q108'B15'F28' FK DBf136'215t FPT	Liverpool British 3BHCem 80tAPT34t	T.3Cy.16",26"&44"–33" (s) 180lb 96RHP 2SB,4cf,GS79,HS2806 Ross&Duncan,Glasgow	15 ″ 6 s1 ″ 1 14 ″ 7½	
74465 695 SZNA	**Fokion** Ⓟ (exLussino, exSarajevo) ssTri.No.3–2,18 Wireless ssTri.No.1–22 1Dk&Shade dk	1158 794 527	✠ … 11,28 ✠				1910 2mo	Cant.Nav. Triestino Monfalcone	EpirotikiSteam- shipNav.Co. "GeorgePota- mianos"	224·3 | 33·2 | 15·1 FK	Piræus Greek	T.3Cy.21",35"&56"–36" 247NHP Barclay,Curle&Co.Ld.Gls.	16 ″ 5	
74466														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74467 145981 MLFR	**Folda** (*ex*Aintree,*ex*Atlas) Wireless **D.F.** *ss*Lth.No.3-11,34 *Well deck* *ss*Gmh.No.1-39 *Cargo battens not fitted* 1*Dk*(*Stl*)	1165 872 594	100A1 10,40 ~~4,39~~ MS1,39	Gmh LMC ~~BS2,40~~ 1,41	*n*	CL 4,39	1920	J.S.White &Co. Cowes *Lloyd's A&CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellDB*165'291	221·0|34·2|14·6 230·5(O.L.) Q119'B13'F21' FK *t FPT*22*t APT*15*t*	Leith British 4*BH* *pt Cem*	T.3Cy.15½",29"&49"-33" (*s*) 180lb 157NHP 2SB,4*cf*,GS72,HS2530 J.S.White&Co.Ld.Cowes	16 ″ 6 s 4 ″10 15 ″ 7½	
74468 200948 KFTW	**Fontana** (*ex*FrankSeither, *ex*R.W.England) (*Self-Unloader*) *Mchy.Aft* **D.F.** 1*Dk*2*trB*	3887 3680 2935					1904	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	362·8|50·2|29·0 F46'	Buffalo, N.Y., Utd.States *WB*	T.3Cy.18⅞",32¹⁄₁₆"&54⅛"-42" NB18*refitted*35 189NH E*made*74*Tpd*89*fitted*04 S.F.Hodge&Co.Detroit		R
74469 XNCS	**Foo Lee** (*ex*Fri) Wireless 1*Dk*&*Spar dk*	1398 1302 857					1900	Nylands Værkstad Oslo	ChingKeeS.N.Co. Ld.	231·5|35·0|20·4 H74*t*	Chefoo Chinese *WB*	T.3Cy.16½",27"&44"-32" NB29 109NHP NylandsVerks.Oslo		C
74470 118365 VPBY	**Foo Shing** 1*Dk*(*Stl*)&*Spar dk*(*Stl*-teaks) &*deep framing*	2284 2126 1423	✠ 12,03 ✠	Nwc	*t*		1903 12mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Indo-ChinaSteam Nav.Co.Ld. *CellDBa* 399*t D T f*18' 256*t*	290·8|42·1|15·5 300·0(O.L.) B67'F38' 22·7 FK 84'*uE*22'*f*108' *D T a* 24' 374*t FPT*	Hong Kong British 5*BH Cem* 56*t APT*25*t*	T.3Cy.21",34"&56"-42" 226NHP 1SB,4*rf*,GS76,HS2913 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	25 ″ 0 s4 ″ 4¼ 20 ″ 10	
74471 153566	**Fook On** *OilEng.* 2*Dks*	738 533 560					1924	QuanLee HongKong	LauWaPing	160·6|27·1|8·4	HongKong British	Oil Engines 2S.C.SA 8Cy.14½"-15" 297NHP VickersPetters,London		
74472 ~~171177~~	**Fook Sing** Ⓟ **Wood** 2*Dks*	332 153 222					1909	.... Canton	~~C.C.Skerrett-Rogers~~	114·8|20·8|6·7	~~Shanghai~~ ~~British~~ Chinese	C.2Cy.12"&24"-16" 19NHP KwangSing,HongKong		
74473 148929 VPJC	**Forafric** (*ex*Landvard,*ex*Songvaar, *ex*Landvard, *OilEng.* ~~*ss*Shl.No.3-6,27~~ *ex*Chumpon) ~~*ss*HKg.No.2-35~~ 1*Dk*(*Stl*)&*deep framing*& *ss*H.Kg.No.3-8,40 *Awng dk*(*Stl*-teaks)	3475 3170 2187	✠100A1 *Awng dk* *withfreeboard* 8,40 DBS7,40	HKg ✠NE1,15 ✠LMC CS8,40 4,39	*v*	CL ~~2,38~~ 7,40	1909 2mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's A&CP*	WingNingS.S.Co. Ld.(Williamson& Co.*Mgrs.*) *CellDBa*106'*uE*	330·1|47·3|25·7 P31'B65'F37' alt.15 FK 16'*f*146' 702*t FPT*	Hong Kong British 5*BH Cem* 20*t APT*12*t*	Oil Engines 4S.C.SA 6Cy.26⅜"-39⅜" 405NHP NDB31 *120lb* Burmeister& WainOilEng.Co.Gls.	28 ″ 0 s 7 ″ 1¾ 21 ″ 1	
74474	**Forbes Hauptman** (*ex*Western Ally) Sub.Sig. D.F. 2*Dks*	5674 — 3545	✠ ... 9,20 ✠				1919 1mo	AmesS.B. &D.D.Co. Seattle,Wash	Ministry of Shipping(SirR. Ropner&Co.Ld. *Mgrs.*)	409·8|54·2|29·2 P44'B120'F47' FK	British *WB*	T.3Cy.28½",46"&80½"-48" 449NHP AmesS.B.&D.D.Co.Seattle	32 ″ 0	R †
	Now "Empire Kittiwake," *see No.* 87958 *in Supplement*													
74475 166300 GMJP	**Forbin** Ⓟ *Ref.Mchy.* D.F. 3*Dks*	7291 6713 4501					1922	Forg.&Ch. de la Médit. Havre	~~ChargeursRéunis~~ Ministry of Shipping(J.Chambers &Co.*Mgrs.*)	~~417·8~~|55·2|~~34·5~~ 34·6 B45' 417·7	Liverpool British *WB*	28",46" T.3Cy.~~27¹⁵⁄₁₆",42³⁄₁₆"~~&76"-52" 417NHP Forg.&Ch.de la Médit.Hav.		V
74476 LDWJ	**Force** (*ex*Mallin-32,*ex*Nicolas) *ss*Bkn.No.3-7,19 *ss*Bkn.No.1-24 *Well deck* 1*Dk*	499 375 248	✠ ... 6,27 ✠				1906 9mo	VanVliet &Co. Hardinxveld	D/S A/S Force (M.Clausen)	159·2|26·2|11·3 Q82'B14'F18' FK	Haugesnd Norwegian *WB*	T.3Cy.13",21"&34"-24" 75NHP G.T.Grey,SouthShields	12 ″ 0	N †
74477 139633 MJDS	**Ford Fisher** (*ex*JollyDiana, *ex*HanilIV,*ex*B.A.H.W.No.15) *Mchy.Aft* 1*Dk*(*Stl*) *ss*Flt.2ndNo.3-2,41	449 342 222	✠100A1 2,41 ~~2,13~~ *ForCoasting serviceGt.Britain &Ireland&NorthEuropeanPorts*	Npt Flt ✠LMC2,41	1¹⁄₁₆	CL 11,40	1913 2mo	CHWalker &Co.Ld. Sudbrook	BritishIron&Steel Corporation (Salvage)Ld. (A.H.Turner,*Mgr.*)	158·0|29·7|8·3 *30·8* 164·3(O.L.) Q56'B *on Qdk*13' F20' FK *FPT*38*t APT*8*t*	Barrow British 3*BH Cem* ~~*APT*8*t*~~	C.2Cy.15"&30"-20" 125lb (*s*) 52RHP 1SB,2*pf*,GS36,HS1054 Plenty&Son,Ld.Newbury	9 ″ 4 s ″11½ 8 ″ 6	~~V~~ ~~†~~
74478 160891 GCSY	**Forde** Ⓟ (*ex*Ford) **TwinSc** *Cruiser Stern* Wireless 2*Dks*	829 689 303					1919	Dunlop, Bremner&Co. Ld. PortGlas.	TownsendBros. (Ferries),Ld.	219·7|28·6|15·5 B&F165'	Hull British *WB*	T.6Cy.13¼",21¼"&34"-21" 106NHP AilsaS.B.Co.Ld.Troon		C
74479 151988 GSMW	**Fordsdale** **TwinSc** *ss*Lon.No.3-6,36 *Ref.Mchy.* 3*Dks*,4*th dk in No.*1*hold* E.S.D. *Tonnage opening closed*'39 *Cruiser Stern*	11023 9198 6741	✠100A1 *Shelter dk* *withfreeboard* Examined 6,41 BS3,41 ✠LMC12,35 ✠Lloyd's RMC2,41 *Fitted for oil fuel* 3,24 *F.P. above* 150° F.	~~Lon~~ Gls	*ft*	CL 8,38	1924 3mo	Common- wealthDkyd SydneyNSW *Lloyd's A&CP*	Shaw,Savill& AlbionCo.Ld. *CellDB*	500·0|63·2|37·4 520·0(O.L.) 41·2 F83' FK 4'*tween dk B Hs dispensed with* 4*BH*(*including Coll BH*) *to Wdk* 409' 1734*t FPT*199*t*	London British *Cem* 5*BH to* 2*nd dk* *APT*178*t*	Q 8Cy24½",34",48½"&70"-54" 220lb (*s*) FD 1205NHP 6SB,24*cf*,GS437,HS18150 CommonwealthDkyd,Syd	44 ″ 0 s13 ″ 5¼ 30 ″ 9¾	
74480 167324 GSZF	**Foreland** D.F. *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	1870 1365 1023	✠100A1 ~~4,40~~12,40	Shl Nwc ✠LMC9,39	*q*	OG	1939 9mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's A&CP*	Shipping&CoalCo. Ld. *CellD* B221'480*t MT*9'169	265·0|39·5|16·9 276·0(O.L.) Q155'F26' FK *t FPT*135*t APT*20*t*	London British 4*BH pt Cem* *pt Asp*	T.3Cy.17½",29"&48"-33" (*s*) 220lb 216NHP 2SB,6*cf*,GS99,HS3206 FD D.Rowan&Co.Ld.Gls.	18 ″ 11 s6 ″ 0½ 17 ″ 6½	
74481 143795 MJSV	— (*ex*Montazah) Wireless **D.F.** 2*Dks*	1331 1094 524					1919	CaledonS. B.&E.Co.Ld Dundee	CurrieLine,Ld.	270·6|38·1|16·1	London British *WB*	T.3Cy.21",34"&56"-39" 196NHP CaledonSB.&E.Co.Ld.Dun		C
74482 162124 GCGS	**Forest** *OilEng.* E.S.D. D.F. Gy.C. 1*Dk*&*Shelter dk* *CruiserStern*	4998 4634 3027	✠100A1 *withfreeboard* ~~9,40~~ ~~2,40~~ 3,41	Nwc Bry ✠LMC10,37	*a*† 2	CL 9,40	1937 10mo	Wm.Dox- ford&SonsLd Sunderland *Lloyd's A&CP*	NolisementS.S. Co.Ld.(Morel,Ld. *Mgrs.*) *CellDB*347'1174*t* *MT*29'1146*t*	424·0|54·2|26·1 439·2(O.L.) FK *FPT*134*t APT*177*t*	Cardiff British 7*BH pt Cem* (*Coll to Sh dk* 6 ,,2*nd*,,)	Oil Engines 2S.C.SA 3Cy.22¹⁄₁₆"-85¹⁄₁₆" 449NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	28 ″ 8 s 3 ″ 4 25 ″ 6½	
74483 FORB	**Formigny** (*ex*FridaHorn,*ex*Stettin) 2*Dks*	2166 — 1305					1915	Nüscke& Co.A.G. Stettin	Cie.deTransp.Mar. &Fluviaux (Heuzey& Chastellain,*Mgrs.*)	310·8|42·5|26·1 P35'B44'F35'	Rouen French	T.3Cy.22⅘",37"&57¹⁄₁₀"-35⅗" Christiansen 194NHP &Meyer,Harburg		V
74484 6722 SDMN	**Formosa** **TwinSc** *ss*Got.No.3-5,33 *ss*Mmo.No.1-38 *OilEng.* D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws)	*5656* *5104* *3430*	✠100A1 *Shelter dk* *withfreeboard* ~~8,40~~ ~~2,40~~ 2,41 ✠NE12,38 *Carrying vegetable oil in deeptank*	Got NYk ✠LMC12,38	*a*†	OG ~~P2,40~~ ~~S3,40~~ S8,40 P2,41	1921 2mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd's A&CP*	Aktieb.Svenska Ostasiatiska Komp (G.Borin,*Mgr.*) *CellDB*370'1250*t F*	425·4|55·1|27·4 442·5(O.L.) 35·4 F35 FK *Collision* *PT*84*t APT*80*t* *DT*35'1026*t*	Gothenbrg Swedish *pt Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	4Oil Engines 2S.C.SA 28Cy.13⅜"-22⁷⁄₁₆"with electro-magnetic slip couplings and S.R.gearing NDB38-*100lb* 876NHP Atlas Diesel A|B. Skm.	30 ″ 6 s3 ″ 11¾ 26 ″ 9½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
74485 LOHM	**Formosa** Ⓟ Pad (exPorvenir) Wireless 1Dk&Promenade dk	739 — 280	✠ 12,11 ✠	Dun			1911 12mo	Dundee S.B.Co.Ld. Dundee	Cia.Argentina de Nav.Mihanovich, Ltda.	215·0 P58'F48'	32·1	8·6 FK	Bns.Aires Argentine 5BHAsp	T.3Cy.18½",30"&50"–60" 282NHP 2SB,4cf,GS79,HS3087 Bow,McLachln&CoLdPsy	9 ″ 0	
74486 FNMK	**Formose** Ⓟ TwinSc D.F. Ref.Mchy. 3Dks	9975 — 6136	Lloyd'sRMC~~?,40~~ 5,40 ~~No. 5 hold & 'tween dks. for temp. 32° F.~~				1921	Forg.&Ch. de laMédit LaSeyne	ChargeursRéunis	483·4 B266'F56'	58·9	34·5	Havre French WB	T.6Cy.26",42½"&70"–48" 676NHP Forg.&Ch.de la Médit.		V
74487 148857 GLMN	**Forresbank** TwinSc ssShl.No 3–3,37 OilEng. 1Dk(Stl)&Shelter dk(Stl–ws)	5155 4768 3115	✠100A1 withfreeboard ~~6,40~~ ~~12,22~~,41 ~~DBS4,39~~ ✠LMC3,37 ✠LMC(M)4,39 Carrying vegetable	Gal ~~Hul~~Liv DBS8,40 oil	a†	CL ~~10,36~~ P10,39 S2,41 in deep	1925 6mo Lloyd tank	Harland& Wolff,Ld. Glasgow 'sA&CP DTf32'1067t	BankLineLd.(A. Weir&Co.Mgrs.) CellDB357–1121t tanks'tween tunnels	420·1 115' 251t FPT106t	53·9	26·5 FK Coll	Glasgow British 7BHptCem BH to Sh dk 6 ,, ,, 2nd ,, APT132t	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$37\frac{13}{16}$" 717NHP DB110lb Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7½ 25 ″ 8½	
74488 6058 SECU	**Forshult** CruiserStern Mchy.Aft 1Dk	658 507 337					1918	Eksbergs V.Aktieb. Gothenburg	UddeholmsAktieb. (FritiofOlsson, Mgr.)	180·6 P53'H54tF23'	29·0	11·6	Uddeholm Swedish WB	T.3Cy.$14\frac{5}{16}$",$22\frac{7}{16}$"&36⅝"–24" 65NH EriksbergsMVAktieb.Got		V
74489 6178 SECW	**Forsvik** (exHildegard) 1Dk	1248 1019 698					1919	A/BOre- sunds varvet Landskrona	Ångbåts-A/B Ferm(T.E. J:sonBroström, Mgr.)	232·0 P20'B60'F22'	37·2	15·0	Krstnhmn Swedish WB	2 Steam Turbines DR geared to 1 Sc. Shaft A/BDeLavalsÅngturbin, Stockholm		V
	Now "Skandia," see No. 90019 in Supplement															
74490 164573 GYPM	**Fort Amherst** Ⓟ ssN.Yk.No.1–40 2Dks,3rd dk in forward holds D.F. E.S.D. GyC. CruiserStern Ref.Mchy.	3489 2476 1946	✠100A1 withfreeboard 5,41~~10,40~~ BS10,40 ✠LMC4,40 ✠Lloyd'sRMC4,40 Fitted for oil	NYk fuel 1,36	u	CL 11,38 F.P. above 1	1936 1mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP 50° F.	FurnessWithy& Co.Ld. CellD	314·9 P&B200'F47' B247' 435t FPT23t	45·1	24·5 FK	London British 7BHptCem (2 ,, to2nd dk) APT64t	T.3Cy.22",35"&63"–39"& exhaust turbine driving steam compressor 220lb (s) 456NHP 2SB,6cf, HS6100 FD D.Rowan&Co.Ld.Gls.	27 ″ 1 s8 ″ 6¾ 18 ″ 8¾	
74491 FNMZ	**Fort Archambault** (exAriano, exWarPython) ssQns.No 2–26 D.F 2Dks	5549 4677 3288	✠ ... 8,29 ✠				1918 1mo	Harland& Wolff,Ld. Belfast	ChargeursRéunis	399·0 P49'B113'F40'	52·3	28·4 FK	Havre French WB	T.3Cy.27",44"&73"–48" 518NHP Harland&Wolff,Ld.Bel.	31 ″ 0	V †
74492 FNLU	**Fort Binger** (exCornishCity) D.F. 2Dks	5250 4744 3123	✠ ... 9,20 ✠				1919 6mo	Craig,Tay- lor&Co.Ld. Stockton	ChargeursRéunis	402·2 P49'B113'F40'	52·3	28·3 FK	Havre French WB	T.3Cy.27",44"&73"–48" 517NHP Blair&Co.Ld.Stockton	31 ″ 0	V †
74493 FNML	**Fort de Douaumont** (exWarDeer) D.F. 2Dks	5266 — 3142					1918	W.Doxford &Sons,Ld. Sunderland	ChargeursRéunis	399·9 P49'B112'F39'	52·2	28·5	Havre French WB	T.3Cy.27",44"&73"–48" 369NHP W.Doxford&Sons,Ld.Sld.		V
74494 FOLJ	**Fort de France** TwinSc OilEng. D.F. 3Dks Ref.Mchy. Sparred dk in forward holds CruiserStern	4279 3968 2560	✠100A1 withfreeboard 5,39 ✠LMC11,35 ✠Lloyd'sRMC~~11,39~~ 11,40 for temp. 33° F.	Rou	w	CL S1,37 PN7,38	1935 11mo Lloyd	Odense Staalskibsvft vedAPMöller Odense 'sA&CP	Compagnie Générale Transatlantique CellDBuE&f163'	343·5 401tDTsa669tFPT	48·6	24·5 32·4 FK Coll	Havre French 5BH BH to W dk 51tAPT59t	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP Akt.Burmeistr&Wain,Cpn	34 ″ 9 s14 ″ 10¼ 20 ″ 3	
74495 FNMM	**Fort de Souville** (exWarFinch) D.F. 2Dks	5229 — 3129	✠ ... 7,23 ✠				1918 10mo	Craig,Tay- lor&Co.Ld. Stockton	ChargeursRéunis	400·0 P49'B113'F40'	52·2	28·5 FK	Havre French WB	T.3Cy.27",44"&73"–48" 517NHP Blair&Co.Ld.Stockton	31 ″ 0	V †
74496 FNMN	**Fort de Troyon** (exWarRider) D.F. 2Dks	5206 — 3114	✠ ... 8,23 ✠				1919 1mo	J.Brown& Co.Ld. Clydebank	ChargeursRéunis	400·0 P49'B113'F43'	52·2	28·5 FK	Havre French WB	T.3Cy.27",44"&73"–48" 490NHP J.Brown&Co.Ld.Clydebnk	31 ″ 0	V †
74497 FNMO	**Fort de Vaux** (exWarGnat) D.F. 2Dks	5186 — 3151					1918	Ropner& Sons,Ld. Stockton	ChargeursRéunis	400·0 P49'B113'F39'	52·2	28·5	Havre French WB	T.3Cy.27",44"&73"–48" 369NHP Blair&Co.Ld.Stockton		V
74498 139637 GMQD	**Fort Lamy** (exPortfield) ss.Bry.No.2–27 D.F. 2Dks	5242 4815 3219	✠ ... 3,29 ✠				1919 8mo	Craig,Tay- lor&Co.Ld Stockton	Ministry of Shipping(J.Cory& Sons,Ld.Mgrs.)	~~400·5~~ P49'B113'F40' 400·1	52·3	~~28·3~~ 28·4 FK	Newport British WB	T.3Cy.27",44"&73"–48" 517NHP Blair&Co.Ld.Stockton	31 ″ 0	V †
74499 140857 GMRG	**Fort Médine** (exBradfordCity) Fitted for oil fuel D.F. 2Dks	5261 4817 3178	✠ ... 9,20 ✠				1919 3mo	Craig,Tay- lor&Co.Ld. Stockton	~~ChargeursRéunis~~ Ministry of Shipping (SirW.R. Smith&Sons,Ld. Mgrs.)	~~400·0~~ P49'B113'F40' 400·1	~~52·4~~ 52·3	28·4 FK	Swansea British WB	T.3Cy.27",44"&73"–48" 517NHP Blair&Co.Ld.Stockton	31 ″ 0	V †
74500 174322 ~~FOLR~~ ~~FYPV~~ BFVZ	**Fort Richepanse** TwinSc OilEng. D.F. Ref.Mchy. 2Dks&Shelter dk Sparred dk in forward holds CruiserStern	3485 2859 1826	✠100A1 withfreeboard 1,40 ✠LMC12,35 ✠Lloyd'sRMC11,39 for temp. 33° F.	Hav	w	CL S6,38 PN6,38	1936 1mo Lloyd	Odense Staalskibsvft vedAPMöller Odense 'sA&CP	Ministry of Shipping (Canadian PacificSteamships Ld.Mgrs.) CellDBuE&	343·5 f163'401tDTs a669	48·6	24·5 FK Coll	Belfast British 5BH BH to Sh dk tFPT 51t A	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP GotaverkenA/B,Got. PT59t	26 ″ 10 s6 ″ 9½ 20 ″ 3½	
74501 FOLQ	**Fort Royal** TwinSc ssMsl.No.1–40 OilEng. D.F. Ref.Mchy. 2Dks&Shelter dk Sparred dk in forward holds CruiserStern	3485 2859 1826	✠100A1 withfreeboard 12,40 ✠LMC CS11,40 1,40 ✠Lloyd'sRMC11,40 for temp.33°F.	Rou Msl	w	CL S7.38 PN7,38	1935 12mo Lloyd	Götaver- kenA/B Gothenburg 'sA&CP	Compagnie Générale Transatlantique CellDBuEf163'41	343·5 6tDTsa687t	48·6	24·5 FK Co	Havre French 5BH ll ,, to Sh dk	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP GotaverkenA/B,Got FPT52tAPT59t	26 ″ 10 s6 ″ 9½ 20 ″ 3½	
74502 164593 GYPN	**Fort Townshend** Ⓟ ssN.Yk No.1–40 2Dks,3rd in forward holds D.F. E.S.D. GyC. CruiserStern Ref.Mchy.	3489 2476 1944	✠100A1 withfreeboard 12,40 ~~12,38~~ ✠LMC~~?~~ 4,40 ✠Lloyd'sRMC~~11,38~~ ~~BS4,40~~ 12,40 6,40 Fitted for oil	NYk fuel 4,36	u	CL 12,38 F.P. above 1	1936 4mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP 50°F.	Furness,Withy &Co.Ld. CellD	314·9 P&B200'F47' B247' 435tFPT23t	45·1	24·5 FK	London British 7BHptCem 2 ,, to 2nd dk APT64t	T.3Cy.22",35"&63"–39"& exhaust turbine driving steam compressor (s) 220lb 456NHP 2SB,6cf, HS6100 FD D.Rowan&Co.Ld.Gls.	27 ″ 1 s8 ″ 6¾ 18 ″ 8¾	
74503 153114 VGXZ	**Fort Willdoc** (exRegulus, exJohnJ.Albright) Mchy.Aft Sub.Sig. 1Dk2trB	4542 4332 3055					1900	American S.B.Co. Cleveland,O.	PatersonSteamships,Ld.	422·1	50·2	23·7 WB	Ft.William Ont. British	T.3Cy.23",37½"&63"–42" 257NHP AmericanSB.Co.Cleveland		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. Trade Cert.
74504 149391 MNYB	**Forth** 2*Dks*	1058 878 410					1928	ClydeS.B. &E.Co.Ld. PortGlasgow	TheCarronCo.	240·0|36·2|16·0 P&B152'F57'	Grngemth British *WB*	T.3Cy.22",36"&59"-42" 226NHP ClydeS.B.&E.Co.Ld.P.Gls		C
74505 148169 GJQX	**Forthbank** *ss*Bkn.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	5057 4628 3001	✠100A1 *withfreeboard* ~~10,39~~ 6,41 ~~BS1,40~~ BS1,41 *Carrying vegetable oil in deep tank* *Fitted for oil fuel* 12,29 *F.P. above* 150° *F.*	Syd ~~Bat~~ ✠LMC3,38	*a*† Lth	CL ~~3,38~~ N7,40	1929 12mo	Workman, Clark(1928) Ld. Belfast *Lloyd's A&CP*	BankLineLd.(A. Weir&Co.*Mgrs.*)	421·8|56·8|26·7 FK *CellDB*366'1176*tDTa*27'1105*tFPT*	Belfast British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „) 156*tAPT*79*t*	Q.4Cy.22",32",46¾"&68"-48" 260lb HS8112 (*s*) 565NHP 3SB(Spt),*12cf*,GS214, FD Workman,Clark(1928)Ld.	29 ″ 3 s 3 ″ 9½ 25 ″ 8	
74506 140341 GVNT	**Fortol** *ss*Pts.No.3-1,30 D.F. *ss*Ply.No.2-39 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* *CruiserStern*	2629 2195 1202	✠100A1 5,40 ~~5,39~~ BS5,40 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 8, 17 *F.P. above* 150° *F.*	Ply Bom ✠LMC10,38		CL ~~1,37~~ 4,40	1917 9mo	A.McMil- lan&Son,Ld. Dumbarton *Lloyd's A&CP*	TheAdmiralty	320·0|41·6|23·1 P46'B107'F45' FK *Cell DBuE&B*68'148*tDT f*24' 93*t FPT*53*t*	London British 16*BHptCem* (10 *to U dk* 6 „ *2nd* „) *APT*36*t*	T.3Cy.26",42½"&70"-45" (*s*) 200lb 562NHP 3SB,*9cf*,HS8865 FD D.Rowan&Co.Glasgow	25 ″ 6 s 3 ″ 4 22 ″ 4½	
74507 DHMK	**Fortuna** (*ex*Imbros-33,*ex*Isar, *ex*Helene,*ex*Erika) D.F. 1*Dk*&*Spar dk*	2700 2535 1651					1906	Akt.Ges. "Neptun" Rostock	E.Behnke ("Orion" Schif- fahrts-G.m.b.H. *Mgrs.*)	291·1|44·0|16·6 23·8	Hamburg German *WB*	T.3Cy.20½",35$\frac{7}{16}$"&55⅞-37⅜" 191NHP A.G."Neptun,"Rostock		G
74508 KZDF	— TwinSc *OilEng.* Wireless 1*Dk*	527 390 297					1923	Howaldts- werke Kiel	Rio y Olabarrieta	151·1|27·5|12·6 P&B87'F33'	Manila P.I. Utd. States *WB*	Oil Engines NE29 J&CGBolindersCoLdSkm		
74509 DOMY	— 1*Dk*	513 385 304					1893	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	159·1|25·9|11·9 Q44'B38'F21'	Bremen German *WB*	C.2Cy.18⅜"&31½"-21⅝" NB10 38NHP A.G."Weser,"Bremen		G
91/40 74510 167 IBMS	**Fortunata** (*ex*Eregli-39, *ex*Erinoula, *ss*Bly.2ndNo.3-5,31 *ex*Sweethope) *ss*Bly.No.1-36 1*Dk*(*ptIrn&ptStl*)&*deep framing*	2715 2513 1708	✠ 2,36 ✠	Bly	*u*		1905 1mo	Sunderlnd S.B.Co.Ld. Sunderland	M.Scuderi *CellDBa*110' *uE&B*36'	314·0|46·5|20·6 P31'B152'F30' FK *f*122'701*tFPT*100*t*	Catania Italian 5*BHCem* *APT*125*t*	T.3Cy.23",38"&62"-42" NDB27 262NH 2SB,*6pf*,GS111,HS4124 N.E.MarineEng.Co.LdSld	23 ″ 0	I †
74511 702 INFU	**Fortunato Pio** Aux3MstSr (*ex*Fimmo-34) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	468 — 326					1917	F.Lemm Boitzenburg	UmbertoTomei	168·2|26·9|12·3 147·6 Q41'F23'	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.16½"-18$\frac{9}{16}$" 96NHP J.&C.G.BolindersMVSkm.		I
74512 2271 IBHM	**Fortunstella** (*ex*Eboe-39) *ss*Bkn.No.3-11,34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws)	4864 4239 2934	✠100A1 *Shelter dk* *withfreeboard* 1,38 BS12,39	Lon ✠LMC11,34	*z*	CL 1,38	1912 12mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	FratelliRizzuto *CellDBa*125'*uE*	405·1|54·1|23·5 P31'B78'F47' FK *onShelter dk* 28'*f*172' 1016*tFPT*	Genoa Italian 7*BHCem* 120*tAPT*80*t*	T.3Cy.26",44"&74"-51" (*s*) 205lb 566NHP 3SB,*9cf*,GS191,HS8100 FD Palmers'Co.Ld.Newcastle	26 ″ 0 s 2 ″ 9¼ 23 ″ 5	
74513 82 IBZR	**Foscolo** (*ex*Maringa-34, *ex*Rogier) *ss*Ant.No.3-2,32 *ss*Fiu.No.1-36 D.F. 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in* *Nos.*1,2,3&4*holds*	3059 — 1830	✠100A1 11,39 ✠NB8,27	Tri ✠LMC11,39	*u*	CL 1,38	1919 3mo	Lloyd RoyalBelge, (Gt.Britain) Ld. Glasgow *Lloyd's A&CP*	"Tirrenia"Soc. Anon.diNav.	342·0|46·7|23·2 331·1 P33'B100'F28' FK *CellDB*284'738*t*	Fiume Italian 7*BHptCem* *FPT* 94*tAPT*124*t*	T.3Cy.25",41"&68"-45" (*s*) 181lb 390NHP 3SB,*9cf*,GS194,HS6717 Mackie&Baxter,Glasgow	25 ″ 6 s 4 ″ 0 21 ″ 9	
74514 LDPW	**Fosna** TwinSc *OilEng.* *ss*Got.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*)	8202 7534 4855	✠100A1 12,38 DBS3,40 *CarryingPetroleum in bulk*	Got ✠LMC12,38	*c*†	CL PN 12,38 s12,38	1930 11mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's A&CP*	A/S.J.Ludwig MowinckelsRederi *CellDBuE*70'279*tD*	451·1|59·2|35·9 P96'F37' FK *Tf*29'470*tFPT*114*t*	Bergen Norwegian 10*BHptAsp* *APT*248*t*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 633NHP 2DB*150lb* GotaverkenA/B,Got	35 ″ 6	
74515 160730 GDRD	**Foss Beck** (*ex*Beldagny-38, *ex*PortAlfred) *ss*Mdb.No.2-38 *CruiserStern* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	4918 3912 3174	✠100A1 6,41 ~~12,39~~ BS~~12,39~~ 6,41	Mdb Gls ✠LMC10,38		CL 9,38	1930 5mo	Smith's DockCo.Ld Middlesbro' *Lloyd's A&CP*	FossBeck Shipping,Ld.(A.C. Lensen,*Mgr.*) *Cell*	336·0|60·2|24·9 Q89'B72'F25' *Trunk in well* FK *DB*297'1270*tFPT*174*t*	London British 5*BHCem* *APT*177*t*	T.3Cy.25",39"&70"-48" &exhaust turbine driving steam compressor 200lb(Spt) (*s*) 522NHP 3SB,*9cf*,GS148,HS6626 FD Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 7¾ 22 ″ 10½	
74516 34522 JBCE	**Fou Ling Maru** Ⓟ TwinSc 1*Dk*	621 349 259					1929	Kiangnan Dk.&E.Co. Shanghai	ToaKaiunK.K.	148·0|29·0| 8·5 B111'	Tokyo Japanese	T.6Cy.11⅞",17¼"&27¾"-16" 62NHP KiangnanDock&E.Co.		
74517 145531 GCQF	**Fouadieh** Ⓟ (*ex*Hadrian-35) *ss*Alx.No.3-6,35 *ss*Alx.No.1-39 2*Dks*(*Stl*)& D.F. *Shelterdk*(*Stl-ptws*)	1853 1092 784	✠100A1 *withfreeboard* 8,40 ~~6,39~~ BS8,40 *Fitted for oil fuel* 6, 35 *F.P. above* 150° *F.*	Alx ✠LMC6,39	*s*	CL 5,39	1923 6mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	KhedivialMailS.S. &GravingDockCo. Ld.(*in liq.*) (Lord E.Hamilton,*Mgr.*) *CellDBa*62'*uE*	280·2|40·2|16·3 B108'F29' FK 30'*f*96'180*tAPT*35*t*	London British 5*BHCem* (2 *to Sh dk* 3 „ *2nd* „)	Q.4Cy.24",33",48"&71"-45" 210lb (*s*) 534NHP 3SB,*9cf*,GS186,HS7953 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 ″ 7 s ″ 8½ 17 ″ 1	
74518 FNMQ	**Foucauld** Ⓟ (*ex*Hoedic) TwinSc *Fitted for oil fuel* D.F. 3*Dks*	11028 — 6599					1922	Forg.&Ch. de la Médit. LaSeyne	ChargeursRéunis	483·4|58·9|34·9 B266'F56'	Havre French *WB*	T.6Cy.25⅜",42½"&70"-48" 679NHP Forg.&Ch.de laMédit.Msl.		V
93/41 74519 161527 GBSZ	**Fowberry Tower** *ss*Sld.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4484 4212 2756	✠100A1 *withfreeboard* 3,41 ~~2,40~~ BS~~8,39~~ 7,40	Bal Phl ✠LMC7,38	*z*	CL ~~2,40~~ 3,41	1929 6mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's A&CP*	MilburnLine,Ld. (W.Milburn&Co. Ld.*Mgrs.*) *CellDB*348'1210*tF*	400·7|53·3|25·0 414·0 (O.L.) F41' FK *PT*126*tAPT*209*t*	Newcastle British 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.25½",42"&70"-48" (*s*) 180lb 426NHP 3SB,*9cf*,GS190,HS7350 N.E.MarineEngCoLd.Nwc	27 ″ 6 s 3 ″ 2 24 ″ 7	
74520 146387 MLRY	**Fowey Rose** (*ex*CornishMerchant) *ss*Bly.No.3-7,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	470 317 183	✠100A1 5,39 BS~~1,40~~ 12,40	Bly ✠LMC7,36	*f*	CL 5,39	1923 11mo	I.J.Abdela &Mitchell,Ld Queensferry *Lloyd's A&CP*	RichardHughes& Co.(Liverpool)Ld.	142·1|25·0|11·6 Q79'B9'F23' FK *FPT*45*t*	Liverpool British 3*BHCem* *APT*24*t*	C.2Cy.18"&38"-27" (*s*) 130lb 74RHP 1SB,*2cf*,GS39,HS1400 I.J.Abdela&Mitchell,Ld. Brimscombe	12 ″ 7 s 4 ″ 5 12 ″ 2½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
74521 161870 GTQM	**Foylebank** TwinSc ssBel.No.2-39 OilEng. Ref.Mchy. 1Dk(Stl)&Shelter dk (Stl-pt ws)	5582 4959 3439	✠100A1 with freeboard 10,39 DBS11,39 ✠LMC11,39 ✠Lloyd'sRMC10,39 for temp. 20° F. Carrying vegetable oil in deep tanks and in tanks between tunnels	Bel	b†	CL 9,39 b b	1930 11mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	BankLine,Ld.(A. Weir&Co.Mgrs.) CellDB351'1108t Tanks in way of tunnels	426·8|57·3|25·8 FK 206tMTs57'2102tF	Belfast British 7BHptCem (Coll to Sh dk 6 „ 2nd „) PT64t APT	Oil Engines 4S.C.SA 16Cy.23¼"-47¼" 830NHP DB120lb Harland&Wolff,Ld Bel. 127t	29 ″ 10 s 3 ″ 7½ 26 ″ 4½	
74522	**Foynes** (exIslandQueen) ssBkn.No.3-5,28 ssBkn.No.2-36 Well deck 1Dk(Stl) SUNK IN PORT BY AIRCRAFT 1,39 —REFLOATED	822 514 390	✠ 3,38 ✠	Bkn	j		1916 4mo	GooleS.B. &RepgCo.Ld. Goole	CellD	180·2|30·1|13·0 P19'Q35'B57'F26' BK7' Ba35'f70'111tFPT	4BHCem 48tAPT41t	T.3Cy.15",25"&40"-30" (s) 82RHP 2SB,4cf,GS70,HS2880 Earle'sCo.Ld.Hull	13 ″ 9	
74522* 798 SZJA	**Fragiscos** (exEvangelos Georgiou-40,exEleni-37, exKyril-34,exDevonia) ssCpl.No.2-12 1Dk	441 — 211	3,16 ✠	Cpl	h		1903 2mo	Grandes Chaud.d'Anvers,Hobokn	SigalasBrothers	172·5|27·7|10·3 P21'B70'F26' FK DTf3'25tFPT	Piræus Greek 5BHAsp 22tAPT35t	T.3Cy.16",26½"&43"-30" 123NHP 2SB,4cf,GS74,HS2174 SocAnonMt.d'AnversAnt	10 ″ 10	
74523 LCJR	**Fram** 1Dk	2930 2584 1764					1907	TyneI.S.B. Co.Ld. Newcastle	SkibsA/S Corona (H.M.Wrangell &Co.A/S,Mgrs.)	313·0|47·1|20·5 H77tF44tP76t	Haugesnd Norwegian WB	T.3Cy.23",38"&62"-42" 249NHP N.E.MarineEngCoLd.Nwc		N
74524 147622 GKCP	**Framlington Court** ssCff.No.3-4,36 ssMch.No.1-40 D.F. 1Dk(Stl)	4888 4527 2989	✠100A1 ~~7,40 8,40~~ 4,41 ✠LMC3,40 BS4,41	Mch ~~Nwc~~ Shl	y	CL ~~2,39~~ 4,41	1924 5mo Lloyd's A&CP	Napier& Miller,Ld. Glasgow	CourtLine,Ld. (Haldin& PhilippsLd.Mgrs.) Cell	396·7|53·3|26·7 P46'B119'F38' FK DB348' 1139t FPT	London British 6BH 81tAPT143t	T.3Cy.26",42"&70"-48" (r) 180lb 411NHP 3SB,9cf,GS194,HS6915 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 5½ 23 ″ 8½	
74525 LDWX	**Framnæs** Ⓟ Iron 1Dk	307 181 163					1858	A.Denny Dumbarton	Fylkesbaatane i Sogn og Fjordane	134·9|21·0|11·1 Q15tB49tH17tF30t	Bergen Norwegian WB	T.3Cy.11",18"&29"-20" NE&B09 38NHP AkersM.V.Oslo		
74526 7784 SEFD	**Framnäs** 1Dk	*721* *572* *361*					1931	Framnæs Mek.Værks. A/S Sandefjord	Ång.Aktieb.Ferm (T.E.J:sonBroström,Mgr.)	181·8|30·1|12·6 P20'B57'F28'	Krstnhmn Swedish WB	T.3Cy.14",23"&38"-27" 75NHP FredrikstadM.V.Frdstad.		N
172/40 74527 1361 IBGM	**Franca Fassio** Ⓟ (exThule) ssGot.2ndNo.3-7,20 ssGen.No.2-29 D.F. 1Dk&Spardk	1858 1646 985	✠ ... 1,33 ✠				1892 5mo	Wigham Richrdsn&Co Newcastle	Villain&Fassio Soc.Anon.Italiana diNav.	292·0|37·2|22·6 284·7 15·8 P9'B44'H160t F28' FK	Genoa Italian WB	T.3Cy.26",42"&69"-48" 366NHP WighmRchrdsn&Co.Nwc.	25 ″ 6	I †
74528 PUXB	**Franca M.** (exChézine,exLuise) ssRot.No.3-5,13 ssNts.No.2-21 Spar dk	3383 3061 2122	✠ ... 2,23 ✠				1900 11mo	W.Hamilton&Co. Pt.Glasgow	Soc.Paulista de Nav.Matarazzo, Lda.	330·6|45·7|16·2 23·9 P31'B118'F39' FK	SaoPaulo Brazilian WB	T.3Cy.24",40"&65"-42" 302NHP D.Rowan&Co.Glasgow	26 ″ 6	
74529 TTUZ	**Francaise II** OilEng. Mchy.Aft 1Dk Carrying Petroleum in bulk	584 461 229					1935	Forg.&Ch. delaMéditSA LaSeyne	Cie.Nav.des Pétroles	190·2|25·9|12·1 P30'F35'	Marseilles French	Oil Engines 2S.C.SA 4Cy.14$\frac{3}{16}$"-18½" 141NHP Forg.&Ch.delaMédit.S.A. LeHavre		V
74530 26168 JAJD	**France Maru** ssNag.No.3-4,36 Fitted for oil fuel 2Dks(Stl)&Awng dk(Stl)	5828 5590 4241	✠ ... 6,38 ✠	Nag	y		1919 11mo	Kawasaki Dckyd Co.Ld. Kobe	TochikiShojiK.K. CellDB334'1118	385·0|51·0|36·0 FK Coll tFPT126tAPT93t	Kobe Japanese ptCem BHtoAwdk 5 „ U „	T.3Cy.26½",43½"&72"-48" 437NHP 2SB(Spt)&1AuxSB,8cf, GS154,HS5636 KawasakiDkydCoLdKobe	36 ″ 0	C
74531	**Frances** (exFrancesWeems, exChautauqua) ssN.Ns.No.3-10,29 Now "North Brook," see No. 89314 in Supplement ssSng.No.2-39 1Dk(Stl)&2ndDk(Stl)in holds D.F.	2373 1983 1423	100A1 ~~10 4,39~~10,40 LMC4,39 BS4,40	Sng Gls	r	CL ~~2,39~~ 3,40	1919 Lloyd's A&CP	McDougall -DuluthCo. Duluth,Minn.	BowatersNewfoundlandPulp& PaperMillsLtd. CellD	251·0|43·5|24·2 261·0(O.L.) P25'B64'F23' FK B208' 552t FPT60t	British 4BHCem APT95t	T.3Cy.20$\frac{5}{16}$",33½"&54"-40" 185lb (s) 262NHP 2SB,4cf,GS100,HS3828 FD McDougall-DuluthCo.	24 ″ 2 s3 ″ 2½ 21 ″ 1½	
74532 145527 GFRZ	**Frances Dawson** (exSteelville-37) ssNwc.No.3-7,35 D.F. 1Dk(Stl)	3724 3436 2300	✠100A1 Examined 9,40 Sws ✠LMC MS7,35 ~~BS6,39~~ 9,40	~~Sld~~	v	CL ~~5,38~~ 9,40	1923 5mo Lloyd's A&CP	J.Readhead&Sons, Ld. S.Shields	BeverleyS.S.Co. Ld.(F.L.Dawson& Co.Ld.Mgrs.) CellDBa	347·0|49·1|25·1 P31'B93'F34' FK 110'uE23'f152'810t	Newcastle British 6BHptCem APT54t	T.3Cy.24½",41"&66"-45" (r) 180lb 90lb 328NHP 2SB,6cf,GS120,HS5173 J.Readhead&Sons,Ld.	26 ″ 8 s 4 ″ 8½ 22 ″ 3	
86/40 74533 160060 GBDZ	**Frances Massey** ssHul.No.3-11,39 1Dk(Stl)&Shelter dk(Stl)	4212 3946 2538	✠100A1 with freeboard 11,39 ✠LMC BS2,39 MS11,39	Hul	x	CL 10,39	1927 9mo Lloyd's A&CP	SirJPriestman&Co. Sunderland	W.A.Massey&Sons Ld. CellDB315'994t	365·0|51·5|25·1 377·3(O.L.) F35' FK FPT125tAPT247t	Hull British 6BHCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.25",41"&69"-48" (s) 180lb 375NHP 3SB,9cf,GS174,HS6009 G.Clark,Ld.Sunderland	27 ″ 6 s 2 ″ 10 24 ″ 10½	
74534 218832 KJNY	**Frances Salman** (exJamesRiver-39, exLakeFlambeau) Fitted for oil fuel 1Dk2trB	2609 2261 1610	✠ ... 9,20 ✠				1919 10mo	McDougall DuluthCo. Duluth,Minn.	CanadianGulfLine Ld.Inc.	251·0|43·7|25·8 P25'B64'F20' FK	Houston, Tex. Utd.States WB	T.3Cy.19½",34½"&59"-42" 352NHP McDougallDuluthCo.		R †
74535	**Francesco Barbaro** OilEng. D.F. E.S.D. GyC. CruiserStern Longitudinal framing at decks	6342	100A1 with freeboard (Class Contemplated)				1940	Cantieri RiunitiDell'Adriatico Monfalcone	Soc.Italiana di Armamento "Sidarma"	451·3|60·7|26·0 F36'	Fiume Italian	Oil Engines 2S.C.DA 6Cy.25$\frac{3}{16}$"-45$\frac{11}{16}$" SocAn"Fiat"S.G.M.Turin		
74536 1138 IBJM	**Francesco Crispi** Ⓟ TwinSc D.F. Fitted for oil fuel Ref.Mchy. 2Dks	7600 — 4295					1925	Ansaldo SanGiorgio Muggiano	LloydTriestino Soc.Anon.diNav.	447·1|52·9|26·8 429·3 F51'	Genoa Italian WB	6 Steam Turbines DR geared to 2 Sc. Shafts S.A.Ansaldo,Samp.darena		I
74537 700 INHW	**Francesco Garrè** Aux4MstSr (exNiniPodestà-34,exDrogden) OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	395 351 212					1917	Svendborg Skibs.&Msk. Svendborg	RiccardoGarrè	151·2|29·7|11·2 132·9 Q24'	Viareggio Italian WB	Oil Engines 4S.C.SA 4Cy.11⅞"-16⅞" 54NHP H.Christoffersen,Holeby		I

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* L&T when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofR.ofTradeCert.
74538 223 IBQM	**Francesco Morosini** Ⓟ TwinSc *OilEng.* D.F. 3*Dks*	2423 — 1016					1928	Stabilmnto Tecnico Triestino Trieste	"Adriatica" Soc. Anon.diNav.	292·1|41·5|17·1 275·6	Venice Italian *WB*	Oil Engines 2S.C.SA 12Cy.20½"–32$\frac{5}{16}$" 880NHP SocAn"Fiat"S.G.M.Turin		I
74539 167812 ~~EOEB~~ GMVS	**Franche-Comté** (*ex*Loosdrecht-39) *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* *Longitudinal framing at bottom& deck in centre tanks* D.F. *CarryingPetroleum in bulk*	9314 8653 5592	✠ … 2,39 ✠	Rot	*e* †		1936 8mo	Odense Staalskibsvft vedAPMöller Odense	~~Soc.Française deTransports PétroliersS.A.~~ Ministry of Shipping(J.I.Jacobs &Co.Ld.*Mgrs.*)	483·9|~~65·2|35·7~~ |65·3|35·8 P98'B34'F37' FK *CellDBuE*81'329t	Cardiff British 14*BH* *DTf*26' 443t	Oil Engines 4S.C.SA 7Cy.29⅛"–59$\frac{1}{16}$" 572NHP 2DB Akt.Burmeistr&Wain,Cpn *FPT*167t*APTs*230t	35 ″ 10	V †
74540 ONQT	**Francine** *OilEng.* *Mchy.Aft* 1*Dk* Wireless D.F. *CruiserStern*	*544* *417* *266*					1938	Beliard Crighton& C (Belgium)SA Ostend	Armement Alexander	177·2|28·6|12·4 P47'Q45'F19'	Antwerp Belgium *WB*	Oil Engines 4S.C.SA 6Cy.12"–18½" 84NHP Soc.d'Elec&Mec(Thomson -Houston&Carels)Ghent		V
74541 203917 WTLM	**Francis E. House** (*ex*WilliamB. Kerr) Sub.Sig. D.F. GyC. *Mchy.Aft* 1*Dk*	7769 — 6376					1907	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	605·0|60·0|32·0	Dulth,Min. Utd.States *WB*	T.3Cy.22¼",37½"&65"–42" NB35 274NHP AmericanSB.Co.Cleveland		R
74542 221868 KFIG	**Francis E. Powell** (*ex*MacyWillis) *Fitted for oil fuel* Sub.Sig. 2*Dks& Web frames* *Mchy.Aft CarryingPetroleum in bulk* GyC. *Longitudinal framing*	7096 6500 4325	✠ … 2,24				1922 2mo	Baltimore DryDocksCo Baltimore	AtlanticRefining Co.	431·0|59·2|33·4 P123'B37'F39' FK	Phildlphia Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 593NHP W.&A.FletcherCo. Hoboken,N.J		R †
74543 163396 MBGN	**Francis Fladgate** *ss*Bly.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	2268 1663 1280	✠100A1 4,41 BS8,40 ✠LMC9,38	Bly	*r*	CL ~~8,38~~ ~~10,40~~ 4,41	1933 10mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	LondonPowerCo. Ld.(Stephenson Clarke&Associated CompaniesLd*Mgs*) *CellDBuE*	275·0|41·0|18·8 Q168'F27' FK *&B38'f*193'609t*DT*	London British 4*BHCem* *f*267t *FPT*1	T.3Cy.20",33"&54"–36" (*s*) 200lb 218NHP 2SB,6*cf*,GS107,HS3600 D.Rowan&Co.Ld.Gls. 60t*APT*30t	21 ″ 0 s 7 ″ 4¾ 19 ″ 3¼	
74544 FNZA	**Francis Garnier** (*ex*Henli,*ex*Joan Craig,*ex*Bentinck) *ss*Nwc.No.1-08 *Well deck* Wireless 1*Dk& Web frames*	1243 1143 815	✠ … 8,12 ✠				1903 6mo	WoodSkinner&Co.Ld. Newcastle	Cie.Côtière de l'Annam	229·3|33·1|17·3 Q120'B10'F25' FK	Saïgon French *WB*	T.3Cy.18½",30"&49"–33" 151NHP N.E.MarineEng.CoLdNwc	16 ″ 10	V †
74545 HRBJ	**Francis R. Hart** D.F. E.S.D. *Fitted for oil fuel* *Mchy.Aft CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	7623 — 4013					1939	Bremer Vulkan Vegesack	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	448·7|60·3|34·5 P116'B21'F37'	Tela Honduran *WB*	T.3Cy.27⅝",42¼"&67"–47¼" &LPTurbine 480NHP BremerVulkan,Vegesack		R
74546 DOCY	**Franciska Hendrik Fisser** (*ex*Lerche-35,*ex*Ilmar, 2TwinMsts *ex*Menkar) Wireless 1*Dk* *Well deck Mchy.Aft*	1128 866 657	✠ … 7,21				1918 3mo	Wilton'sE. &Slipwy.Co. Rotterdam	HendrikFisser Aktiengesellschaft (Fisser&v.Doornum,*Mgrs.*)	229·5|34·7|13·2 Q132'B13'F34' FK	Emden German *WB*	T.3Cy.15½",25½"&41"–36" NB22 124NHP Wilton'sE.&SlpwyCo.Rot.	16 ″ 0	C †
74547 IBKA	**Franco Martelli** *OilEng.* 1*Dk&pt 2nd dk* *Mchy.Aft CruiserStern* *CarryingPetroleum in bulk* *Longitudinal framing-bracketless system*	10535 9327 6242					1939	Cant.Nav. Riuniti Palermo	AziendaGenerale ItalianaPetroli	491·1|68·3|36·4 P153'B53'F61'	Genoa Italian	Oil Engines 2S.C.DA 6Cy.25$\frac{3}{16}$"–45$\frac{11}{16}$" 1323NHP Soc.An"Fiat"S.G.M.Turin		
74548 FNLK	**Francois L.D.** *OilEng.* D.F. E.S.D. GyC. 2*Dks* *CruiserStern*	5800 — —					1938	A tel.&Ch. delaSeine Maritime WormsetCie LeTrait,S.I.	Louis-Dreyfus& Cie.	440·0|57·0|37·6 F40'	Dunkirk French *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"–51$\frac{3}{16}$" 656NHP Schneider-Creusot,Creusot		V
74549 143191 ~~TUTY~~ MJXQ	**Francois Tixier** (*ex*LittleEvy-35, *ex*Mona-32,*ex*Orpen, *ss*Ant.No.3-2,30 *ex*Ualan, *ss*Rot.No.2-38 *ex*Slikkerveer) *OilEng.* 1*Dk*(*Stl*)	499 346 230	100A- 10,40 ~~3,40~~ DBS3,40 LMC7,38 LMC(M)3,40	Bou Brs		3,39	1918 5mo	N.V.Schps. "DeMass" Slikkerveer	Ministry of Shipping(AldShipping Co.Ld.*Mgrs.*) *CellDBuE*9'*f*96'11	155·4|~~25·1~~|10·3 |25·0| P49'B13'F20' FK 5t*FPT*22t*APT*20t	Belfast British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.12$\frac{3}{16}$"–17$\frac{11}{16}$" 87NHP NE3,35 NDB35 *100lb* MtrnWerkeMannheimAG	12 ″ 8 s ″ 10 12 ″ 0	
74550 140441 GVNY	**Francol** *ss*H.Kg.No.3-6,30 *ss*H.Kg.No.2-38 2*Dks*(*Stl*)*& Webframes* *CruiserStern*	2607 2187 963	✠100A1 3,40 BS3,40 ✠LMC5,38 *For Government Service* *CarryingPetroleum in bulk* *Fitted for oil fuel*12,17 *F.P. above* 150° F.	HKg	*t*	CL 3,40	1917 12mo *Lloyd'sA&CP*	Earle'sCo. Ld Hull	TheAdmiralty *CellDBuE&B*69'135t	320·0|41·5|23·1 335·0(O.L.) P46'B106'F40' FK *DTf*24'90t*FPT*48t	London British 16*BHptCem* (*12 to U dk 4 „ 2nd „*) *APT*30t	T.3Cy.26½",45"&76"–45" (*s*) 200lb 603NHP 3SB,9*cf*,HS9075 FD Earle'sCo.Ld.Hull	25 ″ 6 s 3 ″ 3½ 22 ″ 5	
74551 147216 GBRQ	**Franconia** Ⓟ TwinSc *ss*Sou.No.3-12,35 *ss*Bkn.No.1-40 D.F. 2*Dks*(*Stl*)*&Shelter dk* *Ref.Mchy.* (*Stl-ptws*)*&Shade dk* Sub.Sig. (*Stl-ptws*)3*rd dk*(*Stl*)*in* E.S.D. GyC. *holds except No.4*	20175 14266 12010	✠100A1 *Shelter dk withfreeboard* 4,41 ~~3,40~~ ✠LMC MS12,38 BS3,40 Lloyd'sRMC~~3,40~~ 8,40 *Fitted for oil fuel*5,23 *F.P. above* 150° F.	Bkn ~~Liv~~ PN1	*n*†	CL PN1,40 s12,37	1923 6mo *Lloyd'sA&CP*	J.Brown& Co.Ld Glasgow	CunardWhite Star,Ld. *CellDB*517'2585t *DTf*47'1620t	601·3|73·7|40·6 *Prom dk*419' FK (*CollisionBH* 9 „ *Tanks at sides & between tunnels*	Liverpool British 10*BHCem* *to Shade dk* „ *Shelter* „)	6 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb 2562NHP 3D&3SB,36*cf*,HS29163 FD J.Brown&Co.Ld.Glasgow 598t*FPT*117t*APT*67t	45 ″ 0 s12″9½ 32 ″ 7	BT till ~~2,41~~ 8,41
74552 142539 GKVX	**Françunion** *ss*Fal.No.3-5,34 *ss*Sou.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*)	737 668 472	✠ A1 *withfreeboard* 11,40 7,39 ✠LMC7,39 BS7,40 *For Coasting services Dover to Falmouth Dunkirk to Cherbourg also Southampton to Rouen* *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	Sou Fal		CL 6,39	1921 4mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Glasgow	Anglo-American OilCo.Ld. (R.A.Carder,*Mgr*)	180·0|40·1|12·2 F30' FK *Middle line bulkhead not oil tight*	London British 9*BHptCem*	C.2Cy.13½"&27"–18" (*s*) 100lb 74RHP 1SB,3*cf*,HS1654 FD A.&J.Inglis,Ld.Gls.	12 ″ 9 s 2 ″ 11 9 ″ 11	
74553	**Françunion V** 3Mst (*ex*Comanchee-33) *ss*Nwc.No.3-10,24 *Mchy.Aft* *ss*Liv.No.1-29 2*Dks*(*Stl*)*& Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel* (*FuelDepotShip*)	5805 4939 3929	✠ … 12,33 ✠	Shl			1912 6mo	Armstrong Whitworth &Co.Ld. Newcastle	Cie.Venture-Weir, S.A. *CellDBuB*43'89t *DTf*49'500t*F*	392·7|51·8|29·1 P107'B26'F42' FK *PT*54t*APT*22t	Algiers French 17*BHptCem* (*12 to U dk 5 „ 2nd „*)	Q.4Cy.23",32½",47"&68"–48" 505NHP 3SB,9*cf*,GS163,HS7377 N.E.MarineEngCoLd.Nwc	30 ″ 9	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Dates Cert. B. of Trade
74554	**Françunion VI** (*ex*Winnebago-35) ssNwc.No.3-8,30 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel* (*Fuel Depot Ship*)	*4667* *4069* *2749*	✠ ... 9,35 ✠	Bel	*x*		1915 11mo	SirJ.Laing &Sons,Ld. Sunderland *CellDBuE&B*59'171*tDTf*80'233*t FPT*102*t APT*121*t*	Cie.Venture-Weir, S.A.	370·0|50·1|28·5 P103'B35'F43' FK	Algiers French 15*BHptCem* (10 *to U dk* 5 „ *2nd* „)	T.3Cy.25½",41"&68"–48" 413NHP 2SB,8*cf*,GS136,HS5826 G.Clark,Ld.Sunderland	28 ″ 6	
74555 159 SVBH	**Frangoula B. Goulandris** (*ex*Brecon,*ex*Dunbridge) ssPir.No.3–9,30 ssRot.No.2–39 *Tonnage opening closed*37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	6701 6414 4203	✠100A1 *Shelter dk* *with freeboard* 12,39 ✠LMC BS9,38 MS5,39	Ant	*z*	CL 1,39	1918 2mo *Lloyd*'s A&CP	JL.Thompson&Sons,Ld Sunderland *Cell DB* 366' 1360*t DT a*27'1090*t FPT*101*t APT*229*t*	GoulandrisBros.	412·3|55·5|34·4 427·1(O.L.) FK	Andros Greek 7*BHCem*	T.3Cy.27½",45"&76"–54"(r) 180lb 558NHP 4SB,12*cf*,GS248,HS9932 Blair&Co.Ld.Stockton	37 ″ 0 s 9 ″ 4½ 27″10½	
74556 147854	**Frank B. Baird** *Mchy.Aft* 1*Dk*	1748 1594 1276					1923	Napier& Miller,Ld. Glasgow	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·5|43·2|17·9 *WB*	S Cathrnes Ont. British	T.3Cy.16",27"&44"–33" 111NHP D.Rowan&Co.Ld.Glasgow		C
74557 207284 KDXM	**Frank Billings** (*ex*Champlain) *Mchy.Aft* D.F. GyC. 1*Dk*	5494 — 4153					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	444·0|56·2|31·0 F48' *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP GtLakesEngWrks.Detroit		R
74558 209097	**Frank C. Osborn** 3Mst *Mchy.Aft* 1*Dk*	681 — 345					1912	American S.B.Co. Cleveland,O.	ErieSand&Gravel Co.	155·0|37·0|10·5	Erie,Pa. Utd.States	C.2Cy.17½"&38½"–30" 68NHP AmericanS.B.CoCleveland		
74559 204799 WOQC	**Frank E. Taplin** (*ex*Charles W.Kotcher) *Mchy.Aft* D.F. GyC. 1*Dk*	4650 — 3446					1907	American S.B.Co. Lorain,O.	TheWilsonTransit Co.	427·2|52·2|24·2	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–42" AmericanS.B.Co. 218NHP Cleveland,O.		R
74560 221147 KDQZ	**Frank G. Drum** ssS.Fo.No.3–9,33 ssS.Fo.No.1–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7156 6412 4349	✠100A1 ~~7,10~~ ~~7,20~~ 3,41 ✠LMC MS8,37 BS~~12,39~~11,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	SFo	*b*†	CL ~~8,38~~ 3,41	1921 4mo A&CP	Bethlehem S.B.Corp.Ld. Alameda,Cal. *CellDBuE&B*62' 197*tDTf*50'884*t FPT*104*t APT*70*t*	TideWater AssociatedOilCo.	435·0|56·2|33·5 P106'B50'F42' FK	S.Frncisco Utd.States 13*BHptAsp* (9 *to U dk* 4 „ *2nd* „)	T.3Cy.27⅝",47"&78¼"–48" 220lb (*s*) 600NHP 3SB,9*cf*,HS8235 FD BethlehemS.B.Corp.Ld.	33 ″ 6	
74561 217189 KJQL	**Frank J. Peterson** (*ex*Crathorne) GyC. 1*Dk*	2241 — 1349					1918	Gt.Lakes Eng.Works Ashtabula,O.	SaginawDock& TerminalCo.	253·6|43·5|22·5 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.19",32"&54"–40" 184NHP GtLakesE.Wks.Ashtabula		
74562 LGJA	**Frank Seamans** 1*Dk*	4271 3899 2635					1928	SirJPriestman&Co. Sunderland	RederiA/S Nidaros (Geo.Hansen, *Mgr.*)	352·0|60·0|22·2 P90*t*H127*t*	Oslo Norwegian *WB*	T.3Cy.23½",39"&65"–45" 283NHP N.E.MarineEng.CoLd.Sld		N
99/4 74563 DOGD	**Franken** Ⓟ Sub.Sig. D F. E.S.D. 2*Dks*	7789 7110 4821					1926	Bremer Vulkan Vegesack	Norddeutscher Lloyd	491·5|63·9|29·0	Bremen German *WB*	T.4Cy.34¼",56$\frac{5}{16}$"&(2)65⅝"–59$\frac{1}{16}$" 656NHP BremerVulkan,Vegesack		G
74564 DOIS	**Frankfurt** Sub.Sig. D.F. E.S.D. 2*Dks*	5522 4918 3304					1929	Bremer Vulkan Vegesack	Norddeutscher Lloyd	440·6|56·2|25·9	Bremen German *WB*	T.3Cy.29⅝",48⅝"&78"–55⅛" &L.P.Turbine 627NHP BremerVulkan,Vegesack		G
74565 DHIP	— TwinSc 1*Dk*	1186 1017 687					1914	Stettiner Oderwerke Stettin	Schiffahrt-u. Assekuranz Ges.E.Russ&Co.	241·9|35·6|11·9 B45'F26'	Hamburg German *WB*	T.6Cy.11⅝",17$\frac{7}{16}$"&26⅝"–18½" 62NHP StettinerOderwerke		G
74566 233238 WIFV	**Franklin** *OilEng.* *Mchy.Aft* 1*Dk* *Electrically welded* *Longitudinal framing* *Carrying Petroleum in bulk*	602 538 355					1934	SunS.B.& DryDockCo. Chester,Pa.	AtlanticRefining Co.	194·5|34·1|11·3 P38'	Phildlphia Utd.States	Oil Engines 4S.C.SA connected to electric motor & Sc.Shaft 6Cy.9½"–10½" 53NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
74567 220865 KDLH	**Franklin K. Lane** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	6589 — 4091	✠ ... 3,22 ✠				1920 11mo	Bethlehem S.B.Corp.Ld. Alameda,Cal.	StandardOilCo. ofNewJersey	435·0|56·0|32·0 P106'B50'F42' FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",47"&78"–48" 600NHP BethlehemS.B.Corp.Ld.	33 ″ 6	R †
159/40 74568 167520 ~~OYCX~~ MDSQ	**Frankrig** ssAbg.No.3–8,37 1*Dk*(*Stl*) *Cargo battens not fitted*	1361 1117 ~~778~~ 780	✠100A1 ~~5,40~~ ~~3,39~~ ~~6,40~~ 10,40 ✠LMC MS8,37 BS~~3,39~~6,40	Abg ~~Cog~~ Nwc	*o*	CL ~~3,39~~ N10,40	1924 11mo *Lloyd*'s A&CP	A/S Rödby Havns Jernskibs. RödbyHavn *CellD B*195'400*t FPT*59*t APT*73*t*	Ministry of Shipping(T.&C.Wilton &Co.Ld.*Mgrs.*)	234·3|37·1|15·8 242·9(O.L.) P12'B50'F25' FK	London British 4*BHCem*	T.3Cy.16½",25¼"&43"–30"(*s*) 185lb 129NHP 2SB,4*cf*,GS68,HS2240 A/S"Frichs,"Aarhus	18 ″ 3 s 1 ″ 11 16 ″ 4½	
74569 161593 VGYP	**Franquelin** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Electrically welded* *Cargo battens not fitted*	2097 1970 1597	✠ A1 2,39 ✠LMC5,36 *For Service on the Great Lakes & Gulf of St. Lawrence (from April to 31st Oct.) at an extreme draught of 14' Carrying cargo oil F.P. above 150°F. inside tanks aft*	Tto		CL 7,40	1936 5mo *Lloyd*'s A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle *DB*214'493*t Side ballast tanks* 198'342*t FPT*166*t APT*58*t*	Quebec&Ontario TransportationCo. Ld.	251·3|43·9|20·2 P37'F31' FK	Montreal British 6*BH*	Oil Engines 2S.C.SA 12Cy.11$\frac{13}{16}$"–15¾" 294NHP SulzerBros.Ld.Winterthur	22 ″ 0 s 6 ″ 8 15 ″ 5	
74570 7118 SEDK	**Frans** 1*Dk*	*1169* *1010* *668*					1924	Skiens VerkstedA/S Skien	Rederi-A/B Sylvia (Alb.Billner,*Mgr.*)	222·9|36·8|16·1 P23'B50'F27'	Gothenbrg Swedish *WB*	T.3Cy.16",25"&42"–30" 97NHP SkiensVerksted.Skien		N
74571 8194 SKCT	**Frans Gorthon** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	1824 1437 932	✠100A1 *with freeboard* 10,40 ~~9,40~~ ✠LMC8,37 *Fitted for oil fuel* 8,37 *F.P. above* 150° F.	Osl Hbg	*l*	CL 1,40	1937 8mo *Lloyd*'s A&CP	Fredrkstad Mek VrksA/S Fredrikstad *Intermediate BH in forward hold dispensed with Coll & Aft pk BHs to Sh dk 2 „ „ 2nd „* *CellDB*242'535*t FPT*80*t APT*70*t*	RederiA/B Gylfe (Joh.Gorthon *Mgr*)	304·4|44·2|15·6 315·3(O.L.) F26' FK	Hlsngborg Swedish	C.4Cy.(2)15⅝"&(2)37$\frac{13}{16}$"–34$\frac{7}{16}$" 220lb (*s*) 277NHP 2SB(Spt)6*cf*,GS98, FD HS4120 FredrikstadM.V.A/S Fredrikstad	19 ″ 1 s ″ 4½ 18 ″ 9	

102/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74572 DOVH	**Franz E. Schütte** D.F. E.S.D. 2*Dks* Sub.Sig. *Ref.Mchy.* *CruiserStern*	2042 1398 1112					1939	Rickmers Werft Wesrmünd-G	ArgoReederei RichardAdler&Co.	299·8|42·8|14·6 P25'B71'F31'	Bremen German *WB*	C.4Cy.(2)$14\frac{9}{16}$"&(2)$31\frac{1}{2}$"–$31\frac{1}{2}$"&LP turbine withDR gearing & hydraulic coupling HS3660 266NHP OttensenerMch.G.m.b.H. Altona		G
74573 DHIE	**Franz Haniel** (*ex*Cornwood) *ss*Ham.2ndNo.3–5,36 *Well deck* 1*Dk*(*Irn*)	2188 1683 1336	✠ 4,39 ✠	Ham	*r*		1911 9mo	J.Blumer &Co. Sunderland	Haniel G.m.b.H.	287·0|41·0|17·2 P20'Q114'B56'F26' FK *Intermediate BHd in forehold dispensed with–4BHonly* *Cell DBa* 88' *uE&B* 38' *f*120' 602*tFPT*46*tAPT*112*t*	Hamburg German *Cem*	T.3Cy.$21\frac{1}{2}$",36"&59"–39" 246NHP 2SB,*6cf*,GS101,HS3922 N.E.MarineEng.CoLd.Sld.	19 ″ 9	
74574 DAWK	**Franz-Jürgen** (*ex*Vasco, *ex*Brandenburg) *ss*Kel.2ndNo.3–3,34 D.F. *ss*Stn.No.1–38 1*Dk*(*Stl*)	2166 1854 1233	3,38	Stn	*r*		1910	Stettiner Oderwerke Stettin	F.L.Nimtz	283·6|41·2|18·8 P24'B66'F30' FK *CellD B*229'546*tFPT*144*t*	Stettin German 6*BHAsp* *APT*71*t*	T.3Cy.$21\frac{1}{4}$",$34\frac{1}{4}$"&$55\frac{1}{8}$"–$39\frac{1}{2}$" 235NHP 2SB,*6cf*,GS118,HS4080 StettinerOderwerke	21 ″ 6	
74575 HPFY	**Franz Klasen** TwinSc *ss*NYk.No.2–40 ~~*ss*Ham.No.1–36~~ *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*)*clear of cargo tanks* 3rd *dk*(*Stl*)*aft of cargo tanks* D.F. GyC. E.S.D. *Web frames* *CruiserStern* *Longitudinal framing*	11194 — 6912	✠100A1 ~~7,40~~ 12,39 1,41 ✠LMC CS1,41 DBS7,40 1,41 *Carrying Petroleum in bulk Lloyd'sA&CP*	Gal NYk		CL SN7,37 ~~P7,37~~ 6,40	1932 7mo	Deutsche WerftAG Bet Finkenwrder Hamburg	PanamaTransportCo.	521·4|70·4|38·7 542·0(O.L.) *Aft*B55'B40'F39' FK *Cell DBuE*50'119*t D Tsf*53'2308*t*	Panama Pnamanian 16*BHptCem* *ptAsp*	Oil Engines 2S.C.DA 8Cy.$23\frac{5}{8}$"–$35\frac{7}{16}$" 1560NHP 4DB*200lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg *FPT*290*tAPT*244*t*	38 ″ 9 s 8 ″ $6\frac{1}{2}$ 30 ″ $6\frac{1}{4}$	
74576 UONZ	**Franz Mering** Ⓟ (*ex*Ekaterina, *ex*Mavis) *ss*Rot.No.3–5,14 Wireless 1*Dk*(*Stl*–ws)&*pt*2nd *dk*& *Shelter dk*(*Stl*–ws) *Fitted for oil fuel*	1573 855 950	✠ 8,19 ✠	Rot	*p*		1912 1mo	AilsaS.B. Co.Ld. Troon	U.S.S.R.	244·9|34·5|21·3 B *onShelter dk*64' BK$7\frac{1}{2}$" *CellD Ba*54'*uE&B*51'*f*96'	Odessa Russian 5*BHCem* 310*tFPT*17*t*	T.3Cy.23",$37\frac{1}{2}$"&62"–39" NB28 359NHP 2SB,*9cf*,GS148,HS5504 AilsaS.B.Co.Ld.Troon		
74577 DHSM	**Franz Ohlrogge** (*ex*Orion–38, *ex*Jo,*ex*Kristofa,*ex*Soesterberg) *Well deck* 1*Dk*(*Stl*)	647 468 350	✠ 9,22 ✠	Rot	*g*		1917 6mo	E.J.Smit &Zoon Hoogezand	KarlGross	191·1|26·1|11·2 Q53'B44'F21' len39 FK *CellDBa*34'*uE*11'*f*54'110*tFPT*	Brake German 4*BHCem* 18*tAPT*11*t*	T.3Cy.$12\frac{1}{4}$",$19\frac{5}{16}$"&$32\frac{11}{16}$"–$17\frac{11}{16}$" 72NHP 1SB,*2cf*,GS41,HS1399 EJ.Smit&Zoon, Hoogeznd.	13 ″ 0	G †
74578 DAVS	**Franz Rudolf** (*ex*Veratyr) 1*Dk*	1419 1163 850					1906	Howaldtswerke Kiel	F.L.Nimtz	240·6|36·0|16·7 P13'Q71'B63'F30'	Stettin German *WB*	T.3Cy.$16\frac{3}{4}$",$26\frac{9}{16}$"&$42\frac{1}{8}$"–$29\frac{1}{2}$" 96NHP Howaldtswerke,Kiel		V
74579 3552 PJAI	**Frasca** TwinSc *ss*Cco.No.3–9,38 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2602 1715 1131	✠100A1 ~~10,40~~ ~~3,40~~ 5,41 BS10,40 ~~BS9,39~~ ✠LMC9,38 *Carrying Petroleum in bulk Lloyd'sA&CP* *Fitted for oil fuel*10,26 *F.P. above* 150° F.	Cco	*t*	CL s10,40 s5,41	1926 10mo	A.F.Smulders Schiedam	N.V.Curacaosche Scheepv.Maats.	305·0|50·2|15·1 Q87'F29' FK *Trunk*189'	Wilemstad Dutch 9*BHptCem* *APT*81*t*	T.6 Cy.$12\frac{3}{4}$"$20\frac{1}{2}$"&$33\frac{7}{8}$"–$24\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,*4cf*,GS87,HS4168 FD A.F.Smulders,Schiedam	15 ″ 0 s 1 ″ $6\frac{1}{2}$ 13 ″ $7\frac{1}{2}$	
74580 502 INKH	**Fratelli Bertolli** WoodAuxBkn (*ex*SailingVessel) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	429 400 365					1920	L.Pegollo PietraLigure	Comm.EliaBertolli	140·3|28·9|15·7 137·8	Viareggio Italian	Oil Engines 4S.C.SA 6Cy.$8\frac{1}{4}$"–$12\frac{5}{8}$" 40NHP *Emade&fitted*33 Humboldt-Deutzmotoren A.G.Köln-Deutz		I
74581 641 INKZ	**Fratelli Garrè** Aux3MstSr (*ex*Annen) *OilEng.* Sub.Sig. 1*Dk* (*See Sailing Ship Register*)	413 336 299					1920	Frd.Krupp Akt.Ges. Kiel	RiccardoGarrè fu F.	155·8|29·6|12·5 147·6 Q37'F17'	Viareggio Italian *WB*	Oil Engines 4S.C.SA 6Cy.$10\frac{1}{4}$"–$14\frac{1}{8}$" 60NHP Maschf.Augsburg-Nürnberg,Augsburg		I
74582 147039 MNKW	**Fratton** TwinSc *CruiserStern* 1*Dk*&*pt dk*	757 624 305					1925	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·3|33·6|14·1 B90'F37'	S'thamptn British *WB*	T.6Cy.15",25"&41"–24" 165NHP D.&W.Henderson&Co.Ld.		
74583 DOIA	**Frauenfels** Sub.Sig. 2*Dks*	7487 7040 4679					1920	J.C.TecklenborgA.G. Wesermünde-G.	DeutscheDmpfsfahrts.Ges.Hansa	468·7|58·5|32·4 P82'B138'F59'	Bremen German *WB*	T3Cy$31\frac{1}{2}$",$50\frac{2}{5}$"&$82\frac{7}{10}$"–$55\frac{1}{10}$" &1 L.P. Turbine 692NHP J.C.Tecklenborg AG.Wsm		G
74584 697 SVPB	**Fred** (*ex*Hartington) *ss*Hul.No.3–9,29 *ss*Rot.No.2–37 1*Dk*(*ptIrn&ptStl*) *& deep framing*	*4043* *3815* *2500*	✠100A1 9,40 ~~1,40~~ ~~BS2,39~~ 8,40 ✠LMC10,37 *Lloyd'sA&CP*	NNs Cal	*x*	CL 9,37	1907 7mo	W.Gray& Co.Ld. WHartlepool	Exors. of the late C.D.Calafatis (D.A.Psychoyos, *Mgr.*)	360·0|50·0|25·7 P31'B227'F35' FK *CellDBa*117'*uE*27'*f*154'1051*tFPT*158*tAPT*191*t*	Piræus Greek 6*BHCem*	T.3Cy.26",42"&70"–45" (*r*) 180lb *90lb* NDB26 358NHP 2SB,*6cf*,GS134,HS5542 Cen.Mar.Eng.Wrks.W.Hpl	28 ″ 4 s 3 ″ 10 24 ″ 9	
74585 141256	**Fred B.** (*ex*BernardM, *ex*Trawler) Wood 1*Dk*	370 305 194					1920	H.T.Le Blanc Wedgeport, N.S	C.K.Stewart	143·1|26·3|12·4	HalifaxNS British	T.3Cy.14",22"&36"–24" 66RHP NewBurrellJohnson IronCo.Yarmouth,N.S		
74586 222641 KFKJ	**Fred G. Hartwell** *Mchy.Aft* D.F. GyC. 1*Dk*	9144 — 7108					1922	American S.B.Co. Lorain,Ohio	FranklinS.S.Corp. (TheM.A.Hanna Co.*Mgrs.*)	602·8|64·2|28·5 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.$25\frac{1}{2}$",41"&67"–42" 291NHP AmericanS.B.Co.Lorain,O.		R
74587 217055 WNAI	**Fred W. Green** (*ex*Craycroft) (*Self-Unloader*) GyC. Sub.Sig. 1*Dk*	2292 1884 1367					1918	Gt.Lakes Eng.Works Ecorse,Mich.	NorthwesternCo.	253·5|43·8|20·4 P27'B66'F26'	Charlevoix Mich. Utd.States	T.3Cy.21",35"&59"–42" 226NHP Gt.LakesEng.Wks.Detroit		R
74588 202625	**Fred W. Sargent** (*ex*Delaware) *Mchy.Aft* 2*Dks*	3901 — 3250					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Gt.LakesTransit Corp.	350·0|46·2|30·2	Buffalo NY Utd.States *WB*	Q.4Cy.19",27",40"&58"–42" 218NHP GtLakesEngWrks.Detroit		
74589 215847 WOCO	**Fred W. Weller** TwinSc *ss*N.Yk.No.3–10,29 *ss*N.Yk.No.2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	9485 7820 5899	✠100A1 *Shelter dk withfreeboard* 10,40 ~~11,39~~ BS10,40 ~~BS7,39~~ ✠LMC5,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,17 *F.P. above* 150° F.	NOs NNs	*ft*	CL PN 12,38 ~~s7,39~~ s10,40	1917 12mo	Bethlehem S.B.Corp. SanFrancisco A&CP	StandardOilCo. ofNewJersey	500·0|68·0|35·8 FK *CellDBinE&B*85' 374*t DTf*54' 626*tFPT* 200*t APT*164*t*	Wilmgton (Del.) Utd.States 19*BHptAsp* (14*BHtoUdk* 5 " "2nd")	T.6Cy.$20\frac{1}{2}$",35"&60"–42" (*r*) 200lb 638NHP 3SB,*12cf*,HS8943 FD BethlehemS.B.Corp.S.Fo.	38 ″ 0 s 9 ″ 7 28 ″ 8	

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
74590 5995 SEDR	**Fredborg** (*ex*ElsieMary) 1*Dk*	904 716 485					1918	Hlsingbgs Varf.Aktieb. Helsingborg	RederiA/B Ragne (RagnarNilsson)	205·1 Q64'B54'F19'	33·6	12·7	Västervik Swedish *WB*	T3Cy.17¾",29 5/16"&46⅞"–27½" 110NHP HelsingborgsVarf.Aktieb.		V
74591 7586 SEDU	**Freden** Wireless D.F. 1*Dk*	1172 1010 652					1924	A/S Moss Værft Moss	RederiA/B Ferlef (And.Smith,*Mgr*)	224·6 P23'B51'F27'	36·7	15·2	Stockholm Swedish *WB*	T.3Cy.16",25"&42"–30" 97NHP A/S MossVærft,Moss		N
74592 DJYG	**Fredenhagen** (*ex*Elsa-39) *OilEng.* *Mchy.Aft.* D.F. E.S.D. 1*Dk* *CruiserStern*	750 563 376					1938	D.W.KremerSohn Elmshorn	LübeckLinieA.G.	188·9 P45'F23'	31·2	12·0	Rostock German *WB*	Oil Engines 4S.C.SA 6Cy.14 5/16"–20½" 124NHP DeutscheWerkeKielA.G. Kiel		G
74593 ONFU	**Frederic** (*ex*Takis-40,*ex*AnnaS.-39, *ex*Neraida-38, ssRou.2ndNo.3-1,32 *ex*Amazon, ssPir.No.1-37 *ex*Scarpa,*ex*Wilster) *Spardk(Irn)2trB* *&deepframing*	2742 2560 1663	✠100A1 *Spar dk* *with freeboard* 9,39 ✠LMO Surveys delayed	Pir BS12,39 MS2,37	*u*	CL N3,40	1903 10mo *Lloyd'sA&CP*	Irvine'sSB &D.D.Co.Ld. W Hartlepool	Soc.Anon. de Pont Brûlé *CellDBa98'uE22'*	320·0 P30'B96'F30' FK *f*140' 736*t FPT*80*t*	46·0	21·3	Vilvorde Belgian 5*BHCem* *APT*75*t*	T.3Cy.23",38 3/16"&62½"–42" 160lb 100*lb* (*s*) 278NHP NDB16 2SB,6*cf*,GS120,HS4530 Blair&Co.Ld.Stockton	23 ″ 7 s3 ″ 8½ 20 ″ 1	
74594 215424 WPCE	**Frederic R. Kellogg** *Mchy.Aft* *Fitted for oil fuel* D.F. 2*Dks&Webframes* *Longitudinalframing* *CarryingPetroleum in bulk*	7127 6564 4418	✠ … 3,22 ✠NE&B2,19 ✠				1917 8mo	Moore& ScottIron Works Oakland,Cal.	StandardOilCo. ofNewJersey	425·8 P97'B40'F41' FK	57·0	31·4	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",45½"&76"–51" NDB19 575NHP SunShipbuildingCo. Chester,Pa.	33 ″ 0	R †
74595 OYEE	**Fredericia** Ⓟ Wireless D.F. *OilEng.* 1*Dk*	693 463 389					1930	Frdkshvns. Værft& FlydedokA/S Frederikshvn	DetForenede DampskibsSelsk.	189·4	31·5	10·9	Kolding Danish *WB*	Oil Engines 4S.C.SA 6Cy. Burmeister&Wain,Cpn.		V
74595* 239334 WDYU	**Frederick Lykes** (*ex*SeaHound-40) *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *pt Longitudinal framing* *CruiserStern*	~~7500~~ 7772 — 4585					1940	Federal S.B.&D.D.Co Kearny,N.J.	LykesBros.S.S.Co. Inc.	468·3 F42'	69·7	29·1	NewYork Utd.States *WB*	2 steam turbinesDRgeared to 1 sc.shaft 1417NHP DeLavalSteam TurbineCo.Trenton,N.J.		
14 5/40 74596 167276 ~~KRCQ~~ GMYR	**Frederick S. Fales** *OilEng.* 1*Dk,2nd dk clear of cargo tanks* D.F. E.S.D. GyC. *CruiserStern* *Mchy.Aft* *Longitudinal framing*	10525 9635 6065	✠100A1 4,40 *CarryingPetr*	Cff ✠LMC6,39 *oleum*	*f*† *in*	CL *bulk*	1939 6mo *Lloyd'sA&CP*	Cantieri RiunitiDell' Adriatico Monfalcone	~~OrientalTankers,~~ ~~Ld.~~ OrientalTrade &TransportCo.Ld. (H.J.Rahlves,*Mgr.*) *CellDBuE*89'175	490·4 506·6(O.L.) P107'B41'F35' FK *tDTf*24'647*tFPT*1	70·0	37·0	London British 16*BHptAsp* 96*tAPT*169*t*	Oil Engines 2S.C.SA 8Cy.26⅝"–43 3/16" 1000NHP 2DB199*lb* SocAn"Fiat"S.G.M.Turin	37 ″ 0 s7 ″ 4½ 29 ″ 11	
74597 PEDY	**Frederik** (*ex*Arend-38, *ex*LighterRasmII) *OilEng.* 1*Dk* *Mchy.Aft*	363 313 199					1921	Gebr.van Diepen Waterhuizen	G.Reumer	132·8 P22'F15'	24·7	11·2	Zwartsluis Dutch	Oil Engines 4S.C.SA 4Cy.12 3/16"–13¾" 58NHP *Emade*31 AppingedammerBrons Motorenfb.N.V.		V
74598 133214 GPJM	**Frederika Lensen** (*ex*Trevaylor-34) ssRot.2ndNo.3-12,37 D.F. 1*Dk(ptIrnptStl)*	4283 4016 2713	✠100A1 5,40 ~~3,39~~ BS2,40	Rot Mdb ✠LMC12,37	*x*	CL 3,39	1912 12mo *Lloyd'sA&CP*	JReadhead &Sons,Ld. SouthShields	AustinFriars SteamShipping Co.Ld. *CellD*	369·9 P33'B226'F34' FK *Ba*119' *uE*26' *f*163'	51·1	26·1	London British 6*BHCem* 987*tAPT*62*t*	T.3Cy.26",42"&69"–48" (*r*) 180lb 385NHP 2SB,6*cf*,GS132,HS6330 J.Readhead&Sns.Ld.S.Shl	27 ″ 8 s3 ″ 10½ 24 ″ 1½	
74599 OXSB	**Frederiksborg** 4Mst 1*Dk*	1816 1600 1106					1916	AktiesSörlandetsSkibs. Fevig	A/S Dmpskselsk Dannebrog(C.K. Hansen,*Mgr.*)	265·0 P22'B71'F29'	42·2	17·6	Copnhagn Danish *WB*	T.3Cy.20½",35"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
111/40 74600 OXQD	**Frederikshavn** Ⓟ (*ex*Aalborghus-36) Wireless D.F. 2*Dks*	1480 827 823					1914	Burmeister &Wains.Msk. ogSkibs.Act. Copenhagen	DetForenede DampskibsSelsk.	254·6	38·7	21·5	Frdrkshvn Danish	T.3Cy.22",36"&60"–42" 233NHP Burmeister&Wains.Msk. ogSkibs.Act Copenhagen		V
74601 7452 SFPA	**Fredhem** (*ex*Grekland, *ex*HeinzHorn) *Well deck* Sub.Sig. D.F. 1*Dk*	2172 1881 1252					1923	Schiffsw. v. H.KochA.G. Lübeck	RederiA/B Manhem(E. Högberg,*Mgr.*)	290·6 P14'B209'F31'	42·6	18·2	Stockholm Swedish *WB*	T.3Cy.22⅜",34¼"&58¼"–39⅜" Lübecker 212NHP MaschinenGes.Lübeck		G
74602 6282 SEDW	**Fredman** (*ex*Pandion,*ex*Thisted) Sub.Sig. 1*Dk*	1018 787 545					1917	DeHaan& Oerlemans Heusden	RederiA/B Ostenia(A.Einar Ahlsiö.*Mgr.*)	216·2 P19'Q51*t*B57' H109*t*F25'	34·6	13·0	Västervik Swedish	T.3Cy.15",25"&40"–27" 83NHP Kuypers,Rotterdam		V
74603 216032 WBCI	**Freeman** D.F. ssN.Ns.No.3-9,30 *Mchy.Aft* Sub.Sig. ssN.Ns.No.2-38 *Cargo battens not fitted* 1*Dk(Stl)*	3350 2710 1949	✠100A1 7,40 ~~7,39~~ ~~BS7,39~~ 7,40	Bos ✠LMC6,38	*v*	CL ~~6,39~~ N7,40	1918 4mo A&CP	NewYork S.B.Corp. Camden,N.J.	PocahontasS.S.Co. *CellDB*269' 1254*tDT*13'412*t*	318·5 P79'B18'F31' FK *FPT*293*tAPT*92*t*	49·5	24·2	Wilmgton (Del.) Utd.States 7*BHCem*	T.3Cy.21 13/16",35¼"&58"–42" 200lb (*r*) 318NHP 2SB,6*cf*,GS110,HS4643 FD NYorkSBCorpCamdenNJ	27 ″ 6	
74604	**Freeport Sulphur No. 5** Now "Empire Toucan," see No. 87966 in Supplement *Fitted for oil fuel* D.F. 1*Dk* *Mchy.Aft* *Longitudinal framing*	4127 3567 2440					1920	Federal S.B.Corp. Kearny,N.J.	Ministry of Shipping(SirW.R. Smith&Sons,Ld. *Mgrs.*)	355·5 P88'B37'F36'	52·5	24·8	British *WB*	T.3Cy.23",39"&66"–42" 261NHP Hooven,Owens,Rentschler Co.Hamilton,Ont.		R
✻ 74605 OYLS	**Freia** Ⓟ TwinSc *OilEng.* Wireless D.F. E.S.D. 2*Dks* *CruiserStern* *Strengthened for Navigation in Ice*	1429 1007 616	✠100A1 *FerryService* *Belt–Kattega* 10,39	Cpn *Great* *t& Ska ger* ✠LMC9,36	*ak*	OG 9,37	1936 9mo *Lloyd'sAP*	A/S Aalbrg Msk.ogSkibs Aalborg	DeDanskeStatsbaner *CellDB*	240·4 *Promenade dk&* *frcle.*190' BK8" 150'152*tDTf*30'65*tDTa*22'60*t SideTa*	40·9	15·7	Korsor Danish 7*BHptCem* *nksinER*56*t*	Oil Engines 4S.C.SA 16Cy.15¾"–29½" 382NHP 2DB85*lb* Akt.Burmeistr&Wain,Cpn	18 ″ 0	
74606 DHIG	**Freiburg** Ⓟ ssHam.No.2-31 D.F. *Welldeck* 2*Dks(Stl)3rd trB* *inNo.1hold*	5165 4478 3097	✠ … 3,35 ✠	Ham	*a*†		1923 3mo	Blohm& Voss Hamburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie) *CellD*	407·0 P&B329'F53' FK B353'924*tFPT*51*t*	56·0	25·9	Hamburg German 8*BHAsp* *APT*16*t*	4SteamTurbinesSRgeared to 1 Sc. Shaft 634NHP 3SB,9*cf*,GS200,HS8880 Blohm&Voss,Hamburg	28 ″ 6	G †
74607 LELP	**Freidig** (*ex*Mesna-37,*ex* Melsomvik-33,*ex*Freidig,*ex*Haraldshaug *ex*Gerd) 1*Dk&deep framing*	1333 1101 788	✠ … 4,08 ✠				1903 3mo	WoodSkinner&Co.Ld. Newcastle	TrygveSkogland	237·0 P20'B29'F29' FK	35·2	16·0	Haugesnd Norwegian *WB*	T.3Cy.18½",30"&49"–33" 146NHP N.E.MarineEngCoLd.Nwc	18 ″ 6	N †
74608 DOHI	**Freienfels** Sub.Sig. *Ref Mchy.* 2*Dks* E.S.D. *CruiserStern*	7563 6688 4589					1929	Deutsche Sch-u-Mschb A.G."Weser" Bremen	DeutscheDampfs. Ges."Hansa"	506·4 F51'	62·2	27·9	Bremen German *WB*	T.3Cy.30¾",49½"&78¾"–55⅛" &L.P.Turbine 785NHP A.G."Weser,"Bremen		G
74609 616 OHKB	**Frej** (*ex*Vladimir) ssHfs.3rdNo.3-7,37 Wireless D.F. 1*Dk(Stl)*	561 438 251	✠100A1 10,40 ~~2,39~~ MS7,37	Abo Hfs ✠LMC ~~BS8,39~~ 10,40	*h*	CL 8,38	1900 2mo A&CP	A.McMillan&Son,Ld. Dumbarton	FinskaÅngf.A/B	177·1 168·3 B53'F23' BK5" *FPT*	26·0	13·3	Helsingfrs Finnish 4*BHCem* 62*tAPT*38*t*	T.3Cy.15",25"&40½"–27" (*s*) 160lb 100*lb* NDB29 102NHP 1SB,3*pf*,GS63,HS1800 McKie&Baxter,Glasgow	14 ″ 0 s1 ″ 4½ 13 ″ 0½	

✻ Surveys delayed. Vessel, when last reported, in port in enemy occupation

178/40

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
74610 8288 SLKN	**Freja** *OilEng.* Wireless D.F. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for navigation in ice* *Butts of shell plating electrically welded*	*1486* *1114* *774*	✠100A1 *withfreeboard* ~~8,40~~ ~~4,39~~ 2,41 ✠LMC9,38	Skm NYk	*r*	OG 1,41	1938 9mo	A.B. Finnboda Varf. Stockholm *Lloyd'sA&CP*	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *CellD*	279·8 287·3(O.L.) F27' B227'405t*FPT*48t	39·6	14·8 FK	**Stockholm** Swedish 4*BH pt Asp* (*CollToSh dk* 3 ,, *2nd* ,,) *APT*55t	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings&SRgearing 10Cy.13⅜"–22$\frac{7}{16}$" 312NHP DB*100lb* Atlas-DieselA/B,Skm.	18″0 s″2¾ 17″10¼	
74611 OYXA	— (*ex*Salvator) Wireless 1*Dk*	347 317 122					1915	Akties. MossVærft Moss	A/S Em.Z.Svitzers BjergningsEnterprise	148·8	24·1	12·4	**Copnhagn** Danish *WB*	T.3Cy.14",23"&38"–27" 75NHP MossVærft,Moss		
74612 OZBA	**Frem** Ⓟ *OilEng.* Wireless D.F. 2*Dks*	1176 537 720					1924	Akt.Burmeistr&Wain Copenhagen	A/SDampskslsk.paaBornholm af1866(Thorkil Lund,*Mgr.*)	230·2 len38	35·2	10·7	**Rönne** Danish	OilEngines 4S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 225NHP Akt.Burmeistr&Wain,Cpn		V
74613 1150 CBFR	**Fresia** Ⓟ (*ex*Guatemala) TwinSc 2*Dks*	3848 2359 1708					1899	Caird&Co.Ld Greenock	Soc.Marit.yComercialR.W.JamesyCia.	359·3 P34'F59'	43·3	19·1	**Valparaiso** Chilian *WB*	T.6Cy.19¾",32"&52"–36" 324NHP Caird&Co.Ld.Greenock	22″3	
74614 216455	**Fresno** 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6002 5551 4492	✠ ... 1,21 ✠				1918 6mo	MooreS.B.Co. Oakland,Cal.	UnitedStates Maritime Commission	402·5 P34'F39'*onShltr dk*	53·0	32·0 FK	**S.Frncisco** Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 618NHP W.&.A.FletcherCo. Hoboken,N.J.	34″6	
74615 226344	— Ⓟ (*Ferry–Screw fore & aft*) *OilEng.* 2*Dks*	2468 — 1604					1927	Bethlehem S.B.Corp.Ld. SanFrancisco	PugetSound NavigationCo	234·0	46·1	19·9	Seattle ~~S.Frncisco~~ Utd.States	Oil Engines 4S.C.SA connected to Elec. motors&Sc. Shafts 24Cy.15"–22" 525NHP NewLondonShip & Eng.Co.,NewLondon,Con.		
74616 161613 GBNT	**Fresno City** *OilEng.* D.F. *CruiserStern* 1*Dk&Shelterdk*	4955 4626 3004					1929	W.Doxford &Sons,Ld. Sunderland	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	415·6 F*onShelter dk*41'	55·0	24·5	**Bideford** British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP W.Doxford&Sons,Ld.Sld.		C
74617 141930 GCFK	**Fresno Star** (*ex*Woodarra) TwinSc *ss*Nwc.No.3–10,32 *ss*Nwc.No.1–36 *Ref.Mchy.* 2*Dks* (*Stl*)&*Shelterdk*(*Stl*) D.F. E.S.D. *CruiserStern*	7998 7599 5020	✠100A1 *Shelter dk* *withfreeboard* 5,40 ~~10,39~~ BS11,40 ✠LMC ~~BS10,39~~ MS9,36 ✠Lloyd'sRMC~~1,40~~ 5,41~~10,40~~ ~~6,40~~	Liv	*c*†	CL S8,38 PN8,38	1919 11mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP*	FrederickLeyland &Co.Ld. *CellDB*	449·5 P31'F43'*onShelter dk* 386'1275t *FPT*125t	58·2	37·1 FK	**London** British *Cem* 8*BHtoSh dk* *APT*80t	T.6Cy.26½",44"&73"–48" (*s*) 200lb 1162NHP 2D&2SB,*24cf*,GS440, FD HS17604 BarclayCurle&Co.Ld.Gls.	40″0 s11″0¼ 29″3	
74618	**Fresone** (*ex*Frensham) *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	744 — 424	✠ 9,26 ✠	BAs	*f*		1922 7mo	CHWalker &Co.Ld. Sudbrook	F.Fresone *CellDB*113'2	180·0 Q111'F22' 01t*FPT*45t*APT*21t	32·2	10·8 FK	**Bns.Aires** Argentine 3*BHptCem* *ptAsp*	T.3Cy.13",22"&34"–22½" 83NHP 1SB,*3pf*,GS50,HS1610 Plenty&Son,Ld.Newbury	12″11	
74619 5246 SEGD	**Frey** *Welldeck* 1*Dk*	*1090* *864* *606*					1911	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	223·1 P18'Q59'B106' H90tF27'	35·3	13·3	**Stockholm** Swedish *WB*	T.3Cy.17½",29"&48"–30" 126NHP OskarshamnsM.V.Aktieb.		V
74620 OYDG	**Freya** 1*Dk*	1207 921 719					1924	A/SNakskovSkibs Nakskov	DampskslskTorm A/S(A.Schmiegelow&A.Kampen, *Mgrs.*)	235·4 P13'Q65'B102'F30'	36·2	13·7	**Copnhagn** Danish *WB*	T.3Cy.15¾",25⅝"&41⅜"–26¾" Ottensener 89NHP Mch.G.m.b.H.Altona		C
74621 OZBH	**Frida** D.F. 1*Dk&Shelter dk* *CruiserStern*	1700 1463 973					1936	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	292·0	41·7	16·4	**Esbjerg** Danish *WB*	C.3Cy.(2)15¾"&39⅜"–37⅜"& LP Turbine with reduction gear&chain drive 234NHP HelsingörsJernsk.&Mskb.		G
74622 6488 SEGK	— 1*Dk*	677 *510* *356*					1920	Kalund-borgSkibs. Kalundborg	Rederi-A/B Simrishamn (O.Modén,*Mgr.*)	185·2 P12'B57'F23'	30·7	11·3	**Simrishmn** Swedish *WB*	T.3Cy.13⅝",20⅞"&33⅞"–19⅝" Smith, 51NHP Mygind&Hüttemeier,Cpn		V
74623 DIBO	**Frida Horn** *OilEng.* Sub.Sig. 2*Dks*	3184 2552 1903					1925	Flensburgr Schiffsb.Ges. Flensburg	H.C.Horn	306·5 P25'B100'F33'	45·8	22·8	**Hamburg** German *WB*	Oil Engines 2S.C.SA 4Cy.25$\frac{9}{16}$"–47¼" 453NHP Maschfbk.Augsburg-Nürnberg.Augsburg		G
74624 DOBI	**Friderun** Ⓟ D.F. Sub.Sig. 1*Dk*	2464 2011 1470					1922	J.Frerichs &Co.A.G. Einswarden	Norddeutscher Lloyd	296·2 P&B233'F37'	42·8	19·6	**Bremen** German *WB*	T.3Cy.20",31½"&53¼"–36" NE28 190NHP N.V.Verschure&Co.'s Scheepsbw.&Machf.Ams.		G
74625 DIBP	**Frieda** (*ex*SailingVessel) *OilEng.* 1*Dk*	352 301 206					1912	F.Lemm Boizenburg	J.A.Reinecke	132·3	27·9	9·9	**Hamburg** German	Oil Engines 2S.C.SA 4Cy.12⅕"–16½" 104NHP E*made*25, *fitted*27 Gebr.SulzerA.G. Ludwigshaven		G
74626 DIZJ	**Frieda Peters** (*ex*L M.G.) *OilEng.* 1*Dk*	465 414 249					1920	Lübecker Maschb.Ges. Lübeck	H.Peters	150·4	27·4	11·5	**Hamburg** German	Oil Engines 4S.C.SA 6Cy.11"–17¾" 70NHP E*made&fitted*34 Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
74627 DCRX	**Frieda Rehder** (*ex*Altenwerder, *ex*Alexanderpolder) *Mchy.Aft* 1*Dk*	705 530 341					1918	Wortelboer &Co. Westerbroek	CarstenRehder	180·3 P25'Q89'B11'	26·9	12·4	**Altona** German *WB*	T.3Cy.14⅖",23⅖"&38⅗"–26⅘" N.V.Machfab. 77NHP H.J.Koopman,Dordrecht		G
74628 DOTD	**Friedenau** (*ex*Adrar–37) *Ref.Mchy.* 2*Dks*	5219 4811 3165					1920	Atel.&Ch. de la Loire, St.Nazaire	Bugsier-, Reederei-u. Bergungs-A.G.	393·3 P56'B123'F50'	56·1	29·0	**Brmrhavn** German *WB*	T.3Cy.25⅗",42½"&70"–48" 340NHP Atel.&Ch.de laLoire.Nts.		G

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
74629 DJRR	**Friedrich Breme** *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* E.S.D. GyC. *CruiserStern* *Mchy.Aft Longitudinal framing* *Carrying Petroleum in bulk*	10397 9527 5762	✠ 8,39 ✠	Ham	*f*†		1936 8mo	Deutsche Sch-u-Mschb. A.G."Weser" Bremen	Deutsch-Ameri- kanischePetroleum Ges. *CellDBuE86'184t D*	487·3|69·9|37·1 P107'B39'F35' FK *Tf16'540tFPT370*	Hamburg German 16*BHptCem* *ptAsp* *tAPTs210t*	Oil Engines 2S.C.SA 8Cy.25$\frac{3}{16}$"–47½" 909NHP A.G."Weser,"Bremen	37 ″ 0	G †
74630 UOBK	**Friedrich Engels** *OilEng.* Sub.Sig. 2*Dks*	3972 3537 2261					1930	Severney S.B.Yard Leningrad	U.S.S.R.	347·3|48·7|27·1 P14'B52'F38'	Odessa Russian *WB*	Oil Engines 2S.C.DA 4Cy.23⅝"–35$\frac{7}{16}$" 390NHP Maschfbk.Augsburg- Nürnberg,Augsburg		
74631 DMXL	**Friedrich Karl** D.F. 1*Dk* *CruiserStern*	1262 1008 589					1938	Neptun- werftRostock G.m.b.H. Rostock	Reederei Wendenhof G.m.b.H.	236·3|35·5|15·1 P17'B64'F32'	Wismar German *WB*	T.3Cy.16⅛",26"&41$\frac{1}{16}$"– 27$\frac{3}{16}$" HS2583 167NHP NeptunwerftRostock G.m.b.H.Rostock		G
74632 DOSH	**Friesenland** TwinSc (*Aeroplane Service Ship*) *OilEng.* D.F. E.S.D. 2*Dks* GyC.	5434 4143 2065					1937	Howaldts- werkeA.G. Kiel	Deutsche Lufthansa,A.G.	427·0|54·3|27·0 B&F358'	Bremen German *WB*	Oil Engines 2S.C.SA 18Cy.20½"–27$\frac{3}{16}$" 1328NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
cd/4l 74633 DIBQ	**Friesland** *OilEng.* D.F. Sub.Sig. 3*Dks*	6310 5613 3780					1925	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·1|58·3|27·0	Hamburg German *WB* *Port by* *Stbd. by*	2 Oil Engines geared to 1 Sc. Shaft 4S.C.SA 20Cy.20⅞"–20⅞" 856NHP Vulcan-Werke,Ham. MaschfAugsburg-Nünbrg.		G
74634 PEEK	— *ss*Rot.No.2-39 D.F. *Mchy.Aft Well deck* 1*Dk*(*Stl*)	2662 1952 1532	✠100A1 8,~~10,40~~ 4,41 BS~~1,40~~ ✠LMC1,39 4,41	Sch ~~Grk~~ Bly	*s*	OG ~~8,38~~ 8,~~10~~ 4,41	1930 1mo	Cowpen D.D.&S.B. Co.Ld. Blyth *Lloyd*'sA&CP	Scheepvaart en SteenkolenMaats. N.V. *CellDB210'569tM*	295·2|44·0|18·9 P69'Q108'F30' FK *Trunk in Well* *& on Q dk* *T10' 295t FPT130t*	Rottrdam Dutch 6*BHptCem* *APT15t*	T.3Cy.20",33½"&57"–39" (*s*) 200lb 270NHP 2SB,6*cf*,GS112,HS4640 N.E.MarineEng.CoLdNwc	21 ″ 0 s 6 ″ 4 19 ″ 5½	
74635	— (*ex*Slotholm, *ss*Osl.2ndNo.3-5,28 *ex*Avessac, *ss*Kel.No.2-37 *ex*Cratloe,*ex*Wellpark) *Well deck* 1*Dk*(*Stl*)&*Web frames*	1029 775 585	✠ ... 7,38	Kel	*n*		1904 12mo	G.Brown& Co. Greenock	A.H.Schwedersky Nachf. *DB*	229·8|31·6|12·4 221·3 Q154'B*on*Q18'F29' BK7" *a55'f50' 194t FPT*	Memel German 4*BHCem* *50tAPT22t*	T.3Cy.16",26"&44"–33" NDB16 122NHP NB23*refitted*37 1SB,3*cf*,GS51,HS1987 Ross&Duncan,Glasgow	15 ″ 6	G †
74636 4790 SDYE	**Frigg** (*ex*EmilR.Boman-34, *ex*Coranian) *ss*Hbg.2ndNo.3-4,27 1*Dk*&*deep framing*	*1248* *865* *706*	✠ ... 4,32 ✠				1901 11mo	W.Harkess &Son Middlesbro'	ÅngfartygsA/B Kjell(H.Jeansson, *Mgr.*)	223·4|35·1|14·0 Q85'B55'RFD85' F21'H90*t* FK	Stockholm Swedish *WB*	T.3Cy.17",28½"&46"–33" 131NHP MacColl&Pollock,Sld.	16 ″ 6	V †
74637 DHIJ	**Frigga** *CruiserStern* *Mchy.Aft* Sub.Sig. 1*Dk*	5831 4922 3394					1924	Brückenbu FlenderA.G. Lübeck	Seereederei "Frigga"A.G.	401·4|53·3|26·9 P79'F41'	Hamburg German *WB*	T3Cy27$\frac{9}{16}$",43$\frac{5}{16}$"&70⅞"–47¼" 346NHP OttenserMchGmbHAltona		G
74638 167533 MDVJ	— Wireless D.F. *Ref.Mchy.* 2*Dks*	1095 868 574					1922	Frdrkshvn Skibs&Flydk Fredrikshavn	Ministry of Shipping(Ellerman's WilsonLine,Ld. *Mgrs.*)	236·2|35·7|14·2	London British *WB*	T.3Cy.18",30"&50"–36" HelsingörsJernsk. 150NHP &Mskb.Elsinore		V
74639 DARJ	— Ⓟ (*ex*Deutschland) Wireless 1*Dk*	557 468 220					1925	Nüscke& Co.A.G. Stettin	StettinerDampfs. Ges.J.F.Braeun- lichG.m.b.H.	188·7|28·1|12·7 B136'F17'	Stettin German *WB*	T.3Cy.18⅜",29½"&47¼"–31½" 125NHP Waggon&MschAGGorlitz		G
74640	**Frigorifico Gualeguaychu No.1** (*ex*Faraon, TwinSc *ex*Ibera) 1*Dk* *OilEng.* *Mchy.Aft Ref.Mchy.*	732 340 565	Lloyd'sRMC~~10,39~~ ~~4,40~~ 10,40				1929	D.W.Kre- merSohn Hamburg	Frigorifico Gualeguaychu Soc.Anon.	191·3|36·0| 9·8	Gualeguay -chu Argentine	Oil Engines 4S.C.SA 12Cy.7⅞"–11$\frac{13}{16}$" 72NHP Mot.WerkeMannheim		
74641 FOTG	**Frimaire** *Fitted for oil fuel* *Mchy.Aft* Sub.Sig. 1*Dk* *Longitudinal framing* D.F. *Carrying Petroleum in bulk*	9242 8322 6447					1929	Deutsche WerftAGBet Reihstgwrft Hamburg	Cie.Nationale de Nav.	468·0|61·8|36·4 P107'B36'F39'	Rouen French *WB*	C.4Cy.(2)22$\frac{1}{16}$"&(2)47¼"– 47¼" 256NHP DeutscheWerftA.G.Bet. Reiherstiegwerft,Ham.		V
74642 8 SYGA	**Frinton** Ⓟ (*ex*Kilkenny) *ss*Ant.2ndNo.3-1,27 *ss*Pir.No.1-31 Wireless 2*Dks*(*U dkStl*-ws)	*1361* *1034* *576*	... 6,35	Pir	*q*		1903	ClydeS.B. &E.Co.Ld. Pt.Glasgow	D.InglessiFils S.A.Nav.deSamos *CellDB f56'90tDTs*	269·7|36·2|16·3 P&B182'F73' BK8" *f33'212tAPT35t*	Samos Greek 8*BHCem* 2 „ *to 2nd dk*	T.3Cy.26$\frac{5}{16}$",43"&69"–42" 542NHP 2DB,12*cf*,GS258,HS8813 FD ClydeS.B.&E.Co.Ld.P.Gl.	17 ″ 3	
74643 1321 IBKM	**Frisco** (*ex*W.S.Porter) 3Mst *Mchy.Aft* *ss*Gen.2ndNo 3-3,31 D.F. *ss*Gen.No.1-37 *Fitted for oil fuel* 2*Dks*(*Stl*)&*Webframes* *Carrying Petroleum in bulk*	4610 4370 2699	✠ ... 2,40 ✠	Pal	*x*		1906 11mo	NwprtNws S.B.&DD.Co. NewprtNews	PetroleumSoc. Anon.diNav. (G.Chiarella *Mgr.*) *CellDB*	395·3|49·6|28·0 385·0 P69'B27'F34' FK *uE&B65' 168tFPT*	Genoa Italian 12*BHCem* *88tAPT62t*	T.3Cy.28",44"&74"–54" 497NHP 3SB,12*cf*,GS266,HS8502 NewportNewsSB&DD.Co.	30 ″ 3	I †
74644 LKGV	— Wireless D.F. *Mchy.Aft CruiserStern* 1*Dk*	1582 1283 890					1939	Porsgrund Mek.Værks. Porsgrunn	Chr.J.Reim	246·6|37·9|18·2 P66'B14'F29'	Porsgrunn Norwegian *WB*	C.2Cy.13¾"&27$\frac{5}{16}$"–27$\frac{5}{16}$"& LPturbine withDRgearing &hydraulic coupling63NHP PorsgrundM.V.Porsgrunn		N
74645 5056 SEGM	**Frisia** (*ex*Karlsborg) *ss*Got.2ndNo.3-7,35 1*Dk*(*Stl*)&*deep framing*	*1059* *874* *583*	✠100A1 7.38 ✠LMC MS2,35 BS8,38 Surveys delayed	Got	*n*	OG 7,38	1909 7mo	Bergens Mek.Værks. Bergen A&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDBa69'*	222·8|35·0|13·5 236·3(O.L.) P24'B62'H92*t*F24' FK *uE13'f88'209tFPT*	Gothenbrg Swedish 4*BHCem* *77tAPT29t*	T.3Cy.17",26½"&46"–30" (*s*) 180lb 139NHP 2SB,4*cf*,GS65,HS2317 BergensMekVærksBergen	15 ″ 10 s 1 ″ 11 14 ″ 2	
74646														

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 74647 PEEU	**Frisia** (*ex*Daxhound-38, *ex*CorneliaS.-37) **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk* Wireless D.F. *CruiserStern*	953 729 581	✠100A1 7,39 ✠LMC12,36 ✠LMC(M)4,38 *CarryingPetroleum in bulk*	Rot	*l*	3,38	1936 12mo	Werft Nobiskrug G.m.b.H. Rendsburg *Lloyd'sA&CP*	N.V.Maats. Zeeschip"Frisia" (N.V.Phs.van Ommeren'sScheepv Bedrijf.*Mgrs.*)	196·0|33·0|15·4 P54'F27' FK *Trunk*116' *CellDBuMchyspace*28'38*t* *FPT*80*t*	Rottrdam Dutch 12*BHptCem* *APT*31*t*	Oil Engines 4S.C.SA 14Cy.11¼"-16$\frac{9}{16}$" 172NHP DB*170lb* Maschinenfab.Augsburg-NürnbergA.G.Augsburg	15 ″ 1 s 1 ″ 3¼ 13 ″ 11¼	
74648 DJUG	— (*ex*Advance-37, *ex*Argonaut-34) *OilEng.* 1*Dk* *Mchy.Aft*	561 463 310					1930	Deutsche WerkeA.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	173·0|30·1|10·5 P46*t*F12*t*	Hamburg German *WB*	Oil Engines 2S.C.SA 6Cy.11"-15" 127NHP NE34 Akt.Burmeistr&Wain,Cpn		G
74649 DGCE	**Frisia I.** Ⓟ **TwinSc** 2*Dks*	504 322 208					1928	J.L.Meyer Papenburg	A.G.Reederei Norden-Frisia	170·9|28·2| 9·0 P115'F25'	Norderney German *WB*	T.6Cy.9⅞",16½"&26⅜"-15¾" 56NHP J.L.Meyer,Papenburg		G
74650 DGJJ	**Frisia X** **TwinSc** *OilEng.* 1*Dk* *CruiserStern*	331 204 136					1935	Jos.L. Meyer Papenburg a.d.Ems	A.G.Reederei Norden-Frisia	135·4|24·9| 7·5 B57'	Norderney German *WB*	Oil Engines 4S.C.SA 12Cy.8$\frac{7}{16}$"-14$\frac{3}{16}$" 83NHP DeutscheWerkeA.G.Kiel		G
74651 91 INMD	**Frisio** Ⓟ (*ex*Posillipo) 1*Dk*	354 272 103					1912	Cant.Nav. Riuniti Ancona	Soc.Partenopea Anon.diNav.	175·1|24·7|11·0 165·4	Naples Italian	T.3Cy.11⅘",18$\frac{1}{10}$"&30"-21⅔" 42NHP Cant.Nav.Riuniti,Ancona		I
74652 OFCV	**Fritz S.** (*ex*Biscaya-38) 1*Dk*	1475 — 855					1907	Nylands Værksted Oslo	RederiSohnA/B (O/Y ErnstSohn, Ld.*Mgrs.*)	258·6|37·3|16·9 P8'B144'F29'	Helsingfrs Finnish *WB*	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
74653 DAAR	**Fritz Schoop** Sub Sig. Wireless D.F. E.S.D.	1598 1294 903					1925	Nuescke& Co.A.G. Stettin	KohlenImport-u. PoseidonSchiffahrt A.G.	250·9|37·8|17·0 Q81'B67'F25'	Königsbrg German	C4Cy(2)14¾"&(2)31½"-31½" 93NHP A.Borsig,G.m.b.H.Berlin		G
74654 OXUC	**Frode** D.F. 1*Dk*	2140 1909 1285					1918	Nylands Værksted Oslo	DetForenede DampskibsSelsk.	289·7|44·2|18·9 P25'B144'F32'	Copnhagn Danish *Wb*	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		N
74655 7458 SDLW	— (*ex*Bravo-34, *ex*E.M.Dalgas) *ss*Lkr.3rdNo.3-12,33 *ss*Osc.No.1-38 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	*1535* *1335* *862*	✠100A1 5,40 ~~5,39~~ ✠LMC MS5,38 ~~BS2,39~~ 4,40	Sbg Got	*q*	OG 4,39	1898 5mo	Grngemth DockyardCo. Grngemouth *Lloyd'sA&CP*	RederiA/B Frode (H.Selander)	254·0|36·8|18·1 P25'B62'F25' FK *CellDBa&uE94'u* *B16'f94'391t FPT*	Stockholm Swedish 4*BHCem* 41*tAPT*17*t*	T.3Cy.19",31"&51"-36" 160lb 160NHP NDB06*refitted39-100lb* 1SB,*3cf*,GS62,HS2451 Hutson&Son,Glasgow	20 ″ 4 s 2 ″ 7½ 17 ″ 11	
74656 LDXQ	— (*ex*HollandiaI.) *ss*Rot.No.1-22 *Well deck* *Mchy.Aft* 1*Dk*	697 508 360	✠ … 6,25 ✠				1917 10mo	NVScheep. DeMerwede Hardinxveld	RederiA/S Steinmann(OttarHolter *Mgr.*)	180·3|28·2|12·1 Q100*t*B22*t*F17*t* H20*t* FK	Sarpsborg Norwegian *WB*	T.3Cy.13½",22½"&36"-27" 100NHP Penn&Bauduin,Dordrecht	14 ″ 6	N †
74657 TSUS	**Fronsac** *Mchy.Aft* 1*Dk2trB*	518 355 174					1906	Scott of Kinghorn,Ld. Kinghorn	Worms&Co.	160·0|26·1|11·5 P106'F27'	Havre French *WB*	T.3Cy.12",19"&33"-24" 53NHP Scottof Kinghorn,Ld.Kgn.		V
74658 223078 KFLJ	**Frontenac** *Mchy.Aft* D.F. 1*Dk*	8158 7828 6531					1923	Gt.Lakes Eng.Works RiverRouge, Mich.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo. *Mgrs.*)	580·0|60·0|32·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",40"&65"-42" 274NHP GreatLakesEngineering Works,Detroit,Mich.		R
74659 LCTA	— *ss*Fal.No.2-35 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	7350 6777 4397	✠100A1 12,39 ~~BS2,39~~ 12,39 ✠LMC2,35 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,28 *F.P. above* 150° F.	NYk	*b*†	CL 2,39	1928 2mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	D/S A/S Baltimore (Halle&Peterson, *Mgrs.*)	440·9|58·4|33·7 P105'B30'F40' FK *CellDBuE&B66'* 254*tDTf*34'551*t* *FPT*126*t*	Oslo Norwegian 16*BHptCem* (11 *to Udk* 5 ,,*2nd*,,) *tAPT*174*t*	T3Cy.27$\frac{3}{16}$",45"&75"-54"(*s*) 180lb 605NHP 3SB,*12cf*,GS226,HS9186 FD WllsndSlpwy.Co.Ld.Nwc.	33 ″ 9	
74660 107668	— Ⓟ *Transferred to No.* 67005 2*Dks*	304 184 206					1899	Carrier, Lainé&Co. Levis	LaCompagnie de Navigation "J.deV."Ltée.	119·6|28·1| 9·6	Quebec British	1Cy.12"-12" 48RHP Carrier,Lainé&Co.Levis		
74661 HPJP	**Frossoula** (*ex*Kilbane-38, *ex*GeneralLeman, *ex*Hussar) *ss*Msl.2ndNo.3-9,27 *ss*Msl.No.2-36 1*Dk*(*Stl*)&*deep framing* &*Awng dk*(*Irn*)	1282 1229 773	✠100A1 *Awng dk withfreeboard* 12,38 BS3,40 ~~BS3,39~~ ✠LMC8,36	Msl	*n*	12,38	1903 6mo	Tyne Iron S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	PhœnixS.S.Co.Ld. (M.M.Xylas*Mgr.*)	220·0|33·0|21·6 FK *CellD Ba&uE73'f96'221t*	Panama Pnamanian 5*BHCem* *APT*17*t*	T.3Cy.17",28"&46"-33" (*s*) 180lb *70lb* 149NHP 1SB,*4cf*,GS72,HS2560 N.E.MarineEngCoLdNwc	24 ″ 0 s 5 ″ 2¼ 19 ″ 0	
74662 6883 SEGW	**Frost** **TwinSc** Wireless D.F. *OilEng.* *Mchy.Aft* 1*Dk*&*ShelterDk*	*1573* *1265* *834*					1922	A/B Finnboda Varf Stockholm	Stockholms RederiaktiebSvea (Eman.Högberg, *Mgr.*)	270·9|41·1|15·6 H82*t*	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 8Cy.15¾"-28⅜" 345NHP Akt.Atlas-Diesel,Skm.		V
74663 8412 SMVN	**Froste** *OilEng.* Wireless D.F. E.S.D. *CruiserStern* *For full particulars see No.* 88052 *in Supplement*	1190 550	100A1 (*ClassContemplated*)				1940	Crichton-VulcanA.B. Åbo	A/B Svenska Ostasiatiska Kompaniet (G.Borin,*Mgr.*)	205·0|35·4|19·3 P20'Q52'B50'F23'	Gothenbrg Swedish	Oil Engines 2S.C.SA 8Cy.13⅜"-22$\frac{7}{16}$" A/B Atlas-Diesel,Skm.	15 ″ 7 s ″ 7½ 15 ″ 0¾	
74664 LDXS	**Fröya** Ⓟ 2*Dks*	324 300 165					1912	Trndhjems Mek.Værks. Trondheim	FosensAktie-Dampskibsselskab	132·3|21·1|15·6 H24*t* len26	Tr'ndheim Norwegian *WB*	T.3Cy.12",20"&33"-21" 50NHP TrondhjemsM.V.Trondhm		
74665 161547 GPNL	**Frumenton** *ss*Sld.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6675 5992 4059	✠100A1 *withfreeboard* 5,41 ~~10,39~~ ~~10,40~~ ~~BS7,39~~ 10,40 ✠LMC5,38	Npt Nwc	*c*†	CL ~~N1,38~~ ~~N10,40~~ 5,41	1930 2mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*)	436·3|60·3|29·0 452·9(O.L.) FK *CellDB*369'1904*tFPT*305*tAPT*340*t*	Newcastle British 8*BHCem* (*Coll toSh dk* 7 ,, *2nd*,,)	T.3Cy.23½",40¾"&70½"-48" 220lb *220lb* (*s*) 451NHP 2SB(Spt),*8cf*,GS147, HS5898 FD J.Dickinson&Sons,Ld.Sld.	32 ″ 0 s 4 ″ 5¾ 27 ″ 8¾	
74666 EEON	**Frutero** **Steel&Iron3Mst** (*ex*Normand, *ex*BellRock) *ss*Hav.2ndNo.3-11,18 *Well deck* 1*Dk* *Mchy.Aft* *Irn framingStlplating*	341 273 205	✠ … 1,23 ✠				1893 2mo	R.Williamson&Son Workington	J.Llovet	153·8|23·6| 9·8 Q84'B10'F20' BK7"	Valencia Spanish *WB*	C.2Cy.19"&38"-27" 68NHP Dunsmuir&Jackson,Gls.	11 ″ 3	

109/40

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. sHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
74667 8289 SDIE	**Fryken** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern* *Strengthened for Navigation in Ice*	*1024* *621* *464*	✠100A1 9,40 ~~9,39~~	Got Skm ✠LMC8,38	*m*	OG 1,39	1938 8mo *Lloyd*	Aalborg VærftA/S Aalborg '*sA&CP*	Ångb.AktiebFerm (T.E.J : son Broström,*Mgr.*) *CellDB166'268tFPT 83tAPT33t*	208·0 216·3(O.L.) P52'Q83'F28' FK	33·1	12·5	Krstnhmn Swedish 4*BHptCem*	Oil Engines 2S.C.SA 5Cy.13⅜"–22$\frac{7}{16}$" 157NHP Atlas-DieselA/B,Skm.	14 ″ 5 s 4 ″ 2½ 14 ″ 4½	
74668	**Fu Hai** (*ex*Wuchow-37, *ex*RobertLebandy) TwinSc	358 — 207					1909	Kwong SangLung HongKong	WahNamS.S.Co.	123·6	22·0	8·0	Canton Chinese	C.4Cy.10"&20"–14" 25NHP KwongSangLungH.Kg.		
74669 146547 MKYT	**Fu-Kwang** TrpSc *OilEng.* *ss*Shi.No.3–2,34 Wireless D.F. *ss*Shi.No.1–39 *Mchy.Aft* 1*Dk*(*Stl*)&*pt2nd dk*(*Stl*) & *Web frames*	1559 1238 792	✠100A1 ~~5,4010,39~~8,40 ✠NE1,39 *Carrying Petroleum in bulk*	Shi ✠LMC1,39 DBS~~1,39~~ 5,40	*p*	OG ~~4,39~~ 5,40	1922 4mo	Rotterdam Droogd.Maat Rotterdam A&CP	AsiaticPetroleum Co.(NorthChina) Ld.	257·8 B54'F27' FK *FPT*100*t*	37·4	15·6	Shanghai British 11*BHptCem* *APT*48*t*	Oil Engines 4S.C.SA 18Cy.12½"–15" *165lb* 275NHP NDB13*refitted*22 Ruston&Hornsby,Ld. Lincoln	17 ″ 0 s 3 ″ 5 13 ″ 9¼	
74670 219302 KJKW	**Fueloil** TwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk*&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	1370 1090 760	✠ ... 3,22 ✠NE&B3,21 ✠				1919 5mo	National S.B.Co. Violet,La.	NantucketSound Transport	242·5 P72'F21' FK	36·9	19·7	NewYork Utd.States *WB*	C.4Cy.16⅝"&32"–24" 194NHP StatenIslandS.B.Co.N.Yk.	19 ″ 0	R †
74671 EAEP	**Fuerteventura** Ⓟ *ss*LaP.2ndNo.3–12,36 Wireless 1*Dk*&*Shelter dk*(*Teak*)	478 *270* *187*	✠100A1 *Shelter dk* *withfreeboard* 12,40 ~~2,40~~ MS12,36	Val Mga ✠LMC BS2,40	*h*	CL 1,40	1912 4mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	Cia.Trasmediter-ranea *Cell DBa33'uE14' f66' 87tFPT 10tAPT10t*	160·0 FK	25·9	10·4	L.Palmas Spanish 4*BHCem*	T.3Cy.13",22"&36"–26" (*s*) 180lb 100NHP 1SB,3*cf*,GS57,HS1940 Smith'sDockCo.Ld.Mdb.	11 ″ 0 s ″ 3 11 ″ 0	
74672 151712 MNMF	**Fuh Wo** TwinSc *ss*Shi.No.3–5,37 1*Dk*(*Stl*)	955 528 502	A1 *ForRiverService* ~~6,40~~ ~~7,36~~ 6,40 ~~BS7,36~~ *Fitted for oil fuel 3,29 F.P. above 150° F.*	Sug BS3,40 LMC5,37		OG ~~3,37~~ 3,40	1922 *Lloyd*	Yarrow& Co.Ld. Glasgow '*sA&CP*	Indo-ChinaSteam Nav.Co.Ld. *MT18'170t Tank between tunnels 84t*	211·4 217·4(O.L.) F25' FK len38	33·1	10·0	Shanghai British 8*BHAsp*	T.6Cy.18",26"&39½"–18" (*s*) 225lb HS8253 446NHP 2 WaterTubeBoilers FD Yarrow&Co.Ld.Gls.	10 ″ 6	
74673	**Fuhsing** (*ex*WanTai-36, *ex*ChuseiMaru-34, *ex*SeiunMaruNo.10) 2*Dks*	696 — 476					1910	G.S.K.Ha-radaShoko Osaka	ShawHsingS.S. Co.Ld.	171·9	25·7	18·6	Lungkow Chinese	T.3Cy.13¼",21¾"&36¼"–24" 64NHP G.S.K.HaradaShokoOsaka		
74674 DOBS	**Fulda** Ⓟ TwinSc D.F. *Corrugated sides* *OilEng.* E.S.D. GyC. Sub.Sig. 4*Dks*	7744 6840 4138					1924	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	458·8 62·3 B139'F45'	57·6	31·3	Bremen German *WB*	Oil Engines 2S.C.SA 12Cy.26¾"–47¼" 1493NHP Gebr.Sulzer,Ludwigshafen		G
74675 1097 IBMM	**Fulgor** *ss*Pal.No.3–6,34 *ss*Pal.No.1–38 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. Sub.Sig.	6504 5636 3546	✠100A1 10,39 ✠NB1,29 BS10,39 *Carrying Petroleum in bulk* *Fitted for oil fuel 12,22 F.P. above 150° F.*	Pal ✠LMC8,38	*z*	CL 10,39	1922 6mo	Cant.Nav. dellaSpezia Spezia A&CP	"LaColumbia"Soc. Marit.perTrasporto diPetrolio e Derivati *Cell DBuE&B58' 200t DTf29'365t FPT290t APT290t*	420·2 401·9 P105'B30'F36' FK	55·1	30·9	Genoa Italian 17*BHptCem* (14 *to U dk* 3 „ *2nd*„)	Q.4Cy.21",29½",43"&62"–45" 230lb *120lb* (*s*) 399NHP 3SB,9*cf*,GS135,HS5679 FD Mackie&Baxter,Glasgow	31 ″ 3 s 5 ″ 4 26 ″ 1½	
74676 164572 MKVK	**Fulham** *ss*Shl.No.1–40 Wireless 1*Dk* *Mchy.Aft* *Cargo battens not fitted*	1599 1202 879	✠100A1 *withfreeboard* ~~8,40~~ ~~11,39~~ 4,41	Lon ~~Shl~~Nwc ✠LMC2,36	*p*	OG 11,39	1936 2mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	TheMayor,Aldermen&Councillors of the Metropolitan Borough of Fulham (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *CellDBuE24'f159'571t Deck tank amids 56t FPTs167tAPT12t*	238·1 Q145'B16'F22' FK	38·3	16·5	London British 4*BHptCem*	T.3Cy.16½",27½"&46"–33" 200lb *100lb* (*r*) 185NHP 1SB,3*cf*,GS59,HS2750 FD N.E.MarineEng.Co.Ld.Sld	18 ″ 6 s 6 ″ 3½ 16 ″ 7½	
74677 164639 MLSM	**Fulham II** *ss*Sld.No.1-41 *Mchy.Aft* 1*Dk* Wireless *Cargo battens not fitted*	1596 1202 877	✠100A1 *withfreeboard* ~~6,40~~ ~~9,39~~ 1,41	Nwc ~~Cf~~Sld ✠LMC~~8,36~~ MS6,40 BS1,41	*p*	OG 6,40	1936 8mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	TheMayor,Aldermen&Councillors of the Metropolitan Borough of Fulham (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *CellDBuE24'f159'571t Deck tank amids56tFPTs167tAPT12t*	238·1 Q145'B16'F22' FK	38·3	16·5	London British 4*BHptCem* *ptAsp*	T.3Cy.16½",27½"&46"–33" 200lb *100lb* (*r*) 185NHP 1SB,3*cf*,GS59,HS2750 FD N.E.MarineEng.CoLd.Sld.	18 ″ 6 s 6 ″ 3½ 16 ″ 7½	
74678 165452 MMFZ	**Fulham III** *Mchy.Aft* 1*Dk* Wireless *Cargo battens not fitted*	1594 1201 874	✠100A1 *withfreeboard* 7,40 ~~7,39~~ BS6,41	Nwc ✠LMC4,37	*p*	OG 5,41	1937 4mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	TheMayor,Aldermen&Councillors of the Metropolitan Borough of Fulham (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *CellDBuE24' f159'571t Deck tank amids56t FPTs167tAPT12t*	238·3 245·3 FK Q145'B16'F22'	38·3	16·5	London British 4*BHptCem* *ptAsp*	T.3Cy.16½",27½"&46"–33" 200lb *100lb* (*r*) 185NHP 1SB,3*cf*,GS59,HS2750 FD N.E.MarineEng.Co.Ld.Sld	18 ″ 6 s 6 ″ 3½ 16 ″ 7½	
74679 167157 MMYB	**Fulham IV** Wireless 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	1562 1179 902	✠100A1 *withfreeboard* 7,40 ~~5,40~~	Cff Lon ✠LMC1,39	*p* 1$\frac{1}{16}$	OG	1939 1mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	TheMayor,Aldermen&Councillors of the Metropolitan Borough of Fulham (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *CellDBuE24'f168'615t MT58tFPTs154tAPT18t*	247·5 265·8(O.L.) Q149'B16'F27' FK	39·6	16·6	London British 4*BHptAsp*	T.3Cy.16½",27½"&47"–33" 200lb *100lb* (*r*) 196NHP 1SB,3*cf*,GS65,HS2952 FD N.E.MarineEng.Co.(1938) Ld.Sld	18 ″ 6 s 5 ″ 11 16 ″ 9	
74680 167272 MNNX	**Fulham V** Wireless 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	1562 1179 902	✠100A1 *withfreeboard* 5,40 ~~6,39~~	Lth Cff ✠LMC6,39	*p*	OG	1939 6mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	TheMayor,Aldermen&Councillors of the Metropolitan Borough of Fulham (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *CellDBuE24'f168'615t MT58tFPTs154tAPT18t*	247·5 265·8(O.L.) Q149'B16'F27' FK	39·6	16·6	London British 4*BHptAsp*	T.3Cy.16½",27½"&47"–33" 200lb *100lb* (*r*) 196NHP 1SB,3*cf*,GS65,HS2952 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	18 ″ 6 s 5 ″ 11 16 ″ 9	
74681 LDXT	**Fulton** (*ex*Hardanger) 1*Dk*	1109 974 655					1905	Bergens Mek.Værks. Bergen	RasmusF.Olsens RederiA/S (RasmusF.Olsen)	226·8 P12tH45tF31t	35·2	15·9	Bergen Norwegian *WB*	T.3Cy.16",25"&43"–30" 106NHP BergensMekVærksBergen		N
74682	**Funchalense** (*ex*Everhard) *OilEng.* *Mchy.Aft* 1*Dk*	374 298 193					1927	Gebroeders Bos Groningen	Empresa de Navegaçao Madeirense Ltda.	142·4 Q38'F15'	23·2	10·7	Funchal Portuguese *WB*	Oil Engines 4S.C.SA 6Cy.11"–19½" 70NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V

133/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74683	**Furiere Consolini** (*ex*Heng-Shan-38,*ex*Vale, *ss*Rio.No.2-25 *ex*Girasol,*ex*Roumanier, *ex*LakeDuane) 1*Dk*	1922 — 1146	✠ ... 4,30 ✠				1917 12mo	Detroit S.B.Co. Wyandotte	Cie.Italiana di Nav.S.A.I. (ChineseItalian Nav.Co.Ld.)	260·9 251·0 P24'B64'F23'	43·6	18·5 FK	Shanghai Italian *WB*	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	
74684 TCBE	**Furuzan** Ⓟ (*ex*Kephalinia, **Iron** *ex*Argostoli, *ss*Cpl.2ndNo.3-10,06 *ex*PolisMyteline, 2*Dks* *ex*VilledeCette)	1074 937 686	✠ ... 9,09 ✠NB4,95 ✠				1880 9mo	Hodgson& Soulsby Blyth	SadikogluNazim	221·5 P36'B52'F29'	31·3	18·3 BK8"	Istanbul Turkish *WB*	C.2Cy.29½"&55"-36" 141NHP Black,Hawthorn&Co.Gts.		
74685 293 IBVM	**Fusijama** **TwinSc** *OilEng.* *ss*Tri.No.2-38 D.F. 2*Dks*(*Stl*) *Ref.Mchy.*	6244 5025 3907	✠100A1 4,40 ~~11,39~~ ✠LMC CS5,38 DBS11,39 10,38 Lloyd'sRMC4,40 for temp. 43° F.	Tri	*a*†	CL 10,38	1929 3mo *Lloyd*	Stabilmnto Tecnico Trieste '*sA&CP*	LloydTriestino Soc.Anon.diNav. *CellDB*365'1026*t*	448·3 430·0 P36'B283'F44' *FPT*114*t*.*APT*47*t*	55·4 55·4	27·7 27·7 FK	Trieste Italian 8*BHptCem*	Oil Engines 4S.C.SA 12Cy.29⅛"-47¼" 986NHP DB*100lb* StabilimentoTecnico,Tri.	30 ″ 2 s 4 ″ 6¾ 25 ″ 9	
74686 137086 GKSR	**Fylingdale** *ss*Cff.No.3-2,37 1*Dk*(*Stl*)	3918 3499 2322	✠100A1 7,40~~11,39~~ ✠LMC MS2,37 ~~BS4,39~~ BS4,41~~4,40~~	Cff	*x*	CL ~~11,37~~ 6,40	1924 12mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	Rowland&Mar- wood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*) *CellDB*320' 962*t FPT*	364·5 378·9(O.L.) P33'B222'F33'	51·5	22·7 FK	Whitby British 6*BHCem* 68*tAPT*194*t*	T.3Cy.25",42"&68"-45" (*s*) 180lb *150lb* 345NHP 2SB,6*cf*,GS126,HS5423 Richardsons,Westgarth& Co.Ld.Sld.	25 ″ 0 s 3 ″ 0½ 22 ″ 2	
74687 167569 ~~OYDL~~ MCCT	**Fylla** *ss*Opn.2ndNo.3-4,29 *ss*Svb.No.2-37 1*Dk*(*ptIrn&ptStl*)&*deepframing*	792 677 449	✠100A1 8,40 ~~4,39~~ ~~BS7,39~~ ✠LMC~~2,37~~ ~~6,40~~ 5,41	Cpn Trn	*l*	OG ~~4,39~~ 4,41	1906 5mo *Lloyd*	Kjöbnhvns Flydk.&Skbs. Copenhagen '*sA&CP*	Ministry ofShip- ping(J.T.Duncan &Co.Ld.*Mgrs.*) *Cell DBa&*	211·2 P13'B59'F28 *uE68f* 88'237*tFPT*	30·7	13·1 FK	London British 4*BHCem* 39*tAPT*26*t*	T.3Cy.14",22½"&37"-24" (*s*) 180lb 79NHP 2SB,4*cf*,GS40,HS1300 Kjbnhavns.Flydk.&Skbsv.	15 ″ 6 s 1 ″ 7½ 14 ″ 0	

*,*Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L., Durée, Cert. Rot Trade
74688 206423	**G. A. Boeckling** Pad 1Dk	328 — 157					1909	Gt.Lakes Eng.Works Ecorse	BayTransportationCo.	155·2|30·0|9·1	Sandusky Utd. States	C.2Cy.25½"&44½"–72" *Emade—refitted*09 140NHP		
74689 206623 KDXJ	**G. A. Tomlinson** *Mchy.Aft* D.F. GyC. 1*Dk*	6361 — 4862					1909	American S.B.Co. Lorain,Ohio	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	504·0|54·0|30·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23½",38"&63"–42" 257NHP AmericanS.B.Co.Lorain,O.		R
74690 LCPW	**G. C. Brövig** TwinSc *ss*Rot.No.2-38 Sub.Sig. *OilEng.* *Mchy Aft CruiserStern* 1*Dk*(*Stl*) D.F. *ProgressiveSurveyofOiltanks*	9718 8987 5860	✠100A1 7,40 ~~10,39~~ ✠LMC CS10,38 DBS11,39 *CarryingPetr*	NYk Gls 11,39 *oleum*	e† *in*	CL 10,39 *bulk*	1930 10mo *Lloyd*	Götaverken A/B Gothenburg *'sA&CP*	Th.Brövig *CellDBuE*71'304*t*	475·6|64·2|37·8 P103'F40' FK *DTf*33'622*tFPT*19	Farsund Norwegian 10*BHptCem* 6*tAPT*310*t*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 2DB*180lb* 724NHP GotaverkenA/B,Got.	37 ″ 3	
74691 141783 WDDZ	**G. G. Post** (*ex*JohnAnderson-32, *ex*Luzon) 1*Dk*2*trB* D.F. GyC. (*Self Unloader*) *Mchy.Aft*	3582 — 2778					1902	Chicago S.B.Co. Chicago	ColumbiaTransportationCo.(John T.Kelly, *Mgr.*)	346·0|48·2|24·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.20",33½"&55"–40" 191NHP ChicagoS.B.Co.Chicago		R
74692 230210 KGRY	**G. Harrison Smith** *Mchy.Aft Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks* *Longitudinal framing* *Carrying Petroleum in bulk*	11752 11387 7328					1930	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo. of NewJersey	525·0|74·3|40·5 B36'F40'	Wilmgton (Del.) Utd. States *WB*	2 Steam TurbinesDR geared to 1 Sc. Shaft DeLavalSteamTurbineCo. Trenton,N.J.		R
74693 111930 VGQY	**G. R. Gray** (*ex*Traveller) Wood 2*Dks*	438 388 248					1871	A.Stokes Sheboygan, Wis.	AbitibiPower&PaperCo.Ld.(*in liq.*)	140·0|24·0|12·0	Toronto British	C.2Cy.25"&54"–36" *Emade*98 145NHP F.W.Wheeler,WestBay City,Mich.		
74694 136 SVVU	**G. S. Livanos** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4835 4879 2867	✠100A1 *withfreeboard* 5,39 ✠LMC10,37	Rot	a†	CL	1937 10mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	LivanosMaritime Co.Ld.(N.G. Livanos, *Mgr.*) *CellDB*	419·2|56·7|25·3 431·1(O.L.) F35' FK (365 1200*t FPT*217	Chios Greek 7*BHCem* *Coll to Sh dk* 6 ,,*2nd*,,) *tAPT*200*t*	T.3Cy.22½",39"&65"–48"(*s*) 225lb 466NHP 2SB(Spt&FD)&1AuxSB, 9*cf*,GS146,HS7115 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	27 ″ 10 s2 ″ 11½ 25 ″ 1½	
74695 159441 ~~VBIG~~ GMYJ	**G. S. Walden** *ss*Gls.No.1-40 D.F. E.S.D. GyC. *OilEng.* *Mchy.Aft Cruiser Stern 2Dks* *Longitudinalframing-bracketless system"Arcform"*	10627 9704 6292	✠100A1 ~~2,40~~ ~~7,39~~ 1,41 DBS7,39 ~~✠LMC8,35~~ *CarryingPetr* ✠LMC CS2,40 ~~4,39~~,41	Sng ~~Gls~~NYk *oleum*	*in*	CL 6,38 *bulk*	1935 8mo *Lloyd*	NV Rotter- damDroogd Maats. Rotterdam *'sA&CP*	OrientalTrade& TransportCo.Ld. ~~(H.J.Rahlves,Mgr.)~~ *CellDBuE*86'157*t* *FP*	489·1|75·1|37·0 505·2(O.L.) P107'B33'F51' FK *DTf*31'895*t* *T*282*tAPT*130*t*	London British 16*BH* (12 *to U dk* 4 ,,*2nd*,,)	Oil Engines 2S.C.SA 8Cy.25⅝"–49¼" 908NHP 3DB*200lb* Fr.KruppGermaniawftAG Kiel	37 ″ 0 s6 ″ 11¼ 30 ″ 4½	
74696 PEFF	**Gaasterkerk** (*ex*Gaasterdijk) *ss*Rot.No.3-4,35 *ss*Rot.No.1-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	8679 8170 5444	✠100A1 *Shelter dk* *withfreeboard* 6,40 ~~6,39~~ ✠LMC BS~~3,36~~,40MS6,39 *Fitted for oil*	Rot Lon *fuel*10	,22	CL 8,38 *F.P. a*	1922 10mo *Lloyd* *bove* 1	New Water- wayS.B.Co. Schiedam *'sA&CP* 50° F.	N.V.Vereenigde Nederlandsche Scheepvaartmaatschappij(Directie enAgentuur Maats.HollandOost AzieLijnN.V., *Mgrs.*)	493·3|58·2|37·2 |28·5 F56' *on Shelter* FK *dk* len32 *Collisio* *CellDB*393'1574*t* *MT*27'1255*t*	TheHague Dutch *ptCem* *nBHtoSh dk* 7 ,, ,, *U* ,, *DTa*30'682*t*	3SteamTurbinesDRgeared to 1 Sc.Shaft (*s*) 215lb 965NHP 4SB(Spt),*12cf*, HS11308 FD J.Brown&CoLdClydebank *FPT*158*tAPT*100*t*	31 ″ 4 s4 ″ 7½ 26 ″ 11½	
* 74697 PEFK	**Gaasterland** *OilEng.* D.F. *Ref.Mchy.* 1*Dk&Shelter dk* *Mchy.Aft CruiserStern* *Butts of shell&deck plating elec. welded*	397 306 180	✠100A1 *withfreeboard* 3,40 ✠LMC3,40 ✠Lloyd'sRMC2,40 for temp.32°F.	Rot	k	OG	1940 3mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/dYsel *'sA&CP*	Scheepvaart en SteenkolenMaats. N.V. *CellD*	199·6|29·7|8·0 208·0(O.L.) FK (*B*127'193*t FPT*22*t*	Rottrdam Dutch 4*BHptCem* *Coll to Sh dk* 3 ,, *2nd*,,) *APT*11*t*	Oil Engines 2S.C.SA 5Cy.13⅞"–22 7/16" 157NHP A/B Atlas-Diesel,Skm.	11 ″ 0 s0 ″ 2 10 ″ 11	
74698 428 IBOP	**Gabbiano** (*ex*Grete-34) *ss*Ham.No.2-31 Sub.Sig 2*Dks*(*Stl*) D.F.	6584 6090 3951	✠ ... 9,35 ✠	Nap	b†		1923 7mo *Inter* *CellD*	Akt.Ges. "Neptun" Rostock *mediate BH infore* *Ba*151'*uE*25'*f* 191	A.Lauro	462·0|57·1|29·6 440·0 P57'B144'F39' FK *hold dispensed with* '1355*t DTa*32'115*t*	Naples Italian *Asp* 6*BH only* *FPT*134*t*	T.3Cy.29¼",48"&78¾"–51 3/16" & LP turbine with DR gearing & hydraulic coupling 720NHP 3SB,*9cf*,GS198,HS9041 A.G."Neptun,"Rostock	32 ″ 2	I †
	Now "Empire Energy," see No. 87932 in Supplement													
74699 LIXN	**Gabon** (*ex*Rose-36, *ex*Sunnanvik-34) TwinSc *ss*Msl.No.2-39 *OilEng.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*in No.*1*hold*	4651 4207 2796	✠100A1 *withfreeboard* 12,39 ✠LMC CS3,40 1,39 *Carrying veg* Surveys delayed	Phl *etable*	z *oil*	CL 4,38 *in mid*	1931 4mo *Lloyd* *ship d*	NyaVarvs- aktb.Öresund Landskrona *'sA&CP* *eep tanks*	Skibsaksjeselskapet av 1939 (A/SRederiet Odfjell, *Mgrs.*) *CellDB*328'1145*t* *of tunnels*741*t*	391·0|54·7|25·6 408·5(O.L.) F30' FK (*Tanks in way* *MTs*2400*t FPT*94*t*	Bergen Norwegian 8*BH pt Cem* *Coll to Sh dk* 7 ,, *2nd* ,,) *APT*104*t*	Oil Engines 4S.C.SA 14Cy.21⅝"–39⅜" 633NHP NDB36–*100lb* GotaverkenA/B,Got.	28 ″ 6 s3 ″ 0½ 25 ″ 7½	
74700 FNGE	**Gabriel Guist'hau** (*ex*Gorgona, *ex*GiuseppinaIlardi, *ex*WarPlatoon) *ss*Mes.No.2-28 1*Dk* *Well deck* D.F.	2352 1759 1306	✠ ... 10,29 ✠				1918 12mo	ForthS.&E Co.Ld. Alloa	ConsortiumCommercial deTransportsMaritimes (UnionIndustrielle &Mar,Soc.Française d'Arm. *Mgrs.*)	284·6|41·9|19·1 P28'Q69'B64'F32' FK	Rouen French *WB*	T.3Cy.25",41"&68"–45" 310NHP MacColl&Pollock,Ld.Sld.	21 ″ 3	V †
74701 150183 VJNJ	**Gabriella** *ss*Wln.No.3-11,32 Wireless ~~*ss*Wln.No.1-36~~ *ss*Wln.No.2-41 1*Dk*(*Stl*) *Cargo battens not fitted*	1587 1338 946	✠100A1 2,41 ~~11,39~~ ~~BS11,39~~ ✠LMC~~11,36~~ 2,41	Wln	p	OG 12,38	1920 5mo *Lloyd*	Antwerp Eng.Co.Ld. Hoboken *'sA&CP*	UnionS.S.Co.of NewZealand,Ld. *C*	252·0|38·2|17·4 P22'B59'F26' FK *ellDB*210'429*tFPT*	SydnyNSW British 4*BHCem* 65*tAPT*24*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 207NHP 2SB,*6cf*,GS100,HS3438 N.E.MarineEng.CoLdNwc	19 ″ 6 s2 ″ 5 17 ″ 8	
74702 4681 PEFM	**Gadila** *ss*Rot.No.1-39 *Mchy.Aft CruiserStern OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*	7999 7235 4762	✠100A1 1,41 ~~1,40~~ ✠LMC CS6,39 DBS6,39 ~~9,38~~4,40 *CarryingPetr*	Swz Sba *oleum*	c† *in*	CL 9,38 *bulk*	1935 4mo *Lloyd*	Howaldts- werkeA.G. Kiel *'sA&CP*	N.V.Petroleum Maats."La Corona" *C*	463·0|59·3|33·9 P93'B47'F48' FK *ellDBuE*64'137*tD* *Tf*25'247*t FPT*150	TheHague Dutch 15*BHptCem* *ptAsp* *tAPT*118*t*	Oil Engines 4S.C.SA 8Cy.25 5/16"–55½" 502NHP DB*180lb* HowaldtswerkeA.G.Kiel	34 ″ 0 s6 ″ 8¾ 27 ″ 6	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
74703 140302 GNXC	**Gaelic Star** (exGaelicstar, exMontilla) ssNwc.No.3-9,29 D.F. E.S.D. ssNwc.No.2-38 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-*ptws*) *CruiserStern* *Fitted for oil fuel* 1920 *F.P. above* 150° F.	5596 5187 3527	✠100A1 *Shelter dk* *withfreeboard* 9,40~~5,39~~ ✠LMC MS3,38 BS~~9,39~~1,40 ✠Lloyd'sRMC~~4,40~~~~11,40~~ 3,41	Nwc Hul	*y*	CL 2,38	1917 8mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP*	UnionCold Storage Co.Ld.(BlueStar LineLd.*Mgrs.*)	389·8|53·2|32·9 F *onShelter dk* 50' FK *CellD B*342' 912*t* *FPT*48*t*	London British 6*BHCem* *APT*24*t*	T.3Cy.24½",41½"&70"-48" 200lb (*s*) 548NHP 3SB,*9cf*,GS150,HS8433 FD D.Rowan&Co.Glasgow	36 ″ 0 s 9 ″ 1¼ 27 ″ 1¼	
74704 493 IBRP	**Gaeta** (exBenwell Tower-37) ssShl.No.2-36 1*Dk*(*Stl*)&*ShelterDk*(*Stl*)	4457 — 2707	✠ ... 11,38 ✠	Avn	*z*		1927 7mo	Hawthorn, Leslie&Co.Ld Newcastle	Angelo Scinicariello *CellDB*348'1072*t*	401·0|53·2|25·0 414·5(O.L.) F41' FK *FPT*126*tAPT*209*t*	Naples Italian 6*BHCem* (*Coll to S dk* 5 „ *2nd* „)	T.3Cy.25½",42"&70"-48" 426NHP 2SB&1AuxSB,*9cf*,GS192 HS7350 N.E.MarineEngCoLdNwc	27 ″ 6	CI †
74705 74 YLCQ	**Gaida** (exMaria,exOrrik) Iron 1*Dk*&*Awng dk*	460 274 258					1885	Jernsk.og Mskinbyggr Elsinore	KugniecibasSabiedriba"Gaida" (A.Behrsin,*Mgr.*)	141·0|23·8|10·8 17·5	Riga Latvian *WB*	C.2Cy.19⅜"&35⅜"-22" 50NHP HelsingörsJernsk.&Mskb.		V
51 41 74706 141924 GCZB	**Gairsoppa** ssCal.No.3-3,32 ssCal.No.1-35 2*Dks*(*Stl*)	5237 4754 3227	✠100A1 4,39 ✠LMC MS1,36 BS9,39	Cal	*y*	CL N7,37	1919 10mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld.	399·3|52·2|28·5 P49'B113'F39' FK *CellDB*344'1112*t* *FPT* 122*t*	Glasgow British 7*BHCem* *APT*174*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s 5 ″ 11½ 25 ″ 3¼	
74707 129 YLCD	**Gaisma** (exMarietta,exPenare) ssLie.3rdNo.3-5,39 *Cargo battens not fitted* 1*Dk*(*Irn*)2*trB*&*Web frames*3*Dk rule*	3077 2862 1906	✠100A1 *withfreeboard* 5,40~~5,39~~ ✠LMC5,39 BS5,40	Lie	*u*	CL ~~4,39~~ 4,40	1900 11mo	Ropner& Son Stockton A&CP	"Jura"Shipping Co.Ld.(Fr.Karklins,*Mgr.*)	323·9|48·1|21·7 P29'B166'F36' FK *CellDB a&uE*124'*f*136'626*t*	Ventspils Latvian 5*BHCem* *APT*104*t*	T.3Cy.23½",39"&64⅜"-42" 160lb (*s*) 273NHP 2SB,*6rf*,GS119,HS4200 Blair&Co.Ld.Stockton	24 ″ 3 s 3 ″ 5 21 ″ 0	
74708 154 INOC	**Gala** (exLovart) ssGmh.3rdNo.3-4,31 ssNap.No.1-35 *Well deck* 1*Dk*(*Stl*)&*Web frames*	1029 772 591	✠ ... 7,39 ✠	Gen	*n*		1897 5mo	Crmichael, Maclean&Co. Greenock A&CP	S.Spampinato	225·7|34·1|13·1 235·7(O.L.) Q77'B52'F27' FK *CellDB a*50' *f*88' 215*t FPT*	Catania Italian 4*BHCem* 36*tAPT*24*t*	T3Cy17⅞",27½"&44"-33" NDB13 110NHP 1SB,*3rf*,GS55,HS1660 Muir&Houston,Ld.Gls.	15 ″ 3	I †
74709 133263 MFYW	**Galacum** 3Mst *Welldeck* ssNwc.2ndNo.3-9,39 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	585 391 243	✠100A1 ~~10,40 9,39~~ 12,40 ~~Std~~ ✠LMC9,39 BS10,40	Nwc	*h*	CL 9,39	1915 11mo	R.Williamson&Son Workington *Lloyd'sA&CP*	Northwest ShippingCo.Ld.	165·7|26·6|11·0 Q100'B9'F21' FK *CellDBf*97'	Workngtn British 3*BHCem* 123*tFPT*38*t*	T.3Cy.13",21½"&35"-27" (*s*) 170lb 86RHP 1SB,*3pf*,GS50,HS1598 Ross&Duncan,Glasgow	13 ″ 2 s 4 ″ 8½ 12 ″ 10	
74710 1553 INOF	**Galata** (exLeaside, exKildavin) *OilEng.* ssCws.No.3-10,21 ssShl.No.1-26 1*Dk*	618 487 350	... 12,28				1918	Smith's DockCo.Ld. Middlesbro'	TitoCampanella Soc.diNav.	176·6|30·0|15·6 170·2 B35'F25' FK	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.13⅜"-21¼" NE29 Cant.Offic. 125NHP SavoiaCornigliano	16 ″ 6	I †
74711 TCCC	**Galatasaray** (exKismet-36,exOurla, exKydaris,exOrtensia,exGiacomo Grasso,exRescuer,ex Breidablik) 1*Dk*2*trB* *Well deck*	724 — 405	✠ ... 9,94 ✠				1890 7mo	Bergens Mek.Værks. Bergen	SadikogluAslan Kaptan	201·1|31·8|11·6 Q51'B55'F30'	Istanbul Turkish *WB*	T.3Cy.15½",25"&40"-27" 92NHP BergensMek VærksBergen	13 ″ 9	
74712 LDYD	**Galatea** 1*Dk*	1152 997 671					1912	Laxevaags Msk &Jrnskb Bergen	A/S D/S Galatea (Th.Gjesdahl)	228·2|35·2|15·9 P10*t*H49*t*F32*t*	Bergen Norwegian *WB*	T.3Cy.16",25½"&43"-30" 101NHP LaxevaagsMsk&Jrns.Bgn		N
74713 120924 MCLR	— Ⓟ TwinSc ssLiv.2ndNo.3-5,34 ssBkn.No.1-38 Wireless D.F. Sub.Sig. 2*Dks*(*UptStl*-teaks)	569 475 221	✠100A1 ~~5,38~~11,40 Liv ✠LMC5,38 BS5,40	Bkn	*i*	CL ~~4,37~~ 11,40	1906 2mo	J.P.Renoldson&Sns. SouthShields *Lloyd'sA&CP*	MerseyDocks& HarbourBoard	170·0|30·3|13·8 182·0(O.L.) BK7'	Liverpool British 4*BHCem* *DTf*15'60*t*	T.6Cy.12¼",21"&33"-24" (*s*) 180lb 137NHP 2SB,*4cf*,GS71,HS2415 J.P.Rennoldsn&Sns,S.Shl.	15 ″ 0 s 4 ″ 8 11 ″ 2	
74 40 74714 843 SVIE	**Galaxias** (exTreneglos-35) ssCff.No.3-11,30 ssAnt.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4393* *4147* *2753*	✠100A1 *Shelter dk* *withfreeboard* 2,40 ✠LMC12,38	Cff	*y*	CL 1,40	1918 3mo	J.Readhead&Sons, Ld. S.Shields *Lloyd'sA&CP*	GalaxiasS.S.Co. Ld.	400·0|52·1|25·2 FK *CellDBa*131'*uE*23'*f*175'1003*t*	Piræus Greek 6*BHCem* *APT*50*t*	T.3Cy.26",43"&71"-48" (*r*) 180lb 488NHP 3SB,*9cf*,GS177,HS7198 FD J.Readhead&SonsLd.SShl	26 ″ 10 s 2 ″ 10¾ 24 ″ 2½	
74715 EAET	**Galdames** (exAldam-38, exGaldames-38) ssBbo.No.3-4,40 1*Dk*(*Stl*) *Cargo battens not fitted*	3337 3002 2013	✠100A1 ~~4,40~~10,40 BS3,40 ✠LMC10,38	Bbo	*u*	CL ~~10,38~~ 10,40	1918 9mo	Soc.Anon. Astilleros del Nervion Bilbao *Lloyd'sA&CP*	Auxiliar MaritimaS.A.	325·7|47·1|22·5 P31'B80'F39' FK *CellDB*280'818*t*	Bilbao Spanish 6*BHCem* *FPT*130*t*	T.3Cy.24",40"&65"-45" (*s*) 180lb *100lb* 295NHP 2SB,*6cf*,GS121,HS4374 Astilleros delNervion,Bbo	24 ″ 11 s 4 ″ 4¼ 20 ″ 9	
74716 132428 ZMLY	**Gale** ssDdn.No.1-40 3Mst *OilEng.* Wireless 1*Dk* *Mchy.Aft*	622 419 314	✠100A1 9,40~~9,39~~ DBS9,39 ~~✠LMC9,35~~ ✠LMC CS9,40 7,40	Ddn	*j*	CL ~~N9,39~~ 9,40	1935 9mo	Scott& Sons Bowling *Lloyd'sA&CP*	Canterbury SteamShipping Co.Ld.	175·0|30·1|10·3 *31·6* Q99'B11'F30' FK *CellDB*115'190*t* *FPT*44*tAPT*43*t*	Lyttelton, N.Z. British 3*BHCem*	Oil Engines 2S.C.SA 5Cy.13⅜"-22$\frac{7}{16}$" 156NHP DB*100lb* BritishAuxiliariesLd.Gls.	12 ″ 6 s 3 ″ 11 12 ″ 4¾	
74717 EAES	**Galea** ssBbo.No.3-3,30 ssBbo.No.2-38 1*Dk*(*Stl*) *Cargo battens not fitted*	3333 3062 1974	✠100A1 1,40 ✠LMC MS9,38 BS1,40	Bbo	*u*	CL 8,38	1918 4mo	Soc.Anon. Astilleros del Nervion Bilbao *Lloyd'sA&CP*	Cia.Naviera Guipuzcoana	325·7|47·1|22·5 P31'B80'F39' FK *CellDB*280'818*t*	S.Sebast'n Spanish 6*BHCem* *APT*130*t*	T.3Cy.24",40"&65"-45" (*s*) 180lb 295NHP 2SB,*6cf*,GS121,HS4374 Astilleros delNervion,Bbo	24 ″ 11 s 4 ″ 4¼ 20 ″ 9	
74718 YTFT	**Galeb** (exPerseveranzaG.-35, ssCff.No.3-12,17 exChrysallis, ssNpt.No.1-22 exFreja,exSvanen,exEster) *Welldeck* Wireless D.F. 1*Dk*	440 340 253	✠ ... 11,26 ✠				1904 7mo	Thorskogs Mek.Verks. Thorskog	MarinFeric	154·5|25·3|11·2 Q49'B33'F20' FK	Split Yugoslav *WB*	C.2Cy.15$\frac{9}{16}$"&24⅜"-17½" 32NHP ThorskogsM.V.Thorskog	13 ″ 9	V †
74719 5127 SEQC	**Galeon** (exHafsten-34, exAlassio) Iron ssGot.4thNo.3-11,34 ssHbg.No.1-38 *Well deck* 1*Dk*(*Irn*)&*Web frames*	*1167* *923* *653*	✠100A1 5,40 ~~3,39~~ BS~~3,39~~ ✠LMC3,38 5,40	Lkr Hbg	*n*	CL 3,39	1883 9mo	Strand SlipwayCo. Sunderland A&CP	Rederi A/B Galeon(Torsten Hillerstrom)	224·1|34·9|15·8 232·3(O.L.) Q81'B46'F27' FK *DBa*57*f*90'	Malmö Swedish 4*BHCem* 338*tAPT*20*t*	C.2Cy.26½"&52"-36" 80lb *80lb* NDB02 135NHP 1SB,*3pf*,GS57 N.E.MarineEng.Co.Nwc.	17 ″ 4 s 1 ″ 4¼ 16 ″ 2	

1 Numero l'Ordre — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Crans sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
74720 87 ICB7	**Galilea** Ⓟ (*ex*Pilsna-35) **TwinSc** *ss*Tri.No.3-9,31 *ss*Tri.No.2-40 2*Dks*(*StlU*-ws) D.F. &*Shelter dk*(*Stl*-ws)	8040 6080 4829	✠100A1 *Shelter dk* *with freeboard* 4,40 ✠LMC8,39 *Fitted for oil fuel 9,22 F.P. above 150° F.*	Tri	*b*†	CL PN 12,38 s10,39	1918 4mo	Cantiere SanRoccoS.A SanRocco A&CP	"Adriatica"Soc. Anon.diNav. *CellDB*	443·6 432·7 B213'F83' *Collisio* *on Shelter dk* 368'1078*t APT*57*t*	53·1	24·9 33·9 FK	Trieste Italian *Cem* *nBHtoSh dk* 6 „ „ *U* „	T6Cy.25½",40½"&66"-48"(*r*) 180lb 858NHP 5SB,*15cf*,GS314,HS12785 Stabilimento FD TecnicoTriestino,Tri.	36 ″ 11 s11 ″ 5¼ 25 ″ 11	
74721 DHIN	— 2*Dks* Sub.Sig.	1927 1669 1092					1922	Schiffs-u. Dockbau- werft Flender A.G. Siems/ Lübeck	DeutscheLevante- LinieHamburg A.G.	287·7 H71'F33'	41·7	17·5	Hamburg German *WB*	T.3Cy.21½",34½"&55½"-37½" 191NHP A.G."Neptun,"Rostock		G
74722 237 INOT	**Galiola** (*ex*CarloMartinolich-35, *ex*Carlo,*ex*Stella *ss*Tri.No.3-10,37 Capella,*ex*Maasveer, 1*Dk*(*Stl*) *ex*Yselmonde)	1428 1142 814	100A1 12,38 BS11,39 LMC12,36	Tri	*o*	CL 12,38	1917	N.V.Schps. Werf "Baanhoek" Sliedrecht	Nav.Carlo MartinolichS.a.g.l *CellDBa&*	247·7 238·1 P28'B56'F20' *uE*81'*f*88'333*tFPT*	36·9	15·6 FK	Trieste Italian 4*BHCem* 41*tAPT*65*t*	T.3Cy.18",29"&46½"-36" (*s*) 180lb 181NHP 2SB,*4cf*,GS86,HS3360 Penn&Bauduin,Dordrecht	18 ″ 0 s2 ″ 2 15 ″ 11½	
74723 LKFJ	**Gallia** **TwinSc** D.F. E.S.D. *OilEng.* *Mchy.Aft* 1*Dk*,2nd *dk in Mchy.space* *Longitudinal framing at bottom&deck in* *CruiserStern centre tanks* *Butts of shell &deck plating elec. welded*	9974 8921 5798	✠100A1 10,40~~3,40~~ ✠LMC6,39 *Carrying Petroleum in bulk*	Ams NYk	*e*†	CL 3,40	1939 6mo *Lloyd*	Deutsche WerftAGBet Finkenwrder Hamburg '*sA&CP*	TheTexasCo. (Norway)A/S (H.C.Mathiesen, *Mgr.*) *Cell DBuE*79'261*t*	503·8 522·0(O.L.) P123'B38'F60' *DTf*27' 388*t FPT*1	67·4	34·3 FK	Oslo Norwegian 17*BHptCem* 29*t APT*96*t*	Oil Engines 2S.C.SA 16Cy.20½"-35$\frac{7}{16}$" 1166NHP 2DB*171lb*&2DB(WT)*171lb* Maschinenfbrk.Augsburg, NürnbergA.G.Augsburg	34 ″ 2 s6 ″ 8½ 27 ″ 8	
74724 7037 SLYA	— *ss*Cpn.2nd.No.3-10,22 1*Dk*&*deep framing*	1855 1682 1084	✠ … 4,27 ✠				1897 2mo	W.Gray& Co.(Ld.) WHartlepool	Rederi A/B Viken (Fänge&Pâhls- sonsRederier, *Mgrs.*)	278·4 P17'B72'F29'	40·1	18·0 FK	Viken Swedish *WB*	T.3Cy.20",31½"&53"-36" 188NHP Cen.Mar E.Wrks.W.Hpl.	20 ″ 6	V †
74725 7763 SEIK	— (*ex*Orion) 1*Dk*	1436 1089 794					1926	Howaldts- werke Kiel	RederiA/B SvenskaLloyd(K. R.Bökman,*Mgr.*)	245·9 P28'Q71'B100'F30'	37·9	14·6	Gothenbrg Swedish *WB*	T3Cy.16½",27½"&43$\frac{3}{10}$"-29½" 101NHP Howaldtswerke,Kiel		G
74726 138 IDGN	**Gallipoli** Ⓟ 2*Dks*	1049 799 612					1898	Flli. Orlando Leghorn	"Tirrenia"Soc. Anon. di. Nav.	224·3 215·8 P&B122'F35'	29·0	17·0	Palermo Italian *WB*	T.3Cy.17½",26¾"&45½"-33" 120NHP Flli.Orlando,Leghorn		I
74727 FOPS	**Gallium** *ss*Rot.No.3-4,37 *Well deck* D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1775 1286 880	✠100A1 6,39 BS6,39 ✠LMC4,37 Surveys delayed	Cff	*q*	CL 5,39	1924 7mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth '*sA&CP*	SociétéNavale Caennaise(G. Lamy&Cie.*Mgrs.*) *CellDB*180'381*tD*	260·2 Pon Q22'Q100'B54' F24' *Ta*37'118*tFPT*114*t*	37·3	16·4 FK	Caen French 4*BH ptCem* *APT*110*t*	T.3Cy.21",34"&56"-36" (*s*) 190lb 244NHP 2SB,*6cf*,GS105,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 7 s1 ″ 7 17 ″ 1¾	
74728 133590 ~~POYC~~ GMFM	**Gallois** (*ex*LordAberconway, *ex*Tynemouth) *ss*Nwc.No.3-8,29 *ss*Gms.No.2-38 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2684 2150 1611	✠100A1 ~~2,40~~12,40 BS~~4,39~~ ✠LMC3,38 10,40	Shl Nwc	*t*	CL ~~4,39~~ 6,40	1917 1mo *Lloyd*	WoodSkin- ner&Co.Ld. Newcastle '*sA&CP* *Inter*	Ministry of Ship- ping (Tredegar AssociatedColl- ieries&Shipping Co.Ld.*Mgrs.*) *mediateBHin fore*	321·2 Q186'B63'*on*RQD F32' *hold dispensed with*	43·2	~~19·0~~ 19·5 FK	London British *Cem* 4*BH only* *CellDB*	T.3Cy.24",40"&65"-42" (*s*) 180lb 329NHP 2SB,*8cf*,GS149,HS5524 N.E.MarineEngCo.LdNwc 263'695*tFPT*180*tAPT*151*t*	21 ″ 9 s7 ″ 0½ 19 ″ 2	
74729 LIYJ	**Gallus** (*ex*Dalaskär) **Wood** *OilEng.* 1*Dk*	338 269 210					1919	Dalaskär VarvaA/B Bergkvara	A/S M/S Gallus (L.H.Torkildsen)	133·7 P41*t*F13*t*	25·8	11·3	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.15"-16½" 159NHP J.&C.G.Bolinders,Skm.		V
74730 LDYE	**Galtesund** Ⓟ (*ex*SkandiaII) 1*Dk*&*Awng dk*	623 557 293					1905	Akt.Bur- meistr&Wain Copenhagen	A/SArendals Dampskibsselskab	170·1	27·6	18·2	Arendal Norwegian *WB*	T.3Cy.14½",24"&40"-24" 78NHP Akt.Burmeistr&Wain.Cpn		N
74731 221110 KDQE	**Galveston** *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	6173 — 3820					1921	Doullut& WilliamsS.B. Co.Inc. NewOrleans	UnitedStates MaritimeCom- mission	395·5 P60'B109'F37'	55·0	31·4	N.Orleans Utd.States *WB*	Oil Engines 4S.C.DA 5Cy.32"-52" NE29 992NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
74732 139074 MPMF	**Galway Coast** (*ex*Galway-39, *ex*LadyWimborne-38) *ss*Dub.No.3-3,28 *ss*Dub.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1431 1062 588	✠100A1 *Shelter dk* *with freeboard* Examined 1,41 BS7,40 ✠LMC4,36	~~Ard~~ Liv	*r*	CL ~~5,39~~ 1,41	1915 8mo *Lloyd*	ClydeS.B. &Eng.Co.Ld. PortGlasgow '*sA&CP*	CoastLines,Ld. *CellDB*	260·0 271·0(O.L.) B88'F33'*on Shelter* *dk* *f*117'*uE*&B40'284*t*	38·2	14·6 FK	Liverpool British 5*BHCem* *DTa*56' 220	T.3Cy.19¾",31"&52"-36" (*s*) 180lb 216NHP 2SB,*6cf*,GS116,HS3896 ClydeS.B.&E.Co.Ld.P.Gls *tFPT*79*tAPT*20*t*	17 ″ 0 s ″ 2¾ 16 ″ 10¾	
74733 141943 GCZF	**Gamaria** *ss*Cal.No.3-12,31 *ss*Cal.No.2-41 ~~*ss*Cal.No.1-26~~ 2*Dks*(*Stl*)	5255 4766 3232	✠100A1 2,41 ~~5,30~~ ✠LMC1,41 ~~MS9,36~~ ~~BS11,39~~	Cal	*y*	CL ~~5,37~~ 1,41	1920 2mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	BritishIndiaStm. Nav Co.Ld. *CellDB*	399·5 P49'B113'F39' 345'1112*t FPT*122*t*	52·2	28·5 FK	Glasgow British 7*BHCem* *APT*174*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
74734 157532 VPTL	**Gambian** *OilEng.* D.F. 1*Dk*&*Shelter dk* E.S.D. *pt 3rd dk in No.2hold* *CruiserStern*	5452 4388 3106	✠100A1 *with freeboard* 1,40 ✠LMC6,37 DBS(WTB)8,38 Surveys delayed *Carrying vegetable oil in deep tank*	Lon	*b*†	CL	1937 6mo *Lloyd*	Deutsche Sch.u-Mschb A.G.Seebeck Wesermünd-G '*sA&CP* *CellDB*349'	ElminaLd. (UnitedAfricaCo. Ld.*Mgrs.*) 1404*t M Ts*23'845*t*	423·6 438·9(O.L.) F45' *FPT*206*t APT*165*t*	56·7	23·7 FK	Freetown, SrraLeone British 7*BHptAsp* *Coll to Sh dk* 6 „ 2*nd* „)	2 Oil Engines SR geared to 1 sc.shaft 2S.C.SA 12Cy.16$\frac{3}{16}$"-22$\frac{1}{8}$" 577NHP DB*100lb* 2DB(WTB)*100lb* DeutscheSchiff.uMschb. A.G.Weser,Bmn.	26 ″ 2 s2 ″ 4 24 ″ 0½	
74735 ESIE	**Gamma** (*ex*Brilliant-39) **3Mst** *ss*Bwg.2ndNo.3-5,27 *Well deck* *ss*Gls.No.2-35 *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	696 477 260	✠100A1 2,39 ✠LMC MS3,38 BS2,39 ✠NE5,20 *refitted*10,31 No later survey reported	Sou		CL 3,38	1901 12mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	K.H.Kopf&others *CellDBf*104'	185·0 192·5(O.L.) Q99 B11'F35'	29·2	10·8 BK7½"	Tallinn Estonian *BHCem* 160*tFPT*60*t*	T.3Cy.15",25"&40"-27" (*s*) 160lb 95NHP 1SB,*3pf*,GS58,HS1600 Muir&Houston,Ld.Gls.	13 ″ 0 s4 ″ 3½ 13 ″ 4	
74736 CSGK	**Gamo** **WoodAux3MstSr** (*ex*SailingVessel, *OilEng.* *ex*Fernando) 1*Dk* (*See Sailing Ship Register*)	318 295 237					1921	L.Basilio Funchal	ParceriaGeral de Pescarias(Ben- saude&Co.*Mgrs.*)	129·8	30·8	12·8	Lisbon Portuguese	Oil Engines 4Cy.7⅛"-10¼" *Emade&fitted*33 SulzerBros.Winterthur		
74737 157932 ZSFB	**Gamtoos** *Mchy.Aft* 1*Dk* *CruiserStern*	794 540 380	✠100A1 2,41~~2,40~~ ✠LMC11,37	PNl	*k*	CL 2,41	1937 11mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	Smith'sCoasters (Prop.)Ld.(C.G. Smith&Co.Ld. *Mgrs.*) *CellD*	192·0 199·1(O.L.) Q105'B15'F35' *B*112' 184*t FPT*66*t*	30·9	12·1 FK	Durban British 3*BHCem* *APT*36*t*	T.3Cy.15",25½"&41"-30"(*s*) 200lb *100lb* 127NHP 1SB,*3cf*,GS63,HS2224 Aitchison,Blair,Ld. Clydebank	14 ″ 1 s4 ″ 1 13 ″ 9½	

6/41

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of L.R. of Trade Cert.
74738 161511	**Ganandoc** *Mchy.Aft* 1*Dk*	1924 1627 1144					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	PatersonSteamships,Ld.	252·8|43·4|17·8	Ft William British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
74739 OPGA	**Gand** (*ex*Langley) *ss*Ant.No.3–2,33 *ss*Ant.No.1–37 2*Dks*(*Stl*)	*5086* *4788* *3140*	✠100A1 ~~5,40~~11,40 ✠LMC MS3,37 BS11,39	Ant Lon	*y*	CL ~~3,40~~ 10,40	1919 12mo	Bartram&Sons,Ld. Sunderland *Lloyd*'*sA&CP*	ArmementDeppe (AgenceMaritime Internationale S.A.*Mgrs.*)	400·3|52·3|28·5 P49'B113'F39' FK *Cell DB*338'1114*tFPT*133*tAPT*225*t*	Antwerp Belgian 7*BHCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s 5 ″ 11¼ 25 ″ 3¾	
74740 CSFW	**Ganda** (*ex*City of Milan,*ex*Plauen) *ss*Ham.No.1–11 2*Dks*(*Stl*)&*deep framing lower dk in Nos.1&3holds*	4333 3966 2704	✠ 6,16 ✠	Ham	*y*		1907 4mo	Flensburgr Schiffsb.Ges. Flensburg	Cia.Colonial de Navegaçao	387·8|51·0|25·2 P&B315'F50' FK *Cell DBa* 122'*u E&B*42'*f*175'1040*t*	Loanda Portuguese 7*BHCem*	T.3Cy.27¾",46¼"&76"–48" 473NHP 3SB,*9cf*,GS147,HS6255 FD FlensburgerSchiffsb.Ges.	27 ″ 9	C †
74741 141925 GCMR	**Gandara** *ss*Cal.No.3–2,32 *ss*Cal.No.1–35 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	5281 4823 3190	✠100A1 2,40 ✠LMC2,40	Cal	*y*	CL N2,40	1919 10mo	Craig,Taylor&Co.Ld. Stockton *Lloyd*'*sA&CP*	BritishIndiaStm.Nav.Co.Ld.	400·0|52·4|28·4 P49'B113'F40' FK *CellDB*336'1015*t FPT*128*t APT*207*t*	Glasgow British 7*BHCem*	T.3Cy.27",~~44"~~ 44¼"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 ″ 0 s 5 ″ 11¼ 25 ″ 4	
74742	**Gandia** Ⓟ TwinSc (*ex*Königstein–40, *ex*Arawa) *ss*Lon.No.3–5,20 *ss*Lon.No.2–28 D.F. 2*Dks*&*deep framing*&*Shelter dk*	9626 8624 5912	✠ ... 1,29 ✠				1907 2mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Ets.VanHeyghen FrèresS.A.(Cie. MaritimeBelge (LloydRoyal)S.A. *Mgrs.*)	459·0|59·9|31·1 F48' 39·2 FK&BK1¾"	Antwerp Belgian *WB*	T.6Cy.23¼",38⅝"&66"–48" 899NHP WllsndSlpwy.Co.Ld.Nwc.	34 ″ 1	GC †
74743 162497 GQZM	**Ganges** Ⓟ *ss*Cal.No.2–38 D.F. 2*Dks*(*Stl–U*teak s)	6246 5613 3912	✠100A1 ~~9,40 10,39~~3,41 ✠LMC MS2,38 ~~BS10,39~~ BS3,41 *Fitted for oil fuel* 10,30 *F.P. above* 150° F.	Cal ~~Bom~~ Liv	*a*†	CL ~~2,38~~ 8,40	1930 10mo	Harland&Wolff,Ld. Glasgow *Lloyd*'*sA&CP*	JamesNourse,Ld.	424·6|56·0|28·8 P43'B159'F40' FK *CellDB*358'1265*tDTa*40'1024*t* 2 *FPT*107*tAPT*22*t*	London British 9*BHptCem ptAsp* *BHto2nd dk*	T.3Cy.26½",44½"&74"–54" & LP Turbine with DR gearing & hydraulic coupling 230lb (*s*) 864NHP 3SB,*12cf*,HS10194 FD D&W.Hendersn&CoLdGls	31 ″ 4 s 6 ″ 1 25 ″ 7¾	
74744 23336 JEPD	**Ganges Maru** Ⓟ *ss*Osa.No.3–11,30 *ss*Osa.No.2–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4382 3677 2733	✠ ... 8,39 ✠	Osa	*w*		1918 8mo	OsakaIron Works,Ld. Innoshima	OsakaSyosenK.K.	345·0|49·8|28·1 P30'B99'F34' *on Shelter dk* FK *CellDB*298'1095*t FPT*115*t APT*29*t*	Osaka Japanese *Cem* 3*BHtoSh dk* 3 „ „ *U* „	T.3Cy.24",41"&67"–48" 390NHP 2SB,*6cf*,GS126,HS5400 OsakaIronWorksLdOsaka	28 ″ 2	
74745 LDYH	**Gann** Ⓟ (*ex*Sandnæs) 1*Dk*&*Awng dk*	433 381 251					1903	Stavanger Stöberi&Dok Stavanger	SandnæsDampskslskA/S	143·1|23·5|17·6 B37*t*H16*t*	Sandnes Norwegian *WB*	T.3Cy.14¼",23"&38"–26" 74NHP StavangerStöberi&Dok		
74746 146190 MKWP	**Gannet** *ss*Lon.No.3–2,34 *ss*Lon.No.1–38 *Ref.Mchy.* 1*Dk*(*Stl*)& *Mchy.Aft* *Shelter dk*(*Stl*–ws)	1336 982 619	✠100A1 *Shelter dk withfreeboard* 4,41 ~~1,40~~ ~~10,40~~ BS10,40 ~~BS4,40~~ ✠LMC1,38 Lloyd'sRMC10,39	Liv ~~Abn~~ Lth	*p*	CL 4,40	1921 12mo	Bow,McLachlan&Co. Ld. Paisley *Lloyd*'*sA&CP*	GeneralStm.Nav. Co.Ld.	250·2|37·2|14·0 FK *CellDBf*161'255*t FPT*20*tAPT*18*t*	London British 4*BHCem* (2 *to Sh dk* 2 „ *2nd* „)	T.3Cy.22",35"&57"–39" (*s*) 180lb 273NHP 2SB,*6cf*,GS126,HS4939 Bow,McLachln&CoLdPsy	16 ″ 6 s ″ 2 16 ″ 5½	
74747 LDYG	**Gansfjord** Wireless 1*Dk*	1087 918 602					1913	Stavanger Stöberi&Dok Stavanger	A/S D/S Gansfjord (K.Olsen)	237·5|33·1|15·2 P12*t*H48*t*F36*t*	Stavanger Norwegian *WB*	T.3Cy.19",30½"&51"–33" 149NHP StavangerStöberi&Dok		N
74748 DOGV	**Ganter** Sub.Sig. *ss*Bmn.No.1–31 D.F. E.S.D. 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	1770 1406 785	✠ ... 4,34 ✠	Bmn			1927 10mo	G.Seebeck A.G. Wesermünde-G.	ArgoReederei RichardAdler&Co.	276·9|42·1|14·8 P15'B&F257' FK *CellDB*217'503*t FPT*63*tAPT*73*t*	Bremen German 5*BHptCem ptAsp*	T.3Cy.23⅝",38$\frac{3}{16}$"&62"–41$\frac{5}{16}$" 344NHP 2SB,*6cf*,GS110,HS4844 G.Seebeck,A.G.Wsm.	17 ″ 6	G †
74749 PEFQ	**Ganymedes** *Cruiser Stern* *Fitted for oil fuel* 3*Dks*	2682 2319 1551					1917	J.&K.Smit Kinderdijk	Koninkl.Nederl. Stoomb.Maats. N.V.	347·9|48·2|18·3	Amstrdam Dutch *WB*	T.3Cy.23",37"&61"–45" 249NHP Werkspoor,Amsterdam		V
74750 6062 SEIU	**Gapern** (*ex*Gunborg,*ex*TorleifHugo) 1*Dk*	*906* *718* *482*					1919	Hlsingbrg VarvsAktie. Helsingborg	O.F.Ahlmark&Co. Eftr.A/B	208·2|32·3|12·4 Q64'B56'F20'	Karlstad Swedish *WB*	T3Cy.17¾",29$\frac{5}{16}$"&46⅞"–27½" 110NHP HelsingborgsVarvsAktieb		V
74751 LJZZ	**Gard** *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *Butts of shell&upper deck plating electrically welded*	8259 7562 4959	✠100A1 10,40 ~~1,40~~ ✠LMC11,38 *Carrying Petroleum in bulk*	LAn NYk	*c*†	CL 1,40	1938 11mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd*'*sA&CP*	SkibsA/S Corona (H.M.Wrangell& Co.A/S,*Mgrs.*)	469·2|61·1|34·5 486·3(O.L.) P92'B28'F41' FK *CellDBuE*68'170*tDTf*23'497*t*	Haugesnd Norwegian 12*BHptCem* *APT*141*t*	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"–47¼" 644NHP 2DB*142lb* EriksbergM.V.Aktieb.Got	34 ″ 0 s 7 ″ 5 26 ″ 9½	
74752 6649 SKJW	**Gärd** WoodAuxBkn (*ex*Sailing Vessel) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	316 279 236					1921	C.A.Ederström Djursvik	J.A.Mårtensson	126·3|28·7|12·8	Bergkvara Swedish	Oil Engines 2S.C.SA 2Cy.14¼"–15¾" 40NHP *Emade&fitted*33 SkandiaverknA/B,Lysekil		V
74753 148092 GBFP	**Garesfield** (*ex*BelleMarie–37) *ss*Nwc.No.3–7,37 1*Dk*(*Stl*) D.F. *Cargo battens not fitted* *Well deck*	2168 1706 1211	✠100A1 ~~5,40~~ ~~4,40~~11,40 ✠LMC MS7,37 BS~~10,39~~ 9,40	Shl	*r*	CL ~~4,40~~ ~~5,40~~ 11,40	1924 10mo	W.Pickersgill&Sons,Ld. Sunderland *Lloyd*'*sA&CP*	ConsettIronCo.Ld. (WilliamDickinson &Co.Ld.*Mgrs.*)	279·2|40·6|18·7 291·0(O.L.) Q159'F27' FK *CellDB*228'580*tMT*159*tFPT*81*t*	Newcastle British 4*BHCem* *APT*250*t*	T.3Cy.21",35"&58"–39" (*s*) 180lb *80lb* 243NHP 2SB,*6cf*,GS113,HS3952 Richardsons,Westgarth& Co.Ld.Sld.	20 ″ 9 s 6 ″ 8½ 18 ″ 9½	
74754 138277 VGKC	**Gargantua** Wood 1*Dk*	381 241 259					1923	Toronto D.D.Co.Ld. Toronto	AbitibiPower& PaperCo.Ltd. (*in liq.*)	130·0|32·1|15·4	Toronto British *WB*	T.3Cy.17",25"&43"–30" Filer&StowellCo. 75RHP Milwaukee,Wis		
74755 221070 KDPE	**Gargoyle** *ss*Phl.No.3–12,32 *ss*NYk.No.1–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	7003 6433 4303	✠100A1 7,40 ~~10,39~~ ✠LMC MS1,37 BS~~10,39~~7,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 *F.P. above* 150° F.	Bal NYk	*a*†	CL N8,38	1921 2mo	MooreS.B.Co. Oakland,Cal. A&CP	Socony-Vacuum OilCo.Inc.	425·0|57·2|33·1 419·0(O.L.) P106'B50'F41' FK *Cell DBuE&B*61'143*tDTf*35'948*tAPT*122*t*	NewYork Utd. States 16*BH ptAsp* (9 *to U dk* 7 „ *2nd* „)	T.3Cy.~~27½"~~ 27$\frac{13}{16}$",46"&78"–51" 220lb (*s*) 680NHP 3SB,*9cf*,HS9900 FI Hooven,Owens,Rentschler Co.Hamilton,O.	33 ″ 0 s 5 ″ 10¾ 27 ″ 4	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15
74756 402 IBPN	**Garibaldi** Ⓟ **TwinSc** (*ex*Virginia) *Ref Mchy.* *2Dks&Shelter dkAtrB* D.F.	5278 4580 3040					1906	Soc.Eser-cizioBacini RivaTrigoso	"Tirrenia"Soc. Anon. di Nav.	381·4 372·0	48·1	26·0	Naples Italian	T.6Cy 22½",37⅞"&61⅗"-40" 477NHP G.Ansaldo,Armstrong&Co.Sampierdarena		I
74757 142319 GQTF	**Garlinge** (*ex*Petworth) ssOff.No.3-10,30 ssOff.No.2-39 *1Dk(Stl)* *Cargo battens not fitted*	2012 1850 1224	✠100A1 ~~39,4010,39~~2,41 ✠LMC MS10,39 BS~~2,40~~ 5,41	Cff Shl	*s*	CL ~~10,39~~ 2,41	1918 3mo *Lloyd*	E.Finch&Co.(1916)Ld. Chepstow *'sA&CP*	Constants(South Wales)Ld.(H. Constant,*Mgr.*)	284·3 293·9(O.L.) P29'B78'F28' FK *CellDB244'576t*	41·7	19·4	London British 4*BHCem* *APT87t*	T.3Cy.21½",35"&59"-39"(s) 180lb 259NHP 2SB,6cf,GS110,HS4300 Richardsons,Westgarth&Co Ld.Sld	21 ″ 6 s2 ″ 10¾ 18 ″ 10	
74758 5375 SEIW	**Garm** ssSkm.2ndNo.3-5,37 *Well deck* *1Dk(Stl)*	*1231* *1008* *709*	✠100A1 ~~8,40 9,39~~ 1,41 ✠LMC MS5,37 BS~~8,39~~7,40	Skm ~~Len~~ Lis	*o*	CL ~~5,37~~ 8,40	1912 9mo *Lloyd*	Campbel-townS.B.Co. Campbeltwn *'sA&CP*	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	230·0 Q79'B58'F28' FK *CellDBa56'f102'318t*	35·8	15·6	Stockholm Swedish 4*BHCem* *APT85t*	T.3Cy.18½",27½"&45"-33" 180lb (s) 136NHP 2SB,4cf,GS70,HS2228 J.G.Kincaid&Co.Ld.Grk.	17 ″ 7 s1 ″ 2½ 16 ″ 7	
74759 144203 GCZJ	**Garmula** ssCal.No.3-4,32 ssBom.No.2-40 *2Dks(Stl)*	5254 4766 3234	✠100A1 ~~9,40 1,40~~ 2,41 ✠LMC BS9,~~39~~ 9,40 MS1,40	Bom Cal	*y*	CL N12,39	1920 5mo *Lloyd*	Palmers' Co.Ld. Newcastle *'sA&CP*	BritishIndia SteamNav.Co.Ld.	400·0 P49'B113'F39' FK *CellDB345'1112tFPT122t*	52·3	28·5	Glasgow British 7*BHptCem* *APT174t*	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
74760 LDYK	**Garnes** Wireless D.F. *1Dk*	1559 1361 888					1930	Bergens Mek.Værks. Bergen	A/S Kr.Jebsens Rederi(Kr. Jebsen,Jr.*Mgr.*)	250·6 P60tH81t	39·3	17·4	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"-33" 138NHP BergensMekVærksBergen		N
74761 220256 KUZQ	**Garnet Hulings** (*ex*Salina) *Fitted for oil fuel* *Mchy.Aft* *2Dks&Web frames* *Longitudinal framing* D.F. *Carrying Petroleum in bulk*	7036 — 4363	✠ ... 4,21				1920 6mo	MooreS.B. Co. Oakland, Cal.	ContinentalS.S.Co.	425·8 P106'B40'F41' FK	57·0	33·1	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 579NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
74762 PEFV	**Garoet** *CruiserStern* D.F. *3Dks*	7118 6745 4550					1917	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd ~~(W.Ruys& Zonen,*Mgrs.*)~~	446·6 B75'F57'	54·3	34·3	Batavia ~~Rotterdam~~ Dutch *WB*	SRGearedSteamTurbines Maats.deSchelde,Flushing		V
74763 LDRO	**Garonne** **TwinSc** *OilEng.* *1Dk(Stl)&2nd dk(Stl)clear of cargo tanks,Webframes* D.F. *Mchy.Aft* *CruiserStern* *Longitudinalframing–bracketless system* *Carrying Petroleum in bulk*	7113 6340 4211	✠ ... 5,35 ✠	Rot	*b*†		1931 3mo	Akt.Bur-meistr&Wain Copenhagen	Dmpskibsinteresk Garonne(Fearnley &Eger)	427·6 P92'B33'F39' *TrunkinWells* FK *CellDBuE70'345tDTf43'522tFPT137tAPT137t*	58·8	33·2	Oslo Norwegian 11*BHCem*	OilEngines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 625NHP Akt.Burmeistr&Wain,Cpn	33 ″ 3	N †
74764 ONKC	— (*ex*Peterhof) *1Dk*	*1234* *1015* *694*					1911	Stettiner Oderwerke Stettin	Cie.Nationale Belge deTransp. Marit. (L.Dens& Co.Ld.*Mgrs.*)	230·6 Q75'B101'F29'	36·5	15·0	Antwerp Belgian *WB*	T3Cy16$\frac{5}{16}$",27½"&45$\frac{5}{16}$"-31½" 105NHP StettinerOderwerke		V
175/40 74765 161950 GPLR	**Gartbrattan** *2Dks*	1811 1517 923					1931	Barclay, Curle&Co.Ld Glasgow	GartLine,Ld.(Whimster&Co. *Mgrs.*)	275·5 F27'	42·1	18·2	Glasgow British *WB*	T.3Cy.19",32"&54"-36" 175NHP Barclay,Curle&Co.Ld.Gls.		C
74766 147339 GLXS	**Gascony** *Longitudinal framing* *OilEng.* D.F. *2Dks&Shelter dk*	4716 3975 2631					1925	A.McMil-lan&Son,Ld Dumbarton	RoyalMailLines, Ld.	385·4 P38'F33' *on Shelter dk*	53·2	25·5	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29½"-59$\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C
74767 164730 GZCT	**Gasfire** ssSld.No.1-41 *Mchy.Aft* *1Dk* *Cargo battens not fitted* *CruiserStern*	3001 2269 1753	✠100A1 ~~8,40 11,36~~5,41 5,41 ✠LMC~~10,36~~ ✠NE*made* 22*refitted* 41	Nwc Sld	*t*	CL ~~10,36~~ ~~8,40~~ N2,41	1936 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*)	318·4 Q188'F32' FK *CellDB262'1065t Midship dk tank55tFPT240tAPT57t*	45·7	20·0	London British 5*BHCem*	T.3Cy.21",36"&59"-39"(s) 200lb FD 278NHP 2SB(Spt)6cf,GS82,HS3732 Richardsons,Westgarth&Co.Ld.Sld.	22 ″ 2 s7 ″ 3¾ 19 ″ 10½	
74768 144696 GDSZ	**Gaslight** ssSld.No.3-8,33 ssShl.No.1-37 *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	1696 1309 997	✠100A1 ~~8,40 7,30~~ 12,40 BS~~7,39~~ ✠LMC7,37 8,40	Sld Nwc	*q*	CL 7,39	1920 8mo *Lloyd*	WoodSkin-ner&Co.Ld. Newcastle *'sA&CP*	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*)	260·6 Q153'B*on*Q52'F29' FK *CellDB214'448tFPT92t*	37·7	16·4	London British 4*BHCem* *APT150t*	T.3Cy.18¼",31"&51"-36" (s) 180lb 180NHP 2SB,4cf,GS73,HS2900 N.E.MarineEng.CoLdNwc	18 ″ 7 s5 ″ 7 17 ″ 2	
74769 151049 CYFT	**Gaspe County** (*ex*Tondern, *ex*ThoraFredrikke) **TwinSc** *OilEng.* *Mchy.Aft* *1Dk*	491 376 364					1919	Kalundbrg Skibsværft Kalundborg	EllisShippingCo. Ld.(1929)	140·9 P48'F18'	30·5	10·5	Montreal British *WB*	Oil Engines 2S.C.SA 4Cy.16½"-18$\frac{5}{16}$" 192NHP J&CGBolindersCoLd.Skm		
74770 144625 VGFK	**Gaspesia** Ⓟ (*ex*Arbroath, *ex*Alexandra) ssQbc.2ndNo.3-5,34 Wireless ssQbc.No.1-38 *Well deck* *1Dk(Stl)*	1014 683 520	100A1 ~~5,40 5,39~~5,41 BS~~3,39 5,40~~ LMC3,38 3,41	Mtl	*m*	CL ~~5,39~~ ~~5,40~~ 5,41	1909 *Lloyd*	Akt.Ges. "Neptun" Rostock *'sA&CP*	ClarkeS.S.Co.Ld.	214·6 P&B130'F25' FK *CellDB176'279tFPT25tAPT18t*	32·1	13·7	Quebec British 5*BHCem*	T3Cy.17½",27$\frac{9}{16}$"&46⅞"-31½" 200lb 182NHP 2SB,4cf,GS76,HS3337 A.G."Neptun,"Rostock	16 ″ 3 s1 ″ 3½ 15 ″ 3	
74771 142840 MQJM	**Gasray** (*ex*Springfal-40,*ex*Uhti-39, *ex*Whitworth-36) *Mchy.Aft* *1Dk*	1406 1058 740					1919	W.Harkess &Son.Ld. Middlesbro'	GasLight&Coke Co.(Stephenson Clarke&Associated Companies,Ld. *Mgrs.*)	235·4 Q138'B16'F30'	36·2	15·5	London British *WB*	T.3Cy.18",30"&50"-33" Richardsons, 144NHP Westgarth&Co.Ld.Mdb.		C
74772 45139 JPDL	**Gassan Maru** D.F. *CruiserStern* *2Dks*	4515 — 2604					1938	Uraga DockCo.Ld. Uraga	~~KitaNipponKisen~~ ~~K.K.~~Nipponkai KisenK.K.	356·5 P51'B131'F36'	49·2	28·9	Tokyo Japanese *WB*	4Cy.(2)13"&(2)23⅝"-15¾"& LPturbine withDRgearing HS6071 350NHP UragaDockCo.Ld.Uraga		
74773 LDYL	**Gaston Micard** (*ex*Spero-33, *ex*Sjöspröit,*ex*Dorothea, *ex*Rövær) Wireless D.F. *1Dk*	982 862 568					1917	Hölens VærksAkties Larvik	SigurdS.Aarstads RederiA/S	214·4 P39tH52t	34·2	14·2	Bergen Norwegian *WB*	T.3Cy.15½",25"&42"-30" 97NHP MossVærft,Moss		N
74774 143040 MJNL	**Gateshead** (*ex*ThePresident-33, *ex*CatherineAnnie) ssShl.No.3-8,31 *Mchy.Aft* ssNwc.No.2-39 *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	744 506 323	✠100A1 6,39 BS7,40 ✠LMC6,39	Nwc	*j*	CL 6,39	1919 2mo *Lloyd*	ForthS.B. &Eng.Co.Ld. Alloa *'sA&CP*	Tyne-TeesSteam ShippingCo.Ld.	190·9 Q105'B9'F23' BK7½" *CellDBf114'173tFPT50tAPT37t*	29·2	11·5	Newcastle British 3*BHCem*	T.3Cy.16",26½"&44"-30" (s) 180lb 127NHP 2SB,4cf,GS66,HS2128 ForthSB&Eng.CoLd.Alloa	13 ″ 8 s4 ″ 2½ 13 ″ 10	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74775 220623 KDFD	**Gateway City** *Fitted for oil fuel* D.F. Sub.Sig. *2Dks&Web frames*	5432 4971 3335	✠ ... 3,22 ✠				1920 9mo	Merchant S.B.Corp. Harriman,Pa	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·2	Mobile Utd.States *WB*	2SteamTurbinesDRgeared to 1 Screw Shaft 661NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32″10	R †
74776 TVYZ	**Gatinais** *Mchy.Aft* *OilEng.* *CruiserStern* 1*Dk*	389 343 185					1933	Ziegler Frères Dunkirk	CompagnieMaritime de laSeine	161·9 Q42'B&F49'	23·5	11·8	Rouen French *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"–18$\frac{7}{8}$" 80NHP ZieglerFrères,Dnk.		V
74777 HRBG	**Gatun** Ⓟ *ss*Phl.No.3-11,37 2*Dks*(*Stl*) *Wthr dk* (teak s)& *Ref.Mchy.* 2 *lower dks sparred for fruit cargo*	*3362* *2970* *2143*	✠100A1 *withfreeboard* 8,40 ~~2,40~~ ✠LMC MS10,37 BS2,40 ✠Lloyd'sRMC~~1,40~~8,40 for temp. 50° F. *Lower dks for fruit cargoes F.P. above 150° F.* *Fitted for oil fuel* 10,25	Bal NNs	*u*	OG 6,39	1925 10mo *Lloyd*'*sA&CP*	Workman, Clark&Co.Ld Belfast	StandardNavCorp. (StandardFruit& S.S.Co.,*Mgrs.*) *Intermediate BH in fore hold dispensed with* *CellD B255' 362t FPT49t APT84t*	315·6 F33' FK	45·2	29·4	Ceiba Honduran 4*BHptCem*	T.3Cy.23",39"&66"–45" (*s*) 200lb 525NHP 3SB,*12cf*,GS216,HS8448 Wrkman,Clark&Co LdBel	31″6 s11″9$\frac{1}{4}$ 20″1	
74778 1 YLCZ	**Gauja** (*ex*Norburg,*ex*Marie) 1*Dk*	1408 1214 829					1899	Akt.Ges. "Neptun" Rostock	Government of Latvia(Valsts KuguParvalde, *Mgrs.*)	241·5 P24'B58'F26'	36·1	16·9	Riga Latvian *WB*	T.3Cy.18",30$\frac{1}{2}$"&48"–33$\frac{1}{8}$" NB07 133NHP A.G."Neptun,"Rostock		V
74779 LISZ	**Gausdal** TwinSc (*ex*HöeghTrader-36, *ss*Osl.No.2-38 *ex*Guldborg-33) *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4795 4271 2871	✠100A1 *withfreeboard* 4,40 ~~8,39~~ DBS7,39 ✠LMC2,38 *Fitted for carrying oil* 2,30 *F.P. above 150° F. in deep tank Tanks in way of Tunnels 81t MT27'*	Ams Mel	*z*	CL ~~s8,39~~ ~~P11,38~~ 12,40	1930 2mo *Lloyd*'*sA&CP*	Odense- Staalskibsvft Odense	SkibsA/S "Gausdal"(Boe& Pedersen,*Mgrs.*) *CellDB338'*	386·3 P30'F33' FK 1138*t*	54·3	25·7	Oslo Norwegian 7*BH* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 543NHP DB*90lb* Akt.Burmeistr&Wain,Cpn 1085*t FPT*135*t APT*140*t*	28″0 s2″11$\frac{1}{4}$ 25″3$\frac{1}{4}$	
74780 DOHJ	**Gauss** Wireless *OilEng.* Sub.Sig. *CruiserStern* 1*Dk*	1236 955 592					1925	Deutsche Werke,A.G Kiel	Dmpfschifffarhts Ges.Neptun	232·6 P&B151'F28'	36·1	14·3	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"–37$\frac{7}{16}$" 224NHP DeutscheWerkeA.G.Kiel		G
74781	**Gaviota** (*ex*Haabet, *ex*Gideon) Aux3MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	*394* *340* *293*					1918	J.Th.Wilmink&Co. Gideon	J.Boccardo	144·6 P29'F14'	26·3	11·6	Bluefields Nicaraguan	Oil Engines 2S.C.SA 2Cy.15$\frac{3}{5}$"–16$\frac{7}{10}$" 83NHP N.V.Steywal-Motorenfab. Overschie		
74782 EABD	**Gayarre** (*ex*Arichachu-39) *ss*Bbo.No.3-4,39 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	*3276* *3062* *2102*	✠100A1 5,40 ~~4,39~~ BS~~4,39~~ ✠LMC6,38 6,40	Bbo	*v*	CL 6,38	1920 12mo *Lloyd*'*sA&CP*	Echevarrieta y Larrinaga Cadiz	A.Alvarez González *CellD*	331·0 P31'B91'F32 FK B284'872*tFPT*63*t*	48·0	23·3	Aviles Spanish 5*BHCem* *APT*175*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb *90lb* 411NHP 2SB,*8cf*,GS148,HS5882 FD J.G.Kincaid&Co.Ld.Grk.	25″8 s4″0$\frac{1}{4}$ 21″10	
74783 CSAR	**Gaza** (*ex*Hof) *ss*Ant.2ndNo.3-8,37 2*Dks*(*Stl*)&*lower dk* *Well deck* *beams in No.1hold*	6037 4333 3802	✠100A1 9,40 ~~3,40~~ ✠LMC MS8,37 BS~~3,40~~ 3,41	Lis Bal	*z*	CL ~~6,39~~ N9,40	1914 3mo *Lloyd*'*sA&CP*	Akt.Ges. "Neptun" Rostock	Soc.Geral deCommercioIndustria e Transportes,Ltda. *CellDBal*	400·0 P&B321'F54' FK	53·9	26·0	Lisbon Portuguese 7*BHCem* 21'*uE&B*56'	T.3Cy.28$\frac{3}{4}$",47$\frac{5}{8}$"&77$\frac{1}{8}$"–48" 213lb (*s*) 653NHP 3SB,*9cf*,GS261,HS9688 FD A.G."Neptun,"Rostock *f*178'1254*tFPT*85*tAPT*5*t*	28″6 s3″5$\frac{3}{4}$ 25″2	
74784 144192 GCYZ	**Gazana** *ss*Cal.No.3-5,32 *ss*Cal.No.1-36 2*Dks*(*Stl*)	5284 4821 3191	✠100A1 ~~Examined2,41~~ 8,40 ✠LMC BS~~7,39~~ MS11,39	~~Cal~~ Bom	*y*	CL ~~10,39~~ 2,41	1920 3mo *Lloyd*'*sA&CP*	Craig,Taylor&Co.Ld. Stockton	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0 412·3(O.L.) P49'B113'F40' FK 336'1015*t FPT*128*t*	52·4	28·4	Glasgow British 7*BHCem* *APT*207*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31″0 s5″11$\frac{1}{4}$ 25″4	
74785 FOZM	**Gazcon** *ss*Msl.No.2-40 ~~*ss*Ant.No.1-37~~ D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4131 3746 2439	✠100A1 *withfreeboard* ~~6,39~~12,40 MS12,40 BS3,40 ✠LMC~~4,36~~ ~~Surveys delayed~~	Ant Msl	*y*	CL 9,38	1932 7mo *Lloyd*'*sA&CP*	A.Stephen &Sons,Ld. Glasgow	Cie.deNav. d'Orbigny *CellDBa&uE*152'*f* 180'939*t*	394·5 F34' FK *FPT*77*tAPT*124*t*	53·0	22·7	LaRochlle French 6*BHCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.24",41"&68"–48" (*s*) 210lb 493NHP 2SB&1Aux.SB,*9cf*,GS165 HS7511 FD A.Stephen&Sons,Ld.Gls.	25″0 s2″3$\frac{1}{4}$ 23″0	
74786 SPAG	**Gdansk** Ⓟ 1*Dk*	538 350 234					1927	Intrnationl S.B.&E.CoLd Danzig	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*)	170·6 B29'F19'	30·4	11·7	Gdynia Polish *WB*	T.3Cy.15$\frac{1}{3}$"25$\frac{1}{3}$"&41$\frac{7}{10}$"–26" International 89NHP S.B.&Eng.Co.Ld.Danzig		V
74787 7980 SFDA	**Gdynia** Ⓟ *ss*Got.No 1-39 *Ref.Mchy.* *OilEng.* *CruiserStern* 1*Dk&Shelter dk* D.F. *Strengthened for navigation in ice*	*1636* *1207* *750*	✠100A1 *withfreeboard* ~~6,40~~ ~~10,39~~ 2,41 ✠LMC CS4,39 DBS~~2,39~~ 6,40 ~~4,39~~1,41 ✠Lloyd'sRMC~~10,39~~ 6,40	Bal Liv	*s*	CL 4,39	1934 12mo *Lloyd*'*sA&CP*	Kockums M.V.Aktieb. Malmö	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*240'44	284·3 293·5(O.L.) FK 6*t FPT*23*t APT*27*t*	41·2	15·2	Gothenbrg Swedish 5*BHptCem* (*Coll to Sh dk* 4 ,,*2nd*,,)	Oil Engines 4S.C.SA 7Cy.23$\frac{5}{8}$"–43$\frac{5}{16}$" 377NHP DB*40lb* KockumsM.V. Akt.Malmö	18″0 s″2 17″11$\frac{1}{4}$	
74788	— Ⓟ 1*Dk*	538 353 236					1927	Intrnationl S.B.&E.CoLd Danzig	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*)	164·0 B94'F18'	30·4	11·7	Gdynia Polish *WB*	T.3Cy.15$\frac{1}{3}$",25$\frac{1}{3}$"&41$\frac{7}{10}$"–26" International 89NHP S.B.&E.Co.Ld.Danzig		V
74789 DJLT	**Gedania** *Fitted for oil fuel* 2*Dks&Shelter dk* E.S.D. *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	8923 7884 5101					1919	Howaldtswerke Kiel	WariedTankschiff RhedereiG.m.b.H.	499·0	64·1	31·7	Hamburg German *WB*	Q.4Cy.25$\frac{3}{8}$",36$\frac{3}{8}$",52"&74$\frac{4}{5}$"–52"&L.P.Turbine 462NHP Howaldtswerke,Kiel		G
74790 160564 GSQM	**Geddington Court** *ss*Lon.No.2-36 D.F. 2*Dks*(*Stl*)	6903 6562 4333	✠100A1 *withfreeboard* ~~Examined~~ 3,41 BS~~7,39~~ ✠LMC10,36 8,40	~~Bry~~ Mdb	*a*†	CL ~~2,39~~ 3,41	1928 9mo *Lloyd*'*sA&CP*	Nthmblnd S.B.Co. (1927),Ld. Newcastle	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *Upper 'tween dk collision* *CellDB*369'1477*t*	420·1 F42' FK *BH except Coll BH dispensed with* *FPT*108*tAPT*149*t*	56·5	33·8	London British *Cem* *BH to Wdk* 6 ,, ,, *2nd* ,,	T.3Cy.27",45"&75"–51" (*r*) 180lb 569NHP 3SB,*9cf*,GS162,HS8487 FD WllsndSlpwy.Co.Ld.Nwc.	36″4 s9″6 27″1$\frac{1}{4}$	
74791 LJUX	**Gefion** *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing* *Part electrically welded including butts of shell, upper dk & longitudinal bulkhead plating*	9475 8793 5562	✠100A1 9,40 ~~3,40~~ ✠LMC3,38 *Carrying Petroleum in bulk*	Yka SFo	*e*† 2$\frac{1}{4}$	CL	1938 3mo *Lloyd*'*sA&CP*	Kockums M.V.Aktieb. Malmö	Tankrederiet GefionA/S(Eivind Evensen) *CellDBuE*70'180*t DTf*34'469*t*	505·4 523·4(O.L.) P97'B41'F67' FK *FPT*143*t*	63·1	36·4	Oslo Norwegian 11*BHptCem* *APT*342*t*	Oil Engines 2S.C.DA 7Cy.23$\frac{5}{8}$"–43$\frac{5}{16}$" 1361NHP 2DB*171lb* DB(WT)*171lb* KockumsM.V.Akt.Malmö	36″7 s8″5$\frac{1}{2}$ 28″3$\frac{1}{4}$	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
74792 5440 SEJI	**Geflon** ssSkm 2ndNo.3–12,37 *Well deck* 1*Dk*(*Stl*)	640 441 260	✠100A1 8,39 ~~BS1,38~~ ✠LMC12,37 BS~~2,40~~2,41	Skm	*i*	8,39	1913 2mo *Lloyd*	VanVliet &Co. Hardinxveld '*sA&CP*	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *WB*	169·3 Q89'B15'F24' FK =*DBa*33' 35*t FPT*	28·3	12·3	Stockholm Swedish 4*BHCem* 44*tAPT*18*t*	T.3Cy.13⅞",23"&37"–24" (*s*) 180lb *100lb* 94NHP 1SB,3*pf*,GS51,HS1750 ShieldsEng.Co.Ld.N.Shl.	13 " 5 s4 " 4¾ 13 " 1¼	
74793 DOBE	**Geier** Wireless D.F. E.S.D. 1*Dk*	1174 887 614					1924	Akt.Ges. "Neptun" Rostock	ArgoReederei RichardAdler&Co.	221·5 P14'Q65'B52'F26'	34·9	14·2	Bremen German *WB*	T3Cy17 9/16",29 1/16"&47½"–31½" 125NHP A.G."Neptun,"Rostock		G
74794 DOKU	**Geierfels** E.S.D. 2*Dks* Sub.Sig *CruiserStern*	7605 6728 4575					1930	Deutsche Sch-u.Mschb. A.G.Weser Bremen	DeutscheDmpfs. Ges."Hansa"	503·8 P68'B&F421' *Upper*F32'	62·2	27·7	Bremen German *WB*	T.3Cy.30¾",49¼"&78¾"–55⅛" &LPTurbine withDRgear- ing&hydraulic coupling 672NHP DeutscheSch.-uMschbA.G. Weser,Bremen		G
74795 LCJZ	**Geisha** TwinSc *OilEng.* *Ref.Mchy* D.F 2*Dks*	5113 4751 3125					1921	Nederl. Schps.Maats Amsterdam	SkibsA/SPacific (KnutKnutsen O.A.S.,*Mgr.*)	375·8 B59'H331*t*F41'	51·4	30·7	Haugesund Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" 810NHP Werkspoor,Amsterdam		N
74796 147915 MLYZ	**Gem** ssIrv.No.1–40 3Mst ssAyrNo.3–10,36 *Mchy.Aft* 1*Dk*(*ptStl*) *Well deck* *Cargo battens not fitted*	640 428 289	✠100A1 ~~8,40 2,40~~ 2,41 BS~~10,39~~ ✠LMC~~10,36~~ 8,40 MS11,40	Irv ~~Grk~~	*i*	CL ~~2,40~~ 8,40	1924 8mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	Wm.Robertson	175·3 182·0(O.L.) Q101'B11'F27 *Cell DBf* 105'141*tFPT*	27·6 27·8	11·0 BK7"	Glasgow British 3*BHCem* 34*tAPT*8*t*	T.3Cy.14",23"&38"–27" (*s*) 180lb 72RHP 1SB,3*cf*,GS58,HS1830 Aitchison,Blair,Ld. Clydebank	13 " 4 s 4 " 4 13 " 7¼	
74797 135316 VRBQ	**Gemlock** (*ex*HaiYu–38, *ex*Kelsomoor–37, ssSmk.2ndNo.3–2,39 *ex*Kelsomead, *ex*Kelsomoor) 1*Dk*(*Stl*)	3194 2986 2022	✠100A1 3,41~~10,39 11,40~~ BS11,40 ✠LMC10,39	Shi HKg	*u*	CL ~~2,39~~ 3,41	1914 1mo *Lloyd*	J.Blumer& Co. Sunderland '*sA&CP*	G.E.Marden (Wheelock&Co.Ld. *Mgrs.*) *CellDBa*	331·2 P27'B95'F29' FK 112'*uE*24'*f*136'830*t*	47·7	22·5	Shanghai British 5*BHCem* *APT*182*t*	T.3Cy.24",39"&65"–42" (*s*) 180lb NDB30 291NHP 2SB,6*cf*,GS111,HS4400 N.E.MarineEng.Co.Ld.Sld	24 " 6 s 3 " 8½ 21 " 0	
74798 166359 GKGC	**Gemstone** D.F. ~~E.S.D.~~ 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed* 11(*W.E.*)	4986 4463 2941	✠100A1 *withfreeboard* ~~10,40~~ ✠LMC2,38 7,41	Liv ~~Sht~~ Lon	*z*	CL N4,39	1938 2mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	AlvaS.S.Co.Ld. (Navigation&Coal TradeCo.Ld. *Mgrs.*) *CellDB*349'1114*t*	412·5 428·0(O.L.) F39' FK (*Coll* *FPT*204*tAPT*168*t*	57·7	24·0	London British 6*BHCem* *BH to Sh dk* 5 ,, ,, 2*nd*,,)	T.3Cy.21½",37"&62"–42" (*s*) 220lb 353NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS122,HS5087 N.E.MarineEng.CoLd.Sld.	35 " 3 s10 " 2¾ 25 " 3¼	
74799 31340 JCWB	**Genbu Maru** Ⓟ 1*Dk2nd dk in* *forward hold& Web frames* *Longitudinal framing*	1872 1615 1141	✠ ... 3,28 ✠				1925 12mo	OsakaIron Works,Ld. Osaka	NipponYusenK.K.	255·0 P17'B66'F28' FK	39·0	22·7	Tokyo Japanese *WB*	T.3Cy.18",30"&50"–36' 211NHP OsakaIronWrks,Ld.Osaka	22 " 9	
74800 TCIU	**Genç** (*ex*MiralayNazimBey–38, *ex*Colibri,*ex*RougeGorge) 1*Dk*	322 — 179					1920	Forg.&Ch. de laMédit. LaSeyne	Ali veZiya	132·3	24·0	11·9	Istanbul Turkish	O.2Cy.18"&36"–24" 53NHP Forg.&Ch.de laMédit.Msl.		
74801 PKFV	**Generaal Michiels** 1*Dk*	1282 1031 716					1928	Wilton'sE. &Slpwy.Co Rotterdam	Koninkl.Paketv. Maats.	230·2 P&B140'F33'	38·7	15·0	Batavia Dutch *WB*	C.4Cy.(2)14 9/16"&(2)31½"– 31½" 93NHP Gebr.Stork,&Co.Hengelo		V
74802 PKFX	**Generaal v. d. Heyden** 1*Dk*	1213 988 640					1928	N.V.Haar- lemsche SchpsbMaats Haarlem	Koninkl.Paketv. Maats.	230·7 P&B152'F35'	38·2	14·8	Batavia Dutch *WB*	C.4Cy.(2)14 9/16"&(2)31½"– 31½" 93NHP Gebr.Stork&Co.Hengelo		V
74803 PKFU	**Generaal van Geen** 1*Dk*	1290 1031 719					1928	Wilton'sE. &SlpwyCo. Rotterdam	Koninkl.Paketv. Maats.	230·2 P&B140'F34'	38·8	14·1	Batavia Dutch *WB*	C.4Cy.(2)14 9/16"&(2)31½"– 31½" 111NHP Gebr.Stork&Co.Hengelo		V
74804 PKFW	**Generaal van Swieten** 1*Dk*	1300 1031 654					1928	Wilton'sE. &Slpwy.Co. Rotterdam	Koninkl.Paketv. Maats.	230·2 P&B144'F33'	38·7	15·0	Batavia Dutch *WB*	C.4Cy.(2)14 9/16"&(2)31½"– 31½" 111NHP Gebr.Stork&Co.Hengelo		V
74805 PKFY	**Generaal Verspijck** 1*Dk*	1213 988 640					1928	Haarlem- scheScheepsb MijHaarlem	Koninkl.Paketv. Maats.	230·8 F33' *ptAwng dk*140'	38·2	14·9	Batavia Dutch *WB*	C4Cy(2)14½"&(2)31½"–31½" 93NHP Gebr.Stork&Co.Hengelo		V
74806 225327	**General** *OilEng.* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	571 545 364					1925	Bethlehem S.B.Corp.Ld SanFrancisco Cal.	GeneralPetroleum Corpn.ofCalifornia	170·0	32·0	14·0	SFrancisco Utd. States	Oil Engines connected to electric motor&screw shaft 4S.C.SA 12Cy.11½"–15" 154NHP AtlasImperialEng.Co.		
74807 LOFP	**General Alvear** Ⓟ Pad (*ex*CaboCorrientes) *Fitted for oil fuel* 1*Dk*(*Teak*) *& Promenade dk*	1717 — 655	✠ 2,18 ✠	BBl			1914 1mo	A&J.Inglis Ld. Glasgow	CiaArgentina de Nav.Mihanovich Lda.	320·4 FK	40·1	12·3	Bns.Aires Argentine 7*BH Asp*	T.3Cy.31",52"&78"–84" 597NHP 4SB,8*cf*,GS188,HS7260 FD A.&J.Inglis,Ld.Glasgow	13 " 0	
74808 DHIO	**General Artigas** Ⓟ (*ex*Westphalia) *Fitted for oil fuel* D.F. GyC. 3*Dks& Shelter dk* Sub.Sig.	11254 9874 6613					1923	Howaldts- werke Kiel	Hamburg-Süd- amerik.Dampf- schiff.Ges.	473·6 B148'	60·7	41·9	Hamburg German *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Brown,Boveri&Co Mnnhm.		G
74809 LOGW	— Ⓟ Pad (*ex*CaboSantaMaria) *Fitted for oil fuel* 1*Dk*(*Teak*)*&* *Promenade dk*	1717 — 655	✠ 11,17 ✠	Gls			1913 10mo	A&J.Inglis Ld. Glasgow	Cia.Uruguaya de Nav.Lda.	320·0 FK	40·1	12·3	Bns.Aires Argentine 7*BH Asp*	T.3Cy.31",52"&78"–84" & L.P. Turbine 834NHP 4SB,8*cf*,GS188,HS7260 A.&J.Inglis,Ld.Glasgow	13 " 0	
74810 FOOE	**Général Bonaparte** Ⓟ D.F. *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	2796 — 1004					1922	Ch.&Atel. deProvence Port deBouc	Cie.deNavigation Fraissinet	315·4 P56'B121'F79'	44·6	24·5	Marseilles French *WB*	T4Cy27⅝"45½"&(2)55"–51¼" 434NHP Ch.&Atel.deProvence,Msl.		V
74811 FNDJ	**Général Gassouin** *OilEng.* D.F. GyC. 2*Dks* *Mchy.Aft* *Carrying oil in bulk* *Longitudinal framing*	5011 4399 1966					1926	Ch.&Atel. de laGironde Bordeaux	StandardFrançaise desPétroles	377·7 P110'B35'F39'	52·6	28·9	Rouen French *WB*	Oil Engines 2S.C.SA 4Cy.26¾"–47¼" 498NHP SulzerBros.,Winterthur		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74812 211610 WFDP	**General Markham** (exRadiant) ssClv.2ndNo.3-4,40 ~~ssL.An.No.3-3,36~~ ~~ssClv.No.2-34~~ Mchy.Aft 1Dk(Stl)&Webframes D.F. Longitudinal framing	2487 2137 1258	✠100A1 · 2,41 BS2,41 For service on the Great Lakes Carrying Petroleum in bulk Fitted for oil fuel 9,13 F.P. above 150° F.	Clv ✠LMC4,40		CL ~~1,38~~ 3,40	1913 9mo	American S.B.Co. Cleveland,O. A&CP	AlliedOilTransportCo.Inc. (Cleveland Tankers,Inc.Mgrs.) CellDBa12'uE&B	250·0 P83'F53' FK 54'f30'260tFPT77t	43·0	26·0	Wilmgton (Del.) Utd.States 11BHAsp APT22t	T.3Cy.19",31"&54"-42" (s) 200lb 277NHP 2SB,6cf,GS100,HS5052 AmericanSBCo.Clvelnd,O.	25 ″ 0 s3 ″ 3¼ 21 ″ 11¼	
74813 FOAY	**Général Metzinger** Ⓟ TwinSc (exSobral,exCapVilano) D.F. Ref.Mchy. 2Dks	9312 6498 5492					1906	Blohm& Voss Hamburg	Soc.desServices Contractuels des Messageries Maritimes	476·6 P&B376'F80'	55·2	30·8	Marseilles French WB	Q.8Cy.24⅘",35⅖",50⅘"&74"-54" 805NHP Blohm&Voss,Hamburg		V
74814 86501	**General Orlando M.Poe** Mchy.Aft GyC. 1Dk2trB	4835 — 3705					1900	American S.B.Co. Cleveland,O.	PittsburghS.S.Co.	470·0	50·0	29·0	D'luth,Min Utd.States WB	Q.4Cy.17",25",38½"&60"-42" NB29 233NHP AmericanS.B.Co.Clevelnd		
74815 DIBR	**General Osorio** Ⓟ TwinSc D.F. GyC. OilEng. Sub.Sig. Ref.Mchy. Cruiser Stern 3Dks	11590 8274 6750					1929	Bremer Vulkan Vegesack	Hamburg-Südamerik.Dampfschiff.Ges.	498·5 B&F492' Uppr. F62'	66·0	32·8	Hamburg German WB	Oil Engines 2S.C.DA 12Cy.23⅗"-35⅗" 2335NHP BremerVulkan,Vegesack		G
74816 DHIR	**General San Martin** Ⓟ (exThuringia) Fitted for oil fuel Ref.Mchy. 3Dks&Shelter dk D.F. GyC. Sub.Sig.	11251 7882 6585					1922	Howaldtswerke Kiel	Hamburg-Südamerik.Dampfschiff.Ges.	473·6 B148'	60·7	41·9	Hamburg German WB	2 Steam Turbines DR geared to 1 Sc. Shaft Brown,Boveri&Co. Mannheim		G
74817 215110 WQCZ	**General W. C. Gorgas** Ⓟ (exPrinz Sigismund) ssSea.2ndNo.3-5,26 ssSea.No.2-36 2Dks(Stl Weather dk-ws)	4636 3602 2723	100A1 withfreeboard 5,39 ✠NB5,38	Sea LMC5,39	x	CL 5,39	1902	Akt.Ges. "Neptun" Rostock	Libby,McNeill& Libby CellDB	370·1 P&B244'F51' FK	45·3	26·8	S.Frncisco Utd.States 8BHAsp 305'750t	Q4Cy.22$\frac{7}{16}$",32¼",47¼"&68$\frac{1}{16}$"-47¼" 522NHP 2WTB210lb,GS224,HS9880 A.G."Neptun,"Rostock	29 ″ 6 s5 ″ 2¾ 24 ″ 5¾	
74818 EAOQ	**Generalife** (exEspañaNo.2, exJavorina) 1Dk2trB deep framing&Webframes	3387 3189 2138	✠ ... 10,12 ✠				1908 8mo	Chant.Nav Anversois Hoboken	Cia.Trasmediterranea	345·9 P31'B180'F31' FK	48·1	23·0	Barcelona Spanish WB	T.3Cy.24",40"&66"-45" 317NHP N.E.MarineEngCo.LdNwc	25 ″ 7	
74819 161600 GZJB	**Generton** ssNwc.No.1-40 D.F. 1Dk&Shelter dk CruiserStern	4797 4274 2800	✠100A1 withfreeboard ~~10,40~~ ~~3,40~~ 6,41	Nwc Cff ✠LMC~~12,39~~ 10,40	z	CL ~~3,40~~ 8,40	1936 12mo Lloyd	Short Bros. Ld. Sunderland 'sA&CP	CarltonSteamship Co.Ld.(R.Chapman&Son,Mgrs.) CellDB322'1391t F	426·5 F22' FK DTf26'310t PT78tAPT270t	54·0	23·7	Newcastle British 7BHCem (Coll to Sh dk 6 ,, 2nd ,,)	T.3Cy.21½",36½"&63"-45" 220lb (s) 220lb 359NHP 2SB(Spt),6cf,GS110, FD HS4784 GeorgeClark(1936)Ld.Sld.	26 ″ 7 s2 ″ 7¾ 24 ″ 1¾	
74820 218718 KITP	**Genevieve Lykes** (exLake Gadsden) Fitted for oil fuel 1Dk2trB	2659 — 1772	✠ ... 11,20 ✠				1919 9mo	Manitowoc S.B.Co. Manitowoc	LykesBros. SteamshipCo.Inc.	253·5 P125'B65'F26'	43·9	25·9	Galveston Utd.States WB	T.3Cy.21$\frac{15}{16}$",35"&59¼"-42" 228NHP NordbergMfg.CoM'lw'kee	28 ″ 5	R †
74821 45324 JXPM	**Genkai Maru** 2Dks	3851 — 2244					1939	TamaS.B. Co.Ld. Tama	ShimataniKisen K.K.	340·4 P29'B100'F31'	48·2	26·2	Kobe Japanese	T.3Cy.22$\frac{7}{16}$",33$\frac{7}{16}$"&59$\frac{1}{16}$"-44⅞" & exhaust turbine driving steam compressor 232NHP TamaS.B.Co.Ld.Tama		
74822 20604 JBND	**Genmei Maru** ssKob.No.1-21 2Dks	3181 2674 1941	✠ ... 9,23 ✠				1917 8mo	Mitsubishi Dkyd&EWks Kobe	NipponYusenK.K.	305·0 P25'B94'F33' FK	43·7	27·2	Tokyo Japanese WB	T.3Cy.19",32"&54"-48" 270NHP MitsubishiD&E.WksKobe	27 ″ 3	
74823 1419 INQY	**Gennargentu** Ⓟ (exMaddalena) 1Dk&Shelter dk	491 — 202					1910	Soc.EsercizioBacini RivaTrigoso	"Tirrenia"Soc. Anon.diNav.	167·3 155·3	26·6	13·3	Genoa Italian	T.3Cy.13⅕",21⅔"&35⅝"-23⅝" 62NHP Soc.EsercizioBacini		I
74824 25752 JSLD	**Genoa Maru** ssYka.No.3-7,30 ssKob.No.2-40 2Dks(Stl)&Shelter dk(Stl)	6785 6491 4894	✠100A1 Shelter dk withfreeboard ~~9,40~~ ~~1,40~~ 4,41	Kob Yka ✠LMC1,40 BS4,41	a†	OG ~~N6,37~~ 4,41	1919 6mo Lloyd	Mitsubishi Zosen Kaisha,Ld. Nagasaki 'sA&CP	NipponYusen K.K. CellDB349'1091t	425·0 FK Collision FPT156tAPT229t	53·6	37·5	Tokyo Japanese Cem BH to Sh dk 6 ,, ,, U ,,	T.3Cy.26½",44½"&75⅛"-48" 200lb (s) 518NHP 3SB,9cf,GS196,HS7104 FD MitsubishiZosenKaisha Ld	37 ″ 6 s9 ″ 1¾ 28 ″ 7	
74825 2136 IBGP	**Genoano** (exOyleric-37, exBarneson) ssFal.2ndNo.3-4,37 Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing	6067 5767 3664	✠100A1 1,40 BS1,40 Carrying Petroleum in bulk Fitted for oil fuel 2,14 F.P. above 150° F.	Pal ✠LMC4,37	a†	CL 4,37	1914 2mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	DittaG.M.Barbagelata CellDBuB41'116t DTf42'510t	433·5 420·3 P99'B26'F45' FK FPT83tAPT38t	54·6	32·4	Genoa Italian 17BHCem (9 to U dk 8 ,,2nd ,,)	T.3Cy.27",45"&74"-48" (r) 180lb 536NHP 3SB,9cf,GS180,HS7983 FD Hwthrn,Leslie&C.Ld Nwc.	32 ″ 8 s5 ″ 11¾ 26 ″ 10½	
74826 PEHL	**Genota** OilEng. ssSbaNo.1-40 1Dk,2nd dk clear of cargo tanks Mchy.Aft D.F. Cruiser Stern Longitudinal framing at bottom & at deck	7987 7233 4754	✠100A1 11,40 ~~2,40~~ DBS2,39 Carrying Petroleum in bulk	Sba Sng ✠LMC CS2,40 2,40	c†	CL 2,40	1935 4mo Lloyd	Deutsche WerftAG Bet Finkenwrder Hamburg 'sA&CP	N.V.Petroleum Maats."La Corona" CellDBuE64'137tD	463·0 P93'B47'F48' FK Tf25'270tFPT136t	59·3	33·9	Willemstad Dutch 15BHptCem APT83t	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB180lb Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34 ″ 0 s6 ″ 8¾ 27 ″ 6½	
74827	**Genova** Ⓟ TwinSc OilEng. 1Dk	1507 — 859					1930	Harland& Wolff,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·0 Q24'B46'F28'	43·1	11·7	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 12Cy.15¾"-29½" 288NHP Harland&Wolff.Ld.Gls.		
74828 EEPJ	**Genoveva-F.** (exCaboSan Martin-32,exLa Giralda) ssBbo.2ndNo.3-4,17 ssBbo.No.2-25 2Dks(Stl)&Awng dk	1861 1799 1201	✠ — 4,31 ✠	Bbo	q		1892	Bartram, Haswell&Co. Sunderland	FedericoG.Fierro CellDB198'268t	252·1	36·0	17·1 24·6 BK9"	Seville Spanish 6BHCem	T.3Cy.19½",31½"&53"-36" NDB20 168NHP 1SB,3pf,GS60,HS2500 J.Dickinson,Sunderland	26 ″ 10	
74829 DHIS	**Genua** D.F. E.S.D. CruiserStern 2Dks	1949 1597 1130					1930	Flensburgr Schiffsb.Ges. Flensburg	R.M.Sloman,Jr.	296·4 P21'F268'	42·7	16·2	Hamburg German WB	C.4Cy.(2)18$\frac{11}{16}$"&(2)39⅜"-39⅜" 162NHP A.Borsig,G.m.b.H.Berlin		G
74830 44520 JCZM	**Genyo Maru** CarryingPetroleum in bulk OilEng. Mchy.Aft CruiserStern	10019 — 5900					1937	Kawasaki Dkyd.Co.Ld. Kobe	AsanoBussanK.K.	500·0	65·0	37·1	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2250NHP KawasakiDkyd CoLdKobe		C
74831 44614 JLWM	**Genzan Maru** (exPeiPing-38, exDušanSilni-35, exCape St.Martin, exRotenfels) ssSpt.2ndNo.3-8,33 ssKob.No.1-38 1Dk(Stl)&Spar dk(Stlpt teaks)&Webframes	5709 5279 3584	✠100A1 Spar dk 12,40 ~~8,39~~	Tama Smk ✠LMC~~8,39~~ 12,40	a†	CL 6,38	1906 11mo Lloyd	J.C.Tecklenborg A.G. Wesermünde-G. 'sA&CP	MiyachiKisenK.K. CellDBa1	421·0 P58'B125'F51' 36'uE29'f181'1049t	55·1	20·3 28·3 FK&BK2"	Kobe Japanese 6BH only Cem FPT85t	Q.4Cy.24",34⅗",50⅜"&74"-53$\frac{15}{16}$" 213lb (s) 504NHP 3SB,9cf,GS156,HS6456 FD J.C.Tecklenborg A.G.Wsm	31 ″ 2 s6 ″ 5¾ 25 ″ 0¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.Ref.Trade
74832 OFDX	**Georg** (exChina) Iron ssSbg.5thNo.3-4,39 Welldeck 1Dk	478 — 347	✠100A1 ~~9,40~~ ~~1,39~~10,40 ✠NB34	Sbg Abo LMC4,39	h	OG 4,39	1877 10mo	J.Read-head&Co. S.Shields A&CP	RederiA/BGeorg (J.Lindblom, Mgr.)	169·6|25·7|12·2 Q77'B14'F19' BK7' WB=	Abo Finnish 5BHCem DBa30'f52'	C.2Cy.22 1/16"&40"-27" (s) 80lb NDB05 80lb 80NHP 1SB,2pf,GS36,HS1600 J.Readhead&Co.S.Shields	13 " 0 s 1 " 1½ 12 " 9	
74833 DJXT	**Georg L-M. Russ** D.F. E.S.D. 1Dk CruiserStern	2980 2627 1662					1938	Flensburgr Schiffsb.Ges. Flensburg	Schiffahrt und Assekuranz, Ges.E.Russ&Co.	341·4|52·7|18·2 P27'F305' Upr.F28'	Hamburg German WB	T.3Cy.22 1/16",34⅝"&56 1/16"-37⅜" & LP turbine with DR gearing & hydraulic coupling HS4844 366NHP FlensburgerSchiffsb.Ges.		G
74834 86671	**George B. Leonard** D.F. Mchy.Aft 1Dk2trB	4037 — 2844					1902	Chicago S.B.Co. Chicago	GreatLakesSS.Co. Inc.	380·0|50·0|23·6 F48'	OswegoNY Utd.States WB	T.3Cy.22",35"&58"-40" 213NHP ChicagoS.B.Co.Chicago		R
74835 165460 MMGV	**George Balfour** Mchy.Aft 1Dk Wireless CruiserStern Cargo battens not fitted	1570 1153 918	✠100A1 1,41 ~~1,40~~ MBS1,41	Cff Lon ✠LMC5,37	p	CL 4,40	1937 5mo Lloyd's A&CP	S.P.Austin &Son,Ld. Sunderland	LondonPowerCo. Ld.(Stephenson Clarke&Associated CompaniesLd. Mgrs.)	239·0|38·7|16·2 246·7(O.L.) Q147'B16'F21' FK CellDBuE23'f164' 600tMT100tFPT	London British 4BHptCem ptAsp 150tAPT10t	T.3Cy.16½",27½"&46"-33" 200lb 100lb (s) 193NHP 1SB,3cf,GS59,HS2952 FD NE.MarineEng.Co.Ld.Sld.	18 " 3 s 5 " 5 16 " 11¼	
74836 207792	**George D. Dixon** (exAllegheny) Mchy.Aft 2Dks	4090 — 3159					1910	Detroit S.B.Co. Wyandotte	GreatLakes TransitCorpn.	350·0|46·0|31·0	BuffaloNY Utd.States WB	Q.4Cy.19",27½",40"&58"-42" 218NHP DetroitS.B.Co.Detroit		
74837 204225 WTOB	**George F. Baker** D.F. GyC. Mchy.Aft 1Dk	7210 — 5459					1907	Superior S.B.Co. Superior,Wis.	PittsburghS.S.Co.	586·0|58·0|25·5	D'luth,Min Utd.States WB	T.3Cy.24",38"&65 1/16"-42" 274NHP AmericanS.B.Co.Clevel'nd		R
74838 208396 KFCT	**George F. Rand** (exWilliamC. Agnew) (Self-Unloader) D.F. GyC. Mchy.Aft 1Dk	6533 — 4985					1911	American S.B.Co. Lorain,O.	AmericanS.S.Co. (Boland&Cornelius, Mgrs.)	532·0|58·0|31·0 F48'	BuffaloNY Utd.States WB	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Clevel'nd		R
74839 204251 WTLN	**George G.Crawford** (exLeGrand S.DeGraff) D.F. GyC. Mchy.Aft 1Dk	7699 — 6376					1907	American S.B.Co. Lorain	PittsburghS.S.Co.	585·0|60·2|27·4 WB	Duluth, Minn. Utd.States	T.3Cy.22½",37½"&65"-42" NB36 274NHP AmericanSB.Co.Cleveland		R
74840 ~~215154~~ ~~WPOP~~	**George G. Henry** Fitted for oil fuel Mchy.Aft 2Dks&Web frames D.F. Longitudinal framing CarryingPetroleum in bulk	6265 — 3849	✠ ... 3,22 ✠NE12,19✠				1917 6mo	Union Iron WorksCo. S.Francisco	~~StandardOilCo. of NewJersey~~ PanamaTransportCo.	435·0|56·0|32·0 P106'B50'F42' FK	Panama Pnamanian WB	T.3Cy.27",45½"&76"-51" 574NHP SunS.B.Co.Chester,Pa.	33 " 6	R †
74841 81747 KFTO	**George H. Ingalls** (exWilliamL. Brown) D.F. Mchy.Aft 1Dk2trB	4904 — 3879					1901	ChicagoS. B.Co. Chicago	Automotive TradesS.S.Co.	430·0|50·2|24·4 WB	Wilmgton (Del.) Utd. States	T.3Cy.23",38"&64"-40" 259NHP ChicagoS.B.Co.		R
74842 HPNB	**Geo. H. Jones** 3Mst ssBal.No.3-11,32 ssNYk.No.1-36 Mchy.Aft 2Dks(Stl)&Web frames D.F. GyC. Longitudinal framing	6914 6133 4273	✠100A1 ~~4,40~~ ~~1,39~~10,40 MS5,37 CarryingPetroleum in bulk Fitted for oil fuel9,19F.P.above150° F.	NYk ~~StJ~~ Bal ✠LMC BS1,~~39~~4,40	b†	CL ~~12,36~~ 4,40	1919 9mo A&CP	TheSun S.B.Co. Chester,Pa.	Panama Transport Co. CellDBuE&B60'2	429·3|59·2|31·4 P133'B36'F40' FK 59tDT40'552t FPT222tAPT57t	Panama Pnamanian 17BHptCem (13 to U dk 4 „2nd „)	T3Cy.27⅝",45½"&76"-51"(r) 190lb 612NHP 3SB,9cf,GS207,HS9198 FD TheSunS.B.Co.Chester,Pa	33 " 3 s 6 " 9½ 26 " 8½	
74843 SVUS	**George J. Goulandris** (exLyminge-37, ssCff.No.3-9,35 exPortloe-35,exNigaristan) 1Dk(Stl)	4345 4042 2736	✠100A1 Examined 8,40 Swa BS5,38	~~Sld~~ ✠LMC9,35	x	CL ~~1,39~~ 12,40	1913 11mo Lloyd's A&CP	W.Gray &Co.Ld. WHartlepool	Goulandris Brothers CellDBa	365·2|50·8|26·0 377·0(O.L.) P27'B106'F36' FK 119'uE26'f159'966t	Andros Greek 6BHCem APT109t	T.3Cy.25",41"&68"-48" (s) 180lb 371NHP 2SB,8cf,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 " 4 s 5 " 4½ 23 " 3	
74844 160717	**George L. Eaton** Mchy.Aft 1Dk	1895 1705 1184					1929	Smith's DockCo.Ld. Middlesbro'	HallCorporation ofCanada	253·0|44·1|18·5 F31'	Montreal British WB	T.3Cy.15",25"&40"-33" 95RHP Smith'sDockCo.Ld.Mdb.		C
74845 215007 KJRB	**George L. Olson** Wood3Mst (exGabriel, Fitted for oil fuel exRyderHanify) Wireless 1Dk2trB	1428 — 814					1917	F.Stone Oakland,Cal.	OliverJ.Olson&Co.	225·0|43·0|17·0	S.Frncisco Utd.States	T.3Cy.15½",26"&43"-33" 106NHP F.Stone,Oakland,Cal.		
74846 149070	**George L. Torian** Mchy.Aft 1Dk	1754 1603 1126					1926	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, Mgr.)	253·0|43·2|17·8 F35' WB	SCathrnes Ont. British	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
74847 103 SWFS	**George M. Embiricos** ssNwc.No.3-8,33 ssAnt.No.1-37 1Dk(Stl)&Shelter dk(Stl)	5728 5272 3445	✠100A1 Shelter dk withfreeboard ~~11,39~~11,40 BS11,39 Fitted for oil fuel 9,21 F.P. above 150° F.	Sch NYk ✠LMC2,37	b†	CL 11,39	1921 9mo Lloyd's A&CP	ShortBros. Ld. Sunderland	S.G.Embiricos CellDB379'1641t MT32'1232t	441·5|56·3|28·2 FK Collision FPT134tAPT219t	Andros Greek Cem BHtoSh dk 6 „ „ U „	T.3Cy.28",46½"&77"-51" (s) 180lb 522NHP 3SB,12cf,GS234,HS8902 J.Dickinson&Sons,Ld.Sld.	30 " 9 s 4 " 0½ 26 " 10½	
74848 226276	**George M. Humphrey** ssClv.No.2-40 ~~ssClv.No.1-31~~ GyC. Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing at bottom&at deck Cargo battens not fitted	8004 7643 6311	100A- 5,40~~12,36~~ ~~BS4,39~~ ForServiceon theGreat Lakes BS4,41	Clv 5,40 LMC~~5,35~~			1927	American S.B.Co.Ld. Lorain,O. CellDBuE	KinsmanTransit Company(G.M. Steinbrenner, Mgr.) &B56'242t CellDB	586·3|60·2|27·9 F48' FK &side tanks in way	Wilmgton (Del.) Utd.States 3BH of holds471'	T.3Cy.24½",41"&65"-42" (r) 185lb 450NHP 3SB,6cf,GS148,HS7155 FD AmericanSB.Co.Lorain,O. 7934tFPT471tAPT68t	32 " 0 s 10 " 5½ 21 " 9¾	
74849 140 SVXP	**George. M. Livanos** D.F. E.S.D. 1Dk&Shelter dk CruiserStern Longitudinal framing at upper dk	5482 4974 3209	✠100A1 withfreeboard 11,39 Fitted for oil fuel 11,39 F.P.above 150° F.	Ams ✠LMC8,38	b†	CL	1938 8mo Lloyd's A&CP	W.Gray& Co.Ld. W Hartlepool	LivanosMaritime Co.Ld.(NGLivanos Mgr.) CellDB	441·1|57·7|26·7 456·8(O.L.) F48' FK 378'1313tFPT254t	Chios Greek 7BHCem (Coll toSh dk 6 „2nd„) APT218t	T.3Cy.24",40"&68"-48" (s) 225lb 492NHP 3SB(Spt),9cf,GS145, HS7020 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	29 " 4 s 3 " 6¾ 26 " 0	
74850 220889 KDLT	**George Peirce** Fitted for oil fuel Sub.Sig. 2Dks&Web frames Now "La Salle," see No. 88909 in Supplement	5462 4971 3365	✠ ... 1,21 ✠				1920 12mo	Merchant S.B.Corp. Chester,Pa.	UnitedStates Maritime Commission	400·7|54·2|30·4 P36'B124'F44' FK	Phildlphia Utd.States WB	2 Steam Turbines DR gearedto1Sc.Shaft 635NHP WestinghouseElectric &Mfg.Co.Essington,Pa.	32 " 10	R †
74851 203377 WNXF	**George R. Fink** (exJ.J.Turner, exJ.Q.Riddle) D.F. GyC. Mchy.Aft 1Dk	6832 — 5376					1906	American S.B.Co. Lorain,O.	NationalSteel Corp.(M.A.Hanna Co.Mgrs.)	532·0|56·0|31·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63½"-42" 259NHP AmericanSB.Co.Cleveland		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74852 86367 WDGN	**George Stephenson** *Mchy.Aft* 1*Dk2trB*	3884 — 3503					1896	F.W. Wheeler&Co. W.BayCity	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	407·4	49·3	23·8 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.25",40"&67"–44" 298NHP F.W.Wheeler&Co.		R
74853 216388 KMUI	**George W. Barnes** *ss*N.Yk.No.3–7,30 *ss*Gal.No.2–38 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6214 5917 3804	✠100A1 ~~1.10 10.39~~ 10.40 ✠LMC BS4,41 MS10,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 6, 18 F.P. above 150° F.*	Gal Bal	*a*†	CL 10,38	1918 6mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	StandardOilCo. of NewJersey *CellDBuE&B50' 200tDTf420t*	416·8 P107'B35'F33' FK *FPT229tAPT130t*	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHptCem* (12 *to Udk* 4 ,, 2*nd* ,,)	T.3Cy.26½",44"&74"–51" (*s*) 190lb 525NHP 3SB,9*cf*,HS7425 FD BethlehemS.B.Corp.Ld. Quincy	32 ″ 9 s6 ″ 5¾ 26 ″ 5¾	
74854 166870 GCQM	**Geo. W. McKnight** TwinSc D.F. *ss*Bmn.No.1–37 *OilEng.* *Mchy.Aft* 1*Dk(Stl)*2*nd dk(Stl) clear* GyC. *of cargo tanks* 3*rd dk(Stl) aft of* E.S.D. *cargo tanks Webframes* *CruiserStern Longitudinal framing*	12502 11787 6769	✠100A1 7,40~~11,39~~ ~~DBS11,39 ✠LMC1,38~~ *Carrying Petroleum in bulk* ✠LMC CS1,38 DBS8,40 11,39	Fal Sou		CL ~~10,39~~ 7,40	1933 1mo	Frd.Krupp Germaniawft A.G. Kiel Lloyd'sA&CP	Anglo-American OilCo.Ld. ~~(F.J. Wolfe, Mgr.)~~ (R.A. Carder, *Mgr.*) *Cell DBuE77'228tDT's f53'2318tFPT285tAPT230t*	522·0 *aft*B55'B40'F39' FK	70·2	38·7	London British 16*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 12Cy.23⅝"–45¼" 1165NHP 2DB(*a*)*200lb* 2DB(*f*)*100lb* FrKruppGermaniawftAG	38 ″ 9 s 8 ″ 6½ 30 ″ 5¼	
74855 201802	**George W. Mead** (*ex*Francis L. Robbins) D.F. *Mchy.Aft* 1*Dk*	4222 — 3036					1905	American S.B.Co. Cleveland	T.J.McCarthy S.S.Co.	380·0	50·0	28·0 *WB*	Detroit, Mich. Utd. States	T.3Cy.18",30"&52"–40" E*made*88 *fitted*05 171NHP ClevelandS.B.Co.Clevelnd		R
74856 202166	**George W. Perkins** *Mchy.Aft* D.F. GyC. Sub.Sig. 1*Dk*	6406 — 4922					1905	Superior S.B.Co. SuperiorWis.	PittsburghS.S.Co.	558·2	56·0	26·5 *WB*	Duluth, Minn. Utd.States	T.3Cy.24",39"&65"–42" NB36 274NHP AmericanSB.Co.Cleveland		R
74857 215447 KDCL	**GeorgeWashington** Ⓟ TwinSc *Ref.Mchy.* 5*Dks*&3*Promdks* Sub.Sig. D.F. GyC.	23788 20816 13902					1908	Akt.Ges. "Vulcan" Stettin	UnitedStates Maritime Commission	699·1 B367'F111'	78·2	50·1	NewYork Utd.States *WB*	Q.8Cy.38",57",80"&112"–67" 2052NHP A.G."Vulcan,"Stettin		R
74858 224216 WECJ	— Ⓟ Sub.Sig. *Fitted for oil fuel* D.F. GyC. 4*Dks*	5184 — 3167					1924	NwprtNws SB.&D.D.Co. NewprtNews	EasternS.S. Lines,Inc.	375·5	54·0	17·2	NewYork Utd.States *WB*	2SteamTurbinesSRGeared to 1 Sc. Shaft NewportNewsSB&DD.Co.		R
74859 214587 WODP	**Georgeanna** (*ex*Georgeanna Weems) *ss*N.Ns.No.3–10,29 D.F. *ss*N.Ns.No.1–33 *Well deck* 2*Dks(Stl)*	2089 1273 1556	✠ ... 6,39 ✠	Bal	*q*		1916 11mo	Harlan& Hollings-worthCor. Wlmgtn. Del.	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*)	242·2 P&B191'F41' FK *FPT*32*t*	39·0	18·0	Baltimore Utd.States 4*BHCem* *APT*11*t*	T.3Cy.17",27"&44"–30" 150NHP 2SB,4*cf*,GS87,HS2793 Harlan&HollingswrthCor	19 ″ 4	
74860 229164 WODY	**Georgene** (*ex*Przemysl) *OilEng.* Wireless 1*Dk*	446 — 267					1921	Wortelboer &Co. Delfzijl	EasternTankers Corp.	142·9 P28'H20'	26·3	12·2	Boston Utd.States	Oil Engines E *fitted* 30 StandardGasEng.Co.		
174 40 74861 47 SUBF	**Georges Mabro** (*ex*Bordeaux-32) *ss*Alx.No.3–8,33 *ss*Alx.No.1–38 1*Dk(Stl)* *Cargo battens not fitted*	2555 2301 1563	✠100A1 12,39 ✠LMC MS11,37 BS8,39	Alx		CL N9,37	1918 1mo	ForthS.B. &Eng.Co.Ld. Alloa	T.Mabro *Intermediate BH in fore hold dispensed with* *CellDB256'548t FPT78t APT29t*	305·3 P24'B85'F32' FK	42·8	21·5	Alexndria Egyptian *Cem* 4*BHonly*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 234NHP 2SB,6*cf*,GS126,HS4104 G.T.Grey&Co.Ld.S.Shl.	23 ″ 9 s 3″10½ 20 ″ 1	
74862 UOXQ	**Georgi Dimitrov** (*ex*Azbassein-36, *ex*Kostis-34, *ex*Thysa, *ex*Aden, *ex*Craigmore) *ss*Bla.2ndNo.3–7,26 *ss*Pir.No.1–30 *Spar dk(Stl)* 2*trB&deep framing*	2482 2309 1485	✠ 10,31 ✠	Msl	*t*		1905 2mo	A.Rodger &Co. Pt.Glasgow	U.S.S.R. *CellDBa&uE118'f136'623t*	313·0 P29'B82'F30' FK	43·0	20·7	Rostov Russian 5*BHCem* *APT*67*t*	T.3Cy.21",35"&57"–39" 248NHP 2SB,6*cf*,GS110,HS4210 A.Rodger&Co.Glasgow	23 ″ 3	
74863 OXOD	**Georgia** (*ex*Yokohama) *ss*Cpn.No.3–5,32 D.F. *ss*Els.No.1–37 1*Dk(Stl)&Shelter dk(Stl)* *CruiserStern*	2272 2029 1327	✠100A1 *Shelter dk withfreeboard* 8,39 BS8,39 ✠LMC8,36	Cpn	*u*	OG N8,37	1920 5mo	Aktieb. Öresunds-varvet Landskrona	DetForenede DampskibsSelsk *Intermediate BH in fore hold dispensed with* *CellDB262' 543t FPT89t APT105t*	310·0 320·0(O.L.) FK	44·7	19·5	Copnhagn Danish *Cem* *CollisionBHtoShdk* 3 ,, ,, *U* ,,	2 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 200lb 364NHP 2SB(Spt),6*cf*,GS82, HS3533 FD DeLavalsAngturbin,Skm.	22 ″ 0 s 1 ″ 2 21 ″ 0¼	
74864 1280 INRW	— *ss*Gen.No.1–25 *Mchy.Aft* 1*Dk(Stl)* *Well deck Fitted for oil fuel*	797 627 450	✠ 6,26 ✠	Gen	*k*		1920 10mo	W.C.Boele &Zonen Slikkerveer	Soc.Anon.Ilva *CellDBuB30'f121'252t FPT38t APT8t*	200·0 Q122'B11'F23' FK	30·2	12·9	Genoa Italian 4*BHCem*	T.3Cy.15",25"&40"–27" 121NHP 2SB,4*cf*,HS2282 Verschure&CoAmsterdam	15 ″ 0	I †
74865 219628 WACY	**Georgian** (*ex*Willsolo, *ex*Cajacet) *Fitted for oil fuel* D.F. 2*Dks&Shelter dk*	5825 5479 3608	✠ ... 6,20 ✠				1920 2mo	SunS.B. Co. Chester,Pa.	American-HawaiianS.S.Co.	434·3 FK	57·7	27·2	NewYork Utd.States *WB*	T.3Cy.27",45½"&76"–51" 612NHP SunS.B.Co.Chester.Pa	30 ″ 3	R †
74866 141863 CYMR	— Ⓟ TwinSc (*ex*CapeEternity-35, *ex*Rochester) 1*Dk2trB*	2484 1949 1407					1910	DetroitS.B Co. Wyandotte	LakewayLines,Ld.	246·8	42·3	15·9	Montreal British *WB*	T.8Cy.(2)16",(2)25"&(4)31"–22" 180NHP DetroitS.B.Co.Detroit		
74867 162365 GRLJ	**Georgic** Ⓟ TwinSc *ss*Liv.No.1–36 *OilEng.* D.F. GyC. 4*Dks(Stl–Weatherdk–*ws*)* *Ref.Mchy.* 5*th dk(Stl) in holds, except* Sub.Sig. *aftermost hold* 6*th dk(Stl) in* *CruiserStern Nos.*1, 2 & 3 *holds*	27759 21122 16716	✠100A1 *withfreeboard* Examined1,41 ✠LMC CS8,37 DBS~~12,39~~1,41 11,38 Lloyd'sRMC~~12,39~~ ~~7,40~~ 1,41 Nos. 2 & 3 lower dks. & No. 2 orlop dk. for temp. 33° F. *Carrying vegetable oil in after centre forward deep tank*	~~Liv~~ Liv		CL ~~s11,37~~ ~~P1,39~~ s7,40 PN7,40	1932 6mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	CunardWhiteStar, Ld. *CellDB585t3374tDTsf56'2013tFPT181tAPT231t*	683·6 B327'F114' *UpperB243'* FK&BK2½"	82·4	48·6	Liverpool British 12*BHCem*	Oil Engines 4S.C.DA 20Cy.33 1/16"–63" 4214NHP 2DB*150lb* 4DB(*Upr*)*100lb* Harland&Wolff,Ld.Bel.	52″10 s18″4¾ 35 ″ 0¼	BT till ~~6,40~~ ~~1,41~~ 7,41
74868 UNAD	**Georgij Sedow** (*ex*Beothic) *ss*Liv.No.3–1,20 1*Dk(Stl) Shelter dk(Stl) &deep framing*	1538 1420 598	✠ 7,21 ✠	Liv	*p*		1909 2mo	D&WHen-dersn&Co.Ld. Glasgow	U.S.S.R. *Cell DBa65' uE&B40'f94'331tFPT32tAPT49t*	240·4 FK	35·8	24·5	Archangel Russian 5*BHCem*	T.3Cy.22",36"&59"–39" 328NHP NB34 D&W.Hendersn&CoLdGls	19 ″ 2	
74869 160 SVBP	**Georgios G.** (*ex*Kurdistan) *ss*Rot.No.3–1,31 *ss*Ant.No.2–39 1*Dk(Stl)*	4289 4035 2682	✠100A1 2,41~~12,39~~ DBS5,39 ✠LMC MS12,39 MBS12,39	Ant Dub	*y*	CL 11,39	1918 3mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	D.J.Dambassis	380·1 P27'B230'F36' FK *CellDB317'1172t*	53·5	24·1	Andros Greek 6*BHCem* *APT*130*t*	T.3Cy.24",41"&68"–48" (*s*) 180lb *100lb* 437NHP NDB31 *refitted*37 2SB,8*cf*,GS160,HS6381 FD Cen.Mar.Eng.Wks.WHpl.	26 ″ 8 s 3 ″ 9½ 23 ″ 0¾	
74870																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref Trade.
2/40 74871 178 SVBF	**Georgios Kyriakides** (*ex*Trevalgan) ssBry.2ndNo.3-8,37 1*Dk*(*ptStl&ptIrn*)2trB	4201 3966 2672	✠100A1 12,38 MS12,36	Rot ✠LMC BS1,40	*x*	CL N12,38	1911 9mo Lloyd	J Readhead &Sons,Ld. South Shields 'sA&CF	TheHeirs of the lateN.G.Kyria- kides *CellDBa*l	363·0|51·1|26·1 375·4(O.L.) P31'B225'F32' FK 19'*uE*24'*f*158'922*t*	Andros Greek 6*BHCem* *APT*62*t*	T.3Cy.26",42"&69"-48" (*r*) 180lb 385NHP 2SB,6*cf*,GS132,HS6330 J.Readhead&Sns,Ld.S.Shl.	27 ″ 8 s 3 ″ 9¼ 24 ″ 2¼	
74872 377 SVGT	**Georgios P.** (*ex*CrosbyHall) 2*Dks*	4052 3799 2597					1903	C.S.Swan& Hunter,Ld. Newcastle	D.G.Coucoumbanis (T.N.Epiphaniades *Mgr.*)	365·0|46·7|27·3 P31'B94'F38'	Piræus Greek *WB*	T.3Cy.28¼",39"&68"-48" 320NHP Wllsnd.Slpwy.Co.Ld.Nwc		C
74873 738 SVKM	**Georgios Potamianos** (*ex*Petros ssAms.2ndNo.3-5,39 Nomikos-39, 1*Dk*(*Stl*)&*Shelter dk* *ex*Amasis-33, (*ptIrn ptStl*)&*Web frames* *ex*Glenrazan) *Longitudinal framing*	4044 3719 2561	✠100A1 *Shelter dk* *withfreeboar* 8,40~~11,39~~ MS6,38	Bkn NYk ✠LMC BS~~5,39~~7,40	*x*	CL ~~6,38~~ 8,40	1913 9mo Lloyd	Antwerp Eng.Co.Ld. Hoboken 'sA&CP *CellD*	EpirotikiSteam- shipNav.Co. "GeorgePota- mianos" *Ba*115'*uE*24'*f*167	370·4|51·9|24·3 P22'F36'*onShelter* *dk* FK '1038*t APT*140*t*	Piræus Greek 7*BHCem*	T.3Cy.25",41"&68"-48" (*s*) 180lb 374NHP 3SB,9*cf*,GS177,HS6116 G.Clark,Ld.Sunderland	26 ″ 9 s 2 ″ 9¼ 24 ″ 1	
74874 431 SZIS	**Georgios S. Krinis** (*ex*Isidoros Condoyannis-33,*ex*Marmaras, *ex*Heerengracht) 1*Dk*	365 290 184					1918	J.W.Boer- ma Martinshoek	GeorgiosS.Krinis	138·8|23·1|11·1 P38'F17'	Piræus Greek	T.3Cy11½",17¾"&29 9/16"-17½" Machinefab. 37NHP Fulton,Hoogezand		
74875 747 SZHB	**Georgos** (*ex*Agia-Marina-39, 3Mst *ex*Seagull-34) ssNwc.2ndNo.3-2,25 ssNwc.No.1-30 *Well deck Mchy.Aft* 1*Dk*(*Stl*)	667 464 270	✠ ... 2,34	Nwc ✠			1902 12mo	R.William- son&Son Workington	G.Ch.Vlassis	182·9|27·8|14·5 Q103'B11'F22' BK7' *DBf*96'134*t*	Piræus Greek 3*BHCem* *FPT*50*t*	T.3Cy.14",22½"&37"-27" 96NHP 1SB,3*pf*,GS56,HS1826 Ross&Duncan,Glasgow	13 ″ 11	
74876 DHIW	**Gera** Ⓟ ssHam.No.2-31 D.F. 2*Dks*(*Stl*)3*rd trBinNo.1 hold* *Well deck*	5155 4478 3100	✠ ... 5,35	Ham ✠	*a*†		1923 6mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) C	407·0|56·0|25·9 P&B329'F53' FK *ellDB*353'924*tFPT*	Hamburg German 8*BHAsp* 51*tAPT*16*t*	4SteamTurbinesSRgeared to 1 Screw Shaft 634NHP 3SB,9*cf*,GS200,HS8880 Blohm&Voss,Hamburg	28 ″ 6	G †
17/40 74877 151629 VOQD	**Geraldine Mary** ssGls.No.3-4,37 D.F. E.S.D. 3*Dks*(*Stl*)	7244 6723 4595	✠100A1 *withfreeboard* 4,40 BS1,40 *Fitted for oil*	Lon ✠LMC4,37 *fuel* 1	*b*† 0,2	CL 4,40 4 *F.P.*	1924 10mo Lloyd *above*	Vickers, Ld. Barrow 'sA&CP 150° F.	Anglo-Newfound- landS.S.Co.Ld. (DonaldsonBros. &BlackLd.*Mgrs.*) *CellDB*369'1335*t*	425·1|56·1|36·0 438·5(O.L.) 28·5 F49' FK *DTf*30'998*tDTa*27'	S.JhnsNFL British 7*BHCem* *Coll to W dk* 845*t FPT*14	T3Cy26½",44 7/16"&74"-54"(*r*) 200lb FD 724NHP 4SB(3Spt),12*cf*,GS276, HS11672 Vickers,Ld.Barrow 0*tAPT*32*t*	38 ″ 6 s 11 ″ 6 27 ″ 1½	
74878 1151 IBWN	**Gerarchia** (*ex*Nazareno,*ex*Luigi Rizzo,*ex*Ferrara,*ex*Sturmfels) ssNap.No.2-22 D.F. 2*Dks*	5342 — 3306	✠ ... 8,23	✠			1912 11mo	J.C.Teck- lenborgA.G. Weser- münde-G.	SocAnon.Coopera- tivadiNav. Garibaldi	439·1|55·5|28·6 421·2 P78'B124'F54' FK	Genoa Italian *WB*	Q4Cy.24"34⅝"50⅜"&74"-53½" 510NHP J.C.TecklenborgAG.Wsm	31 ″ 3	I †
74879 113 SVXE	**Gerassimos Vergottis** (*ex*ParisCity-38) D.F. 2*Dks*	6343 6057 3959					1920	Craig,Tay- lor&Co.Ld. Stockton	Possidon Steamship~~Co.Ld.~~ &TradingCo.Ld	412·2|55·0|33·5 F35'	Argostoli Greek *WB*	T.3Cy.28",46"&75"-51" 402NHP Blair&Co.Ld.Stockton		C
74880 OXZH	**Gerd** D.F. 1*Dk* *CruiserStern*	1700 1492 961					1935	Helsingörs Jernsk&Msk. Elsinore	Dampskslsk.Torm A/S(A.Schmie- gelow&A.Kampen, *Mgrs.*)	292·3|41·7|16·8 P&B222'F37'	Copnhagn Danish *WB*	C.3Cy.(2)15⅝"&39⅞"-37⅞" &LPTurbine with reduc- tion gear & chain drive HS3337 234NHP HelsingörsJernsk&Mskb.		V
74881 OYDQ	**Gerda** Wireless D.F. 1*Dk*	1151 929 675					1921	Schiffb.Ges Unterweser m.b.H.Weser -münde-L.	J.Lauritzen	231·5|34·6|14·1 P25'B56'F33'	Esbjerg Danish *WB*	T.3Cy.15",24"&40"-27" NE26 105NHP KjbnhavnsFlydk. &Skbsv.Cpn.		G
74882 OYLU	— **WoodAux4MstSr** (*ex*SailingVessel-36) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	334 304 264					1919	Frdrkssnd Skibsværft Frderikssund	RederiA/SGerda (A.E.Sörensen)	136·3|29·3|12·7	Svendborg Danish	Oil Engines 2S.C.SA 3Cy.13"-16½" NE36 89NHP A/SVölund,Cpn.		V
74883 ~~[illegible]~~ FPHZ	**Gerda Toft** ssCpn.No.2-38 1*Dk*(*Stl*)	1960 1778 1167	✠100A1 5,40~~6,39~~ BS~~6,39~~ 5,40	Hfx Bdx ✠LMC4,38	*s*	CL N6,39	1930 6mo Lloyd	Antwerp Eng.Co.Ld Hoboken 'sA&CP	~~D/S Jutlandia A/S~~ ~~(JensToft, Mgr.)~~ *Intermediate BH* *in fwd.* Ce	294·9|43·7|18·0 306·5(O.L.) P27'B165'F34' FK *hold dispensed with* *llDB*243'624*t FPT*	French 4*BHCem* 53*tAPT*58*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 204NHP 2SB(Spt),6*cf*,GS73,HS3344 N.E.MarineEng.Co.Ld.Sld	20 ″ 4 s 1 ″ 9 18 ″ 9¾	
74884 DDUH	**Gerda Vith** (*ex*Gerda-33, *ex*GerdaVith-33,*ex*Merkator, *ex*GustavSalling, 1*Dk*&*deep framing* *ex*Hollandia,*ex*Henner, *ex*CarlMenzell) Wireless D.F.	1312 1087 771					1903	Flensburgr Schiffsb.Ges. Flensburg	H.P.Vith	245·6|35·5|15·3 P20'Q58'B112'F27'	Flensburg German *WB*	T3Cy.15",25⅝"&43 7/16"-34 7/16" 110NHP FlensburgerSchiffsb.Ges.		G
74885 DHIX	**Gerhard** (*ex*ClausHorn,*ex*Immo) 1*Dk*	661 522 335					1921	J.Frerichs &Co.A.G. Einswarden	MathiesReed.K.G.	184·8|29·7|11·8 P66'F19'	Hamburg German *WB*	T.3Cy.15 5/16",24"&39⅜"-26¾" 80NHP J.Frerichs&Co.A.G. Osterholz-Scharmbeck		G
74886 LJLW	**Germa** (*ex*Adderstone-37, *ex*Boswell-34) ssNwc.No.3-3,34 ssSmk.No.1-38 D.F. 2*Dks*(*Stl*)	5282 4808 3116	✠100A1 11,40~~10,39~~ ✠NE3,34 BS4,40 *Fitted for oil*	Cpn HKg ✠LMC4,39 *fuel*11	*y* ,20	CL 3,39 *F.P. a*	1920 11mo Lloyd *bove* 1	Harland& Wolff,Ld. Belfast sA&CP C 50° F.	SkibsA/S Germa (JohanGerrard, Jr.*Mgr.*) *ell DB*335'1051*t D*	400·5|52·4|28·4 413·0(O.L.) P40'B128'F47' FK *Ta*26'587*tFPT*111*t*	Kristinsnd Norwegian 6*BHCem* *APT*215*t*	C.4Cy.(2)12"&(2)22½"-15" SR geared & LP Turbine DR geared to sc. shaft 200lb *120lb* (*s*) 399NHP 2SB,6*cf*,HS5112 FD White'sMarineECoLdNwc	31 ″ 0 s 5 ″ 10½ 25 ″ 4	
74887 LKCX	**Germania** TwinSc D.F. E.S.D. *OilEng.* *Mchy.Aft* 1*Dk*,2*nd dk in Mchy.space* *Longitudinal framing at bottom* *& dk in centre tanks* *Butts of shell & dk plating elec. welded* *CruiserStern*	9977 8921 5800	✠100A1 3,40 *CarryingPetr*	NYk ✠LMC1,39 *oleum*	*e*† *in*	CL *bulk*	1939 1mo Lloyd	Deutsche WerftAG Bet Finkenwrder Hamburg 'sA&CP	TheTexasCo. (Norway)A/S (H.C.Mathiesen, *Mgr.*) *CellDBuE*79'26	503·8|67·4|34·3 522·0(O.L.) P123'B38'F60' FK 1*tDTf*27'338*tFPT*	Oslo Norwegian 17*BHptCem* 129*tAPT*96*t*	Oil Engines 2S.C.SA 16Cy.20½"-35 7/16" 1167NHP 2DB171*lb*,2DB(WT)171*lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	34 ″ 2 s 6 ″ 8½ 27 ″ 8	

No "India," see No. 88514 in Supplement

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74888 DJWF	**Germania** OilEng. D.F. 1Dk,2nd dk in mchy. space Mchy.Aft CruiserStern Carrying Petroleum in bulk	9851 9165 5885	✠ 5,39 ✠	Ham	e†		1938 4mo	Deutsche WerftAGBet Finkenwrder Hamburg	OelfabricGross Gerau-Bremen (Schiffahrts& Speditionskontor "Elbe"G.m.b.H. Mgrs.) CellDBuE75'227tDTf36'724tFPT167tAPT262t	490·0 510·7(O.L.) P114'F69' FK	65·9	36·3	Hamburg German 12BHptCem	Oil Engines 2S.C.DA 6Cy.23⅝"-43 5/16" 1163NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	35″11	
59/41 74889 164969 GZDX	**Germanic** D.F. E.S.D. 1Dk CruiserStern	5352 4931 3241	✠100A1 4,40 ✠LMC11,30	Sws	z	CL 4,40	1936 11mo	W.Gray& Co.Ld. W Hartlepool Lloyd'sA&CP	SirWalterH. Cockerline CellDB360'1207tFPT137tAPT192t	413·3 425·2(O.L.) P34'B259'F33' FK	57·0	27·0	Hull British 7BHCem	T3Cy.23½",36½"&65"-45"(s) 200lb 400NHP 2SB(Spt)&1AuxSB,10cf, GS156,HS7144 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	29″3 s 4″5¼ 25″0½	
74890 115333 MCVP	**Gertie** ssApl.2ndNo.3-9,32 ssBwg.No.2-40 ~~ssApl.No1-37~~ Mchy.Aft Cargo battens not fitted Well deck 1Dk(Stl)	341 264 132	✠100A1 ~~7,40~~ ~~5,30~~ 6,41 ~~BS11,30~~ ✠LMC~~4,37~~ 7,40	Liv ~~Bwg~~	f	CL ~~5,30~~ 6,40	1902 11mo	Dublin DockyardCo. Dublin Lloyd'sA&CP	JohnS.Monks,Ld.	150·0 155·7(O.L.) Q54'B14'F28' BK7"	24·2	10·2	Liverpool British 3BHCem FPT47t	C.2Cy.20"&42"-27" (s) 130lb 94RHP 1SB,3pf,GS52,HS1621 Ross&Duncan,Glasgow	11″8 s ″7½ 11″8	
74891 OYYV	**Gertrud** OilEng. D.F. 1Dk&ptShelter dk CruiserStern	2282 1933 1285					1938	Helsingörs Jernsk&Msk. Elsinore	Dampskslsk.Torm A/S(A.Schmiegelow&A.Kampen, Mgrs.)	326·8 F76'	45·8	18·4	Copnhagn Danish WB	Oil Engines 2S.C.SA 8Cy.19 11/16"-35 7/16" 540NHP HelsingörsJernsk.&Mskb.		C
74892 DHIZ	— 1Dk	373 302 176					1922	Union Giesserei Königsberg	MathiesReed.K.G.	137·8 P&B98'F21'	25·2	11·3	Hamburg German WB	C.2Cy.13⅖"&23¼"-17¾" 19NHP UnionGiesserei, Königsberg		G
74893 DAXI	**Gertrud Fritzen** (exArthurKunstmann-38, exSortebavet, exSt.Andrews) ssKel.2ndNo.3-5,32 ssLbc.No.1-36 1Dk(ptIrn&ptStl)&deep framing	2999 2745 1843	✠ 4,36 ✠	Lbc	u		1906 1mo	J.Blumer& Co. Sunderland	Johs.Fritzen& Sohn.vorm W.Kunstmann CellDBa&uE138'f128'688tAPT175t	324·0 P28 B90'F31' FK	46·7	21·3	Stettin German 5BHCem	T.3Cy.23½",39"&64"-42" 288NHP 2SB,4pf,2cf,GS120,HS4652 G.Clark,Ld.Sunderland	23″10	
74894 OYDA	**Gertrud Rask** Ⓟ WoodAux 4MstSr Wireless D.F. 1Dk (See Sailing Ship Register)	662 455 378					1923	A/S Nakskov Skibs. Nakskov	Grönlands Styrelse	155·5 P93'F27'	34·5	14·5	Copnhagn Danish	T.3Cy.12½",21"&34½"-24" Helsingörs 58NHP Jernsk.&Msk.Elsinore		V
74895 220606 KDEV	**Gertrude Kellogg** (exGladysbe) Carrying Petroleum in bulk Mchy.Aft Fitted for oil fuel D.F. Sub.Sig. 2Dks&Web frames Longitudinal framing	5159 4522 3170	✠ … 3,24 ✠				1920 9mo	TerryS.B. Corp. Savannah,Ga	~~KelloggS.S.Corp.~~ SpencerKellogg &Sons,Inc.	391·9 P99'B34'F44' FK	51·0	28·5	NewYork Utd. States WB	T.3Cy.24½",41½"&72¼"-48" 562NHP IngersollRandCo. Phillipsburg,N.J.	30″2	R †
74896 OYFE	**Gertrude Mærsk** TwinSc OilEng ssHKg.No.2-37 D.F. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)in No.1 hold CruiserStern	5038 4622 3155	✠100A1 withfreeboard 11,39 ✠LMC CS12,37 DBS~~9,39~~3,41 6,38 Fitted for carrying oil 5,30 F.P. above 150°F in deep tanks Carrying cargo oil F.P. above 150°F.or Glycerine in tank above FPT	HKg	a†	CL 9,37	1930 5mo	Odense Staalskibsvft Odense Lloyd'sA&CP	A/SD/SSvendborg &D/S af 1912 A/S (A.P.Möller, Copenhagen,Mgr.) Cell DB371'1266t Tanks in way of tunnels 25tDTa11'281t MT27'1068tFPT148tAPT248t	418·9 437·5(O.L.) F38' FK	54·7	25·4	Svendborg Danish 8BH (Coll to Sh dk 7 ,, 2nd,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 709NHP DB100lb Akt.Burmeistr&Wain,Cpn	28″7 s 3″2½ 25″7	
74897 94 IBMJ	**Gerusalemme** Ⓟ TwinSc (exCracovia-34) ssTri.No.3-7,33 D.F. ssTri.No.1-37 2Dks(Stl-U ws)& Shelter dk(Stl-ws)	8052 6050 4566	✠100A1 Shelter dk withfreeboard 12,39 ✠LMC MS7,37 BS3,39 Fitted for oil fuel 9,23 F.P. above 150° F.	Tri	b†	CL SN4,39 P4,39	1920 11mo	Cant.San RoccoS.A. S.Rocco Lloyd'sA&CP	"Adriatica"Soc. Anon.diNav. CellDB368'1110tAPT57t	443·6 430·0 B213'F83'on Shelter dk FK Collision	53·1	24·9 33·9	Trieste Italian Cem BHtoShdk 6 ,, ,, U ,,	4 Steam Turbines SR geared to2 Sc. Shafts (r) 180lb 904NHP 5SB,15cf,GS314,HS12735FD StabilimentoTecnico,Tri.	36″11 s 3″7½ 25″2¾	
74898 39102 JRHJ	**Getuyo Maru** (exGetsuyoMaru-38) OilEng. ssTamaNo.1-38 2Dks Now "Mogamigawa Maru," see No. 89068 in Supplement	7509 6070 5513	✠100A1 3,40 ✠LMC CS3,40 DBS3,40 1,39 Carrying cargo oil F.P. above 150° F. in deep tanks	Tama	b†	CL 3,40	1934 6mo	Mitsubishi Jukogyo K.K. Nagasaki Lloyd'sA&CP	ToyoKaiunK.K. 'Tween dk BH above after deep tank BH dispensed with CellDB369'1405tDTa36'1145tFPT263tAPTs227t	436·3 P30'B157'F41' FK	58·5	32·8	Tokyo Japanese ptCem 6BH to Udk 1 ,, ,,2nd,,	Oil Engines 2S.C.SA 6Cy.28⅜"-49 3/16" 839NHP DB120lb MitsubishiJukogyoK.K.	32″9	
74899 LCLC	**Gezina** (exLakeErie) ssQns.No.3-5,20 D.F. 1Dk	1828 1585 1054	✠ … 7,24 ✠				1917 10mo	Detroit S.B.Co. Wyandotte	Partrederiet Gezina(ThBrövig)	251·0 P25'B64'F23' FK	43·8	18·5	Farsund Norwegian WB	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20″0	N †
74900 141926 GCDP	**Gharinda** ssCal.No.3-10,26 ssCal.No.3-2,39 2Dks(Stl)	5306 4844 3212	100A1 12,40 ~~1,40~~ BS~~8,39~~ 1,41	Cal Syd LMC7,38	y	CL 1,39	1919	Sunderlnd S.B.Co.Ld Sunderland Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB338'1113tFPT118tAPT203t	400·0 P50'B113'F40' FK	52·4	28·4	Glasgow British 7BHCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld	31″0 s 5″11½ 25″3	
74901 2028 IBSN	**Giacomo C.** (exGeneralePetitti-36) ssLgn.No.3-4,33 D.F. 2Dks(Stl)	4638 — 2849	✠ … 12,36 ✠	Pal	y		1920 5mo	Cantiere SanRocco Trieste	G.Costa fuAndrea CellDB326'1092t DTa35'248tAPT37t	396·3 382·8 P34'B247'B39' FK	52·2	25·5	Genoa Italian 6BHCem	T.3Cy.26",42"&70"-48" 411NHP 2SB,6cf,GS118,HS5534 J.G.Kincaid&Co.Ld.Grk.	27″10	I †
74902 320 INUK	**Giampaolo** (exChryssula, exAldebaran,exWm.Minlos2,exHebron) 1Dk	358 311 196					1920	Schiffs.-u. Dckbauwerft FlenderA.G. Lübeck	IndustriaMarmifera-Impresa di Costruzioni e Trasporti	147·6 139·6 B34'F21'	22·5	11·5	Trieste Italian WB	C.3Cy.14¾"&22⅘"-15¾" 17NHP SeebeckA.G. Wesermünde-G.		I
74903 1988 IBMP	**Gianfranco** (exOuderkerk-34, exOrsino,exGera) 4Mst ssHul.No.3-7,21 D.F. 2Dks&3rd dk inNo.1hold	8181 7267 5163	… 10,22				1915	Bremer Vulkan Vegesack	Soc.Anon.CompagniaItaliana Trasporti Marittimi	493·2 476·1 P28'B140'F87' FK	60·7	32·8	Genoa Italian WB	T.3Cy.32 5/16",52 13/16"&86 11/16"-55⅛" 819NHP BremerVulkan,Vegesack	35″6	I †
74904 156345 VSRP	**Giang Ann** (exGouverneur GeneraalDaendels) 1Dk&Shade dk	1063 817 560					1902	Nederl. Schps Maats. Amsterdam	HeapEng.Moh S.S.Co.Ld.	222·7 P58'F50'	36·2	14·0	Singapore British	T.3Cy.17",27"&46"-36" 127NHP NedFb.v.Wrk&Spoor,Ams		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B of Trade
74905 157902 VSPV	**Giang Bee** (*ex*Reijnlersz-39) 1*Dk*	1646 1330 999					1908	Maats Fyenoord Rotterdam	HeapEng.Moh. S.S.Co.Ld.	270·4 P33'B73'F30'	40·2	16·9	Singapore British *WB*	T.3Cy.19",31½"&51½"-39" 165NHP Maats,Fyenoord,Rot.		V
74906 156342 VSRQ	**Giang Seng** (*ex*Mossel) *Fitted for oil fuel* 2*Dks& Shade dk*	1811 1473 1085					1899	N.V.Maats voorSch.en Werk "Fyenoord" Rotterdam	HeapEng.Moh S.S.Co.Ld.	291·8 P12'B61'F58'	37·9	17·4	Singapore British	T.3Cy.22",34"&57"-42" NB13 211NHP N.V.Maats.voorSch.en Werk"Fyenoord"Rot		V
74907 1493 IBAO	**Gianna M.** (*ex*Wotan) ssHam.No.3-11,27 *Mchy.Aft* ssGen.No.2-35 D.F. 2*Dks*(*Stl*)*& Web frames* *Longitudinal framing* *CarryingPetroleum in bulk* *Fitted for oil fuel*	5719 4920 3396	✠ ... 12,38	Ven	*y*		1913 8mo	Reiherst'g Schiffsw. Hamburg *CellDBuE*65'	"C.I.T.O.M." Cia. ItalianaTrasporto OliiMinerali 285*t DTf*31'390*tF*	420·0 405·0 P104'B33'F35' FK *PT*210*tAPT*70*t*	52·7	26·8	Genoa Italian *Cem* 11*BHtoUdk* 4 " 2*nd* "	T.3Cy.$26\frac{7}{16}$",$43\frac{5}{16}$"&$71\frac{5}{16}$"-47¾" 480NHP 3SB,9*cf*,GS165,HS6889 Gutehoff- NE&B11,27 nungshütte,Oberhausen	29 " 6	I †
3|40 74908 46 SVGN	**Giannoulis Gounaris** (*ex*Zanos Sifneo, *ex*Armanistan) ssSyr.2ndNo.3-10,26 ssPir.No.2-36 1*Dk*(*Irn*)*& deep framing* *Cargo battens not fitted*	2238 2123 1396	✠100A1 Examined 4,40 BS4,40 ✠LMC3,36	Npt	*s*	CL 3,40	1901 1mo	W.Gray& Co.Ld. WHartlepool A&CP	G.Z.Gounaris *CellDB*	302·6 315·5(O.L.) P27'B69'F29' FK *a&uE*120'*f*124'621*t*	43·2	19·8	Piræus Greek 5*BHCem* *APT*40*t*	T.3Cy.22⅝",35"&59"-39" (*s*) 160lb NDB16 222NHP 2SB,6*pf*,GS84,HS3383 Cen.Mar.Eng.Wrks.WHpl	22 " 3 s 3 " 7 18 " 10	
74909	**Gibara** (*ex*Cecilia) *Fitted for oil fuel* 1*Dk*	1288 994 721					1906	Fredrkstad Mek.Værks. Fredrikstad	EmpresaNaviera de Cuba,S.A.	230·3 P22*t*H83*t*F32*t*	36·1	14·4	Havana Cuban *WB*	T.3Cy.16½",27"&44"-32" 109NHP FredrikstadM.V.Frdstad.		
74910 99941 VQYD	**Gibel Dersa** TwinSc (*ex*Duchess of Devonshire) Wireless 2*Dks*	1226 970 498					1897	NavalCon. &Arm.Co.Ld. Barrow	M.H.Bland&Co.Ld	300·0 P68'B131'F60'	35·1	15·7	Gibraltar British *WB*	T.6Cy.21",32"&50"-30" NB10 273NHP NavalCon.&Arm.Co.Ld.	15 " 0 s 4 " 4½ 12 " 8½	
74911 148928 VQYJ	**Gibel Dris** (*ex*CaidKébir-34, *ex*Northfield,*ex*Dido, *ex*Aug.Borremans) 3Mst ssShl.No.3-2,30 ssGib.No.2-38 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	744 526 340	✠100A1 9,38 ✠LMC MS10,38 BS10,39	Gib	*j*	CL 6,37	1917 6mo	W.C.Boele &Zonen Slikkerveer A&CP	M.H.Bland&Co.Ld *Cell*	181·0 Q105'B11'F23' FK *DBf* 103'140*t FPT*	28·2	12·5	Gibraltar British 3*BHCem* 65*tAPT*6*t*	T.3Cy.15",24"&$40\frac{5}{16}$"-24" 192lb (*s*) 109NHP 2SB,4*cf*,GS60,HS1943 N.V.Mchfb.Bolnes,Bolnes	14 " 6 s 4 " 5½ 14 " 1½	
74912 475 INVL	**Giglio** (*ex*Jug-37, *ex*DéputéFrédéricChevillon, *ex*CommandantLeFauve, *ex*CommandantLefebre) 3Mst 1*Dk*	1339 — 789					1918	KibiShipping Co.Ld. Osaka	A.Lauro	232·3 223·4 B52'F24'	32·9	19·2	Naples Italian *WB*	T.3Cy.14½",24"&40"-30" Hashimoto 88NHP IronWorks,Osaka		I
74913 436 IJMI	**Gigliola** (*ex*RinaCroce-37, *ex*Alvernia-36, *ex*Giannina-35, *ex*Lancing-33, *ex*Ravonia) ssLon.No.3-5,21 ssShl.No.2-29 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	734 516 291	✠ ... 10,33 ✠	Sld			1908 3mo	R.Williamson&Son Workington	MarioVeronesi	188·0 182·7 Q101'B11'F22' FK *DBf*101'	27·9	12·5	Trieste Italian 3*BHCem* 138*tFPT*53*t*	T.3Cy.14",25½"&41"-30" 93NHP 1SB,3*pf*,GS58,HS2048 Ross&Duncan,Glasgow	14 " 7	I †
74914 28218 JOHB	**Gihu Maru** (*ex*GifuMaru-38) 2*Dks*	2933 2670 1753	✠ ... 5,24 ✠				1921 12mo	Toba Shipyard Toba	NipponYusenK.K.	305·0 P22'B92'F32' FK	43·7	27·2	Tokyo Japanese *WB*	T.3Cy.23",38"&64"-48" 350NHP KubataIronWorks,Osaka	27 " 3	
74915 UPTH	**Gijiga** TwinSc *OilEng.* 1*Dk*	987 760 462					1932	S.B.Yard "André Marti" Odessa	U.S.S.R.	229·6 P64'F32'	34·0	10·8	Vladvostk Russian *WB*	Oil Engines 4S.C.SA 12Cy.$13\frac{9}{16}$"-$19\frac{11}{16}$" 214NHP KolomenskieStateE.Wks.		
74916 942 CBGI	**Gilda** (*ex*FoamQueen,*ex*Boreas) ssLon.No.1-11 *Well deck* Wireless 1*Dk*(*Stl*)	518 367 234	✠ 1,13 ✠	Lon	*g*		1906 7mo	VanVliet &Co. Hardinxveld	FontbonayCordero Ltda.	159·0 Q82'B14'F18' FK *FPT*56*t*	26·3	11·2	Valparaiso Chilian 4*BHCem* *APT*58*t*	T.3Cy.13",21"&34"-24" 76NHP 1SB,3*pf*,GS44,HS1377 G.T.Grey,SouthShields	12 " 0	G †
74917 UOFM	**Giliak** (*ex*EasternPilot) Sub.Sig. 2*Dks*	3148 2650 1886	✠ ... 11,20 ✠				1920 1mo	Teikoku S.S.Co.Ld. OHarima	U.S.S.R.	305·1 P23'B102'F33' FK	43·8	25·2	Vladvostk Russian *WB*	T.3Cy.22",37"&61"-42" 298NHP KobeSteelWorks,Kobe	27 " 3	
74918 DOAP	**Gillhausen** Sub.Sig. D.F. 1*Dk*	4339 3798 2350					1921	Frd.Krupp Akt.Ges. Kiel	FriedKruppA.G. (FriedKrupp's Reederij enTransportbedrijfN.V. *Mgrs.*)	380·1 P41'B115'F47' len32	47·4	26·4	Bremen German *WB*	DRGearedSteamTurbines Frd.KruppA.G.Kiel		G
74919 1384 IMEJ	**Gimma** (*ex*Doride-37,*ex*Stralsund, *ex*Tanger) 1*Dk& Spar dk*	1542 1339 913					1897	Schiffs.v. HenryKoch Lübeck	ServizioItalo-PortogheseSoc. Anon.diNav.	255·0 245·9 B67'F28'	35·2	18·3	Genoa Italian *WB*	T.3Cy.16½",28"&44"-27½" 101NHP H.Paucksch,Landsberg		I
40 74920 FOGY	**Ginette Le Borgne** (*ex*Breughel, *ex*A.E.Ames) *Mchy.Aft* 2*Dks*	1619 — 978					1903	Nthmblnd S.B.Co.Ld. Newcastle	Cie.Ch.LeBorgne	245·0	36·6	18·3	Havre French *WB*	T.3Cy.20½",33"&54"-36" 175NHP WllsndSlpwyCo.Ld.Nwc.		V
74921 2142 IOVN	**Ginetto** (*ex*IrmaCalzi-37, *ex*Spadaccino-35,*ex*TamazerI-34, *ex*Neufchâtel,*ex*Tisserand) TwinSc 1*Dk* *Mchy.Aft*	1126 817 558					1920	Soc.Anon. Chantiers Dubigeon Nantes	Cap.LuigiMonta	229·6 217·7 P74'F30'	34·2	12·7	Genoa Italian *WB*	C.4Cy.16½"&30¾"-$19\frac{5}{16}$" 68NHP Ateliers&Chantiers de la Loire,St.Denis		I
74922 DOSG	**Ginnheim** D.F. E.S.D. 1*Dk& Shelter dk* *CruiserStern*	4797 4386 2938	✠ 5,38 ✠	Ham	*z*		1937 5mo	Burntislnd S.B.Co.Ld. Burntisland	Unterweser ReedereiA.G. *CellDB*348'1346*t*	408·4 422·0(O.L.) FK *FPT*136*tAPT*159*t*	55·6	25·4	Bremen German 6*BHptCem* (*Coll to Sh dk* 5 " 2*nd* ")	T.3Cy.21½",35"&62"-45" 377NHP 2SB(Spt&FD)&1Aux.SB, 8*cf*,GS143,HS5537 D.Rowan&Co.Ld.Gls.	28 " 0	G †
74923 TTVL	**Ginouse** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk* *Longitudinal framing*	688 607 472					1931	Soc.Provencale de Cnst.Nav. LaCiotat	Soc.Auxiliaire des Consommateurs de ProduitsPétrolifères	224·0	29·6	10·6	Marseilles French *WB*	Oil Engines 4S.C.SA 4Cy.17¾"-$11\frac{1}{16}$" 47NHP Motorenfbr."Deutz"A.G. Köln-Deutz		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74924 28181 JBLA	**Ginyō Maru** Ⓟ **TwinSc** ssKob.No.3-10,33 ssYka.No.1-38 2Dks(Stl)&Shelter dk (Stl-ws)	8613 7884 6128	✠100A1 *Shelter dk* *withfreeboard* 4,41 ~~3,40~~ ~~BS3,40~~ *Fitted for oil fuel* 9,21 *F.P. above* 150°F.	Osa Yka BS4,41 ✠LMC12,38	c†	CL 12,38	1921 8mo	Asano S.B.Co. Tsurumi A&CP *CellDB*	NipponYusenK.K. 386'1562t*DT a*15'3	445·0|58·0|40·0 F49'*onShelter dk* FK 93t*MT*15'430t*FPT*	Tokyo Japanese *Cem* 7*BHtoShdk* 84t*APT*66t	4 Steam Turbines DR geared to 2 Sc. Shafts 200lb (s) 965NHP 4SB(Spt),*12cf*,GS242, HS10844 FD MidwestE.Co.Indianapolis	40 ″ 0 s12 ″ 5½ 28 ″ 0	
74925 383 IBOG	**Gioacchino Lauro** (*ex*Canadian Commander-32) ssGen.No.3-1,33 D.F. 2*Dks*(*Stl*) *Now* "Empire Engineer," *see No.* 87944 *in Supplement*	5345 4853 3151	✠ ... 6,34	Rot ✠	*y*		1921 4mo	Canadian Vickers,Ld. Montreal	A.Lauro *CellDB*	413·1|52·2|28·5 400·0 P49'B120'F41' FK 333'1025t *FPT*149t	Naples Italian 6*BHptCem* *APT*133t	T.3Cy.27",44"&73"-48" 520NHP 3SB,*9cf*,GS198,HS7743 CanadianVickers,Ld.Mtl.	31 ″ 2	I †
74926 1461 IBMO	**Giorgio** (*ex*Sun) ssPhl.No.3-5,26 *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Webframes* D.F. *Carrying Petroleum in bulk*	4887 — 2977	✠ ... 8,30				1907 4mo	NwprtNws S.B.&D.D.Co. Newprt News	"C.I.T.O.M."Cia. ItalianaTrasporto OliiMinerali	400·6|49·9|30·8 389·3 P77'B25'F33' FK	Genoa Italian *WB*	T.3Cy.24½",43½"&72"-48" 416NHP NB20*refitted*26 NewportNewsSB&DD.Co.	30 ″ 3	I †
74927 2244 ICEF	**Giorgio Fassio** (*ex*AtlanticSun-39) ssPhl.No.3-4,32 ssPhl.No.1-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	6212 6038 4146	✠100A1 1,40 ~~2,39~~ ~~MS2,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	Phl Gen ✠LMC1,40 ~~BS1,39~~	*b*†	CL ~~2,38~~ 1,40	1920 4mo	SunS.B. Co. Chester,Pa. A&CP	Villain&Fassio Soc.Anon.Italiana diNav.Mercantile *CellDBuE&B*60' 259t	429·3|59·2|31·4 P133'B36'F40' FK *FPT*222t*APT*57t	Genoa Italian 17*BHptCem* (13 *to U dk* 4 ,, *2nd*,,)	T.3Cy.27",45½"&76"-51" (*r*) ~~165lb~~ 190lb 612NHP 3SB,*9cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s6 ″ 8¼ 26 ″ 10	
74928	**Giotto** (*ex*Feng-Pu-38, *ex*Thong-Samud,*ex*Patani) 1*Dk*&*deep framing*	1911 — 1172					1907	Schiffsw.v. HenryKoch Lübeck	Cia.Italiana di Nav.S.A.I(Chinese ItalianNav.Co.Ld)	265·8|40·0|16·5 P36'B75'F38'	Shanghai Italian *WB*	T.3Cy.17½",28¾"&46⅛"-32½" 121NHP J.F.Ahrens,Altona		
74929 88 IBWL	**Giovanni Boccaccio** (*ex*Makala 38, ssAnt.No.3-6,32 *ex*European, ssAnt.No.1-37 *ex*Panagis) 2*Dks* D.F.	3141 2791 1861	✠100A1 6,39 BS6,39	Gen ✠LMC2,37	*u*	CL 3,38	1919 12mo *Lloyd*	Shanghai Dk.&E.CoLd. Shanghai '*sA&CP*	"Tirrenia"Soc. Anon.diNav. *CellDB*284'745t*F*	342·6|46·7|23·2 330·7 P33'B100'F29' FK *PT*110t*APT*45t	Fiume Italian 6*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 434NHP 3SB,*9cf*,GS153,HS6420 FD ShanghaiDk.&Eng.Co.Ld.	25 ″ 6 s4 ″ 0¼ 21 ″ 8	
74930 73 INZO	**Giovanni Bottiglieri** (*ex*Giovanni-39,*ex*Lyngstad-34, *ex*Magna,*ex*Siegrune,*ex*Livingstone) 1*Dk*	990 763 586					1905	Stavanger Stöberi&Dok Stavanger	MicheleBottiglieri	230·9|32·1|12·5 221.0 Q115*t*B58*t*H14*t* F33*t*	Torre del Greco Italian *WB*	T.3Cy.16",26"&43½"-30" 103NHP StavangerStöberi&Dok		I
74931 2172 IAJM	**Giove** **TwinSc** *Carrying oil in bulk* *Fitted for oil fuel* *Mchy.Aft* 2*Dks* *Longitudinal framing*	5211 4482 2857					1916	Cantieri Navali Riuniti Palermo	ItalianNavy (Operated by Soc. Anon.Cooperativa di Nav.Garibaldi)	416·7|51·2|28·3 398·6 P59'B104'F56'	Genoa Italian	T.6Cy.23⅜",38⅜"&63⅘"-35⅖" 484NHP Cant.Riuniti,Ancona		I
74932 238 IBRO	**Giovinezza** ssTri.No.3-8,37 2*Dks*(*Stl*)	2362 1944 1410	✠100A1 3,40 MS10,37	Pla ✠LMC BS8,39	*s*	CL 3,40	1925 8mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	303·5|41·7|20·6 290·0 P27'B97'F31' FK *CellDB*251'548t	Trieste Italian 5*BHCem* *APT*10t	T.3Cy.20¼",34⅝"&55 15/16"-36" 200lb HS4137 (s) 279NHP 1SB&1Aux.SB,*5cf*,GS97,FD StabilimentoTecnico,Tri.	22 ″ 9 s3 ″ 0 19 ″ 10¾	
74933 ONRA	**Gironde** ssAnt.No.3-1,33 ssAnt.No.1-37 2*Dks*(*Stl*)	*1770* *1562* *1039*	✠100A1 8,40 ~~11,39~~ MS2,37	Ant Cff ✠LMC BS~~11,39~~ 12,40	*q*	CL ~~9,37~~ 8,40	1920 11mo *Lloyd*	Antwerp Eng.Co.Ld. Hoboken '*sA&CP*	CieNationaleBelge deTransportsMarit (L.Dens&Co.Ld *Mgrs.*)	249·3|38·2|19·7 P23'B60'F27' FK *CellDB*209'439t	Antwerp Belgian 4*BHCem* *APT*12t	T.3Cy.20",33"&54"-36" (*s*) 180lb 213NHP 2SB,*6cf*,GS92,HS3632 N.E.MarineEng.CoLd.Sld.	22 ″ 3 s3 ″ 0 19 ″ 5	
74934 DHJI	**Gisela** (*ex*GretchenMüller-38) Sub.Sig. 1*Dk*	1422 1098 720					1909	Akt.Ges. "Neptun" Rostock	EmderDampfer- kompagnieA.G. (Wilh.Nübel, *Mgr*)	256·1|35·7|14·7 Q94'B59'F30'	Emden German *WB*	T.3Cy.17⅓",27 9/16"&46⅞"- 31½" 124NHP A.G."Neptun,"Rostock		G
74935 DHJB	**Gisela L.-M. Russ** *Mchy.Aft* Wireless 1*Dk*	1175 1106 628					1922	Stettiner Oderwerke Stettin	ErnstRuss	230·9|36·4|14·6 P&B180'F27'	Hamburg German *WB*	T.3Cy.17⅓",27⅗"&43 3/10"-31½" 105NHP StettinerOderwerke		G
74936 DRDL	**Gisela Oldendorff** (*ex*Peter Benoit-32) ssMdb.No.3-2,19 1*Dk*&*deep framing*	1361 1245 824	✠ ... 10,23	✠			1902 5mo	Soc.Anon. Chant.Naval Anversois Hoboken	EgonOldendorff	253·3|36·2|16·3 B50'F26' FK	Lübeck German *WB*	T.3Cy.19",31"&51"-33" 158NHP N.E.MarineEng.CoLdNwc	19 ″ 2	V †
74937 144082 GFQC	**Gitano** *CruiserStern* D.F. 2*Dks*	3956 2561 2453					1921	GooleS.B. &RepgCo.Ld. Goole	Ellerman'sWilson Line,Ld.	333·0|46·6|29·0	Hull British *WB*	2SteamTurbinesDRgeared to1 Sc. Shaft Earle'sCo Ld.Hull		C
74938 844 ICMK	**Giuan** (*ex*Valprato-35,*ex*NicolòII) D.F. GyC. 1*Dk*	5473 4564 3384					1918	N.Odero &Co. Genoa	Giovanni Gavarone	382·9|51·8|27·5 378·0 P37'B113'F33'	Genoa Italian *WB*	T.3Cy.26",42½"&69 7/10"-48" 337NHP N.Odero&Co.Genoa		I
74939 2150 IBVO	**Giulia** ssGen.No.3-10,38 *OilEng.* 2*Dks*(*Stl*)*Weather dk*-ws D.F. *Ref.Mchy.*	5921 4955 3737	✠100A1 3,40 DBS6,39 ✠Lloyd'sRMC1,40 *Fitted for carrying oil F.P. above* 150° F. *in deep tank*	Gen ✠LMC CS10,38 6,39	*z*	CL 3,40	1926 1mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP Cell*	"Italia"Soc.Anon. di Nav. *DB*335'1135t*DTa*	407·7|53·9|29·1 389·4 P38'B137'F39' FK 38'1010t*FPT*108t*A*	Genoa Italian 7*BHptCem* (1*to*2*nd dk*) *PT*30t	Oil Engines 4S.C.SA (*s*) 8Cy.29⅛"-59 1/16" 652NHP 2DB*100lb* NDB(s)27 StabilimentoTecnico,Tri.	32 ″ 0 s6 ″ 1¾ 26 ″ 0½	
74940 1111 IBWO	**Giulio Cesare** Ⓟ **QuadSc** ssGen.No.3-2,34 ssGen.No.1-39 4*Dks*(*Stl*)&*Awngdk*(*Stl*-teaks)& *Shadedk*(*Stl*-teaks)&*Webframes* *CruiserStern* D.F. GyC. *Ref.Mchy.*	21900 16326 12966	✠100A1 *Awng dk* *withfreeboard* 2,40 BS2,39 ✠Lloyd'sRMC7,39 *Fitted for oil fuel* 3,32 *F.P. above* 150°F.	Gen ✠LMC2,38	*o*†	PF 2,38 OG Pa4,37 CL s*f*2,40 s*a*2,40	1921 11mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP*	LloydTriestinoSoc. Anon.diNav. *CellDB*488'2591t *DTa*14'68t	634·0|76·1|46·3 602·4 76·5 FK 1 *DTf*24'281t *side tanks a*26' 216	Genoa Italian *Cem* 2*BHtoAwdk* 3 ,, ,, *2nd* ,, t*FPT*153t*A*	4SteamTurbinesSR geared to 4 Sc.Shafts (*s*) 220lb HS41034 3620NHP 6D&4SB,*48cf*,GS1020, FD Wllsnd.Slpwy.Co.Ld.Nwc *PT*29t	50 ″ 2 s20 ″ 3 30 ″ 2	
74941														

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cette ... n'est dans le L. R. Durée Cert. [illegible]
74942 IBKG	**Giulio Giordani** *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Longitudinal framing at bottom & at deck* *Mchy.Aft* *Carrying Petroleum in bulk*	10000					1939	Soc.Anon. Ansaldo Genoa-Sestri	AziendaGenerale ItalianaPetroli	499·3|68·6|36·6 P116′B44′F55′	Genoa Italian *WB*	Oil Engines 2S.C.DA 8Cy.25$\frac{3}{16}$″–45$\frac{11}{16}$″ 1323NH Soc An"Fiat"S.G.M.Turin		
74943 406 IOFA	**Giuseppe** **WoodAuxSr** (*ex*SailingVessel–38, *OilEng.* *ex*Saint-Mathieu,*ex*Rothesay) 1*Dk* (*See Sailing Ship Register*)	328 — 247					1904	JW.Phipps Belliveau's Cove,N.S.	GiuseppeGionta	143·0|31·6|10·4 123·0	Gaeta Italian	Oil Engines 4Cy.10½″–12½″ *Emade—fitted*38 FairbanksMorse&Co. Beloit,Wis.		I
74944 42 IOGQ	**Giuseppe Dormio** (*ex*Julius, *ex*Italia) 1*Dk*	1008 903 610					1904	Napier Miller,Ld. Glasgow	DittaGius.Dormio	245·4|36·2|14·2 212·1 B61′F27′	Bari Italian *WB*	T.3Cy.18½″,30″&50″–33″ 144NHP D.Rowan&Co.Glasgow		I
74945 1577 IOGW	**Giuseppe Leva** (*ex*BalillaII.–32, *ex*Alto,*ex*Tees) ssShl.No.3–3,20 *Well deck* ssNwc.No.1–25 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	1430 1095 815	✠ 4,29 ✠	Nwc	*o*		1907 4mo	J.Crown& Sons,Ld. Sunderland	Lucio&LuigiLeva *CellDBa65′u*	239·5|36·0|15·5 P24′Q59′B50′F26′ FK *E17′f*104′350*tFPT*	Genoa Italian 4*BHCem* 54*tAPT*92*t*	T.3Cy 19$\frac{5}{16}$″,31$\frac{5}{16}$″&51″–36″ 170NHP 1SB,4*pf*,GS66,HS2746 N.E.MarineEng Co.Ld.Sld	17 ″ 9	I †
74946 63 IOGZ	**Giuseppe Magliulo** (*ex*Damocle–33,*ex*AnnaB.,*ex*Industria, *ex*KishiniMaruNo.3) 1*Dk*	846 — 473					1917	Matsuda KisenK.K. Osaka	GiuseppeMagliulo	207·8|35·0|15·9 199·9 P27′B50′F21′ *WB*	Torre del Greco Italian	T.3Cy.14½″,24″&40″–30″ 88NHP Okamoto Kosakusho Osaka		I
74947 1421 IBYO	**Giuseppe Mazzini** Ⓟ **TwinSc** D.F. *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*&*Shelter dk*	7669 — 4398					1926	Ansaldo SanGiorgio Spezia	LloydTriestinoSoc. Anon. di Nav.	447·2|52·6|27·9 429·3	Genoa Italian *WB*	6 Steam Turbines DR geared to 2 Sc.Shafts Soc.Anon Ansaldo,Smp.		I
74948 2196 ILAA	**Giuseppe Messina** (*ex*Barion–38, *ex*Jarl–36,*ex*Ida ssOsc.2ndNo.3–1,26 Zschimmer, ssHam.No.2–34 *ex*Cambrian) *Well deck* 1*Dk*(*Stl*)	863 614 484	✠ … 6,36 ✠	Ham	*l*		1900 4mo	Mackie& Thomson Glasgow	MarcelloMessina	219·1|30·6|12·5 207·4 Q63′B64′F22′ FK *CellDB*	Genoa Italian 4*BHCem* 169′225*t*	T.3Cy.16⅞″,29″&48″–33″ 158NHP 2SB,4*cf*,GS71,HS2686 A.Stephen&Sons,Glasgow	14 ″ 9	I †
74949 223 IOHG	**Giuseppe Orlando** Ⓟ **TwinSc** *OilEng.* 1*Dk*&*Shelter dk*	838 772 469					1936	Odero Terni OrlandoS.A. Leghorn	Soc.Anon.Navigazione Toscana	211·0|32·8|18·9 193·5	Leghorn Italian *WB*	Oil Engines 2S.C.SA 8Cy.14$\frac{3}{16}$″–23⅝″ 280NHP OderoTerniOrlandoS.A. Genoa-Sestri		
74950 37 IRLE	**Giuseppina** (*ex*Occident–37) 1*Dk*	735 610 487					1889 6mo	Flensburgr Schiffsb.Ges Flensburg	GiovanniMusicò fuMichele	200·1|30·4|13·3 191·9 Q64′B52′F26′	Messina Italian *WB*	T.3Cy.14″,23″&40½″–27″ 85NHP FlensburgerSchiffsb.Ges.		I
74951 28 IKQM	— **WoodAuxBkn** (*exSailingVessel*Basilio–38, *OilEng.* *ex*Fidente) 1*Dk2trB* (*See Sailing Ship Register*)	392 366 316					1922	E.Gottuzo Chiavari	FratelliLuxardo, R.Scopini& M.Nesi	136·4|29·2|14·2 119·7	Zara Italian	Oil Engines 4S.C.SA 4Cy.11″–16$\frac{9}{16}$″ 47NHP *Emade&fitted*38 DeutscheWerkeKielA.G. Kiel		I
74952 906 IOJE	**Giuseppina D.** **WoodAuxBkn** (*ex*SailingVessel–39) *OilEng.* 1*Dk2trB* (*See Sailing Ship Register*)	431 399 327					1920	Cantiere Pegollo PietraLigure	A.Dell'Acqua	140·3|28·9|15·6	Genoa Italian	Oil Engines 4S.C.SA 4Cy.10$\frac{7}{16}$″–16⅛″ 42NHP *Emade*38 *fitted*39 Soc.An.Ansaldo,Gen.		I
74953 1657 IBOT	**GiuseppinaGhirardi** **3Mst** (*ex*Lucerna) 2*Dks* *Mchy.Aft* *CarryingPetroleum in bulk*	3319 3148 1902					1892	Armstrong Mitchell& Co.(Lim.) Newcastle	Ing.L.Ghirardi	342·5|42·6|28·5 330·0 B38*t*H34*t*F51*t*	Genoa Italian	T.3Cy.24″,40″&65″–42″ NB15 274NHP Blair&Co.(Lim.),Stockton		I
74954 1078 IOJN	**Giuseppina V.** **WoodAux4Mst** (*ex*Carina–34,*ex*Dana) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	367 315 301					1919	Nakskov Skibsverft Nakskov	PietroRossetti	144·6|31·1|12·9 137·7 Q39*t*	Genoa Italian	Oil Engines 2S.C.SA 3Cy.14½″–15½″ 106NHP TuxhamA/SCopenhagen		I
74955 44846 JQYM	**Giyu Maru** *OilEng.*	878 — 611					1938	Mihara S.B.Yd. Osaka	HakkoKisenK.K.	185·0|31·0|17·0	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.12$\frac{13}{16}$″–19$\frac{13}{16}$″ 95NHP NipponHatsudoki KK.Kob		
74956 224402 KFTR	**Glacier** Ⓟ (*ex*PortChalmers) *Fitted for oil fuel* *Well deck* 2*Dks*(1*Stl*)&*Upt*(*Stl*)3*trB*	4043 — 2158	✠ 6,96 ✠	Syd			1891	JLThompson&Sons, Sunderland	AlaskaSalmonCo.	371·0|46·1|27·7 P&B218′F49′	S.Frncisco Utd.States *WB*	T.3Cy.30″,48″&78″–54″ 459NHP 3DB,18*pf*,GS246,HS7050 J Dickinson,Sunderland	29 ″ 0	
Now	"Carbella," see No.87548 in Supplement													
74957 164905 GWGZ	**Gladonia** *OilEng.* *Mchy.Aft* 1*Dk* Wireless E.S.D. *CruiserStern*	360 227 178	✠100A1 7,39 ✠LMC7,39	Goo	*e*	OG 2,41	1939 7mo *Lloyd's*A&CP	GooleS.B. &RepgCo.Ld. Goole	J.Wharton (Shipping),Ld. *CellDB*91′114*tFP*	143·9|24·7|7·9 149·5(O.L.) P27′Q42′B11′F16′ T42*tAPT*16*t* FK	Goole British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.11″–17$\frac{13}{16}$″ 71NHP Humboldt-Deutzmotoren, A.G Köln-Deutz	10 ″ 1 s3 ″ 7 9 ″ 9¾	
74958 VSBF	**Gladys** ssSng.No.3–1,22 1*Dk*	358 236 173	✠ … 1,26 ✠				1910 1mo	GooleS.B. &Repg.Co.Ld Goole	SarawakS.S.Co. Ld.	150·5|25·1|8·2 P13′B63′F31′ FK	Kuching Sarawak *WB*	C.2Cy.18″&36″–24″ Richardsons, 53NHP Westgarth&Co.Ld.Mdb.	9 ″ 0	
74959 124139 MMZL	**Gladys Moller** **2TwinMasts** (*ex*EthaRickmers–38, *ex*Bito, ssHam.2ndNo.3–2,33 *ex*Centurion, ssHam.No.1–37 *ex*CrownofGalicia) 2*Dks*(*Stl U–pt* ws)	5285 4707 3294	100A1 5,40~~9,30~~ MS7,37	Shi LMC ~~BS3,39~~ 1,40	*y*	CL 6,37	1906 *Lloyd's*A&CP	A.Stephen &Sons,Ld. Glasgow	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellD*	400·0|52·0|27·1 P34′B173′F42′ FK *B*355′1113*tFPT*99*t*	Shanghai British 6*BHCem* *APT*34*t*	T.3Cy.26½″,42″&70″–54″ (*s*) 180lb 481NHP 3SB,9*cf*,GS173,HS6915 FD A.Stephen&Sons,Ld.Gls.	29 ″ 9 s 5 ″ 4 24 ″ 8	
74960 161012 GJYL	**Glaisdale** ssBry.No.2–37 1*Dk*(*Stl*)	3777 3407 2262	✠100A1 ~~10,108,30~~3,41 ~~BS3,39~~ BS 5,406,41	Mtl ~~Mch~~ Liv ✠LMC10,37	*w*	CL 8,39	1929 9mo *Lloyd's*A&CP	SirJ.Laing &Sons,Ld. Sunderland	Headlam&Son's S.S.Co.Ld. (Headlam&Son, *Mgrs.*)	360·5|49·9|23·1 P32′B219′F37′ FK *CellDB*320′928*t*	Whitby British 6*BHCem* *APT*135*t*	T.3Cy.25″,42″&68″–45″ (*s*) 180lb *180lb* 341NHP 2SB,8*cf*,GS150,HS5304 G.Clark,Ld.Sunderland	25 ″ 5 s 3 ″ 1½ 22 ″ 6½	

109

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist's Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.ofTradeCert.
74961 144717 GZDN	**Glamis** *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	555 444 280	✠100A1 *withfreeboard* 11,39 ✠LMC10,36	Sou	*i*	OG 11,39	1936 10mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	Dundee,Perth& London Shpg.CoLd *CellD*	167·9 176·0(O.L.) Q41'F21' *B*112' 142*t* *FPT*64*t*	30·1 31·4	11·8 FK	Dundee British 4*BHptCem* *APT*6*t*	Oil Engines 2S.C.SA 4Cy.13⅜"–22$\frac{7}{16}$" 125NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s 3 ″ 6¾ 10 ″ 6	
74962 143533 MPZZ	**Glamorgan Coast** (*ex*Finola-39) *ss*Dub.No.3-3,34 *ss*Ard.No.1-39 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	879 621 374	✠100A1 ~~L40~~ 6,41 ~~BS3,39~~ ✠LMC3,38 ~~BS5,40~~ 6,41	Bkn Liv	*l*	CL 5,39	1921 2mo	Dublin Dkyd.Co.Ld. Dublin *Lloyd'sA&CP*	CoastLines,Ld. *CellDBu B*32'	200·0 207·6(O.L.) Q128'F28' *f*102'161*t* *FPT*123*t*	30·8 32·6	13·2 BK7"	Liverpool British 3*BHCem* *APT*49*t*	T.3Cy.17½",27½"&45"–33" 180lb (*s*) 155NHP 2SB,4*cf*,GS79,HS2784 Ross&Duncan,Glasgow	15 ″ 3 4 ″ 1½ 15 ″ 2¾	
74963 161543 GLJP	**Glanton** *ss*Shl.No.2-37 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2822 2378 1662	✠100A1 11,40~~11,39~~ ~~BS11,39~~ ✠LMC12,37 11,40	Nwc Sld	*t*	CL ~~11,39~~ 11,40	1929 11mo	Smith's DockCo.Ld. Middlesbro' *Lloyd'sA&CP*	SharpS.S.Co.Ld. (Sharp&Co.*Mgrs*) *CellDB*205'681*t* D	305·0 P23'B50'F23' *Trunk in wells* *Ta*56'255*t* *FPT*164	45·5	21·3 FK	Newcastle British 6*BHCem* *tAPT*100*t*	T.3Cy.21",35"&57½"–42" (*s*) 180lb 266NHP 2SB,6*cf*,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 1¾ 20 ″ 6¾	
74964 LDGO	**Glarona** TwinSc *OilEng.* *ss*Got.No.2-37 *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) D.F.	9912 9003 5921	✠100A1 ~~4,40~~12,40 ✠LMC CS1,38 DBS~~12,38~~4,40 1,38 *CarryingPetroleum in bulk*	Pal PN1	*e*†	CL 7,39	1928 12mo	A.B.Göta- verken Göthenburg *Lloyd'sA&CP*	HenryTschudis TankrederiA/S (Tschudi&Eitzen, *Mgrs.*) *CellDBuE*71'304*t*	475·4 P103'F39' *DTf*33'624*t* *FPT*1	64·2	37·5 FK	Oslo Norwegian 10*BHptCem* 96*tAPT*310*t*	Oil Engines 4S.C.SA. 16Cy.21⅝"–39⅜" 2DB*150lb* 724NHP A.B.Götaverken,Göt.	37 ″ 0	
74965	**Glasgow** Ⓟ TwinSc *OilEng.* 1*Dk*	1507 — 859					1929	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	275·1 P37'B46'F29'	43·2	12·3	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾"–29½" 287NHP Harland&Wolff,Ld.Gls.		
74966 24780 JSGD	**Glasgow Maru** *ss*Nag.No.3-12,30 *ss*Smk.No.2-38 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5831 5586 4227	✠100A1 *Awng dk* *withfreeboard* 5,40 ~~3,39~~ ✠LMC~~3,39~~ 5,40 *Fitted for oil fuel* 6,23 *F.P.above* 150°F.	Yka Smk	*y*	OG 3,39	1919 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KokusaiKisen K.K. *CollisionBH to Awng dk* *CellDB*	385·0 334'1118*t* *FPT*126*t*	51·0	36·0 FK	Kobe Japanese *Cem* 5*BH to U dk* *APT*93*t*	T.3Cy.26",43½"&72"–48" (*s*) 200lb 437NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkyd.Co.Ld. Kobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
74967 DHJC	**Glattesee** (*ex*MartaSchröder, *ex*Farmsum) 1*Dk*	590 417 344					1921	Johs.Berg Delfzijl	W.Schuchmann	165·9 Q54'B42'F22'	25·8	11·8	Brmrhven German *WB*	T.3Cy.12⅝",20"&31"–22" 45NHP Johs.Berg,Delfzijl		G
74968 145852 GDYZ	**Glaucus** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	7586 6300 4783					1921	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	459·5 P53'B162'F57'	56·3	32·5	Liverpool British *WB*	DR Geared Steam Turbine 1000NHP Hwthrn,Leslie&C.Ld.Nwc		
74969 161584 MBXB	**Glen** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	471 371 234	✠100A1 Examined 4,41 Bel ✠LMC7,35	~~Bly~~	*h*	CL ~~10,37~~ 4,40	1935 7mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	Tyne-TeesSteam ShippingCo.Ld. *CellDB*	165·2 171·0(O.L.) P45'F22' 106'152*t* *FPT*	27·1	10·4 FK	Newcastle British 3*BHptCem* 65*tAPT*11*t*	Oil Engines 4S.C.SA 7Cy.11"–17$\frac{11}{16}$" 32NHP Humboldt-Deutzmotoren, A/G.Köln-Deutz	12 ″ 4 s 1 ″ 2 11 ″ 3¼	
74970 129325 MKJS	**Glen Avon** Ⓟ PadSk 2*Dks*	509 351 203					1912	AilsaS.B. Co.Ld. Troon	P&A.Campbell,Ld	220·0 *Promenadedk* 205'	27·1	8·9	Bristol British	C.D.2Cy.26½"&52"–54" 165NHP AilsaS.B.Co.Ld.Troon		
74971 145953 MLBV	**Glen Gairn** (*ex*Allerton, *ex*Acklam) *ss*Lth.No.3-12,34 *ss*Lth.No.1-38 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) Wireless D.F. *Cargo battens not fitted*	904 638 410	✠100A1 ~~6,40~~~~6,39~~ 10,40 ✠LMC MS12,38 ~~BS6,39~~ 3,40	Gmh ~~Bls~~ Gls	*l*	CL ~~6,39~~ 6,40	1922 6mo	J.S.White &Co.Ld. Cowes *Lloyd'sA&CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellD*	198·3 205·1(O.L.) Q120'B13'F27' *Bf*130'227*t* *FPT*46*t*	30·7	12·2 FK	Aberdeen British 3*BHCem* *APT*46*t*	T.3Cy.16⅛",27"&44"–30" (*s*) 180lb 127NHP 2SB,4*cf*,GS68,HS2122 J.S.White&Co.Ld.Cowes	14 ″ 5 s3 ″ 11¾ 14 ″ 2½	
74972 143976 GFNT	**Glen Gower** Ⓟ Pad Wireless D.F. 1*Dk*&*Promenade dk*	553 387 215					1922	AilsaS.B.& E.Co.Ld. Troon	P&A.Campbell,Ld	235·1	28·5	9·1	Bristol British	C.2Cy.26"&55"–54" E*made*93*fitted*21 184NHP J.&G.Thomson,Ld.Gls.		
74973 127971 GMWJ	**Glen Head** (*ex*Penthames-37, *ex*ComtessedeFlandre,*ex*Neva) E.S.D. 1*Dk*&*Shelter dk*	2011 1717 1084					1909	ClydeS.B. &E.Co.Ld. PortGlasgow	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*)	295·3	42·1	17·6	Belfast British *WB*	T.3Cy.22",35"&59"–39" 217NHP ClydeS.B.&E.Co.Ld.P.Gl.		C
74974 138873 MJDG	**Glen Helen** (*ex*MaryAiston) K *ss*Liv.No.3-7,31 *ss*Sws.No.2-40 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	315 211 131	✠100A1 4,40 ~~BS11,39~~ ✠LMC11,38 4,41 *Fitted for carrying & pumping Sand in bulk*	Sws	*d*	OG 10,38	1918 7mo	Crabtree& Co.Ld. Gt.Yarmouth *Lloyd'sA&CP*	SouthWalesSand& GravelCo.Ld. (R.A.Bevan,*Mgr.*)	130·5 137·8(O.L.) Q44'B9'F16' *FPT*22*t*	23·2 24·4	9·5 FK	Swansea British 5*BHCem* *APT*30*t*	C.2Cy.16"&33"–22" (*s*) 130lb 45RHP 1SB,2*pf*,GS37,HS1261 Crabtree&Co.Ld.Gt.Yar	10 ″ 6 s ″ 9 9 ″ 10	
74975 145864 MLPD	**Glen-Mary** *ss*Lon.No.3-1,34 *ss*Lon.No.1-38 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	394 281 148	✠100A1 ~~10,40~~ ~~2,40~~ ~~11,40~~ 6,41 ✠LMC1,38 ~~BS7,39~~ 10,40	Lon Abn	*f*	OG 2,40	1921 8mo	Crabtree& Co.Ld. Gt.Yarmouth *Lloyd'sA&CP*	G.Couper&Co.Ld.	143·2 Q50'B9'F19' *FPT*39*t*	24·6	10·5 FK	London British 3*BHCem* *APT*12*t*	T.3Cy.13",21"&35"–24" (*s*) 180lb 61RHP 1SB,3*pf*,GS46,HS1540 Crabtree&Co.Ld.Gt.Yar.	11 ″ 6 s ″ 10½ 10 ″ 9	
74976 148858	**Glen Sannox** Ⓟ TrpSc 2*Dks*	664 465 267					1925	W.Denny& Bros.Ld. Dumbarton	CaledonianSteam PacketCo.Ld.	249·9 Q18'	30·1	10·1	Glasgow British	3 Steam Turbines W.Denny&Bros.Ld.Dmb.		BT till ~~3,41~~ 3,42
74977 134723 MJWS	**Glen Tilt** (*ex*Goodwill ofBristol) *Mchy.Aft* Wireless D.F. 1*Dk*	871 628 426					1920	W.Harkess &Son,Ld. Middlesbro'	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	198·0 Q112'B13'F25'	30·6	12·5	Bristol British *WB*	T.3Cy.16",27"&44"–30" Richardsons, 106NHP Westgarth&Co.Ld.Mdb.		C
74978 135796 GFNS	**Glen Usk** Ⓟ Pad Wireless 2*Dks*	524 367 209					1914	AilsaS.B. Co.Ld. Troon	P.&A.Campbell,Ld	224·3 *Promenade dk* 212'	28·1	8·9	Bristol British	C.2Cy.26½"&52"–54" 165NHP AilsaS.B.Co.Ld.Troon		
74979 216529 KSIE	**Glen White** *ss*Bos.No.3-7,30 D.F. *ss*Bos.No.2-38 1*Dk*(*Stl*)&*Web frames* *Cargo battens not fitted*	5438 4795 3349	✠100A1 10,40~~10,39~~ ~~BS10,39~~ ✠LMC9,38 10,40	Bal	*y*	CL N9,38	1918 7mo	NewYork S.B.Corp. Camden,N.J. A&CP	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *CellDB*	368·6 P27'B72'F31' 320'1832*t* *FPT*220*t*	55·2	30·5 FK	Boston Utd.States 7*BHCem* *APT*201*t*	T.3Cy.24½",41½"&70"–46"(*r*) 195lb 462NHP 3SB,9*cf*,GS154,HS6624 FD NewYorkS.B.Corporation	34 ″ 5 s 7 ″ 10 27 ″ 0	
74980 143674 GDPS	**Glenaffaric** Ⓟ (*ex*Machaon-35) D.F. 2*Dks* *Ref.Mchy.*	7782 6370 4906					1920	Caledon SB&E.Co.Ld. Dundee	GlenLine,Ld.	459·2 P54'B164'F65'	56·3	32·5	Liverpool British *WB*	T.3Cy.31",51½"&86"–60" 571NHP CaledonSB.&E.Co.Ld.Dun		BT till ~~12,40~~ 9,41

1 Numéro d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd of Trade
74981 140469 EIDV	**Glenageary** ssDub.No.3–9,32 Mchy.Aft ssArd.No.1–36 Well deck 1Dk(Stl) Wireless Cargo battens not fitted	446 318 170	✠100A1 8,40 ~~8,39~~ ~~DBS8,39~~ ✠LMC~~9,36~~ 8,40	Ard	g	CL N8,39	1920 5mo	Lytham S.B.&Eng. Co.Ld. Lytham Lloyd'sA&CP	Alliance&Dublin ConsumersGasCo.	142·0|25·8|11·5 Q85'B9'F21' BK6½' DTf19'48tFPT12t	Dublin British 4BHCem APT21t	T.3Cy.14",22"&38"–24" (s) 180lb 88NHP 1SB,3pf,GS49,HS1520 LythamS.B.&Eng.Co.Ld.	12 " 6 s 3 " 11 12 " 11	
74982 144230 GDXT	**Glenapp** TwinSc OilEng. ssKob.No.3–5,32 ssH.Kg.No.2–40 ~~ssMdb.No.1–35~~ Ref.Mchy. 2Dks(Stl)&Awng dk(Stl) Cargo battens not fitted in bridge & forecastle	9503 8534 5802	✠100A1 Awng dk with freeboard 3,41 ~~2,40~~ DBS7,41 ✠LMC CS6,37 ~~DBS7,37~~ 7,40 ~~10,37~~ 10,38 ✠Lloyd'sRMC~~2,40~~ ~~5,40~~ 12,40	HKg	e†	CL ~~5,38~~ 3,41	1920 12mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	GlenLine,Ld. CellDB422'1667t	485·6|62·3|35·8 P40'B153'F58' on Awng dk FK&BK2" 1BHdispensed with 7BHonly,all to Awng dk DTa30'706tFPT130tAPT75t	Glasgow British ptCem	Oil Engines 4S.C.SA 16Cy.29½"–45½" 1317NHP DB100lb Harland&Wolff,Ld.Gls	38 " 9 s 9 " 4½ 29 " 8½	
74983 166297 GBLG	**Glenartney** Ⓟ TwinSc OilEng. D.F. E.S.D. 3Dks Ref.Mchy. CruiserStern	9795 7791 5044					~~1939~~ 1940	CaledonS. B.&E.Co.Ld. Dundee	GlenLine,Ld.	483·1|66·4|31·3 P47'B216'F51'	Liverpool British WB	Oil Engines 2S.C.DA 12Cy.24 7/16"–55½" 2460NHP Akt.Burmeistr&Wain,Cpn		BT till 9,41
74984 147907 GKLC	**Glenbank** TwinSc OilEng. ssLiv.No.3–12,36 1Dk(Stl)&Shelter dk(Stl–ws)	5151 4768 3116	✠100A1 with freeboard ~~6,40~~ ~~12,39~~ 11,40 DBS9,40 ~~DBS7,39~~ ✠LMC12,36 ✠LMC(M)12,38 Carrying vegetable oil in deep tank	Cal Hul	a†	CL 6,38	1924 6mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	BankLine,Ld. (A.Weir&CoMgrs) CellDB357' 1121t tanks 'tween tunnels115'251tDTf32'1067t	420·4|53·9|26·5 FK	Glasgow British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 13/32"–37 13/32" DB110lb 717NHP Harland&Wolff,Ld.Gls. FPT106tAPT132t	29 " 2 s 3 " 7½ 25 " 8	
74985 146292 GBZK	**Glenbeg** TwinSc ssAnt.No.1-39 OilEng. Ref.Mchy. ssHul.No.3–1,35 2Dks(Stl)&Awng dk(Stl) Cargo battens not fitted in bridge & forecastle	9461 8534 5789	✠100A1 Awng dk with freeboard ~~7,40~~ ~~1,39~~ ~~12,39~~ 5,40 1,41 ✠LMC CS~~1,35~~ DBS~~1,35~~ 5,40 ~~4,36~~ 10,37 ✠Lloyd'sRMC~~12,39~~ 6,41 ~~11,40~~ ~~5,40~~	Ant ~~Mdb~~ HKg	e†	CL 12,39	1922 4mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	GlenLine,Ld. CellDB422'1667t	485·6|62·3|35·8 P40'B153'F58' on Awng dk FK&BK2" 1BH dispensed with 7BHonly, all to Awng dk DTa30'706tFPT130tAPT75t	Glasgow British ptCem	Oil Engines 4S.C.SA 16Cy.29½"–45½" 1317NHP DB–100lb Harland&Wolff,Ld.Gls.	38 " 9 s 9 " 4½ 29 " 8½	
74986 143608 MJTZ	**Glenbride** (exMorion–39, exJessieSummerfield) K ssIrv.No.3–3,32 ssArd.No.2–40 ~~ssGle.No.1–36~~ Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	423 314 162	✠100A1 ~~6,40~~ ~~11,39~~ 5,41 ~~BS3,39~~ ✠LMC~~3,36~~ 6,40 BS5,41	Bwg ~~Ard~~ Bry	f	CL 2,39	1919 12mo	AilsaS.B. Co.Ld. Ayr Lloyd'sA&CP	MohochangExplorationCo.Ld. (J. Galbraith,Mgr.)	143·2|25·1|12·0 26·3 149·0(O.L.) P48'B10'F23' BK7' FPT36tAPT4t	Glasgow British 3BHCem	C.2Cy.18"&36"–27" (s) 130lb 54RHP 1SB,3pf,GS53,HS1827 AilsaS.B.Co.Ld.Troon	12 " 9 s " 10 12 " 6	
74987 111142 VOLS	**Glencoe** ssNFL.3rd.No.3–8,36 Wireless 2Dks&Web frames	767 682 336	✠100A1 4,39 ✠NB10,28 ✠LMC8,36 BS~~4,39~~ 4,40	NFL	l	CL 3,39	1899 12mo	A&J Inglis Glasgow A&CP	Government of Newfoundland (Newfoundland RailwaySteamship Dept.) CellDBa28'uE&	208·0|30·1|16·7 F29' BK8' ND24 B39'f71'135tFPT	SJhnsNFL British 5BHCem 17tAPT8t	T.3Cy.18",30"&50"–36" 160lb (r) FD 185NHP 2SB,4cf,GS76,HS2614 A.&J.Inglis,Glasgow	19 " 0 s2 " 11½ 17 " 1	
74988 159301 EIKR	**Glencree** ssArd.No.1–39 Mchy.Aft 1Dk Wireless Cargo battens not fitted	481 320 187	✠100A1 ~~6,40~~ ~~7,39~~ 11,40 ✠LMC7,39 BS11,40	Ard Dub	g	CL 3,38	1934 12mo	Dublin DydCo.(Vickers,Ireland) Ld. Dublin Lloyd'sA&CP	Alliance&Dublin ConsumersGasCo.	142·0|26·0|11·5 27·0 Q81'B11'F22' BK7' DTf18'45tFPT10t	Dublin British 3BHCem APTs22t	T.3Cy.13½",23"&38"–27" (s) 200lb 77RHP 1SB,3cf,GS50,HS1617 Aitchison,Blair,Ld. Clydebank	12 " 6 s 4 " 2 12 " 11½	
74989 144974 EIKD	**Glencullen** Wireless ssArd.No.3–9,33 Well deck ssArd.No.1–37 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	448 319 176	✠100A1 7,40 ~~7,39~~ ~~BS7,39~~ ✠LMC8,37 7,40	Bkn Ard	g	CL ~~8,37~~ 7,40	1921 10mo	LythamSB &Eng.Co.Ld. Lytham Lloyd'sA&CP	Alliance&Dublin ConsumersGasCo.	142·7|26·0|11·5 27·3 149·3(O.L.) BK6½' Q85'B9'F23' DTf19'48tFPT12t	Dublin British 4BHCem APT21t	T.3Cy.14",22"&38"–24" (s) 180lb 71RHP 1SB,3pf,GS49,HS1520 LythamS.B.&E.Co.Ld.	12 " 6 s 3 " 11 12 " 11	
74990 165155 GZCP	**Glendalough** 3Mst Wireless Mchy.Aft CruiserStern 1Dk	868 597 456					1936	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,Mgr.)	197·7|30·7|12·1 Q112'B11'F31'	Belfast British WB	T.3Cy.14½",25"&41"–30" HS2357 131NHP J.Lewis&Sons,Ld.Abn.		C
74991 161015 GLTX	**Glendene** ssAms.No.2–38 D.F. 1Dk(Stl)	4412 4056 2726	✠100A1 ~~10,40~~ ~~1,40~~ 4,41 ~~BS3,39~~ ✠LMC1,38 10,40	Liv ~~Bry~~ Npt.	y	CL 5,39	1929 11mo	W.Gray& Co.Ld. Sunderland Lloyd'sA&CP	GlendeneShipping Co.Ld. (Dene ManagementCo. Ld.Mgrs.)	387·5|52·5|24·8 P55'B241'F31' FK CellDB340'1087tFPT	Whitby British 6BHCem 109tAPT83t	T.3Cy.24½",40"&65"–42" (s) 180lb(Spt) 360NHP 3SB,9cf,GS154,HS6402 Cen.Mar.EWrks.Ld.WHpl	27 " 2 s 3 " 7½ 23 " 9½	
74992 152643 VGQW	**Gleneagles** D.F. Mchy.Aft 1Dk Longitudinal framing at bottom & at deck	8233 7627 4780					1925	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	582·0|60·2|28·2 P50'F44'	Midland, Ont. British WB	T.3Cy.24½",41½"&72"–48" Emade18 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		CR
74993 166254 GPGC	**Glenearn** Ⓟ TwinSc OilEng. Ref.Mchy. D.F. E.S.D. 2Dks&pt dk CruiserStern	9784 7814 5907					1938	CaledonS. B.&E.Co.Ld. Dundee	GlenLine,Ld.	483·1|66·4|31·3 P47'B216'F51'	Liverpool British WB	Oil Engines 2S.C.DA 12Cy.24 7/16"–55½" 2469NHP Akt.Burmeistr&Wain,Cpn		BT till 2,41
74994 150237 VGFX	**Glenelg** (Self-Unloader) D.F. Mchy.Aft 1Dk	2099 1929 1200					1923	Midland S.B.Co. Midland,Ont.	CanadaSteamship Lines,Ld.	252·0|43·1|23·3 F36'	Midland, Ont. British WB	T.3Cy.17",25"&43"–30" Emade18 92RHP C.&G.CooperCo. MountVernon,O.		C
74995 137536 GRQD	**Glenfinlas** Ⓟ (exElpenor–35) Ref.Mchy. 2Dks	7572 6298 4811					1917	Hawthorn, Leslie&Co.Ld Newcastle	GlenLineLd.	455·3|56·3|32·5 P53'B162'F60'	Liverpool British WB	T.3Cy.31",51½"&86"–60" 572NHP N.E.MarineEng.CoLdNwc		BT till ~~2,41~~ 3,42
74996 165154 GZCG	**Glengarriff** Wireless 1Dk Mchy.Aft Cargo battens not fitted CruiserStern	868 597 456	✠100A1 2,39 ✠LMC8,36 BS5,40	Bel	k	CL 2,39	1936 8mo	J.Lewis& Sons,Ld. Aberdeen Lloyd'sA&CP	JohnKelly,Ld.(W. Clint,Mgr.) CellDB125'200t	197·7|30·7|12·1 32·0 Q112'B11'F30' FK FPT73tAPTs26t	Belfast British 3BHptCem ptAsp	T.3Cy.14½",25"&41"–30"(s) 200lb 131NHP 1SB,3pf,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 " 4 s4 " 5½ 13 " 11½	
74997 GBMB	**Glengarry** TwinSc OilEng. Ref.Mchy. 3Dks CruiserStern	7100					1939	Akt.Burmeistr&Wain Copenhagen	GlenLine,Ld.	475·0|66·0|38·0	British	Oil Engines 2S.C.DA 12Cy.24 7/16"–55½" 2469NHP Akt.Burmeistr&Wain,Cpn		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
74998 166293 GBMZ	**Glengyle** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* D.F. E.S.D. 3*Dks* *CruiserStern*	9919 7802 6054					1939	CaledonS. B.&E.Co.Ld. Dundee	GlenLine,Ld.	483·1|66·4|31·3 P47'B216'F51'	Liverpool British *WB*	Oil Engines 2S.C.DA 12Cy24$\frac{7}{16}$"-55⅛" 2469NHP Akt.Burmeistr&Wain,Cpn		BT till 4,41
74999 139052 GPFN	**Gleniffer** Ⓟ TwinSc ssH.Kg.2ndNo.3-10,39 ~~ssHam.No.3-10,27~~ *Ref.Mchy.* ~~ssMdb.No.2-36~~ D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in No.* 6 *hold*	9559 8712 6045	✠100A1 10,39 ~~BS2,40~~ ✠LMC9,35 ✠Lloyd'sRMC~~2,40~~8,40 BS3,41 3,41	HKg	*f*†	CL 10,39	1915 6mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd*'sA&CP	GlenLine,Ld.	500·1|62·3|34·6 P60'B192'F88' FK&BK2½" *CellDB* *a*132'*uE*45'*f*195'15 16*tFPT*174*t APT*49*tDTa*33'1170*t*	London British 8*BHCem*	T.6Cy.24",40½"&68"-48"(*r*) 200lb 988NHP 5SB,20*cf*,GS380,HS14775FD WllsndSlpwy.Co.Ld.Nwc.	37 ″ 6 s 8 ″ 0¾ 29 ″ 9½	BT till ~~1,41~~ 3,42
75000 161557 GSML	**Glenlea** ssHul.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'41(*W.E.*)	4252 3945 2541	✠100A1 *withfreeboard* Examined 4,41 BS4,40 MS5,38 ✠LMC	~~Bry~~ Shl	*x*	CL ~~5,38~~ 4,41	1930 8mo	SirJPriestman&Co. Sunderland *Lloyd*'sA&CP	CliffsideShipping Co.Ld.(J.Morrison &Son,*Mgrs.*)	367·5|51·5|25·1 380·0(O.L.) F38' FK *CellDB*315'994*t FPT*134*tAPT*247*t*	Newcastle British 6*BHCem* (*Coll to Sh dk* 5 „ 2*nd*„)	T.3Cy.25",41"&69"-48" (*s*) 180lb 375NHP 3SB,9*cf*,GS174,HS6009 G.Clark,Ld.Sunderland	35 ″ 0 s9 ″ 4½ 25″10½	
75001 136361 MGNS	**Glenmaroon** 3Mst ssBel.No.3-8,30 ssBel.No.2-39 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	716 502 293	✠100A1 7,40 ~~4,39~~ ✠LMC MS4,39 ~~BS3,40~~ 4,41	Bel	*k*	CL 10,38	1917 4mo	J.Fullerton&Co. Paisley *Lloyd*'sA&CP	JohnKelly,Ld. (W.Clint,*Mgr.*)	190·0|29·6|11·2 Q99'B9'F31' FK *CellD* *Bf*109'164*tFPT*48*t*	Belfast British 3*BHCem* *APT*40*t*	T.3Cy.16",25$\frac{5}{16}$"&44"-33" 180lb (*s*) 144NHP 1SB,4*cf*,GS75,HS2540 Ross&Duncan,Glasgow	13 ″ 9 s4 ″ 7 13 ″ 3¾	
87/40 75002 160407 GNSY	**Glenmoor** *OilEng.* D.F. ssBly.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	4393 4070 2649	✠100A1 *withfreeboard* 2,39 DBS1,40 ✠LMC5,37 ✠LMC(M)8,38	Sws	*y*	CL 8,38	1928 4mo	W.Doxford &Sons,Ld. Sunderland *Lloyd*'sA&CP	MoorLine,Ld. (RuncimanShppng Co.Ld.*Mgrs.*)	375·0|52·6|25·7 391·2(O.L.) F30' FK *CellDB*317'1011*tMT*26'988*tFPT*140*tAPT*220*t*	London British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd*„)	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 3 s3 ″ 0½ 25 ″ 5	
75003 144217 GDQW	**Glenogle** TwinSc *OilEng.* *Ref.Mchy.* ssHul.No.3-7,32 ssH.Kg.No.2-40 ~~ssMdb.No.1-36~~ 2*Dks*(*Stl*)&*Awngdk*(*Stl*) *Cargo battens not fitted* *in Bridge & Forecastle*	9513 8539 5826	✠100A1 *Awning dk* *withfreeboard* 4,40 ~~12,39~~ 10,40 2,41 ✠LMC CS~~2,38~~ DBS~~6,39~~9,40 ~~7,38~~ 6,39 ✠Lloyd'sRMC~~12,39~~6,40 2,41	Ant HKg	*e*†	CL ~~s5,37~~ P12,39 SN4,40	1920 8mo	Harland& Wolff,Ld. Glasgow *Lloyd*'sA&CP	GlenLine,Ld.	485·8|62·3|35·8 P40'B153'F58' FK&BK2" 1*BH dispensed with* 7*BH only, all to Awning dk* *CellDB*422' 1667*t DTa*30'706*tFPT*130*t APT*75*t*	Glasgow British *ptCem*	Oil Engines 4S.C.SA 16Cy.29⅛"-45¼" DB*100lb* 1317NHP Harland&Wolff Ld.Gls.	38 ″ 9 s 9 ″ 4¼ 29 ″ 8¼	
75004 172760 GSGQ	**Glenorchy** Ⓟ TwinSc *OilEng* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	8982 7778 5383					1939	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	GlenLine,Ld.	483·0|66·4|31·2 P70'B217'F54'	Liverpool British *WB*	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"-55⅛" 2469NHP Akt.Burmeistr&Wain,Cpn	38 ″ 0 s7 ″ 8¼ 30 ″ 5½	BT till ~~12,40~~ 10,41
75005 166989 GCBB	**Glenpark** 1*Dk&Shelter dk* D.F. E.S.D. *CruiserStern*	5136 4637 3057	✠100A1 *withfreeboard* 9,40 ~~11,39~~ ✠LMC11,39	PGl Lon	*a*†	CL	1939 11mo	Lithgows Ld. PortGlasgow *Lloyd*'sA&CP	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*)	431·9|56·2|24·8 447·5(O.L.) F39' FK *CellDB*370'1503*tFPT*110*tAPT*177*t*	Greenock British 7*BHCem* (*Coll to Sh dk* 6 „ „ 2*nd*„)	T.3Cy.22½",36"&65"-48"(*s*) 230lb 469NHP 2SB(Spt&FD)&1AuxSB, 9*cf*,GS162,HS7084 Rankin&BlackmoreLdGrk	27 ″ 9 s3 ″ 2½ 24 ″ 9	
75006 213369 WOCP	**Glenpool** (*ex*Hagen) TwinSc ssN.Yk.No.3-5,37 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. GyC.	5444 — 3333	✠100A1 ~~6,40~~ ~~10,38~~ 1,41 BS6,40 ✠LMC5,37 ✠NE&B8,19 ~~BS6,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,19 *F.P. above* 150° F.	NYk ~~Gal~~ NOs	*z*	OG SN6,39 P6,39	1913 3mo	Frd.Krupp Akt.Ges. Kiel *Lloyd*'sA&CP	StandardOilCo.of NewJersey	400·0|53·2|30·0 P107'B42'F44' FK *Cell DBu E*87'214*t DT f* 36'308*tPTF*159*tAPT*72*t*	Wilmgton (Del.) Utd.States 14*BHCem*	T.6Cy.18$\frac{5}{16}$",30"&51"-36"(*s*) 190lb 474NHP 3SB,9*cf*,GS189,HS7200 FD StatenIslandS.B.Co.	32 ″ 4	
75007 148134 CYJK	**Glenross** ssClw.No.3-6,39 *Mchy.Aft* 2*Dks* *Cargo battens not fitted*	2357 2089 1851	✠100A1 *withfreeboard* 6,39 ✠LMC6,39 *For Service on the Great Lakes*	Clw		CL 6,39	1925 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd*'sA&CP	CanadaSteamship Lines,Ld.	248·1|43·7|22·9 len.26shortened to orig.dim.39 F42' FK *CellD* *B*220'562*tFPT*133*t APT*8*t*	MidlndOnt. British 3*BHptCem*	T.3Cy.18",30"&49"-36" (*s*) 200lb 185NHP 2SB,6*cf*,GS98,HS3126 McColl&Pollock,Ld.Sld.	25 ″ 0 s 5 ″ 3½ 19 ″ 10¼	
	New "Battleford," *see No.* 31275 *in Supplement*													
75008 166256 GPPN	**Glenroy** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	9809 7805 5875					1938	Scotts'S.B. &Eng.Co.Ld. Greenock	GlenLine,Ld.	483·0|66·4|31·3 P43'B204'F49'	Liverpool British *WB*	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"-55⅛" 2469NHP Akt.Burmeistr&Wain,Cpn	38 ″ 0 s7 ″ 8 30 ″ 5¾	BT till 2,41
75009 145439 GKLN	**Glenshiel** TwinSc ssLon.No.1-40 *OilEng.* ssMdb.No.3-12,35 2*Dks*(*Stl*)&*Awng dk*(*Stl*) D.F. *Ref.Mchy.*	9415 8505 5769	✠100A1 *Awng dk* *withfreeboard* 1,41 ~~9,39~~ ✠LMC CS4,40 DBS~~4,40~~5,41 7,39 ✠Lloyd'sRMC~~4,40~~ ~~10,40~~ 5,41	Ant HKg	*e*†	CL ~~P3,37~~ S8,39 P7,40	1924 5mo	Harland& Wolff,Ld. Belfast *Lloyd*'sA&CP	GlenLine,Ld.	485·7|62·2|35·5 501·7(O.L.) P40'B153'F58'*on Awng dk* FK&BK2" 1*BH dispensed with* 7 „ *only, all to Awng dk* *CellDB*421' 1718*t DTa*30'686*t DT f*28'864*t FPT*130*tAPT*78*t*	Belfast British *Cem*	Oil Engines 4S.C.SA 16Cy.29⅛"-45¼" 1317NHP DB*100lb* Harland&Wolff Ld.Gls.	38 ″ 9 s9 ″ 4¼ 29 ″ 8¼	
75010 146283 GCXD	**Glenstrae** TwinSc (*ex*Glengarry-39) *OilEng.* ssMdb.No.3-12,33 ssAnt.No.1-37 *Ref.Mchy.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Cargo battens not fitted* *in Bridge & Forecastle*	9460 8534 5772	✠100A1 *Awng dk* *withfreeboard* ~~10,40~~ ~~12,39~~ ~~1,41~~ 3,41 ✠LMC CS7,38 DBS~~12,39~~1,41 7,38 3,40 ✠Lloyd'sRMC~~3,40~~ 10,40	HKg ~~Hul~~	*e*†	CL ~~7,38~~ 2,41	1922 2mo	Harland& Wolff,Ld. Glasgow *Lloyd*'sA&CP	GlenLine,Ld.	485·6|62·3|35·2 P40'B153' *on Awng dk*F58' FK&BK2" 1*BHdispensed with* 7*BHonly,all to Awng dk* *CellDB*422'1667*t DTa*30'706*tFPT*130*tAPT*75*t*	Glasgow British *ptCem*	Oil Engines 4S.C.SA 16Cy.29⅛"-45¼" 1317NHP DB*100lb* Harland&Wolff,Ld.Gls.	38 ″ 9 s 9 ″ 4¼ 29 ″ 8¼	
75011 167415 GTKL	**Glenwood** 1*Dk&Shelterdk* D.F. E.S.D. *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	4897 4355 2756	✠100A1 *withfreeboard* ~~9,40~~ ~~4,40~~ ✠LMC4,40 3,41	Sld ~~Shl~~ Mdb	*a*†	CL	1940 4mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd*'sA&CP	JohnI.Jacobs&Co. Ld.	415·1|58·2|24·8 431·8(O.L.) F36' FK *CellDB*289'975*t Tanks at sides of tunnel* 390*tFPTs*324*tAPT*145*t*	London British 6*BHCem* (*Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.23",38"&65"-42" (*s*) 220lb Rht. 365NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS117,HS5075 N.E.MarineEng.Co.(1938) Ld.Nwc.	36 ″ 4 s10 ″ 6¾ 26 ″ 0	
75012 8393 SMKN	**Glimmaren** TwinSc *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Upper 'tween dk in way of fwd. hold* *Butts of shell & deck plating elec. welded* *Strengthened for navigation in ice*	*3173* *2642* *1731*	✠100A1 *withfreeboard* ~~4,40~~ ~~11,39~~ ✠LMC11,39 6,41 ~~7,40~~	Got ~~NYk~~ ~~Sea~~	*x*	OG	1939 11mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd*'sA&CP	Rederi.A/B Transatlantic (G.Carlsson,*Mgr.*)	368·1|51·7|20·2 380·7(O.L.) FK *Duct keel forward of mchy. space* *CellDB*305'1070*t tanks at sides of tunnels*65*tFPT*46*tAPT*133*t*	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 810NHP EriksbergM.V.Aktieb.Got	25 ″ 6 s 1 ″ 11 23 ″ 8½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cette classe n'est dans le L.R. Durée, Cert. B of Trade
75013 7628 SEKU	**Glitt** (*ex*Ture,*ex*Ferlo,*ex*Dich-taoo) 1*Dk*	*1124* *908* *596*	✠ ... 7,10 ✠				1907 5mo	Hawthorn, Leslie&Co.Ld Newcastle	**RederiA/B** **Malmöhus(Ture** **Hillerstrom,** *Mgr.*)	242·4 Q29'B42'F42' FK	35·0	12·7	**Malmö** Swedish *WB*	T.3Cy.16",26"&44"–33" 143NHP Ross&Duncan,Glasgow	14 " 10	V †
75014 OFPQ	**Glittertind** (*ex*Oddersjaa) **Wood** *OilEng.* 1*Dk*	429 411 276					1920	Otterdals Interessen- skabsSkibs- byggeri, Xiansand	**AboFiskeriA/B** **(E.M.Lundell,** *Mgr.*)	145·6 Q26tH14t	28·6	15·7	Åbo Finnish	Oil Engines 2S.C.SA 4Cy.15¼"–17½" 175NHP LysekilsMek.Verksted A/B,Lysekil		N
75015 LCEB	**Glittre** **TwinSc** *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	6409 5587 3788					1928	Akt.Göta- verken Gothenburg	**SmedvigsTank-** **rederiA/SPeder** **Smedvig,** *Mgr.*)	408·3 P358tH383tF82t	55·3	32·3	**Stavanger** Norwegian *WB*	Oil Engines 4S.C.SA. 12Cy.21⅝"–39⅜" 543NHP Akt.Götaverken,Got.		N
75016 PEJC	**Globe** *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	314 200 151					1937	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	**Joh.Beck**	126·8 P32'Q40'F16'	24·7	8·3	**Groningen** Dutch *WB*	Oil Engines 2S.C.SA 3Cy.9 1/16"–14 1/16" 47NHP AppingedammerBrons Motorenfb.N.V.		C
75017 8442 SDOA	**Glomdal** D.F. E.S.D. 1*Dk* *OilEng.* *Buttsofshell & deckplating elec. welded* *Mchy.Aft* *CruiserStern*	~~3800~~ ~~6806~~ *3856* *3322* *2170*	✠100A1 6,40 ~~*ClassContemplated*~~ *CarryingPetroleum in bulk* ✠LMC7,40 ✠NE*made*32*fitted*7,40	Lkr	*v*	CL	1940 7mo	Öresunds- varvet Aktiebolag Landskrona	RederiA/B Dalen ~~J.Lorentzen&~~ ~~R.Meltzer,*Mgrs.*~~ (J.Dalman,*Mgr.*) *CellDB u E*48'55t*D*	360·5 367·8(O.L.) ~~P75'B34'F17'~~ FK P75'B84'F52' *Tf*29 289t*FPT*126t	47·7	26·5	Gothenburg Swedish 11*BH* *APTs*197t	Oil Engines 2S.C.SA 6Cy.18⅞"–35 7/16" 373NHP 2DB150*lb* SulzerBros.Ld.Winterthur	26 " 4 s4 " 0½ 22 " 4½	
75018 2137 IBIS	**Gloriastella** Ⓟ (*ex*Gloriastar–36,*ex*Klipfontein–35) 3*Dks*	5490 4750 2941					1922	Rotterdam Droogd.Maat Rotterdam	**FratelliRizzuto**	419·0 402·4 F37'	58·3	26·4	**Genoa** Italian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Met.VickersElecCoLdMch		I
75019	**Glorioso** **TwinSc** (*exSail*Irmgard,*ex*Ostlinie2) *OilEng.* 1*Dk*	889 — 689					1921	Deutsche Werft,A.G. Hamburg	**Cia.Argentina de** **Nav.Mihanovich** **Ltda.**	219·1 len28	31·5	11·8	**Bns.Aires** Argentine	Oil Engines 2S.C.SA 8Cy10⅝"–14⅝"NE28 158NHP SulzerBros.Winterthur		
75020 PEJI	**Glory** *OilEng.* *Mchy Aft* *CruiserStern* 1*Dk*	323 181 148					1939	Bodewes Schpswerven v/hGebr.G.& H.Bodewes Martenshoek	**K.Veenma**	127·5 P34'Q49'F17'	24·1	8·0	**Groningen** Dutch *WB*	Oil Engines 2S.C.SA 4Cy. N.V.Mchfb.Bolnes,Bolnes		C
75021 132592 GLWF	**Gloucester Castle** Ⓟ **TwinSc** ssLon.2ndNo.3–2,39 *Ref.Mchy.* 2*Dks*(*Stl–U*teak s& Sub.Sig. 2nd*dk*–ws)&3rd*dk*(*Stl*)in D.F. *Nos.1,3,4&5 holds*	8006 6196 4880	✠100A1 ~~11,402,40~~ 6,41 BS2,40 ✠LMC11,37	Lon ~~Liv~~ Gls	*c*†	CL 2,40	1911 8mo *Lloyd*	Fairfield Co.Ld. Glasgow '*sA&CP*	**Union-Castle** **MailS.S.Co.Ld.** — *CellDBa*85'*u E*	452·7 P&B272'F68' FK&BK2" 87'*f*191' 1103t*FPT*	56·2	30·7	**London** British 8*BHCem* 75t*APT*80t	Q.8Cy.19⅜",28",41"&60"–48" 220lb (*s*) 722NHP 2D&1SB*15cf*GS325HS12570 FairfieldCo.Ld.Glasgow	33 " 9 s6 " 8½ 27 " 4	BT till 2,41 6,42
75022 14284 GCMT	**Gloucester City** (*ex*CyprianPrince–36) ssLiv.No.3–9,31 *Ref.Mchy* ssMch.No.1–35 D.F. 1*Dk*(*Stl*)&2nd*dk*(*Stl*) *in holds*	3071 2831 1853	✠100A1 Examined6,41 Brs ✠LMO MS8,35 BS6,41	~~Brs~~	*u*	CL ~~5,37~~ 10,40	1919 9mo *Lloyd*	J.Blumer& Co. Sunderland '*sA&CP*	**BristolCityLine** **ofSteamships,Ld.** **(C.Hill&Sons***Mgs*) *C*	331·3 342·2(O.L.) P33'B98'F28' FK *ellDB*276'734t*FPT*	46·8	23·2	**Bristol** British 7*BHCem* 105t*APT*42t	T.3Cy.25",41"&68"–45" (*s*) 180lb 358NHP 3SB,9*cf*,GS153,HS5817 J.Dickinson&Sons,Ld.Sld.	25 " 6 s3 " 11½ 21 " 9	
75023 139896 GDWB	**Gloxinia** ssShl.No.3–1,37 1*Dk*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	3336 3038 1961	✠100A1 Examined4,41 Gls BS7,40 ✠LMC1,37 *Carrying oils in bulk F.P.above 150° F.* *also Molasses in bulk* *Fitted for oil fuel 3,21 F.P. above 150°F.*	~~Nwc~~	*v*	CL ~~8,36~~ 6,40	1920 9mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle '*sA&CP*	**StagLine,Ld.** **(J.Robinson&** **Sons,***Mgrs.*) *CellDBa*19'*uE&B*	331·5 P34'B98'F29' FK 39'*f*58'351t*FPT*82t	47·9	23·0	**N.Shields** British 12*BHptCem* *APT*163t	T.3Cy.22½"36½"&62"–42"(*s*) 180lb 289NHP 2SB,6*cf*,GS124,HS4724 N.E.MarineEngCoLdNwc	25 " 6 s3 " 9 21 " 11½	
75024 DMDR	**Glückauf** (*ex*Ilves–39, *ex*Edenhurst–37) ssHfs.No.2–39 1*Dk*(*Stl*)	1599 1432 922	✠ 4,39 ✠	Hfs	*p*		1930 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	**"Glückauf"** **Kohlenhandels-** **gesellschaft m.b.H.** *CellDB*1	245·3 P23'F28' FK 73'464t*DTa*36'176t	39·4	19·0	**Rostock** German 4*BHptCem* *APT*57t*FP*	T.3Cy.18",30"&50"–33" 182NHP 2SB,4*cf*,GS74,HS3152 Blair&Co.(1926)Ld.Stk. *T*32t	21 " 1	
75025 DCGU	— (*ex*GeheimratMahn,*ex*JohnS.Calvert, *ex*Eider,*ex*Gertrude, 1*Dk* *ex*Marianne) *Well deck*	1061 852 609					1907	Nüscke& Co. Stettin	**Zerssen&Co.**	218·1 Q74'B51'F29'	34·7	13·8	**Kiel** German *WB*	T3Cy14⅜",23⅝"&38 7/16"–27⅝" 77NHP DresdenMch.Sch.Uebigau, Dresden		G
75026 DONF	— Ⓟ **TwinSc** (*ex*Bubendey) Wireless Sub.Sig 1*Dk*	981 552 434					1913	Stettiner Oderwerke Stettin	**Norddeutscher** **Lloyd**	213·7 B94'F20'	40·1	12·3	**Bremen** German *WB*	T.6Cy.14⅛",22½"&36½"–25⅝" 133NHP StettinerOderwerke		G
75027 16515 MMCG	**Glynn** (*ex*Svint–36,*ex*Flaks–34, *ex*Enare, ssN.Yk.No.3–8,30 *ex*Ringfond,*ex*MargitSiemers, 1*Dk*(*Stl*) *ex*GraafAdolf) *Well deck* *Mchy.Aft*	1134 853 660	✠ ... 8,34 ✠NB8,22 ✠	Cgo	*n*		1918 5mo	Wilton'sE. &SlipwayCo. Rotterdam	**ShamrockShipping** **Co.Ld.** (W.O. Lawson,*Mgr.*) *CellDBuE*	229·9 Q131'B13'F24' FK 23'*f*152' 389t *FPT*	34·2	12·8	**Belfast** British 4*BHCem* 88t*APT*48t	T.3Cy.15½",25½"&41"–36" 120NHP 1SB,3*cf*,GS67,HS1991 Wilton'sE&SlpwyCo.Rot.	16 " 0	N †
75028 145573 MLNY	**Glynwen** ssNwc.No.3–7,35 ssShl.No.1–39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1076 843 629	✠100A1 9,39 ✠LMC9,39	Shl	*m*	CL 8,39	1923 6mo *Lloyd*	Osbourne, Graham& Co.Ld. Sunderland '*sA&CP*	**S.&R.Steamships,** **Ld.(Stone&Rolfe,** *Mgrs.*) *C*	210·0 Q108'B10'F24' FK *ellDB*172'241t*FPT*	32·0	15·4	**Llanelly** British 4*BHCem* 47t*APT*82t	T.3Cy.16",27"&44"–30" (*s*) 180lb *100lb* 130NHP 1SB,3*cf*,GS58,HS2207 N.E.MarineEng.Co.Ld.Sld	17 " 6 s4 " 10½ 16 " 3	
75029 DOQY	**Gneisenau** Ⓟ **TwinSc** *Fitted for oil fuel* D.F. E.S.D. Sub.Sig. 3*Dks* GyC. *Ref.Mchy.* *CruiserStern*	18160 13618 10713					1935	Deutsche Sch-u-Mschb A.G.Weser Bremen	**Norddeutscher** **Lloyd**	625·6 B251'F52'	74·1	41·4	**Bremen** German *WB*	2 geared Steam Turbines 4333NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		G
75030 141914 GCBW	**Goalpara** ssCal.No.3–9,39 2*Dks*(*Stl*)	5314 4844 3216	100A1 8,40 ~~9,39~~ LMC9,39 BS9,40	Cal	*y*	CL 7,39	1919 *Lloyd*	Sunderl'nd S.B.Co.Ld. Sunderland '*sA&CP*	**BritishIndiaStm.** **Nav.Co.Ld.** *CellDB*	400·0 413·0(O.L.) P50'B113'F38' FK 338'1113t*FPT*118t	52·4	28·4	**Glasgow** British 7*BHCem* *APT*203t	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.LdSld	31 " 0 s5 " 11½ 25 " 4½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
129/40 75031 137084 GBZX	**Goathland** *ss*Shl.No.3-5,36 1*Dk*(*Stl*)	3821 3454 2273	✠100A1 5,40 ~~6,39~~ ~~BS11,38~~ 11,39 ✠LMC5,36	Npt Cff	*w*	CL 6,39	1924 4mo	R.Thompson&Sons,Ld. Sunderland Lloyd'*sA&CP*	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*)	364·8 P33'B217'F36' FK *Cell DB*310'1014*t FPT*158*t APT*144*t*	50·5	22·5	Whitby British 6*BHCem*	T.3Cy.$24\frac{3}{8}$",42"&68"-45" (*s*) 180lb *150lb* 340NHP 2SB(Spt),8*cf*,GS122,HS5276 N.E.MarineEng.Co.Ld.Sld	24″11 s3″$0\frac{3}{4}$ 22″$0\frac{1}{2}$	
75032 EAQD	**Gobeo** *ss*Bbo.No.3-3,33 *ss*Bbo.No.1-39 1*Dk*(*Stl*) *Mchy.Aft*	*3346* *2889* *2088*	✠100A1 12,39 ✠LMC12,39 *Carrying Petroleum in cylindrical tanks* *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	Bbo	*v*	CL 11,39	1921 3mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'*sA&CP*	Cia.Cantabrica deNav.(J.deGobeo, *Mgr.*)	330·2 P38'B96'F23' FK *Cell DBuE* 26'*f* 22'62*t APT*68*t*	47·8	22·4	Bilbao Spanish 7*BHptCem*	T.3Cy.24",40"&65"-45" (*s*) 180lb *80lb* 309NHP 2SB,6*cf*,GS126,HS4786 ClydeS.B.&E.Co.Ld.P.Gl.	24″8 s3″$4\frac{3}{4}$ 21″6	
75033 TFMA	**Godafoss** Ⓟ Wireless D.F. 2*Dks*	1542 1389 940					1921	Svendborg Skbs.&Msk Svendborg	H/FEimskipafelag Islands	230·0	34·6	20·5	Reykjavik Icelandic *WB*	T.3Cy.20",32"&53"-36" A/SKjöbenhavns 168NHP Flydedok&Skibs.Cpr.		V
75034 134511 VGQZ	**Goderich** (*ex*Marquette,*ex*Glenshee, *ex*HowardM.Hanna,Jr.) *Mchy.Aft* D.F. 1*Dk*	5667 5345 3789					1908	American S.B.Co. Cleveland	CanadaSteamship Lines,Ld.	480·0	54·0	26·0	MidlndOnt British *WB*	T.3Cy $22\frac{1}{2}$",36"&60"-42" American NB15 233NHP S.B.Co.Cleveland		R
75035 161103 GTCZ	**Godfrey B. Holt** *ss*Liv.No.2-38 D.F. 2*Dks* (*Stl-Weather dk teaks*)	3585 3108 2191	✠100A1 *with freeboard* 12,40 ~~4,40~~ BS11,39 ✠LMC11,37	Liv		CL 6,38	1929 7mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'*sA&CP*	J.Holt&Co.(Liverpool)Ld.	330·5 P15'B126'F32' FK *Cell DB*282'647*t FPT*56*t APT*20*t*	47·1	25·3	Liverpool British 6*BHCem*	T.3Cy$22\frac{1}{2}$",$36\frac{1}{2}$"&62"-42"(*s*) 180lb HS6666 401NHP 2SB(Spt)FD&1AuxSB 9*cf*,GS173 CammellLaird&Co.Ld.Bkn	27″6 s7″$5\frac{3}{4}$ 20″$4\frac{1}{4}$	
75036 DFZT	**Godfried Bueren** (*ex*Atna) Sub.Sig. D.F. 1*Dk&Shelter dk*	4664 4368 2831					1911	W.Doxford &Sons,Ld. Sunderland	"Atlas"Reederei Akt.Ges.	390·3 P101*t*H193*t*	53·4	26·6	Emden German *WB*	T.3Cy.27",$45\frac{1}{2}$"&77"-54" 436NHP W.Doxford&Sons,Ld.Sld.		G
75037 989 IBCP	**Goffredo Mameli** (*ex*Myrza Blumberg,*ex*MaiRickmers, *ex*Hornstein) D.F. 2*Dks*	4370 — 2570					1909	Rickmers Akt.Ges. Bremerhaven	Soc.Anon.Cooperativa diNav. Garibaldi	376·3 366·0 B82'F36'	47·7	27·0	Genoa Italian *WB*	T.3Cy$23\frac{3}{8}$",$38\frac{9}{16}$"&63"-$43\frac{5}{16}$" 262NHP BremerVulkan,Vegesack		I
75038 1953 IBDE	**Goggiam** (*ex*Alga-36, *ex*Leonora-34) 1*Dk* *Mchy.Aft*	1934 — 1137					1922	Scheep.& Machfbk.de Liesbosch Utrecht	IgnazioMessina &C.	277·1 269·2 Q155'B12'F22'	38·3	16·8	Genoa Italian *WB* *Altered by*	T.3Cy.$17\frac{9}{16}$",$27\frac{1}{8}$"&$45\frac{1}{16}$"-$27\frac{1}{8}$" 105NHP *Emade95altrd24&refitted26* Scheepsw.&Machinefb. "DeLiesbosch,"Jutfaas		I
129/40 75039 160182 GNKD	**Gogovale** *ss*Shl.No.3-3,39 D.F. E.S.D. 2*Dks*(*Stl*)	4586 4327 2918	✠100A1 3,40 BS3,40 ✠LMC3,39	Mdb	*y*	CL 3,39	1927 11mo	Lithgows' Ld. PortGlasgow Lloyd'*sA&CP*	CrawfordShipping Co.Ld(A.Crawford &Co.Ld.*Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with*	385·0 P29'B112'F44' FK *Cell D*B329'1010*t DTa*30'784*t APT*16*t*	52·0	26·6	Glasgow British *ptCem* 4*BH to Udk* 2 " " 2*nd* "	T.3Cy.$25\frac{1}{8}$",42"&70"-48" (*s*) 200lb 477NHP 3SB,9*cf*,GS138,HS6789 FD Rankin&BlackmreLd.Grk	29″0 s5″$3\frac{3}{4}$ 23″11	
75040 141915 GCLB	**Gogra** *ss*Cal.No.3-11,31 *ss*Cal.No.1-35 2*Dks*(*Stl*)	5190 4747 3126	✠100A1 Examined ~~2,40~~ 3,41 ✠LMC2,40 BS3,41	Mch	*y*	CL 2,40	1919 8mo	Workman, Clark&Co.Ld Belfast Lloyd'*sA&CP*	BritishIndiaStm. Nav.Co.Ld.	400·2 413·2(O.L.) P49'B113'F39' FK *Cell DB*347'1120*t FPT*115*t APT*170*t*	52·3	28·4	Glasgow British 7*BHCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD WorkmanClark&CoLdBel	31″0 s5″$11\frac{1}{2}$ 25″$3\frac{1}{4}$	
75041 16938 JPSE	**Gokenzan Maru** (*ex*Abchurch) *ss*Sld.No.3-6,11 *Well deck* 1*Dk*2*trB*	1649 1308 1171	✠ … 6,14 ✠				1898 11mo	Strand SlipwayCo. Sunderland	HongoShoten GoshiKaisha	257·9 P28'Q62'B50'F31 FK	36·5	19·0	Kobe Japanese *WB*	T.3Cy.19",31"&51"-33" 159NHP N.E.MarineEng.CoLd.Sld.	19″2	
75042 LDYY	**Gol** (*ex*MargareteSchröder, *ex*Margarete) 1*Dk*	985 824 564					1920	Schiffb.Ges Unterweser m.b.H. Weser-münde-L.	AugustKjerland& Co.A/S	216·4 Q52*t*H56*t*F28*t*	34·6	13·5	Bergen Norwegian *WB*	T.3Cy.$16\frac{1}{8}$",26"&$41\frac{3}{10}$"-25 86NHP A.Borsig,Berlin-Tegel		N
75043 162635 GRDP	**Gold Shell** TwinSc *ss*Cff.No.2-40 *OilEng.* D.F. E.S.D. ~~*ss*Rot.No.1-36~~ *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8208 7464 4817	✠100A1 7,40 ~~8,39~~ ✠LMC CS ~~1,36~~ DBS~~12,38~~7,40 ~~12,38~~7,40 *Carrying Petroleum in bulk*	Nwc Cff 7,40	*c*†	CL ~~7,37~~ 6,40	1931 9mo	Bremer Vulkan Vegesack Lloyd'*sA&CP*	Anglo-Saxon PetroleumCo.Ld.	451·2 467·4(O.L.) P103'B35'F43' FK *Cell DBuE*68'208*t DTf*32'355*t FPT*220*t APT*40*t*	62·1	34·1	London British 14*BH*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NHP 2DB*150lb* BremerVulkan,Vegesack	34″0 s6″$7\frac{3}{4}$ 27″$7\frac{1}{4}$	
75044	**Goldbek** D.F. E.S.D.	2900 2500 1600	100A1 (*Class Contemplated*)				1939	Lübecker Maschb.Ges. Lübeck	ReedereiKnöhr& BurchardNfl.	323·2 P17'B299'F29'	48·1	18·8	Hamburg German	C.4Cy.(2)$20\frac{1}{16}$"&(2)$43\frac{5}{16}$"-$43\frac{5}{16}$" Rheinmetall-BorsigA.G. BerlinTegel		
75045 129003 MCZN	**Golden Eagle** Ⓟ Pad *Fitted for oil fuel* 1*Dk&Prom.dk*	793 585 435	✠ … 7,13 ✠				1909 6mo	J.Brown& Co.Ld. Clydebank	GeneralSteamNav Co.Ld.	275·7 Q16' FK *Promenade dk*259'	32·1	10·1	London British	D.3Cy.$30\frac{1}{2}$",$46\frac{1}{2}$"&71"-60" 455NHP J.Brown&Co.Ld.Clydebnk	10″9	
75046 215963 WNCP	**Golden Sword** (*ex*Delecto-36, *ex*Redondo) *ss*Bal.No.3-2,30 *ss*N.Yk.No.2-39 1*Dk*(*Stl*)2*trB*	4078 3641 2414	✠100A1 1,41 ~~1,40~~ ~~BS1,40~~ 1,41 ✠LMC1,39 *Fitted for oil fuel* 2,18 *F.P. above* 150° F.	NYk	*v*	CL ~~9,39~~ N12,40	1918 2mo	Bethlehem S.B.Corp.Ld. Alameda,Cal. A&CP	SwordS.S.Line, Inc.	341·0 P29'B73'F36' FK *Cell DB*290'967*t DTa*14' 240*t FPT*12*t APT*102*t*	48·2	24·5	NewYork Utd.States 6*BHptCem*	T.3Cy.24",39"&65"-42" (*s*) 180lb 339NHP 2SB,6*cf*,GS130,HS5800 Bethlehem S.B.Corp.Ld.Alameda	27″3 s4″$10\frac{1}{2}$ 22″7	
75047 DOTP	**Goldenfels** *OilEng.* D.F. E.S.D. 2*Dks* *Cruiser Stern*	7862 7106 4845					1937	Bremer Vulkan Vegesack	DeutscheDampfs. Ges."Hansa"	488·1 P64'B207'F38'	61·3	31·1	Bremen German *WB*	2 Oil Engines 2S.C.DA 12Cy.$20\frac{7}{8}$"-$29\frac{15}{16}$" SR geared to 1 Sc. shaft 1830NHP BremerVulkan,Vegesack		G
75048 165373 MMCR	**Goldfinch** *OilEng.* 1*Dk&Shelter dk* *CruiserStern* *Mchy.Aft*	454 302 206	✠100A1 *with freeboard* 6,40 ~~10,39~~ ✠LMC1,37 ✠LMC(M)6,38	Lon Sou	*j*	OG 6,40	1937 1mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'*sA&CP*	GeneralStm.Nav. Co.Ld.	177·0 B19 FK *Cell DB*122'177*t FPT*56*t APT*22*t*	31·1	8·3	London British 4*BHptCem* (*Coll to Sh dk* 3 " 2*nd* ")	Oil Engines 2S.C.SA 6Cy.$9\frac{13}{16}$"-$16\frac{9}{16}$" 53RHP BritishAuxiliaries,Ld.Gls.	11″0 s ″2 10″$11\frac{1}{2}$	

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B. of Trade
75049 149838 GLRD	**Goldmouth** *OilEng.* *Mchy.Aft* ssSng.No.3–8.39 D.F. E.S.D. *CruiserStern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7402 6758 4275	✠100A1 4,40 ✠LMC CS4,40 DBS8,39 *Carrying Petroleum in bulk*	Bry 8,39	*b*† 2½	CL 7,39	1927 6mo *Lloyd's*A&CP	Maats. Fyenoord Rotterdam	Anglo-Saxon PetroleumCo.Ld. *CellDBuE69'285t DTf32' 284t FPT*	440·4|59·5|32·7 456·7(O.L.) P99'B84'F58' FK	London British 15*BHptCem* 162*tAPT*67*t*	Oil Engines 4S.C.SA 6Cy.32¼"–59$\frac{1}{16}$" 600NHP 2DB*180lb* Werkspoor,Amsterdam	32 ″ 9 s6 ″ 3½ 26 ″ 8½	
75050	**Golfo de Darien** (*ex*Tarragona–37) D.F. 1*Dk* *Cruiser Stern*	2642 2333 1534					1928	Frerichs- werftAkt.Ges Einswarden	HanseaticaAsch- purwis&Veltjens S.A.(Hansegesell- schaftAschpurwis &Veltjens,*Mgrs.*)	326·9|46·1|19·7 P275'F43'	 *WB*	T.3Cy.23⅝",38$\frac{5}{16}$"&62$\frac{7}{16}$"– 41$\frac{5}{16}$" 250NHP A.Borsig,G.m.b.H.Berlin		G
75051	**Golfo de Panama** (*ex*Cartagena-37) D.F. 1*Dk* *CruiserStern*	2643 2333 1534					1927	Frerichs- werftAktGes Einswarden	HanseaticaAsch- purwis&Veltjens S.A.(Hansegesell- schaftAschpurwis &Veltjens,*Mgrs.*)	326·9|46·1|19·7 P275'F43'	 *WB*	T.3Cy.23⅝",38$\frac{5}{16}$"&62$\frac{7}{16}$"– 41$\frac{5}{16}$"&L.P.Turbine 332NHP A.Borsig,G.m.b.H.Berlin		G
3 75052 159772 VRVQ	**Golly** (*ex*Kate–38,*ex*Velaug,*ex*Star) 1*Dk*	627 525 345					1904	Porsgrund Mek.Værks Porsgrunn	UgoPace	175·0|28·5|11·5 Q45*t*B104*t*H27*t* F23*t*	Malta British *WB*	C.2Cy.13$\frac{5}{16}$"&29$\frac{1}{16}$"–23¾" 35NHP PorsgrundN.V.Porsgrunn		N
75053 EARP	**Gomera** Ⓟ (*ex*Gomera-Hierro) ssLa.P.No.3–6,24 Wireless ssLa.P.No.2–32 1*Dk*&*Shelterdk*(*Teak*)	*447* *270* *237*	✠ —— 1,38 ✠	LaP	*h*		1912 3mo	CaledonS. B.&E.Co.Ld Dundee	CompañiaTras- mediterranea *CellDBa29' uE16'f61'101tFPT7tAPT8t*	160·3|26·0|10·1 FK	LasPalmas Spanish 4*BHCem*	T.3Cy.13",21½"&35"–27" 100NHP 1SB,3*cf*,GS57,HS1964 CaledonS.B.&E.CoLd.Dun	18 ″ 3	
75054 CSAS	**Gonçalo Velho** (*ex*Balboa, *ex*Linmere) ssHam.2ndNo.3–8,38 Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1595 1330 832	✠100A1 *Shelter dk* *withfreeboard* 12,40 ~~6,39~~ ✠LMC MS8,38 BS5,~~38~~ 5,40	Ham ~~Ant~~ Lis	*r*	CL N6,39	1913 3mo *Lloyd's*A&CP	Murdoch & Murray,Ld. PortGlasgow	Cia.deNav.Carre- gadoresAçoreanos *CellDBa67'uE16'f121'395t*	265·5|38·6|16·7 FK *FPT29tAPT29t*	Ponta Delgada Portuguese 5*BHCem*	T.3Cy.19½",33"&54"–36" (*s*) 180lb 211NHP 2SB,6*cf*,GS107,HS3534 Muir&Houston,Ld.Gls	18 ″ 11 s ″ 5½ 18 ″ 7½	
75055 7451 SEGN	**Gondul** Wireless 1*Dk*&*Shelter dk* *Ref.Mchy* Sub.Sig *Cruiser Stern*	*1322* *1010* *606*					1928	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	264·2|37·3|14·1 H157*t*	Stockholm Swedish *WB*	T.3Cy.20",32"&53"–36" 168NHP HelsingörsJernsk.&Mskb.		V
75056 FOYT	**Gonneville** (*ex*Tetuan) 2*Dks*	2285 1511 1409					1912	Schiffsw.v. HenryKoch Lübeck	Cie.MaritimeNor- mande(Heuzey& Chastellain,*Mgrs*)	278·8|38·9|17·7 P&B220'F35'	Rouen French *WB*	T.3Cy.22$\frac{1}{16}$",35$\frac{1}{16}$"&53⅜"– 33$\frac{7}{16}$" 160NHP OttensenerMaschf.Altona		V
75057 816 OODK	**Good Gulf** *OilEng.* D.F. E.S.D. GyC. 2*Dks* *Mchy.Aft CruiserStern* *Longitudinal framing*	7874 *7198* *4292*	✠100A1 2,40 ✠LMC6,38 *Carrying Petroleum in bulk*	Ant	*c*†	CL 6,39	1938 6mo *Lloyd's*A&CP	Howaldts- werkeA.G. Kiel	BelgianGulfOilCo. Soc.Anon. *CellDBuE66'128t DTf40'350t FPT 38tAPT38t*	476·8|59·5|33·3 498·3(O.L.) P108'B31'F36' FK	Antwerp Belgian 14*BHptAsp*	Oil Engines 2S.C.SA 6Cy.26¾"–47¼" 748NHP 2DB*180lb* HowaldtswerkeA.G.Kiel	33 ″ 0 s6 ″ 8½ 26 ″ 6	
75058 130056 MJTF	**Goodig** ssSws.No.3–9,31 ssApl.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	752 512 340	✠100A1 Examined2,40 Bwg BS3,38 ✠LMC9,35	~~Lon~~	*k*	CL 3,38	1919 12mo *Lloyd's*A&CP	ForthS.B. &E.Co.Ld. (Jeffreys) Alloa	Stone&Rolfe,Ld. *CellDBf156'174tFPT49tAPT10t*	191·0|29·2|11·3 198·0(O.L.) Q108'B11'F28' FK	Llanelly British 3*BHCem*	T.3Cy 16",26½"&44"–30" (*s*) 180lb 127NHP 2SB,4*cf*,GS66,HS2128 ForthS.B.&Eng.Co.Ld. (Jeffreys)Alloa	13 ″ 8 s4 ″ 1½ 13 ″ 5½	
75059 166586 GNNK 188/40	**Goodleigh** D.F. 1*Dk*&*Shelter dk* *Cruiser Stern*	5448 4987 3208	✠100A1 *withfreeboard* 10,40 ~~12,39~~ ✠LMC10,38	Cff Vcr	*a*†	CL	1938 10mo *Lloyd's*A&CP	W.Pickers- gill&Sons,Ld. Sunderland	TatemSteam NavigationCo.Ld. (W.J.Tatem,Ld. *Mgrs.*) *CellDB378'1309t*	430·1|56·2|26·8 447·2(O.L.) F38' FK *FPT94tAPT288t*	London British 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd* „)	T.3Cy.24",39"&69"–48" 220lb (*s*) FD 502NHP 2SB(Spt)&1AuxSB,9*cf*, GS165,HS7225 Richardsons,Westgarth& Co.Ld.Hpl	29 ″ 4 s3 ″ 9½ 25 ″ 9	
75060 126546 WTCU	**Goodtime** Ⓟ Pad (*ex*City ofDetroitII,*ex*City ofDetroit) 2*Dks*	1919 849 1454					1889	Detroit DryDockCo. Wyandotte	L.J.Omelian& C.C.Guerrein	286·6|40·8|14·0	Wilmgton (Del.) Utd.States	B.C.2Cy.44",96"&98"–144" W.&A.Fletcher& 462NHP Co.Hoboken,N.J.		R
75061 137845 GFLX	**Goodwin** Ⓟ Wireless 2*Dks*	1570 1160 698					1917	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld	270·3|37·2|17·3	Glasgow British *WB*	T.3Cy.21",34"&56"–39" 196NHP CaledonSB.&E.Co.Ld.Dun		C
75062 114046 MGZM	**Goole** ssGms.2ndNo 3–12,27 *Mchy.Aft* ssBly.No.2–37 1*Dk*(*Stl*) *Cargo battens not fitted*	358 261 148	✠100A1 10,37 BS4,39 ✠LMC1,36	Goo	*e*	~~9,37~~ 5,40	1904 7mo *Lloyd's*A&CP	J.P.Ren- noldson&Sns SouthShields	Goole&HullSteam TowingCo.Ld.	145·0|24·6|10·0 151·1(O.L.) Q51'F20' FK	Goole British 3*BHCem* *FPT57t*	C.2Cy.19"&40"–26" (*s*) 125lb 75RHP 1SB,3*pf*,GS45,HS1419 J.P.Rennoldsn&Sns.S.Shl.	10 ″ 9 s1 ″ 0 9 ″ 10	
14 75063 161512 GSWP	**Goolistan** ssShl.No.2–37 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5851 5316 3531	✠100A1 *withfreeboard* 3,40 ~~12,39~~ BS~~10,38~~ ✠LMC9,37 1,40	Bry Shl	*b*†	CL ~~9,37~~ 8,40	1929 4mo *Lloyd's*A&CP	ShortBros. Ld. Sunderland	HindustanStm. Shppg.Co.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB* *380'1657tDTu28' 1170t FPT156t APT300t*	440·0|57·5|27·4 454·2(O.L.) F38' FK	Newcastle British 7*BHCem* (*Coll to Sh dk* 6 „2*nd* „)	T.3Cy.25",41¾"&72½"–48" 220lb *220lb* (*s*) FD 472NHP 2SB(~~Spt~~) 8*cf*,GS158,HS6130 J.Dickinson &Sons,Ld.Sld.	30 ″ 0 s4 ″ 1 26 ″ 1½	
75064 8171 SKJN	**Goonawarra** TwinSc *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern 3rd dk in No. 1 hold* *Strengthened for Navigation in Ice*	*5072* *3993* *2630*	✠100A1 *withfreeboard* 4,40 ~~10,30~~ ✠LMC6,37	Syd Got	*a*†	OG s8,38	1937 6mo *Lloyd's*A&CP	Götaver- kenA/B Gothenburg	RederiA/B Transatlantic (G.Carlsson,*Mgr.*) *Duct keel forward of mchy. space* *CellDB355'1515t Tanks at sides of tunnels590t FPT45t APT143t*	430·1|56·7|23·4 438·5(O.L.) FK	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 16Cy.24$\frac{7}{16}$"–45¼" 1659NHP GötaverkenA/B,Got.	29 ″ 0 s3 ″ 0 26 ″ 2	
75065 151983 VLDY	**Goondi** (*ex*Gartmore) Wireless 1*Dk*(*Stl*)	339 261 162	✠ 9,23 ✠	Syd			1923 9mo	Poole& Steele Sydney NSW	TheAdelaide SteamshipCo.Ld. *Tank above forepeak5tFPT7tAPT27t*	150·0|29·0|7·0 B54'F22' FK	Melbourne British 4*BHCem*	T.3Cy.14⅝",22$\frac{1}{16}$"&36½"–27" 65RHP Emade94,*refitted*23 1SB,3*cf*,GS55,HS1522 J.Scott&Co.Kinghorn	8 ″ 0	
75066 162391 MBKC	**Gorgon** Ⓟ *OilEng.* *Ref.Mchy.* 3*Dks*	3533 2555 2120					1933	CaledonS. B.&E.Co.Ld Dundee	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	320·3|51·2|21·6 B88' *on Shelter dk*	Liverpool British *WB*	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"–47¼" 580NHP Akt.Burmeistr&Wain,Cpn		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75067 CSKX	**Gorgulho** (*ex*Oceaan-35) *OilEng.* *Mchy.Aft* *ss*Lis.No.2-39 *CruiserStern* 1*Dk*(*Stl*)	428 310 278	✠100A1 ~~6,40~~ ~~11,39~~ 7,41 ✠LMC11,39 ✠LMC(M)7,41	Lis	*f*	CL ~~11,38~~ 7,41	1931 10mo Lloyd	J.Smit& Zoon Foxhol '*sA&CP*	ParceriaGeral de Pescarias (Bensaude&Co.Ld. *Mgrs.*) *CellD*	150·0|25·6| 9·5 P41'F19' FK *B*108' 123*t FPT*18*t*	Lisbon Portuguese 3*BHCem* *APT*14*t*	Oil Engines 4S.C.SA 6Cy.$12\frac{3}{16}$"–$17\frac{11}{16}$" 87NHP MtrnWerkeMannheimA G	11 ″ 4 s ″ 11½ 10 ″ 5¼	
75068 161320 GPWZ	**Gorjistan** *ss*Bkn.No.2-38 D.F. 2*Dks*(*Stl*)	5888 5443 3710	✠100A1 12,40 ~~1,40~~ ✠LMC MS6,38 BS1,40 *Fitted for oil fuel*11,29 *F.P. above* 150°F.	Sws NYk	*a*†	CL 6,38	1929 11mo Lloyd	J.Read- head&Sns,Ld South Shields '*sA&CP*	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *CellDB*367'1237*t*	425·6|55·0|28·5 P38'B131'F47' FK *DTa*38'903*t FPT*1	London British 7*BHptCem* 07*tAPT*38*t*	T.3Cy.28",46"&78"–51"& LPTurbine withDRgear- ing & hydraulic coupling 210lb (*r*) FD 787NHP 3SB,*12cf*,GS207,HS9756 J.Readhead&SonsLd.S Shl	31 ″ 0 s 6 ″ 3½ 24 ″ 11¼	
75069 UOUD	**Gornyak** TwinSc Wireless 1*Dk*	965 — 435					1929	Nicolaieff StateSB.Wks 'AndreMarti' Nicolaieff	U.S.S.R.	230·1|34·0|12·1 P31'F13'	Mariupol Russian	T.6Cy.$12\frac{5}{16}$",$19\frac{11}{16}$"&31⅞"– $21\frac{11}{16}$" 95NHP NicolaieffStateS.B.Wks. "AndreMarti,"Nicolaieff		
75070 40172 JYOH	**Goro Maru** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	301 218 196					1935	Urabe Zosen Tekkosho Osaka	Amagasaki KisenbuGomei Kaisha	120·0|23·0|11·5 P22'F19'	Osaka Japanese *WB*	Oil Engines 2S.C.SA 4Cy.14¼"–16" 143NHP KobeHatsudokiK.K.Kobe		
75071 147177 MLGD	**Gorsefield** *ss*Liv.No.3-1,36 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	628 434 250	✠100A1 Examined 8,40 Npt BS~~6,39~~ 8,40 ✠LMC1,36	Liv	*i*	CL 7,38	1922 12mo Lloyd	Lytham S.B.&ECo.Ld Lytham '*sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) *CellDB*88'	175·0|28·2|11·2 Q101'B9'F29' FK 150*tDTf*29'68*tFP*	Liverpool British 3*BHCem* *T*9*tAPT*38*t*	T.3Cy.14",22"&38"–24" (*s*) 180lb 71RHP 2SB,*4cf*,GS49,HS1820 FD LythamS.B.&E.Co.Ld.Lyt.	13 ″ 6 s 4 ″ 4 13 ″ 3¾	
75072 147570 MKCK	**Gorselands** (*ex*Rijn-34, *ex*JollyGuy,*ex*Meerdrecht) *Mchy.Aft* 1*Dk*	503 371 277					1918	Johs.Berg Delfzijl	A.Chester	160·0|25·7|11·9 P49'F22'	Middlsbro' British *WB*	T3Cy$12\frac{9}{16}$",19⅞"&$31\frac{7}{16}$"-21⅝" NB*made*20*fitted*31 56RHP Johs.Berg.Delfzijl		C
90/40 75073 139308 MGJP	**Gorsethorn** (*ex*Jarrix-39) 3Mst *ss*Hul.No.3-3,30 *Well deck* *ss*Hul.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*)	429 303 203	✠100A1 ~~5,39~~11,40 BS9,39 ✠LMC8,37	Hul Bel	*g*	CL 3,38	1917 2mo Lloyd	Cochrane& Sons,Ld. Selby '*sA&CP*	RibbleShipping Co.Ld.(W.J. Ireland,*Mgr.*)	150·2|24·6|11·0 159·0(O.L.) Q86'B9'F18' BK7½" *FPT*53*t*	Liverpool British 3*BHCem* *APT*7*t*	T.3Cy.12",20"&34"–24" (*s*) 180lb 69RHP 1SB,*2pf*,GS33,HS1175 ShieldsE.&DDCo.Ld.NShl	12 ″ 0 s 3 ″ 8½ 12 ″ 5½	
75074	**Goryu Maru** *Mchy.Aft* 1*Dk*	1925 1540 1086					1940	Kawamin- amiKogyo K.K. Nagasaki	GoyoSyosenK.K.	271·6|40·0|20·3 P87'F29'	Kobe Japanese *WB*	T.3Cy.$18\frac{11}{16}$",30"&50"–36" 150NHP KawaminamiKogyoK.K. Nagasaki		
75075 160275 VTFY	**Goschen** Ⓟ TwinSc *Fitted for oil fuel* 1*Dk*&*Promenade dk*	970 801 377	✠ ... 4,31 ✠				1929 9mo	D&WHen- dersn&Co.Ld Glasgow	SouthIndian RailwayCo.Ld.	250·0|38·1|11·4 FK	Madras British *WB*	2SteamTurbinesSRgeared to 2 Sc. Shafts 353NHP Yarrow&Co.Ld.Glasgow	12 ″ 0	
75076 43990 JWRL	**Gosei Maru** 1*Dk*	1931 — 1375					1937	Tsurumi Seitetsu ZosenK.K., Yokohama	KounKisenK.K. (YamashitaKisen K.K.*Mgrs.*)	271·6|40·0|20·3	Tokyo Japanese	Steam TsurumiSeitetsuZosen K.K.		
7/40 75077 DOBV	**Goslar** Sub.Sig. D.F. E.S.D. 2*Dks*	6040 5402 3613					1929	Blohm& Voss Hamburg	Norddeutscher Lloyd	449·6|57·6|26·8 P26'F412'	Bremen German *WB*	1SRGearedSteamTurbine Blohm&Voss,Hamburg		G
1/41 75078 500 SFWM	**Göteborg** *ss*Got.3rdNo.3-7,29 *ss*Got.No.2-38 *Well deck* 1*Dk*(*ptStl*)&*Web frames*	*880* *708* *376*	✠100A1 6,39 ✠LMC MS9,37 BS~~1,39~~ 1,40	Got	*n*	OG 5,38	1893 4mo Lloyd	Act.Ges. "Neptun" Rostock '*sA&CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	221·2|30·3|14·4 232·5(O.L.) P&B149'H34*t*F54' FK *Cell*	Gothenbrg Swedish 5*BHCem* *DB*186'237*t*	T3Cy20½"$32\frac{11}{16}$"&$51\frac{3}{16}$"-$35\frac{7}{16}$" 156lb (*s*) 181NHP 2SB,*4cf*,GS84,HS3075 A.G."Neptun,"Rostock	16 ″ 10 s ″ 9¾ 16 ″ 2¾	
75079 738 SEQI	— Ⓟ 1*Dk*&*pt Shelter dk*	*412* *218* *213*					1891	Bergsunds Mek.Verks Stockholm	Ångb.Aktieb.Bo- huslänskaKusten (C.Thorburn)	148·6|25·2|10·8 H59*t* 17·9 *pt Shelter dk*143*t*	Uddevalla Swedish *WB*	T.3Cy.15⅝",24⅜"&41"–27¼" NB98 88NHP BergsundsM.V.Stockholm		
75080 DAOC	**Gotenhof** Wireless 1*Dk*	1454 1015 847					1914	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·6|36·4|15·0 Q83'B101'F29'	Stettin German	T3Cy$16\frac{9}{10}$",$27\frac{3}{5}$"&$43\frac{3}{10}$"–31½" 105NHP StettinerOderwerke		G
139/40 75081 142748 GFVT	**Gothic** (*ex*Rigny-39, *ex*Clemenceau-38, *ss*Sld.No.3-2,31 *ex*WarMersey) 1*Dk*&*Shelter dk* D.F. *Carrying oil fuel in bulk* *Fitted for oil fuel*	2444 2330 1600	✠ ... 4,33 ✠				1919 1mo	H.&C. Grayson,Ld. Liverpool	GothicS.S.Co.Ld.	265·0|41·2|26·6 FK	London British *WB*	T.3Cy.21",34"&56"–36" 229NHP Richardsons,Westgarth& Co.Ld.	28 ″ 10	V †
75082 161829 MJMS	**Gothland** Wireless D.F. 1*Dk*&*Shelter dk* E.S.D. *CruiserStern*	1286 968 504					1932	H.Robb, Ld. Leith	CurrieLine,Ld.	251·5|38·2|15·9 23·3	Leith British *WB*	T.3Cy.21",34"&56"–39" 196NHP Barclay,Curle& Co.Ld.Gls.		C
75083 7582 SHGN	**Gotland** *OilEng.* *ss*Got.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*1946* *1567* *966*	✠100A1 *withfreeboard* 9,40 ~~7,39~~ ✠LMC CS4,38 DBS7,39 7,39 *Carrying vegetable oil in No. 4 DB tank*	Got	*t*	CL 4,38	1929 12mo Lloyd	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP*	Ångf.Aktieb.Tir- fing(T.E.J:son Broström,*Mgr.*) (SvenskaOrient Linien) *CellD*	289·3|43·0|16·6 305·2(O.L.) FK *B*246'646*tAPT*25*t*	Gothenbrg Swedish 6*BHptCem* (*Coll to Shdk* 5 „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	19 ″ 0 s ″ 4½ 18 ″ 9	
75084 8083 SJMN	— Ⓟ *OilEng.* 3*Dks* *CruiserStern* *Part electrically welded* *Strengthened for Navigation in Ice*	*1669* *822* *820*	✠100A1 *withfreeboard* 3,39 ✠LMC5,36	Skm	*q*	OG 3,39	1936 5mo Lloyd	Kockums M.V.Aktieb. Malmö '*sA&CP* *Cell*	Ångf.Aktieb. Gotland(C.E. Ekman,*Mgr.*) *DB*78' 83*t Tank in* *tunnel* 31'126*tDTf*	240·0|38·5|22·2 F73' FK *way of* 26'79*tAPT*42*t*	Visby Swedish 5*BHptCem* *ptAsp* (*Coll to Wdk*)	Oil Engines 2S.C.SA 6Cy.20½"–$27\frac{9}{16}$" 442NHP DB*100lb* KockumsM.V.Akt.Malmö	24 ″ 8 s 7 ″ 10¾ 17 ″ 0¾	
75085	— 1*Dk*	981 752 434					1913	Antwerp Eng.Co.Ld. Hoboken	Reed.Wiese & Co. G.m.b.H. (A.H. Schwedersky Nachf.*Mgr.*)	210·0|33·3|13·6 Q70'B50'F22'	Memel German *WB*	T.3Cy.15¾",26"&44"–27" 101NHP MacColl&Pollock,Ld.Sld.		G

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
75086 OFBZ	**Gottfrid** ssGot.3rdNo.3–5,36 *Well deck* 1*Dk*(*Irn*) *Cargo battens not fitted*	1592 — 887	✠100A1 1,40 BS7,39 ✠LMC5,36 No later survey reported	Got	*q*	OG 7,39	1899 6mo	Strand SlipwayCo. Sunderland A&CP	RederiA/B L'Avenir (G.Erikson,*Mgr.*) *CellDBa*68'	267·3 258·0 P26'Q64'B50'F31' FK *uE&B*34'*f*112'476*t*	37·4 36·8	16·3	Mariehamn Finnish 4*BHCem* *APT*31*t*	T.3Cy.19½″31½″51⅞″–33″(*s*) 160lb *100lb* ND832 159NHP 1SB,4*pf*,GS66,HS2585 N.E.MarineEng.Co.Ld.Sld.	19 ″ 2 s 2 ″ 0½ 17 ″ 4	
75087 136742 VJCZ	**Goulburn** ssMel.2ndNo.3–1,40 1*Dk*(*ptIrn&ptStl*) *Cargo battens not fitted*	2367 2101 1407	✠100A1 11,40 ~~1,40~~ ✠LMC1,40 BS4,41	Mel	*t*	CL 11,39	1915 1mo *Lloyd's*A&CP	Sunderlnd S.B.Co.Ld. Sunderland	HuddartParker, Ld. *CellDBa*94'	295·0 305·4(O.L.) P27'B68'F30' FK *uE&B*38'*f*124'675*t*	45·0	20·1	Melbourne British 5*BHCem* *APT*66*t*	T.3Cy.23″,37½″&61″–42″ 180lb *100lb* (*r*) 286NHP 2SB,6*cf*,GS128,HS4750 G.Clark,Ld.Sunderland	22 ″ 3 s 3 ″ 3½ 19 ″ 2	
75088 TSUW	**Goumier** (*ex*Gunver–36)	1058 805 611					1920	Atlas Werke Bremen	Cie.Nouvelle de Nav.Busck	225·8 P34'B120'F23'	32·8	13·9	Marseilles French *WB*	T.3Cy.15⅝″,25½″&41¾″–25⅝″ 110NHP AtlasWerke,Bremen		V
75089 ~~[illegible]~~ GRCQ	**Gourko** Ⓟ 2*Dks* *Ref.Mchy.* D.F. *CruiserStern*	1975 1653 1073					1911	Earle'sCo. Ld. Hull	~~Ellerman'sWilson Line,Ld.~~	318·0	42·2	17·3	~~Hull~~ British *WB*	T.3Cy.22″,36″&60″–42″ 233NHP Earle'sCo.Ld.Hull		C
75090	**Gouverneur Général A. Varenne** (*ex*VanLinschoten–39) 2*Dk*3*trB*	3004 2490 1886					1909	Nederl. Schps. Maats. Amsterdam	Soc.LesAffréteurs Mar.Indochinois	328·5 F40' *Shadedk*219'	43·9	22·6	Saigon French *WB*	T.3Cy.22″,36″&60″–42″ NB19 233NHP NedFb.v.Wrk&Spoor,Ams		V
75091 FNFD	**Gouverneur Général Cambon** Ⓟ *Fitted for oil fuel* 2*Dks*	3509 2394 1745					1922	Forg.&Ch delaMédit LaSeyne	FrenchGovernment(Ministère de laMarine Marchande)(Cie. deNav.Mixte, *Mgrs.*)	346·4 P262'F74'	44·7	21·8	Marseilles French *WB*	T.3Cy.34″,53″&85″–45″ 502NHP Forg.&.Ch.de laMédit.Msl.		V
75092 FNSD	**Gouverneur Général Chanzy** Ⓟ TwinSc D.F. *Fitted for oil fuel* 3*Dks*	4397 3202 1934					1922	Cammell Laird&Co.Ld. Birkenhead	FrenchGovernment(Ministère de laMarine Marchande)(Cie. GénéraleTransatlantique,*Mgrs.*)	362·6 P225'F53'	53·4	26·9	Marseilles French *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts CammellLaird&Co.Ld.		V
75093 FNSE	**Gouverneur Général deGueydon** Ⓟ TwinSc D.F. *Fitted for oil fuel*	4513 — 1791					1922	Ch.&Atel. deProvence Port-de-Bouc	FrenchGovernment(Ministère de laMarine Marchande)(Cie. GénéraleTransatlantique,*Mgrs.*)	362·7 P39'B164'F59'	53·2	28·6	Marseilles French *WB*	2 DR Geared Steam Turbines Atel.&Ch.deBretagne,Nts.		V
75094 FNSF	**Gouverneur Général Grevy** Ⓟ (*ex*P.A.1) TwinSc D.F. *Fitted for oil fuel* 3*Dks*	4565 — 1158					1922	Arsenal de la Marine Brest	FrenchGovernment(Ministère de laMarine Marchande)(Cie. GénéraleTransatlantique,*Mgrs.*)	361·1 P44'B191'F58'	49·3	26·8	Havre French *WB*	2 DR Geared Steam Turbines Atel.&Ch. deBretagne,Nts.		V
75095 FNSG	**Gouverneur Général Jonnart** Ⓟ (*ex*P.A.2) TwinSc L.F. *Fitted for oil fuel* 3*Dks*	4513 — 1791					1923	Arsenal de la Marine Brest	FrenchGovernment(Ministère de laMarine Marchande)(Cie. GénéraleTransatlantique,*Mgrs.*)	362·6	53·2	28·6	Brest French *WB*	2 DR Geared Steam Turbines Atel.&Ch.deBretagne,Nts.		V
75096 FNBI	**Gouverneur Général Laferrière** Ⓟ TwinSc 2*Dks*	3453 — 1728					1923	Forg.&Ch. de laMédit. Havre	EtsA.Klaguine	344·5 B157'F46'	44·5	21·8	Marseilles French *WB*	2 DR Geared Steam Turbines Forg.&Ch.de laMédit.Hav.		V
75097 FNFE	**Gouverneur Général Lépine** Ⓟ *Fitted for oil fuel* 2*Dks*	3509 — 1746					1923	Forg.&Ch. de laMédit LaSeyne	FrenchGovernment(Ministère de laMarineMarchande)(Cie.de Nav.Mixte, *Mgrs.*)	346·4 P262'B164'F74'	44·6	21·8	Marseilles French *WB*	T.3Cy.34″,53$\frac{5}{16}$″&85⅝″–45$\frac{3}{16}$″ 486NHP Forg.&Ch.de laMédit,Msl.		V
75098 FNZM	**Gouverneur Général Maurice Long** (*ex*Swaerdecroon–38) 1*Dk*	1692 1329 902					1908	Maats. Fyenoord Rotterdam	Soc.lesAffréteurs Maritimes Indochinois	270·5 P33'B73'F30'	40·3	18·0	Saigon French	T.3Cy.19″,31½″&51½″–39″ 165NHP Maats.Fyenoord,Rot.		V
75099 FNZW	**Gouverneur Général Merlin** Now "Santa Fe" see No. 90013 in Supplement (*ex*VanOuthoorn) Wireless 2*Dks&Shade dk*3*trB*	1543 — 954					1896	Nederl. Schps.Maats. Amsterdam	Soc.lesAffréteurs Maritimes Indochinois	278·5 P19'B46'F74'	36·5	19·2	Saigon French	T.3Cy.24″,36″&60″–42″ 233NHP NedFb.v.Wrk&Spoor,Ams		V
75100 FNZN	**Gouverneur Général Pasquier** (*ex*VanNoort–36,*ex*Pahud) 2*Dks*	1994 1427 1235					1906	Nederl. Schps.Maats. Amsterdam	Soc.lesAffréteurs Maritimes Indochinois	296·3 P76'H56'F76'	38·0	20·9	Saigon French *WB*	T.3Cy.21½″,36¼″&59″–43¼″ NB09 229NHP NedFb.v.Wrk&Spoor,Ams		V
75101 FNFF	**Gouverneur Général Tirman** Ⓟ *Fitted for oil fuel* 2*Dks*	3509 — 1746					1922	Forg.&Ch. delaMédit LaSeyne	FrenchGovernment(Ministère de laMarineMarchande)(Cie.de Nav.Mixte,*Mgrs.*)	346·4 P262'B164'F74'	44·6	21·8	Marseilles French *WB*	T.3Cy.34″,53$\frac{5}{16}$″&85⅝″–45$\frac{3}{16}$″ 486NHP Forg.&Ch.delaMédit.Msl.		V
75102 FNZE	**Gouverneur Général Van Vollenhoven** (*ex*Atjeh) Wireless 1*Dk*2*trB*	691 589 393					1909	Maats. Fyenoord Rotterdam	Soc.lesAffréteurs Maritimes Indochinois	174·0 P20'F25'	29·1	16·2	Saigon French *WB*	T.3Cy.14¾″,24½″&40″–27″ 83NHP Maats.Fyenoord,Rot.		V
75103 TTUH	**Gouverneur Mouttet** *Fitted for oil fuel* 1*Dk* *Cruiser Stern*	467 347 175					1931	Lübecker Flender- WerkeA.G. Lübeck Siems	FrenchGovernment(Ministère des Colonies)	154·7 Q14'B5'F22'	28·0	12·3	Fort de France French *WB*	T.3Cy.16¾″24⅛″&42¼″–23⅝″ 85NHP LübeckerMaschb.Ges.		V
75104 TSWM	**Gouverneur Ponty**	434 300 245					1908	A.Dubigeon&fils Nantes	Messageries du Sénégal	159·1 P39'H41'F37'	24·6	11·5	Dakar French	C.2Cy.18½″&31½″–23⅝″ 40NHP BrissonneauetLotz.Nts.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
* 75105 PEJS	**Gouwe** ssRot.No.2-36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2119 1892 1264	✠100A1 6,39 ✠LMC MS6,36 BS9,39	Rot	*s*	CL N1,39	1927 9mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd's* A&CP	N.V."Houtvaart" (Vinke&Co.*Mgrs.*)	281·3 P22'B64'F22' FK *CellD* B242' 542*t FPT*62*t APT*54*t*	42·7	19·3	Rottrdam Dutch 4*BHptCem* *ptAsp*	T.3Cy.21",34½"&57"-36" (*s*) 210lb 248NHP 2SB,6*cf*,GS106,HS4054 ArnhemscheStoom-sleephellingMij.Arnhem	21 " 4 s 3 " 1¾ 18 " 3¾	
75106 140587 GQPB	**Governor** ssLiv.No.3-3,31 ssLiv.No.1-36 2*Dks*(*Stl*)3rd *dk*(*Stl*) *in* No.1*hold*	5571 5242 3495	✠100A1 Examined6,40 Liv BS12,40 ✠LMC MS2,36 ~~BS6,39~~ *Fitted for oil fuel* 7,20 *F.P. above* 150° F.	~~Lon~~	*z*	CL ~~8,37~~ 11,40	1918 7mo	D&WHen-dersn&Co.Ld Glasgow *Lloyd's* A&CP	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*)	410·3 425·0(O.L.) P34'B136'F53' FK *CellDB*344'1117*tDTa*31'830*t FPT*64*t APT*24*t*	52·2	30·2	Liverpool British 7*BHCem*	T.3Cy.24½",42½"&72"-54" 215lb (*s*) 536NHP 2DB(Spt)&1Aux.SB,15*cf*, GS281,HS9263 D&WHenderson&Co.Ld.	32 " 7 s 6 " 2 26 " 7½	
75107 203584 WHCX	**Governor Cobb** Ⓟ TrpSc *Fitted for oil fuel* 1*Dk*	2522 — 1556					1906	Delaware RiverCo. Chester,Pa.	Geo.T.Ellis	289·1	54·0	18·0	NewHaven Utd.States *WB*	SteamTurbines W&AFletcherCo.Hoboken		
75108 216871 WREU	**Governor John Lind** *Fitted for oil fuel* 1*Dk*	3431 2906 2039	✠ … 5,21 ✠				1918 9mo	Hanlon D.D.&S.B.Co Oakland,Cal.	Baltimore-Insular Line,Inc.(A.H.Bull &Co.Inc.*Mgrs.*)	305·0 P33'B79'F26' FK	46·0	24·5	Baltimore Utd.States *WB*	T.3Cy.24",39"&65"-42" BethlehemS.B. 382NHP Corp.Ld.Alameda,Cal.	26 " 9	R †
75109 237394 WNXZ	**Governor Miller** *Mchy.Aft* D.F. GyC. 1*Dk* *Longitudinal framing at bottom & at deck*	8240 — 6072					1938	American S.B.Co. Lorain,O.	Pittsburgh SteamshipCo.	593·2 F52'	60·0	32·5	Dul'th,Min Utd.States *WB*	DR geared steam turbine 383NHP DeLavelSteam TurbineCo.Trenton,N.J.		R
75110 183487	**Governor Wright** Ⓟ *OilEng.* Wireless 1*Dk* *CruiserStern*	506 341 308	✠ 9,40 ~~✠LMC12,38~~	HKg	*g*	CL	1938 12mo	W.S.Bailey &Co.Ld. HongKong *Lloyd's* A&CP	VisayanTrans-portationCo.Inc.	157·6 163·0(O.L.) F20'*Shadedk* FK *FPT*17*t*	28·1	9·1	Cebu,P.I. Utd.States 4*BHCem* *APT*25*t*	Oil Engines 4S.C.SA 6Cy.$14\frac{9}{16}$"-$22\frac{13}{16}$" 123NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 " 6 ~~s 1 " 5¼~~ ~~10 " 2¼~~	
75111 LDEZ	**Goviken** (*ex*GoldenGate-36) ssHam.No.3-2,37 2*Dks*(*Stl*)	4854 4441 2950	✠100A1 1,41 ~~1,40~~ ~~BS3,39~~ 3,40 ✠LMC2,37 *Fitted for oil fuel* 5,17 *F.P. above* 150° F.	HKg	*y*	CL 6,39	1917 5mo	SeattleCon-struction& DryDockCo. Seattle,Wash A&CP	Wallem&Co.A/S (H.J.Wallem, *Mgr.*)	381·5 396·7(O.L.) P53*t*H149*t*F88*t* FK *1BHin after hold dispensed with* *CellDB*325' 960*t FPT*115*t*	53·1	27·0	Bergen Norwegian *Cem* 5*BHonly* *APT*264*t*	T.3Cy.24",40"&70"-48" (*s*) 190lb 472NHP 3SB,9*cf*,GS169,HS6831 FD SeattleConstruction& DryDockCo.Seattle,Wash.	29 " 4	
75112 45331 JXSN	**Goyo Maru** *Ref.Mchy.* *CruiserStern*	8469 — 5126					1938	Kawasaki Dkyd.Co.Ld. Kobe	GoyoSyosenK.K.	443·0	60·0	40·0	Kobe Japanese	2 steam turbines DRgeared to1Sc.Shaft 833NHP KawasakiDkydCoLdKobe		
75113 22317 JIDD	**Gozan Maru** ssKob.No.3-2,31 2*Dks*(*Stl*)	3213 2676 1986	✠ … 11,33 ✠	Yka			1919 1mo	Ishikawa-jimaSBCoLd Tokyo	Kuribayashi SyosenK.K.	305·0 P25'B94'F33' FK *CellDB*262'587*tFPT*58*t APT*56*t*	43·7	27·2	Tokyo Japanese 5*BHCem*	T.3Cy.22",37"&61"-42" 279NHP 2SB,6*cf*,GS93,HS3640 IshikawajimaS.B.Co.Ld.	27 " 3	C †
23/40 75114 149477 GSPZ	**Gracefield** ssHpl.No.3-4,40 1*Dk*(*Stl*)	4631 4290 2852	✠100A1 4,40 ✠LMC BS7,39 MS4,40	Hpl	*y*	CL 4,40	1928 8mo	Swan,Hun-ter&Wigham Richardson, Ld Newcastle *Lloyd's* A&CP	ConfieldS.S.Co.Ld. (E.J.Sutton&Co. *Mgrs.*)	390·0 400·8(O.L.) P36'B250'F32' FK *CellDB* 344' 1192*tFPT*83*t APT*195*t*	53·5	25·4	Newcastle British 6*BHptCem* *ptAsp*	T.3Cy.25½",36½"&70"-48"& exhaust turbine driving steam compressor 200lb (*s*) 457NHP 3SB(Spt)9*cf*,GS190,HS6830 Swan,Hunter&Wigham Richardson,Ld.Nwc.	27 " 10 s 3 " 10¾ 24 " 2	
75115 142482 MJKC	**Gracehill** ssBel.No.3-8,31 ssShl.No.2-39 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	452 313 172	✠100A1 ~~9,39~~ 12,40 ✠LMC9,39 BS10,40	Bel Irv	*g*	CL ~~7,38~~ 12,40	1918 9mo	ForthS.B. &EngCo.Ld. (Jeffrey's Yard),Alloa *Lloyd's* A&CP	Howdens,Ld.	156·5 Q88'B9'F29' BK7" *CellDB*182'95*tFPT*26*t APT*7*t*	25·2	9·8	Belfast British 3*BHCem*	T.3Cy.15",25½"&42½"-27" 180lb (*s*) 52RHP 1SB,3*cf*,GS53,HS1860 ForthS.B.&Eng.Co.Ld. (Jeffrey'sYard),Alloa	12 " 0 s 3 " 8 12 " 4¾	
27/41 75116 144258 GFDR	**Gracia** ssGls.No.3-4,34 ssMch.No.3-2,41 ~~ssGls.No.1-38~~ D.F. E.S.D. 2*Dks*(*Stl*)3rd *dk* *Ref.Mchy.* (*Stl*)*inNos.*2&3*holds*	5642 5261 3537	✠100A1 2,41 ~~1,40~~ ✠LMC 2,41 ~~MS10,37~~ ~~BS1,40~~ ✠Lloyd'sRMC ~~11,39~~ 2,41 *Carrying oil fuel F.P. above* 150° F. *in deep tank aft* *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Gls Mch	*a*†	CL ~~2,38~~ 9,40	1921 6mo	Scotts'S.B. &E.Co.Ld. Greenock *Lloyd's* A&CP	DonaldsonSouth AmericanLine,Ld. (DonaldsonBros.& Black,Ld.*Mgrs.*) *Intermediate 'tween dk*	415·5 P35'B151'F46' FK *BH dispensed with* 2*BHto* *CellDB*355' 1123*t FPT*	54·2	30·8	Glasgow British *ptCem* 6*BHtoUdk* 2*nd dk only*	2SteamTurbinesDRgeared to1Sc. Shaft (*r*) 200lb 736NHP 4SB,12*cf*,GS230,HS10468FD Scotts'S.B.&E.Co.Ld.Grk 89*tAPT*46*t*	33 " 5 s 6 " 4¼ 27 " 2½	
79/40 75117 165053	**Gracie Fields** Ⓟ Pad 1*Dk*	393 284 180					1936	JIThorny-croft&CoLd Southampton	Southampton,I.of W.&S.ofEng.Royal MailStm.PktCo.Ld	195·9 P5'F24' *Promenade dk*124	24·9	8·0	S'thamptn British	C.2Cy.23"&48"-51" 137NHP J.I.Thornycroft&Co.Ld.		BT till 4,40
75118 LDJY	**Graciosa** (*ex*Edfou,*ex*Rabymere) ssDun.No.3-8,29 ssHpl.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1773 1592 1029	✠100A1 *Shelter dk with freeboard* 3,41 ~~9,39~~ ✠LMC 8,40 ~~MS9,36~~ ~~BS9,39~~	Sba ~~Bgk~~	*r*	CL ~~8,37~~ 7,40	1917 2mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow *Lloyd's* A&CP	Skibs.A/S Fjeld (HansKiær&Co. A/S.*Mgrs.*)	265·2 FK *CellD* B223' 493*t FPT*52*t*	42·2	17·8	Drammen Norwegian 4*BHCem* *APT*53*t*	T.3Cy.21",33"&57"-36" (*s*) 180lb 214NHP 2SB,6*cf*,GS105,HS3320 ClydeS.B.&E.Co.Ld.P.Gl.	20 " 0 s " 9 19 " 4¾	
75119 7048 SGKA	**Graculus** (*ex*Bifrost) ssLkr.No.3-1,36 1*Dk*&*Shelter dk* ~~1*Dk*(*Stl*)~~ *Cargo battens not fitted*	*1941* *1708* *1045*	100A1 *with freeboard* 3,41 LMC6,40 ~~MS6,35~~ ~~BS4,39~~	Liv Lkr	*r*	OG 4,39	1923 2mo	NV.Boele's Scheepsw. Slikkerveer A&CP	RederiA/B Brubor (R.Brunkman, *Mgr.*)	265·9 P28'B69'F24' FK (*CollBHto Sh dk*,3*BHto*2*nd dk*) *CellDB*219'436*tFPT*82*tAPT*77*t*	42·1	18·2	Hlsngborg Swedish 4*BHCem*	T.3Cy.21",34½"&57"-36" (*s*) 180lb 246NHP 2SB,6*cf*,GS128,HS4272 N.V.v.d.Kuy&v.d.Ree,Rot	20 " 10 ~~s 2 " 0½~~ ~~18 " 2¼~~ s " 10 20 " 2	
75120 377 IBKV	**Gradisca** Ⓟ TwinSc (*ex*Gelria-35) ssNap.2ndNo.3-11,37 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* D.F. E.S.D. (*Stl*-teaks) GyC.	13870 9451 7315	✠100A1 *Shelter dk with freeboard* 5,40 ~~6,39~~ ✠LMC MS2,37 BS6,39 *Fitted for oil fuel* 9,28 *F.P. above* 150° F.	Nap	*i*†	CL ~~PN3,37~~ s12,38 P5,40	1913 10mo	A.Stephen &Sons,Ld. Glasgow *Lloyd's* A&CP	LloydTriestino Soc.Anon.diNav. *CellDB* *a*125'*uE*&*B*150'*f*	560·2 541·1 P&B395'F99' FK 206'1781*tFPT*147*t*	65·8	35·3	Trieste Italian 8*BHCem* *APT*117*t*	Q.8Cy.28",40",57"&82"-54" 220lb (*r*) 1725NHP 3D(Spt)&3SB(Spt)&3SB (Spt),36*cf*,GS718,HS27867 FD A.Stephen&Sons,Ld.Gls.	39 " 0 s 10 " 7½ 28 " 9	
75121 LJOS	**Grado** (*ex*LouisMercier-37,*ex* AndreasGerakis, ssMsl.No.2-26 *ex*Thermidor,*ex*Albergallus, *ex*WarForest) D.F. 1*Dk*	3082 2832 1842	✠ … 4,29 ✠				1918 12mo	E.Finch& Co.(1916)Ld. Chepstow	Dampsk.A/S Iris (HansFr.Grann, *Mgr.*)	331·0 P48'B100'F29' FK	46·7	23·2	Oslo Norwegian *WB*	T.3Cy.25",41"&68"-45" 513NHP D.Rowan&Co.Ld.Gls.	25 " 6	V †

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
75122 5740 SJUA	**Graecia** (exMariettaN.) ssAbg.2ndNo.3–1,36 1Dk(ptIrn ptStl)	*2951* *2693* *1727*	✠100A1 3,39 ~~BS3,40~~ ✠~~LMC4,36~~ 5,41 MS4,40	Rio	*u*	CL ~~3,39~~ 1,41	1911 11mo	J.Blumer& Co. Sunderland *Lloyd'sA&CP*	RederiaktSvenska Lloyd(K.R.Bökman,*Mgr.*) *CellDBa&uE133'407tf137'434tFPT78tAPT110t*	331·0 P28'B176'F38' FK	47·5	20·7	Gothenbrg Swedish *5BHCem*	T.3Cy.23½",38"&64"–42" (*s*) 180lb *180lb* 294NHP 2SB(Spt)*6cf*,GS124,HS4619 J.Dickinson&Sons,Ld.Sld.	23 ″ 2 s2 ″ 8½ 20 ″ 8¼	
75123 205009 WEDG	**Graham C. Woodruff** (exM.A.Bradley) D.F. Sub.Sig. 1*Dk* *Mchy.Aft*	5539 — 4127					1908	Gt.Lakes Eng.Works Ecorse	NicholsonUniversalS.S.Co.	462·0	52·0	30·0	Wilmgton (Del) Utd.States *WB*	T.3Cy.21½",35"&58"–42" 218NHP Gt.LakesEng.Wks.Detroit		R
63/40 75124 145749 GBTC	**Graig** ssAms.No.3–2,37 1*Dk*(*Stl*)	3683 3505 2280	✠100A1 11,39 BS5,39 ✠LMC2,37	Bry	*w*	CL 10,39	1924 4mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	GraigShippingCo. Ld.(I.Williams& Co.*Mgrs.*)	365·0 P27'B220'F37' FK *CellDB332'790t*	51·5	23·0	Cardiff British *6BHCem* *APT140t*	T.3Cy.25",41"&68"–45" (*s*) 180lb HS6801 392NHP 3SB(2Spt),*9cf*,GS177, D.Rowan&Co.Ld.Glasgow	25 ″ 0 s3 ″ 1½ 22 ″ 1	
75125 167801 GDYG	**Graiglas** D.F. 1*Dk* *CruiserStern*	4312 3964 2549	✠100A1 9,40 ~~5,40~~ ✠LMC5,40 *Fitted for oil fuel* 5,40 *F.P. above* 150° F.	Sld Shl	*y* 1⅞	CL	1940 5mo	JLThompson&Sons,Ld Sunderland *Lloyd'sA&CP*	GraigShipping Co.Ld.(I.Williams &Co.*Mgrs.*) *CellD*	389·3 404·7(O.L.) P40'B234'F39' FK *B334'828t FPT103t*	54·7	24·2	Cardiff British *6BHptCem* *APT153t*	T.3Cy.21½",36"&62"–39"(*s*) 220lb Rht 348NHP 2SB(Spt&FD)&1AuxSB, *6cf*,GS100,HS5130 GeorgeClark(1938)Ld.Sld.	26 ″ 4 s3 ″ 3 23 ″ 3½	
156/40 75126 148289 GLQZ	**Graigwen** ssRot.No.3–12,38 1*Dk*(*Stl*)	3697 3505 2277	✠100A1 1,40 BS1,40 ✠LMC12,38	Cff	*w*	CL 6,37	1926 2mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	GraigShippingCo. Ld.(I.Williams& Co.*Mgrs.*) *CellDB332'870t*	365·0 P27'B220'F40' FK *APT140t*	51·5	23·0	Cardiff British *6BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb HS6801 392NHP 3SB(2Spt),*9cf*,GS177, D.Rowan&Co.Ld.Glasgow	25 ″ 0 s3 ″ 1½ 22 ″ 1	
75127 154473 CYLF	**Grainmotor** *OilEng.* 1*Dk*	1829 1681 1093					1929	DavieS.B. &Repairing Co.Ld. Levis,P.Q.	CanadaSteamship Lines,Ld.	251·9	43·1	18·3	Montreal British *WB*	Oil Engines 4S.C.SA 8Cy.16"–22" 199NHP BessemerGasEngineCo. GroveCity,Pa.		C
75128 149489 GSWB	**Grainton** ssAms.No.3–8,35 D.F. 1*Dk*(*Stl*)	6341 5804 3777	✠100A1 Examined8,40 Npt ✠LMC8,35 MBS8,40 DBS6,41	~~Bry~~	*a*†	CL ~~3,38~~ 5,41	1929 1mo	Short Bros. Ld. Sunderland *Lloyd'sA&CP*	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) *CellDB*	423·0 439·0(O.L.) P36'B132'F45' FK 352'2020t *FPT*350t	58·3	29·8	Newcastle British *7BHCem* *APT378t*	Q.4Cy.22",33",48"&70"–48" 240lb *220lb* (*s*) 462NHP 3SB(Spt)*9cf*,GS190,HS7434 J.Dickinson&Sons,Ld.Sld.	33 ″ 1 s6 ″ 7¾ 26 ″ 7¾	
75129 LKAC	**Gran** *OilEng.* D.F. 1*Dk*&*Shelterdk* *Cruiser Stern*	4140 3717 2428	✠100A1 *withfreeboard* 12,39 ✠LMC12,38 Surveys delayed	NYk	*y* 1⅞	CL	1938 12mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	A/S NyeKristianborg(A/S Rederiet Odfjell,*Mgrs.*) *CellDB314'941t*	379·5 395·3(O.L.) FK *FPT105tAPT185t*	53·8	24·3	Bergen Norwegian *6BHptCem* (*Coll to Sh dk* 5 „ 2nd „)	Oil Engines 2S.C.SA 3Cy.23⅝"–91 5/16" 516NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	26 ″ 8 s2 ″ 4½ 24 ″ 5¾	
75130	— (exMing-Shan–37,exGran–33, exKamijiMaru) 1*Dk*	1983 1006 1152	✠ ... 9,24 ✠				1919 7mo	Teikoku S.S.Co.Ld. Toba	Wallem&Co.	270·0 P16'B65'F31' FK	39·0	23·9	Panama Pnamanian *WB*	T.3Cy.20",33"&55"–39" 254NHP KobeSteelWks.Ld.Kobe	23 ″ 11	
75131 DNPZ	**Gran Canaria** *Fitted for oil fuel* D.F. E.S.D. 3*Dks* *Ref.Mchy* *CruiserStern*	3866 3112 2023					1938	Deutsche WerftAGBet Finkenwrder Hamburg	Oldenbrg-Portug. Dmpssch.Rhed.	379·7 F89'	54·8	23·8	Oldenburg German *WB*	2steamturbinesDR geared to1screwshaft 918NHP HS3229 AllgemeineElecGes.Berlin		G
75132 LDZB	**Grana** 1*Dk*	1297 1115 728	✠ ... 7,25 ✠				1920 6mo	N.V.Schbs. "Baanhoek" Sliedrecht	Rederi-A/S "Kragerö" (K.Sandaas,*Mgr.*)	237·4 P23'B60'F24' FK	36·7	15·9	Kragerö Norwegian *WB*	T.3Cy.17¼",29"&47"–36" 175NHP J&A.v.d.Schuyts'Mch.Fab	18 ″ 0	N †
75133 HRBA	**Granada** Ⓟ ssPhl.No.3–11,37 2*Dks*(*Stl–Wthr dk* teak s)& 2 *lower dks sparred for fruit cargoes* *Ref.Mchy.*	*3332* *2919* *2085*	✠100A1 *withfreeboard* ~~8,40~~ ~~2,40~~ 2,41 BS2,40 ✠LMC11,37 ✠Lloyd'sRMC~~2,40~~ 8,40 for temp. 50° F. *Lower decks for fruit cargoes* *Fitted for oil fuel*12,25 *F.P. above* 150° F.	Phl ~~N.N.~~Gal	*u*	OG ~~10,37~~ 8,40	1925 12mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP* *Intermediate BH in fore hold dispensed with*	StandardNav. Corp.(Standard Fruit&S.S.Co. *Mgrs.*) *CellD*	315·1 F34' FK *B255'405t FPT47t*	45·2	29·4	Ceiba Honduran *4BH* *APT55t*	T.3Cy.23¼",39"&66"–45" (*s*) 200lb 510NHP 3SB,*12cf*,HS8112 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31 ″ 6 s11 ″ 8½ 20 ″ 2	
75134 7972 SLOA	— (exKalfond, ssMch.No.3–5,34 exSt.Roch) ssGot.No.1–38 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1781* *1339* *764*	✠100A1 ~~4,40~~ ~~5,39~~ 3,41 ~~BS5,39~~ ✠LMC4,38 BS ~~4,40~~3,41	Got	*q*	CL ~~4,38~~ ~~4,40~~ 3,41	1922 2mo	Osbourne, Graham&Co. Ld. Sunderland *Lloyd'sA&CP*	A/B Arafart (A.R.Appelqvist, *Mgr.*) *CellD*	258·9 272·5(O.L.) P23'Q76'B62'F23' FK *B222' 460t FPT25t*	39·5	16·2	Stockholm Swedish *4BHCem* *APT55t*	T.3Cy.19½",32"&53"–36" (*s*) 180lb 197NHP 2SB(Spt)*6cf*,GS105,HS3222 G.Clark,Ld.Sunderland	18 ″ 6 s1 ″ 6½ 17 ″ 2	
75135	**Granatiere Padula** (exHua-Shan–38, ssShi.2ndNo.3–1,34 exWerribee–33) ssH.Kg.No.1–38 1*Dk*(*ptIrn*&*ptStl*) *Cargo battens not fitted* &*deep framing*	*3904* *3590* *2364*	✠100A1 5,40 ~~3,39~~ BS~~3,38~~ ✠LMC3,38 5,40	Shi	*w*	CL 3,38	1909 1mo	BlythS.B. Co.Ld. Blyth *Lloyd'sA&CP*	Cia.ItalianadiNav. S.A.I.(Chinese ItalianNav.Co.Ld) *CellDBa98'uE&B44'*	354·8 P11'B85'F38' FK *f165'941t FPT135t*	50·0	23·7	Shanghai Italian *7BHCem* *APT240t*	T.3Cy.24",39"&66"–45" (*r*) 180lb 327NHP 3SB,*9cf*,GS165,HS5181 Richardsons,Westgarth& Co.Ld.Hpl	26 ″ 5 s4 ″ 11½ 21 ″ 8	
75136 150820 CYLG	**Granby** (exFrankA.Augsbury) *Mchy.Aft* 1*Dk*	2051 1707 1221					1922	Frazer, Brace,Ld. ThreeRivers, P.Q.	CanadaSteamship Lines,Ld.	251·2 Q93'F34'	43·1	18·1	Montreal British *WB*	T.3Cy.19",32"&56"–36" 188NHP WorthingtonPump& Mchy.Corp.Ampere,N.J.		C
75137 202711 KFNA	**Grand Island** (exEugene Zimmerman) D.F. *Mchy.Aft* 1*Dk*	5446 — 4143					1905	CraigS.B. Co. Toledo,Ohio	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCo*Mgrs*)	488·6 *WB*	52·0	31·0	Wilmgton (Del.) Utd.States	Q.4Cy.18",26",36"&55"–40" 191NHP CraigS.B.Co.Toledo,O.		R
75138 156702	**Grand Manan II** Ⓟ *OilEng.* ssSt.J.No.2–38 1*Dk*(*Stl*)	841 363 508	✠100A1 *withfreeboard* 5,40 ~~5,39~~ DBS~~5,39~~ ✠LMC5,38 5,40 ✠LMC(M)5,40 *For service in the Bay of Fundy*	StJ		CL 4,38	1930 2mo	St.John D.D.&S.B. Co.Ld. St.JohnN.B. *Lloyd'sA&CP*	EasternCanada CoastalSteamships,Ld.	144·3 152·0(O.L.) B&F120' *Upper*F22' FK *FPT*	32·1	12·5	St JohnNB British *4BHCem* 28t *APT* 33t	Oil Engines 2S.C.SA 6Cy.16"–20" 270NHP DB*100lb* FairbanksMorse&Co. Beloit,Wis.	13 ″ 6 s3 ″ 4½ 10 ″ 2½	
75139 FNHB	**Grand-Quevilly** (exSanCarlos–38, exRio de la Plata) 2*Dks*	2844 2395 1547					1914	J.Blumer &Co. Sunderland	Cie.France- Navigation,S.A. (*inliq.*) (Worms &Cie,*Mgrs.*)	333·6 P77tH191tF39t	48·7	19·6	Rouen French *WB*	T.3Cy.24",40"&66"–42" 282NHP N.E.MarineEng.Co.Ld.Sld		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
* 75140 FOMC	**Grandlieu** (*ex*WarDrummer) *ss*Nts.No.3–4,32 D.F. *ss*Nts.No.1–36 1*Dk*(*Stl*)& *Web frames* *2nd dk*(*Stl*)*inNos.*1,2&3*holds*	3290 2814 2004	✠100A1 7,39 BS7,39 ✠LMC4,36	Nts	*u*	CL 7,39	1919 2mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd*'*sA&CP*	Cie.Générale Transatlantique *Ce*	325·0|45·2|23·9 P33'B90'F28' FK *llDB*274'644*t FPT*	Nantes French 6*BHCem* 134*tAPT*93*t*	T.3Cy.23",38"&61"–42" (*s*) 180lb *100lb* 259NHP 2SB,6*cf*,GS124,HS3946 HongKong&Whampoa DockCo.Ld.HongKong	26 ″ 0 s4 ″ 2¼ 22 ″ 0	
75141 LDZE	**Granfoss** (*ex*Granfos–37) 1*Dk*	1461 1327 890					1913	Nylands Værksted Oslo	Skibs-A/S Thor ThoresensLinje (ThorThoresenA/S *Mgr.*)	254·2|39·2|16·5 P46*t*H78*t*	Oslo Norwegian *WB*	T.3Cy.19",31"&51½"–33" 152NHP NylandsVærksted,Oslo		N
75142 143746 GCNW	**Grangepark** *ss*Shl.No.3–5,32 *ss*Rot.No.1–37 1*Dk*(*Stl*)&*Platform dk*(*Stl*) D.F. *inNos.*1,2,4&5*holds* *Longitudinal framing in double bottom & at decks*	5132 4720 3172	✠100A1 Examined 9,40 Bel ✠LMC MS9,40 BS4,40	~~Cff~~	*y*	CL 11,39	1919 11mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd*'*sA&CP*	DenholmLine Steamers,Ld.(J.& J.Denholm,Ld. *Mgrs.*) *CellDB*	400·4|52·3|28·5 P51'B114'F39' FK 347'1296*t FPT* 125	Greenock British 7*BHptCem* *tAPT*200*t*	T.3Cy.27",44⅛"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 5 ″ 11¼ 25 ″ 3½	
* 75143 6480 SLTA	**Grängesberg** *ss*Got.No.3–7,33 *ss*Got.No.1–37 Sub.Sig. D.F. 2*Dks*(*Stl*) *Cargo battens not fitted*	*4575* *4130* *2460*	✠100A1 9,39 BS1,40 ✠LMC1,37	Got	*y*	CL 1,37	1921 3mo	NVLobith-scheScheepsb MyGebr.Bod-ewes Lobith *Lloyd*'*sA&CP*	TrafikAktieb. Grängesberg-Oxelösund(M. Waldenström*Mgr*) *CellDBa*66' *uE&B* 667*tDTa*51'420*t*	385·2|50·1|25·9 399·0(O.L.) P42'B242'F42' FK 45'*f*102' *DTf*68' 595*t FPT*	Stockholm Swedish 6*BHptCem* *ptAsp* 106*tAPT*50*t*	T.3Cy.26",39"&70"–48" (*s*) &LPTurbine with DR gearing&hydraulic coupling 180lb HS6660 518NHP 3SB,(Spt),9*cf*,GS148, FD Scheeps.Maats.Nieuwe Waterweg,Schiedam	29 ″ 0 s4 ″ 3¾ 24 ″ 11	
75144 143530 MKLB	**Grangetoft** (*ex*Gledburn–36, *ex*MaindyTower) *Mchy.Aft* Wireless 1*Dk*	975 774 495					1920	Rennie, Ritchie&Nw-portS.B.Co. Ld.Wivenhoe	"Toft"S.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*)	207·5|33·6|13·5	Middlsbro' British *WB*	T.3Cy.16½",27"&34"–30" 98RHP Plenty&Son,Ld.Newbury		C
75145 783 SVAJ	**Granicos** (Pencisely–34, *ex*Andree) *ss*Cff.No.3–9,28 *ss*.Ams.No.2–36 1*Dk*(*Stl*)	*3689* *3449* *2283*	✠100A1 5,40 ~~9,39~~ ✠LMC BS~~7,39~~5,40 MS9,39	Ssk Ant	*w*	CL ~~1,38~~ 5,40	1916 4mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*sA&CP*	GranicosS.S.Co. Ld. *CellDBa*	360·2|51·0|22·7 P29'B225'F35' FK 110'*uE*25'*f*165'991*t*	Piræus Greek 6*BHCem* *APT*187*t*	T.3Cy.25",40½"&67"–45" (*s*) 180lb HS6515 378NHP 2SB&1Aux.SB,8*cf*,GS165, Cen.Mar.Eng.Wrks.WHpl	25 ″ 1 s 3 ″ 1½ 22 ″ 2¾	
5/41 75146 LIVS	**Granli** (*ex*Siredal–38) Wireless D.F. *CruiserStern* 1*Dk*	1577 1316 910					1935	Nylands Verksted Oslo	A/S Granli(Rolf Ugelstad)	247·5|39·2|17·4 P44*t*H97*t*	Oslo Norwegian *WB*	C.4Cy.(2)12$\frac{13}{16}$"&(2)29$\frac{15}{16}$"–27$\frac{9}{16}$" HS2035 142NHP NylandsVerksted,Oslo		N
75147 6296 SJPA	**Granö** (*ex*Fernebo–36,*ex*Brävalla) *ss*Got.No.3–5,33 *ss*Mmo.No.1–37 D.F. 1*Dk*(*Stl*)	*1885* *1621* *1068*	✠100A1 5,40 ~~6,39~~ ✠LMC MS7,37 BS~~12,38~~ 2,40	Skm Mmo	*r*	OG 6,39	1920 6mo	Aktieb. Lindholmen-Motala Gothenburg A&CP	RederiA/B Rex (K.M.Kallström, *Mgr.*) *CellDB*223'470*t*	262·0|42·7|18·1 P26'B150'F24' FK	Stockholm Swedish 4*BHCem* *APT*41*t*	T.3Cy.20½",33"&55"–36"(*s*) 185lb 216NHP 2SB,4*cf*,GS66,HS2850 FD Aktieb.Lindholmen-Motala,Got.	20 ″ 6 s1 ″ 8¾ 18 ″ 11	
75148 LKDE	**Granville** TwinSc *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	5745 5193 3507					1930	Odense Staalskibsv. Odense	SkibsA/S Sommerstad (A.F.Klaveness& Co.A/S,*Mgrs.*)	426·4|58·5|26·6 P37'F36'	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 710NHP Akt.Burmeistr&Wain,Cpn	29 ″ 0	N
75149 TUEU	— *ss*Hav.No.3–3,33 *ss*Hav.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*)	511 372 148	✠100A1 6,39 BS6,39 ✠LMC4,37 Surveys delayed	Hav	*h*	CL 8,38	1930 2mo	Cochrane &Sons,Ld. Selby *Lloyd*'*sA&CP*	Soc.Havraise de Transport et de Transit Cell	170·2|28·6| 8·9 *30·0* FK P74'F21' *DB*88'115*tFPT*67*t*	Havre French 3*BHCem* *APT*21*t*	T.3Cy.13",21½"&35"–24" (*s*) 180lb 87NHP 1SB,3*cf*,GS50,HS1635 C.D.Holmes&Co.Ld.Hull	11 ″ 3 s ″ 11¾ 10 ″ 4¾	
75150 167808 GMRW	**Graslin** D.F. 1*Dk*	2323 1768 1334					1924	Anciens Chantiers Dubigeon Nantes	Ministry of Shipping (Frank S. Dawson,Ld*Mgrs*)	~~279·0|41·3|17·3~~ P22'F24' |21·5 279·8|41·4|	~~Nantes~~ ~~French~~ Cardiff *WB* British	T.3Cy.18¼",30"&49¼"–38¾" 150NHP Atel.LaChaléassière,Lyon		V
75151 DDRU	**Gratia** Sub.Sig. 1*Dk*&*deep framing*	2068 1780 1300					1905	Eiderwerft Akt.Ges. Tönning	J.Jost	274·0|39·7|15·8 P11'B82'F24'	Flensburg German *WB*	T.3Cy.18½",30¾"&49⅛"–33½" 139NHP EiderwerftA.G.Tönning		G
75152 166018 ~~FNIQ~~ GMRR	**Gravelines** (*ex*RoiAlbert–38) *ss*AntNo.3–6,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2491 2293 1537	✠100A1 *withfreeboard* ~~8,40~~ ~~7,39~~ 11,40 ~~BS1,40~~ ✠LMC6,37 4,41	Rou ~~Brs~~ Liv	*u*	CL 7,39	1925 4mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd*'*sA&CP*	Ministry of Shipping(FrankSDawson,Ld.*Mgrs*) *CellDBa*93'*uE*21'	315·9|45·1|20·6 FK (*f*142'595*tAPT*57*t*	Bristol British 5*BHptCem* *Coll toSh dk* 4 ,, *2nd*,,)	T.3Cy.22",37"&61"–42" (*s*) 180lb 283NHP 3SB,6*cf*,GS135,HS4662 WllsndSlpwy.Co.Ld.Nwc.	22 ″ 10 s 1 ″ 6 21 ″ 5¾	
75153 DHJH	**Gravenstein** (*ex*Hansa, *ex*Tranquebar) *ss*Gen.No.3–5,19 *ss*Ham.No.2–27 D.F. 2*Dks*&*deep framing*	3505 3275 2182	✠ ... 2,28 ✠				1906 6mo	Akt.Burmeistr&Wain Copenhagen	H.C.Horn	369·0|47·5|23·5 P285'F39' FK	Hamburg German *WB*	T.3Cy.24¾",42"&70"–45" 380NHP Akt.Burmeistr&Wain,Cpn	26 ″ 6	C †
75154 124395 GJCM	**Gray** Ⓟ (*ex*Petriana) 3Mst *ss*Vcr.No.2–17 Wireless 1*Dk*(*Stl*) *Well deck* *Mchy.Aft*	707 511 280	✠ 7,22 ✠	Vcr			1909 3mo	R.Williamson&Son Workington	Consolidated Whaling Corporation,Ld.	182·7|27·9|12·3 Q101'B11'F22' FK *DBf*101'138*t*	Vict'riaBC British 3*BHCem* *FPT*53*t*	T.3Cy.14",25½"&41"–30" 90RHP 1SB,3*pf*,GS58,HS2048 Ross&Duncan,Glasgow	14 ″ 7	C †
75155 166570 GNNR	**Grayburn** D.F. 1*Dk*&*Shelter dk* *Tonnage opening closed '41 (W.E.) CruiserStern* *Longitudinal framing at decks*	6342 5804 3739	✠100A1 *withfreeboard* 1,41 ~~2,40~~ ✠LMC9,38 *Fitted for oil fuel* 9,38	Bry NYk	*c*†	CL 3,39 F.P.	1938 9mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd*'*sA&CP* *above* 150° F.	Wallem&Co.Ld. (MuirYoung,Ld. *Mgrs.*) *CellDB*311'1647*t* *tunnel* 557*t*	453·2|63·7|27·0 471·4(O.L.) FK *Tanks in way of* (*FPT*320*tAPT*236*t*	London British 7*BHCem* *Coll to Sh dk* 6 ,, *2nd*,,)	T.3Cy.25",43"&72"–51" (*s*) 220lb FD 523NHP 3SB(Spt)9*cf*,GS146,HS7179 G.Clark(1938)Ld.Sld.	39 ″ 0 s11 ″ 2¾ 28 ″ 0¾	
75156 LCLP	**Graziella** (*ex*Keighley) 1*Dk*	2137 1900 1274					1917	Osbourne, Graham&Co. Sunderland	Dampskintsk. Garonne(Fearnley &Eger,*Mgrs.*)	285·0|43·3|19·0 P26'B76'F33'	Oslo Norwegian *WB*	T.3Cy.21",34"&56"–39" 196NHP Richardsons,Westgarth& Co.Ld.Sld.		N
75157 163433 GWRD	**Great Western** Ⓟ TwinSc *ss*Cff.No.1–38 1*Dk*(*Stl*)*2nd dk*(*Stl*) Sub.Sig. *clear of machinery space* D.F. E.S.D.	1659 1119 666	✠100A1 *withfreeboard* 1,41 ~~3,40~~ BS1,41 ~~BS3,40~~ ✠LMC2,37 *For Irish Channel Service*	Cff	*s*	OG s3,40 ~~P2,38~~ P1,41	1934 1mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd*'*sA&CP* *CellDBa&uE*	GreatWestern Railway 74'*f*40'97*t DTa* 14'	282·9|40·4|16·1 297·7(O.L.) P75'B92'F93' FK *UpperBridge*84' *UpperFo'c'sle*43' 12*tMT*10'98*tDTf*2	London British 7*BHCem* 2'63*tFPT*20	T.6Cy.13½",22"&38"–24" (*s*) 200lb 306NHP 2WTB,GS150,HS5280 FD CammellLaird&Co.Ld Bkn *tAPT*65*t*	17 ″ 1 s4 ″ 0¾ 13 ″ 3¼	BT till ~~3,41~~ 1,42

* Surveys delayed. Vessel, when last reported in port in enemy occupation.

1 Numero l'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
75158	**Greatend** (exVille deDannemarie) ssNwc.No.3–2,34 Well deck ssNwc.No.1–38 1Dk(Stl) (SUNK IN PORT BY AIRCRAFT 5,38 —REFLOATED)	1495 1060 771	✠ 4,38 ✠	Nwc	p		1920 12mo	JI Thorny-croft&Co.Ld. Southampton	CellD	240·4 Q136'B10'F28' FK B226' 438t FPT29t	36·1	16·3	Spanish 4BHCem APT112t	T.3Cy.18",30"&50"–33" 178NHP 2SB,4cf,GS82,HS3000 J.I.Thornycroft&CoLd.	18 ″ 6	
75159 223643 WSBH	**Greater Buffalo** Ⓟ Pad D.F. GyC.	7739 — 3330					1923	American S.B.Co. Lorain,O.	Detroit and ClevelandNav.Co.	519·0	58·0	23·7	Detroit Utd. States WB	C.3Cy.66"&(2)96"–108" American 1915NHP S.B.Co.Detroit,Mich.		R
75160 223664 WSBI	**Greater Detroit** Ⓟ Pad D.F. GyC.	7739 — 3330					1923	American S.B.Co. Lorain,O.	Detroit and ClevelandNav.Co.	519·0	58·0	23·7	Detroit Utd. States	C.3Cy.66"(2),96"–108" American 1900NHP S.B.Co.Detroit,Mich.		R
75161 149415 GJBF	**Greathope** ssNwc.No.3–12,39 D.F. 1Dk(Stl) Cargo battens not fitted	2297 2015 1292	✠100A1 1,41 ~~12,39~~ ✠LMC MS2,39 BS~~12,39~~ 1,41	Nwc Shl	s	CL 6,38	1926 9mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	NewbiginSteam ShippingCo.Ld. (E.R.Newbigin, Ld. Mgrs.) fore CellDB 255'741t side tanks	310·1 P23'B67'F30' FK IntermediateBH in hold dispensed with in ER128t FPT147t	41·9	19·7	Newcastle British 4BHptCem APT144t	T.3Cy.22½",37"&61"–42" (s) 180lb ~~100lb~~ 302NHP 2SB(Spt),6cf,GS135, HS5210 N.E.MarineEngCoLd.Nwc	22 ″ 0 s 3 ″ 4½ 18 ″ 10	
75162 236370 WNGC	**Green Island** TwinSc OilEng. Mchy.Aft GyC. 1Dk Electrically welded	1946 — 1603					1937	Gt.Lakes Eng.Works. RiverRouge, Mich.	FordMotorCo.	290·7	43·1	18·2	Detroit Utd. States	Oil Engines 4S.C.SA 16Cy.10½"–13½" 172NHP Cooper-BessemerCorp.		R
18/4 75163 146341 MLTX	**Greenawn** ssBly.No.3–3,37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	784 540 405	✠100A1 1,41 ~~1,39~~ ~~BS9,39~~ ✠LMC3,37 1,41	Shl	k	OG 1,39	1924 3mo Lloyd	A.Hall& Co.Ld. Aberdeen 'sA&CP	S.&R.Steamships, Ld.(Stone&Rolfe, Ld. Mgrs.) CellDBf126'212tFPT	190·7 200·2(O.L.) Q125'B9'F21' FK	29·1	11·9	Goole British 3BHCem 40tAPT38t	T.3Cy.16",26½"&44"–30" (s) 180lb 140NHP 2SB,4pf,GS61,HS2506 A.Hall&Co.Ld.Aberdeen	14 ″ 1 s 4 ″ 0¾ 13 ″ 7½	
75164 144620 MKBS	**Greenland** (exDesdemona) ssLth.2ndNo.3–8,37 Welldeck 1Dk(Stl)	1281 1095 702	100A1 withfreeboard ~~8,20~~ ~~9,39~~ 3,41 ~~BS9,38~~8,40 LMC8,37	Lth Gls		CL ~~7,37~~ 8,40	1914	Schiffsw. v. HenryKoch Lübeck	CurrieLine,Ld. CellDBa55'uE20'	241·1 253·3(O.L.) P&B186'F34' FK f106' 322t FPT56t	36·2	15·6	London British 4BHCem APT17t	T3Cy.18⅝",29¾"&46½"–32½" 199lb (s) 162NHP 2SB,4cf,GS72,HS2715 OttensenerMchFab.Altona	18 ″ 0 s 1 ″ 4¾ 16 ″ 9¾	
23/4 75165 160261 GTFK	**Gregalia** ssGls.No.2–37 2Dks(Stl)&Shelter dk(Stl) 4thdk(Stl)inNos.1,2&3holds D.F. E.S.D. Ref.Mchy.	5802 5321 3580	✠100A1 withfreeboard 2,41 ~~1,40~~ ✠LMC MS4,37 BS~~3,40~~4,41 ✠Lloyd'sRMC~~12,39~~ 2,41 ~~6,40~~ Nos. 2 & 3 holds for temp. 30° F. Fitted for oil fuel 7,29 F.P. above 150° F.	Gls	b†	CL 3,39	1929 7mo Lloyd	Lithgows, Ld. PortGlasgow 'sA&CP	DonaldsonLine,Ld. (DonaldsonBros.& Black,Ld. Mgrs.) Intermediate 'tween dkBHin after hold dispensed with CellDB362'1181t	425·0 439·0(O.L.) F38' FK Coll DTa 27' 622t FPT	56·0	28·7	Glasgow British ptCem BH to Shdk 5 ,, ,, 2nd ,, 1 ,, ,, 3rd ,, 97tAPT32t	Q.4Cy.25½",36½",52½"&75"–51" 220lb (s) 708NHP 4SB,12cf,GS248,HS10924FD D.Rowan&Co.Ld.Glasgow	31 ″ 3 s 4 ″ 1¾ 27 ″ 5	
75166 DOBF	**Greif** Wireless D.F. Sub.Sig. 1Dk	996 813 430					1923	Atlaswerke A.G. Bremen	ArgoReederei RichardAdler&Co.	235·8 P&B154'F30'	33·6	13·5	Bremen German WB	T.3Cy.21⅝",34⅝"&57¼"–37⅜" 198NHP AtlaswerkeA.G.Bremen		G
75167 DAMK	— 1Dk	617 476 337					1909	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	177·8 Q52'B43'F21'	29·0	11·5	Stettin German WB	T.3Cy.14",22"&36"–25" 65NHP StettinerOderwerke		G
75168 139090 GMBW	**Grelhead** (exBeachyHead) ssSld.No.3–4,28 ssBry.No.2–36 D.F. 1Dk(Stl)	4274 4001 2602	✠100A1 Examined4,41 Bkn ✠LMC MS12,35 ~~BS8,39~~10,40	~~Hul~~	x	CL ~~10,37~~ 4,41	1915 9mo Lloyd	Richardsn, Duck&Co.Ld. Stockton 'sA&CP	CardiganShipping Co.Ld.(W.T.Gould, Mgr.) Cell DBa123'uE27	380·0 P38'B244'F37' FK f173'1151tFPT13	51·0	24·8	London British 6BHCem 6tAPT154t	T.3Cy.26",42"&70"–48" (s) 180lb 395NHP 3SB,9cf,GS178,HS6435 Blair&Co.Ld.Stockton	27 ″ 3 s 3 ″ 6½ 23 ″ 11½	
14/41 75169 135897 GBZT	**Grelrosa** (exArchmel–35, exMendipRange) D.F. 1Dk	4574 4270 2887					1914	Nthmblnd S.B.Co.Ld. Newcastle	CardiganShipping Co.Ld.(W.T.Gould, Mgr.)	385·0 P36'B119'F37'	51·9	27·1	London British WB	T.3Cy.25",40"&68"–48" Richardsons, 320NHP Westgarth&Co.Ld.Sld.		C
75170 LIXB	**Grena** OilEng. Mchy.Aft D.F. ssGot.No.1–39 1Dk CruiserStern	8117 7462 4891	✠100A1 ~~6,40~~ ~~8,39~~ 3,41 ~~DBS1,39~~ ✠LMC8,39 12,40 CarryingPetroleum in bulk	Got ~~Sng~~Gal	c†	CL ~~4,36~~ 3,41	1934 12mo Lloyd	Götaver-kenA/B Gothenburg 'sA&CP	A/SJ.Ludwig MowinckelsRederi CellDBuE75'20	455·5 P101'F59' FK 9tDTf22'375tFPT	59·2	35·9	Bergen Norwegian 10BHptCem 95tAPT152t	Oil Engines 4S.C.SA 8Cy.29½"–59 1/16" 653NHP 2DB150lb GotaverkenA/B,Got.	35 ″ 6 s 8 ″ 1 27 ″ 8½	
75171 167582 GLSM	**Grenaa** (exBerta–39,exAutom–37, exReidun–37,exWenchita–33, exHollandia, 1Dk exRaamsdonkveer,exJan vanSteen)	1262 1097 ~~764~~ 727	Examined L.R.~~6,40~~3,41 BS10,40(180lb)	Lth			1917	T.v.Dui-vendijk Lekkerkerk	Ministry of Shipping (Stone& Rolfe,Ld. Mgrs.)	237·2 P40tH66tF33t	36·3	16·0	~~Copnhagn~~ ~~Danish~~ London WB British	T.3Cy.17",28"&46"–36" 2SB 127NHP N.V.v.d.Kuy&v.d.Rees Mchf.&Schpb.Rot.		N
75172 LKFY	**Grenanger** OilEng. 1Dk&Shelter dk CruiserStern	5393 4542 3257					1939	Cant.Nav. delQuarnaro Fiume	Westfal-Larsen& Co.A/S	408·1 F29'	55·9	25·0	Bergen Norwegian WB	Oil Engines 2S.C.SA 5Cy.28⅜"–49 3/16" 701NHP Cant.RiunitiDell'Adriatico Trieste		N
75173 OHCC	**Greta** (exRolf) 1Dk	1868 — 1042					1903	Helsingörs Jernsk&Msk. Elsinore	LovisaÅngf.A/B (A/B.R.Nordström &Co.O/Y, Mgrs.)	288·7 277·3 P17'B166'F32'	39·9	17·9	Lovisa Finnish WB	T.3Cy.19",32"&53½"–36" 174NHP HelsingörsJernsk.&Mskb.		N
75174 5623 SEKW	— 3Mst 1Dk	*304* *254* *191*					1914	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/B Greta (HugoSilvén)	127·4 P30'H18tF15	22·5	11·5	Säffle Swedish WB	C.2Cy.11¼"&27¾"–16½" 26NHP EriksbergM.V.Aktieb.Got		V
75175 134949 MNYP	**Greta Force** ssLiv.No.3–3,40 ~~ss.Bkn.No.2–35~~ Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	914 637 456	✠100A1 ~~3,40~~ ~~11,38~~ 4,41 ✠LMC ~~MS12,35~~ ~~BS11,39~~ 3,40 12,40	Bkn ~~Liv~~ Shl	l	CL ~~3,40~~ 4,41	1928 2mo Lloyd	J.Fuller-ton&Co. Paisley 'sA&CP	WestCoastShip-pingCo.Ld.(W.S. Kennaugh&Co. Mgrs.) CellD	195·5 202·5(O.L.) Q109'B13'F28' FK B120' 214t FPT79t	31·1	12·5	Whitehvn British 3BHCem APT44t	T.3Cy.15",25½"&41"–30" (s) 180lb 85RHP 2SB,4cf,GS75,HS2490 Aitchison,Blair&Co.Ld. Glasgow	14 ″ 7 s 4 ″ 6½ 14 ″ 2¼	
75176 699 OHCX	**Greta Thordén** (exGreta,exFrieda Fahrenheim,exRegnator, exRendsburg) D.F. 1Dk&deepframing	2084 1807 1230					1906	Eiderwert Akt.Ges. Tönning	RederiA/BThor (G.B.Thordén, Mgr.)	287·0 272·3 Q12'B79'F24'	39·8	19·8	Brandö Finnish WB	T.3Cy.18½",30⅞"&49¼"–33½" 140NHP EiderwerftA G.Tönning		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of H. of Trade Cert.
75177 160200 GNKF	**Gretavale** ssShl.No.3-1,39 D.F. E.S.D. 2*Dks*(*Stl*)	4586 4327 2918	✠100A1 3,41 ~~1,40~~ BS~~1,40~~ 3,41 ✠LMC1,39	Hul Shl	*y*	CL ~~12,38~~ 3,41	1928 4mo	Lithgows, Ld. PortGlasgow *Lloyd*'*sA&CP*	CrawfordShipping Co.Ld.(A.Crawford&CoLd.*Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *CellDB*329' 1010*t DTa* 30' 784*t APT*16*t*	385·0 397·7(O.L.) P29'B112'F44' FK	52·0	26·6	Glasgow British *ptCem* 4 *BH to U dk* 2 ,, 2*nd* ,,	T.3Cy,25",42"&70"-48" (*s*) 200lb 477NHP 3SB,9*cf*,GS138HS6789 FD Rnkin,Blckmre&CoLdGrk	29″0 s5″3$\frac{3}{4}$ 23″11	
75178 OZME	**Grete** Wireless D.F. *Ref.Mchy.* 1*Dk*	1563 1212 909					1931	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	253·5 P24'Q66'B102'F33'	39·1	15·4	Esbjerg Danish *WB*	C.4Cy(2)14$\frac{3}{4}$"(2)31$\frac{1}{2}$"-31$\frac{1}{2}$" &L.P.Turbine 184NHP HS2350 HelsingörsJernsk.&Mskb.		G
75179 DIBU	**Grete Glad** (*ex*Stige) *OilEng.* *Mchy.Aft* 1*Dk* Wireless *Carrying oil in bulk*	869 708 459					1916	Soc.Esercizio Bacini Genoa	"Debag"Deutsche Betriebsstoff-A.G. (Europäische Tanklager u. Transp.A.G. *Mgrs.*)	199·5 B54' len32	30·8	14·2	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"-22$\frac{13}{16}$" 117NHP Motorenfabr. NE27 "Deutz"A.G Köln-Deutz		G
75180 OZJH	**Grete Mærsk** TwinSc *OilEng.* D.F. *Ref.Mchy.* 1*Dk*& *Shelter dk* E.S.D. 3*rd dk except in Nos.* 2 & 5 *holds* *CruiserStern*	6576 5624 4097	✠100A1 *withfreeboard* 3,40 ✠LMC3,37 DBS(WTB)7,38 ✠Lloyd'sRMC3,40 *Carrying vegetable oil in deep tanks*	Bal	*d*†	CL 3,40	1937 3mo	Bremer Vulkan Vegesack *Lloyd*'*sA&CP*	A/SD/SSvendborg &D/S af1912A/S (A.P.Møller, Copenhagen,*Mgr.*) *CellDB*372'1416*t DTsa*68'1724*t MTs*68'1918*t FP Ts*231*t APTs*280*t*	471·9 497·3(O.L.) F59' FK	59·4	26·9	Copnhagn Danish 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 10Cy.23$\frac{5}{8}$"-43$\frac{5}{16}$" 1945NHP DB*114lb* 2DB(WT)*114lb* BremerVulkan,Vegesack	30″5 s3″10 26″9$\frac{1}{2}$	
75181 6713 SDWU	**Greth** (*ex*Ella-35) 1*Dk*	*1540* *1341* *916*					1922	Nylands Verksted Oslo	RederiA/B Mercurius (H.Selander,*Mgr.*)	254·8 P23'B63'F25'	39·2	16·9	Stockholm Swedish *WB*	T.3Cy.19",31"&51$\frac{1}{2}$"-33" 153NHP NylandsVerksted,Oslo		N
75182 160722 VGYX	**Grey Beaver** (*ex*Southton-32) *Mchy.Aft* 1*Dk*	1892 1705 1190					1929	Smith's DockCo.Ld Middlesbro'	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0 F33'	44·1	18·6	Toronto British *WB*	T.3Cy.15",25"&40"-33" 95RHP Smith'sDockCo.Ld.Mdb.		C
75183 LCLQ	**Grey County** (*ex*Turkistan, *ex*WarLark) D.F.	5194 4738 3184					1918	Earle'sCo. Ld. Hull	D/SA/S Songa (KlausWieseHansen)(CountyLine)	400·2 P157*t*H191*t*	52·2	28·5	Bergen Norwegian *WB*	T.3Cy.27",44"&73"-48" 369NHP Earle'sCo.Ld.Hull		C
75184 145536 MLQN	**Greyfriars** ssNwc.No.3-3,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1142 843 625	✠100A1 2,40 BS~~9,39~~ LMC3,36 9,40	Nwc	*n*	CL 10,38	1923 8mo	J.&D. Morris,Ld. Newcastle *Completed by* T. Mitchison, Ld. *Lloyd*'*sA&CP*	NewbiginSteam ShippingCo.Ld. (E.R.Newbigin, Ld.*Mgrs.*) *CellDB*167' 304*t FPT* 110*t APT*39*t*	217·5 Q121'B15'F30' FK	33·9	13·7	Newcastle British 4*BHptCem*	T.3Cy.16",27"&44"-30" (*s*) 180lb *100lb* 131NHP 2SB,4*cf*,GS67,HS2254 ShieldsE.&D.D.CoLd.NShl	15″9 s4″5$\frac{3}{4}$ 15″2$\frac{3}{4}$	
75185 221536 KDTV	**Greylock** (*ex*WestGreylock) *Fitted for oil fuel* 2*Dks*& *Shelter dk*	7460 — 4520					1921	LsAngeles S.B &D.D.Co. SanPedro,Cal	SeasShippingCo. Inc.	430·7	54·3	26·2	New York Utd. States *WB*	T.3Cy.28$\frac{1}{2}$",47"&78"-48" 422NHP LosAngelesS.B.&D.D.Co.		R
75186 121234 MJRS	**Greypoint** (*ex*Rathlin-33) 2*Dks*	1128 1008 463					1905	W.Beardmore&Co.Ld. Glasgow	Belfast,Mersey& ManchesterS.S.Co. Ld.(W.M.May, *Mgr.*)	252·2 P&B156'F51'	35·1	17·1	Belfast British *WB*	T 3Cy.25",40"&65"-48" 293NHP W.Beardmore&Co.Ld.Gls.		C
75187 149667 GNRW	**Greystoke Castle** TwinSc *OilEng.* ssH.Kg.No.3-2,39 ~~ssN.Yk.No.2-35~~ D.F. E.S.D. 2*Dks*(*Stl*) *Longitudinal framing at bottom & decks*	5853 5328 3622	✠100A1 1,41 ~~10,39~~ ✠LMC CS10,40 DBS7,40 12,39 *Fitted for carrying oil* 3,28 *F.P. above* 150° *F. in deep tanks* 107*t*	NYk Cal	*l*	CL PN1,39 S1,39	1928 3mo	Cammell Laird&Co.Ld Birkenhead *Lloyd*'*sA&CP*	LancashireShppg. Co.Ld(J.Chambers &Co.*Mgrs.*) *CellDB*375'1376*t Tanks in way of tunnels* 136*t APT*56*t* *MT's*37'1224*t FPT*	428·0 440·0(O.L.) P28'B275'F39' FK	56·1	28·9	Liverpool British 7*BH*	Oil Engines 4S.C.SA 12Cy.28$\frac{3}{4}$"-59$\frac{1}{16}$" DB*135lb* 953NHP N.E.MarineEngCoLdNwc	31″9 s5″0$\frac{3}{4}$ 26″11	
75188 154731 VGCT	**Griffco** Ⓟ (*ex*ElAbeto,*ex*Cowan) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	2518 2146 1485					1919	Gt.Lakes Eng.Works Ecorse,Mich.	CoastwiseSteamship&BargeCo.Ld. (J.Griffiths&Sons, *Mgrs.*)	253·4 P115'F25'	43·6	24·5	Vict'ria BC British *WB*	T.3Cy.21",34$\frac{1}{2}$"&57"-42" 210NHP Gt.LakesEng.Wks.Detroit		
6/41 75189 882 SVDP	**Grigorios C. II** (*ex*BaronAilsa-35, *ex*WarGuava) ssShl.No.3-7,31 ssPir.No.1-36 *CruiserStern* 1*Dk*(*Stl*)	*2546* *2259* *1428*	✠100A1 6,39 ✠NB3,27 ✠LMC3,35 BS9,~~38~~1,40	Rot		CL 6,39	1919 4mo	C.Hill& Sons Bristol *Lloyd*'*sA&CP*	P.G.Callimanopulos *CellDB* 252'670*t FPT*70*t APT*180*t*	303·0 P33'B80'F33' FK	43·0	20·7	Piræus Greek 6*BHptCem*	T.3Cy.22",36"&59"-39" (*s*) 180lb 265NHP 2SB,6*cf*,GS119,HS4478 Richardsons,Westgarth& Co.Ld.Hpl.	23″0 s3″4$\frac{3}{4}$ 19″10	
75190	**Grijalva** (*ex*GulfTrader-37, TwinSc *ex*MexicoTrader-36,*ex*HullTrader, *ex*Tonnay,*ex*Argentina) 1*Dk*	*646* *530* *326*					1904	Grngem'th &Greenock DockyardCo. Grngemouth	Ricarevo,Arce& Gomez	205·3 B55'F17'	33·8	9·7	Bluefields Nicaraguan	T.6Cy.11",18"&30"-22" 84NHP Muir&Houston,Ld.Gls.		
75191 6064 SELD	**Grim** ssSkm.No.3-4,31 ssOsc.No.2-39 1*Dk*(*Stl*)	*1323* *1139* *758*	✠100A1 ~~6,39~~ 11,40 ✠LMC6,39 BS11,40	Osc Got	*p*	OG 6,39	1919 2mo	Kockums M.V.Aktieb Malmö A&CP	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *CellDB*196'364*t FPT*44*t APT*59*t*	232·7 P17'B63'F25' FK	37·7	16·5	Stockholm Swedish 4*BHCem*	T.3Cy.18$\frac{1}{3}$"28$\frac{3}{4}$"&48$\frac{13}{16}$"-31$\frac{1}{2}$" 185lb (*s*) 157NHP 2SB,4*cf*,GS70,HS2546 KockumsM.V.Akt.Malmö	18″7 s2″2$\frac{1}{2}$ 16″7	
75192 129760 MDKQ	**Gripfast** ssNwc.2ndNo.3-1,37 1*Dk*(*Stl*) *Cargo battens not fitted*	1109 903 636	✠100A1 7,40 ~~11,39~~ ✠LMC7,40 ~~MS1,37~~ ~~BS8,39~~ BS6,41	Nwc	*n*	CL ~~7,38~~ 4,40	1910 9mo	J.Crown& Sons,Ld. Sunderland *Lloyd*'*sA&CP*	NewbiginSteam ShippingCo.Ld.(E. R.Newbigin,Ld. *Mgrs.*) *Cell DBa* 62'*u E&B*32'*f*96'338*t FPT* 51*t APT*49*t*	225·0 P19'B45'F24' FK	35·6	13·6	Newcastle British 4*BHCem*	T.3Cy.18",30"&49"-33" (*s*) 180lb ~~*100lb*~~ 164NHP 1SB,4*cf*,GS67,HS2732 N.E.MarineEng.Co.Ld.Sld	15″8 s1″9$\frac{1}{2}$ 14″0	
75193 7236 SKBA	**Gripsholm** Ⓟ TwinSc *OilEng.* Sub.Sig. GyC. ssGot.No.3-1,38 *Ref.Mchy.* 3*Dks*(*Stl–Wthr dk pt* ws) D.F. 4*th dk*(*Stl*) *in Nos.*1,2,3&4*holds*	*18134* — *9485*	✠100A1 *withfreeboard* 11,39 ✠LMC CS6,38 DBS1,39 9,37	Got		CL 12,37	1925 11mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'*sA&CP*	A/B Svenska AmerikaLinien (A.Jonsson,*Mgr.*) *CellDB*481' 2192*t Tanks in way of Tunnels* 1075*t MT* 40' 157*t FPT*147*t APT*168*t*	553·0 574·5(O.L.) B&F486' *UpperBridge*262' FK	74·4	37·7	Gothenbrg Swedish 10*BHptCem*	2 Oil Engines 4S.C.DA 12Cy.33$\frac{1}{16}$"-59$\frac{1}{16}$" 2DB*120lb* 2533NHP Burmeister&Wain,Cpn.	42″6 s13″11 29″0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Fermeture maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
75194 159379 ZSCG	**Griqua** Ⓟ (exLingestroom–38) Wireless 1*Dk* *Ref.Mchy.*	1352 1048 600					1917	Rotterdam Droogd Maat. Rotterdam	Thesen'sS.S.Co. Ld.(MitchellCotts &Co.(SouthAfrica) Ld.*Mgrs.*)	243·2|37·2|17·3	CapeTown British *WB*	T.3Cy.21½″,33″&57″–39″ 200NHP RotterdamDroogd.Maats.		V
75195 163519 MBYG	**Grit** *OilEng.* *Mchy.Aft* ssGoo.No.1–39 1*Dk* *CruiserStern*	501 322 254	✠100A1 1,39 ✠LMC12,37 ✠LMC(M)10,39	Goo	*g*	OG N10,39	1934 9mo *Lloyd*	G.Brown &Co. Greenock '*sA&CP*	F.T.Everard& Sons,Ld.	160·5|26·7| 9·4 Q102′F19′ FK *FPT*94*t*	London British 3*BHAsp* *APT*56*t*	Oil Engines 2S.C.SA 5Cy.12½″–15¾″ 72RHP NewburyDieselCo.Ld. Newbury	10 " 3 s3 " 11 10 " 3	
75196 LCLS 139/40	**Gro** (exTenterden) ssBgn.No.3–8,33 ssShl.No 1–37 1*Dk*(*Stl*)	4211 3836 2610	✠100A1 4,39 MS4,37 ✠LMC BS8,38	Bal	*w*	CL N4,37	1917 10mo *Lloyd*	JLThompson&Sons,Ld Sunderland '*sA&CP*	O.GrolleOlsen& I.HysingOlsens RederiA/S. *Cell*	352·2|50·9|26·0 P23′B96′F81′ FK *DB*310′1014*t* *FPT*	Bergen Norwegian 6*BHCem* 79*t* *APT*146*t*	T.3Cy.25″,42″&68″–48″ (*s*) 180lb 365NHP 2SB,8*cf*,GS147,HS5869 J.Dickinson&Sons,Ld.Sld.	28 " 5 s5 " 1¼ 23 " 7	
75197 139340 GBVY	**Grodno** ssLon.No.3–10,31 ssHul.No.2–40 ~~ssHul.No.1–36~~ 1*Dk*(*Stl*) *CruiserStern*	2458 2270 1470	✠100A1 11,40 ~~10,38~~ ✠LMC 11,40 ~~[illegible]~~ ~~[illegible]~~	Hul	*t*	CL 10,38	1919 6mo *Lloyd*	Wm.Gray &Co.Ld. W.Hartlepool '*sA&CP*	Ellerman'sWilson Line,Ld. *CellD*	303·0|43·0|20·8 P33′B162′F32′ FK *B*260′ 647*t* *FPT*70*t*	Hull British 6*BHptCem* *APT*60*t*	T.3Cy.22″,36″&59″–39″ (*s*) 180lb 266NHP 2SB,6*cf*,GS124,HS4500 Cen.Mar.Eng.WrksWHpl	23 " 0 s 2 " 6 20 " 8½	
75198 CSHU	**Groenlandia** WoodAux3MstSr (*exSailingVessel*Viana–35) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	442 390 311					1922	Ch.Navals Franco-Portugais Villa d'Conde	Armadores do Norte,Lda.(C.C. DaRocha,*Mgr.*)	146·5|31·1|14·4 Q75′F8′	Lisbon Portuguese	Oil Engines 2S.C.SA 6Cy.7$\frac{1}{16}$″–11½″ 52NHP NE35 Atlas.DieselA/B,Skm.		
75199 PEKX	**Groenlo** (exHelsinki–35, exGroenlo–32) ssAms.No.3–4,38 1*Dk*(*Stl*)	1984 1761 1169	✠100A1 7,39 BS~~7,39~~ ✠LMC4,38 11,40	Sch	*r*	CL 7,39	1926 7mo *Lloyd*	NV.Boele's Schps&Mchfb Bolnes '*sA&CP*	N.V.Stoomv. Maats."Noordzee" *CellD*	275·3|41·2|18·6 P24′B65′F28′ FK *B*235′548*t* *FPT*46*t*	Amsterdm Dutch 4*BHCem* *APT*41*t*	T.3Cy.18⅛″,31½″&51$\frac{1}{16}$″–36½″ 180lb (*s*) 209NHP 2SB,6*cf*,GS122,HS3654 NV.Boele'sSchps&Machfb	20 " 9 s 2 " 11½ 17 " 11	
75200 FNMP	**Groix** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	9975 — 6136	✠Lloyd'sRMC~~3,40~~ ~~6,40~~ 3,41				1922	Forg.&Ch. de laMédit. LaSeyne	ChargeursRéunis	483·4|58·9|34·5 P27′B261′	Havre French *WB*	T.6Cy.25½″,42½″&70″–48″ 676NHP Forg.&Ch.de laMédit.Msl.		V
75201 160377 MNZD	**Groningen** ssLon.No.2–36 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) Wireless *Cruiser Stern* E.S.D.	1205 861 547	✠100A1 *withfreeboard* Examined 3,41 BS(P)7,40 ✠LMC12,36 ✠Lloyd'sRMC~~10,39~~ 1,41 ~~5,40~~	~~Lth~~ Liv	*q*	CL 1,39	1928 3mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellDB*202′30	245·5|40·1|12·8 B62′ FK 1*t* *FPT*31*t* *APT*15*t*	London British 5*BHCem* (*Coll to Shdk* 4 ,, 2nd,,)	T.3Cy.21″,34″&56″–36″ (*s*) 200lb 302NHP 2SB,8*cf*,GS153,HS5734 AilsaS.B.Co.Ld.Troon	14 " 9 s " 2 14 " 8½	
75202 167516 ~~OTDT~~ GLKD 114/40	**Grönland** 1*Dk*	1264 971 731	ExaminedL.R.5,40	Lth			1923	Howaldtswerke Kiel	Ministry of Shipping(G.Gibson& Co.Ld.*Mgrs.*)	238·0|37·2|13·7 P16′Q65′B98′F31′	~~Copnhagn~~ ~~Danish~~ London *WB* British	T.3Cy.16$\frac{9}{16}$″,26$\frac{13}{16}$″&43$\frac{5}{16}$″–29½″ 102NHP Howaldtswerke,Kiel		G
75203 PELC 60/41	**Grootekerk** (exGrootendijk) ssRot.No.3–1,36 ssSch.No.1–39 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) *Tonnage opening closed* '38	8685 6023 5444	✠100A1 *Shelter dk* *withfreeboard* 7,40 ~~5,39~~ ✠LMC MS6,39 BS11,39 *Fitted for oil fuel* 3,23 *F.P. above* 150° F.	Rot Liv		CL 7,38	1923 3mo *Lloyd*	NewWaterwayS.B.Co. Schiedam '*sA&CP*	N.V.Vereenigde Nederl.Scheepv. Maats.(Directie en AgentuurMaats. HollandOostAzie LijnN.V.*Mgrs.*) *CellD*	493·3|58·2|37·2 508·5(O.L.) 28·5 F56′*onShltr.dk* len32 FK *B*393′ 1574*t* *MT*27′	TheHague Dutch *ptCem* (*CollBHtoShdk* 7 ,, ,, *U*,,) 1255*t* *DTa*30′682*t* *FPT*158*t* *APT*100*t*	3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 215lb FD 968NHP 4SB(Spt),12*cf*,HS11308 J.Brown&Co.Ld.Gls.	40 " 1 s10 " 7½ 29 " 8	
75204 140824 MLGB	**Grosvenor** (exElsieThomas–36, exElizabethMoffat) ssBkn.No 3–4,34 *Mchy.Aft* ssLth.No.1–39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	305 216 114	✠100A1 6,40 ~~1,40~~ BS8,40 ✠LMC8,39	Yar Lth	*d*	CL ~~N8,37~~ 6,40	1922 1mo *Lloyd*	Ritchie, Graham& Milne Glasgow '*sA&CP*	~~W.N.Lindsay,Ld.~~ MrsE.M.M.G. Cubbin (R.A.Colby Cubbin,*Mgr.*)	130·8|22·6| 9·8 137·0(O.L.) Q48′B8′F22′ FK *FPT*22*t*	Douglas, I.M. British 3*BHCem* *APT*19*t*	C.2Cy.15⅝″&32″–24″ (*s*) 130lb 63RHP 1SB,2*pf*,GS40,HS1240 Gauldie&Gillespie,Gls.	10 " 6 s " 7½ 9 " 11½	
75205 UNZJ	**Grozny** (exGrozneft–34) TwinSc *OilEng.* *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk* *CruiserStern*	4964 3956 3166					1916	Poutilov Shipyard Leningrad	U.S.S.R.	487·0|49·8|26·9 P104′B59′F89′	Tuapse Russian	Oil Engines 2S.C.SA 12Cy.16½″–19½″ 548NHP Russian NE26 DieselWorks,Leningrad		
75206 DHJN	**Grundsee** (exHolstein) *Mchy.Aft* 1*Dk*	866 711 478					1926	Deutsche WerkeA.G. Kiel	W.Schuchmann	181·3|33·0|15·0 Q58′F21′	Hamburg German *WB*	T3Cy13⅜″,20½″&33$\frac{1}{16}$″–22½″ 52NHP DeutscheWerkeA.G.Kiel		G
75207 UOUH	**Gruziya** Ⓟ TwinSc Sub.Sig. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	4857 3283 2661					1928	Frd.Krupp Act.Ges. Kiel	U.S.S.R.	362·8|51·0|25·3 B&F280′	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.23⅝″–45¼″ 1163NHP Frd.Krupp,Act.Ges.Kiel		
75208 160269 GTFR	**Gryfevale** ssShl.No.3–5,40 ~~ssShl.No.2–38~~ D.F. E.S.D. 1*Dk*(*Stl*)&2nd*dk*(*Stl*) *in way of Mchy.space*	4434 4197 2761	✠100A1 ~~5,40~~ ~~1,39~~ 9,40 ~~BS1,39~~ ✠LMC~~4,38~~ 5,40	Shl Mdb	*y*	CL ~~4,36~~ 3,40	1929 9mo *Lloyd*	Lithgows, Ld. PortGlasgow '*sA&CP*	GryfevaleS.S.Co. Ld.(A.Crawford &Co.Ld.*Mgrs.*) *CellDBa&uE*137′	385·0|53·5|25·2 P31′B239′F41′ FK *f*173′986*t* *FPT*114*t*	Glasgow British 6*BHptCem* *APT*145*t*	T.3Cy.23½″,40″&65″–45″& LP turbine with DR gearing & hydraulic coupling 200lb (*s*) 473NHP 3SB,9*cf*,GS150,HS6171 FD Rankin&BlackmoreLdGrk	27 " 6 s3 " 7½ 24 " 1	
75209 FNAG	**Guadeloupe** (exCroisine–37) D.F. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	2676 2229 1574					1936	Eriksbergs M.V.Aktieb. Gothenburg	Compagnie Générale d'ArmementsMaritimes	312·9|50·0|22·8	Nantes French *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 608NHP EriksbergM.V.Aktieb.Got		V
75210	**Guanay** (exOlga–36,exSantaJulia, exPrincess) ssP.E.I.No.2–05 *Fitted for oil fuel* 1*Dk*&*Awngdk*	551 — 250	✠ ... 10,07 ✠				1896 10mo	Grngem'th DockyardCo. Grngemouth	Cia.Administradora delGuano	165·0|26·0|10·2 17·7 BK7″	Callao Peruvian *WB*	T.3Cy.16″,26″&42″–30″ 97NHP Muir&Houston,Ld.Gls.	18 " 3	
75211 775 PVAC	**Guarahu** (exRaceFisher–39, exOrleigh–32) ssLan.No.3–1,33 *Mchy.Aft* ~~sslan.No.1–37~~ *Well deck* ssRio.No.2–41 1*Dk*(*Stl*)	*484* *336* *188*	✠100A1 1,41 ~~3,39~~ ~~[illegible]~~ ✠LMC~~[illegible]~~ 1,41	Lon Rio	*g*	CL ~~2,39~~ 11,40	1919 12mo *Lloyd*	R.Cock& Sons,Ld. Appledore '*sA&CP*	EmprezaInternacional de Transportes,Ltda.	150·0|25·7|12·0 Q83′B9′F24′ FK	R.Janeiro Brazilian 3*BHCem* *FPT*34*t*	T.3Cy.12″,22″&34″–22½″ (*s*) 180lb 72NHP 1SB,2*cf*,GS38,HS1271 Plenty&Son,Ld.Newbury	12 " 9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tailshaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula RHP=power by Ship's Registr. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75212 LOGQ	**Guarany** Ⓟ Pad Fitted for oil fuel Wireless 2Dks	953 — 407					1908	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	240·0|34·0|17·7	Bns.Aires Argentine	T.3Cy.21",35"&54"–66" 320NHP A.&J.Inglis,Ld.Glasgow		
75213	**Guarapore** TwinSc (exMariaThereza–39,exBeechbay–39, exRiveur) D.F. 1Dk Mchy.Aft	1219 819 658					1919	Ch.&Atel. deSt.Nazaire Penhoët	Empreza Internacional de Transportes,Ltda.	218·8|34·3|13·2 P74'F30'	R.Janeiro Brazilian WB	C.4Cy.16"&30"–19½" 32NHP Ch.&Atel.deSt.Nazaire		V
75214 773 PVAA	**Guarapuava** (exRiverFisher–39, exJollyHugh–33, ssNwc.No.3–2,33 exStriver) ssBrw.No.1–37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	590 402 293	✠100A1 3,39 BS~~11,39~~ 3,41 LMC7,37	Lon		CL 12,38	1920 2mo Lloyd	J.Duthie Torry SB Co. Aberdeen 'sA&CP	Empreza Internacional de Transportes,Ltda. CellD	162·2|27·1|11·0 Q94'B11'F25' FK Bf93'142tFPT52t	R.Janeiro Brazilian 3BHCem APT11t	T3Cy.14¼",23½"&39"–24" (s) 180lbNE96refitted20 88NHP 1SB,3pf,GS48,HS1440 Richardsons,Westgarth& Co.Ld.Mdb	13 ″ 0	
75215 776 PVAD	**Guarara** (exStreamFisher–39, exOrtona–32) ssApl.No.3–10,31 Mchy.Aft ~~ssLan.No.1–35~~ Well deck ssRio.No.2–40 1Dk(Stl) Cargo battens not fitted	483 335 191	✠100A1 9,40 ~~1,39~~ ✠LMC9,40 ~~MS9,35~~ ~~BS1,39~~	Brw Rio	g	CL ~~2,37~~ 4,40	1919 1mo Lloyd	R.Cock& Sons,Ld. Appledore 'sA&CP	Empreza Internacional de Transportes,Ltda.	150·0|25·7|12·0 157·1(O.L.) Q83'B9'F24' FK	R.Janeiro Brazilian 3BHCem FPT34t	T.3Cy.13",22"&34"–22½"(s) 180lb 72NHP 1SB,2cf,GS38,HS1271 Plenty&Son,Ld.Newbury	12 ″ 9	
75216 774 PVAB	**Guararema** (exSoundFisher–39, exMavis, ssLan.No.3–2,31 exIndependance) ~~ssLan.No.1–34~~ Mchy.Aft ssRio.No.2–40 1Dk(Stl) Well deck Cargo battens not fitted	548 359 274	✠100A1 11,40 ~~8,38~~ ~~BS1,40~~ ✠LMC~~11,34~~ 11,40	Lan Rio	g	CL ~~N4,37~~ 9,40	1919 2mo Lloyd	Ardrossan D.D.&S.B. Co.Ld. Ardrossan 'sA&CP	Empreza Internacional de Transportes,Ltda.	154·8|26·1|10·9 161·0(O.L.) len37 Q83'B10'F27' BK7' FPT51t	R.Janeiro Brazilian 3BHCem APT26t	C.2Cy.18"&38"–27" (s) 130lb 91NHP 1SB,3cf,GS59,HS1786 Aitchison,Blair&CoLdGls	12 ″ 3	
75217	**Guaratan** TwinSc (exMariaCecilia–39,exPinebay–39, exRouvray,exMineur) Mchy.Aft 1Dk	1222 829 657					1919	Ch.&Atel. deSt.Nazaire Gd.Quévilly	Empreza Internacional de Transportes,Ltda.	218·0|34·2|13·2 P74'F30'	R.Janeiro Brazilian WB	C.4Cy.16"&30"–17" 32NHP Ch.&Atel.deSt.Nazaire		V
75218 ~~HPIY~~	**Guardian** TwinSc ~~(CableVessel)~~ ssN.Yk.2ndNo.3–9,31 ssJck.No.~~1–35~~ 2–41 E.S.D. 1Dk(Stl)&Spar dk (Stl–teaks)deepframing amidships&lower dk(Stl)in holds	1768 1655 981	✠100A1 Spar dk 2,41 ~~4,38~~ ~~BS3,38~~ ~~2,40~~ ✠LMC~~3,35~~ 2,41	Jck	r	CL ~~P4,37~~ ~~S4,38~~ 8,40	1907 9mo Lloyd	Swan,Hunter& Wigham Richardson, LdNewcastle 'sA&CP	MayanS.S.Corp. (UnitedFruitCo. Mgrs.) CellDBa33' Tank between	278·4|36·0|14·9 22·5 FK uE21'f134'250t tunnels 23'27tFPT	Puerto Cortez Honduran 4BHCem 25tAPT30t	T.6Cy.15¾",25"&43"–30" (r) 180lb 265NHP 2SB,6cf,GS102,HS3762 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 9 s4 ″ 7 20 ″ 6	
75219	**Guayana** (exEdda–34) TwinSc Fitted for oil fuel 1Dk	1235 842 824					1919	Nuscke& Co.A.G. Stettin	Cia.Anon.Venezolana de Nav.	221·5|33·6|14·0 Q64'B54'F27'	La Guaira Venezuelan WB	T.6Cy.$11\frac{13}{16}$",18⅞"&$30\frac{11}{16}$"–$19\frac{11}{16}$" Emade15 83NHP Christiansen&Meyer, Harburg		V
75220 219110 KEKN	**Guayaquil** (exLakeFanquier) Now "Caribstar," see No. 87537 in Supplement Fitted for oil fuel Sub.Sig. 1Dk2trB	2592 2243 1613	✠ ... 3,21 ✠				1919 10mo	American S.B.Co. Lorain,O.	StockardS.S. Corp.	251·0|43·6|26·1 Q25'B64'F23' FK	NewYork Utd. States WB	T.3Cy.21",35"&59"–42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	R †
75221 LOGS	**Guayra** Ⓟ TwinSc OilEng. Wireless 1Dk&promenade dk CruiserStern	785 — 447					1930	A.&J.Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	170·0|36·0| 8·0	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 12Cy.$12\frac{3}{16}$"–21⅝" 172NHP Harland&Wolff,Ld.Gls.		
75222 6504 SDLN	**Gudmundrå** ssRio.No.3–1,34 ssLkr.No.1–37 1Dk(Stl)&Shelter dk(Stl)	1776 1532 984	✠100A1 Shelter dk withfreeboard 10,40 ~~12,39~~ BS5,40 ~~BS4,39~~ ✠LMC12,37 Fitted for oil fuel 5,21 F.P.above 150° F.	MVo	s	OG ~~1,38~~ 10,40	1921 5mo Lloyd	A/B Öresundsvarvet Landskrona 'sCP	Rederiaktieb. Fredrika(E.Högberg,Mgr.) CellDB224'473t	273·8|41·2|17·8 287·0(O.L.) FK Coll FPT58t APT66t	Stockholm Swedish ptCem BH to Shdk 3 ,, ,, U ,,	2 Steam Turbines DR geared to 1 Sc.Shaft (s) 200lb 229NHP 2SB(Spt),4cf,HS3230 FD A/BdeLavalsAngtrbnSkm	20 ″ 6 s ″ 9¾ 19 ″ 10¾	
75223 LDZQ	**Gudrid** Wireless D.F. 1Dk	1305 1139 728					1922	Stavanger Stöberi&Dok Stavanger	A/S Herdis (Bachke&Co. Mgrs.)	242·9|37·3|16·1 P21tB141'F24'	Tr'ndheim Norwegian WB	T.3Cy.17½",28½"&48"–39" 144NHP StavangerStöberi&Dok.		N
75224 7147 SELM	**Gudrun** Wireless 1Dk	1499 1321 844					1924	Fredrkstad Mek.Værks. Fredrikstad	A/B Transmarin (S.Redig,Mgr.)	259·4|40·1|16·7 P19'B161'F27'	Hlsngborg Swedish WB	T.3Cy.18¼",29½"&49"–33" 138NHP FredrikstadMek.Værks.		N
75225 OYDU	— 1Dk	1498 1156 875					1924	Howaldtswerke Kiel	Dampskslsk.Torm A/S(A.Schmiegelow& A.Kampen, Mgrs.)	248·4|38·1|14·9 P16'Q&B173'F32'	Copnhagn Danish WB	T.3Cy.17½",$28\frac{9}{16}$"&$46\frac{1}{16}$"–$33\frac{7}{16}$" 123NHP Howaldtswerke,Kiel		G
75226 DAQJ	— 1Dk	1485 1018 863					1923	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	231·3|36·5|15·0 Q76'B101'F29'	Stettin German	T3Cy$16\frac{9}{16}$",27⅜"&$43\frac{3}{16}$"–31½" Stettiner 105NHP Oderwerke,Stettin		G
75227 LJBN	— (exRagnhild–35) 1Dk	1128 974 656					1919	Fredrkstad Mek.Værks. Fredrikstad	D/S A/S Frithof Eide(BirgerPedersen&Sön,Mgrs.)	230·3|36·1|14·9 P20'B62'F26'	Haugesnd Norwegian WB	T.3Cy.16½",26"&44"–30" 106NHP FredrikstadM.V.Frdstad.		V
75228 166239 ~~OZEH~~ GMLK	**Gudrun Mærsk** OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern	2294 1994 1344	✠100A1 withfreeboard ~~5,40~~ ~~9,39~~ ✠LMC1,37 1,41 DBS1,41	Pir ~~Bom~~P	u N1	CL 5,40	1937 1mo Lloyd	Odense Staalskibsvft vedAPMöller Odense 'sA&CP	Ministry of Shipping(T.Dunlop &Sons,Mgrs.) CellDB282'838tF	327·2|46·2|17·9 341·7(O.L.) FK (PT51tAPT101t	Liverpool British 5BH Coll toSh dk 4 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 355NHP DB100lb Akt.Burmeistr&Wain,Cpn	20 ″ 6 s ″ 9 19 ″ 11	
75229 7469 SFJA	**Gudur** Wireless 1Dk&Shelter dk Ref.Mchy. Sub.Sig. Cruiser Stern	1321 1010 559					1928	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	264·2|37·3|14·1 H156t	Stockholm Swedish WB	T.3Cy.20",32"&53"–36" 168NHP HelsingörsJernsk.&Mskb.		V
75230 LEXU	**Gudvang** (exStalheim–36) 4Mst Wireless D.F. 1Dk	1469 1311 876					1912	Fredrkstad Mek.Værks. Fredrikstad	Dampsk.A/S Gudvin(H.Gjerpen Mgr.)	243·0|39·3|17·3 P24'B98'F29'	Oslo Norwegian WB	T.3Cy.18",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		N
75231 LDZR	**Gudvangen** Ⓟ 1Dk&Spar dk	575 530 344					1903	Bergens Mek.Værks. Bergen	Fylkesbaatane i Sogn&Fjordane	148·1|25·4|12·9 H46t 19·0	Bergen Norwegian	T.3Cy.14",23½"&38"–27" 75NHP BergensMekVærksBergen		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
75232 LCZQ	**Gudvin** (exSörland-33) D.F. 1Dk	1824 1625 1086					1918	Sörlandets Skibsbyggeri Fevik	D/S A/S Gudvin (H.Gjerpen)	265·4|42·1|17·9 P50tH82t	Oslo Norwegian WB	T.3Cy.20½″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad.		N
75233 LGIA	**Gudvor** (exSt.Therese-37) ssNwc.No.2–37 D.F. 1Dk(Stl)	*2280* *2013* *1354*	✠100A1 8,39 ~~BS10,38~~ ✠LMC4,37 ~~MBS11,38~~ DBS7,40 12,40	Bry	s	CL ~~1,39~~ 12,40	1928 3mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, LdSunderlnd	D/S A/S Gudvin (H.Gjerpen,Mgr.) Intermediate bulkhead in forward hold dispensed with CellDB 250′ 624t FPT29t APT85t	293·1|44·2|19·4 P26′B72′F25′ FK	Oslo Norwegian 4BHptCem	T.3Cy.20½″,34″&56″–39″ (s) 180lb 100lb 224NHP 2SB,6cf,GS111,HS3614 G.Clark,Ld.Sunderland	21 ″ 6 s 3 ″ 1½ 18 ″ 6½	
75234 135512 MDZW	**Guelder Rose** ssNwc.2ndNo.3–1,38 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	700 504 302	✠100A1 6,40 ~~10,39~~ ~~BS2,39~~ ✠LMC1,38 6,40	Sws Cff	j	OG 1,38	1913 11mo Lloyd's A&CP	NVScheep. DeMerwede v/hVanVliet &Co. Hardinxveld	~~RichardHughes&Co.(Liverpool)Ld.~~ Williamstown ShippingCo.Ld. (ComberLongstaff&Co.Ld.Mgrs) CellDBf 105′144t FPT63t APT7t	180·0|28·1|12·2 Q105′B11′F22′ FK	Liverpool British 3BHCem	T.3Cy.15″,25″&40″–27″ (s) 130lb 82RHP 2SB,4pf,GS59,HS1800 Earle'sCo.Ld.Hull	14 ″ 6 s 4 ″ 0 14 ″ 1½	
75235 143989 GNSZ	**Guelma** ssLon.No.3–7,40 ~~ssMdb.No.2–36~~ D.F. 1Dk(Stl) Cargo battens not fitted	4402 4080 2738	✠100A1 ~~2,13,40~~ 6,41 ~~BS4,39~~ ✠LMC~~4,36~~ BS~~3,40~~5,41 MS5,40	Bry ~~Mdb~~	x	CL ~~6,37~~ 1,41	1928 3mo Lloyd's A&CP	JReadhead &Sons,Ld. SouthShields	LaTunisienneStm Nav.Co.Ld.(F.C. Strick&CoLd Mgs) Cell DBa&uE144′ f160′1075t FPT135t APT115t	370·2|52·3|25·9 385·2(O.L.) P28′B104′F36′ FK	Swansea British 6BHCem	T.3Cy.24½″,41″&66″–45″ (r) 180lb 120lb 341NHP 2SB,6cf,GS109,HS4460 FD J.Readhead&SonsLd.SShl	28 ″ 3 s 5 ″ 3½ 23 ″ 1½	
75236 167240 MNNP	**Guernsey Queen** OilEng. E.S.D. 1Dk Wireless D.F. CruiserStern Mchy.Aft Portable dk in No.2 hold	567 367 277	✠100A1 7,40 ~~9,30~~ ✠LMC5,39	Sws Sou	h	OG	1939 5mo Lloyd's A&CP	Burntislnd S.B.Co.Ld. Burntisland	BritishChannel IslandsShipping Co.Ld. CellDB108′148t DTa6′73t FPT60t APT10t	169·8|28·1|9·7 29·4 175·8(O.L.) FK P53′Q51′F17′	London British 3BH	Oil Engines 2S.C.SA 5Cy.13⅜″–22 7/16″ 157NHP A/B Atlas-Diesel,Skm.	11 ″ 11 s 4 ″ 6¼ 11 ″ 9¼	
75237 656 IOME	**Guglielmo** Aux3MstSr (exLaBonneLorraine, OilEng. exHermanos) 1Dk (See Sailing Ship Register)	331 284 277					1918	J.Th.Wilmink&Co. Groningen	MarioBenedetti fuGuglielmo	136·0|26·4|11·2 124·6 Q27′H13′F17′	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.15⅝″–17 7/16″ 88NHP D.Goedkoop,Jr.Amstrdam		I
75238 375 IOMK	**GuglielmoMarconi** WoodAuxBn (exSailingVessel-36) OilEng. 1Dk (See Sailing Ship Register)	304 303 251					1914	B.Gino Viareggio	SalvatoreCardella	134·5|27·4|14·5 111·5	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.7⅞″–11 13/16″ 44NHP Emade&fitted36 Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
75239 144063 GDNV	**Guido** CruiserStern 2Dks	3921 3692 2405					1920	GooleS.B. &RepgCo.Ld. Goole	Ellerman'sWilson Line,Ld.	333·0|46·6|29·0	Hull British WB	2DRgearedSteamTurbines Earle'sCo.Ld.Hull		C
75240 231 IOMQ	**Guido Brunner** ssGen.No.3–10,37 Well deck 1Dk(Stl)	1081 767 630	✠100A1 9,39 BS8,39 ✠LMC7,37	Gen	n	CL 10,37	1925 6mo Lloyd's A&CP	Cant.Nav. Triestino Monfalcone	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi CellDBa47′uE25′f93′246t APT8t	222·2|35·0|13·0 215·9 Q79′B56′F26′ FK	Trieste Italian 4BHCem	T.3Cy.17½″,29″&47″–33″ (r) 180lb 194NHP 2SB,4cf,GS68,HS3000 FD Offic.Nav.TriestineS.A.Tri	15 ″ 7 s 1 ″ 0 14 ″ 9	
75241 499 IBWT	**Guidonia** (exEftychia-38, exSheafMount, ssShl.No.3–9,26 exGifford) ssRot.No.1–31 D.F. Fitted for oil fuel 1Dk(Stl)&Shelterdk(Stl)	5060 4783 3139	✠ 11,31 ✠ (STRANDED 7,32—REFLOATED—NOW TRADING)	Rot	z		1913 8mo	W.Doxford &Sons,Ld. Sunderland	A.Lauro 1BH in fore hold dispensed with Cell DBa132′uE&B43′ f189′1179t FPT109t APT123t	434·2|54·1|26·3 420·0 FK	Naples Italian Cem 6BHonly	T3Cy.27″,44½″&75″–54″ 577NHP 3SB,9cf,GS189,HS8530 W.Doxford&Sons,Ld.Sld.	29 ″ 0	I †
75242 EEQI	**Guillermo Schulz** (exGatton) ssBbo.2ndNo.3–3,19 1Dk(ptStl ptIrn) &Web frames&ptAwng dk(Irn)	2538 1915 1473	✠ 8,24 ✠	Bcl	s		1892 7mo	R.Thompson&Sons Sunderland	Soc.Anon.de CarbonesRosas CellDB242′481t APT51t	295·0|41·0|18·5 P29′Q83′ ptAwng dk184′ FK	Santander Spanish 6BHCem	T.3Cy.23″,37½″&61½″–39″ NDB04 238NHP 2SB,6pf,GS108,HS3590 G.Clark,Ld.Sunderland	21 ″ 0	
39/41 75243 FOIK	**Guilvinec** (exStanmore-37, exMambika-37, ssAnt.No.3–8,35 exAsier) 2Dks(Stl) D.F.	3181 2868 1914	✠ ... 1,40 ✠	Rou	u		1920 9mo	Lloyd RoyalBelge (Gt.Britain), Ld. Glasgow	Cie.France-NavigationS.A. (in liq.)(Worms &Cie.Mgrs.) DB280′585t FPT86t APT63t	331·0|46·5|23·3 P32′B102′F33′ FK	Bordeaux French 5BHCem	T.3Cy.22″,37″&62″–48″ 442NHP 3SB,9cf,GS161,HS6705 Dunsmuir&JacksonLd.Gls	25 ″ 6	V †
75244 ~~218048~~ ~~KJLR~~	**Guimba** Sub.Sig. Fitted for oil fuel Ref.Mchy. 1Dk&Shelter dk&Web frames Longitudinal framing	6100 5657 4545	✠ ... 5,21 ✠ (Reclassification Contemplated)				1919 1mo	MooreS.B. Co. Oakland,Cal.	~~UnitedStates Maritime Commission~~	402·5|53·0|32·0 P34′F39′ on Sh dk FK	British WB	2DRgearedSteamTurbines 652NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	34 ″ 6	R †
75245 CSBP	**Guiné** Ⓟ (exSanMiguel) TwinSc ssLis.2ndNo.3–9,30 E.S.D. ssAms.No.2–38 1Dk&Spar dk(Stl–teak s) lower dk in Nos.1&2holds hold beams in No.3hold	2648 2169 1657	✠100A1 Spar dk ~~11,40~~ ~~9,39~~ 5,41 ✠NB8,38 ✠LMC8,38	Lis	u	CL ~~P10,37~~ ~~SN7,38~~ 5,41	1905 4mo Lloyd's A&CP	SirRaylton Dixon&CoLd Middlesbro'	Cia.Colonial de Nav. CellDBa50′uE&B60′ f136′425t APT36t	300·0|42·0|16·4 24·3 B102′F49′ BK9′	Lisbon Portuguese 5BHCem	T.6Cy 18½″,30″&50″–36″ (s) 180lb 386NHP 2SB,6cf,GS120,HS5424 FD N.E.MarineEng.CoLd.Sld	27 ″ 0 s4 ″ 10½ 23 ″ 2½	
75246 164280 GYRM	**Guinean** D.F. 1Dk&Shelter dk CruiserStern	5205 4343 3069	✠100A1 with freeboard Examined 12,40 ✠LMC3,36 Carrying vegetable oil in deep tank	~~Rot~~ Gls	a†	CL 6,39	1936 3mo Lloyd's A&CP	Howaldtswerke A.G. Hamburg	UnitedAfricaCo. Ld. CellDB341′1179t DTa25′893t FPT248t APT144t	402·8|57·7|23·2 F45′ FK	Liverpool British 7BHptCem ptAsp (Coll to Sh dk 6 ,, 2nd ,,)	T3Cy.24 7/16″,38 7/16″&65″–45¼″ (s) 372NHP 220lb FD 2SB(Spt)6cf,GS107,HS4800 HowaldtswerkeA.G.Kiel	25 ″ 6 s 2 ″ 0½ 23 ″ 7½	
75247 162577 MPZW	**Guinness** ssBkn.No.2–39 Mchy.Aft 1Dk(Stl–pt ws) Ref.Mchy. CruiserStern	1151 959 556	✠100A1 with freeboard 4,40 ~~BS4,40~~ ✠LMC2,39 3,41	Bel	m	CL 4,40	1931 5mo Lloyd's A&CP	AilsaS.B. Co.Ld. Troon	A.Guinness,Son& Co.Ld. CellDB127′204t FPT91t APT10t	211·8|34·4|16·6 F27′ FK	London British 3BHptCem	T.3Cy.16½″,27½″&46″–33″ 200lb (s) 194NHP 2SB,6cf,GS113,HS3710 AilsaS.B.Co.Ld.Trn.	19 ″ 0 s 3 ″ 7½ 15 ″ 9½	
75248 147879 GJZQ	**Gujarat** Ⓟ OilEng. ssCal No.3–12,35 1Dk(Stl)&Shelter dk(Stl–ws)	4148 3607 2538	✠100A1 with freeboard Examined3,41 DBS3,41 ✠LMC11,35 ✠LMC(M)12,37 Carrying vegetable oil in deep tank	~~Cal~~ Liv	x	CL ~~12,38~~ 3,41	1923 12mo Lloyd's A&CP	Harland& Wolff,Ld. Glasgow	BankLine,Ld.(A. Weir&Co.Mgrs.) CellDB309′1121t MT34′1140t FPT128t APT95t	370·4|48·2|25·6 F37′ FK	Glasgow British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ DB100lb 489NHP Harland&Wolff,Ld.Gls.	28 ″ 0 s 2 ″ 11¾ 25 ″ 2	BT till 2,42

1 No. in Book. Official No. Code Letters	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula. BHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75249 TCBF	**Gülcemal** Ⓟ Iron4Mst (*ex*Ottawa,*ex*Germanic) 3*Dks*	5122 — 3021					1874	Harland& Wolff Belfast	T.C.Münakalât Vekâleti Devlet Denizyollari Isletme U.M.	455·0 P50'F104'	45·2	34·0 *WB*	Istanbul Turkish 8*BH*1PBH	T.3Cy.35½",58½"&96"–69" NE&B95 765NH Harland&Wolff,Ld.Bel.	36 ″ 1	
75250 215404 WJCB	**Gulf of Mexico** ssN.Yk.No.3-1,29 ssMob.No.2-37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Webframes* D.F. *Longitudinal framing*	7807 7152 4867	✠100A1 *Shelter dk* *withfreeboard* 12,40 ~~10,39~~ ✠LMC MS10,36 ~~BS7,39~~ 5,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,17 *F.P. above* 150° *F.*	NYk	*d*†	CL ~~8,38~~ 12,40	1917 8mo	NewYork S.B.Corp. Camden,N.J. A&CP	GulfOilCorporation *CellDBa*23' *uE&B* *DTf*40'441*tF*	467·6 76'463*t* *PT*229*tAPT*131*t*	62·7	32·0 FK	Phildlphia Utd.States 16*BHptCem* (10,, ,, *toUdk* 6 ,, ,, 2*nd*,,)	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 568NH 3SB,9*cf*,GS177,HS7804 FD NewYorkSBCorp.Camden	32 ″ 0 s 4 ″ 2 28 ″ 0¾	
75251 219527 KOZM	**Gulf of Venezuela** (*ex*Miskianza) *OilEng.* *Mchy.Aft* 2*Dks*&*Web frames* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	6910 — 4333	✠ ... 11,20				1919 10mo	MooreS.B. Co. Oakland,Cal.	GulfOilCorporation	425·8 P106'B40'F41'	57·0	31·2 FK	Phildlphia Utd.States *WB*	Oil Engines 2S.C.SA 4Cy.22⅝"–91½" 615NHP NE25 SunS.B.Co.Chester,Pa.	33 ″ 0	R †
75252 234903 WOJR	**Gulfbelle** *Fitted for oil fuel* *Mchy.Aft* *CruiserStern* 2*Dks* D.F. GyC. *Carrying Petroleum in bulk* *Longitudinal framing-bracketless system* "*Arcform*"	7104 — 4346					1936	Sun.S.B& DryDockCo. Chester,Pa.	GulfOilCorporation	426·4 P92'B35'F38'	64·2	34·0	Phildlphia Utd.States *WB*	2DRgearedSteamTurbines 467NHP WestinghouseElec.&Mfg. Co.Phl.		R
75253 227796 WRBF	**Gulfbird** ssNYk.No.3-2,41 *OilEng.* ~~ssN.Yk.No.2-36~~ *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing-bracketless system*	10217 — 6329	✠100A1 2,41 ✠LMC CS2,41 DBS2,41 2,41 *CarryingPetroleum in bulk*	NYk	*g*†	CL 9,39	1928 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	GulfOilCorporation *CellDBuE*93'363*t*	511·7 B40'F38' *FPT*203*t APT*246*t*	69·5	36·7 FK	Phildlphia Utd.States 16*BHptCem* 6 ,, *to2nddk*	Oil Engines 2S.C.SA 4Cy.25$\frac{3}{16}$"–97⅝" 785NHP 2DB*150lb* Wm.Doxford&Sons,Ld. Sld.	36 ″ 9	
75254 222750 KFDW	**Gulfbreeze** (*ex*Eurana) ssN.Yk.No.1-26 D.F. *Fitted for oil fuel* 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	6651 6125 4159	✠ ... 10,28 ✠				1922 1mo	NewYork S.B.Corp. Camden,N.J.	GulfOilCorporation	419·5 P101'B36'F34'	56·5	33·3 FK	Phildlphia Utd.States *WB*	T.3Cy.27",45$\frac{7}{32}$"&75"–51" 649NHP NewYorkS.B.Co Camden, N.J.	33 ″ 4	R †
75255 235835 WOQU	**Gulfcoast** *Mchy.Aft* E.S.D. *Fitted for oil fuel* D.F. GyC. *CruiserStern* 2*Dks* *Longitudinal framing-bracketless system* *CarryingPetroleum in bulk* "*Arcform*"	7140 — 4373					1937	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	GulfOilCorporation	426·4 P107'B35'F41'	64·2	34·0	Phildlphia Utd.States	2DRgearedSteamTurbines GeneralElectricCo. Schenectady,N.Y.		R
75256 225390 KFZY	**Gulfcrest** TwinSc ssN.Yk.No.1-30 *OilEng.* 2*Dks*&*Web frames* *Mchy.Aft* *CruiserStern* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	8916 — 5537	✠ ... 8,31 ✠				1926 4mo	American Brown Boveri Elec.Corp. Camden,N.J.	GulfOilCorporation	460·4 P69'B32'F48'	65·3	38·3 FK	Phildlphia Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.27"–47" 845NHP AmericanBrownBoveri Elec.Corp.Camden,N.J	38 ″ 4	R †
75257 235070 WONK	**Gulfdawn** *Fitted for oil fuel* D.F. GyC. *Mchy.Aft* 2*Dks* *Longitudinal framing-bracketless system*"*Arcform*" *CruiserStern* *Carrying Petroleum in bulk*	7096 — 4337					1936	SunS.B.& DryDockCo. Chester,Pa.	GulfOilCorporation	426·4 P92'B35'F39'	64·2	34·0	Phildlphia Utd.States *WB*	2DRgearedSteamTurbines 466NHP WestinghouseElec.&Mfg. Co.Lester,Pa.		R
75258 236980 WPSU	**Gulfdisc** *Mchy.Aft* E.S.D. *Fitted for oil fuel* D.F. GyC. *Cruiser Stern* 2*Dks* *Longitudinal framing-bracketless system* *Carrying Petroleum in bulk* "*Arcform*"	7141 6545 4381					1938	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	GulfOilCorporation	426·4 P106'B35'F42'	64·2	34·0	Phildlphia Utd.States *WB*	2DRgeared steam turbines 466NHP GeneralElectricCo. Lynn,Mass.		R
75259 220298 KDAD	**Gulfgem** (*ex*Agwisun) ssN.Yk.No.3-1,32 D.F. ssMob.No.2-40 ~~ssMob.No.1-36~~ 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	6917 — 4304	✠100A1 ~~7,40 11,39~~ 3,41 ✠LMC7,40 ~~MS7,36~~ ~~BS1,39~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,20 *F.P. above* 150°F.	NYk ~~Mob~~	*b*†	CL 9,39	1920 6mo	SunS.B. Co. Chester,Pa. A&CP	GulfOilCorporation *CellDB uE&B*59' *f*41'408*t*	429·3 445·4(O.L.) P133'B36'F40' *FPT*222*tAPT*57*t*	59·2	33·2 FK	Phildlphia Utd.States 16*BHptCem* (12 *to U dk* 4 ,, 2*nd* ,,)	T.3Cy.27",45½"&76"–51" (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3	
75260 227978 WJCO	**Gulfhawk** *OilEng.* *Mchy.Aft* ssN.Yk.No.2-36 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	10211 — 6328	✠100A1 8,40 ~~12,39~~ DBS~~12,39~~ ✠LMC9,36 8,40 *CarryingPetroleum in bulk*	NYk	*g*†	CL 2,38	1928 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd'sA&CP*	GulfOilCorporation *CellDBuE*93'363*t*	511·7 B40'F38' *FPT*203*tAPT*246*t*	69·5	36·7 FK	Phildlphia Utd.States 16*BHptCem* (6 ,,*to2nd dk*)	Oil Engines 2S.C.SA 4Cy.25$\frac{3}{16}$"–97⅝" 785NHP 2DB*150lb* Richardsons,Westgarth& Co.Ld.Mdb.	36 ″ 9	
75261 221003 KDNO	**Gulfking** *Fitted for oil fuel* D.F. 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	6561 6048 4098	✠ ... 3,24 ✠				1921 2mo	UnionS.B. Co. Baltimore	GulfOilCorporation	419·5 P102'B36'F35'	56·4	33·3 FK	Phildlphia Utd.States *WB*	T.3Cy.27",45"&75"–51" 601NHP NewYorkSBCorp.Camden	33 ″ 4	R †
75262 216299 WJCD	**Gulfland** ssMob.No.3-7,30 ssBal.No.2-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5277 4646 3207	✠100A1 2,40 BS2,40 ✠LMC6,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	Mob	*y*	CL 2,40	1918 6mo	NewYork S.B.Corp. Camden,N.J. A&CP	GulfOilCorporation *CellDBuE&B*62'222*t*	391·1 P97'B34'F32' *FPT*159*tAPT*30*t*	51·2	30·2 FK	Phildlphia Utd.States 14*BHCem* (8 ,, *to U dk* 6 ,, ,,2*nd* ,,)	T.3Cy.27⅛",45⅜"&75"–48" 190lb (*r*) 543NHP 3SB,9*cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 s 5 ″ 9½ 24 ″ 7	
75263 214827 WJCF	**Gulfmaid** ssMob.No.3-6,29 ssMob.No.2-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5225 4646 3248	✠100A1 8,40 ~~12,39~~ BS11,40 ✠LMC MS12,36 ~~BS12,39~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,17 *F.P. above* 150° F	Mob	*y*	CL ~~2,39~~ 8,40	1917 3mo	NewYork S.B.Corp. Camden,N.J. A&CP	GulfOilCorporation *CellDBu E&B*62' 222*t*	391·1 P97'B34'F32' *FPT* 159*tAPT*30*t*	51·2	30·2 FK	Phildlphia Utd.States 14*BHCem* (8,, *toUprdk* 6 ,, ,, 2*nd*,,)	T.3Cy.27",45"&75"–48" (*r*) 190lb 543NHP 3SB,9*cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 s 5 ″ 9½ 24 ″ 7	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
75264 210514 WJCG	**Gulfoil** ssBal.2ndNo.3-7,37 *2Dks(Stl)&Webframes* *Mchy.Aft Longitudinal framing*	5189 4591 3202	✠100A1 4,41 BS4,41 ✠LMC7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 12,12 F.P. above 150° F.*	NYk	*y*	CL ~~4,38~~ 3,41	1912 12mo	NewYork S.B.Corp. Camden,N.J. A&CP	GulfOilCorporation	383·0 407·5(O.L.) P98'B34'F32' FK *CellDBuE&B62'222t FPT159tAPT30t*	51·2	30·0	Phildlphia Utd.States 14*BHCem* *(8 to Upr dk* *6 „ 2nd „)*	T.3Cy.27",45"&75"-48" (*r*) 190lb 543NHP 3SB,*9cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 " 2 s5 " 9½ 24 " 7	
75265 221244 KDRX	**Gulfpenn** (*ex*Agwihavre) ssN.Yk.No.3-4,33 ssMob.No.1-37 *1Dk(Stl)&Shelter dk(Stl)* *Mchy.Aft &Web frames* *Longitudinal framing*	8862 8562 5522	✠100A1 *Shelter dk* *withfreeboard* ~~6,408,39~~ 12,40 BS5,40 ~~BS12,38~~ ✠LMC8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,21 F.P. above 150° F.*	NYk	*e*†	CL N11,38	1921 8mo	SunS.B. Co. Chester,Pa. A&CP	GulfOilCorporation *CellDBuE&B89'*	480·5 499·5(O.L.) F44' *on Shelter dk* FK *f40'448tFPT* *186tAPT84t*	66·0	36·8	Phildlphia Utd.States 18*BHptCem* *(9 to Sh dk* *9 „ U „)*	Q.4Cy.26"38¼",56"&82"-54" 220lb (*r*) 819NHP 4SB,*12cf*,GS260,HS12264 FD SunS.B.Co.Chester,Pa.	37 " 0 s9 " 2 28 " 1¼	
75266 219890 KUPF	**Gulfpoint** (*ex*Hahatonka) D.F. *Fitted for oil fuel* *Longitudinal framing 2Dks* *Mchy.Aft Carrying Petroleum in bulk*	6972 — 4293					1920	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	GulfOilCorporation	435·6 P106'B47'F42'	56·2	31·7	Phildlphia Utd. States *WB*	T.3Cy.27",47"&78"-48" 421NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
75267 226315 KGEJ	**Gulfpride** TwinSc *OilEng.* ssN.Yk.No.1-31 *Mchy.Aft 2Dks&Web frames* D.F. GyC. *Carrying Petroleum in bulk* *Longitudinal framing–bracketless system*	12510 9249 7834	✠ ... ✠				1927 4mo	Federal S.B.&D.D. Co. Kearny,N.J.	GulfOilCorporation	525·0 B36'F42' FK	74·3	31·6	Phildlphia Utd. States *WB*	Oil Engines 2S.C.SA 8Cy.26"-48" 939NHP BethlehemSteelCo. Bethlehem,Pa.	40 " 6	R †
75268 221213 KDRB	**Gulfprince** *Fitted for oil fuel* D.F. *2Dks&Webframes* *Mchy.Aft Longitudinal framing* *Carrying Petroleum in bulk*	6561 6048 4098	✠ ... 3,24 ✠				1921 5mo	Union S.B. Co. Baltimore Md	GulfOilCorporation	419·5 P102'B36'F35' FK	56·4	33·3	Phildlphia Utd.States *WB*	T.3Cy.27",45"&75"-51" 600NHP NewYorkSBCorp.Camden	33 " 4	R †
75269 217775 WJCH	**Gulfqueen** ssN.Yk.No.3-5,31 ssMob.No.2-38 *Mchy.Aft 2Dks(Stl)&Web frames* *Longitudinal framing*	6599 6250 4117	✠100A1 ~~8,406,39~~12,40 BS3,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,19 F.P. above 150° F.*	NYk Mob ✠LMC11,38	*a*†	CL ~~10,38~~ 3,40	1919 4mo	NewYork S.B.Corp. Camden,N.J. A&CP	GulfOilCorporation *CellDBuE&B65'272t*	419·5 436·3(O.L.) P101'B36'F34 FK *FPT294tAPT46t*	56·5	31·7	Phildlphia Utd.States 14*BHptCem* *(9 to Up dk* *5 „ 2nd „)*	T.3Cy.~~27"~~,45"&75"-51" (*r*) 195lb 27$\frac{1}{16}$" 600NHP 3SB,*9cf*,GS190,HS8952 FD NewYorkSBCorp.Camden	33 " 4 s6 " 8½ 26 " 10½	
75270 226286	**Gulfspray** TwinSc *OilEng.* ssMob.No.3-9,39 *Mchy.Aft* *Longitudinal framing at bottom & at deck*	379 — 197	100A1 9,39 ✠NE10,39 ✠LMC10,39 *Carrying Petroleum in bulk* *For coastwise service between Port Arthur, Texas & Jacksonville Fla.*	Mob		CL 9,39	1927	SunS.B.& D.D.Co. Chester,Pa.	GulfOilCorporation	136·2 *28·0* 142·0(O.L.) FK B32'F15' *FPT17t APT8t*	27·1	11·2	Phildlphia Utd.States 9*BHptCem*	Oil Engines 4S.C.SA 12Cy.10"-13" 117NHP AtlasImperialDiesel Eng.Co.Oakland,Cal.	11 " 6	
75271 226287	**Gulfsprite** TwinSc *OilEng.* ssBal.No.3-11,39 *Mchy.Aft* *Longitudinal framing at bottom & at deck*	426 355 230	100A1 4,40 ✠NE11,39 ✠LMC11,39 *Carrying Petroleum in bulk* *For coastwise service between Eastport, Me. & Norfolk, Va.*	Bal		N11,39	1927	SunS.B.& D.D.Co. Chester,Pa.	GulfOilCorporation	152·2 *28·0* 158·0(O.L.) FK P32'F15' *FPT15t APT8t* len39	27·1	11·2	Phildlphia Utd. States 9*BHptCem*	Oil Engines 4S.C.SA 12Cy.10"-13" 117NHP AtlasImperialDiesel Eng.Co.Oakland,Cal	11 " 6	
75272 220575 KDEB	**Gulfstar** *Fitted for oil fuel* D.F. *2Dks&Web frames* *Mchy.Aft Longitudinal framing* *Carrying Petroleum in bulk*	6969 6595 4361	✠ ... 3,24 ✠				1920 8mo	SunS.B. Co. Chester,Pa.	GulfOilCorporation	429·3 P103'B36'F40' FK	59·2	33·2	Phildlphia Utd.States *WB*	T.3Cy.27",45½"&76"-51" 612NHP SunS.B.Co.Chester.Pa.	33 " 3	R †
75273 220675 KDFQ	**Gulfstate** (*ex*Halway) *Fitted for oil fuel* *Longitudinal framing 2Dks* *Mchy.Aft Carrying Petroleum in bulk*	6882 — 4230					1920	Bethlehem S.B.Corp.Ld Alameda,Cal.	GulfOilCorporation	435·0 P106'B47'F42'	56·0	32·0	Phildlphia Utd.States *WB*	T.3Cy.27",47"&78"-48" 421NHP BethlehemS.B.Corp. S.Francisco		R
75274 235922 WOQK	**Gulftide** D.F. GyC. E.S.D. *Fitted for oil fuel* *Mchy.Aft CruiserStern 2Dks* *Longitudinal framing–bracketless system* *Carrying Petroleum in bulk "Arcform"*	7140 — 4373					1937	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	GulfOilCorporation	426·4 P107'B35'F41'	64·2	34·0	Phildlphia Utd.States	2DRgeared steam turbines GeneralElectricCo. Schenectady,N.Y.		R
75275 219453 KOVB	**Gulftrade** *Fitted for oil fuel* *Mchy.Aft* D.F. *2Dks&Webframes* *Longitudinalframing* *Carrying Petroleum in bulk*	6776 6334 4223	✠ ... 3,24 ✠				1920 1mo	SunS.B. Co. Chester,Pa.	GulfOilCorporation	429·3 P103'B36'F40' FK	59·2	31·4	Phildlphia Utd.States *WB*	T.3Cy.27",45½"&76"-51" 612NHP SunS.B.Co.Chester,Pa.	33 " 3	R †
75276 236882 WPPL	**Gulfwave** D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft CruiserStern 2Dks* *Longitudinal framing–bracketless system* *Carrying Petroleum in bulk "Arcform"*	7141 6545 4381					1937	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	GulfOilCorporation	426·4 P106'B35'F41'	64·2	34·0	Phildlphia Utd. States *WB*	2DR geared steam turbines 466NHP GeneralElectricCo. Lynn,Mass.		R
75277 221612 KDUQ	**Gulfwax** (*ex*Agwimex) ssN.Yk.No.3-11,33 ssN.Yk.No.1-37 *Mchy.Aft 1Dk(Stl)&Shelter dk(Stl)&* D.F. *Web frames* *Longitudinal framing*	8862 8562 5522	✠100A1 *Shelter dk* *withfreeboard* 6,40~~2,40~~ ✠LMC MS5,38 BS11,39 *Carrying Petroleum in bulk* *Fitted for oil fuel 9,21 F.P. above 150° F.*	NYk NNs	*e*†	CL N3,39	1921 9mo	SunS.B. Co. Chester,Pa. A&CP	GulfOilCorporation *CellDBuE&B84'f40'448t*	480·5 F44' *on Shelter dk* FK *FPT186tAPT84t*	66·0	36·8	Phildlphia Utd.States 18*BHptCem* *(9 to Sh dk* *9 „ U „)*	Q.4Cy.26",38¼"56"&82"-54" 220lb (*r*) 819NHP 4SB*12cf*,GS262,HS12264 FD SunS.B.Co.Chester,Pa.	37 " 0 s9 " 2 28 " 1½	
75278 228046 WJCP	**Gulfwing** ssNYk.No.3-12,40 *OilEng.* *Mchy.Aft* ~~ssN.Yk.No.2-38~~ D.F. *2Dks(Stl)&Web frames* *Longitudinal framing–bracketless system*	10208 — 6326	✠100A1 ~~4,407,39~~ 12,40 ✠LMC CS12,40 DBS12,40 12,40 *Carrying Petroleum in bulk*	NYk	*g*†	CL ~~N6,37~~ 4,40	1928 10mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	GulfOilCorporation *CellDBuE93'363t*	511·7 B40'F33' FK *FPT203t APT246t*	69·5	36·7	Phildlphia Utd.States 16*BHptCem* *6 „to2nddk*	Oil Engines 2S.C.SA 4Cy.25$\frac{3}{16}$"-97½" 785NHP 2DB*150lb* Richardsons,Westgarth& Co.Ld.Mdb.	36 " 9	

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75279 LDZV	**Gulhaug** (*ex*Activ) 1*Dk*	1243 960 741					1910	Kjöbnhvns Flydk.&Skbs Copenhagen	A/S D/S Facto (B.StoltNielsen& SönnerA/S,*Mgrs.*)	231·5|36·2|14·4 P12'Q73'B42'F26'	Haugesnd Norwegian *WB*	T.3Cy.16½″,27″&44″–30″ 106NHP KjbnhavnsFlydk.&Skbsv.		V
75280 5149 SELR	**Gullborg** Sp *ss*Got.2ndNo.3–8,35 *Mchy.Aft* *ss*Skm.No.3–6,39 1*Dk*(*Stl*)	658 504 365	✠100A1 ~~6,39 7,39~~ 7,40 ✠LMC6,39 BS7,40	Skm	*i*	OG 5,39	1910 8mo *Lloyd'sA&CP*	Akers. Mek.Værks. Oslo	StockholmsRederiaktiebolagSvea (Eman.Högberg, *Mgr.*) *CellDB*132'180t*FPT*27t*APT*18t	183·7|29·0|12·3 P64'F27' FK len14	Stockhlm Swedish 3*BHCem*	T.3Cy.13½″,22″&35¾″–26″ 185lb 86NHP 2SB,4*cf*,GS46,HS1514 Akers.Mek.Værks.Oslo	14 ″ 3 s1 ″ 6½ 12 ″ 10	
75281 TFGA	**Gullfoss** *Ref.Mchy.* Wireless D.F. 2*Dks*	1414 1258 886					1915	Kjöbnhvns Flydk.&Skbs. Copenhagen	H/FEimskipafelag Islands	230·1|35·2|21·1	Reykjavik Icelandic *WB*	T.3Cy.20″,32″&53″–36″ 169NHP KjbnhavnsFlydk.&Skbsv.		V
41 75282 816 OHNK	**Gullkrona** WoodAux4MstSr *Oil Eng.* 1*Dk* (*See Sailing Ship Register*)	476 392 340					1921	KärraVarv Dragsfjärd	PaulPåvals	179·9|33·8|11·3 165·7 P44'B14'	Mariehmn Finnish	Oil Engines 2S.C.SA 4Cy.13⅛″–14$\frac{3}{16}$″ 120NHP BergsundsM.V.Aktb.Skm.		
75283 8243 SLCN	**Gullmaren** TwinSc *OilEng.* *Ref.Mchy.* D.F. E.S.D. 1*Dk*&*Shelter dk,* *CruiserStern* 3*rd dk in No.* 3 *hold* *Strengthened for navigation in ice* *Part electrically welded including butts of shell & decks*	3400 2644 1855	✠100A1 *with freeboard* 3,41 ~~2,39~~ ✠LMC3,38 ✠Lloyd'sRMC3,40 for temp. 30° F.	PNl ~~NYk~~ Bos	*x*	CL 3,41	1938 3mo *Lloyd'sA&CP*	Eriksbergs M.V.Aktieb. Gothenburg	Rederiaktieb. Transatlantic(G. Carlsson,*Mgr.*) *Duct keel forward of mchy. space CellDB*305'1087t*Tanks at sides of tunnels* 65t*FPT*46t*APT*134t	367·9|51·7|20·2 380·7(O.L.) FK	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 810NHP EriksbergsMV.AktiebGot	25 ″ 6 s1 ″ 11 23 ″ 8½	
75284 139252 GNLS	**Gullpool** D.F. 1*Dk*	4868 4586 3026					1928	CowpenD. D.&S.B.CoLd Blyth	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)	405·1|53·6|26·4 P30'B229'F41'	W.Hartlpl British *WB*	T.3Cy.26″,43″&71″–48″ 349NHP Blair&Co.(1926),Ld.Stk.		C
75285 DHBA	**Gumbinnen** (*ex*Ambria–34) E.S.D. *Fitted for oil fuel* Wireless D.F. 1*Dk*	1381 1152 800					1922	Deutsche WerftA.G. Hamburg	KohlenImport u. PoseidonSchiffahrt A.G.	234·5|36·8|17·9 P30'B54'F22'	Königsbrg German *WB*	C.4Cy.(2)13″&(2)27$\frac{9}{16}$″–27$\frac{9}{16}$″ NE35 67NHP FSchichauG.m.b.H.Elbing		G
75286 LEUJ	**Gun** (*ex*Siggen–34,*ex*Eina,*ex*Soltind, *ex*Belize,*ex*Elgin) 1*Dk* *Mchy.Aft*	670 547 351					1918	Werf Zeeland Hanswert	Skibs.A/S Primo (Sig.Gulbrandsen, *Mgr.*)	179·2|30·1|12·6 P64*t*H9*t*F21*t*	Oslo Norwegian *WB*	T.3Cy.15½″,25½″&41½″–27″ 90NHP N.V.Maschfab.v/hSchippr. vanDeugen,Gertruidenbrg		N
75287 131507 VLFG	**Gunbar** TwinSc Wireless 1*Dk*	481 319 195					1911	Ardrossan S.B.Co.Ld. Ardrossan	~~FreightersPty.Ld.~~ NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	150·3|30·0| 8·7 Q41'F27'	SydnyNSW British *WB*	C.4Cy.12½″&26″–18″ 89RHP Dunsmuir&Jackson,LdGls		C
62/40 75288 7692 SELW	**Gunborg** 1*Dk*&*Shelter dk* *CruiserStern*	1572 1372 835					1930	Oskrshmns M.V.Aktieb. Oskarshamn	Rederi A/BSylvia (Alb.Billner *Mgr.*)	269·2|40·4|16·6	Gothenbrg Swedish *WB*	T.3Cy.17⅞″,28¾″&47¼″–30″& 1 LP turbine with DR gearing & hydraulic coupling 122NHP OskarshamnsM.V.Aktieb.		N
75289 LDIX	**Gunda** (*ex*Chantier) 1*Dk*	2241 1984 1328					1919	McDougall Duluth,Co. Duluth,Minn	A/SOlymp(Einar Lange,*Mgr.*)	251·3|43·7|22·2 P64*t*H103*t*F24*t*	Oslo Norwegian *WB*	T.3Cy.20″,33″&54″–40″ 184NHP McDougallDuluthCo.		N
75290 7664 SICN	— *ss*Lkr.No.2–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *Strengthened for Navigation in Ice*	1770 1589 1003	✠100A1 *with freeboard* ~~6,40 7,39~~ 5,41 ~~BS7,39~~ 6,40 ✠LMC4,38	Skm ~~Gls~~ Hul	*r*	CL ~~11,38~~ 6,40	1930 8mo *Lloyd'sA&CP*	Fredrkstad Mek.Værks. Fredrikstad	A/B Transmarin (S.Redig,*Mgr.*) *CellDB*212'545t*FPT*35t*APT*80t	269·0|42·2|17·6 273·4(O.L.) FK	Hlsngborg Swedish 4*BHCem* (*Coll to Sh dk* 3 ,, 2*nd*,,)	T.3Cy.18½″,29½″&50″–36″ 190lb (*s*) 188NHP 2SB,6*cf*,GS60,HS2545 FD FredrikstadM.V.Frdstad.	20 ″ 0 s ″ 8¾ 19 ″ 4¾	
75291 7277 SEMG	**Gundborg Segrell** (*ex*Agnes Harrison,*ex*Kalliope) *ss*Osc.No.3–4,34 *Well deck* *ss*Osc.No.1–38 *Cargo battens not fitted* 1*Dk*(*Stl*)	1435 1189 844	✠100A1 5,40 ~~1,39~~ ✠LMC11,38 BS4,40	Skm Got	*p*	OG ~~1,39~~ 4,40	1914 6mo *Lloyd'sA&CP*	Antwerp Eng.Co.Ld. Hoboken	Ångf.A/B Kjell (H.Jeansson,*Mgr*) *CellDBa*75'*uE&B*35'*f*96'444t*FPT*49t*APT*51t	243·2|38·2|15·7 P18'Q79'B50'F24' FK	Stockholm Swedish 4*BHCem*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 185NHP 2SB,4*cf*,GS66,HS3090 N.E.MarineEng.Co.Ld.Sld	18 ″ 0 s1 ″ 4 16 ″ 10	
75292 169 YLCY	**Gundega** (*ex*Wokingham,*ex*River Trent,*ex*Antar) *ss*Npt.No.3–7,19 *ss*Shl.No.2–28 1*Dk*2*trB*&*deep framing*	3583 3368 2256	✠ ... 7,31 ✠				1906 7mo	TyneI.S.B. Co.Ld. Newcastle	J.Freyman&Co. (LatvianShipping Co.*Mgrs.*)	348·8|50·0|23·2 P29'B102'F36' FK	Riga Latvian *WB*	T.3Cy.24″,39″&66″–45″ 311NHP N.E.MarineEng.CoLdNwc	25 ″ 8	C †
75293 LCLV	**Gundersen** TwinSc D.F. *Oil Eng.* *Ref.Mchy.* 2*Dks*	1841 1550 1002					1927	Aktieb. Götaverken Gothenburg	A/S Titchfield (Chr.Gundersen& Co.*Mgrs.*)	269·0|37·6|21·9 P30*t*Q17*t*B136*t* H50*t*F24*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 448NHP Aktieb.Götaverken,Got.		N
75294 TCFB	**Güneysu** Ⓟ (*ex*Bulgaria–34,*ex*Graz) *ss*Tri.No.3–5,19 *ss*Tri.No.1–23 *Fitted for oil fuel* 1*Dk*&*Spar dk*&*deep framing*	3845 2822 2247	✠ ... 11,23 ✠				1908 4mo	Lloyd Austriaco Trieste	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	356·0|44·2|22·9 P&B246'F65' FK	Istanbul Turkish *WB*	T.3Cy.26″,43¼″&73″–48″ 495NHP LloydAustriaco,Trieste	25 ″ 10	
75295 OYDW	**Gunhild** 1*Dk*	1142 975 682					1918	Fredrkstad Mek.Værks. Fredrikstad	Dampskslsk. TormA/S(A. Schmiegelow&A. Kampen,*Mgrs.*)	230·4|36·0|14·6	Copnhagn Danish *WB*	T.3Cy.16½″,26″&44″–30″ 110NHP FredrikstadM.V.Frdstad.		V
75296 5920 SEMB	**Gunlög** 1*Dk*	1396 1105 770					1917	J.&A.Van derSchuyt Papendrecht	StockholmsRederi Aktieb.Svea (Eman.Högberg, *Mgr.*)	236·4|36·7|15·4 P27'B58'H107*t* F20'	Stockholm Swedish *WB*	T.3Cy.17½″,29″&46″–36″ 127NHP J.&A.Van derSchuyt		V
75297 4472 SEMU	**Gunnar** (*ex*Scotian) *ss*Mmo.No.3–5,13 *ss*Mmo.No.1–18 *Well deck* 1*Dk*	1258 926 703	✠ ... 1,20 ✠				1901 7mo	Mackie& Thomson Glasgow	BlekingeÅngbåts A/B (O.E.Lundström,*Mgr.*)	227·9|34·5|14·4 P16'Q67'B59'F30' FK	Karlshmn Swedish	T.3Cy.17″,27½″&46″–33″ 135NHP W.V.V.Lidgerwood,Gls.	16 ″ 7	V †

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Ref. Trade
75298 LCLW	**Gunny** D.F. 1*Dk*	2362 2104 1403					1920	Eltring-hams,Ld. Willington Quay	A/SNesjar (EilertLund)	290·4 P68tH126tF26t	44·0	20·8	Bergen Norwegian *WB*	T.3Cy.21",34½"&57"-39" 208NHP Eltringhams,Ld. WillingtonQuay		N
75299	— Iron (*ex*Greta-36,*ex*Neptunus-33,*ex*Tibor) *ss*Bdx.3rdNo.3-12,17 *ss*Hul.No.2-27 *Well deck* 1*Dk*2*trB*	*1335* *1044* *764*	✠ ... 1,31 ✠				1882 4mo	Burrell& Son Dumbarton		245·4 Q77'B62'F80' ptND05 BK8"	35·1	16·9	German *WB*	C.2Cy.27½"&55"-36" 144NHP Paul&Co.Dumbarton	18 ″ 0	V †
75300 DHJP	**Günther Russ** Sub.Sig. 1*Dk*	998 786 575					1921	Stettiner Oderwerke Stettin	Schiffahrt-u. Assekuranz-Ges. E.Russ&Co.	210·8 P23'Q59'B58'F25'	33·9	13·4	Hamburg German *WB*	T.3Cy.15¾",25½"&34½"-29½" 64NHP StettinerOderwerke		G
75301 LIWO	**Gunvor** *Fitted for oil fuel* D.F. *Cruiser Stern* 1*Dk*	1942 1699 1121					1935	Trndhjms Mek.Verks. Trondheim	A/SHerdis(Bachke &Co.*Mgrs.*)	277·7 P23'B163'F29'	43·2	18·1	Trndheim Norwegian *WB*	C.4Cy.(2)14¾"&(2)31½"-31$\frac{7}{16}$" & LP Turbine HS2874 214NHP TrondhjemsM.V., Trondheim		N
75302 160770 ~~OXNH~~ GLYV	**Gunvor Mærsk** (*ex*Josephine Gray-34) D.F. 1*Dk*	1984 1767 1178	Shl Examined L.R. ~~7,40~~12,40 BS7,40 (180lb)				1931	W.Gray& Co.Ld. WHartlepool	Ministry of Shipping(Lambert Bros.Ld.*Mgrs.*)	276·4 P25'B68'F28'	42·3	18·7	~~Copnhagn~~ ~~Danish~~ London *WB* British	T.3Cy.20½",34"&56"-39" ~~180lb~~ 196NHP CenMar.E.Wrks.LdWHpl		N
75303 141929 GCZD	**Gurna** *ss*Cal.No.3-2,32 *ss*Bom.No.2-39 2*Dks*(*Stl*)	5248 4754 3228	✠100A1 8,40 ~~12,39~~ ✠LMC12,39 BS11,40	Bom Cal	*y*	CL ~~N5,29~~ N5,39	1919 10mo *Lloyd*	Palmers' Co.Ld. Newcastle *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *Cell DB*	399·3 P49'B113'F39' FK 344'1122t *FPT*122t	52·2	28·5	Glasgow British 7*BHCem* *APT*174t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s 5 ″ 11½ 25 ″ 3¾	
75304 PUQF	**Gurupy** (*ex*RomanPrince) *ss*N.Yk.No.3-1,00 *ss*Mch.No.2-08 *Welldeck* 1*Dk*(*Stl*)2*trB*	*1934* *1539* *1221*	✠ 3,12 ✠	Brs	*r*		1887 8mo	Short Bros. Sunderland	Cia.Commercio e Navegação *Cell*	290·0 P33'Q68'B70'F27' BK10" *DBa* 80' 107t *f* 110'	38·8	17·6	R.Janeiro Brazilian 4*BHCem* 159t*APT*25t	T.3Cy.21",34"&56"-42" NDB02 198NHP NB12*fitted*14 2SB,*6cf*,GS116,HS3019 G.Clark,Sunderland	20 ″ 0	
75305 820 OHNL	**Gustaf** (*ex*Sailing Vessel,*ex*Fjeld,*ex*Elissa Eliasson) IronAuxBk *OilEng.* *ss*Liv.No.3-12,90 *ss*Ant.No.1-95 1*Dk* (*See Sailing Ship Register*)	399 — 296	✠ ... 9,99				1877 10mo	A.Hall& Co. Aberdeen	ErikNylund	149·4 141·0 Q28'H13tF19t BK7"	27·9	14·3	Mariehmn Finnish	Oil Engines 2S.C.SA NE36 A/B JönköpingsMotorfbk.	15 ″ 6	V †
75306 2509 SENO	**Gustaf Wasa** 1*Dk*	*487* *359* *254*					1895	Helsingörs Skibsbyggri Elsinore	Stockholm Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	168·7 Q39'B51'H12tF26' len04	25·2	10·0	Stockholm Swedish *WB*	T.3Cy.13½",22"&37"-24" 67NHP HelsingörsMskbyggeri		V
75307 OZND	**Gustav Diederichsen** Ⓟ 1*Dk*	2332 2061 1353					1930	Howaldts- werkeA.G. Kiel	RhederiM.Jebsen A/S(J.F.C.Jebsen, *Mgr.*)	281·2 P21'B75'F37'	41·9	21·9	Aabenraa Danish *WB*	T3Cy.22⅛",37⅝"&60½"-39⅜" 227NHP HowaldtswerkeA.G.Kiel		G
75308 OYVB	**Gustav Holm** Ⓟ Wood3Mst (*ex*Grönland,*ex*FoxII) Wireless 2*Dks*	409 354 217					1893	Forenede OplagsPladsr ogVærfter Copenhagen	GrönlandsStyrelse	144·7	28·0	15·1	Copnhagn Danish	C.2Cy.21½"&37"-18" 48NHP Burmeister&Wain,Cpn.		V
75309 7268 SEPG	**Gute** *CruiserStern*	435 272 225					1926	Nüscke& Co.A.G. Stettin	Ångf.Aktieb. Gotland (C.E.Ekman *Mgr.*)	130·6 Q39'B&F90'	26·2	11·4	Visby Swedish *WB*	T3Cy.13¾"22⅛"&36⅝"-25$\frac{9}{16}$" 68NHP A.Borsig,Berlin		G
75310 FOLM	**Guyane** (*ex*Dora-36) *Ref.Mchy.* *OilEng.* D.F. *CruiserStern* 2*Dks*	1794 1455 996					1934	Akt.Bur- meistr&Wain Copenhagen	Cie.Gén.d'Armements Maritimes	284·5	41·5	15·4	Rouen French *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		V
19/1/40 75311 4764 SEPI	**Gwalia** (*ex*Heimdal) *ss*Stn.2ndNo.3-1,31 *ss*Got.No.2-40 1*Dk*(*Stl*)&*deep framing*	*1258* *830* *722*	✠100A1 *ptAwng dk withfreeboard* 9,40 ~~1,40~~ DBS1,40 ✠LMC3,39 MBS10,40	Got Ard	*n*	CL 12,39	1907 6mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	Rederiaktieb SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDBa*63'*uE*&	221·5 ·231·0(O.L.) P24'Q61'B124' H53t FK *B*33'*f*88' 320t *FPT*	34·5	14·1	Gothenbrg Swedish 4*BHAsp* 48t*APT*50t	T.3Cy.17",28"&46"-33" (*s*) 180lb *80lb* 141NHP 1SB,*3cf*,GS58,HS2305 N.E.MarineEng.Co.Ld.Sld	16 ″ 3 s ″ 8 15 ″ 9	
75312 162144 GZYC	**Gwenthills** 3Mst Wireless D.F. *Mchy.Aft* 1*Dk* E.S.D. *CruiserStern* *Cargo battens not fitted*	868 597 456	✠100A1 6,41 ~~2,40~~ ✠LMC6,37 BS6,41	Bry Npt	*k*	CL 2,40	1937 6mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen *'sA&CP*	MordeySon&Co. Ld. *CellDB*125'200t	197·7 *32·0* 205·0(O.L.) Q112'B11'F30' FK *FPT*73t*APTs*26t	30·7	12·1	Newport Mon. British 3*BHptCem* *ptAsp*	T.3Cy.14½",25"&41"-30"(*s*) 220lb 131NHP 1SB,*3pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 ″ 3 s 4 ″ 5¾ 13 ″ 10¾	
75313 132642 VLCK	**Gwydir** Ⓟ (*ex*Hailoong, *ex*Morialta) TwinSc 1*Dk*	1929 1628 1108					1911	D&WHen- dersn&Co.Ld. Glasgow	Newcastle& HunterRiverS.S. Co.Ld.	240·0 P&B162'F42'	40·3	22·1	Newcastle N.S.W. British	T.6Cy.16",27"&43"-33" 212NHP D&WHendersn&Co.LdGls		
17/41 75314 165597 GDDQ	**Gwynwood** *Mchy.Aft* *CruiserStern* 1*Dk* Wireless *Cargo battens not fitted*	1177 865 659	✠100A1 2,40 ✠LMC10,37	Goo	*n*	CL 2,40	1937 10mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	WFrance,Fenwick &Co.Ld. *CellD*	230·8 240·0(O.L.) Q141'F27' FK *B*191' 342t *FPT*98t	36·1	13·3	London British 4*BHCem* *APT*45t	T.3Cy.14½",24"&41"-30" 220lb (*s*) FD 148NHP 2SB(Spt),*4cf*,GS38,HS2180 N.E.MarineEng.CoLd.Sld.	15 ″ 6 s4 ″ 8½ 14 ″ 8	
75315 167564 ~~OXQH~~ GLRY	**Gyda** D.F. *CruiserStern* 1*Dk*	1695 1492 ~~858~~ 959					1934	Helsingörs Jernsk&Msk. Elsinore	Ministry of Shipping(Broomhill Steamships,Ld. *Mgrs.*)	292·3 P&B218'F38'	41·7	16·8	~~Copnhagn~~ ~~Danish~~ London *WB* British	C.3Cy.(2)15¾"&39½"-37⅜"& LPTurbine with reduction gear and chain drive HS3337 234NHP HelsingörsJernsk.&Mskb		C
11/6/40 75316 LDFW	— (*ex*Gijonés) Wireless D.F. 1*Dk*	1591 1190 933					1920	Laxevaags Msk.&Jrnskb Bergen	Skibs.A/S William HansensRederi (W.Hansen, *Mgr.*)	245·8 P59tH77tB124t Q106t	37·9	15·5	Bergen Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP LaxevaagsMsk.&Jrns.Bgn		N

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75317 LDQL	**Gylfe** *OilEng.* ssRot.No.2-38 ~~ssGot.No.1-36~~ *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6129 5412 3565 –	✠100A1 7,40 ~~4,38~~ ✠LMC CS3,36 DBS11,39 4,38 *Carrying Petroleum in bulk*	Rot CTn	*z*	CL 12,38	1930 11mo *Lloyd's A&CP*	Armstrong Whitworth &Co.(Ship-builders)Ld. Newcastle	Skibs.A/S Gylfe (E.Evensen) *CellDBuE56' 171t DTf34'347t FPT135t APT121t*	396·2|55·1|32·3 408·0(O.L.) P97'B29'F36' *Trunk*238' FK	Oslo Norwegian 14*BHptCem* (9 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 583NHP 2DB*180lb* Armstrong,Whitworth&Co.(Engineers)Ld.Nwc.	32 ″ 0	
75318 4478 SEPK	**Gylsboda** *Mchy.Aft* 1*Dk*	*340* *244* *135*					1905	Act.Ges. "Neptun" Rostock	SvenskaGranit-industriAktieb. (HolgerFernström)	131·7|24·9|10·4 Q50'H62*t*F20'	Karlshmn Swedish *WB*	C.2Cy.$14\frac{3}{16}$"&$27\frac{3}{16}$"–$19\frac{11}{16}$" 27NHP A.G."Neptun,"Rostock		G
75319 172 JHQA	**Gyoko Maru** (*ex*GyokohMaru-38, *ex*Tamaqua, *ss*Kob.2ndNo.3-4,34 *ex*DenofGlamis) *ss*Kob.No.1-38 *Fitted for oil fuel* 2*Dks*(*Stl*)	5342 4713 3320	✠ ... 10,39 ✠	Kob	*z*		1910 7mo	Napier& Miller,Ld. Glasgow *CellDBa134'uE&B43'f180' 1070t DTa33' 880t APT60t*	YamashitaKisen GoshiKaisha (YamashitaKisen K.K.*Mgrs.*)	405·0|52·2|28·0 P38'B119'F50' FK	Dairen Japanese 6*BHCem*	T.3Cy.27",44"&73"–48" 490NHP 2SB,8*cf*,GS146,HS7020 D.Rowan&Co.Glasgow	30 ″ 6	C †
75320 160719 GSYM	**Gypsum Empress** Ⓟ *ss*NYk.No.2-36 D.F. GyC. E.S.D. 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing*	4034 3404 2071	✠100A1 ~~5,40~~ ~~2,39~~ 2,41 ~~BS3,39~~ ~~5,40~~ ✠LMC~~4,38~~ 2,41 *Fitted for oil fuel 4,31 F.P. above 150° F.*	NYk	*w*	CL ~~N2,37~~ 5,40	1929 4mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	GypsumPacketCo. Ld. *Side tanks throughout main cargo holds; one Intermediate BH in holds dispensed with* *CellDBuE&B48'f243' 1755t Side tanks1136t FP T177t APT74t*	347·8|52·8|23·0 P101'F64' FK	Middlsbro' British *ptCem* 5*BHonly*	T.3Cy.24½",41"&68"–45" (*s*) 190lb 409NHP 2SB,6*cf*,GS139,HS5712 FD Richardsons,Westgarth&Co.Ld.Hpl.	27 ″ 0 s 5 ″ 2¾ 21 ″ 11¾	
75321 147786 GNCK	**Gypsum King** Ⓟ *ss*NYk.No.3-3,39 ~~*ss*NYk.No.2-35~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing*	3915 3404 1970	✠100A1 4,40 ~~3,39~~ ✠LMC3,39 ~~MS1,35~~ BS~~3,39~~4,40 *Fitted for oil fuel 3,38 F.P. above 150° F.*	NYk	*w*	CL ~~N3,39~~ 3,40	1927 3mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	GypsumPacketCo. Ld. *Side tanks throughout main cargo holds; one Intermediate BH in holds dispensed with* *CellDBuE&B48'f243' 1765t Side tanks1136t FP T177t APT74t*	347·8|52·8|23·0 P101'F53' FK	Middlsbro' British *ptCem* 5*BHonly*	T.3Cy.24⅝",41"&68"–45" (*s*) 190lb 409NHP 2SB,6*cf*,GS139,HS5712 FD Richardsons,Westgarth&Co.Ld.Hpl.	27 ″ 0 s 5 ″ 3¾ 21 ″ 10¾	
75322 147789 GNCM	**Gypsum Prince** Ⓟ *ss*N.Yk.No.3-1,39 ~~*ss*NYk.No.2-35~~ D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing*	3915 3404 1970	✠100A1 ~~4,40~~ ~~1,39~~ 12,40 BS4,40 ✠LMC1,39 *Fitted for oil fuel 4,31 F.P. above 150° F.*	NYk	*w*	CL 1,39	1927 4mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	GypsumPacketCo. Ld. *Side tanks throughout main cargo holds; one Intermediate BH in holds dispensed with* *CellDBuE&B48'f243' 1765t Side tanks1136t FP T177t APT74t*	347·8|52·8|23·0 P101'F53' FK	Middlsbro' British *ptCem* 5*BHonly*	T.3Cy.24½",41"&68"–45" (*s*) 190lb 409NHP 2SB,6*cf*,GS139,HS5712 FD Richardsons,Westgarth&Co.Ld.Hpl	27 ″ 0 s 5 ″ 3¾ 21 ″ 10¾	
75323 147787 GNCL	**Gypsum Queen** *ss*N.Yk.No.3-1,39 *Mchy.Aft* GyC. 1*Dk*(*Stl*) *Longitudinal framing*	3915 3404 1969	✠100A1 1,41 ~~3,40~~ BS3,40 ✠LMC1,39 *Fitted for oil fuel 4,31 F.P. above 150° F.*	NYk Gal	*w*	CL 3,40	1927 4mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	GypsumPacketCo. Ld. *Side tanks throughout main cargo holds; one Intermediate BH in holds dispensed with* *CellDBuE&B48'f243' 1765t Side tanks1136t FP T177t APT74t*	347·8|52·8|23·0 P101'F53' FK	Middlsbro' British *ptCem* 5*BHonly*	T.3Cy.24½",41"&68"–45" (*s*) 190lb 409NHP 2SB,6*cf*,GS139,HS5712 FD Richardsons,Westgarth&Co.Ld.Hpl	27 ″ 0 s 5 ″ 3¾ 21 ″ 10¾	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux. Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
75324 DOHB	**H. A. Nolze** 1*Dk& Web frames*	687 622 410					1893	Flensburgr Schiffsb.Ges. Flensburg	Dampfschifffahrts Ges. "Neptun"	179·0 Q115' B46' F19'	27·0	20·4	Bremen German *WB*	T.3Cy.14",21½"&37"–24" NB15 67NHP FlensburgerSchiffsb.Ges.		G
75325 207011	**H. A. Scandrett** (*ex*NorthStar) *Mchy.Aft* 2*Dks*	4011 — 2928					1909	Gt.Lakes Eng.Works St.Clair,Mich	GreatLakesTransitCorporation	350·0 F32'	46·0	26·0	Buffalo NY Utd. States *WB*	Q4Cy.19",27½",40"&58"–42" 218NHP Gt.LakesEng.Wrks.St.Cl.		
75326 214615 WFCW	**H. C. Folger** *ss*Phl.No.3–11,28 *ss*Mob.No.2–36 *Mchy.Aft* 2*Dks(Stl)& Web frames* GyC. ,, *Longitudinal framing*	7086 6444 4380	✠100A1 11,40 ✠NE6,21 MS9,36 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,16 *F.P. above* 150° F.	Phl Mob ✠LMO	*b*† BS~~10,35~~5,40	CL ~~4,38~~ 5,40	1916 12mo	UnionIron WorksCo. SanFrancisco A&CP	LloydBrasileiro *CellDB uE& B64' 197t DT56' 10 38t FPT97t APT74t*	435·0 P134' B50' F42' FK	56·0	32·0	R.Janeiro Brazilian 15*BHpt Asp* (10 *to U dk* 5 ,, *2nd* ,,)	1DRGearedSteamTurbine 220lb (*s*) 672NHP 3SB(Spt),9*cf*,GS165, FD HS8325 DeLavalSteamTurbine Co.Ld.Trenton,N.J.	33 ″ 6 s 6 ″ 5½ 27 ″ 3½	
	Now "Reconcavo," *see No.* 89819 *in Supplement*															
75327 DJEC	**H. C. Horn** Ⓟ *OilEng.* D.F. 2*Dks*	4132 3388 2511					1932	Flensburgr Schiffsb.Ges. Flensburg	H.C.Horn	327·1 F35'	49·7	26·7	Hamburg German *WB*	Oil Engines 2S.C.DA 7Cy.23⅝"–43$\frac{5}{16}$" 1360NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
75328 237051 WPTD	**H. D. Collier** *Fitted for oil fuel* D.F. E.S.D. 1*Dk(Stl)2nd dk fwd* GyC. *Mchy.Aft CruiserStern* *Longitudinal framing-bracketless system* *Carrying Petroleum in bulk*	8298 — 4934					1938	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of California	444·1 P93' B35' F40'	65·3	35·1	S.Frncisco Utd States	2 steam turbines DRgeared to 1 screw shaft 600NHP WestinghouseElec.&Mfg.Co.Phl.		R
75329 TCBM	**H. Eşref** (*ex*Charalambos Vaiannis–33, *ex*MariaM., *ex*Alpha, *ex*Lieutenant Corriol, *ex*Prado, *ex*Isafold, *ex*Pierre-Paul, *ex*Skinningrove) *ss*Bdx.No.1–95 1*Dk(Irn)* *Well deck*	346 — 195	✠ 2,01	Bdx	*e*		1891 12mo	Wood, Skinner&Co. Newcastle	Cerrahoglu MehmetTahsin	139·7 Q69' B12' F26' FK *FPT*41*t*	22·4	10·9	Istanbul Turkish 4*BHCem* *APT*10*t*	T.3Cy.10½",17"&28"–21" NB12 36NHP N.E.MarineEng.Co.Ld.Sld	11 ″ 8	
75330 212719 WGCO	**H. F. Alexander** Ⓟ **TrpSc** (*ex*GreatNorthern) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks(Stl)3rd dk (Stl) forward&aft* D.F. GyC. *Shade dk(Stl)*	8357 4071 3708	✠ 5,17	SFo ✠			1915 1mo	W.Cramp SonsS&EBCo Philadelphia	PacificS.S.Lines Inc. *CellDBa90' uE& B178' f130'*	509·5 *Prom dk*482' FK	63·1	21·0	S.Frncisco Utd.States 10*BHAsp*	3 Steam Turbines WTMB 12B,HS59808 WCramp&SnsS&EBCoPhl 1005*t FPT*24*t APT*69*t*	34 ″ 6	R †
3/41 75331 167444 ~~OYDZ~~ MPBM	**H. H. Petersen** 1*Dk*	975 772 ~~570~~ 571					1927	A/S H.C. Christensen's Staalskibs. Marstal	Ministry of Shipping (R.Rix&Sons, *Mgrs.*)	221·7	35·0	12·8	~~Marstal~~ ~~Danish~~ London *WB* British	T.3Cy.15⅝",25⅝"&44½"–29½" 105NHP FlensburgerSchiffsb.Ges.		V
75332 214066 HPNR	**H. H. Rogers** **TwinSc3Mst** *ss*N.Os.No.3–3,28 *ss*N.Yk.No.2–36 *Mchy.Aft* 2*Dks(Stl) Shelter dk(Stl) & Web frames* D.F. GyC. *Longitudinal framing*	8807 7159 5488	✠100A1 *Shelter dk with freeboard* 10,39 ~~BS10,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,16 *F.P. above* 150° F.	NYk BS11,40 ✠LMC9,36	*f*†	CL P~~10,34~~ S3,39 P4,40	1916 5mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP	PanamaTransport Co. *CellDBuE&B57' 184t f17' 71t DTf 54' 673t FPT243t APT127t*	500·0 FK	68·0	35·5	Panama Pnamanian 19*BHCem* (15 *to U dk* 4 ,, *2nd* ,,)	T.6Cy.20½",35"&60"–42" (*s*) 200lb 628NHP 3SB,12*cf*,GS213,HS8700 FD NewportNewsSB&DD.Co	30 ″ 9 s 5 ″ 0½ 25 ″ 11½	
172/40 75333 LDKG	**H. J. Kyvig** (*ex*TormodBakkevig) 1*Dk*	763 606 431					1921	Mjellem& Karlsen Bergen	A/SKyviksRederi (JakobKyvik, *Mgr.*)	187·9 Q65*t* H45*t* F29*t*	31·2	12·4	Haugesnd Norwegian *WB*	T3Cy.14",23½"&33"–27" 56NHP Mjellem&Karlsen,Bergen		N
75334 HPNA	**H. M. Flagler** *ss*N.Os.No.3–4,30 *ss*St.J.No.2–39 *Mchy.Aft* 2*Dks(Stl)&Shelter dk(Stl) & Web frames* D.F. GyC. *Longitudinal framing*	8208 8017 6183	✠100A1 *Shelter dk with freeboard* 11,39 ✠LMC11,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,18 *F.P. above* 150° F.	St.J	*c*†	CL 11,38	1918 7mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP *CellDBa17' uE&B69' f50' 452t FPT173t APT100t*	PanamaTransport Co.	461·6 FK	60·0	27·7	Panama Pnamanian 18*BHptCem* (3 *to Sh dk* 11 ,, *U* ,, 4 ,, *2nd* ,,)	Q.4Cy.24",36",51$\frac{3}{16}$"&75"–51" 220lb (*s*) 533NHP 3SB,9*cf*,GS177,HS7035 FD NewportNewsSB&DD.Co.	37 ″ 2 s10 ″ 2½ 27 ″ 3	
75335 212676 WJCI	**H. M. Fredrichsen** (*ex*Gulfstream–36) *ss*Mob.2ndNo.3–1,39 *Mchy.Aft* 2*Dks(Stl)& Web frames* *Longitudinal framing*	5189 4591 3202	✠100A1 ~~4,40~~ ~~1,39~~7,40 BS7,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,14 *F.P. above* 150° F.	Mob ~~Gal~~ ✠LMC1,39	*y*	CL 1,39	1914 10mo	NewYork S.B.Co. Camden,N.J. A&CP	SabineTransportationCo.Inc.(M.T.Ball, *Mgr.*) *CellDBuE&B62' 222t FPT159t APT30t*	383·0 406·5(O.L.) P97' B34' F33' FK	51·2	30·1	Baltimore Utd.States 14*BHCem* (8 *to Up dk* 6 ,, *2nd* ,,)	T.3Cy.27",45"&75"–48" (*r*) 190lb 543NHP 3SB,9*cf*,GS173,HS7843 FD NewYorkSBCorp.Camden	30 ″ 2 s 5 ″ 9½ 24 ″ 7	
75336 221784 KJLW	**H. M. Storey** **TwinSc** *Fitted for oil fuel* *Mchy.Aft Carrying Petroleum in bulk* *Longitudinal framing* D.F. GyC. 3*Dks*	10763 — 7847					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	StandardOilCo.of California	500·0	68·2	30·0	S.Frncisco Utd. States *WB*	T.6Cy.24",39"&65½"–42" 550NHP BethlehemS.B.Corp.Ld.		R
75337 OYVT	**H. P. Hanssen** (*ex*Gertrud–38, *ex*Donator–33, *ex*Gorm, *ex*Nedenes) 1*Dk*	1597 1418 958					1899	Short Bros. Sunderland	AabenraaRederi A/S(P.F.Cleeman, *Mgr.*)	254·4 P15*t* H58*t* F36*t*	37·0	18·1	Aabenraa Danish *WB*	T.3Cy.19",31"&51"–36" 156NHP W.Allan&Co.Ld.Sld.		N
75338 221701 KDVM	**H. T. Harper** **TwinSc** *OilEng.* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk*	3803 — 2300					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo.of California	329·9 P88' B36' F55'	46·2	25·7	S.Frncisco Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.20½"–35½" 488NHP PacificDieselEngineCo. Oakland,Cal.		R
75339 LDKH	**Haakon Adalstein** Ⓟ **Iron** 2*Dks& Awngdk*	710 681 430					1873	Mitchell &Co. Newcastle	DetNordenfjeldske Dampskibsselskab	180·2 H29*t* 21·2	26·4	16·7	Trndheim Norwegian *WB*	T.3Cy.16½",26"&44"–30" NE&B02 106NHP TrondhjemsMV.Trndheim		
75340 LIZQ	**Haakon Hauan** *OilEng.* E.S.D. 1*Dk* *Mchy.Aft* D.F. *CruiserStern*	6582 6021 3705	✠100A1 Examined7,40 Bkn DBS8,39 *Carrying Petroleum in bulk*	~~Osl~~ ✠LMC7,35	*a*†	CL N8,39	1935 7mo	A/S Akers Mek.Verksted,Oslo *Lloyd's A&CP*	A/S Östlandske Petroleums Compagni *CellDBuE48' 172t DTf19' 410t FPT185t*	409·1 P96' B40' F34' FK	56·3	33·8	Oslo Norwegian 12*BH* *APT*246*t*	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 489NHP 2DB*150lb* A/SAkersMek.Værks.Oslo	33 ″ 6 s 6 ″ 3½ 27 ″ 5½	
75341 LDIR	**Haakon Jarl** (*ex*SanTelmo) Wireless D.F. 1*Dk & Spar dk*	1482 1331 899					1904	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	237·6 B89*t* H38*t*	35·1	19·6	Trndheim Norwegian *WB*	T.3Cy.17",30"&49"–33" NB12 138NHP FredrikstadM.V.Frdstad.		N

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
8/40 75342 LDXA	**Haalegg** (*ex*Fagervik-34) D.F. 1*Dk*	1758 1542 1032					1922	Hölens Verks.A/S Larvik	A/S Havlide (O.&H.HoltaA/S, *Mgrs.*)	261·2|41·2|17·8 P54*t*H82*t*	Skien Norwegian *WB*	C.4Cy.(2),14⅜"&(2)32¼"- 30½" NE35 HS4258 248NHP FredrikstadM.V.Frdstad.		N
75343 LDQE	**Haardraade** (*ex*Sfinx) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	750 538 398					1922	P.&A. Ruytenberg Raamsdonks-veer	A/S Havlide (O.&H.HoltaA/S, *Mgrs.*)	184·8|29·3|12·3 Q115'B11'F23'	Skien Norwegian *WB*	T.3Cy.13 3/16",22 1/16"&36¼"- 23⅝" 54NHP N.V.Schpsw.&Maschf. "deKlop,"Sliedrecht		V
* 75344 LDTN	**Haarfagre** (*ex*Belgica-32, *ex*Yzerhandel, *ss*Ant.No.3-10,30 *ex*Carabinier, D.F. *ss*Osl.No.2-39 *ex*Aurora) 1*Dk*(*Stl*)	2478 2161 1397	✠100A1 11,39 ✠NE5,33	Bal ✠LMC4,39	*t*	3,39	1918 9mo	ThePusey &JonesCo. Wlmgtn,Del A&CP	A/S Havlide (O.&H.HoltaA/S, *Mgrs.*) *CellD*	300·3|44·2|19·9 P29'B75'F29' FK *B*254'702*tFPT*106*t*	Skien Norwegian 6*BHCem* *APT*137*t*	C.4Cy (2),14⅜"&(2)32¼"- 30½" 200lb 248NHP 2SB,4*cf*,GS84,HS4258 FD FredrikstadM.V Frdstad.	22 ″ 3 s3 ″ 7 19 ″ 0	
75345 145562 MLGF	**Haarlem** (*ex*StadKampen) 1*Dk*	970 775 565					1917	NV.Schpsb Mij.Ijselwerf Kampen	CurrieLine,Ld.	216·9|32·6|13·8 Q&B120'F28'	Leith British *WB*	T.3Cy.14",23"&38"-27" E&B*made*19 75RHP Machf.Utrecht,Utrecht		G
75346 EAAM	**Habana** Ⓟ TwinSc (*ex*AlfonsoXIII) *ss*Bbo.No.2-31 Sub.Sig. 3*Dks*(*Stl-Uws*)&*Shade dk* D.F. GyC. (*Stl*-teak s) *CruiserStern*	10551 7238 5915	✠100A1 *Shade dk* 7,35 BS9,35	Ferrol ✠LMC MS11,35	*f*†	CL P1,36 S5,36	1923 8mo	Soc.Espan- ola deCon- structn Naval Bilbao A&CP	Cia.Trasatlántica *CellDB*403'1305*t* *Tank between*	480·6|61·2|32·7 F58'*onShade dk* FK&BK1" *tunnels* 31'60*t FPT*	Barcelona Spanish 10*BHCem* 84*tAPT*79*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*r*) 180lb FD 1775NHP 7SB,21*cf*,GS481,HS20890 Soc.Espanola deConstn. Naval,Ferrol	35 ″ 9 s6 ″ 7¾ 29 ″ 7½	
			NO LATER SURVEY REPORTED											
75347	— Ⓟ *Fitted for oil fuel* 1*Dk*	1501 1342 862					1906	W.Hamil- ton&Co.Ld. PortGlasgow	Empresa Naviera deCuba, S.A.	235·0|35·2|15·5 P20'B165'F50'	Havana Cuban	T.3Cy.19",32"&52"-36" 162NHP Muir&Houston,Ld.Gls.		
75348 DOTW	**Habicht** Ⓟ Wireless D.F. E.S.D. 1*Dk* *Ref.Mchy.* *CruiserStern*	1577 897 763					1938	Nordsee- werke Emden G.m.b.H. Emden	ArgoReederei RichardAdler&Co.	245·3|39·4|12·4 P47'B&F192' UpperB71' UpperF27'	Bremen German *WB*	C.2Cy.17 11/16"&35 7/16"-35 7/16"& LP turbine withDRgearing &hydraulic coupling 120NHP DeutscheSchiff.uMschb. A.G.Weser,Bmn.		G
75349 LCND	**Hada County** (*ex*Hada,*ex*Nordkyn) *Fitted for oil fuel* D.F. *CruiserStern* 2*Dks*	4853 4415 2936	✠ ... 6,22	✠			1921 3mo	Craig,Tay- lor&Co.Ld. Stockton	A/S J.Ludwig MowinckelsRederi (CountyLine)	386·0|53·0|26·6 P49'B232'F34' FK	Bergen Norwegian *WB*	T.3Cy.27",45"&74"-51" 528NHP Blair&Co.Ld.Stockton	29 ″ 0	N †
75350 41321 JYZJ	**Hadati Maru** *OilEng.* Wireless *CruiserStern* 2*Dks* *Carrying Petroleum in bulk*	999 850 633					1936	Mitsubishi Jukogyo K.K Yokohama	NakagawaKisen K.K.	216·4|32·8|17·4 P58'B16'F20'	Japanese *WB*	Oil Engines 4S.C.SA 7Cy.14¾"-19 11/16" 141NHP MitsubishiJukogyoK.K.		
75351 220 SVFF	**Hadiotis** *ss*Syr.No.2-36 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing at bottom&at deck*	*4386* *4024* *2639*	✠100A1 *withfreeboard* 8,39 BS8,39	Cff ✠LMC9,36	*z*	CL N8,39	1929 1mo	Nthmblnd S.B.Co. (1927)Ld. Newcastle *Lloyd*'*sA&CP*	KassosStm.Nav. Co.Ld.(Pnevma- ticos,Rethymnis, Yannaghas,*Mgrs*) *CellDB*344'1550*t*	396·6|53·4|24·1 FK (*FPT*152*tAPT*170*t*	Syra Greek 6*BHCem* *Coll toSh dk* 5 ,, 2*nd*,,)	T.3Cy.25½",43"&72"-48" (*s*) 200lb 462NHP 3SB,9*cf*,GS192,HS7749 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 0 s2 ″ 10¼ 24 ″ 4¼	
75352 161349 GLSY	**Hadleigh** *ss*Cff.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed '41*(*W.E.*)	5222 4819 3192	✠100A1 *withfreeboard* 3,41 ~~3,40~~ BS~~5,39~~ 8,40	Bry Lon ✠LMC4,37	*a*†	CL 6,39	1930 1mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'*sA&CP*	AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*) *CellDBa&* 1387*t*	406·3|56·0|26·9 418·6(O.L.) F33' FK *uE*134'*f*188' (*FPT*139*t APT*104*t*	London British 6*BHCem* *Coll to Sh dk* 5 ,, 2*nd*,,)	T.3Cy.26",43"&73"-48" (*s*) 200lb 527NHP 3SB,9*cf*,GS179,HS7569 FD Richardsons,Westgarth& Co.Ld.Sld.	37 ″ 11 s11 ″ 3½ 26 ″ 10½	
75353 219063 KOGP	**Hadnot** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. *CarryingPetroleum in bulk* *Longitudinal framing*	6257 — 3845					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass	CitiesServiceOil Co.	416·9|56·2|31·0 P91'B38'F33'	NewYork Utd.States *WB*	T.3Cy.26½",44"&74"-51" 391NHP BethlehemS.B.Corp.Ld.		R
75354 LCUL	**Hadrian** (*ex*Nyhavn-33) D.F. 1*Dk*	1620 1184 925					1919	Bergens Mek.Værks. Bergen	RederiA/S Hadrian(Hilmar Reksten,*Mgr.*)	244·6|37·7|15·8 P72*t*Q105*t*B120*t* , H90*t*F31*t*	Bergen Norwegian *WB*	T.3Cy.18",29"&49"-33" 138NHP BergensMekVærksBergen		N
75355 LDQG	**Hadsel** Ⓟ Iron&Steel 1*Dk*&*Awngdk*	330 293 185					1892	Trond- hjems M.V. Trondheim	Vesteraalens Dampskibsselskab	129·2|20·7|15·7 H36*t*	Stkmrkns Norwegian	T.3Cy 12",20"&32"-21" 47NHP TrondhjemsMek.Verksted		
* 75356 OYYA	**Hafnia** *ss*Cpn.No.3-6,36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	2031 1458 1159	✠100A1 8,39 BS8,39	Abg ✠LMC6,36	*r*	CL 8,39	1924 2mo	Howaldts- werke Kiel *Lloyd*'*sA&CP*	A/SDampskibssel- skabetD.F.K.(De forenedeKulim- portörerA/S, *Mgrs.*) *CellDB*222'706*tDe*	264·8|41·2|17·0 275·2(O.L.) P67'Q95'F30' FK	Copnhagn Danish 4*BHptCem* *ckTanks*135	T.3Cy.20 1/16",32 11/16"&54 5/16"- 37⅜" 185lb (*s*) 220NHP 2SB,6*cf*,GS104,HS3660 Howaldtswerke,Kiel *tFPT*92*tAPT*24*t*	19 ″ 9 s5 ″ 4 18 ″ 5¾	
75357 LDQH	— 1*Dk*	1315 1140 739					1920	Verschure &Co. Amsterdam	SkibsA/S William HansensRederi II. (WilliamHansen, *Mgr.*)	239·2|36·7|15·9 P25'Q60'	Bergen Norwegian	T.3Cy.17½",28 9/16"&46 1/16"-36" Verschure&Co's 127NHP Scheepswerf,Amsterdam		N
75358 LDQI	**Hafthor** 1*Dk*	1350 1136 761					1921	TheNewE. &S.B.Wks. Shanghai	BruusgaardKiö- sterudsSkibs-A/S (Bruusgaard,Kiö- sterud&Co.*Mgrs.*)	243·0|37·0|15·0	Drammen Norwegian	T.3Cy.18½",29"&49"-33" 138NHP TheNewE.&S.B.Wks.Shi.		N
6/40 75359 6032 SEQU	**Haga** *ss*Hbg.No.3-3,31 *ss*Hbg.No.2-39 1*Dk*(*Stl*) *Cargo battens not fitted*	*1296* *1157* *748*	✠100A- 5,39	Hbg ✠LMC5,39		OG 2,38	1918 8mo	Sölvesb'rgs Skeppsvarf Sölvesborg	ErikBancksRederi *Ce*	242·7|36·2|16·0 251·0(O.L.) P19'B59'F25' FK *llDB*201' 368*t FPT*	Hlsngborg Swedish 4*BHCem* 46*tAPT*40*t*	T.3Cy.17½",29"&48"-30" (*s*) 200lb 159NHP 2SB,4*cf*,GS66,HS2624 SölvesborgsSkeppsvarf	18 ″ 6 s2 ″ 2½ 16 ″ 5	
75360 DJYW	— E.S.D. *CruiserStern* 1*Dk* Wireless D.F.	1258 982 698					1938	Flensburgr Schiffsb.Ges. Flensburg	MathiesReederei K.G.	270·4|37·7|12·7 P25'B&F240' UpperF29'	Hamburg German *WB*	C.4Cy.(2)14 5/16"&(2)31½"- 31½" HS2831 209NHP FlensburgerSchiffsb.Ges.		G

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et ce n'est dans le L.R. Durée Cert. Ref.Trade
75361 210287 KOQC	**Hagan** *Fitted for oil fuel* *Mchy.Aft* *Carrying oil in bulk* Sub.Sig. *2Dks* *Longitudinal framing*	6401 — 3941					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass.	PacoTankers,Inc. (Pennsylvania Shipping Co.*Mgrs*)	416·9 P92'B39'F33'	56·2	31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.26½",44"&74"–51" 391NHP BethlehemS.B.Corp.Ld. Quincy,Mass.		R
75362 45271 JKBN	**Hagane Maru** *CruiserStern* *1Dk*	1901 — 1080					1938	Mukai- shimaDk.KK Mukaishima	IkedaShojiK.K.	281·5 P26'Q75'B48'F28'	39·4	20·7	Osaka Japanese	T.3Cy.18¾",30¼"&50"–36" Mukaishima 150NHP DockCo.K.K.Mukaishima		
75363 134250 VGRP	**Hagarty** (*ex*J.H.G.Hagarty) *Mchy.Aft* D.F. GyC. *1Dk*	7462 7078 5704					1914	Collingwd S.B.Co.Ld. Collingwood	CanadaS.S.Lines, Ld.	536·0 F47'	58·3	27·3	Toronto British *WB*	T.3Cy.24",40"&66"–42" 282NHP CollingwoodS.B.CoLdOnt		R
75364 5888 SEQW	**Hagfors** (*ex*Uddeholm) *CruiserStern* *Mchy.Aft* *1Dk*	*654* *507* *334*					1917	Eriksbergs M.V.Aktieb. Gothenburg	UddeholmsAktieb. (FritiofOlsson, *Mgr.*)	180·5 P57'F22'	28·9	11·6	Uddeholm Swedish *WB*	T3Cy.14$\frac{3}{16}$",22$\frac{7}{16}$"&36⅝"–24" 65NHP EriksbergM.V.Aktieb.Got		V
75365 219418 KOQD	**Hagood** *Fitted for oil fuel* *Mchy.Aft* *2Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	6866 — 4221					1919	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	CitiesServiceOil Co.	435·6 P122'B50'F45'	56·2	31·7	NewYork Utd.States *WB*	T.3Cy.27$\frac{5}{32}$",47$\frac{7}{16}$"&78"–48" 422NHP BethlehemS.B.Corp.Ld.		R
75366 145563 MLGJ	**Hague** (*ex*StadUtrecht) *1Dk*	974 773 574					1919	N.V.Ysei- werf Kampen	CurrieLine,Ld.	217·3 Q&B120'F29'	32·6	13·7	Leith British *WB*	T.3Cy.14",23"&38"–27" N.V.Maschinef. 75RHP "Utrecht,"Utrecht		G
75367 26273 JHXD	**Hague Maru** *ss*Osa.No.3–12,31 *ss*Osa.No.2–40 *2Dks*(*Stl*)	5642 5149 3452	✠100A1 3,41 ~~2,40~~ ✠LMC~~2,40~~ 3,41 *Fitted for oil*	Osa *fuel* 1	*z* 0,2	CL 2,39 3 *F.P.*	1920 2mo *above*	OsakaIron Works,Ld. Innoshima A&CP 150° F.	OsakaSyosenK.K. *CellDB*358'980*t*	407·2 P40'B137'F46' FK *DTa*27'767*tFPT*10	50·8	32·5	Osaka Japanese 7*BHCem* 6*tAPT*26*t*	T.3Cy.26½",44⅝"&74½"–51" 200lb (*s*) 559NHP 3SB,9*cf*,GS188,HS7988 FD OsakaIronWorks,Ld.	32 ″ 7 s 6 ″ 10 26 ″ 1	
75368 33611 JROB	**Haguro Maru** *ss*Kob.No.2–37 1*Dk*(*Stl*)	3353 3071 2048	✠100A1 9,40 ~~7,39~~ ✠LMC~~7,39~~ 9,40	Tama	*v*	CL 7,39	1928 10mo *Lloyd*	Yokohama DockCo.Ld. Yokohama '*sA&CP*	ItayaSyosenK.K. *IntermediateBH* *in after* *CellD*	340·0 P32'B112'F35' FK *hold dispensed with* *B*287'748*t FPT*61*t*	49·0	25·7	Hutyu Japanese 5*BHCem* *APT*141*t*	T.3Cy.23",38"&64"–64" (*s*) 200lb 392NHP 2SB,6*cf*,GS124,HS5530 FD YokohamaDockCo.Ld.	25 ″ 9 s 4 ″ 3 21 ″ 8½	
75369 220242 KUZC	**Hahira** *Fitted for oil fuel* *Mchy.Aft* *2Dks* GyC. *Carrying Petroleum in bulk* *Longitudinal framing*	6855 — 4234					1920	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	AtlanticRefining Co.	435·5 P122'B50'F45'	56·2	33·5	Phildlphia Utd.States	T.3Cy.27",47¼"&78"–48" 421NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
75370 XNDQ	**Hai Chow** (*ex*Lerke,*ex*DinaLea, *ex*Vitalia) Wireless *1Dk*	1471 — 888					1906	Fredrkstad Mek.Værks. Fredrikstad	ChinaUnitedNav. Co.Ld.(N.Tsu, *Mgr.*)	230·3 P24*t*H84*t*F34*t*	36·1	14·4 15·7	Shanghai Chinese *WB*	T.3Cy.16½",27"&44"–32" 109NHP FredrikstadM.V.Frdstad.		
75371 LDSB	**Hai Dah** (*ex*Havdrot–38, *ex*HildaLea,*ex*Cynus) 1*Dk*	1186 1073 713					1906	WoodSkin- ner&Co.Ld. Newcastle	Wallem&Co.A/S (HaakonJ.Wallem, *Mgr.*)	235·0 P22*t*H47*t*F30*t*	36·3	15·8	Bergen Norwegian *WB*	T.3Cy.18½",30"&49"–33" 138NHP NE.MarineEng.CoLd.Nwc		N
75372 LDMW	**Hai Hing** Ⓟ TwinSc *OilEng.* *ss*H.Kg.No.2–37 1*Dk*(*Stl*–ws)2*nd dk in holds* *Cruiser Stern*	2561 1721 1445	✠100A1 1,41 ~~1,40~~ ✠LMC CS1,38 ~~1,40~~ 1,41	HKg	*s*	OG 1,40	1929 10mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP*	BruusgaardKiö- sterudsSkibs-A/S (Bruusgaard,Kiö- sterud&Co.*Mgrs.*) *CellD*	287·2 P32'B166'F31' FK *B*230'607*t FPT*20*t*	45·1	17·0	Drammen Norwegian 5*BHptCem* *APT*63*t*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP GötaverkenA/B,Got.	20 ″ 3	
75373	**Hai Hsiang** (*ex*Bestik–34, *ex*LakeTulare) *ss*Osl.No.1–23 Sub.Sig. 1*Dk*	2049 — 1185	✠ … 9,26 ✠				1918 4mo	Superior S.B.Co. Superior,Wis.	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	251·6 P25'B64'F23' FK	43·6	18·2	Shanghai Chinese *WB*	T.3Cy.20",33"&54"–40" 274NHP DetroitS.B.Co.Detroit	20 ″ 3	
75374	**Hai Jui** (*ex*Bestum–34,*ex*Lake Lillian) *ss*Msl.No.1–23 Sub.Sig. 1*Dk*	2049 - - 1185	✠ … 6,26 ✠				1918 1mo	American S.B.Co. Cleveland,O.	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	251·2 P25'B64'F23' FK	43·6	18·3	Shanghai Chinese *WB*	T.3Cy.20",33"&54"–40" 274NHP AmericanSBCoClevelnd,O	20 ″ 2	
75375 153708 MLDC	**Hai Kwang** TwinSc *OilEng.* Wireless *ss*Shi.No.3–8,39 *Mchy.Aft* 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	905 828 589	✠100A1 *Awng dk* *withfreeboard* ~~1,41~~ ~~8,39~~ ✠LMC8,39 ✠NE8,39 DBS~~8,39~~ 8,40 *CarryingPetr*	Shi *oleum*	*k* *in*	OG ~~8,39~~ 8,40 *bulk*	1926 8mo *Lloyd*	NewEng.& S.B.Wrks.Ld. Shanghai '*sA&CP*	AsiaticPetroleum Co.(NorthChina) Ld. *CellDB*12'11*tF*	190·0 FK *PT*28*tAPT*30*t* (	32·0	16·7	Shanghai British 14*BHptCem* 5 ,, *to Aw dk* 9 ,, ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.12½"–15" 183NHP DB*160lb* Ruston&Hornsby,Ld. Lincoln	17 ″ 7 s 5 ″ 8¼ 12 ″ 0½	
75376 LIVC	**Hai Lee** Ⓟ TwinSc *OilEng.* *ss*H.Kg.No.1–38 2*Dks,3rd dk inNos.1&2holds* D.F. *CruiserStern*	3616 3157 2160	✠100A1 *withfreeboard* 12,40 ~~11,38~~ ✠LMC CS12,37 11,39	HKg	*v*	CL ~~s11,38~~ P11,39 s12,40	1934 7mo *Lloyd*	A/S Akers Mek.Værks. Oslo '*sA&CP*	BruusgaardKiö- sterudsSkibs-A/S (Bruusgaard,Kiö- sterud&Co.*Mgrs.*) *CellDB including*	337·7 349·5(O.L.) F38' FK *wing tanks in way* 255'757*t centretank*	49·0	26·1	Drammen Norwegian 6*BH* *of tunnels* *s in way of t*	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP A/SAkersMek.Værks.Oslo *unnels*112*tFPT*55*tAPT*90*t*	29 ″ 0 s 6 ″ 9 22 ″ 6½	
75377 LEJK	**Hai Ping** (*ex*Lisken–38) 1*Dk*	1105 969 655					1911	Trndhjms Mek.Værks. Trondheim	Wallem&Co.A/S (HaakonJ.Wallem, *Mgr.*)	226·1 P15*t*H34*t*F26*t*	36·5	15·8	Bergen Norwegian *WB*	T.3Cy.17",27½"&46"–30" 115NHP Trondhjems MVTrndheim		N
75378 XNDA	**Hai Shun** (*ex*TakasagoMaru, *ex*Vostok,*ex*Tai-Yick) 1*Dk&Spar dk2trB*	1744 — 1018					1897	Akt.Ges. "Neptun" Rostock	HaichangSteam- shipCo.Ld.	259·7 F35'	34·8	20·8	Shanghai Chinese *WB*	T.3Cy.21",35½"&55⅝"–36¼" 187NHP A.G."Neptun,"Rostock		
75379 LERW	**Hai Tung** (*ex*Mai–38, *ex*Roa–36,*ex*AlbertClement) 1*Dk*	1187 976 701					1904	Act.Ges. "Neptun" Rostock	Wallem&Co.A/S (HaakonJ.Wallem, *Mgr.*)	234·2 P27*t*Q70*t*H59*t*F26*t*	35·3	14·5	Bergen Norwegian *WB*	T.3Cy.16⅛",25⅝"&43¾"–31½" 98NHP A.G."Neptun,"Rostock		C
75380	**Hai Yun** (*ex*Elsie–39,*ex*HaiYun–38, *ex*HungYuen–35, *ss*Shl.2ndNo.3–4,35 *ex*Daphne–35, *ss*H.Kg.No.1–38 *ex*Seawall) 1*Dk*(*pt Irn pt Stl*)	3077 — 1871	✠100A1 6,40 ~~7,38~~ BS12,39 ✠LMC7,38	HKg	*u*	CL ~~4,37~~ 6,40	1910 5mo *Lloyd*	Richardsn, Duck&Co. Stockton '*sA&CP*	ChinaMerchants' SteamNav.Co.Ld. *CellD Ba*	325·1 P27'B173'F31' FK 112'*uE*24'*f*140'703*t*	47·0	22·5	Shanghai Chinese 5*BHCem* *APT*103*t*	T.3Cy.23½",39"&64"–42" 180lb (*s*) 278NHP 2SB,6*cf*,GS118,HS4142 Blair&Co.Ld.Stockton	24 ″ 10 s 3 ″ 2¼ 21 ″ 10½	

New "Seawall," *see No.* 90012 *in Supplement*

1 No. in Book. Official No. Code Letters	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75381	**Haichang** (exGouverneurGénéral MauriceLong,exSpeelman) *2Dks&Shade dk*	955 — 524					1890	Konink-lijkeFabriek Amsterdam	HaichangS.S.Co. Ld.	219·8	31·3	15·6	Shanghai Chinese	T.3Cy.17",26"&43"-39" 115NHP KoninklijkeFabriek,Ams.		
75382 107029 VPFJ	**Haiching** Ⓟ *1Dk&Spar dk3trB*	2183 1893 1321	✠ ... 10,02 ✠				1898 12mo	D.J.Dunlop &Co. Pt.Glasgow	DouglasS.S.Co.Ld.	280·9 P62'B70'F50'	38·2	16·9 23·9 BK8"	HongKong British *WB*	T.3Cy.22",35"&57"-39" 239NHP D.J.Dunlop&Co.P.Gl.	25 ″ 0	
75383 137040 VWBF	**Haideri** (exDoros,exJulianapark) *2Dks*	1510 1324 912					1920	Bremer Vulkan Vegesack	EasternStm.Nav. Co.Ld.(*Man. Agents*,Shariff Hassum&Co.)	239·7 P12'B&F247'	34·2	19·5	Bombay British *WB*	T.3Cy.16⅜",26¾"&44"-29½" 106NHP BremerVulkan,Vegesack		V
75384 ~~VSQG~~	**Haifa Trader** (exTregothnan-39) ssShl.No.3-7,16 ssShl.No.1-20 *1Dk2trB&deepframing*	*3076* *2904* *2056*	✠ ... 6,24 ✠				1903 4mo	J.Readhead &Sons S.Shields	~~PalestineTransport&Shipping Co.Ld.(N.W. Purvis, *Mgr.*)~~ IrishShipping,Ld.	323·0 P31'B92'F32'	47·1	23·7 FK	~~Haifa~~ ~~Palestine~~ British *WB*	T.3Cy.24",40"&64"-42" NDB21 281NHP J.Readhead&Sons,S.Shl.	25 ″ 0	V †
182/40 75385 143705 MKJZ	**Haig Rose** **4Mst** ssGoo.No.3-2,33 ssNwc.No.1-37 *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	1117 801 608	✠100A1 1,40 BS7,39 ✠LMC3,37	Bry	*m*	CL 1,40	1920 12mo	J.Fullerton &Co. Paisley *Lloyd'sA&CP*	RichardHughes& Co.(Liverpool)Ld. *CellDB*	220·2 Q108'B15'F28' *f*136' 215*t* *FPT*80'	34·2	13·1 FK	Liverpool British 3*BHCem* *APT*34*t*	T.3Cy.16",26"&44"-33" (*s*) 180lb 96RHP 2SB,*4pf*,GS78,HS2550 W.Beardmore&Co.Ld.Gls.	15 ″ 6 s1 ″ 1 14 ″ 7¼	
75386 ONKA	**Hainaut** (exMarksburg) ssAnt.No.3-12,36 *1Dk(Stl)&Spar dk(Stl-ptws)* *&Webframes*	*4312* *4041* *2661*	✠100A1 *Spar dk* Examined 2,41 BS~~8,39~~ ✠LMC7,36 10,40	~~Ant~~ Hul	*y*	CL 8,38	1905 2mo	Blohm& Voss Hamburg *Lloyd'sA&CP*	Cie.RoyaleBelgo-Argentine(Agence MaritimeInternationaleS.A. *Mgrs.*) *CellDBa*122'*u*	387·1 403·9(O.L.) P48'B116'F40' *E*22'*f*174'946*tFPT*	51·7	24·6 25·0 FK&BK2"	Antwerp Belgian 6*BHCem* 93*tAPT*18*t*	Q.4Cy.23",31½",48"&71"-48" 213lb *120lb* (*s*) 447NHP 2SB,*6cf*,GS127,HS5842 FD Blohm&Voss,Hamburg	27 ″ 6 s5 ″ 3 22 ″ 6¾	
75387 145944 VPJB	**Haitan** Ⓟ (exSilvia-35,exOrel) ssHKg.2ndNo.3-5,35 D.F. E.S.D. ssHKg.No.1-39 *2Dks(U-pt* teak s*&pt* ws) *&lower dk(Stl)*	3554 3278 2225	✠100A1 *withfreeboard* ~~6,40~~ ~~12,38~~ 1,41 ~~10,40~~ ✠LMC6,39 BS~~6,40~~ 1,41	HKg	*w*	CL ~~5,37~~ 6,40	1909 8mo	F.Schichau Danzig *Lloyd'sA&CP*	DouglasS.S.Co.Ld. *CellDBa*62'*uE&B*	336·7 347·0(O.L.) 104' *f* 108'43	45·3	29·6 30·1 FK	HongKong British 1*tFPT*35*tAPT*18*t*	T.3Cy.27½",46⅔"&76⅔"-47⅕" 200lb (*s*) 644NHP 4SB,*12cf*,GS245,HS9900 FD F.Schichau,Elbing	32 ″ 6 s11″10½ 21 ″ 0	
75388 127001 VPGQ	**Haiyang** Ⓟ *1Dk&Spar dk(Stl-*teak s*)3trB*	2343 2033 1420	✠ 7.10 ✠	HKg	*t*		1908 9mo	D.J.Dun-lop&Co. PortGlasgow	DouglasS.S.Co.Ld. *CellDBa*84'*u*	300·5 B71'F48' *E*20'*f*124'390*tFPT*	38·1	15·1 22·6 FK&BK1¼"	HongKong British 5*BHCem* 45*tAPT*24*t*	T.3Cy.21½",35"&57"-39" 247NHP 2SB,*6cf*,GS120,HS4176 D.J.Dunlop&Co.Pt.Gls.	25 ″ 0	
75389 7595 SERD	**Hakefjord** (exBaltic) *1Dk&deep framing*	*1072* *902* *595*					1907	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Fjord (TorkelSanne, *Mgr.*)	231·2 P24'H34*t*	32·2	14·6	Gothenbrg Swedish *WB*	T.3Cy.16",25½"&43"-30" 101NHP LaxevaagsMsk&Jrns.Bgn	17 ″ 1	V
75390 671 JQJG	**Hakka Maru** Ⓟ Wireless *Mchy.Aft* *1Dk*	1531 — 724					1937	OsakaIron Works,Ld. Osaka	DairenKisenK.K.	246·5	39·0	18·0	Dairen Japanese	T.3Cy.17⅛",28⅜"&47¼"-31½" 125NHP OsakaIronWorks,Osaka		
75391	— Wireless *OilEng.* *Mchy.Aft* *CruiserStern*	870					1939	Nakata Zosensho Osaka	SankoKisenK.K.	185·0	31·0	17·0	Japanese	Oil Engines 4S.C.SA 6Cy.14$1\frac{5}{16}$"-22$1\frac{3}{16}$" 130NHP NaniwaDkydCo.Kizugawa		
75392 45320 JXBM	**Hakkai Maru** *OilEng.* *Ref.Mchy.* *2Dks* D.F. *CruiserStern*	5114 4409 2966					1938	Tama S.B.Co.Ld. Tama	ItayaSyosenK.K.	422·4 F35'	58·1	27·2	Kobe Japanese *WB*	Oil Engines 2S.C.DA 8Cy.17$1\frac{1}{16}$"-47¼" 855NHP TamaS.B.Co.Ld.Tama		C
75393 43358 JHGL	**Hakkaisan Maru** *2Dks* *CruiserStern*	3311 — 1903					1937	Harima S.B.&Eng. Co.Ld Harima	KaburagiKisen K.K.	318·5 P35'B81'F34'	45·9	24·6	Tokyo Japanese *WB*	T3Cy.20$\frac{1}{16}$",33$\frac{1}{16}$"&55⅛"-39" 190NHP HarimaS.B.&Eng.CoLdOh		C
75394 26015 JMBD	**Hakodate Maru** ssYka.No.3-2,31 ssYka.No.2-39 *2Dks(Stl)*	5303 4826 3226	✠100A1 5,40 ~~4,39~~ BS6,40 ✠LMC4,39	Yka	*z*	OG 4,39	1919 9mo	Mitsubishi ZosenKaisha, Ld. Kobe A&CP	NipponYusenK.K. *CellD*	400·0 P38'B121'F40' *B*350'996*tFPT*132*t*	54·5	30·0 FK	Tokyo Japanese 6*BHCem* *APT*89*t*	T.3Cy.26⅞",43"&72"-48"(*s*) 180lb 510NHP 3SB,*9cf*,GS183,HS7618 FD MitsubishiZosenKaishaLd	30 ″ 0 s5 ″ 6¾ 24 ″ 8	
75395 28453 JHGD	**Hakone Maru** Ⓟ **TwinSc** ssYka.No.3-6,33 ssYka.No.1-37 *2Dks(StlU-ws)3rd dk(Stl)* *Ref.Mchy.* *inNos.1,3&4holds*	10420 8392 6307	✠100A1 5,40 ~~7,39~~ BS5,40 ~~BS7,39~~ ✠LMC4,37 ✠Lloyd'sRMC~~12,37~~12,40 *Fitted for carrying oil F.P.above150°F. in Nos.2,3&7 double bottom tanks*	Yka	*f*†	CL s5,38 PN3,39 11,21	1921 11mo	Mitsubishi ZosenKaisha, Ld. Nagasaki *Lloyd'sA&CP*	NipponYusenK.K. *CellDB*416'1877*t* *Tanks at sides of tunnels*6'90*t FPT*168*t APT*110*t*	495·0 P94'B186'F56'	62·0	37·0 FK	Tokyo Japanese 9*BHCem*	6 Steam Turbines DR geared to 2 Sc.Shafts (*s*) 200lb FD 1510NHP 7SB(Spt),*21cf*,GS448, HS18027 MitsubishiZosenKaishaLd.	37 ″ 0 s8 ″ 4½ 29 ″ 2	
75396 34431 JDUC	**Hakonesan Maru** **TwinSc** *OilEng.* ssTamaNo.2-38 *Ref.Mchy.* *2Dks(Stl)*	6674 5922 4079	✠100A1 2,40 ✠LMC CS5,38 DBS2,40 2,40 ✠Lloyd'sRMC5,38 *Carrying cargo oil F.P. above 150° F. in deep tanks*	Tama	*a*†	CL P1,40 SN1,40	1929 6mo	MitsuiBussanKaisha,Ld TamaDkyd. *Lloyd'sA&CP*	MitsuiBussan Kaisha,Ld. *Intermediate 'tween dk BH in fwd. hold dispensed with* *CellDB*373'1355*t*	437·6 P31'B121'F34' *MTs*33'1117*tTanks in way of tunnels* 95*tFPT*103*tAPT*184*t*	56·5	33·0 FK	Kobe Japanese *ptCem* 6*BH to U dk* 1 ,, 2nd ,,	Oil Engines 4S.C.SA 16Cy.24$1\frac{3}{16}$"-43$\frac{5}{16}$" 951NHP DB*100lb* MitsuiBussanKaisha,Ld	33 ″ 0 s6 ″ 11½ 26 ″ 3¼	
75397 28858 JHHD	**Hakozaki Maru** Ⓟ **TwinSc** ssYka.No.3-9,34 ssYka.No.1-39 *Ref.Mchy.* *2Dks(Stl-ws)&3rd dk(Stl)* D.F. *inNos.1,3&4 holds*	10413 8392 6310	✠100A1 6,40 ~~8,39~~ BS6,40 ✠LMC8,39 ~~✠Lloyd'sRMC1,40 6,40~~ *Fitted for carrying oil*	Yka	*f*†	CL 1,38 6,22	1922 6mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd'sA&CP*	NipponYusenK.K. *CellDB*416'1862*tTanks at sides of Tunnels*6'90*t FPT*168*t APT*110*t* *F.P. above 150° F. in Nos.2 & 7 D.B. tanks*	495·0 P94'B186'F56'	62·0	37·0 FK	Tokyo Japanese 9*BHCem*	6 Steam Turbines DR geared to 2 Sc. Shafts (*s*) 200lb FD 1590NHP 7SB(Spt),*21cf*,GS448, HS18157 MitsubishiZosenKaisha,Ld	37 ″ 0 s8 ″ 4½ 29 ″ 2	
75398 45870 JGUN	— D.F. *CruiserStern*	3949 — 2296					1939	Mitsubishi JukogyoK.K Kobe	NipponSeitetu K.K.	353·2	49·2	26·5	Tokyo Japanese	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"-43$\frac{5}{16}$" 206NHP MitsubishiJukogyoK.K. Kobe		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres ou coté, si ce n'est dans le L. R. Durée Cert. Ref. Trade
75399 3863 JOFA	**Hakuai Maru** *ss*Yka.No.2–06 2*Dks*&*Spar dk*(*Stl*–*teak s*)	2615 2484 1252	✠ 11,06 ✠	Yka	*t*		1898 12mo	Lobnitz& Co.Ld. Renfrew	NipponSuisan K.K. *Cell DBa 90' u E*	312·0 B8' *&B90'/88' 468t FPT*	39·2	18·7 26·2 BK10'	Habumi- nato Japanese 5*BHCem* 20*t APT* 14*t*	T.3Cy.25",42"&67"–48" 374NHP 2DB,12*cf*,GS233,HS6300 Lobnitz&Co.Ld.Renfrew	29 ″ 6	
75400 34004 JCRC	**Hakubasan Maru** TwinSc *OilEng.* *ss*Kob.No.2–37 *Ref.Mchy.* 2*Dks*(*Stl*) D.F. GyC.	6650 5922 4070	✠100A1 12,40 ~~10,30~~ ✠LMC CS8,37 DBS~~10,30~~12,40 ~~10,30~~12,40 ✠Lloyd'sRMC10,39	Tama	*a*†	CL ~~10,30~~ 10,39	1928 12mo *Lloyd*	MitsuiBus- sanKaisha,Ld Tama '*sA&CP*	MitsuiBussan Kaisha,Ld. *Intermediate 'twee* *BH in fwd.* *Cell DB*373' 1355*t*	437·6 P31'B121'F34' FK *n dk* *hold dispensed with* *MT*30' 1024*t Tanks i*	56·5	33·0	Kobe Japanese *ptCem* 6*BH to U dk* 1 „ 2nd „ *n way of tun*	Oil Engines 4S.C.SA 16Cy.24⅛"–43 5/16" 951NHP DB100*lb* Akt.Burmeistr&Wain,Cpn *nels* 95*t FPT* 103*t APT* 184*t*	33 ″ 0 s 7 ″ 0½ 26 ″ 2	
75401 40871 JZKH	**Hakugin Maru** (*ex*Navy Vessel) *OilEng.* 1*Dk*	316 — 174						....	KumagaiHachiro	126·9	25·1	12·0	Osaka Japanese	Oil Engines		
75402 29444 JDXD	**Hakusan Maru** Ⓟ TwinSc *ss*Yka.No.1–40 *ss*Yka.No.3–9,36 *Ref.Mchy.* 2*Dks*(*StlU–ws*)3rd *dk*(*Stl*) D.F. GyC. *inNos.*1,3&4*holds*	10380 8390 6271	✠100A1 9,40 ~~10,39~~ 9,40 ~~DBS10,39~~ ~~✠LMC9,36~~ ~~✠Lloyd'sRMC3,40~~ ~~9,40~~ *Fitted for car* *F.P.above* 150	Yka *rying* ° F. *in*	*f*† *oil* *No*	CL P8,38 S9,39 9,23 *s*.2,3&7	1923 9mo *Lloyd* *Cell* *D.B. t*	Mitsubishi ZosenKaisha, Ld. Nagasaki '*sA&CP* *DB* 416' 1839*t* *anks*	NipponYusenK.K. *Tanks at sides of tu*	495·0 P94'B186'F56' FK *nnels* 6' 90*t FPT* 164*t*	62·0	37·0	Tokyo Japanese 9*BHCem* *APT*107*t*	6 Steam Turbines DR geared to 2 Sc.Shafts (*s*) 200lb FD 1607NHP 7SB(Spt),21*cf*,GS448, HS18027 MitsubishiZosenKaisha,Ld	37 ″ 0 s 8 ″ 4½ 29 ″ 1½	
75403 27151 JYHA	— (*ex*SapporoMaruNo.8) *ss*Kob.No.1–24 1*Dk*(*Stl*)	2197 1863 1320	✠ 12,25 ✠	Yka	*r*		1920 5mo	UchidaSB. &Eng.Co. Yokohama	TomoeGumi SenpakubuK.K. *Cell D*	270·0 P16'B65'F29' FK *Ba*227' 423*t FPT* 70*t*	39·0	23·9	Hasidate Japanese 4*BHCem* *APT*89*t*	T.3Cy.19",31½"&52"–39" 216NHP 2SB,4*cf*,GS81,HS3019 FD UchidaS.B.&Eng.Co.Yka.	23 ″ 11	C †
75404 20806 JBXD	**Hakusika Maru** (*ex*Hakus TwinSc LikaMaru–38) *ss*Osa.No.3–10,29 *ss*Kob.No.2–37 2*Dks*(*Stl*)& *Shelter dk*(*Stl–ws*)	8151 7734 5037	✠100A1 *Shelter dk* *withfreeboard* 1,41 ~~12,30~~ ✠LMC~~12,30~~ 1,41	Kob Osa	*c*†	CL 8,38	1917 10mo	AsanoS.B. Co.Ld. Tsurumi A&CP	TatuumaKisen K.K. *CellDB*	445·0 FK 389' 1318*t FPT* 32*t*	58·0	40·0	Nisino- miya Japanese 7*BH* *APT*32*t*	T.6Cy.22",36½"&61"–48" (*s*) 200lb 703NHP 4SB,12*cf*,GS233,HS9835 FD IshikawajmaSB&EC Tokyo	40 ″ 1 s12 ″ 0 28 ″ 7	
75405 106 JLQG	**Hakusin Maru** Ⓟ *ss*Drn.No.2–24 Wireless 1*Dk*,2nd *dk inNo.*2*hold only* *Mchy.Aft* *CruiserStern*	1482 1161 827	✠ ... 5,28 ✠				1914 5mo	MitsuBishi Dkyd&EWks Kobe	DairenKisenK.K.	253·9 P58'B15'F27' FK	38·3	15·0	Dairen Japanese *WB*	T.5Cy.16",26¼"&43"–30" 150NHP MitsuBishiD&EWks.Kobe	17 ″ 8	
75406 20910	**Hakutetu Maru No. 1** (*ex*KounMaru) 1*Dk*	626 — 403					1917	Aizawa Iwakichi Osaka	HakatawanTet- sudoKisenK.K.	179·1	25·0	15·7	Shiga- shima Japanese	T.3Cy.11⅛",18 1/16"&30"–24" 44NHP AizawaIwakichi,Osaka		
75407 17764	**Hakutetu Maru No. 3** (*ex*NagauraMaru) 1*Dk*	763 627 450					1915	MitsuBishi Dkyd&EWks Kobe	HakatawanTet- sudoKisenK.K.	182·0 P12'Q47'B49'F15'	32·0	15·5	Hasidate Japanese *WB*	T.3Cy.12",20"&33"–24" 53NHP MitsuBishiD&EWks.Kobe		
75408 38850 JEBJ	**Hakutetu Maru No. 5** *Mchy.Aft* 1*Dk*	800 — 435					1933	Namura ZosenK.K. Osaka	HakatawanTet- sudoKisenK.K.	190·0 P63'B11'F23'	29·0	17·0	Shikajima Japanese	T.3Cy.13½",22¾"&37½"–27" 73NHP NagaokaIrnWks.Nagaoka		
75409 41804 JMFK	**Hakutetu Maru No. 7** *Mchy.Aft* 1*Dk*	1018 790 540					1936	Namura Zosensho Osaka	HakatawanTet- sudoKisenK.K.	206·0 P61'B18'F28'	31·0	18·0	Hakata Japanese *WB*	T.3Cy.14½",24½"&40"–30" 88NHP NamuraZosensho,Osaka		
75410 44184 JAFM	**Hakutetu Maru No. 11** (*ex*NaniwaMaru–37) Wireless 1*Dk* *Mchy.Aft*	1297 — 721					1937	Osaka Zosensho Osaka	HakatawanTet- sudoKisenK.K.	219·3 P78'F25	35·8	18·5	Kashii Japanese *WB*	T.3Cy.16 15/16",29 15/16"&49 3/16"– 35 7/16" 145NHP NakamichiKikai Seisakusho,Osa		
75411 36098 JOTH	**Hakuun Maru** Ⓟ (*ex*SanogawaMaruNo.2–38,*ex* SanogawaMaru,*ex*WarVessel) 1*Dk*	594 523 360					1903	Howaldts- werkeA.G. Kiel	HakatawanUnyu K.K.	155·0	28·7	16·4	Nishino- miya Japanese	T.3Cy. HowaldtswerkeA.G.Kiel		
75412 41985 JIXK	**Hakuun Maru No. 2** 1*Dk*	861 — 513					1936	Sanoyasu DockGoshi Kaisha Osaka	HakatawanUnyu K.K.	200·0	30·0	17·2	Japanese	T.3Cy.14⅜",23 5/16"&38⅜"– 28½" 79NHP *Emade—refitted*36		
75413 35354 JFCC	**Hakuyo Maru** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* Sub.Sig. 2*Dks*4*trB*	1327 979 620					1929	Kawasaki Dkyd.Co.Ld. Kobe	Govt.ofJapan (Dept.ofAgricul- ture&Forestry)	225·0 P139'F44'	36·0	20·0	Tokyo Japanese *WB*	Oil Engines 4S.C.SA 12Cy.16 5/16"–25 3/16" 320NHP KobeSeikoK.K.Kobe		
75414 31281 IDVE	**Halaban Maru** (*ex*Halaban) *ss*Sng.No.3–3,10 *ss*Sng.No.2–19 *Mchy.Aft* 1*Dk*(*Stl*)&*pt Shadedk*(*ptStl*) *Carrying Petroleum in bulk* *Fitted for oil fuel*	682 424 458	✠ 12,21 ✠	Sng	*h*	CL 11,20	1897 8mo	Rijkee&Co Rotterdam	MiyakoKisenK.K.	185·5 F20' *ptShadedk*150' FK	25·9	10·3	Yokohama Japanese 11*BHCem* *FPT*40*t*	T.3Cy.12¼",20"&33¾"–21" 64NHP 1SB,2*cf*,GS28,HS1115 Maatschappij deMaas,Rot.	11 ″ 0	
75415 HPKT	**Halcyon** (*ex*Sirrah–39) 1*Dk*	3531 3263 2140					1917	Rotterdam Droogd.Maat Rotterdam	HalcyonS.S.Co.Ld. ~~(GoulandrisBros.~~ ~~Mgrs.)~~	361·4 P24'B214'F34'	49·9	22·1	Panama Pnamanian *WB*	T.3Cy.25",41"&68"–45" 310NHP RotterdamDroogd.Maats.		V
75416 151436 VFBC	**Haldis** Ⓟ *ss*H.Kg.No.3–5,15 *ss*H.Kg.No.1–19 1*Dk*&*Spardk*&*deep framing*	1819 1577 1144	✠ ... 4,23 ✠				1902 5mo	J.Priest- man&Co. Sunderland	WingHingS.S.Co. Ld.	265·0 B66'F24'	37·0	12·2 19·8 FK	HongKong British *WB*	T.3Cy.20½",33"&56"–36" *Bmade*25 *fitted*– 189NHP G.Clark,Ld.Sunderland	22 ″ 0	
75417 222695 KJLX	**Haleakala** Ⓟ *Fitted for oil fuel* 2*Dks*	3679 — 1546					1923	SunS.B. Co. Chester,Pa.	Inter-IslandStm. Nav.Co.Ld.	345·2 F92'	46·2	27·0	Honolulu Utd.States *WB*	T.4Cy.30",52"&(2)65"–54" 620NHP SunS.B.Co.Chester.Pa.		R
* 75418 OYEG	**Halfdan** *ss*Cpn.No.3–3,32 *ss*Els.No.1–37 1*Dk*(*Stl*)&2nd *dk*(*Stl*) *in holds*	1448 1151 854	✠100A1 8,39 BS8,39 ✠LMC7,37	Cpn		OG 8,38	1919 1mo *Lloyd*	Kockums M.V.Aktieb. Malmö '*sA&CP*	DetForenede DampskibsSelskab	235·6 244·6(O.L.) P17'B63'F35' FK *CellDB*196' 364*t FPT*	37·7	16·3	Middelfart Danish 4*BHCem* 44*t APT*59*t*	T.3Cy.18¼"28¾"&48 1/16"–31½" 185lb (*s*) 157NHP 2SB,4*cf*,GS64,HS2546 KockumsM.V.Akt.Malmö	18 ″ 7 s 1 ″ 7½ 17 ″ 2	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75419 1840 IBVP	**Haliotis** TwinSc *OilEng.* D.F. *ss*Ven.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at top of trunk*	2093 1394 1081	✠100A1 10,39 DBS6,39 ✠LMC10,39 *Carrying Petroleum in bulk*	Ven	*r*	CL 1,39	1931 5mo *Lloyd's A&CP*	N.V.Wrf. v.Rijkee&Co. Rotterdam	"Nafta"Soc.Italiana pelPetrolio edAffini(Soc.Anon diNav."Haliotis," *Mgrs.*)	271·9 260·4 P31'F47' FK *Trunk*129' *CellDBuE*48'81t*FPT*27t*APT*107t	48·0	15·0	Genoa Italian 9*BHptCem*	Oil Engines 4S.C.SA 12Cy.15¾"–31½" 286NHP DB*150lb* Werkspoor,Amsterdam	14 ″ 9 s ″ 7 14 ″ 3½	
75420 143626 GCKX	**Halizones** *ss*Mdb.No.3–4,32 D.F. *ss*Gls.No.1–37 E.S.D. 2*Dks*(*Stl*)	5298 4787 3137	✠100A1 Examined 3,41 Lon BS3,41 ✠LMC MS2,37 ~~BS10,39~~	~~Gls~~	*y*	CL N3,39	1920 4mo *Lloyd's A&CP*	Ayrshire Dkyd.Co.Ld Irvine	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld*Mgrs*)	400·7 412·5(O.L.) P49'B113'F39' FK *CellDB*340'1134t*FPT*128t*APT*200t	52·2	28·5	Liverpool British 7*BHCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Dunsmuir&JacksonLdGls	31 ″ 0 s 5″ 11½ 25 ″ 3½	
5/40 75421 167488 ~~OYEI~~ MCBL	**Halland** 1*Dk*	1264 971 ~~727~~ 729	Examined L.R.5,40	Gmh			1923	Howaldtswerke Kiel	Ministry of Shipping(G.Gibson& Co.Ld.*Mgrs.*)	238·0 P23'Q90'B100'F30'	37·2	13·7	~~Copnhagn~~ ~~Danish~~ London *WB* British	T.3Cy.16$\frac{9}{16}$",26$\frac{13}{16}$"&43$\frac{5}{16}$"–29½" 102NHP Howaldtswerke,Kiel		G
75422 8367 SFXU	Now "Solvik," see No. 90020 in Supplement *OilEng.* *CruiserStern* Wireless *Mchy.Aft* 1*Dk* *Strengthened for Navigation in Ice*	649 402 303	✠100A1 8,39 ✠LMC8,39 *Carrying Petroleum in temporary tanks*	Lkr	*j*	OG	1939 8mo *Lloyd's A&CP*	N.V.T.van Duijvendijk's Schpsw. Lekkerkerk	A.B.Rederi Motorfart *CellDB*119'164t	180·6 187·3(O.L.) P&B112'F31' FK *FPT*48t*APT*18t	29·6	10·2	Gothenbrg Swedish 4*BHptCem*	Oil Engines 2S.C.SA 4Cy.13⅜"–22$\frac{7}{16}$" 125NHP A/B Atlas-Diesel,Skm.	12 ″ 3 s ″ 3½ 12 ″ 0½	
75423 LFWA	**Hallanger** TwinSc *OilEng.* *Mchy.Aft* D.F. 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	9551 8842 5714					1928	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	474·4 P513tH182tF14t	64·5	36·5	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26⅜"–47¼" 806NHP Werkspoor,Amsterdam		N
75424 7538 SEON	**Hallaren** *OilEng.* *ss*Got.No.3–6,40 ~~ssGot.No.2–37~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice* *CruiserStern*	2749 2338 1462	✠100A1 *with freeboard* 6,40 ~~2,39~~ ✠LMC DBS~~8,39~~ 6,40	Mmo Got 1,41 CS~~10,37~~ ~~5,38~~ 8,39	*v*	CL 12,39	1929 6mo *Lloyd's A&CP*	Eriksbergs M.V.Aktieb. Gothenburg	Rederiaktieb. Transatlantic(G.Carlsson,*Mgr.*) *CellDB*280'842t	337·1 340·3(O.L.) FK *FPT*131t*APT*155t	45·7	20·3	Gothenbrg Swedish 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd*,,)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	22 ″ 11 s1 ″ 7½ 21 ″ 5¼	
75425 LCYB	**Hallbjörg** (*ex*Thuhaug–36, *ex*CanadianVoyageur) *ss*Hfx.No.2–28 1*Dk*	2850 2539 1701	✠ ... 2,32 ✠				1919 1mo	Canadian Vickers,Ld. Montreal	SkibsA/SHallbjörg (P.Kleppe,*Mgr.*)	320·0 P43'B96'F36' FK	44·3	22·5	Oslo Norwegian *WB*	T.3Cy.25"41"&67"–45" Goldie& 375NHP McCullochCo.Ld.Galt,Ont	25 ″ 0	N †
75426 LEAD	**Halldor** 1*Dk*	1515 1285 840					1925	F.Schichau Elbing	BruusgaardKiösterudsSkibs-A/S (BruusgaardKiösterud&Co.,*Mgrs.*)	261·7 P61tH101tF36t	40·1	15·6	Drammen Norwegian *WB*	T3Cy18$\frac{9}{10}$",31$\frac{9}{10}$"&51⅕"–29½" 141NHP F.Schichau,Elbing		N
75427 LKCK	**Hallfried** (*ex*Fairfield–39, *ex*CatherineWeems, *ss*Phl.No.3–5,26 *ex*Garibaldi) *ss*N.Ns.No.2–34 1*Dk*(*Stl*) *Fitted for oil fuel*	2968 2629 1722	✠ —— 6,39 ✠	NOs	*u*		1918 6mo	Bethlehem S.B.Corp.Ld. WlmngtnDel	P.Kleppe *CellD*	310·4 P25'B96'F38' FK *B*263'701t*FPT*78t	48·5	21·3	Oslo Norwegian 7*BH Cem*	T.3Cy 21½",35"&58"–42" 329NHP 2SB,*6cf*,GS121,HS4970 BethlehemS.B.Corp.Ld.	24 ″ 0	N †
75428 LDMS	**Hallingdal** *OilEng.* D.F. 1*Dk*	3180 2747 1930					1929	Akt.Burmeistr&Wain Copenhagen	A/S Vesterhav (Boe&Pedersen, *Mgrs.*)	326·5 P25'B155'F27'	50·0	21·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy 21⅝"–59$\frac{1}{16}$" 258NHP Akt.Burmeistr&Wain,Cpn		N
75429 7907 SKRD	**Halmstad** (*ex*Spigerborg–33, *ex*HenrikBjelke) 1*Dk*	*1546* *1160* *909*					1907	Howaldtswerke Kiel	RederiA/BHalmstad(C.O.Johansson)	238·8 P13'Q73'B105'F29'	36·3	16·8	Halmstad Swedish *WB*	T3Cy.16¾",29$\frac{9}{16}$"&42⅛"–29½" 96NHP Howaldtswerke,Kiel		V
75430 DHJY	— 1*Dk*	814 625 471					1909	Akt.Ges. "Neptun" Rostock	BissmarkLinie	216·1 P13'Q62'B52'F23'	30·6	12·0	Hamburg German *WB*	T.3Cy.16⅛",25⅝"&41¾"–29½" 95NHP A.G."Neptun,"Rostock		G
75431 220521 KDCP	**Halo** D.F. *Fitted for oil fuel* *Mchy.Aft* *Carrying Petroleum in bulk* Sub.Sig. *Longitudinal framing* 2*Dks*	6986 — 4301					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal	CitiesServiceOil Co.	435·0 P123'B50'F33'	56·0	32·0	NewYork Utd.States *WB*	T.3Cy.27",47"&78"–48" 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
75432 143426 GCLX	— *ss*Sld.No.3–7,32 *ss*Shl.No.1–37 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2365 1780 1348	✠100A1 5,40 ~~7,39~~ BS~~7,39~~ 8,40	Nwc Hul LMC8,37	*s*	CL 7,39	1919 9mo *Lloyd's A&CP*	Dublin Dkyd.Co.Ld Dublin	GasLight&Coke Co.(Stephenson Clarke&Associated CompaniesLd. *Mgrs.*) *CellD*	284·4 297·9(O.L.) *Pon*Q28'Q98'B66' F31' FK *B*228'576t*FPT*102t	41·9	19·0	London British 6*BHCem* *APT*234t	T.3Cy.19",32"&52"–36" (*s*) 180lb 162NHP 2SB,*6cf*,GS98,HS2960 J.G.Kincaid&Co.Ld.Grk.	21 ″ 3 s 2 ″ 1½ 19 ″ 3	
75433 LCNE	**Halse** (*ex*Quernstad,*ex*Signe) *ss*Liv.No.1–14 1*Dk*	2136 1934 1317	✠ ... 10,19 ✠				1910 9mo	Sunderland S.B.Co.Ld. Sunderland	J.Ö.Bugge	290·1 P57tH73tF28t FK	42·1	19·3	Mandal Norwegian *WB*	T.3Cy.22",36"&59"–39" 232NHP N.E.MarineEng.Co.Ld.Sld	21 ″ 6	N †
75434 220585 KDDR	**Halsey** D.F. *Fitted for oil fuel* Sub.Sig. *Carrying Petroleum in bulk* *Mchy.Aft* *Longitudinal framing* 2*Dks*	7088 — 4389					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Farr Spinning& Operating Co.	435·0 P128'B50'F33'	56·0	32·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27",47"&78"–48" 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
75435 5369 SEXM	**Hälsingborg** Ⓟ Wireless 1*Dk*	*669* *471* *234*					1912	KjöbnhvnsFlydk.&Skbs. Copenhagen	SvenskaRederiaktieb.Oresund (E.Hain,*Mgr.*)	195·1 B69'H194tF28'	33·0	12·7	Malmö Swedish	T.3Cy.16½",27"&44"–30" 106NHP KjbnhavnsFlydk.&Skbsv.		G
75436 7621 SERK	**Halvard Bratt** (*ex*Maj)	*1023* *833* *530*	ExaminedL.R.3,41	Lon			1921	F.Schichau Elbing	ÅngfartygsA/B Adolf(A.Bratt& Co.*Mgrs.*)	224·3	33·6	13·5	Gothenbrg Swedish	T.3Cy.15",24¾"&38⅗"–25⅕" 72NHP F.Schichau,Elbing		G
75437 LEAE	**Halvdan** 1*Dk*	1350 1136 761					1920	NewEng.&S.B.Works Shanghai	BruusgaardKiösterudsSkibs-A/S (BruusgaardKiösterud&Co.,*Mgrs.*)	242·6 B52'F23'	37·1	15·0	Drammen Norwegian	T.3Cy.17½",28½"&48"–33" NewEng.&S.B. 132NHP Works,Shanghai		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
75438 218545 KILL	**Hamakua** (exOlympia–37,exCity of Spokane) Fitted for oil fuel D.F. 2Dks Longitudinal framing	6392 ~~6406~~ 5662 ~~4774~~ 4708					1919	Skinner& EddyCorp. Seattle,Wash	MatsonNavigation Co.	401·7 P48'F43'	54·8	32·1	S.Frncisco Utd. States WB	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		R
75439 8220 SKXN	**Hamal** Wireless D.F. ssSkm.No.1–40 OilEng. Mchy.Aft 1Dk CruiserStern Strengthened for Navigation in Ice	978 714 444	✠100A1 9,40 ~~8,39~~ ✠LMC CS9,40 9,40 Carrying Petroleum in bulk	Mmo Skm	l	CL 7,40	1937 12mo Lloyd's A&CP	Deutsche WerftAG Bet Reihstgwrft Hamburg	TrelleborgsÅngf. NyaAktieb. (J.Malmros, Mgr.) Cell	205·0 209·8(O.L.) P54'F29' FK Trunk116 DBuE22' 20t FPT	32·3	15·1	Trelleborg Swedish 11BHptCem 39t APT43t	Oil Engines 4S.C.SA 6Cy.15⅝"–26¾" 144NHP DB142lb Fr.KruppGermaniawftAG Kiel	15 ″ 0 s 1 ″ 2½ 13 ″ 11½	
75440 DHJZ	**Hamburg** Ⓟ TwinSc Ref.Mchy. Fitted for oil fuel D.F. GyC. Sub.Sig. 5Dks CruiserStern E.S.D. Corrugated sides	22117 17687 12109					1926	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	645·6 F78' 79·0 len33	72·4	42·1	Hamburg German WB	8SteamTurbinesSR geared to 2 Sc. Shafts NE&B29 Blohm&Voss,Hamburg		G
75441 27468 JHRD	**Hamburg Maru** ssOsa.No.3–8,32 ssOsa.No.2–40 2Dks(Stl)	5220 4774 3159	✠100A1 3,40 ✠LMC3,40 Fitted for oil fuel 12,20 F.P. above 150° F.	Osa	z	CL 2,40	1920 12mo A&CP	Uchida S.B &Eng.Co. Yokohama	OsakaSyosenK.K. CellDB	400·0 P39'B121'F40' FK 340'1106t FPT133t	54·5	30·0	Osaka Japanese 7BHCem (1,, to2nd dk) APT92t	T.3Cy.26",43½"&72"–48" (s) 200lb 513NHP 3SB,9cf,GS175,HS7376 FD IshikawajimaSB&ECoTok	30 ″ 0 s 5 ″ 8½ 24 ″ 8	
75442	**Hamburgo** Ⓟ TwinSc OilEng. 1Dk	1507 — 859					1930	A.&J.Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	275·1 P37'B46'F21'	43·2	12·3	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾"–29½" 286NHP Harland&Wolff,Ld.Gls.		
75443 DOEK	**Hameln** Ⓟ (exRoland–36) D.F. Sub.Sig. 2Dks CruiserStern	4351 3886 2609					1921	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	388·4 len.39 P43'B109'F63'	51·0	26·0	Bremen German WB	2 Steam Turbines DR geared to 1 Sc. Shaft HS5780 NE&B39 1068NHP DeutscheSchiff-u.Maschb-A.G.WerkA.G.WeserBmn		G
75444 149433	**Hamildoc** Mchy.Aft 1Dk	1926 1638 1151					1927	Swan,Hunter&Wigham Richardson, LdSunderlnd	PatersonSteamships,Ld.	252·8 Q100'F35'	43·4	17·8	Ft.William Ont. British WB	T.3Cy.15",25"&40"–33" 92NHP MacColl&Pollock,Ld.Sld.		C
75445 103842	**Hamilton** Pad 2Dks	344 169 146					1896	Bertram E. WorksCo. SandPnt.Ont	UpperOttawa ImprovementCo. Ld.	118·0	23·6	7·3	Ottawa British	C.2Cy.20"&38"–54" 75RHP BertramE.WorksCo.Tto.		
75446 161290 GSZX	**Hamla** ssRot.No.2–36 D.F. 1Dk(Stl)	4416 4098 2737	✠100A1 ~~9,40 11,39 12,40~~ 7,41 ~~3,41~~ ~~BS6,36~~ ✠LMC8,40 ~~BS8,39~~ BS7,41	Bry	x	CL 11,39	1929 8mo Lloyd's A&CP	JReadhead &Sons,Ld. South Shields	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.Mgrs.) CellDBa&uE144'	370·4 383·8(O.L.) P28'B104'F36' FK f160' 1075tFPT135	52·3	25·9	London British 6BHCem t APT115t	T.3Cy.24½",41"&66"–45" (r) 180lb 120lb 341NHP 2SB,6cf,GS109,HS4460 FD J.Readhead&Sons,Ld.SShl	28 ″ 3 s 5 ″ 3½ 23 ″ 1½	
75447 LITZ	**Hamlet** (exAbu–37) TwinSc D.F. OilEng. Mchy.Aft CruiserStern 1Dk(Stl) CarryingPetroleum in bulk	6578 5954 3994					1934	Götaverken A/B Gothenburg	Bruusgaard KiösterudsSkibs A/S(Bruusgaard Kiösterud&Co. Mgrs.)	408·5 P225tH197tF87t	55·2	33·9	Drammen Norwegian WB	Oil Engines 4S.C.SA 12Cy 21⅝"–39⅜" 561NHP Gotaverken A/B,Got.		N
75448 217440 KESD	**Hamlin F. McCormick** (exCastle Point) Fitted for oil fuel D.F. Sub.Sig. 1Dk	3317 2750 2025	✠ ... 9,20 ✠				1919 2mo	Pusey& JonesCo. Gloucester City,N.J.	McCormickS.S.Co.	321·7 P37'B82'F31'	50·0	21·6	S.Frncisco Utd. States WB	T.3Cy.19¾",31½"&54½"–36" 354NHP Pusey&JonesCo.Wil.Del.	24 ″ 9	R †
75449 DHKA	**Hamm** (exHannover) ssHam.No.2–30 2Dks(Stl)3rd dk D.F. Welldeck inNo.1hold	5874 5389 3556	... 6,33	Ham			1921 4mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie) CellDB	449·4 P&B366'F59' FK 389'1560tFPT60t	58·2	26·9	Hamburg German 9BHptCem pt Asp	4 Steam Turbines SR geared to1 Sc. Shaft 882NHP 4SB,12cf,GS268,HS12272 Blohm&Voss,Hamburg	29 ″ 6	G †
75450 7594 SHKN	**Hammaren** TwinSc OilEng. ssGot.No.2–38 1Dk(Stl)&Shelter dk(Stl) D.F. E.S.D. CruiserStern Strengthened for Navigation in Ice	3220 2743 1781	✠100A1 withfreeboard 9,40 ~~6,39~~ ✠LMC CS2,38 9,39	Got Bom	w	CL P2,38 SN6,39	1930 2mo Lloyd's A&CP	A/B Götaverken Gothenburg	Rederiaktieb. Transatlantic (G.Carlsson, Mgr.) CellDB290'841t Tanks in way of tunnel88t	354·1 361·8(O.L.) FK FPT41t APT122t	50·1	21·7	Gothenbrg Swedish 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP A/B Götaverken,Got.	25 ″ 6 s 2 ″ 2 23 ″ 5½	
75451 OFBK	**Hammarland** (exJurkoTopić–37, exWien–36, exJurko Topic–34, exCento) ssSpt.2ndNo.3–5,37 1Dk(ptIrn ptStl)&Web frames Longitudinal framing Cargo battens not fitted	3875 3440 2350	✠100A1 1,40 ✠LMC1,37 ✠NB(s)1,19 BS~~9,39~~1,41	Sch	w	CL 4,39	1911 11mo Lloyd's A&CP	JLThompson&Sons,Ld Sunderland	CurtMattson RederiA/B(Curt Mattson, Mgr.) CellDBa	363·7 348·3 P23'B94'F33 FK 125' uE&B38' f143'	50·2	23·6	Helsingfrs Finnish 6BHCem 895t APT25t	T.3Cy.24½",40"&66"–45" 180lb (s) 305NHP NDB17 refitted37 2SB,4pf,3cf,GS132,HS4553 J.Dickinson&Sons,Ld.Sld	25 ″ 11 s 4 ″ 5½ 21 ″ 8	
75452 OYSH	**Hammershus** Ⓟ OilEng. D.F. CruiserStern 2Dks	1775 — 1078					1936	Akt.Burmeistr&Wain Copenhagen	A/S Dampskslsk paa Bornholm af 1866(Thorkil Lund, Mgr.)	250·8 F42'	40·1	12·9	Rönne Danish WB	Oil Engines 2S.C.SA 6Cy.19⅛"–35$\frac{7}{16}$" 405NHP Akt.Burmeistr&Wain,Cpn		V
75453 DHEB	**Hammonia** (exClaraBlumenfeld–38, exMarsden) ssHam.2ndNo.3–2,35 Well deck 1Dk(ptIrn&ptStl) Intermediate BH in fore hold dispensed with	2543 1970 1467	✠ 5,38 ✠	Ham	s		1910 10mo	WoodSkinner&Co.Ld. Newcastle	Norddeutsche Kohlen-und Cokes-WerkeA.G.	304·4 Q116'Bon Q.dk55' F31' FK CellDBa92' uE&B41' f121'	42·2	18·7	Hamburg German Cem 4BH only 631t FPT128t APT185t	T.3Cy.21½",35"&58"–39" 254NHP 2SB,6cf,GS117,HS4274 N.E.MarineEngCoLdNwc	20 ″ 11	
75454 122553 VGRQ	**Hamonic** Ⓟ D.F. Mchy.Aft 4Dks	5265 5053 3295					1909	Collingw'd S.B.Co.Ld. Collingwood	CanadaSteamship Lines,Ld.	349·7	50·0	32·0	Collingw'd British WB	Q.4Cy.24",35",52"&80"–42" 415NHP CollingwoodS.B.Co.Ld.		R
75455 211888 WXUI	**Hampden** ssN.Yk.2ndNo.3–9,39 Mchy.Aft 1Dk(Stl)&Web frames GyC. Cargo battens not fitted	4725 4108 2779	✠100A1 ~~5,409,39~~ 5,41 ~~Bos~~ ~~BS8,39~~ ✠LMC6,38 BS~~5,40~~5,41	NYk	x	CL N8,39	1914 1mo A&CP	NewYork S.B.Co. Camden,N.J. CellD	CoastwiseTransportationCorp. BuE&B43' f265'16	369·0 P80'B18'F34' FK 36t MT4' 294tFPT	50·1	28·0	Prtlnd,Me. Utd. States 8BHCem 300t APT86t	T.3Cy.24½",38¾"&67"–45"(r) 185lb 357NHP 2SB,8cf,GS204,HS5838 NewYorkSBCo.Camdn.NJ	32 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in LR. Date of B. of Trade Cert.
75456 164317 MMFM	**Hampshire Coast** *OilEng.* *Mchy.Aft* *1Dk* Wireless D.F. *CruiserStern*	485 366 257	✠100A1 12,40 ~~11,38~~ ✠LMC3,37	Lon Bkn	g	OG ~~10,37~~ 11,40	1937 3mo *Lloyd*	N.V.Industrieele Maats. "DeNoord" Alblasserdam 's*A&CP*	CoastLines,Ld. *CellDB1*	163·8|26·4|10·0 (O.L.) *27·5* 169·1 FK Q43'F23' 09'141t *FPT*56' *AP*	Liverpool British 3*BHptCem* *T*12*t*	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 " 10 s 1 " 1¾ 10 " 9	
75457 163542 GYBL	**Hampton Ferry** Ⓟ TwinSc (*Train Ferry*) E.S.D. *1Dk&2nd dk at ends* *CruiserStern*	2839 2014 1044	✠ ... 11,35 ✠	Sou			1934 11mo *Cel*	Swan,Hunter&Wigham Richardson, LdNewcastle *l DBuE*34'58*t*	SouthernRailway *DTf*18'180*t Wingt*	346·8|60·7|18·2 *62·3* FK B&F319' *anks abreast ER*44'	London British 8*BHptCem* *ptAsp* 376*tAPT*63*t*	4SteamTurbinesSRgeared to 2 Sc.Shafts 4WTB,GS248,HS9416 ParsonsMarineSteam TurbineCo.Ld.Nwc.	20 " 0	
75458 219118 KJLY	**Hampton Roads** (*ex*LakeGalien) *Fitted for oil fuel* *1Dk2trB*	2689 2329 1667	✠ ... 9,20 ✠				1920 3mo	Manitowoc S.B.Co. Manitowoc	PolarS.S.Corp.	253·5|43·9|25·9 P25'B65'F26' FK *WB*	Wilmgton (Del.) Utd.States	T.3Cy.21",35"&59"–42" 326NHP NordbergMfg.Co.M'lw'kee	28 " 5	R †
75459 9999 JBTB	**Hanasaki Maru** Ⓟ (*ex*Gisla) *1Dk(Stl)&Spar dk(Stl–ws)* Wireless *&deep framing*	1464 1348 879	✠ 5,07 ✠	Yka	p		1905 12mo	Fevigs Jernskibsbyg Fevig	NipponYusenK.K. *Cell*	235·0|35·2|14·5 B64' 21·6 FK *DBa* 61' *uE*19' *f*88'	Tokyo Japanese 4*BHCem* 304*tAPT*15*t*	T.3Cy.16⅞",28"&48"–33" 176NHP 1SB,*3cf*,GS59,HS2417 Richardsons,Westgarth& Co.Ld.Mdb.	22 " 9	
75460 DHKB	**Hanau** *ss*Ham.No.2–29 *2Dks(Stl)3rd dk in No.1 hold* D.F. *Well deck*	5892 5389 3597	... 6,33	Ham			1921 6mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie) *CellDB*389'1560*t*	450·0|58·2|27·0 P&B366'F59' FK *FPT*60*tAPT*11*t*	Hamburg German 8*BHptCem* *ptAsp*	4SteamTurbinesSR geared to 1 Sc. Shaft 882NHP 4SB,*12cf*,GS268,HS12272 Blohm&Voss,Hamburg	29 " 6	G †
75461 4627 SKTG	**Haneström IV**(*ex*Astriana–34,3Mst *ex*Inga,*ex*Fermia) *ss*Bgn.2ndNo.3–5,33 *Mchy.Aft* *ss*Got.No.1–37 *1Dk(Stl)*	522 417 274	✠100A1 5,40 ~~4,39~~ BS~~11,38~~ ✠LMC10,37 5,40	Got	i	OG ~~2,37~~ 5,40	1906 8mo	Eriksbergs M.V.Aktieb. Gothenburg A&CP	A/BGötaElfdals Tegelbruk (G.Ryding,*Mgr.*) *Cell*	166·5|28·2|12·0 P54'H28*t*F22' FK *DBf*106' 166*t FPT*	Göta Swedish 3*BHCem* 29*tAPT*23*t*	T.3Cy.13¼",22"&36"–24"(*s*) 180lb *75lb* 65NHP 1SB,*2cf*,GS36,HS959 EriksbergM.V.Aktieb.Got	13 " 10 s 1 " 2 12 " 9	
75462 4965 SEKO	**Haneström V** (*ex*Godhem–34) *Mchy.Aft* *1Dk*	*515* *390* *251*					1908	Gøteborgs NyaM.V.A.B Gothenburg	A/BGötaElfdals Tegelbruk (G.Ryding,*Mgr.*)	160·7|27·5|11·1 P50'H48*t*F23'	Göta Swedish *WB*	T.3Cy.13⅜",22¼"&37⅜"–23⅝" 68NHP GöteborgsNya.M.V.Got.		V
75463	**Hang Cheong** Ⓟ TwinSc *2Dks*	*1086* *765* *666*					1923	Taikoo Dkyd.&E.Co. LdHongkong	TungYickS.S.Co. Ld.	178·1|35·5|10·7	Macau Portuguese *WB*	T.6Cy.10",16"&26"–18" 57NHP TaikooDkyd.&Eng.Co.Ld.		
75464 114779 VPDZ	**Hang Sang** Now "Taiposhan," *see letter* T. *No.* 84353 *1Dk(Stl)&Spar dk(Stl–pt* teak s)*&* Sub.Sig. *deep framing*	2143 2010 1356	✠ 10,01 ✠	Gls	s		1901 10mo	Lon.&Gls. Co.Ld. Glasgow	PangKwokSui *Cell DBa*84 *f*108'285*t*	290·3|42·0|15·5 B60'F36' 22·5 FK *D T a* 20'358*t F P T*	HongKong British 5*BHCem* 25*tAPT*22*t*	T.3Cy.21",34"&56"–42" NB22 224NHP 1SB,*4cf*,GS71,HS2868 London&Glas.Co.Ld.Gls.	25 " 0	
75465 25454 JNND	**Hankow Maru** *ss*Kob.No.3–3,32 *ss*Kob.No.2–40 ~~ssYka.No.1–37~~ *1Dk(Stl)&Awng dk(Stl)*	4105 3613 2518	✠100A1 *Awng dk* *withfreeboard* 9,40 ~~8,39~~ ✠LMC~~8,39~~ 9,40	Osa Kob	v	OG ~~6,38~~ 9,40	1919 6mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe 's*A&CP*	Yamashita KisenK.K. *CellDB*294'778*tF*	345·0|48·0|30·0 P29'B74'F41'*on* *Awng dk* FK *PT*62*tAPT*31*t*	Kobe Japanese *Cem* 6*BHtoA dk*	T.3Cy.23½",39"&65"–48"(*s*) 200lb 356NHP 2SB,*6cf*,GS121,HS4610 FD KawaskiDkydCo Ld.Kobe	30 " 0 s 6 " 1¼ 24 " 2	
75466 220936 KDIF	**Hanley** *Fitted for oil fuel* D.F. GyC. *1Dk&Shelter dk* Sub.Sig. *Longitudinal framing*	7583 — 4825					1920	Bethlehem S.B.Corp.Ld. S.Francisco	WeyerhaeuserS.S. Co.	440·0|56·0|35·2	Everett, Wash. Utd.States *WB*	T.3Cy.27",47"&78"–48" 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
75467 DJYR	**Hanna** (*ex*River Vessel ChuanShan, *1Dk* *ex*TahHsing)	1040 — 638					1927	Hongchang Eng.& Shipb. Wrks. Shanghai	Dr.A.Nolte, RudolfLaurenz& GustavRöhreke	205·0|28·0|12·6	Shanghai German	T.3Cy.12",24"&36"–35" 78NHP KiangnanDock&Eng. Works,Shanghai		
75468 DMAK	**Hanna Cords** Sub.Sig. *CruiserStern* *1Dk*	1891 1569 1129					1926	Akt.Ges. "Neptun" Rostock	Aug.Cords	266·3|42·2|16·9 P14'Q87'B108'F31'	Rostock German *WB*	T.3Cy.19$\frac{5}{16}$",31½"&51$\frac{3}{16}$"– 35$\frac{7}{16}$" 156NHP A.G."Neptun,"Rostock		G
166/40 75469 7705 SERU	**Hannah** (*ex*Achroite) *ss*Hul.3rd.No.3–7,33 *Well deck* *ss*Yar.No.1–38 *1Dk(Stl)&Web frames* *Cargo battens not fitted*	*1196* *939* *710*	✠100A1 6,40 ~~6,39~~ ✠NB9,25 ✠LMC MS8,37 BS9,39	Gmh Bry	n	CL 6,39	1898 8mo	J.Shearer &Son Glasgow A&CP	RederiA/BHannah (StigGorthon, *Mgr.*)	230·0|34·1|14·2 237·8(O.L.) Q77'B56'F27' BK8" *CellDBa*51'*f*95'	Hlsngborg Swedish 4*BHCem* 256*tFPT*66*t*	T3Cy.17⅜"27¾"&44⅜"-33"(*s*) 160lb 126NHP 1SB,*3cf*,GS63,HS2400 Muir&Houston,Ld.Gls.	16 " 9 s 1 " 1¾ 16 " 4	
75470 129546 GPZD	**Hannah Moller** (*ex*Hexham–32, *ex*Amphion) *ss*Syd.No.3–1,23 *ss*N.S.W.No.2–31 *1Dk(Stl)&deep framing*	2931 2785 1835	✠ ... 9,33 ✠	NSW			1911 2mo	Cmpbltwn S.B.Co. Campbeltwn	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellD*	331·4|45·5|22·0 P29'B178'F33' FK *Ba*102'*uE*20'*f* 146'	Shanghai British 5*BHCem* 686*tAPT*95*t*	T.3Cy.24",40"&65"–42" 287NHP 2SB,*6cf*,GS129,HS4278 D.Rowan&Co.Glasgow	24 " 7	C †
75471 118913 MCXZ	**Hanne** (*ex*City ofBradford–36) *ss*Gms.2ndNo.3–1,29 Wireless *ss*Bla.No.2–37 *1Dk(Stl–ws)lower dk fore&after holds* *deep framing main hold*	1360 967 677	✠100A1 4,40 ✠NB12,20 ✠LMC MS3,37 BS3,40 *Fitted for oil*	Cza *fuel* 4,	p 37	CL 9,37 *F.P. a*	1903 9mo *Lloyd* *bove* 1	Earle'sCo. Ld. Hull 's*A&CP* 50°F.	NearEastShipping Co.Ld.	256·5|34·5|15·7 P61'B75'F39' BK9" *DBa*48'*uE*21'*f*114'	London British 5*BHCem* 254*tAPT*6*t*	T.3Cy.24½",38"&64"–42" 180lb (*r*) 356NHP 2SB,*6rf*,GS132,HS5152 FD Earle'sCo.Ld.Hull	18 " 7 s 1 " 9¾ 17 " 10¼	
75472 167222 GSSC	**Hannington Court** *OilEng.* D.F. *1Dk&Shelter dk* *CruiserStern*	5449 4945 3247	✠100A1 *withfreeboard* 1,41 ~~2,40~~ ✠LMC4,39	Vcr Shl	a†	CL	1939 4mo *Lloyd*	Wm.Doxford&Sons Ld Sunderland 's*A&CP* *CellDB*344'	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) 1257*t MT*32' 1350*t*	429·7|57·7|26·5 447·6(O.L.) F43' FK *FPT*85*tAPT*160*t*	London British 7*BH* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.23⅝"–91$\frac{5}{16}$" 2DB *120lb* 516NHP Wm.Doxford&Sons,LdSld	29 " 1 s3 " 6¼ 25 " 9¼	
75473 DOVB	**Hannover** Ⓟ Now "Sinbad," *see No.* 89959 *in Supplement* *OilEng.* D.F. E.S.D. *2Dks* *CruiserStern*	5537 4397 3243					1939	Bremer Vulkan Vegesack	Norddeutscher Lloyd	441·9|56·3|23·1 P22'B&F405' UpperF38'	Bremen German	Oil Engines 2S.C.DA 7Cy.23⅝"–43$\frac{5}{16}$" 1357NHP BremerVulkan,Vegesack		G
* 75474 ESHL	**Hanonia** (*ex*Hanö–39,*ex*Småland, *ex*Drott,*ex*Alexey *ss*Osc.3rdNo.3–1,37 Goriainow) *1Dk(Stl–ws)&deep framing*	1781 1647 1084	✠100A1 7,38 ✠LMC MS1,37 BS12,38	Gms	r	CL 1,37	1900 10mo	Grngem'th DockyardCo. Grngemouth A&CP	N.Lopato *CellDBa*72'	279·5|42·2|17·1 269·2 B52'F30' FK *uE& B*34'*f* 104'485*t*	Kures-saare Estonian 4*BHCem* *APT*23*t*	T.3Cy.19⅜",33"&53"–36" (*s*) 160lb 204NHP 2SB,*6cf*,GS96,HS3576 Hutson&Sons,Ld.Glasgow	19 " 10 s 3 " 2¼ 16 " 10	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté si ce n'est dans le L.R. Durée Cert. Bd Trade
75475 DHKD	**Hans Arp** ssHam.No.1–30 *Well deck* 1*Dk*(*Stl*)	2645 2393 1507	✠ ... 7,35 ✠	Ham	*u*		1926 9mo *Compl*	A/S Rödby Havns Jernskibs RödbyHavn *eted by* N.V.H	HeinrichF.C.Arp (S.Ollgaard& Thoersen,*Mgrs.*) *Ce* olland,Hendrik-I	316·6|44·0|21·2 P&B248′F33′ FK *ll DB*262′545*t FPT* do-Ambacht(Holl	Hamburg German *5BHptCem* 89*t APT*108*t* and)	T.3Cy.$21\frac{1}{2}$″,$33\frac{5}{8}$″&$57\frac{7}{16}$″–$39\frac{3}{8}$″ 316NHP 3SB,*6cf*,GS109,HS5005 A.Börsig,G.m.b.H.Berlin	23 ″ 6	G †
75476 OYAB	**Hans Broge** ssAbg.No.2–31 D.F. 1*Dk*(*Stl*)	2095 1881 1253	✠ 11,35 ✠	Abg	*s*		1922 9mo	A/SKöge VærftSkibs. &Mask. Kjöge *Inter*	D/S A/SProgress (M.O.Nielsen& Son,*Mgrs.*) *mediateBH in fore* *Cell*	289·9|43·1|19·5 P30′B72′F32′ FK *hold dispensed with* *DB* 254′ 620*t FPT*	Copnhagn Danish *ptCem* *4BHonly* 37*t APT*59*t*	T.3Cy.$22\frac{1}{16}$″,$34\frac{5}{8}$″&$57\frac{1}{2}$″–$36\frac{1}{4}$″ 228NHP 2SB,*6cf*,GS108,HS3480 KockumsM.V.Akt.Malmö	21 ″ 9	V †
75477 OZCR	— Ⓟ *OilEng.* D.F. *CruiserStern* 2*Dks*	2013 967 1156					1939	Helsingörs Jernsk& Msk. Elsinore	DetForenede DampskibsSelsk.	272·9|43·1|12·7 F52′	Aarhus Danish *WB*	Oil Engines 2S.C.SA 9Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 608NHP HelsingörsJernsk.&Mskb.		V
75478 DHKE	**Hans-Carl** (*ex*Groningen) *Mchy.Aft* 1*Dk*	462 336 220					1918	Erven Aller Hasselt	L.F.Mathies&Co.	149·9|25·0|11·3 B9′F16′	Hamburg German *WB*	T.3Cy.$10\frac{1}{2}$″,$16\frac{1}{4}$″&$27\frac{5}{8}$″–18″ 32NHP Mchfbk.Delfshaven,Rot.		V
75479 DDTZ	**Hans Christophersen** (*ex*Quinta–38) Sub.Sig. 1*Dk*	1599 1263 945					1928	Flensburgr Schiffsb.Ges. Flensburg	H.W.Christo- phersen	262·6|40·2|15·3 P16′Q92′B108′ F32′	Flensburg German *WB*	T.3Cy.$15\frac{7}{16}$″,$25\frac{5}{8}$″&44″–$29\frac{1}{2}$″ 105NHP FlensburgerSchiffsb.Ges.		G
75480 OXYA	**Hans Egede** Ⓟ 3Mst Wireless D.F. *Mchy.Aft* 2*Dks*	900 723 506					1905	Akt.Bur- meistr&Wain Copenhagen	GrönlandsStyrelse	184·0|34·7|17·8 Q52′F24′	Copnhagn Danish *WB*	T.3Cy.$14\frac{1}{2}$″,23″&40″–33″ 92NHP Akt.Burmeistr&Wain,Cpn		V
75481 DJXD	**Hans Leonhardt** D.F. E.S.D. 2*Dks* *CruiserStern*	4174 3711 2346					1938	Neptun- werftRostock G.m.b.H. Rostock	Leonhardt& Blumberg	399·8|55·9|20·7 F36′	Hamburg German *WB*	C.4Cy.(2)$18\frac{7}{8}$″&(2)$39\frac{3}{8}$″– $39\frac{3}{8}$″ & LP turbine with DR gearing & hydraulic coupling HS4951 367NHP NeptunwerftRostock G.m.b.H.Rostock		G
* 75482 OYEB	**Hans Mærsk** ssRot.No.3–10,29 ssSvb.No.2–38 D.F. 1*Dk*(*Stl*)	1930 1745 1136	✠100A1 7,39 MS2,38	Shl ✠LMC BS12,39	*r*	CL 7,38	1916 8mo *Lloyd*	A.Vuijk& Zonen,Cap- ellea/dYsel *'sA&CP*	Dampskibsselsk 1912A|S (A.P.Möller, Copenhagen,*Mgr*) *Ce*	281·3|40·2|19·1 292·7(O.L.) P22′B74′F31′ FK *llDB*252′535*t FPT*	Kalundbrg Danish *4BHCem* 78*t APT*82*t*	T.3Cy.20″,$31\frac{1}{2}$″&53″–36″ (*s*) 180lb *140lb* 187NHP 2SB(Spt),*2pf*,*2cf*,GS74, HS2940 G.Clark,Ld.Sunderland	21 ″ 4 s 3 ″ $0\frac{1}{2}$ 18 ″ 6	
75483 DJWH	**Hans Rickmers** (*ex*Trelyon–38) ssFal.No.3–6,35 D.F. 2*Dks*(*Stl*)	5226 4760 3129	✠ 1,39 ✠	Ham	*y*		1919 8mo	JReadhead &Sons,Ld. S.Shields	Rickmers RhedereiA.G. *CellDB*	399·0|52·4|28·1 414·3(O.L.) P49′B117′F39′ FK 345′1085*t FPT*130*t*	Hamburg German *7BHCem* *APT*205*t*	T.3Cy.$27\frac{5}{8}$″,44″&73″–48″ 513NHP 3SB,*9cf*,GS190,HS7563 J.Readhead&Sons,LdSShl	31 ″ 0	
75484	**Hans Schmidt** (*ex*Albireo–39) ssRot.No.3–8,33 ssRot.No 1–38 2*Dks*(*Stl*) D.F.	4427 4074 2690	✠ 6,39 ✠	Rot	*x*		1920 2mo	New Waterway, S.B.Co. Schiedam	HeinrichSchmidt, G.m.b.H. *CellD*	370·0|50·1|26·5 P33′B122′F37′ FK *B*319′833*t FPT*120	Flensburg German *6BHCem* *tAPT*64*t*	T.3Cy.26″,42″&70″–48″ 402NHP 3SB,*9cf*,GS186,HS6660 NewWaterwayS.B.Co. Schiedam	29 ″ 0	
75485 DGWD	**Hans Schulte** TwinSc (*ex*West–38,*ex*Energie–37) 1*Dk*	985 804 534					1920	F.Schichau Elbing	Schulte&Bruns	221·2|33·5|13·6 Q66′B53′F23′	Emden German *WB*	T.6Cy.$11\frac{3}{8}$″,$19\frac{7}{16}$″&$31\frac{1}{2}$″– $17\frac{7}{16}$″ 83NHP F.Schichau,Elbing		G
75486 DHAO	**Hansa** Ⓟ TwinSc4Mst (*ex*AlbertBallin–35) *Fittedforoilfuel* *Ref.Mchy.* D.F. *CruiserStern* 5*Dks* Sub.Sig. E.S.D. GyC. *Corrugatedsides*	21131 15180 12101					1923	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie)	645·8|72·2|41·9 78·7 P185′B306′F93′ len34	Hamburg German *WB*	8 Steam Turbines SR geared to 2 Sc. Shafts NE&B29 Blohm&Voss,Hamburg		G
75487 DMSK	— (*ex*Ragnar–33,*ex*AntonStub, *ex*Theodora) 1*Dk*	831 587 434					1917	Burger- houtsMchfbk &Scheeps. Rotterdam	A.L.Busecke	200·4|30·3|15·9 Q124′B12′F20′	Wismar German *WB*	T3Cy.$15\frac{3}{4}$″,$25\frac{1}{2}$″&$41\frac{3}{16}$″–$27\frac{1}{2}$″ 89NHP BurgerhoutsMchfabriek& Scheepswerf,Rotterdam		G
75488 7222 SETD	— Ⓟ Wireless D.F. 1*Dk*	762 455 363					1925	Schiffsw.v. H.KochA.G. Lübeck	HallandsÅngbåts A/B(HarryTrapp, *Mgr.*)	191·9|29·4|12·5 P&B102′F33′H95*t*	Gothenbrg Swedish *WB*	T.3Cy.$16\frac{15}{16}$″,$26\frac{3}{4}$″&$43\frac{5}{16}$″– $29\frac{1}{2}$″ 102NHP LübeckerMsch.GesLübeck		V
75489 3542 SETG	— Ⓟ Wireless 1*Dk*& *Shelter dk*	563 255 406					1899	W.Lind- bergsAktieb. Stockholm	Ångf.Aktieb.Got- land(CarlE. Ekman,*Mgr.*)	157·2|25·8|11·4 H70*t* len04 18·4	Visby Swedish *WB*	T.3Cy.15″,24″&39″–26″ 77NHP W.LindbergsAktieb.Skm.		
75490 HPFK	**Hanseat** *OilEng.* ssHam.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* Sub.Sig. *CruiserStern* D.F. E.S.D. GyC. *Longitudinal framing*	~~7932~~ ~~7223~~ ~~4712~~ 8241 7593 4614	✠100A1 ~~1,40~~ ~~12,39~~10,40 DBS~~12,39~~10,40 *CarryingPetr* *12 Rectangula* *and5 pairs of*	Cpn NYk ✠LMC CS1,38 ~~12,39~~3,41 *oleum* *r comp* *Round*	*c*† *in* *art* *Ta*	CL ~~1,38~~ 10,40 *bulk* *ments* *nks of*	1929 12mo *Lloyd* *small*	Deutsche Sch.-u.Mschb A.G.Vulcan Hamburg *'sA&CP* *diameter*	PanamaTrans- portCo. *CellDB*325′1500*t*	442·0|64·2|32·3 461·5(O.L.) P114′B36′F38′ FK *DTf*37′275*tFPT*16	Panama Pnamanian 13*BHptAsp* 9*tAPT*101*t*	Oil Engines 2S.C.SA 7Cy.$28\frac{3}{8}$″–$47\frac{1}{4}$″ 983NHP Water Tube DB*250lb* DB*86lb* DeutscheSch.u.MschbA.G.	35 ″ 3 s 6 ″ $11\frac{1}{2}$ 28 ″ $5\frac{3}{4}$	
75491 DATI	**Hansestadt Danzig** Ⓟ TwinSc *OilEng.* Sub.Sig. 2*Dks* D.F. E.S.D. GyC. *CruiserStern*	2431 1662 1303					1926	Vulcan- Werke,A.G Stettin	Reichsverkehrs- ministerimn (Norddeutscher Lloyd,*Mgrs.*)	296·8|38·3|19·1 B&F288′ len33	Stettin German *WB*	Oil Engines 4S.C.SA 20Cy.$20\frac{7}{8}$″–$23\frac{5}{8}$″ 814NHP Vulcan-Werke,A.GStettin		G
75492 DRBH	**Hansestadt Lübeck** (*ex*Lübeck–37) 1*Dk*	1704 1365 1007					1925	Schiffsw.v. H.KochA.G. Lübeck	LübeckLinieA.G.	261·4|40·7|16·0 F14′Q83′B61′F31′	Lübeck German *WB*	T.3Cy.$18\frac{1}{2}$″,$29\frac{1}{2}$″&$47\frac{1}{4}$″–$31\frac{1}{2}$″ 125NHP LübeckerMaschb.Ges.		G
75493 LEAL	**Hansi** (*ex*Otranto) Wireless D.F. 1*Dk*	1028 815 571					1921	Verein. Elbe u.Nor- derwerft A.-G. Boizenburg	D/S A/S Forto (L.Erichsen,*Mgr.*)	221·4|34·6|13·4 Q67*t*H83*t*F41*t*	Bergen Norwegian *WB*	T.3Cy.$17\frac{3}{4}$″,$27\frac{1}{2}$″&$45\frac{7}{16}$″–$27\frac{1}{2}$″ 109NHP A.BorsigG.m.b.H.Berlin- Tegel		N

103
39

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines.	9 By Whom. Whers.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75494 44571 JFNM	**Hansin Maru No. 1**	678 — 267						....	HansinTikkoK.K.	190·0|36·0|13·0	Osaka Japanese			
75495 131803 GPBL	**Hantonia** Ⓟ TwinSc *Cruiser Stern* E.S.D. Wireless Sub.Sig. 2*Dks*	1560 957 662					1911	Fairfield Co.Ld. Glasgow	SouthernRailway	290·3|36·1|15·3 P46'B160'F48'	S'thamptn British *WB*	2 Sets SR geared Steam Turbines FairfieldCo.Ld.Glasgow		BT till 3,41
75496 172774 VRFD	**Hanyang** Ⓟ D.F. 2*Dks*	2876 2348 1654					1940	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7|44·2|23·1 P37'B88'F39'	HongKong British *WB*	T.3Cy.20",32"&53"–39" 175NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
75497 DHKJ	**Haparanda** Wireless D.F. 1*Dk*	999 708 533					1903	Schiffsw.v. HenryKoch Lübeck	H.M.Gehrckens	210·6|32·5|12·8 Q62'B62'F28'	Hamburg German *WB*	T.3Cy.17¾",29½"&47¼"–33½" 130NHP J.F.Ahrens,Altona		G
134/40 75498 114941 VQSF	**Har Zion** Ⓟ (*ex*Risveglio–35, *ex*Nickerie–32, *ex*St.Jan) *ss*Ist.2ndNo.3–7,35 *Well deck* D.F. 2*Dks* *ss*Ant No.1–40 *Cargo battens not fitted*	2508 1760 1539	✠100A- 4,40 ~~2,38~~ ~~BS1,39~~ ✠LMC~~7,35~~ *Fitted for oil fuel* 2,20F.P. above150° F.	Ist Ant 4,40		CL 12,39	1907 6mo	Akt.Burmeistr&Wain Copenhagen	PalestineMaritime Lloyd,Ld. *CellDBa*84'	310·8|40·7|18·8 P&B213'F33' FK *uE*22'*f*140'435*tFP*	Famag'sta British 5*BHCem* *T*20*tAPT*5*t*	T.3Cy.21½",34½"&60"–39" 180lb (*r*) 281NHP 2BS,6*cf*,GS126,HS4840 FD Akt.Burmeistr&Wain,Cpn	21 ″ 9 s2 ″ 0¼ 21 ″ 9	
75499 29791 JSUA	**Harada Maru** Ⓟ (*ex*Bharata) 3*Dks*(1*Stl*-ws&*UStl*-teak s) *Ref.Mchy.*	4109 3244 2002	✠ 1,03 ✠	Grk	*x*		1903 1mo	Scotts'S.B.&Eng.Co.Ld. Greenock	ToaKaiunK.K. *CellDBa* 94' *uE&B*94'*f*142'603*t*	373·5|45·2|26·3 P75'B130'F84' FK&BK1" *DTf*22' 513*t FPT*	Kobe Japanese 6*BHCem* 80*tAPT*24*t*	T.3Cy.33",55"&88"–54" 870NHP 5SB,*15cf*,GS330,HS13515 Scotts'S.B.&EngCoLdGrk	29 ″ 6	
00/40 75500 25469 JJIC	**Harada Maru No. 7** Ⓟ Wireless 1*Dk*	1269 1015 852					1919	Harada Zosensho Osaka	HaradaKisenK.K.	224·8|31·5|19·0 B54'F25'	Amagasaki Japanese *WB*	T.3Cy.14¼",24¹⁄₁₆"&39¹⁄₁₆"–27" 79NHP HaradaZozensho,Osaka		
75501 167435 GLBP	**Harald** *ss*Cpn.2ndNo.3–2,29 *ss*Cpn.No.2–37 1*Dk*(*Irn*)& *deep framing*	1970 1717 1207	✠100A1 10,38 BS10,38 ✠LMC12,37 Surveys delayed	Cpn	*r*	CL 12,37	1903 6mo *Lloyd*'sA&CP	W.Gray& Co.Ld. WHartlepool	Ministry of Shipping(Stott,Mann&Fleming,Ld.*Mgrs*) *Cel*	280·5|40·3|18·4 290·5(O.L.) P24'B69'F29' FK *lDBa*88'*uE*20'*f*118'	London British 4*BHCem* 541*tAPT*28*t*	T.3Cy.21",33"&56"–36" (*s*) 160lb 194NHP 2SB,4*rf*,GS62,HS3008 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6 s2″11¼ 17 ″ 9	
75502 DHKL	— Sub.Sig. 1*Dk*	1064 883 612					1921	Schiffsw(v. J.&Sch)A.G. Hamburg	BissmarkLinie	215·6|34·1|14·1 Q70'B59'F26'	Hamburg German *WB*	T3Cy18½",29½"&47⁵⁄₁₆"–33⁷⁄₁₆" 130NHP Hannover-ischeMschA.G.Hannover		G
75503 DMBE	**Harald Schröder** (*ex*Warnow–37, *ex*Trost,*ex*SpicaII, *ex*Import,*ex*Fusilier) *ss*Bly.No.3–6,17 *ss*Bgn.No.1–21 *Well deck* 1*Dk*2*trB*	922 749 551	✠ ... 7,25 ✠				1900 11mo	J.P.Rennoldsn&Sons SouthShields	RichardSchröder	206·2|32·2|14·3 Q100'B21'F20' FK	Rostock German *WB*	T.3Cy.17½",28"&47"–33" 138NHP J.P.Rennoldsn&Sns,S.Shl.	16 ″ 7	N †
75504 LCBA	**Haraldsvang** (*ex*ThomasHaaland) 1*Dk*	3112 2823 1865	✠ ... 5,24 ✠				1920 3mo	Craig,Taylor&Co.Ld. Stockton	Skibs.A/S Corona (H.M.Wrangell&Co.A/S,*Mgrs.*)	325·3|48·0|22·4 P91*t*H158*t* FK	Haugesnd Norwegian *WB*	T.3Cy.24",39"&64"–42" 324NHP N.E.MarineEng.Co.Ld.Sld	24 ″ 3	N †
75505 161432 GMXJ	**Harberton** *ss*Shl.No.2–38 D.F. 1*Dk*(*Stl*)	4585 4215 2728	✠100A1 ~~1,41~~ ~~1,40~~7,41 BS~~1,40~~ ✠LMC11,38 1,41	Hul ~~Npt~~Liv	*z*	CL 1,40	1930 6mo *Lloyd*'sA&CP	Short Bros. Ld. Sunderland	NationalSS.Co.Ld.(J.&C.Harrison, Ld.*Mgrs.*) *CellDB*	400·0|54·5|24·3 P35'B261'F33' FK 349'1370*t FPT*144*t*	London British 6*BHCem* *APT*180*t*	T.3Cy.25",41"&68"–45" (*r*) 180lb HS7551 417NHP 2SB(Spt)&1AuxB,9*cf*, GS186, G.Clark,Ld.Sunderland	27″6½ s 3 ″ 8 24″ 1	
75506 17691 JHBD	**Harbin Maru** Ⓟ TwinSc *ss*Kob.No.3–5,27 *ss*Osa.No.2–35 D.F. 1*Dk*(*Stl*)*Shelter dk*(*Stl*-ws) &2*ndDk*(*Stl*)*inNo.*1*hold*	5167 4102 3103	✠ ... 6,38 ✠	Osa	*y*		1915 1mo	Kawasaki Dkyd.Co.Ld. Kobe	~~KitaNippon KisenK.K.~~ NipponkaiKisen K.K. *CellDBa*102'*u E&*	400·0|50·0|27·6 B170'F47'*on* FK *Shelter dk* *B*61'*f* 174'686*tFPT*	Tokyo ~~Osaka~~ Japanese *BHCem* 52*tAPT*50*t*	T.6Cy.21",35"&59"–48" HS9219 659NHP 4SB(Spt),12*cf*,GS242 KawasakiDkydCoLdKobe	30 ″ 0	
8/41 75507 163338 MBDJ	**Harbledown** *ss*Shl.No.1–37 D.F. 1*Dk*(*Stl*) *CruiserStern*	5414 4948 3207	✠100A1 7,40~~10,39~~ BS~~3,39~~ ✠LMC5,37 2,40	Syd Cff	*a*†	CL 8,38	1933 5mo *Lloyd*'sA&CP	Lithgows Ld. PortGlasgow	NationalS.S.Co.Ld (J.&C.Harrison Ld.*Mgrs.*) *Cell DBa&uE*160'*f*	428·0|56·2|26·0 443·3(O.L.) P41'B270'F38' FK 189'1409*t FPT*167*t*	London British 7*BHCem* *APT*240*t*	T.3Cy.23½",39"&72"–48" (*r*) & exhaust turbine driving steam compressor 544NHP 220lb GS152, HS6850 2SB(Spt)&AuxB,9*cf*, FD D.Rowan&Co.Ld.Gls.	28 ″ 9 s 4 ″ 2 24 ″ 9¾	
75508 LDIT	**Harboe Jensen** TwinSc *OilEng.* D.F. 2*Dks*	1862 1575 1071					1929	A/B Götaverken Gothenburg	D/S A/S Bananfart (L.Harboe-Jensen &Co.*Mgrs.*)	269·3|37·7|21·9 P44*t*B148*t*F24*t* H49*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19¹¹⁄₁₆"–35⁷⁄₁₆" 455NHP A/B Götaverken,Got.		N
75509 162745 GTWR	**Harborough** *ss*Shl.No.2-41 ~~*ss*Nwc.No.1–37~~ D.F. 1*Dk*(*Stl*) *CruiserStern*	5415 4948 3205	✠100A1 ~~6,40~~ ~~10,39~~5,41 ~~BS10,39~~ ✠LMC~~4,37~~ 5,41	Shi ~~Hul~~ Shl	*a*†	CL ~~1,39~~ 3,41	1932 8mo *Lloyd*'sA&CP	Lithgows Ld. PortGlasgow	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDBa&uE*160'	428·0|56·2|26·0 445·0(O.L.) P41'B270'F38' FK *f*189'1409*tFPT*167	London British 7*BHCem* *tAPT*240*t*	T.3Cy.23½",39"&68"–48" (*r*) 220lb HS6850 FD 481NHP 2SB(Spt)&1AuxB,9*cf*, GS157 D.Rowan&Co.Ld.Gls.	28 ″ 9 s 4 ″ 2 24 ″ 9¾	
75510 163399 GWQP	**Harbury** *ss*Shl.No.1–37 D.F. 1*Dk*(*Stl*) *CruiserStern*	5081 4530 3033	✠100A1 6,40 ~~9,39~~ BS2,40 ✠LMC4,37	Bal Mdb	*z*	CL ~~4,37~~ 6,40	1933 10mo *Lloyd*'sA&CP	Lithgows Ld. PortGlasgow	NationalS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellD*	418·0|56·2|24·6 433·5(O.L.) P39'B276'F34' FK *B*353'1336*t FPT*14	London British 7*BHCem* 0*tAPT*212*t*	T.3Cy.22½",36"&65"–48" (*r*) 220lb HS6348 444NHP 2SB(Spt)&AuxSB,9*cf*, FD GS145 D.Rowan&Co.Ld.Gls.	27 ″ 3 s 3 ″ 6¼ 23 ″ 11¾	
84/40 75511 163410 GWNY	**Harcalo** *ss*Shl.No.1–38 D.F. 1*Dk*(*Stl*) *CruiserStern*	5081 4530 3033	✠100A1 4,40 BS1,40 ✠LMC1,38	Mdb	*z*	CL 4,40	1933 11mo *Lloyd*'sA&CP	Lithgows Ld. Port Glasgow	NationalS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDB*	418·0|56·2|24·6 432·4(O.L.) P38'B276'F34' FK 353'1336*t FPT*140*t*	London British 7*BHCem* *APT*212*t*	T.3Cy.22½",39"&65"–48" (*r*) 220lb HS6348 444NHP 2SB(Spt)&1AuxB,9*cf*, FD GS145 D.Rowan&Co.Ld.Gls.	27 ″ 3 s 3 ″ 6¼ 23″11¾	
75512 LCNI	**Hardanger** *Fitted for oil fuel* 1*Dk&Shelter dk*	4000 3625 2485					1924	Lithgows Ld. PortGlasgow	Westfal-Larsen&Co.A/S	375·3|52·3|23·9 P104*t*H241*t*F30*t*	Bergen Norwegian *WB*	T.3Cy.26",42"&70"–48" 339NHP J.G.Kincaid&Co.Ld.Grk.		N
75513 LEAP	**Hardangerfjord** Ⓟ Iron (*ex*KongCarl) 2*Dks*	664 633 382					1868	C.Mitchell &Co. Newcastle	Hardanger-Sunnhordlandske Dampskibsselskab	170·2|25·2|21·0 H19*t*	Bergen Norwegian *WB*	T.3Cy.14½",23½"&38"–27" NE&B05 61NHP BergenMek.Værks.Bergen		

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Coto. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres —Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Durée Cert.Ref.Trade
86/40 75514 163310 GTWV	**Hardingham** ssShl.No.1-37 1Dk(Stl) D.F. CruiserStern	5415 4948 3208	✠100A1 6,40 ~~9,39~~ BS9,39 ✠LMC2,37	Shl Mdb	a†	CL 2,39	1933 2mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.Mgrs.) CellDBa&uE160'f189'1409tFPT167tAPT240t	428·0|56·2|26·0 P41'B270'F38' FK	London British 7BHCem	T.3Cy.23½",43"&72"-48"(r) & exhaust turbine driving steam compressor 544NHP 220lb GS152,HS6850 FD 2SB(Spt)&1AuxB,9cf, D.Rowan&Co.Ld.Gls.	28 ″ 9 s 4 ″ 2 24 ″ 9½	
75515 146177 GFQD	**Hardwicke Grange** TwinSc ssLon.No.3-11,33 ssLon.No.1-38 Ref.Mchy. 3Dks(Stl)& D.F. Shelterdk(Stl-ws) CruiserStern	9005 7466 5628	✠100A1 Shelter dk withfreeboard 1,41 ~~12,39~~ ✠LMC MS10,38 BS~~5,39~~ 7,40 ✠Lloyd'sRMC~~2,40~~ ~~7,40~~ 4,41 ~~12,40~~ ~~12,40~~ ~~7,40~~ Fitted for oil fuel11,21 F.P. above 150° F.	Cff ~~Lon~~ Mch	c†	CL P6,38 s11,39	1921 10mo	W.Hamil-ton&Co.Ld. PortGlasgow Lloyd'sA&CP	HoulderLine,Ld. (HoulderBrothers &Co.Ld.Mgrs.) CellDB375'1188tFPT47tAPT132t	430·0|61·1|35·7 B257'F41'on FK Shelter dk	London British ptCem 7BHtoShdk	T6Cy.26½",42½"&70"-45"(s) 200lb 1086NHP 5SB(Spt),20cf,GS404, FD HS16890 D.Rowan&Co.Ld.Gls.	38 ″ 3 s 8 ″ 8½ 29 ″ 9	
75516 109510 VRCP	**Hareldawins** (exHarelda-39) ssMch.3rdNo.3-11,38 Well deck 2Dks(UptStl&ptIrn) Wireless	1523 1141 912	✠100A1 ~~8,40~~ ~~9,39~~ 10,40 ✠NB8,26 ✠LMC11,38 BS4,40	HKg	p	CL ~~12,37~~ 8,40	1901 8mo	Wigham Richrdsn&Co LdNewcastle Lloyd'sA&CP	TaiYauS.S.Co.Ld. (MakManSang, Mgr.) CellDBa67'f96'217tFPT27tAPT17t	255·0|33·7|18·6 266·5(O.L.) P&B143'F26' BK9"	HongKong British 5BHCem	T.3Cy.21 1/16",33½"&54"-39" 160lb 80lb (s) 197NHP NDB16fitted26 2SB,6cf,GS98,HS3180 WghmRchrdsn&C.LdNwc	19 ″ 9 s1 ″ 8½ 18 ″ 9½	
75517 141908 GBQR	**Haresfield** ssCal.No.3-8,40 ~~ssCal.No.3-5,37~~ ~~ssBom.No.2-35~~ Cargo battens not fitted 1Dk(Stl)	5299 4830 3212	✠100A1 8,40 ~~8,38~~ 8,40 LMC BS~~6,39~~ MS11,39	Cal	y	CL N8,39	1919 7mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB340'1098tFPT133tAPT204t	400·0|52·4|28·5 P49'B113'F38' FK	Glasgow British 7BHptCem	T.3Cy.27",44"&73"-48" 180lb 517NHP 3SB,9cf,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld.	31 ″ 0 s6 ″ 0 25 ″ 3½	
75518 ESXC	**Harjurand** (exMargot-37, exTento-34,exCamberway-33, exPerSkogland,exOlesa) 1Dk Mchy.Aft	812 665 415					1919	Astilleros Cardona,S.A. Barcelona	T.Liimann&others	187·8|32·9|12·8 B12'F25'	Tallinn Estonian WB	T.3Cy.12",20"&32"-24" 50NHP AlexanderHnos.Barcelona		V
75519 122580	**Harland** Ⓟ WoodTwinSc 1Dk	352 352 217					1908	NwBurrell JhnsnI.CoLd YrmouthN.S.	~~StraitsShipping&~~ ~~ContractingCo.Ld.~~ MaritimeTowing &Salvage,Ld.	113·0|27·0|6·7	Charlotte-townP.E.I. British	C.4Cy.10"&20"-16" NewBurrell 33RHP JohnsonI.CoLd.Yrmth,NS		
75520 132632 MDQN	**Harlaw** (exSwift,exDeanSwift, exSwift) ssAbn.2nd.No.3-3,35 ssAbn.No.1-39 2Dks(UStl)& Shelter dk(Stl-ws)	1141 899 466	✠100A1 Shelter dk withfreeboard 1,41 ~~9,38~~ MS3,39 ✠LMC ~~MS5,35~~ BS~~6,3~~ 8,40	Abn	q	CL ~~1,40~~ 12,40	1911 11mo	Ramage& Ferguson,Ld. Leith Lloyd'sA&CP	AberdeenSteam Nav.Co.Ld. CellDBa45'uE&B53'f94'286tFPT36t	244·8|34·6|14·2 258·8(O.L.) BK8½"	Aberdeen British 5BHCem	T.3Cy.23",37½"&62"-39"(s) 180lb 337NHP 2SB,8cf,GS148,HS5052 FD Ramage&Fergusn,Ld.Lth.	16 ″ 6 s ″ 3½ 16 ″ 11½	
48|41 75521 162738 GTWZ	**Harlesden** ssShl.No.1-37 D.F. 1Dk(Stl) CruiserStern	5483 4963 3219	✠100A1 6,40 ~~10,39~~ ✠LMC MS5,37 BS~~9,39~~ 8,40	Gls Lth	a†	CL 9,38	1932 7mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	J.&C.Harrison,Ld. CellDBa&uE164'f196'1347tFPT191tAPT252t	427·7|56·3|26·0 P41'B270'F37' FK	London British 7BHCem	T.3Cy.23½",40"&68"-48"(r) 220lb HS6876 482NHP 2SB(Spt)&1AuxB,9cf, GS139 FD N.E.MarineEngCoLd.Nwc	28 ″ 9 s 4 ″ 2½ 24 ″ 9½	
75522 163468	**Harley** (exHondene-37,exCondor-34) Mchy.Aft 1Dk	400 295 185					1919	A.deYong Vlaardingen	WatergateSteam ShippingCo.Ld. (R.S.Dalgliesh& R.I.James,Mgrs.)	133·3|24·1|11·2 P49'B9'F14'	London British WB	T.3Cy.10",16"&27½"-21" 35RHP My.Hera,Ymuiden		V
75523 163305 GTWS	**Harlingen** ssShl.No.1-37 D.F. 1Dk(Stl) CruiserStern	5415 4948 3205	✠100A1 ~~7,40~~ ~~8,39~~ 4,41 BS~~2,40~~ ✠LMC8,37 3,41	Shi ~~Gls~~ Npt	a†	CL 5,38	1933 1mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.Mgrs.) CellDBa&uE160'f189'1409tFPT167tAPT240t	428·0|56·2|26·0 443·4(O.L.) P41'B270'F38' FK	London British 7BHCem	T.3Cy.23½",39"&72"-48"(r) & exhaust Turbine driving steam compressor 544NHP 220lb HS6850 FD 2SB(Spt)&1AuxB,9cf, GS152 D.Rowan&Co.Ld.Gls.	28 ″ 9 s 4 ″ 2 24 ″ 9½	
75524	**Harm Fritzen** (exLaleham-39, exDoringtonCourt-37) ssShl.No.2-6,27 ssShl.No.2-36 1Dk(Stl)2trB	*4818* *4546* *3032*	✠ 4,39 ✠	Avn	y		1915 2mo	Richardsn, Duck&Co.Ld Stockton	Johs.Fritzen& Sohn vorm.W. Kunstmann CellDBa130'uE26'f165'1091tFPT90tAPT165t	389·6|53·4|26·4 P45'B108'F35' FK	Stettin German 6BHCem	T.3Cy.26",42"&70"-48" HS7167 419NHP 2SB&1AuxSB,10cf,GS209 Blair&Co.Ld.Stockton	28 ″ 10½	
75525 164536 GYMM	**Harmala** ssShi.No.1-39 D.F. E.S.D. 1Dk&Shelter dk Cruiser Stern Tonnage opening closed '41(W.E.)	5730 5027 3382	✠100A1 withfreeboard ~~3,40~~ ~~10,39~~ 4,41 ✠LMC10,39 Fitted for oil fuel9,35 F.P. above 150° F.	Shi Bos	b† 2 1/16	CL 10,39	1935 9mo	Lithgows, Ld. PortGlasgow Lloyd'sA&CP	GowlandS.S.Co. Ld.(J.&C. Harrison,Ld. Mgrs.) CellDB356'1345tFPT174tAPT292t	433·2|58·2|26·0 F35' FK	London British 7BHptCem (Coll to Shdk 6 ,, 2nd ,,)	T.3Cy.23½",37½"&68"-48" 220lb (r) 475NHP 2SB(Spt)&Aux.B,9cf, GS149,HS6706 FD D.Rowan&Co.Ld.Gls.	38 ″ 4 s11 ″ 9½ 26 ″ 9½	
75526 162711 GTWP	**Harmatris** ssShl.No.1-36 D.F. 1Dk(Stl) CruiserStern	5395 4931 3230	✠100A1 Examined5,41 Lth BS~~5,39~~ ✠LMC6,36 8,40	~~Cff~~	a†	CL 8,38	1932 5mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	WillisS.S.Co.Ld. (J.&C.Harrison, Ld.Mgrs.) CellDBa&uE158'f189'1397tFPT167tAPT240t	428·0|56·2|26·0 443·2(O.L.) P41'B270'F38' FK	London British 7BHCem	T.3Cy.23½",39"&68"-48"(r) 220lb HS6850 FD 481NHP 2SB(Spt)&1AuxB,9cf, GS157 D.Rowan&Co.Ld.Gls.	28 ″ 9 s 4 ″ 2½ 24 ″ 9½	
75527 161438 GNYD	**Harmattan** ssShl.No.2-38 D.F. 1Dk(Stl)	4558 4208 2709	✠100A1 ~~3,40~~ ~~4,40~~ 5,41 BS9,40 ✠LMC MS10,38 ~~BS9,39~~	Cff ~~Sws~~ PNl	y	CL ~~12,37~~ 5,41	1930 6mo	R.Thomp-son&Sons,Ld. Sunderland Lloyd'sA&CP	NationalSS.Co.Ld. (J.&C.Harrison, Ld.Mgrs.) CellDBa&uE146'f180'1162tFPT126tAPT210t	395·4|54·5|24·6 407·8(O.L.) P33'B264'F32' FK	London British 6BHCem	T.3Cy.25",41"&68"-45" (r) 180lb 408NHP 2SB(Spt)&1AuxB,9cf, GS180,HS7277 N.E.MarineEng.Co.Ld.Sld	27 ″ 0 s 3 ″ 5½ 23 ″ 8½	
75528 140657 GCBX	**Harmodius** ssLon.No 3-6,32 ssGls.No.1-37 D.F. E.S.D. 2Dks(Stl)	5229 4737 3179	✠100A1 9,39 BS2,40 ✠LMC12,36	Avn	y	CL ~~N8,37~~ 10,40	1919 10mo	Ayrshire DkydCo.Ld Irvine Lloyd'sA&CP	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)LdMgrs) CellDB340'1142tFPT121tAPT177t	400·7|52·3|28·5 412·5(O.L.) P42'B127'F39' FK	Liverpool British 7BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Dunsmuir&JacksonLdGls	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
107 75529 161490 GRFN	**Harmonic** ssShl.No.2-38 D.F. 1Dk(Stl)	4558 4208 2709	✠100A1 ~~11,40~~ ~~12,39~~ 3,41 BS~~7,39~~ ✠LMC7,38 9,40	Shl ~~Mdb~~ Gms	y	CL 12,39	1930 8mo	R.Thomp-son&Sons, Ld. Sunderland Lloyd'sA&CP	NationalSSCo.Ld. (J.&C.Harrison, Ld.Mgrs.) CellDBa&uE146'f180'1162tFPT126tAPT210t	395·4|54·5|24·6 407·8(O.L.) P33'B264'F32' FK	London British 6BHCem	T.3Cy.25",41"&68"-45" (r) 180lb HS7277 408NHP 2SB(Spt)&1Aux.B,9cf, GS180 N.E.MarineEng.Co.Ld.Sld	27 ″ 0 s 3 ″ 5½ 23 ″ 8½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade cert.
75530 143610 GCKW	**Harmonides** *ss*Gls.No.3–10,32 *ss*Grk.No.1–36 D.F. E.S.D. 2*Dks*(*Stl*)	5237 4775 3098	✠100A1 8,40 ~~12,39~~ ~~BS3,39~~ ✠LMC12,37 ~~8,40~~ BS4,40	Gls Lon	*y*	CL 7,39	1920 1mo	Ayrshire DkydCo.Ld. Irvine Lloyd's*A&CP*	Brit.&S.American Stm.Nav.Co.Ld. (HoustonLine (London)Ld *Mgrs*)	400·2|52·3|28·5 412·5(O.L.) P49'B113'F39' FK *CellDB*340' 1134*t FPT*128*t*	Liverpool British 7*BHCem* *APT*200*t*	T.3Cy.27",44"&73"-48" (*s*) &L.P.Turbine with D.R. gearing & hydraulic coupling 180lb 599NHP 3SB,*9cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 5″11½ 25 ″ 3½	
75531 230548 KLFU	**Harmony** TwinSc *OilEng.* *Longitudinal framing* 1*Dk* *Mchy.Aft* *Carrying oil in bulk*	890 — 520					1931	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	GulfOilCorporation	219·0|37·0|13·7 P43'	Phildlphia Utd. States	Oil Engines 4S.C.SA 12Cy.12½"-18" 182NHP ElectricBoatCo.Groton, Conn.		
75532 162538 GTQK	**Harpa** TwinSc *OilEng.* E.S.D. *ss*Sng.No.2–39 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Longitudinal framing at bottom& at deck*	3007 2251 1630	✠100A1 9,40 12,~~39~~ ✠LMC CS12,39 DBS~~12,39~~9,40 ~~11,38~~12,39 *CarryingPetroleum in bulk*	Sng	*t* 2	CL 4,38	1931 2mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd's*A&CP*	Anglo-Saxon PetroleumCo.Ld.	305·0|50·1|19·2 315·8(O.L.) P86'F50' FK *Trunk*169' *CellDB*49'112*t FPT*	London British 11*BHptCem* 52*t APT*56*t*	Oil Engines 4S.C.SA 12Cy.18⅛"-35$\tfrac{7}{16}$" 380NHP DB*150lb* Hwthrn,Leslie&CoLd.Nwc	19 ″ 3 s 1 ″ 9¼ 17 ″ 7½	
75533 164488 GYKS	**Harpagon** *ss*Npt.No.1–39 D.F. 1*Dk&Shelter dk* E.S.D. *CruiserStern* *Tonnage opening closed '41(W.E.)*	5719 5026 3378	✠100A1 *withfreeboard* 7,40 ~~9,39~~ ✠LMC9,39 3,41 *Fitted for oil fuel* 6,35 *F.P. above* 150° F.	Npt Hul	*b*† 2$\tfrac{1}{16}$	CL 10,38	1935 6mo	Lithgows Ld. PortGlasgow Lloyd's*A&CP*	NationalS.S.Co Ld. (J.&C.Harrison, Ld.*Mgrs.*)	428·8|58·2|26·0 F35' FK *CellDB*356'1345*t FPT*174*t APT*292*t*	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	T.3Cy.23½",37½"&68"-48" 220lb (*r*) 475NHP 2SB(Spt)&1AuxB,*9cf*, GS149,HS6706 FD D.Rowan&Co.Ld.Gls	38 ″ 4 s11″9¾ 26 ″ 9¾	
7/41 75534 167421 GBKK	**Harpagus** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5173 4521 2980	✠100A1 *withfreeboard* 10,40~~4,40~~ ✠LMC4,40 *Fitted for oil fuel* 4,40 *F.P. above* 150° F.	Sld Shl	*b*† 2$\tfrac{1}{16}$	CL	1940 4mo	Bartram& Sons,Ld. Sunderland Lloyd's*A&CP*	GowlandS.S.CoLd. (J.&C.Harrison, Ld.*Mgrs.*)	437·0|58·5|25·0 450·8(O.L.) F34' FK *CellDB*365'1497*t MT*23' 977*t FPT*150*t APT*245*t*	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	T.3Cy.23½",38"&66"-45"(*r*) 220lb Rht. 470NHP 2SB(Spt)&1AuxSB,*9cf*, GS144,HS6940 FD N.E.MarineEng.Co.(1938) Ld.Sld.	28 ″ 9 s 3 ″ 2¼ 25 ″ 9¼	
75535 162707 GTWX	**Harpalion** *ss*Shl.No.1–36 D.F. 1*Dk*(*Stl*) *CruiserStern*	5486 4963 3220	✠100A1 Examined6,41 Sws BS4,40 ✠LMC5,36	~~Gls~~	*a*†	CL 10,38	1932 5mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd's*A&CP*	J.&C.Harrison,Ld.	427·7|56·3|26·0 P41'B270'F37' FK *CellDBa&uE*164'*f*196'1347*t FPT*191*t APT*252*t*	London British 7*BHCem*	T.3Cy.23½",40"&68"-48" (*r*) 220lb 482NHP 2SB(Spt)&1AuxB,*9cf*, GS139,HS6876 FD N.E.MarineEngCoLd.Nwc	28 ″ 9 s 4 ″ 2¼ 24 ″ 9¼	
75536	**Harpalyce** *For full particulars see No. 88355 in Supplement* D.F. E.S.D. *CruiserStern*	5280 [illegible] 3150	100A1 *withfreeboard* (*Class Contemplated*)				1940	Bartram& Sons,Ld. Sunderland	GowlandSteamshipCo.Ld.(J.&C. HarrisonLd.*Mgrs*)	437·0|58·5|25·0 F34'	London British	T.3Cy.23½",38"&66"-45" Rht. N.E.MarineEng.Co.(1938) Ld.	28 ″ 9 s3 ″ 2¼ 25 ″ 9¼	
75537 164552 GYNB	**Harpalycus** *ss*Shi.No.1–39 D.F. E.S.D. 1*Dk&Shelter dk* *Tonnage opening closed '41(W.E.)* *CruiserStern* *Longitudinal framing at shelter dk*	5629 4931 3344	✠100A1 *withfreeboard* ~~7,40~~11,39 ✠LMC11,39 2,41 *Fitted for oil fuel* 11,35 *F.P. above* 150° F.	Shi PNl	*b*† 2$\tfrac{1}{16}$	CL 12,38	1935 11mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd's*A&CP*	NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*)	434·6|58·3|25·9 F33' FK *CellDB*371'1378*t FPT*201*t APT*213*t*	London British 7*BHptCem* (*Coll to Sh dk* 6 ,,2*nd*,,)	T.3Cy.23½",40"&68"-48"(*r*) 220lb 471NHP 2SB(Spt)&1AuxSB,*9cf*, GS137,HS6633 FD N.E.MarineEng.CoLdNwc	38 ″ 4 s11″9¼ 26 ″ 9¼	
75538 163434 GWRC	**Harpasa** *ss*Shl.No.1–38 D.F. 1*Dk*(*Stl*) *CruiserStern*	5082 4530 3035	✠100A1 ~~11,40 3,40~~ 6,41 BS3,40 ✠LMC3,38	Gls ~~Bry~~ Liv	*z*	CL 2,40	1934 1mo	Lithgows Ld. PortGlasgow Lloyd's*A&CP*	NationalS.S.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*)	418·0|56·2|24·6 P39'B276'F34' FK *CellDB*353'1336*t FPT*140*t APT*212*t*	London British 7*BHCem*	T.3Cy.22½",36"&65"-48"& exhaust turbine driving steam compressor (*r*) 220lb 472NHP 2SB(Spt)&1AuxSB,*9cf*, GS140,HS6058 FD D.Rowan&Co.Ld.Gls.	27 ″ 3 s 3 ″ 6¼ 23 ″ 11¾	
7/41 75539 161434 GNXK	**Harpathian** *ss*Shl.No 2–38 D.F. 1*Dk*(*Stl*)	4671 4306 2775	✠100A1 ~~1,40~~11,40 ~~BS8,39~~ ✠LMC7,38 11,40	Cff	*z*	CL ~~12,39~~ 10,40	1930 6mo	Bartram& Sons,Ld. Sunderland Lloyd's*A&CP*	NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*)	400·9|54·5|24·6 414·4(O.L.) P34'B257'F34' FK *CellDB*356'1148*t FPT*149*t*	London British 6*BHCem* *APT*210*t*	T.3Cy.25",41"&68"-45" (*r*) 180lb 408NHP 2SB(Spt)&1AuxB,*9cf*, GS180,HS7277 N.E.MarineEng.Co.Ld.Sld	27 ″ 1 s 3 ″ 7 23 ″ 8½	
75540 LKBR	**Harpefjell** Wireless D.F. 1*Dk&Shelter dk* *CruiserStern*	1333 1116 720					1939	Kaldnes Mek. Verks. Tönsberg	A/S Luksefjell (Olsen&Ugelstad, *Mgrs.*)	249·4|42·2|15·7	Oslo Norwegian *WB*	C.2Cy.15¾"&31½"-30"&LP turbine with DR gearing & hydraulic coupling KaldnesM.V.Tönsberg		N
138/40 75541 ~~162474~~ GRKS	**Harpenden** *ss*Shl.No.2–39 D.F. 1*Dk*(*Stl*)	4678 4306 2774	✠100A1 7,40 ~~5,39~~ BS7,40 ✠LMC5,39	Shl Hul	*z*	CL ~~4,37~~ 7,40	1930 9mo	Bartram& Sons,Ld. Sunderland Lloyd's*A&CP*	~~NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*)~~	400·9|54·5|24·6 P34'B257'F34' FK *CellDB*356'1148*t FPT*149*t*	~~London~~ British 6*BHCem* *APT*210*t*	T.3Cy.25",41"&68"-45" (*r*) 180lb 408NHP 2SB(Spt)&1AuxB,*9cf*, GS180,HS7277 N.E.MarineEng.Co.Ld.Sld	27 ″ 1 s 3 ″ 7 23 ″ 8½	
75542 161459 GRCT	**Harperley** *ss*Shl.No.2–38 D.F. 1*Dk*(*Stl*)	4586 4225 2724	✠100A1 ~~5,40~~ ~~6,39~~3,41 ~~BS10,38~~ ✠LMC10,38 12,40	Cff ~~Bry~~	*z*	CL 10,38	1930 7mo	W.Gray& Co.Ld. W Hartlepool Lloyd's*A&CP*	NationalSS.Co.Ld. (J.&C.Harrison, Ld.*Mgrs.*)	400·2|54·5|24·5 P36'B261'F32' FK *CellDB*355'1385*t FPT*115*t*	London British 6*BHCem* *APT*214*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 425NHP 2SB(Spt)&1AuxSB,*9cf*, GS173,HS7774 Cen.Mar.EWrks.Ld.WHpl	27 ″ 3 s 3 ″ 9 23 ″ 9¼	
75543 LOFQ	**Harpon** (*ex*Zaandijk,*ex*Silesia, *ex*Wally) *ss*Rot.3rdNo.3–8,31 D.F. *ss*Sfj.No.2-39 ~~*ss*Osl.No.1–35~~ *Well deck* 2*Dks*(*Stl–U*teaks)3*trB*	4940 4018 2816	✠100A1 9,40 ✠LMC BS4,41 MS4,40 *Carrying Whale oil in bulk or Carrying oil fuel in bulk F.P. above 150°F. in Nos. 1,2,3,5 & 6tanks only* *Fitted for oil fuel* 8,31 *F.P. above* 150°F.	MVo	*y*	CL 3,40	1897 2mo	Blohm& Voss Hamburg Lloyd's*A&CP*	Cia. Argentina de Pesca	401·5|46·5|27·4 P&B264'F44' BK11″ *CellDBa*106'*uE*30'*f*184'722*t*	Bns.Aires Argentine 11*BHCem* 4 ,, *to 2nd dk*	T.3Cy.26¾",43¼"&71¾"-48" 170lb *170lb* (*s*) 430NHP 2DB,*12cf*,GS232,HS7386 Blohm&Voss,Hamburg	30 ″ 3 s 5 ″ 5½ 26 ″ 0¼	
75544	**Harpoon** (*ex*Hopatcong) *Now* "**Empire Tarpon,**" *see No. 88032 in Supplement* 2*Dks&Shelter dk* Sub.Sig. *Fitted for oil fuel* D.F. *Longitudinal framing*	5964 [illegible] 3797	✠100A1 *Shelter dk with freeboard* (*Reclassification Contemplated*) Examined5,40	NYk			1920 12mo	Groton Iron Works Groton,Conn.	Ministry of Shipping(Douglas& Ramsey,*Mgrs.*)	402·6|53·0|33·2 P48'F37'	British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 467NHP VulcanIronWorks,Inc. JerseyCity	34 ″ 6	R †
75545 133617 MDYV	**Harptree Combe** (*ex*Cromwell, *ex*NorahElsmie) *ss*Apl.2ndNo.3–3,38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	439 309 171	✠100A1 5,41 ~~2,40~~ ✠LMC MS3,38 ~~BS2,40~~ 12,40	Brs Cff	*g*	CL 2,40	1912 12mo	Hall,Russell&Co.Ld. Aberdeen Lloyd's*A&CP*	AldShippngCo.Ld.	155·3|25·1|10·7 163·0(O.L.) Q91'B9'F22' BK7″	Bristol British 3*BHCem* *FPT*30*t*	T3Cy12½",21½"&34"-24" (*r*) 180lb 75RHP 1SB,*2pf*,GS40,HS1345 Hall,Russell&Co.Ld.Abn.	11 ″ 8 s 3 ″7½ 12 ″ 2	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
75546 OYEM	**Harriet** Wireless D.F. 1*Dk*	1144 929 671					1922	Schiffb.Ges Unterweser m.b.H. Weser-münde-L.	J.Lauritzen	230·6 P21′B56′F28′	34·6	14·1	Esbjerg Danish *WB*	C.4Cy.(2)12¾″&(2)27½″–27½″ NE30 141NHP Christiansen&Meyer, Harburg		G
75547 148414 MNDB	**Harrogate** *ss*Gms.No.3–8,37 *Well deck* 1*Dk*(*Stl*) *Cruiser Stern*	1029 870 552	✠100A1 1,41 ~~12,38~~ MS8,37	Gms Gls ✠LMC ~~BS7,38~~	*o* 10,40	OG 4,38	1925 1mo *Lloyd*	Ramage& Ferguson,Ld. Leith '*sA&CP*	Wilsons&N.E.Ry. ShippingCo.Ld. (The Associated HumberLines) *Ce*	240·4 P&B157′F48′ FK *llDB*200′251*t FPT*	33·9	14·2	Hull British 5*BHptCem* 13*t APT*32*t*	T.3Cy.16½″,28¾″&50″–33″(*s*) 225lb 257NHP 2SB,6*cf*,GS99,HS3956 FD Ramage&Ferguson,Ld.	16 ″ 3 s ″ 6½ 15 ″ 10½	
75548 210861 WZUA	**Harry Bowen** (*ex*Norfolk) *ss*Bos.2ndNo.3-5,39 ~~*ss*N.Yk.No.3–1,37~~ ~~*ss*Bos.No.1–35~~ *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	3522 3050 1986	✠100A1 ~~6,40 6,38~~ 5,41	NNs Bos ✠LMC5,39 ~~BS6,40~~ 5,41	*v*	CL 4,39	1913 1mo	NewYork S.B.Co. Camden,N.J. A&CP	PocahontasS.S.Co.	310·7 319·7 P79′B18′F30′ FK *CellDBuE&B5*5	48·1	25·5	Wilmgton (Del.) Utd. States 6*BHCem* *f* 217′ 1274*t*	T.3Cy28¾″,38½″&64″–45″(*r*) 180lb 373 ~~326~~NHP 2SB,8*cf*,GS175,HS5426 FD NewYorkS.B.Co.CmdnNJ *MT*235*t FPT*304*t APT*110*t*	29 ″ 1	
75549 226742 WPBF	**Harry Coulby** D.F. GyC. *ss*Clv.No.1–32 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing at bottom & at deck* *Cargo battens not fitted*	9467 — 7485	✠100A1 *ForService on* 9,37 ~~BS2,38~~ ~~BS4,40~~ 3,41	Cgo *the Gr* ✠LMC4,35	*eat*	*Lakes*	1927 9mo *Lloyd*	American S.B.Co. Lorain,O. '*sA&CP*	InterlakeSteam-shipCo.(Pickands, Mather&Co.*Mgrs*) *CellDBuE&B*235*t* *in way of h*	615·2 F66′ FK *CellDB&sideTanks* *olds* 9060*t FPT*496*t*	65·2	28·6	Wilmgton (Del.) Utd.States 3*BH* *APT*88*t*	T.3Cy.25½″,41″&67″–42″ (*s*) 220lb 573NHP 3 Water Tube Boilers FD GS191,HS9345 AmericanS.B.Co.Lorain,O	33 ″ 0 s10 ″ 8¾ 22 ″ 5¾	
75550 230411 KGOK	**Harry F. Sinclair, Jr.** D.F. GyC. *ss*NOs.No.2–39 *Mchy.Aft.* 1*Dk*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing-bracketless system*	6151 5525 3796	✠100A1 12,40 ~~1,40~~ ~~BS1,40~~ *CarryingPetr* *Fitted for oil*	NOs BS12,40 ✠LMC1,39 *oleum* *fuel* 2,	*a*† *in* 31	CL 10,39 *bulk* *F.P. a*	1931 2mo *Lloyd* *bove* 1	Bethlehem S.B.Corp.Ld. Quincy,Mass. '*sA&CP* 50° F.	Sinclair RefiningCo.Inc. *CellDBuE&B* *DT*	416·5 P91′B36′F35′ FK 70′172*t* *f*31′221*t FPT*219*t A*	57·1	31·9	NewYork Utd.States 15*BHptCem* *PT*176*t*	2 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 3WTB(Spt) 400lb 996NHP HS10116 FD DelavalSteamTurbineCo. Trenton.N.J.	32 ″ 0	
75551 HPFO	**Harry G. Seidel** TwinSc *OilEng.* E.S.D. GyC. *ss*NYk.No.2–39 D.F. 1*Dk*(*Stl*)2*ndDk*(*Stl*) *in fore hold* 2*nd&3rdDks*(*Stl*)*Aft&Web frames* *Mchy.Aft* *CruiserStern* *Longitudinal framing–bracketless system*	10354 — 6315	✠100A1 7,40 ~~1,40~~ DBS~~6,39~~7,40 *CarryingPetr*	NYk ✠LMC CS6,39 ~~6,39~~ 7,40 *oleum*	*g*† *in*	CL ~~11,37~~ 7,40 *bulk*	1930 10mo *Lloyd*	Frd.Krupp Akt.Ges. Kiel '*sA&CP* *Cell*	PanamaTransport Co. *a* *DBuE*92′417*tDTs*	513·2 *fterBridge*47′ B39′ F44′ FK *f*53′2163*t FPT*285*t*	68·1	39·4	Panama Pnamanian 12*BHptCem* *ptAsp* *APT*189*t*	Oil Engines 2S.C.SA 8Cy.26¾″–51 3/16″ 997NHP 2WTDB200*lb* 2DB100*lb* Frd.KruppA.G.Kiel	39 ″ 5 s 9 ″ 7½ 30 ″ 1½	
75552 203907	**Harry L. Findlay** (*ex*Matthew Andrews–33) D.F. *Mchy.Aft* Sub.Sig. 1*Dk*	7014 — 5497					1907	American S.B.Co. Cleveland,O.	KinsmanTransit Co.(G.M.Stein-brenner,*Mgr.*)	532·0 *WB*	56·0	31·0	Wilmgton (Del.) Utd. States	T.3Cy.23½″,38″&63″–42″ 257NHP AmericanS.B.Co.Clevelnd.		R
75553 218157 KIGS	**Harry Luckenbach** TwinSc (*ex*SolNavis) 6TwinMsts *ss*Bos.No.3–4,31 *ss*Sea.No.2–39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. *CruiserStern*	~~6355~~ — ~~3907~~ 6366 — 3929	✠100A1 *Shelter dk* *withfreeboard* ~~4,40 6,39~~ 3,41 ~~12,40~~ *Fitted for oil*	Sea 5,41 BS~~3,40~~ ✠LMC6,39 *fuel* 7	*b*† ,19	CL ~~6,38~~ PN 12,40 S12,40 *F.P. a*	1919 7mo *bove* 1	SunS.B.Co Chester,Pa. A&CP 50° F.	LuckenbachS.S. Co.Inc. *IntermediateB.H.* *CellDB*389′ 1831*t* '*tween dk tanks*	448·9 FK *dispensed with* (*in E & B space* 36′ 4	60·2	37·8	NewYork Utd.States 6*BHptCem* *Coll to Sh dk* 5 „2*nd*„) 05*t FPT*281*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 968NHP 300lb(Spt.300lb) HS8652 4 Water Tube Boilers FD DeLavalSteamTurbineCo. *APT*271*t* Trenton,N.J.	31 ″ 3 s4 ″ 3½ 27 ″ 4½	
75554 157696 WDPY	**Harry R. Jones** (*ex*D.G.Kerr) GyC. *Mchy.Aft* Sub.Sig. 1*Dk*2*trB*	5265 — 4205					1903	Superior S.B.Co. Superior	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	468·0 F48′ *WB*	52·0	28·0	Wilmgton (Del.) Utd. States	Q4Cy15″,23½″,36½″&56″–40″ 198NHP SuperiorS.B.Co.Superior		R
75555 81803 WDIL	**Harry T. Ewig** (*ex*JohnW.Ailes, *ex*Baltic,*ex*W.W.Brown) *Self-Unloader* *Mchy.Aft* GyC. 1*Dk*	3582 — 2778					1902	Chicago S.B.Co. Chicago	ColumbiaTrans-portationCo. (John T.Kelly,*Mgr.*)	346·0 *WB*	48·2	24·0	Wilmgton (Del.) Utd. States	T.3Cy.20″,33½″&55″–40″ 191NHP ChicagoS.B.Co.		R
75556 204987 WEDD	**Harry W. Croft** (*ex*Fred.G. Hartwell) D.F. GyC. *Mchy.Aft* 1*Dk*	6223 — 4865					1908	ToledoS.B. Co. Toledo	InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*)	514·0 *WB*	58·0	25·6	Wilmgton (Del.) Utd. States	Q.4Cy.20″,29″,42″&61″–42″ 241NHP ToledoS.B.Co.Toledo		R
75557 200560 WOFY	**Harry Wm. Hosford** (*ex*F.B.Squire–36) D.F. GyC. Sub.Sig. *Mchy.Aft* 1*Dk*2*trB*	5156 — 3951					1903	JenksS.B. Co. Port Huron,Mich.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	512·9	50·2	24·0	Wilmgton (Del.) Utd. States	T.3Cy.22⅝″,38″&63″–40″ 251NHP JenksS.B.Co.Pt.Huron		R
75558 206045 KDZC	**Harry Yates** (*ex*TheodoreH.Wickwire–39) *Mchy.Aft* D.F. GyC. 1*Dk*	5141 — 3894					1908	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	444·0 F49′	56·2	29·0	Buffalo NY Utd. States *WB*	T.3Cy.22½″,36″&60″–42″ 233NHP MarineBlr.Wks.Toledo,O.		R
75559 139242 GNBM	**Hartbridge** *ss*Shl.No.3–1,40 1*Dk*(*Stl*)	5080 4781 3132	✠100A1 1,40	Shl ✠LMC1,40	*z*	CL 12,39	1927 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	North ofEngland SSCo.Ld.(Crosby, Son&Co.Ld.*Mgrs*) *CellDB*	390·1 P30′B247′F33′ FK 343′1037*t FPT*123*t*	55·0	27·7	W.Hartlpl British 6*BHCem* *APT*162*t*	T.3Cy.26″,43″&71″–48″ (*s*) 180lb HS8542 472NHP 2SB&1AuxSB,11*cf*,GS210, Cen.Mar.Eng.Wrks.WHpl	30 ″ 0 s 4 ″ 6½ 25 ″ 8¾	
75560 223671 KLFV	**Hartford Socony** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk* *Electrically welded in tank spaces*	1199 — 753					1924	NewYork S.B.Corp. Camden,N.J.	Socony-Vacuum OilCo.Inc.	252·9 P39′	40·1	12·8	NewYork Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.13″–18″ 99NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
75561 162716 GTWY	**Hartington** *ss*Shl.No.2–39 D.F. 1*Dk*(*Stl*) *CruiserStern*	5496 4973 3250	✠100A1 11,40 ~~2,40~~	Cff Bal ✠LMC7,39	*a*†	CL ~~4,37~~ 11,40	1932 6mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	J.&C.Harrison,Ld. *CellDBa&uE*169′	425·5 P39′B270′F39′ FK *f*187′1412*t FPT*204	56·2	26·0	London British 7*BHCem* *t APT*184*t*	Q.4Cy.20″,28½″,41½″&61″–48″ 260lb (*r*) FD 470NHP 2SB(Spt)&1AuxB,8*cf*, GS147,HS6867 Cen.Mar.E.Wrks. (W.Gray&Co.Ld.)WHpl	28 ″ 9 s4 ″ 2¾ 24 ″ 9½	
75562 163309 GTXC	**Hartismere** *ss*Shl.No.1–37 D.F. 1*Dk*(*Stl*) *CruiserStern*	5498 4970 3260	✠100A1 ~~5,40~~ ~~10,39~~ 1,41 ~~BS2,39~~ ~~11,38~~	Bry Cff ✠LMC~~1,37~~ 1,41	*a*†	CL ~~6,37~~ ~~4,40~~ 10,40	1933 1mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	J.&C.Harrison,Ld. *CellDBa&uE*169′	425·5 441·8(O.L.) P39′B270′F39′ FK *f*189′ 1426*t FPT*20	56·2	26·0	London British 7*BHCem* 4*t APT*184*t*	Q4Cy20″,28¾″,41½″&61″–48″ 260lb (*r*) 470NHP 2SB(Spt)&1AuxB,8*cf*, GS146,HS6867 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl.	28 ″ 9 s4 ″ 2¾ 24 ″ 9½	
75563 163443 GWQS	**Hartlebury** *ss*Shl.No.1–38 D.F. 1*Dk*(*Stl*) *CruiserStern*	5082 4530 3035	✠100A1 ~~6,40~~ ~~12,39~~ 11,40 MS3,38	Cff Bry ✠LMC ~~BS2,38~~ 10,40	*z*	CL 7,38	1934 3mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	NationalSSCo.Ld. (J.&C.Harrison, Ld.*Mgrs.*) *CellDB*	418·0 433·0(O.L.) P38′B276′F34′ FK 353′1336*t FPT*140*t*	56·2	24·6	London British 7*BHCem* *APT*212*t*	T.3Cy.22½″,36″&65″–48″(*r*) & exhaust turbine driving steam compressor 472NHP 220lb GS140,HS6058 FD 2SB(Spt)&1AuxSB,9*cf*, D.Rowan&Co.Ld.Gls.	27 ″ 3 s3 ″ 6½ 23 ″ 11¾	

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	16 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75564 162759 GTXB	**Hartlepool** ssCff.No.1-36 D.F. 1*Dk*(*Stl*) *CruiserStern*	5500 4972 3262	✠100A1 6,40 ~~6,39~~ BS~~6,39~~ ✠LMC2,36 6,40	Syd Shl	*a*†	CL 11,38	1932 9mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	J.&C.Harrison,Ld. *CellDBa&uE*169'	425·5|56·2|26·0 P39'B270'F39' FK *f*189'1426*t* *FPT*20	London British 7*BHCem* 4*t* *APT*184*t*	Q.4Cy.20",28½",41½"&61"–48" 260lb (*r*) 470NHP 2SB(Spt)&1AuxB,8*cf*, FD GS146,HS6867 Cen.Mar.E.Wrks. (W.Gray&Co.Ld.)WHpl	28 ″ 9 s 4 ″ 2¾ 24 ″ 9½	
75565 222133 WJDV	**Hartwelson** (*ex*Astoria,*ex*Frieda Leonhardt,*ex*Burbo Bank) ssLiv.No.3-9,09 ssShl.No.1-14 1*Dk*(*ptIrn&ptStl*)*deepframing&Webframes*	3078 2610 1921	✠ 10,16 ✠	Ham	*u*		1902 6mo	J.Blumer& Co. Sunderland	HartwelsonS.S.Co.(H.N.Hartwell&Sons,Inc.*Mgrs.*) *CellDBa*108'	319·7|46·0|21·2 P28'B91'F31' FK *uE&B*42'*f*124'802*t*	Boston Utd.States 5*BHCem* *APT*110*t*	T.3Cy.23",38"&63"–42" 276NHP 2SB,8*cf*,GS117,HS4190 J.Dickinson&Sons,Ld.Sld.	23 ″ 9	CR †
75566 28462 JIND	**Haruna Maru** Ⓟ TwinSc ssYka.No.3-3,35 ssYka.No.1-38 *Ref.Mchy.* 2*Dks*(*Stl*) *U*-ws&3rd dk (*Stl*)in1,3&4holds D.F.	10421 8392 6311	✠100A1 10,40~~10,39~~ BS10,40 ~~BS11,39~~ ✠LMC1,39 ✠Lloyd'sRMC~~10,39~~ 10,40 ~~4,40~~ *Fitted for carrying oil* 2,22 *F.P. above* 150° F. *in Nos. 2 & 7 double bottom tanks*	Yka	*f*†	CL ~~6,37~~ 10,40	1922 2mo Lloyd	Mitsubishi ZosenKaisha Ld. Nagasaki 'sA&CP	NipponYusenK.K. *CellDB*416'1877*t* *Tanks at sides of tunnels*6'90*t* *FPT*168*t*	495·0|62·0|37·0 P94'B186'F56' FK	Tokyo Japanese 9*BHCem* *APT*110*t*	6SteamTurbinesDRgeared to 2 Sc. Shafts 1615NHP 200lb (*s*) FD 7SB(Spt),*21cf*,GS448, HS18157 MitsubishiZosenKaisha,Ld	37 ″ 0 s 8 ″ 4½ 29 ″ 2	
75567 29173 JNWA	— Ⓟ *Mchy.Aft* *Ref.Mchy.* Wireless 1*Dk* *Fitted for oil fuel*	1549 1200 845					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·0|37·0|19·0 P56'B60'F38'	Yokohama Japanese *WB*	T.3Cy.17",28½"&48"–30" 126NHP YokohamaDockCo.Yka.		C
75568 96507	**Harvard** GyC. *Mchy.Aft* 1*Dk*2*trB*	4565 — 3435					1900	Detroit S.B.Co. Wyandotte	PittsburghS.S.Co.	461·0|50·2|29·5	D'luth,Min Utd.States *WB*	Q.4Cy.18",26¾",41"&63"–42" 257NHP DetroitS.B.Co.Detroit		
75569 220700 KDHC	**Harvester** ssMob.No.3-2,30 *Mchy.Aft* ssN.Yk.No.2-38 D.F. GyC, 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* Now "Mississippi," see No. 99075 in Supplement	6416 6071 3991	✠100A1 10,40~~3,40~~ BS10,40 ✠LMC MS4,38 ~~BS12,39~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	NYk	*a*†	CL 3,40	1920 10mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany *CellDBuE&B*209*t* *FPT*229*t*	416·8|56·1|31·1 P107'B35'F33' FK	Wlmngton (Del.) Utd.States 16*BH* *APT*130*t*	T.3Cy.26½",44"&74"–51" (*s*) 190lb 549NHP 3SB,9*cf*,HS7979 FD H.G.TroutCo.Buffalo,N.Y	32″10 s 6 ″ 3¼ 26 ″ 9	
75570 205072 WEDA	**Harvey H. Brown** (*ex*HarryA. Berwind) D.F. GyC. *Mchy.Aft* 1*Dk*	6634 — 4927					1908	Gt.Lakes Eng.Works Ecorse,Mich.	InterlakeS.S.Co.(Pickands,Mather&Co.*Mgrs.*)	532·0|58·3|32·0	Wlmngton (Del.) Utd.States *WB*	T.3Cy.24",38"&65"–42" 274NHP GtLakesEngWrks.Detroit		R
75571 PEOF	**Hasewint** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	352 215 172					1936	NV.Schpsf v/hDeGroot &VanVliet Slikkerveer	J.Cremer	137·4|24·0|9·7 P39'Q46'F15'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–$17\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
75572 144925 VTCL	**Hashemi** (*ex*Padma,*ex*Wearmouth,*ex*Kildorough) ssBom.No.3-8,33 ssBom.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	634 489 298	100A1 12,38 LMC12,38	Bom		CL 1,37	1918 6mo Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP	EasternSteam Nav.Co.Ld.(*Man. Agents*,Shariff Hassum&Co.) *CellDBuE*26'20*t* *FPT*	175·4|30·0|15·7 B50' FK	Bombay British 5*BHCem* 20*t* *APT*15*t*	T.3Cy.16",26"&44"–26" (*s*) 200lb 94RHP 1SB,3*cf*,GS51,HS1825 FD Smith'sDockCo.Ld.Mdb.	16 ″ 6 s 1 ″ 10 14 ″ 11	
* 75573 PEOH	**Haskerland** (*ex*Zwartewater-39) *OilEng.* 1*Dk*& *Shelter dk* *Mchy.Aft* D.F. *Cruiser Stern* *Ref.Mchy.*	374 307 195	✠100A1 *withfreeboard* 11,39 ✠LMC3,37 ✠Lloyd'sRMC11,39 for temp. 32° F.	Rot	*k*	2,39	1937 3mo Lloyd	N.V.C.Van derGiessen& Zonen'sSchps Krimpen 'sA&CP	Scheepvaart en SteenkolenMaats. N.V. *CellDB*127'194*t*F	198·3|29·6|8·1 205·8(O.L.) FK (*PT*22*t* *APT*10*t*	Rottrdam Dutch 4*BHptCem* *Coll to Sh dk* 3 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.13¾"–23⅝" 197NHP GbrStork&CoNV Hengelo	11 ″ 0 s ″ 2 10 ″ 11	
75574 148636 MNJP	**Haslemere** TwinSc Wireless *CruiserStern* 1*Dk*	756 624 305					1925	D&WHen- dersn&Co.Ld. Glasgow	SouthernRailway	220·3|33·6|14·1 B90'F37'	London British *WB*	T.6Cy.15",25"&41"–24" 165NHP D&WHendersn&CoLd.Gls		
75575 7741 SETM	**Hasting** (*ex*Danevirke,*ex*Vilja,*ex*Capax) 1*Dk*	*1106* *964* *629*					1916	Akers Mek.Værks. Oslo	RederiA/BHasting (E.Håkanson)	223·7|36·6|15·4 P34*t*H54*t*F5*t*	Hlsngborg Swedish *WB*	T.3Cy.17",29"&47"–33" 127NHP Akers.Mek.Værks.Oslo		V
75576 220551 KDDL	**Hastings** Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks*&*Web frames*	5401 4942 3364	✠ … 12,21 ✠				1920 11mo	Pensacola S.B.Co. Pensacola, Fla.	WatermanS.S. Corp.	400·7|54·2|30·2 P36'B124'F44' FK	Mobile Utd.States *WB*	2SteamTurbinesDRgeared to1 Sc.Shaft 674NHP WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa	32″10	R †
75577 145533 CYLK	— (*ex*Glencalvie) *Mchy.Aft* 1*Dk*	1906 1574 1128					1923	N.ofIrel'nd S.B.Co.Ld. Londonderry	CanadaSteamship Lines,Ld.	252·0|42·5|18·0 Q100'F36'	Montreal British *WB*	T.3Cy.16",27"&44"–33" 111NHP J.G.Kincaid&Co.Ld.Grk.		C
75578 140430 GRZW	**Hatarana** (*ex*WarSailor) TwinSc ssCal.No.3-10,29 ssCal.No.2-37 2*Dks*(*Stl*)	7522 6476 4592	✠100A1 8,40~~10,39~~ BS~~7,39~~ ✠LMC8,37 8,40	Cal	*b*†	OG ~~S8,37~~ ~~P10,38~~ 8,40	1917 8mo Lloyd	Kawasaki Dkyd.Co.Ld. Kobe 'sA&CP	BritishIndiaStm. Nav.Co.Ld. *CellDB*375'1192*tD*	445·0|58·3|31·3 P34'B138'F37' FK *Ta*42'1312*t* *FPT*55*t*	London British 7*BHCem* *APT*60*t*	T.6Cy.21",35"&59"–48" (*s*) 200lb 659NHP 4SB,*12cf*,GS242,HS9219 FD KawasakiDkyd.Co.Ld.	34 ″ 0 s 7 ″ 8¾ 26 ″ 5¼	
75579 145893 GFZX	**Hatasu** ssLiv.No.3-5,34 ssLiv.No 1-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'41(*W.E.*)	3198 2915 1890	✠100A1 *Shelter dk* *withfreeboard* 2,40 BS10,39 ✠LMC9,38	Liv	*w*	CL ~~11,37~~ 1,41	1921 11mo Lloyd	J.Blumer& Co.Ld. Sunderland 'sA&CP	MossHutchison Line,Ld. *CellDB*304' 776*tDTa*25'7	352·7|50·4|21·9 FK *Collision* 50*t* *FPT*95*t* *APT*21*t*	Liverpool British *Cem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.25",41"&68"–45" (*s*) 180lb 367NHP 3SB(Spt),9*cf*,GS162, HS6072 J.Dickinson&Sons,Ld.Sld.	33 ″ 1 s9 ″ 2 24 ″ 1½	
75580 TCAK	**Hatay** (*ex*Abuislah-37,*ex*Ab-Isslah,*ex*CapNègre,*ex*IroMaru) 1*Dk*	667 491 378					1913	BingoSen- kyoK.K. Mitsumosho	OsmanKaptan	175·2|27·1|13·0	Istanbul Turkish	T3Cy$13\frac{1}{32}$",$20\frac{1}{16}$"&$32\frac{1}{16}$"–23" *Emade*05*refitted*14 49NHP MacColl&Pollock,Sld.		
75581 142722 GRZX	**Hatimura** (*ex*WarOpal) ssBom.No.3-4,30 ssCal.No.2-38 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks*	6690 6398 4158	✠100A1 *Shelter dk* *withfreeboard* 9,40~~10,39~~ BS9.39 ✠LMC10,38	Cal Bom	*a*†	CL N9,38	1918 12mo Lloyd	JLThomp- son&Sons,Ld Sunderland 'sA&CP	BritishIndiaStm. Nav.Co.Ld.	412·5|55·5|34·4 *F on Shelter dk*36' FK *CellDB*366'1362*t*	London British *ptCem* 6*BHtoSh dk* 2 „ „ *U* „ *MT*27'994*t*	T.3Cy.27",45"&75"–54" (*s*) 180lb 566NHP 3SB,10*cf*,GS200,HS8287 FD J.Dickinson&Sons,Ld.Sld. *FPT*154*t* *APT*224*t*	37 ″ 0 s 8 ″ 9¾ 28 ″ 6	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
75582 22550 JAXC	**Hattenzan Maru** (exHattenMaru-38,exTsugaruMaru-36, exBanyeiMaruNo.10) Wireless 1*Dk*	1180 1007 801					1918	NittaCo. Osaka	Turumaru Hirotaro	220·0 P16'B50'F30'	33·5	18·5	Amino Japanese *WB*	T.3Cy.14½",24$\frac{5}{16}$"&40"-30" 88NHP		
75583 171164 MBZL	**Hatterlock** (exHatteras-38) *ss*Shi.2ndNo.3-7,38 2*Dks & Web frames* *Longitudinal framing*	5138 4324 3908	✠100A1 10,39 BS~~[illegible]~~ ✠LMC7,38 7,40	Smk	*x*	CL 6,38	1917 12mo *Lloyd*	Bethlehem S.B.Corp.Ld. Sparro'PtMd. '*sA&CP*	G.E.Marden (Wheelock&Co. Ld.*Mgrs.*) *Cell*	379·5 391·7(O.L.) P54'B94'F39' FK *DB*342'1133t*FPT*1	52·4	26·4	Shanghai British 6*BHptCem* 16t*APT*206t	T.3Cy.23",39"&64½"-45"(*s*) 170lb 410NHP 2SB,6*cf*,GS132,HS6010 FD BethlehemS.B.Corp.Ld.	29 ″ 6 s5 ″ 8 24 ″ 0½	
75584 LCNM	**Haugarland** (exSandefjord) 1*Dk & Shelter dk* *Longitudinal framing*	6049 5420 3569					1911	Armstrong Whitworth& Co.Ld. Newcastle	SkibsA/S Corona (H.M.Wrangell& Co.Akties.*Mgrs.*)	440·0 P138tH366tF29t	58·1	24·6	Haugesnd Norwegian *WB*	T.3Cy.28½",47"&78"-54" 447NHP N.E.MarineEngCoLdNwc		N
75585 164335 GZZX Now "Stanpark," see letter S. No. 85877	**Haughton Hall** D.F. 1*Dk & Shelter dk* *CruiserStern* *Longitudinal framing at bottom & decks*	5103 4563 2968	✠100A1 *withfreeboard* 1,40 ✠LMC7,37 *Fitted for oil*	Mch *fuel* 7,	*a*† 2 37	CL *F.P. a*	1937 7mo *Lloyd* *bove* 1	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP* 50° F.	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDB*370'1219t	440·6 454·2(O.L.) F39' FK *FPT*174t*APT*168t	57·1	24·3	London British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd*„)	T.3Cy.23",37"&66"-45" 220lb (*s*) 434NHP 3SB(Spt),9*cf*,HS6150 FD Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 5 s2 ″ 11½ 24 ″ 8½	
75586 LCNO	**Haukefjell** D.F. 1*Dk*	2495 2200 1426					1921	ForthS.B. &Eng.Co.Ld. Alloa	A/S Rudolf (Olsen&Ugelstad. *Mgrs.*)	295·8 P89tH131t	43·6	20·7	Oslo Norwegian *WB*	T.3Cy.20½",33"&54"-39" 182NHP ForthS.B.&E.Co.Ld.Alloa		N
171/40 75587 PEOJ	**Haulerwijk** *ss*Rot.No.3-5,37 D.F. 1*Dk*(*Stl*)	3278 2947 1951	✠100A1 9,40 ~~1,40~~ MS5,37	Sch Npt ✠LMC BS11,39	*v*	CL 1,40	1924 8mo *Lloyd*	ClydeS.B. &E.Co.Ld. PortGlasgow '*sA&CP*	N.V.Stoomvaart Maats'Oisterwijk' (Erhardt&Dekkers *Mgrs.*) *CellD*	325·0 P34'B90'F34' FK *B*275'716t*FPT*104t	48·2	23·7	Rottrdam Dutch 5*BHCem* *APT*130t	T.3Cy.24",40"&65"-42" (*s*) 180lb *100lb* 307NHP 2SB,6*cf*,GS132,HS4850 ClydeS.B.&E.Co.Ld.P.Gls.	26 ″ 1 s4 ″ 3½ 21 ″ 11½	
75588 146533 GJFR	**Hauraki** TwinSc *OilEng.* *ss*Syd.No.3-9,34 *ss*Syd.No.1-38 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) *Cargo battens not fitted*	7113 6489 4425	✠100A1 *Shelter dk* *withfreeboard* 7,40 ~~6,39~~ ✠LMC DBS~~2,38~~5,40	Syd SFo CS10,38 ~~[illegible]~~10,38	*c*†	CL ~~P4,37~~ ~~s12,37~~ P5,40 s7,40	1922 3mo *Lloyd*	W.Denny &Bros.Ld. Dumbarton '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB*392'1248t *MT*50'1741t	450·3 F49'*onShelter dk* FK&BK1' *Collisio* *FPT*189t*APT*54t	58·2	31·4	London British *ptCem* *nBHtoShdk* 6 „ „ *U* „	Oil Engines 4S.C.SA 16Cy.26½"-47" 1085NHP DB-*100lb* NorthBritishDieselEng. Works,Ld.Gls.	34 ″ 0 s5 ″ 8½ 28 ″ 6	
160/40 75589 149404 GWBD	**Hauxley** *ss*Shl.No.3-11,38 Wireless 1*Dk*(*Stl*) *Cargo battens not fitted*	1595 1449 937	✠100A1 *withfreeboard* 11,38 MS11,38	Shl ✠LMC BS10,39	*p*	CL 11,38	1925 12mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	Broomhill Steamships,Ld. *CellDB*176'482t *Tank at sides of*	245·6 F24' FK *tunnel* 178t*FPT*84t	39·4	19·1	Newcastle British 4*BHptCem* *APT*44t	T.3Cy.17½",29"&48"-33" (*s*) 180lb 163NHP 2SB,4*cf*,GS80,HS2802 G.Clark,Ld.Sunderland	21 ″ 1 s5 ″ 0½ 16 ″ 3	
75590 LKHH	**Hav** *OilEng.* 1*Dk & Shelter dk* *Deck plating & butts of shell plating elec.* *Open beams lugged to deck welded* *CruiserStern*	5062 4471 2939	✠100A1 *withfreeboard* 10,40 ~~3,40~~ *Carryingoil*	Vcr Shl ✠LMC8,39 *F.P. a*	*a*† 2 *bov*	CL *e*150°F	1939 9mo *Lloyd* *in dee*	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP* *p tank*	A/SHavtank & A/S Hav.(Helmer Staubo&Co.) *CellDB*306'1223t *MT*25'1046t*Wing*	420·8 432·4(O.L.) F34' FK *tanks at tunnel side*	57·5	24·5	Oslo Norwegian 7*BHptCem* (*CollltoShdk* 6 „ 2*nd*„) *s*317t *FPT*1	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP 2DB*120lb*&DB(WT)*120lb* Swan,Hunter&Wigham Richardson,Ld.Nwc. 50t*APT*198t	29 ″ 6 s3 ″ 7½ 26 ″ 1	
75591 26750 JHCD	**Havana Maru** *ss*Osa.No.3-4,34 *ss*Osa.No.1-38 2*Dks*(*Stl*)	5652 5148 3450	✠100A1 11,40 ~~6,39~~ ~~*Fitted for oil*~~	Osa ✠LMC~~6,39~~ 11,40 ~~*fuel* 12,~~	*z* ~~23~~	CL ~~5,37~~ 11,40 ~~*F.P.*~~	1920 4mo ~~*above*~~	OsakaIron Works,Ld. Innoshima A&CP ~~150° F.~~	OsakaSyosen K.K. *CellDB*358'980t*D*	407·2 P40'B137'F46' FK *Ta*27'767t*FPT*106t	50·8	30·0	Osaka Japanese 7*BHCem* *APT*26t	T.3Cy.26½",44½"&74½"-51" 200lb (*s*) 559NHP 3SB,9*cf*,GS183,HS7988 FD OsakaIronWrks.Ld.Osaka	32 ″ 7 s6 ″ 10 26 ″ 1	
186/40 75592 LCNC	**Havbör** *OilEng.* *ss*Rot.No.2-39 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	7614 7247 4563	✠100A1 6,40 ~~8,39~~ ✠LMC ~~DBS10,38~~ *CarryingPetr* DBS6,40	Rot Sng CS8,39 ~~8,39~~ 12,37 *oleum*	*c*† *in*	CL N8,39 *bulk*	1930 7mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	A/S"Havbör" (P.Meyer) *CellDBuE*85'327t*D*	460·5 P109'B30'F60' FK *Tf*41'523t*FPT*199t	59·5	34·1	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 „2*nd* „) *APT*146t	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB*120lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	34 ″ 0	
75593 LEAY	**Havborg** (exStandart) 1*Dk*	1234 1078 707					1924	A/S Rödby Havns Jernskibsv. RödbyHavn	LykkesRederiA/S (PerT.Lykke, *Mgr.*)	236·9 H67tF34t	37·2	14·8	Tr'ndheim Norwegian *WB*	T.3Cy.16",25"&42"-30" 96NHP A/SMossVærft,Moss		N
75594 LEAZ	**Havbris** (exHindöy) Wireless D.F. 1*Dk*	1315 1121 742					1918	Stavanger Stöberi&Dok Stavanger	AlbertHarloff's Rederi A/S (A. Harloff,*Mgr.*)	242·3 P53tB60'H71tF14t	37·2	16·0	Bergen Norwegian *WB*	T.3Cy.17½",28½"&48"-33" 132NHP StavangerStoberi&Dok		C
75595 LEBC	**Havda** Ⓟ (exHjörungavaag, Iron exChristianssund) *Well deck* Wireless 1*Dk & Awng dk*	678 379 400					1881	Lobnitz &Co. Renfrew	Indherreds Aktiedampskibs- selskap	180·9 H28t	25·3	13·0 20·2	Stenkjær Norwegian	C.2Cy.24"&44"-30" 88NHP Lobnitz&Co.Renfrew		
75596 DIBZ	**Havelland** Ⓟ TwinSc *OilEng.* Sub.Sig. 2*Dks* D.F.	6334 5592 3836					1921	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·0 P&B381'F57'	58·3	26·9	Hamburg German *WB*	GearedOilEngines4S.C.SA 20Cy.20⅞"-20⅞" 856NHP E*made*16*fitted*21 Mchfb.Augsburg- NürnbergA.G.Augsburg		G
75597 DHKP	**Havenstein** 4Mst D.F. Sub.Sig. 2*Dks*	7974 7472 4994					1921	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	471·2 P74'B102'F43'	58·2	32·4	Hamburg German *WB*	T.3Cy.32$\frac{1}{16}$",52⅜"&86$\frac{13}{16}$"- 55$\frac{1}{16}$" 558NHP FlensburgerSchiffsb.Ges.		G
75598 LDGH	**Havfru** TwinSc *OilEng.* *ss*Fal.No.1-34 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *CruiserStern* *Longitudinal framing–bracketless system*	7923 7338 4602	✠100A1 Examined 12,40 Bat ✠LMC DBS~~8,38~~8,40 *CarryingPetr*	~~Sng~~ CS5,38 4,38 *oleum*	*c*† *in*	CL 8,39 *bulk*	1931 6mo *Lloyd*	Kockums M.V.Aktieb. Malmö '*sA&CP*	P.MeyersTank- rederiA/S. (P.Meyer,*Mgr.*) *CellDBuE*65'242t	462·0 480·5(O.L.) P105'B39'F41' FK *DTf*36'540t *FPT*148t*APT*241t	59·7	34·3	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 „ 2*nd*„)	Oil Engines 4S.C.SA 16Cy.22$\frac{1}{16}$"-39⅜" 778NHP 2DB*171lb* KockumsM.V.Akt.Malmö	34 ″ 7 ~~s8 ″ 11~~ ~~26 ″ 0~~ s8 ″ 9½ 26 ″ 0	
✱ 75599 PEOM	**Havik** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	479 — 251	✠100A1 1,39	Rot ✠LMC3,38 ✠LMC(M)10,39	*g*		1938 3mo *Lloyd*	N.V.Gebr. vanDiepen Waterhuizen '*sA&CP*	J.vanderLaan (J.J.Onnes,*Mgr.*) *CellDB*58'97t*FP*	154·5 162·4(O.L.) P39'Q54'F24' FK *T*61t*APT*12t	27·4	9·6	Groningen Dutch 3*BHCem*	Oil Engines 4S.C.SA 7Cy.11"-17$\frac{1}{8}$" 82NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 6 s3 ″ 10 11 ″ 5½	

✱ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert
75600 LJIC	**Havkong** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks Part electrically welded including butts of shell upper deck & longitudinal Mchy.Aft bulkhead plating Longitudinal framing CruiserStern	9666 8889 5714	✠100A1 8,40~~11,39~~ ✠LMC1,37 CarryingPetr	Osl PNl oleum	e† 2¼ in	CL N11,39 bulk	1937 1mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP	A/S Havtor (P.MeyerMgr.) CellDBuE70'187tD	506·1|63·1|36·4 P97'B41'F59' FK Tf34'517tFPT168t	Oslo Norwegian 11BHptCem APT160t	Oil Engines 2S.C.DA 7Cy.23⅝"–43$\frac{5}{16}$" 1358NHP 2DB170lb KockumsM.V.Akt.Malmö	36 ″ 7 s 8 ″ 3½ 28 ″ 5¼	
75601 LJNF	**Havmöy** Wireless D.F. 1Dk&Shelter dk CruiserStern	1342 1104 744					1937	Nylands Verksted Oslo	A/SHavbör (P.Meyer,Mgr.)	250·9|41·3|14·8	Oslo Norwegian WB	C.2Cy.16¾"&33$\frac{7}{16}$"–33$\frac{7}{16}$"& LPturbine withDRgearing &hydraulic coupling 107NHP NylandsVerksted,Oslo		N
75602 OXHR	**Havnia** (exBertil,exSchiehallion) ssMmo.2ndNo.3–2,13 Wireless 1Dk(Irn)&Web frames Well deck	1571 1204 849	✠ 9,19 ✠	Skm	q		1888 5mo	Russell& Co. Pt.Glasgow	RederiA/BHavnia (AlgotJohansson, Mgr.)	264·5|36·0|16·8 256·0 Q100'B92'F31' ptND05 BK9" CellDB212'400t	Marieh'mn Finnish 4BHCem APT42t	T.3Cy.18⅝",30$\frac{5}{16}$"&48"–36" NDB00 144NHP 2SB,3rf,1cf,GS76,HS2249 Kincaid&Co.Ld.Greenock	19 ″ 3	V †
75603 LEBN	**Havörn** (exUlrikkaII,exÖrn) 1Dk	1527 1347 913					1902	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Havörn (JacobOdland& SönA/S,Mgrs.)	257·6|36·3|17·0 P11tH63tF43t	Haugesnd Norwegian WB	T.3Cy.17½",24"&48"–33" 132NHP LaxevaagsMsk.&Jrns.Bgn		N
75604 LJAG	**Havprins** ssOsl.No.1–39 D.F. OilEng. Mchy.Aft CruiserStern 2Dks Longitudinal framing–bracketless system	8066 7423 4754	✠100A1 12,40 ✠LMC CS7,40 DBS8,38 CarryingPetr	NYk oleum	c† 11,34 in	CL ~~1,40~~ 11,40 bulk	1935 9mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP	AktiesHavprins (P.Meyer,Mgr.) CellDBuE69'186t DTf36'535t	461·6|59·8|34·6 P102'B37'F41' FK FPT147tAPT168t	Oslo Norwegian 16BHptCem (10 to U dk 6 „ 2nd „)	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1162NHP 2DB171lb KockumsM.V.Akt.Malmö	34 ″ 7 s 7 ″ 5 27 ″ 4¼	
75605 118720 GFRN	**Havre** ssSng.2ndNo.3–10,30 ssSng.No.2–38 Mchy.Aft 1Dk(Stl)&deepframing	2073 1828 1201	✠100A1 ~~5,40~~~~9,39~~12,40 ~~BS9,39~~ 12,40 Fitted for oil	Sng LMC8,38 fuel 5,	s 12	CL ~~8,37~~ 5,40 F.P. a	1905 9mo Lloyd bove 1	W.Gray& Co.Ld. WHartlepool 'sA&CP Interm 50° F.	Anglo-Saxon PetroleumCo.Ld. ediate bulkhead in CellDB	288·0|39·0|22·4 299·0(O.L.) P67'B14'F35' FK foreholddispensedw f184'456tFPT224t	London British ith,4BHonly APT36t	T.3Cy.22",35"&59"–39" (s) 180lb 274NHP NB8,18refitted11,20 2SB,6pf,GS103,HS3650 FD Cen.Mar.Eng.Wrks.WHpl	22 ″ 4 s3 ″ 3½ 19 ″ 3	
75606 26757 JDLD	**Havre Maru** ssKob.No.3–3,32 ssOsa.No.2–39 2Dks(Stl)	5652 5148 3450	✠100A1 4,41~~9,39~~ ~~10,40~~ ✠ ~~Fitted for oil~~	Osa Kob LMC~~9,39~~ ~~fuel12,~~	z 10,40 ~~23~~	CL ~~9,38~~ 9,40 ~~F.P. a~~	1920 5mo ~~bove 1~~	OsakaIron Works,Ld. Innoshima A&CP ~~50° F.~~	OsakaSyosenK.K. CellDB358'980	407·2|50·8|30·0 P40'B137'F46' FK t DTa 27'767t FPT	Osaka Japanese 7BHCem 106tAPT26t	T.3Cy.26$\frac{11}{16}$",44½"&74½"–51" 200lb (s) 559NHP 3SB,9cf,GS183,HS7988 FD OsakaIronWorksLd.Osaka	32 ″ 7 s 6 ″ 8¼ 26 ″ 1	
75607 27164 JEJD	— ssKob.No.3–5,33 2Dks(Stl)	5467 4996 3409	✠ — 1,39 ✠	Nag	z		1920 5mo	AsanoS.B. Co. Tsurumi	IshiharaSangyo KaiunKaisha,Ld.	400·0|53·2|29·4 P33'B124'F41' FK CellDB339'941t	Hutyu Japanese 6BHCem APT28t	T.3Cy.26½",43½"&72"–48" 513NHP 3SB,9cf,GS175,HS7376 KubotaIronworks,Osaka	32 ″ 0	
75608 LDPG	**Havsten** OilEng. D.F. ssNwc.No.2–39 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	6161 5794 3720	✠100A1 9,39 ✠LMC CS9,39 DBS9,39 CarryingPetr	Nwc 5,37 oleum	a† in	CL 9,39 bulk	1930 8mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP	Skibsaktieselskap Havsten(Rafen& Loennechen) CellDBuE76' 275tDTf38'498t	420·8|58·5|31·2 437·0(O.L.) P105'B27'F38' FK FPT113tAPT87t	Tönsberg Norwegian 15BHptCem (10 to U dk 5 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP 2DB–120lb Barclay,Curle&Co.Ld Gls.	31 ″ 3	
75609 LEBM	**Havtor** Wireless D.F. Mchy.Aft CruiserStern 1Dk	1524 1234 867					1930	Porsgrund Mek.Værks. Porsgrunn	A/S Havtor (P.Meyer)	245·7|37·9|18·3 P65'F31'	Oslo Norwegian WB	C.4Cy.(2)12¾"&(2)27½"– 27½" 66NHP PorsgrundM.V.Porsgrunn		N
75610 224252 KJME	**Hawaii** Ⓟ Wireless Fitted for oil fuel Mchy.Aft 1Dk	851 — 433					1924	Bethlehem S.B.Corp.Ld. (UnionPlnt) SanFrancisco	Inter-Island SteamNav.Co.Ld.	190·0|36·2|12·1 P75'F31'	Honolulu Utd.States WB	T.3Cy.17",27"&45½"–30" 113NHP BethlehemS.B.Corp.Ld.		R
75611 18436 JHWD	**Hawaii Maru** Ⓟ TwinSc ssKob.2ndNo.3–6,40 ~~ssKob.No.3–9,27~~ ~~ssKob.No.2–36~~ 2Dks(Stl)&Shelter dk(Stl–ws) Ref.Mchy. 3rd dk(Stl)inNos.1&4holds	9467 8830 5916	✠100A1 Shelter dk withfreeboard 6,40 ~~2,39~~ Fitted for oil	Kob ✠LMC~~12,39~~ fuel10,	d† 6,40 24	CL 9,38 F.P. a	1915 8mo Lloyd bove 1	Kawasaki Dkyd.Co.Ld. Kobe 'sA&CP 50° F.	OsakaSyosenK.K. CellD	475·0|61·0|38·1 32·7 P33'B30'F46' FK onShelter dk Ba144' uE&B 84' f	Osaka Japanese 8BHCem 180' 1819t D	T.6Cy.26",43½"&73"–48" (s) 200lb HS11524 895NHP 5SB(Spt),15cf,GS302 FD KawasakiDkydCoLdKobe Ta45'735tFPT97tAPT53t	40 ″ 9 s13 ″ 6¼ 27 ″ 9	
75612 217933 WACG	**Hawaiian** (exSantaMalta) ssS.Fo.No.3–9,31 D.F. 2Dks(Stl)&Shelter dk(Stl)3rd dk (Stl)inNo.1hold only&Webframes Fitted for oil fuel Longitudinal framing	4868 4353 2899	✠ ... 11,34 ✠	SFo	z		1919 5mo	W.Cramp &Sons S.&E.B.Co. Philadelphia	American- HawaiianS.S.Co. CellDB314'1188	404·6|53·9|26·2 F31' onShelter 36·7 dk FK Col tFPT69t APT17t	NewYork Utd.States Cem lBHtoSh dk 5 „ „ U „ 1 „ „2nd „	Q4Cy25½",37",52½"&76"–54" 633NHP 4SB,12cf,GS215,HS8923 W.Cramp&Sns S&EBCPhl	28 ″ 9	R †
75613 224456 WOCD	**Hawaiian Standard** OilEng. Wireless D.F. 1Dk CarryingPetroleum in bulk	1223 — 539					1925	Bethlehem S.B.Corp.Ld. SanFrancisco	StandardOilCo.of California	210·0|36·1|14·3 P50'B94'F32'	S.Frncisco Utd. States WB	Oil Engines connected to Electric Motor & Sc. Shaft 4S.C.SA 4Cy.16$\frac{9}{16}$"–24⅝" 107NHP PacificDieselEng.Co. Oakland,Cal.		R
75614 147713 GKRD	**Hawkinge** (exPentraeth) ssCff.No.3–2,37 1Dk(Stl)	2475 2256 1493	✠100A1 5,40 ✠LMC MS2,37 BS1,40	Bry	t	CL 1,39	1924 8mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	Constants(South Wales)Ld.(H. Constant,Mgr.) Ce	298·5|44·0|21·2 308·5(O.L.) P23'B79'F26' FK llDB250'663t FPT	London British 5BHCem 122tAPT94t	T.3Cy.22",36"&60"–39" (s) 180lb 251NHP 2SB,6cf,GS115,HS3970 D.Rowan&Co.Ld.Glasgow	23 ″ 6 s3 ″ 5¾ 20 ″ 2½	
75615 163545 GYBM	**Hawkwood** D.F. ssShl.No.1–39 Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	2024 1491 1143	✠100A1 7,40 ~~6,39~~ ✠LMC6,39 BS7,40	Shl	r 1½	CL 6,39	1934 11mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	W.FranceFenwick &Co.Ld. CellDB224'613tM	267·8|41·0|17·4 Q160'F30' FK T8'208t FPT139tA	London British 5BHCem PT90t	T.3Cy.17½",29"&48"–36"(s) 200lb FD 202NHP 2SB(Spt),6cf,GS60,HS2904 N.E.MarineEng.Co.Ld Sld	19 ″ 6 s 6 ″ 2¼ 18 ″ 0	
75616														

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registrés où vote, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
79/40 75617 160760 GTCB	**Haxby** ssBkn.No.2–37 D.F. 1*Dk*(*Stl*)	5207 4930 3222	✠100A1 1,40 BS9,39 ✠LMC8,37	Liv	*z*	CL 7,39	1929 5mo *Lloyd*	W.Gray&Co. WHartlepool '*sA&CP*	RopnerShipping Co.Ld. *CellDBa&uE*	421·2|54·2|27·2 438·4(O.L.) P30'B240'F43' FK 173'*f*180'1413*t* *FPT*175*t*	WHartlpl British 8*BHCem* *APT*167*t*	T.3Cy.26",40"&73"–48" (*s*) 180lb 529NHP 3SB(Spt),9*cf*,GS172, FD HS7932 Cen.Mar.E.WrksLdWHpl	30 ″ 1 s 5 ″ 0½ 25 ″ 3½	
75618 22522 JDCG	**Hayataka Maru** Ⓟ (*ex*Hokkai MaruNo.2) Wireless	836 — 446					1923	Mitsui Bussan Kaisha,Ld. TamaDkyd.	AwanokuniKyodo KisenK.K.	190·0|31·5|18·2 F32'	Nishino-miya Japanese	T.3Cy.14½",24"&40"–30" 88NHP HaseTekkosho,Osaka		
75619 30368 JMRE	**Hayatomo Maru** Ⓟ *OilEng.* 2*Dks*	697 570 379					1925	Mitsubishi ZosenK.K. Kobe	SetsuyoSyosen K.K.	170·0|28·6|18·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.18½"–27" 194NHP Vickers,Ld.Barrow		
75620 27962 JFAD	**Hayo Maru** ssYka.No.3–5,34 ssKob.No.1–38 2*Dks*(*Stl*)	5446 4988 3311	✠100A1 7,40~~8,39~~ ✠LMC~~8,39~~ 7,40	Tama Kob	*z*	CL 6,38	1921 3mo	AsanoS.B.Co. Tsurumi A&CP	ToyoKisenK.K.	400·0|53·2|29·4 P33'B124'F41' FK *CellDB*334'886*t*	Yokohama Japanese 6*BHptCem* *APT*28*t*	T3Cy.26½",43½"&72"–48"(*s*) 200lb 513NHP 3SB,9*cf*,GS181,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0 s 6 ″ 5½ 25 ″ 9	
	~~*Fitted for oil fuel*4,21 *F.P. above* 150°*F.*~~													
112/40 75621 148603 MNGP	**Haytor** ssShl.No.3–11,37 1*Dk*(*Stl*) *Cargo battens not fitted*	1189 921 592	✠100A1 12,39 BS~~5,39~~ ✠LMC3,37 5,40	Shi	*n*	CL 12,39	1925 6mo *Lloyd*	J.Crown&SonsLd. Sunderland '*sA&CP*	T.&C.Wilton&Co. Ld. *CellDBa&uE*75' *f*	220·0|35·2|14·6 P20'B49'F23' FK 93'276*tFPT*75*tAP*	London British 4*BHCem* *T*52*t*	T.3Cy.17",28"&46"–33" (*s*) 180lb 158NHP 2SB,4*cf*,GS74,HS2792 N.E.MarineEng.Co.Ld.Sld	16 ″ 7 s1 ″ 10½ 14 ″ 10½	
75622 203473	**Hazen Butler** (*ex*FrankSeither–33, *ex*JoshuaW.Rhodes) *Mchy.Aft* D.F. 1*Dk*	4871 — 3586					1906	American S.B.Co. Lorain,O.	MidlandS.S.Line, Inc.	420·0|52·0|28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–40" 158NHP AmericanSB.Co.Cleveland		R
75623 146342 MLZS	**Hebble** ssGoo.No.3–2,38 Sub.Sig. 1*Dk*(*Stl*)	1040 828 425	✠100A1 11,39 ✠LMC MS7,37 BS5,40	Goo	*o*	OG 9,38	1924 9mo *Lloyd*	W.Beardmore&Co.Ld Glasgow '*sA&CP*	LondonMidland& ScottishRly. (Associated HumberLines,Ld. *Mgrs.*) *CellDBa&*	240·5|34·2|15·4 P39'B88'F34 FK *uE*73'*f*90'198*tFPT*	Goole British 5*BH* 12*tAPT*24*t*	T.3Cy.22",36"&61"–39" (*s*) 180lb 333NHP 2SB,6*cf*,GS124,HS5000 FD W.Beardmore&Co.Ld.	16 ″ 4 s 2 ″ 0½ 14 ″ 9	
✱ 75624 FOPT	**Hebe** ssShl.No.3–6,32 ssRot.No.1–37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1684 1263 884	✠100A1 2,40 BS2,40 ✠LMC5,37	Nts	*q*	CL 10,38	1920 6mo *Lloyd*	BlythS.B.&D.D.Co.Ld. Blyth '*sA&CP*	SociétéNavale Caennaise(G. Lamy&Cie., *Mgrs*) *Cell DB*180'381*tD*	260·3|37·3|16·4 P22'Q100'B54' FK F24' *Ta*36'118*tFPT*114*t*	Caen French 4*BHCem* *APT*110*t*	T.3Cy.21",34"&56"–36" (*s*) 190lb 244NHP 2SB,6*cf*,GS106,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 7 s 1 ″ 7 17 ″ 3	
75625 PEOT	— *Cruiser Stern* Wireless 2*Dks*	1140 — 628					1916	Boele's Schpsw&Mch Bolnes	Koninkl.Nederl. Stoomb.Maats. N.V.	250·0|36·5|23·0	Amsterdm Dutch *WB*	T.3Cy.18½",30"&48"–36" 138NHP Boele'sSchps&Mch.Bolnes		V
75626 OYQA	— *Ref.Mchy.* 2*Dks* Wireless D.F. *Now "Hebe II," see No. 83352 in Supplement*	957 689 436					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede DampskibsSelsk.	232·1|33·9|21·2	Aalborg Danish *WB*	T.3Cy.19½",32"&53"–36" 169NHP KjbnhavnsFlydk.&Skbsv		V
75627 5711 SETR	— (*ex*Sandar,*ex*EmmaFernström, *ex*Polstream,*ex*Emma Fernström,*ex*Polstream,*ex*Margarete) 1*Dk*	*910* *741* *510*					1906	Grngem'th &Greenock DockyardCo. Grngemouth	OttoHellstenA/B	207·8|34·6|12·8 Q79*t*B103*t*H47*t* F21*t*	Stockholm Swedish *WB*	T.3Cy.16½",27"&44"–30" 106NHP Cooper&Greig,Dundee		N
75628 766 OHXG	— (*ex*Alice–35,*ex*Tensift,*ex*Rubin) Wireless D.F. 1*Dk*	716 — 434					1911	Hlsingbrgs VarfsAktieb. Helsingborg	FinskaÅngfartygs A/B	184·7|30·3|10·3 175·6 P25*t*Q38*t*B85*t*H18*t* F13*t*	Helsingfrs Finnish *WB*	C2Cy.16¾"&31½"–21$\frac{1}{16}$" 38NHP HelsingbrgsVarfs.Aktieb.		V
75629 108735 GFTC	**Hebrides** Ⓟ ssIrv.3rdNo.3–2,37 Wireless 2*Dks*	585 428 234	✠100A1 11,39 ✠NB2,37 ✠LMC~~2,37~~ ~~DBS1,39~~6,40 3,41	Irv	*i*	~~2,39~~ 3,41	1898 5mo	AilsaS.B.Co. Troon A&CP	McCallum,Orme& Co.Ld.	180·0|28·1|13·2 *30·0* BK7½" P50'B70'F46'	Glasgow British 4*BHCem* *FPT*16*t*	T.3Cy.16",26"&42"–30" (*s*) 160lb *80lb* NDB24 90RHP 1SB,3*cf*,GS54,HS1900 A.&J.Inglis,Glasgow	13 ″ 10 s 1 ″ 1½ 13 ″ 7½	
75630 DOAF	**Hecht** (*ex*Brun vonWarendorp) Wireless 1*Dk*	999 714 600					1915	Atlas WerkeA.G. Bremen	Argo Reederei RichardAdler&Co.	216·5|32·8|13·1 P&B113'F29'	Bremen German *WB*	T.3Cy.18$\frac{1}{10}$",29½"&45$\frac{7}{10}$"–29½" 113NHP AtlasWerke,A.G.Bremen		G
75631 DHKR	**Hecksee** (*ex*Schleswig) *Mchy.Aft* 1*Dk*	865 711 478					1926	Deutsche WerkeA.G. Kiel	W.Schuchmann	181·3|32·9|15·0 Q51'F21'	Hamburg German *WB*	T.3Cy.13$\frac{7}{10}$",20¾"&33"–22$\frac{13}{16}$" 52NHP DeutscheWerkeA.G.Kiel		G
75632 147282 GCBQ	**Hector** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. 3*Dks*	11198 8572 6841					1924	Scotts'S.B.&E.Co.Ld. Greenock	OceanS.S.Co.Ld. (AHolt&Co.*Mgrs*)	498·8|62·3|34·9 P57'B195'F60'	Liverpool British *WB*	SR geared Steam Turbines Scotts'S.B.&E.Co.Ld.Grk.		BT till 6,40
75633 PEPA	— *OilEng.* 1*Dk&Shelter dk* 3*rd dk in No.* 1 *hold* *Butts of bottom plating elec. welded* D.F. E.S.D. *Ref.Mchy.* *Mchy.Aft* *CruiserStern*	1828 1363 944	✠100A1 *with freeboard* 12,40~~12,39~~ ✠LMC12,39	Rot NYk	*s*	OG	1939 12mo *Lloyd*	NVSchpsw Gebr.Pot. Bolnes '*sA&CP*	Koninkl.Nederl. Stoomb.MaatsN.V. *CellDB*233'438*t*	292·5|41·1|14·9 310·8(O.L.) F31' FK *FPT*65*tAPT*72*t*	Amstrdam Dutch 6*BHptAsp* (*Coll to Sh dk* 5 ,, 2*nd*,,)	Oil Engines 2S.C.SA 5Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" DB*100lb* 338NHP N.V.Mch.&Scheepswerf. vanP.Smit,Jr.Rot.	18 ″ 0 s ″ 2½ 17 ″ 10½	
75634 DOHD	— (*ex*Doelwijk) ssRot.No.1–95 *Welldeck* 1*Dk*(*Irn*)&*deepframing*	872 610 527	✠ ... 8,98 ✠				1890 6mo	Bonn&Mees Rotterdam	Dampfschiffahrts Ges.Neptun	199·1|31·2|12·7 P127'F54' BK7½"	Bremen German *WB*	T.3Cy.15",24"&45"–30" NB08 114NHP Knik.Mts.deScheldeFlsng	15 ″ 3	G †
75635 114589 MGGR	— TwinScCtr 1*Dk*	316 278 35	✠ ... 8,08 ✠				1903 7mo	Day,Summers&Co.Ld. Southampton	Southamptn.I.ofW &S.ofEng.Royal Mail StmPktCo.Ld	129·5|25·1|11·9 B33' BK9"	S'thamptn British *WB*	C.4Cy.19"&38"–30" 184NHP Day,Summers&Co.Ld.Sou.	12 ″ 6	
75636														

✱ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75637 7738 SETU	**Hedda** (*ex*Jomaas,*ex*MarieNielsen) 1*Dk*	1502 1288 835					1920	Larvik Slp. Verksted A/S Larvik	RederiA/B Kullaberg(Axel Sjösten, *Mgr.*)	242·9 P64*t*H73*t*F9*t*	39·5	16·9	Höganäs Swedish *WB*	T.3Cy.18",29½"&49"-33" 138NHP LarvikSlipVerks.A/S,Lar.		V
75638 3578 SIJA	**Hedera** (*ex*Baltia-35,*ex*Varna, *ex*Daland, *ss*Got.3rdNo.3-5,37 *ex*Helsingborg) *ss*Lkr.No.3-2,40 1*Dk*(*Irn*)&*deep framing*	2327 2103 1402	✠100A1 ~~2,40~~11,40 BS6,41	Lkr Sws ✠LMC2,40	*s*	CL 1,40	1900 1mo	W.Gray& Co.Ld. WHartlepool A&CP	RederiA/B Kulla- berg(A.Sjösten, *Mgr.*) *CellDBa*98'	300·5 312·7(O.L.) P21'B79'F31' FK *uE&B*40'*f*122'692*t*	43·3	19·6	Höganäs Swedish 5*BHCem* *APT*40*t*	T.3Cy.22",35"&59"-39" (*s*) 160lb 221NHP 2SB,6*rf*,GS82,HS3378 Cen.Mar.Eng.Wks.W.Hpl	22 ″ 3 s 3 ″ 6¼ 18 ″ 11½	
24/40 75639 6359 SMFA	**Hedrun** (*ex*HjalmarBlomberg) *ss*Skm.No.3-6,33 *ss*Skm.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	2325 2044 1311	✠100A1 *Shelter dk* *withfreeboard* 10,39 BS9,39	Skm ✠LMC9,38	*u*	OG 10,39	1920 9mo	Aktb.Ore- sundsvarvet Landskrona *Intermediate*	Stockholms Rederiaktiebolag Svea(Eman. Högberg, *Mgr.*) *BHinforehold dis* *CellDB*262'546*t*	317·5 FK *pensed with*(*Collisio* *FPT*91*tAPT*106*t*	44·9	19·4	Stockholm Swedish *Cem* *nBHtoShdk* 3 „ „ *U* „)	2SteamTurbinesDRgeared to 1 Sc Shaft (*s*) 200lb FD 252NHP 2SB(Spt),6*cf*,GS82,HS3533 A.B.deLavalsAngturbin, Skm.	22 ″ 0 s 1 ″ 2 21 ″ 0¼	
* 75640 LEED	**Hedvig I** (*ex*IngerElisabeth-39, *ex*Arthur) *ss*Bgn.2ndNo.3-5,32 *Well deck* *ss*Bgn.No.1-36 Wireless 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1287 1037 751	✠100A1 12,39 BS4,39	Bgn ✠LMC5,36	*o*	12,39	1908 11mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool '*sA&CP*	SkibsA/S Fønix (GunnarKjøde, *Mgr.*) *CellD*	230·4 239·8(O.L.) Q86'B52'F25' FK *Ba*67'*uE&B*31'*f*94'	36·1	15·0	Bergen Norwegian 4*BHCem* 321*tFPT*48*t*	T.3Cy.19",31"&51"-36" (*s*) 160lb *80lb* 159NHP 1SB,3*pf*,GS55,HS2424 Richardsons,Westgarth& *APT*75*t* Co.Ld.Hpl.	17 ″ 2 s 1 ″ 3¼ 16 ″ 0½	
75641 DOAC	**Hedwig Pannbacker** Aux3MstSr (*ex*HansPaul-39,*ex*Nieder- *OilEng.* sachsen-38,*ex*Hermina,*ex*Rebecca) 1*Dk* (*See Sailing Ship Register*)	334 297 239					1917	Pattje& Zonen Waterhuizen	HeinoPannbacker	134·1	27·2	10·9	Hamburg German *WB*	Oil Engines 2S.C.SA 5Cy.9⅞"-13¾" 85NHP NE39 Hanseat.Motorenges., Hamburg-Bergedorf		G
75642 DHKI	**Hedwigshütte** Sub.Sig. 1*Dk*	2221 1856 1211					1922	Stettiner Oderwerke Stettin	Hedwigshütte Kohlen-u.Kokesw, A.G.(Kohlen-, Koks-u.Anthracit- werke G.Schulze G.m.b.H.*Mgrs.*)	284·0 P26'B61'F33'	41·1	18·8	Hamburg German *WB*	T.3Cy.22⅝",35⅛"&57 1/16 -39⅝" 205NHP StettinerOderwerke		G
F 9/41 75643 PEPK	**Heemskerk** Ⓟ (*ex*Witram) D.F. 2*Dks*	6516 6037 4065					1919	Neptun- werft Rostock	N.V.Vereenigde Nederlandsche Scheepvaart Maats(Directie-en AgentuurMaats. "Holland-Afrika Lijn"N.V.*Mgrs.*)	438·0 P55'B97'F43'	57·2	30·2	The Hague Dutch *WB*	Q.4Cy.26⅜"38⅜"55 9/16"&80 7/16"- 55 1/16" 482NHP Neptunwerft,Rostock		V
* 75644 PEPL	— (*ex*ApollinarisV.-37) *ss*Rot.No.2-39 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* *CruiserStern*	315 — 229	✠100A1 8,39	Rot ✠LMC4,38	*d*	N4,38	1931 4mo *Lloyd*	N.V.Indus- trieeleMaats. DeNoord Alblasserdam '*sA&CP*	HollandscheZee- reed(J.Vermaas' Scheepvaart Bedrijf, *Mgrs*) *C*	131·9 Q26'B8'F16' FK *ellDBf*28' 28*tFPT*	23·5	8·8	Rottrdam Dutch 3*BHCem* 10*tAPT*4*t*	Oil Engines 4S.C.SA 3Cy.11"-17 1/16" 35NHP Motorenfbr."Deutz"A.G. Köln-Deutz	9 ″ 6 s ″ 11 8 ″ 8	
75645 PEPM	**Heenvliet** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	346 226 169					1939	J.Koster Hzn.Schpsw. "Gideon" Groningen	Soetermeer& FekkesCargadoors- kantoorN.V.	140·9 P41'F17'	24·7	8·6	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-17 1/16" 70NHP Klöckner-Humboldt- DeutzA.G.Köln-Deutz		
75646 217952 WBAI	**Heffron** D.F. *Fitted for oil fuel* GyC. 1*Dk*&*Shelter dk*& *Longitudinal framing* *Webframes*	7611 7553 4886	✠ ... 3,21	✠			1919 5mo	Bethlehem S.B.Corp.Ld. Alameda,Cal	Weyerhaeuser S.S.Co.	440·0 FK	56·0	35·2	Everett, Wash. Utd.States *WB*	T.3Cy.27",47"&78"-48" 598NHP BethlehemS.B.Corp.Ld.	38 ″ 0	R †
75647 218209 KIDF	**Hegira** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*&*Webframes* GyC. *Longitudinal framing*	7588 7553 4818	✠ ... 3,21	✠			1919 6mo	Bethlehem S.B.Corp.Ld Alameda,Cal.	Weyerhaeuser S.S.Co.	440·0 FK	56·0	35·2	Everett, Wash. Utd.States *WB*	T.3Cy.27",47"&78"-48" 598NHP BethlehemS.B.Corp.Ld.	38 ″ 0	R †
75648 36813 JGZC	**Heian Maru** Ⓟ TwinSc *OilEng.* *ss*Osa.No.2-39 *Ref.Mchy.* 3*Dks*(*Stl-weather dk* ws) D.F. GyC. 4*th dk*(*Stl*)*inNo.3hold*	11616 9381 6789	✠100A1 *withfreeboard* ~~10,40~~~~11,39~~ 3,41 DBS~~1,39~~10,40 ✠Lloyd'sRMC~~3,40~~10,40 *Fitted for car* *above* 150° F.	Osa ~~Kob~~ ✠LMC CS11,39 ~~1,39~~1,40 *rying* *in 3 de*	*h*† *oil* *ep*	CL ~~s1,38~~ P11,39 S3,41 11,30 *tanks*	1930 11mo *Lloyd* *F.P.* *aft*	OsakaIron Works,Ld. Osaka '*sA&CP*	NipponYusenK.K. *CellDB*424'2189*t* *tunnels*319*tD*	511·6 B226'F76' FK *Tanks in way of* *Tsa*39'1309*tFPT*11	66·0	41·0	Tokyo Japanese 9*BHptCem* 6*tAPT*176*t*	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2190NHP 2DB*120lb* Akt.Burmeistr&Wain,Cpn	41 ″ 1 s10 ″ 11¾ 30 ″ 3½	
75649 44297 JJOK	— Ⓟ (*ex*PingAn-38, *ex*CanadianBritisher-36) *Ref.Mchy.* 2*Dks*	5346 — 3857					1921	Prince RupertD.D. &Eng.Co. PrinceRupert	AmakasuSangyo K.K.	400·0 P49'B113'F40'	52·0	28·5	Yokohama Japanese *WB*	T.3Cy.27",44"&73"-48" 369NHP J.Inglis&Sons,Ld.Toronto		C
75650 467 JCXC	— Ⓟ Wireless 2*Dks*	1507 — 920					1917	Kawasaki Dkyd.Co.Ld. Kobe	ChosenYusenK.K.	240·0 P14'B44'F32'	36·0	21·0	Jinsen Japanese *WB*	T.3Cy.16",26"&43"-30" 101NHP KawasakiDkydCoLd.Kobe		
75651 DAPO	**Heidelberg** Wireless 1*Dk*	692 499 381					1925	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	184·8 Q53'B45'F19'	28·9	11·4	Stettin German *WB*	T3Cy.14",22 13/16"&38 3/16"-27 9/16" 77NHP StettinerOderwerke		G
75652 36240 JBBE	**Heiei Maru No. 6** (*ex*HeiyeiMaruNo.6-38, *ex*HakataMaruNo.1) 1*Dk*	468 429 272					1910	OsakaIron Works Osaka	TakarabeSyoten K.K.	168·9	23·8	16·5	Tokyo Japanese	T.3Cy.11⅓",19"&32"-22" 48NHP OsakaIronWorks		
75653 29341 JTVA	**Heiei Maru No. 7** (*ex*Heiyei MaruNo.7-38, *ss*Kob.2ndNo.3-5,24 *ex*Ravenrock,*ex*Rabenfels) 2*Dks*&*Webframes*	4815 4415 2971	✠ ... 6,25				1903 12mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	InuiK[illegible]K.K.	390·4 P50'B123'F53' BK10"	51·5	27·5	Tokyo Japanese *WB*	Q.4Cy.23",32",48"&72"-54" 492NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.	30 ″ 3	C †
75654 LEBP	**Heien** Wireless D.F. 1*Dk*	995 862 561					1926	Hölens Verks.Hölen, nr.Larvik	D/SA/SHeitmanns Rederi(H.Heit- mann&Son, *Mgrs.*)	214·2 P39*t*H56*t*	34·3	14·1	Oslo Norwegian *WB*	T.3Cy.14½",25"&40"-27" 83NHP W.Beardmore &Co.Ld.Coatbridge		N

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
75655 LEBR	**Heilo** (*ex*KristineTysland) 1*Dk*	989 861 569					1921	Hölens VerkstedA/S Larvik	D/S A/S Heitmanns Rederi(H. Heitmann&Son)	214·2 P39*t*H57*t*	34·3	14·2	Oslo Norwegian *WB*	T.3Cy.15½",25"&42"–30" 96NHP Moss.Værft,Moss		N
75656 DHKU	**Heimdal** (*ex*MinnaHorn) 1*Dk*	2186 1834 1257					1921	Nordsee-werkeA.G. Emden	Seereederei "Frigga," A.G.	283·0 P20'B58'F24'	40·9	20·5	Hamburg German *WB*	T.3Cy.20",31½"&51½"–35¾" 155NHP CäsarWollheimBreslau		G
75657 OXHS	— Ⓟ TwinSc (*Ferry*) *OilEng.* Wireless D.F. *CruiserStern* 1*Dk*	978 821 335					1930	A/S Aalbrg Msk-ogSkibs. Aalborg	DeDanske Statsbaner	246·1	38·6	14·6	Korsör Danish *WB*	Oil Engines 4S.C.SA 12Cy.14 7/16"–23⅝" 247NHP A/S Frichs,Aarhus		V
75658 5715 SGHA	**Heimdall** Ⓟ Sub.Sig. Wireless 1*Dk*	*1386* *742* *644*					1914	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	225·0 P&B147'F47'	36·0	14·4	Stockholm Swedish *WB*	T.3Cy.21½",35½"&58½"–36" 205NHP OskarshamnsM.V.Aktieb.		V
75659 24982 JKPD	**Heimei Maru** *ss*Kob.No.3–7,31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4364 3677 2734	✠ … 10,35 ✠	Nag	*w*		1919 9mo	OsakaIron Works,Ld. Innoshima *CellDB*294'	TochikiShojiK.K. 1120*t DTa*32'690*t*	345·0 P30'B98'F34' *on Shelter dk* FK *Collision* *FPT*115*tAPT*29*t*	49·8	28·2	Waka-matsu Japanese *Cem BH to Sh dk* 5 „ „ *U* „	T.3Cy.24",41"&67"–48" 391NHP 2SB,6*cf*,GS126,HS5400 OsakaIronWrks.Ld. Innoshima	28 " 2	
75660 LJHA	**Heimgar** (*ex*Sparreholm–36, *ex*Sulina) *OilEng.* *ss*Got.No.3–5,34 *ss*Ant.No.1–39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened forNavigation in Ice*	*2978* *2741* *1790*	✠100A1 *Shelter dk withfreeboard* ~~3,40~~10,40 ✠LMC CS5,39 DBS~~5,38~~8,40 5,39	NOs	*l*	CL ~~3,40~~ 10,40	1921 9mo	A/BÖre-sundsvarvet Landskrona *CellDB*260'633*t*	StamersRederiA/S (ClausStamer, *Mgr.*)	312·7 F32' *onShelter dk* FK *Collision* *FPT*55*tAPT*62*t*	44·5	26·2	Bergen Norwegian *ptCem BHtoSh dk* 4 „ „ *U* „	Oil Engines 4S.C.SA 6Cy.24 13/16"–51 7/16" 355NHP DB100*lb* A/B Götaverken,Got.	28 " 11 s 6 " 9½ 22 " 3	
75661 LCUY	**Heimvard** *OilEng.* D.F. 1*Dk*&*Shelter dk*	4851 4299 2745					1930	Kockums M.V.Aktieb. Malmö	KlostersRederiA/S (LauritzKloster, *Mgr.*)	396·9 P140*t*H396*t*F16*t*	54·8	25·1	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.27 9/16"–55⅛" 587NHP KockumsM.V.Akt.Malmö		N
75662 LEVA	**Heina** *OilEng.* D.F. 2*Dks*	4028 3695 2417					1925	Kjöbnhvns Flydk.&Skbs Copenhagen	A/S J.Ludwig MowinckelsRederi	377·8 P101*t*H202*t*F30*t*	52·2	24·5	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.24 13/16"–51 7/16" 473NHP Akt.Burmeistr&Wain,Cpn		N
75663 1084 ESVE	**Heino** (*ex*Gautatyr–36,*ex*Austa) 1*Dk*	1107 1005 640					1906	Sunderlnd S.B.Co.Ld. Sunderland	M.Utow	229·0 P21'B61'F26'	35·0	15·2	Tallinn Estonian *WB*	T.3Cy.16½",27"&44"–33" 111NHP N.E.MarineEng.Co.Ld.Sld		V
75664 DHKV	**Heinrich Arp** 1*Dk*	1428 1160 813					1923	F.Schichau Elbing	H.F.C.Arp (S.Ollgaard& Thoersen, *Mgrs.*)	237·2 Q77'B97'F26'	37·6	16·0	Hamburg German *WB*	T3Cy.16 9/16"27⅞"&42 9/16"–27½" 95NHP F.Schichau,Elbing		G
75665 172773 VRFC	**Heinrich Jessen** Ⓟ ~~D.F.~~E.S.D. 2*Dks* *CruiserStern*	3335 2745 1917	✠100A1 *withfreeboard* 9,40 ~~(*ClassContemplated*)~~ ✠LMC9,40	HKg	*u* 1½	CL	1940 9mo	HongKong &Whampoa DockCo.Ld. HongKong *Lloyd's* 1&CP	Ministry of Shipping(BritishIndia SteamNavCo.Ld. *Mgrs.*) —*CellDB*258'554*tFPT*15*t*	305·0 319·5(O.L.) P39'B88'F75' FK	46·6	25·4	HongKong British 6*BHCem* *APT*61*t*	T.3Cy.21½",32"&60"–39"& 220lb (s) FD 358NHP 2SB(Spt)6*cf*,GS110,HS5140 HongKong&Whampoa DockCo.Ld.HongKong	27 " 3 s 8 " 0½ 19 " 6	
75666 DDUS	**Heinrich Schmidt** 1*Dk* Wireless D.F. *CruiserStern*	1560 1185 889					1936	Flensburgr Schiffsb.Ges. Flensburg	Flensburger Schiffsparten-VereinigungA.G. (H.Schmidt, G.m.b.H., *Mgrs.*)	258·8 P21'Q85'B106'F22'	41·3	14·4	Flensburg German *WB*	T.3Cy.17 13/16",29⅝"&48"–34 7/16" 135NHP FlensburgerSchiffsb.Ges.		G
75667 DGLD	**Heinrich Schulte** (*ex*MountOssa–37, *ex*Grelbank–32, *ex*WarLegate) *ss*Fal.No.3–12,32 *ss*Rou.No.1–37 1*Dk*(*Stl*)	5056 4654 3104	✠ 9,38 ✠	Bmn	*y*		1918 6mo	Harland& Wolff,Ld. Glasgow *Cel*	"Atlas" Reederei A.G. *lDB*344'1136*t DT*	399·3 P49'B112'F38' FK *a*28'1200*tFPT*118*t*	52·3	28·5	Emden German 7*BHptCem* *APT*185*t*	T.3Cy.27",44"&73"–48" 517NHP 3SB.9*cf*,GS190,HS7668 D&WHendersn&CoLdGls	31 " 0	
75668 852 HPFV	**Heinrich v. Riedemann** TwinSc *OilEng.* D.F. GyC. *ss*NYk.No.2–39 E.S.D. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft CruiserStern* *Longitudinalframing–bracketlesssystem*	11020 — 6749	✠100A1 ~~3,40~~10,40 NYk ✠LMC CS12,38 DBS~~10,39~~3,40 ~~10,39~~ 10,40 *CarryingPetroleum in bulk*	NNs	*g*†	CL ~~N12,37~~ 10,40	1930 11mo	Bremer Vulkan Vegesack	PanamaTransport Co.	521·1 *afterBridge*55' FK B40'F41' 4 *CellDBuE*62'216*t*	70·2	38·8	Panama Phamanian 17*BHptCem* *ptAsp* *BHto2nd dk* *DTsf*48'199	Oil Engines 2S.C.SA 12Cy.27 9/16"–47¼" 1592NHP 2WaterTubeDB200*lb* 2DB100*lb* BremerVulkan,Vegesack 7*t FPT*270*tAPT*290*t*	38 " 9 s 8 " 5½ 30 " 6¼	
75669 DICC	**Heinz Horn** Ⓟ *OilEng* D.F. 2*Dks*	3994 3332 2397					1928	F.Schichau Elbing	H.C.Horn	314·0 H130'F37'	48·7	27·7	Hamburg German *WB*	Oil Engines 2S.C.SA 6Cy.26⅜"–47¼" 745NHP F.Schichau,Elbing		G
75670 LEBU	**Heire** (*ex*Stend) 1*Dk*	807 682 449					1917	Pusnes Stob.&M.V. Arendal	Dampsk.A/S Heitmann'sRederi (H.Heitmann& Son, *Mgrs.*)	211·0 P36*t*H46*t*F12*t*	33·2	13·5	Oslo Norwegian *WB*	T.3Cy.15",25"&40"–30" 88NHP PusnesStob.&MV.Arendal		N
75671 24151 JJCE	**Heiryo Maru** (*ex*DaitokuMaruNo.2) Wireless 1*Dk*	1224 1039 699					1918	Osaka ZosenshoK.K Osaka	TanakaShojiK.K.	225·0 P16'B54'F28'	33·0	18·7	Osaka Japanese *WB*	T.3Cy.16 11/16",26⅝"&42⅛"–30" 97NHP SanyoTekkosho,Osaka		
75672																
75673																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75674 40872 JZDH	**Heito Maru** Ⓟ 2*Dks*	4468 4033 2588					1935	Mitsubishi JukogyoK.K Nagasaki	OsakaSyosenK.K.	357·0|49·2|32·8 B79'F38'	Osaka Japanese *WB*	2 DR Geared Steam Turbines 500NHP MitsubishiJukogyoK.K. Nag		
75675 14 JLHG	— 1*Dk*	570 — 220					1910	....	Minamimanshu TetsudoK.K.	170·0|35·0|13·0	Dairen Japanese			
75676 41417 JLJK	**Heiwa Maru** *OilEng.* 1*Dk*	313 — 216					1936	Matsuura Ryoichi,Tona	KanpuRenraku KisenK.K.	128·6|24·1|11·1	Shimonoseki Japanese	Oil Engines		
75677 35365 JRXB	**Heiyō Maru** Ⓟ TwinSc *OilEng.* D.F. GyC. *ss*Kob.No.2-38 3*Dks*(*Stl-Weather dk* ws)	9816 7990 5871	✠100A1 *withfreeboard* ~~4,40~~ ~~5,39~~ 2,41 ✠LMC CS12,38 DBS~~5,39~~4,40	Kob Osa ~~5,39~~4,40	*e*†	CL ~~P9,37~~ S12,38 P9,40	1930 3mo	OsakaIron Works Osaka *Lloyd'sA&CP*	NipponYusenK.K. *Cell DB* 384' 1596*t* *of tunnels* 7	460·0|60·0|40·5 481·8(O.L.) B58'F47' *Tanks in way* FK 4*tDTa*8'217*tFPT*1	Tokyo Japanese 7*BHptCem* 06*t APT*86*t*	Oil Engines 2S.C.SA 16Cy.26¾"-39⅜" 2004NHP 2DB*100lb* MitsubishiZosnKaishaNag	40 ″ 6 s10″9¾ 30″2⅝	
75678 24078 JIHE	**Heiyu Maru** 1*Dk*	973 851 575					1918	Hakemoto Chukichi Osaka	MatumotoHirosi	199·2|31·5|18·0	Hakodate Japanese *WB*	T.3Cy.13½",22½"&37⅜"-28" 74NHP YutaniKoshakuso,Osaka		
75679 TFAB	**Hekla** (*ex*KongInge-32, *ex*ClothildeCuneo) 1*Dk*&*Spar dk* Wireless D.F.	1215 1053 676					1907	Fredrkstad Mek.Værks. Fredrikstad	H/F EimskipafjelagReykjavikur (Faaberg& Jakobsson,*Mgrs.*)	225·0|33·7|20·3 H101*t*F24*t*	Reykjavik Icelandic *WB*	T.3Cy.17",28"&49"-33" 138NHP FredrikstadM.V.Frdstad.		N
* 75680 LCNT	**Hektor** *ss*Got.No.3-8,34 *ss*Osl.No.1-38 2*Dks*(*Stl*)	5243 4742 3134	✠100A1 4,39 ✠LMC MS9,38 BS3,39	NYk	*y*	CL N9,38	1921 3mo	HongKong &Whampoa DockCo.Ld. HongKong *Lloyd'sA&CP*	Bruusgaard KiösterudsSkibs-A/S(Bruusgaard Kiösterud&Co. *Mgrs.*) *CellDB*	400·2|52·2|28·5 P49'B113'F40' FK 340'1105*t FPT*117*t*	Drammen Norwegian 7*BHCem* *APT*177*t*	T.3Cy.27",40"&73"-48" (*s*) &exhaust Turbine driving steam compressor 180lb 568NHP 3SB,9*cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.	31 ″ 0	
75681 110573 GBQL	**Hektoria** (*ex*Medic) TwinSc (*Whale Oil Factory*) *Fitted for oil fuel* D.F. GyC. 3*Dks*&*Shelter dk* *Fitted for carrying whale oil in bulk*	13797 13611 9564					1899	Harland& Wolff,Ld. Belfast	Hektoria,Ld.	550·2|63·3|32·0 47·9 H132*t*	London British *WB*	Q.8Cy.22",31½",46"&67"-51" 641NHP Harland&Wolff,Ld.Bel.		N
75682 244 OHAS	**Hektos** *ss*Hfs.3rdNo.3-4,35 D.F. *ss*Hfs.No.1-38 1*Dk*(*Stl*)&*Webframes*& *pt Awng dk*(*Stl*)	2108 1524 1233	✠100A1 *pt Awng dk* *withfreeboard* 4,39 ✠LMC MS10,38 BS~~6,39~~12,40	Hfs	*s*	CL 6,38	1903 3mo	R.Craggs& Sons,Ld. Middlesbro' *Lloyd'sA&CP*	FinskaÅngf. Aktiebolaget *CellDBa*	290·6|40·3|16·7 280·0 Q103' *ptAwng dk* 175' FK 88'*uE* 24' *f*114'457*t*	Helsingfrs Finnish 4*BHCem* *APT*15*t*	T.3Cy.21",34"&56"-39" (*s*) 165lb 217NHP 2SB,6*pf*,GS108,HS3542 N.E.MarineEng.CoLdNwc	19 ″ 6 s7 ″ 9 19 ″ 0	
75683 SPAO	**Hel** *ss*Dnz.No.1-39 Wireless D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	*1066* *825* 504	✠100A1 *withfreeboard* 6,40 ~~6,39~~ ✠LMC6,39	Dnz Shl	*p*	CL 6,39	1935 4mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*) *CellDB*192'	233·1|36·4|13·1 B51'F22' FK (*Coll* 293*tAPT*35*t*	Gdynia Polish 5*BHptCem* *BH to Sh dk* 4 ,, 2*nd* ,,)	C.2Cy.17"&34"-28" & LP Turbine with DR gearing &hydraulic coupling 210lb (*s*) FD 152NHP 2SB(Spt),4*cf*,GS60,HS1925 Swan,Hunter&Wigham Richardson,Ld.Nwc	15 ″ 0 s ″ 2 15 ″ 0¼	
75684 PEPQ	**Helder** Ⓟ *ss*Ams.No.3-5,32 *ss*Ams.No.1-36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3629 3288 2234	✠100A1 *Shelter dk* *withfreeboard* Examined 4,41 ✠LMC6,36 ✠NB(*f*)2,39 BS2,40 *Fitted for oil fuel*6,20 *F.P.above* 150° F.	~~Ams~~ Liv	*w*	CL N2,39	1920 6mo	Rotterdam Droogd. Maats. Rotterdam *Lloyd'sA&CP*	Koninkl.Nederl. Stoomb.Maats. *CellD*	361·5|49·8|22·0 372·0(O.L.) FK *Coll* B309'929*t FPT*85*t*	Amstrdam Dutch *Cem* *BH toSh dk* 5 ,, ,, *U dk* *APT*127*t*	T.3Cy.25",39¾"&68"-45" (*s*) 180lb FD 465NHP 4SB (Spt)12*cf*,HS7171 RotterdamDroogd.Maats.	24 ″ 6 s 2 ″ 0¾ 22 ″ 8½	
75685 145564 MLGK	— (*ex*StadSchiedam) Sub.Sig.Wireless D.F. 1*Dk*	979 786 581					1920	Flensburgr Schiffsb.Ges. Flensburg	CurrieLine,Ld.	210·7|34·2|13·4 P17'Q47'B48'F27'	Leith British *WB*	T.3Cy.15⅝",25⅜"&44⅛"-29½" 106NHP FlensburgerSchiffsb.Ges.		G
75686 214503 WKCF	**Helen** *ss*Bal.2ndNo.3-8,40 ~~*ss*N.Yk.No.3-7,28~~ ~~*ss*N.Yk.No.2-35~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	3129 2620 1944	✠100A1 8,40 ~~9,39~~ 8,40 ~~BS9,39~~ ✠LMC~~10,35~~ ✠Lloyd'sRMC~~3,40~~ 3,41 ~~11,40~~ for temp. 38° F. *Fitted for oil fuel* 10,16 *F.P. above* 150° F.	Bal	*u*	CL ~~9,39~~ 8,40	1916 10mo A&CP	Bethlehem SteelCo. Sparro'PtMd	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. *Mgrs.*) *CellDB*255'662*t*	327·7|46·7|23·5 P38'B94'F37' FK *FPT*50*tAPT*145*t*	NewYork Utd.States 6*BHCem*	T.3Cy.24¼",41"&68³⁄₁₆"-48" 200lb (*s*) 487NHP 3SB,9*cf*,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt	26 ″ 3 s 4 ″ 6 21 ″ 11¼	
75687 877 OHZG	— (*ex*Irene-36) *ss*Hbg.3rdNo.3-3,34 D.F. *ss*Osc.No.1-38 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1850 — 1072	✠100A1 8,39 ✠LMC MS2,38 BS8,39	Ant	*r*	CL 6,38	1899 6mo	Grangmth DockyardCo. Gr'ngemouth A&CP	RederiA/B Ziva (Alb.Jansson, *Mgr.*) *Cell DBa*76'	279·5|40·6|18·3 269·7 P23'B54'F32' FK *uE*&*B*36' *f*104'477*t*	Mariehmn *Saltvik* Finnish 4*BHCem* *APT*24*t*	T.3Cy.20",32½"&53"-36" 160lb 177NHP 2SB,4*pf*,GS71,HS2790 Hutson&Sons,Ld.Glasgow	20 ″ 6 s 2″10½ 17 ″ 10	
75688 219562 WTCF	— (*ex*Herkimer) *Fitted for oil fuel* *Mchy.Aft*	300 — 155					1920	Terry& TenchCo.Inc. LongIsland City	DeBardelebenCoal Corp.(W.G.Coyle Co.*Mgrs.*)	146·3|20·2|10·9	N.Orleans Utd.States	C.2Cy.10"&24"-14" 18NHP		
75689 96270 MQGY	**Helen Craig** *ss*Bel.3rdNo.3-11,33 *Well deck* *ss*Bel.No.1-37 1*Dk*(*ptStl*&*ptIrn*)	417 307 169	✠100A1 11,38 BS~~1,40~~ ✠LMC2,37 3,41	Bel	*g*	11,38	1891 1mo	Workman, Clark&CoLd. Belfast *Lloyd'sA&CP*	HughCraig&Co. Ld. *CellD*	165·3|24·1| 9·9 Q91'B44'F24' BK6" B 74'70*t deeptank f*	Belfast British 4*BHCem* 20*tAPT*11*t*	C.2Cy.21"&42"-30" (*s*) 90lb 68RHP 1SB,3*pf*,GS58,HS1425 V.Coates&Co.,Belfast	12 ″ 3 s ″ 7½ 12 ″ 2	
75690 142660 GWRB	**Helen Moller** (*ex*Sierentz-33, *ex*WarCateran) *ss*Liv.No.3-12,29 *ss*Shi.No.2-39 D.F. E.S.D 1*Dk*(*Stl*)	5259 4800 3427	✠100A1 ~~3,40~~ ~~4,39~~ 3,41 LMC4,39 BS3,41	Shi	*y*	CL ~~8,35~~ ~~3,40~~ 3,41	1918 10mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellDB*343'1093*tDT*	400·9|52·3|28·5 P49'B117'F39' FK *a*28'1167*t FPT*118*t*	Shanghai British 7*BHptCem* *APT*184*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD Dunsmuir&Jackson,LdGls	31 ″ 0 s 5″11¾ 25 ″ 3	
75691														

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, &c. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si coté dans le L.R. Durée Cert. Ref. Trade.
75692 161281 KJMI	**Helen P. Drew** Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	309 — 142					1904	J.R.Hitchings Hquiam,Wsh	GardeniaPacking Co.	134·6	32·2	10·5	S.Frncisco Utd.States	C.2Cy.12"&26"-20" FultonIronWorks, 25NHP SanFrancisco		
75693 500 OHNO	**Helena** WoodAux4MstSr (*ex*Schleswig-33,*ex*Dronning *OilEng.* Thyra) *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	466 410 359					1920	A/S I.Koefoed Faxe	T.W.Blomqvist	155·0 141·4 Q27'	31·4	14·6	Raumo Finnish	Oil Engines 2S.C.SA 3Cy.15 5/16"-15 3/16" 122NHP A/S Tuxham,Cpn.		V
Y8/4 75694 164556 MKMZ	**Helena Margareta** (*ex*Larenberg-35) *ss*Ams.No.3-7,28 *ss*Ant.No.2-37 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	3316 2956 2063	✠100A1 10,39 MS8,37	Sch ✠LMC BS~~7,39~~ 10,40	*u*	CL ~~7,37~~ N10,40	1915 3mo *Lloyd's A&CP*	A.Vuijk&Zonen Capelle a/d Ysel	EuxineShipping Co.Ld. *CellDB*	326·6 P22'B88'F22' FK	48·2	22·9	London British 5*BHptCem* *ptAsp* a96'*u*E20'*f*	T.3Cy.23½",38"&64"-42"(*s*) 180lb 290NHP 2SB,*6pf*,GS132,HS4490 G.T.Grey,SouthShields 147'820*t* *FPT*70*t* *APT*105*t*	25 ″ 0 s 4 ″ 2 21 ″ 0	
75695 OZSE	**Helene** (*ex*Ceres,*ex*MimiHorn) Sub.Sig. D.F.	2414 2073 1412					1922	Schiffsw.v.H.KochA.G. Lübeck	J.Lauritzen	296·4 P14'Q39'H71'F31'	42·5	20·2	Esbjerg Danish *WB*	T.3Cy.20 1/16",33½"&52⅞"-35⅞" 187NHP OttensenerMaschf.Altona		G
75696 DDTD	— (*ex*Druidstone, *ss*Shl.No.3-5,11 *ex*Queenmoor) 1*Dk*(*Irn*)&*deepframing*	2160 1952 1324	✠ 7,16 ✠	Cff	*s*		1898 9mo	J.Blumer&Co. Sunderland	H.W.Christophersen *CellDBa*	290·0 P27'B75'F31' FK 90'*u*E20'*f*114' 527*t*	42·0	19·2	Flensburg German 5*BHCem* *APT*48*t*	T.3Cy.22",36"&59"-39" 227NHP 2SB,*6pf*,GS102,HS3525 J.Dickinson&Sons,Ld.Sld.	21 ″ 6	G †
75697 DCIP	— *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	400 314 197					1937	Frd.Krupp Germaniawft A.G. Kiel	Sartori&Berger	156·7 P78'F16'	26·7	10·5	Kiel German *WB*	Oil Engines 4S.C.SA 6Cy.14⅝"-19 11/16" 121NHP Fr.KruppGermaniawftAG		G
75698 533 ESKC	— WoodAux3MstSr (*ex*SailingVessel-35, *OilEng.* *ex*Ilford-34,*ex*Estonaval) 1*Dk* (*See Sailing Ship Register*)	306 263 232					1903 1922	K.Karkling Wandsen	J.Remmelgas	118·0	29·4	13·0	Tallinn Estonian	Oil Engines 2Cy. NE35		V
75699 935 SVXN	**Helene Kulukundis** D.F. E.S.D. 1*Dk*&*Shelter dk* *Longitudinal framing at bottom & at decks* *CruiserStern* "*Arcform*"	*5548* *4933* *3234*	✠100A1 *withfreeboard* ~~6,40 11,39~~ 7,41 ~~7,41~~ *Fitted for oil fuel*7,38 *F.P. above* 150° F.	Hul Lis ✠LMC7,38	*a*† 2	CL 7,41	1938 7mo *Lloyd's A&CP*	ShortBros.Ld. Sunderland *CellDB*350'	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*) 1 *Intermediate BH dispensed with Coll BH to Sh dk* 1101*t* *MT* 14'615*t* *F PT*171*t* *APT*303*t*	420·6 433·5(O.L.) FK	60·5	26·3	Piræus Greek *ptCem* 5 „ „ 2*nd* „	T.3Cy.23½",38"&66"-45"(*s*) 220lb 426NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,HS6254 N.E.Marine Eng.Co.(1938) Ld.Nwc.	28 ″ 9 s 3 ″ 0½ 25 ″ 11½	
75700 DHKX	**Helene Russ** Wireless 1*Dk*	993 788 577					1909	Stettiner Oderwerke Stettin	ErnstRuss	211·0 P12'Q59'B57'F21'	33·9	13·4	Hamburg German	T.3Cy.15 7/16",25½"&41 3/16"-29½" 93NHP StettinerOderwerke		G
75701 135519 GPZY	**Helenus** Ⓟ D.F. 2*Dks*	7366 6306 4665					1913	Scotts'S.B.&Eng.Co.Ld. Greenock	OceanS.S.Co.Ld.(A.Holt&Co *Mgrs*)	455·2 P54'B162'F60'	56·2	32·5	Liverpool British *WB*	T.3Cy.31",51½"&86"-60" 572NHP Scotts'SB.&Eng.CoLdGrk		BT till ~~9,41~~ 10,41
75702 7998 SKVM	**Helfrid** (*ex*Bill-35) 1*Dk*	*1304* *1114* *719*					1922	Trosvik Mek.Verks. Brevik	RederiA/B Sylvia (Alb.Billner,*Mgr*)	247·7 P53*t*H70*t*F14*t*	37·1	16·0	Gothenbrg Swedish *WB*	T.3Cy.17½",28½"&48"-33" 132NHP StavangerStöberi&DokStv		N
75703 6608 SEHI	— (*ex*Fyrileif-39) 1*Dk*	*924* *714* *495*					1921	Helsingbrg Warfs Aktieb Helsingborg	Rederi/AB Östersjön i Trelleborg(Axel Christensen, *Mgr.*)	205·0 Q67'B56'F19'	33·5	15·2	Trelleborg Swedish *WB*	T.3Cy.18⅝",29½"&46⅞-27½" 110NHP HelsingborgWarfsA/B		V
75704 OZNH	**Helga** D.F. E.S.D. 2*Dks* *CruiserStern*	1700 1463 973					1937	Helsingörs Jernsk&Msk Elsinore	J.Lauritzen	292·0	41·7	16·4	Esbjerg Danish *WB*	C3Cy(2)15¾"&(1)39⅝"-37⅞" &LPturbine with reduction gear&chain drive 234NHP HS3340 HelsingörsJernsk.&Mskb.		G
75705 DHKZ	**Helga Böge** 1*Dk*	2181 1804 1290					1925	Lübecker Maschb.Ges. Lübeck	Joh.M.K.Blumenthal	279·7 P27'B69'F38'	41·7	19·1	Hamburg German *WB*	T.3Cy.21⅝",34¼"&55⅞"-35 7/16" 181NHP LübeckerMaschb.Ges.		G
75706 DMBH	**Helga Ferdinand** (*ex*Ursula Fischer-33, *ss*Shl.2ndNo.3-10,22 *ex*Ambassador) *ss*Bmn.No.1-25 D.F. 1*Dk*2*trB*&*Webframes*	2566 2395 1598	✠ ... 11,29 ✠				1897 7mo	W.Gray&Co.(Lim.) WHartlepool	HugoFerdinand	314·0 P27'B70'F31' FK	44·1	20·8	Rostock German *WB*	T.3Cy.23",36½"&62"-39" 242NHP Cen.Mar.Eng.Wrks.WHpl	23 ″ 3	G †
75707 DHLA	**Helga L.-M. Russ** Sub.Sig. 1*Dk* *CruiserStern*	1709 1399 1001					1926	Akt.Ges. "Neptun" Rostock	Schiffahrt.u. Assekuranz-Ges. E.Russ&Co.	256·9 P25'Q81'B107'F28'	41·1	16·2	Hamburg German *WB*	T.3Cy.19 5/16",31½"&51 5/16"-35 7/16" 156NHP A.G."Neptun,"Rostock		G
75708 139049 MMZG	**Helga Moller** (*ex*DeikeRickmers-38,*ex*Aker,*ex*Istok, *ex*Kurmark) *ss*Ham.2ndNo.3-5,35 *ss*Shi.No.1-38 2*Dks*(*StlU-pt* teak s)	5546 4883 3348	100A1 ~~8,40~~ 8,30 12,40 BS~~7,39~~ 8,40	Shi Ist LMC8,38	*z*	CL N7,38	1912 *Lloyd's*	Rickmers Akt.Ges. Bremerhaven *CP*	MollerLine,Ld.(Mollers'Ld.*Mgrs*) *CellDBa*129' *u*E&B49'*f*178'11	404·8 P50'B134'F35' FK 63*t* *FPT*46*t* *APT*8*t*	53·3	27·4	Shanghai British 6*BHptCem* *ptAsp*	T.3Cy.28",45"&74"-54" 192lb FD 510NHP 3SB(Spt)9*cf*,GS225,HS6943 A.G."Weser,"Bremen	30 ″ 0 s 5 ″ 9½ 24 ″ 5½	
75709 DMAS	**Helga Schröder** (*ex*Rugia-37, *ex*LitiLarsen,*ex*FranzFischer, *ex*KäteVick) 1*Dk*	656 501 349					1904	Akt.Ges. "Neptun" Rostock	RichardSchröder	171·4 Q53'B58'F19'	28·7	12·7	Rostock German *WB*	T.3Cy.12⅝",19 11/16"&33½"-23⅝" 55NHP A.G."Neptun,"Rostock		G
75710 DOCA	**Helgoland** (*ex*Riol-36,*ex*Arcturus) Sub.Sig. D.F. 2*Dks*	3664 3279 2204					1922	Nordseewerke A.G. Emden	Norddeutscher Lloyd	369·7 B25'F37'	50·8	21·8	Bremen German *WB*	T.3Cy.24",38⅞"&63"-43 5/16" 262NHP Deutsch-Luxemb.Bergw-&HüttenA.G.Mülheim		G
75711 DKAZ	— Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. *CruiserStern* 3*Dks*	2947 — 1564					1939	PLindenau Memel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	347·8 B58'	43·4	21·6	Hamburg German *WB*	2 steam turbines connected to elec. motors & sc. shafts AllgemeineElec.GesBerlin		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not Dateof B.ofTradeCert.
75712 DRAG	**Helgoland** (*ex*NormanQueen, *ex*Abbotshall) *ss*Goo.2ndNo.3-9,11 *Mchy.Aft Well deck* Wireless 1*Dk*(*Irn*)	498 393 243	✠ 3,16 ✠	Lbc	*h*		1890 1mo	J.Scott& Co. Kinghorn	Reed.K.K.Skriver G.m.b.H.	189·6|25·1|12·3 Q59'B48'F54' len20 BK7" *DBf*35'	Lübeck German 5*BHCem* 27*t*FPT33*t*	T.3Cy.16",25"&42"-30" NB20 97NHP J.Scott&Co.Kirkcaldy	12″10	G †
75713 LDAN	**Helgöy** TwinSc (*ex*Theodore *OilEng.* Roosevelt-36) *ss*Osl.No.3-10,32 D.F. 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5614 5195 3455	✠ ... 4,36 ✠	Rot	*a*†		1920 8mo	A/S Burmeister& Wain Copenhagen	ErlingH.Samuelsen'sRederiII.A/S (ErlingH.Samuelsen,*Mgr.*) *CellDB*377'1266*t*	425·5|55·2|27·8 35·8 FK *Collisio* *FPT*90*tAPT*82*t*	Oslo Norwegian *ptCem* *n BH to Adk* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP A/S Burmeister&Wain	38″6	N †
75714 139573 VPBZ	**Helikon** Ⓟ *ss*H.Kg.No.3-3,29 *ss*H.Kg.No.2-37 2*Dks*(*Stl U*-teak s)	2036 1786 1220	✠100A1 3,40 BS3,40 ✠LMC1,37	HKg	*r*	CL N2,38	1917 9mo	HongK'ng & Whampoa DockCo.Ld HongKong *Lloyd'sA&CP*	TaiHingS.S.Co.Ld. *CellD*	270·6|40·1|19·4 281·5(O.L.) P26'B76'F26' FK *B*231'442*t FPT*34*t*	HongKong British 5*BHCem* *APT*71*t*	T.3Cy.20",33"&54"-39" (*s*) 180lb 215NHP 2SB,6*cf*,GS119,HS3552 HongKong&Whampoa DockCo.Ld.HongKong	21″6 s2″9¼ 18″11¼	
75715 DJTO	**Helios** (*ex*BoscombeChine-37, *ex*NailseaBrook-35, *ss*Shl.No.3-6,25 *ex*CymricQueen, *ss*Shl.No.1-30 *ex*Apsleyhall,*ex*Newfield) 1*Dk*(*Stl*) D.F.	3821 3566 2379	✠ —— 8,34 ✠	Shl	*w*		1912 10mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	Wachsmuth& Krogmann(August Bolten,WmMiller's Nachf.*Mgrs.*) *CellD*	348·9|51·1|23·9 P31'B101'F34' FK *Ba*113'*uE*27'*f*157'	Hamburg German 6*BHCem* 822*tFPT*85*t*	T.3Cy.25",40"&67"-45" 341NHP 2SB,6*cf*,GS112,HS5438 Richardsons,Westgarth& Co.Ld.Hpl. *APT*117*t*	26″3	C· †
75716 DOIH	— D.F. 2*Dks* Sub.Sig. *CruiserStern*	2883 2552 1616					1929	Deutsche Sch.u-Mschb. A.G."Weser" Bremen	Dampfschiff.Ges. "Neptun"	296·9|46·0|23·3 F28'B45'	Bremen German *WB*	T.3Cy19$\frac{11}{16}$"31½"&50⅜"-35$\frac{7}{16}$" &LP turbine 180NHP DeutscheSchiff.-u.Mschb. A.G."Weser,"Bremen		G
75717 LCNV	— Ⓟ 2*Dks*	1922 1647 1113					1925	Fredrkstad Mek.Værks. Fredrikstad	BruusgaardKiösterudsSkibs-A/S (BruusgaardKiösterud&Co.*Mgrs.*)	280·3|42·1|18·0 P59*t*H149*t*F51*t*	Drammen Norwegian *WB*	T.3Cy.21",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
75718 1038 ESUR	— (*ex*Edvard-35,*ex* *ss*Hbg.3rdNo.3-4,27 Barbro,*ex*Bolero,*ex* *ss*Tln.No.2-36 Barbro,*ex*Eiorrio)1*Dk*(*Stl*)&*Webframes* *Well deck* *Cargo battens not fitted* Now "Selene," see No. 89981 in Supplement	1309 1148 770	✠100A1 Examined 5,40 Hpl BS5,39 ✠LMC5,36	~~Tin~~	*o*	CL 5,38	1894 7mo	W.Pickersgill&Sons Sunderland A&CP	L-ü"Eeroo"(Karl Mitt,*Mgr.*)	240·2|35·8|16·0 Q87'B58'F30' FK *DBa*69	Tallinn Estonian 4*BHCem* *f*88'309*t*	T.3Cy.19$\frac{5}{16}$",31$\frac{5}{16}$"&51"-36" 160lb (*r*) 171NHP 2SB,4*pf*,GS69,HS2797 G.Clark,Ld.Sunderland	17″0 s1″3 15″11	
75719 137548 MGLY	**Helium** K *ss*Bkn.No.3-6,29 *Well deck* Wireless *ss*Bkn.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*)	301 206 113	✠100A1 7,40 ~~9,39~~ BS6,41 ✠LMC MS2,37 ~~BS7,39~~ 7,40	Bkn	*e*	OG 11,38	1917 5mo	Cochrane Sons,Ld. Selby *Lloyd'sA&CP*	I.C.I.(Alkali),Ld.	135·2|23·1|9·4 141·1(O.L.) Q50'B9'F21' FK *FPT*	Liverpool British 3*BHCem* 38*tAPT*17*t*	T.3Cy.12",20"&34"-24" (*s*) 180lb 69RHP 1SB,2*cf*,GS33,HS1175 ShieldsEng.Co.Ld.N.Shl.	10″6 s″6¾ 10″1¼	
10/2/41 75720 162725 GCTX	**Helka** (*ex*Mijdrecht) 3Mst *ss*Rot.2ndNo.3-6,35 D.F. 1*Dk*(*Stl*)&*Webframes*	3471 2840 2457	✠100A1 *Trunk dk* Examined 11,40 ✠NB12,22 ✠LMC6,35 *CarryingPetroleum in bulk*	Suz BS11,40	*u*	OG ~~5,37~~ 11,40	1912 12mo	Rotterdam Droogd.Maat Rotterdam *Lloyd'sA&CP*	EuxineShipping Co.Ld.	325·9|47·2|22·6 P71'F33' FK	London British 15*BHptAsp*	T.3Cy.23",38"&62"-42" (*s*) 180lb 324NHP 2SB,6*cf*,GS113,HS4598 FD RotterdamDroogd.Maats.	24″0 s2″11 21″3¼	
75721 604 SVBV	**Hellas** Ⓟ (*ex*IraM.-33, TwinSc *exYacht*Valiant) *ss*Msl.No.3-2,06 *ss*Sou.No.1-11 2*Dks*(*UdkStl*-ws)&*Spar dk*(*Stl*-ws)	2295 — 1227	✠ 1,14 ✠	Sou			1893	LairdBros. Birkenhead	HellenicCoast LinesCo.Ld. *Cell*	307·7|39·1|13·8 F42' *Prom.dk*128'	Piræus Greek 9*BHCem* *DB*158'180*t*	T.6Cy.23",36"&55"-36" 820NHP 2DB,12*cf*,GS288,HS9595 LairdBros.Birkenhead		
75722 817 SVCP	— (*ex*Adele-34,*ex*Ashantian,*ex*Fördefjord, *ex*Kaggefos) 1*Dk*&*Shelter dk*	*2081* *1869* *1206*					1916	Nylands Værksted Oslo	HellenicLines,Ld. (P.G.Callimanopulos,*Mgr.*)	300·9|44·8|18·0 P32*t*H113*t*F69*t*	Piræus Greek *WB*	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		N
75723 LEOA	— 2*Dks* *CruiserStern*	1921 1647 1114					1925	Fredrkstad Mek.Værks. Fredrikstad	BruusgaardKiösterudsSkibs-A/S (BruusgaardKiösterud&Co. *Mgrs.*)	280·3|42·1|18·0 P59*t*H147*t*F51*t*	Drammen Norwegian *WB*	T.3Cy.21",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
7/4/41 75724 LDTO	**Helle** (*ex*Ganda-32,*ex*Marconier, *ex*Piqua) *ss*Ant.No.3-11,30 1*Dk*(*Stl*) D.F.	2467 2162 1398	✠ —— 12,35 ✠NE4,33 ✠	Gls	*t*		1918 5mo	Pusey& JonesCo. Wilmington, Del.	RederiA/S Henneseid(Thoralf Holta,*Mgr.*) *CellDB*	300·5|44·2|19·9 P29'B75'F29' FK 254' 702*t FPT* 106*t*	Porsgrunn Norwegian 5*BHCem* *APT*137*t*	C.4Cy.(2)14⅜"&(2)32¼"-30½" 248NHP 2SB,4*cf*,GS84,HS4258 FredrikstadM.V.Frdstad.	22″3	N †
75725 7020 SEUK	— (*ex*Marguerite, *ss*Got.2ndNo.3-5,32 *ex*Adrana,*ex*Lilleborg, *ss*Lkr.No.1-37 *ex*Washington) *Well deck* 1*Dk*(*Stl*)	*866* *708* *484*	✠100A1 5,39 ~~BS5,39~~ ✠LMC12,36 5,40	Got	*m*	OG ~~6,37~~ 8,40	1908 2mo	Akt.Burmeistr&Wain Copenhagen *Lloyd'sA&CP*	SvenskaSockerfabriksA/B(C.F. Tranchell,*Mgr.*) *CellDBa*	215·5|35·1|12·3 223·0(O.L.) Q69'B58'F23' FK 46'*uE*14'*f*107'246*t*	Malmo Swedish 4*BHCem* *APT*15*t*	T.3Cy.16",26"&45"-30" (*s*) 180lb 116NHP 2SB,4*cf*,GS45,HS1720 AktBurmeister&Wain,Cpn	14″9¼ s1″1¾ 13″10¼	
75726 LCNX	**Hellen** *ss*Got.No.3-6,34 *ss*Hul.No.1-38 2*Dks*(*Stl*)	5289 4742 3151	✠100A1 ~~7,40 8,39~~ 3,41 ✠LMC MS4,38 ~~BS5,39~~ BS4,41 3,40	Bal ~~NYk~~ Clo	*y*	CL 8,39	1921 6mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd'sA&CP*	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.*Mgrs.*) *CellDB*	400·2|52·2|28·5 412·2(O.L.) P49'B113'F40' FK 340'1105*t FP T*117*t*	Drammen Norwegian 7*BHCem* *APT*177*t*	T.3Cy.27",40"&73"-48"&exhaust turbine driving steam compressor (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.HongKong	31″0 s5″11 25″3¾	
75727	**Hellenic City** (*ex*WinOn-39, *ex*LakeGeorge-37) *ss*Ant.2ndNo.3-3,38 *Mchy.Aft* 1*DkTopside tanks* *Cargo battens not fitted* Now "Forozu," see No. 88061 in Supplement	2486 2046 1782	✠100A1 7,40 ~~5,39~~ ~~BS1,39~~ ✠LMC11,37 3,40	Shi	*s*	CL ~~7,37~~ 7,40	1917 11mo	Gt.Lakes Eng.Works Ashtabula,O. *Lloyd'sA&CP*	E.P.Yannoulatos (ChinaHellenic Lines,Ld.*Mgrs.*) *CellD B*209'600*t Topside*	253·0|43·5|27·5 P115'F26' FK *tanks*124'330*t FPT*	Piræus Greek 4*BHCem* 180*tAPT*50*t*	T.3Cy.21",34½"&57"-42" 175lb (*s*) 284NHP 2SB,6*cf*,GS104,HS4160 FD Gt.LakesEWks,Ashtabula	27″6 s4″1 23″7¾	
75728	**Hellenic Trader** 3Mst (*ex*CatherineG.Sudden-39, *ex*Thorbjörg,*ex*GeorgeW. 1*Dk* Fenwick) *Mchy.Aft*	2052 1770 1218					1907	NwprtNws S.B.&DD.Co. NewprtNews	EmmanuelP. Yannoulatos (ChinaHellenic Lines,Ld.*Mgrs.*)	277·0|43·0|17·3 P50'B27'F31'	Piræus Greek *WB*	T.3Cy 19",36"&52"-40" 171NHP NewportNewsSB.&DD.Co		
75729 LJIW	**Hellesund** (*ex*Steamer-39,*ex*San CristobalMartir-37, *ss*LaP.No.3-12,33 *ex*SanJuan,*ex*Chasna, *ss*Osl.No.1-37 *ex*BurfordBridge, *ex*Eikundasund,*ex*Feie) *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	363 283 221	100A1 2,40 LMC11,39	Osl		CL 2,40	1916	Johs.Berg Delfzijl	D/S A/S Veritas (O.Börresen,*Mgr*)	139·3|23·5|11·5 P48'F19 FK *FPT*60*tAPT*30*t*	Oslo Norwegian 3*BHCem*	Oil Engines 2S.C.SA 7Cy.9$\frac{13}{16}$"-16$\frac{9}{16}$" 118NHP NE39 NDB39-100lb A/B Nydqvist&Holm, Trollhättan	12″5 s″11½ 11″7¾	

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
75730 OHYS	**Helmi** WoodAux4MstSr (*exMentor-36,exRösen*) *OilEng.* *Mchy.Aft* 1*Dk* (*See SailingShipRegister*)	386 338 285					1920	Codan VærftetA/S Köge	HelmiO/Y (T.W.Blomqvist)	145·6 134·8 Q34′	30·3	12·8	Rauma Finnish	Oil Engines 4S.C.SA 4Cy.11⅝″-16¼″ 54NHP HolebyDiesel MotorFabrik Holeby		V
75731 145565 MLGN	**Helmond** (*ex*StadVlaardingen) Sub.Sig. Wireless D.F. 1*Dk*	983 788 581					1921	Flensburgr Schiffsb.Ges. Flensburg	CurrieLine,Ld.	210·5 P17′Q47′B48′F27′	34·2	13·5	Leith British *WB*	T.3Cy.15½″,25⅝″&44 1/16″-29½″ 105NHP FlensburgerSchiffsb.Ges.		G
75732 162092 GQXR	**Helmspey** *ss*Ant.No.2-39 D.F. 1*Dk*(*Stl*)	4764 4424 2885	✠100A1 ~~1,40~~ ~~6,30~~ 5,41 ✠LMC MS12,38 BS~~1,39~~ 9,40 *Fitted for oil fuel* 7,39 *F.P. above* 150° F.	Ant ~~Hul~~ Lon	*z*	CL ~~N6,30~~ 4,40	1931 6mo *Lloyd*	JLThompson&Sons,Ld. Sunderland *sA&CP*	StrathS.S.Co.Ld. (E.R.Management Co.Ld.*Mgrs.*) *CellDB*	401·0 P29′B250′F38′ FK 351′1204*t* *FPT* 106*t*	54·5	25·0	Cardiff British 6*BHCem* *APT*190*t*	T.3Cy.26″,43″&72″-48″ (*s*) 180lb 424NHP 3SB,9*cf*,GS178,HS6999 J.Dickinson&Sons,Ld.Sld.	27 ″ 5 s 3 ″ 9½ 23 ″ 9½	
75733 147546 GCMD	**Helmwood** *ss*Shl.No 3-10,36 *Well deck* D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2156 1723 1278	✠100A1 5,40 ~~3,30~~ ~~BS11,38~~ ✠LMC10,36 ~~BS11,38~~ 11,40	Sld	*r*	OG ~~2,37~~ 5,40	1923 10mo *Lloyd*	Vickers, Ld. Barrow *sA&CP*	W.FranceFenwick &Co.Ld. *CellDBa*48′*uE&* *B*39′*f* 113′433*tD*	281·2 293·0(O.L.) P20′Q113′B48′F19′ FK *Ta*37′ 249*t* *FPT*50*t*	40·2	18·8	London British 4*BHCem* *APT*55*t*	T.3Cy.20″,33″&54″-39″ (*s*) 180lb 203NHP 2SB,6*cf*,GS110,HS3210 Vickers,Ld.Barrow	20 ″ 11 s 2 ″ 1½ 18 ″ 11	
75734 881 OHZT	**Helny** (*ex*Helios-36, *ex*Tremayne) Iron *ss*Kel.3rdNo.3-5,25 *Well deck* *ss*Hbg.No.2-34 1*Dk*(*Irn*)2*trB*	1506 — 867	✠ — 3,38 ✠	Skm	*q*		1886 6mo	JReadhead &Co. S.Shields	RederiA/B Helny (A.Abrahamsson, *Mgr.*)	268·1 259·1 Q100′B64′F33′ BK9″ *DBa*78′	36·3	16·1	Mariehmn Finnish 4*BHCem* *f*72′340*t*	C.2Cy.30″&58″-36″ NDB99 160NHP 2SB,4*pf*,GS70,HS2701 J.Readhead&Co.S.Shields	19 ″ 1	V †
75735 OXVS	**Helsingborg** Ⓟ (*Ferry-Screw fore & aft*) 1*Dk*	530 490 213					1902	Helsingörs Jernsk&Msk. Elsinore	DeDanskeStatsbaner	177·0	32·1	13·9	Copnhagn Danish *WB*	C.4Cy.19″&38″-20″ 108NHP HelsingörsJernsk.&Mskb.		
75736 DJRT	**Heluan** Wireless D.F. *OilEng.* *CruiserStern* 1*Dk*	1505 1153 816					1936	Frd.Krupp Germaniawft A.G. Kiel	ErnstKomrowski Reederei	250·8 Q90′B55′F25′	38·1	14·9	Hamburg German *WB*	Oil Engines 4S.C.SA 8Cy.16⅛″-26⅝″ 222NHP Fr.KruppGermaniawft AG		G
75737 167598 GLVM	**Helvig** *OilEng.* D.F. *CruiserStern* 1*Dk&Shelter dk*	2250 1925 1257					1937	Helsingörs Jernsk& Msk. Elsinore	Ministry of Shipping(PrinceLine Ld.*Mgrs.*)	~~326·8~~ F75′ 331·0	~~45·8~~ 45·9	~~18·4~~ 18·6	~~Copnhagn~~ ~~Danish~~ London *WB* British	Oil Engines 2S.C.SA 8Cy.19⅛″-35 1/16″ 540NHP Akt.Burmeistr&Wain,Cpn		C
155/40 75738 143063 GBCP	**Heminge** (*ex*Rudchester-34, *ex*Leicester,*ex*War Currant) *ss*Shl.No.3-4,34 *ss*Cff.No.1-39 1*Dk*(*Stl*) *Cargo battens not fitted*	2499 2269 1466	✠100A1 6,40 ~~5,39~~ ✠LMC MS5,39 BS2,40	Cff	*t*	CL ~~5,39~~ 6,40	1919 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *sA&CP*	Constants (SouthWales)Ld. (H.Constant, *Mgr*) *CellDB*	303·0 P33′B81′F32′ FK 260′647*t* *FPT*	43·0	20·8	Newcastle British 6*BHCem* 70*t* *APT*60*t*	T.3Cy.22″,36″&59″-39″ (*s*) 180lb 266NHP 2SB,6*cf*,GS124,HS4500 Cen.Mar.E.Wrks.LdWHpl	23 ″ 0 s 3 ″ 4½ 19 ″ 10	
75739 8302 SMLN	**Hemland** D.F. E.S.D. *OilEng.* *CruiserStern* 2*Dks*	*4767* *4110* *2670*					1939	Kockums M.V.Aktieb. Malmö	ÅngfAktiebTirfing (T.E.J: son Broström, *Mgr.*)	430·4 P33′ *F on Shelter dk* 82′	58·2	21·6	Gothenbrg Swedish *WB*	Oil Engines 2S.C.DA 6Cy.23⅝″-43 5/16″ 1163NHP KockumsM.V.Akt.Malmö		C
75740 204346 WCGH	**Hemlock** D.F. GyC. 1*Dk* *Mchy.Aft* Sub.Sig.	4684 — 3390					1907	WestBay CityS.B.Co. W.BayCity	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	420·0	52·0	24·4	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22″,35″&58″-42″ 218NHP DetroitS.B.Co.Detroit		R
75741 3936 SHAE	**Hemsö** (*ex*Tyr-38) TwinSc 1*Dk*	*1347* *1163* *696*					1901	O.ABrodin Gefle	RederiA/BNord Sverige (J.Fr.Andersson)	226·5 B52′F24′	42·2	16·0	Härnosand Swedish *WB*	C.4Cy.20½″&32″-21½″ 94NHP JönköpingsM.V.Jönköpg.		V
75742 PEQI	**Henca** *Mchy.Aft* *OilEng.* D.F. *CruiserStern* 1*Dk*	305 211 153					1936	Gebr. Niestern&Co. Delfzijl	H.J.A.Krijt	127·4 P30′F23′	24·1	8·6	Heemstede Dutch *WB*	Oil Engines 2S.C.SA 4Cy.11⅞″-15¾″ 98NHP NV.KromhoutMtrufbAms		V
75743 203424	**Hendrick Hudson** Ⓟ Pad	2847 — 1598					1906	T S.Marvel &Co. Newburgh,N.Y.	HudsonRiverDay Line	379·1	45·1	13·4	NewYork Utd.States	C.3Cy.45″&(2)70″-84″ 750NHP W&AFletcherCoHbkn.NJ		
75744 160648 MPCX	**Hengist** *Ref.Mchy.* Wireless D.F. E.S.D. *CruiserStern* 1*Dk&Shelter dk*	984 823 400					1928	CaledonS. B.&E.Co.Ld. Dundee	CurrieLine,Ld.	231·4	35·6	16·0	Leith British *WB*	T.3Cy.20″,33″&54″-36″ 175NHP CaledonS.B&E.Co.Ld.Dun		C
75745 202088 WOTD	**Hennepin** (*ex*GeorgeG.Barnum-37, *ex*Socapa) *Mchy.Aft* 1*Dk*	6272 — 4826					1905	WestBay CityS.B.Co. W.BayCity	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo. *Mgrs.*)	504·0	54·0	26·7	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23¾″,36″&60″-42″ 233NHP DetroitS.B.Co.Detroit		R
75746	**Henning Mærsk** D.F. *OilEng.* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck in centre tanks*	10000 9100 6100	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1940	Nakskov Skibs.A/S Nakskov	A/S D/S Svendborg & D/S af 1912 A/S (A.P.Möller, Copenhagen,*Mgr.*)	485·0	66·5	35·9	Copnhagn Danish	Oil Engines 4S.C.SA 9Cy.29⅛″-59 1/16″ Akt.Burmeistr.&Wain,Cpn		
75747 DALK	**Henny** Wireless 1*Dk*	764 600 450					1906	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	202·9 Q64′B45′F22′	30·3	12·4	Stettin German *WB*	T.3Cy.14″,22″&35″-26″ 62NHP StettinerOderwerke		G
75748 UOWS	**Henri Barbusse** (*ex*Sklyanski-39) *OilEng.* 2*Dks*	2105 1819 1052					1932	Sevastopol Marine Works Sevastopol	U.S.S.R.	270·4 P31′B62′F28′	39·8	22·5	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.18½″-32½″ 358NHP KominternWorks, Kharkov		
75749 FOMV	**Henri Estier** Ⓟ D.F. 2*Dks*	1984 1384 1037					1930	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	Cie.deNav.Mixte (CieTouache) (Soc.Mar.Nat.Médit, *Mgrs.*)	253·6 P19′B74′F26′	38·6	18·8	Marseilles French *WB*	T.3Cy.20″,33″&54″-36″ 175NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
75750 OSBC	**Henri Gerlinger** ssAnt.2ndNo.3-1,33 ssAnt.No.1-37 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Partial lower dk*(*Stl*)*at ends*	1219 1013 755	✠100A1 4,40 DBS~~5,39~~ 10,40	Ant ✠LMC5,37 MBS~~2,40~~ 1,41	*o*	CL 4,40	1906 9mo	Chant.Nav Anversois Hoboken *Lloyd'sA&CP*	CieNationaleBelge deTransportsMarit (L.Dens&Co.Ld. *Mgrs.*)	229·7|35·7|14·7 Q87'B54'F26' FK Cell*DB a* 65'*uE* 27'*f* 92'	Antwerp Belgian 4*BHCem* 317*tAPT*12*t*	T.3Cy.17",28"&46"-33" (*s*) 160lb *100lb* 133NHP 1SB,3*cf*,GS57,HS2159 N.E.MarineEng.CoLd.Sld.	17 ″ 3 s1 ″ 2¼ 16 ″ 3¼	
75751 93 OPJB	**Henri Jaspar** ssAnt.No.2-38 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rdDk*(*Stl*)*in*Nos.1&3*holds* *Platform Dk in*No.2*hold* *CruiserStern*	5760 5079 3465	✠100A1 *withfreeboard* 1,41 ~~11,39~~ MS1,37 ✠Lloyd'sRMC~~4,40~~1,41 for temp. 35° F.	NYk Cff ✠LMC BS~~10,39~~12,40	*c*†	CL ~~11,39~~ 1,41	1929 7mo	Rotterdam DroogdMaat Rotterdam *Lloyd'sA&CP*	CieMaritimeBelge (LloydRoyal) Soc.Anon.(Agence MaritimeInternationale,*Mgrs.*)	440·2|57·2|26·1 P71'F46' FK Cell*DBa&uE*135'*f*	Antwerp Belgian 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd* „) 203'1253*tF*	Q.4Cy.27¾",39",56⅛"&80⅛"-51$\frac{3}{16}$" 225lb (*s*) 765NHP 4SB(Spt),12*cf*,GS272, FD HS11342 RotterdamDroogd.Maats. *PT*118*tAPT*92*t*	29 ″ 6 s4 ″ 0¼ 25 ″ 7¾	
75752 TSVK	**Henri-Jean** (*ex*General Archinard-34) ssDakarNo.2-20 1*Dk*	461 343 296	✠ ... 5,25	✠			1912 10mo	JohsBerg Delfzijl	AndréBrannens	165·9|25·2|9·9 P23'B58'F27' FK	Dakar French	C.2Cy.14$\frac{9}{16}$"&29$\frac{5}{16}$"-16½" 66NHP JohsBerg,Delfzijl	11 ″ 4	
75753 144011 GMSD	**Henri Mory** (*ex*Martine, *ex*Thorium) 4Mst D.F. 1*Dk*	2564 1884 1517					1920	Atel.&Ch. deBretagne Nantes	Ministry ofShipping(H.Gonneville,Ld.*Mgrs.*)	292·6|43·5|19·7 Q111'B57'F26'	Swansea British *WB*	DRGearedSteamTurbine Atel.&Ch.deBretagne,Nts.		V
75754 PEQX	**Henrica** (*ex*Neptunus-37) *OilEng.* *Mchy.Aft* ssRot.No.2-39 1*Dk*(*Stl*) *CruiserStern*	420 309 286	✠100A1 6,39	Rot ✠LMC6,39	*f*	1,39	1931 6mo	J.Smit&Zoon Foxhol *Lloyd'sA&CP*	Hammerstein's ReederijbedrijfNV	149·2|25·5|9·7 156·5(O.L.) P39'F19' FK Cell*DB*108'123*t FPT*	Rottrdam Dutch 3*BHCem* 18*tAPT*14*t*	Oil Engines 4S.C.SA 6Cy.11⅛"-19$\frac{11}{16}$" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 4 s1 ″ 0¼ 10 ″ 4¼	
75755 OYEX	**Henriette** TwinSc *Mchy.Aft* 1*Dk*	379 316 164					1909	Helsingörs Jernsk&Msk. Elsinore	A/S DeDanske Sukkerfabrikker	152·5|27·0|8·6 B29'	Copnhagn Danish *WB*	C.4Cy.11"&22"-14" 30NHP HelsingörsJernsk.&Mskb.		V
75756 LEBZ	**Henrik** 1*Dk*	1350 1136 761					1920	NewEng. &Shipbldg. Works.Ld Shanghai	Bruusgaard KiösterudsSkibs A|S(Bruusgaard, Kiösterud&Co. *Mgrs.*)	242·7|37·2|15·0 P24'B62'F24'	Drammen Norwegian *WB*	T.3Cy.17½",28½"&48"-33" 132NHP NewEng.&S.B.Works,Ld. Shanghai		N
75757 LCNY	**Henrik Ibsen** ssN.Yk.No.3-7,18 ssOsl.No.1-21 1*Dk*&*Spar dk*&*deep framing*	4671 4356 2903	✠ ... 8,26	✠			1906 12mo	SirRaylton Dixon&CoLd Middlesbro'	SkibsA/SSolvang (A.GowartOlsen, *Mgr.*)	383·9|52·8|17·7 25·7 P33'B114'F36' FK	Stavanger Norwegian *WB*	T.3Cy.25",41"&67"-45" 376NHP N.E.MarineEng.CoLdNwc	28 ″ 4	N †
75758 LECB	**Henrik Wergeland** IronSc 1*Dk*&*Awng dk*	488 475 283					1883	G.Howaldt Kiel	Nordenfjeldske Dampskibsselskab	150·5|24·5|17·0 H15*t*	Tr'ndheim Norwegian *WB*	C.2Cy.21½"&35½"-23½" NB92 51NHP GebrüderHowaldt,Kiel		
75759 LECC	**Henry** (*ex*Wasa) 1*Dk*	626 482 336					1907	Eriksbergs M.V.Aktieb Gothenburg	D/S A/S "Henry" (E.Krogh)	172·6|28·2|12·0 P91*t*H12*t*F23*t*	Haugesnd Norwegian *WB*	T.3Cy.13¾",22"&36½"-24" 65NHP EriksbergM.V.Aktieb.Got		V
75760 DJXL	**Henry Böge** *CruiserStern* 1*Dk*	1995 1740 1158					1938	Trndhjms Mek.Verks. Trondheim	JohannM.K. Blumenthal	287·4|44·1|18·4 P28'B155'F27'	Hamburg German *WB*	T.3Cy.20½",33"&56"-36" 188NHP TrondhjemsM.V.		GN
75761 150837	**Henry C. Daryaw** TwinSc (*ex*Oakbay-35,*ex*Marinier) 1*Dk*	1265 858 694					1919	Ch.de Normandie Gnd.Quevilly	H.Daryaw &H.C.Daryaw	219·2|35·0|13·2 P63'F25'	Montreal British *WB*	C.4Cy.15"&30"-18" 66NHP Ch.dePenhoët,St.Nazaire		V
75762 202443	**Henry C. Frick** D.F. GyC. Sub.Sig. *Mchy.Aft* 1*Dk*	6753 — 5379					1905	WestBay CityS.B.Co. W.BayCity	PittsburghS.S.Co.	549·0|56·0|26·4	D'luth,Min Utd.States *WB*	T.3Cy.24",39"&65$\frac{1}{16}$"-42" NB37 274NHP AmericanS.B.Co.Clevelnd		R
75763 221211 KDRM	**Henry D. Whiton** TwinSc ssN.Yk.No.3-7,33 ssPhl.No.1-38 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	4548 3977 2600	✠100A1 ~~5,40~~ ~~1,40~~ 12,40 BS2,41 MS10,37 *Fitted for oil fuel* 5,21	NNs Phl ✠LMC ~~BS3,40~~	*x*	CL ~~S10,37~~ PN7,39 S12,40 *F.P. above* 150° F.	1921 5mo	Newburgh ShipyardsInc Newbrgh,NY A&CP	UnionSulphurCo. Inc. Cell*DB*299'1186*t* *Topside tanks*	356·0|51·6|30·0 Q19'F23' FK 304'1368*t FPT*178*t*	NewYork Utd.States 7*BHCem* *APT*152*t*	2 Steam Turbines DR geared to 2 Sc. Shafts 210lb (*s*) 663NHP 3SB,9*cf*,HS8916 FD W&AFletcherCoHoboken	32 ″ 5	
75764 FOEP	**Henry Desprez** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk* *Longitudinal framing-bracketless system*	9805 8930 5038					1932	Akt.Burmeistr&Wain Copenhagen	Cie.Auxiliaire de Navigation	489·9|65·2|36·7 P115'B37'F43'	Havre French *WB*	Oil Engines 4S.C.SA 16Cy.21⅝"-59$\frac{1}{16}$" 712NHP Akt.Burmeistr&Wain,Cpn		V
75765 165438 GZNK	**Henry Dundas** D.F. E.S.D. *OilEng.* GyC. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* *Longitudinal framing* *CruiserStern*	10448 9642 6055	✠100A1 3,41 ~~2,40~~ *Carrying Petroleum in bulk*	Lon NYk ✠LMC4,37	*f*† 2⅝	CL N2,40	1937 4mo	Frd.Krupp Germaniawft A.G. Kiel *Lloyd'sA&CP*	~~OrientalTankers, Ld.~~ OrientalTrade& TransportCo.Ld. ~~[illegible]~~	490·1|70·0|37·0 506·6(O.L.) P107'B39'F35' FK Cell*DBuE*	London British 16*BHptCem ptAsp* 86'175*tDTf*	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"-49$\frac{3}{16}$" 912NHP 3DB*200lb* Fr.KruppGermaniawftAG 24'647*tFPT*195*tAPT*215*t*	37 ″ 0 s7 ″ 4¼ 29 ″ 11¼	
75766 223980 KFTD	**Henry Ford II** Ⓟ *OilEng.* GyC. *Mchy.Aft* ssClv.No.1-31 D.F. 1*Dk*(*Stl*)2*ndDk*(*Stl*)*in*No.1*hold* *Longitudinal framing at bottom&at deck*	8877 8428 7074	✠ ... 1,37	Clv ✠			1924 8mo	American S.B.Co. Lorain,O.	FordMotorCo. Cell*DBuE*82'*f*	597·5|62·2|27·8 F60' 468'4092*t* FK *Sidetanks*2233*tFPT*	Dearborn Utd.States 4*BH* 413*tAPT*38*t*	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 688NHP SunS.B.Co.Chester,Pa.	32 ″ 0	
75767 214051 KGAE	**Henry G. Dalton** ssCgo.No.3-12,32 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing* Sub.Sig.	7810 7445 6092	✠100A- *For Service on the Great Lakes* 4,37 ~~BS3,39~~ BS~~4,40~~3,41	Clv ✠LMC3,34		12,32	1916 5mo	American S.B.Co. Lorain,O.	InterlakeSteamshipCo.(Pickands, Mather&Co.*Mgrs*) Cell	580·0|60·0|32·0 F33' FK *DB u E&B* 55' *f* & *in Hopper side tanks*	Wilmgton (Del.) Utd.States 3*BH* 479'8724*t*	T.3Cy.24½",41"&65"-42" (*s*) 180lb 414NHP 3SB,6*cf*,GS137,HS6405 FD AmericanS.B.Co.Lorain,O. *FPT* 299*t APT* 59*t*	32 ″ 0	
75768 203332	**Henry H. Rogers** D.F. GyC. Sub.Sig. *Mchy.Aft* 1*Dk*	7053 — 5444					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0|58·0|27·4 *WB*	Duluth, Minn. Utd.States	T.3Cy.24",39"&65"-42" 274NHP AmericanSB.Co.Cleveland		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
75769 DIFN	**Henry Horn** Ⓟ (exPresidente Gomez-36, *OilEng.* exWaldtrautHorn-36) 2*Dks*	3164 2526 1857					1926	Reiherst'g Schiffsw. Hamburg	H.C.Horn	311·0|46·3|22·8 P29′B81′F41′	Hamburg German *WB*	Oil Engines 2S.C.SA 1Cy.23⅝″-41¾″ 390NHP Emade22 SulzerBros.Winterthur		G
75770 DHLF	**Henry Lütgens** Wireless 2*Dks*	1141 958 631					1920	Nüscke& Co.A.G. Stettin	BugsierReed.u. BergungsA.G.	250·8|37·7|12·9 F25′P&B192′	Hamburg German *WB*	T3Cy16 1/16″,26⅝″&48 3/16″-27½″ Christiansen 97NHP &Meyer,Harburg		G
75771 214161 WPCK	**Henry M. Dawes** (exOscarD. Bennett-32, ssN.Yk.No.3-12,30 exGeorgeE. ssMob.No.2-39 Paddleford) 2*Dks*(*Stl*) *Mchy.Aft* &*Webframes* D.F. *Longitudinalframing*	4710 4293 3587	✠100A1 7,40 ~~7,30~~ BS11,40 ✠LMC MS7,39 ~~BS11,39~~ *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 7,16	Mob	*y*	CL ~~7,39~~ 7,40	1916 6mo	Harlan& Hollingsworth Cor. Wlmgtn.Del. A&CP	SabineTransportationCo.Inc. (M.T.Ball,*Mgr.*) *CellDBuE&B*72′2 *DTf*65′8	391·8|51·3|28·8 406·4(O.L.) P99′B34′F44′ FK 16*t* 18*tFPT*89*tAPT*30*t*	Baltimore Utd.States 14*BHptCem* (7 *to U dk* 7 „ 2*nd* „)	T.3Cy.27″,45″&75″-48″ (*s*) 190lb 511NHP 3SB,9*cf*,GS174,HS7127 FD Harlan&HollingswrthCor.	30 ″ 2 s 5 ″ 4½ 24 ″ 11½	
75772 212826 WCCK	**Henry M. Flagler** TwinSc (*CarFerry*) *Fitted for oil fuel* 3*Dks*	2699 — 878					1914	W Cramp& SonsS&EBCo Philadelphia	FloridaEastCoast CarFerryCo.	336·8|59·0|18·8	NewYork Utd.States *WB*	T.6Cy.20″,32½″&54″-36″ 350NHP W.Cramp&SnsS&EBCPhl		
112/40 75773 164886 GZJJ	**Henry Moon** 1*Dk* *Mchy.Aft* *CruiserStern* Wireless *Cargo battens not fitted*	1091 782 622	✠100A1 4,40 ✠LMC12,36	Shl	*m*	CL 8,39	1936 12mo	W.Pickersgill&Sons,Ld. Sunderland *Lloyd'sA&CP*	TheMayor,Aldermen&Burgesses of theCountyBorough ofBrighton (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*)	210·5|33·2|14·0 218·7(O.L.) Q120′B11′F19′ FK *CellDBuE*18′*f*142′ 358*tFPT*	Shoreham British 3*BHptCem* 102*tAPT*32*t*	T.3Cy.14½″,24″&41″-30″ (*s*) 200lb *100lb* 124NHP 1SB,3*cf*,GS42,HS1722 FD N.E.MarineEng.Co.Ld.Sld	15 ″ 10 s4 ″ 8½ 15 ″ 0	
75774 204136	**Henry Phipps** D.F. GyC. Sub.Sig. *Mchy.Aft* 1*Dk*	7240 — 5450					1907	WestBay CityS.B.Co. BayCty,Mich	PittsburghS.S.Co.	580·0|58·0|27·5 *WB*	Duluth, Minn. Utd.States	T.3Cy.24″,39″&65″-42″ 274NHP AmericanSB.Co.Cleveland		R
75775 214458 WHCF	**Henry R. Mallory** Ⓟ D.F. *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	6063 — 4519					1916	NwprtNws S.B.&D.D.Co. NewprtNews	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	424·3|54·5|22·3	NewYork Utd.States *WB*	T.3Cy.29″,49″&84″-54″ 518NHP NewportNewsSB&DD.Co.		R
75776 220879 KDLN	**Henry S. Grove** ssBal.No.2-29 D.F. *Fitted for oil fuel* 2*Dks&Shelter dk* *Longitudinal framing*	6220 5850 3812	✠ … 12,30 ✠				1921 2mo	W Cramp& SonsS&EBCo Philadelphia	~~ArgonautLine,Inc.~~ AmericanSouth AfricanLine,Inc.	404·6|53·9|34·2 F31′*onShelter dk* FK	NewYork Utd.States *WB*	Q4Cy25½″,37″,52½″&76″-54″ 633NHP W.Cramp&SonsS.&E.BCo.	36 ″ 9	R †
75777 161382 GSJV	**Henry Stanley** *OilEng.* *Ref.Mchy.* 3*Dks*	5026 4531 3044					1929	Ardrossan DD&SBCoLd Ardrossan	ElderDempster Lines,Ld.	370·5|51·6|20·1 28·8 P36′F43′	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29½″-59 1/16″ 650NHP J.G.Kincaid&Co.Ld.Grk.		C
75778 96584 WEOS	**Henry Steinbrenner** D.F. GyC. *Mchy.Aft* 1*Dk*2*trB*	4345 — 3178					1901	JenksS.B. Co. PortHuron	KinsmanTransit Co.(G.M.Steinbrenner,*Mgr.*)	420·0|50·0|24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23″,38″&63″-40″ 251NHP JenksS.B.Co.		R
* 75779 OYEY	**Henry Tegner** ssSvb.No.3-3,27 ssSvb.No.2-36 *Welldeck* 1*Dk*(*Stl*)	1457 1158 865	✠100A1 4,38 BS11,38 ✠LMC5,36	Cpn	*p*	OG 4,38	1914 3mo	Helsingörs Jernsk&Msk Elsinore *Lloyd'sA&CP*	D/S A/S Progress (MariusNielsen&Sön,*Mgrs.*)	249·2|38·1|15·1 259·5(O.L.) P16′Q79′B96′F31′ FK *WB=CellDBa*	Copnhagn Danish 4*BHCem* 77′*uE&B*31′	T.3Cy.18″,30″&50″-36″ (*s*) 170lb 158NHP 2SB,4*cf*,GS56,HS2430 HelsingörsJernsk.&Mskb. *f*100′421*tFPT*31*tAPT*76*t*	17 ″ 6 s ″ 11½ 16 ″ 8½	
75780 164040 GWYB	**Henzada** 1*Dk* D.F. E.S.D. *CruiserStern*	4161 3836 2444					1934	D&WHendersn&Co.Ld Glasgow	British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co. *Mgrs.*)	392·7|53·2|24·0 P42′B236′F40′	Glasgow British *WB*	T.3Cy.20½″,34½″&58″-42″ 218NHP D&W.Hendersn&CoLdGls		C
75781 8035 SKWO	**Hera** ssLkr.No.1-39 Wireless D.F. 1*Dk&Shelter dk* *CruiserStern* *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1531* *1312* *810*	✠100A1 *withfreeboard* 6,40 ~~2,40~~ 4,41 ~~8,40~~ ✠LMC7,39	Hbg ~~Phl~~ NYk	*r*	CL 1,40	1935 8mo	NyaVarvsaktb.Oresund Landskrona *Lloyd'sA&CP*	A/B Transmarin (S.Redig,*Mgr.*)	269·2|40·4|16·0 274·5(O.L.) FK *CellD* *B*221′603*tAPT*98*t*	Helsingbrg Swedish 4*BHCem* (*Coll toSh dk* 3 „ 2*nd* „)	T.3Cy.18½″,29 15/16″&48 7/16″-33½″ 200lb (*s*) 175NHP 2SB,4*cf*,GS60,HS2379 FD NyaVarvsaktieb.Öresund	19 ″ 2 s ″ 6½ 18 ″ 8½	
75782 OHXK	— Iron (exCairnalt, ssSkm.4thNo.3-5,32 exSarah) ssSkm.No.1-36 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1379 — 762	✠100A1 3,38 ~~BS5,38~~ ✠LMC~~4,36~~ 7,40 No later survey reported	Ant	*p*	CL ~~2,38~~ 6,40	1882 5mo	JReadhead &Co. SouthShields *Lloyd'sA&CP*	RederiA/BHera (A.Jansson,*Mgr.*)	256·8|36·1|15·3 249·0 Q96′B52′F31′ BK9″ ptND08 *DBa*	Mariehmn Finnish 4*BHCem* 74′*f*100′371*t*	C.2Cy.29″&54″-36″ 80lb *100lb* NDB13 135NHP 1SB,4*pf*,GS61,HS2196 J.Readhead&Co.S.Shields	18 ″ 7 s 1 ″ 6½ 17 ″ 10½	
75783 DHLH	**Heraklea** Sub.Sig. 2*Dks*	1927 1669 1092					1922	Schiffs-u. Dockbauw. FlenderA.G. Siems Lübeck	DeutscheLevante-LinieHamburg A.G.	287·7|41·7|17·5 H71′F33′	Hamburg German *WB*	T.3Cy.21¼″,34⅝″&55½″-37⅜″ 191NHP Act.Ges."Neptun"Rostock		G
75784 OHYR	**Herakles** (exVinstra-36, exDrumcraig) ssOsl.2ndNo.3-4,35 ssHfs.No.1-39 D.F. 2*Dks*(*Stl*)	5103 — 3031	✠100A1 6,39 ✠LMC6,39 *Fitted for oil fuel* 7,21 *F.P. above 150° F.*	Hfs	*z*	CL N12,38	1910 10mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP*	Aktieb.Oceanfart (BirgerKrogius, *Mgr.*) *Intermediate Bulkhead in fore hold dispensed with*	423·1|52·2|25·7 410·0 P37′B249′F44′ FK *CellDBa*	Helsingfrs Finnish *Cem* 6*BHonly* 126′ *uE*24′ *f*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 497NHP 2SB,8*cf*,GS146,HS7200 FD D.Rowan&Co.Glasgow 184′1131*tFPT*70*tAPT*73*t*	28 ″ 3 s 4 ″ 3 24 ″ 2½	
75785 LCGM	**Heranger** TwinSc *OilEng.* *Ref.Mchy.* D.F. 1*Dk&Shelter dk*	4877 4313 2994					1930	Akt.Burmeistr&Wain Copenhagen	Westfal-Larsen& Co.A/S.	398·1|54·8|26·1 P74*t*H394*t*F35*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼″-43 5/16″ 625NHP Akt.Burmeistr&Wain,Cpn		N
75786														

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75787 215969 WFCX	**Herbert L. Pratt** ssPhl.No.3–5,30 *Mchy.Aft* ssN.Ns.No.2–38 GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7118 6410 4477	✠100A1 ~~4,40~~ 7,39 12,40 ✠NE5,21 ✠LMC2,38 BS~~7,39 4,40~~12,40 *Carrying Pet*	Bal *roleum in* *fuel* 3, 18	*b*†	CL ~~7,39~~ 4,40 *bulk* *F.P. a*	1918 2mo *bove* 1	Bethlehem S.B.Corp. Alameda,Cal. A&CP 50° F.	AtlanticRefining Co. *CellDBuE&B*57' 179*tDT*56' 10	435·0|56·0|32·0 453·3(O.L.) P122'B50'F42' FK 38*tFPT*97*tAPT*74*t*	Phidlphia Utd.States 15*BHptAsp* (11 *to U dk* 4 „ 2*nd*„)	1DR GearedSteamTurbine 250lb 763NHP 3WTB(Spt),HS9750 FD DeLavalSteamTurbineCo Trenton,N.J.	33 ″ 6 s6 ″ 6½ 27 ″ 2½	
75788 140106 MKVD	**Herbert W. Walker** 3Mst (*ex*Lightning–35,*ex* ssLth.No.3–2,34 ClydeFirth,*ex*Elise ssBkn.No.1–37 Mellonie,*ex*Millwater) 1*Dk*(*Stl*) *Mchy.Aft Well deck* &*Web frames*	365 248 136	✠100A1 8,40 ~~3,38~~ ✠LMC MS11,37 BS~~6,39~~ 7,40	Bkn	*e*	CL ~~11,37~~ 8,40	1921 10mo *Lloyd*	Willoughby(Plymouth)Ld. Plymouth '*sA&CP*	WilsonS.S.Co.Ld. (T.W.Dixon, *Mgr.*)	135·0|23·4|9·9 142·5(O.L.) Q47'B9'F22' FK	Whitehvn British 3*BHCem* *FPT*49*t*	T.3Cy.11½",18$\frac{13}{16}$"&30"–21" 160lb (*s*) 67RHP 1SB,3*pf*,GS50,HS1400 Willoughby(Plm'th),Ld.	10 ″ 7 s ″ 6 10 ″ 2	
75789 LCDS	**Herborg** TwinSc *OilEng.* D.F. ssBat.No.2–41 ~~ssFal.No.1–35~~ 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft CruiserStern* *Longitudinal framing–bracketless system* *Special Surveys to date from* 2,32	7892 7368 4694	✠100A1 1,41 ~~12,39~~ ✠LMC CS3,36 DBS~~8,39~~ 12,40 6,38 *CarryingPetr*	Suz Bat *oleum in*	*c*†	CL ~~2,39~~ 12,40 *bulk*	1931 11mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP* *CellDBuE*68'	Skibsaktieselskapet "Jölund" (S.Herlofson&Co. A/S,*Mgrs.*) 318*tDTf*43'512*tF*	457·2|59·7|34·9 472·5(O.L.) P93'B28'F43' FK *PT*138*tAPT*166*t*	Moss Norwegian 16*BH* (11 *to U dk* 5 „2*nd*„)	Oil Engines 4S.C.SA 12Cy.23¼"–43$\frac{5}{16}$" 625NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0 ~~s 0 ″ 2¼~~ ~~26 ″ 0½~~ s7″10½ 27 ″ 4¼	
75790 LIYG	**Herbrand** (*ex*Mosvold–37) TwinSc *Mchy.Aft* ssGal.No.1–39 *OilEng.* D.F. *CruiserStern* 2*Dks* *Longitudinal framing–bracketless system*	9108 8551 5573	✠100A1 ~~4,40~~10,38 10.40 ✠LMC CS4.40 DBS10,38 12,39 *CarryingPetr*	Gal *oleum in*	*d*†	CL P3,39 S10,40 *bulk*	1935 2mo	Akt.Burmeistr&Wain Copenhagen *Cell*	SkibsA/S Herbjörn (S.Herlofson&Co. A/S,*Mgrs.*) *DBuE*71'361*tDTf*	471·8|64·4|34·9 487·7(O.L.) P101'B29'F44' FK 43'629*tAPT*150*t* (	Moss Norwegian 16*BH* 12 *to U dk* 4 „ 2*nd* „)	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 807NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0	
75791 YTBK	**Hercegovina** ssSsk.2ndNo.3–12,34 ssSsk.No.1–39 1*Dk*(*Stl*)	748 554 426	✠100A1 10,39 BS4,40 ✠LMC3,39 No later survey reported	Ssk	*k*	CL 4,39	1913 12mo *Lloyd*	Akers Mek.Værks. Oslo '*sA&CP*	Jadranska PlovidbaD.D. *CellDBa*35'	184·2|30·1|14·2 193·2(O.L.) P22'B54'F27' FK *uE*22'*f*66'136*tFPT*	Split Yugoslav 4*BHCem* 18*tAPT*16*t*	T.3Cy.13½",22"&37½"–28" 180lb (*s*) 115NHP 2SB,2*cf*,GS40,HS1801 FD AkersMek.Værks.Oslo	14″11 s1 ″ 3 13 ″ 9¾	
75792 YLGI	**Hercogs Jekabs** (*ex*Aakre–39, *ex*Childar–35) ssSea.No.1–29 *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4117 3789 2380	✠ 8,33 ✠	Abg	*y*		1926 2mo	Kockums M.V.Aktieb, Malmö *CellDB*	ApvienotāKugniecibasAkc.Sab. 313'1028*t Tanks at*	377·6|54·0|22·9 F38' FK (*sides of tunnel* 255*t*	Riga Latvian 6*BH ptCem* *Coll toSh dk* 5 „ 2*nd* „) *DTa* 10' 101	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"–55⅛" 438NHP KockumsM.V.Akt.Mälmo *tFPT*208*tAPT*100*t*	26 ″ 7	N †
75793 DONX	**Hercules** 2*Dks* Sub.Sig. D.F. *CruiserStern*	2883 2552 1616					1929	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	296·9|46·0|23·3 B29'F28'	Bremen German *WB*	T.3Cy.19⅗",31½"&50⅖"–35⅖" & LP Turbine 180NHP A.G."Weser,"Bremen		G
75794 PEQZ	— 3*Dks*	2317 2056 1388					1914	A.Vuijk& Zonen, Capellea/dYsel	Koninkl.Nederl. Stoomb.Maats. N.V.	326·9|45·1|18·5	Amstrdam Dutch *WB*	T.3Cy.21½",34"&56"–42" 203NHP G.T.Grey,SouthShields		V
96/4 75795 94188	— TwinSc 1*Dk*	895 840 347					1900	Armstrong Whitworth &Co.Ld. Newcastle	Government of Queensland (Harbours& MarineDept.)	230·5|39·3|11·0	Brisbane British *WB*	T.6Cy.10",16"&28"–18" 66NHP WllsndSlpwy.Co.Ld.Nwc.		
75796 OXXH	**Herdis** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	1659 1406 925					1935	Helsingörs Jernsk&Msk. Elsinore	Dampskslsk.Torm A/S(A.Schmiegelow&Axel Kampen)	301·9|42·7|16·5	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		C
75797 212605 KDAH	**Heredia** Ⓟ (*ex*GeneralPershing–38, *ex*Heredia–32) *Fitted for oil fuel* D.F. *Ref.Mchy.* 2*Dks*&2*ptDks*	4732 3936 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	378·8|49·8|29·6 B154'F44'	NewYork Utd.States *WB*	T.3Cy.27⅛",45"&75"–54" 413NHP Wrkman,Clark&CoLd.Bel		C
75798 152185 ZMNM	**Herekino** *Well deck* *Mchy.Aft* 1*Dk*	464 302 185	✠ … 10,25 ✠				1924 9mo	Scott& Sons Bowling	Wilsons(N.Z.) PortlandCement Ld.	140·1|29·1|9·9 Q57'F23' BK6¾"	AuklndNZ British *WB*	T.3Cy.12",20"&32"–24" 76RHP Aitchison,BlairLd.Gls.	10 ″ 9	
75799 LECF	**Herfinn** *Mchy.Aft* 1*Dk*	860 627 483					1920	Porsgrund MekVærks. Porsgrunn	A/S Herdebred (O.&H.HoltaA/S, *Mgrs.*)	202·4|32·0|12·1 Q113*t*B21*t*H32*t* F27*t*	Skien Norwegian *WB*	T.3Cy.14",23"&38"–27" 75NHP PorsgrundMekVærks.		N
75800 166364 GJJV	**Herisle** (*ex*Fairisle–38, *ex*Annie ssBkn.2ndNo.3–2,38 Murphy–32, 1*Dk*2*trB* *ex*LakeFalama)	2640 2265 1605	✠100A1 ~~4,40~~ ~~2,39~~ 12,40 BS~~3,39~~ ✠LMC2,38 5,40	Ist ~~Bkn~~PNl	*s*	CL 1,38	1919 10mo *Lloyd*	Superior S.B.Co. Superior,Wis '*sA&CP*	HercoalShipping Co.Ld. *CellDB*204'4	251·0|43·7|26·0 261·6(O.L.) P25'B64'F20' FK 36*tDTa*12'80*tFPT*	London British 4*BHCem* 72*tAPT*96*t*	T.3Cy.21",35"&59"–42" 185lb (*s*) 305NHP 2SB,6*cf*,GS115,HS5467 SuperiorS.B.Co.Superior	28 ″ 3 s3 ″ 11¼ 24 ″ 6	
175/40 75801 166404 GKKG	**Herland** (*ex*Fairland–38, *ex*LakeTreba–33) ssNpt.2ndNo.3–4,38 1*Dk*2*trB*	2645 2264 1564	✠100A1 5,40 ~~8,39~~ BS~~3,39~~ ✠LMC4,38 5,40	Ist Bly	*s*	CL 2,38	1920 2mo *Lloyd*	Detroit S.B.Co. Wyandotte '*sA&CP*	HercoalShipping Co.Ld. *CellDB*204'4	250·9|43·7|26·0 P25'B64'F23' FK 72t*DTa*12'89*tFPT*	London British 4*BHptCem* 72*tAPT*107*t*	T.3Cy.21",35½"&59"–42" 185lb (*r*) 352NHP 2SB,6*cf*,GS115,HS5467 FD DetroitS.B.Co.Detroit	28 ″ 2 s3 ″10¾ 24 ″ 5½	
75802 HPPI	**Herleik** (*ex*Mai,*ex*Wigmore, *ex*Venice) 1*Dk*	1893 1717 1130					1914	Greenock& Grangem'th Dkyd.Co.Ld Grngemouth	Wallem&Co.	279·0|40·3|18·8 P45*t*H110*t*	Panama Pnamanian *WB*	T.3Cy.20½",33"&54"–36" 175NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
75803 LJLQ	**Herma** (*ex*Beldisa–37, 3Mst *ex*Beldis–36) *OilEng.* D.F. *Mchy.Aft* ssNpt.No.3–3,36 1*Dk*(*Stl*)	2406 1999 1284	✠ … 5,37 ✠	Npt	*s*		1924 6mo	Armstrong Whitworth &Co.Ld. Newcastle	LeifErichsens RederiA/S(Leif Erichsen, *Mgr.*) *One* *CellDB*236'509*tB*	294·1|45·3|19·1 P88'B26'F32' FK *IntermediateBHin holdsdispensedwith ridge'tween dk tank*	Bergen Norwegian *Cem* 4*BHonly* 26'242*t FPT*	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 387NHP Armstrong,Whitworth& Co.Ld.Newcastle 165*tAPT*84*t*	21 ″ 6	N †
75804 DAQQ	— 1*Dk*	519 408 311					1905	Howaldtswerke Kiel	Pommersche landwHauptgenossenschaft G.m.b.H.	165·3|27·1|12·7 Q43'B39'F20'	Kiel German *WB*	T.3Cy.11$\frac{15}{16}$",19⅜"&29½"–17¾" 37NHP Howaldtswerke,Kiel		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant; expiré. Lettre d'Equipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
75805 8122 SJWN	**Herma Gorthon** D.F. 1Dk&Shelter dk CruiserStern Strengthened for Navigation in Ice	1827 1435 930	✠100A1 with freeboard ~~6,40~~ ~~12,38~~12,40 BS12,40 ✠LMC12,36 ✠NB31 refitted 36	Hbg ~~Gle~~ ~~Mub~~ Smk	t	CL ~~11,37~~ ~~6,40~~ 6,40	1936 12mo Lloyd's A&CP	Fredrkstad Mek.Verks. Fredrikstad	RederiA/BGylfe (Joh.Gorthon, Mgr.)	304·4 315·0(O.L.)	44·2	15·6 FK	Hlsngborg Swedish BHs to Sh dk 2 „ „ 2nd „	C.4Cy.(2)15⅝"&(2)$37\frac{13}{16}$"– $34\frac{7}{16}$" 220lb (s) 277NHP 2SB,6cf,GS92,HS4120 FD FredrikstadM.V.Frdstad.	19 ″ 1 s ″ 4¾ 18 ″ 9	
			Fitted for oil fuel 12,36 F.P. above 150° F.						Intermediate BH forward in Coll&AftPk hold dispensed with CellDB242' 535t FPT80t APT70t							
75806 1172 IBTP	**Hermada** (exCarventum, exStrathness) ssBry.No.3–11,18 ss.Gen.No.2–27 D.F. 1Dk&Spar dk	4421 4105 2778	✠ ... 7,30 ✠				1907 5mo	W.Hamilton&Co.Ld. Port Glasgow	"Corrado" Soc. Anon.diNav.	385·4 370·0 P25'B92'F40'	52·2	17·5 25·5 FK	Genoa Italian WB	T.3Cy.25",41"&68"–48" 367NHP D.Rowan&Co.Glasgow	28 ″ 0	I †
75807 219221 KOML	**Herman F. Whiton** (exJ.R.Gordon) ssN.Yk.No.3–7,31 ssPhl.No.2–39 ~~ssGal.No.1–35~~ D.F. 2Dks(Stl) Cargo battens not fitted	5557 5138 3430	✠100A1 ~~6,40~~ ~~1,39~~10,40 12,39 ✠LMC MS~~4,35~~ BS~~1,40~~ 12,40	Phl ~~Sea~~NNs	z	CL 4,39	1919 11mo A&CP	Northwest SteelCo. Portland,Or.	UnionSulphurCo. Inc.	409·8 P44'B115'F47'	54·2	27·7 FK	NewYork Utd.States 7BHptCem	T.3Cy.24½",42"&72"–48" (s) 210lb 582NHP 3SB,9cf,GS196,HS8780 FD Hooven.Owens,Rentschler Co.Hamilton,Ohio	30 ″ 2 s 6 ″ 4¾ 24 ″ 0	
			Fitted for oil fuel 11,19 F.P. above 150° F.						CellDB355'1139t MT29'745t FPT 132t APT143t							
75808 220895 KDLW	**Herman Frasch** TwinSc ssN.Yk.No.3–4,33 ssSea.No.1–37 1Dk(Stl) D.F. Cargo battens not fitted	4494 3977 2641	✠100A1 1,41 ~~2,40~~ BS7,40 ✠LMC MS10,36 ~~BS8,39~~	Phl NYk	x	CL ~~P1,38~~ S8,39 P1,41	1920 12mo A&CP	Newburgh Shipyrds,Inc. Newburgh, N.Y.	UnionSulphurCo. Inc.	356·0	51·6	30·0 FK	NewYork Utd.States 7BH ptCem	2SteamTurbinesDRgeared to 2 Sc. Shafts (s) 210lb FD 663NHP 3SB(Spt)9cf,GS181,HS8916 W.&A.Fletcher,Hoboken	32 ″ 5 s 7 ″ 5 25 ″ 4	
			Fitted for oil fuel 12,20 F.P. above 150° F.						CellDB299'1186t Topside tanks 302'1368t FPT178t APT152t							
75809 DJSM	**Herman Sauber** D.F. E.S.D. CruiserStern 1Dk	2474 1877 1307					1936	Flensburgr Schiffsb.Ges. Flensburg	Sauber&Co.	274·9 P26'Q83'B51'F25'	44·4	19·3	Hamburg German WB	T.3Cy.$22\frac{1}{16}$",34⅝"&$56\frac{1}{16}$" 37⅝" HS4198 292NHP FlensburgerSchiffsb.Ges.		G
75810 95903 KJMS	**Herman Winter** Iron 2Dks&Spar dk	2625 — 1768					1887	W.Cramp &Ss.S.&E.Co. Philadelphia	EasternS.S.Lines, Inc.	271·8	41·6	19·2 29·9 WB	Portsmth N.H. Utd.States	T.3Cy.23",39"&66"–42" NE&B25 284NHP Hooven,Owens,Rentschler Co.Hamilton,Ohio		
75811 DRBC	**Hermann** (exRückforthOtto Ippen17,exRückforthI,exWestfalia, exKöln) 1Dk Mchy.Aft	400 365 242					1897	J.H.N. Wichhorst Hamburg	Ippen-Linie Reederie-A.G.	151·4 B8'	25·5	11·2	Lübeck German	C.2Cy.13⅝"&24¾"–15¾" 20NHP OttensenerMaschf.Altona		G
75812 DJSJ	**Hermann Andersen** TwinSc Wireless D.F. OilEng. Mchy.Aft CruiserStern 1Dk Carrying Petroleum in bulk	1171 876 593					1936	Lübecker Flender- WerkeA.G. Lübeck	C.Andersen	228·5 P55'B33'F34'	34·5	14·4	Hamburg German WB	Oil Engines 4S.C.SA 16Cy.11"–$16\frac{9}{16}$" 189NHP DeutscheWerkeKielA.G.		G
75813 DATB	**Hermann Fritzen** (exWernerKunstmann–38, exEfstathios,exClearway, D.F. exNonsuch) Turret deck 2Dks	3845 3130 2387					1906	W.Doxford &Sons,Ld. Sunderland	Johs.Fritzen& Sohn.vorm W.Kunstmann	349·4 P32'F30'	50·2	22·2	Stettin German WB	T.3Cy.24",41"&68"–45" 310NHP W.Doxford&Sons,Ld.Sld.		C
75814 DHZH	**Hermann Schulte** (exNord–38, exWalterLeonhardt–36,exChristel Salling,exHansCords,exGustav Boldt) 1Dk	1305 1072 815					1904	Akt.Ges. "Neptun" Rostock	Schulte&Bruns	239·3 P14'Q60'B108'F27'	35·8	15·2	Emden German WB	T.3Cy.16½",25⅝"&41¾"–31½ 98NHP A.G."Neptun,"Rostock		G
75815 LKIZ	**Hermelin** OilEng. 2Dks CruiserStern	2500					1939	HongK'ng &Whampoa DockCo.Ld HongKong	Bruusgaard, KiösterudSkibs. A/S(Bruusgaard, Kiösterud&Co. Mgrs.)	270·0 F78'	43·0	25·5	Drammen Norwegian WB	Oil Engines 2S.C.SA 5Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 337NHP HongKong&Whampoa DockCo.Ld.HongKong		
75816 130163 GPYK	**Hermes** (exHeraclides–39, exAngloChilean) ssShl.No.3–12,29 D.F. E.S.D. ssGrk.No.2–38 2Dks(Stl)&Web frames Shelter dk(Stl) Longitudinal framing Tonnage opening closed '39	9036 8614 5680	✠100A1 Shelter dk withfreeboard 11,39 ✠NB8,28 ✠LMC8,38 BS11,39 Surveys delayed	Ant	c†	CL 2,39	1916 11mo Lloyd's A&CP	ShortBros. Ld. Sunderland	HermesS.S.Co.Ld.	470·5 491·0(O.L.)	58·3	37·8 FK	London British 7BHCem	Q.4Cy.26",36½",53"&76"–54" 225lb 120lb (s) 633NHP 3SB(Spt),9cf,GS183, FD HS8880 G.Clark,Ld.Sunderland	40 ″ 4 s 10 ″ 1 30 ″ 6	
									(CollBHtoSh dk 6BH to Upper dk) CellDB397'1610t DTa36'1183t FPT186t APT53t							
75817 PERE	— TwinSc OilEng. E.S.D. ssSba.2ndNo.3–2,34 ssSuz.No.1–38 Mchy.Aft 2Dks(Stl)&Web frames	3768 3373 2313	✠100A1 12,40~~3,40~~ ✠LMC CS10,38 DBS3,40 ~~6,39~~12,40	Rot Lis	v	CL 3,40	1914 10mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	N.V.Petroleum Maats."La Corona"	344·6 H73'F34'	46·1	25·5 FK	TheHague Dutch 14BHptCem (11BHtoUdk 3 „ „ 2nd„)	Oil Engines 4S.C.SA 12Cy.20½"–$35\frac{7}{16}$" 375NHP DB120lb NedFb.v Wrk&Spoor,Ams	27 ″ 6 s 4 ″ 10¾ 22 ″ 10	
			Carrying Petroleum in bulk					CellDBuE44'55t DTf30'270t APT70t	Midship portion (cargo tanks) renewed 1934							
75818 PERG	— Fitted for oil fuel CruiserStern 3Dks	2746 2392 1559					1920	NVBoele's Schps.&Mchf Bolnes	Konink1.Nederl. Stoomb.Maats. N.V.	345·8	48·3	18·6	Amstrdam Dutch WB	T.3Cy.23",37"&61"–45" 250NHP N.V.Boele'sSchp.&Machf.		V
75819 ~~1044~~ ~~ESUI~~ 5284 SDZK	Now "Heros," see No. 88368 in Supplement —,, (exErnst–35,exMargit,exBolbek, exMargit, ~~ssHbg.2ndNo.3–1,27~~ exDeuxCharentes) ~~ssTln.No.2–36~~ Well deck 1Dk(Irn)&deep framing Cargo battens not fitted ssGot.3rdNo.3–6,40	1545 1352 880	✠100A1 6,40 ~~8,38~~ ✠LMC MS~~6,36~~ BS~~12,38~~ 6,40 1,40	Dnz Got	p	~~11,37~~ 4,40	1901 5mo A&CP	WoodSkinner&Co.Ld. Newcastle	Rederi A/B Hermes (I.Fagreus,Mgr.)	250·0 P28'Q110'B12'F27'	37·2	16·2 FK	Stockholm Swedish 4BHCem	T.3Cy.20½",33½"&54"–36" 160lb (s) 180NHP 2SB,6pf,GS90,HS2800 N.E.MarineEng.CoLdNwc	18 ″ 5 s 5 ″ 4¼ 17 ″ 3¾	
									CellDBa74'uE&B36'f194'391t FPT 61t APT67t							
75820 OFEO	— (exKongean–39, ssLon.No.3–2,23 exTinto–37) ssHul.No.2–31 Well deck 1Dk(Stl)	829 — 383	✠ — 2,37 ✠	Lon	l		1911 1mo	Dundee S.B.Co.Ld. Dundee	NorthernSteamshipCo.Ld.(O.S. Nylund,Mgr.)	200·1 P&B121'F25'	32·1	13·4 FK	Helsingfrs Finnish 4BHCem	T.3Cy.15½",25"&42"–27" 109NHP 2SB,4pf,GS66,HS1820 Amos&Smith,Ld.Hull	14 ″ 6	V †
									CellDBa&uE45'68t FPT 29t APT41t							
75821	**Hermia** 1Dk&Spar dk	1068 — 760					1891	Howaldts- werke Kiel	Cie.Tunisienne d'Arm.(Louis Delom,Mgr.)	211·2 B46'	29·3	19·6 17·9	French	T.3Cy 14¾",22½"&36½"–19½" 59NHP Howaldtswerke,Kiel		V
75822 DHLJ	— 1Dk	997 897 604					1909	Flensburgr Schiffsb.Ges. Flensburg	A.Kirsten	226·3 P&B139'F30'	33·3	15·2 WB	Hamburg German	T.3Cy.16",26½"&44"–33" 111NHP FlensburgerSchiffsb.Ges.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name *if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75823 LJNW	**Hermion** *OilEng.* D.F. E.S.D. 1*Dk&Shelterdk* *Cruiser Stern*	5202 4535 2980					1937	Bremer Vulkan Vegesack	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.*Mgrs.*)	434·5	55·8	25·2	Drammen Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.23⅝″–43$\frac{5}{16}$″ 972NHP BremerVulkan,Vegesack		N
75824 165773 GPLZ	**Hermiston** D.F. 1*Dk&Shelter dk* *CruiserStern*	4813 4284 2765	✠100A1 *withfreeboard* 11,40 ~~10,39~~ 5,41	Sld ~~Bry~~ Nwc ✠LMC10,39	*z*	CL 5,41	1939 10mo *Lloyd'sA&CP*	ShortBros. Ld. Sunderland *CellDB*322′1391*tDTf*26′310*t FPT*78*tAPT*270*t*	CarltonS.S.Co.Ld. (R.Chapman&Son,*Mgrs.*)	427·0 439·2(O.L.) F32′ FK	54·0	23·7	Newcastle British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd*,,)	T.3Cy.21½″,36½″&63″–45″ 220lb *220lb* (*s*) 359NHP 2SB(Spt)6*cf*,GS110,HS4784 FD GeorgeClark(1938)Ld.Sld.	26 ″ 7 s2 ″ 7¾ 24 ″ 2¼	
75825 DKAA	**Hermod** (*ex*EssexEnvoy–39, *ex*ThereseHorn) *ss*Shl.No.3–6,35 2*Dks*(*Stl*)	5193 4815 3160	... 7,39	Shl			1922	F.Schichau Danzig *CellDBa&uE*136′*f*183′1033*t FPT*141*tAPT*142*t*	Seereederei "Frigga"A.G.	387·0 405·0(O.L.) P30′F32′ FK	52·7	29·8	Hamburg German 7*BHCem* 3 ,, *to 2nd dk*	T.3Cy.24″,40″&64″–47$\frac{3}{16}$″ HS1905 227NHP 3SB,6*cf*,GS132 F.Schichau,Elbing	32 ″ 2	
75826 LECJ	— 1*Dk*	1515 1285 840					1925	F.Schichau Elbing	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.*Mgrs.*)	261·7 P61*t*B74′H101*t* F36*t*	40·1	15·6	Drammen Norwegian *WB*	T.3Cy.19″,32″&51½″–29½″ 141NHP F.Schichau,Elbing		N
75827 6074 SEVI	— 1*Dk*	*1495* *1223* *771*					1919	Södra VarfetsA/B Stockholm	Stockholms Rederi A/B Svea(Eman. Högberg,*Mgr.*)	246·8 P33′B140′H145*t*F9′	38·3	16·0	Stockholm Swedish	T.3Cy.18″,30″&49″–33″ Lindholmens 138NHP M.V.A/B Gothenburg		V
66|4′ 75828 DJOS	**Hermonthis** Ⓟ D.F. E.S.D. *OilEng.* *Ref.Mchy.* *CruiserStern* 3*Dks*	4833 3857 2819					1935	Bremer Vulkan Vegesack	Hamburg-AmerikanischePacketf. A.G.	409·9 P20′F379′	54·6	21·9	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.23⅝″–43$\frac{5}{16}$″ 1165NHP BremerVulkan,Vegesack		G
75829 EEQV	**Hernani** **Iron** 1*Dk*	398 — 216					1876	Cunliffe& Dunlop Pt.Glasgow	Fabrica Municipal de Gas	155·8 P74*t*F19*t*	24·3	11·8	S.Sebast'n Spanish	C.2Cy.23″&40″–27″ NB90 69NHP Cunliffe&Dunlop,Pt.Glas.		
75830 6281 DHLK	**Hernia** (*ex*Markelo) *Well deck* *ss*Ham No.3–8,29 *Mchy.Aft* *ss*Ham.No.2–38 1*Dk*(*Stl*)	717 516 332	4,39	Ham			1918 1mo	NV Burger-hout'sM.&S. Rotterdam	HaraldA.O.Becker (Johs.Thode,*Mgr.*)	181·4 Q106′B9′F22′ FK *CellDBf*114′142*t*	28·1	12·3	Hamburg German 3*BHCem* *FPT*55*t*	T3Cy.15¾″,25⅝″&41$\frac{5}{16}$″–27$\frac{9}{16}$″ 126NHP 2SB,4*cf*,GS70,HS2303 N.V.Burgerhout'sM.&S.		
75831 7038 SEVK	**Hernodia** 1*Dk*	*1293* *1110* *709*					1918	Huiskens &VanDyk Dordrecht	RederiA/BPatria (C.H.Witt,*Mgr.*)	234·6 P27′B55′F14′	37·1	15·5	Hlsngborg Swedish	T.3Cy.17½″,29″&46″–36″ 127NHP Eluishens&VanDyk		V
75832 DHLL	**Hernösand** 1*Dk2trB*	953 792 569					1894	Helsingörs Skibsbyggeri Elsinore	H.M.Gehrckens	224·9 Q68′B105′F24′	33·1	13·5	Hamburg German *WB*	T.3Cy.18″,27½″&47″–33″ NB25 127NHP HelsingörsMaskinbyggeri		G
75833 LECK	**Hero** 1*Dk*	1375 1136 823					1918	NewEng. &S.B.Works Shanghai	BruusgaardKiösterudsSkibs-A/S (Bruusgaard,Kiösterud&Co.*Mgrs.*)	242·7	37·2	14·7	Drammen Norwegian *WB*	T.3Cy.17½″,28½″&48″–33″ NewEngineering 132NHP &S.B.Works,Shanghai		N
75834 DOIM	— Wireless Sub.Sig. *Mchy Aft* 1*Dk*	989 797 589					1924	Atlas WerkeA.G Bremen	Dampfschiffahrts Ges.Neptun	224·0 Q86′B66′F31′	33·2	13·7	Bremen German *WB*	T.3Cy.18⅛″,29½″&48$\frac{13}{16}$″–29½″ 129NHP AtlasWerkeA.G.Bremen		G
75835 165588 GCGN	**Heron** *OilEng.* D.F. 1*Dk&Shelter dk* *Ref.Mchy.* 3*rdDk in No.*1*hold* *CruiserStern*	2374 1771 1395	✠100A1 *withfreeboard* 6,40 ~~7,39~~ ✠Lloyd'sRMC3,39 ✠LMC(M)6,40	Lon Gls ✠LMC10,37	*t*	CL 6,40	1937 10mo *Lloyd'sA&CP*	CaledonS. B.&E.Co.Ld. Dundee *CellDB*259′534*tTanks at sides of tunnel* 96*tFPT*49*tAPT*70*t*	GeneralStm.Nav. Co.Ld.	302·2 314·5(O.L.) F26′ FK	45·2	17·0	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝″–41″ 389NHP DB*100lb* SulzerBros.Ld.Winterthur	19 ″ 9 s ″ 7 19 ″ 3¾	
75836 683 SVEL	— (*ex*Hollandia–36,*ex*Heron–35, *ex*Neptunus) Wireless 2*Dks*	1516 1224 877					1906	Werf.vrhn Rijkee&Co. Rotterdam	Dem.N.Koufos	251·5 Q78′B62′F32′	34·6	18·5	Piræus Greek *WB*	T.3Cy.19″,32″&51″–36″ 156NHP Maats.Fyenoord,Rot.		V
75837 111807 CYPB	**Heron Bay** (*ex*RobertP.Durham–40, *ex*Agawa,*ex*SailingVessel) *Mchy.Aft* D.F. 1*Dk2trB*	3525 3310 2508					1902	Collingw'd S.B.Co.Ld. Collingwood	Quebec&Ontario TransportationCo. Ld.	377·0	46·1	22·1	Montreal British *WB*	T.3Cy.20″,33½″&55″–40″ NE&B07 191NHP CollingwoodS.B.Co.Ld.		R
48|41 75838 166374 GJJY	**Herport** (*ex*Fairport–38, *ex*LakeFairport) *ss*Hul.2ndNo.3–3,38 1*Dk2trB*	2633 2271 ~~1618~~ 1616	✠100A1 1,41 ~~4,40~~ BS4,40	Msl Bry ✠LMC3,38	*s*	CL 4,40	1919 12mo *Lloyd'sA&CP*	Detroit S.B.Co. Wyandotte *CellDB*204′472*t*	HercoalShipping Co.Ld.	251·3 261·5(O.L.) P25′B64′F23′ FK *DTa*12′89*tFPT*72*t*	43·8	26·1	London British 4*BHCem* *APT*107*t*	T.3Cy.21″,35″&59″–42″ (*r*) 185lb 352NHP 2SB,6*cf*,GS115,HS5467 FD DetroitS.B.Co.Detroit	28 ″ 2 s 3″10¾ 24 ″ 5¾	
75839 LKCE	**Herstein** *OilEng.* *CruiserStern* 1*Dk&Shelter dk*	5100 4608 3050					1939	Akt.Bur-meistr&Wain Copenhagen	SkibsA/SHerstein (SigurdHerlofson &Co.A/S,*Mgrs.*)	424·7 F35′	56·4	26·3	Oslo Norwegian	Oil Engines 2S.C.DA 8Cy.17$\frac{11}{16}$″–47¼″ 855NHP Akt.Burmeistr&Wain,Cpn		N
75840 DAXP	**Herta Engeline Fritzen** (*ex*HeinzW. *ss*Stn.2ndNo.3–8,32 Kunstmann–38, *ss*Ham.No.1–36 *ex*SevenSeasTransport, 1*Dk*(*Irn*) *ex*Picton) 2*trB&deepframing*	5100 4753 3104	✠ 1,38	Stn ✠	*y*		1906 8mo	Richardsn Duck&Co. Stockton	Johs.Fritzen& Sohn.vorm W.Kunstmann	377·6 P28′B111′F27′ FK *CellDBa*126′*uE&B*43′ *f*169′	52·1	27·7	Stettin German 6*BHptCem* *ptAsp*	T.3Cy.27″,44½″&73″–48″ NDB27 419NHP 3SB,9*cf*,GS175,HS6700 Blair&Co.Ld.Stockton 1260*tFPT*177*tAPT*193*t*	30 ″ 4	
75841 OZEI	**Herta Mærsk** *Fitted for oil fuel* D.F. 1*Dk & Shelter dk* *CruiserStern*	1890 1623 1038					1939	Frdrkshvn Værft og Flydk.A/S Fredrikshavn	A/SD/S Svendborg (A.P.Möller, Copenhagen,*Mgr.*)	287·9	43·5	17·4	Aalborg Danish *WB*	C.3Cy.(2)15¾″&39⅜″–37⅜″& LPturbine HS3519 240NHP HelsingörsJernsk.&Mskb. Elsinore		V
75842 144656 GDKP	**Hertford** (*ex*Friesland) **TwinSc** *ss*Gls.No.3–7,34 *Ref.Mchy.* *ss*Gls.No.1–38 D.F. 3*Dks*(*Stl*)4*th dk*(*Stl*)*in No.*1*hold*	~~11785~~ 10183 ~~7362~~ 10923 ~~6774~~ 6776	100A1 *withfreeboard* 6,40 ~~11,39~~ MS8,38 ✠Lloyd'sRMC~~4,40~~ 10,40 *Fitted for oil fuel* 11,23 *F.P. above* 150° F.	Fal Syd LMC BS4,40		OG S8,38 P11,39	1917	Bremer Vulkan Vegesack	FederalSteamNav. Co.Ld. *CellDB*477′2082*t*	520·7 533·0(O.L.) P70′B254′F44′ FK *FPT*111*tAPT*119*t*	64·2	~~38·1~~ 38·2	London British 8*BHptCem* *ptAsp*	T.6Cy.28⅝″,46⅞″&75⅝″–51¼″ L.P.Turbines withDR gearing&hydraulic couplings 199lb (*s*) 1290NHP 5SB,*15cf*,GS337,HS15525 FD BremerVulkan,Vegesack	41 ″ 4 s9″ 8¾ 31 ″10	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Hd. Trade.
75843 LECL	**Hertha** (*ex*Venus2) Wireless D.F. 1*Dk*	1365 1120 707					1917	NVSchpb-wrfBaanhoek Sliedrecht	Skibs A/S William Hansens Rederi II. (W.Hansen,*Mgr.*)	240·1 P23'B56'F21'	36·7	15·8	Bergen Norwegian *WB*	T.3Cy.19$\frac{3}{16}$",29$\frac{1}{16}$"&46$\frac{1}{16}$"–35$\frac{3}{16}$" 127NHP J.&A.v.d.Schuijt,Ppndrcht		N
75844 DALD	— Ⓟ **TwinSc** Sub.Sig. Wireless 1*Dk*&*Hur.dk*3*trB*	1221 633 487					1905	Stettiner Oderwerke Stettin	Stettiner Dampfsch.Ges.J.F. BraeunlichG.m.bH	250·3 H117'	33·9	13·4 21·8	Stettin German *WB*	T.6Cy.18",28"&46"–28" 224NHP StettinerOderwerkeStettin		G
75845 OFDV	**Hertta** **WoodAux4MstSr** (*ex*Apollo–39,*ex*Jirina, *OilEng* *ex*Natividad,*ex*Apollo, 1*Dk* *ex*Wigala,*ex*Else) (*See Sailing Ship Register*)	343 323 266					1917	R.Rasmussen Nakskov	HerttaO/Y(T.W. Blomqvist)	138·2 Q27'	30·2	12·8	Raumo Finnish	Oil Engines 2S.C.SA 3Cy.14$\frac{13}{16}$"–15$\frac{5}{16}$" 116NHP A/S Maskinfabr. Tuxham,Copenhagen		V
75846 UNYL	**Hertzen** Ⓟ (*ex*Castro,*ex*Michail, *ex*Sappho) *Ref.Mchy.* Wireless 1*Dk*	1336 844 805					1898	CaledonS. B.&E.Co.Ld. Dundee	U.S.S.R.	267·0 P&B116'F34'	33·6	14·5	Archangel Russian *WB*	T.3Cy.18",32"&56"–36" 188NHP CaledonS.B.&E.CoLd.Dun		
75847 PUMC	**Herval** (*ex*Alvarado–33) *ss*Npt.No.3–3,33 *ss*Rio.No.1–38 2*Dks*(*Stl*) *CruiserStern*	*2478* *2242* *1448*	✠100A1 8,40 ~~1,38~~ BS~~[illegible]~~ ✠LMC1,38 8,40	Rio	*t*	CL ~~12,37~~ 8,40	1920 10mo *Lloyd*	A.&J. Inglis,Ld. Glasgow '*sA&CP*	Cia.Carbonifera Rio-Grandense *Cell*	303·0 P33'B81'F32' FK *DB*260'661*t FPT*9	43·0	20·7	R.Janeiro Brazilian 6*BHptCem* 4*t APT*180*t*	T.3Cy.22¼",36"&59"–39" (*s*) 180lb 265NHP 2SB,6*cf*,GS124,HS4500 A.&J.Inglis,Ld.Glasgow	23 〃 0	
75848 OHHD	**Hesperus** (*ex*Kilstroom–33) D.F. 2*Dks*	2175 — 1231					1922	Maats. Fyenoord Rotterdam	FinskaÅngfartygs A/B	288·3 273·6 P58'Q93'B79'F34'	40·0	16·8	Helsingfrs Finnish *WB*	T.3Cy.19½",31"&52"–36" 612NHP Maats.Fyenoord,Rot.		V
75849 167021 MPMZ	— **TwinSc** *OilEng.* E.S.D. 2*Dks* Wireless D.F. *CruiserStern*	844 592 306	✠100A1 7,40 ~~8,39~~ ✠LMC8,39	Dun		CG 7,40	1939 8mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	Commissioners of NorthernLighthouses *CellDBf*65	202·5 210·5(O.L.) P&B18'F31' FK&BK1" '45*t a*28'26*t FPT*19	35·2	13·4	Leith British 5*BHCem* *tAPT*21*t*	Oil Engines 2S.C.SA 16Cy.13⅜"–22$\frac{7}{16}$" 250NHP BritishAuxiliaries,Ld.Gls.	15 〃 6	
75850 166336 MMQD	**Hester** (*ex*Aud–37,*ex*Frances) 1*Dk*	1199 998 669					1908	Laxevaags Msk.&Jrnsk. Bergen	CullifordShipping Co.Ld.(Culliford& Clark,Ld.*Mgrs.*)	228·8	36·2	15·9	London British *WB*	T.3Cy.16¾",27"&44"–30" 106NHP LaxevaagsMsk.&Jrns.Bgn		V
75851 DOII	**Hestia** D.F. Sub.Sig. 2*Dks* *CruiserStern*	2883 2552 1616					1929	Deutsch Schiff-u.-MaschfkA.G. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	296·9 F28'	46·0	23·3	Bremen German *WB*	T.3Cy19⅝",31½"&50⅝"–35⅝"& LP Turbine with DR Gearing & Hydraulic Coupling 180NHP A.G."Weser,"Bremen		G
75852 LECN	**Hestmanden** *Mchy.Aft* 2*Dks*	979 921 671					1911	Laxevaags Msk.&Jrnskb Bergen	Vesteraalens Dampskibsselskab	186·1 H39*t*	30·1	20·4 *WB*	Stokmarknæs Norwegian	T.3Cy.14½",23"&39"–27" 79NHP LaxevaagsMsk&Jrns.Bgn	22 〃 8	N
75853 148068 GKQD	**Hetton** *ss*Sld.No.1–40 *ss*Sld.No.3–5,36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2714 2345 1541	✠100A1 2,41 ✠LMC7,40	Sld	*t*	CL ~~5,37~~ ~~6,40~~ ~~9,40~~ 2,41	1924 5mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	TanfieldS.S.Co.Ld. (W.B.Nisbet,*Mgr*) *CellDB*255'755*t* *MTp*16' *s*12'172*tF*	308·0 P21'B60'F28' FK *PT*163*t APT*130*tP*	44·5	20·8	Newcastle British 6*BHCem* *ooptank*110*t*	T.3Cy.21",35"&58"–39" (*s*) 180lb 261NHP 2SB,6*cf*,GS116,HS4476 N.E.MarineEng.Co.Ld.Sld	23 〃 0 s 3 〃 8½ 19 〃 6	
75854 147676 VLDV	**Hetton Bank** (*ex*Coralstone–34) *ss*Syd.No.3–1,37 *Mchy.Aft* Wireless 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1375 1032 791	✠100A1 1,41 ~~11,39~~ ~~11,40~~ ~~[illegible]~~ ✠NE&B*made*3,20*refitted*6,24	Syd BS11,40 ✠LMC~~1,37~~ MS5,40	*o*	CL 11,39	1924 6mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	McIlwraith McEacharnLd. *Ce*	235·1 Q145'F25' FK *llDB*198'380*t FPT*	36·1 37·7	15·3	SydnyNSW British 4*BHptCem* 102*tAPT*82*t*	T.3Cy.15",25⅜"&40"–27" (*s*) 180lb 120NHP 2SB,4*cf*,GS49,HS1820 FD Davey,Paxman&CoLd.Col	17 〃 6 s 5 〃 3½ 16 〃 4½	
75855 DHLP	**Hever** (*ex*Adjutor,*ex*Alliance) *Mchy.Aft* 1*Dk*	441 328 228					1909	Stavanger Stöberi& Dok Stavanger	BugsierReed.& Bergungs A.-G.	141·5 P84*t*H6*t*F8*t*	27·0	10·7	Bremerhvn German *WB*	T.3Cy.11¼",17½"&30"–20" 40NHP StavangerStöberi&Dok	13 〃 0	G
10/40 75856 148063 GKDZ	**Heworth** *ss*Sld.No.3–5,37 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2855 2490 1682	✠100A1 5,40 ~~5,39~~ BS~~[illegible]~~ ✠LMC5,37 5,40	Sld	*u*	CL 5,39	1924 4mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. W Hartlepool '*sA&CP*	TanfieldS.S.Co. Ld.(W.B.Nisbet, *Mgr.*) *CellD*	334·2 348·6(O.L.) P36'B78'F30' FK B281'1072*tFPT*77*t*	44·5	21·1	Newcastle British 5*BHCem* *APT*193*t*	T.3Cy.24",40"&65"–42" (*s*) 180lb *100lb* 350NHP 2SB,8*cf*,GS168,HS6120 N.E.MarineEng.CoLdNwc	24 〃 3 s 4 〃 0½ 20 〃 5½	
75857 144969 GRPS	**Hibernia** Ⓟ **TwinSc** Sub.Sig. D.F. E.S.D. 3*Dks* *Tonnage opening closed '39*	3467 3009 1405	✠ ... 12,21 ✠				1920 9mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	380·6	45·2	17·2 26·2 BK7"	London British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 2714NHP W.Denny&Bros.Ld.Dmb.	18 〃 6	BT till ~~10,40~~ 10,41
75858 233749 WNFF	**Hibueras** *ss*Gal.No.3–10,32 *ss*N.Os.No.2-41 ~~*ss*N.Os.No.1–37~~ Wireless 1*Dk*(*Stl*)&*Shelter dk*	1445 1391 819	✠100A1 *Shelter dk withfreeboard* ~~1,40~~ ~~4,39~~ 4,41 ~~[illegible]~~ *Fitted for oil*	NOs ~~BS4,40~~ ✠LMC~~[illegible]~~4,41 *fuel*8,	*o* 20	CL ~~N4,37~~ 4,40 *F.P. a*	1920 8mo *bove* 1	Standard S.B.Corp. Shooters Island,N.Y. A&CP 50° F.	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*) *CellDB*197'306*t*	234·3 B88' FK *FPT*34*tAPT*36*t*	34·1	20·8	NewYork Utd. States *ptCem* 2*BHtoShdk* 2 〃 〃 *U* 〃	T.3Cy.19",30"&50"–33" (*s*) 185lb 200NHP 2SB,6*cf*,GS120,HS3660 H.G.TroutCo.Buffalo,N.Y.	23 〃 6 s 8 〃 2 15 〃 9	
75859 142314	**Hickorol** *ss*Lon.No.3–2,31 *Mchy.Aft* *ss*Gmh.No.2–39 1*Dk*(*Stl*)&*Webframes* *Longitudinalframing*	1176 858 451	✠100A1 3,39 BS3,40 *CarryingPetr* *Fitted for oil*	Gmh ✠LMC3,39 *oleum* *fuel*3,	*n* *in* 18	CL 5,37 *bulk* *F.P. a*	1918 3mo *Lloyd* *bove* 1	A.McMillan&Son,Ld. Dumbarton '*sA&CP* 50° F. *Cell*	TheAdmiralty *Middle line Bulkh* *DBuE&B*39' 64*tD*	210·2 220·9(O.L.) P62'F57' FK *ead not oil-tight* *T f*30'243*t FPT*33*t*	34·7	16·6	London British 12*BHptCem* *APT*29*t*	T.3Cy.15",25½"&41"–30" (*s*) 180lb 141NHP 2SB,4*cf*, HS2202 FD J.G.Kincaid&Co.Ld.Grk.	16 〃 6 s 2 〃 9½ 13 〃 9½	
75860 XCHA	**Hidalgo** Ⓟ (*ex*EthelM. **TwinSc** Sterling–34,*ex*SailingShip, *OilEng.* *ex*Hawaii) *ss*S.Fo.No.3–7,12 *ss*Adl.No.1–17 Wireless 1*Dk*(*Stl*)	1060 — 762	✠ 7,26	SFo			1900	A.McMillan&Son,Ld. Dumbarton	Cia.Naviera del PacificoSoc.Anon. (KeeneLine, *Mgrs.*)	206·3 P30'F22'	42·2	17·9 BK12"	Ensenada Mexican 1*BHCem*	Oil Engines 2S.C.SA 8Cy.14"–17" 275NHP *Emade*00*fitted*26 FairbanksMorseCo.Inc. Seattle		
75861 35845 JIOC	**Hide Maru** 2*Dks*	5256 4774 3231					1930	HarimaS. B.&E.Co.Ld. Hyogo-ken	TochikiShojiK.K.	400·9 P36'B119'F31'	53·0	31·0	Kobe Japanese *WB*	T.3Cy.25",43½"&75"–48" *Emade*14 390NHP WllsndSlpwy,Co.Ld.Nwc.		C
75862 100 JNVH	**Hideyosi Maru** Ⓟ **Iron** (*ex*Orduna) *ss*Shi.No.3–4,90 *ss*Shi.No.1–94 1*Dk*2*trB*	712 — 427	✠ ... 10,97 ✠				1877 11mo	W.F.Pile & Co. Sunderland	Amagasaki KisenbuGomei Kaisha	191·2 Q26'F23'	26·4	11·4 BK7"	Osaka Japanese *WB*	C.2Cy.24½"&44½"–30" NB86 90NHP Pattison&Atkinson,Sld.	14 〃 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75863 LCOI	**Hidlefjord** TwinSc OilEng. ssSba.No.2-35 2Dks(Stl)&Web frames D.F. Mchy.Aft CruiserStern Longitudinal framing-bracketless system	7639 7038 4489	✠100A1 3,40 ✠LMC CS12,36 DBS~~6,39~~6,40 7,38	Bat	b†	CL 6,38	1928 8mo Lloyd	Akt.Burmeistr&Wain Copenhagen 'sA&CP	A/S M/S "Hidlefjord" (K.Olsen) CellDBuE70'324t	451·9|59·2|33·9 P93'B28'F42' FK DTf45'518t FPT176t APT144t	Stavanger Norwegian 16BHptCem (11 to U dk 5 ,,2nd,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"-43 5/16" 714NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	34″0	
			Carrying Petroleum in bulk											
75864 36219 JGYC	**Hie Maru** Ⓟ TwinSc (exHiyeMaru-38) OilEng. Ref.Mchy. ssOsa.No.2-39 D.F. GyC. 3Dks(Stl-weather dk ws) E.S.D. 4th dk(Stl)inNo.3hold	11621 9388 6818	✠100A1 withfreeboard 8,40 ~~7,39~~ ✠LMC CS7,39 DBS~~2,39~~ 2,40 ~~2,38~~2,40 ✠Lloyd'sRMC~~2,40~~ 3,41 ~~8,40~~	Osa	h†	CL ~~P7,37~~ S7,39 P7,40	1930 8mo Lloyd	Yokohama DockCo. Ld. Yokohama 'sA&CP	NipponYusenK.K. CellDB424'1975t Tan	B228'F74' FK 511·6|66·0|41·0 ks in way of tunnels	Tokyo Japanese 9BHptCem 294tDT's a3	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2187NHP 2DB 120lb Akt.Burmeistr&Wain,Cpn 9'1307tFPT110tAPT166t	41″0 s10″11¾ 30″3½	
			Fitted for carrying oil			8,30 F.	P. above 150°F. in 3 deep tanks aft							
75865 EARO	**Hierro** Ⓟ (exVojvodina) Wireless 2Dks	648 — 449					1922	Danziger Werft Danzig	Cia.Trasmediterrànea	154·1|24·1|17·6	LasPalmas Spanish WB	T.3Cy.12⅗",20½"&32¼"-22⅘" 50NHP DanzigerWerft,Danzig		
75866 148164 GJKN	**Highland Brigade** Ⓟ TwinSc OilEng. ssLon.No.2-37 E.S.D. 4Dks(Stl)5th dk(Stl)in D.F. Ref.Mchy. Nos.1,2,3,4&6holds CruiserStern	14134 11605 8714	✠100A1 withfreeboard ~~5,40~~ ~~9,39~~2,41 ✠LMC CS2,38 DBS2,40 ~~2,38~~12,38 ✠Lloyd'sRMC~~5,40~~7,40 5,41 ~~2,41~~ ~~12,40~~	Lon Gls	i†	CL 11,38	1929 4mo Lloyd	Harland&Wolff,Ld. Belfast 'sA&CP	RoyalMailLines,Ld. Duct keel fwd of Cell	523·4|69·4|37·1 544·3(O.L.) B97'F101' FK mchy space DB438' 1993t FPT	Belfast British 9BHptCem Coll to U dk 70tAPT234t	Oil Engines 4S.C.DA 16Cy.26¾"-63" DB100lb 2190NHP Harland&Wolff,Ld.Bel.	43″9 s15″4¾ 28″8½	BT till ~~9,40~~ 2,42
75867 148161 GCTY	**Highland Chieftain** Ⓟ TwinSc OilEng. ssLon.No.2-36 4Dks(Stl)5th Dk(Stl)in D.F. Ref.Mchy Nos.1,2,3,4&6holds E.S.D. CruiserStern	14135 11605 8713	✠100A1 withfreeboard 11,40 ~~4,40~~ ✠LMC CS11,37 DBS~~4,40~~4,41 11,38 ✠Lloyd'sRMC~~4,40~~ ~~7,40~~ 11,40 4,41	Lon Liv	i†	CL ~~S6,37~~ P1,39 S10,40	1929 1mo Lloyd	Harland&Wolff,Ld. Belfast 'sA&CP	RoyalMailLines,Ld. Duct keel fwd of Cell	523·4|69·4|37·1 B97'F101' FK mchy space DB438' 1993t FPT	Belfast British 9BHptCem Coll to Wdk 70tAPT234t	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2190NHP DB100lb Harland&Wolff,Ld.Bel.	43″9 s15″4¾ 28″8½	BT till ~~6,40~~ ~~8,40~~ ~~4,41~~ 7,41
75868 148158 GMZF	**Highland Monarch** Ⓟ TwinSc OilEng. ssLon.No.2-36 Ref.Mchy. 4Dks(Stl)5thdk(Stl)in D.F. Nos.1,2,3,4&6 holds E.S.D. CruiserStern	14139 11605 8714	✠100A1 withfreeboard 8,40 ~~10,39~~ ✠LMC CS11,36 DBS1,40 5,39 ✠Lloyd'sRMC~~3,40~~ ~~5,40~~ 7,41 ~~3,41~~ ~~10,40~~ ~~8,40~~	Liv Sws	i†	CL P5,38 ~~S10,37~~ S8,40	1928 10mo Lloyd	Harland&Wolff,Ld. Belfast 'sA&CP	RoyalMailLines,Ld. Duct keel fwd of CellD	523·4|69·4|37·1 544·8(O.L.) B97'F101' FK mchy space B438'1993tFPT70t	Belfast British 9BHptCem Coll to Wdk APT234t	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2190NHP DB100lb Harland&Wolff,Ld.Bel.	43″9 s15″4¾ 28″8½	BT till ~~5,40~~ ~~10,40~~ 5,41
153/40 75869 161883 GJQT	**Highland Patriot** Ⓟ TwinSc 153/40 OilEng. ssLon.No.1-36 Ref.Mchy. 4Dks(Stl)5th dk(Stl) D.F. inNos.1,2,3,4&6holds E.S.D. CruiserStern	14172 11605 8731	✠100A1 withfreeboard 5,40 ~~7,39~~ ✠LMC CS4,36 DBS~~5,39~~5,40 ~~3,38~~12,38 ✠Lloyd'sRMC~~5,40~~7,40	Lon	i†	CL ~~P12,38~~ ~~S7,39~~ 5,40	1932 5mo Lloyd	Harland&Wolff,Ld. Belfast 'sA&CP	RoyalMailLines,Ld. Duct keel fwd CellDB	523·4|69·4|37·1 544·8(O.L.) B97'F101' FK of mchy space 443' 2033t FPT70t	Belfast British 9BHptCem Coll to Wdk APT234t	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2190NHP DB100lb Harland&Wolff,Ld.Bel.	43″9 s15″4¾ 28″8½	BT till ~~5,40~~ 5,41
75870 161859 GMFN	**Highland Princess** Ⓟ TwinSc OilEng. ssLon.No.2-38 Ref.Mchy. 4Dks(Stl)5thDk D.F. (Stl)inNos.1,2,3,4&6holds E.S.D. CruiserStern	14133 11605 8714	✠100A1 withfreeboard ~~9,40~~ ~~11,39~~ 4,41 ✠LMC CS4,39 DBS~~2,40~~4,41 ~~9,38~~11,39 ✠Lloyd'sRMC~~4,40~~ ~~6,40~~ 4,41 ~~12,40~~ 9,40	Lon Liv	i†	CL ~~P5,37~~ ~~S1,39~~ 9,40	1930 2mo Lloyd	Harland&Wolff,Ld. Belfast 'sA&CP	RoyalMailLines,Ld. Duct keel fwd CellDB	523·4|69·4|37·1 544·7(O.L.) B97'F101' FK of mchy space 438' 1993t FPT70t	Belfast British 9BHptCem Coll to Wdk APT234t	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2190NHP DB100lb Harland&Wolff,Ld.Bel.	43″9 s15″4¾ 28″8½	BT till ~~6,40~~ ~~11,40~~ ~~6,41~~ 4,42
75871 137187 GBMX	**Highlander** Ⓟ ssAbn.No.3-5,28 Well deck ssAbn.No.2-36 Wireless E.S.D. 2Dks(UStl-ws)	1216 825 618	✠100A1 10,39 BS~~1,39~~ ✠LMC5,36 7,40	Lth	p	OG 10,39	1916 2mo Lloyd	CaledonSB &E.Co.Ld. Dundee 'sA&CP	North of Scotland& Orkney&Shetland SteamNav.Co.Ld. Cell DBa 54'w	243·3|34·9|15·2 36·9 253·0(O.L.) P&B161'F64' BK8" E20'f92'160t FPT	Aberdeen British 4BHCem 14tAPT5t	T.3Cy.18",30½"&50"-36" (r) 185lb 214NHP 2SB,6cf,GS126,HS3967 CaledonS.B.&ECo.Ld.Dun	16″3 s1″6½ 15″5	BT till 5,40
75872 ~~219581~~ ~~KUDP~~	**Higho** Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	4828 4265 2988					1920	ToddDry Dock&Const. Corp. Tacoma	~~UnitedStates Maritime Commission~~	380·5|53·1|27·0 P39'B102'F41'	British WB	T.3Cy.24",40"&70"-48" 340NHP Skinner&EddyCpn. Seattle,Wash.		R
75873 164652 MLMR	**Highwear** (exSpringwear-37) Mchy.Aft 1Dk Cargo battens not fitted	1173 859 655	✠100A1 4,39 ✠LMC4,39	Gls	n	CL N3,39	1936 6mo Lloyd	ShortBros. Ld. Sunderland 'sA&CP	HighHook ShippingCo.Ld. (Culliford&Clark, Ld.Mgrs.) CellD	221·3|36·2|14·1 230·5(O.L.) PonQ59'Q136' FK BonQ11'F21' B178'283tFPT120t	London British 4BHptCem APT37t	T.3Cy.13½",23"&38"-27" (s) 200lb 119NHP 2SB(Spt),4cf,GS81, HS1820 FD N.E.MarineEng.Co.Ld.Sld	16″0 s4″11 15″3	
75874 164679 MLQQ	**Highwood** (exSpringwood-37) 1Dk Mchy.Aft Cargo battens not fitted	1177 859 657	✠100A1 5,40 ~~11,39~~ ✠LMC7,36 BS10,40	Nwc	n	CL ~~11,39~~ ~~4,40~~ 6,41	1936 7mo Lloyd	Short Bros. Ld. Sunderland 'sA&CP	HighHook ShippingCo.Ld. (Culliford&Clark, Ld.Mgrs.) CellDB	221·3|36·2|14·1 ~~Pon~~Q59'Q136' BonQ11'F21' FK 178'283tFPT120tA	London British 4BHptCem PT37t	T.3Cy.13½",23"&38"-27"(s) 200lb 119NHP 2SB(Spt),4cf,GS81, HS1820 FD N.E.MarineEng.Co.Ld.Sld	16″0 s4″11 15″3	
75875 937 ESTY	**Hiiula** (exAviateur-35, Iron exRelli-34, ssOsl.3rdNo.3-12,17 exVirurand-34, ssBgn.No.2-27 exRelis-32,exHanseat2,exDuddon) Well deck 1Dk	350 278 166	✠ ~~——~~ 1,31 ✠NB2,89 ✠	Stv			1882 10mo	R.Smith Preston	Laevaühing G.Sergo&Ko.	144·6|23·3|10·6 Q79'B14'F19' DBa28'f54'80t	Tallinn Estonian 3BHCem	C.2Cy.17¼"&34"-24" 45NHP 1SB,2pf,GS30, R.Smith,Preston	11″2	G †
75876 35370 JGXC	**Hikawa Maru** Ⓟ TwinSc OilEng. ssOsa.No.2-39 D.F. GyC. 3Dks(Stl-weather dk ws) Ref.Mchy. 4th Dk(Stl) in No.3 hold	11622 9388 6788	✠100A1 withfreeboard ~~7,40~~ ~~7,39~~ 2,41 ✠LMC CS7,39 DBS~~7,39~~2,40 ~~7,39~~7,40 ✠Lloyd'sRMC~~10,39~~ ~~5,40~~ 11,40	Osa Kob	h†	CL 7,39	1930 5mo Lloyd	Yokohama DockCo Ld. Yokohama 'sA&CP	NipponYusenK.K. CellDB424'2020t of tunnels249tD	511·6|66·0|41·0 B228'F74' Tanks in way FK Ts a39'1307tFPT1	Tokyo Japanese 9BHptCem 10tAPT166t	Oil Engines 4S.C.DA 16Cy.26¾"-63" 2DB120lb 2187NHP Akt.Burmeistr&Wain,Cpn	41″0 s10″11¾ 30″3½	
			Fitted for carrying oil			5,30 F.	P. above 150° F. in 3		Deep Tanks Aft					

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Grément, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15
75877 29828 JSCB	**Hikosan Maru** (exNiitagaMaru-34, exElvaSeed, exRelentless, exAlto) ssKob.2ndNo.3-5,24 ssOsa.No.3-11,24 1Dk&deep framing	2073 1915 1253	✠ ... 2,29 ✠				1902 6mo	S.P.Austin &Son,Ld. Sunderland	TomoeGumi KisenK.K.	289·0 P27'B72'F28' FK	43·1	18·7	Tokyo Japanese WB	T.3Cy.21",35"&57½"-39" 215NHP G.Clark,Ld.Sunderland	21 ″ 6	C †
75878 22808 JLGE	**Hikosima Maru** 1Dk	977 869 670					1918	BingoDock Co. Mitsunosho	IinoTorakichi	208·0	31·0	18·4	Tokyo Japanese WB	T.3Cy.14½",24"&40½"-30" 90NHP ShinzaikeTekkosho,Saigo		
75879 162350 GQVM	**Hilary** Ⓟ ssBkn.No.2-39 D.F. 3Dks(Stl-Weather dk ws) E.S.D.	7403 6184 4350	✠100A1 withfreeboard ~~5,16~~ ~~5,30~~ 1,41 ✠LMC5,39 BS5,40	Bkn ~~Liv~~ Shl	b†	CL 4,39	1931 8mo Lloyd's A&CP	Cammell Laird&Co.Ld. Birkenhead	BoothS.S.Co.Ld. CellDB365'1167t	424·2 F81' FK DTsa8'123t FPT82t	56·2	34·2	Liverpool British 9BHCem (Coll to W dk 8 ,, 2nd ,,) APT112t	T.3Cy.29",48½"&81½"-57"& LP Turbine with DR Gearing&hydraulic coupling(s) 230lb FD 1033NHP 5SB(Spt),15cf,GS298, HS13200 CammellLaird&CoLd.Bkn	37 ″ 0 s12 ″ 9½ 24 ″ 7½	BT till 5,41
148/40 75880 LECO	**Hild** (exKristin,exRuhr,exSaar, exMontCenis) 1Dk	1356 1163 772					1919	Naam.Ven. Scheepsb "DeMaas" Slikkerveer	Skibs A/S Hild (Jac.Salvesen)	238·4 P58tH69tF35t	36·8	15·8	Farsund Norwegian	T.3Cy.17½",29"&46"-36" 127NHP N.V.Machinefabrik Th.v.Cappelle,Bolnes		N
75881 17 IBUP	**Hilda** OilEng. ssTri.No.2-36 D.F. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl) in No.1 hold	4901 4296 2974	✠100A1 withfreeboard 12,38 ✠LMC CS5,36 1,37 DBS7,39	Ven	z	CL 7,39	1927 3mo Lloyd's A&CP	Cant.San RoccoS.A. SanRocco	Soc.Anon.diNav.a Vap."Lussino" CellDB341'1153t 1037tFPT208t	424·8 404·8 DTa33' FK APT121t	54·1	31·2	Lussinpiccolo Italian 8BHptCem (Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.29½"-59 1/16" 489NHP DB100lb StabilimentoTecnico,Tri.	27 ″ 1 s 3 ″ 1½ 24 ″ 1½	
75882 LECP	— 1Dk	1237 1011 705					1925	Trndhjms Mek.Værks. Trondheim	A/S Djerv(Bachke &Co.Mgrs.)	232·6 P51tH71t	36·5	15·7	Tr'ndheim Norwegian WB	T.3Cy.17",27½"&46"-30" 116NHP TrondhjemsMV.Trondhm.		N
100/40 75883 OHWV	— (exBommestad-34,exRemus) Wireless D.F. 1Dk	1144 970 634					1915	Trndhjms Mek.Værks. Trondheim	Laiva O/Y Hilda (K.F.Homeri Mgr.)	237·0 226·7 P12'B51'F27'	36·5	15·6	Raumo Finnish WB	T.3Cy.17",27½"&46"-30" 116NHP TrondhjemsM.V.Trondhm		N
75884 350 SZHE	— (exAghios Nicolaos-40,exSophiaCostala-35, exCentavros) TwinSc 1Dk	792 — 403	✠ 6,84 ✠	Cly	i		1884 5mo	DavidJ. Dunlop&Co. PortGlasgow	PiræusCommercial &MaritimeCo.	180·1 P44'B46'F33' FK FPT25tAPT15t	30·2	11·0	Piræus Greek 4BHCem	C.4Cy.18"&35"-24" 100NHP DavidJ.Dunlop&Co.P.Gls.	11 ″ 7	
75885 LGVA	**Hilda Knudsen** TwinSc OilEng. ssGot.No.2-36 Mchy.Aft 2Dks(Stl)&Webframes Longitudinalframing	9178 8457 5472	✠100A1 11,39 ~~DBS7,39~~ ✠LMC(M)7,38 Carrying Petroleum in bulk	NNs DBS11,40 ✠LMC10,36	d†	CL ~~6,36~~ 12,40	1928 7mo Lloyd's A&CP	Nakskov Skibsværft Nakskov	Skibs A/S Hilda Knutsen(Knut KnutsenO.A.S. Mgr.) CellDBuE67'286tDTf38'426t	470·3 489·0(O.L.) P100'B31'F47' FK FPT203tAPT95t	64·5	35·6	Haugesnd Norwegian 17BHptCem (10 to U dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.24 1/16"-43 1/16" 714NHP 2DB150lb Akt.Burmeistr&Wain,Cpn	35 ″ 4	
75886 133076 GQNV	**Hilda Moller** (exOrator,exSaint Fillans,exHawkhead) ssLiv.No.3-4,25 2Dks	4622 4299 2947	✠ ... 7,32 ✠				1912 10mo	Russell& Co. PortGlasgow	MollerLine,Ld. (Mollers'Ld. Mgrs.)	385·5 P37'B115'F45' FK	52·0	26·5	Shanghai British WB	T.3Cy.26",42"&70"-48" 381NHP Rankin&Blackmore,Grk.	29 ″ 0	C †
75887 167642 GLJW	**Hilde** Wireless D.F. 1Dk	1595 1212 ~~935~~ 936					1930	Helsingörs Jernsk&Msk. Elsinore	Ministry of Shipping(Sharp&Co, Mgrs.)	253·5 P16'Q70'B106'F34'	39·1	15·4	~~Copnhagn~~ ~~Danish~~ London WB British	C.4Cy.(2)~~14½"~~ 14 15/16"&(2)31½"-31½" HS2350 144NHP HelsingörsJernsk.&Mskb.		V
75888 DAMW	— (exRudolfOttoIppen16,exMargotKunstmann) Mchy.Aft 1Dk	491 444 290					1907	Nordswrke A.G. Emden	Ippen-LinieReed. A.G.	132·2 Q18'B69'F44'	26·6	13·5	Stettin German WB	C.2Cy.12⅗"&22 1/10"-13⅓" NB10 15NHP DresdenerMsch&SchiffAG		G
75889 213 ESEQ	— (exHilda-38, exValve-34, exGledhill, exTaywood, exCattersty) ssSld.2ndNo.3-4,20 ssTln.No.2-29 Well deck 1Dk	489 439 225	✠ ... 5,33 ✠				1894 4mo	JLThompson&Sons Sunderland	M.Utow	155·0 P16'Q84'F19' FK	26·8	11·7	Tallinn Estonian WB	T.3Cy 13",21"&34"-24" 57NHP J.Dickinson,Sunderland	12 ″ 3	V †
75890 859 OHXI	**Hildegaard** (exButetown,exEda) ssRot.2ndNo.3-2,31 D.F. ssAnt.No.2-39 ~~ssHfs.No.1-36~~ 1Dk(ptIrn&ptStl) Cargo battens not fitted &deep framing	2362 — 1380	✠100A1 6,40 ~~1,38~~ ✠LMC4,39 BS6,40	Shl Lkr	t	CL ~~3,39~~ 6,40	1906 3mo Lloyd's A&CI	Richardsn, Duck&Co. Stockton	Rederi A/B Hildegaard(A. Karlsson,Mgr.) CellDBa110'uE22'	322·8 311·4 P32'B78'F36' FK f128'694t FPT74t	44·0	20·0	Mariehmn Finnish 5BHCem APT75t	T.3Cy.23",38"&62½"-42"(s) 160lb 257NHP 2SB,6cf,GS110,HS3900 Blair&Co.Ld.Stockton	23 ″ 1 s 3 ″ 6½ 19 ″ 9	
75891 DAPT	**Hildegard** (exGerhilde,exRandhulf Hansen) ssSld.No.2-14 1Dk(Stl-ptws)& deep framing	1260 1123 770	✠ 11,19 ✠	Bdx	p		1906 6mo	Fevigs Jernskibsbyg Fevig	Lübeck-Wyburger Dampfsch.-Ges. CellDBa50'uE	245·2 P26'B70'F24' FK 20'f102'284t	35·6	17·6	Lübeck German 4BHCem	T.3Cy.18",29"&48"-33" 159NHP 2SB,4cf,GS78,HS2650 Richardsons,Westgarth& Co.Ld.Mdb. APT51t	18 ″ 9	G †
75892 4656 SLKA	**Hildur** (exColombia,exBrei,exNord) 1Dk	*2195* *1795* *1159*					1906	Kockums M.V.Aktieb. Malmö	RederiA/B Atos (AllanBörjesson, Mgr.)	279·8 Q76'B104'H143t F26'	43·7	18·0	Hlsngborg Swedish WB	T.3Cy.21",35"&58"-39" 210NHP Richardsons,Westgarth& Co.Ld.Sld.		V
75893 ESTA	— (exMonark-38,exHelgöy, exFreda) 1Dk	1856 1630 1108					1914	Fredrkstad Mek.Værks. Fredrikstad	KäsmuLaeva Omanikud(Oscar Tiedemann,Mgr.)	264·6 P22'B71'F29'	42·1	17·7	Käsmu Estonian WB	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
75894 LDIZ	**Hildur I** (exGrenland-37, exErichLindöe) Wireless D.F. 1Dk	1497 1187 848					1919	Laxevaags Msk.&Jrnskb Bergen	J.H.Wessels KulforretningA/S (Pehrson&Wessel, Mgrs.)	245·2 P39tQ108tH69t F40t	37·9	15·6	Drammen Norwegian WB	T.3Cy.18",29"&49"-33" 138NHP LaxevaagsMsk&Jrns.Bgn		N
75895 LECR	**Hill** Wood 1Dk	496 380 281					1920	Tvdestrnds Verk.A/S Tvedestrand	A/SMemento (Osw.Rosenvold, Mgr.)	149·1 Q49tB55tH32tF22t	29·7	14·2	Xiansand Norwegian	T.3Cy.13⅝",21 1/10"&35½"-25⅝" 65NHP Emade05fitted20 QvillebäckensMek. Verksted,Gothenburg		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75896 144452 GWDK	**Hillfern** (*ex*TyneBell) *ss*Npt.No.2–29 Wireless 1*Dk*	1535 1343 827	✠ ... 1,33 ✠				1920 3mo	C.Ren-noldson&Co. SouthShields	AngelSon&Co.Ld.	240·0 B52'F23' FK	36·2	19·1	Newcastle British *WB*	T.3Cy.18",30"&50"–33" 174NH ShieldsEng.Co.Ld.S.Shl.	21 ″ 3	C †
75897 214694 KJMT	**Hillsborough** **Wood** *Fitted for oil fuel* 1*Dk*	328 — 223					1916	FAVerdon &CoW.Brighton,N.Y.	~~U.S.Gypsum Transptn.Co.Inc.~~ U.S.GypsumCo.	106·3	30·5	11·8	NewYork Utd.States	C.2Cy.13"&28"–18" NE&B*made*18*fitted*23 UnionIronWorks, 28NHP Hoboken,N.J.		
75898 216290 KJUA	**Hilton** (*ex*Georgian–36, *ex*IceKing, *ex*Passaic) *Fitted for oil fuel* *Ref.Mchy.* D.F. Sub.Sig. 2*Dks*	4741 — 2970	✠ ... 4,22 ✠				1918 5mo	Standard S.B.Corp. Shooter's Island	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	377·0 P25'B104'F34' FK	52·0	26·8	NewYork Utd.States *WB*	T.3Cy.24",40"&70"–48" 485NHP StandardS.B.Corp.	29 ″ 0	R †
75899 PERQ	**Hilversum** *ss*Rot.No.3–5,33 *ss*Rot.No.1–37 D.F. 1*Dk*(*Stl*)	3717 3362 2226	✠100A1 4,40 ✠LMC MS5,36 ~~BS4,40~~7,41 *Fitted for oil*	Ams *fuel* 9,	*w* 20	OG 4,40 A&CP *F.P. a*	1920 9mo *bove* 1	A.Vuijk&Zonen Capelle a/d Ysel *Inter* 50° F.	Stoomv.Maats. "Oostzee"(Vinke &Co.*Mgrs.*) *mediateBHinafter* *CellD*	359·9 P30'B229'F27' FK *hold dispensed with* *B*312' 950*t FPT*74*t*	48·3	23·0	Amstrdam Dutch *Cem* 5*BH to U dk* *APT*81*t*	T.3Cy.25⅞",41"&67"–45" (*s*) 180lb FD 388NHP 3SB(Spt)6*cf*,GS144,HS5490 Kon.Maats.deSchelde, Vlissingen	25 ″ 3 s 3 ″ 2¾ 22 ″ 3	
75900 298 IBDQ	**Himalaya** **TwinSc** *OilEng.* *ss*Tri.No 2–37 *Ref.Mchy.* 2*Dks*(*Stl*) D.F.	6240 5021 3904	✠100A1 12,39 ✠LMC CS9,37 DBS12,39 6,38 Lloyd'sRMC12,39 for temp. 43° F.	Tri	*a*†	CL 7,39 *Lloyd*	1929 5mo	Stabilmnto Tecnico Trieste '*sA&CP*	LloydTriestino Soc.Anon.diNav.	448·3 430·0 P36'B283'F44' FK *CellDB*365'1026*t*	55·5 55·4	27·7 27·7	Trieste Italian 8*BHptCem* *FPT* 114*tA*	Oil Engines 4S.C.SA 12Cy.29⅛"–47¼" 986NHP DB*100lb* StabilimentoTecnico,Tri. *PT*47*t*	30 ″ 2 s 4 ″ 6¾ 25 ″ 9	
75901 23554 JFND	**Himalaya Maru** *ss*OsaNo.3–5,38 2*Dks*(*Stl*)	5229 4844 3187	✠100A1 10,40~~5,39~~ ~~BS6,39~~ ✠LMC~~5,38~~ 10,40	Yka Osa	*z*	OG 5,39	1918 9mo	Mitsubishi ZosenKaisha Ld.Nagasaki A&CP	OsakaSyosenK.K. *Cell*	400·0 P39'B121'F40' FK *DB*350'1075*t FPT*	54·5	30·0	Osaka Japanese 6*BHCem* 130*tAPT*87*t*	T.3Cy26½",44½"&75"–48" (*s*) 200lb 494NHP 3SB,9*cf*,GS163,HS6591 FD MitsubishiZosenKaisha	30 ″ 0 s 5 ″ 8½ 24 ″ 8	
75902 LDKC	**Hindanger** **TwinSc** *OilEng.* *Ref.Mchy.* 2*Dks* D.F.	4884 4372 3005					1929	Armstrong Whitworth &Co.(Ship-builders)Ld Newcastle	Westfal-Larsen& Co.A/S	398·0 P70*t*H371*t*F22*t*	54·7	26·1	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–$43\frac{5}{16}$" 624NHP J.G.Kincaid&Co.Ld.Grk.		N
75903 DHLR	**Hindenburg** **4Mst** D.F. Sub.Sig 2*Dks*	7880 7384 4836					1921	Bremer Vulkan Vegesack	Hamburg-Amerik-Packetf.Akt.Ges. (Ham.-Amr.Linie)	468·8 P56'B101'F41'	58·3	32·7	Hamburg German	T.3Cy.$32\frac{3}{10}$",53¼"&86½"–$55\frac{3}{10}$" 554NHP BremerVulkan,Vegesack		G
75904 139256 GSLP	**Hindpool** *ss*Shl.No.3–4,40 D.F. 1*Dk*(*Stl*)	4897 4621 3040	✠100A1 ~~9,40~~ ~~4,40~~1,41 ✠LMC4,40	Shl ~~Gls~~	*z*	CL ~~6,39~~ 12,40 *Lloyd*	1928 5mo	W.Gray& Co.Ld. WHartlepool '*sA&CP*	PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld.*Mgrs.*) *CellCB*	405·0 P30'B229'F41' FK 359'1402*t FPT*188*t*	53·5	26·5	W.Hartlpl British 6*BHCem* *APT*190*t*	T.3Cy.25½",41"&71"–48" (*s*) 180lb FD 505NHP 3SB,9*cf*,GS172,HS7614 Cen.Mar.Eng.Wrks.WHpl	29 ″ 5 s 4 ″ 9 24 ″ 11¼	
75905 167568 GLPL	**Hindsholm** *ss*Cpn.No.1–39 *ss*Cpn.No.3–5,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1512 1336 ~~876~~ 878	✠100A1 *Shelter dk* *withfreeboard* ~~9,39~~ ~~9,38~~1,41 ~~BS8,39~~ ✠LMC~~5,35~~	Hpl BS9,40	*q* 8,39	OG 9,38 *Lloyd*	1922 3mo	Frdrkshvn Værft.&Flyd. Frederikshvn '*sA&CP*	Ministry of Shipping(Ellerman's WilsonLine,Ld. *Mgrs.*) *CellDB*215'512*t*	253·2 263.0(O.L.) FK (*Collisio* *FPT*62*tAPT*65*t*	39·1	16·2	London British *Cem* *nBHtoShdk* 3 ,, ,, *U* ,,)	T.3Cy.18⅛",30"&50"–36" (*s*) 185lb 169NHP 2SB,4*cf*,GS63,HS2652 (Spt) HelsingörsJernsk &Mskb. Elsinore	18 ″ 8 s ″ 10 18 ″ 1	
75906 165784 GLVP	**Hindustan** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	~~5500~~ 5245 4772 3035	✠100A1 *withfreeboard* 11,40~~6,40~~ (~~*ClassContemplated*~~) ✠LMC6,40	Sld Shl	*a*† 2	CL *Lloyd*	1940 6mo	ShortBros. Ld. Sunderland '*sA&CP*	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB*	437·0 450·0(O.L.) FK (*CollBHtoShdk6BHto2nddk*) 331'1090*tMT*28'1120*tDTf*29'139*tFPT*	56·5	25·5	Newcastle British 7*BHptCem* [illegible]5*tAPT*262*t*	Oil Engines 2S.C.SA 3Cy.23⅝"–$91\frac{5}{16}$" 516NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	27 ″ 11 s3 ″ 1½ 25 ″ 0	
75907 69016 ZMBK	**Hinemoa** Ⓟ **Iron** 2*Dks*	559 478 234	✠ 6,76	Cly			1876 5mo	Scott&Co. Greenock	D.W.McKay	207·4	25·2	15·2	Wellingtn British N.Z. 4*BHCem*	C.2Cy.29¾"&58¼"–36" NB88 NDB05 171NHP GreenockFndry.Co.Grk.		
75907* 588 JQDG	**Hinko Maru** *Mchy.Aft* 1*Dk* *CruiserStern*	5419 — 3152					1936	Harima S.B.&Eng. Co.Ld. Harima	DairenKisenK.K.	398·4 P121'B24'F30'	57·4	30·0	Dairen Japanese	T.3Cy.23⅝",39⅜"&66⅛"–$48\frac{1}{16}$" &LP turbine withDRgearing&hydraulic coupling 449NHP KobeSteelWorks,Kobe		
75908 34872 JDYC	**Hino Maru** *OilEng.* 1*Dk*&*2nd dk in fwd. holds*	2666 2329 1604	✠ ... 3,33 ✠				1929 8mo	Mitsubishi ZosenKaisha, Ld. Kobe	HinomaruKisen K.K.	315·0 P32'B62'F43' FK	46·0	25·0	Tarumi Japanese *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 388NHP MitsubishiZosenKaisha	25 ″ 0	C †
75909 41347 JGXJ	**Hino Maru No. 2.** *OilEng.* Wireless *CruiserStern*	1002 — 534					1935	Mitsubishi JukogyoK.K Kobe	NipponShokuen K.K.	200·1	35·1	17·1	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.15¾"–23⅝" 144NHP MitsubishiJukogyoK.K.		
75910 44160 JCSM	**Hino Maru No. 3** *Cruiser Stern*	4391 — 2622					1937	Mitsubishi JukogyoK.K Kobe	HinomaruKisen K.K.	360·1	50·0	29·0	Kobe Japanese	2 steam turbines DRgeared to 1 screw shaft 383NHP MitsubishiJukogyoK.K.		C
75911 35883 JCBH	**Hinode Maru** *OilEng.* *Mchy.Aft* *ss*Osa.No.2–39 *CruiserStern* 1*Dk*(*Stl*)& *Webframes*	321 222 129	✠100A1 *CoastingServiceJapan* 3,41 ✠LMC3,39 ✠LMC(M)3,41 *CarryingPetr*	Yka *oleum*	*e* *in*	CL 3,41 *bulk* *Lloyd*	1930 2mo	MitsuiBus-sanKaisha, Tama '*sA&CP*	TeikokuSenpaku K.K.(TheRising SunPetroleumCo. Ld.*Mgrs.*)	135·5 Q58'F18' FK *Pon*Q49' *FPT*20*t*	23·5	9·5	Yokohama Japanese 8*BH pt Cem* *APT*6*t*	Oil Engines 2S.C.SA 4Cy.15¾"–$17\frac{11}{16}$" 175NHP KromhoutMotorenfb.Ams.	9 ″ 6	
75912 45115 JWFM	**Hinoki Maru** *OilEng.*	500 — 262					1939	Kozaki DockK.K. Kozaki	UwazimaUnyu K.K	145·0	28·0	14·0	Uwazima Japanese	Oil Engines		
75913 DCBJ	**Hinrich** (*ex*Roon) 1*Dk*	523 389 308					1909	Nüscke& Co. Stettin	Sartori&Berger	167·8 Q48'B41'F18'	26·7	11·1	Kiel German *WB*	C.2Cy.18"&31"–20" 36NHP OttensenerMasch.Ottensen		G
75914 DHLS	**Hinrich Peters** (*ex*Bornholm, *ex*Rimfaxe) *Well deck* 1*Dk*	856 686 483					1908	Helsingörs Jernsk&Msk Elsinore	H.Peters	210·4 P13'Q52'B90'F24'	32·1	12·7	Hamburg German *WB*	T.3Cy.15",24"&40"–27" 83NHP HelsingörsJernsk.&Mskb.		G
75915 LCOL	**Hiram** 2*Dks*	1930 1646 1108					1926	Fredrkstad Mek.Værks. Fredrikstad	BruusgaardKiö-sterudsSkibs-A/S (Bruusgaard,Kiö-sterud&Co.*Mgrs.*)	280·3	42·1	18·0	Drammen Norwegian *WB*	T.3Cy.21",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N

140/40

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre ou cote, si ce n'est dans le L.R.
75916 30479 JPIA	**Hiran Maru** Ⓟ TwinSc (*Ferry*) D.F. 2*Dks*	3459 2363 1269					1923	Uraga DockK.K.	Government of Japan(Dept.of Railways)	350·0	52·0	22·0	Tokyo Japanese	SR geared Steam Turbines		
75917 19224 JLNB	**Hirano Maru** Ⓟ Wireless 1*Dk*	1227 1006 849					1916	OsakaIron Works,Ld. Osaka	ShimataniKisen K.K.	220·0 P24'B35'F30'	33·5	18·5	Yesumi Japanese *WB*	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWks.Ld.Osaka		
75918 138908 VTCM	**Hiravati** Ⓟ TwinSc *Fitted for oil fuel* 1*Dk*	580 470 246	✠ ... 12,30 ✠				1930 10mo	Bow,Mc- Lachlan&Co. Ld. Paisley	BombayStm.Nav. Co.Ld.	199·7 *Shade dk*	33·1	10·9 FK	Bombay British *WB*	T.6Cy.12",20"&33"–21" 240NHP Bow,McLachln&CoLdPsy.	11 ″ 6	
75919 LJKI	**Hird** (*ex*Hoperange–37,*ex*Swanley–32) *OilEng.* D.F. *ss*Gls.No.3–12,30 *ss*Ant.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	*4950* *4646* *3058*	✠100A1 *with freeboard* 6,40~~3,40~~ ✠LMC CS9,38 ✠NE12,27 9,38 DBS~~4,30~~6,40	Liv Cff	*a*†	CL 9,38	1924 6mo *Lloyd*	Barclay Curle&Co.Ld. Glasgow '*sA&CP* 1 *Inter*	D/S A/S Vard (Jacobsen& Salvesen,*Mgrs.*) *Duct keel in way of* *mediateBHin fore* *CellDB*352'1204	411·9 F40' *No.2hold*134' *hold dispensed with* *tDTa*26'1049*tFPT*	55·4	26·3 FK (*C*	Oslo Norwegian 6*BHptCem* *oll to Sh dk* 5 ,, 2*nd* ,,) 147*tAPT*58*t*	Oil Engines 2S.C.SA 3Cy.22⅛"–91 5/16" 482NHP NDB(*f*)32–*120lb* NDB(*a*)*made*16 *refitted*32–*125lb* Barclay,Curle&Co.Ld.Gls.	29 ″ 0 s3 ″ 7½ 25 ″ 7	
75920 32826 TKMB	**Hiro Maru** Ⓟ 1*Dk*	549 443 330					1927	Namura Gennosuke Osaka	KitaKyushu SyosenK.K.	170·0	25·0	15·0	Fukuoka Japanese	T.3Cy.		
75921 230942 KLKA	**Hirondelle**(*ex*Yacht)	1243 — 845					1911	Forg&Ch. delaMédit.SA LaSeyne	~~VikingMaritime~~ ~~Corp.,Inc.~~ VincenteMadrigal	291·7 P38 F35'	36·2	17·1	Manila, P.I. Utd States	T.3Cy.11",30"&46–30" 116NHP Forg.&Ch.delaMédit.S.A.		
75922 148710 GWDR	— *ss*Lon.No 3–4,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	893 703 391	✠100A1 *with freeboard* 8,40~~4,38~~ ✠LMC MS3,38 BS~~3,35~~5,40	Lon Abn	*n*	CL N3,38	1925 12mo *Lloyd*	Greenock Dkyd.Co.Ld. Greenock '*sA&CP* *Ce*	GeneralStm.Nav. Co.Ld. *llDB*182'273*tFPT*	210·7 B60' 32*tAPT*22*t*	34·7	12·1 FK (	London British 5*BHptCem* *Coll to Sh dk* 4 ,, 2*nd* ,,)	T.3Cy.16",27½"&45"–33" (*s*) 200lb 159NHP 2SB,4*cf*,GS82,HS2804 Ross&Duncan,Glasgow	14 ″ 0 s ″ 2 13 ″ 11½	
75923 23352 JMGE	**Hirosi Maru No. 3** (*ex*Kirishima MaruNo.20) Wireless 1*Dk*	940 800 631					1918	NamuraCo Osaka	KosinKisenGosi Kaisya	190·0	31·0	18·5	Yesumi Japanese *WB*	T.3Cy.13½",22¾"&37½"–27" 73NHP NagaokaIrn.Fndry.Nag.		
75924 39715 JWXI	**Hirota Maru** *OilEng.* 1*Dk*	479 — 319					1934	Kasado Dck.K.K. Suyetakemi- nami	KobeSanbashiK.K.	140·8	28·5	13·0	Kobe Japanese	Oil Engines		
75924* 46629 JPYN	**Hirotama Maru**	1911 — 1058					1939	Kawamin- amiKogyo K.K. Koyagi	TaiSyosenK.K.	271·7	40·0	20·3	Tokyo Japanese	Steam Engines		
75925 37279 JCDH	**Hisi Maru** (*ex*MitsubishiMaru) *Mchy.Aft* *OilEng.* *Carrying Petroleum in bulk* 1*Dk*	492 413 305					1931	Mitsubishi ZosenKaisha Ld. Kobe	OgimachiTanker K.K.	159·0 Q42'F20'	27·5	15·0	Yokohama Japanese *WB*	Oil Engines 4S.C SA 6Cy.9¾"–15" 57NHP MitsubishiZosenKaishaLd		
75926 42695 JKML	**Hisi Maru No. 2** *CarryingPetroleuminbulk* *OilEng.* *CruiserStern* 1*Dk*	857 — 552					1936	Mitsubishi JukogyoK.K Kobe	OgimachiTanker K.K.	190·2 P17'F6'	32·8	16·1	Tokyo Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16⅝"–24 7/16" 164NHP MitsubishiJukogyoK.K. Kobe		
75927 5396 SEWG	**Hispania** 2*Dks*	*1323* *1096* *603*					1912	Antwerp Eng.Co.Ld. Hoboken	RederiA/B SvenskaLloyd(K. R.Bökman,*Mgr.*)	236·8 H95*t*	37·3	16·2 23·2	Gothenbrg Swedish *WB*	T.3Cy.20",33"&54"–36" 175NHP N.E.MarineEngCoLd Nwc		V
75928 147290 GKYF	**Historian** *ss*Liv.No.3–12,37 2*Dks*(*Stl*)	5074 4720 3156	✠100A1 ~~6,40~~ ~~1,40~~ 2,41 ✠LMC MS12,37 BS~~9,36~~ 9,40	Liv Gls	*y*	CL N12,37	1924 12mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *CellDB*340'1122*t*	395·5 409·5(O.L.) P38'B128'F40' *DTa*30'762*t* *FPT*76*tAPT*26*t*	52·5	28·0 FK	Liverpool British *Cem* 7*BHto Udk* 1 ,, ,, 2*nd*,,	T.3Cy.26",43"&73"–48" (*r*) 200lb *120lb* 464NHP 2DB(Spt),12*cf*,GS210, HS7706 D.Rowan&Co.Ld.Glasgow	30 ″ 6 s5 ″ 10½ 24 ″ 10½	
75929 8124 JKWB	**Hitaka Maru** *ss*Yka.No.2–09 1*Dk*&*Awng dk*	740 687 426	✠ ... 10,13 ✠				1901 7mo	Kawasaki DockyardCo. Ld. Kobe	TaiyoSyosenK.K.	188·5	25·5	12·8 19·8 BK7"	Kago- shima Japanese *WB*	T.3Cy.16½",26"&43"–30" 118NHP KawasakiDockydCo.Kobe	13 ″ 8	
75930 45868 JZWM	**Hitati Maru** D.F. GyC. *CruiserStern* 2*Dks*	6540 — 3891					1939	OsakaIron Works,Ld. Innoshima	NissanKisenK.K.	424·1 P41'B154'F45'	57·4	34·4	Tokyo Japanese *WB*	2 steam turbines DR geared to 1 sc. shaft 517NHP HitatiSeisaku-syo,Tokyo		
75931 42939 JNIL	**Hiyosi Maru** *CruiserStern* 2*Dks*	4046 — 2363					1937	Kawasaki Dkyd.Co.Ld. Kobe	AzumaKisenK.K.	352·0 P29'B90'F30'	50·0	27·5	Kobe Japanese *WB*	2 DR geared steam turbines 333NHP KawasakiDkydCoLdKobe		C
75932 42353 JJHK	— Wireless *Mchy.Aft* 1*Dk*	1287 — 690					1936	AsanoS.B. Co. Yokohama	KonanKisen K.K. (HinodeKisen K.K. *Mgrs.*)	219·4 P38'F12'	35·8	18·5	Tokyo Japanese *WB*	T.3Cy.16⅝",27½"&46½"–36" 130NHP AsanoS.B.Co.Yka.		
75933 43729 JYNL	— *OilEng.* 1*Dk*	362 — 212					1936	Kanasashi Zosensho Shimizu	HitakaWaichiro	134·8	23·0	12·5	Kobe Japanese	Oil Engines		
75934 24710	— WoodAuxSr 1*Dk*	328 269 206					1918	Yamamoto Shikakichi Sakihama	MiwaKisenK.K.	111·5 B21'F19'	25·6	13·5	Ushioye Japanese	C.2Cy.13½"&24½"–16" 18NHP		
75935 9449 JLGB	**Hizen Maru** Ⓟ (*ex*Mathilde) Wireless 1*Dk*&*Spar dk*	946 — 682					1891	Blohm& Voss Hamburg	OmatiKitazo	222·1 B31'H—	29·3	17·0	Otaru Japanese *WB*	T.3Cy.15½",24 5/16"&39½"–33" 90NHP Blohm&Voss,Hamburg		
75936 LIZS	**Hjalmar Wessel** *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	1742 1312 985					1935	Framnæs Mek.Værks. A/S Sandefjord	A/S Borregaard	253·3 P72'B22'F33'	39·7	17·5	Sarpsborg Norwegian *WB*	C.4Cy.(2)13⅜"&(2)32¼"– 30⅜" 96NHP FredrikstadM.V.Frdstad		N
75937 6869 SMHA	**Hjelmaren** *OilEng.* D.F. *ss*Got.No.3–6,35 *ss*Got.No.1–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*2467* *2030* *1186*	✠100A1 *Shelter dk* *with freeboard* 7,40~~11,39~~1,41 ✠LMC CS4,39 DBS~~6,39~~7,40 5,~~39~~7,40	Skm ~~Mch~~	*u* NNs	OG ~~2,38~~ 6,40	1922 10mo *Lloyd*	A/BGöta- verken Gothenburg '*sCP*	RederiA/B Transatlantic (G.Carlsson,*Mgr*) *CellDB*223'780*t*	312·3 *FPT*121*tAPT*81*t*	45·6	19·8 FK *Collisio*	Gothenbrg Swedish *ptCem* *nBHtoShdk* 4 ,, ,, *U* ,,	Oil Engines 2S.C.SA 6Cy.23⅝"–35 7/16" DB–*80lb* 585NHP Aktieb.AtlasDiesel, Stockholm	22 ″ 9 s1 ″ 5 21 ″ 7½	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. / Ship. / Engines	9 Built. By Whom. / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75938 155922 MMZB	**Ho Kwang** TwinSc *OilEng.* *ss*Shi.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	684 537 372	✠ A1 *Carrying Petroleum in bulk & petroleum products* 10,40 ~~9,39~~ DBS ~~9,39~~ 10,40 ✠LMC9,39 *For Service on the Yangtze River, draught not to exceed 9ft. 10ins. & to Wenchow, or between Singapore & Rangoon or Kudat (B.N.B.) summer moulded draught not to exceed 8ft. 6 ins*	Shi		OG 9,39	1931 5mo	NewE.&S.B.Wks.Ld. Shanghai *Lloyd*'*sA&CP*	AsiaticPetroleum Co.(NorthChina), Ld.	200·0 F26' FK *DTf*41'*FPT*7*t*	32·3	10·5	Shanghai British 11*BH pt Asp* *APT*38*t*	Oil Engines 2S.C.SA 12Cy.$11\frac{1}{2}$"–$13\frac{1}{2}$" 276NHP DB*160lb* H.Widdop&Co.Ld.Kghley	11 ″ 3 s 2 ″ $9\frac{1}{4}$ 8 ″ $7\frac{1}{4}$	
75939	**Ho Shun** (*ex*Nakagawa Maru)	886 — 484					1901	Boyd&Co. Shanghai	TaTungHsingS.S. Co.	216·0	30·0	20·0	Shanghai Chinese	T.3Cy.$16\frac{3}{4}$",27'&43" Boyd&Co.,Shanghai		
75940 138074	**Hochelaga** Ⓟ (*ex*Yacht, *ex*Waturus) Sub.Sig. *ss*Hfx.3rdNo.3–4,34 2*Dks*	628 — 427	✠ —— 5,38 ✠	Hfx			1900 4mo	Hawthorns &Co.Ld. Leith	HochelagaShppg. &TowingCo.Ld.	192·6 Q54' BK7"	27·6	14·8	Ottawa British 4*BHCem*	T.3Cy.18",28"&49"–33" 162NHP 1B,4*cf*,GS91,HS2682 Hawthorns&Co.Ld.		
75941 DHLV	**Hochsee** (*ex*Rheinland) 1*Dk* *CruiserStern*	2245 1859 1341					1926	Schiffsw.v. H.KochA.G. Lübeck	W.Schuchmann	282·8 Q99'B69'F31'	45·3	17·8	Hamburg German *WB*	T.3Cy.$21\frac{5}{8}$",$35\frac{7}{16}$"&$55\frac{15}{16}$"–$35\frac{7}{16}$" 186NHP J.Frerichs&Co.Osterholz-Scharmbeck		G
75942	**Hock Lee** 2*Dks*	*422* *392* *233*					1908	Bow,McLachlan&Co. Ld. Paisley	TsangKokWah	135·0 P24'F20' *Shade dk*66'	22·2	16·0	Macao Portuguese *WB*	C.2Cy.16"&34"–24" 47NHP Bow,McLachln&CoLdPsy.		
75943 128872 MDFN	**Hodder** *ss*Goo.2ndNo.3–9,35 *ss*Goo.No.1–40 1*Dk*(*Stl*)&*deep framing*	1016 833 421	✠100A1 ~~5,40~~ ~~1,39~~ 6,40 ~~DBS8,38~~ ✠LMC~~9,35~~ 5,40	Goo	*o*	OG ~~8,35~~ 4,40	1910 2mo	W.Dobson &Co.Ld. Newcastle *Lloyd*'*sA&CP*	LondonMidland& ScottishRly. (AssociatedHumberLines Ld. *Mgrs*) *CellDBa*58'*uE*15'*f*91'182*tFPT*14*tAPT*31*t*	240·2 P38'B88'F35' FK	34·2	15·4	Goole British 5*BHCem*	T.3Cy.22",36"&61"–39" (*r*) 180lb 331NHP 2SB,6*cf*,GS124,HS4948 FD WllsndSlpwy.Co.Ld.Nwc.	16 ″ 4 s 1″$10\frac{1}{4}$ 14″ $9\frac{1}{4}$	
75944 DJQX	**Hödur** (*ex*Haggersgate–36, *ex*Chalister) *ss*Rot.No.3–9,26 D.F. *ss*Cff.No.2–34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5386 4973 3361	✠ … 6,36 ✠	Liv	*a*†		1913 8mo	D&WHendersn&Co.Ld. Glasgow	Seereederei "Frigga"A.G. *CellDBa*144'*uE&B*39'*f*184'1373*t FPT*167*tAPT*80*t*	424·5 FK	54·8	25·5	Hamburg German 7*BH*	T.3Cy.$24\frac{1}{2}$",46"&74"–48" 470NHP 3SB,*12cf*,GS240,HS8057 D&W.Hendersn&CoLdGls	28 ″ 6	G †
*75945 LJAF	**Höegh Carrier** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4906 4405 2965	✠100A1 *withfreeboard* 5,39 DBS3,39 ✠LMC8,35 *Carrying Cargo Oil F.P. above 150° F. in deep tank*	Ams	*z*	CL N5,39	1935 8mo	Akt.Burmeistr&Wain Copenhagen *Lloyd*'*sA&CP*	SkibsA/S Arnstein (LeifHöegh&Co. A/S&PerHolm, *Mgrs.*) *CellDB*342'1282*t MT*28' 1086*t FPT*130*t APT*192*t*	392·9 408·7(O.L.) P31'F32' FK	54·3	26·1	Oslo Norwegian 7*BH* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$"–$47\frac{1}{4}$" 644NHP DB*90lb* Akt.Burmeistr&Wain,Cpn	28 ″ 4 s 3 ″ 1 25 ″ $5\frac{1}{4}$	
75946 LJJN	**Höegh Giant** *OilEng.* D.F. E.S.D. 1*Dk*,2*nd dk in mchy.space* *Mchy.Aft* *Progressive Survey of oil tanks* *Longitudinal framing at bottom & at deck in centre tanks* *CruiserStern*	10990 10114 6590	✠100A1 10,40 ~~4,40~~ DBS2,39 ✠LMC2,37 *Carrying Petroleum in bulk*	Sba NYk	*f*†	CL 3,40	1937 2mo	Deutsche WerftAG Bet Finkenwrder Hamburg *Lloyd*'*sA&CP*	SkibsA/SAbaco, Aruba,Astrea& Noruega (LeifHöegh&Co. A/S,*Mgrs.*) *CellDBuE*43'67*tDTf*32'679*tFPT*254*tAPT*106*t*	508·1 528·4(O.L.) P115'B29'F62' FK	69·2	36·5	Oslo Norwegian 17*BHptCem*	Oil Engines 2S.C.DA 7Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 1362NHP 2DB*180lb*DB(WT)*180lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	36 ″ 4 s 7 ″ $5\frac{3}{4}$ 29 ″ $2\frac{1}{4}$	
75947 LJIA	**Höegh Hood** *OilEng.* D.F. *CruiserStern* 1*Dk* *Progressive Survey of oil tanks* *Longitudinal framing at bottom & deck in centre tanks* *Mchy.Aft*	9351 8680 5652	✠100A1 3,40 DBS12,40 ✠LMC12,36 *Carrying Petroleum in bulk*	Bom	*e*†	CL 8,39	1936 12mo	Odense Staalskibsvft vedAPMöller Odense *Lloyd*'*sA&CP*	A/S Atlantica (LeifHöegh&Co. A/S,*Mgrs.*) *CellDBuE* 81'29*tDTf*26'443*tFPT*167*tAPTs*230*t*	485·8 P98'B34'F37' FK	65·7	35·8	Oslo Norwegian 14*BH*	Oil Engines 4S.C.SA 7Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 572NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35″10 s 8 ″ 1 28 ″ 0	
75948 LIWC	**Höegh Merchant** *OilEng.* *ss*Liv.No.1–38 D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4858 4362 2921	✠100A1 *withfreeboard* 10,40 ~~3,40~~ ✠LMC CS12,39 DBS~~9,38~~10,40 ~~2,38~~5,39 *Carrying cargo oil F.P. above 150° F. in deep tank*	Vcr	*z*	CL N3,40	1934 9mo	Akt.Burmeistr&Wain Copenhagen *Lloyd*'*sA&CP*	SkibsA/SAbaco, Aruba,Astrea& Noruega (LeifHöegh&Co. A/S,*Mgrs.*) *CellDB*.337'1256*tMT*28'1079*tFPT*133*tAPT*190*t*	387·9 P31'F34' FK	54·2	26·0	Oslo Norwegian 7*BH* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$"–$47\frac{1}{4}$" 644NHP DB*90lb* Akt.Burmeistr&Wain,Cpn	28 ″ 3 s 3 ″ $0\frac{3}{4}$ 25 ″ $4\frac{1}{2}$	
75949 LKCY	**Höegh Scout** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* *CarryingPetroleum in bulk*	9924 9191 5983					1939	Deutsche WerftAG Bet Reihstgwrft Hamburg	A/SAtlantica& Skibs-A/SArnstein (LeifHöegh&Co. A/S,*Mgrs.*)	492·9 P113'F74'	66·1	36·4	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 1163NHP Maschinenfbrk.Augsburg-NürnburgA.G.Augsburg		N
75950 LKEC	**Höegh Silvercloud** *Ref.Mchy.* *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	5287 4401 3145					1939	Flensburgr Schiffsb.Ges. Flensburg	SkibsA/S Arizona (LeifHöegh&Co. A/S,*Mgrs.*)	414·3 F28'	55·7	24·9	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 969NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
75951 LKLL	**Höegh Silverdawn** *OilEng.* 2*Dks*,3*rd dk in Nos.*2&4*holds* *Platform dk in No.*3*hold* *CruiserStern* *Ref.Mchy.* E.S.D.	7715 — 4730	✠100A1 5,41 ~~3,40~~ ✠LMC3,40 ✠Lloyd'sRMC3,40 The fish chamber & No. 4 hold port fwd. chamber for 5° F., No. 4 hold aft port chamber for 14° F., all other chambers for 32° F. *Carrying cargo oil F.P. above 150° F. in fore & after peak tanks and DTs*	Cpn Vcr	*b*†	CL	1940 3mo	Akt.Burmeistr&Wain Copenhagen *Lloyd*'*sA&CP*	SkibsA/SArizona (LeifHöegh&Co. A/S,*Mgrs.*) *Duct keel fwd.of mchy.space* *CellDB*379'1411*tDTa*55'1166*t wing tanks in mchy.space*8'254*tMT*30'1146*tDTf*47'1176*tFPT*134*tAPT*140*t*	444·3 465·5(O.L.) P35'F80' FK	58·3	35·0	Oslo Norwegian 8*BHptCem*	Oil Engines 2S.C.DA 5Cy.$21\frac{5}{8}$"–63" DB*90lb* 1064NHP Akt.Burmeistr&Wain,Cpn	37 ″ 6 s8 ″ 11 28 ″ 10	
75952 LJIB	**Höegh Silverlight** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *Ref.Mchy.* 3*rd dk in No.* 1 *hold* *Butts of keel electrically welded* *CruiserStern*	5197 4361 3186	✠ … 6,38 ✠	Vcr	*z*	CL	1936 12mo	Deutsche WerftAG Bet Reihstgwrft Hamburg	SkibsA/SAbaco, Aruba,Astrea& Noruega (LeifHöegh&Co. A/S,*Mgrs.*) *CellDB*349'1094*tDTf*41'1163*tMT*32'1203*tDTa*43'1338*tFPT*88*tAPT*158*t*	409·6 F30' FK (3*BH including Coll to Sh dk* 4 ,, 2*nd* ,,)	55·8	25·1	Oslo Norwegian 7*BHptCem*	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 973NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	28 ″ 6	N †

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numéro d'Ordre. Numéro Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Durée Cert. Ref. Trade
75953 LJSX	**Höegh Silverstar** OilEng. D.F. E.S.D. 1Dk&Shelter dk Ref.Mchy. CruiserStern	5415 4725 3261	✠ ... 9,38 ✠	Cpn	b†	CL	1938 1mo	Akt.Burmeistr&Wain Copenhagen	SkibsA/S Abaco, Aruba,Astrea& Noruega (LeifHöegh&Co. A/S,Mgrs.) CellDB379'1432t DTa55'1171t MT30'1148t DTs in mchy. space8'254t DTf47'1180t FPT134t APT136t	442·0|58·4|25·4 459·5(O.L.) P32'F72' FK	Oslo Norwegian 7BHptCem (Coll to Sh dk 6 „ 2nd„)	Oil Engines 2S.C.DA 8Cy.17⅛"-47¼" 860NHP Akt.Burmeistr&Wain,Cpn	29 " 0 s3 " 6¾ 25 " 7¼	N †
75954 23650 JFQD	**Hoeisan Maru** (exHoyeisan Maru-38) ssKob.No 3-9,31 ssKob.No.1-35 Fitted for oil fuel D.F. 2Dks(Stl)	6032 5183 3799	✠ ... 2,39 ✠	Tama	z		1918 10mo	OsakaIron Works,Ld. Innoshima	YamashitaKisen K.K. CellDB360'980t DTa27'767t FPT106t APT26t	407·2|50·8|32·5 P40'B138'F46' FK	Kobe Japanese 7BHCem	T.3Cy.27",45"&75"-51" 553NHP 3SB,9cf,GS190,HS8100 OsakaIronWorks,Ld.	32 " 7	C †
75955 FOOG	**Hoggar** Ⓟ Ref.Mchy. Fitted for oil fuel D.F. 2Dks	5146 — 3109					1923	Forg.&Ch. de laMédit. LaSeyne	Cie.deNavigation Fraissinet	390·2|50·2|25·9 P85'B161'F54'	Marseilles French WB	T.3Cy.27½",44½"&74"-47½" 375NHP Forg.&Ch.delaMédit.Msl.		V
75956 OHCE	**Hogland** (exKingswood, exRumney, exOnwen) ssAms.2ndNo.3-6,39 1Dk(ptIrn ptStl) Cargo battens not fitted	4360 — 2590	✠100A1 6,39 ✠LMC BS~~1,34~~4,40 MS6,39	Ams	x	CL 5,39	1914 1mo	JReadhead &Sons,Ld. SouthShields Lloyd'sA&CP	CurtMattson RederiA/B(Curt Mattson,Mgr.) CellDBa110' uE&B42' f161'1017t FPT75t APT61t	374·8|50·4|26·3 362·9| 51·0 P32'B110'F34' FK	Helsingfrs Finnish 6BHCem	T.3Cy.24",43"&71"-48" (r) 180lb 400NHP 3SB,9cf,GS173,HS6467 J.Readhead&Sons,LdSShl	28 " 9 s5 " 4½ 23 " 7	
75957 DOTY	**Hohenfels** OilEng. D.F. E.S.D. 2Dks CruiserStern	7862 7106 4845					1938	Bremer Vulkan Vegesack	DeutscheDampfs Ges."Hansa"	488·1|61·3|31·1	Bremen German WB	Oil Engines 2S.C.DA 12Cy.20⅞"-29⅛" SR geared to 1 sc. shaft 1830NHP BremerVulkan,Vegesack		G
75958 XNAC	**Hohsing** (exZira,exTanglin) Fitted for oil fuel 2Dks	2030 1795 1303					1900	Workman, Clark&Co.Ld Belfast	Shaw Hsing S.S. Co.Ld.	278·6|41·2|20·9 P74'Q26' WB	New-chwang Chinese	T.3Cy.19",32"&52"-30" 148NHP Workman,Clark&Co.Ld.		
75959 24035 JHMD	**Hohuku Maru** (exHofukuMaru-38) ssKob.No.3-5,31 ssKob.No.2-40 ~~ssYka.No.1-39~~ 2Dks(Stl)&Awng dk(Stl)	5825 5586 4243	✠100A1 Awng dk withfreeboard ~~6,38~~ 11,40 ~~BS8,38~~ ✠LMC~~6,38~~ 11,40 Fitted for oil fuel 3,23 F.P. above 150° F.	Kob	y	OG ~~6,38~~ 10,40	1918 11mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KokusaiKisenK.K. Collision BH to Awng dk CellDB334'1118t FPT126t APT93t	385·0|51·0|36·0 ... FK	Hasidate Japanese Cem 5BH to U dk	T.3Cy.26",43½"&72"-48" (s) 200lb 436NHP 2SB(Spt)&1AuxSB,8cf, GS154,HS5636 FD KawasakiDkydCoLdKobe	36 " 0 s9 " 1½ 27 " 1	
75960	**Hoi Nam** WoodTwinSc (exChineseGunboat) 2Dks	777 — 484						.... HongKong	TeungKwongKee	175·0|29·9|19·4	Canton Chinese	C.2Cy.13"&26"-13" 20NHP		
75961 LGJY	**Höiaas** WoodAux3MstSr OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	351 283 247					1921	Mölhau-gensVerft og Skibsbyggeri Porsgrunn	A/S Congo (HalvdanRealfsen, Mgr.)	123·6|27·5|13·1 P42tQ5tH10t	Porsgrunn Norwegian	Oil Engines 2S.C.SA 2Cy.16½"-18⅛" 96NHP J&CGBolindersCoLd.Skm		
75962 154079 GCTK	**Hoihow** Ⓟ 2Dks	2798 2348 1629					1933	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7|44·2|23·1 P37'B83'F39'	London British WB	T.3Cy.20",33"&53"-39" 175NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
75963 38123 JKVE	**Hokkai Maru** TwinSc OilEng. ssKob.No.3-4,39 Ref.Mchy. GyC. 3Dks(Stl) CruiserStern	8416 7813 5105	✠100A1 withfreeboard ~~5,40~~ ~~1,39~~ 3,41 ✠LMC ~~CS~~4,39 DBS~~4,39~~5,41 ~~4,39~~5,40 ✠Lloyd'sRMC~~9,39~~ ~~5,40~~ ~~10,40~~ 5,41 Carrying cargo oil F.P.above 150° F. in deep tanks	Kob	d†	CL 4,39	1933 3mo	Mitsubishi ZosenKaisha Ld. Nagasaki Lloyd'sA&CP	OsakaSyosenK.K. CellDB373'1316t Tanks in way of tunnels 1063t MTs36'1185t FPT96t APT89t	446·8|60·5|40·7 F40' FK	Osaka Japanese 8BH (Coll to W dk 7 „2nd„)	Oil Engines 2S.C.SA 12Cy.28⅝"-49$\frac{3}{16}$" 1678NHP DB100lb MitsubishiZosenKaisha Ld.Nag.	40 " 9 s13 " 0½ 28 " 2½	
75964 44561 JFGM	**Hokki Maru** (exWarBegum-38, exThelma-37, exHerborg, exConus, exWarBegum) ssYka.No.3-1,31 ssKob.No.2-38 1Dk(Stl)2trB&Web frames Longitudinal framing	5601 4803 3996	✠100A1 8,40~~5,39~~ ✠LMC~~5,39~~ 8,40 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 7,19 F.P. above 150° F.	Nag Osa	z	CL ~~4,38~~ 8,40	1919 8mo	Palmers'Co Ld Newcastle Lloyd'sA&CP	KitagawaSangyo KaiunK.K. CellDBuE&B59' f50'313t FPT99t APT68t	400·0|52·3|28·4 P50'B121'F39' FK	Osaka Japanese 11BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190, HS7668 FD Palmers'Co.Ld.Newcastle	31 " 0 s5 " 7½ 25 " 7	
75965 178 JHWA	**Hokko Maru** (exHokkohMaru-38, exCastellano-22, exWarSpaniel) ssYka.No.3-5,31 ssKob.No.2-39 GyC. 2Dks(Stl) Cargo battens not fitted	5347 4795 3253	✠100A1 3,41~~2,40~~ ✠LMC~~2,40~~ 3,41	Kob	y	CL ~~2,40~~ 3,41	1918 7mo	ShortBros. Ld. Sunderland Lloyd'sA&CP	YamashitaKisen GoshiKaisha (YamashitaKisen K.K.,Mgrs.) CellDB340'1137t FPT120t APT203t	400·0|52·4|28·5 P49'B113'F40' FK	Dairen Japanese 7BHptCem	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld.	31 " 0	
75966 44351 JQSL	— (exAthanasios-38,exCardigan) Trunk deck 1Dk	4471 — 3484					1907	Ropner& Son Stockton	KitagawaSangyo KaiunK.K.	355·0|51·2|26·1 F32'	Osaka Japanese WB	T.3Cy.25",42½"&69"-48" 330NHP N.E.MarineEng.Co.Ld.Sld		C
75967 29318 JNCA	**Hoko Maru** Wireless Mchy.Aft Ref.Mchy. 1Dk	1514 1159 798					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·5|37·0|19·0 P42'B58'F36' WB	Shina-gawa Japanese	T.3Cy.17",28½"&48"-30" 126NHP YokohamaDockCo.Yka.		C
75968 46833 JCSN	**Hokoku Maru** Ⓟ TwinSc D.F. E.S.D. GyC. 3Dks OilEng. Ref.Mchy. CruiserStern	10439 — 6159					1939	TamaS.B. Co.Ld. Tama	OsakaSyōsenK.K.	~~492·1~~|66·3|40·7 499·5|	Osaka Japanese	Oil Engines 2S.C.SA 24Cy.24$\frac{7}{16}$"-45¼" 2490NHP TamaS.B.Co.Ld.Tama		
75969	— Mchy.Aft	2800					1938	Osaka ZosenK.K. Osaka	ToaBoekiK.K.	270·0|40·0|20·3	Japanese	T.3Cy.18",29"&50"-39" 156NHP KubotaIronWorksLd.Osa.		
75970 42690 JJJK	— Wireless Mchy.Aft 1Dk	1275 990 692					1936	Tsurumi Seitetsu ZosenK.K. Yokohama	HinodeKisenK.K.	217·8|35·7|18·5 P26'F25'	Tokyo Japanese WB	T.3Cy.16⅝",27½"&46½"-36" 130NHP TsurumiSeitetsuZosen K.K.Yka.		
75971 768 JQPG	**Hokuan Maru** OilEng. D.F. 2Dks	3712 — 2084					1938	TamaS.B. Co.Ld. Tama	DairenKisenK.K.	350·7|50·2|24·5 P34'B82'F31'	Dairen Japanese WB	Oil Engines 4S.C.SA 10Cy.21⅝"-39⅜" 453NHP TamaS.B.Co.Ld.Tama		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
75972 30331 JYNA	**Hokurei Maru** Ⓟ 2*Dks*	2408 1751 1614					1924	Yokohama DockCo. Yokohama	ToaKaiunK.K.	274·5 P35'B84'F37'	41·5	22·8	Tokyo Japanese	T.3Cy.		
75973 36396 JJMC	**Hokuroku Maru** TwinSc *OilEng.* *ss*Kob.No.3-1,37 D.F. GyC. 3*Dks*(*Stl*) *Ref.Mchy.* *CruiserStern*	8360 7812 5045	✠100A1 *with freeboard* ~~5,40~~ ~~[illegible]~~ 10,40 ✠LMC CS1,36 DBS~~2,39~~ 5,40 2,39 ✠Lloyd'sRMC~~11,39~~ ~~5,40~~ 10,40	Kob	*d*†	CL 1,37 4,40	1930 1mo *Lloyd*	Mitsubishi ZosenKaisha Ld. Nagasaki '*sA&CP*	OsakaSyosenK.K. *CellDB*373'1295*t* *of tunnels*978*t*	446·0 F40' FK *Tanks in way* *MTs*36'1185*tFPT*	60·5	40·7	Osaka Japanese 8*BHptCem* (*Coll to Wdk* 7 „ 2*nd* „) 96*tAPT*89*t*	Oil Engines 2S.C.SA 12Cy.26¾"-47¼" 1495NHP DB*100lb* Mitsubishi ZosenKaishaLdNag	40 ″ 9 s13 ″ 0¼ 28 ″ 2	
			Fitted for carrying oil			11,30	*F.P. above 150° F. in deep tanks*									
75974 20606 JFCD	**Hokuryu Maru** (*ex*FukuMaru-38) *ss*Kob.No.3-2,30 *ss*Kob.No.1-33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing* &*Web frames*	4378 3692 2767	... 5,37 ✠	Kob	*w*		1917 8mo	OsakaIron Works,Ld. Innoshima	KitaNipponKisen K.K. *CellDB*298' 1136*t D*	345·0 P30'B99'F34' FK *onShelter dk* *Ta*32'693*tFPT*115*t*	49·8	28·2	Otaru Japanese 6*BHCem* *APT*29*t*	T.3Cy.24",41"&67"-48" 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIronWorksLdOsaka	28 ″ 2	C †
75975 22307 JQUE	**Hokusei Maru** (*ex*NanyoMaruNo.1-34) Wireless 2*Dks*	1390 1137 821					1918	Uraga DockCo.Ld Uraga	OgawaGomei Kaisha	200·0 B42'F22'	32·0	22·9	Hakodate Japanese *WB*	T.3Cy.15½",26"&43"-33" 106NHP UragaDockCo.Ld.Uraga		
75976 32485 JDVA	— Ⓟ (*ex*NanyoMaru No.3,*ex*Nagpur,*ex*NanyoMaruNo.3) Wireless 2*Dks*	1285 1061 746					1918	Uraga DockCo.Ld Uraga	HinodeKisenK.K.	228·0	33·0	16·3	Fusan Japanese *WB*	T.3Cy.15½",26"&43"-33" 106NHP UragaDockCo Ld.Uraga		
75977 29845 JHDA	**Hokusen Maru** Ⓟ (*ex*ChokyuMaru-35, *ss*Kob.No.1-24 *ex*SouthAmerican) 1*Dk*	2256 1846 1312	✠ ... 5,28 ✠				1920 10mo	Canadian Allis- Chalmers,Ld. Bridgeburg, Ont.	~~KitaNipponKisen~~ ~~K.K.~~ Nipponkai KisenK.K.	252·0 P27'B64'F24' FK	43·6	20·5	Tokyo Japanese *WB*	T.3Cy.20",33"&54"-40" 274NHP CanadianAllis-Chalmers Ld.Toronto	23 ″ 0	
75978 26771 JNED	**Hokusin Maru** Ⓟ (*ex*Hokushin Maru-38,*ex*Honolulu *ss*Osa.No.3-8,32 Maru-34) *ss*Kob.No.1-36 2*Dks*(*Stl*) (*Crab Canning Factory*'39)	5820 — 3600	✠ ... 1,39 ✠ ✠NE&B09*refitted*20	Kob	*z*		1920 7mo	OsakaIron Works,Ld. Innoshima *CellDB*36	NipponSuisanK.K. 2'1098*t DTa*27'756	407·2 P40'B137'F46' FK *tFPT*106*tAPT*26*t*	50·8	30·0	Osaka Japanese *Cem* 7 *BH to U dk* 1 „ „ 2*nd* „	T.3Cy$27\frac{9}{16}$",46½"&76⅜"-47¼" 651NHP 4SB,*12cf*,GS234,HS10032 F.Schichau,Elbing	32 ″ 7	
75979 33177 JATC	— (*ex*RyuguMaru-34,*ex*TamiMaru-33, *ex*DeikeRickmers, 1*Dk* *ex*Cartagena,*ex*Cette) Wireless	1997 1283 1446					1910	Akt.Ges. "Neptun" Rostock	OgawaGomei Kaisha	272·9 P200'F33'	37·6	16·0	Tokyo Japanese *WB*	T3Cy$22\frac{1}{16}$",$35\frac{7}{16}$"&55⅞"-37⅜" 192NHP A.G."Neptun,"Rostock		
75980 13094 JDLG	— 2*Dks*	469 — 277					1910	S.Ono Osaka	FujiyamaKaiun K.K.	156·4	22·8	16·1	Otaru Japanese	T.3Cy.12",19½"&31½"-22" E&B*made*03*reftd*10 47NHP S.Ono,Osaka		
75981 10742 JBJA	**Hokusui Maru** Ⓟ (*ex*Yetorofu Maru-34, *ss*Kob.2ndNo.3-9,23 *ex*Aphrodite) *ss*Kob.No.2-32 1*Dk*(*Stl*)&*Spardk*(*Irn*)&*deepframing*	3945 3648 2849	✠ ... 1,36 ✠	Kob	*w*		1898 1mo	Russell& Co. Pt.Glasgow	AmakasuSangyo KisenK.K. *CellD*	344·9 P20'B72'F36' 25·8 FK *Ba* 112'*uE*18'*f*146'	49·8	17·8	Habu Japanese 6*BHCem* 320*tAPT*71*t*	T.3Cy.25",41"&66"-45" 346NHP 2SB,6*cf*,GS112,HS4804 Rankin&Blackmore,Grk.	28 ″ 5	
75982 41737 JDYG	**Hokusyo Maru** (*ex*HokushoMaru-38) 2*Dks* *CruiserStern*	4211 3550 2510					1937	Uraga DockCo.Ld. Uraga	KitaNipponKisen K.K.	359·3 P44'B108'F36'	49·1	28·9	Tokyo Japanese *WB*	C.4Cy.(2)13"&(2)26"-15¾" SR geared & LP turbine DR geared to Sc. Shaft 350NHP UragaDockCo.Ld.Uraga		
75983 44368 JZXL	**Hokutai Maru** (*ex*PeiTai-38, *ex*Galvan-37, *ss*Npt.No.3-2,31 *ex*Foreric,*ex*Verentia, *ss*Ams.No.1-35 *ex*WarLemur) 2*Dks*(*Stl*)	5220 4803 3818	✠ ... 4,39 ✠	Nag	*y*		1918 5mo	Harland& Wolff,Ld. Belfast	KitagawaSangyo KaiunK.K. *CellDB*	400·4 P49'B113'F40' FK 345'1123*t FPT*112*t*	52·3	28·4	Osaka Japanese 7*BHptCem* *APT*181*t*	T.3Cy.27⅛",44"&73"-48" 518NHP 3SB,9*cf*,GS190,HS7668 Harland&Wolff,Ld.Bel.	31 ″ 0	C †
75984 28138 JIYB	**Hokuto Maru**	2270 1935 1368					1923	Hakodate DkydCo. Hakodate	NipponYusenK.K.	270·0 P26'B62'F33'	40·8	24·0	Tokyo Japanese *WB*	T.3Cy.20",33"&55"-39" Hakodate 189NHP DockyardCo.Hakodate		C
75985 39934 JDUG	**Hokuyo Maru** D.F. E.S.D. 2*Dks* *CruiserStern*	4217 3561 2524					1936	Uraga DockCo.Ld. Uraga	KitaNipponKisen K.K.	357·0 P30'B110'F32'	49·2	28·9	Tokyo Japanese *WB*	C4Cy.(2)13"&(2)23⅝"-15¾" SRgeared&LPturbineDR gearedtoSc.Shaft 350NHP UragaDockCo.Ld.Uraga		
75986 23866 JTTB	— (*ex*ShunkaiMaru) Wireless	1590 1312 1062					1919	NittaKisen K.K. Osaka	KyodoKaiunK.K.	240·0 P13'B55'F32'	36·0	20·9	Moto Japanese *WB*	T.3Cy.17",26⅝"&45"-30" 111NHP InnariIronWorks,Kobe		
75987 28504 JALB	**Hokuyu Maru** Ⓟ Wireless 1*Dk*	1450 1197 808					1924	Toba Shipyard Toba	HokurikuKisen K.K.	233·0 P20'B59'F39'	34·0	20·0	Fushiki Japanese	T.3Cy.15½",26"&42½"-32" 102NHP		
75988 44556 JFFM	**HokuzyuMaru** (*ex*HokujuMaru-38, *ex*CampdenHill-37, *ss*Mdb.No.3-4,31 *ex*Umlazi-36, *ss*Mdb.No.1-36 *ex*RosythCastle,*ex*WarEarl) 1*Dk*(*Stl*)	4246 3915 3004	✠ ... 7,39 ✠	Kob	*x*		1918 8mo	Canadian Vickers,Ld. Montreal	KitagawaSangyo KaiunK.K. *Cell*	380·4 P43'B102'F41' *DB*316'1367*tFPT*1	49·2	26·7	Osaka Japanese 6*BH* 02*tAPT*136*t*	T.3Cy.26",44"&73"-48" 474NHP 3SB,9*cf*,GS174,HS6660 CanadianVickers,Ld.Mtl.	30 ″ 1	C †
75989	**Holanda** (*ex*Falucho) 1*Dk*	728 — 415	✠ ... 12,10 ✠				1907 5mo	J.Fuller- ton&Co. Paisley	Cia.Argentina de Nav.Mihanovich, Ltda.	200·7 F32' FK	36·1	10·1	Bns.Aires Argentine *WB*	C.2Cy.15"&32"-24" 65NHP McKie&Baxter,Glasgow	10 ″ 0	
75990 147317 MNJS	**Holburn Head** (*ex*Ribblemere) *ss*Lth.No.3-5,38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	489 317 220	✠100A1 7,40 ~~8,39~~ ~~BS5,39~~ ✠LMC5,38 BS~~7,40~~ 6,41	Lth	*g*	CL 8,39	1925 7mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	A.F.Henry& MacGregor,Ld. *C*	160·5 166·0(O.L.) Q92'B11'F24' FK *ellDB*95'114*t FPT*	25·2	9·7	Leith British 3*BHCem* 33*tAPT*12*t*	T.3Cy.12½",21"&34"-24" (*s*) 180lb 66RHP 1SB,3*pf*,GS52,HS1618 J.Lewis&Sons,Ld.Abn.	11 ″ 9 s 3 ″ 8 11 ″ 8	
75991	**Holger Struckmann** TwinSc *Carrying Cement in bulk* *OilEng.* (*Self-Unloader*) *Mchy.Aft* 1*Dk*	967 763 —					1929	A/S Aalbrg Msk.ogSkibs Aalborg	CubanPortland CementCorp.	210·0 P52'F22'	34·0	15·5	Havana Cuban *WB*	Oil Engines 2S.C.SA 12Cy.14"-17" 413NHP FairbankMorseCo.Chicago		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
75992 167443 ~~MEBB~~	**Holland** (*ex*Dansted) 1*Dk*	1251 948 ~~723~~					1919	Akt.P.Ph. Sturh Aalborg	~~H.A.Christensen~~ Ministry of Shipping(R.S.Dalglesh,Ld.*Mgrs.*)	238·7|36·2|13·4 P15'Q71'B94'F29'	London ~~Copnhagn~~ ~~Danish~~ British *WB*	T.3Cy.15",24"&40"-27" 83NHP A/SFrichs,Aarhus		V
75993	— (*ex*HeinrichSchuldt) 1*Dk*	*984* *737* *658*					1891	Flensburgr Schiffsb.Ges. Flensburg	A.H.Schwedersky Nachf.	218·9|32·3|13·2 Q75'B51'F20'	Memel German *WB*	T.3Cy.15",22½"&43"-30" NB19 101NHP FlensburgerSchiffsb.Ges.		G
75994 PESM	— *ss*P.Nl.No.1-40 *ss*.P.Nl.No.3-1,36 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-teak s) Wireless *CruiserStern*	895 582 312	✠100A1 *withfreeboard* 4,40 ~~8,39~~ ~~BS5,39~~	PNl ✠LMC~~1,36~~ 4,40	*n*	CL ~~11,36~~ 3,40	1923 9mo *Lloyd*	New Waterway S.B.Co. Schiedam '*sA&CP*	VereenigdeNederlandscheScheep. Maats.(Directie enAgentuur Maats."Holland AfrikaLijn"N.V. *Mgrs.*) *CellD*	211·0|33·4|10·8 221·0(O.L.) B66'F22' FK (*Coll* *B*180' 230*t FPT*21*t*	TheHague Dutch 4*BHptCem* &*pt Asp* *BH to Sh dk* 3 „ „ 2nd „ *APT*26*t*	T.3Cy.16 3/16",26"&43"-30"(*s*) 200lb 142NHP 2SB,4*cf*,GS59,HS2028 FD NewWaterwayS.B.Co.)	13 " 5 s " 2 13 " 5½	
75995 TSYM	— **TwinScSp** *ss*Bou.3rdNo.3-5,40 ~~*ss*Bou.2ndNo.3-12,26~~ ~~*ss*Bou.No.2-35~~ 1*Dk*	446 348 140	✠100A1 5,40 ~~9,38~~ BS5,40 ~~MS4,35~~	Bou ✠LMC2,39 ~~BS2,39~~	*g*	CL 5,39	1902 4mo *Lloyd*	JTEltringham&Co. SouthShields '*sA&CP*	Cie.Franco-Hollando-Américaine	150·0|28·1|12·3 B112' BK7" *DeepTanks f*11'15*t*	Boulogne French 4*BHCem* &16'20*t*	T.6Cy.13",21"&35"-24" (*s*) 180lb 143NHP 2SB,4*cf*,GS70,HS2482 G.T.Grey,SouthShields	13 " 0 s 2 " 9 11 " 2	
75996 26199 JORD	**Holland Maru** *ss*Yka.No.3-9,31 *ss*Nag.No.1-36 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5870 5590 4266	✠100A1 *Awng dk* *withfreeboard* 6,39	Kob ✠LMC~~6,39~~ 5,40	*y*	OG ~~1,37~~ 5,40	1920 1mo	Kawasaki DockydCoLd Kobe A&CP	KawasakiKisen K.K. *CellDB*334'1118	385·0|51·0|36·0 FK *Collisio* *t FPT*126*t APT*93*t*	Kobe Japanese *Cem* *n BHto A dk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48" (*s*) 200lb 437NHP 2SB(Spt)&1Aux.SB,8*cf*, GS154,HS5741 FD KawasakiDckydCoLdKob	36 " 0 s 9 " 1½ 27 " 1	
158/40 75997 6790 SLHA	**Hollandia** **4Mst** (*ex*Wellam deBesche-36, *ex*Merwede) 1*Dk*	*1932* *1651* *1068*					1917	J.&A.van derSchuyt Papendrecht	FörnyadeÅngf.A/B Götha(H.Sternhagen,*Mgr.*)	265·4|42·3|17·7 P35'B57'F11'	Gothenbrg Swedish *WB*	T.3Cy.17½",29"&46"-36" 127NHP J.&A.van derSchuyt		V
75998 868 SVUI	— (*ex*Cano-36, *ss*Ant.2ndNo.3-8,33 *ex*Melilla) *ss*Pir.No.1-38 1*Dk*(*Stl*)	*1759* *1536* *1014*	100A1 *withfreeboard* 8,40 ~~1,40~~ ~~BS8,39~~	Liv Pir BS8,40 LMC6,38		OG ~~5,37~~ N8,40	1911	Schiffsw.v. HenryKoch Lübeck	HellenicLines,Ld. (P.G.Callimanopulos,*Mgr.*) *Cell D Ba*82'*u*	278·0|39·2|17·9 P&B222'F35' FK *E*18'*f*112'390*tFPT*	Piræus Greek 4*BHCem* 78*t APT*14*t*	T3Cy.22 1/16",35½"&56½"-33½" 185lb (*s*) 209NHP 2SB(Spt),4*cf*,GS90,HS3360 OttenserMsch.Fab.Altona	20 " 0 s 1 " 7 18 " 7	
75999 161553 GTKF	**Hollinside** *ss*Shl.No.2-38 D.F. 1*Dk*(*Stl*)	4172 3747 2467	✠100A1 3,40 MS11,38	Shl ✠LMC BS~~6,39~~ 11,40	*x*	CL 3,40	1930 3mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	CharltonSShpg.Co Ld.(Charlton,McAllum&Co.Ld. *Mgrs.*) *CellD*	365·0|52·3|24·2 P36'B105'F33' FK *B*312'984*tFPT*116*t*	Newcastle British 6*BHCem* *APT*230*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb *125lb* 368NHP 2SB(Spt)8*cf*,GS132,HS6108 N.E.MarineEng.CoLd.Sld.	26 " 6 s 4 " 6½ 22 " 2½	
76000 220527 KDCS	**Hollywood** *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks*	5498 — 3429					1920	South-WesternS.B.Co. L.AngelesCal	~~PacificArgentine~~ ~~BrazilLineInc.~~ Pope&Talbot,Inc.	410·5|54·3|27·2 P43'B114'F46' *WB*	S.Frncisco Cal. Utd. States	T.3Cy.24 5/8",41½"&72"-48" Hooven,Owens, 359NHP RentschlerCo.Hamilton,O.		R
76001 147323 GLPK	**Holmbury** (*ex*Wirral-34) *ss*Shl.No.3-1,38 2*Dks*(*Stl*)	4566 4325 2894	✠100A1 1,41 ~~4,40~~ BS4,40	Shl Bal ✠LMC2,38	*y*	CL ~~12,37~~ 1,41	1925 8mo *Lloyd* *In*	Lithgows Ld. PortGlasgow '*sA&CP* *termediate 'tw*	AlexanderShippng Co.Ld.(Capper, Alexander&Co. *Mgrs.*) *een dk BH in after* *CellD*	385·0|52·0|26·6 397·7(O.L.) P33'B112'F44' FK *hold dispensed with* *B*331'1012*t DTa*30'	Liverpool British *ptCem* 5*BH to U dk* 1 „ „2nd„ 767*tAPT*52*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 488NHP 3SB,9*cf*,GS178,HS7345 FD Rankin&BlackmoreLdGrk	29 " 0 s5 " 3½ 23 " 11½	
76002 146275 ZMJQ	**Holmdale** (*ex*Kylebeg) *OilEng.* *Mchy.Aft* *ss*Ddn.No.1-26 *Well deck* 1*Dk*	676 455 334	✠ ... 2,30				1921 12mo	Dublin Shipbuilders, Ld.Dublin	DunedinWanganui ShippingCo.Ld. (Holm&Co.Ld. *Mgrs.*)	180·0|29·0|10·8 Q105'B12'F24' FK	Dunedin, N.Z. British *WB*	OilEngines2S.C.SA 5Cy.13 3/8"-22 1/16" 157NHP NE37 A|BAltas-Diesel,Skm.	13 " 4	
120/40 76003 134950 MPRC	**Holme Force** **4Mst** *ss*Bkn.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1216 840 645	✠100A1 7,40 ~~6,39~~ ~~BS11,38~~ 6,40	Goo Shl ✠LMC MS6,39	*n*	CL 6,39	1930 2mo *Lloyd*	GooleS.B. &R.Co. (1927)Ld. Goole '*sA&CP*	WestCoastShippingCo.Ld.(W.S. Kennaugh&Co. *Mgrs.*) *CellD*	216·0|34·2|13·6 *37·8* FK Q128'B13'F30' *B*139'255*t FPT*96*t*	Whitehvn British 4*BHCem* *APT*60*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb 144NHP 2SB,4*cf*,GS81,HS2625 MacColl&Pollock,Ld.Sld.	15 " 9 s 4 " 10½ 15 " 2½	
639/41 76004 149476 GSNQ	**Holmelea** *ss*Liv.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4223 3946 2535	✠100A1 *withfreeboard* 3,40 MS8,37	Shl. ✠LMC BS~~4,39~~ 10,40	*x*	CL 2,38	1928 8mo *Lloyd*	SirJPriestman&Co. Sunderland '*sA&CP*	CliffsideShipping Co.Ld.(J.Morrison &Son,*Mgrs.*) *CellDB*315'994*t*	365·0|51·5|25·1 377·5(O.L.) F35' FK (*FPT*125*tAPT*247*t*	Newcastle British 6*BHCem* *Coll to Sh dk* 5 „ 2nd „)	T.3Cy.25,"41"&69"-48" (*s*) 180lb 375NHP 3SB,9*cf*,GS174,HS6009 G.Clark,Ld.Sunderland	27 " 6 s 2 " 10 24 " 10½	
76005 157647 ZMFZ	**Holmglen** (*ex*Argus) *OilEng.* *Mchy.Aft* Sub.Sig. 1*Dk*	448 337 290					1928	Gebr.Bodewes Foxhol	HolmShippingCo. Ld.(Holm&Co.Ld. *Mgrs.*)	138·0|26·1|12·1 P36'F28'	Wellingtn, N.Z. British *WB*	OilEngines 2S.C.SA 4Cy.9 1/16"-16 5/16" *E made*36 *fitted*37 67NHP Atlas-DieselA|B,Skm		
76006 144938 ZMDF	**Holmlea** (*ex*Parera-36,*ex*Glenside) *ss*Wln.No.3-3,34 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	555 380 251	✠ ... 7,37	Wln ✠	*h*		1921 8mo	GooleS.B. &Repg.Co.Ld Goole	Holm&Co.Ld.	165·0|27·1|10·7 *28·4* FK Q94'B11'F23' *CellDBf*97'113*t*	Wellingtn, N.Z. British 3*BHCem* *FPT*37*t*	T 3Cy.13",21½"&35"-27" 85RHP 1SB,3*pf*,GS47,HS1530 W.Beardmore&Co.Ld. Coatbridge	13 " 0	
76007 149372 GMZN	**Holmpark** *ss*Shl.No.3-6,38 D.F. E.S.D. 2*Dks*(*Stl*)	5780 5510 3685	✠100A1 9,40 ~~11,39~~ BS5,40	Liv Hul ✠LMC6,38	*a*†	CL 5,38	1927 3mo *Lloyd*	Lithgows, Ld. PortGlasgow '*sA&CP* 1*Intermediate*	DenholmLine Steamers,Ld.(J&J DenholmLd.*Mgrs*) *BH & 1 'tween dk* *CellDBa&uE*162'	423·5|56·0|28·8 P38'B123'F41' FK *BH dispensed with* *f*186'1241*tDTa*36'	Greenock British *Cem* 5*BH to U dk* 1 „ „ 2nd „ 1114*t APT*32*t*	T.3Cy.27",45"&74"-51" (*s*) 180lb 563NHP 3SB,9*cf*,GS190,HS8489 J.G.Kincaid&Co.Ld.Grk.	31 " 4 s 6 " 2½ 25 " 5	
76008 161556 GQWT	**Holmside** *ss*Bly.No.2-37 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	3433 2932 2038	✠100A1 12,40 ~~11,39~~ MS8,38	Shl Mch ✠LMC BS2,40	*v*	CL ~~5,37~~ 12,40	1930 8mo *Lloyd*	Cowpen D.D.&S.B. Co.Ld. Blyth '*sA&CP*	BurnettS.S.Co.Ld. *CellDB*	338·0|48·0|22·4 P29'B77'F34' FK *Trunk in Wells* 294'1198*t FPT*107*t*	Newcastle British 6*BHCem* *APT*162*t*	Q.4Cy.20",28",40"&58"-42" 225lb (*s*) 298NHP 2SB(Spt)6*cf*,GS115,HS4968 N.E.MarineEngCoLdNwc	25 " 5 s 3 " 9½ 21 " 10½	
76009 DCIV	**Holnis** (*ex*Luksefjell-37) Wireless D.F. *Mchy.Aft* *CruiserStern* 1*Dk*	1467 1231 834					1930	Porsgrund Mek.Værks. Porsgrunn	Zerssen&Co.	244·4|37·9|18·3 P38*t*H145*t*	Rendsburg German *WB*	C.4Cy.(2)12¾"&(2)27½"- 27½" 66NHP PorsgrundM.V.Porsgrunn		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
76010 DHLZ	**Holstenau** (*ex*Maas) Wireless 1*Dk*	904 741 466					1904	Bremer Vulkan Vegesack	Bugsier,Reed.& BergungsA.G.	212·1|31·6|14·6 P120'F58'	Hamburg German *WB*	T3Cy16 5/16",26¾"&44 9/16"–29½" 108NHP BremerVulkan,Vegesack		G
76011 DRCU	**Holstentor** (*ex*Naiga,*ex*City of Brussels,*ex*Prince Charles) *ss*Osl.2ndNo.3–3,31 *ss*Osl.No.2–39 1*Dk*(*Stl*)	370 278 157	✠ 6,39 ✠	Osl	*f*		1905 5mo	Mackay Bros. Alloa	Lübeck-OsloLinie m.b.H.	135·0|23·6|11·7 P15'Q67'F21' FK B *on* Q8'	Lübeck German 4*BHCem* *APT*15*t*	T.3Cy.13",22"&36"–24" 65NHP 1SB,*2pf*,GS43,HS1379 MacColl&Pollock,Ld.Sld.	12 ″ 6	
48/41 76012 149450 GMBC	**Holystone** *ss*Shl.No.2–36 D.F. E.S.D. 1*Dk*(*Stl*)	5462 4956 3336	✠100A1 5,39 BS2,40 ✠LMC4,36	Cff	*z*	CL 4,40	1927 12mo	ShortBros. Ld. Sunderland *Lloyd*'*sA&CP*	Northumbrian ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB*342'1444*tDT*	397·4|54·0|28·6 P33'B113'F36' FK *a*28'1190*t FPT*242*t*	Newcastle British 7*BHCem* *APT*210*t*	C4Cy.(2)20⅛"&(2)43⅜"–43⅜" 220lb *180lb* (*s*) 332NHP 2SB(Spt)*8cf*,GS137,HS5500 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 2¾ 25 ″ 5¾	
76013 DGXS	**Homberg** TwinSc *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	1261 994 653					1939	GutehoffnungshtteAG RheinrftWalsum,Walsum	FranzHaniel& Cie.G.m.b.H.	253·1|37·8|14·0 P55'Q135'F27'	Duisburg-Ruhrort German *WB*	Oil Engines 4S.C.SA 12Cy.14¾"–21⅝" 252NHP MtrnWerkeMannheimAG		G
76014 113024 VOBG	**Home** *ss*NFL.3rdNo.3–5,36 1*Dk*& *Web frames, lower dk in main hold*	439 343 200	✠100A1 5,40 ~~4,39~~ ~~BS4,39~~ ✠LMC5,36 ✠NB1,00*refitted*5,22 BS5,40	NFL	*g*	CL 3,38	1900 10mo	A.&J. Inglis Glasgow A&CP	Government of Newfoundland (Newfoundland RailwaySteamship Dept.)	154·7|25·1|12·6 167·1(O.L.) F15' BK7" *CellDBa&uE&B*	SJhnsNFL British 4*BHCem* 47'*f*61'84*t*	T.3Cy.15",24"&40"–30" (*s*) 160lb 99RHP 1SB,*3cf*,GS52,HS1411 FD A.&J.Inglis,Glasgow	15 ″ 0 s 2 ″ 1½ 13 ″ 10	
8/41 76015 141900 GRZS	**Homefield** *ss*Cal.No.3–12,38 1*Dk*(*Stl*) *Cargo battens not fitted*	5324 4822 3228	✠100A1 ~~12,39~~10,40 BS~~11,39~~ ✠LMC12,38 10,40	Bom Cal	*y*	CL ~~11,38~~ 10,40	1919 5mo	W.Doxford &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDBa&uE*143'	400·0|52·4|28·5 P49'B113'F38' FK *f*180'1028*tFPT*133	Glasgow British 7*BHptCem* *tAPT*204*t*	T.3Cy.27",44"&73"–48" 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD Blair&Co.Ld.Stockton	31 ″ 0 s 5 ″ 11¾ 25 ″ 3¾	
76016 148688 MNKY	**Homefire** *ss*Shl.No.3–8,38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1262 967 675	✠100A1 ~~7,40~~~~12,39~~10,40 BS~~7,39~~ ✠LMC8,38 7,40	Sld	*n*	CL ~~7,39~~ 7,40	1925 10mo	S.P.Austin &Son,Ld. Sunderland *Lloyd*'*sA&CP*	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld. *Mgrs.*) *CellDBuE*20'*f*137'3	225·0|36·0|15·3 Q127'B16'F24' FK 33*tDTf*9'154*tFPT*	London British 5*BHCem* 133*tAPT*23*t*	T.3Cy.18",30"&49"–33" (*s*) 180lb *100lb* 156NHP 1SB,*4cf*,GS75,HS2490 G.Clark,Ld.Sunderland	17 ″ 3 s 5 ″ 2 15 ″ 8	
76017 144906 ZSJT	**Homeford** (*ex*Killygordon) *ss*P.Nl.No.3–12,32 *ss*P.Nl.No.1–37 1*Dk*(*Stl*) *Cargo battens not fitted*	629 492 287	100A1 5,40 ~~8,39~~ BS~~6,39~~ LMC4,37 4,40	CTn PNl		CL ~~3,37~~ 4,40	1918	Smith's DockCo.Ld. Middlesbro' *Lloyd*'*sA&CP*	Smith'sCoasters (Prop.),Ld.(C.G. Smith&Co.Ld. *Mgrs.*)	175·4|30·0|15·7 B50' FK *CellDBuE*26'	Durban British 5*BHCem* 20*tFPT*20*t*	T.3Cy.16",26"&44"–26" (*s*) 200lb 94RHP 1SB,*3cf*,GS51,HS1825 N.E.MarineEng.Co.Ld.Sld	16 ″ 6 s 1 ″ 8½ 14 ″ 11	
76018 215159 WTLO	**Homer D. Williams** D.F. *ss*Clv.No.3–36 GyC. 1*Dk*(*Stl*)& *Web frames* *Mchy.Aft* *Longitudinal framing*	7742 7471 6029	✠100A– *For Service on the Great Lakes* 1,41~~12,36~~ BS~~3,40~~ ✠LMC4,36 1,41	Clv			1917 6mo	American S.B.Co. Lorain,O.	PittsburghSteamshipCo. *CellDBuE&B*55' *hopper side tanks*	580·0|60·0|32·0 F53' FK 230*tf & in* 479'8724*t FPT*299*t*	Dluth,Min Utd.States 3*BH* *APT*59*t*	T.3Cy.24½",41"&65"–42" (*s*) 180lb 414NHP 3SB,*6cf*,GS137,HS6405 FD AmericanS.B.Co.Lorain,O	32 ″ 0 s 10 ″ 4 21 ″ 10¾	
25/41 76019 148100 GKXB	**Homeside** *ss*Shl.No.3–8,37 D.F. 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing*	4617 4256 2859	✠100A1 11,40~~12,39~~ BS7,40 ✠LMC8,37	Npt Gls	*y*	CL ~~8,37~~ 11,40	1924 10mo	ShortBros. Ld. Sunderland *Lloyd*'*sA&CP*	CharltonStm.Shpg Co.Ld.(Charlton, McAllum&Co.Ld. *Mgrs.*) *CellD*	384·0|52·2|26·5 396·4(O.L.) P36'B118'F39' FK *B*339'1304*tFPT*99*t*	Newcastle British 6*BHCem* *APT*166*t*	T.3Cy.25½",42"&70"–48" (*s*) 180lb 406NHP 3SB,*9cf*,GS174,HS6774 N.E.MarineEng.Co.Ld.Sld	28 ″ 9 s 5 ″ 3¾ 23 ″ 8¼	
76020 2088 IBAR	**Honestas** (*ex*GudrunMærsk–36) *ss*Abg.No.3–5,34 *ss*Gen.No.1–38 Sub.Sig. 1*Dk*(*Stl*)& *Awng dk*(*Stl*) D.F.	4959 4729 3005	100A1 *Awng dk with freeboard* 2,40 MS6,38 ✠LMC BS7,39 *Fitted for oil fuel* 12,20 *F.P. above* 150°F.	Npt	*x*	2,40	1920 12mo	F.Schichau Danzig	Soc.Anon.diNav. "Mare Nostrum" *CellDB*309'918*tMT*13'430*t*	374·6|51·4|31·5 360·0 FK *FPT*110*tAPT*164*t*	Genoa Italian *ptCem* 4*BHtoAwdk* 2 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc.Shaft (*s*) 185lb 357NHP 3SB,*6cf*,GS132,HS5700 FD F.Schichau,Elbing	34 ″ 0 s 8 ″ 4¾ 25 ″ 9½	
76021 FNCB	**Honfleuraise** (*ex*Nivelle) *ss*Rot.No.3–7,36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1782 1381 955	✠100A1 3,39 ✠LMC MS7,36 BS3,39 Surveys delayed	Rot	*q*	CL 4,38	1923 5mo	S.P.Austin &Son,Ld Sunderland *Lloyd*'*sA&CP*	SociétéNavale Caennaise(G. Lamy&Cie. *Mgrs.*)	260·0|37·5|17·5 Q154'F30' FK *CellDB*215'503*t*	Caen French 5*BHCem* *MT*10' 224*t*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 206NHP 2SB,*6cf*,GS88,HS3296 N.E.MarineEng.Co.Ld.Sld *FPT*140*tAPT*56*t*	19 ″ 8 s 6 ″ 5 18 ″ 2½	
76022 142385 VPKF	**Hong Kheng** Ⓟ TwinSc (*ex*LingNam, *ss*H.Kg.3rdNo.3–9,35 *ex*FieldMarshal, *ss*H.Kg.No.1–39 *ex*Feldmarschall) 2*Dks*(*Stl–U*teak s) Sub.Sig. 3*rd dk in Nos.*1,2&4*holds* *Web frames in Nos.*3,5&6*holds* D.F. *Well deck*	6167 4719 3975	100A1 ~~11,39~~12,40 BS~~11,39~~ LMC11,38 12,40	HKg	*z*	CL ~~11,39~~ S11,39 P12,40	1903	Reiherst'g Schiffsw. Hamburg A&CP	HoHongS.S.Co. (1932)Ld. *CellDB*342'756*tMT*52'1358*t FW Tanks at sides & between Tunnels* 73*t*	415·8|50·4|28·1 431·8(O.L.) P&B274'F86' FK&BK3'	Singapore British 9*BHCem*	T.6Cy.23¼",38½"&64½"–48" 180lb (*s*) 763NHP 3DB,*18cf*,HS10473 FD Reiherst.Maschinenf.Ham.	31 ″ 0 s 5 ″ 1¼ 26 ″ 6	
76023 123658 VPNX	**Hong Peng** Ⓟ TwinSc (*ex*Bloemfontein, *ss*H.Kg.3rdNo.3–3,33 *ex*Daker, *ss*H.Kg.No.1–37 *ex*Anversville) 2*Dks*(1*Stl–pt* ws& *U Stl*–ws)& *deep framing* *Well deck* D.F.	4055 2977 2525	✠100A1 6,40~~12,39~~ BS~~10,39~~ ✠LMC10,36 6,40	Sng	*w*	CL ~~9,37~~ 6,40	1899 5mo	SirRaylton Dixon&CoLd Middlesbro' A&CP	HoHongS.S.Co. (1932)Ld. *CellDBa*100'*uE*26'*f*144'532*tFPT*47*tAPT*26*t*	370·1|46·1|22·8 383·1(O.L.) P&B261'F42' FK	Singapore British 7*BHCem*	T.6Cy.21½",34"&59"–42" (*s*) 180lb 584NHP 4SB,*12cf*,GS199,HS8240 FD WllsndSlpwy.Co.Ld.Nwc.	25 ″ 4 s 3 ″ 4½ 22 ″ 5½	
76024 133505 VSRW	**Hong Siang** Ⓟ (*ex*Dimboola–35) *ss*H.Kg.2ndNo.3–2,36 *Ref.Mchy.* D.F. E.S.D. 2*Dks*& *Shelter dk*	3703 2863 2140	✠100A1 *with freeboard* Examined 2,41 BS~~11,39~~ ✠LMC2,36 2,41	~~Cbo~~ Cbo	*x*	CL N11,38	1912 7mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd*'*sA&CP*	HoHongS.S.Co. (1932)Ld. (*Coll BHtoShelter dk* 6*BHto2nd dk*) *CellDBa*116'*uE&B*69'*f*131'595*tAPT*55*t*	360·2|50·1|23·6 371·2(O.L.) FK	Singapore British 7*BHCem*	Q4Cy23½",31½",48"&71"–45" 210lb (*r*) FD 553NHP 3SB,*12cf*,GS216,HS8379 Swan,Hunter&Wigham Richardson,Ld.Nwc.	26 ″ 0 s2 ″ 5¼ 23 ″ 11	
76025 41513 JPHK	**Hongkong Maru** Ⓟ	2797 — 1559					1935	Mitsubishi JukogyoK.K Kobe	ToaKaiunK.K.	298·5|44·9|25·3	Osaka Japanese	DR geared Steam Turbine 367NHP MitsubishiJukogyoK.K. Kobe		
76026 221385 KDSX	**Honolulan** (*ex*GoldenHind–37, *ex*WestFaralon) *Fitted for oil fuel* 2*Dks*& *Shelter dk*	7493 — 4595					1921	Ls.Angeles S.B.&D.D.Co SanPedro Cal	American-HawaiianS.S.Co.	430·7|54·3|26·2	NewYork Utd.States *WB*	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R

1 Numero d'Ordre Numero Officiel Signaux	3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où sont et ce n'est dans le L. R. Durée, Cert. B. of Trade
76027 218417 KILJ	**Honomu** (*ex*GraysHarbor–37, *ex*Edmore) *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*3*tr B*	6977 6752 5415					1919	Skinner& EddyCorp. Seattle,Wash	MatsonNavigation Co.	409·6	54·2	27·1	S.Frncisco Utd. States *WB*	T.3Cy.24½",41½"&72"–48" Hooven,Owens& 359NHP RentschlerCo.Hamilton,O.		R
76028 1610 IBXP	**Honor** (*ex*Bakana) D.F. 1*Dk*	5303 4746 3195					1919	Ropner& Sons,Ld. Stockton	FratelliLagorara	413·3 400·4 P49'B113'F40'	52·3	28·5	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" Richardson, 369NHP Westgarth&Co.Ld.Mdb.		CI
76029 PESY	**Hontestroom** *Ref.Mchy.* 1*Dk*	1857 1496 1075					1921	N.V.Haar-lemsche Scheepsb.My. Haarlem	N.V.Hollandsche Stoomb.Maats.	265·5 Q88'*ptAwng dk*176'	37·2	20·2	Amstrdam Dutch	T.3Cy.21",33"&57"–39" 203NHP Maats.Fyenoord,Rot.		V
76030 PETD	**Hoogkerk** (*ex*St.AugustineAbbey, *ex*Atto) *ss*Rot.2ndNo.3–4,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5132 4817 3155	✠100A1 *Shelter dk with freeboard* 3,417~~,89~~ ✠LMC MS4,37 BS~~12,38~~ 10,40	Sch Gls	*a*†	CL 5,38	1911 9mo *Lloyd*	Flensburgr Schiffsb.Ges. Flensburg *'sA&CP*	VereenigdeNeder-landscheScheep. Maats.(Directie en ArgentuurMaats. "HollandBritsch-IndieLijn," N.V. *Mgrs.*)	410·0 F *on Shelter dk*41' FK *Cell DBa*134'*uE*30' *f*181'1195*tFPT*	54·9	26·7	TheHague Dutch 7*BHCem* 77*tAPT*15*t*	Q4Cy24 3/16",34",51"&74"–54" 213lb (*s*) 563NHP 3SB,9*cf*,GS183,HS7808 FD FlensburgerSchiffsb.Ges.	29 ″ 3 s 3 ″ 5½ 26 ″ 0½	
76031 PETM	**Hoogland** *ss*Rot.No.3–7,28 *Well deck* *ss*Rot.No.2–36 1*Dk*(*Stl*) *Cargo battens not fitted*	1298 961 783	✠100A1 Examined2,41 Nwc ✠NB7,32 ✠LMC2,41 ~~[illegible]~~ ~~[illegible]~~	~~Rot~~	*o*	OG ~~8,08~~ 1,41	1916 4mo	N.V.Werf DeNoord Alblasserdam A&CP	Scheepvaart en SteenkolenMaats. N.V.	232·0 Q79'B56'F26' FK *DB*188'272*tFPT*	34·6	15·2	Rottrdam Dutch 4*BHCem* 41*tAPT*22*t*	T.3Cy.17½",29½"&46"–36" 180lb (*s*) 164NHP 2SB,4*cf*,GS83,HS2884 Alblasserdam.Mach.Fab.	17 ″ 3 s 1 ″ 0 16 ″ 5½	
76032 160408 GNST	**Hooiberg** TwinSc *ss*Cco.No.2–36 *Mchy.Aft* 1*Dk*(*Stl*)	2395 1743 1244	✠100A1 Examined9,40 MS9,40 BS1,40 ✠LMC~~11,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,28 *F.P. above* 150° F.	Aru	*t*	CL PN9,40 s8,40	1928 4mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP*	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *Wing tanks*	305·7 P67'F34' FK *Trunk*204' *f*286*t Wing tanks a* 350*tFPT*60*t*	50·2	14·3	London British 7*BHptCem* *APT*75*t*	T.6Cy.13½",23½"&36"–27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Gls.	15 ″ 0 s 1 ″ 10½ 13 ″ 3½	
76033 203909	**Hook Mountain** Ⓟ (*ex*Machigonne) Now "Block Island," see No. 87267 in Supplement 1*Dk*	425 — 289					1907	Neafie& LevyCo. Philadelphia	McAllisterNav.Co.	136·5	29·0	9·6	NewYork Utd. States *WB*	T.3Cy.11",18"&32"–22" 48NHP Neafie&LevyS&E.BCoPhl		
76034	**Hoong-Chen** TwinSc *OilEng.* 1*Dk*	555 356 298					1930	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0	26·6	11·6	Shanghai Chinese	Oil Engines 4S.C.SA 8Cy.9¾"–15¾" 74NHP BenzMotorfMannheim		
76035	**Hoong-Heng** TwinSc *OilEng.* 1*Dk*	504 310 272					1929	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0	26·0	9·6	Shanghai Chinese	OilEngines 8Cy.10¼"–15¾" Koerting		
76036	**Hoong-Li** TwinSc *OilEng.* 1*Dk*	555 356 298					1930	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0	26·6	11·6	Shanghai Chinese	Oil Engines 4S.C.SA 8Cy.9¾"–15¾" 74NHP BenzMotorfMannheim		
76037	**Hoong-Yuan** TwinSc *OilEng.* 1*Dk*	479 307 276					1929	TheSan PehEng. Works Shanghai	HoongOnS.N.Co. Ld.	168·0	26·0	9·6	Shanghai Chinese	Oil Engines 4S.C.SA 6Cy.9¾"–16½" 55NHP Motorenfbr."Deutz"A.G. Köln-Deutz		
76038 PETR	**Hoop** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	385 256 233					1938	NVSchpsw "Foxhol" Foxhol	H.Damhof	140·1 P36'F17'	25·5	9·1	Hoogezand Dutch *WB*	Oil Engines 2S.C.SA 3Cy.11 7/16"–17⅛" 69NHP AppingedammerBrons Motorenfb.N.V.		V
76039 161604 GZSB	**Hopecastle** *OilEng.* D.F. 1*Dk*&*Shelter dk* *Part electrically welded* *CruiserStern*	5178 4784 3130					1937	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle	Novocastria ShippingCo.Ld. (Stott,Mann& FlemingLd.*Mgrs.*)	418·9 F29'	57·4	25·6	Newcastle British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91 7/16" 687NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
76040 161581 GYKC	**Hopecrest** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelterdk* *CruiserStern*	5099 4757 3106					1935	Barclay, Curle&Co.Ld. Glasgow	HopemountShppg. Co.Ld.(Stott,Mann &FlemingLd. *Mgrs.*)	418·0 F29'	57·4	25·6	Newcastle British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91 7/16" 688NHP Barclay,Curle&Co.Ld.Gls.		C
76041 161607 GZZG	**Hopecrown** *OilEng.* D.F. 1*Dk*&*Shelter dk* *Cruiser Stern*	5180 4784 3131					1937	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle	CliveShippingCo. Ld.(Stott,Mann& FlemingLd.*Mgrs.*)	418·9 F29'	57·4	25·6	Newcastle British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91 7/16" 687NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
76042 149490 GSWF	**Hopemount** *OilEng.* *ss*Nwc.No.2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7434 7057 4529	✠100A1 Examined3,41 Sou DBS10,40 ✠LMC2,38 *Carrying Petroleum in bulk*	~~Nwc~~	*c*†	CL N8,39	1929 2mo *Lloyd*	Swan,Hun-ter&Wigham Richardson, LdNewcastle *'sA&CP*	HopemountShppg. Co.Ld.(Stott,Mann &FlemingLd,*Mgs*) *CellDBuE*82' 258*tDTf*38'461*t*	450·8 P106'B30'F56' FK *FPT*156*tAPT*139*t*	61·1	33·2	Newcastle British 15*BHptCem* (10 *to U dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	33 ″ 3 s 6 ″ 4½ 27 ″ 0½	
76043 165761 GKGJ	**Hopepeak** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	5179 4784 3130					1938	SwanHun-ter&Wigham Richardson, Ld.Newcastle	HopemountShppg. Co.Ld.(Stott,Mann &FlemingLd,*Mgs*)	418·9 F29'	57·4	25·6	Newcastle British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91 7/16" 687NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
76044 165765 GQGC	**Hoperange** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	5177 4784 3122					1939	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle	HopemountShppg. Co.Ld.(Stott,Mann &FlemingLd.*Mgs*)	418·9 F29'	57·4	25·6	Newcastle British	Oil Engines 2S.C.SA 4Cy.23⅝"–91 7/16" 688NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
76045																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76046 165772 GJXR	**Hoperidge** OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern	5222 4784 3133					1939	Swan,Hunter&Wigham Richardson, LdNewcastle	HopemountShppg. Co.Ld.(Stott,Mann &FlemingLd,Mgs)	418·9|57·4|25·6 F34'	Newcastle British WB	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 688NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
76047 161592 GYRL	**Hopestar** D.F. 1Dk&Shelter dk Part electrically welded, including decks CruiserStern Cargo battens not fitted Tonnage opening closed'41(W.E.)	5267 4885 3192	✠100A1 withfreeboard 12,39	Nwc ✠LMC2,36	a† 2	CL 9,38	1936 2mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	WallsendShipping Co.Ld.(Stott,Mann &FlemingLd.Mgs) CellDB356'1215t	416·8|57·4|27·0 F30' FK DTa33'1366t FPT100t APT106t	Newcastle British 7BHptCem (Coll to Sh dk 6 „ 2nd „)	2 Steam Turbines DR to 1 Sc. Shaft (s) 285lb ~~120lb~~ 400NHP 2SB(Spt),6cf,GS118, FD HS4238 ParsonsMarineSteam TurbineCo.Ld.Wallsend	~~29 " 6~~ ~~s 8 " 7½~~ ~~26 " 0¼~~ 38 " 0 s11 " 2¼ 27 " 0½	
76048 165778 GDPD	**Hopetarn** OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern	5231 4784 3135					1939	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CliveShippingCo. Ld.(Stott,Mann& Fleming,Ld. Mgrs.)	418·9|57·4|25·6 F34'	Newcastle British WB	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 688NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
76049 203508 KJMX	**Hoquiam** Wood3Mst Fitted for oil fuel Mchy.Aft 1Dk	644 — 440					1906	M.Turner Fairhaven, Cal.	OaklandScavenger Co.	174·0|38·2|13·3	S.Frncisco Utd.States	C.2Cy.14"&32"-24" 42NHP UnitedEng.Wks.S.Fo.		
76050 228899 WOYS	**Horace Johnson** Mchy.Aft D.F. GyC. 1Dk	7918 — 6157					1929	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0|60·8|28·0	D'luth,Min Utd.States WB	T.3Cy.24½",41"&65"-42" 610NHP AmericanS.B.Co.Lorain,O.		R
76051 219796 KULK	**Horace Luckenbach** TwinSc (exEasternTrader) ssBos.No.3-9,31 D.F. ssN.Yk.No.2-38 GyC. 2Dks(Stl)&Shelter dk(Stl)	6475 — 4008	✠100A1 Shelter dk withfreeboard 9,40 ~~1,40~~ MS11,38 Fitted for oil fuel 12,19F.P. above 150° F.	Sea ✠LMC BS~~7,38~~6,40	c†	CL ~~s2,38~~ ~~p5,38~~ 9,40	1919 12mo	AsanoS.B. Co.Ld. Tsurumi A&CP	LuckenbachS.S. Co.Inc. CellDB386'1401t	445·0|58·0|32·0 FK 'tween dk tanks18'272t FPT88tAPT35t	NewYork Utd. States Cem 4BHtoSh dk 3 „ „ U „	T.6Cy.22",36½"&61"-48" (s) 200lb 703NHP 4SB,12cf,GS233,HS9835 FD KubotaIronWorks,Kobe	32 " 1 s4 " 8½ 27 " 6	
76052 215122 WPLJ	**Horace S. Wilkinson** Mchy.Aft 1Dk(Stl)&Web frames D.F. GyC.	8338 — 6829	✠ 5,24	Toledo ✠			1917 5mo	ToledoS.B. Co. Toledo,O.	GreatLakes SteamshipCo.Inc. CellDB528'3960tHopper	588·3|60·0|27·0 F61' FK sidetanks 438'2866t	OswegoNY Utd.States 3BH FPT375t	Q.4Cy.21½"30½"43"&61"-42" 402NHP 3SB,6cf,GS132,HS6033 ToledoS.B.Co.Toledo.O.	32 " 0	R †
76053 29715 JTRA	**Horai Maru** Ⓟ (exPays deWaes,exIndarra) TwinSc 2Dks(UStl&2nd dk ptStl) &Awng dk(Stl-teak s) 3rd dk in No.2hold	9192 7493 5597	✠ 1,13	Syd ✠	d†		1912 11mo	W.Denny &Bros. Dumbarton	OsakaSyosenK.K. CellDBa64'uE	451·0|60·1|37·4 B215'F51'on Awng dk FK&BK1" &B151'f163'	Osaka Japanese 7BHCem	Q.8Cy.26½",38",54"&76"-48" 1378NHP 7SB,28cf,GS560,HS21420 Denny&Co.Dumbarton 976tFPT122tAPT73t	40 " 0	
76054 18942 JIGD	— (exKotsuMaru-36) ssOsa.No.3-2,28 2Dks&Web frames Longitudinal framing	3198 2757 1996	✠ … 7,30	✠			1916 3mo	OsakaIron Works,Ld. Osaka	TohoKisenK.K.	305·0|43·9|27·3 P19'B82'F32' FK	Osaka Japanese WB	T.3Cy.22",37"&61"-42" 288NHP OsakaIronWks.Ld.Osaka	27 " 3	C †
76055 46259 JPUN	— Carrying alcohol in bulk Wireless 1Dk CruiserStern	1083 — 720					1939	Tsurumi Seitetsu ZosenK.K. Yokohama	HoraiTankerK.K.	202·6|32·8|16·7 P70'F20'	Tokyo Japanese WB	T.3Cy.16¾",27½"&46½"-36" 130NHP TsurumiSeitetsuZosen K.K.Yokohama		
76056 26751 JODE	**Horaizan Maru** (exDaihoMaruNo.1-37) ssOsa.No.2-29 1Dk	1999 1802 1167	✠ … 2,32	✠			1920 4mo	Teikoku S.S.Co.Ld. Toba	Turumaru Hirataro	270·0|39·0|23·9 P16'B65'F36' FK	Tokyo Japanese WB	T.3Cy.20",33"&55"-39" 256NHP KobeSteelWorks,Kobe	23 " 11	
82/41 76057 LCPA	**Hörda** ssOsl.No.3-2,31 ssYka.No.2-39 ~~ssShl.No.1-35~~ 1Dk(Stl)	4301 3980 2606	✠100A1 ~~1,39~~ 10,40 BS9,40 Fitted for oil fuel10,20F.P. above 150° F.	Yka NNs ✠LMC7,39	y	CL ~~1,39~~ 10,40	1920 7mo	W.Gray& Co.(1918)Ld. WHartlepool Lloyd'sA&CP	A/S J.Ludwig Mowinckel's Rederi CellDB338'1172tFPT96t	380·1|53·5|24·1 P27'B230'F36' FK	Bergen Norwegian 6BHCem APT130t	T.3Cy.25",41"&68"-48" (s) 180lb 413NHP 3SB,9cf,GS184,HS7278 Cen.Mar.Eng.Wrks.WHpl	27 " 0 s3 " 9½ 23 " 0½	
76058 27635 JFCI	**Horei Maru** Mchy.Aft 1Dk	658 512 324					1920	Toba Zosensho Toba	AsahiSekiyuK.K.	182·0|28·5|13·5 P65'F24'	Tokyo Japanese WB	T.3Cy.13½",23"&38"-30" Hashimota 79NHP Tekkosho,Osaka		
76059 162671 GRDW	**Horn Shell** TwinSc OilEng. ssShl.No.1-36 Mchy.Aft 1Dk(Stl)2nd dk(Stl) D.F. E.S.D. clear of cargo tanks Longitudinal framing at bottom & at deck	8272 7515 4837	✠100A1 Examined8,40Bkn DBS~~8,38~~8,40 Carrying Petroleum in bulk	~~Shl~~ ✠LMC CS~~8,38~~ 3,38	c† 8,40	CL N3,38	1931 12mo	Deutsche WerftAG Bet Finkenwrder Hamburg Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE70'318t	456·1|62·1|34·0 474·0(O.L.) P103'B35'F43' FK DTf32'373tFPT20	London British 14BH 9tAPT54t	Oil Engines 4.S.C.SA 12Cy.29⅓"-51$\frac{3}{16}$" 983NHP 2DB150lb AlgemeineElec.Ges.Berlin	34 " 0 s6 " 8¼ 27 " 7	
105/40 76060 143340 GCDL	**Hornchurch** ssShl.No.3-2,32 ssShl.No.1-37 Well deck 1Dk(Stl) Cargo battens not fitted	2162 1735 1250	✠100A1 7,39 MS4,37	Shl ✠LMC BS~~7,39~~ 5,40	r	CL 7,39	1919 7mo	Osbourne, Graham& Co.Ld. Sunderland Lloyd'sA&CP	HudsonS.S.Co.Ld. CellDB196'472t	280·0|40·5|18·5 P23'Q94'B52'F27' FK DTa42'153t FPT	London British 6BHptCem 95tAPT120t	T.3Cy.21",35"&58"-39" (s) 180lb 231NHP 2SB,6cf,GS119,HS3616 MacColl&Pollock,Ld.Sld.	20 " 9 s2 " 0¼ 18 " 11	
76061 23050 JRFB	**Horonai Maru** (exTsukubaMaru) Wireless 1Dk	999 840 671					1918	Senba Zosensho Osaka	HokkaidoTanko KisenK.K.	195·5|31·5|18·0	Kobe Japanese WB	T.3Cy.13½",22½"&37½"-28" 74NHP SenbaZosensho,Osaka		
76062 160651 MPFJ	**Horsa** Ref.Mchy. 1Dk&Shelter dk Wireless D.F. E.S.D. CruiserStern	979 824 392					1928	Ramage& Ferguson,Ld. Leith	CurrieLine,Ld.	231·4|35·6|16·0	Leith British WB	T.3Cy.20",33"&54"-36" 175NHP Ramage&Fergusn,Ld.Lth.		C
76063 161354 MPQV	**Horseferry** ssSld.No.2-38 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	951 751 496	✠100A1 8,40 ~~3,40~~ BS~~9,38~~ 8,40	Sld ✠LMC9,38	m	CL 3,40	1930 1mo	J.Crown& Sons,Ld. Sunderland Lloyd'sA&CP	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.Mgrs.) CellDBuE19'f13	217·0|32·0|13·5 Q105'B17'F25' FK 3'262tMT128tFPT	London British 4BHCem 120tAPT19t	T.3Cy.16",27"&44"-30" (s) 180lb 100lb 115NHP 1SB,3cf,GS55,HS1786 G.Clark,Ld.Sunderland	15 " 6 s1 " 11¾ 13 " 10½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote n'est mis dans le L. R. Turée Cert. Ref. Trade
76064 PEUD	**Horst** OilEng. 1Dk Mchy.Aft CruiserStern	400 270 258	✠100A1 12,39 ✠LMC12,39	Gro		OG	1939 12mo	NVSchpsw "Foxhol" Foxhol Lloyd'sA&CP	H.Schothorst	149·8 | 27·0 | 8·8 159·1(O.L.) P39'Q52'F26' FK CellDB91'1 10tFPT65tAPT10t	Groningen Dutch 3BH	Oil Engines 4S.C.SA 6Cy.11$\frac{7}{16}$"–17$\frac{11}{16}$" 76NHP AppingedammerBrons MotorenfB.N.V.	10 ″ 4 s 3 ″ 5½ 10 ″ 3½	
76065 FPDH	**Hortensia Bertin** (exKingDavid-39, exGundomar) ssShl.2ndNo.3-5,37 2Dks(Stl-Uws) Welldeck D.F. &Web frames Longitudinal framing Now "Nicaragua," see No. 89318 in Supplement	*3721* *3335* *2257*	✠100A1 9,40 ~~11,30~~ ~~BS8,39~~ ✠LMC5,37 9,40	Cal	x	CL ~~5,37~~ 9,40	1912 9mo	Akt.Ges. "Weser" Bremen Lloyd'sA&CP	O.E.Bertin	355·1 | 50·4 | 23·2 P226'F43' FK CellDBa116'u E26'f164'830tFPT	Shanghai French 6BHCem 48tAPT14t	T.3Cy.25$\frac{3}{16}$",41$\frac{5}{16}$"&67$\frac{11}{16}$"–47½" 192lb (s) 432NHP 3SB,9cf,GS129,HS6135 FD A.G."Weser,"Bremen	26 ″ 0 s 3 ″ 3¾ 22 ″ 10½	
76066 146539 VPCB	**Hosang** Ⓟ ssH.Kg.No.3-7,34 ssH.Kg.No.1-38 D.F. 2Dks(Stl)& Shelter dk(Stl-teak s)	5698 4990 3293	✠100A1 Shelter dk with freeboard 12,40 ~~8,38~~ BS12,40 ~~BS7,38~~ ✠LMC8,38 Fitted for oil fuel 3,22 F.P. above 150° F.	HKg	a†	CL ~~7,38~~ 11,40	1922 3mo	N.of Ire-landSB.CoLd Londonderry Lloyd'sA&CP	Indo-ChinaSteam Nav.Co.Ld.	411·0 | 53·8 | 28·3 F37' on Shelter dk FK CellDB350'1137tFWtanks in'tween Coll BH to Sh dk dks aft13'88tDTa23'592tFPT86tAPT122t 8 " " U "	HongKong British Cem	T.3Cy.27",46"&77"–51" (s) 200lb 708NHP 4SB,12cf,GS247,HS11044 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 4 ″ 0½ 27 ″ 2	
76067 21737 JDFB	**Hosei Maru** (exNichiroMaru, exLeonora) ssRot.No.3-5,08 ssKob.No.2-16 1Dk2trB&Web frames	2670 2441 1903	✠ ... 5,21 ✠				1895 9mo	Richardsn, Duck&Co. Stockton	ShoyoKisenK.K.	315·0 | 43·0 | 21·1 P29'B62'F33' FK	Amagasaki Japanese WB	T.3Cy.23",37"&61$\frac{3}{16}$"–42" 246NHP Blair&Co.Ld.Stockton	23 ″ 8	
76068 277 JPJC	**Hoten Maru** Ⓟ TwinSc 2Dks CruiserStern	3975 3024 2120					1928	Mitsubishi Zosen Kaisha Kobe	DairenKisenK.K.	360·0 | 46·0 | 28·5 B36'F41'	Dairen Japanese WB	S.R.gearedSteamTurbines MitsubishiZosenKaisha, Kobe		
76069 1893	**Houlee** (exJervaulxAbbey-36) Ⓟ ssGms.2ndNo.3-3,32 ssDrn.No.~~1-36~~ 2-40 Wireless 1Dk(Irn)&deep framing Well deck Lower dk in No.1 hold	1340 — 603	✠100A1 ~~11,40~~ ~~10,39~~ 3,41 ~~BS10,39~~ ✠LMC~~8,36~~ 11,40	Drn	p	OG 8,37	1908 7mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	ChingKeeSteam Nav.Co.Ld.	255·1 | 33·7 | 15·5 P29'Q40'B98'F34' BK7" CellDBa42'f61'119tFPT13t	Chefoo Chinese 5BHCem APT7t	T3Cy.25¼",40½"&67"–42"(s) 185lb 504NHP 3SB,9rf,GS176,HS8223 FD Cen.Mar.Eng.Wrks.WHpl	16 ″ 3 s ″ 10 16 ″ 0½	
76070	**Houn Maru** Mchy.Aft 1Dk	1925 1540 1086					1940	Kawamin-amiKogyo K.K. Nagasaki	TohoKisenK.K.	271·6 | 40·0 | 20·3 P87'F29'	Osaka Japanese WB	T.3Cy.18½",30"&50"–36" 150NHP KawaminamiKogyoK.K. Koyagisima		
76071 1220 JFEI	— IronCtr Mchy.Aft 1Dk Now "Singyo Maru," see No. 89983 in Supplement	528 368					1890	Kawasaki Dkyd.Co.Ld. Kobe	HounMaru UnpanbuK.K.	160·8 | 27·2 | 13·4	Tokyo Japanese	C.2Cy.21"&39"–24" 62NHP KawasakiDkydCoLdKobe		
76072 586	**Houn Maru No. 3** WoodAuxSr OilEng. Mchy.Aft 1Dk	301 277 215					1918	Takami Yoshitaro Antoken	NakanoHatsutaro	114·0 | 29·0 | 13·0	Shingishu Japanese	Oil Engines 2S.C.SA 2Cy.15½"–17" 85NHP YamamotoTekkosho,Osa.		
76073 589	**Houn Maru No. 5** WoodAuxSr OilEng. Mchy.Aft 1Dk	336 304 258					1918	Takami Yoshitaro Antoken	MorikamiUhei	122·1 | 29·3 | 12·8	Shingishu Japanese	Oil Engines 2S.C.SA 2Cy.15½"–17" 85NHP YamamotoTekkosho,Osa.		
27/3 76074 143298 GCDN	**Housatonic** (exWarDogra) ssShl.No.3-7,32 ssNwc.No.1-36 1Dk(Stl)2trB&Web frames D.F. Longitudinal framing	5559 4696 3425	✠100A1 3,40 BS2,39 ✠LMC12,36 Carrying oil in bulk F.P. above 150° F. Fitted for oil fuel 6,19 F.P. above 150° F.	Mdb	z	CL N11,37	1919 7mo	W.Hamil-ton&Co.Ld. Pt.Glasgow Lloyd'sA&CP	Anglo-American OilCo.Ld. ~~(F.J. Wolfe, Mgr.)~~ (R.A. Carder, Mgr.)	400·3 | 52·2 | 28·4 P50'B121'F39' FK Middle line bulkhead not oil-tight CellDBuE&B64' 277t f50'	London British 10BHptCem	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow 63tFPT97tAPT13t	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
166/40 76075 161621 GWRF	**Houston City** OilEng. D.F. 1Dk&Shelterdk CruiserStern	4935 4637 3009					1934	Furness S.B.Co.Ld. Haverton Hill-on-Tees	LeedsShippingCo. Ld.(SirW.R.Smith &Sons,Ld.Mgrs.)	425·5 | 56·3 | 25·4 F42'	Bideford British WB	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP W.Doxford&Sons,Ld.Sld		C
76076 PEUF	**Houtman** (exFlyingNorseman-38) OilEng. ssIrv.No.2-40 ~~ssRot.No.1-35~~ Mchy.Aft 1Dk(Stl) CruiserStern Cargo battens not fitted	394 290 196	✠100A1 ~~8,40~~ ~~1,38~~ 3,41 ✠LMC~~8,35~~ ~~LMC(M)1,38~~	Rot Ply 8,40	f	~~12,37~~ ~~8,40~~ 3,41	1931 6mo	N.V.Indus-trieeleMaats. DeNoord Alblasserdam Lloyd'sA&CP	Reed"DeNoord" (J.Vermaas' Scheepvaart Bedrijf,Mgrs.)	148·8 | 25·2 | 9·1 P40'F21' FK CellDBf102' 115tFPT25t	Rottrdam Dutch 3BHCem APT20t	Oil Engines 4S.C.SA 6Cy.12½"–14$\frac{3}{16}$" 88NHP MtrnWerkeMannheimA.G	11 ″ 0 s 1 ″ 0 10 ″ 1	
76077 7645 SGQO	**Hövding** (exSundsborg-36, exT.M.Werner) 1Dk	*1516* *1241* *831*					1905	Helsingörs Jernsk.&Msk Elsinore	RederiA/BHasting (ErikHåkanson, Mgr.)	246·6 | 37·4 | 15·8 P17'Q73'B106'F28'	Hlsingborg Swedish WB	T.3Cy.19",32"&53"–36" 169NHP HelsingörsJernsk.&Msk.		V
76078 133629 MDYW	**Hove** (exCollairnie) ssBng.2ndNo.3-2,39 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	435 311 170	✠100A1 3,39 ✠LMC BS~~1,39~~ 5,41 MS2,39 ~~5,40~~	Bwg	g	CL 2,39	1913 7mo	Ardrossan DD&SBCoLd Ardrossan Lloyd'sA&CP	CoppackBros.&Co.	155·8 | 25·2 | 10·8 163·4(O.L.) Q91'B9'F21' BK7"	London British 3BHCem FPT54t	T.3Cy.12½",21½"&34"–24" 180lb (s) 59RHP ~~NDB26~~ 1SB,2pf,GS36,HS1354 W.V.V.Lidgerwood,Gls.	11 ″ 8 s 3 ″ 7½ 12 ″ 2	
76079 96308 WMCV	**Howard** Sub.Sig. D.F. 3Dks&Hurricane dk	3581 — 2278					1895	Harlan& Hollings-worthCo. Wilm.Del.	Merchnts&Miners TransportationCo.	310·5 | 42·0 | 26·0 len09	Baltimore Utd.States	T.3Cy.28",46"&72"–48" NB09 359NHP Harlan&HollingsworthCo		
76080 172356	**Howard L. Shaw** D.F. GyC. Mchy.Aft 1Dk2trB	4769 4584 3547					1900	Detroit S.B.Co. Wyandotte	UpperLakes&St. LawrenceTrans-portationCo.Ld. (G.C.Leitch, Mgr.)	~~435·5 | 51·5 | 28·0~~ 439·5 | 51·4 | 23·9 WB	Toronto British	T.3Cy.22",~~35"~~ 36"&58"–42" NB20 218NHP DetroitS.B.Co.Detroit		
76081 212353 WPSR	**Howard M. Hanna, Junior** Mchy.Aft GyC. 1Dk	6204 — 4689					1914	American S.B.Co. Cleveland,O.	ColumbiaTrans-portationCo. (John T.Kelly, Mgr.)	504·0 | 54·0 | 30·0 F60' WB	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP AmericanS.B.Co.Lorain,O		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76082 146304 GFSJ	**Howra** ssCal.No.3-3,34 ssCal.No.1-38 1Dk(Stl)&Shelter dk (Stl)&Web frames CruiserStern Longitudinal framing	6709 6252 4096	✠100A1 Shelter dk withfreeboard ~~1,41~~ ~~6,38~~ 5,41 ~~BS11,38~~ ✠LMC11,38 1,41	Bom Cal	a†	CL ~~9,36~~ 6,40	1922 8mo Lloyd	Armstrong Whitworth &Co.Ld. Newcastle 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB320'1367t DTa31'1080t	412·2 P42'F36' onShelter dk FK FPT112t APT247t	55·8	34·7	Glasgow British Cem 6BHtoSh dk 2 „ „ U „	2 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb 600NHP 3SB,9cf,GS190,HS7890 FD C.A.ParsonsLd.Nwc.	38 ″ 1 s9 ″ 11¼ 28 ″ 4½	
76083 218221 KIJQ	**Hoxbar** Fitted for oil fuel Carrying Petroleum in bulk 2Dks D.F. Mchy.Aft Longitudinal framing	6958 — 4329					1919	Bethlehem S.B.Corp.Ld Sparrow'sPt. Md.	FarrSpinning& Operating Co.	434·8 P92'B50'F42'	56·2	31·8	Wilmgton (Del.) Utd.States	T.3Cy.27¼",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. Sparrow's Point,Md.		R
76084 ~~217616~~ ~~KEMK~~	**Hoxie** D.F. Sub.Sig. 2Dks Longitudinal framing Now "Empire Albatross" see No 60930 in Supplement	4623 4213 2838					1918	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	~~UnitedStates Maritime Commission~~	377·0 P41'B94'F38'	52·0	29·5	British WB	T.3Cy.24",41"&68"-48" 320NHP BethlehemS.B.Corp.Ld.		R
76085 LCOQ	**Höyanger** TwinSc OilEng. 2Dks	4624 4201 2765					1926	Akt.Burmeistr&Wain Copenhagen	Westfal-Larsen& Co.A/S	381·6 P103tH259tF22t	53·8	25·9	Bergen Norwegian WB	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅝" 542NHP Akt.Burmeistr&Wain,Cpn		N
76086 42349 JJGK	**Hoyo Maru** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks Mchy.Aft Cruiser Stern Longitudinal framing at bottom & at deck	8692 7993 6042	✠100A1 4,40 ~~11,38~~ ~~DBS12,38~~ ✠LMC12,37 CarryingPetroleum in bulk DBS3,40	Yka	d† 2⅝	CL ~~10,37~~ 3,40	1936 11mo Lloyd	Mitsubishi JukogyoK.K Yokohama 'sA&CP	NipponTanker K.K. CellDBu	474·0 P137'B37'F40' FK E56'200t DTf38'290tAPT143t	61·0	37·5	Tokyo Japanese 14BH	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1163NHP 2DB163lb MitsubishiJukogyoK.K. Yka.	37 ″ 6	
76087 22541 JEOC	— WoodAuxSr Wireless 1Dk	479 414 338					1918	Hatohama SenkyoIrWk Hatohama	TashiroMagoichi	140·6	28·2	15·7	Niigata Japanese	C.2Cy.11½"&25"-16" 21NHP YutaniKusakusho,Osaka		
76088 10349 JFFA	**Hozan Maru** Ⓟ 2Dks	2344 1920 1384					1907	Kawasaki DckyrdCo.Ld Kobe	OsakaSyosenK.K.	305·9 P25'B106'F41'	39·7	21·6	Osaka Japanese WB	T.3Cy.23",38"&63"-39" 248NHP KawasakiDkydCoLdKobe		
76089 45691 JGEN	— (exBodö-39,exDampfem-35, exGoodspeed) Sub.Sig. 1Dk	2260 — 1343	✠ ... 4,22 ✠				1918 9mo	Detroit S.B Co. Wyandotte	KokokuSangyo K.K.	251·2 P62tH104tF24t FK	43·8	22·5	Tokyo Japanese WB	T.3Cy.20",33"&54"-40" 267NHP DetroitS.B.Co.Detroit	24 ″ 2	CV †
76090 16928 JAXC	— 1Dk	1176 1029 831					1914	OsakaIron Works Osaka	HounKisen K.K.	218·7	32·2	17·3	Nishinomiya WB Japanese	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWorks,Osaka		
76091 1565 JTRE	**Hozukawa Maru** Wood 1Dk&Awng dk	339 297 194					1896	OsakaIron Works Osaka	TosaDomei KisenK.K.	143·0	18·9	14·8	Osaka Japanese	T.3Cy.11⅝",16⅜"&26⅛"-20" 30NHP Ross&Duncan,Glasgow		
76092 359 JPHC	**Hozyo Maru** (exHojoMaru-38, exGardMaru,exGard, exAthelstane, exTheodoreF.Reynolds) ssAms.No.2-28 Fitted for oil fuel 1Dk Carrying oil fuel in bulk	2417 2012 1292	✠ ... 4,33 ✠				1920 8mo	McDougall DuluthS.BCo Duluth, Minn	DairenKisenK.K.	251·0 P25'B64'F22' FK	43·7	22·2	Dairen Japanese WB	T.3Cy.19",30¼"&54"-40" 262NHP McDougall DuluthS.B.Co.	24 ″ 3	
76093 OYMA	**Hroar** Ⓟ Wireless D.F. Ref.Mchy. 2Dks	1401 1107 748					1923	Frdkshvns. Værft& FlydedokA/S Frderikshavn	DetForenede DampskibsSelsk.	253·7	37·2	16·9	Copnhagn Danish WB	T.3Cy.21",33½"&56"-39" 196NHP HelsingörsJernsk.&Mskb.		V
76094 YTKJ	**Hrvatska** Ⓟ (exCroatia) ssSsk.3rdNo.3-12,29 ssSsk.No.2-38 1Dk(Stl)	492 — 303	✠100A1 6,40 ~~4,39~~ MS5,38 LMC BS3,~~39~~6,40 ~~No later survey reported~~	Ssk	h	OG ~~4,37~~ 6,40	1891 11mo Lloyd	Howaldtswerke Kiel 'sA&CP	Jadranska PlovidbaD.D. CellDB	167·9 180·1(O.L.) P45'B38'F41 BK7"	25·0	10·6	Susak Yugoslav 4BHCem a&uE52'51t	T.3Cy.17",27½"&43⅜"-24¾" 172lb 80lb (s) 174NHP NB06refitted23 NDB91refitted23 HS2998 FD 1 Water Tube Boiler GS55 Howaldtswerke,Kiel	12 ″ 8 s ″ 5¼ 12 ″ 9¾	
76095	**Hsin An** (exTenbuMaru-34, exVorwärts) 2Dks	1030 787 563					1895	Howaldtswerke Kiel	YingKeeHong	231·3 P28'B69'F29'	32·8	15·1	Tsingtao Chinese WB	T.3Cy.17",27⅝"&43⅜"-24$\frac{7}{16}$" 93NHP Howaldtswerke,Kiel		
76096 151743 MNMC	**Hsin Chang Wo** TwinSc (exKingwo-33) 2Dks DAMAGED BY AIRCRAFT 8,39	582 247 242					1923	Kiangnan D&E.Wks.Ld Shanghai	Indo-ChinaSteam Nav.Co.Ld.	147·1	28·0	7·8	Shanghai British	T.6Cy.11½",17¼"&27¾-16" Bmade17fitted23 40RHP KiangnanD&EWksLd.Shi		
76097 XNAP	**Hsin Hua An** (exHuaAn1-36, exHuaAn-35,exHwahKun, exKeongWai) 2Dks	*1777* *1638* *1115*					1895	Fairfield Co.Ld. Glasgow	HsinChangAnS.S. Co.Ld.	289·0 P10'B22'F42'	37·8	21·5	Shanghai Chinese	T.3Cy.22",36"&57"-42" 211NHP FairfieldCo.Ld.Glasgow		
76098 XNCW	**Hsin Lee** Wireless 2Dks	1174 — 704					1916	OsakaIron Works Osaka	Ching-KeeS.N.Co. Ld.	230·7 P24'B35'F30'	33·5	18·5	Chefoo Chinese	T.3Cy.13½",23"&38"-30" 79NHP OsakaIronWrks.Ld.Osaka		
76099 133255 GLJY	**Hsin Peking** (exTungchow-36) 2Dks&Shade dk	2104 1592 1263					1914	TaikooDkyd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	280·0 P8'F28'	40·1	17·8	London British WB	T.3Cy.21",34"&56"-39" 196NHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		
76100	**Hsin Tai** (exTungus) Iron 2Dks	481 — 281					1840	Nevsky S.B &M.Wks Leningrad	TungShunS.S.Co. Ld.	168·9	26·6	15·0	Tientsin Chinese WB	C.2Cy.22"&37"-24" 56NHP E&Bmade03refitted18 CrichtonEng.Works,Abo		
76101 125176 MMZP	**Hsin Tseangtah** (exMinHo-37, exBeulah-35) ssOsa.2ndNo.3-2,35 Well deck 1Dk(Irn)&deep framing Mchy.Aft	933 684 530	✠ ... 7,39 ✠	Shi	l		1908 9mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow	ChinaImport& ExportLumber Co.Ld. CellDBu	210·0 218·0(O.L.) 32·3 Q122'B9'F27' FK&BK1½" E24'f134'227tFPT	30·5	13·2	Shanghai British 3BHCem 51tAPT8t	T.3Cy.17",28"&46"-33" 151NHP 2SB,4cf,GS86,HS2588 ClydeS.B.&E.Co.Ld.P.Gls	15 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
76102 34530 JBQE	**Hsin Yang Maru** Ⓟ TwinSc 1Dk	1674 1290 774					1929	Shanghai Dck&ECo.Ld Shanghai	ToaKaiunK.K.	239·0 B194'	39·9	10·0	Tokyo Japanese	T.6Cy.10½",17"&28"-16" 54NHP ShanghaiDck.&E.Co.Ld.		
76103 155840 GMXL	**Hsin Yangtse** 2Dks Wireless	921 649 341	✠ ... 10,31	✠			1927 6mo	Shanghai Dk&En.CoLd Shanghai	ShanghaiPilot BoatCo.(1928)Ld.	180·8	34·0	15·2 FK	Shanghai British WB	T.3Cy.18½",29"&49"-33" 187NHP ShanghaiDk.&Eng.Co.Ld	16 ″ 6	
76104	**Hsing Shih** (exKwang-ping) 2Dks	2018 — 1239					1898	J.Scott& Co. Kinghorn	SanPehSteamNav. Co.Ld.	265·0 B69'F41'	40·2	20·9	Shanghai Chinese WB	T.3Cy.20",32"&54"-36" 175NHP J.Scott&Co.Kinghorn		
76105 46800 JDGO	**Hsing Tung Maru** Ⓟ	~~3500~~ 3364 — 1923					1939	Harima S.B.&Eng. Co.Ld. Harima	~~KisshinKisenK.K.~~ ToaKaiunK.K.	~~318·4~~ 322·1	~~57·4~~ 50·0	~~13·4~~ 15·4	Tokyo Japanese	Steam Engines		
76106 XNBS	**Hsing Yuan** (exChunHwa-36, exFrancesco Vazzana-34, exLotharBohlen) 1Dk&Spar dk3trB	2223 2059 1388					1898	Blohm& Voss Hamburg	YungYuanS.S.Co.	303·4 P80'F35'	38·3	23·0	Chefoo Chinese	T.3Cy.19",30"&50"-39⅜" 157NHP Blohm&Voss,Hamburg		
76107 XNDK	**Hsu Chow** (exEscondido, exHallgjerd) 1Dk	1658 — 926	99/384+156/44				1917	Laxevaags Msk.&Jrnskb Bergen	ChinaUnitedNav. Co.Ld.(N.Tsu, Mgr.)	246·0 P39tQ109tB127t H69tF38t	38·0	15·6	Shanghai Chinese WB	T.3Cy.18⅝",29"&49"-33" 138NHP LaxevaagsMsk&Jrns.Bgn		
76108 31667 JEJB	**Hua Shan Maru** Ⓟ Longitudinal framing 2Dks	2089 1707 1284					1926	OsakaIron Works,Ld. Osaka	ToaKaiunK.K.	280·0 P23'B80'F30'	41·0	21·0	Tokyo Japanese WB	T.3Cy.18",30"&50"-36" 150NHP OsakaIronWorks,Ld.		
76109 228613 KJMY	**Hualalai** Ⓟ TwinSc Fitted for oil fuel 2Dks CruiserStern	3088 — 1803					1929	Bethlehem S.B.Corp.Ld. SanFrancisco Cal.	Inter-IslandStm. Nav.Co.Ld.	295·0 F34'	48·1	25·6	Honolulu Utd.States WB	DRgearedSteamTurbines 666NHP Westinghouse Elec.&Mfg. Co.Phl.Pa.		R
76110 DJZZ	**Huascaran** Ⓟ OilEng. D.F. E.S.D. 3Dks CruiserStern	6951 5272 4026					1939	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	464·8 P33'F88'	60·3	26·9	Hamburg German WB	3 Oil Engines 2S.C.SA 22Cy.(2-8Cy.&1-6Cy. 20½"-27$\frac{9}{16}$") 1621NHP &electric drive Blohm&Voss,K.a.A.Ham.		G
76111 743 CBHU	**Huasco** Ⓟ 3Mst 2Dks&deep framing Promenade dk&Shade dk	3798 2575 2218	✠ ... 11,10	✠			1906 5mo	J.Reid& Co. Glasgow	CompaniaSud Americana deVap.	379·7	44·3	21·5 BK11'	Valparaiso Chilian WB	T.3Cy.29",47"&78"-57" 596NHP Dunsmuir&Jackson LdGls	25 ″ 0	
* 76112 145131 MKLF	**Hubbastone** ssSws.No.3-7,33 ssBly.No.1-37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	873 592 481	✠100A1 2,39 BS5,38	Shl ✠LMC5,37	k	CL 2,39	1921 1mo Lloyd's A&CP	HansenSB &ShipRep. Co.Ld. Bideford	S.&R.Steamships, Ld.(Stone&Rolfe, Ld. Mgrs.) CellDBf126'239t FWtank in	190·0 199·3(O.L.) Q120'BonQ14'F26' break 7'14t FPT53t	30·1	12·6 FK	London British 3BHCem APT30t	T.3Cy.15",25"&41"-27" (s) 180lb 84RHP 2SB,4cf,GS69,HS1824 LythamS.B.&Eng.Co.Ld.	14 ″ 6 4 ″ 6½ 14 ″ 1½	
76113 216355 [illegible]	**Hubert Schafer** (exRobert Johnson,exLake Sebago) Fitted for oil fuel 1Dk Now "Santa Monica," see No. 89990 in Supplement	2010 1631 1227	✠ ... 9,20	✠			1918 5mo	ToledoS.B. Co. Toledo,O.	SchaferBros.S.S. Lines	252·0 P21'B64'F30'	43·5	18·9 FK	S.Frncisco Utd.States WB	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	
76114 DHPJ	**Hubert Schröder** (exLjusneälf-38, exTilburg) 1Dk	1391 1208 808					1917	L.Smit& Zoon Kinderdijk	RichardSchröder	239·1 P27'B56'F24'	36·3	16·6	Rostock German WB	T.3Cy.17½",29¼"&46¾"-36" 120NHP L.Smit&Zoon,Kinderdijk		V
76115	**Hudiksvall** Now "Cossipore," see No. 87517 in Supplement 1Dk	782 589 487					1892	Burmeister &Wain Copenhagen	IndianRivercraft Mart.	197·5 Q74'B53'F25'	31·0	12·9	British WB	C.2Cy.25½"&46"-30" 97NHP Burmeister&Wain,Cpn.		V
76116 1287 CBHE	**Huellelhue** Wireless Mchy.Aft	381 301 170						N.V.Werf. "Gusto" v/h A.F.Smulders Schiedam	Soc.Anon. Industrial y Comercial Hoffmann	140·0	23·3	11·9	Valparaiso Chilian	C.2Cy.15"&29½"-19$\frac{11}{16}$" 32NHP		
76117 1219 CBLU	**Huemul** Ⓟ (exLuisa,exAlbaro, exSkutari,exSerapis) ssHamNo.3-10,02 ssGen.No.2-10 2Dks	2854 2206 1666	✠ ... 1,20	✠			1890 8mo	Blohm& Voss Hamburg	Soc.Maritima y ComercialR.W. James yCia.	321·1 P&B217'F34'	40·2	23·4 BK10'	Valparaiso Chilian WB	T.3Cy.23¾",38"&63"-42" NB27 261NHP Blohm&Voss,Hamburg	26 ″ 2	
76118 7141 SDEA	**Hugin** CruiserStern Wireless D.F. 2Dks	1276 992 578					1924	Helsingörs Jernsk&Msk. Elsinore	Stockholms RederiA/B"Svea" (Eman.Högberg, Mgr.)	260·4	37·1	14·3	Stockholm Swedish WB	T.3Cy.20",32"&53"-36" 168NHP HelsingörsJernsk.&Mskb.		V
76119 DHKM	**Hugo Oldendorff** (exBaltia-39, exHarald-33) ssShl.No.2-12 1Dk(Stl)&deep framing	1876 1627 1091	✠ 4,16	Bmn ✠	r		1904 6mo	Craig,Taylor&Co. Stockton	EgonOldendorff CellDBa90'u f116'406t	278·5 P26'B72'F28' E16' FPT79tAPT87t	38·4	18·5 FK	Lübeck German 4BHptCem ptAsp	T.3Cy.19",31"&51"-33" 167NHP 2SB,4pf,GS74,HS2654 N.E.MarineEng.Co.Ld.Sld	20 ″ 7	G †
76120 218579 KIQR	**Hugoton** Mchy.Aft Fitted for oil fuel D.F. Carrying Petroleum in bulk Longitudinal framing 2Dks	6943 — 4267					1919	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	Farr Spinning& Operating Co.	434·8 P122'B56'F33'	56·2	31·7	Wilmgton (Del.) Utd.States WB	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
76121 218771 KIVQ	**Huguenot** Mchy.Aft Fitted for oil fuel D.F. Carrying Petroleum in bulk Sub.Sig. Longitudinal framing 2Dks	6964 — 4282					1919	Bethlehem S.B.Corp.Ld. Sparrow's Pt Md.	RichfieldOilCorp.	434·8 P122'B50'F45'	56·2	31·7	Ls.Angeles Utd.States WB	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
76122 24469 JPMB	**Huki Maru** (exFukiMaru-38) 1Dk	2453 — 1705					1918	Asaki S.B.Co. Osaka	Kuribayashi SyosenK.K.	284·0	41·0	24·5	Tokyo Japanese WB	T.3Cy.19½",31"&54"-36" 175NHP HirotaniSeikosho,Osaka	24 ″ 6	
76123 26548 JFJD	**Hukkai Maru** (exFukkaiMaru-38) ssKob.No.3-5,32 2Dks(Stl)	3830 3460 2326	✠ 9,37	Kob ✠	w		1920 1mo	Yokohama DockCo. Yokohama	MeijiKaiunK.K.	345·0 P33'B77'F41' CellDB316'793tFPT	50·0	29·1 FK	Tarumi Japanese 6BHCem 56tAPT29t	T.3Cy.23",38"&64"-48" 343NHP 2SB,6cf,GS106,HS4414 YokohamaDk.Co.Yka.	29 ″ 1	C †

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76124 30509 JAKB	**Hukko Maru** TwinSc (*ex*FukkoMaru-38) *OilEng.* *ss*Kob.No.3-7,36 1*Dk*(*Stl*)	3834 3385 2290	✠100A1 6,40 ~~8,38~~ ✠LMC CS7,36 DBS~~8,38~~6,40 8,38	Kob	*w* $2\frac{3}{16}$	CL ~~P8,38~~ ~~S7,36~~ 6,40	1924 12mo	KobeSteel Works Harima *Lloyd*'*sA&CP*	HukkoSyosenK.K. (TaiyoKaiunK.K. *Mgrs.*) *CellDB*280'81	350·7|50·0|27·0 P21'B97'F35' FK 4t*DTa*29'855t*FPT*	Hasidate Japanese 6*BHptCem* 91t*APT*75t	Oil Engines 2S.C.SA 8Cy.18½"-29⅛" 478NHP DB*120lb* SulzerBros&CoWinterthur	27 ″ 0 s 4 ″ 9½ 22 ″ 5	
76125 44837 JQLM	**Hukoku Maru** (*ex*FooKing-38, *ex*Otter-35,*ex*CanadianOtter-34, *ex*Chomedy-32, 2*Dks* *ex*CanadianOtter)	2852 2512 1696					1920	British American S.B.Co. Welland,Ont.	NisshinKaiun Shokai,Ld.	320·0|43·8|25·1 P28'B96'F31'	Kobe Japanese *WB*	T.3Cy.23",38"&63"-42" 257NHP JohnInglisCo.Ld.Toronto		C
76126 44792 JMPM	**Hukuei Maru** *Mchy.Aft*	1869 — 1094					1938	Osaka Zosen-sho Osaka	ToaBoekiK.K.	271·7|40·0|20·3	Tokyo Japanese	T.3Cy.18",29"&50"-39" 156NHP KubotaIronWorks,Osaka		
76127 22720 JPKB	— (*ex*FukuyeiMaru-38) 1*Dk*	1114 985 772					1918	Hakodate Dockyard Hakodate	Kuribayashi SyosenK.K.	215·0|31·5|18·5 B49'F28'	Tokyo Japanese *WB*	T.3Cy.14½",24½"&40"-30" 88NHP HakodateDockyard		
76128 45587 JBQN	**Hukuei Maru No. 2** *Mchy.Aft* 1*Dk*	1899 1540 1050					1939	Kawami-namiKogyo K.K. Nagasaki	ToaBoekiK.K.	271·7|40·0|20·3 P87'F29'	Hirosima Japanese *WB*	T.3Cy.18",30"&50"-36" 150NHP KawaminamiKogyoK.K. Nagasaki		
76129 4071 JGKJ	**Hukuei Maru No. 9** (*ex*FukuyeiMaruNo.9-38) *OilEng.* *Mchy.Aft*	617 — 402					1935	Mihara S.B.Yd. Osaka	MansenUnyuK.K.	170·0|28·0|14·9	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{16}$"-20⅞" 117NHP HanshinTekkosho,Kobe		
76130 42056 JGKL	**Hukuei Maru No. 10** (*ex*FukuyeiMaruNo.10-38) *OilEng.*	847 — 598					1936	Mihara S.B.Yd. Osaka	KashimaKisen K.K.	185·0|31·0|17·0	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.$12\frac{13}{16}$"-$19\frac{11}{16}$" 172NHP NipponHatsudokiK.K.		
76130* 46382 JYJN	**Hukuei Maru No. 15** *OilEng.*	867 — 602					1939	Mihara Zosensyo K.K. Osaka	MansenUnyuK.K.	185·0|31·0|17·6	Kobe Japanese	Oil Engines		
76131 19585 JATB	**Hukui Maru No. 2** (*ex*FukuiMaruNo.2-38) 1*Dk*	1578 1332 1111					1917	Hakodate Dock,K.K Hakodate	TeikokuKisenK.K.	235·0|36·0|21·5	Tokyo Japanese *WB*	T.3Cy.18",29"&49"-33" 138NHP HakodateDk.Co.Hakodate		
76132 27463 JFIA	**Hukuken Maru** Ⓟ (*ex*FukukenMaru-38) 2*Dks*	2558 2009 1570	✠ ... 7,23				1920 10mo	OsakaIron Works,Ld. Osaka	ToaKaiunK.K.	284·5|42·5|23·0 P41'B100'F34' FK	Osaka Japanese *WB*	T.3Cy.21",35"&58"-39" 288NHP OsakaIronWrks,Ld.Osaka	23 ″ 0	
76133 44521 JMIM	**Hukusei Maru** (*ex*FooShong-38, *ex*Canadian *ss*Mtl.No.3-7,33 Victor-37) 2*Dks*(*Stl*)	5802 — 4123	✠ ... 3,38 ✠	Gls	*y*		1920 8mo	Canadian Vickers,Ld. Montreal	TaiheiyoGyogyo K.K. *CellDB*	400·1|52·2|31·1 P50'B120'F51' FK 333'1025t*FPT*149t	Tokyo Japanese 6*BHptCem* *APT*123t	T.3Cy.27",44"&73"-48" 520NHP 3SB,9*cf*,GS198,HS7800 CanadianVickers,Ld.Mtl.	31 ″ 2	C †
76134 23570 JRDE	— (*ex*FukuseiMaru-38) 1*Dk*	1233 1039 716					1918	Osaka Zoseusho Osaka	MeijiKaiunK.K.	225·0|33·0|18·7	Tazumi Japanese *WB*	T.3Cy.16",26"&42"-30" 97NHP LettsuTekkosho,Osaka		
76135 9445 JCWC	**Hukusyu Maru** (*ex*Fukushu Maru-38,*ex*Standard) 1*Dk*&*Spar dk*	1455 1335 989					1903	Framnes Mek.Værks. Sandefjord	KitaNipponKisen K.K.	237·1|34·2|19·2	Hutyu Japanese *WB*	T.3Cy.16½",27"&44"-33" 111NHP Akers.Mek.Værks Oslo		
76136 9395 JTVB	**Hukuura Maru** (*ex*Fukuura Maru-38,*ex*Bogstad) 1*Dk*2*trB*&*Web frames*&*ptAwng dk*	3177 2345 1943					1894	Nylands Værksted Oslo	IinoKisenK.K.	325·0|41·8|21·2 P28'Q100' BK10" *ptAwng dk*194'	Takuma Japanese *WB*	T.3Cy.23",37½"&61½"-42" NB06*refitted*10 258NHP NylandsVærksted,Oslo	24 ″ 0	
76137 42632 JHDL	**Hukuyama Maru** (*ex*FukuyamaMaru-38) 1*Dk* *CruiserStern*	3581 2122					1936	Harima S.B.&Eng. Co.Ld. Harima	KaiyoKisenK.K.	334·9|48·0|26·0 P29'B94'F39'	Kobe Japanese *WB*	T.3Cy.$22\frac{1}{16}$",37"&61"-42⅜" 241NHP KobeSteelWorks,Kobe		C
76138 27732 JTHD	**Hukuyo Maru** (*ex*FukuyoMaru-38, *ex*HoshuMaru) *ss*Kob.No.3-5,34 *ss*Kob.No.1-40 2*Dks*(*Stl*)	5463 4996 3405	✠100A1 1,40 ✠LMC1,40	Kob	*z*	CL 1,40	1920 12mo	AsanoS.B. Co. Tsurumi A&CP	ToyoKisenK.K.	400·0|53·2|29·4 P33'B124'F41' FK *CellDB*339'944t	Yokohama Japanese 6*BHCem* *APT*28t	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0 s 6 ″ 7 25 ″ 9	
76139 OYXZ	**Hulda Mærsk** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk*, *Ref.Mchy.* 3*rd dk in No.* 1 *hold* *CruiserStern*	5601 4899 3390	✠100A1 *withfreeboard* 1,40 ✠LMC11,38 ✠Lloyd'sRMC3,40 *Carrying cargo oil F.P. above* 150°*F. in FPT*& *deep tanks. Carrying cargo oil F.P. above*150° *F. or glycerine in tank above APT.*	HKg	*b*†	CL	1938 11mo	Odense Staalskibsvft vedAPMöller Odense *Lloyd*'*sA&CP*	A/S D/S Svendborg &D/S af 1912 A/S (A.P.Möller, Copenhagen,*Mgr.*) *Cell DB* 374' 1538t	439·0|57·7|25·4 466·3(O.L.) F45' FK *DTsf*65'1907t *DTa*36'1171t *tank*	Copnhagn Danish 9*BH* (*Coll to Sh dk* 8 „ *2nd* „) *above APT*	Oil Engines 4S.C.SA 9Cy.29⅛"-$59\frac{1}{16}$" 731NHP 2DB*100lb* Akt.Burmeistr&Wain,Cpn 126t*FPT*83t*APT*71t	28 ″ 7 s 3 ″ 4¾ 25 ″ 5¼	
76140 OHBY	**Hulda Thordén** (*ex*Herbert Fischer, *ss*Skm.3rdNo.3-9,39 *ex*Woodburn) 1*Dk*(*Irn*)&*deepframing* D.F. *Cargo battens not fitted*	2255 — 1349	✠100A1 9,39 ✠LMC BS5,39 MS9,39 *Intermediate BH in for'd hold dispensed with*	Skm	*t*	CL 8,38	1900 11mo	BlythS.B. Co.Ld. Blyth A&CP	RederiA/B Thor (G.B.Thordén, *Mgr.*) *CellDBa*120'	313·8|43·1|19·7 302·0 P25'B78'F34' FK *uE*&*B*16'*f*120'690t	Helsingfrs Finnish 4*BHCem* *APT*116t	T.3Cy.23¼",37"&61"-39" (*s*) 180lb 257NHP 2SB6*cf*,GS88,HS4015 T.Richardsn&Sns,Ld.Hpl.	22 ″ 4 s 3 ″ 3¾ 19 ″ 3	
76141 139312 MNJG	**Hull Trader** (*ex*Edith) *ss*Bly.2ndNo.3-12,40 ~~*ss*Lon.No.3-4,39~~ *Mchy.Aft* ~~*ss*Bly.No.3-38~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	717 538 297	✠100A1 ~~1,40~~12,40 ~~BS5,39~~ ✠LMC~~1,38~~ 12,40 *Fitted for carrying Vegetable Oil in fore & after peaks*	Mdb Bly	*j*	CL ~~1,40~~ 12,40	1917 2mo	J.P.Ren-noldsn&Sons, Ld. S.Shields *Lloyd*'*sA&CP*	FreeTradeWharf Co.Ld.	178·2|30·0|13·1 Q92'B15'F18' FK *CellDBf*61'64t*FPT*	London British 4*BHCem* 60t*APT*40t	T.3Cy.16",26½"&43"-30" (*s*) 180lb 98RHP 2SB,4*pf*,GS68,HS2432 J.P.Rennoldson&Sons,Ld	14 ″ 6 s 4 ″ 2 13 ″ 11¼	
76142 151649 VOQC	**Humber Arm** *ss*Rot.No.3-3,38 Sub.Sig. 2*Dks*(*Stl*)&*Shelter* D.F. E.S.D. *dk*(*Stl*) *Strengthened for Navigation in Ice*	5758 5244 3504	✠100A1 *withfreeboard* 2,39 ✠LMC MS2,38 BS4,39 *Fitted for oil fuel* 7,25 *F.P. above* 150° F.	Lon	*b*†	CL 2,39	1925 7mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'*sA&CP*	Bowater'sNew-foundlandPulp& PaperMills,Ld. *CellDB*347'	424·9|56·3|28·6 F50' FK 1082t*DTf*30'1018t	SJhnsNFL British 8*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „ 1 „ *3rd* „) *DTa*28'868t	T.3Cy.$28\frac{1}{16}$",46"&77"-51"(*r*) 180lb 620NHP 3SB,*12cf*,GS225,HS9420 FD Armstrong,Whitworth& Co.Ld.Nwc. *FPT*223t*APT*170t	31 ″ 3 s 4 ″ 1¾ 27 ″ 3½	
76143 228877 KJNA	**Humuula** Ⓟ *Fitted for oil fuel* *Mchy.Aft* 1*Dk* Wireless *CruiserStern*	961 — 507					1929	Bethlehem S.B.Corp.Cal. (UnionPlnt) S.FrncscoCal	Inter-IslandStm. Nav.Co.Ld.	210·7|38·0|14·2 P58'F33'	Honolulu Utd.States *WB*	1DRGearedSteamTurbine WestinghouseElec.&Mfg. Co.Phl.Pa.		R

103/40

1 Numero d'Ordre Numero Officiel Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Franc bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L. R. Durée Cert. Ref. Trade
76144 34833 JDZE	**Hunagawa Maru** (exFunagawaMaru–38) *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk*	869 647 461					1929	Asano Zosensho Tsurumi	NakagawaKisen K.K.	185·0 P65′F21′	29·5	15·7	Yokohama Japanese *WB*	T.3Cy.13″,21″&36¼″–27″ 67NHP AsanoS.B.Co.Ld.Tsurumi		
76145 163304 GPQL	**Hunan** Ⓟ 2*Dks*	2827 2374 1621					1932	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	299·9 P37′B83′F39′	44·2	23·1	London British *WB*	T.3Cy.20″,33″&53″–39″ 175NHP Scotts'S.B.&E.Co.Ld.Grk.		
76146 DHJA	**Hundseck** (exGirgenti–37) Wireless D.F. 2*Dks*	1456 1360 816					1923	F.Schichau Elbing	DeutscheDampfs. Ges."Hansa"	253·0 P&B200′F33′	38·2	16·6	Bremen German *WB*	T.3Cy.19⅛″,31⅞″&51⅞″–29⅞″ 143NHP F.Schichau,Elbing		G
172/40 76147 LEDO	**Hundvaag** (exHaaland,exFriesland) *ss*Stv.No.3–5,28 *Well deck* 1*Dk*(*Stl*)	690 518 323	✠ ~~——~~ 5,33 ✠	Stv	*j*		1908 5mo	VanVliet &Co. Hardinxveld	D/S A/S Isbjörn (P.Smedvig, *Mgr.*) *CellD*	183·2 Q92′B15′F21′ FK *Ba37′f75′139t FPT*	29·0	11·8	Stavanger Norwegian *4BHCem* *48tAPT18t*	T.3Cy.15″,25⅛″&41″–27″ 110NHP 1SB,3*cf*,GS50,HS1915 N.E.MarineEng.Co.Ld.Sld.	14 ″ 0	N †
29/41 76148 145104 GJFZ	**Huntingdon** TwinSc (exMunsterland) *ss*Fal.No.3–6,34 *ss*Fal.No.1–37 *Ref.Mchy.* 3*Dks*(*Stl*)4*th dk*(*Stl*)*in No.1hold* D.F. E.S.D.	~~11849~~ ~~10210~~ ~~7420~~ 10946 10210 6806	100A1 *with freeboard* 9,40 ~~11,39~~ ~~BS11,39~~ ✠Lloyd'sRMC ~~11,39 6,40~~ 1,41 *Fitted for oil fuel* 2,25 *F.P. above* 150° F.	Fal Ddn BS1,41 LMC11,37	*g*†	OG ~~10,37~~ 9,40	1920	Bremer Vulkan Vegesack	FederalStm.Nav. Co.Ld. *CellDB473′2084t*	520·7 533·0(O.L.) P62′B255′F43′ FK *FPT111tAPT121t*	64·2	38·1	London British *8BHptAsp ptCem*	T.6Cy.28⅝″,46¾″&75⅝″–51⅛″ &L.P.Turbines withDR gearing & hydraulic couplings 199lb (*s*) 1270NHP 5SB*15cf*,GS338,HS15600 FD BremerVulkan,Vegesack	41 ″ 4 s9 ″ 8½ 31 ″ 10	
* 76149 PEUS	**Hunze IX** *ss*Ham.No.3–8,30 *ss*Ham.No.1–36 *Well deck* 1*Dk*(*Stl*)	445 286 234	✠100A1 2,38 BS6,37 ✠LMC5,36	Abn	*f*	CL 5,36	1917 9mo	N.V.Werf Hubertina Haarlem A&CP	GroningerRotter-dammerStoombootMaats. *CellD*	141·1 Q51′B44′F15′ FK *BuE12′16tFPT10t*	23·9	10·8	Groningen Dutch *4BHCem* *APT11t*	T.3Cy.11⅝″,17¾″&29½″–24″ 185lb (*s*) 59NHP 1SB,2*cf*,GS35,HS1069 NVWrf HubertinaHaarlm	11 ″ 6 s ″ 3½ 11 ″ 3½	
76150 154087 GWRN	**Hupeh** Ⓟ 2*Dks*	2801 2348 1628					1933	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7 P37′B83′F39′	44·2	23·1	London British *WB*	T.3Cy.20″,33″&53″–39″ 169NHP TaikooD.&E Co. ofH.Kg.Ld.H.Kg.		
76151 96669	**Hurlbut W. Smith** *Mchy.Aft* 1*Dk2trB*	4662 — 3415					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	414·0 F48′	50·0	28·0	OswegoNY Utd.States *WB*	T.3Cy.22″,35″&58″–40″ 213NHP AmericanSBCo.ClevelndO		R
76152 212080 WBCC	**Huron** *Mchy.Aft* (*Self-Unloader*) D.F. GyC. 1*Dk*	4810 — 3051					1914	Gt.Lakes Eng.Works. Detroit	Wyandotte TransportationCo.	415·0 F60′	56·0	27·5	Detroit, Mich. Utd.States *WB*	Q.4Cy19½″,28½″,41″&60″–42″ 233NHP Gt.LakesEng.Wks.Detroit		R
76153 107168 VGRT	**Huronic** Ⓟ 2*Dks*&*Awng dk* D.F. *Mchy.Aft*	3330 3330 2211					1902	Colling- woodS.B.Co. Collingwood	CanadaSteamship Lines,Ld.	321·0	43·0	23·4	Collingwd Ont. British *WB*	T.3Cy.26″,42″&70″–42″ 318NHP J.Inglis&Sons,Toronto		R
158/40 76154 145100 GFCZ	**Hurunui** *ss*Liv.No.3–1,33 *ss*Fal.No.1–38 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	~~10023~~ — ~~9207~~ 9331 6916 5794	✠100A1 *Shelter dk* *with freeboard* 2,40 BS11,38 ✠LMC5,37 ✠Lloyd'sRMC ~~2,40~~ 9,40	Liv	*e*†	CL 12,37	1920 10mo *Lloyd*	Sir Raylton Dixon&CoLd Middlesbro' *sA&CP*	NewZealandShip-pingCo.Ld. *CellDB390′1385t*	470·0 482·0(O.L.) B150′F47′ *on Shelter dk* FK *Col* *FPT173tAPT65t*	62·5	37·7	Plymouth British *Cem* *BH to Sh dk* 6 „ „ *U* „	2 Steam Turbines DR geared to1Sc.Shaft (*s*) 190lb 1018NHP 5SB,*15cf*,GS325,HS13335FD Richardsons,Westgarth &Co.Ld.Hpl.	40 ″ 9 s9 ″ 9½ 31 ″ 2	
76155 17741 JFMD	**Husimi Maru** Ⓟ TwinSc (exFushimi Maru–38) *ss*Yka.2ndNo.3–3,39 2*Dks*(*Stl–U* ws)&3*rdDk* (*Stl*) *inNos.*1,3&4*holds*	10936 8971 6846	✠100A1 7,40 ~~8,39~~ ✠LMC8,39 BS7,40	Yka	*g*†	CL ~~11,38~~ s8,39 Pf,41	1914 12mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki *sA&CP*	NipponYusenK.K. *Cell DBa157′uE*	504·9 P99′B191′F56′ FK	63·3	37·4	Tokyo Japanese *8BHCem* &*B92′f193′*	T.6Cy.28″,47″&79″–51″ (*s*) 200lb FD 1337NHP 7SB,*21cf*,GS443,HS19742 MitsuBishiD.&E.Wks.Nag 2056t*FPT*148t*APT*57t	37 ″ 6 s8 ″ 11½ 29 ″ 0	
76156 43717 JTTL	— (exFushimiMaru–38) D.F. GyC. 2*Dks* *CruiserStern*	4936 4201 2939					1937	OsakaIron Works,Ld. Innoshima	NaigaiKisenK.K.	369·8 P36′B86′F39′	54·1	29·2	Kobe Japanese *WB*	1 DR geared steam turbine 433NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
76157 29815 JPMA	— Ⓟ (exFushimiMaru–38, exHobart) *ss*Mel.No.3–5,15 *ss*Mel.No.1–19 1*Dk*(*Irn*)&*deepframing*	2542 2287 1539	✠ 9,24 ✠	Mel	*t*		1902 10mo	W.Gray& Co.Ld. WHartlepool	MasudaKyugoro	306·4 P25′*pt Shltrdk a*18′ B80′*pt Shltrdk f*18′ F31′ FK	45·1	20·1	Kobe Japanese *5BHCem* *CellDBa98′*	T.3Cy.22″,35″&59″–39″ 231NHP 2SB,6*rf*,GS91,HS3510 Cen.Mar.EngWrks.WHpl. *uE22′f128′671tAPT129t*	22 ″ 5	C †
76158 10263 JOJE	— IronBg (exFushimiMaru–38, exSunChangMaru,exFushimi Maru,exVeteran, exThales) *OilEng.* 2*Dks*&*Spar dk*	1229 1165 982			...		1864	A.Denny Dumbarton	Amagasaki KisenbuGomei Kaisha	233·7 F54′ BK8″	30·3	22·5	Shimono-seki Japanese	Oil Engines NE35 NipponHatsudokiK.K.	24 ″ 3	
76159 20718 JYJA	**Huso Maru** Ⓟ TwinSc (exFusoMaru–38, exLatvia, exRuss,exRossija,exRussia) *ss*Kob.2ndNo.3–3,33 *ss*Kob.No.1–36 3*Dks*(*Stl–MwsUteak* s)	8196 — 4989	✠ ... 7,38 ✠	Kob	*e*†		1908 5mo	Barclay, Curle&Co.Ld Glasgow	OsakaSyosenK.K. *CellDBa115′ uB&* *Tank betwe*	475·0 P47′B199′F83′ FK *f*248′1174t *en tunnels*135t*FPT*	57·7	32·6	Osaka Japanese *8BHCem* 61t*APT*36t	T.6Cy.26″,45″&76″–54″ 1130NHP 3D&1SB,*21cf*,GS409 HS16040 Barclay,Curle&Co.Ld.Gls.	35 ″ 6	
76160 12181 JKMC	— (exFusoMaru–38) 1*Dk*	997 923 570					1909	OsakaIron Works Osaka	MiyakoKisenK.K.	217·7	29·1	19·0	Shimoda Japanese	T.3Cy.13″,21½″&36″–27″ 67NHP OsakaIronWorks,Osaka		
76161 160663 GKTQ	**Husvik** (exDanekonge) TwinSc *OilEng.* *ss*Gal.No.3–8,32 *ss*Gal.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*)2*trB*	1744 1516 1301	✠100A1 Examined 3,41 Kgn DBS2,41 LMC2,37 LMC(M)10,38	~~NOs~~	*t*	OG ~~11,39~~ ~~s7,40~~ ~~Pf1,39~~ 5,41	1920 1mo	Akt.Rödby HavnsJern-skibsv. RödbyHavn	HusvikMotorship Co.Ld.(J.S.Web-ster&Sons,*Mgrs.*) *CellD BuE32′a38′*	250·6 P44′B66′F42′ BK9″ *f76′188t FPT63t*	40·6	22·1	Georget'n CaymanIs. British *3BHptCem* *APT50t*	Oil Engines 2S.C.SA 8Cy.13⅜″–21½″ 243NHP DB*100lb* NE*made*19*refitted*7,29 SulzerBros.Winterthur	23 ″ 8 s2 ″ 9 21 ″ 8½	
76162 DHMC	**Hüxter** 1*Dk*	991 858 537					1924	Union Giesserei Königsberg	H.M.Gehrckens	230·6 P187′F23′	35·6	13·5	Hamburg German *WB*	T.3Cy.18½″,29½″&47⅛″–29½″ 120NHP UnionGiesserei,Königsbrg		G

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
			Particulars of Classification.				Built.			Regist'd Dimensions. Deck Erections, &c.						
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	When	By Whom Where	Owners.	Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76163	**Huybrecht** *OilEng.* *Mchy.Aft* *CruiserStern*	400 — 240	100A1 (*ClassContem*	*plated*)			1940	Bodewes Schpswerven Martenshoek	C.Holscher's Kustvaartbedrijf N.V.	141·3 P37′Q50′F20′	26·0	10·8	Rottrdam Dutch	Oil Engines		
76164 40717 JGNJ	**Huyo Maru** (*ex*FuyoMaru–38) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	377 — 272					1935	Urabe Zosen Tekkosho Osaka	TowaKisenK.K.	129·9 Q12′F23′	26·0	13·0	Kobe Japanese	Oil Engines 2S.C.SA 4Cy.16 5/16″–18½″ 193NHP NipponHatsudokiK.K. Kobe		
76165 44588 JCLM	**Huzan Maru** Ⓟ (*ex*FuHo–38, *ex*Komata–35) 1*Dk*	1972 — 1184					1907	Swan,Hunter&Wigham Richardson Ld.Newcastle	MiyachiKisenK.K	286·0 P24′B68′F30′	42·1	18·5	Kobe Japanese *WB*	T.3Cy.22″,35″&58″–39″ 210NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		
76166 954 JUXB	— Ⓟ (*ex*FusanMaru–38) 2*Dks*	1633 1374 951					1920	Osaka Tekkosho Habu	ChosenYusenK.K.	260·0 P21′B80′F31′	35·0	21·0	Jinsen Japanese	T.3Cy.18″,30″&50″–36″ 150NHP OsakaTekkosho		
76167 42703 JKCL	**Huzi Maru** Ⓟ TwinSc (*ex*FujiMaru–38) *Ref.Mchy.* D.F. 3*Dks* *CruiserStern*	9138 — 5081					1937	Mitsubishi Jukogyo K.K Nagasaki	NipponYusenK.K.	452·8 F105′	60·4	36·1	Tokyo Japanese *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts 1333NHP MitsubishiJukogyoK.K. Nag.		
76168 37065 JUFH	— (*ex*FujiMaru–38) *OilEng.* *Mchy.Aft* 1*Dk* *Ref.Mchy.* *Cruiser Stern*	703 603 368					1932	Mitsubishi ZosenKaisha Ld. Kobe	OsakaSyosenK.K.	170·0 P44′F20′	30·0	17·5	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16¾″–24 7/16″ 163NHP MitsuiZosenKaisha,Ld. Kobe		
76169 45067 JMHM	**Huzikawa Maru** *OilEng.* 2*Dks*	6938 — 4961					1938	Mitsubishi Jukogyo K.K Nagasaki	ToyoKaiunK.K.	437·4 P30′B157′F41′	58·5	32·8	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy.28⅜″–49 3/16″ 839NHP MitsubishiJukogyoK.K. Nag.		C
76170 36743 JJZC	**Huzisan Maru** (*ex*FujisanMaru–38) *OilEng.* *ss*Kob.No.1–35 1*Dk*(*Stl*)2*nd dk*(*Stl*)*clear of cargo tanks* *Mchy.Aft* *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	9525 8605 5440	✠ ... 10,39 ✠	Yka	*f*†		1931 8mo	Harima S.B.&Eng. Co.Ld. Harima	IinoShojiK.K.	493·4 P147′B38′F40′ FK *CellDBuE89′358tD Tf65′709tFPT172t*	65·0	37·0	Tokyo Japanese 12*BHptCem* *APT23t*	Oil Engines 2S.C.DA 7Cy.27 9/16″–47¼″ 1857NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	37 ″ 0	C †
76171 YTKK	**Hvar** Ⓟ (*ex*Zara) *ss*Spt.2ndNo.3–11,28 *ss*Spt.No.2–37 *Well deck* 1*Dk*(*ptStl*)	345 281 193	✠100A1 3,40 ✠NB4,08 ✠LMO MS4,37 BS3,40 No later survey reported	Spt	*f*	CL 3,40	1903 2mo *Lloyd's A&CP*	Rttrdmsch D.D.Maats. Rotterdam	JadranskaPlovidba D.D.	140·9 Q52′B18′F19′ FK *Tanks at sides of tunnel 16t*	23·3	11·3	Split Yugoslav 4*BHCem*	T3Cy.12½″,20″&33¾″–21″(s) 165lb 70NHP 1SB,2*cf*,GS38,HS1251 Rot.DroogDokMaats.Rot.	12 ″ 0 s1 ″ 0½ 11 ″ 0	
76172 LCOP	**Hvoslef** *ss*Bal.No.3–10,39 D.F. 2*Dks*(*Stl-U ws*) 3*trB in holds*	1630 1381 892	✠100A1 ~~7,40~~ ~~10,39~~ 2,41 ✠LMC ~~BS4,39~~ 7,40 MS11,39 *Fitted for oil fuel* 4,27 *F.P. above* 150° F.	Bal ~~Jek~~ Gal	*q*	CL 10,39	1927 4mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	A/S "Hav" (H.Staubo&Co. *Mgrs.*)	255·1 F26′ FK *CellDB210′281tFPT 12tAPT18t*	35·5	21·4	Oslo Norwegian 4*BHptCem*	T.3Cy.20″,33″&56″– 39″ (s) 200lb 314NHP 2SB,6*cf*,HS4810 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 6 s3″10¾ 20 ″ 0	
76173	**Hwah Jang** (*ex*Skaraas–35, *ex*Ulidia) *ss*Shl.No.3–6,20 1*Dk*2*trB*&*deep framing*	3492 — 2149	✠ ... 3,22 ✠				1903 10mo	J.Readhead&Sons SouthShields	HwahSungS.S.Co. Ld.	323·0 P31′B92′F32′	47·0	23·7	Shanghai Chinese *WB*	T.3Cy.24″,40″&64″–42″ 281NHP J.Readhead&Sons,S.Shl.	25 ″ 0	
76174	**Hwah Peng** (*ex*Passat,*ex*Raritan, *ex*CarlDiederichsen) 1*Dk*&*Spar dk*2*trB*	1375 — 835					1901	Howaldtswerke Kiel	MingSingS.S.Co. Ld.	218·8 Q61′H16′F31′ 20·4	33·1	11·8	Shanghai Chinese	T.3Cy.16 15/16″,27 9/16″&43 5/16″– 24 13/16″ 94NHP Howaldtswerke,Kiel		
76175	**Hwah Shun** (*ex*Arica–33,*ex*Jessie, *ex*Katina,*ex*Manor, *ss*Osl.2ndNo.3–9,27 *ex*Dowgate) 1*Dk*(*ptStl*&*ptIrn*) 2*trB*&*deep framing*	3033 — 1888	✠ —— 2,33 ✠	Shi	*u*		1895 1mo	C.S.Swan &Hunter Newcastle	HwahSungS.S.Co. Ld.	326·7 P24′B60′F34′ FK *CellDBa100′uE&B 38′f140′624t*	41·0	24·5	Shanghai Chinese 5*BHCem*	T.3Cy.23¾″,38″&61″–39″ NDB13 252NHP 2SB,6*pf*,GS97,HS4080 N.E.MarineEng.CoLdNwc	27 ″ 1	
76176	**Hwah Sung** (*ex*Komura) *Turret deck* 1*Dk*	2122 — 1284					1905	W.Doxford &Sons,Ld. Sunderland	HwahSungS.S.Co. Ld.	295·5 P25′F35′	40·2	19·4	Shanghai Chinese *WB*	T.3Cy.22″,37″&61″–42″ 241NHP W.Doxford&Sons,Ld.Sld.		
76177	**Hwei Chong** Ⓟ (*ex*Halvard–34) *ss*H.Kg.No.3–7,15 *ss*Lth.No.1–19 1*Dk*&*Spar dk*& *deep framing*	1907 — 1204	✠ ... 4,23 ✠				1902 7mo	J.Priestman&Co. Sunderland	HweiTungS.S.Co.	265·0 B66′F24′ 19·8 FK	37·0	12·3	Chefoo Chinese *WB*	T.3Cy.20½″,33″&56″–36″ NDB17 191NHP G.Clark,Ld.Sunderland	22 ″ 1	
76178 XNFO	**Hwei Kong** (*ex*HeijunMaru–31, *ex*BinhThuan) 1*Dk*&*Spar dk*	1599 — 935					1902	N.Odero& Co. Genoa	HweiTungS.S.Co.	246·5 P25′B43′F26′	34·7	20·1	Chefoo Chinese *WB*	T.3Cy.18 1/16″,29⅝″&47¼″– 35 7/16″ 133NHP N.Odero&Co.Genoa		
76179	**Hwei Ping** Ⓟ (*ex*FukujuMaru–33, *ex*Donai) 1*Dk*2*trB*	760 — 396					1895	R.Napier &Sons,Ld. Glasgow	HweiTungS.S.Co.	212·0 P22′B74′F39′	28·0	13·7	Chefoo Chinese *WB*	T.3Cy.18″,29½″&47″–30″ NB04 121NHP R.Napier&Sons,Glasgow		
76180 33590 JNDH	**Hyakuhuku Maru** Ⓟ 1*Dk*	986 844 686					1928	Harada ZosenK.K. Osaka	Amagasaki KisenbuGomei Kaisha	200·0	30·0	18·8	Osaka Japanese	T.3Cy.		
76181 220435 KDCA	**Hybert** Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* D.F. *Longitudinal framing* *Fitted for oil fuel*	6120 5630 3776	✠ ... 4,21				1920 9mo	G.A.Fuller Co. Wilmington, N.C.	LykesBros. SteamshipCo.,Inc.	395·5 P45′B110′F38′ *on* *Shelter dk* FK	55·0	34·9	N.Orleans Utd.States *WB*	T.3Cy.24 3/16″,41½″&72″–48″ 596NHP BadenhausenCo.Buffalo	34″11	R †
76182 LEDS	**Hydra II** 1*Dk*	1375 1136 823					1919	TheNew Eng.&S.B. Wks.Ld. Shanghai	BruusgaardKiösterudsSkibsA/S (Bruusgaard,Kiösterud&Co. *Mgrs.*)	242·7 P22′B61′F24′	37·2	15·9	Drammen Norwegian *WB*	T.3Cy.17½″,28″&48″–33″ 132NHP TheNewEng.&S.B. Wks.Ld.Shanghai		N

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
76183 8 SVFG	**Hydraios** (*ex*Parnon,*ex*Isfond, *ex*Lothian) ~~ssPir.2ndNo.8-10,37~~ ~~ssPir.No.2-36~~ 2*Dks*(1*StlUptIrn ptStl*)*&deep framing* ssPir.3rdNo.8-12,40	4476 4436 3068	✠100A1 ~~8,38~~12,40 12,40 ✠LMC~~12,38~~ ~~MBS9,39~~ ~~DBS8,40~~	Pir	*y*	CL ~~7,37~~ 10,40	1902 5mo *Lloyd*	C.Connell &Co. Glasgow '*sA&CP*	Ath.Coulouras *CellDBa125'u E&B45'f164'1066t*	385·5 P39'B117'F51' FK *DTa31'853tFPT84t*	50·2	28·5	Hydra Greek 6*BHCem* *APT39t*	T.3Cy.27$\frac{1}{16}$",43$\frac{3}{4}$"&72"–48" 185lb (*s*) 422NHP NDB06*refitted38–114lb* 2SB,8*cf*,GS136,HS5497 FD Dunsmuir&Jackson,Gls.	31 " 0 s 5 " 10½ 25 " 4½	
76184 233 SVCQ	**Hydroussa** (*ex*Capitaine Commelin-34) 1*Dk*(*Stl*)	2038 — 1184	✠ 3,22 ✠	Bdx	*r*		1922 2mo	Soc.Anon. deTrav.Dyle &Bacalan Bordeaux	AndrosSteamship Co.Ld. *CellDB222'520t tanksfor'd97'*	268·5 P20'B55'F23' *Topside* FK *138taft82'94tFPT*	39·5	23·0	Andros Greek 4*BHCem* *55tAPT114t*	T3Cy18$\frac{1}{8}$"29$\frac{1}{16}$"&49$\frac{3}{16}$"–37$\frac{1}{16}$" 193NHP 2SB,4*cf*,GS90,HS3283 Atel.&Ch.delaLoire,Nts.	23 " 0	V †
76185 161601 GZJF	**Hylton** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5197 4733 3040	✠100A1 *withfreeboard* ~~5,40~~ ~~3,39~~ 1,41 ✠LMC1,37 DBS5,40 *Carrying Vegetable oil in deep tank*	Mch Ycr	*a*† 2	CL 10,38	1937 1mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland '*sA&CP*	HebburnS.S. Co.Ld.(W.A. Souter&Co.Ld. *Mgrs.*) *Cell MT25'1010t*	427·0 445·2(O.L.) F34' FK *DB354'1140t* *FPT230tAPT240t*	56·1	25·9	Newcastle British 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.24$\frac{7}{16}$"–51$\frac{3}{16}$" 343NHP 2DB*150lb* N.E.MarineEngCoLd.Nwc	28 " 4 s 3 " 4½ 25 " 3	
76186 41348 JHAJ	**Hyogo Maru** *OilEng.* *Mchy.Aft*	1472 — 1130					1935	Kasado DockCo.Ld. Kasadoshima	KobeSanbashiK.K.	251·7	37·9	18·7	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.20½"–29½" 438NHP KobeHatsudokiK.K.Kobe		
76187 551 SEXJ	**Hyperion** Ⓟ (*ex*Transit 5) Iron 1*Dk&Shelter dk*	523 337 286					1884	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	166·9 H42*t*	25·0	12·3 19·4	Stockholm Swedish	C.2Cy.16$\frac{15}{16}$"&37$\frac{3}{4}$"–26½" NE&B03 72NHP MotalaCo.Motala		
76188 148613 MNKS	**Hythe** TwinSc *CruiserStern* 1*Dk*	688 625 267					1925	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·6 B90'F37	33·6	14·1	London British *WB*	T.6Cy.15",25"&41"–24" 165NHP D&WHendersn&CoLd.Gls		

59/41

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

	1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
	76189 HPNT	**I. C. White** Fitted for oil fuel *Mchy.Aft* *2Dks&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	7052 — 4381	✠ ... 9,24 ✠				1920 8mo	SunS.B. Co. Chester,Pa.	Panama Transport Co.	429·3 P133'B36'F40' FK	59·2	33·2	Panama Pnamanian *WB*	T.3Cy.27",45½"&76"–51" 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
	76190 ~~7584~~ ~~SEXR~~	**I. W. Winck** *ss*Got.No.2-38 *Cargo battens not fitted* *CruiserStern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	*1514* *1333* *844*	✠ ~~[illegible]~~ 8,40 9 ✠NB5,39	Got ~~✠LMC8,38~~	*q*	OG 4,39	1929 12mo *Lloyd*	Fredrkstad Mek.Værks. Fredrikstad *'sA&CP*	Panamena Europea NavegacionLtda *CellD*	259·6 P19'B161'F27' FK B214'497t *FPT*41t	40·2	16·6	Pnamanian 4*BHCem* *APT*69t	T.3Cy.18½",29½"&49"–33" 185lb(Spt) (*s*) 179NHP 2SB,*4cf*,GS58,HS2500 FD FredrikstadM.V.Frdstad.	19 ″ 1 ~~s 1 ″ 6~~ ~~17 ″ 0~~	
7/41	76191 258 SVNF	**Ia** (*ex*Adra-33) 1*Dk*	4860 *4466* *2996*					1917	ShortBros. Ld. Sunderland	ManuelHadjilias	385·0 P32'B130'F36'	53·0	27·3	Syra Greek *WB*	T.3Cy.26½",44"&73"–48" 369NHP N.E.MarineEng.Co.Ld.Sld		C
	76192 472 SYGZ	**Iacovos** (*ex*Cavalla,*ex*Bylgia) 1*Dk*	2107 1868 1287					1901	Akt.Ges. "Neptun" Rostock	G.Angelidis	291·2 P19'B160'F34'	41·2	18·7	Piræus Greek *WB*	T3Cy20⅞",35$\frac{7}{16}$"&55⅜"–35$\frac{7}{16}$" 180NHP A.G."Neptun,"Rostock		
	76193 DIDB	**Iberia** Ⓟ (*ex*Magdalena-34) **TwinSc** Sub.Sig E.S.D. *OilEng.* D.F. GyC. *CruiserStern* 3*Dks*	9829 5804 5483					1928	F.Schichau Danzig	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	485·9 F45' len34	60·8	34·6	Hamburg German *WB*	Oil Engines 2S.C.SA 16Cy.26⅘"–47$\frac{3}{16}$" 2000NHP F.Schichau,Elbing		G
	76194 4199 SEXU	— *ss*Cpn.2ndNo.3-3,29 *Well deck* *ss*Got.No.2-38 1*Dk*(*Stl*)&*deep framing*	*1399* *971* *709*	✠100A1 9,40 ~~2,40~~ BS4,40 MS9,37	Got ✠LMC ~~BS3,39~~	*p*	OG 10,39	1903 9mo *Lloyd*	Lindhol- mensV.A. Gothenburg *'sA&CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDBa*58' *uE&B*	237·3 P&B148'H78*t*F69' FK 38' *f*106' 345*t* *FPT*	35·3	15·3	Gothenbrg Swedish 4*BHCem* 37*tAPT*48*t*	T3Cy19$\frac{11}{16}$",31½"&53"–36"(*s*) 175lb 186NHP 2SB(Spt),*4cf*,GS80,HS2950 MotalaV.NyaAkt.Motala	17 ″ 9 s ″ 10½ 17 ″ 0	
	76195 217725 WBCP	**Iberville** (*ex*Munmystic-37, *ex*Mystic) *ss*Phl.No.3-11,32 *ss*Mob.No.1-37 2*Dks*(*Stl*) *Fitted for oil fuel*4, 19 *F.P. above* 150° F.	5685 5062 3413	✠100A1 5,40 ~~2,40~~ BS~~5,40~~ ✠NE*made*15*refitted*38	Shi NYk ✠LMC11,38	*z*	CL ~~5,39~~ 5,40	1919 4mo	Chester S.B.Co.Ld. Chester,Pa. A&CP	WatermanS.S. Corp. *CellDB*	400·7 P36'B123'F43' FK 338' 1387*tFPT*147*t*	54·2	30·1	Mobile Utd.States 6*BHptCem* *APT*180*t*	T.3Cy.27$\frac{9}{16}$",46¼"&78½"–51" 200lb (*s*) 537NHP 3WaterTubeBoilers GS272,HS8703 MarylandSteelCo. Sparrow'sPoint	32 ″ 9	
	76196 LEEA	**Ibis** Wireless D.F. 1*Dk*	1367 1184 800					1918	N.V.Werf DeNoord Alblasserdm.	D/S A/S Ibis (J. Larsen)	239·0 P43*t*H68*t*F34*t*	36·2	17·0	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP NVAlblasserdamMschFab		N
	76197 DOIV	— (*ex*AlbertSauber,*ex*Lotte) 1*Dk*	593 468 336					1920	Howaldts- werke Kiel	ArgoReederei RichardAdler&Co.	176·0 P16'Q48'B36'F22'	29·2	11·9	Bremen German *WB*	T.3Cy.14⅔",23⅕"&38⅗"–19$\frac{7}{16}$" NB35 65NHP Howaldtswerke,Kiel		G
10/40	76198 CSAU	**Ibo** Sp 1*Dk&Awng dk*(*Stl*-teaks) *Mchy.Aft* Wireless	853 782 422	✠ 11,07 ✠	Mdb	*k*		1907 11mo	SirRaylton Dixon&CoLd Middlesbro'	Cia.Nacional de Navegação *CellDBuE&B*	200·0 16·2 FK 37' *f*128' 206*t* *FPT*	30·1	9·2	Lisbon Portuguese 4*BHCem* 108*tAPT*6*t*	T.3Cy.13",21"&35"–24" 84NHP 1SB,*3cf*,GS44,HS1530 N.E.MarineEng.CoLdNwc	18 ″ 7	
	76199 45084 JMZM	**Iburi Maru** D.F. 2*Dks* *CruiserStern*	3291 2830 1891					1938	TamaS.B. Co.Ld. Tama	HokkaidoTanko KisenK.K.	332·8 P32'B82'F31'	47·0	25·0	Tokyo Japanese *WB*	T.3Cy.19$\frac{11}{16}$",30$\frac{5}{16}$"&55⅛"– 39⅜"& exhaust turbine driving steam compressor 191NHP TamaS.B.Co.Ld.Tama		C
	76200 159 SVPJ	**Icarion** (*ex*Pontos-36, *ex*GeddingtonCourt) *ss*Pir.2ndNo.3-4,36 1*Dk*(*Stl*)	*4013* *3819* *2490*	✠100A1 Examined9,40 Fal MS4,36	~~Pir~~ ✠LMC BS2,39	*x*	CL ~~N5,37~~ 8,40	1912 1mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle *'sA&CP*	AegeonS.S.Co.Ld. *CellDBa&uE*150'*f*	375·1 P45'B225'F34' FK 160'1056*t* *FPT*126*t*	51·3	24·2	Argostoli Greek 6*BHCem* *APT*103*t*	T.3Cy.24",42"&70"–48" (*s*) 180lb 385NHP 3SB,*9cf*,GS183,HS6169 Blair&Co.Ld.Stockton	26 ″ 9 s 3 ″ 6 23 ″ 5¼	
3/41	76201 144633 MKBX	**Iceland** (*ex*Delia) *ss*Lth.2ndNo.3-4,33 *ss*Lth.No.1-37 *Well deck* 1*Dk*(*Stl*)	1236 1091 723	100A1 *withfreeboard* ~~8,39~~10,40 BS~~9,39~~ 10,40	Lth Abn LMC6,37		CL 5,38	1914 *Lloyd*	Schiffsw.v. HenryKoch Lübeck *'sA&CP*	CurrieLine,Ld. *CellDBa*56'*uE*20'	241·4 252·5(O.L.) P&B186'F34' FK *f*108'312*tFPT*56*t*	36·2	15·6	London British 4*BHCem* *APT*17*t*	T.3Cy18½",29⅞"&46$\frac{15}{16}$"–32½" 199lb (*s*) 76RHP 2SB,*4cf*,GS72,HS2715 OttensenerMasch.f.b.Ham	18 ″ 0 s 1 ″ 4¾ 16 ″ 9¾	
	76202 164670 GYWV	**Icemaid** *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	1964 1463 1139	✠100A1 7,39	Sld ✠LMC7,36	*r*	CL ~~8,37~~ 8,40	1936 7mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland *'sA&CP*	GasLight&CokeCo. (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *CellDB*223'647*t*	270·0 Q163'F27' FK *MT*201*t* *FPT*178*t*	40·0	17·2	London British 4*BHCem* *APT*24*t*	T.3Cy.17½",29"&48"–36" (*s*) 200lb 200NHP 2SB,*6cf*,GS63,HS2904 FD N.E.MarineEng.CoLd.Sld.	19 ″ 3 s6 ″ 1½ 17 ″ 9¼	
	76203 1559 IBZP	**Ichnusa** Ⓟ *Fitted for oil fuel* Wireless 2*Dks*	1242 844 687					1928	Cant.Nav. Odero Genoa	"Tirrenia"Soc. Anon.diNav.	226·7	34·5	16·0	Genoa Italian *WB*	T.3Cy.17⅜",29⅛"&47¼"–27$\frac{9}{16}$" 117NHP CantieriNavaliOdero,Gen.		I
	76204 EALK	**Iciar** (*ex*CapitaineLeMasne) D.F. 1*Dk*	4584 3539 2653					1922	Ch.&Atel. de laGironde Bordeaux	Cia.Naviera Guipuzcoana	362·9 B213'F28'	48·9	26·7	Bilbao Spanish *WB*	T.3Cy.24",39"&65"–44" 280NHP Schneider&Co.Havre		V
	76205	**Icotea** **TwinSc** *ss*Aru.No.3-8,39 *Mchy.Aft* 1*Dk*(*Stl*) *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,27 *F.P. above* 150° F.	*2402* *1743* *1242*	✠100A1 ~~7,40~~ ~~2,40~~ 4,41 BS10,40 MS2,39	Aru ✠LMC ~~BS8,39~~	*t*	CL P4,41 S6,40	1927 6mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP*	CiadePetroleo Lago *Wing tanks* *f*286*t wing ta*	305·7 P67'F34'*Trunk*204' FK *nks a* 356*t* *FPT*60*t*	50·2	14·3	Maracaibo Venezuelan 7*BHptCem* *APT*75*t*	T.6Cy.13½",23½"&36"–27" 180lb (*s*) 196NHP 2SB,*6cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 ″ 0 s 1″10¼ 13 ″ 3¾	
	76206 108 IBAQ	**Ida** *ss*Mfl.No.3-9,33 *ss*Ven.No.1-38 D.F. 2*Dks*(*Stl*)&*Webframes* *Fitted for oil fuel*2 23 *F.P. above* 150° F.	6131 5022 3731	✠100A1 3,40 BS11,39	Tri ✠LMC8,37	*z*	CL 3,40	1923 2mo	Cant.Nav. Triestino Monfalcone A&CP	"Italia"Soc.Anon. diNav. *CellDB*342'1141*t M*	417·7 401·0 P36'B124'F44' FK *T*27' 816*t* *FPT*107*t*	54·2	30·2	Trieste Italian 6*BHCem* *APT*135*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Cole,Marchart,Morley, Ld.Bradford	32″10 s 7″11½ 25 ″ 2	
	76207 LKAD	**Ida Bakke** D.F. *OilEng.* *Ref.Mchy. CruiserStern* 1*Dk&Shelter dk*	5455 4729 3266					1938	A/B Göta- verken Gothenburg	D/S A/S Idaho (Chr.Haaland, *Mgr.*)	435·9 F36'	58·8	26·0	Haugesnd Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"–55⅛" 1236NHP A/B Götaverken,Got.		N
	76208 DHME	**Ida Blumenthal** Wireless Sub.Sig 1*Dk*	1549 1208 890					1921	Lübecker Maschb.Ges. Lübeck	JohannM.K. Blumenthal	262·6 P16'Q75'B114'F29'	37·9	14·3	Hamburg German *WB*	T.3Cy.21⅗",34¼"&55"–35⅖" 178NHP LübeckerMaschb.Ges.		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques.	3 Matériaux, Gréement, etc. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Date de Cert. Ref. Trade.
76209 OYJO	**Ida Clausen** (exAlice-34, exHelikon) Mchy.Aft	1Dk	398 327 217					1921	Sch-u.Dock-bauFlender A.G. Lübeck	C.Clausen	160·4|22·6|11·8 B34'F21' len39	Odense Danish WB	C.2Cy.14¾"&22¾"–15¾" G.SeebeckA.G. 17NHP Wesermünde-G.		V
76210 DMAM	**Ida Joerk** (exHeinzFerdinand, exGrossherzogFriedr.FranzIV.)	1Dk	954 724 538					1901	Schömer&Jensen Tönning	Partenreederei d.Dampfers "IdaJoerk" (A.Cords,Mgr.)	201·0|32·2|14·4 Q71'B59'F18'	Rostock German WB	T.3Cy.16¼",27"&44"–31½" NB23 109NHP Schömer&Jensen,Tönning		G
76211 LCOR	**Ida Knudsen** Mchy.Aft D.F.	TwinSc OilEng. ssMmo.No.3–6,38 2Dks(Stl)&Web frames Longitudinal framing	8913 8224 5275	✠100A1 ~~2,40~~ ~~1,38~~ 1,41 DBS~~4,39~~ 1,41 Carrying Petroleum in bulk	Rot ~~Stv~~ PN1 ✠LMC6,38	d†	CL 6,38	1925 10mo Lloyd's A&CP	A/S NakskovSkibs. Nakskov	D/S A/S Jeanette Skinner(Knut Knutsen,O.A.S. Mgr.) CellDBuE 67'233tDTf38'360t	465·7|62·1|37·8 P106'B30'F47' FK FPT182tAPT120t	Haugesund Norwegian 17BHptCem (11 to U dk 6 " 2nd ")	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"–43$\frac{5}{16}$" 714NHP 2DB185lb Akt.Burmeistr&Wain.Cpn	37 ″ 3 s 8 ″ 5½ 29 ″ 1½	
76212 1007 IBBQ	**Ida Z.O.** Mchy.Aft D.F.	Fitted for oil fuel 1Dk	4935 4389 2939					1920	N.Odero&Co. Genoa	Navig.Odero Soc. Anon.	403·4|51·5|27·9 387·1 P246'F34'	Genoa Italian WB	T.3Cy.26",42½"&69½"–48" 335NHP N.Odero&Co.Genoa		I
76213 214627 KJNC	**Idaho** Mchy.Aft	Wood Fitted for oil fuel 1Dk	994 — 563					1916	Aberdeen S.B.Co. Aberdeen Wash.	WilsonBros.&Co.	205·5|41·4|14·8	S.Frncisco Utd.States	T.3Cy.13",21"&36"–24" 64NHP MainStreetIronWrks.S.Fo		
76214 DHMF	**Idarwald** Sub.Sig. D.F.	Fitted for oil fuel CruiserStern 2Dks&Shadedk	5033 4478 2990					1923	Deutsche Werft,A.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6|54·2|27·4 P&B257'F50'	Hamburg German WB	T3Cy.28½",45$\frac{3}{16}$"&74½"–55$\frac{1}{16}$" 414NHP Gutehoffnungshütte,Sterkrade	—	G
76215 149886 GNFT	**Iddesleigh**	ssBry.No.3–2,39 ~~ssCff.No.2–35~~ 1Dk(Stl)&Shelter dk(Stl) Tonnage opening closed '41(W.E.)	5205 4810 3100	✠100A1 withfreeboard 1,41 ~~2,39~~ MS~~3,35~~ 2,39	Bry Hul ✠LMC BS~~6,39~~ 10,40	a†	CL 2,39	1927 9mo Lloyd's A&CP	R.Thompson&Sons,Ld. Sunderland	TatemStm.Nav.Co Ld.(W.J.Tatem, Ld.Mgrs.) CellDBa&uE138'	420·7|55·3|25·7 F34' FK f201'1422t FPT210tAPT147t	London British 7BHptCem (Coll to S dk 6 " 2nd ")	T.3Cy.27",45"&75"–51" (s) 180lb 570NHP 3SB,9cf,GS187,HS8491 FD Richardsons,Westgarth&Co.Ld.Sld.	36 ″ 4 s10 ″ 8½ ~~25 ″ 10½~~	
76216 LCOS	**Idefjord** D.F.	Fitted for oil fuel 2Dks	4287 3784 2572					1921	Canadian Vickers. Ld Montreal	A/S DenNorske Amerikalinje	365·6|49·8|26·6 P134tH259tF44t	Oslo Norwegian WB	T.3Cy.27",43"&70"–48" 339NHP CanadianVickers,Ld.		N
76217 3 SUDZ	**Idku** (exPilion,exLeros, exRossignol II)	1Dk	319 — 135					1919	Forg.&Ch. de laMédit. LaSeyne	Soc.Misr.deNavigationMaritime	137·8|23·3|11·7	Suez Egyptian	C.2Cy.18"&36"–23½" 63NHP Forg.&Ch.delaMédit.Msl.		
76218 149597 GKYZ	**Idomeneus** Ⓟ D.F.	TwinSc OilEng. Ref.Mchy. 2Dks	7792 6591 4776					1926	Workman, Clark&Co.Ld Belfast	ChinaMutualS.N. Co.Ld.(A.Holt& Co.Mgrs.)	459·6|58·4|32·6 P50'B162'F63'	Liverpool British WB	Oil Engines 4S.C.SA 16Cy.29$\frac{3}{16}$"–59" 1307NHP Akt.Burmeistr&Wain,Cpn		BT till ~~8,40~~ ~~3,41~~ 7,41
76219 LCFY	**Idræt** Wireless	Fitted for oil fuel 1Dk	1068 825 620					1917	Stavanger Stöperi&Dok Stavanger	D/S A/S"Idræt" (SverreMonsen)	225·1|33·1|13·2 P20tQ118tH46t B46tF33t	Stavanger Norwegian WB	T.3Cy.17½",28"&48"–33" 132NHP StavangerStöperi&Dok	15 ″ 8	N
76220 160644 MPGZ	**Iere** Mchy.Aft	ssMob.No.2–36 1Dk(Stl)&2nd dk(Stl) in way of cargo tanks CruiserStern	835 729 408	✠100A1 9,40 ~~12,39~~ BS1,41 Carrying Petroleum in bulk Fitted for oil fuel2,29 F.P. above 150° F.	Jck Cco ✠LMC11,36	k	CL 8,38	1929 3mo Lloyd's A&CP	Smith's DockCo.Ld. Middlesbro'	TrinidadLeaseholds,Ld. CellDBu	180·0|33·2|16·3 188·8(O.L.) F21' FK E&B36'31tFPT48t	London British 8BHptCem 1 " to2nddk APT5t	T.3Cy.13½",23"&37"–27" (s) 180lb 74RHP 1SB,2cf, HS1656 FD Smith'sDockCo.Ld.Mdb.	17 ″ 6 s 2 ″ 4½ 15 ″ 3½	
76221 UPON	**Igarka** E.S.D. Sub.Sig.	1Dk CruiserStern	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	321·5|48·0|20·3 P32'B96'F33'	Archangel Russian WB	T.3Cy.20",33"&57"–42" 210NHP N.E.MarineEngCoLd Nwc		
76222 128834 MFDL	**Ightham** (exNeville-33, exWharfedale, exAbbeville,exEdwin Hunter)	ssCff.2ndNo.3–3,39 Well deck 1Dk(Irn) Cargo battens not fitted	1337 968 719	✠100A1 4,40 MS3,39	Cff ✠LMC BS9,39	o	OG 3,39	1914 6mo Lloyd's A&CP	WoodSkinner&Co.Ld. Newcastle	HullGatesShippingCo.Ld. CellDBa63'	238·4|36·1|14·1 Q140'F27'BonQ52' FK uE18'f99'382tFPT	Cardiff British 4BHCem 51tAPT83t	T.3Cy.18$\frac{5}{16}$",30"&50"–33" 180lb (s) 176NHP 2SB,6pf,GS98,HS2984 G.Clark,Ld.Sunderland	16 ″ 8 s5 ″ 0 15 ″ 2	
76223 71 IOQC	**Iglesias** (exFormica,exLibellule)		360 313 148					1918	Ch.&Atel. deProvence Port-de-Bouc	Soc.diMonteponi	140·4|24·1|13·2 131·8	Savona Italian	C.2Cy.17$\frac{7}{10}$"&35⅝"–23⅝" NB20 51NHP Forg.&Ch.delaMédit.Msl.		I
76224 UOJH	**Ignatii Sergeev** Ⓟ (exBatoum) Wireless	TwinSc ssSpl.No.1–00 1Dk&Spar dk	1354 872 806	✠ ... 12,02	✠			1896 11mo	J.Laing Sunderland	U.S.S.R.	272·9|34·4|16·4 P&B151'F37' FK	Odessa Russian WB	T.6Cy.14½",23"&38"–27" 182NHP G.Clark(Lim.)Sunderland	18 ″ 6	
76225 457 SVCW	**Igor** (exAntzouletta-35, exOtterstad, exKristiania)	ssNpt.No.2–15 1Dk	2726 2495 1672	✠ ... 11,19	✠			1907 6mo	J.Blumer &Co. Sunderland	Ath.Anastassiou	314·0|46·5|20·6 P30'B148'F28' FK	Piræus Greek WB	T.3Cy.23",38"&62"–42" 270NHP N.E.MarineEng.Co.Ld.Sld	23 ″ 0	N †
76226 PUBG	**Iguassú** (exSantaRosa)	2Dks	3797 3383 2355					1912	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro	351·0|50·2|23·7 P24'B222'F42'	R.Janeiro Brazilian WB	T.3Cy.22",36⅝"&59½"–40½" 220NHP FlensburgerSchiffsb.Ges.		V
76227 LOGR	**Iguazú** Ⓟ Wireless	TwinSc OilEng. 1Dk	523 — 294					1927	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	131·8|34·0|7·7	Bns.Aires Argentine	Oil Engines 2S.C.SA 12Cy.13¾"–15" 371NHP L.Gardner&Sons,Ld.Mch.		
76228 UPEQ	**Ijora** (exWindermere-34)	ssMdb.No.3–7,33 1Dk(Stl)	*2815* *2525* *1688*	... 8,35	Mdb	u		1921 11mo	Murdoch & Murray,Ld. PortGlasgow	U.S.S.R. CellD	324·0|46·4|23·8 P28'B88'F34' FK B278' 646t FPT70t	Leningrad Russian 6BHCem APT57t	T.3Cy.21",33"&57"–39" 265NHP 2SB,6cf,GS121,HS4698 ClydeS.&E.Co.Ld.Pt.Gls.	25 ″ 6	
76229 TCBT	**Ikbal** (exDoris,exAlfold,exMount Summit, exKerkenna, exBorneo)	ssRot.2ndNo.3–3,26 ssIst.No.1–30 Spar dk2trB&deepframing	3722 3062 2189	✠ ... 4,33	✠			1900 8mo	W.Hamilton&Co. Port Glasgow	Barzilay& Benjamin	330·8|45·7|16·2 23·9 P31'B118'F39' FK	Istanbul Turkish WB	T.3Cy.24",40"&65"–42" 301NHP D.Rowan&Co.Glasgow	26 ″ 6	V †
76230 31404 JCAB	**Ikoma Maru** Ⓟ	2Dks	3156 2700 1887					1925	Yokohama DockCo. Yokohama	NipponYusenK.K	352·7|46·0|27·0 P41'B87'F39'	Tokyo Japanese WB	T.3Cy.23",38"&64"–48" 284NHP YokohamaDockCo.Yka.		C

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Nct.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidship. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76231 19230 JBVD	**Ikomasan Maru** ssKob.No.3–12,28 ssTamaNo.2–38 *2Dks(Stl)&Webframes* *Longitudinal framing*	3173 2757 1952	✠100A1 8,40 ~~5,39~~ ✠LMC ~~5,39~~ 8,40	Tama	*t*	CL ~~5,37~~ 8,40	1916 8mo *Lloyd'sA&CP*	OsakaIron Works,Ld. Innoshima	GosyuKisenK.K. CellDB255'518t DT	305·0 P19'B82'F32' FK a25' 534t FPT112t	43·7	27·2	Kobe Japanese 5BHCem APT20t	T.3Cy.22",37"&61"–42" (s) 180lb 288NHP 2SB,6cf,GS90,HS3824 FD OsakaIronWorksLdOsaka	27 ″ 3 s 4 ″ 3 23 ″ 2	
76232 42624 JGQL	**Ikusima Maru** D.F. *2Dks* *CruiserStern*	3944 — 2365					1936	OsakaIron Works,Ld. Sakurajima	HamaneShoten K.K.	365·5 P37'B79'F37'	50·0	26·6	Kobe Japanese *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 433NHP IshikawajimaShpydTokyo		C
76233 42685 JKEL	**Ikuta Maru** *Cruiser Stern* *1Dk*	2969 2537 1697					1936	Mitsubishi JukogyoK.K. Yokohama	NipponYusenK.K.	301·8 P24'B78'F29'	45·3	26·2	Tokyo Japanese *WB*	T.3Cy.$20\frac{11}{16}$",$34\frac{7}{16}$"&$57\frac{1}{16}$"–$43\frac{5}{16}$" 214NHP MitsubishiJukogyoK.K.		
76234 40013 JFCJ	— *OilEng.* *1Dk*	485 — 391					1934	Kasado Dck.K.K. Suyetakeminami	KobeSanbashiK.K.	140·8	28·5	13·0	Kobe Japanese	Oil Engines		
76235 LKEH	**Ila** Wireless D.F. *Mchy.Aft* *1Dk* *CruiserStern*	1583 1283 889					1939	Porsgrund Mek.Værks. Porsgrunn	LykkesRederiA/S (PerT.Lykke, *Mgr.*)	246·6 P66'B14'F29'	37·9	18·2	Oslo Norwegian *WB*	C.2Cy.13¾"&$27\frac{9}{16}$"–$27\frac{9}{16}$"& LPturbine withDRgearing &hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		N
76236 FPCL	**Ile d'Aix** (*ex*Lafcomo–40) *Fitted for oil fuel* D.F. *2Dks&Webframes*	5028 4573 3113	✠ ... 10,20 ✠				1919 9mo	American International S.B.Corp. HogIslandPa	Cie.Générale Transatlantique	390·0 P39'B122'F43' FK	54·2	27·6	French *WB*	DRgeared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
76237 144012 GMVM	**Ile de Batz** (*ex*WestHobomac–40) *Fitted for oil fuel* D.F. Sub.Sig. *2Dks*	5755 5117 4375					1918	Skinner& EddyCorp. Seattle,Wash	Ministry of Shipping(A.Weir& Co.*Mgrs.*)	409·6 P44'B115'F47'	54·2	27·1	Swansea ~~French~~ British *WB*	DRgeared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
76238 FOOI	**Ile de Beauté** Ⓟ **TwinSc** *Fitted for oil fuel* D.F. *2Dks* Sub.Sig. *CruiserStern*	2600 2148 577					1930	Deutsche Sch.u.Mschb. A.G.Weser Bremen	FrenchGovernment(Ministère de la MarineMarchande)(Cie.de NavigationFraissinet,*Mgrs.*)	319·6 B39'	43·4	25·4	Marseilles French *WB*	4 Steam Turbines geared to 2 Sc. Shafts DeutscheSchiff.-u. Mschb.A.G.Weser,Bremen		V
76239 FPCK	**Ile de Bréat** (*ex*WestTacook–40) *Fitted for oil fuel* D.F. Sub.Sig. *2Dks*	6176 5139 3841	✠ ... 9,22 ✠				1919 4mo	Northwest SteelCo. Portland,Or.	Cie.Générale Transatlantique	409·8 P44'B115'F47' FK	54·2	27·7	French *WB*	DRgeared steam turbine 579NHP GeneralElectricCo. Schenectady,N.Y	30 ″ 2	R †
76240 173054 VSSW	**Ile de France** Ⓟ **QuadSc** *Ref.Mchy.* GyC. *Fitted for oil fuel* D.F. *4Dks&Awng dk&Promenade dk*	43450 28716 21923					1926	Ch.&Atel. deSt.Nazaire St.Nazaire	Ministry of War Transport(P.&O. Stm.Nav.Co.*Mgs*)	~~763·7~~ 763·4	~~92·0~~ 91·9	~~55·9~~ 55·8	Singapore British *WB*	4 Steam Turbines Ch.&Atel.deSt.Nazaire		V
76241 FPHE	**Ile de Noirmoutier** (*ex*Tripp–40) *Fitted for oil fuel* D.F. Sub.Sig. *2Dks*	5703 5230 3513	✠ ... 10,22 ✠				1919 8mo	Northwest SteelCo. Portland,Or.	Cie.Générale Transatlantique	409·8 P44'B115'F47' FK	54·2	27·7	French *WB*	DRgeared steam turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
76242 FPCO	**Ile de Ouessant** (*ex*WestChatala–40) *Fitted for oil fuel* Sub.Sig. *2Dks*	6187 5139 3838	✠ ... 9,20 ✠				1919 8mo	Northwest SteelCo. Portland,Or. CP	Cie.Générale Transatlantique	409·8 P44'B115'F47' FK	54·2	27·7	French *WB*	DRgeared steam turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
76243 FPCN	**Ile de Ré** Ⓟ (*ex*Jomar–40) *Fitted for oil fuel* D.F. *2Dks*	5104 4598 3107					1920	American International S.B.Corp. HogIslandPa	Cie.Générale Transatlantique	390·0 P39'B121'F43'	54·2	27·8	French *WB*	DRgeared steam turbine GeneralElectricCo. Schenectady,N.Y		R
76244 FOMY	**Ile Rousse** (*ex*Skarp–37,*ex*Vanja, *ex*Kleven) Wireless *1Dk*	1471 1198 867					1918	T.van Duijvendijk Lekkerkerk	Cie.France-NavigationS.A.(*in liq.*) (Cie.Gén.Transatlantique,*Mgrs.*)	238·8 P28'B27'F25'	36·6	16·5	Marseilles French *WB*	T.3Cy.17½",29"&46"–36" 128NHP Penn&Bauduin,Dordrecht		V
76245 TCEE	**Ilgaz** (*ex*Esperos–34) ssPir.No.3–2,33 ssIst.No.1–37 *Mchy.Aft* *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	683 512 324	✠100A1 6,40 ~~5,39~~ ✠LMC MS11,37 BS ~~1,39~~ 6,40	Ist	*j*	CL ~~11,37~~ 6,40	1920 8mo A&CP	NVSchpsb DeMerwede v/hVanVliet &Co. Hardinxveld	NecibeN.Basri (Cap.Basri,*Mgr.*) CellD	180·3 Q103'B15'F23' FK Bf103'146t FPT63t	28·1	12·4	Istanbul Turkish 3BHCem APT7t	T.3Cy.13½",22½"&36"–27" 180lb (s) 100NHP 2SB,4cf,GS61,HS1916 Machfabr.OudeMaas.	14 ″ 6 s ″ 8½ 14 ″ 0	
76246 PUYB	**Ilheos** Ⓟ **TwinSc** Wireless *1Dk(Teak)&Shadedk(Teak)*	760 481 394	✠ 8,10 ✠	Trn	*l*		1910 8mo	AilsaS.B. Co.Ld. Troon	Cia.deNav. Bahiana	200·0 FK FPT36t	32·1	11·1	Bahia Brazilian 4BHCem APT15t	T.6Cy.13½",22"&36"–24" 152NHP 1SB,3cf,GS65,HS2542 AilsaS.B.Co.Ld.Troon	11 ″ 10	
76247 UOLG	**Ilich** Ⓟ (*ex*Vetche,*ex*Emperor NicolasII) *3Dks*	4166 3289 2407	✠ ... 2,01 ✠				1895 10mo	W.Denny &Bros. Dumbarton	U.S.S.R.	390·0 P62'B146'F38' FK	45·0	27·5	Vladvostk Russian *WB*	T.3Cy.28¼",47½"&76"–54" NB16 501NHP Denny&Co.Dumbarton	30 ″ 1	
76248 102 SVGO	**Ilissos** (*ex*DerwentRiver–33) *1Dk*	4724 4368 2984					1915	Irvine'sSB &D.D.Co.Ld. WHartlepool	TheofanoMaritime Co.Ld.(N.G. Livanos,*Mgr.*)	385·1 P36'B126'F38'	52·0	27·1	Chios Greek *WB*	T.3Cy.25",40"&68"–48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
76249 ~~HPKC~~	**Illenao** (*ex*Londonier–39) ssAnt.No.3–12,31 ssBry.No.2–39 D.F. *1Dk(Stl)&2nd dk(Stl)* *except in way of cross bunker*	5291 4774 3321	✠100A1 9,40 ~~10,39~~ ✠LMC MS10,39 BS ~~0,39~~ 9,40	Bry LAn	*y*	CL ~~9,39~~ 9,40	1919 10mo *Lloyd'sA&CP*	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow	~~AgenciaMaritima~~ ~~Colon,Ltda.~~ CellDB	400·8 413·0(O.L.) P49'B113'F38' FK 344'1062t FPT127t	52·3	28·5	Japanese 7BHCem APT223t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD D&W.Hendersn&CoLdGls	31 ″ 0 ~~s 5 ″ 11¾~~ ~~25 ″ 3¾~~	

Now "**Syoto Maru,**" see No. 89995 in Supplement

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref.Trade.
76250 DOUQ	**Iller** *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	3290 2621 1838					1938	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·0|50·2|19·9 P30'B&F318' *Upper*F22'	Bremen German *WB*	2 Oil Engines 2S.C.SA 12Cy.20½"–27 5/16"S.R.geared to 1 sc shaft 885NHP DeutscheSchiff.-uMschb, A.G.Weser,Bmn.		G
76251 217262 WKII	**Illinoian** (*ex*Isthmian–39, *ex*Willkeno–37, *Fitted for oil fuel* *ex*Eastern 1*Dk&Shelter dk&Web frames* Light) D.F. *Longitudinal framing*	6473 — 4117	✠ … 1,21 ✠				1918 9mo	OsakaIron WorksLd. Osaka	American-HawaiianS.S.Co.	415·1|55·7|32·0 P33'B148'F45'*on* *Shelter dk* FK	NewYork Utd.States *WB*	T.3Cy.27",45"&75"–51" 553NHP OsakaIronWrksLd.Osaka	34 " 8	R †
76252 221400 KDSZ	**Illinois** ssNYk.No.3–4,34 ssNYk.No.1–38 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6448 6117 3980	✠100A1 4,40 BS4,41 ✠LMC6,38 *CarryingPetroleum in bulk* *Fitted for oil fuel 7,21 F.P. above 150° F.*	NYk LAn	*a*†	CL ~~8,39~~ 4,40	1921 7mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany *CellDBuE&*	416·8|56·1|31·1 P107'B35'F83' FK *B*64'209*t FPT*229*t*	Wilmgton (Del.) Utd.States 16*BHptCem* *APT*130*t*	T.3Cy.27¾",45½"&74"–51" 190lb (*s*) 549NHP 3SB,9*cf*,HS7979 FD Hooven,Owens,Rentschler Co.Hamilton,O.	32 " 10 s 6 " 3¼ 26 " 9¼	
76253 219031 KUQM	— (*ex*LasVegas) *Fitted for oil fuel* 2*Dks*	5447 — 3380					1920	L.Angeles S.B.&D.D.Co SanPedro,Cal	StatesSteamship Co.	410·0|54·0|27·2 P43'B114'F46'	PortlndOr. Utd.States *WB*	T.3Cy.28½",47"&78"–48" 422NHP LosAngelesS.B.&D.D.Co.		R
76254 100680 WPCY	— Ⓟ *Mchy.Aft* D.F. 1*Dk&Shade dk&Promenade dk*	2427 — 1468					1899	Chicago S.B.Co. Chicago	~~SandProducts Corp.~~ Wisconsin& MichiganS.S.Co.	225·0|40·0|24·7	Muskegon, Mich. Utd.States	T.3Cy.20",33"&54"–36" 175NHP ChicagoS.B.Co.Chicago		
76255 DODM	**Ilmar** (*ex*Sunheath,*ex*Polladern, *ex*Emir) ssBom.No.3–4,25 ssBmn.No.1–29 D.F. 2*Dks(Stl)*	5470 5037 3419	✠ … 6,33 ✠	Ham			1911	Bremer Vulkan Vegesack	Hamburg-Bremer AfrikaLinieGmbH (Woermann-Linie A.G.DeutscheOst Afrika-Linie, *Mgrs.*)	419·8|54·5|28·2 P&B333'F60' FK *One bulkhead in fwd hold dispensed with* *CellDB*358' 1255*t*	Bremen German *Cem* 6*BH only* *FPT*92*tAP*	Q4Cy.24",34½",50⅜"&72½"– 53 5/16" 601NHP 4SB,12*cf*,GS188,HS8611 BremerVulkan,Vegesack *T*11*t*	30 " 6	G †
76256 690 OHCN	**Ilmatar** Ⓟ ssHfs.No.2–38 *Ref.Mchy.* 2*Dks(Stl–Weather dk* ws) D.F. Sub.Sig. *Strengthened for Navigation in Ice*	2349 — 1186	✠100A1 *withfreeboard* 3,39 ✠LMC5,38 ✠NB11,35 BS4,39 No later survey reported	Hfs	*s*	CL 3,39	1929 5mo	Akt.Burmeistr&Wain Copenhagen Lloyd's A&CP	FinskaÅngfAktieb *Duct keel in way of No. 2 hold* Ce	283·2|41·6|23·6 270·1 F24' FK *& mchy. space (C* *llDB*229'253*t FPT*	Helsingfrs Finnish 5*BHCem* *oll,, to W dk* 17*tAPT*43*t*	T.3Cy.22⅝",36½"&61"–39" 213lb (*s*) 417NHP 2SB(Spt),6*cf*,GS150, FD) HS6566 Akt.Burmeistr&Wain,Cpn	26 " 3 s 8 " 6½ 18 " 0½	
76257 UOBV	**Ilmen** (*ex*Athena–33,*ex*IrmaKimme) Sub.Sig. 1*Dk*	2369 2058 1412					1923	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	295·2|42·5|20·3 P27'Q36'B179'F36'	Leningrad Russian *WB*	T.3Cy.21⅝",35⅝"&55⅞"–35⅜" J.Frerichs&Co. 186NHP A.G.Osterholz		
76258 DHMG	**Ilmenau** 4Mst *Mchy.Aft* Wireless Sub.Sig. 1*Dk*	1201 992 640					1922	Werft Nobiskrug G.m.b.H. Rendsburg	Bugsier,Reed.& BergungsA.G.	250·0|37·5|12·9 P&B194'F26'	Hamburg German *WB*	T.3Cy.17¾",28 5/16"&45 5/16"– 29 5/16" 111NHP OttensenerMch.G.m.b.H. Altona		G
76259 DHMH	**Ilona Siemers** Sub.Sig. 1*Dk*	3243 2534 1859					1923	Nordsee-werke Emden	G.J.H.Siemers& Co.	332·7|46·5|20·6 P29'B87'F33'	Hamburg German *WB*	T.3Cy.24⅝",38 5/16"&62"–41⅜" Ottensener 247NHP Mch.G.m.b.H.Altona		G
76260 143527 MKJL	**Ilorin** (*ex*Smerdis–34, *ex*Kirkwynd, ssGls.No.3–6,33 *ex*MarionMerrett) ssLagos.No.1–38 *Mchy.Aft* 1*Dk(Stl)* *Welldeck* *Cargo battens not fitted*	815 582 413	✠100A1 8,38 ✠LMC MS8,38 BS10,39	Lagos	*k*	CL 10,39	1920 12mo	London& MontroseS.B &R.Co.Ld. Montrose Lloyd's A&CP	ElderDempster Lines,Ld. *CellD*	189·4|30·3|12·6 Q109'B11'F24' FK *Bf*119'171*tFPT*55*t*	Liverpool British 3*BHCem* *APT*6*t*	T.3Cy.14½",24"&40"–27" (*s*) 180lb 99RHP 1SB,3*cf*,GS58,HS2100 W.Beardmore&Co.Ld.Gls.	14 " 7 s 4 " 2¼ 14 " 2½	
76261 161337 GRQX	**Ilse** ssShl.No.2–38 *Well deck* *Mchy.Aft* 1*Dk(Stl)* *Cargo battens not fitted*	2844 2182 1673	✠100A1 ~~7,40~~ ~~9,3~~ 12,40 BS~~9,39~~ ✠LMC9,38 7,40	Shl	*t*	CL ~~9,38~~ 7,40	1929 11mo	Smith's DockCo.Ld Middlesbro' Lloyd's A&CP	StephensonClarke &Associated Companies,Ld. *CellD*	308·3|44·2|19·7 320·7(O.L.) Q181'F33' FK *B*264'753*tM*	London British 5*BHptCem*	T.3Cy.22½",37"&61"–42" (*s*) 180lb 300NHP 2SB,6*cf*,GS132,HS5155 Smith'sDockCo.Ld.Mdb. *T*11'845*tFPT*240*tAPT*74*t*	21 " 9 s 7 " 1¼ 19 " 8½	
76262 7579 SEYL	— ssGot.No.2–37 *Mchy.Aft* 1*Dk(Stl)* *CruiserStern* Now "Solstad III," see No. 89951 in Supplement	584 416 280	✠100A1 10,39 BS9,39 ✠LMC7,37	Got	*h*	OG 7,37	1929 12mo	Aktieb. LödöseVarf. Lödöse Lloyd's A&CP	Rederiaktieb. Unda(P.Waller, *Mgr.*) Ce	167·6|28·2|11·3 174·7(O.L.) P48'F20' FK *llDB*110'168*t FPT*	Gothenbrg Swedish 3*BHCem* 12*tAPT*18*t*	C.2Cy.14 5/16"&32½"–21⅝" (*s*) 130lb 50NHP 1SB,2*cf*,GS28,HS850 Aktieb.LödöseVarfLödöse	13 " 5 s 1 " 4 12 " 2½	
76263 DHMI	**Ilse L.-M. Russ** Sub.Sig. 1*Dk* *CruiserStern*	1600 1282 942					1926	Flensburgr Schiffsb.Ges. Flensburg	Schiffahrt-u Assekuranz-Ges. E.Russ&Co.	263·2|41·9|15·4 P16'Q81'B108'F35'	Hamburg German *WB*	T.3Cy.17¾",29⅜"&48"–37⅜" 141NHP FlensburgerSchiffsb.Ges.		G
126/40 76264 147615 GKJW	**Ilvington Court** (*ex*Iolcos, *ex*Meandros) ssShl.No.3–9,32 D.F. ssShl.No.1–36 2*Dks(Stl)*	5187 4736 3222	✠100A1 11,39 BS4,40 ✠LMC8,35	Mdb	*y*	CL 10,39	1919 8mo	HongKong &Whampoa DockCo.Ld. HongKong Lloyd's A&CP	CourtLine,Ld. (Haldin&Philipps, Ld. *Mgrs.*) *CellDB*	400·0|52·3|28·5 413·0(O.L.) P49'B113'F40' FK 340'1120*t FPT*123*t*	London British 7*BHptCem* *APT*175*t*	T.3Cy.27",44"&73"–48" (*s*) 170lb 517NHP 3SB,6*cf*,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.HongKong	31 " 0 s 5 " 11½ 25 " 3	
76265 LDPF	**Ima** *OilEng.* ssRot.No.2–39 1*Dk(Stl)&Web frames* D.F. *Mchy.Aft* *Longitudinal framing–bracketless system*	6842 5985 4026	✠100A1 ~~5,40~~ ~~7,39~~3,41 ✠LMC CS10,39 DBS~~1,39~~3,40 6,37 *CarryingPetroleum in bulk*	Sch ~~NYk~~Bom	*a*†	CL ~~8,37~~ 4,40	1930 8mo	W.Doxford &Sons,Ld. Sunderland Lloyd's A&CP	A/S I.M.A. (S.Marcussen) *CellDBuE*35'157*t*	416·2|58·0|32·8 P112'B32'F56' FK *Trunk in wells* *DTf*35' 538*t FPT*1	Oslo Norwegian 11*BHptCem* 51*tAPT*276*t*	Oil Engines 2S.C.SA 4Cy.22"–85" 598NHP 2DB150*lb* W.Doxford&Sons,Ld Sld.	33 " 0	
76266 39 YLDE	**Imanta** (*ex*Kildin,*ex*Laboe, *ex*Scheldestad) ssLie.2ndNo.3–7,30 ssRga.No.2–39 *Well deck* 1*Dk(Stl)&deep framing*	1233 999 721	✠100A1 5,39 ✠LMC4,39 BS6,40	Lie		5,39	1903 7mo	Cmpbltwn S.B.Co. Campbeltwn Lloyd's A&CP	LatvianGovernment(ValstsKugu Parvalde,*Mgrs.*) C	231·4|34·5|17·4 Q79'B58'F29' FK *ellDBa*54' *f*94'224*t*	Riga Latvian 4*BHCem* *APT*86*t*	T.3Cy.18",27½"&45"–33" 160lb *80lb* 120NHP 1SB,3*rf*,GS65,HS1871 Hutson&Sons,Ld.Glasgow	18 " 3 s 1 " 5½ 17 " 0½	
76267 135 OHAV	**Imatra** (*ex*Alcor) D.F. 1*Dk*	3260 2949 2336					1912	Rotterdam Droogd.Maat Rotterdam	J.W.Paulin	342·4|47·6|21·6 332·6 P37'B100'F31'	Wiborg Finnish *WB*	T.3Cy.23",38"&62"–42" 249NHP RotterdamDroogd.Maats.		V
76268 DRAY	— (*ex*Sebenico) 1*Dk* Now "Møysalen," see No. 89089 in Supplement	990 796 544					1922	Nord-deutsche UnionWerke Boizenburg	Lübeck-Wyburger Dampfsch.Ges.	221·4|34·6|13·4 P23'Q56'B97'F30'	Lübeck German *WB*	T.3Cy.17 5/16",27 5/16"&45 11/16"– 27 5/16" 108NHP A.BorsigG.m.b.H.Berlin		G

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76269 143483 GBXQ	**Imber** (*ex*Bittern-40) *ss*Brw.No.3-3,34 *ss*Bkn.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1899 1645 939	✠100A1 *Shelter dk* *withfreeboard* 6,39 ✠LMC MS2,38 BS~~6,39~~1,41	Bkn	*s*	CL 2,38	1920 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'*sA&CP*	British&ContinentalS.S.Co.Ld. *CellDB*244'578*t*	290·0|42·6|19·0 FK *Collision* *FPT*31*tAPT*39*t*	Liverpool British *Cem* *BHtoSh dk* 5 ,, ,, *U* ,,	T.3Cy.20½",34"&56"-42"(*s*) 180lb 318NHP 3SB,6*cf*,GS126,HS5000 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 " 2 s 1 " 0 20 " 4¾	
76270 FNHK	**Iméréthie II** Ⓟ *Fitted for oil fuel* *CruiserStern* D.F. 2*Dks*	3713 — 2174					1924	Forg.&Ch. de laMédit. LaSeyne	Cie.deNav.Paquet	330·5|43·4|25·7 P186'F49'	Marseilles French *WB*	T.3Cy.26 9/16",41"&65"-43 5/16" 280NHP Forg.&Ch.de laMédit.Msl.		V
76271 47041 JWFN	**Imizu Maru** Ⓟ 2*Dks* *CruiserStern* *Longitudinal framing at bottom & at decks*	2925 — 1691					1939	Uraga DockCo.Ld. Uraga	~~KitaNipponKisen~~ ~~K.K.~~Nipponkai KisenK.K.	305·1|45·0|24·6 P36'B98'F33'	Tokyo Japanese *WB*	C.4Cy.(2)11 7/16"&(2)20½"-13¾" & LP turbine with DR gearing & hydraulic coupling 226NHP UragaDockCo.Ld.Uraga		
76272 23039 JEYF	— 1*Dk*	986 837 565					1918	Takahashi Yeitaro Osaka	SanrikuKisenK.K.	202·0|29·0|18·7	Okada Japanese	T.3Cy.12⅞",22"&37¼"-24" 68NHP KuboYoshizo,Osaka		
76273 218859 KIZV	**Imlay** *Fitted for oil fuel* D.F. 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	6779 — 4203	✠ ... 4,22 ✠				1919 9mo	Moore S.B. Co. Oakland,Cal.	~~MalstonCo.Inc.~~ ~~(C.D.Mallery&Co.~~ ~~Inc.Mgrs.)~~ Farr Spinning& Operating Co.	425·8|57·0|31·2 P106'B40'F41' FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP LlewellynIronWorks		R †
76274 374 OHFK	**Immo Ragnar** (*ex*Inga-36, *ex*Lynntown, *ss*Cff.2ndNo.3-9,29 *ex*Capelcourt, *ss*Els.No.3-4,36 *ex*Hermia) 1*Dk*(*Stl*)&*deep framing* D.F. *Cargo battens not fitted*	2342 1926 1314	✠100A1 7,39 BS7,39 ✠LMC4,36	Hfs	*s*	CL N7,39	1903 6mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow A&CP	LovisaRederiA/B (A/B R.Nordström &Co.O/Y,*Mgrs.*) *CellDBa*86'	287·7|42·3|19·4 299·7(O.L.) P29'B81'F32' FK *uE&B*32' *f*126'556*t*	Lovisa Finnish 5*BHCem* *APT*27*t*	T.3Cy.21",33 5/16"&57 5/16"-36" 160lb (*s*) 202NHP 2SB,6*cf*,GS108,HS3150 ClydeS.B.&E Co.Ld.P.Gl.	22 " 0 s 3 " 2¾ 18 " 11	
76275 15580C VOLK 46 0	**Imogene** *ss*NFL.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Strengthened for Navigation in Ice*	1638 1224 715	✠100A1 *withfreeboard* 5,408,~~39~~ BS~~3,39~~ ✠LMC3,38 3,40	NFL	*r*	CL 7,38	1929 2mo	Smith's DockCo.Ld. Middlesbro' Lloyd'*sA&CP*	BowringBrothers, Ld. *CellDB*151'238*t*	250·0|42·0|17·7 261·4(O.L.) F35' FK *FPT*86*tAPT*58*t*	SJhnsNFL British 5*BHptCem* (*2 to Sh dk* 3 ,, *2nd* ,,)	T.3Cy.21",35½"&60"-42" (*s*) 200lb *100lb* 381NHP 2SB,6*cf*,GS117,HS5870 FD Smith'sDockCo.Ld.Mdb.	27 " 1 s 7 " 9¼ 19 " 6	
76276 1049 ICAZ	**Imperatore** Aux5MstSr (*ex*Patria-38,*ex*SusanneVinnen) *OilEng.* Sub.Sig. *Mchy.Aft* 2*Dks* (*See Sailing Ship Register*)	1848 1579 1430					1922	Frd.Krupp Akt.Ges. Kiel	Ferrando& Massone	286·4|44·3|19·1 261·5 Q82'F55'	Genoa Italian	Oil Engines 4S.C.SA 4Cy.15¾"-21⅗" 97NHP Frd.KruppA.G.Kiel		I
76277 1311 CBIM	**Imperial** Ⓟ *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *Cruiser Stern*	7279 5436 5155	✠100A1 *withfreeboard* 8,40~~1,40~~ ✠LMC6,38 ✠Lloyd'sRMC~~3,39~~~~5,40~~ 2,41 for temp. 32° F.	NYk	*a*† 2	CL	1938 6mo	Nakskov Skibs.A|S Nakskov Lloyd'*sA&CP*	CompañiaSud Americana deVap. *Cell*	414·3|58·3|21·7 440·5(O.L.) 29·7 P45'F51' FK *DB*360'1373*tDTs a*	V'lparaiso Chilian 7*BHtoWdk* 154*tFPT*42*t*	Oil Engines 2S.C.DA 5Cy.24 7/16"-55⅛" 1030NHP Akt.Burmeistr&Wain,Cpn *APT*125*t*	33 " 9 s10 " 6 23 " 7½	
76278 171704 VCBX	— *OilEng.* *Mchy.Aft* 1*Dk* Wireless D.F. *Electrically welded* *Longitudinal framing*	1512 1206 862	✠100A1 12,40~~11,39~~ ✠LMC11,38 *CarryingPetroleum in bulk*	Vcr	*p*	CL	1938 11mo	Collingwd. ShipyardsLd. CollngwdOnt Lloyd'*sA&CP*	ImperialOil,Ld., MarineDepartment. (H.J. Rahlves,*Mgr.*) *CellDBuE*	230·0|39·0|18·5 239·0(O.L.) P62'B26'F39' FK 32'*f*32'66*t FPT*55*t*	Vancouver B.C. British 10*BHptAsp* *APT*63*t*	2 Oil Engines 2S.C.SA 14Cy.12"-15" with electro-magnetic slip couplings & SRgearing 354NHP DB*100lb* FairbanksMorse&Co. Beloit,Wis.	18 " 6 s 1" 8¾ 16 " 10¼	
76279 148892 GCYQ	**Imperial Monarch** D.F. E.S.D. 1*Dk*	5831 5444 3707					1926	Napier& Miller,Ld. Glasgow	MonarchS.S.Co.Ld (Raeburn&Verel, Ld.*Mgrs.*)	430·4|56·2|28·0 P49'B131'F45'	Glasgow British *WB*	Q.4Cy.25",35½",51"&72"-51" J Brown& 370NHP Co.Ld.Clydebank		C
76280 163212 GYCT	**Imperial Star** TwinSc *OilEng.* *ss*Liv.No.1-39 Sub.Sig. 3*Dks* *Ref.Mchy.* *4th dk inNos.2&3holds* D.F. E.S.D. GyC. *CruiserStern* *Tonnage opening closed*40	12427 11379 7672	✠100A1 *withfreeboard* 4,41~~11,39~~ ✠LMC CS11,39 DBS6,39 6,39 ✠Lloyd'sRMC~~3,40~~~~8,40~~ 4,41	Liv	*i*† 2 7/16	CL ~~P5,38~~ s6,39 P4,41	1935 1mo	Harland& Wolff,Ld. Belfast Lloyd'*sA&CP*	~~BlueStarLine,Ld.~~ FrederickLeyland &Co.Ld. *Cell*	524·2|70·4|32·3 543·5(O.L.) 40·7 B193'F72' FK *DB*391'2271*t FPT*126*tAPT*172*t* *Duct keel forward of machinery space* *Upper'tween deck BHds except CollBH dispensed with*	Belfast British 8*BHptCem* (*Coll to W dk* 7 ,, *2nd* ,,)	Oil Engines 4S.C.SA 20Cy.29⅛"-59 1/16" 1631NHP 2DB*100lb* Harland&Wolff,Ld.Bel.	43 " 5 s 12" 9 30 " 10	
76281 162620 GMRB	**Imperial Transport** *OilEng.* *ss*Gls.No.3-6,41 ~~*ss*Shl.No.1-37~~ ~~*Special Surveys to date from* 9,33~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	8022 7434 4830	✠100A1 ~~12,39~~6,41 ✠LMC CS~~6,38~~ DBS~~5,39~~6,41 ~~12,37~~6,41 *CarryingPetroleum in bulk*	Fal Gls 6,41	*c*†	CL ~~3,37~~ 4,41	1931 9mo	Blythsw'd S.B.Co.Ld. Glasgow Lloyd'*sA&CP*	EmpireTransport Co.Ld.(Houlder Brothers&Co.Ld. *Mgrs.*) *CellDBu* *DTf*38'476*t*	459·7|60·0|34·5 P95'B37'F40' FK *E*55'153*t* *FPT*275*tAPT*56*t* *New forepart* '41	London British 16*BH* (*10 to U dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 8Cy.28¾"-63" 633NHP 2DB*180lb* N.E.MarineEng.CoLdNwc	34 " 5 s6 " 10 27 " 10¾	
76282 144727 GKXY	**Imperial Valley** (*ex*Buchanness) *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4573 4318 2841					1924	Workman, Clark&Co.Ld Belfast	ReardonSmithLine Ld. (SirW.R.Smith &Sons,Ld.*Mgrs.*)	401·6|54·3|25·3 F41'	Bideford British *WB*	T.3Cy.26",42"&71"-48" 349NHP Wrkman,Clark&CoLd.Bel		C
76283 5 IMPX	**Impero** Ⓟ (*ex*Epiro-37) 1*Dk* *Fitted for oil fuel*	488 369 257					1901	Flli. Orlando Leghorn	VittorioGalletto	182·6|24·0|11·8 171·6 P48'B42'F29'	Massaua Italian *WB*	T.3Cy.16⅛",25⅔"&40½"-22" 77NHP Flli.Orlando,Leghorn		I
76284 135209 VGTP	**Imperoyal** *ss*Boa.2ndNo.3-6,37 D.F. *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	2253 1734 1384	✠100A1 4,40~~7,38~~ BS~~12,39~~ ✠LMC6,37 1,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1920 *F.P above* 150° F.	Mtl StJ	*r*	CL ~~5,37~~ 4,40	1913 4mo	Greenock& Grngemouth DckydCo.Ld. Grngemouth Lloyd'*sA&CP*	ImperialOil,Ld., MarineDepartment. (H.J. Rahlves,*Mgr.*)	249·5|43·1|19·7 P77'F37' FK *WB*=	Sarnia,Ont British 10*BHCem* *CellDBuE&*	T.3Cy.21",34"&56"-36" (*s*) 180lb 224NHP 2SB,6*cf*,GS116,HS3716 Cooper&Greig,Dundee *B*48'102*tFPT*360*tAPT*44*t*	21 " 0 s 1 " 8½ 19 " 5¾	
76285 PEVV	**Import** *OilEng.* *Mchy.Aft* D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Part butts of keel & bottom plating electrically welded*	395 305 199	✠100A1 *withfreeboard* 11,39 ✠LMC11,39	Rot	*k*	OG	1939 11mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/dYsel Lloyd'*sA&CP*	N.V.Rotterdam- LondonStoomvaart Maats.	199·6|29·7|8·1 208·0(O.L.) FK *CellDB*123'192*t FPT*	Rottrdam Dutch 4*BHptAsp* (*Coll to Sh dk* 3 ,, *2nd*,,) 22*tAPT*11*t*	2 Oil Engines 2S.C.SA 10Cy.11 13/16"-15¾" with electro-magnetic slip couplings & SR gearing 245NHP N.V.Mchfb.Bolnes,Bolnes	11 " 0 s " 2 10 " 11	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7″ Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
76286 DHML	**Ina Lotte Blumenthal** Sub.Sig, Wireless 1*Dk*	1549 1208 890					1921	Lübecker Maschb.Ges. Lübeck	JohannM.K. Blumenthal	262·2 P16'Q75'B114'F29'	37·9	14·3	Hamburg German *WB*	T.3Cy.21⅝",34½"&55$\frac{1}{16}$"–35⅜" 181NHP LübeckerMaschb.Ges.		G
76287 19782 JDLD	**Inabasan Maru** Wireless	989 843 703					1916	Nagata Sanjuro, Osaka	KusakabeKisen K.K.	190·0	32·0	18·5	Kobe Japanese *WB*	T.3Cy.13",21¼"&36$\frac{1}{32}$"–27" 68NHP NagataSanjuro,Osaka		
76288 EABA	**Iñake** (*ex*Arantzazu–35,*ex*Horacio, *ex*Evelyn) *ss*Bbo.2ndNo.3–4,13 *Well deck* 1*Dk*(*Stl*)&*Web frames*	2291 1786 1350	✠ 7,20 ✠	Bbo	*s*		1888 4mo	WGray& Co. WHartlepool	Cia.Naviera "Basoa"S.A.	290·0 P27'Q94'B112' F29' BK10' *DBa*9	38·2	20·3	Bilbao Spanish 5*BHCem* 6'*f*106'447*t*	T.3Cy.22½",36½"&60"–39" NDB08 224NHP 2SB,6*cf*,GS97,HS3358 Blair&Co.Ld.Stockton	22 ″ 2	G †
76289 TCBL	**Inal** (*ex*DéputéAbelFerry–35) 1*Dk*	2015 1701 1185	✠ ... 3,23				1921 7mo	Chant.Nav Français Caen	MustafaCemalInal &AhmetFeritInal	270·2 P30'B57'F24' FK	39·4	20·3	Istanbul Turkish *WB*	T.3Cy.18⅛",29½"&49$\frac{3}{16}$"– 37½" 190NHP Schneider&Co.Havre		V †
76290 147310 GLMB	**Inanda** Ⓟ *ss*Bkn.No.3–7,37 E.S.D. 2*Dks*(*Stl*)3rd *dk*(*Stl*)*in No.*1 *hold* D.F.	5985 4742 3746	✠100A1 3,40 BS7,39 ✠LMC7,37	Liv	*z*	CL N7,37	1925 5mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle '*sA&CP*	CharenteS.S.Co. Ld(T&J.Harrison, *Mgrs.*) *CellDB*340'1002*t*	407·0 423·3(O.L.) P33'B165'F52' FK *DTa* 28'669*t FPT*	52·2	28·5	Liverpool British 9*BHCem* 68*tAPT*32*t*	Q.4Cy.26",36",52"&76"–54" 220lb (*r*) 606NHP 2DB(Spt)&1AuxSB(Spt), 15*cf*,GS275,HS10458 Wllsnd Slpwy.Co.Ld.Nwc.	31 ″ 0 s 5 ″ 5¾ 25 ″ 8¾	BT till 7,40
76291 OFBF	**Inari** (*ex*Victoria–37,*ex*Katie–35) *ss*Alx.No.3–3,36 D.F. 1*Dk*(*Stl*)&*deep framing*	2216 — 1276	✠100A1 5,38 ✠LMC MS11,35 BS3,39 No later survey reported	Hfs	*s*	OG 5,38	1900 2mo	Helsingörs Jernsk&Msk. Elsinore A&CP	FartygsA/B Inari LaivaO/Y(O/Y Chartering Agency JohnDahlbergA/B, *Mgrs.*)	301·9 294·4 Q16'B70'F36' FK *CellDBa*58'*a&u* *E*54'*f*120'578*tFPT*	42·3 42·7	19·2	Helsingfrs Finnish 5*BHCem* 58*tAPT*44*t*	T.3Cy.20½",35"&57"–39"(*s*) 180lb 215NHP 2SB,6*rf*,GS76,HS3247 HelsingörsJernsk.&Mskb.	21 ″ 10 s3 ″ 4¼ 18 ″ 8	
150 40 76292 143716 GDVP	**Incemore** *Fitted for oil fuel* D.F. E.S.D. 1*Dk*2*tr B*	4098 3573 2341					1920	Irvine's SB &D.D.Co.Ld. W Hartlepool	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)	360·0 P35'B171'F32'	52·0	24·6	Liverpool British *WB*	T.3Cy.26",43"&73"–48" Richardsons, 369NHP Westgarth&Co.Ld.Hpl.		C
76293 163206 GWRJ	**Inchanga** Ⓟ **TwinSc** *OilEng.* *ss*Cal.No.1–37 2*Dks*(*Stl–Weather dk* ws)3rd *dk*(*Stl*) *Ref.Mchy.* *in Nos.*1,2,3&4 *holds* D.F. E.S.D. *CruiserStern*	7069 5944 4312	✠100A1 *withfreeboard* ~~7,40~~ ~~1,40~~ 3,41 ✠LMC CS5,39 DBS1,40 1,38 ✠Lloyd'sRMC3,40 for temp. 33° F. *Carrying vegetable or fuel oil* *F.P.* *above* 150° F. *in deep tanks*	Cal	*a*†	CL ~~1,40~~ 3,41	1934 3mo *Lloyd*	Workman Clark(1928), Ld. Belfast '*sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*345'1155*t M*	403·5 F44' FK *Ts*27'1089*t FPT*65*t*	57·2	32·4	Belfast British 7*BH* *APT*161*t*	Oil Engines 2S.C.SA 12Cy.23⅝"–40$\frac{1}{16}$" 1165NHP DB*100lb* WorkmanClark(1928),Ld.	37 ″ 0 s12 ″ 2¼ 25 ″ 3	
76294 163207 GWRK	**Incomati** Ⓟ **TwinSc** *OilEng.* D.F. E.S.D. *ss*Cal.No.1–37 2*Dks*(*Stl–Weather dk* ws) 3rd *dk*(*Stl*)*in Nos.*1,2,3&4*holds* *Ref.Mchy.* *CruiserStern*	7369 6228 4540	✠100A1 *withfreeboard* ~~7,40~~ ~~2,40~~ 4,41 DBS5,41 ✠LMC CS2,39 ~~DBS5,40~~ ~~11,37~~ 11,39 ✠Lloyd'sRMC4,40 for temp. 33° F. *Carrying vegetable or fuel oil* *F.P.* *above* 150° F. *in deep tanks*	Cal		CL ~~3,39~~ 4,41	1934 4mo *Lloyd*	Workman Clark(1928), Ld. Belfast '*sA&CP*	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB* *M*	418·4 F44' FK 360'1222*t* *Ts*27'1060*tFPT*73*t*	57·2	32·4	Belfast British 7*BH* *APT*167*t*	Oil Engines 2S.C.SA 8Cy.23⅝"–70⅞" 1387NHP DB*100lb* W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 12 ″ 2 25 ″ 3	
76295	**Inconfidente** **TwinSc** *OilEng.* *Ref.Mchy.* 2*Dks* *CruiserStern*	2933 2636 1698	✠100A1 4,40 ~~12,37~~ ✠LMC12,37 ✠Lloyd'sRMC~~4,39~~ ~~1,40~~ 1,41	Rot Rio	*u*	OG	1937 12mo *Lloyd*	NV.Boele's Schpsw&Mch Bolnes '*sA&CP*	LloydBrasileiro *CellDB*238'6	322·5 336·3(O.L.) P33'B90'F30' FK 47*tFPT*66*tAPT*88*t*	47·4	21·4	R.Janeiro Brazilian 6*BHptCem*	Oil Engines 2S.C.SA 14Cy.13⅜"–23⅝" 463NHP Gbr.Stork&CoNVHengelo	24 ″ 0 s 3 ″ 8 20 ″ 5¼	
76296 DHMM	**Indalsälfven** (*ex*Matador) *s*·Bmn.No.2–12 1*Dk*(*Stl*)	658 521 292	✠ 9,16 ✠	Gst	*i*		1904 6mo	G.Seebeck Akt.Ges. Bremerhaven	MathiesReed,K.G. *WB=CellDBa*40	185·6 P16'B&F152' FK *uE&B*28'*f*81' 181*t*	29·4	11·9	Hamburg German 4*BHCem* *APT*16*t*	T.3Cy.15⅜",24"&39⅜"–28⅜" 112NHP 2SB,4*cf*,GS60,HS2314 G.SeebeckA.G.Bremerhvn	13 ″ 9	G †
76297 EAQW	**Indauchu** (*ex*Sulmona–39, *ex*Indauchu, *ss*Bbo.No.3–6,32 *ex*Monkton) 1*Dk*(*Stl*)	3126 2856 1827	✠ 9,37 ✠	Rot	*u*		1920 1mo	RopnerSB. &RepairgCo. (Stockton)Ld Stockton	Cia.Maritima Bilbao(A.Opitz, *Mgr.*) *CellD*	331·2 P33'B98'F29' FK *B*276'728*tFPT*111*t*	46·7	25·4 23·2	Bilbao Spanish 5*BHCem* *APT*139*t*	T.3Cy.25",41"&68"–45" 378NHP 3SB,9*cf*,GS155,HS6420 Blair&Co.Ld.Stockton	25 ″ 6	I †
76298 220147 KDCG	**Independence Hall** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5050 4598 3076					1920	American International Corp. HogIslnd.Pa.	UnitedStates Maritime Commission	390·0 P50'B121'F40'	54·2	27·8	Phildlphia Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
76299 OYZE	**India** **TwinSc** *OilEng.* *ss*Cpn.No.2–39 *Ref.Mchy.* D.F. 2*Dks*(*Stl*) 3rd *dk*(*Stl*)*inNo.*1*hold*	9549 8813 6031	✠100A1 *withfreeboard* 6,39 ✠LMC CS6,39 DBS7,38 7,38 ✠Lloyd'sRMC1,40 2 forward chambers for temp.31°F. 2 aft chambers for temp. 18°F. Surveys delayed *Fitted for carrying oil* 12,30 *F.P. above* 150° F. *in deep tank*	Cpn	*e*† 2$\frac{11}{16}$	CL s11,38 P12,39	1930 12mo *Lloyd*	A/S Naks- kovSkibsvft. Nakskov '*sA&CP*	A/S DetÖst- asiatiske Kompagni *Upper'tween dkB* *CellDB*417'1810	470·3 488·0(O.L.) FK B165'F69' *Coll* *Hs except CollBHdi* *t MT*28'1270*t FPT*	63·7	37·4	Copnhagn Danish *BH to W dk* 6 ″ ″ 2*nd* ″ *spensed with* 140*tAPT*93*t*	Oil Engines 4S.C.SA 16Cy.24$\frac{7}{16}$"–47¼" s DB*100lb* 948NHP Akt.Burmeistr&Wain,Cpn	40 ″ 3 10 ″ 9½ 29 ″ 7¾	
76300 1363 IBGQ	— *OilEng.* *ss*Gen.No.3–4,38 D.F. 2*Dks*(*Stl*)	6367 5217 4077	✠100A1 11,39 ✠LMC CS4,38 DBS3,40 6,39	Tri	*z* 2½	CL 4,38	1926 2mo *Lloyd*	Stabilmnto Tecnico Trieste '*sA&CP*	LloydTriestino Soc.Anon.di Nav. *CellDB*341'1329*t* *DTf*40'123*t*	430·6 412·7 P34'B170'F40' FK *FPT*149*tAPT*73*t*	53·9	28·9	Genoa Italian 8*BHptCem* 1 ″ *to* 2*nd dk*	Oil Engines 4S.C.SA 8Cy.29⅛"–59$\frac{1}{16}$" 652NHP DB*100lb* StabilimentoTecnico,Tri.	32 ″ 0 s 6 ″ 3½ 25 ″ 10½	
76301 221086 KDHP	**India Arrow** *ss*Mob.No.3–4,33 *ss*NYk.No.1–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. &*Webframes* *Longitudinal framing*	8327 7542 5176	✠100A1 *Shelter dk* *withfreeboard* 7,40 ~~9,39~~ BS7,40 ~~BS9,39~~ ✠LMC9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	NYk	*d*†	CL ~~9,37~~ N7,40	1921 3mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP *CellDBuE&B*	Socony-Vacuum OilCo.Inc. 80'285*t DTf*40'518	468·3 FK *tFPT*270*tAPT*131*t*	62·7	32·0	NewYork Utd.States 17*BHptCem* (1*BHto S dk* 10 ″ ″ *U* ″ 6 ″ ″ 2*nd* ″)	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 686NHP 3SB,9*cf*,HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s4 ″ 1½ 28 ″ 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R.; Date of B. of Trade Cert
76302 26813 JIED	**India Maru** ssKob.No.3–8,31 ssKob.No.1–36 2*Dks*(*Stl*)&*Awng dk*(*Stl*) (3)	5873 5590 4254	✠3,41 *Awng dk* *withfreeboard* ~~BS6,39~~ ~~✠LMC5,38~~	Yka	*y*	OG 4,38	1920 6mo	Kawasaki Dkyd Co.Ld. Kobe A&CP	KawasakiKisen K.K. *Cell DB*334′ 1118*t*	385·0 414·5(O.L.) FK *Collision* *FPT*126*tAPT*93*t*	51·0	36·0	Kobe Japanese *Cem* *BH to Awdk* 5 „ „ *U* „	T.3Cy.26″,43½″&72″–48″ (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkyd.Co.Ld.	36 ″ 0 ~~9 ″ 1¾~~ ~~27 ″ 1~~	
76303 148759 GRRP	**Indian Prince**(*ex*Wave–38, TwinSc *ex*JapanesePrince–37) *OilEng.* Sub.Sig. D.F. ssFal.No.3–7,39 E.S.D. 3*Dks* *CruiserStern* *Tonnage opening closed* '40	8587 8083 5322	✠100A1 *withfreeboard* ~~2,41~~ ~~3,40~~ 3,41 ✠LMC CS7,39 ~~DBS7,39~~ 8,40 7,39	Lon ~~Liv~~ NYk		CL ~~5,39~~ 2,41	1926 5mo	Deutsche WerftA.G. Hamburg *Lloyd*'*sA&CP*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)	441·6 39·2 F42′ FK	60·3	29·2	London British 8*BHptCem* *ptAsp* (*Coll to Wdk* 7 „ *2nd* „)	Oil Engines 4S.C.SA 16Cy.29⅝″–47¼″ 1313NHP DB*100lb* DB*43lb* AllgemeineElec.GesBerlin	42 ″ 3 s13″0¾ 29 ″ 4½	
							Upper	*Duct keel forward of machinery space* 159′ *Upper 'tween dk bulkheads (except Coll. BH) dispensed with*								
			Carrying oil F.P. above 150° F. or Latex in deep tanks *Carrying vegetable oil or Latex in fore & after peak tanks*						*Cell DB*36 7′1386*t MTs*42′1466*tFPT*130*t APT*156*t*							
76304 OZEK	**Indian Reefer** TwinSc D.F. E.S.D. *OilEng.* *Ref.Mchy.* 1*Dk*&*Shelter dk* *Sparred 3rd dk in fwd. holds for fruit cargo* *Butts of keel&shell plating elec. welded* *Strengthened for navigation in ice* *CruiserStern*	2815 2037 1558	✠100A1 *withfreeboard* 10,39 ✠LMC10,39 ✠Lloyd'sRMC~~10,39~~ 1,41 ~~No. 1 hold & 'tween dk. for temp. 10° F.~~ ~~all other chambers for temp. 28° F.~~	Els	*w*	CL	1939 10mo	Helsingörs Jernsk&Msk. Elsinore *Lloyd*'*sA&CP*	J.Lauritzen	356·6 374·0(O.L.) F68′ FK	51·6	17·1	Esbjerg Danish 6*BH* (*Coll to Sh dk* 5 „*2nd*„)	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 811NHP HelsingörsJernsk.& Mskb.	20 ″ 0 s ″ 9 19 ″ 4½	
									*Cell DBuE&f*200′575*t Tanks in way of tunnels*447*tFPT*50*tAPT*126*t*							
76305 FNSO	**Indiana** (*ex*Kagera) D.F. 2*Dks*	5751 — 3555					1915	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	420·2 P&B333′F58′	56·2	28·3	Havre French	Q.4Cy.24″,34$\frac{7}{16}$″,50⅖″&72⅘″– 53⅗″ 386NHP BremerVulkan,Bremen		V
76306	**Indianan** (*ex*Willhilo–37, *ex*GoldenRod–34, *Fitted for oil fuel* *ex*WestIslip) D.F. 2*Dks* *Now* "Empire Eagle," *see No.* 87919 *in Supplement*	5582 — 3458	100A1 Examined 2,40 (*Class Contemplated*)				1919	AmesS.B. &D.D.Co. Seattle, Wash	Ministry of Ship- ping(Runciman (London),Ld. *Mgrs.*)	409·8 P44′B119′F47′	54·2	29·2	British *WB*	T.3Cy.26″,43″&73″–48″ 369NHP AmesS.B.&D.D.Co.Seattle		
76307 ONJA	**Indier** Ⓟ (*ex*WarRedcap) ssAnt.No.3–7,30 D.F. ssAnt.No.2–38 2*Dks*(*Stl*)	5409 4791 3286	✠100A1 8,40~~9,39~~ ✠LMC MS9,38 BS6,~~39~~ 8,40	Ant Lon	*y*	CL 1,37 8,40	1918 8mo	J.Priest- man&Co. Sunderland *Lloyd*'*sA&CP*	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale S.A.*Mgrs.*)	400·3 P49′B113′F40′ FK *CellDB*344′ 975*tFPT*117*tAPT*177*t*	52·3	28·4	Antwerp Belgian 7*BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s 5″11½ 25 ″ 3¼	
76308	**Indigirka** (*ex*CommercialQuaker–38, *ex*Maisah,*ex*Ripon) *Fitted for oil fuel* D.F. 1*Dk*2*trB*	2690 2329 1668	✠ … 9,20 ✠				1920 5mo	Manitowoc S.B.Co. Manitowoc	U.S.S.R.	253·5 P25′B65′F26′ FK	43·9	25·9	Nogævo Russian *WB*	T.3Cy.21″,35″&59″–42″ 326NHP NordbergMfg.Co.Milwkee	28 ″ 5	V †
76309 144911 VRBT	**Indira** (*ex*Embleton,*ex*Kildysart) ssBom.No.3–8,33 Wireless ssBom.No.1–37 1*Dk*(*Stl*) *Cargo battens not fitted*	637 493 276	100A1 ~~5,40~~ ~~12,39~~ 12,40 ~~BS12,39~~ BS ~~5,40~~ 8,40	HKg ~~Shi~~ LMC8,38		CL ~~8,38~~ 4,40	1918	Smith's DockCo.Ld. Middlesbro' *Lloyd*'*sA&CP*	KoFookIu	172·2 B50′ FK *CellDBuE*26′20*t*	30·0	17·7	HongKong British 5*BHCem*	T.3Cy.16″,26″&44″–26″ (*s*) 200lb 94RHP 1SB,3*cf*,GS51,HS1832 FD Smith'sDockCo.Ld.Mdb.	16 ″ 6 s 1 ″ 8½ 14 ″ 11	
76310 166320 ~~FPGW~~ BFVY	**Indochinois** *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	~~6500~~ 6966 5415 3970					1939	Forges& Chantiers delaGironde Bordeaux	Ministry of War Transport(Cana- dianPacificSteam- ~~ships,Ld.Mgrs.~~ ships,Ld.*Mgrs.*)	~~459·8~~ P161′Q39′F39′ 459·3	60·0	39·0	Liverpool ~~French~~ British *WB*	Oil Engines 2S.C.SA 10Cy.28$\frac{5}{16}$″–48$\frac{13}{16}$″ 1400NHP Cie deConstr.Mecaniques Sulzer,St.Denis		V
76311 166382 GKGS	**Indora** D.F. 2*Dks* *CruiserStern*	6622 6128 3963	✠100A1 *withfreeboard* 11,39 BS3,40 ✠LMC3,38	Cal	*a*† 2	CL 11,39	1938 3mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*366′1126*t*	426·8 442·8(O.L.) P39′B132′F39′ FK *FPT*190*tAPT*190*t*	57·6	32·0	London British 7*BHCem*	T.3Cy.22″,37″&65″–48″&LP turbine with DR gearing & hydraulic coupling 250lb (*s*) FD 592NHP 3SB(Spt)9*cf*,GS168,HS6858 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	34 ″ 6 s9 ″ 8¾ 25 ″ 0	
76312 LCOV	**Indra** TwinSc *OilEng.* D.F. 2*Dks*	5041 4770 3101					1923	Nederl. Schps.Maats. Amsterdam	SkibsA/SPacific (KnutKnutsen O.A.S.*Mgr.*)	375·8 H238*t*	51·4	30·7	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.22$\frac{1}{16}$″–39″ 565NHP Werkspoor,Amsterdam		N
76313 HPOH	— (*ex*Vareg–34, ssAms.2ndNo.3–2,26 *ex*Nordafrika,*ex*Loppersum) D.F. 1*Dk*&*deep framing pt Awng dk*	2085 — 1297	✠ … 12,28 ✠NB3,24 ✠				1900 8mo	W.Gray& Co.Ld. WHartlepool	~~RobertNelberg~~ ~~&others~~ Torsten Carlbom	280·1 269·6 P17′Q86′ *ptAwng dk*203′ FK	39·2	15·7	Panama Pnamanian *WB*	T.3Cy.19″,30½″&51″–36″ 153NHP Cen.Mar.Eng.Wrks.WHpl	18 ″ 2	G †
76314 157903 VSPW	**Indragiri** (*ex*Singapore–39) 1*Dk*	592 484 297					1912	Nederl. Schps.Maats. Amsterdam	SoonBeeS.S.Co. (Singapore)Ld. (HeapEng.Moh. S.S.Co.Ld.*Mgrs.*)	185·0 P27′B58′F26′	31·0	10·7	Singapore British *WB*	C.2Cy.15″&30″–24″ 37NHP Wilton'sEng.Co.Rot.		V
76315 PEWD	**Indrapoera** Ⓟ TwinSc *OilEng.* Sub.Sig. 3*Dks* E.S.D. D.F. GyC. *CruiserStern*	10825 — 6535					1925	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd~~(W.Ruys&~~ ~~Zonen,Mgrs.)~~	487·7 P116′F95′	60·2	35·1	Batavia ~~Rotterdam~~ Dutch *WB*	Oil Engines 2S.C.DA 12Cy.27$\frac{9}{16}$″–47$\frac{3}{16}$″ 3170NHP NE31 Maats.de Schelde,Flushing		V
76316	**Indravati** ssBom.2ndNo.3–12,20 1*Dk*&*Spar dk*(*Teak*)&*deep framing*	1053 963 513	✠ 5,26 ✠	Bom	*m*		1896 6mo	AilsaS.B. Co. Troon	J.A.Halloween	211·8 20·2 BK7½″ *FPT*	31·1	12·9	Portuguese 6*BHCem* 25*tAPT*20*t*	T.3Cy.18″,29″&48″–30″ 156NHP 2SB,6*cf*,GS102,HS2678 Dunsmuir&Jackson,Gls.	20″10	
76317 148854 GKZV	**Induna** ssBry.No.3–10,37 D.F. 1*Dk*(*Stl*)	5086 4655 3221	✠100A1 ~~1,40~~ ~~1,40~~ 2,41 ✠LMC MS10,37 BS~~8,39~~8,40	Sws ~~Cff~~ Lon	*y*	CL ~~1,40~~ N2,41	1925 5mo	A.Stephen &Sons,Ld. Glasgow *Lloyd*'*sA&CP*	S.S."Induna"Co. Ld.(Maclay& McIntyre,Ld.) *CellDB*350′985*t*	402·0 P45′B125′F45′ FK *FPT*85*tAPT*216*t*	52·2	27·5	Glasgow British 6*BHptCem* *ptAsp*	T.3Cy.25″,41″&67″–51″ (*s*) 175lb HS6297 431NHP 3SB(Spt),9*cf*,GS157 FD A.Stephen&Sons,Ld.Gls.	29″11 s 5″8¾ 24″5½	
76318 167392 GCDG	**Indus** *OilEng.* 1*Dk*&*Shelter dk* *CruiserStern*	5187 4577 3041	✠100A1 *withfreeboard* 7,40~~2,40~~ ✠LMC2,40	Gls Cal	*a*† 2	CL	1940 2mo	C.Connell &Co.Ld. Glasgow *Lloyd*'*sA&CP*	J.Nourse,Ld. *1 intermediate BH* *CellDB*353′1323*t*	415·6 431·5(O.L.) F34′ FK *dispensed with* *FPT*175′*APT*260*t*	55·2	25·6	London British *ptCem* *Coll to Sh dk* 5 „*2nd*„	Oil Engines 2S.C.SA 3Cy.20½″–81⅞″ 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	28 ″ 9 s 3 ″ 2½ 25 ″ 9¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
76319 6607 SEYM	**Indus** Mchy.Aft CruiserStern 1Dk	728 502 351					1921	Bergsunds M.V.Aktieb. Stockholm	O.F.Ahlmark&Co. Eftr.A/B	192·6|30·4|12·5 P65'H70tF27'	Karlstad Swedish WB	T.3Cy.13",21½"&34⅝"–23⅝" 58NHP BergsundsM.V.Aktb.Skm.		V
76320 1306 CBIF	**Indus B. F.** (exCondor–36, exCommercial ssVpo.3rdNo.3-4,38 Pilot,exGeneral D.F. E.S.D. O.H.Ernst,exSachsenwald, 2Dks(Stl- exSt.Croix) Utoaks)&Web frames	4314 — 2951	✠100A1 WhalingService 12,40 ~~4,38~~ BS8,40 Carrying whale oil in bulk in Nos.3&4..lds	Vpo Tal ✠LMC3,38 PrBS8,40	w	CL ~~12,37~~ 12,40	1904 1mo Lloyd's A&CP	Flensburgr Schiffsb. Ges. Flensburg	Cia.Industrial deValparaiso CellDBa110'u	356·4|45·3|24·5 P&B288'F40' FK E22'f138'677t	Valparaiso Chilian 6BHPtCem	T.3Cy.26¾",45"&75"–48" (s) 150lb 17PrB60lb 480NHP 4SB,12cf,GS162,HS8209 FlensburgerSchiffsb.Ges.	27 ″ 0	
76321 21782 JCRD	**Indus Maru** ssOsa.No.3–8,29 ssOsa.No.2–38 1Dk(Stl)&Shelterdk(Stl) Longitudinal framing &Webframes	4361 3677 2705	✠100A1 Shelter dk withfreeboard 3,41 ~~3,40~~	Osa ✠LMC~~3,40~~ 3,41	w	CL 2,40	1918 2mo	OsakaIron Works,Ld. Innoshima A&CP	OsakaSyosen K.K. CellDB	345·0|49·8|28·1 P30'B99'F34' on Shelterdk FK 298' 1123t FPT115t	Osaka Japanese 7BHCem APT29t	T.3Cy.24",41"&67"–48" (s) 180lb 390NHP 2SB,6cf,GS126,HS5400 FD OsakaIrnWksLdInnoshma	28 ″ 2 s4 ″ 8¾ 28 ″ 8	
76322	**Industria** For full particulars see No. 88503 in Supplement D.F. CruiserStern Longitudinal framing on shelter dk	4850 4205 2875	100A1 withfreeboard (ClassContemplated)				1940	W.Gray&Co.Ld. W Hartlepool	MetcalfeShipping Co.Ld.(Metcalfe, Son&Co.Ld.Mgrs.)	416·0|56·1|23·9 F40'	W.Hartlpl British	T.3Cy.23½",36½"&65"–48" Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.		
76323 8410 SMXN	— OilEng. D.F. 1Dk&Shelterdk CruiserStern Strengthened for Navigation in Ice	1688 1270 789	✠100A1 withfreeboard 6,40 ~~3,40~~	Got Bal ✠LMC3,40	s	CL	1940 3mo Lloyd's A&CP	Akt.Lindholmens Varv Gothenburg	Rederi A/B SvenskaLloyd (K.R.Bökman, Mgr.) CellD	287·2|42·1|16·7 296·5(O.L.) FK B241'471t FPT25t	Gothenbrg Swedish 4BH (Coll to Shdk 3 ,, 2nd ,,) APTs64t	Oil Engines 2S.C.SA 6Cy.19$\frac{1}{16}$"–35$\frac{7}{16}$" 388NHP DB100lb SulzerBros.Ld.Winterthur	19 ″ 6 s ″ 4½ 19 ″ 2½	
76324 1691 IBNQ	**Ines Corrado** (exRiverTigris, exVellavia,exWar ssGen.No.3–6,31 Setter) D.F. 2Dks(Stl)	5159 4780 3109	✠ ... 9,33	Gen ✠			1918 6mo	Armstrong Whitworth&Co.Ld. Nwc.	"Corrado"Soc. Anon diNav. CellDB	413·0|52·3|28·4 400·2 P49'B112'F39' FK 345'1113t FPT118t	Genoa Italian 7BHptCem APT174t	T.3Cy.27",44"&73"–48" 517NHP 3SB,9cf,GS189,HS7668 G.Clark,Ld.Sunderland	31 ″ 0	I †
76325 CSKA	**Infante de Sagres** WoodAux (exSailingVessel) 3MstSr 1Dk OilEng. (See Sailing Ship Register)	329 310 230					1921	M.J.Calção Nazaré	Soc.Infante de Sagres,Ltda.	138·6|31·2|13·6	Aveiro Portuguese	Oil Engines 2S.C.SA 2Cy.14$\frac{3}{16}$"–15¾" 70NHP Emade&fitted33 SkandiaVerkenABLysekil		
76326 OHZC	**Inga** (exChristineMarie–36, exChristine–34,exColumbier,ex Granhandel,exTinternAbbey) 1Dk D.F.	1926 — 1105					1910	Irvine'sSB &D.D.Co.Ld. W Hartlepool	LovisaÅngfartygs A/B(A/BR.Nordström&Co.O/Y, Mgrs.)	289·5|40·2|18·2 278·7 P25'B66'F29'	Lovisa Finnish WB	T.3Cy.20½",33½"&54"–36" Richardsons 175NHP Westgarth&Co.Ld.Hpl.		C
76327 OUHH	— (exStyrbjörn) 1Dk	1494 1183 876					1921	Svendborg Skibs&Mask Svendborg	D/S A/S "Myren" (Holm&Wonsild, Mgrs.)	253·2|38·2|14·9 P29'Q78'B102'F34'	Copnhagn Danish WB	T.3Cy.17",27½"&47"–34" 129NHP SvendborgMsk.Svendborg		V
76328 LCMD	**Inga I** (exBa–36,exMarvel) Wireless D.F. 1Dk	1304 1125 739					1921	Huiskens &vanDijk Dordrecht	A/S D/S IngaI (JohanEliassen)	236·8|37·1|16·1 P54tH89t	Bergen Norwegian WB	T.3Cy.17½",29"&46"–36" 127NHP Huiskens&vanDijk,Dordt.		N
76329 DOPE	**Inga Essberger** TwinSc (exUsedom–38) Fitted for oil fuel Mchy.Aft 1Dk E.S.D. Carrying Petroleum in bulk	1827 1450 941					1916	Howaldtswerke Kiel	JohnT.Essberger	255·3|38·5|18·4 Q99'F46'	Hamburg German WB	T6Cy14⅜",23¼"&38⅜"–19$\frac{7}{16}$" 128NHP Howaldtswerke,Kiel		G
76330 7367 SDWA	**Ingarö** (exRiverDart,exDenpark) ssSkm.2ndNo.3-6,39 1Dk(Stl) Cargo battens not fitted	2000 1756 1138	✠100A1 4,40 ~~6,39~~	Skm Got ✠LMC6,39	r	CL ~~N6,39~~ N6,39	1916 6mo Lloyd's A&CP	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth	RederiA/B Rex (K.M.Källström, Mgr.) CellDBa70'uE28'	280·2|41·9|18·9 P21'B68'F29' FK f124' 523t FPT 55t	Stockholm Swedish 4BHCem APT46t	T.3Cy.21",35"&57"–36" (r) 180lb 228NHP 2SB,6cf,GS113,HS3734 Cooper&Greig,Ld.Dundee	20 ″ 9 s 2 ″ 11 18 ″ 1	
76331 DDRV	**Inge Christophersen** (exSeptima–38) 1Dk&deep framing	1353 980 800					1905	Flensburgr Schiffsb.Ges. Flensburg	H.W.Christophersen	230·6|34·4|15·2 P25'Q56'B64'F30'	Flensburg German WB	T.3Cy.15",25⅝"&43$\frac{5}{16}$"–29½" 102NHP FlensburgerSchiffsb.Ges.		G
76332 [illegible]	**Inge Mærsk** OilEng. D.F. E.S.D. Mchy.Aft 1Dk Longitudinal framing at bottom & at deck CruiserStern in centre tanks	9397 8688 5819	✠100A1 8,40 ~~2,40~~ Carrying Petroleum in bulk DBS8,40	Osl PNI ✠LMC5,39	c†	CL	1939 5mo Lloyd's A&CP	Odense Staalskibsvft vedA.P.Möller Odense	UnionGovernment of SouthAfrica (Railways&HarboursAdministrationDurban) CellD	482·9|65·5|33·9 501·1(O.L.) P98'B34'F37' FK BuE87'428tDTf26'	Durban British 14BH 438t WTs a	Oil Engines 4S.C.SA 7Cy.29⅛"–59$\frac{1}{16}$" 572NHP 2DB180lb Akt.Burmeistr&Wain,Cpn 16'379tFPT165tAPTs230t	35 ″ 10 s 8 ″ 0½ 28 ″ 0½	
76333 4849 SEYO	**Ingeborg** 2Dks	1156 676 676					1908	LindholmensV.A. Gothenburg	RederiA/BSvenska Lloyd(K.R.Bökman,Mgr.)	203·6|33·1|13·2 20·9	Gothenbrg Swedish WB	T.3Cy.16",26½"&44"–30" 35NHP LindholmensV.A.Got.		V
76334	— (895 Tons Gross), for particulars see "Anni Ahrens," No. 69740													
76335 5802 PEWN	— OilEng. 1Dk Mchy.Aft CruiserStern	479 397 233	✠100A1 12,40 ~~12,39~~ Carrying Petroleum in bulk	Rot Gms ✠LMC4,37 ✠LMC(M)6,39	g	N12,39	1937 4mo Lloyd's A&CP	Jos.L. Meyer Papenburg a.d.Ems.	AlgemeenVrachtkantoorN.V.	159·1|25·8|11·6 167·9(O.L.) Trunk91' FK Q48'F19' FPT45tAPT35t	Rottrdam Dutch 8BH	Oil Engines 2S.C.SA 6Cy.11$\frac{13}{16}$"–15¾" 147NHP Emade32fitted37 DB114lb SulzerBros.Ld.Winterthur	12 ″ 2 s 1 ″ 2½ 11 ″ 1½	
76336 OHZH	— (exNanset,exIngeborg) Mchy.Aft 1Dk	367 288 170					1898	P.Larsson Thorskog	Rederi A/B Ingeborg(CarlHelin)	140·9|24·1|10·9 132·8 Q42'B35'H14tF15'	Mariehmn Finnish WB	C.2Cy.15⅘"&24"–17$\frac{7}{16}$" 20NHP ThorskogsM.V.Thorskog		V
76337 OUHK	**Ingeborg S.** 1Dk	1200 913 710					1924	Kjöbnhvns Flydk.Skbsv Copenhagen	Dampskslsk.Torm A/S(A.Schmiegelow&A.Kampen, Mgrs.)	235·4|36·2|13·7 P13'Q69'B98'F29'	Copnhagn Danish WB	T.3Cy.15",24"&40"–27" 83NHP KjöbnhavnsFlydk.Skbsv.		C
76337* 8342 SFNO	**Ingegerd** WoodAux3MstSr (exVenus–39,exSt.Peters–34, OilEng. exVega–33,exIlmatar, exLudvigTheisen) (See Sailing Ship Register)	345 314 251					1919	A/S Nakskov Skibsværft Nakskov	Th.Johansson	134·0|30·4|12·6 Q27'	Gravarna Swedish	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{16}$"–13¾" 120NHP Emade24 J.&C.G.BolindersMV.A/B		V

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length | Breadth | Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76338 LOEC	**Ingeniero Luis A. Huergo** 2Dks & Web frames Fitted for oil fuel Mchy.Aft Carrying oil in bulk	3327 2986 1993	✠ ... 9,21 ✠				1917 4mo	ForeRiver S.B.Corp. Quincy,Mass.	ArgentineGovt. (Yacimientos Petroliferos Fiscales)	329·1|46·2|25·7 P71'B27'F31' FK	Bns.Aires Argentine WB	T.3Cy.22",37"&60"-42" 317NHP ForeRiverS.B.Corp.	27 " 0	
76339 FOOW	**Ingénieur Cachin** TwinSc (exAlsatia-34) ssHav.No.3-5,35 ssChb.No.1-39 2Dks CruiserStern	1310 952 632	✠100A1 withfreeboard 2,39 ✠NB6,23 LMC2,39 For service in Cherbourg Harbour ~~Surveys delayed~~	Chb		CL 1,39	1923 6mo	Coaster Const.Co.Ld. Montrose Lloyd'sA&CP	Soc.Cherbourgeoise deRemorq. &deSauvetage	200·5|37·8|15·6 |38·1| FK B95' DTa16'125t	Cherbourg French 5BHCem FPT100t	T.6Cy.13¼",21¼"&34"-21" 180lb (s) 164NHP NE19 refitted6,23 2SB,6cf,GS104,HS3177 WallsendSlpwy&E.Co.Ld.	17 " 0 s 8 " 3 9 " 1	
76340 TTMX	**Ingénieur Minard** TwinScSp (exNomadic-34) (Tender) 2Dks	1273 — 814					1911	Harland& Wolff,Ld. Belfast	Soc.Cherbourgeoise deRemorq. &deSauvetage	221·0|37·1|12·4 Q23'B72'	Cherbourg French	C.4Cy.13½"&27"-18" 52NHP Harland&Wolff,Ld.Bel.		V
76341 TVCB	**Ingénieur Reibell** TwinScSp (exTraffic-34) (Tender) 2Dks	675 609 420					1911	Harland& Wolff,Ld. Belfast	Soc.Cherbourgeoise deRemorq. &deSauvetage	175·0|35·1|12·4	Cherbourg French	C.4Cy.12"&24"-15" 36NHP Harland&Wolff,Ld.Bel.		V
76342 7849 SFAM	**Inger** Strengthened for Navigation in Ice Wireless D.F. 1Dk & Shelter dk	*1562* *1346* *827*					1932	Nya Varvs-aktb.Öresund Landskrona	A/B Transmarin (S.Redig, Mgr.)	258·7|40·5|16·0	Hlsngborg Swedish WB	T.3Cy.17 15/16",29 15/16"&48 7/16"-33½" 136NHP NyaVarvsaktiebÖresund		N
76343 LEEC	**—** CruiserStern Wireless D.F. 1Dk	*1418* *1095* *818*					1930	Trndhjms Mek.Værks. Trondheim	A/S Inger(Bachke &Co.)	249·8|38·0|15·7 Q98tP47tH143t	Trondheim Norwegian WB	T.3Cy.18",29"&50"-33" 144NHP TrondhjemsM.V.Trondhm		N
76344 OUHL	**—** Wireless 1Dk	1208 999 728					1922	A/S Köge Værft Kjöge	J.Lauritzen	239·9|35·7|14·5	Esbjorg Danish WB	C.4Cy.(2)12¾"&(2)27½"-27½" NE30 96NHP Christiansen&Meyer,Hrbg		N
76345 7387 SIXR	**—** WoodAux4MstSr (exLynetten) OilEng. 1Dk (See Sailing Ship Register)	*381* *332* *278*					1920	A/S Codanværftet Kjöge	OskarHermansson	137·2|30·2|12·7	Skärhamn Swedish	Oil Engines A/S DanskDieselmotor Kompagni,Holeby		V
76346 LCGL	**Inger Elisabeth** (exCissy-39) 2Dks	2166 1931 1297					1920	Framnes Mek.Værks. Sandefjord	A/S Inger(Jacob KjödeA/S, Mgrs.)	289·5|44·2|19·4 P76tH129tF9t	Bergen Norwegian WB	T.3Cy.22",35"&61"-36" 223NHP TrondhjemsMV.Trndheim		N
76347 LJXK	**Inger Johanne** TwinSc Wireless D.F. OilEng. CruiserStern 1Dk Mchy.Aft CarryingPetroleum in bulk	1202 897 560					1938	Lübecker Flender-WerkeA.G LübeckSiems	A/SInger(Jacob KjödeA/S, Mgrs.)	231·5|34·7|14·4 P55'B33'F35'	Bergen Norwegian WB	Oil Engines 4S.C.SA 16Cy.11"-16 9/16" 189NHP DeutscheWerkeKiel,A.G. Kiel		N
76348 LKIM	**Inger Lise** Mchy.Aft CruiserStern 1Dk	1582 1283 890					1939	Porsgrund Mek.Værks. Porsgrunn	Alf.Monsen	246·6|37·9|18·2 P66'B14'F29'	Oslo Norwegian WB	C.2Cy.13¾"&27 9/16"-27 9/16"& LPturbine withDRgearing &hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		N
76349 145481 ~~OYRH~~ MPGP	**Inger Toft** (exElphinston-36, exVanDyck, exPhyllis Seed, exLangfond) Fitted for oil fuel 1Dk	2190 1954 ~~1268~~ 1266	~~LthHul~~ Examined L.R.5,~~40~~ 11,40 BS5,40(180lb)				1920	SwanHunter&Wigham Richardson, Ld.Sunderlnd	Ministry of Shipping(ChineShippingCo.Ld. Mgrs)	285·6|41·5|19·9 P36'B74'F28'	~~Copenhagen~~ ~~Danish~~ London WB British	T.3Cy.22",35"&58"-39" 210NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		N
* 76350 8457 ~~LCOW~~ SDRT	**Ingeren** (exBerwindvale) ssShi.2ndNo.3-8,36 Mchy.Aft 1Dk(Stl) D.F. Cantilever framed topside tanks	6123 4802 3266	✠100A1 1,41 ~~1,40~~ MS8,36 ✠LMC BS~~3,39~~ 1,41	Bal Got	z	CL ~~6,37~~ ~~11,40~~ 3,41	1911 3mo	SirRaylton Dixon&CoLd. Middlesbro' Lloyd'sA&CP	SvenskaStatens Traffikkommission(Svenska OrientLinien Mgrs) CellDBuE &B69'f272'116	405·0|54·2|26·4 P&B247'F42' FK 3t topside tanks269'	Stockholm Swedish 6BHCem 1130t FPT5	T.3Cy.28",46"&77"-48" (s) 180lb 542NHP 3SB,9cf,GS188,HS7743 FD Richardsons,Westgarth& Co.Ld.Hpl. 57tAPT60t	29 " 3 s 4 " 11½ 24 " 6½	
76351 LDDZ	**Ingerfem** (exOvre, exAthamas) D.F. 1Dk	3987 3581 2360					1912	W.Doxford &Sons,Ld. Sunderland	A/S Inger(Jacob KjödeA/S, Mgrs.)	370·5|51·2|22·7 P109tH112tF55t	Bergen Norwegian WB	T.3Cy.25",42"&70"-45" 329NHP W.Doxford&Sons,Ld.Sld.		N
76352 LCOX	**Ingerfire** (exAlexandra) ssBgn.2ndNo.3-5,30 D.F. ssBgn.No.2-38 1Dk(Stl) & wide spaced hold beams & web frames	3835 3529 2367	✠100A1 10,40 ~~10,39~~ BS~~9,39~~ 10,40 ✠LMC9,38	Bgn Liv	v	CL N5,39	1905 11mo	ShortBros. Ld. Sunderland Lloyd'sA&CP	A/S Inger(Jacob KjödeA/S, Mgrs.) CellDBa122'uE	346·5|49·6|25·5 359·4(O.L.) P27'B74'F30' FK 24'f138'937t FPT	Bergen Norwegian 6BHCem 89tAPT97t	T.3Cy.25",41"&67"-45" (s) 180lb 339NHP 2SB,8pf,GS156,HS5390 G.Clark,Ld.Sunderland	26 " 4 s 4 " 5½ 22 " 1	
76353 OHWY	**Ingerois** (exRené-34, exMinisterDelbeke) D.F. 1Dk	1995 — 1212					1909	Irvine's SB &D.D.Co.Ld. W Hartlepool	A/B Mare (Th.Kramer, Mgr.)	290·6|40·2|18·5 279·7 P24'B60'F28'	Åbo Finnish WB	T.3Cy.20½",33"&54"-36" Richardsons, 175NHP Westgarth&Co.Ld.Hpl.		C
* 76354 LDDU	**Ingerseks** (exWascana-34) ssBgn.No.3-10,26 ssStv.No.2-34 1Dk(Stl) Cantilever framed topside tanks Cargo battens not fitted	4969 4540 2612	✠100A1 6,38 BS7,38 ✠LMC5,34	Bgn	y	CL 10,38	1913 7mo	SirRaylton Dixon&Co Ld Middlesbro' Lloyd'sA&CP	A/S Inger(Jacob KjödeA/S, Mgrs.) CellDBa 129' 1016t topside tanks342'	380·0|52·5|27·4 392·6(O.L.) P33'B105'F35' FK uE&B39'f161' 1516tFPT95t	Bergen Norwegian 6BHCem APT155t	T.3Cy.25½",42"&70"-48"(s) 180lb 390NHP 3SB,9cf,GS176,HS6303 Richardsons,Westgarth& Co.Ld.Mdb.	30 " 0 s 5 " 9¾ 24 " 5	
* 76355 LEMA	**Ingerto** (exJohnR.Gibbons) ssBgn.No.3-5,32 D.F. ssBgn.No.1-36 1Dk(Stl) & Web frames Longitudinal framing Cargo battens not fitted	3089 2720 1773	✠100A1 4,39 BS4,39 ✠LMC3,36	Bgn	u	CL N2,37	1920 7mo	UnionS.B. Co. Baltimore Md A&CP	A/S Inger(Jacob KjödeA/S, Mgrs.) CellD	318·6|46·2|22·0 P36'B94'F36' FK B278'749t FPT69t	Bergen Norwegian 5BHCem APT252t	T.3Cy.20",37½"&60"-42" (s) 185lb 300NHP 2SB,6cf,GS159,HS5226 EllicottMachineCorp. Baltimore,Md.	24 " 5 s3 " 11¾ 20 " 7	
76356 LCSV	**Ingertre** (exJulianneI-38, exLövstakken-33) Fitted for oil fuel 1Dk	2462 2215 1462					1921	Burntislnd S.B.Co.Ld. Burntisland	A/SInger(Jacob KjödeA/S, Mgrs.)	301·0|43·7|22·2 P72tH102t	Bergen Norwegian WB	T.3Cy.21",35"&57"-36" 195NHP Cooper&Greig,Dundee		N
76357 132608 ~~YPSV~~ GPQM	**Inginer N. Vlassopol** (exLoyal Devonian-32, exPanayiotis, exEssex Abbey) ssShl.2ndNo.3-10,36 1Dk(Stl)	~~3640~~ ~~3380~~ ~~2264~~ 3645 ~~3380~~ 2241	✠100A1 4,40 MS10,36 ✠LMC BS3,40	Bry	w	CL 4,40	1911 9mo	Greenock& Grngemouth Dkyd.Co.Ld. Greenock Lloyd'sA&CP	Ministry of Shipping(J.&C.Harrison,Ld. Mgrs.) Cell DBa102'uE&B39'f154'8	348·5|50·2|23·6 P30'B99'F38' FK	London British 6BHCem 32tAPT105t	T.3Cy.25",41"&67"-45" (s) 180lb 85lb 362NHP 2SB,6cf,GS135,HS6044 Rankin&Blackmore,Grk.	26 " 0	

Now "Hampton Lodge," see No. 88371 in Supplement

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
76358 DOFK	**Ingo** Ⓟ Sub.Sig. D.F. *2Dks*	3950 3427 2362					1926	J.Frerichs &Co.A.G. Einswarden	Hamburg-Bremer Afrika-Linie G.m.b.H.(WoermannLinieA.G. DeutscheOst-AfrikaLinie, *Mgrs*)	382·4 P&B305'F46'	50·2	21·9	Bremen German *WB*	T3Cy25$\frac{5}{8}$",40$\frac{7}{16}$"&67$\frac{13}{16}$"–47$\frac{1}{4}$" 316NHP J.Frerichs&Co.A.G.		G
76359 147950 GKZM	**Ingola** *ss*Ant.No.3–11,37 1*Dk*(*Stl*) D.F.	3846 3545 2392	✠100A1 2,40 BS2,40 ✠LMC11,37	Sws	*w*	CL 10,37	1925 3mo *Lloyd*'s A&CP	W.Gray& Co.Ld. WHartlepool	TenaxS.S.Co.Ld. (MuirYoung,Ld. *Mgrs.*)	352·0 P30'B113'F35' FK *CellDBa&uE* 133'*f*159'906t*FPT*	50·0	24·7	Glasgow British 6*BHptCem* 97t*APT*121t	T.3Cy.25",40½"&67"–45" (*s*) 180lb *100lb* 354NHP 2SB,*6cf*,GS114,HS4666 FD Cen.Mar.Eng.Wrks.WHpl	27 " 0 s 4 " 8½ 22 " 6½	
	Now "Tenax," see letter T. *No.* 84610															
76360 5795 SDOM	**Ingolf** (*ex*Casablanca–35, *ex*Louise) **Iron** *ss*Stn.4thNo.3–8,20 1*Dk2trB* *Well deck* *Web frames*	*1191* *840* *638*	... 9,21				1872 8mo	Burmeister &Wain Copenhagen	FiskeriA/B Ingolf (CarlDahlberg, *Mgr.*)	233·0 P148'F27'H7t BK8"	30·2	15·8	Kivik Swedish *WB*	C.4Cy.21"&44"–30" NB83 138NHP Burmeister&Wain,Cpn.	17 " 0	V †
76361 LEEF	**Ingöy** Ⓟ (*ex*Ingö,*ex*Kong Eystein) **Iron** 1*Dk*&*Spar dk*	327 302 176					1870	Trndhjms Mek.Verks. Trondheim	Finmarks Fylkesrederi	125·1 H25t	21·5	16·5	Hammrfst Norwegian	T 3Cy.11",18"&29"–24" NE&B28 41NHP BergensM.V.Bergen		
76362 LCBX	**Ingria** **TwinSc** *OilEng.* D.F. *CruiserStern* 1*Dk*&*Shelter dk*	4391 3887 2607					1931	Akt.Burmeistr&Wain Copenhagen	A/S Inger(Jacob KjödeA/S, *Mgrs.*)	379·4 P73tH367tF19t	54·2	24·4	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 543NHP Akt.Burmeistr&Wain,Cpn		N
76363 LJBV	**Ingrid** (*ex*Haiti–36, *ex*GreatFalls) *Fitted for oil fuel* 1*Dk2trB*	2606 2261 1612	✠ ... 3,22 ✠				1920 4mo	McDougall DuluthCo. Duluth,Minn.	A/S I.A.Hamres Rederi(Ingrid Hamre)	251·0 P25'B64'F20' FK	43·7	25·8	Oslo Norwegian *WB*	T.3Cy.21",35"&59"–42" 226NHP McDougallDuluthCo.	28 " 2	N †
76364 DICK	**Ingrid Horn** Ⓟ *OilEng.* D.F. Sub.Sig. *2Dks*	4006 3321 2409					1928	F.Schichau Elbing	H.C.Horn	313·8 F37'	48·7	27·7	Hamburg German *WB*	Oil Engines 2S.C.SA 5Cy.26¾"–47¼" 620NHP F.Schichau,Elbing		G
76365 OFBX	**Ingrid Thorden** (*ex*Knäppingsborg) *ss*Shl.No.3–11,32 Sub.Sig. *ss*Hfs.No.1–36 D.F. 1*Dk*&*Shelter dk*(*Stl*)	1869 1621 1005	✠100A1 *withfreeboard* 1,39 BS9,39 ✠LMC11,36	Cff	*r*	OG 1,39	1920 10mo A&CP	Akt.Lindholmen-Motala Gothenburg	RederiA/BThor (G.B.Thordén, *Mgr.*) *CellD*	277·6 264·6 FK *B*223'470t*APT*41t	42·7	18·2	Helsingfrs *Brändö* Finnish 4*BHCem* (*Coll to Sh dk* 3 ,, *2nd* ,,)	T.3Cy.21½",32$\frac{7}{16}$"&55"–36" 185lb (*s*) 216NHP 2SB(Spt),*4cf*,GS66, FD HS2850 Akt.Lindholmen-Motala	20 " 6 s1 " 5½ 19 " 2¼	
76366 UOYB	**Ingul** (*ex*Sirehei–33,*ex*Svarv–33, *ex*Ceralvo) Sub.Sig. 1*Dk*	2324 1942 1394					1918	McDougall DuluthCo. Duluth,Min.	U.S.S.R.	250·3 P24'B64'F21'	43·4	21·4	Odessa Russian *WB*	T.3Cy.20",33"&54"–40" 184NHP McDougall,DuluthCo.		
76367 OFBV	**Inha** (*ex*Sitav–37,*ex*Miguel–37, *ex*Eros) *ss*Tln.3rdNo.3–6,38 D.F. 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	2733 — 1535	✠100A1 2,41~~7,39~~ ~~BS5,39~~ ✠LMC5,38 ~~Surveys delayed~~	NYk BS5,40	*l*	7,39	1899 11mo A&CP	R.Thompson&Sons Sunderland	FartygsA/BInha LaivaO/Y(O/Y Chartering Agency JohnDahlbergA/B, *Mgrs.*) *CellDBa*	313·0 323·8(O.L.) P29'B94'F34' FK 98'*uE*22' *f*128'662t	44·2	20·6	Helsingfrs Finnish 5*BHCem* *APT*55t	T.3Cy.22",36½"&60"–42" (*s*) 180lb NDB13 253NHP 2SB,*6pf*,GS97,HS3910 N.E.MarineCo.Ld.Sld.	23 " 0 s 3 " 5½ 19 " 9	
76368 CSAV	**Inhambane** (*ex*Essen) *ss*Ant.2ndNo.3–7,37 *Well deck* *2Dks*(*Stl*)&*3rd dk in No.1 hold only*	6051 5471 3763	✠100A1 12,40~~6,39~~ BS~~10,39~~ ✠LMC7,37 12,40	Ant Lis	*b*†	CL 6,39	1912 8mo	J.C.TecklenborgA.G. Wesermünde-G.	Soc.Geral deComercioIndustria e TransportesLtda. *Cell*	450·8 P&B392'F45' FK *DBa*146'*uE*&*B*71'	57·2	27·0	Lisbon Portuguese 9*BHCem* *f*190'1453t	T.3Cy.27$\frac{11}{16}$",46$\frac{11}{16}$"&78¾"–53$\frac{15}{16}$" 206lb (*s*) 703NHP 4SB,*12cf*,GS286,HS10334FD J.C.TecklenborgA.G.Wsm	29 " 8 s4 " 8½ 26 " 2	
76369	**Inharrime** *2Dks* *CruiserStern*	1645 — 930					1939	Cant.Nav. Riuniti Ancona	Companhia Nacional de Navegacao	236·3	36·7	14·4	Lourenço Marques Portuguese	T.3Cy19$\frac{7}{16}$"31½"&53⅝"–37⅝" 61NHP CantieriNavaliRiuniti,Anc		
76370 163217 GYMD	**Inishtrahull** Wireless *Mchy.Aft* *CruiserStern* 1*Dk*	869 597 456					1935	J.Lewis& Sons,Ld. Aberdeen	JohnKelly,Ld. (W.Clint,*Mgr.*)	197·7 Q112'B11'F30'	30·7	12·1	Belfast British *WB*	T.3Cy.14½",25"&41"–30" HS2357' 131NHP J.Lewis&Sons,Ld.Abn.		C
76371 164323 GZSS	**Inkosi** Ⓟ D.F. E.S.D. *2Dks* *Ref.Mchy.* *CruiserStern*	6618 4950 4055	✠100A1 3,40 BS3,40 ✠LMC6,37 ✠Lloyd'sRMC1,40 *Fitted for oil fuel*6,37 *F.P. above* 150°F.	Lon	*a*†	CL	1937 6mo *Lloyd*'s A&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	Ministry of Shipping(T.&J. Harrison,*Mgrs.*) *CellD*	414·8 429·6(O.L.) P37'B163'F41' FK *B*340'1039t *FPT*42t	56·0	28·5	Liverpool British 8*BHptCem* *ptAsp* *APT*58t	Q4Cy.28",41½",59"&84"–54" 235lb (*r*) 835NHP 4SB(Spt),*16cf*,HS12000 FD WallsendSlpwy.&E.Co.Ld	31 " 0 s 5 " 7 25 " 7	BT till 3,41
	Now "Empire Chivalry," *see No.* 91064 *in Supplement*															
76372 LJHS	**Inneröy** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	8260 7504 4970	✠100A1 ~~6,40 6,39~~ 4,41 DBS9,40 ✠LMC12,36 *Carrying Petroleum in bulk*	Fal ~~Bom~~ Gls	*c*†	CL 6,40	1936 12mo *Lloyd*'s A&CP	Eriksbergs M.V.Aktieb Gothenburg	ErlingH.SamuelsensRederi A/S (ErlingH.Samuelsen,*Mgr.*) *CellDB*	469·2 486·0(O.L.) P92'B28'F40' FK *uE*68'186t*DTf*23'4	61·1	34·5	Oslo Norwegian 12*BHptCem* 60t*APT*139t	Oil Engines 2S.C.DA 6Cy.17⅛"–47¼" 644NHP 2DB*142lb* Akt.Burmeistr&Wain,Cpn	34 " 0 s 7 " 5 26 " 9½	
76373 142838 GCMQ	**Innerton** *ss*Shl.No.3–8,31 *ss*Nwc.No.2–40 ~~*ss*Nwc.No.1–36~~ 1*Dk*(*Stl*)	5276 4827 3241	✠100A1 9,40~~4,39~~ BS~~4,39~~ ✠LMC~~8,36~~ 5,40 MS9,40	Cff Nwc	*y*	CL ~~4,38~~ 8,40	1919 8mo *Lloyd*'s A&CP	Ropner& Sons,Ld. Stockton	R.Chapman&Son *CellDB*	400·1 P49'B113'F40' FK 340'1072t*FPT*131t	52·3	28·5	Newcastle British 7*BHCem* *APT*214t	T.3Cy.25",42"&73"–48" (*s*) 180lb 452NHP 3SB(Spt)*9cf*,GS190,HS7668 Blair&Co.Ld.Stockton	31 " 0 s 6 " 0½ 25 " 3	
76374 160474 GNVW	**Innesmoor** *OilEng.* *ss*Bly.No.2–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41 (*W.E.*) *CruiserStern*	4392 4060 2649	✠100A1 *withfreeboard* 1,40 ~~DBS7,39~~ ✠LMC7,36 ✠LMC(M)11,38	Lon DBS7,40	*y*	CL 11,38	1928 5mo *Lloyd*'s A&CP	W.Doxford &Sons,Ld. Sunderland	MoorLine,Ld. (RuncimanShippingCo.Ld. *Mgrs.*) *CellDB*317'1011t *MT*26'988t	375·0 391·0(O.L.) F30' FK (*FPT*140t*APT*220t	52·6	25·7	London British 7*BHptCem* *Coll to Sh dk* 6 ,,*2nd*,,)	Oil Engines 2S.C.SA 3Cy.21¼"–85" 417NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	36 " 4 s10 " 1¼ 26 " 5	
76375 LEEI	**Innherred** Ⓟ *2Dks*	339 309 178					1929	Trndhjms Mek.Værks. Trondheim	IndherredsAktie-Dampskslsk.	130·3	22·1	16·1	Steinkjer Norwegian *WB*	T.3Cy.12½",20"&33"–21" 50NHP TrondhjemsM.V.Trondhm		N
76376 131515 VJQW	**Innisfail** (*ex*Blaxland) **TwinSc** *ss*Bsb 2ndNo.3–11,35 *Mchy.Aft* *ss*Bsb.No.1–39 Wireless 1*Dk*(*Stl–ws*)	399 300 144	✠ A1 *Queensland Coasting* 11,40~~11,39~~ ✠LMC11,39 BS11,40	Bsb		OG 11,38	1912 4mo *Lloyd*'s A&CP	Mackie & Thomson,Ld. Glasgow	Australian Steamships Proprietary, Ld.(HowardSmith Ld. *Man.Agents*)	144·5 B13'F26' FK *FPT*	32·2	7·2	Melbourne British 3*BHCem* 45t*APT*32t	C.4Cy.12½"&24"–16" (*s*) 120lb 48RHP 1SB,*3cf*,G56,HS1400 J.Ritchie,Glasgow	8 " 0 1 " 2½ 7 " 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
76377 152222 EIDG	**Innisfallen** Ⓟ **TwinSc** *OilEng.* D.F. E.S.D. *ss*Liv.No.2-38 *Ref.Mchy.* 1*Dk*(*Stl*)2nd *dk in Nos.*1&2 *holds* *CruiserStern*	3071 1717 1386	✠100A1 *withfreeboard* 5,40 ~~4,39~~ ✠LMC CS3,~~38~~ DBS~~4,39~~ 5,40	Bel Liv	*u* 4,39 ~~4,39~~ 5,40	OG ~~3,39~~ S4,40 P3,39	1930 6mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast	British&Irish SteamPacketCo. Ld. *CellDB*240'330t *tank in way of*	321·0 | 45·7 | 15·2 P59'B160'F73' *Upper*B120' FK *tunnels* 103t*FPT*41t*APT*42t	Cork British 7*BHptCem*	Oil Engines 4S.C.SA 20Cy.24 13/16"-38 9/16" 1193NHP DB80*lb* Harland&Wolff,Ld.Bel.	19 ″ 0 s 4 ″ 1¼ 15 ″ 1¼	
76378 PJCB	**Ino** Wireless *OilEng.* *Mchy.Aft*	374 287 168					1936	Gebroeders Pot Bolnes	West-Indische Scheeps.Maats.	162·6 | 29·4 | 8·9	Curaçao Dutch	Oil Engines 2S.C.SA 7Cy.10 13/16"-18⅞" 132NHP Gebr.Stork&Co.Hengelo		V
76379 EAFH	**Inocencio Figaredo** (*ex*Olavarriaga, *ss*Liv.No.3-8,10 *ex*HolmsIsland, *ss*Bbo.No.2-20 *ex*Grelford, *Spar dk*(*Irn*)2*trB*& *ex*NancyLee,*ex*Minterne) *deep framing*	*2823* *2647* *1802*	✠ 10,23 ✠	Bbo	*u*		1898 4mo	ShortBros. Sunderland	Minas deFigaredo S.A. *CellD*	316·0 | 42·1 | 17·0 24·1 P31'B78'F31' FK *Ba* 100'*uE* 24'*f* 124'	Gijon Spanish 6*BHCem* 723t*APT*75t	T.3Cy.23",38"&62"-42" NDB20 256NHP 2SB,6*pf*,GS117,HS3950 J.Dickinson&Sons,Ld.Sld.	26 ″ 9	V †
76380 EAIA	**Inogedo** (*ex*Principe deAsturias) Wireless 1*Dk*	399 — 185					1917	Astilleros Riera Gijon	Cia.AnonMaritima Torrelaveguense	135·2 | 25·0 | 13·3 F41'	Santander Spanish	C.2Cy.15"&34"-23½" NB30 46NHP E*made*91*fitted*— VulcanIronWorks (Tyndall&Co.),Hull		
76381 TCBO	**Inönü** Ⓟ (*ex*In-Eunu,*ex*Vesta, *ex*Vaskapu,*ex*Lascar) *ss*Gtz.No.3-3,05 1*Dk*2*trB*&*pt Awng dk* *Now "Tunç," see No. 90222 in Supplement*	1737 — 1065	✠ ... 2,07 ✠				1891 12mo	Wigham- Richrdsn&Co Newcastle	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	260·0 | 36·2 | 16·9 F26'*pt Awng dk*162' RFD72' FK	Istanbul Turkish *WB*	T.3Cy.20½",33"&54"-36" 175NHP WighamRichrdsn&CoNwc	19 ″ 3	
76382 LOHF	**Inspector Benedetti** (*ex*Arcangelo-33,*ex*Vigo) *Fitted for oil fuel* 2*Dks*3*trB*	4172 — 2373					1905	Earle'sCo. Ld. Hull	Cia.Argentina de Nav.Mihanovich Ltda.	336·0 | 48·3 | 22·8	Bns.Aires Argentine *WB*	T.3Cy.20",32½"&54"-42" 189NHP Earle'sCo.Ld.Hull		
76383	**Inspiration** **TwinSc** (*ex*KosmosI-39, *ss*N.Os.No.3-11,26 *ex*Kosmos) *ss*N.Os.No.3-39 Wireless 1*Dk*(*Stl*)&*Web frames* *For full particulars see No. 88502 in Supplement*	623 542 348	3,39 ✠NB19*refitted*28 (*Reclassification Contemplated*) *Fitted for oil fuel* 8,28	NOs		*F.P. above* 1	1920 50°F.	Schiffsw.u. Mch."Hansa" A.G.Tönning	Cia.deNav.yTierras"Elliot,"S.A. *CellDB*125'102t*D*	185·5 | 25·3 | 15·6 P11' FK *Ts a*9t*FPT*8t*APT*4t	Buenaventura Colombian 5*BHptCem* *ptAsp*	T.6Cy.12",18"&28"-18" 151NHP NE*made*07*refitted*28 1SB,3*cf*,HS2733 UnionIronWorks,S.Fo.	18 ″ 4	
76384 PEWZ	**Insulinde** *OilEng.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern*	332 236 155					1937	N.V.Noord Nederlndsch. Schpswerven Groningen	J.Salomons	133·1 | 23·0 | 9·5 P41'F15'	Stadskanaal Dutch *WB*	Oil Engines 4S.C.SA 6Cy.10 13/16"-15¾" 68NHP MtrnWerkeMannheimAG		V
76385 816 IBJB	**Integritas** (*ex*AngeloToso) D.F. 2*Dks*	5952 — 3257					1917	Soc.Esercizio Bacini RivaTrigoso	Soc.Anon. per l'Industria ed ilCommercioMarittimo "NovaGenuensis"	398·0 | 51·7 | 30·8 384·1 P28'B250'F42'	Genoa Italian *WB*	T.3Cy.26",42½"&69 7/16"-48" Soc.Esercizio 336NHP Bacini,RivaTrigoso		CI
76386 218721 KITQ	**International** (*ex*LakeSingara) *Fitted for oil fuel* Sub.Sig. GyC. 1*Dk*	2740 — 1760					1919	Gt.Lakes Eng.Works Ashtabula,O.	International PackingCo.	261·0 | 43·5 | 22·5 P32'B65'F24'	Seattle Utd.States *WB*	T.3Cy.21",35"&59"-42" GreatLakes 352NH Eng.Works,Ashtabula,O.		
76387 UOKI	— **IronTwinSc** (*ex*VaglianoV.) 1*Dk*	379 343 261					1888	T.B.Seath &Co. Glasgow	U.S.S.R.	174·7 | 27·2 | 9·2 P8'B20'F14'	Rostoff Russian	C.4Cy.11½"&20½"-17" NB35 29NHP T.B.Seath&Co.Glasgow		
76388 119 IOUM	**Intrepido** **WoodAux3MstSr** (*ex*GaetanoSerra) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	551 — 317					1921	A.Terrizzano Cervo	Soc.Anon.Italiana Import.Carboni e Navigazione	154·2 | 30·3 | 16·4 124·6	Savona Italian	Oil Engines 2S.C.SA 4Cy.11"-17⅓" 85NHP SulzerFrères,Winterthur		I
76389 3547 JCWE	**Inusima Maru No. 1** **Sp** 1*Dk*	598 559 325					1898	OsakaIron Works Osaka	IinoTorakichiK.K.	169·0 | 30·0 | 14·1	Hutye Japanese *WB*	T.3Cy.14",22"&37"-27" 71NHP OsakaIronWorks,Osaka		
76390 3634 JTDH	**Inusima Maru No. 2** 1*Dk*	616 573 335					1899	OsakaIron Works, Osaka	IinoKisenK.K.	164·0 | 30·6 | 14·8	Hutye Japanese	T.3Cy.14⅓",22¼"&37⅛"-27" 77NHP OsakaIronWorks,Osaka		
76391 4522 JJKE	**Inusima Maru No. 6** **Sp** 1*Dk*	587 546 308					1899	Ishikawa- jimaSBCoLd. Tokyo	IinoTorakichiK.K.	165·8 | 29·5 | 13·3	Kobe Japanese *WB*	T.3Cy.14½",22"&37"-27" 71NHP IshikawajimaCo.Tokyo		
76392 147914 GKTW	**Invella** *ss*Nwc.No.3-7,36 D.F. 2*Dks*(*Stl*)	5026 4743 3135	✠100A1 Examined 11,40 Shl ✠LMC2,40	~~Hul~~	*y*	CL ~~12,39~~ 11,40	1924 8mo *Lloyd'sA&CP*	Barclay, Curle&Co.Ld. Glasgow *Intermediate'tween dkBHin after hold dispensed with*	S.S.IndunaCo.Ld. (Maclay&McIntyre,Ld.*Mgrs.*) *Intermediate'tween dk B* *CellDBa*141'394t*f*180'532t*FPT*129t	400·1 | 52·2 | 28·5 413·2(O.L.) P37'B121'F45' FK *H in forward hold&*	Glasgow British *Cem* 4*BH to Udk* 2 .. ..2nd .. *APT*106t	T.3Cy.26",44"&73"-48" (*s*) 180lb 513NHP 3SB(Spt),9*cf*,GS190, FD HS7620 J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s5 ″ 11¼ 25 ″ 4	
76393 164267 GYMJ	**Inventor** 2*Dks* *CruiserStern*	6210 5774 3840	✠100A1 Examined 8,40 Mch BS9,39 ✠LMC9,35	~~Gls~~	*a*†	CL 5,39	1935 9mo *Lloyd'sA&CP*	D&WHendersn&Co.Ld. Glasgow	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *CellDB*365'1301t	437·9 | 56·0 | 29·5 453·0(O.L.) P45'B144'F42' FK *DTa*32' 845t *FPT*	Liverpool British 8*BHCem* (1,, *to* 2*nd dk*) 89t*APT*59t	T.3Cy.28",46"&81"-54" (*r*) 215lb *120lb* 587NHP 2DB(Spt),12*cf*,GS272, HS9212 D&W.Hendersn&CoLdGls	32 ″ 0 s 6 ″ 6½ 25 ″ 8	
76394 142489 MJQZ	**Inver** *ss*Goo.No.2-40 *ss*Bel.No.3-9,31 *Well deck* ~~*ss*Gff.No.1-35~~ *Cargo battens not fitted* 1*Dk*(*Stl*)	1543 1151 732	✠100A1 ~~5,40~~ ~~10,38~~ 9,40 ✠LMC5,40 ~~MS5,35~~	Goo Bly	*p* ~~BS5,39~~	OG 10,38	1919 7mo *Lloyd'sA&CP*	Ramage& Ferguson,Ld. Leith *Cell*	ShamrockShippg. Co.Ld. (W.O. Lawson,*Mgr.*) *DB u E*20'*f*92'231t	250·7 | 36·2 | 17·2 259·0(O.L.) P20'Q77'B48'F27' FK *DTa* 73'307t *FPT*	Belfast British 5*BHCem* 41t*APT*33t	T.3Cy.16",30"&49"-33" (*r*) 180lb 178NHP 2SB,6*cf*,GS98,HS3149 Ramage&Fergusn,Ld.Lth.	18 ″ 3 s 1 ″ 4½ 17 ″ 0½	
76395 143371 GBVW	**Inverarder** (*ex*WarHagara) *ss*Bel.No.3-3,34 *ss*Fal.No.1-38 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	5578 4713 3367	✠100A1 5,41 ~~11,39~~ BS~~9,39~~ 5,41 ✠LMC4,38 *Carrying oil fuel in bulk* *Fitted for oil fuel* 7,19	Bel Sou	*z*	CL N11,39 *F.P. above* *F.P. above* 1	1919 7mo *Lloyd'sA&CP* 150° F. 50° F.	SirJ.Laing &Sons,Ld. Sunderland	BritishMexican PetroleumCo.Ld. ~~(F.J.Wolfe,*Mgr.*)~~ (R.A.Carder,*Mgr*) *CellDBuE&B*	400·0 | 52·4 | 28·5 410·2(O.L.) P49'B121'F45' FK *Middle line bulk head* 71'274t*DTf*49'286t	London British 11*BHptCem* *not oil tight* *DTa*35'187t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland *FPT*100t*APT*80t	31 ″ 0 s 5 ″ 7¾ 25 ″ 7	

93/40

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
76396 147399 GKML	**Inverbank** TwinSc OilEng. ssAnt.No.3–6,37 1Dk(Stl)&Shelterdk(Stl–WS)	5149 4768 3113	✠100A1 withfreeboard 6,40 ~~7,36~~ ~~DBS5,38~~ ✠LMC6,37 ✠LMC(M)11,38 Carrying vegetable oil in deep tank	Syd Ddn DBS5,41	a†	CL ~~11,37~~ PC,40 S11,37	1924 5mo Lloyd's A&CP	Harland& Wolff,Ld. Glasgow	BankLine,Ld.(A. Weir&Co.Mgrs.) CellDB357'1121t tanks between tunnels 115'251tDTf32'1067tFPT106t APT132t	420·4 FK	53·9	26·5	Glasgow British 7BHptCem (CollBH to Sh dk 6 " " 2nd ")	Oil Engines 4S.C.SA 12Cy.24½"–37½" DB110lb 717NHP Harland&Wolff,Ld.Gls.	29 " 2 s 3 " 7½ 25 " 8	
76397 159824 GPYF	**Inverilen** OilEng. D.F. E.S.D. 1Dk,2nddk in Mchy. space Mchy.Aft Cruiser Stern Longitudinal framing at bottom & deck in centre tanks	9456 8656 5561	✠100A1 ~~8,40~~ ~~2,40~~ 3,41 ✠LMC12,38 Carrying Petroleum in bulk	Avn NYk	e†	CL	1938 12mo Lloyd's A&CP	Deutsche WerftAGBet Finkenwrder Hamburg	InverTankers,Ld. (A.Weir&Co. Mgrs.) CellDBuE50'68t DTf27'338tFPT159tAPT76t	503·2 522·0(O.L.) P122'B34'F60' FK	67·3	34·2	Glasgow British 18BHptCem ptAsp	Oil Engines 2S.C.SA 8Cy.26¾"–47¼" 997NHP 2DB180lb&DB(WT)180lb Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34 " 2 s 6 " 9½ 27 " 7½	
76398 145044 MPZX	**Inveritchen** ssSou.No.3–2,34 ssSou.No.1–38 Mchy.Aft 1Dk(Stl)	708 631 419	✠ A1 withfreeboard 6,40 ~~3,36~~ ~~BS6,39~~ ✠LMC3,38 For Coasting services Dover to Falmouth, Dunkirk to Cherbourg, also Southampton to Rouen Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 10,20 F.P. above 150° F.	Sou 6,41 BS		CL ~~12,36~~ 5,40	1920 9mo Lloyd's A&CP	Harland& Wolff,Ld. Glasgow	Anglo-American OilCo.Ld. ~~(F.J.Wolfe, Mgr.)~~ (R.A.Carder,Mgr)	180·0 FK	40·1	12·2	London British 7BHptCem	C.2Cy.13½"&27"–18" (s) 100lb 62RHP 1SB,3cf, HS1654 A.&J.Inglis,Ld.Glasgow	12 " 9 s 4 " 7 8 " 3	
76399 148567 GLCN	**Inverlago** TwinSc ssAru.No.3–3,38 Mchy.Aft 1Dk(Stl)	2372 1743 1235	✠100A1 9,40 ~~1,40~~ MS3,37 Carrying Petroleum in bulk Fitted for oil fuel 3,25 F.P. above 150° F.	Aru ✠LMC BS1,40	t	CL ~~S3,38~~ ~~P1,39~~ 8,40	1925 3mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.~~(F.J.Wolfe, Mgr.)~~ (R.A. Carder,Mgr.) Wing tanks f286ta356tFPT60t APT75t	305·7 P67' Trunkdk204' F34' FK	50·2	14·3	London British 7BHptCem	T.6Cy.13½",23½"&36"–27"(s) 180lb 196NHP 2SB,6cf,GS98,HS3702 A.&J.Inglis,Ld.Glasgow	15 " 0 s 1 " 10½ 13 " 3	
76400 159807 GPRX	**Inverlee** OilEng. Mchy.Aft 1Dk,2nddk clear of cargo tanks D.F. E.S.D. Part electrically welded CruiserStern	9158 8340 5496	✠100A1 9,40 ~~3,40~~ ✠LMC3,38 ✠LMC(M)3,40 Carrying Petroleum in bulk	Liv Gls	d†	CL	1938 3mo Lloyd's A&CP	Bremer Vulkan Vegesack	InverTankers,Ld. (A.Weir&Co. Mgrs.) CellDBuE72'204t DTf36'504tFPT188t APT101t	480·1 497·9(O.L.) P103'B33'F44' FK	63·8	35·7	Glasgow British 10BHptCem ptAsp	Oil Engines 2S.C.SA 8Cy.26¾"–47¼" 1001NHP 2DB-180lb BremerVulkan,Vegesack	35 " 4 s 7 " 1 28 " 6½	
76401 165779 GBXG	**Inverness** 1Dk&Shelter dk CruiserStern Tonnage opening closed '41(W.E.)	4897 4355 2743	✠100A1 withfreeboard ~~7,40~~ ~~1,40~~ 6,41 ~~1,41~~ ✠LMC1,40	Sld ~~Gl~~Mch.	a†	CL	1940 1mo Lloyd's A&CP	JLThompson&Sons,Ld Sunderland	B.J.Sutherland& Co.Ld. CellDB289'975t Tanks at sides of tunnel 390tFPTs324t APT145t	415·1 431·8(O.L.) F36' FK	58·2	24·8	Newcastle British 7BHCem (CollotoShdk 6 " 2nd ")	T.3Cy.23",38"&65"–42" (s) 220lb Rht. 365NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS116,HS5075 N.E.MarineEng.Co.(1938) Ld.Nwc.	~~27 " 10~~ ~~8 " 0~~ ~~[illegible]~~ 36 " 4 s10 " 6½ 26 " 0	
76402 148587 MNFL	**Inverpool** ssBkn.No.3–2,38 Mchy.Aft 1Dk(Stl)	680 565 286	✠100A1 7,40 ~~11,39~~ BS~~11,39~~ 7,40 ✠LMC2,38 Carrying oil fuel in bulk F.P above 150° F. Fitted for oil fuel 5,25 F.P. above 150° F.	Bkn	i	CL ~~1,38~~ 7,40	1925 5mo Lloyd's A&CP	Harland & Wolff,Ld. Govan	Anglo-American OilCo.Ld. (R.A.Carder,Mgr) Middle line BH not oil tight FPT113t APT35t	169·1 F28' Trunk86' FK	31·1	14·5	London British 6BHptAsp	T.3Cy.13½",23½"&36"–27"(s) 180lb 90RHP 1SB,3cf,HS1624 FD A.&J.InglisLd.Glasgow	14 " 6 s 1 " 4½ 13 " 3½	
76403 148577 GLCW	**Inverrosa** TwinSc ssCco.No.3–8,37 Mchy.Aft 1Dk(Stl)	2372 1743 1235	✠100A1 9,40 ~~11,38~~ BS11,39 ✠LMC8,37 Carrying Petroleum in bulk Fitted for oil fuel 4,25 F.P. above 150° F.	Aru	t	CL S4,38 P8,38	1925 4mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.~~(F.J.Wolfe, Mgr.)~~ (R.A. Carder,Mgr.) Wing tanks f286t a 356t FPT 60t APT75t	305·7 P67' Trunk dk204' F34' FK	50·2	14·3	London British 7BHptCem	T.6Cy.13½",23½"&36"–27"(s) 180lb 196NHP 2SB,6cf,GS98,HS3702 A.&J.Inglis,Ld.Glasgow	15 " 0 s 1 " 10½ 13 " 3	
76404 148628 GMTD	**Inverruba** TwinSc ssAru.No.3–9,37 Mchy.Aft 1Dk(Stl)	2372 1743 1235	✠100A1 10,40 ~~9,39~~ ~~BS9,39~~ ✠LMC9,37 Carrying Petroleum in bulk Fitted for oil fuel 7 25 F.P. above 150°F.	Aru BS10,40	t	CL 7,38	1925 7mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.~~(F.J.Wolfe, Mgr.)~~ (R.A. Carder,Mgr.) Wing tanks f286t a356t FPT60t APT75t	305·7 P67' Trunk dk204' F34' FK	50·2	14·3	London British 7BHptCem	T.6Cy.13½",23½"&36"–27"(s) 180lb 196NHP 2SB,6cf, HS3702 A.&J.Inglis,Ld.Glasgow	15 " 0 s 1 " 10½ 13 " 3½	
145/40 76405 159809 GRCM	**Invershannon** OilEng Mchy.Aft 1Dk, 2nd dk clear E.S.D. D.F. of cargo tanks CruiserStern Part electrically welded	9154 8340 5501	✠100A1 4,40 ✠LMC4,38 ✠LMC(M)4,40 Carrying Petroleum in bulk	Bel	d†	CL	1938 4mo Lloyd's A&CP	Bremer Vulkan Vegesack	InverTankers,Ld. (A.Weir&Co. Mgrs.) CellDBuE72'204t DTf36'504t FPT188tAPT101t	480·2 497·9(O.L.) P103'B33'F44' FK	63·8	35·7	Glasgow British 10BHptCem ptAsp	Oil Engines 2S.C.SA 8Cy.26¾"–47¼" 1001NHP 2DB180lb BremerVulkan,Vegesack	35 " 4 s 7 " 1 28 " 6½	
76406 159823 GQCN	**Inversuir** OilEng. D.F. E.S.D. 1Dk,2nddk in Mchy.space Mchy.Aft Cruiser Stern Longitudinal framing at bottom & deck in centre tanks	9456 8656 5561	✠100A1 ~~6,40~~ ~~12,38~~ 3,41 ✠LMC11,38 Carrying Petroleum in bulk ✠LMC(M)12,40	Cff ~~Fal~~Avn	e†	CL	1938 11mo Lloyd's A&CP	Deutsche WerftAGBet Finkenwrder Hamburg	InverTankers,Ld. (A.Weir&Co. Mgrs.) CellDBuE50'68tDTf27'338tFPT159t APT76t	503·2 522·0(O.L.) P122'B34'F60' FK	67·3	34·2	Glasgow British 18BHptCem ptAsp	Oil Engines 2S.C.SA 8Cy.26¾"–47¼" 997NHP 2DB180lb&DB(WT)180lb Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34 " 2 s 6 " 9½ 27 " 7½	
76407 167606 GLJG	**Invicta** Ⓟ TwinSc E.S.D. Cruiser Stern 3Dks	4178 2851 1982					~~1939~~ 1940	WmDenny &Bros.Ld. Dumbarton	SouthernRailway	336·5	50·1	~~16·5~~ 24·5	London British WB	4 steam turbines SR geared to 2 sc. shafts Wm.Denny&Bros.Ld.Dmb		
76408 LJRY	**Inviken** (exLuHsing–37, exElaineL.D.–35, exMerkator) Fitted for oil fuel 1Dk	4171 3603 2840					1925	Nüscke& Co.A.G. Stettin	Wallem&Co.A/S (HaakonJ.Wallem, Mgr.)	346·8 P26'B118'F48'	50·8	24·5	Bergen Norwegian WB	C.4Cy.(2)18 11/16"&(2)39⅜"–39⅜" 162NHP A.Borsig,Berlin		N
76409 ~~217093~~ ~~[illegible]~~	**Invincible** Fitted for oilfuel Sub.Sig. 1Dk&Web frames Longitudinal framing Now "Empire Porpoise," see No. 91074 in Supplement	7592 7553 4829	✠100A1 (Reclassification Contemplated) ✠				1918 10mo	Bethlehem S.B.Corp.Ld. Alameda,Cal	~~NationalBulk Carriers,Inc.~~	440·0 FK	56·0	35·2	~~S.Francisco~~ ~~Utd.States~~ British WB	1 Steam Turbine and Electric Motor 637NHP NE21 GeneralElectricCo. Schenectady,N.Y.	38 " 0	R †
76410 UPIJ	**Inya** (exPripet–35,exNeapel–35) 1Dk	1348 1080 751					1920	Danziger Werft Danzig	U.S.S.R.	244·1 P21'Q56'B110'F33'	35·1	15·5	Vladvostk Russian WB	T3Cy17 3/16",27½"&43 3/16"–31½" Stettiner 106NHP Oderwerke,Stettin		
76411 764 SZJY	**Ioanna** (exGransha–34) ssShl.2ndNo.3–6,25 ssShl.No.1–29 Well deck 1Dk(Irn)&deepframing	*1192* 879 487	✠ — 9,34 ✠	Cff	n		1901 6mo	AilsaS.B. Co. Troon	Elaftherios Veliotis CellDBa56'uE21'f90'341tFPT56tAPT50t	235·5 P24'Q54'B55'F27' FK&BK1'	33·1	16·6	Piræus Greek 4BHCem	T.3Cy.17",28"&45"–33" 155NHP 2SB,4cf,GS76,HS2800 Muir&Houston,Ld.Gls.	17 " 6	G †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76412 93 SVQF	**Ioannis Carras** (exSouthlea, exLadyCharlotte) ssShl.No.3-4,30 ssRot.No.2-38 1Dk(Stl) Now "Spyridon," see letter S. No. 83817	3527 3324 2208	✠100A1 4,39 BS5,39 ✠LMC5,38	Ant	w	CL 4,39	1917 10mo	Campbel-townS.B.Co. Campbeltwn Lloyd'sA&CP	P.J.Carras	348·5 P29'B213'F37' FK CellD B300'995t	49·9	23·6	Chios Greek 6BHCem APT85t	T.3Cy.25",40"&65"-45" (s) 180lb 327NHP 3SB,9cf,GS163,HS5305 Rankin&Blackmre Ld.Grk	26 ″ 0 s 3 ″ 1 23 ″ 1¾	
* 76413 925 SVYG	**Ioannis Chandris** (exArcturus-38) ssN.Yk.No.3-1,38 1Dk&Shelter dk Longitudinal framing&Web frames	6094 5632 3816	✠100A1 Shelter dk withfreeboard 11,39 BS3,39 ✠LMC1,38 Fitted for oil fuel 4,20	Liv	z	CL 5,39 F.P. above 150°F.	1920 4mo	GMStandi-ferCnst.Corp. Vancouver, Wash. Lloyd'sA&CP	J.D.Chandris CellDB343'1211	401·4 417·0(O.L.) P34'B114'F38'on Shelter dk FK t MT30'1011t FPT	53·2	31·9	Piræus Greek ptAsp 5BHtoSh dk 2 ,, Upr ,,) 82tAPT150t	T.3Cy.24½",41½"&72"-48" 210lb (r) 552NHP 3SB,9cf.GS180,HS8112 FD LlewellynIronWorks, LosAngeles,Cal.	34 ″ 7 s7 ″ 4¾ 27 ″ 5	
76414 138 SVXC	**Ioannis Fafalios** (exMuntropic-37, exTerreHaute) Fitted for oil fuel 2Dks	5670 5063 3424	✠ ... 9,20				1919 11mo	Merchant S.B.Corp. Chester,Pa.	S.&D.Fafalios	400·7 P36'B123'F43' FK	54·2	30·1	Chios Greek WB	T.3Cy.24½",41½",&72"-48" Efitted29 359NHP Hoovers,Owens& Rentschler	32 ″ 9	C †
76415 90 SVPT	**Ioannis Frangos** (exNovington) ssGms.2ndNo.3-8,37 1Dk(Stl)	3442 3229 2100	✠100A1 8,40 ~~11,39~~ ✠LMC MS3,37 BS~~12,39~~ 2,40	Cpn Lon	w	CL ~~8,37~~ 8,40	1912 6mo	Richardsn, Duck&Co.Ld. Stockton Lloyd'sA&CP Cell	~~M.Frangos~~ SiriosS.S.Co.Ld. DBa119'uE&B44'	362·0 375·9(O.L.) P31'B211'F37' FK f154'1126tFPT125t	50·0	21·6	Chios Greek 6BHCem APT102t	T.3Cy.25",41"&67"-45" (r) 170lb ~~100lb~~ 327NHP 2SB,8cf,GS135,HS5169 Blair&Co.Ld.Stockton	24 ″ 0 s 3 ″ 0¼ 21 ″ 3	
8/41 76416 191 SVOU	**Ioannis M. Embiricos** (exRustington) ssAnt.No.3-12,37 1Dk(Stl)	3734 3467 2274	✠100A1 9,40 ~~5,39~~ BS~~5,39~~ ✠LMC12,37 6,40	Hul Liv	w	CL 12,37	1924 12mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	S.G.Embiricos CellD	360·0 P29'B225'F36' FK B317'984t FPT104	51·0	22·9	Andros Greek 6BHptCem tAPT183t	T.3Cy.25",40½"&67"-45" (s) 180lb 100lb 332NHP 2SB,6cf,GS121,HS5188 Cen.Mar.Eng.Wrks.WHpl	25 ″ 2 s 3 ″ 1¾ 22 ″ 2¾	
76417 539 SZKB	**Ioannis Nomicos** (exMinos, exSnetind,exPetra ssPir.3rdNo.3-8,31 Lea,exNorhaug, 1Dk(Stl) exMannheim) 2nd dk(Stl)in forehold	637 — 359	... 10,35	Pir			1899 5mo	J.L.Meyer Papenburg	LoucasNomicos	171·3 B46' FK DBf28'50tDTa2	27·0	16·4	Piræus Greek 4BHCem 1'50tAPT4t	T.3Cy.12¾",21¼"&33½"-24½" 74NHP 1SB,2cf,GS39,HS1346 J.L.Meyer,Papenburg	17 ″ 2	
76418 128 SYQS	**Ioannis P. Goulandris** (exMaria Stathatos, ssPir.2ndNo.3-10,35 exEggesford) ssRot.No.1-40 1Dk(Stl)	3750 3293 2223	✠100A1 2,40 ✠LMC BS9,39 MS2,40	Rot	w	CL 1,40	1910 7mo	Craig,Tay-lor&Co.Ld Stockton Lloyd'sA&CP	GoulandrisBros. CellDBa117'uE22'	362·3 376·0(O.L.) P29'B232'F32' FK f160'955tFPT112t	51·0	21·0	Andros Greek 6BHCem APT101t	T.3Cy.25",42"&68"-45" (s) 170lb 330NHP 2SB,6cf,GS124,HS5120 N.E MarineEng.Co.Ld.Sld	23 ″ 6 s 2 ″ 9¼ 20 ″ 10¾	
76419 631 SZKA	**Ioannis Voyadjis** Iron3Mst (exTrisIerarchai, ssSws.No.1-82 exQueguay,exReveil) 1Dk Mchy.Aft	454 — 317	✠ 8,85	Cff	g		1878 3mo	A.Leslie &Co. Newcastle	MessiniaMilling Co.	159·5 Q91'F20' DBf89'FPT	25·0	10·0	Piræus Greek 3BHCem	C.2Cy.20"&37"-27" NB01 59NHP Black,Hawthorn&Co.Gts.		
76420 134514	**Iocolite** ssDet.No.1-20 Fitted for oil fuel Mchy.Aft 1Dk&Webframes CarryingPetroleum in bulk	2060 1530 1549	✠ ... 6,23 ✠				1916 9mo	Collingw'd S.B.Co.Ld. Collingwood, Ont.	ImperialOil,Ld., MarineDepartment. (H.J. Rahlves,Mgr.)	250·0 P63'F43' FK	43·1	16·6	Sarnia Ont British WB	T.3Cy.16",26"&44"-36" 96RHP CollingwoodS.B.Co.Ld.	18 ″ 0 s1 ″ 7¼ 17 ″ 7¼	
76421 132745 GTDZ	**Iocoma** Fitted for oil fuel Mchy.Aft CarryingPetroleum in bulk Longitudinal framing 1Dk	1669 1386 1035					1912	CaledonS. B.&ECo.Ld. Dundee	ImperialOil,Ld., MarineDepartment. (H.J. Rahlves,Mgr.)	248·2 P63'F39' FK	42·6	15·6	London British WB	T.3Cy.16",24"&41"-36" 84RHP CaledonSB.&.ECo.Ld.Dun	18 ″ 0 ~~s1 ″ 11¾~~ ~~16 ″ 2¾~~	
76422 802 SVHZ	**Ionia** Ⓟ (exBernicia-34) ssPir.No.3-3,36 2Dks(Stl)&Shelter dk (Stl-ptws)	1978 — 862	✠100A1 withfreeboard 2,40 BS~~3,39~~ ✠LMC3,36 6,40	Pir	s	CL ~~4,37~~ 1,41	1923 6mo	Hawthorn, Leslie&CoLd. Newcastle Lloyd'sA&CP	HellenicMediterraneanLinesCo.Ld. CellDB179'205t	282·3 B108'F29' FK APT20t	40·1	16·1	Piræus Greek 5BHptCem (2 to Sh dk 3 ,, 2nd ,,)	T.3Cy.26,"43½"&73"-48" (s) 200lb 547NHP 3SB,9cf,GS190,HS8040 FD Hwthrn,Leslie&C.Ld.Nwc.	17 ″ 6 s ″ 9½ 17 ″ 0	
76423	**Ionion** (exG.M.LaVallette-34, exIakout) 1Dk	792 546 309					1892	R.Craggs& Sons,Ld. Middlesbro'	GiuseppeRiccardi	205·2 P127'F49'	27·5	15·2	Genoa Italian WB	T.3Cy.20",28"&47½"-36" NB12 135NHP Emade87refitted— Hall,Russell&Co.Ld.Abn.		
76424 212144 WACH	**Iowan** ssS.Fo.No.3-12,26 D.F. ssS.Fo.No.2-33 2Dks(Stl)&Shelterdk(Stl) 3rd dk in No.1 hold & Webframes Longitudinalframing Fitted for oil fuel	~~5165~~ — ~~8145~~ 5208 — 3131	✠ ... 4,35 ✠	SFo	a†		1914 5mo	Maryland SteelCo. Sparro'PtMd	American-HawaiianS.S.Co. Intermediate'twe hold CellDBa122'uE&	407·7 FK endkBHinNo.2 dispensed with B54'f166'1234t FP	53·7	28·1	NewYork Utd.States Cem {6 BHtoUprdk {1 ,, 2nd dk T125tAPT5	Q4Cy25½"37"53½"&78"-54" 665NHP 3SB,12cf,GS205,HS9519 MarylandStl.Co.Sparr'Pt. only 2t	31 ″ 6	R †
76425 FNBK	**Ipanema** Ⓟ Fitted for oil fuel Well deck 2Dks	4282 — 2660					1921	Forg.&Ch. de laMédit. LaSeyne	CiedeNav.France-Amérique(Soc. Gén.deTransp. Mar.àVap.,Mgrs.)	360·2 P233'F46'	45·9	24·0	Marseilles French WB	2SteamTurbines&Electric Motors Forg.&Ch.de laMédit.Msl.		V
76426	— (exAtlantico,exNichteroy) 1Dk	440 375 257					1899	TAWalker Sudbrook	PedroBrando	156·1	26·9	11·1	R.Janeiro Brazilian	T.3Cy.14½",22"&34"-23" 55NHP Plenty&Son,Newbury		
76427 123905 VPKX	**Ipoh** 1Dk&Shade dk	1279 888 528					1908	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	244·2	35·1	14·9	Singapore British WB	T.3Cy.20¾",33"&54"-36" 175NHP CaledonSB.&E.Co.Ld.Dun		
76428 67 IBKQ	**Ipparco Baccich** Ⓟ OilEng. Wireless	884 566 426					1931	Cant.Nav. delQuarnaro S.A. Fiume	SocietàFiumana di Navigazione	201·7 187·4	30·3	14·7	Fiume Italian	Oil Engines 2S.C.SA 8Cy.14$\frac{3}{16}$"-27$\frac{9}{16}$" 279NHP NE36 SocAn."Fiat"S.G.M.Turin		I
76429 218293 KILV	**Ipswich** ssBal.No.3-10,33 ssMob.No.1-37 2Dks(Stl)	5671 5212 3448	✠100A1 ~~7,40~~ ~~1,40~~ ~~9,40~~ 11,40 ✠LMC MS9,36 ~~BS11,39~~ Fitted for oil fuel 6,19 BS11,40	NNs ~~Bal~~ NYk	z	CL ~~1,40~~ ~~7,40~~ 9,40 F.P. above 150°F.	1919 7mo	Chester S.B.Co.Ld. Chester,Pa. A&CP	Waterman SteamshipCorp. CellDB	400·7 P36'B123'F43' FK 338'1387t FPT147t	54·2	30·1	Mobile Utd.States 6BHptCem APT180t	2SteamTurbinesDRgeared 1 Sc. Shaft (s) 200lb HS8700 522NHP 3 Water Tube Boilers WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 9 s 7 ″ 4¼ 25 ″ 7½	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Date Cert. B. of Trade
76430 161032 MPDR	**Ipswich Trader** 1*Dk*	484 308 254					1922	MistleyS.B &Repg.Co. Mistley	F.W.Horlock's OceanTransportCo Ld.(M.F.Horlock, *Mgr.*)	161·2 len35	24·1	10·6	Harwich British *WB*	C.2Cy.17″&36″-27″ 53RHP Crabtree&Co.Ld.Yar		C
76431 230180 KLGA	**Ira S. Bushey** *Electrically welded* *OilEng.* *Mchy.Aft* *Carrying oil in bulk* 1*Dk*	309 — 242					1930	I.S.Bushey &Sons,Inc. Brooklyn,NY	DieselTanker PaulDana	133·3 len37	24·1	10·0	NewYork Utd. States	Oil Engines 2S.C.SA 4Cy.14″-17″ 188NHP FairbanksMorse&Co.		
76432	**Iracema** (*ex*Cidade de Porto deMoz) **TwinSc** *ss*Pra.No.1-03 1*Dk*&*Promenade dk*	*433* *333* *294*	✠ ... 10,04	✠			1898 2mo	Murdoch& Murray Pt.Glasgow	RufinoIrmãos	150·3 F16' FK	33·0	9·8	Pará Brazilian	T.6Cy.10″,16½″&26½″-21″ 79NHP D.Rowan&Son,Glasgow	10 ″ 0	
✱ 76433 LJKG	**Irania** *OilEng.* *Mchy.Aft* *ss*Hpl.No.2-37 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	2184 1795 1168	✠100A1 9,38 DBS6,39 *Carrying Petroleum in bulk*	Rot ✠LMC2,37	*s*	CL ~~9,38~~ 5,40	1929 4mo *Lloyd's* A&CP	Blythsw'd S.B.Co Ld. Glasgow	Skibs.A/S Irania (H.Hannevig, *Mgr.*) *CellDBuE*44'54*tD*	275·4 287·1(O.L.) P71'F43' FK *Trunk*161' *Tf*28'183*t* *FPT*61*t*	44·3	20·0	Horten Norwegian 12*BHptCem* *APT*39*t*	Oil Engines 2S.C.DA 3Cy.21½″-38″ 482NHP 2DB*100lb* Richardsons,Westgarth& Co.Ld.Hpl	20 ″ 0 s 1 ″ 10½ 18 ″ 4	
76434 PUQU	**Iraty** (*ex*RioPurus) **TwinSc** *Mchy.Aft* *ss*Pra.No.1-98 Wireless 1*Dk*&*Promenade dk*	394 325 227	✠ ... 1,01	✠			1893 6mo	Murdoch& Murray Pt.Glasgow	Cia.Commercio e Navegação	170·1 F16' FK	30·0	8·4	R.Janeiro Brazilian *WB*	T.6Cy.9″,14″&22″-18″ 62NHP D.Rowan&Son,Glasgow	9 ″ 0	
76435 2026 IBLP	**Ircania** (*ex*Dovenden-35, *ex*HowickHall) *ss*N.Yk.No.3-9,23 D.F. *ss*N.Yk.No.1-27 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Platform deck for light cargoes*	4815 — 2905	✠ —— 6,35	Shl ✠	*z*		1910 10mo	W.Hamilton&Co.Ld PortGlasgow	Soc.Anon.Cooperativa diNav. "Garibaldi" *CellDBa*107'*u*	413·1 400·8 P39'B&F323' FK *E*&*B*59'*f*174'1027*t*	51·5	27·0	Genoa Italian 6*BHCem* *APT*24*t*	T.3Cy.27½″,45″&75″-51″ 507NHP 4SB,*12cf*,GS215,HS8800 D.Rowan&Co.Glasgow	29 ″ 7	I †
76436 8152 SLBM	**Irene** Wireless D.F. 1*Dk* *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1527* *1170* *849*	✠100A1 8,40 ~~3,39~~	Hbg Got ✠LMC4,37	*q*	OG 8,40	1937 4mo *Lloyd's* A&CP	Helsingborgs Varfs Aktiebolaget Helsingborg	A/B Transmarin (S.Redig,*Mgr.*) *CellDB*221'460*t* *FPT*28*t**APT*55*t*	256·3 267·9(O.L.) P19'Q83'B102'F20' FK	38·2	15·1	Hlsngborg Swedish 4*BHCem*	T.3Cy.17 3/16″,27 3/16″&45¼″- 33½″ 213lb (*s*) FD 165NHP 2SB(Spt)*4cf*,GS54,HS2259 HelsingborgsVarfs.A/B	17 ″ 6 s ″ 11½ 16 ″ 8½	
76437 PEXG	— Wireless *CruiserStern* 2*Dks*	1153 966 637					1918	A.Vuijk& Zonen Capelle a/d Ysel	Koninkl.Nederl. Stoomb.Maats. N.V	255·7	36·6	13·6	Amstrdam Dutch *WB*	T.3Cy.18½″,30″&48″-36″ 138NHP J.&H.Suyver,Ams.		V
76438 DOHP	— 1*Dk*	761 591 423					1911	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges."Neptun"	202·4 Q50'B45'F22' len37	28·1	12·9	Bremen German *WB*	T.3Cy.13″,21 1/16″&34 7/16″-23⅜″ 57NHP A.G."Weser,"Bremen		G
76439 3553 SEZK	— 1*Dk*	*680* *417* *397*					1899	Nylands Værksted Oslo	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	174·6 P120'H48*t*F16'	28·2	10·8	Stockholm Swedish *WB*	T.3Cy.15¼″,25″&40½″-30″ 90NHP NylandsVærksted,Oslo		V
76440 1112 ESVM	— (*ex*Cimbria,*ex*Alster) 2*Dks*	573 496 296					1896	J.C.Tecklenborg A.G Weser- münde-G.	A.Utov	188·7 P107'H13*t*F19'	26·1	11·7	Tallinn Estonian *WB*	C.2Cy.19″&37″-26¾″ 59NHP J.C.Tecklenborg,Wsm.		V
-/41 76441 167519 ~~OYEC~~ GLKG	**Irene Maria** *ss*Cpn.No.3-1,36 1*Dk*(*Stl*) *Cargo battens not fitted*	1860 1674 1119	✠100A1 2,39 MS1,36	Nwc ✠LMC BS1,40	*r*	CL 2,40	1922 10mo *Lloyd's* A&CP	Antwerp Eng.Co. Hoboken	Ministry of Shipping(Broomhill Steamships,Ld. *Mgrs.*) *CellD*	279·0 P22'B60'F30' FK *B*238' 555*t* *FPT*46*t*	40·2	18·2	London British 4*BHCem* *APT*68*t*	T.3Cy.20″,33″&54″-36″ (*s*) 180lb 213NHP 2SB,*6cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld.	20 ″ 7 s 3 ″ 0½ 17 ″ 9	
76442 150 SYGU	**Irene S. Embiricos** *ss*Ant.No.2-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*4164* *3754* *2439*	✠100A1 *with freeboard* 9,39 MS5,35 MBS3,41	Bry ✠LMC ~~BS10,39~~ 9,39 DBS5,40	*y*	CL 9,39	1927 9mo *Lloyd's* A&CP	ShortBros. Ld. Sunderland	S.G.Embiricos *CellDB*329'1347*t*	393·0 FK *FPT*171*t**APT*318*t*	52·3	24·4	Andros Greek 6*BHCem* (*Coll to Sh dk* 5 *to 2nd* ,,)	T.3Cy25½″,42½″&72″-48″ (*s*) 180lb *100lb* 396NHP 2SB,*8cf*,GS162,HS6186 J.Dickinson&Sons,Ld.Sld.	26 ″ 10 s 2 ″ 9 24 ″ 3½	
76443 2250 IBKI	**Iridio Mantovani** *OilEng.* D.F. *Mchy.Aft* *CruiserStern* 1*Dk* *Longitudinal framing at bottom & at deck* *CarryingPetroleum in bulk*	10540 9354 6326					1939	Cantieri RiunitiDell' Adriatico Monfalcone	AziendaGenerale ItalianaPetroli	520·2 499·3 P116'B49'F55	68·6	36·6	Genoa Italian	Oil Engines 2S.C.SA 9Cy.28⅜″-49 3/16″ 1260NHP Cant.RiunitiDell'Adriatico		I
76444 HRAK	**Iriona** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks*4*trB*	3910 3252 1823					1927	Workman, Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	341·9 P35'B115'F42'	48·0	28·2	Tela Honduran *WB*	T.4Cy.27″,45″&(2)55″-45″ 406NHP Wrkman,Clark&Co.LdBel		C
76445 441 IBUM	**Iris** (*ex*Tregonell-35, *ex*War Stag) *ss*Shl.No.3-12,19 *ss*Cff.No.2-29 D.F. 2*Dks*(*Stl*)	5175 — 3209	—— 8,35	Syd	*y*		1918	W.Doxford &Sons,Ld. Sunderland	A.Lauro *CellDB*	413·6 400·0 P49'B113'F39' FK 340' 1128*t* *FPT*124*t*	52·3	28·5	Naples Italian 7*BHCem* *APT*179*t*	T.3Cy.27″,44″&73″-48″ 517NHP 3SB,*9cf*,GS190,HS7668 D.Rowan&Co.Ld.Gls.	31 ″ 0	I †
76446 PEXO	— *ss*H.Kg.No.3-8,30 *Fitted for oil fuel* *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *CarryingPetroleum in bulk*	3887 3312 2214	✠ ... 9,35	HKg ✠	*v*		1918 2mo	Gebr.Pot Bolnes	N.V.Nederl. IndischeTank StoombootMaats. *CellDBu E*&*B*71'124*t*	327·0 P90'B27'F51' FK *FPT*104*t* *APT*13*t*	48·7	25·5	The Hague Dutch 14*BHCem* (10 ,, *to Udk* 4 ,, *2nd* ,,)	T.3Cy.25″,41″&68″-45″ 428NHP 2SB,*6cf*,GS212,HS6035 RotterdamDroogd.Maats.	27 ″ 0	
76447 DDVD	— (*ex*Heröy-39,*ex*Adour-34) Sub.Sig. 2*Dks* D.F. *CruiserStern*	3323 3090 2302	✠ ... 6,25				1921 5mo	A/B Öresundsvarvet Landskrona	Hansen& JohannsenK.G. (A.Hansen,*Mgr.*)	311·8 F30' *on Shelter dk* FK	44·8	27·8	Flensburg German *WB*	C.2Cy.17¾″&34 5/16″-35 7/16″& LP Turbine with DR gearing & hydraulic coupling NE34 KockumsM.V.A/BMalmö	30 ″ 0	N †
76448 5073 SDEN	— **Iron** (*ex*Torgerd, *ex*Grovedale, *ex*Thrift, *ex*Mercedes) *Well deck* *ss*Osc.4thNo.3-4,34 *ss*Osc.No.1-38 1*Dk*(*Irn*)&*Web frames*	*1974* *1655* *1181*	✠100A1 9,40 ~~1,38~~ MS4,38	Osc Gls ✠LMC BS~~10,12~~ 9,40	*r*	CL N9,37	1886 4mo	E.Withy& Co. W Hartlepool A&CP	Rederiaktieb.Iris (S.Abrahamsen, *Mgr.*) *CellD*	275·0 P29'Q78'B110' F28' ptND07 BK9″ *B*234'346*t**APT*27*t*	37·2	19·2	Stockholm Swedish 4*BHptAsp* *ptCem*	T.3Cy.21″,35″&57″-39″ (*s*) 160lb *100lb* NDB18 208NHP 1DB,*4cf*,GS65,HS3052 Blair&Co.Ld.Stockton	22 ″ 2 s2 ″ 0½ 20 ″ 10½	

✱ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76449 874 SVSK	**Iris** (*ex*Vincenzia–39,*ex*Rollon–36, *ex*Portici) 1*Dk*	1881 — 1071					1911	Akt.Ges. "Neptun" Rostock	J.D.Paleocrassas	287·3 P&B226'F20'	41·1	16·8	Piræus Greek *WB*	T.3Cy.22$\frac{1}{16}$",35$\frac{7}{16}$"&55$\frac{3}{8}$"– 37$\frac{7}{16}$" 192NHP A.G."Neptun,"Rostock		V
76450	— TwinSc *For full particulars see No. 88505 in Supplement* *Mchy.Aft* Wireless D.F. E.S.D. *CruiserStern* *CableVessel*	1480 1330 490	100A1 *withfreeboard* (*ClassContemplated*)				1940	Swan,Hunter&Wigham Richardson Ld.Newcastle	H.M.Postmaster General	237·5	35·2	22·0	British	T.6Cy.13",22"&36"–24" Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 4 s8 ″ 1$\frac{1}{4}$ 16 ″ 4	
76451 LFHA	— Ⓟ (*ex*Ingerid) Wireless D.F. E.S.D. 2*Dks*	1177 769 663					1901	Gourlay Bros.&Co. Dundee	DetBergenske Dampskibsselskab	236·4 P278*t*H96*t*F31*t*	32·3	15·5	Bergen Norwegian *WB*	T.3Cy.21",34"&55"–36" NB12 181NHP GourlayBros.&Co.Dundee		
76452 DORG	— TwinSc *OilEng.* *Mchy.Aft* 1*Dk* Wireless D.F. *CruiserStern*	1078 833 553					1935	Schiffb.Ges 'Unterweser' A.G. Wesermunde-L.	Dampfschiffahrts Ges."Neptun"	235·3 P115'F25'	34·6	13·4	Bremen German *WB*	Oil Engines 2S.C.SA 10Cy.11$\frac{13}{16}$"–16$\frac{9}{16}$" 245NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
76453 PEXQ	— Ⓟ (*ex*DeutscherRhein) Wireless 1*Dk*	909 702 402					1920	HCStülckenSohn Hamburg	Koninkl.Nederl. Stoomb.Maats. N.V.	217·7 P&B138'F22'	32·4	12·8	Amsterdm Dutch *WB*	T.3Cy.17$\frac{3}{4}$",29$\frac{1}{10}$"&46$\frac{2}{3}$"–31$\frac{1}{2}$" 112NHP H.C.StülckenSohn		V
76454 11 OHEL	— Iron Wireless	446 331 222					1884	H.Koch Lübeck	FinskaAngfartygs A/B	170·6 164·7 Q41'H49'F21'	24·7	12·7	Helsingfrs Finnish *WB*	C.2Cy.18"&31"–22" 38NHP O.Henniges&Co.Berlin		V
76455 LOHJ	— Ⓟ TwinSc *OilEng.* Wireless	403 — 231					1933	Cia.Argentina deNav. Mihanovich, Ltda. Carmelo	Cia.Argentina de Nav.Mihanovich Ltda.	169·4	24·6	6·6	Bns.Aires Argentine	Oil Engines 2S.C.SA 12Cy.9"–11" 177NHP L.Gardner&Sons,Ld.,Mch.		
76456 768 SEZO	— Iron 1*Dk*2*trB*	*354* *296* *169*					1884	Göteborgs Mek. Verks Gothenburg	RederiA/BEgon (SMStjerna,*Mgr.*)	134·5 B41'H5*t*	22·8	13·3	Malmö Swedish	C.2Cy.16"&28"–20" 29NHP GöteborgsMek.Vrks.Got.		V
76457	**Iris Faulbaums** (*ex*Estoril–35, *ex*Maio,*ex*Beta) 1*Dk*&*Spar dk*	1675 1472 970					1902	Schiffsw.v. HenryKoch Lübeck	MaxFaulbaum SteamshipLine	260·8 P14'B162'F30'	38·2	17·1 24·0	German *WB*	T.3Cy.17$\frac{3}{4}$",29$\frac{1}{2}$"&47$\frac{1}{4}$"–38$\frac{1}{2}$" 137NHP J.F.Ahrens,Ottensen		G
76458 161861 GBNV	**Irisbank** TwinSc *OilEng.* D.F. *ss*Bel.No.2–38 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk* (*Stl*–ws) *Sparred decks in Nos.1&2 holds*	5627 4979 3412	✠100A1 *withfreeboard* ~~7,40~~ ~~12,39~~ 3,41 ~~DBS7,39~~ ✠Lloyd'sRMC~~7,39~~ ~~4,40~~ 10,40 for temp. 20° F. *Carrying vegetable oil in deep tanks & in tanks between tunnels*	Bal NYk DBS7,40 ✠LMC7,38	*b*†	CL ~~6,38~~ 3,41	1930 5mo *Lloyd*'*sA&CP*	Workman, Clark(1928) Ld. Belfast	BankLineLd. (A.Weir&Co. *Mgrs.*) *CellDB*356'1172*t* *way of tunnels*264*t*	426·7 *tanks in* *MTs*60' 2391*t FPT*	57·4	25·7 FK	Belfast British 7*BHptCem* (*ColltoShdk* 6 ,,2nd,,) 95*tAPT*152*t*	Oil Engines 2S.C.SA 10Cy.26$\frac{3}{4}$"–47$\frac{1}{4}$" 1246NHP DB*120lb* Workman,Clark(1928) Ld.	29 ″ 9 s3 ″ 7$\frac{1}{4}$ 26 ″ 4$\frac{1}{4}$	
76459 OYFC	**Irland** *OilEng.* D.F. *ss*Cpn.No.3–9,36 1*Dk*(*Stl*)	3173 2730 1928	✠100A1 3,39 DBS8,39 Surveys delayed	Rot ✠LMC9,36	*v*	CL 3,39	1927 11mo *Lloyd*'*sA&CP*	Akt.Burmeistr&Wain Copenhagen	A/S DetDansk-FranskeDmpsksl. (A.N.Petersen& E.Hahn-Petersen, *Mgrs.*) *CellD*	326·2 P25'B155'F27' *Trunk in wells* B277' 824*t MT*212*t*	50·1	20·8 FK	Copnhagn Danish 5*BH* *APT*110*t*	Oil Engines 4S.C.SA 6Cy.21$\frac{5}{8}$"–59$\frac{1}{16}$" 267NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	23 ″ 0 s2 ″ 7$\frac{3}{4}$ 20 ″ 6$\frac{1}{4}$	
76460 LDTP	**Irma** Ⓟ Wireless E.S.D. 1*Dk*&*Spar dk*3*trB*	1392 1211 789	✠ ... 11,09	✠			1905 4mo	SirRaylton Dixon&CoLd Middlesbro'	Bergenske Dampskibsselskab	244·0 H14*t*	32·8	13·3 21·1 BK8"	Bergen Norwegian	T.3Cy.22",36"&60"–36" 243NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 3	
76461 5150 SEZR	— Iron (*ex*Beamish) *ss*Lon.No.3–2,94 *Well deck* 1*Dk*2*trB*	*1236* *964* *720*	✠ ... 11,98	✠			1883 4mo	J.Readhead&Co. S.Shields	ErikBancksRederi	237·5 Q91'B50'H41*t*F30'	36·1	15·5	Hlsngborg Swedish *WB*	C.2Cy.30"&57"–36" 146NHP J.Readhead&Co.S.Shields	17 ″ 0	V †
76462 409 IUVA	— (*ex*Atlante–38,*ex*Teresita–37,*ex* TeresitaTerzo–35,*ex* *Fitted for oil fuel* Ain-Taya–34,*ex*Antoine, *ss*Alg.No.2–17 *ex*Achaque,*ex*Tillydrine) *Mchy.Aft* 1*Dk* *Well deck* *Carrying Petroleum in bulk*	305 232 122	✠ ... 4,20	✠			1908 10mo	Dundee S.B.Co.Ld. Dundee	Cap.AdolfoCalzi	138·0 132·3 Q47'B11'F25'	23·1	10·0 FK	Trieste Italian *WB*	C.2Cy.16"&34"–24" 60NHP W.V.V.Lidgerwood,Gls.	11 ″ 0	I †
76463 437 IRUJ	**Irma Calzi** (*ex*Nerina–40, *ex*VittoriaBeraldo–38,*ex* *OilEng.* *Steamer*PaolaeVirginia–37, 1*Dk* *ex*LeScorff–34) *Well deck* *Mchy.Aft*	668 467 392	✠ ... 10,12				1907 9mo	Scott& Sons Bowling	"Calzi"Soc.Anon. diNav.	186·9 180·0 Q114'B13'F27'	28·1	11·1 FK	Trieste Italian *WB*	Oil Engines 4S.C.SA 6Cy.12$\frac{3}{16}$"–17$\frac{11}{16}$" 87NHP NE37 MtrnWerkeMannheimAG	13 ″ 3	I †
76464 DHMQ	**Irmgard**	867 654 477					1911	Stettiner Oderwerke Stettin	Reed.MathiesK.G.	210·8 P14'Q41'B72'F24'	30·8	12·8	Hamburg German *WB*	T.3Cy.18$\frac{1}{10}$",25$\frac{1}{5}$"&41$\frac{3}{10}$"– 29$\frac{1}{2}$" 93NHP StettinerOderwerke		G
76465	**Irmtraut Cords** (*ex*M.C.Holm–39) *ss*Cpn.No.3–5,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2814 2523 1648	✠ 4,39	Cpn ✠	*v*		1924 5mo	Helsingörs Jernsk.&Msk Elsinore	A.G.Neptun (Aug.Cords,*Mgr.*) *IntermediateBH in fore hold dispensed with* *CellD*	316·9 B272'766'*t FPT*84*t*	48·4	20·1 FK *Coll*	Rostock German 4*BHCem* *BHtoSh dk* 3 ,, ,, 2nd ,, *APT*111*t*	T.3Cy.23",38"&62"–42" 282NHP 2SB(Spt),6*cf*,GS92,HS4494 HelsingörsJernsk.&Mskb.	22 ″ 9	
76466 159561 VLGK	**Iron Baron** E.S.D. *Mchy.Aft* 1*Dk*&*Shelter dk* *Cargo battens not fitted* *CruiserStern* *Longitudinal framing at bottom, decks and in cantilever side tanks*	4584 4104 2634	✠100A1 *withfreeboard* 9,40 ~~1,40~~ BS~~11,39~~ 11,40	NSW ✠LMC9,36	*z* 1$\frac{15}{16}$	CL 1,40	1936 9mo *Lloyd*'*sA&CP*	Lithgows Ld. Port Glasgow	BrokenHill ProprietaryCo.Ld. *CellDB*329'1350*t* *Topside tanks*	393·2 F38' *DTf*14'297*t* 245' 1248*t FPT*185*t*	56·2	23·2 FK	Melbourne British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2nd ,,) *APT*82*t*	Q.4Cy.24",34$\frac{1}{2}$",50"&71"–48" & exhaust turbine driving steam compressor 250lb (*s*) 535NHP 3WTB(Spt),HS6213 FD D.Rowan&Co.Ld.Gls.	26 ″ 3 s2 ″ 7$\frac{3}{4}$ 23 ″ 10	
76467 LDRR	— (*ex*Kilbaha, *ss*Syd.No.3–1,24 *ex*EmeraldWings) *ss*Syd.No.1–28 1*Dk*&*deep framing*	3231 2913 1940	✠ ... 7,32	✠			1911 9mo	Russell& Co. Pt.Glasgow	E.B.AabysRederi A/S	331·3 P81*t*H113*t*	49·1	21·8 FK	Oslo Norwegian *WB*	T.3Cy.23",37"&61"–42" 287NHP ClydeS.B.&E.Co.Ld.P.Gls.	24 ″ 3	N †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant. Lettre expr. d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines, No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. [illegible]
76468 159570 VLJY	**Iron Chieftain** E.S.D. *Mchy.Aft* *1Dk&Shelter dk* *Cargo battens not fitted* *CruiserStern* *Longitudinal framing at bottom, at decks & in cantilever side tanks*	4812 4236 2737	✠100A1 *withfreeboard* ~~2,40~~ ~~1,40~~ 4,41 BS~~1,40~~ 1,41 ✠LMC12,37	NSW	*z* 1⅛	CL 4,41	1937 12mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	BrokenHill ProprietaryCo.Ld.	404·5 419·0(O.L.) F40' FK *CellDB338'1394t DTf14'310t* *Topsidetanks250'1042t FPT181tAPT93t*	56·2	23·2	Melbourne British *7BHptCem* *(Coll to Sh dk* *6 „ 2nd „)*	Q4Cy.24″,34½″,50″&71″–48″ & exhaust turbine driving steam compressor (s) 250lb FD 553NHP 3WTB(Spt),GS195,HS6612 D.Rowan&Co.Ld.Gls.	26 ″ 3 s2 ″ 8 23 ″ 9	
76469 151806 VJDK	**Iron Crown** (*ex*Euroa) *ss*N.S.W.No.3–10,34 *ss*Syd.No.1–39 1*Dk(Stl)&Shelterdk(Stl)* *&Web frames* *Longitudinalframing*	3353 3013 1922	✠100A1 *Shelter dk* *withfreeboard* ~~2,41~~ 4,41 ✠LMC MS11,38 BS~~3,39~~ 5,40	Syd NSW	*v*	CL ~~2,38~~ 4,41	1922 7mo	Govt.Dkyd Williamstown Victoria A&CP	InterstateSteamships,Proprietary,Ld.	331·0 341·2(O.L.) FK *CellDBa&uE115'f145'820t* *FPT118tAPT204t*	47·9	23·6	SydnyNSW British *Cem* *Collision BH to Sh dk* *4 „ „ U „*	T.3Cy.25″,41″&68″–45″ (s) 180lb 387NHP 3SB,9cf,GS141,HS5316 FD Thompson&Co.(Castlemaine)Proprietary,Ld.	26 ″ 1 s2 ″ 4½ 23 ″ 11	
76470 159562 VLGL	**Iron King** E.S.D. *Mchy.Aft* *1Dk&Shelter dk* *Cargo battens not fitted* *CruiserStern* *Longitudinal framing at bottom,decks and in cantilever side tanks*	4584 4104 2634	✠100A1 *withfreeboard* ~~9,40~~ ~~2,40~~ 1,41 BS~~10,39~~ 10,40 ✠LMC10,36	NSW Mel	*z*	CL 2,40	1936 10mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	BrokenHill Proprietary Co.Ld.	393·2 407·3(O.L.) F38' FK *CellDB329'1350t DTf14'297t* *Topsidetanks245'1048tFPT185tAPT82t*	56·2	23·2	Melbourne British *7BHptCem* *(Coll to Sh dk* *6 „ 2nd „)*	Q.4Cy.24″,34½″,50″&71″–48″ & exhaust turbine driving steam compressor 250lb (s) 535NHP 3WTB(Spt),HS6213 FD D.Rowan&Co.Ld.Gls.	26 ″ 3 s2 ″ 7½ 23 ″ 10	
76471 159568 VLJZ	**Iron Knight** E.S.D. *Mchy.Aft* *1Dk&Shelter dk* *Cargo battens not fitted* *Cruiser Stern* *Longitudinal framing at bottom, decks &in cantilever side tanks*	4812 4236 2737	✠100A1 *withfreeboard* ~~8,40~~ ~~10,38~~ 3,41 BS~~9,39~~ 8,40 ✠LMC10,37	NSW	*z* 1⅛	CL 8,40	1937 10mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	BrokenHill ProprietaryCo.Ld.	404·5 419·0(O.L.) F40' FK *CellDB338'1394t DTf14'310tTopsidetanks250'1042tFPT181tAPT93t*	56·2	23·2	Melbourne British *7BHptCem* *(CollBHto Sh dk* *6 „ 2nd „)*	Q4Cy.24″,34½″,50″&71″–48″ &exhaust turbine driving steam compressor 553NHP 250lb (s) FD 3WTB(Spt),GS195,HS6612 D.Rowan&Co.Ld.Gls.	26 ″ 3 s2 ″ 8½ 23 ″ 9	
76472 128793 VJDL	**Iron Knob** (*ex*Euwarra) *ss*N.S.W.No.3–10,34 *ss*N.S W.No.1–38 1*Dk(Stl)&Shelter dk(Stl)&* *Cargo battens not fitted* *Web frames* *Longitudinal framing*	3349 3012 1907	✠100A1 *Shelter dk* *withfreeboard* 1,41 ~~11,30~~ ✠LMC MS8,38 BS~~2,40~~ 2,41	NSW	*v*	~~8,38~~ 1,41	1922 6mo	Poole& Steele PortAdelaide A&CP	BrokenHill Proprietary Co.Ld.	331·0 341·8(O.L.) – FK *CellDB277'882t FPT118tAPT204t*	47·9	23·5	Melbourne British *Cem* *CollisionBHtoShdk* *4 „ „ U „*	T.3Cy.25″,41″&68″–45″ (s) 185lb 516NHP 3 Water Tube Boilers HS8289 FD Poole&Steele,Pt.Adelaide	26 ″ 1 s2 ″ 4½ 23 ″ 11	
76473 150170 VJDM	**Iron Master** (*ex*Eurimbla) *ss*N.S.W No.3–7,33 *ss*N.S.W.No.1–38 1*Dk(Stl)&Shelter dk* *(Stl)&Web frames* *Longitudinal framing* *Cargo battens not fitted*	3351 3015 1916	✠100A1 *Shelter dk* *withfreeboard* 12,40 ~~9,30~~ ✠LMC MS11,37 BS2,40 *Fitted for oil fuel* 6,27 *F.P. above* 150° F.	Syd ~~NSW~~ Mel	*v*	9,39	1921 10mo	Poole& Steele PortAdelaide A&CP	BrokenHill ProprietaryCo.Ld.	331·0 350·0(O.L.) FK *CellDB277'882t FPT118tAPT204t*	47·9	23·5	Melbourne British *ptCem* *CollisionBHtoShdk* *4 „ „ U „*	T.3Cy.25″,41″&68″–45″ (s) 185lb 516NHP 3 Water Tube Boilers FD HS8289 Poole&Steele,Pt.Adelaide	26 ″ 1 s2 ″ 4½ 23 ″ 11	
76474 151808 VJDP	**Iron Prince** (*ex*Elouera) *ss*N.S.W.No.1–40 *ss*Syd.No.3–10,35 1*Dk(Stl)&Shelterdk(Stl)&* *Webframes* *Longitudinal framing* *Cargo battens not fitted*	3352 3013 1916	✠100A1 *Shelter dk* *withfreeboard* 11,40 ~~3,39~~ ✠LMC MS~~1,35~~ ~~BS3,39~~ 11,38 BS ~~3,40~~ 2,41	NSW	*v*	CL 3,38	1923 7mo	Common-wealthGovt S.B.&Dkyd. Williamst'wn Victoria A&CP	BrokenHill ProprietaryCo.Ld.	331·0 350·0(O.L.) FK *CellDB277'882t FPT118tAPT204t*	47·9	23·6	Melbourne British *Cem* *CollisionBHtoShdk* *4 „ „ U „*	T.3Cy.25″,41″&68″–45″ (s) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castlemaine)Proprietary,Ld.	26 ″ 1 s2 ″ 4½ 23 ″ 11	
76475 137229 VJDQ	**Iron Warrior** (*ex*Eugowra) *ss*N.S.W.No.1-40 *ss*N.S.W.No.3–3,36 1*Dk(Stl)&Shelter dk(Stl)&* *Webframes* *Longitudinal framing* *Cargo battens not fitted*	3345 3009 1909	✠100A1 *Shelter dk* *withfreeboard* 10,40 ~~2,40~~ ✠LMC MS~~11,35~~ BS~~2,39~~ 2,40 4,39	NSW	*v*	8,39	1923 3mo	Poole& Steel,Ld. Pt.Adelaide A&CP	BrokenHill ProprietaryCo.Ld.	331·0 350·0(O.L.) FK *CellDB277'882t FPT118tAPT204t*	47·9	23·5	Melbourne British *Cem* *CollisionBHtoShdk* *4 „ „ U „*	T.3Cy.25″,41″&68″–45″ (s) 185lb 516NHP 3 Water Tube Boilers GS253,HS8289 FD Poole&Steel,Ld.Port Adelaide	26 ″ 1 s2 ″ 4½ 23 ″ 11	
76476 127641 KLBP	**Ironwood** (*ex*Usona–36,*ex*Roslyn, *ex*Bayusona,*ex* Port deSt.Malo,*ex*Bayusona,*ex*Usona,*ex* CharlesBeatty) *(Self-Unloader)* *Mchy.Aft* 1*Dk*	1310 924 745					1902	CraigS.B. Co. Toledo,O.	NicholsonTransit Co.	211·7 P74'F34'	40·1	13·0	Detroit Utd.States *WB*	T.3Cy.15¼″,25″&42″–36″ 106NHP CraigS.B.Co.Toledo,O.		
76477 124667 GSFB	**Iroquois** TwinSc *ss*Bel.2ndNo.3–10,34 *ss*Nwc.No.1–40 *Mchy.Aft* 2*Dks(Stl)3trB&* Sub.Sig. D.F. *Web frames*	8937 8086 5283	✠100A1 9,40 ~~4,40~~ BS9,40 ✠LMC2,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,16 *F.P. above* 150° F.	Gls Lon	*d*†	CL 2,39	1907 10mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	Anglo-American OilCo.Ld. ~~(F.J.Wolfe,*Mgr.*)~~ (R.A.Carder,*Mgr*)	476·3 P131'B30'F43' FK *CellDBuE&B98'523t DTf39'962t FPT194tAP Tanks340t*	60·3	33·5	Belfast British *17BHCem*	Q.8Cy.21″,30″,43½″&62″–42″ 215lb (s) 748NHP 4SB,16cf,GS302,HS10760FD Harland&Wolff,Ld.Bel.	35 ″ 5 s7 ″ 0 28 ″ 8½	
76478 226332 KGFD	— Ⓟ TwinSc D.F. E.S.D. 2*Dks 3rd dk in holds* *Ref.Mchy* *Fitted for oil fuel*	6209 4616 3405	✠ … 12,27 ✠				1927 4mo	NwprtNws S.B.&DD.Co. NewprtNews	NewYork&Miami S.S.Corp(Clyde-MalloryLines, *Mgrs.*)	394·7 B&F385' FK	62·2	19·4	NewYork Utd.States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts 2246NHP NewportNewsSB&DD.Co.	30 ″ 6	R †
76479 100730 KJNK	— Ⓟ *(Ferry)* 2*Dks&Awng dk*	1767 — 1202					1901	CraigS.B. Co. Toledo,O.	PugetSound Nav.Co.(A.M. Peabody,*Mgr.*)	213·8	46·0	15·2	Seattle, Wash. Utd.States	T.3Cy.21″,34″&58″–30″ 184NHP CraigS.B.Co.		
76480 133354 VTCP	**Irrawadi** Ⓟ *ss*Bom.2ndNo.3–1,39 1*Dk(Teak)&2nd dk in No.1 hold*	1243 1138 634	✠100A1 1,39 ✠LMC1,39	Bom	*n*	CL 10,37	1913 11mo	AilsaS.B. Co.Ld. Troon *Lloyd's A&CP*	BombayS.Nav.Co. Ld.	225·0 BK8¼″ *FPT24t*	34·1	18·8	Bombay British *4BHCem* *APT30t*	T.3Cy.18½″,31″&52″–36″ (s) 200lb 193NHP 2SB,6cf,GS112,HS3064 Dunsmuir&JacksonLdGls	20 ″ 0 s3 ″ 1½ 17 ″ 10	
76481 UOYR	**Irtish** (*ex*Sassenheim–34) 1*Dk*	2158 1718 1226					1916	A.F.Smul-ders Schiedam	U.S.S.R.	268·9 P27'B78'F24'	42·1	18·1	Archangel Russian *WB*	T.3Cy.20″,32″&52″–39″ 169NHP A.F.Smulders,Schiedam		
76482 122954 MCLW	**Irwell** *ss*Goo.2ndNo.3–4,31 *ss*Goo.No.2–40 1*Dk(Irn–ptws)* *&deep framing*	1040 887 441	✠100A1 6,41 ~~2,40~~ ✠LMC3,40 BS1,41	Goo Gms	*p*	OG ~~11,37~~ 6,41	1906 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	London,Midland& ScottishRailway (Associated HumberLines,Ld. *Mgrs.*)	255·0 P38'B90'F32' FK *Cell DB a48'uE31'* *f110'175tFPT12tAPT17t*	36·1	16·4	Goole British *4BHCem*	T.3Cy.23″,38″&62″–42″ (r) 180lb 343NHP 2SB,8cf,GS144,HS5026 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	17 ″ 6 s2 ″ 6 15 ″ 5	
76483 215880 WADT	**Irwin** Ⓟ (*ex*SantaCecilia–36, *ex*Guatemala, *ex*SantaAna) D.F. *ss*S.Fo.No.3–4,30 *Fitted for oil fuel* 2*Dks(Stl)&Shelter dk(Stl)*	4900 — 2900	✠ … 2,36 ✠	SFo	*y*		1918 1mo	W Cramp& SonsS&EBCo Philadelphia	Merchants& MinersTransportationCo.	360·2 F *onShelter dk* 40' FK *CellDB294' 870tFPT70tAPT71t*	51·6	33·5	Baltimore Utd.States *7BHCem*	Q4Cy25½″,37″,52½″&76″-54″ 633NHP 4SB,12cf,GS214,HS8923 W.Cramp&SnsS&EBCPhl	33 ″ 6	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
76484 160271 VTFX	**Irwin** Ⓟ TwinSc *Fitted for oil fuel* 1*Dk&Promenade dk*	970 801 377	✠ ... 4,31 ✠				1929 8mo	D&WHen-dersn&Co.Ld. Glasgow	SouthIndianRly. Co.Ld.	250·0|38·1|11·4 FK	Madras British *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts 353NHP Yarrow&Co.Ld.Glasgow	12 ″ 0	
76485 8104 SKZU	**Isa** Now "Jupiter," see No. 88652 in Supplement *CruiserStern* 1*Dk&Shelter dk* *Strengthened for Navigation in Ice* *Part electrically welded including butts of shell&deck plating*	1588 1301 797	✠100A1 *withfreeboard* 5,39 ✠LMC9,36	Mmo	*t*	CL 10,38	1936 9mo *Lloyd*	Stettiner OderwrkeAG Stettin '*sA&CP*	TrelleborgsÅngf. NyaAktieb. (JarlMalmros, *Mgr.*) *Interme* *forward* *CellDB*245'554*t*	296·6|44·3|13·8 309·8(O.L.) F22' FK *diateBHin* (*Coll* *hold dispensed with* *DTa* 9' 60*t FPT*46*t*	Trelleborg Swedish *ptCem* *BH to Sh dk* 3,, ,, 2nd ,,) *APT*100*t*	T3Cy.16⅛",26⅜"&43$\frac{5}{16}$"–31½" &LP Turbine with DR gearing&hydraulic coupling (*s*) 214lb 176NHP 2SB,4*cf*,GS49,HS2201 FD StettinerOderwerkeA.G.	17 ″ 6 s ″ 2¾ 17 ″ 5	
76486 100707	**Isaac L. Elwood** GyC. *Mchy.Aft* 1*Dk2trB*	5143 — 4018					1900	WestBay CityS.B.Co. W.BayCity	PittsburghS.S.Co.	478·0|52·0|30·0 Q72'B47'F30'	D'luth Min Utd.States *WB*	Q.4Cy.16$\frac{23}{32}$",25$\frac{3}{32}$",38⅝"& 60$\frac{3}{16}$"–40" NB24 228NHP AmericanSB.Co.Cleveland		
76487 214669 WBCJ	**Isaac T. Mann** (*ex*Tidewater) *ss*N.Ns.No.3-5,35 *ss*N.Ns.No.1-39 D.F. 1*Dk*(*Stl*)&*Web frames* Sub.Sig. *Cargo battens not fitted*	5266 4737 3354	✠100A1 ~~4,40~~ ~~5,30~~ 10,40 ✠LMC5,39 BS4,40	NNs Bos	*y*	CL 1,39	1917 1mo	NewYork S.B.Corp. Camden,N.J. A&CP	PocahontasS.S. Co. *CellDB*320'1832*t*	368·6|55·2|30·5 P27'B72'F31' FK *FPT*220*tAPT*201*t*	Wilmgton (Del.) Utd.States 7*BHCem*	T.3Cy.24⅞",41¾"&70¼"–46" 195lb (*r*) 462NHP 3SB,9*cf*,GS154,HS6624 NewYorkSBCorp.Camden	34 ″ 5 s 7 ″ 8¼ 26 ″ 11¾	
76488 142658 GCVN	**Isabel Moller** (*ex*LoongHwa, *ex*Warcuta,*ex*WarMango) 1*Dk*(*Stl*) *Cruiser Stern*	2834 2262 1664	✠ 8,20 ✠	Bom	*t*		1918 9mo	W.Gray& Co.Ld. WHartlepool	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellD*	303·0|43·1|20·7 P33'B81'F32' FK *B*260'647*t FPT*70*t*	Shanghai British 6*BHptCem* *APT*60*t*	T.3Cy.22",36"&59"–39" 266NHP 2SB,6*cf*,GS124,HS4500 Cen.Mar.Eng.Wrks.WHpl	23 ″ 0	C †
76489 208911 KJNL	**Isabela** *ss*Mob.2ndNo.3-9,35 *ss*N.Yk.No.1-40 2*Dks*(*Stl*)	3110 2890 1920	✠100A1 11,40 ~~1,40~~ 11,40 ~~BS11,39~~ ✠LMC MS2,40	NYk Mob	*u*	CL 6,38	1911 8mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.*Mgrs.*) *CellDBa*95' *uE&B*41'*f*147'845*t*	335·0|46·8|22·7 348·1(O.L.) FK *FPT*85*tAPT*43*t*	NewYork Utd.States *Cem* 4*BH to Udk* 1 ,, ,,2*nd* ,,	T.3Cy.21½",36"&63"–42" (*s*) 190lb 309NHP 3SB,9*cf*,GS184,HS5040 NewportNewsSB.&DD.Co	25 ″ 1 s 5 ″ 2¾ 20 ″ 1	
*76490 FOKU	**Isac** *ss*Nts.No.3-9,39 D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2385 1775 1263	✠100A1 9,39 ✠NB7,26 LMC9,39	Nts	*s*	CL 9,39	1926 7mo *Lloyd*	Ch.&Atel. deSt.Nazaire St.Nazaire '*sA&CP*	Cie.Nantaise des Chargeurs de l'Ouest *CellDBa&uE*84' *f*99'392*t Tanks*	269·5|41·9|19·6 Q&B162'F25' FK *at sides of tunnel*64'	Nantes French 4*BHCem* 360*tFPT*72*t*	T.3Cy.18⅛",29$\frac{15}{16}$"&49$\frac{3}{16}$"– 37$\frac{1}{16}$" 185lb (*s*) 198NHP 2SB,6*cf*,GS117,HS3498 Etab.delaMarine,Indret	21 ″ 10 s 2 ″ 2 19 ″ 9	
76491 OYNU	**Isafold** (*ex*Orion-35) **Wood**	871 662 512					1909	O.B.Sören-sensVærft Arendal	RederiA/SIsafold (V.A.Tholander)	183·0|29·9|17·2 Q61*t*B87*t*H11*t*F21*t*	Copnhagn Danish	T.3Cy.13⅜",21"&36"–37" 67NHP MossMek.Værks.Moss		V
76492 DOGB	**Isar** Ⓟ 4Mst D.F. E.S.D. 2*Dks* *Ref.Mchy.* Sub.Sig. *CruiserStern*	9026 8138 5637					1929	Deutsche Schiff-u- Maschb A.G.Vulcan Hamburg	Norddeutscher Lloyd	521·0|63·5|31·0 P26'B&F469' *Upper*F25'	Bremen German *WB*	T3Cy34¼"52¾"&86⅝"–57$\frac{1}{16}$"& LP Turbine with DR gearing& hydraulic coupling 1000NHP VulcanWerke,Ham		G
76493 119 IBLQ	**Isarco** *ss*Gen.No.3-2,36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5915 5062 3768	✠100A1 *Shelter dk* *withfreeboard* 1,40 BS3,39 ✠LMC2,36	Pla	*y*	CL 3,38	1924 3mo *Lloyd*	Stablimnto Tecnico Trieste '*sA&CP* *CellDB*338'	"Italia"Soc.Anon. diNav. 1309*t DTa*33' 852*t*	405·6|54·0|29·3 390·0 Bon*Shelter dk*125' F36' FK *FPT*102*tAPT*201*t*	Trieste Italian *Cem* 6*BHtoSh dk* 1 ,, ,, *U* ,,	T.3Cy.27",42"&68"–48" (*s*) 180lb HS7023 465NHP 3SB(Spt),9*cf*,GS158 FD StabilimentoTecnico,Tri.	32 ″ 0 s 6 ″ 8¼ 25 ″ 6	
76494 LEEK	**Isbjörn** *ss*Cff.No.3-8,20 *ss*Rot.No.1-24 Wireless 1*Dk*	579 470 295	✠ ... 8,28 ✠				1907 7mo	Fevigs Jernskibsbyg Fevig	D/S A/S Isbjörn (P.Smedvig)	169·5|27·1|14·0 B48'F22' FK	Stavanger Norwegian *WB*	T.3Cy.12",20"&32"–24" 70NHP Richardsons,Westgarth&Co.Ld.Mdb	14 ″ 11	N †
76495 463 IBEQ	**Ischia** (*ex*Navarino-36) *ss*Lth.2ndNo.3-7,33 D.F. 2*Dks*(*MStlUptIrn&ptStl*) &*deep framing*	5101 4872 3235	✠ ... 5,37 ✠	Ant	*z*		1907 2mo	W.Hamil-ton&Co.Ld. PortGlasgow	A.Lauro *Cell DBa*133'	414·0|52·0|28·2 400·1 P34'B121'F35' FK *uE*23'*f*171'1060*t A*	Naples Italian 6*BHCem* *PT*49*t*	T.3Cy.26",44"&73"–48" 429NHP NDB16*refitted*23 3SB,9*cf*,GS173,HS6687 D.Rowan&Co.Glasgow	31 ″ 0	I †
08/40 76496 27910 JOXA	**Ise Maru** (*ex*Naderi,*ex*Aviemoor) *Turret deck* 1*Dk2trB*	3800 3166 2907					1902	W.Doxford &Sons,Ld. Sunderland	NaigaiKisenK.K.	342·0|46·6|24·7	Amagasaki Japanese *WB*	T.3Cy.26",42"&68"–42" 300NHP W.Doxford&Sons,Ld.Sld.		C
76497 25709 JUQH	— **WoodAuxBkn** 1*Dk*	509 — 370					1919	....	KawasakiShoji GoshiKaisha	135·1|33·1|16·1	Toba Japanese	C.2Cy.15⅜"&29¼"–18" 28NHP OnoSeikichi,Osaka		
76498 OYKT	**Isefjord** Ⓟ TwinSc (*CarFerry*) *OilEng.* Wireless D.F. 1*Dk*	622 463 375					1935	A/S Aalbrg Msk.ogSkibs. Aalborg	A/S Grenaa- Hundested Færgefart(J.P. Pedersen,*Mgr.*)	185·9|35·3|11·6	Grenaa Danish *WB*	Oil Engines 2S.C.SA 12Cy.15⅜"–16⅞" 499NHP A/S"Völund"Cpn.		V
76499 LKGW	**Iselin** *Mchy.Aft* *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Electrically welded except dk,bulkhead & side longitudinals* *CruiserStern* *Longitudinal framing*	9493 8774 5657	✠100A1 ~~8,40~~ ~~2,40~~ 3,41 ✠LMC9,39 *CarryingPetroleum in bulk*	L.An	*a*† 2	CL	1939 9mo *Lloyd*	Kockums M.V.Aktieb. Malmö '*sA&CP*	SkibsA/S Abu (MagnusKonow& Co.*Mgrs.*) *CellDBuE*70'179*tD*	505·4|63·0|36·6 523·4(O.L.) P98'B41'F67' FK *Tf*34'496*tFPT*161*t*	Oslo Norwegian 11*BHptCem* *APTs*294*t*	Oil Engines 2S.C.DA 8Cy.23⅝"–43$\frac{5}{16}$" 1556NHP 2DB171*lb*&DB(WT)171*lb* KockumsM.V.Akt.Malmö	36 ″ 7 s 8 ″ 5 28 ″ 3¾	
76500 363 IBMQ	**Iseo** (*ex*Brenta,*ex*WarShell) *ss*Gen.No.3-9,31 D.F. *ss*Tri.No.1-36 *Well deck* 1*Dk*(*Stl*) & *Platform dk in holds*	2366 1766 1349	✠100A1 3,39 ✠LMC MS8,35 BS7,39 *Fitted for oil fuel* 5,33	Tri	*s*	CL 2,38 *F.P. above* 150° F.	1918 7mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	"Adriatica"Soc. Anon.diNav. *CellD*	297·9|42·0|19·1 284·9 P28'Q69'B66'F32' FK *B*228'575*tFPT*107*t*	Trieste Italian 7*BHptCem* *APT*228*t*	T.3Cy.22",36"&59"–39" (*s*) 180lb 266NHP 2SB,6*cf*,GS124,HS4500 Cen.Mar.Eng.Wrks.WHpl	21 ″ 2 s 2 ″ 1¼ 19 ″ 3	
76501 DHMR	**Iserlohn** D.F. Sub.Sig. 1*Dk*	3704 3317 2145					1922	Frd.Krupp Act.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	338·7|47·7|26·2 P&B220'F42'	Hamburg German *WB*	T.3Cy.23⅜",39$\frac{3}{16}$"&65¾"– 45$\frac{5}{16}$" 290NHP Frd.KruppA.G.Kiel		G

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref. Trade.
76502 203364 KFLL	**Ishpeming** D.F. *Mchy.Aft* 1*Dk*	7015 — 5592					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo. *Mgs.*)	530·0	56·2	32·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",37"&63"–42" 257NHP GtLakesEng.Wks,Detroit		R
76503 44509 JDYM	**Isikari Maru** D.F. *CruiserStern* 2*Dks*	3291 — 1891					1938	TamaS.B. Co.Ld. Tama	Hokkaido TankoK.K.	330·0 P29'B100'F27'	47·0	25·0	Tokyo Japanese *WB*	T.3Cy.$19\frac{11}{16}$",$30\frac{3}{16}$"&$55\frac{1}{8}$"–$39\frac{3}{8}$" & exhaust turbine driving steam compressor 191NHP TamaS.B.Co.Ld.Tama		C
76504 31355 JEKB	**Isin Maru** (*ex*IshinMaru-38, *ex*BaronNapier) 2*Dks*	4955 4595 3137					1909	Napier& Miller,Ld. Glasgow	NissanKisenK.K.	400·3 P40'B117'F45'	52·3	27·4	Tokyo Japanese *WB*	T.3Cy.27",43"&72"–48" 359NHP Dunsmuir&JacksonLd.Gls		C
76505 163205 GWRG	**Isipingo** Ⓟ TwinSc *ss*Cal.No.1–37 *OilEng.* *Ref.Mchy.* 2*Dks*(*StlWeather dk*–WS) 3*rdDk*(*Stl*)*inNos.*1,2,3&4*holds* D.F. E.S.D. *CruiserStern*	7069 5944 4312	✠100A1 *withfreeboard* 3,40 ✠LMC CS12,38 DBS~~4,35~~6,40 9,38 ✠Lloyd'sRMC2,40 for temp. 33° F. *Carrying Vegetable or fuel oil F.P. above* 150° F. *in deep tanks*	Cal	*a*†	CL PN3,40 S3,40	1934 2mo *Lloyd's A&CP*	Workman Clark(1928) Ld. Belfast	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *CellDB*345'	403·5 F44' FK 1155t *MTs*27' 1089t *FPT*	57·2	32·4	Belfast British 7*BH* 65t*APT*161t	Oil Engines 2S.C.SA 12Cy.$23\frac{5}{8}$"–$40\frac{15}{16}$" 1165NHP DB*100lb* WorkmanClark(1928)Ld.	37 " 0 s12 " $2\frac{1}{4}$ 25 " 3	
76506 — UOAD	**Iskra** Sub.Sig. 1*Dk*	2513 1980 1387	✠ … 9,31 ✠				1928 6mo	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	283·8 P20'B72'F32' FK	43·0	20·6	Leningrad Russian *WB*	T3Cy$17\frac{11}{16}$"$29\frac{1}{4}$"&$48\frac{7}{16}$"–$35\frac{7}{16}$" 193NHP BalticS.B.&EngWrks.Len	22 " 8	
76507	**Isla de Gran Canaria** Ⓟ (*ex*MarAdriatico) *ss*Val.No.3–11,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 2*nd dk inNos.*1&2 *holds* *Longitudinal framing in double bottom* *Fitted for oil fuel*	5121 4201 3113	✠ —— 7,39 ✠	Bcl	*x*		1921 11mo	Soc.Española deConst Naval Bilbao	U.S.S.R.	357·6 P28'B123'F32'*on Shelter dk* FK *CellDB*314'749t *FPT*	48·1	31·5	Russian *Cem* 6*BHtoShdk* 63t*APT*40t	T.3Cy.27",44"&73"–48" 500NHP 4SB,*12cf*,GS247,HS9064 J.G.Kincaid&Co.Ld.Grk.	33 " 11	
76508 EEWR	**Isla de la Gomera** (*ex*Magurio-35, *ex*Nadir) *ss*Bbo.No.3–6,32 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	549 372 316	✠ —— 8,40 ✠NB6,19 ✠~~LMC6,32~~ ✠NE98*refitted*19 ~~BS6,35~~ ~~NO LATER SURVEY REPORTED~~	Bbo	*h*	8,35	1919 5mo	Echevarrieta y Larrinaga Cadiz	Pesquerias y Salazones de Tenerife S. A. *CellDBf*92'	164·0 Q94'B11'F25' BK7" 136t*FPT*43t*APT*7t	26·2	10·3	Santa Cruz deTenerife Spanish 3*BHCem*	T.3Cy.13",22"&35"–27" (*s*) 180lb 84NHP 1SB,*2cf*,GS41,HS1505 Muir&Houston,Ld.Gls.	12 " 10 ~~s4 " $0\frac{1}{2}$~~ ~~10 " $1\frac{1}{2}$~~	
76509 EAPF	**Isla de Tenerife** Ⓟ (*ex*MarNegro) *ss*Val.No.3–6,33 *ss*Bbo.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 2*nd dk inNos.*1&2*holds* *Longitudinal framingin double bottom*	5115 4201 3109	✠100A1 *Shelter dk* *withfreeboard* 5,41 ~~2,40~~ BS5,41 ~~BS6,39~~ ✠LMC12,37 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Bbo	*x*	CL ~~12,37~~ 5,41	1921 3mo *Lloyd's A&CP*	Soc.Española deConst. Naval Bilbao	Cia.Trasmediterranea	357·6 P29'B75'F32'*on* FK *Shelter dk* *Cell DB* 314' 749t *FPT*	48·1	31·5	Valencia Spanish *Cem* 6*BHtoShdk* 63t*APT*40t	T.3Cy.27",44"&73"–48" (*s*) 180lb 601NHP 3Water Tube Boilers HS9636 FD J.G.Kincaid&Co.Ld.Grk.	33 " 11 s8 " $10\frac{1}{2}$ 25 " $3\frac{3}{4}$	
76510 163541 VWJC	**Islami** Ⓟ *ss*Bom.No.1–38 D.F. E.S.D. 2*Dks*&*Shelter dk* *CruiserStern*	5879 4755 3617	✠100A1 *withfreeboard* 10,40 ~~11,38~~ ✠LMC12,38	Bom	*a*† 2	CL ~~N12,37~~ 10,40	1934 11mo *Lloyd's A&CP*	Lithgows Ld. PortGlasgow	MogulLine,Ld. *IntermediateBH* *CellDB*346'1384t	408·9 F51' FK *dispensed with Coll* *FPT*152t*APT*92t	56·2	26·6	Bombay British *ptCem* *BH to Shdk* 5 ,, ,, 2*nd* ,,	T.3Cy.$24\frac{1}{2}$",41"&70"–48" (*s*) 220lb *110lb* 517NHP 3SB,*9cf*,GS163,HS7425 FD Rankin&BlackmoreLdGrk	29 " 0 s 3 " $5\frac{1}{4}$ 25 " $9\frac{1}{4}$	
76511 LEYM	**Island** (*ex*Steinmann-35,*ex*Fundus,*ex*Benton, *ex*Kilchattan) 1*Dk*	638 500 266	✠ … 3,23 ✠				1918 10mo	Cook,Welt'n&Gemmell Ld. Beverley	A/S Ryvarden (F.N.Nordbö A/S, *Mgrs.*)	174·9 B57tH14t FK	29·9	15·7	Haugesnd Norwegian *WB*	T.3Cy.16",26"&44"–26" 94NHP Amos&Smith,Ld.Hull	16 " 6	N †
76512 160634	**Island King** Ⓟ (*ex*Columba, *ex*Granit) *OilEng.* *ss*Vcr.No.3–1,36 *Mchy.Aft* *ss*Vcr.No.1–40 1*Dk*(*Stl*)	591 460 291	100A1 1,41 ~~1,40~~ ✠LMC CS2,40 ✠NE4,30 ~~1,40~~ 1,41 DBS~~1,40~~ 12,40	Vcr		OG N1,39	1920 *Lloyd's A&CP*	Trosvik Mek.Verks Brevik	BritishColumbia CementCo.Ld.	165·1 P61'F25' FK *CellDB*101'135t*FPT*	28·2	12·4	Vict'ria BC British 3*BHCem* 54t*APT*37t	Oil Engines 4S.C.SA 6Cy.$13\frac{1}{2}$"–$20\frac{1}{2}$" 106NHP 2DB*100lb* NDB(P)30 UnionDieselEngineCo Oakland,Cal	14 " 6 s1 " 2 13 " 6	
105/40 76513 163464 MBVC	**Island Queen** *ss*Shl.No.1–38 Wireless D.F. E.S.D. 1*Dk* *Well deck* *Cargo battens not fitted* *Mchy.Aft*	779 573 430	✠100A1 1,40 BS1,40 ✠LMC7,38	Lon	*k*	OG 7,38	1934 5mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland	BritishChannel IslandsShipping Co.Ld.	195·0 B14'Q110'F25' BK7" *CellDB*124'196t*FPT*57t*APT*34t	30·7	12·4	London British 3*BHCem*	T.3Cy.14",24"&40"–27" (*s*) 200lb 112NHP 1SB,*3cf*,GS58,HS1953 D.Rowan&Co.Ld.Gls.	14 " 6 s4 " $2\frac{1}{2}$ 14 " $6\frac{1}{2}$	
76514 161325 VSPS	**Islander** TwinSc *ss*Sng.No.2–37 Wireless 1*Dk*&*Shelter dk*	1598 1133 760	✠100A1 *withfreeboard* 5,40 ~~10,39~~ BS10,39 ✠LMC10,37 *Fitted for oil fuel*11,29 *F.P. above* 150° F.	Sng		CL 10,37	1929 11mo *Lloyd's A&CP*	Grngemth Dkyd.Co.Ld. Grngemouth	ChristmasIsland PhosphateCo.Ld. *CellDB*169'401t*F*	240·0 253·9(O.L.) FK *PT*67t*APT*80t(*Col*	41·9	14·9	Singapore British 6*BHptCem* *lBHtoShdk* 5 ,, 2*nd* ,,)	T.6Cy.13",$21\frac{1}{2}$"&36"–27" (*s*) 190lb 211NHP 2 Water Tube Boilers FD HS4068 Plenty&Son,Ld.Newbury	17 " 3 s " $4\frac{1}{4}$ 17 " $0\frac{1}{4}$	
76515 KZBX	**Islas Filipinas** (*ex*Bunuan, *ex*Bawean) *ss*Sng.No.1–90 *Well deck* Wireless 1*Dk*2*trB*	1068 — 649	✠ … 4,92 ✠				1886 1mo	J.Laing Sunderland	Cia.Maritima (FernandezHnos. Inc.*Mgrs.*)	210·0 P140'F32' FK	30·5	13·8	Manila Utd.States	T.3Cy.19",31"&51"–33" 149NHP G.Clark,Sunderland	14 " 7	
76516 ~~KZEV~~	**Islas Visayas** (*ex*Visayas, *ex*Andres,*ex*Illaroo) Wireless 1*Dk*2*trB*	516 — 283	✠ 1,85 ✠	Nwc	*i*		1884 12mo	Wigham Richrdsn&Co Newcastle	~~CebuNav.Co.~~ Wallem&Co.	166·2 Q21'B15'F25' *DB*	25·9	14·1	Panama Pnamanian 5*BHCem* *a*36'*f*18'58t	C.2Cy.23"&44"–33" 93NHP WighamRichrdsn&CoNwc	15 " 2	
76517 119349 MFRG	**Isle of Alderney** (*ex*Lochiel-38, *ex*Devonia) *ss*Ply.No.2–15 1*Dk*	318 221 126	✠ … 4,20 ✠				1906 9mo	Scott of Kinghorn,Ld Kinghorn	CreteShippingCo. Ld.(Stelp&Leighton,Ld.*Mgrs.*)	140·2 P32'B46'F22'	23·1	10·5	Guernsey British *WB*	C.2Cy.$16\frac{1}{2}$"&36"–27" 52RHP ScottofKinghorn,Ld.Kgn.	11 " 1	C †
76518 161686 GQYJ	**Isle of Guernsey** Ⓟ TwinSc E.S.D. *Fitted for oil fuel* D.F. *CruiserStern* 2*Dks*	2143 1124 862					1930	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	296·5 B148'	42·1	14·2	S'thamptn British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till 4,41
76519 161678 GRBQ	**Isle of Jersey** Ⓟ TwinSc E.S.D. *Fitted for oil fuel* D.F. *CruiserStern* 2*Dks*	2143 1124 864					1930	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	296·5 B148'	42·1	14·2	S'thamptn British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till 11,40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
76520 161741 GTSR	**Isle of Sark** Ⓟ **TwinSc** E.S.D. *Fitted for oil fuel* D.F. *CruiserStern 2Dks*	2211 1127 876					1932	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	296·7 B147'	42·1	13·9	S'thamptn British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till ~~2,41~~ 6,41
76521 148630 GLMT	**Isle of Thanet** Ⓟ **TwinSc** *Fitted for oil fuel* *CruiserStern 2 Dks, 3rd dk in holds*	2701 1533 1105					1925	W.Denny& Bros.Ld. Dumbarton	SouthernRailway	329·5	45·1	17·1	London British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till 6,41
76522 EAOS	**Isleño** Ⓟ (*ex*PrincessAlice) **Iron**	606 — 281					1866	Tod& McGregor Glasgow	IsleñaMaritima, S.A.	194·0 Q31*t*F20*t*	28·0	15·1	Palma Spanish	C.2Cy.22"&42"–42" NE83 NB98 95NHP Barclay,Curle&Co.Gls		
76523 99 SZJX	**Ismini** (*ex*S.Raissis, **Iron3Mst** *ex*SeaNymph) *ss*Nwc.2ndNo.3–7,03 *Mchy.Aft* 1*Dk*	314 170 129	✠ 10,08 ✠	Nwc	*c*		1878 10mo	A.Leslie& Co. Newcastle	E.&A.Fouskas	120·3 Q56'F13'	20·7	9·7 BK6½"	Piræus Greek 4*BHCem* *WB=FPT*	C.2Cy.18"&32"–24" NB86 43NHP 1SB,2*pf*,GS13,HS790 NDB88 N.E.MarineEng.Co.Ld.Sld.	10 ″ 6	
14/40 76524 146428 EIJF	**Isolda** **TwinSc** *Fitted for oil fuel* Wireless E.S.D. 1*Dk* Sub.Sig.	734 607 266	✠ ... 9,31 ✠				1928 7mo	Dublin Dyd.Co.(Vickers,Ireland) Ld. Dublin	Commissioners of IrishLights	198·3 B78'F30'	32·4	13·9 FK	Dublin British *WB*	T.6Cy 14",23"&38"–27" 203NHP W.Beardmore&Co.Ld.Gls	15 ″ 9	
76525 98 IBRQ	**Isonzo** (*ex*IsonzoII.,*ex*Isonzo) *ss*Mfl.No.3–4,34 D.F. *ss*Tri.No.1–38 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5441 5022 3428	✠100A1 *Shelter dk* *withfreeboard* BS12,39 12,39 ✠LMC MS5,38 ~~BS11,38~~ ✠Lloyd'sRMC~~12,39~~ 5,40 *Carrying vegetable oil in deep tank*	Gen	*y*	CL 11,38	1921 5mo	Cant.San RoccoS.A. Trieste A&CP	LloydTriestinoSoc. Anon. di Nav. *CellDB*337'1300*t*	404·1 389·9 *FPT*114*tAPT*244*t* *MT*35 1014*t*	53·9	29·0 FK	Trieste Italian *Cem* 2*BHtoShdk* 4 „ „ *U* „	T.3Cy.27$\frac{3}{16}$",42"&68"–48"(*s*) 180lb FD 465NHP 3SB(Spt)9*cf*,GS158,HS7023 StabilimentoTecnico,Tri.	32 ″ 0 s 7 ″ 5¼ 24 ″ 9	
76526 EERR	**Isora** (*ex*Axpe) *ss*LaP.No 3–2,33 *Mchy.Aft* *ss*LaP.No.1–38 *Well deck* 1*Dk*(*Stl*)	316 198 117	✠ ... 3,40 ✠	Cdz			1920 9mo	Mutiozabal &Fernandez Bilbao	AdolfoRamirez Escudero	120·0 Q46'B9'F21'	22·0	8·8 FK	Teneriffe Spanish 3*BHCem* *FPT*19*t*	T.3Cy.10",16"&26"–18" 43NHP 1SB,2*pf*,GS32,HS830 Soc.Española deConst Nav	9 ″ 9	
76527	**Ispolkom** (*ex*NijniNovgorod) 1*Dk*(*Stl*)&*Spar dk*(*Irn*–ws) &*deep framing*	3230 2915 2282	✠ 2,91	Nwc			1891 2mo	Armstrong Mitchell& Co.Ld. Newcastle	U.S.S.R. *CellDB*270'586*t*	324·5 B86'F37'	40·6	27·5 FK	Leningrad Russian 5*BHAsp* *APT*20*t*	T.3Cy.25",41"&67"–42" NB00 NDB93 303NHP N.E.MarineEngCoLd.Nwc		
76528 29897 JRQB	**Issei Maru** 1*Dk*	1865 1552 1068					1929	Uraga DockK.K. Kobe	FusoKaiunK.K. (YamashitaKisen K.K.,*Mgrs.*)	271·0	40·0	20·7	Kobe Japanese	T.3Cy.18",29½"&50"–39" 158NHP UragaDck.K.K.,Uraga		C
76529 107 JLRG	**Issin Maru** Wireless *ss*Drn.No.3–8,27 *Mchy.Aft* 1*Dk*&2*nd dk inNo.*2 *hold*	1447 1229 817	✠ ... 5,28 ✠				1914 5mo	OsakaIron Works Osaka	DairenKisenK.K.	245·7 P54'B15'F30'	36·9	15·9 FK	Dairen Japanese *WB*	T.3Cy.16",27"&45"–30" 147NHP OsakaIronWorks,Osaka	18 ″ 3	
76530 14360	—	493 458 338					1911	Harada Shoko Osaka	Amagasaki Kisenbu GomeiKaisha	167·6	22·1	17·0	Nishino-miya Japanese	C.2Cy.15"&30⅝"–20" 35NHP AmagasakiIsaburo,Osaka		
76531 YTAX	**Ist** (*ex*Baltica–38, **Comp** *ex*Sillesund,*ex*Rana) *OilEng.* *Mchy.Aft* 1*Dk*	348 255 165					1917	AktiebC.O. Christianson &Co Strömstad	KazimirKozulic	116·0 P41'B7'F38'	25·1	11·4	Ist Yugoslav	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{16}$"–14$\frac{3}{16}$" 123NHP BergsundsM.V.AktbSkm.		V
76532 TCBS	**Istikbal** (*ex*Elpidophoros, *ex*Strathallan) *ss*Pir.2ndNo.3–5,17 *ss*Syra.No.2–25 1*Dk*(*Stl*)&*ptAwng dk*(*Stl*)*deep framing*	2404 — 1518	✠ 6,30 ✠	Ist	*s*		1890 7mo	Russell& Co. Greenock	HüseyinAvni Sohtorikoglu	293·8 P24'Q86'B118' F31' *CellDB*242'	40·2	18·3 FK	Istanbul Turkish 5*BHCem* 505*tAPT*54*t*	T.3Cy.22½",35½"&58½"–39" NDB12 274NHP 2SB,6*pf*,GS90,HS5472 J.Howden&Co.Glasgow	20 ″ 9	I †
76533	**Istmo** (*ex*Sirona–33) *ss*Got.No.3–4,26 *Mchy.Aft* *ss*Crs.No.3–3,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'38	607 569 421	✠100A1 *Shelter dk* *withfreeboard* 10,40~~3,40~~ ✠LMC MS9,37 BS~~12,39~~10,40 *Fitted for oil fuel* 9,33 *F.P. above* 150° F.	Crs Boa	*h*	OG ~~4,39~~ 10,40	1915 7mo	Aktieb. LödöseVarf Lödöse *Lloyd*'*sA&CP*	Cia.Colombiana deCabotageS.A. (HansElliot, *Mgr.*) *CellDBu*	152·9 P36'H36*t*F26' *E*13'*f*103'148*tFPT*	28·0	9·7 16·0 FK	Buena Ventura Colombian 3*BHCem* 19*tAPT*7*t*	C.2Cy.14$\frac{9}{16}$"&32½"–21⅝" (*s*) 135lb 50NHP 1SB,2*cf*,GS29,HS880 Aktb.LödöseVarf,Lödöse	18 ″ 9 s 6″10¼ 12 ″ 0	
76534 YTBN	**Istok** (*ex*MongolianPrince, *ex*Verdala) *ss*Rot.2ndNo.3–3,37 2*Dks*(*Stl*) *Now* "**Maycrest**," *see No.* 89066 *in Supplement*	5904 5494 3712	✠100A1 12,39 ✠LMC MS2,37 BS5,39	Cff	*a*†	CL 11,39	1913 4mo	Russell& Co. PortGlasgow *Lloyd*'*sA&CP*	Jugoslavenski Lloyd a.d. 1 *Intermediate BH &* 2'*tween dk BHds dispensed with* { 4*BH to Upr dk* 2*BH to 2nd dk only*	423·5 438·0(O.L.) P44'B123'F43' *CellDBa*132'*uE* 24'*f*186'1243*tDTa*36'1120*tAPT*32*t*	56·0	28·7 FK	Dubrovnik Yugoslav *Cem*	T.3Cy.27",45"&75"–48" (*s*) 180lb 537NHP 3SB,9*cf*,GS171,HS7890 FD Rankin&Blackmore,Grk.	31 ″ 4 s6 ″ 2¾ 25 ″ 4	
76535 2209 IBTQ	**Istria** *ss*Gen.No.3–6,34 D.F. *ss*Gen.No.1–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5416 4983 3405	✠100A1 *Shelter dk* *withfreeboard* 10,39 BS4,39 ✠LMC4,38 *Fitted for oil fuel* 8,29 *F.P. above* 150° F.	Gen	*y*	CL 3,38	1921 6mo	Stabilmnto Tecnico Trieste A&CP	"Italia"Soc.Anon. di Nav. *CellDB*337'1300*t*	404·1 389·9 *FPT*114*tAPT*244*t*	53·9 54·1	29·5 FK	Genoa Italian *ptCem* 2*BHtoShdk* 4 „ „ *U* „	T.3Cy.27",42"&68"–48" (*s*) 180lb FD 465NHP 3SB(Spt)9*cf*,GS158,HS7023 StabilimentoTecnico,Tri.	32 ″ 0 s 7 ″ 5¼ 24 ″ 9	
76536 46201 JPEN	**Isuzu Maru** D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	2866 — 1952					1939	Tsurumi SeitetsuZosen K.K. Yokohama	HinodeKisenK.K.	332·4 P105'B27'F31'	45·1	24·6	Tokyo Japanese *WB*	1 steam turbine DR geared to 1 Sc. Shaft 267NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		
76537 EAJB	**Ita** (*ex*Sardinero–34,*ex*EspañaNo.1, *ex*Eriphia) 1*Dk*	2562 — 1813					1902	Act.Ges. "Neptun" Rostock	Federico G.-Fierro	291·0 P30'B171'F35'	41·2	17·6	Gijon Spanish *WB*	T3Cy.20⅞"35$\frac{7}{16}$"&55⅛"–35$\frac{7}{16}$" 180NHP A.G."Neptun,"Rostock		V
76538 PUKA	**Itabera** Ⓟ **TwinSc** *ss*Rio.2ndNo.3–1,39 *Ref.Mchy.* 1*Dk*(*Stl*–teak s) &*pt2nd dk*	2162 1653 1201	✠ A– *withfreeboard* 8,40 ~~1,39~~ ✠LMC1,39 BS6,40 *South American Coasting Service,* *Bahia Blanca & Trinidad*	Rio		OG 8,40 CL P8,40	1916 11mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira *CellD*	287·8 F45 *Prom.dk*192' *Ba*76'152*t FPT*26*t*	43·2	17·6 FK	R.Janeiro Brazilian 5*BHAsp* *APT*27*t*	T.6Cy.16",26"&42"–30" (*s*) 180lb 275NHP 2SB,6*cf*,GS138,HS5140 AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mách.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où, si ce n'est dans le L. R., Dates, Cert. Rof Trade.
76539 PUKB	**Itagiba** Ⓟ **TwinSc** *Ref.Mchy.* ssRio.2ndNo.3-5,36 1*Dk*(*Stl*-teaks)&*pt2nd dk* ssRio.No.1-40	*2169* *1659* *1221*	✠ A- *with freeboard* 12,40 ~~8,39~~ ~~BS8,39~~ ✠LMC~~8,39~~ 12,40 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		OG ~~8,39~~ 12,40	1913 6mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira	288·3 F45' *Prom dk* 192' FK *Cell DBa* 76' 152*t FPT* 26*t APT* 27*t*	43·2	17·6	R.Janeiro Brazilian 5*BHAsp*	T.6Cy.16",26"&42"-30" (*s*) 180lb HS6041 304NHP 2SB&1AuxSB,8*cf*,GS169, AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
76540 PUKC	**Itaguassu** **TwinSc** *OilEng.* ssRio.No.3-5,34 ssRio.No.1-38 *Ref.Mchy.* 1*Dk*(*Stl*-ws)&*pt2nd dk*	1928 1660 1146	✠ A1 *with freeboard* 6,39 ✠LMC8,38 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio	*s*	OG 7,38	1923 5mo	Lage Irmaos Rio de Janeiro *Lloyd's A&CP*	Cia.Nacional de Nav.Costeira	288·0 P31'F39' FK *Cell DBa* 76' 140*t Tank in tunnel* 10*t*	43·2	17·4	R.Janeiro Brazilian 5*BHptAsp*	Oil Engines 2S.C.SA 8Cy.14$\frac{1}{8}$"-26" 310NHP SulzerFrères,Winterthur *FPT*49*t APT*38*t*	18 ″ 9 s 4 ″ 1 15 ″ 0	
76541 PUKZ	**Itahite** Ⓟ **TwinSc** ssRio.No.2-37 2*Dks*(*Stl-Weather dk* teaks) *Ref.Mchy.* 3*rd dk*(*Stl*) *in Nos.*1&2 *holds* D.F.	4998 3521 3012	✠ 100A- *with freeboard* 10,39 BS3,41 ~~BS10,39~~ ✠LMC5,37 *Fitted for oil fuel* 9,28 *F.P. above* 150° F.	Rio		OG 10,39	1928 9mo	Chant.de Normandie Rouen	Cia.Nacional de Nav.Costeira *Cell DB*321' 761*t*	371·4 P56'F78' FK *Tanks in way of tunnels* 131*t FPT*36*t APT*51*t*	52·1	24·3	R.Janeiro Brazilian 7*BHptAsp*	T6Cy22$\frac{7}{16}$",36$\frac{5}{8}$"&57$\frac{1}{16}$"-39$\frac{3}{8}$" 180lb (*s*) 625NHP 4SB,12*cf*,GS232,HS9726 FD Ch.&Atel,deSt.Nazaire	26 ″ 9 s 6 ″ 7 20 ″ 7	
76542 PUKD	**Itaimbe** Ⓟ **TwinSc** ssRio.No.2-36 2*Dks*(*Stl-Weather dk*-teaks) 3*rd dk*(*Stl*) *in Nos.*1&2 *holds* *Ref.Mchy.*	4993 3479 2941	✠100A- *with freeboard* 12,38 ✠LMC MS2,40 ~~BS8,39~~ *Fitted for oil fuel* 3,27 *F.P. above* 150° F. BS9,40	Rio		OG P4,38 SN6,38	1927 3mo	Ch.&Atel. deSt.Nazaire St.Nazaire	Cia.Nacional de Nav.Costeira	373·7 P56'F82' FK *Cell DB*321' 794*t FPT* 36*t APT*51*t*	52·0	24·3	R.Janeiro Brazilian 7*BHptAsp*	T.6Cy.22$\frac{1}{16}$",34$\frac{5}{8}$"&57$\frac{1}{16}$"-39$\frac{3}{8}$" 180lb (*s*) 625NHP 4SB,12*cf*,GS232,HS9726 FD Ch.&Atel.deSt.Nazaire	26 ″ 9 s 6 ″ 7½ 20 ″ 7½	
76543 PUKE	**Itaipava** (*ex*Ondina) Wireless	*904* *744* *707*					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·7	33·2	13·7	R.Janeiro Brazilian	T.3Cy.16",26"&43"-30" NB03 101NHP Scott&Co.Greenock		
76544 PUKF	**Itaituba** (*ex*Coritiba) Wireless	*913* *743* *717*					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·7	33·2	13·7	R.Janeiro Brazilian	T.3Cy.16",26"&43"-30" 101NHP Scott&Co.Greenock		
91/40 76545 LKGK	**Italia** **TwinSc** D.F. E.S.D. *OilEng.* *Mchy.Aft* 1*Dk*,2*nd Dk in mchy.space* *Longitudinal framing at bottom & deck in* *Cruiser Stern centre tanks* *Butts of shell & deck plating elec. welded*	9973 8990 5799	✠100A1 1,40 ✠LMC7,39 *Carrying Petroleum in bulk*	NYk	*e* †	CL	1939 7mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd's A&CP*	TheTexasCompany (Norway)A/S (H.C.Mathiesen, *Mgr.*) *Cell DBuE*79' 261*t*	503·8 522·0(O.L.) P123'B38'F60' FK *DTf*27' 338*t FPT*129*t APT*96*t*	67·4	34·3	Oslo Norwegian 17*BHptCem*	Oil Engines 2S.C.SA 16Cy.20$\frac{1}{2}$"-35$\frac{7}{16}$" 1166NHP 2DB171*lb*&2DB(WT)171*lb* Maschinenfbrk.Augsburg NürnbergA.G.Augsburg	34 ″ 2 s 6 ″ 8½ 27 ″ 8	
76546 319 IBWQ	— Ⓟ **TwinSc** *Fitted for oil fuel* D.F. 3*Dks*	5203 — 2964					1905	N.Odero &Co. Genoa	LloydTriestino Soc.Anon. diNav.	393·7 P65'B150'F30'	47·8	27·0	Trieste Italian	T.6Cy.23½",38"&63"-47½" 545NHP N.Odero&Co.Genoa		I
76547 2185 IBJO	**Italo Balbo** (*ex*AvonCliff-37, *ex*Lomas-36,*ex* ssNpt.No.3-2,32 Brazilier) ssHul.No.1-37 E.S.D. D.F. 1*Dk*(*Stl*)	5114 4709 3103	✠100A1 4,39 ✠LMC MS2,37 BS2,39	Rot	*y*	CL N2,40	1919 5mo	Fairfield S.B.&E.CoLd Glasgow *Lloyd's A&CP*	Soc.Anon. EmanueleV.Parodi *Cell DB*345' 1136*t DTa*28' 1120*t FPT*118*t APT*185*t*	413·2 400·0 P49'B113'F39' FK	52·3	28·4	Genoa Italian 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 489NHP 3SB,9*cf*,GS190,HS7020 FD FairfieldS.B.&E.Co.Ld.Gls	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
76548 26163 JAHD	**Italy Maru** ssKob.No 3-12,30 ssKob.No.2-39 ~~ssNag.No.1-34~~ 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5859 5586 4258	✠100A1 *Awng dk* *with freeboard* 7,40 ~~3,38~~ 7,40 ~~BS7,39~~ ✠LMC~~2,37~~	Yka Kob	*y*	~~OG~~ ~~7,39~~ CL 7,40	1919 10mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	TamaiSyosenK.K. *Cell DB*334' 1118*t*	385·0 FK *Collision* *FPT*126*t APT*93*t*	51·0	36·0	Kobe Japanese *Cem* *BH to Awdk* 5 " " *U* "	T.3Cy.26",43½"&72"-48" (*s*) 200lb 437NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
76549 PUKI	**Itanagé** Ⓟ **TwinSc** *OilEng.* ssRio.No.3-2,41 ~~ssRio.No.2-36~~ *Ref.Mchy.* 2*Dks*(*Stl-Weather dk* teaks) D.F. 3*rd dk*(*Stl*)*in Nos.*1&2*holds*	*4966* *3572* *3055*	✠100A1 *with freeboard* 2,41 ~~9,39~~ 2,41 DBS~~7,40~~ ~~DBS2,39~~ ✠LMC2,41 ~~✠LMC(M)2,40~~	Rio	*x*	OG ~~9,39~~ 2,41	1928 4mo	W.Beard- more&Co.Ld. Glasgow *Lloyd's A&CP*	Cia.Nacional de Nav.Costeira *Cell DB*295' 752*t tanks in way*	370·9 P57'F79' FK *of tunnels* 112*t FPT*	52·2	24·5	R.Janeiro Brazilian 7*BHPtCem* 71*t APT*61*t*	Oil Engines 4S.C.SA 12Cy.26"-43¼" 785NHP 2DB180*lb* W.Beardmore&Co.Ld.Gls.	26 ″ 9 s 6 ″ 8½ 20 ″ 6½	
76550	**Itanema** (*ex*Upanema)	*813* *763* *553*					1891	Hawthorn, Leslie&Co.Ld Newcastle	Cia.Nacional de Nav.Costeira	205·0 Q25'F33'	31·2	14·3	R.Janeiro Brazilian *WB*	T.3Cy.15",25"&41"-27" 87NHP Ross&Duncan,Glasgow		
76551 PUKJ	**Itapacy** (*ex*Guanabara) Wireless	*914* *742* *717*					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·4	33·3	13·7	R.Janeiro Brazilian	T.3Cy.16",26"&43"-30" 101NHP Scott&Co.Greenock		
76552 PUKK	**Itapagé** Ⓟ **TwinSc** ssRio.No.3-6,40 *OilEng.* *Ref.Mchy.* ~~ssRio.No.1-38~~ 2*Dks*(*Stl-Weather dk* teaks) 3*rd dk* (*Stl*)*in Nos.*1&2*holds*	4998 3521 3012	✠100A- *with freeboard* 6,40 DBS6,40 ✠LMC6,40	Rio		OG 5,40	1927 11mo	Chant.de Normandie Rouen	Cia.Nacional de Nav.Costeira *Cell DB*319' 691*t side tanks* 113*t Tanks in way*	371·6 P55'F76' FK *of tunnels* 148*t FPT*	52·1	24·3	R.Janeiro Brazilian 7*BHptAsp* 36*t APT*52*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{1}{16}$"-43$\frac{5}{16}$" 714NHP 2DB180*lb* Ch.&Atel.dePenhöet, Penhöet	26 ″ 9 s6 ″ 7 20 ″ 7	
76553 PUKL	**Itapé** Ⓟ **TwinSc** *OilEng.* ssRio.No.3-7,39 *Ref.Mchy.* 2*Dks*(*Stl-Wthr dk* teaks) 3*rd dk*(*Stl*)*in Nos.*1&2*holds*	*4978* *3572* *3077*	✠ 100A- *with freeboard* 1,40 DBS~~7,39~~ ✠LMC7,39 10,40	Rio		OG 6,39	1927 11mo	W.Beard- more&Co.Ld. Glasgow	Cia.Nacional de Nav.Costeira	371·0 P57'F79' FK *Cell DB*295' 752*t FPT*	52·2	24·5	R.Janeiro Brazilian 7*BHptCem* 71*t APT*61*t*	Oil Engines 4S.C.SA 12Cy.26"-43¼" 785NHP 2DB180*lb* W.Beardmore&Co.Ld.Gls.	26 ″ 9 s 6 ″ 8½ 20 ″ 6½	
76554	**Itaperuna** (*ex*Tramandahy)	*909* — *713*					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	231·0	33·0	13·4	R.Janeiro Brazilian	T.3Cy.16",26"&43"-30" 101NHP Scott&Co.Greenock		
76555	**Itapoan** 2*Dks*	752 *687* *512*					1891	Scott&Co. Greenock	Cia.Nacional de Nav.Costeira	230·8	33·2	12·6	R.Janeiro Brazilian	T.3Cy.16",26"&43"-30" 101NHP Scott&Co.Greenock		
76556 PUKP	**Itapuca** **TwinSc** ssRio.2ndNo.3-7,29 ssRio.No.2-38 *Ref.Mchy.* 1*Dk*(*Stl*-teaks) *lower dk in Nos.*1,2&3*holds* & *deep framing in No.*4 *hold*	1849 1471 978	✠ A- *with freeboard* 7,39 BS3,39 ✠LMC4,38 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		CL S3,38 OG P3,38	1909 5mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira	270·2 F43' FK *Prom.dk*166' *Cell DBa*64' 116*t FPT*	42·2	17·5	R.Janeiro Brazilian 5*BHAsp* 30*t APT*32*t*	T.6Cy.16",26"&42"-30" (*s*) 180lb 273NHP 2SB,6*cf*,GS135,HS5118 AilsaS.B.Co.Ld.Troon	18 ″ 6 s 5 ″ 5½ 13 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsA signed now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76557 PUKQ	**Itapuhy** Ⓟ **TwinSc** *ss*Rio.2ndNo.3-9,40 ~~*ss*Rio.No.3-7,22~~ *Ref.Mchy.* ~~*ss*Rio.No.2-36~~ 1*Dk*(*Stl*-teak s)&*pt*2nd *dk*	*2172* *1660* *1230*	✠ A1 *withfreeboard* 9,40 ✠LMC9,40 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio	*s*	OG 9,40	1912 12mo *Lloyd's* A&CP	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira	288·3|43·2|17·6 F45' *Prom.dk*192' FK *CellDBa* 76'152*tFPT*	R.Janeiro Brazilian 5*BHAsp* 26*tAPT*27*t*	T.6Cy.16",26"&42"-30" 180lb (*s*) 275NHP 2SB,6*cf*,GS138,HS5140 AilsaS.B.Co.Ld.Troon	18 ″ 9	
76558 PUKR	**Itapura** Ⓟ **TwinSc** *ss*Rio.2ndNo.3-5,33 *ss*Rio.No.~~1-37~~2-41 *Ref.Mchy.* 1*Dk*(*Stl*-teak s)&*pt*2nd *dk*	*2119* *1604* *1179*	✠ A- *withfreeboard* 3,41 ~~6,39~~ ✠LMC3,41 ~~MS6,37~~ ~~BS6,39~~ *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		CL S2,41 OG P2,41	1912 4mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira	288·2|43·2|17·4 F45' FK *Prom.dk*192' *CellDBa*76'135*tFPT*	R.Janeiro Brazilian 5*BHAsp* 26*tAPT*27*t*	T.6Cy.16",26"&42"-30" (*s*) 180lb HS6005 304NHP 2SB&1AuxSB,8*cf*,GS165, AilsaS.B.Co.Ld.Troon	18 ″ 9 s5 ″ 7 13 ″ 8	
76559 361 PUKS	**Itaquatia** Ⓟ **TwinSc** *ss*Rio.No.3-6,33 *ss*Rio.No.1-38 *Ref.Mchy.* 1*Dk*(*Stl*-teak s)& *pt* 2nd *dk*	2162 1653 1250	✠ A- *withfreeboard* 8,40 ~~2,40~~ ✠LMC MS8,38 BS2,40 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		CL S8,40 OG P8,40	1920 4mo	Lage Irmaos RioJaneiro	Cia.Nacional de Nav.Costeira	288·0|43·2|17·6 F45' *Prom.dk*192' FK *CellDBa*76' 155*t FPT*28*t*	R.Janeiro Brazilian 5*BHAsp* *APT*29*t*	T.6Cy.16",26"&42"-30" (*s*) 180lb HS6041 304NHP 2SB&1Aux.SB,8*cf*,GS169, AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 7½	
76560 PUKT	**Itaquera** Ⓟ **TwinSc** *ss*Rio.2ndNo.3-2,35 *ss*Rio.No.1-39 *Ref.Mchy.* 1*Dk*(*Stl*-teak s)&*pt*2nd *dk*	*2209* *1691* *1254*	✠ A1 *withfreeboard* 10,40 ~~5,39~~ ✠LMC BS~~3,39~~5,40 MS5,39 ✠NB(Aux.)9,28 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio	*s*	OG ~~4,39~~ 10,40	1913 2mo *Lloyd's* A&CF	Mackie& Thomson,Ld. Glasgow	Cia.Nacional de Nav.Costeira	288·3|43·2|17·4 F45' FK *CellDBa*76'172*tFPT*	R.Janeiro Brazilian 5*BHAsp* 36*tAPT*36*t*	T.6Cy.16",26"&42"-30" (*s*) 180lb HS5823 293NHP 2SB&1AuxSB, GS169, Muir&Houston,Ld.Gls.	18 ″ 9 s 5 ″ 7 13 ″ 8	
76561 PUKU	**Itaquicé** Ⓟ **TwinSc** *OilEng.* *ss*Rio.No.3-11,39 2*Dks*(*Stl-Weather dk* teak s) *Ref.Mchy.* 3*rd dk*(*Stl*)*inNos.*1&2*holds*	*4969* *3575* *3062*	✠100A1 *withfreeboard* 11,39 DBS11,39 ✠LMC11,39	Rio	*x*	OG 11,39	1928 1mo *Lloyd's* A&CP	W.Beardmore&Co.Ld Glasgow	Cia Nacional de Nav.Costeira *CellDB*295'752*t* *Tanks in way of*	371·0|52·2|24·5 P57'F79' FK *tunnels*112*tFPT*71*t*	R.Janeiro Brazilian 7*BHptCem* *APT*61*t*	Oil Engines 4S.C.SA 12Cy.26"-$43\frac{1}{4}$" 785NHP 2DB*180lb* W.Beardmore&Co.Ld.Gls.	26 ″ 9 s 6 ″ 8½ 20 ″ 6½	
76562 PUKV	**Itassucê** Ⓟ **TwinSc** *ss*Rio.2ndNo.3-4,35 *ss*Rio.No.1-39 *Ref.Mchy.* 1*Dk*(*Stl*-teak s)&*pt*2nd *dk*	*2123* *1606* *1175*	✠ A- *withfreeboard* 1,41 ~~9,39~~ BS1,41 ✠LMC MS3,39 ~~BS9,39~~ *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		CL S1,41 OG PN1,41	1912 10mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira	288·2|43·2|17·4 F45' FK *Promenade dk*192' *CellDBa*76' 135*t FPT*26*t*	R.Janeiro Brazilian 5*BHAsp* *APT*27*t*	T.6Cy.16",26"&42"-30" (*s*) 180lb 273NHP 2SB,6*cf*,GS135,HS5118 AilsaS.B.Co.Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
76563 PUKW	**Itatinga** Ⓟ **TwinSc** *ss*Rio.2ndNo.3-9,33 *ss*Rio.No.1-37 *Ref.Mchy.* 1*Dk*(*Stl*-teak s)&*pt*2nd *dk*	*2114* *1605* *1181*	✠ A- *withfreeboard* 1,41 ~~3,39~~ ✠LMC MS6,37 BS~~3,39~~6,40 *South American Coasting Service, Bahia Blanca & Trinidad*	Rio		OG 3,39	1912 6mo	AilsaS.B. Co.Ld. Troon	Cia.Nacional de Nav.Costeira	288·0|43·2|17·4 F45' FK *Promenade dk*192' *CellDBa* 76' 135*t FPT*26*t*	R.Janeiro Brazilian 5*BHAsp* *APT*27*t*	T.6Cy.16",26"&42"-30" (*s*) 180lb 274NHP 2SB,6*cf*,GS135,HS5118 AilsaS.B.Co Ld.Troon	18 ″ 9 s 5 ″ 7 13 ″ 8	
76564 DHMT	**Itauri** Ⓟ **D.F.** 2*Dks*	6838 6182 4226					1923	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	439·0|55·6|31·3 F55'	Hamburg German *WB*	T.3Cy.$29\frac{3}{8}$",$47\frac{1}{4}$"&$76\frac{3}{8}$"-$53\frac{15}{16}$" 428NHP FlensburgerSchiffsb.Ges.		G
76565	**Itaverava** (*ex*BargeIndia) *OilEng.* *Mchy.Aft* 1*Dk*	767 — 738	✠ ... 6,10				1907 1mo	Murdoch& Murray Pt.Glasgow	Cia.Nacional de Nav.Costeira	211·2|37·1|11·0 FK	R.Janeiro Brazilian *WB*	Oil Engines 2S.C.SA 8Cy.$13\frac{1}{4}$"-$13\frac{3}{4}$" 244NHP NE *fitted*18 D.Goedkoop,Jr.Amstrdam		
76566 UOFQ	**Itelmen** Ⓟ (*ex*Eastport) Sub.Sig. *Longitudinal framing* *Ref.Mchy.* 1*Dk*& *Shelter dk*& *Web frames*	4385 3666 2705	✠ ... 11,20 ✠				1918 8mo	OsakaIron Works,Ld. Innoshima	U.S.S.R.	344·3|49·9|25·6 P33'B115'F34'*on Shelter dk* FK	Vladvostk Russian *WB*	T.3Cy.24",41"&67"-48" 390NHP OsakaIronWrks.Ld.Osaka	28 ″ 2	
76567 DOBG	**Ithaka** (*ex*Alaya-36,*ex*Vaterland) Sub.Sig. 1*Dk* Wireless	1773 1654 1025					1921	Nordd. Unionwerke A.G.Tönning	AtlasLevante-LinieA.G.	283·2|39·7|17·6 P&B192'F31' len28	Bremen German *WB*	T.3Cy.20",$31\frac{1}{2}$"&$49\frac{1}{4}$"-$31\frac{1}{2}$" 137NHP Waggon u Maschb.A.G.Görlitz		G
76568 434 SZJV	**Ithaki** Ⓟ (*exYacht*Safa-el-Bahr) Wireless 2*Dks*	675 — 317	✠ 4,08 ✠	Ven			1894 5mo	A&J.Inglis Ld. Glasgow	HellenicCoast LinesCo.Ld.	200·0|27·0|15·3	Piræus Greek	T.3Cy.18",29"&48"-36" 146NHP A.&J.Inglis,Ld.Glasgow		
* 76569 36 SVFJ	**Ithakos** (*ex*Ellaline) *ss*Pir.2ndNo.3-3,33 *Cargo battens not fitted* *ss*Pir.No.1-38 1*Dk*(*pt Irn*&*pt Stl*)2*trB*& *deep framing*3*Dk rule*	3916 3668 2462	✠100A1 10,39 BS10,39 ✠LMC10,38	Pir	*w*	CL 7,37	1906 12mo *Lloyd's* A&CP	JReadhead &Sons SouthShields	G.C.Dracoulis *CellDB*	346·0|49·6|26·5 P30'B96'F33' FK *a* 115'*u E*25' *f*148'9	Ithaca Greek 6*BHCem* 05*tAPT*65*t*	T3Cy.$25\frac{5}{16}$",42"&68"-45"(*r*) 180lb *65lb* 331NHP 2SB,6*cf*,GS121,HS5026 J.Readhead&Sons,S.Shl.	28 ″ 0 s 5 ″ 0 23 ″ 1¾	
76570 166337 GFFD	**Itinda** **D.F.** 2*Dks* *CruiserStern*	6619 6128 3964	✠100A1 *withfreeboard* ~~12,39~~10,40 BS~~11,38~~2,41 ✠LMC1,38	Bom Cal	*a*† 2	CL ~~12,39~~ 11,40	1938 1mo *Lloyd's* A&CP	W.Gray& Co.Ld. WHartlepool	BritishIndiaStm. Nav.Co.Ld. *CellDB*366'1126*tF*	426·8|57·6|32·0 442·8(O.L.) P39'B132'F39' FK *PT*190*tAPT*190*t*	London British 7*BHptCem*	T.3Cy.22",37"&65"-48"& LPturbine withDRgearing &hydraulic coupling 250lb (*s*) 592NHP 3SB(Spt)9*cf*,GS168,HS6858 Cen.Mar.E.Wks. FD (W.Gray&Co.Ld.)W.Hpl.	34 ″ 6 s 9 ″ 8¾ 25 ″ 0	
76571 153066	**Itororo** **TwinSc** *Fitted for oil fuel* 1*Dk*(*Stl*)2*trB* *Mchy.Aft* (*River Vessel*) *Carrying Petroleum in bulk*	1755 1484 1098	✠ 6,23 ✠ Converted into a Tanker 1940	N Yk			1920 11mo	Bethlehem S.B.Corp.Ld. (MoorePlant) Elizabethport N.J.	G.Elie	~~246·0~~|40·6|17·7 F32' 245·0 FK *FPT*45*t*	Montreal British 7*BHptCem* *APT*26*t*	T.6Cy.11",18"&29"-20" HS8220 400NHP 2 Water Tube Boilers H.G.TroutCo.Buffalo	18 ″ 7	
76572 24160 JITC	**Itosaki Maru** Ⓟ (*ex*AizawaMaru No.18) Wireless 1*Dk*	1236 1063 853					1918	Aizawa Iwakichi Osaka	ArataSyokaiK.K.	218·0|32·1|19·0 *WB*	Kobe Japanese	T.3Cy.$16\frac{3}{8}$",23"&$38\frac{1}{16}$"-30" 80NHP AizawaZosensho,Osaka		
76573 167426 GQJD	**Itria** **D.F.** *CruiserStern* *For full particulars see No.* 88507 *in Supplement*	6845 6147 4035	100A1 *withfreeboard* (*ClassContemplated*)				1940	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld.	427·9|57·5|32·1 P40'B140'F39'	London British	T.3Cy.$22\frac{1}{2}$",$37\frac{1}{2}$"&63"-45"& LP turbine withDRgearing & hydraulic coupling Barclay,Curle&Co.Ld.Gls.	34 ″ 6 s 9 ″ 1½ 25 ″ 6	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd. of Trade
76574 PEXZ	**Ittersum** D.F. E.S.D. 1Dk&Shelter dk CruiserStern	5199 4850 3159	✠100A1 withfreeboard 10,40 ~~1,39~~ ✠LMC9,38 Fitted for oil	Sch Nwc fuel9,38	a†	CL F.P. a	1938 9mo Lloyd bove 1	Wm.Dox- ford&Sons Ld Sunderland 'sA&CP 50° F.	Stoomvaart- Maats."Oostzee" (Vinke&Co.Mgrs.) 1 intermediate BH CellD	427·9 445·3(O.L.) F39' FK (Coll dispensed with B355'1341tFPT90t	57·1	25·6	Amstrdam Dutch ptCem BH to Sh dk 5 „ „ 2nd „) APT140t	T.3Cy.23½",38"&66"-45"(s) 220lb Rht. 464NHP 2SB(Spt)&1AuxSB,8cf, GS124,HS6807 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	28 ″ 1 s 3 ″ 3⅜ 25 ″ 0	
76575 2252 IPAA	**Itu** (exThrostlegarth) ssBkn.No.3-7,07 Welldeck 1Dk	1578 — 842	✠ ... 7,11 ✠				1895 4mo	Palmers' Co.Ld. Newcastle	Ruggiero& MeregaSoc.Anon diNav	258·5 250·8 Q96'B48'F28' FK	36·4	18·2	Genoa Italian WB	T.3Cy.20",33"&54"-36" 191NHP Palmers'Co.Ld.Newcastle	19 ″ 7	I †
76576 44234 JYQL	**Itukusima Maru** (exItsukushimaMaru-38) OilEng. Mchy.Aft 1Dk Longitudinal framing CruiserStern GyC. CarryingPetroleum in bulk	10007 — 5817					1937	Kawasaki Dkyd.Co.Ld. Kobe	NipponSuisanK.K.	503·3	65·0	37·1	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2250NHP KawasakiDkydCoLd Kobe		C
76577 EERU	**Iturri-Ripa** (exRipa, Iron exVicenta,exVasco ssBgn.3rdNo.3-4,14 Andaluz) ssBbo.No.1-19 1Dk2trB	384 293 193	✠ ... 9,22				1861 8mo	Tod& M'Gregor Glasgow	SantiagoRivero Moran	168·8 P48'B45'F28' DF&S08	25·1	11·5	Bilbao Spanish	C.2Cy.20¾"&39½"-20" NB89 58NHP	12 ″ 1	
76578 OFBE	**Ivalo** (exBretland-37) Mchy.Aft. 1Dk D.F.	2035 — 1196					1902	Akt.Bur- meistr&Wain Copenhagen	FartygsA/BIvalo LaivaO/Y(O/Y Chartering Agency JohnDahlbergA/B, Mgrs.)	290·1 280·0 P75'F30'	40·3	18·8	Helsingfrs Finnish WB	T.3Cy.19¾",31¾"&55"-36" 181NHP Akt.Burmeistr&WainCpn.		V
76579 YTBQ	**Ivan** (exGiacomoFeltrinelli) Well deck 1Dk	1275 1027 687	✠ ... 6,19 ✠				1914 4mo	Campbeltn S.B.Co. Cambelt'wn	Ant.Babarovic	230·5 Q79'B58'F59' FK	35·8	15·6	Milna Yugoslav WB	T.3Cy.18½",27½"&45"-33" 138NHP J.G.Kincaid&Co.Ld.Grk.	17 ″ 7	V †
76580 8009 SDXN	**Ivan Gorthon** ssGot.No.1-39 1Dk&Shelter dk Cruiser Stern Strengthened for Navigation in Ice	1803 1539 977	✠100A1 withfreeboard ~~6,40~~ ~~12,39~~ ✠LMC6,39 1,41	Skm ~~Bel~~ NYk	s	CL 6,39	1935 4mo Lloyd	A/S Aalbrg Msk.ogSkibs Aalborg 'sA&CP	RederiA/BGefion (JohGorthon, Mgr.) Collision CellD	280·8 298·5(O.L.) FK BH&after peakBH B234'576tFPT51t	43·6	17·3	Hlsngborg Swedish 4BH to Shelter dk APT93t	C.4Cy.(2)14 5/16"&(2)34½"- 32½" 220lb (s) 230NHP 2SB,6cf,GS84,HS3488 FD FredrikstadM.V.Frdstad.	19 ″ 8 s ″ 7 19 ″ 2	
✱ 76581 OZIH	**Ivan Kondrup** D.F. E.S.D. 1Dk Mchy.Aft CruiserStern Cargo battens not fitted Strengthened for Navigation in Ice	2369 2104 1368	✠100A1 3,40 ✠LMC2,37	Els	s	OG 3,40	1937 2mo Lloyd	Helsingörs Jernsk&Msk Elsinore 'sA&CP CellDB250'	Det.Danske Kulkompagni 1 Intermediate 632tTanks between hatchway	291·8 306·0(O.L.) Q176'F28' FK BH dispensed with sf65ta34tFPT130t	42·7	23·9	Copnhagn Danish 4BHCem APT71t	C.3Cy.(2)15¾"&(1)39⅜"- 37⅜" & LP turbine with SR gearing & chain drive 220lb FD (s) 239NHP 2SB(Spt),6cf,GS90,HS3464 HelsingörsJernsk.&Mskb.	21 ″ 3	
76582	**Ivan Liskovski** Iron (exIlse,exNeva) 1Dk	621 441 332					1872	Reiherst Schiffswerft Hamburg	U.S.S.R.	188·9 F24'P110'	25·3	13·2	Odessa Russian	C.2Cy.21"&38"-26" NB92 61NHP ReiherstMaschinenf.Ham.		
76583 UOXU	**Ivan Papanin** (exN.Ejov-39, exKarlLepin-38, OilEng. exMurmanles) 1Dk	3974 3527 2256					1933	Severney S.B.Yard Leningrad	U.S.S.R.	347·6 P29'B53'F30'	51·5	24·9	Leningrad Russian WB	Oil Engines 2S.C.SA 4Cy.26¾"-47 5/16" 497NHP RussianDieselWorks,Len.		
76584 YTFW	**Ivan Topić** (exRonda-37) ssCff.No.3-5,35 ssSpt.No.1-39 D.F. 1Dk(Stl)&2nd dk(Stl) in fore&after holds	4943 4539 3030	✠100A1 8,40 ~~2,40~~ ✠LMC MS5,39 BS2,40	Gen NNs	y	CL N3,39	1920 4mo Lloyd	J Readhead &Sons,Ld. SouthShields 'sA&CP	SlobodnaPlovidba Topić,D.D.(Ant. Topić,Mgr.) Cell	385·0 P36'B119'F40' FK DB334' 1100t FPT	53·6	27·1	Susak Yugoslav 6BHCem 94tAPT147t	T.3Cy.26½",44"&73"-48"(r) 180lb 433NHP 3SB,9cf,GS180,HS7110 J.Readhead&Sons,Ld.SShl	29 ″ 8 s 5 ″ 5½ 24 ″ 6	
76585 OYGB	**Ivar** D.F. 1Dk	2145 1909 1292					1917	Nylands Værksted Oslo	DetForenede Dampskibsselskab	289·7 P25'B144'F32'	44·2	18·9	Copnhagn Danish WB	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		N
76586 LJWH	**Ivaran** OilEng. D.F. 1Dk&Shelter dk	4955 4300 2974					1938	Kockums M.V.Aktieb. Malmö	A/S IvaransRederi (S.Holter-Sören- sen,Mgr.)	401·4 F34'	54·8	25·1	Oslo Norwegian WB	Oil Engines 2S.C.DA 5Cy.23⅝"-43 5/16" 972NHP KockumsM.V.Akt.Malmö		N
76587 6411 SJWA	**Ivernia** ssEls.No.3-4,34 ssSkm.No.1-39 Wireless D.F. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	1530 1208 700	✠100A1 Shelter dk withfreeboard 5,41 ~~4,40~~ ✠LMC5,39 BS7,40	Got	r	OG ~~6,38~~ 5,41	1921 1mo	Oskrshmns M.V.Aktieb. Oskarshamn A&CP	Rederiaktieb SvenskaLloyd (K.R.Bökman, Mgr.) CellDB229'451t	274·0 277·5(O.L.) 15·5 FK Collision FPT34tAPT36t	40·7	23·5	Gothenbrg Swedish Cem BHto Sh dk 3 „ „ U „	T.3Cy.19",31½"&51½"-33" 185lb 100lb (s) 226NHP 2SB(Spt),6cf,GS75, HS3442 FD OskarshamnsM.V.Aktieb.	18 ″ 0 s ″ 2 17 ″ 11⅜	
76588 YTBV	**Ivo Matkovic** (exLaRoche- foucauld-34) 1Dk	2527 — 1413					1920	Atel.&Ch. deBretagne Nantes	EugenMatkovic	290·0 B57'F26'	43·3	20·2	Split Yugoslav WB	DR geared Steam Turbine Atel.&Ch.deBretagne,Nts.		G
76589 YTBO	**Ivo Racic** (exDan,exGerolamo Ulloa,exDan) ssRot.2ndNo.3-1,33 ssRot.No.1-37 1Dk(ptIrn&ptStl)2trB &deepframing3Dk rule Now "Yewcrest," see No. 90[illegible] in Supplement	3723 3411 2323	✠100A1 5,40 ✠LMC MS6,37 BS12,39	Bry	w	CL 4,40	1907 6mo Lloyd	J.Read- head&Sons SouthShields 'sA&CP	Jugoslavenski Lloyd a.d. CellDBa	350·4 P41'B179'F32' FK 115'uE21' f150'103	49·1	24·8	Dubrovnik Yugoslav 6BHCem 6tAPT136t	T.3Cy.24½",41"&66"-45"(r) 180lb 326NHP 2SB,6cf,GS126,HS5210 J.Readhead&Sons,S.Shl.	26 ″ 4 s3 ″ 6 23 ″ 0½	
76590 2218 IBTC	**Ivorea** (exSuriname-38) ssN.Yk.2ndNo.3-8,33 Ref.Mchy. 2Dks(Stl)&Spar dk(Stl-ws) D.F. Fitted for oil fuel	3274 2456 1909	✠ ... 10,38 ✠ Lloyd'sRMC3,40 for temp. 32° F.	NOs	v		1908 2mo	Nederl. Schps. Maats Amsterdam Intermediate	Italo-BalticaSoc. Anon.Italiana di Nav.e Commercio bulkhead in after Cell	354·1 336·7 B180'F46' FK&BK2' hold dispensed with D Ba76' f 134'418t	42·2	22·8	Genoa Italian Cem 5BH only	T.3Cy.24⅝",41⅝"&68¼"-51" 503NHP 3SB,9cf,GS187,HS7827 NedFb.v.Wrk&Spoor,Ams	26 ″ 0	I †
123 76591 15824 40 JPOE	**Iwai Maru** (exIwaiMaruNo.3) 1Dk	499 — 327					1912	GomeiKai- shaShirato Zosensho Osaka	TaiyoKisenK.K.	164·2	22·5	16·5	Kobe Japanese	T.3Cy.11 5/16",18¼"&30¼"-22" 42NHP Y.Hashimoto,Osaka		
76592 18987 JNUH	**Iwami Maru** Ⓟ 1Dk	774 703 438					1916	GoshiKai- shaHarada Shoko,Osaka	OsakaSyosen K.K.	187·8 F44'	25·5	18·5	Osaka Japanese	T.3Cy.13",21½"&36"-24" GoshiKaisha 64NHP HaradaShoko		

✱ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76593 [illegible] SFAO	Iwar (*ex*Hild) Now "Brosater," *see No.*87265 *in Supplement* 1*Dk*	*1230* *924* *714*					1903	Hasseldal's Jernskibsb. Grimstad	Rederi A/B Iwar (Ture Hillerström)	228·5 Q133*t*H20*t*F31*t*	34·2	13·5	Malmö Swedish *WB*	T.3Cy.16½",27"&44"–30" 106NHP N.E.MarineEng.CoLd.Sld.		V
76594 46374 JGGM	**Iwasiro Maru** *CruiserStern*	3550 — 2111					1939	Harima S.B.&Eng. Co.Ld. Harima	KaiyoKisenK.K.	338·6	48·0	26·0	Kobe Japanese	T.3Cy.$22\frac{1}{16}$",37"&61"–42⅛" 241NHP HarimaS.B.&Eng.Co.Ld. Harima		
76595 28023 JOID	**Iwate Maru** D.F. 2*Dks*	2985 — 2081	✠ ... 10,24	✠			1921 1mo	Teikoku S.S.Co. (Dkyd.) O Harima	NipponYusenK.K.	305·0 P23'B92'F33' FK	43·7	27·2	Tokyo Japanese *WB*	T.3Cy.23",38"&64"–48" 352NHP KobeSteelWorks,Ld.Kobe	27 " 3	
76596 45330 JXYM	**Iwato Maru** *OilEng.* *CruiserStern*	527 — 341					1939	Nakata Zosensho Osaka	OkuboKunziro	159·9	27·5	13·7	Tarumi Japanese	Oil Engines 2S.C.SA 5Cy.13¾"–$19\frac{11}{16}$" 165NHP NipponHatsudokiK.K.		
76597 [illegible] 12/44	Ixia (*ex*Hagen–40) Now "Empire Success, *see body of Register* D.F. 2*Dks*	5988 5520 3685	(*Classification Contemplated*)				1921	Vulcan-Werke Hamburg	Ministry of Shipping(Union-CastleMailS.S.Co. Ld.*Mgrs.*)	450·0 P&B371'	58·3	26·8	British	T3Cy.31½",$52\frac{1}{16}$"&84"–$59\frac{1}{10}$" &1LPTurbine 831NHP Vulcan-Werke,Hamburg		
12/44 76598 135431 GQPX	**Ixion** Ⓟ **TwinSc2TwinMsts** D.F. 3*Dks*	10263 9577 6524					1912	Scotts'S.B. &Eng.Co.Ld. Greenock	China MutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	506·0 F75'	60·3	39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"–48" 586NHP Scotts'S.B.&E.Co.Ld.Grk.		
76599 28534 JBUE	**Iyang Maru** Ⓟ **TwinSc** (*ex*ChoTen)	943 438 515					1921	Kiangnan Dock&Eng. Co. Shanghai	ToaKaiunK.K.	197·0	31·0	10·0	Tokyo Japanese	T.6Cy.15",22"&34"–18" 49NHP KiangnanDock&Eng.Co. Shanghai		
76600 44162 JCPM	**Izan Maru** (*ex*WestwardHoMaru–38, *ex*WestwardHo–37) *Fitted for oil fuel* 2*Dks*	5475 — 4000	✠ ... 9,20				1918 3mo	Columbia RiverS.B.Co. Portland,Or.	KokokuKisenK.K.	410·0 P47'B115'F44' FK	54·2	27·5	Kobe Japanese *WB*	DR geared steam turbine NE20 551NHP KerrTurbineCo. Wellsville,N.Y.	30 " 2	C †
76601 TCBO	**Izmir** Ⓟ (*ex*Kawi) 3*Dks*	4875 3640 3021					1907	Kon.Maats deSchelde Flushing	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	394·2 P80'B180'F78'	47·1	27·2	Istanbul Turkish *WB*	T.3Cy.28½",48"&82"–60" 521NHP Maats.deSchelde,Flushing		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Dans le Cert. B. of Trade
76602 211453 WCVT	**J. A. Campbell** (*ex*AltonC.Dustin) *ss*Clv.No.4–4,39 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* GyC. *Longitudinal framing*	7316 — 5609	✠100A– 3,41 ~~4,39~~ BS3,41 *For Service on the Great Lakes*	Clv ✠LMC4,39			1913 7mo	American S.B.Co. Lorain,O. *CellDB&*	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) *side tanks f*402'52	525·0|58·1|27·8 F48' FK 50*t CellDBuE&B&*	Wilmgton (Del.) Utd.States 4*BH* *cross bunker*	T.3Cy.23",37"&63"–42" (*s*) 180lb 388NHP 2SB,*6cf*,GS126,HS5998 FD AmericanSBCo.Cleveland 69'350*tFPT*260*tAPT*50*t*	31 ″ 0	
76603 212994 WOCI	**J. A. Moffett** 3Mst *ss*S.Fo.No.3–4,27 *ss*S.Fo.No.1–31 *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. GyC. *Longitudinal framing* *Carrying Petroleum in bulk*	~~6199~~ — ~~3864~~ 6197 — 3777	✠ ... 6,32 ✠				1915 3mo	Union Iron WorksCo. SanFrancisco	StandardOilCo.of California	419·4|54·2|31·6 P101'B35'F44' FK	S.Frncisco Utd.States *WB*	Q.4Cy.23",32½",49"&71½"–51" 540NHP UnionIronWorksCo.S.Fo.	31 ″ 6	R †
76604 221521 KDTU	**J. A. Moffett, Jr.** TwinSc *OilEng.* *ss*N.Yk.No.3–12,27 D.F. GyC. E.S.D. *ss*N.Yk.No.2–37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	9788 7832 6137	✠100A1 *Shelter dk with freeboard* 9,39 DBS~~2,40~~3,41 ✠NE12,27 *Carrying Petroleum in bulk*	NYk ✠LMC 9,39	*f*† CS6,38	CL 9,39	1921 8mo	Federal S.B.Co. Kearny,N.J. A&CP *CellDBuE&B*68'	StandardOilCo.of NewJersey	499·2|68·1|30·5 FK 199*tDTf*54'646*t* *FPT*258*t APT*142*t*	Wilmgton (Del.) Utd.States 19*BH* *pt Asp pt Cem* (4 *to Sh dk* 11 „ *U* „ 4 „ *2nd* „)	Oil Engines 2S.C.SA 8Cy.27½"–47¼" 1053NHP 2NDBWaterTube27–*250lb* Hooven,Owens&Rentschler Co.Hamilton,Ohio	38 ″ 10 s 10 ″ 3 28 ″ 11½	
76605 HPFL	**J. A. Mowinckel** TwinSc *OilEng.* *ss*N.Yk.No.2–39 D.F. GyC. E.S.D. 2*Dks*(*Stl*)& *Mchy.Aft* *CruiserStern* *Web frames* *Longitudinal framing–bracketless system*	11147 — 6795	✠100A1 8,40 ~~12,39~~ DBS6,~~38~~8,40 *Carrying Petroleum in bulk*	NYk ✠LMC ~~8,38~~8,40	*g*† CS12,39	CL 6,39	1930 11mo	Cant. RiunitiDell' Adriatico Monfalcone *Lloyd's A&CP*	PanamaTransport Co.	521·8|70·4|38·8 *After*B55'B41'F43' FK *CellDBuE*107'	Panama Pnamanian 17*BHptCem* 4 „ *to2nddk* 228*t DTs f*4	Oil Engines 2S.C.SA 12Cy.26¾"–43$\frac{5}{16}$" 1505NHP 2WTDB*200lb* 2DB*100lb* Soc.An.FiatS.G.M.Turin 8'1966*tFPT*272*tAPT*266*t*	38 ″ 9 s 8 ″ 5 30 ″ 7¾	
76606 214109 KJNP	**J. B. John** (*ex*Westoil, *ex*Kaministiquia) (*Self-Unloader*) *Mchy.Aft* D.F. 1*Dk*	2173 1973 1401					1909	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PetoskeyTransportationCo.	250·0|43·0|22·6 F42'	Chicago Utd.States *WB*	T.3Cy.20⅝",33"&54⅝"–36" 177NHP N.E.MarineEng.CoLdNwc		R
76607 137147 MFGK	**J. B. Paddon** (*ex*Starbeam) *ss*Sld.2ndNo.3–11,39 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	570 401 250	✠100A1 ~~11,39~~ 9,40 BS9,40	Sld ✠LMC11,39	*i*	CL 10,39	1914 7mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's A&CP*	Stephenson Clarke &AssociatedCompanies,Ld.	175·6|27·0|10·4 Q101'B11'F22' BK7¼" *CellDBf*99'130*tFPT*	London British 3*BHAsp* 32*tAPT*3*t*	T.3Cy.13½",22"&36"–24" (*r*) 180lb *70lb* 82RHP 1SB,*3cf*,GS52,HS1520 Lidgerwood,Ld.Glasgow	12 ″ 6 s 3 ″ 8 12 ″ 11½	
76608 215852 WFCY	**J. C. Donnell** *ss*Phl.No.3–12,29 *ss*N.Ns.No.2–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* GyC. *Longitudinal framing*	9783 9455 7165	✠100A1 *Shelter dk with freeboard* 12,40~~2,40~~ MS9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel, 1,18 F.P. above 150° F.*	Mob NYk BS10,40 ✠LMC ~~BS10,39~~	*f*†	CL ~~2,40~~ 12,40	1918 1mo	NwprtNws S.B.&D.D.Co Newprt News A&CP *CellDB*	AtlanticRefining Co.	500·0|68·2|35·5 FK *uE & B*59' 184*t a*17'	Phildlphia Utd.States 19*BHptCem* (15 *to Udk* 4 „ *2nd*„) 71*t DT f* 54'	Q.4Cy.26",38½",55"&81"–51" 220lb (*s*) 644NHP 3SB,*12cf*,GS215,HS8700 FD NewportNewsSB&DD.Co. 673*tFPT*243*tAPT*127*t*	38 ″ 3 s 9 ″ 11½ 28 ″ 7	
76609 216747 WOCE	**J. C. Fitzsimmons** (*ex*Montrolite) *ss*S.Fo.No.3–1,30 *Fitted for oil fuel* 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. GyC. *Carrying Petroleum in bulk*	6716 6295 4119	✠ ... 6,32 ✠NE8,22 ✠				1918 8mo	AmesS.B. Co. Seattle,Wash	StandardOilCo.of California	421·4|57·3|31·7 P98'B41'F37' FK	S.Frncisco Utd.States *WB*	T.3Cy.24¾",41$\frac{1}{16}$"&72$\frac{5}{16}$"–48" 362NHP Hooven,Owens&Rentschler Co.Hamilton,Ohio	31 ″ 7	R †
76610 OUHM	**J. C. Jacobsen** 1*Dk*&*Spar dk*	1221 694 740					1890	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	219·3|31·1|20·1 H52' ·20·1	Copnhagn Danish *WB*	T.3Cy.16",27"&45"–33" 116NHP Burmeister&Wain,Cpn.		V
76611 202977 WNXU	**J. Clare Miller** (*ex*HarveyD. Goulder–37) D.F. GyC. *Mchy.Aft* 1*Dk*	6617 — 5219					1906	American S.B.Co. Lorain,O.	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	525·0|55·0|31·0 F46' *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24",39"&65"–42" 273NHP AmericanS.B.Co.Clevelnd.		R
76612 136938 GMRC	**J. Duncan** *ss*Cff.2ndNo.3–4,39 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1832 1354 757	✠100A1 ~~[illegible]~~ 3,41 BS5,40	Cff Bry ✠LMC4,39	*q*	CL 4,39	1914 10mo	Dublin Dkyd.Co.Ld. Dublin *Lloyd's A&CP*	J.DuncanSSCo.Ld. (J.T.Duncan&Co. Ld.) *CellDB* *uE&B*43'*f*97' 258*t*	260·1|38·3|16·3 Q98'B58'F31' FK *DTa*72' 401*t FPT*	Cardiff British 5*BHCem* 55*tAPT*31*t*	T.3Cy.17½",31$\frac{7}{16}$"&52"–36" 180lb (*s*) 213NHP 2SB,*6pf*,GS110,HS3792 MacColl&Pollock,Ld.Sld.	18 ″ 7 s 1 ″ 6½ 17 ″ 5¾	
76613 206144	**J. E. Gorman** (*ex*NorthLake) *Mchy.Aft* 2*Dks*	4053 — 2941					1909	Gt.Lakes Eng.Works St.Clair,Mich	GreatLakesTransitCorporation	350·0|46·0|26·0 F32'	BuffaloNY Utd.States *WB*	Q.4Cy.19",27½",40"&58"–42" GreatLakes 218NHP Eng.Works,Detroit		
76614 ~~215836~~ ~~[illegible]~~	**J. E. O'Neil** *ss*N.Ns.No.3–11,30 *Mchy.Aft* *ss*Phl.No.2–38 GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* Now "Ponta Verde," see No. 89578 in Supplement	7070 6444 4460	✠100A1 ~~8,40 6,30~~11,40 ✠NE4,21 BS~~6,39~~3,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 1,18 F.P. above 150° F.*	Mob ~~Bal~~Phl ✠LMC9,38	*b*†	CL ~~6,30~~ 3,40	1918 1mo	Bethlehem S.B.Corp. Alameda,Cal. A&CP	~~AtlanticRefining Co.~~ Lloyd Brasileiro *Cell DBuE&B* 57' 179*t DTf*56'10	435·0|56·0|32·0 P122'B50'F42' FK 68*tFPT*97*tAPT*74*t*	R.Janeiro Brazilian 15*BHptAsp* (11 *to Udk* 4 „ *2nd*„)	1DRGearedSteamTurbine 250lb HS9750 (*s*) 672NHP 3 Water Tube Boilers(Spt) DeLavalTurbineCo. FD Trenton,N.J.	33 ″ 6 s 6 ″ 6½ 27 ″ 2¼	
76615 205033 WOJV	**J. E. Upson** D.F. GyC. *Mchy.Aft* 1*Dk*	6309 — 4853					1908	American S.B.Co. Cleveland,O.	TheWilsonTransit Co.	504·0|54·0|30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63$\frac{5}{32}$"–42" 258NHP AmericanS.B.Co.		R
76616 205160 WTSN	**J. F. Durston** D.F. GyC. *Mchy.Aft* 1*Dk*	4791 — 3500					1908	Superior S.B.Co. Superior	GreatLakesS.S. Co.Inc.	432·0|52·0|28·0	Oswego NY Utd.States *WB*	T.3Cy.22",35"&58"–42" 218NHP SuperiorS.B.Co.Superior		R
76617 203906 KFCJ	**J. F. Schoellkopf Jr.** (*ex*HughKennedy) (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk*	7264 — 5795					1907	American S.B.Co. Lorain	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	532·0|56·0|31·0	Buffalo,NY Utd.States *WB*	T.3Cy.23½",38"&63"–42" 257NHP AmericanS.B.Co.Clevelnd.		R
76618 128494 MBTR	**J. F. V.** (*ex*Wheatfield) 3Mst *ss*Apl.2ndNo.3–4,36 *Well deck* *ss*Lan.No.1–40 *Mchy.Aft* 1*Dk*(*Stl*)	515 331 197	✠100A1 11,40~~10,39~~ ~~BS10,39~~	Bkn Lan ~~✠LMC4,38~~ 11,40	*h*	OG N10,39	1909 6mo	JTEltringham&Co. S.Shields *Lloyd's A&CP*	W.J.Ireland	162·4|26·7| 9·3 Q93'B12'F24' BK7" *CellDBf*91'97*tFPT*	London British 3*BHCem* 37*tAPT*1*t*	C.2Cy.20"&42"–27" (*s*) 130lb 71RHP 1SB,*3pf*,GS55,HS1760 G.T.Grey,SouthShields	11 ″ 6 s 4 ″ 0½ 11 ″ 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
76619 221450 KDHR	**J. Fletcher Farrell** *ss*Mob.No.3-3,33 *ss*N.Os.No.1-37 *Mchy.Aft* *2Dks(Stl)&Webframes* Sub.Sig. *Longitudinal framing*	7061 6422 4350	✠100A1 ~~5,40 2,40~~ 1,41 BS1,41 *CarryingPetr* *Fitted for oil*	NOs ~~Gal~~ ✠LMC2,37 *oleum* *fuel* 7,	*b*† *in* 21	CL ~~11,38~~ 5,40 *bulk* *F.P. a*	1921 7mo *bove* 1	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP 50° F.	Sinclair RefiningCo.Inc. *CellDBuE&B*62' *DTf*40'588t	430·3 P134'B37'F40' FK 200t *FPT*228t*APT*72t	59·3	33·2	NewYork Utd.States 17*BHptCem* (12 *to U dk* 5 „*2nd* „)	T.3Cy.26½",44"&74$\frac{3}{16}$"-51" 200lb (*s*) 586NHP 3SB,*9cf*, ,HS8829 FD BethlehemS.B.Corp.Ld.	33 ″ 3 s6 ″ 8¼ 26 ″ 10	
76620 217059 KGWO	**J. Floyd Massey, Jr.** (*ex*Lake Arline) D.F. GyC. 1*Dk*	2084 1756 1223	✠ … 3,21				1918 10mo	GlobeS.B. Co. Superior,Wis.	SteelProducts Transpn.Corp.	251·0 P27'B60'F35' FK	43·7	19·2	Duluth Utd.States *WB*	T.3Cy.19",32"&56"-36" 276NHP NordbergMfg.Co.Milwkee	21 ″ 5	R †
76621 205220 KFTT	**J. H. Macoubrey** (*ex*JohnA. Donaldson-33) *Mchy.Aft* D.F. 1*Dk*	4315 — 3110					1908	American S.B.Co. Lorain,O.	MidlandS.S.Line, Inc.	380·0 *WB*	50·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.20",33"&55"-40" 191NHP AmericanSB.Co.Cleveland		R
76622 HPFD	**J. H. Senior** TwinSc *OilEng.* D.F. *ss*NNs.No.2-39 E.S.D. GyC. *2Dks(Stl)&Webframes* *Mchy.Aft* Sub.Sig *CruiserStern* *Longitudinalframing-bracketlesssystem*	11065 — 6769	✠100A1 ~~1,40 10,39~~ 11,40 ~~DBS10,39~~ *CarryingPetr* DBS11,40	NNs NYk ✠LMC CS10,39 4,38 *oleum*	*g*† 11,40 *in*	CL 9,39 *bulk*	1931 3mo *Lloyd*	Vereinigte SthlwrkeA.G Nordseewrke Emden 'sA&CP	PanamaTrans- portCo. *CellDBuE*	521·2 *After*B55'F42' FK 78'225t*DTsf*	70·3	38·9	Panama Pnamanian 17*BHptCem* *ptAsp* (4 *to 2nd dk*)	Oil Engines 2S.C.SA 12Cy.26¾"-51$\frac{3}{16}$" 1496NHP 2DB(WT)*200lb* 2DB*100lb* Frd.KruppA.G.Kiel 48'1990t*FPT*270t*APT*255t	38 ″ 9 s8 ″ 5¾ 30 ″ 6¼	
76623 202542 KKUI	**J. H. Sheadle** (*ex*WilliamG. Mather) D.F. Sub.Sig. *Mchy.Aft* 1*Dk*	6838 — 5183					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCo.*Mgs.*)	513·0 *WB*	60·2	32·0	Wilmgton (Del.) Utd.States	T.3Cy.24½",39"&67"-42" 292NHP GtLakesEngWrks.Detroit		R
76624 220860 KDLC	**J. J. Coney** (*ex*W.D.Anderson-35, *ex*Pearldon) *ss*Phl.No.3-7,23 *Fitted for oil fuel* *2Dks&Webframes* *Mchy.Aft* *Longitudinal framing* D.F. GyC. *Carrying Petroleum in bulk*	5168 4522 3179	✠ … 2,24				1920 12mo	TerryS.B. Corp. Savannah,Ga	HillconeSteamship Co.Ld.	391·9 P99'B34'F44' FK	51·0	28·5	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 562NHP BadenhausenCo.Phl.	30 ″ 2	R †
76625 204993	**J. J. H. Brown** D.F. *Mchy.Aft* 1*Dk*	5069 — 3787					1908	American S.B.Co. Lorain	BrownS.S.Co. (Brown&Co. *Mgrs.*)	432·0	52·0	28·0	BuffaloNY Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.Co.		R
76626 EAOX	**J. J. Sister** Ⓟ TwinSc (*ex*GalileoGalilei) *OilEng.* Wireless 2*Dks*	1527 — 734					1896	N.Odero fuA. SestriPnente	Cia.Trasmedi- terranea	281·7 P46'F36'	36·7	18·7	Valencia Spanish	Oil Engines 4S.C.SA 20Cy.20⅞"-20⅞" 856NHP E*made—,fitted*24 Masch.Augsburg-Nürn- bergA.G.Augsburg		
76627 204624 KDXV	**J. J. Sullivan** D.F. GyC. *Mchy.Aft* 1*Dk*	7077 — 5541					1907	American S.B.Co. Cleveland,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	532·0 *WB*	56·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanSB.Co.Cleveland		R
76628 217562 KEXQ	**J. L. Luckenbach** TwinSc6Twin Msts (*ex*SouthBend) *ss*Bos.No.3-4,31 *ss*Sea.No.2-39 D.F. GyC. *2Dks(Stl)&Shelter dk(Stl)*	6369 — 3999	✠100A1 *Shelter dk* *withfreeboard* 11,40 ~~8,39~~ ✠NE&B2,23 MS1,39 *Fitted for oi*	Sea ✠LMC BS~~6,39~~ *l fuel* 3	*b*† 5,40 ,19	CL ~~SN~~ ~~10,37~~ P8,39 S5,40 *F.P. a*	1919 3mo *bove* 1	SunS.B. Co. Chester,Pa. A&CP 50° F.	LuckenbachS.S. Co.Inc. *CellDB*389'1831t *uE&B space*	448·9 37·8 FK '*tween dk tanks* 36'405t *FPT*281t A	60·2	28·2	NewYork Utd.States 8*BHptAsp* (*Coll to Sh.dk* 7 „ *2nd* „) *PT*271t	4 Steam Turbines SR geared to 2 Sc. Shfts. (*r*) 225lb FD 1032NHP 3SB,*12cf*,GS239,HS12780 DeLavalStm.TurbineCo. Trenton,N.J.	31 ″ 3 s 4″ 3¼ 27 ″ 4½	
76629 202875 KURJ	**J. L. Reiss** (*ex*W.K.Bixby) (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk*	5398 — 4102					1906	Detroit S.B.Co. Wyandotte	ReissS.S.Co.	489·0 *WB*	52·2	26·5	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
76630 210990	**J. M. Davis** (*ex*Boston) *Mchy.Aft* 2*Dks*	4375 — 3475					1913	Gt.Lakes Eng.Works Ecorse,Mich.	GreatLakesTran- sitCorp.	350·0 F29'	48·1	30·9	BuffaloNY Utd.States *WB*	Q.4Cy.19",27½",40"&58"-42" 218NHP G.LakesEngWrks.Detroit		
76631 221492 KDTP	**J. N. Pew** *ss*Phl.No.3-3,34 *ss*Phl.No.1-38 *Mchy.Aft* *1Dk(Stl)&Shelter dk(Stl)* GyC. *&Webframes* *Longitudinal framing*	9033 8530 6432	✠100A1 *Shelter dk* *withfreeboard* ~~10,40~~3,41 MS6,38 *CarryingPetr* *Fitted for oil*	Phl ✠LMC BS~~8,39~~8,40 *oleum* *fuel* 7,	*e*† *in* 21	CL N2,39 *bulk* *F.P. a*	1921 7mo *bove* 1	SunS.B. Co. Chester,Pa. A&CP 50° F.	SunOilCompany *CellDBuE*	480·5 F44' *on Shelter dk* FK *&B*89*f*40'448t *FPT*	66·0	36·8	Phildlphia Utd.States 18*BHptCem* (10 *to Sh dk* 8 „ *U* „) 186t*APT*84t	T.3Cy.27½",45½"&76"-51" 200lb (*r*) 620NHP 3SB,*9cf*,GS198,HS9198 FD SunS.B.Co.Chester,Pa.	37 ″ 0 s10 ″ 6 26 ″ 11	
76632 207250 WTLR	**J. P. Morgan, Jr.** D.F. GyC. Sub.Sig. *Mchy.Aft* 1*Dk*	7521 — 5824					1910	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0	58·0	32·0	D'luthMin Utd.States *WB*	T.3Cy.24",39"&65"-42" 274NHP AmericanSB.Co.Clevlnd,O		R
76633 203155	**J. Pierpont Morgan** D.F. GyC. Sub.Sig. *Mchy.Aft* 1*Dk*	7161 — 5530					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0	58·0	27·4	D'luthMin Utd.States *WB*	T.3Cy.24",39"&65"-42" NB37 274NHP AmericanSB.Co.Clevlnd,O		R
76634 202770 KGRG	**J. R. Sensibar** Ⓟ (*ex*FrankC.Ball) *Mchy.Aft* D.F. (*Self-Unloader*) 1*Dk*	7179 — 4638					1906	Gt.Lakes Eng.Works Ecorse,Mich.	MidwestVessel Corp.	537·8	56·2	27·0	Wilmgton (Del.) Utd.States *WB*	Steam Turbine connected to Elec. Motor & Sc. Shaft NE30 NB18*refitted*30 GeneralElectricCo. Schenectady,N.Y.		
76635 206695 WONN	**J. S. Ashley** GyC. (*Self-Unloader*) *Mchy.Aft* D.F. 1*Dk*	6993 — 5835					1909	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	509·7 *WB*	54·2	26·7	Wilmgton (Del.) Utd.States	Q.4Cy.18",26¾",41"&63"-42" 257NHP AmericanS.B.Co.Lorain,O.		R
76636 UVAC	**J. Stalin** TripleSc (*Icebreaker*) *CruiserStern* 5*Dks*	4866					1937	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	335·9	75·8	29·9	Leningrad Russian	T.9Cy.22$\frac{1}{16}$",38$\frac{3}{16}$"&64$\frac{3}{16}$"- 44⅜" 825NHP BalticS.B.&Eng.Wks.Len.		
76637 237044 WPTU	**J. W. Van Dyke** D.F. E.S.D. *Fitted for oil fuel* GyC. *CruiserStern* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk* *Longitudinal framing-bracketless system* *Electrically welded*	11651 — 7258					1938	SunS.B.& DryDockCo. Chester,Pa.	AtlanticRefining Co.	523·5 P104'B35'F43'	70·2	39·8	Phildlphia Utd.States	1 steam turbine connected to electric motor & screw shaft 833NHP GeneralElectricCo. Schenectady,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
76638 147127 MLQD	**Jaak** (exBenlos-39,exPeterMærsk) ssKel.2ndNo.3–11,34 1Dk(Stl)&deep framing Cargo battens not fitted	1369 1237 792	✠100A1 ~~Examined~~ 4,41 Son ~~BS3,38~~ ✠LMC~~11,34~~ 4,41	~~Hbg~~	p	OG ~~5,36~~ 12,40	1906 9mo Lloyd	A.Vuijk& Zonen Capelle a/d 'sA&CP Ysel	Ministry of Shipping (AlnS.S.Co. Ld.Mgrs.) CellDBa60′u	242·8|36·8|16·7 258·6(O.L.) P19′B66′F28′ FK E18′f102′354tFPT	S'thamptn British 4BHCem 30tAPT50t	T.3Cy.18″,29″&48″–33″ (s) 180lb ~~[illegible]~~ 90lb 143NHP 1SB,3cf,GS60,HS2208 G.T.Grey,SouthShields	19 ″ 0 s2 ″ 2½ 16 ″ 11	
76639 822 OHDI	**Jäämeri** (exCharterhague-39, exSilverway, ssHfs.No.3–9,32 exWarFig) ssSkm.No.1–36 D.F. 1Dk(Stl) Cruiser Stern Cargo battens not fitted	2522 2248 1348	✠100A1 11,39 ✠LMC ✠NB5,27 ✠NB3,29 MS3,36 BS10,39	Skm	t	CL 1,39	1920 11mo Lloyd	Monmouth S.B.Co.Ld. Chepstow, Mon. 'sA&CP	FinskaFiskeriA/B (A/B R.Nordström &Co.O/Y,Mgrs.) CellD	312·9|43·0|20·7 303·0 P33′B80′F33′ FK B260′677t FPT87t	Hangö Finnish 5BHptCem APT193t	T.3Cy.22″,36″&59″–39″ 185lb 271NHP 2SB,6cf,GS114,HS4616 G.Fletcher&Co.Ld.Derby	23 ″ 0 s3 ″ 4½ 19 ″ 10	
76640 PEYF	**Jaarstroom** Fitted for oil fuel Sub.Sig. D.F. 2Dks	2480 1621 1494					1922	J.Meyer's S.B.Co. ZaltBommel	N.V.Hollandsche Stoomb.Maats.	321·7|40·2|16·6 Q97′B77′F32′ len36	Amstrdam Dutch	DR geared Steam Turbine Machf.Gebr.Stork&Co. Hengelo		V
76641 PUBJ	**Jaboatão** (exArnoldAmsinck) 2Dks	4526 — 2896					1907	Bremer Vulkan Vegesack	LloydBrasileiro	386·7|51·7|25·9 P261′F29′	R.Janeiro Brazilian WB	Q.4Cy.22⅝″,32⅞″,49 1/16″&70″ –49 3/16″ 345NHP BremerVulkan,Vegesack		V
76642	**Jaceguay** (exFlecha-37, TwinSc exFairfield) ssSou.No.3–10,20 (Survey Vessel) 2Dks	781 699 322	... 2,25				1919	ClydeS.B. &Eng.Co.Ld. PortGlasgow	BrazilianNavy	219·3|28·6|15·6 FK	R.Janeiro Brazilian WB	T.6Cy.13¼″,21¼″&34″–21″ 378NHP ClydeSB.&Eng.Co.Ld.PGl	16 ″ 3	
76643 165923 MMNZ	**Jacinth** OilEng. Mchy.Aft 1Dk CruiserStern	650 452 332	✠100A1 5,40 ~~4,39~~ ✠LMC12,37 ✠LMC(M)4,39	Bwg Lon	i	OG 3,39	1937 12mo Lloyd	Henry Robb,Ld. Leith 'sA&CP	Wm.Robertson CellD	178·0|28·7|11·4 185·0(O.L.) P45′Q60′F27′ FK B114′ 154t FPT85t	Glasgow British 3BHptCem APT24t	Oil Engines 2S.C.SA 7Cy.9½″–16 3/16″ 61RHP BritishAuxiliaries,Ld.Gls.	13 ″ 6 s4 ″ 0¼ 13 ″ 0⅝	
76644 EAOW	**Jacinto Verdaguer** (exCid) ssBcl.2ndNo.3–5,26 ssVal.No.1–30 2Dks(1Stl&UIrn)&deep framing	1641 1438 1040	✠ 6,31 ✠ ✠NB1,02refitted9,27	Bcl	q		1900 10mo	W.Hamilton&Co. Pt.Glasgow	Cia.Trasmediterranea DBa50′	245·2|35·7|21·7 P34′B65′F53′ FK uE&B34′f106′327t	Barcelona Spanish 4BHCem APT12t	T.3Cy.20″,31″&51″–33″ 157NHP 1SB,4pf,GS66,HS2433 D.Rowan&Co.Glasgow	23 ″ 11	
76645 217851 KJNU	**Jack** (exLakeFresco) Ref.Mchy. 1Dk2trB	2622 2249 1617	✠ ... 9,20 ✠				1919 6mo	American S.B.Co. Lorain,O.	Terminals& Transpn.Corp. (Minnesota-AtlanticTransit Co.Mgrs.)	251·0|43·6|26·2 P25′B64′F23′ FK	Duluth Utd.States WB	T.3Cy.20″,33″&54″–40″ 267NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	R †
* 76646 LCPC	**Jacob Christensen** ssBgn.No.3–8,33 D.F. ssAnt.No.1–38 1Dk(Stl)	3594 3284 2179	✠100A1 9,39 MBS7,39 ✠LMC3,38	Bgn	w	CL 11,38	1920 11mo Lloyd	J.Blumer &Co.Ld. Sunderland 'sA&CP	A/S D/S Mathilda (J.Christensen, Mgr.) CellDB	356·3|48·7|23·9 368·5(O.L.) P35′B170′F30′ FK 308′853t FPT	Bergen Norwegian 6BHCem 67tAPT109t	T.3Cy.24″,40″&66″–45″ (s) 180lb 311NHP 2SB,6cf,GS120,HS4704 N.E.MarineEng.Co.Ld.Sld	25 ″ 11 s3 ″ 7½ 22 ″ 6	
76647 216293 KJUE	**Jacob Luckenbach** (exRadnor) Fitted for oil fuel D.F. Sub.Sig. 2Dks&Shelter dk	5817 — 3537	✠ ... 2,21 ✠				1918 5mo	SunS.B. Co. Chester,Pa.	LuckenbachS.S. Co.Inc.	434·3|57·7|27·1 35·3 FK	NewYork Utd.States WB	T.3Cy.28″,45½″&76⅝″–51″ 412NHP SunS.B.Co.Chester,Pa.	38 ″ 0	R †
76648 219898 KJTY	**Jacob Ruppert** (exPacificFir-33, exWestCahokia) Fittedfor oil fuel D.F. Sub.Sig. 2Dks	5645 — 3500					1920	Western Pipe&Steel Co. S.Francisco	UnitedStates Maritime Commission	410·5|54·0|27·1 P46′B112′F46′	NewYork Utd.States WB	T.3Cy.24½″,41½″&72″–48″ 359NHP JoshuaHendyCo. SanFrancisco		R
	Now "Cocle," see No.87551 in Supplement													
76649 TUXI	**Jacobsen** (exConsulSuckau-33, exCarola) Mchy.Aft 1Dk	523 379 211					1923	NVSchps& Rep.DeHoop Leiden	Soc.Dunkerquoise auCabotage (L.Dewulf,Mgr.)	164·0|25·6|10·4 Q56′B13′F21′	Dunkirk French WB	T.3Cy.12″,20″&32″–24″ 50NHP WerfMaasdijk,Schiedam		V
76650 144045 MJXZ	**Jacobus** ssHul.No.3–12,36 1Dk(Stl) Wireless CruiserStern Cargo battens not fitted	1262 1088 756	✠100A1 1,40 ✠LMC MS12,36 BS9,39	Hpl	o	CL 3,38	1920 5mo Lloyd	Livingstone& Cooper,Ld. Hessle 'sA&CP	SirEricOhlson, Bart.(OhlsonS.S. Co.)	230·4|36·7|15·8 P19′B69′F28′ FK CellDB196′424t	Hull British 4BHCem APT54t	T.3Cy.18″,30″&50″–33″ (s) 180lb 199NHP 2SB,6pf,GS108,HS3672 ShieldsEng.&D.D.Co.Ld. N.Shl.	18 ″ 0 s2 ″ 0½ 16 ″ 2	
76651 DGAO	**Jacobus Fritzen** (exDekade, exRuth,exDalemead,exDalemoor) D.F. Turret deck 1Dk2trB	4090 3407 2578					1909	W.Doxford &Sons,Ld. Sunderland	Johs.Fritzen& Sohn vormLexzat Scharbau&Co.	348·8|51·1|24·0 P28′F41′	Emden German WB	T.3Cy.26″,42″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		G
76652 FNWX	**Jacques Schiaffino** Fitted for oil fuel 2Dks	1757 1433 841					1930	Swan,Hunter&Wigham Richardson, Ld Sunderlnd	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.)	251·5|38·3|19·7 P&B154′F22′	Algiers French WB	T.3Cy.20½″,33″&54″–36″ 175NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
76653 LEER	**Jadarland** Ⓟ (exBürgermeister Eschenburg) 1Dk	938 861 569					1918	Schiffsw.v. HenryKoch Lübeck	SandnæsDampskibsslsk.A/S	196·0|30·9|18·3 H63t	Sandnes Norwegian WB	T3Cy16 3/10″,27 7/10″&42½″–27⅝″ 95NHP OttensenerMaschf.Lübeck		
76654 ~~[illegible]~~ ~~[illegible]~~	**Jadden** Now named "J.B.White," Fitted for oil fuel Sub.Sig. 2Dks&Shelter dk	6869 6616 5258					1919	Skinner& EddyCorp. Seattle,Wash	AtlanticTransportationCo.Ld.(S.L. deCarteret,Mgr.)	410·5|54·2|35·1 P27′B19′	Montreal British WB	T.3Cy.25″,42″&72″–48″ 359NHP Skinner&EddyCorp.	35 ″ 1	R
76655 165943 MMVV	**Jade** OilEng. 1Dk Mchy.Aft CruiserStern	930 634 495	✠100A1 ~~2,40~~ ~~8,38~~5,41 ✠LMC8,38	Rot ~~Brs~~ Cff	l	9,40	1938 8mo Lloyd	A.Vuijk& Zonen Capelle a/d Ysel 'sA&CP	Wm.Robertson CellDB	205·0|32·6|12·4 213·0(O.L.) P54′Q77′F25′ FK 113′223t FPT	Glasgow British 3BHCem 58tAPT30t	Oil Engines 4S.C.SA 6Cy.15¾″–26″ 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	15 ″ 0 s4 ″ 8 14 ″ 5½	
76656 TTGF	— (exLouisBlanchet-38) 1Dk	671 404 320					1920	Chantiers deProvence PortdeBouc	Soc.deChalandage &Remorquage de l'Indo-Chine	181·4|28·3|12·0 P28′F32′	Saigon French WB	T.3Cy.13⅝″,21⅞″&37⅞″–23⅝″ 68NHP Chantiers deProvence,Msl.		V
76657 DHMX	— 1Dk	536 435 268					1912	Stettiner Oderwerke Stettin	BugsierReed.u. BergungsA.G.	165·8|28·6|11·6 B112′F22′	Brmrhavn German WB	C.2Cy.17 3/16″&31½″–21⅝″ 38NHP StettinerOderwerke		G
76658 YTKO	**Jadran F.** (exJadran-37,exSpeedy) ssFiu.No.3–12,24 Mchy.Aft Well deck 1Dk	387 253 146	✠ ... 12,29 ✠				1901 6mo	J.Meyer ZaltBommel	BračaFerić	146·3|23·1|9·8 Q84′B11′F22′ FK	Split Yugoslav WB	T.3Cy.12¼″,20″&32″–23″ 65NHP G.T.Grey,SouthShields	10 ″ 6	V †

105/41

194/40

92/40

48/41

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys No of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76659 LEFQ	**Jæderen** (*ex*Saloniki) 1*Dk*	902 666 493					1918	Pusnæs Stöperi&Mek. Verksted Arendal	DetStavangerske Dampskibsselskap	210·9|33·2|12·1 P31*t*Q82*t*H49*t*F31*t*	Stavanger Norwegian *WB*	T.3Cy.15",25"&40"–30" 88NHP PusnæsStöberi&Mek. Verksted,Arendal		N
76660 PEYV	**Jaedjoer** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	309 220 142					1937	Gebr. Niestern&Co. Delfzijl	J.E.Wicherts	127·6|24·1|8·9 P36′F20′	Delfzijl Dutch *WB*	Oil Engines 2S.C.SA 4Cy.$9\frac{7}{16}$"–$14\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb N.V.		V
76661 702 ESKJ	**Jaen Teär** **WoodAux3MstSr** (*ex*SailingVessel) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	371 320 274					1926	M.Hohen- see Papilaid	JuliusTeär& others	130·4|31·8|13·1	Kuresaar Estonian	Oil Engines 2Cy. *Emade&fitted–* J.&CG.BolindersM.V.A/B		V
76662 PEYW	**Jagersfontein** Ⓟ **TwinSc** *OilEng.* *ss*Ams.No.1–38 D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	10083 7829 6164	✠100A1 8,40 ~~10,39~~ ✠LMC CS12,38 DBS~~3,39~~4,40 6,38 ✠Lloyd'sRMC~~10,39~~ ~~5,40~~ 2,41	Ams Cal	*e*† 2½	OG ~~N3,39~~ SN3,39 P8,40	1934 12mo *Lloyd*	NVNederl. Schps.Maats Amsterdam '*sA&CP*	N.V.Vereenigde Nederl.Scheep. Maats.(~~Directie en AgentuurMaats. HollandAfrika Lijn,N.V.~~*~~Mgrs.~~*)	457·2|63·2|34·9 P32′B175′F35′ FK *CellDBuE&f* 239′675*t* *Tanks in way of tunnels*1127*t* *FPT*159*tAPT*124*t*	Batavia ~~TheHague~~ Dutch 8*BHptCem*	Oil Engines 2S.C.DA 12Cy.23⅝"–$43\frac{5}{16}$" 2334NHP 2DB*120℔* Gebr.Stork&Co.N.V. Hengelo	38 ″ 8 s 8 ″ 0½ 30 ″ 9¾	
76663 316 HSAQ	**Jai Jerng Kha** **TwinSc** (*ex*Chantaboon) 1*Dk*	482 — 247					1908	HongK'ng &Whampoa DockCo.Ld HongKong	SawadSukhum Banij,Ld.	152·5|29·0|11·0	Bangkok Thai	T.6Cy.8½",13½"&23½"–15" 43NHP HongKong&Whampoa DockCo.Ld.		
76664 OYGC	**Jakob Mærsk** D.F. 1*Dk*	2245 1915 1348					1921	Odense Staalskibs Odense	Dampskibsselsk af 1912 A|S.(A.P. Möller,Copenhagen,*Mgr.*)	284·9|42·4|19·9 P32′B74′F36′	Aalborg Danish *WB*	T.3Cy.20½",33½"&55"–35" &LPTurbine Christensen& Meyer,Harburg a/dElbe		V
76665 153807 VWDF	**Jalabala** *ss*Bom.No.3–11,39 2*Dks*(*Stl*)	3610 3345 2211	✠100A1 8,40 ~~11,39~~ ✠LMC11,39	Bom	*w*	CL ~~11,38~~ 8,40	1927 8mo *Lloyd*	Lithgows, Ld. PortGlasgow '*sA&CP*	ScindiaSteamNav. Co.Ld.	349·9|49·0|24·3 P36′B106′F31′ FK *CellDB*297′850*tFPT*	Bombay British 6*BHCem* 85*tAPT*30*t*	T.3Cy.24",40"&65"–45" (*r*) 180℔ 398NHP 3SB,*9cf*,GS177,HS5916 FD J.G.Kincaid&Co.Ld.Grk.	26 ″ 6 s 4 ″ 6¾ 22 ″ 1¾	
76666 129525 VWDX	**Jaladurga** Ⓟ **TwinSc** (*ex*Coconada–33) *ss*Cal.2ndNo.3–8,37 2*Dks*(*UStl*–ws)& *Shade dk*(*Stl*–teak s)	3958 3111 2162	✠100A1 *Shade dk* 8,40 ~~7,39~~ BS~~7,39~~ 8,40 ✠LMC8,37	Cal	*y*	CL ~~7,38~~ 8,40	1910 11mo *Lloyd*	Barclay, Curle&CoLd. Glasgow '*sA&CP*	ScindiaSteamNav. Co.Ld.	390·5|50·2|21·7 F *on Shade dk* 56′ FK *CellDBa*120′*uE&B*57′*f*157′652*tFPT*64*tAPT*32*t*	Bombay British *Cem* 5*BH to U dk* 1 „ *2nd* „	T.6Cy.18",30½"&52"–42" (*s*) 215℔ 573NHP 3SB,*12cf*,GS214,HS8616 FD Barclay,Curle&Co.Ld.Gls.	24 ″ 0 s 3 ″ 5¾ 20 ″ 11	
76667 153810 VWDJ	**Jaladuta** *ss*Bom.No.3–6,39 2*Dks*(*Stl*)	4966 4649 3089	✠100A1 7,40 ~~8,39~~ ✠LMC BS~~4,39~~ 6,40 MS6,39	Bom	*y*	CL ~~5,38~~ 7,40	1927 12mo *Lloyd*	Lithgows, Ld. Pt.Glasgow '*sA&CP*	ScindiaSteamNav. Co.Ld.	400·0|52·0|28·0 P40′B145′F30′ FK *CellDB*343′1150*tFPT*	Bombay British 6*BHCem* 116*tAPT*19*t*	T.3Cy.26",42"&70"–48" (*r*) 180℔ *110℔* 497NHP 3SB,*9cf*,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s 5 ″ 9¾ 24 ″ 11¼	
76668 150002 VWJG	**Jalaganga** 2*Dks* *CruiserStern*	4981 4658 3080	✠100A1 3,40 ✠LMC5,36	Bom	*y* 1⅞	CL ~~2,38~~ 12,40	1936 5mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	ScindiaSteamNav. Co.Ld.	400·0|52·0|28·0 414·7(O.L.) P40′B145′F32′ FK *CellDB*343′ 1047*t FPT*78*t*	Bombay British 6*BHCem* *APT*47*t*	T.3Cy.24½",41"&70"–48"(*r*) 220℔ *150℔* 524NHP 3SB,*9cf*,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s 5 ″ 9½ 24 ″ 11	
76669 129544 VWGB	**Jalagopal** Ⓟ **TwinSc** (*ex*Edavana–33) *ss*Cal.2ndNo.3–9,37 D.F. 2*Dks*(*UStl*–ws)& *Shade dk*(*Stl*–teak s)	5284 3715 2635	✠100A1 *Shade dk* 9,40 ~~9,39~~ BS~~9,39~~ 9,40 ✠LMC9,37	Cal	*z*	CL ~~9,39~~ PN9,40 S9,40	1911 4mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	ScindiaSteamNav. Co.Ld.	400·4|52·5|25·5 B *on Shade dk* 166′ FK *Cell DBa&uE*132′*pt uB&f*175′650*t FPT*39*t APT*31*t*	Bombay British 7*BHCem* (5 *to U dk* 2 „ *2nd dk*)	T.6Cy.23¼",39½"&67"–48" 215℔ *100℔* (*s*) 1086NHP 2DB&2SB,*24cf*,GS429, FD HS16851 Barclay,Curle&Co.Ld.Gls.	28 ″ 0 s 4 ″ 5¼ 24 ″ 0	
76670 142653 VWDN	**Jalajyoti** (*ex*Vindelia, *ex*WarWagtail) *ss*Bom.No.3–10,30 *ss*Bom.No.2–38 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks*	4430 4086 2698	✠100A1 2,40 MS7,38 ✠LMC BS~~4,39~~5,40	Bom	*x*	CL 5,39	1918 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	ScindiaSteamNav. Co.Ld.	376·0|51·9|26·4 P41′B113′F39′ FK *CellDB*321′984*tFPT*	Bombay British 7*BHptCem* 114*tAPT*66*t*	T.3Cy.27",44"&73"–48" (*s*) 180℔ 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wks.Ld.Hpl	29 ″ 0 s 5 ″ 3¼ 24 ″ 0	
76671 159611 VWJM	**Jalakrishna** 2*Dks* *Cruiser Stern*	4991 4658 3075	✠100A1 7,40 ~~12,39~~ ✠LMC12,37	Bom Cal	*y* 1⅞	CL 7,40	1937 12mo *Lloyd*	Lithgows, Ld. PortGlasgow '*sA&CP*	ScindiaSteamNav. Co.Ld.	400·0|52·0|28·0 414·7(O.L.) P37′B145′F33′ FK *CellDB*343′ 1149*t FPT*78*t*	Bombay British 6*BHCem* *APT*47*t*	T.3Cy.24½",41"&70"–48"(*r*) 220℔ *150℔* 524NHP 3SB,*9cf*,GS190,HS7563 FD J.G Kincaid&Co.Ld.Grk.	30 ″ 6 s5 ″ 10¼ 24 ″ 10¼	
76672 145653 VWJK	**Jalamani** (*ex*Gambian–36, *ex*Knight of theRose–33)*ss*Bom.No.2–37 D.F. 2*Dks*(*Stl*)	3944 3591 2346	✠100A1 9,40 ~~10,39~~ ✠LMC MS6,37 BS12,39	Bom Cal	*w*	CL ~~12,38~~ 9,40	1929 7mo *Lloyd*	SirJPriest- man&Co. Sunderland '*sA&CP*	ScindiaSteamNav. Co.Ld.	352·5|50·5|24·9 P34′B108′F38′ FK *CellDB*305′852*t FPT*	Bombay British 6*BHptCem* 83*tAPT*96*t*	T.3Cy.24",40"&66"–45" (*s*) 180℔ 373NHP 2SB(FD)&1AuxB,*8cf*, GS143,HS5501 G.Clark,Ld Sunderland	27 ″ 3 s4 ″ 9¼ 22 ″ 8¼	
76673 148532 VWDR	**Jalamohan** (*ex*Buckleigh–33) *ss*Bom.No.3–1,37 2*Dks*(*Stl*)	5100 4792 3146	✠100A1 8,40 ~~10,39~~ BS1,40 ✠LMC1,37	Bom	*y*	CL ~~12,38~~ 8,40	1925 1mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	ScindiaSteamNav. Co.Ld.	400·0|52·2|28·5 P37′B120′F40′ FK *Cell DBa*118′*uE*25′*f*176′1060*tFPT*137*tAPT*202*t*	Bombay British 7*BHCem*	T.3Cy.27½",45"&75"–48" (*s*) 180℔ 476NHP 3SB,*9cf*,GS204,HS8055 J.Dickinson&Sons,Ld. Sld.	31 ″ 0 s 6 ″ 0 25 ″ 2¾	
76674 220707	**Jalapa** *Fitted for oil fuel* 1*Dk*&*Shelter dk* *Longitudinal framing* Now "Klamath," see No. 88755 in Supplement	6085 — 4386					1920	MooreS.B. Co. Oakland,Cal.	UnitedStates Maritime Commission	402·6|53·0|32·2 P34′F38′	S.Frncisco Utd.States *WB*	2 Steam Turbines DR Geared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		
76675 145652 VWJD	**Jalapadma** (*ex*Knight of the Cross–35) *ss*Bom. No.2–37 2*Dks*(*Stl*)	3935 3591 2326	✠100A1 ~~6,40~~ ~~8,39~~ 3,41 ✠LMC MS6,37 BS~~4,39~~ 4,40	Bom	*w*	CL ~~8,39~~ 3,41	1929 5mo *Lloyd*	SirJPriest- man&Co. Sunderland '*sA&CP*	ScindiaSteamNav. Co.Ld	352·5|50·5|24·9 P34′B108′F38′ FK *CellDB*305′852*t FPT*91*t*	Bombay British 6*BHptCem* *APT*96*t*	T.3Cy.24",40"&66"–45" (*s*) 180℔ 373NHP 2SB(FD)&AuxSB,*8cf*, GS143,HS5501 G.Clark,Ld.Sunderland	27 ″ 3 s 4 ″ 9¼ 22 ″ 8¼	
76676														

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps.	15
76677 139614 VWDB	**Jalapalaka** (exFrankby, exWilliamWallace) ssBom.No.3-11,29 ssBom.No.2-37 1Dk(Stl)	4215 3972 2630	✠100A1 2,41 ~~9,40~~ BS~~12,39~~ ✠LMC12,37 2,41	Bom	x	CL N9,39	1917 8mo Lloyd	SirRaylton Dixon&CoLd Middlesbro' 'sA&CP	ScindiaSteamNav. Co.Ld. CellD	364·9 P25'B94'F40' FK B319'980t FPT110t	51·1	26·1	Bombay British 6BHCem APT90t	T.3Cy.25",41"&68"-45" (s) 180lb 368NHP 3SB,9cf,GS167,HS6100 Richardsons,Westgarth &Co.Ld.Mdb.	28 ″ 4 s 5 ″ 1¼ 23 ″ 5	
76678 124028 VWDC	**Jalaputra** (exFrankdale) ssBom.2ndNo.3-1,32 ssBom.No.2-40 2Dks(Stl)&deep framing Lower dk beams in No.1 hold	4856 4616 3113	✠100A1 1,41 ~~2,40~~ ✠LMC2,40 BS1,41	Bom	z	CL N1,40	1906 12mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	ScindiaSteamNav. Co.Ld. Cell	400·0 P34'B136'F47' FK DBa 123' u E& B48'	52·2	28·8	Bombay British 6BHCem f176'1054tF	T.3Cy.25",42"&70"-48" (s) 200lb 100lb 510NHP 3SB,9cf,GS123,HS7548 FD Dunsmuir&JacksonLd.Gls PT90tAPT40t	31 ″ 4 s 5 ″ 10½ 25 ″ 8½	
76679 148533 VWDQ	**Jalarajan** (exChulmleigh-33) ssBom.No.3-9,39 2Dks(Stl)	5102 4792 3148	✠100A1 10,40 ~~1,40~~ ✠LMC MS9,39 BS~~1,40~~2,41	Bom	y	CL N9,39	1925 1mo Lloyd	Bartram& Sons,Ld. Sunderland 'sA&CP C	ScindiaSteamNav. Co.Ld. ell DBa 118' u E25'	400·0 P37'B120'F40' FK f176'1060t FPT127	52·2	28·5	Bombay British 7BHCem tAPT202t	T.3Cy.27½",45"&75"-48" (s) 180lb 120lb 476NHP 3SB,9cf,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s 6 ″ 0 25 ″ 2½	
76680 142699 VWDM	**Jalarashmi** (exVitellia, exWarPintail) ssBom.No.3-6,31 ssBom.No.2-39 2Dks(Stl) Cargo battens not fitted in No.3 lower hold	4449 4096 2681	✠100A1 10,40 ~~1,39~~ BS4,41 ✠LMC MS11,39 ~~BS4,40~~ Carrying oil	Bom Cal fuel F.	x P.	CL ~~N8,38~~ 10,40 above1	1918 11mo Lloyd 50° F.	Earle'sCo. Ld. Hull sA&CP in DB	ScindiaSteamNav. Co.Ld. CellD	375·6 P41'B113'F39' FK B321'908t FPT127t	51·7	26·5	Bombay British 7BHptCem APT200t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Earle'sCo.Ld.Hull	29 ″ 0 s 5 ″ 3¼ 24 ″ 0	
76681 145657 VWDS	**Jalaratna** (exKnight of the Realm-33) ssBom.No.2-38 2Dks(Stl)	3942 3591 2326	✠100A1 7,40 ~~9,39~~ BS~~2,40~~ ✠LMC1,38 2,41	Bom	w	CL 9,39	1930 1mo Lloyd	SirJPriest- man&Co. Sunderland 'sA&CP	ScindiaSteamNav. Co.Ld. CellD	352·5 P34'B108'F38' FK B305'852t FPT83t	50·5	24·9	Bombay British 6BHptCem APT96t	T.3Cy.24",40"&66"-45" (s) 180lb 373NHP 2SB(FD)&1AuxSB,8cf, GS143,HS5501 G.Clark,Ld.Sunderland	27 ″ 3 s 4 ″ 9¼ 22 ″ 8¼	
76682 145347 VWDK	**Jalatarang** (exElizabethStoner) ssBom.No.3-9,33 ssBom.No.1-37 1Dk(Stl)	2498 2229 1464	✠100A1 6,40 ~~6,39~~ BS~~10,39~~ ✠LMC10,37 11,40 Fitted for oil	Bom fuel 8,	t 21	CL N6,39 F.P. a	1921 8mo Lloyd bove 1	JIThorny- croft&Co.Ld. Southampton 'sA&CP 50° F.	ScindiaSteamNav. Co.Ld. CellD	300·5 P28'B83'F33' FK B251'602tFPT101t	43·7	22·2	Bombay British 5BHCem APT108t	T.3Cy.21",34"&57"-36" (s) 180lb 240NHP 2SB,6cf,HS4102 JIThornycroft&CoLd.Sou	24 ″ 5 s 4 ″ 3½ 20 ″ 4	
76683 153809 VWDL	**Jalaveera** ssBom.No.3-1,40 2Dks(Stl)	4966 4649 3089	✠100A1 ~~1,40~~10,40 ✠LMC1,40 BS1,41	Bom Cal	y	CL 1,40	1927 11mo Lloyd	Lithgows, Ld. Pt.Glasgow 'sA&CP	ScindiaSteamNav. Co.Ld. CellDB	400·0 415·0(O.L.) P40'B145'F30' FK 343'1150t FPT116t	52·0	28·0	Bombay British 6BHCem APT19t	T.3Cy.26",42"&70"-48" (r) 180lb 110lb 497NHP 3SB,9cf,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s 5 ″ 9½ 24 ″ 11½	
76684 131359 VWDF	**Jalavihar** (exFrankmere) ssBom.2ndNo.3-9,34 ssBom.No.1-38 2Dks(Stl)	5330 4996 3381	✠100A1 8,40 ~~12,39~~ BS12,39 ✠LMC11,38	Bom	z	CL 8,39	1911 7mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	ScindiaSteamNav. Co.Ld.	410·1 P34'B137'F50' FK CellDBa10	52·2	28·8	Bombay British 6BHCem 8'uE&B56'f	T.3Cy.25⅝",42"&70"-48" (r) 200lb 110lb 460NHP 2DB,12cf,GS187,HS8060 Dunsmuir&Jackson,LdGls 189'1143tFPT93tAPT40t	31 ″ 2 s5 ″ 10 25 ″ 7	
76685 140564 VWDG	**Jalavijaya** (exFranktor) ssBom.No.3-5,30 ssBom.No.2-39 1Dk(Stl)&Shelterdk(Stl) Cargo battens not fitted	3756 3514 2297	✠100A1 Shelter dk withfreeboard 4,40 ~~9,39~~ ✠LMC MS1,39 BS2,40	Bom	x	CL 1,39	1918 3mo Lloyd	J.Priest- man&Co. Sunderland 'sA&CP	ScindiaSteamNav. Co.Ld. CellDB	365·0 FK 315'1077t FPT115t	51·5	22·1	Bombay British 6BHCem APT85t	T.3Cy.25",41"&67"-45" (s) 180lb 330NHP 3SB,6cf,GS120,HS5146 Richardsons,Westgarth& Co.Ld.Sld.	24 ″ 6 s 2 ″ 3¼ 22 ″ 5½	
76686 150003 VWJJ	**Jalayamuna** CruiserStern 2Dks	4981 4658 3080	✠100A1 Examined3,41 ✠LMC6,36	~~Cal~~ Bom	y 1⅞	CL 9,39	1936 6mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	ScindiaSteamNav. Co.Ld. CellD	400·0 414·8(O.L.) P40'B145'F32' FK B343'1047tFPT78t	52·0	28·0	Bombay British 6BHCem APT47t	T.3Cy.24½",41"&70"-48"(r) 220lb 150lb 524NHP 3SB,9cf,GS190,HS7563 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s 5 ″ 9½ 24 ″ 11	
76687 232139 KDCY	**Jamaica** Ⓟ (exPeten-37) TwinSc Fitted for oil fuel D.F. GyC. 4Dks Ref.Mchy. E.S.D.	6968 — 3152					1933	NwprtNws S.B.&D.D.Co NewprtNews	UnitedMailS.S.Co. (UnitedFruitCo. Mgrs.)	415·4 P36'B&F348'	60·2	24·0	NewYork Utd.States WB	2 steam turbines connected to elec. motor & sc. shafts GeneralElectricCo. Schenectady,N.Y.		R
76688 LJGE	— (exGiuba-38) D.F. Ref.Mchy. OilEng. CruiserStern 1Dk&Shelter dk	3015 2617 1756					1936	Akt.Bur- meistr&Wain Copenhagen	Skibs-A/S"Rose" (AndersJahre, Mgr.)	324·4 F42'	45·8	26·1	Sandefjord Norwegian WB	Oil Engines 2S.C.SA 9Cy.19¼⅛"-35 7/16" 606NHP Akt.Burmeistr&Wain,Cpn		N
76689 8387 SGNE	— (exStavangeren-39) 1Dk	997 880 558					1908	Stavanger Stöberi&Dok Stavanger	RederiA/B Jamaica(Sven Salén)	230·5 P7tH44tF29t	33·1	15·3	Stockholm Swedish WB	T.3Cy.17",28⅝"&47"-33" 127NHP StavangerStöberi&Dok		N
128/40 76690 156134 VPLC	**Jamaica Pioneer** Fitted for oil fuel D.F. Ref.Mchy. 4Dks	5471 4857 3205	 ✠Lloyd'sRMC1,40				1931	Lithgows Ld. PortGlasgow	JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son&Co. Ld.Mgrs.)	386·2 F43'	54·2	30·8	KingstnJa British WB	Q.4Cy.27",39",56"&80"-51" 458NHP D.Rowan&Co.Ld.Gls.		C
76691 164703 GYVF	**Jamaica Planter** TwinSc OilEng. D.F. 4Dks Ref.Mchy. CruiserStern	4098 3407 2407	✠100A1 withfreeboard 8,40 ~~1,39~~ DBS~~1,41~~ ✠LMC8,36 ✠Lloyd'sRMC~~1,39~~ 8,40 for temp. 20° F.	Liv Cff	x 1 13/16	CL 11,38	1936 8mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son& Co.Ld.Mgrs.) Intermediate after CellDB259'506t	356·5 F58' FK BHin Coll hold dispensed with Tankbetweentunnel	50·2	29·7	London British BH to W dk 4 ,, ,, 2nd ,, s27'38tFPT	Oil Engines 2S.C.SA 12Cy.19¼⅛"-35 7/16" 808NHP DB100lb J.G.Kincaid&Co.Ld.Grk. 52tAPT44t	32 ″ 0 s 9 ″ 2½ 23 ″ 2	
76692 156140 VPLM	**Jamaica Producer** ssLon.No.1-38 Ref.Mchy. D.F. 4Dks CruiserStern Cargo battens not fitted in after hold	5464 4673 2882	✠100A1 withfreeboard 5,40 ~~6,39~~ ✠LMC6,38 ✠Lloyd'sRMC~~1,40~~ ~~9,40~~ BS3,40 4,41 Fitted for oil	Lon fuel 6,	x 1 13/16 34	CL 3,39 F.P. a	1934 6mo Lloyd bove 1	Lithgows Ld. PortGlasgow 'sA&CP 50° F.	JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son&Co. Ld.Mgrs.) CellDB293'910t	411·1 F50' FK (C Tanks at sides of tunnel 237tFPT	54·7	30·3	KingstnJa British 9BHptCem oll to Wh dk 8 ,, 2nd ,,) 31tAPT70t	Q4Cy.30",41½",59"&84"-54" 225lb (s) 961NHP 5SB(Spt),15cf,HS15015 FD D.Rowan&Co.Ld.Gls.	33 ″ 6 s10 ″ 1½ 23 ″ 10½	
116/40 76693 156136 VPLD	**Jamaica Progress** ssLon.No.1-36 Ref.Mchy. 2Dks(Stl-weather dk ws) D.F. 3rd&4th dks(Stl) in holds	5475 4804 3043	✠100A1 withfreeboard 6,39 BS3,39 ✠LMC3,36 ✠Lloyd'sRMC2,40 Fitted for oil	Lon fuel4,	z 32	CL 6,39 F.P. a	1932 4mo Lloyd bove 1	Lithgows Ld. PortGlasgow 'sA&CP 50° F.	JamaicaBanana ProducersS.S.Co. Ld.(Kaye,Son&Co. Ld.Mgrs.) CellDB336'904tT	393·7 F46' FK (C anks at sides of tunn	54·2	30·8	KingstnJa British 8BHptCem oll to Wh dk 7 ,, to 2nd ,,) el 168t FPT	Q.4Cy.29½",41½",59"&84"- 54" 225lb (s) 1061NHP 6SB(Spt),24cf,GS418 FD HS17220 D.Rowan&Co.Ld.Gls. 31tAPT58t	33 ″ 6 s12 ″ 0 21 ″ 11½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76694 FNMW	**Jamaique** Ⓟ (exMosella) TwinSc Ref.Mchy. D.F. 2Dks&Awngdk	10123 7863 6259	✠Lloyd'sRMC~~1,40~~4,40 ~~No. 5 hold & 'tween dk. for temp. 32° F.~~				1922	Swan,Hunter&Wigham Richardson, Ld Newcastle	ChargeursRéunis	484·2 B273'F52'	59·4	27·2 35·2	Havre French WB	4SteamTurbinesDRgeared to 2 Sc. Shafts WllsndSlpwy.Co.Ld.Nwc.		V
76695 210912 WTLP	**James A. Farrell** ssClv.No.4–3,37 Mchy.Aft Longitudinalframing GyC. 1Dk(Stl)&Web frames	7705 7277 5967	✠100A– 2,41 ~~3,37~~ ~~BS3,39~~ ✠LMC3,37 ~~BS1,40~~ 2,41 ForServiceon the Great Lakes	Clv			1913 3mo	American S.B.Co. Lorain,O.	PittsburghS.S.Co. CellDBuE&	580·0 F54' B55'f&in Hopper si	58·0	32·0 FK	D'luth,Min Utd.States 4BH detanks479'	T.3Cy.24",39"&65"–42" (s) 170lb 406NHP 2SB,6cf,GS132,HS6338 FD AmericanS.B.Co.Clevel'nd 8549tFPT259tAPT59t	32 ″ 0 s10 ″ 10¼ 21 ″ 4½	
76696 153126 VGZD	**James B. Eads** (exGlobe) Mchy.Aft D.F. 1Dk&Spar dk	3865 3705 2465					1894	GlobeIron WorksCo. Cleveland,O.	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,Mgr.)	406·9 len99 H—	42·3	24·0 WB	Midland Ont. British	T.3Cy.24",39"&63"–42" NB15 257NHP GlobeIrnWksCo.ClvlndO.		R
76697 201821 WDPO	**James C. Wallace** D.F. GyC. Mchy.Aft 1Dk	6684 — 5403					1905	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	532·1	56·0	31·0 WB	Wilmgton (Del.) Utd.States	Q.4Cy.18½",28½",43½"&66"–42" 282NHP AmericanSB.Co.Cleveland		R
76698 153957 VLDQ	**James Cook** (exBelfri–34) ssOsl.No.3–11,34 ssSyd.No.1–39 1Dk Cargo battens not fitted	2181 1878 1289	100A1 ~~7,40 4,39~~ 3,41 BS8,40	Syd NSW LMC4,39		OG 2,38 3,41	1921	A/S Moss Værft Moss	H.C.S.Coasters Proprietary,Ld. (H.C.Sleigh,Mgr.) CellDBa&uE11	275·7 P27'B82'F32' 6'f110'484tFPT54	43·7	18·8 FK	Melbourne British 4BHCem tAPT75t	T.3Cy.20½",33"&56"–36" 200lb (s) 243NHP 2SB,6cf,GS124,HS4090 A/S MossVærft,Moss	21 ″ 0 s2 ″ 7 18 ″ 7¾	
76699 220802	**James Davidson** Pt longitudinal framing Mchy.Aft 1Dk	8349 — 6387					1920	DetroitSB Co. Wyandotte,Mich.	GlobeS.S.Corp. (G.A.Tomlinson, Mgr.)	587·1 F54'	60·0	27·8 WB	Michigan Ind. Utd.States	T.3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R
76700 201961	**James E. Davidson** Mchy.Aft 1Dk	6206 — 4943					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Inter-OceanS.S.Co(G.A.Tomlinson Mgr.)	504·0	54·2	31·0 WB	D'luth,Min Utd.States	Q.4Cy.18 ,27",40"&62"–42" NB12 249NHP Gt.LakesEng.Wks.Detroit		R
76701 207283 KDXK	**James E. Ferris** (exF.R.Hazard, exOntario) D.F. GyC. Mchy.Aft 1Dk	5494 — 4153					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. Mgrs.)	444·0	56·2	31·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 223NHP Gt.LakesEngWrksDetroit		R
76702 205076	**James E. McAlpine** (exWilliamH.Truesdale–34) D.F. Mchy.Aft 1Dk	5057 — 3764					1908	American S.B.Co. Lorain,O.	BrownS.S.Co. (Brown&Co. Mgrs.)	432·0	52·0	28·0	Buffalo NY Utd.States WB	T.3Cy.22",35"&58"–42" 218NHP AmericanSBCo.Cleveland		R
76703 216513 KSEA	**James Ellwood Jones** (exAbsecon) ssN.Yk.No.3–8,31 ssBos.No.2–39 ~~ssBos.No.1–35~~ Sub.Sig. Mchy.Aft 1Dk(Stl) D.F. Cargo battens not fitted	3372 2727 1929	✠100A1 8,40 ~~8,39~~ ✠LMC MS10,38 ~~BS8,39~~ 8,40	Bos	v	CL N10,38	1918 7mo	New York S.B.Co. Camden,N.J. A&CP	PocahontasS.S.Co. CellDB269'1254t DTa13'412	318·5 P79'B18'F31' tFPT293tAPT92t	49·5	24·2 FK	Wilmgton (Del.) Utd.States 7BHCem	T.3Cy.20⅞",33⅜"&58"–42"(r) 200lb 316NHP 2SB,6cf,GS110,HS4642 FD NewYorkS.B.Co.	27 ″ 6	
76704 220116 KUTK	**James Griffiths** (exCity of Lordsburg) Fitted for oil fuel D.F. 2Dks	3321 3005 1997					1920	MobileS.B. Co. Mobile	CoastwiseS.S.& BargeCo.Inc.(J. Griffiths&SonsInc. Mgrs.)	324·0 P41'B90'F32'	46·2	25·0	Seattle Utd.States WB	T.3Cy.22",37½"&60"–42" 233NHP EllicottMach.Corp. Baltimore		
76705 77589 WDPU	**James H. Reed** D.F. GyC. Mchy.Aft 1Dk2trB	5265 — 4205					1903	DetroitS.B Co Wyandotte	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	448·0 F48'	52·2	25·3 WB	Wilmgton (Del.) Utd.States	Q.4Cy.15",23¾",36½"&56"–40" 198NHP DetroitS.B.Co.Detroit		R
76706 LDOZ	**James Hawson** (exKim–35) OilEng. ssFal.No.2–37 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinalframing	6074 5412 3575	✠100A1 2,41 ~~4,40~~ ✠LMC DBS~~12,38~~4,40 CarryingPetroleum in bulk	Tri Lon CS12,38 12,38	z	CL 4,40	1930 8mo	Armstrong Whitworth &Co.(Shipbuilders)Ld Newcastle Lloyd'sA&CP	A/S Tank (E.Matheson) CellDBuE56'171t DTf34'347t	396·2 P97'B29'F36' Trunk238' FPT135tAPT121t	55·1	32·3 FK	Oslo Norwegian 14BHptCem (9 to U dk 5 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 583NHP 2DB180lb Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0 s5 ″ 4¾ 26 ″ 9¾	
76707 77409	**James J. Hill** GyC. Mchy.Aft 1Dk2trB	5255 — 4058					1900	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	478·0 Q72'B47'F30'	52·0	30·0	Dul'th,Min Utd.States WB	Q.4Cy.16½",25½",38½"&60"–40" NB26 228NHP AmericanSB.Co.Cleveland		
76708 167242 ~~VRCM~~ GMYK	**James J. Maguire** ssNwc.No.3–4,40 OilEng. D.F. 1Dk,2nd dk clear of cargo tanks E.S.D. GyC. CruiserStern Mchy.Aft Longitudinal framing	10525 9635 6065	✠100A1 ~~4,40 10,39~~ 1,41 ~~✠LMC5,39~~ CarryingPetroleum in bulk ✠LMC4,40	Lon ~~N.Yk.~~	f†	CL 1,40	1939 5mo	Cantieri RiunitiDell' Adriatico Monfalcone Lloyd'sA&CP	OrientalTrade& TransportCo.Ld. CellDBuE89'175t	490·4 506·6(O.L.) P107'B41'F35' DTf24'647t FPT196t	70·0	37·0 FK	London British 16BHptAsp APT169t	Oil Engines 2S.C.SA 8Cy.26¾"–43 5/16" 1000NHP 2DB199lb Soc.An"Fiat"S.G.M.Turin	37 ″ 0 s7 ″ 4¼ 29 ″ 11	
76709 214074 WNCB	**James L. Richards** (exMunalbro–36) ~~ssN.Yk.No.3–3,28~~ Mchy.Aft D.F. ~~ssBal.No.2–36~~ ssBal.2ndNo.3–10,40 1Dk(Stl)	4282 3787 3185	✠100A1 ~~10,39~~ 10,40 ~~BS10,39~~ ✠LMC~~3,39~~ 10,40	Bal	w	CL 10,39	1916 5mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	KoppersCoalCo. (MysticS.S.Co. Mgrs.) CellDBuE&B	359·7 P94'B19'F31' 50'f243'1087tFPT	49·2	26·9 FK	Boston Utd.States 6BHCem 318tAPT92t	T.3Cy.23",39"&66"–45" (s) 180lb 365NHP 2SB,6cf,GS124,HS5070 FD NewportNewsSB&DD.Co.	30 ″ 2 s6 ″ 7¼ 23 ″ 9½	
76710 203056	**James Laughlin** D.F. Mchy.Aft 1Dk	6941 — 5744					1906	Gt.Lakes Eng.Works Ecorse,Mich.	InterstateS.S.Co.	530·0	56·2	32·0	Dul'th,Min Utd.States WB	T.3Cy.23",37"&63"–42" 257NHP Gt.LakesEng.Wks.Detroit		R
94/40 76711 HPNJ	**James McGee** TwinSc3Mst ssN.Yk.No.3–1,30 ssN.Yk.No.2–38 Mchy.Aft 2Dks(Stl)&Web frames& D.F. GyC. Shelter dk(Stl) Longitudinal framing	9859 — 6161	✠100A1 Shelter dk withfreeboard 4,40 ~~8,39~~ ~~BS1,39~~ ✠LMC1,38 CarryingPetroleum in bulk Fitted for oil fuel 3,17 F.P. above150° F.	Gal NNs BS4,40	f†	CL PN8,38 S8,38	1917 3mo	Bethlehem SteelCo. Sparro'PtMd A&CP	PanamaTransport Co. CellDBa17'uE&	499·1 B68'275tDT	68·2	35·9 FK	Panama Pnamanian 19BHptCem (15 „ to U dk 4 „ 2nd „)	T.6Cy.20½",35"&60"–42" (s) 200lb 652NHP 3SB,12cf,GS220,HS9228 FD BethlehemStl.Co.Sparr'Pt f54'745tFPT244tAPT108t	38 ″ 3 s10 ″ 0½ 28 ″ 6	
76712 222555 KFCN	**James MacNaughton** Ⓟ D.F. GyC. Mchy.Aft 1Dk	8299 — 6608					1922	Gt.Lakes Eng.Works RiverRouge, Mich.	TheWilsonTransit Co.	587·5	60·0	22·9	Wilmgton (Del.) Utd.States WB	T.3Cy.24½",40"&65"–42" 274NHP Gt.LakesEng.Works		R
76713 201811 KDXW	**James P. Walsh** D.F. GyC. Mchy.Aft 1Dk	5326 — 3925					1905	CraigS.B. Co. Toledo,O.	PioneerS.S.Co. (Hutchinson&Co. Mgrs.)	488·6	52·0	31·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" NB29 233NHP CraigS.B.Co.Toledo		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. Refrig.
76714 148901	**James Stewart** 1*Dk*	1760 1604 1304					1926	Napier&MillerLd. Glasgow	UpperLakes&St.LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	253·1 F35'	43·2	17·9 *WB*	SCathrnes Ont. British	T.3Cy.17 7/16",28¼"&47"–33" 127NHP D.Rowan&Co.Ld.Gls.		C
91/40 76715 LDIL	**James Stove** TwinSc (*ex*Bralanta–35) *OilEng.* *Mchy.Aft* D.F. *ss*Sba.No.1–36 1*Dk*(*Stl*) *Special Surveys to date from* 1,32	8215 7534 4868	✠100A1 12,39 ✠LMC CS1,36 DBS12,39 1,37 *Carrying Petroleum in bulk*	HKg	*c*†	CL S8,37 PN8,37	1931 7mo *Lloyd*'sA&CP	CaledonS. B.&E.Co.Ld. Dundee	Lorentzen'sSkibs.A/S(LorentzensRederiCo.*Mgrs.*) *CellDBuE*70'279*t D*	451·1 P96'F37' FK *Tf*29'470*tFPT*114*t*	59·2	35·9	Oslo Norwegian 10*BHptAsp* *APT*248*t*	Oil Engines 4S.C.SA 14Cy.21⅝"–39⅜" 2DB*150lb* 683NHP GotaverkenA/B,Got.	35 ″ 6 s9 ″ 8½ 25 ″ 11½	
76716 84859	**James Turpie** Iron *ss*Nwc.No.3–5,94 *ss*Shl.No.2–03 2*Dks*3*trB*	1732 1567 1082	✠ ... 8,09 ✠				1881 10mo	A.Leslie&Co. Newcastle	TheSouthGeorgiaCo.Ld.(C.Salvesen&Co.*Mgrs.*)	270·8 P46'B50'F36' BK9½	34·7	23·0	N.Shields British *WB*	C.2Cy.32"&61"–36" 172NHP N.E.MarineE.Co.(Lim)Sld	24 ″ 0	
76717 77236	**James Watt** GyC. *Mchy.Aft* D.F. Sub.Sig. 1*Dk*2*trB*	3853 — 3150					1896	Cleveland S.B.Co. Cleveland	NicholsonTransitCo.	405·0	48·0	23·3	Detroit Utd.States *WB*	T.3Cy.25",40"&68"–42" 300NHP ClevelandS.B.Co.,Clevelnd		R
76718 MNLX	**Jamnagar** *ss*Krh.No.3–5,40 ~~*ss*Bom.No.2–32~~ 1*Dk*(*Stl*) *Well deck* *Mchy.Aft*	576 384 279	✠100A– 5,40 ✠LMC5,40	Bom Krh	*h*	CL 1,40	1924 10mo	JI.Thornycroft&Co.Ld. Southampton	~~NawanagarState (MercantileMarine Dept.)~~ Hashim MohamedGanchi	160·9 Q83'B20'F26' FK *FPT*47*t*	26·1	11·7	*Karachi* British 4*BHCem* *APT*20*t*	T.3Cy.13½",22"&35"–27" (*s*) 180lb 93NHP 1SB,3*cf*,GS58,HS1756 J.I.Thornycroft&CoLdSou	12 ″ 7	
76719 LDED	**Jan** (*ex*Torsol–36,*ex*AlbertSauber) 1*Dk*	1946 1689 1129					1920	T.van Duijvendijk Lekkerkerk	A/S D/SJan (JohanEliassen)	265·2 P65*t*H92*t*F40*t*	42·1	18·5	Bergen Norwegian *WB*	T.3Cy.19",31"&52"–36" 162NHP Boele'sSchp&Mfbk.Bolnes		N
76720 OHXA	— (*ex*Cito, *ss*Lkr.3rdNo.3–6,33 *ex*Glenpark) *ss*Abo No.1–38 1*Dk*(*Irn*) *Well deck* *Cargo battens not fitted*	889 — 479	✠100A1 1,40 BS4,39 ✠LMC2,38	Skm	*l*	OG 2,38	1893 11mo	Scott&Co. Greenock A&CP	O.Y."Jan" (Seppinen&KemppiO.Y.)	219·1 216·1 Q109'B16'F21' BK7½ *DBa*48'*f*46'	31·8 31·2	14·0	Rauma Finnish 4*BHCem* 148*tAPT*14*t*	T.3Cy.15½",26"&44"–33" (*s*) 160lb *100lb* NDB07 112NHP 1SB,3*cf*,GS58,HS1702 Scott&Co.Greenock	14 ″ 10 s 5 ″ 0 14 ″ 5½	
76721 PEZE	**Jan Brons** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	400 257 256	✠100A1 1,41 ~~10,39~~ ✠LMC10,39	Gro Sws	*f*	OG 1,41	1939 10mo *Lloyd*'sA&CP	Van der Werff's Scheepsbouw Westerbroek	J.Oorburg *Cell*	146·1 156·0(O.L.) P39'Q51'F21' FK *DB*90' 113*t FPT*35*t*	26·4	8·7	Groningen Dutch 3*BHCem* *APT*9*t*	Oil Engines 4S.C.SA 6Cy.11 7/16"–17 1/8" 76NHP AppingedammerBrons Motorenfb.N.V.	10 ″ 6 s3 ″ 5¾ 10 ″ 5	
76722 LEET	**Jan Mayen** (*ex*RikardKaarbö) 1*Dk*	399 331 143					1914	Bergens Mek. Værks. Bergen	A/SJanMayen (J.Koppernæs)	152·5 Q7*t*B43*t*F8*t*	24·0	13·6	Aalesund Norwegian *WB*	T.3Cy.13½",22"&37"–24" 67NHP BergensMekVærksBergen		N
* 76723 PEZP	**Jan Pieterszoon Coen** Ⓟ TwinSc Sub.Sig. *ss*Ams.No.3–8,27 *ss*Ams.No.2–36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–teak s) D.F. *Ref.Mchy.* 3*rdtrB inNo.*1*hold*	11140 6352 6555	✠100A1 *Shelter dk withfreeboard* 4,39 BS4,39 ✠LMC6,36	Ams	*f*†	CL S4,38 PN 10,38	1915 6mo *Lloyd*'sA&CP	Nederl. Schps.Maats Amsterdam	N.V.Stoomv. Maats."Nederland" *CellDBa*115'*uE*	503·5 P43'B140'F77' FK *on Shelter dk* 53'*f*128' 977*t FPT*	60·6	35·8	Amstrdam Dutch 8*BHCem* 87*tAPT*71*t*	T.6Cy.26¾",44 1/16"&74 1/8"–49¼" (*s*) 213lb 1364NHP 8SB,24*cf*,GS470,HS21176FD NedFb.v.Wrk&Spoor,Ams	39 ″ 0 s12 ″ 9 26 ″ 5	
76724 UNZD	**Jan Tomp** (*ex*Neebing) 1*Dk*	1988 1743 1130					1903	Armstrong Whitworth &Co.Ld. Newcastle	U.S.S.R.	247·6 F41'	42·0	21·8	Odessa Russian	T.3Cy.19",31"&52"–36" 162NHP ArmstrongWhitworth&Co.Ld.Nwc.		
76725 UOIY	**Jana** (*ex*Melita,*ex*Throckley) *ss*Nwc.No.1–28 Sub.Sig. *Well deck* 1*Dk*(*Stl*)	2917 2281 1551	✠ ~~—~~ 2,33 ✠	Ham	*t*		1923 12mo	Furness S B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R. *CellDBuE*20' *f*126'432*tD*	306·3 Q122'B56'F25' FK *Ta*86' 799*t FPT*79*t*	45·1	22·3	Vladvostk Russian 6*BHptCem* *APT*96*t*	T.3Cy.24",40"&65"–42" 335NHP 2SB,8*cf*,GS142,HS5679 Richardsons,Westgarth&Co.Ld.Hpl.	24 ″ 3	
76726 153813 VTCQ	**Janaki** (*ex*Stella,*ex*StellaWega) *ss*Kel.No.3–12,29 *Well deck* Sub.Sig. *ss*Bom.No.2–39 *Cargo battens not fitted* 1*Dk*(*Stl*)	857 681 530	100A1 ~~10,39~~6,40 MS4,39	Bom LMC BS~~11,39~~ 12,40	*l*	OG 4,39	1922	Howaldtswerke Kiel	MalabarS.S.Co.Ld. *CellDBa&*	195·1 P12'Q41'B54'F29' FK *uE*50'*f*97'233*tFPT*	32·9	14·0	Bombay British 4*BHCem* 25*tAPT*16*t*	T3Cy14⅝",23¼"&38 3/16"–25 9/16" 185lb (*s*) 133NHP 2SB,4*cf*,GS69,HS2150 Howaldtswerke,Kiel	16 ″ 0 s1 ″ 1¾ 15 ″ 0	
76727 216223 KDJH	**Jane Christenson** (*ex*Westboro) *Fitted for oil fuel* 2*Dks*	5667 5239 3553	✠ ... 4,21 ✠				1918 4mo	J.F.Duthie &Co. Seattle,Wash	ChristensonS.S. Co.Inc.	409·5 P44'B115'F47' FK	54·2	27·6	S.Frncisco Utd.States *WB*	T.3Cy.24½",41 11/16"&72"–48" NE19 360NHP Ingersoll-RandCo. Phillipsburg,N.J.	30 ″ 3	R †
76728 OYIC	**Jane Mærsk** TwinSc *OilEng.* *ss*Rot.No.2–36 D.F. *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system*	7691 7232 4710	✠100A1 11,39 ✠LMC CS1,36 DBS2,40 8,38 *Carrying Petroleum in bulk*	Suz	*c*†	CL 4,39	1928 6mo *Lloyd*'sA&CP	Odense Staalskibsvft Odense	A/S D/SSvendborg &Dampskibsslsk. af 1912 A/S (A.P.Möller, Copenhagen,*Mgr.*) *CellDBuE*68'201*tD*	456·8 P101'B38'F36' FK *Tf*34'605*t FPT*225*t*	59·7	33·7	Kalundborg Danish 11*BHptCem* *APT*120*t*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP 2DB*180lb* SDB*made*22*refitted*28 Akt.Burmeistr&WainCpn.	35 ″ 9 s 8 ″ 0 28 ″ 0½	
76729 ~~220704~~	**Janelew** *Fitted for oil fuel* Now "Empire Plover," see N[illegible] 1*Dk*&*Shelter dk* *Longitudinal framing*	6085 — 4391	100A1 (*Classification Contemplated*) Examined 12,40	NOs			1920	MooreS.B. Co. Oakland,Pa.	Lochinver,Ld. (Douglas&Ramsey,*Mgrs.*)	402·6 P34'F38'	53·0	32·2	British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		
76730 143894 MKDG	**Janera** (*ex*JohnCollins) *Fitted for oil fuel* 1*Dk*	310 247 110					1917	AilsaS.B. Co.Ld. Troon	Anglo-Egyptian Oilfields,Ld.(Sir AndrewAgnew, C.B.E.*Mgr.*)	125·6	23·5	12·8	London British	T.3Cy.12½",21"&35"–26" 62NHP AilsaS.B.Co.Ld.Troon		C
76731 161894 GPCZ	**Janeta** *ss*Rot.No.2–38 D.F. 1*Dk*(*Stl*)	5312 4957 3324	✠100A1 2,41 ~~1,40~~ BS~~4,39~~ 4,40 ✠LMC4,38	Cff Liv	*z*	CL 10,38	1929 11mo *Lloyd*'sA&CP	Barclay, Curle&Co.Ld. Glasgow	GlasgowUnited ShippingCo.Ld. (Mclay&McIntyre Ld.*Mgrs.*) *CellDB*	402·4 P45'B126'F48' FK 344' 1389*t FPT*144*t*	55·0	28·5	Glasgow British 6*BHptCem* *APT*307*t*	T.3Cy.23",40"&67"–51" (*s*) 200lb FD 463NHP 3SB(Spt)9*cf*,GS155,HS6711 Barclay,Curle&Co.Ld.Gls.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	
76732																

Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76733	**Jangadeiro** TwinSc OilEng. Ref.Mchy. 2Dks CruiserStern	2927 2630 1694	✠100A1 12,39 ✠LMC3,38 ✠Lloyd'sRMC~~10,39~~ 3,41 ~~7,40~~	Rio	u	OG	1938 3mo	N.V Industrieele Maats. "DeNoord" Alblasserdam Lloyd'sA&CP	LloydBrasileiro CellDB238'647t	322·5 336·3(O.L.) P33'B90'F30' FK FPT66tAPT88t	47·4	21·4	R.Janeiro Brazilian 6BHptCem	Oil Engines 2S.C.SA 14Cy.13¾"-23⅝" 463NHP Gbr.Stork&CoNVHengelo	24 ″ 0 s3 ″ 8 20 ″ 5½	
76734 FNGO	**Janine** (exSierraLeone, exWarMusket) ssAnt.No.1-23 Well deck D.F. 1Dk	2358 — 1241	✠ … 9,26 ✠				1918 7mo	C.Hill& Sons Bristol	UnionIndustrielle &MaritimeSté. Française d'Arm.	285·2 P27'Q69'B66'F32' FK	42·0	22·2	Rouen French WB	T.3Cy.25",41"&68"-45" 359NHP McColl&Pollock,Ld.Sld.	21 ″ 2	V †
76735	**Janis Faulbaums** (exDimitriosG. Thermiotis,exVittoria) ssKel.2ndNo.3-10,32 ssLie.No.1-37 1Dk(ptIrn&ptStl)&deepframing Cargo battens not fitted	2944 2635 1729	✠ [illegible] 12,37 ~~BS11,36~~ ~~✠LMC11,37~~	Mdb	u	CL N12,37	1907 7mo	Richardsn, Duck&Co. Stockton Lloyd'sA&CP	MaxFaulbaum CellD	317·5 P28'B107'F37' FK Ba102'uE24'f132' 717tAPT56t	46·6	20·9	German 5BHCem	T.3Cy.23",38"&62½"-42" (s) 160lb 257NHP 2SB,6cf,GS120,HS3900 Blair&Co.Ld.Stockton	23 ″ 3 ~~s 3 ″ 4¾~~ ~~20 ″ 0¾~~	
76736 HPNX	**Janko** (exJaguar-39, TwinSc exNike-38) OilEng. D.F. ssAms.No.3-12,39 Mchy.Aft CruiserStern 1Dk(Stl) Butts of bottom plating fwd. elec. welded	9720 8976 5761	✠100A1 11,40 ~~12,39~~ DBS~~12,39~~ 11,40 ✠LMC12,39 CarryingPetroleum in bulk	Ams SFo	e†	CL 12,39	1928 11mo	A/BGötaverken Gothenburg Lloyd'sA&CP	PankosOperating Co. CellDBuE71'304t	483·4 500·9(O.L.) Newforepart12,39 P103'F39' FK DTf33'624t FPT196tAPT310t	64·2	37·5	Panama Pnamanian 10BHptCem	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP 2DB150lb Aktieb.Götaverken,Got.	37 ″ 0 s8 ″ 10½ 28 ″ 4¾	
05/40 76737 LCKC	**Janna** (exSveigen-36,exGlendola) Fitted for oil fuel D.F. 1Dk	2197 1951 1269					1919	AlbinaEng &Machine Works Portland,Or.	J.H.Wessels Kulforretning A/S(Pehrson& Wessel,Mgrs.)	289·7 P66tH102tF48t	44·1	19·2	Drammen Norwegian	T.3Cy.22",36½"&60"-42" 313NHP AlbinaEng.& Mach.Wks.Portland,Or.		N
76738 PKOE	**Janssens** Ⓟ OilEng. 1Dk&Awngdk'tweendkin Nos.1&2holds	2071 1562 1492					1935	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Koninkl.Paketv. Maats.	265·1 P33'B81'F41'	43·1	17·2	Batavia Dutch WB	Oil Engines 2S.C.SA 6Cy.15¾"-29½" 258NHP N.V.Konink.Maats. "DeSchelde"Flushing		V
76739 DOIW	**Jantje Fritzen** (exPassat-37, exSile) ssBkn.No.1-24 D.F. 1Dk&Shelter dk CruiserStern	6582 6257 4066	✠ … 10,28 ✠				1920 7mo	Monmouth S.B.Co.Ld. Chepstow	Johs.Fritzen& Sohn vorm Lexzau Scharbau&Co.	412·4 F41'onShelter dk FK	55·8	34·5	Emden German WB	2steamturbinesDR geared to 1 sc. shaft 678NHP BritishWestinghouseCo. Mch.	38 ″ 0	G †
164 40 76740 8381 SMIN	**Janus** OilEng. D.F. 1Dk Mchy.Aft CruiserStern Butts of shell & deck plating elec. welded	9965 9006 5931	✠100A1 3,40 ✠LMC10,39 CarryingPetroleum in bulk	Got	e†	CL 3,40	1939 10mo	Öresundsvarvet Aktiebolag Landskrona Lloyd'sA&CP	Rederiaktieb. Nordstjernan (A.A. Johnson,Mgr.) CellDBuE79'305t	503·2 510·8(O.L.) P99'F72' FK DTf33'470t FPT267tAPTs361t	65·8	37·2	Stockholm Swedish 11BH	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP 2DB150lb A/B Götaverken,Got.	36 ″ 9 s8 ″ 5 28 ″ 5¾	
17/41 76741 5260 SGXA	**Japan** ssGot.2ndNo.3-11,36 Well deck 2Dks(Stl-Uws) D.F.	5230 4903 3262	✠100A1 11,40 ~~1,40~~ BS~~4,39~~ 12,40 ✠LMC11,36	Osl Bom	a†	CL 7,39	1911 12mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	Aktieb.Svenska OstasiatiskaKomp (G.Borin,Mgr.) Cell DBa122'u	425·0 441·5(O.L.) P&B349'F44' FK E29'f212'990tFPT82tAPT25t	54·1	26·9	Gothenbrg Swedish 7BHCem	T.3Cy.27 7/16",45"&75"-51" & Exhaust Turbine driving steam compressor 180lb (s) 541NHP 3SB,9cf,GS184,HS7900 FD N.E.MarineEngCoLd.Nwc	29 ″ 6 s 4 ″ 3¼ 25 ″ 5	
76742 220831 KDHO	**Japan Arrow** 3Mst ssN.Yk.2ndNo.3-6,40 ~~ssN.Yk.No.3-7,33~~ Mchy.Aft 2Dks(Stl)&Shelter dk(Stl)& D.F. Web frames Longitudinal framing	8327 7542 5176	✠100A1 Shelter dk withfreeboard 5,41 ~~3,37~~ BS5,41 ✠LMC6,40 ~~MS3,37~~ ~~BS3,36~~ CarryingPetroleum in bulk Fitted for oil fuel 11,20 F.P. above 150° F.	NYk Pal	d†	CL ~~N3,37~~ 2,40	1920 11mo	Bethlehem S.B.Corp.Ld. Quincy,Mass.	Socony-Vacuum OilCo.Inc. CellDBuE&B80'285tDTf40'518tFPT270tAPT131t	468·3 FK	62·7	32·0	NewYork Utd.States 17BHptCem (1 ,, to Sh dk 10 ,, ,, U ,, 6 ,, ,, 2nd ,,)	Q.4Cy.24",35",51"&75"-51" 220lb (r) 636NHP 3SB,9cf,HS9315 FD BethlehemS.B.Corp.Ld.	32 ″ 0 s 4 ″ 1½ 28 ″ 1½	
76743 PFBY	**Japara** TwinSc OilEng. D.F. E.S.D. 3Dks Ref.Mchy. CruiserStern	9312 8586 5614					1938	N.V.Mch. &Scheepswf. vanP.Smit,Jr Rotterdam	Rotterdamsche Lloyd~~(W.Ruys& Zonen,Mgrs.)~~	483·4 F80'	62·7	38·2	Batavia ~~Rotterdam~~ Dutch WB	Oil Engines 2S.C.SA 16Cy.25 9/16"-47¼" 1804NHP SulzerBros.Ld.Winterthur		V
76744 PKHR	— Mchy.Aft 1Dk	3323 2537 2301					1930	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Koninkl.Paketv. Maats.	323·0 Q208'F34'	48·2	20·5	Batavia Dutch WB	T.3Cy.22",36½"&60"-42" 233NHP N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.		V
76745 OUPH	**Japos** (exAsnæs-39, TwinSc exLidsö,exJohanneMargretha, OilEng. exFrode) Mchy.Aft	480 388 340					1921	Marstal Skibsbyggeri Marstal	OlufSvendsen	141·2	30·1	10·8	Copnhagn Danish	Oil Engines 2S.C.SA 4Cy.14 13/20"-16 3/20" 157NHP J&CGBolindersCoLd.Skm		V
76746 149706 MNRL	**Jargoon** (exTorrington) ssTrn.No.3-3,38 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	691 468 311	✠100A1 ~~11,40~~12,39 5,41 ~~BS5,39~~ BS ~~5,40~~ 2,41 ✠LMC3,38	Lon Gls Cff	j	CL 11,39	1926 8mo	J.Fullerton &Co. Paisley Lloyd'sA&CP	Wm.Robertson CellD	180·2 185·0 (O.L.) Q105'B9'F26' FK B103' 137tFPT60tAPT26t	28·9	11·0	Glasgow British 3BHCem	T.3Cy.14",23"&38"-27" (s) 180lb 72RHP 1SB,3cf,GS53,HS1853 Aitchison,Blair,Ld. Clydebank	13 ″ 3 s4 ″ 4¾ 12 ″ 11¾	
76747 LEEV	**Jarl** Iron 1Dk2trB	437 328 236					1889	Stavanger Stöberi&Dok Stavanger	D/S A/S Jarl (O.Torgersen)	147·9 Q35tB45tH17tF15t	24·8	12·6	Haugesnd Norwegian WB	T.3Cy.11",18"&29"-24" NB01 41NHP AkersMek.Verkst.Oslo		N
76748 LEEX	**Jarlsberg** Ⓟ 1Dk	328 142 129					1912	LindholmensV.A. Gothenburg	A/S Tönsberg& HortensDampskibsselskap	136·1	23·7	8·7	Tönsberg Norwegian WB	T.3Cy.14¾",24"&40"-24" 78NHP LindholmensV.A.Got.		
76749 79 ESDW	**Järvamaa** (exHarilaid,exEmma Minlos,exRefugio) ssCff.No.2-02 1Dk&Webframes &ptAwngdk	1363 1031 787	✠ … 4,07 ✠				1894 12mo	CampbeltownS.B.Co. Campbeltwn	TallinnaLaevauhisusA.S.(The TallinnShipping Co.Ld.)	230·0 Q79' ptAwngdk151' FK	32·6	16·4	Tallinn Estonian WB	T.3Cy.17½",27½"&45"-33" 115NHP Kincaid&Co.Ld.Greenock	17 ″ 4	G †
76750	**Jary** (exHammondLane-37, exBriim-35,exMington,exKilmington) 1Dk	634 492 284					1919	Smith's DockCo.Ld. Middlesbro	Cia.Commercio e Navegação	170·0	30·0	15·7	R.Janeiro Brazilian WB	T.3Cy.16",26"&44"-26" 98NHP Smith'sDockCo.Ld.Mdb.		C
76751																

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. — Franc-bord au milieu du navire. — Tirant d'eau correspondant. pds. ps.	15
76752 160291 MJMC	**Jasmine** ssBel.No.2–40 ~~ssBel.No.1–36~~ *Mchy.Aft* 1*Dk(Stl) Well dk* *Cargo battens not fitted*	353 255 124	✠100A1 ~~2,39~~ 10,40 BS~~2,39~~ ✠LMC~~4,36~~ 2,40 MS10,40	Bwg Bel	*f*	CL ~~2,39~~ 9,40	1932 1mo Lloyd'sA&CP	Scott& Sons Bowling	Newry&Kilkeel S.S.Co.Ld. (J.Fisher&Sons, Ld.*Mgrs.*)	142·5 148·1(O.L.) Q81'B7'F20' BK6' *FPT*54*t*	23·6	10·5	Newry British 3*BHCem* *APT*39*t*	T.3Cy.11½",20"&32"–24" 200lb (*s*) 60RHP 1SB,3*cf*,GS49,HS1415 Aitchison,Blair,Ld. Clydebank	11 " 4 s 3 " 9½ 11 " 7½	
76753 210935 WDVK	**Jason** TwinSc *Self-unloader Fitted for oil fuel* D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft Longitudinal framing*	10005 — 6548					1913	Maryland SteelCo. Sparrows'Pt. Md	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	514·0 P193'F55'	65·2	36·2	~~Baltimore~~ ~~Utd.States~~ NewYork Utd.States	T.6Cy.27",46",&76"–48" 801NHP MarylandSteelCo. Sparrows'Pt.Md.		R
76754 DORE	— TwinSc Wireless D.F. *OilEng.* *Mchy.Aft CruiserStern* 1*Dk*	1025 791 511					1935	FSchichau G.m.b.H. Königsberg	Dampfschiff.-Ges. "Neptun"	227·9 P124'F26'	34·5	13·1	Bremen German *WB*	Oil Engines 2S.C.SA 8Cy.11 7/16"–19 13/16" 180NHP FSchichauG.m.b.H.Elbing		G
76755 1059 IPAM	— *Mchy.Aft* 1*Dk*	533 — 274					1921	Cant.Nav. Riuniti Ancona	Soc.Anon.Ilva	157·9 P57'F31'	27·4	11·7	Genoa Italian *Wb*	T.3Cy.11",18 7/16"&30 7/16"–23⅝" 45NHP Cant.Nav.Riuniti,Ancona		I
76756 LDQU	**Jaspis** (*ex*Vigdis–39) *OilEng.* ssOsl.No.2–39 2*Dks(Stl)&Web frames* *Mchy.Aft* D.F. *Longitudinal framing*	6094 5668 3624	✠100A1 6,39 ✠LMC CS6,39 DBS~~6,39~~7,40 ~~6,39~~1,41 *CarryingPetroleum in bulk*	Osl	*z*	CL 6,39	1930 10mo Lloyd'sA&CP	JLThompson&Sons,Ld Sunderland	AndersJahre *CellDBuE*52'147*tDTf*36'358*tFPT*87*tAPT*114*t*	413·1 P100'B32'F37' FK	56·2	31·8	Sandefjord Norwegian 15*BHptCem* (10 ,, *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.22 7/16"–85" 598NHP 2DB150*lb* W.Doxford&Sons,Ld.Sld.	31 " 9	
76757 UONX	**Jastreb** Ⓟ (*ex*BoreII.) ssSkm.No.3–4,13 1*Dk(Stl)&pt Awng dk*	750 669 382	✠ 4,14 ✠	Skm	*i*		1900 9mo	Helsingörs Jernsk&Msk. Elsinore *Promenade dk*100' BK7½' *DBuE&B*53'22*t FPT*50*tAPT*20*t*	U.S.S.R.	180·5 F16'*ptAwng dk*168'	29·3	20·0	Archangel Russian 5*BHCem*	T.3Cy.18½",28"&47"–27" NB34 176NHP HelsingörsJernsk.&Mskb.		
76758 PFCF	**Java** *OilEng.* D.F. E.S.D. 3*Dks,4thdk inNos.1&4holds* *CruiserStern* *Butts of bridge dk plating electrically welded*	9250 8307 5646	✠100A1 ~~6,39~~~~3,40~~ 4,41 ✠LMC6,39 *Carrying Vegetable oil in deep tanks & Latex in forepeaktanks* DBS(WT)4,41	Sba	*f*† 2⅜	CL 8,40	1939 6mo Lloyd'sA&CP	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Stoomv.Maats. Nederland *CellDB*373'1192*t Tanks in way of tunnel*36'371*t DTs a*41' 1860*t DTs f*66'3164*tFPTs*117*tAPT*155*t*	495·5 520·3(O.L.) P42'B193'F56' FK	63·3	35·6	Batavia Dutch 9*BHptCem* (8 *to U dk* 1 ,, 2*nd* ,,)	2 Oil Engines 2S.C.DA 14Cy.20½"–29½" & hydraulic couplings SR geared to1sc.shaft 2141NHP DB71*lb*&2DB(WT)85*lb* DeutscheSchiff.-uMschb. A.G.Weser,Bmn.	39 " 2 s8 " 5½ 30 " 10½	
* 76759 OYJC	— TwinSc4Mst *OilEng.* ssCpn.No.3–3,34 ssCpn.No.1–38 D.F. 2*Dks(Stl)&Shelter dk(Stl)*	8681 8189 5525	✠100A1 *Shelter dk withfreeboard* 9,39 ✠LMC CS2,38 DBS9,38 2,37	Cpn	*c*†	CL P1,38 S7,38	1921 7mo Lloyd'sA&CP	Nakskov Skibsværft Nakskov	A/S DetÖstasiatiskeKompagni *CellDB*392'1509*t Tank between Collision tunnels*46'131*t FPT*105*tAPT*115*t*	445·8 461·8(O.L.) F77 *onAwng dk* FK	60·3	39·1	Copnhagn Danish *ptCem* *BH toAwdk* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.29½"–45½" DB100*lb* 987NHP Akt.Burmeistr&Wain,Cpn	42 " 0 s10 " 4½ 31 " 10	
76760 PFCI	— *OilEng.* D.F. 1*Dk* *Mchy.Aft CruiserStern*	341 260 168					1936	Gebr.van Diepen Waterhuizen	Th.Groeneboom	136·6 P35'F23'	24·8	9·7	Rottrdam Dutch *WB*	Oil Engines 2S.C.SA 4Cy.11½"–15¾" 98NHP NV.KromhoutMtrnfbAms		V
76761 221272 KDHQ	**Java Arrow** 3Mst ssN.Yk.No.3–7,33 ssBal.No.1–37 *Mchy.Aft* 2*Dks(Stl)&Shelter dk(Stl)* D.F. *& Web frames* *Longitudinal framing*	8327 7542 5176	✠100A1 *Shelter dk withfreeboard* 5,40~~6,39~~ ✠LMC MS3,37 BS~~6,39~~5,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	Bal NYk	*d*†	CL 9,38	1921 5mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B*80'285*t DTf*40'518*t FPT*270*tAPT*131*t*	468·3 FK	62·7	32·0	NewYork Utd. States 17*BHptCem* 1*BHtoSh dk* 10 ,, ,, *U* ,, 6 ,, ,,2*nd*,,)	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 636NHP 3SB,9*cf*,HS9315 FD BethlehemS.B.Corp.Ld.	32 " 0 s4 " 1½ 28 " 3½	
76762 148717 GDBT	**Javanese Prince** TwinSc *OilEng.* D.F. ssH.Kg.No.3–4,38 E.S.D. 3*Dks* *CruiserStern* *Tonnage opening closed*'37	8593 8083 5288	✠100A1 *withfreeboard* ~~5,40~~~~8,39~~ 1,41 ✠LMC CS2,39 DBS~~9,39~~ 9,39 10,40 *Carrying oil F.P. above* 150° *F.orLatex in deeptanks* *Carrying Vegetable oil orLatex in fore & afterpeaktanks*	NYk	*d*†	CL ~~4,39~~ 7,40	1926 1mo Lloyd'sA&CP	Deutsche WerftA.G. Hamburg	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel frwd. of mchy. space* 159' *Upr tween dkBHs except CollBHdispensed with* *CellDB*367'1386*t MT's*73'2571*tFPT*130*tAPT*156*t*	441·6 F42' FK (*Coll.BHtoWhrdk* 7 ,, ,, 2*nd* ,,)	60·3	39·2 29·2	London British *ptCem ptAsp*	Oil Engines 4S.C.SA 16Cy.29½"–47½" 1313NHP DB100*lb* DB43*lb* AlgemeineElec.Ges.Berlin	42 " 3 s13 " 0½ 29 " 4½	
76763 204429 WDPV	**Jay C. Morse** *Mchy.Aft* D.F. GyC. Sub.Sig. 1*Dk*	6649 — 5087					1907	American S.B.Co. Cleveland,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	532·0	58·0	31·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.23",38"&63"–42" AmericanS.B.Co. 257NHP Cleveland,O.		R
76764 216667 WKCK	**Jean** (*ex*Kosciuszko,*ex*CapeLookout) 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	4902 4213 3028	✠ 10,23 ✠	NYk	*x*		1918 7mo	Bethlehem S.B.Corp. Sparro'PtMd	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*) *CellDB*342'1133*tFPT*116*tAPT*206*t*	376·4 P54'B94'F39' FK	52·3	27·0	NewYork Utd. States 6*BHCem*	T.3Cy.24½",41"&68"–48" 486NHP 3SB,9*cf*,GS169,HS7273 BethlehemS.B.Corp.Ld.	29 " 6	R †
76765 161580 VGYC	**Jean Brillant** Ⓟ *OilEng.* ssQbc.No.1–39 E.S.D. *Ref.Mchy.* 2*Dks* *Strengthened for Navigation in Ice* Wireless *CruiserStern*	640 555 350	✠100A1 *withfreeboard* 5,41~~12,39~~ ✠LMC CS12,39 DBS4~~,40~~5,41 ~~3,39~~4,40 Lloyd'sRMC~~1,40~~4,40 for temp. 28° F. *For service in the Gulf of St. Lawrence and to Newfoundland from 1st April to 21st November*	Qbc Mtl	*h*	CL 11,38	1935 5mo Lloyd'sA&CP	Swan,Hunter&Wigham Richardson Ld.Newcastle	Cie.deTransport duBasSt.Laurent, Ltée. *CellDBuE*18'14*t DTsf*13'48*tFPT*5*tAPT*2*t*	159·9 B31' FK	29·1	17·3	Quebec British 9*BH* (*Coll to W dk* 8 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 6Cy.13⅝"–22 7/16" 188NHP DB100*lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 " 6 s7 " 10½ 10 " 8	
76766 FNZS	**Jean Dupuis** (*ex*Vineta) Wireless 1*Dk*	682 489 394					1910	Stettiner Oderwerke Stettin	Cie.Côtière de l'Annam	180·1 Q52'B43'F19'	29·0	11·5	Saigon French *WB*	T.3Cy.13⅝,21 7/16"&35⅝"–25⅝" 64NHP StettinerOderwerke		V
76767 FPBC	**Jean et Jacques** (*ex*Corsican Prince–38,*ex* Chickahominy, *ex*Persiana) ssDrt.No.3–10,35 1*Dk(Stl)& Shelter dk(Stl)* *CruiserStern* *Fitted for oil fuel*	3493 2911 1802	✠ ... 1,40 ✠	Rou	*x*		1921 12mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	LesCargos Algériens,Soc. Anon. *Duct keel in Blr.space & forward* 153' *CellDB*294' 1155*t DTa*22'643*tFPT*45*tAPT*43*t*	363·3 F68'*onShelter dk* FK *CollisionBHtoSh dk*	52·2	22·0	Algiers French *Cem* 6 ,, ,, *U* ,,	T.3Cy.26",43"&73"–48" 547NHP 3SB,9*cf*,GS188,HS8365 Richardsons,Westgarth& Co.Ld.Hpl.	24 " 9	V †

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
76768 113 ONJB	**Jean Jadot** *Ref.Mchy.* 2*Dks*3*tr B* D.F. *Cruiser Stern*	5859 5303 3504					1929	Flensburgr Schiffsb.Ges. Flensburg	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale,SA. *Mgrs.*)	443·7|57·2|26·7 P94'F49'	Antwerp Belgian *WB*	Q.4Cy.$27\frac{1}{8}$",39",$55\frac{9}{16}$"&$79\frac{9}{16}$"-$53\frac{9}{16}$" 470NHP FlensburgerSchiffsb.Ges.		VG
76769 UOBL	**Jean Jaures** *OilEng.* 2*Dks*	3972 3537 2261					1930	Severney S.B.Yard Leningrad	U.S.S.R	347·2|48·7|27·2 P31'B52'F34'	Leningrad Russian *WB*	Oil Engines 2S.C.DA 4Cy.$23\frac{5}{8}$"-$35\frac{7}{16}$" 778NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
76770 FOYL	**Jean L. D.** *OilEng.* D.F. E.S.D. 2*Dks* GyC. *CruiserStern*	5795 4948 3333					1935	Atel.&Ch. deFrance Dunkirk	LouisDreyfus&Cie.	446·9|57·1|25·7 F43' 34·7	Dunkirk French *WB*	Oil Engines 2S.C.SA 8Cy.$25\frac{5}{8}$"-$47\frac{1}{4}$" 912NHP Cie.deConstr.Mecaniques Sulzer,St.Denis		V
76771 FNYU	**Jean Laborde** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 4*Dks* D.F. *CruiserStern*	11591 8284 6593					1930	Soc.Provençale de Cnst.Nav. LaCiotat	Soc. desServices Contractuels des Messageries Maritimes	496·7|61·8|28·3 B182' 37·9	Marseilles French *WB*	Oil Engines 4S.C.SA 16Cy.$29\frac{1}{8}$"-$59\frac{1}{8}$" 1303NHP Schneider&Co.Creusot		V
76772 218942 KINN	**Jean Lafitte** (*ex*Everett-38, *ex*WestIson) *Fitted for oil fuel* D.F. 2*Dks*	5773 5174 3571					1919	AmesS.B. &D.D.Co. Seattle,Wash	WatermanS.S. Corp.	410·5|54·2|29·2 P44'B119'F47'	Mobile Utd. States *WB*	T.3Cy.26",43"&73"-48" 369NHP AmesS.B.&D.D.Co.Seattle		R
76773 161948	**Jeanie Deans** Ⓟ Pad 1*Dk*	635 418 259					1931	Fairfield Co.Ld. Glasgow	London&North-EasternRailway	250·5|30·1| 8·7	Glasgow British	T.3Cy.26",$41\frac{1}{2}$"&66"-60" 338NHP FairfieldCo.Ld.Glasgow		
188 40 76774 141938 GDCF	**Jeanne M.** (*ex*SeabankSpray-39, *ex*SevenSeas, *ss*Gmh.No.3-9,32 Spray-37,*ex*Baron *ss*Shl.No.1-37 Elibank-34, 1*Dk*(*Stl*) *ex*Glassford) *CruiserStern* D.F. *Cargo battens not fitted*	2465 2238 1452	✠100A1 4,40~~2,39~~ ~~MBS6,38~~ ✠LMC3,37 MBS~~7,39~~11,40 DBS5,40	Msl Bry	*l*	CL ~~2,37~~ 4,40	1919 12mo *Lloyd*'s*A&CP*	Ardrossan D.D.&S.B. Co.Ld. Ardrossan	Mooringwell S.S. Co.Ld. *CellD*	303·3|43·0|20·7 313·4(O.L.) P33'B80'F32' FK B260' 644*t FPT*68*t*	Cardiff British 6*BHCem* *APT*172*t*	T.3Cy.22",$36\frac{13}{16}$"&59"-39"(*s*) 180lb NDB35-*100lb* 265NHP 2SB,*6cf*,GS124,HS4500 McKie&Baxter,Glasgow	23 ″ 1 s3 ″ $4\frac{3}{4}$ 19 ″ 11	
76775 TUNG	**Jeanne Schiaffino** (*ex*Friedrich Jürgen,*ex*Wiedau) Sub.Sig. 1*Dk*	1032 708 598					1922	H.C.Stülcken Sohn Hamburg	Soc. Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Co.*Mgrs.*)	220·4|32·5|12·8 P127'F23'	Algiers French *WB*	T.3Cy.$17\frac{3}{4}$"$29\frac{1}{8}$"&$46\frac{1}{16}$"-$31\frac{1}{2}$" 119NHP H. C.StülckenSohn,Ham.		V
* 76776 PFCT	**Jeannette** (*ex*Londoner,*ex*Botlek, *ex*Holendrecht) *ss*Rot.No.3-4,37 *Well deck* 1*Dk*(*Stl*)	454 322 238	100A1 5,39 BS5,39 LMC4,37	Rot	*g*	N5,39	1918	J.Th.Wilmink&Co. Groningen	N.V.Soetermeer Fekkes Cargadoorskantoor *CellDBa*52	153·1|25·3|11·3 Q58'B36'F17' FK 61*t f*52'65*tFPT*24*t*	Rottrdam Dutch 4*BHCem* *APT*18*t*	T.3Cy.$11\frac{1}{2}$",$17\frac{3}{4}$"&$29\frac{3}{16}$"-20" 185lb (*s*) 61NHP 1SB,*2cf*,GS39,HS1182 F.&D.H.Landeweer &Zn.Martenshoek	12 ″ 1 s ″ $4\frac{1}{2}$ 11 ″ 10	
76777 ONJK	— (*ex*HelenClausen-40, *ex*Annemarie-34, 1*Dk* *ex*Wm.Minlos1,*ex*Libanon)	355 296 194	100A1 Examined 9,40 (*Class Contemplated*)	Lon			1920	Sch-u.Dock-bauFlender A.G. Lübeck	S.C.&I.J.&C. SnauwaertS.A. (Soc.Anon.John Cockerill,*Mgrs.*)	139·1|22·6|11·8 B34'F20'	Ostend Belgian *WB*	C.2Cy.$14\frac{3}{4}$"&$22\frac{1}{3}$"-$15\frac{3}{4}$" G.SeebeckA.G. 17NHP Wesermünde-G.	12 ″ 6 s1 ″ 3 11 ″ $4\frac{1}{4}$	~~G~~
76778 171156 MBZG	**Jeannette Skinner** *ss*Osa.2ndNo.3-3,38 2*Dks*	5800 5209 4194	✠100A1 ~~5,40~~ ~~6,39~~ 2,41 BS~~3,39~~ 5,40 ✠LMC3,38 *Fitted for oil fuel* 8,17 *F.P. above* 150° F	Shi Cal	*z*	CL 3,38	1917 8mo *Lloyd*'s*A&CP*	Skinner& EddyCorp Seattle,Wash	G.E.Marden (Wheelock&Co. Ld.*Mgrs.*) *One BH in fore hold and one BH in after hold dispensed with* *CellDB*	410·6|54·3|27·1 P44'B115'F47' FK 355'1198*t FPT*120*t*	Shanghai British *Cem* 5*BHonly* *APT*340*t*	DR Geared Steam Turbine 210lb (*r*) 507NHP 3SB,*9cf*,GS195,HS8055 GeneralElectricCo. Schenectady,N.Y.	29 ″ 9 s5 ″ $11\frac{1}{2}$ 24 ″ 0	
76779 160507 GSLW	**Jedmoor** *OilEng.* *ss*Shl.No.2-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed*'41(*W.E.*) *CruiserStern*	4392 4070 2649	✠100A1 *withfreeboard* ~~Examined5,41~~ DBS5,41 ~~DBS1,40~~ ✠LMC5,36 ✠LMC(M)9,38	~~Bry~~ Bry	*y*	CL 5,39	1928 6mo *Lloyd*'s*A&CP*	W.Doxford &Sons,Ld. Sunderland	MoorLine,Ld. (RuncimanShippingCo.Ld.*Mgrs.*) *CellDB*317'1011*t* *MT*26'988	375·0|52·6|25·7 391·2(O.L.) F30' FK *tFPT*140*tAPT*220*t*	London British 7*BHptCem* (*Coll toSh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.$21\frac{1}{4}$"-85" 417NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	36 ″ 4 s10 ″ $1\frac{1}{4}$ 26 ″ 5	
76780 221112 KDQF	**Jeff Davis** Ⓟ Sub.Sig. *OilEng.* GyC. 2*Dks* *Longitudinal framing*	6174 — 3833					1921	Doullut& WilliamsS.B Co.Inc. NewOrleans	UnitedStates Maritime Commission	395·5|55·0|31·4 P44'B108'F37'	N.Orleans Utd. States *WB*	Oil Engines 2S.C.DA 4Cy.28"-40" 1096NHP NE29 WorthingtonPump&Mach Corp.Buffalo,N.Y.		R
76780* 220769 KDFR	**Jefferson Myers** (*ex*Hannawa) *Fitted for oil fuel* 1*Dk*&*Shelter dk* *Longitudinal framing*	7582 — 4826					1920	Bethlehem S.B.Corp.Ld. S.Francisco.	Pacific-Atlantic S.S.Co.(States S.S.Co.*Mgrs.*)	440·0|56·0|35·2	Prtland Or Utd. States *WB*	T.3Cy.27",47"&78"-48" 421NHP BethlehemS.B.Corp.Ld. S.Francisco		R
76781 147640 VWBJ	**Jehangir** Ⓟ *ss*Bom.No.3-12,36 3*Dks*(*Stl-Weather dk* teak s)	3566 3029 2157	✠100A1 *withfreeboard* 7,40~~6,39~~ ✠LMC MS~~10,36~~ 12,40 BS~~9,39~~9,40	Bom	*w*	CL N10,38	1924 5mo *Lloyd*'s*A&CP*	Lithgow's Ld. PortGlasgow	MogulLine,Ld. *CellDB*298'852*tF*	350·0|48·0|23·1 365·0(O.L.) *PT*74*tAPT*36*t* FK *Collision*	Bombay British 6*BHCem* „ *to W dk*	T.3Cy.24",40"&67"-45" (*r*) 200lb *110lb* 394NHP 2SB,*6cf*,GS127,HS5384 FD Rankin&BlackmoreLdGrk	25 ″ 6 s3 ″ 0 22 ″ $8\frac{3}{4}$	
76782 YTBZ	**Jela** (*ex*Gina, *ex*Volkerak) Aux3MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	335 295 240					1917	J.Th.Wilmink&Co. Groningen	MarjanKozulic	135·1|26·4|11·2 P32'F18'	Molat Yugoslav *WB*	Oil Engines 2S.C.SA 2Cy.16"-18" 90NHP D.Goedkoop,Jr.Amstrdam		V
76783 143642 MKBJ	**Jellicoe Rose** *ss*Nwc.No.3-10,40 ~~*ss*Goo.No.3-7,32~~ ~~*ss*Bly.No.1-36~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1118 800 609	✠100A1 ~~10,40~~~~1,39~~ 12,40 ✠LMC10,40 ~~MS4,36~~ ~~BS1,40~~	Nwc	*n*	CL ~~1,39~~ ~~9,40~~ 12,40	1920 6mo *Lloyd*'s*A&CP*	J.Fullerton&Co. Paisley	RichardHughes& Co.(Liverpool)Ld. *CellDB*	220·2|34·2|13·1 Q108'B15'F28' FK *f*136'215*t FPT*80*t*	Liverpool British 3*BHCem* *APT*34*t*	T.3Cy.16",26"&42"-27" (*s*) 180lb 117NHP 1SB,*3cf*,GS65,HS2030 Aitchison,Blair,Ld.Gls.	15 ″ 6 s1 ″ 1 14 ″ $7\frac{1}{4}$	
76784 LDGW	**Jelö** Wireless 1*Dk*	1265 938 483					1929	Xiansands Mek.Værks. Xiansand	A/S Jelölinjen (FredOlsen&Co. *Mgrs.*)	240·5|37·2|15·2 P60*t*H157*t*F6*t*	Oslo Norwegian *WB*	T.3Cy.22",35"&60"-42" 233NHP AkersMek.Værks.Oslo		N
76785 UOMP	**Jelyabov** Ⓟ (*ex*Osilia) Wireless 1*Dk*	654 366 355					1911	Bergsunds M.V.Aktieb. Stockholm	U.S.S.R.	168·9|26·1| 9·0 P&B116'Q113'F45'	Vladvostk Russian *WB*	T.3Cy.$14\frac{1}{8}$",$22\frac{7}{16}$"&$37\frac{1}{2}$"-$27\frac{3}{8}$" 74NHP BergsundsM.V.Aktb.Skm.		

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
76786 LCPE	**Jenny** *OilEng.* D.F. ssGal.No.2-36 *Mchy.Aft* 2*Dks(Stl)&Webframes* *Longitudinal framing-bracketless system*	4706 3991 2682	✠100A1 12,39 ✠LMC CS~~2,37~~ DBS~~4,39~~ 10,40~~2,37~~ 12,39 *Carrying Petroleum in bulk*	Ant	*w* 10,40	CL 3,38	1928 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd's A&CP*	A/S Athene (JorgenBang) *CellDBuE39'93t* *DTf29'417t*	344·2|53·5|27·8 359·2(O.L.) P84'B26'F30' FK *Trunk in wells* *FPT151tAPT42t*	Kiansand Norwegian *13BHptCem* *(9 to U dk* *4 „ 2nd „)*	Oil Engines 2S.C.SA 6Cy.23¾"–47¼" 578NH 2DB–*150lb* DB(*Upper*) *made25fitted38–136lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 " 0	
76787 7589 SFBG	— Iron (*ex*Skald,*ex*SaintHelier) ssShl.3rdNo.3-12,18 ssBgn.No.2-27 1Dk2trB	*1233* *1031* *709*	✠ ... 4,31 ✠				1882 12mo	Burrell&Son Dumbarton	RederiA/B Tern (AxelHansson, *Mgr.*)	240·0|34·1|15·5 B62'F25' FK	~~Panama~~ ~~Panamanian~~ WB Västervik Swedish	C.2Cy.26"&51"–36" 134NH M.Paul&Co.Dumbarton	18 " 2	V †
76788 OUHN	— 1Dk	843 722 493					1917	Schiff.Ges. Unterweser Weser-münde-L.	J.Lauritzen	212·9|31·4|13·2	Esbjerg Danish Wb	T.3Cy.14⅝",21⅞"&35⅜"–23⅝" 85NH Christiansen&Meyer, Harburg		G
76789 PFCZ	— *OilEng.* *Mchy.Aft* 1Dk *Part electrically welded including shell butts&upper deck&trunk plating* *CruiserStern* *Longitudinal framing*	623 498 298	✠100A1 1,40 ✠LMC7,37 ✠LMC(M)9,39 *Carrying Petroleum in bulk*	Rot	*i*	1,40	1937 7mo	D.W.KremerSohn Elmshorn *Lloyd's A&CP*	Algemeen Vrachtkantoor N.V.	184·8|29·7|11·6 195·7(O.L.) P46'F39' FK *Trunk81'* *FPT96t*	Rottrdam Dutch *9BHptCem* *APT40t*	Oil Engines 4S.C.SA 6Cy.14 1/16"–20½" 124NH DB*114lb* DeutscheWerkeKielA.G.	11 " 8 s " 10½ 10 " 10½	
76790 138932 GQPJ	**Jenny Moller** (*ex*LordGuilford-32, *ex*Granicos) 1Dk	3108 2895 1927					1919	R.Duncan &Co.Ld. PortGlasgow	MollerLine,Ld. (Mollers'Ld.*Mgrs*)	331·0|46·7|24·4 P33'B98'F30'	Shanghai British WB	T.3Cy.25",41"&68"–45" 310NH D.Rowan&Co.Ld.Glasgow		C
76791 PUYC	**Jequitinhonha** Ⓟ TwinSc Wireless 1Dk&*Shelter dk*	750 *481* *383*	✠ ... 3,11 ✠				1906 8mo	AilsaS.B. Co.Ld. Troon	Cia.deNav. Bahiana	200·4|32·2|11·2 FK	Bahia Brazilian WB	T.6Cy.13½",22"&36"–24" 151NH Muir&Houston,Ld.Gls.	11 " 10	
76792 LEFF	**Jernfjeld** (*ex*Troldtind) Wireless D.F. 1*Dk*	1369 1180 776					1917	N.V.C.van derGiessen& ZonensSchps. KrimpenIjsel	DampskA/S Storfjeld(H.Grieg Martens,*Mgr.*)	239·5|36·2|16·6 P60tH61tF80t	Bergen Norwegian WB	T.3Cy.17½",29"&46"–36" 127NH Pannevis&Zoon,Utrecht		N
76793 LEFG	**Jernland** (*ex*Collingwood) ssBgn.2ndNo.3-12,31 Wireless D.F. ssBgn.No.1-36 *Well deck* 1*Dk(Stl)&deep framing* *Cargo battens not fitted*	1289 1007 756	✠100A1 Examined 1,41 Shl ✠LMC MS~~6,36~~ BS~~3,38~~ 7,39 4,40	~~Bgn~~	*o*	CL ~~7,30~~ 3,41	1905 10mo	Osbourne, Graham&Co. Sunderland *Lloyd's A&CP*	HalvorsenShippng Co.A/S,Ld. (Thv.Halvorsen, *Mgr.*) *CellDBa&uE83'f102'313tFPT*	235·6|33·8|15·0 242·8(O.L.) Q123'B10'F24' FK	Bergen Norwegian 4*BHCem* 59*tAPT78t*	T.3Cy.18½",30"&49½"–33" 180lb *80lb* (*s*) 157NH 1SB,3*cf*,GS61,HS2530 Richardsons,Westgarth& Co.Ld.Sld.	17 " 3 s4 " 11½ 16 " 0	
76794 DJYK	**Jersbek** D.F. E.S.D. 1*Dk* *Cruiser Stern* *Strengthened for Navigation in Ice*	2804 2428 1591	✠ 6,39 ✠	Ham	*u*		1938 12mo	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard Nfl. *Intermediate BHinfwd.* *CellD*	325·7|48·2|19·1 345·3(O.L.) P17'B&F304' FK *UpperF33'* *hold dispensed with* *B248' 801t FPT68t*	Hamburg German 4*BHptCem* *ptAsp* *APT71t*	C.4Cy.(2)20 1/16"&(2)43 5/16"–43 5/16" 352NH 2SB,6*cf*,GS121,HS4926 Rheinmetall-BorsigA.G. BerlinTegel	21 " 2	
76795 162114 GZDJ	**Jersey** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4986 4627 3032	✠100A1 *withfreeboard* 8,40~~12,39~~ ✠LMC10,36 DBS1,41	Bkn Sws	*a*† 2	CL 12,39	1936 10mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's A&CP*	NolisementS.S.Co. Ld.(Morel,Ld. *Mgrs.*) *CellDB347'1174t*	424·0|54·2|26·1 FK *MT1229tAPT177t*	Cardiff British 7*BHptCem* (*ColltoShdk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.22 1/16"–85 1/16" 449NH 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 " 8 s3 " 4½ 25 " 6	
115/40 76796 140861 GDRM	**Jersey City** *Fitted for oil fuel* D.F. 2*Dks*	6322 6055 3937					1920	JLThompson&Sons,Ld. Sunderland	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	411·8|55·0|33·6 F36'	Bideford British Wb	T.3Cy.28",46"&75"–51" 402NH Blair&Co.Ld.Stockton		C
65/40 76797 165361 MMCL	**Jersey Queen** 1*Dk* *Mchy.Aft* E.S.D. *CruiserStern* *Cargo battens not fitted*	910 647 518	✠100A1 3,40 BS3,40 ✠LMC12,36	Lon	*l*	OG 2,40	1936 12mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's A&CP*	BritishChannel IslandsShipping Co.Ld.	197·2|32·2|13·1 Q122'F25' FK *CellDB128'224tFPT*	London British 3*BHCem* 64*tAPT42t*	T.3Cy.14",24"&40"–27" (*s*) 200lb 129NH 1SB,3*cf*,GS45,HS1953 FD D.Rowan&Co.Ld.Gls.	15 " 2 s4 " 11½ 14 " 8½	
178/40 76798 150187 GSMQ	**Jervis Bay** Ⓟ TwinSc ssLon.No.3-10,34 ssLon.No.1-38 2*Dks(Stl)&Shelter dk* (*Stl-ws*)3*rd dk*(*Stl*)*in forward holds* *Ref.Mchy.* D.F. E.S.D.	14164 11883 8547	✠100A1 *Shelter dk* *withfreeboard* 9,39 ✠LMC MS3,38 BS11,38 ✠Lloyd's RMC9,39 *Fitted for oil fuel* 9.22 *F.P. above* 150° F	Lon	*i*†	CL P5,37 S3,39	1922 9mo	VickersLd Barrow *Lloyd's A&CP*	Aberdeen& Commonwealth Line,Ld. (G.Thompson&Co. Ld.*Mgrs.*) *CellDB458'2228t* *Tanks between tunnels51'195tFPT128t*	530·6|68·3|39·9 548·5(O.L.) B208'F78'*onShelter dk* FK *MT24'1016t*	London British *ptCem* 9 *BH to S dk* *APT142t*	4 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb 1977NH 3DB(Spt)&2SB(Spt),32*cf*, GS663,HS25923 FD Vickers,Ld.Barrow	43 " 6 s10 " 8¼ 33 " 1¼	
76799 DHNC	**Jessica** 1*Dk*	998 897 605					1908	Flensburgr Schiffsb.Ges. Flensburg	A.Kirsten	226·3|33·4|15·3 P&B140'F30'	Hamburg German WB	T.3Cy.16",36¾"&44"–36" 116NH FlensburgerSchiffsb Ges.		G
76800 7299 OFEC	**Jessie** (*ex*Bellhill, *ex*Commercial, *ex*Norah) Iron ssHul.4thNo.3-12,26 ssGmh.No.2-35 *Well deck* 1*Dk*(*Irn*)2*trB*	1405 — 755	✠ 4,40 ✠NB3,04 ✠	Gmh	*p*		1879 8mo	M.Pearse &Co Stockton	RederiA/B Jessie (A.Karlsson *Mgr.*)	250·2|35·0|16·8 261·0(O.L.) Q86'B58'F29' FK *DBa70'f86'*	Mariehamn Finnish 4*BHCem*	C.2Cy.30"&55½"–36" 160NH 2SB,4*pf*,GS73,HS2692 Blair&Co.Ld.Stockton	18 " 1	
76801 167504 ~~OYLG~~ GLJG	**Jessie Mærsk** (*ex*Marsdiep) ssSvb.No.3-5,33 Sub.Sig. ssSvb.No.1-38 D.F. 1*Dk*(*Stl*)	1972 1763 1152	✠100A1 9,40~~12,39~~ BS1,41 ✠LMC. MS6,38 ~~BS12,35~~	Sch Cff	*r*	CL 5,38	1920 11mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd's A&CP*	Ministry of Shipping(W.T.Gould, *Mgr.*)	280·1|40·2|19·0 292·0(O.L.) P22'B94'F24' FK *CellDB240'458t FPT*	London British 4*BHCem* 40*tAPT47t*	T.3Cy.20",31½"&53"–36" (*s*) 180lb 224NH 2SB,6*cf*,GS138,HS4020 Verschure&Co.Amsterdam	21 " 4 s3 " 1½ 18 " 4	
27/41 76802 14586 GFJK	**Jessmore** (*ex*Peruviana) *Fitted for oil fuel* D.F. E.S.D. 1*Dk*2*trB*	4099 3576 2357					1921	IrvinesS.B. &D.D.Co.Ld. WHartlepool	JohnstonWarren LinesLd. (Furness,Withy& Co.Ld.*Mgrs.*)	360·0|52·0|24·6 P35'B171'F32'	Liverpool British WB	T.3Cy.26",43"&73"–48" Richardsons, 369NH Westgarth&Co.Ld.Hpl.		C
76803 EESA	**Jesus Antonio** (*ex*Francisco Garcia,*ex*Pilar, *ex*GouverneurBallay, *ex*Mongibello,*ex*Beny) Iron 5thSurveyMes6-9 1*Dk*2*trB* *Well deck*	988 947 669	✠ ... 4,00 ✠NB3,91				1882 5mo	Whitehavn S.B.Co.Ld. Whitehaven	JesúsGarcia Castillo	215·7|33·7|15·7 Q103tB128tF44t FK	Santander Spanish WB	C.2Cy.23"&46"–36" 127NH J.Jones&Sons,Liverpool	17 " 4	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76804 145083 MKGW	**Jetblack** *ss*Sld.No.3-9,33 *ss*Shl.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	1560 1354 828	✠100A1 ~~7,40~~ ~~8,39~~12,40 BS~~8,39~~ ✠LMC10,37 7,40	Shl Nwc	*p*	CL 8,39	1920 11mo *Lloyd'sA&CP*	Dublin Dkyd.Co.Ld. Dublin	GasLight&Coke Co.Ld.(Stephen-sonClarke& AssociatedCompanies,Ld.*Mgrs.*)	240·3|36·2|19·1 B52'F23' FK *CellDB*171'316*tDT*	London British 4*BHCem* *a*29' 128*t FP*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk. *T*79*tAPT*36*t*	21 ″ 3 s 3 ″ 0 18 ″ 8	
76805 LEJL	**Jetta** (*ex*Lloyd-39,*ex*Transport2, *ex*Oskar,*ex*W.6) 1*Dk*	368 278 185					1914	Joh.Berg Delfzijl	C.HenrySmith	134·9|23·5|11·4 P58*t*F16*t*	Oslo Norwegian	T.3Cy.12",18 9/10"&30"-21 3/5" 42NHP Joh.Berg,Delfzijl		G
76806 137273 GDBY	**Jeypore** D.F. 2*Dks*(*Stl*)	5318 4850 3209	✠ 4,22 ✠	Bom	*y*		1920 5mo	Wear Ship-yard of W. Gray&Co. (1918),Ld. Sunderland	P.&O.Stm.Nav.Co. *CellDB*	400·0|52·3|28·4 P49'B113'F39' FK 344'1073*t FPT*129*t*	Sundrland British 7*BHptCem* *APT*200*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS190,HS7668 Cen.Mar.Eng.Wrks.W.Hpl	31 ″ 0	
76807 164685 GYXS	**Jhelum** 1*Dk&Shelter dk* *CruiserStern*	4038 3663 2403	✠100A1 *withfreeboard* 2,40 ✠LMC8,36 *Fitted for oil fuel* 8,36	Cal	*y* 1⅞	CL 11,37 *F.P. above*	1936 8mo *Lloyd'sA&CP* 150° F.	Barclay, Curle&Co.Ld. Glasgow	JamesNourse,Ld. *CellD*	381·1|52·7|23·7 F39' FK *B*324' 976*t FPT*56*t*	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,) *APT*156*t*	T.3Cy.20",32"&52"-42" & LP Turbine with DR gearing & hydraulic coupling 220lb FD (*s*) 325NHP 2SB(Spt)6*cf*,GS100,HS4068 Barclay,Curle&Co.Ld.Gls.	26 ″ 0 s 2 ″ 6 23 ″ 7¾	
76808 123953 MCWF	**Jim** (*ex*Yewmount-36,*ex*Hampshire) *ss*P.Gl.2ndNo.3-8,32 *ss*Ant.No.1-37 *Mchy.Aft* 1*Dk*(*Irn*)*&deep framing* *Well deck* *Cargo battens not fitted*	833 595 393	✠100A1 10,39 BS~~7,39~~ ✠LMC7,37 11,40	Npt	*k*	CL 7,38	1908 8mo *Lloyd'sA&CP*	J.Crown &Sons,Ld. Sunderland	C.Strubin&Co.Ld. *Cell DBf*125'	195·0|32·6|11·9 Q98'B13'F24' FK 222*tDTf*7'80*tFPT*	London British 6*BHCem* 57*tAPT*19*t*	T3Cy.16½",26½"&45"-33"(*s*) 160lb 99RHP 2SB,4*pf*,GS53,HS2100 N.E.MarineEng Co.Ld.Sld.	13 ″ 9 s ″ 9 13 ″ 1¼	
76809 YPBL	**Jiul** (*ex*EcateriniMatsouki) *ss*Bla.2ndNo.3-9,38 1*Dk*(*Stl*) *Cargo battens not fitted*	*3127* *2925* *1907*	✠100A1 6,39 MS9,38 ✠LMC BS~~4,39~~ 4,40	Bla	*v*	CL 6,38	1913 8mo *Lloyd'sCP*	J.Priest-man&Co. Sunderland	Eugenia&ConstanceSimatu (G.Simatu,*Mgr.*) *'Tween hold* *C*	345·0|48·0|21·1 P29'B206'F37' FK *dk BHin after dispensed with* { 5*B* 1*B* *ellDBa*110'*uE*22'*f*	Braila Roumanian *Cem* *H to Upr dk* *H to 2nd dk* 146'727*t FP*	T.3Cy.23½",39"&64"-42"(*s*) 180lb *100lb* 302NHP 2SB,6*cf*,GS124,HS4820 N.E.MarineEng.Co.Ld.Sld *only* *T*103*tAPT*71*t*	23 ″ 6	
76810 139578 GZDT	**Joan Moller** (*ex*Dumont D'Urville-36,*ex* Gia-Long,*ex* St.FrancoisXavier,*ex*Hermelin) *ss*NoumeaNo.3-7,30 2*Dks*(*Stl-U*teak s)	2232 1786 1377	✠ 2,36 ✠	Sgn	*r*		1918 1mo	Hong K'ng &Whampoa DockCo.Ld. HongKong	MollerLine,Ld.(Mollers'Ld. *Mgrs.*) *CellD*	270·0|40·1|19·4 P26'B76'F26' FK *B*231' 442*t FPT*34*t*	Shanghai British 4*BHCem* *APT*71*t*	T.3Cy.20",33"&54"-39" 215NHP 2SB,6*cf*,GS119,HS3552 HongKong&Whampoa DockCo.Ld.HongKong	21 ″ 6	C †
76811 150835	**Joan Virginia** TwinSc (*ex*Cedarbay-36,*ex*Vernon,*ex* Charpentier) *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	1239 816 651					1919	Forg.&Ch. de la Medit. LaSeyne	LloydTankers,Ld.	218·8|34·3|12·4 P75'F29'	Montreal British *WB*	T.6Cy.12½",19½"&34½"-16" 79NHP Forg.&Ch.delaMedit.Msl.		C
76812 158 SVFI	**Joannis** (*ex*Evelpis,*ex*Salerno, *ex*Edenmore) 1*Dk*2*trB*	*3667* *3463* *2292*					1909	Richardsn. Duck&Co. Stockton	D.J.Dambassis	360·0|48·7|24·2 P23'B108'F35'	Andros Greek *WB*	T.3Cy.24",40"&67"-45" 278NHP G.Clark,Ld.Sunderland		C
76813 CSAX	**Joào Belo** Ⓟ (*ex*City of Genoa,*ex*Windhuk, *ex*GertrudWoermann) TwinSc *ss*Lis.2ndNo.3-6,33 *Well deck* 2*Dks*(*Stl-U* teak s)3*rd dk* (*Stl*)*in fore hold&Web frames*	6365 4958 4008	1,39	Lis			1905	Blohm& Voss Hamburg	Cia.Colonialde Navagacão	411·6|50·7|28·6 P&B260'F60' FK	Loanda Portuguese 7*BHCem* *CellDB*	T6Cy.20 15/16",34¾"&64¼"-42⅛" 625NHP 4SB,12*cf*,GS210,HS8608 Blohm&Voss,Hamburg	31 ″ 6	
76814 DHIT	**Joao Pessôa** (*ex*Georgia-36) Sub.Sig. D.F. 2*Dks*	3023 2681 1775					1922	Brücknbau FlenderA.G. Siems, Lübeck	Hamburg-Süd-amerik.Dampf-schifffahrtsGes.	337·7|48·2|21·1 B59'F36'	Hamburg German *WB*	T3Cy.23⅗",38 3/16"&62"-41 5/16" 246NHP G.SeebeckA.G.,Weser-münde-G.		G
76815	**Joaquin Godoy** TwinSc (*ex*Bolivia) 1*Dk*	818 — 444					1906	Bow,Mc-Lachlan&Co. Ld.Paisley	EmpresaNaviera deCubaS.A.	211·2|34·1|10·8 F22'	Havana Cuban *WB*	T.6Cy.11",18"&30"-22" 84NHP Bow,McLachln&CoLd Psy		
76816 PUBL	**Joazeiro** (*ex*SantaLucia) 2*Dks*	4238 3121 2701					1907	J.C.Teck-lenborgA.G. Weser-münde-G.	LloydBrasileiro	350·2|47·2|23·4 P38'B207'F47'	R.Janeiro Brazilian *WB*	T.3Cy.20½",35"&57"-41⅜" 208NHP J.C.TecklenborgA.G.Wsm		V
76817 PEDG	**Jobshaven** D.F. 1*Dk*	3528 3263 2151					1916	Rotterdam Droogd.Maat Rotterdam	N.V.Maats.S.S. "Jobshaven" (N.V.Gebr.van Uden'sScheepv.& Agent.Mij.*Mgrs.*)	359·2|49·9|22·1 P24'Q34'B214'	Rottrdam Dutch *WB*	T.3Cy.25",41"&67"-45" 301NHP RotterdamDroog.Maats.		V
76818 203908	**Joe S. Morrow** *Mchy.Aft* 1*Dk*	4760 — 3470					1907	American S.B.Co. Lorain	RedArrowS.S.Co.	420·0|52·0|28·0 *WB*	Wilmngtn. Del. Utd.States	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.Co.Clevelnd		R
76819 137458 MFWV	**Joffre Rose** *ss*Bly.No.3-10,28 *Well deck* *Mchy.Aft* *ss*Bkn.No.2-37 *Cargo battens not fitted* 1*Dk*(*ptStl*)	715 503 344	✠100A1 9,40~~12,39~~ ~~BS12,39~~ ✠LMC~~1,37~~ 10,40	Npt	*j*	CL ~~1,37~~ 8,40	1915 6mo *Lloyd'sA&CP*	C.Rennold-son&Co. S.Shields	RichardHughes& Co.(Liverpool)Ld. *C*	180·3|28·2|12·4 Q105'B11'F23' FK *ellDBf*103'155*t FP*	Liverpool British 3*BHCem* *T*63*tAPT*4*t*	T.3Cy.14½",24"&39"-27"(*s*) 160lb 77RHP 2SB,4*pf*,GS60,HS1982 MacColl&Pollock,Ld.Sld.	14 ″ 6 s 4 ″ 5½ 14 ″ 2	
76820 ~~PFDK~~ ONJP	**Johan** *OilEng.* *Mchy.Aft* 1*Dk* Wireless D.F. *CruiserStern*	434 273 233	✠100A1 5,41~~4,39~~ ✠LMC4,39	Gro Gib	*f*		1939 4mo *Lloyd'sA&CP*	Scheepsw. 'Waterhuizn' J.Pattje Waterhuizen	N.V.Reederij MotorschipJohan (L.Dens&Co,Ld. *Mgrs.*) *CellDB*90'93*t*	145·6|25·6|9·3 154·2(O.L.) Q53'P36'F18' FK *FPT*40*tAPTs*18*t*	Antwerp Belgian 3*BHptCem*	Oil Engines 4S.C.SA 7Cy.11"-17 11/16" 82NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz	10 ″ 10 s3 ″ 9¼ 10 ″ 9½	
76821 PFDM	**Johan de Witt** Ⓟ TwinSc *ss*Ams.No.3-11,32 *ss*Ams.No.1-36 D.F. 2*Dks*(*Stl*)*&Shelter dk*(*Stl-* teak s)3*trB in forehold* *Ref.Mchy.* Sub.Sig. *CruiserStern*	10474 7988 6105	✠100A1 *Shelter dk* *withfreeboard* 9,40~~10,39~~ ✠LMC MS3,37 BS10,39 *Fitted for oil fuel* 8,20	Ams ~~Sh~~ Syd	*e*†	CL ~~2,38~~ ~~7,38~~ 7,40 *F.P. above*	1920 2mo *Lloyd'sA&CP* 150° F.	Nederl. Schps. Maats. Amsterdam	N.V.Stoomv. Maats. "Nederland" *CellDB*404'1369*tF*	506·2|59·2|34·9 P&B358'F100' *on Shelter dk* FK len33 *PTs*238*tAPT*201*t*	Batavia ~~Amstrdam~~ Dutch *Cem* 10*BHtoS dk* 1 ,, ,, *U* ,,	T.3Cy.26",42½"&72¼"-49¼" 213lb (*s*) 1171NHP 6SB,18*cf*,HS17820 FD Werkspoor,Amsterdam	38 ″ 2 s 9 ″ 5 29 ″ 0	

1 Numero d'Ordre / Numero Officiel / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
76822 7669 SFBM	**Johan Jeansson** ssHbg.No.2–38 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted* *Strengthened for Navigation in Ice*	1458 1114 810	✠100A1 6,39 BS5,39 ✠LMC5,38	Hbg	*p*	OG ~~6,37~~ 7,40	1930 8mo *Lloyd*	Hlsingbrgs Varfs.Aktieb Helsingborg '*sA&CP*	ÅngbåtsA/B Kalmarsund(J.B. Jeansson,*Mgr.*)	247·5|38·1|15·2 258·0(O.L.) P19'Q75'B104'F23' *Trunk in after Well* FK *CellD B*206'437*t FPT*28*t APT*54*t*	Kalmar Swedish 4*BH Cem*	T.3Cy.16½",29½"&46½"–27⅞" 200lb (*s*) 145NHP 2SB(Spt),4*cf*,GS68,HS2337 HelsingborgsVarfs.Aktieb	17 ″ 6 s ″ 10 16 ″ 9½	
76823 PFEB	**Johan van Oldenbarnevelt** Ⓟ *Ref.Mchy.* TwinSc D.F. GyC. *Cruiser Stern* OilEng 3*Dks*&*Shade dk*	19429 12154 11606					1930	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats. "Nederland"	586·2|74·8|36·1 P63'B410'F85'	~~Amsterdam~~ ~~Dutch~~ Batavia *WB* Dutch	Oil Engines 2S.C.SA 20Cy.29⁹⁄₁₆"–52¾" 3100NHP SulzerBros.Winterthur		V
76824 DHWQ	**Johann** (*ex*Strassburg–38) TwinSc 1*Dk*	938 722 498					1911	Gebr.Sachsenberg A.G. Deutz	J.A.Reinecke	216·5|32·9|10·7 Q78'B43'F25'	Hamburg German *WB*	C.4Cy.12⅝"&24"–17⅟₁₆" 40NHP GbrSachsenbrg A.G.Rsslau		
76825 DMBW	**Johann Ahrens** (*ex*GreteCords) 1*Dk*	873 720 538					1903	Akt.Ges. "Neptun" Rostock	ErichAhrens	210·9|32·0|13·1 Q65'B57'F26	Rostock German *WB*	T.3Cy.14⅝",24⅟₁₆"&38⁹⁄₁₆"–26¾" 76NHP A.G."Neptun,"Rostock		G
76826 DHND	**Johann Blumenthal** 1*Dk* *CruiserStern*	1626 1213 931					1927	Lübecker Maschb.Ges. Lübeck	J.M.K.Blumenthal	263·3|38·2|14·4 P12'B120'Q79'F35'	Hamburg German *WB*	T.3Cy.18½",29½"&47½"–31½" 125NHP LübeckerMaschbf.Ges.		G
76827 DGDH	**Johann Wessels** (*ex*Royal Transport) 1*Dk*	4601 4338 2874					1913	Irvine'sSB &D.D.Co.Ld. W Hartlepool	AtlasReedereiA.G.	384·1|52·1|27·1 P36'B119'F36'	Emden German *WB*	T.3Cy.25",40"&68"–48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		G
76828 3389 SHCM	**Johanna** (*ex*Valkyrian–39, Iron *ex*Lynton) ssH.Kg.3rdNo.3–6,19 ssSkm.No.2–27 *Well deck* 1*Dk*2*trB*	1230 956 705	✠ … 3,30 ✠				1881 7mo	J.Readhead&Co. SouthShields	RederiA/B Strim (SvenSalén,*Mgr.*)	240·4|33·2|17·0 Q90'B50'F20' BK8½"	Stockholm Swedish *WB*	C.2Cy.27"&54"–36" 132NHP J.Readhead&Co.S.Shields	18 ″ 0	V †
76829 DHNF	— 1*Dk*	860 649 472					1912	Stettiner Oderwerke Stettin	MathiesReed.K.G.	210·8|30·8|12·8 P14'Q39'B74'F26'	Hamburg German *WB*	T.3Cy.15¾"25⅛"&41³⁄₁₆"–29½" 93NHP StettinerOderwerke		G
* 76830 OZYE	**Johanne** (*ex*Italia–32, ssHbg.No.3–10,32 *ex*Turbinia) ssCpn.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	2257 2054 1348	✠100A1 *Shelter dk with freeboard* 11,39 ✠LMC12,37 ✠NE8,26 BS11,39	NNs	*r*	OG 12,37	1919 1mo *Lloyd*	Oscarshms. Mek.Verks. Skepps.Akt. Oscarshamn '*sA&CP*	J.Lauritzen	275·1|41·2|23·1 FK *Coll* *CellD B*237'473*t FPT*44*t APT*20*t*	Esbjerg Danish *Cem* *BH to Sh dk* 3 ,, ,, *U* ,,	C.4Cy.16½"&35⅞"–35⁷⁄₁₂" (*s*) 206lb 175NHP 2SB(Spt),4*cf*,GS58, FD HS2152 A.Borsig,G.m.b.H.Berlin	25 ″ 6 s 5 ″ 0½ 20 ″ 7½	
76831 172708 ~~OTFT~~ VRDW	**Johanne Justesen** 3Mst (*ex*Fiona–33) ssShi.2ndNo.3–6,33 ssShi.No.1–38 *Mchy.Aft* *Spar dk*(*pt Irn*&*pt Stl*) &*deepframing Spar dk Rule* *Cantilever framed topside tanks*	4681 4010 2907	✠100A1 5,39 ~~BS5,39~~ ✠LMC1,38 BS~~6,40~~12,40	Shi	*x*	CL ~~12,37~~ 5,40	1909 3mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP*	Ministry of Shipping(BritishIndia SteamNav.Co.Ld. *Mgrs.*)	360·5|52·0|25·7 372·7(O.L.) P&B215'F33' FK *CellD BuE*& *B*54'*f*262'957*t Topsidetanks*258'	HongKong British 6*BH Cem*	T.3Cy.26",42"&70"–48" (*s*) ~~180lb~~160lb 403NHP 3SB,9*cf*,GS132,HS5346 FD N.E.MarineEng.Co.Ld.Sld 1060*t FPT*100*t APT*125*t*	28 ″ 4 s 4 ″ 5 24 ″ 1½	
76832 DHNG	**Johannes C. Russ** Wireless 1*Dk*	998 786 575					1921	Stettiner Oderwerke Stettin	Schiffahrt-u.Assekuranz-Ges.E. Russ&Co.	210·8|33·8|13·4 P23'Q59'B55'F25'	Hamburg German *WB*	T.3Cy.15¾",25⅛"&41³⁄₁₆"–29½" 92NHP StettinerOderwerke		G
* 76833 OYMC	**Johannes Mærsk** ssRot.No.3–11,37 D.F. 1*Dk*(*Stl*)	1899 1683 1119	✠100A1 7,39 ✠LMC MS11,37 BS4,39	Cpn	*r*	CL N11,37	1925 3mo *Lloyd*	F.Schichau Danzig '*sA&CP*	Dampskibsselsk af 1912 A/S (A.P.Moller, Copenhagen,*Mgr.*)	280·8|40·2|18·8 292·3(O.L.) P27'B74'F32' FK *CellD B*240'541*t FPT*38*t*	Kalundbrg Danish 4*BH Cem* *APT*79*t*	T.3Cy.19⅛",32⅜"&53⅛"–37⅞"&LPTurbine with reduction gear&chain drive 200lb (*s*) FD 245NHP 2SB(Spt),4*cf*,GS78,HS3014 F.Schichau,Elbing	21 ″ 4 s 2 ″ 9 18 ″ 8¾	
76834 165388 GZGS	**Johilla** 1*Dk*&*Shelter dk* *Cruiser Stern*	4042 3663 2396	✠100A1 *with freeboard* ~~5,40~~ 9,39 2,41 ✠LMC2,37 *Fitted for oil fuel* 2,37 *F.P. above* 150° F. BS5,41	Cal Gal	*y* 1⅞	CL ~~5,38~~ 5,40	1937 2mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow '*sA&CP*	JamesNourse,Ld.	381·1|52·7|23·7 395·4(O.L.) F39' FK *CellD B*324'976*t FPT*56*t APT*156*t*	London British 6*BHpt Cem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.20",32"&52"–42"& LP turbine withDRgearing & hydraulic coupling 220lb (*s*) FD 325NHP 2SB(Spt)6*cf*,GS100,HS4068 Barclay,Curle&Co.Ld.Gls.	26 ″ 0 s 2 ″ 6 23 ″ 7½	
76835 8188 SKBN	**John** (*ex*Danybryn–37, *ex*SheafLance–36) ssAms.No.3–1,37 E.S.D. 1*Dk*(*Stl*)	3148 2840 1811	✠100A1 5,40 ~~6,39~~ BS~~5,39~~4,40 LMC2,37	Gmh Hbg	*u*	CL 8,38	1918 11mo *Lloyd*	BlythS.B. &D.D.Co.Ld Blyth '*sA&CP*	RederiA/BA.Th. Jonasson(M. Jonasson,*Mgr.*)	331·3|46·6|23·2 341·5(O.L.) P33'B98'F29' FK *CellD B*284'734*t FPT*110*t*	Råå Swedish 5*BH Cem* *APT*128*t*	T.3Cy.23",41"&68"–45" (*s*) 180lb 330NHP 2SB,6*cf*,HS4004 FD McKie&Baxter,Glasgow	25 ″ 6 ~~s 3 ″ 11~~ ~~21 ″~~ s 3 ″ 5¾ 22 ″ 3	
76836 166452 GLGD	**John A. Brown** *OilEng.* D.F. 1*Dk*,*2nd dk clear of cargo tanks* E.S.D. GyC. *CruiserStern* *Mchy.Aft* *Longitudinal framing*	10455 9637 6059	✠100A1 ~~5,40 5,39~~ 9,40 ✠LMC5,38 *Carrying Petroleum in bulk*	Sba ~~Fal~~ NYk	*f*†	CL	1938 5mo *Lloyd*	Cantieri RiunitiDell' Adriatico Monfalcone '*sA&CP*	OrientalTrade& TransportCo.Ld. (~~H.J.Rahlves,Mgr.~~)	490·2|70·0|37·0 506·6(O.L.) P107'B41'F35' FK *CellD BuE*89'175*t DTf*24'647*t FPT*196*t*	London British 16*BHpt Asp* *APT*169*t*	Oil Engines 2S.C.SA 8Cy.26¾"–43⁵⁄₁₆" 1000NHP 2DB200lb Soc.An"Fiat"S.G.M.Turin	37 ″ 0 s 7 ″ 4½ 29 ″ 10½	
76837 DHNK	**John A. Essberger** ssRot.No.2–38 Wireless 2*Dks*(*Stl*) *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing at upper deck* & *Cruiser Stern* *sides in summer tanks* *Strengthened for Navigation in Ice*	739 701 353	✠ 6,39 ✠	Ham	*j*		1931 5mo	Deutsche WerftAGBet Reihstgwrft Hamburg	JohnT.Essberger	179·6|31·8|15·6 189·8(O.L.) F25' FK *CellD BuE*20'21*t FPT*30*t*	Hamburg German 9*BHpt Asp* *APT*5*t*	T.3Cy.13⁵⁄₁₆",20⁵⁄₁₆"&32¾"–22⅞" 85NHP 1SB(Spt)2*cf*,GS43,HS1608 DeutscheWerftA.G.Bet. Reiherstiegwerft,Ham.	15 ″ 6	
76838 148434	**John A. Holloway** *Mchy.Aft* 1*Dk*	1745 1596 1119					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0|43·2|17·8 F35' *WB*	SCathrnes Ont. British	T.3Cy.17",28"&46"–33" 122NHP Earle'sCo.Ld.Hull		C
76839 222512 KFEI	**John A. Kling** (*Self-Unloader*) 1*Dk* D.F. GyC. *Mchy.Aft*	5412 — 4003					1922	Manitowoc S.B.Co. Manitowoc, Wis.	RockportSteamshipCo.	430·3|56·0|30·4 F60'	Wilmgton (Del.) Utd. States *WB*	T.3Cy.21",35"&59"–42" 226NHP ManitowocS.B.Co. Manitowoc,Wis.		R

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76840 161565 MJMV	**John A. McDougald** (*ex*Lakeshell-33) ~~*ss*Mtl No.1-35~~ 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* *ss*Tto.No.2-40	1852 1479 1080	✠100A1 ~~5,40 8,35~~ 4,41 ~~BS12,38~~ ✠LMC~~12,35~~ ~~1,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel*4,32	Mtl BS12,40 MS4,39	*q*	CL ~~8,35~~ ~~5,40~~ 3,41 *F.P. above* 150° F.	1932 4mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd's*A&CP*	Tankers,Ld.(A.R. Roberts,*Mgr.*)	253·0|43·5|17·7 Q56'F35' *Trunk*162' *CellDB uE&B*44' 102*t FPT*56*t APT*10*t*	Newcastle British 11*BHptCem*	T.3Cy.16",26½"&44"-33" 180lb (*s*) 167NHP 2SB,4*cf*,HS2554 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 ″ 6 s 2 ″ 5 15 ″ 3¼	
76841 207277 WTSO	**John B. Cowle** *Mchy.Aft* 1*Dk* D.F. GyC.	6614 — 5134					1910	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	525·0|58·0|31·0	OswegoNY Utd.States *WB*	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.B.Co.Lorain,O.		R
76842 148849	**John B. Richards** *Mchy.Aft* 1*Dk*	1743 1594 1236					1925	Napier& Miller Glasgow	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·1|43·2|17·9 F36'	SCathrnes Ont. *WB* British	T.3Cy.17",28½"&47"-33" 127NHP D.Rowan&Co.Ld.Glasgow		C
76843 LCPF	**John Bakke** TwinSc *OilEng.* *ss*Got.No.2-37 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk* (*Stl*) D.F. 3*rd dk*(*Stl*) *in No.*1 *hold* *Platform dk in Insulated hold*	4718 4216 2826	✠100A1 *withfreeboard* ~~7,40 10,39~~ 3,41 DBS11,39 ✠LMC6,37 ✠Lloyd'sRMC10,39 for temp. 30° F.	Got Gls	*z*	CL S5,38 P7,40	1929 4mo	A/B Götaverken Gothenburg Lloyd's*A&CP*	D/S A/S Jeanette Skinner(Knut Knutsen,O.A.S. *Mgr.*) *Cell DB* 323' 1562*t*	390·8|54·7|25·5 F31' FK *FPT*99*t APT*111*t*	Haugesnd Norwegian 6*BHptCem* (*Coll to Sh dk* 5 „ 2*nd*„)	Oil Engines 4S.C.SA 12Cy.23¼"-47¼" 622NHP DB85*lb* A/B Götaverken,Got.	28 ″ 6 s 3 ″ 0½ 25 ″ 7½	
76844 202876 WCUZ	**John C. Williams** (*ex*EdwardN. Saunders,Jr.,*ex*AbrahamStearn) *Mchy.Aft* 1*Dk* D.F. GyC.	6657 — 5140					1906	Superior S.B.Co. Superior,Wis	NationalSteel Corp.(M.A. HannaCo.*Mgrs.*)	525·5|55·0|31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"-42" 257NHP SuperiorS.B.Co.		R
76845 159112 VOBR	**John Cabot** (*ex*PederMost-34, *ex*Standard,*ex*Rönnaug) Wireless 1*Dk*	939 680 530					1921	A/BSvnska Maritimvrkn Trelleborg	Newfoundland-WestIndiesS.S.Co. Ld.(OlafOlsen, *Mgr.*)	217·1|32·4|12·4 P41*t*Q60*t*H58*t*F29*t*	SJhnsNFL British *WB*	C4Cy.(2)12¾"(2)27½"-27½" E*made*33*fitted*37 66RHP PorsgrundMV,Porsgrunn		V
76846 226007	**John Cadwalader** Ⓟ *Fitted for oil fuel* 1*Dk*	1478 — 805					1926	ThePusey &JonesCo. Wlmgtn,Del.	EricssonLine,Inc.	219·2|43·6|14·8	Baltimore Utd.States	T.4Cy.21",32"&(2)35"-24" 120NHP E*made*03*refitted*26 Harlan&Hollingsworth, Wlmgtn,Del.		
76847 161268 MPNX	**John Charrington** *ss*Shl.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* Wireless	1576 1231 891	✠100A1 ~~5,41~~ ~~4,40~~ 5,41 ~~BS9,39~~ ✠LMC7,37 11,40	Shl Bly	*p*	CL ~~9,39~~ 3,41	1929 7mo	J.Crown& Sons,Ld. Sunderland Lloyd's*A&CP*	CharringtonS.S. Co.Ld.(Charrington,Gardner, Locket&Co.Ld. *Mgrs.*)	250·0|37·5|16·5 Q134'B14'F28' FK *CellDB*205'387*t M*	London British 4*BHCem* *T*7' 134*t FP*	T.3Cy.20",33"&54"-36" (*s*) 180lb 226NHP 2SB,6*cf*,GS100,HS3980 N.E.MarineEng.Co.Ld Sld *T*107*t APT*31*t*	18 ″ 9 s 5 ″ 7 17 ″ 4½	
76848 221608 KDUM	**John D. Archbold** TwinSc *Fitted for oil fuel* *Mchy.Aft* 3*Dks* E.S.D. *Carrying Petroleum in bulk* D.F. GyC. *Longitudinal framing*	12590 — 7853					1921	NwprtNws S.B.&D.D.Co. NewportNws	StandardOilCo.of NewJersey	554·9|75·3|43·0	Wilmgton (Del.) Utd.States	T.6Cy.23",39"&68"-45" 310NHP NewportNewsSB&DD.Co		R
76849 204973	**John Dunn, Jr.** *Mchy.Aft* D.F. GyC. 1*Dk*	6160 — 4802					1908	ToledoS.B. Co. Toledo,O.	GreatLakesS.S.Co. Inc.	514·0|58·0|25·0	OswegoNY Utd.States *WB*	Q.4Cy.20",29",42"&61"-42" 241NHP ToledoS.B.Co.Toledo		R
76850 154863	**John Ericsson** (*Whaleback*) *Mchy.Aft* 1*Dk*2*trB*	3650 3507 2921					1896	American Stl.BargeCo. W.Superior	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	398·5|48·2|22·0	Midland, Ont. *WB* British	T.3Cy.22½",36"&60"-42" 233NHP ClevelandS.B.Co.Clevelnd		R
76851 215018 KFSI	**John G. Munson** (*ex*CarlD. Bradley) (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk*2*trB*	7203 — 5557					1917	American S.B.Co. Lorain,O.	BradleyTransportationCo.	530·0|60·0|31·0	Duluth Utd.States *WB*	T.3Cy.25½",41"&67"-42" 291NHP AmericanS.B.Co.Lorain,O		R
76852 217151 KJOC	**John Gehm** (*ex*LakeOrange) D.F. 1*Dk*	1991 1683 1178	✠ … 2,21 ✠				1918 10mo	McDougall-DuluthCo. Duluth,Minn.	J.J.O'Hagan (Boland&Cornelius,*Mgrs.*)	251·0|43·6|18·1 P26'B64'F26' FK	BuffaloNY Utd.States *WB*	T.3Cy.20",33"&54"-40" 274NHP McDougall-DuluthCo.	20 ″ 3	R †
76853 3925	**John H. McLean** (*ex*Bransford) *Mchy.Aft* 1*Dk*2*trB* GyC.	4056 — 2886					1902	WestBay CityS.B.Co. W.BayCity, Mich.	PittsburghS.S.Co.	414·0|50·0|29·0	Duluth, Minn. Utd.States *WB*	T.3Cy.22",35"&58"-42" NB26 218NHP AmericanS.B.CoCleveland		
76854 147788	**John H. Price** *Mchy.Aft* 1*Dk*	1905 1613 1123					1927	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	252·6|43·4|17·8 Q100'F35'	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockCo.Ld.Mdb.		C
76855 166235 GMGY	**John Holt** D.F. E.S.D. 2*Dks* *'Tween dk bulkheads except coll bkd dispensed with* *Tonnage opening closed*40	~~5007~~ ~~4403~~ ~~3012~~ 4975 4377 2990	✠100A1 *withfreeboard* 9,40 ~~3,40~~ ✠LMC6,38 *Fitted for oil fuel*6,38	Liv	*x* $1\frac{15}{16}$	CL *F.P. above* 150° F.	1938 6mo	Cammell Laird&Co.Ld. Birkenhead Lloyd's*A&CP*	J.Holt&Co. (Liverpool)Ld.	370·4|52·8|20·6 390·6(O.L.) 29·4 P20'B124'F34' FK *CellDB*288*t*862*t FPT*116*t*	Liverpool British 6*BHptCem* (*Coll to W dk* 5 „ 2*nd*„) *APT*25*t*	T.3Cy.23½",38"&64"-45"& LPturbine withDRgearing &hydraulic coupling 220lb (*s*) FD 471NHP 2SB(Spt),6*cf*,HS5700 CammellLaird&Co.Ld.Bkn	31 ″ 6 s 9 ″ 4¾ 22 ″ 5½	
76856 163300 MKBM	**John Hopkinson** *ss*Sld.No.1-37 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* *Mchy.Aft* Wireless	1314 996 731	✠100A1 ~~8,40 10,39~~ 3,41 ~~BS10,39~~ ✠LMC8,37 8,40	Lth ~~Bly~~ Shl	*o*	CL ~~9,39~~ ~~8,40~~ 3,41	1932 10mo	S.P.Austin &Son,Ld. Sunderland Lloyd's*A&CP*	LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld. *Mgrs.*)	227·0|36·4|15·4 235·5(O.L.) Q138'B16'F21' FK *CellDBuE*23' *f*151'368*t DTf*107*t FPT*142*t*	London British 5*BHptCem*	T.3Cy.17",28"&46"-33" (*s*) 200lb 100*lb* 142NHP 1SB,3*cf*,GS61,HS2240 J.Dickinson&Sons,Ld.Sld. *APT*28*t*	17 ″ 5 s 4 ″ 11 16 ″ 1¼	
76857 237380 WNUK	**John Hulst** D.F. GyC. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck*	8302 — 6130					1938	Gt.Lakes Eng.Works RiverRouge, Mich.	PittsburghSteamshipCompany	593·3|60·2|28·2 F53'	Dul'th,Min Utd.States *WB*	DR geared steam turbine 383NHP GeneralElectricCo. Schenectady,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R.
76858 202087 KFDX	**John J. Boland** (exUnitedStates Gypsum-39, exStephenM.Clement) *Mchy.Aft* D.F. GyC. 1*Dk*	5821 — 4487					1905	American S.B.Co. Lorain,O.	AmericanS.S.Co. (Boland&Cornelius, *Mgrs.*)	480·0	52·0	30·0	Buffalo NY Utd.States *WB*	T.3Cy.22½",36"&60"–42" 233NHP AmericanS.B.CoCleveland		R
76859 [illegible] ~~KPTN~~	**John J. Boland, Jr.** (exHenry [illegible] Werner,37, ex[illegible]) *Mchy.Aft* GyC. D.F. 1*Dk*2*trB* Now "Algoway" see No. 8703 in Supplement	3883 — 2725					1903	WestBay CityS.B.Co. BayCty,Mich	AlgomaCentral& HudsonBay RailwayCo.	356·0 F48'	50·0	24·0	~~Buffalo NY~~ ~~Utd.States~~ British *WB*	T.3Cy.20",33½"&55"–40" 191NHP ChicagoS.B.Co.Chicago		R
76860 216827 KJOL	**John J.O'Hagan** (exLakeGeneva) D.F. Sub.Sig. 1*Dk*	1998 1634 1179	✠ ... 5,21	✠			1918 8mo	McDougall-DuluthCo. Duluth,Minn	J.J.O'Hagan (Boland&Cornelius, *Mgrs.*)	251·0 P27'B64'F35' FK	43·6	18·1	Buffalo NY Utd.States *WB*	T.3Cy.20",38"&54"–40" 274NHP McDougall-DuluthCo.	20 ″ 3	R †
76861 147080	**John J. Rammacher** *Mchy.Aft* 1*Dk*	1723 1576 1111					1923	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	253·0 F35'	43·2	17·8	SCathrnes Ont. British *WB*	T.3Cy.16",27"&44"–33" 111NHP Earle'sCo.Ld.Hull		C
76862 LIUK	**John Knudsen** TwinSc *OilEng* ssGot.No.1–38 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	9071 8403 5397	✠100A1 11,38 DBS6,38 ✠LMC6,38 Surveys delayed *Carrying Petroleum in bulk*	Fal	*d*†	CL s9,37 PN9,37	1934 5mo	Götaverken A/B Gothenburg *Lloyd's A&CP* *CellDBuE6*	SkibsA/S Hilda Knudsen(Knut Knutsen,O.A.S. *Mgr.*) 7'267*t* *DTf*38'431*t*	P100'B30'F47' FK *FPT*210*t* *APT*86*t*	64·4	35·5	Haugesnd Norwegian 17*BHptCem* (10 *to U dk* 7 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24⅜"–51 3/16" 709NHP 2DB150*lb* GötaverkenA/B,Got.	35 ″ 4 s 7 ″ 2½ 28 ″ 3½	
76863 165618 MMPK	**John M.** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	500 329 262					1937	J.Koster Hzn.Schpsw. "Gideon" Groningen	~~T.J.Metcalf~~ MetcalfMotor Coasters.Ld.(T.J. Metcalf, *Mgr.*)	156·1 P37'Q54'F18'	27·4	9·6	London British *WB*	Oil Engines 4S.C.SA 6Cy.11"–17⅛" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
76864 203204	**John M. McKerchey** TwinSc 1*Dk*	506 — 286					1906	Gt.Lakes Eng.Works Ecorse,Mich.	KelleyIslandLime &TransportCo.	161·2	37·1	11·0	Sandusky, Ohio Utd.States	C.2Cy.11"&23"–14" 16NHP Gt.LakesEng.Wks.Det.		
76865 76573 KJOF	**John Mullen** (exJ.H.Devereux) Iron *Mchy.Aft*	1619 — 1312					1885	GlobeIron WorksCo. Cleveland,O.	NicholsonTransit Co.	243·3	37·0	19·4	Detroit Utd.States *WB*	C.2Cy.27"&50"–36" NB12 125NHP GlobeIrnWksCo.,Clevelnd		
76866 149495	**John O. McKellar** *Mchy.Aft* 1*Dk*	1926 1627 1147					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	SarniaSteamships Ld.(R.Scott Misener, *Mgr.*)	252·8	43·4	17·8	Sarnia,Ont British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
76867 [illegible]	**John P. Geistman** (exMaricopa-37) *Mchy.Aft* GyC. 1*Dk*2*trB* Now "E. E. Johnson," see No. 91060 in Supplement	4281 4097 3200					1896	Chicago S.B.Co. Chicago	LakeheadTransportationCo.Ld.	412·2	48·2	23·3	Pt.Arthur Ont. *WB* British	T.3Cy.25",40"&68"–42" *Bmade*14 300NHP ClevelandS.B.Co.Clevelnd		
98/41 76868 LDQM	**John P. Pedersen** *OilEng* ssNwc.No.2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	6128 5789 3665	✠100A1 ~~7,40~~ ~~1,40~~ 4,41 ✠UMC CS7,38 DBS~~4,40~~,41 6,39 *Carrying Petroleum in bulk*	NOs ~~Sou~~ NYk	*a*†	CL 6,39	1930 9mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	A/S Havtank (HelmerStaubo& Co. *Mgrs.*) *CellDBuE*81'274*t* *DTf*38'498*t*	P108'B28'F38' FK *FPT*113*t* *APT*113*t*	58·5	31·2	Oslo Norwegian 15*BHptCem* (10 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB120*lb* WllsndSlpwy.Co.Ld.Nwc.	31 ″ 3	
76869 207251 KUTM	**John P. Reiss** D.F. GyC. *Mchy.Aft* 1*Dk*	6432 — 4963					1910	American S.B.Co. Lorain,O.	ReissS.S.Co.	504·0	54·0	30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP AmericanSB.Co.Clevlnd,O		R
76870 DCRN	**John Rehder** (exSassnitz, exAndrea Vith, exIvo) 1*Dk*	667 522 349					1920	J.Frerichs &Co.A.G. Einswarden	C.Rehder	184·8 P67'F19'	29·7	11·8	Altona German *WB*	T.3Cy.15 5/16",24"&39⅝"–25⅝" 79NHP J.Frerichs&Co.A.G.Ost.		G
76871 207448 KDXL	**John S. Manuel** (exE.L.Pierce, exSt.Clair) D.F. GyC. *Mchy.Aft* 1*Dk*	5494 — 4153					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	444·0	56·2	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP Gt.LakesEngWrksDetroit		R
76872 149071	**John S. Pillsbury** *Mchy.Aft* 1*Dk*	1754 1603 1126					1926	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	253·0 F35'	43·2	17·8	SCathrnes Ont. British *WB*	T.3Cy.17",28"&46"–33" 122NHP Earle'sCo.Ld.Hull		C
76873 202910	**John Sherwin** *Mchy.Aft* 1*Dk* D.F. GyC.	6490 — 5495					1906	WestBay CityS.B.Co. W.BayCity, Mich.	InterlakeS.S.Co. (Pickands,Mather &Co. *Mgrs.*)	~~514·0~~ 520·0	54·0	~~27·1~~ 26·8	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22½",36"&60"–42" 233NHP DetroitS.B.Co.Detroit		R
76874 202494 KDXT	**John Stanton** D.F. GyC. *Mchy.Aft* 1*Dk*	6129 — 4668					1905	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	504·0	54·0	30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP AmericanSB.CoCleveland		R
76875 223376 KFMN	**John W. Boardman** (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk*	3815 — 2741					1923	Toledo S.B.Co. Toledo,O.	HuronTransportationCo.	340·6	55·1	24·9 *WB*	Alpena Mich. Utd.States	T.3Cy.21",35"&59"–42" 226NHP ToledoS.B.Co.Toledo,O.		R
76876 77407	**John W. Gates** GyC. *Mchy.Aft* 1*Dk*2*trB*	5199 — 3535					1900	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	478·0 Q72'B47'F30'	52·0	30·0	D'luthMin. Utd.States *WB*	Q.4Cy.17",25½",38½"&60"–40" NB25 228NHP AmericanSB.Co.Cleveland		
76877 146571 GFXK	**John W. Mackay** TwinSc (*CableVessel*) ssPly.No.3–2,34 ssBos.No.1–38 Sub.Sig. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*–ws) D.F. E.S.D. *2nd dk*(*Stl*)*at ends of vessel* *CruiserStern*	4049 3846 2157	✠100A1 *Shelter dk withfreeboard* 1,40 ~~9,39~~ MS1,39 *Fitted for oil fuel* 5,22	Bos BS7,40 ✠LMC ~~BS9,39~~	*w*	CL 12,38 *F.P. above* 150° F.	1922 5mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	CommercialCable Co. *Collision*	FK *CellD* B262' 699*t* *FPT*69*t*	48·1	32·1	London British *ptCem* 7*BH to U dk* „ „ *Sh* „ *APT*88*t*	T.6Cy.18½",30½"&50"–36" 190lb (*s*) 486NHP 3SB,9*cf*,HS7614 FD Swan,Hunter&Wigham Richardson,Ld.Nwc	35 ″ 0 s 9 ″ 11½ 25 ″ 3½	
76878 220946 KDMN	**John Worthington** ssMob.No.3–4,33 *Mchy.Aft* ssGal.No.1–37 D.F. GyC. 2*Dks*(*Stl*)&*Shelter dk* (*Stl*)&*Webframes* *Longitudinal framing*	8166 7852 5155	✠100A1 *Shelter dk withfreeboard* 3,40 BS3,40 ✠LMC2,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,20	Gal	*c*†	CL 2,40 *F.P. above* 150° F.	1920 12mo	GMStandifer Cnst.Corp. Vancouver Wash. A&CP *CellDBu*	StandardOilCo. of NewJersey *E&B&Bunkers* 86 *'Tween dk tanks* a9'67*t*	462·4 FK 280*t* *DTf*50'335*t* *FPT*179*t* *APT*103*t*	60·2	36·5	Wilmgton (Del.) Utd.States 18*BHptCem* (3 *to Sh dk* 11 „ *U* „ 4 „ *2nd* „)	Q.4Cy.24",35",51"&75"–51" 220lb (*s*) 552NHP 3SB,9*cf*,HS7434 FD Hooven,Owens,Rentschler Co.Hamilton,O.	37 ″ 3 s 10 ″ 3½ 27 ″ 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76879 37703 JJFE	**Johore Maru** Ⓟ 2Dks(Stl)	6182 5346 3732	✠ ... 7,37 ✠	Kob	a†		1932 8mo	Harima S.B.&Eng. Co.Ld. Harima	NanyoKaiunK.K. CellDB Tank over thrust	411·7|56·0|32·5 P32'B140'F43' FK 354'1322t recess 37tFPT127t	Tokyo Japanese 7BHCem APT127t	T.3Cy.26",44"&74"-51"& L.P.Turbine with DR gearing & hydraulic coupling 733NHP 3SB(Spt),9cf,GS1245, HS9282 KobeSteelWorks,Kobe	32 " 6	C †
76880 OUHO	**Jolantha** (exIolantha) Iron ssNwc.No.1-88 Well deck 1Dk(Irn)	714 554 418	✠ 5,88	Nwc	j		1884 1mo	BlythS.B. Co. Blyth	DetForenede DampskibsSelsk. DBa46'f	187·6|29·9|12·5 P24'Q42'B42'F18' 18'&uE&B29'134t	Copnhagn Danish 4BHCem APT21t	C.2Cy.25½"&48"-33" 110NHP Black,Hawthorn&Co.,Gts.	14 " 5	V †
1/4 76881 1353 IBFR	**Jole Fassio** (exSequoya, exTamarac) ssGen.2ndNo.3-1,34 Mchy.Aft D.F. ssGen.No.1-39 2Dks(Stl)&Webframes	5169 4356 3131	✠100A1 4,40 ✠LMC MS5,38 BS4,39 Carrying Petroleum in bulk Fitted for oil fuel 8,10 F.P. above 150° F.	Gen	y	CL 8,37	1908 8mo	Napier& Miller,Ld. Glasgow A&CP Ce	Villain&Fassio Soc.Anon.Italiana diNav.Mercantile llDBuE&B79'332t	395·3|51·6|28·3 385·1 51·7 28·2 FK P&B213'F42' FPT88tAPT38t	Genoa Italian 13BHCem (9 to U dk 4 „ M „)	T.3Cy.26½",43"&72"-51" (s) 180lb 427NHP 3SB,9cf,GS190,HS6933 D.Rowan&Co.Glasgow	30 " 3 s 4 " 5¾ 26 " 0¾	
76882 ~~220185~~ ~~KUVT~~	**Jolee** Fitted for oil fuel D.F. Sub.Sig. 2Dks	4994 4598 3033					1920	American International S.B.Corp. HogIslandPa	Ministry of Shipping(G.Nisbet &Co,Mgrs.)	390·0|54·2|27·8 P50'B121'F40'	London British WB	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
	Now "Empire Flamingo," see No. 90967 in Supplement													
76883 214466 KGOI	**Joliet** (exHerbertF.Black) Mchy.Aft D.F. 1Dk&Webframes Sub.Sig. Longitudinal framing	6262 6017 4824	✠ ... 2,21 ✠				1916 10mo	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCo. Mgrs.)	504·0|54·0|30·0 F44' FK	Wilmgton (Del.) Utd.States WB	T 3Cy.23½",38"&65"-42" 385NHP AmericanS.B.Co.Lorain,O.	30 " 0	R †
76884 163011 MBJX	**Jolly Days** OilEng. ssYar.No.1-39 Mchy.Aft CruiserStern 1Dk Cargobattens not fitted	351 230 182	✠100A1 ~~5,40 8,39,6,40~~ 12,40 ✠LMC8,39	Yar ~~Lon~~Abn	e	~~N7,39~~ 5,40	1935 4mo	J.Lewis& Sons,Ld. Aberdeen Lloyd'sA&CP	~~F.W.Horlock's~~ ~~OceanTransport~~ ~~Co.Ld.(M.F.~~ ~~Horlock,Mgr.)~~ I.C.I.(Alkali)Ld.	130·7|25·1|8·8 Q83'F20' FK SideTanks aft14'40tFPT	Harwich British 3BHCem 43tAPT21t	Oil Engines 2S.C.SA 4Cy.12½"-18¼" 57RHP Petters,Ld.Yeovil	9 " 7 s3 " 8 9 " 6½	
188/40 76885 163012 MLXX	**Jolly Girls** OilEng. 1Dk Mchy.Aft CruiserStern	483 311 260	✠100A1 7,38 ✠LMC7,36 ✠LMC(M)7,38	Shl	g	OG ~~12,37~~ 11,40	1936 7mo	Smith's DockCo.Ld. S.Bank,Mdb. Lloyd'sA&CP	F.W.Horlock's OceanTransport Co.Ld.(M.F. Horlock,Mgr.) CellD	158·0|27·0|8·6 Q97'B11'F21' FK B103'127tFPT47t	Harwich British 3BHCem APT27t	Oil Engines 2S.C.SA 4Cy.13⅜"-22 7/16" 125NHP Atlas-DieselA/B,Skm.	10 " 6 s 3 " 8 10 " 5½	
76886 163010 MBGB	**Jolly Nights** OilEng. ssLon.No.1-39 Mchy.Aft CruiserStern 1Dk Cargobattens not fitted	351 230 182	✠100A1 10,39 ✠LMC4,39	Mdb	e	N9,38	1935 2mo	J.Lewis& Sons,Ld. Aberdeen Lloyd'sA&CP	F.W.Horlock's OceanTransport Co.Ld.(M.F. Horlock,Mgr.) SideTa	130·7|25·1|8·8 Q83'F20' FK nks aft 14'40t FPT	Harwich British 3BHCem 43tAPT21t	Oil Engines 2S.C.SA 4Cy.9 13/16"-16 9/16" 67NHP British Auxiliaries,Ld.Gls.	9 " 7 s3 " 8 9 " 6½	
76887 PFEF	**Joma** OilEng. ssAms.No.1-36 Mchy.Aft 1Dk(Stl) CruiserStern	372 243 237	✠100A1 Examined 9,40 Ard 9,40 ✠LMC~~10,36~~ ~~✠LMC(M)1,38~~	~~Rot~~		OG 8,38	1931 12mo	N.V.Werf. "Vooruit" Enkhuizen Lloyd'sA&CP	H.vanNood CellDBf28' T	132·1|24·7|9·4 P36'F13'Q48' FK 30t DTa8'49t FPT opside tanks aft 34t	Wilsum Dutch 3BHptCem 16tAPT12t	Oil Engines 4S.C.SA 6Cy.9 13/16"-15¾" 56NHP Mtrn.WerkeMannheimAG	9 " 10 s3 " 5⅜ 9 " 9¼	
76888 213803 KSEU	**Jonancy** ssBos.2ndNo.3-6,40 ~~ssN.Ns.No.3-4,23~~ Mchy.Aft D.F. ~~ssN.Ns.No.2-36~~ Sub.Sig. 1Dk(Stl) Cargo battens not fitted	3289 2973 1980	✠100A1 6,40 ~~9,39~~ ✠LMC 6,40 ~~MS3,36~~ ~~BS5,39~~	Bos	v	CL 2,39	1915 12mo	NewYork S.B.Co. Camden,N.J. A&CP CellD	PocahontasS.S.Co. BuE&B53'f216'12	318·5|49·5|24·2 P79'B18'F31' FK 54tDT13'412tFPT	Wilmgton (Del.) Utd.States 7BHCem 293tAPT92t	T3Cy21⅛",33 11/16"&58"-42"(r) 200lb 318NHP 2SB,6cf,GS110,HS4643 FD NewYorkSBCo.CamdnNJ	27 " 6	
9/41 76889 166251 GNNP	**Jonathan Holt** D.F. E.S.D. 2Dks Tonnage opening closed '40	4973 4377 2989	✠100A1 withfreeboard 3,40 ✠LMC9,38 Fitted for oil fuel 9,38 F.P. above 150° F.	Liv	x 1 5/16	CL	1938 9mo	Cammell Laird&Co.Ld Birkenhead Lloyd'sA&CP	J.Holt&Co.(Liver- pool),Ld. 'Tween dk BHs Co Cell	370·4|52·8|20·6 390·5(O.L.) 29·4 P20'B124'F34' FK except (llBHdispensed with DB288'862tFPT11	Liverpool British 6BHptCem Coll to W dk 5 „ 2nd „) 6tAPT25t	T.3Cy.23½",38"&64"-45"& LPturbine withDRgearing &hydraulic coupling 220lb (s) 471NHP 2SB(Spt),6cf,HS5700 FD CammellLaird&CoLd.Bkn	31 " 6 s 9 " 4¾ 22 " 5½	
76890 PFET	**Jonge Willem** 2Dks CruiserStern	1632 1340 902					1939	A.Vuijk& Zonen Capelle a/d Ysel	N.V.Maats. s.s. "JongeWillem" (Middellandsche ZeevaartCie.N.V. Mgrs.)	291·2|42·3|16·0	Rottrdam Dutch WB	T.3Cy.17½",27"&48"-36"& LP Turbine 138NHP N.V.ArnhemscheStoom- sleephellingMaats.		V
76891 OXMH	**Jonna** Wireless D.F. 1Dk Ref.Mchy. CruiserStern	1517 1250 872					1933	Nakskov Skibs.A/S Nakskov	J.Lauritzen	271·8|39·7|15·7 P&B206'F34'	Esbjerg Danish WB	C.4Cy.(2)14¾"&(2)31½"- 31½"&LP Turbine HS2520 192NHP HelsingörsJernsk.&Mskb		G
76892 30378 JMTE	**Jo-o Maru** 1Dk	401 294 252						....	Amagasaki KisenbuGomei Kaisha	160·7|20·7|12·1	Osaka Japanese	T.3Cy.		
76893 OUHE	**Jörgen** (exHuldaMærsk, exN.A.Christensen) 1Dk	891 674 493					1912	Kjöbnhvns Flydk.&Skbs Copenhagen	DampskslskViking A/S(Christian Borg,Mgr.)	218·2|32·5|12·0 P17'Q56'B86'F29'	Copnhagn Danish WB	T.3Cy.14",22½",&37"-24" 67NHP KjbnhavnsFlydk.&Skbsv		G
76894 CSHH	**José Alberto** AuxTwinSc4MstSr (exCaroline-35) OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	687 522 443					1922	H.C.Chris- tensensStål- skibsværft Marstal	Soc.dePesca OceanoLtda. (AlbertoSotto Maior,Mgr.)	180·5|32·4|11·5 P86'	Figueira da Foz Portuguese WB	Oil Engines 2S.C.SA 4Cy.14 9/16"-16½" 149NHP Akt.Motorfab.Hera,Cpn.		
152/40 76895 149626 GNDZ	**Jose de Larrinaga** (exLochTay) Fitted for oil fuel 2Dks	5303 4879 3187					1920	Canadian Vickers,Ld. Montreal	LarrinagaS.S.Co. Ld.	400·0|52·3|28·4 P162tH219t	Liverpool British WB	T.3Cy.25",41"&68"-45" 310NHP CanadianVickers,Ld.		C
76896 EESR	**José Maria** (exBenjamin Iron Haynes,exRiodeOro, ssSev.No.3-3,85 exGuadalete) ssCdz.No.2-94 Wireless 1Dk2trB	399 — 216	✠ ... 7,98 ✠NB9,90				1861 3mo	Henderson &Son Renfrew	Artaza y Cia.	173·5|23·1|13·1 P30'F20' BK6"	S.Sebast'n Spanish	C.2Cy.20"&41"-24" NE74 69NHP Portilla,White&Co.Seville	13 " 1	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2-3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Forces en chevaux d'après les formules de la Société. RHP = Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
76897 LOFT	**José Menendez** Ⓟ TwinSc ssB.As.No.3-8,35 ssB.As.No.1-39 2Dks(Stl)&Shelter dk CruiserStern (Stl-teak s)	3295 — 1249	✠100A1 Shelter dk with freeboard 8,40 ~~11,39~~ ✠LMC11,39 Fitted for oil fuel 10,22 F.P. above 150° F.	BAs BS9,40		CL 9,39	1922 10mo Lloyd's A&CP	AilsaS.B. Co.Ld. Troon	SociedadAnon. Importadora y Exportadora de la Patagonia	345·1|48·1|30·3 FK CellDB296'815t MT89'683t FPT79tAPT86t	Bns.Aires Argentine ptCem ptAsp 5BHtoSh dk 2 „ „ U „	T.6Cy.18½",30"&48"-30" (r) 180lb 425NHP 3SB,9cf,GS173,HS6909 FD AilsaS.B.Co.Ld.Troon	33 ″ 0 s7 ″ 5 25 ″ 11½	
76898 EESY	**Jose Tartiere** (exJosefa) ssVal.No.3-1,41 ~~ssBel.No.3-12,32~~ 1Dk(Stl)	2289 1969 1539	✠100A1 1,41 ✠LMC1,41 ~~Fitted for oil fuel 9,20 F.P. above 150° F.~~	Bcl Val	r	CL ~~10,34~~ 1,41	1920 9mo A&CP	McDougall DuluthSBCo Duluth,Minn	Cia.deNav.Vasco- Asturiana	251·0|43·7|22·2 P25'B64'F22' FK CellDB208'525t FPT60tAPT82t	Gijon Spanish 4BHptCem	T.3Cy.19",32½"&54"-40" (s) 190lb 262NHP 2SB,4cf,GS100,HS3828 FD McDougall-DuluthSBCo.	24 ″ 3 s3 ″ 2½ 21 ″ 3	
76899	**Jose Trujillo** (exCaïdAziz-33, 3Mst exFaraman, ssMsl.No.3-5,11 exFremington) 1Dk(Irn) Welldeck Mchy.Aft	338 220 121	✠ 2,15 ✠	Msl	e		1899 2mo	R.Thompson&Sons Sunderland	J.TrujilloZafra é Hijos	136·0|23·2|8·8 Q77'B12'F18' FK DBf65'	RioMartin Spanish 3BHCem 77tFPT18t	C.2Cy.16½"&37"-24" NB12 74NHP Hedley&Boyd,N.Shields	11 ″ 2	
76900 6667 SFBU	**Josef Bergendorff** CruiserStern OilEng. Mchy.Aft 1Dk	732 589 355					1921	Bergsunds M.V.Aktieb. Stockholm	O.F.Ahlmark&Co. Eftr.A/B	192·9|30·5|12·6 P55'H72tF25'	Karlstad Swedish WB	Oil Engines 2S.C.SA 4Cy.15¾"-28⅜" 172NHP A/BAtlas-DieselStockholm		V
76901 1269 PFEV	**Josefina** TwinSc ssSba.No.2-37 Mchy.Aft D.F. E.S.D. 1Dk(Stl) Longitudinal framing at bottom & at deck	2594 1705 1168	✠100A1 11,40 ~~3,40~~ ~~BS3,40~~ ✠LMC5,37 Carrying Petroleum in bulk Fitted for oil fuel 12,28 F.P. above 150° F.	Bat BS11,40	t	CL 8,39	1928 12mo Lloyd's A&CP	Nederl. Schps.Maats. Amsterdam	Nederlandsche- IndischeTank- StoombootMaats.	305·0|50·1|15·1 Q88'F29' FK Trunk188'	TheHague Dutch 9BHptCem ptAsp APT81t	T.6Cy.12¾",20½"&33⅞"-24⅜" 180lb (s) 236NHP 2SB,4cf,HS4168 Werkspoor,Amsterdam	15 ″ 0 s1 ″ 6½ 13 ″ 7½	
76902 LOFS	**Josefina S** (exSegundo TwinSc BuenosAires-32,ex ssPra.No.2-13 Segundo,exDredger, Fitted for oil fuel exMiguelCalmon,exPearson) (HopperDredger—nowCarryingCargo)	1731 — 920	✠ 5,13 ✠	Pra	n		1907 6mo	Lobnitz& Co.Ld. Renfrew	Cia.deTransportes Maritimos (F.M.Brosig, Mgr.)	256·2|40·0|23·7 len19 FK	Bns.Aires Argentine 6BHptCem ptAsp WB	T.6Cy.15",25"&40"-24" 199NHP 2SB,6cf,GS118,HS3560 Lobnitz&Co.Ld.Renfrew	18 ″ 0	V †
76903 711 OHFJ	**Josefina Thordén** TwinSc OilEng. Mchy.Aft D.F. 1Dk CarryingPetroleum in bulk CruiserStern	6549 5574 3733					1931	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/BSuomi- Tanker (G.B. Thordén, Mgr.)	422·6|55·1|32·3 407·2 P98'B33'F40'	Helsingfrs Brändö Finnish WB	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP EriksbergM.V.Aktieb.Got		N
76904 204631 KGNZ	**Joseph Block** (exArthurH. Hawgood) Sub.Sig. Mchy.Aft GyC. D.F. 1Dk	6486 — 4939					1907	WestBay CityS.B.Co. W.BayCity	InlandSteelCo. (Hutchinson&Co. Mgrs.)	549·0|56·0|26·5	Clevelnd,O Utd.States WB	T.3Cy.24",39"&65½"-42" 276NHP American SBCo.Cleveland		R
76905 165577 MMKT	**Joseph Flint** TwinSc OilEng. Mchy.Aft 1Dk CruiserStern	320 237 165	✠ ... 12,39 ✠	Lth			1937 9mo	Henry Robb,Ld. Leith	UnitedAfricaCo. Ld.	137·2|24·2|8·8 142·7(o.l.) Q43'F25' FK FPT26tAPT6t	London British 3BHptAsp	Oil Engines 4S.C.SA 12Cy.9 7/16"-14 3/16" 104NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	9 ″ 6	
76906 224409 WIDF	**Joseph H. Frantz** Ⓟ GyC. Mchy.Aft D.F. 1Dk	8289 — 6436					1924	Gt.Lakes Eng.Works Michigan	ColumbiaTrans- portationCo. (John T.Kelly, Mgr.)	590·0|62·0|28·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.25½",41"&67"-42" 291NHP Gt.LakesEng.Wks.Detroit		R
76907 220956 KDMT	**Joseph M. Cudahy** ssMob.No.3-1,33 ssMob.No.1-36 Mchy.Aft 2Dks(Stl)&Web frames Sub.Sig. Longitudinal framing	6950 6401 4295	✠100A1 3,40 ~~BS7,39~~ ✠LMC12,36 Carrying Petroleum in bulk Fitted for oil fuel 2,21 F.P. above 150° F.	NOs BS7,40	b†	CL 8,38	1921 2mo A&CP	SunS.B. Co. Chester,Pa.	SinclairRefining Co.Inc.	430·2|59·2|32·8 P133'B36'F40' FK CellDBuE&B59'f41'408tFPT222tAPT75t	NewYork Utd.States 16BHptCem (12BHtoUdk 4 „ „ 2nd)	T.3Cy.27",45½"&76"-51" (r) 190lb 612NHP 3SB,9cf,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s6 ″ 10 26 ″ 8	
76908 149499	**Joseph P. Burke** Mchy.Aft 1Dk	1926 1627 1147					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	SarniaSteamships Ld.(R.Scott Misener, Mgr.)	252·8|43·4|17·8	Sarnia Ont British WB	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
76909 214493 WCCJ	**Joseph R. Parrott** TwinSc Fitted for oil fuel 3Dks	2406 — 1114					1916	W Cramp& SonS&EBCo Philadelphia	FloridaEastCoast CarFerryCo.	336·7|59·0|18·5	NewYork Utd.States	T.6Cy.20",33"&55"-35½" 362NHP W.Cramp&SonsCo.		
76910 86140 WDJV	**Joseph S. Scobell** 3Mst (exGriffin-37) Mchy.Aft 2Dks	1879 — 1526					1891	Cleveland S.B.Co. Cleveland,O	ErieSand&Gravel Co.	266·0|38·2|19·6 F40'	Erie Utd.States WB	T.3Cy.17",29"&47"-36" 133NHP ClevelandS.B.Co.Clevelnd		
76911 HPNO	**Joseph Seep** 3Mst Fitted for oil fuel Mchy.Aft CarryingPetroleum in bulk D.F. GyC. Longitudinal framing 2Dks	7088 6452 4419					1920	SunS.B. Co. Chester,Pa.	PanamaTransport Co.	429·3|59·2|33·2 P133'B36'F40'	Panama Pnamanian WB	T.3Cy.27",45½"&76"-51" 3SB 412NHP SunS.B.Co.Chester,Pa.	33 ″ 3 s6 ″ 9½ 26 ″ 8	R
76912 202825 WCVW	**Joseph Sellwood** D.F. GyC. Mchy.Aft 1Dk	6741 — 5269					1906	American S.B.Co. Lorain,O	InterlakeS.S.Co. (Pickands, Mather&Co.Mgrs)	525·0|55·0|31·0 F46' WB	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 233NHP AmericanS.B.Co.Clevelnd		R
76913 166672 [illegible]	**Joseph Swan** Mchy.Aft 1Dk Wireless CruiserStern Cargo battens not fitted	1571 1153 913	✠100A1 8,40 ~~9,39~~ ✠LMC9,38	Cff Bly	p	CL 9,39	1938 9mo Lloyd's A&CP	S.P.Austin &Son,Ld. Sunderland	LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld. Mgrs.)	239·0|38·7|16·2 246·8(o.l.) Q147'B17'F21' FK CellDBuE23'f164'600t MT100tFPT150tAPT10t	London British 4BHptCem	T.3Cy.16½",27½"&46"-33" 200lb 100lb (s) 193NHP 1SB,3cf,GS59,HS2952 FD N.E.MarineEng.Co.(1938) Ld.Sld	18 ″ 3 s5 ″ 4½ 16 ″ 11½	
76914 207422 WCVA	**Joseph Wood** D.F. GyC. Mchy.Aft 1Dk	6360 — 4921					1910	American S.B.Co. Lorain,O.	EasternS.S.Co. (M.A.HannaCo. Mgrs.)	504·0|54·0|30·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 357NHP AmericanS.B.Co.Lorain,O		R
76915 217810 KEMP	**Josephine Lawrence** (exCovena-37) Fitted for oil fuel Mchy.Aft 1Dk	2372 — 1413					1919	Gt.Lakes Eng.Works Ecorse,Mich	JosephineLaw- renceS.S.Co.Inc.	253·0|43·8|25·6 P115'F25'	L.Angeles Utd.States WB	T.3Cy.21",34½"&57"-42" 210NHP Gt.LakesEng.Wks.Detroit		R
76916 FPJU	**Joséphine Le Borgne** (exFelicia-33,exTorild) 1Dk	1309 1064 764					1918	Akt.Ore- sundsvarvet Landskrona	Cie.Ch.LeBorgne	240·3|38·3|15·2 P20'B60'F22'	Marseilles French WB	T.3Cy.18½",30"&48"-30" 126NHP MotalaV.NyaAkt.Motala		V

#40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76917 143104 GPDR	**Josewyn** (*ex*Whitwood-39) *ss*Sld.No.3-2,32 *Well deck* *ss*Sld.No.1-36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1926 1504 1147	✠100A1 Examined 3,41 Sld ✠LMC MS3,36 ~~BS11,38~~ BS10,40 ~~11,39~~	~~Bkn~~	*q*	CL 3,40	1919 4mo	J.Crown& Sons,Ld. Sunderland *Lloyd's A&CP*	DillwynS.S.Co.Ld. (Stockwood,Rees &Co.Ld.*Mgrs.*) *CellD*	268·0 P24'Q82'B51'F30' FK *B223'425tFPT105t*	38·1	17·6	Swansea British 4*BHptCem* *APT*100*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 199NHP 2SB,4*pf*,GS80,HS3092 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s 1 ″ 11 18 ″ 0	
76918 222798 WTLQ	**Joshua A. Hatfield** *pt.Longitudinal framing* D.F. GyC. *Mchy.Aft* 1*Dk*	7940 — 6103					1923	American S.B.Co. Lorain,O.	PittsburghS.S.Co. *WB*	586·3	60·2	28·0	Duluth Minn. Utd. States	T.3Cy.24½",41"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
76919 HPFE	**Josiah Macy** *OilEng.* *ss*NYk.2ndNo.3-2,41 ~~*ss*N.Yk.No.3-6,29~~ *Mchy.Aft* E.S.D. ~~*ss*Ham.No.2-37~~ D.F. GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6401 — 3878	✠100A1 2,41 ~~11,39~~ ✠LMC CS2,41 2,41 ✠NE6,25 DBS2,41 *CarryingPetroleum in bulk*	NYk	*a*†	CL 11,~~39~~ 2,41	1917 6mo	Skinner& EddyCorp. Seattle,Wash A&CP	Panama TransportCo. *CellDBa12'uE&B*	419·4 435·8(O.L.) P98'B41'F37' FK	57·2	29·8	Panama Pnamanian 18*BHptCem* 63'188*t DTf*	Oil Engines 2S.C.SA 6Cy.25$\frac{9}{16}$"-51$\frac{3}{16}$" 680NHP NDB25-70lb DB(*upper*) *made'18refitted'41 220lb* FriedKruppGermaniaWft.Kiel 36*t*457*tFPT*199*tAPT*66*t*	31 ″ 6 s 5 ″ 8½ 26 ″ 0¾	
76920 UOXG	**Josif Stalin** TwinSc (*ex*Ural) *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	7745 6835 3987					1932	StatesS.B. Yd"A Marti" Nicolaieff	U.S.S.R.	445·8 P98'B47'F58'	56·1	34·3	Tuapse Russian	Oil Engines 2S.C.SA 12Cy.18⅞"-35$\frac{7}{16}$" 747NHP SulzerA.G.Ludwigshafen		
76921	— Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* Sub.Sig. *CruiserStern*	7500					1939	NVNederl Schps. Maats. Amsterdam	U.S.S.R.	429·2 P72'B203'F52'	60·2	31·7	Leningrad Russian *WB*	2 steam turbines connected to elec. motors & sc. shafts Gbr.Stork&CoNVHengelo		
76922 EAKX	**Josiña** (*ex*CanadianForester) *ss*Bbo.No.3-3,40 1*Dk*(*Stl*) *Cargo battens not fitted*	3314 2880 1842	✠100A1 10,40 ~~3,40~~ BS2,40 ✠LMC6,39	Bbo	*v*	CL 5,39	1921 2mo	Tidewater Shipbuilders, Ld. Three Rivers,P.Q. *Lloyd's A&CP*	Cia.Nav.Amaya (C.deZabala, *Mgr.*) *CellD*	331·5 P33'B98'F33' FK *B266' 674t FPT95t*	46·8	23·3	Bilbao Spanish 6*BHCem* *APT73t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 470NHP 3SB,9*cf*,GS156,HS7275 FD TidewaterShipbuilders,Ld.	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
76923 LJJJ	**Jotunfjell** *OilEng.* *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	8264 7504 4973	✠100A1 11,40 ~~2,40~~ ✠LMC2,37 ✠LMC(M)5,39 *CarryingPetroleum in bulk*	PNl	*c*†	CL 11,40	1937 2mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd's A&CP*	A/SDovrefjell (Olsen&Ugelstad, *Mgrs.*) *CellDBuE*	469·2 486·6(O.L.) P92'B28'F40' FK 68'188*tDTf*23' 465*t*	61·1	34·5	Oslo Norwegian 12*BHptCem* *APT*141*t*	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 644NHP 2DB*142lb* EriksbergM.V.Aktieb.Got.	34 ″ 0 s 7 ″ 5 26 ″ 9¾	
76924 LEFL	**Jotunheim** Ⓟ Iron 1*Dk*	342 320 188					1890	Trondhjem MekVækstd Trondheim	MöreFylkesRuteselskap	138·0 P105*t* H23*t*	20·6	9·0	Aalesund Norwegian	T.3Cy.12½",19½"&32"-24" NB11 50NHP TrondhjemsMekVærksted		
76925 EAKS	**Juan De Astigarraga** *ss*Cff.No.2-38 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	*3561* *3256* *2166*	✠100A1 ~~1,40~~12,40 ~~BS2,40~~ ✠LMC11,38 12,40	Bbo	*v*	CL 11,38	1929 11mo	Napier& Miller,Ld. Glasgow *Lloyd's A&CP*	Cia.NavieraBachi (Hijos deAstigarraga,*Mgrs.*)	343·4 24·0 P34'B115'F30' FK *CellDB*295'798*t*	49·1	26·2	Bilbao Spanish 6*BHCem* *APT*108*t*	T.3Cy.21½",37"&62"-42" (*s*) 210lb 318NHP 2SB,6*cf*,GS117,HS5210 D.Rowan&Co.Ld.Glasgow	26 ″ 2 s 4 ″ 4¼ 22 ″ 0	
76926	**Juan Sebastian Elcano** Ⓟ *ss*Bcl.No.1-32 TwinSc *Fitted for oil fuel* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) D.F. *Shade dk*(*Stl*-teak s) *Lower* Sub.Sig. *dk*(*Stl*)*except inNos.4&5holds* *Longitudinal framing in double bottom*	9965 — 6392	✠ — 7,39 ✠	Cdz	*c*†		1928 4mo	Soc.Española deConst. Naval Bilbao	U.S.S.R. *CellDB*381'1144*t* *Tanks in way*	459·7 F45' FK&BK1" *of tunnels*266*tFPT*	55·9	29·3	Russian 9*BHptCem* 36*tAPT*73*t*	4 Steam Turbines SR geared to 2 Sc. Shafts 1217NHP 5SB,15*cf*,GS345,HS14945 SocEspanoladeConst.Nav	32 ″ 0	
76927 PJBE	**Juanita** TwinSc *ss*Cco.No.3-7,38 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2042 — 1080	✠100A1 11,40 ~~12,39~~ BS8,39 ✠LMC7,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,23 *F.P. above* 150° F.	Cco	*r*	CL s11,40 P7,38	1923 8mo	Nederl. Schps.Maats. Amsterdam A&CP	N.V.Curaçaosche Scheepv.Maats.	279·8 Q74'*Trunk*182'F24' FK	46·7	14·0	Willemstd Dutch 9*BHptAsp*	T.6Cy.12¾",20½"&33⅞"-24$\frac{7}{16}$" 180lb (*s*) 222NHP 2SB,4*cf*,HS3832 FD RotterdamscheDroogd Mij.Rot.	14 ″ 0 s 1 ″ 6½ 12 ″ 7¼	
76928 146247	**Judge Hart** *Mchy.Aft* 1*Dk*	1729 1582 1112					1923	J.S.White &Co.Ld. Cowes	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	252·2 F34' *WB*	43·2	17·8	SCathrnes Ont. British	T.3Cy.16",27"&44"-30" 106NHP J.S.White&Co.Ld.Cowes		C
76929 148430	**Judge Kenefick** *Mchy.Aft* 1*Dk*	1745 1596 1119					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	253·0 F35' *WB*	43·2	17·8	SCathrnes Ont. British	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
76930 YTLQ	**Jugoslavija** Ⓟ TwinSc *ss*Ssk.No.1-37 *Special Surveys to date from* 2,33 1*Dk*(*Stl*)&*Shade dk*(*teak*) *2nd dk clear of mchy space &No.2hold* No later survey reported	1275 655 628	✠100A1 *Shade dk with freeboard* BS5,40 5,40 ~~3,39~~ ✠LMC2,37 ✠NB2,33 ~~BS3,39~~ ✠NE5,15*refitted*33 *For Service in the Adriatic & Cruising Service in the Mediterranean*	Spt		CL 3,39	*Launched* 1920 *Completed* 1933-2mo	Cant.Nav. delQuarnaro S.A. Fiume *Lloyd's A&CP*	Jadranska Plovidba,D.D. *CellDBa&uE*	251·0 BK8¼"	34·3	13·8	Split Yugoslav 4*BHCem* 47'*f*93'129*t*	Q.8Cy.13½",19½",28"&40"-28" 200lb (*s*) 278NHP 2SB,6*cf*,GS115,HS4440 FD Harland&Wolff,Ld.Bel.	15 ″ 6 s 2 ″ 9 13 ″ 5¾	
76931 ESXW	**Juhan** WoodAux3MstG *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	398 315 301					1938	P.Sepp Papisaare	J.Teär&others	148·1 F18'	30·5	12·2	Kuress'are Estonian	Oil Engines 2S.C.SA 2Cy.15⅜"-16$\frac{15}{16}$" 83NHP Völlind,A|S,Copenhagen		
76932	**Jui Ping** (*ex*Krat-32,*ex*Sibir, *ex*Columbia) 1*Dk*&*Shade dk*	591 — 326					1900	Farnham, Boyd&Co.Ld Shanghai	WuHsingS.S.Co.	160·0	24·6	9·0	Shanghai Chinese	T.3Cy.9",15"&25"-21" 29NHP Farnham,Boyd&Co.Ld.Shi		
76933																

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Press. on des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
76934 282 SVEZ	**Julia** (*ex*Burdale-35) *ss*Fal.No.3-5,35 1*Dk*(*pt Irn pt Stl*)	4352 4056 2698	✠100A1 12,38 BS10,39 ✠LMC5,35	Cff	*x*	CL 12,38	1914 1mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton '*sA&CP*	E.P.,G.P.,P.E. Hadjilias& Mrs.A.P.Hadjilias *Cell DBa*127'*uE*27'*f*1	380·0 P33'B240'F37' FK 65' 1169*t FPT* 136*t*	51·0	24·6	Syra Greek 6*BHCem* *APT*102*t*	T.3Cy26",42½"&69½"-45"(*s*) 180lb 375NHP 2SB,6*cf*,GS132,HS6094 Blair&Co.Ld.Stockton	27 " 3 s 3 " 7½ 23 " 10½	
76935 1057 ESRJ	— (*ex*Stegelborg-36) *ss*Abg.2ndNo.3-4,31 *ss*Mmo.No.2-40~~*ss*Abg.No.1-36~~ 1*Dk*(*Irn*)&*deep framing*	1892 1724 1138	✠100A1 6,40~~5,38~~ ✠LMC6,40 ~~MS9,36~~ ~~BS5,38~~	Tln Mmo	*r*	OG ~~5,38~~ 6,40	1906 7mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	J.Remmelgas, J.Silberberg,M. Krönström&P. Onno(O.Tiede- mann,*Mgr.*) *Ce*	280·0 290·2(O.L.) P21'B73'F31' FK *llDBa* 88' *uE&B*38' *f*114'534*t*	39·1	19·0	Tallinn Estonian 4*BHCem* *APT*90*t*	T.3Cy.20",31½"&53"-36" (*s*) 160lb *100lb* 185NHP 2SB,4*rf*,GS73,HS3060 Cen.Mar.Eng.Wrks.WHpl	21 " 4 s 2 " 11¾ 18 " 6	
76936 EGPP	— (*ex*Santirso-39) 1*Dk*	847 682 621					1920	Astilleros deGijon Gijon	JoaquinDavila Roman	201·7 Q136'B44'F30'	29·8	13·9	Vigo Spanish *WB*	T.3Cy.14",23"&38"-27" 75NHP FallerosdeZorrosa,Bilbao		V
76937 ONJV	— (*ex*Teddy-39,*ex* HaneströmIII-34,*ex*Dana-33, *ex*Snöfrid,*ex*Klippan) 1*Dk* *Mchy.Aft*	549 408 365					1907	Göteborgs M.V.Aktieb. Gothenborg	ArmementBelgica s.p.r.l.(Hooper, Roeckens&Co.Ld. *Mgrs.*)	157·5 P69*t*H30*t*F24*t*	27·5	11·2	Antwerp Belgian *WB*	T.3Cy.14 1/16",22¼"&37 1/16"- 23½" 68NHP GöteborgsM.V.Aktieb.Got		V
76938 214677 WLCD	**Julia Luckenbach** *ss*Bos.No.3-12,28 *ss*Sea.No.2-36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. *CruiserStern*	~~5959~~ — ~~3800~~ 5976 — 3748	✠100A1 *Shelter dk* *with freeboard* 11,40~~6,40~~ ✠LMC6,40 ~~MS6,36~~ ~~BS6,38~~6,40 *Fitted for oil fuel* 1,17 *F.P. above* 150° F.	Sea	*b*†	CL 8,38	1917 1mo	ForeRiver S.B.Corp. Quincy, Mass A&CP *Cell DB* 383' 1651*t* '*tween deck tanks in E&B space*51'598*t FPT*196*t APT*319*t*	LuckenbachS.S. Co.Inc. 1*BH in fore hold dispensed with*	436·6 FK	57·2	37·6	NewYork Utd. States *ptCem* 6*BH only* (*Coll to Shdk* 5 " *2nd* ")	1DR GearedSteamTurbine 195lb ~~195lb~~ (*r*) 874NHP 3SB,12*cf*,HS10640 FD Gen.Elec.Co.Schenectady, N.Y.	32 " 1 s 4 " 5¼ 27 " 10¼	
76939	**Julian Alonso** Ⓟ *Fitted for oil fuel* *Well deck* *Mchy.Aft* 1*Dk*	1027 812 403					1908	Montrose S.B.Co. Montrose	EmpresaNaviera deCubaS.A.	230·0 P&B170'F46'	36·7	10·6	Havana Cuban *WB*	T.3Cy.19",31"&51"-33" 149NHP Hutson&Sons,Ld.Glasgow		
76940 1232 PJAT	**Juliana** TwinSc *ss*Nwc.No.3-11,40 ~~*ss*Cco.No.2-36~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2587 1700 1117	✠100A1 11,40 ✠LMC MS7,39 BS11,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,28 *F.P. above* 150° F.	Nwc	*t*	CL P11,40 s6,39	1928 7mo *Lloyd*	Nederl. Schps.Maats Amsterdam '*sA&CP*	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'F28' FK *Trunk*190' *APT*81*t*	50·1	15·1	Willmstad W.I. Dutch 9*BHptCem* *ptAsp*	T.6Cy.12¾",20½"&34"-24½" 180lb (*s*) 240NHP 2SB,4*cf*,HS4168 FD Gebr.Stork,Hengelo	15 " 0 s 1 " 6½ 13 " 7½	
76941 OUHP	**Juliane** (*ex*Middelhavet, *ex*Kongstrup) 1*Dk*	1293 1095 778					1921	Kjöbnhvns Flydk.&Skbs. Copenhagen	A/SVestjysk Dampskslsk.(Niels Winther,*Mgr.*)	241·8 P17'B50'F27'	36·2	16·2	Fanö Danish *WB*	T.3Cy.16½",27"&44"-30" 106NHP KjbnhavnsFlydk.&Skbsv.		V
76942 997 PJAB	**Julieta** TwinSc *ss*Cco.No.3-2,36 *Mchy.Aft* *ss*Cco.No.1-40 1*Dk*(*Stl*) *Longitudinal framing at bottom&at deck*	2746 1810 1517	✠100A1 3,41 BS3,41 ✠LMC4,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,24 *F.P. above* 150° F.	Cco	*t*	CL 10,39	1924 4mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'*Trunk*189'F29' FK	50·2	15·1	Willmstad W.I. Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"-24⅜" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 Werkspoor,Amsterdam	15 " 0 s 1 " 7 13 " 6½	
76943 OFDT	**Juliette** (*ex*Camden-39, *ex*Edenor) *ss*Shl.2ndNo.3-6,36 1*Dk*(*Stl*) *Arch deck* *Cargo battens not fitted*	1460 — 820	✠100A1 4,40 ✠LMC MS11,35 BS8,39	Shl	*n*	CL 10,39	1911 4mo *Lloyd*	Osbourne, Graham&Co. Sunderland '*sA&CP*	LaivaO/YFennia S.S.Co.Ld.(John NurminenO/Y, *Mgrs.*) *Cell DBa*77'*uE&*	240·2 250·2(O.L.) P18'F23' FK *B*29'*f*96'322*t FPT*4	34·2	20·1	Helsingfrs Finnish 4*BHCem* 8*t APT*65*t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 140NHP 2SB4*pf*,GS68,HS2366 MacColl&Pollock,Ld.Sld.	22 " 2 s6 " 1½ 16 " 3½	
New	"Liisa," *see No.*88916 *in Supplement*															
76944 DHNM	**Julius Hugo Stinnes 27** Sub.Sig. *CruiserStern* *Mchy.Aft* E.S.D. D.F. 1*Dk*	2530 2048 1217					1924	Frd.Krupp Act.Ges. Kiel	HugoStinnes Reed,A.G.	277·8 P83'F27'	44·2	20·8	Hamburg German *WB*	T.3Cy.21¼",33¾"&54¾"-39⅜" 187NHP Frd.Krupp,A.G.Kiel		G
76945 DHNO	**Julius Rütgers** *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	854 730 448					1908	J.C.Teck- lenborgA.G. Weser- münde-G.	Haltermann&Co.	210·9 B44'F21'P18'	30·3	14·3	Hamburg German	T.3Cy.13",21 1/16"&34 7/16"-22 13/16" 57NHP J.C.TecklenborgA.G.Wsm		G
76946 167440 GLBR	**Julius Thomsen** Ⓟ Wireless D.F. 2*Dks* *CruiserStern*	1151 1019 655					1927	A/S.Fred- erikshavns Værft og Flydedok Frderikshavn	Ministry of Shipping ~~(J.Currie&Co. *Mgrs.*)~~ (Currie Line,Ld.*Mgrs.*)	179·3 F42'	35·2	21·4	London British *WB*	T.3Cy.14",22½"&37"-27" & 1 LP Turbine 85NHP E&B*made*23 KjbnhavnsFlydk.& Skbsv.Cpn.		V
76947 FOPE	**Jumièges** (*ex*Weltondale,*ex*Michael Whitaker) *ss*Hav.No.3-6,25 *ss*Hav.No.2-34 *Well deck* 1*Dk*(*pt Irn pt Stl*)	1708 1327 1004	✠ ... 8,37 ✠	Hav	*q*		1913 2mo	WoodSkin- ner&Co.Ld. Newcastle	Worms&Co.	260·3 Q153'B*on*Q52'F28' FK *CellDB*	37·7	16·4	Havre French 4*BHCem* *a*77' *uE*18'*f*	T.3Cy.19",31"&51"-36" 180NHP 2SB,6*pf*,GS90,HS2915 G.Clark,Ld.Sunderland 102'422*t FPT*92*t APT*101*t*	18 " 7	V †
8/41 76948 161216 GSTM 103/41	**Jumna** *ss*Sng.No.2-37 2*Dks*(*Stl*)	6078 5569 3746	✠100A1 10,39 BS~~11,39~~ ✠LMC10,37 11,40 *Fitted for oil fuel* 4,29 *F.P. above* 150° F. *Fitted for carrying oil* 4,29 *F.P. above* 150° F. *in deep tank*	Bom	*a*†	CL 4,38	1929 4mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	JamesNourse,Ld. *Intermediate 'tween dk* *BH in after hold dispensed with*	423·9 P45'B140'F34' FK *CellDB*360'1687*t D*	55·9	28·1	London British *ptCem* 6*BH to Udk* 1 " " *2nd* " *Ta*38'976*t F*	T.3Cy.26",44"&74"-51"& LP.Turbine with DR gearing & hydraulic coupling 180lb (*s*) 612NHP 3SB,9*cf*,GS189,HS8040 FD A Stephen&Sons,Ld.Gls. *PT*121*t APT*34*t*	31 " 4 s 6 " 2 25 " 5¼	
76949 149848 GNDF	**Juna** Ⓟ TwinSc *ss*Bom.No.3-10,39 1*Dk*(*Teak*)*2nd dk*(*Stl*) *in holds* *CruiserStern*	2190 1632 905	✠100A1 *with freeboard* 10,39 ✠LMC10,39 *Fitted for oil fuel* 6,27 *F.P. above* 150° F.	Bom	*s*	CL s9,38 P9,39	1927 6mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*216'24	280·0 P32'B86'F30' FK 1*t MT*8'61*t FPT*16*t*	43·6	18·8	London British 6*BHptCem* *APT*41*t*	T.6Cy.16½",28½"&48"-33" 215lb (*s*) 469NHP 3SB,9*cf*,HS7313 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 " 0 s 3 " 3½ 18 " 0	
76950 YTBY	**Junak** (*ex*Farnham,*ex*Marsal) *ss*Spt.No.3-4,33 *ss*Spt.No.1-37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1571 — 943	✠100A1 3,40 ✠LMC MS12,37 BS6,39 No later survey reported	Spt	*p*	CL 6,39	1921 2mo *Lloyd*	J.S.White &Co.Ld. Cowes '*sA&CP*	"Spad"Splitsko Parobrodarsko DrustvoS.O.J. *CellD*	240·3 Q89'B54'F23' FK *B*201'372*t FPT*32*t*	36·2	18·2	Susak Yugoslav 4*BHCem* *APT*38*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,6*cf*,GS92,HS2882 J.S.White&Co.Ld.Cowes	20 " 4 s 1 " 9½ 18 " 8	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
76951 LOJJ	**Juncal** (*ex*SanQuirino-39) *ss*Fal.No.3-6,36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *ss*B.As.No.1-41	~~3903~~ — ~~4002~~ 5810 — 3548	✠100A1 2,41 ~~2,40~~ ✠LMC 2,41 ~~MS6,36~~ ~~BS2,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,23 *F.P. above* 150° F.	BAs	*z*	CL ~~1,39~~ 1,41	1923 7mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd*'sA&CP	**Cia.Argentina de Nav.Mihanovich Ltda.** *CellDB*	407·2 423·7([illegible]) P105'B37'F60' FK *uB*26'57*tAPT*30*t*	52·2	31·4	Bns.Aires Argentine 15*BHptCem* (10 *to U dk* 5 ,, *2nd*,,)	T.3Cy.27",45"&75"-48" (*r*) 180lb 538NHP 3SB,*9cf*,GS201,HS7896 FD Wllsnd.Slpwy.Co.Ld.Nwc.	31 ″ 6	
76952 PGYP	**June** (*ex*Ransel-40) *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	400 299 250					1938	NVScphsw "Vooruit-gang" Foxhol	J.Teerling	146·1 P49'F28'	26·1	10·0	Delfzijl Dutch *WB*	Oil Engines 4S.C.DA 6Cy.$11\frac{7}{16}$"-$17\frac{11}{16}$" 76NHP AppingedammerBrons Motorenfb.N.V.		C
76953 201768 WADM	**Juniata** Ⓟ *Mchy.Aft* 2*Dks*&*Awng dk* D.F. "Milwaukee Clipper," *see No.* 89081 *in Supplement*	4333 — 2619					1905	American S.B.Co. Cleveland	~~Gt.LakesTransit~~ **Corp.** SandProductsCorporation	346·0	45·0	28·0	BuffaloNY Utd.States *WB*	Q.4Cy.22",31½",45"&65"-42" 274NHP DetroitS.B.Co.Detroit		
76954 77274 WMCW	— D.F. Sub.Sig. 3*Dks*&*Promenade dk*	3465 — 2537					1897	Harlan& Hollings-worthCo. Wlmgtn,Del.	**Merchnts&Miners TransportationCo.**	310·0 len07	42·0	26·0	Baltimore Utd.States	T.3Cy.28",45"&72"-48" NB07 359NHP Harlan&Hollingswrth Co. Wilmington,Del.		
76955	**Junie** (*ex*HsinKiangteen-38) **TwinSc**	3645 — 2613					1921	Shanghai Dk.&E.Co.Ld Shanghai	**A.C.d'Encarnacao (HuntS.S.Corp,** *Mgrs.*)	300·0	48·2	22·9	Shanghai Portuguese	T.8Cy.(2)17",(2)28"& (4)31½"-33" 227NHP ShanghaiDk.Co.Shanghai		
76956 1316 CBJU	**Junin** Ⓟ (*ex*Manizales-38, *ex*Pleskow) Wireless 1*Dk*	1185 — 777					1915	Schiffsw.v. HenryKoch Lübeck	**Fontbona y Cordero,Ltda.**	216·6 P114'F27'	32·9	13·1	Valp'raiso Chilian	T.3Cy.$17\frac{9}{16}$",29½"&$45\frac{7}{16}$"-29½" 113NHP OttensenerMaschf.Altona		
76957 PKMQ	**Juno** *OilEng.* D.F. *ss*Bat.2ndNo.3-7,37 *Mchy.Aft* 1*Dk*(*Stl*)&*Trunk dk*	2345 1662 1385	✠100A1 9,40 ~~3,40~~ ✠LMC CS7,37 DBS3,40 9,39 *Carrying Petroleum in bulk*	Bat	*r*	CL 9,39	1912 11mo	Nederl. Schps.Maats. Amsterdam *Lloyd*'sA&CP	**Nederl.Indische Tankstoomboot Maats.**	257·6 P73'F26' FK *CellDB a*33'36*tAP*	43·1	18·6	Batavia Dutch 13*BHCem* *T*65*t*	Oil Engines 4S.C.SA 6Cy.22"-39⅜" 280NHP DB*100lb* NedFb.v.Wrk&Spoor,Ams	19″10 s 1″6½ 18″6	
76958 DDTL	— (*ex*Romo,*ex*Elisabeth) D.F. 1*Dk*	2038 1889 1287					1902	Akt.Ges. "Neptun" Rostock	**A.Hansen**	292·1 P13'B168'F27'	41·2	18·1	Flensburg German *WB*	T3Cy20⅞",$37\frac{7}{16}$"&55⅛"-$35\frac{7}{16}$" 180NHP A.G."Neptun,"Rostock		G
76959 PFFM	— **4TwinMasts** 2*Dks*	1763 1577 1088					1908	Wrf.voorh. Rijkee&Co. Rotterdam	**Konink.Nederl. Stoomb.Maats. N.V.**	276·5 P&B162'F36'	39·2	18·8	Amstrdam Dutch *WB*	T.3Cy.21",32½"&55"-35½" 360NHP NedFb.v.Wrk&Spoor,Ams		V
76960 165904	— Ⓟ **Pad** *CruiserStern* 1*Dk*	642 432 233					1937	Fairfield Co.Ld. Glasgow	**CaledonianSteam PacketCo.Ld.**	223·6	30·1	9·7	Glasgow British	T.3Cy.25",39"&61"-60" 288NHP FairfieldCo.Ld.Glasgow		
76961 DOIY	— 1*Dk*2*trB*	558 434 327					1902	Akt.Ges. "Weser" Bremen	**Dampfschiffahrts Ges.Neptun**	179·8 Q56'B41'F22'	26·1	11·8	Bremen German	T.3Cy$12\frac{3}{16}$",$19\frac{11}{16}$"&31½"-21⅝" NB33 46NHP A.G."Weser,"Bremen		G
76962 EAFT	**Jupiter** (*ex*Arezzo-38,*ex*Jupiter) *ss*Bbo.2ndNo.3-11,25 *ss*Bbo.No.1-30 2*Dks*(*Stl*)&*deepframing*	4833 4516 3130	✠ ... 12,34 ✠	Bry	*y*		1900 8mo	Russell& Co. Pt.Glasgow	**Cia.Anon.Marit. Union(M.Urru-chua,** *Mgr.*) *Cell DBa*131'*uE&B*42'	389·2 P31'B112'F40' FK *f*167'1244*tDTa*31'	52·1	27·1	Bilbao Spanish 7*BHCem* 800*tAPT*56*t*	T.3Cy.27",43"&72"-48" NDB19 403NHP 2SB,*6cf*,GS122,HS5121 Rankin&Blackmore,Grk.	29″11	CI †
76963 77458	— D.F. GyC. *Mchy.Aft* Sub.Sig. 1*Dk*2*trB*	3719 — 2769					1901	American S.B.Co. Lorain,O.	JupiterS.S.Co.	346·0	48·0	28·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.CoCleveland		R
76964 LEBA	— Ⓟ *Ref.Mchy.* D.F. E.S.D. 1*Dk*	2471 1574 1336					1915	Lindhol-mensM.V. Gothenburg	**DetBergenske Dampskibsselskab**	305·2 P573*t*H294*t*	41·7	18·5	Bergen Norwegian *WB*	T.3Cy.26",42"&69"-42" 309NHP LindholmensM.V.Got.		
76965 7306 SDPA	— (*ex*Carperby) *ss*Osc.3rdNo.3-8,30 *ss*Osc.No.2-38 1*Dk*(*ptStl ptIrn*)&*Webframes&pt Awng dk*(*Irn*) *Cargo battens not fitted* *Hatch covers& Webs dispensed with in 'tween decks*	*2152* *1508* *1343*	✠100A1 *pt Awng dk withfreeboard* 4,39 BS4,39 ✠LMC9,38 Surveys delayed	Osc	*r*	CL 4,39	1895 2mo	Ropner& Son Stockton A&CP	**RederiA/B Iris (S.Abrahamsen,** *Mgr.*)	275·1 P27'Q82' FK *ptAwng dk*166' *Cell DB a* 92'*uE*	39·5	15·9	Stockholm Swedish 4*BHCem* 20'*f*106'393*t*	T.3Cy.21",34"&56"-36" (*s*) 160lb 2NDB19 187NHP 2SB,*4rf*,GS60,HS2780 Blair&Co.Ld.Stockton	19″0 s 7″7 18″7	
76966 215702 HREB	— (*ex*Ormidale-38, **TwinSc** *ex*AstmahcoIII, *OilEng.* *ex*LakeMohonk, *ss*N.Yk.No.1-21 *ex*MotorI) 1*Dk* *Mchy.Aft*	2063 1797 1434	✠ ... 7,27				1917 10mo	Manitowoc S.B.Co. Manitowoc	L.Garcia	250·5 P44'B32'F28' FK	43·5	20·4	Puerto Cortes Honduran *WB*	Oil Engines 4S.C.SA 12Cy.14½"-18" 246NHP NE38 Atlas-ImperialDieselEng. Co.Oakland,Cal.	23″0	R †
76967 PFFQ	— (*ex*JongeJohanna-40) *ss*Rot.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F.	1464 1212 786	✠100A1 *withfreeboard* 3,41 ~~3,40~~ BS~~10,39~~ ✠LMC9,37 10,40	Rot Lon	*r*	CL ~~3,40~~ 6,41	1928 11mo	N.V.Mch. &Scheepswrf vanP.Smit,Jr Rotterdam *Lloyd*'sA&CP	**N.V.Koninklijke Nederlandsche Stoomboot.Maats.** *CellDB*201'422*t*	265·7 FK *FPT*82*tAPT*27*t*	38·6	16·1	Amstrdam Dutch 4*BHCem* (*Coll to Sh dk* 3 ,, *2nd*,,)	T.3Cy.21",32¾"&55⅛"-39⅜" 190lb (*s*) 258NHP 2SB(Spt),*4cf*,GS84, FD HS3660 N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	18″4 s ″5 18″0	
76968 164125	— Ⓟ **Pad** *CruiserStern* 1*Dk*	642 432 233					1937	Fairfield Co.Ld. Glasgow	**CaledonianSteam PacketCo.Ld.**	223·6	30·1	9·7	Glasgow British	T.3Cy.25",39"&61"-60" 288NHP FairfieldCo.Ld.Glasgow		
76969 DONK	— 1*Dk*	560 436 329					1901	Akt.Ges. "Weser" Bremen	**Dampfschiffahrts Ges."Neptun"**	179·8 Q58'B41'F21'	26·1	11·8	Bremen German *WB*	T.3Cy.$12\frac{3}{16}$",$19\frac{11}{16}$"&31½"- 21⅝" 46NHP A.G."Weser,"Bremen		G
76970	— **TwinSc** (*ex*Juruá) *ss*Pra.No.2-06 1*Dk*&*Promenade dk*	331 262 231	✠ ... 2,07 ✠				1899 11mo	Murdoch & Murray PortGlasgow	**A.Pimenta&Cia.**	140·0 F16' FK	30·0	8·7	Para Brazilian	T.6Cy.10",16"&26"-18" 70NHP J.G.Kincaid&Co.Greenock	9″0	
76971 160253 GSZK	**Jura** D.F. 1*Dk*	1759 1618 1078					1929	Burntislnd S.B.Co.Ld. Burntisland	**AdmiralShipping Co.Ld.(Glen&Co. Ld.** *Mgrs.*)	271·6 P17'B67'F29'	39·7	19·0	Glasgow British *WB*	T.3Cy.19",31"&51"-36" 156NHP D.Rowan&Co.Ld.Glasgow		C

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 [illegible]
76972 YTTB	**Jurko Topić** (*ex*Trematon-37) *ss*Cff.No.3-8,32 *ss*Cff.No.1-37 1*Dk*(*Stl*)	5160 4769 3132	✠100A1 ~~6,39~~ ~~BS10,38 ✠LMC9,36~~ BS10,38 ✠LMC9,36	Rot	*y*	CL 10,38	1919 10mo *Lloyd*	D&WHenderson&CoLd Glasgow *'sA&CP*	SlobodnaPlovidba TopićD.D.(Ant. Topić, *Mgr.*) *CellDB*	400·1|52·3|28·4 412·8(O.L.) P49'B113'F38' FK 344'1035*t FPT*125*t*	Susak Yugoslav 7*BHCem* *APT*210*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D&WHenderson&CoLdGls	31 ″ 0 s5″11¼ 25 ″ 4	
76973 OFAL	**Jussi H.** (*ex*Ospringe-37, *ex*Homecourt) *ss*Bdx.No.3-5,23 D.F. 1*Dk&deep framing*	2323 — 1237	✠ ... 8,27 ✠				1910 2mo	Atel.&Ch. deFrance Dunkirk	LaivaO/Y"JussiH" (WernerHacklin)	299·5|42·9|19·6 288·4 P19'B74'F33' FK	Björnebrg Finnish *WB*	T.3Cy.21",33"&56"-36" 208NHP Atel.&Ch.deFrance,Dnk.	22 ″ 6	V †
76974 1010 PJAC	**Justina** TwinSc *ss*Cco.No.3-1,37 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2700 1807 1462	✠100A1 11,40~~1,40~~ BS4,40 ✠LMC1,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 10,24	Cco	*t*	CL N3,39	1924 10mo *Lloyd*	Nederl. Schps.Maats. Amsterdam *'sA&CP*	N.V. Curaçaosche Scheepv.Maats.	305·0|50·2|15·1 Q87'*Trnk*189'F29' FK	Willmstad W.I. Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33¼"-24$\frac{1}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 FD Rot.DroogdokMaats.Rot.	15 ″ 0 s 1 ″ 6½ 13 ″ 7½	
187/40 76975 153736 MLLZ	**Justitia** *ss*Cff.No.1-39 D.F. Sub.Sig. 1*Dk&Shelter dk* *Cruiser Stern*	4562 4245 2767	✠100A1 *with freeboard* 5,40 ~~8,30~~ ✠LMC8,39	Cff Mch	*z*	CL 7,39	1935 11mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP*	ChellewSteamship ManagementCo. Ld.(F.C.Perman, *Mgr.*) *CellDB*	412·0|56·0|25·1 424·0(O.L.) F40' FK 349'1283*t FPT*109*t*	London British 6*BHCem* (*Coll to Sh dk* 5 „ *2nd*„) *APT*159*t*	T.3Cy.21",31¾"&62"-42" 283NHP 220lb *220lb* (*s*) FD 2SB(Spt),6*cf*,GS81,HS3300 D.Rowan&Co.Ld.Gls.	27 ″ 7 s 2″10¼ 24 ″ 11¼	
76976 ~~[illegible]~~ ~~[illegible]~~ 125441 MLWD	**Juta** (*ex*SirWalterScott-36) *ss*Tln.2ndNo.3-11,36 *Well deck* 1*Dk*(*Stl*)*&deep framing* *Cargo battens not fitted*	1559 1314 923	✠100A1 12,39 BS~~12,39~~ ✠LMC10,36 3,41	Tln	*p*	CL 6,38	1908 8mo *Lloyd*	BlythS.B. Co.Ld. Blyth *'sA&CP*	Ministry of Shipping(Tyne&Wear ShippgCoLd*Mgs*) *CellDBa*71'*uE&*	245·0|36·7|16·0 254·5(O.L.) Q90'B48'F21' FK *B*35'*f*102'402*t FPT*	Glasgow British 4*BHCem* 62*t APT*79*t*	T.3Cy.19",31"&51"-36" (*s*) 180lb NDB29 *100lb* 181NHP 1SB,4*cf*,GS72,HS2938 N.E.MarineEngCo.Ld.Sld.	18 ″ 4 s 1 ″ 8½ 16 ″ 10	
76977 160222 GSPL	**Jutland** D.F. 2*Dks*	6153 5774 3869					1928	R.Duncan &Co. PortGlasgow	GlasgowShipownersCo.Ld. (Glen&Co.Ld. *Mgrs.*)	430·0|57·0|28·2 P36'B145'F41'	Glasgow British *WB*	Q.4Cy.24¾",35½",51"&73"-51" 381NHP D.Rowan&Co.Gls.		C
76978 PFFZ	— *OilEng.* D.F. 1*Dk* *Mchy.Aft* *Cruiser Stern*	357 241 158					1937	N.V.Noord Nederlndsch. Schpswerven Groningen	J.Kuipers	135·6|23·1| 9·7 P43'F16'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11⅓"-16$\frac{9}{16}$" 74NHP MtrnWerkeMannheim AG		V
* 76979 OXVH	**Jutlandia** Ⓟ TwinSc *OilEng.* *ss*Cpn.No.1-39 D.F. 2*Dks,3rd dk in Nos.1,2&3holds*	8457 6753 5204	✠100A1 *with freeboard* 5,39 ✠LMC CS3,39 DBS11,38 2,38 *Carrying vegetable oil in midship tank*	Cpn	*c*†	CL 4,38	1934 11mo *Lloyd*	Nakskov Skibs.A/S Nakskov *'sA&CP*	A/S DetÖstasiatiskeKompagni *CellDB*353'1215*t* *D*	436·8|61·2|32·6 460·2(O.L.) P28'B180'F61' FK *MT*30'732*t* *Ta*13'292*t FPT*174*t*	Copnhagn Danish 7*BHptCem* *APT*143*t*	Oil Engines 2S.C.DA 10Cy.17$\frac{11}{16}$"-47¼" 1073NHP DB*125lb* Akt.Burmeistr&Wain,Cpn	36 ″ 0 s11 ″ 2¼ 25 ″ 1	
76980 OXHH	**Jutta** Wireless D.F. 1*Dk* *Cruiser Stern*	1549 1349 884					1934	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	290·0|39·7|15·3 P&B124'F35'	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"-31½"&LPturbine HS2520 192NHP HelsingörsJernsk.&Mskb.		G
76981 DJZX	— *OilEng.* *Mchy.Aft.* *Cruiser Stern*	479 342 226					1939	Jos.L. Meyer Papenburg a.d.Ems	Breyer&Co.	148·1|27·2|10·7 P42'F15'	Hamburg German *WB*	Oil Engines 4S.C.SA 8Cy.11"-17¾" 98NHP Klöckner-Humboldt-Deutz,A.G.Köln-Deutz		G
76982 34795 LOFU	**Juvenal** TwinSc *ss*B.As.No.3-10,39 *Mchy.Aft* 2*Dks*(*Stl*)*&Web frames* D.F. *Longitudinal framing*	9459 — 5165	✠100A1 12,40~~10,39~~ BS12,40 ✠LMC10,39 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 8,28	BAs	*i* †	CL ~~N9,39~~ s12,40	1928 8mo *Lloyd*	Cant.Nav. Triestino Monfalcone *'sA&CP*	Cia.General de Combustibles *CellDBuE*56' 222*tDTf*50'603*t*	556·0|74·1|40·3 536·0 P141'B42'F47' FK *FPT*258*tAPT*148*t*	Bns.Aires Argentine 18*BHptCem ptAsp* (14 *to U dk* 4 „ *2nd*„)	T.6Cy.26",43"&73"-48" (*s*) 200lb FD 1167NHP 5SB(Spt),15*cf*, HS17735 N.E.MarineEng.Co.Ld.Sld	40 ″ 0	
76983 1757 IBKR	**Juventus** (*ex*Valdieri) *OilEng.* D.F.	4920 4487 3075					1920	SACantieri NavaliF.Tosi Taranto	Soc.Commerciale diNav.	394·3|51·7|27·6 379·0 P51'B116'F33'	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.29½"-49⅛" 606NHP NE27 Soc.An.FiatS.G.M.Turin		I
* 76984 OYDD	**Jylland** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* *ss*Els.No.3-1,37 Sub.Sig. 2*Dks*(*Wthr dkStl-ws*) D.F. *3rd dk in holds*	2762 2337 1559	✠100A1 *with freeboard* 5,39 ✠LMC CS3,38 DBS9,38 9,38	Lon	*u*	OG 5,39	1926 6mo *Lloyd*	Helsingörs Jernsk &Msk. Elsinore *'sA&CP*	DetForenede DampskibsSelsk. *CellDB*233'364*t*	306·3|44·2|25·9 F39' FK *FPT*56*tAPT*70*t*	Esbjerg Danish 6*BHptCem* 2*to* 2*nd dk*	Oil Engines 4S.C.SA 12Cy.21⅝"-35$\frac{7}{16}$" DB *75lb* 545NHP Burmeister&Wain,Cpn.	28 ″ 6 s11 ″ 0½ 17 ″ 10	
76985 OYJS	— Ⓟ (*Ferry*) *OilEng.* Wireless D.F. E.S.D. 2*Dks*	1434 917 619					1932	Nakskov Skibs.A/S Nakskov	DeDanske Statsbaner	258·1|40·8|14·2	Kalndborg Danish *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 404NHP Akt.Burmeistr&Wain,Cpn		V
76986 LEFP	— Ⓟ (*ex*Sönderjylland) Wireless 1*Dk&Awng dk*	539 265 297					1887	Burmeister &Wain Copenhagen	A/S ChristiansandsDampskslsk. (LeifRosenkilde, *Mgr.*)	166·1|23·9|17·7 H22*t*	Xiansand Norwegian *WB*	T.3Cy.14½",23"&36"-24" 63NHP Burmeister&Wain,Cpn.		N
76987														

⁎ Additional Ships are inserted in the Supplement at the end of the Register.

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
76988 LJYU	**K. G. Meldahl** CruiserStern 1Dk&Shelter dk Strengthened for navigation in ice Butts of keel & bottom plating electrically welded	3799 3077 2194	✠100A1 withfreeboard ~~8,40~~ ~~12,39~~ 2,41 ✠LMC9,38 Fitted for oil fuel 9,38 F.P. above 150° F.	Shi Bal	y	CL	1938 9mo Lloyd'sAP	Fredrkstad MekVrksA/S Fredrikstad	K.K.Rasmussens RederiA/S(K.K. Rasmussen,Mgr.) Intermediate BH in after hold dispensed with CellDB301' 1070t MT29' 1094t FPT212t APT233t	365·2|57·3|20·2 383·3(O.L.) F24' FK	Sandefjord Norwegian ptCem (Coll BH to Sh dk 5 ,, ,, 2nd ,,)	C.4Cy.(2)16¾"&(2)39$\frac{15}{16}$"–36⅝" 220lb (s) 353NHP 2SB(Spt),6cf,GS60,HS5510 FD FredrikstadM.V.A/S Fredrikstad	23 ″ 6 s1 ″ 4¾ 22 ″ 3	
76989 215800 WLCE	**K. I. Luckenbach** TwinSc ssBos.No.3–3,30 ssSea.No.2–38 2Dks(Stl)&Shelter dk(Stl) D.F. GyC.	5887 — 3677	✠100A1 Shelter dk withfreeboard 2,41 ~~2,40~~ MS3,38 BS11,40 ✠LMC ~~BS11,39~~ Fitted for oil fuel 2,18 F.P. above 150° F.	Sea	b†	CL P9,39 S10,39	1918 2mo A&CP	Bethlehem S.B.Corp.Ld. Quincey, Mass.	LuckenbachS.S. Co.Inc. 1BHin forward hold dispensed with 6BH only in CellDB356' 1631t DTa30' 165t Topside tanks in E&Bspace24' 445t FPT220t APT240t	446·0|56·1|27·8 37·3 FK	NewYork Utd.States ptCem	2 Steam Turbines DR geared to 2 Sc. Shafts 225lb 4B,HS15520 1070NHP WaterTubeBoilers BethlehemS.B.Corp.Ld. FD Quincey,Mass.	31 ″ 2 s4 ″ 4¾ 27 ″ 0	
76990	**K. J. Knudsen** Should be "Bellona," see No. 87261 in Supplement OilEng. D.F. Mchy.Aft CruiserStern	11000 6700	100A1 (Class Contemplated) Carrying Petroleum in bulk				1940	A/B Götaverken Gothenburg	KnutKnutsen O.A.S.	533·9|66·2|39·2 P102'F64'	Haugesnd Norwegian	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"–55⅛" A/B Gotaverken,Got.		
76991 221174 KDRE	**K. R. Kingsbury** Fitted for oil fuel Carrying Petroleum in bulk Mchy.Aft Longitudinal framing D.F. GyC. 2Dks&Shelter dk	8761 — 5415					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	StandardOilCo. of California	440·0|58·2|33·1	S.Frncisco Utd. States WB	Q.4Cy.24",34",51"&74$\frac{5}{16}$"–54" 413NHP BethlehemS.B.Corp.Ld.		R
76992 PFGD	**Kaap Falga** OilEng. 1Dk Mchy.Aft CruiserStern	378 222 179					1938	N.V.Schps. v/hGebrG& H.Bodewes Martenshoek	J.V.Eckhardt	136·9|24·8| 8·5 P40'Q41'F22'	Heiloo Dutch	Oil Engines 2S.C. 5Cy. N.V.Mchsb.Bolnes,Bolnes		C
76993 7901 SDET	**Kaaparen** (exLarviksfjord) TwinSc OilEng. D.F. ssGot.No.3–5,33 ssGot.No.1–37 1Dk(Stl)&Shelter dk(Stl) Ref.Mchy. CruiserStern	3386 2718 1879	100A1 withfreeboard 10,40 ~~4,40~~ LMC CS12,37 ~~4,39~~ 2,40 ✠Lloyd'sRMC~~1,40~~ 1,41 ~~9,40~~ for temp. 31° F.	PNl Mtl		CL 1,39	1930 Partly rebuilt'33	Götaverken A/B Gothenburg	Rederiaktieb. Transatlantic(G. Carlsson,Mgr.) CellDB287' 957t tanks in way of tunnels 568t	354·1|50·1|20·2 362·6(O.L.) FK	Gothenbrg Swedish 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP GötaverkenA/B.Got. FPT44t APT116t	25 ″ 6 s2 ″ 2 23 ″ 5¾	
76994 OSLA	**Kabalo** (exCaledonier,exWarMyrtle) 159/40 ssAnt.No.3–5,30 ssAnt.No.2–39 1Dk(Stl)2nd dk D.F. (Stl)inNos.1,2,3,&4holds	5186 4641 3121	✠100A1 3,40 MS6,38 ✠LMC BS9,39	Ant	y	CL N8,39	1917 12mo Lloyd'sA&CP	Cammell Laird&Co.Ld. Birkenhead	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, Mgrs.) CellDB343' 1152t FPT113t APT166t	400·0|52·4|28·4 P49'B113'F50' FK	Antwerp Belgian 7BHptCem	T.3Cy.27",44"&73"–48" (s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD CammellLaird&CoLd.Bkn	31 ″ 0 s5 ″ 11¾ 25 ″ 3¼	
76995 OYCP	**Kabel** (exEnigheden–40) 1Dk	720 623 406					1918	H.C.Christensen Marstal	DetStoreNordiske TelegrafSelskab A/S	199·9|32·7|12·5 P24'B62'F28'	Copnhagn Danish WB	T.3Cy.16",27"&45"–30" 111NHP Akt.Burmeistr&Wain,Cpn		V
76996 FNEY	**Kabyle** (exWihuri,exOakmere, exMillgate, exPoltolia, exAnatolia) ssMch.No.3–10,21 ssMch.No.1–26 1Dk2trB	1881 — 1136	... 8,29				1905	Bremer Vulkan Vegesack	Cie.Nouvelle de Nav.Busck	261·6|37·1|21·5 P37'B77'F30' FK	Marseilles French WB	T3Cy19$\frac{15}{16}$",32$\frac{13}{16}$"&53⅜"–39½" 243NHP BremerVulkan,Vegesack	24 ″ 0	V †
76997 TCLQ	**Kades** Ⓟ TwinSc D.F. E.S.D. 3Dks CruiserStern	2990					1938	Neptunwerft Rostock G.m.b.H. Rostock	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	306·6|43·5| B123'F71'	Istanbul Turkish WB	T6Cy.16⅛",26"&41$\frac{5}{16}$"–27$\frac{9}{16}$" &LPturbines withDR gearing & hydraulic coupling NeptunwerftRostock G.m.b.H.Rostock		G
76998 844 SZNK	**Kadio** (exAbbas–35) ssSld.No.3–9,24 Wireless ssSld.No.2–32 Well deck Mchy.Aft 1Dk(Stl)	1430 1115 836	✠ 10,37 ✠	Sld	o		1911 11mo	S.P.Austin &Son,Ld. Sunderland	Mme.K.G.Sigalas (G.SigalasSons, Mgrs.) CellDBuE&B37' f152' 414t FPT106t APT60t	240·0|36·0|15·6 Q131'B12'F26' FK	Piræus Greek 4BHCem	T.3Cy.19",31"&51"–36" NDB27 172NHP 1SB,4pf,GS73,HS2691 J.Dickinson&Sons,Ld.Sld.	17 ″ 9	G †
* 76999 586 ESAK	**Kadli** (exLembit–35,exIlltyd) ssGmh.3rdNo.3–7,27 Well deck ssTln.No.2–36 1Dk(Stl)2trB Cargo battens not fitted	1818 1418 1103	✠100A1 4,39 BS2,40 ✠LMC12,36	Lth	q	4,39	1889 7mo A&CP	TTurnbull &Son Whitby	E.Bergmann CellDB216' 378t	259·0|37·2|16·9 269·0(O.L.) P28'Q60'B112'F32' FK	Tallinn Estonian 4BHCem	T.3Cy.20",33"&54"–36" (s) 160lb 170NHP 2SB,4cf,GS58,HS2480 Blair&Co.Ld.Stockton	19 ″ 4 s1 ″ 1¾ 18 ″ 4	
77000 211 ESAC	**Kadri** (exEllind–35,exJacobBright) ssRot 3rdNo.3–2,36 1Dk(Irn)2trB&Web frames Cargo battens not fitted	2775 2490 1691	✠100A1 withfreeboard 2,39 BS6,40 ✠LMC2,36 No later survey reported	Shl	t	CL 11,39	1897 2mo A&CP	Irvine& Co. WHartlepool	E.Bergmann CellDBa&uE130' f122' 596t APT60t	314·0|44·0|20·8 P31'B76'F33' FK	Tallinn Estonian 5BHCem	T.3Cy.23",36½"&62"–39" (s) 160lb NDB09–80lb 240NHP 2SB,6cf,GS79,HS3580 Cen.Mar.Eng.Wrks.WHpl	23 ″ 3 s3 ″ 7½ 19 ″ 9¾	
77001 UPLJ	**Kaganovich** (exMolenwater–35, exEllewoutsdijk) ssRot.No.3–5,34 1Dk(Stl)	3663 3403 2239	✠ ... 8,36 ✠	Rot	w		1920 5mo	WerfGusto FirmaA.F. Smulders Schiedam	U.S.S.R. CellDB310' 933t FPT81t APT116t	360·4|50·5|22·0 P25'B216'F34' FK	Odessa Russian 6BHCem	T.3Cy.25",41"&67"–45" 347NHP 3SB,9cf,GS138,HS5565 Werf.GustoFirma A.F.Smulders	24 ″ 7	
77002 10366 JKGD	**Kagi Maru** Ⓟ Ref.Mchy. 2Dks	2343 1956 1370					1907	Kawasaki DockydCoLd Kobe	OsakaSyosenK.K.	305·9|39·7|21·6 P38'B111'F41'	Osaka Japanese WB	T.3Cy.23",38"&63"–39" 248NHP Kawasaki DockyardCo.Ld.		
77003 41958 JHAL	**Kagu Maru** ssKob.No.1–40 OilEng. D.F. GyC. 1Dk&Shelter dk 3rd dk except in aftermost hold CruiserStern	6807 5570 3688	✠100A1 withfreeboard 8.40 ~~11,39~~ ✠LMC CS8,40 DBS8,40 5,39 Carrying cargo oil F.P. above150° F in DT	Kob	d†	CL ~~5,39~~ 8,40	1936 6mo Lloyd'sA&CP	Harima S.B.&Eng. Co.Ld. Harima	KokusaiKisenK.K. CellDB359' 1335t Tanks at sides of tunnel 144t DTsa48' 1420t FPT6t APTs188t	453·3|61·0|31·0 F42' FK	Tokyo Japanese 8BHptCem (Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47¼" 1850NHP DB100lb KawasakiDkydCoLdKobe	31 ″ 0 s3 ″ 8⅞ 27 ″ 6	
77004 159572 VLKG 46/40	**Kahika** TwinSc OilEng. Wireless Cruiser Stern 1Dk Mchy.Aft Longitudinal framing at deck Cargo battens not fitted	1537 1167 834	✠100A1 withfreeboard 9,39 ✠LMC2,38	Syd	p	CL	1938 2mo Lloyd'sA&CP	Henry Robb,Ld. Leith	UnionS.S.Co.of NewZealand,Ld. CellDBuE'12' f152' 420t FPT87t APT34t	242·7|45·1|13·4 252·0(O.L.) P67'F46' FK	Melbourne British 4BHptCem ptAsp	Oil Engines 2S.C.SA 8Cy.13⅜"–22$\frac{7}{16}$" 250NHP BritishAuxiliaries,Ld.Gls.	15 ″ 6 s3 ″ 0½ 12 ″ 7	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
77005 418 JKUA	**Kahoku Maru** Ⓟ OilEng 1Dk(Stl)2nd dk(Stl)except in foremost & aftermost holds	3311 2798 2006	✠ ... 5,35 ✠	Drn	v		1931 6mo	Mitsubishi ZosenKaisha Ld. Nagasaki	DairenKisenK.K. CellDB220'601t way of	336·6 P21'B73'F35' Tanks in FK tunnel 248tFPT67t	48·5	24·0	Dairen Japanese 5BHptCem APT88t	Oil Engines 2S.C.SA 4Cy.23¾"–41¾" 389NHP MitsubishiZosenKaishaLd.	24 ″ 0	
77006 220836 KDIJ	**Kahuku** (exShelton-37,exCuprum) Fitted for oil fuel D.F. 1Dk&Shelter dk Longitudinal framing	6062 — 3770					1920	Pacific CoastS.B.Co. BayPoint, Cal.	MatsonNavigation Co.	402·5 P34'F38'	53·0	32·0	S.Frncisco Utd. States WB	DRgearedSteamTurbine KerrTurbineCo. Wellsville,N.Y.		R
77007 OYGA	**Kai** D.F. 1Dk	1746 1376 1035					1921	Kjöbnhvns Flydk.&Skbs. Copenhagen	D/S A/SMyren (Holm&Wonsild, Mgrs.)	261·1 F31'B106'Q75'P15'	40·1	16·9	Copnhagn Danish WB	T.3Cy.18",28½"&48"–33" 132 NHP KjbnhavnsFlydk.&Skbsv		V
15/4 77008 163837 GNWN	— (exTorholm,exRöskva,exLom) 1Dk Cargo battens not fitted	1251 1134 736	100A1 (ClassContemplated) Examined1,41 BS1,41(165lb)	Shp			1904	Nylands Værksted Oslo	Ministry of Shipping(J.&A.Gardner&Co.Ld.Mgrs.)	241·5 P22tH77tF26t	35·7	17·8	Gloucester British WB	T.3Cy.18",29 3/16"&48"–33" 132NHP NylandsVærksted,Oslo		N
77009 LDRZ	**Kaia Knudsen** TwinSc OilEng. D.F. ssGot.No.2-38 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	9063 8403 5538	✠100A1 9,40 ~~9,39~~ DBS~~9,39~~ 9,40 CarryingPetroleum in bulk	Got Gal ✠LMC11,38	d†	CL r11,38 SN 11,38	1931 1mo Lloyd	Blohm& Voss Hamburg 'sA&CP CellDBuE67'	SkibsA/SSamuel Bakke(Knut Knutsen,O.A.S. Mgr.) 286tDTf88'426tF	471·1 P99'B30'F46' FK PT205tAPT83t	64·4	35·5	Haugesnd Norwegian 17BHptCem (10 to U dk 7 ,,2nd,,)	Oil Engines 4S.C.SA 12Cy.24 13/16"–51 9/16" 709NHP 2DB150lb GötaverkenA.B.Got.	35 ″ 4	
77010 ~~1672~~ ~~[illegible]~~ 115306 MLZR	**Kaida** (exCastlegreen-36,exToivo-34, exHoffnung-32, exNiels,exCabo Corrientes,exWestCoast, exRiverTay) ssHam.2ndNo.3-2,28 ssTln.No.2-36 1Dk(Stl) Welldeck Mchy.Aft	510 354 218	✠100A1 Examined 6,41 Lth MS5,36	~~Tln~~ ✠LMC BS~~6,39~~ 8,40		CL ~~6,39~~ 7,40	1902 7mo Lloyd	Ardrossan D.D.&S.B.Co Ld.Ardrossan 'sA&CP	~~E.Bergmann~~ Ministry of Shipping	165·8 172·3(O.L.) Q91'B10'F19' FK FPT50t	25·8	10·2	Leith British 3BHCem APT5t	C.2Cy.16"&40"–20" 125lb 89NHP 1SB,3pf,GS55,HS1453 Hutson&Son,Ld.Glasgow	11 ″ 3 s 3 ″ 10 11 ″ 0½	
77011 39711 JWQI	**Kaihei Maru** Ⓟ OilEng. D.F. 2Dks	4576 — 2676					1934	Mitsui Bussan Kaisha,Ld. Tama	ShimataniKisen K.K.	362·2 P37'B105'F33'	50·0	29·1	Kobe Japanese WB	Oil Engines 4S.C.SA 10Cy.21⅜"–39⅜" 452NHP MitsuiBussanKaisha,Ld. Tama		C
77012 19783 JBFD	**Kaihuku Maru** ssKob.No.3-5,29 2Dks&Web frames Longitudinal framing	3177 2757 1933	✠ ... 7,31 ✠				1917 4mo	OsakaIron Works,Ld. Innoshima	KitaNippon KisenK.K.	305·0 P19'B82'F32' FK	43·8	27·3	Kobe Japanese WB	T.3Cy.22",37"&61"–42" 287NHP OsakaIronWorksLdOsaka	27 ″ 3	
77013 OHVX	**Kaija** (exRurik-34,exFrithiof, exRurik) Wireless D.F. 1Dk&Awng dk	398 236 179					1886	OA.Brodin Gefle	A/BNordsjöfrakt O/Y(L.G.Boxberg)	149·7 H31t len92	23·2	8·4 10·3	Åbo Finnish	C.2Cy.17¾"&37½"–23½" 57NHP AtlasMek.Verks.Skm.		N
77014 28993 JHSA	**Kaiko Maru** Ref.Mchy. Wireless Mchy.Aft 1Dk	1514 1191 794					1922	Yokohama DockCo.Ld. Yokohama	NichiroGyogyo K.K.	240·0 P49'B56'F32'	35·0	20·0	Shinagawa Japanese	T.3Cy.17",28½"&48"–30" Yokohama 126NHP DockCo.Ld.Yokohama		C
77015 32757	— TwinSc 2Dks	491 448 246					1911	Ishikawa- jimaS.B.Co. Tokyo	Takahashi GoshiKaisha	200·0	22·5	14·0	Hutyu Japanese			
77016 142416 ZMDR	**Kaikorai** (exCapeNatal, exWarFoam) ssWln.No.3-7,30 ssWln.No.2-40 1Dk(Stl) Cargo battens not fitted	3151 2839 1860	✠100A1 1,41 ~~1,40~~ BS~~1,40~~ 2,41	Wln Auk ✠LMC6,38	″	CL ~~6,37~~ 1,41	1918 5mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	UnionS.S.Co.of NewZealand,Ld. Cell	331·1 P33'B100'F29' FK DB284'741tFPT71	46·7	23·2	Wellingtn British 7BHptCem tAPT130t	T.3Cy.25",41"&68"–45" (s) 180lb 430NHP 3SB,9cf,GS153,HS6336 FD Cen.Mar.Eng.Wrks.WHpl	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
77017 165874 GZPZ	**Kaikoura** OilEng. D.F. E.S.D. 2Dks&Shelter dk Ref.Mchy. CruiserStern	5852 5294 3432	✠100A1 withfreeboard ~~6,40~~ 12,40 ✠Lloyd'sRMC~~12,39~~ 3,41 ~~9,40~~ ~~5,40~~	Syd ✠LMC11,37	b† 2 1/16	CL	1937 11mo Lloyd	A.Stephen &Sons,Ld. Glasgow 'sA&CP	NewZealand ShippingCo.Ld. (Trinder,Anderson &Co.Mgrs.) CellDB362'1307tDT	446·3 460·0(O.L.) F43' FK f43' 1216tFPT123t	59·0	25·8	Plymouth British 7BHptCem (Coll to Sh dk 6 ,,2nd,,) APT171t	Oil Engines 2S.C.SA 4Cy.26⅝"–91 5/16" 861NHP 2DB120lb JohnBrown&Co.Ld. Clydebank	29 ″ 8 s 3 ″ 6½ 26 ″ 4	
77018 217906 KEXX	**Kailua** (exGoldenBear-37, exWestCajoot) Fitted for oil fuel D.F. 2Dks	5356 — 3524					1919	LsAngeles S.B.&D.D.Co L.AngelesCal	MatsonNavigation Co.	410·0 P43'B115'F47'	54·4	27·2	S.Frncisco Utd.States WB	T.3Cy.28½",47¼"&78"–48" LosAngelesS.B.& 422NHP D.D.Co.SanPedro,Cal.		R
77019 147733 ZMCW	**Kaimai** (exCharlois) ssAuk.No.1-40 ssDdn.No.3-11,36 Wireless 1Dk(Stl) Cargo battens not fitted	1435 1213 784	100A1 12,40 ~~11,39~~ ~~BS11,39~~	Auk LMC~~11,36~~ 12,40	o	OG 11,39	1924 10mo	Scheepwrf. 'tHuisde Merwede Papendrecht	UnionS.S.Co.of NewZealand,Ld. CellDBa&u	238·5 B62'F35' FK E73'f107'138tFPT	37·8	15·9	Wellingtn British 4BHCem 105tAPT51t	T.3Cy.18½",29⅜"&48"–30"(s) 180lb 113NHP 2SB,4cf,GS86,HS1340 C.A.Kuypers,Rotterdam	18 ″ 0 s 2 ″ 5½ 15 ″ 8½	
77020 161958 GRJL	**Kaimata** (exArdenvohr-37) ssBkn.No.2-39 2Dks&Shelter dk OilEng. D.F. E.S.D. ~~3Dks~~ ~~Tonnage opening closed '40~~ Tonnage opening closed '41(W.E.)	5269 4837 3177	✠100A1 withfreeboard ~~[illegible]~~ ~~3,40~~ 4,41 DBS~~1,40~~ 1,41	St.J. ~~Syd~~ NYk ✠LMC CS7,39 3,40	a†	CL 2,40	1931 10mo Lloyd	W.Denny &Bros.Ld. Dumbarton 'sA&CP CellDB3	NewZealand ShippingCo.Ld. (Trinder,Anderson &Co.Mgrs.) 51'1129tMT37'100	415·5 Duct keel fwd. FK of mchy. space 9tFPT81tAPT80t	56·2	25·8	Plymouth British 7BHptCem (Coll to Shdk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 8Cy 26¾"–47¼" 996NHP 2DB125lb W.Denny&Bros.Ld.Dmb.	39 ″ 11 s 12 ″ 6½ 27 ″ 7½	
77021 151516 ZMGC	**Kaimiro** ssAuk.No.2-38 Mchy.Aft 1Dk(Stl) Cantilever framed topside tanks	2562 1997 1330	✠100A1 9,40 ~~9,39~~ BS~~9,39~~ 8,40	Auk ✠LMC10,38	s	CL 8,38	1929 10mo Lloyd	Cammell Laird&Co.Ld Birkenhead 'sA&CP CellD	UnionS.S.Co.of NewZealand,Ld. B238'717t Topside	284·7 P105'B18'F26' FK&BKaft½" tanks182'486tFPT	46·3	18·4	Wellingtn British 5BHCem 169tAPT97t	T.3Cy.20",33½"&55"–39" (s) 200lb 340NHP 2SB,6cf,GS125,HS5480 FD CammellLaird&CoLd.Bkn	20 ″ 9 s 2 ″ 8½ 18 ″ 1½	
77022 219157 KOKP	**Kaimoku** (exGoldenHorn-38, exCrisfield) Fitted for oil fuel D.F. 2Dks Longitudinal framing	6367 5872 4011					1919	Skinner& EddyCorp. Seattle,Wash	MatsonNavigation Co.	402·6 P48'F42'	54·9	32·1	S.Frncisco Utd.States WB	T.3Cy.25",42"&72"–48" 359NHP Skinner&EddyCorp.Sea.		R
77023 220740 KDFT	**Kainalu** (exGeneralM.H. Sherman-38, exMursa) Fitted for oil fuel 1Dk&ShelterDk Longitudinal framing	6047 — 3822					1920	MooreS.B. Co. Oakland,Cal.	MatsonNavigation Co.	402·6 P34'F37'	53·0	32·2	S.Frncisco Utd.States WB	T.3Cy.24¾",41½"&72"–48" NE&B29 359NHP AllisChalmersMfg.Co. Milwaukee,Wis.		R

No "Pachesham," see No. 89557 in Supplement

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
77024 947 JCIC	**Kainei Maru** Ⓟ Wireless 2*Dks*	1010 830 561					1920	Osaka Tekkosho Mitsunosho	ChosenYusen K.K.	200·0 P21'B61'F28'	30·0	19·0	Jinsen Japanese	T.3Cy.13½",23"&38"-30" OsakaTekkosho, 73NHP Mitsunosho		
77025 36216 JFPC	**Kaio Maru** TwinSc4MstBk (*ex*KaiwoMaru-38) (*TrainingShip*) *OilEng.* GyC. 2*Dks*	2284					1930	Kawasaki Dkyd.Co.Ld. Kobe	JapaneseGovern- mentEducational Dept.	260·0 P213'F38'	42·5	25·7	Japanese *WB*	Oil Engines 4S.C.SA IkegaiIronWorks,Tokyo		
77026 22222 JBWF	**Kaio Maru No. 2** (*ex*KaiwoMaruNo.2-38) Wireless 1*Dk*	449 396 253					1902	.... Glasgow	SanrikuKisenK.K.	158·0	22·5	16·7	Kobe Japanese	T.3Cy.11½",17¼"&28$\frac{1}{16}$"-21" 36NHP		
77027 165888 GQGJ	**Kaipaki** *OilEng.* *Ref.Mchy.* D.F. 2*Dks&Shelter dk* E.S.D. *CruiserStern*	~~7660~~ ~~7023~~ ~~4649~~ 5862 5296 3426	✠100A1 *withfreeboard* 12,40~~11,39~~ ✠Lloyd'sRMC2,~~406,40~~ 11,40	Syd ~~Mel~~ ✠LMC5,39	*b*† 2$\frac{1}{16}$	CL	1939 5mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow *'sA&CP*	NewZealand ShippingCo.Ld. (Trinder,Ander- son&Co.*Mgrs.*)	443·9 458·5(O.L.) F43' *CellDB*362'1255t*D*	59·0	25·8 FK (	Plymouth British 7*BHptCem* *Coll toSh dk* 6 ,, *2nd*,,) *Tf*43' 1216*t*	Oil Engines 2S.C.SA 4Cy.26⅜"-91$\frac{5}{16}$" 861NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls. *FPT*123*tAPT*171*t*	29 ″ 8 s 3 ″ 6½ 26 ″ 3¾	
77028 165876 GZPY	**Kaipara** 2*Dks&Shelter dk* *OilEng.* D.F. E.S.D. ~~3*Dks*~~ *Ref.Mchy.* *CruiserStern* ~~*Tonnage opening closed* '40~~	5882 5319 3454	✠100A1 *withfreeboard* 4,41~~1,40~~ ✠Lloyd'sRMC~~11,39~~ 5,41~~12,405,40~~	Syd Liv ✠LMC1,38	*b*† 2$\frac{1}{16}$	CL	1938 1mo *Lloyd*	Wm.Dox- ford&Sons,Ld Sunderland *'sA&CP* *CellDB*35	NewZealand ShippingCo.Ld. (Trinder,Anderson &Co.*Mgrs.*) 6'1385*t MT*43'1206	438·9 454·6(O.L.) F43' *tFPT*148*tAPT*187*t*	58·9	25·7 FK (	Plymouth British 7*BHptCem* *Coll toSh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.26⅜"-91$\frac{5}{16}$" 861NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	29 ″ 8 s 3 ″ 6½ ~~26 ″ 4⅛~~ 26 ″ 4	
77029 120589 GRQM	**Kaiping** *ss*Shi.No.3-3,17 *ss*Shi.No.2-25 D.F. 1*Dk&Spar dk*	2563 2287 1605	✠ ... 2,30	✠			1905 8mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle	ChineseEngineer- ing&MiningCo. Ld.	312·0 B80'F44'	44·3	13·2 20·8 FK	London British *WB*	T.3Cy.25½",41½"&68"-45" 407NHP WllsndSlpwy.Co.Ld.Nwc.	23 ″ 0	
77030	—	325 — 177					1917	.... Haïphong	Soc.Anon.Pannier	143·7	20·3	16·4	Haïphong French			
77031 146607 ZMCY	**Kairanga** (*ex*SaintRominique) *ss*Auk.No.3-3,35 *ss*Auk.No.1-39 1*Dk*(*Stl*) *Cargo battens not fitted*	2830 2511 1726	✠100A1 ~~7,405,39~~11,40 BS7,40 *Fitted for oil*	Auk Syd ✠LMC5,39 *fuel*6,	*u* 2$\frac{1}{16}$ 22	CL ~~11,36~~ 4,40 *F.P. a*	1922 6mo *Lloyd* *bove* 1	Livingstne &Cooper,Ld. Hessle *'sA&CP* 50° F.	UnionS.S.Co.of NewZealand,Ld. *CellD*	324·5 P28'B85'F35' *B* 262'690*t FPT*66*t* ~~*New bow* '40~~	44·1	23·2 FK	Wellingtn British 6*BHptCem* *APT*58*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 234NHP 2SB,*6cf*,GS126,HS4104 G.T.Grey&Co.S.Shl.	25 ″ 6 s3 ″ 10¾ 21 ″ 10	
77032 279 JPNC	**Kairyu Maru** (*ex*HeiyoMaru) *ss*Drn.No.3-8,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Webframes* *Longitudinal framing*	4365 3677 2735	✠ ... 5,35	Drn ✠	*w*		1922 1mo	OsakaIron Works,Ld. Innoshima	DairenKisenK.K. *CellDB*294'1120*t*	345·0 P30'B99'F34'*on* *Shelter dk* *FPT*114*tAPT*29*t*	49·8	28·1 FK *Collision*	Dairen Japanese *Cem* *BHtoSh dk* 5 ,, ,, *U* ,,	T.3Cy.24",41"&67"-48" (*s*) 390NHP 2SB,*6cf*,GS126,HS5400 OsakaIronWorks,Ld.	28 ″ 2	
77033 33600 JIBC	— Ⓟ (*ex*Weimar,*ex*Fano,*ex*Secunda) 1*Dk&ptAwng dk*	2097 1412 1559					1899	Flensburgr Schiffsb.Ges. Flensburg	SanboSyosenK.K.	268·9 P16'Q84' *ptAwng dk*168' *WB*	39·2	15·2	Kobe Japanese	T.3Cy.19",31½"&51"-36" 156NHP FlensburgerSchiffsb.Ges.		
77034 29538 JSSA	— Ⓟ Wireless *Mchy.Aft* 1*Dk*	576 438 252					1923	Toba Shipyard Toba	NichiroGyogyo K.K.	155·0 P79'F25'	26·0	16·0	Tokyo Japanese	T.3Cy.		
77035 27245	**Kaisei Maru** WoodAuxBkn 1*Dk*	551 533 285					1919	One Tetsutaro Shimoda	MurayamaSuteji	145·7	24·0	17·3	Shimoda Japanese	C.2Cy.		
77036 DHNQ	**Kaiser** Ⓟ TwinSc Sub.Sig. D.F. 2*Dks*3*trB*	1912 1043 724					1905	Akt.Ges. "Vulcan" Stettin	HamburgAmerik. Packetf.A.G. (Ham-AmerLinie)	303·1	38·4	13·3	Hamburg German *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts NE22 NB35 Allgem.Electr.Ges.Berlin		G
77037 37281 JCFH	**Kaisoku Maru** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern CarryingPetroleum in bulk*	1126 946 586					1931	Yokohama DockCo.Ld. Yokohama	NipponTanker K.K.	220·8 P52'F36'	34·5	18·2	Tokyo Japanese *WB*	Oil Engines 4S.C.DA 6Cy.16¾"-23⅝" 327NHP YokohamaDockCoLd.Yka		
77038 21538 JEOD	**Kaisyo Maru** Ⓟ (*ex*Kaisho Maru-38) *ss*Kob.No.3-8,31 *ss*Kob.No.1-35 2*Dks*(*Stl*)	6070 5170 4417	✠ ... 4,39	Kob ✠	*z*		1918 6mo	OsakaIron Works,Ld. Osaka	HatiumaKisen K.K. *CellDB*360'1064*t* *DTa*27'761	407·3 P40'B137'F42' *tFPT*106*tAPT*25*t*	50·8	32·6 FK	Hasidate Japanese 7*BHCem*	T.3Cy.27",45"&75"-51" 553NHP 3SB,*9cf*,GS190,HS8100 Osaka Iron Wrks. Ld. Osaka	32 ″ 7	C †
77039 44609 JHWL	— D.F. GyC. 2*Dks* *CruiserStern*	4164 — 2420					1938	Harima S.B.&Eng. Co.Ld. Harima	KaiyoKisenK.K.	363·6	50·0	29·0	Kobe Japanese *WB*	1steam turbineDRgeared to 1 screw shaft 467NHP KawasakiDkydCoLdKobe		C
77040 32473 JOLH	**Kaisyu Maru** TwinSc (*ex*KaishuMaru-38, *OilEng.* *ex*Martinique) *ss*Sng.No.2-24 *Mchy.Aft* 1*Dk*	489 410 303	✠ ... 11,27				1916 4mo	Frdrkshvn Værft Fredrikshavn	OsakiKisen K.K.	161·6 B33'F28'	28·6	11·6 FK	Amagasaki Japanese *WB*	Oil Engines NE NipponHatsudokiK.K.	12 ″ 6	
77041 40167 JYMH	**Kaisyun Maru** (*ex*KaishunMaru-38) *OilEng.* *Mchy.Aft* 1*Dk*	495 — 268					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	165·0 P40'F18'	27·5	14·0	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"-20⅞" 117NHP HanshinTekkosho,Kobe		
77042 93995 ZMCK	**Kaitoa** Ⓟ TwinSc *Well deck* 1*Dk* Wireless	319 194 136	✠ 7,09	Gls ✠	*d*		1909 7mo	Mackie& Thomson,Ld. Glasgow	AnchorShipping& FoundryCo.Ld.	130·0 Q67'B14'F22' *DTa*12' 22*t FP*	22·5	8·3 FK	Nelson, NZ British 4*BHCem* *T*13*tAPT*7*t*	C.4Cy.10¾"&24"-18" 65RHP 1SB,*2pf*,GS39,HS1297 Ross&Duncan,Glasgow	9 ″ 0	
77043 165885 GQGG	**Kaituna** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk*~~2*Dks*~~ *CruiserStern* *Butts of shell & decks electrically welded* *Tonnage opening closed* '41(*W.E.*)	4907 4174 2854	✠100A1 *withfreeboard* ~~6,40~~ ~~1,40~~ 4,41 *Carryingfuel*	Liv ~~NYk~~ Mel ✠LMC12,38 *oil F.*	*a*† *P.*	OG *above* 1	1938 12mo *Lloyd* 50°F.*i*	Eriksbergs M.V.Aktieb. Gothenburg *'sA&CP* *n deep tank*	NewZealand ShippingCo.Ld. (Trinder,Ander- son&Co.*Mgrs.*) *Duct keel fwd.*	413·6 432·2(O.L.) F39' *of mchy. space* *CellDB*344'1517*t*	56·6	25·3 FK (	Plymouth British 7*BH* *Coll to Shdk* 6 ,, *2nd* ,,) *MT*29'1176*t*	Oil Engines 2S.C.DA 7Cy.17$\frac{11}{16}$"-47¼" 751NHP DB*100lb* EriksbergsM.V.Akt.Got. *FPT*121*tAPTs*251*t*	~~28 ″ 9~~ ~~s 3 ″ 1¼~~ ~~25 ″ 9⅝~~ 38 ″ 9 s12 ″ 1¼ 26 ″ 9½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref. Trade.
77044 22182 JFKI	**Kaiun Maru No. 1** Wood (exKwaiunMaruNo.1–38) 1*Dk*	1056 946 608					1918	Kusumi Iwakichi Osaka	Government of Japan(Dept.of Railways)	205·0	34·8	19·3	Tokyo Japanese	T.3Cy.14½″,23½″&40½″–30″ 90NHP MaritaTekkosho,Osaka		
77045 43446 JSEL	**Kaiun Maru No. 2** Wood *OilEng.*	323 — 239					1937	Yemura Kwantaro Komat-sushimo	Turumaru Hirotaro	112·2	25·4	11·9	Osaka Japanese	Oil Engines		
77046 23502 JSSB	**Kaiwa Maru** Ⓟ Wireless 1*Dk*	1045 869 747					1918	Bingo Dockyard Innoshima	KitaNipponKisen K.K.	208·0	31·0	18·4	Amino Japanese	T.3Cy.14½″,24″&40½″–30″ 90NHP ShinzaikeTekkosho,Saigon		
77047 143324 ZMDW	**Kaiwarra** *ss*Auk.No.1–40 *ss*Wln.No.3–2,36 1*Dk*(*Stl*) *Cargo battens not fitted*	3051 2830 1847	✠100A1 4,40 ~~3,39~~ ~~BS3,39~~ ✠LMC~~2,36~~ 4,40	Wln Auk	*u*	CL N3,39	1919 7mo	J.Blumer &Co. Sunderland	UnionS.S.Co.of NewZealand,Ld. *C*	331·3 P33′B98′F28′ FK *ellDB*276′734*tFPT*	46·8	23·2	Wellingtn British 7*BHCem* 105*tAPT*42*t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 358NHP 3SB,9*cf*,GS153,HS5817 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
77048 43992 JWGL	**Kaizyo Maru** (*ex*KaijoMaru–39) *OilEng.* D.F. 1*Dk*, *2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8637 8030 6368	✠ 5,41 ~~BS10,39~~ ~~✠LMC10,37~~ *CarryingPetroleum in bulk*	Yka		CL 9,38	1937 10mo *Lloyd's A&CP*	Mitsubishi JukogyoK.K Yokohama	NipponTanker K.K. *Cell DBuE*48′169*t*	474·9 494·3(O.L.) P137 B37 F40′ FK *DTf*36′292*tFPT*18	61·0	37·5	Tokyo Japanese 14*BHptCem* 6*tAPT*143*t*	Oil Engines 2S.C.DA 6Cy.23⅝″–43$\frac{5}{16}$″ 1163NHP 2DB*163lb* MitsubishiJukogyoKK Yka	37 ″ 6	
77049 747 JQWG	— *OilEng.* *Mchy.Aft* *CruiserStern* *CarryingPetroleum in bulk*	3271 — 2023					1939	Harima S.B.&Eng. Co.Ld. Harima	DairenKisenK.K.	312·0	48·6	25·0	Dairen Japanese	Oil Engines 2S.C.SA 5Cy.23⅝″–41⅜″ 485NHP KobeSteelWorks,Harima		
77050 9746 JKQC	— Ⓟ (*ex*KaijoMaru–38) 1*Dk&Spar dk*	2025 1656 1153					1906	Kawasaki DockydCoLd Kobe	OsakaSyosenK.K.	285·5 P40′B90′F40′	38·0	20·5	Osaka Japanese *WB*	T.3Cy.21¾″,36″&60″–39″ 225NHP KawasakiDkydCoLdKobe	23 ″ 1	
77051 295 ESAF	**Kajak** (*ex*Gagara,*ex*Zandbergen, *ex*Bacchus) *ss*Tln.3rdNo.3–10,37 1*Dk*(*Stl*)*&deep framing & Web frames 3Dk rule* *Cargo battens not fitted*	3234 2931 1973	✠100A1 4,40 BS4,40 ✠LMC9,37	Mch	*u*	4,40	1902 7mo	R.Duncan &Co.Ld. Pt.Glasgow	TallinnaLaevaühisusA.S.(The TallinnShipping Co.Ld.) *CellDBa*11	325·2 P29′B92′F36′ FK 0′*uE&B*38′*f*140′ 78	48·7	21·4	Tallinn Estonian 6*BHCem* 6*t Pooptank*	T.3Cy.24$\frac{1}{16}$″,40″&65″–42″(*s*) 180lb 294NHP 2SB,6*pf*,GS118,HS4508 D.Rowan&Co.Glasgow 12′62*tFPT*100*tAPT*119*t*	24 ″ 0 s3 ″ 10½ 20 ″ 4	
77052 139556 VPQD	**Kajang** 2*Dks*	2082 1838 1284					1916	Taikoo Dckyrd&Eng Co.ofHKgLd. HongKong	StraitsS.S.Co.Ld.	279·0 F24′	41·1	20·5	Singapore British	T.3Cy.18″,29″&48″–33″ 132NHP TaikooDockyard&Eng.Co. ofHongKong,Ld.		
77053 157653 ZMDJ	**Kakapo** 1*Dk*	2498 1911 1279	✠100A1 1,41 ~~1,40~~ ✠LMC10,37	Auk	*s*	CL 1,41	1937 10mo *Lloyd's A&CP*	A.Stephen &Sons,Ld. Glasgow	UnionS.S.Co.of NewZealand,Ld. *CellDB*228′	282·9 293·7(O.L.) P29′B88′F25′ FK 461*tMT*8′192*tFPT*	45·2	19·5	Wellington British 4*BHAsp* 58*tAPT*68*t*	T.3Cy.21″,34″&56″–39″ (*s*) 200lb 356NHP 2SB,6*cf*,GS120,HS5770 FD A.Stephen&Sons,Ld.Gls.	21 ″ 6 s2 ″ 9½ 18 ″ 11	
77054 34710 JUEF	**Kakinoura Maru** *OilEng.* *Mchy.Aft* 1*Dk*	838 735 610					1929	Harada ZosenK.K. Osaka	KyushuTankoK.K.	150·3	32·8	19·0	Sakito Japanese *WB*	Oil Engines 6Cy. NiigataIronWorks,Tokyo		
77055 FNLI	**Kakoulima** *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks&Awning dk*	3723 3383 1751					1933	Ch.&Atel. deProvence S.A. PortdeBouc	Cie.desChargeurs Réunis	324·8 B96′	48·6	30·4	Bordeaux French *WB*	T.3Cy.26⅝″,41⅛″&66⅝″–43$\frac{5}{16}$″ 294NHP Ch.&Atel.deProvence,Msl.		V
77056 216274 K[illegible]	**Kalani** (*ex*HelenWhittier–38, *ex*WestLianga) *Fitted for oil fuel*	5506 5309 3412	100A1 Examined9,40 (*Class Contemplated*)	Bal			1918	Skinner& EddyCorp. Seattle, Wash	MatsonNavigation Co.	409·6 P43′B115′F47′ *WB*	54·2	27·1	S.Frncisco Utd.States	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y		R
	Now "Empire Cheetah," *see No.* 88065 *in Supplement*															
77057 130119 VQRN	**Kalarand** (*ex*SanLucar–37) Wireless D.F. 1*Dk&Spar dk*	1527 1443 859					1906	Fredrkstad Mek.Værks. Fredrikstad	~~O-ü. Kalandus~~ Ministry of War Transport	251·1 H50*t*	35·0	21·3	Colombo British *WB*	T.3Cy.20″,34″&54″–36″ 175NHP FredrikstadM.V.Frdstad.		N
77058 153811 VTCR	**Kalavati** Ⓟ *ss*Bom.No.2–36 Wireless 1*Dk&Shelter dk*(*Stl*–teaks)	1408 943 676	✠100A1 *Shelter dk with freeboard* 9,40 ~~8,39~~ ~~BS8,39~~ ✠LMC~~7,36~~ 9,40	Bom Cal	*p* 1$\frac{1}{12}$	CL 7,37	1928 11mo *Lloyd's A&CP*	Bow,Mc-Lachlan&Co. Ld. Paisley	BombaySteam NavigationCo.Ld. *CellDBuE*25′53*t*	230·8 F34′ FK *FPT*55*tAPT*62*t* (	38·6	14·7	Bombay British 5*BHptCem ptAsp* *Coll to Sh dk* 4 ,, *U* ,,)	T.3Cy.17″,29″&48″–33″ (*s*) 200lb 267NHP 2SB,6*cf*,GS131,HS4500 FD Bow,McLachln&CoLdPsy	16 ″ 0 s ″ 4½ 16 ″ 0¾	
77059 LJFE	**Kaldfonn** *OilEng* D.F. 1*Dk* *Mchy.Aft* *CruiserStern* *CarryingPetroleum in bulk*	9931 9191 5903					1936	Deutsche WerftAGBet Finkenwrder Hamburg	SkibsA/SRingfonn (SigvalBergesen)	492·9 P113′F74′	66·1	36·4	Stavanger Norwegian *WB*	Oil Engines 2S.C.DA 6Cy 23⅝″–43$\frac{5}{16}$″ 1167NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
77060 165996 GNWP	**Kalev** (*ex*Limoges) 1*Dk* *Cargo battens not fitted*	1867 1628 ~~1103~~ 1102	✠ 100A1 (*Reclassification Contemplated*) ✠ Examined 1,41 BS1,41	Gls			1917 9mo	ToledoS.B. Co. Toledo,Ohio	Ministry of Shipping(W.Tulley& Co.Ld.*Mgrs.*)	251·0 P21′B64′F30′ FK	43·8	18·9	~~Tallinn~~ ~~Estonian~~ Glasgow British *WB*	T.3Cy.20¼″,33″&54″–40″ 180lb (*s*) 260NHP 2SB,6*cf*,GS126,HS4828 ToledoS.B.Co.Toledo,O.	21 ″ 0 s2 ″ 7 18 ″ 7½	V †
77061 ESAH	**Kalevipoeg** Ⓟ (*ex*Alexey, *ex*Nordkusten) Wireless 1*Dk*	541 269 306					1892	OA.Brodin Gefle	PärnuLaevaA/S	160·3 P106′H42*t*F17′	26·3	11·8	Pärnu Estonian	T.3Cy.14⅝″,23⅝″&38″–28⅝″ NB25 73NHP NyaAktieb."Atlas,"Skm.		V
77062 165974 GRPQ	**Kalewa** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4389 3948 2556					1940	WmDenny &Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld. (P.Henderson&Co. *Mgrs.*)	409·2 B25′F33′	55·2	24·9	Glasgow British *WB*	T.3Cy.22″,38″&65″–45″ 283NHP Rankin&BlackmoreLdGrk		C
77063 145180 GKQL	**Kalgan** Ⓟ *Fitted for oil fuel* 2*Dks*	2655 2225 1556					1921	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	310·3	44·2	20·9	London British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Scotts'S.B.&Eng.Co.Ld.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofR.ofTradeCert.
77064 155322 VJDS	**Kalingo** ssDdn.No.3-3,40 ~~ssSyd.No.2-36~~ 1Dk(Stl) Cargo battens not fitted	2047 1733 1154	✠100A1 ~~3,40~~ ~~1,39~~2,41 ~~BS1,39~~ ✠LMC~~2,38~~ 3,40 BS2,41	Wln ~~Ddn~~	s	CL N1,39	1927 11mo Lloyd'sA&CP	ClydeS.B. &E.Co.Ld. PortGlasgow	UnionS.S.Co.of NewZealand,Ld. CellD	283·0 P26'B86'F37' FK B239'524t FPT97t	43·1	17·5	SydnyNSW British 4BHptCem APT70t	T.3Cy.20",32"&54"-36" (s) 200lb 219NHP 2SB,6cf,GS150,HS3616 ClydeS.B.&E.Co.Ld.P.Gl.	19 " 6 s 2 " 6¼ 17 " 2	
77065 UNZL	**Kalinin** (exKarin) OilEng. Sub.Sig. 2Dks	4156 3871 2454					1924	F.Schichau Danzig	U.S.S.R.	348·8 F37'	48·6	28·6	Odessa Russian WB	Oil Engines 4S.C.SA 6Cy.29½"-43 3/16" 507NHP F.Schichau,Elbing		
77066 5401 SLQA	**Kalix** 1Dk&Shelter dk	2801 2436 1425					1913	SirRaylton Dixon&CoLd Middlesbro'	Trafikaktiebolget Grängesberg-Oxelösund(M.Waldenström,Mgr.)	310·0 H165t	46·4	21·6 28·9	Stockholm Swedish WB	T.3Cy.23½",33"&64"-42" 265NHP N.E.MarineEngCoLd.Nwc		V
77067 TCCA	**Kalkavan** (exKalkavanZade-36, exArktis,exBollan,exAinsdale. exSailing Vessel) ssBel.2ndNo.3-7,17 Mchy Aft ssKel.No.2-27 1Dk(Irn)2trB	1986 1742 1119	✠ 6,30 ✠ ✠NE&B4,18	Bmn	r		1890 10mo	C.J.Bigger Londonderry	KalkavanRiza ve Oglu Ismail Vapuridaresi IntermediateBHin	270·0 Q48'F31' BK9½" hold dispensed with FPT130t	39·8	23·4	Istanbul Turkish Cem 3BHonly APT42t	T.3Cy.15",25½"&41"-30" NDB18 113NHP 1SB,3cf,GS63,HS1916 MacColl&Co.Ld.Belfast	24"10	
77068 75 SWGT	**Kalliopi** (exNymphe,exOceana, exKermanshah, exHimalaia) ssPir.2ndNo.3-7,33 1Dk(Stl)&Spar dk (Stl)&deep framing	4965 4609 3120	✠ ——— 1,38 ✠	Cpn	y		1910 1mo	Nthmblnd S.B.Co.Ld. Newcastle CellDBa132'	D.J.Pateras&Sons uE24'f169'1010tD	390·0 P31'B112'F42' FK Ta37'915tFPT110t	52·5	27·1	Chios Greek 6BHCem APT50t	T.3Cy.26",42"&72"-48" 415NHP 3SB,9cf,GS189,HS6738 N.E.MarineEng.CoLdNwc	29 " 8	C †
142/40 77069 800 SVBG	**Kalliopi S.** (exHumanitas-34, exHumilitas-33, exElzasier-32, exWarWager) ssAnt.No.3-4,30 ssRot.No.2-38 D.F. 1Dk(Stl) Cargo battens not fitted	5152 4745 3105	✠100A1 11,39 BS5,39 ✠LMC5,38	Nwc	y	CL 6,37	1918 5mo Lloyd'sA&CP	JLThompson&Sons,Ld. Sunderland	J.Stavrou&Co.Ld. CellDBa&uE 147'f180'1035tDT	413·1 400·3 P49'B113'F39' FK a28'1167t FPT119	52·2	28·5	Piræus Greek 7BHptCem tAPT179t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld	31 " 0 s5 "11¾ 25 " 3	
77070 DHNR	**Kalmar** 1Dk&Web frames	965 801 580					1895	Germania-werft Kiel	H.M.Gehrckens	224·1 Q67'B105'F25'	32·9	13·5	Hamburg German WB	T.3Cy.17¾",28¾"&45¼"-40¾" 115NHP A.G."Germania,"Berlin		G
77071 7034 SFCI	**Kalmarsund I.** Ⓟ CruiserStern 1Dk	320 188 145					1923	Oskrshmns M.V.Aktieb. Oskarshamn	ÅngbåtsA/B Kalmarsund(J.B. Jeansson, Mgr.)	108·0 B59'	27·5	12·0	Kalmar Swedish WB	T.3Cy.13 3/16",22"&36"-24" 63NHP OskarshamnsM.V.Aktieb.		
77072 7362 SFCK	**Kalmarsund II.** Ⓟ CruiserStern 1Dk	365 215 219					1927	Oskrshmns M.V.Aktieb. Oskarshamn	ÅngbåtsA/B Kalmarsund(J.B. Jeansson,Mgr.)	124·5 B63'H38t	27·0	10·3	Kalmar Swedish WB	T.3Cy.13 3/16",22"&36"-24" 63NHP Oskarshamns M.V.Aktieb.		
77073 172590 VTGC	**Kalmarsund IX.** ssHbg.No.2-39 Well deck D.F. CruiserStern Cargo battens not fitted 1Dk(Stl) Strengthened for Navigation in Ice	1158 823 678	✠100A1 10,39 ✠LMC2,39 BS7,40	Bom	n	OG 6,39	1931 1mo Lloyd'sA&CP	Hlsingbrgs Varfs&Svetsnings Aktieb. Helsingborg	ThobanDevjiShah &MeghjiGopalji CellD	221·4 234·2(O.L.) P17'B55'Q62'F27' FK B186'343tAPT69t	35·0	12·8	Bombay British 4BHCem	T3Cy.16½",24¼"&42⅛"-27 9/16" 192lb (s) 114NHP 2SB(Spt),4cf,GS54,HS1899 HelsingborgsVarfs.& SvetsningsA/B	14"11 s "9¾ 14 "2¾	
77074 5705 SFCR	**Kalmarsund X.** D.F. 1Dk	1102 906 605					1915	Oskrshmns M.V.Aktieb. Oskarshamn	ÅngbåtsA/B Kalmarsund(J.B. Jeansson,Mgr.)	224·0 P21'B57'F25'	35·7	16·0	Kalmar Swedish WB	T.3Cy.17½",29"&48"-30" 126NHP OskarshamnsM.V.Aktieb.		V
77075 7750 SIRN	**Kalmia** TwinSc OilEng D.F. ssGot.No.2-39 Mchy.Aft CruiserStern 1Dk(Stl) Special Surveys to date from 1,32	8246 7509 4831	✠100A1 4,40~~2,30~~ ✠LMC CS9,39 DBS3,39 8,38 CarryingPetroleum in bulk	Got	c†	CL ~~6,37~~ s8,38 P4,40	1931 6mo Lloyd'sA&CP	CaledonS. B.&E.Co.Ld Dundee	Rederiaktieb Transmark (G.Carlsson,Mgr.) CellDBuE70'279t	464·6 468·5(O.L.) P96'F37' FK DTf29'470tFPT11	59·3	35·8	Gothenbrg Swedish 10BHptAsp 4tAPT248t	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 633NHP 2DB150lb GotaverkenA/B.Got.	35 " 6 s8 " 4¼ 27 " 4½	
77076 OZFH	**Kalö** D.F. 1Dk Cruiser Stern	1973 1778 1154					1937	Helsingörs Jernsk&Msk. Elsinore	A/S Dampskibs. "Heimdal"(M. Carl,Mgr.)	271·8 P21'B59'F27'	42·1	19·8	Copnhagn Danish WB	C.3Cy.(2)15¾"&39⅜"-37⅜"& LP turbine with reduction gear & chain drive 213NHP HS2870 ElsinoreS.B.Co.Elsinore		V
77077 63 YLAK	**Kalpaks** (exLeyton,exMarieLouise) 1Dk	2190 1718 1182					1913	Atel.&Ch. delaLoire Nantes	Tv."Kalpaks" redereja (M.Kalnins,Mgr.)	269·9 P19'B55'F23'	39·4	20·5	Riga Latvian WB	T.3Cy.18⅛",29 15/16"&49 7/32"-37 13/16" 147NHP Atel.&Ch.delaLoire,Nts.		V
88/41 77078 142408 MLRW	**Kalua** (exDacapo) ssGoo.2ndNo.3-10,33 ssGoo.No.1-37 Well deck 1Dk(Stl)	722 526 412	100A1 ~~6,40~~ ~~12,39~~12,40 ~~BS9,38~~ LMC7,37 MBS11,40 DBS6,40	Goo	k	OG 12,39	1908 Lloyd'sA&CP	J.Crown& Sons,Ld. Sunderland	C.Strubin&Co. Ld	195·0 Q96'B15'F22' FK CellDBa57'f88'	30·1	11·0	Goole British 4BHCem 198tAPT14t	T.3Cy.14",23½"&38"-27" (s) 180lb 100lb 75RHP 1SB,2cf,GS64,HS1546 N.E.MarineEng.Co.Ld.Sld	13 " 3 s "8¼ 12 "8½	
77079 OXBS	**Kalundborg** Ⓟ (Ferry) OilEng. Wireless D.F. 3Dks	1359 953 552					1931	Akt.Burmeistr&Wain Copenhagen	DeDanskeStatsbaner	257·7	40·0	14·4	Kalundbrg Danish WB	Oil Engines 2S.C.SA 6Cy.19 11/16"-35 7/16" 404NHP Akt.Burmeistr&Wain,Cpn		
77080 50 SVAY	**Kalypso Vergotti** (exWarServer) ssBly.No.3-2,31 ssGen.No.1-36 1Dk(Stl)	5686 4776 3176	✠100A1 Examined 5,41 Bry LMC6,40	~~Ams~~	u	CL 2,39	1918 7mo Lloyd'sA&CP	A.McMillan&Son,Ld. Dumbarton	EptanisosSSCo.Ld. Cell DB 345' 1122t	400·4 P49'B113'F39' FK DTa28'1167	52·3	28·5	Argostoli Greek 7BHptCem tFPT123tAPT198t	T.3Cy.27",44"&73"-48" (s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD D.Rowan&Co.Ld.Glasgow	31 " 0 s 5"11½ 25 " 3½	
77081 UOCB	**Kama** (exSkogvik-33,exYork, exLakeHelen) ssNNs.No.3-4,29 ssOsl.No.1-32 1Dk(Stl)	1921 1672 1094	✠ ... 7,34 ✠	Osl	r		1918 9mo	M'Dougall-DuluthCo. Duluth,Min.	U.S.S.R. CellD	251·0 P27'B64'F35' FK B214'581tFPT70t	43·6	18·1	Leningrad Russian 4BHCem APT94t	T.3Cy.17½",33"&54"-40" 274NHP 2SB,6cf,GS126,HS5246 McDougall-DuluthCo.	20 " 3	
77082 35367 JFZC	**Kamakura Maru** Ⓟ TwinSc (exChichibuMaru-39) ssYka.No.2-38 Ref.Mchy. OilEng. D.F. GyC. 3Dks(Stl-Wther dk pt teaks) 4th dk(Stl)inNos.1,2&3holds CruiserStern	17526 11586 10275	✠100A1 withfreeboard ~~11,40~~ ~~1,40~~ 5,41 ✠LMC CS2,38 DBS~~1,40~~11,40 ~~11,39~~6,40 ✠Lloyd'sRMC~~11,39~~ 3,41 ~~6,40~~ ~~11,40~~ Fitted for carrying oil	Yka	l†	CL P1,39 S1,40 3,30 F.	1930 3mo Lloyd'sA&CP P. above	Yokohama DockCo.Ld. Yokohama CellDB455' 150° F. in	NipponYusenK.K. 2131tDTsa40'746 deep tanks	560·0 583·0(O.L.) B&F479' Upper bridge343' FK tDTf11'627tFPT1	74·0	42·5	Tokyo Japanese 10BHptCem 06tAPT276t	Oil Engines 4S.C.DA 16Cy.33 1/16"-59 1/16" 2DB120lb 3380NHP Akt.Burmeistr&Wain,Cpn	42 " 6 s14 " 3 28 " 6	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
77083 UOGI	**Kamchadal** (exLakeFansdale) *Fitted for oil fuel* 1*Dk2trB*	2598 2243 1609	✠ ... 1,21 ✠				1919 10mo	American S.B.Co. Lorain,O.	U.S.S.R.	250·9 P25'B64'F23'	43·6	26·1 FK	Vladvostk Russian *WB*	T.3Cy.21",35"&59"–42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	
77084 UOEI	**Kamchatka** (exChase,exParia, exLakeElrio) *Fitted for oil fuel* 1*Dk*	2701 2233 1517					1919	Gt. Lakes Eng.Works Ashtabula,O	U.S.S.R.	253·8 B95'	43·6	25·1	Vladvostk Russian *WB*	T.3Cy.19",35"&59"–42" 226NHP GreatLakesEng.Works, Ashtabula,O.		
77085 UVBL	**Kamchatneft-Razvedka** (exCommercial Alabaman-38,exCommercial Mariner,exRushville) *Fitted for oil fuel* 1*Dk2trB* D.F.	2560 2203 1586	✠ ... 10,20 ✠				1920 5mo	Toledo S.B.Co Toledo,Ohio	U.S.S.R.	251·0 P25'B64'F23'	43·6	25·8 FK	Petropav-losk Russian *WB*	T.3Cy.22",36"&59"–42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	
77086 UNZW	**Kamenets-Podolsk** ssHam.No.3–10,27 2*Dks*	5117 4697 3131	✠ ... 1,30 ✠				1915 10mo	Bartram& Sons,Ld. Sunderland	U.S.S.R.	400·0 P36'B119'F40'	52·4	28·0 FK	Odessa Russian *WB*	T.3Cy.27½",45"&75"–48" 476NHP J.Dickinson&Sons,Ld.Sld.	30 ″ 6	
77087 DJWR	**Kamerun** *OilEng.* D.F. 2*Dks* *CruiserStern*	5042 3966 2844					1938	Bremer Vulkan Vegesack	WoermannLinie A.G.	418·2 F35'	58·6	21·4	Hamburg German *WB*	Oil Engines 2S C.DA 8Cy.23⅝"–43 5/16" 1556NHP BremerVulkan,Vegesack		G
77088 42936 JNJL	**Kamikawa Maru** D.F. GyC. *OilEng.* 1*Dk&Shelterdk* *Ref.Mchy. CruiserStern*	6853 — 3956					1937	Kawasaki Dkyd.Co.Ld Kobe	KawasakiKisen K.K.	479·4 P47'F44'	62·3	30·3	Kobe Japanese *WB*	Oil Engines 2S.C.DA 7Cy.27 5/16"–47¼" 1860NHP KawasakiDkydCoLdKobe		C
77089 44360 JZKL	**Kamikaze Maru** *Cruiser Stern*	4916 — 2954					1937	OsakaIron Works,Ld. Osaka	TodaiKisenK.K.	369·8	54·1	29·2	Osaka Japanese	1 steam turbine DR geared 542NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
77090 [illegible] JZIM	— *OilEng.* Now "Zuiko Maru," see No. 90754 in Supplement	478 — 291					1938	Kanesasi Zosensyo K.K.Sumizu	Hayayama SekiyuK.K.	155·8	25·6	13·5	Tokyo Japanese	OilEngines		
77091 44769 JMMM	**Kamikaze Maru No. 2** **Wood** *OilEng*	382 — 294					1938	Obayasi Ta Nakano	IinumaKoziro	124·2	28·2	13·6	Tokyo Japanese	Oil Engines		
77092 43455 JHKL	**Kamitu Maru** (exKamitsuMaru–38) 2*Dks* *Cruiser Stern*	2721 — 1589					1937	Harima S.B.&Eng. Co.Ld. Harima	SettuSyosenK.K. (OsakaSyosenK.K. *Mgrs.*)	303·0 P32'B76'F34'	45·0	24·5	Kobe Japanese	2 steam turbines DRgeared to 1 screw shaft 267NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		
77093 11032 JKOB	**Kamo Maru** Ⓟ **TwinSc** ssYka.2ndNo.3–4,32 ssYka.No.1–37 D.F. 2*Dks*(*Stl–U* teak s) *deep framing& Webframes lower dk*(*Stl*) *in Nos.1&3holds*	7955 6730 4886	✠ ... 3,41 ~~MS2,39~~ ~~5,40~~	Yka ✠~~LMC2,37~~	//†	CL ~~2,37~~ 4,40	1908 6mo	MitsuBishi Dkyd&EWks Nagasaki A&CP	NipponYusenK.K. *CellDBa*	464·9 473·4 P61'B176'F54' 139'*uE&B*85'*f*180'	55·8	34·5 FK	Tokyo Japanese 7*BHCem* 1609*t FPT*	T.6Cy.25",41½"&69"–48" (*s*) 200lb 978NHP 6SB,*18cf*,GS338,HS14276 FD MitsuBishiD.&E.WksNag 143*tAPT*48*t*	34 ″ 6 ~~″ 7 ″ 11¼~~ ~~27 ″ 1~~	
77094 44513 JDOM	**Kamogawa Maru** *OilEng.* D.F. 2*Dks* *CruiserStern*	6441 5757 4832					1938	Mitsubishi Jukogyo K.K Yokohama	ToyoKaiunK.K.	439·4 P36'B167'F38'	58·3	32·0	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43 5/16" 1166NHP MitsubishiJukogyoK.K. Yka.		C
200/40 77095 1164 JTOE	— **IronSp** 2*Dks*	411 377 239					1889	Kawasaki DockyardCo. Ld.Kobé	TosaDomeiK.K.	156·1	20·3	16·5	Osaka Japanese	T.3Cy.14½",22"&36"–24" NE92 64NHP KawasakiDkydCoLdKobe		
77096 42609 JKIL	**Kamoi Maru** D.F. 2*Dks* *CruiserStern*	5356 4534 3225					1937	Mitsui Bussan Kaisha,Ld Tama	HokaidoTanko KisenK.K.	391·4 P31'B135'F30'	53·8	29·8	Tokyo Japanese *WB*	T3Cy.23⅝",36⅝"&66½"–47¼" &exhaust turbine driving steam compressor 407NHP MitsuiBussanKaisha,Ld. Tama		C
77097 136519 VPKZ	**Kampar** 1*Dk*	971 796 499					1915	HongK'ng &Whampoa DockCo.Ld. HongKong	StraitsS.S.Co.Ld.	223·2	36·0	13·2	Singapore British *WB*	T.3Cy.17",27"&44"–30" 106NHP HongKong&Whampoa DockCo.Ld.HongKong		
77098 PKHF	— *OilEng.* *Mchy.Aft* 1*Dk*	574 350 387					1930	N.V.Schps "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·4 B32'F25'	28·9	9·3	Batavia Dutch *WB*	Oil Engines 2S.C.SA 5Cy.11 1/16"–15¾" 122NHP SulzerBros.Winterthur		V
77099 139557 VPKJ	**Kamuning** 2*Dks*	2076 1838 1275					1916	Taikoo Dckyrd&Eng Co.of HKgLd HongKong	StraitsS.S.Co.Ld.	279·0 F24'	41·1	20·5	Singapore British *WB*	T.3Cy.18",29"&48"–33" 132NHP TaikooDockyard&Eng.Co. of HongKong,Ld.		
77100 161120 GKSJ	**Kana** ssGls.No.2–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *Tonnage opening closed '41(W.E.)*	2783 2245 1479	✠100A1 *Shelter dk with freeboard* 12,40~~8,40~~ MS9,38 Lloyd's RMC ~~5,40~~ ~~8,40~~ 7,41~~12,40~~	Liv Hul ✠LMC BS3,40	*v*	CL 8,38	1929 11mo	A.McMil-lan&Son,Ld. Dumbarton *Lloyd's A&CP* *CellDB2*	MossHutchison Line,Ld. 80'709*tDTa*20'488	333·1 347·7(O.L.) F29' *tFPT*89*tAPT*17*t*	47·2	19·5 FK	Liverpool British 6*BHptCem ptAsp* (*CelltoShdk* 5 ″ 2nd ″)	T.3Cy.23½",39"&65"–48" (*s*) 200lb 418NHP 2SB&1AuxSB,*8cf*,GS208, HS6020 FD D.Rowan&Co.Ld.Glasgow	~~22 ″ 3~~ ~~″ 1 ″ 8½~~ ~~21 ″ 2¼~~ 30 ″ 3 58 ″ 6½ 21 ″ 11¼	
77101 406 JKOA	**Kanan Maru** Ⓟ *OilEng.* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*except in foremost&aftermost holds*	3293 2793 1946	✠ ... 5,35 ✠	Drn	*v*		1931 5mo	Mitsubishi ZosenKaisha Ld. Nagasaki	DairenKisenK.K. *Cell DB*220'601*t Tanks in way of tunnel*248*tFPT*67*tAPT*88*t*	336·6 P21'B73'F35'	48·5	24·0 FK	Dairen Japanese 5*BHptCem*	Oil Engines 2S.C.SA 4Cy.23⅝"–41¾" 389NHP Gebr.Sulzer,Ludwgshfn.	24 ″ 0	
77102 27472 JHBA	— Ⓟ 2*Dks*	2567 2009 1583	✠ ... 1,23 ✠				1920 12mo	OsakaIron-works,Ld. Osaka	OsakaSyosenK.K.	284·5 P41'B100'F34'	42·5	23·0 FK	Osaka Japanese *WB*	T.3Cy.21",35"&58"–39" 288NHP OsakaIronWorksLd.Osaka	23 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dateof B.of TradeCert.
77103 8226 SKYN	**Kanangoora** TwinSc *OilEng.* D.F. *1Dk&Shelter dk* E.S.D. *3rd dk in No.1hold* *CruiserStern* *Strengthened for navigation in ice*	*5061* *3985* *2624*	✠100A1 *withfreeboard* ~~5,40 11,39~~ 12,40	Got ~~Ver~~Mel ✠LMC1,38	*a*†	OG	1938 1mo	Götaver-kenA/B Gothenburg *Lloyd*'*sA&CP*	RederiA/B Trans-atlantic(G. Carlsson,*Mgr.*) *Duct keel fwd. of mchy.space* *CellDB355'1515t Tanks at sides of tunnels 590tFPT45tAPT143t*	430·2 437·9(O.L.)	56·7	23·4	Gothenbrg Swedish FK *7BH* (*Coll to Sh dk* 6 ,, *2nd*,,)	Oil Engines 2S.C.SA 16Cy.24$\frac{7}{16}$"–45¼" 1659NHP GötaverkenA/B,Got.	29 " 0 s3 " 0 26 " 2	
77104 TCET	**Kanarya** (*ex*Largo-34,*ex*Everglades) Sub.Sig. *1Dk*	2363 1884 1407	✠ ... 4,22 ✠				1919 3mo	TampaS.B. &Eng.Co. Tampa,Fla.	Zonguldak Vapurculuk ve Kömürcülük LimitetSirketi	263·4 P22'B65'F29' FK	42·4	22·2	Zonguldak Turkish *WB*	T.3Cy.19",30½"&51"–36" 262NHP TampaS.B&EngCoTampa	24 " 2	N †
77105 120621 GMJZ	**Kanchow**	2001 1728 1222					1905	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	267·2 B81'F34'	40·2	21·7	London British *WB*	T.3Cy.20",33½"&56"–39" 196NHP Scotts'S.B.&E.Co.Ld.Grk.		
77106 32653 JUJB	**Kanda Maru** (*ex*Seneca) *ss*P.Me.No.1–27 *Fitted for oil fuel* *1Dk*	2220 1963 1304	✠ ... 9,27 ✠				1920 11mo	American S.B.Co. Cleveland	FukuyoKisenK.K.	251·0 P27'B64'F26' FK	43·5	24·2	Kobe Japanese *WB*	T.3Cy.21",33"&54"–40" 267NHP AmericanS.B.Co.	24 " 2	C †
77107 71 YLAW	**Kandava** (*ex*Gudrun,*ex*Gratia) *ss*Lie.3rdNo.3–5,39 *1Dk(ptStl&ptIrn)&deep framing&ptAwng dk(Irn)* *Cargo battens not fitted*	1926 1326 1153	✠100A1 *pt Awng dk* *withfreeboard* 5,39 ~~BS10,38~~ MS5,39	Lie ✠LMC ~~MBS5,39~~ BS7,40	*q*	CL 5,39	1901 7mo	J.Crown Sunderland A&CP	SteamshipCo. Latvia-Belgium LineLd.(Seeberg Bros.*Mgrs.*) *CellDBa68'uE18'*	257·8 Q82' *ptAwng dk174'* FK *f116' 452tFPT31t*	38·0	16·2	Riga Latvian *4BHCem* *APT48t*	T3Cy.19½",32½"&53"–36"(*s*) 160lb *80lb* 174NHP 2SB,*4pf*,GS79,HS2700 G.Clark,Ld.Sunderland	18 " 6 s " 6 18 " 2	
77108 DORW	**Kandelfels** *OilEng.* D.F. E.S.D. *2Dks* *Ref.Mchy.* *CruiserStern*	7766 7043 4783					1936	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·6 P64'B207'F66'	61·3	31·1	Bremen German *WB*	2OilEngines 2S.C.DA 12Cy.20⅞"–29$\frac{15}{16}$" SR geared to 1 sc. shaft 1830NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
77109 52 YLAX	**Kangars** (*ex*AlfredCalvert, *ex*Weardale) *ss*Lie.No.3–3,37 *1Dk(ptIrn&ptStl)&Web frames* *Cargo battens not fitted*	2722 2551 1746	✠100A1 3,39 BS~~3,39~~ 5,40	Lie ✠LMC3,37	*u*	CL 2,39	1903 6mo	J.Blumer &Co. Sunderland *Lloyd*'*sA&CP*	Tv.Kangars redereja (A.Kalnins,*Mgr.*) *CellDBa104'*	P28'B88'F32' FK *uE&B42' f122'718t*	46·4	20·7	Riga Latvian *5BHCem* *APT99t*	T.3Cy.23",38"&62"–42" (*s*) 160lb NDB18 257NHP 2SB,*6pf*,GS111,HS3974 J.Dickinson&Sons,Ld Sld.	23 " 0 s 3 " 5¼ 19 " 10	
77110 158021 VPJJ	**Kangting** Ⓟ TwinSc (*ex*ChiPing-35) *1Dk*	646 303 357					1924	Kiangnan Dk&EngWks Shanghai	TaikooChinese Nav.Co.Ld.	150·0	26·5	6·5	HongKong British	T.3Cy.11",16½"&26½"–16" 2WTB*made*1917 56NHP KiangnanDk.&Eng.Wks.		
77111 159559 VLFS	**Kanimbla** Ⓟ TwinSc *OilEng.* D.F. E.S.D. *ss*Syd.No.1–39 *3Dks,4th dk forward of mchy.space* *Ref.Mchy.* *CruiserStern*	10985 7280 6585	✠100A1 *withfreeboard* 10,39 DBS10,39	Syd ✠LMC CS10,39 10,36	*f*† 2¼	CL s10,38 P4,39	1936 4mo	Harland& Wolff,Ld. Belfast *Lloyd*'*sA&CP*	McIlwraith McEacharnLd. *CellDB388' 1260t Tanks at sides of tunnels 55' 395t FPT91t APT118t*	B256'F90' FK&BK2"	66·3	30·2	Melbourne British *8BHptCem*	Oil Engines 4S.C.SA 16Cy.29⅜"–59$\frac{1}{16}$" 1305NHP DB*100lb* Harland&Wolff,Ld.Bel.	36 " 0 s12" 0¾ 24 " 2¾	
77112 UNAG	**Kanin** Ⓟ (*ex*SergeiWitte) *1Dk(ptStl–ws)&Awng dk* Wireless	720 685 414	✠ 1,04 ✠	Nwc	*i*		1898 8mo	Wigham Richrdsn&Co Newcastle	U.S.S.R. *CellDBa*	187·3 B39' FK	27·8	17·6	Archangel Russian *4BHCem* *40'f26'71t*	T.3Cy.16",25"&42"–30" NB33 112NHP 1SB,*3cf*,GS66,HS1920 WighmRichrdsn&Co.Nwc.	19 "0	
77113 27915 JOUA	**Kanko Maru** Ⓟ (*ex*Galston, *ex*SanFortunio, *ex*Graf Stroganoff,*ex*Porpoise) *ss*Kob.2ndNo.3–2,24 *1Dk2trB&Web frames*	2995 2791 1813	✠ ... 5,26 ✠				1903 10mo	Furness, Withy&CoLd WHartlepool	IinoKisenK.K.	324·7 P25'B94'F32' FK	47·0	22·3	Hutyu Japanese *WB*	T.3Cy.23½",38"&64"–42" 301NHP Richardsons,Westgarth& Co.Ld.Hpl.	24"10	C †
77114 44751 JFYM	— *2Dks* *CruiserStern* *Longitudinal framing in DB*	2929 2270 1671					1938	Uraga DockCo.Ld. Uraga	OsakaSyōsenK.K.	297·9 P24'B98'F32'	45·0	23·8	Osaka Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$"&(2)20½"–13¾" SR geared & LP turbine DR geared to sc. shaft HS3445 255NHP UragaDockCo.Ld.Uraga		
77115 1102 JEJG	— Ⓟ (*ex*TokoMaru) Wireless *1Dk*	1288 — 759					1917	Ishikawa-jimaS.B.& E.Co.Ld. Tokyo	ChosenYusenK.K	230·0 P28'B53'F24'	33·0	19·6	Jinsen, Korea Japanese *WB*	T.3Cy.15",24½"&40"–30" 88NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		
77116 21554 JNTD	**Kankyo Maru** (*ex*Kifunezan MaruNo.2–32) *ss*OsaNo.3–1,30 *2Dks*	3204 2675 1944	✠ ... 6,32 ✠				1918 1mo	OsakaIron Works,Ld. Osaka	ChosenYusenK.K.	305·0 P25'B94'F33' FK *WB*	43·7	27·2	Jinsen, Korea Japanese	T.3Cy.22",38¼"&61"–42" 280NHP OsakaIronWrks.Ld.Osaka	27 " 3	
77117 KZAW	**Kanlaon II.** TwinSc *ss*Cebu.No.2-40 *OilEng.* Wireless ~~*ss*IloiloNo.1–37~~ *1Dk(Teak)* *&Web frames*	477 — 211	✠100A1 *For Philippine Coasting Service* 9,40 ~~4,37~~	Iloilo Cebu ✠LMC~~3,37~~9,39	*i*	CL ~~N~~9,39	1931 3mo	HongK'ng &Whampoa DockCo.Ld HongKong *Lloyd*'*sA&CP*	E.Lopez	176·2 F27' FK *FPT*	30·2	10·0	IloiloP.I. Utd.States *4BHCem* *18tAPT30t*	Oil Engines 2S.C.SA 12Cy.13⅜"–22$\frac{7}{16}$" 374NHP Atlas-DieselA/B,Skm.	12 " 3 s1 "10½ 10 " 9	
77118 1120	**Kannan Maru** (*ex*AichiMaru) Sp *2Dks*	378 341 218					1905	A.Naka-mura Osaka	SaijoRihachi	144·2	21·1	15·8	Fusan Japanese	C.2Cy.14"&30¼" 35NHP		
77119 OHEP	**Kannas** Wood *1Dk*	354 — 224					1930	.... Björkö	LaivaO/Y Kannas	133·3 126·9	28·0	11·1	Koivisto Finnish	Steam Engine		
77120 7515 JGOF	**Kannoura Maru** Ⓟ Sp (*ex*UwajimaMaruNo.11–36) *2Dks*	577 — 335					1907	S.Ono Osaka	TosaSyosenK.K.	175·2	22·8	16·5	Yawata Japanese	T.3Cy.13¼",21$\frac{15}{16}$"&34½"–24" 58NHP S.Ono,Osaka		
77121 39657 JRNJ	**Kano Maru** *OilEng.* *ss*Kob.No.1–38 *2Dks* D.F. GyC. *3rd dk except in after hold* *Tonnage opening closed '38* *CruiserStern*	8572 7847 5152	✠100A1 *withfreeboard* 2,41~~12,39~~ DBS~~12,39~~2,41 *Carrying cargo oil F.P. above150°F. in deep tanks*	Kob ✠LMC CS9,38 12,39	*d*†	CL 12,39	1934 8mo	Uraga DockCo.Ld Uraga *Lloyd*'*sA&CP*	KokusaiKisenK.K. *Upper'tween dk BHs except Coll BH dispensed with* *CellDB343'1366t DTsa49'1364t Tanks at sides of tunnel 187tFPT72tAPT71t*	453·5 F39'	60·7	30·8 40·1 FK	Tokyo Japanese (*Coll to Wdk* 7 ,,*2nd*,,)	Oil Engines 2S.C.DA 7Cy.29$\frac{15}{16}$"–47¼" 2187NHP DB*100lb* MitsubishiJukogyoK.K. Nag.	40 " 1 ~~s12"4½~~ ~~27"10¾~~ s12"3¾ 27"11⅛	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
77122 19765 JZLB	**Kano Maru** (exSenkaiMaru–32) Wireless 1Dk	1275 1037 907					1917	HarimaCo. O'Harima	KanoKisenK.K.	228·0	33·0	18·7	Kobe Japanese WB	T.3Cy.14¾",24½"&40$\frac{1}{16}$"–30" 38NHP OkamotoTosaburo,Osaka		
77123 23126 JCYC	**Kano Maru No. 3** (exGinzan Maru–36) 1Dk	1708 — 1005					1918	……………	KanoKisenK.K.	250·0	37·7	20·5	Kobe Japanese			
77124 36399 JJOC	**Kansai Maru** TwinSc (exKwansaiMaru–37) OilEng. ssKob.No.2–38 Ref.Mchy. 2Dks(Stl)3rd dk(Stl) GyC. except in after hold CruiserStern	8614 7971 5204	✠100A1 withfreeboard 1,40 ✠LMC CS12,38 DBS1,40 1,40 ✠Lloyd'sRMC~~1,40~~5,40 11,40 Fitted for car	Kob rying	d† oil	CL 12,38 12,30	1930 12mo Lloyd F.P.	Yokohama DockCo.Ld. Yokohama 'sA&CP above 150° F.	HaradaKisenK.K. CellDB318'1317t tunnels650tD in deep tanks	461·7 F36' FK Tanks in way of Ts a44' 1017t FPT	61·5	39·7	Hutyu Japanese 8BH 1 ,, to 3rd dk 88tAPT86t	Oil Engines 2S.C.DA 12Cy.23⅝"–35$\frac{7}{16}$" 2350NHP DB100lb Maschfbk.Augsburg- NürnbergA.G.Augsburg	39 ″ 9 s12·0½ 28 ″ 1½	
77125 15179 JPLE	**Kansai Maru No. 1**	483 445 275					1912	Shirato Zosensho Osaka	TurumaruHiro- taro	170·0	22·0	17·0	Osaka Japanese	T.3Cy.11",18"&30"–20" 40NHP HiraoTokichi,Osaka		
77126 216438 WACI	**Kansan** (exSantaOlivia) ssS.Fo.No.3–4,30 2Dks(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNo.1hold only & Web frames D.F. Longitudinal framing Fitted for oil fuel	4870 4353 2892	✠ … 12,31 ✠	SFo	z		1918 7mo	W Cramp& SonsS&EBCo Philadelphia	American- HawaiianS.S.Co. CellDB346'1209t DTf32'826tFP	404·6 F31'onShelterdk FK Coll T71tAPT16t	53·7	26·2 34·2	NewYork Utd.States BH to Sh dk 5 ,, ,, U ,, 1 ,, ,,2nd,,	Q.4Cy25½"37"52½"&76"–54" 629NHP 3SB,12cf,GS214,HS8881 WCramp&SnsS&EBC.Phl only	28 ″ 9	R †
77127 318 JPSC	**Kanseisi Maru** ssDrn.No.1–34 Mchy.Aft 1Dk(Stl)	4805 3978 2731	✠ … 1,38 ✠	Nag	x		1929 4mo	OsakaIron Works Osaka	DairenKisenK.K. CellDB	371·0 P96'B19'F47' FK 295'1004t FPT529t	51·0	29·0	Dairen Japanese 6BHptCem APT232t	T.3Cy.22¼",37"&61"–42" 346NHP 2SB,6cf,GS115,HS5002 OsakaIronWorks,Osaka	29 ″ 0	
60/41 77128 147298 GFTB	**Kantara** ssLiv.No.3–8,37 D.F. 2Dks(Stl)	3237 2864 1839	✠100A1 7,40 ~~8,39~~ ✠LMC MS8,37 BS11,39	Liv Mch	u	CL ~~8,37~~ 7,40	1925 2mo Lloyd	Barclay, Curle&Co.Ld. Glasgow 'sA&CP CellDB	MossHutchison Line,Ld. 280'663t DTa24'43	330·9 P32'B102'F33' FK 2tFPT85tAPT62t	46·7	23·4	Liverpool British 6BHptCem 1 ,, to2nd dk	T.3Cy.23",40"&65"–45" (s) 180lb 337NHP 3SB,9cf,GS165,HS5631 J.G.Kincaid&Co.Ld.Grk.	25 ″ 6 s 3·11½ 21 ″ 9½	
77129 36105 JJKC	**Kanto Maru** TwinSc (exKwantoMaru–37) OilEng. ssKob.No.2–38 Ref.Mchy. 2Dks(Stl)3rddk(Stl) GyC. except in after hold CruiserStern	8607 7971 5188	✠100A1 withfreeboard ~~4,40~~ ~~10,39~~ 2,41 ✠LMC CS11,38 DBS~~1,39~~ 3,40 ~~11,38~~ 3,40 ✠Lloyd'sRMC~~9,39~~ ~~3,40~~ ~~9,40~~ 2,41 Fitted for car	Kob ~~Osa~~ rying	d† oil	CL 11,38 9,30	1930 9mo Lloyd F.P. ab	Yokohama DockCo.Ld Yokohama 'sA&CP ove 150° F. in	HaradaKisenK.K. CellDB318'131 tunnels650tD deep tanks	461·7 F36' FK 7t Tanks in way of Ts a 44' 1017t FPT	61·5	39·7	Hutyu Japanese 8BH 1 ,, to 3rddk 88tAPT86t	Oil Engines 2S.C.DA 12Cy.23⅝"–35$\frac{7}{16}$" 2350NHP DB100lb Maschfbk.Augsburg- NürnbergA.G.Augsburg	39 ″ 9 s12·0½ 28 ″ 1½	
77130 22296 JBFC	— Ⓟ (exKwantoMaru–38) 1Dk	1547 1316 879					1918	Yokohama DockCo.Ld. Yokohama	SettuSyosenK.K. (OsakaSyosen K.K.Mgrs.)	240·0 P29'B58'F30'	33·5	22·5	Hutyu Japanese WB	T.3Cy.15½",25½"&42"–30" 97NHP YokohamaDockCo.Ld.		
77131 23846 JLAE	**Kanzaki Maru** (exKirishima MaruNo.22) 1Dk	1285 — 709					1918	Matsuda Co. Osaka	TaiyoKisenK.K.	221·0	32·7	20·5	Hutyu Japanese WB	T.3Cy.16",26"&42"–30" Bmade—refitted18 97NHP MatsudaCo.Osaka		
77132 1331 JLXB	**Kanzyo Maru** Ⓟ (exKanjoMaru–31, exToyeiMaru) 1Dk	2197 1891 1296					1918	Ishikawa- jimaS.B.Co. Tokyo	ChosenYusenK.K.	268·0 P13'B58'F27' WB	40·7	23·5	Jinsen, Korea Japanese	T.3Cy.19",31½"&52"–39" Ishikawajima 169NHP S.B.Co.Ishikawajima		
77133 147679 GKLS	**Kaolack** TwinSc Ref.Mchy. Mchy.Aft 2Dks	1837 1547 1021	✠Lloyd'sRMC2,40				1917	Atel.&Ch. delaLoire St.Nazaire	ZubiShippingCo. Ld.	268·8 P59'B39'F41'	35·8	19·1	London British WB	C.4Cy.20$\frac{1}{16}$"&35$\frac{7}{16}$"–24⅝" 103NHP Atel.&Ch.delaLoire,Nts.		V
77134 122748 VJNT	**Kapara** ssSyd.2ndNo.3–8,38 Mchy.Aft 1Dk(Stl) Wireless Cargo battens not fitted	846 642 403	✠100A1 2,40 BS~~8,38~~ ✠LMC8,38 8,40	Mel	k	CL N6,38	1914 2mo Lloyd	J.Crown& Sons,Ld. Sunderland 'sA&CP	TheAdelaide SteamshipCo.Ld.	195·0 34·0 FK Q61'B11'F22' FPT	32·1	12·6	Melbourne British 3BHCem 60tAPT17t	T.3Cy.14½",24"&39"–27" (s) 180lb 100lb 77RHP 1SB,3pf,GS52,HS1692 MacColl&Pollock,Ld.Sld.	13 ″ 9 s1 ″ 4 12 ″ 7	
15/4/41 77135 628 SVKI	**Kapetan Stratis** (exHelredale) ssPir.2ndNo.3–10,35 1Dk(ptIrn&ptStl)&deep framing	3574 3351 2249	✠100A1 Examined 1,41 Lls BS~~11,39~~ ✠LMC10,35 1,41	~~Pir~~	u	5,39	1906 11mo Lloyd	R.Craggs &Sons,Ld. Middlesbro' 'sA&CP	D.Coumbis, X.Xenios Partners CellDBa110'u	346·5 358·3(O.L.) P31'B175'F32' FK E&B48'f142'1036t	50·6	23·1	Piræus Greek 6BHCem APT114t	T.3Cy.25",41"&67"–45" (s) 180lb NDB23 340NHP 2SB,6rf,GS127,HS5440 Blair&Co.Ld.Stockton	25 ″ 6 s3 ″ 6½ 22 ″ 2½	
77136 TCCB	**Kaplan** (exRosalba,exOrfordness) ssCpl.3rdNo.3–10,27 ssIst.No.1–32 1Dk(Irn)&Webframes&ptAwng dk(Irn)	1853 1688 1137	✠ — 9,35 ✠	Ist	r		1890 10mo	Richardsn Duck&Co. Stockton	~~SadikogluFehmi~~ MehmetDogan& SadikZadeFehmi CellD	270·0 Q105' ptAwng dk165' FK B226'428tAPT30t	37·1	17·0	Istanbul Turkish 4BHptAsp ptCem	T.3Cy.21",34"&56$\frac{5}{16}$"–36" NDB06 187NHP 2SB,4cf,GS60,HS2800 Blair&Co.(Lim.),Stockton	19 ″ 6	
77137 LCTI	**Kaprino** (exOcland) TurretDeck D.F. Mchy.Aft 1Dk	3249 2462 1881					1907	Sunderlnd S.B.Co.Ld. Sunderland	A/S Inger(Jacob KjödeA/S,Mgrs.)	306·6 P187tH20t	47·0	22·3	Bergen Norwegian WB	T.3Cy.24",40"&65"–42" 274NHP N.E.MarineEng.Co.Ld.Sld		N
77138 UPDP	**Kara** Sub.Sig. 1Dk	2325 2020 1292					1933	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	284·7 P34'B75'F36'	43·2	20·6	Archangel Russian WB	T.3Cy.17$\frac{11}{16}$",29⅝"&48$\frac{7}{16}$"– 35$\frac{7}{16}$" 193NHP S.B.Yard"Marti"Len.		
77139 162683 GQTM	**Karabagh** OilEng. ssNwc.No.1–38 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing Special Surveys to date from 4,34	6427 6085 3863	✠100A1 ~~6,40~~ ~~11,39~~ 3,41 ✠LMC CS5,38 DBS~~11,39~~ 3,41 ~~5,38~~ 1,40 CarryingPetr	Fal Shl oleum	a† in	CL ~~5,38~~ 3,41 bulk	1932 1mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP	BalticTradingCo. Ld. CellDBuE 48'130tDT	426·4 P89'B35'F45' FK f38' 344t FPT167t	57·2	32·3	London British 17BH (8 to 2nd dk) APT68t	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 2DB150lb 490NHP J.G.Kincaid&Co.Ld.Grk.	32 ″ 2 s5·10½ 26 ″ 6	
77140 25486 JKHD	**Karachi Maru** ssKob.No.3–4,32 2Dks(Stl)&Awng dk(Stl)	5860 5586 4259	✠ … 8,34 ✠	Osa	y		1919 8mo	Kawasaki Dkyd.Co.Ld. Kobe	YamamotoKisen K.K. CellDB334'1118t	385·0 FK Collisio FPT126tAPT93t	51·0	36·0	Hutyu Japanese ptCem nBH to A dk 5 ,, ,, U ,,	T.3Cy.26",43½"&72"–48" 437NHP 2SB&1AuxSB,8cf,GS154, HS5636 KawasakiDkydCoLdKobe	36 ″ 0	C †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofR.ofTradeCert.
77141 TCBV	**Karadeniz** Ⓟ (*ex*Wilis) 3*Dks*	4731 3640 2926					1905	Kon.Maats deSchelde Flushing	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	394·0|47·1|27·2 P72′B176′F80′	Istanbul Turkish *WB*	T.3Cy.28½″,48″&82″–60″ 520NHP Maats.deSchelde,Flushing		
77142 YTKQ	**Karadjordje** Ⓟ TwinSc (*ex*Karagjorgje, *ex*Visegrád) ~~*ss*Ssk.No.3-4,31~~ ~~*ss*Ssk.No.1-35~~ *ss*Ssk.2ndNo.3-4,39 1*Dk*(*Stl*–ws) & *Shade dk*(*Teak*)	1293 634 536	✠100A1 *Shade dk withfreeboard* 5,40 ~~7,38~~ ✠NB12,38	Spt MS4,39 ✠LMC4,~~38~~	*p*	CL ~~5,37~~ 5,40	1913 9mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Jadranska Plovidba,D.D.	247·0|34·2|14·5 P&B164′F73′ BK8″ *CellDBa*43′*f*84′120*t*	Susak Yugoslav 5*BHCem*	T.8Cy.(2)17″,(2)27½″&(4) 31½″–30″ (*s*) 185lb 413NHP 3SB,9*cf*,GS162,HS6972 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	15″6 s2″4¼ 13″9¾	
77143 UOJB	**Karaga** (*ex*Tosna,*ex*Laurelpark–33) *ss*Gls.No.2–30 1*Dk*(*Stl*)	1943 1744 1188	✠ … 10,34 ✠	Shl	*r*		1922 8mo	Grangemouth Dkyd. Co.Ld. Grngemouth	U.S.S.R. *CellDBa*63′*uE*2	280·2|41·9|19·0 P21′B68′F29′ FK 8′*f*124′549*tFPT*44*t*	Vladvostk Russian 4*BHCem* *APT*42*t*	T.3Cy.21″,35″&57″–36″ 227NHP 2SB,6*cf*,GS113,HS3712 D.Rowan&Co.Ld.Glasgow	20″9	
77144 137841 GRZM	**Karagola** Ⓟ TwinSc *ss*Bom.No.3–9,29 D.F. *Ref.Mchy.* *ss*Cal.No.2–37 1*Dk*(*Stl*)&*Awng dk*(*Stl*-teak s)&2*nd dk* (*Stl*)*inNos.*1&2*holds* *CruiserStern*	7053 5316 3647	✠100A1 *Awng dk withfreeboard* 6,40 ~~9,39~~ BS9,39	Cal ✠LMC8,37	*a*†	CL ~~P8,38~~ ~~S9,39~~ 6,40	1917 4mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	BritishIndiaStm. Nav.Co.Ld. *Cell*	425·0|55·8|31·2 P35′B163′F46′ FK *DB*355′825*tFPT*52	Glasgow British 7*BHCem* *tAPT*60*t*	T.6Cy.25½″,43″&73″–48″(*s*) 215lb FD 1410NHP 8SB,24*cf*,GS460,HS22696 Swan,Hunter&Wigham Richardson,Ld.Nwc.	33″10 s7″10¾ 26″5	
77145 9043 JJXE	**Karahuto Maru** Ⓟ TwinSc (*ex*KarafutoMaru–38, *ex*IkiMaru–37) 2*Dks*	1599 1417 815					1905	MitsuBishi Dkyd&EWks Nagasaki	KitaNipponKisen K.K.	272·9|35·8|22·0	Osaka Japanese *WB*	T.6Cy.16″,26″&43¼″–30″ 205NHP MitsuBishiD.&E.Wks.Nag		
77146 32419 JDIG	— Ⓟ (*ex*KarafutoMaru-38) 2*Dks*	503 429 279					1927	Hakodate DockK.K. Hakodate	FujiyamaKaiun K.K.	158·0|25·8|15·8	Otaru Japanese	C.2Cy.		
77147 149326 GSMZ	**Karamea** TwinSc *OilEng.* *Ref.Mchy.* *ss*Gls.No.2–37 D.F. E.S.D. 3*Dks* *Tonnageopening closed*'39	10530 9528 6518	✠100A1 *withfreeboard* Examined3,41 ✠LMC CS8,37 DBS6,39 ~~1,37~~ 11,39 ✠Lloyd'sRMC~~5,40~~ ~~9,40~~ 3,41	~~Liv~~ Gls	*f*†	CL ~~P1,37~~ S6,38 P9,40	1928 8mo *Lloyd'sA&CP*	Fairfield Co.Ld. Glasgow	ShawSavill& AlbionCo.Ld. *Upper'tween dkB* *CellDB*408′1592*t*	483·0|64·2|30·8 B173′F61′ FK *Hsexcept Coll BH dispensed with* *FPT*119*tAPT*75*t*	S'thamptn British 8*BHptCem* (*Coll to W dk* 7 „ 2*nd* „)	Oil Engines 2S.C.SA 12Cy.31″–43″ 2020NHP 2DB100lb FairfieldCo.Ld.Glasgow	42″10 s13″4¼ 29″8½	
77148 PFGZ	**Karanan** *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk* *CruiserStern*	395 255 113	✠100A1 *withfreeboard* ~~9,40~~ ~~12,39~~ 5,41	Rot ~~Ply~~ Fal ✠LMC12,39	*i*	OG 3,41	1939 12mo *Lloyd'sA&CP*	DeHaan& Oerlemans Scheepsbwf Heusden	W.in 'tVeld *Side tanks in way of hold* 108′	176·7|27·8| 7·8 187·3(O.L.) FK 237*tDTf*5′25*t FPT*	Groningen Dutch 3*BH* (*Coll to Sh dk* 2 „ 2*nd* „) 52*tAPT*9*t*	Oil Engines 4S.C.SA 8Cy.11″–17$\frac{11}{16}$″ 94NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz	9″4 s ″2 9″3	
77149 162554 GLQV	**Karanja** Ⓟ TwinSc *ss*Bom.No.2–38 D.F. E.S.D. 2*Dks*(*Stl–U*teak s) *Ref.Mchy.* 3*rd dk in forward holds* *CruiserStern*	9891 6731 4646	✠100A1 ~~8,40~~ ~~3,40~~ 1,41 ~~BS11,39~~ ✠Lloyd'sRMC12,39 BS1,41 *Fitted for oil fuel* 3,31	Bom ~~Liv~~ Gls ✠LMC10,38		CL S8,38 P2,39 *F.P. above* 1	1931 3mo *Lloyd'sA&CP* 50° F.	A.Stephen &Sons,Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*	471·3|64·2|29·4 486·4(O.L.) B213′F51′ *onShade dk* FK 415′1768*t FPT*112*t*	London British 8*BHptCem* *APT*222*t*	6SteamTurbinesSRgeared to 2 Sc. Shafts 1746NHP 250lb 100lb (*s*) FD 7SB(Spt),28*cf*, ,HS19810 A.Stephen&Sons,Ld.Gls.	32″6 s5″10½ 26″11¼	
77150 137801 GRZF	**Karapara** Ⓟ TwinSc *ss*Cal.2ndNo.3–6,38 *Ref.Mchy.* 1*Dk*(*Stl*)&*Awng dk* (*Stl*–teak s)& 2*nd dk*(*Stl*)*inNos.*1&2*holds* D.F. *CruiserStern*	7117 5339 3722	✠100A1 *Awng dk withfreeboard* 3,41 ~~7,39~~ ~~BS5,39~~	Cal Bom BS5,40 ✠LMC6,38	*a*†	CL ~~6,38~~ 7,40	1915 8mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	BritishIndiaStm. Nav.Co.Ld. *Cell DBa*82′*uE&B*	425·0|55·6|31·4 P35′B163′F46′ FK 147′*f*130′825*t FPT*	Glasgow British 7*BHCem* 52*tAPT*60*t*	T.6Cy.25½″,43″&73″–48″ (*s*) 215lb FD 1410NHP 8SB,24*cf*,GS519,HS22696 Swan,Hunter&Wigham Richardson,Ld.Nwc.	34″0 ~~s8″0¾~~ ~~26″5¼~~ s9″8¼ 24″9¾	
77151 117428	**Karatta** Ⓟ 1*Dk*	553 350 239	✠ 9,07 ✠	Grk	*i*		1907 9mo	G.Brown & Co. Greenock	CoastSteamships, Ld.	175·0|28·1|11·4 P&B106′F27′ … BK7′ *FPT*	P.Adelaide British 4*BHCem* 18*tAPT*1*t*	T.3Cy.15″,25″&40″–27″ 82RHP 1SB,3*cf*,GS51,HS1964 Muir&Houston,Ld.Gls.	12″0	
77152 5976 SFCW	**Kare** (*ex*Luleå) 1*Dk*&*ptAwng dk*	*1202* *992* *701*					1902	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*)	238·4|35·5|14·2 Q78′H85*t* *ptAwng dk*163′	Stockholm Swedish *WB*	T.3Cy.17″,27½″&47″–33″ 127NHP HelsingörsJernsk.&Mskb.		V
77153 UNJM	**Karelia** Ⓟ TwinSc Wireless 2*Dks*	810 645 316					1930	StatesS.B. Yard"Marti" Leningrad	U.S.S.R.	174·3|30·3|14·8 P19′B59′F24′	Archangel Russian *WB*	T.6Cy.8$\frac{11}{16}$″,13¾″&22$\frac{7}{16}$″–15¾″ StatesS.B.Yard "Marti" Leningrad 42NHP		
77154 OUHS	**Karen** *ss*Cpn.No.2–26 1*Dk*	1194 998 728	✠ … 7,30 ✠				1917 6mo	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)	239·9|35·7|14·5 P27′B54′F25′ FK	Copnhagn Danish *WB*	T.3Cy.14″,24″&40″–27″ 98NHP KjbnhavnsFlydk.&Skbsv.	17″3	V †
77155 LEFW	— (*ex*Bauta) 1*Dk*	750 555 427					1900	TrondhjemsM V Trondheim	D/S A/S Aalesund (J.Amundsen, *Mgr.*)	195·2|30·1|10·9 Q96*t*B49*t*H11*t*F29*t*	Haugesnd Norwegian *WB*	T.3Cy.14⅞″,23½″&38″–27″ 75NHP TrondhjemsMek.Verk.		N
77156 OWBO	— WoodAux3MstSr (*ex*Willemoes–38,*ex*Havet) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	331 296 254					1920	V.Kragh Christensen Kolding	M.Pedersen	129·8|28·9|13·0	Sejrö Danish	Oil Engines 2Cy. J&CGBolindersCo.LdSkm		V
77157 OYIT	**Karen Toft** (*ex*Flotterston–34, *ex*Starkad) 1*Dk*	2220 1954 1269					1920	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Dampskslsk. JutlandiaA/S (JensToft,*Mgr.*)	285·6|41·5|19·9 P69*t*H119*t*F13*t*	Copnhagn Danish *WB*	T.3Cy.22″,35″&58″–39″ 210NHP G.Clark,Ld.Sunderland		N
77158														

24/40

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
77159 151517 ZMGS	**Karepo** ssAuk.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framed topside tanks*	2563 1998 1331	✠100A1 2,41 ~~1,40~~ BS~~1,40~~ ✠LMC1,39 1,41	Wln	*s*	CL 12,38	1929 12mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP* *CellDB*238'	UnionS.S.Co.of NewZealand,Ld. 717*tTopside tanks*	284·5 P105'B18'F26' FK BK*aft*1½" 182' 486*t FPT* 169*t*	46·3	18·4	Wellingtn British 5*BHCem* *APT*97*t*	T.3Cy.20",33½"&55"–39" (*s*) 200lb 340NHP 2SB,*6cf*,GS125,HS5480 FD CammellLaird&CoLd.Bkn	20 ″ 9 s 2 ″ 8½ 18 ″ 1½	
77160 121399 ZMBV	**Karetu** Ⓟ ssWln.No.1–40 ssDdn.No.3–11,36 2*Dks*(*Stl*)	3218 2818 1864	✠100A1 ~~5,40~~ ~~10,39~~ 11,40 ~~Syd~~ ~~BS10,39~~ ✠LMC~~11,36~~ 11,40	Wln	*u*	CL N10,39	1924 10mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	UnionS.S.Co.of NewZealand,Ld.	310·0 P23'Ba23'B84' FK *Bf*23'F32' *CellDB*265'758*tFPT*	46·5	23·7	Wellingtn British 6*BHptCem* 123*tAPT*62*t*	T.3Cy.25",41"&68"–45" (*r*) 200lb 414NHP 3SB,*6cf*,GS132,HS5727 FD Cen.Mar.Eng.Wrks.WHpl	26 ″ 3 s 4 ″ 0½ 22 ″ 5	
77161 OHGX	**Karhula** (*ex*ClyneRock–33, *ex*FranzDahl,*ex*Glückauf) 1*Dk*	2103 1958 1283					1909	Flensburgr Schiffsb.Ges. Flensburg	A/B Mare (Th.Kramer, *Mgr.*)	305·2 297·4 P30'B54'F28'	42·4	19·2	Åbo Finnish *WB*	T3Cy.20$\frac{1}{16}$",33½"&55¼"–37⅜" 192NHP FlensburgerSchiffsb.Ges.		G
77162 LCSJ	**Kari** (*ex*Leif–37,*ex*Bygdö) 1*Dk*	1925 1653 1107					1920	C.Hill& Sons Bristol	Dampsk.A/STruls (M.Thorvik, *Mgr.*)	270·0 P69*t*H124*t*F12*t*	42·2	17·8	Oslo Norwegian *WB*	T.3Cy.19¾",33"&54¼"–36" Richardsons, 156NHP Westgarth&Co.Ld.Hpl		N
77163 DICS	**Karibia** (*ex*Marie) TwinSc *OilEng.* Wireless 1*Dk*	428 346 220					1921	A/S Vul- canværftet Korsör	H.C.Horn	136·9 P61'F14'	29·4	10·2	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.16½"–18$\frac{5}{16}$" 384NHP J&CG BolindersCoLd.Skm.		G
77164 DKAB	**Karibisches Meer** (*ex*Mendocino–39) *Fitted for oilfuel* ssN.Yk.No.3–10,28 ssShl.No.2–37 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	6864 6377 3981	✠ 5,39 ✠	Ams	*a*†		1917 7mo	SirJ.Laing &Sons,Ld. Sunderland *CellD*	JohnT.Essberger *BuE&B*55'142*t* D	424·1 P101'B28'F40' FK *Tf*38'511*tAPT*53*t*	57·0	33·3	Hamburg German 15*BHptCem* (9 ,, *to Udk* 6 ,, *2nd* ,,)	T.3Cy.27",45"&74"–54" 559NHP 4SB,*12cf*,GS196,HS8248 G.Clark,Ld.Sunderland	33 ″ 0	
77165 773 OHYA	**Karin** (*ex*Johanne–35, *ex*JohanneDybwad, *ex*Nepos,*ex*Arranmoor) ssN.Yk.No.3–10,17 1*Dk*(*ptIrn&ptStl*) *&deep framing* D.F.	2791 2541 1618	✠ 1,23 ✠	Cpn	*t*		1904 10mo	J.Blumer &Co. Sunderland *CellD*	RederiA/B Deepseatrader O/Y(Kristian Hansen, *Mgr.*)	323·8 313·9 P28'B90'F32' FK *Ba* 104' *uE*22'*f*128'	46·7	20·6	Helsingfrs Finnish 5*BHCem* 673*tAPT*75*t*	T.3Cy.23",38"&62"–42" DB10*fitted*17 257NHP 2SB,*6pf*,GS111,HS3974 J.Dickinson&Sons,Ld.Sld.	23 ″ 0	N †
77166 7368 SFDE	— (*ex*Sneppe) 1*Dk*	*1453* *1310* *838*					1902	WoodSkin- ner&Co.Ld. Newcastle	RederiA/B Nordia (N.M.Thore, *Mgr.*)	255·0 H80*t*F25'	36·6	17·3	Jonstorp Swedish *WB*	T.3Cy.18¼",30"&49"–33" 138NHP N.E.MarineEng.CoLdNwc		V
77167 OHVE	**Karin Thordén** (*ex*Eda–34, *ex*Antares) D.F. 1*Dk*	1789 1591 1030					1919	A/S Sörlan- detsSkibs. Fevig	RederiA/B Steam (GustafB.Thorden, *Mgr.*)	277·6 264·8 P30'H164*t*B66'	42·1	17·6	Helsingfrs *Brandö* Finnish *WB*	T.3Cy.18",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad		N
77168 157661 ZMJX	**Karitane** TwinSc *OilEng.* *CruiserStern* 1*Dk* *Cargo battens not fitted except in upper portion of holds*	2534 1898 1278	✠100A1 ~~5,40~~ ~~2,39~~ 12,40 ✠LMC2,39	Lth Mel	*s* 1 9/16	CL	1939 2mo *Lloyd*	Henry Robb,Ld. Leith '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB*240' *Tanks at sides of*	278·8 289·5(O.L.) Q&B146'F28' FK 561*tMT*6'145*t* *tunnels*14' 74*t FPT*	45·3	19·1	Wellingtn British 4*BHptCem* *ptAsp* 26*tAPT*40*t*	Oil Engines 2S.C.SA 10Cy.13⅜"–22$\frac{7}{16}$" 314NHP DB*140lb* A/B Atlas-Diesel,Skm.	21 ″ 6 s 2 ″ 2½ 19 ″ 4½	
77169 2787 OHEQ	**Karjala** Wood	348 — 216					1922	A.Wahl- qvist Johannes Riosaari	LaivaO/Y Karjala (ToivoKari)	127·8 123·0	29·0	11·0	Wiborg Finnish	SteamEngine		
77170 OFDS	**Karl-Erik** (*ex*Salamis–39, *ex*Oddvar–37) 1*Dk*	1945 1684 1133					1923	Trndhjms Mek.Værks Trondheim	LovisaRederiA/B (A/B R.Nordström &Co.O/Y, *Mgrs.*)	265·8 P26'B72'F30'	42·2	17·9	Lovisa Finnish *WB*	T.3Cy.20½",33"&56"–36" 188NHP TrondhjemsMVTrndheim		N
77171 DKAR	**Karl Leonhardt** (*ex*Marietta–39, *ex*W.I.Radcliffe–35, *ex*ClarissaRadcliffe) ssAms.2ndNo.3–6,39 1*Dk*(*pt Irn pt Stl*)	*6042* *5268* *3676*	✠ … 8,39 ✠	Ams	*z*		1913 4mo	Craig,Tay- lor&Co.Ld. Stockton *Cell D*	Leonhardt& Blumberg *Ba*132'*u E&B*46'*f*	415·0 P45'B241'F39' FK 184' 1598*t FPT*154	55·6	26·7	Hamburg German 7*BHCem* *tAPT*183*t*	T.3Cy.28",46"&75"–48" 470NHP 3SB,*9cf*,GS197,HS7891 Blair&Co.Ld.Stockton	28 ″ 7	
77172 UNYB	**Karl Liebknecht** (*ex*Pallada) ssOda.No.3–3,13 *Ref.Mchy.* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3341 2952 1924	✠ 6,21 ✠	Oda	*v*		1900 5mo	Howaldts- werke Kiel	U.S.S.R. *CellDBa*106'*u*	346·5 P30'B74'F40' FK *E*26'*f*152'622*tFPT*	46·6	24·4	Odessa Russian 6*BHCem* 48*tAPT*25*t*	T.3Cy.26½",42$\frac{3}{10}$"&69"–43½" NB17*refitted*27 339NHP 2SB,*6cf*,GS103,HS4379 Howaldtswerke,Kiel	26 ″ 9	
77173 UNYA	**Karl Marx** (*ex*Diana) ssOda.No.3–4,12 *Ref.Mchy.* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3503 2986 2144	✠ 8,19 ✠	Nwc	*v*		1899 11mo	Howaldts- werke Kiel	U.S.S.R. *CellDBa*106'*uE*	346·5 P30'B74'F40' FK 26'*f*132' 622*t FPT*	46·6	24·4	Vladvostk Russian 6*BHCem* 48*t APT*25*t*	T.3Cy.26½",42¼"&69"–40¼" 339NHP 2SB,*6cf*,GS103,HS4379 Howaldtswerke,Kiel	26 ″ 9	
77174 OUHU	**Karla** 1*Dk*	941 813 548					1920	Atlas- WerkeA.G. Bremen	J.Lauritzen	224·0 P29'B120'F23'	33·0	14·1	Esbjerg Danish *WB*	T.3Cy.15⅝",25⅛"&41$\frac{7}{16}$"–25⅝" 110NHP Atlas-WerkeA.G.Bremen		G
9 5/4' 77175 LDDS	**Karlander** (*ex*Visna,*ex*Froland) 1*Dk*	1843 1616 1092					1914	Nylands Værksted Oslo	SkibsA/S Karlander(H.T.Wilkens &Co.A/S, *Mgrs.*)	265·2 P50*t*H93*t*F28*t*	42·1	18·9	Frdrkstad Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP NylandsVærksted,Oslo		N
77176 DHNU	**Karlsruhe** TwinSc 1*Dk*2*trB*	897 707 513					1905	G.Seebeck Akt.Ges. Bremerhaven	Schiffahrt-u.Asse-kuranz-Ges.E. Russ&Co.	217·5 Q78'B43'F22'	33·2	12·0	Hamburg German *WB*	T.6Cy.9⅝",16⅛"&25⅝"–16½" 53NHP G.SeebeckA.G.Bremerhvn		G
77177 LEFZ	**Karma** 1*Dk*	1106 988 661					1912	Bergens Mek.Værks. Bergen	Th.Nordbö	226·5 P8*t*H54*t*F25*t*	36·4	15·8	Haugesnd Norwegian *WB*	T.3Cy.17",26½"&46"–30" 115NHP BergensMekVærksBergen		N
77178 YTCL	**Karmen** (*ex*Edoardo,*ex*Gianni, *ex*Algeria,*ex*Algerie, *ex*Minneburg) 1*Dk&Spar dk* &*Web frames*	2541 2350 1558	✠ … 8,00 ✠				1896 4mo	Sir Raylton Dixon&Co. Middlesbro'	Parobrodarsko DrustvoS.O.I. "Alcesu"	310·5 P19'B80'F37' BK8'	42·6	22·2	Orebic Yugoslav *WB*	Q.4Cy.19½",28",42"&61"–42" 266NHP Wighm.Richrdsn&Co.Nwc	25 ″ 0	V †

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
77179 LCPP	**Karmöy** 1*Dk*	2498 2200 1437					1921	Forth S.&E.Co.Ld. Alloa	D/S A/S Karmöy (JohnK.Haaland& Co.A/S, *Mgrs.*)	295·7 P84*t*H123*t*	43·6	20·6	Haugesnd Norwegian *WB*	T.3Cy.20½",33"&54"-39" 182NHP ForthS.&E.Co.Ld.Alloa		N
77180 LJTB	**Karmt** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	4991 4483 2964	✠100A1 *withfreeboard* 6,40 ~~7,39~~ ✠LMC2,38	NNs NYk	*a*†	CL	1938 2mo *Lloyd'sA&CP*	Blythsw'd S.B.Co.Ld. Glasgow.	Skibs.A/SCorona (H.M.Wrangell& Co.A/S, *Mgrs.*) *Cell DB*363' 1253*t MT*27' 1054*t FPT*170*t APT*172*t*	417·6 431·5(O.L.) F39'	56·1	24·7 FK	Haugesnd Norwegian 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	27 ″ 6 s3 ″ 0¼ 24 ″ 7¾	
77181 DHNV	**Karnak** Ⓟ Sub.Sig. D.F. 2*Dks*	7209 6445 4416					1926	Flensburg Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	439·6 F55'	55·7	32·6	Hamburg German *WB*	T.3Cy.29⅛",47¼"&76⅝"-53$\frac{15}{16}$" 424NHP FlensburgerSchiffsb.Ges.		G
77182 137791 GRZC	**Karoa** Ⓟ TwinSc *Ref.Mchy.* *ss*Bom.No.3-8,29 D.F. *ss*Cal.No.2-37 *CruiserStern* 1*Dk*(*Stl*)*&Awng dk* (*Stl*-teak s)*2nd dk*(*Stl*)*inNos.1&2holds*	7009 5339 3607	✠100A1 *Awng dk* *withfreeboard* 2,41 ~~2,40~~ ✠LMC MS12,37 BS~~8,39~~12,40	Cal	*a*†	CL ~~P8,38~~ S9,39 P2,41	1915 3mo *Lloyd'sA&CP* !	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishIndiaSteam Nav.Co.Ld. *CellDBa*82'*uE&B*147'*f*130'825*tFPT*52*tAPT*60*t*	425·0 P35'B163'F46'	55·6	31·4 FK	Glasgow British 7*BHCem*	T.6Cy.25½",43"&73¼"-48"(*s*) 215lb 1410NHP 8SB,*24cf*,GS519,HS22696FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	34 ″ 0 s 8 ″ 0¾ 26 ″ 5¼	
77183 DHNW	**Karpfanger** (*ex*LuiseHemsoth) 2*Dks*	4974 4644 2958					1922	Deutsche WerkeA.G. Kiel	Hanseatische ReedereiEmil Offen&Co.	407·6 P24'B18'F35'	54·4	24·8	Hamburg German *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft DeutscheWerkeA.G.Kiel		G
77184 PJCT	**Karpo** Wireless *Oil Eng* *Mchy.Aft* *CruiserStern* 2*Dks*	389 293 159					1939	NVSchpsw Gebr.Pot. Bolnes	WestIndische Scheepv.Maats.	179·7 P13'B&F155'	29·9	8·2	Curaçao Dutch *WB*	Oil Engines 2S.C.SA 8Cy.10$\frac{13}{16}$"-18⅞" 162NHP Gbr.Stork&CoNVHengelo		V
77185 160298 MMWY	**Karri** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	354 234 179	✠100A1 2,40 ✠LMC9,38	Bwg	*e*	CL 12,38	1938 9mo *Lloyd'sA&CP*	Scott& Sons Bowling	Newry&Kilkeel S.S.Co.Ld.(J. Fisher&Sons,Ld. *Mgrs.*) *CellDB*81'87*tFPT*31*tAPT*32*t*	139·6 147·0(O.L.) Q86'F22'	23·9	8·8 BK6"	Newry British 3*BHCem*	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 9 s3 ″ 5¼ 11 ″ 1	
77186 167207 GRGK	**Kars** *OilEng.* 1*Dk, 2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at dk* *Mchy.Aft* D.F. E.S.D. *CruiserStern*	8888 8043 5420	✠100A1 ~~6,40~~ ~~11,39~~ 1,41 ✠LMC3,39 *CarryingPetroleum in bulk*	Bkn Cff	*d*† 2$\frac{3}{16}$	CL 12,40	1939 3mo *Lloyd'sA&CP*	Blythsw'd S.B.Co.Ld. Glasgow	WesternOil ShippingCo.Ld. *CellDBuE*69' 142*tDTf*20'267*tFPT*162*tAPT*101*t*	479·3 495·4(O.L.) P93'B39'F50'	63·7	34·0 FK	London British 17*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 503NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 2 s 6 ″ 11 27 ″ 6	
77187 151503 ZMBF	**Kartigi** *ss*Wln.No.3-11,37 *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	2347 1950 1167	✠100A1 ~~12,39~~ 11,40 BS~~12,39~~ ✠LMC11,37 11,40	Auk Wln	*s*	CL ~~10,37~~ 11,40	1925 7mo *Lloyd'sA&CP*	W.Gray& Co.Ld. W Hartlepool	UnionS.S.Co.of NewZealand,Ld. *CellDBuE&B*46' *f* 186'606*tTop side Tks*440*t FPT*224*tAPT*120*t*	280·0 P81'F29'	44·3	18·9 FK	Wellingtn British 4*BHCem*	T.3Cy.20½",33½"&55"-39"(*s*) 190lb 274NHP 2SB,*6cf*,GS132,HS5076 Cen.Mar.Eng.Wrks.WHpl	21 ″ 1 s 2 ″ 11¾ 18 ″ 4	
77188 157649 ZMLT	**Karu** *OilEng.* *ss*Ddn.No.1-39 Wireless *CruiserStern* 1*Dk*	1044 783 529	✠100A1 10,39 ✠LMC10,39	Ddn	*n*	CL 10,38	1935 7mo *Lloyd'sA&CP*	A.Stephen &Sons,Ld. Glasgow	UnionS.S.Co. of NewZealand,Ld. *CellDB*171' 219*t FPT*20*t APT*26*t*	220·4 Q66'B54'F24'	35·1	14·3 FK	Wellingtn British 4*BHptCem*	Oil Engines 2S.C.SA 6Cy.14$\frac{3}{16}$"-23⅝" 210NHP A.Stephen&Sons,Ld.	16 ″ 7 s 1 ″ 3½ 15 ″ 6¾	
77189 156152	**Karuah** Wireless 1*Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	1342 943 515	✠100A1 *withfreeboard* ~~7,40~~3,40 4,41 ~~12,40~~ ✠LMC3,40 BS4,41	HKg Syd	*p* 1¾	CL	1940 3mo *Lloyd'sA&CP*	Hong K'ng &Whampoa DockCo.Ld. HongKong	Newcastle& HunterRiver SteamshipCo.Ld. *CellDBuB*16'47*tDTf*14'104*tFPT*35*tAPT*26*t*	232·2 241·5(O.L.) BK 1½" on FK	39·1	14·8	Newcastle N.S.W. British 5*BHptAsp* *ptCem* (*Coll & Blr.* *space to Sh dk* 3 „ *2nd* „)	T.3Cy.16½",28½"&48"-33" 237NHP 2W.T.B.(Spt) FD 235lbGS134HS3576 N.E.MarineEng.Co.(1938) Ld.Nwc.	16 ″ 0 s ″ 2 16 ″ 0¼	
77190 38754 JRFJ	**Kasado Maru** TwinSc (*ex*Kazan) *ss*Kob.No.3-4,10 *ss*Kob.No.2-19 1*Dk, Spar dk& Web frames* *& Shade dk*	6003 5031 3592	... 6,22				1900	Wigham- Richrdsn&Co Ld.Newcastle	NipponSuisanK.K.	400·5	50·4	19·0 26·9 FK	Tokyo Japanese *WB*	T.6Cy.20½",34"&57"-40" 600NHP WighamRichrdsn&Co.Ld.	30 ″ 0	
77191 33617 JQOB	**Kasagi Maru** Ⓟ 2*Dks*	3140 2700 1846					1928	Yokohama DockCo. Yokohama	NipponYusenK.K.	325·7 P29'B87'F38'	46·0	27·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP YokohamaDockCo.Yka.		C
77192 30525 JKTB	**Kasagisan Maru** 1*Dk*	2427 2035 1442					1925	MitsuiBus- sanKaisha Ld Tama(Uno)	MitsuiBussan Kaisha,Ld.	284·5 P32'B72'F32'	42·0	23·3	Kobe Japanese *WB*	T.3Cy.20",33¾"&55"-36" MitsuiBussan 181NHP Kaisha,Ld.Tama(Uno)		C
77193 UOBG	**Kashirstroi** (*ex*Chebaulip) 2*Dks& Web frames* *Longitudinal framing*	4907 3459 2958	✠ ... 9,20 ✠				1918 7mo	ToddD.D. &Const.Corp. Tacoma,Wsh	U.S.S.R.	380·6 P39'B102'F42'	53·1	27·0 FK	Vladvostk Russian *WB*	T.3Cy.24",40"&70"-48" 472NHP SeattleConst.&D.D.Co. Seattle	29 ″ 4	
77194 41651 JHOJ	**Kasii Maru** (*ex*KashiiMaru-38) *ss*Kob.No.1-41 *OilEng.* D.F. 2*Dks* GyC. *3rd dk except in aftermost hold* *CruiserStern* *Tonnage opening closed'38*	8408 7680 5024	✠100A1 *withfreeboard* 2,41 ~~2,40~~ ✠LMC CS2,40 DBS~~2,40~~2,41 2,40 *Carrying cargo oil F P. above 150° F. in deep tanks*	Kob	*d*†	CL 3,39	1936 4mo *Lloyd'sA&CP*	Harima S.B.&Eng. Co.Ld. Harima	KokusaiKisenK.K. *CellDB*359' 1365*t Tanks at sides of tunnel* 144*t DTs a*48' 1401*t FPT*46*tAPTs*188*t*	453·1 F42'	60·7	30·8 40·1 FK	Tokyo Japanese 8*BHptCem* (*Coll to Wdk* 7 „ *2nd* „)	Oil Engines 2S.C.DA 6Cy.29$\frac{15}{16}$"-47¼" 1875NHP DB*100lb* KobeSteelWorks,Ld.Kobe	40 ″ 0 s12 ″ 6⅜ 27 ″ 7½	
77195 34372 JDCC	**—** *Mchy.Aft* *Fitted for oil fuel* *CruiserStern* 1*Dk*	3218 2611 1874					1929	KobeSteel Works Harima	NipponSeitetsu K.K.	320·0 P155'F31'	46·5	25·0	Yawata Japanese	T.3Cy.22",37"&61"-42" 241NHP KobeSteelWorks,Kobe		
77196 655 JQFG	**—** Iron (*ex*PuloRiman, *ss*Ddn.No.1-87 *ex*Orawaiti) 1*Dk*	486 — 253	✠ ... 5,91 ✠				1882 11mo	HM'Intyre &Co. Paisley	TsutsumiNoboru	170·2 Q84'F19'	26·1	11·2	Dairen Japanese *WB*	C.2Cy.20"&40"-30" B*made*08*refitted*14 73NHP Fleming&Ferguson,Psy.		
77197 16491 JKXD	**Kasima Maru** Ⓟ TwinSc (*ex*KashimaMaru-38) *ss*Yka.2ndNo.3-5,38 2*Dks*(*StlU*-ws) *3rd dk*(*Stl*)*inNos.1,3&4holds*	9908 8110 6148	✠100A1 8,40 ~~7,39~~ BS~~7,39~~ ✠LMC5,38 9,40	Yka Kob	*e*†	CL ~~P7,37~~ S9,38 P8,40	1913 10mo *Lloyd'sA&CP*	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K. *Cell DBa*150'*u E&B*88'*f* 189'1897*tFPT*155*tAPT*36*t*	489·8 P96'B181'F53'	60·7	36·4 FK	Tokyo Japanese 8*BHCem*	T.6Cy.27",45¼"&76"-54" (*s*) 200lb 1152NHP 7SB,*21cf*,GS423,HS16075FD KawasakiDkydCoLdKobe	36 ″ 6 s 8 ″ 7 28 ″ 5	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. [illegible]
77198 44150 JCVM	**Kasima Maru** (*ex*KashimaMaru-38) *OilEng.* *CruiserStern* 1*Dk*	879 — 613					1938	Mihara S.B.Yd. Osaka	KashimaKisen K.K.	185·0|31·0|17·0	Kobe Japanese *WB*	Oil Engines 2S.C.SA 6Cy.12⅛"–19⅓" 172NHP NipponHatsudokiKKKob.		
77199 22663 JEZI	**Kasiwa Maru** (*ex*KashiwaMaru-38, *ex*MitsuMaruNo.1-37) Wireless 1*Dk*	972 — 552					1918	Shindo Teizo Osaka	MarutatsuKaiun K.K.	190·0|31·0|18·5	Kobe Japanese	T.3Cy.13",21½"&36"–27" 67NHP ShindoTekkosho,Osaka		
77200 45106 JWCM	— *OilEng.* 1*Dk*	516 — 282					1938	Ohara Zosen TekkosyoKK Osaka	UwazimaUnyu K.K.	149·6|28·0|14·0	Uwazima Japanese	Oil Engines		
34/41 77201 OPZA	**Kasongo** (*ex*Trevier,*ex*WarHunter) *Fitted for oil fuel* D.F. 2*Dks*	*5254* — *3135*					1918	A.Stephen &Sons,Ld. Glasgow	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInter- nationaleS.A. *Mgrs.*)	400·1|52·3|28·5 P49'B112'F39'	Antwerp Belgian *WB*	T.3Cy.27",44"&73"–48" 369NHP Dunsmuir&Jackson,LdGls		C
77202 HAAF	**Kassa** TwinSc (*River & sea-going vessel*) *OilEng.*	1022 918 554					1939	Ganz&Co. Ld. Budapest	Königl.Ung.Fluss. &Seeschiffahrts A.G.	242·7|32·4|14·6 F31'	Budapest Hungarian *WB*	Oil Engines 2S.C. 16Cy.8½"–12$\frac{3}{16}$" Ganz&Co.Ld.Budapest		V
77203 244 SVUC	**Kassandra Louloudis** (*ex*Bondowoso-36) *ss*Syr.No.3-9,36 *Well deck* 2*Dks*(*Stl*)	5106 4796 3184	✠100A1 ~~5,406,39~~ 9,40 ~~BS8,38~~ 3,40 *Carrying oil*	Rot ~~Mel~~Pir ✠LMC6,36 *fuel F.*	z *P.*	OG N6,39 *above*1	1919 10mo *Lloyd* 50° F.	W.Gray& Co.(1918)Ld. WHartlepool '*sA&CP* *inDT*	GoulandrisBros. *CellDB*344'	400·1|52·3|28·5 P&B322'F39' FK 1048*tDTa*35'915*tA*	Andros Greek 6*BHptCem* *PT*61*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 4 ″ 6½ 26 ″ 9	
77204 DHNY	**Kassar Wiek** Wireless *ss*Ham.No.2-37 *Mchy.Aft CruiserStern* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice* *Carrying Petroleum in bulk*	528 423 332	✠ 5,39	Ham ✠	h		1929 7mo	Lübecker Flender- WerkeA.-G. Lübeck	JohnT.Essberger	161·2|27·1|11·2 P42'F23' *Trunk*96' FK *CellDBuE*11'4*tFPT*	Hamburg German 8*BHptCem* 29*t APT*11*t*	T.3Cy.10$\frac{7}{16}$",16¾"&27$\frac{9}{16}$"– 15¾" 57NHP 1SB,2*cf*,GS37,HS1184 Chrstiansn&MeyerHarbrg	11″10	
77205 SVZF	**Kassos** *OilEng.* D.F. E.S.D. 1*Dk*& *Shelter dk* *CruiserStern*	*5215* *4685* *3078*	✠100A1 *withfreeboard* 7,39	Shl ✠LMC7,39	*a*† 2	CL	1939 7mo *Lloyd*	Wm.Dox- ford&Sons Ld Sunderland '*sA&CP* *CellDB*356	KassosStm.Nav. Co.Ld.(Pvevma- ticosRethymnis, Yannaghas,*Mgrs.*) '1179*t MT*29'1205*t*	427·6|56·5|26·5 442·9(O.L.) FK (*FPT*134*t APT*166*t*	Syra Greek 7*BHptCem* *Coll to Shdk* 6 „ 2*nd*„)	Oil Engines 2S.C.SA 3Cy.23⅝"–91$\frac{1}{16}$" 516NHP 2DB120lb Wm.Doxford&Sons,LdSld	29 ″ 0 s 3 ″ 3½ 25 ″ 10½	
77206 35 OFDN	**Kaste** (*ex*EstherMaria-39) *ss*Shl.No.3-8,35 *ss*Cpn.No.1-39 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1935 — 1060	✠100A1 2,39 BS11,38 No later survey reported	Cpn ✠LMC MS2,39	r	CL 2,39	1922 7mo *Lloyd*	Antwerp Eng.Co. Hoboken '*sA&CP*	KaskistenLaiva O/Y(Ilmari Vallinkoski,*Mgr.*) *CellD*	279·0|40·2|18·2 P22'B60'F30' FK *B*238' 555*t FPT*46*t*	Kaskö Finnish 4*BHCem* *APT*68*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 213NHP 2SB,6*cf*,GS92,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 3 ″ 0 17 ″ 9½	
77207 OHAX	**Kastelholm** (*ex*Woron,*ex*Naimes) *ss*Lkr.2ndNo.3-5,33 *ss*Got.No.1-36 2*Dks*(*Stl*)& *Web frames*	5417 4944 3210	100A1 7,40 ~~1,39~~ ~~BS4,39~~ 5,40	Bal Liv LMC12,36	*a*†	CL 11,39	1907 *Lloyd*	Bremer Vulkan Vegesack '*sA&CP*	A/B NaxosPrince (CurtMattson, *Mgr.*) *Intermedia* *forward*	437·1|54·5|27·5 418·1 P&B266'F54' *te BH in* FK *hold dispensed with* *CellDB*372'	Helsingfrs Finnish *ptCem* 6*BH only* 1390*t FPT*9	Q.4Cy.24$\frac{5}{16}$",34¾"50$\frac{9}{16}$"&73"– 53⅛" 220lb 551NHP 3SB,9*cf*,GS150,HS7560 FD BremerVulkan,Vegesack 0*tAPT*8*t*	30 ″ 8 s 5 ″ 4½ 25 ″ 6	
77208 7512 SEKN	— Ⓟ 2*Dks* Wireless D.F. *CruiserStern*	*891* *704* *462*					1928	Eriksbergs M.V.Aktieb. Gothenburg	A/BSvenska AmerikaLinien (A.Jonsson,*Mgr.*)	180·1|30·6|19·7	Gothenbrg Swedish *WB*	T.3Cy.16½",27"&44½"–30" 108NHP EriksbergsMV.Aktieb.Got		V
77209 70 SVIB	**Kastor** (*ex*Parana-35) *Fitted for oil fuel* 1*Dk* & *Shelter dk*	5497 5025 3425					1921	F.Schichau Danzig	GeorgeD.Gratsos Co.Ld.	398·7|55·9|29·1	Ithaca Greek *WB*	T.3Cy.26½",45"&75"–48" E*made*22*fitted*35 390NHP WallsendSlpwy.&E.Co.Ld		G
77210 PKQB	**Kasuaris** *OilEng.* *Mchy.Aft CruiserStern* 1*Dk*	340 200 166					1937	NVSchpsw “Vooruit- gang” Foxhol	N.V.Nederlandsch NieuwGuinee PetroleumMaats.	135·0|24·1| 8·0 P40'Q39'F20'	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11½"–16$\frac{9}{16}$" 74NHP Benz,Mannheim		C
77211 42968 JGOL	**Kasuga Maru** 2*Dks* *CruiserStern*	3968 — 2332					1936	OsakaIron Works,Ld. Innoshima	NaigaiKisenK.K.	351·0|50·0|26·6 P17'B81'F37'	Kobe Japanese *WB*	T.3Cy.18⅛",30½"&50"–36" & LP turbine with DR gear- ing & hydraulic coupling OsakaIronWorks, 296NHP Ld.Innoshima		
77212 19235 JLIB	— Ⓟ Wireless 1*Dk*	1377 1143 959					1916	S.Ono Osaka	ShimatamiKisen K.K.	225·0|33·9|20·0	Kobe Japanese *WB*	T.3Cy.10⅝",16⅝"&26¾"–20" 31NHP OnoSeikichi,Osaka		
77213 30850 JGNB	**Kasugasan Maru** 2*Dks*	2427 2035 1425					1925	MitsuiBus- sanKaisha,Ld Uno	Toa Kaiun K.K.	284·0|42·0|23·2 P32'B72'F32'	Kobe Japanese *WB*	T.3Cy.20",33¾"&55"–36" 181NHP MitsuiBussanKaisha,Ld.		C
77214 26430 JOUD	**Kasyu Maru** Ⓟ (*ex*KashuMaru-38) *ss*Kob.No.3-7,32 *ss*Kob.No.1-35 2*Dks*(*Stl*)	5460 4988 3404	✠ … 9,39	Kob ✠	z		1919 12mo	AsanoS.B. Co.Ld. Tsurumi	FukuyoKisenK.K.	400·0|53·2|29·4 P33'B124'F41' FK *CellDB*339'942*t*	Kobe Japanese 6*BHCem* *APT*27*t*	T.3Cy.26½",43½"&72"–48" 513NHP 3SB,12*cf*,GS175,HS7376 KubotaIronWorks,Osaka	32 ″ 0	
77215 OSQA	**Katanga** (*ex*Keltier,*ex*War Daffodil) *ss*Ant.No.3-10,30 *ss*Ant.No.2-39 1*Dk*(*Stl*)2nd *dk*(*Stl*) D.F. *in Nos.*1,2,3& 4*holds*	*5183* *4641* *3088*	✠100A1 2,41 ~~5,35 10,40~~ MS9,38	Ant ~~Bry~~Liv ✠LMC BS~~1,40~~ ~~10,40~~ 2,41	y	CL 1,41	1917 12mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle '*sA&CP*	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInter- nationale,*Mgrs.*)	400·2|52·3|28·4 P49'B113'F39' FK *CellDB*344'1115*tF*	Antwerp Belgian 7*BHptCem* *PT*119*t AP*	T.3Cy.27",44"&73"–48" (*s*) 180lb 518NHP 3SB,9*cf*,GS189,HS7668 FD Hwthrn,Leslie&Co Ld.Nwc *T*175*t*	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
22/41 77216 814 SVAZ	**Kate** (*ex*WarEnvoy) *ss*Pir.No.3-11,30 *ss*Pir.No.2-39 1*Dk*(*Stl*)	*5197* *4767* *3158*	✠100A1 11,40 ~~8,39~~ BS2,40 *Fitted for oil*	Rot Pir ✠LMC3,39 *fuel*11	y ,19	CL 8,39 *F.P.*	1918 9mo *Lloyd* *above*	Harland& Wolff,Ld. Glasgow '*sA&CP* 150°F.	N.D.Lykiardopulo *Cell DB*345'1136*tDT*	400·6|52·3|28·5 P49'B112'F38' FK *a*28'1200*t FPT*118	Piræus Greek 7*BHCem* *tAPT*185*t*	T.3Cy27",44$\frac{1}{16}$"&73"–48'(*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 6 ″ 0 25 ″ 3	

1 No. in Book. Official No. Code Letters.	2 · 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
77217 DAQG	**Käte** 1Dk	1599 1006 903					1922	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·9|36·4|14·6 P&B180′F26′	Stettin German WB	T3Cy16$\frac{9}{10}$″,27$\frac{3}{8}$″&43$\frac{3}{10}$″–31$\frac{1}{2}$″ 105NHP StettinerOderwerke		G
77218 DCAK	— 1Dk	448 351 267					1899	Nüscke& Co. Grabow	Sartori&Berger	152·9|25·2|10·9 Q46′B39′F18′	Kiel German WB	C.2Cy.18″&31″–19$\frac{3}{4}$″ NB27 36NHP "Kette"Deutsche Elbsch.Ges.Uebigau		G
77219 DHFF	**Käte Grammerstorf** (exDitmarKoel–39, exMerriwa,exGertrud, exWillyRickmers) ssNwc.No.3–1,21 ssSyd.No.1–25 2Dks	5088 4689 3156	... 11,28				1915	Rickmers Werft Bremerhaven	KarlGrammerstorf	401·1|53·2|27·5 P50′B134′F44′ FK	Kiel German WB	T.3Cy.28″,45″&74″–53″ 514NHP Act.Ges"Weser,"Bremen	30 ″ 1	G †
77220 PFHF	**Katendrecht** OilEng. Mchy.Aft ssRot.No.3–7,37 D.F. 2Dks(Stl) Longitudinalframingatbottom&atdecks	5099 4534 2883	✠100A1 2,41 ~~[illegible]10,40~~ DBS9,40 ✠LMC7,37 ✠LMC(M)8,39 Carrying Petroleum in bulk	Rot Gal		CL 8,39	1925 6mo	Maats. Fyenoord Rotterdam Lloyd'sA&CP	N.V.MaatsMotorschip"Katendrecht"(N.V.Phs.VanOmmeren's SchpvBedrijf Mgrs.)	402·1|53·3|27·9 P99′F33′ FK len31 CellDBuE64′137tFPT150tAPT66t	Rotterdam Dutch 16BHptCem	Oil Engines 4S.C.SA 6Cy.27$\frac{3}{4}$″–55$\frac{1}{8}$″ 438NHP 2DB142lbDB(aft)115lb Maats.Fyenoord,Rot.	28 ″ 0 s 5 ″ 9 22 ″ 5$\frac{1}{4}$	
77221 620 SVLQ	**Katerina** IronTwinSc (exKatherine–37,exSailing VesselCounty of Linlithgow) OilEng. ssPir.4thNo.3-6,37 Mchy.Aft 2Dks(Stl)&Web frames	2398 2176 1177	✠100A1 10,40 ~~[illegible]~~ ~~DBS9,39~~ DBS10,40 LMC(M)6,39 Altered 1919 to carry Petroleum in bulk	Pir LMC6,37	s	OG ~~10,39~~ 3,41	1887 5mo	Barclay, Curle&Co.Ld Glasgow Lloyd'sA&CP	SocAnonHelleniqueMaritime "Transpetrol" (A.Romano&A.H. Behar,Mgrs.)	286·9|43·5|24·1 304·0(O.L.) P77′F45′ BK10″ CellDBuE30′f30′155t	Piræus Greek 11BHptCem (2toUpr dk 9 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.16$\frac{1}{2}$″–18$\frac{15}{16}$″ 384NHP 2NDB06refitted19 90lb NE9,19 J&CGBolindersCoLdSkm.	26 ″ 1 s 4 ″ 1$\frac{1}{4}$ 22 ″ 10$\frac{1}{4}$	
77222 165930 GFFJ	**Katha** D.F. E.S.D. 2Dks CruiserStern	4357 3949 2572					1938	WmDenny &Bros.Ld. Dumbarton	British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co. Mgrs.)	409·2|55·2|24·9 B25′F38′	Glasgow British WB	T.3Cy.22″,38″&65″–45″ 283NHP Rankin&BlackmoreLdGrk		C
77223 DAYU	**Katharina Dorothea Fritzen** (exDaghild–37) ssFal.2ndNo.3–3,34 D.F. 1Dk.(Stl)&Shelterdk(Stl) &Web frames Longitudinal framing	7843 7494 4728	... 1,38	Bkn			1916	W.Doxford &Sons,Ld. Sunderland	Johs.Fritzen& Sohn.vorm W.Kunstmann CellDB397′ side tanks a45′	459·0|58·1|33·2 FK 1809t'Tween dk f137′762tFPT125	Stettin German Cem 7BHtoSh dk tAPT160t	T.3Cy.28$\frac{1}{2}$″,47″&78″–54″ 593NHP 3SB,9cf,GS183,HS8514 W.Doxford&Sons,Ld.Sld.	36 ″ 3	G †
77224 66 SVQQ	**Kathariotisa** (exGelderland–34) ssPir.2ndNo.3–3,38 1Dk(Stl) Cargo battens not fitted	1877 1587 1106	✠100A1 ~~5,40 10,39~~ 2,41 ✠LMC MS3,38 BS5,~~39~~ 10,40	Shl ~~Gls~~ Bkn	r	CL 10,39	1913 2mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP	G.G.Caravias CellDBa82′	272·0|40·0|18·1 B63′F31′ FK uE&B35′f112′571t	Ithaca Greek 4BHCem APT142t	T.3Cy.20″,32″&52″–39″ 190lb 203NHP 2SB,6cf,GS101,HS3450 Maats.de Schelde,Flushing	20 ″ 6 s 3 ″ 0$\frac{1}{2}$ 17 ″ 8	
77225 DICR	**Käthe** (exLighter) OilEng. Mchy.Aft 1Dk	349 310 206					1920	C.Lühring Kirch-Hammelwarden	Reinecke&Bremer	139·1|28·0|9·8	Hamburg German	Oil Engines 4S.C.SA 4Cy.13$\frac{3}{4}$″–15$\frac{3}{4}$″ 74NHP Emade&fitted30 BremerVulkan,Vegesack		G
77226 DIJE	**Käthe Jürgensen** 3Mst (exElliClaudius, exMarthaDelfs,exMastgat, exEurekaLemal,exEureka,exMastgat) OilEng. 1Dk Mchy.Aft	346 298 245					1918	P.&A.van Gelder Deest	AdolfBoth	129·9|26·4|11·2 P34′	Hamburg German WB	Oil Engines 4S.C.SA 3Cy.11″–17$\frac{3}{4}$″ 35NHP NE26 Motorenfabr."Deutz" A.G.Köln-Deutz		V
85/40 77227 205002 KMVO	**Katherine** Wood Fitted for oil fuel Mchy.Aft 1Dk	531 — 292					1908	J.Lindstrom Fairhaven, Cal.	~~RedwoodS.S.Co.~~ IndependentIron Works,Ld.	160·4|36·0|12·5	S.Frncisco Utd.States	T.3Cy.11$\frac{1}{2}$″,19″&32″–24″ 50NHP MarineI.Wks.Chicago,Ill.		
28/41 77228 210902 KJOW	**Katherine Donovan** Wood (exSanRamon) Fitted for oil fuel Mchy.Aft 1Dk	994 791 593					1913	Kruse& Banks NorthBendOr	KatherineDonovan SteamshipCo.	199·3|41·6|14·6	S.Frncisco Utd.States	T.3Cy.13$\frac{1}{2}$″,23″&40″–30″ 88NHP UnitedEng.Wrks.Alameda		
77229 MLDP	**Kathiawar** (exMonteD'Oro) 1Dk	304 229 115					1904	Cie.Franç. deNav.&de Const.Nav Arles	NawanagarState (Mercantile MarineDept.)	147·4|20·2|11·7 Q22′F23′	British WB	C.2Cy.21$\frac{5}{8}$″&38$\frac{5}{8}$″–23$\frac{5}{8}$″ NB21 60NHP Cie.Franç.deNav. &deConst.Nav.Lyons		
77230 113519 MGGS	**Kathleen** 3Mst Mchy.Aft ssBel.2ndNo.3-9,27 Well deck 1Dk(Stl)	738 536 316	✠ 11,33 ✠NB11,09✠	Bel	k		1902 4mo	AilsaS.B. Co.Ld. Ayr	GrandUnion (Shipping)Ld.	200·0|30·4|12·0 Q103′B13′F36′ BK7$\frac{1}{2}$″ DBf114′163t FPT	Belfast British 4BHCem 88tAPT8t	T3Cy.17$\frac{3}{8}$″,27$\frac{1}{2}$″&44″–33″ 135NHP 1SB,3cf,GS65,HS2394 Ross&Duncan,Glasgow	14 ″ 3	C †
	Now "Blisworth," see No. 87253 in Supplement													
77231 163204 GWFT	**Kathleen Hawksfield** (exRosapenna–37) ssBel.No.1–37 Well deck 1Dk(Stl) CruiserStern Mchy.Aft Cargo battens not fitted	869 597 457	✠100A1 ~~9,40~~ ~~1,39~~ 1,41 BS~~3,40~~ ✠LMC7,37 2,41	Bly ~~Hpl~~	k	CL ~~5,37~~ 9,40	1933 9mo	J.Lewis& Sons,Ld. Aberdeen Lloyd'sA&CP	P.Hawksfield& Son,Ld. CellDB125′20	197·7|30·7|12·1 FK Q112′B11′F30′ 0tFPT73tAPTs26t	Dover British 3BHptCem ptAsp	T.3Cy.14$\frac{1}{2}$″,25″&41″–30″ (s) 200lb 131NHP 1SB,3pf,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 ″ 4 s 4 ″ 5$\frac{3}{4}$ 13 ″ 11	
✱ 77232 OUHV	**Katholm** (exAvanti) ssCpn.No.3–3,34 ssCpn.No.1–39 1Dk(Stl)&Shelter dk(Stl)	1510 1336 877	✠100A1 Shelter dk withfreeboard 5,39 ✠LMC6,39	Cpn	q	OG 10,38	1921 2mo	Frdkshvns. Værft& Flydedok Frederikshvn Lloyd'sA&CP	DetForenede DampskibsSelsk. CellDB215′512t	253·2|39·1|16·2 261·2(O.L.) FK Collision FPT62tAPT66t	Aalborg Danish Cem BHtoSh dk 3 „ „ U „	T.3Cy.18″,30″&50″–36″ (s) 185lb 169NHP 2SB,4cf,GS63,HS2652 HelsingörsJernsk.&Mskb. Elsinore	18 ″ 8 s ″ 10 18 ″ 1	
77233 143201 GKVB	**Katie Moller** (exAdmiral Hamilton–32) ssPir.No.2–28 1Dk(Stl)	3100 2874 1872	✠ 7,32				1919 5mo	J.Priestman&Co.Ld. Sunderland	MollerLine,Ld. (Mollers'Ld. Mgrs.) CellD	331·3|46·8|23·2 P33′B98′F28′ FK B278′749tFPT113t	Shanghai British 5BHptCem APT122t	T.3Cy.25″,41″&68″–45″ 368NHP 3SB,9cf,GS155,HS6100 Richardsons,Westgarth& Co.Ld.Sld.	25 ″ 6	C †
77234														

✱ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
77235 951 SZLB	**Katina P.** (*ex*Maria-39, *ex*L.Fafalios, *ss*Pir.2ndNo.3-2,26 *ex*Anastasios, *ss*Pir.No.2-35 *ex*PrinceLeopold deBelgique, *ex*Roman) *Well deck* 1*Dk*(*Stl*)& Wireless *deep framing*	*1216* *897* *750*	✠ —— 8,39 ✠	Pir	*n*		1900 12mo	Mackie& Thomson Glasgow	G.J. Papayannakis *CellDBa&uE*80'*f*94'263*t FPT*58*t APT*27*t*	228·0|34·5|14·4 P15'Q67'B60'F29' FK	Piræus Greek 1*BHCem*	T.3Cy.17¼",27¼"&46"-33" NDB21 135NHP 1SB,3*cf*,GS64,HS2143 W.V.V.Lidgerwood,Gls.	16 ″ 7	
77236 132 SVUO	**Katingo Hadjipatera** (*ex*Hartland *ss*Pir.2ndNo.3-4,38 Point-37,*ex*Avon *ss*Cpn.No.3-1,40 River-35,*ex*HarryWalton-34,*ex*Lady Kathleen-33,*ex*SouthPacific) 1*Dk*(*Stl*) ~~*Cargo battens not fitted*~~	*3661* *3496* *2307*	✠100A1 10,40~~1,40~~ ✠LMC1,40	Cpn Pir	*w*	CL 10,38	1913 9mo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA&CP*	J.C.,N.C.&A.C. Hadjipateras *CellDBa*119' *uE&B*38' *f*148'967*t APT*130*t*	351·7|51·0|23·9 364·5(O.L.) P23'B213'F33' FK	Chios Greek 6*BHCem*	T.3Cy.25",41"&68"-48" (*s*) 180lb 373NHP 3SB,8*pf*,1*cf*,GS168,HS6084 J.Dickinson&Sons,Ld.Sld.	26 ″ 5 s 3 ″ 4¼ 23 ″ 3¼	
77237 FOMX	**Katiola** *Fitted for oil fuel* D.F. *Ref.Mchy.* 4*Dks*	3891 3506 2147					1935	Forg.&Ch. de la MéditSA LaSeyne	Compagnie des ChargeursRéunis	333·7|49·2|30·4 B101'	Havre French *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Cie.Electro-Mécanique, LeBourget		V
77238 TFKB	**Katla** (*ex*Manchioneal-34) Wireless 2*Dks*3*trB*	1209 990 524					1911	Akt.Burmeistr&Wain Copenhagen	Eimskipafelag Reykjavikur (Faaborg&Jakobsson,*Mgrs.*)	255·3|35·7|22·6 H124*t*	Reykjavik Icelandic *WB*	T.3Cy.17",28"&46"-42" 137NHP Akt.Burmeistr&Wain,Cpn		N
77239 137689 VPKY	**Katong** TwinSc 1*Dk*&*Promenade dk*	1461 1056 863					1915	HongK'ng &Whampoa DockCo.Ld HongKong	StraitsS.S.Co.Ld.	250·0|38·1|15·8	Singapore British *WB*	T.6Cy.17",27"&44"-30" 212NHP HongKong&Whampoa DockCo.Ld.HongKong		
77240 132443 VJDY	**Katoomba** Ⓟ TrpSc *ss*Syd.2ndNo.3-2,37 *Ref.Mchy.* 2*Dks*(*Stl*)&3*rd dk*(*Stl*)*in No.1 hold* &*Awng dk*(*Stl-pt teaks*)	9424 6826 5499	✠100A1 *Awng dk* *with freeboard* ~~10,40~~~~3,40~~ 1,41 ~~BS8,39~~	Syd BS5,40 ✠LMC8,36	*l*†	CL P11,38 C1,41 S1,41	1913 7mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	McIlwraith McEacharnLd. *CellDBa*89'*uE&B*122'*f*171'1062*t FPT*71*t APT*54*t*	450·4|60·3|34·2 466·0(O.L.) B257'F83' *on Awng dk* FK&BK2"	Melbourne British 7*BHCem*	T.8Cy.(2)24",(2)38½"& (4)44"-48"&1L.P.Turbine 215lb (*s*) 6SB,24*cf*,GS472,HS20376 FD Harland&Wolff,Ld.Bel.	37 ″ 9 s 11 ″ 3 26 ″ 11	
77241 153920 VJSC	**Katoora** *OilEng.* *Mchy.Aft* *ss*Syd.No.3-3,40 Wireless 1*Dk*(*Stl*) *Cargo battens not fitted*	327 222 149	✠100A1 4,41~~3,40~~	Syd Tns ✠LMC3,40		CL 1,40	1927 10mo *Lloyd*	G.Brown &Co. Greenock '*sA&CP*	TheAdelaide SteamshipCo.Ld.	135·3|26·2|8·7 Q41'F26' FK&BK¾" *FPT*49*t APT*18*t*	Melbourne British 3*BHAsp*	Oil Engines 2S.C.SA 4Cy.16⅞"-18¾" 194NHP KromhoutMotrenfb.Ams.	9 ″ 6 s ″ 10½ 8 ″ 9½	
77242 16494 JKRD	**Katori Maru** Ⓟ TrpSc *ss*Yka.2ndNo.3-4,38 2*Dks*(*Stl*)*U-ws* 3*rd dk*(*Stl*)*in Nos.*1,3&4*holds*	9849 8060 6128	✠100A1 6,40~~7,37~~ ~~BS7,39~~ 6,40	Yka Kob ✠LMC4,38	*e*†	CL ~~P&S~~ ~~7,37~~ ~~e6,39~~ 6,40	1913 9mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki '*sA&CP* *Cell DB*	NipponYusenK.K. *a*147' *uE&B*93'*f*186'1864*t FPT*152*t APT*44*t*	489·8|60·7|36·4 P97'B180'F54' FK	Tokyo Japanese 8*BHCem*	T.6Cy.27",42"&66"-48"& 1 low pressureTurbine 200lb (*s*) 6SB,18*cf*,GS379,HS16921 FD MitsuBishi D&E.Wks.Nag	36 ″ 6 s 8 ″ 6 28 ″ 6	
77243 44505 JDXM	— *Mchy.Aft* 1*Dk*	1920 — 1071					1938	Tsurumi SeitetsuZosen K.K. Yokohama	HinodeKisenK.K.	270·0|40·0|20·3 P86'F29'	Tokyo Japanese *WB*	T.3Cy.18",29½"&50"-39" HS5457 266NHP TsurumiSeitetsuZosen K.K.Yka.		
77244 SPAC	**Katowice** (*ex*Vendemiaire) *ss*Rot.No.3-1,35 *ss*Gdy.No.1-39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1995* *1553* *1107*	✠100A1 ~~6,40~~~~11,39~~ 6,41 ~~BS12,38~~ BS~~6,40~~6,41	Msl ~~Sou~~Shl LMC MS4,39	*r*	~~N3,38~~ 5,41	1925 10mo	Chant.Nav Français Caen *CellD Ba&uE*66'*f*107'405*t DTa*34'205*t FPT*77*t APT*22*t*	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*)	270·5|39·9|17·7 P22'Q87'B50'F23' FK	Gdynia Polish 4*BHCem*	T.3Cy.18⅛",29$\frac{11}{16}$"&49$\frac{5}{16}$"- 37$\frac{11}{16}$" 185lb (*s*) 189NHP 2SB,4*cf*,GS95,HS3247 Atel.&Ch.de laLoire,Nts	19 ″ 10 s 1 ″ 11½ 18 ″ 1	
77245 216090 WLCF	**Katrina Luckenbach** TwinSc *ss*Bos.No.3-1,30 *ss*Sea.No.2-37 D.F. GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	5854 — 3687	✠100A1 *Shelter dk* *with freeboard* 11,40~~1,40~~ MS12,37 *Water Tube Boilers* *Fitted for oil fuel* 5 18 *F.P. above* 150°F.	Mob Sea ✠LMC BS~~9,39~~ 9,40	*b*†	CL 8,38	1918 5mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	LuckenbachS.S. Co.Inc. *1BH in forward hold dispensed with (Coll to Sh dk 5 ,, 2nd ,,)* *CellDB*356' 1631*t DT a*30'165*t* '*Tween dk tanks in E&B space*33'445*t FPT*220*t APT*240*t*	446·0|56·1|27·8 37'3 FK	NewYork Utd.States 6*BHptCem*	2SteamTurbinesDRgeared to2 Sc.Shafts 225lb (*s*) 4B,HS15520 FD 1070NHP BethlehemS.B.Corp.Ld. Quincy,Mass.	31 ″ 2 s 4 ″ 4¾ 27 ″ 0	
77246 OYPH	**Katrine Mærsk** (*ex*Varg-36) *OilEng.* *Mchy.Aft* *ss*Got.No.2-35 D.F. 1*Dk*(*Stl*)	5530 4882 3169	✠100A1 11,39 ~~DBS7,39~~6,40 *Carrying Petroleum in bulk*	Got 6,40 ✠LMC CS~~4,38~~ ~~4,38~~3,39	*z*	CL 11,39	1928 8mo *Lloyd*	Odense Staalskibsvft Odense '*sA&CP*	A/S D/S Svendborg &Dampskslskaf 1912A/S (A.P.Möller, Copenhagen,*Mgr*) *CellDBuE*67'234*t DTf*29'538*t FPT*250*t APT*101*t*	390·6|55·2|28·8 411·7(O.L.) P100'B32'F34' FK *Trunk in wells*	Esbjerg Danish 11*BH*	Oil Engines 4S.C.SA 6Cy.29½"-59$\frac{1}{16}$" 490NHP 1DB(*a*)150*lb* 1DB(*s*)142*lb* Akt.Burmeistr&Wain,Cpn	30 ″ 8 s 5 ″ 3 25 ″ 7½	
54/40 77247 DICT	**Kattegat** *OilEng.* *ss*Ham.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing* *Carrying Petroleum in bulk*	6031 5573 3890	✠· 7,38 ✠	Ham	*z*		1928 3mo	F.Schichau Danzig *CellDBuE*63'190*t DTf*25'150*t FPT*105*t APT*175*t*	JohnT.Essberger	411·8|55·2|32·6 428·3(O.L.) P109'B30'F39' FK	Hamburg German 18*BHptCem* (*11 to U dk* *7 ,, 2nd ,,*)	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 747NHP F.Schichau,Elbing	32 ″ 6	
77248 LJFF	— *OilEng.* D.F. *CruiserStern* 1*Dk*&*Shelter dk*	4245 3633 2320					1936	Akt.Burmeistr&Wain Copenhagen	A/SSkagerak (OlavDitlev-Simonsen,Jr.*Mgr*)	387·4|55·3|22·9 F38'	Oslo Norwegian *WB*	Oil Engines 2S.C.DA. 5Cy.17$\frac{11}{16}$"-47¼" 536NHP Akt.Burmeistr&Wain,Cpn		N
77249 7092 SGVA	**Kattegatt** (*ex*JohnLundwall, *ex*Elizabeth *ss*Mmo.2ndNo.3-2,27 Harrison,*ex*Madame 1*Dk*(*Irn*)& Enterprise,*ex*Alicia) *deep framing*	*2167* *1939* *1296*	✠ —— 5,32 ✠	Mmo	*s*		1903 10mo	W.Gray& Co.Ld. WHartlepool	Rederi A/B Orvar (Fänges& PåhlssonsRederier *Mgrs.*) *CellDBa&uE*110'*f*122'609*t APT*54*t*	290·0|42·1|19·3 P26'B69'F32' FK	Hlsngborg Swedish 5*BHCem*	T.3Cy.21½",35"&58"-39" 218NHP 2SB,6*pf*,GS84,HS3393 Cen.Mar.Eng.Wrks.WHpl	21 ″ 9	V †
77250 42943 JNTL	**Katura Maru** (*ex*KatsuraMaru-38) *CruiserStern*	1368 — 808					1937	Urabe ZosenTekkosho Osaka	MarutatsuKaiun K.K.	228·0|34·0|19·0	Kobe Japanese	T.3Cy.16⅛",26¼",45¼"-33$\frac{1}{16}$" 118NHP UrabeZosenTekkosho Osaka		
77251 45369 JPUM	— *OilEng.* *Mchy.Aft*	541 — 313					1938	Sanoyasu DockGoshi Kaisha Osaka	SetsuyoSyosen K.K.	160·0|27·5|13·7	Osaka Japanese	Oil Engines 4S.C.SA 5Cy.12$\frac{13}{16}$"-19$\frac{11}{16}$" 80NHP NipponHatsudokiK.K.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
77252 35218 JGMC	**Katuragi Maru** (*ex*Katsuragi Maru–38) *OilEng.* D.F. GyC. *ss*TamaNo.2–40 2*Dks*,3*rdDk.except in aftermost hold* *Tonnage opening closed*38 *CruiserStern* *PtLongitudinal framing at bottom*	8033 7482 5840	✠100A1 *withfreeboard* 1,40 ✠LMC CS1,40 DBS1,40 1,40	Tama	*c* †	CL 3,39	1931 10mo *Lloyd*	Uraga DockCo.Ld. Uraga '*sA&CP*	KokusaiKisenK.K. *Upper'tweendkBH* *exceptCollB* *CellDB*344'1464*t* *tunnel*154*t*	443·6|59·7|40·1 *s* 29·9 *Hdispensedwith* F35' FK *Tanks in way of* *DTa*27' 595*tMT*54'	Hasidate Japanese *Coll BHto* *Wdk* 7 ,, ,, 2nd,,) 1006*t FPT*6	Oil Engines 4S.C.SA 10Cy.29⅛"–59$\frac{1}{16}$" 814NHP DB*100lb* MitsuiBussanKaisha,Ld. Tama 9*tAPT*72*t*	40 ″ 1 s 12 ″ 6 27 ″ 9	
77253 31006 JHZB	**Katuragisan Maru** (*ex* KatsuragisanMaru–38) 2*Dks*	2427 2030 1425					1925	MitsuiBussanK.K. Uno	MitsuiBussan Kaisha,Ld.	284·5|42·0|23·2 P28'B70'F30'	Kobe Japanese *WB*	T.3Cy.20",33¾"&55"–36" 181NHP MitsuiBussanK.K.		C
77254 10352 JLWE	**Katurahama Maru** Ⓟ (*ex*MatsuyeMaru–36) 2*Dks*	716 663 413					1907	Osaka IronWorks Osaka	TosaSyosenK.K.	186·8|26·3|18·1 P35'F21'	Kochi Japanese *WB*	T.3Cy.13",21½"&36"–27" 67NHP OsakaIronWorks,Osaka		
77255 19283 JOSB	**Katuura Maru** Ⓟ (*ex*KatsuuraMaru–38) *ss*Kob.No.1–21 *Well deck* 1*Dk*	1725 1278 1023	✠ ... 8,24 ✠				1916 7mo	MitsuBishi Dkyd&EWks Kobe	ToaKaiunK.K.	250·0|37·7|20·5 P&B125'F28' FK	Tokyo Japanese *WB*	T.3Cy.17",28½"&48"–36" 168NHP MitsuBishiD.&E.WksKob	20 ″ 6	
77256 ~~158~~ ~~YLOT~~ 124560 MLWG	**Katvaldis** (*ex*Odile,*ex*HenryW. Breyer,*ex*Hallfried, *ex*Magdalene, *ex*Duke of York) *ss*Rga.No.3–5,35 1*Dk*(*Stl*) &*deepframing* *Cargo battens not fitted*	3163 2955 1977	✠100A1 Examined 1,41 Sws BS1,41 ✠LMC5,35	~~Lie~~	*u*	CL ~~5,37~~ 12,40	1907 5mo	J.Blumer &Co. Sunderland A&CP	Ministry of Shipping(Stockwood, Rees&Co.Ld.*Mgrs*) *CellDBa*116'*uE*&	~~330·4~~|47·8|~~22·3~~ 330·8| |22·2 P30'B94'F31' FK *B*40'*f*139'801*tFPT*	PortTalbot British 5*BHCem* 82*tAPT*106*t*	T.3Cy.24",39"&65"–42" (*s*) 180lb 284NHP 2SB,6*cf*,GS99,HS4216 N.E.MarineEng.Co.Ld.Sld	24 ″ 3 s 3 ″ 8 20 ″ 10	
77257 PFHT	**Katwijk** *ss*Rot.No.3–12,32 *ss*Rot.No.1–37 Sub.Sig. Wireless D.F. 1*Dk*(*Stl*)	1589 1379 929	✠100A1 Examined 2,41 Bry BS2,41 ✠LMC4,37	~~Sch~~	*q*	CL 7,39	1921 2mo	Jonker& Stans, HendrikIdo Ambacht A&CP	N.V.StoomMaats. "Wijklijn"(Erhardt&Dekkers, *Mgrs.*) *CellDB*	253·5|38·2|17·0 P20'B60'F24' FK 211'471*tFPT*78*t A*	Rottrdam Dutch 4*BHAsp* *PT*43*t*	T3Cy17½",29⅛"&46$\frac{1}{16}$"–36$\frac{1}{16}$" 180lb (*s*) 177NHP 2SB,4*cf*,GS89,HS3250 Maschf.Bolnes,Bolnes	19 ″ 4 s2 ″ 7½ 16 ″ 11	
77258 LDSO	**Katy** *OilEng.* D.F. *ss*Sfj.No.3–7,39 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system*	6825 5985 3940	✠100A1 3,41 ~~3,40~~ DBS~~7,39~~ ✠LMC7,39 8,40 *CarryingPetroleum in bulk*	PNl Bom	*a*†	CL 6,39	1931 1mo *Lloyd*	W Doxford &Sons,Ld. Sunderland '*sA&CP*	A/SHolter-SörensensTankrederi (S.Holter-Sörensen,*Mgr.*) *CellDBuE*35'157*t D*	416·2|58·0|32·8 P94'B32'F40' *Trunk in wells* FK *Tf*35'538*tFPT*151	Oslo Norwegian 11*BHptCem* *tAPT*276*t*	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$"–85" 598NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 0	
77259 30521 JKSB	**Katyōsan Maru** (*ex*KachosanMaru–38) 1*Dk*	2427 2035 1442					1924	Mitsui BussanK.K. Tama	MitsuiBussan KaishaLd.	284·5|42·0|23·3 P32'B72'F32'	Kobe Japanese *WB*	T.3Cy.20",33¾"&55"–36" 181NHP MitsuiBussanK.K.Tama		C
77260 153529 VRBC	**Kau Tung** (*ex*Charles Hardouin–38,*ex*Wei-Shun,*ex*Charles Hardouin) **TwinSc** 2*Dks*&*Awngdk*	1665 1144 1054					1903	Cie.Française de Nav. Nantes	TaiSangS.S.Co. Ld.	222·2|38·1|12·3 H—	Hong Kong British	T.6Cy.14",21$\frac{21}{32}$"&35$\frac{7}{16}$"–21$\frac{21}{32}$" 118NHP Cie.Franç.deNav.Lyons		
77261 EAFU	**Kauldi** (*ex*Perugia–39, *ex*Kauldi–37) *ss*Bbo.No.3–1,34 *ss*Bbo.No.1–38 1*Dk*(*Stl*) *Cargo battens not fitted*	3157 2889 1894	✠100A1 12,40 ~~12,39~~ BS~~12,39~~ ✠LMC12,38 12,40	Bbo	*u*	CL 12,38	1922 3mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth '*sA&CP*	Cia.Nav.Bachi (Hijos deAstigarraga,*Mgr.*) *CellDB*	331·2|46·7|22·7 P33'B98'F29' FK 284'734*tFPT*122*tA*	Bilbao Spanish 5*BHCem* *PT*48*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 365NHP 3SB,9*cf*,GS167,HS6030 G.Clark,Ld.Sunderland	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
77262 LEGF	**Kaupanger** Wireless 1*Dk*	1584 1152 917					1930	Bergens Mek.Værks Bergen	SkibsA/SHosanger (Westfal-Larsen & Co.A/S,*Mgrs.*)	245·1|37·7|15·7 P20'B56'F26'	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"–33" 138NHP BergensMekVærksBergen		N
77263 131 YLCB	**Kaupo** (*ex*Alga) *ss*Tri.2ndNo.3–5,29 *ss*Lie.No.2–38 1*Dk*(*ptIrn*&*ptStl*)&*deepframing*	2905 2573 1719	✠100A1 3,38 BS~~4,38~~ ✠LMC3,38 5,40 No later survey reported	Lie	*u*	CL 7,37	1905 12mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	Tv.Kaupo redereja (M.Kalnins,*Mgr.*) *CellD*	314·5|46·6|21·0 324·5(O.L.) P28'B92'F29' FK *Ba*100'*uE*20' *f*138'	Riga Latvian 5*BHCem* 725*tAPT*70*t*	T.3Cy.23",38"&62"–42" (*s*) 160lb 262NHP NDB13*refitted*24 2SB,6*pf*,GS116,HS4140 Richardsons,Westgarth& Co.Ld.Sld.	23 ″ 1 s 3 ″ 8 19 ″ 8	
77264 167442 MNZN	— (*ex*DorteJensen,*ex*Paipoonge, *ex*Corona) *Mchy.Aft* 1*Dk*&*Spar dk*	2420 2154 1474					1888	GlobeIron Works, ClevelndOhio	Ministry of Shipping(HallBros.Ld. *Mgrs.*)	299·2|40·3|21·2 H—F34' len20	London British *WB*	T.3Cy.20",38"&61"–42" NB13 241NHP GlobeIrnWorks,Cleveland		V
77265 157651 ZMCV	**Kauri** *ss*Ddn.No.1–41 *OilEng.* 1*Dk*	2361 1933 1302	✠100A1 ~~6,40~~ ~~11,39~~ 1,41 11,40 ~~✠LMC9,36~~ ~~✠LMC(M)12,38~~	Wln Ddn	*s*	CL 11,39	1936 9mo *Lloyd*	A.Stephen &Sons,Ld Glasgow '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB*230'582*t*	286·9|44·2|19·2 P25'B66'F30' FK *DTf*8'201*tFPT*93*t*	Wellingtn British 5*BHptCem* *APT*80*t*	Oil Engines 2S.C.SA 4Cy.23⅝"–40$\frac{15}{16}$" 391NHP DB~~50lb~~ A.Stephen&Sons,Ld.Gls.	21 ″ 6 s 3 ″ 2½ 18 ″ 5¾	
77266 161114 GMSV	**Kavak** *ss*Liv.No.2–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.*	2782 2245 1478	✠100A1 *Shelterdk* *withfreeboard* 7,40 ~~9,39~~ ✠LMC MS4,38 BS9,39 Lloyd'sRMC3,40	Gls Liv	*r*	CL 9,38	1929 9mo *Lloyd*	A.McMillan&Son,Ld. Dumbarton '*sA&CP*	MossHutchison LineLd. *CellDB*280'709*t* *DTa*20'488*t*	333·1|47·2|19·5 F29' FK *FPT*89*tAPT*17*t*	Liverpool British 6*BHptCem* *ptAsp* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	T.3Cy.23½",39"&65"–48" (*s*) 200lb 418NHP 2SB&1AuxSB,8*cf*,GS152, HS6020 FD D.Rowan&Co.Ld.Glasgow	22 ″ 3 s1 ″ 3¼ 21 ″ 2¾	
77267 62 SUCC	**Kawsar** Ⓟ (*ex*Ammiraglio Bettolo–34) **TwinSc** *Fitted for oil fuel* D.F. 2*Dks*&*Awng dk*	7778 — 4723					1923	G.Ansaldo &Co.S.A.Ital. Sestri Ponente	Soc.Misr deNav. Maritime	429·4|52·6|36·0	Alexndria Egyptian *WB*	6 Steam Turbines DR geared to 2 Sc. Shafts G.Ansaldo&Co. Sampierdarena		CV
77268 161317 GKLW	**Kayeson** /53/40 *ss*Rot.No.2–39 1*Dk*(*Stl*)	4606 4378 2873	✠100A1 9,40 ~~8,39~~ BS12,39 ✠LMC1,38	Ams Liv	*y*	CL ~~12,38~~ 9,40	1929 11mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	CoolhamS.S.Co. Ld.(Kaye,Son&Co. Ld.*Mgrs.*) *CellDB*	393·1|54·3|25·7 P32'B245'F36' FK 342' 1092*t FPT*106	London British 6*BHCem* *tAPT*132*t*	T.3Cy.24",40"&68"–48" (*s*) 200lb 404NHP 3SB,9*cf*,GS169,HS6699 N.E.MarineEng.CoLdNwc	28 ″ 2 s 4 ″ 1¾ 24 ″ 2¾	
77269 152086 GKQR	**Kaying** Ⓟ *Fitted for oil fuel* 2*Dks*	2626 2232 1572					1922	TaikooDkyd&EngCo.of HongK'ngLd HongKong	ChinaNavigation Co.Ld.	310·3|44·2|20·9 P&B190'F43'	London British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft TaikooDkyd&ECoLdHKg		
77270 29329 JSOA	**Kayo Maru** Ⓟ (*ex*KwayoMaru–38) *ss*Kob.No.3–7,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4368 3677 2744	✠ —— 11,39 ✠	Kob	*w*		1923 12mo	OsakaIron Works,Ld. Innoshima	HokkaidoTanko K.K. *CellDB*294' 1118*t DTa*32' 690*t*	345·0|49·8|28·1 P30'B99'F34'*on* FK *Shelter dk Collisio* *FPT*115*tAPT*29*t*	Tokyo Japanese *Cem* *nBHtoShdk* 5 ,, ,, *U* ,,	T.3Cy.24",41"&67"–48" 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIrn.Wks.Innoshima	28 ″ 0¼	

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1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref'Trade.
77271 UVBW	**Kazakhstan** E.S.D. Sub.Sig. 1*Dk*	3039 2569 1625					1937	Atel.&Ch. de la Loire St.Nazaire	U.S.S.R.	326·3|48·1|22·9 F38′B98′P31′	Leningrad Russian	T.3Cy.20½″,33$\frac{1}{16}$″&53½-35$\frac{7}{16}$″ &LP turbine with DR gearing & hydraulic coupling Rheinmatall-Borsig A.G. Berlin Tegel		
77272 42619 JJIK	**Kazan Maru** *Mchy.Aft* 1*Dk*	1893 1550 1349					1936	AsanoS.B. Co.Ld. Yokohama	SekiguchiKisen K.K.	269·9|40·0|20·3 P87′F33′	Kobe Japanese *WB*	T.3Cy.18″,29½″&50″-39″ 156NHP AsanoS.B.Co.Ld.Yka.		
77273 45496 JZDM	**Kazuura Maru** *OilEng.* D.F. Sub.Sig. 2*Dks*	6804 — 4854					1938	Mitsubishi Jukogyo K.K Nagasaki	MitsubishiShoji K.K.	437·4|58·5|32·8 P30′B157′F41′	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy.28$\frac{1}{16}$″–49$\frac{3}{16}$″ 840NHP MitsubishiJukogyoK.K. Nag.		C
77274 30387 JOEH	**Kazyo Maru** (*ex*KwajoMaru–38) 1*Dk*	383 295 196					1925	Ohara Matsunosuke Osaka	SetsuyoSyosen K.K.	130·0|22·5|14·5	Osaka Japanese	T.3Cy.		
77275 161061	**Kearsarge** *Mchy.Aft* 2*Dks*	3093 2866 2721					1894	Chicago S.B.Co. S.Chicago	CanadaAtlantic TransitCo.	328·0|44·2|23·0	D'luth Min Utd.States *WB*	T.3Cy.23″,38″&62″–40″ 243NHP ClevelandS.B.Co.,Clevelnd		
77276 154235 VSNB	**Kedah** TwinSc *Fitted for oil fuel* 2*Dks*	2499 1427 1033					1927	Vickers Ld. Barrow	StraitsS.S.Co.Ld.	316·9|50·5|16·2 F45′	Singapore British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Vickers,Ld.Barrow		
77277 PFHZ	**Kedoe** TwinSc *OilEng.* D.F. *ss*Rot.No.3-12,33 *ss*Rot.No.1–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3684 3351 2255	✠100A1 *Shelter dk with freeboard* 7,40 ~~7,39~~ ✠LMC CS8,38 ~~DBS11,39~~	Sch NOs DBS10,40	*x* 3,39	OG 3,39	1921 11mo *Lloyd*	Burmeistr &Wain Copenhagen '*sA&CP* *Cell*	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *DB*322′1130*t* *Tanks* *of tunnels* 40′180*t*	FK *s at sides Collisio* *FPT*75*t* *APT*60*t*	Rottrdam Dutch *pt Cem* *n BH to S dk* 5 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.23¾″-35$\frac{3}{16}$″ 629NHP DB*100lb* Burmeister&Wain,Cpn.	25 ″ 6 s 2 ″ 4 23 ″ 4½	
77278 103680	**Keenora** Ⓟ 2*Dks*	560 — 438					1897	Bertram E.Wks.Co.Ld Toronto	SelkirkNavigation Co.Ld.	150·0|28·0| 8·9 len17	Winnipeg British	C.4Cy.10″&22″–14″ B*made*02*fitted*36 39RHP BertramE.Wks.Co.Ld.Tto.		
77279 125985 VGMC	**Keewatin** Ⓟ 3Mst *Mchy.Aft* 1*Dk*(*Stl*)&*deep framing* D.F. &*Awng dk*(*Stl–ws*)	3856 2613 2470	✠ 12,07 ✠	NYk	*w*		1907 9mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	336·5|43·8|15·4 B&F295′ 23·6 FK	Montreal British 6*BHCem* *Cell DBu*	Q4Cy.23½″,34″,48½″&70″-45″ 524NHP 4SB,*12cf*,GS299,HS9627 FairfieldCo.Ld.Glasgow *E&B*113′*f*185′720*t* *FPT*24*t*	26 ″ 9	
77280 YLGG	**Kegums** (*ex*Everest–39, *ex*Stanmore–39, *ex*Arracan–38) *Fitted for oil fuel* D.F. E.S.D. 2*Dks*	*5525* *5132* *3543*					1912	W.Denny& Bros. Dumbarton	F.Grauds	425·0|54·2|28·3 P40′B123′F53′	Riga Latvian *WB*	T.3Cy.26″,44″&73″–48″ 369NHP Denny&Co.Dumbarton		C
77281 45802 JGKN	**Kehi Maru** Ⓟ D.F. 2*Dks* *Cruiser Stern*	4523 — 2606					1938	Uraga DockCo.Ld. Uraga	~~KitaNipponKisen K.K.~~ Nipponkai KisenK.K.	356·5|49·2|28·9 P52′B135′F36′	Tokyo Japanese *WB*	C.4Cy(2)13″&(2)23½″-15¾″ & LP turbine with DR gearing & hydraulic coupling HS6071 354NHP UragaDockCo.Ld.Uraga		
77282 729 SVGM	**Kehrea** (*ex*Corcliff–33,*ex*Tregarth) *ss*Pir.2ndNo.3–10,38 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1968* *1606* *1118*	✠100A1 10,40 ~~10,38~~ BS2,40 ✠LMC10,38	Pir	*r*	CL 2,40	1912 7mo *Lloyd*	Dunlop, Bremner& Co.Ld. Pt.Glasgow '*sA&CP*	T.N.Epiphaniades *Cell DB*	276·0|40·1|18·4 Q106′B58′F28′ FK *a*53′*uE*18′*f*113′406*t*	Piræus Greek 4*BHCem* *DTa*45′230*t*	T.3Cy.20″,33″&56″-36″ (*s*) 180lb 227NHP 2SB,*6cf*,GS113,HS3800 Dunlop,Bremner&Co.Ld. *FPT*39*t* *APT*60*t*	20 ″ 8 s 2 ″ 1½ 18 ″ 11	
77283 1117 JCUB	**Keian Maru** Ⓟ (*ex*HakutosanMaru) *Longitudinal framing* 2*Dks*	2085 — 1206					1925	KobeSteel Works,Ld. Harima	ChosenYusenK.K.	280·0|42·0|21·0 P40′B88′F32′	Jinsen Japanese *WB*	T.3Cy.20″,33″&55″–39″ 189NHP KobeSteelWorks,Ld.		
77284 24077 JHTD	**Keihuku Maru** Ⓟ (*ex*KeifukuMaru–38) *ss*Yka.No.3–11,31 *ss*Kob.No.1–36 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5833 5552 4241	✠ [illegible] 2,41 *Awng dk with freeboard* ~~BS2,38~~ ~~✠LMC2,36~~ *Fitted for oil*	Osa *fuel*	*y* 9,23	CL 10,37 *F.P.a*	1919 1mo *bove* 1	Kawasaki Dkyd.Co.Ld. Kobe A&CP 50° F.	DaikoSyosenK.K. (YamashitaKisen K.K.*Mgrs.*) *Co* *Ce*	FK *llisionBHtoAwng d* *llDB*334′1118*t* *FPT*	Takamatsu Japanese *Cem* *k*5 *BHtoUdk* 126*t* *APT*93*t*	T3Cy.26¼″,43½″&72″–48″(*s*) 200lb 436NHP 2SB(Spt)&1AuxSB,*8cf*, GS154,HS5636 FD KawasakiDkyd.Co.Ld.	36 ″ 0 ~~s 0 ″ 1½~~ ~~27 ″ 1~~	
77285 28539 JPHD	**—** Ⓟ TwinSc (*ex*KeifukuMaru–38) (*Ferry*) *Cruiser Stern* 2*Dks*	3428 2943 1380					1921	Mitsubishi ZosenKaisha Ld. Kobe	Govt.of Japan (Dept.of Railways)	360·0|46·0|28·0 F52′	Tokyo Japanese *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts MitsubishiZosenKaishaLd		
77286	**Keijyo Maru** D.F. 2*Dks* *CruiserStern*	2700 2230					1939	Uraga DockCo.Ld. Uraga	ChosenYusenK.K.	305·1|45·0|24·6 P29′B75′F32′	Tokyo Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$″&(2)20½″–13¾″ & LP turbine with DR gearing & hydraulic coupling HS3040 174NHP UragaDockCo.Ld.Uraga		
77287 421 JMPA	**Keiki Maru** Ⓟ Wireless 2*Dks*	1005 — 571					1914	Osaka Iron Works,Ld. Osaka	ChosenYusenK.K.	195·0|30·5|19·0 B71′F29′ *WB*	Jinsen Japanese	T.3Cy.13½″,23″&38″–30″ 79NHP OsakaIronWks.Ld.Osaka		
77288 44743 JFUM	**Keiko Maru** 2*Dks* *CruiserStern* *Longitudinal framing in DB*	2929 2270 1671					1938	Uraga DockCo.Ld Uraga	OsakaSyōsenK.K.	297·9|45·0|23·8 P24′B98′F32′	Osaka Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$″&(2)20½″–13¾″SR geared & LP turbine DR geared to sc. shaft HS3445 255NHP UragaDockCo.Ld.Uraga		
77289 ~~883~~ ~~ESGB~~ 120582 GNWS	**Keila** (*ex*Brockabeck–32,*ex*Zamora) *ss*Nwc.2ndNo.3–10,30 *ss*Tln.No.2–38 D.F. 1*Dk*(*pt Irn*&*pt Stl*)2*tr B* *deep framing*&*Web frames*3*Dk rule* *Cargo battens not fitted*	3621 3338 2302	✠100A1 ~~2,41~~ ~~1,40~~ 4,41 ✠LMC MS4,38 BS9,40	Bal Grk	*w*	CL ~~1,40~~ 1,41	1905 7mo *Lloyd*	JLThompson&Sons,Ld Sunderland '*sA&CP*	Ministry of Shipping(Neil&Hannah,Ld.*Mgrs.*) *Cell DBa*	346·5|50·9|23·0 361·0(O.L.) P23′B92′F32′ FK 119′*uE*23′*f*146′823*t*	Glasgow British 6*BHCem* *APT*94*t*	T.3Cy.24½″,40″&66″-45″ (*s*) 180lb *100lb* NDB23 307NHP 2SB,*8pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 6 s 4 ″ 4 21 ″ 5	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
77290 PFIF	**Keilehaven**	2968 2713 1783					1918	NV.C.Van derGiessen& ZonensSchps Krimpen	N.V.Maats.S.S. "Keilehaven" (N.V.Gebr.van Uden'sScheepv.& Agent.Mij.*Mgrs.*)	327·3 P26'B91'F28'	47·3	21·8	Rottrdam Dutch *WB*	T.3Cy.23",37½"&63"-42" 257NHP RotterdamDroogd.Maats.		V
77291 34513 JRRB	**Keisyo Maru** (*ex*Kohwa Maru-35) *OilEng.* 2*Dks*	5879 5380 3582					1929	Uraga DockCo.Ld. Uraga	ShowaSyosenK.K.	417·0 P34'B113'F41'	56·0	31·7	Hutyu Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-35$\frac{7}{16}$" 1170NHP Maschfbk.Augsburg- Nürnberg,Augsburg		C
77292 28521 JOMA	**Keiun Maru** Ⓟ (*ex*KoshuMaru) 2*Dks*	1921 1602 1155					1921	OsakaIron Works,Ld. Osaka	HaradaKisenK.K.	256·0 P24'B61'F32'	39·0	22·5 *WB*	Amaga- saki Japanese	T.3Cy.18",30½"&51½"-36" 159NHP Osaka IronWrks.Ld.Osaka		C
77293 44001 JWPL	**Keiyo Maru** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	6442 5757 4835					1937	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K	439·4 P36'B168'F38'	58·3	32·0	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1167NHP MitsubishiJukogyoK.K. Yka.		C
77294 33099 JADC	**Keizan Maru** Ⓟ 2*Dks*	2319 1833 1322					1927	OsakaIron Works,Ld Osaka	ToaKaiunK.K.	285·0 P31'B86'F31'	43·0	22·0	Tokyo Japanese *WB*	T.3Cy.24",39½"&65"-42" 274NHP OsakaIronWrks.Ld.Osaka		
77295 44610 JLSM	— (*ex*CrawlKeys-38) 1*Dk*	2116 1837 1253					1918	Gt.Lakes Eng.Works Ecorse,Mich.	KokokuKisenK.K.	253·5 P27'B66'F26'	43·8	20·4	Kobe Japanese *WB*	T.3Cy.21",35"&59"-42" 226NHP Gt.LakesEng.Wks.Detroit		
77296 1060 JGUJ	**Keizyo Maru** Ⓟ (*ex*KeijoMaru-38, *ex*KushiroMaru) *ss*Yka.No.1-06 1*Dk*(*ptStl*-ws)&*Webframes*& *Awngdk*(*Teak*)	1051 1016 615	✠ 12,06 ✠	Yka	*m*		1903 3mo	Kawasaki Dkyd.Co.Ld. Kobe	NakagawaKisen K.K. *CellDBa44'uE* *&B53'f64'185*	228·8 *tFPT48tAPT15t*	28·0	13·0 20·2 FK	Huna- kawa Japanese 4*BHCem*	T.3Cy.17½",28"&46"-33" 175NHP 2SB,4*cf*,GS61,HS2656 KawasakiDkyd.Co.Ld.	22 ″ 9	
* 77297 OUHX	**Kejserinde Dagmar** (*ex*Almeriana) *ss*Abg.2ndNo.3-11,32 *ss*Svb.No.1-37 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	1597 1494 987	✠100A1 3,40 BS4,39 ✠LMC7,37	Cpn	*q*	OG 1,40	1905 8mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow '*sA&CP*	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*) *Cell*	260·2 273·8(O.L.) P23'B67'F27' *DBa80'uE18'f114'*	37·2	18·0 FK	Copnhagn Danish 4*BHCem* 471*tAPT*56*t*	T.3Cy.19½",32"&53"-36" (*s*) 180lb 192NHP 2SB,6*pf*,GS99,HS3078 Rankin&Blackmore,Grk.	20 ″ 6 s 2 ″ 7½ 18 ″ 1	
77298 143049 ZMFG	**Kekerangu** (*ex*Cosmos,*ex*WarCoast) *ss*Syd.No.3-6,31 *ss*Syd.No.2-39 1*Dk*(*Stl*) *Cargo battens not fitted*	3146 2849 1866	✠100A1 3,41 ~~10,39~~ ~~10,40~~ ✠LMC10,39 BS10,40	Syd	*u*	CL 10,39	1919 3mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellD*	331·3 342·3(O.L.) P33'B100'F29' *B284' 724t FPT110*	46·6	23·1 FK	Wellington N.Z. British 7*BHptCem* *tAPT*123*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 429NHP 3SB,9*cf*,GS155,HS6324 FD N.E.MarineEngCoLd.Nwc	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
77299 220686 KDGY	**Kekoskee** *Fitted for oil fuel* D.F. *CarryingPetroleum in bulk* *Mchy.Aft Longitudinal framing* 2*Dks*	5193 — 3180					1920	Bethlehem S.B.Corp.Ld. Wilmington, Del.	RichfieldOil Corporation	391·8 P99'B34'F44'	51·3	28·8	Ls.Angeles Utd.States *WB*	T.3Cy.27⅜",45"&75"-48" 390NHP BethlehemS.B.Corp.Ld. Wilmington,Del.		R
77300 151497 VSNC	**Kelantan** TwinSc *OilEng.* 1*Dk*&*Shelterdk*	1106 757 580					1921	Caledon S.B.&E.CoLd Dundee	StraitsS.S.Co.Ld.	260·4 len24	37·1	9·8	Singapore British *WB*	Oil Engines,4S.C.SA 12Cy15¾"-26"NE37 288NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		
77301 PFIN	**Kelbergen** D.F. 1*Dk*	4823 4520 2968					1914	W.Pickers- gill&Sons,Ld. Sunderland	ZuidHollandsche Scheepsv.Maats. N.V.	385·0 P36'B119'F41'	52·1	27·2	Rottrdam Dutch *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Sld.		C
77302 HAAM	**Kelet** (*ex*Tregarthen-33) *ss*Fal.No.3-3,33 *ss*Cff.No.1-37 1*Dk*(*ptIrn pt Stl*)	*4295* *4015* *2722*	✠100A1 5,40 ~~11,38~~ ✠LMC MS6,37 BS~~1,39~~ 6,40	NYk Msl	*x*	CL 1,38	1913 6mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	NeptunSeaNav. Co.Ld. *CellD*	369·8 382·0(O.L.) P33'B226'F34' *Ba119' uE23' f163'*	51·1	26·1 FK	Budapest Hungarian 6*BHCem* 987*tAPT*62*t*	T.3Cy.26",42"&69"-48" (*r*) 180lb 385NHP 2SB,6*cf*,GS132,HS6330 J.Readhead&SonsLd.S.Shl	27 ″ 8 s 3 ″ 10½ 24 ″ 1¼	
77303 DOHM	**Kelkheim** (*ex*MarieMærsk) *ss*Msl.No.1-25 *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks*	4943 4722 3000	... 12,27				1920 9mo	F.Schichau Danzig	Lehnkering&Cie A.G.(Unterweser ReedereiA.G. *Mgrs.*)	362·0	51·3	31·7 FK	Bremen German *WB*	T.3Cy.25⅝",43⅜"&70$\frac{15}{16}$"-47¼" 425NHP F.Schichau,Elbing	34 ″ 0	G †
77304 DHOC	**Kellerwald** *Fitted for oil fuel* Sub.Sig. D.F. *Cruiser Stern* 2*Dks*	5032 4478 2983					1923	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 P&B257'F40'	54·2	27·4	Hamburg German *WB*	T3Cy28½",45$\frac{3}{10}$"&74⅘"-55$\frac{1}{10}$" Gütehoff- 414NHP nungshütte,Oberhausen		G
77305 212301	**Kelley Island** 1*Dk*	881 — 414					1914	American S.B.Co. Lorain,O.	KelleyIsland Lime&Transp.Co.	155·0	38·0	11·0	Sandusky, Ohio Utd.States	C.2Cy.20"&40"-30" 73NHP AmericanS.B.Co.Lorain,O		
77306 143526 MKJW	**Kellwyn** (*ex*MarieLlewellyn-37) *ss*Npt.No.3-10,35 *Well deck* *ss*Cff.No.1-39 1*Dk*(*Stl*) *Cargo battens not fitted*	1459 1119 885	✠100A1 2,41 ~~4,40~~ ✠LMC4,39 BS4,40	Bkn Sws	*o*	CL ~~4,40~~ 1,41	1920 12mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	DillwynS.S.Co.Ld. (Stockwood,Rees& Co.Ld.*Mgrs.*) *CellD*	234·8 P16'Q67'B58'F23' *B192' 381t FPT40t*	35·7	16·6 FK	Swansea British 4*BHCem* *APT*36*t*	T.3Cy.18¼",28½"&48¼"-33" 180lb (*s*) 86RHP 2SB,6*cf*,GS104,HS3210 J.Lewis&Sons,Ld.Abn.	18 ″ 7 s 1 ″ 5½ 17 ″ 4	
77307 148395 GKWJ	**Kelso** *CruiserStern* D.F. 1*Dk*&*Shelter dk*	3956 3715 2426					1924	GooleS.B. &RepgCo.Ld. Goole	Ellerman'sWilson Line,Ld.	332·8	46·6	20·4	Hull British *WB*	T.3Cy.21",35½"&61"-42" 241NHP Earle'sCo.Ld.Hull		C
77308 145867 GKQZ	**Kelvinbank** (*ex*Daga-34, TwinSc *ex*Malia) *OilEng.* 2*Dks* *CruiserStern*	3872 3466 2337	✠ ... 1,27				1921 9mo	W.Hamil- ton&Co.Ld. PortGlasgow	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	350·5 P36'B117'F43'	49·9	24·7 FK	Glasgow British *WB*	Oil Engines 2S.C.SA 8Cy.18½"-32$\frac{5}{16}$" 475NHP NE28 Wm Denny&Bros.Ld.Dmb	27 ″ 3	C †
103 40 77309 LDRB	**Kem** *Well deck* D.F. 1*Dk*	1706 1273 1009	✠ ... 6,28 ✠				1925 2mo	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskslsk.	250·0 P17'Q75'B56'F27'	39·1	16·1 FK	Bergen Norwegian *WB*	T.3Cy.18⅜",29"&48¼"-33" 161NHP LaxevaagsMsk.&Jrns.Bgn	18 ″ 0	N †

* Surveys delayed Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. B of Trade
77310 TCBZ	**Kemal** Ⓟ (*ex*Kemaliye, Iron *ex*Smyrni,*ex*Ourana, *ss*Nwc.No.3–12,91 *ex*Lodore) *ss*Liv.No.1–96 Wireless 4thSurvey2–96 1*Dk*(*Irn*)2trB	674 — 396	✠ 6,00	Pir	*k* Lv		1878 9mo	Wigham Richrdsn&Co Newcastle	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	200·2 P30'F24'	28·3	14·0 BK7½' *DBa*	Istanbul Turkish *4BHCem* 55'*f*26'118*t*	C.2Cy.26"&46"–30" NDB87 83NHP 1SB,3*pf*,GS45HS1240 Wighm Richrdsn&Co.Nwc	14 ″ 8	
77311 OHFG	**Kemi** (*ex*Spessart,*ex*Westfalen) 1*Dk&pt Awng dk* *& deep framing*	2462 1653 1464					1900	Act.Ges. "Neptun" Rostock	VaasanLaivaO/Y (PaulEriksson)	302·1 294·9 P15'Q98' *pt Awng dk*179'	41·0	16·4 23·3	Vasa Finnish *WB*	T.3Cy.20½",35½"&55½"–35½" 182NHP A.G."Neptun,"Rostock		G
117/40 77312 147892 GCXJ	**Kemmendine** Ⓟ *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks*	7769 6310 4880					1924	W.Denny &Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P.Hen- derson&Co.*Mgrs.*)	453·8 P55'B181'F44'	59·2	30·7	Glasgow British *WB*	T.3Cy.28½",48½"&82"–60" 521NHP W.Denny&Bros.Ld.Dmb.		C BT till ~~8,40~~ 8,40
77313 PFIR	**Kemphaan** *OilEng.* *Cruiser Stern* 1*Dk*	343 260 166					1936	Gebr.van Diepen Waterhuizen	L.J.Kas	136·7	24·8	9·8	Delfzijl Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–17½" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
17 8/40 77314 142492 GBRL	**Kenbane Head** *ss*Bel.No.3–7,31 *ss*Bel.No.2–39 D.F. 2*Dks*(*Stl*)	5225 4749 3269	✠100A1 4,40 ~~2,39~~ ✠LMC3,39 BS6,40	Bel Sws	*z*	CL N12,38	1919 11mo *Lloyd*	Workman, Clark&Co.Ld Belfast 'sA&CP	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*)	400·3 413·1(O.L.) P49'B123'F77' *CellDB*338'1085*t*	52·3	28·4 FK	Belfast British *6BHCem* *DTa*28' 735*t*	T.3Cy.27½",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Wrkman,Clark&Co.LdBel	31 ″ 0 s 5 ″ 6 25 ″ 9	
77315 171301 GRRB	**Kenfig Pool** (*ex*SaintMarc–37) 2*Dks& Awng dk*	2390 2093 1430					1908	Atel.&Ch. deFrance Dunkirk	NoemijuliaS.S.Co. Ld.(S.Catsell, *Mgr.*)	288·8 B31'F32'	38·9	17·0 24·2	London British *WB*	T.3Cy.19",30½"&56"–36" 188NHP Atel.&Ch.deFrance,Dun.		V
77316 140709 GQWC	**Kenilworth** *ss*Bly.No.3–1,31 *ss*Shi.No.2–38 D.F. 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) *Cruiser Stern Cargo battens not fitted in'tween decks*	5457 5096 3288	✠100A1 *Shelter dk* *withfreeboard* 5,41 ~~2,40~~ ~~BS9,39~~ ✠LMC9,38 5,41	HKg	*a*†	CL ~~1,40~~ 4,41	1918 3mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton 'sA&CP	ForeignInvest- ments,Ld. *CellDBa*165'*uE*24'*f*	430·2 171'1338*t* *FPT*145*t*	55·0	26·6 FK	Shanghai British *7BHCem* *APT*202*t*	T.3Cy.28",46½"&78"–54" (*s*) 180lb 615NHP 3SB,12*cf*,GS216,HS9006 FD Blair&Co.Ld.Stockton	29 ″ 1 s 3 ″ 6½ 26 ″ 10	
77317 44596 JLJM	**Kenkoku Maru** (*ex*WanShun–38, *ex*Maniema–37, *ss*Ant.No.3–5,34 *ex*Algerier) D.F. 2*Dks*(*Stl*)	3128 2851 1855	✠ … 8,38 ✠	Drn	*u*		1920 1mo	Lloyd RoyalBelge (Gt.Britain) Ld.Glasgow	NisshinKaiun Shokai,Ld.	331·0 P38'B100'F28' *CellDB*278'735*t* *FPT*	46·6	25·5 FK	Kobe Japanese *6BHCem* 106*t* *APT*42*t*	T.3Cy.25",41"&68"–45" 359NHP 3SB,9*cf*,GS152,HS5844 D.Rowan&Co.Ld.Gls.	25 ″ 6	C
77318 40706 JGGJ	**Kenkon Maru** *OilEng.* 2*Dks*	4575 3730 2721					1935	Mitsui Bussan Kaisha,Ld. Tama	InuiKisenK.K.	362·2 P34'B105'F30'	50·0	29·1	Kobe Japanese *WB*	Oil Engines 4S.C.SA 10Cy.21⅝"–39⅜" 453NHP MitsuiBussanKaisha,Ld. Tama		C
77319 218435 KILF	**Kenmar** (*ex*Elmsport–39) *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks&Shelter dk*	6844 — 5330					1919	Skinner& EddyCorp. Seattle,Wash	CalmarS.S.Corp.	409·5	54·2	27·1	NewYork Utd.States	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
77320 143487 EIDB	**Kenmare** Ⓟ *ss*Liv.No.3–5,34 *ss*Sld.No.1–37 E.S.D. 2*Dks*(*UptStl*)& *Shelter dk*(*ptStl*)	1673 1143 693	✠100A1 *Shelter dk* *withfreeboard* 4,40 ~~BS4,40~~ *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	Liv BS5,41 ✠LMC5,37	*r*	CL 4,39	1921 11mo *Lloyd*	Ardrossan D.D.Co.Ld. Ardrossan 'sA&CP	British&Irish SteamPacketCo. Ld. *CellDBa*67'*uE*27'	274·5 B100'F45'*on* *Shelter dk* *f*89'213*t* *APT*12*t*	37·9	17·2 FK	Cork British *Cem* *2BHtoShdk* 3 ″ ″ *U* ″	T.4Cy.26",42"&(2)48½"–42" 200lb (*r*) 553NHP 4SB(Spt),12*cf*, GS214,HS8932 FD J.G.Kincaid&Co.Ld.Grk.	18 ″ 3 s 1 ″ 4½ 17 ″ 3½	
77321 147645 MLWB	**Kenneth Hawksfield** (*ex*Timberham) *ss*Shl.No.3–2,36 *Well deck* 1*Dk*(*Stl*) *Longitudinal framing in double bottom &* *Cargo battens not fitted at decks*	1546 1140 910	✠100A1 Examined 12,40 ~~MS12,35~~	Bly 8,40 ✠LMC ~~6,40~~ ~~BS8,39~~	*p*	CL ~~6,38~~ ~~6,40~~ 7,40	1924 5mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	P.Hawksfield& Son,Ld. *CellDBa*47'*uE&B*	245·4 Q188'F24' 25'*f*104'457*t* *DT at*	38·6	15·5 FK	Dover British *4BHptCem* *sides of tun*	T.3Cy.17",27½"&45"–33" (*s*) 180lb 156NHP 2SB,4*cf*,GS79,HS2806 Ross&Duncan,Glasgow *nel* 34'190*t* *FPT*55*t* *APT*46*t*	17 ″ 6 s 5 ″ 4½ 16 ″ 6½	
77322 124935 CYMW	**Kenora** *Mchy.Aft* 2*Dks*	1979 1802 1289					1907	A.McMil- lan&Son,Ld. Dumbarton	Canada Steamship Lines,Ld.	249·9 F36'	42·6	20·5	Toronto British *WB*	T.3Cy.17",28"&46"–33" 122NHP Muir&Houston,Ld.Gls.		C
14/40 77323 147782	**Kenordoc** (*ex*Geo.R.Donovan–39) *Mchy.Aft* 1*Dk*	1780 1594 1280					1926	Furness S.B.Co.Ld. Haverton Hill-on-Tees	PatersonSteam- ships,Ld.	252·5 F34'	43·2	17·8	Ft William Ont. British *WB*	T.3Cy.16",27"&44"–33" 111NHP Earle'sCo.Ld.Hull		C
77324 144079 MKRP	**Kenrix** 3Mst *ss*Hul.No.3–10,32 *ss*Hul.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	692 478 317	✠100A1 7,39 ~~BS7,39~~ 8,40	Hul LMC8,37	*j*	CL ~~N8,37~~ 10,40	1921 5mo *Lloyd*	Cochrane& Sons,Ld. Selby 'sA&CP	R.Rix&Sons	175·0 183·0(O.L.) Q99'B11'F23' *CellDBf*99'140*t*	29·1	11·3 FK	Hull British *4BHCem* *FPT*27*t*	T.3Cy.13",23"&37"–26" (*s*) 200lb 96RHP 1SB,3*pf*,GS48,HS1683 J.Lewis&Sons,Ld.Abn.	13 ″ 6 s 3 ″ 9½ 13 ″ 3½	
77325 41073 JGVJ	**Kenryu Maru** *OilEng.* 2*Dks*	4576 3730 2692					1935	Mitsui Bussan Kaisha,Ld. Tama	InuiKisenK.K.	362·2 P34'B105'F30'	50·0	29·1	Kobe Japanese *WB*	Oil Engines 4S.C.SA 10Cy.21⅝"–39⅜" 453NHP MitsuiBussanKaisha,Ld. Tama		C
77326 44843 JQDM	**Kensyo Maru** *OilEng.* D.F. *CruiserStern* 2*Dks*	4862 — 2893					1938	TamaS.B. Co.Ld. Tama	InuiKisenK.K.	384·4 P26'B124'F34'	52·5	30·3	Kobe Japanese	Oil Engines 2S.C.DA 6Cy.17 11/16"–47¼" 642NHP TamaS.B.Co.Ld.Tama		C
77327 142611 GPDC	**Kent** *ss*Brs.No.3–4,30 *ss*Fal.No.2–38 *Ref.Mchy.* 2*Dks*(*Stl*)*&Shelter dk*(*Stl*) D.F. *CruiserStern* E.S.D.	9833 ~~8212~~ ~~7301~~ 8697 8212 5454	✠100A1 *Shelter dk* *withfreeboard* ~~6,40~~ ~~12,39~~ 3,41 ~~BS12,39~~ ✠LMC11,38 ✠Lloyd'sRMC ~~12,39~~ ~~4,40~~ 6,41 ~~12,40~~ *Fitted for oil fuel* 1,25 *F.P. above* 150° F.	Cff Wln BS1,41	*d*†	CL 5,38	1918 6mo *Lloyd*	Palmers' Co.Ld. Newcastle 'sA&CP	FederalSteamNav. Co.Ld. *CollBH* *CellDB*382' 1403*t* *D*	460·6 B275'F49'*on* *Shelterdk* *&2BH to Shelter dk* *Ta*23'170*t* *FPT*128*t*	62·8	34·9 FK	London British *Cem* *5BHtoUdk* *APT*32*t*	2 SteamTurbinesSRgeared to 1 Screw shaft 180lb (*s*) 973NHP 4SB,16*cf*,GS320,HS13572FD Palmers' Co.Ld.Newcastle	37 ″ 9 s 7 ″ 9½ 30 ″ 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
77328 216969 WLIA	**Kent** Ⓟ (*ex*SantaTeresa-36) *ss*S.Fo.No.3-10,31 D.F. *Fitted for oil fuel* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4858 4320 2888	✠ ... 2,36 ✠	NYk	*y*		1918 11mo	WCramp& SonsS&EBCo Philadelphia	Merchants& MinersTransport- ationCo. *CellDB*295'870*t*	360·2|51·6|22·8 30·8 F40'*onShelter dk* FK *FPT*70*tAPT*71*t*	Baltimore Utd.States *Cem* 6*BHtoSh dk* 1 „ „ *U* „	Q.4Cy.25½",37",52½"&76" -54" 633NHP 4SB,*12cf*,GS214,HS8923 W.Cramp&SnsS&EBCPhl	33 ″ 6	R †
77329 166237 GMGG	**Kentish Coast** *OilEng.* Wireless D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	459 351 246	✠100A1 ~~3,40~~ ~~3,39~~12,40 ✠LMC6,38	Liv Bkn	*g*	OG 3,39	1938 6mo	WerfJan Smit,Czn. Alblasserdam *Lloyd'sA&CP*	CoastLines,Ld.	165·7|26·4|9·7 27·6 173·6(O.L.) FK Q43'F24' *CellDB*107'151*t FPT*	Liverpool British 3*BHptCem* 50*tAPT*10*t*	Oil Engines 4S.C.SA 8Cy.11"-$17\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11″10 s 1 ″ 2 10 ″ 9¼	
41/41 77330 165763	**Kenton** (*ex*Flore-38, *ex*CharlesLeBorgne-33) *ss*BrestNo.2-20 *Mchy.Aft* 1*Dk*	1047 773 553	✠ ... 4,25 ✠				1913 6mo	Osbourne, Graham&Co. Sunderland	MichaelWhitaker Ld.(Anthony& Bainbridge,Ld. *Mgrs.*)	210·0|33·2|13·7 Q122'F22' FK	Newcastle British *WB*	T.3Cy.17",28½"&46"-33" 155NHP MacColl&Pollock,Ld.Sld.	15 ″ 9	V †
77331 207489 WACJ	**Kentuckian** *ss*S.Fo.2ndNo.3-5,33 D.F. *Fitted for oil fuel* 2*Dks*(*Stl*)&*deepframing* &*Shelter dk*(*Stl*)	5200 4797 3178	✠ ... 6,34 ✠	SFo	*a*†		1910 6mo	Maryland SteelCo. Sparro'Pt.Md	American- HawaiianS.S.Co. *CellDB a*123'*uE&*	414·5|53·7|28·1 FK *B*60' *f*162'1259*tDT*	NewYork Utd.States 7*BHptCem* *a*46'291*t DT*	Q.4Cy.$25\frac{7}{16}$",34",52⅜"&76¼" -54" 618NHP 3SB,*12cf*,GS200,HS8721 MarylandStlCo.Sparro'Pt. *f*27'778*t FPT*158*tAPT*27*t*	39 ″ 0	R †
77332 221120 KDQI	**Kentucky** (*ex*WestO'Rowa) *Fitted for oil fuel* 2*Dks*	5446 — 3393					1921	LsAngeles S.B.&D.D.Co. SanPedro,Cal	StatesSteamship Co.	410·0|54·2|27·2 P43'B115'F47' *WB*	Portland, Or. Utd.States	T.3Cy.28½",47"&78"-48" LosAngelesS.B. 359NHP &D.D.Co.SanPedro,Cal.		R
* 77333 OYPB	— (*ex*Generalkonsul *ss*Els.2ndNo.3-8,30 Pallisen) *ss*Cpn.No.2-39 D.F. 1*Dk*(*Stl*)&*deepframing*	2136 1971 1311	✠100A1 3,39 BS11,38	Cpn ✠LMC MS3,39	*t*	CL 3,39	1905 5mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow *Lloyd'sA&CP*	DetForenede Damps.Selskab. *Cell DBa*86'	294·8|42·0|19·5 305·5(O.L.) P27'B172'F33' FK *uE&B*34' *f*130'605*t*	Copnhagn Danish 5*BHCem* *APT*65*t*	T.3Cy.22",35"&59"-39" (*s*) 180lb 225NHP 2SB,*6cf*,GS106,HS3300 ClydeS.B.&E.Co.Ld.Pt.Gls	22 ″ 0 s2 ″ 3¼ 19 ″ 11	
77334 147623 GKPW	**Kentwood** *ss*Shl.No 3-4,37 *Well deck* *ss*Sld.No.1-40 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2180 1760 1244	✠100A1 2,41 ~~3,40~~ BS2,41	Sld Bly ✠LMC2,40	*r*	OG 3,40	1924 4mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	WFrance,Fenwick &Co.Ld. *CellDBa*48'*uE&*	280·0|40·2|18·9 P20'Q94'B48'F19' *B*39'*f*113'397*t* FK *DTa*36'250*tFPT*	London British 4*BHCem* 52*tAPT*80*t*	T.3Cy.20",33"&54"-39" (*s*) 180lb 199NHP 2SB,*6cf*,GS94,HS3096 Geo.Clark,Ld.Sunderland	21 ″ 0 s 2 ″ 1½ 19 ″ 0½	
77335 162509 GBJP	**Kenya** Ⓟ TwinSc *ss*Bom.No.2-38 *Ref.Mchy.* 2*Dks*(*Stl-U* teak s) D.F. 3*rd dk in forward holds* E.S.D. *CruiserStern*	9890 6731 4646	✠100A1 5,40 ~~12,39~~ ~~BS5,39~~ ✠Lloyd'sRMC12,39 *Fitted for oil fuel* 12,30 *F.P. above* 150° F.	Bom BS5,41 ✠LMC6,38		CL 11,38	1930 12mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	471·3|64·2|29·4 487·1(O.L.) FK *Shade dk* B213'& F51' *on Shade dk* 415' 1768*tFPT*112*t*	London British 8*BHptCem* *APT*222*t*	6 Steam Turbines S.R. geared to 2 Sc. Shafts (*s*) 250lb *100lb* FD 1746NHP 7SB(Spt),*28cf*,GS525, HS19810 A.Stephen&Sons,Ld.Gls.	32 ″ 6 s5 ″ 10½ 26″11¼	BT till 10,41
77336 46613 JHRN	**Ken-yō Maru** D.F. *Carrying Petroleum in bulk* *Oil Eng.* *Mchy.Aft* GyC. *CruiserStern*	10022 — 5832					1939	Kawasaki Dkyd.Co.Ld. Kobe	KokuyoKisenK.K.	502·1|64·9|37·1 P162'B39'F37'	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2250NHP KawasakiDkydCoLdKobe		C
77337 44845 JHYL	**Kenyo Maru** 2*Dks* *CruiserStern*	6470 — 3895					1938	Harima S.B.&Eng. Co.Ld. Harima	InuiKisenK.K.	438·8|58·6|32·8	Kobe Japanese *WB*	2 DRgeared steam turbines 750NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
77338 44827 JQBM	**Kenzan Maru** (*ex*ShootersIsland-38) 2*Dks*	4705 4313 3414	✠ ... 4,22 ✠				1919 4mo	Standard S.B.Corp. Shooter's Island,N.Y.	KokokuKisenK.K.	377·0|52·0|29·0 P25'B106'F34' FK	Kobe Japanese *WB*	T.3Cy.24½",41½"&72"-48" 488NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.	29 ″ 0	C †
77339 44838 JQQM	— 1*Dk*	951 — 565					1938	Sanoyasu DockGoshi Kaisha Osaka	KenzanKisen K.K.	205·7|30·0|17·2	Kobe Japanese *WB*	T.3Cy.14¼",24"&40"-30" 88NHP E*made*21B*made*90 ImadoIronWorks,Osaka		
77340 29834 JGWB	**Kenzyo Maru** (*ex*KenjoMaru-38, *ex*Remier,*ex*Gloriana) *ss*Rot.No.2-15 *Spar dk*(*ptIrn&ptStl*) 2*trB&deepframing*	3142 2891 2257	✠ 5,20 ✠		*u*		1905 5mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	KonanKisenK.K. *Cell DBa*106' *uE*24'	325·3|47·1|13·8 P33'B100'F32' 22·6 FK *f*138'654*tFPT*100*t*	Kobe Japanese 5*BHCem* *APT*42*t*	T.3Cy.24",38"&64"-42" 275NHP 2SB,*6cf*,GS100,HS4264 Richardsons,Westgarth& Co.Ld.Hpl.	24″10	
77341 679 SVDK	**Kephallinia** Ⓟ TwinSc (*ex*NicolaosTogias-33,*ex*City of Belfast) Wireless 2*Dks*	1267 773 460					1893	LairdBros. Birkenhead	HellenicCoast LinesCo.Ld.	280·6|32·1|13·4	Piræus Greek	T.6Cy.18",28"&42"-30" NB11 193NHP LairdBros.Birkenhead		
77342 DOKD	**Kepler** D.F. *OilEng.* Sub.Sig. *Cruiser Stern* 1*Dk*	1236 955 592					1925	Deutsche WerkeA.G. Kiel	Dampfschifffahrts Ges.Neptun	233·6|36·2|14·3 P&B150'F28'	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"-$37\frac{7}{16}$" 224NHP DeutscheWerkeA.G.Kiel		G
77343 139562 VPKG	**Kepong** 2*Dks*	1874 1700 1322					1916	Taikoo Dck.&EngCo HongKong	StraitsS.S.Co.Ld.	251·0|41·1|21·0 F33'	Singapore British	T.3Cy.18",29"&48"-33" 132NHP TaikooDockyard&Eng.Co.		
132/40 77344 LDRC	**Keret** *ss*Bgn.No.1-31 *Well deck* D.F. 1*Dk*(*Stl*) *Strengthened for Navigation in Ice*	1718 1270 1002	✠ ... 4,35 ✠	Ant	*q*		1927 4mo	Atel.&Ch. delaSeine Maritime LeTrait(S.I.)	DetBergenske Dampskibsselskab *CellD*	251·8|39·2|16·1 P17'Q74'B56'F27' FK *B*193'379*t FPT*66*t*	Bergen Norwegian 4*BHCem* *APT*71*t*	T.3Cy.18",30"&50"-33" 167NHP 2SB,*4cf*,GS65,HS2758 Atel.&Ch.delaSeine Maritime		N
104/4' 77345 FNMX	**Kerguelen** Ⓟ TwinSc (*ex*Meduana) *Ref.Mchy.* D.F. 3*Dks*	10123 7863 6259	✠Lloyd'sRMC4,40 ~~No. 5 hold~~ ~~& 'tween dks. for temp. 32° F.~~				1922	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	ChargeursRéunis	484·2|59·3|35·0 B273'F52'	Havre French *WB*	4SteamTurbinesDRgeared to 2 Sc. Shafts WllsndSlpwy.Co.Ld.Nwc.		V
77346 1029 ESUO	**Keri** (*ex*Vectis-35) *ss*Tln.2ndNo.3-5,38 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1172 986 663	✠100A1 4,39 MS5,38 No later survey reported	Shl ✠LMC BS2,39	*n*	CL 4,39	1913 4mo	J.Crown& Sons,Ld. Sunderland *Lloyd'sA&CP*	PeetRass *CellDBa*58'	222·5|33·2|14·5 230·5(O.L.) Q77'B48'F26' FK *uE*17'*f*92'270*tFPT*	Tallinn Estonian 4*BHCem* 39*t APT* 94*t*	T.3Cy.18",29½"&48"-33" (*s*) 180lb *90lb* 148NHP 1SB,*3pf*,GS54,HS2346 N.E.MarineEng.Co.Ld.Sld	16 ″ 6 s 1 ″ 2¾ 15 ″ 5¾	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. Ref. Trade
77347 FOJX	**Kerkena** (exRambon-38, exTyne-36) ssRot.No.3-5,36 Mchy.Aft 1Dk(Stl) Wireless	1579 1207 877	✠ ... 4,40 ✠	Msl	p		1922 6mo	N.V.Mch.&Scheepswrf. vanP.Smit,Jr Rotterdam	FrenchGovernment(Ministère delaMarineMarchande) (Worms& Cie,Mgrs.)	239·5 P77'F20' DBuB21' f145'500tFPT	36·9	17·3 FK	Marseilles French 4BHCem 160tAPT18t	T.3Cy.21",32½"&55"-39⅜" 239NHP 2SB,6cf,GS120,HS4152 N.V.Mch.&Scheepswerf. vanP.Smit,Jr.Rot.	20 ″ 0 ~~s 8 ″ 7~~ ~~17 ″ 0~~	
* 77348 PFIW	**Kerkplein** (exRamsay) ssHam.No.3-4,36 ssRot.No.1-40 D.F. 2Dks(Stl)	5085 4776 3135	✠100A1 3,40 ✠LMC BS9,39 MS3,40	Rot	y	CL N2,40	1921 10mo Lloyd'sA&CP	Bartram & Sons,Ld. Sunderland	N.V.Scheepvaart Maats."Millingen" (G.A.Spliethoff, Mgr.) CellDBa119'uE26'f	400·0 P36'B118'F40' 176'1056tFPT135t	52·2	28·5 FK	Rottrdam Dutch 7BHCem APT220t	T.3Cy.27⅝",45⅛"&75"-48" 180lb (s) 476NHP 3SB,9cf,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s 6 ″ 0½ 25 ″ 2½	
77349 701 SVBU	**Kerkyra** Ⓟ (exIonion-33, exJonio) TwinSc Wireless 2Dks	1461 1030 775					1912	Mackie& Thomson,Ld. Glasgow	HellenicCoast LinesCo.Ld.	224·0 P31'F32'	33·9	19·0	Piræus Greek WB	T.6Cy.13½",22"&36"-24" 126NHP Muir&Houston,Ld.Gls.		I
77350 166367 EIMB	**Kerlogue** OilEng. 1Dk Mchy.Aft CruiserStern	335 251 171	✠100A1 3,39 ✠LMC2,38 ✠LMC(M)3,41	Bkn	e	3,41	1938 2mo Lloyd'sA&CP	A.Vuijk& Zonen Capelle a/d Ysel	WexfordSteamshipsCo.Ld.	142·1 148·5(O.L.) P33'F14' CellDB91'93tFPT	23·8 24·7	9·2 FK	Wexford British 3BHCem 32tAPT25t	Oil Engines 4S.C.SA 6Cy.11"-17½" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 3 s1 ″ 0½ 10 ″ 4½	
77351 160568 GSQW	**Kerma** ssBry.No.3-2,40 D.F. 1Dk(Stl)	4333 4026 2658	✠100A1 ~~[illegible]~~ 3,41 ✠LMC2,40	Bry ~~Shl~~ Mdb	x	CL 1,40	1928 9mo Lloyd'sA&CP	D&WHendersn&Co.Ld Glasgow	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.Mgrs.) CellDB	370·0 382·6(O.L.) P28'B105'F36' 324' 1058t FPT140t	52·2	25·9 FK	London British 6BHptCem APT115t	T.3Cy.25",41"&66"-45" (s) 180lb 120lb 346NHP 2SB,6cf,GS115,HS4601 FD D&WHendersn&CoLdGls	28 ″ 4 s 5 ″ 2½ 23 ″ 3½	
77352 133495 VJZQ	**Kermandie** WoodAux4MstTwin ScSr OilEng. 1Dk (See Sailing Ship Register)	343 298 222					1920	C.M.McKay Hobart,Tas.	KermandieShippingCo.Pty.Ld.	141·9	35·0	11·0	Hobart British	2 Oil Engines(P) 2S.C.SA 2Cy.12"-15" 76NHP Thompsn&Co.Castlemaine (S-made&fitted36) 4S.C.SA 4Cy.8"-10½" Ruston&Hornsby,Lincoln		
77353 143158 MPMC	**Kerry Coast** (exKerry-39, exLadyPatricia-38) E.S.D. 1Dk&Shelter dk	1391 1100 552					1919	CaledonS.B.&E.Co.Ld. Dundee	CoastLines,Ld.	270·6	38·1	16·2	Liverpool British WB	T.3Cy.21",34"&56"-39" 196NHP CaledonSB.&E.Co.Ld.Dun		C
70/40 77354 128881 EIKT	**Kerry Head** (exSimonside, exEurus) ssBel.2ndNo 3-11,37 Mchy.Aft 1Dk(Irn) Well deck Cargo battens not fitted	825 574 389	✠100A1 5,40 ~~11,37~~ BS5,40 ✠LMC MS8,37 ~~BS1,39~~	Bel Npt	k	CL ~~4,37~~ 5,40	1913 7mo Lloyd'sA&CP	J.Fullerton&Co. Paisley	W.T.Herriott (Mullock&Sons, Mgrs.) CellDB	195·0 201·7(O.L.) Q99'B11'F26' f110'	31·1	11·4 FK	Limerick British 3BHCem 184tFPT64t	T.3Cy.16",26"&44"-33" (s) 180lb 96RHP 2SB,4pf,GS72,HS2246 Ross&Duncan,Glasgow	14 ″ 0 s 4 ″ 9 13 ″ 4¾	
77355 135630 EIDY	**Kerrymore** ssBel.No.3-4,34 ssBel.No.1-39 Mchy.Aft 1Dk(Stl) Well deck	509 338 211	✠100A1 ~~3,405,39~~ 3,41 BS~~4,40~~ ✠LMC5,39 5,41	Bel	h	CL ~~7,37~~ 8,40	1921 2mo Lloyd'sA&CP	LarneS.B.Co.Ld. Larne	R.McCowen&Sons Ld. CellD	165·2 Q95'B11'F22' Bf97'104tFPT36t	25·3 26·7	9·5 FK	Tralee British 3BHCem APT2t	T.3Cy.13",21"&34"-24" (s) 180lb 62RHP 1SB,3cf,GS52,HS1439 Campbell&Caldrw'd,Psy.	11 ″ 9 s 3 ″ 9 11 ″ 8½	
77356 DHOD	**Kersten Miles** (exMartha Hemsoth) Sub.Sig. 1Dk&Shelter dk	4971 4531 2957					1921	DeutscheWerkeA.G. Kiel	Hanseatische ReedereiEmil Offen&Co.	407·6 P43'B26'F36'	54·4	24·8	Hamburg German WB	2 Steam Turbines DR geared to 1 Sc. Shaft DeutscheWerkeA.G.Kiel		G
77357	**Kertch** (exDimitri) ssOda.No.3-11,98 ssOda.No.1-03 1Dk(Stl)&Awng dk	1018 986 594	✠ 5,06 ✠ ✠NB96refitted05	Oda	l		1887 12mo	W.Dobson&Co. Newcastle	U.S.S.R.	210·0 ptNDS98	30·2	20·8 FK DB	Odessa Russian 5BHCem a&f141'154t	T.3Cy.17",28"&47"-30" NDB05 123NHP 2SB,4cf,GS66,HS1920 N.E.MarineEng.CoLdNwc	21 ″ 7	
77358 PFIZ	**Kertosono** Fitted for oil fuel Cruiser Stern D.F. 3Dks	9289 8843 5853					1923	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(W.Ruys& Zonen,Mgrs.)	470·5 B76'F52' len35	62·7	37·7	Rotterdm Dutch WB	DR Geared Steam Turbine Maats.deSchelde,Flushing		V
23/41 77359 167805 ~~FOLE~~ GMPK	**Kervegan** (exCapitaineWinckler) ssNts.No.3-4,36 D.F. 1Dk(Stl) Cargo battens not fitted	2018 ~~1786~~ ~~1104~~ 1585 1195	✠100A1 8,39 ✠LMC MS6,35 BS4,40	StN	r	CL 6,38	1922 2mo A&CP	Soc.Anon. AnciensCh. Dubigeon Nantes	Ministry of Shipping (Evan ThomasRadcliffe &Co.Mgrs.) CellDB223'488tTopsideTanks f96'137t a82'84tFPT65tAPT114t	270·3 283·3(O.L.) P20'B57'F25'	39·3	18·9 FK	Cardiff British 4BHCem	T3Cy18⅛",29⅛"&49⅛"-37⅛" 185lb (s) 189NHP 2SB,4cf,GS95,HS3240 Atel.&Ch.de laLoire,Nts.	22 ″ 11 s 3 ″ 4½ 19 ″ 9½	
39/41 77360 LCTS	**Ketty Brøvig** (exMontana-38) ssOsl.No.3-11,30 ssOsl.No.2-38 Mchy.Aft 2Dks(Stl)&Web frames Longitudinalframing	7031 6375 4411	✠100A1 ~~8,39~~ 11,40 BS12,40 ✠LMC11,38 Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 1,18	Cal Sba	a†	CL ~~10,38~~ 12,40	1918 1mo Lloyd'sA&CP	SirJ.Laing&Sons,Ld. Sunderland	Th.Brövig CellDBuE&B55'142tDTf38'518tAPT53t	425·0 440·0(O.L.) P101'B28'F45'	57·0	33·1 FK	Farsund Norwegian 16BHptCem (10 to U dk 6 ,, 2nd ,,)	T.3Cy.27",45"&74"-54" (s) 180lb 559NHP 4SB,12cf,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0	
77361 218740 KIVC	**Kewanee** ssS.Fo.No.2-27 Fitted for oil fuel D.F. 1Dk&Web frames Mchy.Aft Carrying Petroleum in bulk	3550 2910 2125	✠ ... 4,27 ✠				1919 8mo	Bethlehem S.B.Corp.Ld. (MoorePlnt) ElizabethPrt, N.J.	~~TideWater~~ ~~AssociatedOilCo.~~ RepublicOil RefiningCo.	318·4 P94'B36'F40'	46·0	23·5 FK	S.Frncisco Utd.States WB	T.3Cy.22½",39"&63⅝"-48" 278NHP BethlehemS.B.Corp.Ld. (MoorePlant)	26 ″ 0	R †
44/41 77362 8212 SKRN	**Kexholm** OilEng D.F. E.S.D. 1Dk&Shelter dk CruiserStern Strengthened for navigation in ice	*3815* *3180* *2112*	✠100A1 with freeboard 7,40 ~~5,39~~ ✠LMC10,37	Got NYk	y	CL 1,39	1937 11mo Lloyd'sA&CP	Eriksbergs M.V.Aktieb. Gothenburg	A/BSvenska AmerikaMexiko Linien(E.Carlson, Mgr.) CellDB270'964tTanks in way of tunnel287tAPT113t	383·3 397·0(O.L.) F99'	52·2	22·6 FK	Gothenbrg Swedish 7BH Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 644NHP DB80lb EriksbergM.V.Aktieb.Got	25 ″ 6 s2 ″ 0½ 23 ″ 7½	
77363 147763	**Keybar** ssTto.No.3-4,35 ssTto.No.1-39 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	1723 1562 1087	✠100A1 with freeboard 4,39 ✠LMC2,39 BS~~3,40~~ 4,41 For service on the Great Lakes & River St. Lawrence also to Newfoundland, Halifax,N.S. & St. John, N.B.	Tto		CL 11,38	1923 5mo Lloyd'sA&CP	Smith's DockCo.Ld. Middlesbro'	KeystoneTransports,Ld. 3 Watertight BH also 2 Intermediate BH's in holds (lower parts watertight) CellDB223'680tFPT130tAPT6t	250·3 F40'	42·6	16·9 FK	Montreal British	T.3Cy.16",26"&44"-33" (s) 180lb 155NHP 2SB,4cf,GS78,HS2850 Smith'sDockCo.Ld.Mdb.	19 ″ 3 s3 ″ 7 15 ″ 10	
77364 131111	**Keybell** Mchy.Aft 1Dk	1730 1544 1254					1912	Collingw'd S.B.Co.Ld. Collingwood	KeystoneTransports,Ld.	258·0	42·6	17·2	Montreal British WB	T.3Cy.16",26"&44"-36" 163NHP CollingwoodS.B.Co.Ld.		

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
77365 147749	**Keydon** (*ex*Swiftwater-38) *Mchy.Aft* 1*Dk*	1739 1578 1044					1927	Cowpen DryDock& S.B.Co.Ld. Blyth	KeystoneTransports,Ld.	252·0	42·6	18·0	Montreal British *WB*	T.3Cy.16",27"&44"-33" 111NHP Blair&Co.(1926)Ld.Stk.		C
77366 147799	**Keyholt** (*ex*Stillwater-38) *Mchy.Aft* 1*Dk*	1796 1639 1134					1928	Smiths' DockCo.Ld Middlesbro'	KeystoneTransports,Ltd.	253·0 F37'	43·4	18·4	Montreal British *WB*	T.3Cy.16",26"&44"-33" 111NHP Smith'sDockCo.Ld.Mdb.		C
77367 147797	**Keymont** (*ex*Deepwater-38) *Mchy.Aft* 1*Dk*	1796 1639 1134					1928	Smith's DockCo.Ld Middlesbro'	KeystoneTransports,Ld.	253·0 F37'	43·4	18·4	Montreal British *WB*	T.3Cy.16",26"&44"-33" 111NHP Smith'sDockCo.Ld.Mdb.		C
77368 133558	**Keynor** *ss*Tto.No.3-4,28 *ss*Tto.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Cargo battens not fitted*	1806 1628 1090	✠100A1 Examined3,41 Sld BS3,41 ~~BS4,39~~ ✠LMC9,36 ~~*For Service on the River St. Lawrence & Great Lakes also on the Gulf of St. Lawrence, 1st April to 30th November*~~	~~Tto~~	*a*	CL ~~N9,36~~ 3,41	1914 6mo	NofIreland S.B.Co.Ld. Londonderry *Lloyd's*A&CP	KeystoneTransports,Ld. *CellDBuE*	250·0 F39' FK *Intermediate BH dispensed with* *& B46'f166'671tFPT372tAPT8t*	42·5	17·4	Montreal British 3*BHptCem*	T.3Cy.16",26"&44"-36" (*s*) 180lb 163NHP 2SB,*4cf*,GS71,HS2407 FD J.G.Kincaid&Co.Ld.Grk.	20″0 ~~s3″3~~ ~~14″0~~ s3″7 16″7	
77369 125459	**Keyport** *Mchy.Aft* 1*Dk*	1721 1546 1298					1909	Swan,Hunter&Wigham Richardson, LdNewcastle	KeystoneTransports,Ld.	250·1 F40'	42·5	17·9	Montreal British *WB*	T.3Cy.15",25"&42"-30" 97NHP N.E.MarineEngCoLd.Nwc		
77370 147761	**Keystate** *ss*Tto.No.3-4,35 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1729 1562 1084	✠100A1 *withfreeboard* 4,39 ✠LMC2,39 BS3,40 *ForServiceontheGreat Lakes&RiverSt.Lawrence, alsotoNewfoundland, Halifax,N.S.,&St.John,N.B.*	Tto		CL 9,36	1923 4mo	Smith's DockCo.Ld. Middlesbro' *Lloyd's*A&CP	KeystoneTransports,Ld. 3*WatertightBHalso2Intermediate bulkheads in holds (lower parts watertight)* *CellDB223'680tFPT130tAPT6t*	250·3 F40' FK	42·6	16·9	Montreal British	T.3Cy.16",26"&44"-33" (*s*) 180lb 155NHP 2SB,*4cf*,GS76,HS2850 Smith'sDockCo.Ld.Mdb.	19″3 s3″7 15″10	
77371 128830	**Keyvive** *Mchy.Aft* 1*Dk*	1768 1580 1045	✠ ... 2,18 ✠				1913 9mo	Smith's DockCo.Ld. Middlesbro'	KeystoneTransports,Ld.	250·0 F40' FK	42·5	17·4	Montreal British *WB*	T.3Cy.16",26"&43"-33" 157NHP Smith'sDockCo.Ld.Mdb.	20″0	C †
77372 125458	**Keywest** *Mchy.Aft* 1*Dk*	1725 1549 1298					1909	Swan,Hunter&Wigham Richardson, LdNewcastle	KeystoneTransports,Ld.	250·0 F40'	42·5	18·0	Montreal British *WB*	T.3Cy.15",25"&42"-30" 97NHP N.E.MarineEngCoLd.Nwc		
77373 UOIA	**Khabarovsk** Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3553 2993 1977					1932	BalticS.B.&Eng.Wks Leningrad	U.S.S.R.	314·7 P42'B95'F36'	46·1	26·1	Vladvostk Russian *WB*	T.3Cy.29½",37"&59⅛"-39⅜" 220NHP BalticS.B.&Eng.Wks.Len.		
77374 FOBB	**Khai Dinh** Ⓟ TwinSc (*ex*Lamartine-39,*ex*Emperor AlexanderIII) *ss*Msl.No.2-21 D.F. 2*Dks*(*Stl*-ws)&*Shadedk*(*Stl*-ws) *Ref.Mchy.* *3rd dk in Nos.1,2&3 holds*	5110 3687 3008	✠ 6,25 ✠	Msl			1914 1mo	W.Denny &Bros. Dumbarton	CiedesMessageries Maritimes *CellDBa91'uE59'*	380·0 FK&BK2" *f154'506tFPT29t*	51·8	30·5	Marseilles French 6*BHCem* *APT48t*	T.6Cy.22",36"&58"-48" 788NHP 4SB(FD)&1AuxSB,*18cf*, GS336,HS13000 Denny&Co.Dumbarton	30″6	V †
77375 147855 GJVN	**Khandalla** Ⓟ TwinSc *ss*Cal.No.3-7,35 1*Dk*(*Stl*)&*Awngdk*(*Stl*-pt teaks)&*2nddk*(*Stl*) *in Nos.1,2&3 holds* D.F. *Ref.Mchy.* *CruiserStern*	7018 5406 3289	✠100A1 *Awngdk* *withfreeboard* Examined9,40 ✠LMC BS6,39 MS11,39	~~Cal~~ Bom	*a*†	CL P11,39 SN 11,39	1923 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's*A&CP	BritishIndiaStm. Nav.Co.Ld. *CellD*	425·2 P39'B176'F46' FK *B356'902tFPT54t*	55·9	31·4	Glasgow British *Cem* 8*BHtoAdk* *APT63t*	T.8Cy.25½",43"&50"-42" (*s*) 215lb 1365NHP 8SB,*24cf*,GS520,HS22752 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	33″10 s7″10¾ 26″5	
77376 118742	**Khargpur** Pad 1*Dk*	1219 1169 532					1904	Caledon S.B.&E.CoLd Dundee	Bengal-Nagpur Rly.Co.Ld.	289·8	55·1	10·9	Calcutta British *WB*	C.D.4Cy.25"&50"-61" 390NHP CaledonS.B&E.CoLd.Dun		
77377 UOXA	**Kharkov** (*ex*Anhalt-32,*ex*Aya-Mendi,*ex*Anhalt) *ss*Bkn.No.3-10,21 Sub.Sig. 2*Dks*&*Shelterdk*	6689 6181 3999	... 1,28				1914	Bremer Vulkan Vegesack	U.S.S.R.	472·1 FK	59·1	28·9	Odessa Russian *WB*	T.3Cy.32½",52$\frac{13}{16}$"&86⅝"-55" 736NHP BremerVulkanVegesack	31″2	
77378 ~~74~~ ~~SUBR~~ 162372 GLNL	**Khedive Ismail** Ⓟ = TwinSc (*ex*Aconcagua-35) *ss*Grk.No.3-4,35 *Welldeck* 2*Dks*(*StlU*-teaks)*3rddk* D.F. E.S.D. (*Stl*)*inNos.1&2holds* *ss*Alx.No.1-39	7513 4991 4184	✠100A1 ~~4,40~~ ~~2,39~~ 2,41 ~~BS6,39~~ 10,39 ✠LMC~~4,35~~ 6,39 *Fitted for oil fuel8,22 F.P.above 150°F.*	Alx Bom	*b*†	CL ~~P8,37~~ S5,38 P4,40	1922 8mo	Scotts'S.B. &Eng.Co.Ld. Greenock *Lloyd's*A&CP	MinistryofShipping(BritishIndia Stm.Nav.Co.Ld. *Mgrs.*) *CellD*	422·8 P&B293'F87' FK *B365'885tFPT47t*	56·2	30·4	London British 8*BHCem* *APT73t*	4SteamTurbinesSRgeared to 2 Sc.Shafts (*r*) FD 215lb HS17832 1469NHP 6SB(~~Spt~~),*18cf*,GS385, Scotts'S.B.&E.Co.Ld.Grk.	33″0 s4″11¾ 28″3	
77379 149644 GNKQ	**Kheti** OilEng. D.F. *ss*Liv.No.2-36 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Tonnage opening closed '41*(*W.E.*)	2734 2175 1454	✠100A1 *Shelterdk* *withfreeboard* Examined12,40 ✠LMC CS8,36 DBS~~7,39~~12,40 6,37 ✠Lloyd'sRMC~~4,40~~ 12,40 *Fitted for carrying oil fuel 7,34 F.P. above 150°F. in deep tank*	~~Liv~~ Liv	*v*	CL ~~6,37~~ 12,40	1927 10mo	Harland& Wolff,Ld. Greenock *Lloyd's*A&CP	MossHutchison Line,Ld. *CellDB276' 702tDTf28'723t*	330·7 FK *FPT52tAPT16t*	47·3	19·4	Liverpool British 6*BHptCem* (*Coll to Shdk* 5 ,, *U* ,,)	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 473NHP DB*100lb* Harland&Wolff,Ld.Gls.	~~22″3~~ ~~s1″3¼~~ ~~21″1¾~~ 30″3 s8″6¼ 21″10¼	
77380 TTCV	**Khmer** 1*Dk*&*Awngdk*	313 — 159					1904	A.Dubigeon Chantenay	Cie.Saïgonnaise deNav.&deTransp.	158·6 H—	23·4	15·4	Saïgon French	T.3Cy.11¾",19¾"&31½"-20½" 45NHP Brissonneau&Lotz,Nantes		V
77381 PKNE	**Khoen Hoea** TwinSc *ss*Sng.No.3-10,37 1*Dk*(*ptStl*-teaks)&*Shadedk*(*ptStl*-teaks)	1238 861 611	✠100A1 *withfreeboard* 8,40~~11,39~~ ~~BS11,39~~ 8,40 ✠LMC10,37	Sng Bat		~~N11,39~~ S8.40 PN 11,39	1924 9mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd's*A&CP	ThongEkS.S.Co. *CellDBuE16'34tFPT*	245·2 FK	38·1	10·9	Pontianak Dutch 4*BHCem* *49tAPT81t*	T.6Cy.12",20"&33"-23" (*s*) 180lb *100lb* 139NHP 2SB,*4cf*,GS79,HS2492 W.Beardmore&Co.Ld. Coatbridge	12″0 s2″5 10″0	
77382 148502 VWBK	**Khosrou** Ⓟ *ss*Bom.No.3-11,37 2*Dks*(*Stl*)&*Shelterdk* (*Stl*-teaks)	4043 3473 2471	✠100A1 *withfreeboard* 3,41~~9,39~~ ✠LMC MS11,37 ~~BS7,39~~ 8,40	Bom	*y*	CL 11,38	1924 12mo	Lithgows Ld. Pt.Glasgow *Lloyd's*A&CP	MogulLine,Ld. *CellDB322'1028tFPT*	375·0 F50' FK *82tAPT30t*	52·0	23·1	Bombay British 6*BHptCem* (*CollBH to Shdk* 5 ,, *2nd* ,,)	T.3Cy.25",42"&70"-48" (*s*) 200lb *110lb* 456NHP 2SB,*8cf*,GS154,HS6318 FD Rankin&BlackmoreLdGrk	25″6 s2″5¾ 23″3½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
77383 UOKH	**Khosta** (*ex*Georgii) TwinSc Wireless 1*Dk*	709 648 461					1910	Nicoldson Budapest	U.S.S.R.	201·4 P20′F19′	31·5	12·0	Odessa Russian	C.4Cy.11⅓″&21⅔″–15¾″ 32NHP Nicoldson,Budapest		
77384 147673 MLXS	**Khuzistan** *ss*AbadanNo.3–4,37 *Mchy.Aft* 2*Dks*(*Stl*)	871 589 374	✠100A1 5,40 ~~6,39~~ BS6,40 MS10,36 *Fitted for oil fuel* 6,24 *F.P. above* 150°F.	Aba- dan ✠LMC ~~BS6,39~~	*k*	CL ~~6,38~~ 6,40	1924 6mo	AmbleS.B. Co.Ld. Amble *Lloyd's A&CP*	PetroleumS.S. Co.Ld.	176·0 P62′B21′F31′ FK *Cell DBuE*13′13*t FPT*3*t*	32·7	13·8	London British 6*BH Cem* *APT*20*t*	T.3Cy.14″,23″&38″–27″ (*s*) 180lb 102NHP 1SB,3*cf*,HS1850 W.Beardmore&Co.Ld.Gls.	14 ″ 9 s ″ 11½ 13 ″ 11	
77385	**Kia Lee** (*ex*CanadianRunner–34, *ex*Colborne–32,*ex*CanadianRunner) 2*Dks*	3111 2803 1867					1920	Pt.Arthur S.B.Co. P.Arthur,Ont	ChingKeeS.N.Co. Ld.	320·0 P20′B96′F17′	43·8	22·5	Chefoo Chinese *WB*	T.3Cy.23″,38″&63″–42″ 257NHP PortArthurS.B.Co.		C
77386 153602 MNMG	**Kia-Wo** TwinSc *ss*Shi.No.3–7,37 *Fitted for oil fuel* 1*Dk*&*Shade dk* *Carrying cargo oil in deep tanks* *DAMAGED BY AIRCRAFT, 8,39*	1311 872 694	7,37	Shi			1925	Kiangnan D.&E.Works Shanghai	Indo-ChinaSteam Nav.Co.Ld.	202·5 210·0(O.L.) FK *MTs*250*t FPT*30*t*	33·1	9·9	Shanghai British 8*BH*	T.6Cy.15″,23″&36¼″–18″ 382NHP 2WTB HS6990 KiangnanD.&E.Works	10 ″ 6	
77387	**Kiang An** TwinSc	4327 — 3141					1921	ShanghaiE S.B.&D.CoLd Shanghai	W.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	330·4	47·4	14·3	Shanghai Chinese	T.6Cy.18″,29½″&50″–30″ 275NHP ShanghaiE.S.B.&D.Co.Ld.		
77388	**Kiang Ching** (*ex*HwahLee, *ex*MeiLee) TwinSc	1682 710 1151					1900	S.C.Farn- ham&Co.Ld. Shanghai	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	247·7	30·0	11·9	Shanghai Chinese	T.6Cy.11″,18″&30″–21″ 82NHP S.C.Farnham&Co.Ld.Shi.		
77389	**Kiang-Chung** (*ex*Olter–36, *ex*LieutenantLeMounier, *ex*Ablette) 1*Dk*	513 354 290					1917	Forg.&Ch. de laMédit. Havre	ChangKeeS.S.Co.	174·1 Q12*t*B112*t*F22*t* len24	24·0	11·2	Tsingtao Chinese	C.2Cy.18″&36″–23½″ 52NHP Forg.&Ch.de laMédit.Hav.		
77390	**Kiang Shun** TwinSc	4327 — 3141					1921	ShanghaiE S.B.&D.CoLd Shanghai	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	330·4	47·4	14·3	Shanghai Chinese	T.6Cy.18″,29½″&50″–30″ 275NHP ShanghaiE.S.B.&D.Co.Ld.		
77391	**Kiang Ta** (*ex*HwahTa, *ex*MeiDah) TwinSc	1682 — 1151					1900	S.C.Farn- ham&Co.Ld. Shanghai	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	247·7	30·0	11·9	Shanghai Chinese	T.6Cy.11″,18″&30″–21″ 82NHP S.C.Farnham&Co.Ld.Shi.		
77392	**Kiang Teen** (*ex*Moning) IronPad 1*Dk*&2*Hur dks*	2677 — 1794					1870	A.&J. Inglis Glasgow	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	273·2	41·5	13·9	Shanghai Chinese	C.2Cy.29″&57⅞″–144″ 333NHP A.&J.Inglis,Glasgow		
77393 XNFP	**Kiang Wah** TwinSc 3*Dks*	3693 — 2321					1912	Kiangnan Dock&E.Co. Shanghai	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	340·0	46·0	13·2	Shanghai Chinese *WB*	T.6Cy.18″,29″&48″–30″ 175NHP KiangnanDock&E.Co.Shi.		
77394 72909 VRCT	**Kiang Wo** TwinSc *ss*Shi.No.3–4,37 1*Dk*	2209 1680 1388	A1 4,37 BS8,38 *For Service on the Yangtsze River*	Shi LMC4,37		OG P4,37 S5,38	1901	Boyd&Co. Ld. Shanghai	Indo-ChinaSteam Nav.Co.Ld.	280·0 289·0(O.L.) *Promenade dk* FK *Shade dk* *MTs*	42·1 43·7	17·2 9·7	HongKong British 9*BHAsp* 36′447*t*	T.3Cy.12″,21″&34″–27″ 190lb 2SB,8*cf*,HS3176 FD Farnham,Boyd&CoLd.Shi	10 ″ 0	
77395 150176 VJSJ	**Kianga** WoodTwinScK *Mchy.Aft* Wireless 1*Dk*	338 257 146					1922	R.J.Lucey Narooma, N.S.W.	Illawarra&South CoastS.N.Co.Ld. (A.L.Miller, *Mgr.*)	135·6	32·0	8·2	SydnyNSW British	C.4Cy.11″&22″–16″ 40RHP Mort'sDk&ECoLdBalmain		
77396 146157 GJBM	**Kiangsu** Ⓟ *Fitted for oil fuel* 2*Dks*	2676 2237 1565					1921	Caledon S.B.&E.CoLd Dundee	ChinaNav.Co.Ld.	310·0 P&B187′F42′	44·2	20·9	London British *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft Scotts'SB&EngCoLd.Grk		
77397 PKFI	**Kidoel** 1*Dk*	775 591 304					1927	Nederl. DokMaats. Amsterdam	Konikl.Paketv. Maats.	188·7 P28′B67′F28′	33·4	12·8	Batavia Dutch *WB*	T.3Cy.15⅝″,26″&43 11/16″–32⅝″ 109NHP Nederl.GravingDk.Co.Ld.		V
77398 DHOF	**Kiel** D.F. Sub.Sig.	3703 3317 2114					1922	Frd.Krupp Act.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges.	338·7 P&B220′F42′	47·4	26·2	Hamburg German *WB*	T.3Cy.23⅝″,39 5/16″&65¾″–45 5/16″ 290NHP Frd.KruppA.G.Kiel		G
77399	**Kien Kuo** (*ex*LuenYi, *ex*Li-Fong) TwinSc 1*Dk*&*Spar dk*3*trB* *Promenadedk*&*Shadedk*	2770 — 1588					1905	Atel.&Ch. deFrance Dunkirk	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	278·2	42·9	24·8	Shanghai Chinese *WB*	T.6Cy.15″,24″&39″–20″ 136NHP Caillard&Co.Havre		
77400 UOWZ	**Kiev** (*ex*Remscheid–32,*ex*Cambrian Queen,*ex*Maritime, *ex*Waldenburg) *ss*Bmn.No.3–2,30 D.F. Sub.Sig. 2*Dks*3*trB in No.*1*hold*	5823 5423 3618	... 4,33				1917	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	449·3 P&B377′F53′ FK	58·2	27·0	Odessa Russian *WB*	T.3Cy.31⅛″,50 13/16″&84 1/16″–53 13/16″ 793NHP FlensburgerSchiffsb.Ges.	29 ″ 7	
77401 23665 JHKD	**Kihuku Maru** (*ex*KifukuMaru–38) *ss*Kob.No.3–3,31 *ss*Smk.No.2-40 ~~*ss*Osa.No.1–38~~ 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5857 5585 4259	✠100A1 *Awng dk with freeboard* 5,40 ~~5,38~~	Kob Smk ✠LMC~~7,39~~ 5,40	*y*	OG 7,39	1918 11mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	~~OginoKaishoK.K.~~ NissanKisenK.K. *Cell DB*334′1118*t F*	385·0 FK *Coll* *PT*126*t APT*93*t*	51·0	36·0	Tokyo ~~Hakodate~~ Japanese *Cem* *BH to Aw dk* 5 ″ *U* ″	T.3Cy.26″,43½″&72″–48″(*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
77402 22575 JTPA	**Kihune Maru** Ⓟ (*ex*KifuneMaru–38) 1*Dk*	1606 1325 948					1918	Nagata Sanjuro Osaka	NipponYusenK.K.	240·0	36·1	20·9	Kobe Japanese	T.3Cy.13½″,23″&38″–30″ 79NHP OsakaTekkosho,Osaka		
77403 UPIO	**Kijuch** (*ex*Malaga–35) Wireless 1*Dk*	1440 1263 832					1921	F.Schichau Elbing	U.S.S.R.	253·5 P&B197′F28′	38·2	16·5	Vladvostk Russian *WB*	T3Cy.19 13/16″,31½″&51″–29 7/16″ 141NHP F.Schichau,Elbing		
77404 34534 JRTB	**Kiku Maru** Ⓟ *OilEng.* Wireless *CruiserStern* 2*Dks*	760 519 312					1929	Mitsubishi ZosenKaisha Ld. Kobe	TokiowanKisen K.K.	180·0 F30′	30·0	16·5	Habu Japanese	Oil Engines 4S.C.SA 6Cy.16⅝″–24 7/16″ 163NHP MitsubishiZosenKaishaLd.		
77405 37500 JULH	— *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks*	415 366 231					1932	OsakaIron Works,Ld. Osaka	SetsuyoSyosen K.K.	145·0 F17′	26·0	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy 14⅝″–19 13/16″ 120NHP YokohamaDockCoLd.Yka		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dated B. of Trade Cert.
77406 42941 JNOL	**Kikukawa Maru** E.S.D. *Mchy.Aft* *CruiserStern* 2*Dks*	3833 — 2260					1937	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	354·7 P22'B101'F33'	50·0	27·5	Kobe Japanese *WB*	2DRgeared steam turbines 333NHP KawasakiDkydCoLdKobe		C
77407 209401 KJPA	**Kilauea** Ⓟ *Fitted for oil fuel*	1338 929 806					1911	UnionIron Works SanFrancisco	Inter-IslandStm. Nav.Co.Ld.	240·6	36·1	17·0	Honolulu Utd.States	T.4Cy.25",41"&(2)48"–30" 253NHP UnionIronWorksS.Frisco.		
73/40 77408 137085 GFKT	**Kildale** *ss*Nwc.No.3–7,36 *ss*Gms.No.1–40 1*Dk*(*Stl*)	3877 3469 2310	✠100A1 4,40 ✠LMC4,40	Gms	*w*	CL 2,40	1924 4mo *Lloyd*'*sA&CP*	W.Pickersgill&Sons,Ld. Sunderland	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*) *CellDB*318'1084*t*	363·5 P33'B222'F31' FK *FPT*88*tAPT*170*t*	51·4	22·8	Whitby British 6*BHCem*	T.3Cy.24",41"&68"–45" (*s*) 180lb *180lb* 345NHP 2SB(Spt)6*cf*,GS124,HS5437 Richardsons,Westgarth&Co.Ld.Hpl.	25 ″ 0 s 3 ″ 1½ 2 ″ 1½	
77409 144825 MNCT	**Kildrummy** Wireless *ss*Dun.No.3–6,37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	629 424 271	✠100A1 3,40 BS~~2,40~~ 4,41 ✠LMC6,37	Sou	*i*	CL 3,40	1924 12mo *Lloyd*'*sA&CP*	Hall,Russell&Co.Ld. Aberdeen	Dundee,Perth& LondonShipping Co.Ld. *CellD*	175·9 182·0(O.L.) Q111'B10'F25' FK *Bf*99'152*t FPT*31*t*	27·3	11·3	Aberdeen British 3*BHCem* *APT*19*t*	T.3Cy.14½",24"&40"–30" (*r*) 190lb 84RHP 1SB,3*cf*,GS56,HS1720 Hall,Russell&Co.Ld.Abn.	13 ″ 5 s 3 ″ 8¾ 13 ″ 3	
9/10 77410 139893 ZSMN	**Kilfenora** *ss*C.Tn.No.3–10,30 *ss*C.Tn.No.1–35 1*Dk*(*Stl*) *Carrying whale oil in bulk*	610 491 274	... 1,38 ✠NB7,18*refitted*20	CTn			1918 1mo	Smith's DockCo.Ld. Middlesbro'	KerguelenSealing &WhalingCo.Ld. (Irvin&Johnson (SouthAfrica)Ld. *Mgrs.*)	174·8 B53' FK *CellDBuE*26'20*t*	30·0	15·7	CapeTown British 9*BHCem* *FPT*12*t*	T.3Cy.16",22"&44"–26" 132NHP 1SB,3*cf*,GS51,HS1832 Smith'sDockCo.Ld.Mdb.	16 ″ 7	
77411 FNRT	**Kilissi** *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks*	3723 3383 1751					1934	Ch.&Atel. deProvence S.A. PortdeBouc	Compagnie des ChargeursRéunis	324·8	48·6	22·7 30·4	Bordeaux French *WB*	T.3Cy.26¾",40⅞"&66⅞"– $43\frac{5}{16}$" 296NHP Ch.&Atel.deProvence,Msl.		V
77412 159788 EILG	**Kilkenny** *OilEng.* Wireless E.S.D. 2*Dks* *Cruiser Stern*	1320 1139 685	✠100A1 6,40 ~~6,39~~ ✠LMC7,37 *For service within Home Trade limits*	Ard Liv	*r*	OG 6,40	1937 7mo *Lloyd*'*sA&CP*	Dublin Dkyd.Co.Vickers(Ireland) Ld. Dublin	British&IrishStm. PacketCo.Ld. *CellDB*170'237*tD*	263·7 275·9(O.L.) P78'B72'F80' FK *Tf*14'50*tFPT*34*tA*	40·1	14·2	Dublin British 4*BHCem* *PT*87*t*	Oil Engines 2S.C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 404NHP Harland&Wolff,Ld.Bel.	17″11 s 1 ″ 9 16 ″ 4¼	
77413 99966 GBXF	**Killarney** Ⓟ (*ex*Classic, TwinSc *ex*Magic) *ss*Liv.3rdNo.3–6,32 *ss*Liv.No.1–36 E.S.D. 2*Dks*(1*Stl*&1*ptStl*-ws)	2081 1125 853	✠100A1 5,39 ✠NB7,24 ✠LMC5,36 BS3,39 *Fitted for oil fuel*7,24 *F.P. above* 150° F.	Liv	*r*	OG 5,38	1893 8mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Belfast	CoastLines,Ld. *CellDB*	311·3 P43'B&F230' FK&BK2" *a*55'50*tDTf*32'120*t*	38·3	15·1	Liverpool British 6*BHCem* *FPT*14*t*	T.6Cy.19",31"&52"–36" (*s*) 180lb 425NHP 3SB,9*cf*,HS7540 Harland&Wolff,Ld.Bel.	17 ″ 0 s 2 ″ 4 15 ″ 2¾	
77414 70 HPBP	**Killerig** *Fitted for oil fuel* Wireless 1*Dk*	577 493 232					1918	Smith's DockCo.Ld. Middlesbro'	PanamaSalvors Inc.(Merritt- Chapman- Lindsay,Ld.)	172·2	30·0	15·7	Panama Pnamanian *WB*	T.3Cy.16",26"&44"–26" 99NHP N.E.MarineEng.CoLdNwc		C
77415 135158 MDVK	**Kilrea** (*ex*Teesburn, 3Mst *ex*Wanstead) *ss*Bel.2ndNo.3–6,37 *Mchy.Aft Well deck* *Cargo battens not fitted* 1*Dk*(*Stl*)	767 557 370	✠100A1 9,40 ~~4,39~~ ✠LMC MS2,36 BS3,40	Liv	*k*	OG 1,38	1912 11mo *Lloyd*'*sA&CP*	Dundee S.B.Co.Ld. Dundee	WesternIsles SteamerServices, Ld.(J.Campbell, *Mgr.*) *Cell*	190·4 Q96'B15'F23'BK7¼" *DBf*112'170*tFPT*	30·0	11·7	Irvine ~~Belfast~~ British 3*BHCem* 40*tAPT*18*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb 98RHP 1SB,3*pf*,GS59,HS2315 G.T.Grey,SouthShields	13″10 s4 ″ 5¼ 13 ″ 9½	
77416 UPAN	**Kim** *OilEng.* *CruiserStern* 2*Dks*	5114 4702 2989					1932	Severney S.B.Yard Leningrad	U.S.S.R.	381·3 P30'B57'F23'	53·2	29·4	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.26¾"–$47\frac{3}{16}$" 746NHP RussianDieselWks.Len.		
77417 156035	**Kim Kean Aun** WoodAuxSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	311 287 193					1929	EuKyong Nga Tavoy	EuKyongNga	109·7	30·0	13·5	Rangoon British	Oil Engine 4S.C.SA 4Cy.11"–$14\frac{3}{16}$" 47NHP SkandiaVerken,Lysekil		
9/40 77418 24071 JHSD	**Kimi Maru** *ss*Kob.No.3–10,30 *ss*Kob.No 1–34 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3195 2757 1978	✠ ... 2,39 ✠	Kob	*t*		1918 12mo	OsakaIron Works,Ld. Innoshima	KobeSyosenK.K. *Ce*	305·0 P19'B82'F32' FK *llDB*255' 519*tFPT*	43·9	27·3	Kobe Japanese 5*BHCem* 76*tAPT*20*t*	T.3Cy.22",37"&61"–42" 288NHP 2SB,6*cf*,GS90,HS3824 OsakaI.Wks.LdInnoshima	27 ″3	
77419 10296 JTGH	**KimigayoMaru** Ⓟ (*ex*Swaerdecroon) 1*Dk*&*Awng dk*	670 638 394					1891	Maats.de Maas Rotterdam	Amagasaki KisenbuGomei Kaisha	175·9	26·3	17·1	Osaka Japanese *WB*	T.3Cy.15⅞",24⅝"&40"–36" 96NHP Maats.deMaas.Rotterdam		
77420 31549 JTXH	**KimigayoMaruNo.2** Ⓟ TwinSc (*ex*Mandun) 2*Dks*	919 769 547						....	Amagasaki KisenbuGomei Kaisha	206·0	35·0	17·2	Osaka Japanese	T.6Cy.		
77421 42967 JTLK	**Kimikawa Maru** *OilEng.* *Ref.Mchy.* 3*Dks* D.F. GyC. *CruiserStern*	6863 — 3983					1937	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	479·5	62·3	30·3	Kobe Japanese *WB*	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"–47¼" 1851NHP KawasakiDkydCoLdKobe		C
77422 44826 JMJM	**Kimisima Maru** 2*Dks* *CruiserStern*	5193 — 3847					1938	Tsurumi SeitetsuZosen K.K. Tsurumi	IinoKisenK.K.	400·3 P49'B120'F42'	54·1	30·5	Kobe Japanese *WB*	1 DR geared steam turbine 500NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
77423 139158 GVWV	**Kimmerol** *ss*Pts.No.3–12,29 *Mchy.Aft* *ss*Pts.No.2–37 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	1172 850 601	✠100A1 4,40 BS~~11,39~~ 1,41 ✠LMC11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel*10,16 *F.P. above* 150° F.	Sou	*n*	OG 4,40	1916 10mo *Lloyd*'*sA&CP*	Craig, Taylor&Co. Ld.Stockton	TheAdmiralty *Middle line Bulkhead not oil tight* *Cell*	210·0 220·0(O.L.) P45'F40' FK *DBuE&B*36'62*tDTf*21'162*tFPT*32*t*	34·7	16·5	London British 13*BHptCem* *APT*25*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb 135NHP 2SB,4*cf*,HS2200 FD Mackie&Baxter,Glasgow	16 ″ 6 s1 ″ 6¼ 15 ″ 0¾	
77424 OYZM	**Kina** *OilEng.* D.F. 2*Dks*,3*rd dk in forward holds* E.S.D. *CruiserStern* *Ref.Mchy.*	9823 9126 6159	✠100A1 *with freeboard* 7,39 ✠LMC1,39 *Carrying vegetable oil in midship deep tanks*	Cpn	*f*†	CL	1939 1mo *Lloyd*'*sA&CP*	Nakskov Skibs.A/S Nakskov	A/S Det Östasiatiske Kompagni *Two intermediate bulkheads dispensed with* *CellDB*416'2057*t*	483·7 508·3(O.L.) F79' FK *MTs*35'1250*tTanks*	65·2	38·8	Copnhagn Danish 6*BHonly* *pt Cem* *in way of tunnel*	Oil Engines 2S.C.DA 8Cy.$24\frac{7}{16}$"–55⅛" 1642NHP DB*100lb* Akt.Burmeistr&Wain,Cpn 177*tFPT*103*tAPT*77*t*	41 ″ 9 s12 ″3¾ 29 ″8	

Now "Kina II," see No. 83751 in Supplement

1 Numero d'Ordre Numero Officiel Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
149/40 77425	**Kinabalu** *ss*SandakanNo.3–1,28 *Mchy.Aft* 1*Dk*	429 303 196	✠ … 7,29 ✠				1914 12mo	Ardrossan DD&SBCoLd Ardrossan	SabahS.S.Co.Ld. (Harrisons&Crosfield(Borneo),Ld. *Mgrs.*)	150·4 P19'F19'	26·0	10·6 FK	Sandakan British *WB*	T.3Cy.12¼",21"&34"–24" 59RHP McKie&Baxter,Glasgow	11 " 9	
77426 35036 JJBC	**Kinai Maru** TwinSc *OilEng.* *ss*Kob.No.3–3,36 *ss*Kob.No.1–39 *Ref.Mchy* 3*Dks*(*Stl*) GyC. *CruiserStern*	8360 7812 ~~5048~~ 5041	✠100A1 *withfreeboard* 2,41 ~~1,38~~ ✠LMC CS11,38 DBS~~11,38~~ 2,41 1,39 ✠Lloyd'sRMC~~11,38~~ ~~4,40~~ 2,41 9,40	Kob	*d*†	CL 12,38	1930 6mo *Lloyd*	Mitsubishi ZosenKaisha, Ld. Nagasaki '*sA&CP*	OsakaSyosenK.K.	446·0 F40'	60·5	40·7 FK	Osaka Japanese 8*BHptCem* (*Coll to W dk* 7 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 12Cy.26¾"–47¼" DB*100lb* 1495NHP MitsubishiZosenKaishaLd.	40 " 9 s13 " 0¼ 28 " 2	
								*CellDB*373'	1295*t Tanks in way*	*of tunnels* 978*tMTs*			36'1185*t FP*	*T*96*tAPT*89*t*		
			Fitted for carrying oil *F.P.above* 150°*F. in deep tanks*			6,30										
77427 KZBN	**Kinau** Iron Wireless 2*Dks*	975 — 773					1883	W.Cramp &Sons Philadelphia	PhilippineS.N.Co. (EverettS.S.Corp. *Mgrs.*)	195·0	33·0	16·0	Manila Utd.States	C.2Cy.24"&44"–36" NB02 97NHP WCramp&Sons,Phildlpha		
77428 165932 GFFG	**Kindat** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	4358 3949 2572					1938	WmDenny &Bros.Ltd. Dumbarton	Brit.&Burmese SN Co.Ld.(P.Henderson&Co.*Mgrs.*)	409·2 B25'F38'	55·2	24·9	Glasgow British *WB*	T3Cy.22",38"&65"–45" 283NHP Rankin&BlackmoreLdGrk		C
77429 129491 CYLN	**Kindersley** (*ex*A.E.McKinstry) *Mchy.Aft* 1*Dk*	1999 1657 1190					1910	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	CanadaSteamship Lines,Ld.	250·4	42·7	18·3	Montreal British *WB*	T.3Cy.17",28"&46"–33" 122NHP ClydeSB&Eng.CoLd.PGls		C
77430 1061 FOZB	**Kindia** (*ex*Haworth) *Ref.Mchy.* D.F. 2*Dks*	1972 1061 1167					1919	Napier& Miller,Ld. Glasgow	Cie.desTransp. Mar.de l'A.O.F. (ChargeursRéunis *Mgrs.*)	270·1	37·8	15·9	Havre French *WB*	T.3Cy.21",34"&56"–39" 196NHP Dunsmuir&Jackson,LdGls		V
77431 165219 MLWL	**Kindiesel** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	339 220 180	✠100A1 12,39 ✠LMC8,36 ✠LMC(M)3,39	Lth	*e*	OG ~~3,37~~ 9,40	1936 8mo *Lloyd*	Ardrossan DockyardLd. Ardrossan '*sA&CP*	KindieselShipping Co.Ld. (P.MacCallum &Sons,Ld.)	136·2 142·7(O.L.) Q90'F19' *FPT*30*tAPT*28*t*	25·1	9·2 FK	Greenock British 3*BHCem*	Oil Engines 2S.C.SA 4Cy.11$\frac{7}{16}$"–17$\frac{5}{16}$" 91NHP J.G.Kincaid&Co.Ld.Grk.	10 " 3 s 3 " 3½ 10 " 2¼	
77432 128797 VJSK	**Kindur** *ss*Syd.No.2–36 Wireless 1*Dk*(*Stl*)	1267 879 515	✠100A1 6,39 ~~BS6,39~~ ✠LMC~~6,36~~ 6,40	Syd	*o* 1$\frac{11}{16}$	CL ~~6,39~~ 6,40	1928 2mo *Lloyd*	Ayrshire Dckyd.Co.Ld Irvine '*sA&CP*	Newcastle&HunterRiverS.S.Co.Ld	221·3 230·2(O.L.) P22'B79'F38' BK7½" *FPT*42*tAPT*46*t*	38·3	15·4	Newcastle N.S.W. British 5*BHCem*	T.3Cy.17",28"&46"–30" (*s*) 2WaterTubeBoilers FD 200lb HS4068 240NHP W.Beardmore&Co.Ld. Coatbridge	16 " 6 s 1 " 5½ 15 " 8½	
77433 29812 JAOB	**Kine Maru** 1*Dk*	2193 1955 1260					1924	KobeSteel WorksLd. Harima	SettsuSyosenK.K. (OsokaSyosen K.K.*Mgrs.*)	285·5	40·0	24·0	Hutyu Japanese *WB*	T.3Cy.18",30$\frac{1}{16}$"&49"–39" 150NHP KobeSteelWorks,Kobe		C
77434 217458 KJPB	**King** (*ex*LakeFaristell) *Ref.Mchy.* 2*Dks* Sub.Sig.	2624 2235 1626	✠ … 6,21 ✠				1919 3mo	American S.B.Co. Cleveland,O.	Terminals& Transptn.Corp. (Minnesota- AtlanticTransit Co.*Mgrs.*)	251·0 P25'B64'F23'	43·6	26·2 FK	Duluth Utd. States *WB*	T.3Cy.20",33"&54"–40" 267NHP AmericanSBCoClevelndO.	28 " 2	R †
77435 LDHX	— (*ex*HeatherKing, *ss*Shl.No.3–7,20 *ex*Kilgarven) 1*Dk*(*Stl*) Wireless D.F.	645 506 233	 11,25	Sws			1918	Smith's DockCo.Ld. Middlesbro'	D/S A/S King (AdolfLothe)	175·2 B58*t*H25*t* *CellDBuE*26'20*t*	30·0	15·7 FK	Haugesnd Norwegian 5*BHCem* *FPT*20*t*	T.3Cy.16",26"&44"–26" 116NHP 1SB,3*cf*,GS51,HS1825 N.E.MarineEng.Co.Ld.Sld	16 " 6	N †
117/40 77436 137268 GCMX	**King Alfred** *ss*Rot.No.3–9,31 *ss*Bry.No.1–36 1*Dk*(*Stl*)	5272 4796 3188	✠100A1 5,39 BS5,39 ✠LMC6,36	Shl	*y*	CL ~~6,37~~ 6,40	1919 9mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.Ld.*Mgrs.*) *CellDB*	400·0 P49'B113'F38' 340'1098*t FPT*133*t*	52·4	28·5 FK	Sundrland British 7*BHCem* *APT*204*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld.	31 " 0 s 5 " 11½ 25 " 3½	
77437 160458 GNSC	**King Arthur** *OilEng.* D.F. *ss*Cff.No.2–36 1*Dk*(*Stl*) *CruiserStern*	5224 4807 3141	✠100A1 Examined 3,41 Liv ✠LMC CS6,36 DBS~~2,40~~ 3,41 3,39	~~Bel~~		CL ~~2,38~~ 7,40	1928 5mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.Ld.*Mgrs.*)	400·7 P28'B142'F35'	54·8	27·2 FK	London British 7*BHptCem*	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	29 " 7 s 5 " 11½ 23 " 10½	
									*CellDB*333'1083*t DT*	*f*26'1076*tFPT*109*t*			*APT*260*t*			
152/40 77438 148835 GJCZ	**King City** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4744 4432 2879					1928	W.Gray& Co.Ld. Sunderland	ReardonSmith LineLd.(SirW.R. Smith&Co.Ld. *Mgrs.*)	400·5 F41'	54·3	25·6	Bideford British *WB*	T.3Cy.25",42"&70"–48" 339NHP Cen.Mar.Eng.Wrks.WHpl		C
77439 149947 GKBM	**King Edgar** *OilEng.* *ss*Cff.No.2–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4536 4164 2694	✠100A1 *withfreeboard* Examined 2,41 ✠LMC CS8,36 DBS~~5,39~~ 8,40 3,38	~~Bry~~ Bry	*z*	CL 3,38	1927 11mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* *CellDB*333'	KingLineLd. (Dodd,Thomson& Co.Ld.*Mgrs.*) 1278*tDTf*30'1088*t*	400·6 *FPT*85*tAPT*181*t*	54·8	23·6 FK	London British 7*BHptCem* (*Coll toSh dk* 6 ,, 2*nd*,,)	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	26 " 0 s 2 " 7½ 23 " 6½	
77440 141921 GCLD	**King Edward** (*ex*Gorala) *ss*Rot.No 3–8,31 *ss*Bry.No.1–35 2*Dks*(*Stl*)	5224 4747 3161	✠100A1 Examined 2,41 MchGls BS~~4,39~~ ✠LMC10,35 7,40	~~Bry~~	*y*	CL ~~5,39~~ 4,41	1919 9mo *Lloyd*	Workman, Clark&Co.Ld. Belfast '*sA&CP*	KingLine,Ld. (Dodd,Thomson& Co.Ld.*Mgrs.*) *CellDB*	400·0 411·0(O.L.) P49'B113'F39' 347'1120*t FPT*115*t*	52·3	28·4 FK	London British 7*BHCem* *APT*170*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Wrkman,Clark&Co.Ld.Bel	31 " 0 s5 " 11½ 25 " 3½	
77441 113963	— Ⓟ TrpSc 3*Dks*	551 456 222					1901	W.Denny &Bros. Dumbarton	Williamson- Buchanan Steamers(1936) Ld.	250·5	30·1	10·0	Glasgow British	3SteamTurbines ParsonsMarineSteam TurbineCo.Ld.Nwc.		BT till ~~6,40~~ [illegible] 9,41
77442 149964 GBLD	**King Edwin** *OilEng.* D.F. *ss*Cff.No.2–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4536 4164 2692	✠100A1 *withfreeboard* Examined 4,41 ✠LMC CS1,39 DBS~~8,38~~ 3,38 10,40	~~Cff~~ Bry	*z*	CL 1,40	1927 12mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* *CellDB*333'	KingLine,Ld. (Dodd,Thomson& Co.Ld.*Mgrs.*) 1278*tDTf*30'1088*t*	400·6 417·3(O.L.) *FPT*85*tAPT*181*t*	54·8	23·6 FK	London British 7*BHptCem* (*Coll toSh dk* 6 ,, 2*nd*,,)	Oil Engines 4S.C.SA 6Cy.29½"–59$\frac{1}{16}$" 489NHP DB*100lb* Harland&Wolff,Ld.Bel.	26 " 0 s 2 " 7½ 23 " 6½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
77443 146631 GDTZ	**King Frederick** (exTrialos) ssSld.No.3-7,32 ssCff.No.2-40 ~~ssPhl.No.1-37~~ 2Dks(Stl)	5106 4754 3166	✠100A1 ~~6,40~~ ~~6,39~~ 1,41 ✠LMC MS~~11,37~~ 10,40 BS~~1,40~~ 1,41	Bry ~~Hul~~ Nwc	y	CL ~~7,37~~ ~~6,40~~ N9,40	1920 3mo	HongKong &Whampoa DockCo.Ld. HongKong Lloyd'sA&CP	KingLine,Ld. (Dodd,Thomson& Co.Ld.Mgrs.)	400·2|52·3|28·5 413·1(O.L.) P49'B113'F40' FK CellDB340'1120tFPT123t	London British 7BHCem APT175t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.H.Kg	31 ″ 0 s 5″11¼ 25 ″ 3½	
77444 148912 MLML	**King George V** Ⓟ TwinSc 2Dks	801 528 322					1926	W.Denny &Bros.Ld. Dumbarton	DavidMacBrayne, Ld.	260·6|32·1|10·6	Glasgow British	6SteamTurbinesSRgeared to 2 Sc. Shafts NB35 ParsonsMarineSteam TurbineCo.Ld.Nwc.		BT till 7,41
77445 147512 GCQJ	**King Gruffydd** (exAmbatielos) ssSld.No.3-8,31 ssShl.No.1-36 2Dks(Stl)	5072 4726 3140	✠100A1 5,39 ✠LMC MS6,36 BS5,39	Shl	y	CL 3,37	1919 12mo	HongKong &Whampoa DockCo.Ld. HongKong Lloyd'sA&CP	KingLine,Ld. (Dodd,Thomson& Co.Ld.Mgrs.)	400·9|52·4|28·3 P49'B113'F40' FK CellDB340'1120tFPT123t	London British 7BHptCem APT175t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD HongKong&Whampoa DockCo.Ld.H.Kg.	31 ″ 0 s 5″11¼ 25 ″ 3½	
184/40 77446 147537 GFWB	**King Idwal** (exKeramies) ssSld.No.3-1,33 ssSld.No.1-38 2Dks(Stl)	5115 4741 3164	✠100A1 ~~5,40~~ ~~4,39~~ 11,40 ✠LMC MS2,38 BS~~5,39~~ 5,40 Fitted for oil fuel 5,20 F.P. above 150° F.	Bry ~~Npt~~ Bkn	y	CL 4,39	1920 5mo	Taikoo Dkyd.&E.Co. ofH.KngLd. HongKong Lloyd'sA&CP	KingLine,Ld. (Dodd,Thomson& Co.Ld.Mgrs.)	400·2|52·3|28·5 P47'B113'F40' FK CellDB334'1004tFPT123t	London British 7BHCem APT175t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD TaikooDkyd.&Eng.Co. of HongKong,Ld.	31 ″ 0 s 5″11¼ 25 ″ 3½	
77447 148705 GDZM	**King James** OilEng. ssShl.No.3-11,38 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNo.3hold Corrugated sides CruiserStern Longitudinal framing in DB & at decks	5122 4738 3118	✠100A1 withfreeboard 12,40 ~~11,39~~ DBS~~11,39~~ 12,40 ✠LMC11,38	Liv Lon	a†	CL 11,38	1925 11mo	D&WHendersn&Co.Ld. Glasgow Lloyd'sA&CP	ScottishS.S.Co.Ld. (Dodd,Thomson& Co.Ld.Mgrs.)	400·3|59·0|25·9 F36' FK CellDB334'1227tDTf53'1050tFPT95tAPT220t	London British 7BHptCem (Coll toSh dk 6 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB100lb Harland&Wolff,Ld.Gls.	28 ″ 4 s 3 ″ 4½ 25 ″ 3	
08/40 77448 160356 GNQS	**King John** OilEng. D.F. ssGls.No.2-36 1Dk(Stl) CruiserStern	5228 4807 3139	✠100A1 8,39 ✠LMC CS3,36 4,38 DBS2,40	Cff	z	CL 1,39	1928 2mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	KingLine,Ld. (Dodd,Thomson& Co.Ld.Mgrs.)	400·7|54·8|27·2 417·6(O.L.) P28'B142'F35' FK CellDB333'1067tDTf26'1076tFPT109tAPT260t	London British 7BHptCem	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB100lb Harland&Wolff,Ld.Bel.	29 ″ 7 s 5″11¼ 23 ″10¼	
77449 160380 GNQW	**King Lud** OilEng. D.F. ssCff.No.2-36 1Dk(Stl) CruiserStern	5224 4807 3136	✠100A1 Examined 6,41 Npt 10,40 ✠LMC CS~~2,35~~ ~~3,39~~ 1,41 DBS~~4,40~~ 6,41	~~Bel~~	z	CL ~~9,37~~ ~~5,40~~ 6,41	1928 3mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	KingLine,Ld. (Dodd,Thomson& Co.Ld.Mgrs.)	400·7|54·8|27·2 417·2(O.L.) P28'B142'F35' FK CellDB334'1083tDTf26'1076tFPT109tAPT260t	London British 7BHptCem	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB100lb Harland&Wolff,Ld.Bel.	29 ″ 7 s 5″11¼ 23 ″10¼	
77450 148713 GJYX	**King Malcolm** 3Mst OilEng. D.F. ssShl.No.3-7,38 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)in No. 3 hold Corrugated sides CruiserStern Longitudinal framing in DB & at decks	5120 4736 3166	✠100A1 withfreeboard 3,41 ~~1,40~~ ✠LMC CS7,38 1,39 DBS~~2,40~~ 2,41	Cff Bry	a†	CL 1,40	1925 12mo	D&WHenderson&CoLd Glasgow Lloyd'sA&CP	ScottishS.S.Co.Ld. (Dodd,Thomson& Co.Ld.Mgrs.)	400·3|59·0|25·9 F36' FK CellDB334'1227tDTf53'1050tFPT95tAPT220t	London British 7BHptCem (Coll to Sh dk 6 „ 2nd „)	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB100lb Harland&Wolff,Ld.Gls.	28 ″ 4 s 3 ″ 4½ 25 ″ 3	
77451 160404 GNSB	**King Neptune** OilEng. ssBkn.No.2-36 D.F. 1Dk(Stl) CruiserStern	5224 4807 3136	✠100A1 Examined 2,41 Cff ✠LMC CS11,39 5,39 DBS~~5,39~~ 8,40	~~Mch~~	z	CL ~~11,39~~ 2,41	1928 4mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	KingLine,Ld. (Dodd,Thomson& Co.Ld.Mgrs.)	400·7|54·8|27·2 P28'B142'F35' FK CellDB334'1083tDTf26'1076tFPT109tAPT260t	London British 7BHptCem	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB100lb Harland&Wolff,Ld.Bel.	29 ″ 7 s 5″11¼ 23 ″10¼	
77452	**King On** WoodTwinSc 2Dks	677 — 475					1918	ManLee S.B.Co. Canton	Soc.Ip-Un,Ld.	151·5|30·8|12·4	Macao Portuguese	C.2Cy.10½"&20"-14½" 13NHP		
81/40 77453 118608 GPMF	**King Orry** Ⓟ TwinSc ssBrw.2ndNo.3-5,36 D.F. 2Dks&Shelter dk (ptStl-ws)	1877 1187 760	✠ A1 Shelter dk withfreeboard 4,39 ✠LMC MS6,35 BS4,39 For Service in the Irish Channel Fitted for oil fuel 4,39 F.P. above 150° F.	Brw		OG 2,39	1913 7mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	Isle ofManSteam PacketCo.Ld.	300·0|43·1|15·9 313·3(O.L.) Promenade dk 198' B56' FK&BK1¼" CellDBa48'uE44'f64'216tFPT26tAPT36t	DouglasIM British 9BHAsp	4 Steam Turbines SR geared to 2 screw shafts 170lb (r) FD 1114NHP 2DB&1SB,15cf,GS383 HS14385 CammellLaird&Co.LdBkn	17 ″ 0 s 2″10¾ 14 ″ 6	
16/41 77454 148731 GMFY	**King Robert** (exCittà diMessina) ssSld.No.3-1,33 ssCff.No.1-37 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted in 'tween dks	5886 5602 3615	✠100A1 Shelter dk withfreeboard 2,40 BS~~5,39~~ 5,40 ✠LMC5,36	NNs	z	CL 10,37	1920 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	ScottishS.S.Co.Ld. (Dodd,Thomson& Co.Ld.Mgrs.)	400·0|53·0|32·8 413·0(O.L) F38'onShelter dk FK Collision CellDB351'1272tAPT100t	London British Cem BH to Sh dk 5 „ „ U „	T.3Cy.27",45"&75"-51" (s) 180lb 573NHP 3SB,9cf,GS187,HS8580 FD Richardsons,Westgarth &Co.Ld.Mdb.	35 ″ 5 s 9 ″ 5¼ 26 ″ 2½	
77455 160496 GNVD	**King Stephen** OilEng. ssShl.No.2-36 CruiserStern 2Dks(Stl)	5274 4883 3171	✠100A1 Examined 5,41 Lth ✠LMC CS10,36 9,39 DBS6,40	~~Bel~~	z	CL 8,39	1928 6mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	KingLine,Ld. (Dodd,Thomson& Co.Ld.Mgrs.)	400·7|54·8|27·2 417·2(O.L.) P28'B142'F35' FK CellDB333'1083tDTf26'1076tFPT109tAPT260t	London British 7BHptCem	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB100lb Harland&Wolff,Ld.Bel.	29 ″ 7 s 5″11¼ 23 ″10¼	
77456 160516 GNVF	**King William** OilEng. ssCff.No.2-36 CruiserStern 2Dks(Stl)	5274 4883 3171	✠100A1 Examined 3,41 Shl ✠LMC CS6,36 ~~5,38~~ 9,39 DBS9,39	~~Bel~~	z	CL 8,39	1928 7mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	KingLineLd. (Dodd,Thomson& Co.Ld.Mgrs.)	400·7|54·8|27·2 417·2(O.L.) P28'B142'F35' FK CellDB333'1083tDTf26'1076tFPT109tAPT260t	London British 7BHptCem	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB100lb Harland&Wolff,Ld.Bel.	29 ″ 7 s 5″11¼ 23 ″10¼	
77457 149429	**Kingdoc** Mchy.Aft 1Dk	1926 1638 1152					1927	Swan,Hunter&Wigham Richardson, LdNewcastle	PatersonSteamships,Ld.	252·8|43·4|17·8	Ft.William (Ont.) British WB	T.3Cy.15",25"&40"-33" 88NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
77458 UOCN	**Kingissepp** Sub.Sig. 1Dk	2325 2019 1292					1933	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	284·8|43·2|20·6 P21'B72'F14'	Archangel Russian WB	T.3Cy.17¾",29½"&48⅜"-39⅜" 147NHP BalticS.B.&Eng.Wks.Len.		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
77459 160220 GSQF	**Kingsborough** D.F. 1*Dk*	3368 3054 2030					1928	Lithgows, Ld. PortGlasgow	Kingsborough ShippingCo.Ld. (P.D.Hendry& Sons,*Mgrs.*)	340·1|48·8|22·7 P35'B104'F36'	Glasgow British *WB*	T.3Cy.21½",37"&62"-39" 240NHP J.G Kincaid&Co.Ld.Grk.		C
77460 165603 GDDN	**Kingsbury** 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed* 41'(*W.E.*)	4898 4291 2816	✠100A1 *with freeboard* ~~6,40 5,39~~ 5,41 ✠LMC11,37	Cff ~~Shl~~ Nwc	*a*†	CL	1937 11mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	Alexander ShippingCo.Ld. (Capper,Alexander &Co.*Mgrs.*) *CellDB*349'1345*t*	415·9|56·9|25·2 430·2(O.L.) F34' FK *FPT*106*t APT*255*t*	London British 6*BHCem* (*Coll to Sh dk* *5 to 2nd,,*)	T.3Cy.22",37"&63"-45" (*s*) 220lb 407NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS143,HS6050 D.Rowan&Co.Ld.Gls.	~~28 ″ 1~~ ~~s2 ″ 11~~ ~~25 ″ 4~~ 36 ″ 11 s10 ″ 9½ 26 ″ 4	
77461 161897 GSKC	**Kingsland** D.F. 1*Dk*	3669 3323 2239					1930	Lithgows Limited PortGlasgow	Kingsborough ShippingCo.Ld. (P.D.Hendry& Sons,*Mgrs.*)	350·6|50·2|23·3 P40'B106'F36'	Glasgow British *WB*	T.3Cy.21½",37"&62"-42" 249NHP J.G.Kincaid&Co.Ld.Grk.		C
77462 150351 VGJW	**Kingsley** (*ex*CanadianCoaster) *Fitted for oil fuel* 1*Dk*	2422 2051 1464					1921	Colling-woodS.B.Co. Kingston	KingsleyNav.Co. Ld.	251·0|43·6|23·6 P22'B64'F28'	Vancouver British *WB*	T.3Cy.18",30"&50"-36" Collingwood 150NHP S.B.Co.Collingwood		C
77463 111654 VGMD	**Kingston** Ⓟ Pad 1*Dk*	2925 1609 1909					1901	Bertram E.W.Co.Ld Toronto	Canada Steamship Lines,Ld.	288·0|36·2|13·3	Toronto British	T.3Cy.28",44"&74"-72" 461NHP BertramE.W.Co.Ld.Trnto		
77464 128863 MBWY	**Kingstown** 3Mst *ss*Bel.2ndNo.3-7,35 *ss*Bel.No.1-40 *Mchy.Aft* *Well deck* 1*Dk*(*ptIrn ptStl*)	628 434 237	✠100A1 11,40 ~~12,38~~ ~~BS6,39~~ ✠LMC~~7,35~~ 11,40	Bel	*j*	CL 12,38	1910 5mo *Lloyd*	Ramage& Ferguson,Ld. Leith '*sA&CP*	Wm.M.Barkley& SonLd. (W.Clint,*Mgr.*) *CellD*	181·0|27·7|10·8 Q103'B11'F32' FK *Bf*99'160*t FPT*66*t*	Belfast British 3*BHCem* *APT*39*t*	T.3Cy.15",25"&40"-30" (*s*) 180lb 81RHP 1SB,3*cf*,GS62,HS2045 Ramage&Fergusn,Ld.Lth	13 ″ 6 s4 ″ 8½ 13 ″ 1½	
77465 160723 GSWN	**Kingswood** *ss*Shl.No.2-37 D.F. 1*Dk*(*Stl*) GyC. E.S.D.	5080 4574 3110	✠100A1 ~~7,40~~ ~~11,39~~ 3,41 ~~MBS12,38~~ ✠LMC12,37 ✠NB(Aux.)12,37 MBS4,40	Lon ~~Shl~~ Hul	*z*	CL ~~10,37~~ 7,40	1929 5mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle '*sA&CP*	JosephConstantineS.S.Line,Ld. *CellD*	405·4|53·8|26·6 418·7(O.L.) P40'B257'F33' FK B353'1171*t FPT*11	Middlsbro' British 6*BHCem* 4*t APT*192*t*	T.3Cy.22½",30"&58"-45"& LPTurbinewithDRgearing 200lb (*s*) 475NHP 2SB(Spt)&(FD)&1AuxSB, 8*cf*,GS160,HS7241 N.E.MarineEngCoLd Nwc	29 ″ 1 s4 ″ 2¾ 25 ″ 1	
77466 146160 GDJN	**Kingyuan** Ⓟ *Fitted for oil fuel* 2*Dks*	2653 2225 1546					1921	Scott'sS.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	310·3|44·2|20·9 P23'B86'F43'	London British *WB*	2SteamTurbinesDRgeared to1 Sc.Shaft Scott'sS.B.&E.Co.Ld.Grk.		
77467 142908 ZMJB	**Kini** *ss*Syd.No.2-40 Wireless *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1388 932 779	✠100A1 10,40 ~~1,40~~ BS~~1,40~~ 4,41 ✠LMC1,39	Syd	*o*	CL ~~6,37~~ 10,40	1930 12mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *IntermediateBHin* *CellDB*185'	229·1|39·2|12·5 238·6(O.L.) Q158'F30' FK *hold dispensed with* 348*t FPT*84*t APT*7*t*	Dunedin British *Cem* 3 *BHto Udk*	T.3Cy.15¾",27"&44½"-33" 200lb (*s*) 165NHP 2SB,4*cf*,GS80,HS2984 J.Lewis&Sons,Ld.Abn.	14 ″ 6 s4 ″ 9 13 ″ 11	
77468 44397 JYUL	**Kinka Maru** GyC. *OilEng.* *Ref.Mchy.* *CruiserStern*	9305 — 5540					1937	Kawasaki Dkyd.Co.Ld. Kobe	KokusaiKisenK.K.	481·9|62·3|40·2	Tokyo Japanese	Oil Engines2S.C.SA 8Cy.27 9/16"-47¼" 2115NHP KawasakiDkyd CoLdKobe		C
77469 14164 JYKD	**Kinkasan Maru** Ⓟ *ss*Kob.2ndNo.3-3,36 D.F. *ss*Tama.No.1-40 1*Dk*(*Stl*) *Cantilever framed topside tanks*	4981 4535 2615	✠100A1 ~~6,39~~ 10,40 ✠LMC~~6,39~~ 10,40	Tama	*y*	CL ~~6,39~~ 10,40	1911 7mo *Lloyd*	Sir Raylton Dixon&CoLd Middlesbro' '*sA&CP*	MitsuiBussan Kaisha,Ld. *CellDBa*126 *Topside tanks*	380·0|53·5|27·2 P38'B111'F39' FK '*uE*24'*f*167'1042*t* 316'1252*t FPT*103*t*	Tokyo Japanese 6*BHCem* *APT*227*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 417NHP 3SB,9*cf*,GS190,HS7114 Blair&Co.Ld.Stockton	29 ″ 7 s5 ″ 10 24 ″ 2	
77470 1109 JMQA	**Kinko Maru** Ⓟ (*ex*ShibisanMaru) Wireless 1*Dk*	1268 1053 847					1917	Toba Zosensho Toba	ChosenYusenK.K.	229·1|33·0|18·0	Jinsen Japanese *WB*	T.3Cy.14½",24⅜"&40"-30" Okamoto 88NHP ZosenTekkosho,Osaka		
77471 138187 CYLP	**Kinmount** (*ex*Dalrymple) *Mchy.Aft* 1*Dk*	1711 1544 1167					1923	The Col-lingwoodS.B Co.Ld. Collingwood	CanadaSteamship Lines,Ld.	252·0|43·1|16·9 F35'	Montreal British *WB*	T.3Cy.15½",26"&44"-26" Hewes& 95RHP Phillips,Newark,N.J.		C
195/40 77472 143531 MKLQ	**Kinnaird Head** (*ex*Gowerian) *ss*Lth.No.3-3,34 *ss*Lth.No.1-38 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	449 296 186	✠100A1 5,40 ~~5,39~~ BS~~5,39~~ 5,40 ✠LMC6,38	Lth		CL ~~6,38~~ 5,40	1921 1mo *Lloyd*	TawShip-yards,Ld. Barnstaple '*sA&CP*	A.F.Henry& MacGregor,Ld.	142·2|25·6|11·4 147·0(O.L.) Q84'B9'F17' FK *FPT*49*t*	Leith British 3*BHCem* *APT*17*t*	T.3Cy.12",20"&32"-24" (*s*) 180lb 52RHP 1SB,3*cf*,GS47,HS1372 AitchisonBlairLdClydbnk	12 ″ 6 s4 ″ 3½ 12 ″ 4½	
77473 6891 SFDM	**Kinne** (*ex*Niels) 1*Dk*	703 518 361					1920	Vulcan VærftetA/S Korsör	SvenskaSockerfabriksA/B(C.F. Tranchell,*Mgr.*)	190·7|30·8|11·2 P17'B51'H72*t*F20'	Malmö Swedish *WB*	T.3Cy.12½",21"&34"-19¾" Smith,Mygind& 66NHP Hüttemeyer,Cpn.		V
77474 42634 JNEL	**Kinpōsan Maru** 2*Dks* *CruiserStern*	3261 2840 1881					1936	Mitsui Bussan Kaisha,Ld. Hibi	MitsuiBussan Kaisha,Ld.	330·0|47·0|25·0 P29'B102'F27'	Kobe Japanese *WB*	T.3Cy.22",34"&62"-42"& exhaust turbine driving steam compressor 250NHP MitsuiBussanKaisha,Ld. Tama		C
77475 161578 GYGS	**Kinross** *OilEng.* *ss*Bly.No.1-39 D.F. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	4956 4580 3043	✠100A1 *with freeboard* 1,40 DBS4,39 ✠LMC3,39	Nwc	*a*† 2	CL 5,38	1935 4mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	GydniaAmerica ShippingLines (London)Ld. *CellDB*346'1174*t*	412·2|54·2|26·1 427·9(O.L.) FK (*MT*1236*t APT*191*t*	Newcastle British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S C.SA 3Cy.20½"-81⅞" 388NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	37 ″ 3 s10 ″ 11¼ 26 ″ 6¼	
77476 193 JNUA	**Kinryo Maru** (*ex*Bessie Dollar) 4Mst *ss*H.Kg.No.3-6,17 *ss*Vcr.No.1-21 *Fitted for oil fuel* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	4390 4055 2737	✠ 8,26 ✠	Kob	*x*		1905 11mo	A.Rodger &Co. Pt.Glasgow	YabukiGomei Kaisha *Intermediate Bulk* *in after* *CellDBa*120'*uE*	369·7|50·0|18·8 P37'B98'F36' 26·7 *head* FK *hold dispensed with*	Dairen Japanese *Cem* 5*BHonly* &*B*42'*f*162'	T.3Cy.25½",42"&70"-48" 393NHP 3SB,9*cf*,GS170,HS6399 A.Rodger&Co.Glasgow 982*t FPT*55*t APT*90*t*	29 ″ 3	C †
77477 45135 JQGM	**Kinryu Maru** *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	9310 — 5545					1938	Kawasaki Dkyd.Co.Ld. Kobe	KokusaiKisenK.K.	482·0|62·3|40·0	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.27 9/16"-47¼" 2115NHP KawasakiDkydCoLdKobe		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
77478 43139 JUCL	**Kinryu Maru** (*ex*ChinYuen-38, *ex*NewBrighton-34) *ss*N.Yk.No.3-2,32 *ss*Nag.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*2nd dk*(*Stl*)*in forward holds & after main hold* *Straight frames & bevelled bilge* *CruiserStern*	6524 6218 4004	✠ … 7,39 ✠	Kob			1920 1mo	Harland&Wolff,Ld. Belfast	KinryuKisenK.K.	412·6|55·8|34·4 F40' *on Shelter dk* FK *CellDBa&uE143'f182'1478tDTa23'858tFPT*	Sakai Japanese *Cem* 6*BHtoShdk* 2 ,, ,, *U* ,, 91*tAPT*126*t*	2 steam turbines DR geared to 1 sc. shaft HS9636 678NHP 3 Water Tube Boilers Harland&Wolff,Ld.Bel.	38 ″ 0	C †
77479 24060 JRFE	**Kinryuzan Maru** (*ex*DaishinMaruNo.2-35) Wireless 1*Dk*	1370 1132 778					1918	Osaka YogyoK.K. Osaka	Turumaru Hirotaro	228·0|34·0|19·5 *WB*	Wakamatsu Japanese	T.3Cy.18$\frac{1}{8}$",26"&42$\frac{1}{2}$"-32" 112NHP HirotaniSeikosho,Osaka		
77480 2282 JEWG	**Kinsen Maru** *CruiserStern*	3081 — 1808					1937	Harima S.B.&Eng. Co.Ld. Harima	ChosenYusenK.K.	318·4|45·9|24·6	Jinsen Japanese	T.3Cy.20$\frac{1}{16}$",33$\frac{1}{16}$"&55$\frac{1}{8}$"-39" 190NHP HarimaS.B.&Eng.Co.Ld. Harima		
77481 109872 VPCL	**Kinshan** Ⓟ TwinSc 1*Dk Saloon dk & Shade dk*	2733 1019 1678					1903	Hong K'ng &Whampoa DockCo.Ld. HongKong	HongKong,Canton &MacaoStm.Boat Co.Ld.	290·0|54·1|10·1	HongKong British	T.6Cy.20",31"&50"-27" 260NHP HongKong&Whampoa DockCo.Ld.HongKong		
77482 5122 JGDB	**Kinsyu Maru** (*ex*Mount Pentelikon-33, *ex*Atlanticos,*ex*Sylvia Victoria,*ex*WarCavalry) *ss*Kob.No.3-8,37 2*Dks*(*Stl*)	5591 5122 3342	✠ … 1,38 ✠NE11,22✠	Kob	*z*		1919 5mo	JCoughlan &Sons Vancouver, B.C.	DairenKisenK.K. *Intermediate BH in fore hold dispensed with* *CellDBa&uE*172'*f*182'1158*tFPT*131*tAPT*95*t*	410·7|54·1|27·5 P44'B115'F47' FK	Dairen Japanese *ptCem* 6*BH only*	T.3Cy.27",44"&73"-48" 536NHP 3SB,9*cf*,GS189,HS7995 J.G.Kincaid&Co.Ld.Grk.	29 ″ 9	
77483 123881 VSNG	**Kinta** 1*Dk*	1220 834 509					1907	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	244·2|35·1|13·8 *WB*	Singapore British	T.3Cy.20$\frac{3}{4}$",33"&54"-36" 175NHP CaledonSB.&E.Co.Ld.Dun		
77484 153998 MBKS	**Kintang** TwinSc *Fitted for oil fuel* 1*Dk*	435 227 221					1925	Yarrow &Co.Ld. Scotstoun *Completed by* Taikoo Dockyard &Eng.Co.Ld.Hong Kong	ChinaNav.Co.Ld.	149·5|26·6|7·7	London British	2SRgearedSteamTurbines Yarrow&Co.Ld.Gls.		
77485 41285 JHEJ	**Kinugasa Maru** *OilEng.* D.F. GyC. 2*Dks* ~~1*Dk&Shelter dk*~~3*rd dk except in aftermost hold* *ss*Osa.No.1-40 *Tonnage opening closed* '40 *CruiserStern*	8407 7668 5020	✠100A1 *with freeboard* 1,11 ~~4,40~~ ✠LMC CS4,40 DBS4,40 4,40 *Carrying cargo oil F.P. above 150° F. in deep tanks*	Yka ~~Osa~~Kob	*d*†	CL ~~10,39~~ 3,40	1936 3mo	Kawasaki Dkyd.Co.Ld. Kobe Lloyd's A&CP	KokusaiKisenK.K. *Upper'tween dk BHs except Coll BH dispensed with (Coll to W.dk 7 ,, 2nd ,,)* *CellDB*359'14 16*tDTsa*51'1378*t* *Tanks in way of tunnel* 30'13 3*tFPT*73*tAPT*186*t*	~~453·7|60·9~~|31·1 456·3|61·0|40·0 F43' FK	Tokyo Japanese 8*BHptCem*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"-47$\frac{1}{4}$" 1850NHP DB100*lb* KawasakiDkydCoLdKobe	~~31 ″ 1~~ ~~s2 ″ 8$\frac{3}{4}$~~ ~~27 ″ 3$\frac{1}{2}$~~ 40 ″ 1 s12 ″ 3$\frac{1}{2}$ 27 ″ 11$\frac{1}{2}$	
77486 45430 JURM	**Kinugawa Maru** *OilEng.* 3*Dks*	6937 — 4978					1938	Mitsubishi Jukogyo K.K Nagasaki	ToyoKaiunK.K.	437·4|58·5|32·8 P30'B157'F41'	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy.28$\frac{3}{8}$"-49$\frac{3}{16}$" 839NHP MitsubishiJukogyoK.K. Nag.		C
77487 1839 JICG	**Kinzyo Maru** Ⓟ (*ex*KinjoMaru-38) *OilEng.* 1*Dk*	331 — 179					1935	……………… Shimonoseki	ChosenKisenK.K.	135·0|23·5|12·0	Fusan Japanese	Oil Engines		
77488 42057 JGDL	**Kinzyōsan Maru** (*ex*KinjosanMaru-38) 2*Dks* *CruiserStern*	3262 — 1884					1936	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	332·8|47·1|25·0 P29'B102'F27'	Kobe Japanese *WB*	T.3Cy.22",34"&62"-42" & exhaust turbine driving steam compressor 250NHP MitsuiBussanKaisha,Ld.		C
77489 140571 GRCD	**Kioto** *ss*Mch.No.3-4,30 *ss*Hul.No.2-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in Shelter 'tween dks*	3297 — 2030	✠100A1 *Shelter dk with freeboard* 8,40 ~~11,39~~ ✠LMG MS7,38 BS~~11,39~~ 11,40	Hul Liv	*v*	CL 2,39	1918 4mo	W.Gray& Co.Ld. WHartlepool Lloyd's A&CP	EllermanLines,Ld (HallLine,Ld. *Mgrs.*)	333·8|46·6|24·4 347·5(O.L.) FK *CellDB*294'859*t*	Liverpool British 6*BHCem* *APT*19*t*	T.3Cy.21",36"&62"-45" (*s*) 220lb 384NHP 2SB,8*cf*,GS139,HS5433 FD Cen.Mar.Eng.Wrks.WHpl	26 ″ 9 s2 ″ 5 24 ″ 7$\frac{1}{4}$	
77490 141758 CYLQ	**Kipawa** (*ex*JohnF.Morrow, *ex*EdwardN.Breitung,*ex*John W.Moore) 2*Dks* *Mchy.Aft*	1840 — 1154					1890	Craig S.B.Co. Toledo,O.		246·0|40·6|20·7 *WB*	Montreal British	C.2Cy.26"&50"-42" 135NHP S.F.Hodge&Co.Detroit		
77491 34532 JRUB	**Kiri Maru** Ⓟ *OilEng.* Wireless 2*Dks*	531 405 296					1929	Harima Dockyard, Harima	TokiowanKisen K.K.	160·0|28·0|14·0 P9'B32'F20'	Habuminato Japanese	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"-22$\frac{7}{16}$" 117NHP KobeSteelWorks,Kobe		
77492 37505 JUMH	— *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks*	415 366 231					1932	OsakaIron Works,Ld. Osaka	SetsuyoSyosen K.K.	145·0|26·0|14·0 F17'	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{8}$"-19$\frac{11}{16}$" 121NHP YokohamaDockCoLd.Yka		
77493 40610 JYXA	— *OilEng.* *Mchy.Aft* 1*Dk*	324 — 193					1935	Sanoyasu DockCo. Osaka	SanyoNenryoK.K.	130·0|23·0|13·0 P45'F16'	Shikama Japanese *WB*	Oil Engines 4S.C.SA 6Cy.9$\frac{7}{8}$"-14$\frac{15}{16}$" 57NHP NE37 HanshinTekkoshoK.K. Kobe		
77494 4072l JGQJ	**Kiri Maru No. 2** *OilEng.* *Mchy.Aft* 1*Dk*	334 — 179					1935	Sanoyasu DockCo.Ld. Osaka	SanyoNenryoK.K.	129·9|23·0|13·0 P45'F16'	Shikama Japanese *WB*	Oil Engines 4S.C.SA 6Cy.9$\frac{7}{8}$"-14$\frac{15}{16}$" 57NHP NE36 HanshinTekkoshoK.K. Kobe		
77495 41685 JHYJ	**Kiri Maru No. 3** *OilEng.* 1*Dk*	495 395 342					1936	Sanoyasu ZosenSho Osaka	SanyoNenryoK.K.	166·0|27·5|13·7 P57'F21'	Shikama Japanese	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"-20$\frac{7}{8}$" 117NHP HanshinIronWorks,Kobe		
77496 42962 JTML	**Kiri Maru No. 5** *OilEng.*	335 — 229					1937	Sanoyasu DockGoshi Kaisha Osaka	SanyoNenryoK.K.	136·0|23·5|13·0	Shikama Japanese	Oil Engines HanshinIronWorksKobe		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où codé, si ce n'est dans le L.R. Durée, Cert. B of Trade
77497 43730 JTYL	**Kiri Maru No. 8** *OilEng.* *Mchy.Aft*	946 — 646					1937	Sanoyasu Zosen-sho Osaka	SanyoNenryoK.K.	205·7	30·0	17·2	Shimikana Japanese	Oil Engines 3Cy. SanoyasuDockCo.Osaka		
77498 33173 JANC	**Kiriha Maru** (*ex*Withington, *ex*WarBreeze) *ss*Kob.No.3–5,32 1*Dk*(*Stl*) 2*ndDk*(*Stl*)*inNos.*2&3*holds*	3057 2842 1836	✠ ... 1,36 ✠	Yka	*u*		1919 4mo	IrvinesSB. &D.D.Co.Ld WHartlepool	TatuumaKisen K.K. *CellDB*	331·1 P33'B100'F28' FK 284' 699*t FPT* 110*t*	46·8	23·1	Nishino- miya Japanese 7*BHptCem* *APT*121*t*	T.3Cy.25",41"&68"–45" 430NHP 3SB,9*cf*,GS153,HS6321 Richardsons,Westgarth& Co.Ld.Hpl.	25 " 6	C †
77499 42735 JYML	**Kirikawa Maru** D.F. E.S.D. *Mchy.Aft CruiserStern 2Dks*	3836 — 2251					1937	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	354·7	50·0	27·6	Kobe Japanese *WB*	2DRgeared steam turbines 333NHP KawasakiDkydCoLdKobe		C
77500 36919 JGIC	**Kirisima Maru** (*ex*KirishimaMaru–38) *OilEng.* GyC. D.F. ~~*ss*Kob.No.1–36~~ *ss*Kob.No.2–40 2*Dks* *3rd dk except in aftermost hold* *CruiserStern Tonnage opening closed '38*	8121 7671 5918	✠100A1 *withfreeboard* 7,40 ~~12,38~~ 6,40 ✠LMC CS~~9,36~~ DBS~~2,46~~8,40 ~~12,38~~8,40 *Carrying car*	Kob *go oil*	*c*† *F.*	CL ~~5,39~~ 7,40 *Lloyd* *P.abov*	1931 7mo *e* 150°	Kawasaki Dkyd.Co.Ld. Kobe *'sA&CP* *F.indeeptank*	KokusaiKisenK.K. *Upper 'tween'd* *exceptColl* *s CellDB*338'1560*t*	442·9 F39' FK *eck bulkheads (Co* *BHdispensed with* *Tanks in way of* *tunnel*185*tMT*36'	59·7	29·9 40·0	Yokohama Japanese *ptCem* *llBHtoWdk* 6 „ 2*nd* „) 1085*tDTa*27	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47¼" 1857NHP DB100*lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg '700*tFPT*100*tAPT*49*t*	40 " 1 s12 " 6 27 " 9	
77501 161842 MBYD	**Kirkland** Wireless D.F. E.S.D. *CruiserStern 2Dks*	1361 1127 624					1934	CaledonS. B.&E.Co.Ld. Dundee	CurrieLine,Ld.	261·6	40·2	15·9	Leith British *WB*	T.3Cy.15",25"&41"–33" 94NHP Barclay,Curle&Co.Ld.Gls.		C
77502 139258 GNTW	**Kirkpool** *ss*Npt.No.3–1,41 ~~*ss*Shl.No.2–36~~ E.S.D. 1*Dk*(*Stl*) D.F.	4842 4578 3017	✠100A1 ~~7,38~~ ~~8,39~~ 6,41 ✠LMC1,41 ~~MS11,36~~ ~~BS10,39~~	Bry ~~Npt~~Shl	*z*	CL ~~11,37~~ 6,40 *Lloyd*	1928 6mo	Sir J.Laing &Sons,Ld. Sunderland *'sA&CP*	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) *CellDB*	405·2 418·2(O.L.) P30'B229'F41' FK 359'1344*t FPT*162*t*	53·6	26·5	W.Hartlpl British 6*BHCem* *APT*187*t*	T.3Cy.25½",40"&71"–48" (*s*) 180lb FD 491NHP 3SB(Spt)9*cf*,GS174,HS7308 G.Clark,Ld.Sunderland	29 " 5 s 4 " 9½ 24 " 10½	
77503 147640 MLWV	**Kirkwood** (*ex*Ashtree–35) *ss*Sld.No.3–6,37 *Well deck* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	1561 1151 798	✠100A1 ~~7,40~~ ~~7,39~~ 5,41 BS~~7,39~~ ✠LMC6,37 7,40	Bly Shl	*p*	CL ~~6,38~~ 4,41 *Lloyd*	1924 5mo	Craig,Tay- lor&Co.Ld. Stockton *'sA&CP*	W.France, Fenwick&Co.Ld. *CellD*	244·0 255·7(O.L.) Q134'B10'F28' FK *B*206'472*t FPT*104*t*	36·8	15·8	London British 4*BHCem* *APT*97*t*	T.3Cy.19",31"&51"–36" (*s*) 180lb 189NHP 2SB,6*cf*,GS88,HS3188 N.E.MarineEng.Co.Ld.Sld.	18 " 1 s5 " 3½ 16 " 7	
77504 147794 GLRK	**Kirnwood** GyC. *ss*Mdb.No.3–2,40 ~~*ss*Mdb.No.2–35~~ D.F. E.S.D. 1*Dk*(*Stl*)	3829 3504 2357	✠100A1 ~~4,11~~ ~~1,39~~ 5,41 MS4,41 ✠LMC~~4,35~~ ~~DBS11,38~~ ~~MBS4,39~~ BS1,41	Bkn Lon	*x*	CL N12,38 *Lloyd*	1928 1mo	JReadhead &Sons,Ld. S.Shields *'sA&CP*	JosephConstantine SteamshipLine,Ld *CellDBa*	389·6 402·5(O.L.) P29'B229'F44' len35 FK &*uE*145'*f* 161' 900*t*	52·5	22·0	Middlsbro' British 6*BHCem* *APT*135*t*	T.3Cy.22½",37"&61½"–45" 200lb ~~120lb~~ (*r*) 334NHP 2SB(Spt),6*cf*,GS115,HS4564 *100lb* FD JReadhead&Sons,Ld.SShl	24 " 3 s 2 " 10 21 " 7½	
77505 164461 GYJW	**Kirriemoor** *ss*Gls.No.1–40 *OilEng.* 1*Dk*&*Shelter dk* *CruiserStern*	4970 4580 3032	✠100A1 *withfreeboard* ~~4,39~~ 10,40 DBS4,39 ~~✠LMC5,35~~ ~~✠LMC(M)5,37~~ ✠LMC10,40	Fal Gls	*a*†	CL 4,38 *Lloyd*	1935 5mo	W.Doxford &Sons,Ld. Sunderland *'sA&CP* *CellDB*	Runciman ShippingCo.Ld. 346'1174*tMT*1236*t*	412·2 428·1(O.L.) FK (*APT*191*t*	54·2	26·1	London British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 " 8 s 3 " 4½ 25 " 6½	
77506 OHER	**Kirsta** (*ex*Glenisla,*ex*Bonn, *ex*HeinrichDiestel,*ex*LenaPetersen) 1*Dk*	1694 — 996					1906	Akt.Ges. "Neptun" Rostock	RederiA/B HerzoginCecilia (Gust.Erikson)	267·1 256·3 Q73'B108'F27'	37·4	15·6	Mariehmn Finnish *WB*	T.3Cy.17$\frac{13}{16}$",30½"&48"–33$\frac{1}{16}$" 132NHP A.G."Neptun,"Rostock		C
11/40 77507 OUHY	**Kirsten** 1*Dk*	1196 913 705					1919	Kjöbnhvns Flydk.&Skbs Copenhagen	Dampskslsk. Torm A/S(A.Schmiege- low&A.Kampen, *Mgrs.*)	235·4 P13'Q69'B98'F29'	36·2	13·7	Copnhagn Danish *WB*	T.3Cy.15",24"&40"–27" 83NHP KjbnhavnsFlydk.&Skbsv.		C
77508 LENI	**Kirsten B.** (*ex*Norbo–34) Wireless D.F. 1*Dk*	1184 985 676					1930	A/SMoss Værft&Dokk Moss	Partrederiet Lillemor(Th. Brövig,*Mgr.*)	226·7 Q32*t*P45*t*H76*t*	36·5	15·8	Farsund Norwegian *WB*	T.3Cy.15½",25"&42"–30" 97NHP A/S MossVærft.&Dokk		N
77509 167538 ~~OYQC~~ GLQQ	**Kirsten Mærsk** D.F. 1*Dk*	2410 2049 ~~1468~~ 1465					1920	Odense Staalskibs. Odense	Ministry of Ship- ping(W.J.Tatem, Ld.*Mgrs.*)	301·9 len34	42·4	19·9	~~Aalborg~~ ~~Danish~~ London *WB* British	T.3Cy.20½",33½"&55¼"–35⅜" &LPTurbine Christiansen&Meyer, Harburg		V
77510 6479 SDKN	**Kiruna** *ss*Got.No.3–4,34 *ss*Mmo.No.1–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *above lower stringer* *CruiserStern*	5484 5119 2894	✠100A1 *Shelter dk* *withfreeboard* 6,40 ~~5,39~~ BS3,40 ✠LMC12,37	Got Grk	*y*	OG 1,38	1921 4mo	Akt. Götaverken Gothenburg *CellDBa*	Trafikaktie Grängesberg- Oxelösund(M.Wal- denström,*Mgr.*) 73' *uE*&*B*40'*f*102'	394·4 FK *Collisio* 808*t at sides of tunn*	53·2	30·8	Stockholm Swedish *Cem* *nBHto S dk* 5 „ „ *U* „ *el*58'520*tDT*	T.3Cy.28",42⅛"&72$\frac{1}{16}$"–48" 185lb (*s*) FD 430NHP 3SB(Spt)9*cf*,GS137,HS5664 LindholmensV.A.Motala *f*66'645*t FPT*55*tAPT*202*t*	34 " 1 s 8 " 8 25 " 7½	
77511 LIAE	**Kis** (*ex*Procyon–39, *ex*Primo–33) *ss*Shl.No.3–10,27 *Well deck* 1*Dk*(*Stl*) Wireless D.F.	1268 1022 741	✠ —— 10,33 ✠	Shl	*o*		1915 4mo	Cmpbltwn S.B.Co. Campbeltwn	A/SThv.Halvor- sensRederi(Thv. Halvorsen,*Mgr.*) *CellDB*	229·5 Q90*t*H45*t*F28*t* FK *a*56'*uE*&*B*33'*f* 102'	35·8	15·6	Bergen Norwegian 4*BHCem* 395*tAPT*85*t*	T.3Cy.18",27½"&45"–33" 136NHP 2SB,4*cf*,GS73,HS2228 Rankin&BlackmreLd.Grk	17 " 7	N †
77512 7472 SFDO	**Kisa** (*ex*Oddesund,*ex*Palnatoke) 1*Dk*	*1241* *945* *689*					1920	Ph.Stuhr's Mask.&Skbs. Aalborg	SvenskaSocker- fabriksA/B(C.F. Tranchell,*Mgr.*)	236·7 P14'Q71'B94'F29'	36·1	13·4	Malmö Swedish *WB*	T.3Cy.16",25"&42½"–30" 101NHP A/S Friehs,Aarhus		V
77513 40181 JYUH	**Kisaragi Maru** *OilEng.* *Mchy.Aft* 1*Dk*	496 — 267					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	164·0 P40'F18'	27·5	13·9	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"–20⅞" 117NHP HanshinTekkosho,Kobe		
77514 ~~218185~~	**Kisnop** Now "Empire Dabchick," see No.20047 in Supplement	5874 5172 4535	100A1 (*ClassContemplated*)				1919	Atlantic Corporation Portsmouth, N.H.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	410·5 P60'B115'F47'	54·2	27·0	British *WB*	T.3Cy.24½",41½"&72"–48" 359NHP AtlanticCorporation, Taunton,Mass.		
77515 27113 JKJD	**Kiso Maru** *ss*Kob.No.3–12,32 *ss*Kob.No.1–37 2*Dks*(*Stl*)	4071 3504 2927	✠100A1 7,40 ~~1,39~~ ✠LMC~~1,39~~ 7,40	Tama	*w*	CL ~~1,37~~ 7,40 A&CP	1920 6mo	Mitsui Bussan Kaisha Tama,Uno	SyoyoSyosenK.K. *CellD*	345·0 P33'B77'F40' FK *B*283' 780*t FPT*56*t*	50·0	26·6	Kobe Japanese 6*BHCem* *APT*26*t*	T.3Cy.23",38"&64"–48" (*s*) 200lb 350NHP 2SB,6*cf*,GS109,HS4558 FD MitsuiBussanKaisha,Tama	29 " 0 s 5 " 4½ 23 " 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
77516 37489 JUHH	**Kiso Maru** *OilEng.* *Ref.Mchy.* *Mchy.Aft* 1*Dk* *CruiserStern*	704 604 368					1932	Mitsubishi ZosenKaisha Ld. Kobe	OsakaSyosenK.K.	170·0 P44'F20'	30·0	17·5	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.$16\frac{3}{4}''-24\frac{7}{16}''$ 164NHP MitsubishiZosenKaisha Ld.Kob.		
77517 46174 JSKN	— *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	555 — 383					1939	Mitsubishi JukogyoK.K Hikoshima	SankyoKaiunK.K.	158·1	27·6	13·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.$13''-19\frac{1}{16}''$ 98NHP HanshinTekkoshoKobe		
77518 147586 GKCF	**Kistna** *ss*Sng.No.1-40 *OilEng.* Wireless *ss*Sng.No.3-4,36 1*Dk*(*Stl*)&*Shelter dk* (*ptStl*–teak s)	1465 1117 672	✠100A1 *withfreeboard* ~~5,40~~ ~~12,39~~ 11,40 ✠LMC CS~~4,36~~ 10,40 ~~5,38~~ 5,39	Sng	*r*	CL 5,38	1924 3mo *Lloyd's*A&CP	Swan,Hunter&Wigham Richardson, Ld Newcastle	BritishIndiaStm. Nav.Co.Ld. *CellDB*211'307*t*	278·3 287·0(O.L.) *FPT*30*tAPT*23*t*	40·0	14·2 FK	London British 5*BHCem* (*Coll BH to Sh dk* 4 ,, ,, *2nd*,,)	Oil Engines 2S.C.SA 6Cy.$17\frac{1}{2}''-35''$ 318NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	16 ″ 8 s ″ 6 16 ″ 4	
77519 27467 JCTC	**Kisyu Maru** Ⓟ 2*Dks*	2549 2009 1533	✠ ... 5,24 ✠				1920 12mo	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	284·5 P45'B100'F34'	42·5	23·0 FK	Osaka Japanese *WB*	T.3Cy.21",35"&58"–39" 288NHP OsakaIronWrksLd.Osaka	23 ″ 0	
77520 23120 JFHD	**Kisyun Maru** (*ex*KishunMaru) 1*Dk*	1864 — 1088					1918	Mitsubishi Zosen Kaisha Ld.Nagasaki	TatuumaKisen K.K.	250·0 P&B132'F32'	37·7	20·5 *WB*	Nishino-miya Japanese	T.3Cy.17",$28\frac{1}{2}''$&48"–36" 138NHP MitsubishiZosenKaishaLd		
77521 FNLT	**Kita** *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* D.F.	3894 3502 2135					1936	Forg.&Ch. delaMéditSA LaSeyne	ChargeursRéunis	333·7 B101'	49·2	22·6 30·4	Havre French *WB*	2 Steam TurbinesDR geared to 1 Sc.Shaft Cie.Electro-Mécanique, LeBourget		V
77522 29330 JKRB	**Kitakata Maru** (*ex*Capelhall, *ex*Battenhall) *ss*Lon.No.3-8,10 *ss*Hul.No.2-20 1*Dk*(*Stl*)&*deep framing*	2380 2050 1432	✠ 12,23 ✠	Shl	*s*		1901 10mo	BlythS.B. Co.Ld. Blyth	NikkaKyoshin Koshi *CellDBa&uE*112'*uB*16'*f*114'557*t*	286·7 P25'B60'F30'	43·3	19·4 FK	Tokyo Japanese 5*BHCem* *APT*61*t*	T.3Cy.22",36"&59"–39" 234NHP 2SB,*6pf*,GS104,HS3750 N.E.MarineEng.CoLdNwc	21 ″ 9	C †
77523 11609 JKND	**Kitano Maru** Ⓟ **TwinSc** *ss*Yka.2ndNo.3-2,33 *ss*Yka.No.1-36 2*Dks*(*Stl–U* teak s) *deep framing& Web frames* *Lower dk*(*Stl*)*inNos.*1&3*holds*	7952 6723 4926	✠100A1 10,40 ~~10,39~~ ~~BS10,39~~ ✠LMC~~10,36~~ 10,40	Yka	*d*†	CL 10,39	1909 5mo	MitsuBishi Dkyd&EWks Nagasaki A&CP	NipponYusenK.K. *CellDBa*139'*uE&B*85'*f*180' 1609*t* ~~*DTa*26'561*t*~~	464·9 P61'B176'F54'	55·8	34·5 FK	Tokyo Japanese 7*BHCem*	T.6Cy.25",$41\frac{1}{2}''$&69"–48" (*s*) 200lb 973NHP 6SB,*18cf*,GS338,HS14276 FD MitsuBishiD.&E.WksNag *FPT*143*tAPT*48*t*	34 ″ 6 s 7 ″ $11\frac{1}{4}$ 27 ″ 1	
77524 22579 JIEB	**Kitayama Maru** (*ex*RiyoMaruNo.2-33) Wireless 1*Dk*	1000 839 592					1918	Osaka Yogyo Osaka	Turumaru Hirotaro	190·0	32·0	18·5 *WB*	Waka-matsu Japanese	T.3Cy.$13\frac{9}{16}''$,$22\frac{1}{2}''$&$37\frac{1}{2}''$–28" 75NHP FushitaKojo,Osaka		
77525 39904 JXUH	**Kiturin Maru** Ⓟ **TwinSc** (*ex*KitsurinMaru-38) D.F. 3*Dks* *CruiserStern*	6783 5175 3916	✠ ... 12,38 ✠	Kob			1935 1mo	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki	OsakaSyosenK.K. *CellDB*367'949*tTank in way of tunnels*15'22*tFPT*32*t*	427·0 F52'	56·1	33·1 FK	Osaka Japanese 7*BHCem* *APT*119*t*	4 steam turbinesDRgeared to 2 sc. shafts 1225NHP 6SB,*18cf*,GS384,HS15078 MitsubishiJukogyoK.K. Nag.	33 ″ 3	
77526 146136 GJBL	**Kiungchow** Ⓟ *Fitted for oil fuel* 2*Dks*	2653 2225 1545					1921	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	310·3 F43'	44·2	20·9	London British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		
77527 151507 ZMBG	**Kiwitea** *ss*Ddn.No.3-6,38 *Mchy.Aft* 1*Dk*(*Stl*) *Cantileverframedtopsidetanks*	2343 1949 1166	✠100A1 7,40 ~~7,39~~ ~~BS7,39~~ ✠LMC6,38 7,40	Auk	*s*	CL 7,39	1925 9mo *Lloyd's*A&CP	W.Gray& Co.Ld. WHartlepool	UnionS.S.Co.of NewZealand,Ld. *CellDBuE&B*46'*f*186'606*t* *Topsidetanks*440*t*	280·0 P81'F29' *FPT*224*t APT*120*t*	44·3	18·9 FK	Wellingtn, N.Z. British 4*BHCem*	T3Cy.$20\frac{1}{2}''$,$33\frac{1}{2}''$&55"–39"(*s*) 190lb 274NHP 2SB,*6cf*,GS132,HS5076 Cen.Mar.Eng.Wrks.WHpl	21 ″ 1 s2 ″ $11\frac{3}{4}$ 18 ″ 4	
77528 40771 JWXJ	**Kiyo Maru** (*ex*Vigrid-35) *OilEng.* *ss*Yka.No.2-39 *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*)	7251 6369 5671	✠100A1 11,40 ~~6,39~~ DBS6,40 ✠LMC6,39 *CarryingPetroleum in bulk*	Yka	*a*†	CL ~~N3,38~~ 2,40	1930 7mo *Lloyd's*A&CP	Deutsche Werft A.G. Hamburg	AsanoBussanK.K. *CellDBuE*60'157*t*	416·6 P103'F41' *DTf*29'524*tFPT*19	57·0	33·0 FK	Tokyo Japanese 10*BHptCem* 2*tAPT*197*t*	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}''-35\frac{7}{16}''$ 975NHP 2DB*170lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	33 ″ 0 s 5 ″ $6\frac{1}{2}$ 27 ″ $8\frac{1}{2}$	
77529 44023 JSZL	— (*ex*PrometheusMaru-37, *ex*Prometheus-37,*ex*Herakles-33) 1*Dk*&*Shelter dk*	4428 — 3161					1912	W.Doxford &Sons,Ld. Sunderland	KaiyoKisenK.K.	390·0	54·1	27·5	Kobe Japanese *WB*	T.3Cy.26",42"&70"–48" 339NHP W.Doxford&Sons,Ld.Sld.		N
77530 29462 JHWB	— (*ex*UnyoMaruNo.2-37, *ex*Carisbrook) *ss*Hul.No.3-4,15 Sub.Sig. *ss*Hul.No.2-24 1*Dk*,*deep framing& Webframes*	2794 2623 2057	✠ ... 9,27 ✠				1902 11mo	J.Blumer& Co. Sunderland	KotaniMokuno-suke	319·5 P28'B90'F32'	46·0	21·2 FK	Kinoye Japanese *WB*	T.3Cy.23",38"&62"–42" 263NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 9	C †
77531 42953 JNZL	**Kiyokawa Maru** *OilEng.* *Ref.Mchy.* 1*Dk*&*Shelter dk* D.F. GyC. *CruiserStern*	6863 — 3981					1937	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	479·4 P27'F44'	62·3	30·3	Kobe Japanese *WB*	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}''-47\frac{1}{4}''$ 1850NHP KawasakiDkyd.CoLdKobe		C
77532 39724 JWHI	**Kiyosumi Maru** *ss*Kob.No.1-38 *OilEng.* D.F. GyC. 2*Dks* *3rd dk except in aftermost hold* *Tonnage opening closed* 38 *CruiserStern*	8614 7891 5205	✠100A1 *withfreeboard* ~~6,41~~ ~~1,40~~ 5,41 ✠LMC CS10,38 ! DBS~~1,40~~ 3,41 ~~10,38~~ 1,40 *Carrying cargo oil F.P.above* 150° *F. in deep tanks*	Kob	*d*†	CL ~~8,39~~ 5,41	1934 10mo *Lloyd's*A&CP	Kawasaki Dkyd.Co.Ld. Kobe	KokusaiKisenK.K. *Upper'tween dk bulkheads except Coll BH dispensed with* (*Coll BHtoWdk* 7 ,, *2nd*,,) *CellDB*359'1496*t DTsa*51'1384*t* *Tanks in way of tunnel*30'186*t*	453·5 F40'	60·7	40·1 30·8 FK	Tokyo Japanese *ptCem*	Oil Engines 2S.C.DA 7Cy.$29\frac{15}{16}''-47\frac{1}{4}''$ 2187NHP DB*100lb* MitsubishiZosenKaisha Ld.Nag. *FPT*35*tAPT*21*t*	40 ″ 1 s 12 ″ $3\frac{1}{2}$ 27 ″ $11\frac{1}{2}$	
77533 41451 JLOK	**Kiyotada Maru** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	3080 2531 1783					1936	Mitsubishi Jukogyo K.K Kobe	UbeCementK.K.	305·1 P80'F39'	50·0	22·0	Ube Japanese	Oil Engines 4S.C.SA 6Cy.$21\frac{5}{8}''-37\frac{3}{8}''$ 272NHP MitsubishiJukogyoK.K. Kob.		
77534																

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
77535 44591 JLIM	**Kizan Maru** (*ex*Shang-Ho-38, *ex*CapeVerde-35, ssShl.No.3-3,31 *ex*Balfour,*ex*Bedwyn, ssKob.No.2-38 *ex*Montezuma) *2Dks(Stl)* *Cargo battens not fitted in 'tween dks*	5072 4790 3798	✠100A1 6,40 ~~5,39~~ ✠LMC~~5,39~~ 7,40	Tama Smk	*z*	CL 5,39	1918 5mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow *'sA&CP*	MiyachiKisenK.K. *CellDBal*	405·3 P43′B126′F46′ *30′uE24′f184′1233t*	53·0	27·4 FK	Kobe Japanese *6BHCem* *APT25t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 538NHP 3SB,*9cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0	
77536 6804 SFDR	**Kjell** (*ex*Valborg,*ex*Flandria) *1Dk*	*1188* *1060* *676*					1898	Akt.Burmeistr&Wain Copenhagen	Ångf.A/B Kjell (H.Jeansson)	235·3 P13′Q20′B64′F26′	35·9	15·7	Stockholm Swedish *WB*	T.3Cy.16½″,27″&45″–33″ 116NHP Akt.Burmeistr&Wain,Cpn		V
77537 7629 SEBD	**Kjell Billner** (*ex*Falksten-35, *ex*Furulund,*ex*Inger) *1Dk*	*1128* *903* *674*					1907	Trndhjms Mek.Værks Trondheim	RederiA/B Sylvia (Alb.Billner, *Mgr.*)	231·0 Q86*t*H52*t*F33*t*	34·1	13·7	Gothenbrg Swedish *WB*	T.3Cy.16″,25½″&44″–30″ 106NHP TrondhjemsM.V. Trondheim		V
77538 OYED	**Kjöbenhavn** Ⓟ *Fitted for oil fuel* D.F. *2Dks&ptAwng dk&Prom.dk* E.S.D.	1668 928 914					1918	Helsingörs Jernsk&Msk. Elsinore	DetForenede Dampskibs.Selsk.	270·4 F52′	40·2	14·3	Aalborg Danish *WB*	T4Cy25½″,41½″&(2)48″–39″ 288NHP HelsingörsJernsk.&Mskb.		V
77539 OUHZ	— Wireless D.F. *1Dk*	1264 971 728					1923	Howaldts-werke Kiel	Dmpskselsk.Pacific (L.R.Schmith, *Mgr.*)	238·0 P16′Q65′B98′F31′	37·2	13·7	Copnhagn Danish *WB*	T.3Cy.19$\frac{5}{16}$″,26½″&43$\frac{5}{16}$″–29½″ 102NHP Howaldtswerke,Kiel		G
77540 129678 VSNJ	**Klang** *2Dks*	1451 1064 733					1911	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	274·0	38·1	15·9	Singapore British *WB*	T.3Cy.22″,36″&58″–42″ 218NHP CaledonSB.&E.Co.Ld.Dun		
77541 UOYI	**Klara Zetkin** *OilEng.* *1Dk*	3974 2983 2255					1934	StatesS.B. Yard"André Marti" Leningrad	U.S.S.R.	347·8 F29′B53′F30′	51·5	24·9	Leningrad Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾″–47$\frac{3}{16}$″ 497NHP RussianDieselWks. Leningrad		
77542 DAQC	**Klaus Fritzen** (*ex*WilhelmKunstmann-38) *1Dk*	2936 2499 1696					1922	Vulcan Werke Hamburg	Johs.Fritzen& Sohn Vorm, W.Kunstmann	316·5 P38′B62′F28′	45·1	21·3	Stettin German *WB*	T.3Cy.19½″,31½″&51$\frac{3}{16}$″–31½″ 147NHP VulcanWerke,Hamburg		G
77543 4995 DDVB	**Klaus Howaldt** D.F. E.S.D. *1Dk&Shelter dk* *CruiserStern*	5956 4995 2979					1938	Nordsee-werkeEmden G.m.b.H. Emden	BernhardHowaldt	437·4 F35′	59·0	23·6	Flensburg German *WB*	C.4Cy.(2)18⅝″&(2)43$\frac{5}{16}$″–43$\frac{5}{16}$″&LPturbine withDR gearing&hydraulic coupling 806NHP Rheinmetall-BorsigA.G. BerlinTegel		G
77544 DMAQ	**Klaus Oldendorff** (*ex*Gotia-36, *ex*RitaLarsen,*ex*JoachimZelck, *ex*EllenLarsen,*ex*Magdalena Fischer,*ex*GeorgMahn)	1081 947 628					1893	Akt.Ges. "Neptun" Rostock	EgonOldendorff	234·1 B50′F22′	34·4	14·0	Lübeck German *WB*	T.3Cy.13¾″,22½″&36½″–27½″ 68NHP A.G."Neptun,"Rostock		G
190/40 77545 DJYM	**Klaus Schoke** D.F. *2Dks* *CruiserStern*	5848 5330 3424					1938	Lübecker Flender-WerkeA.G. LübeckSiems	Hanseatische ReedereiEmilOffen &Co.	437·8 F30′P25′	59·9	25·0	Hamburg German *WB*	C.4Cy.(2)20$\frac{1}{16}$″&(2)43$\frac{5}{16}$″–43$\frac{5}{16}$″&LPturbine withDR gearing&hydraulic coupling HS6297 474NHP OttensenerEisenwerkA.G. Hamburg		G
77546	**Klim Voroshilov** *OilEng.*	5460					1933	BalticSB &Eng.Wks. Leningrad	U.S.S.R.	405·0	54·3	24·8	Odessa Russian	OilEngines		
77547 139 YLDI	**Klints** (*ex*VirginiaMunzone, *ex*Canto.*ex*FinnLund, ssNwc.No 1-09 *ex*Gosforth) *1Dk&Web frames* *Well deck*	1250 946 772	✠ ... 9,12 ✠				1904 8mo	WoodSkinner&Co.Ld. Newcastle	M.Smiltnieks& A.Stengrevics	234·6 Q123′B10′F25′	33·6	14·9 FK	Liepaja Latvian *WB*	T.3Cy.18½″,30″&49″–33″ 156NHP N.E.MarineEng.CoLdNwc	17 ″ 3	N †
77548 2467 DONP	**Klio** Wireless D.F. Sub.Sig. *CruiserStern* *1Dk*	1409 1104 649					1924	Act.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	240·8 P&B179′F25′	38·7	15·2	Bremen German *WB*	T.3Cy.19⅝″,31½″&53⅛″–35$\frac{7}{16}$″ 168NHP A.G."Weser,"Bremen		G
77549 PFKC	**Klipfontein** Ⓟ **TwinSc** *OilEng.* D.F. E.S.D. *CruiserStern* *3Dks* *Ref.Mchy.* *Butts of shell&pt.butts of deck plating elec. welded*	10544 7962 6321	✠100A1 ~~5,[illegible] 7,39~~ 2,41 ✠LMC8,39 ✠Lloyd'sRMC~~7,39~~ ~~6,40~~ 10,40 DBS(WTB)11,40	Rot ~~Cal~~Sba	*f*†	CL	1939 8mo *Lloyd*	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam *'sA&CP*	VereenigdeNederlandscheScheepv. Maats. *CellDBuE&f267′* *of tun*	499·3 520·0(O.L.) P39′B211′F50′ 730*tTanks in way* *nels1287t FPT161t*	62·9	33·1 FK	Batavia ~~TheHague~~ Dutch *8BH* *APT79t*	Oil Engines 2S.C.DA 10Cy.24$\frac{7}{16}$″–55⅛″ 2052NHP 2DB*121lb* 2DB(WT)*121lb* N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	38 ″ 3 s 8 ″ 2½ 30 ″ 2½	
77550 8024 SECN	**Klipparen** **TwinSc** ssGot.No.1-40 *OilEng.* D.F. *1Dk&Shelter dk* *Platform dk in Nos.2&3holds* *Ref.Mchy.* *CruiserStern* *Strengthened for Navigation in Ice*	3585 ~~2364~~ 2032	✠100A1 *with freeboard* 11,40 ✠LMC CS11,40 11,38 ✠Lloyd'sRMC4,40 for temp. 31° F.	Got Bal	*x*	CL 3,40	1935 7mo *Lloyd*	Götaver-kenA/B Gothenburg *'sA&CP*	Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*) *CellDB314′1177t* *of tunnel88t*	379·3 387·7(O.L.) *Tanks in way* *FPT49tAPT112t*	50·1	20·2 FK (	Gothenbrg Swedish *6BHptCem* *Coll toSh dk* 5 ,, 2nd,,)	Oil Engines 4S.C.SA 16Cy.21⅝″–39⅜″ 724NHP GotaverkenA/B,Got.	25 ″ 6 s 2 ″ 2½ 23 ″ 5½	
77551 LJWV	**Klöveren** (*ex*Mylla-39) *CruiserStern* *OilEng.* *Electrically welded* *1Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	428 291 254					1938	Glommens Mek.Værks. Fredrikstad	EasternShipping Co.A/S(R.Andersen&E.Engelstad, *Mgrs.*)	144·0 P38′F15′	25·6	10·2	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.9⅞″–16$\frac{9}{16}$″ 100NHP Nydqvist&HolmA/B, Trollhättan		N
77552 SPBA	**Kmicic** (*ex*RoburIII-40, *ex*Akenside) ssGot.No.3-5,35 D.F. ssGot.No.1-39 *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	*1894* *1432* *1138*	✠100A1 ~~7,40 12,39~~ 5,41 ✠LMC5,39 BS~~7,40~~ 5,41	Npt ~~Cf~~ Shl	*q*	CL ~~5,39~~ 5,41	1923 4mo *Lloyd*	R.Thompson&Sons,Ld. Sunderland *'sA&CP* *Cell*	A.Falter(Wm. Cory&Son,Ld. *Mgrs.*) *DBa78′183tuE20′*	264·0 275·8(O.L.) Q102′B57′F24′ *62tf108′273t FPT6*	39.0	17·0 FK	Gdynia Polish *4BHCem* *0t APT111t*	T.3Cy.20″,33″&54″–39″ (*s*) 180lb 214NHP 2SB,*6cf*,GS208,HS3572 G.Clark,Ld.Sunderland	19 ″ 5 s 1 ″ 9½ 17 ″ 10	
77553 203772 KJPD	**Knickerbocker** **Wood** *1Dk*	310 — 192					1907	R.Palmer& Son Noank,Conn.	ChileS.S.Co.Inc.	130·0	32·9	10·0	NewYork Utd. States	C.2Cy.17″&34″–26″ 45NHP J.W.SullivanCo.NewYork		

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
77554 155985 VRVC	**Knight of Malta** ssMlt.No.2-38 Wireless 1Dk(Stl)2nddk(Stl)inholds	1553 961 656	✠100A1 withfreeboard 12,39 ✠LMC MS11,38 BS11,39 For Service in the Mediterranean	Mlt	q	CL 11,38	1929 12mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	CassarCo.Ld. CellDBa&uE53' f61'107t	260·5 P41'B104'F56' FK DTa8' 15t FPT11t	37·3	17·9	Malta British 5BHCem APT24t	T.3Cy.21",34"&56"-39" (s) 180lb 328NHP 3SB,9cf,GS147,HS5298 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	19 ″ 0 s 3 ″ 2 15 ″ 11½	
77555 148098 GKSY	**Knitsley** (exThornhope-37) ssShl.No.3-3,37 D.F. 1Dk(Stl) Well deck Cargo battens not fitted	2272 1766 1319	✠100A1 3,41 ~~4,40~~ ✠LMC 2,41 ~~MS3,37~~ ~~BS1,40~~	Shl Lon	s	CL ~~1,39~~ 1,41	1924 10mo	WoodSkinner&Co.Ld. Newcastle Lloyd'sA&CP	ConsettIronCo.Ld. (WilliamDickinson &Co.Ld.Mgrs.) CellD	294·6 Q165'BonQ56'F33' FK B245'640tFPT110t	40·7	18·2	Newcastle British 5BHptCem APT90t	T.3Cy.21",34"&57"-39" (s) 180lb 100lb 239NHP 2SB,6cf,GS109,HS3940 N.E.MarineEng.CoLdNwc	20 ″ 7 s 6 ″ 8¾ 18 ″ 7½	
77556 LDHO	**Knoll** (exMirva-39,exAkabahra-36, exFager-33) 1Dk	1151 976 661					1916	Trndhjms Mek.Værks. Trondheim	A/S Salvesen's Rederi,(A. Salvesen,Mgr.)	226·2 P37tH53tF29t	36·5	15·7	Oslo Norwegian WB	T.3Cy.17",27½"&46"-30" 115NHP TrondhjemsM.V.Trondhm		N
77557 128871 MCXS	**Knowl Grove** ssHul.2nd.No.3-11,34 ssGoo.No.1-38 1Dk(Stl) Mchy.Aft Cargo battens not fitted	370 265 155	✠100A1 5,39 ~~BS8,39~~ ✠LMC6,38 11,40	Bly	e	CL 5,39	1909 3mo	J.P.Rennoldson&Sns SouthShields Lloyd'sA&CP	Goole&HullSteam TowingCo.Ld.	145·2 Q49'F20' FK	24·6	10·1	Goole British 3BHCem FPT40t	C.2Cy.19"&40"-26" (s) 125lb 75RHP 1SB,3pf,GS44,HS1404 J.P.Rennoldsn&Sns,S.Shl	10 ″ 8 s ″ 11½ 9 ″ 11	
77558 150709 CYLB	**Knowlton** (exN.H.Botsford) Mchy.Aft 1Dk	2068 1736 1219					1922	Fraser, Brace,Ld. ThreeRivers, P.Q.	CanadaSteamship Lines,Ld.	251·2 Q93'F33'	43·0	18·1	Montreal British WB	T.3Cy.19",32"&56"-36" 188NHP WorthingtonPump& Mchy.Corp.Buffalo,N.Y.		C
77559 221587 KDUD	**Knoxville City** Fitted for oil fuel GyC. 2Dks3trB	5686 5081 3450					1921	Chickasaw S.B.&CarCo Chickasaw, Ala.	IsthmianS.S.Co.	424·2 P43'B&F349' WB	56·2	26·5	NewYork Utd.States Turbines Red.gears	2 Steam Turbines DR geared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J. Falk,Co.Milwaukee,Wis.		R
77560 167520 ~~OYRC~~ GLKJ	**Knud** (exKnudII) ssCpn.3rdNo.3-1,39 ~~ssCpn.2ndNo.3-1,26~~ D.F. ~~ssCpn.No.3-1,39~~ 1Dk(Irn)&deep framing	1944 1687 ~~1188~~ 1190	✠100A1 ~~6,40~~ ~~1,39~~ 4,41 ✠LMC1,39 BS6,40	Cpn ~~Lth~~ Hpl	r	OG ~~10,38~~ 5,40	1900 10mo	W.Gray& Co.Ld. WHartlepool A&CP	Ministry of Shipping(Chr.Salvesen &Co.Mgrs.) Cell	279·7 P25'B69'F29' FK DBa88'uE20'f118'	40·0	18·3	London British 4BHCem 541tAPT35t	T.3Cy.21",33"&56"-36" (s) 160lb 194NHP 2SB,4rf,GS70,HS3008 Cen.Mar.Eng.Wrks.WHpl	20 ″ 6 s 2 ″ 11¼ 17 ″ 9	
77561 OZUA	**Knud Villemoes** (exDuisburg, exRudolfFrisch,exIsolde,exCarlLevers) 1Dk	1582 1182 860					1905	Nüscke& Co. Stettin	D/S A/S Jyden (J.VillemoesMgr.)	247·4 P25'Q92'B67'F26'	36·8	16·6	Esbjerg Danish WB	T.3Cy.17¾",28¾"&46"-32" 120NHP Schiffs.Uebigau,Dresden		G
77562 167472 MPLM	**Knut** 1Dk	1274 971 731	Nwc Examined L.R. ~~5,40~~2, 41 BS5,40(200lb)				1924	Howaldtswerke Kiel	Ministry of Shipping(Witherington &Everett,Mgrs.)	238·0 P16'Q71'B98'F30'	37·2	13·7	London British WB	T.3Cy.16½",27½"&43$\frac{5}{16}$"-25$\frac{9}{16}$" 95NHP Howaldtswerke,Kiel		G
77563 6030 SFEG	— (exLiff) 1Dk	768 536 408					1920	Langes'nds Mek.Verks. Langesund	SvenskaHamburg LinienA/B(J. Malmros,Mgr.)	179·3 Q63'H100tB42' F13'	30·1	12·6	Trelleborg Swedish	T.3Cy.13½",22"&37½"-28" 74NHP LangesundsMek.Verks.		N
* 77564 LCPV	**Knute Nelson** TwinSc3Mst OilEng. ssOsl.No.2-35 1Dk(Stl)&Shelter dk(Stl)3rd dk(Stl) Ref.Mchy. D.F. exceptinNo.5hold	5749 5224 3508	✠100A1 withfreeboard 10,38 ✠LMC CS6,35 DBS12,39 1,38 ✠Lloyd'sRMC12,39	Osl	b†	CL P10,38 s5,39	1926 12mo	Odense Staalskibsvft Odense Lloyd'sA&CP	A/S Borgå (PetterOlsen, Mgr.) CellDB387'1333t tunnels183t	435·9 P32'F41' FK Tanks in way of FPT116tAPT128t	56·2	27·8	Oslo Norwegian ptCem7BH 3BHtoSh dk 4 „ „2nd„	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 951NHP DB100lb Akt.Burmeistr&Wain,Cpn	30 ″ 6 s 4 ″ 0 26 ″ 8½	
77565 LZDD	**Knyaguinya Maria Louisa** (exFélixFraissinet-33) D.F. ssMsl.No.3-12,33 2Dks(Stl)	3821 3077 2287	... 10,37	Ant			1919	Ch.&Atel. deProvence Port deBouc	Soc.Commerciale Bulgare deNav.à Vap. Cell	353·5 P20'B102'F50' FK DBa&uE126'f161'	46·6	22·6	Varna Bulgarian 8BHCem 714tAPT37t	T.3Cy.25",40$\frac{15}{16}$"&66$\frac{15}{16}$"-43$\frac{7}{16}$" 502NHP 3SB,9cf,GS195,HS8230 Ch.&Atel.deProvence,Msl.	25 ″ 10	V †
77566 46806 JWXN	**Koa Maru** (exPasat-40, exGrandeTerre-39, Fitted for oil fuel exAnatolian-33) ssRou.No.1-36 Ref.Mchy. D.F. 1Dk(Stl-ws) CruiserStern	2026 1515 1125	✠ ... 2,40 ✠	Dpe	r		1932 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	KyokuyoHogei K.K. CellDBa&uE104'	266·2 P26'Q72'B70'F29' FK f102' 378t FPT25t	40·0	19·5	Tokyo Japanese 4BHptCem APT81t	T.3Cy.20½",34"&56"-39" 292NHP 2SB,6cf,GS118,HS4294 Swan,Hunter&Wigham- Richardson,Ld.Nwc.	20 ″ 9	
77567	— Should be "Kowa Maru," see No. 83767 in Supplement OilEng. Wireless Mchy.Aft CruiserStern	1200					1939	Nakata Zosensho Osaka	SankoKisenK.K.	210·0	32·0	18·6	Japanese	Oil Engines 4S.C.SA 6Cy.16$\frac{9}{16}$"-24$\frac{7}{16}$" 160NHP HanshinIronWorks		
77568 46367 JYAN	**Koa Maru No. 2** OilEng.	352 — 226					1939	Mihara S.B.Yd. Osaka	NiwaGoro	120·0	27·9	11·5	Osyo Japanese	Oil Engines		
77569 42694 JKBL	**Koan Maru** Ⓟ TwinSc D.F. E.S.D. 2Dks CruiserStern	7080 — 3227					1936	Mitsubishi JukogyoK.K Nagasaki	JapaneseGovernment(Dept.of Railways)	415·0 F350'	57·2	32·8	Tokyo Japanese WB	4 Steam Turbines SR geared to 2 Sc.Shafts 2000NHP MitsubishiJukogyoK.K. Nag.		
77570 JJRK	— (exKungHo-38, exVikingII-35,exKariSkogland, exSolingen) 2Dks	4306 — 3120					1905	Akt.Ges. "Neptun" Rostock	AmakasuSangyo KisenK.K.	376·6 P35tH237tF64t	48·7	26·9	Yokohama Japanese WB	T.3Cy.27$\frac{9}{16}$",46$\frac{1}{16}$"&76"-48" 400NHP A.G."Neptun",Rostock		N
77571 586 JQCG	— D.F. 1Dk	3463 3047 1996					1936	Uraga DockCo.Ld. Uraga	DairenKisenK.K.	347·8 P23'B87'F35'	50·0	24·5	Dairen Japanese	C.4Cy (2)13"&(2)23⅝"-15¾" S.R.geared&L.P.Turbine D.R.geared toSc.Shaft 308NHP UragaDockCo.Ld.Uraga		
77572																

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
77573 29810 JPFA	**Kōan Maru** ssKob.No.3–6,35 ssOsa.No.1–39 *2Dks(Stl)&Web frames* *Longitudinal framing*	3184 2741 1970	✠100A1 6,40~~5,39~~ ✠LMC~~5,38~~ 6,40	Osa	*l*	CL. ~~7,07~~ 6,40	1924 3mo *Lloyd*	OsakaIron Works,Ld Osaka 'sA&CP	HiroumiSyoziK.K. *CellD*	305·0 P19'B82'F32' FK *B255' 518t FPT74t*	43·9	27·2	Kobe Japanese *5BHCem* *APT64t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 288NHP 2SB,*6cf*,GS90,HS3824 FD OsakaIronWrks,Ld.Osaka	27 " 3 s 4 " 3½ 23 " 2	
77574 42702 JKPL	**Koan Maru** *Mchy.Aft* *CruiserStern* *1Dk* *CarryingPetroleum in bulk*	885 — 425					1937	Tsurumi SeitetsuZosen K.K. Tsurumi	YamasakiJunichi	187·0 P62'F22'	32·0	15·6	Tokyo Japanese	T.3Cy.13",21"&36¾"–27" 70NHP TsurumiSeitetsuZosen K.K.Tsurumi		
77575 16333 JDHG	— Ⓟ (*ex*TaishinMaru–33) Wireless *2Dks*	661 — 395					1913	S.Ono Osaka	FujiyamaKaiun K.K.	170·5	25·2	17·2	Nishino-miya Japanese	T.3Cy.12",19½"&31½"–22" 47NHP S.Ono,Osaka		
77576 FOTB	**Kobad** D.F. E.S.D. *Fitted for oil fuel* *Mchy.Aft Longitudinal framing 2Dks* *Carrying Petroleum in bulk*	7329 6666 4013					1930	Chant.Nav Français Caen	Association Pétrolière	446·8 P113'B31'F53'	56·9	33·8	Dunkirk French *WB*	T.3Cy.26",44"&74"–51" 391NHP N.E.MarineEng.CoLdNwc		V
77577 TCBU	**Kocaeli** Ⓟ (*ex*Himarra, *ex*Kerkerak,*ex*PrinzHeinrich) **TwinSc** *1Dk*	405 273 171					1904	Stettiner Oderwerke Stettin	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	162·2 B21'H39'F18'	24·4	12·6	Istanbul Turkish	T.6Cy.10½",16¼"&27⅝"–15¾" 60NHP StettinerOderwerke		
77578 ~~148~~ ~~EODA~~ 108242 MLZV	**Kodumaa** (*ex*Napo,*ex*Harmony) ssTln.3rdNo.3–9,34 ssTln.No.1–38 *Well deck* *1Dk(Irn)&Web frames* *Cargo battens not fitted*	1187 ~~900~~ ~~680~~ 947 680	✠100A1 4,41~~1,40~~ ✠LMC MS7,38 BS9,39	Ams Goo	*n*	4,40	1897 8mo	S.P.Austin &Son,Ld. Sunderland A&CP	Ministry of Shipping(E.P.Atkinson&Sons,*Mgrs.*) *CellDBa52'uE&*	224·4 P25'Q50'B48'F26' FK *B35' f90' 339t FPT*	33·4	13·8	Glasgow British *4BHCem* *30tAPT48t*	T.3Cy.19",31"&51"–33" (*s*) 160lb *80lb* 156NHP 1SB,*4pf*,GS71,HS2450 J.Dickinson&Sons,Ld.Sld.	16 " 7 ~~s 1 " 8~~ ~~15 " 3~~ s1 " 3¾ 15 " 5¾	
77579 38564 JORI	**Kōei Maru** (*ex*KoyeiMaru–38) *OilEng.* ssKob.No.1–38 *2Dks(Stl)* *Ref.Mchy.*	6774 6046 4915	✠100A1 ~~7,40~~ ~~7,39~~ 12,40 ✠LMC CS6,38 DBS~~7,39~~12,40 7,39 Lloyd'sRMC7,39 *Carrying fish or vegetable oil in the fore peak tank* *Carrying cargo oil F.P. above150° F.in deep tank*	Yka ~~Osa~~Smk	*b*†	CL ~~4,37~~ 12,40	1934 1mo *Lloyd*	Mitsubishi ZosenKaisha Ld. Nagasaki 'sA&CP	TakatihoSyosen K.K.(TaiyoKaiun K.K.*Mgrs.*) *'Tween dkBHabo* *deep tan* *CellDB366'* *DT*	436·4 P30'B127'F43' FK *ve after* *kBHdispensed with* *1383t* *a36'1131t FPT259t*	58·5	32·8	Tokyo Japanese *ptCem* *6 BHto U dk* 1 „ „2nd„ *APTs224t*	Oil Engines 2S.C.SA 6Cy.28⅝"–49 5/16" 839NHP DB*120lb* MitsubishiZosenKaisha Ld.Nag.	32 " 10 s 6 " 9¾ 26 " 2⅞	
* 77580 PFKQ	**Koert** (*ex*Raket–38) *OilEng.* *Mchy.Aft* *1Dk* E.S.D. *CruiserStern*	482 338 236	✠100A1 3,40 ✠LMC4,36 ✠LMC(M)5,38 *Carrying vegetable oil in deep tanks*	Rot	*g*	CL 3,38	1936 4mo *Lloyd*	N.N.Werf JanSmitCzn. Alblasserdam 'sA&CP	MotorbootMaats. "Bynia" (F.Fontein,Jzn. *Mgr.*) *CellDBa41'f47'12*	156·1 P47'F20' FK *3tMTs22'195t FPT*	26·4	9·6	Harlingen Dutch *5BHCem* *23tAPT23t*	Oil Engines 4S.C.SA 6Cy.11 13/16"–18⅞" 81NHP NDB38 *100lb* WerkspoorN.V.Ams.	11 " 6 s 1 " 1 10 " 6	
77581 219408 KOSV	**Kofresi** (*ex*Kenowis–39) *Fitted for oil fuel* D.F. Sub.Sig *2Dks* *Ref.Mchy.*	4934 4598 3014					1920	American Intern.S.B. Corp. HogIslandPa	WatermanS.S. Corp.	390·0 P39'B121'F43'	54·2	27·8	Mobile Utd.States *WB*	DRgearedSteamTurbine E*made*19*refitted*33 B*made*20*refitted*33 WestinghouseElec.&Mfg. Co.Phl.		R
77582 676 JQKG	**Koga Maru** Wireless *Mchy.Aft* *Cruiser Stern*	1535 — 772					1937	OsakaIron Works,Ld. Osaka	DairenKisenK.K.	246·4	39·0	18·1	Dairen Japanese	T.3Cy.17⅝",28⅜"&47¼"–31½" 125NHP OsakaIronWorks,Ld.Osa.		
77583 44776 JHVL	**Kogane Maru** *2Dks* *CruiserStern*	3132 — 1801					1938	Harima S.B.&Eng. Co.Ld. Harima	NipponKaiunK.K.	318·4 P36'B79'F36'	45·9	24·6	Tokyo Japanese *WB*	T.3Cy.19 11/16",33 11/16"&56 11/16"–39" 200NHP HarimaS.B.&Eng.Co.Ld. Kobe		C
77584 41930 JOTK	— Ⓟ **TwinSc** *OilEng.* *2Dks* *CruiserStern*	1906 — 1007					1936	Mitsubishi JukogyoK.K Kobe	OsakaSyosenK.K.	244·4 F64'	39·4	19·0	Osaka Japanese *WB*	Oil Engines 4S.C.SA 8Cy.16¾"–24 13/16" 218NHP MitsubishiJukogyoK.K. Kobe		
77585 25449 JAOD	**Kogen Maru** (*ex*YugnoMaru–32) *2Dks*	2963 2696 1794	✠ ... 6,32 ✠				1919 5mo	Harima Dkyd.Co.Ld. Oh,Harima	ChosenYusenK.K.	305·0 P25'B94'F33' FK	43·7	27·2	Jinsen Japanese *WB*	T.3Cy.22",37"&61"–42" 289NHP KobeSteel Works,Ld.Kobe	27 " 3	
77586 45368 JZEM	**Kogyo Maru** *Fitted for oil fuel* *Cruiser Stern* *2Dks*	6353 — 3732					1938	Uraga DockCo.Ld. Uraga	OkadaGumiK.K.	423·2 P42'B159'F39'	59·0	32·8	Osaka Japanese *WB*	2steam turbines DRgeared to 1sc. shaft 517NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
77587	**Kogyoku Maru** *Mchy.Aft* *1Dk*	1925 1540 1086					1939	Kawamin-amiKogyu K.K. Nagasaki	TamaiSyosenK.K.	271·6 P87'F29'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.18 11/16",30"&50"–36" 150NHP KawaminamiKogyoK.K.		
77588 218426 KEBQ	**Kohala** (*ex*GoldenCross–38, *ex*WestHenshaw) *Fitted for oil fuel* D.F. *Ref.Mchy.* *2Dks*	5833 5245 3674					1919	J.F.Duthie &Co. Seattle, Wash	MatsonNavigation Co.	409·7 P44'B115'F47'	54·2	27·7	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" Hooven,Owens, 359NHP RentschlerCo.Hamilton,O.		R
77589 7708 JTDE	**Kohan Maru** Ⓟ *2Dks*	551 529 322					1903	S.Ono Osaka	TosadomeiKisen K.K.	171·0 B31'F19'	23·7	17·2	Osaka Japanese *WB*	T.3Cy.12",19½"&31½"–22" 47NHP S.Ono,Osaka		
183/40 77590 146234 GJFS	**Kohinur** ssCal.No.3–9,34 ssCal.No.1–39 *2Dks(Stl–U*teaks)	5168 4731 3240	✠100A1 10,40~~1,40~~ ✠LMC MS11,38 BS~~1,39~~ 6,40	Cal Gls	*y*	CL 1,40	1922 2mo *Lloyd*	Lithgows Ld. PortGlasgow 'sA&CP	AsiaticS.N.Co.Ld. *'Tween dk bulkhea* *dispensed* *Cell DB*	404·3 P36'B119'F47' FK *d* *with in after hold* *349' 1125tDTa37'9*	52·2	27·4	London British *Cem* *5BHto U dk* 1 „ „ 2nd „ *76tAPT28t*	T.3Cy.26",42"&70"–48" (*s*) 180lb *100lb* 435NHP 2SB,*8cf*,GS150,HS6110 FD Rankin&BlackmoreLdGrk *only*	30 " 0 s 5 " 7½ 24 " 7	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in Ld. Date of B. of Trade Cert.
77591 161353 GSFZ	**Kohistan** ssAnt.No.2-38 D.F. 2*Dks*(*Stl*)	5884 5444 3708	✠100A1 11,40 ~~3,40~~ MS6,38 ✠LMC BS3,40	Gls Sws	*a*†	CL 3,40	1930 1mo	J.Readhead&Sons, Ld. SouthShields	StrickLine(1923) Ld.(F.C.Strick& Co.Ld. *Mgrs.*)	425·8 P38′B131′F47′ FK	55·0	28·5	London British 7*BHptCem*	T.3Cy.28″,46″&78″-51″& LP turbine with DR gearing & hydraulic coupling 210lb (*r*) 787NHP 3SB,*12cf*,GS207,HS9756 FD J.Readhead&Sons,Ld.Shl.	31 ″ 0 s 6 ″ 3½ 24 ″ 11¼	
			Fitted for oil fuel 1,30 F.P. above 150° F.				*Lloyd's A&CP*		*CellDB*367′1237*t*	*DTa*38′903*t FPT*107*t*			*APT*38*t*			
77592 18703 JBZB	**Kohoku Maru** Ⓟ 2*Dks*	2574 2004 1566	✠ ... 5,20 ✠				1915 10mo	Kawasaki Dkyd.Co.Ld. Kobe	OsakaSyosenK.K.	284·5 P37′B100′F36′ FK	42·5	20·7	Osaka Japanese *WB*	T.3Cy.20″,33½″&57″-39″ 267NHP KawasakiDkydCoLdKobe	23 ″ 0	
77593 DABO	**Koholyt** (*ex*Marienburg) Wireless D.F. E.S.D. 1*Dk*	844 597 484					1920	Stettiner Oderwerke Stettin	Kohlen-Impotr-u. Poseidon SchiffahrtsA.G.	202·4 Q65′B53′F28′	30·8	12·2	Königsbrg German *WB*	T.3Cy.13⅖″,21⅗″&35⅖″-25⅗″ 64NHP StettinerOderwerke		G
77594 22956 JFLD	**Kohuku Maru** (*ex*KofukuMaru-38) ssYka.No.3-12,30 ssYka.No.2-39 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5822 5586 4280	✠100A1 *Awng dk with freeboard* 6,40 ~~5,39~~ ✠LMC~~5,39~~ 6,40	Yka Osa	*y*	OG ~~5,39~~ 6,40	1918 8mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	YamashitaKisen K.K.	385·0 FK	51·0	36·0	Kobe Japanese *Cem*	T.3Cy.26″,43½″&72″-48″ (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,*8cf*, GS154,HS5741 FD KawasakiDkyd.CoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
			~~*Fitted for oil fuel 5,23 F.P. above 150° F*~~						(*Col* *CellDB*	*lisionBHtoAwng dk* 334′ 1118*t FPT*126*t*			*5BHtoUdk*) *APT*93*t*			
77595 39099 JRGJ	— (*ex*KofukuMaru-38) 2*Dks* *CruiserStern*	3210 2602 1906					1934	Mitsui Bussan Kaisha,Ld. Tama	YamasinaKisen K.K.	317·0 P25′B83′F33′	46·0	25·4	Tokyo Japanese *WB*	T.3Cy.19$\frac{11}{16}$″,33$\frac{7}{16}$″&57$\frac{1}{16}$″-39⅜″ 205NHP MitsuiBussanKaisha,Ld Tama		
77596	— *Mchy.Aft*	1925 1540 1086					1939	KawaminamiKogyo K.K. Nagasaki	DaikoSyosenK.K.	271·6 P87′F29′	40·0	20·3	Osaka Japanese *WB*	T.3Cy.18$\frac{11}{16}$″,30″&50″-36″ 150NHP KawaminamiKogyoK.K. Koyagisima		
77597 25512 JRIE	— (*ex*KofukuMaru-38) 1*Dk*	753 579 416					1919	Namura Gennosuke, Osaka	HayashiKozo	180·0 P15′B46′F28′ *WB*	27·5	16·5	Nishinomiya Japanese	T.3Cy.11¾″,19$\frac{13}{16}$″&33½″-24″ 55NHP HasagawaTekkoshoOsaka		
77598 22457 JFLE	**Kohuku Maru No. 2** (*ex*KofukuMaruNo.2-38, *ex*MinamotoMaru) 1*Dk*	969 800 539					1918	Namura Gennosuke, Osaka	NaoyetsuSyosen K.K.	190·0 P22′B45′F22′ *WB*	31·0	18·5	Naoetsu Japanese	T.3Cy.13½″,22½″&37½″-27″ 73NHP HinomaruTekkosho,Osaka		
77599 853 ESCN	**Koidula** (*ex*LundyLight-32, *ex*Scottier, ssTln.2ndNo.3-5,35 *ex*Kingsgate) ssTln.No.1-39 1*Dk*(*ptIron&ptStl*)2*trB* *deep framing & Web frames 3Dk rule*	3741 3476 2366	✠100A1 6,40 ~~8,39~~ MS8,39 ✠LMC BS9,39	Tln	*w*	CL 7,39	1909 5mo *Lloyd's A&CP*	JLThompson&Sons,Ld. Sunderland	M.Männapso (E.Bergmann, *Mgr.*) *CellDBa*	346·5 P23′B92′F32′ FK 119′*uE&B*40′*f*146′	50·8	23·3	Tallinn Estonian 6*BHCem* 887*tAPT*93*t*	T.3Cy.25″,41″&67″-45″ (*s*) 180lb *75lb* 329NHP 2SB,*8pf*,GS148,HS5100 G.Clark,Ld.Sunderland	25 ″ 6 s 4 ″ 4 21 ″ 5	
77600 19892	**Koju Maru** WoodAuxSr 1*Dk*	331 — 267					1917	Sakamoto Inosuke Osaka	OsakaKaijoHiak Kwaten	114·0	25·2	11·8	Nishinomiya Japanese	C.2Cy.10″&21″-14″ 14NHP YoshidaKynjiro,Osaka		
77601 28069	**Koju Maru No. 6** WoodAux 1*Dk*	369 305 239					1919	Sakamoto Inosuke Osaka	SakamotoInosuke	129·0	28·0	14·0	Nishinomiya Japanese	C.2Cy.11″&23$\frac{1}{16}$″-15½″ 17NHP KawaharaTekkosho,Osaka		
77602 45707 JOSJ	**Kokai Maru** Ⓟ D.F. E.S.D. 2*Dks* *CruiserStern*	3871 — 2286					1939	Hakodate DockCo.Ld. Hakodate	ShimataniKisen K.K.	340·4 P29′B100′F31′	48·2	26·2	Kobe Japanese *WB*	T.3Cy.22$\frac{7}{16}$″,33$\frac{7}{16}$″&59$\frac{1}{16}$″-44⅞″&exhaust turbine driving steam compressor 232NHP HakodateDockCo.Ld.		
77603 23955 JIHC	— Wireless 1*Dk*	1269 1057 851					1918	Yoshiura Zosensho Yoshiura	KitaNipponKisen K.K.	226·7	33·5	18·5	Hutyu Japanese	T.3Cy.14½″,24⅓″&40″-30″ 88NHP TakaoTekkosho,Kobe		
77604 45710 JHIN	— *OilEng.* *Mchy.Aft*	541 — 316					1939	Sanoyasu DockGoshi Kaisha Osaka	SankoKisenK.K.	159·9	27·5	13·7	Amagasaki Japanese	Oil Engines 4S.C.SA 6Cy.13″-19$\frac{11}{16}$″ 98NHP HanshinIronWorks		
77605 28114 JAIA	**Koki Maru** ssKob.No.1-39 ssKob.No.3-7,35 2*Dks*(*Stl*) *Cargo battens not fitted*	5291 4927 3222	✠100A1 8,40 ~~6,38~~ ✠LMC~~8,39~~ 8,40	Kob	*y*	CL ~~6,37~~ 7,40	1921 5mo	Ishikawajima S.B.Co Tokyo A&CP	HashimotoKisen K.K. *CellDB*327′1076*t*	388·0 P31′B117′F34′ FK *FPT*109*t APT*225*t*	53·2	32·0	Kobe Japanese 6*BHCem*	T.3Cy.26″,43⅝″&72″-48″ (*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD IshikawajimaSB.CoTokyo	32 ″ 0 s 6 ″ 7¾ 25 ″ 7	
77606	**Kokkinaki** D.F. *Cruiser Stern* 1*Dk*	2019 1699 1307					1939	Smiths' DockCo.Ld. S.Bank,Mdb.	U.S.S.R.	281·5 F27′B65′P24′ *WB*	44·0	18·6	PetropavlovskKam. Russian	T.3Cy.18¼″,30½″&52″-36″ Smith'sDockCo.Ld.Mdb.		N
77607 45312 JXFM	**Kokko Maru** *OilEng.* *CruiserStern*	717 — 498					1938	Nakata Zosen-sho Osaka	SankoKisenK.K.	170·0	28·5	15·2	Amagasaki Japanese	Oil Engines 4S.C.SA 6Cy.13″-19$\frac{11}{16}$″ 99NHP HanshinIronWks.LdKobe		
77608 28978 JHOA	**Koko Maru** *Mchy.Aft* Wireless 1*Dk* *Ref.Mchy.*	1520 1191 785					1922	Yokohama DockK.K. Yokohama	NichiroGyogyo K.K.	240·0 P49′B56′F32′	35·0	20·0	Yokohama Japanese	T.3Cy.17″,28½″&48″-30″ YokohamaDock 126NHP Co.Ld.Yokohama		C
77609 43451 JSFL	**Kokuryu Maru** Ⓟ TwinSc *Ref.Mchy.* 3*Dks* D.F. *CruiserStern*	7369 — 4078					1937	Mitsubishi JukogyoK.K Nagasaki	OsakaSyosenK.K.	425·8 F51′	57·1	33·3	Osaka Japanese *WB*	4DRgearedSteamTurbines 1083NHP MitsubishiJukogyoK.K. Nag.		
77610 280 JPOC	— (*ex*UsuriMaru) ssDrn.No.3-10,32 ssKob.No.1-37 2*Dks*(*Stl*)	6113 5180 4459	✠ ... 1,38 ✠	Kob	*z*		1921 8mo	OsakaIron Works,Ld. Innoshima	DairenKisenK.K. *CellD*	407·2 P40′B137′F46′ FK *B*360′980*tFPT*106*t*	50·8	30·0	Dairen Japanese 7*BHCem* *APT*26*t*	T.3Cy.27″,45″&75″-51″ 553NHP 3SB,*9cf*,GS190,HS8100 OsakaIronWorks,Ld.	32 ″ 7	
77611 45866 JXZM	**Kokuyo Maru** *Carrying Petroleum in bulk* *OilEng.* D.F. E.S.D. *CruiserStern* *Mchy.Aft* GyC. *Longitudinal framing*	10027 — 5834					1938	Kawasaki Dkyd.Co.Ld. Kobe	KokuyōKisenK.K.	503·3 P180′B43′F43′	65·0	37·1	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 8Cy28⅜″-47¼″ 2250NHP KawasakiDkydCoLdKobe		C

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire.) Tirant d'eau correspondant. pds. ps.	15 [illegible]
77612 UNMS	**Kola** (exAmantea-32,exGalata, exSpartivento,exIlmenau) 1Dk&Spar dk	2654 1226 1000					1906	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	291·3|44·0|23·6 B28'	Odessa Russian WB	T3Cy.20$\frac{1}{16}$",33$\frac{1}{4}$"&57$\frac{1}{8}$"–37$\frac{1}{2}$" 192NHP Flensburger,Schiffsb.Ges.		
77613 147654 GKMN	**—** ssSng.No.1-40 OilEng. Wireless ssSng.No.3-7,36 1Dk(Stl)& Shelter dk(ptStl-teak s)	1538 1117 720	✠100A1 withfreeboard 6,40 ~~7,36~~ 6,40 ✠LMC CS~~4,37~~ ~~1,38~~ 12,39	Sng	r	CL N7,39	1924 5mo Lloyd'sA&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishIndiaStm. Nav.Co.Ld. CellDB211'307t	278·3|40·0|14·2 F27' FK (Coll FPT30tAPT28t	London British 5BHCem BHtoShdk 4 „ „2nd „	Oil Engines 2S.C.SA 8Cy.17$\frac{1}{2}$"–35" 318NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.)	16 ″ 8 s ″ 5 16 ″ 5	
77614 KZCN	**Kolambugan** OilEng. Mchy.Aft Wireless 1Dk	690 606 385	✠ ... 7,32 ✠NE19refitted29✠				1929 11mo	HongK'ng &Whampoa DockCo.Ld. HongKong	LaNavieraFilipina Inc.	181·2|30·1|13·7 F26' FK	Cebu,P.I. Utd.States WB	Oil Engines 2S.C.SA 6Cy.16$\frac{1}{2}$"–22" 286NHP MarinePipe&MchWksSea.	14 ″ 6	
77615 DAPP	**Kolberg** Wireless 1Dk	693 499 383					1925	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	184·8|28·9|11·4 Q53'B44'F22'	Stettin German WB	C.4Cy.(2)12$\frac{3}{4}$"&(2)27$\frac{5}{16}$"– 27$\frac{9}{16}$" 67NHP OttensenerMaschf. G.m.b.H.Ottensen		G
6/41 77616 SVVF	**Kolchis** (exWaldinge-37,exSybil) ssBdx.No.3-6,23 1Dk&deep framing	2219 2020 1314	✠ ... 4,28 ✠				1909 12mo	Atel.&Ch. deFrance Dunkirk	SynodinosBros.	288·7|42·8|19·7 P19'B74'F33' FK	Piræus Greek WB	T.3Cy.21",33"&56"–36" 208NHP Atel&Chant.deFranceDnk	22 ″ 6	V †
77617 OYFD	**Koldinghus** Ⓟ Wireless 1Dk	674 463 348					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetForenede DampskibsSelsk.	187·4|31·5|13·0 P119'F23'	Vejle Danish WB	T.3Cy.16$\frac{1}{2}$",27"&44"–30" 106NHP KjbnhavnsFlydk.&Skbsv.		V
77618 FOQP	**Kolenté** Fitted for oil fuel Ref.Mchy. D.F. 2Dks&Awng dk	3723 3383 1751					1933	Ch.&Atel. deProvence S.A. Port deBouc	ChargeursRéunis	324·8|48·6|30·4 B96'	Bordeaux French WB	T.3Cy.26$\frac{3}{4}$",40$\frac{7}{8}$"&66$\frac{1}{8}$"– 43$\frac{5}{16}$" 296NHP Ch.&Atel.deProvence,Msl.		V
11/40 77619 ESGO	**Kolga** (exEverosa-39, exMunorway-34, ssAms.No.3-7,25 exProgressIII) ssNwc.No.1-28 1Dk(Stl)	3526 3323 2229	✠ — 9,34 ✠	NNs	w		1912 5mo	Campbel- townS.B.Co. Campbeltwn Intermediate BH in after hold dispensed with	J.Silberberg& others CellDBa	348·0|50·0|23·6 P29'B90'F36' FK 111'uE21'f153'942t	Tallinn Estonian Cem 5BH only APT80t	T.3Cy.24",40"&65"–45" 322NHP 3SB,9cf,GS162,HS5142 J.G.Kincaid&Co.Ld.Grk.	25 ″ 10	V †
77620 UOIJ	**Kolima** Ⓟ (exProsper) Wireless 1Dk&Spar dk	1528 1313 915					1906	Nylands Værksted Oslo	U.S.S.R.	240·4|35·3|19·8 B130tF30t	Vladvostk Russian WB	T.3Cy.18$\frac{5}{8}$",29$\frac{1}{4}$"&48"–33" 132NHP NylandsVærksted,Oslo		
77621 UPLF	**Kolkhosnik** (exRockcliffe-35) ssShl.No.2-35 1Dk(Stl)	3880 3544 2350	✠ ... 8,36 ✠	Shl	w		1925 5mo	JReadhead &Sons,Ld. SouthShields	U.S.S.R. CellD	364·2|50·6|23·7 P34'B104'F33' FK B318'987t FPT59t	Odessa Russian 6BHptCem APT170t	T.3Cy.25",42"&69"–45" 371NHP 2SB,6cf,GS120,HS6044 J.Readhead&SonsLd,S.Shl	26 ″ 0	
77622 LDRI	**Koll** TwinSc OilEng. ssRot.No.2-39 Mchy.Aft 1Dk(Stl)2nd dk(Stl)in machinery space CruiserStern	10044 9312 5891	✠100A1 ~~9,40~~ ~~2,40~~ 4,41 ✠LMC CS8,39 DBS~~8,39~~ 8,39 9,40 Carrying Petroleum in bulk	NYk	e†	CL ~~8,39~~ 4,41	1930 10mo Lloyd'sA&CP	Deutsche Werft.A.G. Finkenwrder	OddBergs TankrederiA/S (OddBerg,Mgr.) CellDBuE72' 168t	487·4|66·0|37·3 505·3(O.L.) P112'F42' FK DTf43'807tFPT20	Oslo Norwegian 14BH 5tAPT252t	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$"–35$\frac{7}{16}$" 1175NHP 2DB170lb ~~1DB(Vertical)~~ 3~~2~~DB(Vertical)– Maschfbk.Augsburg- Nürnberg,A.G.Augsburg	36 ″ 9	
77623 LJLX	**Kollbjörg** OilEng. D.F. Mchy.Aft 1Dk Part electrically welded CruiserStern	8259 7561 4978	✠100A1 8,40 ~~12,38~~ ✠LMC5,37 Carrying Petroleum in bulk	Gal	c†	CL 8,40	1937 5mo Lloyd'sA&CP	Eriksbergs M.V.Aktieb. Gothenburg	A/S Kollbjörg (Odd.Berg& HjalmarBjörge) CellDBuE	469·2|61·1|34·5 486·6(O.L.) P92'B28'F41' FK 68'173tDTf23'500t	Oslo Norwegian 12BHptCem APT141t	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"–47$\frac{1}{4}$" 644NHP 2DB142lb EriksbergM.V.Aktieb.Got.	34 ″ 0 s 7 ″ 5 26 ″ 9$\frac{3}{4}$	
77624	**Kollektivizatzia** OilEng. 2Dks	3925					1934	StatesS.B. Yd."61 Kommunar" Nicolaieff	U.S.S.R.	347·8|51·5|24·0	Russian WB	Oil Engines RussianDieselWorks,Len.		
77625 LKJT	**Kollskegg** OilEng. Mchy.Aft D.F. E.S.D. 1Dk CruiserStern Butts of shell & butts & seams of deck plating elec.welded	9858 8975 5845	✠100A1 ~~7,40~~ ~~1,40~~ 7,41 ✠LMC1,40 Carrying Petroleum in bulk	Got ~~Sen~~Mdb	e†	CL 6,41	1940 1mo Lloyd'sA&CP	Eriksbergs M.V.Aktieb. Gothenburg	OddBergs TankrederiA/S (OddBerg,Mgr.) CellDBuE86'224t	498·4|65·3|36·4 518·4(O.L.) P101'B37'F48' FK Wing tanks in ER	Oslo Norwegian 11BHptCem 485tDTf27'	Oil Engines 2S.C.DA 8Cy.17$\frac{11}{16}$"–47$\frac{1}{4}$" 861NHP 2DB142lb EriksbergM.V.Aktieb.Got 590tFPT151tAPT234t	36 ″ 0 s7 ″ 7$\frac{1}{4}$ 28 ″ 7$\frac{1}{4}$	
91/40 77626 DOCC	**Köln** 4Mst D.F Sub Sig 2Dks&Shelter dk	7881 7248 4833					1921	Bremer Vulkan Vegesack	Norddeutscher Lloyd	474·0|60·7|32·8 P39'B142'F55'	Bremen German WB	T.3Cy.32$\frac{1}{4}$"52$\frac{3}{8}$"&86$\frac{5}{8}$"–55$\frac{1}{16}$" 556NHP BremerVulkan,Vegesack		G
77627 DHOH	**—** TwinSc (exElbingVIII) 1Dk	882 731 486					1912	F.Schichau Elbing	Schiffahrt-u.Asse- kuranz-GesE.Russ &Co.	220·4|33·5|12·6 Q66'B50'F25'	Hamburg German WB	T6Cy11$\frac{1}{16}$",19$\frac{5}{8}$"&31$\frac{1}{2}$"–17$\frac{7}{16}$" 84NHP F.Schichau,Elbing		G
77628 LEGM	**Kolsdal** (exSyrier) ssOsl.No.3-5,33 ssOsl.No.1-36 1Dk(Stl) Cargo battens not fitted	1269 1027 735	✠100A1 10,40~~9,39~~ ✠LMC MS6,37 BS~~9,38~~10,40 ~~9,39~~	Bgn Shl	o	OG ~~9,39~~ 10,40	1920 3mo Lloyd'sA&CP	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow	D/S A/S Argus (AlfLindö,Mgr.)	240·3|35·7|15·3 251·6(O.L.) P27'B57'F27' FK CellDB211'386tFPT	Haugesnd Norwegian 4BHCem 21tAPT15t	T.3Cy.15",25"&40"-27" (s) 185lb 99NHP 2SB(Spt),4cf,GS48,HS815 McKie&Baxter,Glasgow	17 ″ 3	
77629 6991 SHLA	**Kolsnaren** OilEng. D.F. ssGot.No.3-1,39 1Dk(Stl)&Shelter dk(Stl) CruiserStern	2465 2030 1245	✠100A1 Shelter dk withfreeboard 8,40 ~~12,39~~ ✠LMC CS1,39 DBS~~6,39~~ 8,40 1,38	Got Phl	u	OG 10,38	1923 6mo Lloyd'sA&CP	Aktieb. Gotaverken Gothenburg	Rederiaktieb Transatlantic(G. Carlsson,Mgr.) CellDB249'765t	312·3|45·5|18·8 316·0(O.L.) FK Collision FPT121tAPT81t	Gothenbrg Swedish ptCem BH to Sh dk 4 „ „ U „	Oil Engines 4S.C.SA 6Cy.24$\frac{11}{16}$"–51$\frac{3}{16}$" 100lb 355NHP Aktieb.Gotaverken,Got.	22 ″ 9 s 1 ″ 5 21 ″ 7$\frac{1}{4}$	
77630 38561 JNFI	**Komaki Maru** Ⓟ OilEng. ssKob.No.1-38 D.F. GyC. 2Dks 3rd dk except in aftermost hold CruiserStern Tonnage opening closed'38	8525 7914 5189	✠100A1 withfreeboard 2,40 ✠LMC CS12,38 DBS2,40 12,38 Carrying cargo oil F.P. above 150°F. in deep tanks	Kob	d†	CL 12,38	1933 12mo Lloyd'sA&CP	Harima S.B.&Eng. Co.Ld. Harima Upper 'tween dk bhds except Coll BH dispensed with	KokusaiKisenK.K. CellDB352'1439t DTs a51'1387t tanks at sides of tunnel	453·5|60·7|40·1 30·8 F40' FK (Coll	Kobe Japanese BH to Wdk 7 „ „2nd „)	Oil Engines 2S.C.DA 7Cy.29$\frac{1}{2}$"–47$\frac{1}{4}$" 2185NHP DB100lb KobeSteelWorks,Kobe 196tFPT90tAPT67t	40 ″ 1 ~~s12 ″ 4~~ ~~27 ″ 11~~ s12 ″ 3$\frac{1}{4}$ 28 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
93/40 77631 157659 ZMCX	**Komata** "*Arcform*" 1*Dk* *Cargo battens not fitted except in upper portion of holds* *CruiserStern*	3900 3169 2028	✠100A1 ~~1,40~~ ~~9,39~~ 8,40 ✠LMC12,38 *Fitted for oil fuel* 12,38 *F.P. above* 150°F.	Syd ~~Auk~~	*w*	CL	1938 12mo *Lloyd*'sA&CP	A.Stephen &Sons,Ld. Glasgow	UnionS.S.Co.of NewZealand,Ld. *CellD*	344·6|52·7|25·5 359·6(O.L.) P36'B92'F39' FK *B*272' 743*t FPT*113*t*	Wellingtn British 5*BHptCem ptAsp* *APT*159*t*	T.3Cy.24½",41"&68"–48"(*s*) 200lb 516NHP 3SB(Spt)9*cf*,GS184,HS7932 FD A.Stephen&Sons,Ld.Gls.	28 " 0 s4 " 6 23 " 8	
27/40 77632 LEGN	**Komet** (*ex*CharlesSchiaffino, *ex*Pluto) Wireless D.F. 1*Dk*	1147 1005 675					1912	Lxevaags Msk.&Jrnskb Bergen	D/S A/S Danto (H.Tangvald-Pedersen,*Mgr.*)	229·2|35·2|15·9 P11*t*H46*t*F30*t*	Porsgrunn Norwegian *WB*	T.3Cy.16¾",27"&44"–30" 106NHP LaxevaagsMsk&Jrns.Bgn.		N
77633 UNLF	**Komiles** *OilEng.* 1*Dk*	3962 3527 2256					1932	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	347·6|51·5|24·9 P29'B53'F30'	Leningrad Russian	Oil Engines 2S.C.SA 4Cy.26¾"–$47\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
77634 LEGO	**Kommandören** Ⓟ 2*Dks*	543 282 315					1891	AkersMek Værksted Oslo	Fylkesbaatanei Sogn&Fjordane	161·8|24·4|19·8 H29*t*	Bergen Norwegian	T.3Cy.16",26"&42"–30" NB10 97NHP AkersMek.Værksted,Oslo		
77635 DOFN	**Kommodore Johnsen** Aux4Mst (*ex*MagdaleneVinnen–36) *OilEng.* Bk (*TrainingShip*) Sub.Sig. *Mchy.Aft* 2*Dks* (*See Sailing Ship Register*)	3572 3094 2994					1921	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	328·8|48·2|26·9 P41'B107'F27'	Bremen German *WB*	Oil Engines 4S.C.SA 4Cy.$18\frac{1}{16}$"–$24\frac{4}{5}$" 128NHP Frd.KruppA.G.Kiel		G
77636 UNYH	**Kommunist** (*ex*MichaelLund, *ex*Regimen) *ss*Sld.No.3–10,04 *ss*Rot.No.2–13 1*Dk*(*Irn*)&*Web frames*& *pt Awng dk*(*Irn*)	1941 1840 1180	✠ 10,19 ✠	Rot	*r*		1891 9mo	Sunderlnd S.B.Co.Ld. Sunderland	U.S.S.R.	264·7|38·2|19·6 P23'Q84' *pt Awng dk*158' FK *CellDB*218'390*t*	Odessa Russian 6*BHCem* *APT*49*t*	T.3Cy.20",34"&56"–36" NDB04 192NHP 2SB,6*cf*,GS90,HS2928 N.E.MarineEng.CoLd.Nwc	19 " 6	
77637 237767 WNTO	**Komoku** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Electrically welded*	698 — 328					1938	MooreD.D. Co. Oakland,Cal.	Bay&River NavigationCo.	182·5|40·0| 8·7	S.Frncisco Utd.States	Oil Engines 4S.C.SA 12Cy.11"–15" 140NHP UnionDieselEng.Co. SanFrancisco,Cal.		R
77638 USBE	**Komsomolets Arctiki** Iron (*ex*ArcticPrince–36,*ex*Helder,*ex*Sirius, *ex*Madura) 1*Dk*&*Spar dk*3*trB* E.S.D. *Ref.Mchy.*	3450 3215 2310					1897	Nederl. Schps.Maats. Amsterdam	U.S.S.R.	322·4|44·2|28·5 F61'P152'	Murmansk Russian *WB*	T.3Cy.24",36"&60"–42" NB28 233NHP Ned.Fab.v.Werk.Mat.Ams		
77639 UPOT	**Komsomolsk** D.F. E.S.D. 1*Dk* Sub.Sig. *CruiserStern*	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	321·5|48·0|20·3 P32'B96'F33'	Archangel Russian *WB*	T.3Cy.20",33"&57"–42" 210NHP N.E.MarineEng.CoLdNwc		
77640 24039 JHAD	**Kōnan Maru** (*ex*KohnanMaru–38) *ss*Yka.No.3–11,30 *ss*Kob.No.2–38 2*Dks*(*Stl*)	5227 4844 3201	✠ … 3,40 ✠	Yka	*z*		1918 11mo	Mitsubishi ZosenKaisha Ld.Nagasaki	KiharaSyōsen KōgyōK.K. *CellDB*	400·0|54·5|30·3 P39'B121'F40' FK 350'1075*t FPT*130*t*	Tokyo Japanese 6*BHCem* *APT*37*t*	T.3Cy.27⅜",44½"&75"–48"& LP turbine with DR gearing & hydraulic coupling 548NHP 3SB,9*cf*,GS162,HS6591 MitsubishiZosenKaishaLd.	30 " 0	
77641 18453 JAJB	**Konan Maru** Ⓟ 2*Dks*	2627 2068 1603	✠ … 11,21 ✠				1915 9mo	OsakaIron Works Osaka	OsakaSyosenK.K.	284·7|42·5|23·0 P40'B100'F36' FK	Osaka Japanese *WB*	T.3Cy.20",33"&57"–39" 283NHP OsakaIronWorks,Osaka	23 " 0	
77642 10387 JIHF	—(*ex*KwonanMaru–38) Wireless 1*Dk*&*Spar dk*	1333 1151 768					1902	……………	KonanKisenK.K. (HinodeKisen Kaisha,*Mgrs.*)	230·2|34·5|19·1 P31'B56'F29'	Tokyo Japanese *WB*	T.3Cy.18",30"&48"–33" 132NHP		
77643 22906 JQYE	— 1*Dk*	994 828 558					1918	Kyushu ZosenSho Wakamatsu	IkedaShojiK.K.	190·0|31·1|18·5 P28'B37'F25' *WB*	Nishino-miya Japanese	T.3Cy.13",21¾"&36"–27" 67NHP HasegawaTekkoshoOsaka		
77644 35937 JJFC	**Konei Maru** 1*Dk*	2345 1936 831					1930	MitsuiBussanK.K. Tama	YamasinaKisen K.K.	291·2|42·0|21·7 P22'B72'F33'	Tokyo Japanese	T.3Cy.19",32"&53"–36" 169NHP MitsuiBussanK.K.		C
77645 LEGP	**Kong Alf** (*ex*Scotland) *Mchy.Aft* 1*Dk*	686 573 369					1920	A/S BokeröensSkibs-byg. Svelvik	DetSöndenfjelds NorskeDamp-skibsselskap	181·2|31·1|12·9 P58*t*H5*t*F24*t*	Oslo Norwegian *WB*	T.3Cy.14",23"&39"–27" 79NHP ShieldsE.&DDCoLd.N.Shl		N
77646 LEGQ	**Kong Björn** Wireless D.F. 1*Dk* *CruiserStern*	931 647 532					1921	A/SLarvik Slip& Verksted Larvik	DetSöndenfjelds NorskeDamp-skibsselskap	197·8|32·3|12·4 Q38*t*B116*t*H54*t* P32*t*F5*t*	Oslo Norwegian *WB*	T.3Cy.14",23½"&38"–27" 75NHP A/S LarvikSlip&Verksted, Larvik		N
66/40 77647 LCPR	**Kong Dag** Ⓟ 2*Dks*	1862 1331 1119					1923	Fredrkstad Mek.Værks. Fredrikstad	DetSöndenfjelds NorskeDamp-skibsselskap	255·1|38·2|19·4 P74*t*B183*t*H225*t* F32*t*	Oslo Norwegian *WB*	T.3Cy.22",36"&60"–39" 225NHP FredrikstadMV.Frdstad.		N
77648 LEGR	**Kong Erik** 1*Dk*&*Spar dk*	940 913 553					1904	Trndhjms Mek.Værks. Trondheim	Nordenfjeldske Dampskibsselskab	196·3|30·1|20·4 H21*t*	Tr'ndheim Norwegian *WB*	T.3Cy.16½",26"&44"–30" 106NHP TrondhjemsMVTrndheim		
77649 LEGU	**Kong Haakon** Ⓟ 1*Dk*&*Awng dk*	874 794 472					1904	Schömer& Jensen Tönning	DetStavangerske Dampskibsselskab	196·0|28·7|13·9 H58*t* 21·1	Stavanger Norwegian *WB*	T.3Cy.$18\frac{11}{16}$",$30\frac{5}{16}$"&50"–29½" 136NHP Schömer&Jensen,Tönning		
77650 LCPS	**Kong Halfdan** (*ex*Rethymo) *Ref.Mchy.* Wireless D.F. 1*Dk*&*Shade dk*	1456 1298 835					1923	Schiffb.Ges Unterweser Weser-münde-L.	DetNordenfjeldske Dampskibsselskab	228·5|34·5|20·0 P25*t*B52*t* H83*t*F14*t*	Tr'ndheim Norwegian *WB*	T.3Cy.15¾",27½"&45⅝"–27½" 110NHP A.Borsig,G.m.b.H.Berlin		N
66/40 77651 LEGV	**Kong Harald** Ⓟ Wireless D.F. Sub.Sig. 2*Dks*&*Awng dk* *Ref.Mchy.*	1151 1046 679	✠ 10,90	Bhn			1890 10mo	J.C. Tecklenborg Weser-münde-G.	DetNordenfjeldske Dampskibsselskab	220·6|30·0|13·0 H105*t* 20·3 len09 BK7"	Tr'ndheim Norwegian 4*BHCem* *WB*	T3Cy.18½",32½"&$51\frac{3}{16}$"–31½" NB09 167NHP H.Paucksch,Landsberg	22 " 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
77652 LDLA	**Kong Magnus** TwinSc (exLuksefjell, exCratheus) Wireless D.F. 1*Dk*	1410 1175 718					1911	Akers Mek.Værks. Oslo	DetNordenfjeldske Dampskibsselskab	251·7|38·2|15·8 P43tF30tH92t	Tr'ndheim Norwegian *WB*	T.6Cy.13¼",22"&27¼"-28" 80NHP AkersMek.Værks.Oslo		N
77653 142216 VPGS	**Kong Ning** Ⓟ TwinSc Wireless 1*Dk & Saloon dk*	1096 426 658					1918	LauSum Kee HongKong	WestRiver Transportation &TradingCo.Ld.	170·8|32·9|9·0	HongKong British	C.4Cy.13½"&27"-18" 75RHP *Emade*16*Bmade*96 KwongCheongLoongHKg		
77654 LHGW	**Kong Olaf** Iron 1*Dk&Awng dk*	562 521 297					1883	Stavanger Stöberi&Dok. Stavanger	DetStavangerske Dampskibsselskab	173·2|24·0|17·7 H41t	Stavanger Norwegian *WB*	T.3Cy.15",25"&41"-27" NE&B05 87NHP LaxevaagsMskbyg.Bgn.		
77655 LEGY	**Kong Oscar II** Ⓟ 1*Dk&Awng dk*	914 840 477					1904	Akt.Burmeistr&Wain Copenhagen	A/S Arendals Dampskibsselskab	197·0|30·7|15·0 H74t 21·8	Arendal Norwegian *WB*	T.3Cy.18¼",30"&50"-33" 144NHP Akt.Burmeistr&Wain,Cpn		N
77656 LCPT	**Kong Ring** Ⓟ D.F. *CruiserStern* 2*Dks*	1994 1430 1201					1929	Nylands Værksted Oslo	DetSöndenfjelds NorskeDampskibs-selskab	271·3|38·2|19·4 P77tB204tH236t F32t	Oslo Norwegian *WB*	T.3Cy.22",35"&60"-42" 233NHP NylandsVærksted,Oslo		N
77657 LCPU	**Kong Sigurd** Wireless D.F. 1*Dk*	916 669 419					1927	Nylands Værksted Oslo	DetSöndenfjelds NorskeDampskibs-selskab	212·2|32·2|12·5 P56tH108tF9t	Oslo Norwegian *WB*	T.3Cy.15½",26"&44"-27" 101NHP NylandsVærksted,Oslo		N
77658 137684 VRDG	**Kong So** Ⓟ TwinSc (exChuenChow) 1*Dk&Shadedk*	789 310 482					1915	Kwong FookCheong HongKong	N.J.Asquith	157·7|27·0|9·2	HongKong British	C.2Cy.13½"&27"-18" 62RHP KwongFookCheong,H.Kg		
77659 LDPZ	**Kong Trygve** Ⓟ Wireless D.F. 1*Dk*	1141 819 586					1931	Fredrkstad Mek.Værks. Fredrikstad	DetSöndenfjelds NorskeDampskibs-selskab	227·3|35·1|13·3 P41tH198tF6t	Oslo Norwegian *WB*	C.4Cy.(2)13¾"&(2)32$\frac{1}{16}$"-30½" 96NHP FredrikstadM.V.Frdstad.		N
77660 40114 JWIJ	**Kongo Maru** Ⓟ ssKob.No.1-39 *OilEng.* 2 *dks,3rd dk except in aftermost hold* D.F. GyC. *Tonnage opening closed* 38 *Cruiser Stern*	8624 7891 5111	✠100A1 *withfreeboard* 6,40 ~~3,39~~ ✠LMC CS3,39 DBS~~3,39~~6,40 ~~3,39~~6,40 *Carrying cargo oil F.P. above150°*	Kob	*d*†	CL 5,38	1935 2mo *Lloyd*	Harima S.B.&Eng. Co.Ld. Harima sA&CP *F.in deeptanks*	KokusaiKisenK.K. *CellDB*359'1420t *DTsa*49'1382t	453·5|60·7|30·8 40·1 F34' FK *Tanks at sides of*	Tokyo Japanese 8*BHptCem* (*Coll to W dk* 7 ,, 2*nd* ,,) *tunnel* 167t	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$"-47¼" 2115NHP DB100*lb* KawasakiDkydCoLdKobe *FPT*76t*APTs*234t	40 ″ 0 s12 ″ 3 27 ″ 11	
77661 42350 JIPK	— Ⓟ TwinSc D.F. E.S.D. *CruiserStern* 2*Dks*	7082 — 3212					1936	Mitsubishi JukogyoK.K Nagasaki	Government of Japan(Dept.of Railways)	415·0|57·2|32·8 F350'	Tokyo Japanese *WB*	4SteamTurbinesSRgeared Mitsubishi 2000NHP JukogyoK.K.Nag.		
77662 1276 JQIB	**Kongosan Maru** Ⓟ 2*Dks*	2116 1895 1335					1927	Uraga DockCo. Uraga	ChosenYusenK.K.	280·0|41·0|23·5 P23'B72'F29'	Jinsen Japanese *WB*	T.3Cy.18",29½"&50"-39" 156NHP UragaDockCo.Uraga		
77663 LJLZ	**Kongsdal** *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Mchy.Aft Carrying Petroleum in bulk*	9959 9191 5899					1937	Bremer Vulkan Vegesack	A/SMoltzaus Tankrederi(Moltzau&Christensen *Mgrs.*)	492·9|66·1|36·4 P113'B74'	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1163NHP BremerVulkan,Vegesack		N
77664 LJOB	**Kongsfjord** TwinSc D.F. *OilEng.* *CruiserStern* 1*Dk&Shelter dk*	4000 3528 2365					1937	Eriksbergs M.V.Aktieb. Gothenburg	DenNorske Amerikalinje A/S	407·1|55·3|22·6	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 14Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 945NHP EriksbergM.V.Aktieb.Got.		N
77665 LJOH	**Kongsgaard** *Mchy.Aft OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* *Cruiser Stern Longitudinal framing* *Part electrically welded, including butts of shell, upr dk & longitudinal bulkhd plating*	9467 8793 5677	✠100A1 ~~7,39~~2,41 ~~DBS1,39~~ ✠LMC8,37 *Carrying Petroleum in bulk* DBS9,40	Sch NYk	*e*† 2¼	CL ~~1,39~~ 2,41	1937 8mo *Lloyd*	Kockums M.V.Aktieb. Malmö 'sA&CP	Skibs.A/S Solvang (A.GowartOlsen, *Mgr.*) *CellDB*	505·4|63·1|36·4 523·4(O.L.) P97'B41'F67' FK *uE*70'180t*DTf*34'4	Stavanger Norwegian 11*BHptCem* 69t*FPT*143t	Oil Engines 2S.C.DA 7Cy.23⅝"-43$\frac{5}{16}$" 1358NHP 2DB171*lb* DB(WT)171*lb* KockumsM.V.Akt.Malmö *APT*342t	36 ″ 7 s 8 ″ 3¾ 28 ″ 5	
77666 LEUH	**Kongshaug** (exSicilia-35) 1*Dk&pt Awng dk*	1156 1044 656					1898	Fevigs Jernskibsbyg Arendal	DampskA/SKongshaugsRederi(M.H. Kongshavn&Sönner,*Mgrs.*)	217·4|31·9|20·7 B57tH42t *pt Awng dk*142'	Ålesund Norwegian *WB*	T.3Cy.16½",27"&44"-30" SirC.Furness, 106NHP Westgarth&Co.Ld.Mdb.		N
77667 LEHC	**Kongshavn** (exLangland, exSantaCruz) ssLon.No.3-5,19 ssBgn.No.1-24 *Well deck* 1*Dk*	751 550 425	✠ ... 5,25 ✠				1906 6mo	Caledonian Eng.&S.B.Co Preston	D/S A/S M.H. Kongshavn&SönnersRederi(M.H. Kongshavn&SönnerA/S,*Mgrs.*)	194·0|30·2|11·4 Q92'B24'F19' FK	Haugesnd Norwegian *WB*	T.3Cy.16",26"&43"-30" 116NHP CaledonianE.&S.B.Co.Prs.	13 ″ 9	N †
77668 DJMX	**Königin Luise** Ⓟ TwinSc *OilEng.* Sub.Sig. 2*Dks*	2400 1874 1191					1934	Howaldts-werkeA.G. Hamburg	Hamburg-Amerik. Linie	288·0|42·1|21·4	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.20½"-27$\frac{9}{16}$" 885NHP Blohm&Voss,K.a.A.Ham.		G
77669 DOEB	**Königsberg** TwinSc *OilEng.* Sub.Sig. 2*Dks* D.F.	6466 5811 3978					1924	Act.Ges. "Weser" Bremen	Norddeutscher Lloyd	431·3|56·4|30·3 P61'B143'F38'	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.27$\frac{9}{16}$"-47¼" 880NHP pMchf.Augsburg.Nürnbrg sA.G.Weser,Bremen		G
77670 DRBM	— (exRiga-34) 1*Dk*	999 800 571					1925	Gebr.Goed-hardtA.G. Lübeck	MathiesReed.K.G.	217·1|34·6|12·9 P14'Q58'B92'F21'	Hamburg German *WB*	T.3Cy.16$\frac{5}{16}$",27$\frac{9}{16}$"&43$\frac{5}{16}$"-27$\frac{9}{16}$" 98NHP Görlitzer MaschfbkGörlitz		G
77671 DAAQ	**Königsberg-Preussen** Sub.Sig. D.F. E.S.D. *Mchy.Aft CruiserStern* 1*Dk*	2530 2048 1217					1924	Frd.Krupp Akt.Ges. Kiel	Kohlen-Import-u. Poseidon Schiffahrts-A.G.	277·8|44·2|20·8 P83'F29'	Königsbrg German *WB*	T.3Cy.21¼",33⅞"&54¾"-39⅜" 188NHP Frd.KruppA.G.Kiel		G
77672 PFKT	**Koningin Emma** Ⓟ TwinSc *OilEng.* Sub.Sig. D.F. 3*Dks* E.S.D. *CruiserStern* *Butts of shell & deck plating electrically welded*	4135 2994 2100	✠100A1 *withfreeboard* 5,39 DBS4,40 ✠LMC5,39 *Channel Service, Flushing & Harwich, also European Summer Cruising*	Fls		OG	1939 5mo *Lloyd*	N.V.Kon-ink.Maats. "DeSchelde" Flushing 'sA&CP	Stoom.Maats. Zeeland	359·6|47·2|24·8 379·9(O.L.) F90'&*Prom. dk* FK *CellDBuE*72'196t	Flushing Dutch 9*BHptCem* (*Coll to U dk* 8 ,, 2*nd*,,) *DTsf*246t	Oil Engines 2S.C.SA 20Cy.22⅛"-33$\frac{1}{16}$" 1824NHP DB171*lb* N.V.Konink.Maats. "DeSchelde"Flushing *DTsa*119t*FPT*57t*APT*75t	28 ″ 0 s 6 ″ 9½ 13 ″ 6½	

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1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Deck Erections, &c.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
77673 PZAD	**Koningin Emma** Ⓟ *ss*Dem.No.1-41 *OilEng.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern*	535 304 361	✠100A1 1,41 ~~7,36~~ ✠LMC7,36 ✠LMC(M)2,39	Rot Dem	*h*	~~N12,39~~ 1,41	1936 7mo *Lloyd*	A.Vuijk& Zonen Capellea/d Ysel '*sA&CP*	N.V.Gemengd BedryfVaartuig- endienstSuriname *CellD*	165·2	26·5	8·7	P31'B43'F19' FK *B*108' 144*t FPT*10*t*	Pramaribo Dutch 3*BHptCem* *APT*22*t*	Oil Engines 2S.C.SA 8Cy.10$\frac{13}{16}$"–18$\frac{7}{8}$" 163NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo	10 ″ 8 s ″ 10$\frac{3}{4}$ 10 ″ 1	
77674 PZAB	**Koningin Wilhelmina** Wireless 1*Dk*	331 260 157					1908	Nederl. Schps.Maats. Amsterdam	Government of Surinam	143·4	23·3	11·8		Pramaribo Dutch *WB*	T3Cy.11$\frac{13}{16}$",18$\frac{7}{8}$"&31$\frac{1}{2}$"–17$\frac{3}{4}$" 42NHP NedFb.vWrk&Spoor.Am.		
77675 248 SVPZ	**Konistra** (*ex*Lamington) *ss*Pir.2ndNo.3-6,32 *ss*Pir.No.1-37 1*Dk*(*Stl*)&*deepframing*	3537 3337 2266	✠100A1 3,39 BS1,~~39~~ ✠LMC10,37 10,40	Ant	*w*	CL 3,39	1907 8mo *Lloyd*	A.Rodger &Co. Pt.Glasgow '*sA&CP*	T.N.Epiphaniades *Cell*	350·4	48·0	24·3	P25'B97'F38' FK *DBa&uE*133'*f*156'	Syra Greek 6*BHCem* 933*tAPT*86*t*	T.3Cy.24",40"&65"–42" (*s*) 160lb 294NHP 2SB,6*cf*,GS120,HS4720 A.Rodger&Co.Glasgow	27 ″ 0	
77676 337 JPZC	**Konsan Maru** *OilEng.* *ss*Nag.No.1-34 1*Dk*(*Stl*)	2733 2248 1556	✠ ... 1,38 ✠	Kob	*u*		1929 8mo	Mitsui Bussan Kaisha Tama *Cell*	DairenKisenK.K. *DB*230'769*t Tanks* *in way of*	326·5	46·5	21·5	P27'B63'F28' FK *tunnel* 173*tFPT*51*t*	Dairen Japanese 5*BHptCem* *APT*35*t*	Oil Engines 4S.C.SA 6Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 270NHP MitsuiBussanKaishaTama	21 ″ 6	
77677 239 SYSY	**Konstantinos** (*ex*Amfiali-34, *ex*NikolaosSophios,*ex*Canari) *OilEng.* 1*Dk*	313 270 172					1918	Forg.&Ch. de la Médit. LaSeyne	K.Kyriakides	132·3	24·0	12·0		Piræus Greek	Oil Engines 6Cy.10$\frac{5}{8}$"		
77678 DGKC	**Konsul Carl Fisser** (*ex*Jacatra-36, *ex*Westmark) D.F. 2*Dks*	5843 5458 3653					1914	Akt.Ges. "Weser" Bremen	HendrikFisser A.G.(Fisser&v. Doornum,*Mgrs.*)	421·6	56·2	29·6	P60'B126'F52'	Emden German *WB*	T3Cy28$\frac{7}{10}$",46$\frac{4}{5}$"&75$\frac{3}{5}$"–53$\frac{9}{10}$" 418NHP A.G."Weser,"Bremen		
77679 DFZU	**Konsul Schulte** (*ex*Cardiff) *ss*Gls.2ndNo.3-8,23 *ss*Bmn.No.1-28 1*Dk*2*trB*&*Webframes*	2975 2621 1843	✠ ... 3,29 ✠NE&B20✠				1898 6mo	W.Gray& Co.Ld. WHartlepool	Schulte&Bruns	318·0	46·0	20·8	P27'B70'F31' FK	Emden German *WB*	T.3Cy.24$\frac{1}{4}$",36"&59"–39" 264NHP G.Fletcher&Co.Ld.Derby	23 ″ 6	
77680 100 YLAP	**Konsuls P. Dannebergs** (*ex*Dungeness) *ss*Cff.No.3-2,18 D.F. 1*Dk*&*deepframing*	2747 2599 1744	✠ ... 2,21				1904 7mo	Richardsn, Duck&Co. Stockton	P.Danneberg	330·8	47·4	20·0	P30'B170'F29' FK	Riga Latvian *WB*	T.3Cy.23",38"&62$\frac{1}{2}$"–42" 257NHP Blair&Co.Ld.Stockton	22 ″ 6	C †
77681 OHXD	**Kontio** (*ex*Marie-35) **Iron** *ss*Got.3rdNo.3-5,30 D.F. *ss*Hfs.No.2-38 *Welldeck* 1*Dk*(*Irn*)&*Webframes*	1708 — 958	✠100A1 2,39 BS6,39 LMC7,38 No later survey reported	Shl	*r*	CL 2,39	1892 7mo	Furness, Withy&CoLd WHartlepool A&CP	LaivaO/YRauma (JohnNurminen O/Y.*Mgrs.*)	279·3	36·0	17·5	268·5 P27'Q80'B110' FK F31' *CellDB*228'3	Helsingfrs Finnish 5*BHCem* 77*tAPT*17*t*	T3Cy21$\frac{1}{2}$"35$\frac{3}{16}$"&57"–36"(*s*) 160lb *80lb* NDB02 193NHP 1DB,4*cf*,GS63,HS2860 Blair&Co.(Ld.),Stockton	19 ″ 10 s 1 ″ 3 18 ″ 9$\frac{1}{2}$	
77682 FPGU	**Kontum** (*ex*Lenita-39, *ex*HeinrichSchuldt,*ex*Fasan, *ex*Hornbach,*ex*Quarta) 1*Dk* Sub.Sig.	*1565* *1232* *866*					1923	Flensburgr Schiffsb.Ges. Flensburg	Cie.Côtière de l'Annam	262·7	39·7	15·0	P20'Q81'B104'F32'	Saigon French *WB*	T.3Cy.17$\frac{3}{4}$",29$\frac{1}{8}$"&48"–34$\frac{7}{16}$" 135NHP FlensburgerSchiffsb.Ges.		V
77683 5103 SEAN	**Konung Gustaf V.** Ⓟ **TwinSc** (*Ferry*) Sub.Sig. D.F. GyC. 1*Dk*2*trB*	3170 2402 1109					1910	Lindhol- mensV.A Gothenburg	SvenskaStatens Jernvägar(E.von Friesen,*Mgr.*)	368·8	51·1	22·2	H525*t*	Trelleborg Swedish *WB*	T.6Cy.23$\frac{3}{4}$",39"&64"–35$\frac{3}{4}$" 490NHP MotalaV.NyaAkt.Motala		G
77684 4294 SFEO	**Konung Oscar** Ⓟ **Iron** Wireless D.F. 2*Dks*&*Shelter dk*	735 404 426					1875 7mo	Bergsunds M.V.Aktieb. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	182·6	25·1	13·1	H57*t* len04 20·4	Stockholm Swedish	T.3Cy.16",25"&42"–28" NE&B04 93NHP BergsndsM.V.Aktb.Skm.		
77685 TCBX	**Konya** Ⓟ (*ex*Konia,*ex*Hellopes, *ex*Arbroath, *ss*Dun.2ndNo.3-3,18 *ex*Perth) *ss*C.Tn.No.2-26 2*Dks*	1745 — 894	✠ ... 2,28 ✠NB3,18 ✠				1890 7mo	WBThomp son&Co.Ld. Dundee	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	280·0	36·6	16·9	P61'B73'F61' BK9$\frac{1}{2}$"	Istanbul Turkish *WB*	T.3Cy.24",39"&64"–48" 354NHP WBThompson&CoLdDun	19 ″ 3	
77686 44598 JLCM	**Konzan Maru** (*ex*WestMunham= Maru-38, *Fitted for oil fuel* *ex*WestMunham-37) 2*Dks*	5488 — 3970	✠ ... 6,22 ✠				1919 4mo	Columbia RiverSBCorp Portland,Or	KokokuKisenK.K.	410·4	54·2	27·7	P44'B115'F47 FK	Kobe Japanese *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	C
77687 8332 SLUN	**Kookaburra** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelterdk* *Butts of shell & dks* *electrically welded* *Cruiser stern*	*4913* *4144* *2712*	✠100A1 *withfreeboard* 1,41 ~~4,40~~ ✠LMC3,39 *Cariying cargo oil*	Vcr Mel *F.*	*a*†	OG *P.abov*	1939 3mo *Lloyd* *e* 150°	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP* *F.in deeptank*	Rederiakteb. Transpacific(G. Carlsson,*Mgr.*) *Duct keel fwd. of* *Cell DB*344'1517*tM*	418·2	56·7	25·1	432·2(O.L.) F39' FK (*Coll* *mchy.space* *T*29' 1176*t FPT*121	Gothenbrg Swedish 7*BH* *BHto Sh.dk* 6 „ 2nd „) *tAPTs*251*t*	Oil Engines 2S.C.DA 7Cy.17$\frac{11}{16}$"–47$\frac{1}{4}$" 751NHP DB*100lb* Eriksberg M.V.Aktieb.Got	28 ″ 9 s 3 ″ 1$\frac{1}{4}$ 25 ″ 9$\frac{1}{2}$	
77688 140184 VLKM	**Koolama** Ⓟ **TwinSc** *OilEng.* D.F. 1*Dk*2*nd dk in forward holds* *Ref.Mchy.* *Shade deck* *Cruiser Stern*	4068 2464 2113	✠100A1 *withfreeboard* 3,41 ~~2,40~~ ✠LMC3,38 ✠Lloyd'sRMC~~12,39~~ 10,40~~6,40~~	Sba	*w*	CL ~~12,40~~ 3,41	1938 3mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP* *CellDB*27	Govt.ofWestern Australia 7'812*t Tanks betwe*	348·0	54·2	18·5	362·2(O.L.) FK *FonShade dk*41' *en tunnels*114*tFPT*	Fremantle British 6*BHptCem* 37*tAPT*87*t*	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 808NHP Harland&Wolff,Ld.Gls.	22 ″ 6 s4 ″ 7$\frac{3}{4}$ 18 ″ 0	
77689 129384 MDGF	**Koolga** *ss*Abn.2ndNo.3-10,34 *ss*Abn.No.1-38 *Well deck* 1*Dk*(*Irn*)&*deepframing*	1110 794 564	✠100A1 9,39 ✠LMC MS4,38 BS~~6,39~~7,40	Abn	*o*	CL 9,39	1910 4mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	AberdeenS.N. Co.Ld. *Cell*	232·1	33·9	14·9	242·6(O.L.) Q77'B68'F59' FK *DBa* 58'*uE*20'*f*96'	Aberdeen British 4*BHCem* 310*tAPT*15*t*	T.3Cy.19",31"&51"–36" (*s*) 180lb 188NHP 2SB,6*cf*,GS99,HS3143 CaledonSB.&E.Co.Ld.Dun	15 ″ 9 s ″ 5$\frac{1}{2}$ 15 ″ 5	
77690 153922 VJFB	**Kooliga** *ss*Mel.No.3-5,40 ~~*ss*Mel.No.2-[illegible]~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	2459 2046 1303	✠100A1 3,40 3,40 ✠LMC MS~~11,36~~ BS~~7,39~~8,40	Mel	*s*	CL 2,38	1928 3mo *Lloyd*	CaledonS. B.&E.Co.Ld Dundee '*sA&CP*	McIlwraith McEacharnLd. *CellD*	295·9	44·2	19·8	307·8(O.L.) P29'B63'F29' FK *B*255' 642*t FPT*58*t*	Melbourne British 5*BHCem* *APT*103*t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 293NHP 2SB,6*cf*,GS130,HS4948 N.E.MarineEngCoLdNwc	22 ″ 3 s 3 ″ 3$\frac{3}{4}$ 19 ″ 1	
77691 140160 VJFC	**Koolinda** Ⓟ **TwinSc** *OilEng.* *ss*Fre.No.3-6,40 ~~*ss*Fre.No.2-34~~ 2*Dks*(*Stl–Weather dk*–teaks) *Ref.Mchy.* 3*rd dk*(*Stl*)*in forward holds* *CruiserStern*	4372 3049 2281	✠100A1 *withfreeboard* 1,40 ✠LMC CS1,40 3,41 Lloyd'sRMC~~1,40~~6,40 2,41	Sng	*w*	CL 1,40	1926 12mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	Government of WesternAustralia *CellDB*230'527*t* *DTf*24'571*t*	330·3	50·2	25·4	B220'F44' FK *FPT*170*tAPT*120*t*	Fremantle British 7*BHptCem* (5 *to W dk* 2 „2nd„)	Oil Engines 4S.C.SA 16Cy.23$\frac{1}{4}$"–47$\frac{1}{4}$" 830NHP Harland&Wolff,Ld.Gls.	27 ″ 6 s 8 ″ 11 18 ″ 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
77692 153934 VJNF	**Koomilya** *ss*Syd.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2780 2432 1592	✠100A1 *withfreeboard* 2,41 ~~1,40~~ ✠LMC MS7,37 BS~~10,39~~ 11,40	NSW	*v*	CL ~~12,37~~ 2,41	1929 5mo	CaledonS. B.&E.Co.Ld Dundee *Lloyd*'s A&CP	McIlwraith McEacharnLd.	326·8 339·4(O.L.) F34' FK (C *Cell DB*276'697*t FPT*	46·6	20·3	Melbourne British 5*BHCem* *oll to Sh dk* 4 ,, 2nd ,,) 110*t APT*62*t*	T.3Cy.22",36"&58"–42"&LP Turbine with DR gear & hydraulic coupling (*s*) 180lb 391NHP 2SB,6*cf*,GS132,HS5372 FD CaledonS.B.&E.CoLd.Dun	23 ″ 3 s1 ″ 6½ 21 ″ 10	
77693 129060 VJFG	**Koonda** (*ex*Hargrove) *ss*Mel.2ndNo.3–8,34 *ss*Mel.No.1–38 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	1631 1332 906	✠100A1 10,40 ~~10,80~~ BS~~10,39~~ ✠LMC10,38 10,40	Mel	*q*	10,39	1910 1mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'s A&CP	McIlwraith McEacharnLd. *CellDBa&uE*	265·0 275·5(O.L.) P21'B60'F35' FK 102' *f*110' 497*t FPT*	36·1	17·0	Melbourne British 4*BHCem* 63*t APT*50*t*	T.3Cy.21",33"&56"–36" (*r*) 180lb 220NHP 2SB,6*cf*,GS98,HS3602 Cen.Mar.Eng.Wks.W.Hpl.	19 ″ 6 s2 ″ 6 17 ″ 2	
77694 130149	**Koopa** Ⓟ TwinSc 1*Dk*	416 313 170	✠ ... 8,13 ✠				1911 10mo	Ramage& Ferguson,Ld. Leith	BrisbaneTug& S.S.Co.Ld.	192·6 *Promenade dk*140' FK	28·1	8·6	Brisbane British	T.6Cy.13",21"&34"–18" 176NHP Ramage&Ferguson,Ld.	9 ″ 0	
77695 137235	**Kooraka** Ⓟ *OilEng.* *Mchy.Aft Well deck* 1*Dk*	300 181 154	✠ ... 11,27 ✠				1925 4mo	G.Brown& Co.Ld. Greenock	CoastSteamships Ld.	135·3 Q58'F21' FK&BK1'	24·6	7·8	Adelaide British *WB*	Oil Engines 2S.C.SA 4Cy.16½"–18½" 192NHP NVKromhoutMotFabAms	8 ″ 9	
77696 159573 VLKR	**Kooringa** 1*Dk*&*Shelter dk* *CruiserStern*	3292 2903 1827	✠100A1 *withfreeboard* 9,40 ~~9,39~~ ✠LMC3,38	Syd Mel	*x* 1½	CL *CellD*	1938 3mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd*'s A&CP *B*288'824*t Tan*	McIlwraith McEacharnLd. *ks at sides of tunne*	363·6 374·5(O.L.) F32' FK (*l*40*t FPT*260*t APT*	49·7	20·7	Melbourne British 7*BHCem* *Coll to Sh dk* 6 ,, 2nd,,) 150*t*	T.3.Cy.20",32"&52"–42" & LPturbine with DRgearing & hydraulic coupling 220lb (*s*) 387NHP 2SB(Spt),6*cf*,GS132, HS5410 FD Barclay,Curle&Co.Ld.Gls.	24 ″ 4 s1 ″ 9½ 22 ″ 7½	
77697 120742 VJFL	**Kooyong** *ss*Syd.2ndNo.3–10,33 *ss*Syd.No.1–38 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	2296 2093 1393	✠100A1 6,40 ~~7,30~~ BS~~1,40~~ ✠LMC1,38 1,41	Mel NSW	*l*	CL ~~7,38~~ 6,40	1907 10mo	ClydeS.B. &E.Co.Ld. PortGlasgow *Lloyd*'s A&CP	McIlwraith, McEacharnLd. *CellDBa*90'*uE*&	295·0 P31'F31' ForeB14' MainB62' FK *B*34'*f*132'664*t FPT*	44·1	19·8	Melbourne British 7*BHCem* 67*t APT*79*t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 264NHP 2SB,6*cf*,GS107,HS4110 ClydeS.B.&E.Co.Ld.P.Gl.	22 ″ 3 s3 ″ 2½ 19 ″ 3	
77698 121598 ZMGP	**Kopara** TwinSc Wireless *OilEng* *Mchy.Aft CruiserStern* 1*Dk*&*Shelter dk* *Cargo battens not fitted in 'tween dks* *Butts of keel & part deck elec. welded*	679 527 334	✠100A1 *withfreeboard* 12,40 ~~9,39~~ ✠LMC9,38	Auk	*m*	OG	1938 9mo	Henry Robb,Ld. Leith *Lloyd*'s A&CP	Richardson&Co. Ld. *CellDB*148'283*t*	193·1 200·8(O.L.) FK *Haft*45'F27' (*FPT*46*t APT*29*t*	35·8 37·0	11·6	Napier,NZ British 4*BHptCem* *Coll to Sh dk* 3 ,,2nd,,)	Oil Engines 2S.C.SA 8Cy.13⅝"–22 3/16" 250NHP BritishAuxiliaries,Ld.Gls.	13 ″ 9 s ″ 2 13 ″ 8	
77699 218835 KJCO	**Kopperston** (*ex*Bannack–38) D.F. E.S.D. Sub.Sig. 2*Dks*	5135 — 3121					1919	Standard S.B.Corp. Shooter's Island,N.Y.	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*)	377·0 P25'B106'F41'	52·0	26·8	Boston Utd.States *WB*	T.3Cy.25",42½"&70"–48" 340NHP StandardS.B.Corp.		R
* 77700 LEHF	**Kora** (*ex*Krosfond,*ex*Rosebank) *ss*Bgn.2ndNo.3–3,31 *ss*Bgn.No.2–39 *Well deck* 1*Dk*(*Stl*) Wireless D.F.	817 594 420	✠100A1 7,39 ✠LMC7,39	Bgn	*l*	CL 2,38	1906 6mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow *Lloyd*'s A&CP	DetBergenske Dampskibsselskab C	198·2 209·0(O.L.) Q69'B56'F25' FK *ellDBa*46'*f*81' 163*t*	30·1	15·1	Bergen Norwegian 4*BHCem* *APT*38*t*	T.3Cy.15",25 3/16"&40"–30" 180lb *80lb* 104NHP 1SB,3*cf*,GS50,HS1719 ClydeS.B.&E.Co.Ld.PtGls	14 ″ 10 s ″ 8½ 14 ″ 3¼	
78|41 77701 142863 GDBN	**Koranton** *ss*Nwc.No.3–4,32 *ss*Nwc.No.1–36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in 'tween dks*	6695 6448 4122	✠100A1 *Shelter dk* *withfreeboard* 3,40 ✠LMC MS5,36 BS5,39	St.J	*a*†	CL ~~N6,37~~ 7,40	1920 4mo	W.Doxford &Sons,Ld. Sunderland *Lloyd*'s A&CP	R.Chapman&Son *CellDB*366'1338*t*	412·6 429·3(O.L.) F36'*on Shelter dk* FK *FPT*148*t APT*292*t*	55·5	34·4	Newcastle British *ptCem* (6*BHtoS dk* 1 ,, ,, *U* ,,)	T.3Cy.27",44"&73"–48" (*s*) 180lb 596NHP 3SB,12*cf*,GS216,HS9525 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s 8 ″ 9½ 28 ″ 6	
77702 144610 VJSN	**Koranui** (*ex*Cleopatra) *ss*Syd.2ndNo.3–6,38 Wireless *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1266 1096 728	100A1 ~~5,40~~ ~~11,29~~ 11,40 LMC MS6,38 BS~~2,39~~ ~~3,40~~ 4,41	Mel		CL 11,38	1914	Schiffsw. v. HenryKoch Lübeck	UnionS.S.Co.of NewZealand,Ld. *CellDB*	241·4 P&B176'F35' FK *a&uE*75'*f*106' 318*t*	36·2	15·6	Melbourne British 4*BHCem* *FPT*56*t*	T3Cy18⅝",29⅜"&46⅜"–32½" 200lb (*s*) 161NHP 2SB(Spt),4*cf*,GS72,HS2712 OttensenerMaschinenfab. Ottensen	18 ″ 0 s1 ″ 0½ 17 ″ 1½	
77703 SPBC	**Kordecki** (*ex*RoburV–40) *ss*Got.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted CruiserStern* D.F. *Strengthened for navigation in ice*	1975 1472 1073	✠100A1 ~~8,40~~ ~~8,39~~ 4,41 BS~~8,39~~ ✠LMC5,38 8,40	Got ~~Gt~~ N	*q* *t*	OG 8,39	1930 8mo	Akt.Lind- holmen- Motala Gothenburg *Lloyd*'s A&CP	A.Falter(Wm. Cory&Son,Ld. *Mgrs.*) Ce	257·6 P72'F22' FK *Trunk*151' *ll DB*206'502*t FPT*	41·1	18·6	Gdynia Polish 4*BHCem* 193*t APT*55*t*	C4Cy.(2)14 3/16"&(2)31½"– 31½" 207lb (*s*) 145NHP 2SB(Spt),4*cf*,GS48, HS1940 FD Akt.Lindholmen-Motala	20 ″ 11 s3 ″ 3½ 17 ″ 9½	
77704 OZEJ	**Korea** *OilEng.* D.F. E.S.D. 2*Dks*,3*rd dk in fwd.holds* *Cruiser Stern*	9945 9236 6182	✠100A1 *withfreeboard* 10,39 ✠LMC10,39 *Carrying vegetable oil in mids*	Nkv	*f*†	CL	1939 10mo	Nakskov Skibs.A/S Nakskov *Lloyd*'s A&CP *hip deeptanks*	A/S Det Östasiatiske Kompagni 2 *intermediate* *CellDB*418*t*1977*t*	484·6 510·9(O.L.) F83' FK *BHs dispensed with* *MTs*40'1272*t Tanks*	65·2	38·8	Copnhagn Danish *ptCem* 6*BHonly* *in way of tu*	Oil Engines 2S.C.DA 8Cy.24 7/16"–55⅛" 1642NHP DB*100lb* Akt.Burmeistr&Wain,Cpn *nnel*162*t FPT*129*t APT*78*t*	41 ″ 9 s12 ″ 3½ 29 ″ 8	
77705 31730 JHGB	**Korei Maru** Ⓟ (*ex*GunnarHeiberg, *ex*Snehætten,*ex*Uppland) *ss*Kob.2ndNo.3–6,26 1*Dk*&*deep framing*	2487 2309 1782	✠ ... 11,28 ✠				1904 6mo	W.Gray& Co Ld. W Hartlepool	SanboSyosenK.K.	305·0 P27'B81'F32' FK	45·2	20·0	Hutyu Japanese *WB*	T.3Cy.22½",36½"&62"–39" 250NHP Cen.Mar.Eng.Wrks.WHpl	22 ″ 4	C †
77706 45717 JHNN	— *OilEng.*	541 — 313					1939	Sanoga- waya Yasutaro Osaka	SankoKisenK.K.	159·9	27·5	13·7	Amaga- saki Japanese	Oil Engines		
77707 157656 ZMKD	**Korowai** 1*Dk* *CruiserStern*	2525 2018 1426	✠100A1 ~~4,40~~ ~~9,39~~ 9,40 ✠LMC6,38	Wln ~~Mel~~ Syd	*t*	CL	1938 6mo	A.Stephen &Sons,Ld. Glasgow *Lloyd*'s A&CP	UnionS.S.Co.of NewZealand,Ld. *CellDB*240'	293·3 303·8(O.L.) P25'B90'F31' FK 532*t MT*8' 195*t FPT*	45·2	19·7	Wellingtn British 5*BHptCem* *ptAsp* 62*t APT*89*t*	T.3Cy.21½",34"&56"–39" 200lb (*s*) 353NHP 2SB(Spt),6*cf*,GS120, FD HS5700 A.Stephen&Sons,Ld.Gls.	21 ″ 10 s3 ″ 0½ 18 ″ 10½	
77708	**Korrigan IV** (*ex*Tooya–38, TwinSc *ex*Principio,*ex*Zaragoza, *OilEng.* *ex*Appollo,*ex*Principio, 1*Dk* *ex*ErnaDavid)	597 525 344					1920	Flensburgr Schiffsb.Ges. Flensburg	Cie.duBoléo	190·8 P11'H46'	24·1	15·7	Santa Rosalia Mexican *WB*	Oil Engines 2S.C.SA 12Cy.13¾"–12" 401NHP *Emade*18 VulcanWerke,Hamburg		C

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
14 77709 LCAG	**Korsfjord** D.F. 1Dk	1620 1196 957					1913	Bergens Mek.Værks. Bergen	A/S D/S Korsfjord (Bergh&Helland)	244·2|37·6|15·7 P26tQ104tB150t H83tF33t	Bergen Norwegian WB	T.3Cy.18",29"&49"-33" 138NHP BergensMekVærksBergen		N
35|41 77710 8343 SLWN	**Korshamn** (exVigeo-39, TwinSc exIonopolis-37, OilEng. exGlenluce-36) ssOsl.No.3-11,38 Ref.Mchy. 1Dk&Shelter dk	6673 6031 3952	✠100A1 Shelter dk withfreeboard ~~9,40~~ ~~12,39~~1,41 DBS8,40 ~~DBS5,39~~ ✠LMC5,39 Carrying vegetable oil in deep tank	SFo NYk	z	CL ~~5,39~~ 8,40	1920 1mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	RederiA/B Jamaica(Sven Salén,Mgr.) CellDB348' 1039t DTa46'706tFPT116t APT123t	410·7|54·3|32·8 P43'B81'F48'on Shelter dk FK	Stockholm Swedish ptCem 7BHtoSh dk	Oil Engines 4S.C.SA 12Cy.26⅜"-39⅜" 810NHP DB100lb Harland&Wolff,Ld.Gls.	35″5 s 8″9 27″0	
77711 7194 SEUA	**Korsholm** OilEng. ssGot.No.3-4,38 D.F. 1Dk(Stl)&Shelterdk(Stl) CruiserStern Strengthened for Navigation in Ice	2647 2284 1418	✠100A1 withfreeboard ~~4,39~~12,40 ✠LMC CS4,38 ~~DBS6,39~~ ~~12,37~~6,39 11,40	Got LNl	v	CL 4,39	1925 4mo	Aktieb. Götaverken Gothenburg Lloyd'sA&CP	A/BSvenska Amerika Mexiko Linien(E.Carlson, Mgr.) CellDB272'902tFPT138t APT135t	336·2|45·6|19·9 339·6(O.L.) F32' FK	Gothenbrg Swedish 6BHptCem (Collto Sh dk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 355NHP DB85lb Aktieb.Götaverken,Got.	22″11 s 1″8 21″4¼	
77712 LJEF	**Korsnes** D.F. 1Dk Cruiser Stern	1736 1459 983					1936	Rosenbrgs MekVerkA/S Stavanger	D/S A/S Nor (Kr.Jebsen,Jr. Mgr.)	260·8|41·2|17·4 P31'B52'F28'	Bergen Norwegian WB	C.2Cy.15¾"&31½"-31½"& LP turbine withDRgearing & hydraulic coupling 145NHP BergensMekVærksA/S		N
77713 7287 SIRA	**Korsö** (exConsul-Olsson-39, exGracefield) ssHbg.2ndNo.3-5,32 D.F. ssMmo.No.2-40 ~~ssGot.No.1-36~~ 1Dk(ptIrn&ptStl)&deepframing Part electrically welded '40	2726 2508 1624	✠100A1 6,40~~7,39~~ ~~BS2,39~~ ✠LMC~~4,36~~ 6,40	Hbg Mmo	u	CL ~~7,39~~ 6,40	1905 11mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	RederiA/B Rex (K.M.Källström, Mgr.) CellDBa98'uE&B36'f136'770tFPT72tAPT93t	313·5|46·5|21·1 P30'B96'F35' FK	Stockholm Swedish 5BHCem	T.3Cy.22",37"&62"-42" (r) 180lb 267NHP 2SB,6cf,GS104,HS4070 Swan,Hunter&Wigham Richardson,Ld.Nwc.	23″1 s 3″6½ 19″9	
77714 OXKS	**Korsör** Ⓟ TwinSc (Ferry) OilEng. D.F. E.S.D. CruiserStern 2Dks	2398 1890 991					1927	Helsingörs Jernsk&Msk. Helsingör	DeDanskeStatsbaner	315·8|56·6|17·6 B200'	Korsör Danish WB	Oil Engines 4S.C.SA 16Cy.21⅝"-29½" 700NHP AktBurmeister&Wain,Cpn		V
* 77715 LDSP	**Korsvik** (exSinbad,exTorstein, Iron exAbermaed) ssOsl.4thNo.3-4,31 Well deck ssOsl.No.2-40 D.F. 1Dk(Irn)2trB	1229 941 639	✠100A1 3,40 ✠LMC3,40	Osl	n	3,39	1883 4mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	JensAndvig	225·5|31·1|17·2 Q113'B86'F54' BK8" DBa 63'f59'218t	Oslo Norwegian 4BHCem APT10t	C.2Cy.28"&52"-33" 80lb 80lb NDB06 119NHP 1SB,3pf,GS27,HS1917 Palmers'Co.Ld.Newcastle	18″3 s 3″5¼ 17″4¾	
77716 220 SVMB	**Korthion** (exNoordwijk-33) ssRot.2ndNo.3-12,33 ssPir.No.1-38 1Dk(Stl)&deepframing	2116 1917 1285	✠100A1 8,40~~5,38~~ ~~BS6,39~~ ✠LMC5,38 2,41	Pir NNs	s	CL 4,38	1909 6mo	Schpw.v. JanSmit,Czn. Alblasserdam Lloyd'sA&CP	SimbourasBros. Intermediate bulkhead in fore hold dispensed with CellDBa84'uE18'f120'590tAPT68t	286·9|42·2|19·5 P20'B72'F32' FK	Andros Greek Cem 4BH only	T.3Cy.21",35"&57"-39" (s) 160lb ~~100lb~~ 221NHP 2SB,6cf,GS108,HS3586 Maats.deSchelde,Flushing	21″11 s 3″1½ 19″0	
77717 UOFL	**Koryak** (exYesakiMaru) ssKob.No.2-28 1Dk&Shelter dk&Webframes Longitudinalframing	4214 3656 2635	✠ ... 8,31 ✠				1919 9mo	OsakaIron Works,Ld. Innoshima	U.S.S.R.	344·0|52·8|25·3 P30'B98'F34' on Shelter dk FK	Vladvostk Russian WB	T.3Cy 24",41"&67"-48" 380NHP OsakaIronWorks,Ld.	28″2	
77718 8718 JAXB	**Koryo Maru** Ⓟ Wireless 2Dks	726 655 422					1903	OsakaIron Works Osaka	NaritaKatsutaro	187·2|26·0|18·1	Hakodate Japanese	T.3Cy.13",21½"&37"-24" 67NHP OsakaIronWorks,Osaka		
77719 141664 JILK	— OilEng. Mchy.Aft 1Dk CarryingPetroleum in bulk	588 — 318					1936	Mitsui Bussan Kaisha,Ld. Tama	YamasinaKisen K.K.	176·9|29·2|12·8 P54'F17'	Tokyo Japanese	Oil Engines 4S.C.SA 6Cy.13"-23⅝" 98NHP MitsuiBussanKaisha,Ld. Tama		C
77720 37152 JKDC	**Kōryū Maru** OilEng. ssTamaNo.2-40 ~~ssKob.No.1-36~~ 2Dks(Stl)	6680 6048 4768	✠100A1 5,40~~4,39~~ ✠LMC CS 5,40 DBS~~4,39~~5,40 ~~6,38~~5,40 Carrying cargo oil F.P. above150°F.indeeptank	Kob Tama	b†	CL 5,38	1931 12mo	Mitsubishi ZosenKaisha Ld. Nagasaki Lloyd'sA&CP	HiroumiSyoziK.K. 'Tween deck BHabove after deep tank BH dispensed with CellDB370'1382tDTa36'1158tFPT259tAPT224t	436·4|58·5|32·8 P30'B127'F43' FK	Kobe Japanese 6BHtoUdk 1 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" DB100lb 747NHP MitsubishiZosenKaisha, Ld.Nag.	32″10 s 6″11 26″1	
77721 32650 JULB	**Koryu Maru** (exBelchers, exWarHamilton) 1Dk	2170 1818 1276					1919	PolsonIron WorksCo.Ld. Toronto	EgutiKisenK.K.	251·0|43·6|20·7 P25'B28'F20'	Takasago Japanese	T.3Cy.20½",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		C
77722 SPEA	**Kosciuszko** Ⓟ TwinSc New "Gdynia." see No. 83206 in Supplement (exLituania, ssDnz.No.3-12,28 exCzaritza) ssDnz.No.2-37 Ref.Mchy. 2Dks(Stl-U dk teaks&2nd D.F. dk-ws) Shade dk(Stl-ws)	6852 4843 4207	✠100A1 Shade dk 10,38 ✠LMC MS8,37 BS3,38	Dnz	b†	CL P10,38 SN 10,38	1915 5mo	Barclay, Curle&Co.Ld. Glasgow Lloyd'sA&CP	Gdynia-America ShippingLines,Ld. CellDBa104'uE46'f182'705tDTa33' 184tDTf18'337tFPT51tAPT21t	440·0|53·4|29·3 FK	Gdynia Polish 10BHCem	Q8Cy21½",30¾",44"&63"-48" 215lb (s) FD 889NHP 6SB,18cf,GS332,HS13302 Barclay,Curle&Co.Ld.Gls.	32″0 s7″9¾ 24″4	
77723 45873 JPBN	**Kosei Maru** (exNarenta-39) Fitted for oil fuel D.F. 3Dks CruiserStern	8223 7728 5942					1920	Workman, Clark&Co.Ld Belfast	NipponSuisanK.K.	450·2|58·3|37·1 P35'F44'	Tokyo Japanese WB	2 steam turbines DR geared to 1 sc. shaft Wrkman,Clark&Co.LdBel		C
77724 38063 JPIE	**Kōsei Maru** OilEng. ssKob.No.1-38 2Dks(Stl)	6668 6040 4768	✠100A1 4,40~~3,39~~ ✠LMC CS5,38 DBS~~3,39~~4,40 ~~8,37~~3,39 Carrying cargo oil F.P. above150°F.in deep tank	Tama Kob	b†	CL ~~8,37~~ 4,40	1933 3mo	Mitsubishi ZosenKaisha Ld.Nagasaki Lloyd'sA&CP	HiroumiSyoziK.K. 'Tween deck BHabove after deep tank BH dispensed with CellDB370'1382tFPT259t APTs 220t DTa36'1157t	436·4|58·5|32·8 P30'B127'F43' FK	Kobe Japanese ptCem 6BHto Udk 1 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 6Cy.28⅜"-49$\frac{3}{16}$" DB120lb 839NHP MitsubishiZosenKaishaLd.	32″10 s6″9¼ 26″3	
77725 431 JNVG	**Kosei Maru** (exCanadianWinner-33) ssVcr.No.3-3,32 2Dks(Stl)	5430 4884 3375	✠ ... 12,36 ✠	Nag	y		1920 12mo	Harbour Marine,Ld. Victoria,B.C.	OkitoriGodo GyogyoK.K. Bulkhead in fr'd hold dispensed with CellDB332'1026t FPT149t APT131t	399·8|52·2|28·5 P49'B113'F40' FK	Tokyo Japanese 5BHonly Cem	T.3Cy.27",44"&73"-48" 521NHP 3SB,9cf,GS198,HS7743 JohnInglisCo.Ld.Toronto	31″0	C †
77726 2290 JEZG	— E.S.D. 2Dks	3551 — 2085					1937	Mitsubishi JukogyoK.K Yokohama	ChosenYusenK.K.	341·2|48·2|27·9 P26'B79'F34'	Zinsen Japanese WB	T.3Cy.20$\frac{11}{16}$",34$\frac{7}{16}$"&57$\frac{1}{16}$"-43$\frac{5}{16}$" HS4521 316NHP MitsubishiJukogyoK.K. Yka.		

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. R. d Trade.
77727 44560 JFBM	**Kosei Maru** (exBuffaloBridge-38) *Fitted for oil fuel* *1Dk,2trB in fore & after holds & Web frames*	3263 — 1895	✠ ... 6,20 ✠			...	1919 10mo	Submarine BoatCorp. Newark,N.J.	Okada-gumiK.K.	324·0|46·0|28·5 P30'B90'F35' FK	Osaka Japanese *WB*	DR geared steam turbine WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	C
77728 29816 JPQA	— (exMeijiMaru-33) *1Dk*	2205 1970 1299					1924	KobeSteel Works Harima	ShimataniKisen K.K.	285·8|42·0|23·0 P28'F31'	Otaru Japanese *WB*	T.3Cy.20",23"&55"-39" 189NHP KobeSteelWorks,Harima		C
77729 44585 JQPM	**Kosin Maru** *Fitted for oil fuel* D.F. GyC. *CruiserStern 2Dks*	6530 — 3911					1938	OsakaIron Works,Ld. Innoshima	Okada-gumiK.K.	424·1|57·0|34·4 P41'B154'F45'	Osaka Japanese	2 steam turbinesDRgeared to 1 sc. shaft 517NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
77730 30415 JPKA	**Kōsin Maru** (exKoshinMaru-38) ssKob.No.3-3,35 ssTamaNo.1-39 *2Dks(Stl)*	5485 5120 4006	✠100A1 8,40 ~~5,30~~ ✠LMC~~5,30~~ 8,40	Tama	*z*	CL 5,38	1924 7mo *Lloyd's A&CP*	OsakaIron Works,Ld. Innoshima	*CellDB355'1053t DTa27'767t FPT106t APT26t*	407·2|50·8|32·5 P40'B137'F46' FK	Kobe Japanese 7*BHCem*	T.3Cy.27",45"&75"-51" (*s*) 180lb 553NHP 3SB,9*cf*,GS192,HS8110 FD OsakaIronWorks,Ld.	32 ″ 7 s 6 ″ 7½ 26 ″ 2¼	
77731 32883 JTSB	**Kosin Maru** (exHouthandel, exDanubier,exLakeport) ssAnt.No.1-23 *1Dk(Stl)*	1869 1620 1088	✠ 3,27 ✠	Ant	*r*		1917 10mo	American S.B.Co. Cleveland,O.	Kuribayashi SyosenK.K.	251·0|43·5|20·0 P25'B64'F23' FK *CellDB218'538t FPT56t APT69t*	Tokyo Japanese 4*BHCem*	T.3Cy.20",33"&54"-40" 274NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.	20 ″ 2	C †
77732 46607 JWOM	—	420 — 260					1939	Kazasi Zosensyo K.K.Simizu	YamasinaKisen K.K.	142·1|25·6|11·5	Tokyo Japanese	Oil Engines		
77733 LDKS	**Kosmos** ssSfj.No.2-37 *3Dks(Stl)&Webframes* *Mchy.Aft* *CruiserStern* D.F. *Longitudinal framing* *Strengthened for Navigation in Ice*	17801 16533 11789	✠100A1 *with freeboard* 9,39 ✠LMC10,37 PrBS9,39 BS9,39 *Whaling Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,29 *F.P. above* 150° F.	Sfj	*l*†	CL 9,39	1929 7mo *Lloyd's A&CP*	Workman, Clark(1928) Ld. Belfast	Hvalfangerselskapet "Kosmos" A/S(A.Jahre) *CellDBuE&B107' 428t DTf49' 926t FPT233t APT 204t Tanks above after peak 499t*	554·1|77·2|49·6 F141' FK	Sandefjord Norwegian 19*BH* (*CollBH to Wthr dk* 13 ,, *2nd* ,, 5 ,, *3rd* ,,)	Q.4Cy.29",42",60"&86"-60" 250lb (*s*) 988NHP 34Pr.B-*60lb* 2Pr.B-*64lb* 8Pr.B-*43lb* FD 5SB(4Spt),*20cf* HS14300 Workman,Clark(1928)Ld.	50 ″ 6 s15 ″ 8¼ 35 ″ 0¾	
77734 LDDI	**Kosmos II** TwinSc *Mchy.Aft* ssSfj.No.2-39 D.F. *CruiserStern 2Dks(Stl)* *Longitudinal framing at inner tanks & above 2nd deck* *Strengthened for Navigation in Ice*	16966 12231 9794	✠100A1 *with freeboard* 9,40 ~~9,39~~ BS9,40 PrBS9,39 ✠LMC9,39 *Whaling Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,31 *F.P. above* 150° F.	Sfj NYk	*l*†	CL 9,38	1931 7mo *Lloyd's A&CP*	Workman Clark(1928) Ld. Belfast	Hvalfangerslsk. "KosmosII." A/S (A.Jahre) *CellDBuE&B96'512t DTs f53' 932t Side tanks in fore hold 53'702t Sidetanks in mchy. space*	553·4|77·2|37·6 P134'F115' FK	Sandefjord Norwegian 19*BHptCem* (1 *to W dk* 18 ,, *2nd* ,,)	Q8Cy.20",29",41½"&60"-45" 250lb (*s*) 938NHP 50Pr.B-~~*60lb*~~ 5SB(Spt),*20cf*,HS14320 FD WorkmanClark(1928)Ld. 89'416t *FPT*393t *APT*551t	53 ″ 0 s18 ″ 9¼ 34 ″ 6¼	
77735 21136 JHDB	**Koso Maru** Ⓟ (exKohsoMaru-38) ssOsa.No.3-6,29 ssOsa.No.2-37 *2Dks(Stl)&Webframes* *Longitudinal framing*	3178 2757 2016	✠ ... 8,38 ✠	Osa	*t*	CL 10,36	1917 11mo A&CP	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K. *CellDB255' 518t APT20t*	305·0|43·7|27·2 P19'B82'F32' FK	Osaka Japanese 5*BHCem*	T.3Cy.22",37"&61"-42" (*s*) 180lb 288NHP 2SB,6*cf*,GS90,HS3824 OsakaIrn.Wrks.Ld.Osaka	27 ″ 3	
77736 YTKT	**Kosovo** Ⓟ (exTrieste,exTriesteD.) ssSpt.2ndNo.3-3,28 ssSpt.No.2-36 *1Dk(Stl-ws)&Shade dk(ptStl-teak s)*	896 833 503	✠100A1 *with freeboard* 3,39 ✠NB3,39 ✠LMC~~2,36~~ 6,40 No later survey reported *For service in the Adriatic*	Spt	*l*	CL 3,38	1909 2mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	Jadranska PlovidbaD.D. *CellDBa31'uE15' f56'94t FPT23t APT11t*	197·5|30·6|21·3 200·5(O.L.) FK	Split Yugoslav 4*BHCem*	T.3Cy.17½",29"&48"-30" (*s*) 180lb 176NHP 2SB,4*cf*,GS68,HS2606 FD D.Rowan&Co.Glasgow	14 ″ 0 s 1 ″ 5 12 ″ 10¼	
77737 7280 SFER	**Koster** (exThorunn) *1Dk*	973 834 548					1917	Hölens Verks.Akties Larvik	And.Smith	210·5|34·0|14·9 P23'B57'F24'H91t	Stockholm Swedish *WB*	T.3Cy.15½",25"&42"-30" 97NHP AkersMek.Værks.Oslo		N
77738 ~~[illegible]~~ ~~[illegible]~~	**Kosti** (exMarathon,exBirteJensen, exAllaguash, exRygja) ssBhn.No.3-6,07 ssN.Yk.No.2-15 *1Dk&Spar dk& deep framing*	3933 — 2555	✠ ... 2,21 ✠				1905 6mo	JLThompson&Sons,Ld. Sunderland	~~J.D.Chandris& N.J.Pissis(J.D. Chandris, Mgrs.)~~ Cia.Panameña EuropeaNavegaciónLtda.	364·6|50·5|15·4 23·4 P31'B242'F33' FK	Pnamania *WB*	T.3Cy.25",41"&67"-45" 338NHP J.Dickinson&Sons,Ld.Sld.	26 ″ 0	G †
77739 [illegible] YTCG	**Kostrena** Now "Radfield," see No. 89827 in Supplement *1Dk(ptStl&ptIrn)2trB &deep framing 3dk rule*	2562 [illegible]380 1627	✠100A1 8,40 ~~4,39~~ BS~~5,39~~ 6,40	Lon Jck LMC5,37	*t*	CL ~~4,39~~ 8,40	1902 1mo AP	Napier& Miller,Ld. Glasgow	BrodarskoAkcionarskoDrustvo "Oceania" *CellDBa&uE116'f134'680t APT70t*	314·0|44·0|20·7 P30'B94'F33' FK	Susak Yugoslav 5*BHCem*	T.3Cy.23",37"&61"-42" (*s*) 180lb 305NHP NB14*refitted*37 2SB,6*cf*,GS119,HS5300 D.Rowan&Co.Glasgow	23 ″ 3 s 3 ″ 6¼ 19 ″ 11	
77740 2549 JIBM	**Kosyo Maru** *OilEng.*	331 — 234					1939	.... Osaka	KoyoKisenK.K.	129·9|24·0|11·5	Reisui Japanese	Oil Engines		
77741	**Kosyu Maru** Should be "Gosyu Maru," see No. 83203 in Supplement D.F. E.S.D. GyC. *Ref.Mchy.* *CruiserStern*	8470					1939	Kawasaki Dkyd.Co.Ld. Kobe	GoyoSyosenK.K.	440·0|60·0|40·0	Japanese	2Steam turbinesDRgeared to 1 sc. shaft 833NHP Kawasaki DkydCoLdKobe		
77742 13872 JHOB	— (exKoshuMaru-38, exTaiunMaruNo.3, exTaiunMaru) ssOsa.No.3-9,23 ssKob.No.1-27 *1Dk*	2812 2415 2150	✠ ... 12,30 ✠				1911 1mo	Kawasaki Dkyd.Co.Ld. Kobe	KaiMidori	298·1|43·6|23·0 P19'B67'F37' FK	Osaka Japanese *WB*	T.3Cy.17½",28"&46"-36" 149NHP KawasakiDkydCoLdKobe	25 ″ 2	C †
77743 PFLD	**Kota Agoeng** Ⓟ *OilEng.* ssRot.No.2-39 D.F. *3Dks(Stl-Udk teak s)* *Cruiser Stern*	7356 6510 4558	✠100A1 11,40 ~~11,39~~ ✠LMC CS11,39 DBS~~3,40~~ 11,40 ~~2,39~~ 11,39 *Carrying oil F.P. above 150°F. in deep tanks*	Sch Sba	*c*†	OG ~~7,37~~ 10,40	1930 10mo *Lloyd's A&CP*	Maats. Fyenoord Rotterdam	Rotterdamsche Lloyd ~~(W.Ruys& Zonen, *Mgrs.*)~~ *CellDB378'1532t DTf28'1055t DTa35'767t FPT117t APT46t*	449·6|60·8|29·7 P51'B155'F61' FK	Batavia ~~Rotterdam~~ Dutch 8*BHptCem* 1 ,, *to 2nd dk* 1 ,, ,, *3rd* ,,	2 Oil Engines 2S.C.DA coupled to 1 Sc. Shaft by hydraulic transformers & SR gear 10Cy.20½"-27 9/16" DB*100lb* 1475NHP Maats.Fyenoord,Rot.& Maschinenfbrk.Augsburg-Nürnberg,A.G.Augsburg	33 ″ 6 s 6 ″ 11 26 ″ 9	
77744 PFLG	**Kota Baroe** Ⓟ *OilEng.* ssRot.No.2-37 *3Dks(Stl-Udk teak s)* D.F. E.S.D. *Cruiser Stern*	7281 6514 4570	✠100A1 6,40 ~~11,38~~ ✠LMC CS12,37 ~~DBS11,39~~ ~~2,39~~ 5,40 *Carrying oil F.P. above 150°F. in deep tanks* DBS11,40	Sch Sba	*c*†	OG 10,38	1929 2mo *Lloyd's A&CP*	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd ~~(W.Ruys& Zonen, *Mgrs.*)~~ *CellDB370'1291t DTf28'841t DTa35'695t FPT113t APT87t*	449·0|60·8|30·7 P51'B150'F61' FK	Batavia ~~Rotterdam~~ Dutch 8*BHptCem* 1 ,, *to 3rd dk*	Oil Engines 2S.C.SA 8Cy.29[illegible]"-52[illegible]" 1250NHP DB*95lb* Maats.deSchelde,Flushing	33 ″ 6 s6 ″ 11¼ 26 ″ 8¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
77745 PFLL	**Kota Gede** Ⓟ *OilEng.* *ss*Ham.No.2-36 3*Dks*(*Stl-U dk* teak s) D.F. E.S.D. *Cruiser Stern*	7323 6516 4561	✠100A1 9,40~~8,39~~ ✠LMC CS12,37 DBS~~12,38~~3,41 12,37 *Carrying oil F.P. above150°F.in deep tanks*	Sch Sba	*c*†	OG ~~7,38~~ 3,41	1928 9mo	Maats. Fyenoord Rotterdam *Lloyd's*A&CP	Rotterdamsche Lloyd~~(W.Ruys&~~ ~~Zonen,*Mgrs.*)~~ *CellDB*378'1472*tDTf*28'950*tDTa*37'767*tFPT*105*tAPT*46*t*	449·6 P51'B150'F61' FK	60·8	29·7	Batavia ~~Rottrdam~~ Dutch 8*BHptCem* 1 ,, *to 2nd dk* 1 ,, *3rd* ,,	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"-47$\frac{1}{4}$" 1857NHP DB*100lb* Maats.Fyenoord,Rot.	33 ″ 6 s6 ″ 11$\frac{1}{4}$ 26 ″ 8$\frac{3}{4}$	
77746 PFLQ	**Kota Inten** Ⓟ *OilEng* *ss*Rot.No.3-12,39 ~~*ss*Rot.No.2-36~~ 3*Dks*(*Stl-U dk* teak s) D.F. E.S.D. *CruiserStern*	7211 4707 4507	✠100A1 2,41~~8,39~~ 2,41 ✠LMC CS~~2,36~~ DBS~~8,39~~2,41 ~~3,37~~12,39 *Carrying oil F.P. above150°F.in forward deep tank and foremost after deep tank Carrying vegetable oil in aftermost after deep tank*	Sba	*c*†	OG ~~4,38~~ 1,41	1927 10mo	Maats. Fyenoord Rotterdam *Lloyd's*A&CP	Rotterdamsche Lloyd(~~W.Ruys&~~ ~~Zonen,*Mgrs.*)~~ *CellDB*378'1472*t* *DTf*28'950*tDTsa*75'2052*tFPT*118*tAPT*46*t*	449·6 464·5(O.L.) P58'B130'F66' FK	60·8	29·7	Batavia Dutch 8*BHptCem* 1 *to 2nd dk*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"-47$\frac{1}{4}$" 1857NHP DB*100lb* NDB(WT)36-*100lb* Maats.Fyenoord,Rot.	33 ″ 6 s7 ″ 0$\frac{3}{4}$ 26 ″ 8$\frac{1}{4}$	
77747 PFLS	**Kota Nopan** Ⓟ *OilEng.* *ss*Sch.No.2-40 D.F. E.S.D. 3*Dks*(*Stl-U dk* teak s) *CruiserStern*	7322 6511 4563	✠100A1 4,40 ✠LMC CS4,40 DBS4,40 1,40 *Carrying cargo oil F.P. above150°F.in deep tanks*	Sch	*c*†	OG 4,40	1931 7mo	Kon.Maats "DeSchelde" Flushing *Lloyd's*A&CP	Rotterdamsche Lloyd(~~W.Ruys&~~ ~~Zonen,*Mgrs.*)~~ *CellDB*370'1345*tDTf*28'944*tDTa*35'787*tFPT*116*tAPT*92*t*	449·9 P51'B155'F61' FK	60·8	30·7	Batavia ~~Rottrdam~~ Dutch 8*BHptCem* 1 ,, *to3rd dk*	Oil Engines 2S.C.SA 8Cy.29$\frac{15}{16}$"-52$\frac{3}{4}$" 1245NHP DB*95lb* Kon Maats."DeSchelde"	33 ″ 6 s6 ″ 11$\frac{1}{4}$ 26 ″ 9$\frac{1}{4}$	
*77748 PFLT	**Kota Pinang** Ⓟ *OilEng.* *ss*Rot.No.2-39 3*Dks*(*Stl-U dk* teak s) D.F. *CruiserStern*	7277 6486 4529	✠100A1 4,39 ✠LMC CS4,39 DBS10,39 8,38 *Carrying oil F.P. above150°F.in forward deep tank and foremost lower after deep tank Carrying vegetable oil in aftermost after deep tank and after 'tween deck tank*	Rot	*c*†	OG 1,37	1930 5mo	Nederl. Schps.Maats. Amsterdam *Lloyd's*A&CP	Rotterdamsche Lloyd(W.Ruys& Zonen,*Mgrs.*) *Cell DB* 378' 1474*t DTf*28'950*t DTa*35'767*tFPT*114*tAPT*46*t*	449·3 P51'B150'F61' FK	60·7	29·7	Rottrdam Dutch 8*BHCem* 1 *to 2nd dk* 1 ,, *3rd* ,,	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"-47$\frac{1}{4}$" 1857NHP DB*100lb* NDB(W.T.)36-*100lb* Maats.Fyenoord,Rot.	33 ″ 6 s6 ″ 11 26 ″ 9	
77749 PFLV	**Kota Radja** Ⓟ *OilEng.* *ss*Sba.No.3-2,41 ~~*ss*Rot.No.2-35~~ 3*Dks*(*Stl-U dk* teak s) D.F. E.S.D.(2) *Cruiser Stern*	7177 6514 4511	✠100A1 2,41~~6,39~~ ✠LMC CS~~12,35~~ DBS~~12,39~~9,40 ~~4,37~~4,40 *Carrying oil F.P. above150°F.in forward deep tank and foremost after deep tank Carrying vegetable oil in aftermost after deep tank*	Rot Sba 2,41	*c*†	OG ~~4,37~~ 4,40	1927 10mo	Kon.Maats deSchelde Flushing *Lloyd's*A&CP	Rotterdamsche Lloyd(~~W.Ruys&~~ ~~Zonen,*Mgrs.*)~~ *CellDB*370'1342*t* *DTf*28'966*tDTsa*75'2110*tFPT*114*t APT*87*t*	448·8 P58'B128'F66' FK	60·8	30·7	Batavia ~~Rottrdam~~ Dutch 8*BHptCem* 1 ,,*to 2nd dk*	Oil Engines 2S.C.SA 8Cy.29$\frac{15}{16}$"-52$\frac{13}{16}$" 1250NHP DB(*lower*)*120lb* NDB(WT)35-*100lb* Maats.deSchelde,Flushing	33 ″ 6 s7 ″ 0$\frac{1}{2}$ 26 ″ 7$\frac{1}{2}$	
77750 PFLX	**Kota Tjandi** Ⓟ *OilEng.* *ss*Rot.No.2-38 3*Dks*(*Stl-U dkTeak* s) D.F. *Cruiser Stern*	7295 6510 4548	✠100A1 9,40~~6,39~~ ✠LMC CS11,38 DBS3,40 ~~11,38~~6,40 *Carrying oil F.P.above150°F.in forward deep tank and foremost lower after deep tank Carrying vegetable oil in aftermost after deep tank and after'tween deck tank*	Sba NYk	*c*†	OG 5,39	1930 2mo	Wilton's E.&SlpwyCo Rotterdam *Lloyd's*A&CP	Rotterdamsche Lloyd(~~W.Ruys&~~ ~~Zonen,*Mgrs.*)~~ *CellDB*378'1488*t* *DTf*28'950*tDTsa*75'2172*tFPT*105*t APT*46*t*	449·6 P51'B150'F61' FK	60·8	29·7	Batavia ~~Rottrdam~~ Dutch 8*BHptCem* 1 *to 2nd dk* 1 ,, *3rd* ,,	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"-47$\frac{1}{4}$" DB*100lb* 1857NHP NDB(WT)36-*100lb* Maats.Fyenoord,Rot.	33 ″ 6 s6 ″ 11 26 ″ 9	
77751 26842 JOAD	**Koti Maru** (*ex*KochiMaru-38) *ss*Kob.No.1-25 2*Dks*(*Stl*)	2910 2688 1752	✠ 1,30 ✠	Kob	*u*		1920 11mo	Teikoku S.S.Co.Ld. Oh.Harima	SettuSyosenK.K. (OsakaSyosenK.K. *Mgrs.*) *Cell DB*263'645*tFPT*53*tAPT*56*t*	305·0 P23'B92'F33' FK	43·7	27·2	Hutyu Japanese 5*BHCem*	T.3Cy.23",38"&64"-48" 352NHP 2SB,6*cf*,GS110,HS4558 TanakaEng.Works,Osaka	27 ″ 3	C †
77752 10344	— Ⓟ (*ex*KochiMaru-38) 1*Dk*	307 222 162					1907	S.Ono Osaka	OkinawaKinkai KisenK.K.	141·0	20·8	9·9	Naha Japanese	T.3Cy.12$\frac{1}{2}$",20"&31$\frac{3}{4}$"-22" 47NHP S.Ono,Osaka		
77753 OHKD	**Kotka** (*ex*Zwijndrecht) Wireless D.F. 1*Dk*	1286 — 720					1918	N.V.Werf Conrad Haarlem	A/BHelsingfors S.S.Co.Ltd.(A/B Nielsen&Thorden O/Y,*Mgrs.*)	246·4 237·6 B57'F33'	37·1	17·6	Helsingfrs Finnish *WB*	T3Cy12$\frac{7}{10}$",29$\frac{1}{10}$"&47$\frac{1}{5}$"-35$\frac{2}{5}$" 132NHP Gebr.Stork&Co.Hengelo		V
77754 ESCF	**Kotkas** (*ex*Oise,*ex*WarTimiskaming) 1*Dk*	2160 1805 1263					1919	PolsonIron Works,Ld. Toronto	Mrs.M.Krönström &others	251·0 P25'B68'F20'	43·5	22·1	Tallinn Estonian *WB*	T.3Cy.20$\frac{1}{4}$",33"&54"-36" 188NHP PolsonI.W.Co Ld.Toronto		V
77755 UPFX	**Kotlin** (*ex*Aldebaran-35, *ex*SirJamesBell-33) *ss*Ams.No.3-2,34 1*Dk*(*Stl*) *Fitted for oil fuel*	2545 2229 1382	✠ ... 8,35	Bkn	*t*		1921 10mo	JIThorny- croft&Co.Ld Southampton *Intermediate BH in fore hold dispensed with*	U.S.S.R. *CellDB*252'644*tFPT*102*t APT*108*t*	298·7 P28'B83'F33' FK	44·6	21·8	Leningrad Russian *ptCem* 4*BH only*	T.3Cy.21",34"&57"-36" 238NHP 2SB,6*cf*,GS110,HS4018 JIThornycroft&CoLd.Sou	24 ″ 5	
77756 2287 JEXG	**Koto Maru** 2*Dks*	3557 — 2078					1937	Mitsubishi JukogyoK.K Yokohama	ChosenYusenK.K.	341·2 P26'B79'F34'	48·2	28·0	Zinsen Japanese *WB*	T.3Cy.20$\frac{11}{16}$",34$\frac{7}{16}$"&57$\frac{1}{16}$"-43$\frac{5}{16}$" 214NHP MitsubishiJukogyoK.K. Yka.		
77757 45735 JHTN	**Kōtō Maru** Wireless *CruiserStern*	1053 — 585					1939	Nakata Zosensho Osaka	SankoKisenK.K.	200·0	31·5	18·5	Japanese	T.3Cy.14",23$\frac{3}{8}$"&39"-30" 83NHP NakataZosensho		
77758 40179 JYTH	**Kotobuki Maru No. 2** *OilEng.* *CruiserStern* 1*Dk*	326 — 185					1935	YendoTek- kosho Osaka	FujiokaTekko Senpakubu	125·0 B10'	23·0	11·5	Osaka Japanese	Oil Engines 2S.C.SA 4Cy.15"-20" 159NHP NipponHatsudokiKK.Kob		
77759 42436 JJHL	**Kotobuki Maru No. 3** *Mchy.Aft*	723 — 406					1936	Urabe Zosen Tekkosho Osaka	FujiokaTekko Senpakubu	184·0	28·0	17·0	Osaka Japanese	T.3Cy.13",21"&36"-22" 60NHP FujiokaTekkosho,Osaka		
77760 45777 JCKN	**Kotobuki Maru No. 5**	720 — 396					1939	Urabe Zosentek- kosyoK.K. Osaka	FuziokaSadaiti	179·9	28·0	16·0	Osaka Japanese	Steam Engine		
77761 22587 JEUD	**Kotohira Maru** (*ex*TaibuMaru) *ss*Kob.No.3-9,29 *ss*Kob.No.2-38 2*Dks*(*Stl*)	6101 5183 4485	✠100A1 ~~9,40~~ ~~9,39~~10,40 ✠LMC~~9,39~~ 9,40	Kob	*z*	CL 7,38	1918 6mo	OsakaIron Works,Ld. Innoshima A&CP	NaigaiKisenK.K. *CellDB*360*tFPT*106*tAPT*26*t*	407·2 P40'B137'F46' FK	50·8	32·5	Kobe Japanese 7*BHCem*	T.3Cy.26$\frac{7}{8}$",45"&75"-51"(*s*) 180lb 553NHP 3SB,9*cf*,GS190,HS8100 FD OsakaIronWorksLdOsaka	32 ″ 7 s6 ″ 10 26 ″ 1	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
77762 43187 JJTL	**Kōtoku Maru** OilEng. Ref.Mchy. 2Dks	6702 6077 4863	✠100A1 9,40 ~~9,39~~ ~~DBS9,39~~ ✠LMC5,37 ✠Lloyd'sRMC~~9,39~~9,40 DBS9,40	Tama Nag	b†	CL 9,40	1937 5mo Lloyd'sA&CP	Mitsubishi JukogyoK.K Nagasaki	HiroumiSyoziK.K. CellDB322'1378t DTa34'1112t	436·4|58·5|32·8 453·7(O.L.) P30'B127'F41' FK	Osaka Japanese ptCem 7BH to U dk 1 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 6Cy.28 3/8"–49 3/16" 839NHP DB121lb MitsubishiJukogyoK.K. Nag.	33 ″ 0	
			Carrying cargo oil F.P. above 150°F. in deep tank Tank in way of tunnel257t FP T259t APT224t											
77763 ~~[illegible]~~ HPRM	**Kotor** (exEurymedon-39, exStylianos-35, ssMsl.2ndNo.3–10,27 exSverre) ssPir.No.2-36 1Dk(Irn)2trB&deep framing 3Dk rule	3678 3390 2438	✠100A1 Examined11,40 NYk ✠LMC MS9,36 BS3,40	~~Spt~~	u	CL N12,37	1904 4mo	W.Gray& Co.Ld. WHartlepool A&CP	Compania de NavegacionSansalvadorPanema CellDBa&uE133'uB17'f146'1005tAPT48t	339·6|48·0|24·5 P25'B67'F32' FK	Panama Pnamanian 5BHCem	T.3Cy.25",40"&65"–42" (s) 160lb 180lb NDB21 290NHP 2SB,6cf,GS112,HS4590 Cen.Mar.Eng.Wrks.WHpl	27 ″ 2 s5 ″ 0½ 22 ″ 4	
77764 UOUF	**Kotovsky** Ⓟ OilEng. Wireless 2Dks Cruiser Stern	1190 953 612					1928	Schiffsw(v. J.&Sch.)A.G. Hamburg	U.S.S.R.	202·4|33·3|18·4 P&B126'F22'	Odessa Russian WB	Oil Engines 4S.C.SA 8Cy.18 5/16"–29 1/16" 277NHP Motorenfabr."Deutz" A.G.Köln-Deutz		
77765 8363 JZHB	**Kotu Maru** Ⓟ (exKotsuMaru-38) ssHak.No.3–1,13 Wireless 1Dk&Spardk& Webframes	1541 1284 923	✠ ... 10,20 ✠				1902 2mo	Ishikawa- jimaS.B.&E. Co.Ld. Uraga	KitaNipponKisen K.K.	240·0|34·0|12·1 P37'B77'F39' 19·4 FK	Hutyu Japanese WB	T.3Cy.18½",30½"&52½"–36" 185NHP IshikawajimaS.B.&E.Co. Ld.Tokyo	22 ″ 0	
77766 231 SVDC	**Koumoundouros** (exDaybreak-34) ssCff.No.3–12,37 1Dk(Stl)	3598 3397 2259	✠100A1 ~~10,401,39~~ 6,41 MBS6,41 ✠LMC DBS10,40 MS11,37	Cff ~~Liv~~ Bry	w	CL 1,39	1925 1mo Lloyd'sA&CP	R.Thomp- son&Sons,Ld Sunderland	C.E.Embiricos	360·0|50·5|22·6 P34'B209'F35' FK CellDB310'925tAPT137t	Andros Greek 6BHCem	T.3Cy.25",42"&68"–45" 180lb 100lb 349NHP 2SB,8cf,GS141,HS5560 N.E.MarineEng.Co.Ld.Sld	25 ″ 0 s3 ″ 2 22 ″ 0½	
77767 22011 JZGB	**Koun Maru** Wood Wireless	753 — 421					1918	....	FukudaNisaburo	187·0|31·8|15·9	Maizuru Japanese			
77768 16523 JAYB	**Koun Maru No. 2** Ⓟ Wireless 2Dks	606 537 360					1913	GoshiKai- shaHarada Shoko, Osaka	KanemoriSyosen K.K.	182·7|23·7|16·6	Hakodate Japanese WB	T.3Cy.11½",19¾"&33½"–22" 53NHP GoshiKaishaHaradaShoko		
77769 OHYX	**Koura** (exMimis-36, exAgiosVlasios-34, ssPir.2ndNo.3–3,33 exBudapest, ssCpn.No.1–38 exSzterényi) 1Dk(ptIrn&ptStl) Cargo battens not fitted &deep framing	3335 — 1989	✠100A1 8,39 ~~BS7,39~~ ✠LMC6,37 1,41	Sch	v	CL 8,39	1907 3mo	W.Gray& Co.Ld. WHartlepool	KouranLaivaO.Y. (PaulEriksson, Mgr.) CellDBa112'uE&B40'f142'922tFPT75tAPT45t	341·9|48·0|21·8 331·0|48·3 P25'B124'F30' FK	Vaasa Finnish 5BHCem	T.3Cy.24",40"&65"–42" (s) 180lb 292NHP 2SB,6rf,GS108,HS4424 Cen.Mar.Eng.Wrks.WHpl	24 ″ 6 s3 ″ 10½ 20 ″ 10	
77770 FNHZ	**Koutoubia** Ⓟ TwinSc Fitted for oil fuel 3Dks(4th dk in Nos.1&2holds) D.F. E.S.D. Cruiser Stern	8790 6156 4551					1931	Forg.&Ch. de laMédit. LaSeyne	Cie.deNav.Paquet	426·9|58·5|34·3 B192'F80'	Marseilles French WB	6SteamTurbinesSRgeared to 2 Sc. Shafts Forg.&Ch.de laMédit. LaSeyne		V
77771 UOAN	**Kovda** 1Dk Well deck	1672 1226 1000	✠ ... 11,29 ✠				1924 12mo	Bergens Mek.Værks. Bergen	U.S.S.R.	250·3|39·1|16·1 P18'Q75'B56'F27' FK	Vladvostk Russian WB	T.3Cy.18⅝",29"&48"–33" 161NHP BergensMekVærksBergen	18 ″ 0	
77772 29818 JPNA	**Kowa Maru** (exKohwaMaru-38, exAtsutaMaruNo.5, ssMel.No.3–5,18 exGinryoMaru, ssKob.No.1–24 exAustralglen, 1Dk&Spar dk&deep exStrathord) framing	4520 4086 2775	✠ ... 6,26				1906 9mo	Grngem'th &Greenock DockyardCo. Greenock	ShiotaShojiK.K.	370·0|52·2|17·5 25·5 P25'B92'F41' FK	Kobe Japanese WB	T.3Cy.25",41"&68"–48" 353NHP J G.Kincaid&Co.Greenock	28 ″ 0	C †
77773 45154 JZAM	— (exKwanHo-38, exMataram-35) ssKob.2ndNo.3–8,35 1Dk(Stl)&Spar dk(Stl–ptws)	3217 2609 2250	✠ ... 12,38 ✠	Kob	v		1909 9mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow	NipponKogyo KisenK.K. CellDBa88'uE18'f160'593tFPT79tAPT29t	331·2|43·2|22·4 P29'B128'F44' FK	Tokyo Japanese 5BHptCem	T.3Cy.24",40"&65"–42" 397NHP 2SB,8cf,GS150,HS6000 ClydeS.B.&E.Co.Ld.P.Gl.	24 ″ 9	
77774 139113 VJFM	**Kowarra** ssSyd.2ndNo.3–3,40 ~~ssMel.No.3–1,28~~ ~~ssSyd.No.2–37~~ Well deck 1Dk(Stl) Cargo battens not fitted	2125 1610 1215	✠100A1 ~~3,403,39~~ 4,41 ~~BS3,39~~ ✠LMC~~4,36~~ BS3,40 4,41 3,40	Syd	r	CL 3,39	1916 1mo Lloyd'sA&CP	J.Priest- man&Co. Sunderland	AustralianSteamships,Proprietary, Ld. (Man.Agents, HowardSmith, Ld.) CellDBa70'uE&B48'f106'541tFPT87tAPT118t	270·0|40·0|17·8 280·3(O.L.) P21'Q85'B55'F31' FK	Melbourne British 4BHCem	T.3Cy.20½",33½"&55"–39"(s) 180lb 242NHP 2SB,6cf,GS118,HS4236 G.Clark,Ld.Sunderland	20 ″ 0 s1 ″ 11 18 ″ 3	
77775 128040 VJSP	**Kowhai** (exDevonCoast,exHopeful) ssMel.2ndNo.3–5,34 ssSyd.No.1–39 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	793 556 404	✠100A1 1,41 ~~1,40~~ ~~BS1,40~~ ✠LMC7,39 2,41	Syd Mel	k	CL 6,39	1910 4mo Lloyd'sA&CP	W.Harkess &Son,Ld. Middlesbro'	UnionS.S.Co.of NewZealand.Ld. CellDBf117'158tFPT39tAPT9t	195·0|30·0|11·6 31·5 200·6(O.L.) FK P13'Q96'B13'F33'	Melbourne British 3BHCem	T.3Cy.16",27"&44"–30" (r) 180lb 129NHP 2SB,4cf,GS68,HS2196 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 10 s4 ″ 0½ 13 ″ 4½	
77776 25837 JKDD	**Koyo Maru** ssYka.No.3–7,32 ssTama.No.2-40 ~~ssNag.No.1–36~~ 2Dks(Stl)	5471 5036 3287	✠100A1 ~~5,39~~10,40 ✠LMC~~5,39~~ 10,40	Tama	z	CL 5,39	1919 6mo	Uraga DockCo.Ld. Uraga A&CP	ToyoKisenK.K.	400·0|53·2|32·0 P33'B124'F45' FK CellDB336'976tAPT28t	Yokohama Japanese 6BHCem	T.3Cy.26",43½"&72"–48" (s) 200lb 513NHP 3SB,9cf,GS179,HS7376 UragaDockCo.Ld.Uraga	32 ″ 0 s6 ″ 6½ 25 ″ 8	
			Fitted for oil fuel 6,19 F.P. above 150°F.											
77777 25480 JBNB	**Kōyō Maru** (exKohyoMaru-38) ssNag.No.1–24 2Dks	3010 2602 1820	✠ ... 1,28 ✠				1919 8mo	Matsuo IronWorks &Dockyard Nagasaki	NipponYusenK.K.	311·0|44·2|27·0 P21'B78'F41' FK	Tokyo Japanese WB	T.3Cy.22",37"&61"–42" 300NHP MatsuoI.W.&Dkyd.Nag.	27 ″ 0	
77778 28928 JNDA	**Kōyū Maru** ssOsa.No.3–5,33 ssTama.No.1–38 2Dks(Stl)	5325 4846 3294	✠100A1 5,40 ~~1,39~~ ✠LMC~~4,39~~ 5,40	Tama	z	CL 3,39	1921 7mo	Mitsubishi ZosenKaisha Kobe A&CP	HiroumiSyoziK.K. CellDBa127'uE28'f177'994tFPT128tAPT87t	400·0|54·5|30·0 P39'B121'F43' FK	Kobe Japanese 6BHCem	T.3Cy.26½",44½"&75"–48" 200lb (s) 496NHP 3SB,9cf,GS175,HS6620 FD MitsubishiZosenKaisha	30 ″ 0 s5 ″ 6½ 24 ″ 8	
77779 40157 JYCH	**Kozan Maru** OilEng. 2Dks	4180 — 2468					1935	Mitsubishi Jukogyo K.K Kobe	YamamotoKisen K.K.	360·0|50·0|29·0 P28'B76'F36'	Kobe Japanese	2 Oil Engines 1S.C.SA 12Cy.17 1/16"–16 9/16"& hydraulic couplingS.R. geared to 1Sc.Shaft370NHP MitsubishiJukogyoK.K. Kobe		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
77780 23481 JRBE	**Kozan Maru No. 2** Wood 1*Dk*	864 731 512					1919	Furuyama Yoshitaro, Niigata	Turumuru Hirotaro	193·1 P25'B49'F28'	29·1	19·6	Tarumi Japanese	T.3Cy.$12\frac{13}{16}$",$21\frac{1}{16}$"&$35\frac{1}{8}$"–27" Hashimoto 63NHP Tekkosho,Osaka		
77781 42963 JNUL	**Kozui Maru** *OilEng.* *Ref.Mchy.* 2*Dks*	7072 6077 5219	✠100A1 ~~8,40~~ ~~8,39~~ 2,41 ✠LMC CS2,41 DBS2,41 2,41 ✠Lloyd'sRMC2,41 *Carrying cargo oil in deeptanksF.P.above*150°F.	Nag ~~Kob~~ Osa	*b*†	CL 8,40	1937 6mo *Lloyd*	Mitsubishi Jukogyo K.K Nagasaki '*sA&CP*	TakatihoSyosen K.K.(TaiyoKaiun K.K.,*Mgrs.*) *CellDB*372'1635*t DT a*36'1112*t FPT* 259*t APT*224*t*	436·4 453·7(O.L.) P30'B127'F44' FK	58·5	30·8	~~Kobe~~ Tokyo Japanese *pt Cem*	Oil Engines 2S.C.SA 6Cy.$28\frac{3}{8}$"–$49\frac{3}{16}$" 839NHP DB*121lb* MitsubishiJukogyoK.K.	32″10	
77782 239 JPFC	**Kozyo-Maru** Ⓟ (*ex*Kojo-Maru–38) 1*Dk*	1684 1375 956					1925	Manchuria DockCo.Ld. PortArthur, S.Manchuria	DairenKisenK.K.	249·0 P25'B62'F39'	37·5	21·0	Dairen Japanese *WB*	T.3Cy.18",28"&46"–36" 127NHP ManchuriaDockCo.Ld.		
77783 240 JEBG	— (*ex*OnjoMaru–38) Wireless 2*Dks*	370 — 198					1913	.... Osaka	ChosenSotokufu	130·0	24·2	15·5	Jinsen, Korea Japanese			
77784 134 JKVA	**Kozyun Maru** (*ex*KojunMaru–38)	2177 1885 1298					1917	....	DairenKisenK.K.	268·0	40·7	23·5	Dairen Japanese			
77785 30040 JGQB	**Kōzyun Maru** (*ex*KojunMaru–38) *ss*Kob.No.3–3,35 *ss*Smk.No.1–39 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	1931 1614 1186	✠100A1 4,40 ~~4,39~~ ✠LMC~~4,39~~ 4,40	Smk	*q*	CL 3,39	1924 7mo *Lloyd*	OsakaIron WorksLd. Osaka '*sA&CP*	HiroumiSyoziK.K. *CellDB*207'406*t FPT*45*t APT*16*t*	255·0 P17'B65'F28' FK	39·0	22·7	Kobe Japanese 4*BHCem*	T.3Cy.18",30"&50"–36" (*s*) 200lb 211NHP 2SB,4*cf*,GS79,HS3013 FD OsakaIronWorks,Ld.	22″9 s3″$1\frac{1}{2}$ 19″$9\frac{1}{2}$	
77786 32 SPAE	**Krakow** (*ex*Frimaire) *ss*Dnz.No.3–7,35 *ss*Gdy.No.1–39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2017 1576 1112	✠100A1 5,41 ~~4,40~~ BS~~4,40~~ 5,41 LMC5,39	Npt Stl	*r*	5,39	1926 2mo	Chant.Nav Français Caen	ZeglugaPolska S.A.(PolishS.S. AgencyLd.,*Mgrs.*) *CellDBa&uE*66'*f*107'405*t* *DeepTanks aft*34'205*t FPT*77*t APT*22*t*	269·1 P22'Q87'B50'F23' FK	39·7	17·5	Gdynia Polish 4*BHCem*	T.3Cy.$18\frac{1}{8}$",$29\frac{15}{16}$&$49\frac{3}{16}$"– $37\frac{13}{16}$" 185lb (*s*) 189NHP 2SB,4*cf*,GS95,HS3247 Etab.Nat.d'Indret,Indret	19″10 s1″$8\frac{1}{4}$ 18″$4\frac{1}{4}$	
77787 YTCK	**Kralj Aleksandar I** Ⓟ TwinSc *ss*Spt.No.1–36 2*Dks*(*weather dk Stl*–teak s) 3*rd dk*(*Stl*)*clear of mchy.space* *CruiserStern*	2463 1729 1126	✠100A1 *withfreeboard* 4,39 BS4,39 ✠LMC1,36 *ForServiceontheAdriatic and Cruising Service ontheMediterranean Fitted for oil fuel* 3,32 *F.P. above* 150° F. No later survey reported	Spt	*s*	CL s2,38 P7,38	1932 3mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	Dubrovacka PlovidbaA.D. *CellDBa&uE*75'*f*82' 163*t FPT*13*t APT*74*t*	270·5 FK	42·1	23·8	Dubrovnik Yugoslav 7*BHCem*	Q8Cy18",$25\frac{3}{4}$",$36\frac{1}{2}$"&52"–27" 225lb (*s*) 601NHP 4SB,12*cf*,GS244,HS9900 FD D.Rowan&Co.Ld.Gls.	24″6 s11″$2\frac{1}{4}$ 13″$7\frac{1}{2}$	
77788	**Kraljica Marija** Ⓟ TwinSc (*ex*Araguaya) *ss*Spt.2ndNo.3–1,33 D.F. *ss*Spt.No.1–37 3*Dks*(*Stl*–ws*Upt*teak)&*Orlop dk* *Ref.Mchy.* (*Stl*–ws)*inNos.*1&2*Holds*	*10196* *7418* *6102*	✠100A1 3,39 BS4,40 ✠LMC3,37 Lloyd'sRMC3,39 for Nos. 1 & 2 orlop dks., No. 5 lower hold & 5 chambers in No. 5 lower dk. only.	Ven	*f*†	CL 3,39	1906 9mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	Cie.Générale Transatlantique *CellDBa&uE*195'*f*155'1411*t Tanks at sides of tunnels*55'292*t FPT*90*t APT*65*t*	515·2 P44'B339'F88' FK	61·3	30·5	French 8*BHCem*	Q.8Cy.27",38",54"&$76\frac{1}{2}$"–54" 215lb (*s*) FD 1514NHP 3D&3SB36*cf*GS571HS23538 Wrkman,Clark&Co.Ld Bel	34″0 s7″$3\frac{1}{2}$ 27″2	
	Now "Savoie," *see No.* 89952 *in Supplement*															
77789 UNZM	**Krasin** (*ex*Sviatogor) TrpSc (*Icebreaker*) 4*Dks*(*Udk Stl*–ws)3*rd*&4*th dks*(*Stl*) &*Webframes* Sub.Sig. *CruiserStern*	4902 2418 2342	✠ 8,22 ✠	Lth	*z*		1917 2mo	Armstrong Whitworth &Co.Ld. Newcastle	U.S.S.R. *CellDBuE&B*188'836*t* *sidetanksinblr.space*68'286*t FPT*608*t APT*196*t*	318·0 FK	71·5	42·2	Leningrad Russian *Cem*	T.9Cy.26",42"&67"–45" 1643NHP 10SB,30*cf*,GS668,HS27600 Richardsons,Westgarth& Co.Ld.Mdb.		
77790 UPLY	**Krasnoarmeets** (*ex*Certo–35, *ex*Saga,*ex*GeneralWilliams) 1*Dk*	2200 2003 1277	✠ ... 12,23 ✠				1919 9mo	Dominion S.B.Co.Ld. Toronto	U.S.S.R.	251·0 P25'B64'F20' FK	43·6	22·2	Vladvostk Russian *WB*	T.3Cy.20",33"&54"–40" 328NHP J.Inglis&Co.Ld Toronto	24″3	
77791	**Krasnodar** (*ex*Alexandra, *ex*Antigoni,*ex*City of *ss*Shl.No.3–7,01 Belfast,*ex*Socrates, *ss*Shl.No.2–08 *ex*City of Belfast) *Well deck* 1*Dk*(*Irn*)&*Webframes*	2068 1681 1099	✠ 2,14 ✠	Msl	*s*		1889 5mo.	ShortBros. Sunderland	U.S.S.R.	290·3 P32'Q72'B118'F34' BK10" *CellDB*206'383*t APT*53*t*	39·1	19·6	Marioupol Russian 6*BHCem*	T.3Cy.21",35"&58"–36" NDB06 202NHP 1DB,6*rf*,GS85 T.Richardson&Sons,Hpl.	21″8	
77792 UNYD	**Krasnoe Znamya** (*ex*Waverley) *ss*Hul.No.2–09 1*Dk*(*Irn*)&*deep framing*	2271 2075 1403	✠ 8,19 ✠	Hul	*s*		1901 6mo	W.Gray& Co.Ld. WHartlepool	U.S.S.R. *CellDBa&uE*122'*uB*16'*f*122'668*t APT*77*t*	301·7 P25'B72'F33' FK	43·0	19·6	Archangel Russian 5*BHCem*	T.3Cy.22",35"&59"–39" 225NHP NB36 Cen.Mar.Eng.Wrks.WHpl	22″3	
77793 UOJC	**Krasnogvardeets** (*ex*Marjowetz–33,*ex*Albania,*ex*Marmara, *ex*Ostsee,*ex*Huntsclyde, 2*Dks*&*Shelter* *ex*Athena,*ex*Regina) *dk*&*deep framing* Sub.Sig.	2719 2571 1702					1904	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	292·0 H27'	41·4	25·9	Odessa Russian *WB*	T3Cy$20\frac{7}{8}$",$33\frac{7}{16}$"&$55\frac{1}{8}$"–$35\frac{7}{16}$" 180NHP FlensburgerSchiffsb.Ges.		
77794 UNYU	**Krasny Flot** Ⓟ (*ex*Reval, Iron *ex*Deutschland) Wireless 1*Dk*	712 507 342					1882	Stettiner Akt.Ges. Stettin	U.S.S.R.	198·5 P92'B35'	26·0	14·8	Odessa Russian *WB*	C.2Cy.23"&46"–27" NB95 92NHP StettinerA.G.Stettin		
77795	**Krasny Moryak** Ⓟ Pad (*ex*Tusli) 1*Dk*	348 234 133					1859	....	U.S.S.R.	184·4	22·2	7·5	Rostov Russian	C.2Cy.$21\frac{5}{8}$"&$36\frac{7}{16}$"–$40\frac{1}{2}$" NB36 70NHP		
77796 124 UNGJ	**Krasny Oktyabr** (*ex*Veerhaven, *ex*Zevenbergen) *ss*Rot.No.3–2,24 1*Dk*(*Stl*)	3295 2778 2041	✠ 2,24 ✠	Rot	*u*		1911 5mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	U.S.S.R. *CellDBa*102'*uE*24'*f*138'582*t FPT*72*t APT*101*t*	324·8 P33'B98'F32' FK	46·9	22·4	Vladvostk Russian 5*BHCem*	T.3Cy.$23\frac{1}{2}$",38"&64"–42" 290NHP 2SB,6*cf*,GS108,HS4488 Richardsons,Westgarth& Co.Ld.Hpl.	24″10	
77797	**Krasny Pakharj** (*ex*Nargen, *ex*Henriette,*ex*Ostsee) *Mchy.Aft* 1*Dk*&*Spar dk*	348 341 173					1900	Schiffsw.v. HenryKoch Lübeck	U.S.S.R.	121·0 B15'	21·8	16·1	Odessa Russian	C.2Cy.$12\frac{2}{3}$"&22"–13" 15NHP J.F.Ahrens,Ottensen		

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Enrôlement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
77798 UNZY	**Krasny Partizan** (exGregoriyZinovieff-38) Sub.Sig. 1*Dk*	2418 1925 1348	✠ ... 8,30 ✠				1927 9mo	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	276·7|43·0|20·5 P14'B68'F24' FK	Vladvostk Russian *WB*	T.3Cy.17$\frac{11}{16}$",29½"&48$\frac{7}{16}$"- 35$\frac{7}{16}$" 192NHP BalticS.B.&Eng.WrksLen	22 ″ 8	
77799 UNXY	**Krasny Profintern** (exArgun, exHafis) 1*Dk&Spar dk&Web frames*	4648 4010 2560	✠ 11,03 ✠	Bry	*x*		1902 2mo	R.Craggs& Sons Middlesbro'	U.S.S.R.	332·5|48·0|28·8 P29'B104'F35' FK *CellD Ba*116' *uE*26' *f*152'	Odessa Russian 6*BHCem* 326t*APT*25t	T.3Cy.25",40"&68"-48" 379NHP 3SB,9*cf*,GS148,HS6228 Richardsons,Westgarth& Co.Ld.Mdb.	22 ″ 9	
77800 UNZK	**Krechet** Ⓟ (exPolaris) ssHul.No.3-6,12 1*Dk(Stl)&Spardk(Stl-ptws)* *&Web frames*	2282 1499 1206	✠ 7,19 ✠NB4,13 ✠	Hul	*s*		1899 3mo	Gourlay Bros.&Co. Dundee	U.S.S.R.	281·3|38·2|28·6 P41'B102'F62' BK8" *CellDBa*36' *uE&B*61' *f*94' 227t	Vladvostk Russian 4*BHCem* *APT*17t	T.3Cy.30¾",47"&75"-45" 551NHP 3SB,9*cf*,GS183,HS8520 GourlayBros.&Co.Dundee	23 ″ 5	
77801 DJSB	**Krefeld** TwinSc *OilEng.* E.S.D. 1*Dk* *CruiserStern*	1213 979 641					1936	Lübecker Flender- WerkeA.G. LübeckSiems	Schiffahrt-und Assekuranz- Ges.E.Russ&Co.	242·4|36·3|14·3 B48'Q131'F31'	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.11$\frac{7}{8}$"-16$\frac{5}{16}$" 294NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	—	G
77802 UOWD	**Kreml** TwinSc (exSoyuzVodnikov *OilEng.* S.S.S.R.-38) *CarryingPetroleum in bulk* *Mchy.Aft* Sub.Sig. 2*Dks* *Longitudinal framing*	7661 6784 4111					1932	StatesS.B. Yd."Marti" Nicolaieff	U.S.S.R.	446·0|56·1|34·2 P98'B42'F58	Tuapse Russian *WB*	Oil Engines 2S.C.SA 8Cy.23$\frac{5}{8}$"-41½" 772NHP AndréMarti,Nicolaieff		
77803 UOAE	**Krestyanin** Sub.Sig. 1*Dk*	2513 1980 1387	✠ ... 9,31 ✠				1928 7mo	BalticS.B. &E.Works Leningrad	U.S.S.R.	283·8|43·0|20·6 P20'B72'F32' FK	Leningrad Russian *WB*	T.3Cy.17$\frac{11}{16}$",29½"&48$\frac{7}{16}$"- 35$\frac{7}{16}$" 193NHP BalticS.B.&E.Works	22 ″ 8	
77804 LYKA	**Kretinga** (exRimfrost-37, exLouthside) ssDub.No.3-3,28 *Mchy.Aft* ssRga.No.2-36 *Ref.Mchy. Well deck* 1*Dk(Stl)*	542 362 205	✠100A1 3,39 BS4,40 ✠LMC MS10,36 ~~BS3,39~~ ✠Lloyd'sRMC~~11,39~~ 4,40	Lie	*h*	CL ~~8,38~~ 4,40	1920 10mo *Lloyd's A&CP*	W.Simons &Co.Ld. Renfrew	Akc.B-véLietuvos BaltijosLloydas	167·2|26·7|10·4 Q94'B9'F32' BK7½" *CellD Bf*90' 134t*FPT*47t	Sventoji Lithuanian 3*BHCem* *APT*23t	T.3Cy.14",24"&40"-30" (*s*) 180lb 88NHP 1SB,3*cf*,GS61,HS2009 W.Simons&CoLd.Renfrew	12 ″ 8 s 4 ″ 3½ 13 ″ 0½	
77805 129675 VSNF	**Krian**	857 666 461					1911	Scotts'S.B. &Eng.Co.Ld. Greenock	StraitsS.S.Co.Ld.	210·0|35·2|12·2 P&B146'F35'	Singapore British *WB*	T.3Cy.18",29"&48"-33" 132NHP Scotts'S.B.&E.Co.Ld.Grk.		
77806 DAKV	**Kriemhild** 1*Dk*	800 600 487					1902	Nüscke& Co. Stettin	Rud.Christ.Gribel	202·7|30·3|12·6 Q59'B45'F21'	Stettin German *WB*	C.2Cy.20"&35"-24" E*made*99,*fitted*02 50NHP NB22 OderwerkeAct.Ges.Stettin		G
77807 UOUG	**Krim** Ⓟ TwinSc Sub.Sig. *OilEng.* *Ref.Mchy. Cruiser Stern* 3*Dks*	4867 3279 2683					1928	Frd.Krupp Akt.Ges. Kiel	U.S.S.R.	362·8|51·1|25·3 H82'B&F280'	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.23$\frac{5}{8}$"-45¼" 1163NHP Frd.KruppAkt.Ges.Kiel		
77808 103 YLAU	**Krimulda** (exGeneralDragomirow, exSomerford) ssLie.3rdNo.3-5,35 1*Dk(Irn)&deepframing* ssRot.No.1-39	1970 1668 1150	✠100A1 ~~5,07~~10,39 Rot ✠LMC BS~~4,39~~ MS10,39 4,40	Gms	*r*	CL 10,39	1899 8mo	BlythS.B. Co.Ld. Blyth A&CP	SeebergBros.	275·0|40·0|18·1 B70'F31' FK *CellDBa&uE*104'*uB&f*124'	Riga Latvian 4*BHCem* 590t*APT*45t	T.3Cy.20½",33"&54"-36" (*s*) 170lb 190NHP 2SB,4*pf*,GS87,HS3073 MacColl&Pollock,Sld.	20 ″ 6 s 2 ″ 11½ 17 ″ 8½	
77809 38 YLAV	**Krišjānis Valdemars** (*Icebreaker*) D.F. *Screw fore&aft* 2*Dks*	*1932* *1678* *757*					1925	WmBeard- more&Co.Ld. Dalmuir	Government of Latvia (MarineDept.)	196·5|55·8|22·1 B74'F19'	Riga Latvian *WB*	T.3Cy.26¾",42¾&69"-43½"& T.3Cy.16½",26½"&43¼"-20" Wm.Beardmore 398NHP &Co.Ld.Dalmuir		
77810	**Kristel** (exMarineTrader-39, exArnaa-35, ssAms.No.3-3,30 exGouwestroom-34) ssCff.No.2-38 *Well deck* 1*Dk(Stl)*	*1391* *1148* *832*	✠ ... 7,39 ✠	Cff	*p*		1918 1mo	Rtterdam Droogd.Maat Rotterdam	Scotto,Ambrosino, PuglieseFils&Co.	245·0|37·3|15·8 255·5(O.L.) Q82'B61'F28' FK *CellDB*208'319t	Oran French 4*BHCem* *APT*43t	T.3Cy.17⅞",28"&47"-36" 155NHP 2SB,4*cf*,GS82,HS2534 RotterdamDroogd.Maats	17 ″ 10	V †
77811 LCPX	**Kristianiafjord** *Fitted for oil fuel* D.F. 3*Dks*	6759 4851 4149					1921	Napier& Miller,Ld. Glasgow	A/S DenNorske Amerikalinje	421·7|55·8|26·5 H258*t* 34·5	Oslo Norwegian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft CammellLaird&CoLd.Bkn		N
77812 LEHJ	**Kristiansand** Ⓟ 2*Dks*	473 423 253					1915	Nylands Værksted Oslo	A/S Arendals Dampskibsselskab	151·2|25·2|17·4	Arendal Norwegian *WB*	T.3Cy.13½",22"&37½"-24" 69NHP NylandsVærksted,Oslo		N
77813 5460 SELO	**Kristina** (exGudrun-39,exMoskov) *Well deck* 1*Dk*	*960* *810* *444*					1880	Burmeister &Wain Copenhagen	RederiA/B Strim (SvenSalén,*Mgr.*)	224·4|30·2|15·6 P113'H37tF29'	Stockholm Swedish	C.4Cy.21"&42"-30" 161NHP Burmeister&Wain,Cpn.		V
77814 3554 SHJK	— (exWisborg-39,exAira) ssGot.3rdNo.3-4,30 *Mchy.Aft* 1*Dk(Irn)* *Well deck*	*716* *503* *280*	✠100A1 10,39 ✠LMC MS4,36 BS6,39	Skm	*j*	OG 12,38	1899 10mo	Scott& Sons Bowling A&CP	Grisslehamns- rederiet(T.E. Jansson,*Mgr.*)	180·0|30·1|11·7 Q93'B10'H53tF19' FK *CellDBuE&*B39'*f*103'222t*FPT*	Väddö Swedish 3*BHCem* 46t*APT*16t	T.3Cy.13¾",25½"&41"-27" 160lb *65lb* (*s*) 98NHP 1SB,3*pf*,GS51,HS1634 Ross&Duncan Glasgow	14 ″ 0 s 4 ″ 6½ 13 ″ 6½	
77815 540 SZKK	**Kriti** Ⓟ (exElenaM.-33, exHelenaM., sGls.No.1-90 exEddystone) *Well deck* Wireless 2*Dks*	1028 — 613	✠ ... 5,92 ✠				1886 3mo	W.B. Thompson Dundee	HellenicCoast LinesCo.Ld.	233·3|33·2|15·7 P142'F54'	Piræus Greek *WB*	T.3Cy.23",37"&58"-48" 233NHP W.B.Thompson,Dundee	16 ″ 10	
77816 67 YLDJ	**Krivs** (exNorthdene) ssShl.2ndNo.3-10,19 *Well deck* 1*Dk(Irn)&Web frames*	1340 1082 822	✠ 1,24 ✠	Sld	*o*		1893 11mo	S.P.Austin &Son Sunderland	Tv."Krivs" redereja (M.Kalnins,*Mgr.*)	240·0|36·2|18·3 P28'Q59'B44'F27' FK *DBa*62' *f*94' & *uE&B*32'410t*FPT*	Riga Latvian 4*BHCem* 29t*APT*29t	T.3Cy.19",31"&51"-33" 155NHP 1SB,4*pf*,GS60,HS2420 W.Allan&Co.,Sunderland	17 ″ 7	V †
77817 TCME	**Krom** (exBraddovey-38) *Fitted for oil fuel* D.F. 1*Dk*	*3359* *3080* *2045*					1927	Napier& Miller,Ld. Glasgow	T.C.Münakalât Vekâleti Devlet Denizyollari Işletme U.M.	340·2|48·7|23·2 P35'B104'F34'	Istanbul Turkish *WB*	T.3Cy.21¼",37"&62"-39" 240NHP D.Rowan&Co.Ld.Glasgow		C

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
77818 SPCF	**Kromań** (*ex*Aghios Spyridon-39, *ex*Nicolaos *ss*Pir.2ndNo.3-6,36 Pittas-36,*ex*Glynymel-33,*ex*Melton) *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	*1864* *1438* *1105*	✠100A1 5,40 ~~7,39~~ BS~~6,39~~ ✠LMC6,36 11,40	Gdy Npt	*q*	CL ~~6,39~~ ~~10,40~~ ~~1,41~~ 2,41	1912 4mo	S.P.Austin &Son,Ld. Sunderland *Lloyd*'*sA&CP*	CountessRóza Tyszkiewicz (BaltyckaSpólka Okretowa sp.z.o.o.) (BalticShipping Co.Ld.) (T.Olszowski,*Mgr*)	260·0 Q93'B52'F26' FK *CellDBuE&B*37' *f*114'346*t Tank in way of tunnel* 135*tFPT*70*tAPT*40*t*	38·5	17·0	Gdynia Polish 4*BHCem*	T.3Cy.21″,34″&56″-36″ (*s*) 180lb 228NHP 2SB,6*pf*,GS129,HS3850 G.Clark,Ld.Sunderland	19 ″ 3 s 1 ″ 10 17 ″ 7	
77819 OYKS	**Kronborg** Ⓟ (*Ferry—Screw fore&aft*) *OilEng.* *CruiserStern* 1*Dk*	481 372 191					1935	Nakskov Skibs.A/S Nakskov	DeDanskeStats- baner	145·5	36·8	13·0	Elsinore Danish	Oil Engines 4S.C.SA 6Cy.$11\frac{13}{16}$″-21¼″ 81NHP A/S Frichs,Aarhus		V
77820 OFAO	**Kronoborg** (*ex*TowerDale-37, *ex*PortCurtis-36) *ss*Hul.No.3-1,33 D.F. *ss*Rot.No.1-37 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed*'40	~~6537~~ — ~~3775~~ 8287 7770 5155	✠100A1 *Shelter dk* *withfreeboard* 4,40 ~~4,39~~ ✠LMC MS10,37 BS~~9,39~~ 10,40 ✠NE*made*22*refitted*36	Got Bal	*c*†	CL ~~N9,37~~ 5,41	1920 4mo	Workman, Clark&CoLd. Belfast *Lloyd*'*sA&CP*	J.A.Zachariassen &Co. *CellDB*383'1575*t*	461·9 449·5 P35'F43'*on* FK *Shelter dk* *FPT*105*tAPT*55*t* 5'*tween deck BHs dispensed with*	58·4	28·8	Nystad Finnish 7*BHCem* (*Coll* &*APtoShdk* 5 ,, 2*nd*,,)	T.3Cy.27½″,46″&77″-48″ 210lb (*s*) 729NHP 4SB,16*cf*,GS286,HS11452 FD Palmers'Co.Ld.Nwc.	~~32 ″ 0~~ ~~s 4 ″ 10~~ ~~27 ″ 5¼~~ 40 ″ 0 s11 ″ 0¼ 29 ″ 3	
77821 DOGR	**Kronos** Wireless D.F. Sub.Sig. *CruiserStern* 1*Dk*	1412 1097 660					1925	Flensburgr Schiffsb.Ges. Flensburg	Dampfschifffahrts Ges.Neptun	240·8 P&B166'F26'	38·8	15·3	Bremen German *WB*	T.3Cy$19\frac{11}{16}$″,31½″&53⅛″-$35\frac{7}{16}$″ 168NHP FlensburgerSchiffsb.Ges.		G
77822 OZSH	**Kronprins Olav** Ⓟ TwinSc D.F. E.S.D. *OilEng.* *Cruiser Stern* 2*Dks*&*Shelter dk*	3038 1302 1807					1937	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	302·7	45·7	16·7	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 14Cy.$19\frac{11}{16}$″-$35\frac{7}{16}$″ 945NHP HelsingörsJernsk.&Mskb.		V
77823 LEHN	— 1*Dk*	1137 999 685					1908	Akers Mek.Værks. Oslo	SkibsA/S Thor ThoresensLinje (ThorThoresen A/S,*Mgrs.*)	228·5 P13*t*H58*t*F29*t*	36·1	15·7	Oslo Norwegian *WB*	T.3Cy.16½″,27″&44″-33″ 111NHP AkersMek.Værks,Oslo		N
77824 8089 SJPN	**Kronprinsessan Ingrid** Ⓟ TwinSc Wireless D.F. *CruiserStern* *OilEng.* 1*Dk 2nd dk except in forward hold* *Upper deck electrically welded* *Strengthened for Navigation in Ice* *Platform dk in fore hold*	*794* *486* *235*	✠100A1 *withfreeboard* 4,39 ✠LMC6,36	Got	*m*	OG 4,39	1936 6mo	Frdrkshvn Værft og Flydk.A/S Fredrikshavn *Lloyd*'*sA&CP*	RederiA/B Göte- borg-Frederiks- havn-Linjen (HarryTrapp, *Mgr.*) *CellDB*145'	200·9 209·9(O.L.) B&F157' FK 78*t DTa*15*t FPT*6*t*	35·6	11·6	Gothenbrg Swedish 6*BHptCem* *APT*13*t*	Oil Engines 2S.C.SA 12Cy.13⅜″-$22\frac{7}{16}$″ 376NHP DB*50lb* Atlas-DieselA/B,Skm.	14 ″ 5 s 3 ″ 5½ 11 ″ 3½	
77825 5582 SFYN	**Kronprinsessan Margareta** TwinSc3Mst *OilEng.* E.S.D. *ss*Got.2ndNo.3-6,39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	*3746* *3365* *2232*	✠100A1 *Shelter dk* *withfreeboard* 3,41 ~~3,40~~ DBS~~6,39~~ ✠LMC6,39 9,40 ✠LMC(M)3,41	Got Bel	*x*	OG S5,38 P6,39	1914 4mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd*'*sA&CP*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*)	360·2 375·8(O.L.) FK *WB=CellDB a*69' *uE*37'*f*	51·4	22·1	Stockholm Swedish 6*BHptAsp*	Oil Engines 4S.C.SA 12Cy.21¼″-28¾″ 528NHP DB*80lb* Akt.Burmeistr&Wain,Cpn 212'1138*tFPT*74*tAPT*53*t*	25 ″ 6 s 2 ″ 4¼ 23 ″ 4	
77826 LEHP	**Kronprinsesse Märtha** Ⓟ 1*Dk*&*Shelter dk*&*pt3rd dk*	898 735 517					1929	Intrnationl SB&E.Co.Ld. Danzig	DetStavangerske Dampskibsselskab	176·8 H156*t*	31·2	19·9	Stavanger Norwegian *WB*	C.4Cy.(2)$12\frac{13}{16}$″&(2)27⅝″- 27⅝″ 33NHP InternationalS.B.&ECoLd		N
77827 LCPY	**Kronviken** (*ex*Domburg,*ex*Delta) *ss*H.Kg.2ndNo.3-8,29 D.F. *ss*H.Kg.No.2-37 1*Dk*(*Stl*)&*deep framing*& *pt Awng dk*(*Stl*)	2363 2016 1519	✠100A1 *pt Awng dk* *withfreeboard* 10,40 ~~12,39~~ BS~~12,39~~ ✠LMC7,37 10,40	Shi HKg	*s*	CL ~~7,37~~ 10,40	1904 11mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*sA&CP*	A/S Wallem&Co. (H.J.Wallem, *Mgr.*) *CellDBa*84'	281·0 291·7(O.L.) P17'Q90'F31' *ptAwng dk*175' FK *uE&B*30'*f*114'522*t*	42·6	16·6	Bergen Norwegian 4*BHCem* *APT*177*t*	T.3Cy.21″,33″&56″-36″ (*s*) 160lb 194NHP 2SB,6*rf*,GS73,HS3008 Cen.Mar.Eng.Wrks.WHpl	19 ″ 0 s 7 ″ 6½ 18 ″ 7	
* 77828 LIZL	**Krossfonn** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* D.F. E.S.D. *CruiserStern*	9323 8649 5550	✠100A1 6,39 DBS7,39 ✠LMC8,35 *Carrying Petroleum in bulk*	Fal	*d*†	CL N6,39	1935 8mo	Odense Staalskibsvft vedAPMöller Odense *Lloyd*'*sA&CP*	Skibsaktieselsk. "Dalfonn"(Sigval Bergesen) *CellDBuE*71'231*t*	480·5 495·0(O.L.) P98'B37'F41' FK *DT f*34'456*tFPT*1	65·0	35·6	Stavanger Norwegian 12*BH* 75*tAPT*176*t*	Oil Engines 4S.C.SA 14Cy.23¼″-$43\frac{5}{16}$″ 728NHP 2DB*160lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0 s 7 ″ 3½ 28 ″ 0	
77829 FNEK	**Kroumir** (*ex*Gartland,*ex*Izmir, *ex*Aegina) *ss*Gls.No.3-2,22 *ss*Gls.No.1-26 2*Dks*	1881 1660 1135	… 6,30				1906	Bremer Vulkan Vegesack	Cie.Nouvelle de Nav.Busck	261·5 P26'B76'F31' FK	37·1	21·5	Marseilles French *WB*	T.3Cy$20\frac{1}{16}$″,32⅞″&53¼″-39⅛″ 239NHP BremerVulkan,Vegesack	23 ″ 11	V †
77830 DQNL	**Krückau** (*ex*Seemoos,*ex*Friedrich Schröder,*ex*Britta, *ss*Ant.No.3-5,10 *ex*City of Liverpool) 1*Dk*	493 426 242	✠ 11,15	Bmn	*e*		1898 4mo	Mackie& Thomson Glasgow	BugsierReed.& BergungsA.G.	189·6 Q61'F23' len20 BK7½″	23·5	10·0	Hamburg German 3*BHCem* *FPT*22*t*	T.3Cy.13″,22″&35″-27″ 76NHP 1SB,3*cf*,GS51,HS1270 Muir&Houston,Ld.Gls.	11 ″ 2	G †
77831 DQOD	**Krusau** (*ex*Bluestone) *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	1352 1030 773	✠ 1,27 ✠ ✠NE&B*made*8,19*refitted*10,23	Shl	*o*		1923 10mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	BugsierReed.& BergungsA.G.	235·1 Q145'F25' FK *CellDB*198'380*tFPT*	36·1	15·3	Brmrhavn German 4*BHptCem* 102*tAPT*61*t*	T.3Cy.15″,25″&40″-27″ 120NHP 2SB,4*cf*,GS49.HS1800 FD Cen.Mar.E.Wks.Ld.WHpl	17 ″ 6	G †
77832 135004 VSND	**Kuala** 1*Dk*	954 691 391					1911	CaledonS. B.&.E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	225·2 P19'B48'F37'	35·6	12·8	Singapore British *WB*	T.3Cy.18″,29½″&48″-33″ 132NHP CaledonS.B.&E.CoLd.Dun		
77833	**Kuang Hsiang** TwinSc	653 — 387					1912	……………… HongKong	TaDahS.S.Co.Ld.	147·3	27·1	9·4	Shanghai Chinese	C.4Cy.		
77834 UOVY	**Kuban** *OilEng.* *Ref.Mchy.* 2*Dks*	3113 2705 1778					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	326·2 P21'B90'F29'	48·6	22·6	Odessa Russian	Oil Engines 2S.C.SA 6Cy.23⅝″-39⅜″ 587NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
77835 135673 VPKD	**Kudat** (*ex*Barima) TwinSc *ss*Dun.No.2-23 *Fitted for oil fuel* 1*Dk*&*Shelter dk*	1725 1384 1021	✠ … 10,24 ✠				1914 4mo	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	250·5 B94'F42' len27 *onShelter dk* FK	37·1	18·4	Singapore British *WB*	T.3Cy (2)12″,(2)20″&(4)24″ -24″ 182NHP CaledonSB.&E.Co.Ld.Dun.	20 ″ 6	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
100/40 77836 161126 GKSQ	**Kufra** OilEng. ssLiv.No.2-38 D.F. 1Dk(Stl)&Shelter dk(Stl) Ref.Mchy.	2724 2121 1510	✠100A1 Shelter dk withfreeboard 11,39 ✠LMC CS6,38 DBS3,39 5,37 ✠Lloyd'sRMC5,39 Fitted for carrying oil fuel 6,34 F.P.above150° F. in deeptank	Liv	v	CL 11,39	1929 11mo	Harland&Wolff,Ld. Glasgow Lloyd'sA&CP CellDB280'	MossHutchison Line,Ld. 740tDTf28'716tF	330·7 FK PT52tAPT16t	47·2	19·4	Liverpool British 6BHptCem (Coll to Shdk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 8Cy.24$\frac{3}{16}$"–51$\frac{3}{16}$" 473NHP DB100lb J.G.Kincaid&Co.Ld.Grk.	22 ″ 3 s 1 ″ 3¼ 21 ″ 1½	
77837 UOBA	**Kuibishev** Sub.Sig. 1Dk	2332 2013 1296	✠ ... 7,31 ✠				1929 12mo	BalticS.B.&Eng.Works Leningrad	U.S.S.R.	284·8 P18'B75'E32' FK	43·1	20·6	Leningrad Russian WB	T.3Cy.17½",29¼"&48$\frac{7}{16}$"–35$\frac{7}{16}$" 193NHP LeningradS.B.Works "AndreaMarti,"Len.	22 ″ 7	
77838 LEHQ	**Kul** (exGrorud,exTello,exAllan) ssBgn.2ndNo.3-5,32 ssBgn.No.1-37 Wireless 1Dk(Stl)&deep framing Well deck Cargo battens not fitted	1310 1042 760	✠100A1 Examined 6,41 Shl ~~BS11,38~~ ✠LMC5,37 10,40	~~Bgn~~	o	OG ~~7,37~~ 10,40	1907 3mo	Mackay Bros. Alloa Lloyd'sA&CP CellDBa56'	A/S Thv.Halvorsen	230·8 234·5(O.L.) Q120'B10'F26' FK uE16'f99'236tFPT	34·2	16·0	Bergen Norwegian 4BHCem 46tAPT43t	T.3Cy.18½",30⅝"&48"–33"(s) 180lb 80lb 149NHP 1SB,4cf,GS72,HS2385 Hutson&Sons,Ld.Glasgow	18 ″ 3 s 5 ″ 2½ 17 ″ 0	
77839 23 YLAB	**Kuldiga** (exPenteifi, exWilh.Hemsoth) ssRga.2ndNo.3-4,34 ssLie.No.1-38 1Dk(Stl)&ptAwng dk(Stl)	1978 1362 1188	100A1 ptAwng dk withfreeboard 2,38 ~~BS5,39~~ LMC2,38 6,40 No later survey reported	Lie	r	CL 1,38	1908	Nordseewk EmderWerft&DockA.G. Emden CellDB225'572t	SteamshipCo. Latvia-Belgian LineLtd.(Seeberg Bros.Mgrs.)	271·2 281·5(O.L.) PonQ24'Q103' FK ptAwng dk 168' Collision FPT61tAPT15t	39·4	15·7	Riga Latvian Cem BHtoAw dk 4 ,, ,, U ,,	T.3Cy.18¾",31⅛"&50½"–35¾" 185lb 192NHP 2SB,6cf,GS108,HS3358 EiderwerftA.G.Tönning	18 ″ 0 s 0 ″ 6½ 17 ″ 8	
77840 DICW	**Kulmerland** Ⓟ Sub.Sig. OilEng. D.F. E.S.D. Cruiser Stern 2Dks	7363 6164 4367					1929	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	463·6 P27'B426'FonB38'	60·1	28·0	Hamburg German WB	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"–47¼" 1585NHP AllgemeineElekGesBerlin		G
77841 UPMH	**Kulu** (exBatoe-35) Fitted for oil fuel 3Dks	6492 — 4070					1917	Nederl. Schps.Maats. Amsterdam	U.S.S.R.	420·3 P40'F41'	54·7	33·4	Nagaevo Russian WB	T.3Cy.26$\frac{13}{16}$",47$\frac{13}{16}$"&77½"– 53$\frac{13}{16}$" 440NHP Werkspoor,Amsterdam		
77842 YTKY	**Kumanovo** Ⓟ TwinSc (exGrandDuke ssSpt.2ndNo.3-2,33 Alexander ssSpt.No.1-37 Michailovitch, 1Dk(Stl-ws) exPrinsessanMargareta) &Shade dk 2nd dk in holds	1409 1142 669	100A1 Shade dk withfreeboard BS2,39 2,39 LMC3,37 No later survey reported Fitted for oil fuel 5,36 F.P. above 150° F.	Spt	o	OG 2,39	1907	Kockums M.V.Aktieb. Malmö Lloyd'sA&CP CellD	Dubrovacka PlovidbaA.D.	250·6 H255t FK BuE28'40tFPT16t	34·2	20·1	Dubrovnik Yugoslav 5BHCem APT30t	T.6Cy.18⅜",27¼"&47$\frac{3}{16}$"–27½" 185lb (s) 357NHP 4SB,12cf,GS221,HS6871 KockumsM.V.Akt.Malmö	15 ″ 0 s 1 ″ 10 13 ″ 6½	
77843 164269 GYNC	**Kumasian** D.F. E.S.D. 1Dk&Shelter dk CruiserStern	4922 4146 2947	✠100A1 withfreeboard Examined 3,41 BS2,40 ✠LMC10,35 Carrying vegetable oil in deep tank	~~Rot~~ Liv	a† 2$\frac{1}{16}$	CL 12,38	1935 10mo	Wm.Hamilton&Co.Ld. PortGlasgow Lloyd'sA&CP	UnitedAfrica Co.Ld. CellDB334'946t DTa25'873tF	404·1 F45' FK PT188tAPT142t	56·7	23·0	Liverpool British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	T.3Cy.21½",35"&62"–45"& Exhaust turbine driving steam compressor 220lb (s) FD 397NHP 2SB(Spt),6cf,GS91,HS4810 D.Rowan&Co.Ld.Gls.	25 ″ 3 s 1 ″ 11 23 ″ 6½	
77844 143627 VPFD	**Kumsang** Ⓟ (exBarrymore) ssH.Kg.No.3-4,32 D.F. ssHKg.No.2-40 ~~ssH.Kg.No.1-36~~ 2Dks(Stl)&Shelter dk (Stl-teak s)3rdtrBinNo.1hold	5447 4846 3341	✠100A1 Shelter dk withfreeboard 8,40 ~~7,39~~ 8,40 ~~BS7,39~~ ✠LMC~~8,36~~ Fitted for oil fuel 4,20 F.P. above 150° F.	HKg	a†	CL ~~7,38~~ 8,40	1920 4mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP Cell	Indo-ChinaSteam Nav.Co.Ld. DB320' 964tMT31'957tD	420·3 F33'onShelter dk FK Ta31'861t FPT67t	55·0	27·9	HongKong British Cem CollBHtoSdk 7 ,, ,, U,, APT52t	T.3Cy.29",49"&80"–54" (s) 180lb FD 712NHP 4SB,12cf,GS250,HS11000 Richardsons,Westgarth&Co.Ld.Mdb.	30 ″ 6 s 3 ″ 6½ 27 ″ 1½	
77845 151434 VPBP	**Kung Wo** TwinSc ssShi.No.3-4,38 Ref.Mchy. 1Dk	4636 3843 2825	A1 7,40 ~~6,39~~ ~~BS6,39~~ LMC4,38 For service on the Yangtsze River DS8,40	Shi ~~HKg~~		OG ~~4,38~~ 7,40	1921	HongKong &WhampoaDockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	350·0 362·7(O.L.)	48·5	14·0	HongKong British WB	T.8Cy.21",34"&(2)39"–33" 190lb 533NHP 3SB,9cf,HS8106 FD HongKong&WhampoaDockCo.Ld.HongKong		
77846 7470 SMJA	**Kungsholm** Ⓟ TwinSc OilEng. Ref.Mchy. ssGot.No.2-36 Sub.Sig. 3Dks(Stl-Weather dk pt ws) D.F. E.S.D. GyC. 4th dk(Stl)in holds Strengthened for Navigation in Ice	20067 13526 10289	✠100A1 withfreeboard 5,40 ~~1,40~~ ✠LMC CS12,37 ~~DBS12,39~~ 6,37 12,40	NYk		CL ~~P4,37~~ ~~s12,38~~ S5,40 PN 5,40	1928 11mo	Blohm&Voss Hamburg Lloyd'sA&CP CellDB513'284	A/B Svenska AmerikaLinien (A.Jonsson,Mgr.) 7tTanks in way of t	594·9 609·2(O.L.) B&F518' FK unnels 1205t	78·2	37·8	Gothenbrg Swedish 10BHCem FPT139tAPT174t	Oil Engines 4S.C.DA 16Cy.33$\frac{1}{16}$"–59$\frac{1}{16}$" 2DB142lb 3380NHP Akt.Burmeistr&Wain,Cpn	42 ″ 8 s 13 ″ 9½ 29 ″ 1½	
77847 43727 JYGL	**Kunikawa Maru** D.F. GyC. OilEng. Ref.Mchy. CruiserStern 3Dks	6863 — 3980					1937	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	479·5	62·3	30·3	Kobe Japanese WB	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47¼" 1850NHP KawasakiDkydCoLdKobe		C
77848 42978 JHJL	**Kunisima Maru** 2Dks CruiserStern	4083 — 2440					1937	Harima S.B.&Eng Co.Ld. Harima	IinoKisenK.K.	363·5 P29'B107'F30'	50·0	29·0	Kobe Japanese WB	2 steam turbinesDRgeared to 1 screw shaft KawasakiDkydCoLd Kobe		C
77849 43473 JHML	**Kunitu Maru** (exKunitsuMaru-38) CruiserStern	2722 — 1537					1937	Harima S.B.&Eng. Co.Ld. Harima	SettuSyosenK.K. (OsakaSyosenK.K. Mgrs.)	303·0	45·0	24·5	Osaka Japanese	2DRgeared steam turbines 266NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		
77850 PFMI	**Kunlabori** OilEng. Mchy.Aft CruiserStern 1Dk	304 215 146					1935	NVSchpsw Gebr.v/dWrf. Deest	J.Kunst&K. Schuitema	125·8 P25'F20'	24·0	9·0	Groningen Dutch WB	Oil Engines 2S.C.SA 5Cy.10¼"–14$\frac{3}{16}$" 93NHP N.V.Mchfb.Bolnes,Bolnes		V
77851 9191 JKAE	**Kunsan Maru** Ⓟ 2Dks	735 654 433					1904	Kawasaki Dkyd.Co.Ld. Kobe	SetsuyoSyosenK.K	186·2 B42'	27·1	18·1	Osaka Japanese WB	T.3Cy.15",24½"&39"–30" 83NHP Kawasaki DkydCoLdKobe		
77852 YTFV	**Kupa** (exTrewidden-37) ssBry.No.3-5,30 ssRot.No.2-38 1Dk(Stl)&Shelter dk(Stl)	4382 4131 2756	✠100A1 Shelter dk withfreeboard 1,41 ~~2,40~~ ✠LMC MS11,38 ~~BS4,39~~ 7,40 Carrying oil fuel F. P. above 150° F. in DB&APT	Ven Sng	y	CL 2,40	1917 9mo	J Readhead &Sons,Ld. South Shields Lloyd'sA&CP	Prekomorska PlovidbaD.D. CellDBa1	400·0 FK 31'uE23'f175'1003t	52·1	25·2	Susak Yugoslav 6BHCem APT50t	T.3Cy.26",43"&71"–48" (r) 180lb 416NHP 3SB,9cf,GS172,HS6951 J.Readhead&SonsLd.S.Shl	26 ″ 10 s 2 ″ 10½ 24 ″ 2½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
77853 UOYD	**Kura** (*ex*Siredal-33,*ex*Stein-33, *ex*Cerosco) Sub.Sig. 1*Dk*	2324 1942 1394					1919	McDougall-DuluthCo. Duluth,Min.	U.S.S.R.	250·3 P25'B64'F20'	43·3	21·4	Odessa Russian *WB*	T.3Cy.20",33"&54"–40" 184NHP McDougall-DuluthCo.		
77854 36412 JGDC	**Kurama Maru** *OilEng.* 2*Dks*	6789 6187 4066					1931	Uraga DockCo.Ld. Uraga	KokusaiKisenK.K.	438·0 P27'B173'F43'	58·0	33·4	Fuchu Japanese *WB*	Oil Engines 2S.C.SA 7Cy.$23\frac{2}{3}$"–$35\frac{2}{5}$" 688NHP Maschinefbrk.Augsburg-NürnbergA.G.Augsburg		C
77855 32649 JUKB	**Kuramasan Maru** *OilEng.* *ss*Tama.No.3-8,40 ~~*ss*Kob.No.2-36~~ 1*Dk*(*Stl*)	1995 1650 1133	✠100A1 8,40 ~~6,39~~ ✠LMC CS~~7,36~~ DBS~~6,39~~8,40 ~~6,38~~6,39	Tama	*r* 8,40	CL ~~6,39~~ 7,40	1927 6mo	MitsuiBussanKaisha Tama *Lloyd'sA&CP*	MitsuiBussan Kaisha,Ld.	275·5 … P27'B62'F29' FK *CellDB*224'456*tFPT*44*tAPT*36*t*	40·7	21·0	Kobe Japanese 4*BHptCem*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 224NHP DB*80lb* Akt.Burmeistr&Wain,Cpn		
77856 149487 GSRB	**Kurdistan** *ss*Shl.No.2-37 D.F. 1*Dk*(*Stl*)	5844 5288 3546	✠100A1 7,40 ~~1,40~~ BS10,39 ✠LMC12,36	Shl	*z*	CL ~~N12,37~~ N5,40	1928 12mo	ShortBros.Ld. Sunderland *Lloyd'sA&CP*	HindustanStm. Shppg.Co.Ld. (CommonBros.Ld. *Mgrs.*)	420·0 434·0(O.L.) P37'B132'F38' FK *CellDB*364'1452*tFPT*160*tAPT*287*t*	54·0	29·3	Newcastle British 7*BHCem*	T.3Cy.23",39"&68"–48" (*s*) 220lb *175lb* FD 430NHP 2SB(Spt)8*cf*,GS147,HS5714 J.Dickinson&Sons,Ld.Sld.	31″10 s6″5¼ 25″7¼	
77857 29724 JMQE	**Kurenai Maru** Ⓟ TwinSc *OilEng.* Wireless *CruiserStern* 2*Dks*	1547 1075 607					1924	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	238·2	38·0	19·6	Osaka Japanese *WB*	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 449NHP AktBurmeister&Wain,Cpn		
77858 1030 ESRB	**Kuressaar** (*ex*Inverawe-35) *ss*Tln.2ndNo.3-6,38 1*Dk*(*Stl*) *Cargo battens not fitted* *Now "Merida" see No. 89090 in Supplement*	2283 2009 1383	✠100A1 3,40 BS~~3,39~~ 3,40 ✠LMC6,38	Msl	*s*	CL 3,40	1914 5mo	Mackay Bros. Alloa *Lloyd'sA&CP*	A/S Merilaid&Co.	285·0 296·0(O.L.) P24'B72'F32' FK *CellDBa*83'*uE*20'*f*116'418*tFPT*90*tAPT*25*t*	42·6	20·2	Tallinn Estonian 4*BHCem*	T.3Cy.21",35"&57"–36" (*s*) 180lb 230NHP 2SB,6*pf*,GS107,HS3800 Earle'sCo.Ld.Hull	22″6 s3″1½ 19″7	
77859 33997 JCNC	**Kuretake Maru** (*ex*Benicia) *ss*Kob.No.3-2,37 2*Dks*(*Stl*)	5175 4822 3246	✠100A1 ~~6,39~~11,40 ✠LMC~~6,39~~ 11,40	Smk	*y*	CL 6,39	1925 5mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	TatuumaKisen K.K. *Intermediate 'tween dk BH in after hold dispensed with*	404·9 P38'B119'F39' FK *CellDB*348'1072*tDTa*30'860*tAPT*102*t*	53·0	27·6	Tarumi Japanese *ptCem* 5*BH*to *U dk* 1 „ „ 2nd „ *only*	T.3Cy.$27\frac{5}{16}$",44"&73"–48"(*s*) 180lb 477NHP 3SB,9*cf*,GS177,HS6735 FD D.Rowan&Co.Ld.Glasgow	30″0	
77860 45506 JZJM	— *Mchy.Aft* 1*Dk*	1924 1540 1074					1938	Kawaminami Kogyo K.K. Nagasaki	NipponYusenK.K.	271·7 P86'F29'	40·0	20·3	Tokyo Japanese *WB*	T.3Cy.18",30"&50"–36" 150NHP KawaminamiKogyoK.K. Nag.		
77861 OHHG	**Kurikka** (*ex*Newaster-33, *ex*WarHamlet) 1*Dk*	3106 2866 1786					1918	Irvine'sSB &D.D.Co.Ld. W Hartlepool	VaasanLaivaO/Y (PaulEriksson)	342·3 330·6 P33'B98'F29'	46·8	22·8	Wasa Finnish *WB*	T.3Cy.25",41"&68"–45" Richardsons, 310NHP Westgarth&Co.Ld.Hpl.		C
77862	**Kurisches Haff** TwinSc *OilEng.* *CruiserStern* 1*Dk*	385					1928	Schiffsw. Memel,Lindenau&Cia. Memel	MemelerDampfs. Ges.m.b.H.	152·5 B98'F10'	23·3		Memel German	Oil Engines 2S.C.SA 12Cy.$11\frac{3}{4}$"–$15\frac{3}{4}$" 290NHP Gebr.SulzerA.G. Winterthur		
77863 DHON	**Kurland** 1*Dk*	1349 1157 770					1919	V.dGiessen &Zonen Krimpen	RobertBornhofen	239·1 P23'B62'F25'	36·0	16·5	Hamburg German *WB*	T.3Cy.$17\frac{1}{2}$",29"&46"–36" 127NHP Pannevis&Zoon,Utrecht		G
77864 DHOO	**Kurmark** *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks*	7021 5931 3535					1930	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	463·5 B&F422' *Upper*F45'	61·1	27·0	Hamburg German *WB*	4SRgearedSteamTurbines Emade27 *refitted*30 Blohm&Voss,Hamburg		G
77865 32627 JOMN	**Kurogane Maru** *Mchy.Aft* 1*Dk*	988 679 570					1926	OsakaIron Works,Ld. Osaka	IkedaShojiK.K.	209·9 P29'Q35'B40'F19'	30·0	17·5	Nishinomiya *WB* Japanese	T.3Cy.$12\frac{1}{2}$",21"&35"–24" 60NHP OsakaIronWrks.Ld.Osaka		
77866 230 JYKA	**Kurohime Maru** (*ex*Bogstad) *ss*Kob.No.3-12,32 2*Dks*(*Stl*) *Fitted for oil fuel*	4697 4295 2894	✠ … 10,36 ✠	Yka	*y*		1920 8mo	Lithgows, Ld. PortGlasgow	KurohimeKisen GoshiKaisha (ItayaSyosenK.K. *Mgrs.*)	384·8 P39'B230'F45' FK *CellDB*331'994*tAPT*20*t*	52·0	26·7	Dairen Japanese 7*BHCem*	T.3Cy.27",45"&74"–51" 543NHP 3SB,9*cf*,GS186,HS8007 Rankin&BlackmoreLdGrk	29″3	C †
77867 22278 JASB	**Kurokamisan Maru** (*ex*Senyo Maru) Wireless	1242 1043 687					1918	………………	Turumaru Hirotaro	228·0	33·0	18·7	Hashidate Japanese			
77868 45674 JZPM	**Kurosio Maru** *Carrying Petroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* D.F. *CruiserStern*	10519 — 6206					1938	Harima S.B.&Eng. Co.Ld. Harima	TyugaiKaiunK.K.	504·7	66·0	37·5	Tokyo Japanese	1 DRgearedSteamTurbine TokyoIshikawajima SB&E.Co.Tokyo		C
77869 157660 ZMFJ	**Kurow** 1*Dk* *Cargo battens not fitted except in upper portion of holds* *CruiserStern* "*Arcform*"	3900 3169 2028	✠100A1 ~~4,40~~ ~~2,39~~ ~~0,40~~ 4,41 ✠LMC2,39 *Fitted for oil fuel* 2,39 *F.P. above* 150° F.	Auk	*w*	CL	1939 2mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	UnionS.S.Co.of NewZealand,Ld.	344·6 359·5(O.L.) P36'B92'F39' FK *CellDB*272'743*tFPT*113*tAPT*159*t*	52·7	25·5	Wellingtn British 5*BHptCem* *ptAsp*	T.3Cy.$24\frac{1}{2}$",41"&68"–48" 200lb (*s*) FD 516NHP 3SB(Spt)9*cf*,GS184,HS7932 A.Stephen&Sons,Ld.Gls.	28″1 s4″6¼ 23″8½	
77870 UNZV	**Kursk** Ⓟ *ss*Gms.No.3-11,23 *ss*Kel.No.1-27 *Ref.Mchy.* 2*Dks*	5801 5173 3655	✠ … 1,30 ✠				1911 6mo	Swan,Hunter&Wigham Richardson. Ld.Newcastle	U.S.S.R.	407·4 P40'B137'F46' FK	51·1	29·9	Odessa Russian *WB*	T.3Cy.27",45"&75"–51" 509NHP WllsndSlpwy.Co.Ld.Nwc.	32″7	
77871 DHOP	**Kurt Hartwig Siemers** (*ex*GraafLodewijk) 2TwinMst *Mchy.Aft* *ss*Kel.No.3-4,31 *Well deck* *ss*Ham.No.1-35 1*Dk*(*Stl*)	1129 866 648	✠ 2,38 ✠NB8,22 ✠	Ham	*n*		1918 1mo	Wilton's E&SlpwyCo. Rotterdam	G.J.H.Siemers& Co.	230·2 Q131'B13'F24' FK *CellDBuB*23'*f*152'389*tFPT*88*tAPT*48*t*	34·0	13·2	Hamburg German 4*BHCem*	T.3Cy.$15\frac{1}{2}$",$25\frac{1}{2}$"&41"–36" 120NHP 1SB,3*cf*,GS67,HS1991 Wilton'sE.&Slpwy.Co.Rot	16″0	
77872 TCAR	**Kurtuluş** Ⓟ (*ex*Bülent-36, *ex*Tesvikiye,*ex* Techvikie,*ex*Mihail Archangel,*ex*Cephalonia,*ex* BratiaParamonovi,*ex*RazetoB., *ex*Euripides) Iron *ss*Liv.No.3-10,96 *ss*Hpl.No.2-04 2*Dks*(1*Irn*)	1742 1489 994	✠ 3,10				1883 5mo	Caird Purdie&Co. Barrow	TavilogluMustafa ve Kardesleri KollektifSirketi	250·7 P37'B53'F37' FK *FPT*32*tMT*24'208*tDTa*34'283*t*	35·1	21·8	Istanbul Turkish 4*BHCem*	C.2Cy.31"&60"–42" 195NHP W.Kemp,Glasgow	23″3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
77873 139178 VJLY	**Kurumba** TwinSc ssSyd.No.3-6,29 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	3976 3479 2262	✠ ... 9,36 ✠	Syd	*w*		1917 1mo	Swan,Hunter&Wigham Richardson, LdNewcastle	Commonwealth ofAustralia (NavyDept.) *CellDBuE&B&*	366·0|45·6|28·0 P119'B39'F87' FK *bunkers*83' 138t*DT*	SydnyNSW British 16*BHptCem* (13 *to U dk* 3 „ 2nd„) *a*17'73t*DT*/	T.6Cy.17½",28"&46"–33" 336NHP 2SB,6cf,GS123,HS4938 WllsndSlpwy.Co.LdNwc. 48'451t*FPT*134t*APT*134t	28 ″ 1	
77874 DHOQ	**Kurzesee** (*ex*EdithSchröder, *ex*Damsterdiep) *Mchy.Aft*	734 536 333					1919	NVv/dKuy &v/dRees Schiedam	W.Schuchmann	180·8|28·1|12·6 Q105'B11'F20'	Brmrhavn German *WB*	T.3Cy.15",24"&40"–24" N.V.v/d.Kuy&v/d. 78NHP Ree'sMchfb&Schps.Rot.		G
77875 45714 JHFN	**Kusuyama Maru** (*ex*Michalakis-39, *ex*Barracoo-33) ssApl.No.3-11,33 ssAlx.No.1-37 2*Dks*(*Stl*)	5307 4817 3779	✠ ... 10,40 ✠~~LMC7,39~~	Kob	*y*	CL N7,39	1919 12mo *Lloyd*	R.Thompson&Sons,Ld. Sunderland '*sA&CP*	YamashitaKisen K.K. *CellDB*	400·3|52·3|28·5 P49'B113'F39' FK 340'1057t*FPT*137t	Kobe Japanese 7*BHCem* *APT*213t	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD N.E.MarineEng.CoLd.Sld	31 ″ 0 s5 ″ 11¼ 25 ″ 3½	
77876 105741 VRCR	**Kut-Wo** TwinSc ssShi.No.3-7,37 1*Dk*&2*Shade dks*	2665 1921 1924	A1 7,37 MBS11,38 *ForServiceon the Yangtsze River*	Shi LMC7,37		OG 6,37	1895	Lon.&Gls. Co.(Lim.) Glasgow	Indo-ChinaSteam Nav.Co.Ld.	290·0|43·0|11·7 301·0(O.L.) *Awning dk* FK *Promenade dk*	HongKong British *Asp*	T.6Cy.14",23"&37"–30" 160lb 221NHP 2SB,6cf,GS103,HS3510 FD Lon.&Gls.Co.(Lim.),Gls.	13 ″ 7	
77877 TCCD	**Kutlu** (*ex*Armathia,*ex*Kassos, Iron *ex*Symeon, ssCpl.2ndNo.3-10,05 *ex*Sophia, ssCpl.No.1-10 *ex*Bakouriani,*ex*Ayrshire) 1*Dk*(*Irn*) *Well deck*	794 628 450	✠ 3,16	Pir	*k*		1882 8mo	PearceBros Dundee	SirriDede	200·6|29·2|13·4 Q93'B20'F25' BK7½" *DBa*44'86t*FPT*57t	Istanbul Turkish 4*BHCem* *APT*22t	C.2Cy.23"&45"–30" 89NHP PearceBros.Dundee		
77878 146223 VPDN	**Kutsang** Ⓟ ssH.Kg.No.3-3,34 D.F. ssH.Kg.No.1-38 2*Dks*(*Stl–U* teak s)	5869 4926 3652	✠100A1 7,40 ~~5,39~~ BS~~5,39~~ 7,40 *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	HKg ✠LMC2,38	*a*†	CL ~~3,38~~ 7,40	1922 1mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	Indo-ChinaSteam Nav.Co.Ld. *CellDB*356'1071t	418·2|54·3|28·5 P48'B254'F47' FK&BK1¾" *DTa*27'824t*FPT*10	HongKong British 8*BHptCem* 9t*APT*71t	Q4Cy.26",37½",54"&78"–54" 220lb (*s*) 707NHP 4SB,12cf,GS251,HS10340FD WllsndSlpwy.Co.Ld.Nwc	31 ″ 0 s4 ″ 6½ 26 ″ 8½	
77879 OFAA	**Kuurtanes** (*ex*Dirphys-36, *ex*IoannisCarras, ssNap.2ndNo.3-7,33 *ex*Dirphys) 1*Dk*(*ptIrn&ptStl*) &*deep framing*	3026 — 1821	✠ —— 9,37 ✠	Rot	*u*		1906 11mo	W.Gray& Co.Ld. W Hartlepool	KuurtanesO/Y (PaulEriksson) *CellDBa*114'*uE&*	342·6|47·6|20·1 332·0 P26'B176'F33' FK *B*40'*f*140'905t*FPT*	Wasa Finnish 5*BHCem* 85t*APT*74t	T.3Cy.24",38"&64"–42" 294NHP 2SB,6cf,GS108,HS4608 Cen.Mar.Eng.Wrks.WHpl	22 ″ 6	C †
77880 PFMS	**Kuwi** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	400 269 245					1938	Schpsw. "Volharding" GebrBodewes Foxhol	W.Koerts	140·6|25·8| 8·9 P35'F17'	Zuidbroek Dutch *WB*	Oil Engines 4S.C.SA 5Cy.11$\frac{7}{16}$"–17$\frac{11}{16}$" 64NHP AppingedammerBrons Motorenfb.N.V.		V
77881 UPIZ	**Kuzbass** (*ex*DavidDawson-35, *ex*Crandon-33,*ex*Havenside,*ex*Gardenia) 1*Dk*	3109 2873 1899					1914	TyneI.S.B. Co.Ld. Newcastle	U.S.S.R.	331·2|48·0|22·2 P30'B94'F34'	Leningrad Russian *WB*	T.3Cy.22½",36½"&62"–42" 249NHP N.E.MarineEng.CoLdNwc		
77882 UPOK	**Kuznetskstroi** D.F. E.S.D. 1*Dk* *CruiserStern*	2981 — 1526					1936	Akt.Burmeistr&Wain Copenhagen	U.S.S.R.	325·1|48·1|21·5 P34'B70'F40'	Vladvostk Russian *WB*	T.3Cy.22$\frac{7}{16}$",36$\frac{7}{16}$"&61"–39" 232NHP HelsingörsJernsk.&Mskb.		
31/4/41 77883 UOIQ	**Kuznetz Lesov** (*ex*Severoles) *OilEng.* 1*Dk*	3974 3524 2256					1933	StatesS.B. Yd"Marti" Leningrad	U.S.S.R.	347·6|51·6|24·9 P29'B53'F30'	Vladvostk Russian	Oil Engines 2S.C.SA 4Cy.26¾"–47$\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
77884 161140 WQCP	**Kvichak** TwinSc *OilEng* ssS.Fo.3rdNo.3-4,38 Wireless *Mchy.Aft* 2*Dks*(*Stl*)	1064 964 611	✠100A1 ~~9,40~~ ~~4,38~~1,41 ✠NE3,30	SFo Sea ✠LMC4,38 ✠LMC(M)6,40	*m*	~~P3,37~~ S4,39 ~~P9,40~~ P1,41	1900 10mo	Wolff& ZwickerI.W. Portland,Or. *WB=Cell*	AlaskaPackers' Association *DBuE&B*50'*f*88'1	200·0|35·2|16·2 B63'F32' FK 66t*FPT*39t*APT*35t	S.Frncisco Utd.States 3*BHptAsp* *ptCem*	Oil Engines 4S.C.SA 16Cy.13"–16" 264NHP AtlasImperialDieselEng. Co.Oakland,Cal.	18 ″ 0 s1 ″ 9 16 ″ 5	
77885 139569 VPDL	**Kwai Sang** ssH.Kg.No.3-6,29 ssH.Kg.No.2-37 2*Dks*(*Stl–U* teak s)	2320 2126 1435	✠100A1 ~~10,39~~ 9,40 BS~~10,39~~ 9,40	HKg ✠LMC6,37	*s*	CL 10,39	1917 5mo *Lloyd*	HongKong &Whampoa DockCo.Ld. HongKong '*sA&CP*	Indo-China Steam Nav.Co.Ld. *CellDB* *a*86'*uE*22'*f*110'21	290·6|42·1|22·7 301·7(O.L.) B70'F38' FK 4t*DTa*24'400t*FPT*	HongKong British 5*BHCem* 60t*APT*26t	T.3Cy.21",34"&56"–42" (*s*) 180lb *100lb* 256NHP 2SB,6cf,GS119,HS3552 FD HongKong&Whampoa DockCo.Ld.HongKong	25 ″ 0 s3 ″ 9½ 21 ″ 6	
77886 161061 MPDZ	**Kwaibo** TwinSc *OilEng.* 1*Dk*	396 309 223					1928	J.Crichton &Co.Ld. Saltney	ElderDempster Lines,Ld.	157·5|26·1| 9·3 P19'B42'F22'	Liverpool British *WB*	Oil Engines 2S.C.SA 8Cy.11⅝"–12⅞" 197NHP J&CGBolinder'sCoLdSkm		
77887 XNBK	**Kwanglee** (*ex*Korigo,*ex*Knivsberg) Wireless 1*Dk*	1092 — 646					1897	Howaldtswerke Kiel	Ching-KeeS.N.Co. Ld.	230·0|33·1|12·7 P27'B66'F28'	Chefoo Chinese *WB*	T.3Cy.17",27½"&43½"–24¾" 93NHP Howaldtswerke,Kiel		
77888 151431 GKQP	**Kwangtung** Ⓟ *Fitted for oil fuel* 2*Dks*	2626 2232 1572					1921	Taikoo Dkyd.&E.Co. ofH.Kg.Ld. HongKong	ChinaNavigation Co.Ld.	310·3|44·2|20·9 P&B190'F43'	London British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		
77889	**Kwei Lee** TwinSc 3*Dks*	1293 — 879					1893	Napier, Shanks&Bell Glasgow	Wm.Hunt&Co. (HuntSteamship Corp.*Mgrs.*)	249·0|39·0| 9·5	Shanghai Chinese *WB*	T.6Cy.13",19"&32"–21" 94NHP D.Rowan&Son,Glasgow		
77890 145216 GKQM	**Kweiyang** Ⓟ *Fitted for oil fuel*	2644 2225 1580					1921	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNavigation Co.Ld.	310·3|44·2|20·9 F43'	London British	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		
77891	**Kwen Lee** (*ex*Carrier-35, *ex*CanadianCarrier-34,*ex*Champlain-32, *ex*CanadianCarrier) 2*Dks*	3107 — 1896					1920	Pt.Arthur S.B.Co. P.Arthur,Ont	ChingKeeS.N. Co.Ld.	320·3|44·1|22·6 P41'B97'F34'	Chefoo Chinese *WB*	T.3Cy.23",38"&63"–42" 182NHP PortArthurS.B.Co.		N
77892 152106 VPJZ	**Kwong Fook Cheung** Ⓟ 1*Dk*&*Shade dk*	881 367 538					1923	Kwong FookCheong HongKong	MingSangS.S.Co. Ld.	169·2|28·2|10·0	HongKong British *WB*	C.2Cy.15½"&31"–23" 40RHP KwongFookCheong,H.Kg		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross.—Under deck.—Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When.—Ship.—Engines	9 By Whom.—Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cer.
77893	**Kwong Foon** TwinSc *OilEng.* 2*Dks*	611 445 487					1922	Kwong FookCheong HongKong	LeungMingHing	154·4	26·1	7·3	Canton Chinese	Oil Engines 2S.C.SA 8Cy.14⅝″–16″ 301NHP DensilMot.WksLdDenmrk		
77894 109869	**Kwong Sai** Ⓟ TwinSc (*ex*KwongChow) 2*Dks*& *Shade dk*	1309 1036 817					1902	W.S.Bailey &Co. HongKong	ShiuOnS.S.Co.Ld.	192·0	35·0	11·3	HongKong British	C.4Cy.14″&30″–22″ NB24 97RHP Ross&Duncan,Glasgow		
77895 116032	**Kwong Tung** Ⓟ TwinSc 2*Dks*	1218 477 757					1904	W.S.Bailey &Co. HongKong	YuenOnS.S.Co.Ld.	192·0	35·0	11·3	HongKong British	C.4Cy.13¼″&32″–22″ NB22 98RHP Ross&Duncan,Glasgow		
77896	**Kwong Ying** TwinSc 2*Dks*	685 472 424					1914	Kwong FookCheong HongKong	LeungChiSing	150·7	28·0	7·7	Canton Chinese	C.4Cy.13″&26″–16″ 23NHP KwongFookCheong,HKg.		
77897 DOSB	**Kybfels** *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	7764 7040 4785					1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·6 P64′B207′F66′	61·3	31·1	Bremen German *WB*	2OilEngines 2S.C.DA each 6Cy.20⅞″–29 15/16″ SR geared to 1 sc. shaft 1830NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
77898 140159 VJFN	**Kybra** Ⓟ *OilEng.* *ss*Fre.No 3–10,38 *Mchy.Aft* Wireless 1*Dk*(*Stl*) *CruiserStern*	858 549 440	✠100A1 *withfreeboard* ~~11,39~~10,40 ✠LMC CS10,38 ~~7,38~~10,40	Adl Syd	*m*	CL ~~10,39~~ N9,40	1926 4mo *Lloyd*	Coaster Const.Co.Ld. Montrose *'sA&CP*	Government of WesternAustralia *CellDB*146′250*t*	204·2 P&B135′F42′ FK *MT*12′115*t FPT*58*t*	31·1	12·0	Fremantle British 6*BHptCem* *APT*25*t*	Oil Engines 2S.C.SA 6Cy.15″–26″ 233NHP SulzerBros.Winterthur	14″8 s 2″11 11″10	
77899 133532 VOLR	**Kyle** *ss*NFL.2ndNo.3–5,37 Wireless 2*Dks*(*Stl–Uws*)	1055 860 548	✠100A1 8,40 ~~7,38~~ ✠NB5,37 ✠LMC5,37 BS~~6,40~~ 4,41	NFL	*n*	CL 6,38	1913 5mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle *'sA&CP*	Government of Newfoundland (Newfoundland Railway—SteamshipDept.) *WB=CellDBa*45′	220·0 F32′ FK *uE*17′*f*89′125*tFPT*	32·3	18·3	SJhnsNFL British 5*BHCem* 11*tAPT*10*t*	T.3Cy.18½″,30½″&50″–36″ 180lb (*s*) FD 266NHP 2SB,6*cf*,GS111,HS4422 Swan,Hunter&Wigham Richardson,Ld.Nwc.	20″6 s 3″2½ 17″8	
77900 113369 MNKD	**Kyle Bute** (*ex*Elvington–34, 3Mst *ex*Astra,*ex*Suffolk *ss*Bkn.3rdNo.3–8,35 Coast,*ex*Thoughtful, *ss*Bkn.No.1–39 *ex*Faithful) 1*Dk*(*Stl*)& *deep framing* *Well deck* *Mchy.Aft*	795 590 346	✠100A1 11,39~~3,38~~ BS~~11,38~~ ✠LMC~~8,35~~ 6,40 MS3,40	Bkn	*l*	CL 11,39	1900 6mo	Dundee Shipbuilders CoLd.Dundee A&CP	KyleShipping Co.Ld.(Monroe Bros.*Mgrs.*)	198·0 Q97′B12′F23′ FK *CellDBf*123′181*t*	30·2	13·1	Liverpool British 3*BHCem* *FPT*62*t*	T.3Cy.16½″,27¾″&45″–30″ 180lb (*s*) 123NHP 1SB,3*cf*,GS56,HS1900 Cooper&Greig,Dundee	15″4 s 1″0 14″5½	
77901 142275 MJRY	**Kyle Castle** (*ex*Ardglass–35) *ss*P.Gl.No.3–12,31 *ss*Liv.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* *Well deck* *Cargo battens not fitted*	845 592 424	✠100A1 Examined 1,41 Lth ✠LMC MS~~3,35~~ BS~~3,40~~ 10,40 3,41	~~Bkn~~	*l*	CL ~~2,38~~ 7,40	1919 10mo. *Lloyd*	J.Fullerton&Co. Paisley *'sA&CP*	WaltonS.S.Co.Ld. (F.L.Dawson&Co. Ld.*Mgrs.*) *Cell*	200·6 Q111′F26′ FK *DBf*121′220*t FPT*	30·1	12·9	Liverpool British 3*BHptCem* 60*tAPT*49*t*	T.3Cy.16″,26″&42″–27″ (*s*) 180lb 90RHP 1SB,3*cf*,GS65,HS2030 Aitchison,Blair&Co.Ld. Clydebank	15″0 s4″10¾ 14″3	
77902 99735 MDSG	**Kyle Firth** (*ex*Kyleford, 3Mst *ex*Ouistreham, *ss*Bkn.2ndNo.3–11,30 *ex*Senga) *ss*Bkn.No.2–39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	450 309 178	✠100A1 11,39 ✠LMC11,39	Bkn	*g*	CL 10,39	1905 4mo *Lloyd*	AilsaS.B. Co.Ld. Ayr *'sA&CP*	WaltonS.S.Co.Ld. (F.L.Dawson&Co. Ld.*Mgrs.*)	155·1 Q86′B10′F23′ BK7″ *FPT*	25·6	11·2	Glasgow British 3*BHCem* 48*tAPT*2*t*	C.2Cy.18″&40″–27″ (*s*) 130lb 64RHP 1SB,3*pf*,GS48,HS1540 RenfrewBros.&Co.Irvine	12″3 s 4″1½ 12″6	
77903 163925 MMYV	**Kyle Fisher** *OilEng.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern*	604 397 369	✠100A1 4,40 ✠LMC5,39	Shl	*h*	OG 4,40	1939 5mo *Lloyd*	DeHaan& Oerlemans Scheepsbwf. Heusden *'sA&CP*	JamesFisher& Sons,Ld. *CellD*	164·2 171·6(O.L.) P45′Q54′F18′ FK *B*104′ 129*t FPT*32*t*	28·6	10·7	Barrow British 3*BHCem* *APT*33*t*	Oil Engines 2S.C.SA 5Cy.11 7/16″–19 11/16″ 114NHP SulzerBros.Ld.Winterthur	12″10 s4″3 12″8¼	
77904 135527 MFBT	**Kyle Queen** 3Mst (*ex*Cornish *ss*Bkn.2ndNo.3–7,38 Coast–35,*ex*Volana) *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	616 421 256	✠100A1 7,38 ✠LMC MS7,38 BS~~1,39~~7,40	Bkn	*i*	CL 7,38	1913 11mo *Lloyd*	R.Williamson&Son Workington *'sA&CP*	WaltonS.S.Co.Ld. (F.L.Dawson&Co. Ld.*Mgrs.*)	175·0 Q103′B9′F22′ BK7″ *CellDBf*101′120*t*	27·1	11·1	Liverpool British 3*BHCem* *FPT*53*t*	T.3Cy.14″,24″&40″–27″ (*s*) ~~180lb~~ 180lb 80RHP 1SB,3*cf*,GS56,HS1956 Ross&Duncan,Glasgow	13″4 s 4″7 13″5	
77905 145556 MKVW	**Kyle Rhea** (*ex*TodHead–35) *ss*Gmh.No.3–7,30 *Mchy.Aft* *ss*Grk.No.2–38 *Well deck* 1*Dk*(*Stl*)	323 216 123	✠100A1 ~~10,40~~~~9,39~~11,40 BS~~5,39~~ ✠LMC3,38 6,40	Grk	*d*	CL ~~8,39~~ 10,40	1921 10mo *Lloyd*	J.Cran& SomervilleLd Leith *'sA&CP*	~~R.Cameron&Co.~~ MrsE.M.M.G. Cubbin(RAColby Cubbin,*Mgr.*)	130·2 *24·1* FK Q48′B8′F23 *FPT*33*t*	22·6	9·6	Glasgow British 3*BHCem* *APT*16*t*	C.2Cy.15″&32″–24″ (*s*) 130lb 60RHP 1SB,2*pf*,GS44,HS1168 J.Cran&Somerville,Ld.	10″6 s ″6 10″2	
77906 129519 MPVK	**Kyle Rona** (*ex*LochLeven) *ss*Bwg.No.3–11,28 *Mchy.Aft* *ss*Grk.No.2–37 *Well deck* 1*Dk*(*ptStl*)	307 236 114	✠100A1 ~~7,10~~~~2,40~~ 9,40 ✠LMC MS3,37 BS~~6,39~~7,40	Cff	*e*	CL ~~2,40~~ ~~7,40~~ 9,40	1910 9mo *Lloyd*	Scott& Sons Bowling *'sA&CP*	BeynonShipping CoLd.	135·2 Q45′B9′F24′ BK7″	23·6	10·1	Glasgow British 3*BHCem* *FPT*32*t*	C.2Cy.~~17 5/16″~~ 17 11/16″ &36″–24″ (*s*) 135lb 77RHP 1SB,3*pf*,GS50,HS1488 Ross&Duncan,Glasgow	11″0 s ″8½ 10″11	
77907 14597 MLDZ	**Kyle Skye** (*ex*NancieThomas–35) *ss*P.Gl.No.3–9,35 *ss*P.Gl.No.1–39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	311 218 116	✠100A1 1,40 ✠LMC MS4,39 BS1,40	Grk	*d*	CL 3,39	1922 9mo *Lloyd*	Rennie, Ritchie& Newport S.B.Co.Ld. Glasgow *'sA&CP*	R.Cameron&Co.	130·3 *23·8* FK Q48′B8′F22′ *FPT*22*t*	22·6	9·8	Liverpool British 3*BHCem* *APT*19*t*	C.2Cy.15″&32″–24″ (*s*) 130lb 63RHP 1SB,2*pf*,GS40,HS1240 Gauldie,Gillespie&Co.Ld. Gls.	10″6 s ″7¼ 10″0	
77908 147777 MNFC	**Kylebank** (*ex*Copsewood–39) *ss*Shl.No.3–2,37 *Mchy.Aft* *ss*Bkn.No.1–40 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	969 900 537	✠100A1 8,40 ~~8,39~~ MBS11,39 ✠LMC8,40 ~~MS2,37~~ ~~BS10,38~~	Liv	*l*	CL ~~5,39~~ 8,40	1925 4mo *Lloyd*	Osbourne, Graham& Co.Ld. Sunderland *'sA&CP*	KyleShipping Co.Ld.(Monroe Bros.*Mgrs.*) *CellDB*	198·0 204·7(O.L.) Q133′B14′F25′ FK *f*128′217*tFPT*112*t*	32·3	12·4	Liverpool British 3*BHCem* *APT*47*t*	T.3Cy.16″,27″&44″–30″ (*s*) 180lb *100lb* 131NHP 1SB,3*pf*,GS61,HS2239 G.Clark,Ld.Sunderland	14″7 s 4″8¼ 14″6½	
77909 131387 MFZJ	**Kylebay** (*ex*HampshireCoast–36) *ss*Bkn.2ndNo.3–11,36 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	787 558 378	✠100A1 4,40 BS4,40 ✠LMC11,36	Bkn	*k*	CL 3,40	1911 9mo *Lloyd*	W.Harkess &Son,Ld. Middlesbro' *'sA&CP*	WaltonS.S.Co.Ld. (F.L.Dawson&Co. Ld.*Mgrs.*) *Cell*	195·0 Q109′B13′F33′ FK *DBf*117′158*t FPT*	30·0	11·6	Liverpool British 3*BHCem* 39*tAPT*24*t*	T.3Cy.16″,27″&44″–30″ (*s*) 180lb 136NHP 2SB,4*cf*,GS72,HS2374 Richardsons,Westgarth& Co.Ld.Mdb	13″10 s 4″0¼ 13″5½	
77910 147785 MNSJ	**Kylebrook** (*ex*Homewood–39) *ss*Shl.No.3–5,39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	870 586 426	✠100A1 7,40~~7,39~~ ✠LMC5,39 BS5,40	Shl Abn	*k*	CL 5,39	1927 1mo *Lloyd*	R.Williamson&Son,Ld. Workington *'sA&CP*	KyleShippingCo. Ld.(MonroeBros. *Mgrs.*)	188·3 193·8(O.L.) Q116′B11′F23′ FK *CellDB*114′177*t*	30·2	12·4	Liverpool British 3*BHptCem* *FPT*44*t*	T.3Cy.14″,24″&40″–27″ (*s*) 200lb *100lb* 99RHP 1SB,3*cf*,GS54,HS1960 W.Beardmore&Co.Ld. Coatbridge	14″7 s4″10 14″4¼	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
77911 152256 EIFJ	**Kyleclare** ssBkn.No.1-36 1*Dk*(*Stl*)	700 568 261	✠100A1 4,40 ✠LMC MS1,40 BS4,40	Liv	*m*	CL 12,39	1932 5mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	LimerickS.S.Co. Ld. *CellDBa&uE* 54'*f*82'18	211·7|32·7|12·6 220·7(O.L.) P35'B82'F65' BK6" 3*tFPT*57*tAPT*34*t*	**Limerick** British 4*BHptCem* *ptAsp*	T.3Cy.17",28"&46"-33" (*r*) 185lb 173NHP 2SB,6*cf*,GS99,HS3211 CaledonSB.&E.Co.Ld.Dun	13 " 3 s " 11¼ 12 " 11¼	
77912 132859 MDRB	**Kylecroft** (*ex*NormanQueen,-37 *ex*Anglesey Coast-37,*ex*Enda) ssMch.2ndNo.3-8,36 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	863 593 428	✠100A1 9,39 BS~~1,38~~ ✠LMC8,36 2,40	Ayr	*l*	CL 9,39	1911 12mo *Lloyd*	Dublin DockyardCo. Dublin '*sA&CP*	KyleShippingCo. Ld.(MonroeBros. *Mgrs.*) *CellD*	200·2|30·6|12·5 *32·3* BK7" Q115'B9'F34' *Ba*64'*f*53'159*tFPT*	**London** British 3*BHCem* 64*tAPT*15*t*	O.2Cy.22"&46"-30" (*s*) 185lb *90lb* 87RHP 1SB,3*cf*,GS69,HS2370 Ross&Duncan,Glasgow	14 " 9 s 4 " 5 14 " 11¼	
77913 137537 GQNM 8/41	**Kyleglen** (*ex*Senator-38) ssGls.No.3-8,29 D.F. ssBkn.No.2-38 2*Dks*(*Stl*)	3670 3468 2335	✠100A1 11,40 ~~11,38~~ BS~~3,40~~ ✠LMC10,38 11,40	Bkn Mdb	*w*	CL 7,38	1917 2mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	KyleShippingCo. Ld.(MonroeBros. *Mgrs.*) *CellD*	352·9|47·7|26·9 365·4(O.L.) P31'B104'F38' FK *B*303' 804*t FPT*47*t*	**Liverpool** British 6*BHCem* *APT*13*t*	T.3Cy.22½",37½"&62½"-48" 215lb (*s*) 367NHP 3SB,9*cf*,GS172,HS6258 Dunsmuir&Jackson,LdGls	29 " 4 s 5 " 2¼ 24 " 5	
77914 135551 MFBZ	**Kylegorm** (*ex*Broadgreen-34, *ex*MadameBrooke, *ex*Broadgreen) **3Mst** ssShl.No.3-12,26 ssBkn.No.2-36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	622 414 264	✠100A1 Examined11,40 Mch BS10,39 ✠LMC3,36	~~Bkn~~	*i*	CL 5,39	1914 2mo *Lloyd*	J.Fuller- ton&Co. Paisley '*sA&CP*	WaltonS.S.Co.,Ld. (F.L.Dawson&Co., Ld.,*Mgrs.*) *CellD*	175·2|28·1|10·4 Q96'B9'F32' BK6" *Bf*95'137*t FPT*51*t*	**Liverpool** British 3*BHCem* *APT*44*t*	T.3Cy.14",24"&40"-27" (*s*) 180lb 90RHP 1SB,3*pf*,GS54,HS1899 Ross&Duncan,Glasgow	13 " 0 s 4 " 5 13 " 1	
77915 106076	**Kylemore** Ⓟ (*ex*Vulcan, *ex*Britannia) **PadSp** 1*Dk*	319 261 126					1897	Russell& Co. Pt.Glasgow	Williamson- Buchanan Steamers(1936)Ld	200·5|24·1|7·7	**Glasgow** British	O.D.2Cy.23½"&47"-51" 93RHP Rankin&Blackmore,Grk.		
77916 122956 MCNJ	**Kylemount** (*ex*Northdale-34, *ex*Carterside, *ex*Argus) **3Mst** ssBkn.2ndNo.3-8,31 ssBkn.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	704 499 313	✠100A1 Examined 6,41 Liv ✠LMC5,40	~~Bkn~~	*j*	CL ~~10,38~~ 4,40	1906 8mo *Lloyd*	J.Fuller- ton&Co. Paisley '*sA&CP*	WaltonS.S.Co.,Ld. (F.L.Dawson&Co., Ld.,*Mgrs.*) *Cell*	185·0|30·1|11·6 Q94'B9'F27' FK *DBf*106'177*t FPT*	**Liverpool** British 3*BHCem* 61*tAPT*4*t*	T.3Cy.16",26"&44"-33" (*s*) 150lb NDB21 96RHP 1SB,3*pf*,GS56,HS1781 Ross&Duncan,Glasgow	14 " 0 s 4 " 8¼ 13 " 5	
77917 161548 GLKQ	**Kyloe** ssShl.No.2-38 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2820 2378 1695	✠100A1 3,41 ~~11,39~~ BS~~11,39~~ ✠LMC10,38 11,40	Shl Nwc	*t*	CL 11,39	1930 3mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	SharpS.S.Co.Ld. (Sharp&Co.*Mgrs.*) *CellDB*205'681*t*	305·0|45·5|21·3 P23'B50'F23' *Trunk in wells* FK *DTa*56'255*t FPT*1	**Newcastle** British 6*BHCem* 64*tAPT*100*t*	T.3Cy.21",35"&57½"-42" (*s*) 180lb 266NHP 2SB,6*cf*,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 " 6 s 3 " 1¼ 20 " 6¼	
77918 206 SVGV 74/40	**Kyma** (*ex*Hesleyside-33) ssRot.2ndNo.3-10,38 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	*3994* *3755* *2518*	✠100A1 10,38 ✠LMC MS9,37 BS11,39	Rot	*w*	CL 8,38	1912 7mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP* *Int*	N.Sitinas&Co. *ermediateBH in af*	363·0|50·0|25·6 376·3(O.L.) P34'B11[illegible]F36' FK *ter hold dispensed w* *CellDBa*113	**Andros** Greek *Cem* *ith5BHonly* *uE&B*41'*f*	T.3Cy.25¼",41"&68"-48" (*s*) 180lb 365NHP 3SB,9*cf*,GS151,HS5874 N.E.MarineEng.Co.Ld.Sld 161'1172*tFPT*78*tAPT*100*t*	28 " 4 s 5 " 0¼ 23 " 6	
77919 753 SVKY	— (*ex*Rothley-33) ssPir.2ndNo.3-2,34 ssPir.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	3959 3757 2481	✠100A1 9,40 ~~2,40~~ ✠LMC MS2,38 BS~~4,40~~2,41	NNs NYk	*w*	CL 2,40	1911 9mo *Lloyd*	BlythSB.& D.D.Co.Ld. Blyth '*sA&CP*	A.K.Pezas *CellDBa*115'	352·5|50·8|24·9 P31'B98'F39' FK *uE&B*40'*f*154'929*t*	**Piræus** Greek 6*BHCem* *APT*155*t*	T.3Cy.~~25"~~,41"&68"-45" (*s*) 180lb 25" 356NHP 2SB,6*cf*,GS136,HS5756 N.E.MarineEngCoLd Nwc	27 " 4 s 4 " 9¼ 22 " 8	
77920 147156 GKNR 130/40	**Kyno** *CruiserStern* D.F. 2*Dks*	3946 2549 2421					1924	GooleS.B. &RepgCo.Ld. Goole	Ellerman'sWilson LineLd.	332·8|46·6|28·9	**Hull** British *WB*	T.3Cy.21",35½"&61"-42" 241NHP Earle'sS.B.&E.Co.Ld.Hull		C
77921 28143 JFOE	**Kyodo Maru** (*ex*Gallia) **TwinSc** *OilEng.* Wireless ssRot.No.2-23 *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	1090 888 741	✠ ... 6,25 ✠				1914 3mo	Gebr.Pot Bolnes	KagitomiShosaku	190·0|33·5|17·0 P44'F21' FK	**Niigata** Japanese *WB*	Oil Engines 2S.C SA 8Cy.16½"-18⅞" 384NHP J&CGBolindersCo.LdSkm	18 " 0	
77922 11626 JSXE	**Kyodo Maru No. 11** **TwinSc** (*ex*YutakaMaru, *ex*KyodoMaruNo.11) 1*Dk*	372 262 161					1909	S.Ono Osaka	AwanokuniKyodo KisenK.K.	145·2|20·3|12·2	**Toku- shima** Japanese	T.6Cy.10",16¾"&28"-16" 63NHP S.Ono,Osaka		
77923 13885 JSDB	**Kyodo Maru No. 13** (*ex*Bangkok, *ex*Charon) 2*Dks*	1999 1857 1409					1896	Workman, Clark&Co.Ld Belfast	OginoKaishoK.K.	284·5|40·0|21·0 B74'F36'	**Fushiki** Japanese *WB*	T.3Cy.19",32"&52"-30" 148NHP Workman,Clark&Co.Ld.		
77924 11081 JOZE	**Kyodo Maru No. 18** Ⓟ 2*Dks*	794 671 537					1908	Hanta Ryotaro Osaka	ToaKaiunK.K.	180·0|28·0|18·6	**Komatsu- shima** Japanese	T.3Cy.13",21½"&36"-27" 67NHP HantaRyotaro,Osaka		
77925 30038 JSZE	**Kyodo Maru No. 28** Ⓟ (*ex*Vima, *ex*Zion,*ex*HaimMazza, *ex*Zion,*ex*HaimMazza, *ex*Minoru) ssAlx.No.1-24 2*Dks* *CruiserStern*	1506 1328 887	✠ ... 6,24 ✠				1919 8mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	ToaKaiunK.K.	258·0|34·8|23·7 FK	**Amagasaki** Japanese *WB*	T.4Cy.20½",33"&(2)37"-30" 207NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 " 6	
77926 35328 JIDC	**Kyodo Maru No. 36** Ⓟ Wireless 2*Dks*	1500 1192 902					1929	Kawasaki Dkyd.Co.Ld. Kobe	AwanokuniKyodo KisenK.K.	240·0|36·0|20·0 P46'B55'F32'	**Amagasaki** Japanese *WB*	T.3Cy.18",30"&49"-36" 144NHP KawasakiDockyardCo.Ld.		
77927 43726 JHNL	**Kyoei Maru** *OilEng.* *Mchy.Aft* *CruiserStern* *CarryingPetroleum in bulk*	591 — 367					1937	Harima S.B.&Eng. Co.Ld. Harima	KyoeiTankerK.K.	176·2|30·0|12·8	**Kobe** Japanese	Oil Engines 4S.C.SA 6Cy.14 3/16"-22 7/16" 116NHP KobeSteelWorks,Kobe		
77928 26830 JHID	**Kyokkō Maru** (*ex*Kyokkoh Maru-38,*ex*Ypres Maru) ssYka.No 3-1,31 ssKob.No.2-40 ~~ssYka.No.1-26~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6783 6475 4988	✠100A1 *Shelter dk withfreeboard* 6,40 ~~5,38~~ ~~BS5,38~~ ✠LMC~~5,38~~ 6,40 ~~Fitted for oil fuel 5,38 F.P. above 150° F.~~	Kob	*a*†	CL ~~4,37~~ N6,40	1920 10mo	Teikoku S.S.Co. OHarima A&CP	YamashitaKisen K.K. ~~*CellDB*366'1153*t*~~ *CellDB*366'1153	425·0|53·6|34·9 FK *Collision* ~~*FPT*153*tAPT*72*t*~~ *DTa*39'936*tFPT*1	**Kobe** Japanese *ptCem* *BHtoShdk* 6 " " *U* " 3*tAPT*72*t*	T.3Cy.28",47"&79"-51" (*s*) 200lb 584NHP 3SB,9*cf*,GS192,HS7956 FD KobeSteelWorks,Ld.Kobe	37 " 6 s 9 " 1¼ 28 " 7	
77929 44248 JDCM	**Kyokusei Maru** (*ex*ShunHwa-38, *ex*Chilcop-36, *ex*MargaretCoughlan) ssN.Yk.No.3-6,34 2*Dks*(*Stl*) D.F. *Fitted for oil fuel*	5493 — 4008	✠ ... 8,38 ✠	Kob	*z*		1920 6mo	JCoughlan &Sons,Ld. Vancouver, B.C.	AsahiShojiK.K. *Intermediate Bulk* *&afterholds*	410·5|54·0|29·7 P44'B115'F47' FK *head in fore* *dispensed with 5BH* *CellDB*361'	**Tokyo** Japanese *ptCem* *only* 1287*t DT*25'	T.3Cy.27",44"&73"-48" 520NHP 3SB,9*cf*,GS198,HS7743 J.G.Kincaid&Co.Ld.Grk. 511*tFPT*131*tAPT*87*t*	29 " 9	C †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft in.*	15 Registers in which classed, if not in L. R. Date of R. of Trade Cert.
77930 39886 JWTI	**Kyokuto Maru** *OilEng.* 1*Dk&2nd dk clear of oil tanks* *Mchy Aft* *CruiserStern* *Longitudinal framing in oil tanks* *Carrying Petroleum in bulk*	10052 9038 5821	✠ ... 11,38 ✠	Yka	*f*†		1934 12mo	Kawasaki Dkyd.Co.Ld. Kobe	IinoShojiK.K. *CellDBuE*100' 462*t*	502·3 P162'B37'F36' FK *DTf*50' 499*t FPT*	65·0	37·1	Nakamai-zuru Japanese 12*BHptCem* 220*tAPT*98*t*	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$"–47$\frac{1}{4}$" 2115NHP KawasakiDkydCoLdKobe	37 ″ 1	C †
77931 21788	— **WoodAux** 3MstSr 1*Dk*	361 — 256					1917	Sakamoto Inosuke, Osaka	GoshiKaisha ChyuyetsuShoko	127·0	27·0	13·6	Higashi-Iwase Japanese	C.2Cy.12$\frac{1}{8}$"&24$\frac{1}{2}$"–14" Tanabe 19NHP Tekkosho,Yokohama		
77932 45200 JQFM	**Kyokuyo Maru** (*WhaleOilFactory*) *OilEng.* D.F. E.S.D. GyC. 2*Dks*	17549 — 13764					1938	Kawasaki Dkyd.Co.Ld. Kobe	KyokuyoHogei K.K.	537·0 P150'F106'	74·0	48·8	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy. 23$\frac{5}{8}$"–35$\frac{7}{16}$" 1560NHP KawasakiDkyd.CoLdKob.		C
77933 44836 JQAM	**Kyosei Maru** *OilEng.* Wireless *Mchy.Aft* *CruiserStern*	557 — 350					1938	Urabe ZosenTekko-sho Osaka	KyoseiKisenK.K.	150·0	27·5	14·0	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.13$\frac{3}{4}$"–20$\frac{1}{2}$" 111NHP KobeHatsudokK.K.Kobe		
77934 2291 JBVL	**Kyozin Maru** *OilEng.* *CruiserStern*	425 — 302					1937	Urabe ZosenTekko-sho Osaka	KyozinSyosenK.K.	135·0	26·0	13·0	Jinsen Japanese	Oil Engines 4S.C.SA 6Cy.11$\frac{5}{8}$"–17$\frac{5}{16}$" 79NHP HanshinIronWorks,Kobe		
77935 2292 JBWL	**Kyozin Maru No. 2** *OilEng.* *CruiserStern*	433 — 302					1937	Urabe ZosenTekko-sho Osaka	KyozinSyosenK.K.	135·0	26·0	13·0	Jinsen Japanese	Oil Engines 4S.C.SA 6Cy.11$\frac{5}{8}$"–17$\frac{5}{16}$" 79NHP HanshinIronWorks,Kobe		
77936 2296 JBYL	**Kyozin Maru No 3** *OilEng.* *CruiserStern*	433 — 310					1937	Urabe ZosenTekko-sho Osaka	KyozinSyosenK.K.	135·0	26·0	13·0	Jinsen Japanese	Oil Engines 4S.C.SA 6Cy.11$\frac{5}{8}$"–17$\frac{5}{16}$" 79NHP HanshinIronWorks,Kobe		
77937 2299 JBZL	**Kyozin Maru No. 5** *OilEng.* *Cruiser Stern*	433 — 310					1937	Urabe ZosenTekko-sho Osaka	KyozinSyosenK.K.	135·0	26·0	13·0	Jinsen Japanese	Oil Engines 4S.C.SA 6Cy.11$\frac{5}{8}$"–17$\frac{5}{16}$" 79NHP HanshinIronWorks,Kobe		
77938 239 JEAG	**Kyozyo Maru** 2*Dks*	372 — 212					1913	.... Osaka	ChosenKisenK.K.	130·0	24·2	15·5	Fusan, Korea Japanese		–	
77939 DHOR	**Kyphissia** Sub Sig. D.F. 1*Dk&Shelter dk*	2964 2681 1739					1923	Schiffs-u. Dockbauw. Flender,A.G. Lübeck	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	337·7 B59'F36'	48·2	21·1	Hamburg German *WB*	T.3Cy.23$\frac{3}{8}$",38$\frac{3}{16}$"&62"–41$\frac{5}{16}$" 246NHP G.SeebeckA.G. Wesermünde-G		G
77940 847 SZOC	**Kyrapanagia II** (*ex*Clonlee-35) *ss*Lth.2ndNo.3-10,23 *ss*Shl.No.2-32 *Well deck* 1*Dk*(*Irn*)*&deep framing*	*1012* *790* *396*	✠ 1,37 ✠	Cff	*n*		1899 1mo	AilsaS.B. Co. Troon	A.G.Chalaris *CellDBa*50'*u*	224·0 P23'Q52'B53'F26' FK&BK1" *E*17'*f*83'286*t FPT*	33·1	15·6	Piræus Greek 4*BHCem* 45*tAPT*64*t*	T.3Cy.17$\frac{5}{8}$",27$\frac{1}{2}$"&44"–33" NDB19 123NHP 1SB,3*cf*,GS59,HS2040 Muir&Houston,Ld.Gls.	16 ″ 6	
88/4 77941 739 SVNI	**Kyriaki** (*ex*Stavros Coumantaros-40, *ex*Vestalia-33) *ss*Pir.2ndNo.3-10,38 2*Dks*(*Stl*)	*5528* *5198* *3511*	✠100A1 10,40 ~~3,40~~ BS4,40 ✠LMC10,38	Msl Bry	*a*†	CL 3,40	1912 5mo *Lloyd*	Russell& Co. Port Glasgow *'sA&CP* 1*intermed* *CellDBa* 135' *u*	PoutousMaritime Co.Ld.(P.M. Poutous,*Mgr.*) *iate BH & 2'tween* *E*24'*f*186'1213*t D*	423·4 P43'B123'F42' FK *dk BHs omitted* *Ta*36'1089*tAPT*26*t*	56·0	27·9	Piræus Greek *Cem* 4*BH to Udk* 2 ,, ,, 2*nd* ,,	T.3Cy.27",45"&74"–51" (*s*) 180lb *80lb* 538NHP 3SB,9*cf*,GS171,HS7875 FD J.G.Kincaid&Co.Ld.Grk. *only*	30 ″ 6 s5 ″ 11$\frac{1}{4}$ 24 ″ 10	
42/41 77942 786 SVHY	**Kyriakoula** (*ex*Kamir-34, *ex*SidlawRange) *ss*Rot.No.3-5,30 *ss*Pir.No.2-38 1*Dk,2nd dk clear of Nos.2&3holds* *Cargo battens not fitted*	*4340* *4028* *2708*	✠100A1 7,40 ~~7,39~~ BS~~8,39~~ 11,40 ✠LMC8,38	Ams Bry	*x*	CL ~~11,37~~ 7,40	1918 1mo *Lloyd*	New Waterway S.B.Co. Schiedam *'sA&CP*	A.G.&D.G.Lemos &TrampShipping DevelopmentCo. Ld.	370·3 P33'B122'F37' FK *CellDB*319'83	50·2	26·3	Piræus Greek 6*BHptCem* *pt Asp* 3*t FPT* 120*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 402NHP 3SB,9*cf*,GS186,HS6660 NewWaterwayS.B.Co. *APT*64*t* Schiedam	29 ″ 0 s 5 ″ 4$\frac{1}{2}$ 23 ″ 9$\frac{3}{4}$	
77943 LEIG	**Kysten** Ⓟ 2*Dks*	300 278 169					1909	Trndhjms Mek.Værks. Trondheim	NamsosDampskibs Selsk.	126·0 H13*t*	21·0	15·4	Namsos Norwegian *WB*	T.3Cy.12",20"&33"–21" 50NHP TrondhjemsMek.Værks.		
77943* DOFC	**Kythera** (*ex*Alimnia-36,*ex*Ostsee, *ex*Themisto) *ss*Rot.No.3-5,14 *ss*Rot.No.2-21 1*Dk&Spar dk&deep framing*	3727 3393 2338	✠ ... 8,24 ✠NB7,21 ✠				1901 8mo	C.S.Swan& Hunter,Ld. Newcastle	AtlasLevante-LinieA.G.	348·8 P28'B92'F39' FK	45·2	17·9 26·1	Bremen German *WB*	T.3Cy.24",40"&66"–45" NDB21 321NHP Blair&Co.Ld.Stockton	28″10	G †
77944 760 SZKN	— (*ex*Reinunga-34) *ex*Grove,*ex*Aurora) 1*Dk*2*trB*	1070 970 649	✠ ... 3,07 ✠				1902 5mo	Fevigs Jernskibsbyg Fevig	P.Th.Katrakis	225·1 P31'B59'F25' FK	34·2	17·1	Piræus Greek *WB*	T.3Cy.16$\frac{1}{2}$",27"&44"–30" Richardsons, 117NHP Westgarth&Co.Ld.Mdb.	18 ″ 3	G †
77945 44564 JFHM	**Kyūsyū Maru** **TwinSc** *OilEng.* *Ref.Mchy.* 3*Dks* *CruiserStern*	8666 — 5180					1937	Mitsubishi JukogyoK.K Nagasaki	HaradaKisenK.K.	466·9 F12'	62·3	41·0	Osaka Japanese *WB*	Oil Engines 2S.C.SA. 14Cy.28$\frac{3}{8}$"–49$\frac{3}{16}$" 1960NHP MitsubishiJukogyoK.K. Nag.		C
77946 41506 JPJK	**Kyusyu Maru** *Mchy.Aft* *CruiserStern* 1*Dk*	633 — 343					1936	Amagasaki ZosenSho Osaka	Amagasaki KisenBuGomei Kaisha	170·0	28·0	15·5	Osaka Japanese	C.2Cy.17$\frac{1}{2}$"&35$\frac{5}{8}$"–27' 55NHP		

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 **Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 **Armateurs.**	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 **Machines.** No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté si ce n'est dans le L.R., Durée, Cert. Bd of Trade
77947 LCSC	**L. A. Christensen** *OilEng.* *Cruiser Stern 2Dks*	4362 3920 2516					1925	Deutsche WerftA.G. Hamburg	A/SUlabrand (HjalmarRöed& Co.*Mgrs.*)	382·7 P112tH303tF24t	53·4	25·4	Tönsberg Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"–47¼" 492NHP AlgemeineElec.Ges.Berlin		N
77948 226374 KGFE	**L. E. Block** ssCgo.No.2-40 ~~ssClv.No.1-34~~ *Mchy.Aft 1Dk(Stl)&Webframes* *Longitudinal framing at bottom&at deck* D.F. GyC. *Cargo battens not fitted*	9093 8608 7164	✠100A1 *For Service on* 4,40 ~~12,35~~ ~~BS12,38~~	Cgo *the Gr* ✠LMC~~3,34~~	 *eat* 3,40	2,40 *Lakes*	1927 3mo *Lloyd*	American S.B.Co. Lorain,O. '*sA&CP*	InlandSteelCo. (Hutchinson&Co. *Mgrs.*) *CellDBuE&B57'* *221t sid*	604·2 F58' FK *etanks in way of ho*	64·2	28·6	Chicago Utd.States 3*BH* *lds*487'7659t	T.3Cy.25½",41"&67"–42" (*r*) 185lb 497NHP 3SB,*6cf*,GS149,HS8078 FD AmericanS.B.Co.Lorain,O *FPT*478t*APT*121t	33 ″ 0 ≺10 ″ 11 22 ″ 4½	
77949 216986 WOCU	**L. J. Drake** ssN.Yk.No.3–9,30 ssBal.No.2-39 ~~ssMob.No.1-34~~ *Mchy.Aft 2Dks(Stl)&Webframes* D.F. GyC. *Longitudinal framing*	6693 6089 4796	✠100A1 ~~3,40 2,35~~ 3,41 ✠NE6,22 ~~MS6,34~~ *Carrying Petr* *Fitted for oil*	Gal ~~NYk~~ ✠LMC7,38 BS~~8,39~~ 8,40 *oleum* *fuel*10,	*a*† *in* 18	CL 9,39 *bulk* *F.P. a*	1918 10mo *bove* 1	AmesS.B. &D.D.Co. Seattle,Wash A&CP 50° F.	StandardOilCo. ofNewJersey *CellDBuE&B75'* 188t*DT*36'460t	419·6 P98'B41'F37' FK *FPT*192t*APT*54t	57·2	30·0	Wilmgton (Del.) Utd.States 16*BHCem* (14 *to U dk* 2 „ *2nd*„)	T.3Cy.24½",41½"&72"–48" (*s*) 200lb 480NHP 3SB(Spt)*9cf*,GS207,HS7416 Hooven,Owens,Rentschler Co.Hamilton,O.	31 ″ 7	
77950 215348 WPCN	**L. L. Abshire** (*ex*WilliamGreen–36) ssN.Os No.3–8,28 ssMob.No.2–37 *Mchy.Aft 2Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6353 6056 3925	✠100A1 5,40 ~~9,39~~ ~~BS5,39~~ *Carrying Petr* *Fitted for oil*	Mob BS5,40 ✠LMC6,37 *oleum* *fuel*7,	*b*† *in* 17	CL ~~9,39~~ 5,40 *bulk* *F.P a*	1917 7mo *bove* 1	W.Cramp& SonsS&EBCo Philadelphia A&CP 50° F. *CellDB*	SabineTranspor- tationCo.Inc. (M.T.Ball,*Mgr.*) 61'235t*DTf*45'629	430·0 446·3(O.L.) P103'B36'F49' FK *tFPT*246t*APT*49t	58·2	33·3	Baltimore Utd.States 15*BHptCem* (7 *to Upr dk* 8 „ *2nd* „)	T.3Cy.27½",45½"&76"–51" 190lb (*r*) 565NHP 3SB,*9cf*,GS185,HS8095 FD W.Cramp&SonsS.&E.B. Co.Phl.	33 ″ 4 ≺6 ″ 7½ 26 ″ 11½	
77951 238115 WTHK	**L. P. St. Clair** *Fitted for oil fuel* *Mchy.Aft* D.F. *1Dk* E.S.D. GyC. *Carrying Petroleum in bulk* *CruiserStern Longitudinal framing*	8066 — 4814					1939	Bethlehem SteelCo.(S.B. Division) Sparrow'sPt. Md.	UnionOilCo.of California	445·4 P92'B35'F40'	64·2	34·9	L.Angeles Utd.States *WB*	2steamturbinesDRgeared to 1 Sc. shaft BethlehemSteelCo.(S.B. Division)Quincy,Mass.		R
77952 206189 WNSW	**La Belle** D.F. GyC. *Mchy.Aft 1Dk*	6407 — 4876					1909	American S.B.Co. Lorain,Ohio	LaBelleSteamship Co.(M.A.Hanna Co.*Mgrs.*)	504·0 *WB*	54·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP AmericanSB.Co.Cleveland		R
127/40 77953 ~~[illegible]~~ ~~WFDM~~	**La Brea** 3Mst ssL.An.No.3–7,28 ssL.An.No.2–36 *Mchy.Aft 2Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6665 — 4157	✠100A1 6,40 ~~9,30~~ ✠NE11,18 BS9,39 *Carrying Petr* *Fitted for oil*	LAn ✠LMC8,36 *oleum* *fuel*3,	*b*† *in* 16	CL 2,38 *bulk* *F.P. a*	1916 3mo *bove* 1	UnionIron WorksCo. SanFrancisco A&CP 50° F.	~~UnionOilCo.of~~ ~~California~~ J.L. Jacobs&Co.Ld. *CellDBuE&B62'* *f*57'433t *FPT*	435·0 P106'B52'F40' FK 100t *APT*74t	56·2	33·7	 British 15*BHptAsp* (9 *to Upr dk* 6 „ *2nd*„)	T.3Cy.27",~~45½~~"&76"–51" (*s*) 190lb 45½" 514NHP 3SB,*9cf*,HS8640 SunS.B.Co.Chester,Pa.	33 ″ 6 s6 ″ 11½ 26 ″ 9½	
77954 166530 GMMY	**La Carriere** D.F. E.S.D. *1Dk,2nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	5685 5141 3231	✠100A1 2,41 ~~2,40~~ BS2,40 *Carrying Petr* *Fitted for oil*	Mob ✠LMC8,38 *oleum* *fuel*8,	*z* 1$\frac{15}{16}$ *in* 38	CL 3,39 *bulk* *F.P. a*	1938 8mo *Lloyd* *bove* 1	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP* C 50°F.	TrinidadLease- holds,Ld. *ellDBuE&B92'522*	415·0 430·6(O.L.) P111'B31'F57' FK *t DTf*43'260t *FPT*	53·8	30·6	London British 16*BHptAsp* 110'*APT*50t	T.3Cy.26",44"&74"–48" (*s*) 220lb 590NHP 3SB(Spt),*9cf*,HS8565 FD WallsendSlpwy.&E.Co.Ld	30 ″ 9 s5 ″ 2½ 25 ″ 9	
77955 167411 GFYQ	**La Cordillera** *OilEng.* D.F. E.S.D. GyC. *CruiserStern* *1Dk&Shelterdk*	5185 4637 3050	✠100A1 *withfreeboard* 1,41 ~~3,40~~	Sld Cff ✠LMC3,40	*a*† 2	CL	1940 3mo *Lloyd*	Wm.Dox- ford&SonsLd Sunderland '*sA&CP* *CellDB*356'	BuriesMarkes,Ld. 1235t *MT*29'611t*F*	429·8 444·7(O.L.) F38' FK *PT*134t*APT*166t	56·5	26·5	London British 7*BHptCem* (*Coll to Sh dk* 6 „*2nd*„)	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 2DB*120lb* 687NHP Wm.Doxford&Sons,LdSld	29 ″ 0 s3 ″ 3¾ 25 ″ 10¾	
77956 TUGB	**La Corse** (*ex*Fram,*ex*MontePromina) ssTri.No.3–1,17 ssTri.No.2–25 *1Dk Web frames*	643 542 277	✠ … 5,29 ✠				1903 11mo	W.Harkess &Son,Ld. Middlesbro'	S.A.R.L.Louis Carlini&Cie.	174·7 P18'B44'F20' BK7½"	28·3	15·0	Marseilles French *WB*	T.3Cy.14",22½"&37"–27" 128NHP Richardsons,Westgarth &Co.Ld.Mdb	16 ″ 0	
164/40 77957 167381 GDYN	**La Estancia** D.F. E.S.D. GyC. *OilEng.* *1Dk&Shelter dk* *CruiserStern*	5185 4637 3053	✠100A1 *withfreeboard* 1,40	Sld ✠LMC1,40	*a*† 2	CL	1940 1mo *Lloyd*	Wm.Dox- ford&SonsLd Sunderland '*sA&CP* *CellDB*356'1	BuriesMarkes,Ld. 235t *MT*29' 611t *F*	429·8 444·7(O.L.) F38' FK *PT*134t*APT*166t	56·5	26·5	London British 7*BHptCem* (*Coll to Sh dk* 6 „*2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	29 ″ 0 s 3 ″ 3¾ 25 ″ 10¾	
77958	**La Estrella ~~Texaco~~ Caltex** (*ex*LaEstrellaTexaco–41) *OilEng.* ssMan.No.2–39 *1Dk(Stl)2nd dk in holds* *Mchy.Aft*	495 430 284	✠100A1 2,41 ~~2,40~~ ✠LMC(M)2,41	Cebu ✠LMC2,39	*g*	CL ~~1,39~~ N8,40	1931 6mo *Lloyd*	Taikoo D.&E.Co.o H.Kg.Ld. HongKong '*sA&CP*	Caltex (Philippines)Inc	145·0 *After bridge*35' FK F20' *MT*15'90t*FPT*26t	28·1	13·6	Manila,P.I Utd.States 5*BHCem* 1 „ *to 2nd dk* *APT*26t	Oil Engines 2S.C.SA 6Cy.9$\frac{1}{16}$"–16$\frac{9}{16}$" 102NHP Atlas-DieselA/B,Skm.	14 ″ 7 s2 ″ 1½ 12 ″ 7	
77959	**La Fe** (*ex*Argosy) 3Mst ssAbn.No.3–4,12 *Mchy.Aft Well deck 1Dk*	*404* *293* *168*	✠ … 5,13 ✠				1905 2mo	T.Dobson &Co. Hessle, near Hull	EmpresaNaviera deCubaS.A.	151·0 Q81'B11'F17' FK	24·1	10·7	Havana Cuban	T.3Cy.12½",21"&34"–24" 58NHP Crabtree&Co.Ld.Gt.Yar.	11 ″ 9	
77960	**La Florecita** *OilEng.* *Mchy.Aft 1Dk(Stl)*	330 — 164	✠ … 3,35 ✠	HKg	*f*		1931 10mo	HongK'ng &Whampoa DockCo.Ld HongKong	J.C.Tiampo	141·0 F18' FK	27·1	9·7	Iloilo,P.I. Utd.States 3*BHCem* *FPT*35t	Oil Engines 2S.C.SA 6Cy.9$\frac{1}{16}$"–16$\frac{9}{16}$" 102NHP Atlas-DieselA/B,Skm.	10 ″ 5	
77961 1037 IBCS	**La Foce** D.F. *Mchy.Aft 1Dk*	2497 1780 1386					1921	N.Odero fu A.&Co. Genoa	Soc.Anon.Ilva	286·9 P23'	41·2	28·4	Genoa Italian *WB*	T.3Cy18⅛",29⅛"&47$\frac{5}{16}$"–27$\frac{9}{16}$" 115NHP N.Odero fuA.&Co.Genoa.		CI
77962 FNOU	**La France** TwinSc ssBou.No.3–4,27 ssBou.No.2–35 Wireless *1Dk(Stl–ws)*	751 613 175	✠100A1 4,39 BS3,39 Surveys delayed	Bou ✠LMC2,35	*k*	11,37	1915 10mo *Lloyd*	Jos.T.El- tringham& Co.Ld. Wil- lingtonQuay '*sA&CP*	Cie.Franco- Hollando- Américaine *Cell*	185·1 *Promenade dk* 154' FK	34·1	14·7	Boulogne French 4*BHCem* *DBf*19'25t	T.6Cy.15",24½"&41"–27" (*s*) 180lb 219NHP 2SB.*6cf*,GS110,HS3800 JTEltringham&CoLd.Nwc	16 ″ 0 3 ″ 0½ 13 ″ 4	
77963 LEIH	— ssCff.No.2-19 *1Dk*	617 540 354	✠ 11,22 ✠	Liv	*j*		1909 7mo	N.Wiborg Fevig	A/S LaFrance (O.G.GjessensEftf) *Cell DBa*	182·0 B48'F24' FK 33'*f*83'134t*APT*8t	27·5	13·1	Skudes- næs Norwegian 4*BHCem*	T.3Cy.13",21"&33"–27" 78NHP 1SB,*3pf*,GS45,HS1423 AkersMek.Værks.Oslo	15 ″ 7	N †
77964 EEUU	**La Guardia** *1Dk2trB*	667 — 284					1900	Cia.Trasat- lantica Cadiz	A.R.delValle, S.Pares& VicGaliana	160·4 H33'F22'	26·2	16·4	Barcelona Spanish *WB*	T.3Cy.11",18"&29"–24" 41NHP AkersMek.Værks.Oslo		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
77965 TTDS	**La Mailleraye** (*ex*Scherpendrecht) *Mchy.Aft* 1*Dk*	490 — 264					1918	Johs.Berg Delfzijl	Worms&Co.	160·0 P49'F22'	25·7	11·9	Havre French WB	T.3Cy.12⅜",19 9/16"&31½"–21⅜" 46NHP Johs.Berg,Delfzijl		V
77966 FPDA	**La Marsa** (*ex*Sargasse–38, *ex*GouverneurGeneralPiquet–34, *ex*Etienne deFlacourt, 1*Dk*&*Shelter dk* *ex*Yalta,*ex*Cöln) *Fitted for oil fuel* Wireless D.F.	1439 1189 638					1914	G.Seebeck Akt.Ges. Weser- münde-G	P.G.Cottaropoulos &P.Canallas(P.G. Cottaropoulos, *Mgr.*)	268·9 B34'F36'	38·5	22·6	Marseilles French WB	T.3Cy.22⅝",36⅜"&59"–39⅜" 190NHP G.SeebeckAkt.Ges.Wsm.		V
77967 215578 KLGK	**La Merced** AuxTwinSc4MstSr *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	2146 — 1938					1917	J.Robert- son, Benicia,Cal.	AlaskaSouthern PackingCo.Inc.	232·0	43·6	26·6	Juneau Utd. States	Oil Engines 2S.C.SA 4Cy.16½"–18 15/16" 192NHP J&CGBolindersMek.Verks A.B.Skm.		
77968 TWEJ	**La Nymphe** (*ex*Nymphe) TwinSc 1*Dk*	452 — 75					1916	Bremer Vulkan Vegesack	Soc.An.desBainsde Mer et duCercle des Etrangers de Monaco	182·7 F59'	24·1	10·6	Monaco	T6Cy13⅜",19 7/16"&30 7/16"–17¾" *E made*16 79NHP BremerVulkan,Vegesack		V
77969 EARN	**La Palma** Ⓟ *ss*LaP.2ndNo.3–5,26 *ss*LaP.No.2–35 Wireless 1*Dk*&*Shelter dk*(*Teak*)	*871* *478* *486*	✠ ~~——~~ 12,39 ✠	LaP	*m*		1912 4mo	W.Harkess &Son,Ld. Middlesbro'	Cia.Trasmediter- rànea *Cell DBa33'uE*	210·0 B *on Shelter dk*72' FK 17'*f*95'160*tFPT*14*t*	30·0	10·2	SantaCruz Spanish 5*BHCem* *APT*13*t*	T.3Cy.16½",27"&44"–28" 149NHP 2SB,4*cf*,GS74,HS2561 MacColl&Pollock,Ld.Sld.	12 ″ 3	
77970 166401 MMRV	**La Pampa** *OilEng.* D.F. 1*Dk*&*Shelter dk* E.S.D. GyC. *CruiserStern*	4149 3636 2474	✠100A1 *withfreeboard* 8,40 ~~12,39~~ ✠LMC4,38	Avn Hul	*z*	CL	1938 4mo *Lloyd*	Götaver- kenA/B Gothenburg '*sA&CP* *Interm* *CellDB*330'	BuriesMarkes,Ld. *ediate BH in after* 1569*t water ballast*	381·4 397(O.L.) F38' FK *hold dispensed with* *tank on Shelter dk*	55·2	22·7	London British *ptCem* (*Coll to Sh dk* 4 ,, 2*nd* ,,) 28'273*tFPT*	Oil Engines 4S.C.SA 6Cy.29⅛"–59 1/16" 490NHP 2DB85*lb* GötaverkenA/B,Got. 97*tAPT*243*t*	27 ″ 6 s 2″10¾ 24 ″ 9¾	
77971 143671 GDLQ	**La Paz** TwinSc *OilEng.* *ss*Hul.No.3–10,32 *ss*Hul.No.1–36 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	6548 6095 4052	✠100A1 *Shelter dk* *withfreeboard* 9,39 ✠LMC CS9,37 ~~DBS4,338,40~~ 6,38	Hul DBS6,41	*z*	CL 4,38	1920 10mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	PacificStmNavCo.	406·3 P32'B89'F45' FK *on Shelter dk* *CellDB*349'1039	54·2	32·9	Liverpool British *ptCem* 7*BHtoSh dk* *tFPT*116*tA*	Oil Engines 4S.C.SA 12Cy.26⅜"–39⅜" DB100*lb* 810NHP Harland&Wolff,Ld.Gls. *PT*123*t*	35 ″ 5 s8 ″ 9 26″10¾	
77972 225181 KDCK	**La Perla** Ⓟ *ss*Bal.No.3–10,37 D.F. 4*Dks*(*Stl–Wthr dk ws*) *Ref.Mchy.* *CruiserStern*	3792 3187 2105	✠100A1 *withfreeboard* ~~8,40~~ ~~9,39~~ 1,41 ✠LMC MS8,36 ~~BS9,38~~,40 *Fitted for oil*	Bal ~~NO₂~~ Bal *fuel* 7,25		CL ~~N3,38~~ 1,41 *F.P. a*	1925 7mo *Lloyd* *bove* 1	Cammell Laird&Co.Ld Birkenhead '*sA&CP* 50°F. *Inter*	MunargoLineCo. (UnitedFruitCo. *Mgrs.*) *mediate BH in fore*	325·2 P36'B108'F40' FK&BK1½" *hold dispensed with* *CellDB*272'502	48·1	28·3	NewYork Utd.States 4*BHCem* *tFPT*52*tAPT*13*t*	T.3Cy.24¾",41½"&69"–48" 200lb (*s*) 578NHP 3SB,12*cf*,HS9201 CammellLaird&CoLd.Bkn	31 ″ 9 s 8 ″ 3 23 ″ 8½	
77973 221103 KDPX	**La Placentia** *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk* 3*trB* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	8272 6310 5107					1921	Southwest- ernS.B.Co. SanPedro,Cal	UnionOilCo.of California	440·0	58·2	32·8	Ls.Angeles Cal. Utd. States WB	Q.4Cy.24",34",51"&74"–54" 402NHP LlewellynIronWorks, LosAngeles		R
77974 DHUM	**La Plata** Ⓟ (*ex*Sachsen–37) 4Mst *Fitted for oil fuel* D.F. Sub.Sig. *Ref.Mchy.* 2*Dks*	8056 7337 4861					1922	Bremer "Vulkan" Vegesack	Hamburg-Süd- Amerik.Dampf- schiff fahrtsGes.	468·7 P55'B224'F41	58·3	32·7	Hamburg German WB	T.3Cy.32¼",52¾"&86⅝"–55½" 556NHP BremerVulkan,Vegesack		G
77975 31 JDZB	**La Plata Maru** Ⓟ TwinSc Now: Kanzyu Maru, see No. 83771 in Supplement *OilEng.* *ss*Kob.No.3–6,35 *ss*Kob.No.1–39 3*Dks*(*Stl–Weather dk ws*) *Ref.Mchy.* GyC.	7267 6088 4378	✠100A1 *withfreeboard* 3,40 ~~5,39~~ ✠LMC CS~~5,39~~ DBS~~5,39~~ 3,40 ~~2,37~~ 3,40 ✠Lloyd'sRMC~~5,39~~ 4,40	Kob	*b*†	CL ~~10,37~~ P11,40 S10,37	1926 4mo *Lloyd*	Mitsubishi ZosenKaisha Ld.Nagasaki '*sA&CP*	OsakaSyosenK.K. *CellDB*353'1368*t* *Tanks at sides*	430·0 B63'F47' FK *of tunnels*719*tFPT*	56·0	36·0	Osaka Japanese 7*BHptCem* 117*tAPT*46*t*	Oil Engines 2S.C.SA 12Cy.23⅝"–41¾" 1164NHP DB100*lb* SulzerBros.Winterthur	36 ″ 0 s11 ″ 2¾ 25 ″ 2¾	
77976 HPAM	**La Playa** *ss*N.Yk.No.1–28 *OilEng.* *Ref.Mchy.* 4*Dks* Sub.Sig. *CruiserStern*	*3682* *3183* *2144*	✠ ... 1,32 ✠NE9,27				1923 11mo	Cammell Laird&Co.Ld. Birkenhead	BalboaShppg.Co. Inc.(UnitedFruit Co.*Mgrs.*)	325·2 P35'B107'F41' FK&BK1½"	48·1	28·3	Balboa Pnamanian WB	4 Oil Engines connected to Elec. Motor & Sc. shaft 2S.C.SA 16Cy.19 11/16"–19 11/16" 1096NHP "Fiat"Stab.Grandi Motori,Turin	31 ″ 9	C †
77977 221691 KDVJ	**La Purisima** *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	5091 — 3032					1921	Southwest- ernS.B.Co. SanPedro,Cal	UnionOilCo.of California	392·3	51·2	30·4	Ls.Angeles Cal. Utd.States	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
77978	**La Salina** TwinSc *ss*Aru.No.3–6,39 ~~*ss*Cco.No.2–35~~ *Mchy.Aft* 1*Dk*(*Stl*)	2402 1743 1242	✠100A1 ~~7,40~~ ~~6,39~~ 1,41 BS6,40 ✠LMC6,39 *Carrying Petr* *Fitted for oil*	Aru *oleum* *fuel* 6,	*t* *in* 27	CL N11,38 *bulk* *F.P. a*	1927 6mo *Lloyd* *bove* 1	Harland& Wolff,Ld. Belfast '*sA&CP* 50° F. *Wing*	Cia dePetroleo Lago *tanks f* 286*t Wing*	305·7 P67'F34' FK *Trunk*204' *tanks a* 356*t FPT*	50·2	14·3	Maracaibo Venezuelan 7*BHptCem* 60*tAPT*75*t*	T6Cy.13½",23½"&36"–27"(*s*) 180lb 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 ″ 0 s1″ 10¼ 13 ″ 4	
77979 203628 WTBL	**La Salle** (*ex*F.A.Bailey, *ex*J.H.Sheadle) D.F. Sub.Sig. *Mchy.Aft* 1*Dk*	6924 — 5476					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-Cliffs IronCo.	530·0	56·2	32·0	Wilmgton (Del.) Utd.States WB	T.3Cy.23",37"&63"–42" 257NHP GtLakesEngWrks.Detroit		R
77980 557 ESFD	**Läänemaa** 4Mst *OilEng.* 1*Dk*	604 483 325					1922	Peter Wharf Tallinn	Tallinna LaevaühisusA.S. (TheTallinnShip- pingCo.Ld.)	166·6	28·7	12·1	Tallinn Estonian	Oil Engines 4S.C.SA 6Cy.12 13/16"–16½" 96NHP Gebr.Körting,Hannover		G
77981 LEII	**Lab** Wireless D.F. 1*Dk*	1118 982 665					1912	Akers Mek.Værks. Oslo	A/S Lab (H.Tangvald- Pedersen)	226·4 P17'B52'F24'	36·5	15·7	Porsgrunn Norwegian WB	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Værks.Oslo		N

1 Numero d'Ordre — Numero Officiel — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cert. si ce n'est dans le L.R. Durée Cert. Ref. Trade
77982 ~~[illegible]~~ ~~[illegible]~~	**Labette** Fitted for oil fuel D.F. Sub.Sig. 2Dks & Web frames Now "Empire Ortolan," see No. 91001 in Supplement	4989 4573 3051	✠ ... 2,21 ✠				1919 9mo	American International S.B.Corp. HogIslandPa	Ministry of Shipping(J.A.Billmeir &Co Ld.Mgrs.)	390·0 P39'B122'F43' FK	54·2	27·6	~~Houston~~ ~~Utd. States~~ London WB British	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
77983 1649 IPDO	**Labor** TwinSc OilEng. Mchy.Aft ssMfl.No.2–38 1Dk(Stl)&Web frames	510 370 249	✠100A1 12,39 ✠LMC CS7,38 5,39 CarryingPetroleum in bulk	Mfl	h	CL 12,39	1930 5mo Lloyd	Soc.Odero Terni Orlando Genoa 'sA&CP	"LaColumbia" Soc. Maritt.perTrasporto di Petrolio e Derivati	165·2 156·3 P49'F20' FK Trunk78'	28·0	11·8	Genoa Italian 10BHCem	Oil Engines 2S.C.SA 8Cy.10¼"–17⅛" 147NHP Soc.Anon Fiat,Turin	12 " 6 s 1 " 1¼ 11 " 5¼	
77984 CSGI	**Labrador** WoodAux3MstSr (exLydia–35,exSailingVessel, OilEng. exSkjold) 1Dk (See Sailing Ship Register)	307 275 226					1919	Korsör Skibs.A/S Korsör	Soc.Lisbonense de Pesca deBacalhau Ltda.	125·9 Q27'	28·9	13·4	Lisbon Portuguese	Oil Engines 2Cy.14"–16⅛" Emade—fitted35 KorsörSkibsværftA/S		
94/40 77985 YTFI	**Labud** (exEzra–34,exApsleyhall–32, exSilverash, ssHpl.No.3–8,31 exArdgowan) ssCff.No.2–39 2Dks(Stl)&Web frames Longitudinal framing	5334 4928 3415	✠100A1 7,39 BS3,39 ✠LMC MS7,39	Cff	z	CL 7,39	1918 7mo Lloyd	WmHamilton&Co.Ld. Pt.Glasgow 'sA&CP	Jugoslavenska PlovidbaD.D. 'Tween dk BH in after	405·1 419·0(O.L.) P36'B120'F44' FK hold dispensed with CellDBa129'uE21'	52·6	27·7	Susak Yugoslav Cem 5BHto U dk 1 „ „ 2nd „ f176' 1093t	T.3Cy.27",44"&73"–48" (s) 180lb NDB34–100lb 476NHP 2SB,8cf,GS157,HS6697 FD J.G.Kincaid&Co.Ld.Grk. DTa36'958tAPT39t	30 " 3 s 5 " 11¼ 24 " 6	
77986 149430	**Lachinedoc** Mchy.Aft 1Dk	1926 1638 1149					1927	Swan,Hunter&Wigham Richardson, LdSunderlnd	PatersonSteamships,Ld.	252·8 Q100'F35'	43·4	17·8	FtWilliam Ont. British WB	T.3Cy.15",25"&40"–33" 92NHP MacColl&Pollock,Ld.Sld		C
77987 205349 WCDP	**Lackawanna** (exEdwinE.Slick, exDanielB.Meacham) D.F. Mchy.Aft 1Dk	6971 — 5482					1908	Gt.Lakes Eng.Works Ecorse,Mich.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. Mgrs.)	530·0	56·2	32·0	Wilmgton (Del.) Utd.States WB	T.3Cy.23",37"&63"–42" 257NHP GreatLakesEng.Wks.Det.		R
77988 139260 GSMC	**Lackenby** ssCff.No.2–36 D.F. 1Dk(Stl)	5112 4846 3200	✠100A1 9,39 BS~~[illegible]~~ 5,40 ✠LMC3,36	Bry	z	CL 11,37	1928 7mo Lloyd	Wm.Gray &Co.Ld. WHartlepool 'sA&CP	RopnerShipping Co.Ld. CellDB	412·1 P30'B236'F41' FK 366'1432tFPT173t	54·2	27·0	W.Hartlpl British 7BHCem APT192t	T.3Cy.26",41"&73"–48" (s) 180lb FD 515NHP 3SB(Spt)9cf,GS172,HS7614 Cen.Mar.Eng.Wrks.WHpl	29 " 11 s 4 " 11¼ 25 " 3	
77989 160633 ~~[illegible]~~ GNBB	**Lacklan** (exVacuoline–34) 3Mst GyC. ssYka.No.2–37 D.F. Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing–bracketless system	8670 8020 5223	✠100A1 2,40 BS2,41 ~~[illegible]~~ ✠LMC8,37 CarryingPetroleum in bulk Fitted for oil fuel1,29 F.P. above 150° F.	Lon	d†	CL 6,38	1929 1mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	~~StandardTransportationCo.Ld.~~ Socony-Vacuum Transportation Co.Ld Cell	460·0 P118'B42'F41' FK DBuE&B65'f27'2	62·8	36·5	London British 18BHptCem ptAsp 80tFPT190t	Q4Cy24¾",35½",51"&73"–51" 230lb (s) 630NHP 3SB,9cf, HS9276 FD D.Rowan&Co.Ld.Glasgow APT130t	36 " 6 s 7 " 5½ 29 " 3½	
77990 145925 GJCD	**Laconia** Ⓟ TwinSc ssLiv.No.3–1,35 D.F. E.S.D. 2Dks(Stl)&Shelter dk Sub.Sig. (Stl-ptws)&Shade dk(Stl-ws) 3rd dk(Stl)in holds except No.4 Ref.Mchy. GyC.	19695 14245 11717	✠100A1 Shelter dk withfreeboard 1,39 BS12,38 ✠LMC1,34 Lloyd'sRMC7,39 Fitted for oil fuel5,22 F.P. above 150° F.	Liv	n†	CL S1,39 P10,39	1922 1mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	CunardWhite Star,Ld. CellDB521'2571t Tank 'tween tun	601·3 B284'onShadedk FK DTf46'1650t nels18'82t Tanks at	73·7	40·6	Liverpool British ptCem 10BHtoSh dk sides of tunn	6 Steam Turbines DR geared to2 Sc.Shafts (r) 220lb HS29916 2561NHP 3D&3SB,36cf,GS747 FD WllsndSlpwy.Co.Ld.Nwc. el 48'875tFPT122tAPT69t	45 " 0 s12 " 9½ 32 " 8	
77991 71 IBBS	— ssTri.2ndNo.3–7,36 D.F. 2Dks(Stl)	5932 5503 3762	✠100A1 8,39 MS7,36 ✠LMC BS~~[illegible]~~ 11,39	Tri	z	CL 8,39	1912 5mo Lloyd	Cant.Nav. Triestino Monfalcone 'sA&CP CellDBa	LaconiaS.S.Co. (D.Tripcovich) 144'uE25'f182'133	430·8 418·0 P37'B137'F44' FK 3tDTa34'990tFPT	51·7 54·0	29·3	Trieste Italian 7BHCem 112tAPT36t	T.3Cy.27",45"&74"–48" 180lb 80lb 481NHP 3SB,9cf,GS156,HS6993 FD N.E.MarineEngCo.LdNwc	32 " 2 s6 " 7½ 25 " 9	
77992 198 SVQA	**Laconikos** (exLaconicos–33, exNavigator) ssAnt.2ndNo.3–11,39 Cargo battens not fitted 2Dks(Stl)	3803 3602 2404	✠100A1 8,40 ~~11,39~~ MS3,39 ✠LMC BS11,39	Ant Gal	w	CL 3,39	1914 5mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	M.A.Embiricos CellDBa112'uE&	365·2 P33'B109'F37' FK B48'f158'820tFPT	47·1	27·3	Andros Greek 6BHCem 41tAPT14t	T.3Cy.23",38½"&64"–48" (s) 215lb 382NHP 3SB,9cf,GS179,HS6456 Dunsmuir&JacksonLd.Gls	29 " 6 s 5 " 2½ 24 " 6	
77993 UOBN	**Ladoga** (exArnfried–32) Sub.Sig. 1Dk	2332 2011 1355					1921	J.Frerichs &Co.A.G Einswarden	U.S.S.R.	296·2 P&B233'F37'	42·8	19·5	Leningrad Russian WB	DR GearedSteamTurbine Frd.KruppA.G.Kiel		
77994 151207 CYGS	**Lady Alexandra** Ⓟ TwinSc Wireless Fitted for oil fuel CruiserStern 2Dks	1396 585 678					1924	Coaster Const.Co.Ld. Montrose	Union Steamships, Ld.	225·4	40·1	9·7	Vancouver British WB	T.6Cy.13¼",21¼"&34"–21" Emade19fitted21 106NHP Bow,McLachln&CoLd.Psy		C
77995 146285 GWDV	**Lady Anstruther** 3Mst ssIrv.No.3–5,34 Wireless 1Dk(Stl) ssIrv.No.1–38 Well deck Mchy.Aft	527 363 203	✠100A1 11,40 ~~6,39~~ BS~~[illegible]~~ 8,40 ✠LMC6,38	Irv	h	CL ~~7,37~~ 11,40	1922 2mo Lloyd	Dublin Shipbuilders, Ld. Dublin 'sA&CP	Nobel'sExplosives Co.Ld C	167·4 174·4(O.L.) Q94'B9'F31' BK7½" ellDBf90'116tFPT	26·6	10·6 28·1	Glasgow British 3BHCem 54tAPT30t	T.3Cy.14½",24"&40"–27" (s) 180lb 99RHP 1SB,3cf,GS58,HS2100 W.Beardmore&Co.Ld.Gls.	12 " 10 s 4 " 2½ 13 " 2¼	
77996 152718 CYGN	**Lady Cecilia** Ⓟ TwinSc (exSwindon) Fitted for oil fuel Wireless Cruiser Stern 2Dks	944 691 325					1919	Ardrossan DD&SBCoLd Ardrossan	UnionSteamships, Ld.	219·5 B134'	28·6	15·5	Vancouver British	T.6Cy.13¼",21¼"&34"–21" 106NHP Ross&Duncan,Glasgow		C
77997 132019 ~~[illegible]~~ MDGG	**Lady Connaught** Ⓟ TwinSc (exLady ssLiv.2ndNo.3–5,36 Leinster–38, 1Dk(Stl-ptws)2nddk exPatriotic) D.F. inNos.1&2holds	2284 1427 962	✠100A1 withfreeboard 4,39 BS7,40 ~~BS4,39~~ ✠LMC5,35 Fitted for oil fuel4,24 F.P. above 150°F	Liv		OG ~~5,37~~ P5,38 S7,40	1912 3mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	British&IrishStm. PacketCo.Ld. Cell	325·4 P53'B162'F76' FK&BK1½" DBuE40'81tFPT	41·7	16·2	Liverpool British 7BHCem 37tAPT48t	T8Cy(2)21½"(2)35"&(4)41" –36" 195lb (s) 840NHP 2DB&1SB20cf,GS386, HS14437 FD Harland&Wolff,Ld.Bel.	17 " 11 s1 " 7¼ 16 " 6	BT till ~~8,40~~ 7,41
77998 152899 CYGR	**Lady Cynthia** Ⓟ TwinSc (exBarnstaple) Fitted for oil fuel Wireless CruiserStern 2Dks	950 691 390					1919	Ardrossan DD&SBCoLd Ardrossan	UnionSteamships, Ld.	219·3 B134'	28·6	15·5	Vancouver British	T.6Cy.13¼",21¼"&34"–21" 105NHP Ross&Duncan,Glasgow		C
77999 145035 GDQJ	**Lady Denison-Pender** TwinSc (CableVessel) E.S.D. ssSuz.No.3–10,33 ssSng.No.1–38 2Dks(UStl-ws) &Shelter dk(ptStl-teaks) Cruiser Stern	1984 1814 841	✠100A1 Shelter dk withfreeboard 7,40 ~~7,39~~ BS4,40 ~~[illegible]~~ ✠LMC2,38 Carrying oil fuel F.P. above 150°F in DB&DT Fitted for oil fuel9,20 F.P. above 150° F.	PNl CTn	q	CL 12,38	1920 9mo Lloyd	Fairfield Co.Ld. Glasgow 'sA&CP	Cable and Wireless, Ld.(SirEdward Wilshaw,K.C.M.G. Mgr.) CellDBa54'	269·2 BonShelter dk84' FK uE23'f119'271t	38·1	23·8	London British ptCem 4BHtoSh dk 1 „ „ U „	T.6Cy.15½",25"&41"–30" (s) 180lb 352NHP 3SB,9cf,GS142,HS5676 FD FairfieldCo.Ld.Glasgow	25 " 0 s 7 " 3 18 " 1	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
78000 137808 GWDT	**Lady Dorothy** ssIrv.2ndNo.3-6,40 ~~ssArd.No.3-8,28~~ *Well deck* ~~ssIrv.No.2-36~~ Wireless 1*Dk*(*Stl*)	578 416 289	✠100A1 6,40 ~~8,39~~ ~~BS8,39~~ ✠LMC~~6,36~~ 5,40	Irv	*h*	OG 2,40	1916 3mo	Dundee S.B.Co.Ld. Dundee *Lloyd*'*sA&CP*	Nobel'sExplosives Co.Ld.	165·1 173·6(O.L.) Q85'B13'F24' FK *DBa*31'34*tFPT*	27·1 28·5	12·6	Glasgow British 4*BHCem* 38*tAPT*16*t*	T.3Cy.13",21"&35"–24" (*s*) 180lb *70lb* 82RHP 1SB,*3pf*,GS51,HS1485 W.Beardmore&Co.Ld.Gls.	13 ″ 5 s 4 ″ 3¼ 12 ″ 11¾	
78001 155050 VGZQ	**Lady Drake** Ⓟ TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy.* 3*Dks*	7985 5340 4920					1928	Cammell Laird&Co.Ld Birkenhead	LadyDrake,Ld.	419·5 P38'B225'F50'	59·1	28·2	Halifax NS British *WB*	4SRgearedSteamTurbines CammellLaird&CoLdBkn		C
78002 138905 VWDZ	**Lady Fraser** TwinSc D.F. 2*Dks*	1669 1231 671					1908	Fairfield Co.Ld. Glasgow	Govt.of India (CommerceDept.)	282·0 P&B202'F49'	38·1	19·8	Calcutta British *WB*	T.6Cy.13¾",22"&36"–30" 142NHP FairfieldCo.Ld.Glasgow		
78003 119167 GWDX	**Lady Gertrude Cochrane** 3Mst (*ex*Foyers) ssIrv.2ndNo.3-5,31 *Well deck Mchy.Aft* ssIrv.No.2-39 Wireless 1*Dk*(*Irn*)	539 371 212	✠100A1 11,40 ~~6,39~~ ✠LMC6,39 BS7,40	Irv	*i*	CL 8,38	1904 9mo	Scott& Sons Bowling *Lloyd*'*sA&CP*	Nobel'sExplosives Co.Ld.	169·7 176·6(O.L.) Q89'B9'F34' BK7½" *WB* =*DBf*36'126*tFPT*	27·1 28·6	10·0	Glasgow British 3*BHCem* 40*tAPT*10*t*	O.2Cy.20½"&44"–30" (*s*) 130lb 80RHP 1SB,*2pf*,*1cf*,GS60,HS1880 Muir&Houston,Ld.Gls.	12 ″ 6 s 4 ″ 3¼ 12 ″ 11	
188 40 78004 162129 GLLT	**Lady Glanely** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	5497 4959 3232	✠100A1 *withfreeboard* 8,40 ~~1,40~~ ✠LMC5,38	Cff	*a*†	CL	1938 5mo	Wm.Dox- ford&SonsLd Sunderland *Lloyd*'*sA&CP* *CellDB*357'1	TatemSteamNav. Co.Ld.(W.J. Tatem,Ld.*Mgrs.*) 318*tMT*32' 1350*t F*	430·5 447·6(O.L.) F43 FK *PT*85*tAPT*160*t*	57·7	26·5	Cardiff British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.23⅝"–91$\frac{5}{16}$" 516NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	29 ″ 1 s 3 ″ 6¼ 25 ″ 9¼	
78005 155047 VGZP	**Lady Hawkins** Ⓟ TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy.* 3*Dks*	7988 5340 4920					1928	Cammell Laird&Co.Ld Birkenhead	"LadyHawkins," Ld.	419·5 P38'B225'F50'	59·1	28·2	Halifax,NS British *WB*	4SRgearedSteamTurbines CammellLaird&CoLd.Bkn		C
78006 144246 VJSR	**Lady Isobel** (*ex*Kampen, *ex*Millewa) ssSyd.No.3-3,35 ssSyd.No.1-38 Wireless 1*Dk*(*Stl*) *Cargo battens not fitted*	1408 1221 805	100A1 6,40 ~~7,39~~ BS~~7,39~~ LMC4,38 6,40	Syd	*p*	OG 6,38	1921 3mo	Gebr. Jonker Kinderdijk A&CP *CellD*	AustralianSteam- shipsProprietary, Ld.(*Man.Agents,* HowardSmithLd.)	240·7 252·0(O.L.) P24'B64'F25' FK *B*199' 379*t FPT*28*t*	37·0	16·8	Melbourne British 4*BHCem* *APT*25*t*	T.3Cy.17½",29⅜"&46$\frac{1}{16}$"–36" 180lb (*s*) 174NHP 2SB,*4cf*,GS89,HS3163 Alblasserdamsch.Msch.Fab	19 ″ 1 s 2 ″ 3 17 ″ 2	
78007 112399 CGSL	**Lady Laurier** Ⓟ TwinSc (*Cable Vessel*) *Well deck* 2*Dks*(*Stl–U*ws) Wireless	1051 704 439	✠ - 12,02 ✠	Psy	*n*		1902 12mo	Fleming& Ferguson,Ld Paisley *Ce*	CanadianGovern- ment(Dept.of Transport) *llDBa*33'*f*77'169*t*	214·9 P&B116'F29' FK *DTa*12'13*tFPT*52*t*	34·2	17·2	Ottawa British 4*BHCem* *APT*36*t*	T.6Cy.16½",26"&43"–27" 265NHP 2SB,*6cf*,GS109,HS3907 Fleming&Fergusn,Ld.Psy.	18 ″ 0	
78008 116641	**Lady Minto** Pad 2*Dks*	366 172 158					1903	Up.Ottawa Imp.Co.Ld Temiscamin- gue,Que.	UpperOttawa ImprovementCoLd	130·0	24·6	7·6	Ottawa British	C.2Cy.20"&38"–54" 42RHP Bertram E.W.Co.Ld.Trnto		
78009 155046 VGZN	**Lady Nelson** Ⓟ TwinSc D.F. *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*	7970 5340 4916					1928	Cammell Laird&Co.Ld. Birkenhead	"LadyNelson"Ld.	419·5 P39'B225'F50'	59·1	28·2	Halifax British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts CammellLaird&CoLd.Bkn		C
78010 149913 MNWT	**Lady Olga** ssShl.No.3-10,40 ~~ssShl.No.2-36~~ *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted* Wireless	1266 969 683	✠100A1 ~~10,40~~ ~~6,39~~ 11,40 ~~BS6,39~~ ✠LMC~~7,36~~ 10,40	Sld ~~Shl~~ Nwc	*n*	CL ~~5,38~~ 9,40	1927 10mo	S.P.Austin &Son,Ld. Sunderland *Lloyd*'*sA&CP* *Cell*	GasLight&CokeCo (StephensonClarke &AssociatedCom- panies,Ld.*Mgrs.*) *DBuE*20' *f*139'32	225·0 234·0(O.L.) Q127'B16'F24' FK 8*t DTf*7'115*t FPT*	36·0	15·3	London British 5*BHCem* 169*tAPT*23*t*	T.3Cy.18",30"&49"–33" (*s*) 180lb *90lb* 156NHP 1SB,*4cf*,GS75,HS2490 G.Clark,Ld.Sunderland	17 ″ 3 s 5 ″ 2 15 ″ 8	
78011 87034 CYGT	**Lady Pam** Ⓟ (*ex*Chilco-35, *ex*SantaMaria, *Fitted for oil fuel* *ex*Yacht) 1*Dk*	305 227 167					1883	J.Elder& Co. Glasgow	UnionSteamships, Ld.	154·0	22·3	12·4	Vancvr,BC British	C.2Cy.18"&36"–21" NB01 54RHP J.Elder&Co.Glasgow		
78012 154460 VGZR	**Lady Rodney** Ⓟ TwinSc ssHfx.No.2-37 *Ref.Mchy.* 4*Dks*(*Stl–Weather dk* ws) D.F. *Strengthened for Navigation in Ice*	8194 5755 4936	✠100A1 *withfreeboard* 3,41 ~~12,39~~ ✠LMC MS1,36 BS~~12,39~~12,40 ✠Lloyd'sRMC~~1,40~~~~6,40~~ 1,41 *Two lower decks for fruit cargoes* *Fitted for oil fuel* 4,29	Hfx	*b*†	CL 2,41 *F.P. above* 150° F.	1929 4mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd*'*sA&CP* *CellDB*351'	"LadyRodney"Ld. (CanadianNation- alSteamships) *Duct keel fwd* 888*t Tanks in way*	420·3 P40'B234'F39' FK *Prom.dk*183' *of machinery space* *of tunnels*101*tFPT*	60·2	30·2	Montreal British 7*BHptAsp* 54*tAPT*103*t*	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 220lb 1094NHP 4SB(Spt),*16cf*,GS , FD HS13500 CammellLaird&Co.Ld.Bkn	32 ″ 9 s9 ″ 11¾ 23 ″ 0	
126 4 78013 154459 VGZS	**Lady Somers** Ⓟ TwinSc ssHfx.No.2-37 *Ref.Mchy.* 4*Dks*(*Stl–Weather dk* ws) D.F. *Strengthened for Navigation in Ice*	8194 5755 4941	✠100A1 *withfreeboard* 5,40 ~~3,39~~ BS11,39 ✠LMC3,37 ✠Lloyd'sRMC~~1,40~~7,40 *Two lower decks for fruit cargoes* *Fitted for oil fuel* 3,29	Hfx Mtl	*b*†	CL SN3,38 P3,39 *F.P. above* 150° F.	1929 3mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd*'*sA&CP* *CellDB*351'	"LadySomers"Ld. (CanadianNation- alSteamships) *Duct keel fwd* 888*t Tanks in way*	420·3 P40'B234'F39' FK *Prom.dk*183' *of machinery space* *of tunnels*101*tFPT*	60·2	30·2	Montreal British 7*BHptAsp* 54*tAPT*103*t*	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 220lb 1094NHP 4SB(Spt),*16cf*,GS , FD HS13500 CammellLaird&Co.Ld.Bkn	35 ″ 9 s9 ″ 11¾ 23 ″ 0	
78014 145307 GMKZ	**Lady of Mann** Ⓟ TwinSc ssBrw.No.2-39 E.S.D. 1*Dk&Shelterdk*(*ptStl*–teak s) D.F. *3rd dk clear of E&B spaces*	3104 2029 1258	✠ A1 *withfreeboard* *Irish Channel Service* 7,40 ~~5,39~~ ✠LMC5,39 BS7,40 *Fitted for oil fuel* 6,30	Brw Bkn		OG 5,37 *F.P. above* 150° F.	1930 6mo	Vickers- Armstrongs Ld. Barrow *Lloyd*'*sA&CP*	Isle of ManSteam PacketCo.Ld. *CellDBa&uE*94'1 *DTa*22'	363·6 372·3(O.L.) *Promenade dk*270' 24*t* FK&BK1½" 35*tDTf*14'69*t FPT*	50·2	17·4	DouglasIM British 10*BHCem* 24*tAPT*80*t*	4SteamTurbinesSRgeared to2Sc.Shafts (*r*) 220lb 1878NHP 2DB&2SB,*24cf*,HS18746FD Vickers-Armstrongs,Ld.	18 ″ 6 s 5 ″ 9¼ 13 ″ 0¼	
78015 PFNE	**Laertes** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	5825 5176 3613					1919	TaikooDk- yd&EngCo.of HongK'ngLd HongKong	Nederlandsche Stoomv.Maats. "Oceaan"	423·9 P45'B117'F45'	52·3	29·9	Amstrdam Dutch *WB*	T.3Cy.26",44"&75"–54" 413NHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		C
78016 219332 KORK	**Lafayette** (*ex*Dryden-39) *Fitted for oil fuel* Sub.Sig. 2*Dks&Shelter dk*	5887 — 3629	✠ ... 1,22 ✠				1919 12mo	SunS.B.Co. Chester,Pa.	WatermanS.S. Corp.	434·3 FK	57·7	27·2	Mobile Utd.States *WB*	T.3Cy.27",45½"&76"–51" 612NHP SunS.B.Co.Chester,Pa.	30 ″ 3	R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Official. Total. — Sous le Pont. — Net	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
78017 157540 VPTP	**Lafian** D.F. E.S.D. 1*Dk&Shelter dk* *Platform dk in part No. 2 hold* *CruiserStern* *Tonnage opening closed '41 (W.E.)*	4876 4344 2776	✠100A1 *withfreeboard* 10,40 ~~2,40~~ *Fitted for oil*	Liv Hul ✠LMC12,37 *fuel* 1	*a*† 2,3	CL 7 *F.P.*	1937 12mo *above* *Lloyd* *T*	Furness S.B.Co.Ld. Haverton Hill-on-Tees 150°F. '*sA&CP* *anks in way o*	Elmina,Ld. (UnitedAfricaCo. Ld.*Mgrs.*) *CellDB*296'1072*t* *ftunnel*363*tFPT*1	422·5 438·3(O.L.) F44' *MT*25'931*t* 83*t APT*139*t*	56·7	23·6 FK	Freetown, Sierra Leone British 7*BHptAsp* (*Coll to Sh dk* 6 „ 2*nd* „)	T.3Cy.23",38"&65"–45" (*s*) 220lb Rht. 456NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS142,HS7030 N.E.MarineEng.CoLdNwc	~~26 " 2~~ ~~s8 " 4~~ ~~24 " 0~~ 37 " 3 s12 " 5¼ 25 " 0¼	
78018 131348 GRQY	**Lafonia** Ⓟ (*ex*SouthernCoast–36, *ex*Dorothy ssBkn.2ndNo.3–11,36 Hough) 1*Dk*(*Stl*) Sub.Sig. E.S.D. ssBkn.No.1–40	1961 1438 1228	✠100A1 8,40 ~~7,39~~ ~~BS8,39~~ *Fitted for oil*	MVo Bkn ✠LMC~~11,36~~ 8,40 *fuel* 1	*r* 1,3	CL ~~7,39~~ 7,40 6 *F.P.*	1911 6mo *Lloyd* *above*	Greenock& Gr'ngemouth DockyardCo. Gr'ngemouth '*sA&CP* 150°F.	FalklandIslands Co.Ld. *CellDBa*	283·3 P67'B97'F32' 58'*u E*20' *f* 70' 250*t*	36·1	19·0 FK	Liverpool British 6*BHCem* *APT*11*t*	T.3Cy.21 3/16",35"&57"–39"(*s*) 180lb 249NHP 2SB,6*cf*,GS108,HS4236 J.G.Kincaid&Co.Ld.Grk.	20 " 3 s2 " 1 18 " 6¼	
78019 116004 MGBQ	**Lagan** 3Mst ssBel.2ndNo.3–4,29 ssBel.No.2–38 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	364 271 140	✠100A1 7,39 BS~~[illegible]~~ 5,41	Bel ✠LMC1,38	*g*	CL 11,38	1903 7mo *Lloyd*	Dublin DockyardCo. Dublin '*sA&CP*	JohnKelly,Ld.(W. Clint,*Mgr.*)	148·0 P18'Q65'B7'F23' BK7' *WB=DBf*67'	24·2	10·1	Belfast British 3*BHCem* 65*tFPT*38*t*	C.2Cy.17 11/16"&37"–27" (*s*) 120lb 69RHP 1SB,3*pf*,GS49,HS1364 Muir&Houston,Ld.Gls.	12 " 3 s4 " 0½ 12 " 7	
78020 TFLA	**Lagarfoss** Ⓟ (*ex*Profit) Wireless D.F. 1*Dk&Spar dk*	1211 1054 737					1904	Nylands Værksted, Oslo	H/F Eimskipa- felagIslands	218·5 H84*t*	32·7	12·2 18·0	Reykjavik Icelandic *WB*	T.3Cy.16½",27"&44"–32" 119NH NylandsVærksted,Oslo		N
78021 137855 GQRM	**Lagarto** (*ex*Glenavy) TwinSc *OilEng.* ssGls.No.3–9,29 ssHul.No.2–38 3*Dks*(*Stl*)	5072 4701 3198	✠100A1 ~~P,40~~ 12,40 DBS~~5,39~~ 5,40	Liv ✠LMC CS7,38 ~~10,37~~ 12,38	*y*	CL ~~P5,37~~ S5,39 P12,40	1917 9mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	PacificStmNavCo. *CellD*	385·1 398·5(O.L.) P31'B84'F42' *B*330' 980*t FPT*55*t*	52·2	30·3 FK	Glasgow British 7*BHptCem* *APT*46*t*	Oil Engines 4S.C.SA 12Cy.24 11/16"–33½" DB-60*lb* 735NHP Harland&Wolff.Ld.Gls.	33 " 8 s7 " 3 26 " 8¾	
78022 PUBM	**Lages** (*ex*Rauenfels) ssHam.No.1–11 1*Dk*(*Stl*)&*Spar dk*(*Stl–* *pt* teak s)&*deep framing* *Fitted for oil fuel*	*5472* — *3523*	✠ 2,16	Ham ✠	*a*†		1907 1mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle	LloydBrasileiro *CellDBa*138'*uE* '*tween dk*	421·9 P 1'B123'F46' 25'*f*186'1100*t* *tanks a*46' 470*t f*42'	55·3	20·3 28· FK	R.Janeiro Brazilian 6*BHonly* *Cem* 480*tFPT*65*t*	Q.4Cy.24",34",51"&74"–54" NB30 528NHP 4SB,12*cf* HS8480 Swan,Hunter&Wigham Richardson.Ld.Nwc	31 " 2	V †
78023 LDMV	**Lago** (*ex*Vinnie–34) *Cruiser Stern* 1*Dk*	2552 2247 1488					1929	W.Doxford &Sons,Ld. Sunderland	D/S A/S Laly (C.T.Gogstad&Co. *Mgrs.*)	300·2 P78*t*H171*t*	47·1	20·9	Oslo Norwegian *WB*	T.3Cy.20½",33"&54"–39" 182NHP Earle'sCo.Ld.Hull		N
78024	**Lago Tana** TwinSc *OilEng.* Wireless 1*Dk* *CruiserStern*	783 616 312					1939	Soc.Cant. NavFranco Tosi Taranto	SocietàAnonima Navigazione Eritrea	212·6 Q59'F38'	32·1	14·6	Rome Italian *WB*	Oil Engines 4S.C.SA 12Cy.14 5/16"–23⅝" 246NHP FrancoTosi,Legnano		
78025	**Lago Zuai** TwinSc *OilEng.* Wireless 1*Dk* *CruiserStern*	700					1940	Soc.Cant. NavFranco Tosi Taranto	SocietàAnonima Navigazione Eritrea	212·6 Q59'F38'	32·1	14·6	Rome Italian *WB*	Oil Engines 4S.C.SA 12Cy.14 5/16"–23⅝" 246NHP FrancoTosi,Legnano		
78026 141432 KGAS	**Lagonda** *Mchy.Aft* (*Self-Unloader*) D.F. GyC. Sub.Sig. 1*Dk*2*trB*	3647 — 3017					1896	F.W. Wheeler&Co. W.BayCity	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	375·6	45·8	23·3 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.19",31"&52"–44" 1B*blt*96&1B*blt*09 179NHP *Erebuilt*09		R
78027 142875 VRXQ	**Lagos Pathfinder** (*ex*Pathfinder) *Well deck* 1*Dk*(*Stl*)	914 640 479	✠ 4,23	Lth ✠			1923 4mo	Hawthorns &Co.Ld. Leith	JohnHolt&Co. (Liverpool)Ld. *CellD*	210·0 Q115'F35' *B*176'224*t FPT*17*t*	31·7	12·3 FK	Lagos British 4*BHAsp* *APT*12*t*	T.3Cy.17",28"&46"–33" 151NHP 2SB,6*cf*,GS94,HS2564 Hawthorns&Co.Ld.Leith	14 " 6	
78028 161931 GDLV	**Lagosian** (*ex*Melmay–32) 3Mst ssRot.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D.	5412 4975 3371	✠100A1 *withfreeboard* 8,40 ~~11,38~~ *Fitted for oil*	Liv Hul ✠LMC11,38 BS5,40 *fuel* 9,	*b*† 30	CL 5,39 *F.P. a*	1930 9mo *Lloyd* *bove* 1	Greenock DockyardCo. Ld. Greenock '*sA&CP* 50° F.	UnitedAfricaCo. Ld. *Intermediate BHd* *CellDB*363'1517*t*	421·4 P36'B119'F45' *on* *Shelter dk* *ispensed with* *FPT*190*tAPT*81*t*	59·2	24·7 FK Coll	Liverpool British *ptCem* *BHtoShl.dk* 5 „ „ 2*nd* „	Q.4Cy.24",35",51"&73"–51" 225lb (*s*) 604NHP 3SB(Spt),12*cf*,GS200, FD HS8775 D.Rowan&Co.Ld.Glasgow	27 " 9 s3 " 2 24 " 9	
78029 147226 GJKC	**Laguna** TwinSc *OilEng.* ssHul.No.3–3,36 3*Dks*(*Stl*)	6466 6006 4037	✠100A1 Examined3,41 Liv DBS~~6,39~~ 9,40	~~Hul~~ ✠LMC CS4,35 3,38	*a*†	CL ~~3,38~~ SN3,41 P3,38	1923 7mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	PacificStmNavCo. *CellDB*351'1080*tD*	420·5 P33'B101'F42' *Ta*39'791*tFPT*114*t*	54·2	33·3 FK	Liverpool British 8*BHptCem* *APT*83*t*	Oil Engines 4S.C.SA 12Cy.26¾"–43 3/16" 832NHP DB100*lb* Harland&Wolff,Ld.Gls.	36 " 2 s8 " 4½ 28 " 1½	
78030	— 1*Dk*	620 460 328					1925	Intrnationl SB&E.Co.Ld. Danzig	Herm.Stoltz&Co.	178·4 P11'Q39'B46'F36'	29·0	11·3	R.Janeiro Brazilian *WB*	T.3Cy.14 1/16",22⅝"&36⅝"–23" 64NHP InternationlS.B.&E.Co.Ld		
78031 105824 GTFB	**Laguna Belle** Ⓟ PadSk (*ex*SouthendBelle) 2*Dks*	617 480 327					1896	W.Denny &Bros. Dumbarton	GeneralSteam Nav.Co.Ld.	249·0 *Promenade dk*145'	30·0	10·0	London British	T.3Cy.28",41½"&60"–60" 279NHP Denny&Co.Dumbarton		
78032	**Lagunilla** TwinSc ssAru.No.3–1,40 *Mchy.Aft* 1*Dk*(*Stl*)	*2402* *1743* *1242*	✠100A1 *withfreeboard* 2,41 ~~1,40~~ MS7,39 *CarryingPetr* *Fitted for oil*	Aru ✠LMC BS~~1,40~~ 2,41 *oleum* *fuel* 6,	*t* *in* 27	CL S1,39 P1,40 *bulk* *F.P. a*	1927 6mo *Lloyd* *bove* 1	Harland& Wolff,Ld. Belfast '*sA&CP* 50° F.	StandardOilCo.of Venezuela	305·7 P67'F34' *Trunk*204' *Wing Tanks f* 286*t*	50·2	14·3 FK	Maracaibo Venezuelan 7*BHptCem* *Wing Tanks*	T.6Cy.13½",23½"&36"–27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Bel. *a*356*tFPT*60*tAPT*75*t*	15 " 0 s1 " 10½ 13 " 4	
78033 220763 DKFW	**Lahaina** (*ex*GoldenState–37, *ex*WestCarmona) *Fitted for oil fuel* D.F. 2*Dks*	5645 — 3517					1920	Western Pipe&Steel Co. SFrncisco	MatsonNavigation Co.	410·5 P46'B112'F46'	54·2	27·2	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" Joshua 359NHP HendyCo.SanFrancisco		R
78034																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
78035 ~~DOBN~~	**Lahn** Ⓟ 4Mst Sub.Sig. 2*Dks* D.F. E.S.D.	8498 7750 5300					1927	J.C.Tecklenborg A.G. Wesermünde-G.	Cia.Argentina de Navegación Lloyd Argentino Sociedad de Responsabilidad Ltda.	508·4|63·7|30·9 P27'B&F470' *Upper*F29'	Bns.Aires (Argentine *WB*	T.3Cy.34¼",52¾"&86⅝"-57$\frac{1}{16}$" & 1 low pressure turbine 1000NHP J.C.Tecklenborg A.G. Wesermünde-G		G
78036 DONM	**Lahneck** Sub.Sig. 2*Dks*	1663 1042 907					1922	Act.Ges. "Weser" Bremen	Deutsche Dampfs. Ges. "Hansa"	241·3|36·3|15·2 P12'Q157'F26'	Bremen German *WB*	T.3Cy.19¾",31½"&53⅛"-35½" 168NHP A.G."Weser," Bremen		G
78037 137272 GDBZ	**Lahore** D.F. 2*Dks*(*Stl*)	5304 4785 3161	✠ 11,23 ✠	Mdb	*y*		1920 4mo	R.Thompson&Sons,Ld. Sunderland	P.&O.Stm.Nav.Co.	400·6|52·3|28·5 P49'B113'F39' FK *CellDB*340' 1057*t* *FPT*134*t*	Sundrland British 7*BHCem* *APT*213*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB.9*cf*,GS190,HS7668 N.E.Marine Eng.Co.Ld.Sld	31 " 0	
78038 OHZF	**Lahti** (*ex*Atlantica-36, *ex*Atalanta-32) *ss*Ard.2ndNo.3-3,28 *ss*Hfs.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless *Cargo battens not fitted*	616 — 316	✠100A1 *Shelter dk with freeboard* 9,38 Surveys delayed	Hfs BS7,40 ~~MS9,36~~ ✠LMC	*i*	CL 11,36	1905 4mo	J.Shearer &Sons Glasgow *Lloyd's A&CP*	~~O.Brunila~~ Laiva O/Y Lahti (O.Brunila, *Mgr.*)	176·6|26·8|12·2 169·4 FK *DBf*16'23*t* *FPT*32*t*	Helsingfrs Finnish 3*BHCem* *APT*18*t*	T.3Cy.14",23"&37"-27" (*r*) 180lb 92NHP 1SB,3*cf*,GS53,HS1610 Muir&Houston,Ld.Gls.	19 " 0 s 5"10¼ 13 " 3	
78039	**Lai Hsing** (*ex*Tungyuan-32, *ex*Cavanba) *Well deck* 1*Dk*	573 338 281	✠ ... 1,06 ✠				1901 9mo	Bow,McLachlan&Co. Ld. Paisley	Shaw Hsing S.S. Co.Ld.	172·1|26·1|12·1 P&B100'F32' BK7"	N'wchwng Chinese *WB*	T.3Cy.16",27"&44"-30" 108NHP Bow,McLachln&CoLd.Psy	12 " 9	
78040 OYXH	**Laila** D.F E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	1700 1463 973					1936	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	292·0|41·7|16·4	Esbjerg Danish *WB*	C.3Cy.(2)15¾"&39⅜"-37⅜"& LP turbine with reduction gear and chain drive HS3340 234NHP Helsingörs Jernsk.&Mskb.		G
78041 132546 GPBR	**Lairds Isle** Ⓟ TrpSc (*ex*Riviera-33) 2*Dks*&*Awng dk*	1783 1203 696					1911	W.Denny &Bros. Dumbarton	Burns&Laird Lines,Ld.	316·0|41·1|15·8	Glasgow British *WB*	3 Steam Turbines Denny&Co.Dumbarton		BT till 6,40
78042 164095 GZBF	**Lairdsbank** TwinSc Wireless D.F. *OilEng.* E.S.D. *CruiserStern* 1*Dk*&*Shelter dk*	789 617 316					1936	Harland& Wolff,Ld. Belfast	Burns&Laird Lines,Ld.	229·0|37·2|11·5 B32'F26'	Glasgow British *WB*	Oil Engines 2S.C.SA 10Cy.13$\frac{13}{16}$"-24$\frac{7}{16}$" 332NHP Harland&Wolff,Ld.Bel.		C
78043 144238 MKND	**Lairdsbrook** Ⓟ (*ex*Sutherland Coast, *ex*Redbreast) *ss*Brs.No.3-2,34 *Mchy.Aft* *ss*Ard.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*ptStl*)	761 594 338	✠100A1 *Shelter dk with freeboard* 4,41 ~~4,40~~ ~~BS4,40~~	Ard Gls BS5,41 ✠LMC3,39	*k*	CL 4,40	1921 2mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	Burns&Laird Lines,Ld.	200·2|31·1|11·9 FK *CellDBuE*21' *f*120' 193*t* *FPT*28*t*	Glasgow British 3*BHCem* *Coll " to Sh dk* *APT*4*t*	T.3Cy.16",26"&42"-30" (*s*) 180lb 123NHP 2SB,4*cf*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	14 " 4 s " 6 14 " 0¼	
78044 144983 GTND	**Lairdsburn** Ⓟ (*ex*LadyLouth) *ss*Ard.No.3-2,36 2*Dks*(*Stl*) D.F. E.S.D. *ss*Gls.No.1-40	1870 1084 934	✠100A1 ~~7,40~~ ~~6,39~~ 6,41 ~~BS6,39~~ BS ~~7,40~~ 6,41 *Fitted for oil fuel* 6,23 *F.P. above* 150° F.	Ard Gls ✠LMC2,35	*r*	CL ~~N4,38~~ 6,41	1923 6mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's A&CP*	Burns&Laird Lines,Ld.	276·6|37·6|15·3 287·5 (O.L.) P59'B122'F72' *Upr*B112' *Upr*F37' *CellDBa*86' *uE*24' *f*74'243*t* FK *DTf*16'54*t* *FPT*24*t*	Glasgow British 5*BHptAsp*&*ptCem* *APT*4*t*	T.4Cy.22½",36"&(2)42"-39" 200lb (*r*) 336NHP 2SB,6*cf*,HS5032 FD J.G.Kincaid&Co.Ld.Grk.	16 " 8 s 2 "5¾ 15 " 0	BT till ~~6,40~~ ~~6,41~~ 6,42
78045 146419 GMJY	**Lairdscastle** Ⓟ (*ex*Lady Limerick) *ss*Ard.No.3-3,36 D.F. E.S.D. 2*Dks*(*Stl*) –	1945 1084 1031	✠100A1 2,40 BS2,40 *Fitted for oil fuel* 10,24 *F.P. above* 150° F.	Trn ✠LMC3,36	*r*	CL ~~2,40~~ N7,40	1924 9mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's A&CP*	Burns&Laird Lines,Ld.	276·6|37·6|15·3 P59'B122'F72' *Upper*B112' FK *Upper*F37' *CellDBa*86' *uE*24' *f*74'221*t*	Glasgow British 5*BHptCem* *DTf*16'54*t*	T.4Cy.22½",36"&(2)42"-39" 200lb (*r*) 336NHP 2SB,6*cf*,HS5032 FD J.G.Kincaid&Co.Ld.Grk. *FPT*24*t* *APT*4*t*	16 " 8 s 1 "11½ 15 " 6¼	BT till ~~5,40~~ 8,40
78046 164091 GYZP	**Lairdscrest** TwinSc Wireless D.F. *OilEng.* E.S.D. *CruiserStern* 1*Dk*&*Shelter dk*	789 617 316					1936	Harland& Wolff,Ld. Belfast	Burns&Laird Lines,Ld.	229·0|37·2|11·5 B32'F26'	Glasgow British *WB*	Oil Engines 2S.C.SA 10Cy.13$\frac{13}{16}$"-24$\frac{7}{16}$" 332NHP Harland&Wolff,Ld.Bel.		C
78047 152236 MLXL	**Lairdsdale** (*ex*Sligo-36) TwinSc *ss*Gls.No-2-40 ~~*ss*Liv.No.1-36~~ Wireless D.F. 1*Dk*(*Stl*)2*nd dk in holds* E.S.D.	891 757 349	✠100A1 Examined 1,41 Gls BS ~~1,40~~ 1,41	~~Ard~~ ✠LMC1,36	*n*	OG 1,40	1930 12mo	Dublin Dyd.Co.(Vickers,Ireland) Ld. Dublin *Lloyd's A&CP*	Burns&Laird Lines,Ld.	221·3|35·3|15·1 231·6(O.L.) P35'B96'F32' BK7½" *CellDBa*&*uE*48' *f*88'143*t* *FPT*27*t*	Glasgow British 4*BHCem* *APT*44*t*	T.6Cy.14½",25"&40"-27' (*s*) 200lb 249NHP 2SB(Spt)6*cf*,GS132,HS4600 McKie&Baxter,Ld.Gls.	16 " 3 s 1 9 15 " 3	
78048 141880 MJCD	**Lairdsferry** (*ex*Coney) *ss*Ard.No.3-6,30 *ss*Ard.No.2-39 1*Dk*(*Stl-ws*)&*Webframes*	697 609 280	✠100A1 1,41 ~~1,39~~ BS ~~1,40~~ 2,41	Ard Gls ✠LMC1,39	*k*	CL ~~1,38~~ 1,41	1918 4mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	Burns&Laird Lines,Ld.	195·0|31·0|13·0 203·5(O.L.) B54'F30' BK7" *CellDB*75'87*t* *DTa*23'64*t*	Glasgow British 4*BHCem* *FPT*12*t*	T.3Cy.17½",27"&44"-36" (*s*) 175lb *70lb* 97RHP 1SB,3*cf*,GS60,HS1900 A.&J.Inglis,Ld.Glasgow	15 " 4 s 1"11¼ 14 " 3	
78049 136293 GSDR	**Lairdsglen** Ⓟ (*ex*Maple) *ss*Ard.2ndNo.3-1,39 Wireless 2*Dks*(*Stl*)	1276 962 529	✠100A1 2,41 ~~12,39~~ BS ~~12,39~~ 2,41 *Adapted for oil fuel* 2,29 *F.P. above* 150° F.	Gls ✠LMC2,39	*q*	CL 12,39	1914 5mo	AilsaS.B. Co.Ld. Ayr *Lloyd's A&CP*	Burns&Laird Lines,Ld.	261·1|36·2|15·4 274·3(O.L.) P61'B104'F44' BK8" *CellDBuE*32' *f*34'110*t* *FPT*18*t*	Glasgow British 6*BHCem* *APT*9*t*	T.3Cy.28",45"&72"-42" (*s*) 180lb ~~*100lb*~~ *60lb* 467NHP 2DB,12*cf*,GS225,HS6896 FD AilsaS.B.Co.Ld.Troon	16 " 6 s 1 "11½ 15 " 4½	BT till ~~12,40~~ ~~1,41~~ 1,42
78050 108749 GDTP	**Lairdsgrove** Ⓟ (*ex*Magpie) *Fitted for oil fuel* Wireless 2*Dks*	1227 929 537					1898	A&J Inglis Glasgow	Burns&Laird Lines,Ld.	265·0|33·6|15·9 P79'B92'F49'	Glasgow British *WB*	T.3Cy.28",46"&74"-45" NB21 367NHP A.&J.Inglis,Glasgow		C BT till 3,41
78051 143723 MMJB	**Lairdshill** Ⓟ (*ex*Lady Longford-37, *ex*Lairdshill-36, *ex*LadyLongford, *ex*Ardmore) *ss*Ard.No.3-3,33 *ss*Ard.No.1-37 2*Dks*(*UptStl*) E.S.D.	1776 1143 755	✠100A1 7,40 ~~5,39~~ ~~BS5,39~~ ~~6,40~~ *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	Ard Gls ✠LMC5,36 BS4,41	*r*	CL ~~4,38~~ 7,40	1921 2mo	Ardrossan DD&SBCoLd Ardrossan *Lloyd's A&CP*	Burns&Laird Lines,Ld.	274·4|37·9|17·2 *39·7* 285·4(O.L.) FK P35'B&F227' *Upr*B100' *Upr*F45' *CellDBa*67' *uE*27' *f*89'	Glasgow British 5*BHCem* (2 *to Sh dk* 3 " *U* ") 213*t* *APT*12*t*	T.4Cy.26",42"&(2)48½"-42" 200lb (*r*) 553NHP 4SB,12*cf*,GS214,HS8932 FD J.G.Kincaid&Co.Ld.Grk.	18 " 3 s 1 " 8½ 16 " 11¾	BT till ~~4,40~~ ~~5,40~~ ~~7,40~~ ~~4,41~~ 4,42
78052 115692 GSDT	**Lairdsrose** Ⓟ (*ex*Rose) *ss*Ard.2ndNo.3-2,32 *ss*Ard.No.1-36 Wireless 2*Dks*(*Stl-Upt* ws)	1098 807 458	✠100A1 Examined 2,41 Gls ~~BS3,40~~	~~Ard~~ ✠LMC ~~4,36~~ 2,41	*p*	CL ~~N2,38~~ 1,41	1902 6mo	A&J.Inglis Ld. Glasgow *Lloyd's A&CP*	Burns&Laird Lines,Ld.	250·5|36·1|15·2 261·7(O.L.) P43'B121'F39' *Shltr dk f*17' BK8½"	Glasgow British 5*BHCem* *FPT*28*t*	T.3Cy.26",42"&65"-42" (*s*) 165lb *100lb* 330NHP 2DB,12*cf*,GS191,HS5790 A.&J.Inglis,Glasgow	16 " 0 s 2 " 0 14 " 11	

84/41

130/40

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où ce n'est dans le L. Durée Cert. R.Trade
78053 165153 GYZQ	**Lairdswood** TwinSc Wireless D.F. OilEng. E.S.D. *Cruiser Stern* 1*Dk&Shelter dk*		789 617 316					1936	Harland& Wolff,Ld. Belfast	Burns&Laird Lines,Ld.	229·0|37·2|11·5 B32'F26'	Glasgow British *WB*	Oil Engines 2S.C.SA 10Cy.13¾"-24 7/16" 332NHP Harland&Wolff,Ld.Bel.		C
78054 159483 VRBL	**Lakatoi** OilEng. *Mchy.Aft* 1*Dk* *Cruiser Stern*		341 206 179	✠100A1 6,38 ✠LMC5,38 ✠LMC(M)11,40	HKg	*d*	CL	1938 5mo *Lloyd's A&CP*	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	BurnsPhilp&Co. Ld.	132·0|26·1| 9·4 138·0(O.L.) F21' FK *FPT6t*	HongKong British *3BHCem* *APT23t*	Oil Engines 2S.C.SA 4Cy.11 7/16"-19 1/16" 47RHP TaikooD.&E.Co ofH.Kg.Ld.H.Kg.	10 ″ 3 s 1 ″ 1⅜ 9 ″ 4½	
78055 216454 KJPK	**Lake Chelan** D.F. GyC. 1*Dk*		2010 1630 1227	✠ ... 9.20 ✠				1918 6mo	ToledoS.B. Co. Toledo,O.	JohnJ.Boland	252·0|43·5|18·9 P21'B64'F30' FK	Buffalo Utd.States *WB*	T.3Cy.20½",33 7/16"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	R †
78056 216571 KTAO	**Lake Frances** *Fitted for oil fuel* 1*Dk*		2016 1631 1193	✠ ... 4,22 ✠				1918 7mo	ToledoS.B. Co. Toledo,O.	CoastalS.S.Co.	252·0|43·5|18·9 P21'B64'F30' FK	Tacoma Utd.States *WB*	T.3Cy.20½",33"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.	21 ″ 0	R †
78057 123188 GPJW	**Lake Hallwil** (*ex*CarolDorian-38, *ex*Carol, ssIst.2ndNo.3-10,32 *ex*Helmsdale) ssAnt.No.1-37 *Cargo battens not fitted Spar dk(Stl)2trB& deep framing Main dk inNos.1&4holds*		3169 2991 1997	✠100A1 *Spar dk* *with freeboard* ~~E~~xamined 5,41 ✠LMC5,41	Lon	*v*	CL N6,38	1907 10mo *Lloyd's A&CP*	A.Rodger &Co. PortGlasgow	Ministry of Shipping(Harper,Matthew&CoLd.*Mgrs*) *Cell*	330·5|49·0|~~22·3~~ ~~22·2~~ P21'B92'F35' FK *DBa&u E126'f146'*	London British *5BHCem* *846tAPT69t*	T.3Cy.24",40"&65"-42" (*s*) 170lb NDB24 305NHP 2SB,*6cf*,GS128,HS4786 A.Rodger&Co.Glasgow	24 ″ 9 s 3 ″ 11½ 21 ″ 0	
78058 330 ESRU	**Lake Lucerne** (*ex*Barmoor-38) ssShl.2ndNo.3-12,36 *Well deck* D.F. 1*Dk(Irn)&deep framing* *Cargo battens not fitted*		2317 2044 1331	✠100A1 6,39 BS1,39 ✠LMC12,36	Gmh	*s*	CL 11,37	1909 8mo *Lloyd's A&CP*	WoodSkin- ner&Co.Ld Newcastle	A.Inkapööl,E. Jakobson&others (A.Truuberg *Mgr*) *Intermed*	295·3|40·5|18·2 Q115'B52'F31' *iate bulkheads* FK *in fore & afterholds di* *Cell DBa90'*	Pärnu Estonian *Cem* *4BH only* *spensed with* *uE&B 38' f*	T.3Cy.21",34"&56"-36" (*s*) 180lb 223NHP 2SB,*6cf*,GS105,HS3684 N.E.MarineEng.CoLdNwc *116' 547tFPT113tAPT177t*	20 ″ 6 s 2 ″ 2 18 ″ 6	
78059 221008 KDNR	**Lake Miraflores** *Fitted for oil fuel* D.F. *Carrying oil in bulk* 1*Dk2tr B*		2702 — 1672					1921	Saginaw S.B.Co. Saginaw	SantaCruzOilCorp.	253·4|43·8|26·2 P25'B65'F26'	S.Frncisco Utd.States *WB*	T.3Cy.21",33"&59"-42" 225NHP BuckeyeEngineCoSalemO		R
78060 216716 KVUA	**Lake Ormoc** *OilEng.* D.F. GyC. 1*Dk*		2380 — 1429	✠ ... 12,19				1918 8mo	Detroit S.B.Co. Wyandotte	FordMotorCo.	250·5|43·8|22·2 P25'B64'F23' FK	Dearborn Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.17"-27" NE28 303NHP Busch-SulzerBros.D.E.Co.		R †
78061 216914 KVAA	**Lake Osweya** *OilEng* D.F. E.S.D. GyC. 1*Dk*		2398 1942 1461					1918	Saginaw S.B.Co. Saginaw	FordMotorCo.	251·0|43·6|24·2 P24'B64'F26'	Dearborn Utd.States *WB*	Oil Engines 2S.C.SA 3Cy.20½"-38⅝" 382NHP NE31 SunS.B.Co.Chester		R
78062 HPPT	**Lake Traverse** D.F. GyC. Sub.Sig. 1*Dk*		1993 1688 1177	✠ ... 9,20 ✠				1918 4mo	McDougall DuluthCo. Duluth,Min.	WestIndia Steamships,Inc.	251·0|43·6|18·2 P28'B64'F27' FK	Panama Panamanian *WB*	T.3Cy.20",33"&54"-40" 274NHP DuluthIronWorks,Duluth	20 ″ 3	R †
78063 150881	**Lake View** Ⓟ (*ex*Princess, *ex*U.S.ArmyVessel) 3*Dks*		337 166 155					1913	Staten Isl'd S.B.Co Brooklyn,NY	NewBrasD'OrS.S. Co.Ld.	106·6|30·3|10·5	Sydney,NS British *WB*	T.3Cy.12",20"&32"-18" 52RHP Plenty&Son,Newbury		
78064 139240 MPGQ	**Lakeland** (*ex*Otterburn-37, *ex*Jordaens) ssLth.No.3-7,37 *Well deck* 1*Dk(Stl)* Wireless D.F. E.S.D.		1543 1131 861	✠100A1 3,41 ~~3,40~~ ~~BS9,39~~ ✠LMC7,37 1,41	Lth Gms	*p*	CL ~~3,40~~ 2,41	1925 4mo *Lloyd's A&CP*	Antwerp Eng.Co.Ld. Hoboken	CurrieLine,Ld. *CellDBa81'uE*	240·2|37·1|15·9 249·0(O.L.) Q181'F27' FK *16'f92'418tFPT46t*	Leith British *4BHCem* *APT101t*	T.3Cy.18",30"&49"-33" (*s*) 180lb 175NHP 2SB,*4cf*,GS77,HS3036 N.E.MarineEng.Co.Ld.Sld	17 ″ 9 s 4 ″ 10½ 17 ″ 0½	
78065 137906 VGMF	**Laketon** (*ex*Saxona) *Mchy.Aft* D.F. GyC. 1*Dk2trB*		4423 4176 3248					1903	American S.B.Co. CleveIndOhio	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	416·0|50·0|24·0 F48'	Toronto British *WB*	T.3Cy.20",33½"&55"-40" American 191NHP S.B.Co.Cleveland,Ohio		R
78066 116025	**Lakewood** (*ex*Syracuse) 1*Dk&Spar dk*		1316 — 821					1884	Detroit DryDockCo. Wyandotte	BuffaloGravel Corpn.	246·5|38·5|16·0	Buffalo Utd.States	C.2Cy.28"&48"-48½" NB94 134NHP DetroitDryDock,Detroit		
78067 139333 MJNQ	— (*ex*Hadrix) ssShl.No.3-1,31 *Mchy.Aft Well deck* ssShl.No.2-39 *Cargo battens not fitted* 1*Dk(Stl)*		570 392 252	✠100A1 8,39 ✠LMC8,39 BS9,40	Shl	*h*	CL 8,39	1919 2mo *Lloyd's A&CP*	J.Lewis& Sons,Ld. Aberdeen	O.Dorey&Sons,Ld. *Ce*	164·8|27·0|11·1 Q94'B11'F23' FK *ll DBa39' f53' 118t*	London ~~Guernsey~~ British *4BHCem* *FPT44t*	T.3Cy.14",24"&39"-27" (*s*) 180lb 83RHP 1SB,*3pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s 3 ″ 8½ 13 ″ 2½	
78068 UPFV	**Lakhta** (*ex*Hasselburg-35, *ex*Oceana,*ex*Witell,*ex*Markab, *ex*Solsvik) Wireless 1*Dk*		1352 1120 716					1917	Scheeps- bouwwerf Baanhoek Sliedrecht	U.S.S.R.	236·8|36·5|15·7 P23'B56'F21'	Archangel Russian	T3Cy17 3/10"29 1/10"&46 1/10"-35½" 127NHP MachinefabriekJ.&A.v.d. Schuijt,Papendrecht		
78069 210869 WCCT	**Lakina** Ⓟ (*ex*ElCapitan, 3Mst *ex*OliverJ.Olson) *Fitted for oil fuel* D.F. 1*Dk*		2059 — 1233					1913	Harlan& Hollings- worthCor. Wlmgtn,Del.	AlaskaS.S.Co.Inc.	243·0|41·1|17·3	NewYork Utd. States *WB*	T.3Cy.19",30"&50"-36" 150NHP Harlan&HollingswrthCor.		R
78070 143665 GDQN	**Lalande** ssBkn.No.3-9,32 ssGls.No.1-36 2*Dks(Stl)&Shelter dk(Stl)* D.F. *Cruiser Stern*		7453 7028 4635	✠100A1 *Shelter dk* *with freeboard* 8,40 ~~12,39~~ BS12,39 ✠LMC11,36 *Fitted for oil*	Liv *fuel* 9,20	*b*†	CL 11,39 *F.P. a*	1920 9mo *Lloyd's A&CP* *bove* 1	D&WHen- dersn&Co.Ld Glasgow 50° F.	Lamport&Holt LineLd. *CellDB395'1289t*	442·6|55·5|35·6 27·6 F46' *on Shelter dk* FK *MT22'469tDTa27'*	Liverpool British *ptCem* *7BHtoSh dk* 1 ,, ,, *U* ,, 1015*t FPT*1	Q.4Cy.25½",36",52"&73½"-54" 215lb (*s*) 670NHP 3DB(Spt),&1AuxSB,*21cf*, GS350,HS12737 D&WHendersn&CoLdGls. 18*tAPT*20*t*	38 ″ 0 s 9 ″ 4½ 28 ″ 10	
* 78071 OYHD	**Lalandia** Ⓟ TwinSc4Mst *OilEng.* ssCpn.No.2-35 D.F. 1*Dk(Stl)&Shelter dk* (*Stl*-teaks)3*rd dk*(*Stl*)*in No.1hold*		4913 4021 3095	✠100A1 *with freeboard* 12,38 ✠LMC CS9,36 DBS10,39 8,38	Cpn	*z*	CL 2,40	1927 4mo *Lloyd's A&CP*	A/SNak- skovSkibsv. Nakskov	A/S DetÖstasiatiskeKompagni *Cell DB340' 1030t* *between tunnels*	389·8|53·4|25·3 405·3(O.L.) B73'F32' FK *Tank* (*C* *84tFPT87tAPT84t*	Copnhagn Danish *6BHptCem* *oll to Sh dk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.24½"-51 3/16" 708NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 2½ 24 ″ 11	
78072 LOHN	**Lambare** Ⓟ Pad Wireless 2*Dks*		953 — 407					1908	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	240·2|34·0|17·7 *Hurricane dk 200'*	Bns.Aires Argentine	T.3Cy.21",35"&54"-66" 237NHP A.&J.Inglis,Ld.Glasgow		

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material Rig, &c Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78073 212786 WDCY	**Lammot Du Pont** (*ex*San Francisco–33, *ss*N.Yk.2ndNo.3–8,38 *ex*SaintFrancis, 2*Dks*(*Stl*) *ex*SanFrancisco) GyC.	5102 4694 3164	✠100A1 10,40 ~~10,39~~ MS8,38	NYk ✠LMC BS~~10,39~~ 6,40	*z*	CL 10,39	1914 5mo *Lloyd*	NofIreland S.B.Co.Ld. Londonderry '*sA&CP* '*Tw*	International FreightingCorp. Inc. *een dk BH in after* *CellDBa*139'*uE&* *DTf*37'102	405·0 418·0(O.L.) P40'B254'F42' FK *hold dispensed with* *B*43'*f*178' 1113*t* 4*tFPT*81*tAPT*23	52·0	28·1	Wilmgton (Del.) Utd.States *Cem* 5*BH to U dk* 1 „ „2nd„	T.3Cy.27",45"&75"–51" (*s*) 180lb 525NHP 3SB,9*cf*,GS184,HS7457 FD Richardsons,Westgarth& Co.Ld.W.Hpl. *only*	30 ″ 6 s4 ″ 7 26 ″ 1¾	
78074	**Lamone** Ⓟ (*ex*Lung-On–38, TwinSc *ex*Sui-An–37) 1*Dk,Shade dk&Promenade dk*	*1682* — *1047*					1899	S.C.Farn- ham&Co.Ld. Shanghai	Cia.Italiana di Nav.S.A.I (Chinese Italian Nav.Co.Ld)	238·0	30·1	11·9	Shanghai Italian	T.6Cy.11",18"&30"–21" 82NHP S.C.Farnham&Co.Ld.Shi.		
78075 FNST	**Lamoricière** Ⓟ TrpSc *Fitted for oil fuel* D.F. 2*Dks*	4713 — 1979					1921	Swan.Hun- ter&Wigham Richardson LdNewcastle	Cie.Générale Transatlantique	370·0 P25'B158'F18'	50·0	29·8	Marseilles French *WB*	2SR gearedSteamTurbines ParsonsMar.TurbineCo. Ld.Nwc. T.4Cy.31",48"&(2)53"–45" Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
78076 20 IPEA	**Lampedusa** Ⓟ 1*Dk*	405 242 204					1911	Mackie& Thomson,Ld. Glasgow	LaMeridionale Soc.Anon.diNav.	162·4 153·0 P26'B63'F26'	24·0	10·4	Trapani Italian *WB*	T.3Cy.13",22"&36"–24" 64NHP W.V.V.Lidgerwood,Gls.		CI
78077 UOEW	**Lamut** (*ex*LakeElpueblo) 1*Dk*	2694 2233 1508					1919	Gt.Lakes Eng.Works Ashtabula,O.	U.S.S.R.	253·8 B95'	43·6	25·1	Vladvostk Russian *WB*	T.3Cy.21",35"&59"–42" 226NH Gt.LakesEng.Works		
78078	**Lamy** (*ex*Jupiter–38, TwinSc *ex*Gertrud,*ex*Elisabeth,*ex*IndustrieX, *ex*IndustrieXVII, 1*Dk* *ex*AmsterdamV)	747 — 392					1895	Nederl. Schpsb.Maats Amsterdam	Cia.Commercio e Navegação	196·2 B48'F26'	28·1	12·1	R.Janeiro Brazilian *WB*	C.4Cy.12⅗"&25⅕"–15" 41NHP NederlScheepsbMaatsAms		
78079 152253 EIJG	**Lanahrone** *ss*Bkn.No.2–36 *Ref.Mchy.* 1*Dk*(*Stl*)2*nd dk in* Wireless *Nos.*1,2&3*holds*	1221 978 487	✠100A1 Examined1,41 BS~~1,39~~ 3,40	~~Bkn~~ Liv ✠LMC12,36	*q*	CL 7,39	1928 5mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	LimerickSS.Co.Ld. *CellDBa&uE*	251·5 P64'B78'F78' FK 69'*f*104' 308*t FPT*	37·1	16·4	Limerick British 5*BHCem* 27*tAPT*31*t*	T.3Cy.19",31"&50½"–39" (*s*) 185lb 230NHP 2SB,6*cf*,GS123,HS4326 CaledonSB.&E.CoLd.Dun.	17 ″ 6 s1 ″ 8¾ 16 ″ 1	
78080 KZEL	**Lanao** Ⓟ (*ex*Mindanao–37, *ex*HaiNing–37,*ex*Repose) *Fitted for oil fuel* 2*Dks*	*2104* *1324* *840*					1896	Delaware RiverCo. Chester,Pa.	ManilaS.S.Co.Inc. (Elizalde&Co.Inc. *Mgrs.*)	297·3	46·1	16·4	Manila Utd.States *WB*	T.3Cy.27½",48 5/16"&75½"–54" NB05 419NHP DelawareRiverCo.Chester		C
78081 145522 CYLS	**Lanark** (*ex*Glenlochie) *Mchy.Aft* 1*Dk*	1904 1575 1121					1923	Swan,Hun- ter&Wigham Richardson, LdNewcastle	CanadaSteamship Lines,Ld.	252·0 Q100'F35'	42·5	18·0	Montreal British *WB*	T.3Cy.16",26½"&44"-33" 111NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
78082 165973 GCTC	**Lanarkshire** TwinSc D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern*	9816 8954 5822	✠100A1 *withfreeboard* 6,41 ✠Lloyd'sRMC~~4,40~~ 7,40 6,41 BS3,41 *Fitted for oil*	Grk Gls ✠LMC4,40 *fuel*	*f*† 2¼ 4,40	CL SN5,41 *F.P. a*	1940 4mo *Lloyd* *bove* 1	Greenock Dockyard Co.Ld. Greenock '*sA&CP* 50° F. *Cell*	ScottishShire Line,Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*) *Duct keel* 7 *Divisional BH* *DB*407'1487*t Cent*	481·9 505·3(O.L.) FK P28'B(amid.)81' B(fwd.)21'F72' (*fwd. of mchy. space* *s in upper 'tween dk* *re&side tanks in way*	64·7	29·9	Glasgow British 8*BHptCem* *Coll to W dk* 7 „2nd„) *of tunnels*73	6 steam turbinesSR geared to 2 Sc. Shafts 250lb (*s*) 1549NHP 3WTB(Spt)HS14970 FD ParsonsMarineSteam TurbineCo.Ld.Nwc. 2*tFPT*78*tAPT*161*t*	41 ″ 2 s12 ″ 11¼ 28 ″ 6¼	
78083 140529 GLZC	**Lancashire** Ⓟ TwinSc4Mst *ss*Bkn.No.3–1,30 *ss*Drt.No.2–38 *Ref.Mchy.* D.F. 3*Dks*(*Stl–U* ws) *Cruiser Stern*	9557 7038 5864	✠100A1 9,40 ~~8,39~~ 3,41 BS~~10,39~~ 4,41 *Fitted for oil*	Sou Bom ✠LMC8,37 *fuel*	*e*† 1,20	CL ~~8,36~~ 3,41 *F. P. a*	1917 7mo *Lloyd* *bove* 1	Harland& Wolff,Ld. Belfast '*sA&CP* 50° F.	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellD* *MT*43'600*t Tanks*	482·4 *Shade dk* FK *B*419'1380*t* *between tunnels*110*t*	57·3	32·1	Liverpool British 8*BHCem* *FPT*92*t AP*	Q.8Cy.22",31½",46"&66"-51" 215lb (*s*) HS17040 942NHP 2DB&2SB,24*cf*,GS420, Harland&Wolff,Ld.Bel. *T*57*t*	35 ″ 4 s11 ″ 1¾ 24 ″ 8¼	
78084 143635 GTYM	**Lancashire Coast** (*ex*PrincessOlga) Wireless D.F. E.S.D. 1*Dk&Shelter dk* *Mchy.Aft*	1104 837 431					1920	SirRDixon &Co.Ld. Middlesbro'	CoastLines,Ld.	240·1	34·9	14·3	Liverpool British *WB*	T.3Cy.19",31"&52"–36" Richardsons, 162NH Westgarth&Co.Ld.Mdb.		C
78085 216451 KQUE	**Lancaster** *ss*Bal.No.3–5,30 *ss*N.Yk.No.2–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7516 — 5409	✠100A1 *Shelter dk* *withfreeboard* ~~2,40~~ 11,40 ~~[illegible]~~ *Fitted for oil*	Bal BS~~7,40~~4,41 ✠LMC8,38 *fuel*	*b*† 6,18	CL 5,39 *F.P. a*	1918 6mo *bove* 1	SunS.B. Co. Chester,Pa. A&CP *CellDB*370' 50° F. 13	~~ArgonautLineInc.~~ AmericanSouth AfricanLine,Inc. 1 *Int* *after 'tween d* 55*tDTa*30'882*tFP*	434·3 *ermediate BH in* *ks dispensed with* *T*117*tAPT*76*t*	57·7	35·3 27·1 FK	NewYork Utd.States *Cem* 5*BHtoShdk* 1 „ „ 2nd„ 1 „ „ 3rd „	T.3Cy.26¾"45 11/16"&76 3/16"–51" 190lb (*r*) 575NHP 3SB,9*cf*,GS185 FD SunS.B.Co.Chester,Pa.	38 ″ 0 s10 ″ 1¾ 28 ″ 1¼	
78086 164318 GZMN	**Lancaster Castle** D.F. E.S.D. 1*Dk&Shelter dk* *Longitudinal framing at bottom & at decks* *CruiserStern*	5172 4563 3029	✠100A1 *withfreeboard* 7,40 ~~1,40~~	Liv StJ ✠LMC2,37	*a*† 2	CL ~~1,40~~ 7,40	1937 3mo *Lloyd*	Sir J.Laing &Sons,Ld. Sunderland '*sA&CP*	Lancashire ShippingCo.Ld. (J.Chambers&Co. *Mgrs.*) *CellDB*372'1231*t*	437·4 454·6(O.L.) F30' FK (*FPT*174*tAPT*168*t*	57·1	24·3	Liverpool British 7*BHCem* *Coll to Sh dk* 6 „2nd„)	T.3Cy.23½",38"&66"–45" 220lb (*s*) Rht. FD 466NHP 2SB(Spt)&1AuxSB,8*cf*, GS122, HS6846 N.E.MarineEng.CoLdNwc	27 ″ 5 s2 ″ 11¼ 24 ″ 8¾	
95/40 78087 145943 GJCB	**Lancastria** Ⓟ TwinSc (*ex*Tyrrhenia) *ss*Bkn.No.3–9,34 *ss*Liv.No.1–39 2*Dks*(*Stl*)&*Shelter dk*(*Stl–* Sub.Sig. *pt* ws)3*rd dk*(*Stl*)*in holds* *Ref.Mchy.* GyC. *CruiserStern* E.S.D. D.F.	16243 12147 9509	✠100A1 *Shelter dk* *withfreeboard* 3,39 MS2,38 Lloyd'sRMC1,40 *Fitted for oil*	Liv ✠LMC BS1,40 *fuel* 6,	*k*† 22	CL S3,37 P2,39 *F.P. a*	1922 6mo *Lloyd* *bove* 1	W.Beard- more&Co.Ld. Glasgow '*sA&CP* *CellD* *at si* 50° F.	CunardWhiteStar, Ld. *B*461'2218*tDTf*45' *des of tunnel*80'421	552·8 579·0(O.L.) B&F455' *on Shelter* *dk* FK 1516*tFWTanks* *tFPT*71*tAPT*102*t*	70·4	38·8	Liverpool British *ptCem* 10*BHto Sdk*	6 Steam Turbines DR geared to 2 Sc.Shafts (*r*) 220lb FD 2527NHP 3DB&3SB,36*cf*,HS29163 W.Beardmore&Co.Ld.Gls.	42 ″ 9 s11 ″ 9¼ 31 ″ 4	BT till 5,40
78088 167486 GCSC	**Lancastrian Prince** D.F. E.S.D. 1*Dk & Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	~~1800~~ 1914 1510 920	✠100A1 *withfreeboard* (~~*ClassContemplated*~~) 1,41 ~~5,40~~	Mdb Mch ✠LMC5,40	*t*	CL	1940 5mo *Lloyd*	Smith's DockCo.Ld. S.Bank,Mdb. *sA&CP*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) 5*divisional*	304·0 315·0(O.L.) B69'F26' FK (*CollBH to Sh dk*5*B* *watertight BHs in Shlt* *CellDB*247'494*tFP*	44·2	16·5	London British 6*BHptAsp* *H to 2nd dk*) *r'tween dks* 31*tAPT*48*t*	T.3Cy.21",35"&60"–42" 220lb (*s*) 395NHP 2SB(Spt)6*cf*,GS125,HS5968 FD Smith'sDockCo.Ld.Mdb.	26 ″ 6 s6 ″ 9 19 ″ 11½	
78089 LCSG	**Lancing** (*ex*Flackwell,*ex*Calanda, *ex*Omsk, *ss*Osl.3rdNo.3–9,34 *ex*RioTiete, *ss*.Sfj.No.1–38 *ex*KnightErrant) D.F. 2*Dks*(*Stl*)&*Webframes*	7866 7256 4561	✠100A1 ~~8,30~~ 11,40 PrBS8,39 *Carrying Wh* *F.P.ab* *Fitted for oil*	Sfj NYk LMC8,38 BS~~8,39~~ 4,40 *ale oil* *ove*150 *fuel*8,	*c*† *or* °F. 30	CL ~~7,38~~ 11,40 *oil fuel* *except* *F.P. a*	1898 3mo *Lloyd* *in bul* *in Nos* *bove* 1	C.Connell &Co. Glasgow '*sA&CP* *k* .10&11 *tanks* 50° F.	HvalfangerA/S Globus (Melsom&Melsom, *Mgrs.*) *CellDBa*163'*uE&*	470·0 P43'B136'F56' FK *B*52'*f*204'1748*t* *FPT*200*tAPT*50*t*	57·2	31·9	Larvik Norwegian *ptCem* 12*BHptAsp* (6 *to U dk* 6 „ 2nd„)	T.3Cy.27",46"&76"–51" (*s*) 200lb ~~180lb~~ 737NHP NDB09*refitted*26 NB(PF)21*refitted*26 NB(FC)20*refitted*30 25Pr.B60lb4Pr.B43lb 5SB,15*cf*,GS250,HS11883FD Dunsmuir&Jackson,Gls.	34 ″ 10 s8 ″ 1½ 27 ″ 0	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7″ Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	Machines No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après la formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
78090	**Landego** (*Cable Vessel*) *Mchy.Aft* 1*Dk*	344 286 120					1927	A/S Moss Værft Moss	DenNorskeStat (Telegrafstyret)	135·7 | 24·1 | 12·3 H38t	Bodö Norwegian	T.3Cy.12",20"&33"−24" 53NHP A/S Moss Værft,Moss		N
78091 DCSE	**Landsee** (*ex*GiselaSchröder) *CruiserStern* *Mchy.Aft* 1*Dk*	959 772 522					1926	J.Frerichs &Co.A.G. Einswarden	W.Schuchmann	181·3 | 34·3 | 15·0 Q59'F22'	Bremen German *WB*	T.3Cy.13",20½"&33$\frac{1}{16}$"−22¼" JFrerichs&Co.A.G. 52NHP Osterholz-Scharmbeck		G
78092 1973 SFGR	**Landskrona** Ⓟ (*ex*Polhem) 1*Dk*&*Shelter dk*	*311* *204* *118*					1889	W.Lind-bergsM.V. Stockholm	RederiA/BLands-krona-Köpenhamn (SvenFritsch)	121·4 | 24·0 | 11·2 H34t	Landskrna Swedish	2Cy.20"&38"−25⅝" 61NHP W.LindbergsM.V.Skm.		
78093 153912 VLBY	**Lanena** *ss*Mel.No.3–10,38 Wireless *Welldeck* 1*Dk*(*Stl*)	1018 796 561	100A1 11,40 ~~10,38~~ BS~~10,39~~ 11,40	Mel LMC10,38	*n*	CL 10,39	1925 6mo *Lloyd*	Nordsee-werkeZweig Emden '*sA&CP*	W.Holyman&Sons Proprietary,Ld. *CellDB*173'298t	220·4 | 34·9 | 13·0 230·2(O.L.) P14'Q55'B54'F35' FK *FPT*47t*APT*14t	Melbourne British 4*BHptCem* *ptAsp*	T.3Cy.17$\frac{1}{16}$",29½"&46$\frac{1}{16}$"−31½" 192lb (*s*) 152NHP 2SB,4*cf*,GS74,HS2582 F.Wilhelms-Hutte,Mulhm	15 ″ 7 s ″ 9½ 14 ″ 11	
78094 LCKY	**Langanger** TwinSc *OilEng.* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing at bottom & decks*	9215 8613 5514					1930	R.Duncan &Co.Ld. PortGlasgow	Westfal-Larsen& Co.A/S	473·6 | 64·5 | 36·6 P259tH204t	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.24⅜"−51$\frac{3}{16}$" 713NHP J.G.Kincaid&Co.Ld.Grk.		N
78095 1564 IPFE	**Langano** (*ex*Neutral,*ex*Sines) 1*Dk*&*Spar dk*	1246 1108 750					1894	H.Koch Lübeck	G.CostafuAndrea	234·1 | 32·2 | 18·3 227·5 B57'F24'	Genoa Italian *WB*	T.3Cy.15¾",25½"&40"−27½" 84NHP H.Paucksch,Landsberga/W		I
78096 161551 GPRV	**Langleebrook** *ss*Shl.No.2–39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4246 3939 2546	✠100A1 *withfreeboard* 6,41 ~~2,40~~ BS~~5,40~~5,41	Npt Liv ✠LMC1,39	*z*	CL 2,39	1930 3mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	TheQuayside ShippingCo.Ld. (Connell&Grace, Ld.*Mgrs.*) *CellDB*344'1380t	396·0 | 54·7 | 22·6 410·0(O.L.) FK (*FPT*108t*APT*165t	Newcastle British 7*BHCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.23",39½"&68"−45" (*s*) 225lb FD 422NHP 3SB(Spt)9*cf*,GS140,HS5610 Palmers'Co.Ld.Newcastle	25 ″ 6 s 2 ″ 5½ 23 ″ 3	
78097 161528 GSWY	**Langleecrag** *ss*Nwc.No.2–37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4909 4595 2997	✠100A1 *withfreeboard* 10,40 ~~11,39~~ MS8,37	Gls Hul ✠LMC BS~~8,39~~ 10,40	*a*†	CL ~~7,37~~ 10,40	1929 7mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.*Mgrs.*) *CellDB*363'1514t	416·0 | 55·8 | 25·2 431·5(O.L.) FK (*Co* *FPT*117t*APT*194t	Newcastle British 7*BHCem* *ll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.24",40½"&70"−48" (*s*) 225lb 481NHP 3SB,9*cf*,GS133,HS6558 FD N.E.MarineEngCoLdNwc	28 ″ 3 s 3 ″ 4½ 25 ″ 1	
15/41 78098 149425 GJCV	**Langleegorse** (*ex*Hedgehope) *ss*Shl.No.2–35 D.F. 1*Dk*(*Stl*)	4524 4285 2808	✠100A1 Examined 4,40 MS7,35	Liv ✠LMC BS~~5,38~~ 7,40	*y*	CL 4,40	1927 3mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.*Mgrs.*) *Cell*	386·3 | 52·7 | 26·0 399·9(O.L.) P40'B232'F38' FK *DB*336'1044t *FPT*	Newcastle British 5*BHCem* 99t*APT*97t	T.3Cy.26",43"&71"−48" (*s*) 180lb 451NHP 3SB,9*cf*,GS150,HS6372 FD Palmers'Co.Ld.Newcastle	28 ″ 6 s 4 ″ 2½ 24 ″ 6½	
78099 161532 GSWZ	**Langleetarn** *ss*Nwc.No.2–37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4908 4595 2986	✠100A1 *withfreeboard* 5,41 MS7,37	Cff Shl ✠LMC BS8,40	*a*†	CL ~~12,38~~ N5,41	1929 8mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	MedomsleySteam ShippingCo.Ld. (F.Carrick&Co. Ld.*Mgrs.*) *CellDB*363'1514t	416·0 | 55·8 | 25·2 431·0(O.L.) FK (*FPT*117t*APT*194t	Newcastle British 7*BHCem* *Collto Sh dk* 6 ,,*2nd*,,)	T.3Cy.24",40½"&70"−48" (*s*) 225lb 481NHP 3SB,9*cf*,GS133,HS6558 FD N.E.MarineEng.CoLdNwc	28 ″ 3 s 3 ″ 4½ 25 ″ 1	
78100 DHOU	**Längssee** (*ex*Borkum) 1*Dk*	998 795 560					1925	Nordsee-werkeA.G. Emden	W.Schuchmann	219·6 | 34·9 | 13·1 P14'Q55'B54'F27'	Hamburg German *WB*	T3Cy17¾",29$\frac{1}{16}$"&46$\frac{1}{16}$"−31½" 119NHP FriedrichWilhelms, Hütte,Mülheim,Ruhr		G
60/40 78101 171459 ~~FOMZ~~	**Languedoc** (*ex*Actor–38) TwinSc *CarryingPetroleum in bulk* *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing–bracketless system*	9512 8778 5874	✠ ... 10,38	Fal ✠	*d*†		1937 9mo	Akt.Bur-meistr&Wain Copenhagen	Ministry of Ship-ping(J.I.Jacobs &Co.Ld.*Mgrs.*) *CellDBuE*76'329t	479·8 | 65·4 | 33·2 501·1(O.L.) P101'B31'F44' FK *DTf*43'600t*FPT*97	Trinidad B.W.I. British 12*BHptCem* t*APTs*175t	Oil Engines 2S.C.SA 14Cy.19$\frac{11}{16}$"−35$\frac{7}{16}$" 943NHP Akt.Burmeistr&Wain,Cpn	35 ″ 4	V †
78102 142020 MKGV	**Lanrick** *ss*Lth.No.3–4,33 *ss*Lth.No.1–37 1*Dk*(*Stl*) Wireless D.F. *Cargo battens not fitted*	1276 1065 521	✠100A1 4,41 ~~3,40~~ BS~~4,40~~ 5,41	Lth Gmh ✠LMC5,37	*p*	CL ~~2,38~~ 4,41	1920 11mo *Lloyd*	Hawthorns &Co.Ld. Leith '*sA&CP*	G.Gibson&Co.Ld. *CellDB*69'*uE*2	258·4 | 35·7 | 17·4 37·2 266·0(O.L.) P29'B77'F35' FK 5'*f*100'297t*FPT*28t	Leith British 5*BHCem* *APT*36t	T.3Cy.23",38"&62"−42" (*s*) 180lb 296NHP 2SB,6*cf*,GS129,HS4904 Hawthorns&Co.Ld.Leith	18 ″ 6 s 2 ″ 0 16 ″ 8½	
78103 200595 WFDA	**Lansing** (*ex*BritishQueen) *ss*S.Fo.2ndNo.3–4,17 Sub.Sig *ss*S.Fo.No.1–22 2*Dks*(*Stl*)3*trB* *CarryingPetroleum in bulk* *Fitted for oil fuel*	4613 — 2841	✠ 8,26	SFo ✠	*y*		1890 5mo	Palmers' Co.Ld. Newcastle	Fishermen's ProduceCo. *W*	389·4 | 47·2 | 27·6 P49'B86'F47' FK *B*= *Cell DBuE&B*	S.Frncisco Utd.States 13*BHCem* 56'*f*34'154t	T.3Cy.29",47"&76"−51" 446NHP 2DB,12*cf*,GS436,HS7820 Palmers'Co.Ld.Newcastle	30 ″ 8	
78104 EAFW	**Lanzarote** Ⓟ *ss*La.P.2ndNo.3–6,36 Wireless 1*Dk*&*Shelter dk*(*Teak*)	*475* *270* *189*	✠100A1 *Shelter dk* *withfreeboard* 6,37 ~~BS10,39~~	LaP BS5,40 ✠LMC6,36	*h*	CL 6,37	1912 3mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP*	Cia.Trasmediter-ranea *WB*= *Cell DBa*33'	160·0 | 25·9 | 10·4 FK *uE*14'*f*66' 87t *FPT*	LasPalmas Spanish 4*BHCem* 10t*APT*10t	T.3Cy.13",22"&36"−26" (*s*) 180lb 100NHP 1SB,3*cf*,GS57,HS1940 Smith'sDockCo.Ld.Mdb	18 ″ 3 s 7 ″ 7½ 11 ″ 0	
78105 131442 GRQF	**Laomédon** Ⓟ D.F. 2*Dks*	6491 5554 4135					1912	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·0 | 52·8 | 32·1 P50'B162'F52'	Liverpool British *WB*	T.3Cy.30",50"&83"−60" 532NHP Wrkman,Clark&Co.Ld.Bel		BT till 7,40
78106 FNZD	**Laos** (*ex*GouverneurGénéralPaul Doumer–38,*ex*LeMyre deVilers, *ex*Pera,*ex*Trostburg) 2*Dks* Wireless	1467 1206 734					1918	Nüscke& Co.A.G. Stettin	Cie.Asiatique de Navigation	265·0 | 40·0 | 14·6 H20'F36'	Saigon French *WB*	T.3Cy.23⅝",37⅝"&50½"−41$\frac{7}{16}$" 163NHP OttensenerMschf.Ottensen		V
78107 140606 GKPD	**Laplace** *ss*Liv.No.3–6,31 D.F. *ss*Gls.No.1–35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	7327 6850 4459	✠100A1 *Shelter dk* *withfreeboard* Examined 1,41 MS2,39	~~Liv~~ Liv ✠LMC BS10,40	*a*†	CL ~~5,38~~ 10,40	1919 2mo *Lloyd*	A.McMil-lan&SonLd. Dumbarton '*sA&CP* *CellDB*362'	Lamport&Holt Line,Ld. 1078t *DTa*33' 759t	430·8 | 56·3 | 34·7 447·0(O.L.) F50' *on Shelter dk* FK *FPT*127t*APT*65t	Liverpool British *ptCem* 5*BHtoSh dk* 3 ,, ,, *U* ,,	T.3Cy.29",47"&78"−54" (*s*) 180lb 666NHP 4SB,12*cf*,GS242,HS10224FD D.Rowan&Co.Ld.Gls.	37 ″ 6 s 9 ″ 1½ 28 ″ 7	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Lecks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78108 164379 MMLK	**Lapland**(*ex*Honnör-37) Wireless D.F. E.S.D. 2*Dks* *CruiserStern*	1330 1047 750					1936	Fredrkstad Mek.Verks. Fredrikstad	CurrieLine,Ld.	251·2|42·2|14·0 P58*t*H124*t*F15*t*	Leith British *WB*	C.4Cy.(2)13"&(2)30$\frac{5}{16}$"–28$\frac{3}{4}$" 82NHP FredrikstadM.V.Frdstad		C
78109 6720 SJBA	**Laponia** TwinSc *OilEng.* D.F. *ss*Got.No.3-2,34 *ss*Got.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted*	5609 5223 2820	✠100A1 *Shelter dk* *withfreeboard* ~~7,40~~ ~~8,39~~ 2,41 ✠LMC CS1,38 DBS~~8,39~~7,40 11,38	Got ~~Bat~~	*y* NCs	OG 8,39	1922 3mo	A.B.Göta- verken Gothenburg A&CP *CellDBuE*32'	Trafikaktiebolaget Grängesburg- Oxelösund(M.Wal- denström,*Mgr.*) *f*105'651*t* *DTf*68' *DTa*103'1225*t*	393·7|53·4|30·9 399·0(O.L.) F40'*on Shelter dk* FK 730*t* *Collision* *FPT*58*tAPT*150*t*	Stockholm Swedish *ptCem* *BHtoShdk* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.23$\frac{3}{16}$"–35$\frac{7}{16}$" 629NHP DB-100*lb* A.B.Götaverken	34 " 1 s 8 " 0 26 " 3$\frac{1}{4}$	
78110 622 OHFI	**Lapponia** (*ex*Johanna) *ss*Abo.3rdNo.3-3,35 *ss*Hfs.No.1-39 1*Dk*(*ptIrn&ptStl*)&*Webframes* Wireless D.F.	1172 880 686	✠100A1 4,40 ~~3,39~~ ✠NB4,09 ✠LMC3,39 BS3,40	Hfs Skm	*n*	CL 2,39	1898 4mo	C'rmichael MacLean&Co Greenock *Lloyd'sA&CP*	FinskaÅngfartygs A/B *CellDBa*56'	240·4|34·1|14·0 229·9 Q79'B59'F27' FK *uE*15'*f*96'253*tFPT*	Helsingfrs Finnish 4*BHCem* 35*tAPT*15*t*	T.3Cy17$\frac{1}{4}$"27$\frac{9}{16}$"&44"–33"(*s*) 160lb ~~80lb~~ NDB20 118NHP 1SB,3*pf*,GS54,HS1870 Hutson&Son,Glasgow	16 " 0 s 1 " 1$\frac{3}{4}$ 15 " 0$\frac{3}{4}$	
78111 145023 MKFS	**Lapwing** *ss*Lon.No.3-3,33 *ss*Lon.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*)& *Shelter dk*(*Stl*-ws)	1348 983 625	✠100A1 *Shelter dk* *withfreeboard* 7,39 ✠LMC MS6,37 BS~~2,40~~2,41 *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	Lon	*p*	CL 7,39	1920 9mo	Bow,Mc- Lachlan&Co. Ld. Paisley *Lloyd'sA&CP*	GeneralStm.Nav. Co.Ld. *CellDBf*161' 238*t*	250·6|37·1|14·0 FK *FPT*20*t* *APT*18*t*	London British 4*BHCem* (2 *to Sh dk* 2 ,, 2*nd* ,,)	T.3Cy.22",35"&57"–39" (*s*) 180lb 273NHP 2SB,6*cf*,GS126,HS4939 Bow,McLachln&CoLdPsy	16 " 6 s " 2 16 " 5$\frac{1}{2}$	
78112 217837 KEXN	**Lara** (*ex*Moline) *Ref.Mchy.* *Fitted for oil fuel* 2*Dks*	2967 2460 1760	✠ 5,19 ✠	Phl			1919 5mo	ThePusey &JonesCo. Wlmgtn,Del.	GraceLine,Inc.	300·0|44·1|22·9 P37'B76'F29' FK *WB*	Wilmgton (Del.) Utd.States	T.3Cy.19$\frac{3}{4}$",31$\frac{1}{2}$"&54$\frac{1}{4}$"–36" 332NHP Pusey&JonesCo.Wlmngtn	25 " 0	R †
78113 DNAP	**Larache** Sub.Sig. 1*Dk*	1999 1234 1231					1923	Schiffsw(v. J.&Sch.)A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	256·1|38·4|15·3 P&B204'Q22'F31'	Oldenburg German *WB*	T.3Cy.22",35"&56"–33$\frac{7}{16}$" Christiansen& 182NHP Meyer,Harburg		G
78114 136668 VJST	**Laranah** (*ex*IslandQueen) 4Mst *ss*Mel.2ndNo.3-9,38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* Wireless	701 510 312	✠100A1 10,40~~9,39~~ BS~~9,39~~ ✠LMC9,38 10,40	Mel	*j*	CL N9,39	1914 4mo	N.V.Schpb de Merwede Hardinxveld *Lloyd'sA&CP*	W.Holyman&Sons ProprietaryLd. *WB=Cell*	180·0|28·1|12·3 29·3 187·7(O.L.) Q105'B11'F23' FK *DBf*103'147*tFPT*	Melbourne British 3*BHCem* 63*tAPT*7*t*	T.3Cy.14",22$\frac{1}{2}$"&37"–24" (*s*) 180lb 99RHP 2SB,4*pf*,GS63,HS1900 Lidgerwood,Ld.Glasgow	14 " 6 s4 " 5$\frac{1}{4}$ 14 " 2$\frac{1}{4}$	
78115 148879 GLPR	**Larchbank** TwinSc *OilEng.* *ss*Ant.No.3-7,38 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-ws) *Tonnage opening closed*'41(*W.E.*)	5151 4764 3117	✠100A1 *withfreeboard* ~~7,40~~ ~~2,39~~6,41 DBS~~6,39~~ ✠LMC7,38 7,40 ✠LMC(M)7,40 *Carrying vegetable oil in deep tank*	Sou Bel Lon	*a*†	CL ~~7,38~~ 6,41	1925 10mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	BankLineLd.(A. Weir&Co.*Mgrs.*) *CellDB*357'1121*t* *tunnels*115'251*tD*	420·2|53·9|26·5 FK (*Tanks'tween* *Tf*32'1067*tFPT*106	Glasgow British 7*BHptCem* *Coll toSh dk* 6 ,, 2*nd* ,,) *tAPT*132*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 717NHP DB110*lb* Harland&Wolff,Ld.	~~29 " 2~~ ~~s3 " 7$\frac{3}{4}$~~ ~~25 " 8~~ 37 " 2 s10 " 11$\frac{1}{4}$ 26 " 8	
78116 140323 GVWY	**Larchol** *ss*Lon.No.3-3,30 *ss*Lon.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes*	1162 845 502	✠100A1 10,39 BS10,40 ~~BS11,39~~ ✠LMC12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,17 *F.P. above* 150° F.	Lon	*n*	CL 10,39	1917 8mo	Lobnitz& Co.Ld. Renfrew *Lloyd'sA&CP*	TheAdmiralty *CellDB uE&B* 45'78*t*	210·0|34·7|15·6 P61'F58' FK *DT f* 30'261*tFPT*	London British 12*BHptCem* 37*tAPT*33*t*	T.3Cy.15",25"&40"–30" (*s*) 180lb 138NH 2SB.4*cf*,HS2200 Lobnitz&Co.Ld.Renfrew	16 " 6 s 1 " 6$\frac{1}{4}$ 15 " 0$\frac{3}{4}$	
78117	**Larenberg** *OilEng.* D.F. E.S.D. *CruiserStern*	4000	100A1 *withfreeboard* (*Class Contemplated*)				1940	N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/dYsel	StoomvaartMaats. "Hillegersberg" (Vinke&Co.*Mgrs.*)		Amstrdam Dutch	Oil Engines 4S.C.SA 7Cy.19$\frac{11}{16}$"–43$\frac{5}{16}$" WerkspoorN.V.Ams.		
78118 129328 GKPC	**Largo** (*ex*Uskside) *ss*Shl.2ndNo.3-11,38 D.F. 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2209 1741 1378	✠100A1 2,41 ~~3,40~~ BS~~3,40~~ ✠LMC11,38 6,41	Nwc Lth	*r*	CL 10,38	1913 2mo	J.Priest- man&Co. Sunderland *Lloyd'sA&CP* *Inter*	PeltonS.S.Co.Ld. *mediate BH in fore*	290·0|40·8|18·7 FK P24'Q90'B53'F28' *hold dispensed with*	Newcastle British *Cem* 4*BHonly* *CellDBa*	T.3Cy.21",35"&57"–39" (*s*) 180lb 218NH 2SB.6*pf*,GS90,HS3340 N.E.MarineEng.Co.Ld Sld 108'*f*116'480*tAPT*60*t*	20 " 0 s 2 " 2 18 " 0	
78119 137225 GSMR	**Largs Bay** Ⓟ TwinSc *ss*Lon.No.3-7,34 *ss*Lon.No.1-38 2*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl*-ws) 3*rd dk*(*Stl*)*in forward holds* D.F. E.S.D.	14182 11881 8477	✠100A1 *Shelter dk* *withfreeboard* 11,40~~3,40~~ ✠LMC MS4,38 BS~~11,39~~11,40 ✠Lloyd'sRMC~~3,40~~ ~~9,40~~ 2,41 *Fitted for oil fuel* 12,21 *F.P. above* 150° F.	Lon Syd	*i*†	CL 3,38	1921 12mo	W.Beard- more&Co.Ld. Glasgow *Lloyd'sA&CP*	Aberdeen&Com- monwealthLine, Ld.(ShawSavill& AlbionCoLd*Mgrs*) *CellDB*457'2259*t* *Tanks between tunn*	530·9|68·3|39·9 B215'F76'*onSheltr* *dk* FK *MT*24'1017*t* *els*51'197*t FPT*174*t*	London British *ptCem* 9*BHtoSh dk* *APT*143*t*	4 Steam Turbines DR geared to 2 Sc.Shafts (*r*) 220lb FD 1977NH 3DB(Spt)&2SB(Spt),20*cf*, HS25923 W.Beardmore&Co.Ld.Dal.	43 " 6 s 10 " 8$\frac{1}{4}$ 33 " 2	BT till ~~10,40~~ 3,41
78120 DOEE	**Larissa** (*ex*Avola-36,*ex*Oderland) Sub.Sig. 2*Dks*	1819 1595 1022					1922	Nordd. Unionwerke A.G.Tönning	AtlasLevante- LinieA.G.	283·1|39·8|17·8 len28	Bremen German *WB*	T3Cy.19$\frac{7}{10}$",31$\frac{1}{2}$"&49$\frac{1}{5}$"–31$\frac{1}{2}$" 136NHP Waggon-u. Maschb.A.G.Görlitz		G
78121 149446 GFMK	**Laristan** *ss*Gls.No.3-8,40 ~~*ss*Shl.No.2-36~~ 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing–bracketless system* D.F. *Mchy.Aft* E.S.D.	6401 5883 3863	✠100A1 ~~8,40~~ ~~11,39~~ 4,41 ✠LMC8,40 ~~MS10,36~~ ~~BS10,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,27 *F.P. above* 150° F.	Bry ~~Gls~~ Rio	*a*†	CL ~~1,38~~ 4,41	1927 11mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDBuE&B*78'	420·0|55·0|34·8 P105'B34'F38' FK 319*t DTf*36'559*t F*	Newcastle British 14*BHptCem* 5 ,, *to 2nd dk* *PT*98*t APT*	T.3Cy.26",44"&74"–48" (*s*) 200lb 565NHP 3SB(Spt),12*cf*,HS8316 FD J.Dickinson&Sons,Ld.Sld. 98*t*	34 " 9 s 7 " 4$\frac{1}{4}$ 27 " 7$\frac{1}{4}$	
78122 137087 GKST	**Larpool** *ss*Shl.No.3-3,37 1*Dk*(*Stl*)	3872 3469 2311	✠100A1 ~~5,40~~ ~~8,39~~ 1,41 MBS~~8,39~~ ✠LMC3,37 12,40	Bry ~~Cff~~	*x*	CL ~~3,37~~ 1,41	1924 12mo	W.Pickers- gill&Sons,Ld. Sunderland *Lloyd'sA&CP*	Rowland&Mar- wood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*) *Cel*	363·5|51·4|22·8 P33'B222'F31' FK *lDB*318'1084*tFPT*	Whitby British 6*BHCem* 88*tAPT*170*t*	T.3Cy.25",42"&68"–45" (*s*) 180lb 345NHP NDB38 180*lb* 2SB(Spt),6*cf*,GS126,HS5423 Richardsons,Westgarth& Co.Ld.Sld	25 " 0 s 3 " 1$\frac{1}{2}$ 22 " 1$\frac{1}{2}$	
78123 226889 WOBE	**Larry Doheny** (*ex*Foldenfjord) *Fitted for oil fuel* 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	7038 — 4348					1921	SunS.B. Co. Chester,Pa.	RichfieldOilCorp.	430·4|59·3|33·3 P386*t*B163*t*H252*t*	LsAngeles Utd.States *WB*	T.3Cy.27",45$\frac{1}{2}$"&76"–51" 412NHP SunS.B.Co.Chester,Pa.		R
78123* 167448 MPDM	**Lars Kruse** D.F. 1*Dk*	1807 1623 ~~1071~~ 1074					1923	A/S Aal- borgSkibs. Aalborg	Ministry of Ship- ping(Lambert Bros.Ld.*Mgrs.*)	276·8|42·1|17·8 P34'B169'F19'	London British *WB*	T.3Cy.20",31$\frac{1}{2}$"&53"–36" 169NHP Akt.Frichs,Aarhus		C

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. H. M. Trade.
78124 154211 VSNK	**Larut** (*ex*Steamer-38) *OilEng.* 1*Dk*	894 685 480					1927	Hall,Russell&Co.Ld. Aberdeen	StraitsSS.Co.Ld.	214·4 P&B131'F31'	35·7	11·7	Singapore British *WB*	Oil Engines 4S.C.SA 8Cy.15"–20" 175NHP NE38 Ruston&Hornsby,Ld.Lcn.		
78125 DNAQ	**Las Palmas** Sub.Sig. 2*Dks*	2317 1887 1342					1925	Deutsche Werft A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	270·5 P36'B77'F31'	41·7	21·5	Oldenburg German *WB*	C.4Cy.18$\frac{5}{16}$"&39$\frac{3}{8}$"–39$\frac{3}{8}$" Ottensener 162NHP Eisenwerk,Altona		G
x/41 78126	**Las Villas** (*ex*AlavaII) *Fitted for oil fuel* 1*Dk*	1158 — 756					1906	D.J.Dunlop&Co. Pt.Glasgow	EmpresaNaviera deCuba,S.A.	230·0 P146'F37'	36·1	11·2	Havana Cuban *WB*	T.3Cy.17",28½"&47"–30" 121NHP D.J.Dunlop&Co.Pt.Gls.		
78127 DHOW	**Lasbek** *ss*Ham.No.2–38 1*Dk*(*Stl*) *Well dk* *CruiserStern* *Strengthened for Navigation in Ice*	2159 1659 1263	✠ 8,39 ✠	Sch	*s*		1930 7mo	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard Nfl. *CellDB*244'573*t*	281·8 295·3(O.L.) P15'Q81'B126'F32' FK *FPT*37*tAPT*61*t*	44·2	16·9	Hamburg German 4*BH pt Cem* *pt Asp*	C.4Cy.(2)15$\frac{5}{16}$"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$" 216NHP 2SB(Spt),4*cf*,GS72, HS3120 A BorsigG.m.b.H.Berlin	19 ″ 0	
3/41 78128 145939 GJBV	**Lassell** TwinSc *OilEng.* *ss*Gls.No.3–3,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	7417 6886 4491	✠100A1 *Shelter dk withfreeboard* Examined ~~5,40~~ 3,41 ✠LMC CS3,38 DBS~~8,38~~ 4,41 10,38	~~Liv~~ Liv	*a*†	CL P8,39 S1,40	1922 6mo *Lloyd*	A.McMillan&Son Dumbarton *sA&CP*	Lamport&Holt Line,Ld. *CellDB* *DTa*42'804*t*	430·2 F37'*on Shelter dk* FK 353'1108*t* *FPT*120*tAPT*79*t*	56·2	34·9	Liverpool British *pt Cem* 7*BHtoSh dk* 1 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.26¾"–43$\frac{5}{16}$" 832NHP DB*100lb* Harland&Wolff,Ld.Gls.	37 ″ 6 s 9 ″ 2¼ 28 ″ 7	
78129 32 SUDA	**Lateef** (*ex*Ramleh,*ex*Egyptian Prince,*ex*Waterland) *ss*Rot.No.2–11 *Well deck Mchy.Aft* 1*Dk*	503 398 266	✠ ... 7,15 ✠				1903 3mo	W.Dobson &Co. Newcastle	OvadiaIsrail Ovadia	164·0 Q47'F21' FK	25·0	11·8	Alexndria Egyptian *WB*	T.3Cy.13",21"&34"–24" 57NHP MacColl&Pollock,Sld.	14 ″ 3	
78130 DOSE	**Latona** TwinSc *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft Ref.Mchy. CruiserStern*	1126 843 587					1937	Schiffb.Ges "Unterweser" A.G. Wesermunde-L.	Dampfschiffahrts Ges."Neptun"	234·5 P115'F36'	34·7	13·4	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.11¼"–16$\frac{9}{16}$" 145NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
78131	**Latouche** Ⓟ *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	2156 — 1248					1910	MoranCo. Seattle,Wash	Madrigal&Co.	240·0	41·0	20·0	Utd.States *WB*	T.3Cy.17",28"&47½"–36" 135NHP MoranCo.Seattle,Wash.		
78132	**Latvis** (*ex*Sonnenberg,*ex*Dortmund, *ex*Immo,*ex*BrunoMenzell) 1*Dk*&*deepframing*	1318 1090 798					1903	Flensburgr Schiffsb.Ges. Flensburg	M.Faulbaum SteamshipLine	245·8 P14'Q58'B112'F27'	35·5	15·2	German *WB*	T.3Cy.15",23$\frac{5}{8}$"&43$\frac{5}{16}$"–34$\frac{7}{16}$" 110NHP FlensburgrSchiffsb.Ges.		G
153/40 78133 143934 VQYW	**Latymer** (*ex*Saint-Tropez-37)' *ss*Msl.No.3–2,31 *ss*Rou.No.1–35 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *inNos.*1,2&3*holds*	2218 1842 1303	100A1 Examined 6,40 Shl ~~BS8,38~~ LMC~~1,35~~ 6,40	~~Rou~~	*r*	CL ~~5,37~~ 5,40	1919	PolsonIron Wrks.Co.Ld. Toronto	FinchleyS.S.Co. Ld. *Cell DB*204'454*tFPT*	251·0 P25'B68'F20' FK	43·6	20·7	Gibraltar British 4*BH* 57*tAPT*102*t*	T.3Cy.20½",33"&54"–36" (*s*) 180lb 276NHP 2SB,6*cf*,GS115,HS2173 FD PolsonI.W.Co.Ld.Tto.	23 ″ 1 s 3 ″ 3 20 ″ 1	
78134 OXKH	**Laura** Wireless D.F. *Ref.Mchy.* 1*Dk* *CruiserStern*	1471 1232 848					1933	Nakskov Skibs.A/S Nakskov	J.Lauritzen	262·2	39·7	15·7	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"–31½" & L.P. Turbine HS2520 192NHP HelsingörsJernsk.&Mskb		G
78135 109 IBKS	**Laura C.** (*ex*Laura) *ss*Tri.No.3–2,36 D.F. 2*Dks*(*Stl*)&*Web frames* *Ref.Mchy.*	6181 5022 3851	✠100A1 12,39 BS2,40 ✠LMC2,35 ✠Lloyd'sRMC2,36 *Fitted for oil fuel* 3,23	Tri	*z*	CL 7,38 *F.P.*	1923 3mo A&CP *above*	Cant.Nav. Triestino Monfalcone *CellDBa*117' 150°F.	"Italia"Soc.Anon. diNav. *uB&f*200'1141*tM*	417·7 397·7 P36'B151'F44' FK *T*34'920*t FPT*107*t*	54·2	30·2	Trieste Italian 8*BHCem* *APT*135*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 512NHP 3SB,9*cf*,GS201,HS7551 FD Yates&ThornLd.Blackbrn	32 ″ 10 s 7 ″ 5¼ 25 ″ 7½	
6/41 78136 1641 IBJS	**Laura Corrado** (*ex*British Duke,*ex*Terek) 3Mst *ss*Fal.2ndNo.3–9,23 *ss*Shl.No.1–28 *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks*&*Web frames* *Carrying Petroleum in bulk*	3645 3466 2142	✠ ... 3,32 ✠NB5,15 ✠				1899 6mo	SirJ.Laing &Sons,Ld. Sunderland	Soc.Anon.diNav. "Corrado"	349·6 335·5 P81'B22'F38' FK	45·0	28·1	Genoa Italian *WB*	T.3Cy.24$\frac{13}{16}$",40"&66"–45" 326NHP G.Clark,Ld.Sunderland	29 ″ 6	I †
78137 378 IBFS	**Laura Lauro** (*ex*Koudekerk, *ex*KirkstallAbbey, *ex*Kandelfels) *ss*Rot.No.3–9,25 *ss*Rot.No.1–30 D.F. 2*Dks*(*Stl–U* teak s)	5787 5419 3610	✠ ... 4,34 ✠	Ams			1912 7mo	Akt.Ges. "Weser" Bremen 1*BH*	A.Lauro *in lower hold forw* *Cell DBa*141'*uE&B*	441·1 421·2 P60'B125'F58' FK *ard dispensed with* 48'*f*207'1217*tFPT*	55·8	28·2	Naples Italian *Cem* 6*BH only* 90*tAPT*24*t*	Q.4Cy.24",34$\frac{1}{16}$",51"&74"–53$\frac{15}{16}$" 518NHP 3SB,9*cf*,GS171,HS6781 A.G."Weser,"Bremen	31 ″ 3	I †
78138 OYZO	**Laura Mærsk** TwinSc3Mst *OilEng.* D.F. E.S.D. *Ref.Mchy. CruiserStern* 1*Dk*&*Shelter dk*,3*rd dk except in Nos.*2&5*holds*	6599 5422 3876	✠100A1 *withfreeboard* 3,40 ✠LMC3,39 ✠Lloyd'sRMC12,39 *Carrying oil* *Carrying oil* *Carrying vegetable oil in up*	HKg *F.P. above 150°* *F.P. above 150°*	*c*†	CL	1939 3mo *Lloyd* *F. in u* *F. Mo* *peraf*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP* *pper&lower fo* *lasses or glyce* *ter peak tank*	A/SD/S Svendborg og D/S af1912 A/S (A.P.Möller, Copenhagen,*Mgr.*) *re peak tanks* *rine in deep tanks*	455·9 483·8(O.L.) F52' FK *CellDB*367' 1527*tDTsf*65'17	59·1	27·3	Copnhagn Danish 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd*„) 61*tDTsa*75'	Oil Engines 4S.C.SA 14Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 825NHP 2DB*100lb* Akt.Burmeistr&Wain,Cpn 1693*tFPTs*271*tAPTs*263*t*	30 ″ 4 s3 ″ 9 26 ″ 9¼	
78139 90 IPFM	**Laurana** Ⓟ TwinSc *OilEng.* *CruiserStern* 1*Dk*	391 271 157					1939	Cant.Nav. delQuarnaro Fiume	Soc.Fiumana di Navigazione	177·9 166·2 B36'	27·9	11·5	Fiume Italian *WB*	Oil Engines 2S.C.SA 12Cy.10¼"–17$\frac{11}{16}$" 220NHP Soc.An"Fiat"S.G.M.Turin		I
78140 161261 GTCV	**Laurelwood** TwinSc *OilEng* *ss*Shl.No.2–36 D.F. *Mchy.Aft CruiserStern* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7347 6749 4360	✠100A1 ~~6,40~~ ~~10,38~~ 5,41 ~~DBS5,39~~ ✠LMC12,36 5,40 *Carrying Petroleum in bulk*	Shl ~~Grk~~ NYk	*b*†	CL ~~11,36~~ 2,40	1929 7mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	Molasses&General TransportCo.Ld. (J.I.Jacobs&Co. Ld.*Mgrs.*) *CellDBuE*22'66*tD*	436·0 P105'B30'F42' FK *Tf*29'479*tFPT*207*t*	59·5	33·8	London British 6*BHptCem* *APT*223*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 709NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 0¾ 27 ″ 7¾	

174
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1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name.-Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dateof B.of TradeCert.
78141 131 ONQB	**Laurent Meeus** *OilEng.* *ss*Ant.No.2-38 D.F. GyC. *CruiserStern* 2*Dks*(*Stl*) *Mchy.Aft* *Longitudinal framing* E.S.D. *at bottom,decks&topsides*	6429 5642 4024	✠100A1 2,40 ✠LMC CS11,39 DBS11,39 11,38 *CarryingPetroleum in bulk*	Ams	*z*	CL 2,40	1930 3mo *Lloyd'sA&CP*	Rotterdam Droogd.Maat (NewWaterwayS.B.Co.) Schiedam	Soc.Purfina-Maritime *CellDBuE*54'207*t*	401·7 P102'B32'F32' FK *FPT*189*tAPT*101*t*	55·2	32·6	Ghent Belgian 14*BHptCem*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 2DB*140lb* 652NHP Harland&Wolff,Ld.Gls.	32 ″ 9 s 6 ″ 0 26 ″ 11¼	
78142 126485	**Laurentia** WoodTwinSc (*ex*Lorancia) 2*Dks*	346 110 205					1909	Z.Leroux Valleyfield P.Q.	Mrs.D.Peltier	112·0	22·2	7·7	Montreal British	C.4Cy.9"&18"-12" 27RHP CiePontbriandLd.SorelPQ		
78143 113641 CGSQ	**Laurentian** Ⓟ (*ex*KingEdward) Wireless *ss*Qbc.No.2-10 *Well deck* 1*Dk*	355 252 155	✠ ... 2,15 ✠				1902 5mo	Cook,Welt'n&Gemmell Beverley	CanadianGovernment(Dept.of Transport)	149·0 Q37'B40'F32' BK7"	24·0	11·1	Quebec British *WB*	T.3Cy.13",22"&36"-27" 65RHP Amos&Smith,Hull	11 ″ 10	
78144 149642 GNJT	**Laurentic** Ⓟ TrpSc D.F. Sub.Sig. 4*Dks&Shelter dk* *Ref.Mchy.* *CruiserStern*	18724 14304 11103					1927	Harland&Wolff,Ld. Belfast	CunardWhiteStar,Ld.	578·2 P48'B312'F90'	75·4	40·6	Liverpool British *WB*	T.8Cy.(2)29"(2)46"&(4)52"-54" 1Low Pressure Turbine Harland&Wolff,Ld.Bel.		
78145 130128 MNDW	**Laurieston** (*ex*Berkelstroom, *ex*Brederode, *ss*Gmh.No.3-11,29 *ex*EigenHulpI) *ss*Gmh.No.2-38 1*Dk*(*Stl*) *Cargo battens not fitted*	1304 1150 767	✠100A1 ~~6,40~~ 3,40 5,41 BS~~3,40~~ ✠LMC4,38 6,41	Gmh ~~Grk~~Bry		CL 5,39	1917 5mo	Wilton'sE.&SlipwayCo. Rotterdam A&CP	RavelstonSS.CoLd(Gillespie&Nicol, *Mgrs.*) *CellDB*203'323*t*	240·3 P19'B63'F23' FK	36·4	15·9	Grngemth British 4*BHCem* *APT*42*t*	T.3Cy.19$\frac{1}{16}$",32"&51"-36"(*s*) 180lb 186NHP 2SB,6*pf*,GS100,HS3100 Wilton'sE.&SlpwyCo.Rot.	18 ″ 0 s2 ″ 2½ 16 ″ 0	
78146 LCKG	**Laurits Swenson** TwinSc *OilEng.* *ss*Osl.No.2-38 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) D.F. *Ref.Mchy.* 3*rd dk*(*Stl*) *except in No.* 5 *hold*	5725 5202 3556	✠100A1 *withfreeboard* ~~7,40 10,39 11,40~~ 4,41 ✠LMC CS3,38 DBS~~6,39~~7,41 ~~10,38~~8,40 ✠Lloyd'sRMC2,40 ~~10,40~~ 7,41 Stbd. chamber in No. 4 lower 'tween dk. not included.	Osl Vcr	*b*†	CL ~~10,39~~ 11,40	1930 1mo *Lloyd'sA&CP*	Odense Staalskibsvft Odense	A/S GangerRolf (FredOlsen&Co. *Mgrs.*) *CellDB*387'1325*t*	435·9 P32'F41' FK (*CollBH&AP* *Tanks in way* *of tunnels* 185*tFPT*116*t*	56·2	27·8	Oslo Norwegian 7*BH* *BHto Shdk* 5 ,, 2*nd*,,) *APT*128*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	30 ″ 7 s4 ″ 0 26 ″ 8¾	
78147 137487 GQRN	**Lautaro** (*ex*Glengyle, TwinSc *ex*Bostonian) *OilEng.* *ss*Hul.No.3-4,28 *ss*Hul.No.2-36 2*Dks*(*Stl*)*&Awng dk*(*Stl*)	6240 5892 3950	✠100A1 *Awng dk* *withfreeboard* ~~Examined~~ 7,40 ✠LMC CS11,37 DBS~~10,39~~1,41 ~~11,37~~5,39	~~Liv~~ Liv	*z*	CL 4,39	1915 12mo *Lloyd'sA&CP*	Harland&Wolff,Ld. Glasgow	PacificStmNavCo. *CellDB*338'1126*t*	399·1 412·1(O.L.) *Ba*69'*f*37'*on Awng dk* FK&BK2" *DTa*28'540*tFPT*90	52·2	33·9	London British 8*BHptCem* *tAPT*61*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-33½" 719NHP DB*100lb* Burmeister&Wain,Gls.	37 ″ 8 s9 ″ 0¼ 28 ″ 11	
78148 DONN	**Lauterfels** Sub.Sig. 2*Dks*	6310 5812 3849					1921	Akt.Ges. "Weser" Bremen	DeutscheDampfsfahrts.Ges.Hansa	431·6 P78'B133'F56'	56·3	30·4	Bremen German *WB*	T.3Cy.29",47"&76⅖"-54" &LPTurbine 608NHP A.G."Weser,"Bremen		G
78149 149456	**Lavaldoc** *Mchy.Aft* 1*Dk*	1918 1629 1142					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	252·8 Q100'F35'	43·3	17·8	F.William, Ont. British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
78150 167591 GLTR	**Lavington Court** *OilEng.* D.F. 1*Dk& Shelterdk* *CruiserStern*	~~5490~~ 5372 4853 3153	✠100A1 *withfreeboard* 3,41 ~~6,40~~ ~~(*ClassContemplated*)~~ ✠LMC6,40	Gls Liv	*a*†	CL	1940 6mo *Lloyd'sA&CP*	Harland&Wolff,Ld. Glasgow	CourtLine,Ld.(Haldin&Phillips, Ld.*Mgrs.*) *CellDB*358'144	433·0 449·8(O.L.) F38' FK (*CollBHto Sh.dk* 6*B* 6*tMT*30'1286*tFPT*8	57·9	25·7	London British 7*BHptCem* *Hto 2nd dk*) 4*tAPT*168*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 378NHP 2DB*150lb* Harland&Wolff,Ld.Gls.	29 ″ 1 s3 ″ 6¼ 25 ″ 8¾	
78151 513 IBMR	**Lavoro** D.F. E.S.D. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk* *Longitudinal framing at bottom & at deck*	7886 — 4453					1938	Cantieri RiunitiDell'Adriatico Trieste	A.Lauro	483·3 460·0 P93'B47'F48'	59·2	33·8	Naples Italian *WB*	Oil Engines 2S.C.SA 8Cy.26¾"-43$\frac{5}{16}$" 1000NHP SocAn"Fiat"S.G.M.Turin		I
78152 216119 WBDU	**Lawrence Philips** (*ex*Tillamook-35, *ss*L.An.No.3-7,30 *ex*PointArena) *ss*S.Fo.No.1-34 1*Dk*(*Stl*) *Fitted for oil fuel*	2117 1726 1285	✠ ... 10,36 ✠	LAn	*r*		1918 3mo	AlbinaEng&Mach.Wrks Portland,Or.	Lawrence-Philips S.S.Co. *CellD*	251·0 P25'B64'F25' FK *B*212'477*tFPT*102*t*	43·5	18·1	L.Angeles Utd.States 4*BHCem* *APT*112*t*	T.3Cy.20",33"&54"-40" 279NHP 2SB,6*cf*,GS115,HS5384 AlbinaE.&M.Wrks.Pld.O.	19 ″ 11	
78153 161513 VCFP	**Lawrendoc** *Mchy.Aft* 1*Dk*	1924 1627 1144					1929	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	252·8	43·4	17·8	F.William, Ont. British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
78154 144569 VTCV	**Laxmi** (*ex*Karachi-33, *ex*GeorgeHarris) ~~*ss*Bom.No.3-9,32~~ *ss*Bom.No.3-4,40 1*Dk* *Cargo battens not fitted*	310 246 120	100A1 4,40 ~~4,35~~ ~~BS10,36~~	Sng Bom LMC~~9,32~~ 4,40	*e*	CL ~~11,36~~ 3,40	1918 *Lloyd'sA&CP*	Hepple&Co.Ld. SouthShields	HindustanS.S.Co.Ld.(Joshi&Co. *Mgrs.*)	124·6 Q72'F21'	23·4	12·6	Bombay British 2*BHCem*	T.3Cy.12½",21"&35"-26" (*s*) 180lb 87RHP 1SB,3*pf*.GS50,HS1619 Bellis&Morcom,Ld.Bmn.	13 ″ 6 s2 ″ 0 13 ″ 1¼	
78155	**Lazar Kaganovich** TripleSc (*Icebreaker*) *CruiserStern* 5*Dks*	4866					1937	André MartiS.B.Yd. Nicolaieff	U.S.S.R.	335·9	75·8	29·9	Leningrad Russian	T.9Cy.22$\frac{1}{16}$",38$\frac{3}{16}$"&64$\frac{3}{16}$"-44⅞" 825NHP NicolaieffStateS.B.Yd.		
78156 EEVL	**Lázaro** (*ex*Besós) Iron	398 — 283					1862	.... England	M.CamposPeña	172·9	23·0	14·4	Seville Spanish	C.4Cy.13"&28"-24" NB91 64NHP		
78157 1860 IPNK	**Lazio** (*ex*Littoria-36,*ex*Senior-33) 1*Dk*	319 287 166					1899	Oderwerke Grabow	LaLigureRomana Soc.Anon.diNav. Maritt.eFluviale	167·3 158·4	25·8	8·6	Genoa Italian *WB*	C.2Cy.10⅞"&20⅛"-13¾" NB12 12NHP Oderwerke,Grabow		I
78158 85 IBLS	**Lazzaro Mocenigo** Ⓟ *OilEng.* Wireless D.F. 2*Dks*3*trB*	1403 — 593					1928	Cant.San Rocco SanRocco	SocietàFiumana diNavigazione	235·7 219·7	34·6	20·5	Fiume Italian *WB*	Oil Engines 2S.C.SA 6Cy.20½"-32¼" 438NHP FiatSanGiangio,Turin		I
78159 PKEW	**Le Maire** 2*Dks*	3271 — 2060					1908	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5 P40'B104'F40'	44·0	22·3	Batavia Dutch *WB*	T.3Cy.22",36½"&60"-42" NB10 233NHP Maats.Fyenoord,Rot.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
78160 LIUW	**Le Norvegien II** (*ex*Proteus-34, *ex*Amsel,*ex*Minna) Sub.Sig. Wireless 1*Dk*	1058 831 605					1921	Schiffsw(V J.&Sch.)A.G. Hamburg	DenNorske AmerikalinjeA/S	215·8 P28'B59'H49'F26'	34·2	14·1	Oslo Norwegian *WB*	T3Cy18½",29½"&47$\frac{7}{16}$"-33$\frac{7}{16}$" Hannoverische 130NH MaschinerA.G Hannover		V
78161	**Le Progrès** TwinScSp (*ex*LeProgrès No.119-33) *Fitted for oil fuel* 1*Dk* *Mchy.Aft Carrying Petroleum in bulk*	*511* *416* *205*					1892	Armstrong Mitchell&Co. LdNewcastle	MithadRecai Ögdevin,Mehmed AliKunt&Mrs.N. Gittel	164·0	27·0	13·5	Panama Pnamanian *WB*	C.4Cy.16"&30"-18½" 70NHP WallandSlp.Co.(Ld.),Nwc		I
78162 FNIA	**Le Rhin** Ⓟ 1*Dk*&*Shelter dk*	2456 1562 1494	✠ ... 10,24 ✠				1920 8mo	H.&C. Grayson,Ld. Garston	Cie.deNav.Paquet	264·8	41·3	18·8 FK	Marseilles French *WB*	T.3Cy.21",34"&56"-36" 252NHP McKie&Baxter,Glasgow	21 " 0	V †
78163 TTYT	**Le Trait** 1*Dk*	1158 856 450					1934	Atel.&Ch. delaSeine Maritime WormsetCie LeTrait,S.I.	WormsetCie.	237·2 P187'F31'	34·2	14·7	Havre French *WB*	T.3Cy.17",30"&50"-36" 150NHP Atel.&Ch.delaSeine Maritime		V
78164 234 IPFZ	**Le Tre Marie** ssGen.No.3-7,37 *Well deck* 1*Dk*(*Stl*)	1086 772 633	✠100A1 12,39 BS8,39 ✠LMC7,37	Gen	*n*	CL 11,38	1925 7mo	Cant.Nav. Triestino Monfalcone *Lloyd*'*sA&CP*	D.Tripcovich&Ci., Soc.Anon.diNav. Rimorchi e Salvataggi	222·2 215·9 Q79'B56'F26' FK *CellDBa*47'*uE*25'*f*93'	35·0	13·0	Trieste Italian 4*BHCem* 246*tAPT*8*t*	T.3Cy.17¾",29"&47"-33" (*r*) 180lb 194NHP 2SB,*4cf*,GS68,HS3000 FD OfficineNav.Triestino,Tri.	15 " 7 s1 " 0 14 " 9¼	
78165 TKDY	**Le Violent** 1*Dk*	441 322 184					1921	S.A.des AnciensCh. Dubigeon Nantes	LesTransports Bayonnais	136·7 B36'F16'	27·3	11·8	Bayonne French	T.3Cy.12",20"&32"-22" 48NHP E*made*19*refitted*32 McKie&Baxter,Ld.Psy.		V
78166 TSYO	**Le Zeramna** (*ex*Ain-Sefra-34, *ex*HonorineAchaque,*ex*Holland) 1*Dk*	559 388 274					1919	N.V.Werf. Zeeland Hansweert	ArmementNord-Africain	153·8 P86'B9'F27'	26·1	12·3	Algiers French	T3Cy11½",17$\frac{7}{16}$"&31½"-17$\frac{7}{16}$" N.V.Mach. 42NHP Fulton,Hoogezand		V
78167 165776 GDNG	**Lea Grange** D.F. E.S.D. 1*Dk* *Mchy.Aft CruiserStern* *Cargo battens not fitted*	2969 2230 1646	✠100A1 ~~10,40 1,40~~ 5,41 ✠LMC12,39	Sld	*t*	CL	1939 12mo	S.P.Austin &Son,Ld. Sunderland *Lloyd*'*sA&CP*	TanfieldSteamshipCo.Ld.(W.B. Nisbet,*Mgr.*) *CellDB*262'955*t*	316·8 328·0(O.L.) FK Q188'F34' *MT*10'243*tFPT*235	45·2	19·6	Newcastle British 5*BHCem* *tAPT*77*t*	T.3Cy.18½",29"&52"-39" 220lb (*s*) FD 244NHP 2SB(Spt),*6cf*,GS70,HS3390 N.E.MarineEng.Co.(1938) Ld.Sld.	22 " 0 s7 " 3 19 " 8½	
78168 148110 GKRT	**Leadgate** (*ex*SevenSeasSound-37, *ex*Chilton-35) ssSld.No.3-11,37 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2125 1856 1241	✠100A1 ~~6,40 2,40~~ 2,41 ~~BS11,38~~ ✠LMC11,37 2,41	Nwc Sws	*s*	CL ~~8,38~~ 1,41	1925 1mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'*sA&CP*	ConsettIronCo.Ld. (WilliamDickinson &Co.Ld.*Mgrs.*) *CellD*	280·0 P27'B49'F26' FK *B*234'644*t FPT*160*t*	41·6	20·1	Newcastle British 4*BHCem* *APT*117*t*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 228NHP 2SB,*6cf*,GS103,HS3947 Smith'sDockCo.Ld.Mdb.	22 " 3 s3 " 0½ 19 " 5	
78169 144397 VPJT	**Leana** (*ex*Tapti-37,*ex*Ulm) ssH.Kg.2ndNo.3-2,39 2*Dks*(*Stl*)&*lower dk beams in* *Well deck No.*1 *hold*	4742 4371 2915	✠100A1 12,40 ~~1,40~~ ~~BS1,40~~ ✠LMC2,39 12,40	HKg	*z*	CL 2,39	1914 4mo	Akt.Ges. "Neptun" Rostock *Lloyd*'*sA&CP*	LeanaS.S.Co.Ld. (Williamson&Co. *Mgrs.*) *CellDBa*12	399·5 415·9(O.L.) P&B321'F54' FK 1'*uE&B*56'*f*178'12	54·1	25·6	HongKong British 7*BHCem* 54*tF PT* 85*t*	T.3Cy.28¾",47½"&77½"-48" 213lb (*s*) FD 653NHP 3SB(Spt)*9cf*,GS261,HS9688 A.G."Neptun,"Rostock *APT*5*t*	28 " 6 s3 " 6 25 " 2½	
78170 204720 WFDS	**Lebanon** (*ex*EffinghamB.Morris, *ex*JosiahG.Munro) D.F. *Mchy.Aft* 1*Dk*	6971 — 5482					1907	Gt.Lakes Eng.Works Ecorse,Mich.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)	530·0	56·2	32·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.23",37"&63"-42" 257NHP GreatLakesEng.Wks.Det.		R
78171 221358 KDTN	**Lebec** (*ex*Hamer) *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	6893 — 4296					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Socony-Vacuum OilCo.Inc.	435·0 P123'B50'F44'	56·2	33·5	NewYork Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld.		R
78172 223475 KFMP	**Lebore** TwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Longitudinal framing*	8289 — 4546					1923	Bethlehem S.B.Corp.Ld. SanFrancisco	OreS.S.Corp.	549·6 P118'F50'	72·2	40·5	NewYork Utd.States *WB*	SR Geared Steam Turbines BethlehemS.B.Corp.Ld.		R
10/41 78173 DOUX	**Lech** *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	3290 2621 1839					1939	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8 P30'B&F313' *upperF*22'	50·2	19·9	Bremen German *WB*	2 Oil Engines 2S.C.SA 12Cy.20½"-27$\frac{3}{16}$"SR geared to 1 sc shaft 885NHP DeutscheSchiff.-Mschb. A.G.Weser,Bmn.		G
78174 SPBU	— ssDnz.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F. *Platform dk for light* *Ref.Mchy. cargoes in No.* 2 *hold* *CruiserStern* *Strengthened for Navigation in Ice*	1568 1241 790	✠100A1 *withfreeboard* 12,39 ✠LMC ~~BS5,38~~ MS5,38 6,40	Lon	*r*	CL 4,38	1934 3mo	Swan,Hunter&Wigham-Richardson, Ld.Newcastle *Lloyd*'*sA&CP*	PolishBritishS.S. Co.Ld.(PolishS.S. AgencyLd.*Mgrs.*) *CellDBa&uE*	281·4 293·5(O.L.) FK (97'*f*119'333*tFPT*1	40·1	16·1	Gdynia Polish 5*BHptCem* *Coll to Sh dk* 4 " 2*nd* ") 7*tAPT*35*t*	T.3Cy.19½",33"&54"-36" (*s*) & LP Turbine with DR gearing & hydraulic coupling 210lb FD 335NHP 2SB(Spt)*6cf*,GS115,HS4043 Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 " 4 s " 7½ 16 " 10½	
78175 SPAQ	**Lechistan** (*ex*Hemland-36) *OilEng.* D.F. ssGot.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*1937* *1567* *967*	✠100A1 *withfreeboard* 5,40 ~~6,39~~ ✠LMC CS8,37 ~~DBS8,36~~6,40 10,39 *Carrying Vegetable Oil in No* 4 *DB tank*	Dnz Nwc	*t*	CL 6,39	1929 4mo	Eriksbergs M.V.Aktieb Gothenburg *Lloyd*'*sA&CP*	'ZeglugaPolska' S.A.(PolishS.S. AgencyLd.*Mgrs.*) *CellD*	289·2 305·2(O.L.) F26' FK (*B*246'646*tAPT*25*t*	43·0	16·6	Gdynia Polish 6*BHptCem* *Coll toSh dk* 5 " 2*nd*")	Oil Engines 4S.C.SA 6Cy.24$\frac{7}{16}$"-51$\frac{3}{16}$" 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	19 " 0 s " 4½ 18 " 9	
78176 FOBC	**Leconte de Lisle** Ⓟ TwinSc D.F. *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*&*Shadedk*	9877 — 5376					1922	Soc.Provençale de Const.Nav LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	454·7 B252'F65'	61·0	37·4	Marseilles French *WB*	T.6Cy.24⅝",40½"&65¾"-47¼" 596NHP Soc.ProvençaledeConst. Nav		V
78177 HPFF	**Leda** TwinSc *OilEng.* ssHam.No.3-7,37 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. GyC &*Web frames* *CruiserStern Longitudinal framing*	8546 — 5138	✠100A1 *Shelter dk* *withfreeboard* ~~7,40~~ ~~1,40~~ 2,41 ✠LMC CS5,38 ~~DBS3,39~~ ~~1,40~~ 1,40 *Carrying Petroleum in bulk* DBS2,41	Bal ~~NYk~~ LAn	*d*†	CL ~~7,37~~ 7,40	1925 11mo	Howaldtswerke Kiel *Lloyd*'*sA&CP*	Panama Transport Co. *Cell*	470·1 B34'F39' FK *DBuE*69' 160*tDTf*	63·2	35·3	Panama Pnamanian 18*BHptCem* *ptAsp* 13*BHtoUdk* 36'275*tDTa*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP DB70*lb* 2 Water Tube DB-*200lb* SulzerBros.Ld.Winterthur 21'96*tFPT*182*tAPT*119*t*	35 " 6 s8 " 6½ 27 " 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78178 LCSI	**Leda** Ⓟ D.F. E.S.D. 2*Dks*	2415 1549 1320					1920	Armstrong Whitworth &Co.Ld. Newcastle	DetBergenske Dampskibsselskab	305·6 P467*t*H339*t*F119*t*	41·7	18·4	Bergen Norwegian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft WllsndSlpwy.Co.Ld.Nwc.		
78179 280 OHCO	— *ss*Hfs.2ndNo.3–5,33 *ss*Abo.No.1–38 Wireless D.F. 1*Dk*(*Stl*)&*deep framing*	1283 1040 694	✠100A1 7,39 ✠NB12,34 MS6,38	Gls ✠LMC BS7,39	*o*	OG 7,39	1908 6mo *Lloyd*	Laxevaags Msk.&Jrnskb Bergen '*sA&CP* *Cell*	FinskaÅngfAktieb *DBa*63' *f* 119' 285*t*	239·2 227·6 P19'B61'F25' *FPT*40*t**APT*51*t*	35·2	14·4 FK	Helsingfrs Finnish 4*BHptCem* *ptAsp*	T.3Cy.16",25$\frac{13}{32}$"&43"–30"(*s*) 185lb *125lb* NDB34 120NHP 1SB,*3cf*,GS54,HS1957 LaxevaagsMsk&Jrns.Bgn	16″10 s 1″ 7 15″ 5	
78180 DONL	— 1*Dk*	594 462 347					1904	Akt.Ges. “Weser” Bremen	Dampfschifffahrts Ges.Neptun	179·8 Q52'B43'F22'	27·2	11·8	Bremen German *WB*	T.3Cy.13",20½"&33$\frac{1}{16}$"–20⅝" 51NHP A.G.“Weser,”Bremen		G
78181 LCXY	**Ledaal** (*ex*Skudefjord–34, *ex*Skogland, *ss*Ham.2ndNo.3–11,23 *ex*Polcarne, D.F. 1*Dk*(*Irn*)2*trB*& *ex*Everingham) *deep framing*	3076 2855 1886	✠ 4,26	Shl ✠	*u*		1899 12mo	BlythS.B. Co.Ld. Blyth	D/SA/SLedaal(A. GowertOlsen&E. Gundersen,*Mgrs.*) *Cell DB a*108'	322·9 H111*t*F51*t* *uE&B*22' *f*128' 690*t*	47·0	22·4 FK	Stavanger Norwegian 6*BHCem* *APT*109*t*	T.3Cy.24",40"&65"–42" NDB20 281NHP 2SB,*6rf*,GS119,HS4325 Blair&Co.Ld.Stockton	24″10	N †
78182	**Lee An** (*ex*Kaimanawa–35, 4Mst *ex*JohnHeidmann) Sub.Sig. 1*Dk* *Cantilever framing*	2407 — 1257					1909	Flensburgr Schiffsb.Ges. Flensburg	AnKweaFeng	320·0 P24'B70'F29'	42·0	19·0	Chefoo Chinese *WB*	T.3Cy.21¼",35½"&59"–37½" 213NHP FlensburgerSchiffsb.Ges.		C
78183 XNFV	**Lee Cheng** Steel&Iron (*ex*KichirinMaru–34, *ss*Nag.No.3–3,02 *ex*Girin,*ex*Blairmount) 1*Dk*(*Irn*)& Wireless *Webframes Beams Irn*	1491 — 901	✠ 3,02	Nag ✠	*o*		1889 6mo	Sunderlnd S.B.Co.Ld. Sunderland	SunTeHsun	243·2 P29'Q53'	34·1	18·1 BK7"	Tientsin Chinese *WB*	T.3Cy.18½",30"&49"–33" 138NHP N.E.MarineEng.Co.Ld.Sld	17″ 6	
78184 150118 VPDY	**Lee Sang** (*ex*TeoPao) D.F. 2*Dks*	1655 1438 972					1907	Schiffsw.v. HenryKoch Lübeck	Indo-ChinaSteam Nav.Co.Ld.	265·8 P&B154'F40'	37·8	18·4	HongKong British *WB*	T.3Cy.20½",33½"&53⅓"–33½" 163NHP J.F.Ahrens,Altona	20″ 9 s 2″ 3 18″ 8½	
78185 XNFR	**Lee Shun** (*ex*YesanMaru–34, *ex*Burma) *ss*Kob.2ndNo.3–10,18 1*Dk*	3187 — 2313	✠ ... 6,20	✠			1893 6mo	W.Gray& Co.Ld. W Hartlepool	AnKweaFeng	324·9 Q127' *ptAwng dk*198'	41·4	23·9 BK10½"	Tientsin Chinese *WB*	T.3Cy.24$\frac{9}{32}$",38"&64"–42" 256NHP Cen.Mar.Eng.Wrks.WHpl	24″ 0	
78186 148831 GDXQ	**Leeds City** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk*	4758 4432 2884					1927	Wm.Gray &Co.Ld. Sunderland	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	400·5 F41'	54·3	25·6	Bideford British *WB*	T.3Cy.25",42"&70"–48" 339NHP Cen.Mar.Eng.Wrks.WHpl		C
78187 853 OFDU	**Leena** (*ex*Francine–39, *ex*Fredavore–39, *ss*Hfs.2ndNo.3–8,31 *ex*Thames) *ss*Sws.No.1–36 Wireless *Well deck* 1*Dk*(*ptIrn*&*ptStl*) *Cargo battens not fitted* &*deep framing*	1133 — 626	✠100A1 4,39 ~~BS2,39~~ 8,40	Cff ✠LMC MS12,39	*n*	CL 11,39	1905 9mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	LaivaO/YFennia S.S.Co.Ld.(John NurminenO/Y, *Mgr.*) *CellDB*60'	220·9 232·3(O.L.) Q75'B49'F23' *uE*17'*f*96'278*tFPT*	33·3	14·0 FK	Helsingfrs Finnish 4*BHCem* 49*tAPT*87*t*	T.3Cy.18",29½"&48¼"–33" 160lb *90lb* (*s*) 145NHP 1SB,*3pf*,GS62,HS2371 G.Clark,Ld.Sunderland	16″ 6 s 1″ 2½ 15″ 5	
78188 1133 ESRP	**Leeni** (*ex*Portos–37,*ex*Ilmari, *ex*Dordrecht) *ss*Tln.4thNo.3–7,38 *Well deck* 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	1842 1473 1129	✠100A1 7,38 MS9,37	Tln ✠LMC BS5,39	*r*	9,37	1891 8mo *Lloyd*	Wood, Skinner&Co. Newcastle '*sA&CP*	A.Laane,F.Baltser &J.Petermann *Cell*	274·5 Q101'B64'F31' *DBa*76'*uE*18'*f*112'	37·2	17·2 FK	Pärnu Estonian 4*BHCem* 320*tAPT*29*t*	T.3Cy.21¾",34"&56"–39"(*s*) 160lb 194NHP 2SB,*6pf*,GS88,HS2900 N.E.MarineEng.CoLdNwc	19″ 8 s 2″ 1 17″ 9	
78189 PFNS	**Leerdam** Ⓟ *ss*Rot.No.3–9,34 *ss*Rot.No.1–38 D.F. 2*Dks*(*Stl*)&*Shelter dk* Sub.Sig. (*Stl*–ws)	8815 5846 5407	✠100A1 *Shelter dk* *withfreeboard* 8,40 ~~11,39~~ ~~BS11,39~~ *Fitted for oil*	Sch Lon BS12,40 ✠LMC11,38 *fuel*	*c*† 10,21	CL ~~10,37~~ 8,40 *F.P. a*	1921 6mo *Lloyd* *bove* 1	NewWater -wayS.B.Co. Schiedam '*sA&CP* 50° F.	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*367'1544*t*	450·0 B91'F50'*onShelter* *dk* *M T* 27' 714*t* *D T a*	58·2	37·2 FK	Rottrdam Dutch *ptCem* 8*BHtoShdk* 30'682*tFPT*	3SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 215lb HS11308 880NHP 4SB(Spt),*12cf*,GS247 FD J.Brown&Co.Ld. 172*tAPT*86*t* Clydebank	40″ 0 s10″2¾ 30″ 3¼	
78190 DHUE	**Leesee** (*ex*RobertKöppen–33) 1*Dk*	2624 2240 1545					1922	Nüske&Co. Stettin	W.Schuchmann	322·9 len36 P28'B82'F35'	46·0	19·2	Bremrhvn German *WB*	T.3Cy.21$\frac{11}{16}$",33⅞"&55"–35" 176NHP GörlitzerMaschfbk.Görlitz		G
78191 XNDX	**Leetung** (*ex*SatsumaMaru) *ss*Yka.No.3–4,98 *ss*Yka.No.1–02 2*Dks*(1*Stl*–ws)&*Spar dk*(*Teak*)	1853 1245 1111	✠ 6,05	Yka ✠			1884 5mo	Napier, Shanks&Bell Glasgow	LeetungS.S.Co.Ld. (HweiTungS.SCo. *Mgrs.*)	265·5	35·7	18·4 26·0 BK9½"	Chefoo Chinese *WB*	C.2Cy.36"&68"–44" 267NHP J.Howden&Co.Glasgow	28″ 7	
78192 161213 MPJS	**Leeuwarden** *ss*Lon.No.2–38 Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *CruiserStern* E.S.D.	1209 861 538	✠100A1 *withfreeboard* 3,38 ~~BS3,39~~ ✠Lloyd'sRM	Lon BS4,41 ✠LMC3,38 C~~3,40~~2,41	*q*	CL ~~2,38~~ 4,41	1929 3mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellDB*202'301	245·5 B62' *tFPT*31*tAPT*15*t*	40·1	12·8 FK (	London British 5*BHCem* *Coll to Sh dk* 4 „ 2*nd* „	T.3Cy.21",34"&56"–36" (*s*) 200lb 304NHP 2SB,*8cf*,GS160,HS5834 AilsaS.B.Co.Ld.Troon)	14″ 9 s ″ 2 14″ 8½	
78193 KZAF	**Legazpi** *OilEng.* Wireless 1*Dk* *CruiserStern*	1179 894 676	✠ ... 2,38	HKg ✠	*o*		1937 5mo	HongK'ng &Whampoa DockCo.Ld. HongKong	LaNavieraFilipina Inc. *CellDB*	213·6 221·5(O.L.) F36' *uE*58 150*t* *FPT*34*t*	40·2	12·0 FK	Cebu Utd.States 4*BHCem* *APT*45*t*	Oil Engines 2S.C.SA 5Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 337NHP Akt.Burmeistr&Wain,Cpn	15″ 9	
78194 202311 WCDN	**Lehigh** (*ex*WilliamA.Rogers) *Mchy.Aft* 1*Dk* D.F.	6524 — 5101					1905	American S.B.Co. Lorain,O.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)	525·0	55·0	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP AmericanS.BCo.Cleveland		R
78195 218450 KINM	— *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Webframes*	4983 4740 3046	✠ ... 6,20	✠			1919 7mo	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0 P39'B122'F43'	54·2	27·6 FK	Phildlphia Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32″ 0	R †
78196 LDRL	**Leiesten** *OilEng.* *ss*Osl.No.2–39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Strengthened for Navigation in Ice*	6118 5412 3561	✠100A1 ~~9,40~~ ~~3,40~~ 4,41 ~~DBS9,39~~ 9,40 *CarryingPetr*	Mch NYk ✠LMC12,37 *oleum*	*z* *in*	CL 3,40 *bulk*	1930 11mo *Lloyd*	Armstrong Whitworth &Co.(Ship- builders)Ld. Newcastle '*sA&CP*	SkibsA/S Leiesten (Rafen&Loen- nechen) *CellDBuE*56' 171*t*	396·2 408·0(O.L.) P97'B29'F36' *Trunk*238' *DTf*34'523*tFPT*1	55·1	32·3 FK	Tönsberg Norwegian 14*BHptCem* (9 *to U dk* 5 „ 2*nd* „) 35*tAPT*121*t*	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 583NHP 2DB*180lb* Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7″ Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. Ref. Trade
78197 LJSI	**Leif** *OilEng.* Wireless D.F. 1*Dk&Shelter dk* *CruiserStern*	1532 1220 851					1937	Akt.Lindholmens Varv Gothenburg	**D/SA/SLaly (C.T.Gogstad&Co.** *Mgrs.*)	285·4	42·3	16·3	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{5}{16}$"–35$\frac{7}{16}$" 398NHP SulzerBros.Ld.Winterthur		N
78198 145877 GBZV	**Leighton** **TwinSc** *OilEng.* D.F. *ss*Liv.No.3–4,34 *ss*Liv.No.1–39 2*Dks(Stl)&Shelterdk(Stl)* *CruiserStern*	7412 6874 4485	✠100A1 *Shelter dk* *withfreeboard* 7,40 ~~3,40~~ ✠LMC CS10,39 DBS2,40 9,39	Gls Mch	*a*†	CL P4,38 S5,39	1921 10mo *Lloyd*'*sA&CP*	A.McMillan&Son Dumbarton	**Lamport&Holt Line,Ld.** *CellDB*353'1108*tDTa*42'804*tFPT*120*tAPT*79*t*	430·1 F37' *onShelterdk* FK	56·2	34·9	**Liverpool** British *ptCem* 7*BHtoSh dk* 1 " " *U* "	Oil Engine 4S.C.SA 12Cy.26$\frac{3}{4}$"–39$\frac{3}{8}$" 810NHP DB*100lb* Harland&Wolff,Ld.Gls.	37 ″ 6 s 9 ″ 2½ 28 ″ 7	
78199 LCSK	**Leikanger** *Fitted for oil fuel* 1*Dk&Shelter dk*	4003 3625 2483					1923	Lithgows' Ld. PortGlasgow	**Westfal-Larsen&Co.A/S**	375·3 P104*t*H244*t*F30*t*	52·3	23·9	**Bergen** Norwegian *WB*	T.3Cy.26",42"&70"–48" 339NHP J.G.Kincaid&Co.Ld.Grk.		N
78200 164343 ~~MLX~~ GCGZ	**Leinster** Ⓟ **TwinSc** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	4303 1960 2321	✠100A1 *withfreeboard* ~~3,40~~ ~~5,39~~ 6,41 ✠LMC11,37 DBS6,41 *For Irish Channel Service*	Liv		OG	1937 11mo *Lloyd*'*sA&CP*	Harland&Wolff,Ld. Belfast	**CoastLinesLd.**	353·0 367·0(O.L.) P59'B186'F43' *Forward*B22'	50·2 52·5	14·6 FK	Liverpool British 8*BHptCem* *CellDB*258'	Oil Engines 2S.C.SA 20Cy.19¼"–35$\frac{7}{16}$" 1347NHP DB*80lb* Harland&Wolff,Ld.Bel. 644*tDTf*10'43*tAPT*52*t*	19 ″ 0 s 3″11¼ 15 ″ 1¼	
78201 DOTS	**Leipzig** Ⓟ *OilEng* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	5898 4593 3419					1938	Deutsche Sch-u-Mschb. A.G.Weser Bremen	**Norddeutscher Lloyd**	436·7 P21'B&F399' *Upper*F39'	56·3	24·4	**Bremen** German *WB*	Oil Engines 2S.C.DA 10Cy.20$\frac{7}{8}$"–29$\frac{1}{2}$" 1529NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
78202 DAKN	— (*ex*Gertrud) 1*Dk*	795 552 476					1899	Flensburgr Schiffsb.Ges. Flensburg	**Rud.Christ.Gribel**	199·1 B106'F21'	29·0	12·0	**Stettin** German *WB*	T.3Cy.14$\frac{5}{8}$",20$\frac{7}{8}$"&32½"–22" NE20 NB13 39NHP Schiffs w.u.Maschf A.G. Hamburg		G
18/40 40 78203 167527 ~~OYUC~~ GLMJ	**Leise Mærsk** *OilEng.* *ss*Cpn.No.3–4,28 *ss*Rot.No.2–36 D.F. 1*Dk(Stl)&Shelterdk(Stl)*	3136 2915 ~~1898~~ 1896	✠100A1 *Shelter dk* *withfreeboard* 9,39 ✠LMC CS2,36 DBS~~6,39~~6,40 5,38	NYk		CL 9,39	1921 8mo *Lloyd*'*sA&CP*	Skbvdsv/d A.P Möller Odense	Ministry of Shipping(Burnett S.S.Co.Ld.*Mgrs.*) *CellDBa*86'*uE*38'*f*136'619*tFPT*51*tAPT*60*t*	320·2 334·6(O.L.) F32'*onShltrdk* len32 FK *Collision*	44·2	26·2	London British *ptCem* *BHto Sh dk* 4 " " *U* "	Oil Engines 4S.C.SA 6Cy.24$\frac{1}{16}$"–51$\frac{3}{16}$" 355NHP DB*50lb* Akt.Burmeistr&Wain,Cpn	28″11 s 6″10½ 22 ″ 3	
78204 LJGJ	**Leiv Eiriksson** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. GyC. *Carrying Petroleum in bulk*	9952 9191 5895					1936	Bremer Vulkan Vegesack	**A/SLaboremus (T.Dannevig&Co.** *Mgrs.*)	492·9 P113'F74'	66·1	36·4	**Oslo** Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$"–43$\frac{5}{16}$" 1167NHP BremerVulkan,Vegesack		N
78205 LEIW	**Leka** (*ex*Hitberwood) *ss*Mdb.No.1–26 Wireless *Well deck* 1*Dk*	1599 1367 973	✠ … 12,31 ✠				1922 11mo	J.S.White &Co.Ld. Cowes	**D/S A/S Laly (C.T.Gogstad&Co.** *Mgrs.*)	256·3 Q92'B59'F27' FK	40·3	15·9	**Oslo** Norwegian *WB*	T.3Cy.19",32"&52"–36" 200NHP J.S.White&Co.Ld.Cowes	18 ″ 2	N †
78206 PFOF	**Lekhaven** *ss*Rot.No.3–12,33 D.F. *ss*Rot.No.1–38 1*Dk(Stl)&Shelter dk(Stl)*	*4802* *4631* *2987*	✠100A1 *Shelter dk* *withfreeboard* ~~5,41 11,39~~ ✠LMC MS8,37 BS~~4,39~~2,40	Ant ~~Ron~~Hul	*x*	CL ~~4,39~~ ~~9,40~~ 5,41	1921 5mo *Lloyd*'*sA&CP*	W.Dobson &Co. Newcastle	**N.V.Gebr.Van Uden'sScheepv.en ArgentuurMaats.** *CellDB*313'960*t*	359·9 FK *Collision* *FPT*100*tAPT*87*t*	52·0	31·5	**Rottrdam** Dutch *ptCemptAsp* *BHtoShdk* 5 " " *U* "	T.3Cy.25",41"&69"–48" (*s*) 180lb 401NHP 3SB,*9cf*,GS174,HS6678 N.E.MarineEng.CoLdNwc	34 ″ 0 s 8″11¾ 25 ″ 3	
78207 2085 IPQH	Now "Carlo Croce" see No 87620 in Supplement **Lello** (*ex*LuigiBoer-36, **Iron** *ex*Huguette,*ex*Ville *ss*Dnk.3rdNo.3–3,20 deDunkerque, *ss*Dnk.No.1–24 *ex*EmmaHenriette) 1*Dk&Spar dk3trB*	1384 — 804	✠ … 10,25				1889 3mo	J.deDecker Gz. Antwerp	**RiccardoTelesio fuAgostino**	256·1 245·7 ND05	32·0	20·4 BK8"	**Genoa** Italian *WB*	T.3Cy.18½",30"&48"–33" NB99*refitted*8,21 142NHP WllsndSlpwy.Co.Ld.Nwc.	24 ″ 0	I †
78208 PKEZ	**Lematang** (*ex*Willem vanDrielSr.) 1*Dk*	2512 2242 1476					1915	A.Vuijk&Zonen Capelle a/d Ysel	**Koninkl.Paketv. Maats.**	301·8 P22'B67'F23'	45·3	20·0	**Batavia** Dutch *WB*	T.3Cy.22½",37"&62"–39" 240NHP Maats.deSchelde,Flushing		V
78209 421 IBNS	**Leme** Ⓟ **TwinSc** *OilEng.* *Ref.Mchy.* *ss*Mfl.No.3–8,38 D.F. 1*Dk(Stl)&Shelter dk(Stl)* GyC. *2nd dk(Stl)in forward holds*	8059 6711 4977	✠100A1 *Shelter dk* *withfreeboard* 10,39 ✠LMC8,38 ✠NE8,38 DBS6,39 ✠Lloyd'sRMC3,40	Mfl	*b*†	CL PN8,38 S6,39	1925 10mo *Lloyd*'*sA&CP*	Stabilmnto Tecnico Trieste	**"Italia"Soc.Anon. diNav.** *CellDB*362'1412*tDTa*1090*t*	467·6 (O.L.) 450·0 FK B205'F41' *FPT*133*tAPT*67*t*	57·2	31·5	**Trieste** Italian 9*BHptCem* (8 *to Sh dk* 1 " *U* ")	Oil Engines 2S.C.SA 12Cy.26¾"–43$\frac{5}{16}$" 1500NHP 2DB*180lb&100lb* Soc.An."Fiat"S.G.M. Turin	35 ″ 0 s7 ″ 8½ 27 ″ 6	
78210 152647 VGTM	**Lemoyne** (*ex*Glenmohr) *Mchy.Aft* 1*Dk* D.F. *pt.Longitudinal framing*	10480 9859 7503					1926	Midland S.B.Co.Ld. Midland,Ont.	**CanadaSteamship Lines,Ld.**	621·1 F48'	70·2	25·4	**Midlnd Ont** British *WB*	T.3Cy.25½",41½"&72"–48" E*built*18 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		CR
78211 215535 WJCS	**Lemuel Burrows** (*ex*Deepwater) *ss*Bos.No.3–5,29 D.F. *ss*Bal.No.2–38 1*Dk(Stl)&Web frames* *Cargo battens not fitted*	7610 6601 4787	✠100A1 5,40 ~~5,30~~ BS~~5,39~~ 5,40 ✠LMC6,37 *Fitted for oil fuel* 10,17 *F.P. above* 150° F.	Bal	*c*†	CL 5,39	1917 10mo A&CP	NewYork S.B.Corp. Camden,N.J	**KoppersCoalCo. (MysticS.S.Co.** *Mgrs.*) *CellDB*386'2253*t Topside tanks*1868*t FPT*205*t APT*140*t*	437·2 P28'B72'F32' FK	63·7	33·7	**Boston** Utd.States 7*BHCem*	T.3Cy.25",45"&75"–51" (*r*) 195lb 629NHP 3SB,*12cf*,GS220,HS9600 FD NewYorkS.B.Corp.	37 ″ 3 s 9 ″ 1½ 28 ″ 6	
78212 8439 SDNA	**Lena** 1*Dk&Shelter dk* *Strengthened for navigation in ice* *CruiserStern* *Butts of bottom shell & deck plating electrically welded*	~~1820~~ *1937* *1424* *1037*	✠100A1 *withfreeboard* 7,40 ✠LMC7,40 ~~(ClassContem plates)~~ *Fitted for oil fuel* 7,40 *F.P. above* 150°F.	Osl		CL	1940 7mo	Fredrkstad MekVrksA/S Fredrikstad	**Rederiaktiebolaget Kare (E.Brodin,** *Mgr.*) *CellDB*229'546*t Tanks at sides of tunnel* 18'55*tFPT*80*tAPT*91*t*	~~304·4~~ 304·5 315·8(O.L.) FK	44·2	~~15·6~~ 15·5	**Stockholm** Swedish 5*BH* (*Coll to Sh dk* 4 " *2nd* ")	C.4Cy.(2)15¾"&(2)37$\frac{13}{16}$"–34$\frac{7}{16}$" (*s*) 277NHP 220lb FD 2SB(Spt)*6cf*,GS98,HS4117 FredrikstadM.V.A/S Fredrikstad	19″1 s ″ 6¾ 18 ″ 9	
78213	— (*ex*Navarinon-39, *ex*Stancliffe-38, *ss*Cff.No.3–4,26 *ex*Drakelow-37, *ss*Bly.No.2–35 *ex*BromptonManor-36, 1*Dk(ptIrnptStl)* *ex*Warszawa,*ex*Aydon, *Mchy.Aft* *ex*Charity,*ex*Jet,*ex*Aydon) *Well deck* (TORPEDOED & BEACHED 3,38—NOW IN PORT)	*1735* *1293* *1021*	✠ 11,37 ✠	Cff	*q*		1914 4mo	BlythS.B. &D.D.Co.Ld. Blyth	**JeanA.Mylonas** *CellDBuE&B*41'*f*172'482*t FPT*130*t APT*25*t*	255·0 PonQ61'Q144'B14' F29' FK	38·3	17·0	Greek 4*BHCem*	T.3Cy.19",33"&54"–36" 224NHP 2SB,*6pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld.	19 ″ 6	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. 3 Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78214 UOYN	**Lena** (*ex*Kralingen-34) Wireless 1*Dk*	1459 1177 800					1917	L.Smit& Zoon Kinderdijk	U.S.S.R.	237·9 P23'B56'F25'	36·0	16·7	Archangel Russian *WB*	T.3Cy.17½",29$\frac{1}{10}$"&46"-36½" 127NHP L.Smit&Zoon,Kinderdijk		
78215 PFOJ	— *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	383 227 181					1938	Bodewes' Scheepswrvn Martenshoek	ZeevaartMij "ZaandamI"	136·9 P35'Q45'F24'	24·8	8·7	Zaandam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		V
78216 220589 KDED	**Lena Luckenbach** (*ex*Eastern Soldier) *ss*Mob.No.3-8,32 D.F. *ss*Mob.No.1-36 GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5238 — 3207	✠100A1 *Shelter dk* *withfreeboard* 7,40 ~~12,39~~ MS1,36 *Fitted for oil fuel* 6,20 *F.P. above*150° F	Mob Sea ✠LMC BS1,40	*a*†	CL 7,39	1920 6mo	Harima DockyardCo. Harima A&CP	LuckenbachS.S.Co *CellDB*366'1104*t*	425·0 *FPT*140*tAPT*196*t*	53·6	34·9 FK *Collisi*	NewYork Utd.States *ptAspptCem* *nBHtoSh dk* 6 „ „ *U* „	T.3Cy.27",45¼"&75¼"-51" &LPTurbine with DRgearing&hydraulic coupling 200lb (*s*) 669NHP 3SB,*9cf*,GS185,HS8331 FD KobeSteelWorks.Ld.Kobe	29 ″ 0 s 3 ″ 6½ 25 ″ 8¼	
91/40 78217 LJOJ	**Lenda** (*ex*Lenfield-37) *OilEng.* D.F. *ss*Nwc.No.3-6,37 1*Dk*(*Stl*)	4005 3599 2409	✠100A1 11,39 DBS12,39 ✠LMC6,37 ✠LMC(M)12,39	Ant	*w*	CL 11,39	1924 12mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's*A&CP	LeifErichsens RederiA/S(Leif Erichsen,*Mgr.*) *CellDB*	361·2 P36'B122'F31' 316' 1068*t FPT* 95*t*	51·3	24·1 FK	Bergen Norwegian 6*BHptCem* *APT*155*t*	Oil Engines 2S.C.SA 4Cy.24"-50" 398NHP 2DB*125lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	26″10 s 4 ″ 9 22″3½	
78218 2078 IPGI	**Leneo** (*ex*Giannutri-36, *ex*Elba,*ex*ElbaII,*ex*Elba) *Fitted for oil fuel* 1*Dk*	345 300 176					1912	Fratelli Orlando&Co. Leghorn	GiacomoClerici	165·6 154·1 P34'F40'	23·1	12·4	Genoa Italian *WB*	T.3Cy.10⅝"16$\frac{15}{16}$"&27$\frac{9}{16}$"-15¾" NE22NB36 30NHP Ganz&Co.Ld.Budapest		I
78219 UNZP	**Lenin** (*ex*St.Alexandre Nevsky) TrpSc *ss*Kel.No.1-22 (*Icebreaker*) (*Two screws aft & one forward*) 1*Dk*(*Stl*)&*Awng dk*(*Stl*-teak s) &*Web frames*	3828 3583 1310	✠ 12,23 ✠	Kel	*v*		1917 6mo	Armstrong Whitworth &Co.Ld. Newcastle	U.S.S.R. *CellDBu E&B*171' *'tween dk*	281·0 584*t Side trimming* *tanks*22'85*t FPT*19	63·9	32·8 FK	Archangel Russian 6*BHCem* *tanks*95'872*t* 9*t APT*247*t*	T.9Cy.24½",38"&61"-39" 1038NHP 8SB,*24cf*,GS484,HS18696 FD WllsndSlpwyCo.Ld.Nwc.	23 ″ 3	
78220 109 UOLZ	— Ⓟ (*ex*Simbirsk) *ss*Nag.No.2-18 2*Dks Lower dk*(*Stl*)& *Spar dk*(*Stl*-teak s)	2713 1692 1356	✠ 10,22 ✠	Kob	*u*		1909 9mo	F.Schichau Danzig	U.S.S.R. *CellDB*	311·1 *a*44' *u E&B*	41·5	28·2 FK	Odessa Russian 5*BHCem*	T.3Cy.25½",43$\frac{3}{10}$"&70$\frac{9}{10}$"-47½" 584NHP 4SB,*12cf*,GS223,HS8978 F.Schichau,Elbing 96'*f*92'304*tFPT*23*tAPT*12*t*	30 ″ 8	
78221 66	— IronPad (*ex*Skory) 1*Dk*	409 — 243					1880	Mayer Linz	U.S.S.R.	190·0	23·5	9·0	Odessa Russian	C.2Cy.31"&51"-48" 150NHP Escher,Wyss&Co.Zurich		
78222 UNYI	**Leningrad** (*ex*KrasnyPetrograd, *ex*Linell,*ex*Marian) *ss*Lth.2ndNo.3-5,14 *Well deck* 1*Dk*(*Irn*)&*Web frames*	1783 1325 1043	✠ 10,19 ✠	Lth	*r*		1889 9mo	Irvine&Co. W Hartlepool	U.S.S.R.	273·9 P29'Q76'B112'F37'	37·1	16·7 BK9½" Cell	Odessa Russian 4*BHCem* *DB*232'457*t*	T.3Cy.21",34"&56"-36" NB29 187NHP Blair&Co.Ld.Stockton	19 ″ 5	
78223 145525 CYLT	**Lennox** (*ex*Glenlinnie) *Mchy.Aft* 1*Dk*	1904 1575 1121					1923	Swan,Hunter&Wigham Richardson, Ld Newcastle	CanadaSteamship Lines,Ld.	252·0 Q100'F35'	42·5	18·0	Montreal British *WB*	T.3Cy.16",26½"&44"-33" 111NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
78224 PFOK	**Leny** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	343 261 167					1937	Gebr.van Diepen Waterhuizen	G.deGroot	136·3 P37'F17'	24·6	9·7	Kampen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
54/41 78225 LDLW	**Leo** *Ref.Mchy* 2*Dks* Wireless D.F.	1367 1314 791					1924	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	DetBergenske Dampskibsselskab	231·4	34·2	21·8	Bergen Norwegian *WB*	T.3Cy.18",30"&50"-33" 144NHP Atel.&Ch.de la SeineMarit. LeTrait(S.I.)		N
78226 OHWE	— (*ex*Landes-34) Wireless D.F. 2*Dks*	1243 1055 505					1920	Hawthorns &Co.Ld. Leith	FinskaÅngfartygs A/B	256·5 245·2	39·0	15·8	Helsngfors Finnish *WB*	T.3Cy.21½",35"&59"-39" 217NHP Hawthorns&Co.Ld.Leith		C
10/40 78227 145059 MKFY	— (*ex*Spes) *ss*Hul.2ndNo.3-11,33 *Well deck* 1*Dk*(*Stl*)	1140 930 637	100A1 Examined 3,40 MS11,33	Hul LMC BS3,40		OG 5,38	1908	Stettiner Oderwerke Stettin *Lloyd's*A&CP	Ellerman'sWilson Line,Ld. *C*	225·7 Q75'B98'F29' *ellDB*178'360*tFPT*	35·4	14·4 FK	Hull British 4*BHAsp* 67*tAPT*27*t*	T3Cy.17",27$\frac{11}{32}$"&43$\frac{9}{16}$"-31½" 185lb (*s*) 128NHP 2SB,*4cf*,GS67,HS2100 StettinerOderwerke	17 ″ 1 s ″ 9¾ 16 ″ 5	
108/40 78228 821 ESDL	**Leola** (*ex*Ita-35, *ex*SvendLarsen,*ex*Mjölnir,*ex*Traag) Iron 1*Dk*	499 424 266					1884	Rostocker Akt.Ges. Rostock	L.Aulik	161·0 Q44*t*B76*t*H8*t*F13*t*	26·2	12·1	Tallinn Estonian *WB*	C.2Cy.20"&35½"-27½" NB96 55NHP RostockerA.G.Rostock		V
78229 650 SZKT	**Leon** Ⓟ (*ex*Eneo,*ex*Sarajevo, *ex*Pannonia) *ss*Fiu.2ndNo.3-7,22 *Well deck* Wireless 1*Dk*2*trB*	968 — 546	✠ ... 1,27 ✠				1896 8mo	Wigham Richrdsn&Co Newcastle	LakonikiStm.Nav. Co.	220·0 P140'F48' &*pt Shade dk*	29·2	14·4 BK7½"	Piræus Greek *WB*	Q.4Cy.17",24",36"&52"-36" 203NHP WighmRichrdsn&Co.Nwc	15 ″ 1	
179/40 78230 165981 ~~FOLT~~ GMLJ	**Léon Martin** *OilEng.* *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	1951 1515 954					1936	Ch.&Atel. deSt Nazaire (Penhöet)SA Gd.Quevilly	Ministry of Shipping(Anglo-AmericanOilCo. Ld.(R.A.Carder) *Mgrs.*)	252·3 P73'F28'	~~46·0~~ 46·1	17·1	Glasgow British *WB*	Oil Engines 2S.C.SA 5Cy.20½"-27$\frac{9}{16}$" 369NHP Chantiers dePenhöet,St.N.		V
78231 EAQX	**Leon y Castillo** Ⓟ *ss*La.P.No.3-5,25 *ss*La.P.No.2-33 Wireless 1*Dk*&*Shelter dk*(*Teak*)	*871* *478* *486*	✠100A1 *Shelter dk* *withfreeboard* 10.33 NO LATER	LaP ✠LMC8,37 SURV	*m* EY	CL 8,37 REPO	1912 3mo RTED	W.Harkess &Son,Ld. Middlesbro' *Lloyd's*A&CP	Cia.Trasmediter-ránea *Cell DBa*33'	210·0 *Bon Shelter dk*72' *uE*17'*f*95'160*tFPT*	30·0	10·2 FK	SantaCruz Spanish 5*BHCem* 14*tAPT*13*t*	T.3Cy.16½",27"&44"-28" (*s*) 180lb 140NHP 2SB,*4cf*,GS74,HS2561 MacColl&Pollock,Ld.Sld.	12 ″ 3 s ″ 6½ 12 ″ 1	
78232 201959	**Leonard C. Hanna** D.F. *Mchy.Aft* 1*Dk*	6356 — 4922					1905	American S.B.Co. Cleveland,O.	MahoningS.S.Co. (Bethlehem Transpn.Corp. *Mgrs.*)	504·0	54·0	30·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"-42" 257NHP DetroitS.B.Co.Detroit		R

Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
78233 7040 SFHI	**Leonardia** (*ex*SheafField) *ss*Mmo.2ndNo.3–1,32 *ss*Hpl.No.1–37 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1583* *1425* *933*	✠100A1 Exhausted 4,41 Brw ✠LMC MS1,37 ~~BS3,39~~ 8,40	~~Hpl~~	*q*	CL 1,37	1906 7mo *Lloyd*	BlythS.B. Co.Ld Blyth '*sA&CP*	**Rederi A/B Jonstorp(F.L.Hall,** *Mgr.*) *Cell DBa*84'*uE&B*30' *f*102' 424*t FPT*53*t APT*20*t*	258·9|37·0|18·1 P23'B58'F30' FK	Jonstorp Swedish 4*BHCem*	T.3Cy.19",30"&48"–36" (*s*) 180lb *80lb* 159NHP 1SB,4*pf*,GS71,HS2584 J.Dickinson&Sons,Ld.Sld.	20 ″ 5 s 2 ″ 8½ 17 ″ 11	
78234 1306 IBPS	**Leonardo da Vinci** Ⓟ **TwinSc** *Fitted for oil fuel* **D.F.** 2*Dks*&*Shelter dk*	7515 — 4205					1925	Ansaldo SanGiorgio Spezia	**LloydTriestino Soc.Anon.diNav.**	447·2|52·5|36·0 27·9	Genoa Italian *WB*	6 Steam Turbines DR geared to 2Sc.Shafts AnsaldoSampierdarena		I
78235 59 IPGU	**Leonardo Palomba** (*ex*Stanton) *ss*Shl.2ndNo.3–7,24 *Well deck* *ss*Shl.No.1–28 1*Dk*&*Web frames*	1110 879 642	✠ ... 1,32 ✠				1899 8mo	Strand SlipwayCo. Sunderland	**LeonardoPalomba**	222·4|35·1|14·3 212·0 FK P17'Q44'B46'F23'	Torre del Greco Italian *WB*	T.3Cy.17½",28"&47"–33" 154NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 5	I †
78236 LEIY	**Leonhard Nilsen** (*ex*Patrick) *Mchy.Aft* 1*Dk*	617 479 332					1918	Rosenb'rgs Mek.Verkstd Stavanger	**A/S Nordlandslinjen(O.Jacobsen,** *Mgr.*)	170·3|28·1|12·3 P56'F26'	Harstad Norwegian *WB*	T.3Cy.12",20"&33"–24" 58NHP BergensMek.Verkstd.Bgn		N
78237 164286 GYSQ	**Leonian** **D.F.** 1*Dk*&*Shelter dk* *CruiserStern*	5424 4447 ~~[illegible]~~ 3197	✠100A1 *withfreeboard* 3,40 ✠LMC4,36 *Carrying vegetable oil in deep tank* *Fitted for oil fuel* 8,37 *F.P. above* 150° F.	Lon	*a*† 2½	CL 7,39	1936 4mo *Lloyd*	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G '*sA&CP*	**UnitedAfricaCo. Ld.** *CellDB*337'1058*t DTa*25'830*tFPT*226*t APT*205*t*	417·5|57·7|23·6 433·0(O.L.) F43' FK	Liverpool British 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd* „)	T.3Cy.21⅝",35⅟₁₆"&57⅟₁₆"–39⅜"&1LPturbine withDR gearing and hydraulic coupling 220lb FD (*s*) 350NHP 2SB(Spt)6*cf*,GS100,HS4476 DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.	25 ″ 8 s1 ″ 11½ 23 ″ 10½	
78238 UNGT	**Leonid Krasin** (*ex*Brann,*ex*Stavn, *ex*Brager) 1*Dk*	1840 1643 1152					1913	Fredrkstad Mek.Værks. Fredrikstad	**U.S.S.R.**	265·3|42·2|17·9 P32'B71'F29'	Archangel Russian *WB*	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		
78239 253 SVVP	**Leonidas** (*ex*Bellorado–37) *ss*Cff.No.2–37 **D.F.** 2*Dks*(*Stl*)	*4573* *4327* *2902*	✠100A1 4,40 ~~3,40~~ ~~BS6,39~~ 7,40 ✠LMC2,37	Bal	*y*	CL 3,40	1928 9mo *Lloyd*	Lithgows Ld. PortGlasgow *sA&CP*	**Th.L.Boyazides (Th.L.Boyazides &Co.**\ *Mgrs.*) *Intermediate 'Tween dk BH in after hold dispensed with* *Cell DB*331' 1012*t DTa*30'784*t APT*16*t*	385·0|52·0|26·6 398·0(O.L.) P33'B112'F44' FK	Andros Greek *ptCem* 4*BH to U dk* 2 „ „2*nd* „	T.3Cy.25",42"&70"–48" (*s*) 200lb 471NHP 3SB,9*cf*,GS161,HS6786 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 3½ 23 ″ 11½	
78240 135 SVVZ	**Leonidas M.** (*ex*Bellucia–37) *ss*Shl.No.2–37 **D.F.** 2*Dks*(*Stl*)	*4573* *4327* *2902*	✠100A1 ~~3,40~~ 11,40 ✠LMC MS4,37 ~~BS6,39~~ 8,40	Msl Bal	*y*	CL ~~3,40~~ 11,40	1929 1mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	**C.N.Michalos& J.C.,N.C.&A.C. Hadjipateras (C.Hadjipateras& Sons,** *Mgrs.*) *Intermediate 'Tween dk BH in after hold dispensed with*	385·0|52·0|26·6 P33'B112'F44'	Chios Greek *ptCem* 4*BH to U dk* 2 „ „2*nd* „ *Cell DB*331' 1012*t DTa*30'784*t APT*16*t*	T.3Cy.25",42"&70"–48" (*s*) 200lb 477NHP 3SB,9*cf*,GS138,HS6789 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 3½ 23 ″ 11½	
26/40 78241 228 SVHF	**Leonidas M. Valmas** (*ex*Germania–36,*ex*LeonidasM. Valmas–35,*ex*Gerano–34,*ex*Stern) 1*Dk*	*2080* *1403* *1249*					1914	Stettiner Oderwerke Stettin	**M.L.Valmas**	258·3|40·5|16·2 P32'Q75'B&F164'	Andros Greek *WB*	T.3Cy.20½",31½"&51⅛"–35⅝" 156NHP StettinerOderwerke		C
78242 239 SVIN	**Leonidas N. Condylis** (*ex*Branksome Chine–35,*ex*Aurora–34, *ex*Swiftway,*ex*Arachne) *ss*Pir2ndNo.3–6,38 1*Dk*(*Stl*) **D.F.** *Cargo battens not fitted*	*3923* *3631* *2484*	✠100A1 2,41 ~~6,38~~ ✠LMC MS6,38 ~~BS1,39~~ ~~7,40~~ 2,41	Pir Mch	*w*	CL 6,38	1912 10mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	**D.L.Condylis** *CellDBa*117' *uE*25' *f*158' 925*t APT*78*t*	360·0|49·1|25·6 P27'B105'F35' FK	Andros Greek 6*BHCem*	T.3Cy.25",40½"&67"–45"(*s*) 180lb 337NHP 2SB,6*cf*,GS132,HS5323 Cen.Mar.Eng.Wrks.WHpl	28 ″ 0 s 5 ″ 1½ 23 ″ 0½	
27/41 78243 200 SVQX	**Leonidas Z. Cambanis** (*ex*Littleton, *ex*Harpalyce, *ex*Shannonmede, *ex*Linmore,*ex*Llanover) *ss*Hul.No.3–1,29 *ss*Gls.No.2–37 1*Dk*(*Stl*) *Cargobattens not fitted in No.3 Hold&bridge cargo spaces*	*4274* *4020* *2671*	✠100A1 6,40 ~~11,39~~ ✠LMC MS11,36 ~~BS11,39~~ 1,41	Hul Bkn	*y*	CL ~~11,39~~ 6,40	1917 5mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland '*sA&CP*	**Heirs of the late L.Z.Cambanis** *CellDB*338'1193*tFPT*110*t APT*77*t*	390·0|53·3|23·5 P40'B244'F35' FK	Andros Greek 6*BHCem*	T.3Cy.25½",45"&74"–48"(*s*) 180lb 475NHP 3SB,9*cf*,GS178,HS8197 Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 0 s 3 ″ 5½ 22 ″ 9	
78244 DHOZ	**Leontes** 1*Dk*	338 292 180					1920	Schiffs.-u Dckbauwerft Flender Lübeck	**Flensburg-Ekensunder Dampfsch. Ges.(Vereinigte Flensburg-Ekensunder u.Sonderburger Dampfsch. Ges.** *Mgrs.*)	139·1|22·5|11·8 B34'F20'	Flensburg German *WB*	C.2Cy.14¾"&22⅞"–15¾" 17NHP G.SeebeckA.G. Wesermünde-G.		G
78245 920 SVVX	**Leontios Teryazos** (*ex*Tarantia–37, *ex*Kirkfield) **D.F.** *ss*N.Yk.No.3–7,20 2*Dks*	4479 — 2856	✠ ... 9,22 ✠				1911 7mo	Russell& Co. PortGlasgow	**Th.L.Teryazos**	400·0|51·9|26·9 P47'B119'F46' FK	Piræus Greek *WB*	T.3Cy.26½",44"&72"–48" 488NHP D.Rowan&Co.Glasgow	29 ″ 6	C †
129/40 78246 77 IBVF	**Leopardi** (*ex*Gambia–33) *ss*Ham.No.3–9,28 *ss*Fiu.No.2–37 2*Dks*(*Stl–Uws*)	3298 2955 1970	✠100A1 10,39 ✠LMC MS10,36 BS4,39	Fiu	*v*	CL N11,38	1915 10mo *Lloyd*	TyneI.S.B. Co.Ld. Newcastle '*sA&CP*	**"Tirrenia"Soc. Anon.diNav.** *CellDBa*96'*uE* 25' *f*149'741*tFPT*129*t APT*93*t*	349·7|48·6|22·6 336·9 P36'B108'F41' FK	Genoa Italian 6*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 429NHP 2SB(FD),1AuxSB, 6*cf*&2*pf*,GS152,HS6484 N.E.MarineEngCoLdNwc	25 ″ 0 s 4 ″ 0½ 21 ″ 2	
78247 OODA	**Léopold II** *ss*Ant.2ndNo.3–9,33 *ss*Ant.No.1–38 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	*2902* *2742* *1851*	✠100A1 *Spar dk* 11,39 BS2,40 ✠LMC12,37	Ant	*v*	CL 11,39	1906 3mo	W.Dobson &Co. Newcastle A&CP	**Cie.RoyaleBelgo-Argentine** (AgenceMaritime Internationale S.A.*Mgrs.*) *WB=CellDBa*102'*uE&B*44' *f*140'619*tAPT*44*t*	331·2|44·2|16·2 24·2 P27'B96'F38' FK	Antwerp Belgian 5*BHCem*	T.3Cy.23½",39"&66"–45" (*s*) 180lb 312NHP 2SB,6*cf*,GS129,HS4770 N.E.MarineEng.CoLdNwc	26 ″ 6 s 4 ″ 9½ 21 ″ 10½	
78248 FOQD	**Leopold L. D.** Sub.Sig. **D.F.** **GyC.** *OilEng.* *CruiserStern* 2*Dks*	5267 4632 3126					1933	Götaver-kenA/B Gothenburg	**Louis-Dreyfus &Cie.**	428·2|56·6|25·7 F35'	Dunkirk French *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"–59⅟₁₆" 653NHP GötaverkenA/B.Got.		V
78249 120 ONLB	**Leopoldville** Ⓟ **TwinSc** *ss*Ant.No.2–37 Sub.Sig. 3*Dks*(*Stl–Weather dk teaks*) *Ref.Mchy.* **GyC.** *CruiserStern* **D.F.**	*11509* *8305* *6941*	✠100A1 *withfreeboard* 11,40 ~~11,39~~ BS1,40 ✠LMC1,37 ✠Lloyd'sRMC3,40 *Fitted for oil fuel* 8,32 *F.P. above* 150° F. *Carrying Palm Oil in deeptank forward*	Ant Liv	*f*†	CL ~~11,39~~ P11,40 S11,39	1929 8mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken '*sA&CP*	**Cie.Maritime Belge(LloydRoyal) Soc.Anon.(Agence MaritimeInternationale,** *Mgrs.*) *CellDB*401'1596*t FPT*117*t APT*106*t*	501·8|62·2|35·0 len37 FK B144'F98' 7*BH to Weather dk pt Cem*	Antwerp Belgian	Q.8Cy.23⅞",33⅜",48⅟₁₆"&68⅜"–48⅟₁₆"&LP Turbines withDRgearing&hydraulic couplings 216lb (*s*) FD 1225NHP 6SB(4Spt),18*cf*,GS400, HS14850 Soc.AnJ.Cockerill,Seraing	38 ″ 1 s12 ″ 7½ 25 ″ 10½	

1	2, 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
78250 FOPZ	**Léoville** *Mchy.Aft* 1*Dk*	1050 — 417					1922	Atel.&Ch. de la Seine Marit. LeTrait,S/I.	**Worms&Co.**	215·9|30·6|12·6 P126'F57'	**Havre** French *WB*	T.3Cy.18",30"&50"–33" 144NHP Atel.&Ch.delaSeineMarit.		V
78251 KZLP	**Lepus** (*ex*MingSang,*ex*KwongEng) 2*Dks*	1936 — 1106					1906	Schiffsw. v. HenryKoch Lübeck	**Madrigal&Co.**	265·7|37·8|18·4 P&B154'F40'	**Manila** Utd.States *WB*	T.3Cy.20½",33½"&53"–33½" 162NHP J.F.Ahrens,Altona		
78252 289 IBAF	**Lero** Ⓟ **TwinSc** *OilEng.* 2*Dks* *Cruiser Stern*	1980 — 1092					1936	Cantieri RiunitiDell'Adriatico Monfalcone	**"Adriatica"Soc. Anon.diNav.**	263·9|40·2|21·1 249·3 F36'	**Venice** Italian *WB*	Oil Engines 2S.C.SA 12Cy.17 1/16"–29½" 656NHP Soc.An"Fiat"S.G.M.Turin		I
78253 526 SZIC	**Leros** (*ex*AspasiaNomikos–36, *ex*Cadmos,*ex*PanaghiVagliano) 1*Dk*2*trB*	846 695 497					1899	Smith's DockCo.Ld. NorthShields	**D.E.Moschonas& J.A.Fasolis**	224·4|32·0|12·0 B22'F19'	**Piræus** Greek *WB*	T.3Cy.15",25"&40"–27" 83NHP MacColl&Pollock,Sld.		G
78254 166435 GLLK	**Lerwick** D.F. E.S.D. 1*Dk* *CruiserStern*	5626 5130 3396	✠100A1 7,40 ~~10,39~~ 2,41 ~~11,40~~ ✠LMC4,38 *Fitted for oil fuel* 4,38 *F.P. above* 150°F.	Hfx ~~Cff~~	*z* 1 15/16	CL 1,41	1938 4mo	JLThompson&Sons,Ld Sunderland *Lloyd'sA&CP*	**Wallem&Co.Ld. (MuirYoung,Ld.** *Mgrs.*) *CellDB*294'1142*t*	409·3|57·6|29·1 425·3(O.L.) P35'B122'F32' FK *Tanks at sides of tunnel* 315*t FPT*165*t*	**London** British 6*BHCem* *APTs*225*t*	T.3Cy.22",37½"&63"–45" 220lb (*s*) FD 395NHP 3SB(Spt),9*cf*,GS ,HS5580 GeorgeClark(1936)Ld.Sld.	31 ″ 7 s 6 ″ 9¾ 25 ″ 0	
78255 TTWI	**Les Issers** (*ex*Hermes,*ex*Mina) 1*Dk*	726 580 306					1919	J.Meyer's S.B.Co. Leeuwen	**ArmementNord-Africain**	180·8|28·2|12·5 Q52'B53'F22'	**Oran** French *WB*	T.3Cy.15¾",25½"&39½"–23½" 76NHP Gebr.Storcks&Co.'s MaschinefabriekHengelo		V
78256 147232 GJXK	**Lesbian** *ss*Liv.No.3–6,36 *Well deck* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in forward holds* *CruiserStern*	2370 1773 1454	✠100A1 5,40 ~~6,39~~ BS7,39 ✠LMC4,36 Surveys delayed	Liv	*s*	CL 6,39	1923 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	**EllermanLines,Ld. (Ellerman&PapayanniLines,Ld.** *Mgrs.*) *CellDB*233'	272·1|41·7|19·9 P&B172'F31' FK 472*tAPT*21*t*	**Liverpool** British 5*BHCem*	T.3Cy.18",31½"&54"–36" (*s*) 225lb 274NHP 2SB,6*cf*,GS106,HS3954 FD Wllsnd.Slpwy.Co.Ld.Nwc.	23 ″ 9 s 2 ″ 4¾ 21 ″ 5½	
78257 560 SZKS	**Lesbos** Ⓟ (*ex*MaryM.–33, *ex*Hound) *ss*Gls.2ndNo.3–2,18 *ss*Ard.No.1–22 Wireless 2*Dks*	1009 799 418	✠ ... 3,26 ✠NB12,05✠				1893 4mo	Fairfield Co.(Lim.) Glasgow	**HellenicCoast LinesCo.Ld.**	250·3|32·1|15·5 P78'B80'F48' ND05 BK8½"	**Piræus** Greek *WB*	T.3Cy.26½",42"&68"–42" 359NHP FairfieldCo.(Lim.),Gls.	16 ″ 3	
78258	— **TwinSc** (*ex*Venizelos–35, *ss*Pir.2ndNo.3–8,35 *ex*AnnaD,*ex*SvetoiSpiridon) 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1005 742 471	✠ 7,40 *withfreeboard* ~~BS7,38~~ ✠~~LMC8,35~~ *For service in the Mediterranean & Black Sea*	Pir	*m*	CL N8,37	1910 7mo	Dundee S.B.Co.Ld. Dundee	**A.AbdulWahab** *CellD*	220·1|33·0|11·9 Q161'F32' FK *Bf*132'216*tDTf*22'	**Beyrout** French 5*BHCem* 151*tAPT*15*t*	T.3Cy.10½",17½"&28"–21" 180lb (*s*) 103NHP 2SB,4*pf*,GS70,HS1944 W.V.V.Lidgerwood,Gls.	13 ″ 9 ~~s 3 ″ 10¼~~ ~~12 ″ 6~~	
78259 147126 MLSJ	**Lesrix** *ss*Hul.No.3–8,36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	703 478 354	✠100A1 11,39 BS~~10,39~~ ✠LMC8,36 11,40	Hul	*j*	CL 6,38	1924 1mo	Cochrane &Sons,Ld. Selby *Lloyd'sA&CP*	**RixSteamshipsLd. (R.Rix&Sons,** *Mgrs.*) *CellDBf*99'142*tFPT*	175·1|29·0|11·4 Q99'B11'F25' FK	**Hull** British 4*BHCem* 55*tAPT*28*t*	T.3Cy.13",23"&37"–26" (*s*) 200lb 96RHP 1SB,3*pf*,GS48 HS1683 C.D.Holmes&Co.Ld.Hull	13 ″ 6 s 3 ″ 9¾ 13 ″ 3½	
78260 140710 GSFD	**Lesto** *ss*Shl.No.3–12,36 *Well deck* D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1893 1498 1048	✠100A1 Examined 4,41 Shl BS~~4,40~~ ✠LMC12,36 4,41	~~Nwc~~	*q*	CL 7,39	1918 4mo	J.Crown&Sons,Ld. Sunderland *Lloyd'sA&CP*	**PeltonS.S.Co.Ld.** *CellDB*215' 462*t Side Tanks u E room*	268·0|37·9|17·6 P24'Q82'B51'F30' FK p30*t* s59*tFPT* 150*t*	**Newcastle** British 4*BHCem* *APT*132*t*	T.3Cy.21",34"&56"–39" (*s*) 180lb 221NHP 2SB,6*pf*,GS88,HS3534 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s1 ″ 11 18 ″ 0	
78261 5745 SKFA	**Lestris** (*ex*Lao,*ex*Hyllos, *ex*Craigneuk) *ss*Osc.3rdNo.3–10,37 1*Dk*(*Stl*)2*trB*&*deep framing* *Cargo battens not fitted*	*2615* *2360* *1488*	✠100A1 *Spar dk withfreeboard* 5,40 ~~6,39~~ ✠LMC MS10,37 BS~~6,39~~5,40	Osc Got	*t*	CL N6,39	1898 11mo	A.Rodger &Co. Pt.Glasgow A&CP	**RederiA/B Iris (S.Abrahamsen,** *Mgr.*) *CellDBa*	314·4|44·0|20·8 P29'B79'F29' FK 102'*uE*&*B*36' *f*130'	**Stockholm** Swedish 5*BHCem* 686*tAPT*97*t*	T.3Cy.20½",34"&58"–42" (*s*) 200lb *100lb* NDB12 241NHP 2SB(Spt),6*rf*,GS98,HS3590 Hall-Brwn,Buttery&C.Gls	23 ″ 3 s 3 ″ 9½ 19 ″ 8	
172/40 78262 148085 MLZQ	**Letchworth** *ss*Bly.No.3–7,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* Wireless	1317 985 717	✠100A1 5,40 ~~2,40~~ BS~~6,39~~ ✠LMC7,37 9,40	Bly	*o*	CL 2,40	1924 9mo	WoodSkinner&Co.Ld. Newcastle *Lloyd'sA&CP*	**WatergateStm. ShippingCo.Ld. (R.S.Dalgliesh& R.I.James,** *Mgrs.*) *CellDBuE*18'*f*152'	235·2|35·7|14·7 Q147'F28' FK 380*tMT*7'141*tFPT*	**Newcastle** British 5*BHCem* 100*tAPT*45*t*	T.3Cy.18⅛",30"&49"–33" (*s*) 180lb 179NHP 2SB,4*cf*,GS80,HS3150 N.E.MarineEng.CoLdNwc	16 ″ 9 s4 ″ 11¾ 15 ″ 10	
78263 147702 CYKF	**Lethbridge** *Mchy.Aft* 2*Dks*&*Web frames* *Longitudinal framing*	2407 2226 1750	✠ ... 10,29 ✠				1924 7mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	**CanadaSteamship Lines,Ld.**	250·0|42·9|24·3 F37' FK	**Montreal** British *WB*	T.3Cy.18",30"&50"–36" 195NHP Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 6	C †
90/40 78264 3704 PJAP	**Leticia** **TwinSc** *ss*Cco.No.3–6,40 ~~*ss*Cco.No.2–36~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom and deck*	2580 1715 1116	✠100A1 6,40 ~~11,38~~ BS6,40 ✠LMC~~3,36~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,28 *F.P. above* 150°F.	Cco MS5,39	*t*	CL PN5,39 s5,39	1928 1mo	Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP*	**N.V.Curaçaosche Scheepv.Maats.**	305·0|50·2|15·1 Q89'F29' FK *Trunk*187'	**Willmstad** Dutch 9*BHptCem ptAsp* *APT*84*t*	T.6Cy.12¾",20½"&33⅞"–24 7/16" 180lb (*s*) 236NHP 2SB,4*cf*, HS4168 FD RotterdamscheDD.Co.Rot	15 ″ 0 s 1 ″ 6¾ 13 ″ 6½	
78265 148847 GLBX	**Letitia** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. E.S.D. GyC. *CruiserStern*	13595 10217 8243					1925	Fairfield Co.Ld. Glasgow	**Donaldson AtlanticLine,Ld. (DonaldsonBros.& Black,Ld.** *Mgrs.*)	525·7|66·4|38·0 B&F427'	**Glasgow** British *WB*	6 Steam Turbines DR geared to 2 Screw Shafts FairfieldCo.Ld.Glasgow		C
78266 386 ISJT	**Letizia** **Steel&Iron3Mst** (*ex*IlneaI–37,*ex*QuintinoV–36,*ex*MonteMoro–35,*ex*QuintinoV–34, *ex*Poolton,*ex*Oliver, *ex*StanleyForce) *ss*Bkn.No.3–11,08 *ss*Shl.No.2–18 1*Dk* *Well deck* *Mchy.Aft*	391 298 209	✠ ... 11,21 ✠NB11,03✠				1890 3mo	R.Williamson&Son Workington	**GustavoMontanari**	154·8|23·6| 9·9 151·9 Q84'B10'F20' BK7"	**Trieste** Italian *WB*	T.3Cy.13½",20"&33"–24" 53NHP Dunsmuir&Jackson,Gls.	11 ″ 3	I †
78267 PFOM	**Leto** D.F. E.S.D. 1*Dk*&*Shelter dk*	4712 4292 2830					1929	Rotterdam Droogd.Maat Schiedam	**N.V.Maatschappy "Zeevaart"(Hudig &Veder,** *Mgrs.*)	400·8|55·3|25·1 F34'	**Rottrdam** Dutch *WB*	T.3Cy.25",41"&68"–45"& L.P.Turbine 339NHP RotterdamDroogd.Maats.		V

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1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. RHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres ou codes, et de n'est dans le L. R. Dates Cert. Rof. Trade
78268 137953 MCXF	**Letty** ssP.Gl.2ndNo.3–6,34 ssBkn.No.1–39 *Mchy.Aft Well deck* *Cargo battens not fitted* 1*Dk*(*Stl*)	339 239 127	✠100A1 3,39 BS1,39	Bkn ✠LMC MS3,39	*e*	CL 3,39	1908 12mo *Lloyd*	J.Fuller-ton&Co. Paisley '*sA&CP*	KyleShippingCo. Ld.(MunroeBros. *Mgrs.*)	142·1 Q58'B9'F24' FK	23·3 24·5	9·8	Liverpool British 3*BHCem* *FPT*54*t*	C.2Cy.18"&38"–27" (*s*) 180lb 81RHP 1SB,2*pf*,GS40,HS1472 Ross&Duncan,Glasgow	10 " 6 s " 8 10 " 0	
78269 DHPA	**Leuna** D.F. *Ref.Mchy.* Sub.Sig. 2*Dks*&3*trB*	6856 6070 3996					1928	Flensburger Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·2 P35'B419'F49'	61·1	28·0	Hamburg German *WB*	2 Steam Turbines AllgemeineElecGes.Berlin		G
78270 DOVG	**Levante** *OilEng.* E.S.D. 2*Dks* D.F. *CruiserStern*	4769 3697 2735					1939	Nordsee-werke Emden G.m.b.H. Emden	Atlas-Levante LinieA.G.	408·5 F24'	56·6	21·4	Bremen German *WB*	Oil Engines 2S.C.SA 7Cy.$25\frac{9}{16}$"–$49\frac{3}{16}$" 797NHP Fr.KruppGermaniawft AG Kiel		G
78271 147768 MLTB	**Levenwood** ssShl.No.1–40 ssShl.No.3–2,36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	803 548 374	✠100A1 7~~,9,39~~ 6,41 ~~BS1,40~~ BS6,41	Shl ✠LMC~~2,36~~ 4,40	*k*	CL ~~9,39~~ 7,40	1924 2mo *Lloyd*	R.William-son&Son,Ld. Workington '*sA&CP*	JosephConstantine SteamshipLine,Ld.	186·5 192·0(O.L.) B9'Q116'F28' FK *CellDBf*112'162*t*	29·4	12·4	Middlsbro' British 3*BHCem* *FPT*40*t*	T.3Cy.14",24"&40"–27" (*s*) 180lb NDB38–*100lb* 99RHP 1SB,3*pf*,GS55,HS1952 W.Beardmore&Co.Ld.Gls.	14 " 7 s4 " 10½ 14 " 5	
78272 DICX	**Leverkusen** Ⓟ D.F. E.S.D. *OilEng.* Sub.Sig. *CruiserStern* 2*Dks*	7386 6164 4364					1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.-Linie)	463·6 F27'B426'FonB38'	60·1	28·0	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.$27\frac{9}{16}$"–$47\frac{3}{4}$" 1585NHP AllgemeineElecGes.Berlin		G
78273 DJVY	**—** TwinSc *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *Cruiser Stern*	1273 983 660					1937	Lübecker Flender-WerkeA.G. LübeckSiems	Schiffahrt-u. Assekuranz-Ges. E.Russ&Co.	243·3 Q123'F29'	36·3	14·3	Hamburg German *WB*	2 Oil Engines 4S.C.SA 12Cy.$14\frac{3}{8}$"–$19\frac{11}{16}$" 241NHP Fr.KruppGermaniawftAG		G
78274 148880 GLPZ	**Levernbank** TwinSc *OilEng.* ssAnt.No.3–7,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)	5150 4764 3110	✠100A1 *withfreeboard* ~~1,40~~ 10,40 ~~BS8,38~~	Bkn Lth DBS9,40 ✠LMC7,38 ✠LMC(M)7,40	*a*†	CL s6,38 ~~BS6,38~~ P10,40	1925 11mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	420·0 FK	53·9	26·5	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$37\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.	29 " 2 s3 " 7½ 25 " 8	
	Carrying vegetable oil in deep tank								*CellD B357'1121t Tanks between tunnels115'251tDT*	*f*32'1067*tFPT*106*t*			*APT*132*t*			
78275 SPAR	**Lewant** (*ex*Blåland–35) *OilEng.* ssGot.No.2–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Strengthened for Navigation in Ice*	*1942* *1567* *970*	✠100A1 *withfreeboard* ~~6,40~~ ~~11,39~~ 4,41 ✠LMC CS8,38 DBS~~1,40~~ 4,41	Msl ~~Liv~~ Shl ~~2,38~~ 4,41	*t*	CL ~~5,39~~ 3,41	1930 4mo *Lloyd*	Eriksbergs M.V.Aktieb Gothenburg '*sA&CP*	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*) *CellD*	289·3 305·2(O.L.) F26' FK *B*246'646*t APT*25*t*	43·0	16·6	Gdynia Polish 6*BHptCem* (*Coll toSh dk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 355NHP DB*80lb* EriksbergMV.Aktieb Got.	19 " 0 s " 4½ 18 " 9	
	Carrying vegetable oil in No. 4 DB tank															
78276 217883 WFOE	**Lewis Luckenbach** TwinSc *Fitted for oil fuel* D.F. GyC. *CruiserStern* 2*Dks*	6574 — 4054					1919	Bethlehem S.B.Corp.Ld Quincy,Mass	LuckenbachS.S. Co.Inc.	496·0 B74'	68·0	40·0	NewYork Utd.States *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts BethlehemS.B.Corp.Ld.		R
78277 OZAK	**Lexa Mærsk** *OilEng.* 1*Dk*&*Shelter dk, 3rd dk in No.* 1 *hold* D.F. E.S.D. *CruiserStern* *Ref.Mchy.*	5614 4899 3388	✠100A1 *withfreeboard* 1,40 ✠Lloyd'sRMC4,40	HKg ✠LMC5,39	*b*†	CL	1939 5mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP*	A/SD/S Svendborg &D/Saf1912A/S (A.P.Moller, Copenhagen,*Mgr.*)	439·0 466·3(O.L.) F45' FK	57·7	24·4	Copnhagn Danish 9*BH* (*Coll to Sh dk* 8 ,, 2*nd*,,)	Oil Engines 4S.C.SA 9Cy.$29\frac{1}{2}$"–$59\frac{1}{16}$" 731NHP 2DB*100lb* Akt.Burmeistr&Wain,Cpn	28 " 7 s3 " 4¾ 25 " 5½	
	Carryingcargo oil F. P. above 150°F. inFPT&DTs *Carryingcargo oil F. P. above 150°F. Molasses* *orglycerine in tank above APT*								*CellDB*374'1538*t* 1171*tTank above APT*126*tFPT*83*tAPT*71*t*	*DTsf*65 1907*t DTsa*36'						
78278 21?? KJPM	**Lexington** (*ex*LakeFandango–33) *Fitted for oil fuel* D.F. Sub.Sig. 3*Dks*	2606 2?67 1612	✠ ... 10,20	✠			1920 3mo	Detroit S.B.Co. Wyandotte	Merchnts&Miners TransportationCo.	251·0 P25'B64'F23' FK	43·6	26·1	Baltimore Utd. States *WB*	T.3Cy.21",35"&59"–42" 352NHP DetroitS.B.Co.Detroit	28 " 2	R †
	Now "Norlantic," see No. 89325 in Supplement															
78279 KZAN	**Leyte** (*ex*Romulus) Iron ssMan.No.3–4,92 Wireless ssMan.No.1–97 *Mchy.Aft Well deck* 1*Dk*2*trB*	854 688 534	✠ ... 7,01 ✠NB93	✠			1879 6mo	HM'Intyre &Co. Paisley	Cia.Maritima (Fernandez Hnos.Inc.*Mgrs.*)	210·0 P133'F16' BK8'	29·2	15·3	Manila Utd.States *WB*	C.2Cy.28"&50"–33" 114NHP Hutson&Corbett,Glasgow		
78280 FNED	**Lézardrieux** (*ex*ProsperSchiaffino–37,*ex*Hinrich Peters,*ex*Leona) Wireless 1*Dk*	934 670 535					1922	Howaldts-werke Kiel	Cie.France- NavigationS.A. (*in liq.*)	194·6 P12'Q43'B53'F24'	32·9	14·0	Marseilles French *WB*	T.3Cy.$14\frac{5}{8}$",$23\frac{1}{2}$"&$38\frac{7}{16}$"–$25\frac{5}{8}$" 73NHP Howaldtswerke,Kiel		V
78281 159479 VRBB	**Li Wo** TwinSc Wireless 2*Dks*	707 320 342	✠ A1 ~~3,40~~ ~~5,39~~ 6,40 ~~BS5,39~~ BS3,40	Shi Sng ✠LMC4,38		OG	1938 4mo *Lloyd*	Hong K'ng &Whampoa DockCo.Ld. HongKong '*sA&CP*	Indo-ChinaSteam Nav.Co.Ld. *CellDBuE*11'9*tD*	163·8 169·9(O.L.) B&F147' FK *Ta*40'107*t* *DTsf*17'113*t*	30·1	9·1	Hong Kong British 6*BHptAsp* *FPT*17*t*	T.6Cy.$11\frac{3}{4}$",$18\frac{3}{4}$"&32"–15" 250lb FD 278NHP 2WTB,GS126,HS5000 HongKong&Whampoa DockCo.Ld.HongKong	9 " 6	
	ForServiceon the Yangtsze River *Carrying cargo oil F.P.above 150° F. in deep tanks*															
78282 437 IBZS	**Liana** (*ex*Giekerk–35, *ex*Bawean) ssHam.No.3–2,27 ssRot.No.1–31 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	6400 6062 4057	✠ ... 11,35	Rot ✠	*a*†		1914 9mo	W.Hamil-ton&Co.Ld. Pt.Glasgow	A.Lauro '*Tween dk* *BH in No.* 3 *CellDBa*132'*uEd* *DTa*32 712	436·4 420·1 FK *hold dispensed with* *B*58' *f*172'1278*t* *tFPT*64*tAPT*15*t*	54·5	34·0	Naples Italian *Cem* 5*BH to U dk* 1 ,, ,, *Sh*,, 1 ,, ,,2*nd*,,	T.3Cy.$27\frac{1}{2}$",45"&75"–51" 638NHP 4SB,*12cf*,GS187,HS10128 D.Rowan&Co.Glasgow *only*	36 " 6	I †
78283 120636 GMKB	**Liangchow** Ⓟ 2*Dks*	1999 1725 1220					1905	Scotts' S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	266·9 B81'F34'	40·2	21·7	London British *WB*	T.3Cy.20",$33\frac{1}{2}$"&56"–39" 196NHP Scotts'S.B.&E.Co.Ld.Grk.		
78284 2047 IPHV	**Libano** (*ex*Ottar–35) 1*Dk*&*Spar dk*&*deep framing*	1592 1438 984	✠ ... 11,12	✠			1908 9mo	Fevigs Jernskibsbyg Fevig	ServizioItalo- PortogheseSoc. Anon.diNav.	262·5 252·6 P15'B69'F29' FK	36·9 11·8	19·2	Genoa Italian *WB*	T.3Cy.20",33"&54"–36" Richardsons, 192NHP Westgarth&Co.Ld.Mdb.	21 " 6	I †
78285	*Now* "Empire Resistance," *see No. 88006 in Supplement*															

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stick Boiler Pressure. NHP=Horse power by Society's formula RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
78286 1895 SFHR	**Libau** 1*Dk*	332 *274* *173*					1890	Göteborgs Mek.Verkstb Gothenburg	**Rederi A/B Egon (S.M.Stjerna,** *Mgr.*)	139·1|21·6|11·9 B32'H8*t*	**Malmö** Swedish	C.2Cy.15⅝"&28¼"-19½" 29NHP GöteborgsMk.Vks.Got.		V
78287 216452 WQCD	**Libby-Maine** **WoodTwin** ptGIB *OilEng.* Salted & specially treated 2*Dks* HardwoodTreenails	1811 1467 1458	✠ ... 2,23 ✠		12		1918 6mo	G.M.Stan-diferConst. Corp. Portland,O.	**Libby,McNeill& Libby**	226·0|44·1|20·7 P30'F26'	**S.Frncisco** Utd.States	Oil Engines 4S.C.SA 12Cy.12⅛"-18" 172NHP DowPump&DieselEng. Co.Alameda,Cal.		
78288 PFOO	**Libelle** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	338 203 167					1937	Scheepswrf Waterhuizen J.Pattje Waterhuizen	**T.vanDijk**	134·4|24·1| 8·2 P40'B16'F20'	**Delfzijl** Dutch	Oil Engines 4S.C.SA 4Cy.$12\frac{3}{16}$"-13¾" 58NHP AppingedammerBrons Motorenfb.N.V.		C
78289	**Liberal** **TwinSc** *ss*LourençoMarques2ndNo.3-3,28 *ss*LourençoMarquesNo.1-32 1*Dk*(*Stl*-ws)	333 242 159	✠ 2,37 ✠NB9,21 ✠	Lour- enço Marques	*e*		1904 6mo	W.Chal-mers&Co. Rutherglen	**Empreza do LimpopoA.Couto Ltda.** *DBa*37'23*t*	140·3|26·1| 9·5 P12'B47'F21' FK *FPT*15*tAPT*10*t*	**Lourenço Marque** Portuguese 4*BHCem*	C.4Cy.13"&26"-18" 69NHP 1SB,3*cf*,GS51,HS1400 Campbell&Calderw'd,Psy.	10 " 3	
78290 216541 KRIU	**Liberator** *Fitted for oil fuel* D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& Sub.Sig. *Webframes* *Longitudinal framing*	7720 7598 5750	✠ 11,21 ✠	Bal	*a*†		1918 7mo	Bethlehem S.B.Corp.Ld. SanFrancisco *CellDB*325'	**LykesBros. SteamshipCo.Inc.** 1192*tMT*25'798*tD*	410·0|56·0|29·0 38·0 FK *Ta*30' 228*t* *FPT*80*t*	**Galveston, Tex.** Utd.States 7*BHpt Asp* *APT*195*t*	T.3Cy.26½",47"&78"-48" 609NHP 3SB,9*cf*,HS8490 BethlehemS.B.Corp.Ld.	41 " 0	R †
78291 164284 GYRN	**Liberian** D.F. 1*Dk*&*Shelter dk* E.S.D. *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5205 4343 3068	✠100A1 *with freeboard* ~~Examined~~1,41 BS2,41 ✠LMC4,36 *Carrying vegetable oil in deep tank*	~~Ams~~ Liv	*a*†	CL 11,39	1936 4mo	Howaldts-werkeA.G. Hamburg *Lloyd*'*sA&CP* *CellDB*341'	**UnitedAfricaCo. Ld.** 1179*t* *DTa*25'893*t*	402·8|57·7|23·2 422·7(O.L.) F45' FK *FPT*248*tAPT*144*t*	**Liverpool** British 7*BHptCem* *ptAsp* (*Coll to Shdk* 6 ,, 2*nd* ,,)	T.3Cy.$24\frac{7}{16}$",$38\frac{9}{16}$"&65"-45¼" 220lb (*s*) 372NHP 2SB(Spt),6*cf*,GS107, FD HS4800 HowaldtswerkeA.G.Kiel	~~25 " 6~~ ~~s 2 " 0¾~~ ~~23 " 7¼~~ 37 " 3 s12 " 10 24 " 7¼	
78292 2929 LOGI	**Libertador** (*ex*Mitra-35) *ss*Rot.2ndNo.3-8,35 *ss*B.As.No.1-39 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft*	3792 — 1973	✠100A1 10,40 ~~9,39~~ ✠LMC9,39 BS10,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,12 *F.P.*	BAs	*z*	CL 7,39	1912 7mo	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle *Lloyd*'*sA&CP* *above* 150° F.	**EstrellaMaritima S.A.deNavega-cion y Comercio** *CellDBuE&B*77' *DTf* 50' 521*t*	406·5|51·3|28·9 P110'B33'F38' FK 128*t* *FPT*72*tAPT*106*t*	**Bns.Aires** Argentine 15*BHCem* (10 *to Udk* 5 ,, *Mdk*)	T.3Cy.26½",43"&72"-48" (*s*) 180lb 449NHP 3SB,9*cf*,GS204,HS7740 WllsndSlpwy.Co.Ld.Nwc.	31 " 0	
78293 217061 WCOO	**Liberty** *Fitted for oilfuel* Sub.Sig 1*Dk*&*Shelter dk* &*Web frames* *Longitudinal framing*	6211 5895 3835	✠ ... 6,20 ✠				1918 10mo	Federal S.B.Co. Kearny,N.J.	**UnitedStates Maritime Commission**	395·5|55·0|31·4 P45'B110'F38' *on Shltr dk* FK	**NewarkNJ** Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	34 " 11	R †
78294 PFOQ	— (*ex*Ardjoeno-37) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	312 210 148					1936	Gebr. Niestern&Co. Delfzijl	**J.P.Beck**	127·6|24·1| 8·7 P30'F15'	**Groningen** Dutch *WB*	Oil Engines 2S.C.SA 4Cy.$9\frac{7}{16}$"&$14\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		V
78295 ~~219752~~ ~~KUJX~~	**Liberty Bell** *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks* Now "Empire Mahseer," see No. 90971 in Supplement	5107 4598 3129					1920	American International S.B.Corp. HogIslandPa	~~**LykesCoastwise Line,Inc.**~~	390·0|54·2|27·8 P50'B121'F40'	~~**Houston**~~ ~~Utd.States~~ British *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
78296 218597 KIQZ	**Liberty Glo** *Fitted for oil fuel* Sub.Sig. 2*Dks*(*Stl*)&*Web frames* D.F.	4979 4740 3060	✠ 8,19 ✠	Hog Island	*z*		1919 8mo	American International S.B.Corp. HogIslandPa	**AmericanForeign S.S.Corp.** *CellDB*279' 1380*tM*	390·0|54·2|27·6 P39'B122'F43' FK *T* 24'748*t* *FPT*144*t*	**NewYork** Utd. States 8*BHCem* *APT*100*t*	DR geared Steam Turbine HS8706 3 Water Tube Boilers GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
78297 LJDQ	**Libra** (*ex*Grangewood-36, *ex*Grangetown) *ss*Nwc.No.3-5,30 1*Dk*(*Stl*) Wireless	1536 1141 865	✠ 5,36 ✠	Nwc	*p*		1917 4mo	Murdoch& Murray,Ld. PortGlasgow	**D/S A/S Altair (H.Östervold,** *Mgr.*) *CellDB*190'344*tD*	257·0|36·6|14·7 Q188'F31' FK *Ta*29'125*t* *FPT*51*t*	**Bergen** Norwegian 4*BHCem* *APT*71*t*	T.3Cy.19",31"&50"-36" 196NHP 2SB,6*cf*,GS110,HS3478 Ross&Duncan,Glasgow	17 " 2	N †
78298 PFOR	— *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	391 238 195					1938	Gebr.van DiepenN.V. Waterhuizen	**J.Kramer**	143·0|26·1| 8·5 P43'Q45'F19'	**Groningen** Dutch *WB*	Oil Engines 2S.C.SA 6Cy. N.V.Mchfb.Bolnes,Bolnes		C
78299 2268 ISDO	**Librato** (*ex*Elsa-40, **3Mst** *ex*Poggioreale-39, *ss*Liv.2ndNo.3-11,21 *ex*MegMerrilies-37, *ss*Liv.No.2-29 *ex*NellJess) *Mchy.Aft* 1*Dk*(*Irn*) *Well deck*	486 370 218	✠ ... 7,34 ✠NB3,28 ✠	Liv	*h*		1896 1mo	S.Mc-Knight&Co. Ayr	**FratelliMaggi**	173·7|26·6|12·7 168·0 11·0 Q82'B14'F24' FK *DBf*88'100*t*	**Genoa** Italian 3*BHCem* *FPT*45*t*	C.2Cy.21"&42"-30" NDB14 87NHP 1SB,3*pf*,GS51,HS1555 Hutson&Son,Glasgow	13 " 5	I †
78300 OYVC	**Lica Mærsk** *Fitted for oil fuel* *CruiserStern* D.F. 1*Dk*	2480 2172 1471					1927	Lübecker Maschb.Ges. Lübeck	**A/S D/S Svendborg (A.P.Möller, Copenhagen,***Mgr.***)**	308·7|43·9|20·1 P20'B202'F37'	**Aalborg** Danish *WB*	T3Cy21¼"$33\frac{13}{16}$"&$55\frac{1}{16}$"-$29\frac{5}{16}$" & LP Turbine A.Borsig,G.m.b.H.Berlin		V
78301 DOFY	**Lichtenfels** D.F. E.S.D. Sub.Sig. *CruiserStern* 2*Dks*	7566 6688 4594					1929	Deutsche Sch-u-Mschb. A.G."Weser" Bremen	**DeutscheDampfs. Ges."Hansa"**	506·4|62·2|27·9 F51'	**Bremen** German *WB*	T.3Cy.30¾",49¼"&78¾"-55⅛" & LP Turbine 785NHP A.G."Weser,"Bremen		G
78302 SPBV	**Lida** 1*Dk* *CruiserStern* *Strengthened for navigation in Ice*	*1387* *1163* *771*	✠100A1 4,41 ~~4,40~~ ✠LMC10,38	Bry Sws	*p*	CL	1938 10mo	Swan,Hun-ter&Wigham Richardson, Ld Newcastle *Lloyd*'*sA&CP*	**Polish-BritishS.S. Co.Ld.(PolishS.S. Agency,Ld.***Mgrs.***)** *CellD*	242·9|38·7|16·1 252·8(O.L.) P&B144'F30' FK B202' 363*t* *FPT*20*t*	**Gdansk** Polish 4*BHptCem* *APT*39*t*	C.2Cy.17"&34"-28"&LP turbine with DR gearing & hydraulic coupling 210lb (*s*) FD 152NHP 2SB(Spt),4*cf*,GS60,HS1925 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 " 1 s 1 " 5¼ 16 " 9½	
78303 LCOT	**Lido** 1*Dk*	1918 1697 1149					1930	Nylands Værksted Oslo	**D/S A/S Laly (C.T.Gogstad&Co.** *Mgrs.*)	271·5|42·9|18·4 P65*t*H95*t*	**Oslo** Norwegian *WB*	C.4Cy.(2)14¾"&(2)31½"-31½" 93NHP NylandsVærksted,Oslo		N

1 Numero d'Ordre Numero Officiel Signaux	2 Nom du Navire Matériaux, Gréement, etc Ex-nom s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand Navire Mach.	9 Par qui Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté dans le L.R. Durée Cert. B.of Trade
78304 1517 IPJC	**Lido** exMary,exOstmark,exLondon) 1Dk&Spar dk3trB	1243 1217 718					1889	Akt.Ges. "Vulcan" Stettin	IgnazioMessina &C.	241·3 231·1 F12'	31·1	20·9	Genoa Italian WB	T.3Cy.15",24"&39"-24" NB13 75NHP A.G."Vulcan,"Stettin		I
78305 LEBQ	**Lidvard** OilEng. 1Dk&Shelter dk CruiserStern	4785 4101 2799					1939	Kockums M.V.Aktieb. Malmö	KlostersRederi A/S(Lauritz Kloster,*Mgr.*)	409·8 P30'F34'	55·7	25·5	Oslo Norwegian WB	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 970NHP KockumsM.V.Akt.Malmö		N
78306 DONO	**Liebenfels** Sub.Sig. 2Dks	6318 5812 3852					1921	Akt.Ges. Weser Bremen	DeutscheDmpfs-fahrts.Ges.Hansa	431·6 P64'B135'F52'	56·4	30·3	Bremen German WB	T.3Cy.$29\frac{1}{2}$",$49\frac{1}{4}$"&$76\frac{7}{8}$"-54" &LP Turbine 430NHP A.G.Weser,Bremen		G
78307 221073 KDPG	**Liebre** ssBal.No.3-4,33 ssN.Yk.No.1-37 *Mchy.Aft* 2Dks(Stl)&Web frames D.F. Longitudinal framing	7057 6824 4327	✠100A1 ~~3,40~~10,40 BS2,40 ✠LMC9,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel*	NYk	b† 2,21	CL ~~4,38~~ 10,40	1921 2mo	UnionConstructionCo. Oakland,Cal. A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B62'* *DTf*50'1049t	435·0 P106'B50'F42' FK 178t *FPT*118t*APT*80t	56·0	33·4	NewYork Utd.States 15*BHptAsp* (9 *to U dk* 6 „ 2nd „)	T.3Cy.$27\frac{1}{2}$",47"&78"-48" (s) 220lb 621NHP 3SB,9cf,HS8736 FD LlewellynI.W. L.Angeles,Cal.	33 ″ 6 s 6 ″ $5\frac{1}{2}$ 27 ″ $3\frac{1}{2}$	
78308 OTYA	**Liège** (exErhard,exAdelheid Menzell) 2Dks	*4398* *4072* *2782*					1908	Flensburgr Schiffsb.Ges. Flensburg	Cie.Nationale Belge deTransp. Mar.(Armement Deppe,*Mgrs.*)	383·7 P43'B113'F42'	52·1	25·3	Antwerp Belgian WB	T.3Cy.$22\frac{3}{4}$",$39\frac{1}{4}$"&$66\frac{1}{2}$"-48" 306NHP FlensburgerSchiffsb.Ges.		V
78309	**Lies** OilEng. *Mchy.Aft* CruiserStern	465	100A1 (*ClassContemplated*)				1940	Werf de Noord Alblasserdam	Hollandsche Zeereederij J.Vermaas' Scheepvaart Bedrijf				Rottrdam Dutch	Oil Engines 4S.C.SA 8Cy.11"-$17\frac{11}{16}$" Klöckner-Humboldt-DeutzA.G.Köln-Deutz		
78310 FNYJ	**Lieutenant de la Tour** (exWar Queen) *Fitted for oil fuel* D.F. 2Dks&Awng dk	5700 — 4287	✠ ... 11,20 ✠				1917 4mo	Kawasaki Dkyd.Co.Ld. Kobe	Cie.des Messageries Maritimes	385·3 FK	51·2	33·5	Dunkirk French WB	T.3Cy.26",44"&72"-48" 440NHP KawasakiDkydCoLdKobe	36 ″ 0	V †
78311 165175 ~~FNOY~~ GMNN	**Lieutenant Robert Mory** (exCapitaineHenriRallier) ssDnk.No.1-26 *Well deck* 1Dk	3176 2811 1660	✠ ... 11,29 ✠				1922 9mo	Chant.NavalsFrançais Caen	~~Mory&Cie~~ Ministry of Shipping(G.Heyn& Sons,Ld.*Mgrs.*)	313·6 P15'Q90'B59'F29' FK	45·9	20·5	~~Boulogne~~ ~~French~~ Belfast British WB	T.3Cy$18\frac{3}{8}$"$29\frac{1}{2}$"&$50\frac{5}{8}$"-$37\frac{1}{2}$" 235NHP Atl&Ch.de laLoire,StDenis	23 ″ 0	V †
78312 FNYL	**Lieutenant St. Loubert Bie** Ⓟ (exMannheim) ssNts.No.2-21 *Well deck* D.F. 2Dks	6126 5466 3460	✠ ... 3,22 ✠				1911 11mo	J.C.TecklenborgA.G. Weser-münde-G.	Cie.des Messageries Maritimes	451·0 P&B392'F45' FK	57·2	27·3	Dunkirk French WB	T3Cy$27\frac{7}{8}$",$46\frac{7}{8}$"&$78\frac{3}{4}$"-$53\frac{1}{8}$" &LPTurbine J.C.TecklenborgAG.Wsm	29 ″ 8	V †
78313 UNYE	**Lieutenant Schmidt** (exFrascati) 2Dks	2493 1537 1469					1913	Akt.Ges. "Neptun" Rostock	U.S.S.R.	297·3 P&B226'F31'	40·1	15·7	Vladvostk Russian WB	T.3Cy.$22\frac{1}{16}$",$35\frac{7}{16}$"&$53\frac{5}{8}$"-$37\frac{7}{8}$" 174NHP A.G."Neptun,"Rostock		
78314 167455 ~~OYWC~~ MPGM	**Lifland** D.F. 1Dk	2254 1913 ~~1855~~ 1358					1920	Odense Staalskibs.v. Odense	Ministry of Shipping (G.Nisbet& Co.*Mgrs.*)	284·9 P19'B77'F31'	42·4	19·9	~~Copnhagn~~ ~~Danish~~ London British WB	DR geared Steam Turbine Vickers,Ld.Barrow		V
78315 145492 GBFC	**Lightfoot** ssShl.No.1-40 ssShl.No.3-7,35 *Well deck* 1Dk(Stl) *Cargo battens not fitted*	1894 1489 1103	✠100A1 9,40 ~~12,38~~ ✠LMC BS~~7,38~~ 7,41 MS12,39	Shl	q	CL 12,39	1922 7mo	J.Crown& Sons,Ld. Sunderland Lloyd'sA&CP	TheHillSteam Shpg.Co.Ld. (Witherington& Everett,*Mgrs.*) *CellD*	268·0 P24'Q82'B55'F30' FK B205'383t*FPT*105t	37·9	17·6	Newcastle British 4*BHCem* *APT*100t	T.3Cy.$20\frac{1}{2}$",33"&54"-39" (s) 180lb 199NHP 2SB,4cf,GS77,HS3092 N.E.MarineEng.CoLd.Sld.	19 ″ 9 s 1 ″ $10\frac{1}{2}$ 18 ″ 1	
78316 238893 WCWM	**Lightning** D.F. E.S.D. *Fitted for oil fuel* GyC. *Ref.Mchy.* 3Dks *Longitudinal framing* Now "Mormactern," see No 93078 in Supplement	7194 — 4344					1939	Federal S.B.&D.D.Co Kearny,N.J.	U.S.Maritime Commission	439·0 P38'B75'F47'	63·2	27·5	NewYork Utd.States WB	2 steam turbinesDRgeared to 1 sc.shaft GeneralElectricCo. Lynn,Mass.		R
78317 6700 SFID	**Ligur** (exDalhem,exGrete) 1Dk	*1151* *989* *642*					1920	Skiens VerkstedA/S Skien	RederiA/B Wallen (A.J.Falkland, *Mgr.*)	226·6 P43tH65t	36·4	14·4	Helsingbrg Swedish Wb	T.3Cy.16",25"&42"-30" 97NHP SkiensVerkstederA/S		N
78318 2041 IBOQ	**Liguria** Ⓟ (exMelita-35) TrpSc ssGls.No.3-1,30 Sub.Sig. 4Dks(Stl)&Awng dk(Stl-ws) *Ref.Mchy.* pt5th dk(Stl)	15354 — 9306	✠ 6,33 ✠	Gls	i†		1918 1mo	Barclay, Curle&Co.Ld. Glasgow	LloydTriestino Soc.Anon.diNav. *CellDB*445'2053t	546·5 520·0 FK&BK2"	67·3	50·3	Genoa Italian 10*BHCem* *FPT*106t *A*	T.8Cy.(2)$26\frac{1}{2}$",(2)$41\frac{1}{2}$"&(4)47"-51"&1LP Turbine 5DB,30cf,GS590HS24730FD Harland&Wolff,LdBelfast *PT*57t	54 ″ 3	I †
10/41 78319 5646 SIBA	— ssGot.No.3-4,27 ssOsc.No.2-36 1Dk(Stl)&Shelter dk(Stl)	*1751* *1470* *850*	✠100A1 *Shelter dk with freeboard* ~~Examined10,40~~ ~~BS6,39~~ ✠LMC6,36	~~NYk~~ Hul BS10,40	s	OG 4,40	1914 10mo	LindholmensV.A. Gothenburg Lloyd'sA&CP *Intermediate BH in fore hold dispensed with*	RederiaktSvenska Lloyd(K.R. Bökman,*Mgr.*) *CellDBa*	283·0 FK	43·0	16·4	Gothenbrg Swedish *Cem* 4*BH only* 76'*uE&B*63'	T.3Cy.$21\frac{1}{2}$",$35\frac{1}{2}$"&$58\frac{1}{2}$"-36" 185lb *100lb* (s) 254NHP 2SB(Spt)6cf,GS130,HS4302 LindholmensV.A.Got. *f*116'536t*FPT*39t*APT*21t	19 ″ 0 s ″ $7\frac{1}{2}$ 18 ″ $6\frac{1}{2}$	
78320 218819 KISF	**Lihue** (exSeattle-37, exWheatland Montana) *Fitted for oil fuel* 3Dks D.F.	7001 6752 5451					1919	Skinner& EddyCorp. Seattle,Wash	MatsonNavigation Co.	410·1	54·2	27·1	S.Frncisco Utd.States WB	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"-48" 359NHP Hooven,OwensRentschlerCo.Hamilton,O.		R
78321 574 ESCG	**Liina** (exLinaPerrone,exSimeto, exKinsale) ssTln.3rdNo.3-6,35 ssTln.No.1-40 1Dk(Stl)2trB *Cargo battens not fitted*	2480 2254 1518	✠100A1 6,40 ~~5,39~~ BS12,39MS5,40✠LMC No later survey reported	Shl Tln	t	CL 2,38	1896 8mo	Richardsn, Duck&Co. Stockton Lloyd'sA&CP	R.Gildemann &E. Bergmann(E. Bergmann,*Mgr.*) *CellDBa*	310·0 FK 104'*uE&B*40'*f*120'	44·0	20·4	Tallinn Estonian 5*BHCem* 689t*APT*71t	T.3Cy.$22\frac{1}{2}$",37"&61"-42" (s) 160lb 246NHP 2SB,6cf,GS104,HS8778 Blair&Co.(Lim.),Stockton	22 ″ 10 s4 ″ $2\frac{1}{2}$ 18 ″ 10	
78322 ESFE	**Liisa** (exGaribaldi-39) 1Dk	782 579 4[illegible]					1902	Stavanger Stöberi&Dok Stavanger	M.Utow	195·0 Q73tB46tH13tF30t	30·2	11·2	Tallinn Estonian WB	T.3Cy.14",$23\frac{1}{2}$"&38"-27" 150NHP StavangerStöberi&Dok		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
78323 165792 ~~OXDH~~ GMVQ	**Lilian I** (*ex*Lilian-40,*ex*Bryssel) Wireless D.F. 1*Dk*	1271 971 732					1924	Howaldts-werke Kiel	Ministry of Shipping(J.T.Salvesen&Co.*Mgrs.*)	238·0 P15'Q71'B93'F31'	37·2	13·7	Newcastle ~~Esbjerg~~ ~~Danish~~ British *WB*	T.3Cy.15",24"&40"-27" *E made*20*fitted*24 105NHP KjbnhavnsFlydk&Skbsv. Cpn.		N
78324 142364 GBKC 188/40	**Lilian Moller** (*ex*Valhall-33, *ex*CambrianDuchess, *ss*Cff.No.3-6,23 *ex*Novgorod) *ss*Ant.No.1-28 2*Dks*(*Stl*)2nd *dk*(ws)	4866 4485 3048	✠ 12,31 ✠	Ham	*y*		1913 7mo	SirJ.Laing &Sons,Ld. Sunderland	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellDBa*134'*uE&B*	390·0 P40'B111'F42' FK 40'*f*170'1122*t FPT*	50·6	28·0	Shanghai British 6*BH* 115*tAPT*50*t*	T.3Cy.26",42½"&70"-48" 427NHP 2SB,*6cf*,GS133,HS5926 Swan,Hunter&Wigham Richardson,Ld.Nwc.	30 ″ 5	C †
78325 147527 ~~OZCJ~~ BCGN	**Lilleaa** (*ex*Lillehorn-39, TwinSc3Mst ~~TwinSc~~ *ex*Majong) *Oil Eng.* 1*Dk*	921 757 491					1922	Rennie, Ritchie& Newport,Ld. Wivenhoe	Ministry of Shipping(Dundee, Perth&London ShippingCo.Ld. *Mgrs.*)	207·5	33·6	~~13·2~~ 13·4	Greenock British *WB*	Oil Engines 2S.C.SA 3Cy.16½"-18$\frac{15}{16}$" 383NHP J&CGBolindersCoLd.Skm		C
78326 OUIH	**Lilleborg** 1*Dk*	1452 1199 861					1916	Helsingörs Jernsk&Msk. Elsinore	DampskibsselsK. Dannebrog(C.K. Hansen,*Mgr.*)	251·3 P28'Q69'B98'F33'	37·2	16·0	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V
78327 LIYL	**Lillemor** (*ex*MargitR.-36) Wireless D.F. *CruiserStern* 1*Dk*	1571 1278 910					1935	Fredrkstad Mek.Værks. Fredrikstad	Partrederiet "Lillemor"(Th. Brövig,*Mgr.*)	244·1 P11'B59'F12'	40·1	16·9	Farsund Norwegian *WB*	C.4Cy.(2)11⅝"&(2)27$\frac{3}{16}$"-25$\frac{3}{16}$" 62NHP FredrikstadM.V.Frdstad.		N
78328 LFFJ	**Lillgunvor** (*ex*Vardvik-35) Wireless 1*Dk*	1305 1133 739					1930	Stavanger Stöberi&Dok Stavanger	Partrederiet "Lillemor"(Th. Brövig,*Mgr.*)	242·7 P21'B56'F24'	37·2	16·0	Farsund Norwegian *WB*	T.3Cy.17½",28½"&48"-33" 132NHP StavangerStöberi&Dok		N
78329 111098 KLGP	**Lillian Anne** (*ex*Riverside) *OilEng.* 1*Dk*	330 — 224					1895	Delaware RiverIsland S.B.&E.Wks. Chester,Pa.	E.M.Gatewood	141·5	27·1	10·3	Wilmgton (Del.) Utd.States	Oil Engines		
78330 217859 WLCG	**Lillian Luckenbach** TwinSc (*ex*Marica) 6TwinMst D.F. GyC. *ss*Bos.No.3-6,31 *ss*Sea.No.2-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	6369 5766 3999	✠100A1 *Shelter dk withfreeboard* 10,40~~1,40~~ ✠NB3,23 ✠LMC1,39 BS1,40 *Fitted for oil fuel*6,19 *F.P. above* 150° F.	Sea	*b*†	CL s7,38 P1,40	1919 5mo	SunS.B. Co Chester,Pa. A&CP	LuckenbachS.S. Co.Inc. *CellDB*389' 1831*t* *dk tanks in E&B s*	448·9 '*tween* *pace*36'405*t FPT*28	60·2	28·2 37·8 FK	NewYork Utd.States 8*BH pt Asp* (*Coll toSh dk* 7 ,, *U* ,,) 1*tAPT*271*t*	4 Steam Turbines SR geared to 2 Sc. Shafts 225lb (*r*) 1032NHP 3SB,*12cf*,GS239,HS12780 FD DeLavalSteamTurbineCo. Trenton,N.J.	31 ″ 3 s4 ″ 3¼ 27 ″ 4½	
78331 7881 SDAT	**Lillie Matthiessen** (*ex*Imperator-33) Wireless D.F. 1*Dk*	*986* *880* *557*					1905	Stavanger Stöberi&Dok Stavanger	RederiA/B West-india(SvenSalén, *Mgr.*)	230·6 P12*t*H44*t*F29*t*	33·2	14·9	Stockholm Swedish *WB*	T.3Cy.17",28"&47"-33" 127NHP StavangerStöberi&Dok		N
78332 FNWI	**Lillois** (*ex*Student) *ss*Npt.No.3-5,22 *ss*Rot.No.1-26 1*Dk*&*Spar dk*&*deepframing*	3681 3298 2322	✠ ... 3,30 ✠				1910 3mo	C.Connell &Co.Ld. Glasgow	Cie.desBateaux àVap.duNord.(Soc. Anon.deGérance et d'Armement, *Mgrs.*)	349·6 P31'B102'F34'	45·9	27·0 FK	Dunkirk French *WB*	T.3Cy.20",34"&58"-48" 300NHP Dunsmuir&JacksonLdGls	29 ″ 6	V †
78333 122395	**Lillooet** TwinSc GyC. 2*Dks*&*Shade dk* Now "Salvage Chieftain," & Transferred to No. 68305	608 403 338	✠ ... 10,12 ✠				1908 5mo	BColumbia MarRlyCoLd Victoria,B.C.	PacificSalvageCo. Ld.	163·0 F33'	27·0	13·0 FK	Vict'riaBC British *WB*	T.6Cy.11½",18"&31"-24" 94RHP Bow,McLachln&CoLd.Psy	15 ″ 0	
78334 7077 SFIG	**Lilly** (*ex*Chaddesley,*ex*Nicolaos Pappis,*ex*Kalfond) *ss*Hbg.3rdNo.3-6,37 *Well deck* 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	*1254* *942* *725*	✠100A1 7,40~~12,38~~ BS~~5,39~~ 3,40 ✠LMC6,37	Bly Got	*n*	OG ~~6,37~~ 7,40	1900 8mo	Dundee Shipbuilders' CoLd.Dundee A&CP	RederiA/B Wallen (A.J.Falkland, *Mgr.*) *CellDBa*54'	225·0 234·8(O.L.) Q83'B54'F27' *uE*13'*f*88'269*tFPT*	35·2	14·8 FK	Hlsngborg Swedish 4*BHCem* 56*tAPT*20*t*	T.3Cy.17",28½"&47"-30" (*s*) 180lb *80lb* 133NHP NDB00*refitted*26 1SB,*3cf*,GS55,HS2076 Cooper&Greig,Dundee	17 ″ 3 s1 ″ 1½ 16 ″ 3	
78335 ~~LIXP~~	**Lilly I** (*ex*Lilly-35) *ss*Got.No.3-2,30 *ss*Bgn.No.2-38 *Mchy.Aft* 1*Dk*(*Stl*)	309 249 204	✠100A1 6,39 BS6,39 ✠LMC8,38 Surveys delayed	Bgn	*c*	OG 8,38	1916 9mo	P.Larsson Thorskog	~~LarsKyrkjebö~~ (Stockholms RederiaktiebSvea Mgrs) *Ce*	123·1 127·5(O.L.) P26'F15' len17 *llDB*22'27*tFPT*20*t*	22·6	10·4 FK	Stockholm Swedish 3*BHCem* *APT*15*t*	C.2Cy.13"&20"-16" (*s*) 120lb 22NHP 1SB,*2cf*,GS46,HS490 P.Larsson,Thorskog	12 ″ 0 s1 ″ 2½ 10 ″ 10½	
78336 216848 WFEI	**Liloa** (*ex*ConstanceChandler-38, *ex*WestHosokie) *Fitted for oil fuel* D.F. 2*Dks*	5523 5117 3419					1918	Skinner& EddyCorp. Seattle, Wash	MatsonNavigation Co.	409·6 P43'B115'F47'	54·2	27·1 *WB*	S.Frncisco Utd.States	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
78337 787 SVMO	**Lily** (*ex*Legie-33,*ex*TaikaiMaru) *ss*Ham.No.3-10,33 *ss*Rot.No.1-38 2*Dks*(*Stl*)	5719 4848 3379	✠100A1 2,40 BS~~10,39~~ 12,40 ✠LMC3,38	Msl	*z*	CL 1,38	1920 4mo	UchidaSB. &Eng.Co.Ld. Yokohama A&CP	Ch.N.Pateras *CellDB*350'1076*t*	400·0 P39'B121'F40' *FPT*138*tAPT*92*t*	54·5	30·0 FK	Piræus Greek 6*BHCem*	T3Cy.26",43½"&70⅞"-48"(*s*) 200lb 513NHP 3SB,*9cf*,GS175,HS7376 FD IshikawajimaSB&ECoTok	30 ″ 0 s5 ″ 6¾ 24 ″ 8	
78338 OUII 67/40	— 1*Dk*	1281 833 752					1920	F.Schichau Elbing	D/S A/S Progress (MariusNielsen& Sön,*Mgrs.*)	224·3 Q60'B97'	33·6	13·5	Copnhagn Danish *WB*	T.3Cy.15",24⅘"&38⅗"-25⅕" 74NHP F.Schichau,Elbing		G
78339 CSAZ	**Lima** Ⓟ (*ex*Westerwald) *ss*Lis.No.3-6,37 2*Dks*(*Stl*)*Udk*(teak s)	3881 3070 2375	100A1 ~~7,40 10,39~~ 4,41 BS~~2,40~~ 4,41 LMC5,37	Lis		CL 10,39	1907	Furness, Withy&CoLd WHartlepool *Lloyd's*A&CP	EmpresaInsulana deNav.(Bensaude &Co.*Mgrs.*) *CellDBuE&a*113'	352·1 P40'B115'F69' *f*138' 495*t FPT*35*t*	45·1	26·0 FK&BK3"	Lisbon Portuguese 9*BHCem* *APT*17*t*	T.3Cy.25½",43"&73"-48" (*s*) 200lb 497NHP 3SB,*9cf*,GS159,HS6868 FD Richardsons, Westgarth&Co.Ld.Hpl.	28 ″ 10 s5 ″ 0¼ 24 ″ 5¾	
78340 5974 SHJA	— TwinSc3Mst *Oil Eng.* D.F. *ss*Got.No.3-4,31 *ss*Mmo.No.2-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '40	5244 4972 3135	✠100A1 *Shelter dk withfreeboard* ~~2,40~~10,39 4,41 DBS4,40 ~~DBS12,38~~ ✠LMC5,39	Got ~~Ver~~ Liv	*x*	OG 5,38	1918 5mo	Akt.Bur-meistr&Wain Copenhagen A&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellD*	364·1 384·0(O.L.) *B*323'1148*t FPT*75*t*	51·5	22·1 FK	Stockholm Swedish 6*BHptCem* *APT*60*t*	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP DB*100lb* AktBurmeistr&Wain,Cpn	~~25 ″ 6~~ ~~s2 ″ 4~~ ~~23 ″ 4¾~~ 34 ″ 0 s9 ″ 4 24 ″ 10¼	
78341	— (*ex*Waunta-39,*ex*CayoCristo, *ex*BargeP.D.10) *Fitted for oil fuel* Wireless 1*Dk* *Mchy.Aft*	642 — 409				*Rebui*	1919 *lt*1921	N.ofIrelnd. S.B.Co.Ld. Londonderry *by* Franco-Be	ManuelR.Aguirre lge de Réparation	180·0 P16'B48'F28' s Nav.Antwerp	31·2	13·0	Callao Peruvian *WB*	T.3Cy.13",23"&37"-26" 70NHP Cooper&Greig,Ld.Dundee		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Official Total. — sous le Pont. — Net.	5 Détails de la Classification. Coto. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L. R., Lloyd's Cert. of Trade.
78342	**Lima** TwinSc (*ex*WarVessel) *OilEng.* 1*Dk* *CarryingPetroleum in bulk*	494 413 274					1915	SirRaylton Dixon&CoLd Middlesbro'	Soc.desPétroles Shell de l'Ouest AfricainFrançais	177·1 170·1 H111*t*	31·2 31·2	11·2 11·4	Dakar French *WB*	Oil Engines 2S.C.SA 8Cy.16$\frac{1}{2}$"–18$\frac{3}{8}$" 388NHP J.&C.G.BolindersCo.Skm.		
78343 26947 JCMD	**Lima Maru** TwinSc *ss*Yka.No.3–3,32 *ss*Yka.No.1–36 2*Dks*(*Stl*)	6989 6469 4298	✠100A1 11,39 ~~BS4,39~~ ✠LMC~~4,38~~ 5,40 *Carrying Vegetable oil in Nos. 3 & 6 DB Tanks*	Yka	*b*†	CL ~~4,38~~ sN4,38 P5,40	1920 4mo *Lloyd*'*s*A&CP	Mitsubishi ZosenKaisha Nagasaki	NipponYusen K.K. *CellDB*380'1297*t*	445·0 P35'B138'F35' FK *DTa*42'1338*t FPT*	58·0	34·0	Tokyo Japanese 7*BHCem* 75*tAPT*62*t*	T.6Cy.20½",33½"&56"–48" 200lb (*s*) 620NHP 4SB,*12cf*,GS225,HS8903 FD MitsubishiZosenKaisha	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
78344 1420 IPLK	**Limbara** Ⓟ (*ex*Terranova, *ex*Tavolara) Sp 1*Dk*	402 288 158	✠ 5,10 ✠	Gls	*h*		1910 5mo	A.&J. Inglis,Ld. Glasgow	"Tirrenia"Soc. Anon.diNav.	163·0 154·0 P27'B57'F37'	26·6	13·1 BK7'	Genoa Italian 4*BHCem* *DBf*15'24*t*	T.3Cy.12½",21"&33"–24" 90NHP 2SB,*4cf*,GS58,HS1490 A.&J.Inglis,Ld.Glasgow	13 ″ 9	I †
41 78345 OOWH	**Limbourg** *OilEng.* 2*Dks* *CruiserStern*	2483 2100 1287					1938	Soc.Anon. Jhn.Cockerill Hoboken	CieNationaleBelge deTransp.Mar. (AgenceMaritime InternationaleS.A. *Mgrs.*)	307·6 F26'	45·2	27·7	Antwerp Belgian *WB*	Oil Engines 2S.C.SA 5Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 337NHP SocAn.J.Cockerill,Seraing		V
78346 PFOT	**Limburg** *Mchy.Aft* *OilEng.* *CruiserStern* 1*Dk*	345 266 203					1928	Gebr.Pot Bolnes	N.V Scheepv. Maats.Limburg (T.denHartigh, *Mgr.*)	147·8 P46'F20'	25·2	8·7	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"–17¾" 46NHP Motorenfabr."Deutz" A.G.Köln-Deutz		V
78347 148634 GLJB	**Limerick** TwinSc *Oil Eng.* *ss*Syd.No.3–5,38 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) *CruiserStern*	8724 8311 5479	✠100A1 *Shelter dk* *withfreeboard* 8,40~~10,39~~ ✠LMC CS5,38 DBS~~1,39~~2.40 3,39 *Carryingfuel oilF.P. above150° F. in deep tanks*	Syd	*d*†	CL P1,38 s10,39	1925 7mo *Lloyd*'*s*A&CP	W.Hamilton&Co.Ld. Port Glasgow	IrishCounties Steamers(Union S.S.Co.of New Zealand,Ld. *Mgrs*) *CellD*	460·5 B&F424' FK *Coll* *B*386'1425*t MTs*55	62·7	35·2	London British 7*BH ptCem* *BH to Sh dk* '1574*t DTsa*	Oil Engines 2S.C.SA 12Cy.26¾"–47¼" 1495NHP 2DB*180lb* J.Brown&Co.Ld.Gls. 76'1818*tFPT*121*tAPT*100*t*	37 ″ 9 s 6 ″ 0½ 31 ″ 2½	
78348 OXJE	**Limfjorden** Ⓟ Wireless D.F. 1*Dk*	488 364 245					1904	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	190·8 P101'F20' len.13	25·8	10·4	Aalborg Danish *WB*	T.3Cy.13",21½"&37"–24" 67NHP HelsingörsJernsk.&Mskb.		V
78349 140436 GVXB	**Limol** *ss*Ply.No.3–4,30 *ss*Ply.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	1159 845 476	✠100A1 *withfreeboard* 9,40~~9,38~~ MS9,38 *CarryingPetroleum in bulk* *Fitted for oil fuel*12,17 *F.P. above* 150° F.	Ply Gms ✠LMC BS~~4,40~~4,41	*n*	CL ~~6,37~~ 8,40	1917 12mo *Lloyd*'*s*A&CP	Lobnitz& Co.Ld. Renfrew	TheAdmiralty *CellDB uE&B* 45'78*t*	210·0 P61'F58' FK *DT f* 30' 261*tFPT*	34·7	15·6	London British 12*BHptCem* 37*tAPT*33*t*	T.3Cy.15",25"&40"–30" (*s*) 180lb 138NHP 2SB,*4cf*,HS2200 FD Lobnitz&Co.Ld.Renfrew	16 ″ 6 s 1 ″ 6½ 15 ″ 0½	
78350	**Limousin** (*ex*Nore–39) *OilEng.* *ss*Nwc.No.2–38 D.F. 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	7619 7247 4570	✠ ... 11,39 ✠	Sfj	*c*†		1930 10mo	Swan,Hunter&Wigham Richardson, LdNewcastle	FrenchGovernment(Ministère de laMarineMarchande) (Soc.Française deTransports PétroliersS.A. *Mgrs.*) *Cell*	460·5 P109'B30'F60' FK *DBu E*85' 327*t DT*	59·5	34·1	Havre French 16*BHptCem* (10 *to U dk* 6 „ *2nd*„) *f*41'523*t FP*	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP W'llsndSlpwy.Co.Ld.Nwc. *T*199*tAPT*146*t*	34 ″ 1	V †
78351	**Limpopo** TwinSc *ss*L.Mq.No.2–38 1*Dk*(*Stl*)	647 371 286	✠100A1 ~~7,39~~12,40 ~~BS7,39~~ ✠LMC3,38 12,40	LMq	*i*	OG 7,39	1930 8mo *Lloyd*'*s*A&CP	Earle'sCo. Ld. Hull	Empreza do LimpopoA.Couto, Ltda. *CellDB*136'14	170·2 P22'B78'F23' FK 2*t FPT*21*t APT*15*t*	30·2	9·7	Lourenço Marques Portuguese 4*BHCem*	T.6Cy.11½",18"&30"–18" (*s*) 180lb 116NHP 2SB,*4cf*,GS70,HS2240 Earle'sCo.Ld.Hull	11 ″ 6 s ″ 9 10 ″ 11½	
78352 2175 IBWA	**Lina** (*ex*Minhla–38) *ss*Ist.2ndNo.3–9,34 *Mchy.Aft* 1*Dk*(*Stl*)2*trB* *CarryingPetroleum in bulk* Wireless *Fitted for oil fuel*	1235 970 653	✠ ... 3,38 ✠	Varna	*n*		1909 3mo	Armstrong Whitworth &Co.Ld. Newcastle	Navigazione e CommercioSoc. Anon.Italiana	208·0 200·0 P26'B32'F30' FK	34·0	17·5	Genoa Italian 10*BHCem* *CellDB*	T.3Cy.17",28½"&46$\frac{1}{16}$"–30" 136NHP 2SB,*4cf*,GS62,HS2230 W'llsnd Slpwy.Co.Ld.Nwc. *uB*21'25*tFPT*38*tAPT*4*t*	18 ″ 6	I †
78353 1630 IBET	**Lina Campanella** (*ex*Aras) *ss*Bkn.3rdNo.3–1,30 *Fitted for oil fuel* *Mchy.Aft* 1*Dk*&*Spar dk*& D.F. *Web frames* *Carrying Petroleum in bulk*	3356 3198 1952	✠ ... 11,30 ✠NB5,18 ✠				1893 6mo	Palmers' Co.(Ld.) Newcastle	TitoCampanella Soc. di Nav.	337·2 325·0 P73'B20'F38'	42·7	28·7 21·0 FK	Genoa Italian *WB*	T.3Cy.24",40½"&64"–42" 295NHP Palmers'Co.(Ld.)Nwc.	29 ″ 10	I †
78354 DHCR	**Lina Fisser** (*ex*Bollan–36,*ex*Bellini, *ex*LuisPidal, *ex*ThyraMenier) *ss*Dnk.No.3–10,25 *ss*Kel.No.2–33 Wireless *Arch deck* 1*Dk*(*Stl*)	1497 1288 838	✠ ... 2,36 ✠	Kel	*o*		1912 9mo	BlythS.B. Co.Ld. Blyth	Fisser&v.DoornumReederei G.m.b.H.(Fisser& v.Doornum,*Mgrs.*) *CellDBa*75'*uE*&	238·8 P16'F28' *B*31' *f* 96'354*t FPT*	36·1	20·0 FK	Emden German 4*BHCem* 49*tAPT*55*t*	T.3Cy.17$\frac{5}{16}$",28"&46"–33" 146NHP 2SB,*4cf*,GS65,HS2450 G.T.Grey,SouthShields	22 ″ 2	C †
78355 2/41 YTQE	**Lina Matkovic** (*ex*EmileDelmas–36, *ex*Arucas)	2325 — 1323					1914	Nuescke& Co. Stettin	EugenMatkovic	291·4 P103'F81'	41·5	17·0	Split Yugoslav	T.3Cy.23",37⅝"&57"–35½" 224NHP Nuescke&Co.Stettin		V
78356 139904 GCNZ	**Linaria** D.F. 1*Dk*	3385 3034 2014					1924	Sunderlnd S.B.Co.Ld. Sunderland	StagLine,Ld. (J.Robinson& Sons,*Mgrs.*)	331·0 P34'B97'F29'	48·0	23·2	N.Shields British *WB*	T.3Cy.22½",36½"&62"–42" 249NHP N.E.MarineEng.Co.Ld.Sld		C
1/41 78357 LCSN	**Lincoln Ellsworth** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	5580 4827 3206					1927	A/BGötaverken Gothenburg	A/S Laboremus (T.Dannevig&Co. *Mgrs.*)	381·3 P274*t*H199*t*F78*t*	55·2	30·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 548NHP A/B Götaverken,Got.		N
78358 LJUT	**Lind** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	461 351 186					1938	NV.Schpsf v/hDeGroot &VanVliet Slikkerveer	Skibs-A/SOljetransport(J.O. Odfjell,*Mgr.*)	168·3 Q57'F23'	25·9	9.9	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{11}{16}$" 93NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		N
78359 OYYH	**Linda** Wireless D.F. E.S.D. 2*Dks* *CruiserStern*	962 770 501					1936	Helsingörs Jernsk&Msk. Elsinore	J. Lauritzen	235·5	36·9	12·9	Esbjerg Danish *WB*	C.3Cy.(2)13⅝"&33$\frac{1}{16}$"–33$\frac{1}{16}$" &LP Turbine&chain drive HS2200 152NHP HelsingörsJernsk.&Mskb.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of T. Trade Cert.
78360 DHAS	**Lindenau** (*ex*Alster–35) *Well deck* 1*Dk*	997 804 481					1914	Reiherst'g Schiffsw. Hamburg	Bugsier-Reed. u. Bergungs-A.G.	222·3 P&B170'F32'	34·6	13·1	Hamburg German *WB*	T.3Cy.16½",27½"&43"–33½" Reiherstieg 109NHP Schiffsw.u.Maschf.		G
78361 DOIT	**Lindenfels** Sub.Sig. 2*Dks* E.S.D. *CruiserStern*	8457 7771 5193					1928	J.C.TecklenborgA.G Wesermünde-G.	DeutscheDampf. Ges."Hansa"	490·7 P65'B285'F39'	62·2	32·3	Bremen German	T.3Cy.34¼",52¾"&86⅝"–55⅛" & 1 LP Turbine 785NHP J.C.TecklenborgA.G.Wsm		G
78362 160778 GCCV	**Lindenhall** D.F. 1*Dk*&*Shelter dk* *Cruiser Stern* *Tonnage opening closed'41(W.E.)*	5248 4749 3099	✠100A1 *withfreeboard* 5,41 ~~9,39~~ ✠LMC10,37	Nwc Lon	*a*†	CL ~~9,39~~ 4,41	1937 10mo *Lloyd'sA&CP*	W.Gray &Co.Ld. WHartlepool	WestHartlepool Stm.Nav.Co.Ld. *CellDB*373'1092*t*	439·0 453·8(O.L.) F48' FK *DTa*32'1091*tFPT*1	56·1	26·0	W.Hartlpl British 7*BHCem* (*Coll to Sh dk* 6 „ *2nd* „) 55*tAPT*172*t*	T.3Cy.23",37"&65"–45"& LP turbine withDRgearing & hydraulic coupling (*s*) 220lb FD 548NHP 3SB(Spt) 9*cf*,GS153,HS7020 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	~~28 ″ 4~~ ~~s 3 ″ 3¾~~ ~~25 ″ 3½~~ 36 ″ 10 s10 ″ 10 26 ″ 3½	
78363 148127 MNGQ	**Lindisfarne** *ss*Nwc.No.3–9,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	999 792 427	✠100A1 *withfreeboard* 2,40 ✠LMC MS9,37 BS11,39	Sch	*o*	CL 2,40	1925 6mo *Lloyd'sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	Tyne-TeesSteam ShippingCo.Ld. *CellDBa&uE*60'	231·3 B63' FK *f*104'168*t*	35·1	14·3	Newcastle British 4*BHCem* (*Coll to Shdk* 3 „ *2nd* „)	T.3Cy.20",31"&53"–36" (*s*) 180lb 240NHP 2SB,6*cf*,GS135,HS4476 Hwthrn,Leslie&C.Ld.Nwc.	16 ″ 6 s ″ 6 16 ″ 2	
78364 LCTX	**Lindvangen** *ss*N.Os.No.2–40 ~~*ss*N.Os.No.1–36~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	2412 1993 1392	✠100A1 ~~7,40~~ ~~9,39~~ 3,41 ✠LMC 6,40 ~~MS4,36~~ ~~BS5,39 6,40~~ *Fitted for oil fuel*10,31 *F.P. above* 150° F.	Mob	*s*	OG 11,39	1931 10mo *Lloyd'sA&CP*	Internatnl S.B.&E.CoLd Danzig	SkibsA/S Karaibien(Görrissen& Co.A/S,*Mgrs.*) *Intermediate BH in forehold dispensed with*	291·2 P28'B84'F33' FK *CellDB*248'623*tFPT*	45·7	18·5	Oslo Norwegian 4*BHptCem* 61*tAPT*78*t*	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$"– 35$\frac{7}{16}$" 206lb (*s*) 229NHP 2SB,6*cf*,GS72,HS3380 FD InternationalSB&E.CoLd *Wing tanks in Bridge*42*t*	20 ″ 6 s2 ″ 8¼ 17 ″ 11½	
78365 LEJJ	**Linea** (*ex*Unverzagt–33,*ex*Jannakis) *Mchy.Aft* 1*Dk*	737 562 402					1919	N.V.Schps. Mij.deYssel Gonderak	Skibs-A/S Linea (E.Hansen)	197·6 Q25*t*B85*t*H15*t*F27*t* len27	28·3	11·9	Xiansand Norwegian *WB*	T.3Cy.13",20½"&35"–20" N.V.v.d. 55NHP Kuy&v.d.Rees,Rotterdam		G
78366 151718 GLCX	**Ling Kong** *ss*Shi.No.1–27 Wireless 2*Dks*	850 603 312	✠ … 10,31 ✠				1923 2mo	NewEng.& S.B.Wrks.Ld. Shanghai	ShanghaiPilot BoatCo.(1928)Ld.	180·0 FK	34·1	14·9	Shanghai British *WB*	T.3Cy.18½",29"&49"–33" 186NHP NewEng.&S.B.Wks.LdShi.	16 ″ 6	
78367 PFOY	**Linge** *ss*Rot.No.2–37 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	2114 1892 1261	✠100A1 4,40 ✠LMC 9,40 ~~MS4,37~~ ~~BS8,39~~	Sch	*s*	CL 6,38	1928 7mo *Lloyd'sA&CP*	A.Vuijk& Zonen Capelle a/d Ysel	N.V."Houtvaart" (Vinke&Co.*Mgrs.*)	281·3 P22'B54'F22' FK *CellDB*242'542*t FPT*	42·7	19·3	Rottrdam Dutch 4*BHCem* 62*tAPT*54*t*	T.3Cy.21",34½"&57"–36" (*s*) 210lb 248NHP 2SB,6*cf*,GS106,HS4054 ArnhemscheStoomsleephellingMij.Arnhem	21 ″ 4 s 3 ″ 1¾ 18 ″ 3¾	
78368 171304 VQYV	**Lingfield** (*ex*Niki–37,*exHopper* *Barge*Slinger) *Mchy.Aft* 1*Dk*	1002 813 584	✠ … 4,20 ✠				1917 5mo	Lobnitz& Co.Ld. Renfrew	FinchleyS.S.Co. Ld.	195·0 F20' FK	35·5	14·4	Gibraltar British *WB*	T.3Cy.17",27"&43"–27" 151NHP Lobnitz&Co.Ld.Renfrew	15 ″ 6	C †
78369 UNQA	**Linne** **TwinSc** 2*Dks* *CarryingPetroleum in bulk*	943 831 542					1882	Mek.Verks Motala	U.S.S.R.	239·0 F15'B36'P25'	27·9	15·5	Archangel Russian	C.4Cy.19$\frac{7}{16}$"&33¼"–20½" NB94 83NHP Mek.Verkst.Motala		
78370 FNMR	**Linois** (*ex*SantaElena) D.F. Sub.Sig. 2*Dks*	7473 — 4597					1907	Blohm & Voss Hamburg	ChargeursRéunis	434·4 P&B349'F50'	54·9	28·9	Havre French *WB*	Q.4Cy.24$\frac{13}{16}$",35½",48¾"& 72$\frac{13}{16}$"–53" 385NHP Blohm&Voss,Hamburg		V
78371 160735 MJMX	**Linwood** *ss*Shl.No.2–40 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	992 655 570	✠100A1 2,41 ~~1,40~~ ✠LMC2,40 BS2,41	Shl Sld	*m*	CL N1,40	1932 4mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	JosephConstantineS.S.Line,Ld.	199·9 Q144'F26' FK *CellDB*132'267*tFPT*	33·7	12·4	Middlsbro' British 3*BHCem* 74*tAPT*42*t*	T.3Cy.13½",23"&38"–27" 200lb *125lb* (*s*) 105NHP 1SB,3*cf*,GS45,HS1871 N.E.MarineEng.Co.Ld.Sld	14 ″ 8½ s4 ″ 9½ 14 ″ 6¾	
78372 LCSO	**Lionel** **TwinSc** *OilEng.* D.F. 2*Dks*	5653 5329 3481					1926	Odense Staalskibsvft Odense	D/S A/S Östlandet (A.Mohn,*Mgr.*)	375·6 H225*t*	52·5	33·0	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 450NHP Akt.Burmeistr&Wain,Cpn		N
78373 FNMS	**Lipari** Ⓟ **TwinSc** *Ref.Mchy.* D.F. 3*Dks*	9954 — 6090	✠Lloyd'sRMC4,40				1922	Atel.&Ch. de laLoire St.Nazaire	ChargeursRéunis	478·5 B266'F56'	59·2	27·4	Havre French *WB*	6 Steam Turbines DR geared to 2 Sc. Shafts Atel.&Ch.de laLoire,Nts.		V
78374 DHPF	— D.F. *CruiserStern* 1*Dk*	1943 1597 1127					1930	Flensburgr Schiffsb.Ges. Flensburg	R.M.Sloman,Jr.	296·4 P21'B&F268' *Upper*F35'	42·7	16·2	Hamburg German *WB*	T.3Cy.22$\frac{1}{16}$",34⅝"&56$\frac{5}{16}$"– 37⅜" 194NHP FlensburgerSchiffsb.Ges.		G
78375 154210 VSNL	**Lipis** Ⓟ *OilEng.* Wireless 1*Dk*	914 693 493					1927	Scotts'S.B. &E.Co.Ld. Greenock	StraitsSteamship Co.Ld.	214·3 P130'F32'	35·6	11·6	Singapore British *WB*	Oil Engines 4S.C.SA 8Cy.15"–20" 175NHP NE38 Ruston&Hornsby,Ld.Lcn.		
78376 2584 DODH	**Lippe** (*ex*City ofDunedin, **4Mst** *ex*Porta) *ss*Cal.No.2–26 2*Dks* D.F. Sub.Sig. *3rd dk inNo.1hold*	7849 7296 4870	… 4,29				1917	Bremer Vulkan Vegesack	Norddeutscher Lloyd	475·3 P28'B143'F86' FK	60·7	32·9	Bremen German *WB*	T.3Cy.32$\frac{5}{16}$",52$\frac{11}{16}$"&86⅝"– 55⅛" 817NHP BremerVulkan,Vegesack	35 ″ 6	G †
78377 1302 CBLI	**Lirquen** (*ex*Presidente Alessandri–36, *Whale Oil Factory* *ex*Suzanne etMarie–33) 2*Dks*	1811 — 934					1891	Lobnitz &Co. Renfrew	Cia.deMuelles de laPoblacion Vergara	255·4 P46'B68'F40'	35·6	21·2	Valparaiso Chilian	T.3Cy.20",34"&54"–42" NB09 189NHP Lobnitz&Co.Renfrew		V
78378 DJRW	**Lisa** (*ex*Kilkenny–36,*ex*ElginCoast, *ex*LadyTennant) *ss*Lth.2ndNo.3–7,29 *Mchy.Aft* *ss*Ham.No.2–37 1*Dk*(*Stl*–ws)	494 348 199	✠ 7,37 ✠	Ham	*h*		1904 1mo	Napier& Miller,Ld. Glasgow	H.W.B.Ohlmeier	164·2 Q95'B12'F22' BK6" *CellDB*88'116*tFPT*	26·2	10·5	Hamburg German 3*BHCem* 35*tAPT*6*t*	T.3Cy.16",26"&43"–30" 117NHP 1SB,3*cf*,GS66,HS1908 D.Rowan&Co.Glasgow	12 ″ 6	V
78379 6988 SJFW	— **WoodAux4MstSr** (*ex*Annelise) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	*359* *324* *279*					1918	Nakskov Skibsv. Nakskov	G.L.Berg	138·2 Q31'H12*t*	30·0	12·9	Bergqvara Swedish	Oil Engines 2S.C.SA 2Cy.13¾"–16$\frac{3}{16}$" 67NHP NE30 JönköpingsMotorfbk.		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant à expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
78380 DIBH	**Lisa Essberger** TwinSc (exElsaEssberger-38) ssHam.No.2-39 Wireless D.F. *Mchy.Aft* *OilEng.* *2Dks(Stl) Longitudinal framing at dk* *CruiserStern & sides in summer tanks* *Strengthened for Navigation in Ice* *Carrying Petroleum in bulk*	1172 1134 794	✠ 5,39 ✠	Ham			1930 12mo	Deutsche Werft.A.G. Hamburg	JohnT.Essberger *CellD*	244·8 254·0(o.l.) F35' FK len84 *BuE*16'13t*FPT*39t	36·6	15·8	Hamburg German 10*BHptCem* *ptAsp* *APT*23t	Oil Engines 4S.C.SA 12Cy.10½"-16⅝" 137NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	11 ″ 9	
78381 LCSP	**Lisbeth** 1*Dk*	2732 2418 1636					1922	Bergens Mek.Værks Bergen	D/S A/S Lisbeth (KnutKnutsen, O.A.S.,*Mgr.*)	300·2 P68tH104tF54t	47·3	20·8	Haugesnd Norwegian *WB*	T.3Cy.22",37"&60"-39" 225NHP BergensMekVærksBergen		N
78382 DMAB	**Lisbeth Cords** *Mchy.Aft* 1*Dk*	907 773 496					1910	Akt.Ges. "Neptun" Rostock	Aug.Cords	231·2 P&B177'F25'	33·8	12·0	Rostock German *WB*	T.3Cy.14⅝",24 5/16"&38⅝"-26¾" 77NHP A.G."Neptun,"Rostock		G
78383 DNAI	**Lisboa** 1*Dk*	1799 1593 1090					1911	Schiffsw.v. HenryKoch Lübeck	Oldenbrg.-Portug. Dmpfsch.Rhed.	277·7 P&B220'F35'	39·2	17·9	Oldenburg German *WB*	T.3Cy.22 1/16",35 1/16"&53½"-33 1/16" 163NHP OttensenerMchFabAltona		G
78384 143673 GDTL	**Lisbon** ssLiv.No.3-5,33 ssLiv.No.1-37 1*Dk(Stl)2nd dk(Stl)in forward holds CruiserStern*	1984 1332 1226	✠100A1 6,40 ~~6,39~~ ✠LMC MS10,37 BS~~6,39~~ 6,40	Hul Lon	*q*	CL 10,37	1920 9mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd's* A&CP	EllermanLines,Ld. (Ellerman&PapayanniLines,Ld. *Mgrs.*)	250·8 P&B157'F27' FK *CellDB*220'428t	38·2	17·1	Liverpool British 5*BHCem* *APT*12t	T.3Cy.16½",29"&50"-33"(*r*) 220lb 230NHP 2SB,*4cf*,GS78,HS3380 FD Hall,Russell&Co.Ld.Abn.	20 ″ 4 s1 ″ 6 18 ″ 11½	
78385 27254 JOLD	**Lisbon Maru** TwinSc ssKob.No.3-9,32 ssYka.No.1-36 2*Dks(Stl)* *Fitted for oil fuel* 8,28*F.P.above* 150° F.	7053 6450 4308	✠100A1 9,39 ~~BS5,37~~ ✠LMC~~8,36~~ 10,40	Rot	*b*†	CL s9,39 ~~PN9,39~~ P10,40	1920 7mo	Yokohama DockCo. Yokohama *Lloyd's* A&CP	NipponYusenK.K. *CellDB*392'1314t*D*	445·0 P35'B138'F35' FK *Ta*42' 1337t*DTsf*	58·0	34·0	Tokyo Japanese 7*BHCem* 1440t*FPT*73t	T6Cy.20½",33½"&56"-48"(*s*) 200lb 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCo.Yka. *APT*58t	34 ″ 0 s7 ″ 6½ 26 ″ 8	
78386 LDSG	**Lise** *OilEng.* D.F. ssGot.No.2-39 *Mchy.Aft* 1*Dk(Stl)&Web frames* *Longitudinal framing-bracketless system* *Carrying Petroleum in bulk*	6826 5985 3966	✠100A1 ~~6,40~~ ~~1,40~~ 1,41 ~~DBS8,39~~ ✠LMC8,39 9,40	Sfj ~~Sws~~ Bom	*a*†	CL N8,39	1931 7mo	W.Doxford &Sons,Ld. Sunderland *Lloyd's* A&CP	A/S Lise(S.Holter-Sörensen) *CellDBuE*35'157t*D*	416·2 P94'B32'F40' FK *Trunk in wells* *Tf*35'538t *FPT*151t	58·0	32·8	Oslo Norwegian 11*BHptCem* *APT*276t	Oil Engines 2S.C.SA 4Cy.22 1/16"-85" 598NHP NDB(WT)40-*142lb*2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 0	
78387 OUIJ	— (exH.A.Hansen) Wireless 1*Dk*	1247 948 718					1920	P.Ph. Stuhr's Msk& Skbs Aalborg	D/S A/S Nautic (Aa.M.Vollmond, *Mgr.*)	238·7 P26'Q71'B99'F30'	36·2	13·4	Copnhagn Danish *WB*	T.3Cy.16½",25"&42½"-30" 99NHP Akties Frichs Aarhus		V
78388 DJOO	**Liselotte Essberger** TwinSc *OilEng.* *Mchy.Aft* ssHam.No.1-39 Wireless D.F. E.S.D. 1*Dk* *Strengthened for Navigation in ice* *Longitudinal framing CruiserStern* *Rudder & Sternpost electrically welded* *Carrying Petroleum in bulk*	1593 1323 737	✠ 3,39 ✠	Ham	*p*		1935 4mo	H.C.Stülcken Sohn Hamburg	JohnT.Essberger *CellDBuE*30'30t	244·6 255·0(o.l.) P65'F31' FK *DTf*19'115t *FPT*14t	41·5	16·8	Hamburg German 11*BHptCem* *APT*34t	Oil Engines 4S.C.SA 12Cy.14⅝"-19 1/16" 241NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	16 ″ 9	
78389 3644 PJAM	**Liseta** TwinSc ssCco.No.3-5,39 *Mchy.Aft* 1*Dk(Stl)* *Longitudinal framing at bottom & at deck* *Carrying Petroleum in bulk* *Fitted for oil fuel* 7'27 *F.P.above* 150° F	2580 1715 1116	✠100A1 ~~5,40~~ ~~12,39~~ 5,41 BS5,41 ~~BS5,39~~ ✠LMC4,38	Shl	*t*	CL s5,40 P10,38	1927 7mo	Cant.Nav. Triestino Monfalcone *Lloyd's* A&CP	N.V.Curacaosche Scheepv.Maats.	305·0 Q89'F29' *Trunk* 187' FK	50·2	15·1	Willemst'd Dutch 9*BHptCem* *ptAsp* *APT*84t	T.6Cy12¾",20½"&33¾"-24 1/16" 180lb (*s*) 236NHP 2SB,*4cf*, HS4168 FD RotterdamscheDD.Co.Rot	15 ″ 0 s1 ″ 6¾ 13 ″ 6¾	
78390	**Lisita** *OilEng.* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing* *(Class Contemplated)* *Carrying Petroleum in bulk*	8500	100A1				1940	Kockums M.V.Aktieb. Malmö	A/S Uglands Rederi(J.M. Ugland,*Mgr.*)	476·0 P91'B32'F63'	62·1	34·7	Grimstad Norwegian	Oil Engines 2S.C.DA 6Cy.23⅝"-43 5/16" KockumsM.V.Akt.Malmö	34 ″ 6 s7 ″ 5½ 27 ″ 2	
78391 LCSQ	**Liss** ssOsl.No.3-8,34 ssGot.No.1-38 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Carrying Petroleum in bulk* *Fitted for oil fuel* 7.21 *F.P.above* 150° F.	5932 5658 3583	✠100A1 3,40 ✠LMC MS11,38 BS9,39	Osl	*z*	CL ~~10,38~~ 1,41	1921 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's* A&CP	RederiA/S Damp (Arth.H.Mathiesen,*Mgr.*) *CellDBuE&B*70'	400·2 413·5(o.l.) P68'B34'F37' FK *f*38'249t*APT*110t	53·0	32·9	Oslo Norwegian 14*BHCem* (9 ,, *to Udk* 5 ,, ,,*2nd*,,)	T.3Cy.27",'38&75"-51"& Exhaust turbine driving steam compressor (*s*) 180lb 626NHP 3SB,*9cf*,GS187,HS8580 FD Richardsons,Westgarth&Co.Ld.Mdb.	35 ″ 6	
78392 148922 MNSX	**Lissa** ssTrn.No.3-5,40 ~~ssGls.No.2-36~~ 1*Dk(Stl)* Wireless *Cargo battens not fitted*	1511 1391 916	✠100A1 ~~5,40~~ ~~9,39~~ 12,40 ✠LMC MS~~1,36~~ 5,40 BS~~10,39~~ 8,40	Gls ~~Trn~~ Goo	*q*	CL ~~1,38~~ 12,40	1927 5mo	R.Duncan &Co. Port Glasgow *Lloyd's* A&CP	ClydesdaleShipownersCo.Ld. (Glen&Co.Ld. *Mgrs.*) *CellDBa&uE*92'	254·0 264·2(o.l.) P23'B64'F22' FK *f*104'390t*APT*70t	39·2	17·4	Glasgow British 4*BHptCem* *ptAsp*	T.3Cy.20",34"&53"-36" (*s*) 180lb 207NHP 2SB,*6cf*,GS107,HS3516 Rankin&BlackmoreLdGrk	19 ″ 2 s2 ″ 4 17 ″ 0	
78393 LCDA	**Lista** (exRioGrande) *Fitted for oil fuel* 2*Dks*	3671 3340 2215					1920	W.Dobson &Co. Newcastle	A/S J.Ludwig MowinckelsRederi	360·3 P89tH221tF20t	52·1	23·5	Bergen Norwegian *WB*	T.3Cy.25½",41"&69"-48" 330NHP N.E.MarineEng.CoLdNwc		N
✱ 78394 LDJC	**Listo** (exColmar,exWarOsiris) ssOsl.No.3-5,31 ssOsl.No.1-36 1*Dk(Stl)* *Cargo battens not fitted*	1998 1802 1158	✠100A1 11,38 BS11,38 ✠LMC5,36	Osl	*r*	CL 11,38	1918 7mo	Pt.Arthur S.B.Co.Ld. Pt.Arthur, Ont. A&CP	HerlofAndersens RederiA/S (H.Andersen, *Mgr.*) *CellD*	251·3 P25'B64'F30' FK *B*226'526t*FPT*80t	43·7	20·6	Xiansand Norwegian 4*BHCem* *APT*78t	T.3Cy.20⅝",33"&54½"-40" 190lb (*s*) 278NHP 2SB,*6cf*,GS126,HS5246 Pt.ArthurS.B.Co.Ld.	23 ″ 0 s2 ″ 10½ 20 ″ 3¾	
78395 FOOY	**Listrac** 3Mst *Mchy.Aft* 1*Dk*	778 — 144					1907	Forges&C. de la Médit. Havre	Worms&Cie.	196·0 P&B128'F35'	27·8	14·6	Havre French	T.3Cy.15",23⅝"&37"-27½" 72NHP Forges&C.delaMédit.Hav.		V
78395* LEYL	**Lita** (exSteinar-36,exFriedrich Fischer,exHela) Wireless 1*Dk*	318 241 152					1890	J.W.Klawitter Danzig	D/S A/S Marna (M.Clausen, *Mgr.*)	129·2 Q17tB48tH8tF12t	21·4	12·1	Haugesnd Norwegian *WB*	C.2Cy.17"&32"-20" 38NHP J.W.Klawitter,Danzig		N
78396 137540 MGLB	**Lithium** Yl ssLiv.No.3-2,29 *Mchy.Aft* ssBkn.No.2-37 *Well deck* 1*Dk(Stl)* Wireless *Cargo battens not fitted above lower side stringer*	301 206 113	✠100A1 8,40 ~~12,39~~ ✠LMC MS2,37 BS~~8,39~~ 8,40	Bkn	*e*	OG 2,39	1917 4mo	Cochrane& Sons,Ld. Selby *Lloyd's* A&CP	I.C.I.(Alkali),Ld.	135·2 143·7(o.l.) Q50'B9'F21' FK	23·1	9·4	Liverpool British 3*BHCem* *APT*17t	T.3Cy.12",20"&34"-24" (*s*) 180lb 69RHP 1SB,*2cf*,GS33,HS1175 ShieldsE.&DDCo.LdN.Shl	10 ″ 6 s ″ 7 10 ″ 1	

✱ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78397 LCSR	**Litiopa** (*ex*Dockleaf) ssStv.No.3–2,29 ssRot.No.2–37 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames*	5356 4717 3171	✠100A1 9,40 ~~4,40~~ BS9,40 ✠LMC7,37 *Carrying Petroleum in bulk F.P. above 150°F.* *Fitted for oil fuel* 4,17	Mch NYk	*y*	CL 1,40	1917 4mo	Bartram& Sons,Ld. Sunderland Lloyd's A&CP	A/S Mosvolds Rederi II.(M.Mosvold, *Mgr.*) *Cell DBa*84'154*t* *DTf*35'408*t FPT*116*t APT*143*t*	400·0 412·5(O.L.) P121'B33'F46' FK	52·4	28·1	Farsund Norwegian 15*BHptCem* (10 „ *to U dk* 5 „ „ *2nd* „)	T.3Cy.27½",45"&75"–48"(*s*) 180lb 476NHP 3SB,9*cf*,HS8055 J.Dickinson&Sons,Ld.Sld.	30 ″ 6 s 5 ″ 10 24 ″ 11	
78398	**Littoria** (*ex*HsinPu–38,*ex*Pong Tong–34,*ex*Quinnebaug,*ex*PongTong, *ex*ElisabethRickmers) 2*Dks*& *Spar dk*	1723 1489 1001					1903	Rickmers Akt.Ges. Bremerhaven	Cia.Italiana di Nav.S.A.I(Chinese Italian Nav.Co.Ld.)	253·2 P&B161'F26'	37·4	19·6	Shanghai Italian *WB*	T3Cy.$19\frac{9}{16}$",$30\frac{7}{8}$"&49½"–33½" 142NHP OttensenerMaschinenf.Alt		
78399 UPTV	**Litvinov** 2*Dks* *Oil Eng.* *Cruiser Stern*	5114 2989					1932	Severney S.B.Yard Leningrad	U.S.S.R.	381·3 P30'B57'F23'	53·3	29·4	Russian *WB*	Oil Engines 2S.C.SA 6Cy.26¾"–$47\frac{3}{16}$" 746NHP RussianDieselWks.Len.		
78400 LCAD	**Liv** ssShl.No.3–5,12 ssOsl.No.2–21 1*Dk*(*ptStl*&*ptIrn*)2*trB*& *Web frames* & *pt Awng dk*(*Irn*)	3068 2325 1979	✠ 10,24 ✠	Bgn	*u*		1896 9mo	Ropner& Son Stockton	D/S A/S Liv (Brummenæs& Torgersen) *Cell D Ba*110'*uE*24'*f*120'576*t APT*30*t*	322·2 P25'Q106' BK10" *pt Awng dk*191'	41·5	20·6	Haugesnd Norwegian 5*BHCem*	T.3Cy.23",37"&61"–42" NDB09 246NHP 2SB,6*rf*,GS104,HS3760 Blair&Co.(Lim.),Stockton	24 ″ 0	N †
78401 DHPH	**Livadia** D.F. 1*Dk*& *Shelter dk* Sub.Sig.	3094 2829 1824					1922	Schiffs.-Dockbauw. Flender,A.G. Lübeck	DeutscheOst-AfrikaLinie	337·7 F36'	48·2	21·1	Hamburg German *WB*	T.3Cy.$23\frac{4}{5}$",$38\frac{1}{5}$"–$61\frac{4}{5}$"–$41\frac{3}{16}$" 246NHP G.SeebeckA.G. Wesermünde-G.		G
78402 115 SVTF	**Livatho** (*ex*DahHan–38, *ex*Tsang-Woo–38,*ex*Drafn, *ex*Iosco,*ex*Johanne) 2*Dks*	1667 — 1024					1903	Schiffsw.v. H.Koch,A.G. Lübeck	G.Stamatelatos	255·8 P31'B65'F29'	36·2	18·1	Argostoli Greek *WB*	T3Cy.17¾",29½"&47¼"–33½" 130NHP J.F.Ahrens,Altona		C
78403 113 IBFT	**Livenza** ssTri.No.3–3,35 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) D.F.	5343 5025 3328	✠100A1 *Shelter dk with freeboard* 2,38 ✠LMC7,39 *Fitted for carrying oil* 3,30 *F.P. above 150° F. in deep tank* *Adapted for oil fuel* 3,30 *F.P. above 150° F.*	Tri	*y*	CL 6,39	1922 9mo	Stabilmnto Tecnico Trieste A&CP	"Italia"Soc.Anon. diNav. *Cell DB*331'1234*t DTa*40'880*t* *FPT*125*t APT*214*t*	404·2 389·9 B125'*on Shelter dk* FK	54·0	29·0	Trieste Italian *ptCem* 6 *BH to S dk* 1 „ „ *U* „	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb FD 600NHP 3SB(Spt),9*cf*,GS190,HS7668 FrancoTosiSocAnon.Lgn.	32 ″ 0 s 6 ″ 11¼ 25 ″ 3	
78404 24769 JPLD	**Liverpool Maru** ssYka.No.3–4,37 2*Dks*(*Stl*)& *Awng dk*(*Stl*)	5866 5586 4271	✠100A1 *Awng dk with freeboard* 9,40 ~~7,39~~ ✠LMC~~7,39~~ 9,40	Smk	*y*	OG 7,39	1919 4mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KokusaiKisenK.K. *Collision BH to Awng dk* *Cell DB*334'1118*t FPT*126*t APT*93*t*	385·0 FK	51·0	36·0	Kobe Japanese *Cem* 5*BH to U dk*	T.3Cy.26",43½"&72"–48"(*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
78405 145710 MLCD	**Liverpool Rover** (*ex*Tudor King–33,*ex*Ville de SaintAmarin) ssAnt.No.3–7,33 ssHfx.No.1–37 *Well deck* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	1426 1060 733	✠100A1 1,41 ~~2,40~~ BS~~2,40~~ 1,41 ✠LMC2,37	StJ Bos	*p*	CL N2,40	1920 12mo	J I Thornycroft&Co.Ld. Southampton Lloyd's A&CP	RoverShippingCo. Ld.(Markland ShippingCo.Ld. *Mgrs.*) *Cell DB*201'396*t FPT*29*t APT*52*t*	240·4 Q136'B10'F28' FK	36·1	16·3	Cardiff British 4*BHCem*	T.3Cy.18",30"&50"–33"(*s*) 180lb 176NHP 2SB,4*cf*,GS82,HS3000 J.I.Thornycroft&Co.Ld.	18 ″ 6 s 5 ″ 6½ 17 ″ 1	
78406 149470 MPBC	**Livingston** ssTto.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted* ✓	2115 1747 1286	✠100A1 *with freeboard* 5,39 BS1,40 ~~BS2,39~~ ✠LMC12,36 *For Service on the Great Lakes & River St. Lawrence, also to St. John's, N F L. & Nova Scotia from 1st April to 30th November*	Tto	*r*	CL N5,39	1928 5mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	Bowater's Newfoundland Pulp& PaperMills,Ld. 3 *Watertight BH also intermediate BH in holds, lower part watertight* *Cell DB*228'667*t FPT*140*t APT*15*t*	253·0 P70'F37' FK	43·7	19·3	Newcastle British	T.3Cy.17",28"&46"–36"(*s*) 200lb 190NHP 2SB,4*cf*,GS74,HS2762 FD Armstrong,Whitworth& Co.Ld.Nwc.	21 ″ 6 s 4 ″ 7½ 17 ″ 0¼	
78407 221031 KDOD	**Livingston Roe** ssN.Yk.No.3–2,33 ssGal.No.1–37 *Mchy.Aft* 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) & *Web frames* D.F. GyC. *Longitudinal framing*	8151 7852 5066	✠100A1 *Shelter dk with freeboard* ~~5,40~~ ~~1,40~~ 12,40 BS5,40 ~~BS5,39~~ ✠LMC5,37 *Carrying Petroleum in bulk F.P above 150° F.* *Fitted for oil fuel* 2,21	Gal	*c*†	CL ~~5,38~~ 12,40	1921 2mo	GMStandiferCnst.Corp. Vancouver, Wash. AP	StandardOilCo. of NewJersey *Cell DBuE&B& bunker*86'280*t* *DTf*50'335*t 'tween dk tanks a* 9'67*t* *FPT*179*t APT*103*t*	462·4 FK	60·2	36·5	Wilmgton (Del.) Utd.States 18*BHptCem* (3 „ *to S dk* 11 „ „ *U* „ 4 „ „ *2nd* „)	Q.4Cy.24",35½",51"&75"–51" 220lb (*s*) 552NHP 3SB,9*cf*,HS7434 FD Hooven,Owens,Rentschler Co.Hamilton,O.	37 ″ 3 s10 ″ 3¼ 27 ″ 3	
78408 DHPI	**Livorno** D.F. 1*Dk*	1829 1573 1044					1924	Akt.Ges. "Neptun," Rostock	Rob.M.Sloman,jr.	287·1 P&B225'F33'	41·3	16·7	Hamburg German *WB*	T.3Cy.21¼",34⅜"&$55\frac{9}{16}$"–37⅜" 191NHP A.G."Neptun,"Rostock		G
78409 YTTF	**Ljubica Matkovic** (*ex*PhyllisSoto–38, *ex*Chetopa–37) *Fitted for oil fuel* 1*Dk*2*trB in fore& after holds& Web frames*	3289 2906 2040	✠ ... 6,20 ✠				1919 1mo	Submarine BoatCorp. Newark,N.J.	E.Matkovic	324·0 P30'B90'F35' FK	46·2	25·0	Split Yugoslav *WB*	DR geared steam turbine WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	V †
78410 ~~YTLY~~ YTLJ	**Ljubljana** Ⓟ (*ex*Salona) ssSsk.No.3–6,33 ssSsk.No.1–37 1*Dk*(*Stl*)& *deep framing& Shelter dk lower dk*(*Stl*)*forward*	985 867 608	✠100A1 *Shelter dk with freeboard* 2,40 BS~~4,39~~ 11,40 ✠LMC3,37 ~~No later survey reported~~	Ssk	*m*	CL ~~2,38~~ 2,40	1904 10mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd's A&CP	Jadranska PlovidbaD.D. *Cell DBa* 22' *uE*24' *f*94'126*t*	225·0 233·4(O.L.) BK7"	30·1	31·7	Susak Yugoslav 4*BHCem*	Q.4Cy.17⅛",24",36"&52"–36" 200lb (*r*) 203NHP 2SB,6*cf*,GS116,HS3338 Swan,Hunter&Wigham Richardson,Ld.Nwc.	14 ″ 4 s ″ 11¼ 14 ″ 0	
78411 6208 SJZA	**Ljusterö** (*ex*Malmen–36) ssEls.No.3–11,31 ssGot.No.1–36 D.F. 1*Dk*(*Stl*)	3653 3357 2215	✠100A1 8,38 BS7,39 ✠LMC9,36	Lkr	*w*	CL ~~8,38~~ 5,40	1919 11mo	N.V.Schps. Dordrecht Dordrecht A&CP	RederiA/B Rex (K.M.Kallström, *Mgr.*) *Cell DB*304'951*t FPT*80*t APT*74*t*	352·5 P29'B210'F29' FK	51·2	23·0	Stockholm Swedish 6*BHCem*	T.3Cy.$23\frac{9}{16}$",37"&62"–42"(*s*) 180lb 333NHP 3SB(Spt)9*cf*,GS169,HS6000 Maats.Fyenoord,Rot.	25 ″ 3 s 3 ″ 2½ 22 ″ 2¼	
101/40 78412 161204 GSYQ	**Llanarth** ssShl.No.2–37 D.F. 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) E.S.D.	5053 4575 3018	✠100A1 *with freeboard* 8,39 ✠LMC3,37 MBS8,39 DBS12,39	Bry	*z*	CL 8,39	1929 3mo	Bartram& Sons,Ld. Sunderland Lloyd's A&CP	PictonS.S.Co.Ld. (EvanThomas Radcliffe&Co. *Mgrs.*) *Cell DB*348'1146*t FPT*128*t APT*150*t*	400·5 415·0(O.L.) FK	54·0	25·9	London British 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.26",44½"&73"–48"(*s*) 180lb *120lb* 460NHP 3SB(Spt) 9*cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 ″ 10 s 2 ″ 10½ 25 ″ 1¾	
78413 165338 GZGB	**Llanashe** D.F. E.S.D. 1*Dk*& *Shelter dk* *Cruiser Stern* *Tonnage opening closed*'41(*W.E.*)	4836 4396 2911	✠100A1 *with freeboard* 10,40 ~~2,40~~ ✠LMC11,36 BS10,40	Syd Npt	*a*† 2	CL 2,40	1936 11mo	Bartram& Sons,Ld. Sunderland Lloyd's A&CP	ClarissaRadcliffe S.S.Co.Ld.(Evan ThomasRadcliffe& Co.*Mgrs.*) *Cell DB*361'1207*t FPT*100*t APT*168*t*	417·8 FK	56·6	25·1	London British 7*BHCem* (*Coll to Sh dk* 6 „ *2nd* „)	C.4Cy.(2)$10\frac{9}{16}$"&(2)20"–13" SR geared & LP turbine DR geared to screw shaft 230lb (*s*) 348NHP 2SB(Spt)(FD)&1AuxSB, 8*cf*,GS110,HS4837 White's MarineEng.Co.Ld. Nwc.	~~27 ″ 8~~ ~~s 2 ″ 10~~ ~~25 ″ 0½~~ 36 ″ 2 s10 ″ 4¼ 26 ″ 0½	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps	15
78414 149971 GNKX	**Llanberis** ssLth.No.2–36 D.F. E.S.D. 1*Dk*(*Stl*)	5055 4626 3074	✠100A1 Examined 2,41 Shl BS7,39 ✠LMC5,36 8,40	~~Bry~~	z	CL ~~8,60~~ ~~8,40~~ 1,41	1928 1mo *Lloyd*'sA&CP	Hawthorn, Leslie&Co.Ld Newcastle	LlanberisS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*) *Cell DB*356'1176*t FPT*98*t APT*168*t*	400·8 415·0(O.L.) P37'B&F319' FK	53·7	26·1	London British 6*BHCem*	T.3Cy.27″,44½″&73″–48″ (*s*) 180lb *120lb* 460NHP 3SB,*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	28 ″ 0 s 3 ″ 5 24 ″ 9½	
78415 165463 GZPJ	**Llandaff** D.F. E.S.D. 1*Dk & Shelter dk* *CruiserStern* *Tonnage opening closed '41 (W.E.)*	4825 4406 2902	✠100A1 *with freeboard* 5,40 ~~10,39~~ ✠LMC5,37	Bry Nwc	a† 2	CL 10,39	1937 5mo *Lloyd*'sA&CP	Bartram& Sons,Ld. Sunderland	WimborneS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*) *CellDB*362'1217*t FPT*100*t APT*150*t*	417·8 432·7(O.L.) FK	56·6	25·1	London British 7*BHCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	C.4Cy.(2)10½″&(2)20″–13″ SR geared & LP turbine DR geared to sc. shaft (*s*) 230lb 348NHP 2SB(Spt&FD)&1AuxSB, *8cf*,GS110,HS4837 White'sMarEngCoLdNwc	~~27 ″ 6~~ ~~s 2 ″ 10~~ ~~25 ″ 0½~~ 36 ″ 2 s10 ″ 4½ 26 ″ 0½	
78416 149752 GJYP	**Llandaff Castle** Ⓟ TwinSc ssBel.No.3–5,39 *Ref.Mchy.* 3*Dks*(*Stl–Weather dk* teaks) D.F. E.S.D. 4*th dk*(*Stl*)*in Nos.*1,2*& after holds* Sub.Sig.	10799 9086 6538	✠100A1 *with freeboard* 8,40 ~~1,40~~ BS5,40 ~~BS6,38~~ ✠LMC5,38 *Fitted for oil fuel* 5,39 *F.P. above* 150°F.	Lon	f†	CL s2,38 P4,39	1926 12mo *Lloyd*'sA&CP	Workman, Clark&CoLd. Belfast	Union-CastleMail S.S.Co.Ld. *Cell DB*405'1430*t* *Tank between tunnels* 39'99*t FPT*118*t APT*128*t*	471·2 B212'F65' FK	61·7	39·2	London British 8*BHCem*	Q.8Cy.23″,33½″,48″&70″–51″ 220lb (*s*) 1086NHP 2SB&3DB,*24cf*,GS506, HS19668 Wrkman,Clark&CoLd.Bel	42 ″ 6 s15 ″ 8 27 ″ 4	BT till ~~5,40~~ ~~1,41~~ 6,41
78417 160414 GNRS	**Llandilo** ssCff.No.2–36 D.F. 1*Dk*(*Stl*) E.S.D.	4966 4575 2985	✠100A1 2,40 BS2,40 ✠LMC11,36	Sws	z	CL ~~7,37~~ 8,40	1928 4mo *Lloyd*'sA&CP	Bartram& Sons,Ld. Sunderland	GwenllianThomas S.S.Co.Ld.(E. ThomasRadcliffe &Co.*Mgrs.*) *CellDB*358'1141*t FPT*136*t APT*149*t*	400·2 P37'B&F319' FK	53·4	26·0	London British 6*BHCem*	T.3Cy.27″,44½″&73″–48″ (*s*) 180lb *120lb* 460NHP 3SB,*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 ″ 10 s 3 ″ 4 ~~24 ″ 7½~~ 24 ″ 7½	
78418 148678 GLWS	**Llandovery Castle** Ⓟ TwinSc ssLon.No.3–8,37 *Ref.Mchy.* 3*Dks*(*Stl–Wthr dk pt teak s*) D.F.E.S.D. 4*thDk*(*Stl*) *in Nos.* 1 *&* 2 *holds* Sub.Sig.	10640 8939 6467	✠100A1 *with freeboard* ~~8,40~~ 3,40 3,41 BS3,41 ~~BS3,40~~ LMC8,37 *Fitted for oil fuel* 5,39 *F.P. above* 150°F.	Lon ~~Gls~~ Sou	f†	CL ~~P11,36~~ S3,39 P2,41	1925 9mo *Lloyd*'sA&CP	Barclay, Curle&Co.Ld Glasgow	Union-CastleMail S.S.Co.Ld. *CellDB*358'1489*t* *Tank between tunnels* 50'99*t FPT*116*t APT*140*t*	471·1 B212'F66' FK	61·7	39·0	London British 8*BHptCem*	Q.8Cy.23″,33½″,48″&70″–51″ 220lb (*s*) 1085NHP 3D&2SB,*24cf*,GS517, HS19647 Barclay,Curle&Co.Ld.Gls.	42 ″ 6 s15 ″ 5½ 27 ″ 4½	BT till 3,41
121/40 78419 160515 GNVS	**Llanfair** ssCff.No.2–36 D.F. E.S.D. 1*Dk*(*Stl*)	4966 4575 2985	✠100A1 2,40 BS9,38 ✠LMC11,36	Npt	z	CL 2,40	1928 7mo *Lloyd*'sA&CP	Bartram& Sons,Ld. Sunderland	WimborneS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*) *CellDB*358'1141*t FPT*136*t APT*149*t*	400·2 P37'B&F319' FK	53·4	26·0	London British 6*BHCem*	T.3Cy.27″,44½″&73″–48″ (*s*) 180lb *120lb* 460NHP 3SB,*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 ″ 10 s 3 ″ 4 ~~24 ″ 7½~~ 24 ″ 7½	
78420 161329 GPLV	**Llangibby Castle** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 3*Dks,4th dk in Nos.*1*&*2*holds* D.F. E.S.D. Sub.Sig. *CruiserStern*	11951 9584 7199					1929	Harland& Wolff,Ld. Glasgow	Union-CastleMail S.S.Co.Ld.	485·6 B212'F65'	66·2	36·0	London British *WB*	Oil Engines 4S.C.SA 16Cy.29⅛″–59 1⁄16″ 1300NHP Harland&Wolff,Ld.Gls.		BT till ~~10,40~~ ~~4,41~~ 1,42
78421 160363 GNKY	**Llangollen** ssBry.No.2–35 D.F. E.S.D. 1*Dk*(*Stl*)	5056 4625 3074	✠100A1 Examined 4,41 Liv BS3,40 ✠LMC6,36	~~Shl~~	z	CL 3,40	1928 2mo *Lloyd*'sA&CP	Hawthorn, Leslie&Co.Ld Newcastle	LlangollenS.S.Co. Ld.(E.ThomasRadcliffe&Co.*Mgrs.*) *Cell DB*356'1176*t FPT*98*t APT*168*t*	400·7 P37'B&F319' FK	53·7	26·1	London British 6*BHCem*	T.3Cy.26″,44½″&73″–48″ (*s*) 180lb *120lb* 460NHP 3SB(Spt)*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	28 ″ 0 s 3 ″ 5 24 ″ 9½	
127/40 78422 161246 GSYR	**Llanishen** ssNwc.No.2–38 D.F. E.S.D. 1*Dk*(*Stl*)*& Shelter dk*(*Stl*)	5053 4575 3015	✠100A1 *with freeboard* 6,40 ~~9,39~~ ✠LMC BS1,40 MS2,38	Shi Sws	z	CL ~~2,38~~ 6,40	1929 6mo *Lloyd*'sA&CP	Bartram& Sons,Ld. Sunderland	W.I.RadcliffeS.S. Co.Ld.&Wynnstay SSCo.Ld(EThomas Radcliffe&Co*Mgs*) *CellDB*348'1146*t FPT*128*t APT*150*t*	400·5 FK	54·0	25·9	London British 6*BHCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.26″,44½″&73″–48″ (*s*) 180lb *120lb* 460NHP 3SB(Spt)*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 ″ 10 s 2 ″ 10½ 25 ″ 1½	
78423 160369 GNMT	**Llanover** ssRot.No.2–37 D.F. E.S.D. 1*Dk*(*Stl*)	4959 4575 2982	✠100A1 Examined 3,41 Hul MS3,37 ✠LMC DBS11,40 MBS3,41	~~Nwc~~	z	CL 5,39	1928 3mo *Lloyd*'sA&CP	Bartram& Sons,Ld. Sunderland	AnneThomasSS.Co Ld(E.ThomasRadcliffe&Co.*Mgrs.*) *CellDB*358'1141*t FPT*136*t APT*149*t*	400·2 415·0(O.L.) P37'B&F319' FK	53·4	26·0	London British 6*BHCem*	T.3Cy.26″,44½″&73″–48″ (*s*) 180lb *120lb* 460NHP 3SB(Spt)*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 ″ 10 s3 ″ 4 ~~24 ″ 7½~~ 24 ″ 7½	
78424 135315 GLWJ	**Llanstephan Castle** Ⓟ TwinSc ssBel.2ndNo.3–6,39 Sub.Sig. 2*Dks*(*St–U teak s*) *Ref.Mchy.* *& Shelter dk*(*Stl–teak s*)*&* D.F.E.S.D. 3*rd dk*(*Stl*)*in Nos.*1,2*&*3*holds*	11348 8881 7020	✠100A1 *Shelter dk* *with freeboard* 12,40 1,40 BS8,40 ~~BS6,39~~ ✠LMC11,36 *Fitted for oil fuel* 6,39 *F.P. above* 150°F.	Sou PNl	g†	CL 2,37	1914 2mo *Lloyd*'sA&CP	Fairfield Co.Ld. Glasgow	Union-CastleMail S.S.Co.Ld. *CellDB*426'1611*t Tanks between tunnels*103'231*t FPT*116*t APT*61*t*	500·5 P59'B243'F86' *on Shltr dk* FK&BK2″	63·3	37·2	London British 10*BHCem*	Q.8Cy.24″,34″,50″&73″–51″ 220lb (*s*) 1157NHP 3D&2SB,*24cf*,GS529, HS20726 FairfieldCo.Ld.Glasgow	40 ″ 0 s11 ″ 11 28 ″ 8	BT till ~~6,40~~ ~~1,41~~ 6,41
33/41 78425 160575 GSQC	**Llanwern** ssShl.No.2–37 D.F. E.S.D. 1*Dk*(*Stl*)	4966 4575 2985	✠100A1 2,40 ✠LMC MS1,37 ~~BS11,38~~ BS10,40 ~~11,39~~	Shl	z	CL ~~9,39~~ 1,41	1928 9mo *Lloyd*'sA&CP	Bartram& Sons,Ld. Sunderland	ClarissaRadcliffe S.S.Co.Ld.(E. ThomasRadcliffe &Co.*Mgrs.*) *CellDB*358'1141*t FPT*136*t APT*149*t*	400·2 412·8(O.L.) P37'B&F319' FK	53·4	26·0	London British 6*BHCem*	T.3Cy.27″,44½″&73″–48″ (*s*) 180lb *120lb* 460NHP 3SB,*9cf*,GS197,HS7917 Blair&Co.(1926)Ld.Stk.	27 ″ 10 s 3 ″ 4 ~~24 ″ 7½~~ 24 ″ 7½	
78426 EEWM	**Llodio** (*ex*AuroraRivero, *ex*MarquesdeBolarque)	763 — 458					1916	Soc.Española deConst. Metal. Gijon	Sociedad Metalurgica DuroFelguera	171·4	26·7	18·7	Gijon Spanish	C.2Cy.17″&32″–22″ 40NHP		
78427 PFPH	**Loa-Koeloe** (*ex*Atna–39) *CruiserStern* 1*Dk*	1865 1635 1115					1930	Fredrkstad Mek.Værks Fredrikstad	Reed"Oost- Borneo"N.V.	265·3 P55*t*H89*t*	42·1	18·0	Amstrdam Dutch *WB*	T.3Cy.20¾″33″&56″–36″ 118NHP FredrikstadM.V.Frdstad		N
78428 164698 MLNM	**Loanda** ssCff.No.1–40 *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	534 333 274	✠100A1 9,40 ~~2,40~~ ~~✠LMC8,36~~ ~~✠LMC(M)11,38~~ ✠LMC10,40	Goo Cff	h	OG ~~2,40~~ 9,40	1936 8mo *Lloyd*'sA&CP	GooleS.B. &RepgCo. Ld. Goole	T.E.Evans&Co.Ld. *Cell DB*114'180*t FPT*54*t APT*41*t*	183·6 190·6(O.L.) P42'Q100'F18' FK	27·1	8·0	London British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.12¼″–19″ 91NHP Mirrlees,Bickerton&Day, Ld.Stockport	10 ″ 5 s3 ″ 11½ 10 ″ 0½	
78429 1048 ICMW	**Loasso** (*ex*Messico–36, *ex*Vejo) TwinSc *OilEng.* ssGen.No.3–8,29 D.F. ssGen.No.1–33 *Mchy.Aft* 2*Dks*(*Stl–Weather dk pt* ws)	5968 5765 3491	... 9,36	Gen			1921	Ansaldo SanGiorgio Spezia	"Polena"Società diNavigazione *'Tween dk BHs, except coll & fwd mchy. space BH dispensed with* *CellDB*310'1289*t MT*43'1635*t DTa*14'124*t FPT*211*t APT*92*t*	394·3 379·0 FK	51·7	35·1	Genoa Italian *Cem* 2*BH to Wdk* 5 ,, ,, *2nd* ,,	Oil Engines 2S.C.SA 8Cy.24 13⁄16″–35 7⁄16″ 862NHP AnsaldoSanGiorgio,Turin	37 ″ 9	I †
78430 CSBB	**Lobito** (*ex*PortoAlexandre, *ex*Ingbert,*ex*ThoraMenzell) Sub.Sig. 1*Dk & Spar dk*	2720 2588 1663					1906	Eiderwerft Akt.Ges. Tönning	Cia.Colonial de Navegação	295·1 24·4	43·9	16·7	Loanda Portuguese *WB*	T.3Cy.21¼″,36″&56¾″–37½″ 197NHP EiderwerftA.G.Tönning		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
78431 145879 GDXL	**Lobos** TwinSc *OilEng.* *ss*Hul.No.3-9,33 *ss*Liv.No.1-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6479 6061 4007	✠100A1 *Shelter dk* *withfreeboard* ~~10,39~~10,40 ✠LMC CS7,38 DBS~~10,39~~12,40~~12,38~~10,39	Liv Tal	*z*	CL 6,38	1921 10mo	Harland&Wolff,Ld. Greenock *Lloyd*'SA&CP	PacificStmNavCo. *CellDB*349'1039*t* *FPT*116*tAPT*123*t*	405·6 P32'B89'F46'*on Shelter dk* FK	54·2	32·8	Liverpool British *ptCem* 6*BHtoSh dk* 1 „ „ *U* „	Oil Engines 4S.C.SA 12Cy.26⅜"-39⅜" 810NHP DB*100lb* Harland&Wolff,Ld.Gls.	35 ″ 6 s8 ″ 9 26 ″ 10¾	
78432 164122 GZQN	**Loch Dee** *ss*Cff No.1-41 E.S.D. D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed '41*(*W.E.*)	5252 4756 2978	✠100A1 *withfreeboard* ~~4,40~~ ~~6,30~~ 5,41 ✠LMC~~5,37~~ 5,41	Npt ~~Hfx~~Cff	*a*†	CL ~~6,39~~ ~~3,40~~ 4,41	1937 5mo	JLThompson&Sons,Ld. Sunderland *Lloyd*'SA&CP	Steamship "Induna"Co.Ld. (Maclay&McIntyreLd.*Mgs.*) *One intermediate BH dispensed with Collision BH to Sh dk* *5 „ „ 2nd „* *CellDB*291'1011*t* *Tanks in way of tunnel 65' 355t*	420·0 437·2(O.L.) F39' FK	58·9	26·4	Glasgow British *Cem*	T.3Cy.23",38"&65"-45" (*s*) 220lb FD 409NHP 3SB(Spt)9*cf*,GS139,HS5682 N.E.MarineEng.CoLd.Sld. *FPT*255*tAPT*187*t*	38 ″ 9 s12 ″ 0¼ 26 ″ 11	
78433 165906 GZSK	**Loch Don** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed '41*(*W.E.*)	5249 4756 2977	✠100A1 *withfreeboard* ~~8,40~~ ~~12,39~~ 5,41 ✠LMC7,37	Bry Lon	*a*†	CL 8,40	1937 7mo	JLThompson&Sons,Ld. Sunderland	GlasgowNav.Co.Ld.(Maclay&McIntyre,Ld.*Mgrs.*) *1 Intermediate BH dispensed with Coll BH to S dk 5 „ „2nd,„* *CellDB*291'1011*t* *Tanks in way of tunnel 65'355t FPT255tAPT187t*	420·0 437·2(O.L.) F39' FK	58·9	26·4	Glasgow British *Cem*	T.3Cy.23",38"&65"-45" (*s*) 220lb FD 409NHP 3SB(Spt)9*cf*,GS139,HS5682 N.E.MarineEng.CoLd.Sld.	38 ″ 9 s11 ″ 11¼ 26 ″ 11	
78434 165074 MMMY	**Loch Fisher** (*ex*Ngarua-37, *ex*Maraboe-36) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	511 307 245					1931	NVSchpsw Gebr.Pot. Bolnes	JamesFisher&Sons,Ld.	151·6 Q96'F65'	25·6	9·8	Barrow British *WB*	Oil Engines 4S.C.SA 6Cy.11"-$19\frac{1}{16}$" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
62/40 78435 164033 GWWD	**Loch Lomond** *ss*Bry.No.1-38 D.F. 1*Dk* *CruiserStern*	5452 5038 3259	✠100A1 12,39 ✠LMC5,38 BS10,40	Bry	*a*†	CL 4,38	1934 9mo	D&WHendersn&Co.Ld. Glasgow *Lloyd*'SA&CP	GlasgowNav.Co.Ld.(Maclay&McIntyre,Ld.*Mgrs.*) *1 Intermediate BHdispensed with* *CellDB*346'1421*t FPT*182*tAPT*251*t*	414·2 P42'B140'F45' FK	56·2	27·6	Glasgow British 6*BHCem*	T.3Cy.21½",36"&62"-45"(*s*) 220lb FD 395NHP 3SB(Spt)9*cf*,GS126,HS5679 D&W.Hendersn&CoLdGls	30 ″ 7 s 5 ″ 9 25 ″ 0½	
78436 164035 GWWG	**Loch Ranza** *ss*Bry.No.1-38 D.F. E.S.D 1*Dk*&*Shelter dk* 3*rd dk in E&B spaces* *CruiserStern* *Tonnage opening closed '41*(*W.E.*)	4958 4557 2936	✠100A1 *withfreeboard* ~~8,40~~ ~~2,40~~ 5,41 ✠LMC12,38 BS8,40	Bry ~~Mch~~Gls	*a*†	CL ~~2,40~~ 4,41	1934 10mo	A.Stephen&Sons,Ld. Glasgow *Lloyd*'SA&CP	GlasgowUnitedShippingCo.Ld.(Maclay&McIntyre,Ld.*Mgrs.*) *1 Intermediate BH dispensed with Coll BH to Sh dk 5 „ „ 2nd „* *CellDB*365'1422*t FPT*156*t APT*240*t*	415·0 F35' FK	56·2	25·5	Glasgow British *Cem*	C.3Cy.23½"&(2)43"-42" (*s*) 220lb FD 382NHP 3SB(Spt)9*cf*,GS126,HS5628 A.Stephen&Sons,Ld.Gls.	~~28 ″ 0~~ ~~s 8 ″ 1~~ ~~25 ″ 2~~ 37 ″ 11 s12 ″ 0 26 ″ 2	
78437 98646 MFRT	**Lochdunvegan** (*ex*DenbighCoast, *ex*Kelvindale, *ss*Ard.3rdNo.3-7,35 *ex*Grouse) *ss*Ard.No.1-40 1*Dk*(*Stl-ws*)	411 380 171	100A1 *For Coasting purposes Mallaig, Irish Channel & London* 2,40 ✠NB3,23	Ard LMC7,39 BS3,40	*h*	CL 7,38	1891	Caird&Co.Ld. Greenock *Lloyd*'SA&CP	DavidMacBrayne,Ld.	175·4 B77'F24'	28·0 *29·8*	11·9 BK7½"	Glasgow British 5*BHCem*	T.3Cy.15¼",$25\frac{1}{16}$"&40⅜"-30" 160lb (*s*) 85RHP 1SB,3*cf*,GS51,HS1566 Caird&Co.Ld.Greenock	12 ″ 9 s 2 ″ 2 11 ″ 6	
78438 161916 GFVK	**Lochearn** Ⓟ TwinSc *OilEng.* Wireless 1*Dk*	542 276 206					1930	Ardrossan Dockyard,Ld Ardrossan	DavidMacBrayne,Ld.	155·7 P&B96'F50'	29·1	9·0	Glasgow British *WB*	Oil Engines 2S.C.SA 12Cy.12½"-15" 330NHP L.Gardner&Sons,Ld.Mch.		C BT till ~~4,40~~ ~~6,41~~ 3.42
78439 144719 GBBX	**Lochee** *OilEng.* Wireless D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	964 691 535	✠100A1 11,39 ✠LMC8,37	Liv	*o*	OG	1937 8mo	Henry Robb,Ld. Leith *Lloyd*'SA&CP	Dundee,Perth&LondonShpg.CoLd *CellDB*172'370*t FPT*51*tAPT*29*t*	227·0 237·0(O.L.) P103'*Raised dk*58' F67' FK	36·2	12·0	Dundee British 5*BHptCem*	Oil Engines 2S.C.SA 8Cy.13⅝"-$22\frac{7}{16}$" 250NHP BritishAuxiliaries,Ld.Gls.	15 ″ 0 s 4 ″ 1½ 14 ″ 5½	
78440 161949 MQBG	**Lochfyne** Ⓟ TwinSc *OilEng.* 2*Dks* *CruiserStern*	754 355 291					1931	W.Denny&Bros.Ld. Dumbarton	DavidMacBrayne,Ld.	209·9 Q11 B&F197'	30·1	7·9	Glasgow British *Motors by*	2 Oil Engines 4S.C.SA connected to Electric Motors & Sc. Shafts 10Cy.15¾"-20" 247NHP Davey,Paxman&Co.LdCol MetVickersElec.CoLdMch		C BT till ~~6,41~~ ~~4,41~~ ~~5,41~~ ~~6,41~~ 6,42
78441 108764 GDTN	**Lochgarry** Ⓟ (*ex*Lairdsrock-37, *ex*Vulture) *Fitted for oil fuel* Wireless 2*Dks*	1670 929 727					1898	A&J.Inglis Glasgow	DavidMacBrayne,Ld.	265·0 P79'B91'F49'	33·6	15·9	Glasgow British *WB*	T.3Cy.28",46"&74"-45" NB24 367NHP A.&J.Inglis,Glasgow		C
78442 146679 GCLK	**Lochgoil** TwinSc *OilEng.* *ss*Rot.No.3-11,34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) D.F. E.S.D. *Cargo battens not fitted in B & F* *Now* "Empire Rowan," *see No. 88037 in Supplement*	9462 8534 5853	✠100A1 *Awng dk* *withfreeboard* 10,38 ✠LMC CS3,36 DBS9,39 10,38 ~~✠Lloyd'sRMC9,38~~ *Carrying bean or similar oil in deep tank*	Rot	*e*†	CL 7,37	1922 12mo	Harland&Wolff,Ld. Glasgow *Lloyd*'SA&CP	Ministry of Shipping(RoyalMail Lines,Ld.*Mgrs.*) *1BH dispensed with, 7 BH only, all to Awng dk* *CellDB*409'1598*t DTa*30'706*tFPT*130*tAPT*75*t*	485·6 P41'B153'F60'*on Awng dk* FK&BK2"	62·3	35·8	London British *ptCem*	Oil Engines 4S.C.SA 16Cy.29⅛"-45¼" 1317NHP DB*100lb* Harland&Wolff,Ld.Gls.	38 ″ 9 s9 ″ 4½ 29 ″ 8½	
78443 106053 MQWJ	**Lochgorm** (*ex*Lairdspool-37,*ex*Lily) *ss*Gls.3rdNo.3-5,32 *ss*Ard.No.1-36 1*Dk*(*ptStl-ws*) *Light scantling platform dk in fwd holds*	635 524 256	✠100A1 Examined6,41 Gls ✠NB12,20 ✠LMC5,40	~~Ard~~	*j*	CL ~~6,38~~ 5,40	1896 12mo	Blkwood&Gordon Pt.Glasgow *Lloyd*'SA&CP	DavidMacBrayne,Ld.	190·5 P45' FK&BK1" B65'F51' *CellDBa*44'*f*46'105*t*	29·3 *31·3*	13·3	Glasgow British 5*BHCem*	T.3Cy.15",24½"&40"-30" (*s*) 170lb 126NHP 2SB,4*cf*,GS77,HS2458 Blackwood&Gordon,P.Gls	14 ″ 0 s 1 ″ 4¼ 13 ″ 0	
78444 165966 MPPY	**Lochiel** Ⓟ TwinSc *OilEng.* Wireless 1*Dk* *CruiserStern*	603 299 236					1939	WmDenny&Bros.Ld. Dumbarton	DavidMacBrayne Ld.	183·7 *P&Prom.Dk.*114' F40'	32·1	7·7	Glasgow British *WB*	Oil Engines 4S.C.SA 16Cy.9½"-17" 140NHP Davey,Paxman&Co.(Colchester),Ld.		C BT till ~~6,40~~ ~~5,41~~ 6,41
78445																

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15
78446 146228 GDYM	**Lochkatrine** TwinSc OilEng. Ref.Mchy. ssRot.No.3–10,38 D.F. E.S.D. ssRot.No.1–38 2Dks(Stl)&Awngdk(Stl) Cargo battens not fitted in bridge&forecastle	9419 8535 5813	✠100A1 Awngdk withfreeboard 5,40 ✠LMC CS8,38 DBS~~7,38~~ 10,40 4,39 ✠Lloyd'sRMC~~5,40~~ 3,41 ~~10,40~~ Carrying bean or similar oil in deep tank	Lon	e†	CL 8,38	1922 1mo Lloyd	J.Brown&Co.Ld. Glasgow 'sA&CP	RoyalMailLines,Ld. CellDB413'1617t	485·4 P40'B153'F59'on Awngdk FK&BK2' 1BH dispensed with all DTa30'706t FPT	62·3	35·8	London British ptCem 7BHonly, toAwngdk 130tAPT80t	Oil Engines 4S.C.SA 16Cy.29½"&45¼" 1317NHP DB100lb Harland&Wolff,Ld.Gls.	38 " 10 s 9 " 4½ 29 " 8¾	
78447 147677 GDXR	**Lochmonar** TwinSc OilEng. ssRot.No.3–9,36 Ref.Mchy. 2Dks(Stl)&Awngdk(Stl) D.F. E.S.D. 3rddk(Stl)inNo.3hold	9412 8533 5815	✠100A1 Awngdk withfreeboard 10,39 ✠LMC CS9,36 DBS~~4,39~~ 8,40 ~~9,36~~ 6,3 ✠Lloyd'sRMC~~10,40~~ 3,41 ~~11,40~~ ~~5,40~~ Carrying oil fuel F.P. above 150°F. in deep tank	Sea	e†	CL ~~8,38~~ 12,40	1924 6mo Lloyd	Harland&Wolff,Ld. Belfast 'sA&CP	RoyalMailLines,Ld. 1BHdispensed CellDB421' 1718t D	485·6 P40'B153'F58'on Awngdk FK&BK2' New foreend 1929 with 7 BH only, all Ta30'686tFPT130t	62·2	35·5	London British Cem to Awngdk APT78t	Oil Engines 4S.C.SA 16Cy.29½"–45¼" 1317NHP DB100lb Harland&Wolff,Ld.Gls.	38 " 9 s 9 " 4½ 29 " 8½	
78448 161923 GFWT	**Lochmor** Ⓟ TwinSc OilEng. Wireless 1Dk	542 276 206					1930	Ardrossan Dkyd.Co.Ld. Ardrossan	DavidMacBrayne,Ld.	155·7 P&B96'F50'	29·1	9·0	Glasgow British WB	Oil Engines 2S.C.SA 12Cy.12½"–15" 330NHP L.Gardner&Sons,Ld.Mch.		C BT till ~~5,40~~
78449 121346 GDTV	**Lochnagar** Ⓟ (exLairdswood, exWoodcock, ssAbn.2ndNo.3–5,32 exWoodnut, ssAbn.No.1–36 exWoodcock) 2Dks(UStl–ws)	1619 1044 688	✠100A1 4,39 ✠LMC MS2,36 BS~~4,38~~ 4,40	Abn	q	CL 4,38	1906 6mo Lloyd	J.Brown&Co.Ld. Clydebank 'sA&CP	AberdeenStm.Nav.Co.Ld.	270·4 279·0(O.L.) 38·2 BK8' P&B190'F60' DTa10'	36·1	16·6	Aberdeen British 5BHCem 24tFPT30t	T.3Cy.29",48"&76"–45" (s) 175lb 70lb 460NHP 2DB,12cf,GS264,HS7720 J.Brown&Co.Ld.Clydebnk	17 " 6 s1 " 11½ 16 " 6½	
78450 160262 GTFS	**Lochness** Ⓟ TwinSc Fitted for oil fuel Wireless 1Dk&Shelterdk CruiserStern	777 456 299					1929	Harland&Wolff,Ld. Glasgow	DavidMacBrayne,Ld.	200·3 F27' on Shelter dk	34·1	10·5	Glasgow British WB	T.6Cy.14",23"&38"–27" 150NHP J.G.Kincaid&Co.Ld Grk.		C BT till ~~5,41~~
78451 164029 MBWP	**Lochnevis** Ⓟ TwinSc 1Dk CruiserStern	568 313 228					1934	W.Denny &Bros.Ld. Dumbarton	DavidMacBrayne,Ld.	171·7 B50'	31·1	8·7	Glasgow British WB	Oil Engines 4S.C.SA connectedtoElectricMotors &Sc.Shafts 12Cy.13"–16" Davey,Paxman&Co.Ld. Colchester		C BT till ~~4,40~~ 10,40 4,41
78452 148128 MNGR	**Lochside II** ssShl.No.3–6,37 Welldeck 1Dk(Stl) Mchy.Aft	368 265 169	✠100A1 ~~6,40~~ ~~3,38~~ 1,41 BS~~3,40~~ ✠LMC6,37 1,41	Shl	e	~~5,38~~ 6,40	1925 6mo Lloyd	Smith's DockCo.Ld Middlesbro' 'sA&CP	JamesDeuchar,Ld.	140·0 Q43'B12'F19' FK FPT34t	24·0	10·2	Newcastle British 3BHCem APT13t	C.2Cy 17"&36"–27" (s) 130lb 81NHP 1SB,3cf,GS50,HS1566 ShieldsE&DDCo.Ld.N.Shl	11 " 0 s " 9½ 10 " 3½	
78453 161519	**Lockwell** Mchy.Aft 1Dk	1928 1629 1148					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	SarniaSteamshipsLd.(R.Scott Misener,Mgr.)	253·0	43·4	17·8	Montreal British WB	T.3Cy.15",25"&40"–33" 81RHP Swan,Hunter&Wigham Richardson.Ld.Nwc.		C
78454 166585 GPPX	**Lodestone** D.F. 1Dk&Shelterdk CruiserStern	4877 4446 2887	✠100A1 withfreeboard 12,40 ~~4,39~~ ✠LMC9,38 Fitted for oil fuel 9,38 F.P.above150°F.	Rot Vcr	a† 2	CL	1938 9mo Lloyd	Bartram&Sons,Ld. Sunderland 'sA&CP	AlvaS.S.Co.Ld. (Navigation&Coal TradeCo.Ld. Mgrs.) CellDB350'1253t	415·6 430·8(O.L.) FK MT23'943t FPT12	55·6	25·1	London British 7BHCem (CollToSh dk 6 ,, 2nd ,,) 7tAPT257t	T.3Cy.23",38"&65"–42" (s) 220lb 400NHP 2SB(Spt&FD)&1AuxSB 8cf,GS129,HS5845 N.E.MarineEng.Co.(1938) Ld.Sld	27 " 8 s2 " 7½ 25 " 3	
78455 1865 IBFI	**Lodoletta** (exConteStefanoTisza–33, exGrófTiszaIstván) ssTri.No.3–4,21 ssShl.No.1–26 D.F. 1Dk2trB&deep framing	2822 2518 1686	✠ ... 1,30 ✠				1904 11mo	W.Dobson &Co. Newcastle	GiovanniGavarone	327·0 318·4 P27'B96'F30' FK	43·8	21·3	Genoa Italian WB	T.3Cy.23½"39"&66"–45" 311NHP N.E.MarineEngCo.LdNwc	23 " 9	I †
78456 LDTQ	**Lofoten** Ⓟ Ref.Mchy. Wireless CruiserStern 1Dk&Shelterdk	1571 697 915					1932	Fredrkstad Mek.Værks. Fredrikstad	A/S Vesteraalens Dampskibsselskab	235·6 H356t	38·1	14·4 21·7	Stkmrknes Norwegian WB	T.3Cy.23⅝",37⁷⁄₁₆"&63"–39" 248NHP FredrikstadM.V.Frdstad.		N
78457 LEJN	**Log** Wireless D.F. 1Dk	1560 1361 890					1931	Bergens Mek.Værks. A/S Bergen	AugustKjerland&Co.A/S	250·6 P60tH78t	39·3	17·4	Bergen Norwegian WB	T.3Cy.17¼",29"&49"–33" 138NHP BergensMek.Værks.A/S		N
78458 149678 GSLK	**Logician** ssLiv.No.2–37 2Dks(Stl)	5993 5575 3753	✠100A1 12,39 ✠LMC MS4,37 BS4,40	Mdb	a†	CL 12,39	1928 6mo Lloyd	Cammell Laird&Co.Ld. Birkenhead 'sA&CP	CharenteS.S.CoLd (T.&J.Harrison, Mgrs.) CellDB362'1146t	420·3 434·9(O.L.) P37'B137'F44' FK DTa32'901t FPT6	54·6	30·4	Liverpool British 8BHCem 1 ,, to 2nddk 2tAPT24t	T.3Cy.27",46"&77"–54" (r) 210lb 120lb 524NHP 2DB(Spt),12cf,GS215, HS8208 CammellLaird&Co.Ld.	32 " 7 s 6 " 4 26 " 5½	
78459 HPJR	**Loida** (exLampas–39, exLaurelleaf) ssBkn.No.3–6,28 ssGot.No.2–36 Mchy.Aft 1Dk(ptStl)&Shelterdk (Stl)&Webframes	5505 5107 2965	✠100A1 Shelterdk withfreeboard 1,40 6,40 BS~~8,39~~ ~~BS6,38~~ ✠LMC4,36 ✠AuxNB1 refitted32 CarryingPetroleum in bulk Fitted for oil fuel 12,16 F.P. above 150°F.	Gen	x	CL 1,39	1916 12mo Lloyd	CraigTaylor&Co.Ld. Stockton 'sA&CP	Cia.Maritima Atlantica,Ltda. CellDBuE&B71'196t	370·1 383·8(O.L.) P108'F48' FK DTf35'540tFPT92t	51·4	32·1	Panama Pnamanian 15BHptCem APT184t	T.3Cy.26",42½"&69½"–45" 180lb 488NHP 2SB,(r)(FD)&Aux.B,(s) 8cf,HS7740 Blair&Co.Ld.Stockton	34 " 6 s 7 " 4 27 " 5	
78460 ONQC	**Loire** (exNeutraal) 1Dk	992 — 574					1917	N.V.Schps.&Mch.deKlop Sliedrecht	Cie.Nationale Belge deTransp. Mar. (L.Dens& Co.Ld.Mgrs.)	217·5 Q77'B60'F25'	34·7	13·5	Antwerp Belgian	T3Cy15⅝",24⅝"&40⁹⁄₁₆"–27⁹⁄₁₆" N.V.Schps.&Mach. 86NHP deKlop,Sliedrecht		C
78461 UOUT	**Lokbatan** (exBakou–34) Carrying Petroleum in bulk OilEng. Mchy.Aft 2Dks Longitudinal framing	1827 1000 827					1930	Nicolaieff StateSBYard 'AndreMarti' Nicolaieff	U.S.S.R.	250·9 P70'B38'F25'	37·4	20·7	Tuapse Russian WB	Oil Engines 2S.C.SA 4Cy.21½"–32⅝" 315NHP Maschfbk.Augsburg-Nürnburg,Augsburg		

10/4/41

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78462 LDGS	**Loke** (*ex*Claymont,*ex*Porthcawl) *ss*Rot.2ndNo.3-7,39 1*Dk*(*Stl*) *Cargo battens not fitted*	2421 2214 1432	✠100A1 ~~8,40~~ 7,39 3,41 BS7,40	Rot ~~M+1~~Gms ✠LMC7,39	*t*	CL 6,39	1915 7mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton '*sA&CP*	D/S A/S Laly(C.T. Gogstad&Co*Mgrs*) *Intermediate bulk in fore*	295·0|45·0|20·3 P27'B78'F30' FK *head hold dispensed with* *Cell DBa*92'*uE*	Oslo Norwegian *Cem* 4*BHonly* &*B*34' *f* 124'	T.3Cy.22",36"&60"-39" (*s*) 180lb 250NHP 2SB,*6cf*,GS100,HS3916 N.E.MarineEng.CoLd.Sld 628*tFPT*83*tAPT*94*t*	22 ″ 6	
78463 SKDN	**Lola** (*ex*Tuskar-37) D.F. *Ref.Mchy.* 2*Dks*&*Shade dk*	*1193* *1067* *492*					1920	CaledonSB&Eng.Co.Ld. Dundee	EricEricsson	270·0|36·2|16·7 P38'B134'F73'	Surte Swedish *WB*	T.3Cy.26",42"&70"-45" 328NHP CaledonSB&ECo.Ld.Dun.		
78464 EEVZ	**Lolina** *ss*Bbo.No.1-24 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	398 256 188	✠ 2,29	Bbo ✠			1919 7mo	Soc.Anon. Astilleros Riera Gijon	AngelAlvarez, S.enC.	132·0|24·0|10·6 Q46'B9'F23' FK	Aviles Spanish 3*BHCem* *FPT*33*t*	C.2Cy.14½"&30"-21" 49NHP NB29 Soc.Anon.AstillerosRiera	10 ″ 6	
78465 EAAO	**Lolita Artaza** (*ex*Itxas-Zabal-39, *ex*LolitaArtaza-37, *ex*Harcourt-34) *ss*Cff.No.3-10,38 1*Dk*(*Stl*) Wireless *Mchy.Aft* *Well deck* *Cargo battens not fitted*	1511 1184 902	✠100A1 2,41 ~~3,40~~ BS1,40	Bbo ✠LMC10,38	*p*	CL 3,40	1925 2mo *Lloyd*	TvanDuijvendijk Lekkerkerk '*sA&CP*	Artaza yCia. *CellD*	245·5|37·9|17·2 Q150'F19' FK *B*206'599*t FPT*76*t*	S.Sebast'n Spanish 4*BHCem* *APT*52*t*	T.3Cy.19",31"&52"-36" (*s*) 180lb 221NHP 2SB,*6cf*,GS114,HS4040 H.Versteeg&Zonen, Hardinxveld	19 ″ 10 s 5 ″ 5 17 ″ 6½	
78466 LEJO	**Lom** Wireless D.F. 1*Dk*	1268 1082 719					1920	NVSchpswDeMerwede Hardinxveld	Dampsk.A/S Ibis (Johs.Larsen, *Mgr.*)	238·8|36·8|15·6 P52*t*H70*t*F25*t*	Bergen Norwegian *WB*	T.3Cy.17½",29"&46"-36" 127NHP Penn&Bauduin, Dordrecht		N
7/41 78467 2053 IBVS	**Lombardia** Ⓟ TrpSc (*ex*Resolute-35,*ex*Brabantia, *ex*WilliamO'Swald) 4*Dks* D.F. GyC. *Fitted for oil fuel* Sub.Sig.	20006 — 10947					1920	Akt.Ges. "Weser" Bremen	LloydTriestino Soc.Anon. diNav.	616·3|72·2|40·2 590·4 P37'B&F523'	Genoa Italian *WB*	T.8Cy.29½",48⅕"&(2)53$\frac{1}{10}$"-59"&1Turbine Akt.Ges."Weser," Bremen		I
78468 143743 GDZQ	**Lombardy** *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*	3379 3082 2067					1921	Richardsn, Duck&Co.Ld Stockton	RoyalMailLines, Ld.	380·0|48·1|23·4 P22'F41' *onShelter dk*	Liverpool British *WB*	T.3Cy.26",42"&70½"-45" 332NHP Blair&Co.Ld.Stockton		C
78469 UNIT	**Lomonosov** (*ex*Eclipse) WoodAux Wireless 2*Dks* (*See Sailing Ship Register*)	493 405 214					1867	Hall&Co. Aberdeen	U.S.S.R.	149·8|29·4|16·0 P48'	Archangel Russian	C.2Cy.23"&40"-27" 28NHP NE&B02 Hall&Co.Aberdeen		
78470 5180 SGNK	**Lona** (*ex*Therese,*ex*Torridon) *ss*Bly.No.2-97 *Well deck* 1*Dk*(*Irn*)&*Webframes*	*1577* *1319* *925*	✠ 2,03	Nwc ✠	*q*		1889 9mo	Osbourne, Graham&Co Sunderland	ErikBancksRederi	258·0|37·1|16·8 P33'Q62'B110'F33' BK9" *Cell DB*214'408*t*	Hlsngborg Swedish 4*BHCem* *APT*56*t*	T.3Cy.19",31"&51"-36" 157NHP 2SB,*4rf*,GS70,HS2361 G.Clark,Sunderland	19 ″ 2	V †
78471 144702 GCRJ	**London** Ⓟ E.S.D. *Fitted for oil fuel* Wireless 2*Dks*&*Shelter dk*	1499 1196 802					1921	Hawthorns &Co.Ld. Leith	Dundee,Perth& LondonShipping Co.Ld.	250·5|35·3|16·8	Dundee British *WB*	T.3Cy.20",33"&53"-39" 175NHP Hawthorns&Co.Ld.Leith		C
5/41 78472 167517 GLKK	**London II** (*ex*London-40) D.F. 1*Dk*	1260 971 734	Examined L.R. ~~6,40~~ BS6,40(185lb)	Hpl 1 4	1		1924	Howaldtswerke Kiel	Ministry of Shipping(Glen&Co. Ld.*Mgrs.*)	238·0|37·2|13·7 P16'Q71'B98'F31'	~~Copnhagn~~ ~~Danish~~ London *WB* British	T.3Cy.16$\frac{9}{16}$",27$\frac{3}{16}$"&43"-29½" 100NHP Howaldtswerke,Kiel		G
78473 OTLA	**London-Istanbul** Ⓟ TrpSc (*ex*VilledeLiége-36) (*CarFerry*) 3*Dks*	1849 1778 890					1913	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovernment	300·0|36·0|14·6 B186'	Ostend Belgian	3 Steam Turbines Soc.An J.Cockerill,Seraing		
78474 28698 JCLA	**London Maru** Ⓟ *Fitted for oil fuel* 2*Dks*	7191 — 4414					1921	Cammell Laird&Co.Ld. Birkenhead	OsakaSyosenK.K.	451·1|56·5|35·2 P43'B189'F51'	Osaka Japanese *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft CammellLaird&CoLd.Bkn		C
78475 163319 MBCK	**London Queen** *ss*Goo.No.1-37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	781 573 429	✠100A1 ~~5,37~~ 10,40 ~~BS7,39~~ 8,40	Goo Lon ✠LMC5,37	*k*	OG ~~4,37~~ 10,40	1933 2mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	BritishChannel IslandsShipping Co.Ld.	195·0|30·7|12·4 Q110'B14'F25' *CellDBf*124' BK7" 196*t FPT*57*t*	London British 3*BHCem* *APT*34*t*	T.3Cy.14",24"&40"-27" (*s*) 200lb 129NHP 1SB,*3cf*,GS58,HS1953 D.Rowan&Co.Ld.Gls.	14 ″ 6 s 4 ″ 2¾ 14 ″ 6½	
12/40 78476 163482 MBVW	**London Trader** *ss*Bly.No.1-39 1*Dk*&*Shelter dk* *Mchy.Aft* *CruiserStern*	646 494 297	✠100A1 *withfreeboard* 7,39 *Carrying vegetable oil in deep tank*	Bly ✠LMC7,39	*l*	CL 7,39	1934 6mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP* *CellDBuE*22'*f*	FreeTradeWharf Co.Ld. 124'207*tDTa*14'11	196·6|28·9|11·3 204·6(O.L.) FK 8*tFPT*33*tAPT*18*t*	London British 3*BHptCem* (2 *to Sh dk* 1 ,, 2*nd* ,,)	T.3Cy.13½",23"&38"-27" (*s*) 200lb 103NHP 2SB,*4cf*,GS47,HS1800 N.E.MarineEng.Co Ld.Sld	13 ″ 6 s ″ 2 13 ″ 5¼	
78477 LOFV	**Londres** Ⓟ TrpSc (*RiverSteamer*) 1*Dk*(*ptStl*&*ptTeak*)*Shadedk* (*ptStl*-teaks)*Prom.dk*&*upperProm.dk*	2307 — 989	✠ 10,06	BAs ✠			1906 7mo	Gourlay Bros.&Co. (Dundee),Ld. Dundee	Cia.Argentinade Nav.Mihanovich Ltda.	292·6|45·1|11·2 *Promenade dk*260' *UpperProm.dk*258' FK	Bns.Aires Argentine 7*BHAsp* *FPT*10*t*	T12Cy(3)16",(3)26"&(6)29"-21" 453NHP 4SB,*12cf*,GS198,HS7810 FD GourlayBros.&Co. (Dundee),Ld.Dundee	12 ″ 0	
78478 208175 KJPZ	**Long Island** Ⓟ Wood (*ex*Correction) 3*Dks*	778 — 422					1910	R.Palmer &Sons Noank, Conn.	Bridgeport&Pt. JeffersonSteamboatCo.(G.M. Tooker.*Mgr.*)	159·7|36·5|12·0	Bridgeprt Conn. Utd. States	C.2Cy.15"&30"-20" 34NHP J.W.SullivanCo.N.Yk.		
78479 145386 VQJL	**Longbird** (*ex*NewtonBay, *ex*Kilmuckridge) Wireless 1*Dk*	636 492 286					1919	Smith's DockCo.Ld Middlesbro' *Rebuilt in*1920	DerwentSteam ShippingCo.Ld. (Anthony&Bainbridge,Ld.*Mgrs.*) *by* J.S.White&Co.	170·0|30·0|15·7 Ld.Cowes	~~Nassau,~~ ~~N.P.~~ ~~British~~ Newcastle British	T.3Cy.16",26"&44"-26" 94RHP Smith'sDockCo.Ld.Mdb.		C
78480														

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
78481 120712 MNQM	**Longford** Ⓟ (exLady Connaught-98, exHeroic) TwinSc ssLiv.2ndNo.3-4,32 ssLiv.No.1-36 D.F. 2Dks(UStl-ws)	1913 1333 791	100A1 withfreeboard Examined 4,41 BS2,41 LMC4,36 Fitted for oil fuel2,24 F.P. above 150° F.	~~Liv.~~ Bkn	t	OG 2,40	1906	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	British&IrishStm. PacketCo.Ld. CellDBa58' uE24'109tFPT15tAPT25t	320·3 P51'B160'F76' FK&BK1½'	41·3	16·8	Liverpool British 6BHCem	Q.8Cy.21",29",41"&58"-36" 200lb FD (s) 649NHP 1DB(made20refitted2,24)& 2SB(new2,24),12cf,HS9948 Harland&Wolff,Ld.Bel.	18 " 2 s 1 " 11 16 " 6	BT till ~~9,41~~ ~~5,41~~ 2,42
78482 162473 GRKT	**Longwood** TwinSc OilEng. D.F. E.S.D. ssShl.No.2-39 1Dk(Stl)2nddk(Stl)clear of oil tanks Longitudinal framing at bottom&at deck Mchy.Aft CruiserStern	9463 8661 5559	✠100A1 3,40 ✠LMC CS8,39 DBS3,40 3,40 CarryingPetroleum in bulk	Grk	e†	CL 2,40	1930 8mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	Oil&Molasses Tankers,Ld.(J.I. Jacobs&Co.Ld. Mgrs.) CellDBuE65'295tDTf27'465tFPT321tAPT250t	476·3 P106'B44'F58' FK	66·4	35·3	London British 16BHptCem	Oil Engines 4S.C.SA 12Cy.24⅛"-51⅛" 709NHP 2DB150lb J.G.Kincaid&Co.Ld.Grk.	35 " 5 s 7 " 1½ 28 " 6½	
78483 1299 CBLT	**Lontuè** (exRuna-36,exWisla,exEdna, exErnst) Wireless 1Dk	783 — 418					1908	Göteborg M.V.Aktieb Gothenburg	Martinez,Pereira &Cia.Lda.	184·1 Q135'B37'H18t F22'	28·4	11·4	S.Antonio Chilian WB	T.3Cy.14⅛",22¼"&37⅛"-23½" 68NHP GoteborgsMV.Aktieb.Got		V
78484 120989 VRCV	**Loongwo** TwinSc ssShi.No.3-6,37 1Dk	3923 1748 2386	A1 6,37 MBS8,38 LMC6,37 ForServiceon the Yangtsze River	Shi		OG 6,37	1906	HongK'ng &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	330·0 340·0(O.L.) F49' FK Promenade dk	46·1	14·5	HongKong British 6BH	T8Cy(2)17"(2)28"&(4)31½"-33" 180lb FD 292NHP 2SB,8cf,GS136,HS5430 HongKong&Whampoa DockCo.Ld.HongKong	15 " 6	
* 78485 PFPM	**Loppersum** (exHarpalyce-37) ssShl.No.2-37 D.F. 1Dk(Stl)	4691 4308 2792	✠100A1 11,39 BS11,39 ✠LMC7,37	Sch	y	CL 10,37	1930 9mo	JReadhead &Sons,Ld. SouthShields Lloyd'sA&CP	Stoomv.Maats. "Oostzee"(Vinke& Co.Mgrs.) CellDBa&uE152'f177'1160tFPT102tAPT220t	394·6 409·6(O.L.) P36'B245'F32' FK	54·2	24·8	Amstrdam Dutch 6BHCem	T.3Cy.24½",41"&68"-45"(r) 200lb 436NHP 2SB(Spt)&1AuxB,9cf, GS176,HS7743 J.Readhead&Sons,Ld.SShl	27 " 2 s 3 " 8 23 " 8½	
78486 ~~213077~~ ~~KIPB~~	**Lorain** Fitted for oil fuel Sub.Sig. 1Dk&Shelter dk Longitudinal framing &Web frames	6213 5895 3836	✠100A1 (Reclassification Contemplated) ✠				1919 5mo	Federal S.B.Co. Kearny,N.J.	~~UnitedStates Maritime Commission~~	395·5 P45'B110' F38'onShltr dk FK	55·0	31·4	~~NewarkN.J.~~ ~~Utd.States~~ British WB	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.J.	34 " 11	R †
78487 162525 GTRP	**Lorca** ssShl.No 2-39 D.F. 1Dk(Stl)	4875 4559 3007	✠100A1 ~~3,40~~ 2,40 ~~3,41~~ 5,41 ✠LMC MS4,39 BS2,40	Npt ~~Bry~~ Shl	y	CL ~~3,39~~ 4,40	1931 1mo	J.Read- head&SonsLd SouthShields Lloyd'sA&CP	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.Mgrs) CellDBa&uE147'f175'1133tFPT142tAPT155t	393·4 408·0(O.L.) P30'B117'F39' FK	53·8	26·6	London British 6BHCem	T.3Cy 25",42"&69"-48" (r) 200lb 120lb 427NHP 2SB,6cf,GS127,HS5754 FD J.Readhead&Sons,Ld.	29 " 0 s 5 " 7½ 23 " 7½	
78488 163465 GWSQ	**Lord Byron** (exArcgow-36) ssBkn.No.1-38 CruiserStern 1Dk(Stl) Longitudinal framing at bottom & decks & bridge sides "Arcform" Locked steel interchangeable hatches	4118 3812 2479	✠100A1 5,41 ~~2,40~~ ✠LMC MS12,37 ~~BS7,39~~ 9,40	Shl Hul	w 1⅜	CL ~~12,37~~ 3,41	1934 5mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	NorfolkS.S.Co.Ld. (ShipsFinance& ManagementCo. Ld.Mgrs.) CellDBa&uE121'f168'713tFPT75tAPT175t	362·5 P33'B122'F31' FK	57·5	24·7	London British 6BHptCem	T.3Cy.21½",37"&62"-42"(s) 220lb 352NHP 2SB(FD)&1AuxSB,8cf, GS135,HS5102 D.Rowan&Co.Ld.Gls.	26 " 9 s 4 " 4 22 " 7½	
78489 163432 GWRM	**Lord Cochrane** (exArcwear-37) ssAms.No.1-38 Cruiser Stern 1Dk(Stl) Longitudinal framing at bottom & decks & bridge sides "Arcform" Locked steel interchangeable hatches	4157 3815 2503	✠100A1 10,40 ~~7,39~~ ✠LMC7,38 BS10,40	Cff Bry	w 1⅜	CL 7,39	1934 1mo	ShortBros. Ld. Sunderland Lloyd'sA&CP	NorwichS.S.Co.Ld. (ShipsFinance& ManagementCo. Ld.Mgrs.) CellDBa&uE116'f168'703tFPT75tAPT177t	362·7 P33'B122'F31' FK	57·5	24·7	London British 6BHCem	T.3Cy.21½",37"&62"-42"(s) 220lb 357NHP 2SB(FD)&1AuxSB,8cf, GS113,HS5209 NE.MarineEng.CoLd Nwc	26 " 9 s 4 " 4 22 " 7½	
78490 139123 GDMN	**Lord Kelvin** TwinSc CableVessel ~~ssHfx.No.3-5,28~~ ssHfx.2ndNo.3-9,40 ~~ssBrw.No.2-36~~ D.F. GyC. 2Dks(StlU-ws) Sub.Sig. E.S.D. 3rd dk(Stl)inNo.1hold	2641 2105 1306	✠100A1 9,40 ~~8,39~~ ~~BS5,39~~ ✠LMC~~3,36~~ BS~~5,40~~5,41 MS9,40 Fitted for oil fuel 3,16 F.P. above 150° F.	Fal Hfx	l	CL ~~2,38~~ 9,40	1916 1mo	Swan,Hun- ter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	Anglo-American TelegraphCo.Ld. CellDB153'405tFPT40tAPT55t	316·6 333·2(O.L.) P50'B100'F62 FK	41·2	22·7	London British 5BHCem	T.6Cy.17",28½"&48"-33"(s) 190lb ~~160lb~~ 380NHP 2SB,6cf, HS5580 FD Swan,Hunter&Wigham Richardson.Ld.Nwc.	25 " 0 s 3 " 0 22 " 2½	
78491 137447	**Lord Strathcona** 4Mst ssNwc.No.1-20 1Dk(Stl)&Web frames D.F. Longitudinal framing	7335 6892 4184	✠ 10,25 ✠	Cff	b†		1915 5mo	W.Doxford &Sons,Ld. Sunderland	DominionShipping Co.Ld. CellDBa137'uE&B46'f201'1738tTopside tanks416'1587tFPT129tAPT159t	455·0 P27'B77'F33' FK	58·0	31·0	HalifaxNS British 7BHCem	T.3Cy.28½",47"&79"-54" 612NHP 3SB,9cf,GS198,HS8814 W.Doxford&Sons,Ld.Sld.	33 " 9	C †
78492 290 IBQR	**Loredan** Ⓟ OilEng Wireless 2Dks Cruiser Stern	1357 990 626					1936	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica"Soc. Anon.diNav.	236·8 220·8 B90'F33'	35·6	18·6	Venice Italian WB	Oil Engines 2S.C.SA 8Cy.17⅛"-23⅛" 440NHP SocAn"Fiat"S.G.M.Turin		I
78493 DHPK	**Lorenz L.-M. Russ** Sub.Sig. Wireless 1Dk	1448 1167 832					1925	Stettiner Oderwerke Stettin	Schiffahrt-u. Assekuranz-Ges. E.Russ&Co.	239·1 P15'Q71'B61'F29'	38·8	15·2	Hamburg German WB	T3Cy.18⅞",31⅛"&51⅛"-35⅛" 153NHP StettinerOderwerke		G
78494 86 IBMT	**Lorenzo Marcello** Ⓟ OilEng Wireless D.F. 2Dks	1413 1136 601					1928	Stabilmnto Tecnico Trieste	SocietàFiumana diNavigazione	233·9 219·8	34·6	20·5	Fiume Italian WB	Oil Engines 2S.C.SA 6Cy.20½"-32⅛" 440NHP Soc.An.FiatS.G.M.Turin		I
78495 141913 GBQC	**Loreto** (exGlenade) TwinSc OilEng. ssHul No.3-6,31 ssHul.No.1-35 2Dks(Stl)&Shelterdk(Stl)	6682 6099 4069	✠100A1 Shelter dk withfreeboard Examined ~~4,40~~2,41 ✠LMC CS9,36 DBS4,40 4,38 Carrying oil fuel F.P. above150° F. in DB	Liv	z	CL 2,39	1919 7mo	Harland& Wolff,Ld Glasgow Lloyd'sA&CP	PacificStm.Nav. Co.	406·2 420·7(O.L.) 23·6 P43'B81'F48' FK on Shelter dk CellDB348'1039tDTa46'754tFPT116tAPT123t	54·2	32·9	Glasgow British ptCem 7BHto Shdk	Oil Engines 4S.C.SA 12Cy.26⅝"-39⅜" 810NHP DB100lb Harland&Wolff,Ld.Gls.	35 " 5 s 8 " 9 26 " 11	
78496 390 IPOK	— (exAstrée-33) 1Dk	1055 793 541					1912	Sunderlnd S.B.Co.Ld. Sunderland	A.Lauro	231·6 223·0 Q71'B50'F25'	32·9	13·8	Naples Italian WB	T.3Cy.17½",29"&47"-33" 127NHP N.E.MarineEng.Co.Ld.Sld		I
78497 17432 ~~FNNI~~ ~~VPVS~~ DFWM	**Lorient** Well deck 1Dk	4737 3642 2779	✠ ... 7,22 ✠				1921 9mo	TyneI.S.B. Co.Ld. Newcastle	~~Cie Delmas Vieljeux~~ Ministry of Shipping (E.ThomasRad- cliffe&Co,Mgrs.)	364·5 P18'Q128'B68' FK	52·8	24·5	~~Gibraltar~~ ~~British~~ Cardiff WB British	T.3Cy.23½",38"&64"-42" 347NHP ArmstrongWhitworth& Co.Ld.Nwc.	26 " 8	V †

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78498 141927 GCLM	**Loriga** (*ex*Glenariffe) TwinSc *OilEng* ssHul.No.3-8,31 ssHul.No.1-35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6665 6095 4054	✠100A1 *Shelter dk* *withfreeboard* Examined1,41 DBS6,41 ✠LMC CS1,38 ~~DBS3,35~~ ~~8,40~~ 5,39	~~Hul~~ Sws	z	CL S3,40 P4,39	1919 10mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	PacificStmNavCo. *CellDB*348'1039*t*	406·0 420·6(O.L.) P43'B81'F48' FK *on Shelter dk* *DTa*46'706*tFPT*11	54·2	32·9 23·6	Glasgow British *ptCem* 7*BHtoSh dk* 6*tAPT*123*t*	Oil Engines 4S.C.SA 12Cy.26⅜"-39⅜" 810NHP DB-*100lb* Harland&Wolff,Ld.Gls.	35 ″ 5 s 8 ″ 9 27 ″ 0	
82/40 78499 135704 GPBK	**Lorina** Ⓟ TwinSc *CruiserStern* Wireless D.F. 3*Dks*4*trB*	1578 937 629					1918	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	291·3 P57'B154'F47'	36·1	14·7	S'thamptn British *Wb*	2 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		
78500 159571 VLKN	**Lorinna** *OilEng.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern*	1185 920 706	✠100A1 ~~9,40~~ ~~3,40~~ 4,41 ✠LMC1,38	Mel Adl	n	OG 4,41	1938 1mo *Lloyd*	Grngemth Dkyd.Co.Ld. Grngemouth '*sA&CP*	W.Holyman&Sons Proprietary,Ld. *Intermediate BH in*	230·7 241·0(O.L.) FK P60'B18'F27' *hold dispensed with*	35·2 36·8	14·9	Melbourne British 3*BHAsp* *CellD*	Oil Engines 2S.C.SA 7Cy.13¾"-24$\frac{7}{16}$" 231NHP J.G.Kincaid&Co.Ld.Grk. B188'292*tFPT*92*tAPT*50*t*	17 ″ 2 s1 ″ 11¼ 15 ″ 4¼	
78501 149831 GJSP	**Lormont** (*ex*Woodcock-39) ssLiv.No.3-6,39 Wireless D.F. 1*Dk*&*Shelter dk* *CruiserStern*	1561 824 713	✠100A1 *withfreeboard* 9,39 ✠LMC BS9,38 MS6,39	Lon	q	CL 1,37	1927 5mo *Lloyd*	Greenock Dkyd.Co.Ld. Greenock '*sA&CP*	MossHutchison Line,Ld. *CellD*	241·4 B84' FK B200'285*t FPT*25*t*	40·2	12·7	Liverpool British 5*BHCem* (*Coll to Sh dk* 4 ,, 2*nd* ,,) *APT*15*t*	T.3Cy.23",37"&62"-39" (*s*) 200lb 341NHP 2SB,8*cf*,GS180,HS6136 J.G.Kincaid&Co.Ld.Grk.	15 ″ 0 s8 ″ 6½ 14 ″ 11½	
78502 98413	**Lorna Doone** Ⓟ PadSp	410 344 168					1891	Napier, Shanks&Bell Glasgow	Southamptn.I.ofW S.ofEng.Royal MailStmPktCo.Ld.	220·5 *Promenade dk*168'	26·0	9·2	S'thamptn British	C.2Cy.32"&62"-60" NB01 248NHP D.Rowan&Son,Glasgow		
78503 148881 GMCD	**Lornaston** ssAnt.No.3-5,38 D.F. 1*Dk*(*Stl*)	4934 4605 3072	✠100A1 ~~7,40~~ ~~1,40~~ 5,41 ~~BS5,39~~ ✠LMC5,38 7,40	Gls ~~Hul~~ Lth	z	CL N4,39	1925 12mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow '*sA&CP*	Galbraith,Pem- broke&Co.Ld. *CellDB*349'	407·0 P39'B245'F44' FK 1159*t DTa* 29' 1105	53·5	25·7	Glasgow British 6*BHCem* *tAPT*241*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb *100lb* 457NHP 2SB,8*cf*,GS147,HS6606 FD Rankin&BlackmoreLdGrk	28 ″ 0 s 4 ″ 0½ 24 ″ 2¼	
78504 FNWL	**Lorrain** (*ex*Kenmore-37) *Fitted for oil fuel* ssAnt.No.3-8,35 D.F. E.S.D. 1*Dk*(*Stl*)2*trB* *CruiserStern*	3819 3226 2138	✠ ... 5,37 ✠	Ant	x		1923 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Cie.desBateaux à Vap.duNord.(Soc. Anon.deGérance et d'Armement,*Mgs.*) *Duct keel in Blr.space & forward*141' *CellDB*292'1145*t*	363·5 P45'B178'F77' FK *DTa*22'450*t FPT*	52·0	23·4	Dunkirk French 8*BHptCem* *ptAsp* 50*tAPT*47*t*	T.3Cy.26",43"&73"-48" 545NHP 3SB,9*cf*,GS187,HS8323 Richardsons,Westgarth& Co.Ld.Hpl	26 ″ 7	V †
78505 FPDR	**Lorraine** (*ex*Argus-38) TwinSc *CarryingPetroleum in bulk* *OilEng.* 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing–bracketless system*	9512 8778 5874	✠ ... 10,38 ✠	Got	d†		1937 11mo	Akt.Bur- meistr&Wain Copenhagen	Soc.Française de Transports PétroliersS.A. *CellDBuE*76'329*t*	479·8 501·1(O.L.) P101'B31'F44' FK *DTf*43'600*tFPT*97	65·4	33·2	Havre French 12*BHptCem* *tAPTs*175*t*	Oil Engines 2S.C.SA 14Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 943NHP Akt.Burmeistr&Wain,Cpn	35 ″ 4	V †
78506 213962 WFDN	**Los Angeles** 3Mst ssL.An.2ndNo.3-3,40 ~~ssL.An.No.3-8,28~~ ~~ssL.An.No.2-36~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* Now "Texaco," see No. 9[illegible]23 in Supplement	6752 6394 4205	✠100A1 9,40 ~~3,40~~ 3,40 ~~BS3,40~~ ✠LMC~~5,36~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 4.16 F.P. above 150° F.*	LAn	b†	CL 6,39	1916 4mo	Union Iron WorksCo. SanFrancisco A&CP	UnionOilCo. of California *CellDBuE&B*62'*f* 57' 433	435·0 P106'B57'F43' FK *tFPT*100*tAPT*74*t*	56·2	33·6	LsAngeles Utd.States 14*BHptAsp* (8 ,, *to Udk* 6 ,, ,,2*nd*,,)	T.3Cy.27",47"&76"-48" (*s*) 215lb 552NHP 3SB,9*cf*,HS9405 UnionIronWorksCo.S.Fo.	33 ″ 6	
78507 LOJK	**Los Pozos** (*ex*SanSalvador-39) ssB.As.No.1-40 ssShl.No.3-7,36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	3903 — ~~1902~~ 5810 — 3548	✠100A1 ~~4,40~~ 11,40 ~~BS4,40~~ ✠LMC~~7,36~~ 11,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 3.24 F.P. above 150° F.*	BAs	z	CL ~~2,39~~ 9,40	1924 3mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP*	Cia.Argentina de Nav.Mihanovich, Ltda. *CellD*	407·4 P105'B37'F60' FK *BuB*26'57*tAPT*30*t*	52·2	31·4	Bns.Aires Argentine 15*BHptCem* (10 *to U dk* 5 ,, 2*nd* ,,)	T.3Cy.27",45"&75"-48" (*r*) 180lb 538NHP 3SB,9*cf*,GS186,HS7896 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 6	
78508 145888 GDXM	**Losada** TwinSc *OilEng.* ssHul.No.3-2,34 ssHul.No.1-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6520 6090 4021	✠100A1 *Shelter dk* *withfreeboard* ~~7,39~~ 10,40 ✠LMC CS3,39 DBS5,40 10,38	Hul Liv	z	CL S5,38 P9,38	1921 10mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	PacificStm.Nav. Co. *CellDB*349'1039	406·1 420·7(O.L.) P32'B89'F45'*on* *Shelter dk* FK *tFPT*116*tAPT*123*t*	54·2	32·8	Liverpool British *ptCem* 7*BHtoSh dk*	Oil Engines 4S.C.SA 12Cy.26⅜"-39⅜" DB*100lb* 810NHP Harland&Wolff,Ld.Gls.	35 ″ 5 s8 ″ 9 27 ″ 0	
78509 219284 KOQB	**Losmar** (*ex*Clauseus) ssBal.No.3-5,32 ssBal.No.1-36 D.F. 2*Dks*(*Stl*)	5549 5139 3417	✠100A1 11,39 ~~BS5,39~~ ✠LMC1,36 4,40 *Fitted for oil fuel 1.20 F.P. above 150° F.*	Bal	z	CL 10,39	1919 12mo	Northwest SteelCo. Portland,Or. A&CP	CalmarS.S.Corp. *Intermediate BH in after hold&* *Intermediate 'tween dkBH's in fore & after holds dispensed with* *CellDB*355'1139*tMT*	409·8 P44'B115'F47' FK 29'745*t FPT*132*tA*	54·2	27·7	NewYork Utd.States *ptCem* 5*BH to Udk* 1 ,, ,, 2*nd* ,, *PT*143*t*	T.3Cy.24$\frac{9}{16}$",41½"&72"-48" 210lb (*r*) 582NHP 3SB,9*cf*,GS196,HS8324 FD Hooven,Owens,Rent- schlerCo.Hamilton,O.	30 ″ 2 s6 ″ 5 24 ″ 0	
78510 161863 GBTF	**Lossiebank** TwinSc *OilEng.* *Ref.Mchy.* ssBel.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) D.F.	5627 4979 3412	✠100A1 *withfreeboard* 9,40 ~~1,39~~ DBS4,40 ~~DBS2,39~~ ✠LMC2,39 ✠Lloyd'sRMC~~9,39~~ 7,40 for temp. 20° F. *Carrying vegetable oil in deep tanks & in tanks between tunnels*	Shi HKg	b†	CL 2,39	1930 6mo *Lloyd*	Workman, Clark(1928) Ld. Belfast '*sA&CP*	BankLineLd. (A.Weir&Co. *Mgrs.*) *CellDB*356'1190*t* *tunnels*263*tM*	426·7 FK *Tanks in way of* *T*60' 2389*t FPT*95*t*	57·4	25·7	Belfast British 7*BH pt Cem* (*Coll to Sh dk* 6 ,, 2*nd* ,,) *APT*152*t*	Oil Engines 2S.C.SA 10Cy.26¾"-47¼" 1246NHP DB*120lb* Workman,Clark(1928) Ld.	29 ″ 9 s 3 ″ 7¼ 26 ″ 4¼	
78511 DHOY	**Lothar** (*ex*Leonhard,*ex*JonasSell) Sub.Sig. 1*Dk*	720 578 429					1906	Nüscke& Co. Stettin	ArthurSommer (Joh.Ick,*Mgr.*)	203·0 Q62'B46'F23'	30·2	12·5	Hamburg German *WB*	T.3Cy.14",21"&36"-24" 63NHP Schwft.Uebigau,Dresden		G
78512 145870 MKSY	**Lothdale** (*ex*BrockleyCombe-37, *ex*Redesmere) ssApl.No.3-8,34 *Mchy.Aft* ssPet.No.1-39 *Well deck* 1*Dk*(*Stl*)	345 221 133	✠100A1 9,40 ~~9,39~~ 7,40 ✠LMC ~~BS12,38~~ MS8,39	Pet Abn	e	CL 8,39	1921 9mo *Lloyd*	Cook,Wel- t'n&Gemmell Ld. Beverley '*sA&CP*	G.Couper&Co.Ld.	135·0 FK Q50'B9'F21' *FPT*3	23·1 24·2	9·0	Bristol British 3*BHCem* 8*tAPT*1*t*	T.3Cy.12",21"&34"-24" (*s*) 180lb 73RHP 1SB,2*pf*,GS34,HS1271 C.D.Holmes&Co.Ld.Hull	10 ″ 3 s ″ 6½ 9 ″ 10	
142/40 78513 LEZU	**Lotos** (*ex*Svartisen-35, *ex*Erholm) Wireless 1*Dk*	1327 1153 749					1919	H.Te.Veld- huisWerf Papendrecht	A/S StenerS. MüllersRederi (StenerS.Müller)	238·1 P57*t*H66*t*F16*t*	36·5	16·0	Bergen Norwegian *WB*	T.3Cy.18½",29"&48"-30" 126NHP O.A.KuijpersMachine Fabriek,Rotterdam		N

361
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1 Numero d'Ordre / Numero Officiel / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	17 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade
78514 OYWP	**Lotta** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	1858 1574 1014	✠100A1 *with freeboard* 2,40 ✠LMC6,38	Vpo	*s*	CL	1938 6mo *Lloyd's A&CP*	Aalborg VærftA/S Aalborg	Dampskibsselsk. "Vesterhavet" (J.Lauritzen) *CellD*	280·7 298·8(O.L.) FK *B286' 576t FPT52t*	43·6	17·5	Esbjerg Danish *4BHpt Asp* (*Coll to Sh dk* 3 „ 2nd „) *APT84t*	C.3Cy.(2)15¾"&39⅝"–37⅝"& LP turbine with SR gearing &chain drive 231NHP 220lb (*s*) FD 2SB(Spt),4*cf*,GS75,HS3315 HelsingörsJernsk.&Mskb.	19 ″ 8 s ″ 6¾ 19 ″ 2½	
78515 DHPL	**Lotte** (*ex*HeleneBlumenfeld, *ex*JacobSchröder, *ex*HeleneBlumenfeld) 1*Dk*	2115 1697 968					1905	Schiffsw. v HenryKoch Lübeck	Reinecke&Bremer	295·9 P26'B84'F28'	40·7	18·1	Hamburg German *WB*	T.3Cy.27⅛",43⅞"&69"–41⅝" 312NHP J.F.Ahrens,Altona		C
78516 OXWH	— (*ex*Elsie-37,*ex*ElisabethMærsk, *ex*Tyskland) Wireless D.F. 1*Dk*	1420 1172 854					1906	Howaldtswerke Kiel	Dampskslsk.ag 1937A/S(OveSkou *Mgr.*)	241·2 P13'Q73'B105'F29'	36·1	16·5	Copnhagn Danish *WB*	T 3Cy16¾",26$\frac{5}{16}$"&42½"–29½" 96NHP Howaldtswerke,Kiel		V
78517 DGWI	**Lotte Halm** TwinSc (*ex*Broomhill,*ex*Alsen,*ex*Fehmarn) *Mchy.Aft* 1*Dk*	1198 1008 644					1914	Howaldtswerke Kiel	KölnerReed.A.G.	233·4	34·6	15·1	Cologne German *WB*	T.6Cy.11$\frac{13}{16}$",19$\frac{5}{16}$"&31⅜"–18" 84NHP Howaldtswerke,Kiel		G
78518 DJVE	**Lotte Leonhardt** D.F. E.S.D. 2*Dks* *CruiserStern*	4167 3806 2350					1937	NeptunwerftRostock G.m.b.H. Rostock	Leonhardt&Blumberg	399·8 F36'	55·8	20·7	Hamburg German *WB*	C.4Cy.(2)18⅞"&(2)39⅜"–39⅜"&LPturbine with DR gearing&hydraulic coupling HS4951 367NHP NeptunwerftRostock G.m.b.H.Rostock		G
78519 141625 KNTR	**Lottie Bennett** Wood4Mst (*ex*SailingVessel,*ex*Normandie,*ex*LottieBennett) 1*Dk* *OilEng.* *Mchy.Aft* Wireless	585 — 448					1899	HallBros. Pt.Blakeley Wash.	MarineTradingCo.	170·4 P34'H—	37·6	12·8	L.Angeles Utd.States	Oil Engines 2S.C.SA 6Cy.9"–10⅝" 85NHP NE20*refitted*37 ElectricBoatCo.Groton, Conn.		
78520 145577 MMMN	**Lottie R.** *OilEng.* *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	972 628 551	✠100A1 7,41 ~~2,40~~ ✠LMC9,37	Cff Sws	*l*	CL 7,41	1937 9mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland	S.&R.Steamships, Ld.(Stone&Rolfe, Ld.*Mgrs.*) *CellDB*	204·6 213·4(O.L.) Q146'F25' FK 136'290t *FPT*	32·7	12·1	Llanelly British *3BHptCem* 64t*APT*47t	Oil Engines 2S.C.SA 5Cy.13⅜"–22$\frac{7}{16}$" 81RHP BritishAuxiliaries,Ld.Gls.	14 ″ 8 s 4 ″ 7 14 ″ 5¼	
78521 162104 MBRL	**Lottinge** (*ex*Orleans-34) 1*Dk*	2468 2301 1481	✠ … 1,22 ✠				1918 3mo	ForthS.B.&Eng.Co.Ld. Alloa	Constants(South Wales),Ld. (J.C.Radcliffe, *Mgr.*)	305·3 P24'B85'F32' FK	42·8	21·5	Cardiff British *WB*	T.3Cy.20½",33"&54"–39" 234NHP G.T.Grey&Co.Ld.South Shields	23 ″ 9	V †
78522 FNWK	**Louis Charles Schiaffino** (*ex*AlgerianPrince-37) ssMch.No.3-9,31 ssBkn.No.1-35 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in holds*	*3089* *2848* *1850*	✠100A1 3,39 ✠LMC MS9,35 BS~~3,38~~4,40 *Fitted for oil fuel* 7,37	Alg	*u*	CL 7,37 *F.P. above* 150°F.	1919 10mo *Lloyd's A&CP*	J.Priestman&Co. Sunderland	Soc.Algérienne de Nav.pour l'Afrique du Nord(Chas. Schiaffino&Cie. *Mgrs.*) *CellD*	331·3 342·5(O.L.) P33'B98'F28' FK *B*278'749t*FPT*113t	46·8	23·2	Algiers French *5BHCem* *APT*122t	T.3Cy.25",41"&68"–45" (*s*) 180lb 429NHP 3SB,9*cf*,GS156,HS6321 FD G.Clark,Ld.Sunderland	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
78523 5786 SLXA	**Louis de Geer** (*ex*HolmenI, 4Mst *ex*Therese,*ex*Boren) ssShl.No.3-6,28 ssLkr.No.2-36 1*Dk*(*Stl*)	*1847* *1621* *1089*	✠100A1 5,39 BS5,39 ✠LMC5,36	Rot	*r*	OG 5,39	1916 4mo	LindholmensM.V. Gothenburg	HolmensBruks&FabriksA/B *CellDB*224'	262·0 P24'B65'F31' FK	42·7	18·1	Nrrköping Swedish *4BHCem* 471t*APT*41t	T.3Cy.20½",33"&55"–36" (*s*) 185lb 214NHP 2SB,6*cf*,GS110,HS3500 LindholmensM.V.Got.	20 ″ 6 s 2 ″ 8¼ 18 ″ 0	
78524 FOYG	**Louis L. D.** *OilEng.* D.F. E.S.D. 2*Dks* GyC. *CruiserStern*	5795 4948 3333					1936	Atel.&Ch. deFrance Dunkirk	LouisDreyfus&Cie.	446·8 F43'	57·1	25·7 34·7	Dunkirk French *WB*	Oil Engines 2S.C.SA 8Cy.25⅝"–47¼" 911NHP Cie.deConstr.Mecaniques Sulzer,St.Denis		V
78525 215518 WNSX	**Louis W. Hill** *Mchy.Aft* 1*Dk&Web frames* D.F. GyC. *Longitudinal framing*	7038 6827 5649	✠ … 11,21 ✠				1917 8mo	American S.B.Co. Lorain,Ohio	NationalSteelCorp (M.A.HannaCo. *Mgrs.*)	525·0 F48' FK	58·0	31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"–42" 376NHP AmericanS.B.Co Lorain,O.	32 ″ 0	R †
78526 125645 GWJT	**Louise Moller** (*ex*Balto-33, *ex*Björnefjord, ssOsl.No.3-5,21 *ex*RiverPlate) 1*Dk2trBdeep framing&* *Web frames*	3764 3448 2337	✠ … 9,25 ✠				1907 11mo	JLThompson&Sons,Ld Sunderland	MollerLineLd. (Mollers'Ld. *Mgrs.*)	346·5 P23'B92'F31' FK	50·8	22·9	Shanghai British *WB*	T.3Cy.24½",40"&66"–45" 307NHP J.Dickinson&Sons,Ld.Sld.	25 ″ 6	C †
78527 DMAP	**Louise Schröder** (*ex*Urania-39, *ex*GeorgZelck, ssGls.No.3-2,15 *ex*Parklands,*ex*Marie ssNwc.No.2-23 Glaeser) *Well deck* 1*Dk*	1327 1097 798	… 2,25				1905	Akt.Ges. "Neptun" Rostock	RichardSchröder	244·0 P15'Q64'B110'F31' FK	36·1	14·9	Rostock German *WB*	T.3Cy.16⅛",25⅝"&41¾"–31½" 98NHP A.G."Neptun,"Rostock	17 ″ 8	G †
78528 236493 WOYO	**Louisiana** *OilEng.* D.F. E.S.D. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & deck in centre tanks* *CruiserStern*	8587 — 5081	✠100A1 ~~8,40~~ ~~2,40~~ 4,41 DBS6,40 ✠LMC7,37 *Carrying Petroleum in bulk*	Phl NYk	*d*† 2$\frac{3}{16}$	CL ~~1,38~~ 8,40	1937 7mo *Lloyd's A&CP*	SunS.B.&DryDockCo. Chester,Pa.	TheTexasCompany *CellDB*	468·1 490·5(O.L.) P111'B39'F61' FK *u*E82'277t*FPT*141t	65·3	34·3	Wilmgton (Del.) Utd.States *14BH* *APT*115t	Oil Engines 2S.C.SA 4Cy.31"–86" 1197NHP 3DB(WT)*227lb* SunSB&DD.Co.ChesterPa	34 ″ 3	
78529 OYXC	— TwinSc *OilEng.* D.F. 1*Dk&Shelter dk*	6513 6200 4046					1921	Ardrossan DD&SBCoLd Ardrossan	DetForenede DampskibsSelsk.	407·8	55·2	33·5	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–35$\frac{7}{16}$" 629NHP Burmeister&Wain,Cpn.		V
78530	**Louisianan** (*ex*GoldenFleece-37, *ex*Dewey) *Fitted for oil fuel* D.F. 2*Dks* *Now* "**Empire Gannet,**" *see Supplement*	5484 — 3386	100A1 (*Class Contemplated*) Examined 2,40	NYk			1919	J.F.Duthie&Co. Seattle,Wash	Ministry of Shipping(Runciman (London)Ld *Mgrs*)	410·4 P44'B115'F47'	54·2	27·6	British *WB*	T.3Cy.24$\frac{13}{16}$",41½"&72"–48" 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.		
78531 CSBC	**Lourenço Marques** Ⓟ TwinSc (*ex*Admiral) ssLis.No.3-5,34 Sub.Sig. ssLis.No.1-38 E.S.D. 2*Dks,3rd dk in Nos.1,2&4holds*	6298 4759 3857	100A– 11,40 ~~8,39~~ MS6,38	Lis LMC BS1,40		OG ~~10,37~~ ~~11,38~~ 10,40	1905	Blohm&Voss Hamburg	Cia.Nacional de Navegação *CellDB*337'919t	420·0 P&B284'F85' FK *FPT*101t *APT*113t	50·2	27·6	Lisbon Portuguese *9BHptCem* *ptAsp*	T6Cy.23⅝",39⅜"&66$\frac{13}{16}$"–47¼" 200lb (*s*) FD 790NHP 3DB,18*cf*,GS302,HS10587 Blohm&Voss,Hamburg	31 ″ 0 s 5 ″ 0½ 26 ″ 5½	
78532 120714 GTGR	**Louth** Ⓟ (*ex*Lady TwinSc Munster-38, ssLiv.3rdNo.3-5,36 *ex*Graphic) 2*Dks*(*UStl*–ws) D.F.	1915 1333 791	100A1 *with freeboard* 6,39 ~~[illegible]~~ *Fitted for oil fuel* 11,23	Liv BS5,40 LMC5,36	*t*	OG 6,39 *F.P. above* 150° F.	1906 *Lloyd's A&CP*	Harland&Wolff,Ld. Belfast	British&IrishStm.PacketCo.Ld. *CellDBa*	320·3 P51'B160'F76' FK&BK1½" 58' *u*E24'109t*FPT*	41·3	16·8	Liverpool British *6BHCem* 15t*APT*25t	Q8Cy21" 29"41"&58"–36"(*s*) 215lb FD 660NHP 1DB&2SB(DB19*fitd*11,23) SB(*new*11,23)12*cf*,HS9922 Harland&Wolff,Ld.Bel.	18 ″ 2 s 1 ″ 11 16 ″ 6	BT till ~~8,40~~ ~~7,40~~ ~~8,40~~ ~~10,40~~ 8,41

✱ Surveys delayed. Vessel, when last reported in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
78533 LEUA	**Lövaas** (*ex*Röisheim) 4Mst D.F. 1*Dk*	1891 1689 1126					1917	Trndhjms Mek.Værks Trondheim	Skibs.A/SGeirulv (G.A.Gjeruldsen, *Mgr.*)	265·0|42·1|18·0 P60*t*H82*t*	Arendal Norwegian *WB*	T.3Cy.20½″,33″&56″–36″ 188NHP TrondhjemsMV Trndheim	20 ″ 0	N
78534 1009 CBLO	**Lovart** Ⓟ *ss*P.Ar.2ndNo.3–4–18 Wireless *ss*P.Ar.No.1–22 1*Dk*	450 293 269	✠ … 7,24 ✠NB9,06 ✠				1892 9mo	Ardrossan S.B.Co.Ld. Ardrossan	SocAnonComercial Braun&Blanchard	145·0|26·1|9·2 P11′B44′F17′ FK	PntaArenas Chilian *WB*	T.3Cy.11″,18″&30″–21″ NDB02 52NHP Ross&Duncan,Glasgow	11 ″ 6	
78535 147906	**Lovat** Ⓟ *ss*Hfx.No.1–40 *ss*Hfx.No.3–5,36 2*Dks*(*Weather dk*–teak 2*nd dk*Stl)	830 737 441	✠100A1 *withfreeboard* 5,41 ~~4,39~~ ✠LMC MS~~4,36~~ 4,40 BS~~1,39~~ 1,41 ~~1,40~~	Hfx	*k*	CL N4,39	1924 6mo *Lloyd'sA&CP*	Bow,McLachlan&Co.Ld. Paisley	LovatS.S.Co.Ld. (W.Fraser)	175·0|29·1|19·7 FK&BK1″ *CellDBa*28′*u E*22′ *f*71′ 134*t FPT*23*t APT*16*t*	MagdlenI's British 4*BHptCem* *Coll ,, to W dk*	T.3Cy.15″,25½″&41″–30″ (*s*) 200lb 141NHP 2SB,4*cf*,GS82,HS2624 Bow,McLachlan&Co.Ld.	20 ″ 6 s 8 ″ 10 11 ″ 11¾	
78536 ~~VTFX~~	**Lovcen** Ⓟ (*ex*Rosalind–36, *ex*LadyGwendolen) *ss*Tri.2ndNo.3–5,37 2*Dks*(*UStl*–ws)	2390 1753 1511	✠100A1 *Shelter dk* *withfreeboard* 11,40 ~~4,40~~ BS4,40 ✠LMC4,36 *Fitted for oil fuel* 11,19 *F.P. above* 150° F.	Tri NYk	*s*	CL 4,40	1911 9mo *Lloyd'sA&CP*	ClydeS.B.&Eng.Co.Ld. PortGlasgow	Cia.CentroAmericana deNav.Ltda.	300·2|39·7|17·5 P62′B115′F54′ BK8″ *CellDBa*59′*f*69′265*tFPT*43*tAPT*27*t*	Panama Pnamanian 5*BHCem*	T.3Cy.26″,42″&68″–45″ (*s*) 170lb 362NHP 2DB,12*cf*,GS200,HS6080 ClydeS.B.&E.Co.Ld.Pt.Gl.	26 ″ 3 s 9 ″ 6½ 17 ″ 8	
78537 LJZW	**Lövstad** (*ex*GeorgiosMantacas–38, *ex*Georgios) *ss*Pir.No.3–2,34 *ss*Cff.No.1–37 1*Dk*(*Stl*) *Cargo battens not fitted*	3246 2969 1953	✠100A1 8,40 ~~10,39~~ BS8,40 ✠LMC MS12,37 ~~BS9,36~~ *Fitted for oil fuel* 3,21 *F.P above* 150°F.	Bom HKg	*v*	CL ~~N11,37~~ 8,40	1921 3mo *Lloyd'sA&CP*	ClydeS.B.&Eng.Co.Ld. PortGlasgow	SkibsA/S Sunde (V.Samuelsen, *Mgr.*)	325·0|47·2|24·2 P29′B100′F34′ FK *CellDB*275′749*tFPT*110*t APT*99*t*	Farsund Norwegian 5*BHCem*	T.3Cy.24″,40″&65″–42″ (*s*) 180lb 306NHP 3SB,9*cf*,GS150,HS4830 ClydeS.B.&E.Co.Ld.P.Gl.	26 ″ 6 s4 ″ 4¼ 22 ″ 4½	
78538 151814 VJFT	**Lowana** *ss*Mel.No.3–3,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	3021 2659 1687	✠100A1 *Shelter dk* *withfreeboard* 3,41 ~~1,40~~ 3,41 BS~~5,40~~ ~~BS6,39~~ ✠LMC3,37	Mel Syd	*v*	CL ~~1,40~~ 3,41	1924 6mo *Lloyd'sA&CP*	Dunlop, Bremner& Co.Ld. PortGlasgow	MelbourneS.S.Co. Ld.	334·0|47·0|22·9 344·5(O.L.) F31′*onShelter dk* FK *Collision* *CellDB*288′745*t FPT*93*t APT*57*t*	Melbourne British *Cem BH to Sh dk* 4 ,, ,, *U* ,,	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 362NHP 3SB,9*cf*,GS165,HS5925 Dunlop,Bremner&Co.Ld.	25 ″ 2 s 2 ″ 1½ 23 ″ 3¼	
78539 164156 MPPL	**Lowestoft Trader** *OilEng.* *Mchy.Aft* 1*Dk* *ss*Yar.No.1–39 *CruiserStern* *Cargo battens not fitted*	311 231 149	✠100A1 12,40 ~~3,39~~ ✠LMC3,39	Yar	*d*	OG ~~12,37~~ 12,40	1934 12mo *Lloyd'sA&CP*	GooleS.B. &Repg.Co. (1927)Ld. Goole	Gt.Yarmouth ShippingCo.Ld.	130·7|24·6|9·0 P37′F14′ FK *FPT*38*tAPT*19*t*	Yarmouth British 3*BHCem*	Oil Engines 2S.C.SA 5Cy.9 3/16″–16 9/16″ 84NHP BritishAuxiliaries,Ld.Gls.	9 ″ 8 s ″ 10¼ 8 ″ 11¼	
78540 161610 MMNL	**Lowick** 3Mst *OilEng.* Wireless 1*Dk*&*Shelter dk* *Mchy.Aft* *CruiserStern*	586 465 276	✠100A1 *withfreeboard* 7,41 ~~9,39~~ ✠LMC12,37	Lon Ayr	*k*	CL 7,38	1937 12mo *Lloyd'sA&CP*	J.Koster Hzn.Schpsw. "Gideon" Groningen	Tyne-TeesSteam ShippingCo.Ld.	189·6|31·6|10·9 195·9(O.L.) FK *Cell DB*114′291*t FPT*65*tAPT*30*t*	Newcastle British 3*BHptCem* (*Coll to Sh dk* 2 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 6Cy.15¾″–26″ 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 ″ 6 s ″ 2 13 ″ 5½	
78541 164311 GZKT	**Lowther Castle** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing at bottom&at decks*	5171 4563 3028	✠100A1 *withfreeboard* 5,40 ✠LMC2,37	Cff	*a*† 2	CL 4,40	1937 2mo *Lloyd'sA&CP*	SirJ.Laing &SonsLd. Sunderland	LancashireShippg. CoLd.(J.Chambers &Co.*Mgrs.*)	437·4|57·1|24·3 454·2(O.L.) F30′ FK *CellDB*372′1231*tFPT*174*tAPT*168*t*	Liverpool British 7*BHCem* (*Coll toSh dk* 6 ,, 2*nd* ,,)	T.3Cy.23½″,38″&66″–45″ (*s*) 220lb Rht. 466NHP 2SB(Spt)&1AuxSB,8*cf*, FD GS122,HS6846 N.E.MarineEngCoLd.Nwc	27 ″ 5 s 2″11¼ 24 ″ 8¾	
78542 FNZI	**Loyauté** (*ex*Loyalty,*ex*SaintMichel) *ss*NoumeaNo.3–11,33 Wireless *Well deck* 1*Dk*(*Stl*)	486 294 271	✠ … 8,38 ✠	Bsb	*h*		1913 2mo	N.V.Werf deNoord Alblasserdm.	SociétédesIles Loyauté(Hagen Frères,*Mgrs.*)	155·2|26·1|11·7 Q114′F23′ FK *FPT*23*t APT*28*t*	Noumea French 4*BHCem*	T.3Cy.13″,18″&31″–21″ 64NHP 1SB,2*cf*,GS37,HS1210 Earle'sCo.Ld.Hull	12″ 6	V †
78543 UNAP	**Lozovski** (*ex*Merkur,*ex*SanPietro, *ex*PeterBerg,*ex*Vera) *ss*Bly.No.3–2,20 *Spar dk*(*ptIrn* *Ref.Mchy.* &*ptStl*)2*tr*B&*deep framing*	3011 2824 1851	✠ 10,24 ✠	Ham	*u*		1903 12mo	Irvine'sSB &D.D.Co.Ld. W Hartlepool	U.S.S.R.	324·2|47·0|22·2 P30′B102′F31′ FK *CellDBa*98′*u E*22′*f*142′785*tFPT*74*tAPT*106*t*	Vladvostk Russian 5*BHCem*	T.3Cy.23½″,38″&64″–42″ NB26 301NHP 2SB,6*cf*,GS116,HS4815 Richardsons,Westgarth& Co.Ld.Hpl.	24″10	
78544	**Lu Kiang**	416 — 236					1908	………………… Scotland	ChiangTehSeng	137·0|21·6|16·4	Amoy Chinese	C.		
78545 CSAT	**Luabo** TwinSc Wireless 1*Dk*&*Awng dk*	1435 — 855	✠ … 11,13 ✠				1909 9mo	Russell& Co. PortGlasgow	Cia.Nacional de Navegação	240·0|33·5|19·2 P41′F43′ FK	Lisbon Portuguese *WB*	T.6Cy.11½″,20″&32″–27″ 144NHP J.G.Kincaid&Co.Ld.Grk.	21 ″ 6	
78546 413 IPON	**Luana** (*ex*LeopoldDeWael–33, *ex*Majorca) *ss*Shl.2ndNo.3–7,19 *Well deck* *ss*Ant.No.3–1,28 1*Dk*(*Irn*)&*Web frames*	1140 871 691	✠ — 6,33 ✠	Ant	*n*		1892 6mo	S.P.Austin &Son Sunderland	RaffaeleRomano	235·9|33·4|14·4 225·0 P28′Q50′B44′F25′ FK *CellD B*178′310*tFPT*38*tA PT*22*t*	Naples Italian 5*BHCem*	T.3Cy.18½″,30″&49″–33″ NDB08 136NHP 1SB,4*cf*,GS63,HS2007 G.Clark(Lim.),Sunderland	16″11	I †
78547 DHPR	**Lübeck** D.F. 1*Dk*	3703 3317 2145					1923	Frd.Krupp Act.Ges. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	338·7|47·3|26·2 P&B220′F42′	Hamburg German *WB*	T.3Cy.23⅜″,39 3/10″&65¾″–45 5/16″ 290NHP Frk.KruppA.G.Kiel		G
78548 SPBN	**Lublin** Wireless D.F. 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	*1409* *1085* *686*					1932	Helsingörs Jerns.&Msk. Elsinore.	PolishBritishS.S. Co.Ld.(PolishS.S. AgencyLd.*Mgrs.*)	264·4|39·4|15·2	Gdynia Polish *WB*	C.4Cy.(2)16½″&(2)35⅜″–35⅜″ 148NHP HelsingörsJernsk.&Mskb.		V
78549 ONUA	**Lubrafol** TwinSc *OilEng.* D.F. *Mchy.Aft* 2*Dks* *CarryingPetroleum in bulk*	*7138* *6738* *3988*					1924	Armstrong Whitworth &Co.Ld. Newcastle	BelgianGulfOil Co.S.A.	440·8|57·4|34·0 P101′B32′F46′	Antwerp Belgian	Oil Engines 2S.C.SA 8Cy.23⅜″–41 7/10″ 774NHP ArmstrngWhitwrth&CoLd		C
78550 1492 IBNT	**Lucania** (*ex*Coalinga,*ex*Pectan) *ss*Gen.2ndNo.3–2,28 *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. GyC. *lower dk in forehold* *Carrying Petroleum in bulk*	8106 6903 5090	✠ … 6,32 ✠				1902 10mo	W.Gray& Co.Ld. W Hartlepool	DittaLuigi PittalugaVapori	483·1|55·0|32·9 471·0 P123′B54′F63′ FK	Genoa Italian *WB*	T.3Cy.29½″,48″&78″–54″ 581NHP Cen.Mar.Eng.Wrks.WHpl	34″10	I †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd. of Trade
78551 166255 GQQB	**Lucellum** D.F. E.S.D. *OilEng* *Mchy.Aft CruiserStern* 1*Dk* *Longitudinal framing at bottom & deck in centre tanks*	9425 8657 5742	✠100A1 8,40 ~~11,39~~ ✠LMC12,38 *Carrying Petroleum in bulk*	Avn Bkn	*e*†	CL 3,39	1938 12mo *Lloyd's A&CP*	Odense Staalskibsvft vedAPMöller Odense	AstrakhanS.S.Co. Ld.(H.E.Moss& Co.*Mgrs.*) *CellDBuE89'430tDTf26'436tFPT165tAPTs347t*	485·6 501·2(O.L.) P104'B34'F37' FK	65·5	35·7	Liverpool British 14*BH*	Oil Engines 4S.C.SA 7Cy.29½"–59 1/16" 572NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 ″ 10 s8 ″ 0½ 28 ″ 0½	
78552 162323 GPDB	**Lucerna** *OilEng.* *ss*Shl.No.2-38 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6556 6108 3928	✠100A1 ~~7,40~~ ~~11,30~~ 4,41 ✠LMC CS5,39 DBS~~1,40~~ 4,41 ~~6,38~~ 4,41 *Carrying Petroleum in bulk*	Bkn ~~Sws~~ Mch	*a*†	CL ~~N6,38~~ 11,40	1930 8mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	LuminaS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*) *CellDBuE47'132tDTf36'410tFPT149tAPT91t*	430·5 P110'B34'F44' FK	56·6	32·9	Liverpool British 17*BHptCem* (11 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.26¾"–47¼" 749NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	32 ″ 9 s6 ″ 1½ 26 ″ 10½	
78553	**Lucho** (*ex*San Julian-38, *ex*Benita C.T.-33, *ex*SofiaV, *ex*Forestdene, *ex*Freddysmith,*ex*Jan vanGalen) 1*Dk*	488 — 278					1919	Gebr.S. Volker,Afzn. Sliedrecht	Moretti,Tomatis &Cia.	177·3 Q&B74'F25'	28·4	12·3	Bns.Aires Argentine *WB*	T.3Cy.13",21"&34"–18 1/10" 50NHP MachinefabriekBolnes		V
78554 104 IBPT	**Lucia C.** (*ex*Lucia) *ss*Tri.No.3-9,34 *ss*Tri.No.1-39 D.F. 2*Dks(Stl)&Web frames*	6123 4998 3647	✠100A1 9,39 ✠LMC9,39 *Fitted for oil fuel* 3,22 *F.P. above* 150° F.	Tri	*z*	CL 5,38	1922 3mo	Cant.Nav. Triestino Monfalcone A&CP	"Italia"Soc.Anon. diNav. *CellDBa117'uB&f198'1132tMT27'816tFPT107tAPT135t*	417·7 401·0 P36'B124'F44' FK	54·0	29·7	Trieste Italian 6*BHCem*	T.3Cy.26⅝",42½"&70 1/16"–48 1/16" 180lb (*s*) 483NHP 3SB(Spt),*9cf*,GS148, HS7221 FD UnitedMachineFactories, Praga	32 ″ 10 s7 ″ 8½ 25 ″ 4	
78555	**Lucia Carbó** TwinSc *Fitted for oil fuel* (*TrainFerry*) 1*Dk*	1682 — 959					1907	A.&J. Inglis,Ld. Glasgow	EntreRiosRlys.Co. Ld.	283·0	56·2	17·2	Bns.Aires Argentine	T.6Cy.17",28"&46"–30" 232NHP A.&J.Inglis,Ld.Glasgow		
78556 313 ICIL	**Luciano** (*ex*Maronian-38) *ss*Liv.No.3-7,26 *ss*Hul.No.2-35 *Well deck* 1*Dk(Stl)&2nd dk(Stl) in Nos.1&2holds* *CruiserStern*	3329 2331 2127	✠ — 7,39 ✠	Hul	*u*		1913 8mo	Earle'sCo. Ld. Hull	E.Szabados *CellDBa93'uE&B53'f135'648t*	332·0 318·5 P&B207'F39' FK	42·4	21·8	Venice Italian 6*BHCem*	T.3Cy.20½",35½"&60"–42" 343NHP 3SB,*6cf*,GS110,HS4875 Earle'sCo.Ld.Hull	26 ″ 9	I †
78557 142317 GPDZ	**Lucient** *ss*Shl.No.3-5,31 *Mchy.Aft Well deck* *ss*Sld.No.2-39 *Cargo battens not fitted* 1*Dk(Stl)*	1879 1482 1115	✠100A1 6,40 ~~6,39~~ ✠LMC6,39 BS6,40	Sld Shl	*r*	CL 6,39	1918 3mo *Lloyd's A&CP*	WoodSkinner&Co.Ld. Newcastle	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *CellDB222'595tFPT91tAPT56t*	270·6 279·7(O.L.) Q163 B*on*Q11'F29 FK	38·2	18·0	London British 4*BHCem*	T.3Cy.20½",33"&54"–39"(*s*) 180lb 217NHP 2SB,*6pf*,GS98,HS3610 J.Dickinson&Sons,Ld.Sld.	20 ″ 6 s6 ″ 0½ 18 ″ 3½	
78558 1642 IBRT	**Lucifero** (*ex*Arminco, *ex*F.A.Tamplin) *ss*Ant.No.3-9,25 *ss*Ant.No.1-29 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Fitted for oilfuel* *Carrying Petroleum in bulk*	4000 3576 2418	✠ ... 11,33 ✠	Fiu			1912 12mo	Palmers' Co.Ld. Newcastle	SocietàPetrolifera EserciziMarittimi *CellDBuE&B57'115tDTf29'106tFPT111tAPT62t*	364·0 350·0 P86'B26'F29' FK	47·5	26·6	Genoa Italian 13*BHCem* (10 *to U dk* 3 „ *2nd*„)	T.3Cy.25",41"&66"–45" NDB25 346NHP 2SB,*8cf*,GS143,HS5756 Palmers'Co.Ld.Nwc.	28 ″ 0	I †
78559 127965 GRPF	**Lucigen** 3Mst *Mchy.Aft* *ss*Shl.2ndNo.3-4,37 D.F. 2*Dks(Stl)&Web frames*	4986 4503 3173	✠100A1 10,39 BS2,40 ✠LMC3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3.22 *F.P. above* 150° F.	Grk	*y*	CL 5,39	1909 2mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	(H.E.Moss&Co. *Mgrs.*) *CellDBuB40'29tDTf38'273tFPT38tAPT17t*	388·0 P96'B28'F43' FK	50·5	29·2	Liverpool British 16*BHCem* (8 *to Udk* 8 „ *M* „)	T.3Cy.26",43"&72"–48" (*s*) 180lb 437NHP 4SB,*12cf*,GS216.HS7364 N.E.MarineEngCoLdNwc	30 ″ 9 s6 ″ 0½ 24 ″ 11	
78560 YTFY	**Lucijana** (*ex*Offham-37, *ex*Pentyne-33) *ss*Spt.No.3-4,40 1*Dk(Stl)*	4067 3842 2496	✠100A1 ~~4,40~~11,40 ✠LMC BS~~10,38~~ 2,40 MS4,40	Spt Bal	*x*	CL 4,40	1928 3mo *Lloyd's A&CP*	Burntislnd S.B.Co.Ld. Burntisland	"Jadran" BrodarskoDrustvo S.O.J. *CellDB318'1126tFPT77tAPT189t*	370·0 380·9(O.L.) P29'B224'F34' FK	51·4	25·1	Susak Yugoslav 6*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 371NHP 3SB,*9cf*,GS173,HS6201 D.Rowan&Co.Gls.	27 ″ 6 s3 ″ 8½ 24 ″ 0	
78561 3551 PJAK	**Lucita** TwinSc *ss*Cco.No.3-12,38 *Mchy.Aft* 1*Dk(Stl)* *Longitudinal framing at bottom & at deck*	2604 1715 1136	✠100A1 ~~6,40~~ ~~12,38~~10,40 BS12,39 ✠LMC12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel*10,26 *F.P. above* 150° F.	Cco ~~Liv~~ Sou	*t*	CL s10,40 P12,38	1926 11mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	N.V.Curacaosche ScheepvartMaats.	305·0 Q89'*Trunk dk*187' F29' FK	50·2	15·1	Wllemstad Dutch 9*BHptCem* *APT84t*	T.6Cy.12¾",20½"&33⅞"–24 1/16" 180lb (*s*) 236NHP 2SB,*4cf*, HS4168 FD RotterdamD.D.Co.Rot.	15 ″ 0 s1 ″ 6½ 13 ″ 7	
78562 170140	**Lucius W. Robinson** *Mchy.Aft* Sub.Sig. 1*Dk*	1914 1680 1142					1912	Detroit S.B.Co. Wyandotte	HallCorporation ofCanada	247·5 F38' *WB*	43·0	18·7	Montreal British	T.3Cy.18",29"&48"–40" 146NHP DetroitS.B.Co.Detroit		R
78563 171307 VQYZ	**Lucky** (*ex*Loke-37) *ss*Skm.No.3-4,26 *ss*Skm.No.2-34 *Well deck* 1*Dk(Stl)&deep framing* (*SUNK IN PORT 2,39—REFLOATED & NOW TRADING*) Sailing as "CASTILLO BENISANO"	1201 1014 714	✠ 10,37 ✠	Ant	*o*		1905 5mo	Cmpbltwn S.B.Co. Campbeltwn	ToussiShppgCo. Ld.(A.Avgherino, *Mgr.*) *CellDBa54uE&B37'f100'300t*	230·1 Q80'B57'F29' FK	34·4	16·0	Gibraltar British 4*BHCem* *APT90t*	T.3Cy.18",27½"&45"–33" 128NHP 2SB,*4cf*,GS73,HS2100 J.G.Kincaid&Co.Greenock	18 ″ 3	
104- 40 78564 3815 PJAU	**Lucrecia** TwinSc *ss*Cco.No.2-36 *Mchy.Aft* 1*Dk(Stl)* *Longitudinal framing at bottom & at deck*	2584 1717 1119	✠100A1 *with freeboard* 6,40 ~~12,38~~ ✠LMC MS5,36 BS11,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,28 *F.P. above* 150°F.	Cco	*t*	CL P8,38 s12,39	1928 7mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	N.V.Curacaosche Scheepv.Maats.	305·0 Q89'F29' FK *Trunk*187' *FPT107t*	50·2	15·1	Willmstad Dutch 9 *BH ptCem &ptAsp* *APT84t*	T6Cy.12¾",20½"&33⅞"–24 1/16" 180lb (*s*) 236NHP 2SB,*4cf*, HS4168 FD RotterdamscheDD.Co.Rot	15 ″ 0 s1 ″ 6½ 13 ″ 6½	
78565 507 IBIN	**Lucrino** (*ex*Afghanistan-38, *ex*Aberdeen) *ss*Shl.No.3-8,30 *ss*Shl.No.1-35 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	5536 5354 3483	✠ ... 4,39 ✠	Shl	*v*		1917 7mo	Sunderlnd S.B.Co.Ld. Sunderland	A.Lauro *CellDB338'1084tFPT87tAPT115t*	385·0 397·0(O.L.) FK	53·0	32·4 24·3	Naples Italian 6*BHCem*	T.3Cy.25",42"&69"–48" NDB37 371NHP 2SB,*6cf*,GS141.HS5892 N.E.MarineEng.Co.Ld.Sld	34 ″ 8	I †
78566 161132 GRNZ	**Luculus** *OilEng.* *ss*Nwc.No.2-37 *Mchy.Aft* 2*Dks(Stl) &Webframes* D.F. *Longitudinal framing*	6546 6108 3925	✠100A1 1,41 ~~5,40~~ DBS~~4,40~~ 5,41 ✠LMC5,37 *Carrying Petroleum in bulk*	Lon Nwc	*a*†	CL 4,40	1929 12mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	LucigenS.S.Co.Ld. (H.E.Moss&Co. *Mgrs.*) *CellDBuE47'132tDTf36'410tFPT149tAPT91t*	430·5 P110'B34'F44' FK	56·6	32·9	Liverpool British 17*BHptCem* (11 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.26¾"–47¼" 749NHP 2DB*120lb* WllsndSlpwy Co.Ld.Nwc.	32 ″ 9 s6 ″ 2 26 ″ 10½	

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig. &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
78567 231610 WOAQ	**Lucy** *CarryingPetroleum in bulk* *OilEng.* *Mchy Aft* 1*Dk* Wireless D.F. *Longitudinal framing*	382 322 228					1932	BrewerDry DockCo. StatenIsland. N.Y.	TankerLucyCorp.	138·3	26·0	11·5	Boston Utd. States	Oil Engines 4S.C.SA 6Cy.13″–19″ 99NHP Ingersoll-RandCo. Toledo,O		
78568 145021 GPGQ	**Lucy Borchardt** (*ex*Saturn–37, *ex*Rolandseck–32,*ex*Brocklane,*ex* Florenz) 2*Dks*	1850 1728 1145					1905	Flensburgr Schiffsb.Ges. Flensburg	FairplayTowage &ShippingCo.Ld. (Commonwealth SteamTugCo.Ld.)	269·5 E73′	37·7	20·6	London British *WB*	T.3Cy.20$\frac{7}{16}$″,33$\frac{1}{2}$″&55$\frac{13}{16}$″–37$\frac{3}{8}$″ NB13 190NHP FlensburgerSchiffsb.Ges.	23 ″ 0 ~~s 4 ″ 3¼~~ ~~18 ″ 10¼~~	G
78569 DHPP	**Lucy Essberger** (*ex*Petroleum) *Mchy.Aft* *CarryingPetroleum in bulk* Wireless 2*Dks*	881 558 362					1911	Kjöbnhvns Flydk.&Skbs Copenhagen	JohnT.Essberger	175·4	37·4	13·9	Hamburg German *WB*	T.3Cy.15″,24$\frac{1}{2}$″&40″–27″ 83NHP KjbnhvnsFlydk.&Skbsv.		C
78570 220441 WUAL	**Ludington** Ⓟ (*ex*JamesOtis) *Fitted for oil fuel* 1*Dk*&*Shelter dk* GyC. *Longitudinal framing*	8266 — 6189	✠ … 9,20				1920 7mo	ThePusey &JonesCo. Gloucester, N.J.	UnitedStates Maritime Commission	439·6 P41′B134′F46′*on Shelter dk* FK	60·2	33·7	NewYork Utd. States *WB*	DRGearedSteamTurbine 627NHP DeLavalSteamTurbineCo. Trenton,N.J.	36 ″ 8	
78571 DHXY	**Ludolf Oldendorff** (*ex*Tractor–37. *ex*FordsonI,*ex*MaxBernstein, *ex*Wethersfield, *ex*Westmount) D.F. 1*Dk*	1953 1759 1122					1903	G.S.Swan& Hunter,Ld. Newcastle	EgonOldendorff	247·6 F27′	42·0	20·5	Lübeck German *WB*	T.3Cy.21″,35″&58″–39″ 210NHP N.E.MarineEngCoLd.Nwc		G
78572 4877 SGNR	**Ludvig Kollberg** *ss*Got.2ndNo.3–8,33 *ss*Got.No.1–37 *Well deck* 1*Dk*(*Stl*)	*564* *379* *241*	✠100A1 ~~5,40 3,30~~ 5,41 ~~BS3,30~~ 5,40 ✠LMC6,37	Got	*h*	OG 3,39	1908 7mo *Lloyd'sA&CP*	Göteborgs M.V.Aktieb. Gothenburg	HallandsÅngbåts A/B(HarryTrapp, *Mgr.*)	165·2 176·4(O.L.) Q72′P14′B13′F16′ BK7″ *DBa*35′*u*E14′ 52*t FPT*	27·0	11·6	Gothenbrg Swedish 4*BHCem* 39*tAPT*16*t*	T.3Cy.14$\frac{3}{16}$″,22$\frac{7}{16}$″&39″–23$\frac{5}{8}$″ 190lb *90lb* (*s*) 91NHP 1SB,*2cf*,GS38,HS1526 GöteborgsMV.Aktieb.Got	12 ″ 5 s 4 ″ 2¼ 12 ″ 6¼	
78573 DHPQ	**Ludwig** (*ex*Irmgard) Sub.Sig. 1*Dk*	1065 835 623					1920	Schiffsw(v. J.&Sch.)A.G. Hamburg	Mathies Reed.K.G.	243·6 Q97′B90′F25′ len23	32·0	13·2	Hamburg German *WB*	T.3Cy.16$\frac{9}{16}$″,27″&43$\frac{3}{16}$″–33$\frac{1}{2}$″ 108NHP Gall&Seitz,Hamburg		G
78574 7654 SGNO	— (*ex*Elisabet) 1*Dk*	*599* *444* *283*					1909	Nüscke& Co. Stettin	RederiA/B Egon (S.M.Stjerna, *Mgr.*)	170·8 Q50′B43′F20′H43*t*	30·1	11·0	Malmö Swedish *WB*	T.3Cy.13″,21″&33″–22″ Christiansen& 51NHP Meyer,Harburg		V
78575 DHGO	— (*ex*Erica–34) 1*Dk*	301 239 128					1911	Stettiner Oderwerke Stettin	Sartori&Berger	128·6 B29′F18′	22·7	11·0	Kiel German *WB*	C.2Cy.15$\frac{7}{10}$″&27$\frac{3}{5}$″–15$\frac{7}{10}$″ 25NHP StettinerOderwerke		G
78576 UOBP	**Luga** (*ex*Irmgard–32) Sub.Sig. 1*Dk*	2329 2011 1350					1922	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	296·3 P243′F36′	42·8	19·6	Leningrad Russian *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft GermaniaWerft,Kiel		
78577 374 IBVT	**Luigi** (*ex*Modemi,*ex*Modica) D.F. 1*Dk*	4283 4033 2554					1920	Fredrkstad Mek.Værks. Fredrikstad	Angelo Scinicariello	383·2 372·1 P118*t*H159*t*	52·1	25·9	Naples Italian *WI*	T.3Cy.23″,38$\frac{1}{2}$″&65″–42″ NE26 271NHP N.E.MarineEngCoLd.Nwc		CI
78578 1069 IPPU	— **Aux4MstSr** (*ex*Bertha,*ex*Carmen, *OilEng.* *ex*MargaretheWitte, *ss*Hav.No.2–13 *ex*SailingVessel,*ex*Margarethe Gertrude,*ex*Weert,*ex*Henning) 1*Dk* (*See Sailing Ship Register*)	433 375 345	✠ 1,18	Hav	*j*		1904 12mo	Klippans Varfs.Akt. Gothenburg	Dani&C.	166·5 164·2 P26′ BK7″	28·9	11·4	Genoa Italian 1*BHCem*	Oil Engines 4S.C.SA 4Cy.11″–17$\frac{3}{4}$″ 46NHP *Emade&fitted25* GasMfbkDeutzKölnDeutz	12 ″ 0	I †
78579 1751 IPQJ	**Luigi Martini** (*ex*Seraphicus–34, *ex*Catania) 1*Dk* *Mchy.Aft*	874 — 706					1926	FlliBiriaco Catania	"C.I.CO.MA."Cia. ItalianaComm. Marittima(Piero& MarioMartini)	204·4 196·8 F14′	29·9	15·9	Genoa Italian *WB*	T.3Cy.13″,20$\frac{7}{8}$″&36$\frac{3}{8}$″–27$\frac{1}{2}$″ 70NHP FlliBiriaco,Catania		I
78580 2082 IBJT	**Luigi Razza** (*ex*Penmorvah–36) *ss*Cff.No.3–5,27 D.F. *ss*Cff.No.2–36 1*Dk*(*Stl*)	4334 3966 2671	✠ … 6,39 ✠	Gen	*r*		1913 10mo	W.Gray& Co.Ld. WHartlepool	Soc.Anon.Cooperativa diNav. "Garibaldi" *CellDBa&uE*145′*f*	365·2 377·2(O.L.) P25′B106′F36′ FK 159′966*tFPT*110*tA*	50·8	26·0	Genoa Italian 6*BHCem* *PT*109*t*	T.3Cy.24$\frac{7}{8}$″,41″&68″–48″ 371NHP 2SB,*8cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28 ″ 4	I †
78581 24 IPQM	**Luigi Rizzo** Ⓟ 1*Dk*	382 283 147					1929	Cant.Nav. Riuniti Ancona	"Eolia"Soc.Anon. diNav.	172·0 157·0 F33′	25·6	12·6	Messina Italian	T3Cy16$\frac{1}{4}$″24$\frac{3}{16}$″&39$\frac{3}{8}$″–27$\frac{9}{16}$″ 81NHP Cant.Nav.Riuniti,Ancona		I
78582 631 IPRE	**Luigia Garrè** **Aux3MstSr** (*ex*Mornar,*ex*Rozetta) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	354 315 266					1918	Gebr.G.& H.Bodewes Martenshoek	RiccardoGarrè fu F.	141·0 131·8	25·3	11·7	Viareggio Italian	Oil Engines 4S.C.SA 6Cy.8$\frac{1}{4}$″–12$\frac{5}{8}$″ NE33 40NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
78583 137165 EICQ 140/40	**Luimneach** (*ex*Fairfield) *ss*Bkn.No.3–1,34 *ss*Bkn.No.1–37 *Well deck* 1*Dk*(*Stl*) *Cargobattensnotfitted*	1074 765 443	✠100A1 4,39 ~~BS4,39~~ 5,40 ✠LMC8,37	Liv	*n*	CL ~~8,37~~ 5,40	1915 4mo *Lloyd'sA&CP*	Jos.T.Eltringham& Co.Ld.Wil- lingtonQuay	LimerickS.S.Co. Ld.(S.J.K. Roycroft,*Mgr.*) *CellDBa*54′	220·1 Q131′B*on*Q16′F27′ FK *u*E20′*f*90′293*t FPT*	33·4	13·9	Limerick British 4*BHCem* 34*tAPT*73*t*	T.3Cy.17$\frac{1}{2}$″,28″&47″–33″ (*r*) 180lb 174NHP 2SB,*6cf*,GS100,HS3188 ShieldsEng.Co.Ld.N.Shl.	16 ″ 4 s 4 ″ 8¾ 15 ″ 6¾	
78584 EAFU	**Luis Adaro** (*ex*Wenceslao, *ex*Somerhill) *ss*Bbo.2ndNo.3–1,14 *ss*Cdz.No.2–22 *Well deck* 1*Dk*(*Stl*)&*Webframes*	2285 — 1374	✠ 9,27 ✠	Bbo	*s*		1888 1mo	Richardson Duck&Co. Stockton	Gumersindo Junquera *CellD*	273·2 P30′Q82′B114′F30′ BK10″ B236′466*tAPT*14*t*	37·7	21·9	Gijon Spanish 5*BHptAsp ptCem*	T.3Cy.21$\frac{1}{2}$″,35$\frac{1}{2}$″&58$\frac{1}{2}$″–39″ NDB13 217NHP 2SB,*6cf*,GS85,HS3301 Blair&Co.Ld.Stockton	22 ″ 1	
78585 EAGB	**Luis Caso de los Cobos** (*ex*Chivichiaga) *ss*Bbo.No.2–28 *Mchy.Aft* 1*Dk* *Longitudinal framing inDB.*	2493 1950 1477	✠ … 1,33 ✠				1919 11mo	Soc.Espanola deConstr. Naval Bilbao	CementosFradera S.A.	269·0 P74′B26′F34′ FK	40·0	20·7	Aviles Spanish *WB*	2 SteamTurbinesSRgeared to1 Sc. Shaft 192NHP 2SB,*4cf*,GS80,HS3132 Soc.Española deConstr. Naval,Ferrol	23 ″ 1	
78586 2058 IPRT	**Luisa** (*ex*SantaCruz–35) 1*Dk*&*Spar dk*	1483 1337 906					1905	Fredrkstad Mek.Værks. Fredrikstad	Dani&C.	246·9 237·7 B77*t*H54*t*	35·2	19·6	Genoa Italian *WB*	T.3Cy.17″,30″&49″–33″ 138NHP FredrikstadM.V.Frdstad		I

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.R.of Trade.
78587 DHYA	**Luise Bornhofen** (exTraunstein-39, ssSou.No.3-8,17 exSiptah,ex D.F. ssSld.No.2-25 Shahristan) 1*Dk&Spardk&deepframing*	2860 2607 1763	✠ … 3,30 ✠				1906 8mo	ClydeS.B. &E.Co.Ld. PortGlasgow	RobertBornhofen	330·2 P25′B84′F34′ 22·4 FK	43·2	14·4	Hamburg German *WB*	T.3Cy.23¾",40"&65"-42" 354NHP ClydeS.B.&E.Co.Ld.P.Gl.	24 ″ 9	C †
78588 DJWK	**Luise Leonhardt** (exSiltonhall-38) ssHpl.No.1-36 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	4816 4374 2816	✠ 3,39 ✠	Ham	*z*		1932 9mo	W.Gray& Co.Ld. WHartlepool	Leonhardt& Blumberg *CellDB*358′1143*t* *DTa*28′1076*t*	408·7 F35′ FK (*FPT*170*tAPT*152*t*	54·8	25·0	Hamburg German *7BHCem* *Coll toSh dk* 6 ,, *2nd* ,,)	Q4Cy20",25½",41½"&61"-48" 467NHP 3SB(Spt)*9cf*,GS144,HS6811 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	27 ″ 7	
78589 1293 IBST	**Luisiano** (exBaytown,exReginolite) ssGen.No.2-25 *Fitted for oil fuel* *Mchy.Aft* 1*Dk&Webframes* D.F. *Carrying Petroleum in bulk*	2552 2063 1322	✠ … 5,30 ✠				1917 10mo	TheColl- ingwoodS.B. Co.Ld. Collingwood	Ditta G.M.Barbagelata	255·9 250·0 P73′F35′ FK	43·6	23·4	Genoa Italian *WB*	T.3Cy.18",30"&50"-36" 211NHP CollingwoodS.B.Co.Ld.	25 ″ 0	I †
78590 6851 SHBA	**Luleå** TwinSc *OilEng.* ssGot.No.3-3,35 ssGot.No.1-38 D.F. E.S.D. 1*Lx(Stl)&Shelter dk(Stl)* *Cargo battens not fitted* *CruiserStern*	*5611* *5223* *2819*	✠100A1 *Shelter dk* *withfreeboard* 2,41 ~~2,30~~ ✠LMC CS3,39 DBS4,39	Got 5,38	*y*	OG ~~2,30~~ 2,41	1922 9mo	A.B.Göta- verken Gothenburg A&CP	Trafikaktieb. Grängesberg- Oxelösund (M.Waldenström, *Mgr.*) *CellDB* *DTf*68′730*tDT*	393·7 F40′*onShelterdk*FK *Collision* *uE*32′*f*105′651*t* *a*103′ 1225*t FPT*58	53·4	30·9	Stockholm Swedish *pt Cem* *BH to Sh dk* 6 ,, ,, *U* ,, *tAPT*155*t*	Oil Engines 4S.C.SA 12Cy.23$\frac{5}{16}$"-35$\frac{7}{16}$" 629NHP DB*100lb* A.B.Götaverken,Got.	34 ″ 1 s 8 ″ 0 26 ″ 3½	
78591	— Ⓟ Iron (exSkandia) 2*Dks&Shelter dk*	627 *351* *440*					1872	Bergsunds Mek.Verkst. Stockholm		165·5 H40*t* 20·1	25·0	12·9	 German	T.3Cy.13⅜"21¼"&35⅝"-25⅞" NE&B02 65NHP QvillebäckensM.V.Got.		
112/40 78592 122960 MNPG	**Lulonga** (exBrabo, 3Mst exKnottingley) ssGoo.2ndNo.3-9,31 *Well deck* ssHul.No.2-40 *Mchy.Aft* 1*Dk(Irn)&deep framing* *Cargo battensnot fitted*	821 584 414	✠100A1 3,40 ✠LMC3,40	Hul	*k*	OG 2,40	1907 6mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	HookS.S.Co.Ld. (Goole&HullSteam TowingCo Ld.*Mgs*) *Cell*	195·0 Q98′B13′F24′ FK *DB f*125′222*tFPT*	32·6	11·4	Grimsby British 4*BHCem* 57*tAPT*5*t*	T.3Cy.15¾",25½"&45"-33"(*s*) 160lb 99RHP 2SB,*4pf*,GS53,HS2100 N.E.MarineEng.Co.Ld.Sld	13 ″ 9 s 4 ″ 8½ 13 ″ 2	
78593 CQAV	**Lumane** Ⓟ TwinSc *OilEng.* 2*Dks* *CruiserStern*	854 753 450	✠100A1 *withfreeboard* 4,39 ✠LMC4,39	Rot	*j*		1939 4mo *Lloyd*	NVSchpsw “DeMer- wede”v/h van Vliet&Co. Hardinxveld '*sA&CP*	Empreza doLim- popoA.Couto,Ltda. *CellD*	181·5 190·6(O.L.) B40′ FK *B*134′ 168*t FPT*39*t*	30·5	16·8	Lourenco Marques Portuguese 5*BHCem* *APT*40*t*	Oil Engines 4S.C.SA 12Cy.11"-17$\frac{11}{16}$" 142NHP Klöckner-Humboldt- Deutz,A.G.Köln-Deutz.	11 ″ 6 s ~~2 ″ 5~~ ~~9 ″ 2~~ s 1 ″ 0½ 10 ″ 6½	
78594 217424 WMEO	**Lumberman** (exF.A.Warner, exCottonplant) *Fitted for oil fuel* *Mchy.Aft* D.F. 1*Dk* *Now "Lumberlady," see No. 88908 in Supplement*	2333 1855 1385					1918	Gt.Lakes Eng.Works Ecorse,Mich.	CoosBayLumber Co.	253·4 P115′F25′	43·7	24·5	S.Frncisco Utd. States *WB*	T.3Cy.21",34½"&57"-42" 211NHP Gt LakesEng.Wks.Detroit		R
78595 217860 KJFB	**Lumbertown** (exCastleTown-36) *Fitted for oil fuel* D.F. 1*Dk* *Now "Coos Bay," see No. 87526 in Supplement*	3321 2750 2029	✠ … 5,21 ✠NB2,21 ✠				1919 5mo	Pusey& JonesCo. Gloucester City,N.J.	CoosBayLumber Co.	321·7 P37′B82′F31′ FK	50·0	21·6	S.Frncisco Utd.States *WB*	T.3Cy.20",32⅛"&54⅜"-36" 180NHP Pusey&JonesCo.Wil.Del.	24 ″ 9	R †
78596 147327 GLQM	**Lumen** TwinSc *OilEng.* ssNwc.No.3-7,37 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6483 5834 4455	✠100A1 2,40 DBS11,39 ✠LMC8,37 *CarryingPetroleum in bulk*	Liv	*a*†	PN 11,39 s11,39	1925 9mo *Lloyd*	J.Brown& Co.Ld. Clydebank '*sA&CP*	H.E.Moss&Co.'s Tankers,Ld.(H.E. Moss&Co.*Mgrs.*) *CellDB*	420·1 P95′B35′F47′ FK *uE*58′232*t DT*34′ 3	54·4	32·8	Liverpool British 18*BHptCem* 12 ,, *to U dk* 88*tFPT*195*t*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP 2DB*120lb* J.Brown&Co.Ld. *APT*177*t*	32 ″ 8 s 6 ″ 1½ 26 ″ 9	
78597 149637 GLVF	**Luminetta** ssNwc.No.2-34 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	6159 5645 3690	✠100A1 Examined7,40 Fal BS12,40 ✠LMC11,34 *CarryingPetroleum in bulk* *Fitted for oil fuel 9,27 F.P. above 150° F.*	~~Shl~~	*a*†	CL ~~1,38~~ 7,40	1927 9mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	AstrakhanS.S. Co.Ld.(H.E.Moss &Co.*Mgrs.*) *CellDBuE&* *B*74′150*tDT*	420·5 P109′B34′F41′ FK *f*34′ 467*t FPT*111*t*	54·5	32·5	Liverpool British 18*BHptCem* 5*to2nd dk* *APT*138*t*	T.3Cy.25½"43½"&75"-51"(*s*) 220lb *120lb* 545NHP 3SB(Spt),*9cf*,GS166, HS7281 FD Palmers'Co.Ld.Newcastle	32 ″ 8 s 6 ″ 0½ 26 ″ 11	
78598 DOGH	**Lumme** Sub.Sig. *CruiserStern* 1*Dk* D.F.	1730 1392 757					1928	Frerichs- werftA.G. Einswarden	ArgoReederei RichardAdler &Co.	275·5	42·2	15·5	Bremen German *WB*	T.3Cy.21¾",33⅞"&55⅛"-39⅜" &1 LPTurbine A.Borsig 242NHP G.m.b.H.Berlin-Tegel		G
78599 PFPV	**Luna** Wireless *Fitted for oil fuel* *Ref.Mchy. CruiserStern 2Dks*	1456 1181 855					1922	H.Te. Veldhuis Papendrecht	West-Indische Scheepv.Maats.	265·9	39·2	14·8	Amstrdam Dutch *WB*	T.3Cy.20",31"&50"-36" N.V.Mach. 150NHP J.&K.Smit,Kinderdijk		V
78600 DOUV	— Ⓟ TwinSc *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft CruiserStern*	1125 843 571					1938	Schiffb.Ges “Unterweser” A.G. Weser- munde-L.	Dampfschiffahrts Ges.Neptun	234·9 P125′F22′	34·7	13·4	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.11¼"-16$\frac{9}{16}$" 147NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
78601 UPLQ	**Lunacharski** (exLeeghwater-35, exEemdijk) ssRot.No.3-5,35 1*Dk(Stl)&Shelter dk(Stl)*	3618 3292 2193	✠ … 8,36 ✠	Rot	*w*		1922 3mo	NVBurger- hout'sMschfb &Scheepswft. Rotterdam	U.S.S.R. *CellDB*308′978*t*	360·2 FK *Collisio* *FPT*63*tAPT*73*t*	50·3	21·8	Odessa Russian *Asp* *n BHto Sdk* 5 ,, ,, *U* ,,	T.3Cy.25$\frac{9}{16}$",41$\frac{5}{16}$"&66$\frac{15}{16}$"- 45½" 345NHP 3SB,*9cf*,GS150,HS5565 Burgerhout'sMchf&Schpv	24 ″ 6	
78602 124459 MCYX	**Lunan** (exInchbrayock) 3Mst *Mchy.Aft* 1*Dk*	363 276 161					1909	Montrose S.B.Co. Montrose	Osborn&Wallis, Ld.	140·2 Q54′F27′	23·7	11·0	Bristol British *WB*	C.2Cy.17"&36"-24" 60RHP W.V.V.Lidgerwood,Gls.		C
78603 OZEE	**Lundby** (exSaga) *OilEng.* D.F. *CruiserStern* 1*Dk*	4150 3703 2506					1926	A/B Ore- sundsvarvet Landskrona	A/S Motortramp (A.Reimann, *Mgr.*)	357·0 P123*t* H202*t*F22*t*	51·3	25·4	Kallehave Danish *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 391NHP A/B Götaverken,Got.		N
78604 DHPS	**Lüneburg** (exCityofSydney, exFreiberg) ssLon.No.3-6,21 ssHam.No.2-30 2*Dks(Stl)&3rd dk* D.F. *Well deck inNo.1hold only*	5828 5436 3668	✠ … 6,33 ✠	Ham			1914 4mo	J.C.Teck- lenborgA.G. Weser- münde-G.	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *Cell*	451·1 P&B381′F51′ FK *DB a* 146′*uE&B*71′	57·2	27·0	Hamburg German 9*BHCem* *f*190′1453*t*	T.3Cy.29$\frac{15}{16}$"48½"&80¾"-55⅛" &LP Turbine with DR gearing&hydraulic coup- ling 872NHP 4SB,*12cf*,GS258,HS11192 J.C.TecklenborgA.G.Wsm	29 ″ 8	G †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78605 XNBH	**Lung Shun** Ⓟ (exMitakeMaru, exVita) 1Dk&Awng dk	921 — 536	✠ 6,90 ✠	Cly	j		1890 6mo	AilsaS.B.Co. Troon	TaTungHsingS.S.Co.	200·0|29·0|12·1 19·3 BK7½″	Newchwang Chinese 4BHCem	T.3Cy.17″,27″&44″-30″ 130NHP 1DB,4cf,GS78,HS2304 Dunsmuir&Jackson,Gls.		
78606 149640 GNFM	**Lunula** ssNwc.No.2-34 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6363 5857 3776	✠100A1 Examined 4,40 DBS~~1,40~~ 1,41 CarryingPetroleum in bulk Fitted for oil fuel 10,27 F.P. above 150°F.	Bkn ✠LMC9,34 MBS4,40	a†	CL ~~3,40~~ N9,40	1927 10mo Lloyd'sA&CP	W.Hamilton&Co. PortGlasgow	AralS.S.Co.Ld. (H.E.Moss&Co. Mgrs.) CellDBuE&B48'	420·0|54·4|32·5 P108'B34'F47' FK 130tDTf38'483tFPT230tAPT115t	Liverpool British 18BHptCem (14 to U dk 4 „ 2nd „)	T.3Cy.25¼″,43½″&75″-51″ 220lb 120lb (s) 544NHP 3SB(Spt),9cf,GS169, HS7269 FD D.Rowan&Co.Ld.Glasgow	32 ″ 8 s6 ″ 0½ 26″10¼	
78607 6955 SFNT	**Luossa** TwinSc OilEng. ssMmo.No.3-6,35 ssGot.No.1-39 1Dk(Stl)&Shelter dk(Stl) D.F. CruiserStern Cargo battens not fitted	5578 5223 2824	✠100A1 Shelter dk withfreeboard 1,40 DBS~~10,39~~8,40	Got ✠LMC CS12,39 ~~4,37~~5,39	y	OG 12,39	1923 3mo	A.B.Götaverken Gothenburg A&CP	Trafikaktiebolaget Grängesberg-Oxelösund(M.Waldenström,Mgr.) CellDBuE32'f105' 68'730tDTa	393·6|53·4|30·9 F40'onShelter dk FK Collision 651tDTf 103' 1225t FPT58t	Stockholm Swedish ptCem BHtoShdk 6 „ „ U „ APT155t	Oil Engines 4S.C.SA 12Cy.23$\tfrac{3}{16}$″-35$\tfrac{7}{16}$″ DB-100lb 629NHP A.B.Götaverken,Got.	34 ″ 1 s8 ″ 1 26 ″ 2¼	
78608 245 IPSF	**Lupa** (exWelf-38,exDonau-32, exSaalfeld,exTrude,exHenny, exBrage) Comp OilEng. 1Dk	349 292 191					1918	Varfs.&Rederi A/BBrage Norrköping	G.G.Vajo	135·5|25·9|11·2 P30'F12'	Leghorn Italian	Oil Engines 4S.C.SA 4Cy.10⅜″-13″ NE27 42NHP Starke&Hoffmann, Hirschberg		IV
25/44 78609 163199 GWFS	**Lurigethan** (exCalaeno-33) D.F. 1Dk	3564 3291 2132					1916	Rotterdam Droogd.Maat Rotterdam	MountainS.S.Co. Ld.(Heyn&Sons, Ld.Mgrs.)	361·6|50·1|21·8 P24'B214'F34'	Belfast British	T.3Cy.25″,41″&68″-45″ 310NHP RotterdamDroogd.Maats.		V
78610 231979 KIEK	**Lurline** Ⓟ TwinSc ssSFo.No.1-37 Ref.Mchy. 4Dks(Stl)5th dk(Stl) in forward hold&Web frames D.F. GyC. E.S.D. Cruiser Stern Platform deck in No.2 hold	18163 — 10300	100A1 withfreeboard 11,40 ~~1,40~~ ~~BS1,40~~ Fitted for oil fuel 12,32 F.P. above 150° F.	SFo BS11,40 LMC12,35		CL 12,38	1932 12mo	Bethlehem S.B.Corp.Ld. Quincy,Mass.	MatsonNav.Co. CellDB514'3308t	604·0|79·3|30·5 B410'F60' FK Tanks in way of tunnels1081t FPT178t	S.Frncisco Utd.States 11BH Asp APT161t	6SteamTurbinesSR geared to 2 Sc. Shafts 5363NHP 12 WaterTubeBoilers(Spt) 400lb HS53520 (s) FD BethlehemS.B.Corp.Ld. Quincy,Mass.	44 ″ 6 s16″6½ 28 ″ 2¾	
78611 217293 WPUE	**Lurline Burns** (exCaddopeak-37) Fitted for oil fuel 1Dk	2865 — 1769					1918	Albina E.&M.Wrks Astoria,Or.	BurnsS.S.Co.	289·0|44·1|19·2	S.Frncisco Utd.States WB	T.3Cy.22⅛″,36$\tfrac{15}{16}$″&60″-42″ AlbinaEng.& 233NHP Mach.Wks.Astoria,Or.		R
78612 CSMN	**Lusitania 3°** WoodAuxSr (exLuzitania-33) OilEng. 1Dk (See Sailing Ship Register)	315 294 236					1919	J.daSilva Lapa, VillaNova de Goya	“Lusitania” Cia.Portuguesa dePesca	128·1|30·5|12·8	Figueira daFoz Portuguese	Oil Engines 4S.C.SA 4Cy.7⅞″-10¼″ NE33 24NHP SulzerBros.Winterthur		
78613 CSBD	**Luso** (exMachico,exColmar) ssLis.2ndNo.3-12,37 Well deck 2Dks(Stl)&lowerdk in forehold	6207 5728 3898	✠100A1 1,41 ~~1,40~~ BS~~1,40~~ 3,41	Lis ✠LMC12,37	†	CL 6,39	1912 9mo Lloyd'sA&CP	Akt.Ges. “Neptun” Rostock	Soc.Geral deCommercioIndustria e Transportes,Ltda. Cell	459·9|58·1|26·9 P&B382'F57' FK DBa140'uE&B72'	Lisbon Portuguese 9BHCem f194'1600t	T.3Cy.28″,47¼″&77$\tfrac{3}{16}$″-54″ 213lb 120lb (s) 617NHP 3SB,9cf,GS186,HS8405 FD A.G.“Neptun,”Rostock	29″10 s4 ″ 7 25 ″ 6¼	
78614 FNCV	**Lussac** (exRheinland) Wireless D.F. 1Dk	1586 — 864					1922	Nordd. Union WerkeA.G Tönning	Worms&Co.	251·3|39·8|17·6 P&B186'F30'	Havre French	T.3Cy.19$\tfrac{7}{16}$″,31½″&49½″-31½″ 136NHP Waggon-u.Maschinenb. A.G.Görlitz		V
62/44 78615 149646 GKWN	**Lustrous** ssBkn.No.3-3,40 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6156 5644 3690	✠100A1 1,41 ~~3,40~~ CarryingPetroleum in bulk Fitted for oil fuel 11,27 F.P. above 150° F.	Bkn Shl ✠LMC3,40	a†	CL ~~1,38~~ 1,41	1927 11mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	LustrousS.S.Co. Ld.(H.E.Moss& Co.) CellDBuE&B74' 150tDT	420·5|54·5|32·5 P109'B34'F41' FK f34' 467tFPT111t	Liverpool British 18BHptCem 5 „ to2nd dk APT138t	T.3Cy25¼″,43½″&75″-51″(s) 220lb 120lb 545NHP 3SB(Spt),9cf,GS166, HS7281 FD Palmers'Co.Ld Newcastle	32 ″ 8 s6 ″ 0 26″11¼	
78616 27705 JTOD	**Lusyan Maru** Ⓟ ssShi.No.3-12,32 2Dks(Stl-Uws)	2531 1968 1507	✠ … 6,34 ✠	Shi	s		1920 12mo	Uraga DockCo.Ld. Uraga	ToaKaiunK.K. CellDB230'580t	284·5|42·6|23·0 P37'B100'F36' FK DT18'208t FPT39t	Tokyo Japanese 4BHCem APT15t	T.3Cy.21″,35″&58″-39″ 303NHP 2SB,6cf,GS99,HS4370 UragaDockCo.Ld.Uraga	23 ″ 2	
78617 145642 VJSX	**Lutana** (exMachado) ssMel.No.3-11,34 ssMel.No.1-38 Wireless Well deck 1Dk(Stl) Cargo battens not fitted	918 686 542	✠100A1 9,40 ~~9,39~~ BS~~9,39~~ 9,40	Mel ✠LMC9,38	m	OG 9,39	1922 3mo Lloyd'sA&CP	E.J.Smit& Zoon Westerbroek	W.Holyman& SonsProprietary, Ld. CellDB169'258t	206·7|32·1|13·4 33·3 217·5(O.L.) FK Q71'B49'F24' FPT42tAPT20t	Melbourne British 4BHCem	T.3Cy.15″,23¼″&39⅜″-23⅝″ 185lb (s) 77RHP 2SB,4cf,GS59,HS1938 E.J.Smit&Zoon,Hgznd.	15 ″ 5 s1 ″ 0¾ 14 ″ 6	
78618	**Lütjehörn** (exBalboa-39, exAllegro-37, exHemland, exMidas) Iron ssGot.4thNo.3-3,30 ssHam.No.2-38 1Dk(Irn)2trB	*1953* *1667* *1149*	✠ 1,39 ✠NB5,03 ✠	Ham	r		1883 5mo	T.&W. Smith N.Shields	Hansegesellschaft Aschpurwis& Veltjens	276·0|36·7|21·2 P29'B64'F29' FK DBa82'f28'&uE&B40' 297tFPT24t	Hamburg German 4BHCem APT17t	T.3Cy.19½″,32″&56″-40″ NDB00 180NHP 1SB,3cf,GS60,HS2417 Tpd03 LindholmnsMVGot	22 ″ 6	
78619 LJQD	**Lutz** (exMartinique-37,exNinna-35) Fitted for oil fuel Wireless D.F. 1Dk Cruiser Stern	1416 1232 790					1933	Helsingörs Jernsk&Msk. Elsinore	D/S A/S Laly (C.T.Gogstad&Co. Mgrs.)	263·6|39·8|15·8 P198'F34'	Oslo Norwegian WB	C.4Cy.(2)14¾″(2)31½″-31½″&LP turbine 192NHP HS2520 HelsingörsJernsk.&Mskb.		V
78620 DIUN	**Luvsee** (exElsaKöppen-32, exWestsee,exDarius, exEarlswood) ssShl.No.3-10,11 ssBry.No.2-19 1Dk&deepframing	2373 2203 1448	✠ … 2,24 ✠				1898 10mo	R.Craggs& Sons Middlesbro'	W.Schuchmann	298·5|43·3|20·3 P27'B58'F33' FK	Brmrhavn German WB	T.3Cy.23⅛″,36½″&61″-42″ NDB13 245NHP SirC.Furness,Westgarth& Co.Ld.Mdb.	23 ″ 0	G †
78621														

96/40

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant exprès. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. R. of Trade.
78622 ONEA	**Luxembourg** (exSonnenfels) ssAnt.No.3-2,28 ssAnt.No.2-36 D.F. 2Dks(Stl-U tanks)	5809 5477 3650	✠100A1 3,39 ✠LMC11,36 MBS3,39 DBS11,36	Ant	a†	CL 3,39	1915 5mo Lloyd'sAP	Akt.Ges. "Weser" Bremen CellDB378'	Cie.Nat.Belge de TransportsMar. (ArmementDeppe, Mgrs.) 1BH in forward 1187tFPT48t'tween	421·8 P60'B126'F54' FK hold dispensed with n dk tanks f36'494t	56·0	29·6	Antwerp Belgian Cem 6BHonly a36'470t	T.3Cy.28¾",46$\frac{1}{16}$"&75$\frac{5}{16}$"-53⅛" (s) 192lb 121lb 520NHP 3SB(Spt),9cf,GS148, HS6950 FD A.G."Weser,"Bremen	32 ″ 5 s 6 ″ 7¾ 26 ″ 0	
78623 147588 GKFJ	**Luxmi** Ⓟ OilEng. ssCal.No.3-2,36 1Dk(Stl)&Sh dk(Stl-ws)	4148 3607 2537	✠100A1 withfreeboard DBS2,41 1,40 ✠LMC2,36 ~~DBS1,40~~ ✠LMC(M)2,38 Carrying vegetable oil in deep tank	Cal	x	CL ~~N5,37~~ 2,41	1924 3mo Lloyd'sA&CP	Harland& Wolff,Ld. Glasgow CellDB309'	BankLine,Ld.(A. Weir&Co.Mgrs.) 1121tMT1140tFP	370·0 F37' FK T128tAPT95t	48·2	25·6	Glasgow British 7BHptCem (Coll to Sh dk 6 „ „ 2nd „	Oil Engines 4S.C.SA 6Cy.29½"-59$\frac{1}{16}$" 489NHP DB100lb Harland&Wolff,Ld.Gls.)	28 ″ 0 s 2 ″ 11¾ 25 ″ 2	
78624 161141 GSKJ	**Luxor** OilEng. Mchy.Aft ssNwc.No.2-38 D.F. 2Dks(Stl)&Webframes Longitudinal framing	6554 6108 3926	✠100A1 3,41 ~~1,40~~ ✠LMC CS4,39 DBS ~~1,40~~3,41 2,39 Carrying Petroleum in bulk	Bkn Sws	a†	CL ~~4,39~~ 2,41	1930 2mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	H.E.Moss&Co's. Tankers,Ld. (H.E.Moss&Co. Mgrs.) CellDBuEA7'13	430·5 P110'B34'F44' FK 2tDTf36'410tFPT	56·6	32·9	Liverpool British 17BHptCem (11 to U dk 6 „ 2nd „) 149tAPT91t	Oil Engines 2S.C.SA 6Cy.26¾"-47¼" 749NHP 2DB120lb WllsndSlpwy.Co.Ld.Nwc.	32 ″ 9 s 6 ″ 2 26 ″ 10¼	
78625 KZAL	**Luzon** Ⓟ (exYazoo,exMarudu) 1Dk	1679 — 892					1905	Schiffsw.v. HenryKoch Lübeck	Cia.Maritima (FernandezHnos, Inc.Mgrs.)	260·8 P33'B93'F36'	37·2	16·1	Manila Utd.States WB	T.3Cy.21½",33½"&55"-33½" 175NHP J.F.Ahrens,Altona		
78626 SPBT	**Lwow** Wireless D.F. CruiserStern Ref.Mchy. 1Dk&Shelter dk	1409 1085 687					1932	Helsingörs Jernsk&Msk. Elsinore	PolishBritishS.S. Co.Ld.(PolishS.S. Agency,Ld.Mgrs.)	264·3	39·4	15·2	Gdynia Polish WB	C.4Cy.(2)16½"&(2)35½"-35½" 125NHP HelsingörsJernsk.&Mskb.		V
78627 135467 GRPV	**Lycaon** Ⓟ D.F. 2Dks	7350 6304 4645					1913	Hawthorn, Leslie&Co.Ld Newcastle	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.Mgrs.)	455·3 P53'B162'F60'	56·3	32·5	Liverpool British WB	T.3Cy.31",51½"&86"-60" 572NHP N.E.MarineEng.CoLdNwc		BT till ~~8,40~~ 10,41
78628 ~~[illegible]~~ GKQB	**Lycia** OilEng. D.F. ssGls.No.3-9,36 1Dk(Stl)&Shelterdk(Stl)	2364 2061 1247	✠100A1 withfreeboard 2,40 DBS3,39 ✠LMC1,38	Sou	t	CL 2,40	1924 7mo Lloyd'sA&CP	Dunlop, Bremner& Co.Ld. PortGlasgow	~~CapeYorkMotorshipCo.Ld.(Lyle ShippingCo.Ld. Mgrs.)~~ CellDB254'639tF	300·5 309·5(O.L.) FK PT65tAPT76t	44·2	21·0	~~Glasgow~~ British 5BHptCem (Coll toSh dk 4 „ 2nd„)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" DB100lb 355NHP J.G.Kincaid&Co.Ld.Grk.	23 ″ 6 s 1 ″ 6½ 22 ″ 1½	
78629 LCUA	**Lyder Sagen** (exLavalCounty, exStorborg,exMeichuMaru) ssBgn.No.1-23 D.F. 1Dk&Shelterdk&Webframes Longitudinal framing	3944 3615 2390	✠ … 7,26 ✠				1918 11mo	OsakaIron Works,Ld. Osaka	ÖrvigsDampskslsk A/S(A.M.Wik, Mgr.)	345·0 P30'B99'F34'on Shelter dk	49·8	28·1	Bergen Norwegian WB	T.3Cy.24",41"&67"-48" 390NHP OsakaIronWrks.Ld.Osaka	28 ″ 2	N †
78630 PUXC	**Lydia M.** (exCarloVictoria, exKingJohn) ssSws.No.3-8,18 ssCff.No.1-23 1Dk(ptIrn&ptStl)2trB deep framing&Web frames 3Dk rule	3664 3387 2352	✠ 2,25 ✠	Cff	w		1906 10mo	JLThompson&Sons,Ld. Sunderland CellDBa119'u	Soc.Paulista de Nav.Matarazzo Ltda.	350·0 P46'B94'F33' FK E23'f148'864tFPT	50·2	23·2	Santos Brazilian 6BHCem 74tAPT100t	T.3Cy.25",41"&67"-45" 332NHP 2SB,6cf,GS124,HS4900 Blair&Co.Ld.Stockton	25 ″ 9	
78631 127935 VPBN	**Lyeemoon** Ⓟ (exGorgon) 2Dks	2885 2297 1734					1908	Scotts'S.B. &Eng.Co.Ld. Greenock	CheongHingS.S. Co.Ld.(WoFat Shing,Mgr.)	303·6 P40'B104'F36'	42·2	23·8	HongKong British WB	T.3Cy.19½",33"&55"-39" 189NHP Scotts'S.B.&EngCoLdGrk		
78632 7688 SFJK	**Lygia** (exPatria,exRuthFischer, exHorta) 1Dk	1506 1244 871					1901	Schiffsw.v. HenryKoch Lübeck	RederiA/B Ljungan (G.Jansson,Mgr.)	249·7 P14'Q62'B114'F26'	36·7	15·8	Stockholm Swedish WB	T.3Cy.16$\frac{15}{16}$",28¾"&45⅝"-33" 120NHP H.Paucksch,Landsberg		G
78633 160344 GTCK	**Lylepark** ssShl.No.2-37 D.F. E.S.D. 2Dks(Stl)	5186 4938 3307	✠100A1 4,41 ~~3,40~~ ~~BS3,39~~ ✠LMC5,37 10,40	Cff Lon	z	CL 6,38	1929 6mo Lloyd'sA&CP	Scotts'S.B. &E.Co.Ld. Greenock	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.Mgrs.) Intermediate'tween dk BH in after CellDB356'	407·3 P36'B115'F43' FK hold dispensed with 1089tDTa35'1021t	53·3	28·5	Greenock British Cem 5BH to U dk 1 „ „ 2nd „ APT45t	T.3Cy.26",43"&73"-48" (r) 200lb 534NHP 2SB(Spt)&1SB,9cf,GS165, HS7758 FD Scotts'S.B.&E.Co.Ld.Grk.	31 ″ 0 s 6 ″ 1¾ 25 ″ 0¼	
78634 202056 WDMS	**Lyman C. Smith** D.F. GyC. 1Dk Mchy.Aft	6200 — 4916					1905	DetroitS.B. Co. Wyandotte	GreatLakesS.S.Co. Inc.	525·0 F44' WB	55·2	31·0	Oswego, N.Y. Utd.States	T.3Cy.23½",38"&63"-42" 257NHP DetroitS.B.Co.Detroit		R
78635 142569 GBRX	**Lyminge** (exNeathAbbey-39, exBaronHerries-34, exTrevelyan) ssGls.No.3-4,33 ssRot.No.1-37 CruiserStern 1Dk(Stl) Cargo battens not fitted	2499 2258 1449	✠100A1 Examined 3,41 Cff ✠NB8,27 ✠LMC1,37 BS3,41	~~Cff~~		CL 10,38	1919 7mo Lloyd'sA&CP	C.Hill& Sons Bristol	Constants(South Wales)Ld. (H.Constant,Mgr)	303·0 P33'B80'F33' FK CellDB252'670tFPT	43·0	20·8	Cardiff British 6BHptCem 70tAPT180t	T.3Cy.22",36"&59"-39" (s) 180lb 270NHP 2SB,6cf,GS115,HS4604 Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
78636 OYTZ	**Lynæs** (exPia-38,exNadja-38) CruiserStern Mchy.Aft 1Dk	656 514 347					1916	Eriksbergs M.V.Aktieb. Gothenburg	Dampskslsk. SolnæsA/S(Oluf Svendsen,Mgr.)	176·2 P56'F22'H54'	28·9	11·8	Copnhagen Danish WB	T.3Cy.14⅛",22$\frac{7}{16}$"&36⅝"-24" 65NHP EriksbergM.V.Aktieb.Got		V
78637 LJHP	**Lyng** (exLivonia-36,ex Ambleside-33,exMaindyTransport) Wireless D.F. 1Dk Mchy.Aft	953 774 465					1920	Rennie, Ritchie&NewportS.B.Co. Ld.Wivenhoe	A/R Jotun(Paul Jebsen,Mgr.)	207·5	33·6	13·5	Bergen Norwegian WB	T.3Cy.16½",27"&44"-30" 106NHP Plenty&Son,Ld.Newbury		C
78638 LEJX	**Lyngen** Ⓟ Wireless Cruiser Stern 1Dk&Shelter dk	489 408 272					1931	Trndhjms Mek.Værks. Trondheim	A/S TromsFylkes Dampskibsselskab	150·5 H81t	26·1	16·7	Tromsö Norwegian WB	T.3Cy.13¾",23"&38"-22" 68NHP TrondhjemsM.W.Trndhm.		
78639 LDYN	**Lynghaug** (exCanadianTrooper) ssSt.J.No.2-27 D.F. 1Dk(Stl)	2829 2527 1693	✠ — 3,33 ✠	Hfx	u		1919 8mo	Wallace Shipyards,Ld Vancouver, B.C.	Hvide'sRederi A/S(JohanHvide, Mgr.) CellD	320·0 P29'B96'F34' FK B262'528tFPT78t	44·2	22·9	Bergen Norwegian 5BHCem APT29t	T.3Cy.25",41"&68"-45" 375NHP 2SB,6cf,GS132,HS5162 WallaceShipyards,Ld.	25 ″ 0	N †
78640 160039 MNTL	**Lynn Trader** (exGoldfinch-36, exVivonia) ssYar.No.3-9,39 Mchy.Aft 1Dk(Stl)	327 220 122	✠100A1 12,40 ~~9,39~~ ✠LMC9,39 BS12,40	Yar Mdb	e	OG ~~N8,37~~ 12,40	1927 5mo Lloyd'sA&CP	W.J.Yarwood&SnsLd Northwich	Gt.Yarmouth ShippingCo.Ld.	130·8 Q45'B9'F19' FK FPT25t	23·6	9·5	Yarmouth British 3BHCem APT10t	T.3Cy.12",20"&34"-24" (s) 180lb 53RHP 1SB,2cf,GS42,HS1375 W.J.Yarwood&Sons,Ld.	10 ″ 6 s ″ 8 9 ″ 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78641 165606 GZYJ	**Lynton Grange** 1*Dk&Shelter dk* *CruiserStern*	5029 4420 2986					1937	Blythsw'd S.B.Co.Ld. Glasgow	HoulderLine,Ld. (HoulderBros.&Co.Ld.*Mgrs.*)	417·7|56·0|24·3 F*onShelter dk*34'	London British *WB*	T.3Cy.22½",36"&65"–48" 293NHP D.Rowan&Co.Ld.Gls.		C
78642 LDLL	**Lynx** Wireless D.F. 2*Dks* *Ref.Mchy.*	1367 1314 784					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	DetBergenske Dampskibsselskab	231·4|34·2|21·8 H36*t*	Bergen Norwegian *WB*	T.3Cy.18",30"&50"–33" 143NHP Atel.&Ch.de laSeine, Maritime		N
78643	**Lyon** D.F.	4533 3950 2696	100A1 *withfreeboard* (*ClassContem*	*plated*)			1940	Ch.&Atel. deSt.Nazaire (Penhöet)SA Rouen	Cie.deNavigation d'Orbigny	405·0|54·9|34·0 F33'	LaRochlle French	T.3Cy.24½",42"&70"–48" Atel.&Ch.de laSeine MaritimeWorms etCie.		
78644 26949 JOMD	**Lyons Maru** TwinSc *ss*Yka.No.3–2,32 *ss*Kob.No.2–40 2*Dks*(*Stl*)	7018 6450 4340	✠100A1 2,40	Kob ✠LMC2,40	*b*†	CL 2,39	1920 5mo *Lloyd*'*sA&CP*	Yokohama DockCo.Ld Yokohama	NipponYusenK.K. *CellDB*392'1314*t*	445·0|58·0|34·0 461·6(O.L.) P35'B138'F35' FK *DTa*42'1337*tFPT*	Tokyo Japanese 7*BHCem* 73*tAPT*58*t*	T6Cy.20½",33½"&56"–48" (*s*) 200lb 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCoLd.Yka	34 " 0 s 7 " 6½ 26 " 8	
78645 LCSU	**Lyra** Ⓟ (*ex*Schlesien,*ex*PrinsEitel Friedrich) E.S.D. Sub.Sig Wireless D.F. 1*Dk*	1474 949 835					1912	Akt.Ges. "Vulcan" Stettin	DetBergenske Dampskibsselskab	241·5|34·6|15·4 P324*t*H159*t*F31*t*	Bergen Norwegian *WB*	T.3Cy.19¾"31½"&51$\frac{3}{16}$"–31½" 148NHP A.G."Vulcan,"Stettin		
78646 OHVH	— Iron (*ex*Kant) *ss*Ros.No.2–88 *Well deck* 1*Dk*	355 251 206	✠ … 1,94	✠			1881 11mo	Baxter&Co. Sunderland	KarlForsström A/B	166·3|20·2|10·1 158·9 len98 FK	Åbo Finnish *WB*	C.2Cy.16"&32"–20" NB96 38NHP R.Smith,Preston	10 " 6	
78647 913 SVVT	**Lyras** (*ex*AvonBridge–37, *ex*AlmaDawson–35, *ex*Bradclyde–34, *ex*WarCastle) *ss*Sws.No.3–8,30 *ss*Bly.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	5685 5486 3558	✠100A1 *Shelter dk* *withfreeboard* ~~6,40 10,30~~ 1,41 ~~BS11,38~~	Gal ~~Npt~~Sws BS12,40 ✠LMC10,38	*y*	CL ~~12,36~~ ~~6,40~~ N1,41	1918 10mo *Lloyd*'*sA&CP*	Nthmblnd S.B.Co.Ld. Newcastle	M.N.&P.G.Lyras *CellDB*351'1284*t*	399·6|53·0|32·8 24·3 F39'*onShelter dk* FK *FPT*60*tAPT*90*t*	Piræus Greek 7*BHptCem* (*ColltoSh dk* 6 " 2*nd*,")	T.3Cy.27",45"&75"–54" (*s*) 180lb 620NHP 3SB,*12cf*,GS220,HS9525 FD N.E.MarineEngCoLdNwc.	35 " 5 s 9 " 4¾ 26 " 3	
❋78648 ONSC	**Lys** (*ex*Bremen, *ex*MinnaCords) *ss*Ant.2ndNo.3–8,32 *ss*Ant.No.1–37 *Well deck* 1*Dk*(*Stl*)	*1609* *1349* *954*	100A1 10,39 MS10,36	Ant LMC BS10,39		CL 10,39	1908 *Lloyd*'*sA&CP*	Akt.Ges. "Neptun" Rostock	CieNationaleBelge deTransp.Marit. (ArmementDeppe,*Mgrs.*)	262·0|38·1|16·4 P12'Q83'B106'F28' FK *CellDB*217'547*tFPT*	Antwerp Belgian 4*BHCem* 70*tAPT*11*t*	T.3Cy.18$\frac{9}{16}$",30½"&48"–33$\frac{1}{16}$" 200lb 114NHP 2SB,*4cf*,GS64,HS1256 A.G."Neptun,"Rostock	19 " 4 s 1 " 1½ 18 " 5	
78649 LEKC	**Lysaker** (*ex*Ramscapelle,*ex*Delfzijl) *Mchy.Aft* 1*Dk*	910 665 485					1919	NV.Schpsb My.Farmsum Delfzijl	L.Lorentzen	194·7|32·2|13·0 Q105*t*H21*t*B21*t* F28*t*	Oslo Norwegian *WB*	T.3Cy.14⅖",23⅖"&38⅗"–26⅘" 77NHP AlblasserdamMsch.Fab.		N
78650 LJCE	**Lysaker IV** (*ex*ValeofMowbray–35) *ss*Hpl.No.3–12,35 *ss*Sld.No.1–40 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1551 1143 973	✠100A1 2,41 BS4,41	Ght Nwc ✠LMC6,40	*p*	CL ~~6,39~~ 5,40	1924 9mo *Lloyd*'*sA&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	L.Lorentzen *CellDB*175'451*t* *DT at sides of tunnels*34'192*tFPT*59*t*	245·6|38·6|15·4 Q183'F24' FK	Oslo Norwegian 4*BHptCem* *APT*85*t*	T.3Cy.17",27½"&45"–33" (*s*) 180lb 156NHP 2SB,*4cf*,GS79,HS2806 Ross&Duncan,Glasgow	21 " 9 s 5 " 4 16 " 7	
78651 LJHV	**Lysaker V** *Mchy.Aft* 1*Dk* Wireless D.F. *CruiserStern*	1571 1283 888					1936	Porsgrund Mek.Værks. Porsgrunn	L.Lorentzen	246·6|37·9|18·2 P66'F29'	Oslo Norwegian *WB*	C.2Cy.13¾"&27$\frac{9}{16}$"–27$\frac{9}{16}$"& LP turbine with DR gearing&hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		N
78652 LEKE	**Lysefjord** 1*Dk*	1091 915 597					1915	Stavanger Stöberi&Dok Stavanger	A/S D/S Lysefjord (K.Olsen)	237·5|33·1|15·2 P20'B58'F31'	Stavanger Norwegian *WB*	T.3Cy.19",30½"&51"–33" 149NHP StavangerStöberi&Dok		N
78653 LEKG	**Lysland** (*ex*Ryhope) *ss*Shl.No.2–40 *ss*Bgn.2ndNo.3–10,31 Wireless D.F. ~~*ss*Bgn.No.1–37~~ 1*Dk*(*ptIrn&ptStl*)&*deep framing* *Well deck* *Cargo battens not fitted*	1335 1015 727	✠100A1 10,40~~9,30~~ BS~~4,39~~ 3,40	Stv Shl ✠LMC~~9,37~~ MS10,40	*o*	CL 9,38	1907 8mo *Lloyd*'*sA&CP*	BlythS.B. Co.Ld. Blyth	HalvorsenShippingCo.A/S Ld. (A/S Thv. Halvorsen,*Mgrs.*) *CellDBa*65'*uE&*	234·7|34·5|15·0 244·4(O.L.) Q121'B10'F24' FK *B*35'*f*98'341*tFPT*	Bergen Norwegian 4*BHCem* 53*tAPT*75*t*	T.3Cy.19",31 &51"–36" (*s*) 180lb 179NHP 2SB,*4cf*,GS62,HS2900 Richardsons,Westgarth&Co.Ld.Sld.	17 " 3 s 5 " 0¼ 15 " 11½	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

❋ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade
78654 220000 KDNK	**M. F. Elliott** *Fitted for oil fuel* *Mchy.Aft Longitudinal framing* 2*Dks* D.F. GyC. *Carrying Petroleum in bulk*	6940 — 4277					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo.of NewJersey	425·8|57·0|33·1 P106'B40'F41'	Wilmgton (Del.) Utd. States *WB*	T.3Cy.27½",46"&78"-51" 434NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
78655 OYTA	**M. G. Melchior** Ⓟ Iron Wireless D.F. 1*Dk*&*Awng dk*	1029 689 623					1885	Burmeister &Wain Copenhagen	DetForenede DampskibsSelsk.	221·4|30·1|15·0 B15tH43t 22·4	Frdrkshvn Danish *WB*	C.2Cy.33"&60"-36" 180NHP Burmeister&Wain,Cpn.		V
78656 236354 WDOK	**M. L. Sylvia** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk* *Electrically welded*	686 — 519					1937	Hathaway MachineCo. Fairhaven, Mass.	ColonialMarine TransportCorp.	174·2|32·0|13·7	N.Bedford, Mass. Utd. States	Oil Engines 4S.C.SA 12Cy.13"-16" 200NHP Atlas-ImperialDiesel Eng.Co.Oakland,Cal.		R
78657 215766 WMBV	**M. & J. Tracy** (*ex*Lakeland) Sub.Sig. D.F. *Mchy.Aft Topside tanks* 1*Dk*	2364 2004 1395	✠ ... 2,21 ✠				1917 11mo	Gt.Lakes Eng.Works Ecorse,Mich.	M.&J.Tracy,Inc.	253·0|43·5|25·6 P115'F26'	NewYork Utd.States *WB*	T.3Cy.19½",34½"&57"-42" 284NHP GtLakesEng.Wrks.Detroit	27 ″ 6	R †
* 78658 PFQD	**Maartje** *ss*Rot.No.1-36 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	348 242 234	✠100A1 5,39 ✠LMC6,36 ✠LMC(M)4,38	Rot	*d*	4,38	1932 4mo *Lloyd*	N.V.Werf. "Voorhuit" Enkhuizen '*sA&CP*	A.Goumare *Cell*	132·1|24·7| 8·3 P36'F13' FK *DBf*28'30t*FPT*16t	Middlhrnis Dutch 3*BHptCem* *APT*12t	Oil Engines 4S.C.SA 4Cy.11"-17⅜" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 10 s ″ 10½ 9 ″ 0½	
138/4 78659 PFQI	**Maas** *ss*Rot.No.3-4,33 *ss*Rot.No.1-38 1*Dk*(*Stl*)	1966 1766 1158	✠100A1 1,39 ✠LMC MS1,38 ~~BS3,39~~ 9,40	Rot	*r*	CL 1,39	1920 7mo	A.Vuijk& Zonen Capelle a/d Ysel A&CP	N.V.Houtvaart (Vinke&Co. *Mgrs.*) *CellD*	281·5|40·3|19·1 P22'B72'F25' FK *B*244'543t *FPT*81t	Rottrdam Dutch 4*BHCem* *APT*41t	T.3Cy.21",34½"&57"-36"(*s*) 190lb 225NHP 2SB,6*cf*,GS104,HS3560 ArnhemscheStoomsleephellingMy.Arnhem	21 ″ 4 s 3 ″ 0½ 18 ″ 6	
78660 PFQH	— (*ex*Musel,*ex*Weser) 1*Dk*	941 793 511					1923	Hamburg ElbeSchiffsw. A.G. Wilhlmsburg	P.A.vanEs&Co.	221·9|34·5|13·5 P&B171'F30'	Rottrdam Dutch *WB*	T.3Cy.17⅜",28½"&47⅜"-31½" Gutehoffnungs- 125NHP hütte,Sterkrade		G
78661 PFQN	**Maasburg** 3Mst D.F. 2*Dks*	6415 5820 3508					1921	Flensburgr N.V.Schiffsb. Ges.Flensbrg	Scheepv.&TransportMij.Atlantica (Halcyon-LijnN.V. *Mgrs.*)	454·1|59·9|27·7	Rottrdam Dutch *WB*	T.3Cy.28¾",46⅝"&76"-48" 399NHP FlensburgerSchiffsb.Ges.		G
117/41 78662 PFQS	**Maasdam** Ⓟ *ss*Rot.No.3-2,35 *ss*Rot.No.1-39 D.F. 2*Dks*(*Stl*)& Sub.Sig. *Shelter dk*(*Stl-ws*)	8812 7863 5418	✠100A1 *Shelter dk* *withfreeboard* ~~7,40~~ ~~2,39~~ 1,41 BS1,41 ~~BS2,40~~ ✠LMC2,39 *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Rot NYk	*c*†	CL ~~N2,38~~ 7,40	1921 4mo *Lloyd*	Maats. Fyenoord Rotterdam '*sA&CP* *CellDB*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) 367'1544t*MT*27'71	450·0|58·2|37·2 B91'F50'*onShelter dk* FK 4t*DTa*30'682t *FPT*	Rottrdam Dutch *ptCem* 8*BHtoShdk* 172t*APT*86t	3 steam turbines DRgeared to 1 sc.shaft (*s*) 215lb FD 880NHP 4SB(Spt),12*cf*,GS247, HS11308 J.Brown&Co.Ld.Clydebnk	40 ″ 0 s10 ″ 2½ 30 ″ 3½	
78663 PFRH	**Maaskerk** Ⓟ *ss*Ham.No.2-37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	4452 3215 2447	✠100A1 *withfreeboard* Examined 4,41 Liv ✠LMC MS10,37 BS4,41 *Fitted for oil fuel* 5,29 *F.P. above* 150° F. *Fitted for carrying oil* 5,29 *F.P. above* 150° F. *in deep tank*	~~Ams~~ ~~Lon~~ ~~Liv~~	*y*	CL ~~9,37~~ 1,41	1929 5mo *Lloyd*	Nüscke& Co.A.G. Stettin '*sA&CP*	VereenigdeNederlandscheScheep.Maats.(Holland WestAfrikaLijn N.V.*Mgrs.*) *CellDB*301'726t*DT*	368·7|53·2|22·0 383·8(O.L.) B112'F36' FK (*CollBH&AP* *f*27'502t*FPT*	TheHague Dutch 7*BHptCem* *ptAsp* *BHtoShdk* 4 ,, *2nd* ,, 1 ,, *3rd* ,,)	2 steam turbines DR geared to 1 sc. shaft (*s*) 225lb 653NHP 4SB(Spt),12*cf*,GS174, FD HS8439 EscherWyss&Cie.Zurich 80t*APT*44t	25 ″ 6 s2 ″ 1½ 23 ″ 6½	
78664 LEKQ	**Mabella** 1*Dk*	1513 1285 839					1926	F.Schichau Elbing	A/S Mabella (KarlBruusgaard, *Mgr.*)	261·7|40·1|15·6 P61tH101tF36t	Drammen Norwegian *WB*	T.3Cy.18⁹⁄₁₀",31⁹⁄₁₀"&51½"-29½" 142NHP F.Schichau,Elbing		N
153/40 78665 142857 GDBM	**Mabriton** *ss*Shl.No.3-7,32 *ss*Nwc.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in 'tween decks*	6694 6452 4129	✠100A1 *Shelter dk* *withfreeboard* 11,39 BS11,39 ✠LMC4,37	Bkn	*a*†	CL 11,39	1920 2mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	R.Chapman&Son *CellDB*366'1338t *DTa*27'634t	412·6|55·5|34·4 F36'*onShelterdk* FK *FPT*148t*APT*292t	Newcastle British *Cem* 6*BHtoShdk* 2 ,, ,, *U* ,,	T.3Cy.27½",44"&73"-48" (*s*) 180lb 596NHP 3SB,12*cf*,GS216,HS9525 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s8 ″ 9½ 28 ″ 6	
78666 HPAK	**Macabi** *Fitted for oil fuel* Sub.Sig. 1*Dk*	2802 2377 1522					1921	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	303·0|47·2|21·5 B83'F38'	Balboa Pnamanian *WB*	T.3Cy.20⅝",34½"&57"-45" 217NHP Wrkman,Clark&Co.LdBel		C
78667 26862 JNVD	**Macassar Maru** Ⓟ *ss*Osa.No.3-10,32 *ss*Osa.No.2-40 ~~*ss*Osa.No.1-36~~ 2*Dks*(*U-ws*)	4026 3476 2519	✠100A1 ~~11,40~~ ~~10,39~~ 3,41 ✠LMC~~10,39~~ 11,40	Yka ~~Osa~~Kob	*w*	OG ~~9,37~~ 2,41	1920 12mo	Mitsubishi ZosenKaisha, Ld. Kobe A&CP *CellD*	NanyoKaiunK.K. *B*294'765t*APT*26t	345·0|50·0|29·0 P33'B74'F40' FK	Tokyo Japanese 6*BHCem*	T.3Cy.23",38"&64"-48" (*s*) 200lb FD 342NHP 2SB,6*cf*,GS109,HS4394 MitsubishiZosenKaisha Ld	29 ″ 1 s5 ″ 5½ 24 ″ 0	
78668 153506 VRBJ	**Macau** (*ex*PaulBeau-38, *ex*MingShun,*ex*PaulBeau) TwinSc 2*Dks*&*Shade dk*	1665 1144 1054					1903	Cie.Française deNav. Nantes	TaiSangS.S.Co.Ld.	222·2|38·1|12·3 H—	HongKong British	T.6Cy.14⁵⁄₃₂",21⁵⁄₃₂"&35⁷⁄₁₆"-21⁵⁄₃₂" 118NHP Cie.FrançaisedeNav.Lyons		
78669 147934 GKWM	**Macbrae** (*ex*Carlbeath-37) *ss*Sld.No.3-7,37 *Arch deck* 1*Dk*(*Stl*) *Cargo battens not fitted* *Cruiser Stern*	2117 1904 1256	✠100A1 *withfreeboard* ~~12,38~~ ~~10,38~~ 4,41 BS4,41 ~~BS1,40~~ ✠LMC7,37	Cff ~~Bkn~~	*r*	CL 10,38	1924 12mo *Lloyd*	Burntislnd S.B.Co.Ld Burntisland '*sA&CP* *Cell*	GuardianLine,Ld. (C.A.Roberts, *Mgr.*) *DB*231'592t*DT in*	274·5|39·9|23·3 P19'F19' FK *ER*13'139t*FPT*90t	Glasgow British 4*BHptCem* *APT*101t	T3Cy.20",33"&54"-36" (*s*) 180lb 220NHP 2SB,6*cf*,GS110,HS3804 D.Rowan&Co.Ld.Glasgow	25 ″ 5 s6 ″ 9½ 18 ″ 9½	
78670 136014 MFDV	**Macclesfield** *ss*Gms.No.3-10,26 *ss*Gms.No.2-34 D.F. 1*Dk*(*Stl*)&*2ndDk in Nos.*1&3*holds*	1049 864 552	✠100A1 Examined 12,40 ✠LMC5,39 BS11,40	Lth	*o*	CL 5,39	1914 6mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	London&North EasternRly. *CellDBa*	250·1|34·2|16·0 P30'B92'F31' FK 64' *uE*15' *f*96' 186t	Grimsby British 5*BHCem* *APT*24t	T.3Cy.21½",35"&58"-39" (*r*) 180lb 278NHP 2SB,6*cf*,GS133,HS4928 Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 ″ 0 s2 ″ 1½ 15 ″ 0½	
78671 157594 VJNC	**Macdhui** Ⓟ *OilEng.* *ss*Syd.No.2-39 3*Dks*(*Stl-Weather dk* teak s) *Ref.Mchy.* *Cruiser Stern*	4561 3661 2626	✠100A1 *withfreeboard* ~~5,40~~ ~~11,39~~ 12,40 4,41 ✠LMC CS6,39 DBS~~10,39~~ 9,40 ~~2,39~~ 2,40 ✠Lloyd'sRMC~~11,39~~ 12,40 ~~5,40~~ Aft centre chamber for temp. 3[illegible]° F.	Syd	*x*	CL ~~3,37~~ 5,40	1931 3mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	Burns,Philp&Co. Ld. *CellDB*277'680t	341·9|51·2|29·1 F34' FK *DTa*15'105t (*FPT*76t*APT*56t	Sydney British 7*BHptCem* *Coll to W dk* 6 ,, *2nd*,,)	Oil Engines 4S.C.SA 8Cy.29½"-59⅛" 653NHP 2DB*100lb* J.G.Kincaid&Co.Ld.Grk.	31 ″ 6 s9 ″ 9½ 22 ″ 0½	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78672 139122 VJFW	**Macedon** ssMel.No.3-3,29 ssSyd.No.2-37 2*Dks*(*Stl*) *Cargo battens not fitted*	4368 3958 2613	✠100A1 7,40 ~~2,40~~ BS~~7,39~~ ✠LMC7,37 7,40	Syd	*x*	CL ~~7,37~~ 7,40	1916 4mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd'sA&CP*	AustralianSteamshipsProprietary Ld. (*Man.Agents*, HowardSmithLd.)	365·0|51·4|26·0 P30'B81'F33' FK *CellDB*318'1049*t FPT* 91*tAPT*212*t*	**Melbourne** British 6*BHCem*	T.3Cy.25½",42"&70"-48" (*s*) 180lb 421NHP 3SB,*9cf*,GS186,HS7212 D.Rowan&Co.Glasgow	28 ″ 6 s 5 ″ 3¾ 23 ″ 5	
78673 DHPX	**Macedonia** (*ex*Cuba,*ex*Olinda, *ex*Gutfeld) D.F. 2*Dks*	2875 2591 1685					1922	Schiffs-u. Dockbauw Flender Lübeck	DeutscheLevante-LinieHamburg A.G.	337·8|48·5|19·9 P17'B101'F33'	**Hamburg** German *WB*	T.3Cy.23¼",38⅝"&63"-43$\frac{3}{16}$" 262NHP G.SeebeckA.G.Wsm.		G
78674 600 SVBX	— Ⓟ (*ex*Aetos-33,*exYacht*Aphrodite)	1839 — 700					1898	BathIron Works Bath,Me.	HellenicCoast LinesCo.Ld.	262·5|35·6|20·1	**Piræus** Greek	T.3Cy.28",43"&70"-36" 294NHP BathIronWorks,Bath		
192/50 78675 OTWA	**Macedonier** Ⓟ ssAnt.No.3-8,33 ssAnt.No.1-37 D.F. 2*Dks*(*Stl*)	*5227* *4792* *3231*	✠100A1 9,40 ~~6,39~~ BS~~6,39~~ ✠LMC8,37 10,40	Ant Bry	*y*	CL 6,39	1921 4mo	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow *Lloyd'sA&CP*	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationale,*Mgrs*)	400·5|52·3|28·7 B37'B120'F45' FK *Intermediate 'tweendkBHinafter hold dispensed with* *CellDB*342'920*t*	**Antwerp** Belgium *Cem* 5*BH toUdk* 1 ,, ,,2*nd* ,, *only* *DTa*30'850*t FPT*121*tAPT*104*t*	T.3Cy.26½",44"&73"-51" (*s*) 200lb FD 567NHP 3SB(Spt)*9cf*,GS179,HS8358 Dunsmuir&JacksonLd.Gls	31 ″ 0 s 5″11¾ 25 ″ 3	
78676 DHAZ	**Maceio** (*ex*Amassia-36) D.F. Sub.Sig. 2*Dks*	3235 2958 1870					1920	Akt.Ges. "Neptun" Rostock	Hamburg-Süd-Amerik.Dampf.-schifffahrtsGes.	338·1|48·2|21·0 B25'F43'	**Hamburg** German *WB*	T3Cy.23⅜",38½"&63¾"-45$\frac{3}{16}$" 272NHP A.G."Neptun,"Rostock		G
78677 PUMJ	— (*ex*Carolina-35,*ex*Bollwerk, *ex*Carolina, *ex*Upland, *ex*Bishopsgate) ssGot.3rdNo.3-12,22 ssGot.No.3-6,28 ssGot.No.1-33 *Well deck* 1*Dk*(*Stl*)&*Web frames*	2294 *1801* *1434*	✠ 5,37	Rio	*s*		1888 12mo	JLThompson&Sons Sunderland	Cia.Carbonifera Rio-Grandense	290·0|38·7|20·9 P29'Q80'B122'F33' BK10" *DBa*88'*f*64'	**R.Janeiro** Brazilian 6*BHCem* 314*tAPT*25*t*	T3Cy.22⅛",37$\frac{5}{32}$"&60"-39" NDB02 232NHP 2SB(Spt),*6cf*,GS92,HS3600 J.Dickinson,Sunderland	22 ″ 3	
78678 200747	**MacGilvray Shiras** (*ex*Umbria) GyC. 1*Dk2trB*	4077 — 3519					1904	American S.B.Co. Cleveland	PittsburghS.S.Co.	420·0|50·0|28·0	**D'luth,Min** Utd.States *WB*	T.3Cy.22",35"&58"-40" NB24 213NHP AmericanS.B.Co.Clevelnd		
78679 143317 GBNC	**Macgregor** (*ex*BaronGarioch-35, *ex*WarMelon) 1*Dk*	2498 2267 1451					1919	ForthS.B. &Eng.Co.Ld. Alloa	Ohlson&Co.Ld. (SirEricOhlson, Bart.*Mgr.*)	303·3|43·0|20·0 P33'B80'F33'	**Ardrossan** British *WB*	T.3Cy.22",36"&59"-39" 217NHP Douglas&Grant,Ld.Kirk'y		C
78680 161450 GSBM	**Macgregor Laird** *OilEng.* 3*Dks* ~~2*Dks*&*Shelterdk*~~	4992 4510 3026					1930	D&WHendersn&Co.Ld. Glasgow	ElderDempster Lines,Ld.	370·1|51·7|20·1 P37'F43' 28 8	**Liverpool** British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C
78681 166228 GKKF	**Macharda** D.F. E.S.D. *Ref.Mchy.* *CruiserStern* 2*Dks*3*rd dk in No.*1 *hold*	7998 7308 4762	✠100A1 2,41 ~~4,40~~ ✠LMC3,38 *Fitted for oil fuel* 3,38 *F.P. above* 150°F.	Lon Gls	*d*† 2⅜	CL	1938 3mo	Wm.Hamilton&Co.Ld. Port Glasgow *Lloyd'sA&CP*	Thos.&Jno Brocklebank,Ld. *Duct keel forward*	475·6|62·7|32·3 493·6(O.L.) P51'B161'F54' FK *of mchy.space* *CellDB*386'1244*t DTa*36' 1227*t FPT*	**Liverpool** British 8*BHptCem* (1 ,, *to2nd dk*) 90*t APT*95*t*	3 steam turbinesSR geared to 1 sc shaft 250lb (*r*) 1170NHP 4SB(Spt) 16*cf*,HS14060,FD D.Rowan&Co.Ld.Gls.	34″10 s 7 ″ 3¼ 27 ″ 10	
78682 141922 VJFX	**Mackarra** ssSyd.No.3-11,31 ssSyd.No.2-39 1*Dk*(*Stl*) Now "Cardross," see No. 87560 in Supplement *CruiserStern*	2515 2261 1456	✠100A1 6,40 ~~7,39~~ BS8,40 ✠LMC7,39	Syd	*t*	CL ~~4,37~~ 6,40	1919 10mo	C.Hill& Sons Bristol *Lloyd'sA&CP*	Australasian UnitedStm.Nav. Co.Ld.	303·0|43·0|20·7 313·0(O.L.) P33'B80'F33' FK *CellDB*252' 670*t FPT* 70*t*	**Melbourne** British 5*BHCem* *APT*180*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* HS5140 331NHP 2 Water Tube Boilers FD Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
78683 217770 KEXB	**McKeesport** *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6198 5895 3828	✠ … 5,20 ✠				1919 4mo	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5|55·0|31·4 P45'B110'F38'*on Shelter dk* FK	**NewarkNJ** Utd.States *WB*	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34″11	R †
78684 135602 GDLX	**Maclaren** (*ex*SingletonAbbey-36) ssSld.2ndNo.3-1,40 1*Dk*(*Stl*) *Cargo battens not fitted*	2330 2159 1420	✠100A1 10,40 ~~1,40~~ ✠LMC1,40	Sld Gms	*s*	CL 12,39	1915 7mo	Richardsn, Duck&Co.Ld Stockton *Lloyd'sA&CP*	Ohlson&Co.Ld (SirEricOhlson, Bart.*Mgr.*)	303·0|43·0|20·0 313·1(O.L.) P25'B64'F31' FK *CellDBa*102'*u E*22'*f*122'642*tFPT*	**Cardiff** British 5*BHCem* 94*tAPT*60*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* 249NHP 2SB,*6pf*,GS111,HS4008 Blair&Co.Ld.Stockton	22 ″ 5 s 3 ″ 4¾ 19 ″ 3	
78685 PFRR	**Macoma** ssSba.No.1-40 D.F. E.S.D. *OilEng.* 1*Dk*2*nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	8011 7237 4767	✠100A1 10,40 ~~11,39~~ ✠LMC CS10,40 DBS10,40 8,37 *Carrying Petroleum in bulk*	Sba	*c*†	CL ~~3,37~~ 10,40	1936 5mo	NVNederl. Schps.Maats. Amsterdam *Lloyd'sA&CP*	N.V.Petroleum Maats."LaCorona"	462·9|59·3|33·8 P93'B47'F48' FK *CellDBuE*64'157*t DTf*25' 264*t FPT*1	**TheHague** Dutch 15*BH* 35*tAPT*83*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB*180lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 9 27 ″ 5¼	
78686 KZDW	**Mactan** (*ex*HaiKong, *ex*Moura,*ex*NorthLyell) TwinSc 2*Dks*	2067 1773 1270					1899	Armstrong Whitworth &Co.Ld. Newcastle	Cia.Maritima (FernandezHermanos,Inc.*Mgrs.*)	300·0|40·6|20·1	**ManilaP.I.** Utd.States *WB*	T.8Cy.(2)17",(2)27½"&(4) 31"-30" 210NHP WighmRichrdsn&Co.Nwc.		
78687 164589 GYRQ	**Mactra** D.F. E.S.D. ssLiv.No.1-40 *OilEng.* 1*Dk*2*nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	6193 5496 3627	✠100A1 5,41 ~~10,39~~ ✠LMC CS6,41 DBS7,40 6,41 *Carrying Petroleum in bulk*	Cff Shl	*a*†	CL 1,39	1936 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	Anglo-Saxon PetroleumCo.Ld.	430·3|54·5|30·7 446·3(O.L.) P87'B37'F48' FK *CellDBuE*61'132*tDTf*25'261*tFPT*	**London** British 16*BH* 106*tAPT*59*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 377NHP DB*180lb* Hwthrn,Leslie&CoLd.Nwc	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
78688 PFSB	**Macuba** TwinSc *OilEng.* D.F. ssSba.No.2-40 ~~ssRot.No.1-35~~ *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *CruiserStern* *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8249 7476 4783	✠100A1 ~~4,40~~ ~~5,39~~ 12,40 ✠LMC CS5,39 DBS~~8,38~~ 4,40 8,38 *CarryingPetroleum in bulk*	Ams ~~Sba~~ Sng	*c*†	CL ~~12,37~~ 4,40	1931 6mo	N.V.Mch. &Scheepswrf vanP.Smit,Jr Rotterdam *Lloyd'sA&CP*	N.V.Petroleum Maats."LaCorona"	450·8|62·0|34·1 P103'B35'F43' FK *CellDBuE*69'222*t DTf*32'355*tFPT*2	**The Hague** Dutch 14*BH* 25*tAPT*41*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 714NHP 2DB*150lb* Werkspoor,Amsterdam	34 ″ 0 s 6 ″ 7½ 27″ 6½	
78689 141935 VJFY	**Macumba** ssSyd.No.3-1,31 ssSyd.No.2-39 1*Dk*(*Stl*) *Cruiser Stern*	2526 2247 1447	✠100A1 6,40 ~~8,39~~ ✠LMC8,39 BS8,40	Syd NSW	*l*	CL 10,38	1919 12mo	C.Hill& Son Bristol *Lloyd'sA&CP*	Australas'nUnited Stm.Nav.Co.Ld.	303·0|43·0|20·7 P33'B80'F34' FK *CellDB*252' 670*t FPT*70*t*	**Melbourne** British 5*BHCem* *APT*180*t*	T.3Cy.22",36"&59"-39" (*s*) 180lb *100lb* HS5140 332NHP 2 Water Tube Boilers FD Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant en part. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
78690 136763 MFSP	**Macville** (*ex*Ray) 3Mst ssBwg.2nd.No.3–11,39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	666 462 335	✠100A1 9,40 ~~11,39~~ ✠LMC11,39 BS11,40	Bwg	*i*	CL ~~1,38~~ 9,40	1915 1mo *Lloyd*'sAP	Dundee S.B.Co.Ld. Dundee	WesternNav.Co. Ld.(Wm.S.Scott& Co. *Mgrs.*)	170·1|29·0|11·3 30·2 Q96'B15'F22' BK8' *CellDB f* 101'141*t FPT*	London British 3*BHCem* 55*t APT*5*t*	T.3Cy.15",25"&41"–27" (s) 180lb 84RHP 1SB,3*pf*,GS58,HS1915 Earle'sCo.Ld.Hull	13 ″ 6 s4 ″ 1½ 13 ″ 9½	
78691 FOVE	**Madali** (*ex*Rialto,*ex*Olympos) ssNpt.No.3–4,21 ssLiv.No.1–25 D.F. 1*Dk*&*Shelter dk*	3014 2700 1811	... 10,28				1911	Akt.Ges. "Neptun" Rostock	LosCargosAlgér- iens.Soc.Anon.	337·1|48·2|29·2 F33'*on Shelter dk* FK	Algiers French *WB*	T.3Cy.23$\frac{3}{16}$",38"&62"–41$\frac{5}{16}$" 309NHP A.G "Neptun,"Rostock	23 ″ 9	V †
78692 818 OHNY	**Madare** Wood4MstSr (*ex Steamer*FoxIII,*ex*Tele, *OilEng.* *ex*MotorVessel,*ex*SydGeorgia) 1*Dk*	545 539 362					1919	Æröeskö- bingsSkibs- værft Æröesköbing	Gust.Erikson	167·2|34·9|15·5 157·4 Q15*t*H52*t*	Mariehmn Finnish	Oil Engines 2S.C.SA 3Cy.17$\frac{3}{4}$"–18$\frac{3}{4}$" 166NHP *Emade*18*fitted*28 A/B J.Svensons Motorfbk Skm.		V
78693 1827 IBER	**Madda** (*ex*Bogota–33) ssHul.No.2–27 D.F. 2*Dks*(*Stl*)	5181 — 3108	✠ 1,33 ✠	Hul	*y*		1919 5mo	Cammell Laird&Co.Ld Birkenhead	G.&F.Fratelli Bozzo	412·5|52·1|28·4 400·0 P49'B113'F40' FK *CellDB*343'1152*t FPT*118*t*	Genoa Italian 7*BHptCem* *APT*166*t*	T.3Cy.27",44"&73"–48" 517NHP 3SB,9*cf*,GS190,HS7668 CammellLaird&Co.Ld Bkn	31 ″ 0	I †
78694 3 IKHY	**Maddalena** Aux3MstSr (*ex*ArrigoGiuntini–34, *OilEng.* *ex*Istriano) (*See Sailing Ship Register*)	345 306 254					1920	Van der Werff Doesburg	GiuseppeRoggero	146·1|27·2|11·1	Imperia Italian	Oil Engines 4S.C.SA 4Cy.10$\frac{5}{8}$"–16$\frac{9}{16}$" 44NHP NE32 DeutscheWerkeKielA.G.		I
78695 2220 IBES	**Maddalena G.** (*ex*Maria Stathatos–38,*ex*Piave, *Fitted for oil fuel* *ex*WarNorman) 1*Dk*	5212 4784 3131					1918	Barclay, Curle&Co.Ld. Glasgow	GiuseppeGavarone	401·1|52·3|28·5 P49'B113'F39'	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 369NHP Barclay,Curle&Co.Ld.Gls.		CI
78696 1043 IBAU	**Maddalena Odero** (*ex*MaddalenaO.) *Fitted for oil fuel* D.F. *Mchy.Aft* 1*Dk*	5479 4443 3308					1921	N.Oderofu A.&Co. SestriPnente	Navig.OderoSoc. Anon.	394·4|51·7|27·2 P&B252'F38'	Genoa Italian *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft N.OderofuA.&Co.SestriP.		I
78697	**Madeirense** (*ex*Gripen–34, *ex*Cimbria) *OilEng.* *Mchy.Aft* 1*Dk*	*469* *373* *320*					1919	A/B Sven- skaMaritim- verken Trelleborg	Empresa de Trasportes de Funchal	156·6|27·6|11·7 P32'B38'H23*t*F21'	Funchal Portuguese *WB*	Oil Engines 2S.C.SA 6Cy.9$\frac{13}{16}$"–16$\frac{9}{16}$" 67NHP NE30 Atlas-Diesel,Skm.		V
361 H 78698 121280 MCJS	**Madge Wildfire** 3Mst (*ex*Jerfalcon) ssLiv.2ndNo.3–7,32 ssLiv.No.1–37 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*)	348 241 136	✠100A1 12,39 MS8,37	Liv ✠LMC ~~BS1,40~~ 7,40	*f*	CL 12,39	1905 12mo *Lloyd*'sA&CP	Ardrossan D.D.&S.CoLd Ardrossan	Gilchrist'sTraders (Steamships),Ld. (R.Gilchrist &Co. *Mgrs.*)	146·7|23·6| 9·8 Q79'B9'F30' FK *FPT*	Liverpool British 3*BHCem* 38*t APT*2*t*	C.2Cy.19"&40"–27" (s) 130lb 65RHP 1SB,3*pf*,GS58,HS1697 McKie&Baxter,Glasgow	10 ″ 11 s 4 ″ 2 10 ″ 9	
78699 208288 KGBN	**Madison** Ⓟ (*ex*Warszawa, *ex*Madison) *Fitted for oil fuel* D.F. 2*Dks*&*Awng dk*3*tr B*	3734 — 2406					1911	NwprtNws S.B.&D.D.Co NewprtNews	EasternS.S.Lines Inc.	353·3|42·1|16·8	NewYork Utd.States *WB*	T.3Cy.26½",44"&74"–54" NB39 402NHP NewportNewsSB&DD.Co.		R
78700 PFSL	**Madoera** *OilEng.* ssAms.No.3–11,33 D.F. ssAms.No.1–38 3*Dks* *Tonnage opening closed*'40	~~7166~~ ~~6333~~ ~~4828~~ 9382 8832 5830	✠100A1 10,39 ✠NE10,33 DB~~S11,38~~10,39 *Carrying vegetable oil in fore & after deeptanks*	Cal ✠LMC CS12,37 ~~8,37~~10,39	*e*†	CL 3,38	1922 8mo *Lloyd*'sA&CP	ForthS.B. &Eng.Co.Ld. Alloa	N.V.Stoomv. Maats.Nederland	501·0|60·5|27·6 37·5 P48'B31'F67' FK *CellDBa*164' len33 *uE*85'*f* 142'1509*tDT f*39'1556*tDTa*39'1494*t FPT*200*t APT*38*t*	Batavia ~~Amsterdam~~ Dutch 8*BHptCem*	2S.R.gearedOilEngines 2S.C.SA 14Cy.22$\frac{1}{16}$"–31½" 2DB*190lb* 1184NHP 2NDB(WT)33 *213lb* WerkspoorN.V.Ams.	~~30 ″ 5~~ ~~s4 ″ 4½~~ ~~26 ″ 3~~ 40 ″ 3 s10 ″ 3½ 30 ″ 3¼	
78701 165857 GBPB	**Madras City** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk* ~~1*Dk*~~ *CruiserStern*	5092 4625 2953					1940	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	~~421·6~~|~~56·7~~|25·5 F30' |56·8| 421·8|	Bideford British *WB*	T.3Cy.24",39"&68"–48" 320NHP N.E.MarineEng.Co.(1938) Ld.Nwc.		
78702 25205 JIRD	**Madras Maru** Ⓟ ssOsa.No.3–3,31 ssKob.No.1–34 2*Dks*(*Stl*)	3802 3456 2299	✠ ... 3,38	Osa ✠	*w*		1919 3mo	Mitsubishi ZosenKaisha Ld. Nagasaki	NanyoKaiunK.K.	345·0|50·0|29·0 P33'B74'F41' FK *CellDB*294'770*t FPT*	Tokyo Japanese 6*BHCem* 53*t APT*26*t*	T.3Cy.23",36$\frac{5}{8}$"&64$\frac{5}{8}$"–48" 380NHP 2SB,6*cf*,GS124,HS5250 MitsubishiZosenKaishaLd	29 ″ 1	C †
78703 DOEP	**Madrid** Ⓟ (*ex*Sierra TwinSc Nevada) D.F. Sub.Sig. 3*Dks*	8777 7089 4977					1922	Vulcan Werke Stettin	Hamburg-Süd- amerDampf- schiff.-Ges.	439·5|56·7|27·4 B151'F126'	Bremen German *WB*	T.6Cy.25½",40$\frac{9}{16}$"&68½"–47¼" 642NHP VulcanWerke,Stettin		G
78704 LDGF	**Madrono** ssRot.No.3–8,29 ssSfj.No 2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5894 5314 3697	✠100A1 5,40 ~~6,38~~ BS5,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,17 *F.P. above* 150° F.	Sch Fal ✠LMC2,38	*z*	CL 2,38	1917 4mo *Lloyd*'sA&CP	Palmers' Co.Ld. Newcastle	A/SNorskRutefart (A.I.Langfeldt &Co.*Mgrs.*) *CellDBuE&B*53' 98*tDTf*40'	407·5|52·4|31·6 P98'B28'F40' FK 481*t APT*339*t*	Xiansand Norwegian 15*BHptCem* (10 *to U dk* 5 „ *2nd* „)	T.3Cy.26½",44"&73"–48" (s) 180lb 498NHP 3SB,9*cf*,GS174,HS7212 FD G.Clark,Ld.Sunderland	31 ″ 6 s 5 ″ 8¾ 26 ″ 0	
78705 234743 WOHY	— Ⓟ Iron *OilEng.* *Ref.Mchy.* Wireless 2*Dks*	543 — 187					1885	J.H.Dia- logue Camden,N.J.	RedSalmon CanningCo.	163·7|27·5|14·7 RQD24'B92'	S.Frncisco Utd.States	Oil Engines 2S.C.SA 6Cy.14"–17" NE36 206NHP FairbanksMorse&Co. Beloit,Wis.		
78706 LOFW	**Madryn** (*ex*Marmevo) *Fitted for oil fuel* 2*Dks*	1827 — 913					1921	NVRotter- dmschSchpw. My.Werf I. Rotterdam	ArgentinaCia. General de Nav. S.A.(A.M.Delfino yCia.*Mgrs.*)	269·3|42·2|25·7 B64'F26'	Bns.Aires Argentine *WB*	T.3Cy.20",31"&57"–36" 195NHP N.V.v.d.Kuy&v.d.Rees' Mchfb.&Schps.Rot.		V
78707 146268 GDMX	**Madura** Ⓟ TwinSc *Ref.Mchy* 2*Dks*(*Stl–Uteak s*) D.F. *CruiserStern* *Fitted for oil fuel*	9032 7265 5525	✠ 9,25 ✠ Lloyd'sRMC~~2,40~~ ~~7,40~~ 12,40	Mdb	*d*†		1921 11mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*403'1568*t* *Tanks btwn tnnls*	465·2|58·3|33·5 P44'B175'F53' FK 114'253*t FPT*164*t*	Glasgow British 9*BHptCem* *APT*69*t*	6SteamTurbinesDRgeared to2 Sc. Shafts HS13948 1008NHP 4SB&1AuxSB.18*cf*,GS339 Barclay,Curle&Co.Ld.Gls.	36 ″ 0	BT till ~~10,40~~ 2,41
78708 217282 WJOE	**Mae** Ⓟ (*ex*WestEldara–36) *Fitted for oil fuel* D.F. 2*Dks*	5607 5033 3516					1918	Skinner& EddyCorp. Seattle,Wash	A.H.BullS.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	409·6|54·2|27·1 P43'B115'F47'	NewYork Utd.States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78709 28124 JAEA	**Maebasi Maru** TwinSc (exMayebashi Maru-38) ssKob.No.3-12,33 ssKob.No.1-38 2Dks(Stl)	7005 6450 4321	✠100A1 1,41 ~~12,38~~ BS~~12,38~~ 1,41 ✠LMC12,38 Carrying oil fuel F.P. above 150° F. in double bottom & forward deep tank Fitted for oil fuel 8,21 F.P. above 150° F.	Yka	b†	CL ~~P7,37~~ ~~S11,38~~ 1,41	1921 8mo	Yokohama DockCo. Yokohama Lloyd'sA&CP	NanyoKaiunK.K. CellDB382'1326t DTa39'1309t DTf27'1002t FPT73t APT58t	445·0|58·0|34·0 P35'B135'F35' FK	Tokyo Japanese 7BHptCem	T6Cy.20½",33½"&56"-48" (s) 200lb 632NHP 4SB,12cf,GS225,HS9200 FL YokohamaDockCo.Yka.	34 ″ 0 s7 ″ 6¼ 26 ″ 8	
78710 PKOF	**Maetsuycker** Ⓟ D.F. E.S.D. OilEng. Ref.Mchy. 3Dks	4131 3182 2418	✠Lloyd'sRMC~~2,40~~ 8,40				1936	NVNederl. Dok.Maats. Amsterdam	Koninkl.Paketv. Maats.	361·6|52·5|23·2	Batavia Dutch WB	Oil Engines 4S.C.SA 8Cy.28⅜"-55⅛" 620NHP WerkspoorN.V.Ams.		V
78711 ONMF	**Mafuta** (exRonald-40) ssOsl.No.3-1,34 ssOsl.No.1-38 D.F. 2Dks(Stl)	6322 5592 3666	✠100A1 4,41 ~~2,40~~ ✠LMC MS4,38 BS~~8,39~~4,41 Fitted for carrying whale oil or other oils in bulk, having a F.P. above 150° F.	Bgn Liv	a†	CL 1,40	1920 7mo	R.Duncan &Co.Ld. PortGlasgow Lloyd'sA&CP	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationaleS.A.Mgrs.) IntermediateBHin fore&in after'tween decks dispensed with CellDB368'1202tFPT145tAPT51t	422·0|56·0|28·8 437·3(O.L.) P45'B&F338' FK	Antwerp Belgian Cem 5BH to Udk 6 ,, ,, 2nd ,,	T.3Cy.27",45"&74"-51" (s) 180lb 573NHP 2NDB91refitted28 3SB,9cf,GS192,HS8700 FD D.Rowan&Co.Ld.Glasgow	~~31 ″ 2~~ 31 ″ 4 s4 ″ 6 27 ″ 0¼	
78712	**Magalhaes** (exSenang-38, exFivel-34,exNordstern, exSchleswig,exLucieHeins, exYara) Oil Eng. 1Dk Mchy.Aft	313 258 213					1921	Ver.Elbe& Norderwerft Hamburg	Empresa deNavegacaoNacional Sul, Ltda.	135·8|25·9|9·1 P22'F15'	Laguna Brazilian	Oil Engines 2S.C.SA 4Cy.11⅜"-17" 90NHP Emade24 fitted— GrossMtrnwrk.Hamburg-MannheimA.G.Hamburg		G
78713 EAHI	**Magallanes** Ⓟ TwinSc ~~Fitted for oil fuel~~ ssCdz.No.3-6,40 ~~ssBel.No.1-29~~ Sub.Sig. 3Dks(Stl-Upper dk teak s) D.F.	9689 7774 5312	✠100A1 with freeboard 5,41 ~~9,40~~ ✠LMO MS6,40 BS1,40 2,41 Fitted for oil fuel 8,28 F.P. above 150°F.	Cdz Bbo	c†	CL P1,40 S4,41	1928 8mo	Soc.Española de Const.Nav. Cadiz Lloyd'sA&CP	Cia.Trasatlantica CellDB390'1331t Tanks in way of tunnels291tFPT57tAPT69t	459·8|56·0|32·0 29·3 P54'B315'F49' FK	Barcelona Spanish 9BHptCem	4 Steam Turbines SR geared to 2 Sc. Shafts 180lb (s) 1217NHP 5SB,15cf,GS345,HS14945 Soc.Española deCnst.Nav Cartagena	32 ″ 2 s6 ″ 7¼ 26 ″ 0	
78714 1315 CBMG	— (exHibernia-38) ssN.Yk.No.3-12,32 ssVpo.No.2-41 ~~ssSbg.No.1-27~~ Sub.Sig. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	1813 — 920	✠100A1 Shelter dk withfreeboard 9,40 ~~1,40~~ ✠LMC 3,41 ~~MS1,37~~ ~~BS7,37 7,40~~	Vpo Glo	s	OG N1,40	1920 7mo	Eriksbergs M.V.Aktieb Gothenburg ~~Lloyd'sA&CP~~	Cia.Chilena de Nav.Interoceanica (H.R.Samsing, Mgr.) IntermediateBH in fore hold dispensed with CellDB256'540t FPT29t APT31t	299·9|43·2|23·3 16·3 FK	Valparaiso Chilian Cem 1BHtoSh dk 3 ,, ,, U ,,	T.3Cy.22⅞",35½"&58½"-36" 185lb (s) 274NHP 2SB(Spt),6cf,GS103, HS3910 FD EriksbergM.V.Aktieb.Got	26 ″ 0 s5 ″ 2¾ 20 ″ 11½	
78715 KZDM	— Ⓟ Iron (exLibelle) ssShl.No.3-1,85 Well deck ssShl.No.1-89 Wireless 1Dk(Irn)2trB	1376 1128 865	✠ 9,94	Sng	o		1880 12mo	Schlesingr Davis&Co. Newcastle	Gutierrez Hermanos	244·5|33·2|18·0 Q128'B15'F29' BK8½" DBa67'f96'	Manila Utd.States 4BHCem 279tAPT32t	C.2Cy.29"&56"-36" NB04 157NHP T.Clark&Co.Newcastle		
78716	— Iron (exSolis,exColon)	381 — 250					1884	.... Germany	D.Davide	177·9|27·6|8·9	Bns.Aires Argentine	C.2Cy.13½"&27"-16" 24NHP		
78717 34017 JOOH	**Magane Maru** 1Dk	1416 1137 792					1929	KobeSteel Works Harima	IkedaShojiK.K.	240·5|35·0|19·0 P23'Q63'B48'F22'	Nishinmya Japanese WB	T.3Cy.15½",26"&42½"-32" 108NHP HarimaDockyard,Harima		
78718 PFSP	**Magdala** TwinSc OilEng. ssH.Kg No.2-40 ~~ssRot.No.1-36~~ D.F. 1Dk(Stl)2nd dk(Stl) Mchy.Aft clear of cargo tanks Longitudinal framing at bottom & at deck	8248 7476 4784	✠100A1 4,40 ~~8,39~~ ✠LMC CS8,39 DBS~~12,38~~4,40 ~~12,38~~4,40 CarryingPetroleum in bulk	Sch HKg	c†	CL N12,38	1931 9mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen Lloyd'sA&CP	N.V.Petroleum Maats"LaCorona" CellDBuE69'222t DTf32'355tFPT225tAPT41t	450·9|62·0|34·1 P103'B35'F43' FK	TheHague Dutch 14BH	Oil Engines 4S.C.SA 12Cy.24 13/16"-43 5/16" 714NHP 2DB150lb WerkspoorN.V.Ams.	34 ″ 0 s6 ″ 7½ 27 ″ 6½	
142/40 78719 162709 GTXP	**Magdalena** ssRot.No.3-7,36 1Dk(Stl)	3118 2824 1842	✠100A1 11,39 BS1,39 ✠LMC7,36	Cff	u	CL 11,37	1923 6mo	Craig, Taylor&Co.Ld. Stockton Lloyd'sA&CP	Smith,Hogg&Co. Ld. Intermediate BH in fore hold dispensed with CellDB280'812tFPT86tAPT109t	325·0|48·0|22·4 P33'B94'F31' FK	W.Hartlpl British Cem 4BHonly	T.3Cy.23½",39"&64"-42" (s) 180lb 100lb 297NHP 2SB,6cf,GS119,HS4690 Blair&Co.Ld.Stockton	24 ″ 3 s3 ″ 9 20 ″ 8	
78720 5568 SFRI	— (exNora-39, exLangdon) Iron ssHam.No.3-1,94 Well deck 1Dk2trB	1265 956 718	✠ ... 12,98 ✠				1882 3mo	J.Readhead&Co. S.Shields	RederiA/B Strim (SvenSalén,Mgr.)	236·0|32·0|15·9 Q90'B40'H88'F31' FK	Stockholm Swedish WB	C.2Cy.30"&57"-36" 147NHP J.Readhead&Co.S.Shields	17 ″ 0	V †
78721 DHPY	**Magdalena Reith** (exAnneliese, exAlioth) 1Dk	2130 1928 1305					1905	Schpw.v. JanSmit,Czn Alblasserdm	Joh.M.K.Blumenthal	280·4|41·2|20·5 P27'B72'F32'	Hamburg German WB	T.3Cy.21",35"&57"-39" 203NHP Maats.deSchelde,Flushing		G
78722 DOVC	**Magdalene Vinnen** (exDunstaffnage-39) ssFal.No.3-7,35 D.F. 2Dks(Stl)	4594 4278 2816	✠ 7,39 ✠	Bmn	y		1922 9mo	Lithgows, Ld. Pt.Glasgow	F.A.Vinnen&Co. 'Tween dk BH in after hold dispensed with Cell DB331'1031t DTa30'780tFPT64tAPT20t	383·8|52·0|26·7 398·2(O.L.) P34'B113'F44' FK	Bremen German Cem 5BH to Udk 1 ,, ,, 2nd,, only	T.3Cy.26",42",&70-48" 488NHP 3SB,9cf,GS170,HS7345 Rankin&BlackmoreLdGrk	29 ″ 3	
78723 DIDC	**Magdeburg** OilEng. ssHam.No.1-29 2Dks(Stl) D.F. Sub.Sig. 3rd dk in No. 1 hold	6128 5423 3696	✠ ... 12,33 ✠	Ham			1925 12mo	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) Cell DB389'1501t FPT100tAPT10t	449·4|58·2|26·8 P&B374'F54' FK	Hamburg German 8BHptCem	Oil Engines 2S.C.DA 6Cy.27 9/16"-47¼" 1587NHP Blohm&Voss,Hamburg	29 ″ 6	G †
78724 DHQA	**Maggie** (exPhaleron) Mchy.Aft 1Dk	325 283 175					1921	Schiffs.-u Dckbauwerft Flender Lübeck	Gebr.Goedhart A.G.	139·0|22·5|11·8 B34'F20'	Düsseldorf German WB	C.2Cy.14¾"&22⅘"-15¾" 17NHP G.SeebeckA.G. Wesermünde-G.		G
78724* CNAG	**Maghreb** (exMoghreb-40, exBothnia-38) OilEng. D.F. 1Dk Mchy.Aft CruiserStern	494 355 252	✠ ... 1,39 ✠	Rot	g		1937 6mo	WerfJan Smit,Czn. Alblasserdam	Cie.Chérifienne d Armement CellDB102'158tFPT48tAPT10t	159·7|27·4|9·7 169·3(O.L.) P31'F17' FK	Casabl'nca Moroccan 3BHptCem	Oil Engines 4S.C.SA 8Cy.11"-17 11/16" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	11 ″ 8	V †
78725 147314 GLNR	**Magician** ssMch.No.3-7,38 2Dks(Stl)	5105 4743 3181	✠100A1 ~~5,40~~ ~~7,39~~ 4,41 ✠LMC MS7,38 BS~~7,39~~ 9,40	Mch Liv	y	CL N3,38	1925 6mo	New Waterway S.B.Co. Schiedam Lloyd'sA&CP	CharenteS.S.Co. Ld(T.&J.Harrison Mgrs.) CellDB339'1110t DTa29'751tFPT77tAPT22t	394·9|52·5|27·9 410·1(O.L.) P37'B128'F40' FK	Liverpool British Cem 7BH to Udk 1 ,, 2nd ,,	T.3Cy.26",43"&73"-48" (r) 200lb 120lb 465NHP 2DB(Spt),12cf,GS210, HS7706 NewWaterwayS.B.Co.	30 ″ 6 s5 ″ 8¾ 24 ″ 11½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
78726 141424 VPLK	**Magister** (exCanadianVolunteer–33, exCornwallis, exCanadian Volunteer) ssMtl.No.3–5,31 ssNYk.No.1–36 1Dk(Stl)& 2nd dk(Stl)in hold	3188 2543 1910	✠100A1 12,38	Vcr ✠LMC3,40	u	CL 10,39	1919 6mo Lloyd	Wallace Shipyards,Ld Vancouver, B.C. 'sA&CP	Mrs.A.A.Webster (J.S.Webster& Sons,Mgrs.) CellDB262' 528tFPT	320·0 P29'B96'F34' FK	44·2	22·9	Kngstn,Ja British 5BHCem 78tAPT29t	T.3Cy.25",41"&67"–45" (s) 180lb 375NHP 2SB,4cf,GS132,HS5162 FD WallaceShipyards,Ld.	25 ″ 0 s 3 ″ 9½ 21 ″ 5	
78727 7553 SEPN	**Magna** ssOsc.No.2–37 Cargo battens not fitted 1Dk(Stl) Strengthened for Navigation in Ice	1780 1589 1014	✠100A1 8,40 ~~8,30~~ MS10,37	Lkr Hbg ✠LMC BS~~6,39~~ 8,40	r	CL N4,38	1929 8mo Lloyd	Fredrkstad Mek.Værks. Fredrikstad 'sA&CP	A/B Transmarin (S.Redig,Mgr.) CellDBa&uE	269·2 273·5(O.L.) P&B200'F23' FK 110'f102'545tFPT	42·1	17·5	Helsingbrg Swedish 4BHCem 35tAPT80t	T.3Cy18½",29½"&50"–36"(s) 190lb 189NHP 2SB,6cf,GS60,HS2568 FD FredrikstadM.V.Frdstad.	20 ″ 0 s 1 ″ 3 18 ″ 10½	
78728 5378 SFJU	**Magne** Sub.Sig. 1Dk&Shelter dk	1226 979 558					1912	Helsingörs Jernsk.&Msk Elsinore	Stockholms Rederiaktieb. Svea (Eman.Högberg, Mgr.)	246·9 H96t	37·1 21·6	14·0	Stockholm Swedish WB	T.3Cy.19",32"&53"–36" 169NHP HelsingörsJernsk.&Msk.		V
78729 1262 LETV	**Magnhild** (exSantiago–36) 1Dk&Spar dk	1383 1262 881					1903	Fredrkstad Mek.Værks. Fredrikstad	D/S A/S Magnhild (M.Clausen)	231·7 B59tH60t	34·2	19·9	Haugesnd Norwegian WB	T.3Cy.17",30"&49"–33" 138NHP FredrikstadM.V.Frdstad.		N
78730 UPET	**Magnitogorsk** (exNovgorod–35, exProcyon–34) Sub.Sig. 1Dk	3566 3259 2175					1915	Rotterdam Droogd.Maat Rotterdam	U.S.S.R.	345·8 P25'B115'F35'	48·8	23·3	Leningrad Russian WB	T.3Cy.25",41"&67"–45" 301NHP RotterdamDroogd.Maats.		
78731 233865 WNFU	**Magnolia** ssNYk.No.1-40 D.F. E.S.D. GyC. 2Dks Mchy.Aft CruiserStern Longitudinalframing–bracketlesssystem	9511 8829 5894	✠100A1 9,40 ~~1,38~~ ~~BS1,40~~ Carrying Petroleum in bulk Fitted for oil fuel 9,35 F.P. above 150°F. BS8,40	Gal NYk ~~✠LMC9,38~~ ✠LMC MS1,40	e†	CL 3,38	1935 9mo Lloyd	NewYork S.B.Co. Camden,N.J. 'sA&CP	Socony-Vacuum OilCo.Inc. CellDBuE71'198t	484·0 500·1(O.L.) P103'B34'F49' FK DTf22' 705tFPT4	66·0	36·8	NewYork Utd.States 17BH (13 to U dk 4 ,, 2nd ,,) 49t APT63t	2SteamTurbinesDRgeared to 1 Sc. Shaft 450lb HS11164 1104NHP 3WTB(2Spt424lb) FD DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	
102/40 78732 150827 CYLV	**Magog** (exJohnC.Howard) Mchy.Aft 1Dk Longitudinalframing	2053 1708 1224					1923	Fraser, Brace&Co.Ld ThreeRivers, P.Q.	CanadaSteamship Lines,Ld.	250·6 Q93'F33'	43·2	18·1	Montreal British WB	T.3Cy.19",32"&56"–36" 188NHP Worthington Pump&Mach.Corp.		C
78733 165724 MMWM	**Magrix** OilEng. Mchy.Aft 1Dk CruiserStern	454 289 224	✠100A1 8,40 ~~6,30~~	Hul ✠LMC8,38	g	N7,40	1938 8mo Lloyd	J.Koster Hzn.Schpsw. "Gideon" Groningen 'sA&CP	R.Rix&Sons	157·7 165·3(O.L.) FK P40'Q48'F18' CellDB97' 136t FPT	25·8 26·0	8·8	Hull British 3BH 50tAPTs18t	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	11 ″ 0 s 3 ″ 10½ 10 ″ 11¼	
78734 135700 GMJL	**Mahana** TwinSc ssLon.No.3–4,30 E.S.D. ss.Lon.No.2–38 Ref.Mchy. 2Dks(Stl)&Shelter dk (Stl–ptws) Tonnage opening closed '40	10951 10230 6925	✠100A1 Shelter dk with freeboard ~~10,40~~ ~~3,40~~ 2,41 MS1,38 ✠Lloyd'sRMC~~3,40~~ 5,41~~10,40~~	Lon ~~Avn~~ Syd BS10,40 ✠LMC ~~BS9,38~~	f†	CL 6,38	1917 7mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	ShawSavill& AlbionCo.Ld. 7 upper 'tween dk BH	500·9 520·8(O.L.) B197'F56'onShelter dk FK&BK2" to abaft Coll BH dispensed with CellDB	63·3	39·6	S'thamptn British 9BHCem (Coll to Shdk 8 ,, 2nd,,) 435'1646t	4SteamTurbinesSRgeared to 2 Sc. Shafts 180lb (s) 2DB&2SB, 1119NHP 24cf,GS399,HS15534 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	43 ″ 0 s12 ″ 11 30 ″ 4½	
30/41 78735 137409 GSCD	**Mahanada** ssGls.2ndNo.3–4,38 D.F. E.S.D. 2Dks(Stl)&3rd dk(Stl) inNo.1hold	7181 6761 4482	✠100A1 2,41 ~~1,40~~ 6,40 BS~~8,38~~ Fitted for oil fuel 6,19 F.P. above 150° F.	Cal Mch ✠LMC MS4,40	c†	CL 3,40	1914 11mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB a158'uE&B	470·5 485·2(O.L.) P46'B124'F43' FK 76' f178'1563tFPT	58·0	32·1	Liverpool British 7BHCem 79tAPT54t	2SteamTurbinesSRgeared to 1 Sc. Shaft 180lb (r) 2DB&1AuxSB, 729NHP 15cf,GS264,HS12300 ParsonsMarineSteam TurbineCo.Ld.Nwc.	34 ″ 11 s 7 ″ 10½ 27 ″ 8½	
78736 149834 GNBY	**Maharaja** Ⓟ ssCal.No.3–5,40 ~~ssCal.No.2–36~~ 2Dks(Stl)&Shade dk (Stl–teak s)	2895 2358 1716	✠100A1 with freeboard ~~5,40~~ ~~4,39~~ 2,41 ~~BS4,39~~ BS2,41	Cal ✠LMC~~6,35~~ 5,40	w	CL N3,40	1927 5mo Lloyd	Lithgows' Ld. PortGlasgow 'sA&CP	AsiaticStm.Nav. Co.Ld. CellDB278'742t	335·0 F46' FK (Coll FPT62tAPT26t	47·5	20·8	London British 6BHptCem ptAsp BH to Sh dk 5 ,,2nd,,)	T.3Cy.24",40"&68"–45" (r) 200lb 110lb 405NHP 2SB,8cf,GS154,HS5510 FD Rankin&BlackmoreLdGrk	23 ″ 6 s 2 ″ 1½ 21 ″ 9½	
78737 135701 GNZV	**Mahia** TwinSc ssLon.No.3-10,29 E.S.D. ssGls.No.2–38 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) Tonnage opening closed '40	10014 9699 6381	✠100A1 Shelter dk with freeboard 8,40 ~~2,40~~ MS8,37 ✠Lloyd'sRMC~~2,40~~ 7,41 ~~1,41~~	Lon ✠LMC BS~~3,40~~1,41 ~~9,40~~	e†	CL 8,39	1917 8mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	Norfolk&N. AmericanStm. ShippingCo.Ld. (ShawSavill& AlbionCo.Ld. Mgrs.)	477·6 B180'F47' FK onShelter dk (Coll BHto Sh dk 8 Shelter 'tween dk BHs except Coll BH dispensed with CellDB425'1588t	63·1	39·7	S'thamptn British 9BHCem BH to U dk)	Q8Cy22",31½",45½"&65"–48" 220lb (s) 997NHP 2DB&2SB,18cf,GS355, HS15126 FD Wrkman,Clark&Co.LdBel	42 ″ 10 s13 ″ 0½ 30 ″ 0½	
78738 221666 KDVH	**Mahimahi** (exGoldenDragon–38, exWestChopaka) Fitted for oil fuel Ref.Mchy. 2Dks&Shelter dk	7350 — 4445					1921	LsAngeles S.B.&D.D.Co SanPedro,Cal	MatsonNavigation Co.	430·7	54·3	26·2	S.Frncisco Utd.States WB	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
78739 147347 GDZN	**Mahout** ssMdb.No.3–2,38 2Dks(Stl)3rd dk(Stl) D.F. E.S.D. inNo.1hold CruiserStern	7921 7313 4880	✠100A1 ~~12,38~~ 10,40 MS5,37	Gls Sws ✠LMC BS11,39	d†	CL 12,39	1925 12mo Lloyd	W.Hamilton&Co.Ld. Pt.Glasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB395' 1502tD	470·1 P46'B158'F39' FK Ta36'1228tFPT76t	62·1	32·2	Liverpool British 8BHptCem 1 ,, to2nd dk APT93t	2SteamTurbinesSRgeared to 1 Sc. Shaft 200lb (r) FD 1047NHP 4SB,16cf,GS273,HS15000 D.Rowan&Co.Ld.Gls.	34 ″ 10 s 7 ″ 6¾ 27 ″ 6	
78740 147329 GLTJ	**Mahronda** ssMdb.No.3–12,37 D.F. E.S.D. 2Dks(Stl)3rd dk(Stl) inNo.1hold CruiserStern	7926 7313 4889	✠100A1 ~~12,39~~11,40 MS8,37	Mch Bal ✠LMC BS~~6,39~~6,40	d†	CL 11,38	1925 10mo Lloyd	W.Hamilton&Co.Ld. PortGlasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB395'1502t	470·1 489·5(O.L.) P46'B158'F39' FK DTa 36' 1228t FPT	62·1	32·2	Liverpool British 8BHptCem 1 ,, to 2nd dk 76tAPT93t	2SteamTurbinesSRGeared to 1 Sc. Shaft (r) 200lb 1047NHP 4SB,16cf,GS273,HS15000FD D.Rowan&Co.Ld.Glasgow	34 ″ 10 s 7 ″ 6¾ 27 ″ 6	
78741 147341 GLPC	**Mahseer** ssMdb.No.3–9,37 D.F. 2Dks(Stl)3rd dk in No.1hold E.S.D. CruiserStern	7911 7320 4946	✠100A1 ~~9,40~~ ~~7,40~~11,40 BS~~9,39~~ 11,40	Mdb Bkn ✠LMC9,37	d†	CL ~~9,38~~ 11,40	1925 11mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB403'1532t	470·2 P46'B158'F39' FK DTa35'1230t FPT	62·2	32·4	Liverpool British 8BHptCem 1 ,, to2nd dk 72tAPT86t	2SteamTurbinesSRGeared to1 Sc.Shaft (r) 200lb FD 1047NHP 4SB,16cf,GS273 HS15000 D.Rowan&Co.Ld.Glasgow	34 ″ 11 s 7 ″ 7 27 ″ 7½	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built: When. / Ship. / Engines	9 By Whom / Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c.: Length. / Breadth. / Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78742 140553 GSCP	**Mahsud** ssMdb.No.3-4,30 ssCal.No.2-38 E.S.D. 2Dks(Stl) D.F. 3rd dk(Stl)inNo.1hold CruiserStern	7540 7056 4631	✠100A1 ~~11,10,1,40~~ 3,41 ✠LMC MS5,38 BS~~9,30~~ 11,40 Fitted for oil fuel 6,18 F.P. above 150°F.	Gls Cal	c†	CL 3,40	1917 12mo	Russell& Co. PortGlasgow Lloyd'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB414'~~1471t~~ 1460t	470·4|58·2|32·1 490·7(O.L.) P47'B126'F47' FK DTa37' 1234t FPT	Liverpool British 7BHCem 100tAPT96t	T.3Cy.$28\frac{5}{16}$",$47\frac{1}{2}$"&80"-54" 200lb (r) 772NHP 2DB&1SB,19cf,GS295, HS14969 J.G.Kincaid&Co.Ld.Grk.	34″10 s7″$9\frac{1}{2}$ 27″$8\frac{1}{4}$	
78743 ~~218005~~ ~~KJQH~~ 49/41	**Mahukona** (exCoverun) Fitted for oil fuel Mchy.Aft 1Dk	2512 — 1531					1919	Gt.Lakes Eng.Works Ecorse,Mich.	~~MatsonNavigation Co.~~ NavebrasSoc. Anon.	253·4|43·7|24·5 P115'F25'	Brazilian WB	T.3Cy.21",$34\frac{1}{2}$"&57"-42" 210NHP GtLakesEng.Wrks.Detroit		R
78744 150 ESBH	**Mai** (exMayScott) ssTln.2ndNo.3-6,34 ssRot.No.1-39 Well deck 1Dk(Stl)&deep framing Cargo battens not fitted	1549 1319 916	✠100A1 5,39 ✠LMC MS5,39 BS8,39	Rot	p	CL N8,38	1909 6mo	BlythS.B. Co.Ld. Blyth Lloyd'sA&CP	TallinnaLaevaühisusA.S.(Tallinn ShippingCo.Ld.) CellDBa71'uE&B	245·0|36·7|16·0 Q90'B48'F21' FK 35' f102' 402t FPT	Tallinn Estonian 4BHCem 62tAPT79t	T.3Cy.19",31"&51"-36" (s) 180lb 90lb 181NHP 1SB,4cf,GS75,HS2945 N.E.MarineEng.CoLdNwc	18″4 s1″$8\frac{1}{2}$ 16″10	
78745 938 ESRB	**Maia** (exScandia-34,exDanebrog) ssKel.No.3-6,30 ssShl.No.2-39 1Dk(Stl)	1932 1705 1116	✠100A1 6,39 BS~~6,39~~ 6,40 ✠LMC4,38	Shl	r	CL 5,39	1917 6mo	Chicago S.B.Co. Chicago A&CP	KäsmuLaeva Omanikud(O.Tiedemann,Mgr.) CellD	250·1|43·7|18·0 P25'B64'F26' FK B220' 528t FPT67t	Käsmu Estonian BHCem APT77t	T.3Cy.20",33"&54"-40" (s) 180lb 274NHP 2SB,6cf,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20″4 s2″$7\frac{3}{4}$ 17″11	
78746 131476 VJSZ 71/40	**Maianbar** TwinSc Wireless Ref.Mchy. 1Dk	513 353 229					1910	Ardrossan DD&SBCoLd Ardrossan	PortStephens Steamships,Ld.	175·6|28·1|9·2 P67'F32'	SydneyNSW British WB	C.2Cy.14"&30"-18" 99RHP D.Rowan&Co.Glasgow		
78747 148694 GLNS 73/40	**Maid of Kent** Ⓟ TwinSc Fitted for oil fuel 2Dks 3rd dk in holds CruiserStern	2693 1533 1101					1925	W.Denny &Bros,Ld. Dumbarton	SouthernRailway	329·5|45·1|17·1	London British WB	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till 7,40
78748 142610 GPBS	**Maid of Orleans** Ⓟ TwinSc Fitted for oil fuel 3Dks4trB	2386 1424 937					1918	W.Denny &Bros. Dumbarton	SouthernRailway	341·1|42·1|16·0	London British WB	4 Steam Turbines SR geared to 2 Sc. Shafts Denny&Co.Dumbarton		BT till 2,41
78749 182 SZKW	**Maid of Samos** (exBingen) 1Dk&Awng dk	*1190* *821* *718*					1901	Bremer Vulkan Vegesack	D.&M.Goulandris (Th.L.Boyazides &Co.Mgrs.)	232·4|33·2|13·4 Q85' Awng dk147'	Andros Greek WB	T.3Cy.$16\frac{1}{8}$",26"&$41\frac{1}{16}$"-$27\frac{1}{8}$" 90NHP BremerVulkan,Vegesack		C
78750 150838	**Maid of Stirling** TwinSc (exWillowbay-36,exOissel, exTôlier) 1Dk Mchy.Aft	1247 827 659					1920	Atel.&Ch. Maritimes du Sud-Ouest Bordeaux	StirlingShipping Co.Ld.(A.T. O'Leary,Mgr.)	218·8|34·4|12·6 P75'F29'	HalifaxNS British WB	T.6Cy.$12\frac{3}{10}$",20"&$31\frac{1}{2}$"-$16\frac{2}{5}$" 80NHP Atel&Ch.delaLoire, St.Nazaire		V
78751 147321 GLRQ 182/40	**Maidan** ssMdb.No.3-7,38 D.F. E.S.D. 2Dks(Stl)3rd dk inNo.1hold CruiserStern	7908 7315 4962	✠100A1 12,39 ✠LMC MS11,37 BS8,39	Lon	d†	CL 3,39	1925 8mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	Thos.&Jno. Brocklebank,Ld. CellDB403' 1532t D	470·0|62·2|32·4 486·2(O.L.) P46'B158'F39' FK Ta35'1230tFPT72t	Liverpool British 8BHptCem 1BHto2nddk APT86t	2SteamTurbinesSR geared to1ScShaft (r) 200lb FD 1047NHP 4SB,16cf,GS273,HS15000 D.Rowan&Co.Ld.Glasgow	34″11 s7″7 27″$7\frac{1}{2}$	
78752 218485 KIPX	**Maiden Creek** Ⓟ Fitted for oil fuel D.F. Sub.Sig. 2Dks&Webframes Ref.Mchy.	5031 4740 3078	✠ ... 6,20 ✠				1919 7mo	American International S.B.Corp. HogIslandPa	WatermanS.S. Corp.	390·0|54·2|27·6 P39'B122'F43' FK	Mobile Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32″0	R †
78753 148754 MNQV	**Maidstone** TwinSc CruiserStern 1Dk	688 626 267					1926	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·7|33·6|14·2 B90'F37'	London British WB	T.6Cy.15",25"&41"-24" 166NHP D&W.Hendersn&CoLdGls		
78754 116020 EIBK 2/40	**Maigue** (exLadyAnstruther, exMinnieHinde) ssBkn.2ndNo.3-8,27 ssBkn.No.2-35 1Dk(Stl)	456 384 180	✠100A1 1,39 BS1,39 ✠LMC8,34	Bkn	h	CL 1,39	1904 9mo	CaledonS. B.&E.Co.Ld. Dundee Lloyd'sA&CP	LimerickS.S.Co. Ld.(S.J.K.Roycroft,Mgr.) CellDB	175·3|27·1|10·7 P23'B63'F34'BK$5\frac{3}{4}$" a23'f68'94t FPT24t	Limerick British 4BHCem APT13t	T.3Cy.15",26"&44"-30" (s) 185lb NDB1,28 100lb 95RHP 1SB,3cf,GS61,HS1912 CaledonSB.&E.Co.Ld.Dun	12″10 s″$10\frac{1}{2}$ 12″6	
78755 140518 GSCL	**Maihar** ssLon.No.3-2,30 E.S.D. ssGls.No.2-38 2Dks(Stl)3rd dk(Stl)inNo.1 hold D.F. CruiserStern	7563 7056 4657	✠100A1 4,40 ✠LMC MS12,37 BS~~7,39~~6,40 Fitted for oil fuel 3,38 F.P. above 150°F.	Gls	c†	CL ~~4,40~~ N11,40	1917 6mo	Russell& Co. PortGlasgow Lloyd'sA&CP	Thos.&Jno. BrocklebankLd. CellDB414'1615t	470·4|58·2|32·1 490·5(O.L.) P47'B126'F47' FK DTa37'1234t FPT	Liverpool British 7BHCem 100tAPT96t	T.3Cy.28",$47\frac{1}{2}$"&80"-54"(r) 200lb HS15710 800NHP 2DB&1SB,20cf,GS308, J.G.Kincaid&Co.Ld.Grk.	34″10 s7″$9\frac{1}{2}$ 27″$3\frac{1}{4}$	
78756 UOUV	**Maikop** Carrying Petroleum in bulk OilEng. Mchy.Aft 2Dks Longitudinal framing	1846 1446 945					1929	Nicolaieff StateSBYard 'AndreMarti' Nicolaieff	U.S.S.R.	250·9|37·4|20·7 P64'B28'F23'	Tuapse Russian WB	Oil Engines 2S.C.SA 4Cy.$21\frac{1}{4}$"-$35\frac{1}{16}$" 315NHP Maschfbk.Augsburg- Nürnberg,Augsburg		
78757 UOKG	— (exElenaCouppa) TwinSc Wireless Mchy.Aft 1Dk	398 360 240					1893	Stablimnto Tecnico Trieste	U.S.S.R.	185·3|27·0|8·2	Odessa Russian WB	C.4Cy.$13\frac{1}{2}$"&24"-20" NB36 42NHP StabilimentoTecnico,Tri.		
78758 LEKR	**Mailand** Wireless D.F. 1Dk	836 668 363					1915	Akers Mek.Værks. Oslo	A/S Jelölinjen (FredOlsen&Co. Mgrs.)	208·0|32·6|14·8 P&B95'F42'	Oslo Norwegian WB	T.3Cy.$16\frac{1}{2}$",27"&45"-33" 116NHP AkersMek.Værks.Oslo		N
78759 143582 GDPZ 187/40	**Maimoa** TwinSc ssLon.No.3-4,33 ssLiv.No.1-37 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) E.S.D. Tonnage opening closed'40	10123 9564 6436	✠100A1 Shelter dk withfreeboard 8,40 ~~1,40~~ ✠LMC MS3,38 BS1,40 ✠Lloyd'sRMC~~1,40~~ 8,40	Bkn Npt	e†	CL P3,38 S7,40	1920 9mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	ShawSavill& AlbionCo.Ld. CellDB Shelter'tween dkB	477·9|63·0|31·2 B181'F50'on Shelter dk FK 414'1570tAPT32t Hs except CollBHd	S'thamptn British Cem (CollBHtoShdk 8 ,, ,, U ,, ispensedwith	Q.8Cy.$24\frac{1}{2}$",$33\frac{1}{8}$",$47\frac{1}{2}$"&68"- 48" 220lb (s) 1039NHP 2DB(Spt)&2SB(Spt),18cf, GS334, HS15406 FD Palmers'Co.Ld. Newcastle	42″10 s13″$0\frac{1}{2}$ 30″0	
78760 DAUD	**Main** Wireless 1Dk	964 714 539					1926	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	216·1|33·0|11·7 Q80'B50'F23'	Stettin German WB	T.3Cy.$14\frac{3}{16}$",$22\frac{13}{16}$"&$37\frac{3}{8}$"- $25\frac{9}{16}$" 71NHP StettinerOderwerke		G

1 Numéro d'Ordre — Numero Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
78761 ~~215581~~ ~~WKCX~~	**Maine** ssBal.No.3–12,29 1Dk(Stl)&Shelter dk(Stl) &Webframes Longitudinal framing Fitted for oil fuel Now "Empire Lynx," see No. 88035 in Supplement	6032 — 3806	✠ … 8,34 ✠	Pld	z		1917 10mo	TexasS.S. Co. Bath,Me.	(GloverBros. (London)Ld.Mgs)	402·0 P35'B120'F39' on Shelter deck FK Cell DB343' 1114t DT 32'1075t FPT 108t	54·2	31·4	British 6BHCem APT63t	T.3Cy.26",44"&74"-51" 391NHP 3SB,9cf,HS8118 H.G.TroutCo,BuffaloN.Y.	33 " 11	R †
78762 220199 KJUC	— (exPacificPine-37,ex WestNorranus) Fitted for oil fuel 2Dks	5435 — 3392					1920	S.Western S.B.Co. SanPedro,Cal	CaliforniaEastern Line,Inc.(Pacific- AtlanticS.S.Co. Mgrs.)	410·5 P46'B112'F46'	54·3	27·2	Portlnd,Or Utd.States WB	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
78763 221123 KDPK	— ssClv.No.3–40 ~~ssClv.No.4-4,40~~ (exFranklin) ~~ssClv.No.3-4,34~~ Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing	3432 2998 2429	✠100A1 For Service on the Great Lakes ~~4,40~~ ~~3,08~~ 2,41 ~~BS1,39~~ ✠LMC~~4,34~~ Carrying Petroleum in bulk Fitted for oil fuel 3,21 F.P. above 150° F.	Clv BS2,41	4,40	CL ~~2,38~~ 1,40	1921 4mo	StatenIsld. S.B.Co. Mariners' Harbor,N.Y.	TheTexasCo.	353·3 P103'B38'F28' len34 FK Cell DBuE&B45'5 2tFPT65tAPT52t	43·1	25·6	Wilmgton (Del.) Utd. States 14BHptCem (12 to U dk 2 „ 2nd „)	T.3Cy.21¼",35 5/16"&59"–42" 200lb (r) 380NHP 2SB,6cf,GS132,HS5954 FD StatenIslandS.B.Co. PortRichmond,N.Y.	26 " 0 s4 " 6¼ 21 " 8¾	
78764 1047 OHEV	**Maininki** (exNonni, exJökul) Wireless 1Dk	329 211 157					1891	MossJern- stöberi&M.V Moss	FelixKotiranta (Meritoimi O/Y, Mgrs.)	138·2 132·0 P110tF14t	22·1	9·7	Åbo Finnish WB	T.3Cy.11¼",18"&29½"–22" 41NHP MossJernstöberi&Mk.Vk.		N
84/41 78765 647 SVMM	**Maiotis** (exClaudia,exDuke of Cornwall) ssNap.3rdNo.3–9,25 ssPir.No.1–31 Well deck 1Dk(Stl)&Webframes	1712 — 1055	✠ … 10,34 ✠	Pir	q		1888 6mo	W.Gray& Co. WHartlepool	A.P.Synodinos (SynodinosBros. Mgrs.)	260·5 P27'Q80'B104'F25' BK9" DBa82'f100'378t	36·6	18·2	Piræus Greek 4BHCem APT15t	T.3Cy.19",30½"&51"–36" NDB20 156NHP 2SB,4cf,GS133 CntrlMarineEng.Co WHpl	19 " 5	
78766 1298 CBMA	**Maipo** Ⓟ Iron3Mst 2Dks&Shade dk	2614 — 1593	✠ 7,82	Cly	u		1882	J.Reid&Co Pt.Glasgow	Cia SudAmericana deVap.	332·2 F33' DBa34'f166'&u	39·9	21·0	Valparaiso Chilian 5BHCem E&B74'343t	C.2Cy.45"&80"–54" NB98 392NHP Rankin&Blackmore,Grk.		
78767 100 SZKZ	**Mairi Deftereou** (exHunter- field-32) ssGmh.2ndNo.3–4,28 ssAlx.No.2–37 Well deck 1Dk(Irn)&deep framing Cargo battens not fitted	1383 1078 753	✠100A1 11,39 BS11,39 ✠LMC6,37	Pir	o	CL 9,38	1903 5mo Lloyd	AilsaS.B. Co.Ld. Ayr 'sA&CP	B.P.Deftereos	240·1 P16'Q71'B59'F31' FK Cell DBa63'uE 17'f96'315tFPT43t	36·2	17·1	Argostoli Greek 4BHCem APT33t	T.3Cy.18",30"&48"–33" (s) 180lb 90lb 145NHP 1SB,3cf,GS60,HS2260 Muir&Houston,Ld.Gls.	18 " 0 s1 " 3½ 16 " 10	
78768 147945 GMDF	**Maiwara** (exSchleswig) 1Dk	621 460 331					1924	Intrnationl SB &E.Co.Ld Danzig	~~Burns,Philp&Co.~~ ~~Ld.~~ Aulco Pty.Ld.	179·2 P11'Q39'B46'F25'	29·1	11·2	Glasgow British WB	T3Cy14 3/16",22 13/16"&36 5/8"–22 7/8" International 69RHP S.B.&E.Co.Ld.Danzig		C
78769 8371 SGNU	**Maj** Aux3MstSr (exLighterLeTrapu-39, OilEng. exSteamTug) Mchy.Aft (See Sailing Ship Register)	398 297 174					1921	Soc.Anon. desAnciens Ch.Dubigeon Nantes	LennartPetters- son&others	138·3	26·8	11·6	Stockevik Swedish	Oil Engines 2S.C.SA 5Cy.9 1/16"–15¾" Emade&fitted39 FredrikshavnsJernstöberi &Maskfbk.		V
95/41 78770 167256 GTGT	**Maja** TwinSc Mchy.Aft ssSng.No.2–39 D.F. E.S.D. OilEng. 1Dk(Stl)2nd dk(Stl)clear of cargo tanks Longitudinal framing at bottom & at deck	8181 7470 4801	✠100A1 8,40 ~~11,39~~ ✠LMC CS5,39 DBS~~3,39~~9,40 ~~3,39~~ 11,39 Carrying Petroleum in bulk	Shl	c†	CL 7,38	1931 11mo Lloyd	N.V.C.Van derGiessen& Zonen'sSchps Krimpen 'sA&CP	Anglo-Saxon PetroleumCo.Ld.	451·0 467·9(O.L.) P103'B35'F43' FK CellDBuE69'222t	62·1	34·0	London British 14BH DTf32'355t	Oil Engines 4S.C.SA 12Cy.24 13/16"–43 5/16" 714NHP 2DB150lb WerkspoorN.V.Ams. FPT225tAPT41t	34 " 0 s6 " 7½ 27 " 6½	
78771 OXPE	— (exMira) D.F. 1Dk	2203 1462 1326					1922	Ostseewrft Schff&Masch A.G. Stettin	J.Lauritzen	263·5 P26'Q75'B&F169'	41·1	16·9	Esbjerg Danish WB	T.3Cy.21 5/16",33 7/8"&55 1/8"–40" 243NHP A.Borsig,G.m.b.H.Berlin		G
78772 PKGH	**Majang** OilEng. Mchy.Aft 1Dk	536 362 362					1928	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11 13/16"–15¼" 122NHP SulzerBros.Winterthur		V
78773 6833 SFKE	**Majfrid** Cruiser Stern 1Dk	897 645 514					1922	LarvikSlip &Verks A/S Larvik	Rederiaktieb. Östersjön(A. Christensen,Mgr.)	195·6 Q56'F21'	31·8	12·6	Trelleborg Swedish WB	T.3Cy.14",23"&38"–27" 75NHP LarvikSlip&VerkstedA/S		N
78774 217046 WFII	**Major Wheeler** Fitted for oil fuel 1Dk	3431 2906 2038	✠ … 2,21 ✠				1918 10mo	Hanlon D.D.&S.B.Co Oakland,Cal.	Baltimore-Insular LineInc. (A.H.Bull &Co.Inc.Mgrs.)	305·0 P26'B79'F33' FK	46·0	24·5	Baltimore Utd.States WB	T.3Cy.24",39"&65"–42" BethlehemS.B. 382NHP Corp.Ld.Alameda,Cal.	26 " 9	R †
78775 147196 MLJP	**Majorca** (exAigburth,exFædreland) ssLth.No.3–3,34 Well deck ssLth.No.1–38 Wireless D.F. 1Dk(Stl)	1126 854 589	✠100A1 6,40 ~~6,39~~ ~~BS6,39~~ ✠LMC6,38 6,40	Lth Hul	n	CL ~~3,37~~ 6,40	1921 3mo Lloyd	OuseS.B. Co.Ld. Goole 'sA&CP	CurrieLine,Ld.	220·0 230·0(O.L.) Q77'B54'F23' FK CellDB178'223t FPT41tAPT72t	35·1	13·8	Leith British 4BHCem	T.3Cy.18",29"&50"–33" (s) 180lb 160NHP 2SB,4pf,GS73,HS2520 Earle'sCo.Ld.Hull	15 " 10 s1 " 2½ 14 " 9	
127/40 78776 140595 GSCT	**Makalla** ssBkn.No.3–9,30 ssGls.No.2–39 D.F. E.S.D. 2Dks(Stl) Cargobattens not fitted in DT & 'tween dks	6677 6243 4178	✠100A1 3,40 ✠LMC MS8,38 BS~~6,39~~8,40 Fitted for oil fuel 10,18 F.P. above 150° F.	Gls	b†	CL 3,40	1918 10mo Lloyd	R.Duncan &Co.Ld. PortGlasgow 'sA&CP	Thos.&Jno. Brocklebank,Ld.	445·0 462·0(O.L.) P38'B135'F39' FK CellDB389'1500t DTa39'1270tFPT101tAPT33t	58·2	31·2	Liverpool British 8BHCem	T.3Cy.26½",45"&75"–54" (s) 200lb 701NHP 4SB,12cf,GS225,HS11008 FD ClydeS.B.&E.Co.Pt.Gl.	34 " 0 s7 " 5 26 " 10½	
78777 PKGJ	**Makasser** OilEng. Mchy Aft 1Dk	537 350 363					1928	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11 13/16"–15¾" 122NHP SulzerBros.Winterthur		V
78778 ~~[illegible]~~ ~~KDNH~~	**Makawao** (exSujerseyco) ssN.Yk.No.1–25 Fitted for oil fuel 1Dk2trB in fore&after D.F. holds&Web frames	3253 3005 1977	✠ … 6,28 ✠				1921 2mo	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0 P30'B90'F35' FK	46·2	25·0	Puerto Cortes Honduran WB	1DRGearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	R †
78779 217844 KJQI	**Makaweli** (exCowee) Fitted for oil fuel D.F. Mchy.Aft 1Dk Carrying oil or molasses in bulk	2630 — 1534					1919	Gt.Lakes Eng.Works Ashtabula,O.	MatsonNavigation Co.	253·5	43·5	27·5	S.Frncisco Utd.States WB	T.3Cy.19",32"&54"–40" Gt.LakesEng. 184NHP Works,Ashtabula,O.		R

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78780 LEKN	**Måkefjell** *Mchy.Aft* Wireless D.F. *CruiserStern* 1*Dk*	1567 1283 899					1932	Porsgrund Mek.Værks. Porsgrunn	A/SLuksefjell (Olsen&Ugelstad, *Mgrs.*)	246·6 P28*t*H148*t*	37·9	18·2	Oslo Norwegian *WB*	C.4Cy.(2)$13\frac{1}{4}$"&(2)$27\frac{1}{2}$"–$27\frac{1}{2}$" 66NHP PorsgrundM.V.Porsgrunn		N
78781 ~~217748~~ ~~KJQJ~~	**Makena** (*ex*Cowboy) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	2729 — 1653					1919	Gt.Lakes Eng.Works Ashtabula,O.	~~MatsonNavigation Co.~~ Makena S.S.Co.Ld.	253·5	43·5	27·5	Panama Pnamanian *WB*	T.3Cy.19",32"&54"–40" Gt.LakesEng. 184NHP Works,Ashtabula,O.		R
78782 PKGN	**Makian** *OilEng.* *Mchy.Aft* 1*Dk*	537 350 363					1928	NV Intern. Scheepsbouw Mij.deMaas Slikkerveer	Koninkl.Paketv. Maats.	165·3	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"–$15\frac{3}{4}$" 122NHP SulzerBros.Winterthur		V
78783 215832 WMCD	**Makiki** (*ex*Woonsocket,*ex*Rhode Island) ssSFo.No.3–3,30 *Ref.Mchy.* ssSFo.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Webframes* Sub.Sig. D.F. *Longitudinal framing*	5924 — 3721	✠100A1 *Shelter dk* *withfreeboard* 6,40 ~~7,39~~ ✠LMC MS1,38 BS1,40 *Fitted for oil fuel* 1,17 *F.P. above* 150°F.	SFo	*z*	CL 9,38	1917 11mo	TheTexas Co. Bath,Maine A&CP	MatsonNavigation Co.	402·0 P34'B120'F39' FK *onShelter dk* *CellDB*343'1074*t* *DTa*32'1075*t FPT* 108*tAPT*63*t*	54·2	30·6	S.Frncisco Utd.States 6*BHCem*	T.3Cy.$26\frac{5}{8}$",44"&74"–51" (*s*) 190lb 555NHP 3SB,*9cf*,HS8118 FD H.G.TroutCo,BuffaloN.Y.	33 " 11 s 7 " $1\frac{1}{2}$ 26 " $11\frac{3}{4}$	
93/40 78784 35 SVFM	**Makis** (*ex*Yorkmead,*ex*Fife, *ex*Clivegrove) ssBla.2ndNo.3–9,29 ssPir.No.2–38 *Spar dk*(*Stl*)*2trB&deep framing*	*3546* *3354* *2265*	✠100A1 *Spar dk* *withfreeboard* 11,39 BS2,39 ✠LMC10,37	Hul	*v*	CL 6,38	1906 1mo	J.Priest- man&Co. Sunderland *Lloyd'sA&CP*	E.K.Vlassopoulos	340·0 P31'B100'F33' FK *DBa*114'*f*138'845*t* *APT*96*t*	48·0	26·5	Ithaca Greek 6*BHCem*	T.3Cy.24",40"&67"–45" (*s*) 180lb *100lb* 330NH 2SB,*6cf*,GS122,HS5150 Richardsons,Westgarth& Co.Ld.Sld.	27 " 8 s4 " $9\frac{3}{4}$ 23 " $1\frac{1}{2}$	
78785 121595 ZMFK	**Mako** ssAuk.2ndNo.3–9,37 *Well deck* 1*Dk*(*Stl*)	505 322 247	✠100A1 9,37 BS~~9,38~~ ✠LMC9,37 4,40	Auk	*g*	CL 8,37	1914 9mo	Bow,Mc- Lachlan&Co. Ld. Paisley *Lloyd'sA&CP*	CoconutProducts Ld. *DBa*28'38*tCellDB*	153·5 Q83'B20'F21' FK *f*55'44*tFPT*18*tAPT*6*t*	25·1	12·8	PtMoresby British 4*BHCem*	T.3Cy.13",22"&36"–30" (*s*) 180lb 92RHP 1SB,*3cf*,GS58,HS1651 Bow,McLachln&CoLdPsy	13 " 6	
78786	**Mako Maru** (*ex*Luso–40, *ex*YingHsiang–38,*ex*ShengAn–37, *ex*Ryuko Maru–32,*ex*Opland) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing* Wireless	1398 1275 928	✠ 1,07 ✠	Mdb	*p*		1903 7mo	Fevigs Jernskibsbyg Arendal	YamasitaKisen K.K. *CellDBa*52'*f*104'	235·7 FK 281*tAPT*27*t*	35·0	19·6	Japanese 4*BHCem*	T.3Cy.$17\frac{1}{2}$",27"&47"–33" 138NHP 1SB,*3pf*,GS60,HS2142 Richardsons,Westgarth& Co.Ld.Mdb.	21 " 0	
78787 220245 KUZF	**Makua** (*ex*Suholco) ssNYk.No.1–25 *Fitted for oil fuel* 1*Dk*(*Stl*)*2trB in fore& after holds&Web frames* D.F.	3275 — 1974	✠ ... 6,28 ✠				1920 7mo	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd. States *WB*	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	R †
78788 212517 WKCR	**Malabar** (*ex*JohnD.Rockefeller) ssNYk.No.3–12,20 *Mchy.Aft* ssNYk.No.2–29 D.F. *Fitted for oil fuel* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Carrying Petroleum in bulk* *Longitudinal framing*	8465 — 6462	✠ ... 9,33 ✠	NYk			1914 9mo	NwprtNws S.B.&D.D.Co NewprtNews *CellDBa*17'	SeminoleS.S.Corp. (C.D.Mallory&Co. Inc.*Mgrs.*) *uE&B*65' *f*50'546*t*	458·3 FK *FPT*190*tAPT*94*t*	60·0	28·6	Wilmgton (Del.) Utd.States 14*BHptCem* (11 „ *to Udk* 3 „ „ *2nd* „)	Q.4Cy.24",35",51"&75"–51" 533NHP 3SB,*9cf*,GS177,HS7035 NewportNewsSB&DD Co.	36 " 2	R †
78789 219395 KERT	**Malacca** (*ex*Bethelridge) *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	7051 — 4261					1919	Baltimore D D.&S.B.Co. Baltimore Md	C.D.MalloryCorp.	431·0 P123'B37'F39'	59·2	31·4	Wilmgton (Del.) Utd.States	T.3Cy.$24\frac{1}{2}$",$41\frac{3}{4}$"&72"–48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
78789* DJQD	**Malaga** D.F. E.S.D. 2*Dks* Sub.Sig. *Cruiser Stern*	2146 1635 1103					1935	Neptunwft Rostock G.m.b.h. Rostock	Rob.M.Sloman,jr.	303·1 P25'B25'F33'	43·6	16·1	Hamburg German *WB*	C.4Cy.(2)$16\frac{1}{8}$"&(2)$35\frac{7}{16}$"–$35\frac{7}{16}$"&LP turbine with DRgearing&hydraulic coupling 205NHP NeptunwerftRostock G.m.b.H.		G
78790 134655 CYBR	**Malahat** WoodAuxTwin5MstSr *OilEng.* *Salted* ssSea.23 (*See Sailing Ship Register*)	1544 1389 1199	✠ ... 9,24 ✠				1917 8mo	Cameron- GenoaMills Shipb'ldrs,Ld Victoria, B.C.	GibsonShippingCo. Ld.	245·7 P30'F30'	43·8	21·0	Vancouvr British	Oil Engines 2S.C.SA 4Cy.$16\frac{1}{2}$"–$18\frac{15}{16}$" 18RHP J&CGBolindersCoLd.Skm	22 " 4	
78791 157606 VJYY	**Malaita** Ⓟ ssSyd.No.1–37 *OilEng.* *Ref.Mchy.* 2*Dks*(*Stl–Upr dk pt* teak) *CruiserStern*	3310 2223 1883	✠100A1 ~~5,40~~ ~~12,39~~ ~~1,41~~ 4,41 ✠LMC CS8,37 DBS~~8,39~~7,40 ~~8,39~~1,40 ✠Lloyd'sRMC~~5,40~~~~10,40~~ 4,41	Syd	*u* $1\frac{1}{16}$	CL ~~6,39~~ 4,41	1933 10mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	Burns,Philp&Co. Ld. *CellDB*258'656*t*	315·1 P42'B158'F36' FK *FPT*70*tAPT*26*t*	47·0	21·1	SydnyNSW British 8*BHptCem* (1 „ *to 2nd dk*)	Oil Engines 2S.C.SA 8Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 538NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	23 " 6 s 2 " $6\frac{1}{2}$ 21 " $1\frac{1}{4}$	
88/41 78792 140608 GSCV	**Malakand** ssGls.No.3–5,32 ssGls.No.1–36 2*Dks*(*Stl*)3*rddk*(*Stl*)*inNo.1hold* D.F. E.S.D. *CruiserStern*	7649 7051 4635	✠100A1 Examined 4,41 Mch ✠LMC MS11,35 BS~~6,39~~6,40 *Fitted for oil fuel* 3,19 *F.P. above* 150°F.	~~Gls~~	*c*†	CL 8,39	1919 3mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	Thos.&Jno. Brocklebank,Ld. *Cell DB* 414' 1615*t*	470·4 489·5(O.L.) P47'B126'F47' FK *D Ta*37' 1234*t FPT* 100*tAPT*96*t*	58·2	32·1	Liverpool British 7*BHCem*	T.3Cy.28",$47\frac{1}{2}$"&80"–54"(*r*) 200lb 778NHP 2DB&1Aux.SB,*19cf*,GS329 HS15086 Dunsmuir&JacksonLdGls	34 " 10 s 7 " $9\frac{1}{2}$ 27 " $3\frac{1}{4}$	
78793 142995 VOBK	**Malakoff** (*ex*Steamer–36,*ex*Trawler) ssNFL.No.3–5,31 ssNFL.No.2–39 *Mchy.Aft.* *OilEng.* 1*Dk*	313 233 195	✠100A1 6,40 ~~3,39~~ ✠NE7,36 ✠LMC7,39 *Coasting Newfoundland&Labrador*	NFL		CL 3,39	1918 11mo	Canada Car &FoundryCo Ld. FortWilliam. Ont. A&CP	Commissioner for NaturalResources, Commissioner of Govt.of Newfound- land.	135·6 Q74'F27' BK7" Alt.36 *FPT*3*tAPT*2*tDTf* 7'8*t*	22·6	12·7	SJhnsNFL British 5*BHCem*	Oil Engines 2S.C.SA 4Cy.$9\frac{13}{16}$"–$16\frac{9}{16}$" 67NHP BritishAuxiliaries,Ld.Gls.	13 " 3	
78794 217928 KIBF	**Malama** (*ex*MilwaukeeBridge) *Fitted for oil fuel* D.F. 1*Dk2trBin fore &after holds &Webframes*	3275 3005 1996	✠ ... 6,20 ✠				1919 5mo	Submarine BoatCorp. PortNewark N.J.	MatsonNavigation Co.	324·0 P30'B90'F35' FK	46·2	25·0	S.Frncisco Utd. States *WB*	DR GearedSteamTurbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	R †
78795 216821 WJAO	**Malamton** (*ex*Missoula–35, *ex*M.J.Scanlon) *Fitted for oil fuel* D.F. *Mchy.Aft* 1*Dk*	4554 3860 2721					1918	NewYork S.B.Corp. Camden,N.J.	C.D.MalloryCorp.	362·3 *WB*	51·2	32·2	Wilmgton (Del.) Utd. States	T.3Cy.$24\frac{17}{32}$",$39\frac{15}{16}$"&67"–45" 301NHP NYorkSBCorp.CamdenNJ		R
78796 164327 GZRD	**Malancha** D.F. E.S.D. 2*Dks*,3*rd dk inNo.1hold* *Ref.Mchy.* *CruiserStern*	8124 7308 4852	✠100A1 ~~5,40~~ ~~6,39~~ 2,41 ✠LMC7,37 *Fitted for oil fuel* 7,37 *F.P. above* 150°F.	Mdb Cal	*d*† $2\frac{3}{8}$	CL 5,40	1937 7mo	Wm.Ham- ilton&Co.Ld. PortGlasgow *Lloyd'sA&CP*	Thos.&Jno. Brocklebank,Ld. *CellDB*386'1297*t*	475·6 493·6(O.L.) P51'B161'F54' FK *DTa*36' 1227*t FPT*90*tAPT*95*t*	62·7	32·3	Liverpool British 8*BHptCem* 1 „ *to 2nd dk*	3 steam turbinesSR geared to 1 screw shaft (*r*) 250lb 1170NHP 4SB(Spt),*16cf*,HS14060 FD D.Rowan&Co.Ld.Gls.	34 " 10 s7 " $3\frac{1}{4}$ 27 " 10	

1 Numéro d'Ordre — Numéro Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand — Navire — Mach.	9 Par qui — Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur	Largeur	Creux	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
78797 220751 KDHY	**Malang** (exEasternLeader) *Fitted for oil fuel* D.F. *2Dks*	3735 3443 2265	✠ … 1,22 ✠				1920 6mo	Fujinagata Dockyard Osaka	C.D.MalloryCorp.	344·8 P33'B73'F40' FK *WB*	50·1	26·6	Wilmgton (Del.) Utd.States	T.3Cy.23″,38″&64″–48″ 342NHP FujinagataDkyd.Osaka	29 ″ 1	R †
78798 CSAJ	**Malange** (exCarloPisacane,exAlgier, exHornfels) *1Dk&Spar dk*	3155 2995 2393					1904	Akt.Ges. "Neptun" Rostock	Companhia Colonial de Navegaçao.	302·2 H31'	45·3	25·4	Lisbon Portuguese *WB*	T.3Cy.20¾″,35 1/16″&55¼″–37¾″ 192NHP A.G."Neptun,"Rostock		C
78799 237554 WNOP	**Malantic** (exThemoni-38, exBurnhope-33) ssN.Ns.No.3–7,38 *1Dk(Stl)*	3837 3483 2334	✠100A1 ~~3,40~~ ~~1,40~~2,41 BS~~7,38~~ 8,40 ✠LMC7,38 *Fitted for oil fuel* 7,38 *F.P. above* 150° F.	Bal NYk	*x*	CL 6,39	1929 2mo *Lloyd'sA&CP*	Nthmblnd S.B.Co. (1927),Ld. Newcastle	C.D.MalloryCorp. *CellDB324'1064tFPT77tAPT109t*	370·3 P35'B230'F36' FK	51·8	22·6	Wilmgton (Del.) Utd.States 6*BHCem*	Q.4Cy.20″,28″,40″&58″–42″ 225lb (*s*) 298NHP 2SB(Spt),6*cf*,HS4968 N.E.MarineEng.CoLdNwc	24 ″ 8 s2 ″ 11½ 21 ″ 11½	
78800 7325 SDVA	**Mälaren** *OilEng.* ssGot.No.3–7,39 D.F. *1Dk(Stl)&Shelter dk(Stl)* *Cruiser Stern*	*2699* *2344* *1434*	✠100A1 *with freeboard* ~~3,40~~11,40 ✠LMC CS8,39 DBS~~6,38~~6,40 1,39	Osl Mtl	*v*	CL 7,39	1927 3mo *Lloyd'sA&CP*	Eriksbergs M.V.Aktieb. Gothenburg	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*) *CellDB280'818tFPT130tAPT154t*	337·0 340·3(O.L.) FK	45·6	20·3	Gothenbrg Swedish 6*BHptCem* (*Coll BH to Sh dk* 5 ,, ,, 2*nd*,,)	Oil Engines 4S.C.SA 6Cy.24⅛″–51 5/16″ 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	22 ″ 11 s1 ″ 7½ 21 ″ 4½	
78801 221304 KDSI	**Malay** (exSwiftwind-33) ssMob.No.3–10,33 D.F. ssMob.No.1–37 *Mchy.Aft* *2Dks(Stl)&Shelter dk(Stl) & Web frames* *Longitudinal framing*	8207 7779 5092	✠100A1 *Shelter dk with freeboard* ~~4,40~~4,41 ✠LMC MS5,37 ~~BS4,39~~4,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	NNs ~~Sal~~ ~~Mob~~ BS4,41	*c*†	CL ~~4,38~~ N3,41	1921 6mo	Northwest Bridge&Iron Co. Portland,Or. A&CP	SeminoleS.S.Corp. (C.D.Mallory&Co. Inc.*Mgrs.*) *CellDBuE&B71'* 230t *DTf*50' 444t *'tween dk tanks a30tFPT183tAPT31t*	464·4 481·9(O.L.) FK	60·2	27·7	Wilmgton (Del.) Utd.States 17*BHptCem* (3 *to S dk* 10 ,, *U* ,, 4 ,, 2*nd* ,,)	T.3Cy.27½″,46″&78″–51″ (*s*) 210lb 662NHP 3SB,9*cf*,HS9690 FD Hooven,Owens,Rentschler Co.Hamilton,O.	36 ″ 5 s8 ″ 11¾ 27 ″ 8	
78802 OYZC	**Malaya** TwinSc4Mst *Now "Malaya II," see No. 89058 in Supplement* *OilEng.* ssCpn.No.3–4,34 D.F. ssCpn.No.1–39 *2Dks(Stl)&Awng dk(Stl)*	8654 8189 5512	✠100A1 *Awng dk with freeboard* 6,39 ✠LMC CS7,39 DBS9,38 9,38	Nkv	*c*†	CL P8,37 S6,39	1921 7mo *Lloyd'sA&CP*	Akt.Bur- meistr&Wain Copenhagen	A/S DetÖstasiatiskeKompagni *CellDB 392' 1468t* *'tween tunnels 46'130t*	445·8 464·5(O.L.) *F77'on Awng dk* FK *Tanks Collision* *FPT108t APT108t*	60·3	39·1	Copnhagn Danish *ptCem* *BH to Awdk* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.29½″–45½″ 987NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	42 ″ 0 s10 ″ 4½ 31 ″ 10	
78803 148730 GFVW	**Malayan Prince** TwinSc *OilEng.* ssH.Kg.No.3–3,38 *3Dks* D.F. E.S.D. *CruiserStern* *Tonnage opening closed 38*	8593 8083 5288	✠100A1 *with freeboard* ~~10,39~~10,40 ✠LMC CS10,38 DBS10,39 12,38 *Upper 'tween dk bhds .except collision bhd. dispensed with* *Carrying oil F.P. above150°F or Latex in deeptanks* *Carrying vegetable oil or Latex in fore & after peaktanks*	HKg Cal	*d*†	CL ~~P12,38~~ S10,39 P10,40	1926 3mo *Lloyd'sA&CP*	Deutsche WerftA.G. Hamburg	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keelfwd of Mchy. space 159'* *CellDB367' 1386t MTs 73' 2554t*	441·6 29·2 F42' FK *Coll*	60·3	39·2	London British 9*BHptCem* *ptAsp* *BHtoWhrdk* 7 ,, ,, 2*nd* ,,	Oil Engines 4S.C.SA 16Cy.29½″–47¼″ 1313NHP DB*100lb* DB(*Upper*)*43lb* AlgemeineElec.Ges.Berlin *FPT130tAPT156t*	42 ″ 3 s13 ″ 0¾ 29 ″ 4½	
78804 219783 KULC	**Malchace** (exChickamauga) *Fitted for oil fuel* D.F. *1Dk2trB* *Longitudinal framing*	3516 — 2125					1920	Merrill StevensS.B. Corp. Jacksonville, Fla.	C.D.MalloryCorp.	333·8 P36'B100'F36'	48·0	24·9	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23″,39″&65″–42″ NE&B29 274NHP BethlehemS.B.Corp.Ld. Bal.		R
78805 146286 GDNB	**Malda** Ⓟ TwinSc *2Dks(Stl–Uteak s)* D.F. *CruiserStern* *Ref.Mchy* *Fitted for oil fuel*	9066 7265 5550	✠ 7,25 ✠ Lloyd'sRMC~~3,40~~5,41	Mdb	*d*†		1922 3mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaS.N. Co.Ld. *CellDB403'1568t* *between tunnels*	465·0 P44'B175'F53' FK *Tanks* 114'253t*FPT*164t*A*	58·3	33·5	Glasgow British 9 *BHpt Cem* *PT*69t	6SteamTurbinesDRgeared to 2 Sc.Shafts HS13948 1008NHP 4SB&1AuxSB,18*cf*,GS338 Barclay,Curle&Co Ld.Gls.	36 ″ 0	BT till ~~6,40~~ 4,42
78806 FPGX	**Malgache** *OilEng.* D.F. *2Dks&Shelter dk* *Ref.Mchy.* *CruiserStern*	6300 — 3600					1939	Atel.&Ch. de laSeine Maritime Worms etCie LeTrait,S.I.	NouvelleCie.HavraisePéninsulaire deNav.	459·3 F37'	61·7	38·9	Havre French *WB*	Oil Engines 2S.C.SA 10Cy.28 5/16″–48 13/16″ 1403NHP Cie. deConstr.Mecaniques Sulzer,St.Denis		V
78807 194 SVPN	**Maliakos** (exIntombi) ssPir.2ndNo.3–8,37 *2Dks(Stl)&Web frames* *Longitudinal framing*	*3903* *3689* *2505*	✠100A1 3,40 BS1,40 ✠LMC8,37	Ant	*w*	CL 3,40	1912 7mo *Lloyd'sA&CP*	W.Hamil- ton&Co.Ld. PortGlasgow	M.A.Embiricos *Cell DBa111' uE&*	365·0 P33'B108'F38' FK *B56'f147'829tFPT*	47·0	27·0	Andros Greek 6*BHCem* 64t*APT*15t	T.3Cy.22″,37″&62″–48″ (*s*) 215lb 364NHP 3SB,9*cf*,GS173,HS6255 Dunsmuir&JacksonLdGls	29 ″ 6 s5 ″ 4½ 24 ″ 3½	
78808 92973	**Malietoa** *Mchy.Aft* GyC. *1Dk2trB*	4584 — 3921					1899	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	454·0	50·0	24·3	D'luth Min Utd.States *WB*	Q.4Cy.15¾″,23¾″,36½″&56″–40″ 198NHP AmericanS.B.Co.Clevelnd.		
78809 UNAB	**Maligin** (exSoloveyBoudimirovitch, exBruce) ssHam.No.3–4,22 *2Dks&Awng dk*	1571 1367 534	✠ … 9,26 ✠				1912 1mo	Napier& Miller,Ld. Glasgow	U.S.S.R.	250·0 *F on Awng dk*36' FK	36·1	22·3	Archangel Russian *WB*	T.3Cy.25″,42″&68″–45″ 521NHP J.G.Kincaid&Co.Ld.Grk.	25 ″ 3	
78810 217115 WDOI	**Maliko** (exCapeMay) ssS.Fo.No.3–10,30 *Fitted for oil fuel* *Ref.Mchy.* *2Dks&Shelter dk* D.F. *Longitudinal framing*	6847 6596 4280	✠ … 3,33 ✠				1918 10mo	Bethlehem S.B.Corp.Ld. Sparro'Pt.Md	MatsonNavigation Co.	415·0 FK	53·7	36·3	S.Frncisco Utd.States *WB*	T.3Cy.30½″,52″&86″–54″ 813NHP BethlehemS.B. Corp.Ld Sparrow'sPt.Md.	39 ″ 6	R †
78811 415402 GJCN	**Malines** Ⓟ TwinSc Sub.Sig *2Dks&Shelter dk* E.S.D. *CruiserStern*	2980 2384 1262	✠ … 11,22 ✠				1921 7mo	Armstrong Whitworth &Co.Ld. Newcastle	London&North EasternRly.	320·7 F128'*on Shelter dk* FK	43·2	25·7	Harwich British *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts 1525NHP WllsndSlpwy.&Eng.Co. Ld.Nwc.	26 ″ 6	
78812 DIDD	**Malkah** (exJ.C.&H.C.Kiehn) *OilEng.* *1Dk* Wireless *Carrying Petroleum in bulk*	1118 972 598					1923	J.C.&H.C. Kiehn Hamburg	Europäische Tanklager-u. Transp.A.G.	221·9 P52'F20'	32·5	15·3	Hamburg German	Oil Engines 4S.C.SA 6Cy.15¾″–29 1/16″ 144NHP *Emade&fitted*27 Motorenfbr."Deutz"A.G. Köln-Deutz		G
78813 438 ESAZ	**Mall** (exGerminal,exLakeHarney) ssTln.No.3–5,31 ssTln.No.1–36 *1Dk(Stl)* *Cargo battens not fitted*	1863 1625 1094	✠100A– Examined6,40 Bry BS~~4,39~~ ✠LMC3,36 6,40	~~Hpl~~	*r*	CL 5,89	1918 7mo	American S.B.Co. Lorain,O. A&CP	Tallinna LaevaühisusA.S. (TallinnShipping Co.Ld.) *CellDB218'538t FPT*	251·0 P25'B64'F23' FK	43·5	20·0	Tallinn Estonian 6*BHCem* 56t*APT*69t	T.3Cy.20 1/16″,33″&54″–40″(*s*) 180lb 274NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 ″ 2 s2 ″ 7½ 17 ″ 9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
78814 232352 WNEA	**Mallard** (*ex*AmericanCardinal-36, *ex*Dicto-33) ~~ssNwc.No.3-2,29~~ ssGal.2ndNo.3-2,41 ~~ssMob.No.2-26~~ — 1*Dk*(*Stl*)2*trB*	3804 3463 2375	✠100A1 ~~7,40~~ ~~11,39~~ 2,41 ✠NE2,29 ~~BS11,39 7,40~~ *Fitted for oil fuel* 8,17 *F.P above* 150° F.	NNs Gal ✠LMC~~10,36~~ 7,40	*v*	CL 4,39	1917 7mo	UnionIron WorksCo. Alameda,Cal. A&CP	C.D.MalloryCorp.	341·0 P29'B73'F36' FK *CellD B*290' 967*t FPT*120*t APT*102*t*	48·2	24·5	Wilmgton (Del.) Utd.States 6*BHptCem*	T.3Cy.~~24"~~ 24⅜",38"&64"-42" (*s*) 195lb 372NHP 2SB,8*cf*,HS6690 McKie&Baxter,Ld.Gls.	27 ″ 3 s 4 ″ 10 22 ″ 7¼	
108/40 78815 164619 MLLM	— *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	352 257 166	✠100A1 3.40 ✠LMC5,36 ✠LMC(M)3,38	Lon	*g*	OG 6,38	1936 5mo *Lloyd's*A&CP	CaledonS. B.&E.Co.Ld. Dundee	GeneralStm.Nav. Co.Ld.	163·4 P47'F63' FK *CellDBuE*14'*f*46'63*t FPT*35*t APT*12*t*	26·7	9·5	London British 3*BHCem*	Oil Engines 2S.C.SA 4Cy.13⅜"-22 7/16" 64RHP Atlas-DieselA/B,Skm.	11 ″ 0 s ″ 9¼ 10 ″ 4	
78816 218809 KIXX	**Mallemak** (*ex*Wekika) *Fitted for oil fuel* D.F. 1*Dk*2*trB* *Longitudinal framing*	3515 3216 2125					1919	Merrill- StevensCo. Jacksonville	C.D.MalloryCorp.	333·8 P36'B97'F36'	48·0	24·9	Wilmgton (Del.) Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J		R
78817 EAOZ	**Mallorca** Ⓟ 1*Dk*&*Shelter dk*(*Stl*-ws) *2nd dk in holds*	2205 — 1198	✠ 1,20 ✠	Bcl	*s*		1914 11mo	N.Oderofu A.&Co. SestriP'nente	Cia.Trasmediter- ranea	297·2 FK *CellD BuE&B*101'*f*45'189*tFPT*19*tAPT*57*t*	38·6	26·6	Palma de Mallorca Spanish 6*BHCem*	T3Cy.24",38⅜"&67 5/16"-47¼" 509NHP 4SB,12*cf*,GS186,HS7888 N.OderofuA.&Co.	27 ″ 6	V †
78818 LCSX	**Malmanger** ssMob.No.3-2,32 ssRot.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	7078 6404 4411	✠100A1 Examined11,40 Grk ✠LMC MS4,37 BS~~4,39~~6,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	~~Sch~~	*a*†	CL ~~5,38~~ 3,41	1920 6mo *Lloyd's*A&CP	SirJ.Laing &Sons,Ld. Sunderland	Westfal-Larsen& Co.A/S	425·0 440·3(O.L.) P101'B28'F42' FK *CellDBuE&B*55'142*tDTf*38'518*tAPT*53*t*	57·0	33·1	Bergen Norwegian 15*BHptCem* (9 *to Up dk* 6 „ 2*nd* „)	T.3Cy.27",45"&74"-54" (*s*) 180lb 559NHP 4SB,12*cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0 s 6 ″ 2 27 ″ 0¼	
78819 3759 SEDA	**Malmö** Ⓟ **TwinSc** (*TrainFerry*) Wireless 2*Dks*	1588 1401 556					1900	Kockums M.V.Aktieb. Malmö	SvenskaStatens Jernvägar(E.von Friesen,*Mgr.*)	266·6 H130*t*	51·0	17·3	Malmö Swedish *WB*	T.6Cy.16 15/16",27 3/16"&47¼"- 27 9/16" 234NHP KockumsAktieb.Malmö		
78820 DHQC	— 1*Dk*	981 705 468					1918	H.C.Stülc- kenSohn Hamburg	Bissmark-Linie	217·1 P61'B59'F21'	32·4	12·7	Hamburg German *WB*	T3Cy.17 7/16",29⅘"&46½"-31½" 122NHP H.C.StülckenSohn,Ham.		G
78821 OXEE	— Ⓟ Wireless 1*Dk*	618 440 258					1914	Kjöbnhvns Flydk.&Skbs. Copenhagen	Dampskslsk. ÖresundA/S(M.N. Suenson,*Mgr.*)	194·0 B70'F32'	33·2	12·9	Copnhagn Danish *WB*	T.3Cy.17",27"&45"-30" 111NHP KjbnhavnsFlydk.&Skbsv.		V
78822 145437 GFBD	**Maloja** Ⓟ **TwinSc** *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*(*Stl*-*pt*ws)& *CruiserStern* *Shl dk*(*Stl*-ws)&*U Shl dk* (*Stl*-ws *pt*teak)3*rd dk*(*Stl*) *in No.* 1 *hold*	20914 17305 12792	✠ 11,26 ✠ ✠Lloyd'sRMC8,39	Lon	*n*†		1923 10mo	Harland& Wolff,Ld Belfast	P.&O.Stm.Nav.Co.	600·8 B351'F111' *on U Sh dk* FK&BK2" *Collision* *CellDB*527'2615*t Tanks' tween tunnels* 180*t FPT*182*t APT*254*t*	73·4	48·6	Belfast British *ptAsp ptCem BHto U S dk* 10 „ „ *Sh* „	Q.8Cy.33",47",67½"&97"-60" 2632NHP 6DB&2SB,56*cf*,HS41358 Harland&Wolff,Ld.Bel.	52 ″ 8	
78823 LCKJ	— **TwinSc** (*ex*Danwood-36) *OilEng.* D.F. E.S.D. ~~ssOsl.No.1-35~~ *Mchy.Aft* ssVcr.No.2-40 1*Dk*(*Stl*) *Special Surveys to date from* 4,31	6400 4562 3764	✠100A1 ~~6,40~~ ~~11,3~~ 1,41 ✠LMC CS11,40 DBS6,40 2,39	Smk ~~Vcr~~	*z* Ddn	CL P(N) 2,38 ~~s2,38~~ s6,40	1930 8mo *Lloyd's*A&CP	Fredrkstad Mek.Værks. Fredrikstad	Skibs.A/S Avanti (Tschudi&Eitzen, *Mgrs.*)	386·6 P&B263'F49' FK *2 Watertight BH dispensed with* *CellDB*328'1280*t Tank in bridge*860*tFPT*249*tAPT*203*t*	60·2	25·6	Oslo Norwegian 4*BH*	Oil Engines 2S.C.SA 16Cy.16 9/16"-28⅜" 765NHP DB80lb A/S AtlasDieselPolar,Skm	29 ″ 0 s 4 ″ 0 25 ″ 2	
78824 ~~HPIG~~	— (*ex*Nora-40,*ex*Highbury-38, *ex*Panis-37, ssNwc.No.3-10,19 *ex*Tosto-32) ssShl.No.2-27 *Well deck* 1*Dk*(*Irn*)&*deepframing*	*1788* *1457* *1121*	✠ — 6,33	Shl	*q*		1906 7mo	S.P.Austin &Son,Ld. Sunderland	SwissShippingCo. Ld.	267·7 P27'Q74'B51'F34' FK *CellDBa*76'*uE&B*32'*f*112'450*tFPT*80*tAPT*140*t*	37·8	17·4	Basle Swiss 4*BHCem*	T.3Cy.21½",35"&57"-39" 220NHP 2SB,6*pf*,GS112,HS3540 G.Clark,Ld.Sunderland	19″9	G †
193/40 78825 147086 MLNX	**Malrix** ssHul.No.1-40 ssHul.No.3-7,35 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	703 478 354	✠100A1 5,40 ~~1,37~~ ~~BS9,39~~ ✠LMC~~7,35~~ 8,40 9,39	Hul	*j*	CL 8,38	1923 6mo *Lloyd's*A&CP	Cochrane& Sons,Ld. Selby	RixSteamships, Ld.(R.Rix&Sons, *Mgrs.*)	175·1 185·0(O.L.) Q99'B11'F25' FK *CellD Bf*99' 142*t FPT*55*t APT*28*t*	29·0	11·4	Hull British 4*BHCem*	T.3Cy.13",23"&37"-26" (*s*) 200lb 96RHP 1SB,3*pf*,GS48,HS1683 C.D.Holmes&Co.Ld.Hull	13 ″ 6 s 3 ″ 9¾ 13 ″ 3½	
78826 26404 JMTD	**Malta Maru** ssKob.No.3-11,37 2*Dks*(*Stl*)	5500 4988 3466	✠ … 1,39 ✠	Kob	*z*		1919 10mo	Asano S.B.Co. Tsurumi	IshiharaSangyo KaiunKaisha,Ld.	400·0 P33'B124'F41' FK *Cell DB*339'942*t APT*27*t*	53·2	29·4	Hutyu Japanese 6*BHCem*	T.3Cy.26",43½"&72"-48" 513NHP 3SB,9*cf*,GS175,HS7376 IshikawajimaSB&ECoTok	32 ″ 0	
78827 232327 WLEW	**Malton** (*ex*BaronGlenconner-33) *Fitted for oil fuel* 1*Dk*	2972 2721 1818					1923	Napier& Miller,Ld. Glasgow	C.D.MalloryCorp.	332·6 P29'B97'F34' *WB*	48·3	22·0	Wilmgton (Del.) Utd.States	T.3Cy.21½",35½"&60"-39" 225NHP J.G.Kincaid&Co.Ld.Grk.		R
78828 219782 KULB	**Maltran** (*ex*Carolinas,*ex*Pinellas) *Fitted for oil fuel* 1*Dk*2*trB* D.F. *Longitudinal framing*	3513 3216 2144					1920	Merrill- StevensS.B. Corp. Jacksonville	C.D.MalloryCorp.	333·8 P36'B97'F36'	48·0	24·9	Wilmgton (Del.) Utd.States *WB*	2steam turbinesDRgeared to 1 sc. shaft W.&A.FletcherCo. Hoboken,N.J.		R
78829 7216 SFKG	**Malva** ssGot.No.3-11,37 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	*519* *382* *254*	✠100A1 11,40 ~~1,39~~ ~~BS4,39~~ ✠LMC11,37 11,40	Got	*h*	OG ~~11,37~~ 11,40	1925 7mo *Lloyd's*A&CP	Aktieb. LödöseVarf Lödöse	A/B LödöseVarf (T.Petterson, *Mgr.*)	151·7 P46'F25' FK *CellDBf*59' 84*t FPT*13*tAPT*19*t*	28·1	12·5	Lödöse Swedish 3*BHCem*	C.2Cy.12"&27"-18" (*s*) 130lb 36NHP 1SB,2*cf*,GS28,HS700 Aktieb.LödöseVarf,Lödöse	13 ″ 3 s 1 ″ 0½ 12 ″ 4	
78830 164324 GZMM	**Malvernian** D.F. E.S.D. 1*Dk*&*Shelter dk* *Ref.Mchy.*	3133 2485 1397	✠100A1 *with freeboard* 11,39 ✠LMC6,37 ✠Lloyd'sRMC1,40	Npt	*w*	CL 11,39	1937 6mo *Lloyd's*A&CP	W.Gray& Co.Ld. W Hartlepool	EllermanLines,Ld. (Ellerman& PapayanniLines, *Mgrs.*)	345·6 F29' FK *CellD B*291' 745*t FPT*24*t APT*11*t*	50·1	20·7	Liverpool British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	T.3Cy.23",38"&65"-48"& LP turbine withDRgearing & hydraulic coupling 225lb (*s*) FD 606NHP 3SB(Spt)9*cf*,GS166,HS7770 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	23 ″ 3 s 1 ″ 3 22 ″ 2½	
78831 PFTE	**Malvina** **TwinSc** *OilEng.* ssRot.No.1-35 *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) D.F. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8245 7476 4784	✠100A1 Examined2,41 BAs ✠LMC CS2,41 DBS2,41 9,39 *Carrying Petroleum in bulk*	~~Rot~~	*c*†	CL N2,39	1932 1mo *Lloyd's*A&CP	N.V.Maats voorSch.en Werk "Fyenoord" Rotterdam	N.V.Petroleum Maats."LaCorona"	450·9 468·0(O.L.) P103'B35'F43' FK *CellDBuE*69'222*tDTf*32'355*tFPT*225*tAPT*41*t*	62·0	34·1	TheHague Dutch 14*BH*	Oil Engines 4S.C.SA 12Cy.24 13/16"-43 5/16" 2DB150lb 714NHP WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 7½ 27 ″ 6½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. IHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où sont dans le L.R. Durée.Cert.R.of Trade
78832 GMTL	**Mamari** (*ex*Mamilius–33, *ex*Zealandic) **TwinSc** *ss*Lon.2ndNo.3–1,33 *ss*Gls.No.1–37 *Ref.Mchy.* 2*Dks*(*Stl*) E.S.D. &*Shelter dk*(*Stl–ptws*)	7924 7345 5058	100A1 *withfreeboard* 2,38 BS7,38 ✠Lloyd'sRMC7,38	Gls LMC5,37		6,37	1911	Harland& Wolff,Ld. Belfast Lloyd'*sA&CP* *CellDB*	416′1713*t Tanks in*	477·5|63·1|31·5 P40′B221′F81′ *onShelter dk* (FK&BK2′ *way of tunnels*16*t*	British 9*BHCem* *Coll to Sh dk* 8 ,, 2nd ,,)	Q.8Cy.22″31½″46″&65½″–48″ 215lb (*s*) 995NHP 2D&2SB,18*cf*,GS354, HS15146 FD Harland&Wolff,Ld.Bel.	34 ″ 4 s 6 ″ 3 28 ″ 6½	
78833	**Mambi** (*ex*Sailing Vessel Ninfa, *ex*Ladakh) **Iron** *ss*Gen.No.1–16 2*Dks* *Fitted for oil fuel* *Carrying Molasses in bulk*	1983 — 886	✠ 8,16	Gen	*v* Lv		1883 2mo	Oswald, Mordaunt &Co. Southampton	Cia.Cubana de Transporte de Mieles	269·0|39·5|24·2 BK10′	Havana Cuban 1*BHCem*	T.3Cy.19″,32″&56″–36″ Emade18*fitted*21 188NHP Bmade20*fitted*21 WorthingtonPump&Mchy.Corp.Buffalo,N.Y.		R †
78834 35646 JIGC	**Mamiya Maru** Ⓟ (*Icebreaker*) Wireless 2*Dks*	1127 853 469					1929	KobeSteel Works Harima	KitaNipponKisen K.K.	210·0|31·0|20·0 P27′B66′F36′	Hutyu Japanese *WB*	T.3Cy.18$\frac{7}{16}$″,29$\frac{5}{8}$″&50$\frac{3}{4}$″–33″ Emade92*fitted*29 148NHP KawasakiDkydCoLdKobe		
78835 LEKY	**Mammy** (*ex*Mandeville–35) 2*Dks*3*trB*	1656 993 1038					1911	Akt.Burmeistr&Wain Copenhagen	D/S A/S Carrier (ValdemarSkoglandA/S, *Mgrs.*)	255·3|35·7|22·6 B34′	Haugesnd Norwegian *WB*	T.3Cy.22″,35″&60″–42″ 233NHP Akt.Burmeistr&Wain,Cpn		N
78836 PKGO	**Mampawa** *OilEng.* *Mchy.Aft* 1*Dk*	468 350 289					1928	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3|28·9| 9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$″–15$\frac{3}{4}$″ 122NHP SulzerBros.Winterthur		V
78837 ~~PFTI~~ PJDH	**Mamura** *ss*Nwc.No.2–40 ~~*ss*Rot.No.1–36~~ **TwinSc** *OilEng.* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*clear* D.F. *Mchy.Aft of cargo tanks* *Longitudinal framing at bottom & at deck*	8245 7476 4784 -	✠100A1 ~~10,40~~~~1,39~~5,41 ✠LMC DBS~~2,40~~5,41 *CarryingPetr*	Rot ~~Nwc~~NY CS11,39 6,38 *oleum*	*c*† *in*	CL 2,39 *bulk*	1932 1mo Lloyd	N.V.Wilton'sMachfbr &Scheepswrf. Rotterdam '*sA&CP*	N.V.Petroleum Maats"LaCorona" *CellDBuE*69′22	450·8|62·0|34·1 467·2(O.L.) P103′B35′F43′ FK 2*tDTf*32′355*tFPT*	Willemstad ~~TheHague~~ Dutch 14*BH* 225*tAPT*41*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″–43$\frac{5}{16}$″ 714NHP 2DB150*lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 7½ 27 ″ 6½	
78838 159485 VRBM	**Mamutu** **Wood** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	300 208 160					1938	HongK'ng &Whampoa DockCo.Ld. HongKong	BurnsPhilp (SouthSea)Co.Ld.	113·0|25·5|10·8 F30′	HongKong British	Oil Engines 2S.C.SA 7Cy.8$\frac{11}{16}$″–14$\frac{9}{16}$″ 47NHP HongKong&Whampoa DockCo.Ld.HongKong		
78839	**Man Hing** (*ex*Wing Hung,*ex*FookSing, *ex*WahKiu) **WoodTrpSc** *OilEng.* 2*Dks*&*Shade dk*	839 636 528					1919	Kwong TuckCheong HongKong	ChoungChongCo. (SamTickS.S.Co. *Mgrs.*)	163·4|30·7|16·5	Macao Portuguese	Oil Engines 12Cy.(8)11″–12″&(4)12½″–13½″ 282NHP KwongTuckCheong,HKg.		
78840 ~~218516~~ ~~KOZG~~	**Mana** (*ex*MoraviaBridge) *Fitted for oil fuel* 1*Dk*2*nd trB in fore&after holds& Web frames* D.F.	3283 3005 1996	✠ ... 6,20 ✠				1920 3mo	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0|46·2|25·0 P30′B9′F35′ FK	Puerto Cortes Honduran *WB*	DR geared steam turbine 386NHP WestinghouseElectric&Mfg.Co.Essington,Pa.	28 ″ 6	R †
78841 PUBO	**Manaos** 2*Dks*&*Shade dk*	*1719* *1331* *1169*	✠ 2,84	Gls	Lv		1883 11mo	J.&G. Thomson Clydebank	LloydBrasileiro	266·3|36·1|19·5 H327*t* F47′ *APT*	R.Janeiro Brazilian 3*BH* 1PBH	C.2Cy.35″&70″–45″ 274NHP J.&G.Thomson,Clydebank		
78842 144255 GCGJ	**Manaqui** Sub.Sig. *Fitted for oil fuel* D.F. 1*Dk*	2802 2377 1522					1921	Workman, Clark&Co.Ld Belfast	FurnessWithy& Co.Ld.	303·0|47·2|21·7 B83′F38′	London British *WB*	T.3Cy.20½″,34″&57″–45″ 217NHP Wrkman,Clark&Co.LdBel		C
78843 220639 KDFM	**Manatawny** *Fitted for oil fuel* 2*Dks* *Carrying Petroleum in bulk*	5030 4598 3105					1920	American International S.B.Corp. HogIslandPa	~~DeepSeaFisheries Inc.~~Madrigal&Co	390·0|54·2|27·8 P39′B121′F43′	Manila P.I. ~~S.Francisco~~ Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
78844 ~~[illegible]~~	**Manatee** Now "Empire Waterhen," see No. 91030 in Supplement Sub.Sig. *Fitted for oil fuel* *Longitudinal framing* 2*Dks*	5948 3744 3823					1920	O.Daniels Co. Tampa,Fla.	~~UnitedStates Maritime Commission~~	402·1|54·0|34·4 P34′B118′F38′	~~Tampa,Fla~~ ~~Utd.States~~ British *WB*	T.3Cy.24½″,41½″&72″–48″ HardyTyne 359NHP Mfg.Co.Birmingham,Ala.		R
153/40 78845 135368 GKBP	**Manchester Brigade** *ss*Mch.No.3–7,30 *ss*Mch.No.2–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) E.S.D. 2*nd dk*(*Stl*)*in Nos.*1,2,3&4*holds* D.F. *Ref.Mchy.* *Cargo battens not fitted in Shltr 'tween dks*	6042 5759 3764	✠100A1 *Shelter dk* *withfreeboard* 7,40~~7,39~~ MS2,38 Lloyd'sRMC~~3,40~~9,40 Port chamber for temp. 25° F.	Mch ✠LMC BS~~7,39~~7,40	*z*	CL 2,38	1918 8mo Lloyd	Irvine'sSB &D.D.Co.Ld. WHartlepool '*sA&CP*	ManchesterLiners, Ld. *CellDB*368′999*tD*	418·0|53·5|33·4 B *on Shelter dk* 126′ FK *Ta*33′734*t FPT*68*t*	Manchestr British 7*BHCem* *APT*64*t*	T.3Cy.29″,49″&80″–54″ (*s*) 190lb FD 690NHP 3SB,12*cf*,GS231,HS10300 Richardsons,Westgarth& Co.Ld.Hpl.	36 ″ 0 s 7 ″ 11½ 28 ″ 3	
78846 147409 GLRM	**Manchester Citizen** *ss*Mch.No.3–4,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in Nos.*1, 2&3*holds* D.F. E.S.D. *Ref.Mchy. CruiserStern*	5343 4698 3009	✠100A1 *withfreeboard* 1,41 ~~5,40~~ MS4,37 ✠Lloyd'sRMC~~2,40~~8,40 *Fitted for oil*	Mch ✠LMC BS2,40 *fuel* 7,	*b*† 25	CL 4,40 *F.P. a*	1925 8mo Lloyd *bove* 1	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP* 50° F.	ManchesterLiners, Ld. *Duct keel forward* *CellDB*34	417·7|57·0|27·7 B127′F36′ FK (*of Mchy.space* 129′ 4′1286*t DTa*33′859*t*	Manchestr British 9*BHptCem* *Coll to Sh dk* 6 ,, 2*nd* ,, 2 ,, 3*rd* ,,) *DTf*33′938*t*	T.3Cy.29″,49″&80″–54″ (*s*) 190lb FD 691NHP 3SB(Spt),12*cf*,GS239, HS10300 Richardsons,Westgarth& Co.Ld.Hpl. *FPT*74*tAPT*97*t*	30 ″ 3 s 4 ″ 1½ 26 ″ 4½	
78847 147429 GBBP	**Manchester City** D.F. E.S.D. 1*Dk*&*Shelter dk* *Ref.Mchy.* 3*rd dk except in aftermost hold* *CruiserStern*	5600 4939 3329	✠100A1 *withfreeboard* 4,41~~9,38~~ ✠Lloyd'sRMC~~4,39~~~~5,40~~ 4,41	Mch Nwc ✠LMC8,37	*b*† 2$\frac{1}{16}$	CL 4,41	1937 8mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	ManchesterLiners, Ld. *Duct keel forw* *CellDB*354′10	430·7|57·0|27·0 446·5(O.L.) B127′F37′ FK (*ard of mchy. space* 65*tMT*27′776*t DTa*	Manchestr British 7*BHCem* *Coll to Sh dk* 6 ,, 2*nd*,,) 35′852*tFPT*	3 steam turbines SR geared to 1 screw shaft 225lb (*s*) FD 800NHP 3SB(Spt)9*cf*,GS153,HS9279 D.Rowan&Co.Ld.Gls. 106*tAPT*78*t*	29 ″ 9 s 3 ″ 6½ 26 ″ 4½	
78848 147408 GKMY	**Manchester Commerce** *ss*Mch.No.3–5,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in* D.F. E.S.D. *Nos.*1,2&3*holds* *Ref.Mchy. CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5343 4698 3068	✠100A1 *withfreeboard* ~~5,40~~ ~~5,39~~4,41 MS5,37 ✠Lloyd'sRMC~~1,40~~ ~~7,40~~ 6,41 *Fitted for oil*	Mch ✠LMC BS~~1,40~~4,41 *fuel* 6,	*b*† 25	CL 4,38 *F.P. a*	1925 7mo Lloyd *bove* 1	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP* 50° F.	ManchesterLiners, Ld. *Duct keel forward* *CellDB*344	417·7|57·0|27·7 B127′F36′ FK (*of Mchy.space* 129′ ′1286*t DTa* 33′ 859*t*	Manchestr British 9*BHptCem* *Coll to Sh dk* 6 ,, 2*nd* ,, 2 ,, 3*rd* ,,) *DTf*33′938*t*	T.3Cy.29″,49″&80″–54″ (*s*) 190lb FD 691NHP 3SB(Spt),12*cf*,GS239, HS10300 Richardsons,Westgarth& Co.Ld.Hpl. *FPT*74*tAPT*97*t*	~~30 ″ 3~~ ~~s 4 ″ 1½~~ ~~26 ″ 4½~~ 38 ″ 6 s11 ″ 4½ 27 ″ 4½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78849 135369 GBYR	**Manchester Division** ssMch.No.3–8,30 ssMch.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *2nd dk*(*Stl*)*inNos.*1,2,3&4*holds* *Cargo battens not fitted in Shltr'tween dks* *Ref.Mchy.* D.F. E.S.D.	6048 5766 3768	✠100A1 *Shelter dk* *withfreeboard* 3,41 ~~4,40~~ ✠LMC MS11,38 BS~~4,40~~5,41 Lloyd'sRMC~~4,40~~ ~~12,40~~ 5,41 Port chamber for temp. 25° F.	Mch	*z*	CL 11,38	1918 10mo *Lloyd*	Irvine'sSB &D.D.Co.Ld. WHartlepool '*sA&CP*	ManchesterLiners, Ld.	418·0 B*onShelter dk* 126' FK *CollisionBHtoShltr dk* 6*BHtoU dk* *CellDB*368'999*t DTa*33'734*tFPT*68*tAPT*64*t*	53·5	33·4	Manchestr British *Cem*	T.3Cy.29",$49\frac{9}{16}$"&80"–54"(*s*) 190lb FD 690NHP 3SB,*12cf*,GS231,HS10300 Richardsons,Westgarth&Co.Ld.Hpl.	36 ″ 0 s 7″$11\frac{3}{4}$ 28 ″ 3	
78850 140584 GPMN	**Manchester Exporter** (*ex*Rexmore) ssMch.No.3–3,30 ssMch.No.2–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *3rd tr beams in No.*1 *hold* *Cargo battens not fitted in Shltr'tween dks* *Tonnage opening closed* '41(*W.E.*)	5277 4725 2897	✠100A1 *Shelter dk* *withfreeboard* 12,40 ~~4,39~~ ✠LMC MS1,38 BS~~4,39~~6,40 *Fitted for oil fuel* 7,21	Mch Liv	*a*†	CL ~~5,37~~ 5,40 *F.P.above* 150° F.	1918 6mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	ManchesterLiners, Ld. *CellDB*321'964*tDTf*31'957*tDTa*31'861*t APT*52*t*	420·3 431·2(O.L) F *on Shelter dk* 33' FK	55·0	27·9	Manchestr British 7*BHCem*	T.3Cy.29",49"&80"–54" (*s*) 180lb FD 712NHP 4SB,*12cf*,GS249,HS11000 Richardsons,Westgarth&Co.Ld.Mdb.	~~30 ″ 6~~ ~~s 8 ″ $7\frac{3}{4}$~~ ~~27 ″ $2\frac{1}{4}$~~ 39 ″ 1 s11″$2\frac{3}{4}$ 28 ″ $2\frac{1}{4}$	
78851 147437 MQLM	**Manchester Merchant** D.F. E.S.D. *Ref.Mchy.* *CruiserStern* *For full particulars see No.* 89053 *in Supplement*	7264 6643 4408	100A1 *withfreeboard* (*Class Contemplated*)				1940	Blythsw'd S.B.Co.Ld. Glasgow	ManchesterLiners, Ld.	432·0 B127'F37'	57·0	35·2	Manchestr British	3SteamTurbinesSRgeared to 1 Screw Shaft D.Rowan&Co.Ld.Gls.	38 ″ 1 s10″$10\frac{1}{2}$ 27 ″ $5\frac{1}{4}$	
78852 147428 GYNF	**Manchester Port** ssMch.No.1–40 *Ref.Mchy.* D.F. 2*Dks3rd dk except* E.S.D. *in aftermost hold* *CruiserStern* *Tonnage opening closed*'40	7071 6517 4338	✠100A1 *withfreeboard* 7,41 ~~2,40~~ ✠LMC12,39 ✠Lloyd'sRMC~~12,39~~ 12,40 ~~6,40~~	Mch	*b*† $2\frac{1}{16}$	CL 2,39	1935 10mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP* *Upper 'tween dk BHs except Coll BH dispensed with*	ManchesterLiners, Ld. *Duct keel forward of Mchy. space* (*Coll to W dk* 6 ,, *2nd* ,,) *CellDB*349'1031*t DTa*35'855*t MT*27'785*tFPT*99*t APT*74*t*	422·2 B124'F37' FK	56·7	27·1 35·4	Manchestr British 7*BHCem*	3SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 225lb 768NHP 3SB(Spt),*12cf*,GS195, FD HS8568 D.Rowan&Co.Ld.Gls.	37″11 s10″$8\frac{1}{2}$ 27 ″ $4\frac{3}{4}$	
78853 147432 GPGD	**Manchester Progress** D.F. E.S.D. 1*Dk&Shelter dk,3rd dk* *Ref.Mchy.* *except in aftermost hold* *CruiserStern*	5620 4939 3343	✠100A1 *withfreeboard* 4,41 ~~3,40~~ ✠LMC9,38 ✠Lloyd'sRMC~~10,39~~ 1,41 ~~6,40~~	Mch	*b*† $2\frac{1}{16}$	CL	1938 9mo *Lloyd* *CellDB*354'1065*t MT*27'776*tDTa*35'852*tFPT*106*tAPT*78*t*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	ManchesterLiners Ld. *Duct keel fwd. of mchy.space* (*Coll to Sh dk* 6 ,,*2nd*,,)	430·7 446·5(O.L.) B127'F37' FK	57·0	27·0	Manchestr British 7*BHCem*	3SteamTurbinesSRgeared to 1Sc.Shaft (*s*) 225lb FD (*s*) 796NHP 3SB(Spt)*9cf*,GS133,HS9195 D.Rowan&Co.Ld.Gls.	29″10 s 3 ″ $7\frac{1}{4}$ 26 ″ 5	
78854 140566 GPVY	**Manchester Spinner** (*ex*GrampianRange) D.F. E.S.D. 1*Dk*	4767 4372 2968					1918	Irvine'sSB &D.D.Co.Ld. WHartlepool	ManchesterLiners, Ld.	385·0 P36'B126'F38'	52·0	27·0	Manchestr British *WB*	T.3Cy.25",40"&68"–48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
78855 132997 GRLW	**Mandalay** *Fitted for oil fuel* D.F. E.S.D. 2*Dks*	5529 5132 3539					1911	W.Denny &Bros. Dumbarton	British&Burmese S.N.Co.Ld.(P. Henderson&Co. *Mgrs.*)	425·0 P54'B123'F52'	54·2	28·3	Glasgow British *WB*	T.3Cy.26",44"&73"–48" 369NHP Denny&Co.Dumbarton		C
78856 PKGQ	**Mandar** *OilEng.* *Mchy.Aft* 1*Dk*	536 362 362					1929	NV.Intern. Schps.Maats. "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3 B32'F25'	28·9	9·5	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"–$15\frac{3}{4}$" 122NHP Gebr.Sulzer,Winterthur		V
24/41 78857 143614 GCXB	**Mandasor** ssGls.No.3–10,32 D.F. E.S.D. ssCal.No.1–36 2*Dks*(*Stl*)	5144 4711 3149	✠100A1 6,40 ~~5,39~~ ✠LMC MS4,36 BS~~8,39~~10,40 *Fitted for oil fuel* 3,20	Gls Cal	*y*	CL 5,39 *F.P above* 150° F.	1920 3mo *Lloyd*	W.Hamilton&Co.Ld PortGlasgow '*sA&CP* *Intermediate 'tween dk BH in after hold dispensed with* 5*BHtoUdk*1*BH to 2dk only*	Thos.&Jno. Brocklebank,Ld.	400·1 412·0(O.L.) P51'B117'F39' FK *CellDB*338'1101*tDTa* 35'1001*tFPT*109*tAPT*65*t*	52·3	28·5	Liverpool British *Cem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS172,HS7668 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s 5″$10\frac{3}{4}$ 25 ″ 4	
78858 PUBP	**Mandu** (*ex*Belmonte,*ex*Posen) Sub.Sig. 2*Dks&Shelter dk*	6588 6181 4153					1913	Bremer Vulkan Vegesack	LloydBrasileiro	471·2 H—	59·2	28·9	R.Janeiro Brazilian *WB*	T3Cy$32\frac{3}{10}$",$52\frac{4}{5}$"&$86\frac{3}{5}$"–$55\frac{1}{10}$" 557NHP BremerVulkan,Vegesack		V
78859 144250 GDMW	**Manela** Ⓟ TwinSc *Fitted for oil fuel* D.F. 2*Dks*(*Stl–U* teak s) *Ref.Mchy.*	8303 6842 5041	✠ 5,24 ✠	Mdb	*c*†		1921 4mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *CellDB*419'1550*tFPT*124*tAPT*60*t*	450·0 P44'B161'F42' FK	58·3	32·8	Glasgow British 9*BHCem*	6SteamTurbinesDRgeared to 2 Sc.Shafts 926NHP 4SB,*16cf*,GS301,HS12628 Barclay,Curle&Co.Ld.Gls.	35 ″ 6	BT till ~~4,40~~ 4,41
78860 5794 SFKI	**Manfred** (*ex*Bismark *ex*LiselotteLinneman) 1*Dk*	*607* *475* *322*					1909	Eiderwerft A.G. Tönning	VerkebäcksÅngf. Aktieb.(Ruben Olsson,*Mgr.*)	175·2 Q52'B47'F22'	30·1	10·9	Verkebäck Swedish *WB*	T.3Cy.$12\frac{3}{4}$",$20\frac{1}{2}$"&$32\frac{1}{4}$"–22" 49NHP EiderwerftA.G.Tönning		G
78861	**Mangalia** Ⓟ D.F. *OilEng.* *Ref.Mchy.* *Cruiser Stern* 2*Dks*	3600					1939	Cant.Nav. Riuniti Palermo	RoumanianState MaritimeService	361·0 B84'F34'	50·9	23·0	Constntza Roumanian *WB*	Oil Engines 2S.C.SA 6Cy.$23\frac{5}{8}$"–$41\frac{5}{16}$" 582NHP Soc.An"Fiat"S.G.M.Turin		
194/40 78862 7979 SKUO	**Mangen** (*ex*Römö–34,*ex*Kasko–34, *ex*Romo) 1*Dk*	*1253* *954* *680*					1922	Xiansands Mek.Værks. Xiansand	O.F.Ahlmark&Co. Eftr.A/B	235·3 P17'Q61'B102'F31'	36·2	13·4	Karlstad Swedish *WB*	T.3Cy.17",29"&47"–33" 127NHP XiansandsM.V.Xiansand		V
78863 137223 VSPM	**Mangola** (*ex*Eudunda) ssMel.No.3–6,32 ssSyd.No.2–40 ~~ssSyd.No.1–36~~ *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	3352 3009 1922	✠100A1 *Shelter dk* *withfreeboard* ~~6,40~~ ~~11,39~~ 10,40 ~~BS6,39~~ ✠LMC~~5,36~~ BS ~~6,40~~5,41 MS1,40	NSW Syd	*v*	~~N7,38~~ N10,40	1920 9mo	Common- wealthNaval Dockyard Sydney,NSW A&CP	Burns,Philp&Co. Ld. *CellDB*276'882*t FPT*118*tAPT*204*t*	331·0 341·1(O.L.) FK *Collision BHtoSh dk* 4 ,, ,, *U* ,,	47·9	23·5	Singapore British *Cem*	T.3Cy.25",41"&68"–45" (*s*) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.Pty.Ld. Castlemaine,Melbourne	26 ″ 1 s 2 ″ 5 23″$10\frac{3}{4}$	
78864 216413 WQCG	**Mangore** 3Mst ssBal.No.3–11,29 ssBal.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* D.F. *Longitudinal framing* *Cargo battens not fitted*	4066 3415 2416	✠100A1 ~~5,40~~ ~~5,39~~ ~~8,40~~ 2,41 ✠LMC MS11,37 BS~~5,39~~8,40 *Fitted for oil fuel* 8,22	Bal	*w*	CL 5,39 *F.P. above* 150° F.	1918 6mo	Bethlehem S.B.Corp. Sparro'PtMd A&CP 1	OreS.S.Corp. *Intermediate bulkhead dispensed with* 5*BH only* *CellDBuE&B*50'*f* 231'1036*t side tanks* 231'718*t FPT*193*tAPT*244*t*	357·3 P108'F27' FK	50·3	24·5	NewYork Utd.States *Cem*	T.3Cy.$20\frac{1}{2}$",35"&60"–42" (*s*) 200lb 337NHP 2SB,*6cf*,GS123,HS4886 FD BethlehmSBCor.Sparr'Pt.	27 ″ 5	
78865 231779 WIEA	**Manhattan** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. E.S.D. GyC. 4*Dks*	24289 — 13924					1932	NewYork S.B.Co. Camden,N.J.	UnitedStatesLines Co.	668·4 B&F584'	86·3	33·3	NewYork Utd.States *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts NewYorkS.B.Co.		R

✓ 40

5/41

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. IHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Refrig.
78866 UPCX	**Manich** (exMaryWalton-34, exHeathside-33, exPortscatho) *ss*Shl.No.3-11,32 1*Dk*(*Stl*)	3122 2830 1773	✠ … 1,35 ✠	Cff	*u*		1920 2mo	IrvinesS.B. &D.D.Co.Ld. WHartlepool	U.S.S.R. *CellDB*284'699*tFPT*110*tAPT*121*t*	331·1|46·8|23·1 P33'B100'F28' FK	Odessa Russian 5*BHCem*	T.3Cy.25",41"&68"-45" 361NHP 3SB,*9cf*,GS165,HS5925 Richardsons,Westgarth&Co.Ld.Hpl.	25 ″ 6	
78867 UOXP	— (exAlkibiadis) **TwinSc** 1*Dk*	307 276 187					1883	Stablimnto Tecnico, Trieste	U.S.S.R.	176·3|27·0|	Rostov Russian	C.4Cy.$11\frac{1}{16}$"&$22\frac{1}{16}$"-18" NB02 34NHP Stabilimento Tecnico,Tri.		
78868 18449 JMRD	**Manila Maru** Ⓟ **TwinSc** *Ref.Mchy.* *ss*Kob.2ndNo.3-12,38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) 3*rd dk*(*Stl*)*in No.*1 *hold*	9486 8808 5935	✠100A1 *Shelter dk with freeboard* 5,41 ~~10,38~~ ✠LMC~~10,38~~ 10,40 Lloyd'sRMC10,39 *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	Kob	*d*†	CL ~~2,38~~ SN 12,38 P5,41	1915 9mo *Lloyd's A&CP*	MitsuBishi Dkyd&EWks Nagasaki	OsakaSyosenK.K. *CellDBa*150'*uE&B*84'*f*178'1508*tDTa*48'855*tFPT*76*tAPT*40*t*	475·0|61·0|38·1 32·7 P35'B30'F45' *on Shelter dk* FK	Osaka Japanese 8*BHCem*	T.6Cy.$26\frac{1}{2}$",$44\frac{3}{4}$"&$75\frac{1}{2}$"48"- 200lb (*s*) 1013NHP 5SB(Spt),*15cf*,GS331, FD HS13732 MitsuBishiD.&E.WksNag	40 ″ 9 s13 ″ 7 27 ″ 10	
78869 220561 KDDQ	**Manini** (exSusherico) *ss*NYk.No.1-25 *Fitted for oil fuel* D.F. 1*Dk*2*tr*B*in fore&after holds&Web frames*	3253 3005 1977	✠ … 6,28 ✠				1920 9mo	Submarine BoatCorp. Newark,N.J.	MatsonNavigation Co.	324·0|46·2|25·0 P30'B90'F35' FK	S.Frncisco Utd.States *WB*	1DRgearedSteamTurbine 386NHP WestinghouseElectric&Mfg.Co.Essington,Pa.	28 ″ 6	R †
78870 PKGR	**Manipi** *OilEng.* *Mchy.Aft* 1*Dk*	536 362 362					1929	NV.Schps. "DeMaas" Slikkerveer	Konink.Paketv. Maats.	165·3|28·9|9·5 B32'F25'	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{1}{2}$"-$15\frac{3}{4}$" 122NHP SulzerBros.Winterthur		V
78871 143661 GCXR	**Manipur** *ss*Gls.No.3-2,33 *ss*Mdb.No.1-37 D.F. E.S.D. 2*Dks*(*Stl*)&3*rd dk*(*Stl*) *in No.*1*hold* *Cruiser Stern*	8652 7903 5196	✠100A1 1,40 ✠LMC10,36 ✠NE4,28 BS12,39 *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	Lon	*f*†	CL 10,37	1920 9mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	Thos.&Jno. BrocklebankLd. *CellDB*396'1847*tDTa*1424*tFPT*142*tAPT*79*t*	473·4|64·0|34·0 P76'B157'F86' FK Shortened35	Liverpool British 8*BHCem*	2SteamTurbinesDRgeared to 1 Sc. Shaft (*r*) 200lb HS19266 1147NHP 2DB&2SB,*24cf*,GS420 D.Rowan&Co.Ld.Gls.	37 ″ 0 s6 ″ $11\frac{1}{4}$ 30 ″ $4\frac{1}{2}$	
78872 145889 GDCX	**Manistee** Sub.Sig. *Ref.Mchy.* D.F. E.S.D. 4*Dks*	5360 4558 3288					1920	Cammell Laird&CoLd Birkenhead	Elders&Fyffes,Ld.	400·2|51·1|30·3 P42'B158'F44'	Liverpool British *WB*	T.3Cy.$27\frac{1}{2}$",$46\frac{1}{2}$"&78"-54" 447NHP CammellLaird&Co.LdBkn		C
78873 94879 VGML	**Manitoba** Ⓟ **3Mst** *Mchy.Aft* D.F.	2616 1987 1699					1889	PolsonI.W Co.(Ld.) OwenSound	CanadianPacific RailwayCo.	303·0|38·1|14·7	Montreal British	C.2Cy.30"&64"-48" NE&B14 236NHP CollingwoodS.B.Co.Ld. Collingwood		
78874 96058 VGLN	**Manitoulin** Ⓟ **TwinScSp** (exModjeska) Wireless *Mchy.Aft*	913 — 453					1889	Napier, Shanks&Bell Glasgow	OwenSoundTransportationCo.Ld.	178·0|31·1|12·3	OwenSnd. Ont. British	T.6Cy.15",24"&40"-27" 166NHP Dunsmuir&Jackson,Gls.		R
78875 40767 JYSJ	**Mankō Maru** Ⓟ D.F. 2*Dks* *Cruiser Stern*	4472 3900 2628					1935	Yokohama DockCo.Ld. Yokohama	NipponYusenK.K.	364·2|50·9|32·5 F33'	Tokyo Japanese *WB*	2DRgearedSteamTurbines IshikawajimaS.B.&E.Co. Ld.Tokyo		
78876 29139 JHZA	**Manko Maru** Wireless *Mchy.Aft* *Ref.Mchy.* 1*Dk*	1503 1159 802					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·0|37·0|19·0 P42'B58'F38'	Shinagawa Japanese *WB*	T.3Cy.17",$28\frac{1}{2}$"&48"-30" 126NHP YokohamaDockCo.Yka.		C
78877 DHQE	**Mannheim** **TwinSc** 1*Dk*	897 705 527					1906	G.Seebeck Akt.Ges. Bremerhaven	Schiffahrt-und Assekuranz Ges.E.Russ&Co.	217·4|32·9|12·0 Q73'B43'F22'	Hamburg German *WB*	T6Cy.$9\frac{5}{8}$",$18\frac{11}{16}$"&$25\frac{9}{16}$"&$16\frac{1}{2}$" 52NHP G.SeebeckA.G.Bremerhvn		G
78878 167477 GLFK	**Manö** Wireless 1*Dk*	1418 1157 834					1925	Helsingörs Jernsk&Msk Elsinore	Ministry of Shipping(Springwell ShippingCo.Ld. *Mgrs.*)	249·5|38·1|15·0 P17'Q76'B96'F28'	~~Copnhagn.~~ ~~Danish~~ London *WB* British	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V
78879 211832 WMCF	**Manoa** Ⓟ *ss*SFo.2ndNo.3-4,39 ~~*ss*S.Fo.No.3-7,26~~ ~~*ss*S.Fo.No.2-34~~ D.F. *Ref.Mchy.* 2*Dks*(*Stl*)&3*rd dk*(*Stl*)*in No.* 1 *hold* *Mchy.Aft* *Well deck*	6806 5769 4356	✠100A1 ~~3,40~~ ~~8,37~~ 1,41 ✠LMC1,39 ~~MC9,37~~ BS~~1,40~~1,41 *Fitted for oil fuel* 12,13 *F.P. above* 150° F.	SFo	*a*†	CL ~~8,37~~ 1,41	1913 12mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	MatsonNav.Co. *CellDBuE&B*74'*f*281'1584*tDTf*70'1117*tFPT*133*tAPT*96*t*	422·6|54·0|33·3 P&B295'F48' FK	S.Frncisco Utd.States 7*BHCem*	Q.4Cy.27",39",58"&87"-54" 225lb (*s*) 747NHP 6SB,*18cf*, HS12300 NewportNewsSB&DD.Co.	33 ″ 6	
78880 PFTL	**Manoeran** *OilEng.* D.F. E.S.D. *ss*Ams.No.3-10,33 *ss*Cal.No.1-37 3*Dks* *Tonnage opening closed* '39	9371 — 5837	✠100A1 ~~8,40~~ ~~12,38~~ 3,41 ✠LMC CS12,38 ~~1,38~~12,39 ✠NE10,33 DBS~~1,39~~1,40 *Carrying oil F.P. above* 150° F. *in after deep tank* *Carrying vegetable oil in forward deep tank*	Cal Sba	*e*†	CL ~~12,38~~ 3,41	1922 10mo *Lloyd's A&CP*	ForthS.B. &E.Co. (1921)Ld. Alloa	NV.Stoomv.Maats Nederland *CellDBa*164'*uE*85'*f*142'1509*tDTf*39'1556*tDTa*39'1494*tFPT*200*tAPT*38*t*	501·0|60·4|27·6 37·4 P48'B31'F67' FK len33	Batavia Dutch 8*BHptCem*	2SRgeared Oil Engines 2S.C.SA 14Cy.$22\frac{1}{16}$"-$31\frac{1}{2}$" 2DB*190lb* 1184NHP 2NDB(WT)33 *213lb* WerkspoorN.V.Ams.	40 ″ 3 s10 ″ $3\frac{1}{2}$ 30 ″ $2\frac{1}{2}$	
78881 1328 ICIQ	**Manon** (exSursumCorda-37,exGilgai, exWildenfels) *ss*Gen.2ndNo.3-5,26 *ss*Ham.No.2-34 D.F. 1*Dk*(*Stl*)&*Spar dk* (*Stl-pt* teaks)&*Web frames*	5597 5191 3520	✠ … 3,39 ✠	Gen	*z*		1901 4mo	Wigham Richrdsn&Co Ld Newcastle	I.N.S.A.(Industrie NavaliSoc.Anon.) *CellDBa*142'*uE*27'*f*177'1115*tAPT*40*t*	428·1|55·1|26·9 420·3| P60'B96'F48' BK11'	Genoa Italian 6*BHCem*	Q.4Cy.24",34",51"&74"-54" 494NHP 3SB,*9cf*,GS150,HS6303 WighmRichardson&CoLd	31 ″ 4	I †
78882 153959 VLDL	**Manoora** Ⓟ **TwinSc** *OilEng.* *ss*Syd.No.1-39 D.F. E.S.D. 3*Dks* *Ref.Mchy.* *Cruiser Stern*	10856 7396 6261	✠100A1 *with freeboard* 8,40 ~~1,40~~ ✠LMC CS2,39 DBS9,38 10,36	Syd	*f*† $2\frac{1}{4}$	CL ~~9,37~~ s12,39 P8,40	1935 2mo *Lloyd's A&CP*	A.Stephen &Sons,Ld. Glasgow	TheAdelaide SteamshipCo.Ld. *CellDB*378'1124*tDTs a* 55'442*tFPT*126*tAPT*97*t*	463·5|66·2|29·8 482·0(O.L.) B280'F86' FK	Melbourne British 6*BHptCem*	Oil Engines 4S.C.SA 16Cy.$29\frac{1}{2}$"-$59\frac{1}{16}$" 1306NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk.	35 ″ 6 s11 ″ 9 23 ″ 11	
78883 68 SVDX	**Manoula** (exDéputéGeorgesChaigne-34) 1*Dk*	1966 — 1111					1920	GovernmentYard Brest	G.G.Caravias	266·7|39·4|23·0 P19'B54'F23'	Ithaca Greek *WB*	T.3Cy.$18\frac{1}{16}$",$29\frac{5}{16}$"&$49\frac{1}{2}$"-$37\frac{1}{2}$" 149NHP Atel.&Ch.delaLoire,Nts.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78884 25222 JARD	**Mansei Maru** TwinSc (exAmurMaru-34) ssOsa.No.3-5,31 ssYka.No.2-39 *2Dks(Stl)&Awng dk(Stl)* *&Web frames* *Longitudinal framing*	7770 7329 4823	✠100A1 *Awning dk* *withfreeboard* 8,407~~,39~~ ✠LMC~~7,39~~ 8,40	Yka Kob	b†	CL ~~P7,37~~ S6,39 P7,40	1919 4mo *Lloyd'sA&CP*	OsakaIron Works,Ld. Osaka	YamashitaKisen K.K. *CellDB370'1195tDT*	425·0 *a34'909tAPT85t*	56·2	40·5	Osaka Japanese FK *Cem* *CollBHto Shdk* 6 ,, ,, U ,,	T.6Cy.21½",35"&58"-48" (s) 200lb 655NHP 3SB(Spt)&1AuxSB,11cf, GS225,HS9332 FD OsakaIronWrks.Ld.Osaka	40 " 6 s 9 " 7¾ 31 " 1	
30/41 78885 139250 GNQT	**Mansepool** ssBkn.No.3-6,40 ~~ssBry.No.2-36~~ D.F. *1Dk(Stl)*	4894 4619 3045	✠100A1 6,40~~10,39~~ ~~BS10,39~~ ✠LMC~~6,36~~ BS10,40 10,39	Bry Bkn	z	CL 8,38	1928 2mo *Lloyd'sA&CP*	W.Gray& Co.Ld. WHartlepool	PoolShippingCoLd (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDB*	405·1 P30'B229'F41' FK 359'1402t*FPT*188t	53·5	26·5	W.Hartlpl British 6*BHCem* *APT*190t	T.3Cy.25½",40"&71"-48" (s) 180lb FD 505NHP 3SB(Spt)9cf,GS172,HS7614 CenMarE.Wrks.Ld.WHpl	29 " 5 s 4 " 9 24 " 11¼	
78886 5399 SFKO	**Mansuria** (exOscarborg) 1*Dk*	*1083* *903* *563*					1912	Oskrshmns M.V.Aktieb. Oskarshamn	RederiAktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	221·4 P24'B57'H128t F25'	35·9	13·7	Gothenbrg Swedish *WB*	T.3Cy.17½",29"&48"-30" 126NHP OskarshamnsM.V.Aktieb.		V
78887 149 JNXD	**Mansyu Maru** ssKob.No.3-9,33 *2Dks(Stl)*	5267 4767 3183	✠ … 1,38 ✠	Nag	z		1921 2mo	UchidaSB. &Eng.Co. Yokohama	DairenKisenK.K. *CellDB*	400·0 P38'B121'F40' FK 350'1100t*FPT*133t	54·5	30·0	Dairen Japanese 6*BHCem* *APT*92t	T.3Cy.26",43½"&72"-48" 513NHP 3SB,9cf,GS175,HS7376 UchidaS.B.&E.Co.Yka.	30 " 0	
78888 15985 JKLD	— Ⓟ TwinSc (exKomaMaru-33) 3*Dks*	3054 2663 1497					1912	Kawasaki Dkyd.Co.Ld. Kobe	KitaNipponKisen K.K.	324·0 F49'	43·0	30·0	Tokyo Japanese *WB*	T.6Cy.19",32"&53"-36" 337NHP KawasakiDkydCoLdKobe		
78889 116580	**Mantadoc** (exCepheus,exFrank W.Gilchrist) *Mchy.Aft* 1*Dk2trB*	4466 4268 3060					1903	WestBay CityS.B.Co. W.BayCity	PatersonSteam- ships,Ld.	423·5	50·2	24·0	F.William Ont. British *WB*	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		R
78890 24758 JIZD	**Mantai Maru** (exVancouver Maru-34) ssYka.No.3-8,31 ssKob.No.1-36 *2Dks(Stl)&Awngdk(Stl)*	5864 5586 4259	✠100A1 *Awng dk* *withfreeboard* 11,38 11,40 ~~BS11,39~~ ✠LMC~~7,38~~	Yka	y	OG ~~11,37~~ 11,40	1919 3mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	YamashitaKisen K.K. *CellDB*334'1118t	385·0 *FPT*126t*APT*93t	51·0	36·0	Kobe Japanese FK *Cem* *CollBHtoAwngdk* 5 ,, ,, U ,,	T.3Cy.26",43½"&72"-48" (s) 200lb 440NHP 2SB(Spt)&1AuxSB,GS154, HS5741 FD KawasakiDkydCoLdKobe	36 " 0 s 9 " 1¾ 27 " 1	
78891 88 OAPM	**Mantaro** TwinSc *Fitted for oil fuel* *2Dks&Shade dk*	4617 2573 2427					1910	Chant.de Normandie Rouen	Cia.Peruana de Vap.yDique del Callao	360·0	46·0	23·7	Callao Peruvian	T.6Cy.20",33"&55"-40" 383NHP Ch.&Atel.deSt.Nazaire		V
78892 PUCT	**Mantiqueira** TwinSc 1*Dk*	*1696* *1570* *1045*					1907	Workman, Clark&Co.Ld Belfast	LloydBrasileiro	276·2 F29'	44·9	16·4	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"-21" 126NHP Wrkman,Clark&Co.LdBel		
78893 PJCU	**Manto** *OilEng.* Wireless 2*Dks* *Mchy.Aft* *CruiserStern*	389 293 159					1939	NVSchpsw Gebr.Pot. Bolnes	WestIndische Scheepv.Maats.	179·7	29·9	8·2	Curacao Dutch *WB*	Oil Engines 2S.C.SA 8Cy.10 3/16"-18⅞" 162NHP Gbr.Stork&CoNVHengelo		V
78894 146274 GDMY	**Mantola** Ⓟ TwinSc *2Dks(Stl-U* teak s) D.F. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	9065 7268 5545	✠ 9,25 ✠ Lloyd'sRMC~~5,40~~ 2,41	Mdb	d†		1921 12mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaS.N. Co.Ld. *CellDB*403'1568t *between tunnel*	465·3 P44'B175'F53' *Tanks* FK s 114'253t*FPT*164t	58·3	33·5	Glasgow British 9*BHptCem* *APT*69t	6SteamTurbinesDRgeared to 2 Sc. Shafts HS13948 FD 1008NHP 4SB&1AuxSB,18cf,GS338, Barclay,Curle&Co.Ld. Gls.	36 " 0	BT till ~~4,40~~ ~~1,41~~ 2,42
78895 EAKW	**Manu** (exMarion-38, exManu-37, ssBbo.No.3-7,32 exCanadianFisher) ssBbo.No.1-36 1*Dk(Stl)*	3267 2896 1896	✠100A1 3,40 BS4,40 ✠LMC1,37	Bbo	r	CL 12,37	1921 1mo *Lloyd'sA&CP*	Tidewater Shipbuilders, Ld. Three Rivers,P.Q.	Cia.Nav.Amaya (C.deZabala, *Mgr.*) *CellD*	363·2 P33'B98'F33' FK *B*266' 674t *FPT*95t	46·8	23·2	Bilbao Spanish 6*BHCem* *APT*73t	T.3Cy.25",41"&68"-45" (s) 180lb (P&SSpt) 470NHP 3SB,9cf,GS156,HS7275 FD TidewaterShipbuilders,Ld.	25 " 9 s 3 " 11¾ 21 " 9	
78896 EAGE	**Manuchu** ssBbo.No.3-8,39 1*Dk(Stl)* *Cargo battens not fitted*	*3119* *2875* *1923*	✠100A1 ~~7,40~~ ~~8,39~~ 2,41 ✠LMC8,39 BS7,40	Bbo	v	CL ~~7,30~~ 1,41	1921 1mo *Lloyd'sA&CP*	W.Hamil- ton&Co.Ld PortGlasgow	Cia.NavieraBachi (Hijos deAstigar- raga,*Mgrs.*)	330·8 P31'B97'F30' FK *CellDB*287'887t	48·9	22·1	Bilbao Spanish 5*BHCem* *APT*83t	T.3Cy.24",40"&65"-45" (s) 180lb 323NHP 3SB,9cf,GS156,HS5205 D.Rowan&Co.Ld.Glasgow	24 " 3 s 3 " 11¼ 20 " 7	
78897 EAGF	**Manuel Arnus** Ⓟ TwinSc ssBcl.No.2-31 *3Dks(StlU*-teak s) D.F. Sub.Sig.	7578 5591 4402	✠ — 4,40 ✠	Cdz			1923 5mo	Soc.Espa- ñola de Const.Nav. Cadiz	Cia.Trasatlantica *CellDB*378'1226t *tanks at sides of tunnels* 944t *Tank at aft end of tunnels* 35t *FPT* 34t*APT*68t	435·0 P36'F39' FK&BK1"	56·0	29·1	Barcelona Spanish 9*BHCem*	4SteamTurbinesDRgeared to 2 screw shafts 1173NHP 5SB,15cf,GS345,HS14945 Vickers,Ld.Barrow	32 " 0	
78898 EAGH	**Manuel Calvo** Ⓟ TwinSc3Mst (exH.H.Meier) ssBcl.3rdNo.3-6,27 D.F. *3Dks(2Irn*-ws)*&Web frames* Sub.Sig.	5617 4640 3342	✠ 1,31 ✠	Bcl	z		1892 3mo	Armstrong Mitchell&Co. LdNewcastle	Cia.Trasatlantica	421·0 P39'B140'F54' BK13½" *CellDB* 387' 920t	48·0	29·2	Barcelona Spanish 7*BHCem* *APT*110t	T.6Cy.24½",40"&66"-45" 592NHP 3DB,18rf,GS351,HS9000 Hwthrn.Leslie&C.Ld.Nwc.	32 " 3	
78899	**Manuel Rionda** ssHna.No.3-10,32 ssHna.No.1-37 *1Dk(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	1375 974 799	✠100A1 *Self propelled Barge* 4,40~~5,39~~ ✠LMC BS~~1,39~~4,40MS5,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,20 *F.P. above* 150° F.	Hna	o	CL ~~N5,39~~ 11,40	1920 6mo	ToddShip- yardsCorp. Brooklyn, A&CP N.Y.	SinclairCubaNav. Co. *CellDBuE*15'28t	210·0 P51'F41' FK *MTs*20'410t*FPT*41t	44·1	13·6	Havana Cuban *Cem* *APT*28t 10*BH*	T.3Cy.16",25"&42"-30" (r) 180lb 156NHP 2SB,4cf,HS2476 FD ToddShipyardCorp.N.Yk.	14 " 0	
78900 233117 WHFS	**Manuela** *Fitted for oil fuel* D.F. 2*Dks*	4772 — 2946					1934	NwprtNws S.B.&DD Co. NewprtNews	A.H.BullSteam- shipCo.Inc.(A.H. Bull&Co.Inc.*Mgs*)	393·8 P34'B125'F35'	55·3	28·1	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft NewportNewsSB&DD.Co.		R
78901 3381 PJAD	— TwinSc ssCco.No.3-10,36 ssCco.No.1-41 1*Dk(Stl)* *Mchy.Aft* *Longitudinal framing* *at bottom & at dk*	2694 1799 1483	✠100A1 ~~5,40~~~~11,39~~ 1,41 ✠LMC1,41 ~~MS3,36~~ ~~BS11,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,24 *F.P. above* 150° F.	Cco	t	CL P5,39 S11,39	1924 9mo *Lloyd'sA&CP*	Rotterdam Droogd.Maat Rotterdam	N.V.Curaçaosche Scheepvaart Maatschappij	305·0 Q87'*Trunk*189' FK F29'	50·2	15·1	Wllemstad Dutch 8*BHptCem* *APT*81t	T.6Cy.12¾",20½"&33⅞"-24 7/16" 180lb (s) 236NHP 2SB,4cf,HS4168 FD RotterdamDroogd.Maats.	15 " 0 s1 " 6¼ 13 " 7½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté si ce n'est dans le L.R. Durée Cert. Bd of Trade
78902 221279 KDSF	**Manukai** ssS.Fo.No.3–6,33 GyC. ssS.Fo.No.1–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Ref.Mchy.*	9547 9173 5896	✠100A1 *Shelter dk* *with freeboard* 4,41 ~~4,40~~ ✠LMC MS6,37 BS~~4,40~~3,41 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	SFo	*e*†	CL 4,39	1921 6mo	MooreS.B. Co. Oakland,Cal. A&CP	MatsonNav.Co. *Cell DB420' 2284t DTf54'612t FPT75t APT128t*	480·6	62·2	37·8 FK *Collision*	S.Frncisco Utd.States *ptAsp* *BH to Sh dk* 8 „ „ *U* „	2SteamTurbinesDRgeared to 1 Sc. Shaft 225lb (*s*) 1242NHP 5SB(Spt),20*cf*,HS17500 FD WestinghouseElectric &Mfg.Co.Essington,Pa.	41 ″ 10 s10 ″ 9 31 ″ 6	
78903 221215 KDRQ	**Manulani** ssS.Fo.No.3–4,33 ssS.Fo.No.1–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. *Ref.Mchy.*	9556 9173 5903	✠100A1 *Shelter dk* *with freeboard* 9,40 ~~2,40~~ ✠LMC MS4,37 BS~~6,36~~6,40 *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	SFo	*e*†	CL 3,40	1921 4mo	MooreS.B. Co. Oakland,Cal. A&CP	MatsonNav.Co. *CellDB420'2284t* *DTf54'612t FPT75t APT128t*	480·6	62·2	37·8 FK *Collision*	S.Frncisco Utd.States *ptAsp* *BHtoSh dk* 8 „ „ *U* „	2SteamTurbinesDRgeared 1Sc.Shaft225lb(*s*)1242NHP 5SB(Spt),20*cf*,HS17500 FD WestinghouseElectric &Mfg.Co.Philadelphia,Pa.	41 ″ 10 s10 ″ 9 31 ″ 6	
78904 153933 VJNB	**Manunda** Ⓟ TwinSc *OilEng.* ssSyd.No.2–36 E.S.D. 3*Dks*(*Stl–Weather dk* teak s) D.F. *Ref.Mchy.* *CruiserStern*	9115 6707 5300	✠100A1 *with freeboard* ~~2,40~~ ~~2,40~~ 4,41 ✠LMC CS4,37 DBS~~3,38~~8,40 ~~9,38~~10,39	Syd	*c*†	CL ~~8,38~~ P9,39 s7,40	1929 4mo *Lloyd'sA&CP*	W.Beard- more&Co.Ld. Glasgow	TheAdelaideS.S. Co.Ld. *CellDB344'1100t* *of tunnels* 359t	430·0 447·7(O.L.) F82' *Tanks in way* *FPT75tAPT82t*	60·2	35·6 FK	Melbourne British 8 *B Hpt Cem* (*Coll to W dk* 6 „ 2nd „ 1 „ 3rd „)	Oil Engines 4S.C.SA 16Cy.29⅛"–59$\frac{1}{16}$" 1304NHP DB100lb Harland&Wolff,Ld.Gls.	38 ″ 6 s13 ″ 11¾ 24 ″ 11	
78905 PFTO	**Manvantara** TwinSc *OilEng.* ssHKg.No.2–39 D.F. *Mchy.Aft* 1*Dk*(*Stl*)2nd*dk*(*Stl*) *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8237 7467 4770	✠100A1 10,40 ~~2,40~~ ✠LMC CS2,40 DBS~~2,40~~ 2,40 10,40 *Carrying Petroleum in bulk*	Sch Bat.	*c*†	CL 2,40	1931 12mo *Lloyd'sA&CP*	Nederl. Schps.Maats. Amsterdam	N.V.Petroleum Maats.“La Corona” *CellDBuE64'221t DTf32'365t FPT226t APT41t*	450·8 P103'B35'F43'	62·0	34·1 FK	Willemstad Dutch 14*BH*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" 714NHP 2DB150lb WerkspoorN.V.Ams.	34 ″ 0 s6 ″ 7½ 27 ″ 6¼	
78906 131763 GKMF	**Manx Maid** Ⓟ TrpSc (*ex*Caesarea) *Fitted for oil fuel* Wireless D.F. 2*Dks*	1512 990 616					1910	Cammell Laird&Co.Ld. Birkenhead	IsleofManSteam PacketCo.Ld.	284·6	39·1	15·8	DouglasIM British *WB*	3 Steam Turbines CammellLaird&Co.Ld.Bkn		
78907 118603 GFPS	**Manxman** Ⓟ TrpSc *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*	2030 1413 835					1904	Vickers,Ss. &Maxim,Ld. Barrow	IsleofManSteam PacketCo.Ld.	334·0	43·1	17·3	DouglasIM British *WB*	3 Steam Turbines Parson'sMarineSteam TurbinesCo.Ld.Nwc.		
78908 44235 JWWL	**Manyo Maru** 1*Dk* *CruiserStern*	2904 2530 1671					1937	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K.	305·4 P24'B79'F29'	45·3	26·2	Tokyo Japanese *WB*	T.3Cy.20$\frac{11}{16}$",34$\frac{7}{16}$"&57$\frac{1}{16}$"– 43$\frac{5}{16}$" HS2547 202NHP MitsubishiJukogyoK.K. Yka.		
78909	**Manzanillo** (*ex*Gharb) TwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	1025 — 571					1915	Forg.&Ch. de la Médit LaSeyne	EmpresaNaviera deCubaS.A.	216·5 P75'F29'	34·1	14·8	Havana Cuban *WB*	T.6Cy.12$\frac{5}{16}$",19$\frac{13}{16}$"&31$\frac{15}{16}$"– 15¾" 80NHP Forg.&Ch.delaMédit.Msl.		
78910 32 IBFU	**Manzoni** (*ex*Lydia,*ex*SzéllKálmán) ssFiu.2ndNo.3–4,28 D.F. ssFiu.No.3–12,37 Sub.Sig 1*Dk*(*Stl*)&*Spar dk*(*Irn*)& *deep framing*	3955 3633 2516	✠100A1 *Spar dk* 2,40 BS2,40 ✠LMC2,36	Tri	*x*	CL 2,40	1902 3mo	Wigham- Richrdsn&Co Ld Newcastle A&CP	“Tirrenia”Soc. Anon.diNav. *CellDBa132'uE&B76'f114'855t*	375·4 365·4 P51'B127'F38' *FPT55tAPT28t DTa28'680t*	48·2	17·8 25·1 FK	Fiume Italian 6*BHCem*	T.3Cy.22½",40"&66"–48" (*r*) 200lb 361NHP 3SB(Spt)9*rf*,GS159,HS5754 Wigham-Richardson& Co.Ld.Nwc.	28 ″ 3 s5 ″ 1¾ 23 ″ 3¼	
78911 28252 JBNA	**Manzyu Maru** Ⓟ (*ex*ManjuMaru–38) ssKob.No.3–7,34 *Mchy.Aft* ssKob.No.1–38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6515 5691 3848	✠100A1 9,40 ~~8,39~~ ✠LMC~~8,39~~ 9,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Kob	*a*†	CL ~~11,37~~ 9,40	1921 9mo	KobeSteel Works Harima Dockyard A&CP	AsahiSekiyuK.K. *CellDBuE&B81'155tDTf41'375t 'tween dk tank aft 10' 46t FPT116tAPT26t*	420·0 440·0(O.L.) P117'B36'F35'	54·0	32·9 FK	Tokyo Japanese 16*BHptCem* (11 *to U dk* 5 „ 2nd „)	T.3Cy.27",45"&75"–51" (*s*) 200lb 560NHP 3SB,9*cf*,GS192,HS7956 FD KobeSteelWorks,Kobe	33 ″ 0 s6 ″ 7½ 26 ″ 7¼	
78912 24724 JIKD	— (*ex*ManjuMaru–38, ssKob.No.3–12,31 *ex*JufukuMaru–34) 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5877 5586 4285	✠ … 2,37 ✠	Kob	*y*		1919 2mo	Kawasaki Dkyd.Co.Ld. Kobe	YamashitaKisen K.K. *CellDB334'1118t FPT126tAPT93t*	385·0	51·0	36·0 FK *Collision*	Hashidate Japanese *Cem* *BH to A dk* 5 „ „ *U* „	T.3Cy.26",43½"&72"–48" 444NHP 2SB(Spt)6*cf*,GS126,HS5809 KawasakiDkydCoLdKobe	36 ″ 0	C †
78913	— Ⓟ D.F. 2*Dks* *CruiserStern*	2298 1551 969					1939	Mitsubishi JukogyoK.K Kobe	DairenKisenK.K.	262·1 P49'Q33'B121'F43'	42·0	20·7	Dairen Japanese *WB*	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"– 43$\frac{5}{16}$" 206NHP MitsubishiJukogyoK.K. Kobe		
78914 XNBL	**Mao Lee** (*ex*HwahChie,*ex*Käthe) 2*Dks*	1946 1753 1221					1911	Howaldts- werke Kiel	ChingKeeS.N.Co. Ld.	271·0 P23'B76'F39'	39·1	20·8	Chefoo Chinese *WB*	T.3Cy.20$\frac{1}{16}$",32$\frac{5}{16}$"&52$\frac{1}{16}$"– 35⅜" 161NHP Howaldtswerke,Kiel		
78915 21721 JPCB	**Maoka Maru** Wireless 1*Dk*	1219 — 829					1917	OsakaIron Works,Ld. Osaka	KitaNipponKisen K.K.	220·0 P23'B34'F24'	33·6	18·5 *WB*	Amaga- saki Japanese	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWks,Ld.Osaka		
78916 117598 ZMMN	**Maori** Ⓟ TrpSc *Fitted for oil fuel* 3*Dks*	3488 1557 1567					1907	W.Denny &Bros. Dumbarton	UnionS.S.Co.of NewZealand,Ld.	350·5 F63'	47·2	24·7	Wellington British *WB*	3Steam Turbines Denny&Co.Dumbarton		C
78917 219766 KUKL	**Mapele** (*ex*Mala–36,*ex*Pittsburgh Bridge) *Fitted for oil fuel* D.F. 1*Dk*2*tr*B*in fore & after holds* & *Webframes*	3297 — 1998	✠ … 7,21 ✠				1920 5mo	Submarine BoatCorp. Newark,N.J.	MatsonNav.Co.	324·0 P30'B90'F35'	46·2	25·0 FK	S.Frncisco Utd.States *WB*	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
78918 PFTQ	**Mapia** *OilEng.* D.F. E.S.D. ssAms.No.3–2,34 ssAms.No.1–38 3*Dks*	9389 8824 5819	✠100A1 12,40 ~~2,40~~ ✠LMC CS3,39 7,39 ✠NE3,34 DBS~~3,39~~5,40 *Carrying vegetable oil in frwrd deep tank* *Carrying oil F.P. above 150° F. in after deep tank*	Ams Sba	*e*†	CL ~~9,37~~ 12,40	1923 1mo *Lloyd'sA&CP*	SirJ.Laing &Sons,Ld. Sunderland	N.V.Stoomv. Maats.Nederland *CellDBa164'uE85'f142'1509t DTf39'1556t DTa39' 1494t FPT200t APT38t*	501·0 P48'B31'F67' len34	60·5	27·6 37·5 FK	Batavia ~~Amsterdam~~ Dutch 8*BHCem*	2 SR geared Oil Engines 2S.C.SA 14Cy.22$\frac{1}{16}$"–31½" 2DB190lb 1184NHP 2(WT)NDB33 213lb WerkspoorN.V.Ams.	40 ″ 3 s10 ″ 3¾ 30 ″ 3½	
78919 PKHA	— *OilEng.* *Mchy.Aft* 1*Dk*	550 350 363					1929	N.V.Schps. “deMaas” Slikkerveer	Koninkl.Paketv. Maats.	165·4 F25'	28·9	9·3	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$"–15¾" 122NHP SulzerBros.Winterthur		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
78920 116954	**Maplebranch** IronTwinSc (*ex*Ionic,*ex*Cuba) 1*Dk* *Carrying Petroleum in bulk*	1014 886 634					1872	KingIron Works Buffalo,N.Y. *Altered* Montreal '28 *Altered* Sorel PQ 1935	BranchLines,Ld.	231·8|35·5|12·6	Sorel,P.Q. British	C.4Cy.17"&40"-36" NB02 160NHP H.G.Trout&Co.Buffalo		
78921 141766 VGMJ	**Maplecourt** (*ex*NorthWest) 1*Dk*	3388 2827 2010					1894 *Reconstructed* 1920	GlobeIron WorksCo. Cleveland,O.	UnitedTowing& SalvageCo.Ld.	365·4|44·8|23·4 P45'B96'F45'	Montreal British *WB*	T.3Cy 23",30"&54"-40" 181NHP RobbEng.Co.AmherstN.S.		
78922 129767 CYMZ	**Mapleheath** (*ex*Toiler) *Mchy.Aft* 1*Dk*	1692 1585 1036					1910	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	255·4|42·5|17·3 Q43'F38'	Kingston, Ont. British *WB*	T.3Cy.17",28"&46"-36" E&B*made*03*fitted* 29 PolsonIronWorks, 127NHP Toronto		R
78923 123961 CYLW	**Mapleton** *Mchy.Aft* 1*Dk*	1782 1492 1140					1909	Sunderlnd S.B.Co.Ld. Sunderland	Canada Steamship Lines,Ld.	250·0|42·7|16·4 P96'F36'	Montreal British *WB*	T.3Cy.17",28"&46"-33" 122NHP N.E.MarineEng.Co.Ld.Sld		C
78924 160728 GPVZ	**Maplewood** *ss*Shl.No.2-38 D.F. 1*Dk*(*Stl*) E.S.D. Gy.C.	4566 4158 2829	✠100A1 ~~10,39~~ 11,40 ✠LMC MS12,38 BS~~5,39~~ 6,40	Lon Nwc	*y*	CL 12,38	1930 5mo	Nthmblnd S.B.Co. (1927),Ld. Newcastle *Lloyd'sA&CP*	JosephConstantineS.S.Line,Ld.	382·5|52·0|26·6 P33'B119'F30' FK *Cell DB*332'1056*tFPT*96*t APT*140*t*	Middlsbro' British 6*BHCem*	T.3Cy.24",39"&66"-45" & exhaust turbine driving steam compressor 200lb (*s*) 464NHP 2SB(Spt)(FD)&1Aux.B, 8*cf*,GS152,HS6619 N.E.MarineEng.CoLdNwc	29 ″ 0 s5 ″ 4¼ 23 ″10¼	
78925 859 CBMP	**Mapocho** Ⓟ Iron3Mst 3*Dks*(1*Irn*)&*Shade dk*	2652 1829 1552	✠ 3,83	Liv	*s*		1882 11mo	LairdBros. Birkenhead	CompañiaSud Americana deVap	331·2|41·4|19·3 *WB* = *CellDB*274'*f*344*t*	Valparaiso Chilian 5*BHCem*	C.2Cy.45"&80"-54" NB99 392NHP LairdBros.,Birkenhead		
78926 2200 IBNZ	**Mar Bianco** (*ex*Martano-38, TwinSc *ex*Martand-38, *ss*Gen.2ndNo.3-7,38 *ex*PortNapier-36, D.F. 2*Dks*(*Stl*)& *ex*HawkesBay) *Shelter dk*(*Stl-ws*) *Ref.Mchy.*	8446 7793 5255	✠100A1 *Shelter dk* *withfreeboard* 2,40 ✠LMC MS9,37 BS7,39 Lloyd'sRMC2,40 *Fitted for oil fuel*7,38 *F.P. above* 150° F.	Gen	*e*†	CL P4,38 s2,40	1912 12mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	A.Zanchi *CellDBa*131'	506·9|61·4|32·9 489·0 FK *uE&B*88'*f*209'1530*t*	Genoa Italian 8*BHCem* *APT*70*t*	T6Cy.23",38½"&64½"-45"(*s*) 200lb 804NHP 4SB,16*cf*,GS274,HS11628FD Wrkman,Clark&Co.LdBel	35 ″ 8 s 5″11¾ 29″11¾	
78927 EAKU	**Mar Cantabrico** TwinSc *OilEng.* *ss*Bbo.No.3-4,40~~ssVal.No.1-38~~ D.F. 2*Dks*(*Stl*) *CruiserStern*	6632 5355 4493	✠100A1 *withfreeboard* 4,40 DBS4,40 ✠LMC4,40	NYk Bbo	*z*	CL 4,40	1930 2mo	CiaEuskalduna Bilbao *Lloyd'sA&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *'Tween dkBHs,except collision& Mchy.space BHs dispensed with*	404·3|54·2|31·4 F43' FK *CellDB*332'1079*tFPT*67*t*	Bilbao Spanish 3 *BHtoWdk* 4 „ „ 2nd „ ~~APT266t~~ *APT*226*t*	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP DB-100lb Akt.Burmeistr&Wain,Cpn	34 ″ 0 ~~s8 ″ 4¾~~ ~~25 ″ 9~~ s8 ″ 2¼ 25″11½	
78928 EAGK	**Mar Caribe** *ss*Bbo.2ndNo.3-7,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing in DB*	4716 — 2988	✠100A1 *Shelter dk* *withfreeboard* 4,41 ~~7,39~~ ✠LMC MS6,39 BS~~4,40~~ 4,41 *Fitted for oil fuel*7,32 *F.P. above* 150° F.	Bbo Bcl	*x*	CL 4,39	1920 7mo	Soc.Española de Const.Nav. Bilbao *Lloyd'sA&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *CellDB*314'783*t* *DTa*40'76	357·6|48·1|31·5 P29'B131'F38' *on Shelter dk* FK 6*tFPT*87*tAPT*40*t*	Bilbao Spanish *Cem* 6*BHtoSh dk* 1 „ „ *U* „	T.3Cy.25",41"&68"-45" (*s*) 180lb HS8289 443NHP 3 Water Tube Boilers J.G.Kincaid&Co.Ld.Grk.	33″11 s 7 ″ 5½ 26 ″ 8½	
* 78929 OOZH	**Mar Del Plata** Ⓟ *OilEng.* D.F. E.S.D. 2*Dks*&*Shelter dk* *Ref.Mchy.* Sub.Sig. *CruiserStern*	*7340* *5403* *4350*	✠100A1 *withfreeboard* 7,39 ✠LMC9,38 ✠Lloyd'sRMC3,40	Ant	*c*†	CL	1938 9mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd'sA&CP*	CieMaritimeBelge (LloydRoyal)S.A (AgenceMaritime Internationale, *Mgrs.*) *CellDB*365'1864*t*	435·9|61·5|26·8 F50' FK *Wing tanks in ER*156*t FPT*90*tAPT*92*t*	Antwerp Belgian 8*BHptCem* *ptAsp* (*Coll to Sh dk* 7 „ 2nd „)	Oil Engines 2S.C.DA 5Cy.24 7/16"-55⅛" 1028NHP DB100lb SocAn.J.Cockerill,Seraing	30 ″ 2 s 3 ″ 9 26 ″ 7½	
78930 1224 IBMU	**Mar Glauco** (*ex*Aquitania,*ex*S.E. Calvert,*ex*Lübeck,*ex*Drumcondra) D.F. *Turret dk* 1*Dk*2*trB*	4690 3840 2969					1906	W.Doxford &Sons,Ld. Sunderland	M.Maresca&C.	403·9|51·6|24·5 379·5|51·1| P23'B151'F37'	Genoa Italian *WB*	T.3Cy.26",43"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld.		CI
78931 EAKV	**Mar Negro** TwinSc *OilEng.* *ss*Bbo.No.3-3,40 D.F. 2*Dks*(*Stl*) *CruiserStern*	6632 5355 4493	✠100A1 *withfreeboard* Bcl 1,41 DBS~~3,40~~ ✠LMC3,40 3,41	Bbo	*z*	CL 3,40	1930 6mo	CiaEuskalduna Bilbao *Lloyd'sA&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *'Tween dkBHs,except collision& Mchy.space BHs dispensed with*	404·3|54·2|31·4 F43' FK *CellDB*332'1079*tFPT*67*t*	Bilbao Spanish 3 *BHtoWdk* 4 „ „ 2nd „ *APT*226*t*	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 723NHP DB100lb Akt.Burmeistr&Wain,Cpn	34 ″ 0 ~~s 8 ″ 4¾~~ ~~25 ″ 9~~ s 8″2¼ 25″11½	
78932 EAGM	**Mar Rojo** *ss*Bbo.No.3-2,30 *ss*Bbo.No.2-39 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	3640 3002 2072	✠100A1 6,41~~11,39 11,40~~ ✠LMC BS3,41 MS5,39 *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	Bcl ~~Bbo~~	*u*	CL 4,39	1917 8mo	Astilleros deNervion Bilbao *Lloyd'sA&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *CellDB* 270*t* 818*t*	325·4|46·9|22·5 P31'B80'F39' FK	Bilbao Spanish 6*BHCem* *APT*130*t*	T.3Cy.24",40"&65"-45" 180lb *80lb* 295NHP 2SB,6*cf*,GS120,HS4374 J.G.Kincaid&Co.Ld.Grk.	24″11 s 4 ″4½ 20 ″ 9	
78933 EAFZ	**Mar Tirreno** (*ex*Luchana-39, *ex*Oquendo, *ss*Bbo.2ndNo.3-6,32 *ex*Tuscany) *ss*Bbo.No.~~1-36~~2-40 *Spar dk*(*Stl*)2*trB* &*deepframing* *Cargo battens not fitted*	*3000* *2807* *1872*	✠100A1 *Spar dk* *withfreeboard* 5,40~~6,39~~ ✠LMC5,40 ~~MS7,36~~ ~~BS6,39~~	Bbo	*u*	CL 6,39	1908 2mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd'sA&CP*	Cia.Maritima del Nervion(Urquijo y Aldecoa,*Mgrs.*) *CellDBa*102'*uE*	325·0|47·0|13·8 22·4 P32'B101'F31' FK 24'*f*138' 573*t FPT*	Bilbao Spanish 5*BHCem* 80*tAPT*77*t*	T.3Cy.24",38"&64"-42" (*s*) 160lb *85lb* 287NHP 2SB 6*cf*,GS102,HS4637 Richardsons,Westgarth& Co.Ld.	24″10 s 3″11½ 21 ″ 1	
78934 YVAB	**Maracaibo** TwinSc *Fitted for oil fuel* 2*Dks*&*ptShade dk*	1771 — 1095					1899	Harlan& Hollingsworth Co. Wlmgtn,Del.	Cia.Anon.de Navegación deCarenero	267·5|37·0|18·5 P26'F48' *ptShade dk*120'	Caracas Venezuelan *WB*	T.6Cy.14",22"&36"-24" NB18 127NHP Harlan&HollingsworthCo. Wilmington,Del.		
78935 162595 GQRF	**Maracay** TwinSc *ss*Aru.No.2-40 *Mchy.Aft* 1*Dk*(*Stl*)	3794 2881 1842	✠100A1 ~~9,40~~ ~~2,40~~ 3,41 BS9,40 ✠LMC8,39 *CarryingPetroleum in bulk* *Fitted for oil fuel*6,31 *F.P. above* 150° F.	Aru	*w*	OG s3,41 CL P3,41	1931 6mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	LagoShippingCo. Ld. ~~(F.J.Wolfe, Mgr.)~~ (R.A.Carder,*Mgr.*) *Side tanks*	350·6|60·2|16·7 P73'F42' FK *Trunk*236' *f*32'384*tFPT*113*tAPT*99*t*	London British 9*BHptCem*	T.6Cy.16",26"&42"-28" (*s*) 180lb 314NHP 2SB,6*cf*,GS253,HS5112 Harland&Wolff,Ld.Bel	17 ″ 6 s 2 ″ 7 15 ″ 1	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Réf. Trans.
78936 PUYD	**Marahú** Ⓟ TwinSc Wireless 1Dk&Shelter dk	746 479 378	✠ ... 3,11 ✠				1906 10mo	AilsaS.B. Co.Ld. Troon	Cia. de Nav. Bahiana	200·0 FK	32·2	11·2	Bahia Brazilian WB	T.3Cy.13½",22"&36"–24" 151NHP Muir&Houston,Ld.Gls.	11 ″ 10	
78937	**Marajó** (exMalistan-37) Fitted for oil fuel ssShl.No.2-34 Mchy.Aft 2Dks(Stl) Carrying Petroleum in bulk	5553 4994 3438	✠ ... 5,37 ✠	Shl	y		1924 2mo	Bartram& Sons,Ld. Sunderland CellDBuE&	BrazilianNavy B87'211tDTf37'34	400·0 P109'B34'F38' FK 5t FPT92t APT76t	52·2	31·3	R.Janeiro Brazilian ptCem 10BHtoUdk 4 " "2nd"	T.3Cy.27½",45"&75"–45" 476NHP 3SB,9cf,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0	
78938 TCLU	**Marakaz** Ⓟ TwinSc Wireless D.F. 2Dks E.S.D. Sub.Sig. CruiserStern	1415 761 514					1938	Frd.Krupp Germaniawft A.G. Kiel	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	249·1 B&F178'	36·2	13·0	Istanbul Turkish WB	4 steam turbines SR geared to 2sc shafts HS6457 695NHP Fr.KruppGermaniawftAG Kiel		G
78939 31 IPWG	**Maralunga** (exRicopino, exCortellazzo,exDalmazia) Mchy.Aft 1Dk	557 406 266					1921	Flli.Orlan- do&Co. Leghorn	Ing.G.B.Bibolini	157·3 P33'F63'	28·0	12·8	Spezia Italian WB	C.2Cy.$16\frac{1}{32}$"&$35\frac{7}{16}$"–$21\frac{1}{32}$" 49NHP Flli.Orlando&Co.Leghorn		I
78940 237 IBGU	**Marangona** (exQueenTailte, exWestwego, ssBel.No.3-4,26 exSteauaRomana) Fitted for oil fuel D.F. Mchy.Aft 2Dks&Webframes Carrying Petroleum in bulk	5257 4706 3068	✠ ... 1,31 ✠				1914 6mo	J.Frerichs &Co.A.G. Einswarden	CompagniaItali- anaMarittima	402·1 P89'B34'F42' FK	51·7	28·7	Venice Italian WB	T.3Cy.27",45"&74"–48" 505NHP N.E.MarineEngCoLd.Nwc	30 ″ 3	CI †
78941 PUBQ	**Maranguape** (exGunther) 2Dks	3037 2586 1913					1906	Irvine'sSB. &D.D.Co.Ld. WHartlepool	LloydBrasileiro	318·8 P38'B102'F40'	44·9	22·2	R.Janeiro Brazilian WB	T.3Cy.23½",38"&64"–42" Richardsons, 265NHP Westgarth&Co.Ld.Hpl.		
78942	**Maranon** Ⓟ (exSchleswig-37, exAskania-36,exNord- Fitted for oil fuel Schleswig) Sub.Sig. 2Dks	3369 2963 2063					1922	Frd.Krupp A.G. Kiel	PeruvianGovern- ment(Cia.Peruana deVapores yDique delCallao,Mgrs.)	289·6 F32'	47·0	25·6	Callao Peruvian WB	T.3Cy23⅜",$38\frac{3}{16}$"&62"–$39\frac{3}{16}$" 244NHP Frd.Krupp,A.G.Kiel		GC
78943 181624 KZAZ	**Marapara** TwinSc Now "Princess of Cebu," see No.89586 in Supplement OilEng. Wireless 1Dk(Teak)	415 206	✠ — 11,36 ✠	HKg	h		1931 8mo	Kwong FookCheong HongKong	NegrosNav.Co.Inc.	154·9 F18' FK FPT25t	30·1	9·6	Iloilo,P.I. Utd.States 4BHCem APT38t	Oil Engines 2S.C.SA 8Cy.12⅝"–18½" 222NHP Atlas-DieselA/B,Skm.	10 ″ 6	
78944 904 SVVL	**Marathon** (exKumara-37, TwinSc exHoratius-33, ssBly.No.3-8,37 exBardic) 1Dk&Shelter dk,3rd dk in Nos.3&4 holds CruiserStern Cargo battens not fitted Tonnage opening closed39	7926 7580 4845	✠100A1 Shelter dk withfreeboard 2,41 ~~3,40~~ ✠LMC MS8,37 BS~~10,39~~1,41 Fitted for oil fuel 1,38 F.P. above 150°F.	Lis Cff	c†	CL 3,40	1919 3mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	MarathonS.S.Co. CellDB392'1461t	450·0 P31'F43'onShltr dk FK FPT119tAPT76t	58·4	29·2 37·2	Piræus Greek ptCem 8BH (7 to Sh dk 1 " 2nd ")	T.6Cy.26½",44"&73"–48" (s) 200lb FD 1138NHP 3DB,24cf,GS440,HS17079 Harland&Wolff,Ld.Bel.	40 ″ 0 s11 ″ 0½ 29 ″ 3	
78945 LCKT	— ssCff.No.2-38 D.F. 2Dks(Stl)&Webframes Mchy.Aft Longitudinal framing	7208 6727 4358	✠100A1 7,40 ~~7,39~~ BS~~3,39~~ 4,40 ✠LMC2,38 Carrying Petroleum in bulk Fitted for oil fuel 3,30 F.P. above 150° F.	NYk BAs	b†	CL 7,39	1930 3mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	Skibsaktiesel- skapetMarathon (Halle&Petersen) CellDBuE&B66'254t	441·4 455·8(O.L.) P105'B30'F40' FK DTf34'551tFPT1	58·4	33·7	Oslo Norwegian 16BHptCem (11 to U dk 5 " 2nd ") 26tAPT174t	T.3Cy.27",45"&75"–54" (s) 180lb 605NHP 3SB,12cf, HS9186 FD WllsndSlpwy.Co.Ld.Nwc	33 ″ 9	
78946 HPAL	**Maravi** Fitted for oil fuel Sub.Sig. 1Dk	2802 2377 1522					1921	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.Mgrs.)	303·0 B83'F38'	47·2	21·7	Balboa Pnamanian WB	T.3Cy.20½",34"&57"–45" 217NHP Wrkman,Clark&Co.LdBel		C
78947 DOHV	**Marburg** Ⓟ (exSaale-38) 4Mst OilEng. D.F. E.S.D. 2Dks Ref.Mchy. Sub.Sig.	7564 6668 4633					1928	F.Schichau Danzig	Norddeutscher Lloyd	503·6 P25'B&F463' UpperF56' len.38	61·2	28·7	Bremen German WB	2 Oil Engines 2S.C.DA SR geared to 1 sc. shaft 16Cy.20⅞"–$29\frac{15}{16}$" 2440NHP NE38 Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
78948 ONUD	**Marcel** OilEng. Wireless D.F. 1Dk Mchy.Aft CruiserStern	543 369 329					1938	S.A. Brugeoise d'Arrimage et de Rep. deNav. Bruges	ArmementL. HermansS.A.	177·2 P49'F28'	28·6	11·6	Bruges Belgian WB	Oil Engines 4S.C.SA 6Cy.15"–$22\frac{3}{16}$" 131NHP Carels&Van deKerchove, Ghent		V
78949 FNWO	**Marcel Schiaffino** Fitted for oil fuel 2Dks	3482 3068 2068					1929	Howaldts- werke A.G Kiel	Soc.Algérienne de Nav. pour l'Afrique duNord(Ch.Schiaf- fino&Cie.Mgrs.)	337·0 P49'B112'F49'	48·0	8·5	Algiers French WB	T.3Cy.$22\frac{13}{16}$",37⅝"&60¼"–39⅝" 228NHP HowaldtswerkeA.G.Kiel		V
78950 160349 GNQC	**Marcella** ssAnt.No.2-37 2Dks(Stl)	4592 4300 2947	✠100A1 Examined 3,41 Mch ✠LMC MS6,36 BS~~11,35~~5,41 Fitted for oil fuel 2,28 F.P. above 150° F.	~~Avn~~	y	CL ~~6,30~~ 3,41	1928 2mo	Lithgows, Ld. PortGlasgow Lloyd'sA&CP	KayeTransportCo. Ld.(KayeSon&Co. Ld.Mgrs.) Intermediate in after CellDB32	385·0 397·5(O.L.) P33'B112'F44' FK 'tween dk BH hold dispensed with 9'1003tDTa30'777t	52·0	26·6	London British ptCem 4BH to U dk 2 " " 2nd " APT16t	T.3Cy.25",42"&70"–48" (s) 200lb 477NHP 3SB,9cf, HS6789 FD Rankin&Blckmore,LdGrk	29 ″ 0 s5 ″ 3½ 23 ″ 11½	
78951 OZLH	**Marchen Mærsk** TwinSc OilEng. D.F. E.S.D. 1Dk&Shelter dk 3rd dk Ref.Mchy. except in Nos.2&5 holds CruiserStern	6580 5624 4100	✠100A1 withfreeboard 3,39 ✠LMC4,37 ✠Lloyd'sRMC3,40 Carrying vegetable oil, molasses or glycerine in deep tanks	HKg	d†	CL	1937 4mo	Bremer Vulkan Vegesack Lloyd'sA&CP	A/S D/S Svendborg & Dampskslsk. af 1912A/S (A.P.Möller, Copenhagen,Mgr.) CellDB	471·9 497·0(O.L.) F59' FK 372'1416tDTsa68'1	59·4	26·9	Copnhagn Danish 7BHptCem (Coll to Sh dk 6 " 2nd ") 724tMTs68'	Oil Engines 2S.C.DA 10Cy.23⅝"–$43\frac{5}{16}$" 1945NHP DB114lb2DB(WT)114lb BremerVulkan,Vegesack 1918tFPTs230tAPTs280t	30 ″ 5 s3 ″ 10 26 ″ 9½	
78952 164069	**Marchioness of Graham** Ⓟ TwinSc CruiserStern 2Dks	585 442 219					1936	Fairfield Co.Ld. Glasgow	CaledonianSteam PacketCo.Ld.	220·2	30·1	10·1	Glasgow British	4 steam turbines SR geared to 2 sc. shafts 267NHP FairfieldCo.Ld.Glasgow		BT till ~~4,40~~ ~~4,41~~ 3,42
78953 164050	**Marchioness of Lorne** Ⓟ Pad CruiserStern 1Dk&Promenade dk	427 259 146					1935	Fairfield Co.Ld. Glasgow	CaledonianSteam PacketCo.Ld.	199·5	27·1	7·5	Glasgow British	T.3Cy.18¼",29"&45"–48" 140NHP FairfieldCo.Ld.Glasgow		BT till ~~4,40~~ ~~4,41~~ 3,42

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
78954 287 IMXT	**Marco** (exFederazione-37,exBrand, exLabor) 1Dk	1487 1174 888					1901	Grngem'th &Greenock DockyardCo Grngemouth	SocietàAlluminio Veneto-Anonima (Soc.Abruzzese di Nav.Anon.Mgrs.)	254·4 245·5 Q99tB—H—F31t	36·2	16·2	Venice Italian WB	T.3Cy.18",30"&50"-33" 144NHP Cooper&Greig,Dundee		I
78955 94 IBSL	**Marco Foscarini** 1Dk&Shelter dk,3rd dk inNo.1hold I D.F. GyC. CruiserStern OilEng. Butts of shell&decks electrically welded Longitudinal framing at decks	6342 5345 3712	✠100A1 withfreeboard 1,40 ✠LMC1,40 ~~(Class Contem-plated)~~ Carrying oil fuel F.P. above 150°F. in deep tank	Mfl	c†	CL	1940 1mo	Cantieri RiunitiDell' Adriatico Monfalcone Lloyd'sA&CP	SocietàItaliana di Armamento "Sidarma"	470·7 (O.L.) F36' FK (CollBHtoShdk7BHto2nd dk) CellDB380'1151tMT28'1275tFPT131tAPT227t	60·6 60·7	23·6 26·0	Fiume Italian 8BHptCem	Oil Engines 2S.C.DA 6Cy.$25\frac{3}{16}$"-$45\frac{11}{16}$" 1328NHP DB100lb SocAn"Fiat"S.G.M.Turin	29"10 s3"11 26"1¾	
78956 70 ICCW	**Marco Polo** Ⓟ TwinSc (exGange-36, exPresidenteWilson, exKaiserFranzJosefI.) ssTri.2nd.No.3-4,39 Ref.Mchy. 3Dks(Stl-Uws)&Shelter dk(Stl-ws) D.F. Sub.Sig. 4th dk(Stl)inNo.1hold	12272 9739 6752	✠100A1 Shelter dk withfreeboard 1,40 ✠LMC MS1,38 BS10,39 Lloyd'sRMC3,40 Fitted for oil fuel 5,26 F.P. above 150° F.	Ven	f†	CL S4,39 P1,40	1912 5mo	Cant.Nav. Triestino Monfalcone Lloyd'sA&CP	"Adriatica"Soc. Anon.diNav.	500·0 477·5 FK BonShelter dk176' CellDBa89'uE&B147'f165'1418tFPT52tAPT40tMTs560t	62·1	43·2	Trieste Italian 9BHCem	Q8Cy.28"40"57"&82"-57"(s) 220lb HS28757 FD 1834NHP 6DB&1AuxSB,39cf,GS732 D.Rowan&Co.Glasgow	45"0 s16"4 29"0	
78957	**—** TwinSc (exLung-Shin-38,exLungShan-37) 2Dks&Shade dk	3063 2193 1897					1923	HongK'ng &Whampoa DockCo.Ld. HongKong	Cia.ItalianadiNav. S.A.I.(Chinese ItalianNav.Co.Ld)	300·4 290·0	54·1	11·8	Shanghai Italian WB	T.3Cy.20",33"&55"-30" 332NHP HongKong&Whampoa DockCo.Ld.HongKong		
99/41 78958 137532 GPSV	**Marconi** TwinSc ssMdb.No.3-5,29 ssLiv.No.2-37 D.F. 3Dks(Stl)&Shelter dk (Stl-ws) Ref.Mchy.	7402 6877 4519	✠100A1 Shelter dk withfreeboard ~~9,40~~ 2,40 ✠LMC MS7,37 BS~~6,39~~ 6,40 ✠Lloyd'sRMC~~3,40~~ 6,40 5,41 ~~1,41~~ ~~9,40~~	Bry Nwc	b†	CL 9,39	1917 2mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	MarconiS.S.Co.Ld. (KayeSon&Co.Ld. Mgrs.)	440·8 F47'onShelter dk FK CellDB382'1194tFPT68tAPT60t	56·2	35·6	Liverpool British 8BHCem	Q8Cy.20½"29½"42"&61"-48" 215lb (s) 887NHP 3DB&1AuxSB,21cf,GS424, HS17070 Harland&Wolff,Ld.Bel.	38"11 s11"1 28"3	
78959 2270 IPWZ	**—** (exTove-39) Wireless 1Dk	1406 915 847					1919	Kjöbnhvns Flydk.&Skbs Copenhagen	MerluzzoItaliano S.A.	246·6 235·4 P13'Q69'B98'F29'	36·2	13·7	Genoa Italian WB	T.3Cy.15",24"&40"-27" 83NHP KjbhavnsFlydk.&Skbsv.		CI
78960 167380 GDND	**Marcrest** (exMarijaRacic-39, exAtlantica) ssSpt.2ndNo.3-3,36 1Dk(Stl)	4224 3924 2597	✠100A1 Examined 2,41 Hul ~~BS11,39~~ ✠LMC12,34 2,41	~~Sch~~	x	CL 11,39	1911 5mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP	CrestShippingCo. Ld.	378·1 P23'B201'F34' FK CellDBa132'uE&B78'f161'987tFPT131tAPT95t	52·3	23·9	London British 6BHCem	T.3Cy.26",42"&68"-48" (s) 180lb 100lb 391NHP 2SB,8cf,GS155,HS6624 Blair&Co.Ld.Stockton	26"4 s3"10¼ 22"8	
135/40 78961 140644 GBWN	**Mardinian** ssLiv.No.3-6,32 ssMch.No.1-37 1Dk(Stl)	2434 2253 1426	✠100A1 11,39 BS11,39 ✠LMC6,37	Mch	t	5,39	1919 8mo	S.PAustin &Son,Ld. Sunderland Lloyd'sA&CP	EllermanLines,Ld (Ellerman&Papa-yanniLines,Ld. Mgrs.)	303·2 311·5(O.L.) P&B233'F32' FK CellDB260'670tFPT70tAPT180t	43·0	20·8	Liverpool British 5BHptCem	T.3Cy.22",36"&59"-39" (s) 180lb 266NHP 2SB,6cf,GS124,HS4500 Richardsons,Westgarth& Co.Ld.Sld.	23"0 s2"3¼ 20"11	
78962 1069 ESVB	**Mare** (exHighland-36, exOosterland-32) ssRot.No.3-5,27 ssTln.No.2-36 Well deck 1Dk(Stl) Cargo battens not fitted	1217 1021 727	✠100A1 6,38 ✠LMC BS8,39 MS11,39	Tln	o	OG 5,38	1916 2mo	Wrf.voorh. Rijkee&Co Rotterdam A&CP	J.Michelmann& others	230·0 Q83'B52'F26' FK CellDBa65'uE19'f98'309tFPT21tAPT18t	34·6	14·8	Pärnu Estonian 4BHCem	T.3Cy.17½",29"&46"-36"(r) 180lb 155NHP 2SB,4cf,GS78,HS2620 Maats.Fyenoord,Rot.	17"1 s1"1¾ 16"0¾	
* 78963 FNYM	**Maréchal Gallieni** (exMöwe) Wireless 2Dks	1559 1262 656					1912	G.Seebeck Akt Ges. Weser-münde-G.	Cie.desMessageries Maritimes	236·3 P35'B81'F32'	34·8	18·1	Diego-Suarez French WB	T.3Cy.$22\frac{13}{16}$",$36\frac{5}{8}$"&$59\frac{1}{16}$"-$39\frac{3}{8}$" 220NHP G.SeebeckA.G.Bremerhvn		V
78964 FNYV	**Maréchal Joffre** Ⓟ TwinSc OilEng D.F. Ref.Mchy. 4Dks CruiserStern	12063 8388 6670					1933	Soc.Pro-vençale de Cnst.Nav. LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	468·7 B189'	64·0	37·9	Marseilles French WB	Oil Engines 4S.C.SA 16Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 1307NHP Schneider&Cie.LeCreusot		V
78965 FNHN	**Maréchal Lyautey** Ⓟ TwinSc D.F. E.S.D. Fitted for oil fuel CruiserStern 3Dks	8256 — 4162					1924	Forg.&Ch. de laMédit. LaSeyne	Cie.deNav.Paquet	428·0 B194'F80'	56·8	33·8	Marseilles French WB	T.6Cy.27¾",44½"&74"-$47\frac{1}{8}$" 750NHP Forg.&Ch.de laMédit.Msl.		V
78966 132479 VJGF	**Mareeba** (exEchuca) ssSyd.No.3-1,34 ssSyd.No.1-38 1Dk(Stl)&Shelter dk(Stl) Longitudinal framing &Web frames	3472 3017 1990	✠100A1 Shelter dk withfreeboard 5,40 ~~9,39~~ BS~~3,40~~ 4,41 ~~BS1,38~~ ✠LMC1,38	Syd NSW	v	CL 9,39	1921 11mo	Walkers, Ld. Maryboro' Queensland A&CP	Australasian UnitedSteamNav. Co.Ld.	332·7 FK CollisionBHtoSdk 4 " " U " CellDB277'882tFPT118tAPT204t	47·1	27·1	Melbourne British Cem	T.3Cy.25",41"&68"-45" (s) 185lb 520NHP 3 Water Tube Boilers HS8289 FD Walkers,Ld.	26"1 s2"4 23"11¾	
78967 35169 JEMD	**Marei Maru** (exMalayMaru-38, exCraighall) ssKob.No.3-7,17 ssKob.No.1-22 2Dks(Stl)&deep framing	4557 4153 3250	✠ 9,26 ✠	Kob	x		1905 3mo	D&WHen-dersn&Co.Ld. Glasgow	HatiumaKisen K.K.	379·9 P40'B98'F40' FK CellDBa121'uE&B37'f165'1011tAPT122t	50·1	26·0	Kobe Japanese 6BHCem	T.3Cy.25",41"&67"-48" 368NHP 3SB,9cf,GS173,HS6160 D&WHendersn&CoLd.Gls	28"8	C †
78968 143170 GBKJ	**Marella** Ⓟ (exWahehe, TwinSc exHildaWoermann) ssSyd.2ndNo.3-2,38 2Dks(Stl-Uteaks) Ref.Mchy. &Shelter dk(Stl-teaks)	7475 6318 4340	100A1 Shelter dk withfreeboard ~~8,40~~ ~~3,40~~ 3,41 BS3,40 ~~BS3,39~~ LMC3,37 ✠Lloyd'sRMC~~3,40~~ ~~9,40~~ 3,41 Port and stbd. chambers in No. 3 hold not included.	Mel	b†	CL P8,38 S8,39	1914	Reiherst'g Schiffsw. Hamburg AP	Burns,Philp&Co. Ld.	426·0 441·8(O.L.) FK&BK3" CollisionBHtoSdk 6 " " U " CellDBa117'uE66'140'1190t	55·8	35·2	London British Cem	Q.8Cy.$22\frac{5}{16}$",$33\frac{7}{16}$","$49\frac{7}{16}$"& $71\frac{11}{16}$"-$49\frac{7}{16}$" (s) 227lb FD 1111NHP 3DB,18cf,GS305,HS15403 ReiherstMaschinenf.Ham.	38"1 s11"9¼ 26"11	
78969 925 IPXQ	**Maremola** WoodAuxBkn (exSailingVessel-38) OilEng. 1Dk2trB (See Sailing Ship Register)	428 399 330					1921	L.Pegollo &C. PietraLigure	A.Dell'Acqua	140·3	29·2	15·6	Genoa Italian	Oil Engines 4S.C.SA 4Cy.$9\frac{7}{16}$"-$14\frac{3}{16}$" 35NHP Emade31,fitted38 Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
78970 127938 MFYZ	**Marena** ssFal.2ndNo.3-7,34 Mchy.Aft ssFal.No.1-39 Well deck 1Dk(Stl)	303 255 111	✠100A1 10,39 ✠LMC10,39 BS3,41	Cff	e	CL 9,39	1908 10mo	Scott& Sons Bowling Lloyd'sA&CP	CountyofCornwall ShippingCo.Ld. (J.Hampton, Mgr)	140·3 Q46'B8'F22' BK7" FPT64tAPT7t	24·1	10·3	Liverpool British 3BHCem	C.2Cy.17"&38"-24" (s) 140lb 81RHP 1SB,3pf,GS45,HS1488 Ross&Duncan,Glasgow	11"6 s"11¾ 11"2	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
78971 549 ESCD	**Maret** (exLlangorse,exBoverton) ssTln.2ndNo.3–4,36 1Dk(Irn) Cargo battens not fitted	3025 2677 1794	✠100A1 7,39 BS7,39 ✠LMC4,36 Surveys delayed	Npt	u	CL 5,37	1910 9mo Lloyd's A&CP	J.Blumer &Co. Sunderland	TallinnaLaevaühisusA.S.(Tallinn ShippingCo.Ld.) Cell DB a 104'	315·5|46·5|21·5 P26'B92'F29' FK uE&B36' f 128'719t	Tallinn Estonian 5BHCem APT186t	T.3Cy.23",38"&62½"–42" (s) 180lb 267NHP 2SB,6cf,GS118,HS4008 Blair&Co.Ld.Stockton	23 " 4 s3 " 3 20 " 3	
78972 LELD	**Marga** Wireless 1Dk	1583 1374 934					1923	Nylands Værksted Oslo	A/SBruusgaard	254·2|39·2|17·0 P46tH88tF14t	Drammen Norwegian WB	T.3Cy.19",31"&51½"–33" 152NHP NylandsVærksted,Oslo		N
78973 148748 GMPB	**Margalau** ssNpt.No.3–2,38 2Dks(Stl)	4541 4303 2886	✠100A1 8,40 ~~9,39~~ ~~BS9,39~~ ✠LMC6,38 5,41 Fitted for oil fuel 4,26	Cff Liv	y	CL 9,39 F.P. above 150° F.	1926 4mo Lloyd's A&CP	Lithgows Ld. Pt.Glasgow	WalmarS.S.Co.Ld. (Kaye,Son&Co. Ld.Mgrs.) Intermediate 'tween dk BH in after hold dispensed with CellDB329'	385·0|52·0|26·6 397·5(O.L.) P33'B112'F44' FK 1008t D Ta30' 760t	London British ptCem 5BH to Udk 1 " " 2nd " APT16t	T.3Cy.26",42"&70"–48" (s) 180lb 484NHP 3SB,9cf,HS7263 FD J.G.Kincaid&Co.Ld.Grk.	29 " 0 s 5 " 3¼ 23 " 11¼	
78974 1233 CBMR	**Margara** (exNotos,exAgnetapark) Wireless 2Dks	1461 — 1029					1920	Bremer Vulkan Vegesack	RafaelTorresy Cia.Soc.Anon. Comercial	238·8|31·2|19·5	Valparaiso Chilian WB	T.3Cy16½",26¾"&44$\frac{1}{16}$"–29½" 106NHP BremerVulkan,Vegesack		V
78975 213988 WKCH	**Margaret** ssN.Yk.No.3–8,28 ssBal.No.2–36 Sub.Sig. 1Dk(Stl)&Webframes Longitudinalframing	3352 2752 2125	✠100A1 1,40 ~~BS1,40~~ ✠LMC9,36 11,40 Fitted for oil fuel 1,17	NNs	u	CL 9,38 F.P. above 150° F.	1916 4mo	Maryland SteelCo.of Baltimore Sparro'PtMd A&CP	A.H.BullSteamshipCo.Inc. (A.H.Bull&Co.Inc. Mgrs.) CellDBa90'u	327·2|46·2|22·9 P35'B98'F38' FK E20'f146'691tFPT	NewYork Utd.States 5BHCem 78tAPT296t	T.3Cy.22$\frac{3}{16}$",37½"&60"–42" 190lb (s) 293NHP 2SB,6cf,GS144,HS4933 MarylandStl.Co.Sparr'Pt.	25 " 6 s4 " 6¼ 21 " 2	
78976 7476 SFZA	**Margaret Johnson** Ⓟ TwinSc OilEng. ssGot.No.2–36 D.F. 2Dks(Stl)& Ref.Mchy. Shelterdk(Stl)	5143 4087 2929	✠100A1 withfreeboard 6,40 ~~1,40~~ ~~DBS8,39~~ ✠LMC11,35 ✠LMC(M)4,39 ✠Lloyd'sRMC~~12,39~~6,40	Mmo NNs DBS8,40	a†	OG P4,37 S1,40	1928 10mo Lloyd's A&CP	A.B.Götaverken Gothenburg	Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.) CellDB343'1618t	407·3|54·1|23·7 F43' FK Tanks in way of tunnels 206t FP	Stockholm Swedish 7BHptCem (Coll to Shdk 6 " 2nd ")	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 703NHP DB85lb A.B.Götaverken,Got. T97tAPT66t	28 " 0 s 2 " 11¼ 25 " 2¾	
78977 126962 EIDX	**Margaret Lockington** 3Msts ssBkn.No.3–12,32 ssAyr.No.1–37 Mchy.Aft 1Dk(Stl)&Webframes Welldeck	460 308 179	✠100A1 11,40 ~~10,39~~ ~~BS6,39~~ ✠LMC1,37 11,40	Ayr Ard		CL ~~11,38~~ 11,40	1921 1mo Lloyd's A&CP	Cochrane &Sons,Ld. Selby	S.Lockington&Co. Ld. Cell	152·0|25·1|11·0 Q86'B9'F25' FK DBf38'40tFPT65t	Dundalk British 3BHCem APT21t	T.3Cy.14½",24"&40"–27" (s) 200lb 112NHP 1SB,3pf,GS56,HS1940 C.D.Holmes&Co.Ld.Hull	12 " 0 s 3 " 8½ 11 " 10½	
78978 218916 KOBX	**Margaret Lykes** Ⓟ (exMoshico) Fittedforoilfuel D.F. 2Dks	3537 2868 2200					1919	Mobile S.B.Co. Mobile,Ala.	LykesBros. SteamshipCo.Inc.	324·5|46·0|27·6	Houston Utd.States	T.3Cy.22¾",37½"&60"–42" NB29 233NHP EllicottMachineCo.Bal.		R
78979 217011 WQBB	**Margaret Schafer** (exTimberman–37, Fittedforoilfuel exCorsicana) 1Dk	2059 1777 1229	✠ ... 6,20 ✠				1918 10mo	Manitowoc S.B.Co. Manitowoc, Wis.	SchaferBros.S.S. Lines	250·5|43·7|20·4 P27'B64'F26' FK	S.Frncisco Utd.States WB	T.3Cy.20",33"&54"–40" 263NHP ManitowocS.B.Co.	23 " 1	
78980 149727 ZMJL	**Margaret W.** (exMargot) OilEng. Wireless 1Dk Mchy.Aft	394 347 290					1919	A/S SvendborgsSkibs. ogMaskin. Svendborg	GisborneSheepFarmers'Frozen Meat&Mercantile Co.Ld.	139·3|29·7|11·0 Q33'H30t	AuklndNZ British WB	Oil Engines 2S.C.SA 5Cy.9$\frac{13}{16}$"–16$\frac{3}{16}$" NE38 84NHP BritishAuxiliaries,Ld.Gls.		
78981 387 OFEB	**Margareta** (exAtlantic–39) ssHul.2ndNo.3–1,31 D.F. ssHul.No.1–36 1Dk(Irn)2trB&deepframing3Dkrule	3103 — 1854	✠100A1 ~~Examined~~ 5,41 Liv ~~BS8,39~~ ✠LMC~~4,36~~ 10,40 8,39	~~Hpl~~	u	CL ~~11,37~~ 5,41	1904 3mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	O/Y Margareta SteamshipCo.A/B (PaulEklöf,Mgr.) Cell	323·9|47·1|22·3 336·1(O.L.) P29'B88'F34' FK DBa&uE130'f136'	Borgå Finnish 5BHCem 726tAPT53t	T.3Cy.24",38"&64"–42" (s) 160lb 270NHP 2SB,6cf,GS102,HS4128 Cen.Mar.Eng.Wrks.WHpl	24 " 10 s 4 " 2 20 " 10	
90/40 78982 OHGW	— (exBarbro–39, exPolarhavet, ssMmo.2ndNo.3–5,25 exAtlanten) ssAbg.No.1–30 D.F. 1Dk&deepframing	2155 1922 1242	✠ ... 3,33 ✠				1902 3mo	Murdoch& Murray PortGlasgow	LovisaÅngf.A/B (A/B R.Nordström &Co.O/Y,Mgrs.)	296·7|43·3|18·7 275·6 P27'B74'F29' FK	Lovisa Finnish WB	T.3Cy.20½",35"&57"–39" 210NHP D.Rowan&Co.Glasgow	21 " 3	V †
78983 OHGZ	— (exBellaGaditana, exEidsvaag,exAltair) D.F. 1Dk	1860 1591 1040					1919	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Marga (ArthurKarlsson, Mgr.)	277·4|42·1|17·5 265·1 P57tH76tF34t	Mariehmn Finnish WB	T.3Cy.18½",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		N
78984 2876 SEDG	— Iron (exFortunatus–39) ssSbg.4thNo.3–7,34 Welldeck ssMmo.No.1–38 1Dk(Irn)	1272 1071 722	✠100A1 1,41 ~~6,39~~ MS9,38 ✠LMC BS6,39 DBS2,40	Hbg Got	o	OG ~~8,37~~ 8,40	1884 3mo A&CP	Irvine&Co. WHartlepool	RederiA/B Strim (SvenSalén,Mgr.) CellDB201'315t	245·0|33·0|16·0 Q94'B61'H25tF31' BK8½"	Stockholm Swedish 4BHCem	C.2Cy.30"&57"–33" 75lb 90lb NDB03 156NHP 2SB,4pf,GS66 T.Richardson&Sons,Hpl.	18 " 11 s1 " 8½ 17 " 11½	
78985 610 OHCZ	— OilEng. CruiserStern 1Dk Mchy.Aft Carrying Petroleum in bulk	680 — 277					1925	Nüscke& Co.A.G. Stettin	RederiA/B Nobel Standardi Finland	188·9|29·8|10·9 182·1 Q52'F23'	Helsingfrs Finnish	Oil Engines 2S.C.SA 4Cy.13⅜"–22½" 141NHP NE30 Aktie.AtlasDiesel,Skm.		G
78986 DHQF	— Mchy.Aft 1Dk	369 302 170					1922	Union Giesserei Königsberg	MathiesReed.K.G.	137·6|25·1|11·3 P&B98'F21'	Hamburg German WB	C.2Cy.13⅜"&23½"–17¾" 19NHP UnionGiesserei,Konigsbrg		G
68/40 78987 PFTZ	**Margaretha** OilEng. Mchy.Aft 1Dk CruiserStern	325 234 189					1934	N.V.Noord Nederlndsch. Schpswerven Groningen	M.deGroot	132·9|22·9|9·3 P33'F15'	Groningen Dutch WB	Oil Engines 4S.C.SA 6Cy.10$\frac{13}{16}$"–15¾" 68NHP Mtrn.WerkeMannheimAG		V
78988 DMAC	**Margarethe Cords** Sub.Sig. CruiserStern 1Dk	1912 1561 1127					1927	Akt.Ges. "Neptun" Rostock	Aug.Cords	266·9|42·1|16·9 P15'Q85'B77'F31'	Rostock German WB	T3Cy17$\frac{9}{16}$",29$\frac{1}{16}$"&47½"–31½" &1 LPTurbine 143NHP A.G."Neptun,"Rostock		G
78989														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
78990 663 SVMN	**Margarita** (*ex*Latium, *ex*Oltenia, *ex*Archimides, *ex*Iolo, *ex* SarahRadcliffe) *ss*Brs.2ndNo.3-5,08 *ss*Bry.No.1-12 1*Dk*(*Irn*)& *Well deck Web frames*	2187 1680 1318	✠ 8,20 ✠	Pir	*r*		1889 6mo	Ropner& Son Stockton	S.A.Sofianos	272·2 P27'Q78'B114'F29' BK9" *CellDB*218'	38·8	18·6	Piræus Greek 4*BHCem* 426*tAPT*91*t*	T.3Cy 21",35"&57"-39" NDB02 206NHP 2SB,4*cf*,GS74,HS3123 Blair&Co.Ld.Stockton	21 ″ 11	
78991 EEXS	— (*ex*Anselmi-32,*ex*Margarita, *ex*Machrie) 1*Dk* *Mchy.Aft Well Deck*	324 — 166	✠ ... 1,06 ✠				1900 10mo	Scott& Sons Bowling	A.Alvarez,S.enC.	122·8 Q42'B8'F24' BK7"	21·5	9·4	Bilbao Spanish *WB*	C.2Cy.14"&29"-21" 32NHP Muir&Houston,Ld.Gls.	10 ″ 3	
78992 927 SVYI	**Margarita Chandris** (*ex*Rockport-38) *Fitted for oil fuel* Sub.Sig. 2*Dks*& *Web frames*	5401 4942 3364	✠ ... 3,21 ✠				1920 2mo	Pensacola S.B.Co. Pensacola Fla.	J.D.Chandris	400·7 P36'B124'F44' FK	54·2	30·2	Piræus Greek *WB*	2 steam turbines DR geared to 1 screw shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	G
78993 166049 MLEJ	**Margaux** Wireless 2*Dks*	1463 1247 671					1912	Atel.&Ch. deFrance Dunkirk	~~Worms&Co.~~ Ministry ofShipping(CurrieLine, Ld.*Mgrs.*)	241·3 P20'B72'F33'	34·8	18·7	~~Havre~~ ~~French~~ Bristol British *WB*	T.3Cy.19",30½"&51"-36" 156NHP Atel.&Ch.deFrance,Dnk.		V
78994 11 IBRU	**Marghera** (*ex*Bloomfield) 3Mst *ss*Nwc.2ndNo.3-7,25 *Fitted for oil fuel* *Mchy.Aft* 1*Dk*& *Spar dk*& *Web frames* D.F. *Carrying Petroleum in bulk*	4531 4086 2732	✠ ... 12,28 ✠				1899 10mo	TyneIron S.B.Co.Ld. Newcastle	SocietàItaliana Petroliere d'Oriente(Agenzia Marittima Italiana,Cap. G.Folcini,*Mgrs.*)	360·6 350·0 P100'B32'F57' FK	50·2	29·6	Rhodes Italian *WB*	T.3Cy.27",45"&74"-48" 430NHP N.E.MarineEngCoLdNwc.	31 ″ 0	I †
78995 170 IPZG	**Margherita Madre** WoodAuxSc (*ex*SailingVessel-39) 3MstSr *OilEng.* (*See Sailing Ship Register*)	305 — 278					1920	A.Donnarumma Vietri sul Mare	FrancescoDella Monica e Fratelli	121·0	26·5	13·8	Salerno Italian	Oil Engines 4S.C.SA 4Cy.9$\frac{7}{16}$"-14$\frac{3}{16}$" 35NHP E*made*38*fitted*39 Klöckner-Humboldt-DeutzA.G.Köln-Deutz		I
78996	**Margit** (*ex*Alice-38,*ex*Gatun-38, *ex*Helendra-38,*ex*Djebel-Antar-37, *ex*MustaphaII-33, *ex*TheodoreMante) 2*Dks*& *Promenade dk*	*3257* *2415* *1491*					1912	Forg.&Ch. delaMédit LaSeyne	MargitS.S.Co.Inc.	346·4 F46'	44·6	22·2	Colon Pnamanian *WB*	T.3Cy.34",54"&85$\frac{7}{16}$"-45$\frac{9}{32}$" 490NHP Forg.&Ch.delaMédit.Msl.		V
78997 168002 GMWR	— D.F. 1*Dk*	1735 1376 1026					1924	Kjöbnhvns Flydk.&Skbs. Copenhagen	Ministry of Shipping(Atkinson& Prickett,Ld.*Mgs*)	261·1 P15'Q77'B106'F31'	40·1	16·9	~~Copnhagn~~ ~~Danish~~ London British *WB*	T.3Cy.18",28½"&48"-33" 132NHP KjbnhavnsFlydk.&Skbsv.		V
78998 168621 MLZD	**Margo** (*ex*AntonIvovic-34,*ex*Ville d'Alexandrette,*ex*Luna,*ex*Pungué, *ex*LindaWoermann, *ex*Gutrune) 1*Dk* *Cargo battens not fitted*	1412 1029 993	100A- Examined1,41 (*ClassContemplated*)	Cff			1895	Flensburgr Schiffsb.Ges. Flensburgr	~~AlfredKalm~~ Ministry of Shipping(P.MacCallum&Sons,Ld. *Mgrs.*)	232·8 Q71'B107'F25'	34·3	13·7	~~Tallinn~~ ~~Estonian~~ Cardiff British *WB*	T.3Cy.16",26"&43"-33" 106NHP FlensburgerSchiffsb.Ges.	16 ″ 8 s ″ 5¾ 16 ″ 9¾	V
78999 149754 GMTV	**Margot** *ss*Gls.No.3-6,39 2*Dks*(*Stl*)	4545 4303 2917	✠100A1 4,41 ~~4,40~~ BS~~10,39~~ 4,41 ✠LMC9,37 *Fitted for oil fuel*12,26	Liv Grk	*y*	CL 8,38 *F.P. above 150° F.*	1926 12mo *Lloyd'sA&CP*	Lithgows, Ld. PortGlasgow	WalmarS.S.Co.Ld. (Kaye,Son&Co.Ld. *Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with*	385·0 397·5(O.L.) P33'B112'F44' FK *CellDB*329'1003*t DTa*30'760*t*	52·0	26·6	London British *ptCem* 4*BH to Udk* 2 ,, ,,2*nd* ,, *APT*16*t*	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 3SB,9*cf*,GS174,HS6789 FD Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 3¼ 23 ″ 11½	
79000 OUIR	**Margrete** *ss*Els.No.2-26 1*Dk*	1196 999 728	✠ ... 7,30 ✠				1917 10mo	Kjöbnhvns Flydk &Skbs. Copenhagen	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)	239·9 P27'B54'F25' FK	35·7	14·5	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 98NHP Kjbnhavns.Flydk&Skbsv.	17 ″ 3	V †
79001 OYJD	**Margrethe** Ⓟ (*ex*Moskov) *Ref.Mchy.* D.F. 3*Dks*	2465 1486 1487					1914	Helsingörs Jernsk.&Msk Elsinore	DetForenede Dampskibsselsk.	286·7 F35'	40·5	25·5	Aalborg Danish *WB*	T.3Cy.22",36"&60"-42" 233NHP HelsingörsJernsk.&Mskb.		V
79002 LJXV	**Margrethe Bakke** *OilEng.* D.F. 1*Dk*& *Shelter dk,3rd dk forward of mchy.space* *Ref.Mchy.* *CruiserStern Sparred dk in No.3 hold*	5478 4729 3281	✠100A1 *withfreeboard* 11,40 ~~10,39~~ ✠LMC7,38 ✠LMC(M)6,40 ✠Lloyd'sRMC~~7,39~~3,40 for temp. 33° F.	Got NYk	*b*†	CL	1938 7mo *Lloyd'sA&CP*	A/BGötaverken Gothenburg	D/S A/SGolden Gate(KnutKnutsenO.A.S.*Mgr.*) *CellDB*304'1228*t DTf*16'67*t*	435·9 453·2(O.L.) F38' FK (*Coll* *DTa*47'349*t FPT*52*t*	58·8	26·0	Haugesnd Norwegian 7*BH* *BH to Sh dk* 6 ,, ,, 2*nd* ,,) *APT*146*t*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"-55⅛" 1236NHP A/BGötaverken,Got.	28 ″ 6 s 3 ″ 2 25 ″ 6½	
79003 FNNV	**Marguerite Finaly** TwinSc D.F. E.S.D. GyC. *OilEng.* *Mchy.Aft* *ss*Ams.No.1-37 1*Dk*(*Stl*)2*nd dk*(*Stl*)*clear of cargo tanks*, 3*rd dk*(*Stl*)*aft of cargo tanks* *Longitudinal framing Web frames* *CruiserStern* *ProgressiveSurvey of oil tanks*	12309 11757 6260	✠100A1 11,39 ✠LMC CS5,38 DBS11,39 4,40 *CarryingPetroleum in bulk* Surveys delayed	Hav		CL 5,37	1933 12mo *Lloyd'sA&CP*	Cantieri RiunitiDell' Adriatico Monfalcone	Standard Française desPétroles *CellDBuE*78'135*t DT*	522·3 *Aft*B55'B40'F39' FK *sf*53'2312*tFPT*291*t*	70·2	38·7	Havre French 16*BHptCem* *APT*250*t*	Oil Engines 2S.C.SA 12Cy.23⅝"-43$\frac{5}{16}$" 1162NHP 2DB(*a*)*200lb* 2DB(*f*)*100lb* SocAn"Fiat"S.G.M.Turin	38 ″ 9 s 8 ″ 6½ 30 ″ 5¼	
79004 418 ESBL	**Mari** (*ex*CapBlancNez,*ex*OudeMaas) 1*Dk* *Now "***Mari II,***" see No. 89074 in Supplement*	1372 1226 795					1918	N.V.Werf Conrad Haarlem	TallinnaLaevaühisusA.S.The TallinnShipping Co.Ld.	238·1 B57'F25'	37·3	17·6	Tallinn Estonian *WB*	T.3 Cy.17¾"29$\frac{1}{16}$"&47⅓"-35⅖" 133NHP Gebr.Stork&Co.Hengelo		V
79005 LELF	— (*ex*Björkhaug) *Mchy.Aft* 1*Dk*	563 441 279					19$\frac{20}{25}$	Akers Mek.Værks. Oslo	A/S Odderö (A.I.Langfeldt& Co.)	161·0 P59*t*H5*t*F26*t*	28·6	11·5	Kristiansand Norwegian	T.3Cy.12",20"&33"-24" 53NHP AkersMek.Værks,Oslo		N
79006 EELS	**Mari-Begona** (*ex*Elgüeta-35, *ex*CigaleII) 1*Dk*	368 — 181					1918	Ch.&At.de Provence Port de Bouc	IldefonsoIrala	129·4 B14'F27'	25·2	12·3	Bilbao Spanish	C.2Cy.17¾"&35$\frac{7}{16}$"-23⅝" NB20 51NHP Ch.&At.deProvence,Port deBouc		V
79007																

106/40

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et ce n'est dans le L.M. Durée. Cert. H. of Trade.
79008 921 SVYE	**Mari Chandris** (exEasterner-37, exSeifukuMaru) 2Dks& Awng dk	5840 5585 4497	✠ ... 10,20 ✠				1918 3mo	Kawasaki Dkyd.Co.Ld. Kobe	J.D.Chandris	385·0	51·0	36·0 FK	Piræus Greek WB	T.3Cy.26",43½"&72"-48" 444NHP KawasakiDkydCoLd Kobe	36 ″ 0	G †
79009 EGGF	**Mari-Elena** (exPepin-35, exOlimpia) ssBbo.No.3-11,05 ssBbo.No.1-10 Well deck 1Dk(Irn)	446 347 201	✠ 1,15 ✠	Bbo	g		1893 8mo	W.Harkess &Son Middlesbro'	IldefonsoIrala	160·0 Q82'B14'F24' DBa31'28tFPT	24·5	12·2 BK7'	Bilbao Spanish 4BHCem 18tAPT10t	T.3Cy.13",21"&34"-24" 65NHP 1SB,2rf,GS38,HS1086 Wstgrth,English&Co.Mdb	12 ″ 9	
79010 263 IBNU	**Maria** OilEng. Ref.Mchy. ssMfl.No.3-10,32 ssTri.No.1-37 D.F. 3Dks(Stl-Wthr dk ws)	6339 5931 4007	✠100A1 withfreeboard 9,39 ✠LMC CS12,37 DBS5,39 ~~12,35~~5,39 ✠Lloyd'sRMC8,37	Tri	z	CL 9,39	1926 11mo Lloyd	Cant.Nav. Triestino Monfalcone 'sA&CP CellDB334'	"Italia"Soc.Anon. diNav. 1125tDTa43'1100t	418·0 F44' FPT105tAPT95t	53·2	24·7 32·4 FK	Trieste Italian 8BHptCem Coll to W dk 1 „ 3rd „	Oil Engines 2S.C.SA 4Cy 29½"-49$\frac{3}{16}$" 606NHP DB100lb "Fiat"Stabilimento GrandiMotori,Turin	35 ″ 10 s2 ″ 10½ 25 ″ 1½	
79011	— (exIsleworth-39) ssNwc.No.2-37 2Dks(Stl)	4919 4615 3054	✠100A1 1,40 BS11,38 ✠LMC4,37	Sch	z	CL 1,40	1928 10mo Lloyd	CowpenD. D.&S.B.CoLd Blyth 'sA&CP	Cia.Primera de Nav.Ltda.	400·2 P35'B262'F47' CellDB340'1148tFPT	54·2	26·5 FK	Panama Pnamanian 6BHptCem 132tAPT25t	T.3Cy.27",44½"&78"-48" (s) 180lb 507NHP 3SB,9cf,GS178,HS7413 FD Blair&Co.(1926)Ld.Stk.	29 ″ 0 s4 ″ 0 25 ″ 2½	
	Now "Santa Margarita," see letter S. No. 82908															
79012 1000 ESTX	— (exNormandiet-34,exGulfaxe) Wireless D.F. 1Dk	1485 1268 879					1909	Helsingörs Jernsk&Msk Elsinore	KäsmuLaeva Omanikud(O. Tiedemann,Mgr.)	249·2 P17'Q77'B102'F29'	38·1	14·9	Käsmu Estonian WB	T.3Cy.18",30"&50"-36" Helsingörs 150NHP Jernsk.&Mskb.Elsinore		V
79013 OYYL	— (exCaravelle-38,exHelga-35) Wireless D.F. Fitted for oil fuel Ref.Mchy. 1Dk CruiserStern	1369 1201 769					1933	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	258·2 P&B195'F35'	39·7	15·5	Esbjerg Danish WB	C4Cy(2)14¾"&(2)31½"-31½" &elec.drive from LP turb. HS2520 192NHP Helsingörs Jernsk.&Mskb.		V
79014 19 IPZY	— (exAlgol, ssHul.No.3-4,17 exCameronian) 1Dk(Stl) Well deck	440 — 243	✠ 9,22	Sld	i		1903 4mo	BlythS.B. Co.Ld. Blyth	GennaroJacomino fuVzo. CellD	178·0 Q98'B9'F20' Ba49'f63'139tFPT	26·3	11·3 FK	Torre del Greco Italian 4BHCem 40tAPT12t	T.3Cy.13¾",21"&34"-24" NDB12 57NHP 1SB,3pf,GS43,HS1228 G.T.Grey,SouthShields	13 ″ 5	I †
79015 EEXZ	— 3Mst (exRobin) ssBbo.2ndNo.3-9,15 ssBbo.No.2-23 1Dk(ptIrn)	366 273 176	✠ 4,25 ✠	Bbo	e		1890 11mo	RThomson London	Hijo deAngel Perez yCia.	143·0 Q73'B7'F30'	22·9	11·0 BK7'	Bilbao Spanish 3BHCem FPT45t	T.3Cy.12",18"&30"-21" NDB15 47NHP 1SB,2pf,GS30,HS800 GourlayBros.&Co.,Dun.	11 ″ 9	
79016 1333 IJPE	**Maria Adelaide** Iron (exAmsicora-38,exLuciana, exHansa,exLina) 1Dk& Awng dk	591 — 340					1880	F.Schichau Elbing	Zolezzi&Tortora	187·4 P&B97'F26'	25·3	13·1 21·1	Genoa Italian	C.2Cy.22"&41"-25¼" NB93 70NHP F.Schichau,Elbing		I
79017 EEYN	**Maria Amalia** (exSanMames) 1Dk2trB	744 393 430					1918	Cia. Euskalduna Bilbao	JoséResteguiSolar	183·5 Q46'B&F137'	27·0	13·6	Gijon Spanish WB	T.3Cy.12½",21"&34"-24" 57NHP Cia.Euskalduna,Bilbao		G
79018 CSBE	**Maria Amelia** (exGaia,exGirgenti) ssLis.2ndNo.3-9,40 ~~ssLis.No.3-8,27~~ Sub.Sig. ~~ssLis.No.2-35~~ Well deck 1Dk(Stl)	1766 1560 1039	100A– 9,40 ~~9,30~~ ~~BS4,39~~ LMC~~3,35~~ 9,40	Lis		CL 2,38	1913	Akt.Ges. "Neptun" Rostock	Soc.Geral deCom- mercioIndustria e Transportes,Ltda. CellDBa&uE	287·7 P&B227'F32' 103'f122'498tFPT	41·1	16·3 FK	Lisbon Portuguese 5BHCem 53tAPT20t	T.3Cy.19⅝",35¾"&56½" (s) -37⅜" 190lb 261NHP 2SB,4cf,GS71,HS3680 FD A.G."Neptun,"Rostock	19 ″ 1 s1 ″ 1½ 18 ″ 1	
79019 CSBF	**Maria Cristina** (exMaria Christina,exUrd) ssLis.No 3-5,33 ssLis.No.1-37 1Dk(Stl) Cargo battens not fitted	3265 2973 1939	✠100A1 6,40 ~~5,39~~ LMC MS8,37 BS~~5,39~~6,40	Lis	v	CL 5,39	1920 7mo Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP	Soc.GeraldeCom- mercioIndustria e Transportes,Ltda. CellD	334·2 344·5(O.L.) P33'B102'F33' B290'725tFPT124t	48·0	22·7 FK	Lisbon Portuguese 5BHCem APT90t	T.3Cy.24",39"&65"-42" (s) 180lb 315NHP 2SB,8cf,GS140,HS5104 Smith'sDockCo.Ld.Mdb.	24 ″ 11 s3 ″ 10½ 21 ″ 3	
79020 2005 IBIV	**Maria Eugenia** (exMariaD'Al-35, exAmplegarth-34, ssGen.No.2-36 exEastborough-33) D.F. 1Dk(Stl)& Shelter dk(Stl)	4702 4217 2853	✠100A1 withfreeboard 9,38 ✠LMC MS10,39 BS3,40	Gen	z	CL 3,40	1928 1mo Lloyd	Craig,Tay- lor&Co.Ld. Stockton 'sA&CP	Soc.Esercizio Armamento CellDB344'1312t	414·9 400·8 F32' FPT121tAPT146t	53·5	25·1 FK (Coll	Genoa Italian 6BHptCem BH to Sh dk 5 „ 2nd „)	T.3Cy.25½",42"&70"-48" (s) 180lb 417NHP 3SB,9cf,GS160,HS7080 Blair&Co.(1926)Ld.Stk.	27 ″ 6 s3 ″ 1½ 24 ″ 8	
79021 7606 SFKW	**Maria Gorthon** Wireless 1Dk	1572 1346 856					1930	NyaVarvs. Akt.Öresund Landskrona	RederiA/B Gylfe (J.Gorthon,Mgr.)	259·1 P26'B160'F26'	40·5	16·0	Helsingbrg Swedish WB	T3Cy18½"29⅝"&48$\frac{1}{16}$"-33½" 133NHP NyaVarvs.Akt.Öresund		V
79022 125 SVID	**Maria L.** (exBrynmel-35, exBradburn,exAtlanticCity) 1Dk	4707 4456 2934					1912	Ropner& Sons,Ld. Stockton	CostisE.Lemos	378·5 P38'B126'F39'	51·5	27·5	Chios Greek WB	T.3Cy.26",42"&70"-48" 339NHP Blair&Co.Ld.Stockton		C
79023 SZLE	— Ⓟ Iron Now "Canisbay," [illegible] No. 87522 in Supplement Wireless 1Dk2trB	572 — 212					1878	D&WHen- derson Glasgow	J.Lykouris	183·0 P51'F29'	25·5	13·3	Piræus Greek	C.2Cy.27"&49"-36" NB89 120NHP D.&W.Henderson,Gls.		
79024 66 IQHC	**Maria Luisa** (exDelfino,exDolphin) ssNwc.2ndNo.3-6,20 Mchy.Aft ssHul.No.3-9,22 1Dk(Stl)	345 314 198	✠ 3,27 ✠	Lon	e		1895 5mo	Montrose S.B.&E.CoLd Montrose	Soc.Anon.Cia. BarionMarittima	139·9 130·2 F15' DBf72'	25·2	11·5 BK7'	Bari Italian 3BHCem 88tAPT7t	C.2Cy.15"&32"-24" 53NHP 1SB,2pf,GS33,HS930 HallBrwn,Buttery&CoGls	13 ″ 11	I †
79025 645 SZLF	**Maria Nomicou** (exAnastassios, exHelena) 2Dks	1165 927 694					1899	Rijkee&Co Rotterdam	LoucasNomicos	228·0 B55'F27'	32·0	18·5	Piræus Greek WB	T.3Cy.17½",28"&45"-36" 121NHP Maats.deMaasRot.		
79026 74 IQIP	**Maria Pompei** (exAlboran-35, exMost-32,exQuickstep) ssSld.No.3-2,22 ssNwc.No.1-27 Well deck 1Dk(Stl)&deepframing	1407 — 777	✠ — 5,32 ✠	Ant	o		1909 7mo	J.Crown& Sons,Ld. Sunderland CellDB	GiuseppePalomba a65'uE17'f104'349	246·2 239·5 P24'Q59'B50'F26' tFPT53tAPT92t	36·0	15·6 FK	Torre del Greco Italian 4BHCem	T.3Cy.19",31"&51"-36" 174NHP 1SB,4pf,GS66,HS2743 N.E.MarineEng.Co.Ld.Sld	17 ″ 9	CI †
79027 EAAN	**Maria R** Ⓟ (exAlhambra-40, exCataluña) ssBcl.2ndNo.3-11,35 2Dks(M-Stl)& Awng dk(ptStl)	1689 1646 922	✠ 11,35 ✠	Bcl	q		1908 12mo	R.Thomp- son&Sons,Ld. Sunderland	Hijo deRamonA. Ramos CellDB	250·0 a67'uE&B33'f100'	35·0	16·0 BK9'	Barcelona Spanish 6BHCem 260tAPT8t	T.3Cy.18½",30"&49"-33" 153NHP 1SB,3cf,GS62,HS2400 N.E.MarineEng.Co.Ld.Sld	26 ″ 4	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79028 DJRI	**Maria S. Müller** 3Mst Sub.Sig. E.S.D. *CruiserStern* 1*Dk*	1589 1361 742					1936	Flensburgr Schiffsb.Ges. Flensburg	OttoA.Müller	259·7 P206′F22′	41·3	16·0	Hamburg German *WB*	C.4Cy.(2)14$\frac{3}{16}$″&(2)31½″-31½″ & LP Turbine with DR gearing & hydraulic coupling 153NHP OttensenerMch.G.m.b.H. Altona		G
79029 EEZW	**Maria Santiuste** (*ex*Basurto) *Mchy.Aft* 1*Dk*	399 — 214					1912	Cia.Euscal-duna deConst Bilbao	VaporesCosteros, S.A.(A.G.Trevilla &F.GarciaCastillo, *Mgrs.*)	151·5	27·4	12·3	Bilbao Spanish *WB*	T.3Cy.12″,20″&32″-23″ 49NHP MacColl&Pollock,Ld.Sld.		
79030 87 IQKI	**Maria Serra** WoodAuxBkn (*ex*SailingVessel) *OilEng.* 1*Dk2trB* (*See Sailing Ship Register*)	335 — 197					1920	Cant.Fran-cescoSerra S.Bartolomeo	Soc.Anon.Italiana Importazione CarbonieNavig.	132·7 P61′F23′	28·9	13·9	Savona Italian	Oil Engines4S.C.SA 6Cy.8$\frac{11}{16}$″-14$\frac{3}{16}$″ 44NHP *Emade&fitted*35 Humboldt-Deutzmotoren, A.G.Köln-Deutz		I
18/41 79031 75 SVXV	**Maria Stathatos** (*ex*WelshCity-38) *Fitted for oil fuel* D.F. 2*Dks*	*6303* *5966* *3997*					1922	RopnerSB. &Repg.Co. (Stk.)Ld. Stockton	G.N.Stathatos	411·7 F36′	54·5	33·6	Ithaca Greek *WB*	T.3Cy.28″,46″&75″-51″ 402NHP Blair&Co.Ld.Stockton		C
* 79032 OXQB	**Maria Toft** *ss*Cpn.No.2-37 D.F. 1*Dk*(*Stl*)	1911 1671 1152	✠100A1 9,39 BS9,39 ✠LMC7,37	Cpn	*r*	CL 9,39	1928 10mo	Antwerp Eng.Co.Ld. Hoboken *Lloyd's A&CP*	Dampskibsselsk. "Jutlandia"A/S (JensToft, *Mgr.*) *CellD*	278·5 289·8(O.L.) P22′B60′F30′ FK *B*238′607*t FPT*46*t*	40·2	18·3	Copnhagn Danish 4*BHCem* *APT*67*t*	T.3Cy.18″,30″&49″-36″ (*s*) 180lb 175NHP 2SB(Spt),4*cf*,GS67,HS2956 N.E.MarineEngCoLd.Nwc	20 ″ 7 *s* 3 ″ 0½ 17 ″ 8¾	
79033 EALE	**Maria Victoria** (*ex*Potenza-39, *ex*MariaVictoria-37, *ss*Bbo.No.3-12,32 *ex*Gydavore,*ex*Oceania) 1*Dk*(*Stl*)	*3619* *3337* *2245*	✠ — 1,38 ✠	Bbo	*w*		1920 6mo	Campbel-townS.B.Co. Ld. Campbelt'wn	Viuda deF. Astorqui	348·6 P29′B213′F36′ FK *CellDB*300′995*t*	49·9	23·6	Bilbao Spanish 6*BHCem* *APT*85*t*	T.3Cy.25″,40″&65″-45″ 327NHP 3SB,9*cf*,GS161,HS5313 J.G.Kincaid&Co.Ld.Grk.	26 ″ 0	I †
79034 213385 KJQS	**Mariana** *ss*Mob.No.3-1,28 *ss*Bal.No.2-36 2*Dks*(*Stl*)	3110 2890 1920	✠100A1 5,39 ✠LMC MS5,39 BS2,40	NYk	*u*	CL 2,39	1915 7mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP *'Tween* *CellDB a*95′*u*	Agwilines,Inc. (NewYork&Porto RicoS.S.Co. *Mgrs*) *dk bulkhead infore* *E&B*41′ *f*147′845*t*	335·0 FK *hold dispensed with* *FPT*85*tAPT*43*t*	46·8	22·7	NewYork Utd.States *Cem* 4*BH to U dk* 1 „ 2nd „	T3Cy.21½″,36⅝″&63″-42″(*s*) 190lb 309NHP 3SB,9*cf*,GS184,HS5040 NewportNewsSB&DD.Co. *only*	25 ″ 0	
79035 3427 PJAE	— TwinSc *ss*Cco.No.3-7,37 1*Dk*(*Stl*) *Mchy.Aft Longitudinal framing at bottom & at deck*	2682 1799 1473	✠100A1 9,40 ~~2,40~~ BS9,40 ~~BS8,39~~ ✠LMC8,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,25 *F.P. above* 150° F.	Cco	*t*	CL P2,40 S8,39	1925 4mo	Rotterdam Droogd.Maat Rotterdam *Lloyd's A&CP*	N.V.Curacaosche Scheepsv.Maats.	305·0 Q87′F29′*Trunk dk* 189′ FK	50·2	15·1	Willmstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾″,20½″&33⅞″-24$\frac{7}{16}$″ 180lb (*s*) 236NHP 2SB.4*cf*,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 *s* 1 ″ 6¼ 13 ″ 7½	
79036 DAYQ	**Marianne** (*ex*Uskmoor-36) *ss*Stn.No.3-10,36 *Arch dk* D.F. 1*Dk*(*Stl*) *CruiserStern*	2743 2441 1683	✠ 2,39 ✠	Stn	*t*		1924 11mo	BlythS.B. &D.D.Co.Ld Blyth	F.L.Nimtz *CellDB*277′743*t*	319·6 P21′F26′ FK *FPT*48*tAPT*99*t*	43·0	24·1	Stettin German 5*BHptCem*	T.3Cy.23½″,38″&64″-42″ 323NHP 2SB,8*cf*,GS126,HS5464 NEMarineEng.Co.LdNwc	26 ″ 9	
79037 LCNH	— (*ex*Nygaard,*ex*Haraldshaug) 1*Dk*	1915 1688 1110					1920	N.V.T.van Duijvendijk's Scheepswerf Lekkerkerk	A/SNesjar(Eilert Lund,*Mgr.*)	265·4 P62*t*H94*t*F8*t*	42·2	18·6	Bergen Norwegian *WB*	T.3Cy.19″,31″&52″-36″ 162NHP H.Versteeg&Zonen, Hardinxveld		N
79038 OUIS	— *Now* "Marianne II," *see No.* 89052 *in Supplement* 1*Dk*	1239 [illegible] 712					1924	A/SRödby Havns Jernskibs. RödbyHavn.	D/S A/S Progress (M.Nielsen&Son, *Mgrs.*)	236·4 P23′B49′F25′	37·1	14·6	Copnhagn Danish *WB*	T.3Cy.15″,24″&40″-27″ 83NHP A/SFrichs,Aarhus		V
79039 6680 SFLD	— (*ex*Elsa,*ex*SylviaI) 1*Dk*	*1166* *1011* *647*					1921	Skiens Verks.A/S Skien	Ångf-A/BAdolf. (A.Bratt&Co. *Mgrs.*)	226·4 P43*t*H65*t*	36·6	15·7	Gothenbrg Swedish *WB*	T.3Cy.16″,25″&42″-30″ 97NHP SkiensVerks.A/S,Skien		N
79040 DJQI	— (*ex*Edo-36,*ex*Torland) *ss*Ham.No.3-7,30 *ss*Ham.No.2-38 *Well deck* Sub.Sig. 1*Dk*(*Stl*)	802 618 435	✠ 5,39 ✠	Ham	*k*		1918 11mo	E.J.Smit& Zoon Westerbroek	ArthurSommer (JohnIck, *Mgr.*)	193·0 201·7(O.L.) Q65′B49′F24′ FK *CellDB*153′223*tFPT*	32·2	12·7	Hamburg German 4*BHCem* 39*tAPT*18*t*	T.3Cy.15″,23¼″&39$\frac{9}{16}$″-23⅝″ 106NHP 2SB,4*cf*,GS59,HS1937 EJSmit&Zoon,Hoogezand	14 ″ 6	
79041 DIDH	— TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	523 425 285					1925	Werft. G.m.b.H. Nobiskrug Rendsburg	Haltermann&Co.	172·1	29·3	10·6	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy.7⅞″-14$\frac{3}{16}$″ 72NHP Mschfbk.Augsburg-Nürnberg,Augsburg		G
79042 DIDI	— *OilEng.* *Mchy.Aft* 1*Dk*	349 310 206					1920	C.Lühring Kirchham-melwarden	Reinecke&Bremer	139·1 P16′	28·0	9·8	Hamburg German	Oil Engines 4S.C.SA 4Cy.13¾″-15¾″ 74NHP *Emade&fitted*30 BremerVulkan,Vegesack		G
79043 2243 IQMS	**Mariannina** (*ex*AnnaMaria-39, *ex*Compostela-37, *ss*Gls.2ndNo.3-3,06 *ex*Ariadne, *ss*Bdx.No.2-15 *ex*GeneralGordon) 1*Dk*(*Stl*)2*trB* *Well deck*	1262 1027 748	✠ 5,19 ✠NB3,06 ✠	Bbo	*o*		1885 8mo	A.Stephen &Sons Glasgow	E.N.Vintiadis	240·4 Q84′B57′F28′ BK8″ *CellDB*184′326*t*	34·1	16·0	Genoa Italian 4*BHCem* *APT*21*t*	T.3Cy.15″,24″&40″-36″ 106NHP 1SB,3*cf*,GS48,HS1753 A.Stephen&Sons,Glasgow	18 ″ 6	I †
79044 EGAB	**Mariavi** (*ex*Angus,*ex*Gloria) *ss*Lth.No.2-27 *Well deck Mchy.Aft* 1*Dk*	336 — 109	✠ … 12,28				1918 11mo	Astilleros Riera Gijon	VaporesCosteros, S.A.(A.G.Trevilla &F.GarciaCastillo, *Mgrs.*)	119·8 Q46′B9′F21′ FK	21·9	10·1	Bilbao Spanish *WB*	C.2Cy.14¾″&25⅝″-15$\frac{9}{16}$″ 36NHP AstillerosRiera,Barcelona	9 ″ 9	
79045 LIUS	**Maridal** TwinSc *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft Carrying Petroleum in bulk*	6479 5562 3872					1934	Eriksbergs M.V.Aktieb. Gothenburg	A/S Moltzau's Tankrederi (Moltzau&Christensen, *Mgrs.*)	408·6 P202*t*H528*t*F73*t*	55·3	32·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21″,21″&32″-39⅜″ 543NHP EriksbergM.V.Aktieb.Got		N

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

76/40

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Periodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. Ref.Trade.
79046 133 ORSA	**Marie** (*ex*TinternAbbey-36, *ex*Forestbeech) *ss*Cff.No.3-5,36 1*Dk*(*Stl*) *Cargo battens not fitted*	1409 1244 971	✠100A1 Examined 5,41 Lon BS5,39 ✠LMC5,36 2,41	~~Ant~~	*p*	CL N5,39	1924 8mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdSunderl'nd '*sA&CP*	M.Goossens (T.D. John(Shipping) Ld.*Mgrs.*) ~ *Ce*	240·0|37·2|17·7 246·0(O.L.) P17'B58'F22' FK *ll DB*203'417*t FPT*	Antwerp Belgian 4*BHCem* 82*tAPT*29*t*	T.3Cy.18",29"&48"-33" (*s*) 180lb 168NHP 2SB,4*cf*,GS88,HS2930 MacColl&Pollock,Ld.Sld.	19 ″ 9 s 2 ″ 6 17 ″ 4½	
79047 LCTC	**Marie Bakke** TwinSc3Mst *OilEng.* 2*Dks*	4307 3870 2565					1926	Odense Staalskibsvft Odense	SkibsA/SMarie Bakke(Knut Knutsen,O.A.S.)	375·6|52·5|24·7 P115*t*H251*t*F32*t*	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 426NHP Akt.Burmeistr&Wain,Cpn		N
79048 OUIU	**Marie Clausen** (*ex*Phönix) Wireless D.F. 1*Dk&ptAwng dk*	324 240 167					1911	Nüscke&Co. Stettin	C.Clausen	136·1|25·7|15·9 B31'	Haderslev Danish *WB*	T.3Cy.12¼" 19"&31"-20¼" 43NHP Christiansen&Meyer,Har.		G
79049 167819 ~~FOKP~~ GMNM	**Marie Dawn** (*ex*CommandantCharlesMeric-39) 1*Dk*	2157 1709 1159					1922	Chant.Nav Français Caen	Ministry of Shipping(Mooringwell S.S.Co.Ld.*Mgrs.*)	270·3|39·5|19·6 P31'B54'F24' FK	~~Bordeaux~~ ~~French~~ Cardiff *WB* British	T3Cy18½"29$\frac{15}{16}$"&49$\frac{3}{16}$"-37$\frac{13}{16}$" 175NHP Atel.&Ch.delaLoire,Nts.		V †
79050 DMCD	**Marie Ferdinand** (*ex*Wrotham, *ex*Bearwood, *ss*Ros.2ndNo.3-6,33 *ex*Garesfield) *ss*Kel.No.1-38 D.F. 1*Dk*(*Stl*) *Well deck*	1757 1373 1069	✠ 8,39 ✠	Rot	*q*		1911 4mo	R.Thompson&Sons,Ld. Sunderland	H.Ferdinand *CellBa*80'*uE§*	267·4|38·5|17·0 P20'Q84'B56'F25' FK *B*35'*f*110'523*tFPT*	Rostock German 4*BHCem* 35*tAPT*53*t*	T.3Cy.21",34"&56"-36" 218NHP 2SB,6*cf*,GS100,HS3550 Blair&Co.Ld.Stockton	19 ″ 8	
79051 DGLG	**Marie Fisser** Wireless D.F. 1*Dk* *CruiserStern*	1235 280 685					1937	Lübecker Flender-WerkeA.G. LübeckSiems	Fisser&v.Doornum ReedereiG.m.b.H. (Fisser&v.Doornum,*Mgrs.*)	222·4|34·8|13·6 Q84'F17'B49'	Emden German *WB*	C.4Cy.(2)12$\frac{13}{16}$"&(2)27$\frac{9}{16}$"-27$\frac{9}{16}$" 213lb 134NHP HS2045 Christiansen&Meyer, Harburg		CG
79052 OOZL	**Marie-Flore** *OilEng.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern*	545 417 266					1937	Beliard Crighton&Co (Belgium)SA Ostend	ArmementRené Geurts	164·7|28·5|12·3 F19'	Antwerp Belgian *WB*	Oil Engines 2S.C.SA 8Cy.8$\frac{11}{16}$"-14$\frac{3}{16}$" 104NHP SocAn.J.Cockerill,Seraing		V
79053 FNQD	**Marie José** (*ex*PrincesseMarie Jose-38) *ss*Ant.No.3-8,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2477 2293 1466	✠100A1 *withfreeboard* 1,40 BS12,39 ✠LMC9,37	Rou	*u*	CL 7,39	1925 7mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	LesCargos Algériens Soc.Anon. *CellDBa*93'*uE*21'	315·9|45·1|20·6 FK (*f*142'595*tAPT*57*t*	Algiers French 5*BHptCem* *Coll to Sh dk* 4 „ 2*nd* „)	T.3Cy.22",37"&61"-42" (*s*) 180lb 283NHP 3SB,6*cf*,GS135,HS4462 WllsndSlpwy.Co.Ld.Nwc.	22 ″ 10 s 1 ″ 6 21 ″ 5¾	
79054 DHQK	**Marie Leonhardt** D.F. Sub.Sig. 1*Dk&Shelter dk*	2594 2331 1522					1922	Stettiner Oderwerke Stettin	Leonhardt&Blumberg	329·0|46·1|18·7	Hamburg German *WB*	T.3Cy.22½",35¾"&57⅛"-39⅜" 205NHP StettinerOderwerke		G
79055 FPJV	**Marie-Louise Le Borgne** (*ex*Tordis,*ex*Hercules) 1*Dk*	1263 955 769					1903	J.C.TecklenborgA.G Wesermunde-G.	Cie.Ch.LeBorgne	229·6|36·2|14·8 Q82'B56'F26'	Marseilles French *WB*	T.3Cy.17",28"&45"-33" 116NHP J.C.TecklenborgA.G.Wsm		V
79056 146654 GDNP	**Marie Louise Mackay** TwinSc (*CableVessel*) *ss*Ply.No.3-7,34 *Mchy.Aft* *ss*Fal.No.1-38 Sub.Sig. 1*Dk*(*Stl*)&*Awng dk*(*Stl*-ws) Wireless D.F. E.S.D.	1378 1339 675	✠100A1 *Awng dk* *withfreeboard* 1,41 ~~8,39~~ ✠LMC MS8,38 BS~~8,39~~1,41 *Fitted for oil fuel* 10,22 *F.P. above* 150°F.	Ply Bel	*o*	CL ~~6,37~~ 1,41	1922 10mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	CommercialCable Co. *CellDBuE*31'*f*90'	234·0|34·2|22·2 FK *Collisio* 173*t DTf*88' *FPT*	London British *Cem* *n BH to A dk* 3 „ „ *U* „ 39*tAPT*43*t*	T.6Cy.12⅝",20"&33"-24" (*s*) 180lb 155NHP 2SB,4*cf*,HS2336 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 4 s 7 ″ 8 17 ″ 1	
79057 ~~OZAG~~	**Marie Mærsk** TwinSc D.F. *OilEng.* *Mchy.Aft* *ss*Rot.No.2-37 1*Dk*(*Stl*)&*Web frames* *Longitudinalframing-bracketless system*	8271 7800 5057	✠100A1 10,39 ✠LMC CS3,38 DBS~~7,39~~9,40 6,38 *CarryingPetroleum in bulk*	Phl	*d*†	CL ~~7,37~~ 8,40	1928 6mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	Ministry of Shipping(C.T.Bowring &Co.Ld.*Mgrs.*) *CellDBuE*48'205*t*	466·3|61·8|34·2 P101'B34'F39' FK *DTf*38'640*t FPT*1	British 12*BHptCem* 85*tAPT*100*t*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 542NHP 2DB180lb Akt.Burmeistr&Wain,Cpn	36 ″ 3 s 8 ″ 4½ 28 ″ 1½	
79058 416 YMCZ	**Marie Siedler** (*ex*Noordergat) *Mchy.Aft* 1*Dk*	438 338 221					1920	H.van Vlaardingen Gouda	F.G.Reinhold	148·4|25·2|11·9 Q77'B14'F20'	Danzig *WB*	T.3Cy.10½",17"&28"-17" 32NHP J&Av.d.Schuyt,Papndrcht		V
79059 FPJW	**Marie-Thérèse Le Borgne** (*ex*Brancas-36) *ss*Nts.No.3-9,32 *ss*Nts.No 1-36 1*Dk*(*Stl*)*PlatformDk*(*Stl*)*forlight cargoes inNos.*1,2&3*holds* *Longitudinal framing in DB & at decks*	1599 1368 977	✠ ... 3,37 ✠	Dnk	*q*		1920 1mo	Grngem'th Dkyd.Co.Ld. Grangem'th	Cie.CharlesLe Borgne *CellDB*198'452*t*	253·3|37·4|18·4 P26'B64'F24' FK	Dunkirk French 4*BHCem* *APT*47*t*	T.3Cy.18",29"&48"-33" 192NHP 2SB,6*cf*,GS115,HS3622 Ross&Duncan,Glasgow	20 ″ 6	V †
79060 OFAS	**Marieborg** (*ex*OlgaS.-37) D.F. 1*Dk*	1737 — 966					1920	Kjöbnhvns Flydk.&Skbs. Copenhagen	J.A.Zachariassen &Co.	272·7|40·0|16·8 260·9 P15'Q77'B106'F30'	Nystad Finnish *WB*	T.3Cy.18",29"&48"-33" 132NHP KjbnhavnsFldyk.&Skbsv		V
79061 7958 SMXA	**Marieholm** Ⓟ Wireless D.F. 2*Dks* *Cruiser Stern*	*1162* *844* *563*					1934	Odense Staalskibsvft vedAPMöller Odense	A/BSvenska Amerikalinien (A.Jonsson,*Mgr.*)	209·1|32·5|18·9	Gothenbrg Swedish *WB*	O.3Cy.19$\frac{11}{16}$"&(2)29½"-29½" 79NHP Akt.Burmeistr&Wain,Cpn		V
79062 123 IUDQ	**Mariella** (*ex*Saraceno-39, *ex*Sarajevo) *ss*Tri.2ndNo.3-2,25 *ss*Tri.No 1-29 1*Dk*(*Stl*)	655 494 389	✠ ... 9,33 ✠	Tri			1899 9mo	Stabilmnto Tecnico Trieste	GustavoMontanari *CellDB*	192·9|28·9|10·3 Q104'B16'F27' FK *a*30' *f*77'129*t FPT*	Trieste Italian 4*BHCem* 24*tAPT*16*t*	T.3C.13",20½"&34¼"-20½" 73NHP 1SB,2*cf*,GS42,HS1410 StablilimentoTecnico,Tri.	13 ″ 0	I †
79063	**Marienburg** Ⓟ TwinSc	6200					1939	Stettiner OderwrkeAG Stettin	Reichsverkehrsministerium	431·6|60·7|26·7	Stettin German	2 steam turbines connected to elec. motors & sc. shafts AllgemeineElecGes.Berlin		
79064 DACM	— (*ex*Kemi, *ex*Moordrecht) *ss*Cpn.No.3-2,30 Wireless D.F. E.S.D. 1*Dk*	1322 1165 777	✠ ... 7,30 ✠				1917 10mo	Jonker&Stans HenrikIdo Ambacht	KohlenImport u. Poseidon SchiffahrtA.G.	236·7|36·5|15·9 P20'B58'F24' FK	Königsbrg German *WB*	T.3Cy.17½",29½"&46$\frac{1}{16}$"-36$\frac{1}{16}$" 177NHP MachinefabriekBolnes	18 ″ 0	G †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79065 DONS	**Marienfels** Sub.Sig. 2*Dks*	7575 7040 4679					1921	J.C.Tecklenborg A.G Wesermünde-G	DeutscheDmpfsfahrts.Ges.Hansa	468·5|58·6|32·4 P80'B138'F59'	Bremen German *WB*	T3Cy.31½",50$\frac{13}{16}$"&82$\frac{1}{16}$"–55" &1LPturbine 692NHP J.C.Tecklenborg,A.G. Wsm.		G
79066 PFUL	**Marietje Böhmer** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	928 635 493	✠100A1 2,40 ✠LMC2,39	Sch	*l*	1,40	1939 2mo	A.Vuijk&Zonen Capelle a/d Ysel *Lloyd'sA&CP*	N.V.W.Böhmer's Scheepvaartbedrijf *CellDB*113'233*tF*	201·2|32·9|12·7 213·0(O.L.) P54'Q77'F25' FK *PT*58*tAPT*30*t*	Rottrdam Dutch 3*BHCem*	Oil Engines 4S.C.SA 6Cy.15¾"–26" 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	15 ″ 0 s4 ″ 8¼ 14 ″ 5	
79067 167596	**Marietta E.** 2*Dks* *CruiserStern* *Longitudinal framing at bottom & at decks* *"Arcform"*	~~5500~~ 7628 7217 5595	✠100A1 *with freeboard* 12,40 ~~7,40~~ ✠LMC7,40 ~~(*Class Contemplated*)~~ *Fitted for oil fuel* 7,40 *F.P. above* 150°F.	PGl Npt	*a*† 2	CL	1940 7mo	Wm. Hamilton & Co.Ld. Port Glasgow *Lloyd'sA&CP*	LeithHillShipping CoLd(Counties ShipManagement Co.Ld.*Mgrs.*) 1 *Intermediate BH & 'tween dk BHs except Coll BH dispensed with*	421·1|60·4|35·8 434·5(O.L.) FK (*Coll BH to W dk 5 BH to 2nd dk*) *Cell DB*353'1105*t FPT*148*t APT*336*t*	London British 6*BH*~~*pt*~~*Cem*	T.3Cy.24",39"&68"–48" 225lb (*s*) 520NHP 2SB(Spt)1AuxSB,8*cf*, HS7643 FD D.Rowan&Co.Ld.Gls.	38 ″ 3 s10 ″ 3 28 ″ 2½	
79068 748 SVLW	**Marietta Nomikos** (*ex*Taransay–33) 1*Dk*	5241 4779 3200					1919	Napier& Miller,Ld. OldKilpatrck	E.A.Karavias (PetrosM.Nomikos,Ld.*Mgrs.*)	400·2|52·4|28·5 P49'B113'F39'	Piræus Greek	T.3Cy.27",44"&73"–48" 369NHP D&W.Hendersn&CoLdGls		C
79069 FOBF	**Mariette Pacha** Ⓟ TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy.* 7*Dks*	12239 — 7145					1925	SocProvençale deConst. Navales LaCiotat	Soc.desServices Contractuels des Messageries Maritimes	495·2|62·7|40·5 B229'	Marseilles French *WB*	T.6Cy.29$\frac{15}{16}$"49$\frac{9}{16}$"&84⅝"–53⅛" 1044NHP Soc.Provençale deConst. Navales,LaCiotat		V
79070 30 IBAV	**Marigola** (*ex*Colaba) *Fitted for oil fuel* D.F. 2*Dks*(*Stl*)3*trB*	5996 5735 3704	✠ 9,09 ✠	Mdb	*a*†		1906 1mo	W.Denny &Bros. Dumbarton	Ing.G.B.Bibolini *CellDBa*154'*u*	439·6|54·0|31·5 430·6 54·4 31·9 B82'F56' FK *E&B*87'*f*143' 1153t	Spezia Italian 7*BHCem* *APT*85*t*	T.3Cy.33",53½"&86"–60" 741NHP 4SB,*12cf*,GS266,HS10920FD Denny&Co.Dumbarton	34 ″ 10	CI †
79071 FNRF	**Marigot** (*ex*Ardèche–35) *Fitted for oil fuel* D.F. 3*Dks* *Ref.Mchy.*	4047 3272 1782					1932	Ch.&Atel. deSt.Nazaire (Penhöet) SA Gd.Quevilly	Cie.Générale d'Armements Maritimes	325·5|52·5|28·7 P36'B100'F42'	Marseilles French *WB*	3 steam turbines SR geared to 1 sc. shaft Atel.& Ch.de la Loire,St.N.		V
79072 YTCN	**Marija Petrinovic** (*ex*Efstathios, *ex*WarCitadel) *ss*Rot.No.3–7,31 *ss*Sch.No.2–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks*	5684 5486 3579	✠100A1 *Shelter dk* *with freeboard* 4,39 BS3,40 ✠LMC4,39	Rot	*y*	CL 3,39	1918 11mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	Jugoslavenski Lloyd.a.d. *Cell*	399·6|53·0|32·8 F39'*on Shelter dk* FK *DB*351' 1284*t FPT*	Split Yugoslav *pt Cem* 7*BHtoSh dk* 60*tAPT*90*t*	T.3Cy.24",39$\frac{3}{32}$"&65$\frac{3}{16}$"–54" 180lb (*s*) 568NHP 3SB,*12cf*,GS220,HS9525 FD N.E.MarineEng.CoLdNwc	35 ″ 5 s9 ″ 4¾ 26 ″ 3	
79073 UOAC	**Marija Ulianova** Ⓟ (*ex*JanRudzutak–37) *OilEng.* *Ref.Mchy.* Sub.Sig. 2*Dks*	3870 2889 2249	✠ ... 11,30 ✠				1928 10mo	Severney S.B.Yard Leningrad	U.S.S.R.	324·6|48·0|25·9 P48'B96'F36' FK	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝"–33⅞" 692NHP Russian Diesel Works,Len.	28 ″ 0	
79074	**Marijampole** (*ex*Nordsöen–37) 1*Dk*	941 813 548					1919	Nüscke& Co.A/G Stettin	Akc.B-véLietuvos BaltijosLloydas	223·8|32·9|14·2 P27'B63'F23'	Sventoji Lithuanian *WB*	T.3Cy.15$\frac{2}{5}$",25$\frac{1}{5}$"&41¾"–25$\frac{3}{5}$" 85NHP AtlasWerkeA.G.Bremen		G
79075 15 SVLB	**Marika Protopapa** (*ex*Darius–33, *ex*Nolisement) *ss*Bry.No.3–3,27 *ss*Ant.No.2–36 1*Dk*(*Stl*)	4447 — 2618	✠100A1 Examined 2,41 Dub MS3,39 ✠LMC BS7,40	~~Rot~~	*y*	CL ~~9,39~~ N1,41	1915 1mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	PanosProtopapas (J.Livanos&Sons, Ld.*Mgrs.*) *CellDBa*125'*uE*26	380·0|52·0|26·0 P30'B240'F36' FK '*f*166'1078*tAPT*83*t*	Hydra Greek 6*BHCem*	T.3Cy.25",41"&68"–48" (*s*) 180lb *80lb* ~~*90lb*~~ 392NHP 2SB,*8cf*,GS159,HS6649 Cen.Mar.Eng.Wks.WHpl.	28 ″ 6 s4 ″ 0¼ 24 ″ 9	
79076 204 IBEV	**Marin Sanudo** *OilEng.* *ss*Gen.No.3–12,38 D.F. 2*Dks*(*Stl*)	5081 4384 3139	✠100A1 1,40 ✠LMC CS5,39 DBS1,40 4,38	Gen	*z*	CL 8,38	1926 12mo	Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP*	LloydTriestino, Soc.Anon.diNav. *CellDB*334'1116*t* *DTa*52'1000*t*	418·1|53·2|25·3 400·0 53·2 25·4 P34'B261'F44' FK *FPT*94*tAPT*86*t*	Venice Italian 8*BHptCem* 1 „ *to 2nd dk*	Oil Engines 4S.C.SA 6Cy.29⅛"–59$\frac{1}{16}$" 489NHP DB*100lb* StabilimentoTecnico,Tri.	27 ″ 10 s3 ″ 7¼ 24 ″ 5	
79077 LJBF	**Marina** *ss*Rot.No.1-39 *OilEng.* *Mchy.Aft* 1*Dk*, 2*nd dk in Mchy. space* D.F. *CruiserStern*	9898 9190 5903	✠100A1 3,41 ~~8,40~~ ✠LMC CS8,40 DBS6,39 6,39 *Carrying Petroleum in bulk*	Sba	*e*†	CL N6,39	1935 10mo	Deutsche WerftAG Bet Finkenwrder Hamburg *Lloyd'sA&CP*	A/STanktransport (ThorvaldBerg, *Mgr.*) *CellDBuE*75'227*t*	492·9|66·1|36·4 P114'F69' FK *DTf*43'732*t FPT*16	Tönsberg Norwegian 12*BHptCem* 1*tAPT*252*t*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 3DB *170lb* 1163NHP AllgemeineElecGes.Berlin	35 ″ 11 s7 ″ 10 28 ″ 4¾	
143/40 79078 164458 GYKD	— *Fitted for oil fuel* *CruiserStern* 2*Dks*	5088 4762 3239					1935	Lithgows Ld. PortGlasgow	The"K"S.S.Co.Ld. (Kaye,Son&Co.Ld. *Mgrs.*)	390·0|55·2|26·5 P33'B112'F44'	London British *WB*	T.3Cy.24",38"&70"–51" 350NHP D.Rowan&Co.Ld.Gls.		C
79079 OHYB	-- (*ex*Gustavsberg–35) Wireless D.F. 1*Dk*	1407 — 772					1910	Oskrshmns M.V.Aktieb. Oskarshamn	RederiA/B Marina (A/B VictorEkO/Y, *Mgrs.*)	241·9|36·8|15·9 227·7 P26'B52'F28'	Helsingfrs Finnish *WB*	T.3Cy.17½",29"&48"–30" 126NHP OskarshamnsM.V.Aktieb.		V
79080 847 IBDV	**Marina O.** *Fitted for oil fuel* D.F. 1*Dk*	5480 4573 3357					1918	N.Odero fu A.&Co. Sestri Pnente	Navig.OderoSoc. Anon.	393·7|51·8|27·6 P37'B113'F33'	Genoa Italian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft F.Tosi&Co.Legnano		I
79081	**Marion** (*ex*Raleigh) Wireless D.F.	1185 — 805					1906	Maryland SteelCo. Saginaw,Mch	Madrigal&Co.	222·0|33·0|21·3	Manila Utd.States	T.3Cy.19",30"&50"–44" Maryland 166NHP SteelCo.Sparrow'sPt.Md.		
79082 125777 GQDZ	**Marion Moller** (*ex*CymricPride, *ex*Brinkburn) *ss*Shl.No.3–8,22 *ss*Shl.No.1–27 1*Dk*(*pt Irn&pt Stl*) 2*trB deep framing & Web frames*	3827 3633 2440	✠ 7,32 ✠	Nwc	*w*		1909 4mo	JLThompson&Sons,Ld. Sunderland	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellDBa*117'*uE&*	346·0|49·5|25·3 P23'B94'F31' FK *B*42'*f*146'951*tFPT*	Shanghai British 6*BHCem* 61*tAPT*60*t*	T.3Cy.24⅞",42"&68"–48" NDB27 350NHP 2SB,*8pf*,GS143,HS5428 J.Dickinson&Sons,Ld.Sld.	27 ″ 11	C †
99/41 79083 SVEE	**Marionga** (*ex*Grelstone, *ex*Eddystone) *ss*Pir.2ndNo.3–11,38 1*Dk*(*pt Irn pt Stl*)	4236 3993 2620	✠100A1 ~~6,40~~ ~~11,39~~ 4,41 ~~BS11,39~~ ✠LMC11,38 11,40	Nwc ~~Bry~~ Mch	*x*	CL ~~11,39~~ 6,40	1912 7mo	Richardsn. Duck&Co.Ld. Stockton *Lloyd'sA&CP*	Neill&Pandelis, Ld.(G.O.Till,*Mgr.*) *CellDBa*123'*u E*27'	380·0|51·0|24·8 P34'B240'F34' FK *f* 173'1151*t FPT*13	Piræus Greek 6*BHCem* 6*tAPT*102*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 394NHP 3SB,*9cf*,GS178,HS6435 Blair&Co.Ld.Stockton	27 ″ 3 s3 ″ 8 23 ″ 9¾	
79084 184 SVNU	**Marionga D. Thermiotis** (*ex*Laleham, *ex*Llangorse, *ex*Llanover, *ex*ClarissaRadcliffe) *ss*Npt.2ndNo.3–6,28 *ss*Pir.No.2–37 1*Dk*(*Stl*)2*trB & Web frames* *Cargo battens not fitted*	4784 4156 2917	✠100A1 *Trunk dk* *no sheer* Examined 5,41 ✠LMC MS10,37 BS11,40	~~Ant~~ Mch	*x*	CL 3,40	1904 10mo	Ropner& Son Stockton *Lloyd'sA&CP*	A.A.Kyrtatas *CellDBa* 114'*uE&B*	351·5|53·1|27·6 F33' FK 44'*f*144'1074*tFPT*2	Andros Greek 6*BHCem* 14*tAPT*244*t*	T.3Cy.24$\frac{9}{16}$",42"&70"–48" (*s*) ~~160lb~~ 150lb 361NHP 3SB,*9rf*,GS160,HS5750 Blair&Co.Ld.Stockton	30 ″ 4	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref Trade
79085 958 SZON	**Marios** (exCavan-39, exLady Cavan-38, exWexfordian-33, exPoolmina, exFido) 1Dk	602 518 267					1906	Earle'sCo.Ld. Hull	MichailA. Karageorgis	178·0 P101'F22'	29·6	14·1	Piræus Greek WB	T.3Cy.14½",24"&40"-27" 83NHP Earle'sCo.Ld.Hull		C
79086	**Mariout** (exKatinaK., exInayet, exNusret, exCité deDjerba, exEgoulevent) 1Dk	320 — 140					1918	Forg.&Ch. delaMédit LaSeyne		138·3	23·6	11·6	British	C.2Cy.18"&36"-24" 106NHP Forg.&Ch.delaMédit.Msl.		
79087 231312 WGEN	**Mariposa** Ⓟ TwinSc ssS Fo.No.2-39 ~~ssSFo.No.1-35~~ 4Dks(Stl)5th dk(Stl)in forward hold Web frames Ref.Mchy. D.F. E.S.D. GyC. Cruiser Stern	18017 — 10313	100A1 with freeboard 12,40 ~~10,39~~ MS5,38 BS3,~~40~~5,41 LMC~~10,35~~ Fitted for oil fuel 12,31 F.P. above 150° F.	SFo	o† 3½	CL N10,39	1931 12mo	Bethlehem S.B.Corp.Ld. Quincy,Mass.	OceanicSteamship Co.(MatsonNav. Co. Mgrs.)	604·0 B410'F60' FK CellDB514'3308t Tanks in way of tunnels 1081t FPT178t	79·3	30·5	L.Angeles Utd.States 11BH Asp APT161t	6SteamTurbinesSRgeared to 2 Sc. Shafts 5363NHP 400lb (s) HS53520 FD 12 WaterTubeBoilers(Spt) BethlehemS.B.Corp.Ld. Quincy,Mass.	44 ″ 6 s16 ″ 6¼ 28 ″ 2¼	
79088 160472 GNMZ	— (exGreekMariner-38, exGaleb-35, exCefnbryn-35, exGaleb-34, exDedinje-34, exCefnbryn, exTheofano, exIoannisVatis) ssNpt.2ndNo.3-6,38 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted	3807 3552 2335	✠100A1 Shelter dk with freeboard ~~7,40~~ ~~9,39~~ 3,41 BS~~10,38~~ ✠LMC5,38 11,40	Cff ~~Gck~~ Bal	w	CL ~~5,38~~ N3,41	1914 5mo Lloyd'sA&CP	J.Priestman&Co. Sunderland	Neill&Pandelis,Ld. (G.O.Till, Mgr.) CellDBa106' u E25' f	350·0 FK 154'863t DTa29'930t	50·9	24·5	London British 7BHCem APT106t	T.3Cy.25",41"&67"-45" (s) 180lb 327NHP 3SB,9pf,GS156,HS5044 G.Clark,Ld.Sunderland	26 ″ 0 s 2 ″ 6¼ 23 ″ 8¼	
79089 92448 WODV	— D.F. GyC. Mchy.Aft 2Dks	2898 2677 1763					1892	GlobeIron WorksCo. Cleveland,O.	BuckeyeS.S.Co. (J.T.Hutchinson, Mgr.)	330·1 H—F36' WB	45·2	20·3	Wilmgton (Del.) Utd.States	T.3Cy.24",39"&63"-48" NB25 275NHP GlobeIrnWksCo.,Clevelnd		R
17/41 79090 PFUI	**Marisa** ssSba.No.1-41 OilEng. D.F. 1Dk2nd dk clear of cargo tanks E.S.D. Mchy.Aft Cruiser Stern Longitudinal framing at bottom & at deck	8029 7236 4740	✠100A1 2,41 ~~1,40~~ ✠LMC CS2,41 DBS2,41 6,40 Carrying Petroleum in bulk	Sng Sba	c†	CL 12.39	1937 3mo Lloyd'sA&CP	NVNederl. Schps.Maats Amsterdam	N.V.Petroleum .Maats."La Corona"	462·9 483·0(O.L.) P90'B43'F48' FK CellDBuE64'	59·3	33·8	TheHague Dutch 15BH 157tDTf25'	Oil Engines 4S.C.SA 8Cy.25 9/16"-55¼" 502NHP DB180lb WerkspoorN.V.Ams. 264tFPT135tAPT83t	34 ″ 0 s 6 ″ 8¼ 27 ″ 6	
79091 59 IUSQ	— WoodAuxBkn (exSailing VesselTeresa-38, exNibbio) OilEng. 1Dk (SeeSailingShip Register)	342 317 282					1920	Soc.Anon. Costruz.eNav Velieri Viareggio	GiacomoDelfino fuBaldassare	140·0	28·2	14·9	Spezia Italian	Oil Engines 4S.C.SA 4Cy.8 7/16"-14 3/16" 28NHP Emade37-fitted38 DeutscheWerkeKielA.G. Kiel		I
79092 735 OHIB	**Marisa Thordén** (exStarck-35, exStakesby) ssNwc.No.3-8,35 ssGot.No.1-39 Well deck 1Dk(Stl) D.F. Cargo battens not fitted	4536 — 2653	✠100A1 1,41 ~~9,39~~ ✠LMC BS~~3,32~~2,40 MS9,39	Got NYk	x	OG 9,39	1922 9mo Lloyd'sA&CP	JLThompson&Sons,Ld. Sunderland	RederiA/B Peggy Thordén(G.B. Thordén, Mgr.) CellD	376·8 365·0 P28'Q118'B80'F29' FK B309'959t FPT70t	52·8	24·3	Helsingfrs Brändö Finnish 6BHptCem APT221t	T.3Cy.25⅝",41"&68"-45" (s) 180lb 357NHP 3SB,9cf,GS162,HS5778 J.Dickinson&Sons,Ld.Sld.	26 ″ 8 s3 ″ 8 23 ″ 3	
79093 48 IQRC	**Mariska** (exVirginia) OilEng. ssCpn.No.1-25 Mchy.Aft 1Dk	619 520 355	✠ … 12,29 ✠				1921 11mo	A/S Nakskov Skibsværft Nakskov	Soc.Anon.diNav. GiovanniRiboli	177·2 P46'F25' FK	31·9	13·1	Fiume Italian WB	Oil Engines 4S.C.SA 6Cy.14 9/16"-22 7/16" 123NHP A/S HolebyDieselmotorfabrik,Holeby	14 ″ 3	I †
79094 2264 IBGW	**Maristella** (exEbani-39) ssGen.2ndNo.3-8,39 ~~ssLiv.No.3-12,34~~ 2Dks(Stl)&Shelter dk(Stl-ws) Ref.Mchy.	4872 — 2940	✠100A1 Shelter dk with freeboard 4,40 ~~5,37~~ BS3,40 ✠LMC1,39	Hul Gen	z	CL 1,39	1912 10mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	FratelliRizzuto CellDBa	405·1 420·0(O.L.) P31'B78'F47' on Shelter dk FK	54·0	23·5	Genoa Italian 7BHCem 125'uE28'f	T.3Cy.26",44"&74"-51" (s) 205lb 566NHP 3SB,9cf,GS191,HS8100 FD Palmers'Co.Ld.Newcastle 172'1016t FPT120tAPT80t	26 ″ 0 s2 ″ 9½ 23 ″ 5	
79095 147905 GKTY	**Mariston** ssRot.No.3-11,36 2Dks(Stl)	4557 4303 2884	✠100A1 ~~8,39~~ 10,40 BS8,39 ✠LMC11,36	Cff Sws	y	CL ~~8,39~~ 10,40	1924 7mo Lloyd'sA&CP	Lithgows Ld. PortGlasgow	MonarchS.S.Co. Ld.(Raeburn& Verel,Ld.Mgrs.) Intermediate tween dk BH in after hold dispensed with 5 BH to U dk 1 ,, ,, 2nd ,, only CellDB332'1012t DTa30'760tAPT16t	385·0 P33'B112'F45' FK	52·0	26·6	Glasgow British Cem	T.3Cy.25¼",42"&70"-48" (s) 180lb 404NHP 3SB,9cf,GS185,HS6713 Rankin&BlackmoreLdGrk	29 ″ 0 s 5 ″ 3¼ 23 ″ 11¼	
79096 LDQP	**Marit** (exCrenatula, exWarSubadar) ssH.Kg.No.3-9,30 ssGot.No.2-39 1Dk(Stl)2trB& Web frames Longitudinal framing	5542 4729 3422	✠100A- ~~9,40~~ ~~11,39~~ 3,41 ✠LMC11,39 BS3,41 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 8,18 F.P. above 150° F.	Got ~~Gal~~NYk		CL ~~11,39~~ 3,41	1918 8mo	W.Gray& Co.Ld. WHartlepool	A/S JensensRederi II.(J.P.Jensen, Mgr.) Middle line Bulkhead not oil-tight FK CellDBuE&B59'	400·0 P49'B121'F39'	52·3	28·4	Arendal Norwegian 11BHptCem 240tf50'65t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 5 ″ 8 25 ″ 7¼	
79097 LJQW	**Marit II** (exScottishStrath-37) Fitted for oil fuel D.F. Carrying Petroleum in bulk Mchy.Aft 2Dks	7417 6734 4523					1922	Armstrong Whitworth &Co.Ld. Newcastle	A/S Jensens RederiII(JörgenP. Jensen, Mgr.)	440·8 P101'B35'F39'	57·4	34·0	Arendal Norwegian WB	T.3Cy.27",46"&77"-51" 424NHP Armstrong,Whitworth&Co.Ld.Nwc.		C
79098 OYXV	**Marit Mærsk** Fitted for oil fuel E.S.D. 1Dk&Shelter dk Cruiser Stern	1894 1513 1043					1938	Fredrkstad MekVrksA/S Fredrikstad	Dampskibsslsk.af 1912A/S (A.P.Möller, Mgr.)	301·3	44·6	16·1	Kalundbrg Danish WB	C.4Cy.(2)15⅜"&(2)37¾"-34½" 140NHP FredrikstadM.V.A/S		N
79099 LCTD	**Marita** 1Dk	1931 1677 1136					1919	Shanghai Dk&E.Co.Ld Shanghai	A/SBruusgaard	265·0 P34'B74'F30'	42·2	17·9	Drammen Norwegian WB	T.3Cy.18",29½"&50"-36" 150NHP ShanghaiDk.&Eng.Co.Ld.		N
79100 9007 OHYT	— (exDampfire-36) ssOsl.No.3-5,36 D.F. 1Dk(Stl)	1869 — 1034	✠100A1 5,38 BS8,39 ✠LMC5,36	Rot	q	CL ~~5,38~~ 12,40	1923 8mo A&CP	Gebr.G.&A deKorte, Moerdijk	RederiA/BMarita (ÅkeNordgren) CellDBa77'u	262·9 252·8 P26'B65'F22' FK E16'f98'480t FPT	39·9	17·7	Kotka Finnish 4BHCem 49tAPT47t	T.3Cy.17 7/16",28"&46"-36" (s) 180lb 175NHP 2SB,4cf,GS96,HS3228 Machfab."Bolnes,"Bolnes	19 ″ 10 s 2 ″ 6½ 17 ″ 6½	
79101 228828	— (exKaspar, exSeghill, exKilmacrennan) ssDun.No.3-9,20 GyC. 1Dk	633 490 270	… 3,23				1918	Smith's DockCo.Ld. Middlesbro'	CopperS.S.Co. (C.W.Bryson, Mgr.)	172·2 B50' FK	30·0	15·7	Fairport,O Utd.States WB	T.3Cy.16",26"&44"-26" 99NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 6	
79102 92459 WODW	**Maritana** Mchy.Aft 2Dks D.F. GyC. Sub.Sig.	2914 2700 1770					1892	Chicago S.B.Co. Chicago,Ill.	BuckeyeS.S.Co. (J.T.Hutchinson, Mgr.)	330·0 H—F40' WB	45·2	20·3	Wilmgton (Del.) Utd.States	T.3Cy.24",39"&63"-48" NB25 275NHP GlobeIrnWksCo.Clevelnd		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79103 132733 GKDT	**Maritima** (*ex*ClanGraham-38,*ex* CambrianBaroness, *ss*Gls.2ndNo.3-5,37 *ex*Port 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) Lincoln) D.F.	5804 5237 3562	✠100A1 *Shelter dk* *withfreeboard* 3,41 ~~5,40~~ MS12,36	Cff Shl ✠LMC BS11,39	*a*†	CL ~~12,38~~ 3,41	1912 6mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	Neill&Pandelis, Ld.(G.O.Till, *Mgr.*) *CellDBa*117'*u*	426·0|54·1|29·3 37·3 F *on Shltr dk*50' FK *E&B*88'*f*170'1033*t*	London British 7*BHCem* *APT*27*t*	Q4Cy27½",39",56"&81½"-54" 180lb (*s*) 777NHP 4SB,*16cf*,GS276,HS11420FD N.E.MarineEng.CoLdNwc	31 " 10 s4 " 5½ 27 " 7¼	
79104 DJRH	**Maritza** 2*Dks* D.F. *CruiserStern*	2910 2526 1609					1936	Neptun-werftRostock Schiffsw. und Masch. G.m.b.H. Rostock	FlensburgerDampfercompagnie HaraldSchuldt &Co.K.G.	332·1|49·0|19·1 P27'B21'F26'	Hamburg German *WB*	C.4Cy.(2)$16\frac{1}{8}$"&(2)$35\frac{7}{16}$"-$35\frac{7}{16}$"&LP turbine withDR gearing & hydraulic coupling 207NHP NeptunwerftRostock Schiffsw.undMasch.GmbH		G
79105 218075 WODR	**Marjory** (*ex*MarjoryWeems, *ex*Chamberino) Sub Sig. 1*Dk*	2323 — 1394					1919	McDougall DuluthCo. Duluth,Minn	A.H.BullS.S.Co. Inc.(A.H.Bull& Co.Inc.*Mgrs.*)	251·0|43·6|22·2 P25'B64'F20'	Baltimore Utd.States *WB*	T.3Cy.20",33"&54"-40" 184NHP McDougallDuluthCo.		R
79106 238505 WTKB	**Markay** TwinSc D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing* *CruiserStern*	11323 10180 6646					1939	Federal S.B.&D.D.Co Kearny,N.J.	KeystoneTankship Corp.	528·9|75·3|38·9 P110'B35'F66'	Wilmgton (Del.) Utd.States *WB*	4steam turbinesDRgeared to2 sc. shafts 2250NHP GeneralElectricCo. Lynn,Mass		R
79107 PFUO	**Marken** *OilEng.* D.F. 1*Dk*,2*nd dk in Nos.* 1&5 *holds* *CruiserStern*	5719 5204 3353	✠100A1 Examined 3,41 Kgn	~~Bat~~ ✠LMC1,37	*a*†	CL 8,38	1937 1mo *Lloyd*	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam '*sA&CP*	NV.Stoomv.Maats. "Rotterdam"(W. Ruys&Zonen, *Mgrs.*) *CellDB*363'1172*t*	431·6|55·2|26·5 P33'B250'F35' FK *MT*37'1463*tFPT*30	Rottrdam Dutch 7*BHptCem* 9*tAPT*216*t*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 490NHP DB*120lb* N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	29 " 0 s4 " 9½ 24 " 4	
79108 161102 GTFZ	**Markhor** *ss*Mdb.No.2-37 D.F. E.S.D. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in No.*1 *hold* *CruiserStern*	7917 7219 4779	✠100A1 1,41 ~~3,40~~ MS3.37	Lon Bal ✠LMC BS~~8,39~~ 8,40	*d*†	CL 4,38	1929 7mo *Lloyd*	W.Hamilton&Co.Ld. PortGlasgow '*sA&CP*	Thos.&Jno.Brocklebank,Ld. *CellDB*386'1279*t*	470·0|62·3|32·3 P47'B158'F39' FK *DTa*36'1229*t FPT*	Liverpool British 8*BHptCem* 1 ,, *to 2nd dk* 45*tAPT*88*t*	3SteamTurbinesSRgeared to 1 Sc. Shaft 220lb (*r*) 1111NHP 4SB,*16cf*,GS273,HS15000 FD D.Rowan&Co.Ld.Gls.	34 " 10 s7 " 6 27 " 7¼	
79109 161135 GMPC	**Markland** Ⓟ TwinSc *ss*Hfx.No.2-38 1*Dk*(*Stl*) *CruiserStern*	4454 3555 2695	✠100A1 ~~4,40~~ ~~11,39~~10,40 ~~BS4,40~~ MS9,37 *Fitted for oil fuel* 12,29 *F.P. above* 150° F. BS5,41	St.J. NYk ✠LMC ~~BS5,39~~	*w*	CL P11,39 SN4,40	1929 12mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	Markland ShippingCo.Ld. *Duct keel forward* *Cell DBuE&B*40'*f*140'	327·3|52·7|27·3 P21'F31' *Trunk* 275' FK *of machinery space* 547*t deep wing tank*	Liverpool British 7*BHptCem* *s a*279*tFPT*	T.6Cy.16",27"&44"-33" (*s*) 180lb 337NHP 3SB,*6cf*,GS126,HS5205 FD Earle'sCo.Ld Hull 109*tAPT*123*t*	30 " 0 s5 " 11¾ 24 " 2½	
79110 142682 GCVL	**Marklyn** (*ex*Watsness,*ex*War Combe) 1*Dk*	3090 2849 1852	✠ ... 11,21 ✠				1918 10mo	TyneI.S.B. Co.Ld. Newcastle	MervynSteam ShippingCo.Ld. (Martyn,Martyn& Co.Ld.*Mgrs.*)	331·3|46·8|23·1 P33'B100'F29' FK	Newport, Mon. British *WB*	T.3Cy.25",41"&68"-45" 430NHP N.E.MarineEngCoLd.Nwc	25 " 6	C †
67/41 79111 144671 GCWN	**Marlene** (*ex*Nogoya-36, *ex*Highland Warrior-33) *ss*Shl.No.3-12,32 *ss*Ams.No.1-36 D.F. 1*Dk*&*Shelter dk* *Cruiser Stern*	6507 6032 3989	✠100A1 *Shelter dk* *withfreeboard* 10,40~~1,39~~ ✠NE*made*24 MS12,36	Gls Liv BS10,40 ✠LMC *refitted*36 ~~BS11,39~~1,40	*c*†	CL ~~5,38~~ 9,40	1920 7mo *Lloyd*	Barclay Curle&Co.Ld. Glasgow '*sA&CP*	~~KayeTransportCo.~~ ~~Ld.(Kaye,Son&Co.~~ ~~Ld.*Mgrs.*~~) Galbraith,Pembroke&Co.Ld. *CellDB*383'1730	450·4|58·2|29·2 37·2 P31'F43'*onShelter dk* *Coll* FK *tFPT*110*tAPT*75*t*	London British *Cem* *BH to Sh dk* 6 ,, ,, 2*nd* ,,	T.3Cy.27",44"&73"-48" 210lb (*s*) 845NHP 5SB,*20cf*,GS358,HS14592 FD W.Denny&Bros.Ld.Dmb.	32 " 0 s4 " 11½ 27 " 3½	
79112 148064 MLWK	**Marlwood** (*ex*Swandale-38, *ex*Fellside) *ss*Goo.No.3-10,36 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) Wireless	996 706 529	✠100A1 Examined 4,41 Goo BS~~4,40~~ 4,41	~~Goo~~ ✠LMC10,36	*m*	OG ~~2,38~~ 4,41	1924 5mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	WFrance,Fenwick &Co.Ld. *CellDB*176'	212·0|33·5|12·7 Q122'F26' FK 275*tMT*8'129*tFPT*	London British 5*BHCem* 68*tAPT*34*t*	T.3Cy.17",28½"&47"-33"(*s*) 180lb 166NHP 2SB,*4cf*,GS71,HS2946 N.E.MarineEng.Co.Ld.Sld	14 " 8 s4 " 10¾ 13 " 11¾	
159/40 79113 LELG	**Marly** (*ex*Kriton) Wireless D.F. 1*Dk*	1115 979 656					1918	Akers Mek.Værks. Oslo	A/S Marly(Paul Blich)	226·5|36·5|15·7 P32'B56'F12'	Oslo Norwegian *WB*	T.3Cy.17",29"&47"-33" 150NHP AkersMek.Værks.Oslo		N
79114 XCMS	**Marmex** (*ex*Calmex, Iron *ex*L'Aquila,*ex*LaGolondrina,*ex* Federalship,*ex*Gertrude, 1*Dk*&*Spar dk* *ex*Arnold,*ex*Campine) 3*trB* Wireless *Fitted for oil fuel*	1284 — 875					1884	G.Howaldt Kiel	CarlosE.Bernstein	222·7|31·3|22·4 P5'H30*t*	Ensenada Mexican *WB*	C.2Cy.25½"&43¼"-30" NB96 85NHP Gebr.Howaldt,Kiel		
79115 121340 MFTS	**Marmion** Ⓟ PadSk 1*Dk*	409 286 158					1906	A.&J. Inglis,Ld. Glasgow	London&North EasternRly.	210·0|24·0|8·3 Q20' *Promenade dk*160'	Glasgow British	O.D.2Cy.31"&56"-66" 212NHP A.&J.Inglis,Ld.Glasgow		
79116 102622 VGWJ	— Steel&Iron *ss*Ard.No.3-8,05 *ss*Vcr.No.2-14 *Well deck* Wireless 1*Dk* *Mchy.Aft*	324 237 124	✠ ... 6,18 ✠				1893 9mo	Scott& Sons Bowling	QueenCharlotte Towing&Salvage Co.Ld.	140·0|24·0|10·5 Q54'B14'F25' BK7"	Vancouver British *WB*	O.2Cy.21"&42"-30" 70RHP Muir&Houston,Glasgow	11 " 3	
79117 OYQH	**Marna** *CruiserStern* D.F. 2*Dks*	1700 1463 973					1936	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	292·0|41·7|16·4	Esbjerg Danish *WB*	C3Cy.(2)15¾"&$39\frac{3}{8}$"-$37\frac{3}{8}$"& LPTurbine with reduction gear & chain drive HS3340 234NHP HelsingörsJernsk &Mskb.		G
79118 LELH	— (*ex*Beverö,*ex*Walross) 2*Dks*	430 347 182					1917	Schiffs.u. Msch.Hansa A.G.Tönning	Dampskslsk. MarnaA/S(Sigurd Owren)	174·5|23·2|10·4 F14*t*H5*t*B37*t* len20	Oslo Norwegian *WB*	T.3Cy.13",20¼"&$33\frac{1}{16}$"-$22\frac{4}{5}$" 53NHP GörlitzerMaschb.Görlitz		V
79119 PFVA	**Marnix van St. Aldegonde** Ⓟ TwinSc D.F. Sub.Sig. 4*Dks* *OilEng.* *Ref.Mchy.* *CruiserStern*	19355 — 11582					1930	Nederl. Schps.Maats. Amsterdam	Stoom.Maats. Nederland	586·2|74·8|36·1 P63'B410'F85'	~~Amsterdam~~ ~~Dutch~~ Batavia *WB* Dutch	Oil Engines 2S.C.SA 20Cy.$29\frac{9}{16}$"-52¾" 3100NHP KoninklijkeMaats "DeSchelde"Flushing		V
79120 955 SWBB	**Maro** (*ex*Maro Y.-40, *ex*HellenicPioneer-39, *ex*Gisla-38) TwinSc *OilEng.* 2*Dks*	3838 — 2249					1924	Odense Staalskibs. Odense	YannoulatosBros. (China)	306·5|51·0|21·5 P96*t*H252*t*F27*t*	Piræus Greek *WB*	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 450NHP Akt.Burmeistr&Wain,Cpn		N

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
79121 FPAN	**Maroc** (exSaintPaul-37) 2Dks&Awngdk	2456 2214 1337					1908	Atel.&Ch. deFrance Dunkirk	Cie.Nav.Afrique duNord(Comptoir MaritimeFranco-Belge, Mgrs.)	288·8 B31'F32'	38·9	16·6 24·2	Havre French WB	T.3Cy.19",30½"&51"-36" 156NHP Atel.&Ch.deFrance,Dun.		V
79122 323 IQRU	**Marocchino** (exEos,exFlorapark) 2Dks	1524 — 892					1920	Bremer Vulkan Vegesack	D.Tripcovich&Ci. Soc.Anon.diNav. RimorchieSalvataggi	246·6	34·1	19·2	Trieste Italian WB	T.3Cy.16½"26¾"&44$\frac{1}{10}$"-29½" 106NHP BremerVulkan,Vegesack		I
79123 OYLH	**Marocco** Ⓟ D.F. OilEng. 1Dk&ptShelterdk Ref.Mchy. CruiserStern	1641 1298 924					1936	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	271·7	40·4	16·6	Copnhagn Danish WB	Oil Engines 2S.C.SA 5Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 338NHP Akt.Burmeistr&Wain,Cpn		V
79124 161152 GPXB	**Maron** Ⓟ TwinSc OilEng. D.F. 2Dks	6487 5207 3969					1930	CaledonS. B.&E.Co.Ld. Dundee	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.Mgrs.)	433·0 P44'B256'F47'	56·3	26·3	Liverpool British WB	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"-51$\frac{3}{16}$" 687NHP N.E.MarineEngCoLd.Nwc		BT till ~~5,40~~ 12,40
79125 222197 KDZO	**Marore** TwinSc Fitted for oil fuel Mchy.Aft Longitudinal framing	8215 — 4172					1922	Bethlehem S.B.Corp.Ld. Sparrow's Pt.	OreS.S.Corp.	550·3 P139'B82'F50'	72·2	43·9	NewYork Utd.States WB	SR Geared Steam Turbines BethlehemS.B.Corp. Ld.ForeRiver,Mass.		R
79126 PKHC	**Maros** OilEng. Mchy.Aft 1Dk	550 350 363					1929	NVSchps. "deMaas" Slikkerveer	N.V.Koninkl. Paketv.Maats.	165·4 B32'F25'	28·9	9·3	Batavia Dutch WB	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$"-15¾" 122NHP Gebr.Sulzer,Winterthur		V
79127 LELI	**Marosa** 1Dk	1513 1285 839					1925	F.Schichau Elbing	A/S Mabella (KarlBruusgaard, Mgr.)	261·7 P61tH100tF36t	40·1	15·6	Drammen Norwegian WB	T.3Cy18$\frac{9}{16}$",31$\frac{3}{16}$"&51½"-29½" 141NHP F.Schichau,Elbing		N
79128 77 SVKJ	**Marouko Pateras** (exHarpagus, exClydemede, exOakmore) ssPir.No.3-5,30 ssShl.No.2-38 1Dk(Stl)	4269 4020 2670	✠100A1 2,40 BS2,40 ✠LMC10,38	Ant	y	CL 2,40	1917 12mo	W.Pickersgill&Son,Ld. Sunderland Lloyd'sA&CP	Anastassios Pateras&Sons CellDB	390·0 401·0(O.L.) P40'B244'F35' FK 338'1117tFPT110t	53·3	23·5	Chios Greek 6BHCem APT77t	T.3Cy.27",45"&74"-48" (s) 180lb 466NHP 3SB,9cf,GS204,HS7917 J.Dickinson&Sons,Ld.Sld.	26 ″ 0 s 3 ″ 6 22 ″ 8½	
79129 232 SVES	**Maroussio Logothetis** (exQueenslandTransport-34) 1Dk	4669 4399 2922					1913	Irvine'sSB &D.D.Co.Ld. W Hartlepool	GoulandrisBros.	385·0 P36'B119'F36'	52·0	27·1	Andros Greek WB	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
79130 LDNX	**Marpesia** D.F. 1Dk	1959 1729 1119					1930	S.P.Austin &Son,Ld. Sunderland	A/S Mabella (KarlBruusgaard, Mgr.)	275·9 P61tH104t	42·3	18·7	Drammen Norwegian WB	T.3Cy.20½",34"&56"-39" 195NHP G.Clark,Ld.Sunderland		N
79131 PFVE	**Marpessa** OilEng. ssSba.No.3-1,39 Mchy.Aft 1Dk(Stl)Longitudinal D.F. framing at bottom and at deck	7408 6761 4237	✠100A1 7,40 ~~9,39~~ ✠LMC CS9,39 DBS9,~~40~~ 7,40 5,38 CarryingPetroleum in bulk	Sba		CL 12,38	1927 3mo	Rotterdam Droogd.Maat Rotterdam Lloyd'sA&CP	Nederl.Indische Tankstoomboot Maats. CellDBuE69'285tD	440·1 P99'B34'F58' FK Tf32'284tFPT162t	59·3	32·7	TheHague Dutch 15BHptCem APT67t	Oil Engines 4S.C.SA 6Cy.32¼"-59$\frac{1}{16}$" 602NHP 2DB180lb N.E.Mar.Eng.Co.Ld.Nwc.	32 ″ 9 s 6 ″ 3½ 26 ″ 7¾	
79132 794 SVCT	**—** (exOntario-34, exWarCompany) ssBly.No.3-12,34 ssHul.No.1-38 2Dks(Stl)	5476 4904 3387	✠100A1 5,41 ~~12,38~~ ~~BS8,39~~ ✠LMC2,38 ✠NB19refitted12,34 BS4,41	Hul NYk	z	CL ~~N1,38~~ 5,41	1919 8mo	JCoughlan &Sons Vancouver, B.C. Lloyd'sA&CP	N.Eustathiou&Co. IntermediateBH in fore	410·5 427·2(O.L.) P44'B115'F47' FK hold dispensed with Cell DB368'1274 FPT	54·1	27·5	Piræus Greek ptCem 6BH only 131tAPT85t	T.3Cy.24",39½"&67"-48"(s) 190lb 523NHP 3SB,9cf,GS189,HS8325 FD N E.MarineEng.Co.Ld.Sld	29 ″ 9 s5 ″ 9½ 24 ″ 2	
79133 EAGX	**Marques de Chavarri** ssBbo.No.3-9,31 ssBbo.No.2-39 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	3256 2673 2002	✠100A1 ~~9,40~~ ~~12,39~~ 4,41 ✠LMC12,39 BS9,~~40~~ 4,41	Bbo Cdz	u	CL ~~11,38~~ 4,41	1918 6mo	Soc.Anon. Espanola de Const.Nav. Bilbao Lloyd'sA&CP	AltosHornos de VizcayaSoc.Anon. CellD	314·0 P76'F39' FK B262'801tFPT190t	48·1	22·1	Bilbao Spanish 5BHCem APT46t	2SteamTurbinesSR geared to 1 Sc. Shaft (s) 200lb 262NHP 2SB,6pf,GS120,HS4220 Soc.Espan.deConst.Nav.	24 ″ 4 s 4 ″ 6½ 20 ″ 1	
79134 EAHJ	**MarquesdeComillas** Ⓟ TwinSc ssCdz.No.3-10,39 ~~ssBcl.No.1-33~~ Sub.Sig. 1Dk(Stl)&Shelterdk(Stl-ws) D.F. Shadedk(Stl-teaks) Lowerdk(Stl)except inNos.4&5 holds Longitudinalframing in doublebottom	9922 — 5477	✠100A1 Shelterdk withfreeboard ~~7,40~~ ~~2,36~~ 2,41 BS10,40 10,39 ~~BS10,39~~ ✠LMC~~7,38~~ Fitted for oil fuel8,28	Bbo	c†	CL ~~8,35~~ ~~7,40~~ 1,41 F.P. above 150° F.	1928 9mo	Soc.Española de Const.Naval Ferrol Lloyd'sA&CP	Cia.Trasatlantica CellDB3	459·7 F49' FK&BK1" 78'1210tTanks in way of tunnels	55·9	29·3	Barcelona Spanish 9BHptCem	4SteamTurbinesSRgeared to2 Sc.Shafts (r) 1217NHP 180lb 5SB,15cf,GS345,HS14945 FD Soc.Espan.deConst.Nav. 266tFPT30tAPT53t	32 ″ 0 s 6 ″ 7¼ 25 ″ 10½	
79135 EAGY	**Marques de Urquijo** (exCarlos, exBenhead, exCyrano,exWhitburn) ssBbo.2ndNo.3-4,20 1Dk&ptAwngdk	2597 1931 1728	✠ ... 6,24 ✠				1894 1mo	ShortBros. Sunderland	AltosHornos de VizcayaSoc.Anon.	300·4 Q120'B120'RFD58' F on RFD30' FK	40·1	18·9	Bilbao Spanish WB	T.3Cy.20½",37⅛"&61¼"-42" 242NHP J.Dickinson,Sunderland	21 ″ 3	
79136 140586 GPDV	**Marquesa** TwinSc ssLon.No.3-9,30 ssLon.No.2-39 Ref.Mchy. 3Dks(Stl)&Shelter dk (Stl-ws) D.F. CruiserStern	8979 7484 5604	✠100A1 Shelter dk withfreeboard 7,40 ~~8,30~~ ✠LMC MS5,38 BS~~3,39~~4,40 ✠Lloyd'sRMC~~4,40~~ ~~7,40~~ ~~11,40~~3,41	Liv Lon	c†	CL 3,38	1918 7mo	W.Hamilton&Co Ld. PortGlasgow Lloyd'sA&CP	Furness,Houlder ArgentineLines, Ld. Cell	430·2 450·4(O.L.) B257'F41'onShl dk FK DB370'1178tFPT	61·1	35·7	Liverpool British 7BHtoSh dk 47tAPT132t	T.6Cy.26",42½"&70"-45" (s) 200lb 1087NHP 5SB(Spt),20cf,GS404, FD HS16890 D.Rowan&Co.Ld. Glasgow	38 ″ 3 s 7 ″ 10½ 30 ″ 6¾	
79137 203540 KFNP	**Marquette** (exE.L.Wallace) D.F. Mchy.Aft 1Dk	4956 — 3678					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-CliffsSS Co.(Cleveland-CliffsIron Co.Mgs)	420·0	52·2	29·0	Wilmngtn (Del.) WB Utd.States	T.3Cy.20",33½"&55"-42" NB23 196NHP Gt.LakesEng.Wks.Detroit		R
79138 FNSJ	**Marrakech** Ⓟ TwinSc (exHaïti) Fitted for oil fuel D.F. 5Dks	6179 4795 3712					1913	Ch.&Atel. deProvence PortdeBouc	Cie.Générale Transatlantique	414·3 P27'F46'	51·6	28·6	Bordeaux French WB	T.6Cy.22",34¼"&56¾"-39⅜" &LP turbines 400NHP Atel.&Ch.deProvence,Msl.		V
79139 129125 VJGK	**Marrawah** ssMel.2ndNo 3-11,34 ssBsb.No.1-38 Well deck 1Dk(Stl) Wireless Cargo battens not fitted	472 381 231	✠100A1 12,40 ~~11,39~~ BS12,40 ✠LMC11,39	Bsb	h	OG N11,39	1910 8mo	VanVliet &Co. Hardinxveld Lloyd'sA&CP	AustralianSteamshipsProprietary Ld.(Man.Agents, HowardSmithLd.)	165·0 175·5(O.L.) Q84'B14'F22' FK DBa32'37t FPT	28·1 29·5	11·5	Melbourne British 4BHCem 46tAPT15t	T.3Cy.13½",21$\frac{9}{16}$"&35⅜"-24" 180lb 100lb (s) 87RHP 1SB,8pf,GS51,HS1625 W.V.V.Lidgerwood,Gls.	12 ″ 2 s 4 ″ 3½ 11 ″ 11½	
79140	**Mars** D.F. E.S.D. OilEng. CruiserStern 1Dk&Shelterdk	2500					1939	Deutsche Sch-u-Mschb A.G.Seebeck Wesrmünd-G	Dampfschifffahrts Ges.Neptun	328·1 F36'	47·6		Bremen German WB	Oil Engines 2S.C.SA 7Cy.24$\frac{7}{16}$"-45¼" 727NHP Fr.KruppGermaniawft A.G.Kiel		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79141 PFVK	**Mars** (*ex*Delamere) *ss*Ams.No.3–5,37 Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*3rd dkStl in No.1 hold*	1582 1376 895	✠100A1 *withfreeboard* ~~12,40~~ ~~11,39~~ 5,41 ~~BS1,39~~ ✠LMC4,37 BS2,40 3,41	Ams ~~Mch~~ Hul Abn	*r*	CL 8,38 4,41	1925 11mo *Lloyd*	NewWater-wayS.B.Co. Schiedam '*sA&CP* *CellD*	KoninklijkeNeder-landscheStoomb. Maats. *Ba*64'*uE*24'*f*124'4	267·9|39·1|16·8 FK 28*tFPT*31*tAPT*35*t*	Amstrdam Dutch 4*BHCem* (*Coll toSh dk* 3 ,, *2nd* ,,	T.3Cy.18",30"&49"–36" (*s*) 180lb 207NHP 2SB(Spt)6*cf*,GS110,HS3900 NewWaterwayS.B.Co.)	18″10 s ″ 6 18 ″ 6½	
79142 ESUX	— (*ex*Waal-36) *ss*Rot.No.3–1,25 *ss*Rot.No.2–34 *Well deck* 1*Dk*(*Stl*)	1293 1168 758	✠ ... 12,36 ✠	Tln	*o*		1912 5mo	A.Vuijk& Zonen Capelle a/d Ysel	J.Rang *CellDBa*	235·4|35·7|15·4 Q83'B63'F28' FK 69'*uE*15'*f*102'310*t*	Tallinn Estonian 4*BHCem* *FPT*60*t*	T.3Cy.17",28"&46"–36" 147NHP 1SB,3*cf*,GS63,HS2408 G.T.Grey,SouthShields	17 ″ 6	V †
79143 TTYL	— (*ex*MontSaintClair,*ex*Lauwerzee) *Mchy.Aft* 1*Dk*	721 — 329					1918	N.V.Shps. v/hWd.A.van Duyvendijk Papendrecht	Cie.desAffréteurs Français(Heuzey &Chastellain, *Mgrs.*)	180·0|28·0|14·5 Q106'B12'F17'	Rouen French *WB*	T.3Cy.15",25"&40"–27" 93NHP Straatman,Dordrecht		V
79144 LELK	— 1*Dk*	699 537 405					1909	Chant.Nav Anversois Hoboken	SkibsA/S Haugen, Tellefsen&Co.II (E.Tellefsen,*Mgr.*)	195·5|30·3|11·2 Q69*t*B24*t*H20*t*F20*t*	Oslo Norwegian *WB*	T.3Cy.14",23"&38"–27" 75NHP NE.MarineEng.CoLd.Nwc	13 ″ 3	N
79145	— **WoodAuxBn** *OilEng.* *Mchy.Aft* (*See Sailing Ship Register*)	369 274					1939	Emilio Picchiotti Viareggio	AgenziaCarboni ImportazioneVia MareSoc.Anon. Ital.	129·3|28·9|13·0	Rome Italian	Oil Engines 4Cy.10$\frac{7}{16}$"–16⅛" Soc.Anon.Ansaldo,Gen.		
79146 160601 GSVC	**Marsa** *ss*Shl.No.3–8,40 ~~*ss*Mdb.No.2–37~~ D.F. 1*Dk*(*Stl*)	4405 4076 2738	✠100A1 ~~8,40~~ ~~1,40~~ 7,41 ~~BS1,40~~ ✠LMC~~12,36~~ 10,40	Mdb ~~Shl~~ Bkn	*x*	CL ~~11,39~~ 11,40	1928 11mo *Lloyd*	J Readhead &Sons,Ld. SouthShields '*sA&CP* *Ce*	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *llDBa*&*uE*144' *f*	370·0|52·3|25·9 384·3(O.L.) P28'B104'F36' FK 160'1075*tFPT*135*t*	London British 6*BHCem* *APT*115*t*	T.3Cy.24½",41"&66"–45" (*r*) 180lb *120lb* 341NHP 2SB,6*cf*,GS109,HS4460 FD J.Readhead&Sons,LdSShl	28 ″ 3 s 5 ″ 3¾ 23 ″ 1½	
79147 167422 GBKB	**Marsdale** E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	4890 4430 2963	✠100A1 *withfreeboard* 4,40 ✠LMC4,40 *Fitted for oil fuel* 4,40 *F.P. above* 150° F.	PGl	*a*†	CL	1940 4mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	"K"S.S.Co.Ld. (Kaye,Son&Co. Ld.*Mgrs.*) *One intermediate* *Cell DB*360'1097*t M*	420·3|56·9|24·3 436·4(O.L.) F40' FK *BH dispensed with* *T*28'1040*t FPT*107	London British 6*BHptCem* (*Coll to Sh dk* 5 ,,*2nd*,,) *tAPT*127*t*	T.3Cy.27",44"&76"–51" (*s*) 220lb Rht. 668NHP 3SB(Spt),9*cf*,GS175, HS9897 FD N.E.Marine Eng.Co.(1938) Ld.Nwc.	26 ″ 9 s2 ″10¾ 24 ″ 0¼	
79148 148056 GKJL	**Marsden** *ss*Sld.No.1–40 *ss*Sld.No.3–4,37 D.F. E.S.D. 1*Dk*(*Stl*) *Cargo battens not fitted*	2874 2578 1692	✠100A1 ~~7,40~~ ~~2,40~~12,40 7,40 ✠LMC MS~~4,37~~ BS~~11,39~~11,40	Sld Shl	*u*	CL ~~2,40~~ 11,40	1924 3mo *Lloyd*	WoodSkin-ner&Co.Ld. Newcastle '*sA&CP*	TanfieldS.S.Co.Ld. (W.B.Nisbet *Mgr.*) *CellD*	334·6|44·6|21·6 356·5(O.L.) P27'B70'F25' FK *B*276'793*tFPT*125*t*	Newcastle British 5*BHptCem* *APT*230*t*	T.3Cy.22",36¼"&61½"–42" 200lb (*s*) 344NHP 2SB(Spt)8*cf*,GS168,HS6120 NE.MarineEng.CoLd.Nwc	24 ″ 0 s 4 ″ 1¼ 20 ″ 1	
79149 3345 PJAG	**Marsella** **TwinSc** *ss*Cco.No.1–40 *ss*Cco.No.3–5,36 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom*&*at deck*	2698 1796 1486	✠100A1 ~~9,40~~ ~~2,40~~ 4,41 ✠LMC9,40 ~~MS5,35~~ ~~BS6,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,24 *F.P. above* 150° F.	Cco	*t*	CL P6,39 ~~S2,40~~ S8,40	1924 6mo *Lloyd*	Rotterdam Droogd.Maat Rotterdam '*sA&CP*	N.V.Curaçaosche Scheepv.Maats.	305·0|50·2|15·1 Q87'F29' FK *Trunk*189'	Willemstd Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"–24$\frac{7}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 FD Droogd.Maats.Rotterdam	15 ″ 0 s1 ″ 6¼ 13 ″ 7½	
79150 204283 WTIN	**Marshall B. Hall** **IronTwinSc** (*ex*BostonFloatingHospital-33) *OilEng.* 1*Dk* Wireless *Carrying oil in bulk*	675 — 547					1906	Atlantic Works, E.Bos.	UnionTankers Corp.	160·4|47·0| 8·8	Boston Utd.States	Oil Engines 4S.C.SA 12Cy 11½"–15" 155NHP NE33 AtlasImperialDiesel Eng.Co.Oakland,Cal.		
44 79151 41 148767 GMPZ	**Marslew** *ss*Mch.No.3–7,38 2*Dks*(*Stl*)	4542 4303 2882	✠100A1 ~~6,40~~ ~~6,39~~1,41 ~~BS11,39~~ ✠LMC MS7,38 ~~BS10,38~~ *Fitted for oil fuel* 7,26 *F.P. above* 150° F. BS1,41	Gls ~~Bry~~	*y*	CL ~~3,38~~ 7,40	1926 7mo *Lloyd*	Lithgow's Ld. PortGlasgow '*sA&CP*	WalmarS.S.Co.Ld. (Kaye,Son&Co.Ld. *Mgrs.*) *Intermediate 'tween dk BH* *in after hold dispensed with* *CellD*	385·0|52·0|26·6 398·0(O.L.) P33'B112'F44' FK *B*329'1003*t DTa*30'	London British *ptCem* 4 *BHto Udk* 2 ,, ,, *2nd* ,, 760*tAPT*16*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 467NHP 3SB,9*cf*,HS6845 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 3¼ 23″11½	
79152 218943 KJOX	**Marsodak** *Fitted for oil fuel* 1*Dk*2*trB in fore*&*after holds* &*Web frames* Now "Namarib," see No. 89322 in Supplement	3279 3005 2023	✠ ... 6,20 ✠				1919 10mo	Submarine BoatCorp. Newark,N.J.	MarsodakS.S.Co. (AmericanRange Lines,Inc.*Mgrs.*)	324·0|46·2|25·0 P30'B90'F35' FK	Wilmngtn, (Del.) Utd.States *WB*	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
131/40 79153 LCOG	**Marstenen** 1*Dk*	1832 1638 1114					1915	Fredrkstad Mek.Værks. Fredrikstad	Skibs.-A/SVilhelm TorkildsensRederi (V.Torkildsen, *Mgr.*)	265·0|42·1|17·9 P22'B71'F29'	Bergen Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP FredrikstadM.V.Frdstad.		N
79154 165566 MMML	**Marsworth** (*ex*Merwede-37, *ex*Koningsdiep) *Mchy.Aft* 1*Dk*	366 270 188					1925	J.Smit Vierverlaten	GrandUnion (Shipping)Ld.	131·6|23·2|11·5 P38'F21'	London British *WB*	T.3Cy.10",16"&27"–19½" 32RHP Botje,Ensing&Co.Grningn		V
79155 5651 SFPD	**Märta** (*ex*EmmaMejakowa, *ex*Dambassis, *ss*Gms.2ndNo.3–10,14 *ex*Aris,*ex*GeorgeClarkson) *Well deck* 1*Dk*(*Stl*)2*trB*	*1589* *1340* *898*	✠ 7,20	Hul	*q*		1889 2mo	T.Turn-bull&Son Whitby	Rederi.A/B Fenja (C.H.Witt,*Mgr.*)	255·4|37·1|18·0 P28'Q60'B112'F32' FK *DBa*	Hlsngborg Swedish 4*BHCem* 72'*f*104'342*t*	T.3Cy.20",33"&54"–36" NDB07 170NHP 2SB,4*cf*,GS58,HS2483 Blair&Co.Ld.Stockton	19 ″ 4	V †
79156 929 ESBL	— (*ex*Fritiof-33,*ex*Gilcomston) *ss*Tln.3rdNo.3–11,36 *Well deck* 1*Dk*(*Stl*)&*deep framing*	1414 1168 818	✠100A1 5,39 ✠LMC MS11,36 BS~~10,38~~10,39 No later survey reported	Ant	*o*	OG 9,38	1900 8mo *Lloyd*	Hall,Rus-sell&Co.Ld. Aberdeen '*sA&CP*	A.Laane *CellDBa*73'*f*98'	250·0|36·2|15·1 259·0(O.L.) Q86'B100'F27' FK 290*tAPT*80*t*	Pärnu Estonian 4*BHptAsp* *ptCem*	T.3Cy.18",29"&48"–36" 165lb 147NHP 2SB,4*rf*,GS79,HS2292 Hall,Russell&Co.Ld.Abn.	16 ″ 1 s ″ 10½ 15 ″ 4	
79157 OFDD	— **Iron** (*ex*Jyden, *ss*Ham.2ndNo.3–11,07 *ex*Hermine, *ss*Mmo.No.2–16 *ex*Contest) 1*Dk*(*Irn*) *Well deck*	496 — 259	✠ 12,19 ✠NB11,07	Mmo	*h*		1879 12mo	J.Laing Sunderland	RudolfJohnsson (A/BJohn Dahlberg,*Mgrs.*)	164·3|26·7|12·2 Q52'B36'F21' BK7"	Åbo Finnish 4*BHCem* *DBa* 33'*f*28'	C.2Cy.20"&40"–30" NDB01 76NHP 1SB,2*pf*,GS38,HS1443 G.Clark,Sunderland	12″11	C †
79158 EGAJ	**Marta Junquera** (*ex*Mechelin) 1*Dk*	607 393 318					1918	Cia.Eus-kalduna Bilbao	VaporesCosteros, S.A.(A.G.Trevilla &F.Garcia Castillo,*Mgrs.*)	183·5|27·0| 9·6 Q51'F28'	Santander Spanish	T.3Cy.11$\frac{8}{10}$",19"&30"–22" 42NHP Cia.Euskalduna,Bilbao		

1 Numero d'Ordre — Numero Officiel — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand — Navire — Mach.	9 Par qui — Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur | Largeur | Creux	12 Port d'Armement — Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où se trouve dans le Durée, Cert. Bord Trade
79159 164042 GWYC	**Martaban** E.S.D. *CruiserStern* D.F. 1*Dk*	4161 3836 2445					1934	D&WHendersn&Co.Ld. Glasgow	British&Burmese Stm.Nav.Co.Ld. (P.Henderson&Co)	392·9|53·2|24·0 P42'B236'F40'	Glasgow British *WB*	T.3Cy.20½",34½"&58"-42" NE37 218NHP N.E.MarineEng.Co.Ld. Nwc.		C
79160 166271 GTGG	**Martand** D.F. E.S.D. 2*Dks,3rd dk in No.1hold* *Ref.Mchy.* *CruiserStern*	7967 7253 4753	✠100A1 ~~S,–12,39~~4,41 ✠LMC6,39 *Fitted for oil fuel* 6,39 *F.P. above* 150°F.	Lon Mch	*d*† 2[illegible]	CL	1939 6mo	Wm.Hamilton&Co.Ld. Port Glasgow *Lloyd's A&CP*	Thos.&Jno. Brocklebank,Ld. *Duct keel forward of mchy. space* *CellDB*394'1637*t*	475·7|62·7|32·3 494·8(O.L.) P44'B161'F54' FK *DTa*36'1169*t FPT*	Liverpool British 8*BHptCem* (7 *to U dk* 1 ,, 2*nd* ,,) 80*tAPT*76*t*	3 steam turbines SR geared to 1 sc. shaft 250lb (*r*) 1065NHP 3SB(Spt),12*cf*,HS11172 FD D.Rowan&Co.Ld.Gls.	34 " 10 s 7 " 4¼ 27 " 9	
79161 819 IBLV	**Marte** D.F. 1*Dk*	5290 4731 3295					1917	Cant.Nav. Riuniti Palermo	Soc.Ligure di Armamento	394·9|51·7|27·6 P37'B123'F35'	Genoa Italian *WB*	T.3Cy.26",42½"&69½"-48" 335NHP Cant.Nav.Riuniti,Palermo		CI
79162 EAGZ	— ssBbo.2ndNo.3–11,25 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*)&*deep framing*	*3714* *3483* *2399*	✠ ~~[illegible]~~ 6,34 ✠	Npt	*w*		1900 3mo	Lndnderry SB.&E.Co.Ld Londonderry	Cia.Anon.Marit. "Union"(M. Urruchua,*Mgr.*) *CellDB*	361·0|46·2|17·9 25·8 P31'B108'F32' FK *a*114'*uE&B*42'*f*150'	Bilbao Spanish 6*BHCem* 848*tAPT*43*t*	T.3Cy.24",40"&67"-45" 347NHP 2SB,6*cf*,GS92,HS4500 Dunsmuir&Jackson,Gls.	28 " 6	C †
79163 2184 IAMG	— (*exNavalVessel*Procione,*ex*Vesta) D.F. 2*Dks* *CarryingPetroleum in bulk*	2502 2309 1455					1892	Armstrong Mitchell& Co.(Lim.) Newcastle	ItalianNavy (operated bySoc. Anon.Cooperativa diNav.Garibaldi)	300·9|37·8|26·3	Genoa Italian	T.3Cy.23$\frac{3}{16}$",36"&59"-39" 199NHP NorthumberlandEng Wks. Nwc		I
79164	**Martha** Now "Oljaren," see No. 89456 in Supplement *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	547 425 247	✠100A1 2,40 ✠LMC8,39 *CarryingPetroleum in bulk*	Rot	*i*	OG 2,40	1939 8mo	Werf de Noord Alblasserdam *Lloyd's A&CP*	Swedish Government(Kungl.Marinförvaltningen)	180·3|27·8|10·7 189·0(O.L.) FK Q62'*Trunk*85'F33' *FPT*117*t*	Stockholm Swedish 9*BH* *APT*20*t*	Oil Engines 4S.C.SA 8Cy.11"-17½" 94NHP DB*145*lb Klöckner-Humboldt-DeutzA.G.Köln-Deutz	11 " 2 s " 4 10 " 11½	
79165 DAOD	— (*ex*HeleneOtto Ippen10,*ex*Nordstern,*exSailingVessel* W.T.A.G.32) **TwinSc** 1*Dk*	546 467 303					19$\frac{00}{20}$	E.Berninghaus Duisburg	Ippen-LinieReed. A.G.	194·5|26·4|10·3	Stettin German	T.6Cy.7$\frac{1}{16}$",11⅝",&18$\frac{5}{16}$"-11" E&B*made*09*fitted*— H.PauchschA.G 24NHP Landsberg a.W		G
79166 PFVS	— (*ex*Ceram-39) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	336 213 162					1938	NVSchpsw Delfzijl v|h Gebr.Sanders Delfzijl	H.Paap	130·4|24·1|8·3 P35'Q44'F15'	Groningen Dutch *WB*	Oil Engines 2S.C.SA 3Cy.11$\frac{7}{16}$"-17½" 69NHP AppingedammerBrons Motorenfb.N.V.		V
79167 227895 WDRG	**Martha E. Allen** **TwinSc** *OilEng.* *Mchy.Aft* ssClv.No.2–41 ~~ssClv.No.1–31~~ GyC. 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	2935 2297 1994	✠100A1 *For service on the Great Lakes* 3,41 DBS3,41 ✠LMC3,41 *CarryingPetroleum in bulk*	Clv		3,41	1928 10mo	American S.B.Co. Lorain,O. *Lloyd's A&CP*	LakeTankersCorp. *CellDBuE*60'40*tFPT*	334·0|51·2|18·9 P85'*Trunk*197' F52' FK	Wilmgton, Del. Utd.States 11*BH* 64*tAPT*68*t*	Oil Engines 4S.C.SA 12Cy.18½"-35$\frac{7}{16}$" 380NHP DB*150lb* Werkspoor,Ams.	18 " 6 ~~s2 " 4½~~ ~~16 " 5½~~ s1 " 7¾ 17 " 0¼	
79168 DGWG	**Martha Halm** **TwinSc** 1*Dk*	984 689 542					1927	Nüscke&Co.A.G. Stettin	KölnerReed.A.G.	216·0|33·0|11·8 Q84'B49'F25'	Cologne German *WB*	T.6Cy.11$\frac{7}{16}$",17$\frac{5}{16}$"&28⅝"-16½" 33NHP A.Borsig,G.m.b.H.Berlin		G
79169 DHQP	**Martha Russ I** Wireless 1*Dk*	996 790 574					1920	Stettiner Oderwerke Stettin	ErnstRuss	211·2|33·9|13·3 P12'Q61'B55'F22'	Hamburg German *WB*	T.3Cy.15¾",25½"&41$\frac{5}{16}$"-29½" 92NHP StettinerOderwerke		G
79170 223089 WCFA	**Marthas Vineyard** Ⓟ (*ex*Islander) Wireless 2*Dks*	1089 — 456					1923	BathIron Works,Ld. Bath,Me.	NewEnglandS.S. Co.	202·4|36·1|13·1	N.Bedford, Mass. Utd.States	T.4Cy.16",26"&(2)30"-24" 44NHP BathIronWorks,Bath,Me.		
79171 3465 PJBA	**Martica** **TwinSc** ssCco.No.3–2,38 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom&at deck*	2679 1799 1471	✠100A1 ~~9,40 3,40~~4,41 ✠LMC MS7,37 BS~~3,40~~4,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,25 *F.P. above* 150° F.	Cco	*t*	CL ~~SN3,39~~ P3,40 S4,41	1925 7mo	Rotterdam Droogd.Maat Rotterdam *Lloyd's A&CP*	N.V.Curaçaosche Scheepsv.Maats.	305·0|50·2|15·1 Q87'*Trunk*189' FK F29'	Wilemstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅜"-24$\frac{1}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*, HS4168 FD RotterdamDroogd.Maats.	15 " 0 s1 " 6½ 13 " 7½	
79172 LJDT	**Martin Bakke** *OilEng.* ssLAn.No.1–39 *Ref.Mchy.* 1*Dk&Shelter dk 3rd dk in Nos.*1&3*holds* D.F. *CruiserStern*	5484 4724 3269	✠100A1 *with freeboard* 4,41 ~~9,39~~ ✠LMC9,39 ✠Lloyd'sRMC~~1,40~~6,40 for temp. 32° F.	LAn NYk	*b*†	CL ~~5,38~~ 3,41	1936 4mo	GötaverkenA/B Gothenburg *Lloyd's A&CP*	Skibs.A/S Marie Bakke(KnutKnutsen,O.A.S.*Mgr.*) *CellDB*324'1310*t* *DTa*42'310*t*	435·9|58·8|26·0 453.2(O.L.) F36' FK *DTf*19'57*t* *FPT*53*tAPT*150*t*	Haugesnd Norwegian 7*BH* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"-55⅛" 1021NHP GötaverkenA/B,Got.	28 " 6 s 3 " 2 25 " 6½	
79173 OUIX	**Martin Carl** Wireless D.F. 1*Dk*	1412 1157 828					1924	Helsingörs Jernsk&Msk Elsinore	A/S Dampskelsk. Heimdal(M.Carl, *Mgr.*)	249·5|38·1|15·0 P17'Q77'B96'F29'	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V
79174 201025 KDXY	**Martin Mullen** D.F. GyC. *Mchy.Aft* 1*Dk*2*trB*	4093 — 2926					1904	American S.B.Co. Cleveland,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	416·0|50·0|28·0 F48' *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-40" 213NHP AmericanSBCo.Cleveland		R
79175 ~~[illegible]~~ ~~[illegible]~~	**Martin Sivertsen** (*ex*AdmiralWood-40, *ex*Sugillenco) ssS.Fo.No.3–5,33 1*Dk*(*Stl*)2*trB in fore & after holds&Web frames* *Fitted for oil fuel* Now "Sisunthon Nawa," see No. [illegible] in Supplement	3285 3005 1997	✠ ... 2,35 ✠	SFo			1920 12mo	Submarine BoatCorp. Newark,N.J.	ThaiNiyom PanichCo.Ld. *CellDB*251'827*tDTf*20'394*tFPT*111*t*	324·0|46·2|25·0 P30'B90'F35' FK	Bangkok Thai 6*BHptCem* *APT*69*t*	1DRGearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers WestinghouseElectric&Mfg.Co.Essington,Pa.	28 " 6	R †
79176 3334 PJAH	**Martina** **TwinSc** ssCco.No.3–4,36 *Mchy.Aft* ssCco.No.1–40 1*Dk*(*Stl*) *Longitudinal framing at bottom&at deck*	2698 1796 1486	✠100A1 ~~8,40 12,38~~ 2,41 6,39 ~~BS6,40~~ ✠LMC~~4,38~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,24 *F.P. above* 150° F. BS8,40	Cco	*t*	CL 6,39	1924 5mo	Rotterdam Droogd. Maat Rotterdam *Lloyd's A&CP*	N.V.Curaçaosche Scheepv.Maats.	305·0|50·2|15·1 Q87'*Trunk*189' FK F29'	Wilemstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33¼"-24$\frac{1}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*, HS4168 FD Droogd.Maats.Rotterdam	15 " 0 s1 " 6½ 13 " 7½	
79177														

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
35/41 79178 PFVQ	**Martini** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	362 214 175					1938	Schpsw. "Volharding" GebrBodewes Foxhol	N.V."Martini"	134·8 P36'Q47'F20'	24·7	8·4	Nieuw-Amstrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11¼"–16$\frac{9}{16}$" 74NHP Mtrn.WerkeMannheimAG		V
79179 ~~102044~~ GKTP	**Martis** (*ex*WilliamBalls) *ss*Shl.3rdNo.3–6,28 *ss*Nap.No.2–37 1*Dk*(*ptStl ptIrn*)&*ptAwng dk* (*Irn*)2*trB*	2483 1856 1552	✠100A1 *pt Awng dk withfreeboard* 12,39 ✠LMC MS12,36 BS6,39	Bry	*s*	N1,40	1894 5mo	JReadhead &Sons S.Shields A&CP	~~MartisS.S.Co.Ld.~~	300·3 Q78'P28' *ptAwng dk*193' FK *CellDB*256'604*t*	41·5	18·1	~~London~~ British 5*BHCem* *APT*30*t*	T.3Cy.23⅜",37½"&61½"–42" 160lb *80lb* NDB07(*r*)243NHP 2SB,6*rf*,GS80,HS3603 J.Readhead&Sons,S.Shl.	20 ″ 5 s7 ″ 9¼ 19 ″ 10	
92/41 79180 163329 GWCY	**Marton** *ss*Gls.No.1–37 2*Dks*(*Stl*)	4969 4678 3144	✠100A1 7,40 ~~11,39~~ BS~~7,39~~ 12,40 ✠LMC6,37 *Fitted for oil fuel* 4,33 *F.P. above* 150° F.	Gls	*y*	CL ~~1,39~~ 6,41	1933 4mo	Lithgows Ld. PortGlasgow *Lloyd*'sA&CP	The"K"S.S.Co.Ld. (Kaye,Son&Co.Ld. *Mgrs.*) *Intermediate 'tween dk BH in after hold dispensed with* *CellDBa&uE*140'*f*173'1022*t DTa*30'805*t*	390·0 408·0(O.L.) P34'B112'F44' FK	54·2	26·7	London British *ptCemptAsp* 4*BH to Udk* 2 ,, ,, 2nd ,, *APT*20*t*	T.3Cy.24",41"&70"–48" (*s*) 220lb 489NHP 3SB,9*cf*,GS169,HS6792 FD D.Rowan&Co.Ld.Gls.	29 ″ 0 s 5 ″ 5¼ 23 ″ 9½	
79181 OFBB	**Martta** (*ex*Märta–37,*ex*Louise) *Mchy.Aft* 1*Dk*	315 258 195					1913	Eriksbergs M.V.Aktieb Gothenburg	Laiva O/Y Martta (Aug.Soini)	128·0 123·2 P32'H20*t*F15'	22·4	11·5	Wiborg Finnish *WB*	C.2Cy.10"&22½"–15" 17NHP EriksbergM.V.Aktieb.Got		V
79182 OFDG	**Martti-Ragnar** (*ex*Ähtäri–39, *ex*MimisChandris–38, *ss*Msl.No.3–7,24 *ex*Oueme–36,*ex*Ingo) *ss*Msl.No.2–32 *Well deck* 1*Dk*(*Stl*–ws)	3989 3389 2417	✠ ... 7,37 ✠	Msl	*w*		1912 3mo	Akt.Ges. "Neptun" Rostock	LovisaRederiA/B (A/B R.Nordström &Co.O/Y,*Mgrs.*) *CellDBa*97' *uE&B*42'*f*164'940*tDTf*21'918*tFP*	361·5 P&B234'F45' FK	50·0	23·7	Lovisa Finnish 7*BHCem* *T*80*tAPT*8*t*	T.3Cy.29$\frac{9}{16}$",41"&68⅞"–47¼" 470NHP 3SB,9*cf*,GS148,HS6387 A.G."Neptun,"Rostock	26 ″ 0	G †
79183 151978 VPQB	**Marudu** *OilEng.* 2*Dks*	1926 1408 982					1924	Workman, Clark&Co.Ld. Belfast	StraitsS.S.Co.Ld.	263·2 P154'B36'	41·7	18·2	Singapore British *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP Burmeister&Wain,Cpn.		
79184 3441 PJBB	**Maruja** TwinSc *ss*Cco.No.3–5,37 1*Dk*(*Stl*) *Mchy.Aft* *Longitudinal framing at bottom & at dk*	2681 1799 1473	✠100A1 7,40 ~~12,39~~ 1,41 BS7,40 ~~BS6,39~~ ✠LMC5,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,25 *F.P. above* 150° F.	Cco	*t*	CL P7,40 s5,38	1925 5mo	Rotterdam Droogd.Maat Rotterdam *Lloyd*'sA&CP	N.V.Curaçaosche Scheepsv.Maats.	305·0 Q87' *Trunk dk* 189' F29' FK	50·2	15·1	Willmstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33⅞"–24$\frac{1}{16}$" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s 1 ″ 6¼ 13 ″ 7½	
79185 EAAU	**Maruja y Aurora** (*ex*Angela, *ex*RiverClyde) *ss*Bbo.2ndNo.3–4,29 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing*	*3913* *3658* *2526*	✠ —— 5,34 ✠ ✠NB(c)98*refitted*21 ✠NB(P&S)2,21	Bcl	*w*		1905 3mo	Russell& Co. Pt.Glasgow	Gumersindo Junquera *CellDBa&uE*134'*uB*16'*f*148'	344·8 P28'B90'F42' FK	49·8	17·9 25·9	Gijon Spanish 6*BHCem* 899*tAPT*71*t*	T.3Cy.25$\frac{3}{16}$",41"&67"–48" 374NHP 3SB,9*cf*,GS169,HS6150 J.G.Kincaid&Co.Grk.	28 ″ 5	
79186 LCTK	**Marvel** Wireless 1*Dk*	1566 1353 904					1921	Akers Mek.Værks. Oslo	A/S Jelölinjen (Fred.Olsen&Co. *Mgrs.*)	255·9 H85*t*P41*t*F27*t*	39·7	17·0	Oslo Norwegian *WB*	T.3Cy.19",31"&53"–36" 169NHP Akers.Mek.Værks.Oslo		N
79187 984 ESTR	**Marvi** (*ex*Jane–34,*ex*Bjora, Iron *ex*Lord,*ex*AnneThomas) *ss*Nwc.No.3–3,94 *ss*Bry.No.2–02 1*Dk*2*trB*	*1429* *1240* *809*	✠ ... 4,06 ✠				1883 8mo	Palmers' Co.Ld. Newcastle	J.Michelmann	249·5 B48'F26' BK9"	35·3	17·7	Pärnu Estonian *WB*	C.2Cy.30"&58"–36" 49NHP Palmers'Co.Ld.Newcastle	19 ″ 2	V †
79188 144596 GDJM	**Marvia** (*ex*Castelar, *ex*Orotava) *ss*Gen.2ndNo.3–11 38 *Mchy.Aft* 1*Dk*(*Stl*)	1989 1586 1159	100A1 1,41 ~~4,40~~ LMC MS2,38 BS~~12,39~~ 12,40	Lon Bry	*s*	OG ~~4,40~~ 12,40	1914	Schiffsw.v. HenryKoch Lübeck *Lloyd*'sA&CP	J.Gasan.J.Pace& U.Pace(G.O.Till, *Mgr.*) 1*BH in fore hold omitted* *CellDB*245'765*t*	291·3 P&B107'F81' FK *FPT*180*tAPT*37*t*	41·1	16·6	London British *Cem* 4*BHonly*	T.3Cy.23¼".37¼"&57"–35$\frac{7}{16}$" 185lb (*s*) 252NHP 2SB,4*cf*,GS82,HS3552 FD OttensenerMaschf.Altona	20 ″ 0 s 2 ″ 3¼ 17 ″ 11	
79189 164263 MBVY	**Marwarri** *ss*Mdb.No.1–39 D.F. E.S.D. 2*Dks*,3*rd dk inNo.*1*hold* *CruiserStern*	8067 7290 4816	✠100A1 2,41 ~~4,39~~ ✠LMC~~7,35~~ 2,41	Mdb Npt		CL ~~11,37~~ 7,40	1935 7mo	Wm.Hamilton&Co.Ld. PortGlasgow *Lloyd*'sA&CP	Thos.&Jno. Brocklebank,Ld. *CellDB*381'1280*t*	471·6 P52'B159'F54' FK *DTa*36' 1226*t FPT*	62·7	32·3	Liverpool British 8*BHCem* 1 *to 2nd dk* 63*tAPT*95*t*	3SteamTurbinesSRgeared to 1 Sc.Shaft 1150NHP 250lb (*r*) FD 4SB,16*cf*,GS272,HS14060 D.Rowan&Co.Ld.Gls.	34 ″ 10 s 7 ″ 3¼ 27 ″ 10	
79190 167449 MPDP	**Marx** 1*Dk*	1259 1059 ~~710~~ 721					1924	A/SRödbyhavns Jernskibs Rödbyhavn	Ministry of Shipping (R.S.Dalgliesh,Ld.*Mgrs.*)	236·4 P22'B49'F25'	37·1	14·6	~~Copnhagn~~ ~~Danish~~ London British *WB*	T.3Cy.15",24"&40"–27" 83NHP A/S Frichs,Aarhus		V
79191 220608 KDEX	**Mary** (*ex*Cody–39) *Fitted for oil fuel* D.F. GyC. 2*Dks*	5104 4598 3113					1920	American International S.B.Corp. HogIsland Pa	A.H.BullS.S.Co. Inc. (A.H.Bull&Co.Inc. *Mgrs.*)	390·0 P39'B121'F43'	54·2	27·8	NewYork Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
79192 6872 ~~HPKF~~ SHIE	**—** Iron (*ex*Vikvall–36, *ss*Osc.4thNo.3–4,33 *ex*Ester,*ex*Kotka) *ss*Lkr.No.1–37 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	*1685* *1362* *1108*	✠100A1 8,40 ~~4,39~~ BS~~4,39~~ 8,40 ✠LMC4,37	Mmo Sbg	*q*	~~1,38~~ 8,40	1884 4mo	HSEdwrds &Son Newcastle *Lloyd*'sA&CP	RederiA/B Skansholmen (A.Hansson,*Mgr.*)	260·0 266·0(O.L.) P26'Q84'B50'F26' BK9½" *DBa*88'*f*82'	36·2	18·5	Vestervik Swedish 4*BHCem* 335*tAPT*20*t*	C.2Cy.32"&60"–39" 80lb 178NHP 2SB,6*pf*,GS95,HS3011 Nrthn.Mar.Eng.Co.Gts.	19 ″ 10 s 1 ″ 11 18 ″ 9½	
* 79193 PFVX	**—** *ss*Rot.No.1–39 *Mchy.Aft* *OilEng.* Wireless D.F. 1*Dk* *CruiserStern*	416 339 177	✠100A1 3,40 DBS3,40 ✠LMC1,39 *Carrying Petroleum in bulk*	Rot	*g*	1,39	1934 10mo	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam *Lloyd*'sA&CP	NV.Tank- KustvaartMaats.	164·6 Q59'F23' *Trunk*82' FK *FPT*106*t*	25·9	9·9	Rottrdam Dutch 8*BHptCem* *APT*20*t*	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{11}{16}$" 70NHP DB*100lb* Motorenfbr."Deutz"A.G. Köln-Deutz	10 ″ 4 s ″ 4¾ 10 ″ 0½	
79194 EEGL	**Mary Carmen** (*ex*CarmenMillan–34, *ex*Sancho, *ss*Bbo.No.3–10,18 *ex*Colonel) 1*Dk*(*Stl*) *Well deck* *MchyAft*	342 179 175	✠ 7,22 ✠	Bbo	*d*		1905 11mo	J.Shearer &Sons,Ld. Glasgow	Construcciones S.L.	129·9 Q46'B7'F19' BK7"	22·7	12·2	Spanish 3*BHCem* *FPT*27*t*	C.2Cy.15"&32"–24" 56NHP 1SB,2*cf*,GS42,HS1030 J.Ritchie,Glasgow	10 ″ 3	
79195 220254 KUZN	**Mary D.** (*ex*Pansa) *Fitted for oil fuel* 2*Dks* D.F. GyC. *Longitudinal framing*	4861 4272 3042					1920	ToddD.D. &Const.Corp. Tacoma, Wash	PacificAmerican Fisheries,Inc.	380·2 P50'B102'F41'	53·1	27·0	Bellinghm, Wash. Utd.States *WB*	T.3Cy.24",40"&70"–48" 339NHP DoddD.D.&Const. Corp.Tacoma,Wash.		R

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref.Trade.
79196 162510 GRCS	**Mary Kingsley** OilEng. 3Dks	5021 4531 3037					1930	Ardrossan Dkyd.Ld. Ardrossan	ElderDempster Lines,Ld.	370·5 P36'F43'	51·6	20·1 28·8	Liverpool British WB	Oil Engines 4S.C.SA 8Cy.29½"–59$\frac{1}{16}$" 650NHP J.G.Kincaid&Co.Ld.Grk.		C
79197 141 SVXW	**Mary Livanos** D.F. E.S.D. 1Dk&Shelter dk CruiserStern	4771 4379 2838	✠100A withfreeboard 8,40 ~~10,38~~	Hpl Mch ✠LMC10,38	a†	CL	1938 10mo Lloyd	W.Gray& Co.Ld. W Hartlepool 'sA&CP	LivanosBros. MaritimeCo.Ld. (N.G.Livanos, Mgr.) CellDB	419·2 431·1(O.L.) F36' 365' 1200t FPT198t	56·7	25·3 FK	Chios Greek 7BHCem (Coll to Sh dk 6 ,, 2nd ,,) APT200t	T.3Cy.22½",39"&65"–45" 225lb (s) 463NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS147,HS7135 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27″10 s 3″0 25″1	
79198 117411 GPCS	**Mary Moller** (exDilkera) ssSyd 2ndNo.3–5,27 ssSyd.No.1–31 1Dk deepframing &Shadedk	2698 2504 1674	✠ ... 7,32	✠			1902 5mo	TyneIron S.B.Co.Ld. Newcastle	MollerLine,Ld. (Mollers'Ld. Mgrs.)	326·0 P41'B&F253'	45·3	21·8 FK	Shanghai British WB	T.3Cy.23",38"&61"–42" 277NHP Wallsend SlipwayCo.Ld. Nwc.	23″0	C †
79199 161149 GSKB	**Mary Slessor** Ref.Mchy. OilEng. 3Dks	5027 4507 3041					1930	A.McMillan&Son Dumbarton	ElderDempster Lines,Ld.	370·6 P37'F41'	51·6	20·1 28·8	Liverpool British WB	Oil Engines 4S.C.SA 8Cy.29½"–59$\frac{1}{16}$" 652NHP Harland&Wolff,Ld.Gls.		C
79200 205285 WCDQ	**Maryland** (exArthur E. Newbold, exJamesCorrigan) Mchy.Aft D.F. 1Dk	6971 — 5482					1908	Gt.Lakes Eng.Works Ecorse,Mich.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. Mgrs.)	530·0	56·2	32·0 WB	Wilmgton (Del.) Utd.States	T.3Cy.23",37"&63"–42" 257NHP Gt.LakesEng.Wks.Detroit		R
79201 161227 KSLF	— TwinSc (exSailingVesselKinco) OilEng. ssGal.2ndNo.3–2,37 Mchy.Aft 1Dk	1484 1290 926	A– Barge For Coastwise Service in the Gulf of Mexico 5,38 Carrying Petroleum in bulk	Gal LMC2,37		2,37	1903	A.Sewall &Co. Bath,Me.	TheTexasCompany D	247·6 P72'F24' Tf11'138t FPT48t	44·9	16·3 FK	Wilmgton (Del.) Utd.States 9BHptCem APT24t	Oil Engines 4S.C.SA 12Cy.12"–18" 168NHP NE19 McIntosh&SeymourCorp. N.Yk.	16″0	
79202 204242 KMVU	— Ⓟ TwinSc Wireless 2Dks	1369 — 827					1907	Maryland SteelCo. Sparrow'sPt.	NewYork Philadelphia& NorfolkR.R.Co.	249·5	40·1	14·1	Cape CharlesVa. Utd.States	T.6Cy.17",27½"&44"–26" NB29 197NHP MarylandSteelCoSprwsPt		
79203 161369 GSJF	**Marylyn** ssLiv.No.2–38 2Dks(Stl)	4555 4295 2880	✠100A1 ~~5,40~~ ~~1,39~~ 3,41 ~~BS5,39~~ ~~BS6,40~~ 7,41 Fitted for oil fuel 2,30 F.P. above 150° F.	Gls ~~Liv~~Sws ✠LMC5,38	y	CL ~~12,37~~ ~~5,40~~ 2,41	1930 2mo Lloyd	Lithgows, Ld. PortGlasgow 'sA&CP	KayeTransportCo. Ld.(Kaye,Son&Co. Ld. Mgrs.) Intermediate 'tween dk BH in after hold dispensed with CellDB	385·0 P33'B112'F44' FK 329' 1003t DTa30'7	52·0	26·6	London British ptCem ptAsp 4BH to U dk 2 ,, ,, 2nd ,, 77t APT16t	T.3Cy.24",41"&70"–48" (s) 220lb 489NHP 3SB,9cf,GS173,HS6792 FD Rankin&BlackmoreLdGrk	29″0 s 5″3½ 23″11½	
79204 218612 KILK	**Marymar** (exColoradoSprings–39) Fitted for oil fuel Sub.Sig. 2Dks&Shelter dk	6847 — 5384					1919	Skinner& EddyCorp. Seattle,Wash	CalmarS.S.Corp.	409·5	54·2	27·1	NewYork Utd.States WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
79205 425 IQSK	**Marzamemi** (exStorm–34, exMargareteSchröder,exNazaré, exMinnaSchuldt) 1Dk	958 715 568					1891	Flensburgr Schiffsb.Ges. Flensburg	A.Lauro	229·0 Q73'B51'F28'	32·1	12·8	Naples Italian WB	T.3Cy.15",22½"&43"–30" 101NHP FlensburgerSchiffsb.Ges.		I
79206 EGAN	**Marzo** ssBbo.2ndNo.3–9,23 1Dk(Stl)&deepframing &ptAwng dk(Stl)	1296 912 754	✠ 11,27	Bly ✠	n		1897 8mo	Cmpbltwn S.B.Co. Campbeltwn	AugustoLajusticia	230·5 Q79' ptAwng dk151' Cell DBa54'f94'208t	33·1	16·3 FK	Bilbao Spanish 4BHCem APT80t	T.3Cy.17½",27½"&45"–33" NDB15 114NHP 1SB,3rf,GS63,HS1709 J.G.Kincaid&Co.Grk.	17″4	
93/40 79207 2201 IBIM	**Marzocco** (exKambove–38, exNervier, ssAnt.No.3–12,30 exWarAryan) ssAnt.No.1–35 D.F. 1Dk(Stl)&2nd dk(Stl) inNos.1,2,3&4holds	5106 4613 3113	✠100A1 6,38 MS2,39	Ant ✠LMC BS8,39	y	CL 6,38	1918 11mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP	MarinoQuerci CellDB	416·0 400·5 P49'B113'F39' 340'1064t FPT127t	52·1 52·3	28·4 FK	Genoa Italian 11BHptCem APT71t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31″0 s 5″11½ 25″4	
79208 19795 JQAC	**Masaki Maru** Wireless 1Dk	1239 — 722					1917	OsakaIron Works,Ld. Osaka	ArataSyokaiK.K.	220·0 P23'B44'F24'	33·6	18·5	Tokyo Japanese WB	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWorksLdOsaka		
79209 22573 JKJC	**Masaki Maru No. 2** Wireless 1Dk	1224 — 710					1918	OsakaIron Works,Ld. Osaka	KusakabeKisen K.K.	220·0 P23'B44'F24'	33·6	18·5	Tokyo Japanese WB	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWorksLdOsaka		
79210 232109 WKEP	**Masaya** TwinSc (exU.S.N.Dale–33) OilEng. Wireless 2Dks CruiserStern	1174 1090 701					1920	ForeRiver S.B.Corp. Quincy,Mass.	SeaboardSteamshipCorporation (StandardFruit& S.S.Co. Mgrs.)	314·4	31·7	20·7	N.Orleans Utd. States WB	Oil Engines 4S.C.SA 16Cy.16"–24" 398NHP NE33 Rathbun-JonesEng.Co Tol		R
79211 28021 JUOB	**Masayosi Maru** Ⓟ Wireless 2Dks	971 811 545					1920	Namura Gennosuke Osaka	TohoSuisan K.K.	193·8 P15'B49'F27'	31·0	18·5	Kagoshima Japanese WB	T.3Cy.14⅜",24½"&39⅜"–30" 86NHP YoshidaTekkosho,Osaka		
79212 ~~KZOY~~	**Masbate** (exFernandezHermanos–35, exJuno) Wireless 1Dk&Awng dk	742 702 483	✠ ... 8,96	✠			1895 6mo	Gourlay Bros.&Co. Dundee	Wallem&Co.	180·0	28·0	10·7 17·7 FK	Panama Panamanian WB	T.3Cy.14",22½"&36"–27" 67NHP GourlayBros.&Co. Dundee	19″10	
79213 FOQO	**Mascot** Wireless 1Dk	1225 937 688					1922	Xiansands Mek.Værks Xiansand	Scotto,Ambrosino, Pugliese,Fils&Co.	239·5 P36tQ95tH105t F40t	36·2	13·1	Oran French WB	T.3Cy.17",29"&47"–33" 127NHP XiansandsM.V.Xiansands		V
79214 PFWG	**Mascotte** OilEng. 1Dk Cruiser Stern	364 250 186					1936	NVSchpsw Delfzijl v/h Gebr.Sanders Delfzijl	FransWesters	135·7 P34'F15'	24·5	9·1	Groningen Dutch WB	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{1}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
79215 4779 SFLW	**Masen** (exMonika–33,exFagern, exTord) ssSkm.2ndNo.3–1,33 ssAnt.No.1–37 1Dk(Stl)&deepframing Cargo battens not fitted	1316 1171 759	✠100A1 7,40 ~~5,39~~ ~~BS5,39~~ 5,40	Got Skm ✠LMC2,37	p	OG ~~3,37~~ 7,40	1907 8mo Lloyd	W.Harkess &Sons,Ld. Middlesbro' 'sA&CP	RederiA/B Sjöstjärnan(G. Lindegren, Mgr.) Cell DBa&uE100'	241·7 P21'B136'F29' uB18'f92'425tFPT	38·0	15·5 FK	Stockholm Swedish 4BHCem 40tAPT29t	T.3Cy.18",30"&49"–33" (s) 180lb 164NHP 2SB,4cf,GS67,HS2720 N.E.MarineEng.Co.Ld.Sld.	18″0 s 1″3½ 16″10½	

99/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79216 144222 GDMS	**Mashobra** Ⓟ TwinSc *Fitted for oil fuel* D.F. 2*Dks*(*Stl–U* teak s) *Ref.Mchy.*	8324 6848 5131	✠ 7,24 ✠ ✠Lloyd'sRMC10,39	Mdb	*c*†		1920 10mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld.	450·0 P44'B161'F42' FK *CellDB*419'1550*t FPT*124*t APT*60*t*	58·3	32·9	Glasgow British 9*BHCem*	T.6Cy.21",35½"&61"-45" 833NHP 4SB*16cf*,GS300HS12628 Barclay,Curle&Co.Ld.Gls.	35 ″ 6	BT till 6,40
79217 5917 SICA	**Masilia** *ss*Kel.No.3-4,30 D.F. *ss*Sbg.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*1608* *1277* *770*	✠100A1 *Shelter dk* *with freeboard* 8,40 ~~12,29~~ ✠LMC MS9,38 BS~~7,39~~ 7, 40	Got	*r*	OG 12,39	1917 8mo	Oskrshmns M.V.Aktieb. Oskarshamn	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	270·6 285·5(O.L.) FK *CellDB*237'473*t FPT*44*t APT*20*t*	41·1	24·1	Gothenbrg Swedish 4*BHCem* (*Coll to Sh dk* 3 ,, *U* ,,)	T.3Cy.22½",35½"&58½"-36" 185lb (*s*) 270NHP 2SB(Spt),*6cf*,GS87, HS3800 FD OskarshamnsM.V.Aktieb.	18 ″ 0 s ″ 3 17 ″ 10½	
79218 148357 XYCX	**Masimpur** *ss*Cal.No.3-9,40 ~~*ss*Cal.No.2-36~~ D.F. E.S.D. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *CruiserStern* *Longitudinal framing*	5586 5080 3201	✠100A1 9,40 ~~11,39~~ ~~BS11,39~~ ✠LMC~~6,36~~ 9,40 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 12,27	Cal	*y*	CL ~~11,39~~ 7,40	1927 12mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	TheBurmahOilCo. Ld.	389·7 P90'B38'F58' FK *CellDBuE&B*78' 234*tDTf*34'485*t FPT*178*tAPT*51*t*	54·3	32·7	Rangoon British 14*BHCem* (11 *to U dk* 3 ,, *2nd* ,,)	T3Cy.27½",46½"&79"-54"(*s*) 200lb FD 658NHP 3SB&1AuxSB,*15cf*,HS9503 G.Clark,Ld.Sunderland	32 ″ 6 s6 ″ 6½ 26 ″ 2½	
79219 140627 GSCX	**Masirah** *ss*Gls.No.2-40 *ss*Cal.No.3-5,32 D.F. E.S.D. ~~*ss*Gls.No.1-33~~ 2*Dks*(*Stl*) *CruiserStern*	6578 6148 4079	✠100A1 ~~5,40 10,39~~ 12,40 ✠LMC MS~~8,35~~ 10,39 BS~~4,39~~ 5,40	Gls Liv	*b*†	CL 8,39	1919 6mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP	Thos.&Jno. Brocklebank,Ld.	448·0 P102'B163'F49' FK *CellDB*398' 1398*t MT*27' 896*t FPT*106*t APT*75*t*	56·0	31·8	Liverpool British *Cem* 6*BHto U dk* *AfterPeak BH* ,, *2nd* ,,	T.3Cy.26½",45"&75"-54" (*s*) 200lb *110lb* 643NHP 2DB,*16cf*,GS258,HS12142 Dunsmuir&Jackson LdGls	34 ″ 6 s 6 ″ 3½ 28 ″ 5¾	
79220 21 SUCP	**Masr** (*ex*CitédePéronne,*ex*Grive) 1*Dk*	331 — 151					1918	Forg.&Ch. delaMédit. LaSeyne	Soc.Misr de Navigation Maritime	137·8	23·4	11·7	Alexndria Egyptian	C.2Cy.18"&36"-24" 106NHP Forg.&Ch.delaMédit.Msl.		
79221 393 IBPV	**Massaua** Ⓟ *Fitted for oil fuel* Wireless D.F. 2*Dks*	1524 1007 870					1913	Cant.Nav. Riuniti Ancona	LloydTriestino Soc.Anon.diNav.	268·8	35·3	16·6	Naples Italian *WB*	T.3Cy.19⅜",$32\frac{11}{16}$"&55⅛"-39⅜" 190NHP Cant.Nav.Riuniti,Ancona		I
79222 FOTN	**Massilia** Ⓟ QuadSc D.F. 7*Dks*	15363 10204 6151					1920	Forg.&Ch. delaMédit. LaSeyne	Cie.de Nav.Sud-Atlantique	577·1 P315'	64·1	37·0	Bordeaux French *WB*	T.6Cy46½",59½"&73⅛"-$43\frac{15}{16}$" &2LP Turbines Forg.&Ch.de laMédit.Msl.		V
79223 FOTO	**Massis** *ss*Shl.No.3-4,37 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	*5022* *4470* *2769*	✠100A1 11,39 BS11,39 ✠LMC4,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 10,14	Hav	*x*	CL 2,38	1914 10mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP	Soc.Anon.Les Pétroles d'Outre-Mer	385·2 P88'B28'F41' FK *CellDBuB*24'35*tDTf* 36' 316*t FPT*73*t APT*39*t*	50·3	30·3	Dunkirk French 16*BHptCem* (9 *to Upr dk* 7 ,, *2nd* ,,)	T.3Cy.25½",42"&70"-48" (*s*) 180lb *120lb* 425NHP 2SB,*6cf*,GS126,HS5862 N.E MarineEng.CoLdNwc	30 ″ 3 s 5 ″ 5 25 ″ 1	
79224 220047 KUSQ	**Massmar** (*ex*JamesB.Duke, *ex*EasternCloud) *Fitted for oil fuel* D.F. 2*Dks&Awng dk*	5828 4120 3601	✠ ... 4,22 ✠				1920 3mo	Kawasaki Dkyd.Co.Ld. Kobe	CalmarS.S.Corp.	385·0 FK	51·2	25·6	NewYork Utd.States *WB*	T.3Cy.26",43½"&72"-48" 437NHP KawasakiDkydCoLdKobe	36 ″ 0	R †
79225 942 SVXU	**Master Elias Kulukundis** D.F. E.S.D. 1*Dk&Shelter dk* *Longitudinal framing at bottom & at decks* *CruiserStern "Arcform"*	*5548* *4933* *3234*	✠100A1 *with freeboard* 1,41 ~~4,40~~ ✠LMC10,38 *Fitted for oil fuel* 10,38 *F.P. above* 150°F.	Gen NNs	*a*† 2	CL	1938 10mo	ShortBros. Ld. Sunderland Lloyd'sA&CP	AtlanticosSteamshipCo.Ld.(KulukundisShipping Co.S.A. *Mgrs.*)	420·6 433·5(O.L.) FK *One intermediate BH dispensed with* *CellDB*350'1101*t MT*14'615*tFPT*171*t APT*303*t*	60·5	26·3	Piræus Greek *ptCem* (*Coll to Sh dk* 5 ,, *2nd*,,)	T.3Cy.23½",38"&66"-45" 220lb Rht. (*s*) 428NHP 2SB(Spt&FD)&AuxSB, *8cf*,HS6280 N.E.MarineEng.Co Ld.Sld	28 ″ 9 s 3 ″ 0¼ 25 ″ 11¼	
79226 141904 GBSQ	**Masula** TwinSc *ss*Fal.No.3-3,31 *Ref.Mchy.* *ss*Cal.No.2-39 2*Dks*(*Stl*)	7324 6821 4565	✠100A1 12,40 ~~12,39~~ ✠LMC MS2,39- BS~~3,39~~ 9,40 ✠Lloyd'sRMC~~1,40~~ 3,41 ~~9,40~~	Cal	*c*†	CL 12,39	1919 6mo	Barclay, Curle&Co.Ld Glasgow Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld.	449·7 P44'B149'F41' FK *CellDB*390'1551*t FPT*120*tAPT*67*t*	58·2	32·7	Glasgow British 7*BHCem*	T.6Cy.$21\frac{3}{16}$",35½"&61"-45" 215lb (*s*) 830NHP 4SB&1AuxSB,*18cf*,GS338, HS12628 FD Barclay,Curle&Co.Ld.Gls.	35 ″ 6 s7 ″ 10 27 ″ 11¾	
79227 160258 GTFC	**Masunda** *ss*Bry.No.2-38 D.F. 1*Dk*(*Stl*)	5250 4912 3286	✠100A1 5,40 BS4,40 ✠LMC1,38	Npt	*z*	CL 8,39	1929 7mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	S.S."Magdala"Co. Ld.(Maclay& McIntyre,Ld. *Mgrs.*)	402·5 P45'B126'F48' FK *CellDB*344'1458*tFPT*152*t APT*309*t*	55·0	28·5	Glasgow British 6*BHptCem*	T.3Cy.23",40"&67"-51" (*s*) 200lb HS6738 464NHP 3SB(Spt),*9cf*,GS154, FD A.Stephen&Sons,Ld.Gls.	31 ″ 0 s5 ″ 11¼ 25 ″ 4	
79228 DADE	**Masuren** D.F. E.S.D. *CruiserStern* 1*Dk*	2383 1859 1297					1935	FSchichau G.m.b.H. Danzig	Kohlen-Import-u. PoseidonSchiffahrtsA.G.	281·1 P24'Q85'B112'F22'	44·5	18·6	Königsbrg German *WB*	C.4Cy.(2)16½"&(2)35⅜"-35⅜"&L.P.Turbine 223NHP FSchichauG.m.b.H.Elbing		G
79229 10744 JSEB	**Masuyama Maru** (*ex*Ekisan Maru-39,*ex*Daiho MaruNo.2-39, *ex*Benten Maru,*ex*Venus) *ss*Kob.2ndNo.3-4,19 *ss*Kob.No.2-27 1*Dk&Spar dk&deep framing*	3690 3384 2620	✠ ... 4,31 ✠				1896 8mo	Russell& Co. PortGlasgow	TomoeGumiKisen K.K.	339·4 B66'F36' 25·8 FK	46·0	17·8	Tokyo Japanese *WB*	T.3Cy.25",40"&64"-45" 294NHP Rankin&Blackmore,Grk.	28 ″ 6	
79230 134962 MFWN	**Mata Hari** 1*Dk*(*Stl*-teak s)&*Shade dk*(*Teak*) *Fitted for oil fuel*	1020 755 511	✠ 10,15 ✠	Sng	*n*		1915 6mo	C.Renoldson&Co. SouthShields	P.&O.Stm.Nav.Co.	220·0 P15'F23' FK *CellDB a*51'*u E&B*38'*f*94'254*tFPT*16*tAPT*25*t*	35·2	13·0	S.Shields British 5*BHCem*	T.3Cy.17½",29"&47"-30" 165NHP 2SB,*6cf*,GS89,HS3082 ShieldsEng.Co.Ld.N.Shl.	15 ″ 0	
79231 150810	**Mataafa** (*ex*Pennsylvania) *Mchy.Aft* GyC. 1*Dk*2*trB*	4319 — 3604					1899	Cleveland S.B.Co. Lorain,O.	PittsburghS.S.Co.	429·6	50·0	25·0	Dul'th,Min Utd.States *WB*	Q.4Cy.15¾",23¾",36½"&56"-40" 198NHP ClevelandSB.Co.Cleveland		
79232 164305 GZFD	**Matadian** *ss*Liv.No.1-40 *Mchy.Aft* D.F. 1*Dk* *CruiserStern* *Longitudinal framing*	4275 3328 2483	✠100A1 ~~5,40 8,39~~ 3,41 ✠LMC11,36 *Carrying Petroleum in bulk F.P. above* 150°F. *Fitted for oil fuel* 11,36	Bkn ~~StN~~	*x* $1\frac{13}{16}$	CL 8,39	1936 11mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	UnitedAfricaCo. Ld.	383·2 397·1(O.L.) P107'*Trunk*234' F39' FK *CellDBuE*33'58*tDTf*39'194*tFPT*74*tAPT*73*t*	50·2	23·3	Liverpool British 13*BHptCem*	T.3Cy.19½",33"&54"-36"& LPTurbine withDRgearing & hydraulic coupling (*s*) 210lb FD 396NHP 2SB(Spt),*6cf*,HS5290 Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 3 s2 ″ 5¼ 21 ″ 0	
79233 159498 VRBY	**Matafele** Ⓟ TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	335 206 186	✠100A1 11,38 ✠LMC11,38 ✠LMC(M)3,41	HKg	*d*	OG	1938 11mo	HongKong &Whampoa DockCo.Ld. HongKong Lloyd'sA&CP	BurnsPhilp (SouthSea)Co.Ld.	115·5 122·2(O.L.) F29' FK *Boat dk aft* *CellDB*14'20*t FPT*17*tAPT*15*t*	25·6	10·6	HongKong British 3*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 8Cy.$8\frac{11}{16}$"-$14\frac{9}{16}$" 105NHP HongKong&Whampoa DockCo.Ld.HongKong	11 ″ 6 s1 ″ 1¼ 10 ″ 8¼	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Date de Cert. Ref. Trade.
79234 232110 WKBT	**Matagalpa** TwinSc (exU.S.N.Osborne-33) OilEng. CruiserStern Wireless 2Dks	1174 1000 701					1920	ForeRiver S.B.Corp. Quincy,Mass.	SeaboardSteamshipCorporation (StandardFruit& S.S.Co.Mgrs.)	314·4	31·7	20·7	N.Orleans Utd.States WB	Oil Engines 4S.C.SA 16Cy.16"-24" 398NHP NE33 Rathbun-JonesEngCo.Tol.		R
79235 151520 ZMGW	**Matai** Ⓟ TwinSc 1Dk(Stl-ws)&2nd dk in holds Wireless Sub.Sig. Well deck Fitted for oil fuel CruiserStern	1050 657 383	✠ 7,30 ✠	Nwc			1930 7mo	Hawthorn, Leslie&Co.Ld Newcastle	NewZealand Government CellDB154' 170t FPT34t	219·0 P&B145'F26' BK7'	35·1	13·6	Wellington British 4BHCem APT35t	T.6Cy.12½",21"&35"-26" 178NHP 2SB,6cf,GS110,HS3320 Hwthrn,Leslie&CoLd.Nwc	15 ″ 6	
79236 170722 VCBD	**Matane I.** Ⓟ OilEng. 1Dk(raised fwd.) Cruiser Stern Electrically welded	470 262 225	✠100A1 5,40 ~~4,39~~ ✠LMC7,38 For Service on the River St.Lawrence & for coastwise service on the north shore of the Gulf of St.Lawrence, west of Cape Charles	Mtl Qbc	h	CL 5,40	1938 7mo	Marine Industries,Ld Sorel,P.Q. Lloyd's A&CP	Cie.deTransport duBasSt.Laurent, Ltée.	147·2 152·5(O.L.) P&B84'F21' FK DTf5'26tFPT29t	32·6 33·1	12·5	Quebec British 4BHCem APT14t	Oil Engines 2S.C.SA 6Cy.11 7/16"-19½" 136NHP SulzerBros.Ld.Winterthur	12 ″ 6 s 7 ″ 6¼ 8 ″ 6¼	
79237 154015 VSPB	**Matang** TwinSc Fitted for oil fuel 2Dks	1463 974 769					1928	Taikoo D.&E.Co.of H.Kg.Ld HongKong	StraitsS.S.Co.Ld.	252·9	42·6	10·5	Singapore British WB	T.6Cy.11",19"&31½"-20" 44NHP TaikooD.&E.Co.of H.Kg.Ld.H.Kg.		
79238 120750 ZMFT	**Matangi** Ⓟ TwinSc (exMourilyan) ssMel.No.3-5,21 ssAuk.No.1-25 Wireless 1Dk&Awng dk	1366 1012 631	✠ ... 11,29 ✠				1908 8mo	A.Stephen &Sons,Ld. Glasgow	AnchorShppg.& FoundryCo.Ld.	220·7 F44'	36·2	11·0 18·7 FK	NelsonNZ British WB	T.6Cy.14½",23"&38"-30" 273NHP A.Stephen&Sons,Ld.Gls.	19 ″ 6	
79239 144814 GCSV	**Mataroa** Ⓟ (exDiogenes) TwinSc ssGls.No.3-10,34 ssLon.No.1-38 E.S.D. 2Dks(Stl)&Shelter dk D.F. Ref.Mchy. (Stl-ws) CruiserStern	12390 7886 7332	✠100A1 Shelter dk withfreeboard 1,41 ~~3,40~~ ~~BS5,40~~ ✠LMC1,39 BS6,41 ✠Lloyd'sRMC ~~1,40~~ Fitted for oil fuel 11,26 F.P. above 150° F.	Lon Liv	g† ~~3,40~~ 1,41	CL ~~p11,37~~ s3,40 p1,41	1922 7mo	Harland& Wolff,Ld. Belfast Lloyd's A&CP	ShawSavill& AlbionCo.Ld. Cell DB425' 1822t Tanks at sides of tunnel 14'40t FPT175t	500·4 P34'B226'F87' on Shelter dk FK&BK2"	63·2	39·6	S'thamptn British Cem 9BHtoShdk 1 ,, ,, U ,, APT158t	4SteamTurbinesDRgeared to 2 Sc. Shafts (s) 215lb 1334NHP 4DB(Spt)&1SB(Spt),27cf, GS571,HS24268 Harland&Wolff,Ld.Bel.	42 ″ 9 s10 ″ 4½ 32 ″ 10	BT till ~~3,41~~ 12,41
79240 147705 MLYW	**Matching** Wireless ssNwc.No.3-9,37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1321 991 715	✠100A1 ~~7,40~~ ~~7,39~~ 3,41 ~~BS7,39~~ ✠LMC9,37 7,40	Sld ~~Sld~~	o	CL 8,38	1924 8mo	J.Crown& Sons,Ld. Sunderland Lloyd's A&CP	StephensonClarke &Associated Companies,Ld. CellDB201'	235·0 246·0(O.L.) Q147'F25' FK 373tMT9'177tFPT	35·6	14·8	London British 5BHCem 76tAPT56t	T.3Cy.19",31"&51"-36" (s) 180lb 100lb ·180NHP 1SB,4cf,GS77,HS2920 J.Dickinson&Sons,Ld.Sld.	16 ″ 9 s 4 ″ 11½ 15 ″ 10	
162/40 79241 140643 GSCW	**Matheran** ssMdb.No.3-3,32 ssCal.No.1-36 2Dks(Stl)3rd dk(Stl)in No. 1 hold D.F. E.S.D. CruiserStern	7653 7051 4652	✠100A1 3,40 ✠LMC MS12,35 BS9,39 Fitted for oil fuel F.P. above 150° F.	Bal	c†	CL 2,39	1919 8mo	Lithgows, Ld. PortGlasgow Lloyd's A&CP	Thos.&Jno. Brocklebank,Ld. CellDB414'1615t	470·3 489·5(O.L.) P47'B126'F47' FK DTa37'1234tFPT100t	58·2	32·1	Liverpool British 7BHCem APT96t	T.3Cy.28",47½"&80"-54" (r) 200lb 800NHP 2DB&1AuxSB,20cf,GS342, HS15728 Dunsmuir&JacksonLdGls	34 ″ 10 s 7 ″ 9½ 27 ″ 3¼	
79242 217030 WTIU	**Mathew Luckenbach** (exKelvinia, ssPhl.No.3-3,30 exDeerfield) ssSea.No.2-38 D.F. 2Dks(Stl)&Shelter dk(Stl)	~~5821~~ ~~5356~~ ~~3626~~ 5848 5356 3597	✠100A1 Shelter dk withfreeboard 5,40 ~~8,39~~ ✠LMC MS11,37 ~~BS8,39~~ 8,40 Fitted for oil fuel 10,18 F.P. above 150° F.	Sea	b†	CL 7,38	1918 10mo	SunS.B.Co Chester,Pa. A&CP	LuckenbachS.S. Co.Inc. 1 Intermediate BH in after 'tween decks dispensed with CellDB370' 1355tDTa30'882t	435·6 FPT117tAPT76t	57·7	27·3 35·1 FK	NewYork Utd.States Cem 1BHtoShdk 5 ,, ,, U ,, 1 ,, ,, 2nd,,	T.3Cy.27",45½"&76"-51"(r) 190lb 696NHP 4SB,12cf,GS247,HS11108FD SunS.B.Co.Chester,Pa.	30 ″ 3 s 4 ″ 5 26 ″ 0½	
79243 141679 VGFC	**Mathewston** D.F. GyC. Mchy.Aft 1Dk	7403 6909 5918					1922	Pt.Arthur S.B.Co.Ld. PtArthurOnt	ColonialSteamships,Ld.(R.Scott Misener,Mgr.)	530·0	58·3	27·1	Toronto British WB	T.3Cy.25½",41"&67"-42" 291NHP PortArthurS.B.Co.Ld.		R
79244 DJUZ	**Mathias Stinnes** OilEng. D.F. E.S.D. 2Dks CruiserStern	5337 4458 2640					1937	Flensburger Schiffsb.Ges. Flensburg	"Brenntag" BrennstoffChemikalien-u, TransportA.G.	415·5 B&F376'UprF33'	60·2	21·3	Hamburg German WB	2 Oil Engines 2S.C.SA 16Cy.20½"-27 9/16" SRgeared to 1 screw shaft 1180NHP Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		G
79245 LDJA	**Mathilda** ssBgn.No.3-7,33 D.F. ssAnt.No.1-37 1Dk(Stl)	3650 3298 2223	✠100A1 2,40 ✠LMC MS3,37 BS12,39	Bal	w	CL 1,39	1920 3mo	J.Blumer& Co.Ld. Sunderland Lloyd's A&CP	A/SD/S Mathilda (J.Christensen) CellDB312'867t	356·3 P41'B170'F33' FK	48·8	23·9	Bergen Norwegian 6BHCem APT109t	T.3Cy.24",40"&65"-45" (s) 180lb 318NHP 2SB,6cf,GS136,HS5024 J.Dickinson&Sons,Ld.Sld.	25 ″ 11 s3 ″ 6½ 22 ″ 6½	
79246 4387 SFLM	— (exRymmen,exTitti, ssOsc.2ndNo.3-3,28 exAnnaHermine) ssSbg.No.2-37 1Dk(ptIrnptStl)&deep framing Cargo battens not fitted	1264 1094 764	✠100A1 5,39 ✠LMC MS4,37 BS1,39	Skm	n	CL 5,39	1902 4mo	W.Harkess &Son Middlesbro' Lloyd's A&CP	ÅkeDanielsson DB	225·0 Q83'B56'RFD86' F23' FK a&uE79'uB15'f92'	35·1	17·8	Norrköpng Swedish 4BHCem 351tAPT29t	T.3Cy.17",28½"&46"-33" (s) 180lb 90lb 131NHP 1SB,3cf,GS59,HS2025 MacColl&Pollock,Sld.	16 ″ 6 s7 ″ 4 16 ″ 6	
79247 830 OFDC	**Mathilda Thordén** OilEng. D.F. E.S.D. GyC. 1Dk&Shelter dk Cruiser Stern 3rd dk in forward hold Strengthened for Navigation in Ice	3641 — 1867	✠100A1 withfreeboard 11,40 ~~12,39~~ ✠LMC8,38	Skm Phl	x	CL	1938 8mo	Crichton- VulcanA.B. Åbo Lloyd's A&CP	A/B FinskaNordamerikaLinjen (G.B.Thordén, Mgr.) CellDB286'956tDTa31t	365·9 388·2(O.L.) FK FPT69tAPTs155t	51·4	21·6	Helsingfrs Brändö Finnish 6BH (ColltoShdk 5 ,,2nd,,)	Oil Engines 2S.C.SA 7Cy.25 9/16"-49 3/16" 795NHP DB57lb Fr.KruppGermaniawftAG	25 ″ 5 s1 ″ 9½ 23 ″ 8½	
79248 OZRC	**Mathilde Mærsk** (exPeterMærsk, exHaderslev) ssCpn.No.3-5,34 ssCpn.No.1-38 D.F. 1Dk(Stl)	2088 1832 1205	✠100A1 10,39 ✠LMC MS5,38 BS11,38	NYk	s	CL 5,38	1921 9mo	Yarrow& Co.Ld. Glasgow Lloyd's A&CP	A/SD/SSvendborg (A.P.Möller, Copenhagen,Mgr.) CellDBa86'u	286·0 296·8(O.L.) P27'B166'F31' FK E18'f124'565tFPT	43·4	18·7	Aalborg Danish 5BHCem 48tAPT87t	T.3Cy.20½",33"&54"-36" (s) 180lb 208NHP 2SB(Spt)6cf,GS102,HS3452 Yarrow&Co.Ld.Glasgow	21 ″ 0 s1 ″ 9½ 19 ″ 5½	
79249																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
79250 143690 GCXQ	**Mathura** ssGls.No.3-4,33 ssCal.No.1-37 D.F. E.S.D. 2Dks(Stl)3rd dk(Stl) in No. 1 hold Cruiser Stern	8890 8359 5480	✠100A1 ~~5,39~~12,40 ✠NE5,28 ✠LMC MS12,36 ~~BS2,39~~ 4,40 Fitted for oil fuel 12,20 F.P. above 150° F.	Mdb Bkn	g†	CL ~~11,37~~ 4,40	1920 12mo	C.Connell &Co.Ld. Glasgow Lloyd's A&CP	Thos.&Jno. Brocklebank,Ld. CellDB417'1893t DTa40' 1568t FPT 111tAPT90t	480·5 501·0(O.L.) P49'B185'F42' Shortened35 FK	63·9	35·6	Liverpool British 8BHptCem	2SteamTurbinesDRgeared to 1 Sc. Shaft (r) 200lb HS19266 1147NHP 2DB&2SB,24cf,GS420, D.Rowan&Co.Ld.Gls.	38 ″ 4 s 8 ″ 4¾ 30 ″ 2¼	
79251 146294 GDMZ	**Matiana** Ⓟ TwinSc Ref.Mchy. 2Dks(Stl-U teak s) D.F. CruiserStern Fitted for oil fuel	9045 7263 5524	✠ 12,26 ✠ Lloyd'sRMC~~3,40~~ ~~8,40~~ 1,41	Ant	d†		1922 4mo	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. CellDB403'1568t Tanks between tunnels 114'253t FPT 164tAPT69t	465·0 P44'B175'F53' FK	58·3	33·5	Glasgow British 9BHptCem	6SteamTurbinesDRgeared to 2 Sc. Shafts HS13958 1011NHP 4SB&1Aux SB,18cf,GS338, Barclay,Curle&Co.Ld.Gls.	36 ″ 0	BT till ~~6,40~~ 7,41
79252 1204 CBDM	**Matias Cousiño** (exSilvermoor) ssVpo.No.3-10,37 Well deck 1Dk(Stl)	1896 — 1078	✠100A1 2,40 BS4,41 ✠LMC MS10,37 ~~BS3,39~~ ~~3,40~~	Vpo	q	CL 2,40	1925 2mo	J.Crown& Sons,Ld. Sunderland Lloyd's A&CP	Cia.Carbonifera e Industrial deLota CellDBa&uE99'f106'382tFPT86t APT173t	268·0 Q105'B56'F30' FK	37·8	17·6	Valparaiso Chilian 4BHCem	T.3Cy.20½",33"&54"-39" (s) 180lb 216NHP 2SB,6cf,GS92,HS3594 N.E.MarineEng.CoLd.Sld.	19 ″ 9 s 2 ″ 0 18 ″ 0¾	
79253 3549 PJAJ	**Matilde** TwinSc ssCco.No.3-9,38 Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck	2601 1714 1132	✠100A1 5,41~~3,40~~ ~~11,40~~ ~~BS9,39~~ ✠LMC8,37 11,40 CarryingPetroleum in bulk Fitted for oil fuel 10,26 F.P. above 150° F.	Cco	t	CL SN9,38 P9,38	1926 10mo	New Waterway S.B.Co. Schiedam Lloyd's A&CP	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'Trunk189' FK F29'	50·3	15·1	Willemstd Dutch 9BHptCem APT81t	T.6Cy.12¾",20½"&33⅞"-24 7/16" 180lb (s) 236NHP 2SB,4cf,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s 1 ″ 6¼ 13 ″ 7½	
17/40 79254 161087 GSXC	**Matina** Ref.Mchy. D.F. E.S.D. Sub.Sig. 2Dks&2ptDks	5389 4678 3298					1929	Cammell Laird&Co.Ld Birkenhead	Elders&Fyffes,Ld.	400·2 P43'B158'F43'	51·4	30·4	Liverpool British WB	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&CoLdBkn.		C
79255 213157 WBCT	**Matinicock** (exLeda) ssN.Ns.No.3-8,25 Mchy.Aft ssN.Yk.No.1-30 D.F. GyC. 2Dks(Stl)&Shelter dk(Stl) Longitudinal framing&Webframes Fitted for oil fuel Carrying Petroleum in bulk	6769 6134 4159	✠ ... 9,33 ✠	NYk			1914 1mo	Howaldts- werke Kiel	Farr Spinning& Operating Co. CellDBuE&B&f65' 218tDTf53'425tFPT135tAPT68t	459·1 FK	60·0	28·8	Wilmgton (Del.) Utd.States 16BH ptCemptAsp (12BHtoUdk 4 „ „ 2nd„)	Q4Cy.25"36½"52⅛"&74¾"-52" 528NHP 3SB,9cf,GS163,HS7014 Howaldtswerke,Kiel	28 ″ 9	R †
79256 72 SVFT	**Matronna** (exIoannis,exAttiki) ssPir.2ndNo.3-9,29 ssPir.No.1-35 1Dk(Stl)2trB&Webframes	2846 — 1894	✠ 10,39 ✠	Pir	u		1902 4mo	R.Craggs& Sons Middlesbro'	N.D.Bogiazides& Co. CellDBa102'uE&B40'f140'747tDTa24'432tFPT86tAPT45t	330·1 339·5(O.L.) P27'B166'F35' FK	46·0	22·2	Andros Greek 5BHCem	T.3Cy.24",38"&64"-42" NDB20 289NHP 2SB,6cf,GS175,HS4677 Richardsons,Westgarth& Co.Ld.Mdb	24 ″ 4	
79257 226454 WMCE	**Matsonia** Ⓟ TwinSc (exMalolo-37) ~~ssS.Fo.No.2-35~~ D.F. GyC. 3Dks(Stl)4th Dk(Stl) in E.S.D. ssSFo.No.3-11,40 forward holds Cruiser Stern	17226 12442 8210	✠100A1 withfreeboard 11,40~~8,39~~ ~~BS11,39~~ ~~BS12,38~~ ~~✠LMC12,35~~ Fitted for oil fuel 10,27 F.P. above 150° F. ✠LMC11,40	SFo	n†	CL PN 11,40 S11,38	1927 10mo	W.Cramp& SonsS&EBCo Philadelphia Lloyd's A&CP	MatsonNav.Co. Cell DB424' 1959tDTs a 938t FPT181t APT168t	554·0 B&F490' FK	83·2	30·7	S.Frncisco Utd.States 12BHCem	8 steam turbines SR geared to 2 sc. shafts (s) 280lb 5112NHP 12WaterTubeBoilers (Spt280lb) HS55764 FD W.Cramp&SonsS&E.B.Co.	44 ″ 6 s15 ″ 9 29 ″ 0	
79258 147465 GBDF	**Mattawin** (exEdiba) TwinSc OilEng. Ref.Mchy. ssShl.No.3-2,36 D.F. 2Dks(Stl)&Shelter dk (Stl-ptws)	6919 6082 4220	✠100A1 Shelter dk withfreeboard 12,39 ✠LMC CS2,36 DBS4,39 7,40 8,38	PNl	z	CL 12,39	1923 4mo	Harland& Wolff,Ld. Glasgow Lloyd's A&CP	ElderDempster Lines,Ld. CellDB338'1005t tankbetweentunnels 55tFPT116t APT123t	406·0 P43'B151'F48' on Shelter dk FK	54·2	32·9	Liverpool British 7BHptCem 6 „ to Sh dk	Oil Engines 4S.C.SA 12Cy.26⅜"-39⅜" 810NHP DB100lb Harland&Wolff,Ld.Gls.	35 ″ 6 s 7 ″ 11½ 27 ″ 9½	
79259	**Matteo Ricci** (exFu-Lung-38, exDoen-Samud,exChiengmai) 1Dk&deep framing	1911 — 1172					1906	Schiffsw. v. HenryKoch Lübeck	Cia.Italiana diNav. S.A.I.(Chinese ItalianNav.Co.Ld)	275·0 265·8 P36'B75'F38'	40·0	16·6	Shanghai Italian WB	T.3Cy.17½",28¾"&46⅛"-32½" 121NHP J.F.Ahrens,Altona		
79260 159575 VLLG	**Matthew Flinders** CruiserStern 1Dk D.F. Cargo battens not fitted	2235 1920 1254	✠100A1 ~~3,40~~ ~~1,40~~ 3,41 ✠LMC10,38	Syd	s	OG	1938 10mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd's A&CP	H.C.S.Coasters Proprietary,Ld. (H.C.Sleigh,Mgr.) CellDB229' 548t FPT76t APT92t	283·4 296·0(O.L.) P26'B72'F28' FK	44·1	19·7	Melbourne British 4BHptCem	T.3Cy.17½",28"&50"-33" 220lb (s) FD 222NHP 2SB(Spt),6cf,GS99,HS3202 D.Rowan&Co.Ld.Gls. FD	21 ″ 10 s 2 ″ 11 19 ″ 1½	
79261 VLFL	— Wireless 1Dk	450 372 172	✠ ... 6,17 ✠				1914 7mo	Fleming& Ferguson,Ld. Paisley	Government of Queensland (Harbours & MarineDept.)	160·3 B42'F31' BK8″	28·1	14·2	Brisbane British	T.3Cy.15¼",24"&40"-27" 167NHP Fleming&Fergusn,Ld.Psy.	14 ″ 11	
79262 33246 JDIC	**Matu Maru** 1Dk	689 575 346					1928	Tochiki ShojiK.K. Wakamatsu	TochikiShojiK.K.	176·0	26·7	16·0	Kobe Japanese	T.3Cy.		
79263 37492 JUKE	— OilEng. Mchy.Aft CruiserStern 1Dk&pt dk	415 367 233					1932	OsakaIron Works,Ld. Osaka	UwazimaUnyu KK	145·0 F17'	26·0	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14⅜"-19 11/16" 121NHP YokohamaDockCoLd.Yka		
79264 157790 ZMBN	**Matua** Ⓟ TwinSc D.F. E.S.D. ssAuk.No.1-40 OilEng. 1Dk,2nd dk except in aftermost hold Ref.Mchy. CruiserStern	4193 2853 2112	✠100A1 withfreeboard 10,40~~8,39~~ ~~✠LMC6,36~~ ✠LMC CS10,40 8,39	Auk	w 1 3/16	CL S2,39 P8,39	1936 6mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd's A&CP	UnionS.S.Co.of NewZealand,Ld. CellDB272'596t Tanks FK&BK2" in way of tunnels247tFPT 29tAPT96t	355·2 B140'F43'	50·5	21·7	AcklndNZ British 8BHptCem ptAsp	Oil Engines 2S.C.SA 12Cy.23⅝"-44½" 1160NHP ArmstrongWhitworth& Co.(Engineers)Ld.Nwc.	26 ″ 6 s 5 ″ 3 21 ″ 6	
79265 28102 JOFD	**Matue Maru** TwinSc (exMatsuyeMaru-39) ssYka.No.3-5,36 D.F. 2Dks(Stl) ssYka No.1-40	7061 6450 4358	✠100A1 ~~4,40~~ ~~2,39~~ 4,41 ~~BS2,39~~ ✠LMC~~5,36~~ BS4,41 4,40 Carrying oil fuel F.P. above 150° F.	Osa Yka	b†	CL ~~5,37~~ P4,40 S10,40	1921 4mo	Yokohama DockCo. Yokohama Lloyd's A&CP in DB & forward DT	NipponYusenK.K. CellDB392'1334t DTa42'1337tDT f27'1002tFPT73t APT58t	445·0 P35'B135'F35' FK	58·0	34·0	Tokyo Japanese 7BHptCem	T.6Cy.20 11/16",33½"&56"-48" 200lb (s) 632NHP 4SB,12cf,GS225,HS9200 FD YokohamaDockCo.Yka.	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
79266																
79267																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté si ce n'est dans le L.R. Date Cert. Ref Trade
79268 45692 JGFN	**Matuei Maru** 1*Dk*	1878 — 1095					1938	Osaka IronWorks Osaka	MoritaKogyo K.K.	271·7	40·0	20·3	Tokyo Japanese	SteamEngines		
79269 44855 JQTM	**Matukawa Maru** 2*Dks* D.F. E.S.D. *CruiserStern*	3826 — 2255					1938	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	354·7	50·0	27·6	Kobe Japanese	2steam turbinesDR geared to 1 sc. shaft 333NH KawasakiDkydCoLdKobe		C
79270 30472 JYYA	**Matumae Maru** Ⓟ TwinSc GyC. 1*Dk*	3429 2295 1253					1924	Mitsu- bishiZosen K.K. Nagasaki	Government of Japan(Dept.of Railways)	350·0	52·0	22·0	Tokyo Japanese	S.R.gearedSteamTurbines		
79271 28109 JCDA	**Matumoto Maru** TwinSc (*ex*Matsumoto *ss*Yka.No.3–1,36 Maru-38) *ss*Yka.No.1–39 2*Dks*(*Stl*)	7025 6450 4334	✠100A1 3,41 ~~11,39~~ ✠LMC11,39 BS3,41 *Carrying oil fuel F. P. above 150° F. in DB & forward DT*	Yka	*b*†	CL ~~7,37~~ P11,39 s8,40	1921 5mo	Yokohama DockCo. Yokohama *Lloyd's A&CP*	NipponYusenK.K. *CellDB382'1326t DTsa39'1309t DTf27'1002tFPT73tAPT58t*	445·0 P35'B135'F35' FK	58·0	34·0	Tokyo Japanese 7*BHptCem*	T.6Cy.20½",33½"&56"–48" 200lb (*s*) 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34 ″ 0 s7 ″ 6½ 26 ″ 8	
79272 YVAH	**Maturines** (*ex*O.T.Waring-35) *Fitted for oil fuel* *ss*N.Os.No.3–4,30 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* GyC. E.S.D. *Longitudinal framing* D.F. *Carrying Petroleum in bulk*	5580 5091 3379	✠ 10,33 ✠	NOs	*z*		1918 9mo	Bethlehem S.B.Corp.Ld Wlmgtn,Del.	StandardOilCo. of Venezuela *CellDBuE&B67 inBunkers13'245t DTf32'336tFPT106tAPT105t*	411·6 P114'B29'F41' FK	53·4	29·8	Guiria Venezuelan 18*BHptCem* (14 *to U dk* 4 ,, 2*nd* ,,)	T.3Cy.27",45"&74"–48" 528NHP 2SB,*8cf*,GS360,HS7788 BethlehemS.B.Corp.Ld.	31 ″ 0 s6 ″ 9½ 24 ″ 5½	
79273 17021 JPGB	**Matuura Maru** Ⓟ (*ex*Matsuura *ss*Nag.No.2–21 Maru-38) 1*Dk*	3185 2880 2240	✠ ... 7,24				1913 6mo	Russell& Co. Pt.Glasgow	NipponYusenK.K.	331·0 P27'B98'F35' FK	49·0	21·9	Tokyo Japanese *WB*	T.3Cy.23",37"&61"–42" 285NHP ClydeS.B.&E.Co.Ld.P.Gl.	24 ″ 3	
79274	**Matuyama Maru** (*ex*Penybryn-39, *ex*AtlanticCity-36) *Fitted for oil fuel* D.F. 2*Dks*	6173 — 4436					1920	RopnerS.B &Reprng.Co. (Stockton) Ld. Stockton	MatsudaKisenK.K	411·7 F36'	54·5	33·6	Japanese *WB*	T.3Cy.28",46"&75"–51" 402NHP Blair&Co.Ld.Stockton		C
Now	"Hiyama Maru," *see No.* 88372 *in Supplement*															
79275 14928 JCZG	— 2*Dks*	423 — 247					1912	S.Nagata Osaka	KanemoriSyosen K.K.	149·3 B30' *WB*	21·6	15·5	Hakodate Japanese	T.3Cy.10$\frac{13}{16}$",17⅝"&28$\frac{7}{16}$"–20" E&B*made*05 36NHP T.Kubo,Osaka		
79276	**Maua** Ⓟ (*ex*Scanyork-40, *ex*Schenectady-32) *Fittedforoilfuel* D.F. E.S.D. GyC. 2*Dks*&*Webframes* *Ref.Mchy.* Sub.Sig.	5163 — 3162	✠ ... 6,20 ✠				1919 1mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0 P39'B122'F43' FK	54·2	28·0	R.Janeiro Brazilian *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
79277 KZBM	**Mauban** Ⓟ *ss*Man.2ndNo.3–5,28 Wireless *ss*Man.No.1–33 *Well deck* 1*Dk*(*Stl*–ws)&*deep framing lower dk in fore hold*	1253 1015 791	✠ —— 4,37 ✠	Man	*o*		1900 10mo	Cmpbltwn S.B.Co. Campbeltwn	Cia.General de Tabacos de Filipinas *CellDBa54'f94'224tAPT86t*	230·0 Q79'B57'F28' FK ND14	34·5	17·3	Manila Utd.States 4*BHCem*	T.3Cy.17½",27½"&45"-33" NDB13 120NHP 1SB,*3cf*,GS68,HS1870 J.G.Kincaid&Co.Grk.	18 ″ 3	
79278 LDOX	**Maud** *OilEng.* D.F. 1*Dk*	3189 2747 1908					1930	Akt.Bur- meistr&Wain Copenhagen	A/S Maud (HjalmarRöed &Co.)	326·5 P44tH133t	50·0	21·0	Tönsberg Norwegian *WB*	Oil Engines 4S.C.SA 6Cy 21⅝"–59$\frac{1}{16}$" 267NHP Akt.Burmeistr&Wain,Cpn		N
79279 3133 SFHU	— (*ex*Libra-39, Iron *ex*Wilberforce) *ss*Hbg.4thNo.3–4,35 *Well deck* *ss*Hbg.No.1–39 1*Dk*(*Irn*) *Cargo battens not fitted*	*1407* *1118* *834*	✠100A1 8,40 ~~3,39~~ ✠LMC3,39 BS8,40	Hbg	*p*	~~3,39~~ 8,40	1882 6mo	J.Read- head&Co. S.Shields *Lloyd's A&CP*	RederiA/B Maud(N.M.Thore, *Mgr.*)	249·2 256·7(O.L.) Q96'B52'F31' BK9" *DBa74'f100'371t*	36·1	17·4	Jonstorp Swedish 4*BHCem*	C.2Cy.29$\frac{9}{16}$"&54"–36" 80lb *90lb* NDB04 135NHP 1SB,*4pf*,GS61,HS2196 J.Readhead&Co.S.Shields	18 ″ 7 s1 ″ 5½ 17 ″ 11	
79280 OHXH	**Maud Thordén** (*ex*Tergus-35, *ex*Older) Wireless D.F. 1*Dk*	1335 1123 723					1920	Stavanger Stöberi&Do Stavanger	RederiA/BMaud Thorden(GustafB. Thordén, *Mgr.*)	254·9 242·4 P65tH71tF15t	37·1	14·7	Helsingfrs *Brändö* Finnish *WB*	T.3Cy.17½",28½"&48"–39" 144NHP StavangerStöberi&Dok		V
79281 214861 WMCH	**Maui** Ⓟ TwinSc *ss*S.Fo.No.3–10,29 *ss*S.Fo.No.2–37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–teaks) *Mchy.Aft* *Ref.Mchy.* D.F. GyC.	9941 — 5933	✠100A1 *Shelter dk with freeboard* 11,40 ~~6,39~~ ✠LMC MS7,37 *Fitted for oil fuel 4,17 F.P. above 150° F.*	SFo BS1,41 ~~BS2,40~~	*e*†	CL ~~4,37~~ 11,40	1917 4mo	Union Iron WorksCo. SanFrancisco A&CP	MatsonNavigation Co. *Intermediate 'tween dkBH in forehold dispensed with* *Cell DB* 338'1695t *MT*23'838t *DTf*68'747t*FPT*125t*APT*277t	484·0 FK	58·0	39·7	S.Frncisco Utd.States *ptAsp* 1*BH to Shelter dk* 6 ,, ,, *Upper* ,, 1 ,, ,, 2*nd* ,,	4SteamTurbinesSRgeared to 2 Sc. Shafts 2370NHP 250lb HS32096 (*s*) 8WaterTubeBoilers(Spt) WestinghouseCo. *only* Pittsburgh,Pa.	45 ″ 0 s14 ″ 11½ 30 ″ 6½	
79282 151514 ZMFS	**Maui Pomare** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	1203 756 754	✠ ... 11,31 ✠				1928 2mo	Dublin DockyardCo. Dublin	Government of NewZealand (PacificIslands Administration)	210·8 Q82'B&F110' FK	35·1	14·0	Wellingtn N.Z. British *WB*	Oil Engines 2S.C.SA 12Cy.16½"–18" 575NHP Petters(Ipswich)Ld.Ips.	16 ″ 0	
79283 202 IBRV	**Mauly** TwinSc *OilEng.* D.F. *ss*Gen.No.3–1,38 2*Dks*(*Stl*)	5463 4883 3418	✠100A1 2,40 ✠LMC CS1,38 DBS5,39 1,39	Gen	*z*	CL P1,39 SN1,39	1925 8mo	Cant.Nav. Triestino Monfalcone *Lloyd's A&CP*	LloydTriestino Soc.Anon.di Nav. *CellDB*332'1181t*DTa*35'765t*FPT*103t*APT*97t	407·8 P37'B135'F38' FK	54·0	29·1	Venice Italian 7*BHptCem* (1 *to* 2*nd dk*)	Oil Engines 2S.C.SA 8Cy.23⅝"–37⅜" 779NHP DB*100lb* "Fiat"Stabilimento GrandiMotori,Turin	32 ″ 0 s6 ″ 8 25 ″ 11½	
79284 216864 WQEU	**Mauna Ala** (*ex*Canibas) *ss*S.Fo.No.3–1,31 *ss*.S.Fo.No.2–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Webframes,Lower dk in No.2 hold* *Ref.Mchy.* *Longitudinal framing*	6256 — 3945	✠100A1 *Shelter dk with freeboard* 6,40 ~~5,39~~ ✠LMC MS5,39 BS~~3,40~~3,41 *Fitted for oil fuel 9,18 F.P. above 150°F.*	SFo	*a*†	CL 5,39	1918 9mo	TexasS.S. Co. Bath,Maine A&CP *Cell*	MatsonNavigation Co. *DB*361'1192t *DTa*32'1075t*FPT*114t*APT*63t	420·5 P42'B130'F39' FK	54·2	31·4	S.Frncisco Utd.States 8*BHCem*	T.3Cy.26½",44"&74"–51" (*r*) 190lb 555NHP 3SB,*9cf*,HS8118 FD H.G.TroutCo.BuffaloNYk	33 ″ 10 s7 ″ 4½ 26 ″ 7½	
79285 218098 KEPD	**Mauna Kea** (*ex*GoldenRiver-34, *ex*Diablo) *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk* Sub.Sig. *Longitudinal framing*	6064 — 3817					1919	Pacific CoastS.B.Co. BayPoint, Cal.	MatsonNavigation Co.	402·5 P34'F38'	53·0	32·0	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"–48" NE29 359NHP LlewellynIronWorks, LosAngeles		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
79286 218048 KIFP	**Mauna Loa** (*ex*GoldenEagle–34, *ex*WestConob) *Fitted for oil fuel* D.F. 2*Dks*	5436 — 3405					1919	LsAngeles S.B.&D.D.Co SanPedro,Cal	MatsonNavigation Co.	410·0 P43'B115'F47'	54·4	27·2	S.Frncisco Utd. States *WB*	T.3Cy.28½",47"&78"–48" 422NHP LosAngelesS.B.&D.D.Co.		R
79287 220183 KJRD	— (*ex*DomingoNazabal) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	1050 — 577					1920	LngBeach S.B.Co.Long Beach,Cal.	~~R.D.Vickers~~ W.W.Keene (KeeneLine*Mgrs*)	180·5 P42'F21'	34·2	17·8	L'sAngeles Utd. States	T.3Cy.13½",22"&36"–24" UnitedEng.Wks. 64NHP SanFrancisco,Cal.		
79288 221226 KDRV	**Maunalei** (*ex*MountClinton) *ss*S.Fo.No.3–6.33 *ss*S.Fo.No.1–37 2*Dks*(*Stl*)&*Shelter* D.F. *dk*(*Stl*–ws)&*Web frames* *Ref.Mchy.* *Cargo battens not fitted in Shelter 'tween decks*	7159 6777 4385	✠100A1 *Shelter dk* *with freeboard* 3,41 ~~2,40~~ ✠LMC MS5,37 BS~~4,40~~3,41 *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	SFo	*b*†	CL 2,40	1921 5mo	Merchant S.B.Corp. Chester,Pa. A&CP	MatsonNavigation Co. *CellDB*367'1343t*DT*	440·3 FK *a*29' 833t *FPT*140t	57·2	36·0	S.Frncisco Utd.States *ptCemptAsp* *CollBH to S dk* 6 „ „ *U* „ *APT*120t	2 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220lb FD 930NHP 1 Water Tube DB 4SB(Spt),*12cf*,GS262, HS12264 WestinghouseElectric& Mfg.Co.Essington,Pa.	39 ″ 0 s 10″11 28 ″ 9	
79289 92974	**Maunaloa** *Mchy.Aft* GyC. 1*Dk*2*trB*	4322 — 3239					1899	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	430·0 *WB*	50·2	24·0	Duluth, Minn. Utd.States	Q.4Cy.17",27",42"&64"–42" NB26 265NHP ChicagoS.B.Co.Chicago		
79290 221132 KDQT	**Maunawili** (*ex*MountCarroll) *ss*S.Fo.No.3–5,33 *ss*S.Fo.No.1–37 2*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*–ws)&*Web frames* *Ref.Mchy.*	7409 7045 4580	✠100A1 *Shelter dk* *with freeboard* ~~1,41~~ 5,41 ✠LMC MS4,37 BS~~8,39~~7,40 *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	SFo	*b*†	CL ~~4,37~~ ~~4,40~~ ~~1,41~~ 5,41	1921 3mo	Merchant S.B.Corp. Chester,Pa. A&CP	MatsonNavigation Co. *Collision* *Cell DB*367' 1343t*D*	440·3 FK *Ta*29'833t*FPT*140t	57·2	36·0	S.Frncisco Utd.States *ptCemptAsp* *BH toSh dk* 6 „ „ *U* „ *APT*120t	2 Steam Turbines DR geared to 1 Sc. Shaft (*r*) 220lb FD 930NHP 1 Water Tube DB 4SB(Spt),*12cf*,GS262, HS12264 WestinghouseElectric &Mfg.Co.Essington,Pa.	39 ″ 0 s 10″11 28 ″ 9	
79291 127810 ZMDY	**Maunganui** Ⓟ TwinSc *ss*Wln.2ndNo.3–5,37 3*Dks*(*UStl*–ws&2nd *dk ptStl*) *Ref.Mchy.* &*Promenade dk*(*Stl*-teak s) D.F. &*Web frames*	7527 7022 4542	✠100A1 7,40 ~~7,39~~ ~~BS5,39~~ ✠LMC10,35 7,40 *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	Wln	*b*†	CL ~~5,37~~ 7,40	1911 12mo	Fairfield Co.Ld. Glasgow *Lloyd*'sA&CP	UnionS.S.Co.of NewZealand,Ld. *Cell DBa*79'*uE&B*151'	430·8 447·1(O.L.) FK&BK2" *f*133'918t*FPT*110t	55·7	31·2	Wellingtn N.Z. British 7*BHCem* *APT*140t	Q8Cy24½"35½"50½"&73"–45" 220lb (*r*) 1304NHP 2D&2SB,*24cf*,GS517, FD HS20400 FairfieldCo.Ld Glasgow	34 ″ 0 s 9 ″ 4 25 ″ 2	
79292	**Maur** 1*Dk*	1173 962 660					1911	Trndhjms Mek.Værks Trondheim	ChinaUnited Wharf&Godown Co.Ld.	226·4 H56tF29t	36·5	15·4	Shanghai Chinese *WB*	T.3Cy.17",27½"&46"–30" 116NHP TrondhjemsMV.Trndheim		
79293 166267 GTTM	**Mauretania** Ⓟ TwinSc D.F. E.S.D. GyC. 4*Dks*,5*th dk*(*except in No.4 hold*) 6*th dk in fwd. holds* *Ref.Mchy.* Sub.Sig. *CruiserStern*	35739 26266 20170	✠100A1 *with freeboard* 9,40 ~~6,39~~ ✠LMC6,39 ✠Lloyd'sRMC6,39 *Fitted for oil fuel* 6,39 *F.P. above* 150°F.	Bkn Sng		CL	1939 6mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd*'sA&CP	CunardWhiteStar Ld. *CellDB*626'3172t*Tanks in way of tunnels*1886t*M*	739·4 771·8(O.L.) B&F614' FK *UpperBridge*381' *Ts*39'1685t *FPT*154t	89·4	51·7	Liverpool British 12*BHptCem* *APT*400t	6SteamTurbinesSRgeared to2 Sc. Shafts 8373NHP 465lb (*s*) FD 6WTB (Spt425lb),HS64500 CammellLaird&Co.Ld.Bkn	56 ″ 6 s25″10 30 ″ 10½	BT till 5,40
79294 FNNM	**Maurice Delmas** (*ex*Mateba–37) *Fitted for oil fuel* 1*Dk*&2*nd dk in holds*	3161 2605 1873					1919	W.Dobson &Co. Newcastle	Cie.Delmas Vieljeux	330·7 P33'B99'F32' *UprB*26'	47·5	21·5	LaRochlle French *WB*	T.3Cy.25",41"&68"–45" 310NHP N.E.MarineEngCoLd.Nwc		V
79295 162326 MPXK	**Maurice Rose** *ss*Bly.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1600 1231 946	✠100A1 3,41 ~~2,40~~ ✠LMC ~~BS4,39~~~~7,40~~MS11,39 3,41	Bly	*p*	CL 11,39	1930 10mo	D&WHen-dersn&Co.Ld. Glasgow *Lloyd*'sA&CP	RichardHughes& Co.(Liverpool)Ld. *CellDB*169'373t*FPT*	250·0 B15'Q140'F25' FK	37·2	16·4	Liverpool British 4*BHptCem* 93t*APT*66t	T.3Cy.19",31"&52"–36" (*s*) 180lb 232NHP 2SB,*6cf*,GS132,HS4366 D&W.Hendersn&CoLdGls	18 ″ 6 s 5 ″4½ 17 ″ 3½	
79296 225917 KGBV	**Maurice Tracy** (*ex*Nordstrand, *ex*Sekstant) *ss*Shi.No.2–24 D.F. *Mchy.Aft* Sub.Sig. 1*Dk*	2468 2207 1509	✠ … 8,26 ✠				1916 9mo	Gt.Lakes Eng.Works Ashtabula	M.&J.Tracy,Inc.	253·3 P97'F26' FK	43·6	25·4	NewYork Utd. States *WB*	T.3Cy.19½",34¾"&57"–42" 284NHP Gt.LakesEng.Works,Ash.	27 ″ 6	R †
79297 173240 VCWT	**Maurienne** D.F. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	3255 2594 1888					1938	Akt.Bur-meistr&Wain Copenhagen	CanadianGovernment(Canadian GovernmentMerchantMarine Ld.) (CanadianNationalSteamships,*Mgs*)	~~315·0~~ F122' 324·7	~~45·5~~ 45·8	~~28·8~~ 26·0	Montreal British *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 608NHP Akt.Burmeistr&Wain,Cpn		V
79298 LELN	**Maurita** Wireless D.F. 1*Dk*	1569 1171 911					1925	Bergens Mek.Værks. Bergen	J.M.Johannesens Rederi A/S (J.M.Johannesen, *Mgr.*)	244·9 B116tQ103tP72t H70t	37·7	15·6	Bergen Norwegian *WB*	T.3Cy.18¾",23"&48"–39" 132NHP BergensMek.Værk.Bgn.		N
79299 7691 SFLR	**Mauritz** (*ex*Luksefjell,*ex*Storöy, *ex*Rigel, *ss*Hbg.No.3–5,35 *ex*Jomfruland) 1*Dk* *Cargo battens not fitted* *ss*Hbg.No.1–40	*1480* *1169* *814*	100A1 ~~2,41~~ ~~1,38~~ 4,41 LMC3,40 ~~BS9,39~~ ~~MS1,40~~ BS4,41	Cff ~~Nwc~~ Lis	*p*	CL ~~2,40~~ 2,41	1916	Bergens Mek.Værks. Bergen *Lloyd*'sA&CP	RååRederiA/B (M.Jonasson,*Mgr*) *CellDBa&uE*90' *f*102'348t*Poop*	242·6 FK P16'Q73'B65'F27' *tank* 10'51t*FPT*48t	37·8	15·3	Råå Swedish 4*BHCem* *APT*40t	T.3Cy.18",29⅛"&49"–33" (*s*) 180lb 158NHP 2SB,*4cf*,GS67,HS2532 BergensMekVærksBergen	17 ″ 8	
79300 151423 VPDS	**Mausang** Ⓟ (*ex*Yannis) *ss*H.Kg.No.3–10,32 *ss*H.Kg.No.2–41 ~~*ss*H.Kg.No.1–37~~ 1*Dk*(*Stl*)	3372 2830 2063	✠100A– 4,41 ~~2,40~~ 4,41 ~~BS2,40~~ ✠LMC~~1,37~~ ~~*Fitted for oil fuel* 6,20 *F.P. above* 150° F.~~	HKg		CL ~~2,39~~ 2,41	1920 6mo	Shanghai Dk.&Eng.Co. Ld. Shanghai	Indo-ChinaS.N. Co.Ld. *CellD*	331·2 P33'B100'F29' FK *B*284'745t *FPT*110t	46·8	23·0	HongKong British 6*BHCem* *APT*45t	T.3Cy.23⅛",41"&68"–45" (*s*) 180lb 434NHP 3SB,*9cf*,GS155,HS6420 FD ShanghaiDk.&Eng.Co.Ld.	25 ″ 6 s4 ″ 0 21 ″ 8¼	
79301 DJHU	**Max** (*ex*Lighter) *OilEng.* *Mchy.Aft* 1*Dk*	367 317 207					1913	C.Lühring Kirch-Hammelwarden	Reinecke&Bremer	139·0 F16'	28·0	9·8	Hamburg German	Oil Engines 4S.C.SA 6Cy.11"–16$\frac{9}{16}$" 71NHP E*made&fitted*36 DeutscheWerkeKielA.G.		G
79302 DIDL	**Max Albrecht** TwinSc *OilEng.* D.F. *ss*Ham.No.2–36 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern* *Carrying Petroleum in bulk*	5824 5039 3474	✠ 3,38 ✠	Ham	*z*		1929 1mo	Kockums M.V.Aktieb. Malmö	AlbrechtGebrüder &Co.(Dr.Max Albrecht,*Mgr.*) *CellDBuE*65'180t*DT*	385·0 402·5(O.L.) P96'B40'F50' FK *Trunk*239' *f*30'194t*AP*	55·1	32·0	Hamburg German 11*BHptCem*	Oil Engines 4S.C.SA 12Cy.22$\frac{7}{16}$"–39⅜" 584NHP KockumsM.V.Akt.Malmö *Ts*320t*FPT*77t	32 ″ 0	
93/40 79303 61 SVQ1	**Max Wolf** (*ex*Bali) 3*Dks*	6694 6195 4226					1917	Rotterdam Droogd.Maat Rotterdam	GeorgesPortolo	420·5 P42'F42'	54·7	33·5	Ithaca Greek *WB*	T.3Cy.28",46"&77"–54" 436NHP RotterdamDroogd.Maats.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15 Registres où coté, et ceux dans le L.R. Durée Cert. Ref. Trade.
79304 UOJS	**Maxim Gorki** (*ex*No.4–39) *CarryingPetroleum in bulk* *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern* *Strengthened for Navigation in Ice*	1021 782 347	✠ 8,37 ✠	Yka	*m*		1937 8mo	Mitsubishi JukogyoK.K Yokohama	U.S.S.R. *CellD*	196·8 209·0(O.L.) P69'F25' FK *Trunk71'* *BuE41'52tDTf36'*	36·1	17·0	Vladvostk Russian 12*BHptCem* 44*tAPT*53*t*	Oil Engines 4S.C.SA 7Cy.14⅜"–19⅛" 141NHP MitsubishiJukogyoK.K. Yka.	17 ″ 0	
79305 UPCS	**Maxim Gorky** (*ex*Exportles) *OilEng.* 1*Dk*	3974 3527 2256					1932	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	347·9 F30'B53'P29'	51·5	24·9	Leningrad Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"–47 5/16" 497NHP RussianDieselWorks, Leningrad		
79306 3483 PJBC	**Maximina** TwinSc *ss*Cco.No.3–12,37 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at dk*	2679 1799 1471	✠100A1 ~~7,40~~ ~~1,40~~ 1,41 ~~BS1,40~~ *CarryingPetroleum in bulk* *Fitted for oil fuel 10,25*	Cco BS1,41 ✠LMC11,36	*t*	CL s7,38 P12,38 *F.P. a*	1925 10mo *Lloyd* *bove 1*	Rotterdam Droogd.Maat Rotterdam *'sA&CP* 50° F.	N.V.Curaçaosche Scheepv.Maats.	305·0 Q87'*Trunk*189' FK F29'	50·2	15·1	Willmstad Dutch 8*BHptCem* *APT*81*t*	T.6Cy.12¾",20½"&33½"–24 7/16" 180lb (*s*) 236NHP 2SB,4*cf*,HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s1 ″ 6½ 13 ″ 7½	
79307 164372 GZYS	**May** TwinSc *OilEng.* Wireless D.F. 1*Dk*&2nd*dk clear* E.S.D. *CruiserStern* *of mchy. space*	491 328 149	✠ ... 6,38 ✠	Gls			1937 3mo	A&J.Inglis Ld. Glasgow	Commissioners of NorthernLight- houses	147·5 156·1(O.L.) P&B72'F27' FK *CellDB66'43t DTf7'*	29·2	12·1	Leith British 6*BHCem* 19*tFPT*11*t*	Oil Engines 2S.C.SA 10Cy.9½"–16 5/16" 168NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0	
79308 HRCD	**Maya** (*ex*VitusBering–40, *ex*Mazatec–38,*ex*Maya) *ss*Avn.No.2–37 2*Dks*(*Stl–Weather dk teak s*) *Ref.Mchy.* 3rd&4th *dks*(*Stl*)*in holds*	5383 4708 3085	✠100A1 *withfreeboard* ~~7,40~~ ~~2,40~~ 1,41 ~~[illegible]~~ *Fitted for oil*	SFo LAn BS2,40 ✠LMC3,37 *fuel 4,29,*	*z*	CL 2,39 *F.P. a*	1929 4mo *Lloyd* *bove 1*	Barclay, Curle&CoLd. Glasgow *'sA&CP* 50°F.	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*) *Intermediate BH* *CellDB333'740tT*	388·8 P29'F40' FK *in after Coll* *hold dispensed with* *anks at sides of tun*	53·2	31·2	Amapala Honduran *ptCem* *BH to Wdk* 4 ,, ,, 2nd ,, *nel*225*tFPT*	T.4Cy.30½",51"&(2)62"–48" 200lb (*s*) 947NHP 5SB,20*cf*,GS385,HS15235 FD Barclay,Curle&Co.Ld.Gls. 69*tAPT*36*t*	33 ″ 6 s10 ″ 4 23 ″ 7½	
79309 1141 IBDU	— 3Mst (*ex*Fiamma,*ex*Sirius, *ss*Shl.No.3–12,05 *ex*Lackawanna) *ss*Ham.No.2–13 *Mchy.Aft* D.F. *Fitted for oil fuel* 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames* *Carrying Petroleum in bulk*	3867 3550 2198	✠ 7,16 ✠	Ham	*w*		1894 2mo	DavidJ. Dunlop&Co. Pt.Glasgow	CisterneItaliane Soliani& Saltamerenda	355·4 345·0 P96'B30'F47' FK *CellDB*	44·4	30·1 23·0	Genoa Italian 15*BHCem* 72'192*tFPT*	T.3Cy.27",43½"&70"–51" NDB06 413NHP 2DB,6*pf*,6*cf*,GS230,HS7150 DavidJ.Dunlop&Co.P.Gl. 165*tAPT*100*tDTf*22'390*t*	31 ″ 6	CI †
79310 30936 JCBB	**Maya Maru** Ⓟ 2*Dks*	3145 2700 1881					1925	Yokohama DockCo. Yokohama	ToaKaiunK.K.	352·0 P37'B87'F39'	46·0	27·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"–48" 284NHP YokohamaDockCo.		C
79311 HPHM	**Mayan** (*ex*LakeFestus) *ss*Gal.No.3–11,28 E.S.D. *ss*St.J.No.2–37 1*Dk*(*Stl*)2*trB*	2571 2197 1588	✠100A1 4,40 MS11,37 *Fitted for oil*	Pal ✠LMC BS6,39 *fuel 7,19*	*s*	CL 8,37 *F.P. a*	1919 7mo *bove 1*	Toledo S.B.Co. Toledo,O. CP 50° F.	PanEuropean Navigation(S. Cappiello,*Mgr.*) *CellDB204'*	248·6 P25'B64'F23' FK 444*t DTa*87*t FPT*	43·7	25·9	Panama Pnamanian 4*BHptCem* 69*tAPT*95*t*	T.3Cy.22",36"&59"–42" (*s*) 180lb 315NHP 2SB,6*cf*,GS105,HS4640 FD ToledoS.B.Co.Toledo	28 ″ 2 s3 ″ 10½ 24 ″ 5¼	
79312 HPAJ	**Mayari** *Fitted for oil fuel* Sub.Sig. *CruiserStern* 1*Dk*	*2802* *2377* *1519*					1921	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	303·0 B82'F38'	47·2	21·7	Balboa Pnamanian *WB*	T.3Cy.20½",34"&57"–45" 218NHP Wrkman,Clark&Co.LdBel.		C
79313 19226 JKIA	**Mayati Maru** (*ex*KaiwoMaru) 1*Dk*	2159 1886 1281					1916	Uraga DockCo.Ld. Uraga	HokkaidoTanko KisenK.K.	268·0 P13'B58'F27'	40·7	23·6	Kobe Japanese *WB*	T.3Cy.19",31½"&52"–39" 169NHP UragaDockCo.Ld.Uraga	23 ″ 6	
79314 FNRJ	**Mayenne** (*ex*Saga) *ss*Msl.2ndNo.3–3,32 *ss*Msl.No.1–37 2*Dks*(*Stl–pt ws*) *Well deck* D.F. *Ref.Mchy.*	2943 1939 1552	✠ ... 7,11 ~~[illegible]~~ ~~Surveys delayed~~ *Fitted for oil*	Msl ✠~~LMC3,37~~ *fuel 3,37*	*u*	OG 10,37 *F.P. a*	1909 6mo *Lloyd* *bove 1*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle *'sA&CP* 50° F.	Cie.Générale Transatlantique *CellDBa56'uE&*	322·7 P&B222'F78'. FK *B58'f156'315tFPT*	46·1	19·2	Marseilles French 5*BHCem* 20*tAPT*15*t*	T.3Cy.28 7/16",46¼"&75"–48" 170lb (*r*) 500NHP 3SB,9*cf*,GS182,HS7155 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 11 ~~s2 ″ 2~~ ~~20 ″ 1~~	
79315 92291 WEFR	**Mayflower** Ⓟ WoodPad 1*Dk*	786 — 575					1891	Montgom- ery&Howard Chelsea,Mass	Nantasket Boston SteamboatCo.	202·5	32·5	10·4	Boston Utd.States	B.1Cy.48"–108" W.&A.Fletcher 240NHP Co.Hoboken,N.J.		
79316 208616 KMVX	— Ⓟ TwinSc (*ex*Porpoise,*ex*Moosehead) 1*Dk*2*trB*	719 — 488					1911	BathIron WorksCorp. Bath,Me.	F.V.Drake	185·3	35·8	13·9	NewYork Utd.States	T.8Cy.(2)16",(2)26"&(4) 30"–24" 176NHP		
79317 120889 MCQY	— *ss*Liv.2ndNo.3–2,31 *ss*Liv.No.2–39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	370 289 140	✠100A1 5,39 BS11,40	Liv ✠LMC6,39	*f*	CL 5,39	1905 10mo *Lloyd*	AilsaS.B. Co.Ld. Troon *'sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) *Ce*	143·5 Q46'B9'F26' BK7" *llDBf72'103tFRT*	25·6	10·3	Liverpool British 3*BHCem* 44*tAPT*7*t*	C.2Cy.18"&40"–27" (*s*) 130lb NB23*fitted*35 94RHP 1SB,3*pf*,GS56,HS1902 Ross&Duncan,Glasgow	12 ″ 11 s ″ 10½ 12 ″ 8	
79318 181416 KZAP	**Mayon** TwinSc *ss*Man.No.2–38 1*Dk*(*Stl–pt teak s*) *Ref.Mchy.* &*Shade dk*(*Stl–teak s*)	3371 — 1529	✠100A1 *withfreeboard* 8,40 ~~12,39~~ MS12,38 ✠Lloyd'sRMC 3,41 ~~11,40~~ *For Service at the* *Islands between* *Fitted for oil*	Man ✠LMC BS6,39 8,40 ~~[illegible]~~ 5,40 *Philippine* *Manila & Zamboanga* *fuel 9,30*	*v*	CL 6,39 *F.P. a*	1930 9mo *Lloyd* *bove 1*	Vickers- Armstrong, Ld. Barrow *'sA&CP* 50° F.	ManilaS.S. Co.Inc. (Elizalde&Co.Inc. *Mgrs.*) *CellDBa&uE102'*	347·5 B119'F50' FK *f122'387t FPT30t*	50·4	16·3	Manila Utd.States 9*BHAsp* *APT*73*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts 1287NHP 4WTB. (Spt),230lb (*s*) HS16256 FD Vickers-ArmstrongLdBrw	17 ″ 10 s2 ″ 10½ 15 ″ 1	
79319 145322 GJTD	**Maywood** (*ex*Parkhill) *ss*Bry.No.3–9,35 D.F. *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1823 1313 972	✠100A1 Examined 11,40 ~~MS8,35~~ 11,40	~~Cff~~ Cff ✠LMC ~~BS8,37~~ 9,40	*q*	CL ~~5,37~~ 11,40	1923 3mo *Lloyd*	C.Rennold- son&Co. SouthShields *'sA&CP*	FrancesDuncan S.S.Co.Ld.(J.T. Duncan&Co.Ld. *Mgrs.*) *DBa38'C*	270·0 279·1(O.L.) *Pon*Q22'Q106'B54' F22' FK *ellDB192'585tFPT*	37·3	15·9	Cardiff British 4*BHCem* 74*tAPT*106*t*	T.3Cy.21",34"&56"–36" (*s*) 190lb 244NHP 2SB,6*cf*,GS108,HS4224 N.E.MarineEngCo.Ld.Sld	18 ″ 6 s1 ″ 6½ 17 ″ 2	
79320 56 IBZQ	**Mazara** Ⓟ *Fitted for oil fuel* Wireless *CruiserStern* 2*Dks*	984 — 445					1934	Cant.Nav. Riuniti Palermo	"LaMeridionale" Soc.Anon.diNav.	218·8	32·3	13·2	Trapani Italian	T.3Cy.16¾",28 5/16"&45 11/16"– 33 1/16" 121NHP CantieriNavaliRiunitiAnc.		I
79321	**Mazatlan** Ⓟ Wood *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	385 — 280					1937	W.J.H. Eisenhauer, MahoneBay, N.S.	Maritima de Mazatlan,S.A.	133·0 P42'B12'F23'	28·0	11·3	Mazatlan Mexican	Oil Engines 2S.C.SA 6Cy.14"–17" 207NHP *Emade30refitted37* FairbanksMorse&Co. Beloit,Wis		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79322 145133 ZSJW	**Mead** 1*Dk*	606 492 256					1919	Smith's DockCo.Ld Middlesbro'	Smith'sCoasters (Prop.)Ld.(C.G. Smith&Co.Ld. *Mgrs.*)	170·0	30·0	15·7	Durban British	T.3Cy.16",26"&44"-26" 94RH Smith'sDockCo.Ld.Mdb.		C
79323 160716	**Meadcliffe Hall** *Mchy.Aft* 1*Dk*	1895 1705 1184					1929	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	253·0 F31'	44·1	18·5	Montreal British *WB*	T.3Cy.15",25"&40"-33" 95RHP Smith'sDockCo.Ld.Mdb.		C
79324 151043 CYLX	**Meaford** (*ex*RobertJ.Buck) *Mchy.Aft* 1*Dk*	1824 1558 983					1925	TheCol-lingwood S.B.Co.Ld. CollngwdOnt	CanadaSteamship Lines,Ld.	252·0 Q93'F35'	43·1	16·8	Montreal British *WB*	T.3Cy.15½",26"&44"-26" E*made*19*fitted*25 94RHP Hewes&Phillips, Newark,N.J		C
5/41 79325 115 SVRK	**Meandros** (*ex*Crosshill-34) *ss*Shl.No.3-8,34 *ss*Msl.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted above hold stringer*	*4581* *4203* *2805*	✠100A1 12,40 ~~11,39~~ MS4,38	Cff Bry ✠LMC BS~~5,39~~ 5,40	*y*	CL N4,38	1919 1mo *Lloyd*'sA&CP	Russell& Co. PortGlasgow	J.G.Livanos (J.Livanos&Sons, Ld.*Mgrs.*) *CellDBa&uE*139'	385·3 P49'B113'F38' FK *f*173'957*tFPT*122*t*	52·0	26·5	Chios Greek 7*BHCem* *APT*19*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&BlackmoreLdGrk	29 " 0 s 5 " 2¼ 24 " 1	
79326 221117 KDQH	**Meanticut** *Fitted for oil fuel* D.F. Sub.Sig. 1*Dk& Shelter dk* *Longitudinal framing*	6061 — 3771					1921	Pacific CoastS.B.Co. BayPoint,Cal	LykesBros. SteamshipCo.,Inc.	402·5 P34'F38'	53·0	32·0	Houston, Texas Utd.States *WB*	DR GearedSteamTurbine KerrTurbineCo. Wellsville,N.Y.		R
79327 162100	**Mearim** TwinSc 1*Dk*	1037 849 695					1914	A.F.Smul-ders Schiedam	Gueret,Llewellyn &Merrett,Ld.	169·8	40·6	18·6	Cardiff British	C.2Cy.15"&30"-16" 75RH A.F.Smulders,Schiedam		
124/40 79328 146429 EIJK	**Meath** (*ex*LadyMeath-38) TwinSc Wireless E.S.D. *Fitted for oil fuel* *CruiserStern* 1*Dk& Shelter dk*	1598 1444 732					1929	Ardrossan DockyardLd. Ardrossan	British&IrishStm. PacketCo.Ld.	321·2	40·1	16·4	Dublin British *WB*	T.6Cy.16",27"&44"-33" 222NHP J.G.Kincaid&Co.Ld.Grk.		C
79329 FOQJ	**Mécanicien Moutte** (*ex*WarBee) *ss*Msl.No.3-9,30 Wireless *Well deck* 1*Dk*(*Stl*)	1570 1311 968	✠ — 1,36 ✠	Msl	*r*		1918 7mo	Nva.Scotia Steel&Coal Co.Ld. NewGlasgow N.S.	Cie.deNavigation Mixte	248·2 Q91'B56'F26' FK *CellDB*211'432*t*	35·1	22·3	Marseilles French 4*BHCem* *APT*33*t*	T.3Cy.17",28"&46"-33" 151NHP 2SB,*4cf*,GS77,HS2566 NovaScotiaStl&CoalCoLd	20 " 0	V †
79330 FNQI	**Mécanicien Principal Carvin** D.F. 1*Dk*	4281 — 2648					1921	Ch.&Atel. de laGironde Havre	Cie.Commerciale del'AfriqueEquat. Française(Cie. DelmasVieljeux, *Mgrs.*)	362·9 P231'F28'	49·2	24·4	Havre French *WB*	T.3Cy.24",39"&65"-44⅜" 280NHP Schneider&Co.Havre		V
79331 PFWM	**Mecklenburg** Ⓟ TwinSc *ss*Rot.No.3-10,34 *ss*Sch.No.1-38 Sub.Sig. D.F. 3*Dks*(*StlU*-ws)	2907 2408 1122	✠ A- *with freeboard* *For Channel Service Flushing&Harwich also European Summer Cruising* 4,39 MS11,38	Sch ✠LMC BS2,40		OG 9,36	1922 7mo	Kon.Maats deSchelde Flushing	Stoomv.Maats. Zeeland	350·4 F60' FK *CellDBuE*12'23*t*	42·7	23·9	Flushing Dutch 11*BHAsp* *APT*56*t*	T.8Cy.28",43½"&(2)49"-33" 190lb (*s*) FD 1130NHP 4DB,*24cf*,GS534,HS19440 Maats.deSchelde, Flushing	25 " 0 s11 " 11¾ 13 " 4	
79332 DSPE	— Ⓟ TwinSc (*Ferry*) Sub.Sig. Wireless D.F.	1547 1361 782					1903	F.Schichau Danzig	DeutscheReichs-bahnGes.,Reichs-bahnDirektion Schwerin	282·0 B99'	46·0	21·3	Wrnemnde German *WB*	T.6Cy.23⅝",39⅜"&59"-33½" NB34 402NHP F.Schichau,Elbing		G
79333 PFWT	**Medea** Wireless 2*Dks* *Ref.Mchy.* *Cruiser Stern*	1311 1091 735					1916	Wrf.voorh. Rijkee&Co. Rotterdam	N.V.Koninklijke Nederl.Stoomboot. Maats.	266·4	39·2	14·4	Amstrdam Dutch *WB*	T.3Cy.20",31"&50"-36" 150NHP Werkspoor,Amsterdam		V
79334 DORU	— TwinSc Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	1246 954 653					1936	Neptun-werftRostock G.m.b.H. Rostock	Dampfschiffahrts Ges."Neptun"	246·4 P120'F31'	34·7	14·1	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.11¼"-16$\frac{9}{16}$" 146NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
79335 165791 ~~FORD~~ GMRY	**Medée** (*ex*Francaise) *ss*Shl.No.3-11,32 D.F. *ss*Rot.No.1-37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2163 1682 1196	✠100A1 ~~8,40~~ ~~3,39~~ 11,40 ~~BS3,39~~	Rot ~~Shl~~ Hpl ✠LMC~~5,37~~ 7,40	*s*	CL ~~3,38~~ 6,40	1920 11mo *Lloyd*'sA&CP	BlythS.B. &D.D.Co.Ld. Blyth *CellDBuE*	Ministry of Shipping(Watts,Watts &Co.Ld.*Mgrs.*) *&B*42'*f*116'354*tD*	285·3 P25'Q84'B58'F24' FK *Ba*82' 343*t FPT*97*t*	42·0	17·8	Newcastle British 6*BHCem* *APT*110*t*	T.3Cy.22",36"&60"-39" (*s*) 180lb 274NHP 2SB,*6cf*,GS123,HS4642 N.E.MarineEngCoLd.Nwc	20 " 0 s 2 " 1½ 18 " 1	
79336 2265 IBGG	**Mediceo** (*ex*Akera-39, *ex*WarSinger) *ss*Rot.No.3-8,30 *ss*Rot.No.1-35 1*Dk*(*Stl*) *Fitted for oil fuel*	5083 4668 3058	✠ — 11,39 ✠	Rot	*y*		1918 6mo *Converted from tanker to cargo vessel* '39	C.Connell &Co.Ld. Glasgow	M.Querci	400·8 413·8(O.L.) P49'B113'F39' FK	52·3	28·5	Genoa Italian	T.3Cy.27",44"&73"-48" 490NHP 3SB,*9cf*,GS190,HS7020 D.Rowan&Co.Ld.Gls.	31 " 0	I †
79337 FNHO	**Médie II** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	5078 — 3079					1922	Forg.&Ch. de laMédit. LaSeyne	Cie.deNav.Paquet	385·9 P188'F101'	46·0	27·3	Marseilles French *WB*	T.3Cy.27$\frac{9}{10}$",44½"&74"-47⅕" 365NHP Forg.&Ch.de laMédit.Msl.		V
79338 212561 WHCG	**Medina** *Fitted for oil fuel* 2*Dks*	5426 — 3470					1914	NwprtNws S.B.&D.D.Co. NewprtNews	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	397·7	54·3	24·4	NewYork Utd.States	T.3Cy.29",49"&84"-54" 518NHP NewportNewsSB&DD.Co.		R
79339 161721 MPYS	— Ⓟ TwinSc *OilEng.* *CruiserStern* 1*Dk*	342 258 150					1931	J IThorny-croft&Co.Ld. Southampton	Southamptn.I.ofW &S.ofEng.Royal MailStmPktCo.Ld	143·0 F27'	28·1	8·7	S'thamptn British	Oil Engines 2S.C.SA 12Cy.11"-13¾" 255NHP L.Gardner&Sons,Mch.		BT till ~~1,41~~ ~~2,41~~ 2,42
79340 FOCO	**Medjerda** (*ex*CapitaineCharles Boivin) *Fitted for oil fuel* D.F. 1*Dk*	4578 3539 2649					1923	Ch.&Atel. delaGironde Harfleur	Cie.Delmas Vieljeux	362·9 P231'F28'	49·1	24·4	LaRochlle French *WB*	T.3Cy.24$\frac{1}{16}$",39"&65"-44⅛" 280NHP Schneider&Co.Havre		V
32/41 79341 143983 GKTL	— *ss*Mdb.No.3-6,36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	4380 4036 2719	✠100A1 11,39 MS6,36 MBS9,40	Sld ✠LMC ~~BS4,39~~ DBS6,40	*x*	CL ~~11,38~~ 1,41	1924 6mo *Lloyd*'sA&CP	W.Gray& Co Ld. W Hartlepool	LaTunisienneS.N. Co.Ld.(F.C.Strick &Co.Ld.*Mgrs.*) *CellDBa*119'*uE*25'*f*	370·0 P28'B108'F37' FK 162'1125*t FPT*159*t*	52·0	25·5	Swansea British 6*BHCem* *APT*132*t*	T.3Cy.25",40"&65"-42" (*s*) 180lb *120lb* 340NHP 2SB,*6cf*,GS114,HS4666 FD Cen.Mar.Eng.Wrks.WHpl	28 " 0 s 5 " 3¼ 22 " 11¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expir. Lettre d'Equipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds pc.	15 [illegible]
79342 FOOX	**Medoc** ssHav.No.1-34 *Well deck* 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in No.*1*hold*	1166 878 439	✠ ... 6,38 ✠	Ant	*o*		1930 6mo	D&WHenderson&Co.Ld. Glasgow	Worms etCie.	237·3|34·1|14·7 P&B186'F31' FK *Cell DB*192'275*t FPT*	Havre French 5*BHCem* 16*t APT*51*t*	T.3Cy.18",30"&50"-36" 188NHP 1SB,3*cf*,GS63,HS2495 D.&W.Henderson&Co.Ld.	16 ″ 9	V †
79343 147217 GDRY	**Medon** *OilEng.* D.F. 2*Dks*	5444 4845 3312					1923	Palmers' Co.Ld. Newcastle	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	406·5|52·2|29·3 P38'B130'F45'	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29½"-59$\frac{1}{16}$" 652NHP Burmeister&Wain,Cpn.		C
79344 100754	**Medora** 2*Dks*	377 158 256					1893	F.W.Doty Gravenhurst, Ont.	MuskokaLakes Nav.&HotelCo.Ld.	142·6|25·4| 8·5	Toronto British	C.2Cy.14"&26"-18" 29RHP JohnDotyEng.Works,Tto.		
79345 133246 VSNP	**Medusa** Wireless 1*Dk*&*Promenade dk*	793 561 323					1913	TaikooDkyd&EngCo.of HongK'ngLd HongKong	StraitsS.S.Co.Ld.	195·7|31·6|12·4 P19'F26'	Singapore British *WB*	T.3Cy.15",25"&42"-30" 97NHP TaikooDkyd.&Eng.Co.of HongKong,Ld.		
79346 147403 MLZN	**Medway Coast** (*ex*Sentry-39) ssMch.No.3-3,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F.	1014 863 478	✠100A1 *with freeboard* 4,40 ✠LMC MS11,36 BS~~10,39~~ 11,40	Liv	*o*	CL 4,40	1924 8mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd's A&CP*	CoastLines,Ld.	230·5|35·0|15·0 FK *Coll BH to Sh dk* *Cell DBa&uE*77'*f*100'209*t APT*18*t*	Liverpool British 5*BHCem* 4 ″ ″ 2nd ″	T.3Cy.18",30"&49"-33" (*s*) 180lb 193NHP 2SB,6*cf*,GS97,HS3560 NE.MarineEng.CoLd.Nwc	17 ″ 0 s ″ 2 17 ″ 0	
79347 148361	**Medway Queen** Ⓟ Pad 1*Dk*	316 219 134					1924	AilsaS.B. Co.Ld. Troon	NewMedwaySteam PacketCo.Ld. (S.J. Shippick,*Mgr.*)	179·9|24·2| 7·8 B170'	Rochester British	C.2Cy.21"&43"-48" NB38 76RHP AilsaS.B.Co.Ld.Troon		
79348 PFWW	**Meerkerk** (*ex*Tamora, *ex*Nienburg) 4Mst ssRot.No.3-4,34 ssRot.No.1-38 D.F. 2*Dks*(*Stl*-*U* pt ws) 3rd *Dk*(*Stl*)*in No.*1 *hold*	7995 7333 5050	100A1 *with freeboard* 10,40 ~~7,39~~ LMC MS11,37 BS~~8,39~~ 7,40	Rot Liv		OG ~~11,37~~ 10,40	1916	Bremer Vulkan Vegesack	N.V.Vereenigde Nederlandsche Scheepv.Maats. (Directie en Agentuur Maats. "HollandOost Azie"LijnN.V. *Mgrs.*)	508·6|60·8|32·9 P28'B144'F86' FK len34 *Cell DBa*144'*uE*32'*f*217'1610*t* *D Ts a*31'745*t*	TheHague Dutch 8*BHAsp*	T3Cy32⅝"~~[illegible]~~ 58"&86½"-55⅛" & LPTurbine with DR gearing & hydraulic coupling 205lb (*s*) 954NHP 4SB(Spt),12*cf*,GS254, FD HS11840 BremerVulkan,Vegesack *FPT*78*t APT*39*t*	35 ″ 8 s8 ″ 5¼ 27 ″ 6¼	
57/4 79349 ESGB	**Meero** (*ex*Usko-39,*ex*Nivaa-33, *ex*Floreal, *ex*LakeOtisco) ssHfs.No.3-6,33 ssAnt.No.1-37 1*Dk*(*Stl*)	1866 1628 1093	✠100A1 ~~5,39~~10,40 BS~~10,39~~ ✠LMC8,37 10,40	Åbo Tln	*r*	CL ~~N8,37~~ 10,40	1918 2mo	American S.B.Co. Cleveland,O. A&CP	Laevaühing "Meero" (J.Pruun,*Mgr.*)	251·0|43·5|20·0 P25'B64'F23' FK *Cell DB*218'538*t FPT*	Tallinn Estonian 4*BHCem* 56*t APT*69*t*	T.3Cy.20¼",33"&54"-40" 180lb (*s*) 272NHP 2SB,6*cf*,GS126,HS5246 AmericanSBCoClevelndO.	20 ″ 2 s2 ″ 7½ 17 ″ 9	
79350 146265 MKWJ	**Meg Merrilies** (*ex*Essonite-40) ssIrv.No.3-4,34 ssBwg.No.1-38 *Mchy.Aft* 1*Dk*(*pt Stl*) *Well deck* *Cargo battens not fitted*	642 445 266	✠100A1 5,40~~10,39~~ ✠LMC MS3,38 BS~~2,39~~ 5,40	Irv Liv	*i*	CL 10,39	1921 11mo	Yarrow& Co.Ld. Scotstoun	Gilchrist'sTraders (Steamships)Ld. (R.Gilchrist&Co. *Mgrs.*)	175·1|28·1|11·2 Q96'B11'F31' BK7½" *Cell DBf*103'153*t FPT*	Liverpool British 3*BHCem* 39*t APT*3*t*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 120NHP 2SB,4*cf*,GS67,HS2140 Yarrow&Co.Ld.Glasgow	13 ″ 6 s 4 ″ 5½ 13 ″ 8	
79351 167393 GTGL	**Megara** TwinSc *OilEng.* D.F. E.S.D. ssAms.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	7931 7124 4530	✠100A1 2,41~~2,40~~ ✠LMC CS12,37 DBS~~2,40~~2,41 ~~4,38~~2,40 *Carrying Petroleum in bulk* *Fitted with cylindrical tanks*	Fal NY		CL ~~N11,37~~ N1,41	1929 5mo	Atel.&Ch. de laSeine Maritime LeTrait,S.I. *Lloyd's A&CP*	Anglo-Saxon PetroleumCo.Ld.	423·6|65·1|33·0 P95'B36'F49' FK *Cell DBuE*61'272*t DT f* 28' 305*t FPT*	London British 14*BH* 210*t APT*87*t*	Oil Engines 4S.C.SA 12Cy.26⅝"-47¼" 806NHP 2DB180*lb* Werkspoor,Amsterdam	33 ″ 0 s 6 ″ 2½ 27 ″ 1	
174/40 79352 7430 SFME	**Meggie** (*ex*Baberton,*ex*Meggie) Iron ssHul.3rdNo.3-7,33 ssHul.No.1-38 *Well deck* 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	*1583* *1328* *955*	✠100A1 9,40 ~~6,39~~ MS10,37✠LMC DBS~~10,38~~ MBS~~8,39~~ 6,40 9,40	Gmh Shl	*r*	CL ~~4,37~~ 9,40	1889 8mo	Richardsn, Duck&Co. Stockton A&CP	RederiA/B Nellie (K.A.Jonhagen, *Mgr.*)	270·0|36·6|16·5 279·7(O.L.) P27'Q76'B110' F31' BK9½" *Cell DB*226'409*t APT*9*t*	Nyhamnslage Swedish 4*BHCem*	T.3Cy.21½",35"&57"-36" (*s*) 160lb 80*lb* NDB00 193NHP 1DB,4*cf*,GS64,HS2863 Blair&Co.Ld.Stockton	19 ″ 2 s1 ″ 2¾ 18 ″ 9¼	
79353	**Mei Lee No. 2** (*ex*FooTong-37, *ex*Song-Bo-32,*ex*Titania) 1*Dk*	1574 — 948					1912	Schiffsw.v. H.KochA.G. Lübeck	MeiLeeSteam Nav.Co.	225·6|32·8|14·9 P&B177'F28'	Shanghai Chinese *WB*	T.3Cy.18$\frac{1}{10}$",29$\frac{1}{10}$"&46½"-32½" 122NHP OttensenerMaschf.Altona		
79354 27897 JNHD	**Meigen Maru** ssKob.No.3-11,32 ssTamaNo.1-39 2*Dks*(*Stl*)	5435 4961 3383	✠100A1 5,40 ~~2,39~~ ✠LMC~~2,39~~ 5,40	Tama	*z*	CL ~~12,37~~ 5,40	1920 7mo	AsanoS.B. Co.Ld. Tsurumi A&CP	MeijiKaiunK.K.	400·0|53·2|29·4 P33'B124'F41' FK *Cell DB*339'941*t*	Tarumi Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD KubotaIronWorks,Osaka	32 ″ 0	
79355 19759 JCAD	**Meikai Maru** ssKob.No.2-25 2*Dks*&*Web frames* *Longitudinal framing*	3198 2757 1961	✠ ... 9,27 ✠				1917 1mo	OsakaIron Works,Ld. Innoshima	MeijiKaiunK.K.	305·0|43·7|27·2 P19'B82'F32' FK	Tarumi Japanese *WB*	T.3Cy.22",37"&61"-42" 288NHP OsakaIronWrks.Ld.Osaka	27 ″ 3	C †
79356 22017 JDOD	**Meiko Maru** ssKob.No.2-26 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing & Web frames*	4383 3692 2759	✠ —— 8,30 ✠	Kob	*w*		1918 3mo	OsakaIron Works,Ld. Innoshima	MeijiKaiunK.K.	345·0|49·8|28·1 P30'B99'F34'*on Shelter dk* FK *Cell DB*298'1136*t DTa*32'693*t FPT*	Tarumi Japanese 6*BHCem* 115*t APT*29*t*	T.3Cy.24",41"&67"-48" 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIronWrks.Ld.Osaka	28 ″ 2	C †
79357 DOKP	**Meise** (*ex*Billung,*ex*Adara) *Mchy.Aft* 1*Dk*	868 618 420					1918	Haarlemsche Shpb.Mij Haarlem	ArgoReederei RichardAdler&Co.	201·5|30·2|13·2 Q128'F20'	Bremen German	T.3Cy.15",25"&40⅝"-24' Machinefabriek 79NHP DeBiesbosch,Dordrecht		G
79358 32635 JTUB	**Meisei Maru** Ⓟ (*ex*Fruithandel, *ex*Nipponier,*ex*Lake Champlain) ssOsa.No.3-4,30 1*Dk*	1893 1664 1096	✠ ... 10,31 ✠				1917 9mo	Superior S.B.Co. Superior, Wis	HiyoshiKaiunK.K. (Y.Yamaguchi, *Mgr.*)	251·0|43·8|18·2 P25'B64'F27' FK	Kobe Japanese *WB*	T.3Cy.20$\frac{5}{16}$",33"&54"-40" 274NHP DetroitSBCo.Detroit	20 ″ 3	C †
79359 45308 JQVM	**Meiten Maru** *OilEng.* *Mchy.Aft* 1*Dk*	4474 — 2617					1938	TamaS.B. Co.Ld. Tama	MeijiKaiunK.K.	363·5|50·0|29·0 P84'B20'F28'	Kobe Japanese *WB*	Oil Engines 4S.C.SA 10Cy.21⅝"-39⅜" 453NHP TamaS.B.Co.Ld.Tama		C
79360 142 JFVD	**Meiu Maru** TwinSc (*ex*MeiwuMaru-38) ssKob.No.3-10,30 ssTamaNo.2-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	8230 7815 5115	✠100A1 *Shelter dk* *with freeboard* ~~9,40~~ ~~10,39~~ ✠LMC~~10,39~~ 9,41 9,40	Tama	*c* †	CL ~~11,36~~ RN ~~11,37~~ 8,40	1918 9mo	Uraga DockCo.Ld. Uraga A&CP	TaishoKaiunK.K. (MeijiKaiunK.K. *Mgrs.*)	445·0|58·0|40·0 FK *Collis on BH to Shelter dk* *Cell DB*387'1409*t FPT*105*t*	Dairen Japanese *Cem* 6*BH to U dk* *APT*35*t*	T.6Cy.22",36½"&61"-48" (*s*) 200lb 703NHP 4SB,12*cf*,GS233,HS7376 FD UragaDockCo.Ld.Uraga	40 ″ 2 s11 ″ 10 28 ″ 8	

11/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79361 46934 JYFN	**Meiyo Maru** *CruiserStern*	~~5700~~ 5628 — 3258					~~1939~~ 1940	TamaS.B. Co.Ld. Tama	MeijiKaiunK.K.	~~403·5~~ 406·8	55·1	30·8	Kobe Japanese	T.3Cy ~~3Cy~~.25$\frac{9}{16}$",39⅜"&72$\frac{13}{16}$"–51$\frac{3}{16}$" &exhaust turbine driving steam compressor 379NHP TamaS.B.Co.Ld.Tama		
79362 43084 JJMK	**Meizi Maru** *Mchy.Aft* 1*Dk*	1934 1377					1937	Tsurumi SeitetsuZosen K.K. Tsurumi	HinodeKisenK.K.	270·0 P87'F29'	40·0	20·3	Tokyo Japanese *WB*	T.3Cy.18",29½"&50"–39" 156NHP TsurumiSeitetsuZosenKK Tsurumi		
79363 FNTV	**Meknès** Ⓟ TwinSc (*ex*PuertoRico) *Fitted for oil fuel* D.F. 3*Dks*	6127 3456 3667					1913	Ch.&Atel. deSt.Nazaire GndQuevilly	Cie.Générale Transatlantique	413·8 P268'F46'	51·2	28·4	Havre French *WB*	T.6Cy.21",27$\frac{7}{16}$"&55"–41½" & 2 LP Turbines 2NB*fitted*29 Ch.del'Atlantique,St.Naz.		V
79364 TTKW	**Mekong**	746 — 337					1894	R.Napier& Sons Glasgow	Cie.Saïgonnaise de Nav.&deTransp.	210·0 P22'F39'	28·0	13·8	Saigon French	T.3Cy.18",29"&47"–30" NB04 121NHP R.Napier&Sons,Glasgow		
79365 PFXM	**Melampus** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	5962 — 3662					1924	Palmers' Co.Ld. Newcastle	Nederl.Stoomv. Maats."Oceaan"	428·7 P43'B127'F45'	54·9	30·1	Amstrdam Dutch *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Palmer'sCo.Ld.Newcastle		C
79366 35918 JIFC	**Melbourne Maru** *OilEng.* *ss*Yka.No.2-39 *Ref.Mchy.* 3*Dks*(*Stl*)	5423 4955 3219	✠100A1 *withfreeboard* 5,40 ~~5,39~~ ✠LMC CS5,39 DBS~~5,39~~5,40 5,39 ✠Lloyd'sRMC~~11,39~~6,40	Yka	*y*	CL 5,38	1930 3mo	Yokohama DockCo.Ld. Yokohama *Lloyd'sA&CP*	OsakaSyosenK.K. *CellDB*317'80 5*tFPT*47*tAPT*71*t*	380·0 B23'F43' FK	54·5	34·2	Osaka Japanese 6*BH* (*Coll toW dk* 5 ,,2*nd* ,,)	Oil Engines 4S.C.SA 6Cy.29⅛"–59" DB*100lb* 489NHP Akt.Burmeistr&Wain.Cpn	34 ″ 3 s2 ″ 8 24 ″ 2¾	
79367 165326 GYZZ	**Melbourne Star** TwinSc *Tonnage opening closed*'40 *OilEng.* D.F. E.S.D. 2*Dks* ~~1*Dk&Shelter dk*~~ GyC. 3*rd dk except in No.*1*hold* 4*th dk forward of mchy.space* *Ref.Mchy.* *CruiserStern*	~~11076~~ ~~9040~~ ~~6788~~ 12806 11614 7964	✠100A1 *withfreeboard* Examined 6,41 Liv DBS6,41 ✠LMC11,36 ✠Lloyd'sRMC5,41	~~Liv~~ ~~Gls~~	*i*† 2$\frac{7}{16}$	CL S3,39 PN5,40	1936 11mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd'sA&CP*	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *Duct keel forward of mchy.space* *Upper 'tween dk BHs except CollBH dispensed with* *CellDB*380'1376*tTanks in way of tunnels*1424*tFPT*116*tAPT*166*t*	530·0 548·8(O.L.) 40·6 P83'B202'F70' FK	70·4	32·2	London British 8*BHptCem* (*Coll to W dk* 7 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 20Cy.28⅜"–49$\frac{3}{16}$" 2806NHP 2DB*100lb* SulzerBros.Ld.Winterthur	~~35 ″ 0~~ ~~s5 ″ 8~~ ~~29 ″ 6½~~ 43 ″ 4 s13″0¾ 30 ″ 6½	
79368 PKEJ	**Melchior Treub** TwinSc *Fitted for oil fuel* 2*Dks*	3242 2004 1671					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	350·3 P42'B188'F40'	48·1	18·4	Batavia Dutch *WB*	T.8Cy.(2)20½",(2)34"& (4)39½"–36" 374NHP Maats.Fyenoord,Rot.		V
79369 440 SZLJ	**Meletios Venetzianos** (*ex*Sia, *ex*RioJamary) *ss*Pra.No.1-17 1*Dk* (*Stl-teak* s) &*Promenade dk*(*Teak*)	423 — 201	✠ 4,21 ✠	Pra			1912 5mo	Smith's DockCo.Ld. Middlesbro'	P.&A.Venetzianos	145·2 F30' FK	30·1	8·3	Piræus Greek 4*BHCem*	T.3Cy.12¼",20"&34"–22" 73NHP 1SB,2*cf*,GS44,HS1330 ShieldsEng.Co.Ld.N.Shl.	8 ″ 6	
79370 DNAN	**Melilla** Sub.Sig. 2*Dks*	2653 2349 1642					1923	H.C.Stül- ckenSohn Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	279·3 P26'B39'H41'F30'	40·9	24·9	Oldenburg German *WB*	T3Cy22$\frac{1}{16}$",36¼"&58¼"–35$\frac{7}{16}$" 205NHP H.C.StülckenSohn,Ham.		G
79371 LESA	**Meline** *ss*Shl.No.3-5,31 *ss*Osl.No.2-39 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	7019 6374 4399	✠100A1 ~~3,41~~4,40 ✠LMC6,39 BS6,40 *Carrying Petroleum in bulk F.P. above* 150° F. *Fitted for oil fuel* 3,18	NYk Bal	*a*†	CL ~~N10,37~~ 3,41	1918 3mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	A/STanktransport (Th.Berg,*Mgr.*) *CellDB* *uE&B*55'142*tD Tf*38'518*tAPT*53*t*	425·0 P101'B28'F42' FK	57·0	33·1	Tönsberg Norwegian 16*BHptCem* (10 *to U dk* 6 ,, 2*nd* ,,)	T.3Cy.27",45"&75½"–54" (*s*) 180lb 559NHP 4SB,12*cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0 s7 ″ 4 26 ″ 0	
79372 155329 VLCV	**Melinga** Wireless *OilEng.* *Ref.Mchy.* *Mchy.Aft* 1*Dk*	536 360 243					1928	Akt.Bur- meistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	154·1 P28'F30'	34·6	8·5	SydneyNSW British *WB*	Oil Engines 4S.C.SA 6Cy.13"–23⅝" 98NHP Akt.Burmeistr&Wain,Cpn		C
79373 PFXR	**Meliskerk** Ⓟ (*ex*Cesario, *ex*D.A.D.G.76) *ss*Ams.No.3-5,35 *ss*Ams.No.1-39 2*Dks*(*Stl*)3*rd trBinNo.*1 *hold* *Well deck* *Ref.Mchy.* D.F.	6045 5404 3745	100A1 *withfreeboard* 11,40 ~~2,40~~ ~~BS5,41~~ LMC6,39 ✠Lloyd'sRMC~~2,40~~ 12,40 for temp. 32° F.	Mdb		CL N6,39	1919	Blohm& Voss Hamburg	VereenigdeNederl. Scheepv.Maats. (Directie en Agen- tuurMaatsHolland AfrikaLijnN.V. *Mgrs.*) *CellDB*1443*tDTa*33'906*t FPT*32*tAPT*8*t*	449·2 465·7(O.L.) P&B380'F54' FK	58·2	26·9	The Hague Dutch 8*BHCem*	Q4Cy28$\frac{5}{16}$",40⅛",57$\frac{7}{16}$"&82$\frac{3}{16}$" –55$\frac{1}{16}$"(*s*) 856NHP 225lb FD 4SB,12*cf*,GS267,HS12874 Blohm&Voss,Hamburg	29 ″ 7 s4″11½ 24 ″ 9¼	
79374 124672 MCWD	**Melissa** *ss*Bel.2ndNo.3-5,34 *Well deck* *ss*Bel.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*)	481 345 184	✠100A1 7,40 ~~8,38~~ ✠LMC MS8,38 ~~BS3,39~~ 4,40	Bel	*h*	CL ~~10,36~~ 7,40	1908 7mo	AilsaS.B. Co.Ld. Troon *Lloyd'sA&CP*	J.Kelly,Ld. (W.Clint,*Mgr.*) *Cell DBf* 91'124*tFPT*43*tAPT*7*t*	167·4 P16'Q79'B9'F30' BK7"	25·9	10·2	Belfast British 3*BHCem*	C.2Cy.19¾"&44"–30" (*s*) 130lb 79RHP 1SB,3*pf*,GS60,HS2068 AilsaS.B.Co.Ld.Troon	12 ″ 9 s4 ″ 4 13 ″ 0¼	
79375 137457 MFWT	**Melito** (*ex*Kyleglen-37, *ex*WelshCoast,-36, *ss*Bkn.No.3-11,27 *ex*Macroom, *ss*Bkn.No.2-36 *ex*WelshCoast) *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	1070 811 545	✠100A1 Examined 12,40 Brs BS3,40 ✠LMC12,36	~~Brs~~	*m*	CL 8,38	1915 6mo	C.Hill& Sons Bristol *Lloyd'sA&CP*	BristolSteamNav. Co.Ld. *Cell DBf*112'222*tFPT*47*tAPT*15*t*	212·4 Q116'B15'F34' FK	34·1	13·2	Bristol British 3*BHCem*	T.3Cy.18",29½"&48½"–33" 180lb (*s*) 174NHP 2SB.6*pf*,GS98,HS3070 G.Clark,Ld.Sunderland	15 ″ 6 s4 ″ 8¾ 14 ″11¼	
79376 CSBG	**Mello** (*ex*Graziella,*ex*Hebburn) 4Mst *ss*Lis.No.3-8,28 *ss*Lis.No.2-36 1*Dk*(*ptIrn ptStl*)	4020 3695 2504	✠100A1 8,39 ~~BS8,39~~ ✠LMC7,36 9,40	Lis	*x*	CL 8,39	1915 4mo	BlythS.B. &D.D.Co.Ld. Blyth *Lloyd'sA&CP*	Soc.Geral deCom- mercioIndustria e Transportes,Ld. *CellDBa*115'*uE&B*47'*f*159'885*tFPT*100*tAPT*85*t*	370·0 P30'B89'F30' FK	51·0	25·0	Lisbon Portuguese 8*BHCem*	T.3Cy.25",40"&68"–48" (*r*) 180lb 370NHP 3SB,9*cf*,GS187,HS6025 Richardsons,Westgarth& Co.Ld.Sld.	27 ″ 5 s4″10¾ 22 ″ 9	
79377 DIKK	**Mellum** (*exLighter*-38,*ex*Irmgard, *ex*Stör) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	676 588 445					1912	Heinrich Brandenburg Hamburg *Converted to cargo vessel*'38 *by* RickmersWerft,Wsm.	ErnstGlässel	164·9 P48'F21'	30·3	13·9	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"–19$\frac{11}{16}$" 81NHP E*made&fitted*38 Waggon-u.Maschinenb. A.G Görlitz		G
79378 142478 GNWL	**Melmore Head** D.F. E.S.D. 2*Dks*	5273 4845 3287					1918	Workman, Clark&Co.Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&SonsLd. *Mgrs.*)	390·4 P47'B117'F78'	51·8	29·8	Belfast British *WB*	3SteamTurbinesDRgeared to 1 Sc. Shaft Wrkman,Clark&Co.LdBel		C

	1 Numero d'Ordre. / Numero Officiel. / Signaux	3 Nom du Navire. Matériaux Grément, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement.	7a Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et ce qui est dans le L.R. Durée Cert. B. of Trade.
	79379 174215 ~~TOEB~~ ZNAP	**Melpomene** *Mchy.Aft* *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Longitudinal framing* 2*Dks*	7010 — 3989					1923	Ch.&Atel. de la Gironde Bordeaux	Ministry of Shipping (British Tanker Co.Ld. *Mgrs.*)	426·9|56·7|32·6 P100′B27′F41′	Aden ~~[illegible]~~ ~~French~~ British	T.3Cy.27 3/16″,46 1/16″&76″–51 5/16″ 416NHP Soc.Provençale de Const. Navale, La Ciotat		V
	79380 204848 WJCU	**Melrose** 3Mst D.F. Sub.Sig. *Mchy.Aft* 1*Dk*	5148 — 3205					1907	Fore River S.B.Co. Quincy, Mass.	Koppers Coal Co. (Mystic SS Co. *Mgrs.*)	373·2|52·7|29·8	Boston Utd. States *WB*	T.3Cy.28″,44″&73″–48″ 369NHP Fore River S.B.Co. Quincy		R
	79381 162109 GYWM	**Melrose Abbey** *ss*Sws.No.1-40 D.F. 1*Dk* *Cruiser Stern*	2473 2274 1484	✠100A1 6,40 ~~4,39~~ ✠LMC~~6,38~~ 6,40	Bry Sws	*t*	CL ~~4,38~~ ~~6,40~~ 12,40	1936 6mo	W.Gray &Co.Ld. W Hartlepool *Lloyd's A&CP*	Melrose Abbey Shipping Co.Ld. (F.Jones&Co. *Mgrs.*) *Cell D*	307·7|45·1|20·7 P25′B68′F30′ FK B262′ 796t *FPT*88t	Cardiff British 5*BHCem* *APT*115t	T.3Cy.20″,33″&55″–39″ (*s*) 200lb *100lb* 234NHP 2SB,6*cf*,GS88,HS3826 Cen.Mar.E.Wks. (W.Gray&Co.Ld.) W.Hpl.	23 ″ 4 s 3 ″ 7 3/4 19 ″ 11	
	79382 160830 GSYW	— Ⓟ *ss*Gms.No.2-38 1*Dk*(*Stl*-teaks) 2nd *dk*(*Stl*) *Cruiser Stern* in *Nos.*1,2&3*holds*	1908 1247 916	✠100A1 *with freeboard* ~~9,40~~ ~~8,30~~ 3,41 ~~BS3,39~~ BS9,40 ✠LMC3,38 *For service between Hull & Rotterdam*	Gms Lon	*r*	OG 3,38	1929 4mo	Earle's Co. Ld. Hull *Lloyd's A&CP*	Hull & Netherlands S.S.Co.Ld. (The Associated Humber Lines)	281·3|38·2|17·3 P55′B110′F66′ FK *Cell DBa&uE*90′ *f*92′	Hull British 6*BHptCem ptAsp* 235t*FPT*14t	T.3Cy.21½″,37″&64″–42″ (*r*) 220lb 474NHP 3SB,9*cf*,GS193,HS7350 FD Earle's Co.Ld. Hull *APT*38t	18 ″ 3 s 3 ″ 2½ 15 ″ 4½	BT till 9.41
	79383 TWEM	**Mélusine** TwinSc *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck*	466 — 208					1926	Chant.Nav. Français Caen	Cie.Marocaine de Transp.Mar.	150·7|24·3|11·6 P43′F20′	Fedala Moroccan *WB*	Oil Engines 2S.C.SA 8Cy.13¾″–13¾″ 248NHP Kromhout Motorenfabr. Amsterdam		V
6 78/41	79384 69 SYGL	**Memas** (*ex*Achilles, *ex*Lord Erne) *ss*Rot.2ndNo.3-11,23 *ss*Ven.No.2-32 2*Dks*(1*Stl*&1*pt Stl*&*pt Irn*) &*deep framing*	4359 4041 2773	✠ — 3,37 ✠	Ant	*x*		1900 11mo	Napier & Miller, Ld. Glasgow	A.Vergottis	375·2|50·0|25·9 P39′B102′F45′ FK *Cell DBa*127′*uE*23′*f*	Argostoli Greek 6*BHCem* 164′1044t *F*	T.3Cy.27⅛″,43½″&72½″–48″ 415NHP 2SB,6*rf*,GS120,HS5100 D.Rowan&Co. Glasgow *PT*67t*APT*48t	28 ″ 8	C †
	79385 742 SVLH	— 3Mst (*ex*Aigaion-36, *ex*Corstream-33, *ex*Helene-Hugo Stinnes14) *ss*Sld.No.3-3,21 *ss*Bly.No.2-30 *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framed Topside tanks*	1755 — 906	— 1,34	Bly	*q*		1912	G.Seebeck Akt.Ges. Weser-münde-G.	N.D.Courouclis *Cell DB*228′408t *Topside tanks* 175′368t *Forward tank on deck*	258·9|38·1|17·8 P69′F25′ FK	Piræus Greek 4*BHCem*	T.3Cy.17⅞″,28⅜″&44½″–35½″ 186NHP 2SB,4*cf*,GS58,HS2776 G.Seebeck A.G. Wsm. 16′30t*FPT*114t*APT*38t	20 ″ 4	G †
	79386 DOQF	**Memel** (*ex*Cairo-35) *OilEng.* 1*Dk* D.F. *Cruiser Stern*	3183 2621 1827					1934	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8|50·2|19·9 P30′B&F314′ Upper F22′	Bremen German *WB*	2 Oil Engines 2S.C.SA each 6Cy.20 9/16″–27 9/16″ & hydraulic coupling SR geared to 1 Sc.Shaft 879NHP Deutsche Schiff.-u Mschb. A.G.Weser, Bremen		G
	79387 DRBK	— (*ex*Reval-34) 1*Dk*	1057 820 599					1925	Schiffs.-u Dckbauwerft Flender A.G. Lübeck	Mathies Reed.K.G.	220·8|34·6|12·5 P13′Q64′B92′F22′	Hamburg German *WB*	T.3Cy.16¾″,27 9/16″&43 5/16″–27 9/16″ 98NHP Waggon-u, Maschinenbau A.G. Görlitz		G
55/41	79388 162335 GNSM	**Memnon** Ⓟ TwinSc D.F. *OilEng* *Ref.Mchy.* E.S.D. 2*Dks*	7506 6474 4613					1931	Caledon S. B.&E.Co.Ld. Dundee	China Mutual Steam Nav.Co.Ld. (A.Holt&Co. *Mgs.*)	460·0|59·4|29·2 P46′B179′F56′	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29⅛″–59 1/16″ 1304NHP Akt.Burmeistr&Wain, Cpn		BT till ~~10.40~~ 2.41
Now "Empire Mouflon," *see No.* 87961 *in Supplement*	79389	— *Fitted for oil fuel*	3453 — 2154	✠ … 3,21 ✠				1921 2mo	Hanlon D.D.&S.B.Co. Oakland, Cal.	Ministry of Shipping (Sir R.Ropner &Co.Ld. *Mgrs.*)	320·7|46·0|24·4 P26′B79′F33′	British	T.3Cy.24″,39″&65″–42″ Allis Chalmers 274NHP Mfg.Co. Milwaukee, Wis.		
34/41	79390 63 SUBW	**Memphis** (*ex*Siren-35, *ex*Iside, *ex*Città di Palermo, *ex*War Magic) *ss*Osl.No.3-8,33 *ss*Alx.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	2088 *1876* *1249*	✠100A1 ~~5,38~~ 10,40 ~~BS6,39~~ 10,40 ✠LMC6,37	Alx Brs	*r*	CL ~~5,38~~ 10,40	1920 1mo	Canadian Allis Chalmers, Ld. Bridgeburg, Ont. *Lloyd's A&CP*	~~A.Klat~~ A.&R.Klat *Cell D*	251·7|43·6|21·2 P27′B64′F24′ FK B210′ 553t *FPT*66t	Alexndria Egyptian 4*BHAsp* *APT*66t	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 274NHP 2SB,6*cf*,GS115,HS4180 FD Canadian Allis Chalmers Ld	23 ″ 0 s2 ″ 11½ 20 ″ 2¼	
	79391 DJNQ	— (*ex*Vera, *ex*Virginia Express, *ex*Lake Stirling) 1*Dk*	1996 1611 1182	✠ … 9,20 ✠				1918 4mo	Detroit S.B.Co. Wyandotte, Mich.	Hanseatische Reederei Emil Offen &Co.	250·8|43·8|18·1 P25′B64′F23′ FK	Hamburg German *WB*	T.3Cy.20″,33″&54″–40″ 274NHP Detroit S.B.Co. Detroit	20 ″ 0	C †
	79392 221511 KDTR	**Memphis City** *Fitted for oil fuel* GyC. 2*Dks*3*trB*	5686 5081 3450					1921	Chickasaw S.B.&Car Co. Chickasaw, Ala.	Isthmian S.S.Co.	425·2|56·2|26·5 P58′B&F350′	New York Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft Federal S.B.Co. Kearny, NJ.		R
	79393 28719 JHXA	**Menado Maru** Ⓟ *Fitted for oil fuel* 2*Dks*	2166 1911 1290					1922	Osaka Iron Works, Ld. Innoshima	Osaka Syosen K.K.	270·0|43·0|22·5 P144′B22′F28′	Osaka Japanese *WB*	T.3Cy.21″,35″&58″–39″ 210NHP Osaka Irn Wrks, Innoshima		C
	79394 159829 EIND	**Menapia** *OilEng.* Wireless 1*Dk*,2nd *dk in after hold* *Mchy.Aft* *Cruiser Stern*	902 591 620	✠100A1 5,40 ✠LMC11,39	Liv	*l*	OG	1939 11mo	A.Vuijk & Zonen Capelle a/d Ysel *Lloyd's A&CP*	Wexford Steamships Co.Ld.	205·0|32·6|11·7 34·2 213·8(O.L.) FK P49′Q82′F24′ *Cell DB*128′ 193t *FPT*	Wexford British 3*BHptCem ptAsp* 75t*APT*36t	Oil Engines 4S.C.SA 6Cy.15¾″–26″ 144NHP Klöckner-Humboldt-Deutz A.G. Köln-Deutz	14 ″ 0 s 4 ″ 4½ 13 ″ 8½	
	79395 168077 ~~FNDN~~ BFYM	**Mendoza** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 2*Dks&Awng dk*3*trB* *Cruiser Stern*	8233 6285 4565					~~1920~~ 1919	Swan, Hunter & Wigham Richardson, Ld Newcastle	Ministry of Shipping (A.Holt& Co. *Mgrs.*)	450·5|~~58·4~~|31·5 P48′B249′F83′ |58·5|	Glasgow British *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts Swan, Hunter & Wigham-Richardson, Ld. Nwc.		IV BT till 5,42
	79396 DJTN	— (*ex*Mount Ida-37, *ex*Ballena-33) *ss*Bly.No.3-1,33 *ss*Rou.No.1-37 2*Dks*(*Stl*)	5193 4783 3168	✠ … 3,38 ✠	Ham	*y*		1920 2mo	W. Dobson &Co. Newcastle	Hamburg-Süd-Amerik. Dampfschifffahrts Ges. *Cell DB*344′1073t	399·5|52·3|28·4 P49′B113′F39′ FK *FPT*130t*APT*198t	Hamburg German 7*BHCem*	T.3Cy.27″,44″&73″–48″ 452NHP 3SB,9*cf*,GS190,HS7668 N.E. Marine Eng.Co Ld Nwc	31 ″ 0	G †
	79397 147235 GFXC	**Menelaus** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	10307 9295 6319					1923	Caledon S. B.&E.Co.Ld. Dundee	Ocean S.S.Co.Ld. (A.Holt&Co *Mgrs*)	495·5|62·3|39·6 P69′B174′F55′	Liverpool British *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts N.E. Marine Eng Co Ld. Nwc		BT till ~~5,40~~ 5,41

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cer.
79398 DHQV	**Menes** Ⓟ Sub.Sig. D.F. 3*Dks*	5609 4815 3349					1926	Bremer "Vulkan" Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	438·6 F54'	55·3	25·4	Hamburg German *WB*	T.3Cy.29$\frac{15}{16}$",48$\frac{7}{16}$"&77$\frac{15}{16}$"-55$\frac{3}{16}$" 437NHP Bremer"Vulkan,"Vegesck		G
79399 161134 GBDT	**Menestheus** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* D.F. E.S.D. 2*Dks*	7494 6474 4646					1929	CaledonS. B.&E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	460·0 P63'B181'F57'	59·4	29·2	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29$\frac{1}{8}$"-59$\frac{1}{16}$" 1295NHP Akt.Burmeistr&Wain,Cpn		
79400 FOVK	**Menhir Braz** (*ex*EmmiArp) D.F. 1*Dk*&*Spar dk*	2834 2645 1725					1906	Akt.Ges. "Neptun" Rostock	LesCargosAlgériens,Soc.Anon.	291·2	43·9	16·9 24·2	Dunkirk French *WB*	T3Cy20$\frac{1}{2}$",36$\frac{7}{16}$"&56$\frac{9}{16}$"-37$\frac{3}{8}$" 195NHP A.G."Neptun,"Rostock		V
79401 UPLO	**Menjinski** (*ex*Oudewater-35, *ex*Kinderdijk) *ss*Rot.No.3-5,34 1*Dk*(*Stl*)	3683 3403 2237	✠ … 8,36	Rot	*w*		1919 12mo	WerfGusto FirmaA.F. Smulders Schiedam	U.S.S.R. *Cell*	358·8 P25'B216'F34' *DB*310'933*tFPT*81	50·3	22·0 FK	Odessa Russian 6*BHCem* *tAPT*116*t*	T.3Cy.25",41"&67"-45" 340NHP 3SB,9*cf*,GS168,HS5418 Werf.Gusto,FirmaA.F. Smulders,Schiedam	24″7	
79402 137408 GPZS	**Mentor** Ⓟ D.F. 2*Dks*	7383 6306 4644					1914	Scotts'S.B. &EngCo.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	455·2 P53'B165'F60'	56·2	32·5	Liverpool British *WB*	T.3Cy.31",51$\frac{1}{2}$"&86"-60" 572NHP Scotts'SB&EngCo.Ld.Grk		BT till ~~6,40~~ ~~12,40~~ 2,42 6,41
45/41 79403 12 SVFU	— (*ex*Alva) *ss*Ant.3rdNo.3-4,40 1*Dk*(*Irn*)2*trB*&*Web frames* 3*Dk rule*	3050 2934 1944	✠100A1 *withfreeboard* 2,41 ~~4,40~~ ✠LMC4,40	Ant Dub	*u*	CL 4,40	1902 9mo *Lloyd*	Ropner& Son Stockton '*sA&CP*	G.C.Dracoulis *CellDBa*	325·0 P29'B166'F34' 110'*uE*&*B*34'*f*134'	48·1	22·2 FK	Ithaca Greek 5*BHCem* 668*tAPT*97*t*	T.3Cy.23$\frac{1}{2}$",39"&64"-42" (*s*) 160lb NDB12 273NHP 2SB,6*cf*,GS120,HS4200 Blair&Co.Ld.Stockton	24″3 s 2″11$\frac{3}{4}$ 21″5$\frac{3}{4}$	
79404 OYKD	**Meonia** Ⓟ TwinSc *OilEng.* D.F. *ss*Cpn.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-teaks)3*rd dk*(*Stl*)*inNo.1hold*	5218 4158 3288	✠100A1 *withfreeboard* 11,39 ✠LMC CS1,37 DBS8,39 6,36 Surveys delayed	Cpn		CL 9,38	1927 11mo *Lloyd*	A/SNak-skovSkibs. Nakskov '*sA&CP*	A/S DetÖstasiatiskeKompagni *CellDB*355'1068*t* *betweentunnels*9	404·7 419·0(O.L.) B88' *Tank* 0*tFPT*75*tAPT*81*t*	54·4	25·3 FK (	Copnhagn Danish 6*BHptCem* *Coll to Sh dk* 5 „ 2*nd*„)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 708NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28″0 s 3″3$\frac{1}{4}$ 24″10$\frac{1}{2}$	
79405 PKQO	**Merak** 1*Dk*&*Awng dk*	1848 1254 1043					1926	Rotterdam Droog.Maat. Rotterdam	Koninkl.Paketv. Maats.	260·1	42·3	16·1	Batavia Dutch *WB*	C.4Cy.18$\frac{11}{16}$"&39$\frac{3}{8}$"-39$\frac{3}{8}$" 162NHP RotterdamDroog.Maats.		V
79406 2161 IBYV	**Merano** Ⓟ (*ex*Meran) *ss*Tri.No.3-12,20 D.F. *Fitted for oil fuel* 1*Dk*&*Awng dk*3*trB*	3705 3083 2196	✠ … 11,23 ✠				1909 9mo	Lloyd Austriaco Trieste	"Adriatica"Soc. Anon.diNav.	346·7 B160'	45·5	25·9 FK	Genoa Italian *WB*	T.3Cy.23$\frac{1}{4}$",39"&66"-48" 390NHP LloydAustriaco,Trieste	28″5	I †
79407 OSIA	**Mercator** AuxBkn *ss*Ant.No.1-37 (*TrainingShip*) *OilEng.* Wireless D.F. 2*Dks*(*Weather dk Stl*-teak s) (*See Sailing Ship Register*)	770 *683* *514*	✠100A1 *withfreeboard* 10,39 ✠LMC CS7,36 7,36 *Correspondin*	Ant *g to a*	*p* *dr*	CL 10,38 *aught*	1932 4mo *Lloyd* *of*14'1"	Ramage& Ferguson,Ld. Leith '*sA&CP*	BelgianGovernment *MTs*13'	209·7 Q36'F40' 62*t*	35·0	16·8 BK7"	Antwerp Belgian 6*BHCem*	Oil Engines 4S.C.SA 6Cy.13"-23$\frac{5}{8}$" 98NHP SocAn.J.Cockerill,Seraing	18″6	
79408	**Mercedes Lacroze** *Fitted for oil fuel* (*Train ferry*) 1*Dk*	1515 — 864					1909	A.&J. Inglis,Ld. Glasgow	EntreRiosRlys. Co.Ld	283·2	56·2	17·2	Bns.Aires Argentine	T.3Cy.13$\frac{1}{2}$",23$\frac{1}{2}$"&36"-27" 116NHP A.&J.Inglis,Ld.Glasgow		
79409 ~~217422~~ ~~KEPF~~	**Mercer** Now "Empire Kangaroo," see No. 91072 in Supplement Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6219 5895 3836	✠ … 6,20 ✠ (*Reclassification Contemplated*)				1919 1mo	FederalS.B Co. Kearny,N.J.	~~UnitedStates Maritime Commission~~	395·5 P45'B110'F38' *on Shelter dk*	55·0	31·4 FK	~~NewarkN.J.~~ ~~Utd.States~~ British *WB*	DR GearedSteamTurbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34″11	R †
79410 218754	**Mercer Victory** *Fitted for oil fuel* 2*Dks*&*Web frames* Now "Alcoa Rambler," see No. 87058 in Supplement	5500 5090 3381	✠ … 6,20 ✠				1919 9mo	Merchant S.B.Corp. Harriman,Pa.	UnitedStates Maritime Commission	400·7 P36'B124'F44'	54·2	30·4 FK	Phldlphia Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32″10	
79411 162411 GWWC	**Merchant** *ss*Liv.No.1-39 2*Dks*	4615 4322 2914	✠100A1 11,40 ~~1,40~~ ✠LMC MS8,39 ~~BS3,40~~ 3,41	Gal Liv	*y*	CL 1,40	1934 10mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	CharenteS.S.CoLd. (T.&J.Harrison, *Mgrs.*) *Intermed* *BH in after* *Cell DB*331' 1012*t D*	385·0 397·6(O.L.) P31'B112'F44' *iate'tween dk* *hold dispensed with* *Ta*30'777*tAPT*16*t*	52·0	26·6 FK	Liverpool British *ptCem* 5*BH to U dk* 2 „ „2*nd*„	T.3Cy.25",42"&70"-48" (*s*) 200lb 477NHP 3SB,9*cf*,GS138,HS6789 FD Rankin&BlackmoreLdGrk	29″0 s 5″4 23″11	
79412 167333 GKMQ	**Merchant Prince** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	5229 4685 3066	✠100A1 *withfreeboard* 7,40 ~~9,39~~ 3,41 ✠LMC9,39	Sld ~~Ver~~ NYk	*a*†	CL	1939 9mo *Lloyd*	Wm.Dox-ford&SonsLd Sunderland '*sA&CP*	DrakeShippingCo. Ld. *CellDB*351'1179*t* *MT*29'1205*tFPT*1	427·0 442·9(O.L.) 34*tAPT*155*t*	56·5	26·5 FK (	London British 7*BHptCem* *Coll toSh dk* 6 „ 2*nd*„)	Oil Engines 2S.C.SA 3Cy.23$\frac{5}{8}$"-91$\frac{5}{16}$" 516NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	~~29″0~~ ~~s 3″3$\frac{3}{4}$~~ ~~25″10$\frac{3}{4}$~~ 38″1 s11″4$\frac{3}{4}$ 26″10$\frac{3}{4}$	
79413 147796 GNMS	**Merchant Royal** (*ex*Goodwood-36) *ss*Hul.No.2-36 D.F. E.S.D. 1*Dk*(*Stl*)	5008 4579 3112	✠100A1 Examined 3,41 ~~BS10,39~~ ✠LMC4,36 10,40	~~Gms~~ Nwc	*z*	CL ~~10,38~~ 10,40	1928 2mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	DrakeShippingCo. Ld. *CellDB*35	401·2 416·1(O.L.) P34'B254'F31' 1'1143*t DTa*26'990*t*	55·0	25·6 FK	London British 7*BHCem* *APT*121*t*	T.3Cy.25",40$\frac{3}{4}$"&67"-45" (*r*) 200lb FD 423NHP 3SB(Spt)9*cf*,GS164,HS6027 J.Readhead&Sons,Ld.	28″1 s3 11$\frac{3}{4}$ 24″3$\frac{1}{2}$	
109/41 79414 7044 SFMI	**Mercia** (*ex*Margrete,*ex*Rijn,*ex*Vlug) *ss*Hbg.3rdNo.3-4,34 *ss*Hbg.No.1-38 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1184* *962* *691*	✠100A1 4,39 BS4,39 ✠LMC4,38 Surveys delayed	Hbg	*n*	CL 4,39	1897 3mo	W.Gray& Co.Ld. W Hartlepool A&CP	RederiA/B Arild (J.A.Thore,*Mgr.*) *CellDB*	231·4 240·8(O.L.) Q80'B55'F27' *a*&*u E*75'*f*105'346*t*	33·7	14·8 FK	Arild Swedish 4*BHCem* *APT*37*t*	T3Cy.18",28$\frac{1}{2}$"&47$\frac{1}{2}$"-33"(*s*) 160lb *100lb* NDB12 127NHP 1SB,3*rf*,GS42,HS1875 Cen.Mar.Eng.Wrks.WHpl	17″3 s 1″4 16″1	
79415 ORFA	**Mercier** (*ex*Erfurt) Sub.Sig. *Ref.Mchy.* D.F. GyC. 2*Dks*	7886 *7292* *4898*					1915	Bremer Vulkan Vegesack	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationaleS.A. *Mgrs.*)	476·2	60·7	32·9	Antwerp Belgian	T.3Cy.32",52$\frac{3}{4}$"&86$\frac{1}{2}$"-55" 554NHP BremerVulkan,Vegesack		C

1 Numero d'Ordre / Numero Officiel / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. / Mach.	9 Par qui. / Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
79416 OFDZ	**Mercur** (*ex*Sandvik,*ex*Violet) **Iron** *ss*Got.3rdNo.3-6,14 *ss*Ham.No.2-28 1*Dk*2*tr*B*in forehold*	1376 — 735	✠ ... 2,27 ✠NB93*refitted*01 ✠				1880 12mo	JLThompson&Sons Sunderland	NorthernSteamshipCo.Ld.(O.S. Nylund, *Mgr.*)	248·0 P29'B46'F26'	35·3	17·6 BK9"	Helsingfrs Finnish *WB*	C.2Cy.27"&56¼"-42" (*s*) 156NHP Black,Hawthorn&Co.Gts.		V †
79417 OUIZ	— (*ex*Falkenstein,*ex*Diana) 2*Dks*	791 629 473					1901	Maats. Fyenoord Rotterdam	Dampskslsk. af 1925(Ludvig Christensen, *Mgr.*)	201·2 Q73'F24'	30·2	13·6	Esbjerg Danish *WB*	T.3Cy.15",25"&40"-36" 96NH Maats.Fyenoord,Rot.		G
79418 DOGX	— 1*Dk*	758 591 426					1912	Akt.Ges. "Weser" Bremen	Dampschifffahrts Ges."Neptun"	202·5 P45'B50'F22' len37	28·2	12·9	Bremen German *WB*	T.3Cy.13⅝",21⅛"&34½"-23 7/16" 58NHP A.G."Weser,"Bremen		G
79419 162 IBVU	**Mercurio** (*ex*VirginiaDespatch-35, *ex*LakeFernwood) 1*Dk*	1979 — 1185	✠ ... 4,22 ✠				1918 6mo	American S.B.Co. Lorain,O.	Soc.Anon.Sbarchi, Imbarchi eTrasporti	260·9 251·0 P25'B64'F23'	43·5	18·1 20·0 FK	Rome Italian *WB*	T.3Cy.20",33"&54"-40" 274NHP AmericanS.B.Co.Lorain,O.	20 ″ 2	I †
79420 5924 SFMR	**Mercurius** *Mchy.Aft* 1*Dk*	*539* *402* *272*					1917	A/B Götaverken Gothenburg	O.F.Ahlmark&Co. Eftr.A/B	165·4 P51'F23'	27·3	11·0	Karlstad Swedish *WB*	T.3Cy.13⅞",22¼"&37⅞"-23⅛" 68NHP A/B Gotaverken,Got.		V
79421 236327 WOZH	**Mercury** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk* *Longitudinal framing-bracketless system* *Electrically welded*	1518 1362 1182	✠100A1 3,40 ~~3,38~~ ✠LMC6,37 ✠LMC(M)2,40 *Carrying Petroleum in bulk* *For Service on the Great Lakes between Father Point via the St. Lawrence Canals; between the Great Lakes & New York, via the New York State Barge Canal; also between New York, Norfolk & Eastport, Me.*	Clv Cgo		CL 2,40	1937 6mo *Lloyd's* A&CP	Pennsylvania Shipyard,Inc. Beaumont, Tex.	~~TankersInc. (ClevelandTankers,Inc.Mgrs.)~~ AlliedOilTransportCo.Inc. (Cleveland Tankers,Inc.*Mgrs.*)	250·8 258·0(O.L.) AfterB34'F33' *Trunk*172' *FPT*62*tAPT*19*t*	43·0	16·3 FK	Wilmgton (Del.) Utd.States 10*BH*	Oil Engines 4S.C.SA 12Cy.14"-16" 230NHP DB125*lb* WintonEng.Corp.Clevelnd	16 ″ 6 s2 ″ 9½ 13 ″ 10	
79422 161979	— (P) **Pad** *CruiserStern* 2*Dks*	621 421 235					1934	Fairfield Co.Ld. Glasgow	CaledonianSteam PacketCo.Ld.	223·8	30·1	9·5	Glasgow British	T.3Cy.22½",35"&56"-54" 230NHP FairfieldCo.Ld.Glasgow		
79423 231354 WGEP	**Mercury Sun** *OilEng.* GyC. *ss*Phl.No.2-40 ~~*ss*Phl.No.1-35~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	8893 8361 5398	✠100A1 ~~4,40~~ ~~9,39~~ 11,40 ✠LMC CS4,40 DBS9,40 9,39 *Carrying Petroleum in bulk*	Phl	*e*†	CL ~~N2,38~~ 11,40	1931 12mo *Lloyd's* A&CP	SunS.B.& DryDockCo. Chester,Pa.	MotorTankship Corporation *CellDBuE*76'379*t* *DTf*20'692*t*	480·5 *Aft*B77'B38'F48' *FPT*186*tAPT*84*t*	66·0	36·8 FK	Wilmington, Del. Utd.States 17*BHptCem* (11 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 690NHP 2WTDB225*lb*&200*lb*(*Uppr*) SunSB&DD.Co.Chester,Pa	37 ″ 0	
79424 6888 SFMU	**Mergus** (*ex*StigGorthon,*ex*Stig, *ex*Thelma) Wireless D.F. 1*Dk*	*1368* *1227* *807*					1906	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Brubor (R.Brunkman, *Mgr.*)	257·3 P14*t*H39*t*F27*t*	38·1	15·1	Hlsngborg Swedish *WB*	T.3Cy.19½",31"&51"-36" 156NHP LaxevaagsMsk.&Jrns.Bgn		V
79425 218981 KODQ	**Mericos H. Whittier** (*ex*Hulaco) *Fitted for oil fuel* D.F. 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	6972 — 4293					1919	Bethlehem S.B.Corp.Ld Sparrow'sPt. Md.	TideWater AssociatedOilCo.	435·6 P122'B58'F45'	56·2	31·7	S.Frncisco Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. Sparrow'sPoint,Md.		R
79426 TUGK	**Merignac** 1*Dk*	767 487 384					1929	Atel.&Ch. de la Seine Maritime LeTrait,S.I.	Worms&Cie.	188·3 P119'F33'	29·6	11·6	Havre French *WB*	T.3Cy.15",25"&43½"-27 9/16" 97NHP Worms&Co.LeTrait		V
79427 ESGN	**Merilind** **WoodAux4MstSr** (*ex*Sandö) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	358 310 266					1919	FartygsA/B Varf, Wasa	KäsmuLaeva Omanikud (O.Tiedemann, *Mgr.*)	138·7	28·9	11·8	Käsmu Estonian	Oil Engines 3Cy. A/S HeraMotorfabrik, Copenhagen		V
79428 2603 OHOC	**Merilintu** **WoodAux4MstSr** *OilEng.* 1*Dk* (*See Sailing Ship Register*)	450 374 312					1920	J.Hedlund Wiborg	KoivistonLaiva O/YMerilintu (TopiasKolkka, *Mgr.*)	159·1 147·3	33·3	11·8	Wiborg Finnish	Oil Engines 2S.C.SA 2Cy.15"-16" 79NHP J&CGBolindersCoLdSkm.		
11/41 79429 145974 GBCK	**Meriones** (P) D.F. *Ref.Mchy.* 2*Dks*	7557 6426 4739					1922	Palmers' Co.Ld. Newcastle	ChinaMutualS.N. Co.Ld.(A.Holt& Co., *Mgrs.*)	459·7 P53'B162'F62'	58·4	32·6	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Palmers'Co.Ld.Newcastle		BT till ~~6,40~~ 6,41
79430 OFBD	**Meripoika** **WoodAux3MstSr** (*ex*SailingVessel Pescador-37) *OilEng.* (*See Sailing Ship Register*)	323 286 248					1912	Tranchemer LaRichardais	PuulaivaO/Y (MattiMannonen, *Mgr.*)	133·5 121·8	27·4	13·5	Wiborg Finnish	Oil Engines 2S.C.SA 2Cy.12 9/16"-14 9/16" 55NHP NE37 SkandiaVerkenA/B,Lyskl		V
12/40 79431 649 ESCH	**Merisaar** (*ex*AnnaGoich) *ss*Tln.3rdNo.3-7,38 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	2136 1979 1288	✠100A1 7,38 BS8,39 ✠LMC7,38	Tln	*s*	8,39	1900 7mo *Lloyd's* A&CP	Stabilmnto Tecnico Trieste	A/S Merilaid&Co. *CellD*	290·0 299·3(O.L.) P33'B76'F35' *Ba*84'*uE*20'*f*108'6	42·1	19·5 FK	Tallinn Estonian 5*BHCem* 20*tAPT*50*t*	T.3Cy.20",32"&54"-39" (*s*) 180lb 200NHP 2SB,6*cf*,GS100,HS3121 StabilimentoTecnico,Tri.	21 ″ 10 s3 ″ 2½ 18 ″ 9½	
79432 OFEQ	**Merita** (*ex*Werner-39, *ex*Heluan-36,*ex*HansRudolf Reichel,*ex*ElbingII) 1*Dk*	591 — 364					1895	F.Schichau Danzig	A/BJakobstad SteamshipCo.Ld. (Osw.H.Sundgrist, *Mgr.*)	179·6 Q59'B39'F20'	27·7	11·5	Jakobstad Finnish *WB*	T.3Cy.12⅝",20½"&31½"-19¾" 44NHP F.Schichau,Elbing		
79433 PUQK	**Merity** (*ex*Gerfrid,*ex*Teenkai) *ss*Liv.2ndNo.3-7,20 2*Dks*&*deep framing*	4742 4395 2958	✠ ... 9,23 ✠				1895 10mo	D&WHenderson&Co. Glasgow	Cia.Commercio e Navegação	410·0 P44'B110'F47'	48·1	26·2 BK9"	R.Janeiro Brazilian *WB*	T.3Cy.27",46"&76"-60" 532NHP D.&W.Henderson&Co.Gls	29 ″ 2	
79434 161841 MBXT	**Merkland** E.S.D. Wireless D.F. *CruiserStern* 2*Dks*	1363 1131 630					1934	Barclay, Curle&Co.Ld. Glasgow	CurrieLine,Ld.	262·2	40·2	15·9	Leith British *WB*	T.3Cy.15",25"&41"-33" 97NHP Barclay,Curle&Co.Ld.Gls		C
79435																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79436 157848 VSRV	**Merkur** Ⓟ (*ex*RioBravo-34) **TwinSc** *Ref.Mchy.* *ss*Mel No.1-39 *OilEng.* Sub.Sig. D.F. *ss*Syd.No.3-8,35 2*Dks*	5952 4013 3642	100A- *withfreeboard* ~~7,40~~11,40 LMC CS~~10,36~~ 4,40 DBS~~2,3~~ 2,41 ~~9,36~~ 4,40 ✠Lloyd'sRMC~~12,39~~ 12,40 ~~6,40~~	Mel ~~Syd~~		~~s11,38~~ ~~P6,39~~ 2,40	1924	Frd.Krupp Akt.Ges. Kiel *CellDB*346'	Burns,Philp&Co. Ld. 990*t Tanks in way*	393·1|51·9|25·3 410·8(O.L.) P&B279'F84' FK *of tunnels*191*tFPT*	Singapore British 7*BHptCem* 87*tAPT*43*t*	Oil Engines 4S.C.SA 12Cy.$25\frac{9}{16}$"-$39\frac{3}{8}$" 762NHP 2DB71*lb* Frd.KruppA.G.Kiel	27 ″ 8 s 6 ″ $5\frac{1}{4}$ 21 ″ 8	
102/40 79437 1056 ESUV	— (*ex*Yssel-36) *ss*Rot.No.3-3,25 *Welldeck* *ss*Rot.No.2-34 1*Dk*(*Stl*)	1291 1170 780	✠ ... 12,36 ✠	Cpn	*o*		1913 1mo	A.Vuijk& Zonen Capelle a/d Ysel	J.Rang *CellDBa*	235·0|35·6|15·4 Q87'B56'F28' FK 69'*uE*17'*f* 102' 327*t*	Tallinn Estonian 4*BHCem* *APT*22*t*	T.3Cy.17",28"&46"-36" 147NH 1SB,3*cf*,GS63,HS2408 G.T.Grey,SouthShields	17 ″ 6	V †
79438 PKOG	**Merkus** *OilEng.* *Mchy.Aft* 1*Dk*	865 647 596					1937	NVSchpsw Gebr.Pot. Bolnes	N.V.Koninkl. Paketv.Maats.	188·4|33·1|13·2 P20'B19'F29'	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$13\frac{3}{4}$"-$26\frac{3}{4}$" 110NHP WerkspoorN.V.Ams.		V
79439 153918 VJGN	**Mernoo** *ss*Mel.No.3-10,38 1*Dk*(*Stl*) *Cargo battens not fitted*	2417 2023 1408	✠100A1 5,41 ~~1,40~~ ✠LMC MS10,38 ~~BS4,39~~ ~~3,40~~ BS5,41	Mel	*s*	CL ~~1,38~~ 4,41	1926 9mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle *'sA&CP*	MelbourneS.S.Co. Ld. *CellD*	285·3|42·7|20·4 296·0(O.L.) P26'B168'F29' FK *B*242' 604*t FPT*97*t*	Melbourne British 4*BHCem* *APT*139*t*	T.3Cy.22",35"&58"-39" (*s*) 180lb 251NHP 2SB,6*cf*,GS130,HS4188 GeorgeClark,Ld.Sld.	22 ″ 6 s 2 ″ $0\frac{1}{4}$ 20 ″ $7\frac{1}{2}$	
79440 161065 GSQL	**Meroë** (*ex*Lafian-36) *ss*Liv.No.2-37 D.F. 2*Dks*(*Stl-Wthr dk* teak s) *Ref.Mchy.*	3832 3478 2270	✠100A1 *withfreeboard* 1,40 BS1,40 ✠LMC8,37 Lloyd'sRMC1,40	Liv	*v*	CL 3,39	1928 10mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow *'sA&CP*	MossHutchison Line,Ld. *CellDBa&uE*	331·2|48·2|27·9 P27'F28' FK 105'*f*164' 638*tFPT*	Liverpool British 6*BHptCem* 60*tAPT*13*t*	T.3Cy.22",$37\frac{1}{4}$"&63"-45" (*s*) 210lb 359NHP 3SB,9*cf*,GS187,HS6111 Barclay,Curle&Co.Ld.Gls.	30 ″ 0 s 9 ″ 7 20 ″ 10	
79441 FOEF	**Mérope** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*2*trB* D.F. *CarryingPetroleum in bulk*	7011 — 3989					1923	Soc.Provençale de Const.Nav. LaCiotat	Cie.Africaine d'Armement	426·0|56·7|32·7 P102'B27'F40'	Havre French *WB*	T.3Cy.28",46"&76"-52" 416NHP Soc.Provençale deConst. Nav.LaCiotat		V
79442 PFYS	**Merope** *CruiserStern* Wireless 2*Dks*	1162 956 648					1918	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	N.V.Koninklijke Nederlandsche Stoomboot.Maats.	256·2|36·7|13·6	Amsterdm Dutch *WB*	T.3Cy.$18\frac{1}{2}$",30"&48"-36" 138NHP H.&J.Suyver,Amsterdam		V
79443 236 SVNE	**Meropi** (*ex*Tregurno) *ss*Nwc.2ndNo.3-3,36 1*Dk*(*ptStl&ptIrn*)2*trB*	*4181* *3971* *2650*	✠100A1 Examined 4,41 Bry ✠LMC MS11,35 ~~BS7,39~~ 9,40	~~Bal~~	*x*	CL ~~10,38~~ 4,41	1911 6mo *Lloyd*	JReadhead &Sons,Ld. SouthShields *'sA&CP*	A.Pappas *CellDBa*	363·0|51·1|26·1 P31'B225'F32' FK 119'*uE*24'*f*158' 922	Syra Greek 6*BHCem* *tAPT*62*t*	T.3Cy.$26\frac{3}{16}$",42"&69"-48"(*r*) 180lb 382NHP 2SB,6*cf*,GS132,HS6330 J.Readhead&SonsLd.S.Sbl	27 ″ 8 s 3 ″ $9\frac{1}{2}$ 24 ″ $2\frac{1}{4}$	
79444 226810 KLHB	**Merrimac** *OilEng.* *Mchy.Aft* 1*Dk*	386 332 215					1927	NewJersey D.D.&Trnsp. Co. Elizabethport,N.J.	MerrimacChemical Transptn.Co.	140·8|25·0|13·5	Boston Utd.States	Oil Engines 4S.C.SA 6Cy.$13\frac{1}{2}$"-17" 107NHP NE *fitted*27 StandardGasEngine& PowerCo Newark,N.J.		R
79445 219656 KUFF	**Merrimack** (*ex*LakeFloris-33) *Fitted for oil fuel* *Ref.Mchy.* D.F. Sub.Sig. 3*Dks*	2606 2225 1612	✠ ... 11,20 ✠				1920 4mo	McDougall DuluthCo. Duluth,Minn	Merchants& MinersTranspn. Co.	251·0|43·6|26·2 P25'B64'F20' FK	Baltimore Utd.States *WB*	T.3Cy.21",35"&$59\frac{5}{8}$"-42" 386NHP McDougallDuluthCo.	28 ″ 2	R †
79446 FOQV	**Mers el Kebir** (*ex*Patria-36, *ex*Lyderhorn-32) *ss*Ant.No.3-2,30 *ss*Osl.No.1-35 1*Dk*(*Stl*)	1953 1601 1138	✠ ... 4,38 ✠	Rot	*r*		1917 4mo	American S.B.Co. Cleveland,O. *CellDB*222' 478*t*	Scotto,Ambrosino PuglieseFils&Co.	251·8|43·4|18·1 P31'B63'F19' FK *FPT*67*tAPT*77*t*	Oran French 4*BHCem*	T.3Cy.20",$33\frac{9}{16}$"&54"-40" 272NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.Lorain,O	20 ″ 2	V †
79447 166234 GMGD	**Mersey Coast** *OilEng.* Wireless D.F. E.S.D. 1*Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	509 414 253	✠100A1 *withfreeboard* 4,41 ~~12,39~~ ✠LMC5,38	Liv	*k*	OG	1938 5mo *Lloyd*	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam *'sA&CP*	CoastLines,Ld. *CellDB*122' 168*t* *DTf*16' 80*t*	195·6|31·6| 9·7 *32·9* 201·6(O.L.) FK F27' (*Col* *FPT*62*tAPT*24*t*	Liverpool British 3*BHptCem* *lBHtoSh dk* 2 ,, ,, *2nd* ,,)	Oil Engines 4S.C.SA 6Cy.$15\frac{3}{4}$"-26" 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 8 s ″ 2 17 ″ $7\frac{1}{4}$	
79448 TCCF	**Mersin** Ⓟ (*ex*Antioch, **TwinSc** *ex*MichailSidoroff,*ex*Emperor NicolasII) *ss*Shl.2ndNo.3-7,22 1*Dk&Spar dk&* Wireless *deep framing*	1186 853 659	✠ ... 8,24 ✠NB7,22 ✠				1896 4mo	W.Dobson &Co. Newcastle	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	238·0|32·0|12·2 P63'B52'F57' 19·4 FK	Istanbul Turkish *WB*	T.6Cy.14",$22\frac{1}{2}$"&37"-27" 167NHP N.E.MarineEng.CoLdNwc	20 ″ 0	
79449 149142 MPVY	**Merstone** Ⓟ **Pad** 1*Dk*	342 285 136					1928	CaledonS. B.&E.Co.Ld Dundee	SouthernRailway	190·0|25·1| 8·7 *Promenade dk*130'	Portsmth British	C.2Cy.27"&51"-54" 159NHP A.&J.Inglis,Ld.Glasgow		BT till ~~10,40~~ 11,41
59/40 79450 5748 SITA	**Mertainen** (*ex*Strathlyon) *ss*Got.2nd.No.3-4,32 *ss*Lkr.No.1-36 D.F. 1*Dk*(*Stl*)&*Spar dk* (*Stl*)&*deep framing*	*4531* *4123* *2530*	✠100A1 *Spar dk* 7,39 ✠LMC MS9,36 BS1,39	Got	*x*	CL 7,39	1907 11mo *Lloyd*	W.Hamilton&Co.Ld. Pt.Glasgow *'sA&CP*	TrafikA/B Grängesberg- Oxelösund(M. Waldenström *Mgr*) *C*	376·2|52·2|17·4 25·4 P37'B92'F33' FK *ellDBa*122'*uE&B*4	Stockholm Swedish 6*BHCem* 2'*f*168' 1091*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb 366NHP 3SB(Spt)9*cf*,GS165,HS5868 D.Rowan&Co.Glasgow *DTf*24' 613*tAPT*113*t*	28 ″ 0 s 5 ″ 3 23 ″ 0	
79451 220683	**Merton E. Farr** *Mchy.Aft* 1*Dk* *pt. Longitudinal framing*	8349 — 6387					1920	Detroit S.B.Co. Wyandotte, Mich.	ConsolidatedS.S. Co.(G.A.Tomlinson, *Mgr.*)	587·1|60·0|27·8 F54'	Wilmgton (Del.) Utd.States *WB*	T.3Cy.$23\frac{1}{8}$",41"&67"-42" 291NHP AmericanS.B.Co.Lorain,O		R
79452 PFYU	**Merula** **TwinSc** *OilEng.* *ss*H.Kg.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear* D.F. *of cargo tanks* *Longitudinal framing at bottom & at deck*	8228 7467 4776	✠100A1 8,39 ✠LMC CS~~7,36~~ 7,40 DBS~~8,39~~ 7,40 ~~5,37~~ 8,39 *CarryingPetroleum in bulk*	Bkn	*c*†	CL N8,39	1932 4mo *Lloyd*	NV.Nederl Schps.Maats. Amsterdam *'sA&CP*	N.V.Petroleum Maats. "LaCorona"	451·2|62·0|34·2 P103'B35'F43' FK *CellDBuE*64' 221*t*	TheHague Dutch 14*BH* *DTf*32' 365*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$43\frac{5}{16}$" 714NHP 2DB150*lb* WerkspoorN.V.Ams *FPT*226*tAPT*41*t*	34 ″ 0 s6 ″ $7\frac{3}{4}$ 27 ″ $6\frac{3}{4}$	
79453														

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire Tirant d'eau correspondant pds. ps.	15
79454	**Merwede** *OilEng.* D.F. E.S.D. *CruiserStern*	5300	100A1 *withfreeboard* (*Class Contemplated*)				1940	A.Vuijk& Zonen Capelle a/d Ysel	N.V.Houtvaart (Vinke&Co.*Mgrs.*)		Rottrdam Dutch	Oil Engines 6Cy.27 7/16"–47¼" Gbr.Stork&CoNV Hengelo		
79455 LELQ	**Meryl** (*ex*Grado) 1*Dk*	485 368 253					1918	Johs.Berg Delfzijl	Dampskslsk. MarnaA/S (Sigurd Owren,*Mgr.*)	160·4|25·9|10·7 P68tH39tF6t	Oslo Norwegian *WB*	T.3Cy.12⅝",19 9/16"&31½"–21⅝" 46NHP Johs.Berg.Delfzijl		V
79456 33605 JXPB	**Mesima Maru** Ⓟ (*ex*MeshimaMaru–38) Wireless 2*Dks*	336 246 192					1928	Namura Gennosuke Osaka	KyushuSyosen K.K.	135·0|22·0|13·0	Nagasaki Japanese	T.3Cy.		
79457 840 SZNJ	**Messarya Nomikos** (*ex*Tärnö–35, *ex*Skandia,*ex*Finse,*ex*Geneva) *Well deck* 1*Dk*&*Web frames*	985 — 559					1895	Bergens Mek.Værks. Bergen	Petros M.Nomikos, Ld.	212·9|31·6|12·7 Q107tB55tH14t F27t	Piræus Greek *WB*	T 3Cy.15½",25"&42"–30" 96NHP BergensMek VærksBergen	15 ″ 3	
79458 DJUT	**Messina** D.F. E.S.D. 1*Dk* *CruiserStern*	2192 1651 1104					1937	Neptun- werftRostock G.m.b.H. Rostock	Rob.M.Sloman, Jr.	303·0|43·6|16·3 P24'B&F268' UpperF33'	Hamburg German *WB*	C.4Cy.(2)16¾"&(2)35 7/16"–37¾"&LPturbine with DRgearing&hydraulic coupling HS4198 312NHP Christiansen&Meyer, Harburg		G
79459 17 IBAW	— Ⓟ TwinSc (*Ferry*) *OilEng.* 1*Dk*	1343 — 507					1923	R. Arsenale diMarina Taranto	ItalianState Railways	308·0|39·0|13·0	Messina Italian *WB*	Oil Engines 4S.C.SA 16Cy.17"–26 7/16" 450NHP FrancoTosi,Legnano		I
79460 UOVT	**Mestkom** TwinSc *OilEng.* Wireless 1*Dk*	925 753 668					1930	Sevastopol MarineWrks. Sevastopol	U.S.S.R.	229·6|34·0|11·8 P68'F33'	Rostov Russian *WB*	Oil Engines 4S.C.SA 12Cy.13 9/16"–19 11/16" 214NHP KolomenskieStatesEng. Works,Kolomna		
79461 161932 MPWV	**Meta** Wireless D.F. 1*Dk*	1575 1329 924					1930	Burntislnd S.B.Co.Ld. Burntisland	ClydesdaleShip- ownersCo.Ld. (Glen&Co.Ld. *Mgrs.*)	252·3|40·0|16·5 P15'B90'Q43'F24'	Glasgow British *WB*	T.3Cy.18",30"&49"–33" 138NHP N.E.MarineEng.CoLdNwc		C
79462 212604 KDAY	**Metapan** *Fitted for oil fuel* D.F. *Ref.Mchy.* 2*Dks*&2*pt Dks* Sub.Sig.	4736 3903 2718					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. *Mgrs.*)	379·2|50·3|29·1 B160'F45'	NewYork Utd. States *WB*	T.3Cy.27",45"&75"–54" 413NHP Wrkman,Clark&Co.Ld Bel		C
79463 TCEJ	**Mete** (*ex*Tjömö–33,*ex*Torlak Skogland,*ex*Scarlet *ss*Ham.No.3–9,23 Tower,*ex*Nigretia) *ss*Abg.No.1–28 1*Dk*(*Stl*)	3258 3010 2041	✠ —— 10,33 ✠	PNl	*r*		1910 4mo	A.Rodger &Co. Pt.Glasgow	KalkavanRiza ve Oglu Ismail VapurIdaresi *Cell*	334·0|48·0|22·3 P29'B90'F36' FK *DBa&uE*125'*f*149t	Istanbul Turkish 5*BHCem* 735t*APT*56t	T.3Cy.24",40"&65"–42" 300NHP 2SB,6*cf*,GS112,HS4674 A.Rodger&Co.Glasgow	24 ″ 9	I †
79464 LCTO	**Meteor** Ⓟ TwinSc D.F. 3*Dks*	3717 1972 1883					1904	Blohm& Voss Hamburg	DetBergenske Dampskibsselskab	346·2|44·2|26·4 H183tB633t 18·4	Bergen Norwegian *WB*	T.6Cy.16⅛",25⅝"&45⅝"–31½" 235NHP Blohm&Voss,Hamburg		N
79465 127379 WRCQ	— Ⓟ (*ex*ChesterW. TwinSc Chapin–38) 2*Dks*	2868 — 1822					1899	Maryland SteelCo. Sparrow'sPt. Md.	ColonialNav.Co.	312·0|64·0|16·9	NewYork Utd. States *WB*	T.6Cy.24",38"&60"–30" 394NHP MarylandStl.Co.Baltimore		
79466 1294 IBBW	— TwinSc *OilEng.* *ss*Mfl.No.3–2,37 D.F. *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	1685 1334 965	✠100A1 6,39 ✠LMC CS2,37 DBS6,39 6,39 *Carrying Petroleum in bulk*	Pal	*p*	CL 1,37	1925 4mo *Lloyd*	N.Odero fu A.&Co. SestriPnente '*sA&CP*	"LaColumbia"Soc. Mar.perTrasporto diPetrolio e Derivati *Cell*	242·7|39·3|16·7 P62'F23' FK *DB uE*39'47t*FPT*	Genoa Italian 10*BHCem* 54t*APT*55t	Oil Engines 4S.C.SA 12Cy.13 9/16"–19 11/16" 214NHP 2DB(P) (C)140*lb* Mchfbk.Augsbrg NurnbergA/G,Augsburg	18 ″ 5 s 1 ″ 8½ 16 ″ 10	
79467 DIDO	**Methan** *OilEng.* *Mchy.Aft* 1*Dk*	471 355 297					1924	J.Frerichs &Co.A.G. Einswarden	ErnstKomrowski Reederei	164·8|26·4|10·1 P46'F21'	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.12⅝"–17¾" 88NHP NE39 MtrnwrkeMannheim,A.G		G
79468 137246 MFQZ	**Methilhill** (*ex*Bamburgh–38, *ex*Arkleside) *ss*Shl.No.3–12,27 *Mchy.Aft Well deck* *ss*Mdb.No.2–36 *Cargo battens not fitted* 1*Dk*(*Irn*)	648 463 373	✠100A1 Examined 1,41 Lth BS~~7,10~~ ✠LMC2,36 1,41	~~Bly~~	*j*	OG ~~2,38~~ 1,41	1914 12mo *Lloyd*	W.Harkess &Son,Ld. Middlesbro' '*sA&CP*	M.Taylor	179·9|28·0|11·4 Q119'B11'F22' FK *CellDBf*136'*FPT*	Methil British 3*BHCem* 33t*APT*28t	T.3Cy.15½",25"&41"–30"(*s*) 180lb 85RHP 1SB,3*cf*,GS60,HS1975 MacColl&Pollock,Ld.Sld.	13 ″ 6 s 3 ″ 9½ 13 ″ 4½	
79469 220386 KDBM	**Meton** Sub.Sig. *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	7027 — 4408	✠ ... 2,21				1920 7mo	Moore S.B.Co. Oakland,Cal.	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs.*)	425·8|57·0|33·1 P106'B40'F41' FK	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½",41½"&72½"–48" 352NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
* 79470 OYKC	**Mette** (*ex*Jelling–37,*ex*Frumentia) *ss*Abg.2ndNo.3–5,33 *ss*Abg.No.1–38 D.F. 1*Dk*(*Stl*)&*deep framing* &*Shltr dk*(*Stl*)	1909 1728 1172	✠100A1 *Sheltr dk* *withfreeboard* 9,39 BS7,39 ✠LMC4,38	Abg	*s*	CL 1,39	1906 10mo	Howaldts- werke Kiel A&CP	Dampskslsk. af 1937 A/S(Ove Skou,*Mgr.*) *Intermediate bulkhead in fore hold dispensed with*	285·6|42·0|18·5 296·6(O.L.) 26·0 FK	Copnhagn Danish *Cem* 4*BHonly* *Cell DBa*	T.3Cy.20⅝",33 7/16"&55⅛"–35½" 185lb (*s*) 206NHP 2SB,6*cf*,GS100,HS3279 Howaldtswerke,Kiel 88'*uE*20'*f*124'551t*APT*150t	20 ″ 7 s · 11½ 19 ″ 9½	
79471 220524 KDCU	**Mevania** *Mchy.Aft* *Fitted for oil fuel* D.F. 2*Dks*&*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	6886 — 4289	✠ ... 5,21				1920 8mo	Moore S.B.Co. Oakland,Cal.	~~MalstonCo.Inc.~~ ~~(C.D.Mallory&Co.~~ ~~Inc.Mgrs.)~~ FarrSpinning& Operating Co.	425·8|57·0|33·1 P106'B40'F41' FK	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½",41½"&72"–48" 879NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
79472 203971 WACK	**Mexican** TwinSc *ss*Bos.2ndNo.3–12,32 D.F. *Fitted for oil fuel* 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*) *Orlop dk*(*Stl*)*inNo.1hold*	7061 — 4438	✠ ... 4,34 ✠	SFo			1907 4mo	UnionIron WorksCo. SanFrancisco	American- HawaiianS.S.Co. *CellDBa* 137'*uE&B*61'*f*204'	472·3|57·2|32·3 FK *Coll* 1789t *Side tanks in*	NewYork Utd. States *ptCem* *BH to Sh dk* 7 „ „ *U* „ *boiler room*	T.6Cy.24½",42"&65"–45" 821NHP 4SB,16*cf*,GS260,HS11600 UnionIronWorksCo.S.Fo. 35'266t*FPT*156t*APT*83t	35 ″ 0	R †

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79473 231976 WKEG	**Mexico** Ⓟ (*ex*Colombia–38) *Fitted for oil fuel* 3*Dks* *Ref.Mchy.* D.F. E.S.D. GyC.	5236 — 3042					1932	NwprtNws SB.&D.D.Co. NewprtNews	NewYork&Cuba MailS.S.Co.	385·5|57·8|20·0 P39'B183'F43'	NewYork Utd.States *WB*	3SR geared steam turbines NewportNewsSB.&DD.Co		R
43/41 79474 LIZD	— TwinSc *OilEng.* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk*	3017 2723 1712					1920	Akt.Naks- kovSkibs. Nakskov	Skibs A/S Mexico (HansHannevig)	301·0|44·2|26·4 P78'B43'F53'	Horten Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$19\frac{1}{16}$"–$28\frac{3}{4}$" 452NHP A/SHolebyMotorfabrik, Holeby		N
79475	— Ⓟ TwinSc *Well deck* 1*Dk*(*Stl*)	1258 — 758	✠ 12,12 ✠	Dun			1912 12mo	Caledon SB.&E.Co.Ld Dundee	Cia.Argentina de Nav.Mihanovich Ltda.	250·2|40·1|10·7 Q73'B78'F26' FK *FPT*57*t*	Bns.Aires Argentine 5*BHCem* *APT*23*t*	T8Cy(2)12",(2)20"&(4)24" –24" 182NHP 2SB,4*cf*,GS78,HS2892 CaledonS.B.&E.Co.Ld.Dun	11 ″ 6	
79476 13662 JMXD	**Mexico Maru** Ⓟ TwinSc *ss*Osa.2ndNo.3–11,34 *ss*Osa.No.1–38 2*Dks*(*UptIrn ptStl,MStl*) *&deep framing* *Lower dk*(*Stl*)*in fore hold*	5785 4959 3560	✠ ... 8,39 ✠	Osa	*z*		1910 10mo	MitsuBishi Dkyd&EWks Nagasaki	OsakaSyosenK.K.	400·0|51·0|32·4 29·8 P34'B152'F44' FK *Cell DBa*131'*uE&B*79'*f*137'1070*tFPT*122*tAPT*39*t*	Osaka Japanese 7*BHCem*	T.6Cy.$19\frac{1}{4}$",32"&54"–48" 578NHP 3SB,9*cf*,GS198,HS8344 MitsuBishiD.&E.Wks.Nag	32 ″ 6	
103/40 79477 FNSS	**Mexique** Ⓟ (*ex*Lafayette) QuadSc *Fitted for oil fuel* 4*Dks&Shelter dk* D.F. GyC.	12220 8679 5904					1915	Ch.&Atel. deProvence Marseilles	Cie.Générale Transatlantique	546·5|64·2|34·8 P59'B295'F59'	St.Nazaire French *WB*	C.8Cy.$26\frac{3}{4}$"&48"–$39\frac{3}{8}$" Ch.&Atel.deProvence,Msl &2LP Turbines Ch.del'Atlantique,St.N.		V
79478 216397 KJRJ	**Mexoil** TwinSc D.F. *Mchy.Aft* 1*Dk&Web frames* *Fitted for oil fuel Longitudinal framing* *Carrying Petroleum in bulk*	1370 1090 760	✠ ... 3,22 ✠NE&B5,21✠				1918 7mo	Alabama- NewOrleans TransptnCo Violet,La.	GreatLakes TransportCorp.	242·5|36·9|19·7 P72'F21' FK	NewYork Utd.States *WB*	C.4Cy.16"&32"–24" 194NHP StatenIs.S.B.Co. Pt.Rchmd.N.Y.	19 ″ 0	R †
* 79479 FOVP	**Mexphalte** (*ex*Paquita) TwinSc *ss*Bkn.No.2–37 D.F. 1*Dk*(*Stl*) *Mchy.Aft Longitudinal framing* *at bottom&at deck*	2578 1794 954	✠100A1 5,40~~9,39~~ BS9,39 ✠LMC12,36 *Carrying Petroleum in bulk or Carrying Asphalt only & limited to centre tanks Fitted for oil fuel 11,28 F.P. above 150°F.*	Msl Hav	*t*	CL s4,38 PN4,40	1928 11mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Soc.Anon. Française des PétrolesShell	302·5|49·6|15·0 P87'*Trunk*176' FK *Wing tanks*128'1254*tFPT*148*tAPT*98*t*	Algiers French 9*BHptCem* *ptAsp*	T.6Cy.$13\frac{1}{4}$",21"&35"–24"(*s*) 180lb 234NHP 2SB,4*cf*,HS4038 G.Clark,Ld.Sunderland	15 ″ 0 s1 ″ $11\frac{1}{4}$ 13 ″ 3	
79480 204630 KFST	**Michael Gallagher** (*ex*EdwinN.Ohl) *Mchy.Aft* D.F. Sub.Sig. 1*Dk*	5141 — 3818					1907	Detroit S.B.Co. Wyandotte	MidlandS.S.Line Inc.	420·0|54·2|29·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
79481 116723	**Michael J. Bartelme** (*ex*SirHenryBessemer) *Mchy.Aft* D.F. Sub.Sig. 1*Dk*2*trB*	3850 — 2709					1896	GlobeIron WorksCo. Cleveland,O.	ColumbiaTrans- portationCo.(John T.Kelly,*Mgr.*)	413·2|48·0|24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",41"&66"–42" NB06 282NHP GlobeIW.Co.Cleveland,O		R
79482 251 SVUW	**Michael J. Goulandris** (*ex*LinaL.D.–37, *ss*Shl.No.3–10,33 *ex*Hallgyn) *ss*Pir.No.1–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6669 6315 4164	✠100A1 *Shelter dk* *withfreeboard* 8,39 BS12,39 ✠LMC6,38 *Fitted for oil fuel 9,21 F.P. above 150° F.*	Rot	*a*†	CL 3,37	1921 10mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	TheHeirs of the late MichaelJ. Goulandris (GoulandrisBros. *Mgrs.*) *CellDB*360'1156*t*	420·0|54·0|34·3 FK *Intermediate BH in forehold dispensed with* *MT*15'606*t FPT*105*t APT*231*t*	Andros Greek *ptCem* 1*BHtoShdk* 5 „ „ *U* „	T.3Cy.27",$44\frac{1}{2}$"&75"–54" (*s*) 180lb 577NHP 3SB,9*cf*,GS189,HS8530 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s8 ″ $11\frac{1}{2}$ 28 ″ 4	
79483 172766 MKYB	**Michael Jebsen** Ⓟ 2*Dks*	2323 2061 1383	ExaminedL.R.6,40 BS6,40(175lb)	Hfx	1,41		1927	Howaldts- werkeA.G. Kiel	Ministry ofShip- ping(DavidAlex- ander&Sons,*Mgs*)	281·2|41·9|21·9 P22'B81'F38'	~~HongKong~~ ~~British~~ Hull *WB* British	T.3Cy.$20\frac{1}{16}$",$32\frac{11}{16}$"&$54\frac{5}{16}$" –$37\frac{3}{8}$" 180NHP HowaldtswerkeA.G.Kiel		G
79484 89 SVCC	**Michael L. Embiricos** (*ex*WarMalayan) *ss*Nwc.No.3–3,29 *ss*Bkn.No.2–38 1*Dk*(*Stl*)	5202 4755 3130	✠100A1 ~~7,40~~ 12,39~~12,40~~ 3,41 ✠LMC MS7,38 ~~BS6,39~~ 7,40	Cff	*y*	CL ~~6,38~~ 3,41	1918 6mo *Lloyd*	Caird&Co. Ld. Greenock '*sA&CP*	S.G.Embiricos *CellDBa*150'*f*,	400·3|52·3|28·5 P50'B113'F39' FK 180'1059*t FPT*123*t*	Andros Greek 7*BHptCem* *APT*90*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD Caird&Co.Ld.Greenock	31 ″ 0 s5 ″ $11\frac{1}{4}$ 25 ″ $3\frac{1}{2}$	
79485 139 SVXG	**Michael Livanos** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4774 4379 2843	✠100A1 *withfreeboard* 3,40 ✠LMC4,38	Syd	*a*†	CL	1938 4mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	Theofano Maritime Co.Ld.(N.G. Livanos,*Mgr.*) *CellDB*365'1200*t*	419·2|56·7|25·3 431·1(O.L.) F35' FK *FPT*198*tAPT*200*t*	Chios Greek 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd* „)	T.3Cy.$22\frac{1}{2}$",39"&65"–45" 225lb (*s*) 463NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS147,HS7135 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 ″ 10 s3 ″ 0 25 ″ 1	
79486 217269 WMEE	**Michael Tracy** (*ex*CoteBlanche) *Mchy.Aft* D.F. Sub.Sig. 1*Dk*	2351 1855 1433	... 8,22				1919 5mo	Gt.Lakes Eng.Works Ecorse,Mich.	M.&J.Tracy,Inc.	253·4|43·7|25·1 P115'F26' FK	NewYork Utd.States *WB*	T.3Cy.21",$34\frac{1}{2}$"&57"–42" 284NHP Gt.LakesEngWrksDetroit	27 ″ 6	R †
79487 281 SVGL	**Michalios** (*ex*Julia–35, *ex*Nordsee,*ex*Estremadura, *ex*SantaUrsula) 1*Dk&Spar dk*	3742 3396 2196					1908	Akt.Ges. "Neptun" Rostock	XilasBros.	351·8|50·2|15·4 P24'B216'F43'23·4	Syra Greek *WB*	T.3Cy$22\frac{1}{16}$",$36\frac{5}{8}$"&$60\frac{1}{8}$"–$41\frac{3}{8}$" 231NHP A.G."Neptun,"Rostock		G
79488 266 SVLI	**Michalis** (*ex*Kassos–39,*ex*Elveric–33, *ex*WarCapitol) *ss*Pir.No.3–10,34 *ss*Pir.No.1–38 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Cargo battens not fitted in Shltr'tweendks* *Tonnage opening closed*'39	5685 5486 3563	✠100A1 *Shelter dk* *withfreeboard* ~~12,40~~~~11,39~~3,41 BS12,40 ~~BS11,39~~ ✠LMC9,38 *Fitted for oil fuel 11,19 F.P. above 150° F.*	Ant ~~Bub~~Gls	*y*	CL 3,39	1919 1mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	L.Fatsis *CellD*	399·6|53·0|32·8 FK 24·3 F39'*on Shelter dk* *B*351'1284*tFPT*60*t*	Syra Greek *ptCem* 7*BH toShdk* *APT*90*t*	T.3Cy.$26\frac{3}{8}$",45"&75"–54" (*s*) 180lb 619NHP 3SB,12*cf*,GS220,HS9525 FD N.E.MarineEngCoLdNwc	35 ″ 5 s9 ″ $4\frac{3}{4}$ 26 ″ 3	
79489 203206 KFLN	**Michigan** *Mchy.Aft* D.F. Sub.Sig. 1*Dk*	6924 — 5476					1906	Gt.Lakes Eng.Works Ecorse,Mich.	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCo*Mgrs*)	530·0|56·2|32·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",37"&63"–42" Great 257NHP LakesEng.Works,Detroit		R
79490 FNSZ	— *ss*Hav.No.3–10,34 *ss*Hav.No.1–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6419 6152 4023	✠100A1 *Shelter dk* *withfreeboard* 12,39 BS11,39 ✠LMC9,38	Hav	*a*†	CL 12,39	1920 4mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	Cie.Générale Transatlantique *CellDB*366'1361*t DTa*27'1028*tFPT*154*tAPT*88*t*	412·5|55·5|34·4 F36'*on Shelter dk* FK	Havre French *Cem* *Collision BHtoShdk* 6 „ „ *U* „	T.3Cy.27",45"&75"–54" (*s*) 180lb 564NHP 4SB,12*cf*,GS260,HS9760 J.Dickinson&Sons,Ld.Sld.	37 ″ 0 s8 ″ $9\frac{3}{4}$ 28 ″ 6	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero l'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.Ref'Trade.
79491 218750 KEGS	**Michigan** (*ex*WestHartland) *Fitted for oil fuel* 2*Dks*	5594 — 3476					1919	Columbia RiverSBCorp Portland,Or.	StatesSteamship Co.	410·0 P44'B115'F46'	54·2	27·6	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine GeneralElectricTurbineCo Schenectady,N.Y.		R
79492 127752 WNJZ	— (*ex*CharlesM.Warner) D.F. *Mchy.Aft* 1*Dk2trB*	3739 — 2707					1903	Chicago S.B.Co. Chicago	GreatLakesDredge &DockCo.	377·0 F44'	48·2	24·0	Duluth Utd.States *WB*	T.3Cy.20″,33½″&55″–40″ 191NHP ChicagoS.B.Co.Chicago		
79493 221467 WCIO	— TwinSc (*ex*I.L.I.105-36, *OilEng.* *ex*Interwaterways ssClv.No.3-4,35 LineIncorporated ssN.Yk.No.1-39 105-32) 1*Dk*(*Stl*) *Mchy.Aft* Wireless	1040 956 797	✠ A1 *Self-propelled Barge* 5,11 ~~3,40~~ LMC(M)3,41 DBS~~4,39~~5,41 LMC4,39 *For service between New York & Port Huron & Montreal via Erie & Welland Canals* *Carrying liquid caustic soda in deep tanks in Nos. 2,4&6holds*	NYk		~~12,38~~ s12,39 P4,41	1921 7mo	McDougall DuluthS.BCo. Duluth,Minn. A&CP	MichiganAtlantic Corporation	254·0 FK *Side tanks f12′23tFPT30t*	36·0	14·0	NewYork Utd.States 5*BHCem* *APT13t*	Oil Engines 2S.C.SA 12Cy.10″–12½″ 211NHP NDB35–100*lb* NE4,27 FairbanksMorseCo.Beloit, Wis.	14 ″ 0	
79494 UOXT	**Michurin** TwinSc3Mst (*ex*G.Yagoda-37, *OilEng.* *ex*Enukidze-35, ssGls.No.2-31 *ex*Castilian 1*Dk*(*Stl*)2nd *dk*(*Stl*) Prince-33,*ex*Sycamore) *in forward holds* *Well deck* Sub.Sig. *CruiserStern*	3908 3298 2041	✠ 2,34	Gls ✠	*x*		1923 11mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R. *CellDB270′1164t*	364·0 P&B225′F88′ FK *Ductkeel amidships 140′* *DTa between tunnels39′88tDTf29′590tFPT80tAPT67t*	52·2	24·1	Odessa Russian 6*BHptAsp*	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$″–38½″ 695NHP Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 11	
79495 144084 MKSL 4/41	**Mickleton** 3Mst ssBwg.No.3-6,34 ssHul.No.1-38 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	777 541 364	✠100A1 ~~11,38~~12,40 MS11,38	Hul Nwc ✠LMC BS~~11,39~~ 6,40	*j*	CL ~~12,37~~ N12,40	1921 8mo	Cook,Wel- t'n&Gemmell Ld. Beverley *Lloyd'sA&CP*	WesternNav.Co. Ld.(Wm.S.Scott& Co.*Mgrs.*) *CellDBf99′155tFPT52tAPT34t*	180·4 187·1(O.L.) Q101′B11′F23′ FK	30·1	11·7	Hull British 3*BHCem*	T.3Cy.14½″,24″&40″–27″ (*s*) 180lb 109NHP 2SB,4*pf*,GS64,HS1950 C.D.Holmes&Co.Ld.Hull	14 ″ 0 s3 ″ 11½ 13 ″ 7½	
79496 145237 GDQB 3/41	**Middlesex** ssFal.No.3-1,33 ssLiv.No.1-37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Ref.Mchy.* *CruiserStern*	~~9583~~ ~~8165~~ ~~8049~~ 8703 8185 5451	✠100A1 *Shelter dk* *withfreeboard* 7,40 ~~10,39~~ ~~BS3,39~~ ✠Lloyd'sRMC~~10,39~~ *Fitted for oil fuel 4,25*	Fal ✠NE7,40 ~~MS7,40~~ ✠LMC7,40 1,41	*d*†	CL ~~1,38~~ 6,40 *F.P.above 150° F.*	1920 9mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	FederalStm.Nav. Co.Ld. *CellDB386′1446tFPT115tAPT23t*	460·0 B268′F50′*on* *Shelter dk* FK	62·8	35·2	London British *ptCem* *Coll BH to Sh dk* 6 ″ ″ *U* ″	2SteamTurbinesDRgeared to 1 Sc. Shaft 1232NHP 180lb (*s*) ~~1252NHP~~ 5SB,20*cf*,GS401,HS16575FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	37 ″ 9 s7 ″ 10½ 30 ″ 0½	
79497 210644 KGGO	— *Mchy.Aft* 1*Dk* Sub.Sig.	4727 4109 2780					1912	NewYork S.B.Co. Camden,N.J.	CoastwiseTrans- portationCorp.	369·0 P80′B17′F33′	50·1	28·0	Prtlnd,Me. Utd.States *WB*	T.3Cy.23¼″,38½″&67″–45″ 301NHP NewYorkSBCo.CamdnNJ		R
79498 164047 GYFR 27/4	**Middleton** (*ex*Darcolm-37) ssShl.No.1-40 D.F. 1*Dk*&*Shelter dk*	4297 4033 2603	✠100A1 *withfreeboard* 3,40	Cff ✠LMC1,40	*y*	CL 3,40	1935 3mo	Wm.Ham- ilton&Co.Ld. PortGlasgow *Lloyd'sA&CP*	MiddletonS.S.Co. Ld.(LambertBros. Ld.*Mgrs.*) *CellDB332′1141tFPT153tAPT125t*	390·0 402·7(O.L.) F31′ FK	53·0	24·7	London British 6*BHptCem* (*Coll to Sh dk* 5 ″ 2*nd* ″)	T.3Cy.25″,38″&70″–48″& exhaust turbine driving steam compressor 200lb (*s*) 476NHP 3SB,9*cf*,GS186,HS7335 J.G.Kincaid&Co.Ld.Grk.	27 ″ 2 s2 ″ 10½ 24 ″ 6	
79499 116669 VGMP	**Midland Prince** (*Self-Unloader*) D.F. GyC. *Mchy.Aft*	6339 6098 4244					1907	Collingw'd S.B.Co. CollngwdOnt	CanadaSteamship Lines,Ld.	474·0	55·0	27·0	MidlndOnt British *WB*	T.3Cy.23″,38½″&63″–42″ 257NHP CollingwoodS.B.Co.		R
79500 LELR	**Midnatsol** Ⓟ Wireless D.F. E.S.D. 1*Dk*&*Awng dk2trB*	978 860 505					1910	Bergens Mek.Værks Bergen	DetBergenske Dampskibsselskab	202·8 H118*t*	31·1	19·8	Bergen Norwegian *WB*	T.3Cy.19″,30″&52″–33″ 155NHP BergensMekVærksBergen		
79501 25492 JBED	**Midori Maru** Ⓟ (*ex*CapeTown ssYka.No.3-6,34 Maru-36) 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Fitted for oil fuel*	5827 5590 4228	✠ ... 2,38	Nag ✠	*y*		1919 9mo	Kawasaki Dkyd.Co.Ld Kobe	TochikiShojiK.K. *CellDB334′1118tFPT126tAPT93t*	385·0 FK	51·0	36·0	Kobe Japanese *ptCem* *Coll BH to Aw dk* 5 ″ ″ *U dk*	T.3Cy.26″,43½″&72″–48″ 440NHP 2SB&1AuxSB,8*cf*, GS154,HS5636 KawasakiDkydCoLdKobe	36 ″ 0	C †
* 79502 PFZL	**Midsland** ssRot.2ndNo.3-10,39 *Well deck* 1*Dk*(*Stl*)	1089 758 608	✠100A1 10,39	Rot ✠LMC10,39	*n*	OG 4,38	1915 10mo	Maats. Fyenoord Rotterdam A&CP	Scheepv.en SteenkolenMaats. N.V. *Cell DBa58′uE19′f98′301tFPT17tAPT12t*	224·8 Q72′B55′F22′ FK	33·2	14·3	Rottrdam Dutch 4*BHCem*	T.3Cy.17½″,29″&46″–36″ (*r*) 180lb 155NHP 2SB,4*cf*,GS78,HS2620 Maats.Fyenoord,Rot.	15 ″ 1 s1 ″ 0½ 14 ″ 2½	
79503 220920	**Midway** *Fitted for oil fuel* *Mchy.Aft* *Carrying oil in bulk*	978 — 586					1920	Pacific Cst. S.B.Co. BayPoint,Cal	TideWater AssociatedOilCo.	193·5	38·0	15·1	S.Frncisco Utd. States	C.2Cy.16″&34″–24″ TheHallideCo. 53NHP Spokane,Wash.		
79504 27312 JIZB	**Mie Maru** (*ex*MiyeMaru-38) 2*Dks*	2914 2673 1761	✠ ... 12,23	✠			1920 7mo	TobaShip- yard Toba	NipponYusenK.K.	305·0 P23′B92′F33′ FK	43·7	27·2	Tokyo Japanese *WB*	T.3Cy.23″,38″&64″–48″ 352NHP TanakaEng.Co.Osaka	27 ″ 3	
79505 EAFY	**Mieres** (*ex*CeferinoBallesteros, *ex*Rosario, ssBbo.2ndNo.3-12,21 *ex*KendalCastle) ssBbo.No.2-31 1*Dk*(*Stl*)&*deep framing* &*ptAwngdk*(*Stl*)	2884 2116 1747	✠ ... 5,34	Bbo ✠	*t*		1896 5mo	W.Pickers- gill&Sons Sunderland	Soc.Anon.Fabrica deMieres *CellDBa96′uE&B44′f120′647tAPT38t*	310·0 P27′Q42′ *ptAwng dk241′* FK	42·9	19·2	Gijon Spanish 6*BHCem*	T.3Cy.21½″,36″&60″–42″ NDB13 245NHP 2SB,6*pf*,GS98,HS3865 G.Clark,Ld.Sunderland	21 ″ 9	
79506 120461 MLRV	**Miervaldis** (*ex*Kingsdon, *ex*St.Edmund) ssBry.No.3-8,17 ssCff.No.2-26 *Well deck* 1*Dk*&*deep framing*	1265 1017 804	✠ ... 8,30	✠			1904 10mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow	Ministry of Ship- ping (Broomhill SteamshipsLd. *Mgrs.*)	234·6 Q89′B46′F30′ FK	36·1	14·9	Swansea British *WB*	T.3Cy.19¼″,31″&51″–36″ 167NHP ClydeS.B.&E.Co.Ld. P.Gls	17 ″ 3	C †
79507 PFZO	**Mies** ssRot.No.1-36 *OilEng.* *CruiserStern* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	309 227 222	✠100A1 ~~3,40~~10,40	Goo Fal ✠LMC3,40	*d*	N3,40	1933 2mo	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam *Lloyd'sA&CP*	HollandscheZee- reed(J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*) *CellDBf28′28tFPT10tAPT4t*	131·9 Q26′F16′ FK	23·5	8·8	Rottrdam Dutch 3*BHCem*	Oil Engines 4S.C.SA 4Cy.11″–17$\frac{11}{16}$″ 47NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	9 ″ 6 s ″ 11½ 8 ″ 7½	
79508 498 IQVM	**Migliarino** WoodAuxBkn (*ex*SailingVessel) *OilEng.* 1*Dk2trB* (*See Sailing Ship Register*)	391 — 312					1920	Flli Picchiotti Viareggio	L.G.Tomei	139·4	30·1	14·9	Viareggio Italian	Oil Engines 2S.C.SA 3Cy.8$\frac{11}{16}$″–14$\frac{5}{16}$″ 39NHP *Emade32fitted35* Akt.Burmeistr&Wain,Cpn		I

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of TradeCert
79509 149387 MMJK	**Migrante** TwinSc (*ex*Audacieux–38, *ss*Msl.No.2–36 *ex*Victrix–36, AnnualSurvey Msl.2,37 *ex*Migrant) (*Yacht*) *OilEng.* Wireless 1*Dk*(*Teak*)	348 235 201	✠100A1 4,38 ✠LMC12,35 ✠LMC(M)3,38	Sou		CL 2,38	1927 11mo *Lloyd*	ClydeS.B. &Eng.Co.Ld. Port Glasgow '*sA&CP*	F.G.T.Dawson	128·0|24·2|11·3 B57'F24' BK7½" *DTa*8'5t*FPT*	Greenock British 5*BHptCem* *ptAsp* 3t*APT*16t	Oil Engines 4S.C.SA 12Cy.10$\frac{13}{16}$"–16$\frac{9}{16}$" 136NHP Maschfbk.Augsburg-Nürnberg,Augsburg		
79510 147287 GKXJ	**Miguel de Larrinaga** 2*Dks*	5231 4855 3197					1924	F.Schichau Danzig	LarrinagaS.S.Co. Ld.	388·4|53·0|29·8 P29'F36'	Liverpool British *WB*	T3Cy25⅜",43$\frac{3}{16}$"&70$\frac{9}{16}$"–47¼" 345NHP F.Schichau,Elbing		C
79511 30369 JMSE	**Mihara Maru** Ⓟ *OilEng.* 2*Dks*	697 570 379					1925	KobeWrks. Mitsubishi Zosen Kaisha, Ld. Kobe	SetsuyoSyosen K.K.	170·0|28·6|18·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.18¼"–27" 195NHP Vickers,Ld.Barrow		
79512 33998 JCPC	**Miharu Maru** (*ex*Oyama-Maru–38, *ex*Tsurugi san *ss*Kob.2ndNo.3–11,23 Maru,*ex*Cardiganshire) *ss*Drn.No.1–27 1*Dk&Spar dk&deep framing*	3857 3450 2371	✠ ... 12,30 ✠				1899 2mo	Sunderlnd S.B.Co.Ld. Sunderland	SugayaK.K.	356·0|45·2|18·7 P38'B92'F46' 26·5 FK	Kobe Japanese *WB*	T.3Cy.24",40"&64"–42" 292NHP N.E.MarineEng.Co.Ld.Sld	29 ″ 4	
79513 15870 JCPG	**Miho Maru** Ⓟ Wireless 1*Dk*	515 457 283					1913	OsakaIron Works Osaka	ChishimaKisen K.K.	163·4|25·9|14·4 *WB*	Kobe Japanese	T.3Cy.12",20"&34"–22" 54NHP OsakaIronWorks,Osaka		
79514 22394 JEGC	**Mihuku Maru** 1*Dk*	1206 1025 661					1918	Matsuo Magohashi Koyaki	Turumaru Hirotaro	200·0|33·0|20·0	Kobe Japanese *WB*	T.3Cy.14½",24½"&40"–30" Matsuo 88NHP Magohashi,Nagasaki		
79515 19215 JBID	**Miikesan Maru** *ss*Kob.No.3–11,29 *ss*Kob.No.1–34 2*Dks*(*Stl*)*&Webframes* *Longitudinal framing*	3179 2757 1961	✠ ... 5,35 ✠	Kob	*t*		1916 6mo	OsakaIron Works,Ld. Innoshima *CellD*	SugayaK.K. *Ba&uE*101'*f*138'47	305·0|43·7|27·2 P19'B82'F32' FK 4t*DTa*25'534t*FPT*	Kobe Japanese 5*BHCem* 79t*APT*20t	T.3Cy.22",37"&61"–42" 288NHP 2SB,6*cf*,GS90,HS3824 OsakaIronWrks.Ld.Osaka	27 ″ 3	C †
79516 PGBP	**Mijdrecht** *OilEng.* *ss*Rot.No.2–39 *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*)2nd *dk*(*Stl*) *in way of mchy.* D.F. *space&Webframes Longitudinal framing at bottom & at deck*	7493 6720 4398	✠100A1 11,40 ~~10,39~~ DBS~~11,39~~ 11,40 ✠LMC1,39 *CarryingPetroleum in bulk*	Rot Shl	*b*†	CL ~~2,38~~ 10,40	1931 2mo *Lloyd*	NVRotter- damDroogd. Maats. Rotterdam '*sA&CP*	N.V.Maats.Motor- schip"Mijdrecht" (N.V.Phs.Van Ommeren'sSheepv. Bedrijf,*Mgrs.*)	440·3|58·7|35·0 P110'F44' FK *CellDBuE*32'59t	Rottrdam Dutch 12*BH* *DTf*25'243t	Oil Engines 4S.C.SA 8Cy.29½"–59$\frac{1}{16}$" 652NHP 2DB*142lb* Harland&Wolff,Ld.Gls. *FPT*220t*APT*136t	34″11 s 7 ″ 9¾ 27 ″ 3½	
79517 PKQR	**Mijer** *OilEng.* 1*Dk*	1873 1716 1128					1914	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Paketv. Maats.	278·2|41·2|16·8 P34'F30'	Batavia Dutch *WB*	Oil Engines4S.C.SA 6Cy.22"–39⅜" 280NHP NedFb.v.Wrk&Spoor,Ams		V
79518	**Mr. Linthorst Homan,** *see No.*	79901												
79519 28556 JUEB	**Mikage Maru** Ⓟ (*ex*Iran,*ex*Paroo) 1*Dk&Spar dk&deep framing*	2761 2231 1685	✠ ... 1,02 ✠				1897 11mo	Russell& Co. PortGlasgow	MukoKisenK.K.	315·6|40·1|14·6 B92' FK 22·1 P36'*Shadedk a*24' F35'*Shade dkf*28'	Mikage Japanese *WB*	T.3Cy.25",40"&64"–45" 291NHP Hutson&Son,Glasgow	24 ″ 6	
79520 40713 JGJJ	**Mikage Maru No. 2** *OilEng.* 1*Dk*	617 — 401					1935	Mihara S.B.Yd. Osaka	MukoKisenK.K.	170·0|28·0|14·9	Mikage Japanese *WB*	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"–20⅞" 118NHP HanshinTekkosho,Kobe		
79521 33188 JAYC	**Mikage Maru No. 3** (*ex*Mifune Maru) 1*Dk*	3111 2775 1843					1928	KobeSteel Works Harima	MukoKisenK.K.	330·5|46·7|25·0 P25'B93'F35'	Mikage Japanese *WB*	T.3Cy.22",37"&61"–42" 241NHP KobeSteelWorks,Kobe		C
79522 29806 JPLA	**Mikage Maru No. 5** (*ex*Kratos) *ss*Cpn.No.3–9,17 *ss*Kob.No.2,25 1*Dk&deep framing*	3532 3216 2190	✠ ... 10,28 ✠				1904 9mo	W.Gray& Co.Ld. WHartlepool	MukoKisenK.K.	340·0|49·1|22·8 P27'B100'F32' FK	Mikage Japanese *WB*	T.3Cy.25$\frac{3}{16}$",40⅝"&67"–45" 335NHP Cen.Mar.Eng.Wrks.WHpl	25 ″ 3	C †
79523 31738 JHMB	**Mikage Maru No. 8** (*ex*Shakespear) *ss*Sld.No.3–4,25 *ss*Kob.No.1–29 1*Dk*	3371 3133 2567	✠ ... 1,30 ✠				1912 3mo	J LThomp- son&Sons,Ld Sunderland	MukoKisenK.K.	342·0|49·1|22·9 P39'B94'F34' FK	Mikage Japanese *WB*	T.3Cy.24",40"&65"–42" 294NHP Blair&Co.Ld.Stockton	25 ″ 4	C †
79524 42636 JNHL	**Mikage Maru No. 18** *Cruiser Stern* 1*Dk*	4319 — 2556					1937	Mitsubishi JukogyoK.K Kobe	MukoKisenK.K.	360·0|50·0|29·0 P25'B105'F32' *WB*	Mikage- Chyo Japanese	1 DR gearedSteamTurbine 383NHP		C
79525 33636 JQNB	**Mikasa Maru** Ⓟ 2*Dks*	3143 2700 1877					1928	Yokohama DockCo. Yokohama	ToaKaiunK.K.	325·0|46·0|27·0 P29'B87'F38'	Tokyo Japanese *WB*	T.3Cy.23",38"&64"–48" 284NHP YokohamaDockCo.Yka.		C
79526 UNIA	**Mikhail Frunze** Sub.Sig. 1*Dk*	2357 1911 1231	✠ ... 12,30 ✠				1928 9mo	Sevastopol MarineWks. Sevastopol	U.S.S.R.	277·3|43·2|20·3 P14'B58'F26' FK	Leningrad Russian *WB*	T.3Cy.17¾",29⅛"&48$\frac{7}{16}$"–35$\frac{7}{16}$" 192NHP BalticS.&E.Wks.Leningrd	22 ″ 8	
79527	**Mikhail Gromov**(*ex*Rusoilprod–39) *OilEng.* *ss*Cff.No.1–34 1*Dk*(*Stl*) *Mchy.Aft* *Carrying Petroleum in bulk*	836 — 410	✠ ... 2,37 ✠	Brs	*l*		1930 7mo	C.Hill& Sons,Ld. Bristol	U.S.S.R.	190·0|32·6|13·3 P54'F22' FK *DTf*9'39t*FPT*40t	Tuapse Russian 8*BH* *APT*36t	Oil Engines 4S.C.SA 6Cy.20⅞"–20⅞" 256NHP Maschfbk.Augsburg-Nürnberg-Augsburg	14 ″ 4	
79528 UNIH	**Mikoyan** Sub.Sig. 1*Dk*(*Stl*)	2332 2013 1296	✠ —— 8,33 ✠	Len	*s*		1929 12mo	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	284·8|43·1|22·9 P14'B72'F20' FK *CellDB*228'554t *FPT*	Vladvostk Russian 4*BHptCem* 51t*APT*85t	T.3Cy.17$\frac{11}{16}$",29⅛"&48$\frac{7}{16}$"–35$\frac{7}{16}$" 193NHP 2SB,4*cf*,GS64,HS2690 BalticS.B.&E.Works,Len.	22 ″ 7	
79529 22280 JEXB	**Mikuni Maru** Ⓟ Wireless 2*Dks*	1015 840 579					1918	Kawasaki Zosensho Kobe	KitaNipponKisen K.K.	194·0|32·0|19·0	Amino Japanese	T.3Cy.15",25"&42"–30" 97NHP KawasakiZosensho,Kobe		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
79530 27178 JMYD	**Milan Maru** ssNag.No.3-11,34 2Dks(Stl)	5467 4996 3409	✠ ... 1,39 ✠	Kob	z		1920 7mo	AsanoS.B. Co. Tsurumi	IshiharaSangyo KaiunKaisha,Ld.	400·0 P33'B124'F41' FK CellDB339'941t	53·2	29·4	Hutyu Japanese 6BHCem APT28t	T.3Cy.26",43½"&72"-48" 513NHP 3SB,9cf,GS175,HS7376 KobeSteelWorks,Kobe	32 ″ 0	
79531 429 IBCW	**Milano** Ⓟ TwinSc Fitted for oil fuel D.F. 2Dks3trB	4028 — 2225					1913	Cant.Nav. Riuniti Spezia	"Tirrenia"Soc. Anon.di Nav.	361·6	44·7	24·4	Naples Italian WB	T.6Cy.21¼",34¼"&59⅞"-41⅜" Soc.Escercizio 454NHP Bacini,RivaTrigoso		I
79532 43 IQVS	— WoodAuxBkn (exSailingVessel-37) OilEng. 1Dk2trB (See Sailing Ship Register)	379 — 334					1919	E.Picchiotti Viareggio	Soc.AnonSbarchi Imbarchi e Trasporti	142·3	30·2	14·4	Rome Italian	Oil Engines 2S.C.SA 4Cy.8½"-10¼" 48NHP Emade&fitted37 SulzerBros.Ld.Winterthur		I
79533 140609 GCVG	**Milcrest** (exLika-39,exKobac-38, exCefn-y-Bryn-38, ssAnt.No.3-4,31 exDacreCastle-37) ~~ssCff.No.1-35~~ ssSch.No.2-38 2Dks(Stl)	5283 4866 3387	✠100A1 ~~3,39~~11,40 ✠LMC MS~~4,36~~ BS4,40 11,38	Ant Bel	y	CL ~~11,38~~ 11,40	1919 3mo Lloyd'sA&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	CrestShippingCo. Ld. CellDB	400·1 P49'B113'F29' FK 340' 1019t FPT 130t	52·4	28·4	London British 7BHptCem APT204t	T.3Cy.27",44½"&73"-48" (s) 180lb 517NH 3SB,9cf,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s5 ″ 11¼ 25 ″ 3¼	
79534 PFZP	**Mildred** OilEng. Mchy.Aft 1Dk Wireless D.F. CruiserStern	552 425 246	✠100A1 7,39 ✠LMC7,39 CarryingPetroleum in bulk	Alb	i	OG	1939 7mo Lloyd'sA&CP	Werf de Noord Alblasserdam	N.V.TankKustvaartMaats.	180·3 189·0(O.L.) Q62'Trunk85'F33' FK FPT	27·8	10·7	Rottrdam Dutch 9BH 117tAPT20t	Oil Engines 4S.C.SA 8Cy.11"-17 11/16" 94NH DB145lb Klöckner-Humboldt- DeutzA.G.Köln-Deutz	11 ″ 2 s ″ 4 10 ″ 11¼	
79535 130164 VJGP	**Mildura** (exEnoggera) ssSyd.No.3-9,33 ssSyd.No.1-37 1Dk(Stl)&Shelter dk(Stl) Longitudinal framing &Web frames	3478 3013 2003	✠100A1 Shelter dk with freeboard 11,40 ~~1,40~~ ✠LMC MS1,37 BS~~6,39~~ 5,40	Syd	v	CL 1,39	1920 12mo A&CP	H.M.Dockyard Newcastle, N.S.W.	Australasian UnitedStm.Nav. Co.Ld. CellDB277'884t	331·0 340·8(O.L.) FK Collision BH to S dk FPT118t	47·7	26·1	Melbourne British Cem APT204t 4 ″ ″ U ″	T.3Cy.25",41"&68"-45" (s) 190lb 519NH 3 Water Tube Boilers FD HS8289 H.M.Dockyard,Nwc.NSW	26 ″ 1 s 2 ″ 4½ 23 ″ 11	
79536	**Milena** (exChincha-39) Now "Gloria," see No. 88211 in Supplement [illegible],23 ssBal.No.1-27 Fitted for oil fuel Longitudinal framing 2Dks&Shelter dk	6348 4574 3983	✠ ... 1,31 ✠				1912 9mo	JLThompson&Sons,Ld. Sunderland	Ant.Babarovic	403·0 FK	52·3	26·8	Milna Yugoslav WB	Q.4Cy.24",34½",49"&71"-48" 480NHP N.E.MarineEngCoLd.Nwc	37 ″ 1	R †
79537 CSKS	— WoodAux4MstSr (exSailingVessel OilEng. Burkeland-35) Mchy.Aft 1Dk2trB (See Sailing Ship Register)	757 664 583					1918	Bagdad S.B. Milton,Fla.	Industria Aveirense dePesca, Ltda.	180·5	35·7	16·4	Aveiro Portuguese	Oil Engines 2S.C.SA 4Cy.9 11/16"-16 5/16" 68NHP Emade&fitted36 Atlas-DieselA/B,Skm		
1:30/40 79538 161390 GTJL	**Mill Hill** (exPeebles-36, exGracechurch-33) ssBkn.No.2-39 1Dk(Stl) D.F. CruiserStern	4318 4025 2594	✠100A1 5,40 ~~1,40~~ ✠LMC MS3,38 BS8,39	Bry Npt	x	CL ~~3,38~~ 4,40	1930 4mo Lloyd'sA&CP	W.Doxford &Sons,Ld. Sunderland	MillHillS.S.Co.Ld. (CountiesShip ManagementCo. Ld.Mgrs.) Cell	370·4 384·7(O.L.) P30'B230'F34' FK DB317'913tFPT134t	52·9	24·9	Newcastle British 6BHCem APT161t	T.3Cy.25",41"&68"-45" (s) 180lb 368NHP 3SB(Spt)9cf,GS187,HS6105 G.Clark,Ld.Sunderland	27 ″ 2 s3 ″ 7½ 23 ″ 9½	
79539 1265 CBTM	**Millabu** (exAtacama-33, TwinMsts exStadHaarlem) ssVpo.No.3-12,34 ssVpo.No.1-39 2Dks(Stl)	3378 — 1880	✠100A1 4,40 ~~8,39~~ ✠LMC7,39 BS9,40 Fitted for oil fuel 11,22 F.P. above 150° F.	Vpo	u	CL ~~2,37~~ 3,40	1922 11mo Lloyd'sA&CP	W.Gray& Co (1918)Ld. WHartlepool	Cia.deMuelles de la Poblacion Vergara Cell	310·1 P23'Ba23'B84' FK Bf23'F32' DB 265'758t FPT	46·5	23·7	Valparaiso Chilian 6BHptCem 120tAPT60t	T.3Cy.25",41"&68"-45" (r) 200lb 414NHP 3SB,6cf,GS132,HS5727 FD Cen.Mar.Eng.Wks.W.Hpl	26 ″ 3 s4 ″ 3 22 ″ 4	
79540 207579 WKCI	**Millinocket** ssBal.2ndNo.3-6,34 ssBal.No.1-38 1Dk(Stl)2trB&Web framing Longitudinal framing	3274 2716 2078	✠100A1 9,40 ~~12,39~~ BS~~9,39~~ ✠LMC2,38 3,40 Fitted for oil fuel 12,22 F.P. above 150° F.	NYk Bal	u	CL 12,39	1910 6mo A&CP	Maryland SteelCo. Sparro'PtMd	A.H.BullSteamshipCo.Inc.(A.H. Bull&Co.Inc. Mgrs.) CellDBa82'uE	317·3 P26'B93'F36' FK 18'f134'485tFPT102t	44·2	23·8	New York Utd.States 5BHCem APT46t	T.3Cy.21⅝",37½"&60"-42"(s) 180lb 277NHP 2SB,6cf,GS144,HS4580 MarylandStl.Co.Sparr'.Pt.	26 ″ 6 s4 ″ 3½ 22 ″ 4½	
52/41 79541 131370 MDPX	**Millisle** (exGowerCoast-32, 3Mst exVolhynia) ssLiv.No.3-10,19 ssArd.No.2-28 Welldeck Mchy.Aft 1Dk	617 420 255	✠ ... 5,32 ✠				1911 8mo	R.Williamson&Son Workington	JohnKelly,Ld. (W.Clint,Mgr.)	175·0 Q105'B9'F22' BK7"	27·1	11·1	Belfast British WB	T.3Cy.14",24"&40"-27" 110NHP Ross&Duncan,Glasgow	13 ″ 4	C †
79542 PKNO	**Milo** OilEng. Mchy.Aft 1Dk	322 280 247					1919	A Pannevis Alphen a/d Rijn	Nederl.Ind.TankstoombootMaats.	135·9	24·6	10·4	Batavia Dutch WB	Oil Engines 2S.C.SA 2Cy.15¾"-17¾" 88NHP KromhoutMotoren Fabriek,Amsterdam		C
79543 6796 SGMN	**Milos** (exBrynmead,exIzaston, exWilliam ssShl.3rdNo.3-4,37 Broadley) D.F. 1Dk(Irn)2trB&deep framing3Dk rule	3058 2831 1844	✠100A1 11,40 ~~2,40~~ BS~~5,36~~ ✠LMC4,37 3,41	Els PNl	u	CL 1,40	1898 8mo Lloyd'sA&CP	BlythS.B. Co.Ld. Blyth	RederiA/B Helsingborg(O. Hillerström,Mgr.) CellDBa	325·1 P27'B74'F34' FK &uE130'f130' 701t	47·0	22·4	Hlsngborg Swedish 5BHCem APT49t	T3Cy24 3/16",40¼"&65"-42"(s) 160lb NDB17 280NHP 2SB,1rf,2cf,GS119,HS4325 Blair&Co.Ld.Stockton	24 ″ 10 s 4 ″ 1½ 20 ″ 11	
79544 DHQZ	— (exMain,exMaria,exRegina) 1Dk&Spardk	2702 2447 1666					1906	Flensburgr Schiffsb.Ges. Flensburg	DeutscheLevante- LinieHamburg A.G.	290·3 P27'B72'F34'	44·0	23·8	Hamburg German WB	T.3Cy.20 1/16",33½"&55¼"-37½" 192NHP FlensburgerSchiffsb.Ges.		G
79545 678 SZLK	— Ⓟ (exMoschanthiTogia-33,exYacht Catania) ssRot.2ndNo.3-5,21 Wireless 2Dks	598 — 239	✠ ... 1,23 Yacht ✠				1895 6mo	D&WHenderson&Co. Glasgow	HellenicCoast LinesCo.Ld.	203·0	26·7	15·3	Piræus Greek	T.4Cy.18",28½"&(2)32"-27" 126NHP D.&W.Hendersn&Co.Gls.		
79546 122842 MCLK	**Miltrap** (exRosalie-39,exCompass, exLilian) ssSld.2ndNo.3-10,32 ssSld.No.1-36 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	320 227 130	✠100A1 4,40 ~~12,30~~ ✠LMC BS~~3,36~~ MS10,39 5,40	Shl Nwc	e	CL ~~3,30~~ 4,40	1906 5mo Lloyd'sA&CP	GooleS.B. &RepgCo.Ld Goole	IcelandicStm.Nav. Co.Ld.	134·0 Q44'F20' FK	24·0	10·2	Newcastle British 3BHCem FPT28t	C.2Cy.18"&36"-24" (s) 130lb 71NH 1SB,3pf,GS44,HS1328 G.T.Grey,SouthShields	11 ″ 3 s ″ 9½ 10 ″ 7	
79547 DIDP	**Milwaukee** Ⓟ TwinSc Ref.Mchy. Sub.Sig. OilEng. D.F. GyC. 4Dks CruiserStern	16754 12844 9415					1929	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	546·6 B213'F52'	72·4	42·2	Hamburg German WB	Oil Engines 2S.C.DA 24Cy.19 11/16"-25¼" 3250NHP Blohm&Voss,Hamburg		G
75/40 79548 93265	— 2Dks	3327 — 2424					1902	Chicago S.B.Co. Chicago	GreatLakes Transit Corporation	325·0	44·0	28·0	Buffalo Utd.States WB	T.3Cy.23",38"&64"-40" 259NHP ChicagoS.B.Co.Chicago		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length	Breadth	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert.
79549 LELT	**Mimer** 1*Dk*	1143 999 681					1905	Bergens Mek. Værks Bergen	RederiA/SMimer (S.A.Larsen& E.Thorvildsen)	228·8 P21*t*H48*t*F30*t*	35·2	15·8	Oslo Norwegian *WB*	T.3Cy.16½″,26″&44″–30″ 106NHP BergensMekVærksBergen		N
79550 5530 SFMW	— 1*Dk*	*975* *734* *374*					1913	Lindhol- mensV.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	221·5 P133'H150*t*F55'	36·1	13·1	Stockholm Swedish *WB*	T.3Cy.19¼″,32″&52″–33″ 155NHP LindholmensV.A.Got.		V
79551	**Mimina** (*exTrawler*Montenotte) 1*Dk*	355 303 102	✠ 9,24 ✠	Sav			1919 8mo	Foundat'n Co. Savannah,Ga	HavanaMolasses Co.	150·0 Q79'F26' BK7″ *FPT*6*t*	25·0	14·7	Havana Cuban 4*BHCem* *APT*8*t*	T3Cy.12¾″,21½″&35″–24″ 89NHP 1SB,3*pf*,GS53,HS1700 CanadianAllis-Chalmers Ld.Rochfield,P.Q.	14 ″ 8	
79552 LELU	**Mimona** 1*Dk*	1147 980 660					1919	Trndhjms Mek.Værks Trondheim	SkibsA/S Mimona (K.Andersen&Co. A/S,*Mgrs.*)	226·3 P35*t*H51*t*F28*t*	36·5	15·7	Frdrkstad Norwegian *WB*	T.3Cy.17″,27½″&46″–30″ 117NHP Trondhjem M.V.Trndheim		N
79553 835 SVBS	**Mimosa** (*ex*Michael–33, *ss*Nwc.No.3–9,20 *ex*Kirnwood) *ss*Cff.No.1–25 1*Dk*(*ptIrn&ptStl*)2*trBdeepframing* *& Webframes*	*3071* *2849* *1950*	✠ 5,30 ✠	Hul	*v*		1905 7mo	R.Craggs &Sons,Ld. Middlesbro'	SociétéCommer- ciale et d'Arme- mentSoc.Anon. *CellD*	330·1 P30'B166'F32' FK *Ba*102'*uE*26'*f* 140'	47·0	22·2	Syra Greek 5*BHCem* 695*tAPT*92*t*	T.3Cy.23½″,39″&64″–42″ 273NHP 2SB,6*rf*,GS119,HS4200 Blair&Co.Ld.Stockton	24 ″ 4	C †
79554 FNYO	**Min** Ⓟ (*ex*Java) *Fitted for oil fuel* D.F. 2*Dks*(*Stl*)&3*rd dk in Nos.* 1,2 & 4 *holds*	7997 7102 4176	✠ 1,17 ✠	Veg	*e*†		1913 7mo	Bremer Vulkan Vegesack	Cie. des Messageries Maritimes *CellDBa*142'*uE*	484·0 P&B385'F78' FK 37'*f*191'1559*t* *FPT*	62·5	29·8	Dunkirk French 9*BHCem* 61*t APT*28*t*	Q.4Cy.28¾″,41¼″,60¼″&87⅜″ –55⅛″&LPTurbine 4SB,12*cf*,GS269,HS12916 BremerVulkan,Vegesack	32 ″ 6	V †
79555 235 SVIH	**Mina L. Cambanis** (*ex*Somerton–35) *ss*Cff.No.3–9,34 *ss*Pir.No.1–38 1*Dk*(*Stl*)	*5227* *4792* *3139*	✠100A1 3,41~~3,40~~ BS3,40 ✠LMC11,38	Npt Pir	*y*	CL ~~5,38~~ 3,41	1920 2mo *Lloyd's A&CP*	W.Pickers- gill&Sons,Ld. Sunderland	TheHeirsofthe lateL.Z.Cambanis *CellDB*	400·0 P49'B113'F38' FK 345'1047*t* *FPT*132*t*	52·3	28·5	Andros Greek 7*BHCem* *APT*218*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
79556 EADC	**Mina Piquera** (*ex*CaboSanta Maria,*ex*Segundo, *Fitted for oil fuel* *ex*Pleiades) 2*Dks*	3754 — 2943					1900	Maryland SteelCo. Sparro'Pt.Md	JoaquinVelasco	331·5 P26'B71'F42'	47·2	25·4	Gijon Spanish *WB*	T.3Cy.21″,35″&56″–42″ NB20 203NHP MarylandSteelCo.		
79557 1042 IBEW	**Mincio** D.F. 1*Dk* *Now* "*Empire Fusilier*," *see No.* 83003 *in Supplement*	5404 4560 3184					1921	Soc.Anon. Cantieri Cerusa Voltri	UnioneSoc.Anon. diNav.	394·2	51·9	27·6	Genoa Italian *WB*	T.3Cy.26″,42½″&$69\frac{7}{10}$″–48″ 337NHP G.Fossati&Co.Sestri Ponente		C I
79558	**Mindanao** (*ex*Anatina–38, *ex*WarHermit) *ss*Sba.No.3–3,30 *ss*Sba.No.2–39 1*Dk*(*Stl*)	5236 4764 3150	✠100A1 ~~11,39~~12,40 ✠LMC BS4,~~396~~,40 MS8,39 *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel* 4,18 *F.P. above* 150° F.	Sba HKg	*y*	CL ~~5,38~~ N12,40	1918 4mo *Lloyd's A&CP*	J.Brown& Co.Ld. Clydebank	Cia.Maritima (Fernandez Hermanos,Inc. *Mgrs.*) *CellDB*	400·7 P49'B113'F39' FK *Middle line Bulkhead not oil-tight* 345'1134*t* *FPT*118*t*	52·3	28·5	Manila Utd.States 11*BHptCem* *APT*176*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 489NHP 3SB,9*cf*,GS190,HS7020 FD Fullerton,Hodgart& Barclay,Ld.Paisley	31 ″ 0 ~~s5 ″ 11½~~ ~~25 ″ 3½~~ s4 ″ 11¾ ~~26 ″ 3¾~~ 26 ″ 3¼	
79559 170256	**Mindemoya** Comp (*ex*Jos.W.Simpson–38, *ex*Manchester) 1*Dk* *Mchy.Aft*	1778 1631 1084					1889	Detroit D.D.Co. Wyandotte, Mich.	Mindemoya Trans- portationCo.Ld.	243·2 *Shortened*22	41·8	19·6	Toronto British	T.3Cy.29″,32″&54″–42″ B*made*20*fitted*22 189NHP S.F.Hodge&Co.Detroit, Mich.		R
79560 LDOU	**Minerva** TwinSc *OilEng.* 2*Dks*	5883 5373 3600					1930	Akt.Bur- meistr&Wain Copenhagen	SkibsA/S"Corona" (H.M.Wrangell& Co.A/S)	402·1 P94*t*H278*t*	56·2	29·2	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 542NHP Akt.Burmeistr&Wain,Cpn		N
79561 DOUU	— *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	2446 1708 1302					1939	Bremer Vulkan Vegesack	Dampfschiffahrts Ges.Neptun	333·4 F26'	47·8	14·4	Bremen German *WB*	Oil Engines 2S.C.DA 5Cy.23⅝″–35$\frac{7}{16}$″ 975NHP BremerVulkan,Vegesack		G
200/40 79562 OHDD	— Iron (*ex*Prestonic, *ss*Hbg.2ndNo.3–3,14 *ex*Smyrna, *ss*Got.No.2–23 *ex*Eriksholm, 1*Dk& Webframes* *ex*MagnusBroms,*ex*Yrsa,*ex*Syria) *Well deck* D.F.	2039 — 1177	✠ ... 2,27 ✠				1889 9mo	R.Dixon& Co. Middlesbro'	A/B Jakobstad SteamshipCo.Ltd. (Osw.H.Sundqvist, *Mgr.*)	286·6 277·4 P29'Q72'B122'F32' BK9″	38·0	18·8	Jakobstad Finnish *WB*	T.3Cy.21¼″,34″&56″–39″ 188NHP G.Clark,Sunderland	12 ″ 9	V †
79563 103 IQWH	— 1*Dk*	1905 1637 1093					1918	Cant.Nav. Riuniti Palermo	Soc.Anon.Sbarchi, Imbarchi e Trasporti	266·8 P26'B59'F21'	38·3	23·6	Rome Italian	T.3Cy.18⅛″,20⅛″&40⅛″–27⅗″ 89NHP Cant.NavaleRiuniti, Palermo		CI
79564 161574 VRCG	**Ming Sang** Ⓟ (*ex*HaiLi–38) *ss*H.Kg.No.1–38 E.S.D. 2*Dks* D.F.	3420 2714 2025	✠100A1 *withfreeboard* 3,41~~2,40~~ BS~~2,40~~ ✠LMC12,38 3,41	HKg	*u* $1\frac{11}{16}$	CL ~~9,39~~ 2,41	1934 10mo *Lloyd's A&CP*	Swan,Hun- ter&Wigham Richardson, LdNewcastle	Indo-ChinaSteam Nav.Co.Ld. *CellDB*275'575*t*	328·7 P35'B126'F44' FK *DTa*23'435*t* *FPT*4	47·2	23·2	HongKong British 6*BHptCem* 2*tAPT*43*t*	T.3Cy.22″,36″&60″–42″ (*s*) 200lb *100lb* FD 383NHP 2SB(Spt)6*cf*,GS138,HS5927 Swan,Hunter&Wigham Richardson,Ld.Nwc.	25 ″ 0 s7 ″ 8 17 ″ 6¾	
79565 LDOI	**Minister Wedel** *OilEng.* *ss*Rot.No.2–38 *Mchy.Aft* D.F. 1*Dk*(*Stl*)& *Webframes* *Longitudinal framing-bracketless system*	6833 5985 4022	✠100A1 7,40~~10,39~~ ✠LMC CS7,38 DBS~~7,37~~7,40 ~~3,37~~7,40 *Carrying Petroleum in bulk*	Got Bom	*a*†	CL 10,39	1930 7mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	RederiA/SNorsk Transatlantic (KarlBruusgaard, *Mgr.*) *CellDBuE*35'157	416·2 P112'B32'F56' FK *Trunk in wells* *tDTf*35'538*tFPT*1	58·0	32·8	Oslo Norwegian 11*BHptCem* 51*tAPT*276*t*	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$″–85″ 598NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 0	
79566 LOEF	**Ministro Frers** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	8868 7856 4601					1926	Ch.&Atel. delaGironde Bordeaux	ArgentineGovern- ment(Yacimientos Petroliferos Fiscales)	480·0 P108'B36'F36'	63·4	33·5	Bns.Aires Argentine *WB*	T.3Cy.29″,49″&80″–54″ 470NHP Ch.&Atel.delaGirondeBdx		

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant après. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand Navire Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
79567 LOEG	**Ministro Lobos** (*ex*Danville) *Fitted for oil fuel* *2Dks&Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	4310 3808 2520	✠ ... 9,20 ✠				1920 4mo	Baltimore D.D.&SB.Co. Baltimore, Md.	ArgentineGovernment(Yacimientos Petroliferos Fiscales)	340·1|49·2|27·1 P92'B35'F31' FK	Bns.Aires Argentine *WB*	DR geared Steam Turbine 390NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	28 ″ 7	
79568 PKOH	**Minjak** *OilEng.* *2Dks*	966 826 647					1937	N.V.Int. Scheepsbw. Maats."De Maas" Slikkerveer	N.V.Koninkl. Paketv.Maats.	203·9|34·1|15·1 P40'B21'F16'	Batavia Dutch *WB*	Oil Engines 4S.C.SA 6Cy.13½"–26¾" 110NHP WerkspoorN.V.Ams.		V
79569 746 ESBO	**Minna** (*ex*Copthorne) ssTln.No.3–6,36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1365 1222 810	✠100A1 9,39 BS4,39 ✠LMC6,36 No later survey reported	Tln	*o*	CL 9,39	1923 4mo *Lloyd's A&CP*	J.Lewis& Sons,Ld. Aberdeen	KäsmuLaeva-Omanikud (O.Tiedemann, *Mgr.*) *CellD B192' 381t FPT40t APT36t*	234·2|35·5|16·7 P16'Q67'B58'F23' FK	Käsmu Estonian *4BHCem*	T.3Cy.18¼",28½"&48½"–33" 180lb (*s*) 179NHP 2SB,*6pf*,GS104,HS3236 J.Lewis&Sons,Ld.Abn.	18 ″ 7 s 1 ″ 5¼ 17 ″ 4	
79570 DMAL	**Minna Cords** Sub.Sig. 1*Dk*	951 830 552					1921	Atlas WerkeA.G. Bremen	Aug.Cords	223·9|32·8|14·1 P29'B63'F23'	Rostock German *WB*	T.3Cy.15½",25½"&41 7/16"–25⅝" 89NHP AtlasWerkeA.G.Bremen		G
79571 210534 WACL	**Minnesotan** ssS.Fo.No.3–1,32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *3rd dk in No.1 hold & Web frames* D.F *Longitudinal framing* *Fitted for oil fuel*	5202 — 3144	✠ ... 11,34 ✠	SFo	*a*†		1912 9mo	Maryland SteelCo. Sparro'Pt Md *Intermediate 'tween deck BH in No. 2 hold dispensed with*	American-HawaiianS.S.Co. *CellD Ba122'uE&B54' f166'1234t DT f80'866t FPT125t APT52t*	407·7|53·7|28·1 FK *Coll*	NewYork Utd.States *Cem* *BHto Sh dk* *5 ,, ,, U ,,* *1 ,, ,,2nd,, only*	Q.4Cy.25½",37¼",53½"&78"–54" 665NHP 3SB,*12cf*,GS205,HS9519 MarylandStl.Co.Sparr'Pt.	31 ″ 6	R †
38/40 79572 137396 GPWD	**Minnie de Larrinaga** ssLiv.2ndNo.3–6,39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5049 4642 3128	✠100A1 *Shelter dk withfreeboard* 2,40 MS6,39 ✠LMC BS4,40	Liv	*z*	CL 3,39	1914 9mo *Lloyd's A&CP*	Russell& Co. PortGlasgow *1Intermediate BH&1'tween dk BH dispensed with 1 ,, ,, Shelter dk&1 BHto2nd dk only*	LarrinagaS.S. Co.Ld. *CellDBa135'uE&B51'f179' 1340t DTa 42'1060tFPT73tAPT32t*	420·0|54·0|25·8	Liverpool British *Cem* *4BH to U dk*	T.3Cy.26",48 7/16"&70"–48"(*r*) 180lb 451NHP 2DB,*12cf*,GS194,HS8104 Rankin&Blackmore,Grk.	28 ″ 5 s 3 ″ 6½ 25 ″ 1	
79573 137239 VJTG	**Minnipa** Ⓟ *OilEng.* *Ref.Mchy.* ssAdl.No.3–6,39 2*Dks*(*Stl–Weather dk*–teak's)	1977 1581 986	✠100A1 *withfreeboard* 11,40 ~~11,39~~ ✠LMC CS8,39 DBS~~5,39~~12,40 ~~11,38~~5,39	Mel	*r*	CL 11,39	1927 5mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	TheAdelaide SteamshipCo.Ld. *CellDB188'293tFPT57tAPT69t* (*Coll ,, toW dk*)	253·1|39·9|22·0 266·3(O.L.) F29' FK&BK⅝"	P.Adelaide British *5BH*	Oil Engines 4S.C.SA 8Cy.24 13/16"–51 3/16" 473NHP DB*80lb* Akt.Burmeistr&Wain,Cpn	24 ″ 3 s 9 ″ 1 15 ″ 8	
36/41 79574 147193 MLJN	**Minorca** (*ex*Aughton,*ex*Lysland) ssLth.No.3–7,34 Wireless D.F. ssLth.No.1–38 *Well deck* 1*Dk*(*Stl*)	1123 854 594	✠100A1 4,40 BS3,40 ✠LMC9,38	Lth	*n*	CL 4,40	1921 5mo *Lloyd's A&CP*	OuseS.B. Co.Ld. Goole	CurrieLine,Ld. *CellDB178'223tFPT41tAPT72t*	220·0|35·1|13·8 230·0(O.L.) Q77'B54'F28' FK	Leith British *4BHCem*	T.3Cy.18",29"&50"–33" (*s*) 180lb 160NHP 2SB,*4pf*,GS73,HS2520 Earle'sCo.Ld.Hull	15 ″ 10 s 1 ″ 2 14 ″ 10	
79575 DOVE	**Minos** **TwinSc** *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	1127 845 572					1939	Schiffb.Ges 'Unterweser' A.G. Wesermunde-L.	Dampfschiffahrts Ges."Neptun."	234·9|34·7|13·4 P125'F22'	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.11¾"–16 9/16" 147NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
79576 44567 JILL	**Minryo Maru** D.F. E.S.D. 2*Dks* *Cruiser Stern* *Strengthened for navigation in ice*	2195 1769 1162	✠100A1 5,38 ✠LMC5,38	Nag	*r*	CL	1938 5mo *Lloyd's A&CP*	Kawami-namiKogyo K.K. Nagasaki	TatunamiSyosen K.K. *CellD B211'424tFPT151tAPT14t*	257·1|40·4|23·0 269·6(O.L.) P23'B77'F31' FK	Osaka Japanese *7BHCem*	T.3Cy.18⅞",31⅞"&52⅜"–39" 199lb (*s*) 294NHP 2SB,*6cf*.GS118,HS4617 FD KawaminamiKogyoK.K. Nagasaki	23 ″ 0	
79577 UOWY	**Minsk** (*ex*Murla–32,*ex*BaronOgilvy, *ex*Forst) 2*Dks*	5949 5428 3686					1918	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	450·0|58·2|27·0 P&B377'F52'	Odessa Russian *WB*	Q.4Cy.28½",40",57½"&82½"–54" B*made*16 500NHP FlensburgerSchiffsb.Ges.		
79578 147709 MLZJ	**Minster** **TwinSc** *CruiserStern* 1*Dk*	707 625 278					1924	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·4|33·6|14·1 B90'F37'	London British *WB*	T.6Cy.15",25"&41"–24" 165NHP D&WHendersn&CoLd.Gls		
79579 107453	**Minto** Ⓟ **CompSternPad** *Mchy.Aft*	829 — 522					1898	T.J.Bulger Nakusp,B.C.	CanadianPacific RailwayCo.	161·7|30·1| 5·1	Vancouver British	H.S.2Cy.16"–72" NB28 17RHP BertramIronWorks,Tto.		
79580 1598 IBDW	**Mira**(*ex*Gabon–35,*ex*Milanese, *ex*Merchant) ssLiv.No.3–2,21 ssLiv.No.1–25 1*Dk*&*Spar dk&deep framing*	3615 3423 2277	✠ ... 4,31 ✠				1908 9mo	C.Connell &Co.Ld. Glasgow	TitoCampanella Soc.diNav.	363·0|46·0|27·1 349·3 18·1 P31'B102'F34' FK	Genoa Italian *WB*	T.3Cy.21",35"&58"–48" 292NHP Dunsmuir&JacksonLd.Gls	29 ″ 6	I †
79581 7637 SFNG	— (*ex*AlfredHage) 1*Dk*	*1540* *1242* *851*					1904	Helsingörs Jernsk&Msk Elsinore	RederiA/B Wallonia(MorganWedlin, *Mgr.*)	246·6|37·4|15·8 P17'Q73'B106'F28'	Hlsngborg Swedish *WB*	T.3Cy.19",32"&53"–36" 169NHP HelsingörsJernsk.&Mskb.		G
45/41 79582 LELV	— Ⓟ Wireless D.F. 2*Dks*&*Awng dk3trB* E.S.D.	1152 1078 690	✠ 6,91 ✠	Gls	*l*		1891 6mo	A&J Inglis Glasgow	DetBergenske Dampskibsselskab	221·7|30·1|15·1 H74*t* 22·5 len07 BK7"	Bergen Norwegian *WB*	T.3Cy.20",32"&52"–36" 188NHP 2SB,*6rf*,GS214,HS3200 A.&J.Inglis,Glasgow	23 ″ 2	
79583 319 OHCH	— Ⓟ (*ex*Virgo) ssHfs.3rdNo.3–5,35 Wireless D.F. 1*Dk*(*Irn*)&*Awng dk*	820 — 445	✠100A1 *Awng dk withfreeboard* 5,39 BS5,39 ✠LMC5,35 No later survey reported	Hfs	*j*	CL 4,38	1898 12mo *Lloyd's A&CP*	Grangmth Dockyard Co. Grangmouth	FinskaÅngfAktieb *Cell DBuE&B40'32t APT27t*	183·2|28·3|19·0 178·2 BK7"	Helsingfrs Finnish *4BHCem*	T.3Cy.15",25¼"&40 7/16"–30" 160lb (*s*) 101NHP 2SB,*4pf*,GS64,HS1705 Cooper&Greig,Dundee	21 ″ 0 s 7 ″ 6½ 14 ″ 2½	
79584 PFZX	— *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	313 199 152					1937	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	H.Nieboer	126·5|24·1| 8·3 P35'F15'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11 13/16"–18⅞" 53NHP N.V.Werkspoor Amsterdam		V

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79585 CSHK	**Mira-Terra** (*ex*Porto, *ex*Westminster ssLis.No.3-2,37 Bridge,*ex*Poeldiep) *Mchy.Aft Well deck* 1*Dk*(*Stl*)	504 367 255	100A1 5,40 ~~6,39~~ ~~BS4,39~~ LMC3,37 BS ~~5,40~~5,41	Lis	*h*	~~3,38~~ 5,40	1919	Gebr.Boot Leiderdorp Lloyd's*A&CP*	Soc.Geral deCommercioIndustria e Transportes,Ltda.	163·8|25·8|10·4 Q57'B11'F22' FK *CellDBf*92'116*t*	Lisbon Portuguese 3*BHCem* *FPT*23*t*	T.3Cy.13",21"&34"-24" (*s*) 178lb 90NHP 1SB,3*cf*,GS45,HS1860 KoninklijkNederl. Grossmederij Leiden	12″10 s ″10¾ 12″0	
79586 ~~HPIK~~	**Miraflores** (*ex*OnassiSocratis-39, *ex*CanadianMiller-33) ssBly.No.3-11,33 ssPir.No.1-39 2*Dks*(*Stl*)	*5764* *4912* *3589*	✠100A1 12,39 ✠LMC2,39 BS10,40	Sws	*y*	CL 12,39	1919 9mo	Canadian Vickers,Ld. Montreal Lloyd's*A&CP*	~~Soc.Maritima~~ ~~Miraflores,Ld.~~	400·3|52·3|28·5 P49'B113'F39' FK *CellD* B333'1025*t* *FPT*149*t*	Japanese 6*BHptCem* *APT*133*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,9*cf*,GS198,HS7743 FD CanadianVickers,Ld.Mtl.	31″1 ~~s 5″11¾~~ ~~25″8½~~	
Now "Enzyu Maru," see No. 90973 in Supplement														
79587 EAHD	— ssBbo.No.2-40 (*ex*Salazar, ssBbo.No.3-3,31 *ex*WarSirocco) ~~ssBbo.No.1-35~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	3209 2866 1918	✠100A1 ~~12,38~~ 4,40 ~~BS5,39~~ ✠LMC~~3,35~~ 4,40 ✠NB01*refitted*3,35	Bbo	*u*	CL ~~10,38~~ 4,40	1919 1mo	Irvine's SB &D.D.Co.Ld. WHartlepool Lloyd's*A&CP*	Cia.Nav. Vascongada	331·1|46·8|23·2 P33'B100'F28' FK *CellD* *B*284'699*tFPT*110*t*	Bilbao Spanish 7*BHptCem* *APT*121*t*	T.3Cy.25",41"&68"-45" (*s*) 160lb 302NHP 2SB,6*cf*,GS113,HS4404 Richardsons,Westgarth &Co.Ld.Hpl.	25″6 s 3″11¾ 21″9	
79588 145445 VPLF	— ssN.Os.No.3-6,35 ssN.Yk.No.1-39 *Ref.Mchy.* 1*Dk*(*Stl-ws*)&*Shelter dk* (*Stl-ws*)2nd *dk in holds*	2158 1909 1201	✠100A1 *Shelter dk* *withfreeboard* 5,40 ~~8,39~~ ✠LMC3,40 ✠Lloyd'sRMC3,40 for temp. 50° F. *Fitted for oil fuel* 5,21 *F.P. above* 150° F.	NYk NOs	*r*	CL N12,37	1921 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd's*A&CP*	Llanrumney,Ld. (StandardFruit& S.S.Co.*Mgrs.*)	270·7|39·0|14·7 22·4 FK *Collision BH to S dk* *CellDB*196'357*t DTa*16'140*t FPT*	Kingstn,J. British *ptCem* 3 ,, ,, *U* ,, 36*tAPT*28*t*	T.4Cy.20½",33"&(2)37"-30" 190lb *125lb* (*s*) 305NHP 2SB,6*cf*,GS137,HS5250 FD Swan,Hunter&Wigham- Richardson,Ld.Nwc.	25″0 s 5″3½ 20″1½	
79589 162134 GTGQ	**Miralda** ssFal.No.1-40 **D.F. E.S.D.** *OilEng.* 1*Dk*,2nd *dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8013 7235 4817	✠100A1 7,40~~10,39~~ ✠LMC CS7,40 DBS7,40 9,39 *CarryingPetroleum in bulk*	Cff Fal	*c*†	CL 9,39	1936 7mo	NVNederl. Schps.Maats. Amsterdam Lloyd's*A&CP*	Anglo-Saxon PetroleumCo.Ld.	463·0|59·3|33·9 P90'B43'F48' FK *CellDBuE*64'157*t* *DT* *f*25' 264*tFPT*135*t*	Cardiff British 15*BH* *APT*83*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP DB*180lb* Werkspoor,N.V.Ams.	34″0 s 6″9 27″5¼	
79590 8271 SDBT	**Miramar** Wireless **D.F.** 1*Dk* *Strengthened for navigation in ice* *Cargo battens not fitted*	*1555* *1173* *856*	✠100A1 ~~6,40~~ 2,40~~11,40~~ 4,41 ✠LMC6,38 BS11,40	HKg	*q*	OG 2,40	1938 6mo	Helsing- borgsVarfs Aktiebolaget Helsingborg Lloyd's*A&CP*	RederiA/B Reut. (HakonReuter, *Mgr.*)	256·3|38·2|15·1 267·9(O.L.) P19'Q83'B102'F20' FK *CellDB*221'460*t FPT*	Gothenbrg Swedish 4*BHCem* 28*tAPT*55*t*	T.3Cy.17$\frac{3}{16}$",27$\frac{2}{16}$"&45¼"- 33$\frac{7}{16}$" 213lb FD (*s*) 165NHP 2SB(Spt),4*cf*,GS54,HS2260 HelsingborgsVarfs.A/B	17″6 s ″11¼ 16″8¼	
79591	— (*ex*CargoShipper, *ex*Kwiek,*ex*Gebroeders *OilEng.* BodewesX) ssYar.No.3-7,25 ssB.As.No.1-29 *Mchy.Aft* 1*Dk*(*Stl*)	301 274 240	 8,29	BAs			1919	Gebr.G &H Bodewes Martenshoek	Gourinski&Co. Fonda&Ranucci	136·0|24·5|11·2 P26' FK	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy.12"-14" NE21 54NHP Vickers,Petters,Ld.Ips.	11″6	V †
79592 HPIP	**Miramare** (*ex*OnassiPinelopi-39, *ex*Canadian ssVcr.No.3-4,32 Spinner-33) ssRot.No.1-37 2*Dks*(*Stl*)	*5731* *4870* *3855*	✠100A1 4,39 ✠LMC MS6,37 BS~~2,39~~ 5,40	Rot	*y*	CL 5,37	1919 12mo	Canadian Vickers,Ld. Montreal Lloyd's*A&CP*	Soc.Maritima Miraflores,Ld.	400·0|52·4|28·5 P49'B113'F39' FK *CellD* B333'1025*t* *FPT*149*t*	Panama Pnamanian 6*BHptCem* *APT*133*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,9*cf*,GS198,HS7743 FD CanadianVickers,Ld.Mtl.	31″1 s 5″11¾ 25″4	
Now "Hukuzyu Maru," see No. 83[illegible] in Supplement														
79593 PUCU	**Miranda** Ⓟ **TwinSc** *Mchy.Aft* Wireless 1*Dk*	*1108* *810* *505*					1907	Mackay Bros. Alloa	LloydBrasileiro	235·1|36·1|11·3 Q79'B62'F39'	R.Janeiro Brazilian	T.6Cy.11",18"&30"-18" 76NHP Aitchison,Blair&Co.Gls.		
79594 CSBH	**Mirandella** (*ex*FernãoVeloso, *ex*Khalif) ssLis.3rdNo.3-9,39 2*Dks*(*Stl-Udk*ws) *Well deck*	5179 4765 3805	100A1 5,41 ~~9,39~~ LMC MS9,39 BS~~3,40~~ 3,41	Lis		CL 1,39	1906	Bremer Vulkan Vegesack Lloyd's*A&CP* *Intermediate*	Soc.Geral deCommercio,Industria e Transportes,Ltda. '*tween dkBHinfwd*	409·3|52·7|28·0 P&B260'F50' FK *hold dispensed with* *Cell* *DB*356'1204*t FPT*	Lisbon Portuguese *Asp* 6*BHtoU dk* 1 ,, ,,2*nd* ,, 82*tAPT*14*t*	Q4Cy25½"34¾"50½"&73"-54" 227lb (*s*) 605NHP 4SB,12*cf*,GS206,HS8640 FD BremerVulkan,Vegesack	30″10 s 5″1¼ 26″0	
79595 160406 GNMQ	**Mirani** ssSyd.No.3-11,39 Wireless *Well deck* 1*Dk*(*Stl-ws*)	739 509 381	✠100A1 10,40~~11,39~~ ✠LMC11,39 BS10,40	Syd	*k*	CL 10,39	1928 4mo	Grangm'th Dkyd.Co.Ld. Gr'ngemouth Lloyd's*A&CP*	Australasian UnitedSteamNav. Co.Ld.	180·0|31·1|11·3 Q46'B55'F29' FK *CellDBa&uE*44' *f*84' 188*t FPT* 15*t*	London British 4*BHCem* *APT*20*t*	T.3Cy.12⅝",21"&34"-24" (*s*) 200lb *100lb* 62RHP 1SB,3*cf*,HS1995 McKie&Baxter,Ld.Gls.	13″6 s ″9¼ 13″0¾	
79596 133382 GRDR	**Miriam** (*ex*Sorrento-38) *Cruiser Stern* 1*Dk*	1903 1736 1124					1912	Earle'sCo. Ld. Hull	PalestineMaritime Lloyd,Ld(Cyprus) (PalestineMaritimeLloyd,Ld. *Mgrs.*)	300·0|44·7|17·8	London British *WB*	T.3Cy.22",35"&59"-39" 217NHP Earle'sCo.Ld.Hull		C
79597 143680 MKPN	**Miriam Thomas** ssBkn.No.3-3,34 ssBkn.No.1-39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft Cargo battens not fitted*	430 276 179	✠100A1 4,40 ~~4,37~~ ✠LMC3,39 BS8,40	Bkn Liv	*f*	CL 2,39	1920 10mo	ColbyBros. Ld. Lowestoft Lloyd's*A&CP*	CarriersShipping Co.Ld.(O.H. Thomas,*Mgr.*)	142·4|24·1|10·6 Q81'B9'F19' BK7"	Liverpool British 3*BHCem* *FPT*28*t*	C.2Cy.17"&36"-27" (*s*) 130lb 77RHP 1SB,3*cf*,GS44,HS1468 ShieldsE&DD.CoLd.N.Shl	11″6 s 4″2 11″11	
79598 LCTP	**Mirlo** ssOsl.No.3-3,34 ssFal.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	7455 6887 4415	✠100A1 ~~5,40~~9,39 1,41 BS~~2,40~~ ✠LMC4,37 3,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	NYk Phl	*b*†	CL ~~N1,37~~ 5,40	1922 1mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's*A&CP*	Wilh.Wilhelmsen	441·0|57·5|34·1 P95'B32'F45' FK *CellDBuE&B*50'152*t*	Tönsberg Norwegian 18*BHptCem* (11 *to U dk* 7 ,, 2*nd*,,) *DTf*43' 448*t*	T.3Cy.28",46"&77"-51" (*s*) 180lb 574NHP 3SB,9*cf*,GS204,HS8331 FD Armstrong,Whitworth& Co.Ld.Nwc. *FPT*135*tAPT*42*t*	41″5	
79599 UNGS	**Mironych** (*ex*MikhailTomsky-36) Sub.Sig. 1*Dk*	2274 1925 1261	✠ ... 11,30 ✠				1927 9mo	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	276·7|42·9|20·5 P14'B68'F24' FK	Leningrad Russian *WB*	T.3Cy.17¾",29¼"&48$\frac{7}{16}$"- 35$\frac{7}{16}$" 192NHP BalticS.B.&Eng.WrksLen	22″8	
79600 7407 SFOA	**Mirrabooka** Ⓟ **TwinSc** *OilEng.* **D.F.** ssVcr.No.3-12,40 ~~ssGot.No.2-36~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in forwd.holds* *Cruiser Stern*	*5739* *4834* *3305*	✠100A1 *withfreeboard* ~~1,40~~ 12,40 12,40 ✠LMC CS~~6,36~~ DBS~~6,36~~6,40 ~~P1,37,39~~ 4,40	Got Vcr	*b*†	OG ~~S9,38~~ P1,40 S12,40	1928 1mo	A/BGöta- verken Gothenburg Lloyd's*A&CP*	Rederiaktieb. Transpacific (G.Carlsson,*Mgr.*) *CellDB*373'1561*t* *in way of tunnels*729*tFPT*83*tAPT*61*t*	448·8|57·1|23·5 457·0(O.L.) F105' FK *Tanks* (	Gothenbrg Swedish 7*BHptCem* *Coll to Sh dk* 6 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.29⅛"-59$\frac{1}{16}$" 978NHP DB*85lb* A/B Götaverken,Got.	30″10 s 4″2 26″10	

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
79601 147509 GDFL	**Mirror** TwinSc (*Cable Vessel*) ssFal.No.3–11,35 D.F. *2Dks(Stl)&U dk(ptStl-* E.S.D. *CruiserStern ptteaks)*	1850 1671 656	✠100A1 *with freeboard* Examined 3,41 MS11,35 *Fitted for oil fuel 7,28 F.P. above 150° F.*	~~Mlt~~ Gib ✠LMO BS~~11,39~~11,40	*q*	CL 8,38	1923 7mo	J.Brown&Co.Ld. Clydebank *Lloyd'sA&CP*	Cable and Wireless, Ld.(Sir Edward Wilshaw, K.C.M.G. *Mgr.*) *CellDBa32'uE21'f117'230tDTf6'27t Tanks at sides of tunnels 19'29tFPT9tAPT44t*	259·2 B89' FK	37·2	22·9	London British *5BHptCem*	T.6Cy.15",24½"&40"–30" (*s*) 180lb 320NHP 3SB,*9cf*,GS139,HS5382 FD J.Brown&CoLd Clydebank	25 ″ 0 s7 ″ 3 18 ″ 1	
79602 118659 GBXK	**Mirupanu** (*ex*Leafield–32) *ss*Gls.No.3–5,19 *ss*Gls.No.2–27 *1Dk(ptIrn&ptStl)&deepframing*	2539 2388 1616	✠ — 6,32 ✠	Ard	*t*		1905 6mo	WoodSkinner&Co.Ld. Newcastle	MirupanuS.S.Co. Ld. *CellDBa80'uE30'f136'688tFPT109tAPT108t*	313·3 P26'B96'F27' FK	45·0	20·5	Glasgow British *5BHCem*	T3Cy.23",37½"&61½"–39" NDB24 266NHP 2SB,*6cf*,GS122,HS4200 N.E.MarineEngCoLd.Nwc	23 ″ 0	V †
79603 PGAF	**Mirza** (*ex*Descubridor–35, *ex*Mirza–35) TwinSc *OilEng.* *ss*Rot.No.2–39 D.F. *Mchy.Aft 1Dk(Stl)* *Longitudinal framing at bottom & at deck*	7991 7148 4484	✠100A1 ~~7,40~~ ~~9,30~~ 6,41 ✠LMC CS1,39 ~~DBS1,39~~ ~~7,40~~ 1,39 *Carrying Petroleum in bulk* DBS5,41	Rot ~~N.Yk~~ Avd		CL ~~N5,37~~ 6,40	1929 12mo	Atel.&Ch. de la Seine Maritime LeTrait,S.I *Lloyd'sA&CP*	N.V.Petroleum Maats."LaCorona" *CellDBuE61'272tDTf28'305tFPT210tAPT87t*	423·3 P95'B36'F49' FK	65·2	33·0	TheHague Dutch *14BH*	Oil Engines 4S.C.SA 12Cy.26⅜"–47¼" 806NHP 2DB*180lb* Werkspoor,Amsterdam	33 ″ 0 s6 ″ 2 27 ″ 1¼	
79604 29706 JPTA	**Misaki Maru** (*ex*Australcrag, *ex*Strathleven) *ss*Kob.2ndNo.3–3,33 *ss*TamaNo.3–12,39 ~~*ss*Kob.No.1–36~~ *1Dk(Stl)&Spar dk (Stl)&deep framing*	4422 4107 3277	✠100A1 *Spar dk* ~~6,40~~ ~~12,39~~ 1,41	Tama ✠LMC~~12,39~~ 1,41	*x*	CL ~~5,38~~ 6,40	1907 10mo	W.Hamilton&Co.Ld Pt.Glasgow *Lloyd'sCP*	MatsuokaKisen K.K. *CellDBa122'u42'E&Bf168'1091tAPT113t*	376·3 P27'B92'F40' FK	52·3	17·4 25·4	Hutyu Japanese *6BHCem*	T.3Cy.25",41"&68"–48" (*s*) 180lb 366NHP 3SB,*9cf*,GS165,HS5868 D.Rowan&Co.Glasgow	28 ″ 0	
79605 19574 JBRG	**Misaki Maru No. 2** Ⓟ Wireless *1Dk*	766 651 534					1917	Hakodate DockCo. Hakodate	WadaGonjiro	180·0 P19'B43'F28'	29·0	16·5	Hakodate Japanese *WB*	T.3Cy.14½",24½"&40"–30" 88NHP OsakaIronWrksLd.Osaka		
79606 444 IKHA	**Miseno** (*ex*Arnaldo–36, *ex*GianCarlo–32, *ex*Grampus) TwinSc *ss*Nwc.2ndNo.3–6,20 *1Dk(Stl)*	1298 983 773	✠ 5,27 ✠	Nwc			1902 6mo	W.Simons&Co.Ld. Renfrew	MarioVolpicelli fu Raffaele	228·9 218·2 Q71'RFD53'F28' *Trunk*116' FK *FPT*69t	36·6	14·8	Naples Italian *4BHCem* *APT*12t	T.6Cy.13½",24½"&39"–24" 164NHP 2SB,*6cf*,GS104,HS2670 W.Simons&Co.Ld.Rnf.	15 ″ 7	I †
79607	**Misima Maru** *Mchy.Aft 1Dk*	1930					1939	Tsurumi SeitetsuZosen K.K. Yokohama	HinodeKisenK.K.	270·0 P87'F29'	40·0	20·7	Tokyo Japanese *WB*	T.3Cy.18",29½"&50"–39" HS3761 214NHP TsurumiSeitetsuZosen K.K.Yka.		
79608 165526 GZRS	**Misoa** TwinSc *Mchy.Aft 1Dk* *Longitudinal framing at bottom & at deck* *CruiserStern "Arcform"*	4800 3685 2372	✠100A1 ~~6,40~~ ~~11,39~~ 11,40 ✠LMC7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 7,37 F.P. above 150° F.*	Boa	*x* $1\frac{13}{16}$	CL s5,38 PN 11,39	1937 7mo	Furness S.B.Co.Ld Haverton Hill-on-Tees *Lloyd'sA&CP*	LagoShippingCo. Ld.(~~F.J.Wolfe, *Mgr.*~~) (R.A.Carder, *Mgr.*) *CellDBuE&B58'195tDTf40'555tFPT333tAPT215t*	371·1 379·4(O.L.) P89'B36'F37' FK *Trunk in wells*	64·2	18·1	London British *8BHptCem ptAsp*	T.6Cy.16½",28½"&48"–36" 225lb (*s*) 551NHP 2SB,*8cf*,HS8870 FD N.E.MarineEng.CoLdNwc	18 ″ 0 s2 ″ 11½ 15 ″ 2½	
79609 200861 WQDK	**Missouri** Ⓟ *Mchy.Aft 2Dks&Awngdk*	2434 — 1484					1904	Chicago S.B.Co. Chicago	~~SandProducts Corp.~~ Wisconsin&MichiganS.S.Co.	225·0	40·1	24·5	Milwaukee Utd.States	T.3Cy.20",33"&54"–36" 175NHP ChicagoS.B.Co.Chicago		
79610	**Missourian** TwinSc Now "Empire Swan," see No. 87970 in Supplement *OilEng.* ssBos.No.2–30 D.F. GyC. *1Dk(Stl)&Shelter dk(Stl)* *2nd dk(Stl)in forward holds*	5908 [illegible] 3650	✠100A1 *Shelter dk with freeboard* *(Reclassification Contemplated)* Examined5,40 ✠	~~SFo~~ Bos			1922 6mo	Merchant S.B.Corp. Chester,Pa.	Ministry of Shipping(Runciman (London)Ld*Mgs*) *CellDB380'1493tDTf28'874tFPT231tAPT185t*	445·1 FK	59·8	36·4	London British *8BHptCem* *(Coll BH to Sh dk* *6 ,, ,, U ,,* *1 ,, ,, 2nd ,, only)*	Oil Engines 4S.C.SA 12Cy.29⅛"–45¼" 987NHP W.Cramp&SnsS&EBCPhl.	39 ″ 0	R †
79611 164634 GYVZ	**Mr. Therm** *Mchy.Aft 1Dk* *CruiserStern* *Cargo battens not fitted*	2974 2268 1747	✠100A1 Examined 7,41 Sld BS5,40 ✠LMC5,36	~~Nws~~	*t*	CL ~~5,39~~ ~~5,40~~ 6,41	1936 5mo	S.P.Austin&Son,Ld. Sunderland *Lloyd'sA&CP*	TheGasLight and CokeCompany (Stephenson Clarke &Associated Companies,Ld.) *CellDB262'1065t Midship dk Tank55tFPT240tAPT50t*	318·4 329·0(O.L.) Q188'F32' FK	45·7	20·0	London British *5BHCem*	T.3Cy.19½",32"&54"–39"(*s*) 200lb 259NHP 2SB,*6cf*,GS82,HS3732 FD N.E.MarineEng.CoLd.Sld.	22 ″ 2 s7 ″ 3½ 19 ″ 10½	
79612 145403 MLPW	**Mistley** *Mchy.Aft 1Dk*	487 326 202					1922	MistleyS.B&Repg.Co. Mistley	F.W.Horlock's OceanTransport Co.Ld.(M.F. Horlock, *Mgr.*)	144·0 Q83'B9'F19'	25·2	11·1	Harwich British *WB*	T.3Cy.12",20"&34"–23" 55NHP Allen,Sons&CoLd.Bedford		C
79613 44254 JHOL	**Mitakesan Maru** *2Dks* *Cruiser Stern*	4442 — 2578					1937	Harima S.B.&Eng. Co.Ld. Harima	KaburagiKisen K.K.	363·6 P31'B110'F33'	50·0	29·0	Tokyo Japanese *WB*	2 steam turbines DR geared to 1 sc. shaft 467NHP KawasakiDkydCoLd Kobe		C
79614 17381	**Miti Maru** (*ex*MichiMaru–38) *1Dk*	1384 1224 736					1914	Tochigi Zosensho, Koyaki	TochikiShoji K.K.	245·0	34·0	20·5	Kobe Japanese *WB*	T.3Cy.19",31"&50½"–36" 151NHP OkamatoKosakusho,Osaka		
79615 FOVM	**Mitidja** (*ex*Mundale,*ex*Luristan) *ss*N.Yk.No.3–4,19 D.F. *1Dk&Spar dk&deep framing*	3351 3086 2098	✠ … 11,23 ✠				1906 7mo	W.Hamilton&Co.Ld Port Glasgow	LesCargos Algériens,Soc. Anon.	358·0 P25'B86'F41' FK	45·2	16·3 24·3	Dunkirk French *WB*	T.3Cy.25",41"&67"–45" 364NHP D.Rowan&Co.Glasgow	26 ″ 10	V †
79616 28097 JMVD	**Mito Maru** TwinSc *ss*Yka.No.1–40 *ss*Yka.No.3–4,36 *2Dks(Stl)*	7061 6450 4358	✠100A1 4,40 ~~1,39~~ ~~BS1,39~~ ✠LMC~~4,36~~ 5,40 *Carrying oil fuel F.P. above 150° F. in DB & forward DT*	Yka	*b*†	CL ~~s4,37~~ P7,39 s4,40	1921 2mo	Yokohama DockCo. Yokohama *Lloyd'sA&CP*	NipponYusenK.K. *CellDB392'1334tDTa42'1337tDTf27'1002tFPT73tAPT58t*	445·0 P35'B135'F35' FK	58·0	34·0	Tokyo Japanese *7BHptCem*	T.6Cy.20½",33½"&56"–48" 200lb (*s*) 632NHP 4SB,*12cf*,GS225,HS9200 FD YokohamaDockCo.Yka.	34 ″ 0 s7 ″ 6½ 26 ″ 8	
79617 DIDR	**Mittelmeer** *OilEng.* D.F. E.S.D. *ss*Ham.No.3–7,39 *Mchy.Aft 2Dks(Stl)&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	6370 5783 3658	✠ 7,39 ✠	Ham			1927 6mo	Akt.Ges. "Weser" Bremen	JohnT.Essberger *CellDB&uE64'142tDTf25'164tFPT171tAPT151t*	412·8 430·9(O.L.) P123'B28'F41' FK	55·1	32·9	Hamburg German *18BHptCem* *6 ,, to 2nd dk*	Oil Engines 4S.C.SA 6Cy.27$\frac{9}{16}$"–55⅛" 438NHP Akt.Ges."Weser"Bremen	32 ″ 9	G †

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79618 44138 JCCM	**Mitu Maru** (*ex*MitsuMaru-38, *ex*Concordia-38, *ss*H.Kg.No.3-10,32 *ex*Cardita, *ss*Kob.No.1-37 *ex*WarGaekwar) 1*Dk*(*Stl*)2*trB*& *Longitudinal framing* *Web frames* *Carrying oil fuel in bulk* *Fitted for oilfuel*	5682 — 3550	✠ ... 2,39 ✠	Kob	*z*		1919 9mo	Lithgow's Ld. PortGlasgow	Taihei Kisen K.K. (Yamashita Kisen K.K.*Mgrs.*) *Middle line* *CellDBuE&B*	400·3 P50'B121'F39' FK *BH not oil tight* 72'250*tf*50'65*tFPT*	52·2	28·4	Kobe Japanese 11*BHptCem* 95*tAPT*75*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS190,HS7668 D.Rowan&Co.Ld. Glasgow	31 ″ 0	C †
79619 39506 JCDI	— *OilEng.* 1*Dk*	331 — 245					1934	Matsuura Ryoichi Higashino	KitaKyushu SyosenK.K.	119·2	23·1	12·6	Fukuoka Japanese	Oil Engines		
79620 14179 JDBD	**Mituki Maru** (*ex*SaintBede) *ss*Hak.No.3-9,11 *ss*Kob.No.2-19 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	3894 3333 2853	✠ 6,24 ✠	Kob	*w*		1899 3mo	W.Pickers- gill&Sons Sunderland	SakaiKisenK.K. *CellDBa* 110	350·0 P31'B100'F33' FK *uE&B*38'*f*144'815*t*	46·2	17·6 25·6	Tokyo Japanese 6*BHCem* *APT*48*t*	T.3Cy.23½",39"&66"-45" NDB22 320NHP 2SB,6*cf*,GS97,HS3998 G.Clark,Ld.Sunderland	28 ″ 1	C †
79621 23839 JEJI	**Mitumine Maru** (*ex*MitsumineMaru-38,*ex* DaitokuMaru-37) 1*Dk*	986 873 570					1918	Osaka Zosensho Osaka	TohoKaiunK.K.	193·7	31·2	18·5	Nagasaki Japanese *WB*	T.3Cy.13½",22⅝"&37⅓"-27" 72NHP SanyoTekkosho,Osaka		
79622 139159 GVSV	**Mixol** *ss*Lth.2ndNo.3-8,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F.	1977 1584 1053	✠100A1 5,40 ~~8,39~~ BS5,40 ✠LMC8,39 *CarryingPetroleum in bulk* *Fitted for oil fuel*10,16 *F.P. above* 150° F.	Lth		CL ~~9,38~~ 4,40	1916 10mo	CaledonS. B.&E.Co.Ld Dundee *Lloyd's A&CP*	TheAdmiralty *CellDB uE&B* 61'66*t*	270·0 P97'B25'F57' FK *DT f* 33' 157*tFPT*	38·7	21·9	London British 14*BHptAsp* (9 ,, *toU dk* 5 ,, ,,*2nd* ,,) 46*tAPT*59*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb FD 310NHP 2SB,6*cf*.HS5168 CaledonSB.&E.Co.Ld.Dun	23 ″ 4 s2 ″ 6 21 ″ 0	
79623 32655 JUPB	**Miyadono Maru** (*ex*Argalia, *ex*WarKestrel) *ss*Kob.No.3-10,31 2*Dks*(*Stl*) *Fitted for oil fuel*	5196 4776 3198	✠ ... 1,36 ✠	Kob	*y*		1918 7mo	Craig,Tay- lor&Co.Ld. Stockton	TatuumaKisen K.K. *CellDB*	400·1 P49'B113'F40' FK 336'1077*t FPT*121*t*	52·3	28·5	Nishino- miya Japanese 7*BHptCem* *APT*179*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS190,HS7668 Blair&Co.Ld.Stockton	31 ″ 0	
79624 17079 JFDA	**Miyako Maru** Ⓟ 2*Dks*	971 761 567					1914	OsakaIron Works Osaka	OsakaSyosenK.K.	189·9 P22'B69'F31'	32·0	18·5	Osaka Japanese *WB*	T.3Cy.15",25"&42"-30" 96NHP OsakaIronWorks,Osaka		
79625 24358 JARA	**Miyaura Maru** Ⓟ *ss*Kob.No.1-23 *Well deck* 1*Dk*	1856 1334 1092	... 10,24				1919 1mo	Mitsubishi ZosenKaisha Ld.Nagasaki	NipponYusenK.K.	250·0 P&B132'F33' FK	37·7	20·5	Tokyo Japanese *WB*	T.3Cy.17½",28½"&48"-36" 188NHP Mitsubishi ZosenKaishaLd	20 ″ 6	
79626 9363 JPXB	**Miyo Maru** (*ex*Helios) Wireless 1*Dk*	1455 1259 882					1897	Wood, Skinner&Co. Newcastle	KonanKisenK.K. (HinodeKisen K.K.*Mgrs.*)	236·9 B30'F28'	35·1	20·7	Tokyo Japanese *WB*	T.3Cy.18⅞",30"&49"-33" 138NHP N.E.Marine EngCoLdNwc		
79627 42938 JNYL	— (*ex*Miwa Maru-38) *OilEng.*	335 — 229					1937	Sanoyasu DockGoshi Kaisha Osaka	MaruiKisenK.K	136·0	22·1	13·0	Shikama Japanese	Oil Engines HanshinIronWorks,Kobe		
79628 31569 JTLB	**Mizuho Maru** Ⓟ TwinSc (*ex*MidzuhoMaru-38, *ss*Nag.No.3-3,27 *ex*InfantaIsabel) *ss*Kob.No.2-35 3*Dks*(*Stl-Uws*)&*Shadedk*(*Stl-ws*) 4*thdkinNo.*1*hold*	8506 7277 5195	✠ ... 7,38 ✠	Kob	*c*†		1912 9mo	Russell& Co. PortGlasgow	OsakaSyosenK.K. *CellDBa*133' *u E&B*	459·5 F45' FK 77'*f*176'1169*t FPT*	58·2	36·8	Osaka Japanese 7*BHCem* 98*tAPT*77*t*	Q.8Cy.24½",35",50"&72"-51" 1134NHP 3D&2SB30*cf*GS572HS20610 D.Rowan&Co.Glasgow	39 ″ 6	
79629 5628 SFNK	**Mjölner** 1*Dk*	976 736 376					1914	Lindhol- mensV.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	225·0 P130'H118*t*F55'	36·0	13·2	Stockholm Swedish *WB*	T.3Cy.18",$29\frac{13}{16}$"&$48\frac{10}{16}$"-29⅓" 98NHP E*made*88*refitted*32 W.LindbergsA/B,Skm.		V
79630 OXMS	— Ⓟ (*Icebreaker*) Wireless D.F. 1*Dk*	503 412 202					1890	Helsingörs Skibsbyggri Elsinore	DeDanskeStats- baner	140·0 Q28*t*B29*t*F13*t*	33·3	14·7	Helsingör Danish *WB*	C.2Cy.29½"&55¼"-32" 144NHP HelsingörsMaskinbyggeri		
79631 OZOD	— Ⓟ Wireless 1*Dk*	302 241 121					1930	Svendborg Skibsv.Af 1926A/S Svendborg	A/S Sydfyenske Dampskibsselskab	141·1	27·3	9·4	Nakskov Danish *WB*	C.4Cy.(2)$11\frac{7}{16}$"&(2)$24\frac{7}{16}$"- $24\frac{7}{16}$" 49NHP Christiansen&Meyer, Harburg		V
79632 159465 VPJS	**Moamoa** *OilEng.* 1*Dk* Wireless *CruiserStern*	554 338 296	✠100A1 1,41 ~~5,38~~ ~~✠LMC10,37~~ ~~✠LMC(M)7,39~~ ✠LMC2,41	Suva Syd	*g*	CL 1,41	1937 10mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd's A&CP*	~~Burns, Philp~~ ~~(SouthSea)Co.Ld.~~ ColonialSugar RefiningCo.Ld. *DBtanks at ends of motor space* 22*t DTf*7'32*t FP*	148·5 161·4(O.L.) P52'F31' FK	28·5	10·6	HongKong British 5*BHCem*	Oil Engines 2S.C.SA 4Cy.11"-$19\frac{11}{16}$" 84NHP Harland&Wolff,Ld.Gls. *T*6*tAPT*23*t*	12 ″ 3 ~~s1 ″ 0½~~ ~~11 ″ 7~~ s ″ 1½ 11 ″ 8½	
79633 OPCE	**Moanda** *OilEng.* 1*Dk*&*Shelter dk*,3*rd dk in No.*1 *hold* *Cruiser Stern*	4621 3993 2634	✠100A1 *withfreeboard* 8,40 ~~2,40~~ ✠LMC12,37 *Carrying palm oil in deeptanks*	Ant Lon	*z*	CL 2,38	1937 12mo	SocAnon. Jhn.Cockerill Hoboken *Lloyd's A&CP*	CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, *Mgrs.*) *CellDB*338'1167*tMT*41'1490*tFPT*15*tAPT*220*t*	387·6 409·9(O.L.) F36' FK	54·0	24·7	Antwerp Belgian 7*BH* *ptCemptAsp* (*Collto Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$"-47¼" 644NHP 2DB 75lb SocAn.J.Cockerill,Seraing	27 ″ 2 s2 ″ 7¾ 24 ″ 8¼	
79634 OPCI	**Mobeka** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *Cruiser Stern*	6111 5267 3512	✠100A1 *withfreeboard* 9,40 ~~9,39~~ ✠LMC8,37 ✠Lloyd'sRMC~~2,40~~9,40 *Carryingvegetable oil in deeptanks*	Ant Cff	*a*†	CL 9,40	1937 8mo	Flensburgr Schiffsb.Ges. Flensburg *Lloyd's A&CP*	Cie.MaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, *Mgrs.*) *CellDB*345'1435*tMTs*45'1629*t*	426·5 449·4(O.L.) FK *FPT*197*tAPT*65*t*	55·7	25·0	Antwerp Belgian 7*BH* *ptCemptAsp* (*Collto Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.DA 5Cy.23⅝"-$43\frac{5}{16}$" 972NHP DB70lb Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	27 ″ 10 s2 ″ 10 25 ″ 2¼	
79635 220436 KDCE	**Mobile City** *ss*Bal.No.3-4,32 *ss*Bal.No.2-40 ~~*ss*Bal.No.1-35~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* GyC. *Longitudinal framing*	6157 5705 3801	✠100A1 *Shelter dk* *withfreeboard* 11,40 ~~12,38~~ MS3,39 BS11,40 ~~BS12,39~~ ✠LMC11,35 *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	Bal	*z*	CL ~~5,38~~ 11,40	1920 9mo	Chickasaw S.B.&CarCo Chickasaw, A&CP Ala.	IsthmianS.S.Co. *CellDB*	395·5 P45'B110'F38'*on* *Shelter dk* FK 331'1508*t FPT*187*t*	55·0	31·4	NewYork Utd.States *ptCem* 6*BHtoSh dk* *APT*173*t*	T.3Cy.24⅝",$41\frac{13}{16}$"&$72\frac{5}{16}$"-48" 210lb FD (*s*) 587NHP 3SB(Spt)9*cf*,GS181,HS8919 Hooven,Owens,Rentschler Co.Hamilton,O.	34 ″ 11 s7 ″ 10¾ 27 ″ 2¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registrés où coté, si ce n'est dans le L. R. Durée. Cert. R. of Trade
79636 238413 WTUM	**Mobilfuel** *Mchy.Aft* 1*Dk* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing* *Butts of shell & deck plating elec. welded*	10221 9139 6181	✠100A1 ~~5,40~~ ~~1,39~~ 3,41 ✠LMC5,39 BS~~5,40~~ 3,41 *CarryingPetroleum in bulk* *Fitted for oil fuel5,39 F.P. above 150°F.*	NYk	*f*† 2^{9}_{12}	CL	1939 5mo	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md. *Lloyd'sA&CP*	**Socony-Vacuum** **OilCo.Inc.**	488·3|68·3|36·9 501·7(O.L.) P106'B34'F50' FK *CellDBuE71'160tDTf36'1099tFPT442tAPT79t*	NewYork Utd.States 13*BH*	2steam turbines DRgeared to 1 sc shaft 769NHP 450lb 2WTB(Spt435lb) HS5300 WestinghouseElec. FD &Mfg.Co.Phl.	37 ″ 0	
79637 235840 WOPY	**Mobilgas** 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *Longitudinal framing-bracketless system* D.F. E.S.D. GyC. *CruiserStern*	9925 — 6174	✠100A1 8,40 ~~12,39~~ ~~BS12,39~~ ✠LMC2,37 *CarryingPetroleum in bulk* *Fitted for oil fuel2,37 F.P. above 150°F.* BS8,40	Gal NYk	*f*†	CL 12,39	1937 2mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd'sA&CP*	**Socony-Vacuum** **OilCo.Inc.**	486·3|68·3|36·9 501·6(O.L.) P105'B34'F49' FK *CellDBu mchy73'96tDTf22' 650t FPT466tAPT121t*	NewYork Utd.States 15*BH*	2 steam turbines DRgeared to 1 sc shaft 1104NHP 450lb HS11164 FD 2WTB(Spt424lb)&1Aux WTB DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	
79638 235790 WOPX	**Mobiloil** *Mchy.Aft* 1*Dk,2nd dk clear of cargo tanks* *Longitudinal framing–bracketless system* D.F. E.S.D. GyC. *CruiserStern*	9925 — 6174	✠100A1 7,40 ~~1,40~~ BS1,40 ✠LMC1,37 *CarryingPetroleum in bulk* *Fitted for oil fuel 1,37 F.P. above 150°F.*	Mob NYk	*f*† 2^{9}_{12}	CL 1,40	1937 1mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd'sA&CP*	**Socony-Vacuum** **OilCo.Inc.**	486·3|68·3|36·9 P105'B34'F49' FK *CellDBu mchyspace73'96tDTf22'650tFPT466tAPT121t*	NewYork Utd.States 15*BH*	2 steam turbines DRgeared to 1 sc shaft 1104NHP 450lb HS11164 FD 2WTB(Spt424lb)&1Aux WTB DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	
79639 238660 WCJO	**Mobilube** *Mchy.Aft* 1*Dk* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing* *Butts of shell & deck plating elec. welded*	10222 9139 6181	✠100A1 ~~5,40~~ ~~1,40~~ ~~9,40~~ 2,41 ✠LMC6,39 BS5,40 *CarryingPetroleum in bulk* *Fitted for oil fuel6,39 F.P. above 150°F.*	NYk	*f*† 2^{9}_{12}	CL	1939 6mo	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md. *Lloyd'sA&CP*	**Socony-Vacuum** **OilCo.Inc.**	488·3|68·3|36·9 501·7(O.L.) P106'B34'F50' FK *CellDBuE71'160tDTf36'1099tFPT442tAPT79t*	NewYork Utd.States 13*BH*	2 steam turbines DRgeared to1 sc. shaft 769NHP 450lb 2WTB(Spt435lb) HS5300 WestinghouseElec. FD &Mfg.Co.Phl.	37 ″ 0	
79640 146272 GFDZ	**Modasa** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks(Stl–Uteak s)* D.F. E.S.D. *CruiserStern*	9070 7268 5636	✠ 1,25 ✠ Lloyd'sRMC ~~6,40~~ 1,41	Mdb	*d*†		1921 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	**BritishIndiaStm.** **Nav.Co.Ld.** *CellDB403'1354t Tanks between tunnels*	465·0|58·3|33·5 P44'B175'F53' FK *FPT*	Glasgow British 9*BHCem* 114'253*t* 164*tAPT*71*t*	4 steam turbines DRgeared to 2 sc. shafts 1065NHP HS13812 4SB&1AuxSB,18*cf*,GS842 Swan,Hunter&Wigham Richardson,Ld.Nwc.	36 ″ 0	BT till ~~4,40~~ 6,41
79641 148922 GMVZ	**Modavia** *OilEng.* ssGls.No.3–12,39 *Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)* D.F. E.S.D. 4*th dk(Stl)in Nos. 2 & 3 holds* *Tonnage opening closed '41(W.E.)*	4858 4403 2859	✠100A1 *withfreeboard* 12,40 ~~12,39~~ ✠LMC CS4,40 DBS~~4,40~~ 3,41 ~~11,38~~ 4,40 ✠Lloyd'sRMC~~4,40~~ ~~1,41~~ 6,41	Gls	*z*	CL 11,38	1927 4mo	Vickers, Ld. Barrow *Lloyd'sA&CP*	**DonaldsonLineLd.** **(DonaldsonBros.** **&Black,Ld.***Mgrs.***)** *CellDB312'1025t*	387·0|53·7|27·5 399·5(O.L.) F42' FK *FPT110tAPT65t*	Glasgow British 6*BHptCem* (*Coll toSh dk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 8Cy.30″–45″ 699NHP 2DB–120lb Vickers,Ld.Barrow	~~30 ″ 0~~ ~~s 3 ″ 5½~~ ~~26 ″ 7½~~ 38 ″ 0 s10 ″ 5½ 27 ″ 7½	
79642 5360 SFNM	**Mode** Sub.Sig. 2*Dks*	*1227* *980* *555*					1912	Helsingörs Jernsk.&Msk Elsinore	**Stockholms** **Rederiaktieb. Svea** **(Eman.Högberg,** *Mgr.***)**	246·9|37·1|14·0 21·6	Stockholm Swedish *WB*	T.3Cy.19″,32″&53″–36″ 169NHP HelsingörsJernsk.&Mskb.		V
79643 3236 OHHR	**Modesta** ssSld.No.3–9,29 ssRot.No.2–37 1*Dk(Stl)*	3830 — 2271	✠100A1 2,41 ~~4,40~~ BS~~11,39~~ ✠LMC10,37 11,40	Shl Mob	*w*	CL ~~10,37~~ 2,41	1917 1mo	J.Priestman&Co. Sunderland *Lloyd'sA&CP*	**J.W.Paulin** *Intermediate BH in after*	357·9|50·6|23·0 348 1 50·8 P29'B100'F34' FK *hold dispensed with* *CellDB340'900tAPT105t*	Wiborg Finnish *Cem* 5*BH only*	T.3Cy.24½″,40½″&67″–45″ 180lb (*s*) 319NHP 2SB,6*cf*,GS124,HS4800 N.E.MarineEngCo.Ld Sld.	26 ″ 0 s 4 ″ 8¾ 21 ″ 6	
79644 PGAJ	**Modjokerto** (*ex*Steamer–34) *OilEng.* ssRot.No.3–7,34 ssCal.No.1–39 D.F. 3*Dks* *CruiserStern*	8806 8380 5657	✠100A1 *Shelter dk* *withfreeboard* ~~9,40~~ ~~8,39~~ 3,41 ✠NE8,34 ✠LMC CS8,39 DBS3,39 12,39 *Carrying vegetable oil in aftermost deep tank* *Carrying oil F.P. above 150° F.in forward deep tank*	Cal		OG 8,39	1922 7mo	WearShipyard of W. Gray&Co. (1918),Ld. Sunderland *Lloyd'sA&CP*	**Rotterdamsche** **Lloyd**~~(W.Ruys& Zonen, Mgrs.)~~ *CellDB398'1568t*	480·1|57·4|38·4 30·3 F40'*onShelter dk* len34 FK *Collision* *DTs a47'1736t* *MT24'1179tFPT*	Batavia Dutch *ptCem* *BH to Wdk* 7 ,, ,, 2*nd* ,, 200*tAPT*47*t*	2 Oil Engines 2S.C.DA SR geared&hydraulic coupling 12Cy.20⅞″–29 1/16″ 1835NHP 2NDB(WTB)34–225*lb* 2DB–225*lb* N.V.Wilton'sMachinefbr. &Scheepswrf,Rot.	33 ″ 1 s 4 ″ 10 28 ″ 5½	
79645 162402 MBTP	**Moelfre Rose** ssBly.No.1–39 *Well deck* 1*Dk(Stl)* *Mchy.Aft* *Cargo battens not fitted* *SpecialSurveys to date from* 4,34	631 428 277	✠100A1 12,40 ~~2,30~~ ✠LMC BS~~6,38~~ MS2,39 6,40	Bly Cff	*i*	CL ~~2,30~~ 12,40	1931 7mo	NVSchpsw "deMerwede" v/h van Vliet&Co. Hardinxveld *Lloyd'sA&CP*	**RichardHughes&** **Co.(Liverpool)Ld.** *CellDB105'144t*	175·4|27·1|11·1 Q101'B11'F25' FK *FPT54tAPT4t*	Liverpool British 3*BHCem*	T.3Cy.13″,21½″&35″–27″ (*s*) 180lb 88RHP 1SB,3*cf*,GS54,HS1615 D.&W.Henderson& Co.Ld.Gls.	13 ″ 0 s3 ″ 10 12 ″ 9½	
79646 PGAO	**Moena** ssSba.No.1–41 ssAms.No.3–7,36 D.F. 3*Dks(Stl)*	9286 8711 5730	✠100A1 1,41 ~~1,38~~ ✠NB8,27 ✠LMC~~7,36~~ ~~BS8,39~~ 9,40	Sba	*e*†	CL 8,39	1923 5mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	**Stoomv.Maats.** **Nederland** *CellDBa152'uE* *f183'1642t*	480·5|60·4|37·4 P48'B31'F49' FK 44'*uB*41' *DTa39' 1752t FPT*	Batavia ~~Amsterdam~~ Dutch 8*BHCem* 147*tAPT*39*t*	T.3Cy.32″,52″&88″–54″ (*s*) 190lb 1053NHP 5SB(Spt),15*cf*,GS330, HS17500 FD Armstrong,Whitworth &Co.Ld.Nwc.	40 ″ 3 s10 ″ 2 30 ″ 5	
*79647 OPLD	**Moero** *OilEng.* D.F. E.S.D. 1*Dk&Shelterdk* *Cruiser Stern*	*6111* *5267* *3512*	✠100A1 *withfreeboard* 8,39 ✠LMC6,37 ✠Lloyd'sRMC~~3,40~~ 6,40 *Carryingvegetable oil in deep tanks*	Ant	*a*†	CL	1937 6mo	Flensburger Schiffsb.Ges. Flensburg *Lloyd'sA&CP*	**Cie.MaritimeBelge** **(LloydRoyal)S.A.** **(AgenceMaritime** **Internationale,** **S.A.***Mgrs.***)** *CellDB345'1435t* *MTs45'1629t*	426·5|55·7|25·0 449·4(O.L.) FK *FPT197tAPT65t*	Antwerp Belgian 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 5Cy.23⅝″–43 5/16″ 972NHP DB70*lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	27 ″ 10 s 2 ″ 10 25 ″ 2½	
79648 PKHJ	**Moesi** *OilEng.* *Mchy.Aft* 1*Dk*	913 632 573					1930	Rotterdam Droogd.Maat Scheidam	**Koninkl.Paketv.** **Maats.**	203·3|34·2|11·2 Q134'B24'F28'	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.13 5/16″–19 11/16″ 144NHP Maschfbk.Augsburg- Nürnberg,Augsburg		V
79649 EGBO	**Mogador** (*ex*JosePerez) **Iron** ssCdz.4thNo.3–10,30 ssBbo.No.2–39 1*Dk*	466 357 282	✠100A1 12,40 ~~12,39~~ BS1,41 ✠LMC1,40 ✠NB91*refitted*18	Bbo	*h*	12,39	1879 11mo	R.Chambers,jun. Dumbarton A&CP	**Cia.Trasatlantica**	166·0|24·1|13·1 P35'B31'F31' BK7' ND14	Barcelona Spanish 4*BHCem*	C.2Cy.20″&35″–27″ 75lb 49NHP 1SB,2*cf*,GS43,HS800 M.Paul&Co.Dumbarton	13 ″ 10 s 1 ″ 10¼ 12 ″ 11	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79650 PUQM	**Mogy** (exGaasterland-35, exCastellPelesch) 1Dk&Shelter dk	3464 3192 2128					1912	Akt.Ges. "Neptun" Rostock	Cia.Commercio e Navegação	365·9 F36'	50·5	21·6	R.Janeiro Brazilian WB	T.3Cy.23⅝″,38 3/16″&62″-41 3/16″ 247NHP A.G."Neptun,"Rostock		G
120/40 79651 ~~77~~ ~~SUBS~~ 162373 GLBG	**Mohamed Ali El-Kebir** TwinSc (exTeno-35) Ⓟ ssGrk.No.3-5,35 ssAlx.No.1-39 Well deck 2Dks(Stl-Uteak s) D.F. 3rd dk(Stl)inNos.1&2holds E.S.D.	~~7290~~ ~~4001~~ ~~3901~~ 7527 4991 4122	✠100A1 5,40 ~~8,39~~ BS5,40 Fitted for oil fuel12,22 F.P. above 150° F.	Alx Msl ✠LMC2,39	b†	CL ~~P5,37~~ S8,39 P4,40	1922 12mo Lloyd'sA&CP	Scotts'S.B. &E.Co.Ld. Greenock	~~PharaonicMail Line,S.A.E.~~ Ministry ofShipping(British IndiaStm.Nav. Co.Ld.Mgrs.)	422·8 P&B293'F87' FK CellDB365'885t FPT	56·2	30·4	London British 8BHCem 47tAPT73t	4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 215lb FD 1469NHP 6SB(Spt),18cf,GS385, HS17832 Scotts'S.B.&E.Co.Ld.Grk.	33 ″ 0 s 4″11¾ 28 ″ 3	
79652 201088	**Mohawk** Ⓟ (exAnnaArundel-38, exAnneArundel-38) 2Dks	419 — 254					1904	Baltimore S.B.&D.D.Co Baltimore	StonyCreek ImprovementCo.	174·0	36·0	10·2	Baltimore Utd.States	T.3Cy.13″,21″&34″-24″ 57NHP		
79653 216586 KLHD	— OilEng. Carrying Petroleum in bulk	369 — 274					1918	Merrill, StevensCo. Jacksonville, Fla.	GulfOilCorporation	145·0	23·3	12·0	Phildlphia Utd.States	Oil Engines 4S.C.SA 6Cy.12″-14″ NE23 84NHP StandardMotorConst.Co. JerseyCity,N.J.		
79654 DJXH	**Mohlenhof** (exHsin Ningshao-38) TwinSc ssShi.No.2-21 1Dk&2nd dk&Promenade dk	3407 2401 2151	✠ … 3,25	✠			1914 11mo	NewEng.& S.B.Wks.Ld. Shanghai	Dr.AdoNolte, RudolfLaurenz& GustavRöhreke (Carlowitz&Co, Mgrs.)	289·5 FK	46·0	15·0	Shanghai German WB	T.6Cy.16″,27″&43″-30″ Richardsons, 325NHP Westgarth&Co Ld.Mdb.	23 ″ 0	V †
114/40 79655 145703 MKXV	**Moidart** (exHillglen) ssGmh.No.3-1,29 Well deck ssNwc.No.2-37 1Dk(Stl) Cargo battens not fitted	1262 1028 757	✠100A1 11,39 BS8,39	Shl ✠LMC8,37	o	CL 11,39	1922 1mo Lloyd'sA&CP	Campbeltn S.B.Co.Ld. Campbeltwn	WesternNav.CoLd. (Wm.S.Scott&Co. Mgrs.)	229·7 Q79'B48'F27' FK CellDB190'395t	35·8	15·5	Cardiff British 4BHCem APT85t	T.3Cy.18″,27½″&45″-33″ (s) 180lb 142NHP 2SB,4cf,GS79,HS2386 Ross&Duncan,Glasgow	17 ″ 7 s 1 ″ 4¼ 16 ″ 5	
79656 LIZB	**Moira** ssSfj.No.1-39 Mchy.Aft 1Dk Longitudinal framing in double bottom Wireless D.F. CruiserStern Electrically welded	1560 1307 744	✠100A1 4,41 ~~4,40~~ CarryingPetroleum in bulk Fitted for oil fuel5,35 F.P. above 150°F.	NOs NYk ✠LMC7,39	q	CL 4,40	1935 5mo Lloyd'sA&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	Dampskibsselsk. MarnaA/S(Sigurd Owren,Mgr.) CellDBuE&B40'f130' in way of cargo	248·4 259·0(O.L.) P70'F29' FK Trunk142' 415tDTf14'23t Wing tanks130'275t FPT	42·1	16·3	Oslo Norwegian 10BHptCem 54tAPT31t	C.2Cy.17″&34″-28″ & LP turbine with DR gearing & hydraulic coupling (s) 210lb FD 223NHP 2SB(Spt)6cf,GS103,HS3574 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 0 s 1 ″ 3½ 16 ″ 9¾	
79657 221302 KDSH	**Mojave** (exHambro) Fitted for oil fuel Mchy.Aft 2Dks D.F. Carrying Petroleum in bulk Longitudinal framing	6900 — 4255					1921	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Socony-Vacuum OilCo.Inc.	435·0 P128'B50 F44'	56·2	33·5	NewYork Utd.States WB	T.3Cy.27″,47″&78″-48″ 422NHP BethlehemS.B.Corp.Ld.		R
79658 OODP	**Mokambo** OilEng. D.F. E.S.D. 1Dk&Shelter dk GyC. 3rd dk in No.1 hold CruiserStern	4996 4403 2845	100A1 withfreeboard 1,41 ~~4,39~~ Carryingvegetable oil in deep tank	Ant Npt LMC12,38	z	CL	1938 12mo Lloyd'sA&CP	Flensburgr Schiffsb.Ges. Flensburg	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationale,Mgrs.) CellDB346'1235t	414·3 F35' FK MT34' 1329t FPT6	55·7	25·0	Antwerp Belgian 7BHptCem (2 to Sh dk 5 ,, 2nd ,,) 9tAPTs186t	Oil Engines 2S.C.DA 5Cy.23⅝″-43 5/16″ 969NHP DB-100lb DB(WT)100lb Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	28 ″ 6 s3 ″ 2½ 25 ″ 5¼	
79659 221603 KDUK	**Mokihana** (exGoldenSun-38, exWestProspect) Fitted for oil fuel Ref.Mchy. 2Dks&Shelter dk	7460 — 4520					1921	LsAngeles S.B.&D.D.Co SanPedro,Cal	MatsonNavigation Co.	430·7	54·3	26·2	S.Frnciso Utd.States WB	T.3Cy.28½″,47″&78″-48″ 422NHP LosAngelesS.B.&D.D.Co.		R
79660 LJPH	**Molda** OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern	5137 4567 2983					1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	A/SJ.Ludwig MowinckelsRederi	435·2	55·8	25·2	Bergen Norwegian WB	2 Oil Engines 2S.C.SA SR geared to 1 sc. shaft 12Cy.20½″-27 9/16″ 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
79661 LCZM	**Moldanger** OilEng. Ref.Mchy. D.F. 1Dk&Shelter dk	6827 6013 4232					1933	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	464·4 P257tH502tF22t	61·2	27·4	Bergen Norwegian WB	Oil Engines 2S.C.DA 7Cy.27½″-47¼″ 1842NHP AlgemeineElec.Ges.Berlin		N
79662 UOUE	**Moldaviya** Ⓟ OilEng. Wireless 2Dks CruiserStern	1190 953 612					1928	Schiffsw(v. J.&Sch.)A.G. Hamburg	U.S.S.R.	202·4 P&B126'F22'	33·3	18·4	Odessa Russian WB	Oil Engines 4S.C.SA 8Cy.18 9/16″-29 1/16″ 286NHP Motorenfabr."Deutz"A.G. Köln-Deutz		
79663	**Moldova** (exIthaki-39,exAnne, exAenneRickmers) 2Dks	4083 3822 2572					1911	Rickmers Akt.Ges. Bremerhaven	Capt.S.N.Vlassopol	367·1 P37'B94'F44'	47·7	27·3	Braila Roumanian WB	T.3Cy.23¼″,38⅞″&63″-43½″ 261NHP BremerVulkan,Vegesack	30 ″ 0	V
79664 XCMZ	**Molokai**(exFlaurenceWard) WoodSr SaltedCB OilEng. HTHonolulu,14 1Dk	356 — 220	✠ 3,14	Honolulu ✠			1907 1mo	Bendixsen S.B.Co. Eureka,Cal.	Compañia Maritima deNavegacion(KeeneLine, Mgrs.)	105·9	24·4	14·2	Guaymas Mexican	Oil Engines 2S.C.SA 4Cy.14″-14″ 138NHP FairbanksMorseCo.N.Yk.	15 ″ 1	
79665 UOUX	**Molot** TwinSc OilEng. Mchy.Aft 1Dk	949 758 472					1928	Odessa StateSBYard AndreMarti Odessa	U.S.S.R.	232·1 P55'F25'	34·0	11·8	Vladvostk Russian WB	Oil Engines 4S.C.SA 12Cy.13 13/16″-19 5/16″ 222NHP StateEngineWorks, Kolominska		
79666 UOBC	**Molotov** Sub.Sig. 1Dk	2332 2013 1296	✠ … 5,32	✠			1930 1mo	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	284·8 P18'B75'F32' FK	43·1	20·5	Leningrad Russian WB	T.3Cy.17¾″,29⅛″&48 7/16″-35 7/16″ 193NHP LeningradS.B.Works "AndreaMarti,"Len.	22 ″ 7	
79667 152022 VJGR	**Momba** OilEng. ssSyd.No.3-1,38 1Dk(Stl) Cargo battens not fitted CruiserStern	3021 2735 1758	✠100A1 3,41 ~~1,40~~ DBS~~1,40~~ 3,41	Syd ✠LMC CS1,38 ~~5,39~~5,40	u	CL 1,39	1926 3mo Lloyd'sA&CP	Akt.Burmeistr&Wain Copenhagen	TheAdelaide SteamshipCo.Ld.	331·8 P34'B159'F34' FK CellDB286'778tFPT6	46·6	23·1	Melbourne British 6BHptCem 7tAPT120t	Oil Engines 4S.C.SA 8Cy.24 13/16″-51 3/16″ 473NHP DB100lb Burmeister&Wain,Cpn.	25 ″ 6 s 3 ″ 4½ 22 ″ 3½	
79668																

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref.Trade
79669 40424 JIXH	**Momo Maru** *OilEng.* 1*Dk*	443 — 253					1935	Ohara Zosen TekkoshoKK Osaka	UwazimaUnyu K.K.	148·9	26·5	14·0	Uwajima Japanese	Oil Engines		
79670 33181 JAVC	**Momoha Maru** (*ex*Goldenway, *ex*Terrific,*ex*Cosmos ssKob.No.3–6,31 Volga,*ex*WarIsland) 1*Dk*(*Stl*) 2nd*Dk*(*Stl*)*in Nos.2&4holds*	3103 2866 1843	✠ … 4,36 ✠	Kob	*u*		1918 9mo	Craig,Taylor&Co.Ld. Stockton	TatuumaKisen K.K. *CellDB*	331·1 P33'B98'F29' FK 280' 687t *FPT*109t	46·8	23·2	Nishinomiya Japanese 7*BHptCem* *APT*112t	T.3Cy.25",41"&68"–45" 359NHP 3SB,*9cf*,GS155,HS5841 Blair&Co.Ld.Stockton	25 ″ 6	C †
79671 45712 JHCN	**Momoyama Maru** (*ex*MountCynthos–39, ssPir.No.3–11,38 *ex*Zeriba–33,*ex*VillaAda, *ex*FratelliBianchi, 2*Dks*(*Stl*) *ex*WarLeopard)	5217 4773 3712	✠ [illegible] 10,40 ~~BS6,39~~ ✠~~LMC11,38~~	Kob	*y*	CL 5,39	1918 7mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	YamashitaKisen K.K. *CellDB*	400·4 P49'B113'F39' FK 347'1120t*FPT*115t	52·3	28·4	Kobe Japanese 7*BHptCem* *APT*170t	T.3Cy.27",44"&73"–48" (*s*) 180lb 518NHP 3SB,*9cf*,GS190,HS7668 Wrkman,Clark&Co.LdBel	31 ″ 0 ~~s 5 ″ 11~~ ~~25 ″ 8~~	
79672	**Mon Village** (*ex*Oxford, **TwinSc** *ex*Yvetot,*ex*Menuisier) *Mchy.Aft* 1*Dk*	1065 — 588					1919	ChantAug. Normand Havre	Herran,Decia& Muller	219·4 P59'F19'	34·2	12·3	Montevideo Uruguayan *WB*	T.6Cy.12⅝",19⅒"&31½"–16½" 80NHP At.&Ch.de laLoire,StDenis		
79673 4091 SGON	**Mona** (*ex*Bratland,*ex*Wermland) ssHpl.No.2–11 1*Dk*(*Stl*)&*deep framing* &*pt Awning dk*(*Stl*)	*1971* *1609* *1115*	✠ 2,11 ✠	Hpl	*s*		1902 7mo	W.Gray& Co.Ld. WHartlepool	RederiA/B Alfa (AllanBörjesson, *Mgr.*) *CellDBa*	279·6 Q107' FK *pt Awng dk*175' 84'*uE*30'*f*112'521t	42·6	16·4	Hlsngborg Swedish 4*BHCem* *APT*115t	T.3Cy.21",33"&56"–36" 194NHP 2SB,*4pf*,GS72,HS3014 Cen.Mar.Eng.Wrks.WHpl	19 ″ 0	V †
79674 120522 GFPN	**Mona's Isle** Ⓟ (*ex*Onward) **TrpSc** D.F. 2*Dks&Awng dk*	1688 1162 698					1905	W.Denny &Bros. Dumbarton	IsleofManSteam PacketCo.Ld.	311·2	40·1	15·8	DouglasIM British *WB*	3 Steam Turbines Denny&Co.Dumbarton		
81/40 79675 145308 GWSG	**Mona's Queen** Ⓟ **TwinSc** ssBrw.No.1–39 Sub.Sig. 2*Dks&Shelter dk* E.S.D. D.F.	2756 1717 1112	✠ A1 *withfreeboard* 10,39 ✠LMC BS3,39 MS5,39 *For Irish Channel service* *Fitted for oil fuel* 6,34 *F.P. above* 150° F.	Sou		OG 4,38	1934 6mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	IsleofManSteam PacketCo.Ld. *CellDB*	337·6 350·0(O.L.) *Promenade dk*249' FK&BK1⅓" *uE*46'71t*DTsf*136t	48·1	17·2	DouglasIM British 10*BHCem* *APT*73t	4SteamTurbinesSR geared to 2 Sc. Shafts 230lb 1393NHP 3WTB,HS13590 FD CammellLaird&Co.Ld Bkn	18 ″ 0 s 6 ″ 1 12 ″ 3	BT till 5,40
79676 YVAS	**Monagas** **TwinSc** ssN.Yk.No.3–8,39 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*2650* *1890* *1514*	✠100A1 6,40 ~~8,39~~ BS6,40 ✠LMC10,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,27 *F.P. above* 150°F.	NYk Aru	*t*	CL P5,40 s10,38	1927 8mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	MeneGrandeOilCo. C.A. *CellDB*	305·4 316·8(O.L.) P69'F33'B22' FK *Trunk*181' *uE&B*42'107t *FPT*	50·2	16·3	Maracaibo Venezuelan 11*BHptCem* 194t*APT*35t	T.6Cy.13½",23"&37"–27" (*s*) 180lb 212NHP 2SB,*6cf*,HS4055 Richardsons,Westgarth& Co.Ld.Mdb	16 ″ 6 s 2 ″ 0½ 14 ″ 8	
79677 GQKS	**Monarch** **TwinSc** (*CableVessel*) Wireless 1*Dk&Awng dk* E.S.D.	1150 1049 476	✠ … 11,20 ✠				1916 8mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	H.M.Postmaster General	222·7 FK	32·2	19·1	British *WB*	T.6Cy.12½",20"&33"–24" 146NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	22 ″ 0	
79678 82358 MNFD	— Ⓟ **Pad**	315 274 129					1888	R.&H. Green, London	Cosens&Co.Ld.	210·0	22·2	9·0	Weymouth British	D.2Cy.41"–48" 179NHP J.Penn&Son,London		
79679 162650 GZKD	**Monarch of Bermuda** Ⓟ **Quad** ssN.Yk.No.2–39 **Sc** E.S.D. 3*Dks*(*Stl-Weather dk* teak s) Sub.Sig. 4*th dk*(*Stl*)*in holds* GyC. 5*thDk*(*Stl*)*except in boiler spaces* D.F. (*Topsides–Special quality steel*) *Ref.Mchy.* *CruiserStern*	22424 13088 12876	✠100A1 *withfreeboard* 4,41 ~~11,39~~ ✠LMC11,39 ✠Lloyd'sRMC~~11,39~~ 6,41 ~~10,40~~ BS10,40 *Fitted for oil fuel* 11,31 *F.P. above* 150° F.	NYk ~~Liv~~ PNl	*m*†	CL P*f*6,38 S*f*6,38 P *a*11,38 S *a*11,38	1931 11mo *Lloyd*	Vickers- Armstrongs, Ld. Newcastle '*sA&CP*	Furness,Withy& Co.Ld. *CellD* *Tan*	553·2 B354'F94' FK *Upperbridge*385' *B*430'1938t'*tween dk tanks* a59'496t *ks in way of tunnel* s477t*MTs*57' 947t*DTsf*40'831t*FPT*113t*APT*126t	76·7	39·0	London British 12*BHptCem* *Coll,,to Wdk* *Turbines by* *Motors by*	2 Steam Turbines connected to Electric Motors & Sc. Shafts (*s*) 4411NHP 400lb HS42200 FD 8 Water Tube Boilers (Spt400lb) Fraser&Chalmers,Erith GeneralElectricCo.Ld. Witton,Birmingham	43 ″ 3 s 16 ″ 5½ 27 ″ 0½	BT till 9,41
79680 ~~218508~~ ~~KIRO~~	**Monasses** *Fitted for oil fuel* *Ref.Mchy.* 1*Dk&Shelter dk* Sub.Sig. &*Webframes* *Longitudinal framing*	5983 5657 3695	✠ … 4,22 ✠				1919 6mo	MooreS.B. Co. Oakland,Cal.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	402·5 P34'F39' *on Shelter dk* FK	53·0	32·0	~~S.Francisco~~ ~~Utd.States~~ British *WB*	2SteamTurbinesDRgeared to1 Sc.Shaft 637NHP MidwestEngineCo. Indianapolis	34 ″ 6	R †
79681 841 IBMW	**Monbaldo** (*ex*Sori) D.F. 2*Dks&Shltr dk*	6214 — 4043					1918	Soc.EsercizioBacini RivaTrigoso	Nav.AltaItaliaSoc. Anon.	389·5	51·5	26·6	Genoa Italian	T.3Cy.26",42½"&69⅒"–48" 337NHP Soc.EsercizioBacini R.Trig		I
79682 2146 IBNW	**Moncalieri** (*ex*WarLinnet) ssTri.No.3–3,31 ssTri..No.2–39 D.F. 2*Dks*(*Stl*)	5723 4819 3533	✠100A1 12,39 ✠LMC MS4,39 BS11,39 *Adapted for oil fuel* 9,29 *F.P. above* 150° F.	Tri	*y*	CL N9,38	1918 12mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton '*sA&CP*	LloydTriestino Soc.Anon.diNav. *Cell*	400·0 413·0(O.L.) P49'B113'F40' FK *DB*336'1015t*FPT*128t*APT*207t	52·3	28·4	Genoa Italian 7*BHptCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 5 ″ 10½ 25 ″ 4½	
79683 165176 ~~TKDM~~ MJYB	**Moncousu** (*ex*Nestor) ssNts.2ndNo.3–2,37 Wireless 1*Dk*(*Stl*)*Platform dk*(*Stl*) *Well deck* *for light cargoes in Nos.2&3holds*	1420 1120 862	✠100A1 3,40 BS~~[illegible]~~ ✠LMC2,37 3,41	Nts	*o*	CL 10,38	1912 8mo *Lloyd*	Mackay Bros. Alloa '*sA&CP*	Ministry of Shipping(G.Gibson& Co.Ld.*Mgrs.*) *CellDB* a58'*uE*	235·2 Q86'B56'F29' FK 17'*f*94'357t*FPT*64t	36·0	16·3	Belfast British 4*BHCem* *APT*36t	T.3Cy.18",29"&48"–35" (*s*) 180lb *100lb* 153NHP 1SB,*3cf*,GS66,HS2484 MacColl&Pollock,Ld.Sld.	18 ″ 6 s 1 ″ 5½ 17 ″ 2	
79684 TTKO	**Mondara** (*ex*Steamer) *OilEng.* *Mchy.Aft* ssBel.No.3–1,33 *Well deck* 1*Dk*(*Stl*)	359 255 147	✠ … 9,37 ✠	Bou	*e*		1921 2mo	J.&D. Morris,Ld. Newcastle	P.LeLouarn& F.Ollivier	135·2 P44'B8'F18' FK *FPT*	23·6	10·0	Paimpol French 3*BHCem* 25t*APT*12t	Oil Engines 4S.C. 6Cy.11 1/16"–19¼" NE38 Waggon-u-Masch.A.G. Görlitz	11 ″ 0	V †
79685																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79686 149459	**Mondoc** *Mchy.Aft* 1*Dk*	1926 1637 1147					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	253·0 Q100'F35'	43·3	17·8	Ft.William British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
79687 1371 IBRW	**Monfiore** (*ex*WestHesseltine) *Fitted for oil fuel* D.F. 2*Dks*	5498 5075 3370					1920	J.F.Duthie &Co. Seattle,Wash	Nav.AltaItaliaSoc. Anon.	423·7 410·3 P44'B115'F47'	54·2	26·6 27·7	Genoa Italian *WB*	T.3Cy.24½",41½"&72"-48" O'NeilIron 359NHP Works,Buffalo,N.Y.		IR
79688 1405 ICJR	**Mongioia** (*ex*Terni,*ex*Crispi) *Fitted for oil fuel* D.F. 1*Dk*& *Awng dk*	6113 — 3795					1924	Flli. Orlando&Co. Leghorn	Nav.AltaItaliaSoc. Anon.	392·4	51·7	35·1	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" E*made*18*fitted*30 369NHP D.Rowan&Co.Glasgow.		I
79689 UOGH	**Mongol** (*ex*LakeFablus) *Fitted for oil fuel* 1*Dk*2*trB*	2606 2237 1612	✠ ... 12,20 ✠				1919 10mo	Detroit S.B.Co. Wyandotte	U.S.S.R.	251·8 P25'B64'F23' FK	43·3	26·1	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	
12/40 79690 7450 SMTA	**Mongolia** (*ex*Clayton, *ex*Pelica) *ss*Lkr.2ndNo.3-5,35 *ss*Hbg.No.1-39 D.F. 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*2124* *1929* *1238*	✠100A1 6,40~~4,40~~ ✠LMC3,39 BS3,40	Hbg Lkr	*s*	CL 3,40	1909 6mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland '*sA&CP*	RederiA/B Arild (J.A.Thore,*Mgr.*) *CellDBa*94'	286·0 P21'B72'F27' FK *uE&B*38'*f*114'557*t*	43·3	18·7	Arild Swedish 5*BHCem* *APT*133*t*	T.3Cy.21",35"&58"-39" (*s*) 180lb *90lb* 233NHP 2SB,6*pf*,GS108,HS3637 G.Clark,Ld.Sunderland	21 ″ 0 s2 ″ 11¼ 18 ″ 3	
79691 RACE	**Mongoughai** Ⓟ (*ex*Pronto) Wireless 1*Dk*& *Spar dk*	993 883 593					1891	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	202·5 B58'	30·3	18·5	Vladvostk Russian *WB*	T.3Cy.15",27½"&43"-27" B*made*12, *fitted*— 96NHP FlensburgerSchiffsb.Ges.		
79692 DJVB	**Moni Rickmers** (*ex*Trewyn-37) *ss*Fal.No.3-6,35 D.F. 2*Dks*(*Stl*)	5272 4787 3225	✠ 3,39 ✠	Ham	*y*		1920 2mo	JReadhead &Sons,Ld South Shields	RickmersRhederei Akt.Ges. *CellDB*	399·4 413·8(O.L.) P49'B117'F39' FK 345' 1085*t* *FPT*130*t*	52·4	28·5	Hamburg German 7*BHCem* *APT*205*t*	T.3Cy.27$\frac{9}{16}$",44"&73$\frac{5}{16}$"-48" 513NHP 3SB,9*cf*,GS190,HS7563 J.Readhead&SonsLd.S.Shl	31 ″ 0	
79693 8424 SHNR	**Monica** (*ex*Slamat-40) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	391 248 182	✠100A1 3,40 ✠LMC2,39	Skm	*f*		1939 2mo *Lloyd*	NVSchpsw Gebr.v/d Werf Deest '*sA&CP*	~~RederiA/BErling.~~ ~~(IvarH.Galeen,~~ ~~*Mgr.*)~~ A.Adler *CellDB*84'69*t*	142·4 151·1(O.L.) P37'Q49'F20' FK *FPT*40*tAPT*13*t*	25·1	8·7	Gothenbrg Swedish 3*BHCem*	Oil Engines 4S.C.SA 6Cy.11¼"-16$\frac{9}{16}$" 74NHP Maschinenfbrk. Augsburg-NürnburgA.G.Augsburg	9 ″ 10 s3 ″ 3⅜ 9 ″ 9¼	
79694 PGBC	— *OilEng.* *ss*Rot.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern*	325 260 126	✠100A1 9,40 ~~4,39~~ DBS4,39 ✠LMC1,36 ✠LMC(M)4,38 *CarryingPetroleum in bulk*	Rot Grk	*f*	~~N3,38~~ 9,40	1932 9mo *Lloyd*	J.Koster Hzn.Schpsw. "DeGideon" Groningen '*sA&CP*	N.V.Tank KustvaartMaats.	137·9 P49'F20' *Trunk*70' FK *FPT*65*tAPT*10*t*	25·4	9·8	Rottrdam Dutch 8*BHptCem*	Oil Engines 4S.C.SA 6Cy.11"-19$\frac{11}{16}$" 71NHP DB~~*100lb*~~ Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 2 s ″ 4¾ 9 ″ 11	
58/40 79695 FOEG	**Monique** *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk* D.F. *Longitudinal framing* 2*Dks*	7011 — 3989					1922	Ch.&Atel. delaGironde Bordeaux	Cie.Auxiliaire de Navigation	425·0 P100'B27'F41'	56·7	33·0	Havre French *WB*	T.3Cy.28",46"&76"-52" 416NHP Soc.Provençale deConst. Nav.LaCiotat		V
86/40 79696 FNWW	**Monique Schiaffino** *Fitted for oil fuel* 2*Dks*	3236 2880 1917					1929	Howaldtswerke A.G. Kiel	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	330·6 P24'F41'	48·1	23·7	Algiers French *WB*	T.3Cy.22⅞",37⅜"&60¼"-39⅜" 227NHP HowaldtswerkeA.G.Kiel		V
79697 149956 GNLC	**Monkleigh** *ss*Bry.No.3-3,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5203 4810 3105	✠100A1 *withfreeboard* 1,41~~4,40~~ ✠LMC MS2,39 BS4,40	Bry Cff	*a*†	CL ~~N2,39~~ 1,41	1927 12mo *Lloyd*	R.Thompson&Sons,Ld Sunderland '*sA&CP*	TatemStm.Nav. Co.Ld.(W.J. Tatem,Ld.*Mgrs.*) *CellDBa&*	420·7 434·5(O.L.) F34' FK *uE*138'*f*201'1391*t* *FPT*210*tAPT*147*t*	55·3	25·7	London British 7*BHCem* (*Coll toSh dk* 6,,2*nd*,,)	T.3Cy.27",45"&75"-51" (*s*) 180lb 570NHP 3SB,9*cf*,GS187,HS8491 FD Richardsons,Westgarth& Co.Ld.Sld	28 ″ 4 s3 ″ 7¾ 24 ″ 11	
79698 147484 MLKY	**Monkstone** *ss*Nwc.No.3-5,36 *ss*Shl.No.1-39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	867 591 425	✠100A1 7,39 ✠LMC7,39 BS11,40	Shl	*k*	CL 7,39	1923 5mo *Lloyd*	HansenSB &ShipRepng. Co.Ld. Bideford '*sA&CP*	S.&R.Steamships, Ld.(Stone&Rolfe, Ld.*Mgrs.*) *CellD*	190·0 Q120'B*on*Q14'F26' FK *B* 126'239*tFWTank in break*7'14*tFPT*	30·1	12·5	London British 3*BHCem* 53*tAPT*30*t*	T.3Cy.15",25"&41"-27" (*s*) 180lb 84RHP 2SB,4*cf*,GS60,HS1824 LythamSB&ECoLdLytham	14 ″ 6 s4 ″ 6 14 ″ 1¾	
79699 145345 MKYF	**Monksville** (*ex*Slievenamon) *ss*Apl.No.3-10,34 *ss*Bkn.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	499 347 234	✠100A1 ~~6,40~~ ~~6,30~~4,41 6,40 ✠LMC ~~BS11,39~~ MS6,39 ✠NB18*refitted*21	Bkn Liv	*g*	CL ~~10,37~~ 4,41	1921 8mo *Lloyd*	JIThornycroft&Co.Ld. Southampton '*sA&CP*	JohnS.Monks,Ld.	155·7 Q86'B11'F25' FK *FPT*	26·2	11·4	Liverpool British 3*BHCem* 48*tAPT*20*t*	T.3Cy.13⅝",22"&35"-27" (*s*) 180lb 95NHP 1SB,3*cf*,GS51,HS1832 JIThornycroft&CoLdSou.	12 ″ 6 s3 ″ 8 12 ″ 6	
79700 166343 GFFP	**Monkwood** *Mchy.Aft* 1*Dk* *CruiserStern* Wireless *Cargo battens not fitted*	1591 1229 922	✠100A1 3,41~~1,40~~ ✠LMC1,38	Bly Shl	*p*	CL 12,39	1938 1mo. *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	WFrance,Fenwick &Co.Ld. *CellDB*	255·2 264·0(O.L.) Q140'B12'F27' FK 213' 559*t* *FPT*140*t*	37·4	16·5	London British 4*BHCem* *APT*26*t*	T.3Cy.15½",25"&44"-33" 220lb (*s*) FD 176NHP 2SB(Spt),6*cf*,GS50,HS2570 N.E.MarineEng.CoLd.Sld	18 ″ 6 s5 ″ 7 17 ″ 0½	
79701 217318	**Monmouth** 2*Dks*	4756 4287 2963	✠ ... 7,21 ✠				1918 12mo	Standard S.B.Corp. Shooter's Island,N.Y	UnitedStates Maritime Commission	377·0 P25'B106'F34' FK	52·2	26·8	NewYork Utd.States *WB*	T.3Cy.24",40"&70'-48" 478NHP StandardS.B.Corp.	29 ″ 0	
79702 92022 KJRQ	— Ⓟ **IronTwinSc** 2*Dks*	1440 — 931					1888	W.Cramp &SonsCo. Philadelphia	CentralRailroad Co.ofNewJersey	260·5	35·1	14·0	NewYork Utd.States	T.6Cy.19",30"&50"-30" NB05 274NHP W.Cramp&SonsCo.Phi.		
79703 146413 MKZV	**Monmouth Coast** (*ex*Grania-33) *ss*Bkn.No.3-5,36 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) Wireless D.F. E.S.D.	878 618 396	✠100A1 Examined3,41 ~~BS6,39~~ ✠LMC5,36 BS~~4,40~~4,41	~~Bkn~~ Liv	*l*	CL ~~6,38~~ 3,41	1924 3mo *Lloyd*	Ayrshire Dkyd.Co.Ld. Irvine '*sA&CP*	CoastLines,Ld. *CellDBuB*32'	200·4 Q128'F28' BK7" *f*102'166*tFPT*122*t*	30·6	13·2	Liverpool British 3*BH* *APT*44*t*	T.3Cy.17½",27½"&45"-33" 180lb (*s*) 155NHP 2SB,4*cf*,GS79,HS2784 Ross&Duncan,Glasgow	15 ″ 3 s4 ″ 1½ 15 ″ 2¾	
79704 147816 ZMCD	**Monowai** Ⓟ (*ex*Razmak) **TwinSc** *ss*Auk.No.3-6,37 D.F. *Ref.Mchy.* 3*Dks*(*Stl*)	10852 7510 4925	✠100A1 *withfreeboard* 5,39 BS5,39 ✠LMC10,36 ✠Lloyd'sRMC5,39 *Fitted for oil fuel* 2,25 *F.P. above* 150° F.	Wln	*g*†	CL s5,37 P4,39	1925 2mo *Lloyd*	Harland& Wolff,Ld. Greenock '*sA&CP*	UnionS.S.Co.of NewZealand,Ld. *CellDB*429'1298*t* *Tanks at sides*	500·4 P&B396'F73' FK *of tunnels*436*tFPT*	63·2	34·0	Wellingtn, N.Z. British 10*BHCem* 57*tAPT*102*t*	Q.8Cy.30½"44"63"&89"-54"& L.P.TurbineswithDRgearing & hydraulic coupling 215lb (*s*) 2255NHP 4D&2SB,40*cf*,HS29610 FD Harland&Wolff,Ld.Bel.	37 ″ 6 s11 ″ 7¾ 26 ″ 1	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Nav're. Macn.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
79705 210388	**Monroe** *Fitted for oil fuel* *2Dks& Webframes*	5533 ~~6628~~ 5044 ~~6477~~ 3410	✠ ... 5,21 ✠				1920 4mo	Newburgh ShipyardInc. Newburgh, N.Y	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ A.H.BullS.S.Co.	400·5 P36'B124'F44'	54·2	30·4 FK	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1Sc.Shaft 676NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32 ″ 10	
79706 93382	**Monroe C. Smith** D.F. *Mchy.Aft* *1Dk2trB*	4281 — 3016					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	380·0 F48'	50·0	28·0	Oswego,NY Utd.States *WB*	T.3Cy.22",35"&58"-40" 177NHP AmericanS.B.Co.Cld.O.		R
79707 1168 IBWW	**Monrosa** (*ex*Indiano,*ex*Indus) *ss*Pal.No.3-4,24 D.F. *Fitted for oil fuel* *2Dks*	6703 5092 4216	✠ ... 5,28 ✠				1920 7mo	J.Coughlan &Sons,Ld. Vancouver, B.C.	Nav.AltaItalia Soc.Anon.	428·0 410·5 P44'B241'F47'	54·3	27·3 FK	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 420NHP Vickers,Ld.Barrow-in-Furness	29 ″ 9	1 †
79708 139635 MBQL	**Mons** (*ex*Southminster, *ss*Lwt.No.3-6,31 *ex*Woolacombe, *ss*Gms.No.2-39 *ex*Lorient) *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	641 455 359	✠100A1 9,40 ~~4,40~~ ✠NB4,19 ✠LMC MS9,39 BS~~10,39~~3,41 ✠NE*made*91*refitted*19	Gms	*j*	CL 5,39	1919 4mo *Lloyd*'*sA&CP*	Dibles, Ld. Southampton	C.Strubin&Co.Ld. *CellD*	178·0 185·6(O.L.) Q102'B11'F21' *Bf*112'196*t**FPT*75*t*	29·0	11·1 FK	Lowestoft British 3*BHptCem* *APT*26*t*	T.3Cy.13½",19½"&33"-24"(*s*) 160lb 76NHP 2SB,4*pf*,GS60,HS1476 J.Penn&Sons,Ld.London	13 ″ 3 s 3 ″ 8½ 12 ″ 8½	
79709 POLH	**Monselet** *ss*Rot.No.2-37 *1Dk(Stl)* *Cargo battens not fitted*	3372 2920 1984	✠100A1 ~~4,40~~ ✠LMC ~~MS4,37~~ BS4,40 Surveys delayed	Dnk	*v*	CL 4,40	1929 1mo *Lloyd*'*sA&CP*	R.Thompson&Sons,Ld Sunderland	Cie.Nantaise des Chargeurs de l'Ouest *CellDBa&uE*128'	340·0 358·5(O.L.) P32'B94'F26' *f*147'788*t**FPT*102*t*	47·5	21·9 FK	Nantes French 6*BHCem* *APT*212*t*	T.3Cy 21",35"&57"-39" (*s*) 180lb 247NHP 3SB,6*cf*,GS105,HS4170 N.E.MarineEng.CoLd.Sld.	24 ″ 2 s3 ″ 11½ 20 ″ 4½	
79710 DJYP	**Monserrate** Ⓟ D.F. E.S.D. *OilEng.* *CruiserStern* *2Dks*	5578 4397 3245					1938	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.Linie)	441·9 P22'B&F405'	56·3	23·1 UpperF38'	Hamburg German *WB*	Oil Engines 2S.C.DA 7Cy.23⅝"-43 5/16" 1357NHP BremenVulkan,Vegesack		G
79711 879 IBXW	**Monstella** (*ex*Fert,*ex*WarGazelle) D.F. *2Dks*	5311 4791 3153					1918	W.Doxford &Sons,Ld. Sunderland	Nav.AltaItalia Soc.Anon.	413·2 400·0 P49'B112'F39'	52·3	28·5	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 369NHP W.Doxford&Sons,Ld.Sld.		I
79712 DOIX	**Monsun** (*ex*Adige) *1Dk&Shelter dk* *CruiserStern*	6590 6234 4008	✠ ... 1,27 ✠				1920 12mo	Monmouth S.B.Co.Ld. Chepstow	Kauffahrtei Seereed,Adolf Wiards&Co.	411·9 F39'on*Shelter dk*	55·5	34·3 FK	Hamburg German *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 677NHP MetropolitanVickers E.Co.Ld.Manchester	38 ″ 0	G †
79713 FNBO	**Mont Agel** *ss*Msl.No.3-12,32 *ss*Msl.No.1-37 *2Dks(Stl)* *Longitudinal framing in DB & at dks*	*4572* *4090* *2887*	✠100A1 1,40 ~~BS4,39~~ ✠LMC~~5,37~~ ~~5,40~~ 1,41 *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	Msl	*x*	CL ~~N9,39~~ 12,40	1920 6mo *Lloyd*'*sA&CP*	Greenock Dkyd.Co.Ld. Greenock	Soc.Gén.deTransp. Mar.àVap.	377·0 P37'B105'F41' *CellDB*324'1102*t*	52·2	26·0 FK	Marseilles French 6*BHptCem* *APT*128*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb 354NHP 3SB,9*cf*,GS173,HS5550 Rankin&BlackmoreLdGrk	28 ″ 6 s5 ″ 3½ 23 ″ 5	
79714 FNBR	**Mont Everest** (*ex*MountEverest, *ex*WarDrake) *ss*Msl.No.3-1,31 *ss*Msl.No.2-38 *2Dks(Stl)*	5120 — 3119	✠100A1 8,39 BS9,39 ✠LMC9,38	Msl	*y*	CL N11,37	1918 8mo *Lloyd*'*sA&CP*	D&WHendersn&Co.Ld Glasgow	Soc.Gén.deTransp. Mar.àVap. *Cell*	400·6 P49'B113'F39' *DB*345'1132*t**FPT*117*t*	52·3	28·5 FK	Marseilles French 7*BHptCem* *APT*177*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D&WHendersn&CoLd.Gls	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
79715 OTRV	**Mont Liban** (*ex*Elli-37, *ex*VilledeLattaquié-37, *ex*Ville deNice-34,*ex*Christiana, *ex*Melford,*ex*Kilmelford) *1Dk*	611 485 257					1919	Smith's DockCo.Ld Middlesbro'	ComptoirMaritime deSyrieF.Eddé & Co.	170·6 B27'F29'	29·8	15·6	Beirut French *WB*	T.3Cy.16",26"&44"-26" 99NHP Smith'sDockCo.Ld.Mdb.		C
79716 147791	**Mont Louis** *Mchy.Aft* *1Dk*	1905 1613 1123					1927	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	252·6 Q100'F35'	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Smith'sDockCo.Ld.Mdb.		C
79717 10/41	**Mont Saint Clair** (*ex*Levensau-39, *ex*Minho,*ex*Mogador) *1Dk&Spar dk*	1227 1072 717					1905	Bremer Vulkan Vegesack	ArmementDelom &Scotti	231·0 B68'F23'	33·6	17·5	Sète French *WB*	T.3Cy.17 3/16",28 3/16"&46¾"-31½" 122NHP BremerVulkan,Vegesack		GV
79718 EGBS	**Mont-Seny** **Comp** *1Dk*	840 677 513					1921	Astilleros deTarragona Tarragona	S.A.Fabrica de Mieres	198·4 B39'F28'	30·4	16·4	Gijon Spanish	T.3Cy.12",20"&32"-24" Alexander 50NHP Hermanos,Barcelona		V
79719 FNBV	**Mont Viso** *ss*Msl.No.3-3,34 *ss*Msl.No.1-38 *Well deck* *2Dks(Stl)*	4531 4191 2828	✠100A1 3,41 ~~3,40~~ BS~~3,40~~ ✠LMC2,38 3,41 *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	Msl	*y*	CL ~~2,38~~ 3,41	1921 7mo *Lloyd*'*sA&CP*	Sir Raylton Dixon&Co.Ld Middlesbro'	Soc.Gén.deTransp. Mar.àVap. *CellDB*	369·9 P&B240'F40' 321' 1044*t* *FPT*86*t*	53·3	26·0 FK	Marseilles French 6*BHCem* *APT*67*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 364NHP 3SB,9*cf*,GS158,HS6015 Richardsons,Westgarth& Co.Ld.Mdb.	28 ″ 6 s3 ″ 11½ 24 ″ 9½	
79720 FOXX	**Montaigne** (*ex*Livonier) *ss*Rot.No.3-8,32 *ss*Msl.No.2-41 ~~*ss*Bdx.No.1-38~~ *2Dks(Stl)*	2770 2443 1634	✠100A1 ~~1,40~~ ~~12,39~~ 5,41 ✠LMC BS11,40 MS1,41	Msl	*t*	CL ~~1,38~~ ~~5,40~~ N12,40	1920 7mo	Pusey& JonesCo. Wilmington, CP Del.	Etabl.Maurel& Prom *CellDB*244'644*t*	293·4 314·9(O.L.) P37'B79'F29' *DTa*12'43*t* *FPT*64*t*	44·1	22·0 FK	Bordeaux French 6*BHCem* *APT*99*t*	T.3Cy.19¾",31½"&54½"-36" 200lb (*r*) 305NHP 2SB,6*cf*,GS118,HS4842 FD Pusey&Jones,Ld.Wmn.	25 ″ 10 s3 ″ 11½ s21 ″ 3	
79721 115690 MDMT 4/41	**Montalto** (*ex*ThePrincess) **3Mst** *ss*Bel.3rdNo.3-8,40 ~~*ss*Gmh.2ndNo.3-9,27~~ *Mchy.Aft* ~~*ss*Bel.No.2-36~~ *Well deck* *1Dk(Stl)*	623 428 250	✠100A1 8,40~~9,38~~ ~~BS5,39~~ ✠LMC~~1,36~~ 8,40	Bel	*i*	CL ~~10,36~~ 7,40	1902 6mo *Lloyd*'*sA&CP*	AilsaS.B. Co.Ld. Troon	CullifordShipping Co.Ld.(Culliford &Clark,Ld.*Mgrs.*)	181·3 Q100'B9'F34' *DBf*96' 139*t* *FPT*	27·2	11·0 BK7½"	Belfast British 3*BHCem* 59*t**APT*[illegible]*t*	C.2Cy.20½"&44"-30" (*s*) 120lb 80RHP 1SB,3*pf*,GS62,HS1542 Muir&Houston,Ld.Gls.	13 ″ 7 s4 ″ 6½ 13 ″ 9	
79722 DJNF	**Montan** *OilEng.* *CruiserStern* *1Dk*	1275 963 692					1934	Frd.Krupp Germaniawft A.G Kiel	ErnstKomrowski Reederei	231·4 Q97'B46'F26'	36·2	13·9	Hamburg German *WB*	Oil Engines 4S.C.SA 8Cy.16⅛"-26¾" 222NHP Fr.KruppGermaniawftAG		G
79722^{a}	**Montana** *OilEng.* D.F. E.S.D. *CruiserStern* *1Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	10170 9350 6000					1940	A/B Götaverken Gothenburg	A/S Tanktransport (Th.Berg,*Mgr.*)	496·1 P96'B36'F64'	64·4	38·7	Tönsberg Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.24 7/16"-55⅛" 1029NHP A/B Götaverken,Got.		
79723 214901 WACN	**Montanan** (*ex*SantaPaula) *ss*Bos.No.3-8,29 *Fitted for oil fuel* *ss*Bos.No.1-33 *2Dks(Stl)&Shelterdk(Stl)* *3rd dk(Stl)in No.1hold only. Webframes* D.F. *Longitudinal framing*	4898 4353 2866	✠ ... 9,35 ✠	SFo	*z*		1917 4mo	W Cramp& SonsS&EBCo Philadelphia	American- HawaiianS.S.Co. *CellDB*346'1209*t**D*	404·6 F*onShelter dk* 31' *Tf*32' 826*t* *FPT*71*t*	53·9	34·2 FK	NewYork Utd.States 6*BHCem* *APT*16*t*	Q.4Cy25½"37"52½"&76"-54" 631NHP 3SB,12*cf*,GS214,HS8881 WCramp&SnsS&EBC.Phl	28 ″ 9	R †
79724 KZFM	**Montanes** Ⓟ (*ex*Sorsogon-38, **Iron** *ex*AntonioMacleod, 4thSurveyLon.1-97 *ex*LochGarry) *1Dk&Awngdk2trB* Wireless	1236 1070 812	✠ ... 8,01				1880 1mo	Gourlay Bros.&Co. Dundee	J.GarciaAlonso	210·3	29·7	15·7 FK	Manila Utd.States *WB*	C.2Cy.23"&44"-42" NB09 100NHP GourlayBros.&Co.Dundee	16 ″ 11	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15
79725 92294	**Montauk** Ⓟ IronPad (exForestCity,exKingEdward, exMontauk)	418 — 241					1891	Harlan& Hollings-worthCo. Wlmgtn,Del.	Clow&Nicholson Transptn.Co.Inc.	175·0|31·0| 9·0	Duluth, Min. Utd.States	1Cy.38″-108″ 115NHP Harlan&HollingsworthCo.		
79726 145903 GFTJ	**Montcalm** Ⓟ TwinSc ssLiv.No.3-12,33 ssSou.No.1-38 2Dks(Stl)&Shelter dk(Stl-ws) Ref.Mchy. 3rd dk(Stl) in holds D.F. E.S.D. Cruiser Stern	16418 12156 9789	✠100A1 Shelter dk withfreeboard 12,39 ✠LMC2,37 ✠NE3,29 BS3,39 Fitted for oil fuel 12,21 F.P. above 150° F.	Gls	j†	CL S3,39 P12,39	1921 12mo	J.Brown& Co.Ld. Glasgow Lloyd'sA&CP	CanadianPacific RailwayCo. (CanadianPacific StmshipsLd Mgrs) CellDB474'2358tDT FW	549·5|70·2|40·2 B&F490'onShltrdk UpperB265' FK f37'1074tFPT181t tanks at sides of tunnel40'524t	Liverpool British ptCem 12BHtoSdk APT160t	6SteamTurbinesSR geared to 2 Sc. Shafts 215lb (r) (No.4Blr-222lb) 2390NHP 10SB(7Spt),30cf, FD HS28442 Harland&Wolff.Ld.Bel.	43″3 s15″6¼ 28″1	
79727 117069 CGSM	— Ⓟ TwinSc Wireless D.F. 2Dks(Stl-Mpt ws) CruiserStern	1432 973 586	✠ 6,08 ✠	Qbc	q		1904 11mo	Napier& Miller,Ld. Glasgow	CanadianGovernment(Dept.of Transport) Cell DBa42'uE	245·0|40·6|15·7 P&B168'F42' BK9″ &B56'f80'240tFPT	Ottawa British 5BHCem 67tAPT48t	T.6Cy.23½″,38″&64″-42″ WaterTubeBoilers 840NHP 4B,GS349,HS12800 Fleming&Ferguson,LdPsy	18″0	
79728 145964 GFTL	**Montclare** Ⓟ TwinSc ssLiv.No.3-1,35 2Dks(Stl)&Shelterdk(Stl-ws) Ref.Mchy. 3rd dk(Stl) in holds D.F. CruiserStern	16314 12156 9724	✠100A1 Shelter dk withfreeboard 11,39 ✠LMC1,34 ✠NE3,30 BS11,38 Fitted for oil fuel 8,22 F.P. above 150° F.	Liv	j†	CL 11,38	1922 8mo	J.Brown& Co.Ld. Glasgow Lloyd'sA&CP	CanadianPacific RailwayCo.(CanadianPacificSteamships,Ld.Mgrs.) Cell DB475'2358t DTf at sides of tunnel	549·5|70·2|40·2 B&F490'on Shelter dk UpperB265' FK 37'1074t FWtanks nel 37'524tFPT181t	Liverpool British ptCem 12BHtoSdk APT160t	6SteamTurbinesSRgeared to 2 Sc. Shafts (r) 215lb(222lb-Nos.3,4&8 Blrs.) FD 2524NHP 10SB(7Spt),30cf,HS28442 Harland&Wolff,Ld.Bel.	43″4 s15″7¾ 28″1	
79729 EAKJ	**Monte Abril** Ⓟ (exArtza-Mendi-39) ssBbo.No.2-39 OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl) 3rdDk inNo.1 &after hold	2955 2062 1608	✠100A1 withfreeboard 8,40 ~~11,39~~ ✠LMC CS5,39 7,36	Bbo	u 2	CL ~~3,39~~ 7,40	1930 7mo	CiaEuskal-duna Bilbao Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDB	335·0|45·6|17·7 FK 270'541tAPT13t	Bilbao Spanish 5BHCem (3 to Sh dk 2 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.21⅝″-39⅜″ 271NHP Akt.Burmeistr&Wain,Cpn	20″0 s ″11 19″3	
79730 EAKP	**Monte Albertia** Ⓟ (exAxpe-Mendi-39) OilEng. D.F. ssBbo.No.3-9,39 1Dk(Stl)&Shelter dk(Stl) 3rd dk inNo.1&after hold	2955 2062 1608	✠100A1 withfreeboard 11,40 ~~9,39~~ ✠LMC9,39	Bbo	u 2	CL 7,39	1929 11mo	CiaEuskal-duna deConst Bilbao Lloyd'sA&CP	NavieraAznar Soc.Anon. CellD	335·0|45·6|17·7 352·0(O.L.) FK B270'541t APT13t	Bilbao Spanish 5BHCem (3 to Sh dk 2 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.21⅝″-39⅜″ 271NHP Akt.Burmeistr&Wain,Cpn	20″0 s ″11 19″3	
79731 EAKQ	**Monte Almanzor** Ⓟ (exAya-Mendi-39) OilEng. D.F. ssBbo.No.2-39 1Dk(Stl)&Shelter dk(Stl) 3rd dk in holds	2955 2062 1698	✠100A1 withfreeboard 5,40 ~~3,39~~ ✠LMC CS3,39 ~~3,39~~ 5,40	Liv Bbo	u 2	CL ~~3,39~~ 5,40	1929 9mo	CiaEuskal-duna deConst Bilbao Lloyd'sA&CP	NavieraAznar Soc.Anon. CellD	335·0|45·6|17·7 FK B270'541tAPT13t	Bilbao Spanish 5BHCem (3 to Sh dk 2 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.21⅝″-39⅜″ 271NHP Akt.Burmeistr&Wain,Cpn	20″0 s1″5½ 18″10¼	
79732 EAKN	**Monte Altube** Ⓟ (exAltube-Mendi-39) ssBbo.No.2-38 OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl) 3rd dk in holds	2955 2062 ~~1527~~ ~~1594~~	✠100A1 withfreeboard 9,40 ~~2,39~~ ✠LMC CS3,38 3,38	Bbo	u 2	CL ~~1,38~~ 9,40	1929 7mo	CiaEuskal-duna deConst Bilbao Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDB	335·0|45·6|17·7 FK 270'541tAPT13t	Bilbao Spanish 5BHCem (3 to Sh dk 2 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.21⅝″-39⅜″ 271NHP Akt.Burmeistr&Wain,Cpn	20″0 s1″5½ 18″10¼	
79733 EAKA	**Monte Amboto** Ⓟ (exAmboto-Mendi-39) OilEng. ssBbo.No.2-37 D.F. 1Dk(Stl)& Shelter dk(Stl)3rd dk in holds	2955 2062 1527	✠100A1 withfreeboard ~~5,40~~ ~~1,39~~ 10,40 ✠LMC CS10,37 ~~5,38~~ 11,38	Bbo	u 2	CL ~~1,39~~ 5,40	1929 1mo	CiaEuskal-duna deConst Bilbao Lloyd'sA&CP	NavieraAznar Soc.Anon. CellD	335·0|45·6|17·7 FK B270'541tAPT43t	Bilbao Spanish 5BHCem (3 to Sh dk 2 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.23⅝″-41¾″ 388NHP SulzerBros.Winterthur	20″0 s ″11 19″3	
5/41 79734 EAJJ	**Monte Aralar** Ⓟ (exAraya-Mendi-39) OilEng. ssBbo.No.2-39 1Dk(Stl)&Shelter dk(Stl) 3rd dk inNo.1&after holds	2955 2062 1608	✠100A1 withfreeboard 12,40 ~~6,39~~ ✠LMC CS6,39 12,36	Bbo	u 2	CL 6,39	1930 5mo	CiaEuskal-duna deConst Bilbao Lloyd'sA&CP	NavieraAznar Soc.Anon. CellD	335·0|45·6|17·7 FK B270' 541t APT13t	Bilbao Spanish 5BHCem (3to Sh dk 2 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.21⅝″-39⅜″ 271NHP Akt.Burmeistr&Wain,Cpn	20″0 s ″11 19″3	
79735 EABH	**Monte Arnabal** Ⓟ (exArnabal-Mendi-39) OilEng. ssBbo.No.2-38 D.F. 1Dk(Stl)&Shelter dk(Stl) 3rd dk.inNo.1&after holds	2955 2062 1608	✠100A1 withfreeboard 10,40 ~~6,38~~ ✠LMC CS6,38 3,39	Bbo	u 2	CL ~~6,38~~ 10,40	1929 11mo	CiaEuskal-duna deConst Bilbao Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDB	335·0|45·6|17·7 FK 270'541tAPT13t	Bilbao Spanish 5BHCem (3 to Sh dk 2 ,, 2nd ,,)	Oil Engines 4S.C.SA 6Cy.21⅝″-39⅜″ 271NHP Akt.Burmeistr&Wain,Cpn	20″0 s1″5½ 18″10¼	
79736 EAKD	**Monte Ayala** Ⓟ (exAyala-Mendi-40,exElise-38, OilEng. exAyalaMendi-37) ssBbo.No.2-38 1Dk(Stl)&Shelter dk(Stl) 3rd dk in holds	2955 2062 1527	✠100A1 withfreeboard 7,40 ~~8,38~~ ✠LMC CS5,38 ~~5,38~~ 8,39	Bbo	u 2	CL ~~2,37~~ 7,40	1929 2mo	CiaEuskal-dunadeConst. Bilbao Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDB	336·1|45·5|17·7 FK 270'541tAPT13t	Bilbao Spanish 5BHCem (3BHtoShdk 2 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.23⅝″-41¾″ 388NHP SulzerBros.Winterthur	20″0 s1″5½ 18″10¼	
79737 EAKO	**Monte Banderas** (exAtxuri-Mendi-39) ssBbo.No.2-39 1Dk(Stl)&Shelter dk(Stl) Wireless D.F.	1597 1329 756	✠100A1 withfreeboard 7,40 ~~4,39~~ ✠LMC4,39 BS7,40	Bbo	r	CL 4,39	1929 7mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	NavieraAznar Soc.Anon. CellD	280·0|39·0|16·1 289·2(O.L.) FK B245'376tAPT40t	Bilbao Spanish 4BHCem (Coll to Sh dk 3 ,,2nd,,)	T.3Cy.20½″,33½″&55″-39″ 180lb (s) 291NHP 2SB,6cf,GS105,HS4532 FD Cen.Mar.E.Wks.LdWHpl.	18″2 s ″4 18″0¾	
79738 EAJZ	**Monte Bizcargui** (exAlona-Mendi-39) ssHfs.No.2-37 1Dk(Stl)&Shelter dk(Stl) Wireless D.F.	1598 1327 753	✠100A1 withfreeboard 9,39 BS~~1,40~~ ✠LMC10,37 1,41	Bbo	r	CL 9,39	1929 1mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDB	280·0|39·0|16·1 FK 245'376tAPT40t	Bilbao Spanish 4BHCem (Coll to Sh dk 3 ,, 2nd ,,)	T.3Cy.20½″,33½″&55″-39″ 180lb (s) 291NHP 2SB,6cf,GS106,HS4532 FD Cen.Mar.Eng.Wks.W.Hpl	18″2 s ″4 18″0¾	
79739 EAKB	**Monte Buitre** (exAndutz-Mendi-40) ssBcl.No.2-37 1Dk(Stl)&Shelter dk(Stl) (DAMAGED BY SUBMARINE 7,37—NOW IN PORT)	1601 1327 758	✠ 5,37 ✠ (Reclassification Contemplated)	Bcl	r		1929 2mo	W.Gray& Co.Ld. WHartlepool	NavieraAznar Soc.Anon. CellD	280·1|39·0|16·1 FK B245' 376t APT40t	Bilbao Spanish 4BHCem (Coll to Sh dk 3 ,, 2nd ,,)	T.3Cy.20½″,33½″&55″-39″ 291NHP 2SB,6cf,GS105,HS4532 Cen.Mar.Eng.Wrks.WHpl	18″2	
79740 EAKC	**Monte Bustelo** (exAralar-Mendi-39) ssBbo.No.3-6,39 1Dk(Stl)&Shelter dk(Stl) Wireless D.F.	1597 1329 757	✠100A1 withfreeboard 11,40 ~~6,39~~ ✠LMC BS~~4,39~~ MS5,39 5,40	Bbo	r	CL ~~4,39~~ ~~7,40~~ 11,40	1928 12mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDB	280·0|39·0|16·1 FK 245'376tAPT40t	Bilbao Spanish 4BHCem (Coll to Sh dk 3 ,, 2nd,,)	T.3Cy.20½″,33½″&55″-39″ 180lb (s) 291NHP 2SB,6cf,GS106,HS4532 FD Cen.Mar.Eng.Wrks.WHpl	18″2 s ″4 18″0¾	
79741 EABJ	**Monte Castelo** (exArnotegi-Mendi-39) ssBbo.No.3-7,37 D.F. 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted	3222 2806 1858	✠100A1 Shelter dk withfreeboard ~~6,4~~ 12,40 ✠LMC MS7,37 BS~~5,39~~ 6,41 ~~4,40~~	Bbo	v	CL ~~3,37~~ 6,40	1921 5mo	CiaEuskal-duna deConst Bilbao Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDBa110'uE	335·0|46·6|22·0 FK 18 139 640tAPT98t	Bilbao Spanish Cem 2BHtoSh dk 3 ,, ,, U ,,	T.3Cy.24″,40″&65″-42″ (s) 180lb 100lb 333NHP 2SB,6cf,GS136,HS5620 Blair&Co Ld.Stockton	24″5 s1″11 22″8¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
79742 EAAT	**Monte-Contes** (exAndraka- Mendi-39, ssBbo.2ndNo.3-8,24 exPlencia) ssBbo.No.3-9,40 1Dk(ptStl&ptIrn)lower dk in holds& Webframes & ptAwng dk(Irn)	2516 1801 1644	✠100A1 ptAwng dk withfreeboard 9,40 ✠LMC9,40	Bbo		CL 8,40	1898 5mo	SirR Dixon &Co.Ld. Middlesboro' A&CP	NavieraAznar Soc.Anon. CellDBa98'	289·5|42·0|17·7 P24'Q88' FK ptAwng dk176' uE&B34'f106'580t	Bilbao Spanish 5BHCem APT69t	T.3Cy.22½",36½"&60"-39" 160lb 80lb (s) 224NHP 2SB,6cf,GS97,HS3350 Blair&Co.Ld.Stockton	20 ″ 3	
79743 EAAX	**Monte Coroña** (exAraitz-Mendi-39) ssBbo.No.3-1,35 D.F. 1Dk(Stl)&Shelter dk(Stl) ~~Cargo battens not fitted~~ ssBbo.No.1-40	2572 2181 1445	✠100A1 Shelter dk withfreeboard 6,40~~11,36~~ ✠LMC6,40 ~~[illegible]~~ ~~[illegible]~~	Bbo	t	CL ~~3,39~~ 6,40	1922 1 mo	CiaEuskal- duna deConst Bilbao A&CP	NavieraAznar Soc.Anon. CellDB252'564t	300·0|44·1|20·2 FK APT55t Collision	Bilbao Spanish Cem BH to S dk 4 ,, ,, U ,,	T.3Cy.23",37½"&61½"-39" 180lb 100lb (s) 262NHP 2SB,6cf,GS121,HS4142 Cia.Euskalduna deConst.	22 ″ 6 s 1 ″ 3½ 21 ″ 4½	
79744 EABQ	**Monte Espadan** (exArtiba-Mendi-40) ssBbo.No.3-1,34 D.F. ssBbo.No.1-38 1Dk(Stl)&2nd dk in holds Cargo battens not fitted	2543 2181 1459	✠100A1 11,39 ~~BS5,39~~ ✠LMC2,38 ✠NB99refitted11,21 BS6,40	Bbo	t	CL 11,39	1921 7mo	CiaEuskal- duna deConst Bilbao A&CP	NavieraAznar Soc.Anon. CellDB250'	300·0|44·1|20·2 P26'B70'F31' FK	Bilbao Spanish 5BHCem 564tAPT55t	T3Cy.23",37½"&61½"-39"(s) 160lb 100lb 244NHP 2SB,6cf,GS94,HS3784 Cia.Euskalduna deConst.	22 ″ 6 s 3 ″ 3½ 19 ″ 5	
79745 EACC	**Monte Facho** (exBizkargi- Mendi-39) ssBbo.3rdNo.3-9,39 D.F. 1Dk(ptIrn&ptStl) Cargo battens not fitted	3234 2695 1959	✠100A1 9,39 ✠LMC9,39 BS1,41	Bbo	u	CL 5,39	1910 11mo	CiaEuskal- dunadeCon.y Rp.de Buques Bilbao Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDBa	320·0|46·6|21·5 P29'B74'F31' FK 102'uE18'f133'801t	Bilbao Spanish 5BHCem APT128t	T.3Cy.22½",37"&61"-42"(s) 180lb 253NHP 2SB,6cf,GS102,HS3787 Blair&Co.Ld.Stockton	23 ″ 11	
79746	**Monte Faro** (exArateMendi-39, exEllen-38, ssBbo.No.3-1,28 exArateMendi-37, ssHam.No.2-37 exRioNavia-35, 1Dk(ptIrn ptStl) exMar del Norte)	~~2661~~ ~~2386~~ ~~1506~~ 2917 2378 1654	✠100A1 12,39 ~~BS2,39~~ ✠LMC1,37 6,40	Bbo	t	CL 5,39	1915 11mo	CiaEuskal- dunadeConst Bilbao Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDBa102'uE20'	305·4|44·2|21·9 P33'B70'F35' FK f120'633tFPT150t	Bilbao Spanish 5BHCem APT163t	T.3Cy.23",36½"&62"-42"(s) 180lb 268NHP 2SB,6cf,GS104,HS4090 Cen.Mar.Eng.Wrks.WHpl	24 ″ 7 s 3 ″ 9½ 21 ″ 0	
79747 EABR	**Monte Galera** (exSiena-39, exArtxanda-Mendi) ssBbo.No.3-1,40 D.F. 1Dk(Stl)	3229 2806 1909	✠100A1 4,41~~1,40~~ BS10,40 ✠LMC1,40 DBS4,41	Bbo	u	CL ~~1,40~~ 4,41	1921 4mo	CiaEuskal- duna de Const Bilbao Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDBa	335·0|46·6|22·0 P39'B74'F28' FK 110'uE18'f139'640t	Bilbao Spanish 5BHCem APT98t	T.3Cy.24",40"&65"-42" (s) 180lb 100lb 333NHP 2SB,6cf,GS135,HS5620 Blair&Co.Ld.Stockton	24 ″ 2 s 4 ″ 0 20 ″ 4½	
79748 56 IBZW	**Monte Gargano** Ⓟ TwinSc OilEng. 2Dks CruiserStern	1976 1597 1073					1931	Cantieri RiunitiDell' Adriatico Monfalcone	"Adriatica" Soc.Anon.diNav.	267·3|40·2|22·6 F34'	Bari Italian WB	Oil Engines 2S.C.SA 12Cy.17⅜"-29½" 654NHP SocAn."Fiat"S.G.M.Turin		I
79749 EAAY	**Monte Gorbea** (exArantza- Mendi-39,exLeece-38, ssHul.No.3-5,36 exArantza-Mendi-37) OilEng. 1Dk(Stl)&Shelter ~~dk~~(Stl-pt ws) Longitudinal framing in DB	3720 3068 2048	✠100A1 Shelter dk withfreeboard 1,40 ✠LMC CS4,37 DBS~~6,39~~8,40 4,37	Bry	w	CL 1,40	1923 4mo	CiaEuskal- duna deConst Bilbao A&CP	NavieraAznar Soc.Anon. CellDB	345·8|48·7|22·4 F32'on Shelter dk FK Collision 279'852tAPT124t	Bilbao Spanish Cem BH to S dk 5 ,, ,, U ,,	Oil Engines 4S.C.SA 6Cy.29⅛"-59" 489NHP DB100lb Harland&Wolff,Ld.Gls.	24 ″ 10 s1 ″ 10½ 23 ″ 2	
79750 EABP	**Monte Gurugu** exArtea-Mendi-39) ssBbo.No.3-2,35 D.F. ssBbo.No.1-39 1Dk	3554 3236 ~~2118~~ 2178	✠100A1 12,39 ✠LMC12,39 BS1,41	Bbo	v	CL 10,39	1921 10mo	C.Hill& Sons Bristol Lloyd'sA&CP	NavieraAznar Soc.Anon. Cell	325·0|48·0|25·2 P27'B102'F34' FK DB262'713tFPT80t	Bilbao Spanish 5BHCem APT100t	T.3Cy.24",39"&64"-42" (s) 180lb 100lb 320NHP 2SB,6cf,GS121,HS5387 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 6 s 4 ″ 7½ 23 ″ 1	
79751 EAAD	**Monte Iciar** (exAizkarai-Mendi-39, exErica-38, ssBbo No.3-5,35 exBlanca-37, 1Dk(Stl)&Shelter dk(Stl) exAizkarai-Mendi-36) ssBbo.No.1-39	~~3274~~ ~~3034~~ ~~2010~~ 3303 3032 1981	✠100A1 Shelter dk withfreeboard 1,41~~1,39~~ ✠LMC MS4,39 ~~BS1,40~~ 1,41	Bbo	v	CL ~~N4,39~~ 1,41	1922 3mo	RopnerS.B &Rpg.Co. (Stockton)Ld Stockton Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDBa 108'uE25'	339·5|48·6|22·5 FK Collision 147'784tAPT126t	Bilbao Spanish Cem BH to Sh dk 5 ,, ,, U ,,	T.3Cy.24",40"&66"-45" (s) 180lb 100lb 358NHP 2SB,6cf,GS137,HS6078 Blair&Co.Ld.Stockton	24 ″ 10 s1 ″ 11½ 23 ″ 0½	
79752 EABE	**Monte Igueldo** (exArinda-Mendi-39) ssBbo.No.3-5,34 ssBbo.No.1-39 1Dk(Stl)&Shelter dk(Stl)	3453 3032 2044	✠100A1 Shelter dk withfreeboard BS10,40 3,41~~11,39~~ ✠LMC ~~[illegible]~~ MS10,39	Bbo	v	CL ~~10,39~~ 4,41	1921 4mo	RopnerS.B & Rpg Co. (Stockton)Ld Stockton Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDBa108' uE25'	340·3|48·6|22·5 FK Collision f147'784tAPT126t	Bilbao Spanish Cem BHtoS dk 5 ,, ,, U ,,	T.3Cy.24",40"&66"-45" (s) 180lb 100lb 358NHP 2SB,6cf,GS137,HS6078 Blair&Co.Ld.Stockton	24 ″ 10 s 1 ″ 11½ 23 ″ 0½	
79753 EAAR	**Monte Inchorta** (exAlu-Mendi-39) ssBbo.No.3-9,33 ssBbo.No.1-39 1Dk(Stl)&Shelter dk(Stl)	3350 3018 1915	✠100A1 Shelter dk withfreeboard 12,39 ✠LMC ~~BS2,39~~ MS4,39 12,40	Fls	v	CL 2,39	1920 12mo	RopnerS.B &Rpg.Co. (Stockton)Ld Stockton Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDBa108'uE25'	340·2|48·7|22·4 FK Collision f147'784tAPT126t	Bilbao Spanish Cem BHtoSh dk 5 ,, ,, U ,,	T.3Cy.24",40"&66"-45" (s) 180lb 358NHP 2SB,6cf,GS137,HS6078 Blair&Co.Ld.Stockton	24 ″ 10 s 1 ″ 11½ 23 ″ 0½	
79754 EABV	**Monte Isabela** (exAtxeri-Mendi-39) ssBbo.No.3-1,34 ssBbo.No.1-39 1Dk(Stl)&Shelter dk(Stl)	3615 3020 2096	✠100A1 Shelter dk withfreeboard 10,39 BS3,40 ✠LMC3,39	Bbo	v	CL 9,39	1921 3mo	RopnerS.B &Rpg.Co. (Stockton)Ld Stockton Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDBa108'uE25'	340·2|48·7|22·4 FK Collision f147'784tAPT126t	Bilbao Spanish Cem BH to Sh dk 5 ,, ,, U ,,	T.3Cy.24",40"&66"-45' (s) 180lb 358NHP 2SB,6cf,GS137,HS6078 Blair&Co.Ld.Stockton	24 ″ 10 s1 ″ 11½ 23 ″ 0½	
79755 EAEI	**Monte Jata** (exEretza-Mendi-40) ssBbo.No.1-40 ssBbo.2ndNo.3-3,37 1Dk(ptIrn&ptStl)&deepframing D.F. ~~Cargo battens not fitted~~	4126 3831 2269	✠100A1 10,40~~12,39~~ ✠LMC10,40 ~~MS3,37~~ ~~BS3,39~~	Bbo	x	CL 12,39	1909 3mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDBa&	365·0|50·3|25·2 P27'B94'F34' FK uE144' f161' 940t	Bilbao Spanish 6BHCem APT113t	T.3Cy.27",43"&72"-45" (s) 180lb 379NHP 3SB,9rf,GS145,HS5875 Cen.Mar.Eng.Wks.W.Hpl	27 ″ 10 s 5 ″ 3½ 22 ″ 9	
79756 EAJL	**Monte Javalon** (exUnbe-Mendi-39) ssBbo.2ndNo.3-12,39 1Dk(ptStl&ptIrn)	4313 3979 ~~2664~~ 2663	✠100A1 3,40 ✠LMC MS12,39 ~~BS3,40~~ 3,41	Bbo	u	CL 3,40	1914 10mo	CiaEuskal- dunadeConst Bilbao Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDBa	365·0|50·2|25·2 P29'B100'F38' FK 119'uE26'f159'934t	Bilbao Spanish 6BHCem APT152t	T.3Cy.26",42"&70"-48" (s) 180lb 382NHP 3SB,9cf,GS156,HS6062 Cen.Mar.Eng.Wrks.WHpl	27 ″ 10 s5 ″ 3½ 22 ″ 8	
150 40 79757 EAHW	**Monte Moncayo** (exGorbea-Mendi-39) ssBbo.2ndNo.3-1,40 D.F. 1Dk(ptStl&ptIrn)	4291 3949 2678	✠100A1 1,40 ✠LMC1,40	Bbo	w	CL 1,40	1913 9mo	CiaEuskal- duna de Const Bilbao Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDBa	365·0|50·2|25·2 P29'B99'F38' FK 119'uE26'f162'884	Bilbao Spanish 6BHCem APT152t	T.3Cy.27",44½"&73"-48"(s) 180lb 401NHP 3SB,9cf,GS189,HS6169 Blair&Co.Ld.Stockton	27 ″ 10 s 5 ″ 4 22 ″	
79758 EAAZ	**Monte Monjuich** (exArdantza- Mendi-39,exMaraglo) ssBbo.No.3-1,37 D.F. 1Dk(Stl)&Shelter dk(Stl)	4904 4648 3583	✠100A1 Shelter dk withfreeboard 11,40~~5,38~~ ~~BS5,39~~ ✠LMC1,37 ~~BS3,40~~3,41	Ant Bcl	w	OG 5,39	1922 2mo	NVScheeps deKlop Sliedrecht Lloyd'sA&CP	NavieraAznar Soc.Anon. CellDB305'953t	357·6|50·3|30·0 FK Collision FPT77tAPT110t	Bilbao Spanish Cem BH to Sh dk 5 ,, ,, U ,,	T.3Cy.23⅝",38⅛"&62⅛"- 41⅝" (s) 180lb 332NHP 3SB,9cf,GS189,HS5958 BurgerhoutsMachFab.Rot	32 ″ 6 s 8 ″ 8½ 24 ″ 0½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross.—Under deck.—Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When.—Ship.—Engines	9 By Whom.—Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79759 EAFC	**Monte Mulhacen** (*ex*Igotz-Mendi-39) *ss*Bbo.No 3-8,31 D.F. *ss*Bbo.No.1-36 1*Dk*(*ptIrn&ptStl*)	4648 4293 2877	✠100A1 12,36 ~~BS9,39~~ ✠LMC12,36 9,40	Bbo	*x*	CL 3,39	1916 1mo	CiaEuskal- duna deConst Bilbao *Lloyd*'*sA&CP*	NavieraAznar Soc.Anon. *CellDBa*132'*uE*26'*f*166'1104*tFPT*113*tAPT*174*t*	385·0 P30'B101'F41' FK	50·2	25·8	Bilbao Spanish 6*BHCem*	T.3Cy.27",44½"&73"-48"(*s*) 180lb 401NHP 3SB,9*cf*,GS190,HS6169 Blair&Co.Ld.Stockton	28 ″ 4 s 5 ″ 7½ 22 ″ 11	
79760 EABI	**Monte Naranco** (*ex*Arno-Mendi-39) *ss*Bbo.No.3-10,35 *ss*Bbo.No.1-39 1*Dk*(*Stl*)	5754 5158 3389	✠100A1 10,39 ✠LMC10,39	Bbo	*z*	CL 7,39	1920 4mo	CiaEuskal- duna de Const Bilbao *Lloyd*'*sA&CP*	NavieraAznar Soc.Anon. *CellDB* 351'1103*tFPT*145*t APT*142*t*	400·0 P35'B115'F38' FK	53·5	28·6	Bilbao Spanish 6*BHCem*	T.3Cy.27",44"&73"-48" (*s*) 180*lb* 461NHP 3SB,9*cf*,GS198,HS7947 Cen.MarEngWksLdWHpl	31 ″ 2 s6 ″ 2¼ 25 ″ 2	
79761 EABG	**Monte Navajo** (*ex*Aritz-Mendi-40) *ss*Bbo.No.3-12,36 1*Dk*(*Stl*)	5754 5158 3389	✠100A1 3,40 ~~BS5,40~~ ✠LMC12,36 5,41	Sws	*z*	CL 3,40	1920 8mo	Cia.Euscal- duna de Const y Rep. Bilbao *Lloyd*'*sA&CP*	NavieraAznar Soc.Anon. *CellDB* 351'1103*t FPT*145*t APT*142*t*	400·0 P40'B115'F38' FK	53·5	28·6	Bilbao Spanish 6*BHCem*	T.3Cy.27½",45"&75"-48" (*s*) 180lb 456NHP 3SB,9*cf*,GS195,HS7494 J.Dickinson&Sons,Ld.Sld.	31 ″ 2 s 6 ″ 1¾ 25 ″ 2½	
79762 EABT	**Monte Negro** (*ex*Astoi-Mendi-39, *ex*Highmead, *ss*Bbo.No.3-5,31 *ex*Cromarty, ~~*ss*Bbo.No.1-35~~ *ex*WarJasmine) *ss*Bbo.No.2-41 1*Dk*(*Stl*)	5252 4817 3210	✠100A1 3,41~~3,39~~ ~~BS4,40~~ ✠~~LMC11,35~~ 3,41	Cff Bbo	*y*	CL ~~3,39~~ 3,41	1919 1mo	Harland& Wolff,Ld. Glasgow *Lloyd*'*sA&CP*	NavieraAznar Soc.Anon. *CellDB* 342'1062*t FPT*127*t APT*218*t*	400·1 P49'B113'F39' FK	52·3	28·3	Bilbao Spanish 7*BHptCem*	T.3Cy.27$\frac{1}{16}$",44"&73"-48" 180lb (*s*) 517NHP 3SB,9*cf*,GS190,GS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 6 ″ 0 25 ″ 3½	
79763 EABO	**Monte Nuria** (*ex*Artagan- *ss*Bbo.No.3-12,30 Mendi-39) ~~*ss*Bbo.No.1-36~~ D.F. *ss*Bbo.No.2-40 1*Dk*(*ptIrn ptStl*)	5718 5108 3409	✠100A1 9,40~~12,36~~ ~~BS5,39~~ ✠LMC~~12,36~~ 5,40	Bbo	*z*	CL ~~12,36~~ 4,40	1917 10mo	CiaEuskal- duna Bilbao A&CP	NavieraAznar Soc.Anon. *CellDB* 351'1103*t FPT*145*t APT*142*t*	400·0 P27'B115'F39' FK	53·5	28·5	Bilbao Spanish 6*BHCem*	T.3Cy.27",44½"&73"-48" (*s*) 180lb 448NHP 3SB,9*cf*,GS194,HS7554 Blair&Co.Ld.Stockton	31 ″ 0 s 6 ″ 1½ 25 ″ 0¾	
79764 EABC	**Monte Oiz** (*ex*Ariaga-Mendi-40, *ex*Delfshaven) *ss*Bbo.No.3-11,35 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5534 5282 3478	✠100A1 *Shelter dk* *withfreeboard* 5,39 BS5,39 ✠LMC12,35 *Fitted for oil fuel*10,21 *F.P. above* 150° F.	Ant	*y*	OG N5,39	1921 10mo	W.Dobson &Co. Newcastle *Lloyd*'*sA&CP*	NavieraAznar Soc.Anon. *CellDB*356'1166*t FPT*104*tAPT*175*t*	400·0 FK	53·0	30·8	Bilbao Spanish *ptCem* *Collision BHtoSh dk* 5 „ „ *U* „	T.3Cy.27",45"&74"-48" (*s*) 180lb 511NHP 3SB,9*cf*,GS153,HS7395 FD N.E.MarineEng.CoLdNwc	33 ″ 4 s 7 ″ 11¾ 25 ″ 7	
79765 DIDS	**Monte Olivia** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 4*Dks* Sub.Sig. D.F. GyC. *CruiserStern*	13750 10262 7841					1924	Blohm& Voss Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	500·6 B246'	65·8	37·9	Hamburg German *WB*	Geared Oil Engines 4S.C.SA 1309NHP 24Cy.23⅝"-27$\frac{9}{16}$" Blohm&Voss,Hamburg		G
79766 EAAC	**Monte Orduña** (*ex*Agire-Mendi-39, ~~*ex*Schiehaven~~) *ss*Bbo.No.3-10,35 Sub.Sig. *ss*Bbo.No.1-40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5529 5282 ~~3472~~ 3475	✠100A1 *Shelter dk* *withfreeboard* BS4,41 3,40 ✠LMC3,40 *Fitted for oil fuel*12,21 *F.P. above* 150° F.	Bbo	*y*	OG 2,40	1922 1mo	W.Dobson &Co. Newcastle *Lloyd*'*sA&CP*	NavieraAznar Soc.Anon. *CellDB* 356'1164*t FPT*104*tAPT*175*t*	400·0 FK	53·0	30·8	Bilbao Spanish *ptCem* *Collision BH to Sh dk* 5 „ „ *U* „	T.3Cy.27",45"&74"-48" (*s*) 180lb 511NHP 3SB,9*cf*,GS153,HS7395 FD N.E.MarineEngCoLd.Nwc	33 ″ 4 s 7 ″ 11¾ 25 ″ 7	
79767 DIDT	**Monte Pascoal** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* Sub.Sig. 4*Dks*7*trB* D.F. GyC. *CruiserStern*	13870 10278 7762					1930	Blohm& VossK.a.A. Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	500·3 F247'	65·7	37·8	Hamburg German *WB*	4 Oil Engines 4S.C.SA SR geared to 2Sc.Shafts 24Cy.24¾"-27$\frac{9}{16}$" 1435NHP Blohm&Voss,Hamburg		G
79768 ~~259~~ ~~IBJX~~ 174207 ZNAH	**Monte Piana** *OilEng.* *ss*Tri.No.3-5,38 D.F. 2*Dks*(*Stl*)	5890 4431 3715	✠100A1 8,39 ✠LMC CS9,38 DBS1,40 9,38	Tri	*y*	CL N8,39	1926 7mo	Cant.Nav. Triestino Monfalcone *Lloyd*'*sA&CP*	Ministry of Shipping *CellDB*334'1116*t DTa*52'1000*t FPT*94*t APT*86*t*	416·8 P34'B261'F44' FK	53·2	24·7	Aden British 8*BHptCem* 1 „ *to2nd dk*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP DB*100lb* StabilimentoTecnico,Tri.	27 ″ 10 s 3 ″ 7¼ 24 ″ 5	
79769 DIDU	**Monte Rosa** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* Sub.Sig. 4*Dks*7*trB* D.F. GyC. *Cruiser Stern*	13882 10278 7788					1930	Blohm& Voss,K.a.A. Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	500·3 B299'	65·7	37·8	Hamburg German *WB*	4 Oil Engines SR geared to 2 Sc. Shafts 4S.C.SA 24Cy.24¾"-27$\frac{9}{16}$" 1438NHP Blohm&Voss,Hamburg		G
79770 EAAP	**Monte Saja** (*ex*Altobizkar-Mendi-39) *ss*Bbo.No.3-4,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Sub.Sig. 2nd*Dk*(*Stl*)*in*No.3*hold* *Cargo battens not fitted in 'tween dks*	5989 5602 3581	✠100A1 *Shelter dk* *withfreeboard* 4,39 ~~BS4,39~~ ✠LMC4,35 5,40	Ant	*z*	CL N4,39	1921 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'*sA&CP*	NavieraAznar Soc.Anon. *CellDB*351'1272*tAPT*100*t*	400·0 F38'*onShelter dk* FK	53·0	32·8	Bilbao Spanish *Cem* *Collision BHto S dk* 5 „ „ *U* „	T.3Cy.27",45"&75"-51" (*s*) 180lb 573NHP 3SB,9*cf*,GS188,HS8580 FD Richardsons,Westgarth&Co.Ld.Mdb.	35 ″ 5 s 9 ″ 5¼ 26 ″ 2½	
79771 1646 IBMX	**Monte Santo** *ss*Nap.No.1-25 D.F. 1*Dk*&*Shelter dk*	5850 5610 3699	✠ ... 2,29 ✠				1920 8mo	Nthmblnd S.B.Co.Ld. Newcastle	Soc.Anon. Cooperativa diNav "Garibaldi"	400·0 F38'*onShelter dk* FK	52·9	32·8	Genoa Italian *WB*	T.3Cy.27",45"&75"-51" 572NHP Richardsons,Westgarth&Co.Ld.Sld.	35 ″ 5	I †
79772 DIDV	**Monte Sarmiento** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* Sub.Sig. 4*Dks* D.F. GyC. *Cruiser Stern*	13625 10262 8018					1924	Blohm& Voss Hamburg	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	500·6 B247'	65·8	37·9	Hamburg German *WB*	Geared Oil Engines 4S.C.SA 1300NHP 24Cy.23⅝"-27$\frac{9}{16}$" Blohm&Voss,Hamburg		G
79773 EAAA	**Monte Serantes** (*ex*Abodi-Mendi-39) *ss*Bbo.No.3-8,34 *ss*Bbo.No.1-40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in 'tween dks* Sub.Sig.	5914 5618 ~~3529~~ 3530	✠100A1 *Shelter dk* *withfreeboard* 3,40 ✠LMC3,40	Bbo	*z*	CL 3,40	1921 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'*sA&CP*	NavieraAznar Soc.Anon. *CellDB*351'1170*tAPT*100*t*	400·0 F37'*onShelter dk* FK	53·0	32·8	Bilbao Spanish *Cem* *Collision BHtoSh dk* 5 „ „ *U* „	T.3Cy.27",45"&75"-51" (*s*) 180lb 569NHP 3SB,9*cf*,GS187,HS8491 FD Richardsons,Westgarth&Co.Ld.Hpl.	35 ″ 5 s 9 ″ 5¼ 26 ″ 2½	
79774 EABL	**Monte Sollube** (*ex*Arola-Mendi-39) *ss*Bbo.No.3-7,35 Sub.Sig. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	5914 ~~5519~~ ~~3530~~ 5618 3530	✠100A1 *Shelter dk* *withfreeboard* BS3,40 3,39 ~~BS3,39~~ ✠LMC7,35	Ant	*u* 2	CL ~~3,39~~ 8,40	1921 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'*sA&CP*	NavieraAznar Soc.Anon. *CellDB*351'1272*tAPT*100*t*	400·0 F38'*onShelterdk*FK	53·0	31·8	Bilbao Spanish *Cem* *Collision BHtoSh dk* 5 „ „ *U* „	T.3Cy.27",45"&75"-51" (*s*) 180lb 573NHP 3SB,9*cf*,GS188,HS8580 FD Richardsons,Westgarth&Co Ld.Mdb.	35 ″ 5 s9 ″ 5¼ 26 ″ 2½	
79775 EAAQ	**Monte Teide** (*ex*Aizkori-Mendi-39, *ex*Altuna-Mendi-37) *ss*Bbo.No.3-10,35 Sub.Sig. *ss*Bbo.No.1-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in fore&after holds* *Cargobattens not fitted in Shelter 'tween dk*	6202 5838 3897	✠100A1 *Shelter dk* *withfreeboard* 12,39 ~~BS5,40~~ ✠LMC2,39 4,41	Bry	*z*	CL 2,39	1922 3mo	JReadhead &Sons,Ld. SouthShields *Lloyd*'*sA&CP*	NavieraAznar Soc.Anon. *Cell DBa&uE*152'*f*177'1098*tAPT*154*t*	400·5 P38'F40' *on Shelter dk* FK	53·4	33·9	Bilbao Spanish *Cem* 2*BHtoSh dk* 4 „ „ *U* „	T.3Cy.27",44"&73"-48" (*r*) 180lb 448NHP 3SB,9*cf*,GS190,HS7566 J.Readhead&Sons,Ld.	36 ″ 6 s 8 ″ 6¾ 28 ″ 2	

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
79776 221106 KDPR	**Montebello** *Fitted for oil fuel* *Mchy.Aft* 2*Dks&Shelter dk* D.F. *CarryingPetroleum in bulk* *Longitudinal framing*	8272 6010 5107					1921	South WesternS.B.Co. SanPedro Cal	UnionOilCo.of California	440·4	58·2	32·8	LsAngeles Cal. Utd.States *WB*	Q.4Cy.24",34",51"&74"-54" 402NHP LlewellynIronWorks, LosAngeles		R
79777 243 IQXU	— (*ex*Opus,*ex*Naworth, *ss*Nwc.No.3-8,20 *ex*Killour) 1*Dk*	570 472 249	... 3,23				1918	Smith's DockCo.Ld. Middlesbro'	Nav.Carlo Martinolich S.a.g.l.	179·6 B50' FK	30·1	15·7	Trieste Italian *WB*	T.3Cy.16",26"&44"-26" 94NHP N.E.MarineEngCoLd.Nwc	16 ″ 6	I †
79778 1439 IBAX	**Montello** *Fitted for oil fuel* D.F. 3*Dks*	6117 4095 3616	✠ ... 1,31 ✠				1927 1mo	Cantieri delTirreno RivaTrigoso	Nav.AltaItalia Soc.Anon.	403·5 B114'F33' FK	54·5	33·6	Genoa Italian *WB*	T3Cy.26",42½"&69½"-48$\frac{1}{16}$" 516NHP Cant.delTirreno,R.Trgoso	36 ″ 1	I †
79779 140408 GVSW	**Montenol** *ss*Mlt.No.3-5,30 D.F. *ss*Sld.No.2-38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	2646 2223 1061	✠100A1 7,41 ~~5,40~~ ~~BS5,40~~ *For Government Service Carrying Petroleum in bulk Fitted for oil fuel* 11,17 *F.P. above* 150° F.	Gls BS7,41 ✠LMC12,38		CL 4,40	1917 11mo *Lloyd*'sA&CP	W.Gray &Co.Ld. WHartlepool	TheAdmiralty *CellDBuE&B*68'146*t DTf*24'91*tFPT*49*t APT*32*t*	320·0 P46'B107'F39' FK	41·5	23·1	London British 16*BHptCem* (10 ,, *toU dk* 6 ,, ,,2*nd*,,)	T.3Cy.26",42½"&70"-45" (*s*) 200lb 545NHP 3SB,9*cf*,GS8466 FD Cen.Mar.Eng.Wrks.WHpl	25 ″ 6 s3 ″ 4 22 ″ 4½	
79780 98 IKAC	**Monteponi** (*ex*AntonioLandi-36, *ex*Vinci-35,*ex*Arzic-33,*ex*Merwede, *ex*Lövestein) 1*Dk*	747 542 416					1917	J.Meyer's S.B.Co. Leeuwen	Soc.di.Monteponi	189·9	28·2	12·5	Savona Italian *WB*	T.3Cy.14",22½"&36"-24" 63NHP Gebr.Stork&Co.Hengelo		I
79781 231480 WHEX	**Monterey** Ⓟ TwinSc *ss*SFo.No.2-40 ~~*ss*S.Fo.No.1-35~~ *Ref.Mchy.* 4*Dks*(*Stl*)5*th dk*(*Stl*) *in* D.F. *forward hold&Web frames* E.S.D. GyC. *CruiserStern*	18017 — 10304	100A1 *withfreeboard* 9,39 ~~MS11,35~~ *Fitted for oil fuel* 4,32 MS4,38	SFo LMC ~~BS2,40~~ BS3,41		CL P2,38 ~~5,37~~ S10,40 *F.P. above* 150° F.	1932 4mo	Bethlehem S.B.Corp.Ld. Quincy,Mass.	OceanicS.S.Co. (MatsonNav.Co. *Mgrs.*) *CellDB*514'3308*t Tanks in way of tunnels* 1081*tFPT*178*t APT*161*t*	604·0 B410'F60' FK	79·3	30·5	S.Frncisco Utd.States 11*BHAsp*	6SteamTurbinesSRgeared to 2 Sc. Shafts 5363NHP 12 W.T.B.(Spt)400lb (*s*) HS53520 FD BethlehemS.B.Corp.Ld	44 ″ 6 s16 ″ 6½ 28 ″ 2	
79782 232021 WKEJ	— Ⓟ (*ex*PuertoRico-39, *ex*Haiti-38) D.F. *Fitted for oil fuel* *Ref.Mchy.* GyC. E.S.D. 3*Dks*	5236 — 3042					1932	NwprtNws SB.&D.D.Co. NewprtNews	NewYorkandCuba MailS.S.Co.	385·5 P39'B166'F40'	57·8	20·0	NewYork Utd.States *WB*	3SR geared steam turbines NewportNewsSB.&DD.Co		R
79783 FODS	**Montesquieu** Ⓟ (*ex*Dominic-32, *ex*ClausHorn,*ex*Nord *ss*Msl.No.3-3,37 Friesland) 2*Dks*(*Stl*) Sub.Sig. D.F.	3325 2905 2061	100A1 *withfreeboard* ~~5,40~~ 11,40 BS~~7,39~~5,40 ~~Surveys delayed~~	Bdx Msl LMC3,37	*t*	CL ~~7,39~~ 11,40	1922	Frd.Krupp Akt.Ges. Kiel	Etabl.Maurel& Prom *CellDB*248'569*tFPT* 57*tAPT*18*t*	288·4 F33' FK *Coll*	46·8	26·3	Bordeaux French 5*BHCem* *BH to W dk*	T.3Cy.23⅝",38$\frac{5}{16}$"&62"-41$\frac{5}{16}$" 200lb (*s*) 338NHP 2SB,6*cf*,GS114,HS4740 FD Frd.Krupp,A.G.Kiel	28 ″ 10 s 8 ″ 11½ 20 ″ 1	
79784 DJSC	**Montevideo** *OilEng.* Sub.Sig. 1*Dk* D.F. *CruiserStern*	6075 5132 3447					1936	HowaldtswerkeA.G Hamburg	Hamburg-Süd-Amerik.DamsfschifffahrtsGes.	446·4 P31'B&F403' *Upper*F31'	61·3	23·8	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"-47¼" 906NHP HowaldtswerkeA.G.Kiel		G
79785 LCAB	— TwinSc4Mst (*ex*Uruguayo-39,*ex*Sud *OilEng.* Pacifico) *ss*Bal.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in No.*1*hold*	4639 4119 2771	✠100A1 *withfreeboard* 6,40 ~~6,39~~ ✠LMC DBS2,40	Bal CS4,36 6,37	*z*	CL ~~P10,37~~ ~~S12,38~~ 6,40	1928 6mo *Lloyd*'sA&CP	Akt.Burmeistr&Wain Copenhagen	A/SIvaransRederi (S.Holter-Sörensen, *Mgr.*) *CellDB*334'1062*t FPT*112*tAPT*156*t*	381·8 FK	53·8	25·1	Oslo Norwegian 6*BHCem* (*Coll toSh dk* 5 ,,2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-5$\frac{1}{16}$" 534NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 9 s 2 ″ 11¼ 25 ″ 11	
79786 31553 JIAB	**Montevideo Maru** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* *ss*Kob.No.3-5,37 GyC. 3*Dks*(*Stl-Weather dk-w s*)	7267 6088 4378	✠100A1 *withfreeboard* 6,40 ~~9,39~~ ✠LMC DBS~~9,36~~6,40 ✠Lloyd'sRMC 11,40 ~~6,40~~	Kob CS9,37 ~~1,37~~1,40 ~~1,40~~	*b*†	CL 2,38	1926 8mo *Lloyd*'sA&CP	Mitsubishi ZosenKaisha, Ld. Nagasaki	OsakaSyosenK.K. *CellDB*353'1368*t Tanks at sides of tunnel* 719*t FPT* 117*tAPT*46*t*	430·0 F47'B63' FK	56·0	36·0	Osaka Japanese 7*BHptCem*	Oil Engines 2S.C.SA 12Cy.23⅝"-41¾" 1164NHP DB*100lb* MitsubishiZosenKaisha,Ld	36 ″ 0 s 11 ″ 2¾ 25 ″ 2¾	
79787 PGBE	**Montferland** *ss*Ams.No.3-10,33 D.F. *ss*Ham.No.1-37 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*trB in No.*1*hold* *CruiserStern*	6790 6215 4099	✠100A1 *Shelter dk* *withfreeboard* 1,41 ~~3,39~~ MS4,37 ✠Lloyd'sRMC~~8,39~~3,40 10,40 *Fitted for oil fuel* 8,21	Ham ~~BAs~~Syd ✠LMC BS~~2,39~~2,40	*c*†	CL 3,38 *F.P. above* 150° F.	1921 8mo *Lloyd*'sA&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	N.V.tot.Voortzetting van denKoninklijkenHollandschenLloyd *CellDB*402'1544*t DTa*28'608*t FPT*71*t APT*36*t*	459·8 477·2(O.L.) FK *Collision*	60·4	27·6	Amstrdam Dutch *ptCem* *BH to Sh dk* 6 ,, ,, *U* ,, *Turbines by*	2SteamTurbinesDRgeared to 1 Sc. Shaft (*s*) 200lb 1066NHP 5SB(Spt),*15cf*,GS327, FD HS13300 Swan,Hunter&Wigham-Richardson,Ld.Nwc. Met.VickersElecCoLdMch	30 ″ 6 s 4 ″ 5½ 26 ″ 2¾	
79788 220795 KDJZ	**Montgomery City** *Fitted for oil fuel* D.F. GyC. 2*Dks*3*trB*	5686 — 3450					1920	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	424·2 P57'B&F350'	56·2	26·5	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
79789	**Monticello** Ⓟ TwinSc (*ex*Agamemnon,*ex*KaiserWilhelmII) Sub.Sig. 4*Dks&Shade dk*5*trB*	19361 13596 6353					1902	Akt.Ges. "Vulcan" Stettin	UnitedStates Maritime Commission	684·3 F89' *Promenade dk*	72·3	40·2	NewYork Utd.States *WB*	Q.16Cy.37⅝",49½",74⅝"& 112½"-71" 4243NHP A.G."Vulcan."Stettin		
79790 131499 VSPR	**Montoro** Ⓟ *ss*Syd.2ndNo.3-10,34 *ss*Syd.No.1-40 *Ref.Mchy.* 2*Dks*(*StlU*-ws) 3*rd dk in fore hold*	4088 3141 2521	✠100A1 ~~5,40~~ ~~1,40~~11,40 BS7,40 Lloyd'sRMC No. 2 'tween dk. chambers for temp. 28° F.	Syd Mel ✠LMC1,40 ~~1,40~~7,40 1,41	*w*	CL 10,39	1911 12mo *Lloyd*'sA&CP	ClydeS.B. &E.Co.Ld. PortGlasgow	Burns,Philp&Co. Ld. *CellDBa*84'*uE&B*61'*f*167'746*t FPT* 68*tAPT*20*t*	360·6 373·5(O.L.) P41'B158'F48' FK	47·2	23·8	Singapore British 6*BHCem*	T.3Cy.27",43"&72⅝"-48" (*r*) 180lb 661NHP 4SB,*12cf*,GS252,HS11156 FD ClydeS.B.&E.Co.Ld.P.Gl.	26 ″ 3 s3 ″ 5¾ 22 ″ 11¼	
79791 208367 KJRT	**Montoso** Ⓟ *ss*Mob.2ndNo.3-10,36 2*Dks*(*Stl*)	3110 2890 1920	✠100A1 6,40 ~~6,39~~ BS~~9,39~~ 9,40	NOs Bal ✠LMC10,36	*u*	CL N6,39	1911 3mo A&CP	NwprtNws S.B.&D.D.Co NewprtNews	Agwilines,Inc. (NewYork&PortoRicoS.S.Co.*Mgrs*) *CellDBa*95'*uE&B*41'*f*147'845*tFPT*85*tAPT*43*t*	335·0 348·5(O.L.) FK	46·8	22·7	NewYork Utd.States *Cem* 4*BH to U dk* 1 ,, ,, 2*nd*,,	T.3Cy.21½",36"&63"-42" (*s*) 190lb 309NHP 3SB,9*cf*,GS184,HS5040 NewportNewsSB&DDCo.	25 ″ 0	
79792 143621 GCNJ	**Montreal City** (*ex*PinardelRio-33) *ss*N.Yk.No.3-12,32 *ss*Brs.No.1-37 1*Dk*(*Stl*)&2*nd dk*(*Stl*) D.F. *in holds*	3066 2829 1831	✠100A1 4,41 ~~11,39~~ BS10,40 MS2,37 *Fitted for oil fuel* 3,20	Brs ✠LMC	*u*	CL 12,39 *F.P. above* 150° F.	1920 3mo *Lloyd*'sA&CP	N.ofIrelandSBCo.Ld Londonderry	BristolCityLine of Steamships,Ld. (C. Hill&Sons, *Mgrs.*) *CellDB*280'750*tFPT*104*t APT*134*t*	331·1 P33'B100'F40' FK	46·7	23·2	Bristol British 6*BHCem*	T.3Cy.24½",41"&68"-45" (*s*) 180lb *120lb* 378NHP 2SB,6*cf*,GS190,HS5112 FD Buckley&Taylor,Ld. Oldham	25 ″ 6 s3 ″ 11½ 21 ″ 9	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
79793 28910 JHED	**Montreal Maru** ssKob.No.3-1,34 ssKob.No.1-39 2Dks(Stl)&Awng dk(Stl)	6577 6157 4129	✠100A1 Awng dk withfreeboard 3,40 ✠LMC3,40 Fitted for oil	Yka fuel12	z ,22	CL 2,40 F.P. a	1922 12mo bove 1	Kawasaki DkydCo.Ld. Kobe A&CP 50° F.	KawasakiKisen K.K. CellDB342' 1234tDTa35'807t	405·0|53·0|37·0 F33'onAwng dk FK Collisio FPT104tAPT36t	Kobe Japanese ptCem nBH to A dk 5 ,, ,, U ,,	T.3Cy.28",46¼"&78"-54" (s) 200lb 578NHP 3SB(Spt)9cf,GS190,HS7800 KawasakiDkydCoLdKobe	37 ″ 0 s 8″10½ 28 ″ 5	
79794 152843 VGCY	**Montrolite** TwinSc OilEng. ssNNs.No.3-4,38 1Dk(Stl)&Shelter dk(Stl)& Web frames Mchy.Aft D.F. GyC. Longitudinal framing CruiserStern	11309 10782 5781	✠100A1 Shelter dk withfreeboard ~~5,40~~ ~~9,39~~ 3,41 ✠LMC ~~DBS9,39~~ 5,40 CarryingPetr	Hfx ~~Phl~~ NY DBS3,41 CS12,38 12,38 oleum	f† k in	CL ~~N4,38~~ 3,41 bulk	1926 2mo Lloyd	Frd.Krupp Akt.Ges. Kiel 'sA&CP	ImperialOil,Ld. MarineDepart- ment. (H.J. Rahlves,Mgr.) CellDBuE45'175t DTf37'321t	510·9|68·2|37·9 B34'F42' FK DTa18'133t 20 FPT292tAPT205t	Montreal British 21BHptCem ptAsp BH to Sh dk 1 ,, ,, U ,,	Oil Engines 2S.C.SA 8Cy.25 9/16"-51 3/16" 905NHP 2WaterTubeDB200lb Frd.KruppA.G.Kiel	38 ″ 0 s 9 ″ 1¼ 29 ″ 2½	
192/40 79795 145919 GFTK	**Montrose** Ⓟ TwinSc ssLiv.No.3-5,34 ssLiv.No.1-38 2Dks(Stl)&Shelter dk(Stl-ws) 3rd dk(Stl) in holds Ref.Mchy. CruiserStern D.F.	16402 12209 9824	✠100A1 Shelter dk withfreeboard 10,39 ✠NE1,31 ✠LMC MS5,38 Fitted for oil	Gls BS5,39 fuel3	j† ,22	CL P4,37 SN4,37 F.P. a	1922 3mo Lloyd bove 1	Fairfield Co.Ld. Glasgow 'sA&CP 50° F.	CanadianPacific RailwayCo. (CanadianPacific StmshipsLdMgrs) CellDB475'2361t 524tD	548·7|70·2|40·3 B&F489'on Shelter dkUpperB235' FK 1 FW Tanks at sides Tf37'1075tFPT 18	Liverpool British ptCem 2BHtoSh dk of tunnel 40' 1tAPT160t	6Steam TurbinesSRgeared to 2 Sc. Shafts (r) 215lb (220lb-Nos.1,2,3,8,9 &10Blrs) FD 2532NHP 10SB(7Spt), 30cf, GS646, HS28442 Harland&Wolff,Ld.Bel.	43 ″ 4 s15″7¼ 28 ″ 1	BT till 4,40
79796 145435 GFBC	**Mooltan** Ⓟ TwinSc 2Dks(Stl-ptws)& Sh dk(Stl-ws)&U Sh dk(Stl-wspt teak) CruiserStern 3rd dk(Stl in No.1hold) D.F. E.S.D. Fitted for oil fuel Ref.Mchy. Sub.Sig.	20952 17305 12823	✠ 2,27 ✠ ✠Lloyd'sRMC5,39	Lon	n†		1923 9mo	Harland& Wolff,Ld. Belfast	P.&O.Stm.Nav.Co. CellDB527'2615 'tween tunnels150t	600·8|73·4|48·6 B351'&F111'on U Sh dk FK&BK2" tTanks Collision FPT182t APT254t	Belfast British ptAsp ptCem BH to U Sdk 10 ,, ,, Sh ,,	Q.8Cy.33",47",67½"&97"-60" & electric drive fromLP turbines 2878NHP 6DB&2SB,56cf,HS41358 Harland&Wolff,Ld.Bel.	52 ″ 8	BT till 5,42
79797 156004 VJNZ	**Moonta** Ⓟ OilEng. ssAdl.No.2-39 ~~ssAdl.No.1-35~~ CruiserStern 2Dks(Stl)	2693 2066 1538	✠100A1 withfreeboard 11,40 ✠LMC DBS6,40	Mel CS10,39 4,40	t	CL ~~11,37~~ 11,40	1931 9mo Lloyd	Akt.Bur- meistr&Wain Copenhagen 'sA&CP	TheAdelaide SteamshipCo.Ld. CellDB223'220tF	288·2|43·7|22·9 298·3(O.L.) B140'F33' FK PT56tAPT68t Co	P.Adelaide British 5BHptCem ll BHtoWdk	Oil Engines 4S.C.SA 6Cy.24 13/16"-51 3/16" 355NHP DB100lb Akt.Burmeistr&Wain,Cpn	25 ″ 3 s 9 ″ 9 15 ″ 8¼	
79798 162108 GYSR	**Moorby** OilEng. D.F. ssShl.No.1-40 1Dk&Shelter dk Tonnage opening closed '41 (W.E.) CruiserStern	4992 4624 3092	✠100A1 withfreeboard ~~4,40~~10,40 DBS4,40 ✠LMC4,40	Shl Avn	a†	CL 7,39	1936 4mo Lloyd	W.Doxford &Sons,Ld. Sunderland 'sA&CP	RopnerShipping Co.Ld. CellDB346'1174t	423·7|54·2|26·1 FK (MT1236tAPT191t	Cardiff British 7BHptCem Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	37 ″ 3 s10″11½ 26 ″ 6	
90/40 79799 PGBH	**Moordrecht** OilEng. ssRot.No.2-39 1Dk(Stl)2nd dk(Stl) in way Mchy.Aft of Mchy. space&Web frames D.F. CruiserStern Longitudinal framing at bottom & at deck	7493 6720 4398	✠100A1 4,40 ~~4,39~~ DBS ~~4,39~~ 4,40 CarryingPetr	Rot Gal ✠LMC5,38 oleum	b† in	CL 4,39 bulk	1930 11mo Lloyd	Rotterdam DroogdMaat Rotterdam 'sA&CP	N.V.MaatsMotor- schip"Moor- drecht"(N.V.Phs. vanOmmerens Scheepv.Bedrijf, Mgrs.) CellDBuE32' 59t D	440·3|58·7|35·0 P110'F44' FK Tf25'243tFPT220t	Rottrdam Dutch 12BH APT136t	Oil Engines 4S.C.SA 8Cy.29 5/8"-59 1/16" 652NHP 2DB142lb Harland&Wolff,Ld.Gls.	34″11 s7 ″ 9¾ 27 ″ 3½	
79800 137275 MKLD	**Moorlands** (exWearside) ssMdb.No.3-5,33 ssHpl.No.1-36 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	420 289 163	✠100A1 ~~9,40~~ ~~1,40~~ 4,41 BS4,41 ✠LMC MS11,36	Shl ~~Lth~~ Dun ~~BS3,39~~	f ~~4,40~~	CL 4,39	1921 1mo Lloyd	J.Crichton &Co.Ld. Connah's Quay 'sA&CP	M.Taylor	142·8|24·1|10·8 149·9(O.L.) Q86'B9'F24' FK FPT44t	Methil British 3BHCem APT28t	C.2Cy.17"&36"-24" (s) 130lb 48RHP 1SB,3pf,GS48,HS1490 J.Crichton&Co.Ld. Saltney,nr.Chester	12 ″ 0 s 3 ″ 0½ 11 ″ 7½	
79801 167413 GDWW	**Moorwood** D.F. 1Dk Mchy.Aft CruiserStern Cargo battens not fitted	2056 1491 1106	✠100A1 ~~3,40~~10,40 ✠LMC3,40	Sld	r	CL	1940 3mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	W.France Fenwick &Co.Ld. CellDB224'61	273·3|41·0|17·4 283·6(O.L.) Q160'F32' FK 3tMT8'208tFPT13	London British 5BHptCem 9tAPT32t	T.3Cy.17",27"&48"-36" 220lb (s) 205NHP 2SB(Spt)6cf,GS50HS2904 FD N.E.MarineEng.Co.(1938) Ld.Sld.	19 ″ 6	
186/40 79802 161091 GSXD	**Mopan** Ref.Mchy. D.F. E.S.D. Sub.Sig. 4Dks	5389 4678 3298					1929	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·1|51·4|30·4 P43'B158'F43'	Liverpool British WB	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&CoLd.Bkn		C
79803 9195 JKBE	**Moppo Maru** Ⓟ 2Dks	739 655 438					1904	Kawasaki Dkyd.Co.Ld. Kobe	SetsuyoSyosen K.K.	186·2|27·1|18·1 B42'	Osaka Japanese WB	T.3Cy.14½",24½"&39"-30" 83NHP Kawasaki DkydCoLdKobe		
118/40 79804 CBMO	**Moraleda** Ⓟ (exSkagen-38) Wireless D.F. 1Dk&Awng dk	785 690 361					1912	Trndhjms Mek.Værks. Trondheim	ChilianState Railways	180·0|29·4|20·2 H74t WB	Vlparaiso Chilian	T.3Cy.17¾",28"&47"-30" 121NHP TrndhjemsM.VTrondheim		N
79805 147663 MBYL	**Morar** (exHerbert-34, exCramlington-32, ssGmh.No.3-11,36 exForestash) 1Dk(Stl) Cargo battens not fitted	1507 1279 845	✠100A1 4,40 ✠LMC 4,40 ~~BS2,39~~ 1,41 ~~MS4,40~~	Gls	p	CL 3,40	1924 5mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld Sunderlnd 'sA&CP	WesternNav.Co. Ld.(Wm.S.Scott& Co.Mgrs.) CellD	240·0|37·2|17·7 P17'B58'F22' FK B203' 417t FPT82t	Newcastle British 4BHptCem APT29t	T.3Cy.18",29"&48"-33" (s) 180lb 168NHP 2SB,4cf,GS88,HS2930 MacColl&Pollock,Ld.Sld.	19 ″ 9 s 2 ″ 6 17 ″ 4½	
79806 149449 MNXQ	**Moray Firth** ssShl.No.2-36 Welldeck Mchy.Aft 1Dk(Stl) Wireless Cargo battens not fitted	541 346 255	✠100A1 Examined 2,41 Shl ✠LMC3,41 ~~MS10,36~~ ~~BS8,39~~	~~Shl~~	h	CL ~~8,39~~ 2,41	1927 11mo Lloyd	J.Lewis& Sons,Ld. Aberdeen 'sA&CP	FirthShippingCo. Ld. Cell	160·2|26·6| 9·9 Q113'B9'F23' FK DB95'121tFPT42t	Newcastle British 3BHCem APT19t	T.3Cy.12",21"&34"-24" (s) 200lb 63RHP 1SB,2pf,GS38,HS1407 J.Lewis&Sons,Ld.Abn.	12 ″ 0 s 3 ″ 8 11″11¾	
79807 HRBI	**Morazan** Ⓟ (exManco) ssN.Os.2ndNo.3-8,33 ssN.Os.No.1-37 1Dk(Stl-ws)Main dk(Stl) forward&ptMain dk(Stl)aft 2ndtrB in after hold 3rd trB in holds &deep framing	2984 2178 1835	✠100A1 8,40 ~~7,39~~ ✠LMC MS1,37 ~~BS3,40~~ 3,41 Fitted for oil	NOs fuel12	u ,21	OG 7,39 F.P. a	1908 2mo Lloyd bove 1	Scotts'S.B. &Eng.Co.Ld. Greenock 'sA&CP 50° F.	SeaboardS.S.Corp. (StandardFruit& S.S.Co.Mgrs.) Cell DBa 90' uE26'	300·3|45·2|21·1 P&B191'F40' FK f114'495tD	LaCeiba Honduran 7BHCem	T.3Cy.23",38"&64"-42" (s) 180lb 100lb 381NHP 2SB,6cf,GS126,HS5728 FD Scotts'S.B.&E.Co.Ld.Grk. Ta22'302tFPT63tAPT18t	23 ″ 6 s 3 ″ 0½ 20 ″ 11	
79808 2054 ICAE	**Morea** (exPadilla-35, exLakeCrescent) D.F. 1Dk	1968 — 1156	✠ ... 9,20 ✠				1918 4mo	Chicago S.B.Co. Chicago	MarinoQuerci	261·3|43·5|18·3 247·2| P25'B64'F22' FK	Genoa Italian WB	T.3Cy.20",33"&54"-40" 274NHP AmericanSBCo.ClevelndO	20 ″ 4	I †

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Durée, Cert. B. of Trade.
79809 DHRC	**Morea** Sub.Sig. *2Dks*	1927 1669 1093					1922	Schiffs-u. Dockbauw Flender A.G.Siems Lübeck	DeutscheLevante- LinieHamburg, A.G.	287·7 H71'F33'	41·7	17·5	Hamburg German *WB*	T.3Cy.21⅛",34⅝"&55⅛"–37⅞" 191NHP A.G."Neptun,"Rostock		G
Now	"Empire Seaman," *see No.* 87914 *in Supplement*															
79810 LEMK	**Mörejarl** Ⓟ (*ex*Mörejarl I, *ex*Industry,*ex*Tay&Tyne) *ss*Bgn.No.3–9,25 *2Dks*	733 702 422	✠ ... 3,26 ✠				1909 1mo	Dundee S.B.Co.Ld Dundee	MöreFylkes Ruteselskap	180·1 BK7"	26·2	19·9	Molde Norwegian *WB*	T.3Cy.16½",27"&44"–30" 110NHP Cooper&Greig,Dundee	20 ″ 9	
79811 130169 GSMT	**Moreton Bay** Ⓟ TwinSc *Ref.Mchy.* *ss*Nwc.No.3–8,34 *ss*Lon.No.1–39 D.F. *2Dks(Stl)&Shelterdk(Stl–ws)* E.S.D. *3rd dk(Stl)in forward holds*	14193 11883 8584	✠100A1 *Shelter dk* *with freeboard* 10,39 ✠LMC MS9,37 BS2,39 ✠Lloyd'sRMC6,39 *Fitted for oil fuel* 11,21 *F.P. above* 150° F.	Syd	*i* †	CL 6,39	1921 11mo *Lloyd's A&CP*	Vickers, Ld. Barrow	Aberdeen&Com- monwealthLine, Ld.(ShawSavill& AlbionCoLd*Mgrs*) *CellDB*458'2228*t* *MT*24'1016*t* *tanks between tunnels*51'195*t* *FPT*128*t* *APT*142*t*	530·6 B208'F78'*onShtrdk* FK	68·3	39·9	London British *ptCem* 9*BHtoSh dk*	4SteamTurbinesDRgeared to 2 Sc. Shafts (*r*) 220lb 1977NHP 3DB(Spt)&2SB(Spt),*32cf*, GS663,HS25923 FD Vickers,Ld.Barrow	43 ″ 6 s10 ″ 8½ 33 ″ 2	
79812 LDRB	**Morgenen** *OilEng.* *ss*Osl.No.2–38 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing* *Progressive Survey of oil tanks*	7093 6665 4288	✠100A1 ~~5,40 6,30~~ 4,41 ~~DBS~~ ✠LMC11,37 9,40 ✠LMC(M)10,40 *Carrying Petroleum in bulk*	Got ~~Fst~~ NYk	*b*†	CL ~~6,38~~ N4,41	1930 10mo *Lloyd's A&CP*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	A/S Tanktransport (ThorvaldBerg, *Mgr.*) *CellDBuE*65' *DTf*41'458*t*	442·7 P110'B31'F42' FK 236*t* *FPT*113*t* *APT*116*t*	58·8	33·0	Tönsberg Norwegian 16*BHptCem* (11 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.26⅜"–49⅝" 727NHP 2DB*150lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	33 ″ 0	
79813 168004 GLQY	**Morialta** Ⓟ *OilEng.* Wireless *1Dk* ~~*Ref.Mchy.*~~ *Cruiser Stern*	~~1250~~ 1379 861 695	✠100A1 10,40 ~~(*ClassContemplated*)~~ ✠LMC10,40	Dun	*o* 1⅜	CL	1940 10mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld Dundee	TheAdelaide SteamshipCo.Ld.	219·5 227·3(O.L.) FK P&B212'F37' *CellDB*162'351*t* *FPT*68*t* *APT*60*t*	39·1 *41·1*	13·0	London British 5*BHptCem*	Oil Engines 2S.C.SA 5Cy.19 11/16"–35 7/16" 337NHP Akt.Burmeistr&Wain,Cpn	16 ″ 6 s ″ 10½ 15 ″ 9½	
79814 131571 VJGT	**Morinda** Ⓟ *ss*Syd.2ndNo.3–5,38 *Ref.Mchy.* *Welldeck* *1Dk(Stl-ws)*	2025 1243 1146	✠100A1 ~~5,40 10,30 11,40~~ 6,41 ✠LMC MS5,38 BS~~1,40~~ 12,40	Syd	*q*	CL ~~4,38~~ 5,41	1913 8mo *Lloyd's A&CP*	Greenock& Grngemouth. Dkyrd.Co.Ld Grngemouth	Burns,Philp&Co. Ld.	260·0 271·6(O.L.) P&B165'F39' FK *CellD* *Ba*50'*u E*20'*f*142' 327*t* *FPT*21*t* *APT*30*t*	38·1	16·3	SydneyNSW British 4*BHCem*	T.3Cy.20",33½"&55"–36" (*s*) 180lb *100lb* 231NHP 2SB,*6cf*,GS107,HS4012 Dunsmuir&JacksonLdGls	18 ″ 9 s 1 ″ 2½ 17 ″ 11½	
79815 27691 JOKD	**Morioka Maru** *ss*Yka.No.3–9,32 *ss*Yka.No.2–40~~*ss*Yka.No.1–36~~ *2Dks(Stl)*	4469 3936 3096	✠100A1 10,40~~12,39~~ ~~BS12,39~~ ✠LMC~~9,36~~ 10,40	Osa Yka	*x*	CL 11,39	1920 9mo A&CP	Uraga DockCo.Ld. Uraga	NipponYusenK.K. *CellD*	360·0 P20'B94'F42' FK *B*291'919*t* *FPT*114*t*	51·2	28·5	Tokyo Japanese 6*BHCem* *APT*46*t*	T.3Cy.22",36½"&61"–48" (*s*) 200lb 341NHP 2SB,*6cf*,GS119,HS4658 FD UragaDockCo.Ld.Uraga	28 ″ 6 s 5 ″ 5½ 23 ″ 3	
79816 167815 TSQO MKXS	**Morlaix** (*ex*EdmondTroppey, *ex*Fedalah,*ex*Oran) *Mchy.Aft* *1Dk(Stl)*	419 310 145	✠ 5,11 ✠	Goo			1911 5mo	GooleS.B. &RepgCo.Ld. Goole	Ministry of Shipping(G.F. CuthbertBrown &Co.Ld.*Mgrs.*)	175·0 B18'F25' FK *FPT*	28·1	~~9·8~~ 10·0	Cardiff British 3*BHCem* 50*t* *APT*16*t*	T.3Cy.13½",21"&35"–24" 85NHP 1SB,*3pf*,GS51,HS1600 Richardsons,Westgarth& Co.Ld.Mdb	10 ″ 0	V †
79816* 238987 WCTH	**Mormacdove** Ⓟ *OilEng.* D.F. E.S.D. GyC. *2Dks&pt 3rd dk* *Ref.Mchy.* *CruiserStern*	6198 — 3651					1939	SunS.B.& DryDockCo. Chester,Pa.	Moore- McCormack Lines,Inc.	438·3 P38'B75'F46'	63·2	27·5	NewYork Utd.States *WB*	Oil Engines 2S.C.SA 4Cy.32"–95" 696NHP SunSB&DD.Co.ChesterPa		R
79817 239031 WDIV	**Mormacgull** Ⓟ *OilEng.* D.F. E.S.D. *2Dks&pt3rd dk* GyC. *Ref.Mchy.* *CruiserStern*	6198 — 3651					1939	SunS.B.& DryDockCo. Chester,Pa.	Moore- McCormack Lines,Inc.	438·3 P38'B75'F46'	63·2	27·4	NewYork Utd.States *WB*	Oil Engines 2S.C.SA 4Cy.32"–95" 696NHP SunSB&DD.Co.ChesterPa		R
79818 238808 WCKE	**Mormachawk** Ⓟ D.F. E.S.D. GyC. *OilEng.* *Ref.Mchy.* *2Dks&pt 3rd dk* *CruiserStern*	6200 — 3653					1939	SunS.B.& DryDockCo. Chester,Pa.	~~U.S.Maritime~~ ~~Commission~~ Moore- McCormack Lines,Inc.	438·3 B77'	63·2	27·5	NewYork Utd.States *WB*	Oil Engines 2S.C.SA 4Cy.32"–95" 696NHP SunSB&DDCo.ChesterPa.		R
79819 239032 WDIW	**Mormaclark** Ⓟ *OilEng.* D.F. E.S.D. *2Dks&pt3rd dk* GyC. *Ref.Mchy.* *CruiserStern*	6198 — 3651					1939	SunS.B.& DryDockCo. Chester,Pa.	Moore- McCormack Lines,Inc.	438·3 P38'B75'F46'	63·2	27·4	NewYork Utd.States *WB*	Oil Engines 2S.C.SA 4Cy.32"–95" 696NHP SunSB&DD.Co.ChesterPa		R
79820 220582 KDDV	**Mormacmar** (*ex*Culberson–38) *Fitted for oil fuel* Sub.Sig. *2Dks*	5453 — 3395					1920	Ls.Angeles S.B.&DD.Co. SanPedro, Cal.	UnitedStates Maritime Commission	410·0 P47'B115'F44'	54·2	27·2	NewYork Utd.States *WB*	T.3Cy.28½",47"&78"–48" 421NHP LosAngelesS.B.&D.D.Co. SanPedro		R
79821 239209 WDMH	**Mormacpenn** *OilEng.* D.F. E.S.D. GyC. *2Dks&Shelterdk* *Ref.Mchy.* *CruiserStern* *pt Longitudinalframing*	7886 — 4682					1939	SunS.B.& DryDockCo. Chester,Pa.	Moore- McCormack Lines,Inc.	468·4 F43'	69·6	29·1	NewYork Utd.States *WB*	4 Oil Engines 2S.C.SA 28Cy20½"–27½"with electro- magnetic slip couplings & SR gearing 2060NHP Busch-SulzerBros. DieselEng.Co.St.Louis		R
79822 ~~[illegible]~~ ~~KISR~~	**Mormacport** (*ex*CityofFairbury–38) *Fitted for oil fuel* Sub.Sig. D.F. *2Dks&Shelterdk* GyC. E.S.D. *Webframes*	4942 — 3077	✠ ... 9,20 ✠				1919 8mo	American International S.B.Corp. HogIslandPa.	LloydBrasileiro	390·0 FK	54·2	27·6	R.Janeiro Brazilian *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
Now	"Tamandare," *see No.* 90207 *in Supplement*															
79823 218294 KILT	**Mormacrey** (*ex*WestCalumb–38) *Fitted for oil fuel* Sub.Sig. *2Dks*	5946 — 3744					1919	Ls.Angeles S.B.&D.D.Co L.AngelesCal	UnitedStates Maritime Commission	410·0 P47'B114'F44'	54·4	27·2	NewYork Utd.States *WB*	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
79824 218810 KIXZ	**Mormacrio** (*ex*WestSelene–38) *Fitted for oil fuel* Sub.Sig. *2Dks*	5940 — 3729					1919	Ls.Angeles S.B.&D.D.Co SanPedro.Cal	UnitedStates Maritime Commission	410·0 P43'B115'F47'	54·4	27·2	NewYork Utd.States *WB*	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
79825 ~~[illegible]~~ ~~[illegible]~~	**Mormacsea** (*ex*Cliffwood–38) *Fitted for oil fuel* Sub.Sig. D.F. *2Dks&Shelterdk* GyC. E.S.D.	4955 — 3103					1919	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0	54·2	27·8	R.Janeiro Brazilian *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
Now	"Commandante Joao Pessoa," *see No.* 87513 *in Supplement*															
79826 ~~[illegible]~~ ~~[illegible]~~	**Mormacstar** (*ex*Minnequa–38) *Fitted for oil fuel* Sub.Sig. D.F. *2Dks&Shelterdk* GyC. E.S.D. *Webframes*	4941 — 3082	✠ ... 1,21 ✠				1919 9mo	American International S.B.Corp. HogIslandPa	~~AmericanScantic~~ ~~Line(Moore-~~ ~~McCormackLines,~~ ~~Inc.Mgrs.)~~ LloydBrasileiro	390·0 FK	54·2	27·6	R.Janeiro Brazilian *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
Now	"Barroso," *see No.* 87263 *in Supplement*															

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79827 219718 KUJB	**Mormacsul** (*ex*TheAngeles-38) *Fitted for oil fuel* Sub Sig. *2Dks*	5481 — 3420					1920	LsAngeles S.B.&D.D.Co L.AngelesCal	UnitedStates Maritime Commission	410·0|54·4|27·2 P46'B114'F44'	NewYork Utd.States *WB*	T.3Cy.28½",47"&78"-48" LosAngelesS.B.& 422NHP D.D.Co.SanPedro,Cal.		R
79828 220718 KDHL	**Mormacsun** (*ex*Argosy-38) *Fitted for oil fuel* Sub.Sig. D.F. *2Dks&Shelter dk* GyC. E.S.D. Now "Goncalves Dias," see No. 88203 in Supplement	4996 — 3094					1920	American International S.B.Corp. HogIslandPa	AmericanScantic Line(Moore-McCormackLines Inc.*Mgrs.*)	390·0|54·2|27·8	NewYork Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
79829 ~~217619~~ ~~KZIH~~	**Mormactide** (*ex*Sagaporack-38) *Fitted for oil fuel* Sub.Sig., D.F. *2Dks&Shelter dk* GyC. E.S.D. *Web frames* Now "[illegible]," see No. 89062 in Supplement	4951 — 3079	✠ ... 6,20 ✠				1919 3mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0|54·2|27·6 FK	R.Janeiro Brazilian *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
79830 238889 WCTI	**Mormacwren** Ⓟ *OilEng.* D.F. E.S.D. GyC. *2Dks&pt 3rd dk* *Ref.Mchy.* *CruiserStern*	6198 — 3651					1939	SunS.B.& DryDockCo. Chester,Pa.	Moore-McCormack Lines,Inc.	438·3|63·2|27·5 P38'B75'F46'	NewYork Utd.States *WB*	Oil Engines 2S.C.SA 4Cy.32"-95" 696NHP SunSB&DD.Co.ChesterPa		R
79830* 239296 WDQI	**Mormacyork** *OilEng.* D.F. E.S.D. *2Dks&Shelter dk* *Ref.Mchy.* *ptLongitudinal framing*	7886 — 4682					1940	SunS.B.& DryDockCo. Chester,Pa.	Moore-McCormack Lines,Inc.	468·4|69·7|29·1 F43'	NewYork Utd.States	4 Oil Engines 2S.C.SA 28Cy.20½"-27½" with electro-magnetic slip couplings & SR gearing Busch-SulzerBros.Diesel Eng.Co.St.Louis		
79831 FOTJ	**Moron** *ss*Ant.No.2-38 D.F. *1Dk(Stl)&Shelter dk(Stl)*	4128 3746 2439	✠100A1 *withfreeboard* 9,40 ~~7,39~~ ✠LMC MS4,38 BS~~10,38~~4,40 ~~Surveys delayed~~	Ant Msl	*y*	CL 7,39	1930 5mo	Napier& Miller,Ld. Glasgow Lloyd'*sA&CP*	Cie.deNavigation d'Orbigny	394·5|53·0|22·7 F34' FK *CellDBa&uE153' f181' 947t FPT74t APT124t*	LaRochlle French *6BHCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.24",41"&68"-48" (*s*) 210lb 496NHP 2SB(FD)&1AuxSB,*9cf*, GS165,HS7577 D.Rowan&Co.Ld.Gls.	25 ″ 0 s 2 ″ 2¾ 22 ″ 11¾	
79832 93151 KFTB	**Morris S. Tremaine** (*ex*MaryC. Elphicke) D.F. *Mchy.Aft* *1Dk2trB*	4904 — 3879					1901	Chicago S.B.Co. Chicago	AutomotiveTrades S.S.Co.	430·0|50·2|24·4 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&64"-40" 259NHP ChicagoS.B.Co.		R
79833 SPEJ	**Morska Wola** (*ex*RioNegro-39, *ex*Hindhead-36, *ex*ConsulHorn-36) *OilEng.* *ss*Ham.No.3-9,34 *ss*Got.No.1-39 *CruiserStern* *2Dks*	*3208* 2744 *1911*	100A1 *withfreeboard* 8,40 ~~3,40~~ DBS4,41 ~~DBS2,40~~ LMC10,37 *Carrying vegetable oil in deep tank in bridge tween decks*	Cff	*u*	CL 3,40	1924	Frd.Krupp Act.Ges. Kiel Lloyd'*sA&CP*	Gdynia-America Shipping Lines,Ld.	306·7|47·7|23·5 P25'B98'F23' FK *CellDB248'652t FPT58tAPT48t* *Deep tank in bridge tween decks24'246t*	Gdynia Polish *5BHCem*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-39⅜" 381NHP DB*70lb* Frd.Krupp,A.G.Kiel	25 ″ 11 s 4 ″ 8¼ 21 ″ 3¾	
79834 147708 VLKD	**Mortlake Bank** (*ex*Elfstone-37) *ss*Nwc.No.3-3,37 *Well deck* *Mchy.Aft* *1Dk(Stl)* Wireless *Cargo battens not fitted*	1371 1032 791	✠100A1 5,40 ~~4,39~~ BS~~4,39~~ 5,40 LMC3,37	Syd	*o*	CL 4,38	1924 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'*sA&CP*	McIlwraith McEacharnLd.	235·1|36·1|15·3 241·0(O.L.) Q145'F25' FK *CellDB198'380t FPT102tAPT82t*	SydneyNSW British *4BHptCem*	T.3Cy.15½",25"&40"-27" 180lb (*s*) 120NHP NE&B19*refitted*24 2SB,*4cf*,GS49,HS1820 FD J.Abernethy&Co.Ld.Abn.	17 ″ 6 s 5 ″ 3¼ 16 ″ 4½	
31/41 79835 LJWN	**Morviken** *OilEng.* D.F. E.S.D. *1Dk&Shelter dk* *CruiserStern*	5008 4368 2987	✠100A1 *withfreeboard* 12,39 ✠LMC6,38 ✠LMC(M)3,40 *Carrying cargo oil in way of ER&wing tanks in way of tunnel*	Yka	*b*†	CL	1938 6mo	Öresunds-varvet Aktiebolag Landskona Lloyd'*sA&CP* *F.P. above150° F.in DTs*	Wallem&Co.A/S (HaakonJ.Wallem, *Mgr*)	438·4|57·4|22·5 453·7(O.L.) F40' FK *CellDB328'1254t DTs in ER p21's30'636t Tanks in way of tunnel 656tFPT109tAPT44t*	Bergen Norwegian *7BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	4 Oil Engines 2S.C.SA 24Cy.13⅜"-22$\frac{7}{16}$" with electro-magnetic slip couplings & SR gearing DB*85lb* 752NHP Atlas-Diesel A/B,Skm.	29 ″ 0 s3 ″ 6½ 25 ″ 6⅝	
79836 IBIO	**Moscardin** (*ex*Danaos-39, *ex*KostantisLemos, *ex*Constantinos, *ex*Strathearn) *ss*Bly.2ndNo.3-6,30 *ss*Pir.No.1-35 *1Dk(Stl)&Spar dk (Stl)&deep framing* Now "Empire Gunner," see No. 87943 in Supplement	4374 4079 2727	✠ ... 5,39 ✠	Rot	*x*		1906 1mo	Grngem'th &Greenock DockyardCo. Greenock	"Polena" Società diNavigazione	370·0|52·2|17·5 384·0(O.L.) 25·5 P25'B92'F41' FK *CellDBa114'uE&B44'f162' 1115tAPT123t*	Genoa Italian *6BHCem*	T.3Cy.25",41"&68"-48" 353NHP 3SB,*9cf*,GS199,HS5510 J.G.Kincaid&Co.Greenock	28 ″ 0	I †
79837 242 SVIU	**Moscha D. Kydoniefs** (*ex*LadyCharlotte-36, *ex*Noelle,*ex*Bronze Wings) *ss*Shl.No.3-3,28 *ss*Ams.No.2-37 *1Dk(Stl)&Shelterdk(Stl)*	*3874* *3673* 2400	✠100A1 *Shelter dk withfreeboard* Examined 1,41 BS1,41 ~~BS9,39~~ ✠LMC2,36	~~Bry~~ Lis	*x*	CL 9,39	1915 3mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'*sA&CP*	D.A.Kydoniefs	375·2|51·9|23·7 FK *CellDBa125'uE&B42'f163'1182t APT143t*	Andros Greek *6BHCem*	T.3Cy.25",41"&69"-48" (*s*) 180lb 371NHP 3SB,*9cf*,GS160,HS5895 N.E.MarineEngCoLd.Nwc	26 ″ 1 s 2 ″ 6¾ 23 ″ 9	
79838 204 SVFA	**Moscha L. Goulandris** (*ex*Ridderkerk-33, *ex*Kieldrecht, *ex*WarRoach) *ss*Rot.No.3-2,33 *ss*Pir.No.1-37 *2Dks(Stl)*	5199 4702 3174	100A1 9,40 ~~9,39~~ MS4,37 LMC BS3,40 *Fitted for oil fuel*10,19 *F.P. above* 150° F.	NNs Bal	*y*	CL 9,39	1918	CaledonSB &E.Co.Ld. Dundee Lloyd'*sA&CP*	GoulandrisBros.	400·1|52·2|28·5 412·9(O.L.) P49'B113'F38' FK *CellDB342'10 16tFPT112t APT165t*	Andros Greek *7BHptCem*	T.3Cy.27",44"&73"-48" 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD CaledonSB&ECo.Ld.Dun.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3½	
79839 867 SZKJ	**Moschanthi** Ⓟ (*ex*CleoV-37, *ex*Cleo,*ex*ExpressI,*ex*Heerenveen) *1Dk*	*311* *272* *108*					1901	J.&K.Smit Krimpen a/dLek	ToyiasS.S.Co. (AlcibiadesToyias, *Mgr.*)	169·7|23·0|11·0	Piræus Greek	T.3Cy.11¼",16⅝"&27⅛"-18⅛" 31NHP Löhnis&Co.Rotterdam		
79840 LKIB	**Mosdale** *OilEng.* D.F. *2Dks,Sparred 3rd dk in fwd. holds for light cargo* *Ref.Mchy.* *CruiserStern*	3022 2617 1785	✠100A1 *withfreeboard* 5,41 ~~10,39~~ ✠LMC10,39 ✠Lloyd'sRMC ~~10,39~~ 10,40 for temp. 33° F.	Cpn ~~Gal~~ Bkn	*u*	CL 5,40	1939 10mo	Akt.Burmeistr&Wain Copenhagen Lloyd'*sA&CP*	A/S Mosvold ShippingCo. (M.Mosvold,*Mgr.*)	324·3|45·8|26·1 336·3(O.L.) F131' FK *CellDBuE&f182'457t Tanks in way of tunnel520t*	Farsund Norwegian *5BH* (*Coll to W dk* *4 to 2nd* ,,)	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 608NHP DB*80lb* Akt.Burmeistr&Wain,Cpn *FPT24tAPT75t*	28 ″ 10 s 9 ″ 7¾ 19 ″ 4	
79841 DOFA	**Mosel** Ⓟ 4Mst *2Dks* D.F. E.S.D. Sub.Sig.	8428 7632 5280					1927	Deutsche Sch-u-Mschb. A.G.Werk A.G.Weser Bremen	Norddeutscher Lloyd	508·5|63·7|30·2 P26'B&F472' *Upper*F29'	Bremen German *WB*	T3Cy.33¼",52¾"&86⅝"-57$\frac{1}{16}$" & 1 low pressure turbine 1000NHP A.G."Weser,"Bremen		G
79842 ~~220594~~ ~~KJRW~~	**Mosella** ,, *Fitted for oil fuel* Sub.Sig. *1Dk&Shelter dk* *Longitudinal framing* Now "Empire Heron," see No. 91008 in Supplement	6034 4425					1920	Moore S.B.Co. Oakland,Cal.	~~UnitedStates Maritime Commission~~	402·6|53·0|32·2 P34'F38'	~~S.Francisco~~ ~~Utd.States~~ British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
79843 LJYS	**Mosfruit** D.F. *Ref.Mchy.* *Oil Eng.* *CruiserStern* *1Dk&Shelter dk*	2714 2284 1520					1938	Eriksbergs M.V.Aktieb. Gothenburg	A/S Mosvold ShippingCo.(M. Mosvold,*Mgr.*)	314·4|50·3|23·3	Farsund Norwegian *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 608NHP EriksbergM.V.Aktieb.Got		N
79844 HPPZ	**Moshill** *Oil Eng.* D.F. *1Dk&Shelter dk* ~~2Dks~~ *Ref.Mchy.* *CruiserStern*	~~3000~~ 2959 2663 1716					~~1939~~ 1940	Framnæs Mek.Værks. A/S Sandefjord	~~MartinMosvold~~ NeptuneShipping Ltda.,S.A.	321·6|46·2|26·1 F143'	~~Farsund~~ ~~Norwegian~~ Colon *WB* Pnamanian	Oil Engines 2S.C.SA 7Cy.23⅝"-40$\frac{15}{16}$" 680NHP SulzerBros.Ld.Winterthur		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15 Registres où le nom n'est dans L. R. Durée. Cert. R.
79845 LEMF	**Mosken** Ⓟ 2Dks	410 356 213					1924	Trosvik Mek.Værks Brevik	A/SVesteraalens Dampskibsselskap	140·5|23·1|16·2 WB	Stok- marknes Norwegian	T 3Cy.12½",20½"&33"-21" TrondhjemsM.V. 50NHP Trondheim		
79846 UOWE	**Moskva** (exMossoviet-34) TwinSc OilEng. 1Dk Carrying oil in bulk Longitudinal framing	6086 5476 3167					1931	StatesS.B. Yard“61 Kommunar” Nicolaieff	U.S.S.R.	409·1|54·5|32·2 P98'B31'F36'	Tuapse Russian	Oil Engines 2S.C.SA 8Cy.23⅝"-41⅜" 776NHP SulzerBros.Ludwigshafen		
79847 LJBP	**Mosli** OilEng. D.F. Mchy.Aft 1Dk CruiserStern CarryingPetroleum in bulk	8291 7624 5003					1935	Eriksbergs M.V.Aktieb. Gothenburg	A/S Mosvold ShippingCo.(M. Mosvold,Mgr.)	476·8|61·1|34·5 P93'B28'F38'	Farsund Norwegian WB	Oil Engines 2S.C.DA 6Cy.17 11/16"-47¼" 641NHP EriksbergM.V.Aktieb.Got		N
79848 LDVN	**Mosna** (exFiorella-33,exLauwerzee) Wireless 1Dk	1385 1190 769					1923	N.V.Shps. v/hWd.a.van Duijvendijk Papendrecht	A/SFarsundShip- pingCo.(J.M.Jo- hannesen,Mgr.)	238·3|36·6|16·7 P54tH84tF25t	Farsund Norwegian WB	T.3Cy.17½",29"&46"-36" 127NHP N.V.Mchfbk.Holland Hardinxveld		N
79849 161157 MPTR	**Moss Rose** ssBly.No.2-39 Mchy.Aft Welldeck 1Dk(Stl) Cargo battens not fitted	739 512 343	✠100A1 11,40~~4,39~~ ✠LMC MS4,39 ~~BS9,39~~11,40	Bly Bkn	j	OG 4,39	1930 5mo Lloyd'sA&CP	NVSchpsw deMerwede Hardinxveld	RichardHughes& Co.(Liverpool)Ld.	180·0|28·1|12·6 Q105'B13'F24' FK Cell DB108' 156t FP	Liverpool British 3BHCem T63tAPT7t	T.3Cy.15",25"&40"-27" (s) 180lb 89RHP 2SB,4pf,GS62,HS2100 Earle'sCo.Ld.Hull	14 ″ 6 s 4 ″ 5½ 14 ″ 1½	
79850 UPOI	**Mossovet** E.S.D. 1Dk GyC. CruiserStern	2981 2449 1530					1935	Akt.Bur- meistr&Wain Copenhagen	U.S.S.R.	325·1|48·0|21·5 P34'B97'F39'	Leningrad Russian WB	T.3Cy.22 1/16",36 1/16"&61"-39" 232NHP HelsingörsJernsk.&Mskb. Els.		
79851 FNHV	**Mostaganem** (exOuedZem-37, exAug.Borremans) 1Dk	1942 1660 1173					1921	TvanDuij- vendijks Lekkerkerk	Cie.France-Navi- gationS.A.(in liq.) (Cié.Gén.Trans- atlantique,Mgrs.)	265·2|42·3|18·6 P24'B77'F30'	Rouen French WB	T.3Cy.19",31"&52"-36" N.V.Versteeg's 162NHP Mschf.Hardinxveld		V
79852 LJWB	**Mostun** D.F. Ref.Mchy. OilEng. CruiserStern 1Dk&ShelterDk	2713 2284 1519					1938	Eriksbergs M.V.Aktieb. Gothenburg	M.Mosvold	314·4|50·3|23·3	Farsund Norwegian WB	Oil Engines 2S.C.SA 9Cy.19 11/16"-35 1/16" 608NHP EriksbergM.V.Aktieb.Got		N
79853 129445 GDWY	**Mostyn** (exDalveen) ssShl.2ndNo.3-3,35 1Dk(Stl)&deep framing Cargo battens not fitted	1859 1503 1011	✠100A1 Examined5,40 Cff ✠LMC 3,39 ~~MS4,35~~ ~~BS3,39~~5,40	~~Bkn~~	q	CL ~~11,37~~ 4,40	1909 11mo Lloyd'sA&CP	Richardsn, Duck&Co. Stockton	MervynSShppgCo Ld.(Martyn,Mar- tyn&Co.Ld.Mgrs)	260·2|40·0|17·7 P18'Q82'B50'F24' FK Cell DBuE20'f106'357tDTa80'487tFPT67tAPT50t	NwprtMon British 4BHCem	T.3Cy.20",33"&54"-36" (s) 180lb 209NHP 2SB,6cf,GS99,HS3477 Blair&Co.Ld.Stockton	20 ″ 1 s 1 ″ 11½ 18 ″ 3½	
79854 23 IBRX	**Motia** (exSicania,exWarDirk) ssNap.No.3-5,28 Well deck ssNap.No.2-36 D.F. 1Dk(Stl) Cargo battens not fitted	2473 1798 1398	✠100A1 12,39 BS2,39 ✠LMC2,36	Pal	s	CL 9,38	1918 11mo Lloyd'sAP	CaledonSB &E.Co.Ld. Dundee	GiuseppeD'Ali&C.	298·0|42·0|19·0 285·0 FK P28'Q75'B58'F32' CellDB228' 579t FPT100t APT209t	Trapani Italian 7BHptCem	T.3Cy.25",41"&68"-45' (s) 180lb 410NHP 2SB,8cf,GS148,HS5882 FD CaledonS.B.&ECo.Ld.Dun	21 ″ 2 s 2 ″ 1½ 19 ″ 3	
79855 HPGM	**Motocarline** TwinSc OilEng. Mchy.Aft ssAnt.No.3-4,37 Sub.Sig. 1Dk(Stl)&ShelterDk(Stl) GyC. &Webframes Longitudinal framing CruiserStern Progressive survey of oil tanks	8917 8481 4676	✠100A1 Shelter dk withfreeboard 7,40~~1,40~~ ✠LMC CS4,38 DBS1,40 2,39 CarryingPetroleum in bulk	Ant NYk	27	CL ~~4,38~~ 2,41	1925 8mo Lloyd'sA&CP	Frd.Krupp Act.Ges. Kiel	PanamaTransport Co.	468·7|63·2|35·2 B33'F39' FK CellDBuE73'160tDTf36'315tDTa19' 111tFPT186tAPT106t	Panama Pnamanian 18BHptCem ptAsp (13 to U dk)	Oil Engines 2S.C.SA 8Cy.25 5/16"-51 3/16" 905NHP DB70lb 2 Water Tube DB 200lb Frd.KruppA.G.Kiel	35 ″ 6 s 8 ″ 8½ 27 ″ 2	
79856 EADE	**Motomar** (exCabo Tortosa-32, TwinSc exHemland) OilEng. ssGen.No.3-2,34 ssBbo.No.1-39 1Dk(Stl)&Shelterdk(Stl) 2nddk(Stl) in forward holds	5724 5239 3477	✠100A1 Shelter dk withfreeboard ~~6,40~~~~10,39~~3,41 ✠LMC CS10,39 ✠NE10,30 5,36 DBS~~5,39~~12,40	NYk Bal	y	OG s 9,39 P6,40	1921 11mo Lloyd'sA&CP	Aktieb. Götaverken Gothenburg	Cia.Espanola de Nav.MaritimaS.A.	392·9|53·9|30·2 F36'onShelter dk FK CellDB307'1121tTanks at sides Coll of tunnels33'181tFPT133tAPT42t	Seville Spanish ptCem BHto Sh dk 5 „ „ U „	Oil Engines 4S.C.SA 12Cy.22 13/16"-33 1/16" 610NHP DB100lb MaschinenfbrkAugsburg- NürnbergA.G.Augsburg	33 ″ 4 s 8 ″ 5½ 25 ″ 0¾	
79857 150894	**Motor Princess** Ⓟ WoodTwinSc OilEng. Mchy.Aft Salted 1Dk CarFerry	1243 301 779	✠ ... 8,25 ✠		10		1923 3mo	Yarrows, Ld. EsquimaltBC	CanadianPacific RailwayCo.	165·0|43·5| 9·0	Vict'riaBC British	Oil Engines 4S.C.SA 12Cy.16½"-24" 318NHP McIntoshSeymour, Auburn,N.Y.	11 ″ 5	
79858 42202 JMMK	**Motoyama Maru No. 1** (exTosoMaruNo.2-38) OilEng.	371 — 262					1936	Ishihara Masaichi Shimonoseki	Hamada Sanzaimon	130·0|24·0|12·0	Ube Japanese	Oil Engines		
79859 FNFK	**Motrix** Fitted for oil fuel Mchy.Aft 2Dks D.F. Carrying Petroleum in bulk	6587 — 3641					1922	Ch.&Atel. deSt.Nazaire Rouen	Soc.Anon.Mazout Transports(Cie.de Nav.Mixte, Mgrs.)	422·5|57·6|30·1 P117'B33'F50'	Marseilles French	T.3Cy.27½",44½"&75"-51" 400NHP Ch.&Atel.deSt.Nazaire		V
79860 OFEE	**Motto** (exFagerstrand-37,exHird) 1Dk	1173 929 651					1903	Hasselda- lensJrnskbs. Grimstad	O/YViasveden HöyryA/B(Petter C.Molander,Mgr.)	230·3|34·3|13·5 Q132tB52tF35tH8t	Björnebrg Finnish WB	T.3Cy.16½",27"&44"-30" 106NHP J.S.Vaux&Co.Ld.Sld.		N
79861 516 SVVB	**Mount Aetna** (exLeithHill-37, exFife-36, ssSws.No.2-37 exPenybryn-32) 1Dk(Stl) D.F.	4230 3878 2623	✠100A1 3,41~~12,38~~ ✠LMC MS1,38 ~~BS12,38~~ 1,41	Rot Lis	x	CL N1,38	1929 3mo Lloyd'sA&CP	Burntislnd S.B.Co.Ld Burntisland	AtlanticosS.S.Co. Ld.&Kulukundis ShippingCo.S.A. (KulukundisShip- pingCo.S.A.Mgrs.)	370·9|51·4|25·1 P29'B233'F35' FK CellDB322'1133tFPT96tAPT175t	Piræus Greek 6BHptCem	39½" T.3Cy.23",39"&65"-45" (s) 200lb 120lb 331NHP 2SB(Spt),6cf,GS129, HS5190 D.Rowan&Co.Ld.Gls.	27 ″ 6 s 3 ″ 7½ 24 ″ 1½	
79862 780 SVHT	**Mount Athos** (exPentowy-32, exIossifoglu) ssDnk.2ndNo.3-6,38 1Dk(Stl)	3578 3276 2182	✠100A1 ~~4,40~~10,40 ~~BS6,38~~ ✠LMC6,38 10,40	Bry Mch	w	CL 3,39	1913 3mo Lloyd'sA&CP	R.Thomp- son&Sons,Ld Sunderland	Rethymnis&Kulu- kundis(Hellas), Ld.&C.Scarvellis	350·0|50·0|22·5 361·2(O.L.) P35'B210'F36' FK CellDBa108'uE23'f150'952tFPT105tAPT144t	Piræus Greek 6BHCem	T.3Cy.24½",40"&66"-45" (s) 180lb 90lb 331NHP NDB25refitted37 2SB,6cf,GS130,HS5300 N.E.MarineEng.Co.Ld.Sld	25 ″ 0 s 2 ″ 11½ 22 ″ 3½	

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1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79863	**Mount Atlas** (*ex*Megna-35) *ss*Fal.No.3-9,28 *ss*Ams.No.2-37 2*Dks*(*Stl*)	5647 5356 3591	✠100A1 5,39 BS5,39 ✠LMC2,37	Smk	*a*†	CL 5,39	1916 9mo	Russell& Co. PortGlasgow *Lloyd's* A&CP	YamashitaKisen K.K.	423·5|56·0|28·7 P38'B123'F50' FK 1 *intermediate BH and* 1 *'tween dk BHdispensed with* *CellDB* 360' 1181*t*	Japanese *Cem* 5 *BH to Udk* 1 *BH to 2nd dk only* *APT*31*t*	T.3Cy.27",45"&74"-51" (*s*) 180lb 556NHP 3SB,9*cf*,GS186,HS8301 FD D.Rowan&Co.Glasgow	31 ″ 4 ~~s6 ″ 0¾~~ ~~25 ″ 6~~	
	Now "Kuwayama Maru," *see No.* 88763 *in Supplement*													
79864	**Mount Battock** (*Coasting*) *Mchy.Aft* *CruiserStern*	396 278 154					1939	J.Lewis& Sons,Ld. Aberdeen	The "Dodds" Steam FishingCo.Ld. (J.A.Lewis,*Mgr.*)	140·9|25·6|9·6 Q44'B9'F24'	Aberdeen British *WB*	T.3Cy.11",18"&30"-21" 41NHP J.Lewis&Sons,Ld.Abn.		C
79865 218391 KIMT	**Mount Evans** Sub.Sig. *Fitted for oil fuel* *WellDeck* 2*Dks*	6267 5248 3903					1919	Columbia RiverS.B. Corp. Portland,Or.	UnitedStates Maritime Commission	410·0|54·2|27·6 P44'B115'F46'	PortlndOr Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
79866 772 SVHH	**Mount Helikon** (*ex*Jagersfontein-32, *ss*Ams.No.3-4,30 *ex*KaiyeiMaru) *ss*Rot.No.2-38 2*Dks*(*Stl*)	5525 5183 3483	✠100A1 3,40 ~~BS11,39~~ 5,41 ✠LMC11,38	Gen	*z*	CL ~~10,37~~ 4,41	1918 8mo	OsakaIron Works,Ld. Osaka A&CP	Kulukundis ShippingCo.S.A.	407·3|51·1|30·1 P40'B137'F46' FK *CellDB*360' 982*t FPT* 106*t APT*26*t*	Piræus Greek 7*BHCem*	T.3Cy.27",45"&75"-51" (*s*) 180lb 553NHP 3SB,9*cf*,GS190,HS8100 FD OsakaIronWrks,Ld.Osaka	32 ″ 7 s6 ″ 6 26 ″ 3¼	
79867 889 SVUZ	**Mount Helmos** (*ex*Invergordon-37) *ss*Ams.No.3-6,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge*	6481 6069 3976	✠100A1 *Shelter dk withfreeboard* ~~6,40~~ ~~10,39~~ 3,41 BS12,40 ~~BS10,39~~ ✠LMC6,37 *Fitted for oil fuel* 4,23 *F.P. above* 150° F.	Rot ~~NNs~~ Bal	*a*†	CL 10,39	1923 4mo	J.Brown& Co.Ld. Clydebank *Lloyd's* A&CP	Kulukundis ShippingCo.S.A.	412·9|55·6|25·0 34·4 F40' *on Shelter dk* FK *CellDB*342' 1482*t FPT*87*t APT*126*t*	Piræus Greek 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd* „)	T.3Cy.27",44"&73"-48" (*s*) 180lb 540NHP 4SB,12*cf*,HS10224 JBrown&CoLd.Clydebank	38 ″ 0 s 9 ″ 11¾ 28 ″ 3¾	
89/40 79868 278 SVCB	**Mount Hymettus** 2TwinMsts (*ex*Union-34) *ss*Ant.No.3-4,34 *ss*Rou.No.1-38 2*Dks*(*Stl*)	5820 5344 3558	✠100A1 6,40 ~~2,39~~ ~~BS1,39~~ 6,40 ✠LMC4,38 *Fitted for oil fuel* 2,39 *F.P. above* 150° F.	Ams Bbo	*a*†	~~1,39~~ 6,40	1921 3mo	Atel.&Ch. deSt.Nazaire, Penhoët St.Nazaire *Lloyd's* A&CP	J.A.Cosmetto& Kulukundis ShippingCo.S.A.	425·8|57·4|29·0 P38'B135'F49' FK *CellDB*344' 1601*t* *DTa*30' 940*t FPT*121*t APT*46*t*	Syra Greek 7*BHCem*	T.3Cy.27 3/16",44½"&74 13/16"-51" 178lb (*s*) 560NHP 3SB,9*cf*,GS203,HS8350 FD Atel.&Ch.deSt.Nazaire, Penhoët	32 ″ 0 s7 ″ 7¼ 24 ″ 7¾	
79869 290 SVRP	**Mount Ithome** (*ex*Maidenhead-36, *ex*Newquay) *ss*Shl.No.3-4,27 *ss*Bly.No.2-36 1*Dk*(*ptIrn ptStl*)	4207 4009 2658	✠100A1 5,38 BS6,39 ✠LMC3,36 Surveys delayed	Bry	*x*	CL 5,38	1914 2mo	JReadhead &Sons,Ld. SouthShields *Lloyd's* A&CP	Rethymnis&Kulukundis(Hellas) Ld.&C.Scarvellis	369·9|51·1|25·3 P33'B226'F34' FK *CellDBa*114'*u E*26'*f*166' 964*t APT*60*t*	Syra Greek 6*BHCem*	T.3Cy.24½",42"&69"-48"(*r*) 180lb 386NHP 2SB,6*cf*,GS133,HS6329 J.Readhead&SonsLd.SShl	27 ″ 8 s 3 ″ 10¼ 24 ″ 1½	
79870 SVUT	**Mount Kassion** TwinSc (*ex*DocteurPierreBenoit-37) 2*Dks*&*Shelter dk*	7914 7815 4973	✠ … 11,20 ✠				1918 5mo	Uraga DockCo.Ld. Uraga	Kulukundis ShippingCo.S.A.	445·0|58·0|40·0 FK	Piræus Greek *WB*	T.6Cy.22",36½"&61"-48" 703NHP UragaDockCo.Ld.Uraga	40 ″ 0	V †
79871 272 SVHO	**Mount Kitheron** (*ex*Bellglade-32, *ex*Chevington) *ss*Ams.2ndNo.3-10,37 1*Dk*(*ptIrn ptStl*)	3876 3657 2447	✠100A1 ~~10,40~~ ~~12,39~~ 6,41 ✠LMC MS10,37 ~~BS6,39~~ 10,40	Ant ~~Bkn~~ Npt	*x*	CL ~~10,37~~ 10,40	1912 2mo	JReadhead &Sons,Ld SouthShields *Lloyd's* A&CP	Kulukundis ShippingCo.S.A.	367·3|53·9|22·8 P32'B224'F34' FK *CellDBa*114'*u E&B*39'*f*163' 1060*t APT*110*t*	Syra Greek 6*BHCem*	T.3Cy.26",42"&69"-48" (*r*) 180lb 372NHP 2SB,6*cf*,GS134,HS5940 J Readhead&Sons,Ld.	25 ″ 2 s 3 ″ 4 22 ″ 1¼	
79872 289 SVRO	**Mount Lycabettus** (*ex*Turkestan-35, *ss*Bly.No.3-12,35 *ex*WarFlower) 1*Dk*(*Stl*)	4292 3975 2648	✠100A1 6,39 ~~BS2,39~~ 5,40 ✠LMC12,35	Shl	*x*	CL 4,38	1917 11mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd's* A&CP	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*)	364·8|51·1|26·1 P40'B94'F40' FK *CellDB*319' 980*t FPT*110*t APT*90*t*	Syra Greek 7*BHCem*	T.3Cy.23¾",41"&68"-45"(*s*) 180lb 468NHP 3SB,9*cf*,GS168,HS7215 FD Richardsons,Westgarth& Co.Ld.Mdb.	28 ″ 4 s 5 ″ 0¾ 23 ″ 6	
79873 216215 KJEU	**Mount McKinley** Ⓟ (*ex*SantaAna-36, *ss*S.Fo.No.3-5,30 *ex*ElSalvador,*ex*Santa *ss*Sea.No.2-38 Luisa) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4861 — 2851	✠100A1 *Shelter dk withfreeboard* 2,41 ~~3,40~~ ✠LMC MS12,38 ~~BS1,40~~ 1,41 *Fitted for oil fuel* 5,18 *F.P. above* 150° F.	Sea	*y*	CL ~~3,38~~ 2,41	1918 5mo	WCramp& SonsS&EBCo Philadelphia A&CP	AlaskaS.S.Co.Inc.	360·2|51·6|22·8 30·8 F40'*on Shelter dk* FK *CellDB*294' 870*t FPT*70*t APT*71*t*	NewYork Utd.States 7*BHCem*	Q.4Cy.25½",37",52½"&76"-54" (*s*) 223lb 633NHP 4SB,12*cf*,GS215,HS8923 FD W.Cramp&SnsS&EBCPhl	33 ″ 6 s 9 ″ 2¾ 24 ″ 6	
79874 888 SVMA	**Mount Mycale** (*ex*MaroussioCoulouthros-37, *ex*Ryde) *ss*Pir.2ndNo 3-11,32 *ss*Rou.No.1-37 1*Dk*(*ptIrnptStl*)&*deep framing*	3556 3331 2288	✠100A1 Examined 2,41 Gls ✠LMC MS6,37 BS2,40	~~Cal~~	*w*	CL 1,40	1907 2mo	TyneI.S.B. Co.Ld. Newcastle *Lloyd's* A&CP	AtlanticosS.S.Co. Ld.&GiorgilisBros. (KulukundisShippingCo.S.A.*Mgrs.*)	348·5|50·1|23·1 P28'B100'F37' FK *CellDBa*110'*uE*25'*f*152' 868*t APT*99*t*	Piræus Greek 6*BHCem*	T.3Cy.24",40"&66"-45" (*s*) 180lb NDB30 120*lb* 307NHP 2SB,8*pf*,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 8 s 4 ″ 5½ 21 ″ 5	
91/40 79875 277 SVCH	**Mount Myrto** (*ex*AlsaceII-34, *ex*Alsace) *ss*Bkn.No.3-1,38 2*Dks*(*Stl*) *Cargo battens not fitted in holds*	5403 4854 3288	✠100A1 5,40 ~~7,38~~ BS6,39 ✠LMC1,38	Bly Bal	*y*	CL ~~6,38~~ 5,40	1919 11mo	Canadian Vickers,Ld. Montreal,PQ. *Lloyd's* A&CP	J.A.Cosmetto& Kulukundis ShippingCo.S.A.	400·3|52·4|28·0 P39'B120'F43' FK *CellDB*333' 1025*t FPT*149*t APT*133	Syra Greek 6*BHptCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 397NHP 3SB,9*cf*,GS207,HS6930 CanadianVickersLd.Mtl.	31 ″ 1 s 6 ″ 0 25 ″ 4¼	
79876 767 SVHG	**Mount Olympus** (*ex*Toba-32) *ss*Rot.No.3-8,32 *ss*Rou.No.1-36 2*Dks* *Tonnage opening closed* '38	6692 6433 4157	✠100A1 *Shelter dk withfreeboard* Examined 2,41 BS7,40 ✠LMC12,36 *Fitted for oil fuel* 7,20 *F.P. above* 150° F.	~~SFo~~ Pir	*a*†	CL 3,40	1920 6mo	Harima Dockyd.Co. O Harima A&CP	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. *Mgrs.*)	425·2|54·0|35·0 26·6 FK *CellDB*366' 1153*t* *Collision* *DTa*39' 936*t FPT*153*t APT*72*t*	Piræus Greek *ptCem* *BH to Wdk* 6 „ 2*nd* „	T.3Cy.28",47"&79"-51" (*s*) 200lb 600NHP 2SB&1AuxB,11*cf*, FD GS194,HS8270 KobeSteelWorks,Ld.Kobe	37 ″ 6 s 9 ″ 1¾ 28 ″ 7	
79877 HPJN	**Mount Othrys** (*ex*Newton-33) *ss*Grk.No.3-5,33 *ss*Ams.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge* *Tonnage opening closed* '39	6527 6230 4078	✠100A1 *Shelter dk withfreeboard* 11,40 ~~11,39~~ ~~BS5,39~~ 5,40 ✠LMC3,37	Shl Bkn	*a*†	CL ~~N3,37~~ 10,40	1919 5mo	Harland& Wolff,Ld. Belfast *Lloyd's* A&CP	M.Marcou	412·6|55·8|34·4 F40'*on Shelter dk* FK *CellDB*343' 1571*t DTa*25' 858*t FPT*91*t APT*126*t*	Panama Pnamanian *ptCem* 6*BHtoSh dk* 2 „ „ *U* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s 10 ″ 0½ 28 ″ 3	
79878 947 SVXX	**Mount Parnes** (*ex*AmericanEagle-37, *ss*Osl.No.3-5,29 *ex*Thekla, *ss*NYk.No.2-37 *ex*Hampholm, 1*Dk*(*Stl*)2*trB* *ex*Thordis)	4371 — 2759	✠100A1 4,41 ~~9,39~~ ✠NE8,25 ✠LMC MS4,37 ~~BS4,39~~ 5,41 *Fitted for oil fuel* 3,17 *F.P. above* 150° F.	Ant Lis	*x*	CL 9,39	1917 3mo	Moore& ScottIrnWks Oakland,Cal A&CP	Kulukundis ShippingCo.S.A.	376·2|52·6|25·8 P33'B70'F40' FK *CellDB*283' 1061*t FPT*96*t APT*132*t*	Piræus Greek 6*BHptAsp*	T.3Cy.24",41"&68"-45" (*r*) 200lb 493NHP 3SB,9*cf*, HS7509 FD N.E.MarineEng.CoLdNwc	28 ″ 0 s 5 ″ 6¾ 22 ″ 8	
79879 273 SVHN	**Mount Pelion** (*ex*CommissairePierreLecocq-33, *ex*WarPrince) 3*Dks*	5655 — 4124	✠ … 11,20 ✠				1917 5mo	Kawasaki Dkyd.Co.Ld. Kobe	E.G.Culucundis &S.C.Costomeni	385·5|51·3|33·5	Syra Greek *WB*	T.3Cy.26",43½"&72"-48" 440NHP KawasakiDkydCoLd Kobe	36 ″ 0	V †
79880 78 SVHP	**Mount Pera** (*ex*Grelisle-33,*ex*War Painter) *ss*Fal.No.3-2,33 *ss*Pir.No.1-36 1*Dk*(*Stl*)	5214 — 3178	✠100A1 3,40 ~~9,39~~ ~~BS12,39~~ 3,41 ✠LMC8,36	Bal Phl	*y*	CL ~~N11,37~~ 3,41	1918 6mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's* A&CP	J.A.Cosmetto& Kulukundis ShippingCo.S.A.	400·0|52·4|28·4 412·7(O.L.) P49'B113'F40' FK *CellDB*343' 1122*t DTa*28' 1166*t FPT*113*t APT*166*t*	Piræus Greek 7*BHptCem*	T.3Cy.26⅞",44"&73"-48" (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD CammellLaird&Co.LdBkn	31 ″ 0 s 5 ″ 11¾ 25 ″ 3¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où le nom est dans L.M. Ouvr. Cert. Ref. Trs.
79881 885 SVUY	**Mount Pindus** (*ex*Zinal-37) *ss*Shl.No.3-10,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5729 5467 3569	✠100A1 *Shelter dk* *with freeboard* Examined 1,41 ✠LMC MS4,40 BS1,41	~~Ant~~ Las	*y*	CL 4,40	1920 8mo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA&CP*	KulukundisShippingCo.S.A. *CellDB*346'121	400·2|54·8|21·5 29·9 FK 8*t FPT*70*t APT*35*t*	Piræus Greek *Cem* 4*BHtoShdk* 2 „ „ *U* „	T.3Cy.27",44½"&73"-48" (*s*) 180lb 581NHP 3SB,9*cf*,GS193,HS9146 FD Blair&Co.Ld.Stockton	32 ″ 4 s 7 ″ 9¼ 24 ″ 9	
79882 954 SVSW	**Mount Prionas** (*ex*Dunclutha-35) *ss*Bly.2ndNo.3-6,35 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing*	3986 3745 2546	✠100A1 *Spar dk* 4,38 ✠LMC6,35 Surveys delayed	Rot BS5,40	*w*	CL 10,38	1910 4mo *Lloyd*	Russell&Co. PortGlasgow '*sA&CP*	AtlanticosS.S.Co.Ld.(KulukundisShippingCo.S.A.*Mgrs.*) *CellDBa*	360·0|49·2|25·5 P29'B90'F40' FK 120'*u*E22'*f*154'920*t*	Piræus Greek 6*BHCem* *APT*36*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb NDB22 355NHP 2SB,8*cf*,GS148,HS5562 J.G.Kincaid&Co.Ld.Grk.	28 ″ 0 s 4 ″ 11¼ 23 ″ 3	
79883 759 SVMZ	**Mount Rhodope** (*ex*Boutry-34) *ss*Lon.No.3-1,34 *ss*Pir.No.1-38 2*Dks*(*Stl*)	5182 4760 3192	✠100A1 9,40~~10,39~~ BS~~10,39~~ 9,40 ✠LMC9,38	Aix Gls	*y*	CL N6,39	1919 6mo *Lloyd*	Irvine'sSB&D.D.Co.Ld. WHartlepool '*sA&CP*	OceanosMaritimeS.S.Co.(I.,A.&G.Margaronis) *CellDB*	400·0|52·3|28·5 P49'B113'F38' FK 347'1126*t FPT*117*t*	Piræus Greek 7*BHptCem* *APT*178*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD Richardsons,Westgarth&Co.Ld.Hpl.	31 ″ 0 s 5 ″ 11¼ 25 ″ 3¾	
79884 268 SVHR	**Mount Taurus** (*ex*Proteus-32, *ex*BrattonCastle) *ss*Bkn.No.3-4,33 *ss*Ams.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2*nd dk*(*Stl*)*in fore hold Bevelled bilge* *Longitudinal framing*	6696 6227 4154	✠100A1 *Shelter dk* *with freeboard* 10,40 ✠LMC MS8,37 BS~~10,39~~ 11,40	Ams NYk	*a*†	CL ~~11,37~~ 10,40	1920 5mo *Lloyd*	ArmstrongWhitworth&Co.Ld. Newcastle '*sA&CP* *CellDBa*123'*u*B	AtlanticosS.S.Co.Ld.&TrampShippingDevelopmentCo.Ld.(KulukundisShippingCo.S.A.*Mgrs.*) 24'*f*162'1457*t DT*	412·2|55·8|34·4 P55'F36' *on Shelter dk* FK *a*31'1062*tFPT*142*t*	Syra Greek *Cem* 6*BHtoShdk* 2 „ „ *U* „ *APT*206*t*	T.3Cy.27",44"&73"-48' (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEngCoLdNwc.	38 ″ 1 s 9 ″ 8½ 28 ″ 6¼	
79885 SWBH	**Mount Taygetus** (*ex*Mundixie-40, *ex*Redman) *ss*Bos.No.3-2,37 1*Dk*(*Stl*)2*ndtrB in fore & after holds & Webframes*	3286 2890 1965	✠100A1 8,~~40~~~~2,40~~ 1,41 BS~~9,37~~ 1,41 ✠LMC2,37 *Fitted for oil fuel*1,23 *F.P. above* 150° F.	Bal ~~Cff~~ Phl	*v*	CL ~~2,40~~ 5,40	1921 6mo	NewYorkHarborD.D.Corp. PJeffersnNY	Rethymnis&Kulukundis(Hellas)S.A&others(Rethymnis&Kulukundis(Hellas)S.A.*Mgs.*)	324·0|46·2|25·0 P30'B90'F35' FK *CellDB*251'844*tM*	Piræus Greek 6*BHptCem* *T*20'396*tFP*	T.3Cy.22",37½"&60"-42"(*r*) 200lb HS5852 380NH 2 Water Tube Boilers FD EllicottMachineCorp.Bal. *T*111*tAPT*71*t*	28 ″ 6 s5 ″ 7¾ 23 ″ 1¼	
152/40 81/41 79886 215449 KDCZ	**Mount Vernon** Ⓟ TwinSc (*ex*KronprinzessinCecilie) Sub.Sig. 5*Dks*&*Shade dk*	18372 13574 7564					1906	Akt.Ges. "Vulcan" Stettin	UnitedStatesMaritimeCommission	685·4|72·2|40·5 F87'	S.Frncisco Utd.States *WB*	Q.16Cy37⅝",49½",74⅝"&112½"-70⅞" 4240NHP A.G."Vulcan,"Stettin		
79887 166122 MMRN	**Mountpark** D.F. E.S.D. 1*Dk*&*Shelter dk*	4648 4256 2723	✠100A1 *with freeboard* 3,40 ✠LMC3,38	Cff	*z* 1½	CL 2,39	1938 3mo *Lloyd*	C.Connell&Co.Ld. Glasgow '*sA&CP*	DenholmLineSteamers,Ld.(J.&J.Denholm,Ld.*Mgrs.*) *CellDB*344'1298*tF*	407·4|54·7|24·5 419·5(O.L.) F32' FK *PT*169*tAPT*210*t*	Greenock British 6*BHCem* (*Coll to Shdk* 5 „ 2*nd* „)	T.3Cy.22",38"&65"-45' (*s*) 220lb 431NHP 2SB(Spt&FD)&1AuxSB, 9*cf*,GS146,HS6471 Rankin&BlackmoreLdGrk	27 ″ 8 s2 ″ 10½ 25 ″ 0¼	
79888 124239 GFMB	**Mountstewart** Ⓟ (*ex*Pladda-36) Wireless 2*Dks*	1099 1023 457					1907	Scotts'S.B.&E.Co.Ld. Greenock	Belfast,Mersey&ManchesterS.S.Co.Ld.(W.M.May,*Mgr.*)	252·3|35·7|17·0 P&B151'F50'	Belfast British *WB*	T.3Cy.25",40"&65"-48" 293NHP Scotts'S.B.&E.Co.Ld.Grk.		C
79889 123266 GRCN	**Mourino** *Ref.Mchy.* 1*Dk*	2165 1554 1256					1906	Earle'sCo.Ld. Hull	Ellerman'sWilsonLine,Ld.	300·0|41·5|18·4 P187'F32'	Hull British *WB*	T.3Cy.21",36"&60"-42" 233NHP Earle'sCo.Ld.Hull		
1.89/40 79890 165802 GMPM	**Mousse le Moyec** D.F. 1*Dk*	2147 1697 1199					1921	ConstructnNavales Lorient	Ministry of Shipping(EtablissementsMarcesche&Co.*Mgrs.*)	~~266·7|39·3~~|19·6 269·0|39·5|	Plymouth British	DR geared steam turbine Brégnet,Paris		V
79891 CSDW	**Mouzinho** Ⓟ TwinSc (*ex*MariaCristina, *ex*Guglielmo Peirce, *ex*Corcovado, *ex*Sueh, *ex*Corcovado) *ss*Nap.2ndNo.3-11,27 *ss*Lis.No.3-4,38 2*Dks*(*Stl-U dk* teak s)&*Web frames* Sub.Sig. *Ref.Mchy.*	8374 5830 5194	100A1 6,41~~4,40~~ BS4,40 LMC4,38	Lis		CL ~~3,38~~ 6,41	1907	Frd.KruppAkt.Ges. Kiel	Cia.ColonialdeNav.	448·3|55·2|28·0 P&B293'F79' FK *CellDB*389'1331*t*	Loanda Portuguese 9*BHptCem* *ptAsp* *APT*18*t*	Q.8Cy.21⅝",31⅛",45½"&65⅝"-47½" 213lb (*s*) 889NHP 2D&1SB,15*cf*,GS308, HS12863 FD Frd.KruppA.G.Kiel	31 ″ 0 s 5 ″ 6¾ 25 ″ 11	
79892 147941 GKYW	**Moveria** *ss*Gls.No.1-41 *OilEng.* *ss*Gls.No.3-9,37 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) E.S.D. 4*th dk in No.*2 *hold* *Ref.Mchy.*	4867 4370 2873	✠100A1 *with freeboard* ~~8,40~~~~8,39~~5,41 ✠LMC CS4,41 DBS4,41 6,40 ✠Lloyd'sRMC~~2,40~~~~8,40~~ 5,41	Gls	*z*	CL 8,39	1925 1mo *Lloyd*	Vickers,Ld. Barrow '*sA&CP*	DonaldsonLine,Ld.(DonaldsonBros.&BlackLd.*Mgrs.*) *CellDB*308'946*t FP*	385·6|51·6|28·6 398·3(O.L.) B73' FK 783*tAPT*45*t*	Glasgow British 6*BHptCem* (*Coll to Shdk* 5 „ 2*nd* „)	Oil Engines 4S.C.SA 8Cy.30"-45" 699NHP 3DB*120lb* Vickers,Ld.Barrow	31 ″ 0 s 3 ″ 9 27 ″ 4½	
79893 DORN	**Möwe** 1*Dk* *CruiserStern*	1310 855 613					1936	Nordsee-werkeEmdenG.m.b.H. Emden	ArgoReedereiRichardAdler&Co.	244·7|38·4|12·4 P49'B&F188' *Upper*F21'	Bremen German *WB*	C.2Cy.17 1/16"&35 7/16"-35 7/16"& LPturbine withDR gearing & hydraulic coupling DeutscheSchiff-u 115NHP Mschb.A.G.Weser,Bmn.		G
79894 DANC	— 1*Dk*	300 221 148					1912	StettinerOderwerke Stettin	Rud.Christ.Gribel	128·7|22·7|10·7 P44'F19'	Stettin German *WB*	C.2Cy.15 7/16"&27⅝"-15 7/16" 25NHP StettinerOderwerke		G
79895 147374 EIGY	**Moyalla** *ss*Liv.No.3-3,39 D.F. 1*Dk*(*Stl*)	642 489 245	✠100A1 3,40 BS3,40 ✠LMC3,39	Liv	*k*	CL 2,40	1927 5mo *Lloyd*	CaledonS.B.&E.Co.Ld. Dundee '*sA&CP*	LimerickS.S.Co.Ld.(S.J.K.Roycroft,*Mgr.*) *CellDBa&u*	190·2|30·6|10·9 200·7(O.L.) P29'B70'F65' FK&BK1½" E42'*f*80'165*tFPT*	Limerick British 4*BHCem* 40*tAPT*20*t*	T.3Cy.16½",27"&44"-30" (*s*) 185lb 147NHP 2SB,4*cf*,GS70,HS2691 CaledonSB.&E.Co.Ld.Dun	13 ″ 3 s ″ 8½ 12 ″ 10½	
79896 107454	**Moyie** Ⓟ CompSternPad *Mchy.Aft*	835 — 526					1898	JM.Bulger Nelson,B.C.	CanadianPacificRailwayCo.	161·7|30·1| 5·1	Vancouver British	H.S.2Cy.16"-72" NB29 17RHP BertramIronWorks,Tto.		
79897 ~~124668~~ GFNJ	**Moyle** *ss*Shl.2ndNo.3-2,32 *ss*Goo.No.2-40 ~~*ss*Sws.No.1-36~~ 1*Dk*(*Stl*)&*deep framing*	1761 1325 749	✠100A1 5,40 ~~1,40~~ ✠LMC MS~~7,36~~ 5,40 BS~~10,38~~ 1,40	Cff Goo	*q*	OG 3,38	1907 11mo *Lloyd*	AilsaS.B.Co.Ld. Troon '*sA&CP*	~~ShamrockShppg.Co.Ld.~~ *CellDBu*E24'*f*96'258	275·2|36·1|18·6 P21'Q84'B54'F32' FK *tDTa*80'382*t FPT*	~~London~~ British 5*BHCem* 71*tAPT*37*t*	T.3Cy.17",31"&51"-36" (*s*) 180lb 216NHP 2SB,6*cf*,GS107,HS3976 AilsaS.B.Co.Ld.Troon	19 ″ 0 s 1 ″ 9½ 17 ″ 6	
79898 161562	**Moyra** *ss*St.J.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1396 1197 759	✠100A1 *with freeboard* 5,40 ~~5,39~~ ✠LMC5,39 BS4,40	StJ	*q*	CL ~~7,38~~ 5,40	1931 5mo *Lloyd*	SwanHunter&WighamRichardson,LdSunderlnd '*sA&CP*	MoiraShippingCo.Ld.(F.K.Warren,*Mgr.*) *CellDB*206'466*t*	248·0|39·5|14·9 FK *FPT*57*tAPT*39*t* (	HalifaxNS British 4*BHptCem* *Coll to Shdk* 3 „ 2*nd* „)	T.3Cy.15½",25"&40"-33" (*s*) 180lb 124NHP 2SB(Spt),4*cf*,GS68,HS2238 Swan,Hunter&WighamRichardson,Ld.Sld.	16 ″ 10 s ″ 3½ 16 ″ 8½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79899 28982 JIRA	**Mozi Maru** Ⓟ (exMojiMaru-38) 2Dks	3831 3397 2297					1922	Yokohama DockCo. Yokohama	NipponYusenK.K.	345·0|50·0|29·0 P33'B74'F40'	Tokyo Japanese WB	T.3Cy.23",38"&64"-48" 275NHP YokohamaDockCo.Yka.		
79900 41364 JHPJ	— (exMojiMaru-38) OilEng. 1Dk	318 — 183					1936	Tochigi ZosenshoK.K Wakamatsu	TochikiShojiK.K.	139·9|24·0|12·5	Kobe Japanese	Oil Engines		
79901 PGBK	**Mr. Linthorst Homan** OilEng. Mchy.Aft 1Dk CruiserStern	400 248 255	✠100A1 5,41 ~~9,39~~ ~~10,40~~ ✠LMC3,39	Rot ~~Bel~~ Fal	*f*	OG 9,39	1939 3mo	Van der Werff's Scheepsb. Westerbroek Lloyd'sA&CP	N.V.Motorschip "Mr.Linthorst Homan" (W.Schuitema)	145·7|26·4|8·6 156·0(O.L.) P37'Q52'F22' FK CellDB92'101tFPT35t	Groningen Dutch 3BH APTs12t	Oil Engines 4S.C.SA 6Cy.11¼"-16$\frac{9}{16}$" 74NHP MtrnWerkeMannheimAG	10″2 s3″5⅜ 10″1½	
79902	**Mr. Therm**—*see No.* 79611													
79903 UOBY	**Msta** (exKollgrim-33,exSkrymer) ssOsl.No.3-5,33 1Dk(Stl)	1984 1752 1139	✠ ... 1,35 ✠	Osl	*r*		1921 3mo	Ardrossan D.D.&S.B. Co.Ld. Ardrossan	U.S.S.R.	271·7|41·6|19·4 P32'B75'F32' FK CellDB229'460t FPT49t	Leningrad Russian 4BHCem APT75t	T.3Cy.20",33"&54"-39" 221NHP 2SB,6cf,GS105,HS3719 J.G.Kincaid&Co.Ld.Grk.	21″6	
79904 DHRE	**Muansa** D.F. 2Dks	5472 4916 3387					1911	Bremer Vulkan Vegesack	DeutscheOst- AfrikaLinie	419·8|54·5|28·2 P&B334'F58'	Hamburg German WB	Q.4.Cy27"34⅝"50⅜"&72⅞"- 53⅛" 387NHP BremerVulkan,Vegesack		G
79905 UNJP	**Mudyug** Ⓟ TwinSc Wireless CruiserStern 2Dks	810 645 316					1930	StatesS.B. Yard"Marti" Leningrad	U.S.S.R.	174·3|30·3|14·8 B55'F24'	Archangel Russian WB	T6Cy.8$\frac{11}{16}$",13¾"&22$\frac{7}{16}$"-15¾" 42NHP StatesS.B.Yard"Marti"		
79906 2229 IRNO	**Mugnone** (exAndrea-38,exAnomia, exWarExpert) ssTri.No.3-1,39 1Dk(Stl) *Cargo battens not fitted* *Now* "Empire Progress," No. 87942 *in Supplement*	5213 — 3123	✠100A1 9,39 BS1,40 ✠LMC1,39	Gen	*y*	CL 1,39	1918 3mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	M.Querci	400·6|52·3|28·5 413·2(O.L.) P49'B112'F38' FK CellDB345'1136tDTa28'1200tFPT118t	Genoa Italian 8BHCem APT185t	T.3Cy.27",44"&73"-48" (s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD D.Rowan&Co.Ld.Glasgow	31″0 s5″11½ 25″4	
79907 LJEU	**Mui Hock** D.F. Cruiser Stern 1Dk	2144 1794 1305					1936	Nylands Verksted Oslo	A/S ArneSveen's Rederi(Arne Sveen,*Mgr.*)	283·6|44·2|18·8 P28'B165'F25'	Oslo Norwegian WB	C.4Cy.(2)13¾"&(2)31½"- 31½" 92NHP NylandsVerksted,Oslo		N
79908 OZGE	**Muinam** Ⓟ TwinSc3Mst OilEng. ssH.Kg.No.2-39 D.F. 1Dk&Shade dk	3113 2290 1739	✠100A1 11,39 ✠LMC CS11,39 DBS11,39 ~~1,38~~7,39 ~~Surveys delayed~~	HKg	*v* 2⅛	CL 10,39	1931 6mo	Nakskov Skibs.A/S Nakskov Lloyd'sA&CP	A/S DetÖstasia- tiskeKompagni	330·2|48·9|19·2 B101'F64' onShade dk FK CollBH to Shade dk CellDB282'685t DTf21'534t FPT50tAPT84t	Copnhagn Danish 7BHptCem	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" DB100lb 449NHP Akt.Burmeistr&Wain,Cpn	21″6 s3″6¾ 18″3½	
79909 43725 JTUL	**Muko Maru** CruiserStern	4862 — 2908					1937	OsakaIron Works,Ld. Osaka	TaiheiKisenK.K. (YamashitaKisen K.K.*Mgrs.*)	369·8|54·1|29·2	Kobe Japanese	T.3Cy.27",45"&74"-48" E&Bmade22refitted37 378NHP PortsmouthNavalDockyard		C
79910 146298 GFTM	**Mulbera** Ⓟ TwinSc Ref.Mchy. 2Dks(Stl-Uteaks) D.F. CruiserStern Fitted for oil fuel	9100 7289 5521	✠ 12,25 ✠ Lloyd'sRMC~~3,40~~ ~~8,40~~ 1,41	Mdb	*d*†		1922 6mo	A.Stephen &Sons,Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld.	466·3|60·1|33·3 P50'B175'F44' FK CellDB400'1447t Tanks'tweentunnels96'243tFPT92t	Glasgow British 9BHptCem APT104t	6 Steam Turbines DR geared to2 Sc. Shafts 1068NHP 5SB,20cf,GS375,HS15712 A.Stephen&Sons,Ld.Gls.	36″0	BT till ~~11,40~~ 3,41
79911 137236 VJNK	**Mulcra** OilEng. ssAdl.No.3-11,37 Wireless CruiserStern 1Dk(Stl)	1168 791 604	✠100A1 4,41 ~~2,40~~ ✠LMC CS11,37 ~~5,36~~ 10,39	Mel Adl	*n*	CL 9,38	1925 9mo	Svendborg Skbs.&Msk. Svendborg Lloyd'sA&CP	TheAdelaide SteamshipCo.Ld.	215·7|34·2|13·6 P27'Q56'B58'F26' FK CellDB180'247t FPT38t	P.Adelaide British 4BHptCem APT56t	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 224NHP Akt.Burmeistr&Wain,Cpn	15″6 s″9¼ 14″10¾	
79912 DJVL	**Mülheim Ruhr** OilEng. D.F. E.S.D. 1Dk Cruiser Stern	5350 4459 2604					1937	Flensburgr Schiffsb.Ges. Flensburg	"Brenntag" Brennstoff- Chemikalien-u, TransportA.G.	415·5|60·2|21·3 P25'B&F376' UpperF33'	Hamburg German WB	2 Oil Engines 2S.C.SA 16Cy20$\frac{1}{16}$"-27$\frac{9}{16}$"SRgeared to 1 screw shaft 1180NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
79913 159461 VPJQ	**Muliama** ssSyd.No.1-41 OilEng. Wireless 1Dk CruiserStern	689 434 384	✠100A1 ~~10,40~~ ~~10,39~~ 5,41 ✠LMC8,37 ✠LMC(M)6,39	Syd	*j*	CL ~~10,40~~ 4,41	1937 8mo	HongK'ng &Whampoa DockCo.Ld. HongKong Lloyd'sA&CP	BurnsPhilp&Co. Ld.	165·7|31·1|12·6 173·2(O.L.) P&B109'F31' FK CellDBa11'f6'19tFPT	HongKong British 4BHCem 17tAPT24t	Oil Engines 2S.C.SA 7Cy.11$\frac{1}{16}$"-19$\frac{11}{16}$" 148NHP Harland&Wolff,Ld.Gls.	13″6 s″2 13″5	
79914 1298 IQYM	**Multedo** (exAlbarosa,exGin, Iron exUssa,exColn) 1Dk&Spar dk3trB	1130 1118 659					1884	Akt.Ges. "Vulcan" Stettin	IgnazioMessina& C.	230·3|30·7|19·7	Genoa Italian WB	C.2Cy.24$\frac{6}{16}$"&49⅕"-31½" NB09 112NHP A.G."Vulcan,"Stettin		I
79915 128799 VLJL	**Mulubinba** Wireless 1Dk&Shelter dk Mchy.Aft CruiserStern	1262 903 479	✠100A1 withfreeboard ~~7,40~~ ~~7,39~~ 4,41 BS~~7,39~~ 7,40 ✠LMC4,37	Syd	*p* 1¾	CL 7,40	1937 4mo	Henry Robb,Ld. Leith Lloyd'sA&CP	Newcastle&Hun- terRiverS.S.Co.Ld	223·7|39·2|14·6 231·7(O.L.) FK&BK1½" Side tanks a 53tDTf14'99tFPT34tAPT26t	Newcastle N.S.W. British 5BHCem (Coll to Sh dk 4 ,,2nd,,)	T.3Cy.16½",28½"&48"-33" 235lb (s) 265NHP GS134,HS4200 FD 2 Water Tube Boilers (Spt) N.E.MarineEngCoLd.Nwc	16″0 s″2 16″0¼	
79916 35839 JFIC	**Munakata Maru** Ⓟ D.F. CruiserStern 1Dk	3310 2677 1878					1930	Uraga DockCo.Ld. Uraga	NipponSeitetsu K.K.	320·7|46·5|25·0 P145'F31'	Yawata Japanese WB	T.3Cy.22",37"&61"-42" 241NHP UragaDockCo.Ld.Uraga		
79917 22668 JSPB	— Ⓟ Wireless 1Dk	980 856 569					1918	Nobuki Zosensho Osaka	KitaNipponKisen K.K.	200·0|32·0|18·0	Amagasaki Japanese	T.3Cy.13½",22½"&37½"-28" 75NHP TakedaInosuke,Osaka		
79918 38324 JWVH	— (exNisshoMaruNo.1-37) OilEng. 1Dk	390 — 291					1893	Hayashi Frajiro	DemizuSazo	154·5|21·0|16·2	Moji Japanese	Oil Engines		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. Ref. Trade
79919 KELM	**~~Munami~~** ~~(exLakeFernando)~~ Now "Lisieux," see No. 88305 in Supplement Fitted for oil fuel 1Dk2trB	2594 2240 1610	✠ ... 11,20 ✠				1919 9mo	Buffalo D.Dk.Co. Buffalo,N.Y	McCormickS.S.Co.	251·0|43·6|26·1 P25'B64'F23' FK	S.Frncisco Utd.States WB	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 " 2	R †
79920 221839 KDWH	**Munargo** Ⓟ ssN.Yk.No.2-29 E.S.D. 2Dks(Stl)&Shelter dk(Stl) D.F. GyC. Fitted for oil fuel	6337 — 3659	✠ ... 6,35 ✠	NYk	b†		1921 12mo	NewYork S.B.Corp. Camden,N.J.	MunargoLineCo. (UnitedFruitCo. Mgrs.) CellDB340'1264t	413·8|57·8|22·8 P43'B162'F49' on Shelter dk FK Collision FPT141tAPT66t	NewYork Utd.States ptCem BHtoSh dk 7 " " U "	2SteamTurbinesDRgeared to 1 Sc. Shaft 1280NHP 5SB,20cf,GS367,HS17575 NewYorkSBCor.Cmdn,NJ	34 " 6	R †
79921 149674 GNRX	**Muncaster Castle** TwinSc OilEng. ssH.Kg.No.2-36 D.F. E.S.D. 2Dks(Stl) Longitudinal framing at bottom & at decks	5853 5328 3625	✠100A1 2,40 ✠LMC CS~~5,37~~ DBS2,40 Fitted for carrying oil	NYk 5,40 ~~4,38~~ 7,39	a†	CL ~~2,40~~ P11,40 5,28 F.	1928 5mo Lloyd'sA&CP P. above 150° F. in deeptanks	Cammell Laird&Co.Ld. Birkenhead	Lancashire ShippingCo.Ld. (J.Chambers&Co. Mgrs.)	428·0|56·1|28·9 P28'B275'F39' FK Cell DB 375' 1376t Tanks in way of tunnels	Liverpool British 7BH 107tMTs37'	Oil Engines 4S.C.SA 12Cy.28¾"-59$\frac{1}{16}$" 953NHP DB 135lb N.E.MarineEngCo.LdNwc 1224tFPT136tAPT56t	31 " 9 s 5 " 0¾ 26 " 11	
3)4 79922 DORP	**München** Ⓟ D.F. OilEng. E.S.D. CruiserStern 3Dks	5619 4422 3313					1936	Bremer Vulkan Vegesack	Norddeutscher Lloyd	431·1|56·3|23·1 P21'B&F399' UpperF39'	Bremen German WB	Oil Engines 2S.C.DA 7Cy.23⅝"-43$\frac{5}{16}$" 1360NHP BremerVulkan,Vegesack		G
79923 152024 VJGW	**Mundalla** (exMundoo) OilEng. ssSyd.No.3-2,38 1Dk(Stl) CruiserStern Cargo battens not fitted	3018 2735 1757	✠100A1 3,41 ~~2,40~~ ✠LMC CS2,38 DBS~~2,40~~3,41	Syd ~~3,39~~ 4,40	u	CL 2,40	1926 3mo Lloyd'sA&CP	Akt.Bur- meistr&Wain Copenhagen	TheAdelaide SteamshipCo.Ld. CellDB286' 778t	331·8|46·6|23·1 P34'B159'F34' FK FPT67t	Melbourne British 6BHptCem APT120t	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 473NHP DB100lb Akt.Burmeistr&Wain,Cpn	25 " 6 s3 " 4½ 22 " 3½	
79924 144220 GDMT	**Mundra** TwinSc ssMdb.No.3-1,33 Ref.Mchy. ssCal.No.1-36 2Dks(Stl)	7341 6820 4576	✠100A1 ~~2,40~~11,40 ~~BS7,39~~ ✠LMC10,36 ✠Lloyd'sRMC~~11,39~~ 2,41 ~~8,40~~ 5,40	Cal BS8,40	c†	CL ~~P10,37~~ ~~S12,38~~ 8,40	1920 9mo Lloyd'sA&CP	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. CellDB381'1550t FPT	450·2|58·1|32·8 P44'B149'F41' FK	Glasgow British 7BHCem 120tAPT67t	T.6Cy.21",35½"&61"-45" (s) 215lb 832NHP 4SB,16cf,GS300,HS12628 FD Barclay,Curle&Co.Ld.Gls.	35 " 6 s 7 " 10 27 " 11½	
79925 141905 GCGG	**Muneric** ssPhl.No.3-7,33 ssMsl.No.1-38 2Dks(Stl) Cargo battens not fitted	5229 4855 3267	✠100A1 ~~5,40~~10,40 ✠LMC MS6,38	Nwc Hul BS~~3,40~~ 6,41	y	CL 3,39	1919 6mo Lloyd'sA&CP	Workman, Clark&Co.Ld Belfast	BrightNav.Co.Ld. CellDB347'1120t	400·5|52·3|28·5 P49'B113'F39' FK FPT115t	London British 7BHptCem APT170t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Wrkman,Clark&Co.LdBel.	31 " 0 s 5 " 11½ 25 " 3½	
79926 21880	**Muneyoshi Maru** WoodAux 3MstSr 1Dk	326 286 234					1917	Toba Zosensho Toba	KosugiMasaji	122·6|26·0|14·4	Fushiki Japanese	C.2Cy.11"&23¼"-15" 17NHP YoritaTekkosho,Osaka		
79927 137221 VLDG	**Mungana** (exEurelia) ssSyd.No.3-2,33 ssSyd.No.2-41 ~~ssSyd.No.1-38~~ 1Dk(Stl)&Shelter dk(Stl)& Web frames Longitudinal framing	3351 3008 1921	✠100A1 Shelter dk with freeboard 2,41 ~~1,40~~ BS~~6,39~~ 5,40	Syd NSW ✠LMC~~7,38~~ MS2,41	v	CL 1,40	1920 10mo A&CP	N.S.W. Govt.Dkyd. Newcastle, N.S.W.	Australasian UnitedSteamNav. Co.Ld. CellDB277'884t	331·0|47·9|23·5 FK Coll FPT118tAPT204t	Melbourne British Cem BH to Sh dk 4 " " U "	T.3Cy.25",41"&68"-45" (s) 190lb HS8289 519NHP 3 Water Tube Boilers FD GovernmentDockyard, Newcastle,N.S.W.	26 " 1 s2 " 5 23 " 10½	
79928 220732 KDHU	**Munger T. Ball** (exChilsco-35, exLilmae) Fitted for oil fuel D.F. GyC. 2Dks&Web frames Mchy.Aft Carrying Petroleum in bulk Longitudinal framing	5104 4522 3126	✠ ... 3,23				1920 10mo	TerryS.B. Corp. Savannah,Ga	SabineTransportationCo.Inc.(M.T. Ball,Mgr.)	391·9|51·2|30·0 P99'B34'F44' FK	Baltimore Utd.States WB	T.3Cy.24½",41½"&72"-48" 562NHP IngersollRandCo. Phillipsburg,N.J.	30 " 2	R †
79929 7778 SIVA	**Munin** Wireless D.F. CruiserStern Sub.Sig. 1Dk&Shelter dk2trB	*1367* *1021* *667*					1931	Finnboda VarfAkt. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg Mgr.)	263·4|37·2|13·9	Stockholm Swedish WB	C.4Cy.(2)16$\frac{7}{16}$"&(2)35$\frac{7}{16}$"- 35$\frac{7}{16}$" 124NHP A.Borsig,Berlin-Tegel		V
79930 LEMJ	— Wireless D.F. 1Dk	1285 1162 766					1899	Schiffsw. v. H.Koch Lübeck	A/S Inger (JacobKjödeA/S, Mgrs.)	241·0|35·2|17·4 H66tF34t	Bergen Norwegian WB	T3Cy.16⅝",27$\frac{15}{16}$"&44½"-32½" 113NHP J.F.Ahrens,Ottensen		N
79931 121218 KFNQ	**Munising** (exF.M.Osborne) D.F. Mchy.Aft Sub.Sig. 1Dk2trB	3838 — 2970					1902	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland- CliffsIronCo. Mgrs.)	380·0|50·0|28·0	Wilmgton (Del.) Utd.States WB	T.3Cy.22",35$\frac{11}{64}$"&58"-40" 213NHP AmericanS.B.CoCleveland		R
79932 5655 SFOK	**Munkfors** Mchy.Aft 1Dk	*322* *251* *192*					1914	P.Larsson Thorskog	UddeholmsAktieb. (FritiofOlsson, Mgr.)	125·7|22·5|9·6 P30'H20tF13'B26'	Uddeholm Swedish WB	C.2Cy.13"&20"-16" 13NHP ThorskogsM.V.Thorskog		V
79933 171175 MMZK	**Munlock** (exMundelta-38) ssShi.2ndNo.3-10,38 2Dks(Stl)	5240 4427 3864	✠100A1 1,41 ~~12,39~~ BS~~3,39~~ 1,41	Smk ✠LMC3,38	x	CL 9,38	1917 4mo A&CP	NwprtNws S.B.&D.D.Co. NewprtNews	G.E.Marden (Wheelock&Co. Ld.Mgrs.) 'Tween dk bulk & after hol	370·3|53·2|27·0 P27'B104'F22' FK heads in forward ds dispensed with CellDB302'1050t	Shanghai British Cem 4BH to Udk 2 " 2nd " only	T.3Cy.24½",41½"&72"-48" 190lb (s) 471NHP 2SB,8cf,HS6564 FD NewportNewsSB&DD.Co. FPT152tAPT317t	30 " 0 s 6 " 1½ 24 " 0½	
79934 157618 VLDM	**Munmorah** Wireless ssSyd.No.1-38 Mchy.Aft 1Dk Cargo battens not fitted CruiserStern	1273 920 671	✠100A1 1,41 ~~1,40~~ BS1,41	Syd ✠LMC12,38	o	CL ~~1,38~~ 1,41	1934 10mo Lloyd'sA&CP	H.Robb, Ld. Leith	WallarahCoalCo. Ld. CellDBuE24'f139'	231·4|36·7|14·1 Q142'F37' FK&BK1½" 348tMT7'103tFPT	SydneyNSW British 5BHCem 126tAPT22t	T.3Cy.16½",27"&46"-30" 200lb (s) 163NHP 2SB,6cf,GS79,HS2900 Plenty&Son,Ld.Newbury	16 " 0 s 4 " 9 15 " 5½	
79935 DIDW	**Münsterland** Ⓟ TwinSc OilEng. D.F. 2Dks Sub.Sig.	6408 5592 3878					1922	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·0|58·3|26·9 P&B344'F60'	Hamburg German WB	GearedOilEngines4S.C.SA 20Cy.20⅞"-20⅞" 856NHP Emade16fitted21 Mchfb.Augsburg- NürnbergA.G.Augsburg		G
79936														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79937	**Mur** OilEng. D.F. E.S.D. 1*Dk* *CruiserStern*	3290 — 1835					1939	Deutsche Sch-u-Mschb. A.G.Werk Bremen	Norddeutscher Lloyd	350·0|50·0|19·8 P29'Q321'	Bremen German *WB*	Oil Engines 2S.C.SA 12Cy.$20\frac{1}{2}$"–$27\frac{6}{16}$" 885NHP SRgeared to 1 screw shaft DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		
79938 151543 VJLN	**Murada** (*ex*Erriba) *ss*Syd.No.3–3,34 *ss*Syd.No.1–37 1*Dk*(*Stl*) & *Shelter dk*(*Stl*) & *Webframes* *Longitudinal framing*	3345 3013 1919	✠100A1 *Shelter dk with freeboard* ~~6,40~~ ~~8,39~~ 4,41 BS~~2,40~~ 4,41 ✠LMC3,38	NSW Syd	*v*	CL ~~3,37~~ 6,40	1921 6mo A&CP	Common-wealthGovt. Dockyard Williamstwn Victoria	Australasian UnitedSteamNav. Co.Ld.	331·0|47·9|23·6 FK *Collision* *CellDB*277'882*t* *FPT*118*tAPT*204*t*	Melbourne British *Cem BH to Sh dk* 4 „ „ *U* „	T.3Cy.25",41"&68"–45" (*s*) 185lb HS8289 516NHP 3 Water Tube Boilers FD Thompson&Co.(Castlemaine)Proprietary,Ld.	26 ″ 1 s 2 ″ $4\frac{3}{4}$ 23 ″ 11	
79939 28083 JTVH	**Murasaki Maru** Ⓟ TwinSc 2*Dks*	1597 1172 833					1921	OsakaIron Works Osaka	OsakaSyosenK.K.	230·0|38·0|21·0 F42'	Osaka Japanese *WB*	T.6Cy.$14\frac{3}{4}$",$24\frac{1}{2}$"&40"–30" Osaka 176NHP TekkoshoK.K.Osaka		
79940 PGBM	**Murena** TwinSc *OilEng.* *ss*Rot.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) D.F. *clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8252 7476 4782	✠100A1 Examined8,40 NY ✠LMC CS11,39 DBS11,39 6,38 *Carrying Petroleum in bulk*	~~Sch~~	*c*†	CL PN2,39 S11,39	1931 12mo *Lloyd's*A&CP	NV Burger-hout'sM.&S. Rotterdam	N.V.Petroleum Maats "LaCorona"	450·8|62·0|34·1 467·8(O.L.) P103'B35'F43' FK *CellDBuE*69'22 2*tDTf*32'355*tFPT*	TheHague Dutch 14*BH* 225*tAPT*41*t*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$43\frac{5}{16}$" 714NHP 2DB*150lb* N.V.Burgerhout'sM.&S.	34 ″ 0 s6 ″ $7\frac{1}{2}$ 27 ″ $6\frac{1}{2}$	
57/4-1 79941 7231 SEMA	**Murjek** *OilEng.* D.F. *ss*Got.No.3–4,38 2*Dks*(*Stl*)	*5070* *4394* *2870*	✠100A1 7,40 ~~10,39~~ ✠LMC CS3,38 DBS~~7,39~~ 7,40 ~~3,37~~ 6,39	Got Bal	*y* $2\frac{1}{4}$	OG 3,38	1925 10mo *Lloyd's*A&CP	A/B Göta-verken Gothenburg	Trafikaktieb. Grängesberg-Oxelösund(M. Waldenström *Mgr*)	392·2|52·6|26·6 P39'B115'F41' FK *CellDB*335'1288*t DTf*39'1190*tFPT*125*tAPT*301*t*	Stockholm Swedish 7*BHptCem* (1 *to* 2*nd dk*)	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 489NHP DB*85lb* A/B Götaverken,Got.	30 ″ 0 s5 ″ $10\frac{1}{2}$ 24 ″ 4	
79942 31571 JNBH	**Muro Maru** Ⓟ TwinSc *OilEng.* *CruiserStern*	1607 1052 749					1926	Mitsubishi S.B.&Eng.Co Ld. Kobe	OsakaSyosenK.K.	230·0|37·0|20·0 F149'	Osaka Japanese *WB*	Oil Engines 4S.C.SA 12Cy.$18\frac{1}{4}$"–27" 386NHP MitsubishiZosenKaishaLd		
79943	**Muron** Now "Eldaren," see No. 91061 in Supplement *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* *Butts of keel electrically welded*	476 346 176	✠100A1 2,40 ✠LMC8,38 *Carrying Petroleum in bulk*	Skm	*g*		1938 8mo *Lloyd's*A&CP	NV.Schpsf v/hDeGroot &VanVliet Slikkerveer	SwedishGovernment(Kungl.Marinförvaltningen)	166·4|25·9|9·8 174·9(O.L.) Q56'F23'*Trunk*87' FK *FPT*94*tAPT*19*t*	Stockholm Swedish 8*BHptCem*	Oil Engines 4S.C.SA 8Cy.11"–$17\frac{11}{16}$" 94NHP DB*100lb* Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 4 s ″ 6 9 ″ $11\frac{1}{4}$	
79944 26035 JAKD	**Muroran Maru** *ss*Yka.No.3–6,30 *ss*Osa.No.2–39 2*Dks*(*Stl*)	5374 4826 3251	✠100A1 5,40 ~~2,39~~ ✠LMC2,39 BS6,40	Osa Yka	*z*	OG 2,39	1919 11mo A&CP	Mitsubishi ZosenKaisha, Ld. Nagasaki	NipponYusenK.K.	400·0|54·5|30·0 P39'B121'F43' FK *CellDB*350'1075*tFPT*85*tAPT*87*t*	Tokyo Japanese 6*BHCem*	T.3Cy.$26\frac{1}{2}$",$44\frac{1}{2}$"&75"–48" 200lb (*s*) 495NHP 3SB,*9cf*,GS163,HS6591 FD MitsubishiZosenKaisha,Ld	29 ″ 11 s 5 ″ $8\frac{1}{2}$ 24 ″ 7	
79945 28094 JJUH	**Muroto Maru** Ⓟ TwinSc *CruiserStern* 2*Dks*	1257 977 561					1922	OsakaIron Works,Ld. Innoshima	TosaSyosenK.K.	215·0|37·0|20·0 P&B150'F40'	Osaka Japanese *WB*	T.6Cy.$14\frac{1}{8}$",$23\frac{5}{8}$"&39"–30" 146NHP OsakaIronWorks,Ld.		
79946 162295 MKMY	**Murrayfield** (*ex*Yolande–35,*ex* Ferdiborg–34,*ex*Ruth) *ss*Osl.No.3–3,21 *ss*Got.No.2–29 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	576 405 292	✠ —— 4,34 ✠ ✠NE&B12,05*fitted*08	Got	*h*		1908 3mo	W.Walker Maryport	BorderShipping Co.Ld.	160·5|28·1|11·0 Q92'B9'F28' FK *DBf*88'120*tFPT*40*tAPT*4*t*	Aberdeen British 3*BHCem*	T.3Cy.$13\frac{1}{2}$",$21\frac{1}{2}$"&$34\frac{1}{2}$"–27" 78RHP NDB05*fitted*08 1SB,*3pf*,GS50,HS1414 Hutson&SonsLd Glasgow	13 ″ 1	C †
79947 PUBR	**Murtinho** Ⓟ TwinSc *Mchy.Aft* Wireless 1*Dk*	*1106* *809* *511*					1907	Mackay Bros. Alloa	LloydBrasileiro	235·1|36·1|11·3 Q79'B62'F39'	R.Janeiro Brazilian *WB*	T.6Cy.11",18"&30"–18" 76NHP Aitchison,Blair&Co.Gls.		
79948 HPCF	**Musa** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* E.S.D. 4*Dks*	5663 5016 2976					1930	Workman, Clark(1928) Ld. Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	416·4|56·3|30·9 P39'B123'F36'	Panama Pnamanian *WB*	1SteamTurbineconnected to ElectricMotor&Sc.Shaft BritishThomson-Houston Co.Ld.Rugby		C
79949 41270 JIFK	**Musasino Maru** *OilEng.* *Mchy.Aft*	311 — 187					1935	Namura,G. Shipbldg.Yd. Osaka	CityofTokyo	135·9|27·0|12·0	Tokyo Japanese	Oil Engines 4S.C.SA 6Cy.13"–$20\frac{7}{8}$" 99NHP KobeSteelWorksLd.Kobe		
79950 212984 WBCR	**Muskogee** (*ex*Triton) *Fitted for oil fuel* D.F. *Carrying Petroleum in bulk* *Mchy.Aft* 2*Dks*	7034 6647 4435					1913	F.Schichau Danzig	Farr Spinning& Operating Co.	451·0|58·0|31·3 P104'B31'F36'	Wilmgton (Del.) Utd.States *WB*	T.3Cy.$25\frac{9}{16}$",$43\frac{5}{16}$"&$70\frac{7}{8}$"–$47\frac{1}{4}$" 344NHP 3SB P.Schichau,Elbing		R
79951 217072 KJSA	**Mustang** (*ex*CentralAmerican) *ss*Gal.No.2–27 *Mchy.Aft* 1*Dk*(*Stl*) *Fitted for oil fuel*	357 303 169	✠ … 9,36 ✠	Gal	*f*		1918 10mo	Texas S.S.Co. Bath,Me.	HumbleOil& RefiningCo.	124·6|30·0|12·3 BK6" *DTf*18'58*tFPT*18*tAPT*17*t*	Houston, Texas Utd.States 4*BHCem*	C.2Cy.16"&34"–24" 114NHP 1SB,*3cf*,HS2055 StatenIslandS.B.Co.N.Y.	13 ″ 2	
128/40 79952 28496	**Mutu Maru** Ⓟ 1*Dk*	520 419 256					1923	Mitsubishi Zosen Kaisha,Ld. Nagasaki	KitaKyushu SyosenK.K.	160·0|27·0|15·5 F25'	Fukuoka Japanese	T.3Cy.12",20"&33"–24" 53NHP MitsubishiZosen Kaisha,Ld.Nag.		
79953 24117	**Mutuura Maru** WoodAux 3MstSr *OilEng.* 1*Dk*	467 375 233					1918	KanaiSaji Kanazawa	KanaiSaji	138·1|28·7|15·9	Aomori Japanese	Oil Engines 2S.C.SA 2Cy.$16\frac{1}{2}$"–18" 96NHP TsukishimaHatsudoki, Tokyo		
79954 LKKD	**Myken** Wireless D.F. *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk* *CruiserStern*	788 639 394					1940	Kaldnes Mek.Verks. Tönsberg	SkibsA/S "Myken" (Simonsen& Astrup)	199·0|32·1|14·6	Oslo Norwegian	Oil Engines 2S.C.SA 5Cy.$13\frac{13}{32}$"–$22\frac{13}{16}$" 162NHP Nydqvist&HolmA/B. Trollhättan		
79955 OHKC	**Myllykoski** (*ex*Willem-René–33, *ex*Tervaete,*ex*AdelineHugoStinnes3) D.F. 1*Dk*	2702 — 1615					1909	Bremer Vulkan Vegesack	A/B Mare(Th. Kramer,*Mgr.*)	336·0|45·0|19·8 325·5 P19'B77'F26'	Åbo Finnish *WB*	T3Cy$23\frac{13}{16}$",$39\frac{3}{16}$"&64"–$43\frac{5}{16}$" 270NHP BremerVulkan,Vegesack		V

1 Numero l'Ordre Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dis. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registre où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
79956 45867 JZCM	**Myogi Maru** D.F. 1*Dk* *CruiserStern*	4021 — 2342					1938	Mitsubishi JukogyoK.K Yokohama	NipponYusenK.K.	362·8 P31'B12'F32'	50·0	29·0	Tokyo Japanese *WB*	2 steam turbines DR geared to 1 sc. shaft 600NHP MitsubishiJukogyoK.K. Nag.		C
79957 45690 JGAM	**Myōhō Maru** D.F. 2*Dks* *CruiserStern*	4122 3500 2261					1939	Harima S.B.&Eng. Co.Ld. Harima	ToaKaiunK.K.	364·0 P32'B113'F33'	50·0	29·0	Tokyo Japanese *WB*	Steam turbine DR geared 600NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
79958 45197 JHXL	**Myoken Maru** D.F. 2*Dks* *CruiserStern*	4124 — 2262					1938	Harima S.B.&Eng. Co.Ld. Harima	ToaKaiunK.K.	360·0 P32'B113'F32'	50·0	29·0	Tokyo Japanese *WB*	1 DR geared steam turbine 600NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
79959 43740 JYRL	**Myoko Maru** *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	5081 — 2945					1937	Tama Zosen-sho K.K.Tama	ItayaSyosenK.K.	422·4	58·1	27·2	Kobe Japanese	Oil Engines 2S.C.DA 8Cy.17$\frac{11}{16}$"–47$\frac{1}{4}$" 855NHP TamaZosen-shoKK,Tama		C
79960 46264 JGZN	— D.F. 1*Dk* *CruiserStern*	4103 3500 2263					1939	Mitsubishi JukogyoK.K Yokohama	ToaKaiunK.K.	364·0 P31'B115'F32'	50·0	29·0	Tokyo Japanese *WB*	2 steam turbines DRgeared to 1 sc. shaft 600NHP MitsubishiJukogyoK.K. Nag.		
79961 HPJG	**Myriam** (*ex*Nikitas-Roussos-35, *ex*Myriam-34) *ss*Rou.No.3–10,32 *ss*Pir.No.1–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	*7012* *6366* *4402*	✠100A1 9,40 ~~11,38~~ ✠LMC MS12,37 BS~~3,39~~9,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 *F.P. above* 150° F.	Rot Gal	*a*†	CL 11,38	1921 2mo	SirJ.Laing &Sons,Ld. Sunderland *CellD*	CiaMaritima Istmenia,Ltda. *BuE&B*55'142*tDT*	425·0 P101'B28'F41' FK *f*38'518*tAPT*53*t*	57·0	33·1	Pnamanian 15*BHptCem* (9 *to U dk* 6 ,, 2*nd* ,,)	T.3Cy.27",45"&74"–54" (*s*) 180lb 559NHP 4SB,*12cf*,GS196,HS8248 FD G.Clark,Ld.Sunderland	33 ″ 0 s 6 ″ 2¼ 27 ″ 1	
79962 163302 GLZY	**Myriel** 3Mst (*ex*Wieldrecht) *ss*Ams.2ndNo.3–9,37 1*Dk*(*Stl*)&*Webframes*	3560 2909 2113	✠100A1 *Trunk dk* 3,40 ✠LMC9,37 ✠NB11,27 BS~~5,39~~5,40 *Carrying Petroleum in bulk*	Cza	*u*	OG 8,37	1913 11mo	Rotterdam Droogd.Maat Rotterdam A&CP	EuxineShipping Co.Ld.	331·7 P73'F33' FK	47·3	22·6	London British 15*BH pt Asp* *APT*80*t*	T.3Cy.23",38"&62¼"–42" (*s*) 180lb 325NHP 2SB,*6cf*,GS126,HS4612 FD RotterdamDroogd.Maats.	24 ″ 0 s 2 ″ 11½ 21 ″ 3	
79963 162321 GPZV	**Myrmidon** Ⓟ TwinSc D.F. *OilEng.* *Longitudinal* 2*Dks* *framing at Upper and Bridge dks*	6278 — 3848					1930	Scotts'S.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co.*Mgs.*)	432·5 P43'B260'F50'	56·3	26·3	Liverpool British *WB*	Oil Engines 4S.C.SA 12Cy.24$\frac{7}{16}$"–51$\frac{3}{16}$" 685NHP Scotts'S.B.&E.Co.Ld.Grk.		BT till ~~11,40~~ 8,41
79964 228960 KJSB	**Myron C. Taylor** *Mchy.Aft* GyC. 1*Dk*	7945 — 6337					1929	Gt.Lakes Eng.Works RiverRouge, Mich.	PittsburghS.S.Co.	580·0	60·8	28·0	D'luth,Min Utd.States *WB*	T.3Cy.24½",41"&65"–42" 610NHP Gt.LakesEng.Works,Det.		R
79965 148885 GLQB	**Myrtlebank** TwinSc *OilEng.* *ss*Ant.No.3–6,38 1*Dk*(*Stl*)& *Shelter dk*(*Stl*-ws)	5150 4764 3111	✠100A1 *withfreeboard* ~~6,40 11,39~~ 5,41 ~~DBS6,39~~ ✠LMC6,38 ~~DBS 6,40~~ 5,41 *Carrying vegetable oil in deep tank*	Bry ~~Liv~~ Lon	*a*†	CL ~~N5,38~~ 5,41	1925 12mo	Harland& Wolff,Ld. Glasgow *Lloyd*'*sA&CP*	BankLine,Ld. (A.Weir&Co.*Mgs*) *CellDB*357'1121*t* *Tanks between*	420·2 FK *tunnels* 115'251*t D*	53·9	26·5	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,) *Tf*32' 1067*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls. *FPT*106*tAPT*132*t*	29 ″ 2 s 3 ″ 7½ 25 ″ 8	
79966 147440 ~~TOTS~~ GMTT	**Myson** *ss*Ant.No.3–6,39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4564 ~~4248~~ ~~2727~~ 4220 2728	✠100A1 *withfreeboard* 12,40 ~~1,40~~ ✠LMC BS~~11,39~~ MS3,39 11,40	StN Sws	*z*	CL 6,39	1927 10mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*sA&CP*	MinistryofShipping (SirW.R. Smith&Sons,Ld. *Mgrs.*) *CellDB*353'1001*t*	400·0 F35' FK *FPT*108*tAPT*155*t*	53·0	~~25·1~~ 25·0	Manchester British 6*BHCem* (*Coll to Sh dk* 5 ,, 2*nd*,,)	T.3Cy.26",43"&71"–48" (*s*) 180lb 439NHP 3SB,*9cf*,GS184,HS7590 Cen.Mar.Eng.WrksWHpl	27 ″ 6 s2 ″ 11½ 24 ″ 9½	
79967 ~~LDGX~~	**Mytilus** *ss*Got.No.3–4,37 D.F. 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing*	5693 5276 3421	✠100A1 8,39 BS7,39 ✠LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,16 *F.P. above* 150° F.	Fal	*z*	CL 8,36	1916 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd*'*sA&CP*	~~A/S Mytilus~~ ~~(J.P.Jensen)~~ *CellDBuE&B*78'	412·0 P109'B26'F46' FK	53·5	31·3	~~Arendal~~ ~~Norwegian~~ 16*BHCem* (12 *to Udk* 4 ,,2*nd*,,) 245*tDTf*32'	T.3Cy.27",45"&74"–48" (*s*) 180lb 518NHP 3SB,*9cf*,GS190,HS7557 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. 315*tFPT*80*tAPT*135*t*	31 ″ 0 s 6 ″ 7 24 ″ 7½	
79968 165696 MMQQ	**Mytongate** *OilEng.* *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	410 264 215	✠100A1 ~~3,41 12,39~~ 6,41 ✠LMC2,38	Goo ~~Bwg~~ Bel	*f*	OG ~~12,39~~ 3,41	1938 2mo	Clelands (Succssrs)Ld. Willington Quay onTyne *Lloyd*'*sA&CP*	HullGates ShippingCo.Ld. *CellDB*100'131*t*	155·5 161·0(O.L.) P27'Q67'*After* Bon Q11'F21' FK *FPT*32*tAPT*18*t*	26·2	7·9	Hull British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	10 ″ 0 s 3 ″ 6½ 9 ″ 10½	

6/4/41

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
79969 156510 CGSN	**N. B. McLean** Ⓟ TwinSc (*Icebreaker*) GyC. 2*Dks*(*Stl*)3rd*Dk*(*Stl*) D.F. *clear of Machinery space* *Fitted for oil fuel* *CruiserStern*	3254 2907 1171	✠ … 12,33 ✠	Qbc			1930 8mo	Halifax Shipyards,Ld Halifax,N.S.	Canadian Government (Dept.ofTransport) *CellDB*164'476*t* *DT's a*29'299*tD*	260·0 F68' *Tf*19'96*tFPT*78*tA*	60·3	28·7 FK	Ottawa British 7*BHCem* 1 ,,*to*2*nd dk* *PT*200*t*	T.6Cy.27½",43"&70"–42" 1033NHP 6SB,*18cf*,GS414,HS16440 CollingwoodShipyards,Ld. Collingwood,Ont.	31 ″ 0	
122/40 79970 167478 GLPL	**N. C. Monberg** *Mchy.Aft* D.F. 1*Dk*	2301 1645 1348					1928	Akt.Burmeistr&Wain Copenhagen	Ministry of Shipping(Stott,Mann&Fleming,Ld.*Mgrs*)	275·8 Q169'F28'	41·3	19·0	~~Copenhagen~~ ~~Danish~~ London *WB* British	T.3Cy.20½",33"&54"–36" 175NHP Akt.Burmeistr&Wain,Cpn		V
79971 205250 KGNY	**N. F. Leopold** (*ex*W.R.Woodford) D.F. GyC. *Mchy.Aft* 1*Dk*	6929 — 5245					1908	WestBay CityS.B.Co. BayCityMch.	InlandSteelCo. (Hutchinson&Co. *Mgrs*.)	532·0	56·0	27·3 *WB*	Cleveland, Ohio Utd.States	T.3Cy.23½",38"&63"–42" 257NHP DetroitS.B.Co.DetroitMch.		R
79972 OUJI	**N. J. Ohlsen** 1*Dk*	819 641 474					1924	H.C.ChristensensStaalskibs.Værft Marstal	A/S H.C.ChristensensDamp.&Seilskibsrederi(Alfr. Petersen,*Mgr*.)	205·2 P21'Q50'B54'F24'	32·7	12·4	Marstal Danish *WB*	T.3Cy.15",24"&40"–27" 83NHP HelsingörsJernsk.&Mskb.		V
79973 LCUO	**N. T. Nielsen-Alonso** TwinSc (*ex*Polcevera,*ex*Custodian) 4Mst D.F. *ss*Sfj.3rdNo.3–10,37 3*Dks*(*Stl*)*deep framing*&*Web frames*	9348 7284 5553	✠100A1 9,40 ~~8,39~~ LMC10,37 Pr.BS8,39 BS~~8,39~~4,40 *Carrying Whale oil in bulk or oil fuel in bulk tanks F.P. above 150°F. except in Nos. 10&11 tanks* *Fitted for oil fuel 7,30 F.P. above 150° F.*	Osl NYk	*d*†	CL 7,39	1900 2mo Lloyd's A&CP	C.Connell &Co. Glasgow	Hvalfangerselsk PolarisA/S(Melsom&Melsom, *Mgrs*.) *CellDBa*159'*uE*&*B*59'*f*209'1610*tFPT*145*tAPT*55*t*	481·7	57·2	31·9 39·4 FK	Larvik Norwegian 16*BHCem* 8 ,, *to* 3*rd dk*	T.3Cy.21",35"&58"–48" (*s*) 180lb NSB(*s*)7,28 690NHP 21Pr.B–60lb 6Pr.B–43lb 2D&2SB *18cf*GS378HS13137 Dunsmuir&Jackson,Gls.	42 ″ 4 s 11″2½ 31 ″ 5	
79974 PGCG	**Naaldwijk** *ss*Rot.No.3–5,33 *ss*Rot.No.1–37 Sub.Sig 1*Dk*(*Stl*) *Cargo battens not fitted*	2041 1764 1158	✠100A1 4,40 ✠LMC MS5,37 BS4,40	Sch	*r*	OG 4,39	1921 4mo Lloyd's A&CP	NVSchpsw Baanhoek Sliedrecht	N.V.StoomMaats. "Wijklijn" (Erhardt&Dekkers,*Mgrs*.) *CellDB*225' 477*t FPT*60*tAPT*90*t*	267·1 P30'B64'F30'	42·1	18·4 FK	Rottrdam Dutch 4*BHAsp*	T.3Cy.$19\frac{11}{16}$",32¼"&52"–$36\frac{3}{16}$" 180lb *100lb* (*s*) 207NHP 2SB,*6cf*,GS100,HS3588 Penn&Bauduin,Dordrecht	20 ″ 6 s 2 ″ 7 18 ″ 0¾	
79975 219237 KONV	**Nabesna** (*ex*LakeFilbert) Now "Angoulême," see No. 87010 in Supplement *Fitted for oil fuel* D.F. 1*Dk*2*trB*	2451 [illegible] 1513	✠ … 9,20 ✠				1919 11mo	Toledo S.B.Co. Toledo,O.	PortlandS.S.Co. (H.Lueddenmann, *Mgr*.)	251·0 P25'B64'F23'	43·6	25·8 FK	Prtlnd,Or Utd.States *WB*	T.3Cy.22",36"&59"–42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
79976 589 SVQR	**Nadin** (*ex*Nadine–34,*ex*Dragon-33, *ex*Eastwood) *ss*Pir.2ndNo.3–9,30 *ss*Pir.No.1–35 1*Dk*(*pt Irn*&*pt Stl*)2*trB*& *deep framing*	*3582* *3378* *2335*	✠ —— 11,39 ✠ ✠	Ams	*v*		1904 10mo	W.Gray& Co.Ld. W Hartlepool	Soc.Commerciale etd'Armément S.A. *CellDBa*111'*uE*&*B*40'*f*146'952*t DTf*21'666*tAPT*30*t*	340·0 P25'B113'F32'	48·0	24·8 FK	Piræus Greek 7*BHCem*	T.3Cy.24½",40"&65"–42" NDB22 296NHP 2SB,*6cf*,GS112,HS4562 Cen.Mar.Eng.Wrks.WHpl	27 ″ 4	I †
79977 217130 WPOU	**Naeco** (*ex*CharlesM.Everest-33) *ss*Phl.No.3–12,33 *ss*Mob.No.1–38 *Mchy.Aft* 3*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	5373 4911 3238	✠100A1 7,40~~12,39~~ BS7,40 ✠LMC8,38 *Carrying Petroleum in bulk* *Fitted for oil fuel12,18 F.P. above 150° F.*	Bal Gal	*z*	CL 12,39	1918 12mo A&CP	Bethlehem S.B.Corp.Ld. WlmngtnDel	Chas.Kurz&Co. Inc.(Pennsylvania ShippingCo.*Mgrs*) *CellDBuE*&*B*67' *in Bunkers*13' 245*tDTf*32'336*t FPT*106*tAPT*105*t*	411·6 428·0(O.L.) P114'B29'F41'	53·4	31·2 FK	Wilmgton (Del.) Utd.States 18*BHptCem* (14 *to U dk* 4 ,, 2*nd* ,,)	T.3Cy.27½",45"&74"–48"(*s*) 180lb 528NHP 2SB,*8cf*,GS360,HS7788 FD BethlehemS.B.Corp.Ld.	31 ″ 0 s 5 ″ 8¼ 25 ″ 6½	
114/40 79978 137 SWVS	**Naftilos** (*ex*Leamington, *ex*Tynemede, *ss*Pir.2ndNo.3–11,32 *ex*BlueJacket) *ss*Pir.No.1–38 1*Dk*(*pt Irn pt Stl*)2*trB* *deep framing*&*Web frames* *Cargo battens not fitted*	*3531* *3297* *2271*	✠100A1 6,39 BS10,39 ✠LMC7,38	Rot	*w*	CL N6,39	1904 8mo Lloyd's A&CP	JLThompson&Sons,Ld. Sunderland	D.J.Goulandris *CellDBa*110'*uE*23'*f*140'800*tAPT*117*t*	336·0 P38'B100'F35'	49·2	24·2 FK	Andros Greek 6*BHCem*	T.3Cy.24",40"&65"–42" (*s*) 180lb 300NHP 2SB,*6cf*,GS131,HS4665 J.Dickinson&Sons,Ld.Sld.	26″10 s 4″7 22 ″ 6½	
79979 KZAM	**Naga** TwinSc *OilEng.* *Mchy.Aft* Wireless 1*Dk*(*Stl*) *CruiserStern*	624 — 297	✠ … 8,33 ✠	Man			1929 3mo	HongK'ng &Whampoa DockCo.Ld. HongKong	ManilaRailroadCo. *CellDBuE*18'30*t DTf*9'64*t FPT*11*tAPT*24*t*	155·4 P44'F24'	35·1	12·5 FK	Manila Utd.States 3*BHAsp*	Oil Engines 4S.C.SA 12Cy.9⅞"–15¾" 113NHP MotorenWerke,Mannheim	13 ″ 6	
79980 19305 JCID	**Nagano Maru** 2*Dks*	3824 3468 2308	✠ … 9,21 ✠				1917 5mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K.	345·0 P33'B74'F40'	50·0	29·0 FK	Tokyo Japanese *WB*	T.3Cy.23",38"&64"–48" 342NHP MitsuBishiD.&E.WksNag	29 ″ 1	C †
79981 135708 GQVC	**Nagara** TwinSc *ss*Liv.No.3–8,31 *ss*Liv.No.1–35 2*Dks*(*Stl*)&*Awng dk*(*Stl*-ws) *Ref.Mchy.* D.F. *CruiserStern*	8791 5796 5372	✠100A1 *Awng dk* *withfreeboard* Examined 2,41 BS11,40 ✠LMC9,35 ✠Lloyd'sRMC~~3,40~~~~6,40~~ 6,41 ~~3,41~~ ~~11,40~~	~~Liv~~ Liv	*c*†	CL ~~10,37~~ 11,40	1919 6mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	RoyalMailLines, Ld. *Collision BH to Awng dk* *Cell DB*372'919*tFPT*86*tAPT*139*t*	430·0 B211' *on Awng dk* F44' *on Awng dk*	61·3	27·8 FK	S'thamptn British *Cem* 6*BH to U dk*	Q8Cy24⅝",33½",47"&68"–48" 215lb (*s*) 1094NHP 5SB(Spt),*20cf*,GS415, FD HS16770 Swan,Hunter&Wigham Richardson,Ld.Nwc.	38 ″ 5 s 8 ″ 3½ 30 ″ 4¼	
79982 7514 SEIN	— TwinSc *OilEng.* D.F. *ss*Got.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*) *in forward holds*	*6525* *5567* *3980*	✠100A1 *withfreeboard* ~~9,30~~11,40 ✠LMC CS8,37 DBS~~5,39~~5,40 ~~6,38~~1,40 *Carrying vegetable oil in No.5 double bottom tank and in tanks in way of tunnels*	Got	*c*†	CL ~~11,37~~ 11,40	1929 4mo Lloyd's A&CP	AB.Götaverken Gothenburg	Aktieb.Svenska OstasiatiskaKomp. (G.Borin,*Mgr*.) *CellDB*369'1335*t tanks in way of tunnels* 689*tAPT*59*t*	437·0 455·8(O.L.)	57·0	28·5 FK	Gothenbrg Swedish 7*BHptCem* (*Coll to Sh dk* 6 *to* 2*nd* ,,)	Oil Engines 4S.C.SA. 12Cy.$24\frac{13}{16}$"–$66\frac{15}{16}$" 700NHP DB*85lb* AB.Götaverken,Got.	31 ″ 6 s4 ″ 2½ 27 ″ 5½	
79983 39666 JBNH	**Nagara Maru** Ⓟ *ss*Kob.No.1–38 *OilEng.* *Ref.Mchy.* 2*Dks* *CruiserStern*	7149 6369 4247	✠100A1 8,39 ✠LMC CS8,39 DBS8,39 8,39 ✠Lloyd'sRMC12,39 *Carrying cargo oil F.P. above 150° F. in deep tanks*	Kob	*c*†	CL 6,38	1934 8mo Lloyd's A&CP	Yokohama DockCo.Ld. Yokohama	NipponYusenK.K. *CellDB*354'1615*t DTs a*42' 1341*t Wing tanks in way of tunnel* 94*t FPT*72*tAPT*68*t*	449·6 P23'B173'F41'	62·3	34·4 FK	Tokyo Japanese 8*BH*	Oil Engines 2S.C.DA 7Cy.$27\frac{9}{16}$"–47¼" 1851NHP DB*100lb* YokohamaDockCoLd.Yka	34 ″ 5	
79984 20587 JEQB	**Nagaragawa Maru** Ⓟ Wireless 1*Dk*	990 834 589					1917	Nagata Sanjuro Osaka	KusakabeKisen K.K.	190·0	32·0	18·5	Amagasaki Japanese	T.3Cy.14⅜",$22\frac{11}{16}$"&36⅝"–21½" 62NHP		
79985 29052 JAXA	**Nagasaki Maru** Ⓟ TwinSc *ss*Kob.No.3–11,34 *ss*Kob.No.1–39 D.F. 2*Dks*(*Stl*–*pt* ws)&*Awng dk*(*Stl*–teaks)	5268 4220 2208	✠ … 1,40 ✠	Kob	*z*		1922 9mo	W.Denny &Bros.Ld. Dumbarton	ToaKaiunK.K. *CellDB*302'286*t FPT*23*tAPT*45*t*	395·0 F56' *on Awng dk*	54·2	29·0 FK *Collision*	Tokyo Japanese *Cem* *BH to Aw dk* 7 *U* ,,	4SteamTurbinesSRgeared to 2 Sc. Shafts 1852NHP 10SB,*30cf*,GS680,HS23600 W.Denny&Bros.Ld.	32 ″ 0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / 3 Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. / Sous le Pont. / Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15
79986 42697 JJLK	**Nagata Maru** *CruiserStern* 1*Dk*	2969 — 1698					1936	Mitsubishi JukogyoK.K Yokohama	NipponYusenK.K.	305·4 P24′B80′F29′	45·3	26·2	Tokyo Japanese *WB*	T.3Cy.$20\frac{11}{16}$″,$34\frac{7}{16}$″&$57\frac{1}{16}$″ –$43\frac{3}{16}$″ 214NHP MitsubishiJukogyoK.K.		
79987 40020 JFGJ	— *OilEng.* 1*Dk*	479 — 340					1934	KasadoDk. K.K. Suitake-minami	KobeSanbashiK.K.	161·5	28·5	13·0	Kobe Japanese	Oil Engines		
79988 18224 JFBI	**Nagata Maru No. 28** 1*Dk* Wireless *Carrying oil in bulk*	670 596 310					1915	Nagata Sanjuro Osaka	NipponSekiyuK.K.	182·0	29·5	15·3	Nishino-miya Japanese	T.3Cy.12″,19½″,&32½″–22″ 50NHP NagataSanjuro,Osaka		
79989 22878 JEYD	**Nagato Maru** ssYka.No.3–7,30 ssYka.No.2–38 2*Dks*(*Stl*)&*Awngdk*(*Stl*)	5901 5586 4325	✠100A1 *Awng dk* *withfreeboard* 7,40 ~~6,38~~ ~~BS8,39~~ BS7,40 ✠LMC8,38	Kob Yka	*y*	OG ~~10,37~~ 7,40	1918 7mo	Kawasaki Dkyd.Co.Ld Kobe *Lloyd'sA&CP*	NipponYusenK.K. *CellDB*334′1118*tFPT*126*tAPT*98*t*	385·0	51·0	36·0 FK *Collision*	Tokyo Japanese *Cem* *BH to Aw dk* 5 ,, ,, *U* ,,	T.3Cy 26″,43½″&72″–48″ (*s*) 200lb FD 444NHP 2SB(Spt)6*cf*,GS126,HS5809 KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1½ 27 ″ 1	
79990 144267 GFSK	**Nagina** ssCal.No.3–5,33 ssCal.No.1–36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	6551 6161 4090	✠100A1 *Shelter dk* *withfreeboard* 1,40 BS1,40 ✠LMC10,36 *Carrying oil fuel F.P. above* 150° F *in DB & DT*	Cal	*b*†	CL 1,40	1921 4mo	W.Gray& Co.(1918)Ld. Sunderland *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*385′1443*tDTa*27′778*t*	433·0 451·0(O.L.)	57·4	30·2 FK *Collision*	Glasgow British *ptCem* *BH to Sh dk* 6 ,, ,, *U* ,,	2SteamTurbinesDRgeared to 1 Sc. Shaft 225lb (*s*) 769NHP 4SB,12*cf*,GS247,HS10000FD Cen.Mar.Eng.Wrks.WHpl	32 ″ 10 s4 ″ 7½ 28 ″ 6	
79991 36560 JJWC	**Nagisan Maru** *OilEng.* *Mchy.Aft* 1*Dk*	4391 3672 2602					1931	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	361·5 P76′B20′F28′	50·0	29·0	Kobe Japanese *WB*	OilEngines4S.C.SA 8Cy.21⅝″–39⅜″ 361NHP MitsuiBussanKaishaLd.		C
79992 37699 JJDE	**Nagoya Maru** Ⓟ 2*Dks*(*Stl*)	6072 5281 3745	… 9,37 ✠	Yka	*a*†		1932 8mo	Mitsubishi ZosenKaisha Ld. Nagasaki	NanyoKaiunK.K. *CellDB*348′1203*t Tank in ER*36*t FPT*94*t*	406·8 P31′B138′F40′	55·5	32·5 FK	Tokyo Japanese 7*BHCem* *APT*133*t*	T.3Cy.25½″,41½″&69″–51″& L.P.Turbine with DR gearing & hydraulic coupling 691NHP 3SB(Spt),9*cf*,HS8934 MitsubishiZosenKaisha Ld.Nag.	32 ″ 6	C †
79993 144054 GDBW	**Nagpore** D.F. 2*Dks*(*Stl*)	5283 4793 3226	✠ 11,22 ✠	Bom	*y*		1920 6mo	Earle'sCo. Ld. Hull	P.&O.Stm.Nav.Co. *CellDB*340′1023*t FPT*	400·4 P49′B113′F39′	52·2	28·5 FK	Hull British 7*BHCem* 132*tAPT*69*t*	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,9*cf*,GS190,HS7668 Richardsons,Westgarth& Co.Ld.Mdb.	31 ″ 0	
79994 OHYY	**Nagu** (*ex*Bradesk-36) 1*Dk*	3393 3080 2023					1927	Napier& Miller,Ld. Glasgow	J.W.Paulin	352·2 339·4 P35′B104′F34′	47·9	22·9	Wiborg Finnish *WB*	T.3Cy.21½″,37″&62″–39″ 240NHP D.Rowan&Co.Ld.Glasgow		C
79995 1248 CBNA	**Naguilan** (*ex*JongeMariá, *ex*Delfia, *ex*LaSambre) ssRot.No.2–27 *Fitted for oil fuel* 1*Dk*&*Shelter dk*	2461 — 1675	✠ … 8,31 ✠				1920 11mo	H.&C. Grayson,Ld. Garston, Liverpool	Haverbeck& Skalweit	264·8	41·3	18·8 FK	Valdivia Chilian *WB*	T.3Cy.21″,34″&56″–36″ 252NHP McKie&Baxter,Ld.Gls.	28 ″ 10	G †
79996 157928 ZSQM	**Nahoon** ssP.Nl.No.1–40 *Mchy.Aft* 1*Dk*	788 529 363	✠100A1 ~~7,40~~ ~~1,40~~ 3,41 ✠LMC~~1,36~~ 5,40	PNl	*k*	CL N10,38	1936 1mo	Scott& Sons Bowling *Lloyd'sA&CP*	Smith'sCoasters (Prop.)Ld.(C.G. Smith&Co.Ld. *Mgrs.*) *Cell DB* 112′ 191*t FPT*	190·0 195·5(O.L.) Q106′B13′F34	30·9	11·6 FK	Durban British 3*BHCem* 63*t.APT*46*t*	T.3Cy.15″,25½″&41″–30″ (*s*) 200lb *100lb* 127NHP 1SB,3*cf*,GS63,HS2224 Aitchison,BlairLd. Clydebank	13 ″ 9 s4 ″ 3½ 13 ″ 6½	
79997 162113 GYYM	**Nailsea Court** *Fitted for oil fuel* 1*Dk*&*Shelter dk* D.F. *CruiserStern*	4946 4461 2914					1936	Bartram& Sons,Ld. Sunderland	BanthamS.S.CoLd. (E.R.Management Co.Ld.*Mgrs.*)	420·3 F28′	56·0	25·4	Cardiff British *WB*	C.4Cy.(2)$10\frac{9}{16}$″&(2)19⅝″– 13″ SRgeared&LPTurbine DRgeared to Sc.Shaft 255NHP White'sMarEngCoLdNwc		C
30/4 79998 140310 GQPN	**Nailsea Lass** (*ex*Specialist-36, *ex*Santille) D.F. ssLiv.No.3–5,30 ssShl.No.2–37 2*Dks*(*U1rn,2nd dkStl*)	4289 3871 2667	✠100A1 4,40 ~~BS5,39~~ 7,40 ✠LMC10,37	Npt	*x*	CL 9,37	1917 6mo	JReadhead &Sons,Ld. SouthShields *Lloyd'sA&CP*	NailseaS.S.Co.Ld. (E.R.Management Co.Ld.*Mgrs.*)	370·3 382·7(O.L.) P83′B132′F38′ *CellDB*316′890*t*	50·4	25·8 FK	Liverpool British 6*BHCem* *APT*31*t*	T.3Cy.28″,46″&75″–48″ (*r*) 180lb 484NHP 2SB,8*cf*,GS136,HS6642 FD JReadhead&Sons,Ld.	28 ″ 2 s 4 ″ 5½ 24 ″ 0	
79999 162126 GDGQ	**Nailsea Manor** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4926 4415 2946					1937	Bartram& Sons,Ld. Sunderland	NailseaS.S.Co.Ld. (E.R.Management Co.Ld.*Mgrs.*)	420·3 F28′	56·0	25·4	Cardiff British *WB*	C.4Cy(2)$10\frac{5}{16}$″&(2)21″–13″ SR geared & LP turbineDR geared to screw shaft 242NHP White'sMarEngCo.LdNwc		C
80000 162118 GZKW	**Nailsea Meadow** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk* *Cruiser Stern*	4962 4461 2943					1937	Bartram& Sons,Ld. Sunderland	BanthamS.S.CoLd. (E.R.Management Co.Ld.)	420·3 F28′	56·0	25·4	Cardiff British *WB*	C.4Cy.(2)10⅝″&(2)20″–13″ SR geared&LP turbine DR geared toSc.Shaft 255NHP White'sMarEngCoLdNwc		C
80001 162123 GCCB	**Nailsea Moor** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4926 4419 2948					1937	Bartram& Sons,Ld. Sunderland	NailseaS.S.Co.Ld. (E.R.Management Co.Ld.*Mgrs.*)	420·3 F28′	56·0	25·4	Cardiff British *WB*	C4Cy(2)$10\frac{5}{16}$″&(2)20⅜″–13″ SR geared & LP turbine DR geared to Sc. Shaft 255NHP White'sMarEngCoLdNwc		C
14/40 80002 140541 GMCB	**Nailsea River** (*ex*Actor-39) ssHul.No.3–3,30 ssAnt.No.2–39 2*Dks*(*Stl*)3*rd dk*(*Stl*) *inNo.1hold*	5548 5217 3467	✠100A1 2,40 ✠LMC7,39 *Fitted for oil fuel* 1,19 *F.P. above* 150° F.	Sws	*z*	CL 5,39	1917 10mo	D&WHen- dersn&Co.Ld. Glasgow *Lloyd'sA&CP*	NailseaS.S.Co.Ld. (E.R.Management Co.Ld.*Mgrs.*) *CellDB*344′1117*tFPT*64*t*	410·2 424·5(O.L.) P34′B139′F53′	52·2	30·2 FK	Liverpool British 7*BHCem* *APT*24*t*	T.3Cy.24½″,42½″&72″–54″ 215lb (*s*) 536NHP 2DB&1AuxSB,15*cf*,GS281, HS9263 D&W.Hendersn&CoLdGls	32 ″ 7 s 6 ″ 2 26 ″ 7½	
80003 132476 VJGY	**Nairana** Ⓟ TwinSc ssMel.No.3–9,29 E.S.D. ssMel.No.2–37 2*Dks*(1*ptStl–ws*)& *Shelter dk*(*Stl–teak s*)	3042 1459 1228	✠100A1 *Shelter dk* *withfreeboard* ~~1,41~~ 4,41 ✠LMC MS10,36 ~~BS7,39~~ 8,40	Mel	*u*	CL PN9,39 S9,39	1917 9mo	W.Denny &Bros. Dumbarton *Lloyd'sA&CP*	Tasmanian SteamersPty,Ld. *CellDBa*30′48*t uEf*98′143*tFPT*38*t*	315·8 329·8(O.L.) F60′	45·6	23·6 FK&BK2″	Melbourne British 5*BHptCem* *ptAsp* *APT*59*t*	4 SteamTurbinesSRgeared to 2 Screw Shafts (*s*) 200lb HS20604 1490NHP 6 Water Tube Boilers FD Denny&Co.Dumbarton	24 ″ 9 s10 ″ 3 14 ″ 11½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80004 148867 GLNM	**Nairnbank** **TwinSc** *OilEng.* *ss*Liv.No.3–12,38 1*Dk*(*Stl*)&*Shelter dk* (*Stl*–ws)	5156 4768 3117 –	✠100A1 *withfreeboard* ~~8,40~~ ~~9,39~~10,40 ~~DBS1,39~~ ✠LMC1,39 *Carrying vegetable oil in deep tank*	Auk Syd DBS3,41	*a*†	CL s12,38 PN 12,38	1925 7mo Lloyd's*A&CP*	Harland&Wolff,Ld. Glasgow	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	420·1|53·9|26·5 FK *CellD B*357' 1121*t Tanks between tunnels* 115' 251*t DT f*32'1067*t FPT*106*tAPT*132*t*	Glasgow British 7*BHptCem* (*Coll to Shdk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7$\frac{3}{4}$ 25 ″ 8	
80005 900 ESDA	**Naissaar** (*ex*FordCastle–33) *ss*Tln.2ndNo.3–7,37 *Well deck* 1*Dk*(*Stl*)	1893 1600 1080	✠100A1 11,38 ~~BS6,39~~ 5,40 ✠LMC7,37	Cff	*q*	CL 11,38	1911 12mo Lloyd's*A&CP*	J.Crown&Sons,Ld. Sunderland	A/S Merilaid&Co.	268·0|37·9|17·6 277·5(O.L.) P24'Q82'B51'F31' FK *Cell DBa&uE* 102' *f*104'383*tFPT*105*t*	Tallinn Estonian 4*BHCem* *APT*100*t*	T.3Cy.20$\frac{1}{2}$",33"&54"–39" (*s*) 180lb 199NHP 2SB,*4pf*,GS80,HS3092 N.E.MarineEng.Co.Ld.Sld	19 ″ 9 s1 ″ 11 18 ″ 0	
80006 DOSA	**Najade** Ⓟ **TwinSc** *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	1246 954 653					1936	Neptunwerft Rostock G.m.b.H. Rostock	Dampfschiffahrts Ges."Neptun"	246·4|34·8|14·1 P120'F31'	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.11$\frac{1}{4}$"–16$\frac{9}{16}$" 146NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
80007	**Najaden** (*ex*Örkild,*ex*Boscia) 1*Dk*&*Awng dk*	1963 1782 1178					1906	Helsingörs Jernsk&Msk Elsinore	FinskaÅngf–A/B	281·7|42·1|17·9	Helsingfrs Finnish *WB*	T.3Cy.20",32"&53"–36" 192NHP HelsingörsJernsk.&Msk.		V
80008 39727 JRWJ	**Nako Maru** Ⓟ *OilEng.* *ss*Kob.No.1–39 *Ref.Mchy.* D.F. 2*Dks* *CruiserStern*	7145 6377 4271	✠100A1 ~~4,40~~ ~~6,39~~ 1,41 ✠LMC CS1,39 DBS~~1,39~~4,40 ~~1,39~~10,39 ✠Lloyd'sRMC~~10,39~~ 1,41 ~~9,40~~4,40 *Carrying cargo oil F.P. above 150° F.in deep tanks*	Kob	*c*†	CL 1,39	1934 10mo Lloyd's*A&CP*	Uraga DockCo.Ld. Uraga	NipponYusenK.K.	449·7|62·3|34·4 P23'B173'F41' FK *CellDB*354'1615*t* *DTsa*42'1341*t wing tanks in way of tunnel* 94*t*	Tokyo Japanese 8*BH*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47$\frac{1}{4}$" 1851NHP DB*100lb* YokohamaDockCoLd.Yka *FPT*72*tAPT*68*t*	34 ″ 5	
197/60 80009 146303 GFTS	**Nalgora** *ss*Cal.No.3–10,33 *ss*Hpl.No.1–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	6579 6193 4109	✠100A1 *Shelter dk* *withfreeboard* 6,40 ~~11,39~~ ✠LMC MS2,38 BS9,39	Lon Bom	*b*†	CL 10,38	1922 5mo Lloyd's*A&CP*	W.Gray&Co.(1918),Ld. Sunderland	BritishIndiaStm. Nav.Co.Ld.	433·0|57·4|30·2 FK *CellDB*382' 1443*tDTa*27'778*t*	Glasgow British *ptCem* *Collision BHtoShdk* 6 ,, ,, *U* ,,	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 225lb FD 770NHP 4SB,*12cf*,GS247,HS10000 Cen.Mar.E.WrksLd.WHpl	32 ″ 10 s4 ″ 7$\frac{1}{2}$ 28 ″ 6$\frac{1}{4}$	
179/40 80010 137478 GPST	**Nalon** (*ex*Murillo–33) **TwinSc** *ss*Liv.No.3–2,29 *ss*Bry.No.2–37 *Ref.Mchy* 3*Dks*(*Stl*–ws)& D.F. *Shelter dk*(*Stl*–ws)	7222 6704 4414	✠100A1 *Shelter dk* *withfreeboard* 6,40 ~~5,39~~ ✠LMC MS2,37 BS8,39 ✠Lloyd'sRMC~~3,40~~7,40	Bry Cff	*b*†	CL ~~P2,37~~ s11,38 P6,40	1915 9mo Lloyd's*A&CP*	Russell&Co. Pt.Glasgow	RoyalMailLines, Ld.	440·0|56·2|35·6 455·1(O.L.) F48'*onShelter dk* FK *CellDBa*137' *uE&B*95'*f*153' 1286*tFPT*	Liverpool British 8*BHptCem* 64*tAPT*58*t*	Q8Cy20$\frac{1}{2}$",29$\frac{1}{2}$",42"&61"–48" 215lb (*s*) 810NHP 3DB,*18cf*,GS372,HS15270 Harland&Wolff,Ld.Bel.	38 ″ 11 s11 ″ 0 28 ″ 4	
80011 153790 VSRS	**Nam Yong** (*ex*Kapelle) 1*Dk*	1345 1160 769					1917	Gebr. Jonker Kinderdijk	HeapEng.MohS.S. Co.Ld.	240·0|36·2|16·7 P30'B60'F24'	Singapore British *WB*	T.3Cy.17$\frac{1}{2}$",29"&46"–36" 127NHP Alblasserdam.Msch.Fab.		V
80012 157636 VLJK	**Nambucca** **WoodTwinSc** Wireless *Mchy.Aft* 1*Dk*	489 333 185					1936	E.Wright Tuncurry, N.S.W.	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	153·0|35·1| 8·7	SydnyNSW British	C.4Cy.(2)12"&(2)24"–18" 48RHP E&B*made*14*refitted*36 Campbell&CalderwoodPsy		
80013 7033 SMAN	**Nämdö** (*ex*Eskil-40,*ex*Wright, *ex*Harlseywood) *ss*Lkr.2ndNo.3–6,33 *ss*Skm.No.1–38 1*Dk*(*ptIrn*&*ptStl*)&*deep framing* *Cargo battens not fitted*	2738 *2493* *1616*	✠100A1 5,40 ~~1,40~~ ✠LMC MS7,37 ~~BS8,39~~ 9,40	Hbg	*u*	CL 1,40	1907 12mo Lloyd's*A&CP*	Ropner&Son,Ld. Stockton	RederiA/B Rex (K.M.Källström, *Mgr.*)	317·0|46·0|20·9 328·3(O.L.) P31'B94'F37' FK *CellD Ba*102' *uE*22' *f*134'	Stockholm Swedish 5*BHCem* 603*tAPT*44*t*	T.3Cy.22$\frac{1}{2}$",37"&61"–42" (*s*) 160lb 247NHP 2SB,*6rf*,GS101,HS3786 Blair&Co.Ld.Stockton	23 ″ 3 s3 ″ 7$\frac{1}{2}$ 19 ″ 10	
80014 31166 JMXE	**Namikiri Maru** Ⓟ 2*Dks*	589 490 367					1925	Amagasaki ZosenbuG.K. Osaka	Amagasaki KisenbuGomei Kaisha	173·0|25·0|16·5	Osaka Japanese	T.3Cy.		
80015 42591 JJCL	**Naminoue Maru** Ⓟ *OilEng.* D.F. 2*Dks* *CruiserStern*	4731 3770 2809					1936	Mitsui Bussan Kaisha,Ld. Tama	OsakaSyosenK.K.	351·1|51·5|32·0 F43'	Osaka Japanese *WB*	Oil Engines 2S.C.DA 7Cy.17$\frac{11}{16}$"–47$\frac{1}{4}$" 750NHP MitsuiBussanKaisha,Ld. Tama		
80016	**Nampeg** (*ex*SoonAnn, *ex*Wilhelm) **Iron** 1*Dk*2*trB*&*Hur.dk*	783 *520* *588*					1882	H.F.Ulrichs Vegesack	ShunOnS.S.Co.	180·3|27·0|14·3 Q52'B128'	Portuguese *WB*	C.2Cy.21"&37$\frac{1}{4}$"–25$\frac{1}{2}$" 58NHP O.Henniges&Co.Berlin		
80017 LEMO	**Namsos** Ⓟ Wireless 1*Dk*&*Awng dk*	506 467 287					1904	Trndhjms Mek.Værks. Trondheim	IndherredsAktie-Dampskselskap	164·2|23·1|16·6 H37*t* len10	Steinkjer Norwegian *WB*	T.3Cy.15",25"&41"–26" 86NHP TrondhjemsM.V.Trondhm		
80018 FNWZ	**Nancéen** (*ex*Athen-36, *ex*Sandö) D.F. 1*Dk*&*Shelter dk*	2895 2614 1706					1929	R.Thompson&Sons,Ld. Sunderland	Cie.desBateaux à Vap.duNord.(Soc. Anon.deGérance et d'Armement, *Mgrs.*)	330·5|48·9|20·5 P99*t*H147*t*F17*t*	Dunkirk French *WB*	T.3Cy.25",40$\frac{1}{2}$"&66"–45" 292NHP G.Clark,Ld.Sld.		V
80019 146657 GDYR	**Nanchang** 2*Dks*	2489 2051 1488					1922	Scott'sS.B.&E.Co.Ld. Greenock	ChinaNavigation Co.Ld.	295·8|44·2|19·6 B72'F42'	London British *WB*	T.3Cy.18",29"&47"–39" 138NHP Scott'sS.B.&E.Co.Ld.Grk.		
80020 OUJJ	**Nancy** Wireless D.F. 1*Dk*	1153 929 678					1921	Schiffb.Ges Unterweser Wesermünde-L.	J.Lauritzen	231·5|34·6|14·1 P21'B56'F28'	Esbjerg Danish *WB*	C.4Cy.(2)13$\frac{3}{8}$"&(2)28$\frac{3}{4}$"–28$\frac{3}{4}$" NE28 108NHP Christiansen&Meyer,Ham.		G
80021 136082 GWYT	**Nancy Moller** (*ex*Rowena-34, *ex*Norfolk) 1*Dk*2*trB*	3916 3537 2409					1907	J.Priestman&Co. Sunderland	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	343·5|49·0|24·3 P18*t*H101*t*F57*t*	Shanghai British *WB*	T.3Cy.24",40"&66"–45" 292NHP N.E.MarineEng.Co.Ld.Sld		
80022 LJQN	**Nandi** (*ex*Alba–37,*ex*Alga–37, *ex*DéputéJosselinDeRohan–36) D.F. 1*Dk*	2022 1726 1181					1920	GovernmentYard Lorient	A/SThv. Halvorsen	269·4|39·7|19·6 P19'B54'F23'	Bergen Norwegian *WB*	T.3Cy18$\frac{1}{10}$",26$\frac{9}{10}$"&49$\frac{1}{5}$"–37$\frac{4}{5}$" 149NHP Etablissements d'Indret, Indret		V

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NH = Force en chevaux d'après les formules de la Société. NHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté [illegible]
80023 42964 JTKL	**Naniwa Maru** *CruiserStern*	4858 — 2896					1937	OsakaIron Works,Ld. Osaka	TaiheiKisenK.K. (YamashitaKisen K.K. *Mgrs.*)	369·8|54·1|29·2	Kobe Japanese	T.3Cy.24½",42½"&74"–48" E*made*22*fitted*37 379NHP WallsendSlpwy.&E.Co.Ld		C
80024 29703 JHMA	**Nanka Maru** (*ex*Visigoth) *ss*Osa.2ndNo.3–7,32 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*deep framing*	4065 3781 2549	✠ ... 10,34 ✠	Yka	*w*		1906 4mo	A.McMillan&Son,Ld. Dumbarton	Kotani Mokunosuke *CellDBa*	360·8|50·0|16·9 24·8 P11'B112'F32' FK 106'*u*E20'*f*120'947*t*	Kobe Japanese 6*BHCem* *APT*32*t*	T.3Cy.23",38½"&64"–45" 314NHP 2SB,6*cf*,GS90,HS4054 Dunsmuir&Jackson,LdGl*w*	27 " 4	C †
80025 38116 JKME	**Nankai Maru** TwinSc *OilEng.* *ss*Kob.No.3–2,39 *Ref.Mchy.* 3*Dks*(*Stl*) *CruiserStern*	8416 7813 5105	✠100A1 *withfreeboard* ~~2,40~~2,41 ✠LMC CS2,39 DBS~~2,40~~2,41 2,40 ✠Lloyd'sRMC~~2,40~~2,41 *Carrying cargo oil F.P. above 150° F. in deeptanks*	Kob	*d*†	CL ~~12,37~~ 2,41	1933 1mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd's A&CP*	OsakaSyosenK.K. *CellDB*373'1316*t* *tunnels* 1063*t*	446·8|60·5|40·7 F40' FK *Tanks in way of* *MTs*36'1185*tFPT*	Osaka Japanese 8*BH* (*Coll to Wdk* 7 " 2nd ") 96*tAPT*89*t*	Oil Engines 2S.C.SA 12Cy.28⅜"–49$\frac{3}{16}$" 1678NHP DB*100lb* MitsubishiZosenKaisha, Ld.Nag.	40 " 9 s13 " 0¼ 28 " 2½	
80026 29427 JCLE	— Ⓟ TwinSc 1*Dk*	544 321 206					1923	Mitsubishi K.K. Kobe	Government of Japan(Dept.of Railways)	140·0|30·2|12·5	Tokyo Japanese	SR gearedSteamTurbines		
80027 44626 JNBM	**Nankai Maru No. 1** Wireless 1*Dk*	1163 — 747					1938	Ohara ZosenTekkosyoK K. Osaka	NankaiKisenK.K.	216·5|34·0|18·5 P18'Q102'B54'F29'	Nagoya Japanese –*WB*	T.3Cy.14¾",24⅝"&40¼"–30" 89NHP E&B*made*18*refitted*38 OkamotoZosenTekkosho, Osaka		
80028 131857 GBKM	**Nankin** Ⓟ TwinSc *ss*H.Kg.2ndNo.3–7,32 *ss*H.Kg.No.2–40 ~~*ss*Yka.No.1–36~~ D.F. *Ref.Mchy.* 3*Dks*(*Stl–U* teaks)	7131 5872 4420	✠100A1 1,41 BS1,41 ✠LMC12,39 Lloyd'sRMC[illegible] 3,41	HKg	*b*†	CL ~~P6,30~~ SN6,40 P1,41	1912 6mo	Caird&Co. Ld. Greenock *Lloyd's A&CP*	Eastern&AustralianS.S.Co.Ld. *WB=Cell*	449·7|52·0|30·6 466·0(O.L.) P84'B149'F85' FK&BK2' *DBa*110'*f*189'832*t*	Greenock British 7*BHCem* *APT*95*t*	Q.8Cy.19",27",38¼"&54"–48" 215lb *215lb* (*s*) 628NHP 2DB,12*cf*,GS234,HS9180 FD Caird&Co.Ld.Greenock	33 " 6 s6 " 6½ 27 " 5½	
80029 7119 SKLA	**Nanking** TwinSc *OilEng.* D.F. *ss*Lkr.No.3–9,35 1*Dk*(*Stl*)*Shelterdk*(*Stl–ws*) 2*nddk*(*Stl*)*inNos.*1,2,3&4*holds*	5931 5366 3486	✠100A1 *Shelter dk* *withfreeboard* Examined1,41 DBS9,39 ✠LMC9,35	~~Got~~ Avn	*a*†	CL ~~P7,37~~ s9,38 P8,40	1924 6mo	Aktieb. Götaverken Gothenburg *Lloyd's A&CP*	A/BSvenska Ostasiatiska Kompaniet(G. Borin, *Mgr.*) *CellDB*371'128	426·5|56·1|27·7 443·7(O.L.) FK *Collision* 3*tTank at sides of T*	Gothenbrg Swedish 7*BHptCem* *BH to Sh dk* *unnel*31'155*t*	Oil Engines 4S.C.SA 12Cy.29⅛"–43$\frac{5}{16}$" 988NHP DB*100lb* Aktieb.Götaverken,Got. *FPT*98*tAPT*75*t*	30 " 8 s4 " 0¼ 26 " 10½	
80030 17083 JCGD	**Nanking Maru** *ss*Kob.No.1–18 2*Dks*&*Webframes* *Longitudinalframing*	3006 2779 1856	✠ ... 11,22 ✠				1914 10mo	OsakaIron Works Osaka	KitaNipponKisen K.K.	305·3|42·2|24·8 P19'B82'F32' FK	Hutyu Japanese *WB*	T.3Cy.22",37"&61"–42" 288NHP OsakaIronWorks,Osaka	27 " 3	
80031 168 JHIA	**Nanko Maru** (*ex*Wigmore, *ex*Ardgrange) *ss*Nag.No.3–5,30 *ss*Kob.No.1–34 2*Dks*(*Stl*)	4714 4319 2950	✠ ... 9,35 ✠	Kob	*y*	CL 8,34	1916 11mo	Russell& Co. Pt.Glasgow *Lloyd's A&CP*	IshiharaGoshi Kaisya(Ishihara SangyoKaiun Kaisya,Ld.*Mgrs.*)	385·0|52·0|26·5 P34'B111'F47' FK *CellDB*334'1029*t*	Dairen Japanese 6*BHCem* *APT*20*t*	T.3Cy.26",42"&70"–48" (*s*) 180lb 491NHP 3SB,9*cf*,GS147,HS7404 ClydeS.B.&E.Co.Ld.P.Gl.	29 " 0	C †
80032 28019 JFFD	**Nanman Maru** (*ex*KumaMaru–34, *ex*FujiMaru) *ss*Kob.No.3–7,32 *ss*Kob.No.1–37 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6551 6157 3990	✠100A1 *Awng dk* *withfreeboard* 9,39 ✠LMC~~9,39~~ 10,40 *Fitted for oil fuel 5,21 F.P. above 150° F.* *Adapted for carrying oil 1,29 F.P. above 150° F. in DTs forward*	Osa	*z*	CL 8,39	1921 4mo	Kawasaki Dkyd.Co.Ld. Kobe	YamashitaKisen K.K. *Cell DB*342'1234*t DTa* *DTsf*26'622*tF*	405·0|53·0|37·0 F33'*onAwngdk* FK *CollB* 35'808*t* *PT*104*tAPT*36*t*	Tokyo Japanese *ptCem* *HtoAwngdk* 5 " " *U* "	T.3Cy.28",46½"&78"–54" (*s*) 200lb FD 578NHP 3SB(Spt)9*cf*,GS190,HS7800 KawasakiDkyd.Co.Ld.	37 " 0 s9 " 3½ 28 " 0	
80033 152102 GKRC	**Nanning** 2*Dks*	2486 2049 1486					1923	TaikooDkyd&EngCo.of HongK'ngLd	ChinaNav.Co.Ld.	295·8|44·2|19·6 B72'F42'	London British *WB*	T.3Cy.18",29"&47"–39" 138NHP TaikooDkyd&ECoLdHKg		
80034	— Pad 2*Dks*	569 280 348					1900	G.Fenwick &Co.Ld. HongKong	SaiHingS.S.Co.	147·0|31·0| 7·2	Canton Chinese	H.2Cy.18"&38"–72" 102NHP G.Fenwick&Co.Ld.H.Kg.		
80035 30141 JYAA	**Nanrei Maru** Ⓟ 2*Dks*	2408 1715 1632					1924	Yokohama DockCo. Yokohama	ToaKaiunK.K.	274·5|41·5|22·8 P44'B84'F32'	Tokyo Japanese	T.3Cy.22",37"&61"–42" 240NHP YokohamaDock,K.K.		
80036 32316 JIIB	**Nansin Maru** (*ex*NanshinMaru–38, *ex*KohkiMaru, *ex*Hemisphere, *ex*ThurlandCastle, *ex*Corinthic) *ss*Kob.No.3–8,26 *ss*Kob.No.2–33 1*Dk*(*Stl*)	4806 4404 2970	✠ ... 1,39 ✠	Kob	*y*		1914 6mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	IshiharaSangyo KaiunKaishaLd. *CellDBa*132'*u*	385·0|52·0|27·0 P38'B126'F37' FK E26'*f*167'961*tFPT*	Hutyu Japanese 6*BHCem* 68*tAPT*154*t*	T.3Cy.25½",42"&70"–48" 395NHP 3SB,9*cf*,GS163,HS6435 Richardsons,Westgarth& Co.Ld.Hpl.	29 " 6	
80037 FOVT	**Nantaise** (*ex*Vaux) *ss*Nwc.No.3–12,32 D.F. *ss*Rot.No.1–36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	1798 1384 961	✠100A1 5,40~~5,39~~ BS~~5,39~~ 5,40 ✠LMC10,36	Rot Nts	*q*	CL 5,39	1920 3mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's A&CP*	SociétéNavale Caennaise(G. Lamy&Cie. *Mgrs.*) *Cell*	260·0|37·5|17·5 Q154'F30' FK *DB*215' 503*tMT*10'	Caen French 5*BHCem* 224*tFPT*140*tAPT*56*t*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 201NHP 2SB,6*pf*,GS87,HS3160 Richardsons,Westgarth& Co.Ld.Sld.	19 " 8 s6 " 5 18 " 4	
80038 37941 JTWE	**Nantaku Maru** (*ex*YoneMaruNo.8–37) *OilEng.* Wireless 1*Dk*	330 242 118					1932	Tochigi ShojiK.K. Wakamatsu	FukaoRyutaro	130·0|23·0|12·0	Kochi Japanese	Oil Engines		
80039 130356 KJSF	**Nantasket** Ⓟ Iron (*ex*Newburgh) 3*Dks*	1033 — 741					1887	Neafie& Levy Philadelphia	Nantasket-Boston SteamboatCo.	200·0|32·0|11·0	Boston Utd.States	C.2Cy.26"&45"–36" 101NHP Neafie&Levy,Philadelphia		
80040 KJKG	**Nantucket** (*ex*Fargo–33) Now "Norlago," see No. 89326 in Supplement D.F. Sub.Sig. 3*Dks*	2606 2261 1612	✠ ... 10,20 ✠				1920 3mo	M'Dougall DuluthCo. Duluth,Minn	Merchnts&Miners TransportationCo.	251·0|43·7|25·8 P25'B64'F20' FK	Baltimore Utd.States *WB*	T.3Cy.21",35"&59⅝"–42" 231NHP McDougallDuluthCo.	28 " 2	R †
80041 224501 WBFZ	— Ⓟ (*ex*Nobska) Wireless 2*Dks*	1082 — 428					1925	BathIron Works,Ld. Bath,Me.	NewEnglandS.S. Co.	202·4|36·1|13·1	N.Bedford, Mass. Utd.States	T.4Cy.16",26"&(2)30"–24" 88NHP BathIronWorks,Bath,Me.		
80042 28495 JCFD	**Nanyo Maru** Ⓟ TwinSc (*CableVessel*) D.F. GyC. 2*Dks*	3610 3236 1844					1923	OsakaIron Works Osaka	Govt.ofJapan (Department of Communication)	344·6|44·0|30·3	Tokyo Japanese *WB*	T.6Cy.17",28½"&48"–36" 276NHP		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
80043 JLAG	**Nanzan Maru**	462 — 207					1910	……………… Kobe	MinamimanshuTetsudoK.K.	160·6	30·1	10·4	Dairen Japanese	C.		
80044 207420	**Napa Valley** Ⓟ *Fitted for oil fuel* 1*Dk*	2189 — 1289					1910	UnionIron Works S.Francisco	PugetSound Nav.Co.	231·2	45·7	15·3	S.Frncisco Utd.States	T.4Cy.25",41"&(2)48"–30" 253NHP UnitedEng.Wrks,S.Frisco		
80045 139172 GMMM	**Naphtha Shipper**(*ex*Dovrefjell–38, *ex*Lacuna, *ss*Rot.No.3–3,29 *ex*Briarleaf) *ss*Rot.No.2–37 *Mchy.Aft* 1*Dk*(*ptStl*)&*Shelter dk*(*Stl*) D.F. &*Web frames* *CarryingPetroleum in bulk* *Fitted for oil fuel*	5897 5469 3711	✠ ✠	Ant	*y*		1916 12mo	JReadhead &Sons,Ld. SouthShields	NaphthaTankers, Ld.(S.Catsell&Co. Ld.*Mgrs.*)	393·5 P107'B33'F41' *on Shelter dk* FK *CellDBu*	51·1	33·5	London British 16*BHptCem* B30' 67*t DT*	T3Cy.27$\frac{7}{16}$",44"&72"–48" 437NHP 3SB,9*cf*,HS7408 J.Readhead&SonsLd.SShl *f*34'369*tFPT*58*tAPT*130*t*	35 ″ 3	
193/40 80046 149781 GMSY	**Napier Star** (*ex*Napierstar) **TwinSc** *ss*Nwc.No.3–9,39 *Ref.Mchy.* 3*Dks*&*Shelter dk5th dk* D.F. E.S.D. *inNo.6hold* *CruiserStern* ~~*Aftertonnage opening closed '40*~~	~~12196~~ — ~~7602~~ 10116 9136 6187	✠100A1 *withfreeboard* ~~6,40~~ ~~9,39~~ 11,40 ✠LMC MS11,38 BS1,40 ✠Lloyd'sRMC~~1,40 6,40~~ 11,40 *Fitted for oil fuel*3,27 *F.P. above* 150° F.	Nwc ~~Lon~~	Bkn	CL s2,38 P8,39	1927 3mo	Lithgow's Ld. PortGlasgow *Lloyd*'*sA&CP*	BlueStarLine,Ld. *Duct keel forward of machinery space*140' *CellDB*	513·3 530·5(O.L.) F44 FK len34 403'1414*tFPT*148*t*	67·3	36·6	London British 8*BHptCem* (*Coll to Sh dk* 7 ,,2*nd*,,) *APT*116*t*	4 Steam Turbines SR (*r*) geared to 2 Sc. Shafts 200lb HS22896 1582NHP 2D&2SB,24*cf*,GS420, ParsonsMarineSteam TurbineCo.Ld.Nwc.	39 ″ 9 s10 ″ 0¼ 30 ″ 0	
80047 25473 JNBD	**Naples Maru** *ss*Nag.No.3–5,32 *ss*Kob.No.1–37 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5825 5586 4225	✠100A1 *Awng dk* *withfreeboard* 11,39 BS12,40 ✠LMC11,39 *Fitted for oil fuel*2,23 *F.P. above* 150° F.	Smk	*y*	OG ~~8,38~~ 12,40	1919 7mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd*'*sA&CP*	KokusaiKisenK.K. *Coll* *CellDB*	385·0 FK *isionBHtoAwng dk* 334' 1118*tFPT*126*t*	51·0	36·0	Kobe Japanese *ptCem* 5*BHtoUdk* *APT*93*t*	T.3Cy.26",43½"&72"–48"(*s*) 200lb FD 437NHP 2SB(Spt)&1AuxSB,8*cf*, GS154 HS5636 KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 3½ 27 ″ 1	
80048 EGCO	**Naranco** 1*Dk*	856 684 633					1920	Astilleros deGijon Gijon	Cia.Naviera Gijonesa	201·8 B43'F30'	29·8	13·9	Gijon Spanish	T.3Cy.12",20"&32"–24" 50NHP AlexanderHermanos, S.enC.Barcelona		
80049 136384 VLGP	**Narani** **WoodTwinScK** *Mchy.Aft* 1*Dk* Wireless	381 308 180					1914	E.Wright CapeHawke, N.S.W.	Illawarra&South CoastSteamNav. Co.Ld.(A.L.Miller, *Mgr.*)	148·6 B53'F35'	33·2	8·7	SydneyNSW British *WB*	C.4Cy.12"&24"–18" 48RHP Campbell&Calderw'd,Gls.		
80050 139108 GNXQ	**Narbada** (*ex*Leitrim) **TwinSc** *ss*Liv.No.3–3.28 *ss*Ddn.No.2–36 2*Dks*(*Stl*)&*Shelter dk* *CruiserStern* (*Stl*–ws) *Cargo battens not fitted in Shelter 'tween dks*	8988 8310 5460	✠100A1 *Shelter dk* *withfreeboard* 1,40 BS~~1,40~~ 1,41 ✠LMC2,36	Ddn	*d*†	CL ~~s10,37~~ P1,40 s7,40	1915 10mo	Sir Raylton Dixon&Co.Ld Middlesbro' *Lloyd*'*sA&CP*	Indo-PacificShpg. Co.Ld. *Cell DBa*112'*uE*&*B*85'	470·0 B188'F49'*on Shelter dk* FK *f*196'1396*tFPT*83*t*	60·2	36·3	London British 7*BHCem* *APT*125*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts 180lb (*s*) 1030NHP 5SB,20*cf*,GS371,HS14710FD Richardsons,Westgarth& Co.Ld.Hpl.	39 ″ 4 s 9 ″ 2¼ 30 ″ 5	
80051 220890 KDIG	**Narbo** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk* *Longitudinal framing*	6085 — 4390					1920	MooreS.B. Co. Oakland,Cal.	LykesBros. SteamshipCo.Inc.	402·6 P34'F36'	53·0	32·2	N.Orleans Utd.States *WB*	2 Steam Turbines DR geared to 1Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		R
80052 220954	**Narcissus** *Fitted for oil fuel* 1*Dk*&*Shelter dk* *Longitudinal framing* *Now* "Potlatch," *see No.* 895 *in Supplement*	6085 — 4390					1920	MooreS.B. Co. Oakland,Cal.	UnitedStates Maritime Commission	402·6 P34'F38'	53·0	32·2	S.Frncisco Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		
46/41 80053 141920 GCLF	**Nardana** **TwinSc** *ss*Fal.No.3–9,31 D.F. E.S.D. ~~*ss*Shl.No.1–35~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *ss*Bom.No.2–40	7974 7611 4784	✠100A1 *Shelter dk* *withfreeboard* 1,41 ~~9,39~~ BS~~4,39~~ 4,40 ✠LMC~~4,35~~ 4,39	Bom	*c*†	CL 2,40	1919 9mo	Barclay, Curle&Co.Ld Glasgow *Lloyd*'*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*386'1460*t* *DTa*39'914*t*	449·5 P31'F43 *onShelter dk* FK *FPT*125*tAPT*80*t*	58·2	37·1	Glasgow British *Cem* 8*BHtoShdk*	T.6Cy.26½",44"&73"–48"(*s*) 2LPTurbines withDRgearing&hydraulic couplings 200lb *110lb* NDB20 1356NHP 3DB,24*cf*,GS440,HS17352FD Barclay,Curle&Co.Ld.Gls.	40 ″ 0 s11 ″ 0½ 29 ″ 2½	
80054 261 IBDY	**Narenta** Ⓟ Wireless *OilEng.* Sub.Sig. *CruiserStern* 2*Dks*	1362 — 615					1934	Cant.Nav. Riuniti Ancona	"Adriatica" Soc.Anon.diNav.	236·8 P10'B131'F33'	35·6	18·6	Venice Italian *WB*	Oil Engines 2S.C.SA 8Cy.17$\frac{11}{16}$"–28$\frac{7}{16}$" 437NHP SocAn"Fiat"S.G.M.Turin		I
80055 146333 GJTZ	**Naringa** *ss*Cal.No.3–4,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *ss*Bom.No.1-40	6607 6197 4118	✠100A1 *Shelter dk* *withfreeboard* ~~7,40~~ ~~7,38~~ 2,41 ~~BS8,39~~ ✠LMC~~4,35~~ 6,40	Bom	*b*†	CL ~~7,38~~ 6,40	1923 5mo	WearShipyard of W. Gray&Co. (1918)Ld. Sunderland *Lloyd*'*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*382'	433·0 FK *Collision BHtoSh dk* 1476*tDTa*27'764*t*	57·4	30·2	Glasgow British *ptCem* 6 ,, ,, *U* ,,	2 Steam Turbines DR geared to 1 Sc. Shaft 225lb (*s*) 770NHP 4SB,12*cf*,GS247,HS10,000 FD Cen.Mar.Eng.WrksW.Hpl	32 ″ 10 s 4 ″ 7½ 28 ″ 6¼	
80056 317 HSAR	**Naris** *ss*Bgk.No.2–38 1*Dk*(*Stl*)&*Shade dk*(*Teak*) *Cargo battens not fitted*	799 729 450	✠ A1 *withfreeboard* 4,41 ~~11,39~~ ~~11,40~~ BS11,40 ~~BS11,39~~ ✠LMC8,38 *For Coasting Service between Bangkok&Bandon* *Fitted for oil fuel* 7,29 *F.P. above* 150° F.	Bgk	*j*	CL ~~11,39~~ 11,40	1929 7mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd*'*sA&CP*	ThaiNav.Co.Ld. *Cell*	165·8 FK *DBuE*12' 20*t FPT*	35·1	15·7	Bangkok Thai 4*BHAsp* 18*tAPT*18*t*	T.3Cy.13",21"&35"–18" (*s*) 190lb 100NHP 2SB,4*cf*, HS2112 HongKong&Whampoa DockCo.Ld.HongKong	9 ″ 0 s 2 ″ 0½ 7 ″ 0½	
80057 143562 GCNT	**Nariva** **TwinSc** *ss*Bry.No.3–12,32 *ss*Liv.No.1–37 *Ref.Mchy.* 3*Dks*(*Stl*)&*Shelter dk* D.F. (*Stl*–ws) *CruiserStern*	8714 7434 5341	✠100A1 *Shelter dk* *withfreeboard* 7,40 ~~7,39~~ ✠LMC MS1,37 BS~~3,39~~ 11,40 ✠Lloyd'sRMC~~4,40~~ 7,40 7,41 ~~3,41~~ ~~11,40~~	Liv Lon	*c*†	CL 8,38	1920 5mo	A.Stephen &Sons,Ld. Glasgow *Lloyd*'*sA&CP*	RoyalMailLines, Ld. *CellDB*386'1221*t*	430·4 B227'F37'*onShelter dk* FK *FPT*120*tAPT*65*t*	61·3	36·1	S'thamptn British *Cem* 4*BHtoShdk* 3 ,, ,, *U* ,,	Q8Cy.23½",33",47"&67"–51" 215lb (*s*) 1095NHP 5SB(Spt),20*cf*,GS412, HS16812 FD A.Stephens&Sons,Gls.	38 ″ 6 s 8 ″ 1¼ 30 ″ 7½	
80058 142496 GCVB	**Narkunda** Ⓟ **TwinSc** *Ref.Mchy.* *Fitted for oil fuel* D.F. *CruiserStern* 4*Dks*	16632 14035 9429	Lloyd'sRMC~~2,40~~ ~~6,40~~ 4,41 ~~11,40~~				1920	Harland& Wolff,Ld. Belfast	P.&O.Stm.Nav.Co	581·4	69·4	44·5	Belfast British *WB*	Q.8Cy.33"47"67½"&97"–60" 1428NHP Harland&Wolff,Ld.Bel.		BT till ~~2,41~~ 1,42

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant. Lettre expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, n'est dans le L.R. Durée Cert. B. of Trade
80059 SPBY	**Narocz** (*ex*Pegasos-39, *ex*Harlow-32) ssHul.No.3-7,27 ssPir.No.2-36 *Well deck* 1*Dk*(*ptIrn ptStl*) *Cargo battens not fitted*	*1795* *1341* *881*	✠100A1 Examined 4,41 Gls ~~BS3,36~~ ✠LMC2,36 12,40	~~Nwc~~	*p*	CL 2,39	1915 6mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	BaltyckaSpolka OkretowaSp.z.o.o. (T.Olszowski, *Mgr.*) *CellDBa&uE*	245·1 Q95'B58'F24' FK 96'*f*96'384*tFPT*47*t*	37·0	18·0	Danzig 4*BHCem* *APT*133*t*	T.3Cy.19",30½"&51"–36" (r) 180lb 202NHP 2SB,6cf,GS98,HS3568 Cen.Mar.Eng.Wks.W.Hpl.	20 ″ 0 s1 ″ 8 18 ″ 6	
80060 164603 GYSS	**Narragansett** ssNYk.No.1-41 E.S.D. GyC. D.F. *Mchy.Aft* *OilEng.* 1*Dk. 2nd dk clear of cargo tanks* *CruiserStern* *Longitudinal framing*	10389 9592 5940	✠100A1 4,40 DBS1,41 ✠LMC4,36 *CarryingPetr*	Lon *oleum*	*f*† *in*	CL 1,39 *bulk*	1936 4mo *Lloyd*	Frd.Krupp Germaniawft A.G. Kiel '*sA&CP* *C*	BritishMexican PetroleumCo.Ld. ~~(F.J.Wolfe,Mgr.)~~ (R.A.Carder,*Mgr*) *ellDBuE*86'184*tD*	490·4 P107'B39'F35' FK *Tf*16'540*tFPT*370*t*	69·9	36·9	London British 16*BHptCem* *ptAsp* *APT*214*t*	Oil Engines 2S.C.SA 8Cy.25$\frac{5}{16}$"–49$\frac{3}{16}$" 912NHP 3DB200lb Fr.KruppGermaniawftAG	37 ″ 0 s7 ″ 4½ 29 ″ 11½	
80061 39738 JBQH	**Naruto Maru** Ⓟ ssKob.No.1-38 *OilEng.* *Ref.Mchy.* 2*Dks* *CruiserStern*	7149 6369 4245	✠100A1 10,40 ~~1,38~~ ✠LMC CS10,38 DBS~~1,39~~11,40 ~~6,38~~11,40 ✠Lloyd'sRMC~~11,39~~ 10,40~~6,40~~ *Carrying car*	Kob Yka *go oil*	*c*† *F.*	CL 10,38 *P. abo*	1934 12mo *Lloyd* *ve*150°	Yokohama DockCo.Ld. Yokohama '*sA&CP* *F. in deep tan*	NipponYusenK.K. *CellDB*354'1652*tD* *Wing tanks in wa* *ks*	449·7 P23'B173'F41' FK *Tsa*42'1341*t* *yof tunnel* 94*t FPT*	62·3	34·4	Tokyo Japanese 8*BH* 72*t APT*68*t*	Oil Engines 2S.C.DA 7Cy.27$\frac{5}{16}$"–47¼" DB100lb 1851NHP YokohamaDockCoLd.Yka	34 ″ 5	
80062 13172 JTNH	— Ⓟ TwinSc (*ex*KurenaiMaru,*ex*MeiShun)	1288 701 699					1900	S.C.Farn- ham&Co.Ld. Shanghai	OsakaSyosenK.K.	238·0	30·0	12·8	Osaka Japanese *WB*	T.6Cy.11$\frac{7}{16}$",18$\frac{1}{16}$"&30$\frac{1}{16}$"– 21" 82NHP S.C.Farnham&Co.Ld.Shi.		
80063 166903 GZYB	**Narva** 3Mst *Mchy.Aft* Wireless D.F. E.S.D. *CruiserStern* 1*Dk*	1575 1346 913					1937	Burntislnd S.B.Co.Ld. Burntisland	ScottishNav.Co. Ld.(Glen&Co.Ld. *Mgrs.*)	265·0 P15'Q42'B110'F26'	40·5	16·3	Glasgow British *WB*	T.3Cy.15",25½"&44"–33" 111NHP D.Rowan&Co.Ld.Gls.		C
80064 5615 SFXN	**Narvik** ssGot.2ndNo.3-11,38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	*4251* *3842* *1997*	✠100A1 *Shelter dk* *withfreeboard* 8,40 ~~9,39~~ BS11,39 ✠LMC11,38	Mmo Skm	*y*	CL ~~N12,37~~ 8,40	1914 6mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland '*sA&CP* *Cell DB* 134'*uE*21' *fin*	TrafikA/B Grängesberg- Oxelösund(M.Wal- denström,*Mgr.*) *a including tunnel* *cluding lowtank in*	385·0 FK *tanks* *forehold*147'1811*tD* *DTf*21'260*tFPT*	53·7	23·6	Stockholm Swedish 7*BHCem* *Ta*15'440*t* 76*tAPT*191*t*	T.3Cy.26½",43"&72"–48"& LP Turbine with DR gear- ing&hydraulic coupling 180lb (s) 509NHP 3SB(Spt)9cf,GS195,HS7731 J.Dickinson&Sons,Ld.Sld.	26 ″ 1 s2 ″ 6½ 23 ″ 9½	
80065 129922 GPLS	**Nascopie** Ⓟ ssHfx.2ndNo.3-11,35 ssFal.No.1-39 GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws) D.F.	2521 1591 1503	✠100A1 *Shelter dk* *withfreeboard* ~~7,40~~~~10,38~~ ✠LMC6,39 4,41 BS5,40	Hfx ~~Mtl~~	*t*	CL ~~N6,38~~ 3,41	1912 1mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Newcastle '*sA&CP*	Hudson'sBayCo. *WB*=*CellDBa*56' *uE&F*	285·5 FK 59' *f*119' 415*t FPT*	43·8	20·2	London British 5*BHCem* 75*tAPT*55*t*	T.3Cy.21½",35½"&58"–42" 180lb *100lb* (r) 339NHP 2SB,6cf,GS121,HS5322 Swan,Hunter&Wigham Richardson,Ld.Nwc.	29 ″ 9 s6 ″ 2 23 ″ 11½	BT till 6.40
80066 20390 JLME	**Nase Maru** 1*Dk*	1219 — 841					1917	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	220·0 P23'B34'F24'	33·6	18·5	Osaka Japanese *WB*	T.3Cy.13½",23"&38"–30" 79NHP OsakaIronWks.Ld.Osaka		
80067 221319 KDSM	**Nashaba** *Fitted for oil fuel* D.F. Sub.Sig. 1*Dk*&*Shelter dk* *Longitudinal framing*	6062 — 3776					1921	Pacific CoastS.B. Co. BayPoint,Cal	LykesBros. SteamshipCo.Inc.	402·5 P34'F38'	53·0	32·0	Houston, Tex. Utd.States *WB*	DR Geared Steam Turbine KerrTurbineCo. Wellsville,N.Y.		R
.80068 86267	**Nassau** (*ex*Glencairn,*ex*GranvilleA. Richardson,*ex*GeorgeJ.Gould) *Mchy.Aft* 2*Dks*	2098 1945 1265					1893	UnionDry DockCo. Buffalo,N.Y.	FitzSimons& ConnellDredge& DockCo.	266·0	41·0	22·4	Chicago Utd.States *WB*	T.3Cy.18",30"&48"–42" 118NHP KingIronWorks,Buffalo		
80069 37133 JKCC	**Nasusan Maru** Ⓟ *OilEng.* *Mchy.Aft* 1*Dk*	4399 3671 2591					1931	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	361·5 P76'B20'F28'	50·0	29·0	Kobe Japanese *WB*	Oil Engines 4S.C.SA 8Cy.21⅝"–39⅜" 362NHP MitsuiBussanKaisha,Ld. Tama		C
80070 DHHA	**Natal** (*ex*Eupatoria-36) Sub.Sig. 2*Dks*	3172 2781 1854					1921	Akt.Ges. "Neptun" Rostock	Hamburg-Süd- Amerik.Dampf- schiffahrtsGes.	337·7 F43'	48·3	20·9	Hamburg German *WB*	T.3Cy.23⅝",38½"&62"–41$\frac{7}{20}$" 247NHP A.G."Neptun,"Rostock		G
80071 31563 JNAH	**Nati Maru** Ⓟ TwinSc (*ex*NachiMaru-38) *OilEng.* *CruiserStern* 2*Dks*	1607 1052 757					1926	Mitsubishi ZosenKaisha Ld. Kobe	OsakaSyosenK.K.	230·0	37·0	20·0	Osaka Japanese *WB*	Oil Engines 4S.C.SA 12Cy.18½"–27" 386NHP MitsubishiZosenKaishaLd.		
74/40 80072 145330 GCNS	**Natia** TwinSc ssLiv.No.3-5,33 ssLiv.No.1-37 D.F. 3*Dks*(*Stl*)&*Shelter dk* *Ref.Mchy.* (*Stl*–ws) *Cruiser Stern*	8715 7434 5328	✠100A1 *Shelter dk* *withfreeboard* 7,39 ✠LMC MS6,37 BS11,39 ✠Lloyd'sRMC~~2,40~~~~5,40~~ 9,40	Liv	*c*†	CL 6,39	1920 12mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	RoyalMailLines, Ld. *CellDB*386'1221*t*	430·4 B227'F37'*on* FK *Shelter dk* *FPT*120*tAPT*65*t*	61·3	36·1	Sthamptn British *Cem* 4*BHto S dk* 3 " " *U* "	Q.8Cy.23½",33",47"&67"–51" 215lb (s) 1095NHP 5SB(Spt),20cf,GS412, FD HS16812 A.Stephen&Sons,Ld.Gls.	38 ″ 6 s8 ″ 1½ 30 ″ 7½	
80073 37153 JKEC	**Natisan Maru** Ⓟ (*ex*NachisanMaru-38) *OilEng.* ssTamaNo.2-39 2*Dks*(*Stl*) *CruiserStern*	4434 3559 2546	✠100A1 *withfreeboard* 10,40 ~~12,39~~ ✠LMC CS12,39 DBS~~12,39~~10,40~~12,39~~10,40	Tama	*w* 2⅛	CL ~~1,38~~ 10,40	1931 12mo *Lloyd*	Mitsui Bussan Kaisha,Ld. Tama '*sA&CP*	MitsuiBussan Kaisha,Ld. *C*	339·5 P32'B105'F26' FK *ellDB*290'725*tFPT*	49·0	30·0	Kobe Japanese 7*BHCem* 56*tAPT*212*t*	Oil Engines 4S.C.SA 8Cy.21⅝"–39⅜" 362NHP DB100lb MitsuiBussanKaisha,Ld. Tama	30 ″ 0½ s6 ″ 11½ 23 ″ 4½	
80074 PGCW	**Nato** *OilEng.* *CruiserStern* *Mchy.Aft*	399 270 274	✠100A1 1,41 ~~1,40~~ ✠LMC8,39	Ant Liv		OG	1939 8mo *Lloyd*	NVSchpsw "Foxhol" Foxhol '*sA&CP*	N.V.totExploitatie vanHetMotorkust- vaartuic"Nato" (K.Wyrdeman, *Mgr.*) *Cell*	149·8 159·1(O.L.) P39'Q52'F26' FK *DB*91'109*tFPT*65*t*	27·0	8·8	Groningen Dutch 3*BH* *APTs*10*t*	Oil Engines 4S.C.SA 6Cy.11$\frac{7}{16}$"–17$\frac{11}{16}$" 76NHP AppingedammerBrons Motorenfb.N.V.	10 ″ 4 s3 ″ 5½ 10 ″ 3½	
80075 127281 KJSJ	**Naugatuck** Ⓟ (*ex*AllanJoy, *ex*CapeCharles) Wireless 2*Dks*	1164 — 782					1898	Delaware RiverCo. Chester,Pa.	SoundS.S.Lines, Inc.	220·7	37·2	14·0	NewYork Utd.States	T.3Cy.19",31"&50"–28" 132NHP DelawareRiverCo.Chester		
80076 DHRF	**Naumburg** (*ex*Hamburg) ssHam.No.2-28 *Well deck* D.F. 2*Dks*	5878 5423 3607	... 7,32 ✠				1920	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·6 P&B378'F53' FK	58·2	27·0	Hamburg German *WB*	T3Cy31⅛"50½"&84$\frac{1}{16}$"–53½" &LP TurbinewithDRgear- ing & hydraulic coupling 902NHP FlensburgerSchiffsb.Ges.	29 ″ 6	G †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80077 228531 WODS	**Naushon** Ⓟ TwinSc 2*Dks*	1978 — 936					1929	Bethlehem S.B.Corp.Ld. Quincy,Mass.	NewEnglandS.S. Co.	250·0|45·0|16·0	N.Bedford, Mass. Utd.States	T.3Cy.18",30"&34"–21" 106NHP BethlehemSBCorp.Ld. Quincy,Mass.		
80078 1508 IBEY	**Nautilus** (*ex*Oberschlesien) TwinSc *Oil Eng.* *Mchy.Aft* D.F. 2*Dks* *Carrying Petroleum in bulk*	2070 1843 1298					1921	Frd.Krupp Akt.Ges. Kiel	NereideSoc.Anon. diNav.	287·3|40·5|23·5 276·0 B30'F42'	Genoa Italian *WB*	Oil Engines 4S.C.SA 12Cy.17¾"–16 1/20" 371NHP Maschfbk.Augsburg- NürnbergA.G.Augsburg		I
80079 165913 GCGD	**Navarino** E.S.D. *CruiserStern* 1*Dk*&*Shelter dk* D.F.	4841 4291 2857					1937	Burntislnd S.B.Co.Ld. Burntisland	GlasgowShip- owners'Co.Ld. (Glen&Co.Ld. *Mgrs.*)	415·4|56·9|25·2	Glasgow British *WB*	T.3Cy.21½",35"&62"–45" 258NHP D.Rowan&Co.Ld.Gls.		C
80080 CSLP	**Navegador** WoodAux3MstSr (*ex*SailingVessel–35, *OilEng.* *ex*SegundoEsperançá) 1*Dk* (*See Sailing Ship Register*)	305 283 205					1924	J.Linhares Fâo	ParceriaMaritima Douro	128·2|30·3|12·7	Oporto Portuguese	Oil Engines 2Cy.14"–16 5/16" *Emade&fitted*35 Denmark		
80081 EADH	**Navemar** (*ex*CaboMayor–32, *ex*Frogner) *ss*N.Yk.No.3–5,39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	5473 4937 3291	✠100A1 *Shelter dk* *withfreeboard* 1,41 ~~2,40~~ *Fitted for oil*	NYk Bal BS6,40 ✠LMC5,39 *fuel* 10	*z* ,21	CL N4,39 *F.P. a*	1921 10mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* 50°F.	Cia.Espanola de Nav.MaritimaS.A. FK *Collision* *CellD*	407·1|53·8|27·9 *B*350'947*t APT*22*t*	Seville Spanish *ptCem* *BH to Sh dk* 6 ,, ,, *U* ,, *FPT*110*t*	T.3Cy.27",44"&74"–51" (*s*) 180lb 548NHP 3SB,*9cf*,GS183,HS8112 FD Armstrong,Whitworth& Co.Ld.Nwc.	30 ″ 6 s3 ″ 10½ 26 ″ 10½	
80082 123158 MCKZ	**Naviedale** (*ex*Grovehill–32, 3Mst *ex*Wheatear) *ss*Bwg.2ndNo.3–1,30 *ss*Lth.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	383 236 146	✠100A1 9,40 ~~11,39~~ BS~~2,40~~ 5,41	Abn ✠LMC1,39	*f*	OG 1,39	1906 5mo *Lloyd*	AilsaS.B. Co.Ld. Ayr '*sA&CP*	G.Couper&Co.Ld. *Cell*	142·2|23·6| 9·4 Q84'B10'F22' BK7" *DBf*74'82*t FPT*19*t*	Aberdeen British 3*BHptCem* *APT*4*t*	C.2Cy.18"&40"–27" (*s*) 130lb 87RHP 1SB,*3pf*,GS48,HS1594 Muir&Houston.Ld.Gls.	11 ″ 10 s4 ″ 0¾ 12 ″ 3½	
80083 777 OHXY	**Navigator** (*ex*TowerDale–35, *ex*Bompata–35) *ss*Drt.No.3–2,35 *Ref.Mchy.* *ss*Hfs.No.1–39 D.F. 2*Dks*(*Stl–U pt* ws)	5656 — 3212	✠100A1 8,39 ✠NE5,35 BS3,39 No later survey reported	Hfs ✠LMC MS8,39	*z*	CL 8,37	1921 4mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	A/B Finland- AmerikaLinjen O/Y *CellDBa*104' *uE&B*	424·5|54·3|27·9 410·4 P41'B157'F47' FK 77' *f*172'1125*t FPT*	Helsingfrs Finnish 7*BHCem* 91*t APT*36*t*	T.3Cy.22½",37"&63"–45" 200lb (*s*) 477NHP 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEng.Co.Ld. Nwc.	30 ″ 8 s6 ″ 2¾ 24 ″ 7½	
80084 137429 GQJM	**Nawab** *ss*Cal.2ndNo.3–10,39 2*Dks*(*Stl–U*teaks)	5430 4923 3424	✠100A1 10,40 ~~12,39~~ BS~~5,39~~ 7,40	Cal ✠LMC MS10,39	*z*	CL ~~1,39~~ 10,40	1915 3mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	AsiaticStm.Nav. Co.Ld. *CellDBa* *uE&B*46'*f*187'111	404·4|52·8|28·7 P41'B137'F45' FK 120' 3*tDTa*22'184*t FPT*	Liverpool British 7*BHCem* 124*t APT*30*t*	T.3Cy.25",42"&70"–48" (*r*) 200lb ~~100lb~~ *100lb* 472NHP 2SB,*8cf*,GS150,HS6714 FD Dunsmuir&JacksonLd.Gls	31 ″ 3 s6 ″ 1¼ 25 ″ 7	
80085 1211 IBIY	**Nazario Sauro** Ⓟ TwinSc 2*Dks*&*Awng dk* D.F.	8150 — 4491					1921	G.Ansaldo &Co.S.A.Ital. Sestri Ponente	LloydTriestino Soc.Anon.diNav.	447·1|52·7|27·7 B184' 36·0	Genoa Italian *WB*	6SteamTurbinesDRgeared to 2 Sc. Shafts G.Ansaldo&Co. Sampierdarena		I
80086 TCCL	**Nazim** (*ex*Taxiarchis,*ex*Dominic) *ss*Ham.2ndNo.3–12,20 *ss*Cpl.No.2–29 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deepframing*	3112 2884 1879	✠ —— 4,33	Ist ✠	*u*		1895 10mo	Barclay, Curle&Co.Ld Glasgow	KalkavanRiza ve Oglu Ismail VapurIdaresi *Cell*	322·0|42·3|16·9 25·6 FK *DBa*125'*f*138'598*t*	Istanbul Turkish 5*BHCem* *APT*40*t*	T.3Cy.23½",39"&64"–42" NDB11 277NHP 2SB,*6cf*,GS126,HS4328 Barclay,Curle&Co.Ld.Gls.	28 ″ 0	I †
80087 LCVS	**Nea** (*ex*RagnvaldJarl–36) D.F. 1*Dk*	1877 1652 1091					1921	Trndhjms Mek.Værks. Trondheim	Skibs.A/S Nea (OttoGrundtvig)	265·5|42·2|17·9 P76*t*H96*t*	Trondheim Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP TrondhjemsM.VTrndheim		N
80088 146307 GPJD	**Nea Hellas** Ⓟ TwinSc (*ex*Tuscania–39) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 3*Dks* D.F. E.S.D. GyC. *CruiserStern*	16991 12201 10016					1922	Fairfield Co.Ld. Glasgow	Ministry of Ship- ping (Anchor Line Ld.*Mgrs.*)	552·3|70·3|38·6 B&F469' *onShelter* *dk*	Glasgow British *WB*	6 Steam Turbines DR geared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow		C BT till 12,41
80089 144628 GBQZ	**Nebraska** *Fitted for oil fuel* 2*Dks*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	8261 7756 5148	✠Lloyd'sRMC~~3,40 3,40~~ 7,41~~4,41 1,40~~ No. 3 hold not included.				1920	Workman Clark& Co.Ld Belfast	RoyalMailLines, Ld.	450·2|58·3|37·1 P35'F43'	London British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft WorkmanClark&CoLdBel		C
80090 215616 WACE	**Nebraskan** (*ex*Kermit, *ex*Appeles,*ex*Elsass) *ss*S.Fo.No.3–6,27 D.F. *ss*S.Fo.No.1–32 *Fitted for oil fuel* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6572 6163 4100	... 3,34	SFo			1912	Bremer Vulkan Vegesack	American- HawaiianS.S.Co. *CellDB*398'1550*t*	471·1|59·1|28·9 FK (*FPT*188*t APT*36*t*	NewYork Utd.States 8*BHCem* *Coll to Sh dk* 7 ,, 2*nd*,,)	T.3Cy.32¼",52¾"&86⅝"–55⅛" 745NHP 4SB,*12cf*,GS225,HS10120 BremerVulkan,Vegesack	31 ″ 8	R †
80091 TCCK	**Necat** (*ex*Nedjat,*ex*Bosporus, *ex*Tebea,*ex*Kreta,*ex*Hispania, *ex*Wandrahm) 2*Dks*&*Web frames*	2626 2379 1590	✠ ... 4,93	✠			1891 1mo	J.C.Teck- lenborgA.G. Weser- münde-G.	Barzilay& Benjamin	314·9|40·2|24·1 P24'B72'F36'	Istanbul Turkish *WB*	T.3Cy.23½",35½"&64¼"–42" NB22 268NHP Mschfb.Buckau,Magdebrg	26 ″ 6	V †
80092 DOHE	**Neckar** Ⓟ 4Mst D.F. Sub.Sig. 2*Dks* E.S.D	8417 7632 5274					1927	Deutsche Sch-u-Mschb. A.G.Werk A.G.,Weser, Bremen	Norddeutscher Lloyd	508·5|63·7|30·2 P26'F472' *upper*F29'	Bremen German *WB*	T3Cy.34¼",52¾"&86⅝"–57 1/16" &1LPTurbine 1000NHP A.G."Weser,"Bremen		G
80093 PGDI	**Nederland** *Mchy.Aft* *OilEng.* GyC. 1*Dk*, 2*nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* *CruiserStern*	8147 7237 4762	✠100A1 ~~5,40~~ ~~12,39~~ ~~8,40~~ 4,41 *CarryingPetr*	Bom Sba ✠LMC5,37 *oleum*	*c*† 2⅛ *in*	CL ~~5,40~~ N4,41 *bulk*	1937 5mo *Lloyd*	N.V. Wilton- Fijenoord Schiedam '*sA&CP*	N.V.Nederlandsche PacificTankvaart Maats. *CellDBuE*69' 146*tD*	463·0|59·3|33·9 483·2(O.L.) P93'B47'F48' FK *Tf*25'263*t FPT*134*t*	TheHague Dutch 16*BH* *APT*80*t*	Oil Engines 2S.C.SA 7Cy.26¾"–47¼" 872NHP DB*200lb* DB*100lb* N.V.Wilton-FijenoordSch.	34 ″ 0 s6 ″ 9 27 ″ 6¼	
80094 4306 SFQE	**Nedjan** (*ex*Pallas,*ex*Wellpark) *ss*Hbg.3rdNo.3–2,32 *ss*Sbg.No.1–37 1*Dk*(*Irn*) *Well deck* *Cargo battens not fitted*	*841* *657* *483*	✠100A1 3,39 MS~~3,37~~ 9,40	Osc ✠LMC BS~~12,38~~ 1,40	*l*	OG ~~3,39~~ 8,40	1893 11mo *Lloyd*	Scott&Co. Greenock '*sA&CP*	Rederiaktieb Ostkusten (O.Jönsson,*Mgr.*)	212·7|31·2|14·0 Q109'B16'F21' BK7½" *DBa*48'*f*46'148*t*	Smrshamn Swedish 4*BHCem* *APT*14*t*	T.3Cy.16",26",&44"–33" (*s*) 160lb *75lb* NDB07 112NHP 1SB,*3cf*,GS58,HS1702 Scott&Co.Greenock	14 ″ 10 s5 ″ 0 14 ″ 5¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. Réf. Trad.
80095 HPIL	**Needwood** (exKaltuna-38, exNeedwood) ssAuk.No.2-12 *1Dk(Stl)&Web frames*	*2042* *1759* *1208*	✠ 9,14	Syd	*r*		1904 10mo	Osbourne, Graham&Co. Sunderland	Wallem&Co. *CellDBa*	279·5|40·1|18·1 P25'B65'F27' FK *&u E110'f110'458t*	Panama Pnamanian *4BHCem* *APT29t*	T.3Cy.20½",33"&54"–39" 194NHP 2SB,*6pf*,GS86,HS2940 N.E.MarineEng.Co.Ld.Sld	20 " 6	
80096	**Nefzas** (exAulno)	1212 — 419					1897	R.Craggs &Sons Middlesbro'	Boccara,Scalabrino&Cie.	220·6|33·0|17·8 Q111'	Bizerta French	T.3Cy.16½",28¼"&46¼" –29⅞" 116NHP McColl&Pollock,Ld. Sunderland		
80097 136976 KFNR	**Negaunee** (exE.N.Saunders) D.F. *Mchy.Aft* 1*Dk2trB*	3644 — 2828					1902	American S.B.Co. Lorain,O.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo.*Mgs.*)	380·0|50·0|28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–40" 213NHP AmericanS.B.CoCleveland		R
80098 518 ILTZ	**Neghelli** (exFlora-37, Iron exCosiana-36,exVilleneuve, exGers,exSailingVessel) 1*Dk2trB*	712 635 415	✠ 7,02	Brs			1870 4mo	M.Pearse &Co. Stockton	RaffaeleRomano	179·1|30·2|19·0 P93'B25'F25'	Naples Italian *WB*	C.2Cy.20"&37½"–31" *Emade91refitted18* 65NHP *Bmade93&95refitted18* D.Rowan&Sons,Glasgow		I †
80099 DOUT	**Neidenfels** *OilEng.* D.F. E.S.D. *2Dks* *CruiserStern*	7838 7101 4844					1939	Deutsche Sch-u-Mschb A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	488·9|61·2|31·2 P64'B207'F38' *WB*	Bremen German	Oil Engines 2S.C.DA 12Cy.20⅝"–29⅛" SR geared to 1 sc. shaft 1830NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		G
100 40 80100 790 SVRE	**Neion** (exMontGenèvre-34,exMount Berwyn,exWarPuma) *2Dks*	5154 — 3143					1918	Swan,Hunter&Wigham Richardson, LdNewcastle	A.D.Callinicos	400·0|52·0|28·4 P49'B113'F39'	Piræus Greek *WB*	T.3Cy.27",44"&73"–48" 517NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
80101 40161 JYAH	**Nekka Maru** Ⓟ TwinSc D.F. *3Dks* *CruiserStern*	6784 5175 3911	✠ ... 1,39 ✠	Kob			1935 3mo	Mitsubishi Jukogyo KK. Nagasaki	OsakaSyosenK.K. *CellDB367' 949t t* *in way of tun*	427·0|56·1|33·1 F52' FK *ank* *nels 15'22t FPT32t*	Osaka Japanese *7BHCem* *APT119t*	4SteamTurbinesDRgeared to2 Sc.Shafts 1225NHP HS15078 6SB,*18cf*,GS384, MitsubishiJukogyoK.K.	33 " 3	
80102 137510 GPSW	**Nela** (exMolière-33) TwinSc ssLiv.No.3-12,28 *Ref.Mchy.* ssBry.No.2-35 D.F. *3Dks(Stl-ws)&* *Shelter dk(Stl-ws)*	7220 6704 4419	✠100A1 *Shelter dk* *withfreeboard* 8,40 ~~6,30~~ ✠LMC MS1,38 BS~~7,39~~ 8,40 ✠Lloyd'sRMC~~4,40~~ ~~8,40~~ 3,41 ~~11,40~~	Bry Mch	*b*†	CL 1,39	1916 3mo *Lloyd*	Russell& Co. PortGlasgow *'sA&CP*	RoyalMailLines, Ld. *Cell*	440·0|56·2|35·6 F48'*onShelter dk* FK *DB385'1286t FPT*	Liverpool British *8BHptCem* *84tAPT58t*	Q.8Cy.20½",29½",42"&61"– 48" 215lb (*s*) 885NHP 3DB&1AuxB,*21cf*,GS430, HS17001 D.Rowan&Co.Glasgow	38 " 11 s11 " 0 28 " 4	
80103 131326 GRQB	**Neleus** Ⓟ D.F. *2Dks*	6479 5543 4093					1911	Workman, Clark&Co.Ld Belfast	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·0|52·7|32·0 P50'B162'F54'	Liverpool British *WB*	T.3Cy.30",50"&83"–60" 534NHP Wrkman,Clark&CoLdBel.		BT till ~~7,40~~ 4,41
80104 784 SVHU	**Nellie** (exTideway-33,exVologda, exMottisfont) ssPir.2ndNo.3-11,38 *1Dk(Stl)&Shelter dk(Stl)*	*4826* *4464* *2884*	✠100A1 *Shelter dk* *withfreeboard* ~~[illegible]~~ 5,41 ✠LMC MS11,38 BS~~3,39~~ 7,40	Phl ~~Sld~~ Npt	*y*	CL ~~3,40~~ ~~9,40~~ 4,41	1913 12mo *Lloyd*	JLThompson&Sons,Ld Sunderland *'sA&CP*	OceanosMaritime S.S.Co.(I.,A.&G. Margaronis) *CellDBa136'uE&B*	388·7|54·1|26·0 FK *46'f163'1270tFPT1*	Piræus Greek *6BHCem* *15tAPT238t*	T.3Cy.27½",44½"&74"–48" 180lb (*s*) 455NHP 3SB,*9cf*,GS195,HS7575 J.Dickinson&Sons,Ld.Sld.	28 " 6 s3 " 2½ 25 " 6	
80105 OPET	— Wireless D.F. *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	*492* *378* *306*					1938	JosBoel& Fils Tamise	Armement Alexander	167·6|29·1|12·4 P47'Q59'F22'	Antwerp Belgian *WB*	Oil Engines 4S.C.SA 6Cy.12"–18½" 84NHP Soc.d'Elec&Mec(Thomson Houston&Carels)Ghent		V
80106 135325 GQRX	**Nellore** Ⓟ TwinSc ssH.Kg.2ndNo.3-5,38 *Ref.Mchy.* *3Dks(Stl-U* D.F. teaks)	6942 5872 4292	✠100A1 ~~4,40~~ ~~10,39~~ 10,40 2,41 BS10,40 ~~BS2,39~~ ✠LMC1,38 ✠Lloyd'sRMC~~12,39~~ 11,40 ~~5,40~~	HKg	*b*†	CL P10,38 S4,39	1913 6mo *Lloyd*	Caird&Co. Ld. Greenock *'sA&CP*	Eastern& AustralianS.S.Co. Ld. *Cell*	450·0|52·2|30·6 P84'B149'F84' FK&BK2" *DBa110'f189'832t*	Greenock British *7BHCem* *APT95t*	Q.8Cy.19",27",38¼"&54"–48" 215lb (*s*) 710NHP 2DB(FD)&1AuxSB,*15cf*, GS292,HS11478 Caird&Co.Ld.Greenock	33 " 6 s6 " 6½ 27 " 5½	
80107 220053 KUSR	**Nemaha** *Fitted for oil fuel* D.F. *1Dk&Shelter dk&Web frames* Sub.Sig. *Longitudinal framing*	6501 5630 4016	✠ ... 4,21				1920 7mo	G.A.Fuller Co. Wilmington, N.C.	LykesBros. SteamshipCo.,Inc.	395·3|55·1|31·4 P45'B110'F38'*on* *Shelter dk* FK	Houston Tex. Utd.States *WB*	T.3Cy25",41½"&72"–48" 590NHP TheO'NeilIronWorks, Buffalo,N.Y.	34 " 11	R †
80108 YTCZ	**Nemanja** (exHoosac,exTrojan Prince,exWarPerch) ssRot.No.3-4,31 ssRot.No.2-39 *2Dks(Stl)*	*5226* *4769* *3411*	100A1 7,40 ~~9,39~~ LMC MS1,39 BS9,39	Cff NNs	*y*	CL 1,39	1918 *Lloyd*	Bartram& Sons,Ld. Sunderland *'sA&CP*	Jugoslavenski Lloyd a.d. *CellDB*	400·3|52·3|28·5 413·0(O.L.) P49'B113'F40' FK *340'1156tFPT114t*	Dubrovnik Yugoslav *6BHptCem* *APT186t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD J.Dickinson&Sons,Ld.Sld.	31 " 0 s5 " 11½ 25 " 3	
/41 80109 60 SVPP	**Nemea** (exSilarus) ssNpt.No.3-12,31 ssNag.No.1-36 *2Dks(Stl)*	*5101* *4814* *3237*	✠100A1 Examined 12,40 Liv BS~~7,39~~ ✠LMC~~4,36~~ 9,40 MS12,39	~~Sld~~	*y*	CL 11,38	1919 11mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	G.N.Stathatos *CellDB*	400·0|52·2|28·5 413·0(O.L.) P49'B113'F39' FK *340'1069tFPT133t*	Ithaca Greek *7BHptCem* *APT70t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Dunsmuir&JacksonLdGls.	31 " 0 s5 " 11½ 25 " 3½	
80110 FNFJ	**Nemours** (exAlRacou-38, exNijverdal-37) *OilEng.* Wireless *2Dks* *Mchy.Aft* *CruiserStern*	673 446 370					1930	N.V. Industrieele DeNoord Alblasserdam	Cie.Générale Transatlantique	171·7|27·2|11·6 P109'F25'	Cristobal French *WB*	Oil Engines 4S.C.SA 6Cy.14⁷⁄₁₆"–22⅞" 123NHP Motorenfabr."Deutz" A.G.Köln-Deutz		V
80111 EGCR	**Nemrod** ssBbo.2ndNo.3-2,29 ssBbo.No.2-38 *1Dk(Stl)&Awng dk*	423 — 212	✠100A1 *Awng dk* *withfreeboard* ~~5,40~~ ~~2,40~~ 1,41 BS3,40 ✠LMC3,38	Bbo	*f*	CL ~~6,38~~ 1,41	1904 10mo *Lloyd*	Cia.Euskalduna de Const Bilbao *'sA&CP*	Cia.delVap. "Nemrod" (P.Chalbaud) *CellDBa26'*	140·0|25·0|15·3 FK *uE18'f49'102tFPT*	Bilbao Spanish *4BHCem* *18tAPT10t*	T.3Cy.12½",18"&32"–28" (*s*) 180lb *100lb* NDB13 65NHP 1SB,*2cf*,GS33,HS1166 Wilton'sEngCoRotterdam	17 " 6 s5 " 7½ 12 " 2½	
80112														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80113 UTMY	**Nenets** Wireless E.S.D. *OilEng.* *CarryingPetroleum in bulk* *Mchy.Aft* *CruiserStern* 2*Dks* *Longitudinal framing at bottom&at decks* *Strengthened for Navigation in Ice*	1631 1324 712	✠ 10,37 ✠	Yka			1937 10mo	Mitsubishi JukogyoK.K Yokohama	U.S.S.R. *CellDBuE*28'49*t*	237·2|36·1|21·1 246·1(O.L.) P69'F24' FK *DTf*28'34*tFPT*28*t*	Vladvostk Russian 11*BHptCem* *APT*41*t*	Oil Engines 4S.C.SA 6Cy.$17\frac{1}{16}$"–$23\frac{5}{8}$" & hydraulic coupling SR geared to 1 screw shaft 184NHP MitsubishiJukogyoK.K. Yka.	20 ″ 4	
80114 65 IRAK	**Nennella** (*ex*Jarlot–33) *ss*Msl.2ndNo.3–6,30 1*Dk*(*Stl*)&*deep framing*	1017 732 605	✠ ... 5,34 ✠	Msl	*m*		1906 2mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow	G.Malinconico *CellDBa*46'*uE&*	217·0|35·2|12·5 210·3 Q66'B60'F23' FK *B*31'*f*98' 304*t FPT*	Torre del Greco Italian 4*BHCem* 12*tAPT*20*t*	T.3Cy.17",27"&45"–33" 135NHP 1SB,3*cf*,GS61,HS2193 ClydeSB.&Eng.CoLd.P.Gl	14 ″ 8	I †
80115 TUHP	**Neo Hébridais** (*ex*Ino, *ex*Feijenoord) 1*Dk*	797 — 403					1918	J.Meyers S.B.Co. Leeuwen	Soc.duTourde Côtes	181·4|28·0|12·4 Q51'B54'F22'	Nouméa French *WB*	T.3Cy.$15\frac{7}{10}$",$25\frac{3}{5}$"&$39\frac{2}{5}$"–$23\frac{3}{5}$" Gebrs.Storck 75NHP &Co.'sMchfab.Hengelo		C
80116 149917 MNWV	**Nephrite** (*ex*Burstow) *ss*Irv.No.3–8,39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	927 627 493	✠100A1 9,402,~~40~~ ✠LMC MS8,39 BS2,40	Irv Sld	*l*	CL 2,40	1927 10mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd'sA&CP*	StephensonClarke &Associated Companies,Ld. *CellDBuB*	199·7|30·9|12·7 206·4(O.L.) Q139'F23' FK 17' *f*133' 223*t FPT*	London British 3*BHCem* 42*tAPT*35*t*	T.3Cy.$15\frac{3}{4}$",27"&$44\frac{1}{2}$"–30"(*s*) 200lb 140NHP 2SB,4*pf*,GS69,HS2378 J.Lewis&Sons,Ld.Abn.	14 ″ 9 s 4 ″ $4\frac{3}{4}$ 14 ″ $6\frac{1}{2}$	
80117 DNMI	**Neptun** Ⓟ TwinSc *ss*Bmn.No.2–35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* E.S.D. D.F. GyC. *CableVessel* *Carrying Petroleum in bulk*	7250 6293 3640	✠ 9,39 ✠	Ham			1926 4mo	Blohm& Voss Hamburg	Norddeutsche SeekabelwerkeA.G *CellDBuE&B&Bu* 118'*f*210'940*t*	434·4|57·3|32·3 473·0(O.L.) P143'F78' FK *nker* *DTf*39'344*tFPT*6	Nordnhm German 10*BHptCem* *ptAsp* 2*tAPT*92*t*	T.6Cy.$21\frac{1}{4}$",$34\frac{1}{4}$"&$59\frac{1}{16}$"–$39\frac{3}{8}$" 603NHP 3SB,9*cf*,GS177,HS8235 Blohm&Voss,Hamburg	35 ″ 1	
80118 DDUA	— Wireless 1*Dk*	1594 1266 943					1928	Flensbrgr Schiffsb.Ges. Flensburg	FlensburgrSchiffs-parten-Vereinig. A.G.(H.Schmidt G.m.b.H.*Mgrs.*)	263·0|40·0|15·5 P16'Q83'B106'F32'	Flensburg German *WB*	T.3Cy.$17\frac{11}{16}$",$29\frac{1}{8}$"&48"–$34\frac{7}{16}$" 135NHP FlensburgerSchiffsb.Ges.		G
80119 LCNU	— *Ref.Mchy.* Wireless D.F. 2*Dks*	1574 1477 905					1930	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskibsselskab	240·5|35·7|21·7 H84*t*	Bergen Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP LaxevaagsMsk&Jrns.Bgn		N
80120 159415 VPGV	**Neptuna** Ⓟ (*ex*Neptun–35, *ex*RioPanuco–34) TwinSc *ss*Syd.No.3–6,36 D.F. Sub.Sig. ~~ss~~Syd.No.1–40 *OilEng.* 2*Dks*	5952 4013 3607	100A1 *withfreeboard* 12,40 7,40 LMC CS~~6,36~~ DBS~~8,39~~7,40 ~~8,37~~8,39	Syd		P7,39 CL ~~S8,37~~ S6,40	1924	Frd.Krupp Akt.Ges. Kiel	Burns,Philp&Co. Ld. *CellDB*346'990*t* *Tanks in way*	393·1|51·9|25·3 410·8(O.L.) P&B279'F84' FK *oftunnels*191*tFPT*	HongKong British 7*BHptCem* 87*tAPT*43*t*	Oil Engines 4S.C.SA 12Cy.$25\frac{9}{16}$"–$39\frac{3}{8}$" 762NHP 2DB–70lb Frd.KruppA.G.Kiel	27 ″ 8 s 6 ″ $5\frac{1}{4}$ 21 ″ 8	
80121 66753 VOLD	**Neptune** Wood HTLiv.77 Wireless *Salted*†	684 616 465	✠ 10,77	Liv	9		1872 12mo	A.Stephen &Sons Dundee	UngavaS.S.Co.Ld. (JobBrothers&Co. Ld.*Mgrs.*)	190·5|29·8|18·4 Q40'F33' ptF&d72	St.John's NFL British	C.2Cy.28"&50"–30" NB18*refitted*27 114NHP GourlayBros.&Co.Dun.		
80122 328 IBHY	**Neptunia** Ⓟ QuadSc *OilEng.* *ss*Tri.No.1–36 *Ref.Mchy.* 3*Dks*(*Stl–Weather dk pt* ws) 4*th dk*(*Stl*)*inNos.*1,2&3 *holds* E.S.D. D.F. GyC. *CruiserStern*	19475 12855 11734	✠100A1 *withfreeboard* 1,40 ✠LMC CS5,37 DBS7,39 3,38 ✠Lloyd'sRMC1,40	Ven	*m*† P S P	CL *f*N9,37 *f*N9,37 SaN 12,38 *a*12,38	1932 9mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd'sA&CP*	"Italia"Soc.Anon. diNav. *CellDB*425' *DT*	589·7|76·5|45·5 556·0 FK B&F449' 2350*tDTs a*818*t* *sf*52'284*t FPT*147*t*	Trieste Italian 10*BHptCem* *APT*192*t*	Oil Engines 2S.C.SA 34Cy.$26\frac{3}{4}$"–$39\frac{3}{8}$" 4280NHP 3DB100lb Cant.RiunitiDell'Adriatico	45 ″ 6 s 10 ″ $0\frac{1}{2}$ 27 ″ $6\frac{1}{4}$	
153/40 80123 149426 GMNW	**Neptunian** *OilEng.* *ss*Nwc.No.3–8,38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& E.S.D. 3*rd dk*(*Stl*)*in holds* *Hatch covers dispensed with in lower 'tween decks*	5155 4865 3208	✠100A1 *withfreeboard* 11,39 DBS11,39 ✠LMC8,38	Avn	*z* $2\frac{5}{16}$	CL 3,38	1925 7mo	Swan,Hunter&Wigham Richardson, Ld Newcastle *Lloyd'sA&CP*	Swan,Hunter& WighamRichardson,Ld.(W.A.Souter&Co.Ld.*Mgrs.*) *CellDB*345'1140*t* *DTf*39'1033*t*	400·3|55·3|27·1 FK (*FPT*114*tAPT*106*t*	Newcastle British 7*BHptCem* *Collto Sh dk* 5 ,, 2*nd* ,, 1 ,, 3*rd* ,,)	Oil Engines 2S.C SA 6Cy.24"–50" 598NHP DB100lb Swan,Hunter&Wigham Richardson,Ld.Nwc.	29 ″ 6 s 3 ″ $4\frac{3}{4}$ 26 ″ 4	
80124 HREC	**Neptuno** (*ex*Munisla–37, *ex*Glorieta) *Fitted for oil fuel* 1*Dk*	2220 1963 1330					1919	AlbinaEng &Machine Works Portland,Or.	L.Garcia	289·0|44·1|19·2 P26'B148'F32'	Puerto Cortes Honduran *WB*	T.3Cy.22",$36\frac{1}{2}$"&60"–42" 313NHP AlbinaEng.& Mach.Wks.Portland,Or.		R
80125 1048 IRAN	**Neptunus** Aux3MstSr (*ex*NavisV.) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	395 340 307					1919	Gebr Müller Foxhol	A.Poggio	153·3|26·2|12·0 144·3 P27'H15'F12'	Genoa Italian	Oil Engines 2S.C SA 4Cy.$10\frac{1}{4}$"–$17\frac{3}{4}$" 73NHP NE35 Soc.An"Fiat"S.G.M.Turin		I
80126	**Nereida** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	318 262 198					1936	A.Vuijk& Zonen Capelle a/d Ysel	Bagão,Nunes& MachadoLda.	134·7|23·3|10·4 P23'F22'	Lisbon Portuguese *WB*	Oil Engines 4S.C.SA 3Cy.$12\frac{13}{16}$"–$15\frac{3}{4}$" 48NHP GüldnerMtrnfbrk. Aschaffenburg		G
80127 299 SVVS	**Nereus** 1*Dk*&*Shelter dk* *CruiserStern*	*5205* *4818* *3122*	✠100A1 *withfreeboard* 3,41~~7,40~~ ✠LMC10,37 *Carryingfuel oilF.P.above*150°*F.in deep tank* *Fitted for oil fuel*1,39 *F.P.above* 150°F.	Bry Lis	*a*†	CL N3,40	1937 10mo	Wm.Hamilton&Co.Ld. PortGlasgow *Lloyd'sA&CP*	E.E.Hadjilias *Intermediate BH* *CellDB*368'1133*tF*	432·0|56·2|25·6 447·0(O.L.) F33' FK *dispensed with* *Col* *PT*127*tAPT*206*t*	Syra Greek *Cem* *lBHtoShdk* 5 ,, ,,2*nd*,,	T.3Cy.22",36"&65"–48" & exhaust turbine driving steam compressor 220lb (*s*) 455NHP 2SB(FD)&1AuxSB,8*cf*, GS139,HS6140 Rankin&BlackmoreLdGrk	28 ″ 2 s 3 ″ $4\frac{1}{4}$ 25 ″ $0\frac{1}{2}$	
74/41 80128 PGFF	— *Fitted for oil fuel* *CruiserStern* 2*Dks*	1298 765 726					1921	N.V.Ijsel-werf Kampen	Koninkl.Nederl. Stoomb.Maats. N.V.	217·7|33·7|13·0 Q77'	Amstrdam Dutch *WB*	T.3Cy.$13\frac{13}{16}$",$22\frac{1}{16}$"&38"–27" 75NHP N.V.Machf.Utrecht		V
80129 DOOD	— 1*Dk*	648 513 383					1905	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	179·8|28·1|12·6 Q54'B43'F19'	Bremen German *WB*	T.3Cy.$12\frac{1}{4}$",$19\frac{1}{16}$"&$31\frac{1}{2}$"–$21\frac{5}{8}$" 46NHP A.G."Weser,"Bremen		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7ª Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
80130 147369 VQJF	**Nerissa** Ⓟ ssN.Yk.No.3–6,38 *Ref.Mchy.* 2*Dks*(*Stl–Weather dk* ws) 3rd *dk*(*Stl*)*in holds* E.S.D. D.F. GyC. *Cruiser Stern* *Strengthened for Navigation in Ice*	5583 4243 3116	✠100A1 *with freeboard* 6,40 ~~12,38~~ ~~BS6,38~~ ✠LMC6,38 ✠Lloyd'sRMC~~12,39 6,40~~ 10,40 *Fitted for oil fuel* 6,26 *F.P. above* 150° F.	NYk BS6,40	*y* 2¼	CL 5,39	1926 6mo *Lloyd*	W.Hamilton&Co.Ld Pt.Glasgow '*sA&CP* *Cell DB*	Bermuda&West IndiesS.S.Co.Ld. 285'692*t DTF*16'4 *way of tunnel* 127*t*	349·5|54·3|30·4 364·5(O.L.) B150'F63' FK 44*t Tanks in* *FPT*70*t APT*106*t*	Hamilton, Bermuda British 8*BHptCem* (7 *to Wr dk* 1 „ 2*nd* „)	T.4Cy.27",45"&(2)54"–45" 200lb (*r*) 732NHP 4SB,16*cf*,HS12012 FD D.Rowan&Co.Ld.Glasgow	33 ″ 0 s12 ″ 2¼ 21 ″ 0	
80131 DJRQ	— 1*Dk* *Ref.Mchy.* *CruiserStern*	992 703 454					1936	Lübecker Maschb.Ges Lübeck	A.Kirsten	232·5|33·3|11·8 P23'B&F202' *Upper*F27'	Hamburg German *WB*	C.4Cy.(2)13"&(2)29 15/16"–31¼" HS2368 160NHP Christiansen&Meyer, Harburg		G
80132 8192 SLCU	**Nerita** Wireless *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	*425* *258* *137*					1937	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/B Semo	142·5|24·8|11·6 P53'F13'	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 8Cy.9⅛"–16½" 134NHP Nydqvist&HolmA/B, Trollhättan		V
80133 OUJM	**Nerma** Wireless D.F. 1*Dk*	1210 999 730					1921	A/S Köge Værft Kjöge	J.Lauritzen	239·9|35·7|14·5 P26'B54'F27'	Esbjerg Danish *WB*	C.4Cy.(2)12¾"&27 9/16"–27 9/16" NE30 96NHP Christiansen&Meyer, Harburg		N
80134 PJCP	**Nero** *OilEng.* 1*Dk*&*Shelter dk* *Mchy.Aft* *CruiserStern*	388 293 160					1937	NVSchpsw Gebr.Pot. Bolnes	Konink1.Nederl. Stoomb.Maats. N.V.	179·7|29·8|8·2 P12'B&F156'	Willemstd Dutch	Oil Engines 2S.C.SA 8Cy.10 7/16"–18⅛" 151NHP Gbr.Stork&CoNVHengelo		V
80135 458 IRBI	**Nerucci** Ⓟ (*ex*Canova–33,*ex*Arpád) ssTri.2ndNo.3–2,14 ssPal.No.2–22 1*Dk*&*Spar dk*&*deep framing*	1235 1121 714	✠ … 1,27 ✠				1892 7mo	Wigham Richrdsn&Co Newcastle	A.Lauro	236·6|33·1|20·0 230·5 12·4 B45'F30' FK	Naples Italian *WB*	T.3Cy.22",36"&59"–39" NDB07 236NHP Wghm.Rchrdsn&Co.Nwc.	22 ″ 3	I †
80136 LJBE	**Nerva** (*ex*Gwentgate–35, *ex*Forestgate) ssNpt.No.2–33 Wireless D.F. 1*Dk*(*Stl*)	1564 1383 920	✠ … 4,37 ✠	Npt	*q*		1924 9mo	Barclay, Curle&Co.Ld. Glasgow *CellDB*204'454*t FPT*	Rederiaktieselsk. Nerva(Hilmar Reksten, *Mgr.*)	250·6|39·8|17·9 P17'B58'F23' FK	Bergen Norwegian 4*BHCem* 72*t APT*35*t*	T.3Cy.18",30"&50"–33" 160NHP 2SB,6*cf*,GS93,HS2526 J.G.Kincaid&Co.Ld.Grk.	19 ″ 10	N †
80137 145450 GFZK	**Nestlea** *Fitted for oil fuel* 1*Dk*&*Shelter dk*	4274 3989 2583					1921	J.Priestman&Co. Sunderland	CliffsideShipping Co.Ld.(J.Morrison &Son, *Mgrs.*)	365·0|51·5|25·2	Newcastle British *WB*	T.3Cy.25",41"&69"–48" 330NHP G.Clark,Ld.Sunderland		N
80138 135456 GPYX	**Nestor** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	14629 11857 9116					1913	Workman, Clark&Co.Ld. Belfast	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	563·2|68·4|40·2 P75'B226'F67'	Liverpool British *WB*	T.6Cy.26",44"&74"–51" 782NHP Workman,Clark&Co Ld.		BT till ~~7,40~~ 8,41
80139 DOUW	— *OilEng.* D.F. E.S.D. *CruiserStern* 2*Dks*	2446 1708 1302					1939	Bremer Vulkan Vegesack	Dampfschiffahrts Ges.Neptun	333·4|47·8|14·4 F26'	Bremen German *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"–35 7/16" 975NHP BremerVulkan,Vegesack		G
80140 109 SVLP	**Nestos** (*ex*Zenada–33,*ex*Arabian Prince) ssRot.No.3–11,33 ssRou.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5764 5489 3551	✠100A1 *Shelter dk* *with freeboard* 6,40 ~~8,39~~ 2,41 ~~BS8,38~~ ✠LMC5,37	Pir ~~CE~~ NOs BS9,40	*z*	CL N8,39	1919 1mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland '*sA&CP* *CellDB*	Theofano MaritimeCo.Ld. (N.G.Livanos, *Mgr.*)	405·0|52·3|31·9 F35'*on Shelter dk* FK 351'1295*t FPT*129*t*	Chios Greek 6*BHCem* *APT*113*t*	T.3Cy.26",43"&73"–48" (*s*) 180lb 546NHP 3SB,9*cf*,GS187,HS8340 FD Richardsons, Westgarth & Co.Ld.Sld.	34 ″ 6 s9 ″ 0½ 25 ″ 8½	
80141 LEMX	**Nesttun** 1*Dk*	1271 1113 736					1917	Huiskens &VanDyk Dordrecht	Skibs-A/S Argo (BirgerJorkjend, *Mgr.*)	237·9|36·6|15·9 Q20'B59'F23'	Tvedestrand Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP Huiskens&VanDyk,Dord.		N
80142 YTTA	**Neti** (*ex*JelaTopic–39,*ex*Olga Topic–35,*ex*BenCorlic, *ex*FrankParish) ~~ssFin.No.3–7,36~~ 1*Dk*(*Irn*)2*tr B*& *deepframing* 3 *Dk rule* *Cargo battens not fitted* ssAnt.3rdNo.3–2,40	*2904* *2695* *1820*	✠100A1 ~~2,40~~ ~~5,39~~ 3,41 ✠LMC2,40 BS3,41	Pla ~~Ant~~NYk	*u*	CL 2,40	1900 10mo	W.Pickersgill&Sons Sunderland A&CP	Parobrodarsko drustvo"Marović" s.o.j.(G.J.Marović *Mgr.*) *CellDB*	324·0|47·1|21·7 P31'B96'F35' FK 104'*uE*20'*f*128 709*t*	Susak Yugoslav 6*BHCem* *APT*39*t*	T.3Cy.23",38"&64"–42" (*s*) 180lb 283NHP 2SB,8*pf* GS125,HS4285 G.Clark,Ld.Sunderland	24 ″ 1 s3 ″ 10 20 ″ 6	
80143 122999 VTCW	**Netravati** Ⓟ ssBom.2ndNo.3–1,34 Wireless ssBom.No.1–38 1*Dk*&*Spar dk*(*Stl*–teak s) &*deep framing*	1540 1399 699	✠100A1 *Spar dk* *with freeboard* ~~3,38~~10,40 ~~BS3,38~~ ✠LMC3,38	Bom BS10,40		CL ~~2,38~~ 10,40	1909 3mo *Lloyd*	Greenock& Grngemouth Dockyard Co. Grngemouth '*sA&CP*	BombayS.Nav.Co. Ld.	246·8|36·2|14·3 258·3(O.L.) 21·5 BK8½" *FPT*58*t*	Bombay British 6*BHCem* *APT*62*t*	T.3Cy21¾",36"&59½"–42"(*s*) 200lb 310NHP 2DB,12*cf*,GS209,HS5410 Dunsmuir&JacksonLdGls	22 ″ 6 s3 ″ 7 19 ″ 11	
80144 PGGD	**Nettie** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	477 366 261	✠100A1 ~~2,41 12,39~~ 3,41 ✠LMC7,37 ✠LMC(M)12,39	Rot Ply	*g*	OG 12,39	1937 7mo *Lloyd*	N.V.Industrieele Maats. "DeNoord" Alblasserdam '*sA&CP* *CellDB*109' 141*t FPT*	HollandscheZeereed(J.Vermaas' Scheepvaart Bedrijf, *Mgrs.*)	160·6|26.4|10·3 169·1(O.L.) Q43'F23' FK	Rottrdam Dutch 3*BHptCem* 56*t APT*12*t*	Oil Engines 4S.C.SA 8Cy.11"–17 5/16" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	11 ″ 10 s1 ″ 1¾ 10 ″ 9	
80145 2031 IANQ	**Nettuno** TwinSc *Fitted for oil fuel* *Carrying oil in bulk* *Mchy.Aft* D.F. 2*Dks* *Longitudinal framing*	5088 4482 2614					1916	Cantieri Navali Riuniti Palermo	ItalianNavy (Operated bySoc. Anon.Cooperativa diNav.Garibaldi)	416·7|51·2|28·3 P59'B104'F56'	Genoa Italian	T.6Cy.28⅝",38⅝"&63⅛"–35⅝" 484NHP Cant.Nav.Riuniti,Ancona		I
80146 DHRJ	**Neumark** *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks*	7851 6613 4163					1930	Howaldtswerke A.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·0|63·1|28·3 P36'B&F405' *Upper*F37'	Hamburg German *WB*	4SteamTurbines SR geared to1Sc.Shaft *Emade*25 Blohm&Voss,Hamburg		G
80147 133081 GMLS	**Neuralia** Ⓟ TwinSc 3*Dks*(*UStl*–teak s)2*nd dk*(*Stl*–ws)& D.F. *Shade dk*(*Stl*–teak s)	9182 6541 5624	✠ 12,15 ✠	Bkn	*e*†		1912 12mo	Barclay, Curle&Co.Ld Glasgow *CellDBa*130' *uE*&*B*	BritishIndiaStm. Nav.Co.Ld.	480·5|58·1|30·8 B149'F44' *on Sh dk* FK 94'*f*192'1341*t FPT*	Glasgow British 8*BHCem* 64*t APT*53*t*	Q.8Cy.23¼",33",47"&68"–48" 1131NHP 7SB,21*cf*,GS423,HS17633 Barclay,Curle&Co.Ld.Gls.	34 ″ 0	BT till 7,40
80148 DJQJ	**Neuss** TwinSc *OilEng.* Sub.Sig. 1*Dk* *CruiserStern*	1243 1018 673					1935	Howaldtswerke A.G. Hamburg	Schiffahrts-u. Assekuranz-Ges.E.Russ&Co.	241·1|35·6|14·2 B44'Q92'F31'	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.11 7/16"–16 7/16" 289NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80149 DJOH	**Neuwerk** (*ex*Ostsee-39, *ex*Palanga-35, *ss*Sld.No.3-6,20 *ex*Bugsee,*ex*Newtownards) 1*Dk*(*Stl*) *Well deck*	804 603 392	✠ 7,27 ✠	Sld	*k*		1912 4mo	J.Crown& Sons,Ld. Sunderland	CarlWestendorf	199·1|29·9|12·2 P21'Q44'B46'F21' FK *CellDBa46'uE&B29'f84'224t FPT 49tAPT41t*	Hamburg German 4*BHCem*	T.3Cy.17″,28″&46″-30″ 138NHP 1SB,3*cf*,GS58,HS2400 N.E.MarineEng.Co.Ld.Sld	14 ″ 3	G †
80150	**Neva** (*ex*Essequibo-35) **TwinSc** *ss*Sou.No.3-7,35 D.F. 2*Dks*(*Stl*)&3*rd dk*(*Stl*)*except in* *RefMchy. BoilerSpace&CrossBunker* *Fitted for oil fuel*	*8489* *4264* *5134*	✠ … 12,35 ✠	Sou	*c*†		1914 11mo	Workman, Clark&Co.Ld. Belfast	U.S.S.R.	450·3|57·8|30·6 P78'B218'F71' FK *CellDBa117' uE&B101' f 171' 1475t FPT 40tAPT40t*	Leningrad Russian 10*BHCem*	Q8Cy22″,31$\frac{1}{2}$″,45$\frac{1}{2}$″&65″-45″ 1055NHP 2DB&2SB,24*cf*,GS429, HS16790 Wrkman,Clark&Co.Ld.Bel	34 ″ 0	
80151 UOVX	— *OilEng.* *Ref.Mchy.* 2*Dks*	3113 2705 1778					1930	S.B.Yard AndréMarti Leningrad	U.S.S.R.	326·2|48·6|22·6 P21'B90'F29'	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.23$\frac{5}{8}$″-39$\frac{3}{8}$″ 587NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
80152 7408 SFQO	— *Well deck* *ss*Hbg.No.2-35 *Cargo battens not fitted* 1*Dk*(*Stl*) *Strengthened for Navigation in Ice* Wireless	*1456* *1112* *795*	✠100A1 Examined 3,41 Mch ~~BS4,39~~ ✠LMC2,35 10,40	~~Hbg~~	*p*	OG 3,40	1928 1mo *Lloyd'sA&CP*	Hlsingbrgs Varfs.Aktieb Helsingborg	A/B Transmarin (S.Redig,*Mgr.*)	247·3|38·1|15·2 258·0(O.L.) P19'Q75'B104'F23' FK *Trunk in after well* *CellDB211'437tFPT 28tAPT54t*	Hlsngborg Swedish 4*BHCem*	T3Cy16$\frac{3}{4}$″,29$\frac{1}{2}$″&46$\frac{7}{8}$″-27$\frac{9}{16}$″ 200lb (*s*) 145NHP 2SB,4*cf*,GS68,HS2337 HelsingbrgsVarfs.Aktieb.	17 ″ 6 s ″ 8$\frac{1}{4}$ 16 ″ 11$\frac{1}{4}$	
80153 217744 WTUO	**Nevada** (*ex*WinifredO'Donnell, *ex*Cape *CarryingPetroleum in bulk* Henlopen,*ex*Houma) *Fitted for oil fuel* *Mchy.Aft* D.F. *Longitudinal framing*	6915 — 4261					1919	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	TheTexasCompany	434·8|56·2|31·8 P92'B50'F42'	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27″,47″&78″-48″ 421NHP BethlehemS.B.Corp.Ld. Sparrow'sPt.Md.		R
80154 [illegible]	— (*ex*Royuma). 2*Dks* New "Nevada II," *see No.* 83307 *Supplement*	5693 — 3499					1918	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	420·2|56·2|28·3 P&B333'F58'	St.Nazaire French *WB*	Q.4Cy.24″,34$\frac{7}{10}$″,50$\frac{2}{5}$″&72$\frac{2}{5}$″- 53$\frac{1}{5}$″ 386NHP BremerVulkan,Vegesack		V
80155 OZIC	— D.F. 2*Dks*	3766 3224 2302					1917	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	361·9|50·2|23·7	Copnhagn Danish *WB*	T.3Cy.26″,45″&71″-42″ 327NHP HelsingörsJernsk.&Mskb.		V
80156 213782 WOGS	— Ⓟ (*ex*Rogday,*ex*Nevada) D.F. 3*Dks*	1685 — 965					1915	Manitowoc S.B.&D.D.Co. Manitwc,Wis	~~MuskegonDock&~~ ~~FuelCo.~~ Wisconsin &MichiganS.S.Co	221·2|42·2|24·7 *WB*	GrandHvn, Mich. Utd.States	T.3Cy.28$\frac{1}{2}$″,34$\frac{1}{2}$″&56″-36″ 188NHP GtLakesEngWrks.Detroit	29 ″ 0	
80157 215545 WACP	**Nevadan** (*ex*Montpelier,*ex*Bochum) *ss*N.Yk.No.3-7,23 *ss*S.Fo.No.2-31 *Well deck* *Fitted for oil fuel* D.F. 2*Dks*(*Stl*)&*lower dk in forehold*	4734 4097 2829	✠ … 5,34 ✠	SFo	*c*†		1912 7mo	Akt.Ges. "Neptun," Rostock	American- HawaiianS.S.Co.	460·0|57·9|26·7 P&B382'F57' FK *CellDBa140' uE&B72' f 194'1600t*	NewYork Utd.States 9*BHCem*	T.3Cy.29$\frac{7}{16}$″,47$\frac{1}{4}$″&77$\frac{3}{16}$-54″ 733NHP 4SB,12*cf*,GS248,HS11207 A.G."Neptun,"Rostock	29 ″ 10	R †
80158 133102 GMLT	**Nevasa** Ⓟ **TwinSc** D.F. 3*Dks*(*UStl*-teak *s2nd dk* *Stl*-ws)&*Shade dk*(*Stl*-teaks)	9213 6541 5678	✠ 1,14 ✠	Lon	*e*†		1913 3mo	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld.	480·4|58·1|30·8 B149'F44' *on Sh dk* FK *CellDBa130'uE&B94'f192'1341tFPT 64tAPT53t*	Glasgow British 8*BHCem*	Q.8Cy.23$\frac{1}{4}$″,33″,47″&68″-48″ 1131NHP 7SB,21*cf*,GS423,HS17633 Barclay,Curle&Co.Ld.Gls.	34 ″ 0 s 10 ″ 7$\frac{3}{4}$ 23 ″ 9$\frac{1}{2}$	
80159 UOBF	**Nevastroi** (*ex*Bellingham) 2*Dks*&*Web frames* *Longitudinal framing*	4837 4382 3622	✠ … 1,21 ✠				1918 10mo	ToddD.D. &Const.Corp. Tacoma,Wsh.	U.S.S.R.	379·8|53·0|27·0 P39'B102'F42' FK	Vladvostk Russian *WB*	T.3Cy.24″,40″&70″-48″ 472NHP SeattleConst.&DryDock Co.Seattle	29 ″ 3	
80160 227565 WBFY	**New Bedford** Ⓟ Wireless D.F. 2*Dks*	1116 — 451					1928	Bethlehem S.B.Corp.Ld. Quincy,Mass.	NewEnglandS.S. Co.	202·6|36·2|13·0	N.Bedford, Mass. Utd.States	T.4Cy.16″,26″&(2)30″-24″ 88NHP BethlehemS.B.Corp.Ld.		
80161 143625 GDPB	**New Brooklyn** *CruiserStern* *ss*Bry.No.3-1,35 *ss*Ams.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& 2*nd dk*(*Stl*)*in fore holds&after main hold* *Cargo battens not fitted in Shltr 'tween dks* *Straight frames &bevelled bilge*	6546 6222 4039	✠100A1 *Shelter dk* *withfreeboard* ~~5,40~~ ~~5,39~~ 5,41 ~~BS8,39~~ ✠LMC9,38 *Carrying vegetable oil in deep tanks* BS9,40	NYk ~~Liv~~ Mch	*a*†	CL N9,38	1920 3mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast	ElderDempster Lines,Ld.	412·6|55·8|34·4 429·0(O.L.) F40'*onShelter dk* FK *CellDB343' 1571t DTa23' 858t DTs f70'1360tFPT91tAPT126t*	Liverpool British *Cem* 6*BHtoSh dk* 2 ″ ″ *U* ″	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10 ″ 0$\frac{1}{4}$ 28 ″ 3$\frac{1}{4}$	
80162 140632 GBSW	**New Brunswick** *ss*N.Yk.No.3-7,31 *ss*Shl.No.2-39 1*Dk*(*Stl*)&*Shltr dk*(*Stl*) *Cruiser Stern* *Straightframes&bevelledbilge*	6529 6230 4028	✠100A1 *Shelter dk* *withfreeboard* 6,40 ~~9,39~~ ✠LMC9,39 BS9,40 *Carrying vegetable oil in deep tanks*	Shl NYk	*a*†	CL 8,39	1919 6mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast	ElderDempster Lines,Ld.	412·6|55·8|34·4 F40' *on Shelter dk* FK *CellDB343'1571t DTa25'858t FPT91tAPT126t*	Liverpool British *pt Cem* 6*BHtoSh dk* 2 ″ ″ *U* ″	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s9 ″ 11$\frac{3}{4}$ 28 ″ 3$\frac{3}{4}$	
80163 144601 GDCS	**New Columbia** *ss*N.Yk.No.3-11,32 *ss*Ams.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& 2*nd dk*(*Stl*) *in for'd holds &* *CruiserStern* *after main hold*	6574 6222 4044	✠100A1 *Shelter dk* *withfreeboard* 12,39 BS12,40 ~~BS7,39~~ ✠LMC6,37 *Fitted for oil fuel* 6,20 *F.P. above* 150° F. *Carrying vegetable oil in deep tanks*	NYk	*a*†	CL ~~5,37~~ 12,40	1920 6mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast	ElderDempster Lines,Ld.	412·6|55·8|34·4 F40'*onShelter dk* FK *CellDB343'1571t DTa23' 858t DTsf70'1360tFPT 91tAPT126t*	Liverpool British *Cem* 6*BHtoSh dk* 2 ″ ″ *U* ″	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10 ″ 0$\frac{1}{2}$ 28 ″ 3	
80164 204647 WFFO	**New England** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	534 — 436					1907	ForeRiver S.B.Co. Quincy,Mass.	HarborOil TransportCo.of Connecticut,Inc.	168·0|30·1|11·5 len34	NewYork Utd.States	Oil Engines 2S.C.SA 6Cy.14″-17″ 206NHP NE32 FairbanksMorse&Co. Beloit,Wis.		
80165 233333 WJFA	**New Haven Socony** **TwinSc** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	1242 — 779					1934	UnitedDry DocksInc. (StatenIslnd. Plnt)Pt.Richmond,N.Y.	Socony-Vacuum OilCo.Inc.	251·3|40·0|12·8 P54'	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.13″-18″ 198NHP McIntosh&Seymour,N.Y.		R

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Materiaux. Gréement etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termaunique maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où le navire est classé
80166 221805 KDWD	**New Jersey** *Mchy.Aft* ssN.Yk.No.3-8,34 D.F. ssN.Yk.No.1-37 *2Dks(Stl)&Web frames* *Longitudinal framing*	6414 6086 3959	✠100A1 ~~8,40~~ 4,41 ~~BS8,40~~ MS7,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 12,21 F.P. above 150° F.*	NYk BS12,40 ✠LMC ~~BS10,39~~	*a*†	CL ~~N7,40~~ 4,41	1921 12mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany *CellDBuE&*	416·8|56·1|32·7 P107'B35'F33' FK B64'209t *FPT*229t	Wilmgton (Del.) Utd.States *16BHptCem* *APT*130t	T.3Cy.27½",45"&74"-51" (s) 190lb 549NHP 3SB,9cf,HS7979 FD Hooven,Owens,Rentschler Co.Hamilton,O.	32 ″ 10	
134/40 80167 148053 GCMK	**New Lambton** ssSld.No.3-10,36 ssSld.No.1-40 *1Dk(Stl)* D.F. *Cargo battens not fitted*	2709 2345 1541	✠100A1 4,40	Sld ✠LMC4,40	*t*	CL 3,40	1924 2mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's A&CP*	TanfieldS.S.Co.Ld. (W.B.Nisbet, *Mgr*) *CellDB*255'755t *MTp*16'	308·0|44·5|20·8 P21'B60'F28' FK «12' 172t *FPT*163t	Newcastle British *6BHptCem* *APT*130t	T.3Cy.21",35"&58"-39" (s) 180lb 261NHP 2SB,6cf,GS116,HS4476 N.E.MarineEng.CoLd.Sld.	23 ″ 0 s3 ″ 8½ 19 ″ 6	
80168 206082 KJSP	**New London** *2Dks*	2818 — 1893					1909	Harlan& HollingsworthCo. Wlmgtn,Del.	CentralVermont TransportationCo.	278·5|44·0|19·0	Prtlnd.Me. Utd.States	T.3Cy.21",34"&56"-42" 203NHP Harlan&HollingsworthCo. Wilmington,Del.		
80169 149409 VGNC	**New Northland** Ⓟ (*ex*Northland) ssMtl.No.3-6,38 *Ref.Mchy.* *2Dks(2nddkStl)*	3445 2249 2029	✠100A1 *withfreeboard* 11,40 ~~5,38~~ BS4,40 Lloyd'sRMC8,39 *Fitted for oil fuel 4,26 F.P. above 150° F.*	Mtl Hfx ✠LMC6,38	*u*	CL 5,38	1926 4mo	Swan,Hunter&Wigham Richardson,Ld.Newcastle *Lloyd's A&CP*	ClarkeS.S.Co.Ld. *CellDB*215'41	287·7|47·2|22·3 B&F279' FK 3t*DTa*33'245t *FPT*	Quebec British *8BHptCem* *2 „ to2nddk* 45t*APT*17t	T.3Cy.23½",38"&62"-42" (s) 180lb 393NHP 3SB,9cf,GS158,HS6195 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 6 s3-10½ 18 ″ 0	
144/40 80170 113441 GBFB	**New Sevilla** TwinSc4Mst (*ex*Runic) D.F. (*Whaleoil Factory*) E.S.D. *4Dks* *Fitted for oil fuel* *Carrying Whaleoil and/or Fueloil in bulk*	13801 13586 9902					1900	Harland& Wolff,Ld. Belfast	SevillaWhaling Co.Ld.(Chr.Salvesen&Co. *Mgrs.*)	550·2|63·3|47·9	Jersey British *WB*	Q.8Cy.22",31½",46"&67"-51" 641NHP Harland&Wolff,Ld.Bel.	51 ″ 1 s16 ″ 4½ 35 ″ 1½	N
80171 140653 GCLW	**New Texas** ssN.Yk.No.3-11,31 ssAnt.No.2-39 *1Dk(Stl)&Shelter dk(Stl)& 2nd dk in forward holds &after main hold Straight frames & bevelled bilge Cargobattens not fitted in Shelter 'tween dks*	6568 6231 4044	✠100A1 *Shelter dk* *withfreeboard* ~~5,40~~ ~~8,39~~ 2,41 *Carrying vegetable oil in deep tank*	Ant NYk ✠LMC8,39 BS11,40	*a*†	CL N8,39	1919 9mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	ElderDempster Lines,Ld. *CellDB*343'1571t	412·6|55·8|34·4 F40'*on Shelter dk* FK *DTa*23'858t*FPT*91	Liverpool British *Cem* *6BHtoShdk* *2 „ „ U „* t*APT*126t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s9 ″ 11½ 28 ″ 3½	
80172 140658 GCLV	**New Toronto** ssN.Yk.No.3-1,32 ssCff.No.1-36 *1Dk(Stl)&2nd dk in forward holds & after main hold* *CruiserStern* *Straight frames&bevelled bilge Cargo battens not fitted in Shelter 'tween dks*	6568 6231 4044	✠100A1 *Shelter dk* *withfreeboard* Examined 3,41 BS6,40 MS2,36 ✠LMC *Carrying vegetable oil in deep tank*	~~NYk~~ Liv	*a*†	CL ~~11,39~~ 10,40	1919 10mo	Harland& Wolff,Ld. Belfast A&CP	ElderDempster Lines,Ld. *CellDB*343'	412·6|55·8|34·4 F40'*on Shelter dk* FK 1571t *DTa* 23'858t *FPT*91t*APT*126t	Liverpool British *Cem* *6BHtoShdk* *2 „ „ U „*	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s9 ″ 11½ 28 ″ 3½	
80173 148838 GFDK	**New Westminster City** D.F. *Fitted for oil fuel* *1Dk&Shelterdk*	4747 4432 2882					1929	W.Gray& Co.Ld. Sunderland	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld. *Mgrs.*)	400·0|54·3|25·6 F41'	Bideford British *WB*	T.3Cy.25",42"&70"-48" 339NHP Cen.Mar.EWrks.Ld WHpl		C
80174 217618	**New Windsor** *Fitted for oil fuel* *2Dks&Web frames* Now "Alcoa Mariner," *see No. 87046 in Supplement*	5590 5042 3451	✠ ... 7,20	✠			1919 3mo	Newburgh ShipyardsInc Newburgh, N.Y.	UnitedStates Maritime Commission	400·5|54·2|30·0 P36'B124'F44' FK	NewYork Utd.States *WB*	2 Steam Turbines DR geared to 1 Screw Shaft 645NHP WestinghouseElectric& Mfg.Co.Pittsburgh,Pa.	32 ″ 10	
80175 DJNY	**New York** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. *CruiserStern 5Dks* D.F. GyC. *Corrugated sides*	22337 15607 12301					1927	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	645·6|72·4|42·1 79·0 B306'F97' len34	Hamburg German *WB*	8SteamTurbinesSRgeared to 2 Sc. Shafts NE&B30 Blohm&Voss,Hamburg		G
80176 ~~213037~~ ~~[illegible]~~ HPTI	— ssN.Yk.2ndNo.3-5,40 ~~ssN.Yk.No.3-1,29~~ *Mchy.Aft* ~~ssN.Yk.No.2-37~~ D.F. *2Dks(Stl)&Web frames* *Longitudinalframing*	~~6400~~ ~~6064~~ ~~4014~~ 6401 5880 4014	✠100A1 ~~5,40 10,29~~ 3,41 5,40 ~~MS2,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 4,16 F.P. above 150°F*	NYk ✠LMC ~~BS3,40~~ 3,41	*a*†	CL ~~8,37~~ N5,40	1916 4mo	ForeRiver S.B.Corp. Quincy,Mass A&CP	~~TheTexasCompany~~ TheTexasCo. (Panama)Inc. *CellDBuE&*	416·8|56·1|31·1 P107'B35'F33 FK B64'209t *FPT*229t	Colon Panamanian *16BHCem* *APT*130t	T.3Cy.26½",44"&74"-51" (r) 190lb 549NHP 3SB,9cf,GS191,HS7979 FD ForeRiverS.B.CorpQuincy	32 ″ 9 s6 ″ 4½ 26 ″ 7	
80177 223901 WECF	— Ⓟ TwinSc *Fitted for oil fuel* D.F. GyC. *2Dks* *Cruiser Stern*	4989 — 2703					1924	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	Eastern S.S.Lines, Inc.	385·3|72·5|20·9	Portsmth, N.H. Utd.States *WB*	4 Steam Turbines SR geared to 2 Screw Shafts BathIrn.Wrks.Bath,Me.		R
80178 206239 KJSR	— *2Dks*	2818 — 1893					1909	Harlan& HollingsworthCo. Wlmgtn,Del.	CentralVermont TransportationCo.	278·5|44·0|19·0	Prtlnd.Me. Utd.States	T.3Cy.21",34"&56"-42" 203NHP Harlan&HollingsworthCo. Wilmington,Del.		
80179 134720 GKJS	**New York City** ssBrs.No.3-12,30 ssBrs.No.2-39 D.F. *2Dks(Stl)3rdtrB inNo.3hold*	2710 2499 1623	✠100A1 3,40 BS7,40	Cff ✠LMC5,39	*u*	CL 4,38	1917 12mo	C.Hill& Sons Bristol *Lloyd's A&CP*	BristolCityLineof Steamships,Ld. (C.Hill&Sons, *Mgrs.*) *CellDB*259'554t*FPT*	311·0|42·8|23·6 P31'B&F259' FK	Bristol British *5BHCem* 90t*APT*25t	T.3Cy.24",39"&66"-45" (s) 180lb *100lb* 357NHP 2SB,6cf,GS111,HS4889 FD Richardsons,Westgarth& Co.Ld.W.Hpl.	26 ″ 0 s2 ″ 5 23 ″ 9½	
80180 148126 VGPT	**New York News** (*ex*Belvoir-33) ssTto.No.3-1,37 *Mchy.Aft* ssTto.No.1-41 *1Dk(Stl)* D.F. *Cargo battens not fitted*	2310 2054 1672	✠100A1 *withfreeboard* ~~11,37~~ 1,41 ~~BS5,39~~ *For Service on the Great Lakes & River St. Lawrence & to Galveston*	Mtl Tto BS1,40 ✠LMC1,37		CL ~~1,37~~ 12,40	1925 6mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	Quebec&Ontario TransportationCo. Ld. *3W.T.B. also intermediate BH in holds (lower part W.T.)* *CellDB*220'560t	248·1|43·7|22·9 256·0(O.L.) F42' FK *FPT*133t*APT*8t	Montreal British *ptCem*	T.3Cy.17",28"&46"-36" (s) 200lb 171NHP 2SB,4cf,GS84,HS2963 McColl&Pollock,Ld.Sld.	25 ″ 0 s5 ″ 6½ 19 ″ 7½	
80181 231376 KLHF	**New York Socony** TwinSc *OilEng.* D.F. *CruiserStern* *1Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	1540 1316 933					1932	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	Socony-Vacuum OilCo.Inc	254·6|45·7|14·3 P65'B21'F34'	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.13"-18" 198NHP McIntosh&SeymourCorp. NewYork		R

4/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80182 206129	**New Yorker** Ⓟ Pad (*ex*Trojan–39) 3*Dks*	2572 1309 1739					1909	T.S.Marvel S.B.Co. Newburg,NY	TrojanSteamship Corp.	317·2	42·5	12·5	NewYork Utd.States	B.1Cy.70"–144" 452NHP W&A.Fletcher Co.Hobokn		
80183 LDNP	**New Zealand** TwinSc *OilEng.* ssGot.No.2–38 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	9311 8823 5665	✠100A1 4,40 ~~7,39~~ 3,41 ✠LMC CS11,38 DBS~~7,38~~2,41 ~~6,36~~3,41 *CarryingPetroleum in bulk*	LAn ~~PNl~~-Syd	*e*†	CL P11,38 s12,39	1930 5mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP* *CellDBuE80'337t DTf45'623t FPT227t APT257t*	ErlingH.Samuel- sensRederiII.A/S (E.H.Samuelsen, *Mgr.*)	484·3 P114'B31'F50' FK	65·5	36·9	Oslo Norwegian 18*BH* (11 *to U dk* 7 „ *2nd* „)	Oil Engines 2S.C.SA 8Cy.18$\frac{7}{8}$"–74" 880NHP 2DB120*lb* Barclay,Curle&Co.Ld.Gls.	36 ″ 9 s 8 ″ 4$\frac{1}{2}$ 28 ″ 7$\frac{1}{4}$	
80184 163213 GYCR	**New Zealand Star** TwinSc *Ref.Mchy.* *OilEng.* ssLiv.No.1–39 Sub.Sig. D.F. 3*Dks* E.S.D. GyC. *4th dk in Nos.2&3holds* *CruiserStern* *Tonnage opening closed '40*	12436 — 7677	✠100A1 *withfreeboard* ~~6,40~~ ~~10,39~~10,40 ✠LMC CS3,40 DBS~~1,39~~10,40 5,39 ✠Lloyd'sRMC~~3,40~~ 6,40 4,41 ~~10,40~~	Lon Liv	*i*† 2$\frac{7}{16}$	CL ~~6,37~~ 10,40	1935 3mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP* *Upper 'tween dkBHs except Coll BHdispensed with*	~~BlueStarLine,Ld.~~ FrederickLeyland &Co.Ld. *Duct keel forward of mchy. space* *CellDB391'2271t FPT126t APT172t*	524·2 542·9(O.L.) B193'F72' FK	70·4	32·3 40·6	Belfast British 8*BHptCem* (*Coll to W dk* 7 „ *2nd* „)	Oil Engines 4S.C.SA 20Cy.29$\frac{1}{8}$"–59$\frac{1}{16}$" 1631NHP 2DB100*lb* Harland&Wolff,Ld.Bel.	43 ″ 5 s12 ″ 9 30 ″ 10	
80185 149466	**Newbrundoc** *Mchy.Aft* 1*Dk*	1934 1635 1152					1928	Swan,Hun- ter&Wigham Richardson, LdNewcastle	PatersonSteam- ships,Ld.	252·8	43·3	17·8	Ft William British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
80186 149773 GMWZ	**Newbury** ssShl.No.3-8,39 2*Dks(Stl)*	5102 4795 3196	✠100A1 ~~8,39~~10,40 ✠LMC8,39	Shl Npt	*y*	CL 8,39	1927 1mo	R.Duncan &Co. Pt.Glasgow *Lloyd'sA&CP* *Intermediate 'tween dk BH in after hold dispensed with*	AlexanderShippng Co.Ld.(Capper, Alexander&Co. *Mgrs.*) *CellDB350'1040t DTa30'860t APT200t*	404·9 418·4(O.L.) P35'B128'F41' FK	53·0	27·5	London British *Cem* 5*BH to U dk* 1 „ „*2nd* „	T.3Cy.27",44"&73"–48" (*s*) 180lb 503NHP 3SB,9*cf*,GS178,HS7345 FD Rankin&BlckmoreLd.Grk.	30 ″ 0 s 5 ″ 7$\frac{3}{4}$ 24 ″ 7	
80187 146635 GDYQ	**Newchwang** 2*Dks*	2482 2051 1480					1922	Scott'sS.B. &E.Co.Ld. Greenock	ChinaNavigation Co.Ld.	295·8 B72'F42'	44·2	19·6	London British *WB*	T.3Cy.18",29"&47"–39" 138NHP Scott'sS.B.&E.Co.Ld.Grk.		
80188 147312 GKJF	**Newfoundland** Ⓟ ssLiv.No.3–3,38 D.F. 2*Dks(Stl)(weather dk–ws)* *Ref.Mchy.* *3rd dk(Stl)in holds* E.S.D. *CruiserStern*	6791 5389 3828	✠100A1 *withfreeboard* 12,40~~4,40~~ BS4,40 ✠LMC3,38 ✠Lloyd'sRMC4,40 *Fitted for oil fuel 6,25 F.P. above 150° F.*	Liv	*a*†	CL 2,38	1925 6mo	Vickers, Ld. Barrow *Lloyd'sA&CP*	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *CellDB329'141t DTf23'291t DTa23'357t FPT71t APT126t*	406·1 423·7(O.L.) B145'F42' FK *Duct keel forwd of ER71'*	55·4	31·8	Liverpool British 8*BHptCem* 2 „ *to2nddk*	Q.4Cy.31",43",62"&90"–57" 215lb (*s*) 1047NHP 5SB(Spt),20*cf*,GS377, FD HS16095 Vickers,Ld.Barrow	34 ″ 4 s 9 ″ 3$\frac{1}{2}$ 25 ″ 4$\frac{1}{4}$	BT till 4,41
80189 FOTT	**Newhaven** Ⓟ TrpSc D.F. 2*Dks* *Fitted for oil fuel*	1888 1520 695					1911	Forg.&Ch. de la Médit. Havre	Chemins deFer de l'EtatFrançais (SouthernRly. *Mgrs.*)	293·3	34·6	21·4	Dieppe French	3 Steam Turbines Forg.&Ch.delaMédit.Hav.		V
80190 162237 MPZR	**Newlands** (*ex*MariaKyriakides) ssGmh.No.3–4,31 ssGmh.No.1–35 1*Dk(Stl)* *Cargo battens not fitted*	1556 1387 855	✠100A1 Examined ~~4,40~~11,40 BS11,40 ✠LMC MS1,39 ~~BS1,40~~	Gls	*p*	CL 12,38	1921 5mo	Bow,Mc- Lachlan&Co. Ld. Paisley *Lloyd'sA&CP*	TulleyShippingCo. Ld. (W.Tulley&Co. Ld.*Mgrs.*) *CellDB196'389t FPT120t APT75t*	240·2 B52'F27' FK	36·1	19·1	Hull British 4*BHCem*	T.3Cy.17",27"&45"–33" (*s*) 180lb 170NHP 2SB,4*cf*,GS90,HS3217 Bow,McLachln&CoLdPsy.	21 ″ 3 s 2 ″ 10 18 ″ 7	
80191 148131 MNGZ	**Newminster** ssBly.No.1–40 ssNwc.No.3–4,37 1*Dk(Stl)&Shelter dk(Stl)*	967 791 406	✠100A1 *withfreeboard* 10,40 ~~2,40~~ ✠LMC 10,40 ~~MS4,37~~ ~~BS2,40~~	Mdb Bly	*o*	CL ~~2,40~~ 10,40	1925 7mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	Tyne-TeesSteam ShippingCo.Ld. *CellDBa&uE60'f104'168t*	231·2 B63' FK	35·1	14·3	Newcastle British 4*BHCem* (*Coll toSh dk* 3 „ *2nd* „)	T.3Cy.20",31"&53"–36" (*s*) 180lb 240NHP 2SB,6*cf*,GS135,HS4476 Hawthorn,Leslie&Co.Ld.	16 ″ 6 s ″ 6 16 ″ 2	
80192 209388 WJCV	**Newton** 3Mst *Mchy.Aft* Sub.Sig. 1*Dk*	5001 4412 3093					1911	ForeRiver S.B.Co. Quincy,Mass.	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*)	389·0	54·6	28·0	Boston Utd.States *WB*	T.3Cy.25",41"&68"–48" 320NHP ForeRiverS.B.Co.Quincy		R
80193 148123 GFMP	**Newton Ash** ssNwc.No.3–1,38 D.F. 1*Dk(Stl)&Web frames* *CruiserStern Corrugated sides* *Longitudinal framing in DB&at decks*	4625 4248 2792	✠100A1 ~~2,40~~12,40 BS~~2,40~~ ✠LMC1,38 6,41	Nwc Liv	*x*	CL ~~1,40~~ 12,40	1925 3mo	W.Pickers- gill&Sons Ld Sunderland *Lloyd'sA&CP*	~~TynesideLine,Ld.~~ ~~(J.Ridley,Son&~~ ~~Tully,*Mgrs.*)~~ C.Strubin&Co. Ld. *CellDB325'1064t FPT131t APT283t*	372·8 P57'B111'F36' FK	54·6	26·8	Newcastle British 6*BHCem*	T.3Cy.25",41"&68"–45" (*s*) 180lb 346NHP 3SB(Spt)9*cf*,GS145,HS5466 N.E.MarineEng.CoLd.Sld.	29 ″ 3 s 5 ″ 7$\frac{1}{4}$ 23 ″ 10$\frac{1}{4}$	
80194 149403 GCRK	**Newton Pine** (*ex*Fernlea) ssBkn.No.3–8,38 1*Dk(Stl)&Shelterdk(Stl)*	4212 3946 2548	✠100A1 *withfreeboard* 2,41~~4,40~~ BS4,40 ✠LMC8,38	Nwc Bry	*x*	CL 5,39	1925 12mo	SirJ Priest- man&Co. Sunderland *Lloyd'sA&CP*	GraigShippingCo. Ld.(I.Williams& Co.*Mgrs.*) *CellDB315'994t FPT125t APT247t*	365·0 F35' FK	51·5	25·1	Cardiff ~~Newcastle~~ British 6*BHCem* (*Coll toSh dk* 5 „ *2nd* „)	T.3Cy.23$\frac{1}{2}$",38$\frac{3}{4}$"&69"–48"(*s*) 180lb 380NHP 3SB(Spt)9*cf*,GS165,HS6159 Richardsons,Westgarth& Co.Ld.Sld.	27 ″ 6 s2 ″ 10 24 ″ 10$\frac{1}{4}$	
80195 166780 MPWW	**Ngakoa** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	507 324 251	✠100A1 5,40 ~~6,38~~ ✠LMC6,38	Rot Sou	*g*		1938 6mo	NV Schpsf. v/hDeGroot &VanVliet Slikkerveer *Lloyd'sA&CP*	W.A.Wilson	166·6 172·8(O.L.) FK P31'Q66'BonQ10' F11'	27·1 *27·5*	8·9	S'thamptn British 3*BHptCem* *CellDB97'128t FPT74t APT19t*	Oil Engines 4S.C.SA 6Cy.12$\frac{5}{8}$"–17$\frac{11}{16}$" 93NHP MtrnWerkeMannheimAG	11 ″ 0 s 3 ″ 10$\frac{1}{2}$ 10 ″ 9$\frac{1}{2}$	
80196 128829 ZMDG	**Ngakuta** ssSyd.2ndNo.3–8,38 1*Dk(Stl)* *Cargo battens not fitted*	1775 1398 944	✠100A1 ~~7,39~~7,40 BS~~1,40~~ ✠LMC1,38 4,41	Syd	*q*	CL 1,38	1913 8mo	Smith's DockCo.Ld. Middlesbro' *Lloyd'sA&CP*	BlackballCoal MinesProprietary, Ld.(C.G.White, *Mgr.*) *Cell DBa82' uE20'f108'465t FPT36t APT70t*	275·0 P24'B63'F23' FK	39·0	17·6	Wellingtn, N.Z. British 4*BHCem*	T.3Cy.21",34"&56"–36" (*s*) 180lb 248NHP 2SB,6*cf*,GS120,HS4440 Richardsons,Westgarth &Co.Ld.Mdb.	18 ″ 5 s 2 ″ 8$\frac{1}{4}$ 16 ″ 2	
80197 161722 MPXM	**Ngaroma** *OilEng.* ssHul.No.2–39 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	503 345 245	✠100A1 ~~6,40~~~~1,40~~2,41 ✠LMC2,39	Hul Sou	*g*	OG ~~N5,39~~ 7,40	1931 3mo	N.V.Indus- trieeleMaats. DeNoord Alblasserdam *Lloyd'sA&CP*	W.A.Wilson *CellDB102'119t FPT69t APTs20t*	159·0 P42'Q41'F21' FK	25·7	10·0	S'thamptn British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"–17$\frac{11}{16}$" 81NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 ″ 2 s3 ″ 11$\frac{3}{4}$ 11 ″ 6$\frac{1}{2}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
80198 161740 MPXX	**Ngatira** OilEng. ssHul.No.2-39 1Dk(Stl) Mchy.Aft CruiserStern Well deck Cargo battens not fitted	525 351 260	✠100A1 6,41 ~~9,39~~ ~~10,40~~ ✠LMC1,39 ✠LMC(M) ~~6,40~~ 6,41	Hul ~~Son~~ Bry	g	OG ~~8,39~~ 3,41	1931 10mo Lloyd'sA&CP	N.V.Industrieele Maats. DeNoord Alblasserdam	W.A.Wilson CellD	159·3|25·7|10·0 P42'Q50'F25' FK B102' 119t FPT64t	S'thamptn British 3BHCem APT's36t	Oil Engines 4S.C.SA 6Cy.11 13/16"–17 11/16" 81NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 ″ 2 s 3 ″ 8½ 11 ″ 9½	
80199 128651 ZMGF	**Ngatoro** ✠Syd.No 1-10 ssSyd.2ndNo.3-3,36 Wireless 1Dk(Stl)&deep framing Cargo battens not fitted	1140 897 586	✠100A1 3,41 ~~3,40~~ ✠LMC3,40 BS4,41	Syd	n	CL 2,40	1910 6mo Lloyd'sA&CP	A.Rodger &Co. PortGlasgow	BlackballCoal MinesProprietary, Ld.(C.G.White, Mgr.) CellDBa71'	225·0|33·1|15·5 233·6(O.L.) P20'B60'F22' FK uE15'f84'263tFPT28t	Wellingtn, N.Z. British 4BHCem APT62t	T.3Cy.18",30"&48"–33" (s) 180lb 166NHP 2SB,4cf,GS86,HS2870 A.Rodger&Co.Glasgow	16 ″ 8 s 2 ″ 1¼ 15 ″ 0¾	
80200 LEMY	**Ngow Hock** (exBratland-32, exDux) 1Dk	1329 1130 709					1920	NewE.& S.B.Wks.Ld. Shanghai	A/S ArneSveen's Rederi(Arne Sveen, Mgr.)	242·7|37·3|15·0 P58tH94t	Oslo Norwegian	T.3Cy 18½",29"&49"–33" 138NHP NewE.&S.B.Works,Ld.		N
93/40 80201 135193 GNXP	**Niagara** Ⓟ TrpSc ssSyd.2ndNo.3-1,37 Ref.Mchy. 3Dks(U&2nd dk Stl–ws) &Shelter dk(teak s) &Web frames	13415 8684 7582	✠100A1 Shelter dk withfreeboard 4,40 ~~12,39~~ BS10,39 ✠LMC MS5,36 ~~BS11,38~~ ✠Lloyd'sRMC ~~6,39~~ 6,40 ~~12,39~~ Fitted for oil fuel 3,13 F.P. above 150° F.	Syd	i†	CL P2,38 C8,38 S8,39	1913 3mo Lloyd'sA&CP	J.Brown &Co.Ld. Clydebank	CanadianAustralasianLine,Ld. CellDBa 103'uE&B188'	524·7|66·3|34·5 FK&BK2' f166'1343tFPT120t	London British 9BHCem APT88t	T.8Cy.(2)27½",(2)42"&(4) 47"–54' 1LPTurbine (r) 220lb FD HS31564 2DB&6SB,40cf,GS787 J.Brown&Co.Ld.Clydebnk	37 ″ 6 s9 ″ 10½ 28 ″ 1	
80202 130738	— Mchy.Aft	1760 1542 1324					1897	F.W. Wheeler&Co W.BayCity	GravelProducts Corp.	266·0|42·2|16·8	BuffaloNY Utd.States WB	T.3Cy.17",29"&48"–36" 138NHP F.W.Wheeler&Co.		
80203 309 HSAK	**Nibha** TwinSc OilEng. ssBgk.No.3-5,37 1Dk(Stl)&Shade dk(Teak)	512 351 276	✠100A1 withfreeboard 5,40 ~~5,39~~ ✠LMC5,37 ✠NE5,37 DBS5,~~3,35~~,40 For Coasting Service between Bangkok & Chantaboon	Bgk		CL S5,39 P5,40	1924 10mo Lloyd'sA&CP	A/S. NakskovSkbs Nakskov	ThaiNav.Co.Ld. CellDBu	174·8|29·2| 7·7 FK E&B&f58'95tFPT	Bangkok Thai 4BHptCem 17tAPT25t	OilEngines 2S.C.SA 8Cy.8 11/16"–14 9/16" 105NHP DBmade28fitted37 100lb Akt.Burmeister&Wain, Cpn.	10 ″ 0 s 2 ″ 0¾ 8 ″ 0	
80204 233738 WNFA	**Nicarao** ssGal.No.3-12,32 Wireless ~~ssN.Os.No.1-37~~ 1Dk(Stl)&Shelter dk ssN.Os.No.2-41	1445 1391 819	✠100A1 Shelter dk withfreeboard 3,41 ~~2,40~~ MS3,41 BS12,40 ~~BS2,40~~ ✠LMC6,37 Fitted for oil fuel 9,20 F.P. above 150° F.	NOs	o	CL 2,40	1920 9mo A&CP	Standard S.B.Corp. Shooter's Island,N.Y.	UnitedFruitS.S. Corp.(UnitedFruit Co.Mgrs.) CellDB197'306t	234·3|34·1|20·3 B88' FK FPT34tAPT36t	NewYork Utd.States ptCem 2BHtoShdk 2 „ „ U „	T.3Cy.19",30"&50"–33" (s) 185lb 200NHP 2SB,6cf,GS120,HS3660 H.G.TroutCo.Buffalo,N.Y.	23 ″ 6 s 8 ″ 2 15 ″ 9	
80205 DHRM	**Nicea** Sub.Sig. 1Dk&Awning dk	1948 1679 1103					1922	Flenderswerft Lübeck	KarlGrammerstorf	303·8|41·7|17·6 F33' len34	Kiel German WB	T.3Cy.20½",34⅜"&55"–37⅜" NB34 185NHP A.G."Neptun,"Rostock		
80206 137516 GPWF	**Niceto de Larrinaga** ssCff.No.3-7,29 ssAnt.No.2-38 2Dks(Stl)&Shelter dk(Stl) CruiserStern	5591 5147 3506	✠100A1 Shelter dk withfreeboard 12,40 ~~8,39~~ ✠LMC MS10,37 BS4,40	Rot Bry	b†	CL ~~5,37~~ 11,40	1916 8mo Lloyd'sA&CP	Russell& Co. Pt.Glasgow	LarrinagaS.S.Co. Ld. 1IntermediateBH&1'twndk CellDB385'1468t DTa42'1138t	439·8|56·0|26·3 456·5(O.L.) FonShelterdk50' FK BHdispensed with FPT104tAPT38t	Liverpool British Cem 4BH to Udk 1 „ „Shlt„ 1 „ „ 2nd „ only	T.3Cy.26",43"&70"–48" (r) 180lb 483NHP 2DB,12cf,GS202,HS9020 Rankin&BlackmoreLd.Grk	29 ″ 0 s 3 ″ 10½ 25 ″ 4	
80207 LEMZ	**Nicholas Cuneo** Wireless 1Dk&Spar dk	1051 916 606					1907	Framnes Mek.Værks Sandefjord	L.A.Larssen	216·0|30·1|20·1 H99t	Flekkefjrd Norwegian WB	T.3Cy.18",29"&48"–33" 132NHP AkersMek.Værks.Oslo		N
80208 5963 SFQR	**Nicke** (exAgricola,exBollsta, exAgricola) 1Dk	1170 978 635					1918	Eriksbergs M.V.Aktieb. Gothenburg	NyaÅngfartygs A/B Heimdal (J.E.Manne, Mgr.)	226·7|36·5|14·6 P21'B52'F25'	Gothenbrg Swedish WB	T.3Cy.16½",27"&44½"–30" 108NHP KockumsM.V.Akt.Malmö		V
14/41 80209 956 SVZB	**Nicolaos D. L.** D.F. E.S.D. 1Dk&Shelter dk CruiserStern Longitudinal framing at upper deck	5486 4974 3210	✠100A1 withfreeboard 1,40 ✠LMC4,39	Bry	b†	CL	1939 4mo Lloyd'sA&CP	W.Gray& Co.Ld. WHartlepool	CephalonianMaritimeCo.Ld.(N.D. Lykiardopulo, Mgr.) CellDB378'1313t	441·1|57·7|26·7 456·8(O.L.) F48' FK FPT254tAPT218t	Piræus Greek 7BHCem (Coll to Shdk 6 „ 2nd „)	T.3Cy.24",40"&68"–48" (s) 225lb FD 492NHP 3SB(Spt)9cf,GS145 HS7020 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	29 ″ 4 s 3 ″ 6½ 26 ″ 0½	
10/41 80210 700 SVPY	**Nicolaos Filinis** (exGlenaster, exSeabank, exDowgate) ssBry.2ndNo.3-11,29 ss.Bly.No.2-38 1Dk(pt Irn&pt Stl)2trB &Web frames3Dk rule	3111 2875 1986	✠100A1 12,40 ~~12,39~~ ~~BS9,39~~ 12,40 ✠LMC5,38	Ant Bry	u	CL ~~12,39~~ 11,40	1904 9mo Lloyd'sA&CP	Richardsn, Duck&Co. Stockton	M.N.Filinis CellDBa108'	325·0|47·0|22·4 P26'B164'F29' FK uE&B40'f138'740t	Piræus Greek 5BHCem APT84t	T.3Cy.23½",39"&64"–42" (s) 180lb 280NHP 2SB,5cf1pf,GS120 HS4200 Blair&Co.Ld.Stockton	24 ″ 10 s 3 ″ 3½ 21 ″ 9½	
80211 953 SVPG	**Nicolaos G. Culucundis** (exMaid of Sparta, exLordByron) ssShl.No.3-2,30 ssBly.No.2-38 1Dk(Stl)	3201 2981 1930	✠100A1 12,40 ~~12,39~~ BS9,40 ✠NE10,31 ✠LMC5,38 ~~DBS5,39~~ ~~MBS8,39~~	Cal	v	CL 12,39	1917 2mo Lloyd'sA&CP	W.Doxford &Sons,Ld. Sunderland	AtlanticosS.S.Co. Ld.(Kulukundis ShippingCo.S.A. Mgrs.) CellD	339·8|47·0|23·8 P28'B105'F39' FK B294'789t FPT69t	Piræus Greek 6BHCem APT179t	T.3Cy 20½",33"&54"–39" (s) 160lb 85lb 224NHP 2SB,6cf.GS106,HS4005 Earle'sS.B.&E.Co.Ld.Hull	26 ″ 3 s 4 ″ 4½ 22 ″ 1½	
80212 505 SZLR	**Nicolaos L.** Ⓟ (exNicolaos, exCharlesChappell) ssCpl.No.3-9,22 Wireless Mchy.Aft	356 — 183	10,24	Pir	d		1917	Bow,McLachlan&Co. Ld. Paisley	J.Lykouris	125·6|23·4|12·8 Q72'F21' BK7½'	Piræus Greek 3BHCem	T.3Cy.12½",21"&35"–26" 87NH 1SB,3pf,GS50,HS1619 Fraser&Chalmers,Ld.Erith	13 ″ 6	
80213 845 SVOA	**Nicolaos Michalos** (exAkropolis-35,exHermion) 1Dk&Shelter dk	4342 4096 2726					1913	W.Doxford &Sons,Ld. Sunderland	MichalinosMaritime&Commercial Co.Ld.	389·8|54·1|24·6 P102tH125t	Piræus Greek WB	T.3Cy.26",42"&70"–48" 339NHP W.Doxford&Sons,Ld.Sld.		O
80214 504 SZLS	**Nicolaos Nomicos** (exBoubis, exSolli, exConstance, exKöln) ssNwc.2ndNo.3-8,19 ssPir.No.2-28 1Dk(Stl)2nd dk(Stl) forward	625 607 355	9,32	Pir	i		1899	Bremer Vulcan Vegesack	LoucasNomicos	172·2|27·0|16·3 B46' FK	Piræus Greek 4BHCem	T.3Cy.12 11/16",21¾"&34¾"–24" 70NHP 1SB,2pf,GS42,HS1178 BremerVulkan,Vegesack	17 ″ 1	
80215 225 SVFQ	**Nicolaos Piangos** (exOaklands Grange-34) 1Dk	4499 4275 2851					1912	Nthmblnd S.B.Co.Ld. Newcastle	M.N.Piangos& Partners	385·0|52·0|27·1 P35'B119'F37'	Andros Greek WB	T.3Cy.25",40"&68"–48" Richardsons, 320NH Westgarth&Co.Ld.Sld.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
9/4/41 80216 854 SVOJ	**Nicolaou Georgios** (*ex*GeorgiosNicolaou-37, *ss*Syr.No.2-38 *ex*Atthis) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	4108 3832 2467	✠100A1 *withfreeboard* 7,40 ~~8,39~~ ✠LMC MS8,38 BS4,40 *Fitted for oil fuel* 2,39 *F.P. above* 150°F.	Hul Mch	*y*	CL ~~5,37~~ 7,40	1930 5mo	W.Gray& Co.Ld. Sunderland *Lloyd'sA&CP*	N.G.Nicolaou	390·7 403·7(O.L.) F35' FK *CellDB*345'1137*t* *FPT*139*t* *APT*189*t*	53·7	23·3	Piræus Greek 6*BHCem* (*Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.24½",41"&68"-48" (*s*) 200lb 502NHP 3SB,*9cf*,GS173,HS7590 FD Cen.Mar.E.Wks.Ld.W.Hpl	25 ″ 8 s 2 ″ 5¼ 23 ″ 5½	
80217 860 SVIV	**Nicolaou Maria** (*ex*Maria Nicolaou-37,*ex* *ss*Nwc.No.2-35 Oilshipper-36) 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *Mchy.Aft*	5525 5186 3285	✠100A1 Examined 1,41 Gal ✠LMC MS7,35 BS~~5,39~~7,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 7,27 *F.P. above* 150° F.	~~Ams~~	*z*	CL ~~4,38~~ 1,41	1927 7mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	N.G.Nicolaou	410·0 P106'B26'F39' FK *CellDBuE&B*62' 186*t* *DTf*30' 122*t* *FPT*77*t* *APT*208*t*	53·5	30·9	Piræus Greek 15*BHptCem* (10 *to U dk* 5 „ *2nd* „)	T.3Cy.25½",42"&70"-48" (*s*) 200lb 482NHP 3SB,*9cf*,HS6900 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 1 s 5 ″ 7½ 25 ″ 8¾	
80218 SVVE	**Nicolaou Ourania** (*ex*YorkCity-37) *Fitted for oil fuel* D.F. 2*Dks*	6397 6055 4054					1922	JLThompson&Sons,Ld. Sunderland	N.G.Nicolaou	411·8 F36'	55·0	33·6	Piræus Greek *WB*	T.3Cy.28",46"&75"-51" 402NHP Blair&Co.Ld.Stockton		C
80219 768 SVHC	**Nicolaou Virginia** (*ex*Virginia *ss*Rot.No.3-3,33 Nicolaou-37,*ex* *ss*Nwc.No.1-38 Vechtdijk-33) 1*Dk*&*Shelter dk* *Tonnage opening closed* 37	6869 — 4211	✠100A1 *Shelter dk* *withfreeboard* Examined 3,41 BS5,40 ✠LMC3,38 *Fitted for oil fuel* 2,39 *F.P. above* 150° F.	Bkn	*a*†	CL 2,39	1920 7mo	Sunderland S.B.Co.Ld. Sunderland *Lloyd'sA&CP*	N.G.Nicolaou	425·0 FK *Coll* *CellDB*369'1270*t* *FPT*124*t* *APT*205*t*	55·0	26·6 34·7	Piræus Greek *Cem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.28",46½"&78"-54" (*s*) 180lb 629NHP 4SB,*12cf*,GS268,HS11670 Blair&Co.Ld.Stockton	37 ″ 3 s 9 ″ 1¼ 28 ″ 5	
67/41 80220 821 SVEK	**Nicolaou Zografia** (*ex*Zografia Nicolaou-38,*ex*Pisco-34,*ex*Luxor) *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Shelter dk*	7050 — 4257					1913	J.C.TecklenborgA.G. Wesermünde-G.	N.G.Nicolaou	470·7 F50'	60·7	28·6 36·6	Piræus Greek *WB*	T.3Cy.$29\frac{9}{10}$",$48\frac{4}{5}$"&$80\frac{7}{10}$"-$55\frac{1}{10}$" 482NHP J.C.Tecklenborg,AG.Wsm		V
80221 91 SVLR	**Nicolas** (*ex*Copenhagen) *ss*Pir.2ndNo.3-8,35 2*Dks*(1*ptIrn*&*ptStl*&1*Stl*)	4540 4282 2910	✠100A1 Examined 7,40 Dub ✠LMC3,40 ~~MS9,34~~ ~~BS1,39~~ BS4,41 ~~3,40~~	Cff	*y*	CL 3,40	1910 8mo	Russell& Co. Pt.Glasgow *Lloyd'sA&CP*	B.S.Rossolimos	385·0 P34'B111'F51' FK *CellDBa*124'*uE*22' *f*169'1029*t* *DTa*30'784*t* *APT*19*t*	52·0	26·5	Argostoli Greek *Cem* 5*BH to Udk* 1 „ „*2nd* „	T.3Cy.26",42"&68"-48" (*s*) 180lb *100lb* 417NHP 3SB,*9cf*,GS189,HS7394 J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 5 ″ 3¾ 23 ″ 11	
43/41 80222 94 SVPR	**Nicolas Angelos** (*ex*RiverOrontes) 2*Dks*	4351 4056 2809					1912	Greenock& Gr'ngemouth Dckyd Co.Ld. Greenock	J.Angelos	375·8 P36'B100'F41'	52·2	25·5	Chios Greek *WB*	T.3Cy.25",41"&68"-48" 320NHP J.G.Kincaid&Co.Ld.Grk.		C
80223 127 SVBB	**Nicolas Pateras** (*ex*PenteAdelfi-35, *ss*Pir.2ndNo.3-2,35 *ex*MariaM.Diacaki-34, *ss*Pir.No.1-39 *ex*Port de laPallice, 1*Dk*(*Stl*) *ex*Bayford,*ex*Brantford) *Cargo battens not fitted*	4362 3953 2602	✠100A1 1,41 ~~4,40~~ ✠LMC MS12,38 BS4,39	Ant Bry	*x*	~~4,40~~ N1,41	1910 4mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	C.N.&E.N.Pateras	365·0 P24'B91'F32' FK *CellDBa*119'*uE*&*B*43' *f*159'927*t* *APT*48*t*	51·4	25·9	Chios Greek 6*BHCem*	T.3Cy.25",40"&67"-45" (*s*) 180lb 335NHP 3SB,*9cf*,GS140,HS5295 Richardsons,Westgarth&Co.Ld.Sld.	28 ″ 4 s 5 ″ 3½ 23 ″ 3	
* 80224 FOOL	**Nicole Schiaffino** (*ex*Muirton-37, *ex*Silene) *ss*Msl.No.3-9,32 *ss*Msl.No.1-37 2*Dks*(*Stl*)	4974 4059 3112	✠100A1 11,39 ✠LMC MS9,36 BS7,39 *Fitted for oil fuel* 5,38 *F.P. above* 150° F.	Alg	*y*	CL N1,39	1920 11mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	386·4 P36'B113'Ba21' B*f*21'F42' FK *CellDB*327'848*t* *FPT*97*t* *APT*20*t*	52·5	25·8	Algiers French 7*BHptCem*	T.3Cy.26",43"&71"-48" (*s*) 180lb 453NHP 3SB,*9cf*,GS220,HS8007 Palmers'Co.Ld. Newcastle	28 ″ 6 s 5 ″ 6½ 23 ″ 2¾	
80225 159778 VRVT	**Nicoline Mærsk** TwinSc3Mst *OilEng.* D.F. 1*Dk*&*Shelter dk*	4194 3813 2532					1925	Odense Staalskibsv. Odense	Ministry of Shipping(J.J.Thomas&Co.*Mgrs.*)	374·8	52·2	24·5	Malta British *WB*	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 449NHP Akt.Burmeistr&Wain,Cpn		V
80226 2118 IUJF	**Nicolò Martini** (*ex*Fiumicino-39, *ex*SilvioPagan-37,*ex*Silvio-34,*ex* Silva-34,*ex*Nordlicht-33, 1*Dk* *ex*Greta,*ex*Ems,*ex*MarieScherlau, *ex*Kopernikus) *Well deck*	634 474 357	✠ ... 8,93 ✠				1889 5mo	S.&H. Morton&Co. Leith	AgenziaMarittima ColonialeSoc. Anon.	187·3 179·3 Q55'B46'F25'	28·3	12·4	Genoa Italian *WB*	T.3Cy.13½",22"&36"-30" NB01 71NHP S.&H.Morton&Co.Leith	14 ″ 5	I †
80227 1277 IBLY	**Nicolò Odero** *Fitted for oil fuel* D.F. 1*Dk*	6003 4493 3668					1925	N.Odero& Co. Genoa	Navig.Odero Soc. Anon.	406·8 P&B265'F39'	51·7	27·6	Genoa Italian *WB*	T.3Cy.26",42½"&$69\frac{11}{16}$"-48" 336NHP N.Odero fuA.Genoa		I
80228 160242 GSVY	**Nicoya** E.S.D. D.F. Sub.Sig. *Ref.Mchy.* 2*Dks*&2*ptDks*	5364 4655 3315					1929	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	400·5 P42'B155'F41'	51·2	30·1	Glasgow British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP A.Stephen&Sons,Ld.Gls.		C
80229 LJON	**Nidardal** (*ex*LakeGorin-37) *Fitted for oil fuel* D.F. 1*Dk*	2368 1987 1429	✠ ... 9,20 ✠				1918 10mo	Detroit S.B.Co. Wyandotte	RederiA/S Nidaros (Geo.Hansen, *Mgr.*)	251·5 P25'B64'F23' FK	43·8	22·1	Oslo Norwegian *WB*	T.3Cy.20",$33\frac{3}{16}$"&54"-40" 328NHP DetroitS B.Co.Detroit		N †
80230 LENA	**Nidareid** (*ex*Stottpool) *Mchy.Aft* 2*Dks* Wireless	1321 1140 734					1924	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	KrogstadsDmpskrederiA|S(Geo. Hansen,*Mgr.*)	256·3 P96*t*H37*t*F39*t*	38·2	15·4	Oslo Norwegian *WB*	T.3Cy.16",27"&44"-30" 106NHP ShieldsEng.Co.Ld.N.Shl.		N
80231 OHDV	**Nidarholm** (*ex*Meandros) *ss*Abg.No.3-4,33 *ss*Got.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	2588 2232 1468	✠100A1 12,39 BS5,39 ✠LMC6,37	Got	*t*	CL 6,38	1920 11mo	JIThornycroft&Co.Ld. Southampton *Lloyd'sA&CP*	A/B Helsingfors S.S.Co.Ld.(A/B Nielsen&Thorden O/Y,*Mgrs.*)	304·6 299·9 P28'B83'F28' FK *CellDB*250' 664*t* *FPT*114*t* *APT*105*t*	43·8	21·8	Helsingfrs Finnish 5*BHCem*	T.3Cy.21",34"&57"-36" (*s*) 180lb 240NHP 2SB,*6cf*,GS110,HS4102 JIThornycroft&CoLd.Sou	24 ″ 5 s 4 ″ 3¾ 20 ″ 4	
80232 LKFD	**Nidarland** (*ex*Wisconsin-39, *ex*Wawalona) *Fitted for oil fuel* 1*Dk*,2*trB*&*Shelter dk* *Longitudinal framing*	6076 5632 3729					1919	GMStandiferCnst.Corp. Vancouver, Wash.	RederiA/SNidaros (Geo.Hansen, *Mgr.*)	401·4 P34'F38'	53·2	31·9	Oslo Norwegian *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.		RC
80233 LKKG	**Nidarnes** (*ex*SantaIsabel-40) *Fitted for oil fuel* *ss*N.Yk.No.2-27 1*Dk*(*Stl*)2*trB*	2647 2223 1542	✠ —— 2,40 ✠	Bal	*s*	CL 7,30	1920 8mo	Toledo S.B.Co. Toledo,O.	KrogstadsDmpskrederiA/S(Geo. Hansen,*Mgr.*)	251·0 P25'B64'F23' FK *CellDB*204'444*t* *DTa*12'87*t* *FPT*69*t* *APT*95*t*	43·6	25·8	Oslo Norwegian 4*BHptCem*	T.3Cy.22",36"&59"-42" 315NHP 2SB,*6cf*,GS105,HS4640 ToledoS.B.Co.Toledo,O.	28 ″ 2	

* Surveys delayed Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
80234 LJOM	**Nidaros** (*ex*LakeBenbow-37) *Fitted for oil fuel* D.F. GyC. 1*Dk*	2353 1987 1433	✠ ... 6,20 ✠				1918 7mo	Detroit S.B.Co. Wyandotte	RederiA/S Nidaros (Geo.Hansen *Mgr.*)	251·5|43·8|22·1 P25' B64' F23' FK	Oslo Norwegian *WB*	T.3Cy.20",33"&54"-40" 328NHP DetroitS.B.Co.Detroit		N †
80235 OZBE	**Niel Mærsk** TwinSc *OilEng.* ssH.Kg.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*in No.1 hold* *CruiserStern*	5086 4622 3168 *Fitted* *Carry*	✠100A1 *with freeboard* 3,40 ✠LMC CS5,39 DBS2,40 *for carrying* *ing cargo oil F*	HKg 4,38 *oil*1,31 *.P.abo*	*a*† *F.* *ve*	CL 5,39 *P. abo* 150° *F.*	1931 1mo *Lloyd* *ve*150° *or Gly*	Odense Staalskibsvft Odense '*sA&CP* *CellD* *F.indeeptanks* *cerine in tank*	A/S D/S Svendborg & af 1912 A/S (A.P.Moller, Copenhagen *Mgr.*) *B*371' 1266*t tanks i* 25*t DTa*17' 584*t* *above APT*	418·9|54·7|25·4 437·4(O.L.) F38' FK (*C* *n way of tunnels* *MT*27' 1068*t FPT*1	Svendborg Danish 8*BH* *oll to Sh dk* 7 ,, 2*nd* ,,) 48*t APT*246*t*	Oil Engines 4S.C.SA 12Cy.24⅛"-51 7/16" 709NHP DB100lb Akt.Burmeistr&Wain,Cpn	28 ″ 7 s3 ″ 2½ 25 ″ 7	
80236 OZJC	**Niels R. Finsen** 1*Dk*	1855 1643 1133					1904	J.Smit,Czn Alblasserdm	A/S DetDansk NorskeDamp- skibsslsk. (R.A. Robbert, *Mgr.*)	275·5|41·1|17·8 P21' B166' F33'	Copnhagn Danish *WB*	T.3Cy.20½",33"&54"-36" 175NHP Maats deSchelde,Flushing		V
80237 [illegible]	**Nienburg** Ⓟ E.S.D. 2*Dks* *CruiserStern*	4318 3837 2572					1922	Vulcan Werke,A.G. Stettin	Cia.Argentina de NavegaciónLloyd ArgentinoSoci- edad deResponsa- bilidadLtda.	383·3|51·0|26·0 P45' B98' F61' len38	Bns.Aires Argentine *WB*	2Steam turbinesDRgeared to1Sc.Shaft 773NHP NE&B38 HS4380 AllgemeineElektrizitäts- Ges.Berlin		G
80238 PGGF	**Nieuw Amsterdam** Ⓟ TwinSc D.F. E.S.D. GyC 5*Dks* *Ref.Mchy.* *CruiserStern*	36287 22491 21496	✠100A1 *with freeboard* ~~9,40~~ ~~4,39~~ 12,40 ~~MBS4,39~~ ✠Lloyd'sRMC~~4,39~~ 9,40 *Fitted for oil*	Rot ~~NYk~~Sng MBS9,40 ✠LMC5,38 *fuel*5,	 38	CL ~~SN~~ ~~11,38~~ 9,40 *F.P. a*	1938 5mo *Lloyd* *bove* 1	NV Rotter- damDroogd. Maats. Rotterdam '*sA&CP* 50° F. *CellD*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *B*570' 3270*t DT f*3 *sides of tunnels*429	713·7|88·3|50·0 758·5(O.L.) FK *LowerProm.deck* (608' *Prom.deck*337' 29*t wing tanks f*112 *t tank between tunn*	Rottrdam Dutch 11*BHptCem* *Coll to Wdk* 10 ,, 2*nd* ,,) 4*t tanks at* *els*334*t FPT*	8 steam turbinesSRgeared to 2 scshafts (*s*) 8116NHP 625lb 150lb FD 6WTB(Spt562lb) HS51000 Kon.Maats."DeSchelde" 185*t APT*400*t*	55 ″ 3 s14 ″ 11¼ 31 ″ 6	
80239 PKFO	**Nieuw Holland** TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy.* 2*Dks*	11066 8624 6789	 ✠Lloyd'sRMC3,40				1927	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	540·5|62·7|32·3 P25' B248' F44'	Batavia Dutch *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts Gebr.Stork&Co.Hengelo		V
80240 PKFR	**Nieuw Zeeland** TwinSc *Fitted for oil fuel* D.F. *Ref.Mchy.* 2*Dks*	11069 8612 6809	 ✠Lloyd'sRMC12,39				1928	Rotterdam Droogd.Maat Rotterdam	Koninkl.Paketv. Maats.	540·0|62·5|33·4 P27' B245' F45'	Batavia Dutch *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts Maats.Fyenoord,Rot.		V
134 40 80241 PGHB	**Nieuwland** ssRot.No 3-2,33 ssRot.No.1-37 *Well deck* 1*Dk*(*Stl*)	1075 694 568	✠100A1 3,40 BS3,40	Sch ✠LMC5,37	*m*	OG 7,39	1920 9mo *Lloyd*	N.V.Schps. J.Smit&Zoon Albl'sserdam '*sA&CP*	Scheepvaarten SteenkolenMaats. N.V. *CellD Ba*58'	217·0|32·8|13·7 Q71' B54' F22' FK *uE*19' *f*88' 272*t FPT*	Rottrdam Dutch 4*BHCem* 28*t APT*10*t*	T3Cy.17¾",29⅛"&47¼"-35 7/16" 180lb (s) 175NHP 2SB,4*cf*,GS84,HS3121 Gebr.Stork&Co.Hengelo	14 ″ 6 s ″ 9¼ 13 ″ 11	
80242 139037 GJZF	**Nigaristan** (*ex*Diyatalawa, *ex*Rappenfels) ssShl.2ndNo.3-10,34 ssBkn.No.1-39 D.F. 2*Dks*(*Stl-U*teak s)	5993 5556 3752	100A1 2,41 ~~2,40~~ BS7,40 *Fitted for oil*	Ant Lon LMC5,39 *fuel* 7,	*a*† 23	OG ~~7,38~~ 2,41 *F.P. a*	1912 *bove* 1	Bremer Vulkan Vegesack A&CP 50° F. *CellD*	F.C.Strick&Co.Ld. *BH in forward* *Ba*137' *uE*25' *f*186'	421·7|56·2|29·7 P60' B126' F56' FK *hold dispensed with* 1261*t 'tween dk tan*	London British *Cem* 6*BH only* *ks a*34' 459*t f*	T.3Cy.29⅝",46⅞"&75⅝"-53 15/16" 192lb 121lb (s) 521NHP 3SB(Spt),9*cf*,GS148, HS6943 FD BremerVulkan,Vegesack 41' 520*t FPT*66*t APT*47*t*	32 ″ 4 s 6 ″ 6 26 ″ 0½	
80243 161277 GYRB	**Nigerian** D.F. 1*Dk&Shelter dk* E.S.D. *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	5423 4447 3196	✠100A1 *with freeboard* Examined1,41 *Carrying vege* BS6,41 *Fitted for oil,*	~~Liv~~ Liv ✠LMC2,36 *table o* *fuel*9,	*a*† 2Ys *il in* 37	CL 1,39 *deep* *F.P. a*	1936 2mo *tank* *Lloyd* *bove* 1	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G '*sA&CP* 50° F.	UnitedAfricaCo. Ld. *Cell DB*337' 1058*t* *DTa*25' 830*t*	417·5|57·7|23·6 433·0(O.L.) F43' FK (*FPT*226*t APT*205*t*	Liverpool British 7*BHCem* *Coll to Sh dk* 6 ,, 2*nd* ,,)	T3Cy21⅝",35 7/16"&57 1/16"-39⅜" &LP Turbine withDRgear- ing & hydraulic coupling 220lb (s) FD 350NHP 2SB(Spt)6*cf*,GS100,HS4476 DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.	~~25 ″ 8~~ ~~s1 ″ 11¼~~ ~~23 ″ 10½~~ 37 ″ 8 12 ″ 11¼ 24 ″ 10¼	
80244 PGHF	**Nigerstroom** Ⓟ 1*Dk&Shelter dk 3rd dk except in No.4* D.F. E.S.D. *OilEng.* *hold* *CruiserStern*	4639 3763 2666	✠100A1 *with freeboard* 7,40 ~~12,39~~ 4,41	Rot ~~Avn~~Cal ✠LMC4,39	*z*	CL 8,39	1939 4mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/d Ysel '*sA&CP*	N.V.Hollandsche Stoomboot Maatschappij (*Coll* *Cell*	383·7|55·3|24·7 401·4(O.L.) F47' FK *BH to Shltr dk* 6*BH* *DB*303' 844*t FPT*50	Amstrdam Dutch 7*BHptCem* *to 2nd dk*) *t APT*116*t*	Oil Engines 4S.C.SA 8Cy.28⅜"-55⅛" 618NHP DB100lb WerkspoorN.V.Ams.	28 ″ 11 s2 ″ 8¾ 26 ″ 4	
80245 [illegible]	**Nightingale** Now "Empire Egret," see No. 81012 in Supplement D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy.* *CruiserStern*	7169 4328					1939	NwprtNws S.B.&D.D.Co NewprtNews	~~U.S.Maritime~~ ~~Commission~~ ~~Grace Line, Inc.~~	439·0|63·2|27·5 P23' B77' F41'	~~Norfolk Va~~ ~~Utd.States~~ British *WB*	2steam turbinesDRgeared to 1 sc.shaft 1100NHP NewportNewsSB&DD.Co.		R
80246 37467 JKNC	**Nihonkai Maru** Ⓟ *OilEng.* 2*Dks*	2681 2043 1613					1932	Mitsui Bussan Kaisha,Ld. Tama	ShimataniKisen K.K.	299·2|43·0|22·7 P22' B82' F36'	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.21⅝"-55⅛" 268NHP MitsuiBussanKaisha,Ld. Tama		
80247 8780 JUQB	**Niigata Maru** ssKob.No.1-07 1*Dk*(*ptIrn&ptStl*)*deepframing* *&Web frames Mdk*(*Stl*)*in fore hold* *&*(*Irn*)*in Mchy space*	2069 1781 1161	✠ 2,07 ✠	Kob	*s*		1903 7mo	MitsuBishi Dkyd&EWks Nagasaki	Toa Kaiun K.K. *Cell*	282·7|38·3|20·6 P26' B82' F32' FK *DBa*110' *uE&B*52'	Tokyo Japanese 5*BHCem* *f*72' 514*t D*	T.3Cy.21",35"&58"-36" 245NHP 2SB,4*cf*,GS75,HS3270 MitsuBishiD.&E.Wks.Nag *Ta*26' 255*t FPT*70*t APT*32*t*	23 ″ 3	
80248 1628	**Niihama Maru** Ⓟ (*ex*Shinkochi Maru,*ex*Romulus) ssDun.No.2-96 1*Dk* *Floors,Beams,Keelsons&Stringers*(*Irn*)	441 309 264	✠ 5,98 ✠	Dun	*e*		1888 3mo	Oswald, Mordaunt& Co. Southampton	SumitomoBesshi KozanK.K.	166·0|21·4|11·1 Q100' F19' len93 BK7"	Niihama Japanese 7*BHCem*	T.3Cy.12½",19"&31½"-24" 60NHP 1SB,2*cf*,GS48,HS1078 OswaldMordaunt&Co.Sou.	12 ″ 0	
80249 15189 JCCB	**Niitaka Maru** Ⓟ (*ex*Erny) ssKob.No.3-7,17 1*Dk&Spar dk*	2478 2385 1512	✠ ... 2,20 ✠				1904 10mo	Russell& Co. Pt.Glasgow	KitaNipponKisen K.K.	294·0|40·3|17·6 B82' 25·3 FK	Hutyu Japanese *WB*	T.3Cy.24",40"&65"-42" 295NHP J.G.Kincaid&Co.Grk.	27 ″ 9	
80250 PGKO	**Nijkerk** Ⓟ (*ex*Cassio,*ex*Pangani) ssAms.No.3-7,33 ssAms.No.1-38 D.F. 2*Dks*(*Stl*)	5843 5247 3678	100A1 5,41 ~~11,39~~ ~~10,40~~ BS~~6,39~~ 10,40	Sch ~~Hul~~ LMC3,38	*a*† Lon	CL 11,39	1915	Blohm& Voss Hamburg	Vereenigde Nederlandsche Scheepv.Maats. (Directie enAgen- tuurMaats.Hol- landAfrikaLijn N.V. *Mgrs.*)	420·0|56·3|27·9 435·5(O.L.) P&B335' F51' FK Upp.B124' *IntermediateBHin* *CellDB FPT*	TheHague Dutch *forehold dis*	Q.4Cy.24",34⅝",50"&72 13/16"- 54" 228lb (s) 603NHP 4SB,12*cf*,GS196,HS8611 FD Blohm&Voss,Hamburg *pensed with* 6 *BH only*	30 ″ 2 s4 ″ 2½ 26 ″ 2½	
80250*	**Nijnburgh** (*ex*Heiny-40) *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	400 251 206					1939	N.V.Gebr. vanDiepen Waterhuizen	F.J.deGroot	145·8|26·1|9·5	Kampen Dutch *WB*	Oil Engines 4S.C.SA 8Cy.11"-17⅛" 94NHP Klöckner-HumboldtDeutz A.G.Köln-Deutz		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80251 8349 SLZN	**Nike** *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Butts of deck, sheer strake & bottom shell* *Mchy.Aft plating electrically welded*	*8454* *7577* *4953*	✠100A1 ~~7,39~~10,40 ✠LMC7,39 *Carrying Petroleum in bulk*	Got	*c*†	OG	1939 7mo *Lloyd's*A&CP	A/B Göta-verken Gothenburg	Rederiaktieb. Transoil(Rolf Sörman,*Mgr.*) *CellDBuE*65'210*t D*	477·4 483·8(O.L.) P101'B33'F60' FK *Tf*22'356*t FPT*80*t*	59·2	35·9	Gothenbrg Swedish 9*BHptCem* *APT*149*t*	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 653NHP 2DB*150lb* A/B Götaverken,Got.	35 ″ 6 s 7 ″ $10\frac{1}{4}$ 27 ″ $10\frac{1}{4}$	
80252 44774 JMGM	**Nikkai Maru** 2*Dks* *CruiserStern*	2562 — 1439					1938	Uraga DockCo.Ld. Uraga	NissanKisenK.K.	297·9 P39'B75'F32'	45·0	23·8	Tokyo Japanese *WB*	C.4Cy.$11\frac{7}{16}$"&$20\frac{1}{2}$"–$13\frac{3}{4}$"& LP turbine withDRgearing HS3040 201NHP UragaDockCo.Ld.Uraga		
80253 9673 JKFE	— Ⓟ *OilEng.* 2*Dks*	300 — 177					1905	T.Hyogo-dani Osaka	Amagasaki KisenbuGomei Kaisha	141·8	18·7	13·4	Osaka Japanese	Oil Engines NE33 NipponHatsudokiK.K.		
80254 8908 JNLD	**Nikko Maru** Ⓟ *ss*Yka.No.3–10,15 *ss*Kob.No.2–23 2*Dks&Webframes*	5058 4007 3040	✠ ... 5,28 ✠				1903 12mo	MitsuBishi Dkyd&EWks Nagasaki	ToaKaiunK.K.	428·1 P73'B177'F48' FK	48·8	26·7	Tokyo Japanese *WB*	T.3Cy.31",51"&85"–54" 785NHP Mitsu BishiD.&EWks.Nag	30 ″ 6	
80255 33994 JCOC	— (*ex*TaikooWanYi) *ss*H.Kg.No.2–27 *Fitted for oil fuel* 1*Dk*	3098 2842 1828	... 11,28				1919 6mo	SirRaylton Dixon&CoLd Middlesbro'	OkazakiHonten K.K.	331·0 P33'B98'F29' FK	46·5	25·5	Kobe Japanese *WB*	T.3Cy.25",41"&68"–45" (*s*) 412NHP Blair&Co.Ld.Stockton	25 ″ 6	C †
80256 23827 JREE	**Nikkyō Maru** (*ex*NikkioMaru–38, *ex*YachiyoMaru–34) Wireless 1*Dk*	1402 1162 817					1918	Shinki Dockyard Osaka	OkazakiHonten K.K.	235·0	35·0	19·0	Kobe Japanese *WB*	T.3Cy.$15\frac{3}{4}$",26"&42"–30" 97NHP YoshidaTomegoro,Osaka		
80257 YTDC	**Niko Matkovic** (*ex*Catherine Schiaffino,*ex*Malgache, *ex*Solstad) 1*Dk&Spar dk*	1425 1399 870					1906	Frammes Mek.Værks Sandefjord	E.Matkovic	234·2 H89*t*F34*t*	33·6	20·0	Split Yugoslav *WB*	T.3Cy.18",29"&48"–33" 132NHP FredrikstadM.V.Frdstad.		G
80258 106 SVJC	**Nikoklis** (*ex*NikoklisMoraitis, *ex*Lingedijk) *ss*Syr.No.3–8,34 *ss*Syr.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3576 3292 2162	✠100A1 *Shelter dk withfreeboard* 2,41~~2,40~~ ~~BS2,40~~ BS6,41 ✠LMC9,38	Hul Bry	*w*	CL ~~12,39~~ 1,41	1921 5mo *Lloyd's*CP	NVBurger-houtsM.&F. Rotterdam	N.G.Moraitis *CellDB*308'1052*t*	360·2 373·8(O.L.) FK *FPT*63*t APT*73*t*	50·3	21·8	Andros Greek *Asp* *Collision BH to S dk* 5 ,, ,, *U* ,,	T.3Cy.$25\frac{9}{16}$",$41\frac{5}{16}$"&$66\frac{15}{16}$"– $45\frac{1}{4}$" 180lb (*s*) 345NHP 3SB,*9cf*,GS150,HS5565 BurgerhoutsMachFab.Rot	24 ″ 6 s 2 ″ $1\frac{3}{4}$ 22 ″ 7	
80259 YTDA	**Nikola Pàșić** *Now* "Radcombe," *see No* 80326 *in Supplement* *ss*Spt.No.3–4,32 2*Dks*(*Stl*)	4753 4452 3012	✠100A1 6,40 ~~11,39~~ ✠LMC4,39 BS7,40	Bal	*y*	CL ~~8,37~~ 9,40	1927 5mo *Lloyd's*A&CP	W.Hamil-ton&Co.Ld. PortGlasgow	Dubrovacka PlovidbaA.D. *CellD*	390·6 P34'B112'F44' FK *B*336'1282*tAPT*19*t*	52·0	26·3	Dubrovnik Yugoslav 7*BHptCem* 2 ,, *to 2nd dk*	T.3Cy.26",42"&70"–48" (*s*) 180lb 467NHP 3SB,*9cf*,GS169,HS6848 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 3 s 5 ″ $5\frac{3}{4}$ 24 ″ 0	
80260 USCV	**Nikolai Ejov** Ⓟ TwinSc (*ex*Dominia–37) *ss*Lon.No.2–34 D.F. GyC. 3*Dks&4th dk* E.S.D. *in fore hold* *Fitted for oil fuel*	9180 6697 5460	✠ ... 8,38 ✠	Ams	*d*†		1926 6mo	Swan,Hun-ter&Wigham Richardson, LdNewcastle	U.S.S.R. *CellDB*401'2472*t*	488·8 B145' FK *FPT*281*t APT*208*t*	59·0	37·4	Nogævo Russian 8*BH pt Cem* (4 ,, *to U dk* 4 ,, ,, *2nd* ,,)	T.6Cy.24",$40\frac{1}{2}$"&66"–45" 932NHP 5SB,*18cf*,HS14197 Swan,Hunter&Wigham Richardson,Ld.Nwc.	40 ″ 9	
80261 UPAQ	**Nikolai Ostrovsky** Ⓟ TwinSc (*ex*Chaika–39) *OilEng.* *CruiserStern* 2*Dks&Shelter dk*	2121 1363 939					1929	Sevastopol MarineWks. Sevastopol	U.S.S.R.	249·3 B88'F27'	39·4	18·2	Rostov Russian *WB*	Oil Engines 2S.C.SA 8Cy.$18\frac{1}{2}$"–$31\frac{7}{8}$" 476NHP KharkovLoco.Works		
80262 YTTE	**Nikolina Matkovic** TwinSc (*ex*Carriso–37, *OilEng.* *ex*Magunkook) 2*Dks*	3898 — 2410					1918	L'ngBeach S.B.Co. LongBeach, Cal.	EugenMatkovic	340·5 P29'B73'F34'	48·0	24·7	Split Yugoslav *WB*	Oil Engines 4S.C.SA 12Cy.$20\frac{7}{16}$"–$35\frac{7}{16}$" 488NHP *E made* 19 *fitted* 23 PacificDieselEng.Co. Oakland,Cal.		G
80263 224 SVPV	**Nikos T.** (*ex*Sutherland-34, *ex*Gasconier) *ss*Hul.No.3–11,31 *ss*Mes.No.1–36 1*Dk*(*Stl*)	*5175* *4723* *3149*	✠100A1 Examined 2,41 Bry BS2,40 ✠LMC6,36	~~Liv~~	*y*	CL ~~1,39~~ N7,40	1919 5mo *Lloyd's*A&CP	Vickers, Ld. Barrow	E.M.Tricoglu *CellDB*345' 1123*t D*	400·0 P49'B113'F49' FK *Ta*28' 1031*t FPT*12	52·4	28·5	Andros Greek 7*BHptCem* 1*tAPT*180*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 490NHP 3SB,*9cf*,GS190,HS7020 FD Vickers,Ld.Barrow	31 ″ 0 s 5 ″ $11\frac{3}{4}$ 25 ″ 3	
124/40 80264 7298 SDHA	**Nils Gorthon** (*ex*Eifel,*ex*Hertha) D.F. 1*Dk*	*1787* *1467* *1013*					1921	Howaldts-werke Kiel	RederiA/B Gylfe (Joh.Gorthon, *Mgr.*)	260·9 P13'Q75'B115'F31'	40·9	17·5	Hlsngborg Swedish *WB*	T.3Cy.$20\frac{1}{10}$",$32\frac{3}{10}$"&$51\frac{1}{20}$"– $35\frac{1}{20}$" 149NHP Howaldtswerke,Kiel		V
80265 146662 GCJT	**Nils Moller** (*ex*Invergoil–36) *ss*Bel.No.2–31 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames & bevelled bilge* *CruiserStern Fitted for oil fuel*	6647 6190 4174	✠ —— 9,36 ✠	Bel	*a*†		1922 11mo	Harland& Wolff,Ld. Belfast	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellDBuE&B*	412·6 F40'*on Shelter dk* FK	55·8	34·4	Shanghai British 8*BHCem* 84'440*t*	T.3Cy.27",44"&73"–48" 540NHP 4SB,*12cf*,HS10224 Harland&Wolff,Ld.Bel.	38 ″ 0	C †
189 80266 7744 SFJE	**Nils Sture** (*ex*Lida-39, *ex*Rolf,*ex*Danefelt) 1*Dk*	*1259* *944* *691*					1920	PPhStuhrs Msk.&Skvs. Aalborg	RederiA/BEruths (StureEruths, *Mgr.*)	234·2 P14'Q71'B94'F29'	36·3	13·4	Trelleborg Swedish *WB*	T.3Cy.15",24"&40"–27" 83NHP A/SFrichs, Aarhus		V
40 80267 155313 VLCW	**Nimbin** *OilEng.* *Ref.Mchy.* Wireless 1*Dk*	1052 667 516					1927	Akt.Bur-meistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	215·0 Q102'B23'F32'	35·1	11·9	SydnyNSW British *WB*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"–$35\frac{3}{8}$" 235NHP Akt.Burmeistr&Wain,Cpn		C
80268 930 IBPY	**Nina** (*ex*WarAlgoma) 1*Dk*	2212 1853 1304					1919	PolsonIron WorksCo.Ld. Toronto	Soc.Anon.Ilva	259·8 251·0 P25'B68'F20'	43·8	21·6	Genoa Italian *WB*	T.3Cy.$20\frac{1}{2}$",33"&54"–36" 175NHP PolsonI.W.Co.Ld.Toronto		CI
80269 OHBC	— (*ex*FredrikLarssen,*ex*MarthaRuss) 1*Dk* D.F.	2055 1706 1180					1899	Akt.Ges. "Neptun" Rostock	LovisaAngfartygs A/B.(A/B R.Nord-strom&Co.O/Y, *Mgrs.*)	281·4 279·6 P22'B58'F28'	40·5	18·9	Lovisa Finnish *WB*	T.3Cy.$19\frac{5}{8}$",$32\frac{1}{4}$"&$53\frac{1}{8}$"–$35\frac{3}{8}$" 168NHP A.G."Neptun,"Hamburg		G
80270 LENB	— (*ex*Eidsvoid,*ex*Holmen) Wireless D.F. 1*Dk*	1371 1190 799					1917	NV.Boele's Sch.Mschfbk. Slikkerveer	Rederi A/S Nina (ErlingMortensen)	240·2 P68*t*H62*t*	36·2	16·8	Oslo Norwegian *WB*	T.3Cy.18",30"&48"–36" 138NHP MaschenfabriekBolnes		N
80271 2254 IBZF	**Nina Bianchi** (*ex*Marcantonio Bragadin–39,*ex*CapoNoli–36, *ex*Franquette,*ex*Baffin, 1*Dk* *ex*WarHydra) D.F.	2180 — 1303					1918	PolsonIron WorksCo.Ld. Toronto	RaffaeleBianchi	261·1 252·4 P25'B28'F20'	43·6	20·7	Genoa Italian *WB*	T.3Cy.$20\frac{1}{2}$",33"&54"–36" 175NHP PolsonI.W.Co.Ld.Toronto		I

1/41

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
80272 LCLY	**Nina Borthen** *OilEng.* D.F. ssAms.No.2-38 *Mchy.Aft* *2Dks(Stl)&Webframes* *Longitudinalframing*	6123 5412 3560	✠100A1 ~~4,40~~ ~~2,40~~ 9,40 DBS2,40 *CarryingPetr*	Cpn ~~Gal~~ Sou ✠LMC CS12,38 2,40 *oleum*	z *in*	CL 11,38 *bulk*	1930 8mo *Lloyd*	Armstrong Whitworth &Co.(Ship- builders)Ld Newcastle 'sA&CP	A/S Motortank (H.Borthen&Co. A/S *Mgrs.*) *CellDBuE56'171t*	396·2|55·1|32·3 P97'B29'F36' FK *Trunk238'* *DTf34'347tFPT13*	Oslo Norwegian *14BHptCem* (*9 to U dk* *5 „ 2nd „*) *5tAPT121t*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB180lb Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0	
80273 116235 KLAR	**Nine** (*ex*Ten-35,*ex*Scranton) *Mchy.Aft* *Ref.Mchy.* *1Dk&Spardk*	2016 1854 1595					1888	Cleveland S.B.Co. Cleveland,O.	Terminals& Transpn.Corp. (Minnesota-Atlan- tic Transit Co. *Mgrs.*)	260·0|39·2|21·6 H—F29'	DuluthMin Utd.States *WB*	T.3Cy.19",30"&52"-40" 171NHP ClevelandS.B.Co.Clevelnd		R
80274 2259 IBCU	**Ninetto G.** Ⓟ (*ex*Maiella-39, *ex*Ambra) ssTri.No.3-3,26 ssTri.No.2-34 D.F. *1Dk(Stl)&Shelterdk(Stl)*	5524 4971 3505	✠ — 9,39	Tri ✠	*y*		1913 3mo	Cant.Nav. Triestino Monfalcone *CellD*	GiuseppeGavarone *Ba130'uE&B42'f*	400·1|52·1|28·8 54·0 FK *165'1292tFPT 105t*	Genoa Italian *6BHCem* *APT56t*	T.3Cy.26",42"&70"-48" 499NHP 3SB,*9cf*,GS148,HS7590 ClydeS.B.&E.Co.Ld.P.Gl.	32 ″ 0	I †
80275 2181 IREB	**Ninfea** (*ex*Bemtevi-38,*ex*Matthias, *ex*Maxton, ssHul.No.3-7,20 *ex*Kilgobnet) D.F. *1Dk*	607 482 298	... 3,23				1918 2mo	Smith's DockCo.Ld. Middlesbro'	OrazioRosini	179·6|30·0|15·6 168·1 B50' FK	Genoa Italian *WB*	T.3Cy.16",26"&44"-26" 116NHP Smith'sDockCo.Ld.Mdb.	16 ″ 6	I †
80276 XNFA	**Ning Ching** (*ex*Imataca,*ex*Harriet) *1Dk*	1693 — 984					1915	Laxevaags Msk.&Jrnskb Bergen	NingpoShaohsing S.N.Co.Ld.	246·2|37·9|15·8 *P44tQ108tB129t* *H67tF41t*	Shanghai Chinese *WB*	T.3Cy.18½",29"&49"-33" 138NHP LaxevaagsMsk&Jrns.Bgn		
80277 155908 MBZD	**Ning Kwang** TwinSc *OilEng.* *Carrying oil in bulk* *1Dk*	351 303 136					1930	NewE.& S.B.Wks.Ld Shanghai	AsiaticPetroleum Co.(NorthChina) Ld.	162·0|27·0| 9·8	Shanghai British *WB*	Oil Engines 2S.C.SA 8Cy.11$\frac{13}{16}$"-14¼" 196NHP KrombhoutEng.Wrks.Ams.		C
80278	**Ning Shao** TwinSc *3Dks*	3074 — 1920					1905	Foochow Arsenal Foochow	NingpoShaohsing S.N.Co.Ld.	280·0|48·0|18·0	Shanghai Chinese *WB*	T.6Cy.20½",30½"&46"-28" E*made*05B*made*04 112NHP FoochowArsenal,Foochow		
80279 153585 GKNV	**Ninghai** *2Dks*	2484 2049 1482					1925	Taikoo Dkyd.&Eng. Co.Ld. HongKong	ChinaNav.Co.Ld.	295·8|44·2|19·6 B72'F44'	London British *WB*	T.3Cy.18",29"&47"-39" 138NHP TaikooDkyd.&Eng.Co.Ld		
80280	**Ninghsiang** WoodTwinScSp (*ex*MikumaMaru,*ex*KyodoMaruNo.6) *2Dks*	379 305 213					1903	T.Haruki Tokushima	NinghsiangS.N. Co.Ld.	147·4|20·6|13·8	Ningpo Chinese	T.6Cy.8½",13¾"&22¼"-18" 42NHP S.Ono,Osaka		
80281 8255 SLDN	**Ningpo** TwinSc *OilEng.* D.F. GyC. *1Dk&Shelterdk* *CruiserStern*	*6079* *5132* *3443*					1938	Eriksbergs M.V.Aktieb. Gothenburg	A/B Svenska Ostasiatiska Kompaniet (G.Borin,*Mgr.*)	461·8|62·2|27·2 F107'	Gothenbrg Swedish *WB*	Oil Engines 2S.C.DA 12Cy.17$\frac{11}{16}$"-47¼" 1282NHP EriksbergM.V.Aktieb.Got		C
80282 47052 JDIO	**Ningpo Maru** Ⓟ TwinSc *2Dks* *CruiserStern*	~~3856~~ 3764 — 2656					1940	Tsurumi SeitetsuZosen K.K. Yokohama	ToaKaiunK.K.	~~301·9~~|47·6|~~15·0~~ 307·0| |24·0	Tokyo Japanese *WB*	T.6Cy.17",28"&46"-33" HS5503 315NHP E&B*made*07*refitted*40 KawasakiDkydCoLd.Kobe		
80283 1889 IBTS	**Nino Padre** (*ex*Lepanto-34, *ex*Elvaston) ssTri.No.3-4,31 D.F. *1Dk(Stl)*	4171 3795 2527	✠ ... 6,35	Rot ✠	*w*		1913 2mo	JLThomp- son&SonsLd. Sunderland	GiuseppeGavarone	366·8|50·8|24·9 351·7 50·9 25·9 P25'B145'F32' FK *CellDBa121'*	Genoa Italian *6BHCem* *uE&B42'f1*	T.3Cy.25",42"&68"-48" 350NHP 2SB,*6cf*,GS136,HS5415 J.Dickinson&Sons,Ld.Sld *16'1045tFPT96tAPT74t*	28 ″ 5	I †
80284 1166 ICMO	**Ninuccia** (*ex*Valrossa,*ex*Bampton) D.F. *1Dk*	4583 4194 2803					1910	Richardsn, Duck&Co. Stockton	GiuseppeGavarone	395·4|50·1|24·4 380·0 26·2 P35'B117'F38'	Genoa Italian *WB*	T.3Cy.25",42"&68"-45" 310NHP Blair&Co.Ld.Stockton		CI
80285 HPFQ	**Niobe** ssHam.No.3-9,33 ssHam.No.1-37 *Mchy.Aft* *2Dks(Stl)&Shelterdk(Stl)* D.F. *&Webframes* *Longitudinalframing*	7153 6494 4418	100A1 *Shelter dk* *withfreeboard* ~~4,40~~ ~~10,39~~ 11,40 ~~BS10,39~~ *CarryingPetr* *Fitted for oil*	NYk BS11,40 LMC4,36 *oleum* *fuel*	*d*† *in* 191	CL 1,38 *bulk* 5 *F.P*	1915 *above*	G.Seebeck A.G. Weser- münde-G. 150°F.	PanamaTrans- portCo. *CellD*	476·9|62·3|29·0 494·7(O.L.) FK *Collision* *BuE46'107tuB25'* *111tuOFBunker26'*	Panama Pnamanian *BHtoShdk* *16 „ „ U „* *117tDTf52'*	Q.4Cy23½"33$\frac{9}{16}$"48$\frac{7}{16}$"&70$\frac{1}{16}$" -51$\frac{3}{16}$" (*s*) 474NHP 215lb HS7980 FD 3SB&1AuxSB,*11cf*,GS194, G.Seebeck A.G. *792tFPT190tAPT61t*	28 ″ 9 s3 ″ 2¾ 25 ″ 9½	
* 80286 FOPU	— ssShl.No.3-7,32 ssRot.No.1-37 *Well deck* *1Dk(Stl)* D.F. *Cargo battens not fitted*	1684 1263 884	✠100A1 12,39 BS12,39	Npt ✠LMC7,37	*q*	CL 7,37	1920 8mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth 'sA&CP	SociétéNavale Caennaise (G. Lamy&Cie.*Mgrs.*) *CellDB180'381tD*	260·3|37·3|16·4 P22'Q100'B54'F24' FK *Ta36'118tFPT114t*	Caen French *4BHCem* *APT110t*	T.3Cy.21",34"&56"-36" (*s*) 190lb 244NHP 2SB,*6cf*,GS106,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 7 s 1 ″ 6¾ 17 ″ 2	
80287 OUJO	— Wireless D.F. *1Dk*	1153 929 678					1920	Schiffb.Ges "Unterweser" m.b.H.Weser- münde-L.	J.Lauritzen	231·5|34·6|14·1	Esbjerg Danish *WB*	C.4Cy(2)12½"&(2)27½"-27½" NE28 141NHP A/B Lindholmen-Motala, Motala		G
80288 DOLY	— *1Dk*	754 594 410					1909	J.C.Teck- lenborgA.G. Weser- münde-G.	Dampfschifffahrts Ges.Neptun	202·3|28·1|12·9 Q51'B45'F21' len39	Bremen German *WB*	T.3Cy.13",21$\frac{1}{16}$"&34$\frac{7}{16}$"-23⅝" 58NHP J.C.TecklenborgA.G.Wsm		G
80289 478 SFQW	**Niord** Ⓟ IronTwinSc *1Dk*	*579* *340* *391*					18$\frac{55}{88}$	MotalaCo. Norrköping	Stockholms Rederiaktieb. Svea (Eman.Högberg, *Mgr.*)	175·1|27·2|11·8 P117'H52tF44'	Stockholm Swedish	C.4Cy.19"&37"-21" NB03 104NHP W.LindbergsM.V.Skm.		
80290 219321	**Nipmuc** *2Dks*	5969 4985 4477					1919	Atlantic Corp. Portsmouth, N.H.	UnitedStates Maritime Commission	410·5|54·2|27·0 P60'B114'F47'	Portsmth, N.H. Utd.States	T.3Cy.24½",41½"&72"-48" 359NHP AtlanticCorp.Prtsmth NH		

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

163/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80291 42071 JGPL	**Nippō Maru** *CruiserStern*	3764 — 2252					1936	Kawasaki DkydCo.Ld. Kobe	OkazakiHonten K.K.	353·6	50·0	27·9	Kobe Japanese	2 steam turbinesDR geared to 1 Sc.Shaft 500NHP KawasakiDkydCoLdKobe		C
80292 43728 JYLL	**Nippo Maru No. 15** *OilEng.* 1*Dk* *Carrying Petroleum in bulk*	486 — 306					1937	Mitsubishi JukogyoK.K Hikoshima	ShimatsuYoshindo	150·0 F51'	29·0	13·5	Shimonoseki Japanese	Oil Engines 4S.C.SA 6Cy.14¾"–20⅞" 127NHP HanshinIronWrks,LdKob		
80293 41703 JHZJ	**Nippon Maru** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. GyC. *Carrying Petroleum in bulk* *Longitudinal framing*	9974 — 5849					1936	Kawasaki Dkyd.Co.Ld. Kobe	YamashitaKisen K.K.	499·1	64·9	37·1	Kobe Japanese *WB*	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$"–47¼" 2115NHP KawasakiDkydCoLdKobe		C
80294 36212 JFLC	— **TwinSc4MstBk** (*TrainingShip*) *OilEng.* 2*Dks*	2284					1930	Kawasaki Dkyd.Co.Ld. Kobe	Government of Japan (EducationalDept)	260·0 P213'F38'	42·5	25·7	Tokyo Japanese *WB*	Oil Engines 4S.C.SA IkegaiIronWorks,Tokyo		
80295 48 SWGL	**Niritos** (*ex*Islemoor,*ex*Maymead, *ex*Maylands) *ss*Pir.2ndNo.3–9,33 *ss*Rot.No.1–38 1*Dk*(*Irn*)2*tr B&deep* *framing*3*Dk rule*	*3854* *3610* *2452*	✠100A1 8,40 ~~5,39~~ MS6,37 ~~MBS11,38~~ BS8,40	Hpl Bly ✠LMC ~~DBS4,39~~	*w*	CL 5,39	1907 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool 'sA&CP	G.C.Dracoulis *CellDBa*111'*u*	345·0 359·9(O.L.) P27'B92'F32' FK *E&B*42'*f*150' 1035*t*	50·1	25·0	Ithaca Greek 6*BHCem* *APT*42*t*	T.3Cy.25½",40½"&67"–45"(*s*) 180lb ~~120lb~~ 316NHP 2SB,6*cf*,GS117,HS4705 DB*made*08*refitted*38 Cen.Mar.Eng.Wrks.WHpl	27 ″ 7 s5 ″ 0¾ 22 ″ 8¾	
80296 146257 GFJD	**Nirpura** *ss*Bom.No.3–6,33 *ss*Fal.No.1–37 E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5961 5570 3655	✠100A1 *Shelter dk* *withfreeboard* 3,41 ~~7,39~~ MS2,37 *Carrying oil fuelF. P. above* 150° F. *in pt DB*	Mdb ~~Cal~~ Bom ✠LMC BS9,39	*b*†	CL ~~9,37~~ 8,40	1921 6mo *Lloyd*	W.Gray& Co.(1918),Ld WHartlepool 'sA&CP	BritishIndiaStm. Nav.Co.Ld. *CellDB*393'1532*t*	450·0 FK *Collision* *FPT*128*tAPT*29*t*	56·0	27·0	Glasgow British *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.28",46"&77"–54" (*s*) 180lb FD 656NHP 4SB,12*cf*,GS235,HS10124 CenMarEngWksLd.WHpl	29 ″ 8 s4 ″ 1½ 25 ″ 8¾	
80297 136329 GRYW	**Nirvana** *ss*Cal.No.1–40 *ss*Cal.No.3–4,36 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6044 5612 3765	✠100A1 *Shelter dk* *withfreeboard* ~~9,40 5,39~~ 3,41 ~~BS7,39~~	Bom Cal MS2,40 BS9,40 ✠LMC~~5,36~~	*b*†	CL ~~N3,38~~ 9,40	1914 10mo *Lloyd*	W.Gray& Co.Ld. WHartlepool 'sA&CP	BritishIndiaStm. Nav.Co.Ld. *WB* = *CellDBa* 155'*uE&B*49'	450·5 FK *f*201'1812*tFPT*1	56·0	27·0	Glasgow British 7*BHCem* 3*tAPT*30*t*	T.3Cy.28",46"&77"–54" (*s*) 180lb FD 656NHP 4SB,12*cf*,GS231,HS10126 Cen.Mar.Eng.Wrks.WHpl	29 ″ 8 s4 ″ 2 25 ″ 8¼	
80298 505 ICAB	**Nirvo** (*ex*Tremorvah–38) *ss*Cff.No.3–6,31 D.F. *ss*Cff.No.1–36 1*Dk*(*Stl*)	5164 4744 3118	✠ ... 5,39	Bry ✠	*y*		1919 4mo	D&WHen- dersn&Co.Ld. Glasgow	Angelo Scinicariello *Cell*	400·0 412·8(O.L.) P49'B113'F37' FK *DB*344'1035*tFPT*1	52·3	28·7	Naples Italian 7*BHptCem* 25*tAPT*210*t*	T.3Cy.27",44"&73"–48" 517NHP 3SB,9*cf*,GS190,HS7668 D&WHendersn&CoLdGls.	31 ″ 0	I †
80299 218836 KEVM	**Nishmaha** *Fitted for oil fuel* D.F. Sub.Sig. 1*Dk&Shelter dk* *Longitudinal framing*	6076 5500 3729					1919	GMStandi- ferCnst.Corp. Vancouver, Wash.	LykesBros. SteamshipCo.,Inc.	401·4 P34'F38'	53·2	31·9	Houston, Texas Utd.States *WB*	T.3Cy.24½",41⅞"&72$\frac{3}{16}$"–48" 360NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
80300 39589 JXNH	**Nisiki Maru** Ⓟ (*ex*NishikiMaru–38) *OilEng.*	1848 — 1035					1934	Mitsubishi JukogyoK.K Kobe	OsakaSyosenK.K.	242·7	39·4	19·0	Osaka Japanese	Oil Engines		
80301 27977 JNZD	**Nisiyama Maru** (*ex*Nishiyama Maru–38) *ss*Kob.No.3–5,33 *ss*Tama.No.1–38 1*Dk*(*Stl*)2*nd dk*(*Stl*) *except in No.*2*hold*	3017 2603 1824	✠100A1 4,40 ~~4,39~~	Tama Osa ✠LMC~~4,39~~ 4,40	*u*	CL ~~3,38~~ 4,40	1921 2mo	Matsuo Irn Wrks.&Dkyd Nagasaki A&CP	ItayaSyosen KaishaLd. *Cell*	311·0 P21'B78'F41' FK *DB*264'622*tFPT*83	44·2	27·0	Tokyo Japanese 5*BHCem* *tAPT*79*t*	T.3Cy.22",37"&61"–42" (*s*) 180lb 261NHP 2SB,6*pf*,GS111,HS4005 MatsuoIronWorks&Dkyd.	27 ″ 0 s4 ″ 6¼ 22 ″ 8	
80302 45503 JZLM	**Nissan Maru** *Fitted for oil fuel* D.F. *Cruiser Stern* 2*Dks*	6534 — 3887					1938	OsakaIron Works,Ld. Osaka	NissanKisenK.K.	424·1 P41'B154'F45'	57·4	34·4	Tokyo Japanese	2 steam turbinesDRgeared to 1 sc. shaft 500NHP HitachiSeisaku-sho,Tokyo		C
80303 6233 SFRE	**Nisse** (*ex*Torgöt) *ss*Ham.No.3–10,32 *ss*Ham.No.1–37 *Well deck* 1*Dk*(*Stl*)	*837* *611* *455*	✠100A1 4,40 ~~8,39~~ BS~~3,39~~ 7,40	Ham Lkr ✠LMC3,36	*k*	OG 8,39	1919 10mo *Lloyd*	E.J.Smit &Zoon Westerbroek 'sA&CP	SvenskaHamburg Linien A/B (J. Malmros,*Mgr.*) *C*	191·0 Q65'B49'F24' FK *ellDB*152'223*tFPT*1	32·3	12·4	Trelleborg Swedish 4*BHCem* 39*tAPT*18*t*	T.3Cy.15",23¼"&39⅜"–23⅝" 180lb (*s*) 106NHP 2SB,4*cf*,GS59,HS1937 EJSmit&Zoon,Hoogezand	14 ″ 6 s ″ 8¾ 13 ″ 10¾	
80304 16332 JIFD	**Nissei Maru** (*ex*Auguste) *ss*Kob.2ndNo.3–3,24 1*Dk*2*tr B&deepframing*	2876 2624 1766	✠ ... 5,29	✠			1900 6mo	A.Rodger &Co. Pt.Glasgow	OkazakiHonten K.K.	320·2 P29'B88'F32' FK	46·1	21·3	Kobe Japanese *WB*	T.3Cy.22½",37"&59¼"–42" 249NHP A.Rodger&Co.P.Glasgow	23 ″ 9	
80305 44337 JHCM	**Nissen Maru No. 2** *OilEng.* *Mchy.Aft* *CruiserStern*	410 — 285					1938	Urabe Zosen Tekko-sho Osaka	NissenSangyoK.K.	135·7	24·5	12·9	Ondo Japanese	Oil Engines 2S.C.SA 4Cy.12$\frac{13}{16}$"–19$\frac{11}{16}$" 114NHP NipponHatsudokiK.K. Kobe		
80306 45247 JHYM	**Nissen Maru No. 3** *OilEng.*	413 — 277					1938	Urabe ZosenTek- kosyoK.K. Osaka	NissenSangyoK.K.	135·9	24·6	12·9	Ondo Japanese	Oil Engines		
80307 42336 JGFL	**Nissin Maru** (*Whale oil Factory*) *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks* E.S.D. GyC. *CarryingWhale oil in bulk* *Longitudinal framing-bracketless system*	16764 15337 13350					1936	Kawasaki Dkyd.Co.Ld. Kobe	Hayashikane ShotenK.K.	537·0 B130'F110'	74·0	48·8	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 8Cy.23⅝"–35$\frac{7}{16}$" 1561NHP KawasakiDkydCoLdKobe		C
80308 19221 JPWE	— (*ex*NisshinMaru–38, *ex*KibiMaru) Wireless 1*Dk*	1179 1109 821					1916	Harima S.B.Co.Ld. Harima	OkazakiHonten K.K.	223·0 P21'B43'F32'	33·0	17·9	Kobe Japanese *WB*	T.3Cy.14½",24$\frac{5}{16}$"&40"–30" B*made*08*refitted*16 88NHP T.Okamoto,Osaka		
80309 43915 JTSL	**Nissin Maru No. 2** (*Whale oil Factory*) *OilEng.* (*ex*NisshinMaruNo.2–38) 2*Dks* *Mchy.Aft* *Carrying Whale oil in bulk* E.S.D. GyC. *CruiserStern*	17553 — 14320					1937	Kawasaki Dkyd.Co.Ld Kobe	TaiyoHogeiK.K.	537·0	74·0	48·8	Kobe Japanese *WB*	Oil Engines 2S.C.DA 8Cy.23⅝"–35$\frac{7}{16}$" 1561NHP KawasakiDkydCoLdKobe		C

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
80310 28723 JAQB	**Nissin Maru No. 3** (*ex*Catalina) ssShl.No.3-9,17 ssKob.No.2-25 *2Dks(Stl)&deepframing*	2708 2616 1660	✠ —— 3,31 ✠	Kob	*u*		1904 9mo	Armstrong Whitworth &Co.Ld. Newcastle	MatsuokaKisen K.K.	318·0 P21'B87'F33' FK *CellD*	43·7	23·3	Hutyu Japanese *6BHCem* *Ba86' u E22'*	T.3Cy.25",41"&68"-45" 360NHP 3SB,*9cf*,GS165,HS5900 WllandSlipwyCo.Ld.Nwc. *f*118'439*t FPT*60*t APT*20*t*	25 ″ 10	
80311 27912 JPBA	**Nisso Maru No. 1** (*ex*Toyohiko Maru-38,*ex*Upada) *2Dks(Stl-[illegible])3trB* *Now* "Tokuzan Maru," *see No. 90214 in Supplement*	5449 4930 4008	✠ 5,99 ✠	Gls	*z*		1899 5mo	A.&J. Inglis Glasgow	TomoeGumiKisen K.K. *CellDBa123'uE&* *f195'1208t M*	410·0 B95'F62' B43' FK *T30' 922t FPT184t*	50·7	28·8	Tokyo Japanese *6BHCem* *APT112t*	T.3Cy.26½",42"&66½"-51" 387NHP 2SB,*6cf*,GS123,HS1500 A.&J.Inglis,Glasgow	32 ″ 0	C †
80312 32320 JIPB	**Nisso Maru No. 2** (*ex*Toyohiko ssHul.No.3-11,19 MaruNo.2-38, ssCff.No.1-23 *ex*Jalaveera,*ex* *1Dk&Spar dk&* Frankinver,*ex*Inveran) *deep framing*	4342 4101 3306	✠ ... 12,26 ✠				1906 12mo	Russell& Co. Port Glasgow	NipponSodaK.K.	385·0 P36'B108'F44' 26·4 FK	49·8	18·4	Tokyo Japanese *WB*	T.3Cy.26",42"&70"-48" 410NHP Rankin&Blackmore,Grk.	29 ″ 0	C †
80313 45446 JMYM	**Nissyo Maru** D.F. E.S.D. *OilEng.* *Mchy.Aft* GyC. *1Dk* *Ref.Mchy. Carrying Petroleum in bulk* *Longitudinal framing Cruiser Stern*	10526 — 7038					1938	Mitsubishi JukogyoK.K Yokohama	SyowaTankerK.K.	528·8 P148'F36'	65·6	39·4	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2250NHP MitsubishiJukogyoK.K. Yka.		
80314 46198 JPIN	— Ⓟ *Fitted for oil fuel* D.F. *2Dks*	6527 — 4013					1939	Mitsubishi JukogyoK.K Kobe	NanyoKaiunK.K.	419·9 P32'B144'F44'	57·1	33·8	Tokyo Japanese	2Steam turbinesDRgeared to 1 sc shaft 750NHP MitsubishiJukogyoK.K.		C
80315 31363 JGVB	— (*ex*NisshoMaru-38, *ex*Lake Farrar) *Fitted for oil fuel* *1Dk2trB*	2827 2607 1739	✠ ... 5,21 ✠				1919 9mo	Superior S.B.Co. Superior,Wis.	OkazakiHonten K.K.	251·0 P25'B64'F20' FK	43·7	25·8	Kobe Japanese *WB*	T.3Cy.21",35"&59"-42" 352NHP SuperiorS.B.Co.Superior	28 ″ 3	C †
80316 44025 JZBL	**Nissyo Maru No. 1**	1362 — 763					1937	Ohara Dkyd.Co.Ld. Osaka	MarusyoKaiun K.K.	225·6	35·0	20·5	Ura Japanese	T.3Cy.15¾",26"&43 5/16"- 31⅞" 106NHP OharaDkyd.Co.Ld.Osa.		
80317 8995 JJWE	**Nissyo Maru No. 2** TwinSc (*ex*TokushimaMaru-34) *2Dks*	344 265 206					1904	Kawasaki Dkyd.Co.Ld. Kobe	SantokuKaiunGosi Kaisya	131·5	21·3	13·4	Kobe Japanese	C 4Cy.11"&24"-20" 43NHP KawasakiDkydCoLd Kobe		
80318 33561 JIZC	**Nissyo Maru No. 3** (*ex*Tsunehiko Maru-34) *1Dk*	676 583 388					1928	Akai Tsunekichi Osaka	MarusyoKaiun K.K.	180·0 B44'F31'	27·0	16·0	Ura Japanese	T.3Cy.		
80319 40156 JYFH	**Nissyo Maru No. 5** *OilEng.* *1Dk*	783 — 434					1935	Ohara Zosen Tekkosho Osaka	MarusyoKaiun K.K.	180·4	31·2	15·6	Ura Japanese	Oil Engines		
80320 9358 JKEE	**Nissyo Maru No. 6** (*ex*KaiunMaru-35, ssQns.No.3-4,04 *ex*Walker) *1Dk(Irn)* *Well deck*	642 533 362	✠ 12,04 ✠	Qns	*j*		1890 3mo	Wood, Skinner&Co. Newcastle	MarusyoKaiun K.K.	185·0 P19'Q70'B7'F19' FK *CellDB138' 195t FPT*	30·0	11·9	Ura Japanese *5BHCem* *40t APT22t*	T.3Cy.16",26"&43"-30" NDB04 103NHP 1SB,*3pf*,GS50,HS1503 N.E.MarineEng CoLdNwc	14 ″ 3	
80321 19238 JDQC	**Nissyo Maru No. 8** (*ex*MisakiMaru) *1Dk*	1174 1009 791					1916	Harima S.B.Co.Ld. Harima	MarusyoKaiun K.K.	223·0	33·0	18·0	Ura Japanese *WB*	T.3Cy.14 5/16",24⅝"&40 1/16"-30" 88NHP OkamotoTozaburo,Osaka		
80322 22483 JENF	**Nissyo Maru No. 11** WoodAuxSr (*ex*KikuMaru-35) *1Dk*	300 275 217					1918	Kurata Fukusei Jinsha	MarusyoKaiun K.K.	113·8	25·6	13·8	Nanao Japanese	C.2Cy.11 1/16"&22 1/16"-12" 14NHP HantaRyotoro,Osaka		
80323 42590 JJNL	**Nissyo Maru No. 12**	1199 — 682					1936	Ohara Zosen Tekkosho Osaka	MarusyoKaiun K.K.	220·0	34·0	19·0	Ura Japanese	T.3Cy.15¾",26"&43 5/16"-31⅞" 105NHP OharaZosenTekkosho,Osa.		
80324 44945 JTUM	**Nissyo Maru No. 15** *OilEng.* *1Dk*	375 — 253					1938	Matuura Taiti, Tono	Hiramatu Ritaro	139·5	24·5	12·5	Kinoe Japanese	Oil Engines		
80325 46385 JYLN	**Nissyo Maru No. 16**	1174 — 794					1939	Ohara Zosen Tekkosho Osaka	MarusyoKaiun K.K.	216·5	33·8	18·2	Ura Japanese			
80326 2014 ICLS	**Nita** Ⓟ (*ex*Verbania-35, *ex*Madioen-35) D.F. *3Dks*	6813 6443 4248					1913	Bonn& Mees Rotterdam	Soc.Anon Giuseppe BozzoArmamenti e TrasportiMarittimi (A.Lauro, *Mgr.*)	446·0 430·0 P44'	54·2	26·4	Genoa Italian *WB*	T.3Cy.28½",47"&81"-52" 470NHP Maats.deSchelde,Flushing		I
80327 25010 JYID	**Nitiai Maru** (*ex*YayoiMaru-38) ssKob.No.3-7,32 ssKob.No.2-40 ~~ssKob.No.1-37~~ *2Dks(Stl)*	5439 4996 3417	✠100A1 ~~5,40~~ ~~1,39~~ 9,40 ✠LMC ~~5,39~~ 9,40 ~~5,40~~	Kob	*z*	CL 3,39	1919 3mo	AsanoS.B. Co.Ld. Tsurumi A&CP	NissanKisenK.K.	400·0 P33'B124'F41' FK *CellDB 342' 844t A*	53·2	29·4	Tokyo Japanese *6BHCem* *PT28t*	T.3Cy.26⅜",43½"&72"-48" 200lb (*s*) 513NHP 3SB,*9cf*,GS175,HS7376 FD KobeSteelWorks,Kobe	32 ″ 0 s 6 ″ 5¼ 25 ″ 9	
80328 44517 JMAM	**Nitian Maru** (*ex*Orone-38, *ex*Grena-34) *1Dk&Shelter dk*	6198 — 4585					1912	W.Doxford &Sons,Ld. Sunderland	NissanKisenK.K.	439·5 P94'H313t F71'	57·0	26·3	Tokyo Japanese *WB*	T.3Cy.25",41"&70"-48" 340NHP W.Doxford&Sons,Ld.Sld.		C
80329 45071 JLPM	**Nitiei Maru** *CruiserStern 1Dk OilEng.* *Longitudinal framing* *Mchy.Aft Carrying Petroleum in bulk*	10020 — 5818					1938	Kawasaki Dkyd.Co.Ld. Kobe	NittoKogyoKisen K.K.	503·3 P163'B39'F37'	65·0	37·1	Tokyo Japanese	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2250NHP KawasakiDkydCoLdKobe		C
80330 45323 JXQM	— *CruiserStern*	2436 — 1380					1938	Naniwa Dockyard Co.Ld. Osaka	OkazakiHonten K.K.	281·2	43·0	23·0	Kobe Japanese	T.3Cy.21",35"&58"-39" 210NHP OsakaKikaiKosakusho, Osaka		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80331 32887 JUCB	**Nitiei Maru** (*ex*NichiyeiMaru-38, *ex*Emperor of Havana, *ss*Tto.No.1-23 *ex*CanadianSailor) 1*Dk*	2012 1784 1154	✠ ... 7,27 ✠				1919 8mo	Pt.Arthur S.B.Co. P.Arthur,Ont	NisseiKaiunK.K.	251·0 | 43·8 | 20·7 P25'B64'F30' FK	Tokyo Japanese *WB*	T.3Cy.20½",34"&56"-40" 265NHP PortArthurS.B.Co.	23 ″ 0	C
80332 44775 JMLM	**Nitiho Maru** (*ex*Ortwo-38, *ex*Strinda-34) 1*Dk*&*Shelter dk*	6363 5586 4209					1912	W.Doxford &Sons,Ld. Sunderland	NissanKisenK.K.	439·7 | 56·8 | 28·9 P94'H512tF71'	Kobe Japanese *WB*	T.3Cy.25",41"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld.		C
80333 46610 JPLN	**Nitii Maru** D.F. *CruiserStern* 2*Dks*	6543 — 3869					1939	OsakaIron Works,Ld. Osaka	NissanKisenK.K.	424·1 | 57·4 | 34·4 P41'B154'F45'	Tokyo Japanese *WB*	2 steam turbinesDRgeared to1screw shaft 517NHP HitatiSeisakusyo,Tokyo		
80334 21377 JQDE	**Nitiman Maru** (*ex*Nichiman Maru-38,*ex*AsakaMaruNo.2-34) 1*Dk*	1922 1399 1131					1917	GK Harada Shoko Osaka	ToaKaiunK.K.	250·0 | 37·7 | 20·5 P147'F34'	Kobe Japanese *WB*	T.3Cy.17",28½"&48⅛"-36" 139NHP G.K.HaradaShoko,Osaka		
80335 44518 JMEM	**Nitimei Maru** (*ex*Ortri-38, *ex*AlfredNobel-34) 1*Dk*&*Shelter Dk* *Longitudinal framing*	4704 — 3145					1912	Armstrong Whitworth &Co.Ld. Newcastle	NissanKisenK.K.	400·0 | 52·2 | 24·9	Tokyo Japanese *WB*	T.3Cy.25½",42"&70"-48" 339NHP N.E.MarineEngCoLdNwc		C
80336 45672 JZUM	**Nitiran Maru** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	6504 — 3983					1938	Mitsubishi JukogyoK.K Kobe	NanyoKaiunK.K.	419·9 | 57·2 | 33·8 P32'B144'F44'	Tokyo Japanese	2 steam turbines DRgeared to 1 sc.shaft 750NHP		C
80337 26562 JMSD	**Nitiren Maru** (*ex*HeieiMaru-38, *ex*HeiyeiMaru-38,*ex* *ss*Kob.No.3-2,32 HeiyeiMaruNo.12-37, *ss*Yka.No.1-35 *ex*UralsanMaru) 2*Dks*(*Stl*)	5460 4988 3365	✠ ... 8,39 ✠	Kob	*z*		1920 2mo	AsanoS B. Co. Tsurumi	NissanKisenK.K.	400·0 | 53·2 | 29·4 P33'B124'F41' FK *CellDB*339'941*t*	Tokyo Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",43½"&72"-48" 513NHP 3SB,9*cf*,GS175,HS7376 KubotaIronWorks,Osaka	32 ″ 0	C †
80338 46626 JPJN	**Nitirō Maru** D.F. *CruiserStern* 2*Dks*	6534 — 3894					1939	OsakaIron Works,Ld Innoshima	NissanKisenK.K.	424·1 | 57·4 | 34·4 P41'B154'F45'	Tokyo Japanese *WB*	2steam turbines DRgeared to 1 sc. shaft 517NHP HitatiSeisakusyo,Tokyo		
80339	**Nitiryo Maru** *CruiserStern* 1*Dk*	2750					1939	OsakaIron Works,Ld. Innoshima	OkazakiHonten K.K.	305·1 | 45·0 | 24·9	Kobe Japanese *WB*	T.3Cy.18⅛",30⅛"&50"-36" 150NHP OsakaIronWorks,Ld.		
80340 25086 JOZD	**Nitiryu Maru** (*ex*KarafutoMaru-38, *ex*RozanMaru) *ss*Kob.No 3-6,32 *ss*Kob.No.1-37 2*Dks*(*Stl*)	5447 4996 3406	✠ [illegible] [illegible] 5,41 ✠~~LMC12,39~~	Smk	*z*	CL 11,39	1919 5mo	AsanoS.B. Co.Ld. Tsurumi A&CP	NissanKisenK.K.	400·0 | 53·0 | 29·4 P33'B124'F41' FK *CellDB*342'844*t*	Tokyo Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 513NHP 3SB,9*cf*,GS175,HS7376 FD KobeSteelWorks,Kobe	32 ″ 0 s 6 ″ 7 25 ″ 9	
80341 38753 JRBJ	**Nitiyo Maru** (*ex*NichiyoMaru-38) *OilEng.* *ss*Yka.No.1-37 2*Dks*(*Stl*) *Now* "**Kumagawa Maru,**" *see No.* 88761 *in Supplement*	7509 6070 5513	✠100A1 2,40 ✠LMC CS9,37 DBS2,40 2,40 *Carrying cargo oil F.P. above 150°F. in deep tanks*	Tama	*b*†	CL 7,39	1934 3mo	Mitsubishi ZosenKaisha, Ld. Nagasaki *Lloyd'sA&CP*	ToyoKaiunK.K. *'Tween Dk BH above after deep tank BH dispensed with*	436·3 | 58·5 | 32·8 P30'B157'F41' FK *CellDB*369'1405*t FPT*263*t*	Tokyo Japanese *ptCem* 6*BHtoUdk* 1 ,, ,, 2*nd* ,, *APTs*227*t*	Oil Engines 2S.C.SA 6Cy.28⅜"-49$\frac{3}{16}$" DB120lb 839NHP MitsubishiZosenKaisha, Ld.Nag. *D Ta*36'1145*t*	32″10	
80342 45497 JUVM	**Nitiyu Maru** D.F. 2*Dks* *Cruiser Stern*	6817 — 3991					1938	Kawan- amiKogyo K.K. Nagasaki	NissanKisenK.K.	451·8 | 58·1 | 32·8 P25'B17'F40'	Tokyo Japanese *WB*	T.3Cy.26¾",44⅞"&76¾"- 51$\frac{3}{16}$" 420NHP KawaminamiKogyoK.K. Nag		C
80343 257 SVGG	**Nitsa** (*ex*SagamaRiver-33) 1*Dk*	*4732* *4373* *2989*					1915	Irvine's SB &D.D.Co.Ld. W Hartlepool	KassosSteam NavigationCo.Ld. (PnevmaticosRet- hymnisYannaghas *Mgrs.*)	385·0 | 52·0 | 27·1 P36'B126'F38'	Syra Greek *WB*	T.3Cy.25",40"&68"-48" Richardsons, 320NHP Westgarth&Co.Ld.Hpl.		C
80344 46813 JPGN	**Nitta Maru** Ⓟ TwinSc D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern*	~~16500~~ 17163 — 9397					1939	Mitsubishi JukogyoK.K Nagasaki	NipponYusenK.K.	557·8 | 73·8 | 40·7 B503'	Tokyo Japanese *WB*	4steam turbinesDRgeared to2screw shafts 3500NHP MitsubishiJukogyoK.K. Nag.		
80345 45076 JUBM	**Nittai Maru** (*ex*Krone-38, *ex*Tilthorn-37) *ss*Bgn.No.3-10,34 *ss*Kob.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6484 6253 4796	✠ ... 3,39 ✠	Kob	*z*		1921 8mo	W.Doxford &Sons,Ld. Sunderland	NissanKisenK.K. *Intermediate BH in fore hold dispensed with*	420·0 | 54·0 | 34·3 FK *CellDB*364'1180*t* *FPT*105*tAPT*127*t*	Tokyo Japanese *Cem* 1*BHtoShdk* 5 ,, ,, *U* ,,	T.3Cy.27",44½"&75$\frac{9}{16}$"-54" 180lb 577NHP 3SB,9*cf*,GS198,HS8530 W.Doxford&Sons,Ld Sld	37 ″ 0	
80346 26772 JHNB	**Nitto Maru** 1*Dk*	2186 1888 1278					1920	Fujinagata S.B.Co. Osaka	ToaKaiunK.K.	272·0 | 40·0 | 24·1 P17'B64'F33'	Osaka Japanese *WB*	T.3Cy.22",36¾"&60"-40" Schipp. 226NHP Mattsch.Amsterdam		
80347 440 JNWG	— (*ex*SaishuMaru-33) 2*Dks*	471 407 263					1914	Aizawa Iwakichi Osaka	KanagawaYoshi- hide	150·3 | 21·7 | 16·5 B26'F20'	Jinsen Japanese	T.3Cy.11⅜",18⅛"&30"-22" 42NHP OharaGisuke,Osaka		
80348 44361 JZLL	**Nittoku Maru** (*ex*Shoko-38, *ex*ChangKwang-37, *ss*Pir.2ndNo.3-5,30 *ex*Apikia-36, *ss*Osa.No.2-38 *ex*Koranna) 1*Dk*(*Stl*)&*deep framing*& *Shelter dk*(*Stl*)	3591 3404 2623	✠100A1 *Shelter dk* *withfreeboard* 12,39 ✠LMC12,39	Osa	*x*	CL 9,38	1905 2mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	AkaiShotenK.K. (T.Akai)	350·0 | 52·0 | 23·4 FK *CellDBa*10	Osaka Japanese 6*BHCem* 8'*uE*&*B*42'*f*	T.3Cy.25",41"&67"-45" (*s*) 180lb 337NHP 3SB,9*cf*,GS154,HS5355 N.E.MarineEng.CoLdNwc 156'955*tFPT*105*tAPT*108*t*	26 ″ 0 s 2 ″ 6¾ 23 ″ 8¼	
80349 20371 JBYB	**Nittu Maru** (*ex*NittsuMaru-38, *ex*AnseMaru,*ex*AtsutaMaruNo.2) 1*Dk*	2184 1885 1278					1917	Ishikawa- jimaS.B &E. Co.Ld. Tokyo	OkazakiHonten K.K.	268·0 | 40·7 | 23·5 P13'B58'F27'	Tokyo Japanese *WB*	T.3Cy.19",31½"&52"-39" 169NHP IshikawajimaS.B&E.CoLd		C
80350 28054 JRPE	**Nittyo Maru** (*ex*NicchoMaru-38) 2*Dks*	549 464 291					1921	Mitsui Bussan Hibi	NicchoKisen ShiryoK.K.	160·0 | 26·0 | 16·0 B43'F20'	Kobe Japanese *WB*	T.3Cy.14",22"&36"-24" 63NHP MitsuiBussan,Uno		
80351 167001 ~~TVYN~~ BFWD	**Nivernais** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	~~389~~ ~~343~~ ~~185~~ 390 334 192					1933	Atel.&Ch. deFrance Dunkirk	~~Cie.Maritime de la Seine~~ Ministry of WarTransport (Hull&Chicken, *Mgrs.*)	~~161·9 | 23·4 | 11·8~~ Q42'B24'F25' | 12·1 163·2 | 23·6 |	~~Rouen~~ ~~French~~ Greenock British *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"-18⅞" 81NHP Atel.&Ch.deFrance,Dnk.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. [illegible]
80352 DOHC	**Nixe** *1Dk*	698 517 394					1910	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	180·0 Q51'B45'F22'	28·1	12·9	Bremen German *WB*	T.3Cy.13½",$21\frac{1}{16}$"&$34\frac{7}{16}$"– 23⅝" 59NHP A.G."Weser,"Bremen		G
80353 137416 GQJN	**Nizam** ssCal.2ndNo.3-5,40 ~~ssCal.No.3-5,37~~ ~~ssCal.No.2-35~~ *2Dks(Stl-Uteak s)*	5322 4922 3334	✠100A1 5,40~~8,38~~ ~~BS10,30~~ ✠LMC~~7,35~~ 10,30	Cal		CL ~~8,38~~ 4,40	1914 12mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP* 120'	AsiaticStm.Nav. Co.Ld. *CellDBa* *uE&B46'f187'1113tDTa22'184tFPT124tAPT30t*	404·0 P41'B137'F45' FK	52·8	28·7	Liverpool British *7BHCem*	T.3Cy.25",42"&70"–48" (r) 200lb *100lb* 472NHP 2SB,8cf,GS150,HS6714 FD Dunsmuir&Jackson,LdGl	31 " 3 s 6 " 1½ 25 " 7	
80354 DHRR	**Njassa** Ⓟ Sub.Sig. *Ref.Mchy.* D.F. GyC. *2Dks&Shelter dk3trB*	8754 5867 5081					1924	Blohm& Voss Hamburg	DeutscheOst- AfrikaLinie	433·5	58·2	37·5	Hamburg German *WB*	4 Steam Turbines SR geared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
80355 YTDB	**Njegos** (exNormanIsles,exSuruga) ssSpt.No.3-9,31 ssSpt.No.1-36 *1Dk(Stl)&Spar dk(Stl)&* *deep framing*	*4393* *3997* *2745*	✠100A1 *Spar dk* 2,39 BS3,40 ✠LMC9,36 Surveys delayed	Rot	*y*	CL N2,38	1908 2mo *Lloyd*	A.McMil- lan&Son,Ld Dumbarton *'sA&CP*	Jugoslavenski Lloyd a.d.	375·3 P33'B210'F34' FK *Cell DBa112'uE&B42'f174'1048tAPT38t*	52·0	17·5 25·4	Dubrovnik Yugoslav *6BHCem*	T.3Cy$25\frac{5}{16}$",41"&67"–48"(s) 180lb 370NHP 2SB,6cf,GS112,HS4928 FD ClydeS.B.&E.Co.Ld.P.Gl.	28 " 0 s4 " 0 24 " 2½	
80356 PGHM	**Njord** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	374 249 164					1939	E.J.Smit& Zoon Westerbroek	P.vanWering	140·0 P36'F23'	25·1	10·0	Norg Dutch *WB*	Oil Engines 4S.C.SA 5Cy.$11\frac{7}{16}$"–$17\frac{11}{16}$" 64NHP AppingedammerBrons Motorenfb.N.V		V
80357 228957 KLHG	**No-Nox** TwinSc *OilEng.* *Mchy.Aft* *1Dk* *Carrying Petroleum in bulk*	983 808 592					1929	Bethlehem S.B.Corp.Ld. Quincy,Mass	GulfOilCorporation	199·7	38·0	14·2	Phildlphia Utd. States	Oil Engines 2S.C.SA 12Cy.12"–17" 302NHP StandardEngineConst.Co. JerseyCity,N.J		
80358 25108 JINB	**Noborikawa Maru** *1Dk*	2182 1902 1296					1922	Uraga DockCo. Uraga	HokkaidoTanko KisenK.K.	268·0 P20'B58'F26'	40·7	23·6	Kobe Japanese	T.3Cy.		
80359 ~~213666~~ ~~KJTR~~	**Nockum** *Fitted for oil fuel* Sub.Sig. *1Dk&Shelter dk&Web frames* *Ref.Mchy.* *Longitudinal framing*	6024 5535 4291	✠ ... 9,20 ✠ *(Reclassification Contemplated)*				1919 10mo	MooreS.B. Co Oakland,Cal.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	402·5 P34'F39'*on Shelter* *dk* FK	53·0	32·0	~~S.Frncisco~~ ~~Utd.States~~ British *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 637NHP MidwestEngineCo. Indianapolis	34 " 6	R †
80360 15419 JLDF	**Noda Maru**	1242 — 486					1912		Government of Japan(Dept.of Railways)	224·7	46·9	16·7	Shimon- oseki Japanese	Steam Engines		
80361	**Noemijulia** (exNoemi,exBarlby) ssSld.2ndNo.3-6,20 ssCpl.No.2-29 *1Dk(ptIrnptStl)&ptAwng dk(Irn)* *&Webframes*	*2503* *1749* *1632*	✠ — 6,33 ✠	Pir	*s*		1895 11mo	Ropner& Son Stockton	Cia.Maritima dePanama Ultramar,Ltda.	290·0 P27'Q117' FK *ptAwng dk173'* *Cell DBa100'uE24'f108'482t*	43·0	16·6	Panama Pnamanian *5BHCem*	T.3Cy.22½",36½"&60"–39" 224NHP (2)NDB15 2SB,6cf,GS93,HS3358 Blair&Co.Ld.Stockton	19 " 9	V †
80362 UOWQ	**Nogin** *OilEng.* *2Dks*	2109 1819 1055					1930	Sevastopol MarineWks. Sevastopol	U.S.S.R.	270·1 P31'B62'F28'	39·8	22·5	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.18½"–32¼" 358NHP KominternWks.Kharkov		
80363 148301 GSPF	**Nolisement** ssYka.No.2-37 D.F. *1Dk(Stl)&Shelter dk(Stl)*	5084 4738 3147	✠100A1 *withfreeboard* 1,39 BS~~3,39~~ ✠LMC3,37 11,40 *Fitted for oil fuel* 6,33 *F.P. above* 150°F.	Shi	*a*†	CL ~~7,37~~ 10,40	1928 8mo *Lloyd*	Nthmblnd S.B.Co. (1927),Ld. Newcastle *'sA&CP*	NolisementS.S.Co. Ld.(Morel,Ld.) *CellDB362'1397tFPT100tAPT153t*	412·6 F40' FK	55·3	26·1	Cardiff British *7BHCem* (*Coll to Sh dk* *6 „2nd„*)	Q.4Cy.23",32½",47"&68"–48" 225lb *150lb* (s) 442NHP 3SB(Spt)9cf,GS161,HS7395 N.E.MarineEng.CoLdNwc	28 " 6 s 3 " 3½ 25 " 5½	
80364 34442 JDXE	**Nonai Maru** *OilEng.* ssHak.No.3-3,35 ssYka.No.1-39 *Mchy.Aft* *1Dk(Stl)&Web frames*	374 241 153	✠100A1 *Coasting Service Japan* 2,39 ✠LMC2,39 *Carrying Petroleum in bulk*	Yka	*e*	CL 1,38	1929 10mo *Lloyd*	Mitsui Bussan Kaisha Tama *'sA&CP*	TeikokuSenpaku K.K.(TheRising SunPetroleum Co.Ld.)	139·4 P51'F31' *Trunk&* *Harbour dk between* P&F FK *DTf15tFPT8tAPT5t*	24·0	10·5	Yokohama Japanese *9BHptCem*	Oil Engines 2S.C.SA 4Cy.16½"–18⅞" 192NHP KromhoutMot.Fab.Ams.	10 " 6	
80365 183360 KZNN	**Nonsuco** Twin *OilEng.* D.F. E.S.D. *2Dks&Shelter dk* *CruiserStern*	*5212* *4821* *3084*	✠100A1 *withfreeboard* 9,40 ~~2,40~~ ✠LMC6,38 DBS2,40 *Carrying cargo oil F.P.above* 150° *F.in deep tank*	Nyk	*a*†	CL	1938 6mo *Lloyd*	Wm.Dox- ford&Sons Ld Sunderland *'sA&CP*	NorthNegros SugarCo.Inc. *CellDB345'1256tMT29'1186tFPT142tAPT225t*	422·5 439·0(O.L.) FK	56·1	25·8	Manila Utd.States *7BHptCem* (*Coll to Sh dk* *6 „ 2nd „*)	Oil Engines 2S.C.SA 8Cy.18⅞"–65⅜" 884NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	28 " 7 s3 " 3¾ 25 " 6¼	
80366 149766 VJNL	**Noora** (exOrnais) ssSyd.No.3-9,36 Wireless *1Dk(Stl) Well dk* *Cargo battens not fitted*	1072 733 507	✠100A1 ~~5,408,39~~ 9,40 ~~BS8,39~~ ✠LMC~~9,39~~ 9,40	Syd	*m*	CL ~~N1,37~~ 5,40	1924 5mo *Lloyd*	BlythS.B& D.D.Co.Ld. Blyth *'sA&CP*	TheAdelaide SteamshipCo.Ld.	215·0 221·0(O.L.) P16'Q52'B52'F19' FK *CellDB184'289tFPT31tAPT30t*	33·1	13·0	P.Adelaide British *4BHCem*	T.3Cy.16",27"&44"–30" (s) 180lb 135NHP 2SB,4cf,GS71,HS2348 MacColl&Pollock,Ld.Sld.	14 " 10 s 1 " 1½ 14 " 1	
80367 PGHP	**Noordam** Ⓟ TwinSc *OilEng.* E.S.D. D.F. *3Dks* *Ref.Mchy.* *Cruiser Stern* *Butts of part shell & deck plating* *electrically welded*	10726 8102 6236	✠100A1 ~~5,40~~5,39 ~~10,40~~ 3,41 ✠LMC9,38 ✠Lloyd'sRMC~~12,39~~ 3,41 ~~10,40 5,40~~ *Carrying vegetable oil in deep tanks aft*	Rot Sba	*f*†	CL 10,40	1938 9mo *Lloyd*	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam *'sA&CP*	Nederl.Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB370'1483t Tanks at centre& sides of tunnels 495t DTs a 1306t FPT53tAPT269t*	480·7 501·6(O.L.) P35'B214'F46' FK	64·4	33·3	Rottrdam Dutch *8BH*	Oil Engines 2S.C.SA 24Cy.$24\frac{7}{16}$"–45¼" 2482NHP 2DB*100lb* N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	40 " 0 s 9 " 6½ 30 " 7	
80368 PGIC	**Noordplein** (exPoeldiep-38, exMira-Mar) *Mchy.Aft* *1Dk* Wireless D.F.	752 533 362					1920	Van der Kuy&Van derReeWerf. "Maasdijk" Schiedam	N.V.Scheepv. Maats"Millingen" (G.A.Spliethoff, *Mgr.*)	180·7 Q104'B11'F21'	28·3	12·6	Rottrdam Dutch *WB*	T.3Cy.15",24"&40"–24" 78NHP Van derKuy&Van derRee Werf."Maasdijk"		N
80369 PGJL	**Noordwijk** D.F. E.S.D. *1Dk* *CruiserStern*	3697 2956 2020	✠100A1 2,40 ✠LMC12,39	Sch	*v*	OG 2,40	1939 12mo *Lloyd*	WerfJan SmitCzn. Alblasserdam *'sA&CP*	StoomvaartMaats. "Wijklijn" (Erhardt& Dekkers,*Mgrs.*) *CellDB265'748t tanks at sides of tunnel 234tFPT116tAPT162t*	327·0 343·5(O.L) P31'Q86'B105'F38' FK	50·3	22·3	Rottrdam Dutch *5BHCem*	T.3Cy.21",32½"&57"–36" & exhaust turbine driving steam compressor 342NHP 220lb (s) *120lb* FD 2SB(Spt),4cf,GS95,HS4504 N.V.ArnhemscheStoom- sleephellingMaats.	24 " 6 s 2 " 6½ 22 " 1	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80370 141486 VGWB	**Nootka** (*ex*EmperorofPortMcNicoll, *ex*CanadianAdventurer) *ss*Tto.No.1-23 *1Dk & platform dk in forwd hold*	2069 1650 1201	✠ … 6,27 ✠				1919 10mo	Pt.Arthur S.B.Co. PtArthurOnt	CanadianPacific RailwayCo.	251·3|43·9|20·3 P26'B64'F25' FK	Vict'riaBC British *WB*	T.3Cy.20",33"&54"-40" 256NHP PortArthurS.B.Co.	23 " 0	
80371 OZFK	**Nora** **TwinSc** D.F. *OilEng.* E.S.D. *CruiserStern 1Dk & Shelter dk* *Butts of shell plating electrically welded* *Strengthened for navigation in ice*	2937 2351 1605	✠100A1 *withfreeboard* 1,40	Abg ✠LMC1,40	*w*	CL	1940 1mo *Lloyd*	Aalborg VærftA/S Aalborg *'sA&CP* *tanks*	J.Lauritzen *CellDB301'734t* *at sides of tunnel53*	356·4|51·9|18·0 373·7(O.L.) F62' FK (*tFPT40tAPTs185t*	Esbjerg Danish *6BH* *Coll to Sh dk* 5 ,,*2nd* ,,)	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 810NHP Akt.Burmeistr&Wain,Cpn	21 " 0 S " 11 20 " $2\frac{1}{2}$	
165/40 80372 338 ESBS	— *1Dk*	1186 1061 699					1902	Hasseldal-ensJrnskbsb. Grimstad	M.G.Martinson	231·4|34·0|13·7 Q127tB52tF25t	Pärnu Estonian *WB*	T.3Cy.16",25"&42"-30" 97NHP BergenMek.Værks.Bergen		N
80373 131682 MMZV	**Norah Moller** **TwinSc** (*ex*Kangaroo-38) *OilEng.* *ss*Fre.No.3-1,28 E.S.D. *ss*Fre.No.2-37 *2Dks(Stl)*	4433 3912 2706	✠100A1 4,39 DBS~~1,39~~ 8,40 *Carrying oil*	Shi ✠LMC4,39 *fuel F.*	*P.*	CL 3,39 *above 1*	1915 10mo *Lloyd* 50° F.	Harland& Wolff,Ld. Irvine *'sA&CP* *in M.T.*	MollerLine,Ld. (Mollers'Ld. *Mgrs.*) *CellDBa88'* *uE42'f174'770t* *Tanks between Tu*	365·2|50·1|26·5 P22'B91'F36' FK *FPT49tAPT50t* *nnels 81'190t*	Shanghai British *5BH to U dk* *APBH to* *2nd dk only*	Oil Engines 4S.C.SA 12Cy.$22\frac{3}{16}$"-$29\frac{15}{16}$" 567NHP DB*80lb* Burmeister&Wain,Ld.Gls.	29 " 2 s6 " $1\frac{1}{2}$ 23 " 5	
80374 LIXO	**Noravind** **TwinSc** (*ex*Nordanvik-34) *OilEng.* *ss*Sch.No.2-40 *Mchy.Aft* *1Dk(Stl)* D.F. *CruiserStern*	8234 7529 4864	✠100A1 10,40 ~~2,40~~ DBS2,40 *CarryingPetr*	Sch HKg ✠LMC CS2,40 2,40 *oleum*	*c*† *in*	CL 1,40 *bulk*	1930 12mo *Lloyd*	Götaver-kenA/B Gothenburg *'sA&CP*	Skibsaktiesels-kapet"Noravind" (A.Jahre) *CellDBuE65'278t*	451·1|59·3|35·9 P96'F36' FK *DTf29'467tFPT11*	Sandefjord Norwegian *10BHptCem* *3tAPT241t*	Oil Engines 4S.C.SA 14Cy.$21\frac{5}{8}$"-$39\frac{3}{8}$" 633NHP 2DB*180lb* GötaverkenA/B,Got.	35 " 6 s8 " $4\frac{1}{2}$ 27 " $4\frac{1}{4}$	
80375 HPHI	**Norbris** *OilEng.* *ss*Fal.No.2-39 *Mchy.Aft* *2Dks(Stl) & Web frames* D.F. *Longitudinal framing*	7619 7247 4570	✠100A1 ~~9,40~~ ~~2,40~~ 3,41 DBS~~7,39~~5,40 *CarryingPetr*	LAn ~~Bal~~ Bos ✠LMC CS7,39 ~~9,38~~7,39 *oleum*	*c*† *in*	CL ~~9,38~~ 9,40 *bulk*	1930 11mo *Lloyd*	Swan,Hun-ter&Wigham Richardson, Ld Newcastle *'sA&CP*	TankerCorpor-ation(~~JohanRas-mussen&Co. Mgrs.~~) *DTf41'523t*	460·5|59·5|34·1 P109'B30'F60' FK *Cell DBuE85'327t* *FPT199tAPT146t*	Panama Pnamanian *16BHptCem* (*10 to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	34 " 1 s6 " 8 27 " $7\frac{3}{4}$	
80376 LJJV	**Norbryn** (*ex*PacificCommerce-37, *ex*DominionMiller) *OilEng.* *ss*Lon.No.3-5,34 *ss*Rot.No.1-38 D.F E.S.D. *1Dk(Stl) & Shelter dk(Stl)*	5089 *4713* *3143*	✠100A1 *Shelter dk* *withfreeboard* 9,40 ~~11,39~~ DBS4,39 *Adapted for*	Liv Yka ✠LMC3,38 *carryi*	*a*† *ng*	CL 2,38 *oil fue*	1922 2mo *Lloyd* *l in fo*	W.Doxford &Sons,Ld. Sunderland *'sA&CP* *re peak* (5,31)	A/SViking (Lundegaard& Sonner,*Mgrs.*) *CellDB364'* *F.P. above* 150° F.	420·0|54·0|25·0 FK *Collision* 1299*t* *MT*26'1007*t*	Farsund Norwegian *ptCem* *BH to Sh dk* 6 ,, ,, *U* ,, *DTa*33'943*t*	Oil Engines 2S.C.SA 4Cy.$22\frac{13}{16}$"-$91\frac{1}{4}$" 640NHP 2NDB39*100lb* W.Doxford&Sons,Ld.Sld. *FPT105tAPT127t*	29 " 0 s3 " $7\frac{3}{4}$ 25 " 7	
80377 DHRS	**Norburg** (*ex*Pera,*ex*Hornsund) Sub.Sig. *1Dk*	2392 2058 1418					1922	Schiffsw.v. H.KochA.G. Lübeck	FlensburgerDam-pfercompagnie HaraldSchuldt &Co.K.G.	295·6|42·6|19·8 P15'Q39'B181'F36'	Hamburg German *WB*	T.3Cy.$21\frac{1}{4}$",$33\frac{7}{8}$"&55"-$39\frac{3}{8}$" 190NHP A.BorsigG.m.b.H.Berlin		G
80378 158168	**Norco** (*ex*Inca-38) *ss*N.Yk.No.2-25 *1Dk*	1512 1217 921	✠ … 9,28 ✠				1915 11mo	Gt.Lakes Eng.Works Ecorse,Mich.	NorthernPaper Mills,Ld.	246·0|38·2|16·0 B65'F25' FK	SaulteSte. Marie British *WB*	T.3Cy.17",$28\frac{1}{2}$"&48"-36" 200NHP Gt.LakesEngWrksDetroit	18 " 0	R †
80379 167456 MPGG	— (*ex*Katland-33,*ex*Speed, *ex*Kannik) *1Dk*	1335 1164 791					1917	Gebr. Jonker Kinderdijk	Ministry of Ship-ping(E.R.New-bigin,Ld.*Mgrs.*)	239·4|36·2|16·8 P58tH63tF29t	London British *WB*	T.3Cy $17\frac{1}{2}$",29"&46"-36" 128NHP Alblasserdam.Msch.Fab.		V
80380 208718 KFYB	— **WoodTwinSc** (*ex*Tillamook) *OilEng.* Wireless *1Dk*	615 — 479					1911	Kruse& Banks N.Bend,Or.	KetchikanCold StorageCo.	119·0|28·4|11·0	Ketchikan Utd.States	Oil Engines 4S.C.SA 8Cy.14"-18" NE25 143NHP Fairbanks,Morse&Co.		
80381 HPIT	**Nord** (*ex*HaiShang-37,*ex*Nord-32) *ss*Msl.No.3-12,18 *ss*Dnk.No.1-22 *Well deck* *2Dks & deep framing*	3193 2511 2052	✠ … 9,27 ✠				1904 10mo	Sunderland S.B.Co.Ld. Sunderland	Wallem&Co.	314·0|46·5|20·6 P&B215'F29' FK	Panama Pnamanian *WB*	T.3Cy.23",38"&62"-42" 262NHP N.E.MarineEng.Co.Ld.Sld	23 "	
80382 8019 SDNM	— (*ex*Sigurd I-35,*ex*SigurdHund, *ex*Tron,*ex*Nystrand,*ex*Signemin) *1Dk*	*512* *386* *256*					1919	J.Th.Wil-mink&Co. Gideon	RederiA/BNordö (W.Grosche, *Mgr.*)	152·4|26·3|12·2 P93tH5tF24t	Öregrund Swedish *WB*	T3Cy$11\frac{1}{2}$"$17\frac{7}{10}$"&$29\frac{1}{2}$"-$19\frac{7}{10}$" D.H.Landeweer& 39NHP Zoon,Martenshoek		V
80383 DJVP	**Nord Atlantic** *OilEng.* D.F. E.S.D. *1Dk,2nd dk in mchy.space* *Mchy.Aft* *CruiserStern* *CarryingPetroleum in bulk*	9897 9165 5884	✠ 10,38	Ham ✠	*e*†		1938 1mo	Deutsche WerftAG Bet Finkenwrder Hamburg	JohnT.Essberger *CellDBuE75'227t*	490·0|65·9|36·3 510·7(O.L.) P114'F69' FK *DT f36'724t FPT1*	Hamburg German *12BHptAsp* *67tAPT262t*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 1163NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	35 " 11	
80384 165174 ~~FODR~~ MJYS	**Nord-Est** II (*ex*Nord-Est-40) *OilEng.* *Mchy Aft* *Carrying Petroleum in bulk* Wireless D.F. *CruiserStern 1Dk* *Longitudinal framing*	534 452 330					1938	JosBoel& FilsS.A. Tamise	Ministry of Ship-ping(WmCory& Son,Ld.*Mgrs.*)	~~192·1~~|27·8|12·2 P56'F29' 195·8|	~~Rouen~~ ~~French~~ Belfast British	Oil Engines 4S.C.SA 8Cy.11"-~~$17\frac{11}{16}$"~~ $17\frac{3}{4}$" 93NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
80385 HPMM	**Nordal** D.F. *1Dk & Shelter dk* *Butts of keel & bottom plating elec. welded* *CruiserStern* *Strengthened for navigation in ice*	3845 3077 2223	✠100A1 *withfreeboard* 10,40 ~~3,40~~ *Fitted for oil*	NOs Mtl ✠LMC8,39 *fuel* 8,	*y* 39	CL *F.P. a*	1939 8mo *Lloyd* *bove* 1	Fredrkstad MekVrksA/S Fredrikstad *'sA&CP* 50° F. *Interm* *CellDB301*	VikingCorporation (~~JohanRasmussen &Co. Mgrs.~~) *ediate BH in after* '1070*t* *MT*29'1094*t*	365·2|57·3|20·2 383·3(O.L.) F24' FK (*Col* *hold dispensed with* *FPT212tAPT233t*	Panama Pnamanian *6BHptCem* *l BHtoSh dk* 5 ,, *2nd* ,,)	C.4Cy.(2)$16\frac{3}{4}$"&(2)$39\frac{15}{16}$"-$36\frac{5}{8}$" 220lb (*s*) 353NHP 2SB(Spt),6*cf*,GS60,HS5511 FD FredrikstadM.V.A/S Fredrikstad	23 " 6 s1 " 6 22 " 3	
80386 LCUC	**Nordanger** **TwinSc** *Mchy.Aft* *OilEng.* D.F. *2Dks* *Longitudinal framing at bottom & at decks* *CarryingPetroleum in bulk*	9297 8510 5500	✠ … 12,28	✠			1925 6mo	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	470·1|60·2|38·5 P110'B28'F41' FK	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$26\frac{3}{8}$"-$47\frac{1}{4}$" 806NHP Werkspoor,Amsterdam		N †
80387 OYOA	**Nordbo** **TwinSc** *OilEng.* D.F. *ss*Cpn.No.3-9,36 *1Dk(Stl) & Shelter dk(Stl)*	4472 4132 2732	✠100A1 *withfreeboard* 3,40 ~~3,39~~ DBS~~6,39~~ 8,40	Bos SFo ✠LMC CS9,36 3,37	*y*	CL 10,38	1923 11mo *Lloyd*	Akt.Bur-meistr&Wain Copenhagen *'sA&CP*	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.*Mgrs.*) 1076*tMT*30'1158*t*	380·0|53·9|25·3 FK *CellDB334'* *FPT97t APT119t*	Copnhagn Danish *7BHptCem* (*2 to Sh dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.$23\frac{1}{4}$"-$35\frac{7}{16}$" 629NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 " 0 s3 " $0\frac{1}{4}$ 25 " 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Rd'Trade.
* 80388 OYAE	**Nordborg** ssEls.No.2-38 D.F. 1Dk(Stl)	1998 1764 1198	✠100A1 5,39 ✠LMC MS5,38 BS8,39	Els	r	OG 4,39	1930 4mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	A/S D/S Dannebrog (C.K.Hansen, Mgr.) Cell DB240′	280·0|40·1|19·2 P22′B85′F27′ FK 515t APT75t	Copnhagn Danish 4BHCem	T.3Cy.20″,31¼″&53″–36″ 180lb (s) 194NHP 2SB,4cf,GS79,HS3134 Cen.Mar.EWrks.LdWHpl.	21 ″ 4 s2 ″ 11 18 ″ 7¼	
80389 OZAV	**Nordbornholm** Ⓟ OilEng. D.F. 2Dks CruiserStern	770 550 425					1939	Aalborg VærftA/S Aalborg	DetÖstbornholmske D/S A/S(E.Sonne Hansen, Mgr.)	153·9|31·1|16·6 B&F116′	Neksö Danish WB	Oil Engines 2S.C.SA 6Cy.13¾″–$22\frac{1}{16}$″ 188NHP Atlas-DieselA/B,Skm.		V
80390 OZVD	**Nordby** (exFlorentine-32, exKronprinsFrederik) 1Dk&pt Awng dk	1675 1074 1023					1901	Hellerup Skibsv.&Msk Hellerup	SteamShipCo. Samsö,Ld.(G. Schiönnemann, Mgr.)	250·8|36·0|14·4 P26′Q70′	Copnhagn Danish WB	T.3Cy.18″,29″&48″–33″ 132NHP DanskMaskinfabrik,Cpn.		V
80391 DJSI	**Nordcoke** E.S.D. 1Dk Sub.Sig. CruiserStern Strengthened for navigation in ice	2491 1925 1299	✠ 5,39 ✠	Ham	s		1936 12mo	Lübecker Maschb.Ges. Lübeck	Norddeutsche Kohlen-u.Cokes-WerkeA.G.	297·0|44·5|17·9 311·0(O.L.) P14′B64′F30′ FK Trunk in wells Intermediate BH in forward hold dispensed with Cell DB208′696t Tanks at sides of tunnel142t side tanks in mchy.space229t FPT101t APT123t	Hamburg German 4BHCem	C.4Cy.(2)$20\frac{1}{16}$″&(2)$43\frac{5}{16}$″–$43\frac{5}{16}$″ 308NHP 2SB(Spt)6cf,GS120,HS4924 LübeckerMaschb.Ges.	20 ″ 6	
80392 LDSD	**Norden** OilEng. ssRot.No.2-39 1Dk(Stl)2nd dk(Stl)in mchy space Mchy Aft CruiserStern D.F.	8440 7743 5155	✠100A1 ~~4,39~~10,40 ✠LMC CS4,39 DBS12,39 2,39 Carrying Petroleum in bulk	Rot Sba	c†	CL ~~2,38~~ N10,40	1931 3mo Lloyd's A&CP	Deutsche WerftAGBet. Finkenwrder Hamburg	H.Kuhnle	465·2|59·7|35·4 P107′F42′ FK Cell DBuE65′206t DTf36′664t FPT186t APT160t	Bergen Norwegian 11BH	Oil Engines 2S.C.DA 6Cy.23⅝″–$35\frac{7}{16}$″ 1175NHP 2DB170lb 1DB 1DB(f.s.) Maschinenfbrk.Augsburg-Nürnberg,A.G.,Augsburg	35 ″ 0 s7 ″ 11 27 ″ 4½	
80393 OZMH	— TwinSc OilEng. D.F. 1Dk&Shelter dk CruiserStern	4700 4091 2778	✠100A1 withfreeboard 6,39 ✠LMC5,37 Surveys delayed Carrying cargo oil in midship deep tank	Bal	a†	CL F.P. above150° F.	1937 5mo Lloyd's A&CP	Nakskov Skibs.A/S Nakskov	A/S D/S "Norden" (P.BrownJr.&Co. Mgrs.) Cell DB356′1162t MT30(	401·4|57·3|24·9 429·9(O.L.) F39′ FK 1204t Tanks in way of tunnel 97t FPT77t APT180t	Copnhagn Danish 7BH (Coll to Sh dk 6 ,,2nd,,)	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$″–$35\frac{7}{16}$″ 808NHP DB100lb Akt.Burmeistr&Wain,Cpn	27 ″ 6 s2 ″ 9¼ 24 ″ 10¼	
80394 DHRU	— (exHessle) ssKel.2ndNo.3-12,31 1Dk(Stl)&deep framing	962 746 448	✠ 3,37 ✠	Kel	m		1907 7mo	W.Pickersgill&Sons Sunderland	Aug.BoltenWm. Miller'sNachf. Cell DBa44′uE	215·0|32·2|13·1 P21′B62′F25′ FK 18′f99′232t FPT19t	Hamburg German 4BHCem APT23t	T.3Cy.$17\frac{5}{16}$″,28½″&46″–33″ 137NHP 2SB,4pf,GS65,HS2181 G.Clark,Ld.Sunderland	15 ″ 3	V †
80395 5601 SFRW	— 1Dk	520 376 259					1914	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	152·5|27·7|11·5 Q48′B38′H62tF18′	Stockholm Swedish WB	T.3Cy.13″,22″&36″–24″ 63NHP OskarshamnsM.V.Aktieb.		V
80396 DNPK	**Nordenham** (exMiami-33, exPionier) Ref.Mchy. 4Dks D.F. E.S.D. Sub.Sig	4592 4128 2751					1914	J.C.TecklenborgA.G. Weser-münde-G.	"Midgard" DeutscheSeeverkehrs-A.G. ("Union"Handels uSchiffahrtsges, m.b.H.Mgrs.)	386·7|49·1|30·0 B155′F53′	Nordenhm German	T.3Cy.28″,45¼″&74″–53″ 400NHP J.C.TecklenborgA.G.Wsm		C
80397 DIDE	**Norder Till** (exMangan-39) OilEng. Mchy.Aft 1Dk	475 355 299					1924	J.Frerichs &Co.A.G. Einswarden	Norddeutscher Lloyd	164·8|26·4|10·2 P42′F22′	Bremen German WB	Oil Engines 4S.C.SA 6Cy.11″–$19\frac{11}{16}$″ 70NHP NE31 Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
80398 DJYL	**Norderau** Mchy.Aft Wireless D.F. 1Dk CruiserStern	1453 1203 731					1938	Deutsche Sch-u-Mschb. A.G.Seebeck Wesermünd-G	BugsierReed-und BergungsA.G.	260·7|41·5|14·3	Hamburg German	C.2Cy.$17\frac{11}{16}$″&$35\frac{7}{16}$″–$35\frac{7}{16}$″ & LPturbine withDR gearing & hydraulic coupling HS3767 209NHP DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm		G
80399 DODO	**Norderney** (exRaimund-36, exAltair) Sub.Sig. 1Dk&Shelter dk GyC.	3667 3279 2206					1922	Nordsee-werkeA.G. Emden	Norddeutscher Lloyd	369·7|50·8|21·8 B25′F37′	Bremen German WB	T.3Cy.24″,38⅝″&63″–$43\frac{5}{16}$″ F.Wilhelms- 262NHP Hütte,Mülheim a/dRuhr		G
80400 DNLR	— TwinSc (CableVessel) Wireless D.F. 1Dk GyC. Sub.Sig.	1487 1031 655					1915	Howaldtswerke Kiel	Nordd.SeekabelwerkeA.G.	233·2|34·6|16·4 Q74′	Nordenhm German WB	T6Cy.13¾″,21⅝″&$35\frac{7}{16}$″–25⅝″ NE38 126NHP DeutscheSchiff.-u.Mschb. A.G.WerkSeebeck, Wsm.		G
80401 DHRV	— 1Dk	884 752 547					1902	Akt.Ges. "Neptun" Rostock	ErnstRuss	214·0|30·6|14·3 B19′F31′	Hamburg German WB	T.3Cy$16\frac{7}{16}$″,24⅝″&41⅝″–$28\frac{11}{16}$″ 92NHP A.G."Neptun,"Rostock		G
* 80402 OXDE	**Nordfarer** TwinSc OilEng. D.F. ssCpn.No.2-38 1Dk(Stl)&Shelter dk(Stl)	4605 4126 2785	✠100A1 withfreeboard 9,29 ✠LMC CS6,38 DBS4,39 7,37	NYk	z	CL 5,38	1929 5mo Lloyd's A&CP	A/S Nakkov.Skibsv. Nakskov	A/S Dampskslsk. Norden(P.Brown, Jr.&Co. Mgrs.) CellDB338′	384·7|54·4|24·6 F39′ FK 1137tDTf30′1150t FPT110t APT153t	Copnhagn Danish 7BH (Coll to Shdk 6 ,,2nd,,)	Oil Engines 4S.C.SA 12Cy.$21\frac{11}{16}$″–39⅜″ 543NHP DB100lb Akt Burmeistr&Wain,Cpn	27 ″ 4 s2 ″ 10¼ 24 ″ 7¼	
80403 DRCT	**Nordfels** (exJohannaLehmann, exTowneley) ssHam.No.2-12 Well deck 1Dk(Irn)&Webframes	1214 964 735	✠ 11,16 ✠	Shl	o		1904 10mo	WoodSkinner&Co.Ld. Newcastle	EgonOldendorff CellDBa63′uE	235·0|33·6|15·1 Q123′B10′F25′ FK &B33′f99′358t FPT	Lübeck German 4BHCem 44t APT71t	T.3Cy.18½″,30″&49″–33″ 156NHP 1SB,4cf,GS66,HS2507 N.E.MarineEng.CoLdNwc	17 ″ 3	G †
80404 LENM	**Nordfjord I** Ⓟ 2Dks	635 579 345					1915	Helsingörs Jernsk&Msk. Elsinore	Fylkesbaatane i Sogn og Fjordane	168·0|26·3|20·3 H51t	Bergen Norwegian WB	T.3Cy.16½″,27″&44″–30″ 106NHP Helsingörs Jernsk.&Mskb.		

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80405 ~~LCUD~~	**Nordhav** (*ex*Capsa,*ex*WarKhan) *ss*Sng.No.3-6,31 *ss*Yka.No.1-34 1*Dk*(*Stl*)2*trB*&*Web frames* ,, *Longitudinal framing* *Now "Daisin Maru," see No. 87170 in Supplement*	5574 4703 3478	✠ ~~[illegible]~~ 2,41 ~~BS11,37~~ ✠~~LMC5,34~~ *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 3,19 F.P. above 150° F.*	Sng	*z*	CL 3,37	1919 3mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd*'s*A&CP*	~~Skibs.A/SNordhav (T.Lodding)~~	400·0 P50'B121'F39' FK *Middle line Bulkhead* *CellDBuE&B59'*	52·4	28·5	Japanese 11*BHptCem* *not oil-tight* 251*t*f50'67*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31 ″ 0	
* 80406 OYSE	**Nordhavet** TwinSc *OilEng.* *ss*Nkv.No.2-39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4617 4194 2782	✠100A1 *withfreeboard* 6,39 ✠LMC CS6,39 DBS6,39 6,39	Nkv	*z*	CL SN6,39 P6,39	1930 10mo	Akt.Burmeistr&Wain Copenhagen *Lloyd*'s*A&CP*	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.*Mgrs.*) *CellDB*338'1192*t* *MT*30'1160*t*	385·6 F40' FK *FPT*104*t* *APT*178*t*	54·9	24·8	Copnhagn Danish 7*BH* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 ″ 4 s2 ″ 11 24 ″ 7¼	
80407 OZNA	**Nordhval** TwinSc *OilEng.* D.F. *ss*Cpn.No.3-9,36 1*Dk*(*Sti*)&*Shelter dk*(*Stl*)	4473 4132 2737	✠100A1 *withfreeboard* 8,39 ✠LMC CS8,36 DBS~~8,36~~ 7,40 ~~8,37~~12,38	Gls	*y*	CL S3,39 P1,38	1924 6mo	Akt.Burmeistr&Wain Copenhagen *Lloyd*'s*A&CP*	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.*Mgrs.*) *CellDB*334'1076*t* *MT*30'1158*t*	380·0 FK *FPT*97*t* *APT*119*t*	53·9	25·3	Copnhagn Danish 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP DB*100lb* Akt Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 0¼ 25 ″ 2½	
* 80408 OXYE	**Nordkap** TwinSc *OilEng.* *ss*NYk.No.1-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4553 4126 2759	✠100A1 *withfreeboard* 2,38 ✠LMC CS5,36 DBS10,39 1,37	NYk	*z*	CL 2,39	1930 11mo	A/S Nakskov Skibs. Nakskov *Lloyd*'s*A&CP*	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.*Mgrs.*) *CellDB*347'1123*t* *MT*30'1150*t*	384·7 399·0(O.L.) F39' FK *FPT*110*t* *APT*153*t*	54·4	24·6	Copnhagn Danish 7*BH* (*Coll to Sh dk* 6 ,, *2nd dk*)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 ″ 4 s2 ″ 10½ 24 ″ 7¼	
80409 DRCO	— (*ex*Desia,*ex*Mietzing) 1*Dk*2*trB*	494 384 265					1891	J.W.Klawitter Danzig	PaulZoeke (EgonOldendorff, *Mgr.*)	172·2 Q46'B45'F21'	25·1	11·0	Lübeck German *WB*	T.3Cy.13",21¾"&35½-25½" NB24 64NHP J.W.Klawitter,Danzig		G
80410	**Nordkynn** *Oil Eng* *Mchy.Aft* *CruiserStern*	860					1939	MossVærft &Dokk,A/S Moss	A/S Vesteraalens Dampskibsselskap	214·3	34·7	13·8	Stokmarknes Norwegian *WB*	Oil Engines 4S.C.SA 7Cy.14⅜"-21⅝" & hydraulic coupling SRgeared to sc. shaft 141NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
80411 DAQN	**Nordland** Ⓟ D.F. *Ref.Mchy.* 2*Dks* *Cruiser Stern*	1905 1529 1092					1924	Akt.Ges. "Vulcan" Stettin	Stettin-Rigaer Dampfsch.Ges. Th.Gribel(R.C. Gribel,*Mgr.*)	247·8 F29'	36·9	22·7	Stettin German *WB*	T.3Cy19$\frac{11}{16}$"31½"&51$\frac{3}{16}$"-39⅜" &L.P.turb. 164NHP A.G."Vulcan,"Stettin		G
80412 LENO	— Ⓟ 1*Dk*&*Awng dk*	725 695 444					1898	TrondhjemsM.V. Trondheim	A/S Vesteraalens Dampskibsselskap	175·9 H30*t*	27·6	17·8	Stokmarknæs Norwegian *WB*	T.3Cy.13½",23"&27"-27" TrondhjemsM.V. 38NHP Trondheim		
80413 DRCA	— (*ex*Sundsvall) 1*Dk*	663 490 415					1889	HelsingörsSkibsbyggeri Elsinore	PaulZoeke (EgonOldendorff, *Mgr.*)	191·0 Q62'B53'F23'	27·6	12·2	Lübeck German *WB*	C.2Cy.25"&47"-30" 101NHP HelsingörsMaskinbyggeri		G
80414 167518 ~~OZZA~~ GLKP	**Nordlys** *ss*Els.No.3-6,29 D.F. *ss*Cpn.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3726 3439 ~~2304~~ 2306	✠100A1 *Shelter dk* *withfreeboard* ~~6,40~~ ~~8,39~~10,40 BS2,40 ✠LMC6,36	Gls Hul	*x*	CL ~~12,37~~ 10,40	1916 6mo	Akt.Burmeistr&Wain Copenhagen *Lloyd*'s*A&CP*	Ministry of Shipping(W.A.Massey&Sons,*Mgrs.*) *CellD*	362·0 FK B321'1030*t* *FPT*78*t*	51·5	23·4	London British 6*BHCem* *APT*82*t*	T.3Cy.25½",42"&70"-45" (*s*) 180lb 364NHP 3SB(Spt),9*cf*,GS124, HS5700 Akt.Burmeistr&Wain,Cpn	26 ″ 0 s 2 ″ 5½ 23 ″ 8¾	
80415 DHRY	**Nordmark** *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	7750 6611 4142					1930	FlensburgrSchiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·4 P36'B&F433' F*on*B40'	63·2	28·3	Hamburg German *WB*	4 Steam Turbines geared to 1 Sc. Shaft E*made*25*refitted*30 Blohm&Voss,Hamburg		G
80416 DRCL	— (*ex*Carolvore, *ex*Reynoldston, *ex*Woensdrecht, *ex*Constance Catharina) *Well deck* *ss*Lbc.2ndNo.3-6,32 *ss*Lbc.No.1-36 1*Dk*(*Stl*)&*deep framing*	1060 889 626	✠ 6,39 ✠	Lbc	*o*		1907 1mo	Rotterdam Droogd.Maat Rotterdam	EgonOldendorff *CellDBa58'u*	229·2 Q100'B79'F24' FK *E17'f102'343tFPT*	34·6	13·6	Lübeck German 4*BHCem* 40*t* *APT*9*t*	T.3Cy.17½",28"&46"-36" 146NHP 2SB,4*cf*,GS79,HS2468 RotterdamDroogd.Maats.	16 ″ 0	
80417 DJZV	**Nordmeer** (*ex*Mantilla-39) *ss*Ham.2ndNo.3-7,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *CarryingPetroleum in bulk* *Fitted for oil fuel*	5646 5249 3137	✠ 7,39 ✠	Ham	*z*		1916 12mo	Armstrong Whitworth &Co.Ld. Newcastle	JohnT.Essberger *CellDBuE*69'167*t*	406·3 420·0(O.L.) P104'B28'F43' FK *DTf* 38'475*t* *FPT*	52·2	31·2	Hamburg German 15*BHptCem* (10 ,, *toUdk* 5 ,, ,,*2nd*,,) 118*t* *APT*68*t*	T.3Cy.26½",44"&73"-48" 505NHP 3SB,9*cf*,GS157,HS7374 N.E.MarineEng.CoLdNwc	31 ″ 6	
80418 LJDO	**Nordnes** (*ex*Aurora-36) *ss*NSW.No.2-40 *OilEng.* ~~*ss*Got.No.1-36~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	4037 3501 2290	✠100A1 *withfreeboard* ~~5,39~~12,40 ✠LMC CS6,36 DBS~~10,39~~ 6,36 12,40	Cff NSW	*y*	CL ~~5,39~~ ~~7,40~~ 12,40	1932 12mo	GötaverkenA/B Gothenburg *Lloyd*'s*A&CP*	H.Kuhnle *IntermediateBH in after* *CellDB*321'	382·1 407·1(O.L.) F38' FK *hold dispensed with* 1612*t* *WBtank on S*	55·1	22·4	Bergen Norwegian *ptCem* (*Coll BH to Sh dk* 4 ,, ,,*2nd*,,) *helter dk 28'*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-66$\frac{15}{16}$" 350NHP DB*100lb* GotaverkenA/B,Got. 272*t* *FPT*100*t* *APT*119*t*	27 ″ 6 s 2 ″ 10 24 ″ 10½	
80419 6263 SFTE	**Nordöst** (*ex*Lifland) 1*Dk*	1035 807 537					1918	DeHaan&Oerlemans, Heusden	RederiA/B Nord & Ostersjöfart(Axel Nordström,*Mgr.*)	215·0 P12'Q51'B57'F25'	34·3	15·5	Gothenbrg Swedish *WB*	T.3Cy.15",25"&40"-27" 83NHP C.A.Kuijpers,Rot.		V
80420 OXXB	**Nordpol** TwinSc *OilEng.* *ss*Cpn.No.3-3,39 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4480 4132 2733	✠100A1 *withfreeboard* 3,39 ✠LMC CS3,39 DBS11,39 3,38	Cpn	*y*	CL S2,39 PN2,39	1926 2mo	Burmeister &Wain Copenhagen *Lloyd*'s*A&CP*	A/S Dampskslsk. Norden(P.Brown, Jr.&Co.*Mgrs.*) *CellDB*334'1076*t*	380·0 F35' FK *Tanks between tun*	53·9	25·4	Copnhagn Danish 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) *nels*47*t* *DT f*	Oil Engines 4S.C.SA 12Cy.23¼"-35$\frac{7}{16}$" 629NHP DB*100lb* Burmeister&Wain,Cpn. 30'1158*t* *FPT*97*t* *APT*119*t*	28 ″ 0 s 3 ″ 0¼ 25 ″ 2½	
80421																

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
80422 DJMO	**Nordsee** (exPass of ssBwg.2ndNo.3-3,29 Brander-34, ssHam No.2-38 exIsla,exThistle) 1Dk(Stl-pt ws) Wireless Mchy.Aft Carrying fuel or other oils in bulk	654 541 269	✠ 2,39	Ham			1903 3mo	GarstonG. Dk.&S.B. Co.Ld. Garston	JohnT.Essberger	169·7|26·1|15·3 176·2(O.L.) 11·3 B13'F26' BK7' Middle line BH not oiltight	Hamburg German 6BHCem APT4t	C.2Cy.19 3/16"&43¾"-30" 151NHP NB20refitted29 1SB,3cf,GS55,HS2476 Hutson&Sons,Ld.Gls.	12 " 6	
80423 DRBW	**Nordstern** (exLühe,exAlbatross) 1Dk	870 704 452					1893	Stettiner Act.Ges. Grabow a/O	PaulZoeke (EgonOldendorff, Mgr.)	213·4|30·1|14·8 P148'H55tF24'	Lübeck German WB	T.3Cy.17",27½"&43½"-31½" 106NHP Stettiner,A.G.Stettin		G
80424 8034 SEDT	**Nordstjernan** TwinSc OilEng. D.F. E.S.D. 2Dks&Shelter dk Ref.Mchy. Strengthened for Navigation in Ice	5294 4171 2897	✠100A1 withfreeboard 5,39 DBS2,40 ✠LMC8,35 ✠Lloyd'sRMC3,40 No. 3 hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F.	Skm	a†	OG s1,38 P2,39	1935 8mo Lloyd'sA&CP	Götaverken A/B, Gothenburg Cell	RederiA/B Nordstjernan(A. A.Johnson,Mgr.) DB307'1448t Tanks in way of tunnels309tFPT	420·7|55·9|23·9 440·0(O.L.) F80' FK	Stockholm Swedish 7BH (Coll to Sh dk 6 ,, 2nd ,,) 76tAPT52t	Oil Engines 4S.C.SA 16Cy.24 13/16"-51 3/16" 945NHP DB85lb GotaverkenA/B,Got.	28 " 0 s2 " 10½ 25 " 3½	
80425 581 OHBD	— Ⓟ Iron (exNordstern,exNordstjernan) Wireless 1Dk&Shelter dk	770 410 398					1871	MotalaCo. Norrköping	Ångf.-Aktieb.Bore (Th.Kramer Mgr.)	200·8|27·6|12·4 195·3 19·7 H43tShelter dk259t	Åbo Finnish WB	T.3Cy.18½",30"&48½"-35" NE&B89 140NHP MotalaM.V.Motala		V
80426 LJNB	**Nordstjernen** Ⓟ D.F. E.S.D. Ref.Mchy. CruiserStern 3Dks&Promenade dk	1920 770 1063					1937	Fredrkstad Mek VrksA/S Fredrikstad	DetBergenske Dampskibsselskab	250·9|38·8|13·7 F87' 21·0	Bergen Norwegian WB	C.4Cy.(2)15¾"&(2)37 1/16"-34 7/16" 140NHP FredrikstadM.V.A/S		
80427 LDEY	**Nordvangen** ssN.Os.No.2-37 1Dk(Stl) Cargo battens not fitted	2400 1999 1386	✠100A1 1,40 BS6,39 ✠LMC8,37 Fitted for oil fuel 9,36	NOs	s	CL ~~6,39~~ 8,40 F.P. above 150° F.	1929 4mo Lloyd'sA&CP	Internatnl. SB.&E.Co.Ld Danzig	Skibsaktieselskap. Karaibien(Gorrissen&Co.Akties. Mgrs.) Intermediate BH in forehold dispensed with CellDB246'610t FPT61t APT63t	291·2|45·7|18·5 P28'B80'F32' FK	Oslo Norwegian 4BHptCem	C.4Cy.(2)16½"&(2)35 7/16"-35 7/16" 206lb (s) 215NHP 2SB,6cf,GS75,HS3380 FD InternationalSB.&E.CoLd	20 " 6 s2 " 8½ 17 " 11½	
80428 LCUE	**Nordvard** OilEng. D.F. 1Dk&Shelter dk	4111 3718 2356					1925	Kockums M.V.Aktieb. Malmö	KlostersRederiA/S (LauritzKloster, Mgr.)	377·6|54·0|22·9 P113tH246tF35t	Oslo Norwegian WB	Oil Engines 4S.C.SA 6Cy.27 1/16"-55⅛" 439NHP KockumsM.V.Akt.Malmö		N
80429 OYWQ	**Nordvest** TwinSc OilEng. D.F. 1Dk&Shelter dk Cruiser Stern	4702 4091 2774	✠100A1 withfreeboard 10,39 ✠LMC6,38 Carrying cargo oil in midship deep tank	Sea	a†	CL F.P. above 150° F.	1938 6mo Lloyd'sA&CP	Nakskov Skibs.A/S Nakskov CellD	A/S D/S "Norden" (P.Brown,Jr.&Co. Mgrs.) B356'1162t MT30' 1204t Tanks in way of tunnel 97tFPT77tAPT180t	401·4|57·3|24·9 429·9(O.L.) F39' FK	Copnhagn Danish 7BH (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 12Cy.19 1/16"-35 7/16" 808NHP DB100lb Akt.Burmeistr&Wain,Cpn	27 " 6 s2 " 9½ 24 " 10½	
80430 DHSA	**Nordwest** (exNorden,exAgnes) 1Dk&Spar dk	707 675 434					1890	Rostocker Act.Ges. Rostock	Aug.Bolten Wm.Miller'sNchf.	180·9|27·3|17·3 H57'	Hamburg German WB	C.2Cy.22½"&40¼"-27½" 71NHP RostockerA.G.Rostock		G
80431 LCUF	**Norefjord** (exNorefos) Fitted for oil fuel D.F. 1Dk	3082 2820 1917					1920	WoodSkinner&Co.Ld. Newcastle	A/S DenNorske Amerikalinje	331·7|46·7|23·1 P94tH162t	Oslo Norwegian WB	T.3Cy.25",41"&68"-45" 310NHP N.E.MarineEngCoLd.Nwc		N
80432 LDST	**Noreg** TwinSc OilEng. ssOsl.No.2-39 ~~ssRot.No.1-35~~ D.F. 2Dks(Stl)&Web frames Mchy.Aft CruiserStern Longitudinal framing-bracketless system Special Surveys to date from 11,31 Progressive survey of oil tanks	7605 7068 4504	✠100A1 5,41 ~~11,40~~ ✠LMC CS9,39 DBS~~6,40~~5,41 9,39 Carrying Petroleum in bulk	Rot ~~NYk~~ Fal	b†	CL ~~2,38~~ 5,41	1931 7mo Lloyd'sA&CP	Akt.Burmeistr&Wain Copenhagen CellDBuE	Skibs-A/S Corona (H.M.Wrangell& Co.A/S,Mgrs.) 68'310t DTf45'518t FPT92t APT144t	452·5|59·2|33·9 P100'B28'F42' FK	Haugesnd Norwegian 16BHptCem (11 to U dk 5 ,, 2nd ,,)	Oil Engines 4S.C SA 12Cy.23¾"-43 5/16" 2DB180lb 625NHP Akt.Burmeistr&Wain,Cpn	34 " 0	
80433 7510 SFTG	— 1Dk&deep framing	*1431* *1231* *794*	✠ ... 2,06 ✠				1903 3mo	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Fri (Jac.H.Käll,Mgr.)	247·7|36·3|16·5 P18'B64'F28' FK	Gothenbrg Swedish WB	T.3Cy.17½",29"&48"-33" 145NHP LaxevaagsMsk&Jrns.Bgn	19 " 0	N †
80434 LDQR	**Norfold** OilEng. ssRot.No.2-38 D.F. 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing	6370 5996 3830	✠100A1 4,40 ✠LMC CS7,38 DBS~~3,39~~8,40 ~~7,38~~5,39 Carrying Petroleum in bulk	NYk	a†	CL 4,40	1930 11mo Lloyd'sA&CP	Barclay, Curle&Co.Ld. Glasgow CellDBuE	HvalfangerA/S Vestfold(Johan Rasmussen&Co. Mgrs.) 81'305t DTf38'498tFPT113tAPT129t	421·0|58·5|32·3 436·5(O.L.) P105'B28'F38' FK	Sandefjord Norwegian 15BH 5 ,, to2nddk	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	32 " 3	
80435 144675 GDKY	**Norfolk** (exSauerland) TwinSc ssGls.No.3-2,34 ssLiv.No.1-38 Ref.Mchy. 3Dks(Stl)4thDk(Stl) D.F. E.S.D. in No.1hold	~~11961~~ ~~7657~~ ~~7180~~ 10948 10199 6745	100A1 withfreeboard ~~8,40~~ ~~2,40~~3,41 BS6,40 ~~BS4,39~~ LMC2,38 ✠Lloyd'sRMC~~10,39~~ 6,41 ~~1,41~~ ~~5,40~~ Fitted for oil fuel 4,24	Wln ~~Dda~~ Auk		OG 11,38 F.P. above 150° F.	1918	Bremer Vulkan Vegesack CellDB	FederalSteam Nav.Co.Ld. 477'2084t FPT111t APT121t	520·7|64·2|38·1 533·0(O.L.) P70'B254'F44' FK	London British 8BHptCem ptAsp	T.6Cy.28⅝",46⅝"&75⅝"-51¼" & L PTurbines with DR gearing & hydraulic couplings 199lb (s) 1270NHP 5SB,15cf,GS337,HS15525 FD BremerVulkan,Vegesack	41 " 4 s9 " 8½ 31 " 10	
80436 214564 KJTF	— 3Dks	2453 — 1759					1916	Gt.Lakes Eng.Works Ecorse,Mich.	Agwilines,Inc. (Clyde-Mallory Lines,Mgrs.)	253·0|43·5|21·5	NewYork Utd.States	T.3Cy.17",29¾"&50½"-36" 153NHP Gt.LakesEngWks,Detroit		R
80437 236397 WNGD	— TwinSc OilEng. D.F. GyC. Mchy.Aft 1Dk Electrically welded	1946 — 1603					1937	Gt.Lakes Eng.Works. RiverRouge, Mich.	FordMotorCo.	290·7|43·1|18·2	Dearborn Utd.States WB	Oil Engines 4S.C.SA 16Cy.10½"-13½" 172NHP Cooper-BessemerCorp.		R
80438 145516 CYLZ	— (exGlenbuckie) Mchy.Aft 1Dk	1901 1572 1118					1923	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	252·0|42·5|18·0 Q100'F35'	Montreal British WB	T.3Cy.16",26"&44"-33" 111NHP Hwthrn,Leslie&C.Ld.Nwc.		C
80439 130855	— Ⓟ (exNorthumberland-37) Fitted for oil fuel 1Dk	1012 — 585					1900	Neafie& Levy Philadelphia	BuxtonLines,Inc.	190·0|41·0|11·0	NorfolkVa Utd.States	T.3Cy.18",28"&45"-30" 111NHP Neafie&Levy		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Dte when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80440 164344 GDGB	**Norfolk Coast** *OilEng.* Wireless D.F. 1*Dk & Shelter dk* E.S.D. *Mchy.Aft* *CruiserStern*	646 499 234	✠100A1 *withfreeboard* 8,40~~7,39~~ ✠LMC11,37	Liv	*m*	OG	1937 11mo	Ardrossan DockyardLd. Ardrossan *Lloyd'sA&CP*	CoastLines,Ld. *CellD*	200·6 209·6(O.L.) F23' B(aft)33' *B*154'219*t FPT*95*t*	33·1 *34·9*	11·1 FK (	Liverpool British 3*BHCem* *Collto Shdk* 2 „ *2nd* „) *APT*28*t*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 224NHP J.G.Kincaid&Co.Ld.Grk.	13 ″ 8 s ″ 2 13 ″ 7½	
80441 28048 JCNA	**Norfolk Maru** *ss*Kob.No.3-1,28 *ss*Nag.No.2-37 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6576 6157 4020	✠ 3,41 *Awng dk* *withfreeboard* ~~BS6,39~~ ✠~~LMC5,36~~ *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Yka	*z*	OG 4,38	1921 9mo	Kawasaki DockyardCo Ld.Kobe A&CP	KawasakiKisen K.K. *CellDB*342'1234*t* *DTa*35'807	405·0 F33'*onAwng dk* *tFPT*104*tAPT*36*t*	53·0	37·0 FK *Collisio*	Kobe Japanese *ptCem* *nBH to A dk* 5 „ „ *U* „	T.3Cy.28",46½"&78"-54" (*s*) 200lb HS7800 578NHP 3SB(Spt),*9cf*,GS190, FD KawasakiDockyardCo.Ld.	37 ″ 0 ~~s 0 ″ 3¼~~ ~~28 ″ 0~~	
80442 1394 IBZY	**Norge** (*ex*PortChalmers, TwinSc *ex*Whakarua) *ss*Gen.2ndNo.3-6,31 *ss*Gen.No.1-36 *Ref.Mchy.* 2*Dks*(*Stl*)&*deepframing* D.F. &*Shelter dk*(*Stl-ws*) *Lower dk beams in No.3hold*	6511 6272 4108	✠100A1 *Shelter dk* *withfreeboard* 2,39 ✠LMC MS2,39 BS9,39 Lloyd'sRMC3,40	Gen	*c*†	CL P2,38 S8,38	1907 7mo	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	A.Zanchi	460·4	55·3	30·4 FK *Ce*	Genoa Italian 7*BHCem* *llDBa* 121' *u*	T.6Cy.20½",33½"&56"-45"(*s*) 200lb 650NHP 4SB,*16cf*,GS246,HS9784 FD Wrkman,Clark&Co.LdBel *E&B*67'*f*204'1345*tAPT*80*t*	33 ″ 4 s 5 ″ 5½ 28 ″ 1	
80443 8086 SKYN	**Norik** WoodAux3MstSr (*ex*Noorik-36,*ex*Annas-34, *OilEng.* *ex*AnnaKirstine) *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	351 297 247					1919	H.C. Poulsen Rudkjöbing	LennartPettersson	134·2 P22'	30·3	12·9	Stockevck Swedish	Oil Engines 4S.C.DA 4Cy.$11\frac{13}{16}$"-$16\frac{9}{16}$" 106NHP A/S Dansk DieselMotorCo.Holeby		V
80444 8053 SDFO	**Norita** (*ex*Harpefjell-35,*ex*Gorm-34, *ex*Snefond) 1*Dk*	*1516* *1309* *872*					1924	LarvikSlip &Verksted Larvik	RederiA/B Höganäs(Carl Northon,*Mgr.*)	242·7 P20'B53'F30'	39·4	16·9	Höganäs Swedish *WB*	T.3Cy.18",29½"&49"-33" 138NHP LarvikSlip&VerkstedA/S		N
80445 HPGH	**Norlys** *OilEng.* *Mchy.Aft* 1*Dk*,*2nd dk in mchy.space* *CruiserStern*	9892 9190 5901	✠100A1 2,40 ✠LMC9,36 *CarryingPetroleum in bulk*	NYk	*e*†	CL 2,40	1936 9mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd'sA&CP*	TankerCorporation~~(Johan~~ ~~Rasmussen&Co.~~ ~~*Mgrs.*)~~ *CellDBuE*75' 225*t*	492·9 510·7(O.L.) P114'F69' *DTf*43'713*t FPT*16	66·1	36·4 FK	Panama Pnamanian 12*BHptCem* 4*tAPT*258*t*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 1163NHP 3DB*170lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	35″11 s7 ″ 10 28 ″ 4¾	
80446 LDPY	**Norma** TwinSc *OilEng.* D.F. 1*Dk*&*Shelter dk*&*part3rd dk*	4487 3931 2712					1930	Akers Mek.Værks. Oslo	A/S J.Ludwig MowinckelsRederi (DenNorske SydamerikaLinje)	390·5 P99*t*H343*t*F114*t*	54·7	23·1	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"-$43\frac{5}{16}$" 625NHP AkersMek.Værks,Oslo		N
80447 640 OHDE	— Ⓟ (*ex*Brüssel) Wireless D.F. 1*Dk*&*Spar dk*	1537 — 899					1907	Fredrkstad Mek.Værks Fredrikstad	FinskaÅngf. Aktiebolaget	244·7 243·4 B67'F27'	33·5	18·9	Helsingfrs Finnish *WB*	T.3Cy.18",19½"&50"-36" 150NHP FredrikstadM.V.Frdstad.		N
80448 6664 SFTI	— (*ex*Tico) 1*Dk*	*1287* *1119* *707*					1920	Stavanger Stöberi&Dok Stavanger	RederiA/B Höganäs(C.Norrthon, *Mgr.*)	240·9 P21'B60'F24'	37·2	15·8	Höganäs Swedish *WB*	T.3Cy.17½",28½"&48"-33" 132NHP StavangerStöberi&Dok		V
80449 154621 VGQX	**Normac** Ⓟ (*ex*JamesR.Elliot) *OilEng.* 2*Dks*	462 — 341					1902	JenksShipbuildingCo. P Huron,Mch	OwenSoundTransportationCo.Ld.	117·2	25·1	11·7	OwenS'nd British	Oil Engines 2S.C.SA 5Cy.12"-15" NE31 126NHP FairbanksMorse&Co. Beloit,Wis.		R
80450 148846	**Norman B.Macpherson** *Mchy.Aft* 1*Dk*	1743 1594 1236					1925	Napier& Miller Glasgow	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·1 F36'	43·2	17·9 *WB*	S Cathrnes Ont. " British	T.3Cy.17",28½"&47"-33" 127NHP D.Rowan&Co.Ld.Glasgow		C
80451 203543	**Norman B. Ream** D.F. GyC. *Mchy.Aft* Sub.Sig. 1*Dk*	7053 — 5444					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0	58·0	32·0	D'luthMin Utd.States *WB*	T.3Cy.24",39"&65"-42" 274NHP AmericanS.B.Co.Clevelnd		R
80452 202866 KDUJ	**Norman J. Kopmeier** (*ex*DowChemical-39, (*Self-Unloader*) *ex*WilliamT.Roberts, 1*Dk* *ex*E D.Carter) D.F. GyC. *Mchy.Aft*	6606 — 5305					1906	Detroit S.B.Co. Wyandotte	AmericanS.S.Co. (Boland& Cornelius,*Mgrs.*)	510·5 F44'	53·8	26·7	Buffalo NY Utd. States *WB*	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
96/41 80453 165905 GZRX	**Norman Monarch** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	4718 4225 2686					1937	CaledonS. B.&E.Co.Ld. Dundee	MonarchSteamshipCo.Ld. (Raeburn&Vére, Ld.*Mgrs.*)	432·6 F42'	56·7	23·8	Glasgow British *WB*	T.3Cy.23½",39½"&66"-45" 292NHP J.G.Kincaid&Co.Ld.Grk.		C
80454 146255	**Norman P. Clement** *Mchy.Aft* 1*Dk*	1729 1582 1112					1923	J.S.White &Co.Ld. Cowes	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	252·2 F34'	43·2	17·8 *WB*	SCathrnes Ont. British	T.3Cy.16",27"&44"-30" 106NHP J.S.White&Co.Ld.Cowes		C
80455 167419 GCVC	**Norman Prince** D.F. E.S.D. *CruiserStern* *For full particulars see No.* 89304 *in Supplement*	1913 1510 919	100A1 (*ClassContemplated*)				1940	Smith's DockCo.Ld. S.Bank,Mdb.	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)	304·0	44·2	16·5	London British	T.3Cy.21",35"&60"-42" Smith'sDockCo.Ld.Mdb.	19 ″ 3 s ″ 9 18″11½	
50/41 80456 166353 MMQT	**Norman Queen** Wireless D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	957 647 541	✠100A1 12,40~~4,39~~ ✠LMC2,38	Shl Lon	*l*	OG 2,39	1938 2mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	BritishChannel IslandsShipping Co.Ld. *CellD*	197·2 204·5(O.L.) Q122'F25' *B*128'224*t FPT*64*t*	32·2	13·1 FK	London British 3*BHCem* *APT*42*t*	T.3Cy.14",24"&40"-27" (*s*) 200lb 129NHP 1SB,*3cf*,GS45,HS1953 FD D.Rowan&Co.Ld.Gls.	15 ″ 2 s4 ″ 11¼ 14 ″ 8½	
80457																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L. R. Durée, Cert. B. of Trade
80458 143398 GNWZ	**Norman Star** (*ex*Normanstar) *ss*Nwc.No.3–2,32 *ss*Nwc.No.1–37 *Ref.Mchy.* 2*Dks*(*Stl*) D.F. &*Awngdk*(*Stl–ptws*) *CruiserStern*	6817 6047 4340	✠100A1 *Awngdk* *withfreeboard* Examined1,41 ✠LMC MS1,36 BS~~1,40~~1,41 ✠Lloyd'sRMC~~5,40~~ 3,41~~1,40~~ ~~2,40~~ *Fitted for oil*	~~Lon~~ Avn *fuel*11,20	a†	CL 8,38 *Interm* *F.P. a*	1919 10mo *Lloyd* *ediate* *bove* 1	Dunlop, Brmnr&CoLd Pt.Glasgow 'sA&CP '*tween dk BH* 50° F.	UnionColdStorage Co.Ld.(BlueStar LineLd.*Mgrs.*) *in forehold dispe* *CellDB*364'1002*t*	415·6|56·2|25·5 38·6 B130'F56'*on* FK *Awngdk Collisio* *nsed with* *FPT*70*t APT*45*t*	London British *Cem* *n BHtoA dk* 1 „ „ 2nd„ 5 „ „ *U* „	T.3Cy.26",44"&75"–48" (*s*) &LP turbine withDR gearing&hydraulic coup- ling 200lb 701NHP 3SB,*12cf*,GS185,HS9486 FD DunlopBremnr&CoLdPGl	37 ″ 0 s 9 ″ 0½ 28 ″ 2¼	
80459 FOYI	**Normand** (*ex*WilliamGriffiths, *ex*Elwick) *ss*Shl.No.3–12,29 *ss*Nwc.No.2–38 *Welldeck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1764 1358 947	✠100A1 12,39 ✠NB6,23 ✠LMC MS6,38 BS11,39 Surveys delayed	Npt	q	CL 12,39	1917 7mo	BlythS.B. &D.D.Co.Ld Blyth A&CP	Etablissements Odon deLubersac *Cell*	255·3|38·4|17·4 Q132'BonQ14'F30' FK *DB* 212' 386*t FPT*	Rouen French 4*BHCem* 90*t APT*86*t*	T.3Cy.22",36"&60"–39" (*s*) 180lb 290NHP 2SB,*6cf*,GS126,HS5112 MacColl&Pollock,Ld.Sld.	19 ″ 6 s 5 ″ 9½ 17 ″ 11	
80460 6055 SFTM	**Normandia** 1*Dk*	*1155* *972* *646*					1918	Eriksbergs M.V.Aktieb. Gothenburg	Förn.Ångf. Aktieb.Götha(H. Sternhagen,*Mgr.*)	224·6|36·6|14·3 P21'B51'H115*t*F24'	Gothenbrg Swedish *WB*	T.3Cy.16½",27"&44½"–30" 108NHP KockumsM.V.Akt.Malmö		V
80461 FNSK	**Normandie** Ⓟ QuadSc *Fitted for oil fuel* 7*Dks* D.F. GyC.	83423 42681 36985					1935	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	Cie.Générale Transatlantique	981·4|117·9|57·6	Havre French *WB*	Steam turbines connected to elec. motors&sc.shafts Soc.Gén.Const.Elec.&Méc. AlsThom,Belfort		V
80462 OYEH	**Normandiet** *OilEng.* D.F. 2*Dks* *CruiserStern*	3161 2575 1825					1935	Nakskov Skibs.A/S Nakskov	A/S DetDansk FranskeDamps- skibs(A.N. Petersen,&E. Hahn-Petersen, *Mgrs.*)	345·6|50·2|20·7	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 405NHP Akt.Burmeistr&Wain,Cpn		C
80463 139129 MMWC	**Normandy Coast** (*ex*LadyCloé–38) Wireless D.F. E.S.D. 1*Dk*&*Shelter dk*	1428 1087 561					1916	SirRaylton Dixon&CoLd Middlesbro'	CoastLines,Ld.	260·0|38·0|15·0 B88'F33'	Liverpool British *WB*	T.3Cy.19",31"&52"–36" Richardsons, N162HP Westgarth&Co.Ld.Mdb.		C
82/40 80464 131800 GBKX	**Normannia** Ⓟ TwinSc *CruiserStern* Wireless Sub.Sig. 2*Dks*	1567 955 676					1911	Fairfield Co.Ld. Glasgow	SouthernRailway	290·3|36·1|15·3 P46 B160'F48'	S'thamptn British *WB*	2 sets SR geared steam turbines FairfieldCo.Ld.Glasgow		8T till 5,40
80465 145138 ~~FOPH~~ GMVL	**Normanville** (*ex*Hillglade, *ex*Inston) *ss*Hav.No.3–11,32 D.F. 1*Dk*(*Stl*) *Well deck*	1834 1360 1053	✠ ... 5,37 ✠	Hav	q		1921 1mo	C.Rennold- son&Co. SouthShields	Ministry ofShip- ping(Westbourne ShippingCo.Ld. *Mgrs.*) *CellD*	270·2|38·2|16·7 Q102'P*on*Q22'B56' F26' FK B234' 536*t FPT*46*t*	Plymouth British 4*BHCem* *APT*8*t*	T.3Cy.20",33"&54"–36" 235NHP 2SB,*6cf*,GS116,HS4164 MacColl&Pollock,Ld.Sld.	18 ″ 10	V †
150/40 80466 LDNF	**Norne** *OilEng.* *ss*Got.No.2–38 D.F. 1*Dk*(*Stl*)	3971 3644 2452	✠100A1 5,39 ✠LMC CS4,38 DBS~~3,38~~6,40 4,38	Sws	w	CL 3,38	1930 3mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP	H.Kuhnle *Intermediatebulkh* *in after* *CellDB*	350·7|50·8|25·6 P31'B115'F31' FK *ead* *hold dispensed with* 304' 1051*t FPT*84*t*	Bergen Norwegian 5*BH pt Cem* *APTs*136*t*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP DB*60lb* EriksbergsMVAktieb.Got	28 ″ 0	
80467 HPKM	**Norness** *OilEng.* D.F. E.S.D. 1*Dk*, 2*nd dk in mchy. space* *Butts of shell & dk plating electrically* *Mchy.Aft CruiserStern welded*	9577 8912 6007	✠100A1 8,40 ~~2,40~~ ✠LMC5,39 *CarryingPetr*	Nyk *oleum*	e† *in*	CL *bulk*	1939 5mo *Lloyd*	Deutsche WerftAGBet Finkenwrder Hamburg 'sA&CP	TankerCorpora- tion~~(Johan~~ ~~Rasmussen&Co.~~ ~~*Mgrs.*~~) *CellDBuE*67'199*tD*	489·4|65·7|36·2 510·7(O.L.) P114'F69' FK *Tf*36'712*tFPT*164*t*	Panama Pnamanian 12*BHptCem* *APT*258*t*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1167NHP 2DB*170lb* 1DB(WT)*170lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	35 ″ 11 s 7 ″ 10 28 ″ 3¾	
80468 FODG	**Noroit** *CarryingPetroleum in bulk OilEng.* *Mchy.Aft CruiserStern* 1*Dk* Wireless D.F.	453 340 176					1934	NVSchpsw enMachfbrk. 'DeBiesbosch' Dordrecht	CiternaMaritime S.A.	157·9|24·6|11·5 P50'F28'	Rouen French *WB*	Oil Engines 2S.C.SA 5Cy.11$\frac{13}{16}$"–15¾" 122NHP SulzerBros.Winterthur		V
80469 134014 VGYJ	**Noronic** Ⓟ *ss*Tto.No.4–5,38 ~~*ss*Tto.No.3–6,32~~ 2*Dks*(*Stl*)&*Promenadedk* *Mchy.Aft* (*Stl–ws*)&*Webframes* D.F. *Longitudinal framing*	6905 3558 3935	✠100A– 6,38 ~~6,36~~ ✠LMC10,38 *ForService on* BS~~10,39~~1,41	Clv *the Gr*	 *eat*	N6,38 *Lakes*	1913 11mo	Western DD&SBCoLd P.Arthur,Ont	CanadaSteamship Lines,Ld. *CellDBuE*	362·0|52·0|24·8 FK &B116'*f*205'1524*t* *DTf*25'148*tFPT*	Pt.Arthur, Ont. British 7*BH* 64*tAPT*34*t*	T4Cy.29½",47½"&(2)58"–42" 200lb (*s*) FD 805NHP 4SB&1AuxSB,*14cf*,GS308, HS13128 AmericanSBCoClevelndO.	28 ″ 9 s 10 ″ 6½ 18 ″ 5	
80470 620 SFTU	**Norrland** Ⓟ 1*Dk*&*Shelter dk*	*328* *201* *162*					1888	Bergsunds Mek.Verks. Stockholm	RederiA/BStaffan (J.Haag,*Mgr.*)	135·6|22·5|11·1 H53*t* 18·1	Gävle Swedish	T.3Cy.12¼",19½"&31¼"–23½" 47NHP BergsundsM.V.Stockholm		
80471 3702 SFUD	**Norrtelje** Ⓟ Sp 1*Dk*	414 164 259					1900	Lindbergs Mek.Verks. Stockholm	VaxholmsNya Angf.Aktieb.(O.F. Ekebohm,*Mgr.*)	145·0|26·6|7·5 B68'H78*t*	Vaxholm Swedish	T3Cy15$\frac{5}{16}$",25$\frac{5}{16}$"&41⅝"–25⅝" 86NHP LindbergsMek.Verks.Skm		
80472 6123 SLVA	**Norruna** (*ex*Astur,*ex*Aquila) 1*Dk*	*2705* *2382* *1602*					1919	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Höganäs(C. Norrthon,*Mgr.*)	309·7|47·2|23·0 P31'B62'F33'	Höganäs Swedish *WB*	2 steam turbines SRgeared to 1 sc. shaft SvenskaTurb. Akt Ljungström,Finspong		V
80473 HPHY	**Norse Carrier** (*ex*PehShan–37, 4Mst *ex*Frieda–37) *ss*N.Yk.No.3–12,25 *ss*Gal.No.2–34 1*Dk*(*Stl*)*Cantilever* *Mchy.Aft framedtopside tanks* *Fitted for oil fuel*	3365 2459 1901	✠ — 2,39 ✠	Ant	u		1913 2mo	ForeRiver S.B.Co. Quincy,Mass.	Wallem&Co. *CellDBf*240'1010*t*	348·7|45·1|25·4 P80'B25'F39' FK len17 *Topsidetanks*216'6	Panama Pnamanian 6*BHCem* 43*t*	T.3Cy.22½",39"&63"–48" 372NHP 2SB,*6cf*,GS120,HS5277 ForeRiverS.B.Co.Quincy	28 ″ 0	C †
80474 LJTJ	**Norse King** (*ex*WestMahwah–38) *Fitted for oil fuel* 2*Dks*	5701 5181 3471					1920	J.F.Duthie &Co. Seattle, Wash	RederiA/S"Norse King"(Odd Godager,*Mgr.*)	410·4|54·2|27·7 P44'B115'F47'	Oslo Norwegian *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rentsch- lerCo.Hamilton,O		N
80475 LJQY	**Norse Lady** (*ex*Samoan–37, (*ex*Silverspruce–36, *OilEng.* *ex*Ashbee) *ss*N.Yk.No.3–7,35 D.F. 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing* *ss*Mob.No.1–40	3489 3195 2156	100A1 10,40 ~~7,38~~ ✠LMC CS10,40 7,40 ✠NE10,23 DBS10,40	Rot Mob	v	CL 7,38	1919 *Lloyd*	Merrill- StevensS.B. Corp. Jacksonville, 'sCP Fla.	Rederi.A/S"Norse Lady"(Odd Godager,*Mgr.*) *CellDB*278'	335·5|48·3|24·9 P26'B97'F38' FK *MT*23'513*tFPT*86*t*	Oslo Norwegian 5*BHCem* *APT*219*t*	Oil Engines 4S.C.SA 6Cy.27"–47" 423NHP NDB38–*150lb* NewYorkS.B.Co.Camden, N.J.	27 ″ 6	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dated of B. of Trade Cert.
80476 HPHZ	**Norse Trader** (*ex*Fotis–37) *ss*Shl.2ndNo.3–8,37 1*Dk*(*pt Irn pt Stl*)	3507 3268 2091	✠100A1 6,40 ~~6,39~~ MS8,37 ~~DBS4,38~~	Shi BS3,40 ✠LMC ~~MBS1,39~~	*w*	CL 6,39	1912 12mo *Lloyd*	R.Thompson&Sons,Ld Sunderland '*sA&CP*	Wallem&Co. *CellDBa*108'*u* *E&B*43'*f*147'1015	352·7|50·8|21·4 P30'B216'F38' FK *tDTa*18'538*t FPT*1	Panama Pnamanian 7*BHCem* 24*t APT*176*t*	T.3Cy.24½",40"&66"–45" (*s*) 180lb 331NHP 2SB.6*cf*,GS130,HS5296 N.E.Marine Eng.Co.Ld.Sld	24 ″ 0 s 2 ″ 9 21 ″ 5¼	
80477 HPGI	**Norseland** (*ex*Matros–40, **TwinSc** *ex*Olymp–38,*ex*Falstria–36) *OilEng.* *ss*N.Yk.2ndNo.3–11,40 ~~*ss*Cpn.No.3–8,37~~ ~~*ss*H.Kg.No.2–36~~ 2*Dks*(*Stl*)	*4349* *3911* *2726*	✠100A1 ~~5,39~~ 11,40 DBS11,40	Ams NYk ✠LMC11,40	*w*	CL ~~PN5,38~~ ~~S10,38~~ 9,40	1915 3mo *Lloyd*	Harland&Wolff,Ld. Glasgow '*sA&CP*	NorselandS.S.Co. Inc. *CellDBa*88'*uE*	365·3|50·1|26·5 381·8(O.L.) P22'B91'F36' FK	Panama Pnamanian 1 *BHtoUdk* 5 ,, ,,2*nd* ,, 42'*f*174'770*t*	Oil Engines 4S.C.SA 12Cy.22"–$29\frac{5}{16}$" 567NHP DB*80lb* Burmeister&Wain,Ld.Gls. *FPT*49*t APT*50*t*	29 ″ 2 s 5″11½ ~~23 ″ 7~~ 23 ″ 5	
80478 HPGN	**Norseman** Ⓟ **TwinSc3Mst** (*ex*Selandia–36) *OilEng* *ss*Cpn.2ndNo.3–2,36 1*Dk*(*Stl*)&*Awng dk*(*Stl*–teaks) *Now* "Tornator," *see No.* 90224 *in Supplement*	4950 4272 3163	✠100A1 *Awng dk* *withfreeboard* 1,38 DBS7,38	Sng ✠LMC CS2,36 6,37	*x*	CL S6,36 P5,37	1912 2mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	NorsemanS.S.Co. Inc. *Cell DBa*60' *uE*	370·4|53·2|27·1 P25'F32'*on Awg dk* *Baft*54'*fore*77' FK 39'*f*225'1050*t FPT*	Panama Pnamanian 6*BH* 88*t APT*84*t*	Oil Engines 4S.C.SA 16Cy.20⅞"–28¾" 680NHP NDB30 *100lb* Akt.Burmeistr&Wain,Cpn	30 ″ 0 s 6 ″ 2 24 ″ 3	
80479 147561 GBVS	— **TwinSc** *CableVessel* *ss*Fal.No.3–2,37 E.S.D. 2*Dks*(*Stl*)&*Upper dk* (*ptStl–pt* teaks) *CruiserStern*	1844 1671 651	✠100A1 *withfreeboard* ~~5,39~~ 11,40 ~~BS5,39~~ *Fitted for oil*	Rio BS5,40 ✠LMC2,37 *fuel*11	*q* ,23	CL ~~2,37~~ 11,40 *F.P. a*	1923 11mo *Lloyd* *bove* 1	J.Brown&Co.Ld. Glasgow '*sA&CP* 50° F. *CellD*	Cable&Wireless, Ld.(SirEdward Wilshaw,K.C.M.G. *Mgr.*) *Ba*32' *uE*21' *f* 117' *Tanks at sides of t*	259·5|37·2|22·9 B89' FK 230*tDTf*6'27*t* *unnels*19'29*tFPT*9*t*	London British 5*BHptCem* *APT*44*t*	T.6Cy.15",24½"&40"–30" (*s*) 180lb 320NHP 3SB,9*cf*,GS139,HS5451 FD J.Brown&Co.Ld.Glasgow	25 ″ 0 s 7 ″ 3 18 ″ 0½	
80480 2489 LOHR	**Norte** (*ex*Poljana–34) *ss*Bgn.No.3–12,32 *ss*B.As.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3822 — 2301	✠100A1 *Shelter dk* *withfreeboard* 2,41 ~~3,40~~ ~~BS3,40~~ 2,41 *Fitted for oil*	BAs ✠LMC1,37 *fuel* 6,	*x* 20	CL 3,40 *F.P. a*	1920 6mo *Lloyd* *bove* 1	Ardrossan DD&SBCoLd Ardrossan '*sA&CP* *CellDB* 50° F.	Cia.Argentina de Nav.Mihanovich Lda. 313'1076*tMT*23'72	360·7|52·2|23·5 F33'*onShelter dk* FK *Collision* 1*t FPT*92*t APT*88*t*	Bns.Aires Argentine *ptCem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.25",41"&69"–48" (*s*) 180lb 388NHP 3SB,9*cf*,GS190,HS6408 J.G.Kincaid&Co.Ld.Grk.	26 ″ 0 s 2 ″ 5¼ 23 ″ 8¾	
80481 EAHM	— (*ex*Alcazar,*ex*Eva) *ss*Phl.2ndNo.3–3,13 1*Dk*(*Stl*)2*trB*&*Web* *frames*&*ptAwng dk*(*Irn*)	2825 — 1938	✠ 12,18	Bry ✠	*u*		1893 5mo	Ropner&Son Stockton	DomingoMumbru	321·1|39·4|20·8 P29'Q110' BK10" *ptAwng dk*183' ptND06 *Cel*	Barcelona Spanish 5*BHCem* *lDB*266'613*t*	T.3Cy.22½",37"&61"–42" NDB16 246NHP 2SB,6*cf*,GS104,HS3760 Blair&Co.Ld.Stockton	24 ″ 0	
80482 211076 WTBA	**North American** Ⓟ Sub.Sig. D.F. GyC. 2*Dks*&3*Shade dks*	2317 — 1262					1913	Gt.Lakes Eng. Works Ecorse,Mich.	Chicago,Duluth& GeorgianBay TransitCo.	259·0|47·1|18·3	MichgnCy. Ind. Utd. States	Q.4Cy17½",25",36"&52"–36" 162NHP GtLakesEngWrks,Detroit		R
80483 223478 WQCH	**North Coast** Ⓟ **TwinSc** (*ex*Carabobo–38) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks*	2916 — 1718					1923	NewYork S.B.Corp. Camden,N.J.	NorthlandTrans- portationCo.	305·2|48·2|19·9 P52'B117'F37'	Ketchikan Utd.States *WB*	2 steam turbinesDRgeared to 2 sc. shafts W.&A.FletcherCo. Hoboken.N.J		R
80484 148096 GKSC	**North Devon** *ss*Shl.No.3–9,37 D.F. 1*Dk*(*Stl*)	3658 3396 2239	✠100A1 2,41 ~~2,40~~ MS9,37 ~~DBS12,38~~ BS6,40	Shl Mdb ✠LMC ~~MBS6,39~~	*w*	CL 11,38	1924 10mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	NorthShippingCo. Ld.(H.Roberts& Son,*Mgrs.*) *CellDB*	360·0|50·0|23·1 374·5(O.L.) P32'B225'F36' FK *a&uE*140'*f*156'895*t*	Newcastle British 6*BHCem* *APT*125*t*	T.3Cy.23",42"&69"–45" (*r*) 180lb 371NHP 2SB,6*cf*,GS120,HS6044 JReadhead&Sons,Ld.S.Shl	25 ″ 6 s 3 ″ 0½ 22 ″ 7¾	
80485 170716 VCBL	**North Gaspe** Ⓟ *OilEng.* Wireless E.S.D. 2*Dks* *Ref.Mchy.* *Cruiser Stern* *Decks & part shell electrically welded* *Strengthened for Navigation in Ice*	888 806 505	✠100A1 *withfreeboard* 4,41 ~~4,39~~ *For service in* *of St. Lawren*	Mtl Qbc ✠LMC6,38 *the Gu* *ce*	*l* *lf*	CL ~~N9,38~~ ~~4,40~~ 3,41	1938 7mo *Lloyd*	DavieS.B. &Repairing Co.Ld. Levis,P.Q. '*sA&CP*	ClarkeS.S.Co.Ld. *CellDBuE*30' *f*47'90*tTa*	188·2|35·1|18·1 37·2 191·8(O.L.) FK *nks in way of tunnel*	Quebec British 5*BHptAsp* (*Coll to W dk* 4 ,, 2*nd* ,,) 38*t DTf*20*t*	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{16}$"–23⅝" 211NHP SulzerBros.Ld.Winterthur *FPT*20*t APT*36*t*	21 ″ 6 s 9 ″ 7¼ 12 ″ 0	
80486 219647 KUDZ	**North Haven** (*ex*PerryL. Smithers–34, *Fitted for oil fuel* *ex*EasternGale) 2*Dks*	4653 3927 2981	✠ ... 3,22	 ✠			1919 11mo	Uraga DockCo.Ld. Uraga	NorthlandTrans- portationCo.	360·1|51·2|25·9 P21'B91'F35' FK	Juneau Utd.States *WB*	T.3Cy.25",42"&70"–48" 400NHP UragaDockCo.Ld.Uraga	28 ″ 6	R †
80487 ~~222658~~ ~~KPBW~~	**North King** Ⓟ (*ex*Houston, *ex*Liebenfels) ~~*ss*Sea.No.3–4,35~~ 2*Dks*(*Stl–U*teaks)& D.F. GyC. *Webframes* *ss*Sea.3rdNo.3–5,39 ~~*ss*Sea.No.1–32~~	4934 4198 3023	✠100A1 ~~4,40~~ ~~3,38~~ 12,40 ~~BS5,39~~ 4,40 *Fitted for oil*	Sea Pld ✠LMC~~4,35~~ 5,39 *fuel* 1	*y* ,23	CL ~~3,38~~ 11,40 *F.P. a*	1903 6mo *Lloyd* *bove* 1	Bremer Vulkan Vegesack '*sA&CP* 50° F.	Cia. Diana de Vapores S.A *CellDBa*103' *uE&B*50'	375·7|50·7|27·3 P49'B111'F52' BK11" *f*109'914*t FPT*50*t*	Panama Pnamanian 7*BHCem* *APT*26*t*	Q.4Cy.23¼",33⅞",50"&$72\frac{13}{16}$"– 53⅛" (*s*) 220lb 502NHP 3SB,9*cf*,GS149,HS6426 FD BremerVulkan,Vegesack	30 ″ 0 s 5 ″ 5 25 ″ 6½	
80488 218585 KIPG	**North Pacific** (*ex*Iniskin–37, *ex*Doylestown–36) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*	2632 1963 1610					1919	AlbinaEng &Mach.Wrks Portland,Or.	SantaAnaS.S.Co.	289·0|44·1|19·2 P26'B148'F32'	Seattle Utd.States *WB*	T.3Cy.22",36½"&60"–42" 233NHP AlbinaEng.&Mach.Works. Portland,Or.		R
80489 216822 WJEI	**North Sea** Ⓟ (*ex*Admiral Peoples–35,*ex*Mary *ss*Phl.No.3–12,24 Weems,*ex*Plainfield) *ss*S.Fo.No.2–33 1*Dk*(*Stl*)*Platform dk*(*Stl*)*in holds* D.F. *Fitted for oil fuel*	3133 2375 1903	✠ ... 4,35	SFo ✠	*t*		1918 9mo	Bethlehem S.B.Corp.Ld Elizabeth- port,N.J.	NorthlandTrans- portationCo. *CellD*	299·4|45·0|22·8 P&B229'F40' FK *B*240' 572*t FPT*40*t*	Juneau Utd.States 6*BHCem* *APT*70*t*	T.3Cy.$22\frac{11}{16}$",35"&$58\frac{5}{16}$"–42" 341NHP 2SB,8*cf*,GS133,HS5256 BethlehemSBCorp.Ld. N.J	25 ″ 3	R †
80490 156885 VGFZ	**North Star** Ⓟ **TwinSc** (*ex*PrinceHenry–37) *Fitted for oil fuel* GyC. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	6893 3990 3055					1930	Cammell Laird&Co.Ld. Birkenhead	~~ClarkeS.S.Co.Ld.~~	366·4|57·1|27·4	Montreal British *WB*	6 steam turbines SR geared to 2 sc. shafts Cammell Laird&CoLd.Bkn		C
80491 216514 WLER	**North Wind** Ⓟ (*ex*NosaDuke–33, *ex*Mineola–32) *ss*N.Os.No.3–2,31 *Fitted for oil fuel* 2*Dks*	2448 — 1465	✠ ... 6,33	 ✠			1918 7mo	NewYork S.B.Corp. Camden,N.J.	NorthlandTrans- portationCo.	298·6|40·0|22·9 P35'B70'F28' FK	Ketchikan Utd.States *WB*	T.3Cy.19¾",31½"&54¼"–36" 262NHP NewYorkSBCorp.Camden	26 ″ 0	R †
80492 144976 GWNS	**Northern Coast** (*ex*LadyValentia) *ss*Liv.No.3–9,34 *ss*Liv.No.1–39 Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* E.S.D.	1211 987 556	✠100A1 *Shelter dk* *withfreeboard* 5,41 ~~5,40~~ MS7,39	Lth Liv ✠LMC ~~BS2,40~~ 4,41	*p*	CL 4,40	1921 11mo *Lloyd*	A.&J. Inglis,Ld. Glasgow '*sA&CP* *CellD*	CoastLines,Ld. *Bu E*37'*f*144' 351*t*	240·1|36·1|14·6 FK *Collisio* *FPT*74*t APT*25*t*	Liverpool British *Cem* *n BHtoShdk* 3 ,, ,, *U* ,,	T.3Cy.18",30"&50"–36" (*s*) 180lb 204NHP 2SB(Spt)6*cf*,GS102,HS3702 A.&J.Inglis,Ld.Glasgow	17 ″ 0 s ″ 2 16″11½	

~~✠ Surveys delayed. Vessel, when last reported, in port in enemy occupation~~

64/41

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. po.*	15 Registres où ce n'est dans le L.R. Durée.Cert.B.ofTrade
80493 161222 GSXT	**Northern Prince** Ⓟ TwinSc *OilEng.* *ss*N.Yk.No.2-37 *Ref.Mchy.* 3*Dks*(*Stl-Weather dk pt ws*) GyC. D.F. E.S.D. *CruiserStern*	10917 9379 6500	✠100A1 *withfreeboard* ~~4,40~~12,40 ✠LMC CS12,38 DBS~~5,40~~5,40 ~~11,37~~3,39 ✠Lloyd'sRMC~~12,39~~ 12,40	Lon Liv		CL P11,37 S4,40	1929 4mo *Lloyd*	Lithgows, Ld. Pt.Glasgow *'sA&CP*	PrinceLineLd. (FurnessWithy& Co.Ld.*Mgrs.*)	496·2 514·5(O.L.) F47' FK	64·9	25·9	London British 9*BHptCem* (6 *to W dk* 3 „ 2nd „)	Oil Engines 4S.C.DA 16Cy.26¾"-55⅛" 2200NHP 2DB*120lb* J.G.Kincaid&Co.Ld.Grk.	41 ″ 0 s15 ″ 0½ 26 ″ 6	
								*CellDB*417'1739*t* *Tanks in way of tunnels* 22*t FPT* 120*t APT* 213*t*	*Duct keel fwd. of mchy. space*							
			Carrying vegetable oil in deep tanks													
80494 170017 VOCG	**Northern Ranger** Ⓟ *ss*NFL.No 1-40 Wireless D.F. E.S.D. 2*Dks* *Strengthened for Navigation in Ice*	1365 1065 740	✠100A1 7,40~~5,39~~ ~~BS5,40~~ ✠LMC~~4,36~~ BS4,41 5,40	NFL	*o* 1½	CL ~~4,37~~ 7,40	1936 4mo *Lloyd*	Fleming& Ferguson,Ld. Paisley *'sA&CP*	Government of Newfoundland (Newfoundland Railways,Steam- shipDept.)	220·4 F32' FK *CellDB*170'246*t* *FPT*42*t*	36·1	19·7	SJhnsNFL British 7*BHCem* *APT*34*t*	T.3Cy.17",27½"&45"-30" 200lb (*s*) 175NHP 2SB,4*cf*,GS110,HS3330 Fleming&Ferguan,Ld.Psy.	22 ″ 0 s 3 ″ 6 18 ″ 10½	
80495 230490 WHBW	**Northern Sun** *Oil Eng.* *Mchy.Aft* *ss*Phl.No.2-39 GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system*	8865 8329 5394	✠100A1 7,40~~12,39~~ ✠LMC CS1,39 DBS~~[illegible]~~11,40 10,37	Phl	*e*†	CL 1,39	1931 2mo *Lloyd*	SunS.B.& DryDockCo. Chester,Pa. *'sA&CP*	MotorTankship Corporation	480·6 B38'F48' *after Bridge* 77' FK	66·0	36·8	Wilmington Del. Utd.States 17*BHptCem* (11 *to U dk* 6 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 1/16" 690NHP 2WTDB225*lb*& (*upper*)200*lb* SunS.B.&DryDockCo.	37 ″ 0	
			Carrying Petroleum in bulk					*CellDBut*76'340*tDTf*20'692*tFPT*186*tAPT*84*t*								
80496 217399 KEKC	**Northern Sword** (*ex*Norma-32) *Fitted for oil fuel* 1*Dk*	2648 2325 1513	✠ ... 11,20 ✠				1918 12mo	Bethlehem S.B.Corp.Ld. (HarlanPlnt) Wilmgtn,Del	SwordS.S.LineInc.	299·6 P24'B96'F39' FK	45·0	22·6	NewYork Utd.States *WB*	T.3Cy.21½",35½"&58¾"-42" 220NHP BethlehemS.B.Corp.Ld.	25 ″ 3	R †
80497 148183	**Northholm** (*ex*RobertH. 3Mst Merrick) *ss*Vcr.No.1-28 *Mchy.Aft* 1*Dk* *Well deck*	447 362 229	✠ ... 6,30 ✠				1924 5mo	J.Towers (Shipblding) Co.Ld. Bristol	~~FrankWaterhouse~~ ~~&Co.ofCanadaLd.~~ UnionSteamships, Ld.	150·2 Q48'B9'F22' FK	25·2	11·9	Vancouver British *WB*	T.3Cy.13",21"&35"-24" 81RHP W.Beardmore&Co.Ld. Coatbridge	13 ″ 0	
80498 208377 KJTG	**Northland** Ⓟ 2*Dks*	2055 — 1205					1911	Harlan& Hollings- worthCor. Wlmgtn,Del	Norfolk&Wash- ingtonSteamboat Co.	291·2	51·0	18·0	Washngtn D.C. Utd.States	T.4Cy.23½",37"&(2)43"-42" 240NHP Harlan&Hollingsw'rthCor		
80499 229059 WMDG	— Ⓟ TwinSc (*ex*W.B.Foshay) *OilEng.* Wireless 2*Dks* *Ref.Mchy.* *CruiserStern*	1255 — 754					1929	Lake Washington Shipyard Houghton	NorthlandTrans- portationCo.	186·0 B117'F25'	35·0		Ketchikan Utd.States	Oil Engines 4S.C.SA 16Cy.14½"-18" 328NHP WashingtonIronWorks, Seattle		R
80500 165573 GBBN	**Northleigh** D.F. 1*Dk*&*Shelter dk* *CruiserStern*	5450 4987 3207	✠100A1 *withfreeboard* 11,40~~2,40~~ ✠LMC9,37	Npt Shl	*a*†	CL	1937 9mo *Lloyd*	W.Pickers- gill&SonsLd Sunderland *'sA&CP*	~~W.J.Tatem,Ld.~~ AtlanticShipping &TradingCo.Ld. (W.J.Tatem,Ld. *Mgrs.*)	430·1 447·2(O.L.) F38' FK	56·2	26·8	London British 7*BHCem* (*Coll to Shdk* 6 „ 2nd „)	T.3Cy.24",40"&69"-48" (*s*) 220lb 502NHP 2SB(Spt)&1AuxSB,9*cf*, GS165,HS7225 FD Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 4 s 3 ″ 0½ 25 ″ 9	
									*CellDB*378'1206*t FPT* 94*t APT* 288*t*							
80501 160612 GSRC	**Northmoor** *OilEng.* *ss*Bly.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4392 4070 2649	✠100A1 *withfreeboard* 5,40 ~~9,80~~ DBS~~9,39~~ ✠LMC9,37 10,40 ✠LMC(M)10,40	Shl Hul	*y*	CL ~~9,37~~ 5,40	1928 11mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland *'sA&CP*	MoorLine,Ld. (RuncimanShip- pingCo.Ld.*Mgrs.*)	375·0 F30' FK	52·6	25·7	London British 7*BHptCem* (*CollToShdk* 6 „ 2nd„)	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 3 s 3 ″ 0½ 25 ″ 5	
								*CellDB*317'1011*tMT*26'988*tFPT*140*tAPT*220*t*								
80502 148077	**Northton** *Mchy.Aft* 1*Dk*	2227 2008 1354	✠ ... 8,27 ✠				1924 6mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	ColonialSteam- ships,Ld.(R.Scott Misener,*Mgr.*)	248·0 F42' FK	43·0	22·8	Toronto British *WB*	T.3Cy.20½",33"&54"-36" 213NHP N.E.MarineEng.CoLdNwc	25 ″ 0	R †
80503 139112 GBSJ	**Northumberland** TwinSc4Mst *ss*Fal.2ndNo.3-2,39 *Ref.Mchy.* D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) 3*rd dk*(*Stl*)*inNo.1hold* *CruiserStern*	11558 10786 7248	✠100A1 *Shelter dk* *withfreeboard* 6,41~~2,40~~~~10,40~~ BS7,41 ~~BS2,40~~ ✠LMC2,39 ✠Lloyd'sRMC~~2,40~~~~7,40~~ 7,41 ~~2,41~~	Lon ~~Syd~~ Liv	*g*†	CL 2,39	1915 11mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle *'sA&CP*	FederalSteam Nav.Co.Ld.	530·5 550·4(O.L.) B209'F84'*on* *Shelter dk* FK	63·0	31·9 39·8	London British 9*BHCem*	4steam turbinesSR geared to 2sc.shafts (*s*) 190lb 1670NHP 6SB,24*cf*,GS440,HS17688FD WllsndSlpwy.Co.Ld.Nwc 1750*tFPT*104*tAPT*112*t*	42 ″ 8 s 11 ″ 1½ 31 ″ 9	
										*CellDBa*124'*uE&B*107'*f*226						
			Fitted for oil fuel 11,26			*F.P. above* 150° F.										
80504 96937 VGDL	— Ⓟ TwinSc Wireless 1*Dk*	1255 975 542					1891	Wigham Richrdsn&Co Newcastle	Niagara,St.Cath- arines&Toronto Nav.Co.Ld(Cana- dianNationalRlys)	220·0 H171'	33·1	20·4	Charletwn British	T.6Cy.17½",27½"&46"-33" 243NHP WighmRchardsn&Co.Nwc		
80505 3300 SGOA	**Northumbria** Ⓟ (*ex*Balder) *ss*Got.3rdNo.3-11,38 Wireless D.F. *Well deck* 1*Dk*(*Stl-pt ws*) *Ref.Mchy.* *lower dk forehold*	*1396* *869* *752*	✠100A1 3,40 BS12,39 ✠LMC11,38	Got	*o*	OG 3,40	1898 9mo	Blackwood &Gordon PortGlasgow A&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	246·2 256·4(O.L.) P175'F48' FK	34·1	14·0	Gothenbrg Swedish 6*BHCem*	T.3Cy.21¾",33"&54"-39" (*s*) 170lb 212NHP 2SB(Spt)6*cf*,GS129,HS3555 Blackwood&Gordon. P.Gl.	16 ″ 6 s ″ 9½ 15 ″ 10½	
									*CellDBa*33'*uE&*	*B*54'*f*115'261*tFPT*			26*tAPT*28*t*			
80506 155177 WCCW	**Northwestern** Ⓟ Steel&Iron (*ex*Orizaba) *Fitted for oil fuel* D.F. 2*Dks*&*Hur dk*	3094 2413 1949					1889	Delaware RiverCo. Chester,Pa.	AlaskaS.S.Co.Inc.	336·2	43·2	22·0	NewYork Utd.States	T.3Cy.28",44"&70"-48" NB10 339NHP DelawareRiverCo.Chester		
80507 164832 MMBN	**Northwood** *ss*Shl.No.1-40 *Mchy.Aft* *CruiserStern* 1*Dk* *Cargo battens not fitted*	1146 777 652	✠100A1 *withfreeboard* ~~10,40~~~~9,39~~ 10,40 ✠LMC~~[illegible]~~ 3,41 ~~BS10,40~~	Shl	*n*	CL ~~10,37~~ ~~10,40~~ 3,41	1936 10mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP*	JosephConstantine SteamshipLine,Ld.	217·4 Q150'F27' FK	34·0	13·6	Middlsbro' British 3*BHptCem* *ptAsp*	T.3Cy.13",21"&36"-27" (*s*) 200lb *125lb* 101NHP 1SB(Spt),3*cf*,GS40,HS1871 N.E.MarineEng.CoLd.Sld.	16 ″ 6 s 5 ″ 11½ 15 ″ 2¼	
									*CellDB*144'350*t FPT*90*t APT*69*t*							
80508 ~~HPHN~~ HPNH	**Nortun** D.F. *CruiserStern* 1*Dk*&*Shelter dk* *Butts of keel & bottom plating elec. welded* *Strengthened for Navigation in Ice*	3663 3019 2211	✠100A1 *withfreeboard* ~~4,40~~ ~~1,40~~ ✠LMC1,40 7,40	Osl ~~HKg~~ Shl	*y*	CL	1940 1mo *Lloyd*	Fredrkstad MekVrksA/S Fredrikstad *'sA&CP*	VikingCorporation ~~(JohanRasmussen~~ ~~&Co.Mgrs.)~~	365·2 383·3(O.L.) F24' FK	57·3	20·2	Panama Pnamanian 6*BHptCem* (*Coll to Shdk* 5 „ 2nd „)	C.4Cy.(2)16⅜"&(2)39 1/16"- 36⅝" 220lb (*s*) FD 353NHP 2SB(Spt)6*cf*,GS121,HS5510 FredrikstadM.V.A/S Fredrikstad *FPT*212*tAPT*233*t*	23 ″ 6 s 1 ″ 6 22 ″ 3	
			Fitted for oil fuel ~~1,40~~			*F.P. above* 150° F.		*Intermediate BH in after hold dispensed with*		*CellDB*301'1070*t*			*MT*29' 1049*t*			

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Length.	Breadth.	Depth.	Deck Erections, &c.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80509 968 HPID	**Norvik** *OilEng.* D.F. E.S.D. 1*Dk*,2nd dk in mchy.space *Mchy.Aft* *Cruiser Stern*	9555 8912 5987	✠100A1 8,40 ~~10,39~~ ✠LMC1,38 DBS(WTB)3,39 *Carrying Petroleum in bulk*	NYk PNl	*e*†	CL 10,39	1938 1mo Lloyd's *A&CP*	Deutsche WerftAGBet Finkenwrder Hamburg	TankerCorporation ~~(Johan Rasmussen&Co Mgrs)~~ *CellDBuE75' 210t*	489·4	65·7	36·2	510·7(O.L.) P114'F69' FK *DTf36'712tFPT164tAPT258t*	Panama Pnamanian 12*BHptCem*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1163NHP 2DB*170lb*,DB(WT)*170lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	35″11 s7″10 28″4¾	
80510 LCU1	**Norviken** Ⓟ *ss*HKg.No.3–11,37 D.F. *Upper dk(ptStl*–teaks) *2nd dk(Stl)*	2924 2652 1779	✠100A1 *withfreeboard* 2,41 ~~1,40~~ BS~~2,40~~ 2,41 ✠LMC11,37	HKg	*t*	CL 1,40	1925 12mo Lloyd's *A&CP*	W.Hamilton&Co.Ld. PortGlasgow	Wallem&Co.A/S (H.J.Wallem, *Mgr.*) *CellDB250'502t*	295·0	45·7	26·0	305·0(O.L.) B72'F31' FK *FPT88tAPT105t*	Bergen Norwegian *Cem* 4 *BHto2nd dk* 1 ,, ,, *U* ,,	T.3Cy.20⅞",34"&56$\frac{5}{16}$"–36" 180lb (*s*) 244NHP 2SB,*6cf*,GS132,HS4302 Rankin&Blckmore,Ld.Grk	28″3 s9″8¼ 18″9¼	
80511 HPGC	**Norvinn** *OilEng.* *ss*Sfj.No.2–38 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6322 5996 3830	✠100A1 6,40 ~~10,39~~ ✠LMC CS11,38 DBS~~8,39~~ 10,39 8,39 *Carrying Petroleum in bulk*	LAn NYk	*a*†	CL 10,39	1930 11mo Lloyd's *A&CP*	Barclay,Curle&Co.Ld. Glasgow	TankerCorporation ~~(JohanRasmussen&Co.Mgrs)~~	421·0	58·5	32·3	P105'B28'F38' FK *CellDBuE81'305tDTf38'498tFPT113tAPT129t*	Panama Pnamanian 15*BH* 5 ,, *to 2nd dk*	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	32″3 s5″11½ 26″6½	
80512 220631 KJTJ	**Norwalk** *Fitted for oil fuel* 2*Dks*	2157 — 1310					1920	Pusey&JonesCo. Wlmgtn,Del.	EasternS.S.Lines, Inc.	250·8	42·6	25·6	*WB*	Newport News Utd. States	T.3Cy.19",32"&56"–36" 188NHP Pusey&JonesCo.		
80513 207247 WCSP	**Norway** D.F. GyC. *Mchy.Aft* 1*Dk*	6673 — 5314					1910	ToledoS.B.Co. Toledo,Ohio	GreatLakesSS.Co. Inc.	504·0	58·0	25·6	F50' *WB*	Oswego, N.Y. Utd.States	Q.4Cy.20",29",42"&61"–42" 241NHP ToledoS.B.Co.Toledo,Ohio		R
80514 26216 JNWD	**Norway Maru** *ss*Kob.No.3–8,31 *ss*Kob.No.1–36 2*Dks(Stl)&* *Awng dk(Stl)*	5832 5552 4229	✠100A1 *Awng dk* *withfreeboard* 1,39 7,40 ✠LMC~~1,39~~ *Fitted for oil fuel* 1,23 *F.P. above* 150° F.	Kob	*y*	OG ~~1,39~~ 6,40	1920 4mo A&CP	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K. *CellDB334'1116t*	385·0	51·0	36·0	FK *Collision* *FPT126tAPT93t*	Kobe Japanese *Cem* *BH to Awdk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72"–48" (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB, FD *8cf*,GS154,HS5742 KawasakiDockyardCo.Ld.	36″0 s9″1¾ 27″1	
80515 145849 GDMC	**Norwegian** *ss*Grk.No.3–9,34 *ss*Gls.No.1–38 2*Dks(Stl)&* D.F. E.S.D. *Shelter dk(Stl)*	6366 4476 4008	✠100A1 *Shelter dk* *withfreeboard* 4,41 ~~7,39~~ MS12,38 BS6,41 ✠LMC ~~BS6,39~~5,40	Sws Gls	*z*	CL ~~7,37~~ 6,40	1921 8mo Lloyd's *A&CP*	CaledonS.B.&E.Co.Ld. Dundee	DonaldsonLine,Ld. (DonaldsonBros.& Black,Ld. *Mgrs.*) *CellDB332'920t* *DTa26'654t*	400·2	52·4	35·0	B141'*on Shelter dk* FK2" *FPT105tAPT31t*	Liverpool British *Cem* 6 *BH to S dk* 1 ,, ,, *U* ,,	Q.4Cy.23½",34",49"&70"–51" 215lb (*s*) 644NHP 4SB,*12cf*,GS239,HS10210 FD CaledonSB.&E.Co.Ld.Dun	37″7 s8″8¾ 29″1	
80516 UOLX	**Nosak** (*ex*Troud, *ex*SergeiWitte) **TwinSc** 1*Dk*	348 320 225					1890	Edwards&Symes London	U.S.S.R.	182·7	27·6	7·2		Rostoff Russian	C.4Cy.12"&24"–20" B*made*04,*fitted*— 43NHP Wilson&Co.London		
80517 39735 JRPJ	**Nosiro Maru** (*ex*NoshiroMaru–38) *OilEng.* *ss*Yka.No.1–38 D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	7189 6451 4318	✠100A1 2,41 ~~2,40~~ ✠LMC CS12,38 DBS~~2,40~~2,41 12,38 ✠Lloyd'sRMC~~2,40~~ 2,41~~8,40~~ *Carrying cargo oil F.P. above* 150° F. *in deep tanks*	Kob	*c*†	CL 12,38	1934 11mo Lloyd's *A&CP*	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki	NipponYusenK.K. *CellDB354'1379t* *Wing tanks in way of tunnel 82t*	449·6	62·3	34·4	P23'B171'F41' FK *DTsa42'1527t* *FPT81tAPT78t*	Tokyo Japanese 8*BHptCem*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47¼" 1851NHP DB*100lb* MitsubishiJukogyoKaisha Ld.Nag	34″5	
80518 29822 JPUA	— (*ex*Nordhav, *ex*Bygdönes, *ex*GeneralMorrison) *ss*Kob.No.3–5,24 1*Dk*	2333 1973 1391	✠ … 7,27 ✠				1919 6mo	Dominion S.B.Co.Ld. Toronto	KawasakiKisen K.K.	251·1	43·6	21·5	P25'B64'F20' FK	Kobe Japanese *WB*	T.3Cy.20",33"&54"–40" 328NHP JohnInglisCo.Ld.Toronto	24″3	
33/41 80519 145553 MKTW	**Noss Head** **K** *ss*Lth.No.3–11,33 *Well deck* *ss*Lth.No.1–37 *Mchy.Aft* 1*Dk(Stl)*	438 282 171	✠100A1 11,39 ✠LMC MS11,37 BS2,40	Lth	*f*	CL 11,37	1921 10mo Lloyd's *A&CP*	A.Hall&Co Ld. Aberdeen	A.F.Henry& MacGregor,Ld.	150·9	24·1	9·3	154·5(O.L.) Q85'B12'F19' FK *CellDBf92'106t*	Leith British 3*BHCem* *FPT32t*	T.3Cy.13",21½"&35"–24" (*s*) 180lb 82RHP 1SB,*3pf*,GS46,HS1510 A.Hall&Co.Ld.Aberdeen	11″4 s4″2 11″4½	
80520 CSIO	**Nossa Senhora Dos Anjos** *OilEng.* **Aux3MstSr** (*ex*Johannes–37,*ex*SailingVessel) 1*Dk* (*See Sailing Ship Register*)	325 294 255					1902	Bornholm Maskinfbk. Rönne	Mutualista Açoreana	124·1	29·1	12·1	F10'Q6'	Ponta Delgada Portuguese	Oil Engines 2S.C.SA 2Cy.14$\frac{15}{16}$"–16$\frac{3}{16}$" 79NHP NE30 J.&C.G.Bolinders,Skm.		V
80521 39723 JROJ	**Noto Maru** *OilEng.* *ss*Kob.No.1–38 D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	7191 6451 4311	✠100A1 12,40 ~~1,40~~ ✠LMC CS12,38 DBS~~1,40~~12,40 ~~12,37~~1,40 ✠Lloyd'sRMC~~1,408,40~~ 12,40 *Carrying cargo oil F.P. above* 150° F. *in deep tanks*	Kob Yka	*c*†	CL 12,38	1934 10mo Lloyd's *A&CP*	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki	NipponYusenK.K. *CellDB354'1379t* *Wing tanks in way of tunnel 82t*	449·6	62·3	34·4	P23'B171'F41' FK *DTsa42'1527t* *FPT81tAPT78t*	Tokyo Japanese 8*BHptCem*	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"–47¼" 1851NHP DB*100lb* MitsubishiJukogyo Kaisha,Ld.Nag.	34″5	
80522 21031 JQDB	**Notoro Maru** Ⓟ Wireless 1*Dk*	1229 — 836					1917	OsakaIron Works,Ld. Osaka	KitaNipponKisen K.K.	220·0	33·6	18·5	P23'B34'F24'	Amagasaki Japanese *WB*	T.3Cy.13½",23"&38"–30" 79NHP OsakaIrnWrks,Ld.Osaka		
80523 LCAA	**Notos** (*ex*KnutJarl–33,*ex*Laura Mærsk,*ex*Laura) *ss*Rot.2ndNo.3–3,24 *ss*Osl.No.1–28 1*Dk(Irn)&deep framing*	2712 2541 1697	✠ — 6,33 ✠	Nwc	*u*		1898 6mo	Irvine'sSB&D.D.Co.Ld. WHartlepool	Dampsk.A/S Notos (Valdemar SkoglandA/S) *CellDB*	324·0	46·0	20·5	P9'B160'F33' FK *a&uE124'f136'675t*	Haugesnd Norwegian 5*BHCem* *APT47t*	T.3Cy.24",38"&64"–42" NDB16 267NHP 2SB,*6cf*,GS89,HS4030 T.Richardsn&Sns.Ld.Hpl	23″0	N †
80524 PGJZ	— **3Mst** *CruiserStern* *OilEng.* Wireless 1*Dk&Shelter dk*	921 702 434					1939	NVBoele's Schpsw&Mch Bolnes	Koninkl.Nederl. Stoomb.Maats.	229·6	36·8	12·1	P22'B&F198'	Amstrdam Dutch *WB*	Oil Engines 2S.C.SA 6Cy.13¾"–23⅝" 198NHP Gbr.Stork&CoNVHengelo		V
151/40 80525 FNZG	**Notou** (*ex*MargamAbbey–37) *ss*Ant.No.2–37 1*Dk(Stl)*	2489 2248 1468	✠ … 10,37 ✠	Ant	*t*		1930 4mo	W.Gray&Co.Ld. WHartlepool	Société"LeNickel" *CellDB*	305·4	44·0	20·6	316·4(O.L.) P29'B72'F30' FK 262'802t*FPT93tAPT88t*	Noumea French 5*BHCem*	T.3Cy.21½",36"&60"–39" 275NHP 2SB,*6cf*,GS105,HS4670 Cen.Mar.EWrks.Ld.WHpl	23″2	V †
99/41 80526 FOPY	**Notre Dame du Chatelet** (*ex*Oceaan) **Aux3MstSr** Wireless 1*Dk* *OilEng.* (*See Sailing Ship Register*)	488 415 344					1921	N.V.Schps. Geb.Bodewes Martenshoek	M.A.Glatre	148·8	27·2	12·8	P31'F12'	St.Malo French	OilEngines2S.C.SA 4Cy.13⅓"–13¾" 123NHP D.Goedkoop,Jr.Ams.		V
80527 PGKA	**Nottingham** *OilEng.* *Mchy.Aft* *ss*Rot.No.1–39 1*Dk* *CruiserStern* *Cargo battens not fitted*	399 286 257	✠100A1 1,40 ✠LMC4,39	Rot	*f*	OG 12,39	1934 12mo Lloyd's *A&CP*	NVRotterdamDroogd. Maats. Rotterdam	Internationale KustvaartMaats.	153·3	25·2	8·5	P34'F16' FK *CellDB97'148tFPT25tAPT23t*	Rottrdam Dutch 3*BHCem*	Oil Engines 2S.C.SA 5Cy.10$\frac{13}{16}$"–18⅞" 102NHP Gebr.Stork&Co.N.V. Hengelo	11″0 s1″1 9″11¾	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant. Lettre d'Équipement	7ª Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cote, si ce n'est dans le L.R. Durée Cert. Rfrgrd.
80528 LCUK	**Nova** Ⓟ Wireless D.F. 2Dks	1382 1314 810					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	DetBergenske Dampskibsselskap	231·4|34·2|21·8 H51t	Bergen Norwegian WB	T.3Cy.18",30"&50"-33" 143NHP Atel.&Ch.de laSeine Maritime		
80529 147363 GJFY	**Nova Scotia** Ⓟ ssLiv.No.3-5,39 Ref.Mchy. 2Dks(Stl) Weather dk (ws) D.F. 3rd dk (Stl) in holds E.S.D. CruiserStern	6796 5889 3841	✠100A1 withfreeboard 7,40 ~~5,39~~ BS5,40 ~~BS5,39~~ ✠LMC3,38 ✠Lloyd'sRMC~~10,39~~7,40 Fitted for oil fuel 5,26 F.P. above 150° F.	Liv	a†	CL 3,38	1926 5mo	Vickers Ld. Barrow Lloyd'sA&CP	JohnstonWarren Lines,Ld. (Furness,Withy& Co.Ld Mgrs.) Duct keel forward CellDB32	406·1|55·4|31·8 B145'F42' FK of engine room 71' 9'1041tDTf23'291t	Liverpool British 8BHptCem 2 ,, to2nddk DTa23' 357t	Q.4Cy.31",43",62"&90"-57" 215lb (s) 1047NHP 5SB(Spt),20cf,GS377, HS16095 FD Vickers,Ld.Barrow FPT71tAPT126t	34 " 4 s9 " 3½ 25 " 4½	BT till ~~4,40~~ 5,41
80530 149465	**Novadoc** Mchy.Aft 1Dk	1934 1635 1152					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	252·8|43·3|17·8 Q100'F35'	Ft William British WB	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
80531 LDIC	**Novasli** (exMaplewood,exRonalee) ssStv.No 3-5,32 D.F. ssSld.No.1-37 1Dk(Stl)	3204 3015 1973	✠100A1 3,39 BS~~4,38~~ ✠LMC3,37 5,40 Fitted for oil fuel 6,20 F.P. above 150° F.	Phl	v	CL ~~3,37~~ ~~3,40~~ N1,41	1920 6mo	R.Thompson &Sons,Ld Sunderland Lloyd'sA&CP	SkibsA/SNovasli (JensSamuelsen, Mgr.)	342·2|48·0|21·9 354·0(O.L.) P31'B100'F36' FK CellDB290'740t	Farsund Norwegian 6BHptCem APT121t	T.3Cy.24",38"&64"-42" 180lb 293NHP 2SB,6cf,GS124,HS4594 J.Dickinson&Sons,Ld.Sld.	24 " 4 s 3 " 10 20 " 9	
80532 36627 LOGC	**Novillo** (exBerville-37, exBucheron) TwinSc Mchy.Aft 1Dk Wireless	968 — 552					1920	Ch.&Atel. de laGironde Bordeaux	Cia.Argentina de Nav.Mihanovich Ltda.	219·4|34·2|12·3 P75'F29'	Bns.Aires Argentine WB	T.6Cy.12",19½"&31½"-16½" 80NHP Atel.&Ch. de laLoire,St.Denis		V
80533 UOJG	**Novorossisk** Ⓟ (exHedwige, exRossiji) ssOda.No.3-5,14 1Dk(Stl)&Webframes&Awng dk Wireless	1351 1170 733	✠ 9,19 ✠				1896 7mo	W.Dobson &Co. Newcastle	U.S.S.R.	239·6|32·1|20·2 P42'B53'F37' FK Cell DBa59'u E&B	Odessa Russian 33'f94'238t	T.3Cy.17",28"&48"-42" NB14 149NHP WllsndSlpwy.Co.Ld.Nwc.	22 " 4	
192/50 80534 141897 GRZQ	**Nowshera** TwinSc ssCal.No.3-1,35 ssCal.No.1-39 2Dks(Stl)&Shelterdk(Stl) CruiserStern	7920 7576 4875	100A1 Shelter dk withfreeboard 9,40 ~~2,40~~ LMC7,39 BS6,40	Cal	c†	CL PN9,38 SN2,40	1919	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB392'1495	450·0|58·4|37·1 P31'F43' on Shelter dk FK tFPT120tAPT70t	Glasgow British ptCem 8BHtoSh dk	T.6Cy.26½",44"&73"-48" (s) 200lb FD 1138NHP 3DB,24cf,GS440,HS17079 Wrkman,Clark&Co.LdBel	40 " 0 s 10 " 11¾ 29 " 3½	
80535 220755 KJLP	**Noyo** (exGriffdu-35) Fitted for oil fuel Mchy.Aft 1Dk Wireless	1479 — 824					1920	J.F.Duthie &Co. Seattle, Wash	UnionLumberCo.	219·9|40·1|18·5 P66'B15'F20'	S.Frncisco Utd.States WB	T.3Cy.19",32"&56"-36" 188NHP HendricksManufacturing Co.Seattle		C
	Now "Nang Wang Nawa," see No. 89309 in Supplement													
80536 40112 JWFJ	**Nozima Maru** (exNojimaMaru-38) OilEng. ssKob.No.1-38 Ref.Mchy. 2Dks D.F. CruiserStern	7190 6451 4314	✠100A1 1,41 ~~2,40~~ ✠LMC CS12,38 DBS12,38 3,40 ✠Lloyd'sRMC~~3,40~~ ~~8,40~~ 1,41 Carrying cargo oil F.P. above150° F. in deep tanks	Yka Kob	c†	CL 4,39	1935 2mo	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki Lloyd'sA&CP	NipponYusenK.K. CellDB354'1379t wing tanks in way	449·6|62·3|34·4 P23'B171'F41' FK DTsa42'1527t of tunnel 82t FPT8	Tokyo Japanese 8BHptCem 1tAPT78t	Oil Engines 2S.C.DA 7Cy.27$\frac{9}{16}$"-47¼" 1851NHP DB100lb MitsubishiJukogyoKaisha, Ld.	34 " 5	
80537 KZAJ	**Ntra. Sra. Del Rosario** Fitted for oil fuel Wireless 2Dks	430 — 225					1929	KwongTak CheongS.B. E.&D.CoLd. HongKong	Genato&Co.Ld.	168·0|28·0|12·0 B30'F24'	Manila P.I. Utd.States WB	T.3Cy.13",21"&35"-24" 60NHP W.McNeil&Co.Ld.Gls.		
80538 EAHL	**Nuestra Señora del Carmen** (exBegoñaNo.4,exDiciembre) Turret deck 2Dks3trB	3482 2867 2223					1895	W.Doxford &Sons,Ld. Sunderland	Cia.delVapor CarmenS.L.	341·0|45·6|23·1 F33'	Bilbao Spanish	T.3Cy.26",42"&68"-42" NB06 300NHP W.Doxford&Sons,Ld.Sld.		
80539 LJKU	**Nueva Granada** TwinSc OilEng. 1Dk2nd dk in mchy. space Longitudinal framing at bottom D.F. E.S.D. & deck in centre tanks Mchy.Aft CruiserStern	9968 8921 5782	✠100A1 Examined5,41 Cco ✠LMC4,37 DBS(WTB)3,39 Carrying Petroleum in bulk	~~NYk~~	e†	CL 5,40	1937 4mo	Deutsche WerftAG Bet Finkenwrder Hamburg Lloyd'sA&CP	TheTexasCo. (Norway)A/S (H.C.Mathiesen, Mgr.) CellDBuE38'55t	503·8|67·4|34·3 522·0(O.L.) P122'B38'F60' FK DTf36' 338t FPT	Oslo Norwegian 17BHptCem 160tAPT99t	Oil Engines 2S.C.SA 16Cy.20½"-35$\frac{7}{16}$" 1167NHP 2DB171lb,2DB(WTB)171lb Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34 " 2 s6 " 9½ 27 " 7½	
80540 126984 MBWK	**Nugget** (exMungret-34, exSligo) 3Mst ssBwg.2ndNo.3-9,36 Mchy.Aft ssBwg.No.1-40 Well deck 1Dk(Stl) Cargo battens not fitted	515 373 205	✠100A1 2,41 ~~5,40~~ ✠LMC BS~~12,39~~ MS5,40 2,41	Bwg Irv	i	CL N5,40	1913 1mo	Dublin DykrdCo.Ld. Dublin Lloyd'sA&CP	Wm.Robertson Ce	175·7|27·4|10·3 28·9 182·3 (O.L.) BK7' Q96'B7'F30' llDBf94'118tFPT	Glasgow British 3BHCem 41tAPT31t	T.3Cy.15",25½&41"-30" (s) 180lb NDB20 85RHP 1SB,3cf,GS55,HS2077 MacColl&Co.Ld.Belfast	12 " 10 s4 " 3 12 " 11	
80541	**No. 3** OilEng. D.F. 1Dk Mchy.Aft CruiserStern CarryingPetroleum in bulk Strengthened for navigation in ice	1079 822 658	✠ 7,37 ✠	Yka	m		1937 7mo	Mitsubishi JukogyoK.K Yokohama	U.S.S.R. CellDBuE37'56t	196·8|36·1|17·0 209·6(O.L.) FK P75'F25'Trunk67' DTf36'48t FPT23t	Vladvostk Russian 12BHptCem APT53t	Oil Engines 4S.C.SA 7Cy.14$\frac{3}{8}$"-19$\frac{11}{16}$" 141NHP MitsubishiJukogyoK.K. Yka.	17 " 0	
80542 116993	**No. 14** (exLurcher) 2Dks	396 396 269					1903	PolsonIron WorksCo.Ld. Toronto	CanadianGovernment(Dept.of Transport)	121·3|24·7|19·0	Ottawa British	1Cy.23"-22" 18RHP PolsonI.W.Co.Ld.Toronto		
80543 116994	**No. 15** (exAnticosti) 2Dks	396 396 269					1904	PolsonIron WorksCo.Ld. Toronto	CanadianGovernment(Dept.of Transport)	121·3|24·7|19·0	Ottawa British	1Cy.23"-22" 18RHP PolsonI.W.Co.Ld.Toronto		
80544	**No. 50** (exOlga) OilEng. 1Dk	700 647 408					1893	.... Austria	U.S.S.R.	170·8|32·2|13·5	Odessa Russian	Oil Engines		
80545														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Dateof B.of TradeCert.
80546 79 IBBZ	**Numidia** *ss*Tri.2ndNo.3-11,38 D.F. 2*Dks*(*Stl*)	5339 4639 3397	✠100A1 11,39 ✠LMC MS5,38 BS11,39	Tri	*y*	CL 5,39	1913 7mo *Lloyd*	Cantiere SanRocco Trieste *'sA&CP*	NumidiaS.S.Co. (D.Tripcovich) *CellDB a* 132' *uE*20' *f* 171' 1104*t*	404·5 P32'B113'F43' FK *DTa* 38' 957*t FPT*	52·7 50·5	26·9	Trieste Italian 7*BHCem* 167*tAPT*33*t*	T.3Cy.26",42"&72"-48" (*s*) 180lb 415NHP 3SB,9*cf*,GS189,HS6738 N.E.MarineEng CoLdNwc	29 ″ 8 s 5 ″ 9 24 ″ 2	
80547 7055 SIXA	**Nuolja** **TwinSc** *OilEng.* D.F. *ss*Got No 3-1,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	6872 6423 3681	✠100A1 *Shelter dk* *withfreeboard* 4,40 ~~10,39~~ ✠LMC CS1,37 DBS~~5,39~~ ~~2,38~~ 3,39 6,40	Got Bal	*z*	OG 4,39	1923 12mo *Lloyd*	A.B.Göta- verken Gothenburg *'sA&CP* *CellDBuE*45	Trafikaktieb. Grängesberg- Oxelösund (M.Waldenström, *Mgr.*) *f*197'1282*tMT*37'	418·8 F36'*onShltr dk* FK *Collisio* 1511*t Tanks at sides*	55·1	33·6	Stockholm Swedish 8*BHptCem* *n ,, toShdk* *oftunnels* 84	Oil Engines 4S.C.SA 12Cy.$23\frac{3}{16}$"-$35\frac{7}{16}$" DB*100lb* 629NHP A.B.Götaverken,Got. '1011*tFPT*190*tAPT*50*t*	37 ″ 6 s 9 ″ $1\frac{3}{4}$ 28 ″ $6\frac{1}{2}$	
80548 297 IRKY	**Nuraghe** **Ferro-ConcreteTwinSc** (*ex*Marengo,*ex*EnricoG.) *OilEng.* *Mchy.Aft* *Carrying Petroleum in bulk* 1*Dk*	633 546 314					1921	Soc.Navi Ital.Cemento Armato Lavagna	AziendaBarche CisternaSoc.Anon.	154·7 P46'F21'	28·5	16·1	Venice Italian *WB*	Oil Engines 2S.C.SA 6Cy.$9\frac{17}{20}$"-$10\frac{5}{8}$" 103NHP E*made*20*fitted*30 AnsaldoSanGiorgio,Turin		I
H/42 80549 525 LENX	**Nurgis** (*ex*Oranjepolder) 1*Dk*	700 525 300					1919	J.Meyer's S.B.Co. Leeuwen	D/S A/S Nurgis (KarlM.Thuestad)	181·4 Q43*t*H44*t*F24*t*	28·3	12·7	Haugesnd Norwegian *WB*	T.3Cy.$15\frac{1}{2}$",$25\frac{1}{2}$"&$39\frac{1}{2}$"-$23\frac{1}{2}$" 76NHP Gebr.Stork&Co.Hengelo		N
80550 EAGT	**Nuria R.** (*ex*MariaElisa,*ex*Rufina, *ex*Algorteño, *ss*Bbo.2ndNo.3-4,20 *ex*Roumania) *ss*Bbo.No.2-28 *Well deck* 1*Dk*(*Irn*)&*Web frames*	2733 1863 1700	✠ ... 3,34 ✠	Bcl			1893 9mo	W.Gray& Co.Ld. W Hartlepool	Hijo de Ramon A.Ramos *CellD*	290·0 P27'Q84'B119' F31' *Ba&uE*114'*f* 108'46	38·1	20·0	Barcelona Spanish 5*BHCem* 9*tAPT*35*t*	T.3Cy.23",$36\frac{1}{2}$"&62"-39" 239NHP 2SB,6*rf*,GS79,HS3580 Cen.Mar.Eng.Wrks.WHpl	22 ″ 6	
80551 147485 GJTR	**Nurjehan** *ss*Cal.No.1-40 *ss*Cal.No.3-7,35 2*Dks*(*Stl-U*teaks)	5424 4970 3379	✠100A1 ~~4,40~~ ~~1,39~~ 3,41 BS~~4,40~~ ✠LMC~~8,35~~ 3,41 MS7,40	Cal ~~Bom~~	*z*	CL 4,40	1923 5mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	AsiaticStm.Nav. Co.Ld. *CellDB*347'1110*t*	405·0 P38'B137'F45' FK *DTa*33'905*tFPT*12	52·9	29·0	London British 7*BHCem* 4*tAPT*30*t*	T.3Cy.25",42"&70"-48" (*s*) 200lb *110lb* 475NHP 2SB,8*cf*,GS150,HS6732 FD Dunsmuir&JacksonLd.Gls	31 ″ 4 s 5 ″ 11 25 ″ $7\frac{3}{4}$	
80552 147528 GJTS	**Nurmahal** *ss*Cal.No.3-4,36 3*Dks*(*Stl-U* teaks)	5419 4970 3380	✠100A1 3,40 BS~~7,39~~ ✠LMC6,36 8,40	Bom	*z*	CL ~~6,39~~ N12,40	1923 8mo *Lloyd*	C.Connell &Co.Ld. Glasgow *'sA&CP*	AsiaticStm.Nav. Co.Ld. *CellDB*347'1110*t*	405·2 P38'B137'F45' FK *DTa*33' 905*t FPT*	52·9	29·0	London British 7*BHCem* 124*tAPT*30*t*	T.3Cy.25",42"&70"-48" (*s*) 200lb *110lb* 475NHP 2SB,8*cf*,GS150,HS6732 FD Dunsmuir&JacksonLdGls.	31 ″ 4 s 5 ″ 11 25 ″ $7\frac{3}{4}$	
80553 DORJ	**Nürnberg** Ⓟ *OilEng.* D.F. E.S.D *CruiserStern* 3*Dks*	5635 4422 3325					1936	Bremer Vulkan Vegesack	Norddeutscher Lloyd	431·1 P21'B28' *upper*F39'	56·3	23·1	Bremen German *WB*	Oil Engines 2S.C.DA 7Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 1360NHP BremerVulkan,Vegesack		G
80554 DAPA	— Ⓟ (*ex*Hela) Wireless D.F. 1*Dk*	748 498 440					1920	Vulcan- WerkeA.G. Stettin	Rud.Christ.Gribel	183·7 P20'Q55'B44'F21'	29·2	11·5	Stettin German *WB*	T.3Cy.$13\frac{2}{5}$",$21\frac{7}{10}$"&$35\frac{2}{5}$"-$25\frac{3}{5}$" Vulcan- 62NHP WerkeA.G.Stettin		G
80555 161525 GSWV	**Nurtureton** *ss*Rot.No.3-9,32 *ss*Ant.No.1-37 1*Dk*(*Stl*)	6272 5804 3730	✠100A1 9,40 ~~11,39~~ BS11,39 ✠LMC2,37	Bry Nwc	*a*†	CL 7,39	1929 6mo *Lloyd*	ShortBros. Ld. Sunderland *'sA&CP*	CarltonS.S.Co.Ld. (R.Chapman&Son *Mgrs.*) *CellDB*	423·0 439·0(O.L.) P36'B138'F45' FK 352'2020*t FPT*350*t*	58·3	29·8	Newcastle British 7*BHCem* *APT*378*t*	Q.4Cy.22",33",48"&70"-48" 240lb *220lb* FD (*s*) 520NHP 3SB(Spt)9*cf*,GS169,HS7193 J.Dickinson&Sons,Ld.Sld.	33 ″ 1 s 6 ″ $7\frac{1}{4}$ 26 ″ $8\frac{1}{4}$	
80556 143169 MJPG	**Nutfield** (*ex*Bermondsey) *ss*Shl.No.3-10,31 *ss*Shl No.2-40 ~~*ss*Shl.No.1-36~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	1561 1346 825	✠100A1 8,40 ~~8,39~~ ✠LMC MS~~11,36~~ BS2,40 7,40	Shl	*p*	CL 8,39	1919 4mo *Lloyd*	Dublin Dkyd.Co.Ld. Dublin *'sA&CP*	E.T.Lindley *CellDB*171'310*tD*	240·1 B52'F22' FK *Ta*29' 131*t FPT*80*t*	36·3	19·1	London British 6*BHCem* *APT*38*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 ″ 3 s 2 ″ $9\frac{1}{2}$ 18 ″ 8	
80557 160209 GNTX	**Nyanza** *ss*Liv.No.2-37 D.F. 1*Dk*(*Stl*)	4974 4606 3126	✠100A1 3,40 BS~~6,39~~ ✠LMC7,37 8,40	Hul	*y*	CL 10,39	1928 7mo *Lloyd*	D&WHen- dersn&Co.Ld Glasgow *'sA&CP*	Steamship"Mom- bassa"Co.Ld. (Maclay&Mc- Intyre,Ld.*Mgrs.*)	402·7 416·2(O.L.) P45'B125'F47' FK *CellDB*345' 1179*tFPT*	52·2	27·3	Glasgow British 6*BHptCem* 81*tAPT*209*t*	T.3Cy.25",41"&68"-51" (*s*) 180lb FD 431NHP 3SB(Spt)9*cf*,GS150,HS6111 D&W.Hendersn&CoLdGls	29 ″ 10 s 5 ″ $7\frac{3}{4}$ 24 ″ $5\frac{1}{2}$	
80558 CSBJ	**Nyassa** Ⓟ (*ex*Trás-os- **TwinSc** Montes,*ex*Bülow) *ss*Lis.2ndNo.3-6,31 E.S.D. *ss*Lis.No.2-39 3*Dks*(*StlU*-ws)4*th dk*(*Stl*) Sub Sig. *Ref.Mchy.* *in forward holds*	8980 5671 5358	100A- ~~6,40~~ ~~6,39~~ 4,41 LMC MS3,39 BS~~3,40~~ 4,41	Lis		OG P3,39 ~~s7,37~~ s4,41	1906	J.C.Teck- lenborgA.G. Weser- münde-G.	Cia.Nacional de Nav. *CellDB*389'1340*t*	462·4 P80'F93' FK *DTs a*42'466*t FPT*	57·9	34·6	Lisbon Portuguese 9*BHCem* 100*tAPT*54*t*	Q8Cy24",$34\frac{13}{16}$",50"&72"-51" 220lb (*s*) 1170NHP 3DB&1SB,21*cf*,GS416, FD HS17100 J.C.TecklenborgA.G.Wsm	39 ″ 0 s 9 ″ 5 30 ″ $0\frac{1}{2}$	
80559 OXGS	**Nyborg** Ⓟ **TwinSc** (*TrainFerry*) *OilEng.* D.F. *CruiserStern* 1*Dk*	2255 2027 1219					1931	Helsingörs Jernsk&Msk. Elsinore	DeDanske Statsbaner	336·3	56·6	17·6	Nyborg Danish *WB*	Oil Engines 4S.C.SA 16Cy.$17\frac{11}{16}$"-$33\frac{7}{16}$" 482NHP Akt.Burmeistr&Wain,Cpn		
80560 LJYQ	**Nyco** *Fitted for oil fuel* Wireless D.F. 1*Dk*&*ShelterDk* *CruiserStern*	1345 1104 747					1938	Nylands Verksted Oslo	A/S Nyegaard&Co (SverreBlix,*Mgr.*)	250·9	41·3	14·8	Oslo Norwegian *WB*	C.2Cy.$16\frac{3}{4}$"&$33\frac{7}{16}$"-$33\frac{7}{16}$" & LPturbine withDR gearing & hydraulic coupling 54NHP NylandsVerksted,Oslo		N
50/40 80561 LEZP	**Nydalen** (*ex*KongFrode-38, *ex*Sunnland-37,*ex*Carham,*ex* Grevelingen) *Mchy.Aft* 1*Dk*	625 470 283					1920	Gebr. Volker Sliedrecht	A/S D/S Nydalen (Th.Simosen)	171·1 Q24*t*B36*t*H13*t*F24*t*	28·4	12·3	Odda Norwegian *WB*	T.3Cy.13",21"&34"-20" 52NHP J.A.vdSchuytPapendrecht		V
59/40 80562 LCUM	**Nyhaug** *OilEng.* 1*Dk*	4044 3617 2307					1925	A/S Nak- skovSkibsvft. Nakskov	A/S Atlas (Chr.Haaland, *Mgr.*)	350·7 P90*t*H283*t*	51·5	24·7	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 354NHP Akt.Burmeistr&Wain,Cpn		N
80563 LCUN	**Nyholm** **TwinSc** *OilEng.* *ss*Cpn.No.3-1,39 *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*)	5843 5045 3294	✠100A1 8,40 ~~2,40~~ DBS~~9,39~~ ✠LMC1,39 8,40 *CarryingPetr*	Gen Bom *oleum*	*z* *in*	CL ~~P9,38~~ ~~s2,40~~ 8,40 *bulk*	1927 11mo *Lloyd*	Odense Staalskibsvft Odense *'sA&CP*	D/S A/S "Idaho" (Chr.Haaland, *Mgr.*) *CellDB*	390·8 402·2(O.L.) P99'B32'F57' *Trunk*202' FK *uE*65'212*tFPT*250	55·2	31·0	Haugesnd Norwegian 10*BH* *tAPTs*463*t*	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"-$39\frac{3}{8}$" 542NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	30 ″ 8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade.
80564 LDSL	**Nyholt** TwinSc *OilEng.* E.S.D. ssGot.No.2–39 *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing*	8087 7423 4807	✠100A1 1,41 ~~4,40~~ DBS~~1,40~~ 3,41 ✠LMC6,39 *Carrying Petroleum in bulk*	LAn Mel	*c*†	CL ~~6,39~~ 1,41	1931 4mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense *'sA&CP*	D/S A/S "Idaho" (Chr.Haaland, *Mgr.*) *CellDBuE58'209tD*	460·7|60·3|34·4 P101'B44'F45' *Tf35'712tFPT197t*	Haugesand Norwegian 16*BH* (11 *to U dk* 5 „ *2nd* „) *APTs163t*	Oil Engines 4S.C.SA 12Cy.23¼"–47¼" 622NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	34 ″ 3 s 6 ″ 9¾ 27 ″ 7½	
80565 LCKF	**Nyhorn** TwinSc *OilEng.* ssGot.No.2–38 D.F. *1Dk(Stl)&Shelter dk(Stl)* *Ref.Mchy.* *3rd dk(Stl) in No.1 hold* *Platform dk in No.2 hold* *for fruit cargoes*	4494 4070 2732	✠100A1 *withfreeboard* 1,40 DBS1,40 ✠LMC5,38 ✠Lloyd'sRMC9.39 for temp. 30°F Surveys delayed	Phl	*y*	CL 1,40	1929 12mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen *'sA&CP*	A/S "Atlas" (Chr. Haaland, *Mgr.*) *CellDB329'1393t* *of tunnels94t*	381·2|53·7|25·3 F36' FK *Tanks in way* (*FPT105t APT146t*	Haugesand Norwegian 6*BH* *Coll to Sh dk* 5 „*2nd* „)	Oil Engines 4S.C.SA 12Cy.23¼"–43 5/16" 625NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 ″ 1 s 3 ″ 0½ 25 ″ 3½	
197/40 80566	**Nyland** *Fitted for oil fuel* *2Dks* *CruiserStern*	1375					1939	Nylands Verksted Oslo	SkibsA/SVilhelm TorkildsensRederi (VilhelmTorkild- sen, *Mgr.*)	250·9|41·3|14·8	Bergen Norwegian *WB*	C.2Cy.16¾"&33 7/16"–33 7/16"& LPturbine withDRgearing &hydrauliccoupling54NHP NylandsVerksted,Oslo		
80567 809 SVOV	**Nymphe** (*ex*Inkum) ssPir.No.3–7,34 ssPir.No.1–38 *1Dk(Stl)&Shelter dk(Stl)*	*4504* *4202* *2795*	✠100A1 *Shelter dk* *withfreeboard* 3,41 ~~10,38~~ ✠LMC MS9,37 BS~~5,39~~5,40	Ant ~~Mel~~ Pir	*y* ~~Vce~~	CL ~~3,30~~ 5,40	1921 6mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton *'sA&CP*	Cephalonian MaritimeCo.Ld. (N.D.Lykiardo- pulo, *Mgr.*) *CellDB* *DTa49'1021t*	400·3|52·0|24·9 FK 342'1079t *Collisio* *FPT102tAPT47t*	Piræus Greek *Cem* *nBH to S dk* 7 „ „ *U* „	T.3Cy.26",42"&70"–48" (*s*) 180lb 409NHP 3SB,*9cf*,GS193,HS6851 Blair&Co.Ld.Stockton	27 ″ 6 s 3 ″ 0½ 24 ″ 7½	
80568 7574 SFUW	**Nynäs** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	*301* *221* *132*					1929	Nya Varvs- aktb.Öresund Landskrona	Rederiaktieb. Nordstjernan(A.A. Johnson, *Mgr.*)	135·1|24·0|10·8 P38'F23'	Stockholm Swedish	Oil Engines 2S.C.SA 6Cy.10"–16½" 105NHP A/B AtlasDiesel,Skm.		V
80569 124984	**Nyounghla** TwinSc *Mchy.Aft* *1Dk*	382 312 132					1909	Armstrong Whitworth &Co.Ld. Newcastle	BurmahOilCo.Ld.	160·0|31·1| 8·1	Rangoon British	T.6Cy.9",14½"&24"–15" 58RHP BairdBros.NorthShields		
80570 141873 MGYW	**Nyroca** (*ex*Philotis–35) ssCff.No.3–3,30 Wireless ssBkn.No.2–37 *Mchy.Aft* *1Dk(Stl)&Shelter dk(Stl)*	786 595 306	✠100A1 *Shelter dk* *withfreeboard* ~~12,39~~11,40 BS11,40 ~~BS12,39~~ ✠LMC6,37	Sou Sws	*l*	CL ~~7,37~~ 10,40	1918 1mo *Lloyd*	Ardrossan DD&SBCoLd Ardrossan *'sA&CP*	British& ContinentalS.S.Co. Ld. *CellDBuB4*	200·4|30·7|12·1 19·1 FK *0'f140'242tFPT81t*	Liverpool British 3*BHCem* *APT13t*	T.3Cy.16",26"&44"–33" (*s*) 180lb 143NHP 2SB,*4pf*,GS60,HS2456 W.Beardmore&Co.Ld.Gls.	14 ″ 4 s ″ 2 14 ″ 4	
80571 HAAN	**Nyugat** (*ex*Treglisson–34) ssBkn.2ndNo.3–12,37 *1Dk(ptIrnptStl)2trB*	*4323* *4042* *2737*	✠100A1 9,40 ~~1,39~~ BS2,40 ✠LMC12,37	Rot Bal	*x*	CL ~~12,38~~ 9,40	1912 11mo *Lloyd*	JReadhead &Sons,Ld. SouthShields *'sA&CP*	NeptunSeaNav. Co.Ld. *CellDBa1*	369·8|51·1|26·1 P33'B226'F34' FK *19'uE23'f 162'987t*	Budapest Hungarian 6*BHCem* *APT62t*	T.3Cy.26",42"&69"–48" (*r*) 180lb 385NHP 2SB,*6cf*,GS132,HS6330 J.Readhead&Sons,Ld.SShl	27 ″ 8 s3 ″ 10½ 24 ″ 1½	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
108/40 80572 6518 SFEA	**O. A. Brodin** (exErato-35, exO.A.Brodin) ssOsc.No.3-10,38 1Dk(Stl) 2nd dk in No.2 hold	1960 1646 1107	100A1 4,40 ~~10,39~~ ✠NE10,27 BS12,39	Boa Liv LMC10,38	r	OG 10,39	1920	E.Brodins Varfs. Aktiebolag Gefle Lloyd'sA&CP	RederiA/B Kare (E.O.Brodin,Mgr). CellDBa	266·1|42·8|18·4 P27'B55'F23' FK 110'uB&f112'494t	Stockholm Swedish 4BHCem APT38t	C.4Cy.(2)16⅞"&(2)$35\frac{7}{16}$"- $35\frac{7}{16}$" 213lb (s) 176NHP 2SB(Spt),4cf,GS54, FD HS1076 A/B Lindholmens-Motala, Got.	20 ″ 6 s2 ″ 8¼ 17 ″ 11¾	
80573 LJYJ	**O. A. Knudsen** D.F. E.S.D. OilEng. Mchy.Aft CruiserStern 1Dk CarryingPetroleum in bulk pt. Longitudinal framing	11007 10114 6602					1938	Deutsche WerftAGBet Finkenwrder Hamburg	Skibs-A/S MarieBakke (KnutKnutsen. O.A.S.Mgr.)	508·1|69·2|36·5 P115'B32'F58'	Haugesnd Norwegian WB	Oil Engines 2S.C.DA 7Cy.23⅝"-$43\frac{5}{16}$" 1360NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
80574 LCBD	**O. B. Sörensen** TwinSc OilEng. D.F. ssSba.No.2-40 ~~ssFal.No.1-35~~ Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing-bracketless system CruiserStern	7919 7338 4598	✠100A1 9,40 ~~8,38~~ ✠LMC CS10,35 DBS~~9,39~~9,40 1,37 CarryingPetroleum in bulk	Bgn Sba	c†	CL 1,40	1931 9mo	Kockums M.V.Aktieb. Malmö Lloyd'sA&CP	SmithSörensens TankrederiA/S (S.H.Smith Sörensen,Mgr.) CellDBuE65'242t DTf36'540t	462·0|59·7|34·3 P105'B39'F41' FK FPT148t APT241t	Arendal Norwegian 16BHptCem (10 to U dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 16Cy.$22\frac{7}{16}$"-39⅜" 778NHP 2DB170lb KockumsM.V.Akt.Malmö	34 ″ 7	
80575 237312 WNIR	**O. M. Bernuth** D.F. E.S.D. GyC. Fitted for oil fuel Mchy.Aft CruiserStern 1Dk Longitudinal framing-bracketless system CarryingPetroleum in bulk	7972 — 4751					1938	SunS.B.& DryDockCo Chester,Pa.	B.L.ShippingCo. .Inc.	441·1|65·3|35·1	Wilmgton (Del.) Utd.States	2 steam turbinesDRgeared to1 sc. shaft WestinghouseElec.&Mfg. Co.Phl.		R
80576 200203 KDUZ	**O. S. McFarland** (exM.A.Reeb, exKensington) D.F. Mchy.Aft 1Dk2trB	3762 — 3130					1903	CraigS.B. Co. Toledo,O.	ColumbiaTransportationCo.(John T.Kelly,Mgr.)	370·8|50·2|24·2	Wilmgton (Del.) Utd. States WB	T.3Cy.20",32½"&55"-40" 191NHP CraigS.B.Co.Toledo,O.		R
80577 123023	**O-we-ra** Ⓟ (exSouthWind-36, exO-we-ra, ssN.Yk.No.3-5,27 exJosephine, A.S.N.Yk.-10,29 exAlcedo,exOwera,exO-we-ra) Fitted for oil fuel 1Dk	429 347 157	✠ ~~—~~ 2,34 Yacht ✠	NYk			1907 2mo	Ramage& Ferguson,Ld Leith	StraitsShipping& ContractingCo.Ld.	168·2|25·2|13·9 F30' BK9"	London British 5BHCem	T.3Cy.15",24"&39"-24" 78RHP 1SB,3cf,GS60,HS1659 Ramage&Fergusn,Ld.Lth.		
80578 115636 MCPQ	**Oak** ssBel.2ndNo.3-8,31 Mchy.Aft Well deck ssBwg.No.2-39 Cargo battens not fitted 1Dk(Irn)	318 228 124	✠100A1 ~~2,41~~ ~~1,40~~ 7,41 ✠LMC MS9,39	Bel Bwg BS~~2,40~~2,41	f	CL ~~8,39~~ 1,41	1906 10mo	J Fullerton &Co. Paisley Lloyd'sA&CP	Newry&Kilkeel SS.Co.Ld(J.Fisher &Sons,Ld.Mgrs.)	142·5|23·3|10·1 148·5(O.L.) " Q79'B7'F23' BK6	Newry British 3BHCem FPT43t	O.2Cy.16¼"&$34\frac{5}{16}$"-24" (s) 130lb 47RHP 1SB,2pf,GS40,HS1300 RenfrewBros.&Co.Irvine	11 ″ 2 s 4 ″ 1 11 ″ 5	
80579 148895 GLQD	**Oakbank** TwinSc OilEng. ssShl.No.3-12,36 1Dk(Stl)&Shelter dk(Stl-ws)	5154 4768 3118	✠100A1 withfreeboard 10,40 ~~10,39~~ ~~DBS5,39~~ ✠LMC(M)8,38 Carrying vegetable oil in deep tank	Cal DBS5,40 ✠LMC12,36	a†	CL 5,39	1926 3mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	BankLine,Ld.(A. Weir&Co.Mgrs.) CellDB357'1121t Tanks between tunnels 115'251tDTf32'1067t FPT106t	420·3|53·9|26·5 FK	Glasgow British 7BHptCem (Coll to Shdk 6 ,, 2nd ,,) APT132t	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$37\frac{13}{16}$" 717NHP DB110lb Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7¾ 25 ″ 8	
80580 116764 CYMX	**Oakbranch** (exMaplehill-38, exHaddington) 1Dk CarryingPetroleum in bulk	1749 1409 1278					1904	Bertram E. WorksCo.Ld. Toronto Converted into a Tanker'38	BranchLines,Ld.	256·0|42·6|15·3	Sorel,P.Q. British WB	T.3Cy.15",25"&42"-30" 97NHP E&Bmade18refitted38 AllisChalmers		C
182/40 80581 171313 GPBD	**Oakcrest** (exKorana-40) ssRot.No.2-37 2Dks(Stl)	5407 4899 3277	✠100A1 ~~3,40~~11,40 BS~~8,39~~ 11,40	Avn ~~Bkn~~ ✠LMC4,37	y	CL 10,38	1929 3mo	R.Duncan &Co.Ld. Port Glasgow Lloyd'sA&CP	CrestShippingCo. Ld. Intermediate'tween dk BH in after hold dispensed with CellDB340'1050tDTa35'950tAPT205t	403·0|52·4|27·5 P38'B133'F37' FK	London British ptCem 5BH to U dk 1 ,, ,,2nd,,	T.3Cy.27",44"&73"-48" (s) 180lb 512NHP 3SB,9cf,GS177,HS7529 FD J.G.Kincaid&Co.Ld.Grk.	29″10 s5 ″ 6½ 24 ″ 6¼	
9/44 80582 165350 GZDZ	**Oakdene** D.F. 1Dk CruiserStern	4255 3905 2613	✠100A1 4,41 ~~3,40~~ BS3,41	Npt Cff ✠LMC12,36	y	CL 3,40	1936 12mo	W.Gray& &Co.Ld. WHartlepool Lloyd'sA&CP	~~DeneShipping Co.Ld.~~ Oakdene ShippingCo.Ld. (DeneManagementCo.Ld. Mgrs.) CellDB331'995tFPT116tAPT104t	385·5|53·2|24·6 397·0(O.L.) P51'B237'F31' FK	London British 6BHCem	T.3Cy.21",33½"&58"-42" (s) 200lb 289NHP 2SB(Spt)6cf,GS109,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	26″10 s3 ″ 2¾ 23 ″ 10¼	
80583 213624 WBCK	**Oakey L. Alexander** (exNevadan, exFranklin) ssBos.2ndNo.3-7,39 Sub.Sig. 1Dk(Stl)&Webframes D.F. Cargo battens not fitted	5285 4711 3325	✠100A1 ~~5,40~~ ~~4,40~~ 10,40 BS7,40	NNs Bos ✠LMC7,39	y	CL 4,40	1915 9mo	NewYork S.B.Co. Camden,N.J A&CP	PocahontasS.S.Co. CellDBa104'uE&B43'f173'1832tFPT220tAPT201t	368·6|55·2|30·5 P27'B72'F31' FK	Wilmgton (Del.) Utd.States 7BHCem	T.3Cy.~~25"~~,41½"&70"-46"(r) 195lb 25½ 462NHP 3SB,9cf,GS150,HS6624 FD NewYorkSB.CoCamdnNJ	34 ″ 5 s7 ″ 10 27 ″ 0	
80584 ~~142415~~ ~~GZKQ~~ 142415 GZKQ	**Oakfield** (exSalsaas-37,exAbsia, exWarAfrican) ssYka.No.3-7,30 ssAlg.No.2-39 1Dk(Stl)	5244 4767 3323	✠100A1 1,41 ~~1,40~~ BS2,41 Carrying oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 5,18 F.P. above 150° F.	Suz Shl ✠LMC12,39	y	CL 1,40	1918 5mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	Ministry of Shipping(Hunting& Son,Ld.Mgrs.) Middle lineBulkhead CellDB345'1136t FPT118t	400·6|52·3|28·5 413·0(O.L.) P49'B112'F38' FK	Newcastle ~~British~~ 11BHptCem not oil-tight APT185t	T.3Cy.27",44"&73"-48" (s) 180lb 518NHP 3SB,9cf,GS189,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s5″11½ 25 ″ 3½	
80585 DIEA	**Oakland** Ⓟ Ref.Mchy. E.S.D. D.F. OilEng. Sub.Sig. Cruiser Stern 2Dks	6757 5498 4027					1929	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	433·5|59·1|27·1 P28'B&F394'	Hamburg German WB	Oil Engines 2S.C.DA 6Cy.$27\frac{9}{16}$"-47¼" 1580NHP AllgemeineElekGesBerlin		G
80586 ~~[illegible]~~ ~~[illegible]~~ MLJX	**Oakman** (exClemenceC.Morse, exBoshbish) Fitted for oil fuel New "Empire Impala," see Supplement 1Dk&Shelterdk Sub.Sig. Longitudinal framing	6081 — 3761	✠ ... 11,20 ✠				1920 3mo	Virginia S.B.Corp. Alexandria, Va.	~~LykesBros.~~ ~~SteamshipCo.Inc.~~	402·6|53·2|32·0 P34'F38'on Shltrdk FK	~~Lake~~ ~~Charles,La.~~ ~~Utd.States~~ British WB	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.	34 ″ 6	R †
80587 220362 KDAZ	**Oakmar** (exWilliamCampion, exEasternExporter) Fitted for oil fuel D.F. 2Dks&Awng dk	5766 5507 3573	✠ ... 2,21 ✠				1920 5mo	Mitsui Bussan Kaisha,Ld. TamaDykd.	CalmarS.S.Corp.	385·0|51·0|33·7 FK	NewYork Utd.States WB	T.3Cy.24⅛",43½"&72"-48" 554NHP MitsuiBussanKaisha,Ld Uno	30 ″ 0	R †
80588 147857 VCGL	**Oakton** Mchy.Aft Well deck 1Dk	1727 1374 1001	✠ ... 7,27 ✠				1923 5mo	A.McMillan&Son,Ld Dumbarton	Gulf&LakeNav. Co.Ld.(R.A.Carter Mgr.)	250·2|43·2|15·5 Q92'F36' FK	Montreal British WB	T.3Cy.15",26"&42"-30" 89RHP J.G.Kincaid&Co.Ld.Grk.	17 ″ 6	R †

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où... si ce n'est dans le L. Durée. Cert. R. of Trade.
80589	**Oakwood** (*ex*ColinH.Livingstone) *Fitted for oil fuel* D.F. Sub.Sig. 1*Dk&Shelter dk* *Longitudinal framing* *Now* "Empire Moose," *see Supplement*	6071 — 3781	100A- *Shelter dk* *with freeboard* (*Reclassification Contemplated*) Examined 1,40	Mob			1920	Virginia S.B.Corp. Alexandria, Va.	MinistryofShipping(Runciman (London)Ld. *Mgrs.*)	402·6 P34'F38'	53·2	32·0	British *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R †
80590 148117 GJQB	**Oakworth** *OilEng.* D.F. *ss*Liv.No.3-10,37 1*Dk*(*Stl*)	4968 4592 3042	✠100A1 ~~10,40~~ ~~1,10~~5,41 DBS~~5,38~~ ✠LMC4,37 5,41~~1,40~~ ✠LMC(M)3,39	Cff ~~Vo~~Hul	*y*	CL ~~6,37~~ 12,40	1925 2mo *Lloyd*	A.McMillan&Son,Ld. Dumbarton '*sA&CP*	DalglieshStm. ShippingCo.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*) *CellDB*	400·1 P36'B120'F34' FK 356'1301*t* *FPT*146*t*	53·2	26·9	Newcastle British 8*BHptCem* *APT*163*t*	Oil Engines 4S.C.SA 6Cy.29¼"-59 1/16" DB*100lb* 489NHP Harland&Wolff,Ld.Gls.	29 ″ 7 s 5 ″ 8½ 24 ″ 2½	
80591 FNJD	**Oasis** (*ex*Julian-38) Wireless D.F. 1*Dk&Shelter dk* *CruiserStern*	1327 1034 737					1937	Fredrkstad MekVrksA/S Fredrikstad	Cie.deNav.Mixte (CieNouvelle de Nav.Busck,*Mgrs.*)	250·0 F22'	42·0	13·6	Marseilles French *WB*	C.4Cy.(2)13"&(2)30 7/10"-28½" 82NHP FredrikstadM.V.A/S Fredrikstad		NV
80592 UOYP	**Ob** (*ex*Wassenaar-34) 1*Dk*	2198 1780 1261					1917	WerfGusto Schiedam	U.S.S.R.	267·0 P28'B73'F28'	42·3	18·2	Leningrad Russian	T.3Cy.20",32"&52"-39" 169NHP WerfGusto,Schiedam		
80593 DGXT	**Oberhausen** **TwinSc** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	1261 994 653					1939	Gutehoffnungshtte AG RheinrftWalsum, Walsum	FranzHaniel&Cie.	253·1 P55'Q135'F27'	37·8	14·0	Duisburg-Ruhrort German *WB*	Oil Engines 4S.C.SA 12Cy.14¾"-21½" 243NHP MtrnWerkeMannheimAG		G
80594 PGLF	**Oberon** Ⓟ (*ex*Ussa) 1*Dk&Shelter dk*	1996 1667 1046					1911	ClydeS.B. &E.Co.Ld. PortGlasgow	Koninkl.Nederl. Stoomb.Maats. N.V.	295·3	43·2	17·0	Amstrdam Dutch *WB*	T.3Cy.22",35"&59"-39" 217NHP ClydeS.B.&E.Co.Ld.PtGls		V
80595 304 YMCF	**Oberpräsident Delbrück** Sub.Sig. 1*Dk*	1011 829 620					1902	Schömer& Jensen Tönning	F.G.Reinhold	219·3 Q75'B62'F28'	34·3	13·8	Danzig *WB*	T.3Cy.15",24¾"&40½"-28" 85NHP Schömer&Jensen,Tönning		G
80596 149665 GNJM	**Observer** *ss*Liv.No.2-36 2*Dks*(*Stl*)	5881 5483 3695	✠100A1 Examined11,40 ✠LMC MS7,36 BS~~5,39~~ 6,40	~~Mdb~~ Liv	*a*†	CL ~~6,37~~ N11,40	1928 2mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB*361'117	420·0 434·1(O.L.) P37'B139'F44' FK 0*tDTa*32'911*tFPT*	54·5	30·4	Liverpool British 8*BHptCem* 1 ,, *to 2nd dk* 63*tAPT*26*t*	T.3Cy.27",46"&77"-54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*,GS215, HS8208 D.Rowan&Co.Ld.Glasgow	32 ″ 7 s6 ″ 4 26 ″ 6½	
80597 145709 MLBZ	**Obsidian** (*ex*RiverEly) *ss*Bwg.No.3-9,34 *ss*Ayr.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	811 577 404	✠100A1 3,40 BS~~3,40~~ ✠LMC6,38 4,41	Irv	*k*	CL 3,40	1922 5mo *Lloyd*	London& MontroseS.B. &RprgCo.Ld Montrose '*sA&CP*	Wm.Robertson *Cell*	189·2 Q109'B11'F24' FK *DBf*119' 171*t* *FPT*	30·3	12·5	Glasgow British 3*BHCem* 60*tAPT*5*t*	T.3Cy.14½",24"&40"-27" (*s*) 180lb 99RHP 1SB,*3cf*,GS59,HS2102 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s 4 ″ 2½ 14 ″ 2½	
80598 PGLJ	**Ocana** *OilEng.* 1*Dk*,*2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	6256 5540 3589	✠100A1 ~~4,40~~ ~~6,39~~12,40 ✠LMC3,38 *Carrying Petroleum in bulk* DBS4,40	Bat ~~HKg~~	*a*† Sng	CL	1938 3mo *Lloyd*	N.V. Wilton- Fijenoord Schiedam '*sA&CP*	N.V.Petroleum Maats"LaCorona" *CellDBu E*64'132*t*	428·1 446·5(O.L.) P87'B38'F48' FK *DTf*25'257*t FPT*1	54·6	30·9	TheHague Dutch 16*BH* 03*tAPT*55*t*	Oil Engines 4S.C.SA 6Cy.25 9/16"-55⅛" 377NHP DB*180lb* N.V.Wilton-Fijenoord	31 ″ 0 s 5 ″ 6½ 25 ″ 7½	
80599 220025 KUSJ	**Occidental** *ss*Mob.No.3-12,31 *ss*NYk.No.2-39 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing* *Now* "Tennessee," *see No.* 90219 *in Supplement*	6403 6071 3987	✠100A1 4,40~~10,38~~ ✠LMC BS~~5,39~~4,40 MS10,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,20 *F.P. above* 150° F.	NYk	*a*†	CL 2,38	1920 5mo A&CP	TexasS.S. Co. Bath,Me.	TheTexasCompany *CellDBuE&*	416·8 P107'B35'F33' FK *B*64'209*t FPT* 220*t*	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHptCem* *APT*130*t*	T.3Cy.26¼",44"&74"-51" 200lb HS9969 (*s*) 556NHP 3 Water Tube Boilers (Spt) H.S.TroutCo.Buffalo, NY.	32 ″ 10 s 6 ″ 3 26 ″ 10	
80600 PGLK	**Oceaan** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Now* "Seaham," *see No.* 89994 *in Supplement*	400 254 205	✠100A1 11,39 ✠LMC11,39	Gro	*f*	OG	1939 11mo *Lloyd*	Gebr.van DiepenN.V. Waterhuizen '*sA&CP*	R.T.Tammes *Cell*	146·2 155·0(O.L.) P43'Q47'F21' FK *DB*90'108*tFPT*32*t*	26·0	8·9	Groningen Dutch 3*BH* *APTs*14*t*	Oil Engines 4S.C.SA 6Cy.11⅜"-18⅞" 81NHP WerkspoorN.V.Ams.	10 ″ 6	
80601 164266 GYMP	**Ocean Coast** **TwinSc** E.S.D. Wireless D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 2*Dks*	1173 845 657					1935	Henry Robb,Ld. Leith	CoastLinesLd.	251·9 B37'F27'	38·2	12·7	Liverpool British *WB*	Oil Engines 2S.C.SA 10Cy.13⅜"-22 1/16" 312NHP BritishAuxiliariesLd.Gls.		C
80602 170372	**Ocean Transport No.24** **WoodSp** (*ex*DumbBargeA.A.C.No.11-37) *OilEng.* 1*Dk*	313 281 247					1910	R.T.Green Co. Boston,Mass.	St.JohnTugBoat Co.Ld.	116·5	30·2	10·2	StJohn,NB British	Oil Engines 2S.C.SA 4Cy.10"-12½" 70NHP Emade29*refitted*37 FairbanksMorse&Co. Beloit,Wis.		
80603 DHSB	**Oceana** Ⓟ (*ex*Neptunia, **TwinSc** *ex*PeerGynt,*ex*Avaré, *ex*SierraSalvada) 3*Dks* D.F. E.S.D. GyC. Sub.Sig.	8791 6822 4982					1913	Bremer Vulkan Vegesack	DeutscheArbeitsfrontG.m.b.H. (Hamburg-Amerik Packetf.Akt.Ges. (Ham.Amr.Linie), *Mgrs.*)	439·5 B210'F103'	56·0	35·4	Hamburg German *WB*	T.6Cy.24⅜",40½"&66⅛"-47¼" 600NHP BremerVulkan,Vegesack		G
80604	— **TwinSc** *OilEng.* 2*Dks* *CruiserStern*	560 350					1937	Atlas- WerkeA.G. Bremen	OttoW.A. Schreiber	180·4	30·2	6·9	Bremen German	Oil Engines 4S.C.SA 16Cy.11"-17⅜" 187NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
80605 340 IBJK	**Oceania** Ⓟ **QuadSc** *OilEng.* *ss*Tri.No.1-37 3*Dks*(*Stl-Weather dk-pt* ws) *4th dk*(*Stl*)*in Nos*.1,2,&3*holds* E.S D. GyC. *Ref.Mchy.* *CruiserStern*	19507 12836 11752	✠100A1 *with freeboard* 4,40 ✠LMC CS3,38 DBS7,39 3,38 ✠Lloyd'sRMC4,40	Ven	*m*†	CL Pa4,40 Pf2,40 sa 2,40 sf 2,40	1933 7mo *Lloyd*	Cantieri RiunitiDell' Adriatico Monfalcone '*sA&CP*	"Italia"Soc.Anon. diNav. *CellDB*425'2350*t* *DT*	589·7 556·0 B&F449' FK *DTsa*64'818*t* *sf*52'284*tFPT*147*t*	76·7	45·5	Trieste Italian 10*BHptCem* *APT*192*t*	Oil Engines 2S.C.SA 32Cy.29½"-41¾" 4883NHP 3DB*100lb* Soc.An"Fiat"S.G.M.Turin	45 ″ 6 s10 ″ 0½ 27 ″ 6½	
80606 UOIP	**Ochotsk** (*ex*Apex) **Wood** *OilEng.* 2*Dks*	789 705 454					1918	National S.B.Co. Seattle,Wash	U.S.S.R.	146·8	36·8	20·7	Vladvostk Russian	Oil Engines 4S.C.SA 6Cy.12½"-13⅜" 91NHP AtlasImperialEng.Co.SFo		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80607 DONW	**Ockenfels** Sub.Sig. *2Dks*	7574 7041 4679					1921	J.C.TecklenborgA.G Wesermünde-G.	DeutscheDmpfsfahrts.Ges.Hansa	468·5 P80'B128'F59'	58·5	32·4	Bremen German *WB*	T.3Cy.31½",50½"&82$\frac{7}{16}$"-55$\frac{3}{20}$"&1 LP Turbine 665NHP J.C.TecklenborgA.G.Wsm		G
80608 168623 FOPM BFVQ	**Octane** *OilEng.* *Mchy.Aft* *1Dk* D.F. Sub.Sig. *Longitudinal framing* *Carrying Petroleum in bulk*	2034 1506 988					1939	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	~~Cie.Navale des Pétroles~~ Ministry of Shipping (BulkOil S.S.Co.Ld.*Mgrs.*)	250·1 P65'B37'F29'	46·0	~~17·0~~ 17·8	~~Rouen~~ ~~French~~ Cardiff British	Oil Engines 2S.C.SA 5Cy.20½"-27$\frac{9}{16}$" 369NHP Ch.&Atel.deSt.Nazaire (Penhöet)		V
80609 LJXS	**Octavian** *Fitted for oil fuel* Wireless D.F. *1Dk&Shelter dk* *CruiserStern*	1345 1104 747					1938	Nylands Verksted Oslo	A/SRederiet Julian(Hilmar Reksten,*Mgr.*)	250·9	41·3	14·8	Bergen Norwegian *WB*	C.2Cy.16¾"&33$\frac{7}{16}$"-33$\frac{7}{16}$"& LPturbine withDR gearing &hydraulic coupling 54NHP NylandsVerksted,Oslo		N
80610 207175 WADO	**Octorara** Ⓟ D.F. *Mchy.Aft* *2Dks&2ShadeDks*	4329 — 2652					1910	Detroit S.B.Co. Wyandotte	SandProducts Corporation	340·0	45·2	28·0	Erie,Pa. Utd.States	Q.4Cy.22",31½"45"&65"-42" 274NHP DetroitS.B.Co.Detroit		
80611 204455 WNTW	**Odanah** *Mchy.Aft* D.F. GyC. Sub.Sig. *1Dk*	4658 — 3391					1907	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*)	420·0	52·0	28·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP AmericanSB Co.Cleveland		R
80612 LEOE	**Odda** (*ex*Tormod) Now "Sheelavati," see No. 89932 in Supplement ssOsl.No.1-25 *Well deck* *1Dk*	835 470	✠ ... 6,28 ✠				1921 5mo	E.J.Smit&Zoon Westerbroek	SkibsA/SKjörrefjord(J.Fröyland,*Mgr.*)	206·6 Q66*t*H47*t*F24*t* FK	32·1	13·3	Farsund Norwegian *WB*	T.3Cy.15",23½"&39⅜"-23⅝" 105NHP E J Smit&Zoon,Hoogezand	15 ″ 5	N †
80613 4611 SFVR	**Oddevold** (*ex*Odensvold, *ex*Cairngowan) **Iron** *ss*Sbg.4thNo.3-6,34 *ss*Sbg.No.1-38 *Well deck* *1Dk(Irn)&Web frames* *Cargo battens not fitted*	*1186* *879* *644*	✠100A1 1,40 ✠LMC MS9,38 BS~~5,39~~ 8,40	Got	*n*	OG 5,39	1883 6mo	S.P.Austin &Son Sunderland A&CP	J.Schander(Ingolf Schander,*Mgr.*)	225·4 Q76'B57'F23' FK *CellDBa* 52' *f* 90'	34·0	14·4	Elleholm Swedish 4*BHCem* 323*t*APT36*t*	C.2Cy.26¼"&53$\frac{9}{16}$"-33" 80lb *100lb* NDB12 124NHP 1SB,*4pf*,GS60,HS1970 Blair&Co.Ld.Stockton	17 ″ 6 s1 ″ 5¼ 16 ″ 3	
80614 OFBJ	**Oddvar II** (*ex*Bracciano, *ex*Città diLecce,*ex*WarWizard) D.F. *1Dk*	1897 — 1071					1918	TheCollingwoodS.B.Co.Ld.Collingwd,Ont.	A/B Oddvar (Cadenius&Grahn A/B)	260·6 251·4 P55*t*H158*t*F6*t*	43·7	18·1	Kotka Finnish *WB*	T.3Cy.18",30"&50"-36" 150NHP CollingwoodS.B.Co.Ld.		C
* 80615 OYOD	**Odense** Ⓟ *OilEng.* Wireless *ss*Cpn.No.3-5,36 *1Dk(Stl)*	555 438 251	✠100A1 3,39 ✠LMC CS10,36 DBS7,39 2,40	Cpn	*k*	OG 3,39	1924 10mo	Helsingörs Jernsk&Msk Elsinore *Lloyd's A&CP*	DetForenede DampskibsSelsk.	181·0 P37'B69'F25' FK *CellDBa&u* E66' 68*t* *FPT*28*t*	31·3	12·3	Odense Danish 4*BHptCem* *APT*5*t*	Oil Engines 4S.C.SA 6Cy.15¾"-29½" DB*50lb* 143NHP HolebyDieselmotorFbk. Holeby	13 ″ 6 s1 ″ 2 12 ″ 6½	
80616 DIEB	**Odenwald** Ⓟ **TwinSc** (*ex*Assuan-38,*ex*Odenwald-35) *OilEng.* D.F. *2Dks* Sub.Sig. *CruiserStern*	5098 4467 3007					1923	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 F41'	54·2	27·4	Hamburg German *WB*	Oil Engines 4S.C.SA 12Cy.24¾"-38¾" 714NHP AllgemeineElecGes.Berlin		G
55/41 80617 DOCN	**Oder** Ⓟ **4Mst** D.F. E.S.D. Sub.Sig. *3Dks*	8516 7769 5329					1927	Akt.Ges. "Vulcan" Hamburg	Norddeutscher Lloyd	510·0 P26'B&F461' *Upper*F30'	63·6	30·8	Bremen German *WB*	T.3Cy34¼",52¾"&86⅝"-57$\frac{1}{16}$" 1 LP Turbine 1000NHP A.G."Vulcan,"Hamburg		G
80618 DAPY	**Oderstrom** (*ex*Gunther-33, *ex*Corsurf,*ex*Surf) *ss*Shl.No.3-8,09 *ss*Sws.No.2-18 *Well deck* *1Dk&Webframes*	1511 1236 884	✠ ... 4,22 ✠				1896 6mo	S.P.Austin &Son Sunderland	C.Feuerloh G.m.b.H.	251·6 P28'Q68'B48'F28' FK	35·2	16·7	Stettin German *WB*	T.3Cy.20",32$\frac{13}{16}$"&53"-36" 180NHP NB*mde*20*fitted*38 J.Dickinson&Sons,Ld.Sld.	19 ″ 6	G †
80619 DHSC	**Odin** *Mchy.Aft* Sub.Sig. D.F. *CruiserStern* *2Dks*	5806 4944 2898					1928	Verein Sthl Nordseewrke Emden	Seereederei "Frigga"A.G.	432·5	59·0	23·0	Hamburg German *WB*	C.4Cy.(2)22"&(2)47¼"-47¼" 252NHP A.BorsigG.m.b.H.Berlin		G
80620 OXOS	— Ⓟ **TwinSc** *(Ferry)* Wireless D.F. *1Dk*	1581 1395 626					1910	Akt.Burmeistr&Wain Copenhagen	DeDanskeStatsbaner	290·0	48·5	17·2	Korsör Danish *WB*	T.6Cy.17",28"&45"-24" 198NHP Akt.Burmeistr&Wain,Cpn		V
80621 DAKU	— Ⓟ **TwinSc** Wireless Sub.Sig. *2Dks3trB*	1137 1074 466					1902	Oderwerke Act.Ges. Stettin	StettinerDmpfsch.Ges.J.F.Braeunlich,G.m.b.H.	236·5 B12'H-	33·9	20·8	Stettin German *WB*	T.6Cy.18",28"&46"-28" 224NHP OderwerkeAct.Ges.Stettin		G
80622 OYPD	— Ⓟ Wireless *1Dk*	632 433 319					1910	Kjöbnhvns Flydk.&Skbs Copenhagen	DetForenede DampskibsSelsk.	184·8 P115'F24'	31·1	12·5	Copnhagn Danish *WB*	T.3Cy.16½",27"&48"-30" 126NHP KjbnhavensFlydk&Skbsv		V
80623 5026 SFVW	— Ⓟ **TwinSc** (*ex*NorraFinland) *1Dk*	*625* *342* *353*					1885	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	168·0 P110'H61*t*F37'	26·5	11·2	Stockholm Swedish	C.4Cy.20"&34"-21" NB11 88NHP MotalaCo.Motala		
80624 SMZC	— (*ex*Odinn-36) *ss*Rjk.No.2-34 E.S.D. *1Dk(Stl-ws)&* Wireless D.F. *2ndDkforward&aft*	512 451 176	✠ ... 12,36 ✠	Rjk			1926 6mo	Kjöbnhvns Flydk.&Skbs Copenhagen	SwedishGovernment(Kungl-Tullverket)	169·4 F27'len27 BK7" *CellDB* *f*35'33*t*DTs*f*40*t*&	27·7	16·3	Swedish 4*BHCem* 17*t*FPT10*t*	T.3Cy.16½",27"&44"-30" 160NHP 2SB,*4cf*,GS80,H2960 KjbnhavensFlydk.&Skbsv	15 ″ 9	
80625 220880 KDID	**Oduna** Ⓟ (*ex*Medon) *Fitted for oil fuel* *2Dks*	3474 2991 2071	✠ ... 1,21 ✠				1920 12mo	Hanlon D.D.&S.B.Co Oakland,Cal.	AlaskaS.S.Co.Inc.	320·7 P26'B79'F34' FK	46·0	24·4	NewYork Utd.States *WB*	T.3Cy.24",39"&65"-42" AllisChalmers 274NHP Mfg.Co.Milwaukee,Wis.	26 ″ 9	R †
80626 906 SVAP	**Odysseus** (*ex*Ellin-36) *ss*Pir.2ndNo.3-5,38 *1Dk(Stl)&Shelter dk(Irn)&Webframes* *Longitudinal framing* *Tonnage opening closed 40*	~~4577~~ ~~4035~~ ~~2780~~	✠100A1 *Shelter dk withfreeboard* 8,40 ~~11,39~~ BS11,40 ~~BS6,39~~ ✠LMC5,38	Bry Shi	*y*	CL 6,39	1913 3mo	Short Bros. Ld. Sunderland *Lloyd's A&CP*	P.A.Yannoulatos	390·0 405·5(O.L.) FK *CellDBa* 117' *uE&B*40' *f*171'	52·0	23·9	Piræus Greek 6*BHCem*	T.3Cy.25½",42½"&72"-48" 180lb (*s*) 386NHP 2SB,*8cf*,GS162,HS5869 J.Dickinson&Sons,Ld.Sld. 1332*t*FPT143*t*APT320*t*	34 ″ 2 s9 ″ 6¾ 24 ″ 9¾	
80627 PGLU	— (*ex*Star,*ex*Rudolf) Sub.Sig. *1Dk*	1057 831 606					1922	Schiffsw(v.J.&Sch.)A.G Hamburg	Koninkl.Nederl. Stoomb.Maats. N.V.	215·8 P23'B59'H49'F26'	34·2	14·1	Amstrdam Dutch *WB*	T.3Cy.17$\frac{7}{10}$",28$\frac{15}{20}$"&47$\frac{3}{10}$"-33⅖" 129NHP Frd.KruppA.G.Kiel		V

41 d ‡

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. Ref. Trade.
80628 LOFF	**Oeste** (*ex*Neptun) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* Sub.Sig. Wireless	1405 — 801					1922	Werft Nobiskrug G.m.b.H. Rendsburg	Cia.Argentina de Nav.Mihanovich Ltda.	250·0 P&B59'F8'	37·5	12·8	Bns.Aires Argentine *WB*	T.3Cy.17¾",28½"&45¾"-29½" 110NHP OttensenerMaschf.Altona		G
80629 LEOF	**Ofoten** Ⓟ (*ex*Namsos, *ex*Katzjarloff) **Iron** 1*Dk&ptAwng dk*	320 302 176					1871	Pattison& Atkinson Newcastle	A/S Saltens Dampskslsk	125·4 P109*t*H18*t*F30*t* len95	20·1	16·6	Bodö Norwegian *WB*	C.2Cy.17"&31"-20" NB95 36NHP Pattison&Atkinson.Nwc.		
80630 2075 ICBM	**Ogaden** Ⓟ (*ex*Naxos-36, *ex*Saxon Prince, *ex* Glenaffric) *ss*Hfs.2ndNo.3-11,30 2*Dks*(*Stl*)&*deep framing* D.F.	4553 — 2763	✠ 12,35 ✠	Lkr	*x*		1905 3mo	C.Connell &Co.Ld. Glasgow	IgnazioMessina &C. *Cell DBa1*	391·4 376·9 P39'B112'F46' FK 10'u *E&B42' f*173'	49·7	26·6	Genoa Italian 6*BHCem* 976*t APT*32*t*	T.3Cy.25½",42"&68"-48" 423NHP 2SB,6*cf*,GS118,HS6044 Dunsmuir&JacksonLd.Gls	28 ″ 10	I †
80631 10089 JOGD	**Ogasawara Maru** **TwinSc** GyC. (*Cable Vessel*) Wireless D.F. 2*Dks*	1404 1282 600					1906	MitsuBishi Dkyd&EWks Nagasaki	Govnmt. of Japan (Department of Communications)	243·2 B73'	34·0	22·3	Tokyo Japanese	T.6Cy.14½",24"&40"-30" 176NHP MitsuBishiD.&E.Wks.Nag		
80632 41328 JJDK	**Ogasima Maru** *OilEng.* Wireless 2*Dks* *Mchy.Aft*	1425 1140 918					1936	Mitsubishi JukogyoK.K Yokohama	NakagawaKisen K.K.	241·6 P62'B25'F24'	37·0	19·7	Tokyo Japanese *WB*	Oil Engines 4S.C.SA 6Cy.17 11/16"-23⅝" 183NHP MitsubishiJukogyoK.K. Yka.		
80633 142837 GCBZ	**Ogmore Castle** (*ex*Backworth-39) *ss*Shl.No.3-10,32 *ss*Bly.No.1-37 D.F. 1*Dk*(*Stl*) *Cruiser Stern*	2481 2244 1442	✠100A1 12,39 ~~BS12,38~~ ~~3,40~~	Mch ✠LMC~~10,37~~	*t* 12,40	CL ~~1,39~~ 11,40	1919 8mo *Lloyd*	Dunlop, Bremner& Co.Ld. PortGlasgow '*sA&CP*	BranchS.S.Co.Ld.	302·9 P32'B80'F33' FK *Cell*	42·9	20·7	Cardiff British 6*BHCem* *DB*260'669*t*	T.3Cy.22",36½"&59"-39"(*s*) 180lb *100lb* 262NHP 2SB,6*cf*,GS124,HS4426 Dunlop,Bremner&Co.Ld. *FPT*72*t APT*170*t*	23 ″ 0 s 3 ″ 4½ 19 ″ 10	
80634 LKIN	**Ogna** *OilEng.* *CruiserStern* 1*Dk&Shelter dk*	4998 4403 2957					1939	Bremer Vulkan Vegesack	A/S J.Ludwig MowinckelsRederi	414·3 F23'	55·7	25·0	Bergen Norwegian	Oil Engines 2S.C.DA 5Cy23 9/16"-43 5/16" 970NHP BremerVulkan,Vegesack		N
80635 218408 KINB	**Ogontz** *Fitted for oil fuel* D.F. 2*Dks&Web frames*	5028 4740 3127	✠ ... 6,20 ✠				1919 7mo	American International S.B.Corp. HogIslandPa	Intercoastal PackingCo.	390·0 P39'B122'F43' FK	54·2	27·6	Juneau Utd.States *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
80636 220 YLGL	**Ogre** (*ex*SelmaB.-39, *ex*Nuorla-36, *ex*Nautilus) *Mchy.Aft* 1*Dk*	333 257 173					1918	Gebrs.van derWindt Vlaardingen	Kopredereja "Ogre" (J.Sausins, *Mgr.*)	132·4 P32'B8F16'	23·3	10·3	Riga Latvian *WB*	T.3Cy.11⅞",18¾"&30¾"-22" H.Versteig, 45NHP NederHardingsveld		V
80637 32369 JRSB	**Ogura Maru No. 1** (*ex*OguraMaru-38) *OilEng.* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk*	7270 6829 5004					1929	Mitsubishi ZosenKaisha Ld. Nagasaki	OguraSekiyuK.K.	430·0 P99'B33'F44'	57·0	34·5	Yokohama Japanese *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP MitsubishiZosenKaishaLd.		C
80638 36353 JFVC	**Ogura Maru No. 2** *OilEng.* *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk*	7311 6829 5049					1930	Mitsubishi ZosenKaisha Ld. Nagasaki	OguraSekiyuK.K.	430·0 P99'B33'F45'	57·0	34·5	Yokohama Japanese *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP MitsubishiZosenKaishaLd.		C
80639 32808 JPEB	**Ogura Maru No. 3** **TwinSc** (*ex*KoyoMaru-38, *ex*Athelrill, *ex*California, *ex*Limeleaf) *ss*Yka.No.3-3,27 *Fitted for oil fuel* 2*Dks&Web frames* *Carrying Petroleum in bulk*	7350 6842 4322	✠ ... 5,31 ✠NB(1)10,17(s)Aft.	✠			1916 12mo	Barclay, Curle&Co.Ld. Glasgow	OguraSekiyuK.K.	450·6 P44'B161'F42' FK	58·2	32·7	Yokohama Japanese *WB*	T.6Cy.21",35½"&61"-45" 830NHP Barclay,Curle&Co.Ld.Gls.	35 ″ 6	C †
80640 33313 JQLB	**Oha Maru** *Fitted for oil fuel* Wireless 1*Dk*	989 849 574					1928	KobeSteel Works Harima	KitaKabafuto SekiyuK.K.	220·4 P20'B56'F28'	34·0	17·0	Tokyo Japanese *WB*	T.3Cy.15½",26"&42½"-32" 102NHP KobeSteelWorks,Harima		
80641 HPJI	**Ohio** (*ex*LeHavre-39) *OilEng.* D.F. 1*Dk*,2*nd dk in mchy. space* *Mchy.Aft* E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck in centre tanks*	*10191* 9282 6317	✠100A1 ~~8,40~~ ~~12,39~~ 1,41 *Carrying Petroleum in bulk*	SFo ~~S??~~ ✠LMC1,39	*f*†	CL	1939 1mo *Lloyd*	Deutsche WerftAG Bet Finkenwrder Hamburg '*sA&CP*	MaritimeTrading Ld. (Leif Höegh& Co.A/S, *Mgrs.*) *Cell DBuE*	505·7 528·4(O.L.) P115'B29'F62' FK 43'67*t DTf*32'679*t*	68·9	36·4	Panama Pnamanian 17*BHptCem* *FPT*254*t A*	Oil Engines 2S.C.DA 7Cy.23⅝"-43 5/16" 1356NHP 2DB*180lb*&DB(WT)*180lb* Maschinenfbrk-Augsburg-NürnbergA.G.Augsburg *PT*106*t*	36 ″ 4 s 7 ″ 5¾ 29 ″ 2¼	
80642 26811 JOHD	**Ohio Maru** *ss*Kob.No.3-11,32 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5873 5590 4254	✠ ... 4,35 ✠	Kob	*y*		1920 5mo	Kawasaki DockyardCo. Ld. Kobe	HakuyoKisenK.K *Cell DB*334'1118*t*	385·0 FK *Collision* *FPT*126*t APT*93*t*	51·0	36·0	Hashidate Japanese *Cem* *BHtoAw dk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48" 437NHP 2SB&AuxSB,8*cf*,GS154, HS5636 KawasakiDockyardCo.Ld.	36 ″ 0	C †
80643 219551 KUBL	**Ohioan** (*ex*Willsolo-37, *ex*GoldenWall-34, *ex*Pawlet) *Fitted for oil fuel* 1*Dk2trB&Shelter dk* D.F. *Longitudinal framing*	6078 5563 3776					1919	GMStandifer Cnst.Corp. Vancouver, Wash.	American-HawaiianS.S.Co.	401·4 P48'B81'F37'	53·2	31·9	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-41" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
80644 45392 JCIN	**Oi Maru** *OilEng.* *Mchy.Aft* *CruiserStern*	397 — 272					1939	Mitsubishi JukogyoK.K Hikoshima	SankyoKaiunK.K.	141·0	24·6	11·8	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.11⅝"-17 5/16" 79NHP HanshinTekkosho,Kobe		
80645 1665 JNZH	**Oigawa Maru** Ⓟ **TwinSc** 2*Dks*	570 554 338					1897	Shirato Takahisa Osaka	SetsuyoSyosen K.K.	176·8	24·6	16·3	Osaka Japanese	T.6Cy.12",18½"&31"-22" 90NHP OsakaIronWorks,Osaka		
80646 168 OHBF	**Oihonna** Ⓟ Wireless D.F. *ss*Abo.3rdNo.3-5,34 *ss*Hfs.No.1-38 1*Dk*(*Stl*-ws)&*Awng dk&Web frames*	1096 — 563	✠100A1 *Awng dk with freeboard* 5,40 No later survey reported	Skm Abo BS5,39 ✠LMC5,38	*l*	CL ~~5,37~~ 5,40	1898 5mo *Lloyd*	Gourlay, Bros.&Co. Dundee '*sA&CP*	FinskaÅngfAktieb *Cell*	211·9 200·8 *DBuE&B*53'64*tFP*	31·2	22·7 13·6 BK6½'	Helsingfrs Finnish 5*BHCem* *T*7*t APT*85*t*	T.4Cy.21",33"&(2)38"-33" 170lb (*s*) 240NHP 2SB,6*rf*,GS116,HS3688 FD GourlayBros.&Co.Dundee	23 ″ 4 s 8 ″ 5 15 ″ 8	
80647 165758 GFGR	**Oilfield** *OilEng.* *Mchy.Aft* D.F. E.S.D. 1*Dk*,2*nd dk clear of cargo tanks* *Cruiser Stern* *Longitudinal framing at bottom & deck*	8516 7687 5045	✠100A1 ~~11,39~~ 12,40 *Carrying Petroleum in bulk*	Mch Bel ✠LMC2,38	*d*† 2,$\frac{3}{10}$	CL	1938 2mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP*	FieldTankS.S.Co. Ld. (Hunting& Son,Ld. *Mgrs.*) *Cell DBuE*82'30	475·9 493·1(O.L.) P101'B42'F50' FK 4*t DTf*23'395*t FPT*	61·8	33·8	Newcastle British 16*BH* 139*t APT*86*t*	Oil Engines 4S.C.SA 8Cy.29½"-59 1/16" 653NHP 2DB*150lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	

14/41

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
86/40 80648 160604 GSNY	**Oilpioneer** *OilEng.* ssNwc.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	5666 5214 3419	✠100A1 6,39 ✠LMC(M)1,39 DBS1,40 ✠LMC10,36 *CarryingPetroleum in bulk*	Ams	*z*	CL 6,39	1928 11mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishOil ShippingCo.Ld. (A.A.Rapp,*Mgr.*)	410·0|53·5|31·0 P89'B28'F39' FK *CellDBuE*57'170*t* *DTf*39'427*t FPT*76*t APT*103*t*	London British 15*BHptCem* (10 ,, *to Udk* 5 ,, 2*nd*,,)	Oil Engines 2S.C.SA 7Cy.23⅝"–47¼" 676NHP 2DB150*lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 1 s 5 ″ 9 25 ″ 7¾	
80649 160629 GSNZ	**Oilreliance** *OilEng.* ssLiv.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	5666 5214 3427	✠100A1 Examined12,40 Hull DBS3,40 ✠LMC8,36 ✠LMC(M)4,39 *CarryingPetroleum in bulk*	~~Nwc~~	*z*	CL 3,40	1929 1mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishOil ShippingCo.Ld. (A.A.Rapp,*Mgr.*)	410·0|53·5|31·0 424·0(O.L.) P89'B28'F39' FK *CellDBuE*57'170*t* *DTf*39'427*t FPT*76*t APT*103*t*	London British 15*BHptCem* (10 *to U dk* 5 ,, 2*nd*,,)	Oil Engines 2S.C.SA 7Cy.23⅝"–47¼" 676NHP NDB(s)30150*lb* DB(P)150*lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 1 s 5 ″ 9 25 ″ 7¾	
80650	**Oilshipper** (*ex*Gilda Ambatielou–37,*ex*Bolbec, *ex*Chaudronnier) **TwinSc** 1*Dk* *Mchy.Aft* *Carrying oil in bulk* *Fitted for oil fuel*	*1138* — *564*					1920	Forg.&Ch. delaMédit. LaSeyne	AugustDemberg	219·4|34·2|12·3 P75'F29'	Panama Pnamanian *WB*	T.6Cy.12¼",$19\frac{7}{10}$"&$31\frac{9}{10}$"–16½" 80NHP Forg.&Ch.delaMédit.Msl.		C
5/41 80651 149955 GMLB	**Oiltrader** ssLon.No.3-2,41 ~~ssRot.No.2–36~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	5550 5180 3261	✠100A1 2,41 ~~1,39~~ ✠LMC3,41 ~~[illegible]~~ ~~BS11,39~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*12,27 *F.P. above* 150°F.	Rot Lon	*z*	CL ~~5,38~~ 3,41	1927 12mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BritishOil ShippingCo.Ld. (A.A.Rapp,*Mgr.*)	410·0|53·5|30·9 P106'B26'F39' FK *CellDBuE&B*62' 186*t DTf*30' 122*t FPT*77*t APT*282*t*	London British 15*BHptCem* (10 *to U dk* 5 ,,2*nd*,,)	T.3Cy.25½",42"&70"–48" (*s*) 200lb 482NHP 3SB,9*cf*, ,HS6900 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 1 s 5 ″ 7½ 25 ″ 8¾	
80652 OFDM	**Oinas** (*ex*Borgila–39) **4Mst** 1*Dk* Wireless D.F.	1423 — 818					1910	Fredrkstad Mek.Værks Fredrikstad	HelsinginLloyd (H.Janhonen, *Mgr.*)	243·0|38·4|17·1 P47*t*H54*t*	Helsingfrs Finnish *WB*	T.3Cy.18",29½"&50"–36" 150NHP FredrikstadM.V.Frdstad.		N
80653 FOJR	**Oiseau des Iles** **Aux3MstSr** ssPapeeteNo.1–40 *OilEng.* Wireless *Mchy.Aft* 1*Dk*(*Stl*–teak s) (*See Sailing Ship Register*)	398 287 178	✠100A1 9,40 ~~8,35~~ ~~✠LMC8,35~~ ~~✠LMC(M)1,38~~ ✠LMC9,40	Nts Papeete		CL ~~3,39~~ 9,40	1935 8mo *Lloyd'sA&CP*	S.A.des AnciensCh. Dubigeon Nantes	Cie.Françaisedes Phosphates de l'Océanie	146·4|27·9|9·6 P44'F35' FK&ballast keel8½" *CellDB*51'66*t*	Papeete French 4*BHCem* *APT*21*t*	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"–15¾" 123NHP Atel.&Ch. de laLoire, St.Denis	12 ″ 6	
80654 10335 JKSE	**Oita Maru** Ⓟ 2*Dks*	712 636 398					1907	OsakaIron Works Osaka	OsakaSyosenK.K.	186·8|26·3|18·1	Osaka Japanese	T.3Cy.13⅜",21½"&36"–27" 67NHP OsakaIronWorks,Osaka		
80655 YQSO	**Oituz** (*ex*Leros,*ex*Hornsund) 1*Dk&Shelter dk*	2686 — 1699					1905	Akt.Ges. "Neptun" Rostock	RoumanianState MaritimeService	291·3|44·0|23·7	Cnstantza Roumanian *WB*	T.3Cy.20½"$35\frac{7}{16}$"&55⅞"–37⅜" 192NHP A.G."Neptun,"Rostock		V
80656	**Oity** (*ex*Maistas–38,*ex*Coldair–36, *ex*Kongsdal,*ex*Liana,*ex*Denetown, *ex*Ernst) 1*Dk*	641 473 347					1915	Hlsingbrgs VarfsAktieb. Helsingborg	Cia.Commercio e Navegação	175·1|30·1|12·0	R.Janeiro Brazilian *WB*	C.2Cy.16¾"&31½"–$21\frac{1}{16}$" 38NHP HelsingborgsVarf.Aktieb.		
80657 YVAD	**Ojeda** **TwinSc** *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks & in trunk*	2815 1933 1572	✠100A1 8,40 ~~1,40~~ BS1,40 ✠LMC1,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,38 *F.P. above* 150° F.	Cco	*u*	CL 8,40	1938 1mo *Lloyd'sA&CP*	NVRotterdamDroogd. Maats. Rotterdam	Caribbean Petroleum Company,Ld.	326·1|49·6|15·2 339·2(O.L.) P94'F42' FK *Trunk*190' *DTa*29*t DTf*121*t FPT*38*t*	Maracaibo Venezuelan 14*BHptAsp* *APT*106*t*	T6Cy.15⅜",25"&$40\frac{3}{16}$"–$27\frac{9}{16}$" 180lb (*s*) 366NHP 2WTB,HS6520 FD N.V.Rot.Droogd.Maat Rot	15 ″ 0 s 1 ″ 2½ 13″10⅞	
80658 UOBW	**Oka** (*ex*Balaton–33,*ex*Nordafrika, *ex*WalterFischer, ssN.Ns.No.3–9,29 *ex*Calicorock) 1*Dk*(*Stl*)	2274 2024 1345	✠ —— 12,33 ✠	Kel	*r*		1918 10mo	ToledoS.B. Co. Toledo,O.	U.S.S.R.	254·9|43·0|22·3 P25'B64'F23' FK *CellDB*208' 539*t FPT*59*t*	Leningrad Russian 4*BHCem* *APT*39*t*	T.3Cy.20½",33"&54"–40" 260NHP 2SB,4*cf*,GS88,HS3780 ToledoS.B.Co.Toledo,O.	24 ″ 2	
80659 37548 JFWE	**Okesa Maru** Ⓟ *OilEng.* 1*Dk*	488 319 271					1932	Mitsubishi ZosenshoK.K Kobe	SadoKisenK.K.	160·0|27·0|12·7	Ryotsu Japanese	Oil Engines		
80660 UOIP	**Okhotsk** (*ex*Henner–32,*ex*Wigbert) Sub.Sig. 2*Dks*	3367 2984 1927					1912	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	342·8|48·1|22·4 P&B227'F43'	Vladvostk Russian *WB*	T3Cy.24",$41\frac{3}{10}$"&$68\frac{9}{10}$"–45½" 324NHP J.Frerichs&Co.A.G.Ostlz.		
80661 UPFW	**Okhta** (*ex*Breitenburg–35,*ex*Olympia, *ex*Justin,*ex*Mirfak,*ex*Ed.Munch) Wireless 1*Dk*	1357 1179 794					1918	NVBoele's Scheepsw. Slikkerveer	U.S.S.R.	239·0|36·2|16·7 P36'B59'F25'	Leningrad Russian *WB*	T.3Cy.18½",30"&48"–36" 138NHP NVBoele'sScheepswBolnes		
80662 33587 JFDF	**Oki Maru** Ⓟ 2*Dks* *CruiserStern*	499 393 222					1928	Fujinagata Dockyard Osaka	Shimane-kenOkinokuniSaigo-cho &12muraKumiai	150·0|26·0|15·5 F9'	Saigo Japanese	T.3Cy.12",20"&33"–24" 53NHP FujinagataDckyrd.Osaka		
80663 42276 JFTF	**Oki Maru No. 2** Ⓟ *OilEng.*	466 — 231					1936	Mitsubishi JukogyoK.K Kobe	Shimane-kenOkinokuniSaigo-cho &12muraKumiai	155·1|26·0|13·8	Saigo Japanese	Oil Engines 4S.C.SA 6Cy.13¾"–20½" 111NHP MitsubishiJukogyoK.K.		
80664 1601 JOND	**Okinawa Maru** **TwinSc** (*CableVessel*) D.F. 1*Dk&Spar dk&Webframes*	2254 1962 1289	✠ ... 10,00 ✠				1896 4mo	Lobnitz& Co. Renfrew	KonanKisenK.K. (HindoKisenK.K. *Mgrs.*)	296·5|40·0|13·5 B94' 24·4 BK8"	Tokyo Japanese *WB*	T.6Cy.$18\frac{3}{16}$",$30\frac{1}{16}$"&48"–36" 313NHP Lobnitz&Co.Renfrew	24 ″ 7	
80665 22004 JQGE	**Okinoyama Maru** (*ex*SakaiMaruNo.3) 1*Dk*	984 843 608					1917	OsakaIron Works Osaka	OkinoyamaTanko K.K.	193·7|31·2|18·5	Nishinomiya Japanese *WB*	T.3Cy.14",23½"&40"–30" Okamoto 88NHP Kosakusho,Osaka		
80666 36031 JORH	**Okinoyama Maru No. 3** *OilEng.* *Mchy.Aft* 1*Dk*	871 703 609					1930	Osaka Iron Works Osaka	OkinoyamaTanko K.K.	180·0|31·0|18·0 P42'F26'	Nishinomiya Japanese *WB*	Oil Engines 4S.C.SA 6Cy.$11\frac{7}{16}$"–$16\frac{15}{16}$" 76NHP KobeSteelWorks,Kobe		
80667 37468 JOUH	**Okinoyama Maru No. 5** *OilEng.* *Mchy.Aft* 1*Dk*	1544 1267 840					1932	OsakaIron Works,Ld. Osaka	OkinoyamaTanko K.K.	251·0|39·0|19·0 P59'B15'F30'	Nishinomiya *WB* Japanese	Oil Engines 4S.C.SA 6Cy.18⅛"–29⅛" 190NHP KobeSteelWorks,Kobe		
80668 46267 JGFM	**Okitu Maru** *CruiserStern*	6666 — 3958					1939	Harima S.B.&Eng. Co.Ld. Harima	NipponYusenK.K.	437·2|58·5|32·8	Tokyo Japanese	2 steam turbinesDRgeared to 1 sc. shaft IshikawajimaS.B.&E.Co. Ld.Tokyo		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Oü.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. IHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
80669 219832 KUMM	**Oklahoman** (*ex*GoldenHarvest–37, *ex*WestCalera) *Fitted for oil fuel* D.F. 2*Dks*	5508 — 3411					1920	Western Pipe&Steel Co. SFrncisco	American-HawaiianS.S.Co.	410·5|54·0|27·1 P46'B112'F46'	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" Joshua 359NHP HendyCo.SanFrancisco		R
80670 SPBX	**Oksywie** *OilEng.* 1*Dk, except in after hold, & Shelter dk* Wireless D.F. *Cruiser Stern* *Strengthened for navigation in ice*	766 — 342	✠100A1 *withfreeboard* 5,40 ~~5,30~~ ✠LMC3,38	Dnz Mdb	*l*	CL ~~5,39~~ 5,40 *Lloyd*	1938 3mo	Crichton-VulcanA/B Åbo '*sA&CP*	'ZeglugaPolska' S.A.(PolishS.S. Agency,Ld.*Mgrs.*) *CellDB*120'166*t F*	188·4|33·5|18·5 197·1(O.L.) FK (2*BH including Coll* *PT*24*t APT*34*t*	Gdynia Polish 1*BHptCem* *BHtoSh dk* 2 ,, ,, 2*nd* ,,)	Oil Engines 2S.C.SA 5Cy.13⅞"–22 7/16" 157NHP DB43*lb* Atlas-DieselA/B,Skm.	13 ″ 5 s 8 ″ 2 13 ″ 4½	
80671 29849 JYGA	**Okuni Maru**(*ex*OhkuniMaru–39, *ex*DaikokuMaru, *ex*Araluen, *ex*Scharzfels) *ss*Kob.3rdNo.3–2,37 1*Dk*(*Stl*)&*Spar dk*(*Stl*–*pt* teaks)&*Web frames*	5633 5336 3559	✠100A1 *Spar dk* 4,39 ✠LMC4,39	Kob	*z*	CL 4,39 *Lloyd*	1901 7mo	Wigham Richrdsn&Co Ld Newcastle '*sA&CP*	NaigaiKisenK.K. *CellDBa*142'*u*	420·0|55·1|20·5 28.6 P60'B96'F48' BK11' *E*27'*f*177'1115*t AP*	Amagasaki Japanese 6*BHCem* *T*40*t*	Q.4Cy.24",34",51"&74"–54" 210lb (*r*) 494NHP 3SB,9*cf*,GS150,HS6303 FD WghmRchrdsn&C.LdNwc	31 ″ 4	
80672 44936 JDIM	**Okuyo Maru** 1*Dk* *CruiserStern*	2904 2530 1677					1938	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K.	305·4|42·7|26·2 P24'B80'F29'	Tokyo Japanese *WB*	T.3Cy.20 11/16",34 1/16"&57 1/16"–43 5/16" HS2547 202NHP MitsubishiJukogyoK.K.		
80673 UOIW	**Ola** (*ex*Vegesack–33) Wireless Sub.Sig. 2*Dks*	1566 1388 933					1920	Bremer Vulkan Vegesack	U.S.S.R.	237·7|36·0|19·5 B38'F31'	Vladvostk Russian *WB*	T3Cy.16 7/16",26¾"&44⅞"–29½" 106NHP BremerVulkan,Vegesack		
*80674 OZMC	**Olaf** *ss*Els.3rdNo.3–5,33 *ss*Cpn.No.1–38 D.F. 1*Dk*(*Irn*)&*deep framing*	1920 1716 1181	✠100A1 4,39 BS11,38 ✠LMC8,37	Cpn	*r*	OG 3,40	1897 3mo	W.Gray& Co.Ld. WHartlepool A&CP	DetForenedeDamp-skibsSelskab *CellDB*	280·5|39·7|18·6 290·7(O.L.) P29'B69'F25' FK *a&uE*108'*f*118'517*t*	Copnhagn Danish 4*BHCem* *APT*38*t*	T.3Cy.21",33"&56"–36" (*s*) 160lb 198NHP NDB01*refitted*20 2SB,4*rf*,GS63,HS3110 Cen.Mar.Eng.WrksWHpl	21 ″ 0 s 3 ″ 0½ 18 ″ 2	
80675 LCVZ	**Olaf Bergh** (*ex*Rigi) 2*Dks*	5811 5572 3637	✠ ... 1,23 ✠				1921 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Eie'sRederiA/S (Bergh&Helland, *Mgrs.*)	400·0|53·0|32·8 F38'*onShelter dk* FK	Bergen Norwegian *WB*	T.3Cy.27",45"&75"–51" 569NHP Richardsons,Westgarth& Co.Ld.Hpl.	35 ″ 5	N †
80676 LJGK	**Olaf Fostenes** *OilEng.* *Ref.Mchy.* 1*Dk, 2nd dk for fruit cargo, 3rd dk in forward holds sparred for fruit cargo* D.F. *CruiserStern*	2994 2610 1757	✠100A1 *withfreeboard* 9,39 ✠LMC11,36 ✠LMC(M)12,38 ✠Lloyd'sRMC~~9,39,40~~ 10,40 for temp. 33° F.	Stv	*u*	CL N9,39 *Lloyd*	1936 11mo	Helsingörs Jernsk&Msk. Elsinore '*sA&CP*	LarsFostenes RederiA/S(Lars Fostenes,*Mgr.*) *CellDB*262'535*t t* *of tunnel*25'	322·5|45·8|26·7 335·7(O.L.) F44' FK *anks at sides* (*Co* 81*tFPT*19*tAPT*87*t*	Haugesnd Norwegian 6*BHptCem* *ll to Wthr dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 9Cy.19 11/16"–35 7/8" 606NHP DB70*lb* Akt.Burmeistr&Wain,Cpn	28 ″ 10 s 8 ″ 9 20 ″ 3¼	
80677 233732 WOFF	**Olancho** **TwinSc** *ss*Mob.No.3–12,32 *ss*Mob.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*–ws)	2493 1374 1536	✠100A1 *Shelter dk* *withfreeboard* 4,40 BS4,40 ✠LMC3,37 *Fitted for oil*	NOs *fuel* 2	*s* ,21	CL 4,40 *F.P.*	1921 2mo *above*	Newburgh Shipyd.Inc. Newburgh, N.Y. A&CP 150° F.	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*) *CellDB*256'491*t*	301·3|42·3|22·6 FK *FPT*22*tAPT*34*t*	NewYork Utd.States *Asp* 3*BHtoSh dk* 2 ,, ,, *U* ,,	T.6Cy.18",30½"&48"–33" (*s*) 185lb 492NHP 3SB,9*cf*,GS173,HS8280 FD VulcanIronWorks, JerseyCity,N.J	25 ″ 0 s 8 ″ 9½ 16 ″ 7	
80678 7777 SHLR	**Oland** Ⓟ *CruiserStern* 1*Dk*	429 235 198					1931	Oskrshmns M.V.& Skpsdk.A/B Oskarshamn	Kungl.General-poststyrelsen	119·9|28·1|12·6	Stockholm Swedish *WB*	T.3Cy.14⅜"23½"&38⅝"–27" 79NHP OskarshamnsM.V.Aktieb.		
80679 144057 MKDY	**Olavus** *ss*Nwc.No.3–6,34 *ss*Nwc.No.1–39 Wireless 1*Dk*(*Stl*) *Cruiser Stern* *Cargo battens not fitted*	1294 1088 759	✠100A1 6,41 ~~4,40~~ ✠LMC MS5,39 BS~~12,39~~ 3,41	Shl Cff	*o*	CL 4,40 *Lloyd*	1920 9mo	C.Ren-noldson&Co. SouthShields '*sA&CP*	OhlsonSteamship Co.Ld. (SirEric Ohlson,Bart.)	230·0|36·7|15·8 241·0(O.L.) P20'B65'F28' FK *CellDB*196'393*t*	Hull British 4*BHCem* *APT*50*t*	T.3Cy.18",30"&50"–33" (*s*) 180lb 199NHP 2SB,6*pf*,GS98,HS3672 ShieldsEng.&D.D.Co.Ld.	18 ″ 0 s 2 ″ 1 16 ″ 1	
80680 DOGS	**Olbers** Sub.Sig. *OilEng.* Wireless *CruiserStern* 1*Dk*	1236 955 594					1925	Deutsche WerkeA.G. Kiel	Dampfschiffahrts Ges.Neptun	233·6|36·1|14·3	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.19 11/16"–37 7/16" 224NHP DeutscheWerkeA.G.Kiel		G
80681 403 IBIZ	**Olbia** Ⓟ **TwinSc** *OilEng.* 2*Dks*	3514 — 2043					1929	Soc.Anon. Ansaldo SestriPnente	"Tirrenia"Soc. Anon.diNav.	324·0|43·8|21·4	Naples Italian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–35⅜" 1167NHP CantOff.Savoia,Crnigliano		I
80682 142670 GSBP	**Olcades** (*ex*BritishBeacon–36) *ss*Pts.No.3–10,30 *Mchy.Aft* *ss*Nwc.No.2–38 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6891 6297 4065	✠100A1 3,40 ✠LMC MS11,38 BS3,40 *CarryingPetr* *Fitted for oil f*	Sng *oleum* *uel* 10,	*a*† *in* 18	CL 10,38 *Lloyd* *bulk* *F.P. a*	1918 10mo *bove* 1	Workman, Clark&Co.Ld Belfast '*sA&CP* 50°F.	TheAdmiralty *CellDBuB*34'107*t D*	430·1|57·0|33·0 P99'B33'F56' FK *Tf*43'640*tFPT*164*t*	London British 19*BHCem* (14 ,, *to Udk* 5 ,, 2*nd* ,,) *APT*60*t*	T.3Cy.27",45"&75"–54" (*s*) 190lb 634NHP 3SB,12*cf*,GS235,HS9666 FD Wrkman,Clark&Co.LdBel	33 ″ 7 s 6 ″ 7¼ 27 ″ 2	
80683 144292 MJTP	**Old Charlton** *ss*Shl.No.3–5,32 Sub.Sig. *ss*Shl.No.1–36 *Cargo battens not fitted* 1*Dk*(*Stl*)	1562 1334 831	✠100A1 7,39 BS~~8,38~~ 8,40 ✠LMC8,36	Shl	*p*	CL 7,38 *Lloyd*	1919 12mo	Dublin Dkyd.Co.Ld. Dublin '*sA&CP*	SouthMetro-politanGasCo. *CellDB*171'306	240·1|36·4|19·2 B52'F23' FK *t DTa*29'118*t FPT*	London British 4*BHCem* 80*tAPT*38*t*	T.3Cy.18",30"&50"–33" (*s*) 180lb 172NH 2SB,6*cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 ″ 4 s 2 ″ 9½ 18 ″ 8	
80684 DHSF	**Oldenburg** Ⓟ Sub.Sig. 2*Dks* D.F. GyC.	8537 7488 4908					1923	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham-Amr.Linie)	471·1|58·2|32·4 P64'B170'F46'	Hamburg German *WB*	T.3Cy.32 1/16",52 11/16"&86⅜"–55" &low pressure turbine 769NHP FlensburgerSchiffsb.Ges.		G
80685 DNPL	— (*ex*Greenbrier–33,*ex*Pungo) Sub.Sig. *Ref.Mchy.* D.F. E.S.D. GyC. 4*Dks*	4595 4128 2750					1914	J.C.Teck-lenborgA.G. Weser-münde-G.	"Midgard" DeutscheSeever-kehrs-A.G. ("Union"Handels u Schiffahrtsges. m.b.H.*Mgrs.*)	386·7|49·2|30·0 B155'F53'	Nordnham German *WB*	T.3Cy.28 1/16",45 1/16"&74"–53⅜" NB22 400NHP J.C.TecklenborgAG.Wsm		C
80686 DNBB	— Sub.Sig. *Ref.Mchy.* 1*Dk* D.F. E.S.D. *CruiserStern*	2312 1715 1223					1936	Deutsche WerftAG Bet Reihstgwrft Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	287·9|45·8|18·1 P16'B262'F34'	Oldenburg German *WB*	C.4Cy.(2)16 5/16"&(2)35 7/16"–35 7/16"&LPturbine withDR gearing & hydraulic coupling HS4090 304NHP DeutscheWerftA.G.Bet. Reiherstiegwerft,Ham.		G

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; BHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80687 221113 KDQG	**Oldham** OilEng. Sub.Sig. 2*Dks* GyC. *Longitudinal framing*	6201 — 3848					1921	Doullut& Williams S.B.Co.Inc. NewOrleans	UnitedStates Maritime Commission	395·5|55·0|31·4 P60'B109'F37'	N.Orleans Utd.States *WB*	Oil Engines 4S.C.DA 5Cy.32"–52" NE29 992NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
80688 LKDW	**Ole Jacob** D.F. E.S.D. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	8306 7571 4972					1939	A/B Gotaverken Gothenburg	Johs.Hansens TankrederiA/S (Johs.Hansen, *Mgr.*)	465·1|59·4|35·9 P103'B38'F57'	Arendal Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 653NHP A/BGotaverken,Got.		N
80689 LDGM	**Ole Wegger** (*ex*SanLorenzo) ssShl.No.3-4,26 (*WhaleOilfactory*) *Fitted for oil fuel* D.F. 2*Dks&Shelterdk&Webframes* *Mchy.Aft* *Longitudinal framing*	12201 9127 7272	✠ … 11,29 ✠				1914 2mo	Swan,Hunter&Wigham Richardson, LdNewcastle	A/S Örnen (A/S ThorDahl, *Mgrs.*)	527·1|66·6|42·1 H415*t* FK	Sandefjord Norwegian *WB*	Q.4Cy.$28\frac{1}{2}$",41",58"&84"–54" 787NHP WllsndSlpwy.Co.Ld.Nwc.	42 ″ 0	N †
80690 218904 KOBN	**Olean** (*ex*Alameda) ssN.Ns.No.3-1,32 *ss*N.Yk.No.2-41 ~~ssBal.No.1-35~~ *Mchy.Aft* 2*Dks*(*Stl*)*&Webframes* D.F. GyC. *Longitudinal framing*	7118 6382 5317	100A1 2,41 ~~5,30~~ ~~BS3,40~~ LMC~~12,35~~ 2,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 19 19 *F.P. above* 150° F.	Bal NYk		CL 3,40	1919	W.Cramp& SonsS&EBCo Philadelphia	Socony-Vacuum OilCo.Inc. *CellDBuE&B*61'234*t*	430·0|58·2|31·5 P116'B36'F49' FK *FPT*246*tAPT*49*t*	NewYork Utd.States 15*BHptCem* (10 ,, *to Udk* 5 ,, ,, *2nd*,,)	T.3Cy.$27\frac{3}{8}$",$45\frac{1}{2}$"&76"–51" 190lb (*r*) 565NHP 3SB,9*cf*,GS186,HS8095 FD WCramp&SonsS.&E.B.Co.	33 ″ 4 s 6 ″ 6 27 ″ 1	
80691 146640 GBJT	**Oleander** *ss*Sld.No.3-10,34 *ss*Sld.No.1-39 *Mchy.Aft* 2*Dks*(*Stl*) D.F. *&Webframes* *Longitudinal framing*	7048 6494 4270	✠100A1 11,39 ✠LMC MS3,39 BS11,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	Bom	*a*†	CL N2,38	1922 10mo *Lloyd's A&CP*	H.M.Dockyard Pembroke	TheAdmiralty *CellDBuB*41'104*t* *DTf*40'689*t*	430·2|57·1|33·7 P109'B32'F52' FK *FPT*58*t APT*43*t*	London British 18*BHCem* (10 *to Udk* 8 ,, *2nd* ,,)	T.3Cy.27",45"&74"–54" (*s*) 180lb 644NHP 4SB,12*cf*,GS253,HS10224 FD H.M.Dockyard,Chatham	33 ″ 6 s 6 ″ $3\frac{3}{4}$ 27 ″ 5	
80692 PGMJ	**Oleum** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* *Butts of keel electrically welded*	476 349 173	✠100A1 5,39 ✠LMC5,39 *Carrying Petroleum in bulk*	Rot	*g*		1939 5mo *Lloyd's A&CP*	NVSchpsf. v/hDeGroot &VanVliet Slikkerveer	N.V.Tankreederij "Muron"(F.A. Voigt&Co.*Mgrs.*)	167·0|25·9|9·8 178·0(O.L.) Q63'F21' FK *Trunk*82' *FPT*94*t*	Rottrdam Dutch 8*BHptCem* *APT*19*t*	Oil Engines 4S.C.SA 8Cy.11"–$17\frac{11}{16}$" 94NHP DB100lb Klöckner-Humboldt-DeutzA.G.Köln-Deutz	10 ″ 4 s ″ 5 10 ″ 0	
80693 ~~1014~~ ~~ESUD~~ 129038 MLSR	**Olev** (*ex*Regis-35) *ss*Tln.2ndNo.3-6,35 *ss*Tln.No.1-39 *Well deck* 1*Dk*(*Stl*)*&deepframing* *Cargo battens not fitted*	1373 1082 808	✠100A1 3,41 ~~8,39~~ ✠LMC8,39 MBS8,40 DBS3,41	Tln Shl	*o*	CL 7,39	1909 9mo *Lloyd's A&CP*	S.P.Austin &Son,Ld. Sunderland	Ministry of Shipping(France,Fenwick,Tyne&Wear Co.Ld.*Mgrs.*) *Cell DBa*63'*uE&B*	235·1|36·1|15·5 243·8(O.L.) Q81'B48'F24' FK 33'*f*103'375*tFPT*62*t*	Belfast British 4*BHCem* *APT*52*t*	T.3Cy.19",31"&51"–36" (*s*) 180lb 100lb 170NHP 1SB,4*cf*,GS66,HS2634 N.E.MarineEng.Co.Ld.Sld	17 ″ 8 s 1 ″ $6\frac{1}{2}$ 16 ″ 3	
80694 218066 WXOI	**Olga** (*ex*IdaHayAtwater-38, *ex*Penobscot-33,*ex*Craigrownie) *Mchy.Aft* D.F. 2*Dks* Sub.Sig.	2496 — 1490					1919	Gt.Lakes Eng.Works Ashtabula,O.	CarterCoal TransportationCo.	254·4|43·6|25·1	Wilmgton Del. Utd.States *WB*	T.3Cy.21",$34\frac{1}{2}$"&57"–42" 211NHP Gt.LakesEng.Works, Ashtabula,O.		R
80695 DHSG	**—** Iron (*ex*Duesternbrook) 1*Dk2trB*	584 496 331					1882	G.Howaldt Kiel	MathiesReed.K.G.	175·6|25·3|15·8 B40'	Hamburg German *WB*	C.2Cy.20"&$37\frac{1}{2}$"–27" NB25 61NHP Gebr.Howaldt,Kiel		G
80696 209 SVNK	**Olga E. Embiricos** (*ex*Bellview-33) *ss*Hul.No.3-4,35 *ss*Sch.No.1-39 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	4677 4297 2794	✠100A1 *Shelter dk withfreeboard* 8,40 ~~7,39~~ ✠LMC11,38 BS8,40 *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	Sch Bcl	*z*	CL 7,39	1922 1mo *Lloyd's A&CP*	JReadhead &Sons,Ld. SouthShields	C.E.Embiricos *CellDBa*128'*uE*28 *DTa*58'1010*t*	400·3|52·1|25·9 415·0(O.L.) FK *f*168'1080*t* *FPT*72*tAPT*153*t*	Andros Greek *ptCem* *Coll BHto Sh dk* 5 ,, ,, *U* ,,	T.3Cy.$25\frac{1}{2}$",44"&73"–48" (*r*) 180lb 455NHP 3SB,9*cf*,GS190,HS7749 JReadhead&Sons,Ld.S.Shl	28 ″ 6 s 3 ″ $2\frac{1}{2}$ 25 ″ $6\frac{3}{4}$	
80697 172622 ~~[illegible]~~ GMYQ	**Olga S.** *OilEng.* D.F. *CruiserStern* 2*Dks*	2252 1933 1267					1938	Helsingörs Jernsk&Msk. Elsinore	Ministry of Shipping(DoverNav. Co.Ld.*Mgrs.*)	326·8|45·8|18·4 F74'	Newcastle British *WB*	Oil Engines 2S.C.SA 8Cy.$19\frac{11}{15}$"–$35\frac{7}{16}$" 540NHP HelsingörsJernsk.&Mskb.		V
80698 DHSH	**Olga Siemers** Sub.Sig. 1*Dk*	3347 2534 1927					1923	Nordsee-werkeA.G. Emden	G.J.H.Siemers& Co.	332·7|46·6|20·6 P28'B87'F32'	Hamburg German *WB*	T.3Cy.$24\frac{3}{8}$",$38\frac{1}{16}$"&62"–$41\frac{3}{8}$" Ottensener 246NHP Mch.G.m.b.H.Altona		G
80699 YTDE	**Olga Topić** (*ex*Trevose-35) ssCff.No.3-2,31 D.F. *ss*Spt.No.2-39 ~~ssFal.No.1-35~~ 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	4375 4131 2742	✠100A1 *Shelter dk withfreeboard* 5,40 BS4,41 ✠LMC7,39	Rot Gen	*y*	CL ~~N6,36~~ 5,40	1918 5mo *Lloyd's A&CP*	JReadhead &Sons.Ld. SouthShields	SlobodnaPlovidba TopićD.D.(Ant. Topić,*Mgr.*) *CellDBa*131'*uE*23'	400·2|52·1|25·2 FK *f*175'1003*t*	Susak Yugoslav 6*BHCem* *APT*50*t*	T.3Cy.26",43"&$71\frac{1}{8}$"–48"(*r*) 180lb 488NHP 3SB.9*cf*,GS177,HS7198 FD J.Readhead&SonsLd.S.Shl	26″10 ~~s2″$10\frac{3}{4}$~~ ~~24″$2\frac{1}{2}$~~ s2″$10\frac{3}{4}$ 24″$2\frac{1}{2}$	
80700 DKAX	**Olga Traber** (*ex*Vindeggen-39) 1*Dk*	3132 2841 1830					1921	Armstrong Whitworth& Co.Ld. Newcastle	W.Traber&Co.	329·9|46·9|23·3 P33'B97'F32'	Hamburg German *WB*	T.3Cy.$23\frac{1}{2}$",39"&65"–45" 283NHP ArmstrongWhitworth &Co.Ld.		N
80701 142604 GLDF	**Oligarch** (*ex*BritishLantern-37) *ss*Pts.No.3-6,31 *ss*Shl.No.2-39 *Mchy.Aft* 2*Dks*(*Stl*)*&Webframes* D.F. *Longitudinalframing*	6894 6297 4078	✠100A1 ~~12,40~~ 6,41 ✠LMC MS6,39 BS3,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,18 *F.P. above* 150° F.	Gls Grk	*a*†	CL 6,38	1918 8mo *Lloyd's A&CP*	Workman, Clark&Co.Ld Belfast	TheAdmiralty *CellDBu*	430·1|57·0|33·0 P99'B33'F56' FK B35'107*tDTf*43'640*t* *FPT*164*tAPT*60*t*	London British 19*BHptCem* (14*BHtoUdk* 5 ,,*2nd*,,)	T.3Cy.$27\frac{1}{8}$",45"&75"–54" (*s*) 190lb 634NHP 3SB,12*cf*,GS237,HS9666 FD WorkmanClark&CoLdBel	33 ″ 7 s 6 ″ $7\frac{1}{2}$ 27 ″ 2	
80702 384 IBOZ	**Olimpia** (*ex*WrayCastle-32,*ex*Paria, *ex*RickmerRickmers) *ss*N.Yk.No.2-28 D.F. 2*Dks*(*Stl*)	6040 5577 3795	11,33	Nwc	*a*†		1920 7mo	Rickmers Akt.Ges. Bremerhaven	A.Lauro *CellDB*367'1293*t*	435·0|55·6|29·2 419·0 P57'B136'F47' FK	Naples Italian 7*BHAsp* *FPT*100*t*	T.3Cy.$29\frac{1}{2}$",$46\frac{1}{16}$"&$75\frac{9}{16}$"–$53\frac{15}{16}$" 580NHP 3SB,9*cf*,GS180,HS8070 A.G."Weser,"Bremen	31 ″ 9	I †
80703	**Olimpo** TwinSc *OilEng.*	790 — 553					1884	A&J.Inglis Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	286·1|34·2|12·1	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy.$16\frac{9}{16}$"–$18\frac{7}{8}$" 194NHP NE19 J&CGBolindersCoLdSkm		
80704 PUMO	**Olinda** (*ex*Kennemerland-34,*ex*Cara) *ss*Ams.2ndNo.3-1,30 1*Dk*(*Stl*)*&Spar dk*(*Stl*) *&deep framing*	4053 3758 2521	✠ … 3,35 ✠	Ams	*x*		1905 12mo	W.Hamilton&Co.Ld. PortGlasgow	Cia.Carbonifera RioGrandense *Cell DBa* 122' *uE*24	359·9|50·3|17·0 P31'B105'F31'25·0 FK *f*146'843*tFPT*127*t*	R Janeiro Brazilian 6*BHCem* *APT*30*t*	T.3Cy.25",41"&67"–45" 364NHP 2SB,6*pf*,GS119,HS4906 D.Rowan&Co.Glasgow	27 ″ 6	

92/40

67/41

1 Numero d'Ordre / Numero Officiel / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
80705 213401	**Olinda** (*ex*OlindaU.O.-32,*ex*Olinda) *OilEng* *Carrying oil in bulk* 1*Dk*	419 — 267					1915	UnionIron WorksCo. SanFrancisco	UnionOilCo.of California	134·9	26·1	14·1	L.Angeles Utd.States *Wb*	Oil Engines 4S.C.SA 1Cy.13"-18" 66NHP WesternMach.Co.L.An.		
80706 DHSJ	**Oliva** D.F. Sub.Sig. 2*Dks*	7885 7384 4874					1921	Bremer Vulkan Vegesack	Aktiengesellschaft fürSeeschiffahrt	468·8 P55'B102'F41'	58·3	32·7	Hamburg German *WB*	T.3Cy.32$\frac{1}{16}$",52½"&86$\frac{1}{16}$"-55$\frac{1}{16}$" 550NHP BremerVulkan,Vegesack		G
80707 DHSI	**—** Wireless D.F. 1*Dk*	1308 1041 721					1922	Nüske& Co. Stettin	ArgoReederei RichardAdler&Co.	242·1 Q71'B108'F40'	37·0	14·0	Bremen German *WB*	T.3Cy.17¼",27½"&45½"-27½" 108NHP A.Borsig,Berlin		G
80708 115639 MCXD	**Olive** 3Mst *ss*Bel.2ndNo.3-1,32 *ss*Dub.No.2-40 ~~*ss*Bel.No.1-36~~ *Well deck* *Mchy.Aft* 1*Dk*(*Irn*) *Cargo battens not fitted*	328 241 122	✠100A1 6,40 ~~8,38~~ MS~~3,38~~ 6,40	Bel Dub ✠LMC BS~~3,40~~ 3,41	*f*	CL ~~8,38~~ 5,40	1907 9mo *Lloyd's A&CP*	J Fullerton &Co. Paisley	FrontierTownS.S. Co.Ld.(J.Fisher &Sons,Ld.*Mgrs.*)	142·5 Q80'B7'F25' BK6'	23·4 24·3	10·2	Newry British 3*BHCem* *FPT43t*	C.2Cy.15"&34"-24" (*s*) 130lb 47RHP 1SB,2*pf*,GS40,HS1300 RenfrewBros.&Co.Irvine	11 " 2 s4 " 0½ 11 " 5¼	
80709 148889 GLQC	**Olivebank** TwinSc *OilEng.* *ss*Gls.No.3-3,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws)	5154 4768 3117	✠100A1 *withfreeboard* 6,41 ~~9,39~~~~10,40~~ DBS~~3,40~~ 3,41 *Carrying vegetable oil in deep tank* *Carrying oil F.P. above 150° F. in Fore Peak*	Hul Sws ✠LMC3,39	*a*†	CL 2,39	1926 2mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB* 357'1121*t Tanks between tunnels* 115'251*t DTf* 32'1067*t FPT* 106*t APT*132*t*	420·4 435·0(O.L.) FK	53·9	26·5	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.24$\frac{11}{16}$"-37$\frac{7}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls.	29 " 2 s3 " 7½ 25 " 8	
80710 216512 WDDA	**Oliver Olson** (*ex*SanPedro-37, *ex*PointBonita) *Fitted for oil fuel* 1*Dk*	2235 1945 1360	✠ ... 11,23 ✠				1918 6mo	AlbinaEng &MachWrks Portland,Or.	Oliver J.Olson&Co.	289·0 P24'B144'F32' FK	44·1	19·0	S.Frncisco Utd.States *WB*	T.3Cy.22½",37½"&60"-42" 313NHP EllicottMachineCorp.Bal.	21 " 6	R †
80711 6009 PGMN	**Olivia** D.F. E.S.D. *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Longitudinal framing at bottom&at deck* *Mchy.Aft* *CruiserStern*	6307 5540 3600	✠100A1 ~~7,40~~ ~~7,39~~ 12,40 *CarryingPetroleum in bulk*	Mfl ~~HKg~~ Bat ✠LMC7,39	*a*†	CL	1939 7mo *Lloyd's A&CP*	Cantieri RiunitiDell' Adriatico Monfalcone	N.V.Curaçaosche Scheepv.Maats. *CellDBuE*61'87*t*	428·1 446·3(O.L.) P87'B47'F50 FK *DTf*25'259*t FPT*106*t APT*56*t*	54·5	30·9	TheHague Dutch 16*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 377NHP DB*180lb* Cant.RiunitiDell'Adriatico	31 " 0 s 5 " 6½ 25 " 9	
3/41 80712 148745 MNQC	**Olivine** (*ex*Horley) *ss*Irv.No.3-1,38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	929 627 494	✠100A1 9,40 ~~10,39~~ BS~~1,40~~ 3,41	Irv ✠LMC1,38	*l*	CL 5,39	1926 3mo *Lloyd's A&CP*	J.Lewis& Sons,Ld. Aberdeen	Wm.Robertson *CellDBu B*17'*f*133'223*t FPT*42*t APT*35*t*	199·8 Q140'F23' FK	30·9	12·7	Glasgow British 3*BHCem*	T.3Cy.15¾",27"&44½"-30" (*s*) 200lb 140NHP 2SB,4*pf*,GS69,HS2378 J.Lewis&SonsLd.Abn.	14 " 9 s4 " 4½ 14 " 6½	
80713 6788 SLIA	Now 'Rio' see No. 89834 in Supplement **Oljaren** TwinSc *OilEng.* *Mchy.Aft* *ss*Got.No.3-12,37 D.F. 1*Dk*(*Stl*)&*Webframes* *Cruiser Stern* *Longitudinal framing*	5468 4767 3037	✠100A1 11,39 DBS11,39 *CarryingPetroleum in bulk*	Got ✠LMC12,37	*y*	OG s12,37 P11,39	1922 6mo *Lloyd's A&CP*	Aktieb. Götaverken Gothenburg	RederiA/B Gottfrid(R. Weylandt,*Mgr.*) *CellDBu E*59'232*t FPT*173*t APT*458*t*	389·7 P103'F43' FK	54·9	29·7	Stockholm Swedish 11*BHptAsp*	Oil Engines 4S.C.SA 12Cy.23$\frac{9}{16}$"-35$\frac{7}{16}$" 629NHP 3DB-*80lb* (*Stbd.Upr.*DB*new*35) Aktieb.Götaverken,Got.	30 " 0 s4 " 11½ 25 " 2½	
9/41 80714 146149 GJBN	**Olna** *ss*Sld.No.3-6,39 ~~*ss*Mch.No.3-3,34~~ ~~*ss*Sld.No.1-37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	7073 6452 4317	✠100A1 6,39 BS3,41 MS11,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Sld ✠LMC ~~BS6,39~~	*a*†	CL 6,39	1921 10mo *Lloyd's A&CF*	H.M.Dock- yard Devonport	TheAdmiralty *CellDBuB*41' 104*t DTf*40'689*t FPT*58*t APT*43*t*	430·0 P101'B36'F53' FK	57·0	33·7	London British 18*BHptCem* (10 *to U dk* 8 ,, *2nd*,,)	T.3Cy.27",45"&74"-54" (*s*) 180lb FD 644NHP 4SB,12*cf*,GS253,HS10224 H.M.Dockyard,Devonport	33 " 6 s 6 " 5½ 27 " 3½	
80715 220692 KDDS	**Olney** (*ex*WalterMiller-35, *ex*Stockton) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Webframes* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	7294 6780 4532	✠ ... 8,21 ✠				1920 9mo	MooreS.B. Co. Oakland,Cal.	Chas.Kurz&Co. Inc.(Pennsylvania ShippingCo.*Mgrs*)	425·8 P106'B40'F41' FK	57·0	33·1	Wilmgton (Del.) Utd.States *WB*	T3Cy.24¾",41$\frac{27}{32}$"&72⅜"-48" 363NHP LlewellynIronWorks, LosAngeles	33 " 0	R †
80716 2117 INWR	**Olona** (*ex*Gina-37,*ex*Helios, *ex*Barraclough) *ss*Hul.2ndNo.3-5,14 *ss*Hfs.No.2-22 *Well deck* 1*Dk2trB*	1579 — 943	✠ ... 11,26 ✠				1889 11mo	Ramage& Ferguson Leith	L.Mangiarotti& E.Ravano	270·5 260·1 P32'Q72'B100'F31' BK9½'	37·3	17·1	Genoa Italian *WB*	T.3Cy.19",30"&51"-39" 165NHP Ramage&Ferguson,Leith	19 " 5	I †
80717 219550 KUBK	**Olopana** (*ex*GoldenMountain-38, *ex*Bearport) *Fitted for oil fuel* 1*Dk*&*Shelter dk* *Longitudinal framing*	6069 5563 3823					1920	GMStandi- ferCnstCorp. Vancouver, Wash.	MatsonNavigation Co.	401·4 P48'B81'F38'	55·2	31·9	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
80718 338 OHBH	**Olovsborg** (*ex*Anglo-Egyptian) *ss*Got.2ndNo.3-9,38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Webframes* *Longitudinal framing*	5758 — 3279	✠100A1 *Shelter dk* *withfreeboard* 7,39 MS9,38	Lkr ✠LMC BS~~5,39~~ 6,40	*a*†	CL 8,38	1912 12mo *Lloyd's A&CP*	Short Bros. Ld. Sunderland	J.A.Zachariassen &Co. *CellDBa*131'*uE&B*44'*f*175'1446*t FPT*106*t APT*33*t*	443·0 425·0	56·3	28·3 36·3 FK	Nystad Finnish 7*BHCem*	Q4Cy25½"36½"52½"&76"-54" 220lb FD (*s*) 601NHP 3SB(Spt)9*cf*,GS174,HS8280 N.E.MarineEngCoLd Nwc	30 " 7 s3 " 11½ 26 " 10½	
80719 158351 ~~XPAX~~ ~~XNTQ~~ BCJL	**Oltenia** II (*ex*Oltenia-41) *Mchy.Aft* *ss*Gen.No.3-8,39 D.F. E.S.D. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing-bracketless system*	6394 5905 3845	✠100A1 8,39 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,28 *F.P. above* 150° F.	Gen ✠LMC8,39	*a*†	CL 8,38	1928 4mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	Ministry of Shipping(British TankerCo.Ld. *Mgrs.*) *CellDB* *uE&B*82'211*t DTf*38'684*t FPT*182*t APT*145*t*	423·7 P112'B34'F41' FK	55·3	32·4	London British 17*BHptCem* (11 *to U dk* 6 ,, *2nd* ,,)	Q.4Cy.25½",36½",52¼"&75"-48" 220lb *120lb* (*s*) 533NHP 3SB(Spt),9*cf*, , FD HS7152 WllsndSlpwy.Co.Ld.Nwc.	32 " 8 s6 " 1 26 " 10½	
80720 1658 IBFL	**Olterra** (*ex*BatonRouge,*ex*Osage) *ss*Rou.No.3-6,25 *ss*Nwc.No.1-30 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing* *CarryingPetroleum in bulk* *Fitted for oil fuel*	4995 4536 2950	✠ ... 8,33 ✠	Gen			1913 6mo	Palmers' Co.Ld. Newcastle	A.Zanchi *CellDB* *uE*31'50*t FPT*180*t APT*76*t*	394·4 380·0 P95'B32'F36' FK	52·7	29·0 12*B* 2*B*	Genoa Italian *Cem* *H to Upr dk* *H to 2nd dk*	Q.4Cy.20½",29½",42½"&61"-45" 332NHP 2SB,6*cf*,GS102,HS4446 Palmers'Co.Ld.Newcastle	29 " 3	I †
80721 YQAO	**Oltul** (*ex*Dansborg-33) *ss*Cpn.No.3-6,33 *ss*Ant.No.1-37 1*Dk*(*Stl*)	4328 4010 2672	✠100A1 1,40 BS1,40 *Fitted for oil fuel* 10,20 *F.P. above* 150° F.	Gen ✠LMC2,37	*x*	CL 1,40	1920 10mo *Lloyd's A&CP*	Richardsn, Duck&Co.Ld. Stockton	A.Vlasov *CellDBa*123'*uE*23*f*173'1132*t FPT*136*t APT*154*t*	380·2 P38'B244'F37' FK	51·0	24·8	Braila Roumanian 6*BHptCem*	T.3Cy.25½",42"&70"-48" (*s*) 180lb *100lb* 397NHP 3SB,9*cf*,GS179,HS6507 Blair&Co.Ld Stockton	27 " 3	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cer.
✱ 80722 OZNC	**Oluf Mærsk** ssCpn.No.3-11,28 D.F. ssCpn.No.2-37 1*Dk*(*Stl*)	1950 1764 1146	✠100A1 1,40 ✠LMC MS7,37 BS1,39	Gls	*r*	CL 1,40	1916 9mo A&CP	A.Vuijk& Zonen Capelle a/d Ysel	**Dampsksslsk af1912A/S(A.P. Möller,Cpn.*Mgr.*)** *Cell*	281·3	40·2	18·9 292.5(O.L.) P22'B74'F31' FK *DB*252' 535*t* *FPT*	**Kalundbrg** Danish 4*BHCem* 78*t APT*82*t*	T.3Cy.20$\frac{1}{16}$",31½"&51$\frac{3}{16}$"-35$\frac{7}{16}$" 180lb FD (*s*) 208NHP 2SB(Spt),*4cf*,GS74,HS3000 NedFb.v.Wrk&Spoor,Ams	21 ″ 4 s3 ″ 0¼ 18 ″ 6	
80723 140449 GLDB	**Olwen** (*ex*BritishLight-37) ssPts.No.3-6,30 ssNwc.No.2-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6470 5854 3879	✠100A1 6,40~~5,39~~ ✠LMC MS5,38 BS~~4,39~~6,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,17 *F.P. above* 150°F.	Nwc Fal	*a*†	CL ~~5,38~~ 6,40	1917 12mo	Palmers' Co Ld. Newcastle *Lloyd's A&CP*	**TheAdmiralty** *CellDBuE*40'58*tD*	419·7	54·3	32·4 P104'B25'F49' FK *Tf*56'534*t FPT*102*t*	**London** British 16*BHptCem* (13 *to U dk*) 3 ,, 2*nd* ,,) *APT*36*t*	T.3Cy.28",46"&76"-51" (*s*) 180lb *180lb* 586NHP 3SB,*9cf*,GS198,HS8760 FD Palmers'Co.Ld.Newcastle	32 ″ 8 s5 ″ 11½ 26 ″ 11¾	
80724 OXRE	**Olympia** TwinSc *OilEng.* ssLiv.No.2-39 D.F. 1*Dk*&*Shelter dk*	4488 4127 2734	✠100A1 *withfreeboard* 11,39 ✠LMC CS5,39 DBS12,39 2,38	NYk	*z*	CL 6,39	1930 10mo	Akt.NakskovSkibsvft. Nakskov *Lloyd's A&CP*	**Dampskslsk. OrientA/S** (*CollBHtoShltr dk5BHto2nd dk*) *CellDB*339'1124*t*	384·7	54·4	32·6 400·1(O.L.) 24·6 F39' FK *Tanks in way of tunnels* 100*t FPT*110*t APT*153*t*	**Copnhagn** Danish 6*BH*	Oil Engines 4S.C.SA 12Cy.21⅝"-29⅜" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	27 ″ 4 s2 ″ 11¾ 24 ″ 6	
80725 33085 JQAB	**Olympia Maru** *OilEng.* ssKob.No.3-5,38 2*Dks*(*Stl*)	5612 5210 3515	✠100A1 ~~8,40~~ ~~6,39~~ 10,40 ✠LMC CS5,38 DBS~~6,39~~ 10,40 6,39	Kob	*z*	CL ~~7,39~~ 3,40	1927 8mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd's A&CP*	**MitsubishiShoji Kaisha,Ld.** *Intermediate 'tween dk* *CellDB*347'1215*t*	405·0	55·0	32·0 P58'B110'F41' FK *BH in after hold dispensed with* *DTa*28' 735*t FPT*126*t APT*33*t*	**Tokyo** Japanese *ptCem* 4*BH to U dk* 2 ,, ,, 2*nd* ,,	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP DB*100lb* MitsubishiZosenKaishaLd	32 ″ 0 s 6 ″ 6⅜ 25 ″ 7¾	
80726 ~~213095~~ ~~KMWB~~	**Olympic** (*ex*Dayton, *ex*Harport) ssN.Yk.No.3-1,20 *Fitted for oil fuel* 1*Dk*(*ptIrn-ptStl*)&*deep framing* *CarryingPetroleum in bulk*	5335 5134 3352	✠ 11,25 ✠ (*Reclassification Contemplated*)	NYk	*x*		1907 11mo	JReadhead &Sons SouthShields	~~**OlympicSteamship Co.Ld.**~~ *CellDBa*27' *uE*25' *f*56' 277*t*	370·0	50·1	32·1 FK	~~**L'sAngeles**~~ ~~Utd.States~~ 13*BHCem* *APT*133*t*	T.3Cy.26",42"&70"-45" 374NHP 2SB,*6rf*,GS122,HS6004 J.Readhead&Sons,S.Shl.	35 ″ 0	
80727 215651 KDIV	— (*ex*Lakeshore) ssS.Fo.No.2-28 *Fitted for oil fuel* 1*Dk*	1877 1631 1128	✠ ... 1,29 ✠				1917 10mo	ToledoS.B. Co. Toledo,O.	**E.K.Wood Lumber Co.Inc.**	251·0	43·8	18·9 P21'B64'F30' FK	**S.Frncisco** Utd.States *WB*	T.3Cy.20½",33¼"&54"-40" 260NHP ToledoS.B.Co.Toledo,O.		R †
80728 208278 KMVZ	— Ⓟ (*ex*Sioux) (*Ferry*) Wireless 2*Dks*	1317 — 896					1910	MoranCo. Seattle	**PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)**	174·6	38·6	22·8	**Seattle** Utd.States	T.4Cy.14",22"&(2)26½"-20" SeattleConst.& 60NHP D.D.Co.Seattle,Wash.		
15/41 80729 OPXA	**Olympier** Ⓟ ssAnt.No.3-3,33 ssAnt.No.1-38 D.F. 2*Dks*(*Stl*)	*5266* *4792* *3227*	✠100A1 10,40~~8,39~~ BS~~9,39~~ 10,40 ✠LMC4,37	Ant Liv	*y*	CL ~~7,37~~ 10,40	1920 7mo	Lloyd RoyalBelge (Gt.Britain), Ld. Glasgow *Lloyd's A&CP*	**CieMaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, S.A.*Mgrs.*)** *CellDB*342'920*tD*	400·5	52·2	28·7 P37'B120'F45' *Intermediate* FK *'tweendkBHinafter hold dispensed with* *Ta*30'850*t FPT*122*t*	**Antwerp** Belgian *Cem* 5*BH to U dk* 1 ,, ,, 2*nd* ,, *APT*104*t*	T.3Cy.26½",44$\frac{13}{16}$"&73"-51" 200lb (*s*) 574NHP 3SB,*9cf*,GS179,HS8523 FD Dunsmuir&JacksonLd,Gls *only*	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	
80730 234 SVHX	**Olympos** (*ex*MountHymettus-34, *ex*Greldon-32, *ex*WarKinsman) ssSld.No.3-12,32 ssAms.No.1-37 1*Dk*(*Stl*)	*5216* *4760* *3241*	✠100A1 3,40 BS~~6,39~~ 10,40 ✠LMC2,37	NNs	*y*	CL 3,40	1918 4mo	D&WHendersn&Co.Ld Glasgow *Lloyd's A&CP*	**A.M.Coulouthros &Sons(A.M. Coulouthros,*Mgr.*)** *CellDB*345'1132*tD*	400·6	52·3	28·5 P49'B113'F38' FK *Ta*28'1120*t FPT*114*t*	**Andros** Greek 7*BHCem* *APT*177*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 490NHP 3SB.*9cf*.GS190.HS7020 FD D&WHendersn&CoLd.Gls	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
80731 509 SZLU	— TwinSc (*ex*PinelopiK.-36,*ex*Margo,*ex*Sarlos, *ex*Christophore) 1*Dk*	852 — 536					1904	Smith's DockCo.Ld. North Shields	**Soc.Anon.Generale deCiments**	217·0	32·1	13·6	**Piræus** Greek *WB*	T.6Cy.11",18"&30"-21" 84NHP MacColl&Pollock,Ld.Sld.		
80732 142337 GLDC	**Olynthus** (*ex*BritishStar-37) ssFal.No 3-5,31 ssFal.No.2-39 *Mchy.Aft* 2*Dks.*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6888 6285 4080	✠100A1 11,40~~8,39~~ ✠LMC9,39 BS11,40 *CarryingPetroleum in bulk* *Fitted for oil fuel F.P. above* 150°F.	Fal Gls	*a*†	CL 8,39	1918 3mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	**TheAdmiralty** *CellDBuB*	430·0	57·0	33·1 P99'B33'F60' FK 35' 107*t DT*	**London** British 19*BHptCem* (14 ,, *to U dk* 5 ,, ,, 2*nd* ,,)	T.3Cy.27",45"&74"-54" (*r*) 180lb 620NHP 3SB,*12cf*,GS228,HS9680 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. *f*43'640*t FPT*164*t APT*60*t*	33 ″ 6 s 6 ″ 6 27 ″ 3¼	
80733 OFCA	**Oma** WoodAux3MstSr (*ex*SailingVessel-39,*ex*Notre Dame de Bizeux-39,*ex*Maid of Brazil) *OilEng.* (*See Sailing Ship Register*)	356 — 274					1918	Warren S.B.Co. Grosses Cognes,N.S.	**LaivaO/Y'Oma (Yrjänen&Kumpp, *Mgrs.*)**	152·1	32·4	12·3	**Rauma** Finnish	Oil Engines 2S.C.SA 2Cy.14$\frac{15}{16}$"-16$\frac{1}{16}$" 78NHP *Emade&fitted39* A/B Bolinder-Munktell Skm.		V
✱ 80734 5655 PGMP	**Omala** D.F. E.S.D. *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	6256 5540 3594	✠100A1 11,39 ✠LMC6,38 *CarryingPetroleum in bulk*	Rot	*a*†	CL	1938 6mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd's A&CP*	**N.V.Petroleum Maats."LaCorona"** *CellDBuE*61'87*t*	428·1	54·5	30·9 446·3(O.L.) P87'B38'F67' FK *DTf*25' 259*t FPT*	**TheHague** Dutch 16*BHptCem* *ptAsp* 106*t APT*56*t*	Oil Engines 4S.C.SA 6Cy.26$\frac{9}{16}$"-55⅛" 377NHP DB*180lb* Cant.RiunitiDell'Adriatico Trieste	31 ″ 0 s 5 ″ 6½ 25 ″ 7¾	
80735 136413 VJGZ	**Omana** ssWln.No.3-9,38 1*Dk*(*Stl*) *Cargo battens not fitted*	2550 2248 1513	✠100A1 12,40~~9,39~~ BS~~9,39~~ 12,40 ✠LMC9,38	Ddn	*t*	CL 9,39	1915 1mo	Osbourne, Graham&Co. Sunderland *Lloyd's A&CP*	**UnionS.S.Co.of NewZealand,Ld.** *IntermediateBH infore*	303·0	46·2	20·2 P21'B76'F26' FK *hold dispensed with* *CellDB a*98'*uE&B*36'*f*126'	**Sydney, N.S.W.** British *Cem* 4*BH only*	T.3Cy.22⅜",37"&61"-39" (*s*) 180lb 282NHP 2SB,*6cf*,GS134,HS4750 G.Clark,Ld.Sunderland 680*t FPT*40*t APT*120*t*	22 ″ 6 s 3 ″ 5¾ 19 ″	
80736 7475 SFWG	**Omberg** (*ex*Vilsund,*ex*Sigvald) 1*Dk*	*1257* *946* *692*					1920	Akt.P.Ph. Stuhrs Maskin-og SkibsAalborg	**Ångf.A/B Helge (J.E.Manne,*Mgr.*)**	236·7	36·1	13·4 P14'Q71'B94'F29'	**Gothenbrg** Swedish *WB*	T.3Cy.16",25"&42½"-30" 99NHP A/S Frichs,Aarhus		V
80737 PKEV	**Ombilin** *Mchy.Aft* 1*Dk*	5658 4532 3195					1915	Nederl. Schps.Maats. Amsterdam	**Koninkl.Paketv. Maats.**	420·4	54·2	24·3 F42'	**Batavia** Dutch *WB*	T.3Cy.24½",40½"&67"&48" 311NHP NedFb.v.Wrk&Spoor,Ams		V
80738 15278 JCPA	**Omi Maru** Ⓟ ssKob.No.2-20 1*Dk*&*Shelter dk*	3393 2973 2041	✠ ... 11,22 ✠				1912 7mo	Napier& Miller,Ld. Glasgow	**NipponYusenK.K.**	345·5	46·3	25·5 P37'F42' *on Shelter dk* FK	**Tokyo** Japanese *WB*	T.3Cy.24½",41"&68"-48" 456NHP Dunsmuir&Jackson,LdGls	28 ″ 0	

✱ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
80739 PGMR	**Omlandia** OilEng. 1Dk Mchy.Aft CruiserStern	400 — 257					1938	N.V. Bodewes Schpswerven Martenshoek	Mrs.G.Albers- Panjer	142·8 P49'Q48'F23'	26·2	8·9	Hoogezand Dutch WB	Oil Engines 4S.C.SA 6Cy. Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
* 80740 104 SVJT	**Omonia** (exKeyingham-33) ssPir.2ndNo.3-3,34 ssRot.No.1-38 1Dk(ptIrn&ptStl)2trB deep framing & Web frames 3Dk rule Cargo battens not fitted	3699 3444 2335	✠100A1 10,38 BS6,39 ✠LMC4,38	Rot	w	CL 4,38	1908 1mo Lloyd	JLThompson&Sons,Ld Sunderland sA&CP	E.Xenios& ChristoforidesBros CellDB	346·5 P23'B92'F32' FK a119'uE&B40'f146'	50·8	22·9	Chios Greek 6BHCem 880tAPT94t	T.3Cy.25″,41″&67″-45″ (s) 180lb 329NHP NDB06refitted31 2SB,8cf,GS148,HS5100 G.Clark,Ld.Sunderland	25 ″ 6 s 4 ″ 4 21 ″ 5	
80741 42630 JGRL	**Omurosan Maru** ssTamaNo.1-40 (exOmurosanMaru-38) OilEng. D.F. 1Dk,2nd dk clear of cargo tanks Mchy.Aft GyC. CruiserStern Longitudinal framing	9205 8098 5288	✠100A1 5,40 ✠LMC CS5,40 5,40 DBS5,40 CarryingPetroleum in bulk	Tama	e†	CL ~~1,38~~ 5,40	1937 1mo Lloyd	Mitsui Bussan Kaisha,Ld. Tama 'sA&CP	MitsuiBussan Kaisha,Ld. CellDBuE93'283t	491·4 512·0(O.L.) P150'F42' FK DTsf57'316tFPT1	65·0	36·0	Kobe Japanese 12BHptCem 00tAPT71t	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$″-55½″ 1231NHP 3DB200lb MitsuiBussanKaisha,Ld. Tama	36 ″ 0	
80742 127007 VPBR	**On Lee** Ⓟ TwinSc 1Dk	1026 417 622					1909	HongKong &Whampoa DockCo.Ld. HongKong	SzeYapS.S.Co. Ld.	168·0	34·0	10·4	HongKong British	C.4Cy.15″&31″-22″ 80RHP HongKong&Whampoa DockCo.Ld.HongKong		
80743 PGMT	**Ondina** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks E.S.D. GyC. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	6341 5540 3606	✠100A1 2,40 ✠LMC8,39 CarryingPetroleum in bulk	Lon	a†	CL	1939 8mo Lloyd	NVNederl. Dok.Maats. Amsterdam 'sA&CP	N.V.Petroleum Maats "LaCorona" CellDB66'140t	428·1 446·4(O.L.) P88'B48'F51' FK 'Tween dk tank aft	54·5	30·9	TheHague Dutch 16BH 60t DTf25'	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$″-55½″ 377NHP DB180lb WerkspoorN.V.Ams. 259tFPT104tAPT55t	31 ″ 0 s 5 ″ 6¼ 25 ″ 7¾	
80744 29085 JMPE	**Ondo Maru** Ⓟ OilEng. 2Dks	688 558 362					1923	Mitsubishi ZosenKaisha Ld.Kobe	ToaKaiunK.K.	170·0 Promenade dk144'	28·0	18·2	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.18¾″-27″ 194NHP Vickers,Ld.Barrow		
80745 UOAP	**Onega** 1Dk	1603 1250 928					1924	Bergens Mek.Værks. Bergen	U.S.S.R.	244·4 P42tQ104tB145t H85tF30t	37·7	15·7	Archangel Russian WB	T.3Cy.18″,29″&49″-33″ 138NHP BergensMekVærksBergen		
80746 21798- KEZJ	**Oneida** (exLakeGilboa) Fitted for oil fuel D.F. Sub.Sig. 1Dk2trB	2664 2283 1654	✠ ... 2,21 ✠				1919 7mo	Detroit S.B.Co. Wyandotte	Agwilines.Inc. (Clyde-Mallory Lines,Mgrs.)	251·0 P25'B64'F23' FK	43·6	26·1	NewYork Utd. States WB	T.3Cy.21″,35″&59″-42″ 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
80747 220779 KDJO	— ssPhl.No.3-6,34 ssNYk.No.1-40 D.F. GyC. 1Dk(Stl)	2309 1849 1440	✠100A1 ~~7,40~~1,40 12,40 BS12,40 ✠LMC9,37 Fitted for oil fuel 11,20 F.P. above 150° F.	NYk ~~Gal~~ NNs	r	CL ~~9,37~~ 12,40	1920 11mo A&CP	Detroit S.B.Co. Wyandotte	FordMotorCo. CellDB204'531	251·0 P27'B64'F26' FK tFPT58tAPT89t	43·6	22·2	Dearborn Utd. States 4BHptCem	T.3Cy.20″,33″&54″-40″ (r) 185lb FD 265NHP 2SB(Spt),4cf,GS88,HS3940 DetroitS.B.Co.Detroit	24 ″ 2 s 3 ″ 2½ 21 ″ 2	
80748 125733 MCWL	— ssSld.2ndNo.3-4,35 ~~Well deck~~ 1Dk~~(ptStl-ws)~~ Mchy.Aft GyC.	675 496 270	✠100A1 Examined 6,41 Bwg ~~BS3,39~~ ✠LMC4,35 BS ~~5,40~~ 6,41 CarryingPetroleum in bulk	~~Bkn~~	i	CL ~~5,37~~ 5,40	1908 10mo Lloyd	Greenock& Grangem'th DockyardCo. Grngemouth 'sA&CP	Anglo-American OilCo.Ld. ~~(P.J.Wolfe,Mgr.)~~ (R.A.Carder,Mgr) CellDBuE&B46'	165·0 Q63'B15'F26' FK Trunk on deck57'	32·5	12·1	London British 9BH ptCem ptAsp 58tFPT25t	T.3Cy.14″,23″&37″-24″ (s) 180lb 70RHP 1SB,3cf,GS57,HS2033 Richardsons,Westgarth& Co.Ld.Sld.	12 ″ 9 s ″ 9½ 12 ″ 1½	
80749 25224 JRGE	**Ono Maru No. 14** Wireless 1Dk	1278 1095 726					1918	Ono Seikichi Osaka	OnoShojiGomei Kaisha	220·0	32·0	20·0	Mikage Japanese	T.3Cy.14½″,24½″&39⅜″-30″ OnoTekko 86NHP Zosensho,Osaka		
80750 28082 JNRA	**Ono Maru No. 18** Ⓟ Wireless 1Dk	1370 1110 773					1921	Ono Seikichi Osaka	OnoShojiGomei Kaisha	225·0 P21'B54'F23'	34·0	20·0	Hutyu Japanese WB	T.3Cy.16″,27″&45″-36″ 121NHP OnoTekko Zosensho,Osaka		
7|41 80751 PGMV	**Onoba** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks Mchy.Aft E.S.D. Cruiser Stern Longitudinal framing at bottom & at deck	6256 5540 3589	✠100A1 ~~3,40~~11,40 ✠LMC3,38 CarryingPetroleum in bulk	Sba Bkn	a†	CL	1938 3mo Lloyd	N.V.C.Van derGiessen& Zonen'sSchps Krimpen 'sA&CP	N.V.Petroleum Maats."La Corona" CellDBuE64'13	428·1 446·5(O.L.) P87'B38'F48' FK 2tDTf25'257tFPT	54·6	30·9	TheHague Dutch 16BH 103tAPT55t	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$″-55½″ 377NHP DB180lb WerkspoorN.V.Ams.	31 ″ 0 s 5 ″ 6¼ 25 ″ 7¾	
80752 ~~[illegible]~~ ~~[illegible]~~	**Onomea** (exMarianOtisChandler-38, exWestHaven) Fitted for oil fuel D.F. 2Dks Now "Empire Leopard," see No. 83031 in Supplement	5520 5036 3308	✠100A1 Examined 9,40 ✠ (Reclassification Contemplated)	Bal			1917 12mo	Skinner& EddyCorp. Seattle,Wash	Ministry of Shipping(Maritime Shipping&TradingCo.Ld.Mgrs.)	409·6 P44'B115 F47' FK	54·1	27·1	~~S.Francisco~~ ~~Utd.States~~ British WB	T.3Cy.25″,42″&72″-48″ PugetSound 549NHP Machy.Depot,Seattle		~~R~~ ~~†~~
80753 220782 KDJR	**Onondaga** ssPhl No.3-11,34 D.F. GyC. ssN.Ns.No.1-38 1Dk(Stl)	2310 1949 1440	✠100A1 ~~1,41~~ ~~1,40~~5,41 BS~~1,40~~ 1,41 ✠LMC12,38 Fitted for oil fuel 8,20 F.P. above 150° F.	NNs	r	CL ~~2,38~~ 12,40	1920 8mo A&CP	Detroit S.B.Co. Wyandotte	FordMotorCo. CellDB204'5	251·0 P27'B64'F26' FK 31tFPT58tAPT89t	43·6	22·2	Dearborn Utd. States 4BHptCem	T.3Cy.20$\frac{5}{16}$″,32″&54″-40″(r) 185lb FD 265NHP 2SB(Spt),4cf,GS88,HS3940 DetroitS.B.Co.Detroit	24 ″ 2 s 3 ″ 2½ 21 ″ 2	
80754 9447 JBUC	**Onsyu Maru** Ⓟ (exOnshuMaru-38, exBjörnstjerneBjörnson) Wireless 1Dk&Spar dk	1185 1084 695					1904	Nylands Værksted Oslo	KitaNipponKisen K.K.	229·1 H76t	32·6	12·7 19·0	Hutyu Japanese WB	T.3Cy.16½″,27″&44″-32″ 109NHP NylandsVærksted,Oslo		
80755 153112 VCDR	**Ontadoc** (exSirius,exR.L.Ireland) Mchy.Aft D.F. Sub.Sig. 1Dk2trB	4467 4266 3082					1903	Chicago S.B.Co. Chicago	PatersonSteam- ships,Ld.	423·8	50·2	23·9	FtWilliam Ont. WB British	T.3Cy.22$\frac{5}{16}$″,35″&58″-40″ 213NHP ChicagoS.B.Co.		R
80756 201169 WMCZ	**Ontario** Sub.Sig. D.F. 4Dks	3099 — 1952					1904	NewYork S.B.Co. Camden,N.J.	Merchnts&Miners TransportationCo	292·2	42·2	15·9 24·0	Baltimore Utd. States	T.3Cy.28″,45″&72″-54″ 381NHP NewYorkS.B.Co.CmdnNJ		
80757 125983 VGTW	**Ontario No. 1** Ⓟ TwinSc (Car ferry)	5146 — 3229					1907	Canadian S.B.Co. Toronto	OntarioCarFerry Co.Ld.	317·0	54·2	36·0	Montreal British	T.6Cy.20½″,32½″&54″-36″ 350NHP CanadianS.B.Co.Toronto		
80758 137978 VGTX	**Ontario No. 2** Ⓟ TwinSc (Car ferry) 2Dks	5568 4812 3376					1915	PolsonIron WorksCo.Ld. Toronto	OntarioCarFerry Co.Ld.	307·5	54·0	20·2	Montreal British WB	T.6Cy.20½″,33″&54″-36″ 350NHP PolsonI.W.Co.Ld.Toronto		

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

	1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in R. Date of R. of Trade Cert.
	80759 152788 VGTZ	**Ontariolite** TwinSc *OilEng.* *Cruiser Stern* *ss*Vcr.No.3-1,38 D.F. GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Mchy.Aft* *Longitudinal framing*	8889 8499 4284	✠100A1 *Shelter dk* *withfreeboard* 5,40~~6,39~~ ✠LMC CS11,38 DBS~~7,39~~ 5,40 ~~1,38~~7,39 *CarryingPetroleum in bulk*	NNs Phl		CL PN 10,38 s7,39	1925 12mo	Frd.Krupp A.G. Kiel *Lloyd*'*s*A&CP	ImperialOil,Ld., MarineDepartment. (H.J. Rahlves,*Mgr.*) *CellDBuE*64'135*t* *DTa*21'108*t*	470·0 489·6(O.L.) B33'F39' FK *DTf*36'315*t* *FPT*186*t APT*106*t*	63·2	35·3	Montreal British 18*BHptCem* *ptAsp* (13 *to U dk*)	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"-$51\frac{3}{16}$" 905NHP 2WaterTubeDB*200lb* Frd.KruppA.G.Kiel	35″6 s 8″8 27″$2\frac{1}{4}$	
	80760 137226 VJNM	**Oorama** 3Mst *ss*Syd.No.3-1,34 *ss*Syd.No.1-37 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	1051 721 589	✠100A1 ~~5,40 9,39~~ 12,40 BS~~11,39~~ ✠LMC11,37 12,40	Mel Syd	*m*	OG 4,39	1921 12mo	J.Fullerton &Co. Paisley *Lloyd*'*s*A&CP	TheAdelaide SteamshipCo.Ld. *CellD*	210·4 Q115'B11'F26' FK *Bf*128'196*tFPT*70*t*	33·2	12·9	P.Adelaide British 3*BHCem* *APT*35*t*	T.3Cy.17",$27\frac{1}{2}$"&45"-33" (*s*) 180lb 156NHP 2SB,4*cf*,GS82,HS2800 Ross&Duncan,Govan	15″3 s 4″$9\frac{3}{4}$ 14″$7\frac{1}{4}$	
	80761 PGNC	**Oost-Vlaanderen** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	421 292 286					1931	J.Smit& Zoon Foxhol	N.V.Scheepsvaart Maats.Limburg (T.denHartigh, *Mgr.*)	148·8 P43'F17'	25·5	9·2	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"-$17\frac{3}{4}$" 47NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
	80762 153801 VTCX	**Oostcappelle** *ss*Bom.No.3-1,34 *ss*Bom.No.1-37 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	751 519 348	✠100A1 7,39 BS~~12,38~~ ✠LMC12,37 5,40	Bom	*j*	OG N12,38	1921 7mo	NVScheep. v.d.Windt Vlaardingen A&CP	ThobanDevji, &MeghjiGopalji *CellDBa*35'	180·2 Q52'B51'F22' FK *uE*17'*f*81'171*tFPT*	28·2	12·4	Bombay British 4*BHCem* 24*tAPT*15*t*	T3Cy$15\frac{1}{2}$",$24\frac{5}{8}$"&$40\frac{9}{16}$"-$27\frac{9}{16}$" 185lb (*s*) 143NHP 2SB,4*cf*,GS72,HS2873 Scheepswf.&Mach.deKlop, Sliedrecht	14″6 s ″$8\frac{1}{4}$ 13″$11\frac{3}{4}$	
159 40	80763 PGNA	**Oostplein** (*ex*LuigiAccame-37, *ex*MonteNero) D.F. 1*Dk*	5059 4542 3062	ExaminedL.R.7,40	Hul			1921	Cant.Fedl. perCostruzioniNavali PietraLigure	N.V.Scheepv.Mij. "Millingen" (G.A.Spliethoff, *Mgr.*)	378·7 P52'B123'F37'	51·8	27·5	Rottrdam Dutch *WB*	T.3Cy.26",$42\frac{1}{2}$"&70"-48" NE&B29 340NHP Cant.delTirreno,Gen		IG
	80764 PGNH	**Oostzee** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	336 239 159					1936	N.V.Noord Nederlndsch. Schpswerven Groningen	T.Tammes	133·5 P39'F14'	22·9	9·6	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$10\frac{13}{16}$"-$15\frac{3}{4}$" 68NHP MtrnWerkeMannheimAG		V
6/41	80765 PGNQ	**Ootmarsum** *ss*Rot.No.3-5,33 D.F. *ss*Rot.No.1-38 1*Dk*(*Stl*)	3628 3304 2175	✠100A1 12,39 ✠LMC MS1,38 BS3,40 *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	Sch	*w*	OG 12,38	1920 5mo	A.Vuijk& Zonen Capelle a/d Ysel A&CP	Stoomv.Maats. "Oostzee" (Vinke &Co.*Mgrs.*) *Intermediate BH in after hold dispensed with* *CellD*	360·1 P30'B229'F27' FK *B*304'950*t FPT*74*t*	48·2	22·8	Amstrdam Dutch *Cem* 5*BH to U dk* *APT*81*t*	T3Cy$25\frac{7}{8}$"40"&$67\frac{7}{16}$"-45" (*s*) 180lb FD 426NHP 3SB(Spt)6*cf*,GS132,HS6312 Kon.Maats.deSchelde, Flushing	25″3 s3″$2\frac{3}{4}$ 22″3	
	80766 PKEA	**Op ten Noort** TwinSc *CruiserStern* *Fitted for oil fuel* 3*Dks*	6076 — 3566					1927	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	424·5 F45'	55·2	22·2	Batavia Dutch	C.8Cy.(4)22"&(4)$47\frac{1}{4}$"-$47\frac{1}{4}$" 616NHP Werkspoor,Amsterdam		V
	80767 166453 GJGP	**Opalia** *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	6195 5495 3596	✠100A1 9,40~~12,39~~ ✠LMC5,38 *CarryingPetroleum in bulk*	Sng Bkn	*a*†	CL	1938 5mo	NVNederl. Dok.Maats. Amsterdam *Lloyd*'*s*A&CP	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*66' 140*t* '*Tweendktank aft* 60*tDTf*25'259*tFPT*104*tAPT*55*t*	430·2 446·4(O.L.) P88'B38'F67' FK	54·6	30·8	London British 16*BHptCem*	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"-$55\frac{1}{8}$" 377NHP DB*180lb* WerkspoorN.V.Ams	31″0 s 5″$6\frac{1}{2}$ 25″8	
	80768 162907 GJMC	**Opawa** TwinSc *OilEng.* *ss*Npt.No.2-39 ~~*ss*Fal.No.1-35~~ 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in forward holds* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	~~11746~~ ~~9313~~ ~~7181~~ 10354 9313 6235	✠100A1 ~~7,40 12,38~~ 1,41 7,39 ✠LMC CS~~6,35~~ DBS~~1,39~~ 1,40 ~~7,37~~1,38 ✠Lloyd'sRMC~~1,40 7,40~~ 1,41	Sws Avn	*f*†	CL S1,40 PN7,40	1931 4mo	A.Stephen &Sons,Ld. Glasgow *Lloyd*'*s*A&CP	NewZealand ShippingCo.Ld. *Duct keel fwd. of mchy. space* *CellDB*343'1392*tTanks in way of tunnels* 1005*t DTsf*41'294*t FPT*88*t APT*94*t*	471·0 P66'B234'F81' FK	67·3	36·8	Plymouth British 8*BHptCem*	Oil Engines 2S.C.SA 18Cy.$26\frac{3}{4}$"-$47\frac{1}{4}$" 2243NHP 3DB*100lb* A.Stephen&Sons,Ld.Gls.	40″0 ~~s7″10~~ ~~8″$5\frac{1}{2}$~~ s7″$10\frac{1}{2}$ 32″5	
	80769 160297 MMLR	**Opepe** *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	362 258 131	✠100A1 9,40~~1,39~~ ✠LMC8,37	Bel Dub	*f*	CL 9,40	1937 8mo	Scott& Sons Bowling *Lloyd*'*s*A&CP	FrontierTown SteamshipCo.Ld. (J.Fisher&Sons, Ld.*Mgrs.*)	142·2 148·1(O.L.) Q81'B7'F20 BK6" *FPT*54*t*	23·6	10·5	Newry British 3*BHCem* *APT*35*t*	T.3Cy.$11\frac{1}{4}$",20"&32"-24" 205lb (*s*) 62RHP 1SB,3*cf*,GS51,HS1489 Aitchison,BlairLd. Clydebank	11″5 s 3″$6\frac{1}{4}$ 11″$8\frac{1}{2}$	
	80770 DJPZ	**Ophelia** *CruiserStern* 1*Dk*	1446 1260 799					1935	Lübecker Maschb.Ges. Lübeck	A.Kirsten	268·8 P216'F29'	39·4	14·6	Hamburg German *WB*	C.4Cy.(2)$14\frac{9}{16}$"&(2)$31\frac{1}{2}$"- $31\frac{1}{2}$" 93NHP OttensenerMch.G.m.b.H. Altona		G
73 40.	80771 FOEK	**Ophélie** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. *CarryingPetroleum in bulk*	6477 — 3488					1922	Ch.&Atel. deSt.Nazaire St.Nazaire	Cie.Auxiliaire de Navigation	421·6 P117'B33'F50'	57·5	29·0	Havre French *WB*	T.3Cy.$27\frac{5}{32}$",$44\frac{1}{2}$"&$74\frac{13}{16}$"-51" 398NHP Cb.&Atel.deSt.Nazaire		V
	80772 PKGF	**Ophir** TwinSc *Ref.Mchy.* *OilEng.* *CruiserStern* 2*Dks*	4115 2802 2142					1928	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	370·4 P29'B143'F40'	51·7	19·8	Batavia Dutch *WB*	Oil Engines 4S.C.SA 16Cy.$27\frac{1}{2}$"-$47\frac{1}{4}$" 1175NHP WerkspoorN.V.Ams.		V
	80773 LEOR	— 1*Dk*	1005 784 621					1906	Bergens Mek.Værks. Bergen	RasmusF.Olsens Rederi(A/S (RasmusF.Olsen)	225·1 Q115*t*B50*t*H6*t*F31*t*	32·1	13·2	Bergen Norwegian *WB*	T.3Cy.16",25"&43"-30" 101NHP BergensMekVærksBergen		N
	80774 EGES	— *ss*Bcl.2ndNo.3-2,41 ~~*ss*Bbo.No.3-7,26~~ *Well deck* *Mchy.Aft* ~~*ss*Bcl.No.2-35~~ 1*Dk*(*Stl*)	577 372 217	✠100A1 2,41 ~~8,35~~ 2,41 LMC~~8,35~~ *CarryingPetroleum in bulk* ~~NO LATER SURVEY REPORTED~~	Bcl	*h*	CL ~~7,35~~ 2,41	1919 11mo	Echevarrieta y Larrinaga Cadiz *Lloyd*'*s*A&CP	Cia.Arrendataria delMonopolia de PetroleosS.A. *CellD*	164·0 Q94'B11'F25' BK7" *Bf*92' 136*t FPT*43*t*	26·2	10·3	Bilbao Spanish 7*BHCem* *APT*7*t*	T.3Cy.12",20"&32"-24" (*s*) 165lb 75NHP 1SB,2*cf*,HS1505 AlexanderBros.Bcl.	12″10 s 4″$3\frac{1}{2}$ 13″0	
	80775 124102 MCST	— *ss*Liv.2ndNo.3-8,33 *Well deck* *ss*Liv.No.1-38 *Mchy.Aft* 1*Dk*(*Stl-pt*teak s)	469 350 172	✠100A1 4,38 BS10,40 ✠LMC MS3,38 ~~BS9,39~~	Liv	*g*	CL 3,38	1907 12mo	AilsaS.B. Co.Ld. Ayr *Lloyd*'*s*A&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*) *Cell*	155·1 Q50'B10'F29' BK7" *DB f*79' 112*t FPT*	26·2	10·5	Liverpool British 3*BHCem* 48*tAPT*7*t*	C.2Cy.18"&40"-27" (*s*) 130lb 94RHP 1SB,3*pf*,GS51,HS1752 Ross&Duncan,Glasgow	13″1 s ″$11\frac{1}{4}$ 12″9	
	80776 149684 GSLR	**Oporto** *ss*Shl.No.3-5,41 ~~*ss*Hul.No.2-36~~ 1*Dk*(*Stl*)2*ndDk*(*Stl*)*in fore holds* *CruiserStern*	2352 1540 1437	✠100A1 5,41~~9,39~~ BS~~10,39~~ ✠LMC7,36 12,40	Liv Shl	*r*	CL ~~8,37~~ ~~12,40~~ 4,41	1928 7mo	Ramage& Ferguson,Ld. Leith *Lloyd*'*s*A&CP	EllermanLines,Ld. (Ellerman&Papa- yanniLinesLd. *Mgrs.*) *CellDB*231'	270·6 P&B178'F51' FK	40·2	18·4	Liverpool British 6*BHptCem* 453*tAPT*13*t*	T.3Cy.$17\frac{1}{2}$",30"&52"-36" (*s*) 220lb 269NHP 2SB,6*cf*,GS107,HS4026 FD Ramage&Fergusn,Ld.Lth.	20″6 s1″2 19″$6\frac{1}{4}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés aussi dans le L.R. Durée, Cert. B. of Trade
* 80777 PGNS	**Opsterland** (exOudewater-39) OilEng. D.F. 1Dk&Shelter dk Mchy.Aft CruiserStern Ref.Mchy.	374 307 194	✠100A1 withfreeboard 12,39 ✠LMC5,37 ✠Lloyd'sRMC12,39 for temp. 32° F.	Rot	k	OG 12,39	1937 5mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen Lloyd'sA&CP	Scheepvaart en SteenkolenMaats. N.V. CellDB127'194t	198·3|29·6|8·1 205·8(O.L.) FK FPT22tAPT10t	Rottrdam Dutch 4BHptCem (Coll to Sh dk 3 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.13¾"-28¾" 197NHP Gbr.Stork&CoNVHengelo	11 ″ 0 s ″ 2 10 ″ 11	
80778 DHSL	**Optima** Wireless D.F. Mchy.Aft 1Dk E.S.D. CruiserStern	1249 1040 653					1925	Flender Act.Ges. Lübeck	ArgoReederei RichardAdler&Co.	238·6|37·7|14·7 P&B196'F24'	Bremen German WB	T.3Cy.17$\frac{11}{16}$",28$\frac{5}{16}$"&45$\frac{11}{16}$"-30$\frac{11}{16}$" 116NHP OttensenerMch.G.m.b.H. Altona		G
80779	**Optimist** (exDelphin-32, exNavyVesselDelphin) OilEng. Mchy.Aft 1Dk	305 250 152					1906	G.Howaldt Kiel	"Tille" Compania NavieraS.A. (H.W.Stock,Mgr.)	131·8|27·1|12·7 Q24'F21'	Callao Peruvian WB	Oil Engines 4S.C.SA 6Cy.11"-16$\frac{9}{16}$" 70NHP NE31 Bohn&KählerA.G.Kiel		C
80780 LJSH	**Ora** OilEng. D.F. Cruiser Stern 1Dk Mchy.Aft Carrying Petroleum in bulk Longitudinal framing	9537 8793 5640					1937	Kockums M.V.Aktieb. Malmö	D/S A/S Ora (O.B.Sörensen& Co.)	505·4|63·1|36·4 P97'B41'F67'	Arendal Norwegian	Oil Engines 2S.C.DA 7Cy.23⅝"-43$\frac{5}{16}$" 1360NHP KockumsM.V.Akt.Malmö		N
80781 HRBO	**Oradell** ssNOs.No 3-3,36 2Dks(Stl-Uws) 3rdtr B in holds	*1645* *1381* *839*	✠100A1 9,39 ✠LMC MS3,36 BS3,40 Fitted for oil fuel 2,24 F.P. above 150° F.	Phl	q	CL 9,39	1924 2mo	Swan,Hunter& Wigham Richardson, Ld Newcastle Lloyd'sA&CP	StandardFruit& S.S.Co.	254·9|35·6|21·5 F26' FK CellDB210'281tFPT12tAPT18t	LaCeiba Honduran 4BHptCem	T.3Cy.20",33"&56"-39" (s) 200lb 305NHP 2SB,6cf,HS4600 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	23 ″ 6 s 3 ″ 9 20 ″ 0	
86/40 80782 146024 GFRQ	**Orama** Ⓟ TwinSc ssLon.No.3-10,36 Ref.Mchy. 3Dks(Stl-Weather dk teaks) Sub.Sig. 4thdk(Stl)inforeholds&3 D.F. afterholds,5thdk in No.1 hold E.S.D. CruiserStern	19840 12211 11754	✠100A1 withfreeboard 5,40 ~~2,40~~ ✠LMC MS11,35 BS6,39 ✠Lloyd'sRMC12,39 Fitted for oil fuel 10,24 F.P. above 150° F.	Lon	o†	CL SN1,40 PN1,37	1924 10mo	Vickers,Ld Barrow Lloyd'sA&CP	OrientStm.Nav. Co.Ld.	632·0|75·2|32·9 658·3(O.L.) B349'UpperB300' F74' FK Collision BH to W dk Duct keel in Nos.2,3&4 holds CellDB510'2050tDT at sides of ER in way of tunnels	Barrow British 12BHptCem	6SteamTurbinesSR geared to 2 Sc.Shafts (s) 215lb HS47232 3856NHP 6DB&4SB(Spt),64cf, GS8072 FD Vickers,Ld.Barrow 1254tFPT85tAPT152t	37 ″ 6 s 7 ″ 4½ 30 ″ 5½	BT till 1,41
80783 140300 GVTT	**Orangeleaf** TwinSc ssPly.No.3-1,30 ssPly.No.2-37 D.F. 2Dks(Stl)&Web frames Longitudinal framing	5983 5295 2358	✠100A1 4,40 ~~12,38~~ BS4,40 ✠LMC4,37 Carrying Petroleum in bulk Fitted for oil fuel 6,17 F.P. above 150° F.	Ham-ilton		CL ~~3,37~~ 2,40	1917 4mo	JLThompson&Sons,Ld Sunderland Lloyd'sA&CP	TheAdmiralty	405·0|54·5|32·6 P36'B32'F89' FK CellDBuE&B87'384tDT	London British 20BHptCem	T.6Cy.26",42½"&70"-45" (s) 200lb 1086NHP 6SB,18cf,HS16860 FD G.Clark,Ld.Sunderland f48'214tFPT67tAPT174t	35 ″ 2 s 6 ″ 9½ 28 ″ 7½	
78/40 80784 147441 GJST	**Orangemoor** ssBly.No.3-4,36 1Dk(Stl)&Shelter dk(Stl)	5775 5544 3657	✠100A1 Shelter dk withfreeboard 5,39 BS5,39 ✠LMC4,36	Cff	y	CL 5,39	1923 3mo	Nthmblnd S.B.Co.Ld. Newcastle Lloyd'sA&CP	MoorLine,Ld. (RuncimanShippingCo.Ld.Mgrs.)	399·6|53·0|32·8 F38'on Shelter dk FK CellDBa145'uE23'f166'1217tAPT74t	London British Cem Collision BHtoShdk 5 „ „ U „	T.3Cy.27",45"&75"-48" (s) 180lb 503NHP 3SB(2Spt),9cf,GS153, HS7095 FD N.E.MarineEngCoLd.Nwc	35 ″ 5 s 9 ″ 4½ 26 ″ 4	
80785 218874	**Orani** Fitted for oil fuel 1Dk2trB&Shelter dk Longitudinal framing	6040 5600 4506					1919	Seattle NorthPacific S.B.Co. Seattle,Wash	UnitedStates Maritime Commission	402·4|53·1|32·0 P34'F38'	Seattle Utd.States WB	2 Steam Turbines DR geared to 1 Sc.Shaft W.&A.FletcherCo. Hoboken,N.J.		
80786 LEOT	**Orania** (exAvilesino) 1Dk	1182 1000 696					1919	MossVerft Moss	D/S A/S Ora(O.B. Sörensen&Co. Mgrs.)	226·3|36·6|15·7 P40tH59tF32t	Arendal Norwegian WB	T.3Cy.16",25"&42"-30" 97NHP MossVerft,Moss		N
80787 PGOF	**Oranje** Ⓟ TrpSc D.F. E.S.D. GyC. OilEng. Ref.Mchy. CruiserStern 4Dks	20017 — 11674					1938	NVNederl. Schps.Maats Amsterdam	Stoomv.Maats. Nederland	613·9|83·5|32·4 B505'F78'	Batavia Dutch WB	Oil Engines 2S.C. 36Cy.29$\frac{15}{16}$"-49$\frac{3}{16}$" SulzerBros.Ld.Winterthur		V
80788 PGOH	**Oranje Nassau** Ⓟ TwinSc ssRot.2ndNo.3-5,33 D.F. ssRot.No.1-37 Sub.Sig. 3Dks(Stl-Uptws)	2885 2405 1133	✠ A- withfreeboard 9,39 ✠NB9,32 ✠LMC MS6,37 BS3,40 ForChannelService Flushing&Harwich alsoEuropean Summer Cruising	Rot		OG 9,38	1909 11mo	Fairfield Co.Ld. Glasgow	Stoomv.Maats. "Zeeland"	350·0|42·7|16·4 23·9 F60' FK CellDBuE12'23tAPT56t	Flushing Dutch 8BHAsp	T8Cy.(2)28",(2)43½",(4)49"-33" 200lb (s) 1130NHP 4DB,24cf,GS534,HS19440FD FairfieldCo.Ld.Glasgow	25 ″ 0 s 11 ″ 11¾ 13 ″ 4	
80789	**Oranjefontein** Ⓟ TwinSc OilEng. D.F. E.S.D. Ref.Mchy. CruiserStern	10000	100A1 (Class Contemplated)				1940	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	VereenigdeNederlandscheScheep. Maats.	499·3|62·9|33·1	TheHague Dutch	Oil Engines 2S.C.DA 10Cy.24$\frac{7}{16}$"-55⅛" N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.		
80790 PGOO	**Oranjepolder** ssRot.No.2-37 1Dk(Stl) Ref.Mchy.	856 610 443	✠100A1 withfreeboard 1,41 ~~4,40~~ BS1,40 ✠LMC12,37	Rot Yar	m	CL ~~1,40~~ 1,41	1929 11mo	A.Vuijk& Zonen Capellea/d Ysel Lloyd'sA&CP	N.V.Stoomv. Maats. "Westpolder"	210·2|32·2|12·0 Q66'B&F144' FK CellDB167'219tFPT26tAPT10t	Rottrdam Dutch 4BHCem	T.3Cy.17½",28$\frac{11}{16}$"&46$\frac{1}{16}$"-36" 180lb (s) 175NHP 2SB,4cf,GS166,HS3180 Penn enBauduin,Dordrcht	14 ″ 0 s ″ 2 13 ″ 10½	
80791 149907 GNFD	**Oranjestad** TwinSc ssAru.No.3-2,40 Mchy.Aft 1Dk(Stl)	2396 1743 1242	✠100A1 3,41 ~~2,40~~ BS3,41 ✠LMC MS8,39 ~~BS2,40~~ Carrying Petroleum in bulk Fitted for oil fuel 9,27 F.P. above 150° F.	Aru	t	s2,39 CL P2,39	1927 9mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	LagoShippingCo. Ld. ~~(F.J.Wolfe, Mgr.)~~ (R.A. Carder,Mgr.)	305·7|50·2|14·3 P67'F34' FK Trunk dk204' Wingtanks f286t a356t FPT60tAPT75t	London British 7BHptCem	T.6Cy.13½",23½"&36"-27" 180lb (s) 196NHP 2SB,6cf,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 ″ 0 s1 ″ 10½ 13 ″ 3½	
80792 105313 MQSJ	**Oranmore** (exNorthford, exBeaconRock) ssBel.3rdNo.3-9,31 ssBel.No.~~1-38~~ 2-40 Mchy.Aft Well deck 1Dk(Irn)	495 352 194	✠100A1 ~~2,39~~ 11,40 ✠NB3,15 ✠LMC ~~MS7,36~~ 11,40 ~~BS2,36~~ 5,40 BS5,41	Bel	h	CL N11,38	1895 6mo	AilsaS.B. Co. Troon A&CP	JohnKellyLd.(W. Clint,Mgr.)	170·0|25·9|11·7 Q93'B10'F28' BK7' DBf11'34tFPT44tAPT8t	Belfast British 3BHCem	C.2Cy.19"&42$\frac{1}{16}$"-30" (s) 115lb 69RHP 1SB,3pf,GS56,HS1492 Muir&Houston,Glasgow	12 ″ 10 s 4 ″ 4½ 13 ″ 0	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

161/40

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80793 YTTG	**Orao** (*ex*Ger-y-Bryn-38, *ex*Beechpark-37) ssRot.No.3-7,32 ssShl.No.1-37 D.F. 1*Dk*(*Stl*)&*Platform dk*(*Stl*) *inNos.*1,2,4&5*holds* *Longitudinal framing inDB&atDks*	5135 4720 3125	✠100A1 12,39 BS6,39 ✠LMC4,37	Sws	*y*	CL 11,39	1919 7mo	Greenock&Grangem'th Dkyd.Co.Ld. Greenock Lloyd'sA&CP	Jugoslavenska PlovidbaD.D. *CellDB*347′1296*t FPT*125*t APT*200*t*	400·4 P51′B114′F39′ FK	52·3	28·5	Susak Yugoslav 7*BHptCem*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 0 s 5 ″ 11¼ 25 ″ 3½	
80794 121193 VJVD	**Orara** Ⓟ Wireless *Ref.Mchy.* 2*Dks*	1297 1141 629					1907	Scott of Kinghorn,Ld. Kinghorn	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	240·3	33·9	19·9	SydnyNSW British *WB*	T.3Cy.22½″,37″&60″-36″ 216NHP Scott of Kinghorn,Ld.Kgn		
80795 162906 GJKX	**Orari** TwinSc *OilEng.* ssFal.No.2-39 D.F. E.S.D. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in forward holds* *Ref.Mchy.* *CruiserStern*	10350 9313 6228	✠100A1 ~~7,40~~ ~~2,40~~3,41 ✠LMC CS~~9,39~~3,41 DBS~~9,39~~3,41 ✠Lloyd'sRMC~~8,39~~ 7,40~~4,40~~	Lon Gls	*f*†	CL ~~8,39~~ 2,41	1931 2mo	A.Stephen &Sons,Ld. Glasgow Lloyd'sA&CP	NewZealand ShippingCo.Ld. *Duct keel forward of mchy. space CellDB*343′1392*t Tanks in way of tunnels*1005*t DTs f*41′294*t FPT*88*t APT*94*t*	471·0 P66′B234′F81′ FK	67·3	36·8	Plymouth British 8*BHptCem*	Oil Engines 2S.C.SA 18Cy.26¾″-47¼″ 2243NHP 3DB100lb SulzerBros.Winterthur	40 ″ 0 s7 ″ 10½ 32 ″ 5	
80796 913 IBHK	**Orata** (*ex*EmanueleAccame-37, *ex*Reliance,*ex*KnightCompanion) D.F. 3*Dks*	8631 — 5076	✠ 1,13 ✠	Liv	*c*†		1910 8mo	C.Connell &Co.Ld. Glasgow	"Polena"Società di Navigazione	484·6 B167′ FK	58·0	40·0	Genoa Italian *WB*	T.3Cy.26½″,44″&74″-48″ 538NHP D.Rowan&Co.Glasgow	42 ″ 10	I †
80797 137467 GLTQ	**Orbita** Ⓟ TrpSc ssLiv.2ndNo.3-5,40 ~~ssBel.No.3-4,27~~ ~~ssLiv.No.2-35~~ 2*Dks*(*Stl*)&*Awngdk*(*Stl-ptws*)*Shade dk*(*Stl*)3*rddk*(*Stl*)*inNos.*1,2&3*holds* *Ref.Mchy.* D.F.	15495 12425 9484	✠100A1 *withfreeboard* 12,40~~5,40~~ BS9,40 ✠LMC10,38 *Fitted for oil fuel* 4,27	Liv	*k*†	CL 5,40 *F.P. above* 150° F.	1915 4mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	PacificStmNavCo. *CellDB a*145′*uE*&*B*142 *f*188′1898*tFPT*211*tAPT*125*t*	550·3 569·2(O.L.) FK&BK2″ *Tanks at sides of tunnels*1288*t*	67·3	43·0	Liverpool British 10*BHCem*	T.8Cy.(2)26½″.(2)42″&(4) 47½″-51″&1LP turbine 215lb (*s*) 6DB,36*cf*,GS709,HS28410 Harland&Wolff,Ld.Bel.	47 ″ 1 s11 ″ 9 35 ″ 10¼	BT till ~~5,40~~ ~~10,40~~ 5,41
80798 165501 GZSR	**Orcades** Ⓟ TwinSc D.F. E.S.D. 2*Dks*,3*rd dk in holds* GyC. *CruiserStern* *Ref.Mchy.*	23456 13096 14029	✠100A1 *withfreeboard* 8,40~~1,40~~ 7,40 BS~~8,40~~ ~~BS8,39~~ ✠LMC7,37 ✠Lloyd'sRMC~~3,40~~~~6,40~~ 3,41~~11,40~~ *Fitted for oil fuel*7,37	Syd		CL *F.P. above* 150° F.	1937 7mo	Vickers-Armstrongs. Ld. Barrow Lloyd'sA&CP	OrientStm.Nav. Co.Ld. *Duct keel forward of mchy. space CellDB*504′2345*t Tanks in way of tunnels* 96′ 620*t Wing tanks in ER* 63′ 637*t DTs* 44′299*tFPT*113*tAPT*195*t*	639·3 664·5(O.L.) LwrB&F624′ FK B&F499′UprB325 UprF81′	82·2	33·6	London British 11*BHptCem* 2 ,, *to* 2*nd dk*	6 steam turbines SR geared to 2 sc. shafts 450lb (*s*) 4912NHP 4WTB(Spt440lb)&2Anx. WTB(Spt) HS37030 FD VickersArmstrngsLd.Brw	38 ″ 0 s 8 ″ 3¼ 30 ″ 2	BT till ~~11,40~~ ~~8,41~~ 1,42
80799 161920 MPVR	**Orchy** 2*Dks*	1090 909 429					1930	AilsaS.B. Co.Ld. Troon	W.Sloan&Co.	246·3 P&B144′F43′	36·1	15·8	Glasgow British *WB*	T.3Cy.17″,28½″,&48″-36″ 138NHP AilsaS.B.Co.Ld.Troon		C
80800 135539 GLTS	**Orduña** Ⓟ TrpSc ssLiv.2ndNo.3-2,38 *Ref.Mchy.* 2*Dks*(*Stl*)&*Awngdk*(*Stl-ptws*)&*Shadedk*(*Stl*)3*rddk*(*Stl*)*in Nos.*1,2&3*holds* D.F.	15507 12425 9565	✠100A1 *Awng dk* *withfreeboard* ~~7,40~~ ~~8,39~~3,41 BS11,40 ~~BS12,39~~ ✠LMC1,37 *Fitted for oil fuel* 12,26	Liv		CL r&s 7,40 c1,38 *F.P. above* 150° F.	1914 2mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	PacificStmNavCo. *Tanks at sides of tunnels* 1288*t* *CellDB a*145′*uE*&*B*142′ *f*188′1898*tFPT*211*tAPT*125*t*	550·3 FK&BK2″	67·3	43·0	Liverpool British 10*BHCem*	T.8Cy.(2)26½″,(2)42″&(4) 47½″-51″&1LP turbine 215lb (*s*) 6DB,36*cf*,GS709,HS28410 Harland&Wolff,Ld.Bel.	47 ″ 1 s11 ″ 9 35 ″ 10¼	BT till ~~8,40~~ ~~12,40~~ 7,41
80801 FNRW	**Orégon** Ⓟ TwinSc *OilEng.* D.F. *Ref.Mchy.* 3*Dks*	7706 6439 4591					1929	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	473·4	61·2	27·5	Havre French *WB*	Oil Engines 2S.C.DA 10Cy.23⅝″-35½″ 1950NHP BremerVulkan,Vegesack		V
80802 219755 KUJZ	**Oregon** (*ex*EmmaH.Coppage, *ex*CapeCod, *Fitted for oil fuel* *ex*Quabbin) 2*Dks*&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *CarryingPetroleum in bulk*	7017 6514 4357	✠ ... 1,21				1919 12mo	MooreS.B. Co. Oakland,Cal.	TheTexas Company	425·8 P106′B40′F41′ FK	57·0	31·2	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½″,41½″&72″-48″ 579NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
80803 166612 GNNS	— (*ex*Oakridge, *Fitted for oil fuel* *ex*AnnaE.Morse) 1*Dk*&*Shelter dk* *Longitudinal framing*	6008 5541 3729	✠ ... 11,20 ✠				1920 7mo	Virginia S.B.Corp. Alexandria, Va.	OregonS.S.Co. Ld.(Jas. German &Co.Ld.*Mgrs.*)	402·8 P34′ F38′*on Shelter dk*	53·3	31·7	London British *WB*	T.3Cy.24½″,41½″&72″-48″ 359NHP Hooven,Owens,Rent-schlerCo.Hamilton,O.	34 ″ 6	CR †
80804 [illegible] VITR	— TwinSc Now "Oregon I," *see No.* 89455 *in Supplement* *OilEng.* D.F. 1*Dk*&*Shelter dk*	4774 4363 2900					1916	Akt.Bur-meistr&Wain Copenhagen	Ministry of Shipping(Stephens, Sutton,Ld.*Mgrs*)	407·8	54·2	~~34·4~~ 33·4	Freetown Sierre Leone British *WB*	Oil Engines 4S.C.SA 12Cy.23 1/10″-35 3/10″ 622NHP Akt.Burmeistr&Wain,Cpn		V
80805 215742 KLHH	— WoodTwinSc *OilEng.* *Mchy.Aft* 2*Dks*	1849 — 1357					1917	Alaska PacificNavCo Seattle	Independent NavigationCo.	215·0 P61′F41′	41·9	20·5	Wilmgton (Del.) Utd.States	Oil Engines 4S.C.SA 12Cy.16″-24″ 300NHP NE18*refitted*24 M'Intosh&SeymourCorp., Auburn,N.Y.		
80806 214322 KJTO	— Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	989 — 628					1916	A.Petersen Aberdeen, Wash.	WilsonBros.&Co.	200·1	41·0	14·7	S.Frncisco Utd.States	T.3Cy.13″,21″&36″-24″ Moore&Scott 64NHP IronWorks,Oakland,Cal.		
80807 LGNX	**Oregon Express** TwinSc *OilEng.* ssRot.No.1-38 *Ref.Mchy.* 2*Dks*(*Stl-Weather dk ws*) D.F. 3*rd dk in forward holds* *CruiserStern*	3642 2956 2176	✠100A1 *withfreeboard* ~~9,40~~ ~~3,40~~2,41 ✠LMC CS11,38 ~~6,38~~6,39 ✠Lloyd'sRMC~~9,39~~~~4,40~~ 10,40 for temp. 31° F.	Sea	*v*	CL ~~S6,38~~ ~~P6,39~~ 1,41	1933 10mo	Odense Staalskibsvft vedAPMöller Odense Lloyd'sA&CP	SkibsA/S"Ekspress"(S.Herlofson &Co.A/S,*Mgrs.*) *CellDBuE*&*f*158′446*tDT's a*688*tFPT*35*tAPT*60*t*	338·4 334·4 351·8(O.L.) F131′ FK	47·2	27·1	Oslo Norwegian 5*BH* (2*to Wthr dk* 3 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 16Cy.21⅝″-39⅜″ 724NHP GotaverkenA/B,Got	30 ″ 6 s 9 ″ 7¼ 21 ″ 3	
80808 26823 JOPD	**Oregon Maru** ssKob.No.3-2,39 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5873 5590 4254	✠100A1 *Awng dk* *withfreeboard* 6,40 ~~2,39~~ 6,40 ✠LMC~~2,39~~ *Fitted for oil fuel* 9,20	Kob Osa	*y*	OG ~~N9,37~~ 6,40 *F.P. above* 150° F.	1920 9mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	Kawasaki KisenK.K. *Collision* *CellDB*327′1126*tFPT*127*t APT*94*t*	385·0 FK	51·0	36·0	Kobe Japanese *ptCem* *BHtoAw dk* 5 ,, ,, *U* ,,	T.3Cy.26″,43½″&72″-48″(*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkydCo.Ld.Kob	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
80809 214725 WACR	**Oregonian** (*ex*SantaRosa) *Fitted for oil fuel* ssBos.No.3-11,28 D.F. ssS.Fo.No.1-33 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Webframes*3*rd dk*(*Stl*)*inNo.*1*hold only* *Longitudinal framing*	4862 4353 2871	✠ ... 5,34 ✠	SFo	*z*		1917 1mo	W Cramp& SonsS&EBCo Philadelphia *CellDB*350′1229*tDT f*32′ 826*t FPT*71*tAPT*16*t*	American-HawaiianS.S.Co.	404·6 F*onShelter dk*31′ FK	53·9	34·2	NewYork Utd.States *Cem* *CollBHtoShdk* 5 ,, ,, *U* ,, 1 ,, ,, 2*nd* ,, *only*	Q.4Cy.25½″37″52½″&76″-54″ 631NHP 3SB.12*cf*,GS214,HS8881 WCramp&SnsS&EBCoPhl	28 ″ 9	R †

87/40

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant en jours, Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert.
80810 OYDS	**Orehoved** Ⓟ (RailwayFerry) (Screws fore&aft) 1Dk	789 717 322					1916	Helsingörs Jernsk.&Msk Elsinore	DeDanske Statsbaner	222·9|34·5|14·1	Masnedö Danish WB	C.2Cy.19″&38″–20″(forwd) C.2Cy.19″&38″–20″(aft) 108NHP HelsingörsJernsk.&Mskb.		
80811 217806 KETN	**Oremar** (exEdgehill-39) Fitted for oil fuel Sub.Sig. 3Dks	6854 — 5246					1919	Skinner& EddyCorp. Seattle,Wash	CalmarS.S.Corp.	409·6|54·2|27·1	NewYork Utd.States WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y		R
80812 DOOH	**Orest** 1Dk2trB	652 515 383					1906	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	180·0|28·1|12·7 Q44'B43'F18'	Bremen German WB	T.3Cy.13″,20½″&33½″–21½″ 51NHP A.G."Weser,"Bremen		G
80813 103 IBUZ	**Oreste** (exMoorby) ssRot.2ndNo.3–4,22 D.F. 1Dk(ptStlptIrn)& Webframes&ptAwngdk(Irn)	2679 1839 1661	✠ 8,27 ✠	Shl	s		1896 7mo	Ropner& Son Stockton	M.Scuderi	313·6|43·0|16·4 300·0 P27'Q48' ptAwngdk225' FK CellDBa104'uE24'	Catania Italian 5BHCem f116'515t	T.3Cy.22½″,37½″&59½″–39″ 2NDB18 230NHP 2SB,5cf,1rf,GS93,HS3358 Blair&Co.Ld.Stockton	19 ″ 8	I †
80814 149592 GFPQ	**Orestes** Ⓟ TwinSc D.F. OilEng. Ref.Mchy. 2Dks	7748 6591 4744					1926	Workman, Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.)	459·6|58·4|32·6 P50'B168'F62'	Liverpool British WB	Oil Engines 4S.C.SA 16Cy.29⅛″–59″ 1304NHP Akt.Burmeistr&Wain,Cpn		BT till ~~6,41~~ 11,41
80815 PGOV	— Fitted for oil fuel CruiserStern 3Dks	2663 2310 1550					1918	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	347·2|48·2|18·3	Amsterdm Dutch WB	T.3Cy.23″,37″&61″–45″ 250NHP Werkspoor,Amsterdam		V
80816 4398 SHMI	**Oresund** Ⓟ Wireless 1Dk2trB	606 437 215					1905	Kockums M.V.Aktieb Malmö	SvenskaRederi- aktieb.Oresund (E.Hain,Mgr.)	179·5|30·0|13·8 H150tF18t	Malmö Swedish WB	T3Cy16⅛″,27½″&47¼″–27⅛″ 117NHP KockumsM.V.Akt.Malmö		G
80817 166465 GMGW	**Orfor** (exRomsdalshorn-37) ssBgn.No.3–1,34 ssShl.No.1–38 D.F. 1Dk(Stl)&Shelter dk(Stl)	6578 6273 4087	✠100A1 Shelter dk withfreeboard 1,41 ~~4,40~~ BS8,40 ~~BS8,39~~ ✠LMC12,37	Bry	z	CL N8,39	1921 8mo Lloyd'sA&CP	W.Doxford &Sons,Ld. Sunderland	H.M.Thomson IntermediateBH in fore CellDB364'1180t	420·0|54·0|34·3 FK hold dispensed with FPT105t APT127t	London British Cem 1BHtoSh dk 5 „ „ U „	T.3Cy.27″,44½″&75″–54″(s) 180lb 577NHP 3SB,9cf,GS198,HS8530 FD W.Doxford&Sons,Ld.Sld.	37 ″ 0 s8 ″ 11½ 28 ″ 4	
80818 146026 GNRC	**Orford** Ⓟ TwinSc ssLon.No.2–36 3Dks(Stl–Weather dkTeaks) Ref.Mchy. 4th dk(Stl)in fore holds & in D.F. Nos.5&6holds 5th dk in No.1hold E.S.D. CruiserStern	20043 12120 11982	✠100A1 withfreeboard 6,39 ✠LMC MS9,34 BS11,38 ✠Lloyd'sRMC2,39 Fitted for oil fuel3,28 F.P. above 150° F.	Lon	o†	CL S6,37 P2,37	1928 3mo Lloyd'sA&CP	Vickers, Ld. Barrow	OrientStm.Nav. Co.Ld. Duct keel fwd. of Mchy. space CellDB512'2098t DTs at sides of Engine room & in way of tunnels658t FPT97t APT172t	632·2|75·4|33·1 659·2(O.L.) B361'F78' FK UpperB299' CollBHtoWthr dk	Barrow British 13BHptCem	6 Steam Turbines SR (s) geared to 2 Sc. Shafts 6DB&2SB,24cf, 3825NHP 215lb GS2030,HS46530 FD Vickers,Ld.Barrow	37 ″ 6 s7 ″ 8 30 ″ 2	BT till 6,40
80819 LCUS	**Oria** 1Dk	2127 1891 1256					1920	Osbourne, Graham& Co.Ld. Sunderland	D/S A/S Garonne (Fearnley&Eger, Mgrs.)	285·0|43·6|19·1 P68tH94tF20t	Oslo Norwegian WB	T.3Cy.20″,35″&58″–39″ 210NHP G.Clark,Ld.Sunderland		N
80820 21385 JCOD	**Oridono Maru** ssKob.No.3–10,28 ssKob.No.2–37 2Dks(Stl)	5278 4851 3284	✠ 3,41 ✠~~LMC7,39~~ Fitted for oil fuel4,23 F.P. above 150° F.	Kob	z	7,39	1917 12mo Lloyd'sA&CP	Mitsubishi ZosenKaisha Ld. Kobe	TatuumaKisen K.K. CellDb	400·0|54·5|30·0 P38'B121'F40' FK 350' 996t FPT132t	Nishino- miya Japanese 6BHCem APT89t	T.3Cy.27⅛″,43″&72″–48″ 180lb (s) 510NHP 3SB,9cf,GS183,HS7618 FD MitsubishiZosenKaisha, Ld.Kobe	30 ″ 0 ~~s5 ″ 0~~ ~~24 ″ 0~~	
80821 OHWQ	**Orient** (exBrage-34,exNatal) ssAbo.2ndNo.3–5,38 D.F. 1Dk(Stl)&Awng dk(Stl)	4160 3962 2525	✠100A1 Awng dk withfreeboard 6,40 ~~5,39~~ BS6,40 ~~BS6,39~~ ✠LMC5,38 ✠NE&B2,09 refitted6,14	Dnz Abo	w	CL 5,38	1914 6mo Lloyd'sA&CP	Nthmblnd S.B.Co.Ld. Newcastle	A/B Orient(Thr. Kramer) Cell	373·4|51·3|28·1 360·2 P34'B96'F32' FK on Awng dk DBa117'uE23'f155'	Åbo Finnish 6BHCem 970tAPT45t	T.3Cy.21½″,36½″&62″–42″(s) 200lb 326NHP 3SB,9cf,GS175,HS5551 Barclay,Curle&Co.Ld.Gls.	30 ″ 0 s5 ″ 7 24 ″ 7	
80822 165858 GBNG	**Orient City** Fitted for oil fuel D.F. 1Dk & Shelter dk ~~1Dk~~ CruiserStern	5095 4625 2956					1940	Furness S.B.Co.Ld. Haverton Hill-on-Tees	LeedsShipping Co.Ld.(SirW.R. Smith&Sons,Ld. Mgrs.)	~~421·6~~|~~56·7~~|25·5 F30' |56·8| 421·8|	Bideford British WB	T.3Cy.24″,39″&68″–48″ 320NHP N.E.MarineEng.Co.(1938) Ld.Nwc.		
80823 230323 KGOX	**Oriente** Ⓟ TwinSc Fitted for oil fuel D.F. E.S.D. 3Dks Ref.Mchy. GyC. CruiserStern	11520 — 6449					1930	NwprtNws S.B.&D.D.Co. Newprt.News	NewYork&Cuba MailS.S.Co.	508·0|70·9|39·0	NewYork Utd.States WB	2 Steam Turbines connected to Electric Motors and Sc. Shafts GeneralElec.Co. Schenectady		R
80824	— (exVolscian) ssGms.2ndNo.3–9,24 Well deck Mchy.Aft 1Dk(Stl)	570 433 230	✠ 8,27 ✠NB7,22 ✠	Gms	i		1898 8mo	RWilliam- son&Son Workington	Cia.Naviera de CubaS.A.	179·7|27·9|12·1 Q94'B11'F23' BK7½″ FPT	Havana Cuban 3BHCem 55tAPT40t	T.3Cy.15⅞″,25½″&41″–30″ NDB20 85NHP 1SB,3cf,HS1800 Ross&Duncan,Glasgow	13 ″ 4	
80825	— (exIda Westers-37) OilEng. Mchy.Aft 1Dk Well deck	498 341 276				Completed	1935	R.Cock& Sons,Ld.& P.K.Harris& Sons Appledore Completed in 1936 by van Goor & Spiekman of Zwartsluis	Cia.Anon.de Navegación de Carenero	149·8|26·3|11·9 Q79'B14'F25'	La Guayra Venezuelan WB	Oil Engines 4S.C.SA 6Cy.11″–17¾″ 70NHP Emade&fitted36 Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
80826 DIED	**Orinoco** Ⓟ TwinSc OilEng. D.F. E.S.D. GyC. Sub.Sig. 3Dks CruiserStern	9660 5683 5478					1928	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	458·5|60·9|34·1	Hamburg German WB	Oil Engines 2S.C.SA 16Cy.27⅛″–47¼″ 2100NHP BremerVulkan,Vegesack		G
80827 167335 MPVV	**Oriole** OilEng. 1Dk Mchy.Aft CruiserStern	489 299 231	✠100A1 7,~~4010,39~~ 4,41 ✠LMC10,39 ✠LMC(M)6,41	Lth ~~Shl~~ ~~Lth~~	g	OG 4,41	1939 10mo Lloyd'sA&CP	Henry Robb,Ld. Leith	GeneralSteam NavigationCo.Ld. CellDB105'131t	162·7|27·2| 8·3 169·1(O.L.) P46'RQD57'F26' FK FPT49tAPT14t	London British 3BHptCem ptAsp	Oil Engines 2S.C.SA 6Cy.9⅛″–16⅛″ 101NHP BritishAuxiliaries,Ld.Gls.	10 ″ 6 s3 ″ 8 10 ″ 4¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
80828 164493 GYKL	**Orion** Ⓟ TwinSc ssLon.No.1-39 *Ref.Mchy.* D.F. 2*Dks*,3*rd dk in holds* E.S.D. GyC. *CruiserStern*	23371 13151 14032	✠100A1 *withfreeboard* 9,40 ~~10,39~~ ~~12,39~~ ~~BS8,39~~ ✠Lloyd'sRMC4,40 ~~7,40~~ 3,41 BS4,~~40~~ 8,40 *Fitted for oil fuel* 7,35 *F.P. above* 150°F.	Lon ~~Syd~~ Com MS10.38 ✠LMC~~7,35~~		CL P9,38 s10,39	1935 7mo	Vickers-Armstrongs, Ld. Barrow Lloyd'sA&CP *in way of tunnels*96'515t *Wing tanks in engine room*63'637t *DT f*44'205t *FPT*113t *APT*195t	OrientStm.Nav.Co.Ld. *Duct keel fwd of mchy.space* *CellDB*504'2209t *Tanks*	640·3 665·0(O.L.) *Lower*B&F622' B&F499' FK *Upr*F81' *Upr*B325'	82·2	33·7	London British 11*BHptCem* (9 *to W dk* 2 „ 2*nd* „)	6SteamTurbinesSRgeared to 2 Sc. Shafts 450lb (*s*) 4912NHP 4WTB&2AuxWTB(Spt 440lb) HS37030 FD VickersArmstrngsLd.Brw	38 ″ 0 s 8 ″ 3½ 30 ″ 2	BT till 9,41
* 80829 LJBS	— *Mchy.Aft* *OilEng.* *CruiserStern* 2*Dks* *Longitudinal framing-bracketless system* D.F.	8064 7423 4751	✠100A1 10,39 DBS10,39 *CarryingPetroleum in bulk*	Osl ✠LMC1,36	*c*†	CL 12,38	1936 1mo	Kockums M.V.Aktieb. Malmö Lloyd'sA&CP *CellDBuE*69' 186t*DT f*36'535t*FPT*147t*APT*168t	SmithSörensens TankrederiA/S (S.H.Smith Sörensen, *Mgr.*)	461·6 P102'B37'F41' FK	59·8	34·6	Arendal Norwegian 16*BHptCem* (10 *to U dk* 6 „2*nd*„)	Oil Engines 2S.C.DA 6Cy.23⅝″–43$\frac{5}{16}$″ 1162NHP 2DB*171lb* KockumsM.V.Akt.Malmö	34 ″ 7 s 7 ″ 5 27 ″ 4¼	
80830 859 SVIT	— (*ex*Highland ssHul.2ndNo.3–1,35 Prince–36, ssSws.No.1–40 *ex*Glenshiel) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) Sub.Sig. &*deep framing*	*4798* *4549* *3054*	✠100A1 *Spar dk* ~~7,40~~ ~~1,40~~ 3,41 BS3,41	Sws ~~Liv~~Bkn ✠LMC1,40	*y*	CL 4,39	1909 8mo	C.Connell &Co.Ld. Glasgow Lloyd'sA&CP *Cell DBa*118'*uE&B*50' *f*180' 1067t *DTa*34' 878t*APT*29t	P.Lyras	400·0 P37'B120'F44' FK	52·0	26·9	Piræus Greek 6*BHCem*	T.3Cy.27″,43″&72″–48″ (*s*) 180lb 513NHP 3SB,9*cf*,GS149,HS7680 FD Dunsmuir&JacksonLd.Gls	29 ″ 7 s5 ″ 8¾ 24 ″ 1	
80831 769 OHXW	— ssHfs.No.1–39 D.F. 2*Dks* *Strengthened for Navigation in Ice*	2408 2149 1342	✠100A1 *withfreeboard* 10,40 ~~2,39~~ MS2,39	Hfs Abo ✠LMC BS~~11,39~~ 10,40		OG 4,38	1935 10mo	Sandvikns, Skeppd&M.V Helsingfors Lloyd'sA&CP	FinskaÅngfAktieb *CellDB*237'446t	285·4 271·5 F27' FK *FPT*34t*APT*26t	41·0	25·4	Helsingfrs Finnish 4*BHCem* (*Coll to W dk* 3 „ 2*nd*„)	T.3Cy.22″,32″&54″–36″ 213lb (*s*) 255NHP 2SB(Spt)6*cf*,GS132,HS4520 SandvikensSkeppd.&M.V.	28 ″ 0 s8 ″ 2¼ 19 ″ 10¾	
80832 7255 SGYN	— ssOsc.No.1-40 (*ex*William-35, ssOsc.No.3–10,36 *ex*Rubens) 1*Dk*(*Stl*) *Cargo battens not fitted*	*2012* *1682* *1163*	✠100A1 5,40 ~~6,39~~ ~~BS8,38~~ 1,40	Skm Osc ✠LMC~~10,36~~ MS5,40	*r*	CL 6,39	1924 10mo	Antwerp Eng.Co.Ld. Hoboken Lloyd'sA&CP	RederiA/B Iris (S.Abrahamsen, *Mgr.*) *CellDB*238'555t*FPT*	277·5 288·8(O.L.) P22'B59'F23' FK	40·2	18·1	Stockholm Swedish 4*BHCem* 46t*APT*68t	T.3Cy.20″,33″&54″–36″ (*s*) 180lb 245NHP 2SB,6*cf*,GS92,HS3632 FD N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s 3 ″ 0½ 17 ″ 8¾	
80833 PGPA	— Wireless 1*Dk*&*Spar dk*	1722 1465 994					1914	A.Vuijk& Zonen Capellea/d Ysel	Koninkl.Nederl. Stoomb.Maats. N.V.	296·9	43·2	16·1 26·5	Amstrdam Dutch	T.3Cy.21″,35″&56″–39″ 196NHP Maats.Fyenoord,Rot.		V
80834 1045 IRPC	**Orione** (*ex*Lido) 1*Dk*	1144 968 634					1921	N.Odero A.&Co. Genoa	Soc.Anon.Ilva	208·3 B77'	32·0	19·4	Genoa Italian *WB*	T.3Cy.15$\frac{3}{16}$″,24⅔″&39⅜″–25⅝″ 75NHP N.OderoA.&Co.Genoa		CI
80835 665 IRPO	— Aux4MstSr (*ex*Veronica,*ex*Marga, *OilEng* *ex*Abdon,*ex*Samsö) 1*Dk* (*See Sailing Ship Register*)	391 — 321					1914	Frdrkshvn Skibs&Flydk Fredrikshavn	GalileoChini	151·5 135·0	30·0	11·0	Viareggio Italian	Oil Engines 2S.C.SA 4Cy.16½″–18$\frac{15}{16}$″ 192NHP J&CGBolinder'sCoLdSkm.		I
80836 ~~HRBN~~	**Oriskany** ssN.Os.No.1–40 ssN.Os.No.3–1,36 2*Dks*(*Stl–U*ws)3*trBinholds*	*1644* *1381* 838	✠100A1 9,40 ~~1,38~~ ~~MS11,35~~ *Fitted for oil fuel*3,24 *F.P. above* 150° F.	NYk NOs ✠LMC 9,40 ~~BS3,40~~	*q*	CL 3,38	1924 3mo	Swan,Hunter& Wigham Richardson, LdNewcastle Lloyd'sA&CP	~~StandardFruit& S.S.Co.~~ Wallem &Co *CellD*B210' 281t *FPT*12t	254·9 264·8(O.L.) F26' FK	35·6	21·5	Pnamanian 4*BHptCem* *APT*18t	T.3Cy.20″,33″&56″–39″ (*s*) 200lb 305NHP 2SB,6*cf*,HS4600 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 6 s 3 ″ 9 19 ″ 11	
80837 216294 WECX	**Orizaba** Ⓟ TwinSc ssNYk.No.3–5,31 D.F. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*&*Shelter dk*	6937 5678 3420	✠ … 8,32	✠			1918 6mo	WCramp& SonsS&EBCo Philadelphia	NewYork andCuba MailS.S.Co.	423·0 B & F *on* *Shelter dk*316' FK	60·0	15·7 32·0	NewYork Utd.States *WB*	4SteamTurbinesSRgeared to 2 Sc.Shafts 1908NHP W.Cramp&SonsS&EBCo.	35 ″ 0	R †
90/40 80838 LCAS	**Orkanger** *Mchy.Aft* *Oil Eng.* D.F. 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	8029 7221 4814					1928	Atel.&Ch. de laSeine Maritime LeTrait,S.I.	Westfal-Larsen& Co.A/S	458·0 P491*t*H271*t*F14*t*	59·8	34·8	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.29⅛″–59⅛″ 652NHP Schneider&Cie.Creusot		N
80839 145715 GFDN	**Orkla** (*ex*ElaineLlewellyn) ssGmh.No.3–5.35 ssGmh.No.1–39 1*Dk*(*Stl*) *Cargo battens not fitted*	2177 1719 1340	✠100A1 ~~5,40~~ ~~8,39~~ 2,41 BS2,41	Gmh ~~Gla~~ Lth ✠LMC5,39	*r*	CL ~~8,39~~ 2,41	1922 11mo	J.Lewis& Sons,Ld. Aberdeen Lloyd'sA&CP	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellD*B235' 500t *FPT*48t	280·1 289·3(O.L.) P18'Q84'B67'F23' FK	40·7	18·8	Leith British 4*BHCem* *APT*68t	T.3Cy.21″,34″&56″–39″ (*s*) 180lb 230NHP 2SB,6*pf*,GS108,HS3788 J.Lewis&Sons,Ld.Abn.	21 ″ 0 s 2 ″ 3 19 ″ 0	
80840 DHSN	**Orla** E.S.D. Sub.Sig. Wireless D.F. 1*Dk*	1289 1022 628					1921	Frd.Krupp Akt.Ges. Kiel	ArgoReederei RichardAdler&Co.	238·6 P&B187'F26'	37·6	14·8	Bremen German *WB*	T.3Cy.17¾″,28¾″&47″–33½″ 129NHP Frd.KruppA.G.Kiel		G
* 80841 LDDX	**Orland** (*ex*Amberstone, 3Mst *ex*Phoenicier, ssBgn.No.3–5,30 *ex*LakeWorth) ssBgn.No.2–39 1*Dk*(*Stl*) *Cargo battens not fitted*	1899 1621 1102	✠100A1 1,40 BS5,39	Bgn ✠LMC5,38	*r*	CL 4,39	1917 10mo	Chicago S.B.Co. Chicago A&CP	A/S Auctor (J.A.Haarberg, *Mgr.*) *CellDBa&u*E104'*f*96'528t*FPT*	251·3 261·0(O.L.) P25'B64'F25' FK	43·6	18·2	Bergen Norwegian 4*BHCem* 67t*APT*77t	T.3Cy.20″,33″&54″–40″ (*s*) 180lb 274NHP 2SB,6*cf*,GS126,HS5246 AmericanSBCo.CleveIndO	20 ″ 3 s 2 ″ 7 17 ″ 10	
80842 DHSO	**Orlanda** E.S.D. Sub.Sig. Wireless D.F. 1*Dk*	1289 1022 628					1921	Frd.Krupp Akt.Ges. Kiel	ArgoReederei RichardAdler&Co.	238·6 P&B187'F26'	37·6	14·8	Bremen German *WB*	T.3Cy.17¾″,28¾″&47″–33½″ 129NHP Frd.KruppA.G.Kiel		G
113/40 80843 145413 MKNL	**Orlock Head** ssBel.No.3–7,33 ssBel.No.1–37 Wireless 1*Dk*(*Stl*)2*trB in holds*	1563 1331 841	✠100A1 5,40 MS5,37	Bel ✠LMC BS9,39	*p*	CL 3,38	1921 3mo	Dublin Dckyd.Co.Ld Dublin Lloyd'sA&CP	UlsterS.S.Co.Ld. (G.Heyn&Sons, Ld.*Mgrs.*) *CellD*B198' 328t *FPT*49t	240·0 P15'B54'F23' FK	36·3	19·3	Belfast British 4*BHCem* *APT*68t	T.3Cy.18″,30″&50″–33″ (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 J.G.Kincaid&Co.Ld.Grk.	21 ″ 3 s 2 ″ 8½ 18 ″ 9	
80844																
80845																

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
80846 146703 MLJB	**Ormer** (exGauja, exWesterplatte) TwinSc 1Dk Mchy.Aft Fitted for oil fuel Carrying Petroleum in bulk	1357 1062 683					1915	Howaldtswerke Kiel	Anglo-Saxon PetroleumCo.Ld.	234·5 34·7 16·4 Q57′B24′F41′	London British WB	T6Cy11½″,19$\frac{5}{16}$″&31½″–18$\frac{1}{16}$″ 86NHP Howaldtswerke,Kiel		V
80847 136654 GFNW	**Orminster** (exClanKeith-37, exHilarius, exClanKeith, exEtonian) ssRot.2ndNo.3-2,38 1Dk(Stl)&Shltr dk(Stl) D.F.	5712 4089 3428	✠100A1 Shelter dk withfreeboard 4,41 ~~2,40~~ ✠LMC MS2,38 BS~~2,40~~3,41	Cff ~~Nwc~~	y	CL ~~2,40~~ 10,40	1914 3mo	Bartram&Sons,Ld. Sunderland Lloyd'sA&CP	MinsterS.S.Co.Ld.	385·0 52·0 25·1 FK CellDBa133′uE23′f168′908tFPT130tAPT104t	London British 6BHCem	T.3Cy.26″,43″&71″–48″ (s) 180lb 401NHP 3SB,9cf,GS180,HS6488 J.Dickinson&Sons,Ld.Sld	35 ″ 8 s 9 ″ 7½ 26 ″ 3	
80848 146682 VJKC	**Ormiston** Ⓟ (exFamaka) ssSyd.No.3-2,35 ssSyd.No.1-39 Ref.Mchy. 2Dks(Stl-Uteak s)3rd dk (Stl)inNos.1&2holds	5832 4416 3453	✠100A1 ~~8,40~~1,40 2,41 ✠LMC6,39 Lloyd'sRMC~~11,39~~ ~~2,40~~ 2,41 BS~~4,40~~3,41 Fitted for oil fuel 12,22 F.P. above 150° F	Mel Syd	z	CL 6,39	1922 12mo	A.Stephen&Sons,Ld. Glasgow Lloyd'sA&CP	Australasian UnitedStm.Nav.Co.Ld.	390·8 55·2 28·1 406·0(O.L.) P46′B154′F46′ FK CellDB340′953tFPT69tAPT138t	Melbourne British 7BHptCem	2SteamTurbinesSRgeared to 1 Sc. Shaft (s) 215lb 694NHP 4SB(Spt),12cf,GS231, FD HS9191 A.Stephen&Sons,Ld.Gls.	30 ″ 6 s 5 ″ 7 25 ″ 4½	
80849 141866 GLYC	**Ormonde** Ⓟ TwinSc ssBrw.No.3-11,29 ssLon.No.2-37 Ref.Mchy. 2Dks(Stl)&Shelter dk D.F. (Stl-teak s)3rd dk(ptStl)	14982 11796 8843	✠100A1 Shelter dk withfreeboard ~~6,40 12,39~~3,41 ✠NE11,29 ✠LMC MS12,36 BS~~8,39~~3,40 ✠Lloyd'sRMC~~2,40~~ ~~3,40~~ 9,41 ~~1,41~~ Fitted for oil fuel 7,23 F.P. above 150° F.	Lon ~~Bkn~~ Bom	k†	CL ~~N8,37~~ s8,38 P3,41	1917 10mo	J.Brown&Co.Ld. Clydebank Lloyd'sA&CP	OrientStm.Nav.Co.Ld.	580·5 66·7 40·5 598·7(O.L.) B303′F59′ on Shelter dk FK&BK2½′ CellDB 464′ 2048t Side tanks in Engine space 128tFPT 82tAPT130t	Glasgow British 12BHCem	4SteamTurbinesSR geared to2 Sc. Shafts (s) 215lb 2120NHP 4DB&2SB,40cf,GS755, FD HS33361 Vickers-Armstrongs,Ld. Brw.	44 ″ 0 s 14 ″ 6½ 29 ″ 10	BT till ~~12,40~~ ~~5,41~~ 12,41
80850 166377 GJGK	**Orna** OilEng. 2Dks CruiserStern	6779 6127 4030	✠100A1 withfreeboard ~~12,39~~ 11,40 ✠LMC3,38	Bom Cal	a† 2	CL 11,40	1938 3mo	Barclay,Curle&Co.Ld. Glasgow Lloyd'sA&CP	BritishIndiaStm.Nav.Co.Ld.	427·8 57·2 32·1 441·7(O.L.) P41′B133′F34′ FK CellDB365′1316tFPT143tAPT178t	London British 7BHptCem	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$″–85$\frac{11}{16}$″ 599NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	34 ″ 6 s 9 ″ 1½ 25 ″ 6	
80851 FNZU	**Orne** (exWarWeasal) 1Dk	2139 1818 1283					1919	British American S.B.Co. Welland,Ont.	"Calédonickel" Soc.Anon.	251·0 43·7 20·7	Nouméa French WB	DR geared Steam Turbine BritishWestinghouse Electric&Mfg.Co.Mch		V
80852 ESHF	— WoodAux4Mst OilEng. Mchy.Aft 1Dk2trB (See Sailing Ship Register)	583 519 466					1921	A.B.KarlshamnsSkpps Karlshamn	M.&A.Utow	150·0 32·0 17·5 Q28′	Tallinn Estonian	Oil Engines 2Cy. J&CGBolindersCoLd.Skm		V
* 80853 OXPD	**Orneborg** ssAbg.No.3-8,32 ssAbg.No.1-37 1Dk(Stl)	1775 1582 1055	✠100A1 11,39 ✠LMC MS2,37 BS10,38	Abg	r	CL 11,39	1919 4mo	Wilton's E.&SlpwyCo. Rotterdam A&CP	A/SDampskibsskb "Dannebrog" (C.K.HansenMgr)	269·8 39·0 18·3 282·6(O.L.) P24′B65′F27′ FK CellDB225′481tAPT40t	Copnhagn Danish 4BHCem	T.3Cy.19″,32″&51″–36″ (s) 180lb 187NHP 2SB,6cf,GS100,HS3120 Wilton'sE.&SlpwyCo.Rot.	20 ″ 10 s 2 ″ 9½ 18 ″ 3	
80854 LJRC	**Örnefjell** Fitted for oil fuel Wireless D.F. E.S.D. 1Dk&ShelterDk CruiserStern	1334 1104 740					1937	Nylands Verksted Oslo	A/SLuksefjell (Olsen&Ugelstad, Mgrs.)	250·9 41·3 14·8	Oslo Norwegian WB	C.2Cy.16¾″&33½″–33½″&LP turbine withDRgearing& hydraulic coupling 107NHP NylandsVerksted,Oslo		N
80855 7625 SHWN	**Ornen** Ⓟ Wireless 1Dk	*863* *390* *382*					1909	Akt.Burmeistr&Wain Copenhagen	StockholmsRederi A/B Svea(Eman. Högberg,Mgr.)	190·9 32·2 11·5	Stockholm Swedish WB	T.3Cy.16½″,27″&45″–24″ 99NHP Akt.Burmeistr&WainCpn		V
80856 UOFN	**Orochen** Ⓟ (exEasternCross, exKirishimaMaruNo.6) Sub.Sig. Ref.Mchy. 2Dks	4584 3980 2638	✠ … 2,21 ✠				1917 10mo	Uraga DockCo.Ld. Uraga	U.S.S.R.	350·9 51·3 25·9 P30′B118′F33′ FK	Vladvostk Russian WB	T.3Cy.24¼″,40½″&67″–48″ 378NHP UragaDockCo Ld.Uraga	28 ″ 5	
80857 147948 GJRZ	**Oronsay** Ⓟ TwinSc ssLon.No.3-4,37 3Dks(Stl) Wthr dk(teaks) Ref.Mchy. 4th dk(Stl)in f&a holds D.F. E.S.D. 5th dk in No.1 hold CruiserStern	20043 11625 11287	✠100A1 withfreeboard 8,40~~2,40~~ ~~BS4,39~~ ~~BS4,40~~ ✠LMC6,41 ✠Lloyd'sRMC~~4,40~~ 6,41 ~~8,40~~ Fitted for oil fuel 1,25 F.P. above 150° F.	Syd Liv	p†	CL s4,38 P2,40	1925 1mo	J.Brown&Co.Ld. Glasgow Lloyd'sA&CP	OrientSteamNav.Co.Ld.	633·6 75·2 33·0 658·5(O.L.) B344′UpperB300′ F71′ FK&BK1′ Duct keel in way of Nos.2,3&4 holds CellDB533′2311tDT at sides of ER in way of tunnels1290t FPT116tAPT192t	Glasgow British 12BHCem Coll,,to Wdk	6 Steam Turbines SR (s) geared to 2 Sc. Shafts 215lb 3811NHP 6D&4SB,48cf,HS49224 FD J.Brown&Co.Ld.Glasgow	37 ″ 6 s 7 ″ 5½ 30 ″ 4½	BT till ~~8,40~~ 0,42
80858 140027 GBXM	**Orontes** Ⓟ TwinSc ssLon.No.2-37 3Dks(Stl–Weatherdk teaks) 4thdk(Stl) in foreholds & in D.F. Nos.5&6 holds 5thdk in No.1 hold E.S.D. Ref.Mchy. CruiserStern	20097 12114 12044	✠100A1 withfreeboard 9,40 ~~1,40~~ ✠LMC MS1,37 BS1~~,38~~5,40 ✠Lloyd'sRMC~~5,40~~ 3,41 ~~1,41~~ ~~10,40~~ Fitted for oil fuel 7,29 F.P. above 150° F.	Lon Liv	o†	CL s9,38 P1,39	1929 7mo	Vickers-Armstrong,Ld. Barrow Lloyd'sA&CP	OrientSteamNav.Co.Ld.	638·2 75·3 33·1 663·7(O.L.) B361′ UpperB299′ F78′ FK Duct keel fwd. of mchy. space CellDB511′2109tDTs at sides of ER & in way of tunnels 658tFPT97tAPT172t	Barrow British 13BHptCem Coll,,to Wdk	6SteamTurbinesSRgeared to 2 Sc. Shafts 3825NHP 215lb HS46530 (s) 6D&2SB,42cf,GS2030, FD Vickers-ArmstrongLdBrw	37 ″ 6 s 7 ″ 8 30 ″ 2	BT till ~~9,40~~ 9,41
5/41 80859 143667 GDLP	**Oropesa** Ⓟ TwinSc ssLiv.No.3-2,37 2Dks(Stl)&Shelter dk(Stl-teaks) Ref.Mchy. 3rd dk(Stl)inNos.1&2holds D.F. CruiserStern	14118 11915 8577	✠100A1 Shelter dk withfreeboard 9,40 ~~1,40~~ BS2,40 ✠LMC2,37 Fitted for oil fuel 10,24 F.P. above 150° F.	Hfx Liv		CL 1,37	1920 9mo	Cammell Laird&Co.Ld Birkenhead Lloyd'sA&CP	PacificStmNavCo.	530·0 66·3 41·2 B250′F91′on Shelter dk FK CellDB444′2049tFPT133tAPT279t	Liverpool British Cem 10BHto Sdk	6 Steam Turbines DR geared to 2 Sc. Shafts (s) 190lb 1647NHP 4DB(Spt),32cf,GS644, HS25000 CammellLaird&Co.Ld.	45 ″ 0 s 13 ″ 5½ 31 ″ 9½	BT till ~~9,40~~ 2,41
80860 163 SVKP	**Oropos** (exMaidofSparta,exMinna Horn,exHornhöhe, exMadeleine Rickmers) ssNwc.No.3-4,27 ssAnt.No.2-36 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)inNo.1hold Tonnage opening closed '37	4474 — 2657	100A1 Shelter dk withfreeboard Examined 7,40 LMC MS9,36 BS~~10,39~~ 12,40	~~Ant~~ NYk	w	CL ~~5,07~~ 7,40	1913	Rickmers Akt.Ges. Wesermünde-G.	M.A.Embiricos	362·4 50·1 21·5 29·0 FK CellDB320′942tFPT160tAPT40t	Andros Greek 6BHAsp	T.3Cy.25″,41″&68″–45″ (s) 180lb 379NHP 2SB,6cf,GS118,HS5140 FD N.E.MarineEng.Co Ld.Sld	31 ″ 4 s 7 ″ 10½ 23 ″ 8½	
80861 DOBM	**Orotava** Ⓟ D.F. E.S.D. Sub.Sig. 2Dks	3344 2676 1963					1927	Frd.Krupp Act.Ges. Kiel	Norddeutscher Lloyd	319·5 46·8 23·0 Q18′B102′F34′	Bremen German WB	T.3Cy.23$\frac{5}{8}$″,38$\frac{3}{16}$″&63″–45¼″ 266NHP Frd.KruppA.G.Kiel		G

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80862 HRAV	**Orotava** *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	2711 2158 1595					1927	A.Stephen &Sons,Ld. Glasgow	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	300·2 B92′F32′	44·2	22·2	Tela Honduran *WB*	T.3Cy.20½″,35″&59″-42″ 226NHP A.Stephen&Sons,Gls.		C
80863 PGPH	**Orpheus** *Fitted for oil fuel* Wireless 2*Dks*	1030 794 464					1920	DeHaan& Oerlemans Heusden	Koninkl.Nederl. Stoomb.Maats. N.V.	216·4	34·6	13·4	Amstrdam Dutch *WB*	T.3Cy.17½″,29″&76″-36″ 346NHP Verschure&Co.Amstrdam		V
80864 62 IRQA	**Orsolina** **WoodAuxBkn** (*ex*SailingVessel-38, *OilEng.* *ex*CleliaBasso) (*See Sailing Ship Register*)	344 — 259					1903	A.Terrizzano ImperiaII	Soc.Anon.Italiana Importazione Carboni e Navig.	134·7	28·1	14·1	Savona Italian	Oil Engines 4S.C.SA 6Cy.9⅝″-12⅝″ 54NHP *Emade&fitted*38 Waggon-undMaschinenbauA.G.Görlitz		I
80865 52 ILMJ	**Orsolina Bottiglieri** (*ex*Orsolina-39,*ex*CesarioConsole-37, *ex*LeaS,*ex*Lea,*ex*Adriadne) 1*Dk*	883 718 536					1899	Akt.Ges. "Neptun" Rostock	Giovanni Bottiglieri	215·2 Q77′B54′F27′	32·2	12·8	Torre del Greco Italian *WB*	T3Cy.16⅛″,25$\frac{1}{16}$″&41⅝″-28¾″ 93NHP A.G."Neptun,"Rostock		I
80866 144191 MJXF	**Ortolan** (*ex*BeaulyFirth) *ss*Lon.No.3-8,32 *ss*Lon.No.1-37 *Mchy Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	489 316 202	✠100A1 4,40 BS~~4,40~~ ✠LMC2,37 4,41	Lon	*g*	CL 3,39	1920 3mo	J.Lewis& Sons,Ld. Aberdeen *Lloyd'sA&CP*	GeneralStm.Nav. Co.Ld. *CellDBf*95′114*t*	160·1 Q92′B11′F23′ FK *FPT*33*tAPT*14*t*	25·2	9·7	London British 3*BHptCem* *ptAsp*	T.3Cy.12½″,21″&34″-24″ (*s*) 180lb 65RHP 1SB,3*pf*,GS52,HS1573 J.Lewis&Sons,Ld.Abn.	11″9 s3″8 11″9	
184/40 80867 146699 VJKD	**Orungal** Ⓟ (*ex*Fezara) *ss*Syd.No.3-2,35 *ss*Syd.No.1-39 2*Dks*(*Stl U*-teak s) *Ref.Mchy.* 3*rdDk*(*Stl*)*inNos.*1&2*holds*	5826 4416 3448	✠100A1 5,40~~11,39~~ BS11,39 ✠LMC12,38 ✠Lloyd'sRMC~~11,39~~ 6,40 *Fitted for oil fuel* 2,23 *F.P. above* 150° F.	Syd Mel	*z*	CL 11,39	1923 2mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	Australasian UnitedStm.Nav. Co.Ld. *CellD*	390·6 405·6(O.L.) P46′B154′F46′ FK *B*340′ 953*t FPT*69*t*	55·2	28·1	Melbourne British 7*BHptCem* *APT*138*t*	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 215lb 694NHP 4SB(Spt),12*cf*,GS231, FD HS9191 A.Stephen&Sons,Ld.Gls.	30″6 s5″7 25″4½	
80868 7441 SFWK	**Orvar** (*ex*Klosterfos,*ex*HildePodeus) 1*Dk*	*1597* *1333* *923*					1908	Nordseewerke Emden	RederiA/B Orvar (Fänges&Påhlssons Rederier, *Mgrs.*)	266·1 Q114*t*H71*t*F41*t*	39·6	15·3	Hlsngborg Swedish *WB*	T.3Cy.20½″,33½″&53″-33½″ 163NHP OttensenerMaschOttensen		V
80869 HPFX	**Orville Harden** **TwinSc** *OilEng.* *ss*Ham.No.1-37 1*Dk*(*Stl*)2*nd dk*(*Stl*) *clear of cargo tanks* 3*rd dk*(*Stl*) *aft of cargo tanks* *Mchy.Aft* E.S.D. *Web frames* *CruiserStern* *Longitudinal framing* D.F. GyC.	11191 — 6904	✠100A1 ~~4,40~~~~11,39~~11,40 ✠LMC CS9,37 DBS~~4,39~~4,40 ~~11,36~~4,40 *CarryingPetroleum in bulk*	Hfx NYk		CL ~~9,37~~ 11,40	1933 3mo	Cantieri RiunitiDell'Adriatico Monfalcone *Lloyd'sA&CP*	PanamaTransportCo.	522·0 542·0(O.L.) *Aft*B55′B40′F39′ FK *CellDBuE*78′135*t* 2312*tFPT*291*t*	70·4	38·7	Panama Pnamanian 16*BHptCem* *DTsf*53′ *APT*250*t*	Oil Engines 2S.C.SA 12Cy.23⅝″-43$\frac{5}{16}$″ 1162NHP 2DB(*a*)200lb 2DB(*f*)100lb Soc.An."Fiat"S.G.M. Turin	38″9 s8″6½ 30″5¼	
80870 LCUV	**Orwell** (*ex*KnightTemplar) *ss*Bkn.No.3-2,19 *ss*Gls.No.1-23 D.F. 2*Dks&deep framing* *Fitted for oil fuel* *Carrying petroleum in bulk*	7920 6956 5025	✠ 4,28 ✠	Osl	*c*†		1905 11mo	C.Connell &Co.Ld. Glasgow *CellDBa*160′*uE*	A/S Tönsbergs Hvalfangeri &*B* 52′*f*202′ 1700*t*	470·0 P38′B169′F51′ FK *FPT*129*tAPT*53*t*	58·0	31·8	Tonsberg Norwegian 11*BHCem* (8 ,, *to Udk* 3 ,, ,,2*nd*,,)	T.3Cy.27″,46″&76″-51″ 596NHP 3SB,9*cf*,GS148,HS8613 D.Rowan&Co.Glasgow	34″10	N †
80871 43464 JSKL	**Oryoku Maru** Ⓟ **TwinSc** D.F. *Ref.Mchy.* 3*Dks* *CruiserStern*	7363 — 3882					1937	Mitsubishi JukogyoK.K Nagasaki	OsakaSyosenK.K.	425·8 F51′	57·1	33·3	Osaka Japanese *WB*	4Steam turbinesDRgeared to 2 Sc. Shafts 1083NHP MitsubishiJukogyoK.K. Nag.		
80872 218231 KJTQ	**Osage** (*ex*LakeFannin) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB*	2649 2273 1637	✠ … 6,20 ✠				1919 7mo	American S.B.Co. Cleveland,O.	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	251·0 P25′B64′F23′ FK	43·6	26·2	NewYork Utd.States *WB*	T.3Cy.21″,35″&59″-42″ 352NHP AmericanSBCo.ClevelndO	28″2	R †
193/40 80873 136733 MKGD	**—** **TwinSc** (*ex*Ferol) *OilEng.* *Mchy.Aft* *ss*Shl.2ndNo.3-3,38 1*Dk*(*Stl*)&*Web frames*	1010 786 435	100A1 ~~9,40~~~~2,40~~12,40 LMC CS3,38 DBS~~2,40~~12,40 3,38 *CarryingPetroleum in bulk*	Hul ~~Fal~~ Bel		CL 2,40	1914	H.M. Dockyard Devonport *Lloyd'sA&CP*	Anglo-American OilCo.Ld.(R.A. Carder,*Mgr.*) *DBuE&B*38′74*t D*	200·0 P45′F40′ FK *Tf*20′ 166*tFPT*34*t* *Middle lineBH not oil tight*	34·2	15·4	London British 11*BHptCem* *APT*79*t*	Oil Engines 2S.C.SA 8Cy.16$\frac{9}{16}$″-18⅞″ 401NHP NDB20-*100lb* NE15*refitted*1,30 J.&C.G.Bolinders,Skm.	16″3 s1″4¾ 15″0¼	
80874 28976 JIQA	**Ōsaka Maru** Ⓟ 2*Dks*	3741 3397 2192					1922	Yokohama DockCo. Yokohama	NipponYusenK.K.	345·0 P33′B74′F40′	50·0	29·0	Tokyo Japanese *WB*	T.3Cy.23″,38″&64″-48″ 275NHP YokohamaDockCo.Yka.		
80875 5553 SFWO	**Osbur** (*ex*Nautic) *ss*Hbg.2ndNo.3-2,39 *Cargo battens not fitted* 1*Dk*(*Stl*)	*1370* *1155* *780*	✠100A1 7,40~~2,39~~ ✠LMC MS2,39 BS~~5,39~~8,40	Hbg	*p*	OG ~~4,37~~ 7,40	1914 2mo	Kockums M.V.Aktieb. Malmö *Lloyd'sA&CP*	RederiA/B Walhall (C.W.Winck, *Mgr.*) *CellDBa*73′	233·2 245·9(O.L.) P16′B58′F26′ FK *uE*15′*f*90′345*tFPT*	37·7	16·3	Hlsngborg Swedish 4*BHCem* 44*tAPT*62*t*	T3Cy.18⅛″,28¾″&48$\frac{13}{16}$″-31½″ 185lb (*s*) 155NHP 2SB,4*cf*,GS62,HS2490 KockumsM.V.Akt.Malmö	18″7 s2″1 16″8	
80876 5629 SFBO	**Oscar** (*ex*JohanSanne-36) *ss*Got.2ndNo.3-4,39 1*Dk*(*Stl*) *Cargo battens not fitted*	*1372* *1154* 779	✠100A1 ~~7,40~~~~4,39~~ 5,41 BS10,40 ✠LMC MS4,39 ~~BS8,39~~	Got	*p*	OG ~~5,37~~ ~~7,40~~ 5,41	1914 9mo	Kockums M.V.Aktieb. Malmö *Lloyd'sA&CP*	NyaÅngfartygs A/B Heimdal (R.Hellberg,*Mgr.*) *CellDBa*69′*uE*19′	233·1 P18′B63′F26′ FK *Bf*93′364*t FPT* 44*t*	37·8	16·3	Gothenbrg Swedish 4*BHCem* *APT*59*t*	T.3Cy18⅛″,28¾″&48$\frac{13}{16}$″-31½″ 185lb (*s*) 156NHP 2SB,4*cf*,GS75,HS2546 KockumsM.V.Akt.Malmö	18″7 s2″3 16″6	
80877 8382 SGHW	**—** (*ex*GezienaHenderika-39) *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	*443* *305* *252*	—				1937	E.J.Smit& Zoon Westerbroek	StrömsBruksA/B	147·0 P36′F17′	26·4	9·2	Stocka Swedish *WB*	Oil Engines 4S.C.SA 6Cy.11″-17$\frac{11}{16}$″ 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
80878 8345 SLXN	**Oscar Gorthon** **3Mst** D.F. *Cruiser Stern* 1*Dk&Shelter dk* E.S.D. *Strengthened for navigation in ice* *Butts of bottom shell plating electrically welded*	*1811* *1418* *933*	✠100A1 *withfreeboard* ~~7,40~~~~5,39~~ ✠LMC5,39 11,40 *Fitted for oil fuel* 5,39 *F.P. above* 150° F.	Osl ~~NOs~~SFo	*t*	CL	1939 5mo	Fredrkstad MekVrksA/S Fredrikstad *Lloyd'sA&CP*	RederiA/B Gylfe Joh.Gorthon, *Mgr.*) *Intermediate* *BHinfwd.* *CellD*	292·4 300·0(O.L.) F22′ FK (*Coll* *hold dispensed with* *B*240′710*tFPT*133*t*	44·0	15·4	Hlsingborg Swedish 4*BH* &*APtoShdk* 2 ,,2*nd*,,) *APT*97*t*	C.4Cy.(2)15⅜″&(2)37$\frac{13}{16}$″- 34$\frac{7}{16}$″ 220lb (*s*) 277NHP 2SB(Spt),6*cf*,GS98, FD HS4118 FredrikstadM.V.A/S Fredrikstad	19″4 s″7⅝ 18″11	
196/40 80879 4081 OFCI	**Oscar Midling** (*ex*Bertha, *ex*Ainsdale) *ss*Skm.4thNo.3-11,37 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	~~*2237*~~ ~~*1715*~~ ~~*1371*~~ 2183 — 1248	✠100A – 8,40~~3,40~~ ✠LMC MS11,37 BS~~6,39~~ 8,40	Got		CL ~~10,37~~ 8,40	1889 9mo	JReadhead &Sons S.Shields	Laivan varustus O/YOuluRederi A/B (A/B RNordström &Co. O/Y,*Mgrs.*)	290·5 P28′Q82′B118′F33′ BK10″ *Cell*	39·0	18·9	Oulu Finnish 6*BHCem* *DB*250′534*t*	T3Cy19½″37½″&61½″-39″(*r*) 160lb 234NHP 2SB,4*rf*,2*cf*,GS107,HS3490 JReadhead&Sons,S.Shl.	21″5 s1″7½ 20″8	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
80880 PGPJ	**Oscilla** D.F. E.S.D. *OilEng.* *1Dk,2nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck* *Mchy.Aft CruiserStern*	6341 5540 3590	✠100A1 12,39 ✠LMC7,39 *Carrying Petroleum in bulk*	Rot	a†	CL	1939 7mo *Lloyd'sA&CP*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen a/dYsel	N.V.Petroleum Maats"LaCorona" *CellDBuE64'132tDTf25'257tFPT103tAPT55t*	428·1 446·5(O.L.) P88'B46'F50' FK	54·5	30·9	TheHague Dutch 16*BH*	Oil Engines 4S.C.SA 6Cy.25$\frac{5}{16}$"-55$\frac{1}{8}$" 377NHP DB-*180lb* WerkspoorN.V.Ams.	31 ″ 0 s5 ″ 6$\frac{3}{4}$ 25 ″ 7$\frac{1}{2}$	
80881 40024 JFHJ	**Osima Maru** *OilEng.* *Mchy.Aft* 1*Dk*	970 — 700					1934	Mitsui Bussan Kaisha,Ld. Tama	MitsuiBussan Kaisha,Ld.	210·6 F22'	34·0	14·8	Kobe Japanese	Oil Engines 2S.C.SA 6Cy.8$\frac{11}{16}$"-14$\frac{3}{16}$" 78NHP MitsuiBussanKaisha,Ld. Tama		
80882 34500 JDOC	— Ⓟ Wireless 2*Dks*	339 246 194					1929	Namura Gemrosuke Osaka	KyushuSyosen K.K.	135·0 F24'	22·0	13·0	Osaka Japanese	T.3Cy.12",20"&33"-20" 49NHP FujiokaIronWorks,Osaka		
80883 ESXH	**Oskar** WoodAux3MstSr *OilEng.* *Mchy.Aft* 1*Dk* *(See Sailing Ship Register)*	322 273 251					1937	P.Himmist Papisaare	J.Teär&others	129·8 Q8'F18'	29·4	12·1	K'ressaare Estonian	Oil Engines 2S.C.SA 2Cy.14$\frac{11}{16}$"-16$\frac{9}{16}$" 79NHP J.&C.G.Bolinders, M.V.A/B,Skm.		V
80884 DHSP	**Oskar-Friedrich** (*ex*Finnland) *Mchy.Aft* 1*Dk*	483 389 246					1921	Ostseewrft Schff&Masch A.G. Stettin	L.F.Mathies&Co.	170·4 P122'F20'	28·1	11·0	Hamburg German *WB*	T3Cy11$\frac{11}{16}$"18$\frac{5}{16}$"&30$\frac{1}{16}$"-19$\frac{11}{16}$" 41NHP Christiansen&Meyer,Ham.		G
80885 ~~[illegible]~~ ~~[illegible]~~	**Oskawa** Sub.Sig. *Fitted for oil fuel* *Ref.Mchy. 1Dk&Shelter dk&Web frames* *Longitudinal framing*	6100 5657 4539	✠100A1 (*Reclassification Contemplated*) ✠				1918 11mo	MooreS.B. Co. Oakland,Cal.	~~UnitedStates Maritime Commission~~	402·5 P34'F89'*on Shltrdk* FK	53·0	32·0	~~S.Francisco~~ ~~Utd.States~~ British *WB*	DR Geared Steam Turbine 657NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 6	R †
80886 DOTH	**Oslebshausen** (*ex*Zembra-37) D.F. *ss*Shl.No.3-6,36 *Mchy.Aft 1Dk(Stl),2nd dk(Stl) in No.1* *Cantilever framed hold Topside tanks* *Longitudinal framing at double bottom & deck*	4989 3849 2696	✠ 10,38 ✠ ✠NB(2)21*refitted*11,37 ✠NB(Aux)29*refitted*11,37	Rot	x		1923 10mo	G.Seebeck Akt.Ges. Weser-münde-G.	Fried.KruppA.G. (Fried.Krupp's Reederij enTransportbedrijfN.V. *Mgrs.*) *CellDB311'1835tDTf26'157tFPT139tAPT197t* *Transverse Topside tank aft46t*	370·6 390·5(O.L.) P108'F29' FK	51·0	27·3	Bremen German 7*BHCem*	T.3Cy.22$\frac{1}{2}$",38$\frac{9}{16}$"&63"-43$\frac{5}{16}$" 426NHP 2SB(FD)&1AuxSB,6*cf*,3*pf*, GS166,HS6745 G.SeebeckA.G.Wsm.	29 ″ 10	
80887 125977 VGWK	**Osler** (*ex*E.B.Osler) (*Self-unloader*) *Mchy.Aft* D.F. 1*Dk*	7051 6771 4784					1908	Canadian S.B.Co.Ld. BridgebrgOn Converted to a Self-unloader 1940	CanadaS.S.Lines, Ld.	491·3	56·0	26·5	Toronto British *WB*	Q.4Cy.19",28",40"&58"-42" 218NHP CanadianS.B.Co.Ld Tto.		R
* 80888 OYBV	**Oslo** (*ex*Danhild-34,*ex*Hekla) *ss*Cpn.No.3-5,33 D.F. *ss*Abg.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	1412 1183 815	✠100A1 1,40 BS6,39 ✠LMC8,57	Cpn	o	OG 1,40	1920 10mo *Lloyd'sA&CP*	Akt. Kalundborg Skibsv. Kalundborg	D/S PacificA/S (L.R.Schmith, *Mgr.*) *CellDB196'409tFPT63tAPT28t*	233·3 242·0(O.L.) P12'B50'F29' FK	37·1	16·6	Copnhagn Danish 4*BHCem*	T3Cy.16$\frac{9}{16}$",25$\frac{3}{8}$"&47$\frac{1}{2}$"-29$\frac{1}{2}$" 185lb (*s*) 134NHP 2SB(Spt),4*cf*,GS67,HS2086 Steen&Kaufmann, Elmshorn	18 ″ 8 s 2 ″ 0 16 ″ 10	
80889 LEPD	— Ⓟ *Ref.Mchy.* 2*Dks*	881 772 474					1929	Nylands Værksted Oslo	A/S Arendals Dampskibsselskab	188·1 H109*t*	31·6	20·3	Arendal Norwegian *WB*	C.4Cy.(2)14$\frac{3}{4}$"&(2)31$\frac{1}{2}$"-31$\frac{1}{2}$" 93NHP NylandsVærksted,Oslo		N
80890 623 SFXD	— Ⓟ Iron (*ex*OscarDickson) 1*Dk*	*313* *156* *147*					1877	MotalaCo. Gothenburg	Ångf.Aktieb. Bohuslänska Kusten(C.Thorburn,*Mgr.*)	141·4 P83'H31*t*F34'	21·4	9·7	Uddevalla Swedish *WB*	C.2Cy.23"&40"-24" NB03 65NHP MotalaCo.Gothenburg		
80891 LJVX	**Oslofjord** Ⓟ TwinSc *OilEng.* D.F. E.S.D. GyC. 4*Dks* *CruiserStern*	18673 10382 10712					1938	Deutsche Sch-u-Mschb. A.G.Weser Bremen	DenNorske-AmerikalinjeA/S	563·5 B303'F44' 43·4	73·4	34·1	Oslo Norwegian *WB*	4 Oil Engines 2S.C.DA 28Cy.20$\frac{7}{8}$"-29$\frac{1}{8}$" & hydraulic coupling SR geared to 2 sc. shafts 4270NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
80892 ESRZ	**Osmussaar** (*ex*Duddingston-36, *ex*Magdalena) *ss*Lth.2ndNo.3-6,33 *ss*Tln.No.1-37 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	2229 2005 1324	✠100A1 5,40 1,~~39~~ ✠LMC MS2,37 BS~~7,39~~ 7,40	Ams Bal	s	CL ~~1,37~~ 5,40	1909 4mo *Lloyd'sA&CP*	Craig,Taylor&Co.Ld. Stockton	A/SMerilaid&Co. *Intermediate bulkhead in fore hold dispensed with* *CellDB242'553t*	287·0 298·2(O.L.) P26'B78'F29' FK	44·0	18·9	Tallinn Estonian *Cem* 4*BHonly*	T.3Cy.21",35"&57"-39" (*s*) 160lb 209NHP 2SB,6*cf*,GS80,HS3248 N.E.MarineEng.CoLd.Sld.	21 ″ 1 s 3 ″ 0$\frac{1}{4}$ 18 ″ 3	
80893 DOQP	**Osnabrück** Ⓟ *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	5095 4005 2983					1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	415·1 P21'Q378'	54·5	21·9	Bremen German *WB*	Oil Engines 2S.C.DA 6Cy.23$\frac{5}{8}$"-43$\frac{5}{16}$" 1165NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		G
80894 DJYT	**Osorno** Ⓟ *OilEng.* D.F. E.S.D. 3*Dks* *CruiserStern*	6951 5272 4024					1938	Blohm& Voss,K.a.A. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	464·8 P33'F88'	60·3	26·9	Hamburg German *WB*	3 Oil Engines 2S.C.SA 24Cy.20$\frac{1}{2}$"-27$\frac{9}{16}$" 1768NHP &Electric drive Blohm&Voss,K.a.A.Ham.		G
80895 6176 SFXI	**Osric** (*ex*Rymmen,*ex*MotalaStröm) 1*Dk*	*1418* *1202* *782*					1919	Limhamns Skeppsv.A.B. Limhamn	RederiA/BWalhall (C.W.Winck,*Mgr*)	251·7 P21'B62'F27'	38·0	18·5	Hlsngborg Swedish *WB*	T.3Cy.17$\frac{1}{4}$",29$\frac{1}{2}$"&48"-31$\frac{1}{2}$" 130NHP LimhamnsSkeppsvarvA.B		V
80896 DIEF	**Ossag** *Carrying Petroleum in bulk* *OilEng.* Sub.Sig. *Mchy.Aft* E.S.D. 2*Dks*	2793 2331 1515					1921	Deutsche Werft.A.G. Hamburg	TankdampferGes. "Ossag"m.b.H.	309·7 P90'B31'F36'	45·5	22·5	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 359NHP AlgemeineElec.Ges.Berlin		G
80897 5143 SFXK	**Ossian** (*ex*Valpen,*ex*Harald, *ex*Brunsnis, *ss*Hbg.3rdNo.3-11,30 *ex*Mediterraneo) *ss*Hbg.No.1-35 *Well deck* 1*Dk*(*Stl*)&*Web frames*	*1564* *1293* *884*	✠ ... 3,39 ✠	Hbg			1892 4mo	Osbourne, Graham&Co. Sunderland	RederiA/B Alfa (A.Börjesson, *Mgr.*)	260·0 P27'Q76'B106'F35' FK *CellDB214'385tAPT53t*	37·0	16·5	Hlsngborg Swedish 4*BHCem*	T.3Cy.20",32$\frac{1}{2}$"&53"-36" 174NHP 2SB,6*pf*,GS86,HS2705 G.ClarkLd.Sunderland	18 ″ 9	V †
80898 130193 MJSP	— (*ex*Paignton) *ss*Cff.No.3-9,32 *ss*Gls.No.1-37 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	1514 1328 823	✠100A1 3,41 ~~4,40~~ MS2,37 ✠LMC ~~DBS3,38~~ ~~MBS5,39~~ BS~~3,40~~4,41 5,40	Bry Shl	p	CL 3,39	1919 10mo *Lloyd'sA&CP*	Murdoch& Murray,Ld. PortGlasgow	ClydesdaleShipownersCo.Ld. (Glen&Co.Ld. *Mgrs.*) *CellDB198'298tFPT58tAPT84t*	240·2 248·7(O.L.) B52'F23' FK	36·1	19·1	Leith British 4*BHCem*	T.3Cy.18",30"&50"-33" (*s*) 180lb *100lb* NDB21 172NHP 2SB,6*cf*,GS97,HS2886 Rankin&Blackmre,Ld.Grk	21 ″ 3 s 2 ″ 0$\frac{1}{4}$ 18 ″ 7	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80899 DGNG	**Ost** OilEng. D.F. 1Dk Mchy.Aft CruiserStern	574 453 275					1939	Schulte&Bruns Emden	Schulte&Bruns	171·1 P42'F20'	29·6	10·3	Emden German WB	Oil Engines 4S.C.SA 6Cy.$14\frac{9}{16}$"–$22\frac{13}{16}$" 122NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz		G
80900 DHSQ	**Ostara** (exWido,exMatar) Wireless 1Dk2trB	1281 1114 729					1919	NVSchpsb Th.Nederlof Sliedrecht	ArgoReederei RichardAdler&Co.	238·9 P23'B60'F23'	36·8	15·8	Bremen German WB	T.3Cy.17½",29"&46"–36" 127NHP J.A.v.d Schuyt,Papndrcht		G
80901 OZBR	**Østbornholm** Ⓟ OilEng. Wireless D.F. 2Dks Longitudinal framing	770 550 425					1939	Aalborg VærftA/S Aalborg	DetØstbornholmskeDampskibsselskabA/S (E.SonneHansen, Mgr.)	153·9 B&F115'	31·1	16·6	Neksö Danish WB	Oil Engines 2S.C.SA 6Cy.13⅜"–$22\frac{7}{16}$" 188NHP A/BAtlas-Diesel,Skm.		V
80902 ONHA	**Ostende** (exEhrenfels) ssAnt.No.3-1,34 ssAnt.No.1-39 2Dks(Stl-Upt teak s) & Web frames	4438 4184 2718	✠100A1 8,40 ~~9,39~~ MS7,39	Ant Liv ✠LMC BS10,39	y	CL 1,38	1903 9mo Lloyd's A&CP	Swan,Hunter&Wigham RichardsnLd. Newcastle	ArmementDeppe (AgenceMaritime Internationale S.A.Mgrs.) CellDBa111'uE25'f171' 816t	375·1 P46'B119'F51' BK10"	50·5	27·4	Antwerp Belgian 7BHCem	Q.4Cy.23",32",48"&72"–54" 213lb 120lb (r) 476NHP 3SB,9rf,GS147,HS6108 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	30 ″ 2 s 5 ″ 6½ 25 ″ 5½	
80903 DOPT	**Oster Till** (exTic-39) OilEng. Mchy.Aft 1Dk	322 272 225					1929	Schiffsw. Unterelbe A.G. Wewelsfleth	Norddeutscher Lloyd	131·3 P24'	24·6	11·0	Bremen German	Oil Engines 4S.C.SA 6Cy.$9\frac{13}{16}$"–15¾" 56NHP Mot.WerkeMannheimA.G Mannheim		G
80904 5907 SHNI	**Osterklint** (exVesterskov, exVesterby) 1Dk	648 505 327					1917	Eriksbergs M.V.Aktieb. Gothenburg	A/B Bungenäs Kalkbrott(E. Lilljequist,Mgr.)	179·8 P53'H28tF21'	28·9	11·6	Malmö Swedish	T.3Cy.14",22"&36½"–24" 65NHP EriksbergM.V.Aktieb.Got		V
80905 OYJV	**Ostersöen** Ⓟ (exBorgholm-37, exBornholm) Wireless 1Dk&pt Awng dk	384 241 148					1899	Akt.Burmeistr&Wain Copenhagen	A/S Dampskslsk. paa Bornholm af 1866(Thorkil Lund,Mgr.)	156·4	26·8	10·4	Allinge Danish WB	T.3Cy.15",25"&40"–24" 78NHP Burmeister&Wain,Cpn.		V
80906 LDRA	**Osthav** ssSba.No.2-40 OilEng. ~~ssHam.No.1-35~~ 1Dk(Stl)2nd dk(Stl)in mchy.space D.F. CruiserStern Special Surveys to date from 1,32	8417 7743 5060	✠100A1 8,40 ~~11,39~~ ~~DBS12,38~~ Carrying Petroleum in bulk DBS12,39	Suz Sba ✠LMC ~~CS12,35~~ ~~3,37~~ 8,40	c † 8,40	CL N11,39	1931 8mo Lloyd's A&CP	Deutsche WerftAGBet Finkenwrder Hamburg	SkibsA/S"Östhav" (T.Lodding) CellDBuE65'206tDTf36'664tFPT186tAPT160t	465·2 P106'F42' FK	59·7	35·4	Oslo Norwegian 11BH	Oil Engines 2S.C.DA 6Cy.23⅝"–$35\frac{7}{16}$" 1175NHP 3DB170lb 1DB(f.s.)100lb Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	35 ″ 0	
80907 LEZI	**Ostkyst** (exStröna-37,exTransport4, exHinrichSteenbock,exSappemeer, exOudkarspel Mchy.Aft	364 276 191					1919	Werf "Nordster" Groningen	SkibsA/S Kysten (F.J.Rostand&B. Pedersen,Mgrs.)	130·8 P45tH9tF15t	22·9	11·1	Arendal Norwegian WB	T3Cy.10⅕",16⅗"&27½"–18⅒" 32NHP P.Versteeg,Hardinxveld		G
80908 DHBN	**Ostland** (exAsta-37, exGustavVigeland,exChristianHorn, exProximus) 1Dk	2152 1764 1291					1920	Schiffsw. v. H.KochA.G. Lübeck	LübeckLinieA.G.	286·6 P14'Q92'B122'F32'	42·7	17·6	Lübeck German WB	T.3Cy.20⅗",33½"&43¾"–36⅗" Bmade16 114NHP Ottensener,Machf. G.m.b.H.Altona		G
80909 DORM	**Ostmark** TwinSc (AeroplaneServiceShip) OilEng. Wireless D.F. 1Dk GyC. E.S.D.	1280 909 417					1936	Howaldtswerke A.G. Kiel	Deutsche LufthansaA.G.	242·8 B&F165'	37·0	15·5	Bremen German WB	Oil Engines 2S.C.SA 20Cy.$11\frac{13}{16}$"–$16\frac{17}{32}$" 488NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
80910 DABU	**Ostpreussen** (exMerak) ssRot.No.2-28 D.F. E.S.D. 1Dk	3030 2754 1790	✠ … 12,29 ✠				1920 5mo	NVBoele's Schps.&Mchf Bolnes	Kohlen-Import-u. PoseidonSchiffahrts-A.G.	324·8 P26'B206'F29' FK	47·3	21·9	Königsbrg German WB	T.3Cy.$22\frac{1}{16}$",37"&60"–39" 267NHP N.V.Boele'sSchp.&Machf.	24 ″ 2	G †
80911 DAKJ	— Ⓟ (exSachsen-35, exOberbürgermeisterHaken) Ref.Mchy. 1Dk2trB Sub.Sig. Wireless D.F.	1328 864 773					1895	Flensburgr Schiffsb.Ges. Flensburg	Rud.Christ.Gribel	219·9 P134'F28'	32·4	15·6	Stettin German WB	T.3Cy.20",32"&52"–33" 155NHP FlensburgerSchiffs.Ges.		G
80912 167811 ~~FNCO~~ GMVN	**Ostrevent** D.F. 1Dk	1737 1232 916					1925	Atel.&Ch. de laSeine Maritime LeTrait(S.I.)	Ministry of Shipping ~~(W.A.Massey & Sons,Ld.Mgrs.)~~ ~~(ShamrockShippingCo.Ld.Mgrs.)~~ (WCLawson Mgr)	250·6 P156'	37·8	~~16·3~~ 18·5	~~Rouen~~ ~~French~~ Cardiff British WB	T.3Cy.18",30"&50"–33" 143NHP Atel.&Ch.de laSeine Maritime		V
80913 552 OHFE	**Ostrobotnia** Wireless D.F. 1Dk	1335 — 795					1921	Mask&Bro-bygnA/B Helsingfors	FinskaÅngfartygsA/B	226·0 217·2 P23'B62'F29'	34·5	14·2	Helsingfrs Finnish WB	T.3Cy.15⅘",25⅗"&41⅓"–27½" Mask.& 89NHP Brob.A/B Helsingfors		N
80914 DHSR	**Ostsee** (exOstermoorII,exEider) Sub.Sig.	302 257 157					1888	GovernmentYard Danzig	JohnT.Essberger	112·2	24·2	12·4	Hamburg German	C.2Cy.13¾"&24⅘"–17¾" 22NHP GovernmentYard,Danzig		C
80915 10210 JOQB	**Ōsumi Maru** Ⓟ Wireless 2Dks	1284 1263 711					1906	OsakaIron Works Osaka	NipponYusenK.K.	235·0	31·5	21·6	Tokyo Japanese WB	T.3Cy.17½",28"&46"–33" 122NHP OsakaIronWorks,Osaka		
80916 PUQH	**Oswaldo Aranha** TwinSc (exJacuhy) ssRio.2ndNo.3-5,34 1Dk(Stl)	1951 1599 1182	✠ … 8,38 ✠	Rio	r		1912 5mo	Mackie& Thomson,Ld. Glasgow	Cia.Commercio e Navegação CellDBa86'uE14'f114'569tFPT126tAPT127t	276·7 P27'B61'F22' FK	45·2	15·4	R.Janeiro Brazilian 6BHCem	T.6Cy.15",25"&40"–27" 208NHP 2SB,6cf,GS105,HS3600 Muir&Houston,Ld.Gls.	17 ″ 6	
80917 223672 KLHK	**Oswego Socony** TwinSc Mchy.Aft D.F. OilEng. CarryingPetroleum in bulk 1Dk New middle body electrically welded 1936	1199 — 753					1924	SunS.B.& D.D.Co. Chester.Pa. Rebuilt1936	Socony-Vacuum OilCo.Inc.	252·9	40·1	12·8	NewYork Utd.States WB	Oil Engines 4S.C.SA 12Cy.13"–18" 197NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
23/41 80918 164512 GYMG	**Oswestry Grange** (exRhodesian Prince-37,exArgentineTransport-36) 1Dk&Shelter dk CruiserStern	4684 4238 2825	✠100A1 withfreeboard Examined10,40 BS8,39	~~Npt~~ Mch ✠LMC8,35	z	CL 1,39	1935 8mo Lloyd's A&CP	Blythsw'd S.B.Co.Ld. Glasgow	HoulderLineLd. (HoulderBros.& Co.Ld.Mgrs.) CellDB351'1082tFPT201tAPT118t	406·8 421·1(O.L.) F35' FK	55·2	24·2	London British 6BHCem (Coll to Sh dk 5 ,, 2nd ,,)	T.3Cy.22½",36"&65"–45" (s) 220lb 362NHP 2SB,6cf,GS107,HS4642 FD D.Rowan&Co.Ld.Gls.	26 ″ 6 s 2 ″ 8¾ 23″ 11¾	

1 Numero l'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
80919 5407 SFXM	**Oswin** (exThai) ssSbg.2ndNo.3–4,37 1Dk(Stl) *Cargo battens not fitted*	1320 1157 915	✠100A1 5,40 ~~6,40~~ BS~~2,39~~ ✠LMC4,37 5,40	Got	o	OG ~~4,37~~ 4,40	1913 2mo Lloyd	Kockums M.V.Aktieb. Malmö 'sA&CP	RederiA/B Walhall (C.W. Winck, *Mgr.*) *CellDBa60'u*	237·5|37·7|16·3 P22'B57'F24' FK *E 29'f 94'323t FPT*	Hlsngborg Swedish 4*BHCem* *44tAPT93t*	T.3Cy.18⅛",28¾"&48½"–31½" 185lb (s) 153NHP 2SB,4cf,GS71,HS2443 KockumsM.V.Akt.Malmö	18 " 7 s 2 " 2 16 " 7	
80920 149569 GCWT	**Otaio** TwinSc *OilEng.* ssFal.No.2–38 *Ref.Mchy.* 2*Dks*(*Stl*)3rd *dk*(*Stl*)*in* D.F. E.S.D. *forward holds* *CruiserStern*	10298 9271 6300	✠100A1 9,40 ~~2,40~~ ✠LMC CS3,40 DBS~~2,40~~3,41 2,38 ✠Lloyd'sRMC~~2,40~~ 3,41~~2,40~~	Lon	ƒ†	CL ~~7,37~~ 8,40	1930 12mo Lloyd	Vickers- Armstrongs, Ld. Barrow 'sA&CP	NewZealand ShippingCo.Ld. *Duct keel forw* *CellDB312'1291t T*	472·0|67·2|35·7 493·0(O.L.) P66'B234'F81' FK *ard of mchy space* *anks in way of tunn*	Plymouth British 9*BHptCem* *3 ,, to 2nd dk* *els 877t DTs*	Oil Engines 2S.C.SA 8Cy.27⅛"–82½" 1884NHP 2DB100lb W.Doxford&Sons,Ld.Sld. *f41'299tFPT87tAPT93t*	40 " 0 s 7 " 10½ 32 " 3	
80921 OHHC	**Otava** (exSimone) ssHfs.2ndNo.3–10,29 ssHfs.No.2–38 Wireless 1*Dk*(*Irn*)&*deep framing* D.F. *Cargo battens not fitted*	1290 1062 690	✠100A1 4,38 BS6,39 ✠LMC4,38 Surveys delayed	Hfs	o	CL 6,37	1904 5mo Lloyd	WoodSkin- ner&Co.Ld. Newcastle 'sA&CP	HelsinginLloyd O/Y (H.Janhonen, *Mgr.*) *CellDBa&u*	239·0|35·0|16·2 228·8 P22'B59'F29' FK *E86'f90'359tFPT6*	Helsingfrs Finnish 4*BHCem* *2tAPT25t*	T.3Cy.17½",29"&48"–33" (s) 180lb *100lb* NDB20 138NHP 1SB(Spt),3cf,GS51,HS2067 N.E.MarineEng.CoLdNwc	18 " 10 s 2 " 3½ 16 " 8	
80922 149887 ZSNF	**Otavi** (exLita) Ⓟ 1*Dk*	737 573 367					1919	Framnæs Mek.Værks. Sandefjord	Thesen'sS.S.Co. Ld.(MitchellCotts &Co.(South Africa),Ld.*Mgrs.*)	184·2|30·2|13·0 P33tH50t	CapeTown British *WB*	T.3Cy.14",23"&38"–27" NE&B24 101NHP MossVærft.A/S,Moss		C
80923 5597 SFXR	**Othem** ssSbg.2ndNo.3–4,39 1*Dk*(*Stl*)	682 564 354	✠100A1 8,40~~4,39~~ BS3,40 ✠LMC4,39	Sbg	k	CL ~~2,39~~ 7,40	1914 7mo Lloyd	Framnæs Mek.Værks. Sandefjord 'sA&CP	Rederiaktiebo- lagetVolo (G.Myrsten,*Mgr.*) *CellDBa44'u E20'*	184·0|30·0|12·9 P17'B53'F30' FK *f 66' 155t FPT 27t*	Slite Swedish 4*BHCem* *APT37t*	T.3Cy.13½",22"&37½"–28" 180lb (s) 95NHP 2SB,4pf,GS53,HS1666 AkersMek.Værks.Oslo	14 " 11 s 1 " 4½ 13 " 8	
80924 219814 KULX	**Otho** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4839 4374 2976					1920	ToddD.D. &Const.Corp. Tacoma, Wash.	AmericanWest AfricanLine,Inc. (BarberS.S.Lines, Inc.*Mgrs.*)	380·5|53·1|27·0 P52'B102'F41'	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
80925 166454 GJGR	**Otina** *OilEng.* D.F. 1*Dk*,2*nd dk clear of cargo tanks* E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	6217 5508 3604	✠100A1 4,41~~1,40~~ ✠LMC5,38 *CarryingPetroleum in bulk*	Grk Nwc	a†	CL	1938 5mo Lloyd	Odense Staalskibsvft vedAPMöller Odense 'sA&CP	Anglo-Saxon PetroleumCo.Ld. *CellDBuE66'132*	431·5|54·6|30·8 446·3(O.L.) P87'B38'F51' FK *t DTf25'257t FPT*	London British 16*BH* *103tAPT55t*	Oil Engines 4S.C.SA 6Cy.25⅝"–55⅛" 377NHP DB180lb WerkspoorN.V.Ams.	31 " 0 s 5 " 6½ 25 " 8½	
80926	**Otoño** (exSailingVessel) *OilEng.* 1*Dk*	305 — 177	✠ ... 11,15				1912 6mo	Bow,Mc- Lachlan &Co. Ld. Paisley	H.J.Miller&Co.	128·4|29·2|10·0 BK	M.Video Uruguayan	Oil Engines 2S.C.SA NE19 138NHP 4Cy.14"–18½" A.MietzCorp.NewYork	10 " 3	
80927 41367 JHLJ	**Otowasan Maru** *OilEng.* ssTamaNo.1–39 D.F. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* E.S.D. GyC. *CruiserStern* *Longitudinal framing*	9205 8098 5300	✠100A1 1,41~~12,39~~ ✠LMC CS12,39 DBS~~12,39~~ 1,41 ~~12,39~~ 1,41 *CarryingPetroleum in bulk*	Tama	e†	CL 12,39	1936 4mo Lloyd	Mitsui Bussan Kaisha,Ld. Tama 'sA&CP	MitsuiBussan Kaisha,Ld. *CellDBuE93'283t*	491·1|65·0|35·8 P150'F42' FK *DTsf57'316t FPT*	Kobe Japanese 11*BHptCem* *100tAPT71t*	Oil Engines 2S.C.DA 6Cy.24⅞"–55⅛" 1231NHP 3DB200lb MitsuiBussanKaisha,Ld. Tama	36 " 0	
80928 146025 GFKV	**Otranto** Ⓟ TwinSc E.D.S. ssLon.No.3–3,38 *Ref.Mchy.* 3*Dks*(*Stl–Wthr dk* teak s) Sub.Sig. 4*th dk*(*Stl*)*in foreholds&3after* D.F. E.S.D. *holds 5th dk in No.1hold* *CruiserStern*	20026 12228 11979	✠100A1 *with freeboard* PNl 1,41 BS6,40 ✠LMC11.37 ✠Lloyd'sRMC~~11,37~~7,40 *Fitted for oil fuel* 12,25 *F.P. above* 150° F.	Syd	n†	CL s1,40 ~~P7,37~~ P7,40	1925 12mo Lloyd	Vickers, Ld. Barrow 'sA&CP *CellDB*	OrientStm.Nav. Co.Ld. 511'2093t *DT at sides of En*	632·0|75·2|32·9 658·6(O.L.) B342'UpperB312' F73' FK *Duct keel in Nos.2,* *gine Room & in way*	Barrow British 12*BHptCem* *Coll,,to Wdk* *3 & 4 holds* *of Tunnels*	6SteamTurbinesSRgeared to 2 Sc. Shafts (s) 215lb 3722NHP 6DB(Spt)&2SB(Spt),56cf, GS2688,HS44234 FD Vickers,Ld.Barrow *660tFPT85tAPT152t*	37 " 6 s7 " 4 30 " 6	BT till ~~6,40~~ 1,42
80929 215813 WQCJ	**Otsego** Ⓟ (exPrinzEitelFriedrich) 2*Dks*	4638 3609 2595					1902	Reiherst'g Schiffsw. Hamburg	Libby,McNeill& Libby	370·9|45·3|26·7 P&B246'F45'	S.Frncisco Utd.States *WB*	Q.4Cy.22½",32¼",47¼"&68"– 47¼" NB21 184NHP Reiherst.Maschinenf.Ham		R
80930 LCNB	**Ottar Jarl** (exPrinkipo) Wireless D.F. 2*Dks*	1459 1236 825					1921	Schiffs-u. Dockbauw. FlenderA.-G. Siems b/Lübeck	DetNordenfjeldske Dampskslsk.A/S	228·2|34·5|20·0 B58tH89t	Tr'ndheim Norwegian *WB*	T.3Cy.15¾",26"&43½"–27⅞" 99NHP VulcanWerke,Hamburg		N
80931 155285	**Ottawalite** *Mchy.Aft* 1*Dk*(*Stl*) *CarryingPetroleum in bulk* *Fitted for oil fuel* *Longitudinal framing at bottom & at deck*	715 627 343	✠ ... 8,36 ✠	Mdb			1930 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOil,Ld., MarineDepart- ment. (H.J. Rahlves,*Mgr.*) *C*	175·0|35·2|12·9 FK *entre line bulkhead* *CellDBuE1*	Montreal British 7*BHptCem* *ptAsp* *non-oiltight* *8'24t APT3t*	T.3Cy.13½",22"&37"–27" 106NHP 1SB,3cf, HS2028 N.E.MarineEngCo.LdNwc	13 " 0 s 2 " 3 10 " 10½	
80932 DJTD	**Otterberg** (exUmeälv–39, exHansa–37,exNordfold) 1*Dk*	1293 1137 746					1917	N.V.Schps "Juliana" Papendrecht	Aug.Bolten,Wm. Miller'sNachfolger	235·8|36·4|15·9 P25'B63'F25'	Hamburg German *WB*	T.3Cy.17½",29"&46"–36" 127NHP J.&A.van derSchuyt,Pap.		V
80933 149879 MNVZ	**Otterhound** ssTrn.No.3–3,40 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* Wireless D.F. *Longitudinal framing* *at bottom & at deck, Bracketless*	860 654 403	✠100A1 3,40 ✠LMC3,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,27 *F.P. above* 150° F.	Trn	l	CL 9,38	1927 8mo Lloyd	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	CoastalTankers, Ld. *Cell*	190·5|32·5|14·6 198·0(O.L.) FK P79'F25' *Trunk*86' *DBuE19' 30tFPT*	London British 8*BHptCem* *ptAsp* *65t APT30t*	T.3Cy.16",27"&44"–30" (s) 180lb 148NHP 1SB,3cf,GS54,HS2186 FD Richardsons,Westgarth& Co.Ld.Mdb.	15 " 0 s 1 " 0½ 14 " 2	
95/40 80934 139239 GMRV	**Otterpool** ssShl.No.3–9,38 D.F. 1*Dk*(*Stl*)	4876 4637 2998	✠100A1 5,40 ~~6,39~~ BS10,39 ✠LMC9,38	Cff	y	CL ~~11,38~~ 5,40	1926 7mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	PoolShippngCo.Ld (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDB*	390·0|55·0|26·5 P30'B220'F40' FK *345'1041tFPT180t*	W.Hartlpl British 6*BHCem* *APT179t*	T.3Cy.25½",40"&71"–48" (s) 180lb *150lb* 439NHP 3SB(Spt)9cf,GS190,HS7614 Cen.Mar.Eng.Wrks.WHpl	28 " 9 s 4 " 5½ 24 " 6½	
80935 DCGK	**Ottilie** (exClăreGrammerstorf–39, exHarald) 1*Dk*	632 512 367					1912	Nüscke& Co.Akt.Ges. Stettin	ArthurSommer (Joh.Ick,*Mgr.*)	191·5|30·1|11·3 Q48'B68'F23'	Hamburg German *WB*	T3Cy12⅝"22 1/16"&36½"–21 1/16" 61NHP AtlasWerkeA.G.Bremen		G

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
80936 167799 GDPQ	**Ottinge** D.F. E.S.D. 1*Dk* *Cruiser Stern* *Cargo battens not fitted*	2870 2565 1721	✠100A1 7,40 ~~3,40~~ ✠LMC3,40	Hpl Cff	*u*	CL	1940 3mo *Lloyd*	W.Gray&Co.Ld. WHartlepool '*sA&CP*	Constants(South Wales)Ld.(H. Constant,*Mgr.*) *CellD*	325·0|46·5|21·5 338·4(O.L.) P29'B78'F32' FK B281' 894*t FPT*49*t*	Cardiff British 5*BHptCem* *APT*112*t*	T.3Cy.20",31"&55"-39" (*s*) 200lb FD 255NHP 2SB(Spt),6*cf*,GS84,HS3530 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl	24 ″ 3 s 4 ″ 0 20 ″ 5¾	
80937 ESCS	**Otto** (*ex*Nestor-39, *ex*FrankLynch-37, *ex*LakeSunapee) 1*Dk*	1959 1646 1083	✠ ... 4,22				1918 4mo	ToledoS.B.Co. Toledo,O.	K.Jurnas	252·0|43·5|18·9 P21'B64'F29' FK	Pärnu Estonian *WB*	T.3Cy.19",31"&51½"-33" NE38 153NHP JohnLewis&SonLd.Abn.	21 ″ 0	C †
80938 727 OHEA	— (*ex*Vera-32) *ss*Els.2ndNo.3-5,32 Wireless D.F. *ss*Hfs.No.1-37 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	1343 1086 735	✠100A1 4,38 MS1,37 BS8,40	Hfs ✠LMC ~~BS7,38~~ ~~7,39~~	*o*	CL 11,36	1907 1mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle '*sA&CP*	HelsinginLloyd O/Y(H.Janhonen, *Mgr.*) *CellDBa&*	242·1|35·1|16·7 232·1 P22'B59'F29' FK *uE*86'*f*90'349*t FPT*	Helsingfrs Finnish 4*BHCem* 62*t APT*23*t*	T.3Cy.17½",29"&48$\frac{5}{16}$"-33" 180lb *100lb* (*s*) 139NHP NDB22 1SB(Spt),3*cf*,GS51,HS2069 N.E.MarineEngCoLd.Nwc	18 ″ 10 s 2 ″ 3½ 16 ″ 8	
80939 DJPV	**Otto Alfred Müller** 3Mst Sub.Sig E.S.D. 1*Dk* *CruiserStern*	1589 1361 738					1935	FlensburgrSchiffsb.Ges. Flensburg	O.A.Müller	258·9|41·4|16·0 P&B212'F22'	Hamburg German *WB*	C.4Cy.(2)14$\frac{3}{16}$"&(2)31½"-31½"&LP Turbine withDR gearing&hydraulic coupling 200NHP OttensenerMch.G.m.b.H. Altona		C
80940 DMAJ	**Otto Cords**	906 772 494					1910	Akt.Ges. "Neptun" Rostock	Aug.Cords	231·5|33·8|12·0 P&B177'F25'	Rostock German *WB*	T3Cy.14⅜",24$\frac{3}{16}$"&38⅝"-26¾" 77NHP A.G."Neptun,"Rostock		G
80941 OHDW	**Otto H.** (*ex*HelgaFerdinand, *ex*Goslar,*ex*Sprogö,*ex*Tertia) 1*Dk* D.F.	2158 1504 1217					1897	FlensburgrSchiffsb.Ges. Flensburg	BjörneborgShippingCo.(Werner Hacklin,*Mgr.*)	285·2|39·6|16·5 273·7 23·1 P18'Q86' *ptAwngdk*170'	Björnebrg Finnish *WB*	T.3Cy.19",31½"&52"-40" 170NHP FlensburgerSchiffsb.Ges.		G
80942 DJTR	**Otto Leonhardt** (*ex*Arethusa-37, *ex*Darnholme) *ss*Pir.2ndNo.3-4,37 1*Dk*(*ptIrn&ptStl*)	3682 3432 2288	✠ 5,39 ✠	Sch	*w*		1911 7mo	R.Thompson&Sons,Ld Sunderland	Leonhardt&Blumberg *CellDBa*	349·1|50·0|23·4 P35'B102'F35' FK 106'*uE*25'*f*148'743*t*	Hamburg German 6*BHCem* *APT*102*t*	T.3Cy.25",42$\frac{3}{32}$"&68"-45" 340NHP 2SB,4*cf*,4*pf*,GS125,HS5302 N.E.MarineEng.CoLd.Sld.	25 ″ 10	
80943 203658 WADF	**Otto M. Reiss** (*ex*LynfordE. Geer-34,*ex*JamesS.Dunham) *Mchy.Aft* D.F. Gy.C. 1*Dk*	4510 — 3358					1906	W.BayCityS.B.Co. West BayCityMich	ReissS.S.Co.	420·0|52·0|24·3	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.Co.Clevland		R
80944 OXXE	**Otto Petersen** D.F. 1*Dk*	2832 2471 1699					1930	HelsingörsJernsk&Msk. Elsinore	A/S D/S Vendila (Svendsen& Christensen*Mgrs*)	326·8|48·3|19·8 P23'B216'F30'	Copnhagn Danish *WB*	C4Cy(2)18¼"&(2)39½"-39½" 164NHP HelsingörsJernsk.&Mskb.		C
80945 UPEW	**Otto Schmidt** (*ex*Pskov-35, *ex*Bellatrix-34) 1*Dk*	3549 3260 2162					1915	RotterdamDroogd.Maat Rotterdam	U.S.S.R.	345·8|48·8|23·3 P25'B114'F34'	Leningrad Russian *WB*	T.3Cy.25",41"&67"-45" 301NHP RotterdamDroogd.Maats.		
154/40 80946 PGPL	**Ottoland** (*ex*Sarkani-39,*ex*Sint Jansland-36) *ss*Rot.No.3-8,29 *ss*Ant.No.2-37 *Well deck* D.F. 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	2202 1612 1194	✠100A1 2,40 ✠NB11,34 MS11,37	Rot ✠LMC BS2,40	*r*	OG 2,40	1916 8mo	Schpw.v.Jan.Smit,Czn Alblasserdm A&CP	Scheepvaart en SteenkolenMaats. N.V. *Cell DBf*190'514*t*	272·0|40·0|18·2 P69'Q86'F25' FK *MT*12'288*t FPT*14	Rottrdam Dutch 5*BHCem* 2*t APT*73*t*	T.3Cy.20",32"&52"-39" (*s*) 180lb 212NHP 2SB,6*cf*,GS101,HS3710 Maats.deSchelde, Flushing	20 ″ 7 s 6 ″ 5½ 18 ″ 9¾	
80947 PGPN	**Oud Beijerland** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	398 291 238					1930	NVIndust.Maats. "DeNoord" Alblasserdam	N.V.Scheepv.Maats.OudBeyerland(T.den Hartigh,*Mgr.*)	148·9|25·3|9·2 P41'F17'	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"-18" 47NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
80948 FNIG	**Oued Fes** (*ex*Paz,*ex*Bath, *ex*Andromeda) 2*Dks*	2633 2313 1530					1913	StettinerOderwerke Stettin	Cie.deNav.Paquet	330·2|46·2|18·9 B77'F37'	Marseilles French	T.3Cy.23⅗",39⅖"&63"-43$\frac{3}{10}$" 261NHP StettinerOderwerke		V
80949 FNHQ	**Oued Grou** (*ex*Peter) Wireless 1*Dk*	792 — 440					1921	D.W.KremerSohn Elmshorn	Cie.deNav.Paquet	195·5|30·8|12·4 Q63'B56'F26'	Marseilles French *WB*	T.3Cy.14½",23⅕"&37⅖"-25½" 72NHP Steen&KaufmannElmshrn		V
80950 FNHS	**Oued Sebou II** Ⓟ 2*Dks*	2448 2087 1360					1925	Forg.&Ch.de laMédit LaSeyne	Cie.deNav.Paquet	279·2|42·1|21·5 B41'	Marseilles French *WB*	T.3Cy.21$\frac{3}{16}$",34⅕"&55½"-37⅖" 188NHP Forg.&Ch.delaMédit.Msl.		V
80951 FNHT	**Oued Tiflet** (*ex*KäteMartha) Wireless 1*Dk*	1194 — 689					1914	Nüscke&Co. Stettin	Cie.deNav.Paquet	234·1|35·4|14·0 P10'Q61'B57'F26'	Marseilles French *WB*	T.3Cy.16",26½"&43½"-27½" 99NHP Christiansen&Meyer,Har.		V
80952 FNHU	**Oued Yquem** (*ex*Noordzee) Wireless 1*Dk*	1370 1103 723					1920	N.V.Shps.v/hWd.A.van Duijvendijk Papendrecht	Cie.deNav.Paquet	238·8|36·7|15·8 P22'B63'F21'	Marseilles French *WB*	T.3Cy.17½",29"&46"-36" 127NHP Alblasserdam.Msch.Fab.		V
80953 FNHW	**Ouergha** (*ex*Bretta) *ss*Msl.No.3-7,37 1*Dk*(*Stl*)	1956 1702 1117	100A1 1,40 MS7,37 Surveys delayed	Msl LMC BS5,39		OG 10,37	1920 *Lloyd*	N.V.Schps. "DeMaas" Slikkerveer '*sA&CP*	Cie.deNav.Paquet *CellDBa*83'*uE*17'	269·1|42·1|18·1 P28'B74'F27' FK *f*102'531*t FPT*104	Marseilles French 4*BH* *t APT*85*t*	T.3Cy.19$\frac{11}{16}$",31½"&52"-35½" 180lb (*s*) 209NHP 2SB,6*cf*,GS110,HS3710 BurgerhoutsMchSchp.Rot	20 ″ 6 s 2 ″ 9 17 ″ 11½	
80954 CSKT	**Ourem** (*ex*Sorcerer-33,*ex*Kildary) *ss*Nwc.No.3-4,33 *ss*Lis.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	644 493 321	100A1 12,39 ~~BS7,39~~ 11,40	Lis LMC6,37		CL 5,38	1918 *Lloyd*	Smith'sDockCo.Ld. Middlesbro' '*sA&CP*	C.A.Moreira&Cia.Ltda.	175·0|30·0|15·7 B52' FK *CellDBuE*26'20*t*	Oporto Portuguese 5*BHCem* *FPT*20*t*	T.3Cy.16",26"&44"-26" (*s*) 200lb 116NHP 1SB,3*cf*,GS51,HS1825 Smith'sDockCo.Ld.Mdb.	16 ″ 6 s 1 ″ 7 15 ″ 0½	
119/40 80955 128876 MDQP	**Ouse** *ss*Goo.2ndNo.3-5,37 1*Dk*(*Stl*)	1004 832 419	✠100A1 8,39 BS8,39	Goo ✠LMC5,37	*o*	OG N8,39	1911 11mo *Lloyd*	W.Dobson&Co. Newcastle '*sA&CP*	London,Midland&ScottishRly.(AssociatedHumberLines,*Mgrs.*) *Cell D Ba*58'*u*	240·2|34·2|15·4 249·3(O.L.) P38'B88'F35' FK *E*15'*f*91' 182*t FPT*	Goole British 5*BHCem* 14*t APT*31*t*	T.3Cy.22¼",36"&61"-39" (*s*) 180lb 331NHP 2SB,6*cf*,GS124,HS4948 WllsndSlpwy.Co.Ld.Nwc.	16 ″ 4 s 2 ″ 0¼ 14 ″ 9¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps	15
114/40 80956 160762 GTFM	**Ousebridge** ssShl.No.2–38 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	5601 5232 3533	✠100A1 3,40 BS9,39 ✠LMC5,38	Shl	z	CL 2,40	1929 9mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	North of England S.S.Co.Ld.(Crosby Son&Co.Ld.*Mgrs*) *CellDBa&uE1*	406·1 P33'B260'F39' FK 36'*f*188'1365*t FPT*	56·1	28·6	W.Hartlpl British 6*BHptCem* 88*t APT*117*t*	T.3Cy.$27\frac{7}{16}$",44"&73"–48"(s) 180lb 477NHP 3SB,9cf,GS161,HS6728 FD Richardsons,Westgarth&Co.Ld.Mdb.	31 ″ 2 s4 ″ 11 26 ″ 5½	
80957 146227 MKXQ	**Ousel** ssMch.No.3–3,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* ssMch.No.1–40	1533 1248 651	✠100A1 *Shelter dk* *with freeboard* ~~7,40~~ ~~5,38~~5,41 ~~BS8,39~~ ✠~~LMC3,34~~	Mch Liv MS8,39 BS7 ~~[illegible]~~ 6,41	r	CL 7,39	1922 1mo *Lloyd*	Ferguson Bros.(Port Glasgow)Ld PortGlasgow 'sA&CP	British&ContinentalS.S.Co.Ld. *CellDB221'369t*	271·3 *F28'onShelter dk* FK *Collisio* *FPT37t APT28t*	39·1	16·6	Liverpool British *Cem* *nBHtoShdk* 4 „ „ *U* „	T.3Cy.$20\frac{5}{8}$",34"&57"–39" (s) 185lb 273NHP 2SB,6cf,GS105,HS3904 FD FergusonBros.(Pt.Gl.)Ld.	18 ″ 9 s ″ 5¾ 18 ″ 6	
80958 148087	**Outarde** (*ex*Brulin–40) ssMtl No.3–11,36 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	2241 2005 1576	✠100A1 *with freeboard* 12,39 ~~BS1,39~~ ✠LMC4,37 *For service on the Great Lakes & River St. Lawrence & to Sydney, C.B. from April to close of navigation*	Tto BS1,40		CL 5,39	1924 8mo *Lloyd*	Palmers' Co.Ld. Newcastle 'sA&CP	Quebec&Ontario TransportationCo. Ld. *also 2 intermediate BHs in holds (lower part WT)*	248·0 F42' FK *CellDB220'610tFPT*	43·0	22·8	Montreal British 3*WTBHds* 143*t APT*9*t*	T.3Cy.18",30"&49"–36" (s) 180lb 180NHP 2SB,6cf,GS89,HS3112 MacColl&Pollock,Ld.Sld.	25 ″ 0 s5 ″ 8½ 19 ″ 6	
80959	**Ovatella** *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *pt Longitudinal framing*	6316 5517 3637	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1939	Odense Staalskibsvft ved A P Möller Odense	AngloSaxon PetroleumCo.Ld.	431·5 446·3(O.L.) P87'B45'F52'	54·6	30·8	London British	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"–$55\frac{1}{8}$" WerkspoorN.V.Ams.	31 ″ 0 s5 ″ 6½ 25 ″ 8½	
80960 131393 MDQJ	**Overton** ssApl.No.1–40 ssNwc.2ndNo.3–3,36 *Well deck* 1*Dk*(*ptStl*) *Mchy.Aft*	426 286 185	✠100A1 ~~7,40~~ ~~11,38~~ 4,41 ~~BS11,38~~ ✠~~LMC3,36~~ 7,40 BS10,40	Liv ~~Apl~~ Bkn	f	CL ~~11,38~~ 9,40	1911 10mo *Lloyd*	JTEltringham&Co.Ld. South Shields 'sA&CP	OvertonS.S.Co.Ld.(R.R.Clark).	143·5 *25·2* FK Q81'B9'F25' *FPT*	24·4	10·5	Liverpool British 3*BHCem* 24*t APT*23*t*	O.2Cy.17½"&36"–24" (s) 130lb 74RHP 1SB,3cf,GS46,HS1408 BairdBros.NorthShields	11 ″ 9 s3 ″ 8½ 11 ″ 8	
81/40 80961 145740 GCVJ	**Ovington Court** (*ex*Amblestone) ssBkn.No.3–3,36 ssSld.No.1–39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6095 5853 3772	✠100A1 *Shelter dk* *with freeboard* 10,39 ✠LMC5,39 BS5,40	Gls	y	CL 3,39	1924 3mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton 'sA&CP	CourtLine,Ld.(Haldin&Philipps, Ld.*Mgrs.*) *CellDB349'1245t*	400·0 *F35'onShltr dk* FK *Collisio* *FPT124t APT174t*	53·0	32·7	London British *Cem* *n BHto S dk* 5 „ „ *U* „	T.3Cy.26",43"&71"–48" (s) 180lb 425NHP 3SB,9cf,GS176,HS7171 Blair&Co.Ld.Stockton	35 ″ 2 s9 ″ 8 25 ″ 8½	
80962 PGPZ	**Ovula** *OilEng.* D.F. E.S.D. 1*Dk*,*2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	6256 5540 3589	✠100A1 10,10~~7,39~~ ✠LMC4,38 *Carrying Petroleum in bulk*	Sba Sng	a†	CL	1938 4mo *Lloyd*	N.V. Wilton-Fijenoord Schiedam 'sA&CP	N.V.Petroleum Maats"LaCorona" *CellDBuE64'132t*	428·1 446·5(O.L.) P87'B38'F48' FK *DTf*25'257*tFPT*10	54·6	30·9	TheHague Dutch 16*BH* 3*t APT*55*t*	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"–$55\frac{1}{8}$" 377NHP DB*180lb* N.V.Wilton-FijenoordRot	31 ″ 0 s5 ″ 6½ 25 ″ 7½	
80963	**O-we-ra** *See No.* 80577															
80964 135928 MGBN	**Oxbird** K ssHul.No.3–2,35 ssShl.No.1–39 *Mchy.Aft* 1*Dk*	310 221 111	✠100A1 1,41~~5,39~~ ~~BS4,40~~ ✠LMC6,39 4,41	Shl		CL ~~5,39~~ 12,40	1916 3mo *Lloyd*	Crabtree& Co.Ld. Gt.Yarmouth 'sA&CP	R.&W.Paul,Ld.	135·0 *24·3* FK Q47'F18' *FPT*2	23·2	9·5	Ipswich British 3*BHCem* 9*t APT*17*t*	O.2Cy.$17\frac{3}{16}$"&$36\frac{3}{16}$"–24" (s) 130lb 53RHP 1SB,2pf,GS38,HS1870 Crabtree&Co.Ld.Gt.Yar.	10 ″ 7 s ″ 6½ 10 ″ 1	
11/40 80965 7018 SLDA	**Oxelösund** **TwinSc** *OilEng.* ssLkr.No.3–9,35 ssGot.No.1–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Cargo battens not fitted* *CruiserStern*	*5613* *5223* *2824*	✠100A1 *Shelter dk* *with freeboard* 1,40 ✠LMC DBS7,39	Got CS1,39 1,39	y	OG 11,37	1923 8mo	Aktieb. Götaverken Gothenburg A&CP	TrafikAktieb. Grängesberg-Oxelösund(M.Waldenström,*Mgr.*) *CellDBuE32'f105'* *DTa103'1225t*	393·7 399·0(O.L.) *F40'onShelter dk* FK *Collisio* 651*t DTf*68'730*t* *FPT*58*t APT*150*t*	53·4	30·9	Stockholm Swedish *ptCem* *n BH to S dk* 6 „ „ *U* „	Oil Engines 4 S.C.SA 12Cy.$23\frac{3}{16}$"–$35\frac{7}{16}$" 629NHP DB*100lb* Aktieb.Götaverken,Got.	34 ″ 1 s8 ″ 1 26 ″ 2¼	
80966 145515 CYME	**Oxford** (*ex*Glenorvie) *Mchy.Aft* 1*Dk*	1893 1577 1125					1923	Swan,Hunter&Wigham Richardson, LdSunderlnd	CanadaSteamship Lines,Ld.	252·0 Q100'F36'	42·5	18·0	Montreal British *WB*	T.3Cy.16",27"&44"–33" 111NHP McColl&PollockLd.Sld.		C
80967 131454 GLZF	**Oxfordshire** Ⓟ **TwinSc4Mst** ssLiv.2ndNo.3–10,36 D.F. Sub.Sig. 3*Dks*(*Stl–Uws*) &*Webframes*	8646 6620 5439	✠100A1 6,39 ~~BS3,39~~ ✠LMC12,35 5,41 *Fitted for oil fuel 12,19 F.P. above 150° F.*	Bkn	d†	CL 11,38	1912 9mo *Lloyd*	Harland& Wolff,Ld. Belfast 'sA&CP	BibbyLine,Ld.(BibbyBros.&Co.*Mgrs.*) *CellDBa123'uE&B*	474·7 P52'B250'F78' FK 70'*f*218'1313*t FPT*	55·3	32·1	Liverpool British 8*BHCem* 92*t APT*52*t*	Q.8Cy.22",31½",46"&66"–51" 215lb (s) 906NHP 2D&2SB24cf GS394HS16014 Harland&Wolff,Ld.Bel.	35 ″ 4 s7 ″ 7 28 ″ 2	
80968 139035 MFWS	**Oxshott** ssShl.2ndNo.3–5,40 ~~ssShl.No.3–9,27~~ ~~ssShl.No.2–35~~ *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1241 1022 761	✠100A1 ~~5,40~~ ~~5,39~~ 4,41 ~~BS5,39~~ ✠~~LMC7,36~~ BS4,41 5,40	Shl	o	CL ~~5,39~~ 5,40	1915 5mo *Lloyd*	Campbeltn S.B.Co. Campbelt'wn 'sA&CP	HudsonS.S.Co.Ld. *CellDB*	230·0 Q79'B48'F24' FK *a*56'*uE & B*33'*f*102'	35·8	15·6	London British 4*BHCem* 395*t APT*85*t*	T.3Cy.18",27½"&45"–33"(r) 180lb 139NHP 2SB,4cf,GS72,HS2324 Rankin&BlackmoreLdGrk	17 ″ 7 s1 ″ 4½ 16 ″ 5	
80969 28306 JAUA	**Ōyo Maru** (*ex*WoyoMaru–38) ssYka.No.3–5,34 ssKob.No.1–38 2*Dks*(*Stl*) *Cargo battens not fitted in holds*	5458 4996 3323	✠100A1 2,41~~12,39~~ ✠LMC~~12,39~~ 2,41	Tama Kob	z	CL ~~N10,38~~ 1,41	1921 9mo A&CP	Asano S.B.Co. Tsurumi	ToyoKisenK.K. *CellDB339'944t*	400·0 P33'B124'F41' FK	53·2	29·4	Yokohama Japanese 6*BHCem* *APT*28*t*	T.3Cy.26",43½"&72"–48"(s) 200lb 513NHP 3SB,9cf,GS181,HS7362 FD IshikawajimaSB&ECoTok	32 ″ 0 s6 ″ 5½ 25 ″ 9	
80970 167379 GFBF	**Ozarda** *OilEng.* 2*Dks* *CruiserStern*	6895 6127 4056	✠100A1 *with freeboard* 12,40~~3,40~~ ✠LMC1,40	Cal	a† 2"	CL	1940 1mo *Lloyd*	Barclay, Curle&CoLd. Glasgow 'sA&CP	BritishIndiaStm. Nav.Co.Ld. *CellDB*	427·8 441·8(O.L.) P41'B140'F39' FK 365'1316*t FPT*129*t*	57·2	32·1	London British 7*BHptCem* *APT*150*t*	Oil Engines 2S.C.SA 4Cy.$22\frac{1}{16}$"–$85\frac{1}{16}$" 599NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	34 ″ 6 s9 ″ 1½ 25 ″ 6	
80971 218922 KJTV	**Ozark** (*ex*LakeSavus) *Fitted for oil fuel* Sub.Sig. 1*Dk2trB*	2689 2329 1667	✠ ... 9,20 ✠				1919 9mo	Manitowoc S.B.Co. Manitowoc	Agwilines,Inc.(Clyde-Mallory Lines,*Mgrs.*)	253·5 P25'B65'F26' FK	43·9	25·9	NewYork Utd.States *WB*	T.3Cy.21",35"&59"–42" 326NHP Nordberg MfgCo.M'lw'kee	28 ″ 5	R †
80972 217839	**Ozette** *Fitted for oil fuel* 2*Dks* *Longitudinal framing*	6078 5734 4490					1919	Seattle NorthPacific S.B.Co. Seattle,Wash	UnitedStates Maritime Commission	402·5 P34'B81'F38'	53·0	32·0	Seattle Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft HallidayMachineryCo. Spokane,Wash.		

⁂ Additional Ships are inserted in the Supplement at the end of the Register.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material Rig, &c. *Late Name if any.* Special Surveys. No. of Decks &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
80973	**P. Aboitiz** *OilEng.* 1*Dk*	321 271 187	✠ ... 10,32 ✠				1928 6mo	HongKong &Whampoa DockCo.Ld HongKong	LaNavieraFilipina,Inc.	134·0|27·1|10·5 B21'F27' FK	Cebu,P.I. Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.11″–19$\frac{1}{16}$″ 70NHP Motorenfab.DeutzA.G. Köln-Deutz	11 ″ 2	
80974 3805	**P. E. Crowley** (*ex*Buffalo) *Mchy.Aft* 2*Dks*	4077 — 3398					1899	UnionD.D. Co. Buffalo,N.Y.	Gt.LakesTransit Corpn.	381·7|50·5|28·0	BuffaloNY Utd.States *WB*	Q4Cy20½″29¼″43½″&63″–42″ 257NHP ClevelandS.B.Co.Clevelnd		
80975 LEPJ	**P. G. Halvorsen** Wireless D.F. 1*Dk*	1101 984 663					1912	Bergens Mek.Værks. Bergen	A/S Thv.HalvorsensRederi (A/S Thv.Halvorsen, *Mgrs.*)	226·3|36·5|15·9 H56*t*F31*t*	Bergen Norwegian *WB*	T.3Cy.17″,26½″&46″–30″ 116NHP BergensMekVærksBergen		N
80976 FOSC	**P. L. M. 12** *ss*Msl.No.3–9,33 *ss*Shl.No.1–37 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 12,40 ~~4,40~~ BS2,40 ✠LMC11,37	Shl Msl	*w*	CL 4,40	1921 1mo *Lloyd'sA&CP*	Smith's DockCo.Ld. Middlesbro'	Soc.Nationale d'Affrêtements *CellDB*297'810*t Topsidetanks*243'770*t FPT*280*t APT*195*t*	345·0|49·5|25·0 P97'B30'F35' FK	Rouen French 6*BHCem*	T.3Cy25″,41″&68″–45″ (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS173,HS6590 Smith'sDockCo.Ld.Mdb.	27 ″ 3 4 ″ 9¾ 22 ″ 8	
80977 174321 ~~FOSD~~ BFVW	**P. L. M. 13** *ss*Msl.No.3–4,34 *ss*Msl.No.1–38 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 5,41 ~~3,40~~ ~~12,40~~ BS~~8,39~~ ✠LMC8,38 6,41	Shl ~~Msl~~ Gls	*w*	CL ~~3,40~~ 12,40	1921 4mo *Lloyd'sA&CP*	Smith's DockCo.Ld. Middlesbro'	Ministry of Shipping(Chr.Salvesen&Co.*Mgrs.*) *CellDB*297'810*t Topsidetanks*243' 770*t FPT*280*t APT*195*t*	345·0|49·5|25·0 P97'B30'F35' FK	Glasgow British 6*BHCem*	T.3Cy25″,41″&68$\frac{7}{16}$″–45″(*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS168,HS6590 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9¾ 22 ″ 8	
80978 167029 ~~FOSE~~ GMQR	**P. L. M. 14** *ss*Msl.No.3–6,33 *ss*Shl.No.1–37 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 ~~3416~~ ~~1931~~ 3319 1931	✠100A1 2,40 BS7,39 ✠LMC7,37	Rou	*w*	CL 7,38	1921 6mo *Lloyd'sA&CP*	Smith's DockCo.Ld Middlesbro'	Ministry of Shipping(Chr.Salvesen&Co.*Mgrs.*) *CellDB*297'810*t Topside tanks*243' 770*t FPT* 280*t APT*195*t*	345·0|49·5|25·0 P97'B30'F35' FK	Leith British 6*BHCem*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 430NHP 2SB(FD)&1Aux.SB,8*cf*, GS164,HS6609 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9¾ 22 ″ 8	
80979 FOSG	**P. L. M. 16** *ss*Msl.No.3–12,34 *ss*LaR.No.1–39 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	3754 3416 1931	✠100A1 12,40 ~~1,40~~ BS12,40 ✠LMC5,39 ~~Surveys delayed~~	Rou Msl	*w*	CL N12,38	1921 12mo *Lloyd'sA&CP*	Smith's DockCo.Ld. Middlesbro'	Soc.Nationale d'Affrêtements *CellDB*297'810*t* *Topside tanks* 243'770*t FPT*280*t APT*190*t*	345·0|49·5|25·0 358·0(O.L.) P97 B30'F35' FK	Rouen French 6*BHCem*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS168,HS6590 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9¾ 22 ″ 8	
80980 167804 ~~FOSH~~ GMPG	**P. L. M. 17** *ss*Msl.No 3–3,35 *ss*Msl.No.1–39 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	~~3754~~ ~~3416~~ ~~1931~~ 4008 3416 2077	✠100A1 3,41 ~~4,40~~ ✠LMC8,39 BS12,40	Bry Cff	*w*	CL 1,40	1922 2mo *Lloyd'sA&CP*	Smith's DockCo.Ld. Middlesbro'	Ministry of Shipping (Evan ThomasRadcliffe &Co.*Mgrs.*) *CellDB*297 810*t Topside tanks*243'770*t FPT*280*t APT*190*t*	345·0|49·5|25·0 358·4(O.L.) P97'B30'F35' FK	Cardiff British 6*BHCem*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 430NHP 2SB(FD)&1AuxSB,8*cf*, GS168,HS5380 Smith'sDockCo.Ld.Mdb.	27 ″ 3 s 4 ″ 9¾ 22 ″ 8	
80981 FOSI	**P. L. M. 20** *ss*Rot.No.3–10,33 *ss*Shl.No.1–37 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5417 5121 2741	✠100A1 ~~5,40~~ ~~2,40~~1,41 BS~~12,39~~ ✠LMC11,37 4,40 ~~Surveys delayed~~	Msl ~~Shl~~	*z*	CL ~~4,37~~ 1,41	1920 12mo *Lloyd'sA&CP*	Sir Raylton Dixon&CoLd Middlesbro'	Soc.Nationale d'Affrêtements *CellDBuE&B*78'*f*263'1224*t Topside tanks* 302'1353*tDTf*14'373*tFPT*144*tAPT*244*t*	400·0|56·0|28·4 414·0(O.L.) P127'B30'F40' FK	Rouen French 7*BHCem*	Q.4Cy.23″,32½″,47″&68″–48″ 220lb (*s*) 529NHP 3SB,9*cf*,GS308,HS7905 FD N.E.MarineEngCoLd.Nwc	31 ″ 0 s 6 ″ 2 25 ″ 1	
80982 FOSJ	**P. L. M. 21** *ss*Msl.No.3–3,34 *ss*Dnk.No.1–38 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5417 5121 2741	✠100A1 12,40 ~~2,40~~ BS~~7,39~~ ✠LMC7,38 12,40	Shl Msl	*z*	CL 6,39	1921 2mo *Lloyd'sA&CP*	SirRaylton Dixon&CoLd Middlesbro'	Soc.Nationale d'Affrêtements *CellDBuE&B*78' *f*263'1117*t Topside tanks* 302'1353*tDTf*14 373*tFPT*144*tAPT*244*t*	400·0|56·0|28·4 414·0(O.L.) P127'B30'F40' FK	Rouen French 7*BHCem*	Q4Cy23¼″,32½″,47″&68″–48″ 220lb (*s*) 529NHP 3SB,9*cf*,GS174,HS7905 FD N.E.MarineEngCo.LdNwc	31 ″ 0 s 6 ″ 2 25 ″ 1	
80983 165787 ~~FOSK~~ GMFJ	**P. L. M. 22** *ss*Rot.No.3–8,33 *ss*Shl.No.1–37 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5646 5121 2908	✠100A1 ~~5,40~~ ~~4,40~~ 2,41 ✠LMC MS9,37 BS3,40	Shl Sws	*z*	CL ~~4,39~~ N2,41	1921 4mo *Lloyd'sA&CP*	SirRaylton Dixon&CoLd Middlesbro'	Ministry of Shipping(E.R.ManagementCo.Ld. *Mgrs.*) *CellDBuE&B*78'*f*263'1224*t Topside tanks*302'1353*tDTf*14'373*tFPT*144*tAPT*244*t*	400·0|56·0|28·4 P127'B30'F40' FK	Newcastle British 7*BHCem*	Q4Cy23$\frac{5}{16}$″,32½″,47″&68″–48″ 220lb (*s*) 529NHP 3SB,9*cf*,GS174,HS7905 FD N.E.MarineEng.CoLdNwc	31 ″ 0 s 6 ″ 2 25 ″ 1	
80984 FOSL	**P. L. M. 23** *ss*Msl.No.3–7,34 *ss*Rot.No.1–38 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5417 5121 2741	✠100A1 5,40 ~~2,40~~ BS11,39 ✠LMC9,38 Surveys delayed	Msl Shl	*z*	CL ~~5,39~~ 5,40	1921 6mo *Lloyd'sA&CP*	SirRaylton Dixon&CoLd Middlesbro'	Soc.Nationale d'Affrêtements *CellDBuE&B*78'*f*263'1224*t Topsidetanks* 302'1353*t DTf*14'373*tFPT*144*tAPT*244*t*	400·0|56·0|28·4 P127'B30'F40' FK	Rouen French 7*BHCem*	Q.4Cy.23″,32½″,47″&68″–48″ 220lb (*s*) 529NHP 3SB,9*cf*,GS174,HS7905 FD N.E.MarineEng.CoLdNwc	31 ″ 0 s 6 ″ 2 25 ″ 1	
* 80985 FOSM	**P. L. M. 24** *ss*Msl.No.3–1,35 *ss*Rot.No.1–39 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5391 5120 2672	✠100A1 11,39 BS4,40 ✠LMC3,39	Bry	*z*	CL 5,37	1921 12mo *Lloyd'sA&CP*	SirRaylton Dixon&CoLd Middlesbro'	Soc.Nationale d'Affrêtements *CellDBuE&B*81'*f*260'1286*t Topside tanks*323'1519*tDTf*14'373*t FPT*120*t APT*244*t*	400·0|56·0|28·4 P127'B30'F40' FK	Rouen French 7*BHCem*	Q.4Cy.23″,32½″,47″&68″–48″ 220lb (*s*) 532NHP 3SB,9*cf*,GS189,HS7980 FD Richardsons, Westgarth&Co.Ld.Mdb.	31 ″ 0 s 6 ″ 2 25 ″ 1	
* 80986 FOSO	**P. L. M. 26** *ss*Shl.No.3–3,35 *ss*Shl.No.1–39 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	5391 5120 2673	✠100A1 1,40 ✠LMC MS6,39 BS8,39	Msl	*z*	CL N4,39	1922 4mo *Lloyd'sA&CP*	SirRaylton Dixon&CoLd Middlesbro'	Soc.Nationale d'Affrêtements *CellDBuE&B*81'*f*260'1286*t Topside tanks*323'1519*tDTf*14'373*t FPT*120*t APT*244*t*	400·0|56·0|28·4 P127'B30'F40' FK	Rouen French 7*BHCem*	Q.4Cy.23½″,32½″,47″&68″–48″ 220lb (*s*) 532NHP 3SB,9*cf*,GS189,HS7980 FD Richardsons,Westgarth&Co.Ld.Mdb.	31 ″ 0 s 6 ″ 2 25 ″ 1	
80987 165979 ~~FOSP~~ GMKT	**P. L. M. 27** *ss*Msl.No.3–5,35 *ss*Shl.No.1–39 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cantilever framed topside tanks* *Cargo battens not fitted*	~~5391~~ ~~5120~~ ~~2673~~ 5633 5120 2826	✠100A1 ~~5,40~~ 2,40 6,41 ✠LMC5,39 BS6,40	Shl ~~Gls~~ Hpl	*z*	CL N3,39	1922 7mo *Lloyd'sA&CP*	SirRaylton Dixon&CoLd Middlesbro'	Ministry of Shipping(Gibbs&Co *Mgrs.*) *CellDBuE&B*81'*f*260'1286*t Topside tanks* 323'1519*tDTf*14'373*tFPT*120*t APT*244*t*	400·0|56·0|28·4 P127'B30'F40' FK	Glasgow British 7*BHCem*	Q.4Cy.23″,32½″,47″&68″–48 220lb (*s*) 532NHP 3SB,9*cf*,GS189,HS7980 FD Richardsons,Westgarth&Co.Ld.Mdb.	31 ″ 0 s 6 ″ 2 25 ″ 1	
80988														

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Régistres où coté, s'il n'est dans le L. R. Bureau Veritas, Germ. Ll., Reg. Ital.
80989 5771 SFYD	**P. L. Påhlsson** (*ex*Harriet, 4Mst *ex*Eidsborg,*ex*Harald) 1*Dk*	*1481* *1277* *847*					1916	Fredrkstad Mek.Værks. Fredrikstad	RederiA/B Vidar (Flinges& PåhlssonsRederier *Mgrs.*)	242·6 P32'B63'F19'	39·4	16·8	Hlsngborg Swedish *WB*	T.3Cy.18",29½"&49"–33" 138NHP FredrikstadM.V.Frdstad.		V
80990 OXSE	**P. N. Damm** D.F. 1*Dk*	2832 2471 1699					1929	Helsingörs Jernsk&Msk. Elsinore	A/S Dampskslsk. Vendila(Svendsen &Christensen)	326·8 P22'B217'F31'	48·3	19·8	Copnhagn Danish *WB*	C.4Cy.(2)18 5/16"&(2)39⅜"–39⅜" 162NHP HelsingörsJernsk&Mskb.		C
80991 1935 IHRB	**Pace** (*ex*Sous-34,*ex*Donator, *ex*Westfalia) 1*Dk*2*trB*	1026 826 618					1899	Akt.Ges. "Neptun" Rostock	G.B.Ferrari	237·4 228·2 Q17*t*B104*t*H6*t*F20*t*	34·1	12·8	Genoa Italian *WB*	T.3Cy.14⅝",24¼"&38½"–23⅝" 72NHP A.G."Neptun,"Rostock		I
80992 149654 GNJY	**Pacheco** *OilEng.* ssLiv.No.2–36 Wireless D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1405 1055 572	✠100A1 *Shelter dk* *withfreeboard* 6,39 ✠LMC CS5,35 10,36	Liv	*r*	CL 6,37	1927 12mo	Harland& Wolff,Ld. Glasgow *Lloyd's*A&CP	MacAndrews&Co. Ld. *CellDB*220'329*t*	270·1 B70' FK *FPT*17*t APT*38*t*	39·1	15·6	Liverpool British 5*BHptCem* (*Coll toSh dk* 4 ,, *2nd*,,)	Oil Engines 4S.C.SA 6Cy.24 13/16"–51 3/16" 355NHP Harland&Wolff,Ld.Gls.	17 " 6 s " 2 17 " 6½	
7/40 80993 ~~218769~~ ~~KDZV~~	**Pacific** ssN.Yk.2ndNo.3–7,39 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6034 5394 4380	✠100A1 ~~8,40~~ ~~12,39~~ 1,41 8,40 ✠LMC BS~~4,39~~ MS7,39 *Fitted for oil fuel* 11,15 *F.P. above* 150° F.	Bal NYk	*z*	CL ~~12,39~~ 12,40	1915 11mo	Union Iron WorksCo. SanFrancisco A&CP	~~Argonaut Line, Inc.~~ ~~American South African Line, Inc.~~ *CellDBa*100'*u of tunnel* 30' 223*t*	400·0 418·0(O.L.) P57'B73'F40' FK *E* 28' *f* 188' 1236*t* *DT f* 30'405*t FPT*	56·2	29·4	British *BHAsp* *D T at sides* 80*tAPT*200*t*	1DR gearedSteamTurbine 210lb (*s*) 498NHP 3SB(Spt),HS7704 GeneralElectricCo. Schenectady,N.Y.	32 " 0 s6 " 9½ 25 " 4½	
80994 5657 SFZN	— TwinSc3Mst *OilEng.* D.F. ssLkr.2ndNo.3–12,39 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) *Tonnage opening closed '40*	~~3731~~ ~~3359~~ ~~2281~~ *4978* *4683* *3043*	✠100A1 *Shelter dk* *withfreeboard* 6,40 ~~12,39~~ DBS~~12,39~~ ✠LMC12,39 11,40	Lkr Liv	*w*	OG 2,39	1914 12mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd's*A&CP	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *uE* 6*BH*(*Coll BH to Sh dk*,5*BH to 2nd dk*) *Shelter 'tween dk BHs except Coll BH dispensed with*	360·0 *CellDBa*69' FK 37'*f*212'1138*t FPT*	51·6	22·1 30·6	Stockholm Swedish ~~6*BHptAsp*~~ 74*tAPT*53*t*	Oil Engines 4S.C.SA 12Cy.21¼"–28¾" 528NHP DB~~30lb~~ AktBurmeistr&Wain,Cpn	~~25 " 6~~ ~~s 2 " 4½~~ ~~23 " 4~~ 34 " 0 s9 " 4½ 24 " 10	
80995 147081 GJTQ	— ssShl.No.3–9,36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2816 2525 1701	✠100A1 4,40 BS~~12,39~~ LMC9,36 4,41	Hul	*u*	CL 4,40	1923 5mo	Murdoch& Murray,Ld. Pt.Glasgow *Lloyd's*A&CP	SirW.H.Cockerline *CellD*	324·0 P28'B88'F34' FK *B* 273' 646*t FPT*70*t*	44·2	23·1	Hull British 6*BHCem* *APT*57*t*	T.3Cy.21",33"&57"–39" (*s*) 180lb 265NHP 2SB,6*cf*,GS121,HS4698 ClydeS.B.&E.Co.Ld.P.Gl.	25 " 6 s 3 " 11½ 21 " 10	
80996 172764 ~~VJDR~~	— TwinSc (*CableVessel*) Wireless 1*Dk*&*Spar dk*	1583 1543 736					1903	Akt.Bur- meistr&Wain Copenhagen	Ministry of Shipping(Cable& Wireless,Ld.(Sir Edward Wilshaw, K.C.M.G.)*Mgrs.*)	264·6	35·8	21·5	HongKong British *WB*	T.6Cy.16½",27"&45"–27" 210NHP AktBurmeistr&Wain,Cpn		V
80997 PGQC	— *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	362 245 150					1938	N.V.Noord Nederlndsch. Schpswerven Groningen	C.Tammes	141·7 P41'F18'	23·0	9·7	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11¼"–16 9/16" 74NHP MtrnWerkeMannheimAG		V
2/40 80998 164258 MBRB	**Pacific Coast** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk* Wireless *CruiserStern* D.F. E.S.D.	1210 872 664	✠100A1 *withfreeboard* 10,38 ✠LMC5,35	Liv	*q*	OG PN 12,37 s10,38	1935 5mo	Ardrossan DockyardLd. Ardrossan *Lloyd's*A&CP	*CellDB*196'347*t*	251·7 261·5(O.L.) B37'F32' FK *FPT*116*tAPT*56*t*	38·1	13·1	British 4*BHCem* (*Coll toSh dk* 3 ,,*2nd*,,)	Oil Engines 2S.C.SA 10Cy.13⅜"–22 7/16" 312NHP BritishAuxiliaries,Ld.Gls.	15 " 3 s " 2 15 " 2⅜	
80999 149949 GBPY	**Pacific Enterprise** TwinSc *OilEng.* ssGls.No.2–36 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	6736 6022 4093	✠100A1 *withfreeboard* 3,39 ✠LMC CS3,36 DBS4,40 11,36 ✠Lloyd'sRMC~~4,40~~ 4,41 ~~12,40~~	Mch	*c*†	CL PN 11,38 s3,39	1927 12mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's*A&CP	Norfolk&N.American StmShpg Co.Ld (Furness,Withy& Co.Ld.*Mgrs.*) *CellDB*380' 1480*t MT* 28' 908*t*	435·9 454·5(O.L.) F40' FK *Duct keel fwd.of Mchy.space*163' *Tanks at sides of*	60·2	29·0	London British 8*BHptCem* (*Coll toSh dk* 7 ,,*2nd*,,) *tunnels* 299*t*	Oil Engines 4S.C.SA 16Cy.24 13/16"–51 3/16" 946NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk. *FPT*154*tAPT*147*t*	32 " 1 s4 " 5 27 " 11⅜	
81000 160468 GBJC	**Pacific Exporter** TwinSc *OilEng.* ssGls.No.2–36 3*Dks* ~~2*Dks*(*Stl*)&*Shelter dk*(*Stl*)~~ *Ref.Mchy.* *CruiserStern* D.F. E.S.D.	6734 6023 4091	✠100A1 *withfreeboard* Examined 6,41 ✠LMC CS5,37 DBS~~6,39~~6,40 10,38 ✠Lloyd'sRMC~~9,39~~ 3,41 ~~6,40~~	~~Mch~~ Mch	*c*†	CL s3,39 P2,40	1928 5mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's*A&CP	Norfolk&N.American StmShpg Co.Ld (Furness,Withy& Co.Ld.*Mgrs.*) *CellDB*380' *Duct keel forward* 1480*t MT* 28' 908*t* *Upper 'tween dk BHs except Coll BH dispensed with*	435·9 454·5(O.L.) F40' FK *ofMchy.space*163' *Tanks at sides of*	60·2	29·0	London British 8*BHptCem* (*Coll to Wdk* 7 ,, *2nd* ,,) *tunnels* 299*t*	Oil Engines 4S.C.SA 16Cy.24 13/16"–51 3/16" 946NHP DB *100lb* J.G.Kincaid&Co.Ld.Grk. *FPT*154*tAPT*147*t*	32 " 1 s4 " 5 27 " 11⅜	
81001	**Pacific Express** *OilEng* *Ref.Mchy.* D.F. *CruiserStern*	3200	100A1 *withfreeboard* (*Class Contemplated*)				1940	Kockums M.V.Aktieb. Malmö	SkibsA/S Seattle (BiörnBiörnstad& Co.*Mgrs.*)	369·1 P21'	52·1	20·4	Oslo Norwegian	Oil Engines 2S.C.DA 8Cy.23⅝"–43 5/16" KockumsM.V.Akt.Malmö	25 " 6 s2 " 2 23 " 5¾	
81002 160412 GFBS	**Pacific Grove** TwinSc 3*Dks* *OilEng.* ssGls.No.2–36 *Ref.Mchy.* ~~2*Dks*(*Stl*)&*Shelter dk*(*Stl*)~~ D.F. E.S.D. *CruiserStern* *Tonnage opening closed '41*	7117 6388 4290	✠100A1 *withfreeboard* Examined 2,41 ✠LMC CS10,37 DBS~~11,40~~ 11,36 ✠Lloyd'sRMC~~8,39~~ 5,41 ~~11,40~~	~~Ver~~ Liv	*d*†	CL 10,39	1928 4mo	Deutsche WrkeKielAG Kiel *Lloyd's*A&CP	Furness,Withy& Co.Ld. *CellDB*397' *Duct keel forward of Machinery space* 1322*t Tanks in way of tunnels* 320*tDTf*28'910*tFPT*168*tAPT*167*t* *Upper 'tween dk BHs except Coll& AP BHs dispensed with*	450·4 470·2(O.L.) FK F39' 7*BH* ~~8*BH*~~ (*CollBH&AP*	60·8	29·7	London British *ptCemptAsp* *BHto U. dk* 5,, ,, *2nd*,, ~~1,, ,, *3rd*,,~~)	Oil Engines 4S.C.SA 12Cy.29½"–47¼" 1014NHP 2DB *100lb* DeutscheWerkeA.G.Kiel	~~32 " 6~~ ~~s4 " 7¾~~ ~~28 " 2½~~ 42 " 6 s13 " 10¼ 29 " 3	
81003 26831 JPED	**Pacific Maru** ssKob.No.1–41 ssKob.No.3–7,37 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5873 5590 4254	✠100A1 *Awng dk* *withfreeboard* 2,41 ~~1,40~~ 2,41 ✠LMC~~1,40~~ *Fitted for oil fuel* 11,20 *F.P. above* 150° F.	Kob	*y*	CL ~~11,39~~ 2,41	1920 11mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's*A&CP	TamaiSyosenK.K. *CellDB*327'1126*t*	385·0 FK *Collision* *FPT*127*tAPT*94*t*	51·0	36·0	Hasidate Japanese *ptCem* *BHto Aw dk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72"–48" (*s*) 200lb 440NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLd.Kobe	36 " 0 s 9 " 1¾ 27 " 1	
81004 217981 KJUB	**Pacific Oak** (*ex*WestHembrie) *Fitted for oilfuel* Sub.Sig. 2*Dks*	5622 5303 3499					1919	J.F.Duthie &Co. Seattle,Wash	UnitedStates Maritime Commission	409·7 P44'B115'F47'	54·2	27·7	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" Hooven,Owens, 359NHP RentschlerCo.Hamilton,O.		R

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in
81005 160361 GMPX	**Pacific Pioneer** TwinSc OilEng. 3Dks ssGls.No.2–36 Ref.Mchy. ~~2Dks(Stl)&Shelter dk(Stl)~~ D.F. E.S.D. CruiserStern Tonnage opening closed '41	6734 6023 4093	✠100A1 withfreeboard Examined 4,41 ✠LMC CS4,37 DBS~~4,39~~7,41 8,37 ✠Lloyd'sRMC~~10,39~~7,40 3,41	~~Mch~~ Mch	c†	CL ~~PN~~ ~~10,37~~ ~~s11,38~~ 11,40	1928 2mo	Blythsw'd S.B.Co.Ld. Glasgow Lloyd'sA&CP	Norfolk&N.AmericanS.Shppg.Co.Ld. (Furness,Withy&Co.Ld.Mgrs.)	435·9 454·5(O.L.) F40' FK	60·2	29·0	London British 8BHptCem (Collto W.dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 946NHP DB100lb J.G.Kincaid&Co.Ld.Grk.	~~32 // 1~~ ~~s 4 // 5~~ ~~27 // 11¾~~ 42 // 1 s13 // 3½ 29 // 4¼	
									Duct keel forward of Mchy.space163' CellDB380'1480tMT28'908t Tanks at sides of tunnels 299tFPT154tAPT147t Upper'tween BHs except Coll BH dispensed with							
2/41 81006 160376 GDQY	**Pacific President** TwinSc OilEng. ssLth.No.2–11,40 ~~ssGls.No.2–36~~ Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) D.F. E.S.D. CruiserStern	7113 6388 4288	✠100A1 withfreeboard ~~8,39~~11,40 ✠LMC CS~~2,38~~ 11,40 DBS~~8,39~~4,40 5,39 ✠Lloyd'sRMC~~5,40~~ 11,40	Vcr Lth	d†	CL ~~10,38~~ 8,40	1928 3mo	Deutsche WrkeKielAG Kiel Lloyd'sA&CP	Furness,Withy&Co.Ld.	450·4 F39' FK	60·8	29·7	London British 8BHptCem ptAsp	Oil Engines 4S.C.SA 12Cy.29½"–47¼" 1014NHP 2DB–100lb DeutscheWerkeKielA.G.	32 // 6 s 4 // 7¾ 28 // 2¼	
									Duct keel forward of Mchy. space174' (CollBH&AP BH to Sh dk CellDB397'1322tTanks in way of tunnels 320t 5 ,, ,, 2nd ,, DTf28'910tFPT168tAPT167t 1 ,, ,, 3rd ,,)							
16 5/40 81007 161291 GDYL	**Pacific Ranger** TwinSc OilEng. ssGls.No.2–37 Ref.Mchy. 2Dks(Stl)&Shelterdk(Stl) D.F. E.S.D. CruiserStern	6865 6114 4158	✠100A1 withfreeboard 6,40 ~~4,39~~ ✠LMC CS5,38 DBS2,40 ~~12,36~~2,39 ✠Lloyd'sRMC~~10,39~~ 6,40	Vcr Lon	c†	CL 4,39	1929 9mo	Akt.Burmeistr&Wain Copenhagen Lloyd'sA&CP	Furness,Withy&Co.Ld.	436·4 454·2(O.L.) F40' FK	60·3	29·2	London British 8BH	Oil Engines 4S.C.SA 16Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 946NHP DB–100lb Akt.Burmeistr&Wain,Cpn	32 // 0 s 4 // 4¾ 27 // 10½	
									Duct keel fwd. of Mchy.space (Coll to Sh dk CellDB380' 1423t MDT28'906t 7 ,, 2nd ,,) Tanks in way of tunnels 325t FPT152t APT128t Carrying Linseed oil in deep tank							
81008 ~~216388~~ ~~KJUB~~	**Pacific Redwood** (exWestmount) Fitted for oil fuel Sub.Sig. 2Dks Now "Empire Chamois," see No. 81069 in Supplement	5683 3557	✠ … …22 ✠				1918 5mo	AmesS.B.&D.D.Co. Seattle,Wash	~~UnitedStates Maritime Commission~~	409·5 P44'B115'F47' FK	54·2	27·4	~~New York~~ ~~Utd.States~~ British WB	T3.Cy.26",43"&73"–48" 543NHP AmesS.B.&D.D.Co.Seattle	30 // 2	R †
81009 147593 GKBV	**Pacific Shipper** OilEng ssGls.No.3–10,36 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rdDk(Stl)inNos.1&2holds E.S.D. Tonnage opening closed '41(W.E.)	6290 5298 3912	✠100A1 withfreeboard ~~3,40~~ 10,40 ✠LMC CS7,37 DBS5,38 5,38 DBS(P)~~5,38~~8,40 ✠Lloyd'sRMC~~3,40~~1,41	Fal Mch	b†	CL 2,40	1924 3mo	W.Doxford&Sons,Ld. Sunderland Lloyd'sA&CP	Furness,Withy&Co.Ld.	420·0 F41' FK	58·0	28·1	London British 8BHptCem (Collto Sh dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.$22\frac{13}{16}$"–91¼" 640NHP DB(P) ~~100lb~~ NDB37(s) 125lb W.Doxford&Sons,Ld.Sld.	~~30 // 11~~ ~~s 3 // 11¼~~ ~~27 // 1¾~~ 39 // 6 s11 // 6¼ 28 // 1¾	
									Duct keel forward of boiler space 128' CellDB358'1284tDTa16'614tDTf22'996tFPT120tAPT126t							
81010 132763 GCLN	**Pacific Star** TwinSc (exStanfleet–39, ssFal.No.3–9,32 exClanRobertson–38, ssGls.No.1–37 exOtaki–34) 2Dks(Stl)&Shelter dk(Stl) D.F. E.S.D. Ref.Mchy. CruiserStern	7951 5777 4954	✠100A1 Shelter dk withfreeboard 9,40 ~~12,39~~ BS1,41 ~~BS12,39~~ ✠LMC2,37 ✠Lloyd'sRMC~~12,39~~ 5,41 ~~9,40~~ ~~6,40~~	Cff Nwc	c†	CL ~~s7,37~~ ~~P3,38~~ 9,40	1920 2mo	Barclay,Curle&Co.Ld Glasgow Lloyd'sA&CP	BlueStarLine,Ld.	449·1 P31'F43'onShelter dk FK	58·2	37·1	London British Cem 8BHtoSh dk	T.6Cy.26½",44"&73"–48" (s) 200lb HS16680 1122NHP 2DB&2SB,22cf,GS420, FD Barclay,Curle&Co.Ld.Gls.	40 // 0 s11 // 0¼ 29 // 3	
									CellDB386'1275tFPT125tAPT80t							
81011 229252 WQDL	**Pacific Sun** OilEng. GyC. ssPhl.No.2–38 Mchy.Aft 2Dks(Stl)&Web frames Longitudinalframing–bracketless system	9097 8521 5522	✠100A1 10,40~~3,40~~ ✠LMC CS12,38 DBS10,40 8,39 CarryingPetroleum in bulk	Phl	e†	CL ~~3,40~~ N10,40	1929 12mo	SunS.B.&D.D.Co. Chester,Pa. Lloyd'sA&CP	MotorTankship Corp.	480·6 P79'F48' FK	66·0	36·8	Wilmington, Del. Utd.States 17BHptCem (13 to U dk 4 ,, 2nd ,,)	OilEngines 2S.C.SA 4Cy.23⅝"–$91\frac{5}{16}$" 690NHP 2WaterTubeDB200lb SunS.B.&D.D.Co.	37 // 0	
									CellDBuE76'f40'488tFPT186tAPT84t							
81012 121226 MMXZ	**Pacifico** (exCaper–38,exOlgaS.–37, exOlga–36,exMorayCoast–35, exPrincessHelena) 1Dk	687 617 331					1905	CaledonS.B.&E.Co.Ld. Dundee	AlcyoneShipping FinanceCo.Ld.	210·5 P&B123'F55'	31·1	14·3	London British WB	T.3Cy.17",28"&45"–33" 116NHP CaledonSB.&E.Co.Ld.Dun		G
81013 220335 KDAV	**Paco** (exE.J.Nicklos–37, exDartford) Fitted for oil fuel Mchy.Aft 2Dks&Web frames D.F. Longitudinal framing Carrying Petroleum in bulk	5187 4620 3686	✠ … 10,23 ✠				1920 7mo	TerryS.B.Co. Savannah,Ga	PacoTankers,Inc. (Pennsylvania ShippingCo. Mgrs.)	391·9 P99'B34'F44' FK	51·2	30·0	Wilmgton (Del.) Utd.States WB	T.3Cy.24⅞",$41\frac{13}{16}$"&72"–48" 562NHP Hooven,Owens,RentschlerCo.Hamilton,O.	30 // 2	R †
81014 17 IRRK	**Padenna** (exHouthulst–32,exAltona, exHermanSauber) 1Dk	1589 1239 971					1904	Schiffsw.v.H.KochA.G. Lübeck	Marittima RavennateSoc.Anon.	282·0 P15'Q68'B63'F24'	36·7	16·2	Ravenna Italian WB	T.3Cy.20½",33½"&53⅜"–33½" 163NHP J.F.Ahrens,Altona		I
81015 CSGN	**Pádua** (exTeeco–34) ssLis.No.3–9,37 Mchy.Aft 1Dk(Stl) Well deck	665 525 359	100A1 8,40~~3,40~~ BS~~8,39~~ ✠LMC9,37 8,40	Lis	j	CL 3,40	1925 8mo	Nordd.UnionWerke AG Tönning Lloyd'sA&CP	EmprezaMaritima doNorte,Lda.	174·3 Q38'B80'F23' FK	29·6	12·7	Oporto Portuguese 3BH Asp	T3Cy$14\frac{3}{16}$"$22\frac{13}{16}$"&$37\frac{7}{16}$"–23⅝" 192lb (s) 98NHP 2SB,4cf,GS61,HS1798 Waggon&MschAG Görlitz	14 // 11 s // 10¼ 14 // 2	
									CellDBuE&B57'f90'214tFPT34tAPT6t							
81016 YVAQ	**Paez** TwinSc ssMob.No.3–2,39 Mchy.Aft 1Dk(Stl)&Web frames Longitudinalframing	*2649* *1890* *1511*	✠100A1 10,40~~10,39~~ BS10,40 ✠LMC2,39 CarryingPetroleum in bulk Fitted for oil fuel 9,27 F.P. above 150° F.	Cco NYk	t	CL ~~10,39~~ 9,40	1927 9mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	MeneGrandeOil Co.C.A.	305·3 316·5(O.L.) P69'B22'F33' FK Trunk181'	50·2	16·3	Maracaibo Venezuelan 11BHptCem	T.6Cy.13½",23"&37"–27" (s) 180lb 210NHP 2SB,6cf,HS4009 MacColl&Pollock,Ld.Sld.	16 // 6 s2 // 0¼ 14 // 8	
									CellDBuE&B42'107tFPT194tAPT85t							
96/40 81017 55 ICAI	**Paganini** Ⓟ OilEng. ssFiu.No.3–3,40 2Dks(Stl)	2427 1838 1421	✠100A1 3,40 ✠LMC CS3,40 DBS6,39 6,39	Tri	s	CL N3,40	1928 10mo	Cant.Nav.Triestino Monfalcone Lloyd'sA&CP	"Tirrenia"Soc.Anon.diNav.	294·0 283·3 FK P29'B84'F36'	40·1	21·1	Fiume Italian 6BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$43\frac{5}{16}$" 357NHP DB100lb StabilimentoTecnico,Tri.	23 // 4 s 3 // 1¾ 20 // 5¾	
									CellDB213'404tFPT58tAPT57t							
87/40 81018 2123 ICNY	**Pagao** (exFormia–35,exVolsinio) Fitted for oil fuel Mchy.Aft 3Dks D.F. CarryingPetroleum in bulk	6101 4548 3618					1922	G.Ansaldo&Co.S.A. Ital SestriP'nente	"Polena"Società diNavigazione	393·2	51·7	28·4	Genoa Italian WB	3 Steam Turbines DR geared to 1 Sc. Shaft G.Ansaldo&Cia.Smprdrna.		I
81019 226 SVRB	**Pagasitikos** (exTamesis–39, exOranian–34) ssLiv.No.3–3,27 ssPir.No.2–36 2Dks(Stl)	*3942* *3682* *2448*	✠100A1 Examined5,41 Liv BS5,41 ✠LMC4,40	~~Cff~~	x	CL 8,39	1914 4mo	Napier&Miller,Ld. Glasgow Lloyd'sA&CP	M.A.Embiricos	365·2 380·0(O.L.) P38'B140'F67' FK&BK2"	47·8	27·0	Andros Greek 7BHCem	T.3Cy.25½",42½"&72"–48" 200lb (s) 449NHP 3SB,9cf,GS207,HS7443 Dunsmuir&JacksonLd.Gls	29 // 6 s 4 // 9½ 24 // 11¾	
									CellDBa96'uE&B58'f158'772tFPT110tAPT40t							

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote n'est dans la L. Durée, Cert. B. of Trade
81020 157899 VSPT	**Pahang** Ⓟ *OilEng* Wireless 1*Dk&Shelter dk* *Mchy.Aft* E.S.D.	1136 662 606					1939	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	**StraitsS.S.Co.Ld.**	218·0	36·6	11·3	**Singapore** British *WB*	Oil Engines 4S.C.SA 6Cy.15¾"–23⅝" 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
81021 PKGD	**Pahud** 2*Dks*	2075 1570 1170					1927	N.V.Schps. "DeMaas" Slikkerveer	**Koninkl.Paketv. Maats.**	300·3	46·2	14·6	**Batavia** Dutch *WB*	C.4Cy.(2)18 11/16"&(2)39 5/16"–39 5/16" 193NHP Maats.Fyenoord,Rot		V
81022 131759 GBMK	**Pakeha** **TwinSc** *ss*Gls.2ndNo.3–1,36 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* (*Stl–ws*) E.S.D.	7909 7390 5029	✠100A1 *Shelter dk withfreeboard* 12,38 BS2,38 ✠LMC12,34 ✠Lloyd'sRMC12,38	Nwc	*e*†	CL s1,36 P9,37	1910 8mo *Lloyd*	Harland& Wolff,Ld. Belfast *'sA&CP*		477·5 493·5(O.L.) B181'F50'on*Shlrdk* FK&BK2" *C*ell*DBa*133'*uE&B*90'/193'1390*t*	63·1	31·3	**S'thamptn** British 9*BHCem*	Q8Cy22",31½",46"&65⅛"–48" 215lb (*s*) 854NHP 2D&2SB24*cf*GS309HS14950 Harland&Wolff,Ld.Bel.	34 " 4 s5 " 7 29 " 0½	
81023	**Pakpanang** **TwinSc** *OilEng.* *Mchy.Aft* *ss*Bgk.No.1–39 1*Dk* *CruiserStern*	310 210 157	✠100A1 *withfreeboard* 5,40 ~~9,30~~ ✠LMC CS4,39 5,40 ~~11,36~~ *For service in theGulf of Siam*	Bgk	*f*	CL s4,38 ~~P12,38~~ P11,40	1935 2mo *Lloyd*	Nakskov Skibs.A/S Nakskov *'sA&CP*	**ThaiNav.Co.Ld.**	141·2 Q42'B26'F21' FK *FPT*14*t*	26·6	8·4	**Bangkok** Thai 5*BH* *APT*7*t*	Oil Engines 2S.C.SA 8Cy.8 11/16"–14 5/16" 105NHP Akt.Burmeistr&Wain,Cpn	9 " 0 s1 " 8 7 " 6½	
81024 145526 ZMBT	**Pakura** Ⓟ (*ex*Sunnyhill,*ex*Maja) *OilEng.* *ss*Lyt.No.3–12,34 *ss*Wln.No.1–37 Wireless *Well deck* 1*Dk*(*Stl*)	719 538 364	✠100A1 11,39 ✠NE12,34 ✠LMC11,39 DBS11,39	Auk	*j*	OG 11,37	1922 10mo	NVScheep. v.d.Windt Vlaardingen A&CP	**Richardson&Co. Ld.**	180·1 29·7 Q52'B51'F22' FK *CellDBa*35'*uE*17'/81'171*tFPT*	28·2	12·5	**NapierN.Z.** British 4*BHCem* 24*tAPT*45*t*	Oil Engines 2S.C.SA 6Cy.13⅜"–22 7/16" 188NHP NDB34–*150lb* Atlas-DieselA/B.Skm.	14 " 6 s " 8 14 " 0	
81025 149643 GNJW	**Palacio** *OilEng.* Wireless D.F. *ss*Gls.No.3–4,40 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1346 1055 530	✠100A1 *Shelter dk withfreeboard* 4,40 ✠LMC CS4,40 10,38	Gls	*r*	CL 4,40	1927 10mo *Lloyd*	Harland& Wolff,Ld. Glasgow *'sA&CP*	**MacAndrews&Co. Ld.**	270·1 282·2(O.L.) B70' FK *CellDB*220'329*t* *FPT*17*tAPT*38*t*	39·1	15·6	**Liverpool** British 5*BHptCem* (*Coll to Shdk* 4,,2*nd*,,)	Oil Engines 4S.C.SA 6Cy.24 11/16"–51 1/16" 355NHP Harland&Wolff,Ld.Gls.	17 " 6 s " 2 17 " 6½	
81026 133154 MLKC	**Paladin** Ⓟ **TwinScK** (*ex*PaladinII.,*ex*Paladin) (*Tender*) 1*Dk*	332 310 128					1913	Murdoch& Murray,Ld Pt.Glasgow	**ClydeShippingCo. Ld.**	140·3	30·1	11·6	**Glasgow** British *WB*	C.4Cy.18"&40"–27" 138NHP Ross&Duncan,Glasgow		BT till 6,41
81027 40096 JWEJ	**Palao Maru** Ⓟ D.F. *Ref.Mchy.* 2*Dks*	4495 3457 2663					1934	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki	**NipponYusenK.K.**	362·4 P80'B122'F40'	50·8	27·9	**Tokyo** Japanese *WB*	T.3Cy.25½",41½"&69"–51"& LP Turbine 340NHP MitsubishiJukogyoKaisha, Ld.Nag.		C
81028 DIEI	**Palatia** *OilEng.* **D.F.** Sub.Sig. 1*Dk* *CruiserStern*	3979 3373 2280					1928	Schiffsw.v. H.KochA.G. Lübeck	**Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)**	374·0 B&F351'	53·7	22·6	**Hamburg** German *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–35 7/16" 1170NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
81029 184 ICAL	**Palatino** Ⓟ (*ex*Baron Bruck) **TwinSc** *Fitted for oil fuel* *ss*Tri.No.2–22 1*Dk&Awng dk*	1965 1631 813	✠ ... 11,23 ✠				1913 8mo	Cantiere SanRocco Trieste	**"Adriatica"Soc. Anon.diNav.**	278·0 FK	38·2	23·1	**Venice** Italian *WB*	T.8Cy.(2)22",(2)32½"&(4)38"–33" 600NHP StabilimentoTecnico,Tri.	25 " 11	I †
81030 KZDQ	**Palawan** **TwinSc** *OilEng.* *ss*Man.No.2–36 Wireless *Mchy.Aft* 1*Dk*(*Stl*)	562 478 309	✠100A1 9,38 ✠NE9,37 ✠LMC9,37 ✠LMC(M)11,39 DBS~~9,38~~ 11,39	Man	*i*	CL s11,39 ~~P12,39~~ PN6,40	1927 12mo *Lloyd*	Hong K'ng &Whampoa DockCo.Ld. HongKong *'sA&CP*	~~**M/S "Palawan," Inc.**~~ Madrigal&Co.	171·3 F20' FK *CellDBuE*26'20*t* *DTf*11'36*tFPT*32*t*	29·2	12·3	**Manila** Utd.States 5*BHCem* *APT*8*t*	Oil Engines 2S.C.SA 10Cy.9 11/16"–16 3/16" 169NHP DB*100lb* A.B.Atlas-Diesel, Stockholm	13 " 3 s1 " 9½ 11 " 7½	
81031 PKQS	**Palehleh** 1*Dk*	1208 1013 638					1921	Haar-lemsche Shpb Mij. Haarlem	**Koninkl.Paketv. Maats.**	231·5 P31'F31'	38·3	14·5	**Batavia** Dutch *WB*	T.3Cy.15¾",25¾"&43"–32½" 105NHP N.V.WerfHubertina,Hrlm		V
81032 PGQE	**Palembang** *Fitted for oil fuel* D.F. 3*Dks*	7070 6692 4475					1921	Bonn& Mees Rotterdam	**Rotterdamsche Lloyd** ~~**(W.Ruys& Zonen,** *Mgrs.*)~~	445·8	54·3	34·2	~~**Rotterdam**~~ ~~Dutch~~ Batavia Dutch *WB*	T.3Cy.29",48"&82½"–54" &L.P.Turbine 500NHP Maats.deSchelde,Flushing		V
81033 959 CBPL	**Palena** Ⓟ **3Mst** 2*Dks&Shadedk*	2640 — 1581	✠ ... 8,00 ✠				1896 4mo	J.Reid& Co.(Lim.) Glasgow	**CompañiaSud Americana de Vap.**	350·0 F27' BK10½"	42·1	19·5	**Valparaiso** Chilian *WB*	T.3Cy.28",45"&74"–54" 500NHP Dunsmuir&Jackson,Gls.	23 " 0	
81034 165710 GMGK	**Palermo** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	2797 2312 1454					1938	W.Gray& Co.Ld. W Hartlepool	**Ellerman'sWilson LineLd.**	342·2 F26'	48·1	21·0	**Hull** British *WB*	T.3Cy.23",38"&65"–48" 293NHP Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.		C
81035 DHSX	— Wireless D.F. 2*Dks*	1461 1263 828					1922	F.Schichau Elbing	**Rob.M.Sloman,jr.**	253·2 P&B197'P28'	38·1	16·6	**Hamburg** German *WB*	T.3Cy.19 11/16",31⅞"&51 3/16"–29 9/16" 143NHP F.Schichau,Elbing		G
81036 301 IBHC	**Palestina** Ⓟ **TwinSc** (*ex*Amazzonia–35, *ex*Aquileia–33, *ex*Innsbruck) *ss*Gen.No.3–8,29 *ss*Tri.No.2–36 2*Dks*(*Stl–Uws*) &*Shelter dk*(*Stl–ws*) D.F.	7039 5441 4086	✠100A1 *Shelter dk withfreeboard* 1,40 ✠LMC MS8,36 BS1,40 *Fitted for oil fuel* 10,24	Tri	*a*†	CL 12,37 *F.P.*	1916 11mo *Lloyd* *above*	Cantiere SanRoccoSA Trieste *'sAP* 150° F.	**"Adriatica"Soc. Anon.diNav.**	411·1 400·0|54·0| FK B190'F83'*on Shelter dk* *Coll* *CellDB* 345'979*tAPT*46*t*	53·1	24·8	**Venice** Italian *Cem* *BH to Shdk* 6 ,, ,, *U* ,,	T.6Cy.25½",40½"&66"–48" 180lb (*r*) 853NHP 5SB,*15cf*,GS314,HS12735FD StabilimentoTecnico,Tri.	28 " 6 s2 " 11½ 26 " 0	
81037 165351 GZGJ	**Palestinian Prince** *Ref.Mchy.* D.F. 1*Dk&Shelter dk* E.S.D. *CruiserStern*	1960 1446 1035	✠100A1 *withfreeboard* 11,40 ✠LMC12,36 ✠Lloyd'sRMC11,40	Mch Cbo	*t* 1⅝	CL 10,39	1936 12mo *Lloyd*	Wm.Ham-ilton&Co.Ld. PortGlasgow *'sA&CP*	**PrinceLine,Ld. (Furness,Withy& Co.Ld.** *Mgrs.*)	296·3 B90'F27' FK *CellDB*227'506*t* *FPT*77*tAPT*63*t*	44·2	16·4	**London** British 5*BHptAsp* (*Coll to Shdk* 4 ,, 2*nd* ,,)	T.3Cy.19",31"&55"–36" (*s*) 220lb FD 319NHP 2SB(Spt)6*cf*,GS121,HS4900 J.G.Kincaid&Co.Ld.Grk.	19 " 2 s " 4½ 18 " 10½	
81038 PKQT	**Palima** 1*Dk*	1179 1009 629					1922	Haar-lemsche Shpb Mij. Haarlem	**Koninkl.Paketv. Maats.**	231·3 P31'F31'	38·2	14·5	**Batavia** Dutch *WB*	T.3Cy.15¾",25¾"&43"–32½" N.V.Werf Hubertina,Haarlem 106NHP		V

71/40

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
81039 DJUD	**Palime** *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	2863 1948 1488					1937	Deutsche WerftAGBet Reihstgwrft Hamburg	Afrikanische Frucht-Compagnie AG(F.Laeisz *Mgr.*)	360·4 F49'	47·1	16·5	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"–43$\frac{5}{16}$" 972NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
81040 278 IRSI	**Pallade** (*ex*BiancaBianchi, *ex*Brenda) *ss*Gen.2ndNo.3-5,25 1*Dk*& *Web frames*	1131 921 645	✠ … 4,28 ✠				1899 12mo	Strand SlipwayCo. Sunderland	A.Lauro	226·4 220·0 FK P17'Q46'B46'F23'	35·0	14·2	Naples Italian *WB*	T.3Cy.18½",30"&49"–33" 147NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 7	I †
81041 FOEL	**Pallas** *Fitted for oil fuel* D.F. 2*Dks*& *Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	5260 4435 3055	✠ … 1,29 ✠				1925 1mo	Atel.&Ch. Maritimes duSudOuest Bordeaux	Cie.Auxiliaire de Navigation	389·9 P92'B24'F38' FK	53·0	27·9	Havre French *WB*	T.3Cy.27",44"&73"–48" 518NHP J.G.Kincaid&Co.Ld.Grk.	30 ″ 9	V †
81042 571 OHCR	— *ss*Hfs.No.3-5,33 *ss*Hfs.No.1-37 1*Dk*(*Stl*)&*pt Awng dk*(*Stl*) Wireless D.F.	1424 945 783	✠100A1 *pt Awng dk* *withfreeboard* 5,40 ~~5,39~~ BS5,39 ✠LMC7,37 No later survey reported	Hfs Abo	*o*	CL 6,37	1921 7mo *Lloyd*'*sAP*	N.V.Mach &Schpsw. vanP.Smit,Jr Rotterdam	FinskaÅngfAktieb	240·7 230·4 P24'Q61'*ptAwng dk*145' FK *CellD* *B*186'269*t* *FPT*15*t*	34·1 34·3	15·0	Helsingfrs Finnish 4*BHCem* *APT*12*t*	T.3Cy.17⅝",27$\frac{3}{16}$"&46$\frac{1}{16}$"–31½" 180lb (*s*) 148NHP 2SB(Spt),4*cf*,GS73,HS2530 N.V.Machf.&Schps.van P.Smit,Jr.	16 ″ 9 s 7 ″ 7½ 16 ″ 10	
81043 DOIU	— 1*Dk*	627 498 370					1904	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	179·8 Q54'B43'F19'	27·3	12·8	Bremen German *WB*	T.3Cy.13",20$\frac{7}{16}$"&33$\frac{1}{16}$"–21⅝" 51NHP A.G."Weser,"Bremen		G
81044 LEPK	— 2*Dks*	556 537 298					1922	Danziger Werft Danzig	DetBergenske Dampskibsselskap	154·0 H14*t*	24·2	17·5	Bergen Norwegian *WB*	T.3Cy.12⅜",20½"&32¼"–22⅝" 50NHP DanzigerWerft,Danzig		
81045 127480 MNXD	**Palm** *ss*Bel.No.3-11,39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	344 246 122	✠100A1 2,40 ✠LMC MS11,39 BS~~2,40~~ 2,41	Dub	*f*	CL N11,39	1927 9mo *Lloyd*'*sA&CP*	J.Fuller-ton&Co. Paisley	Newry&KilkeelSS. Co.Ld.(J.Fisher& Sons,Ld.*Mgrs.*)	142·7 Q81'B7'F24' BK6" *FPT*	23·6	10·3	Newry British 3*BHCem* 54*tAPT*38*t*	T.3Cy.12",20⅛&32"–24" (*s*) 180lb 52RHP 1SB,3*pf*,GS46,HS1436 Fishers,Ld.Paisley	11 ″ 4 s 4 ″ 1 11 ″ 7	
81046 1467 ICAP	**Palma** (*ex*Dorsoduro,*ex*LakeFrecks) *ss*Ven.No.1-24 1*Dk*2*trB*	2715 2249 1640	✠ … 8,27 ✠				1919 2mo	American S.B.Co. Lorain,O.	PeninsulareSoc. Italiana diCabotaggio	250·3 P25'B64'F23' FK	43·6	26·2	Genoa Italian *WB*	T.3Cy.20",33"&54"–40" 184NHP AmericanS.B.Co.Lorain,O	28 ″ 2	I †
81047 1584 IBJJ	**Palmaiola** (*ex*Dina,*ex*Ignazio, *ex*WarWitch) 1*Dk*	1880 1637 1079					1918	The Col-lingwoodS.B. Co.Ld. Col-lingwoodOnt.	Soc.Anon.Ilva	256·9 249·3 P24'B64'F23'	43·7	18·2 17·7	Genoa Italian *WB*	T.3Cy.18",30"&50"–36" 150NHP CollingwoodS.B.Co.Ld.		CI
190/40 81048 143639 MJYX	**Palmella** *ss*Hul.No.3-6,33 *ss*Hul.No.1-38 *Well deck* 1*Dk*(*Stl*) Wireless *CruiserStern*	1578 1249 980	✠100A1 9,39 ✠LMC MS1,38 BS12,39	Liv	*q*	CL N6,38	1920 5mo *Lloyd*'*sA&CP*	Ramage& Ferguson,Ld. Leith	EllermanLines, Ld.(Ellerman& PapayanniLines Ld.*Mgrs.*)	245·9 P&B156'F59' FK *CellDB*213'377*t*	38·2	16·9	Liverpool British 5*BHCem* *APT*9*t*	T.3Cy.16½",28¼"&48½"–33" 210lb (*s*) 210NHP 2SB,4*cf*,GS75,HS3062 FD Ramage&Ferguson,Ld.	19 ″ 0 s 1 ″ 3 17 ″ 11	
81049 140428 MJSM	**Palmston** (*ex*LaPlata) Sp *ss*Bly.2ndNo.3-7,30 *ss*Lth.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*)	430 352 195	✠ A– 1,40 ✠LMC MS4,38 BS3,40 *Coasting Great Britain &Ireland (except West Coast, Cork to Pentland Firth) and Continent — from Brest to Hamburg.*	Lth		CL 3,39	1907 8mo	J.Fuller-ton&Co. Paisley	RisdonBeazley,Ld. (R.A.Beazley, *Mgr.*)	160·0 166·5(.O.L) F16' FK *MDT*16'138*t*	31·1	9·1	Leith British 3*BHCem* *FPT*32*t*	C.2Cy.15"&32"–22" (*s*) 130lb 59RHP 1SB,2*pf*,GS37,HS1148 C.Houston&Co.Glasgow	9 ″ 10 s 1 ″ 11 8 ″ 0	
81050	**Palmyre** TwinSc *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk* *Longitudinal framing–bracketless system* *Carrying Petroleum in bulk*	14120 13200 7760					1939	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	Cie.Navale des Pétroles	577·1 P141'B33'F43'	73·9	41·0	Havre French *WB*	Oil Engines 4S.C.SA 12Cy.29⅛"–59$\frac{1}{16}$" 982NHP Ch.&Atel.deSt.Nazaire		
81051	**Palo Seco** TwinSc *OilEng.* *Mchy.Aft* 1*Dk*	483 420 299					1936	Atlas-WerkeA.G. Bremen	Cia.Bananera de CostaRica	142·3	36·4	11·3	PntaArnas CostaRican	Oil Engines 4S.C.SA 16Cy.9$\frac{1}{16}$"–13¾" 127NHP MtrnWerkeMannheimAG		G
81052 2722 PKQU	**Paloh** (*ex*Hamm) 3Mst *OilEng.* *ss*Bat.No.3-8,33 *Mchy.Aft* 1*Dk*	452 363 319	… 11,37	Bat	*h*		1920	Frd.Krupp Akt.Ges. Kiel	Koninkl.Paketv. Maats.	157·0 P7'Q30'F21' BK7" *CellDB*21'40*tFP*	29·6	12·5	Batavia Dutch 3*BHCem* *T*13*tAPT*8*t*	Oil Engines 4S.C.SA 6Cy.10¼"–14$\frac{3}{16}$" 61NHP Mtrfb.Augsburg-Nürnberg,Augsburg	13 ″ 5	V †
81053 166358 GJGN	**Palomares** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	1896 1240 839	✠100A1 *withfreeboard* 5,40 ~~8,39~~ ✠LMC2,38 ✠Lloyd'sRMC3,40	Lon	*t*	CL	1938 2mo *Lloyd*'*sA&CP*	Wm.Dox-ford&Sons,Ld Sunderland	MacAndrews&Co. Ld.	295·6 306·6(O.L.) B87' FK *CellDB*228'476*tF PT*30*tAPT*57*t*	45·0	13·9	London British 5*BHptCem* (*Coll to Shdk* 4 ,, 2*nd*,,)	Oil Engines 2S.C.SA 5Cy.22$\frac{1}{16}$"–66⅛" 755NHP 2DB120*lb* Wm.Doxford&Sons,Ld.Sld	17 ″ 7 s ″ 2 17 ″ 6¾	
81054 PKQV	**Palopo** 1*Dk*	1178 1010 629					1921	N.V.Werf Conrad Haarlem	Koninkl.Paketv. Maats.	230·1 P31'F27'	38·3	14·5	Batavia Dutch *WB*	T.3Cy.15¾",25⅝"&43"–32¾" 107NHP Gebr.Stork&Co.Hengelo		V
81055 DNAT	**Palos** (*ex*Fulda) Wireless 1*Dk*	997 799 463					1923	Hamburgr ElbeSchiffsw. Hamburg	Oldenburg-Portug.Dampfsch. Rhed.	221·0 P&B195'F31'	34·5	13·5	Hamburg German *WB*	T3Cy17¾",28$\frac{11}{20}$"&47$\frac{3}{16}$"–31½" 126NHP Gütehoff-nungshütte,Oberhausen		G
81056 86662 KFNT	**Pam Schneider** (*ex*RobertJ. Paisley,*ex*RobertR.Paisley, *ex*GeorgeL.Craig) 1*Dk*2*trB* D.F. *Mchy.Aft*	3762 — 3130					1903	CraigS.B. Co. Toledo,O.	SchneiderTrans-portationCo. (ClevelandCliffs IronCo.*Mgrs.*)	370·8 F50'	50·2	24·2	Wilmgton (Del.) Utd.States *WB*	T.3Cy.21$\frac{9}{16}$",35"&58"–40" 213NHP CraigS.B.Co.Toledo,Ohio		R
81057 135349 MKTQ	**Pamela** *Well deck* *ss*Bng.No.3-12,34 *Mchy.Aft* *ss*Bkn.No.1-39 1*Dk*(*Stl*)	408 283 147	✠100A1 3,39 ✠LMC3,39 BS~~4,40~~3,41	Bkn	*g*	CL 2,39	1921 9mo *Lloyd*'*sA&CP*	Scott& Sons Bowling	AngleseyShipping Co.(R.J.Lewis, *Mgr.*)	150·3 Q53'B11'F32' BK7" *Cell DBf*77'85*t* *FPT*32*t*	25·1	9·2	Beaumaris British 3*BHCem* *APT*26*t*	T.3Cy.13",21"&34"–24" (*s*) 180lb 59RHP 1SB,3*cf*,GS51,HS1431 Aitchison,Blair,LdClybnk	11 ″ 4 s ″ 5½ 11 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R., Durée, Cert. Ref. Trade
81058 2125	**Pamia** (*ex*Sebeto-35,*ex*Cariddi, *ex*Artena) *Fitted for oil fuel* 2Dks New Empire Protector," *see No. 8739[illegible] in Supplement*	6245 5919 3832					1921	Cant.Offic. Savoia Cornigliano	"Polena"Società diNavigazione	394·5|51·5|34·9	Genoa Italian *WB*	DR gearedSteamTurbines G.Ansaldo&Cia.Smprdrna.		I
81059	**Pamiat Lenina** (*ex*Kiscinev, *ex*Jakut) *ss*Yka.No.1-15 1*Dk*(*Stl*)&*Awng dk* (*ptStl*–teak s)	2372 2067 1453	✠ 12,21 ✠	SFo	*s*		1910 3mo	Akt.Bur- meistr& Wain Copenhagen	U.S.S.R. *CellDBa84'u*	280·9|41·3|23·8 B *on Awg dk*78' FK *E*18'*f*117'457*tFPT*	Vladvostk Russian 4*BHCem* 27*tAPT*26*t*	T.3Cy.20",33"&55"-36" 214NHP 2SB,6*cf*,GS95,HS3540 Akt.Burmeistr&Wain,Cpn	25 ″ 6	
81060 LOBV	**Pampa** (*ex*RioBueno) *Ref.Mchy.*	2167 1782 1264					1923	Danziger Werft Danzig	ArgentineGovern- ment	261·0|37·9|22·1	Bns.Aires Argentine	T.3Cy.22",35"&59"-42" 226NHP DanzigerWerft,Danzig		
81061 218	**Pampacruz** *OilEng.* *ss*B.As.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	489 — 225	✠100A1 1,41 ~~1,40~~ ✠LMC CS2,38 ~~1,40~~1,41 *CarryingPetroleum in bulk*	BAs	*l*	CL 12,39	1929 4mo *Lloyd's A&CP*	Rotterdam Droogd.Maat (NewWater- wayS.B.Co.) Schiedam	Cia.Nav.Pam- pacruz,S.A. *CellDBf*15' 12*t side*	198·5|31·1|12·4 Q61'F27' FK *Trunk*110' *tanks*100'366*tFPT*	Bns.Aires Argentine 8*BHCem* 14*tAPT*47*t*	Oil Engines 4S.C.SA 6Cy.18⅛"-35 7/16" 190NHP Werkspoor,Amsterdam	12 ″ 6 s 1 ″ 1 11 ″ 6	
81062 2127 IBNF	**Pampano** (*ex*Cuma-35,*ex*Ferento) *Fitted for oil fuel* D.F. 1*Dk*&*Awng dk*	6232 5909 3715					1924	Cant.Offic. Savoia Cornigliano Ligure	"Polena"Società diNavigazione	391·6|51·6|35·0	Genoa Italian *WB*	Steam Turbines DR geared to 1 Sc. Shaft G.Ansaldo&Cia.Smprdrna		I
81063 USCG	**Pamyat Kirova** (*ex*Haugland, *ex*Andros, *ss*Bry.No.3-1,10 *ex*Ardova) *ss*Bal.No.2-17 1*Dk*2*trB*&*Webframes*	3153 2909 1952	✠ ... 3,22 ✠				1896 11mo	BlythS.B. Co.Ld. Blyth	U.S.S.R.	325·2|47·1|20·5 P88*t*H47*t*F56*t* FK	Archangel Russian *WB*	T.3Cy.24",40"&65"-42" NDB13 281NHP Blair&Co.Ld.Stockton	24 ″ 10	
94 40 81064 LEPL	**Pan** *ss*Rot.No.1-26 1*Dk*	1309 1156 746	✠ ... 2,30 ✠				1922 6mo	Sölvesb'rgs Skeppsvarf Sölvesborg	AugustKjerland &Co.A/S	240·2|36·8|16·3 P22'B59'F20' FK	Bergen Norwegian *WB*	T.3Cy.17½",29"&48"-30" 158NHP SölvesborgsSkeppsvarf.	18 ″ 6	N †
81065 235699 WOPC	**Pan-American** 1*Dk*,2*nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft* GyC. *CruiserStern* *Longitudinalframing–bracketless system*	9927 — 6175	✠100A1 10,40 ~~10,39~~ BS10,40 ~~BS10,39~~ ✠LMC11,36 *CarryingPetroleum in bulk* *Fitted for oil fuel*11,36 *F.P. above* 150° F.	NYk		CL ~~9,39~~ 10,40	1936 11mo *Lloyd's A&CP*	SunS.B.& DryDockCo. Chester,Pa.	PanAmerican Petroleum& TransportCo. *CellDBu mchy. space*73'96*tD*	486·3|68·3|36·9 P105'B34'F49' FK *Tf*22'650*tFPT*466*t*	NewYork Utd.States 15*BH* *APT*121*t*	2 steam turbinesDRgeared to 1 sc. shaft (*s*) 1104NHP 450lb HS11164 FD 2WTB(Spt424lb)&1Aux. WTB DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	
81066 235570 WOLW	**Pan-Amoco** 1*Dk*,2*nd dk clear of cargo tanks* D.F. E.S.D. GyC. *Mchy.Aft* *CruiserStern* *Longitudinal framing-bracketless system*	~~9362~~ ~~8086~~ ~~6181~~ 9927 — 6175	✠100A1 5,40 ~~8,38~~ BS5,40 ~~BS7,39~~ ✠LMC10,36 *CarryingPetroleum in bulk* *Fitted for oil fuel*10,36 *F.P. above* 150° F.	NYk		CL 1,39	1936 10mo *Lloyd's A&CP*	SunS.B.& DryDockCo. Chester,Pa.	PanAmerican Petroleum& TransportCo. *CellDBu mchy. space*73'96*tD*	486·3|68·3|36·9 P105'B34'F49' FK *Tf*22'650*tFPT*466*t*	NewYork Utd.States 15*BH* *APT*121*t*	2 steam turbinesDRgeared to 1 sc. shaft (*s*) 1104NHP 450lb HS11164 FD 2WTB(Spt424lb)&1Aux. WTB DeLavalSteam TurbineCo.Trenton,N.J.	37 ″ 0	
81067 LCOU	**Pan Aruba** *OilEng.* D.F. *ss*Bgn.No.1-35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Progressive Survey of oil tanks*	9231 8809 5625	✠100A1 9,38 7,40 ✠LMC CS~~2,36~~ DBS12,39 ~~3,38~~12,39 *CarryingPetroleum in bulk*	Fal	*e* †	CL 4,39	1931 2mo *Lloyd's A&CP*	Swan,Hun- ter&Wigham Richardson Ld.Newcastle	SkibsA/S "Aruba" (LeifHöegh&Co. A/S,*Mgrs.*) *CellDBuE*86' *DTf*45'623*t*	484·4|65·5|36·8 P114'B31'F50' FK 285*t* *FPT*227*tAPT*174*t*	Oslo Norwegian 18*BHptCem* (13 *to U dk* 5 „ 2*nd* „)	Oil Engines 2S.C.SA 6Cy.31"-48" 1007NHP 2DB*120lb* WallsendSlpwy.&E.Co.Ld.	36 ″ 9	
81068 219435 KOTL	**Pan Atlantic** (*ex*Desoto-38, *ex*Eleanor *Fitted for oil fuel* Christenson-38, 2*Dks* *ex*Vinita)	5411 — 3386					1919	Long BeachS.B.Co. LongBeach, Cal.	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.*Mgrs.*)	410·5|54·3|27·2 P44'B114'F47'	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24⅝",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles		R
81069 219155 KOKM	**Pan Carolina** (*ex*Bulkoil-38, *ex*Daniel *ss*N.Ns.2ndNo.3-2,37 Webster-36) 2*Dks* *Mchy.Aft* *Longitudinal framing*	7762 7262 5887	✠100A1 7,40 ~~1,40~~ BS~~1,40~~ 1,41 LMC2,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 11,19 *F.P.above* 150° F.	Mob		CL ~~3,39~~ 7,40	1919 11mo A&CP	ThePusey &JonesCo. Gloucester City,N.J. *Converted into a tanker* 2,37	NationalBulk Carriers,Inc. *CellDBuE*31'65*tFPT*235*tAPT*163*t*	439·6|60·2|33·7 P79'B134'F44' FK	NewYork Utd.States 13*BHptCem*	DR geared steam turbine HS10080 FD (*s*) 750NHP 1WTB(Spt),&1AuxWTB 250lb NB*made*29*refitted*37 GeneralElectricCo. Schenectady,N.Y.	36 ″ 8 s 7 ″ 0 29 ″ 10½	
81070 216875 WTBS	**Pan-Delaware** (*ex*M.S.Defiance-38) *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* GyC. *Longitudinal framing* *Mchy.Aft.* *CarryingPetroleum in bulk*	8128 — 5994	✠ ... 11,20				1918 9mo	Bethlehem S.B.Corp. Alameda,Cal.	NationalBulk Carriers,Inc.	456·1|56·0|35·4 P113'B30'F54' FK	NewYork Utd.States *WB*	Geared turbines NE&B38 833NHP AllisChalmers, Milwaukee,Wis.	38 ″ 0	R †
81071 LCFE	**Pan Europe** *OilEng.* *ss*Ams.No.2-39 ~~*ss*Rot.No.1-35~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *Progressive Survey of oil tanks*	9468 8968 5719	✠100A1 2,41 ✠LMC CS8,40 DBS8,40 5,40 *CarryingPetroleum in bulk*	Ams Bat	*e* †	CL 6,38	1931 8mo *Lloyd's A&CP*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	SkibsA/S Abaco (LeifHöegh&Co. A/S,*Mgrs.*) *CellDBuE*86'335*tD*	484·4|65·5|37·4 P113'B31'F50' FK *Tf*38'595*tFPT*230*tAPT*198*t*	Oslo Norwegian 16*BHptCem*	Oil Engines 2S.C.SA 6Cy.31"-48" 1007NHP 2DB*120lb* WallsendSlpwy.&E.Co.Ld	37 ″ 3	
81072 235721 WOPW	**Pan-Florida** E.S.D. D.F. *Fitted for oil fuel* *Mchy.Aft* *CruiserStern* 1*Dk* GyC. *CarryingPetroleum in bulk* *Longitudinal framing–bracketless system* *"Arcform"*	7237 6674 4481					1936	Federal S.B.&D.D.Co Kearny,N.J.	PanAmerican Petroleum& TransportCo.	435·0|66·8|34·2 P85'B33'F36'	NewYork Utd.States *WB*	2 steam turbinesDR geared to 1 Sc.Shaft 500NHP AllisChalmers,Milwaukee		R
81073 219251 KONQ	**Pan-Georgia** (*ex*Andrew Jackson-39) *Fitted for oil fuel* 1*Dk*&*Shelter dk*&*Web frames* *Mchy.Aft* *Longitudinal framing* *CarryingPetroleum in bulk*	8197 7262 6252	✠ ... 11,20 ✠				1919 11mo	ThePusey &JonesCo. Gloucester, N.J.	NationalBulk Carriers,Inc.	439·6|60·2|33·7 P89'B134'F46' *on* *Shelter dk* FK	NewYork Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	36 ″ 8	R †
81074 7785 SIWN	**Pan Gothia** **TwinSc** *OilEng.* *ss*Got.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*) D.F. *CruiserStern*	*10409* *9599* *6225*	✠100A1 8,39 ✠LMC CS3,36 DBS3,~~36~~ 2,40 11,37 *CarryingPetroleum in bulk*	Fal	*e* †	CL 2,38	1931 12mo *Lloyd's A&CP*	Götaver- kenA/B Gothenburg	~~Rederi A/B Pageta~~ ~~(T.Scot-Tisell,~~ ~~*Mgr.*)~~ RederiA/B Kungsoil *CellDBuE*71'301*tD*	504·4|64·2|38·6 507·7(O.L.) P103'F39' FK *Tf*33'624*t FPT*196*tAPT*311*t*	Kungs- backa Swedish 10*BHptCem*	Oil Engines 4S.C.SA 12Cy.24 13/16"-47¼" 711NHP 2DB*150lb* GotaverkenA/B,Got.	38 ″ 2 s 9 ″ 4 29 ″ 1¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81075 216348 KJOO	**Pan Gulf** (*ex*BarbaraCates–38, *ex*WestBridge) *Fitted for oil fuel* *2Dks*	5599 5161 3466	✠ ... 2,21				1918 5mo	J.F.Duthie &Co. Seattle,Wash	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.*Mgrs.*)	409·5|54·2|27·6 P44'B115'F47' FK	Wilmgton (Del.) Utd. States *WB*	T.3Cy.25",41$\frac{21}{32}$"&72½"–48" NE29 364NHP Hoovens,Owens&Rentschler Co.Hamilton,Ohio	30 ″ 3	R †
81076 219393 KOSL	**Pan Kraft** (*ex*NewYork–37, *ex*WestKader) *Fitted for oil fuel* D.F. *2Dks*	5644 — 3541					1919	Western Pipe&Steel Co.SFrncisco	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.*Mgrs.*)	410·5|54·2|27·2 P46'B112'F46'	Mobile Utd. States *WB*	T.3Cy.24$\frac{1}{16}$",41½"&73$\frac{1}{16}$"-48" Joshua 370NHP HendyCo.S.Francisco		R
81077 235603 WOMG	**Pan-Maine** *Mchy.Aft* D.F. *Fitted for oil fuel* E.S.D. *CruiserStern* 1*Dk* GyC. *CarryingPetroleum in bulk* *Longitudinal framing-bracketless system "Arcform"*	7237 6674 4481					1936	Federal S.B.&D.D.Co Kearny,N.J.	PanAmerican Petroleum& TransportCo.	435·0|66·8|34·2 P85'B33'F36'	NewYork Utd. States *WB*	2 steam turbinesDR geared to 1 sc. shaft 500NHP AllisChalmers,Milwaukee		R
81078 237704 WNRU	**Pan-Maryland** D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk* *Longitudinal framing "Arcform"*	7701 — 4641					1938	Federal S.B.&D.D.Co Kearny,N.J.	PanAmerican Petroleum& TransportCo.	440·0|66·8|34·3 P87'B33'F36'	NewYork Utd. States *WB*	2 steam turbinesDRgeared to sc.shaft 500NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
81079 217457 KEND	**Pan-Massachusetts** (*exMotorship*Triumph–38) Sub.Sig. *Fitted for oil fuel* GyC. 1*Dk&Shelter dk&Web frames* *Mchy.Aft.* *Longitudinal framing* *Carrying Petroleum in bulk*	8202 7336 6025	✠ ... 12,20				1919 1mo	Bethlehem S.B.Corp. Alameda,Cal.	NationalBulk Carriers,Inc.	456·1|56·0|35·4 len29 FK	NewYork Utd. States *WB*	Geared turbines NE&B38 833NHP AllisChalmers, Milwaukee,Wis.	38 ″ 0	R †
81080 237507 WNMI	**Pan-New York** D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft* *CruiserStern* 1*Dk* *CarryingPetroleum in bulk* *Longitudinal framing–"Arcform"*	7701 — 4641					1938	Federal S.B.&D.D.Co Kearny,N.J.	PanAmerican Petroleum& TransportCo.	440·0|66·8|34·3 P87'B33'F36'	NewYork Utd. States *WB*	2DRgeared steam turbines 500NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
81081 LDRU	**Pan Norway** *OilEng.* *ss*Rot.No.2–39 *Mchy.Aft* 2*Dks*(*Stl*)*&Web frames* D.F. *Longitudinal framing* *Progressive Survey of oil tanks*	9231 8809 5624	✠100A1 ~~5,40~~ ~~8,39~~1.41 ~~✠LMC CS8,39~~ DBS5,39 5,40 *CarryingPetroleum in bulk* ✠LMC CS8,39 1,41	Ams NYk ~~8,38 8,39~~	*e*†	CL 2,39	1931 1mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	SkibsA/SArnstein (P.Holm,*Mgr.*)	484·4|65·5|36·8 P114'B31'F50' FK *CellDBuE*86'285t*D Tf*45'623t*FPT*227t	Oslo Norwegian 18*BHptCem* (13*to Uprdk* 5 ,, *2nd* ,,) *APT*174t	Oil Engines 2S.C.SA 6Cy.31"–48" 1007NHP 2DB*120lb* WallsendSlpwy.&E.Co.Ld.	36 ″ 9	
81082 217373 KJJS	**Pan Royal** (*ex*Exford–33, *ex*WestCarnifax) *Fitted for oil fuel* D.F. *2Dks*	5627 — 3461					1918	S.Western S.B.Co. SanPedro,Cal	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.*Mgrs.*)	410·5|54·3|27·2	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½",41⅝"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
81083 LCBG	**Pan Scandia** *OilEng.* *ss*Ams.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*)*&Web frames* *Longitudinal framing* D.F. *Progressive Survey of oil tanks*	9816 9270 5937	✠100A1 ~~8,403,40~~ 3,41 ✠LMC CS3,40 DBS3,41 3,40 *CarryingPetroleum in bulk*	Sba ~~Sm~~	*f*†	CL ~~12,37~~ 8,40	1931 6mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	SkibsA/S Astrea (LeifHöegh&Co. A/S,*Mgrs.*)	491·3|67·0|37·4 P113'B31'F50' FK *CellDBuE*86'338t	Oslo Norwegian 16*BHptCem* *DTf*38'579t	Oil Engines 2S.C.SA 6Cy.31"–48" 1007NHP 2DB*120lb* WallsendSlpwy&E.Co.Ld. *FPT*244t*APT*194t	37 ″ 3	
81084 219406 KOSS	**Pan-Virginia** (*ex*JohnAdams–38) *ss*N.Ns.2nd.No.3–7,37 2*Dks&Web frames* *Mchy.Aft* *Longitudinal framing* *Trunk electrically welded*	8143 7262 6234	✠100A1 ~~1,40~~12,40 ~~BS1,40~~ ✠NE18*refitted*38 *CarryingPetroleum in bulk* *Fitted for oil fuel*12,19 *F.P. above* 150°F.	Gal BS12,40 LMC12,38		CL ~~1,40~~ 12,40 A&CP	1919 12mo	ThePusey &JonesCo. Gloucester City,N.J. *Convertedinto a Tanker*7,37	NationalBulk Carriers,Inc.	439·5|60·0|36·6 456·4(O.L.) P79'B134'F44' *Trunk*78' FK *CellDBuE*31'65t*FPT*235t	NewYork Utd.States 13*BHptCem* *APTs*287t	DRgeared steam turbine 250lb (*s*) HS10080 750NHP 1WTB(Spt)&1AuxWTB B*made*29-*refitted*7,37 FD GeneralElectricCo. Schenectady,N.Y.	36 ″ 8 s 6 ″ 7¾ 30 ″ 2½	
81085 240 SVEU	**Panaghiotis** (*ex*Nicolaos Athanassulis–37, *ex*Portugalete) *ss*Bla.No.3–11,13 *ss*Pir.No.1–19 1*Dk*(*Stl*)2*trB&Web frames*	3575 2619 2266	✠ 7,23 ✠	Bdx	*v*		1901 6mo	J.Priestman&Co. Sunderland	E.P.Nomikos, (PetrosM.Nomikos Ld.*Mgrs.*)	339·7|48·0|26·0 P31'B92'F34' FK *DBa*116'*f*132'911t	Piræus Greek 3*BHCem* *APT*118t	T.3Cy.24",38"&64"–42" NDB13 276NHP 2SB,6*cf*,GS94,HS4307 Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 4	G †
81086 SVCE	**Panaghis** *ss*Nts.No.3–4,32 *ss*Rot.No.1–36 1*Dk*(*Stl*)	5187 4767 3199	✠100A1 Examined 5,41 Liv ✠LMC MS9,36 BS~~3,38~~8,40 *Fitted for oil fuel* 4,20 *F.P. above* 150° F.	~~NYk~~	*y*	CL 11,39	1920 3mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	N.D.Lykiardopulo	400·0|52·4|28·5 P49'B113'F38' FK *CellDB* 340'1098t *FPT*133t	Argostoli Greek 7*BHCem* *APT*204t	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld.	31 ″ 0 s5 ″ 11¾ 25 ″ 3¾	
81087 HPIB	**Panam** (*ex*Otokia–37) **TwinSc** *OilEng.* *Mchy.Aft* *ss*Yka.No.3–3,36 *ss*Sch.No.1–39 2*Dks*(*Stl*)*&Web frames* *Longitudinal framing*	7277 *6621* *4330*	✠100A1 1,41 ~~8,39~~ DBS8,39 ✠LMC8,39 *CarryingPetroleum in bulk*	Sch Gal	*b*†	OG 7,39	1925 9mo *Lloyd's A&CP*	Livingstne &Cooper,Ld. Hessle	Cia.Maritima Istmenia,Ltda.	438·7|57·2|33·5 P113'B32'F46' FK *CellDBuE*66'270t*D Tf*45'811t *FPT*170t	Panama Pnamanian 19*BHptCem* 11 ,, *toUdk* *APT*102t	Oil Engines 2S.C.SA 8Cy.23$\frac{11}{16}$"–41¾" 776NHP 2DB*180lb* SulzerBros.Winterthur	33 ″ 9 s 6 ″ 2¾ 27 ″ 10	
81088 238343 WTJO	**Panama** Ⓟ **TwinSc** *Fitted for oil fuel* D.F. E.S.D. GyC. 5*Dks* *Ref.Mchy.* *CruiserStern*	10021 — 5925					1939	Bethlehem SteelCo.(S.B. Division) Quincy,Mass.	PanamaRailroad Co.Inc.	474·7|64·1|34·5	NewYork Utd. States *WB*	4DRgeared steam turbines 2270NHP BethlehemSteelCo.(S.B. Division)Quincy,Mass.		R
81089 172763 ~~OZQA~~ ~~FRDQ~~ GNCG	— **TwinSc4Mst** *OilEng.* *ss*Cpn.No.3–11,27 *ss*Cpn.No.2–37 D.F. 2*Dks*(*Stl*)*&Shelter dk*~~(*Stl*)~~	6650 4778 ~~4247~~ 4250	✠100A1 *Shelter dk withfreeboard* Examined 11,40 ✠LMC CS7,37 DBS~~6,39~~7,40	~~Cpn~~ Bkn	*a*†	CL 10,38 ~~11,37~~ 10, 38	1915 3mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	~~A/S DetÖstasiatiskeKompagni~~ Ministry of Shipping(United BalticCorporation,Ld.*Mgrs.*)	410·0|55·2|27·4 427·1(O.L.) 35·4 FK *CellDBa*126'*uE&B*42'*f*194'1198t	Liverpool British 7*BHptCem*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" DB*80lb* 717NHP AktBurmeistr&Wain,Cpn *FPT*90t*APT*72t	38 ″ 6 s10 ″ 10¾ 28 ″ 1	
81090 219683 KJJN	**Panama City** (*ex*Exbrook–33, *ex*Ossa) *Fitted for oil fuel* D.F. *2Dks* *Longitudinal framing*	4846 4274 3003					1920	ToddD.D. &Const.Corp. Tacoma, Wsh	Pan-AtlanticS.S. Corp.(Waterman S.S.Corp.*Mgrs.*)	380·2|53·1|27·0 P52'B102'F41'	Wilmgton (Del.) Utd. States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Dunie, Cert. B of Trade
81091 LKKM	**Panama Express** OilEng. D.F. E.S.D. 2Dks,PlatformDk in forward holds Ref.Mchy. Butts of shell & deck plating CruiserStern electrically welded	4288 3763 2549	✠100A1 *with freeboard* 3,41 ~~10,40~~ ✠LMC3,40 ✠Lloyd'sRMC~~10,40~~3,40 11,40 for temp. 31° F.	Lkr Sea	*x*	CL	1940 3mo *Lloyd*	Öresunds- varvet Aktiebolag Landskrona 'sA&CP	SkibsA/SPanama (SigurdHerlofson &Co.A/S,*Mgrs.*) *IntermediateBH* *in after* *CellDBuE&f*	359·6|51·2|28·9 376·6(O.L.) B&F236' FK *hold dispensed with* 193'734*t Tanks in w*	Oslo Norwegian 5*BHptAsp* (*Coll to W dk* 4 „ 2nd „) *ay of tunnel*	Oil Engines 2S.C.SA 8Cy.28⅝"–49 3⁄16" 1122NHP SulzerBros.Ld.Winterthur 763*t FPT*29*t APTs*142*t*	34 ″ 0 s 10 ″ 4½ 23 ″ 8½	
81092 13084 JKPB	**Panama Maru** TwinSc ssOsa.2ndNo.3–9,34 ssKob.No.1–38 2Dks(UptIrnptStl MStl)&deep framing Lower dk(Stl) in fore hold	5288 4881 3230	✠100A1 ~~10,39~~ 11,40 ✠LMC~~10,39~~ 11,40	Kob	*z*	CL 10,39	1910 4mo *Lloyd*	MitsuBishi Dkyd&EWks Nagasaki 'sA&CP	Kuribayashi SyosenK.K. *CellDBa* *f*137'1070*t*	400·0|51·0|32·4 29·8 P34'B152'F44' FK 131'*uE&B*79' *FPT*122*t APT*39*t*	Tokyo Japanese *Cem* 6*BHtoUdk* 1 „ „ 2nd „	T.6Cy.19¼",32"&54 5⁄16"–48" 200lb (*s*) 536NHP 3SB,9*cf*,GS175,HS7376 FD MitsuBishiD.&E.Wks.Nag	32 ″ 6 s 6 ″ 10½ 26 ″ 0	
81093 211629 WACS	**Panaman** ssBos.No.3–12,31 D.F. 2Dks(Stl)&Shelter dk(Stl) 3rd dk in No. 1 hold & Web frames Longitudinal framing Fitted for oil fuel	~~5195~~ — ~~3150~~ 5328 — 3155	✠ ... 7,35 ✠	SFo	*a*†		1913 9mo	Maryland SteelCo. Sparrow's Point,Md.	American- HawaiianS.S.Co. *Intermediate'tween* *in No. 2* *CellDB*	407·7|53·7|28·1 FK *dk BH Coll* *hold dispensed with* *a*122'*uE&B*54' *f*16	NewYork Utd.States *Cem* *BH to Sh dk* 5 „ „ *U* „ 1 „ „ 2nd „ 6' 1234*t FP*	Q4Cy25½",37",53½"&78"–54" 666NHP 3SB,12*cf*,GS205,HS9519 MarylandSteelCo. *only* *T*125*t APT*52*t*	31 ″ 6	R †
81094	**Panamanian** Ⓟ TwinSc (*ex*President ssN.Yk.2ndNo.3–3,28 Fillmore–40, D.F. Fitted for oil fuel *ex*Mongolia) 4Dks&Shelter dk Ref.Mchy. For full particulars see No. 89535 in Supplement II	15575 — 9391	✠ ... 1,30 ✠				1904 1mo	NewYork S.B.Co. Camden,N.J.	Cia.Transatlantica Centroamericana S.A.	600·0|65·3|23·1 39·1 *B on Shelter dk*204' FK&BK3"	Panama Pnamanian *WB*	Q.8Cy.30",43",63"&89"–60" 1923NHP NewYorkS.B.Co.Camden, N.J.	43 ″ 4	
81095	**Pananis** (*ex*ChangTeh–38, *ex*Tung-Tuck–37, ssSyd.2ndNo.3–9,19 *ex*Ceduna, 2Dks(1Stl&UIrn–ws) *ex*ClanMackay) & Web frames	2744 — 1600	✠ 4,25 ✠	Syd	*t*		1894 12mo	NavalCon. &ArmCo.Ld. Barrow *Cell*	J.D.Tsounias (ChinaHellenic Lines,Ld.*Mgrs.*) *DBa*74'*u E*18' 166*t*	312·0|40·2|24·7 P29'B62'F39' BK10" *MT*34'675*t FPT*97*t*	Piræus Greek 6*BHCem* *APT*38*t*	T.3Cy.23",38"&63"–42" 317NHP 2SB,6*cf*,GS95,HS4140 Nav.C.&A.Co.Ld.Brw.	26 ″ 2	
81096	**Panaro** (*ex*ChangOn–38) TwinSc	1660 — 1306					1890	S.C.Farn- ham&Co. Shanghai	Cia.Italiana di Nav.S.A.I (Chinese Italian Nav.Co.Ld)	244·8|30·6|12·0 H764*t*F36*t* len04	Shanghai Italian	C.4Cy.16"&32"–24" 42NHP S.C.Farnham&Co.Shi.		
81097 KZBG	**Panay** Ⓟ (*ex*Waterford) TwinSc ssLiv.No.3–7,21 2Dks(UStl) Fitted for oil fuel	1871 — 1041	✠ 2,24 ✠	Cff			1912 4mo	Swan,Hun- ter&Wigham Richardson, Ld Newcastle	Cia.Maritima (FernandezHer- manos,Inc. *Mgrs.*)	275·2|38·2|16·5 P78'B88'F85' FK	Manila Utd.States 6*BHCem* *FPT*12*t*	Q.8Cy.16",23",33"&48"–33" 438NHP 4SB,12*cf*,GS235,HS8280 Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 ″ 6	
81098	**Panchito** (*ex*Transportation–40) Sub.Sig. Mchy.Aft 1Dk	4015 3552 2444					1910	NewYork S.B.Co. Camden,N.J.	Cia.deNavegacion TransmarS.A.	359·0|49·2|25·9 P77'B17'F34'	Pnamanian *WB*	T.3Cy.24¼",38½"&64"–45" 274NHP NewYorkSBCo.Camdn NJ		R
81099 20 SVCZ	**Pancration** (*ex*DéputéCharlesNortier–35) 1Dk	2171 — 1011					1920	Govern- mentYard Brest	DemetriosN. Koufos&F.J. Sotiriades	266·7|39·4|23·0 P19'B54'F23'	Spetsai Greek *WB*	T.3Cy.18 1⁄10",29 8⁄10"&49⅝"– 37⅞" 149NHP Atel.&Ch.delaLoire,Nts.		V
81100 OFBO	**Pandia** (*ex*Diamando–37, *ex*Nirefs,*ex*Pandia ssBla.2ndNo.3–5,27 A.Ralli) ssPir.No.2–36 1Dk(Irn)&deep framing Cargo battens not fitted	2231 — 1295	✠100A1 2,39 BS~~3,40~~ ✠LMC~~10,36~~ 3,41 3,40	Shl		CL 3,40	1903 3mo *Lloyd*	W.Gray& Co.Ld. WHartlepool 'sA&CP	~~A.Karlsson~~ Rederi A/B Pandia(A. Karlsson,*Mgr.*) *CellDBa*	313·0|43·2|19·2 302·8 P26'B72'F31' FK 110'*uE*20'*f*120'613*t*	Mariehmn Finnish 5*BHCem* *APT*40*t*	T.3Cy.22",35"&59"–39" (*s*) 160lb 222NHP NDB17*fitted*26 2SB,6*rf*,GS85,HS3398 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3 s 3 ″ 5¾ 18 ″ 11	
81101 952 SVQN	**Pandias** (*ex*LouisL.-D.,*ex*Port D'Alger, ssAms.2ndNo.3–6,37 *ex*Baygola,*ex*Angola) 2Dks(Stl)	4981 4711 3172	✠100A1 ~~5,41 12,39~~ 11,40 BS4,41 ✠LMC MS6,37 ~~BS12,39~~	Sch ~~Npt~~Bal	*y*	CL ~~10,38~~ 11,40	1912 3mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow 'sA&CP	OceanosMaritime S.S.Co.(I.,A.&G. Margaronis) *CellDB a*123' *uE&B*	403·5|52·2|27·3 P45'B126'F38' FK 36' *f*182'1054*t FPT*	Piræus Greek 6*BHCem* 96*t APT*218*t*	T.3Cy.25",41"&67"–51" (*s*) 175lb 435NHP 3SB,9*cf*,GS146,HS6397 FD D&W.Hendersn&CoLdGls	29 ″ 10 s 5 ″ 8½ 24 ″ 3½	
4/41 81102 149610 GMWF	**Pandion** 2Dks	1944 1695 999					1926	BurntisInd S.B.Co.Ld. Burntisland	British&Con- tinentalS.S.Co.Ld.	291·2|43·2|19·1	Liverpool British *WB*	T.3Cy.20½",34½"&57"–42" 211NHP D.Rowan&Co.Ld.Gls.		C
81103 154025 VSPC	**Pangkor** (*ex*Steamer–39) TwinSc OilEng. 2Dks	1250 897 687					1929	Taikoo D.&E.Co.of H.K.Ld. HongKong	StraitsS.S.Co.Ld.	232·0|42·7|11·2	Singapore British	Oil Engines 4S.C.SA 12Cy.11"–17¾" 140NHP NE39 HumboldtDeutzmotoren, A.G.Köln-Deutz		
81104 220487 KJUK	**Panoil** (*ex*Crudoil) TwinSc Fitted for oil fuel D.F. Mchy.Aft 1Dk&Web frames Longitudinal framing Carrying Petroleum in bulk	1370 1090 760	✠ ... 3,22 ✠NE&B2,21✠				1919 9mo	National S.B.Co. Violet,La.	GreatLakes TransportCorp.	242·5|36·9|19·7 P72'F21' FK	NewYork Utd.States *WB*	C.4Cy.16¼"&32"–24" 194NHP StatenIslandS.B.Co.N.Y.	19 ″ 0	R †
81105 139910 GDKN	**Panos** (*ex*AvonValley–37, *ex*Homecliffe–34) ssShl.No.3–7,33 D.F. ssRot.No.1–38 1Dk(Stl)	4914 4498 3011	✠100A1 ~~11,40 1,40~~ 6,41 ~~BS4,39~~ ✠LMC2,38 BS6,40 5,41	Shl ~~Mdb~~Mch	*y*	CL ~~9,37~~ 6,41	1920 7mo *Lloyd*	JReadhead &Sons,Ld. S.Shields 'sA&CP	UnitedMerchants ShippingCo.Ld. *CellD*	385·5|53·6|27·1 P36'B119'F41' FK *B*334'1100*t FPT*94*t*	London British 6*BHCem* *APT*147*t*	T.3Cy.26½",44"&73"–48"(*r*) 180lb 433NHP 3SB,9*cf*,GS180,HS7110 J.Readhead&SonsLd.S.Shl	29 ″ 8 s 5 ″ 5½ 24 ″ 6	
81106 99 SVQO	**Pantelis** (*ex*Glenbridge) ssAnt.2ndNo.3–6,36 1Dk(Stl)	3845 3595 2431	✠100A1 4,40 BS4,40 ✠LMC11,34	Liv	*w*	CL 1,38	1911 8mo *Lloyd*	IrvinesS.B &D.D.Co.Ld. WHartlepool 'sA&CP	C.P.Laimos&J.C. Ponticos *CellD*	350·0|51·1|23·9 P31'B101'F34' FK *Ba*113' *uE* 23'*f* 156'	Chios Greek 6*BHCem* 808*t FPT*85*t*	T.3Cy.25",40"&67"–45" (*s*) 180lb 340NHP 2SB,6*cf*,GS112,HS5438 Richardsons,Westgarth& *APT*117*t* Co.Ld.Hpl.	26 ″ 3 s 4 ″ 5 22 ″ 0	
81107 19 IRTS	**Pantelleria** Ⓟ 1Dk	408 240 204					1911	Mackie& Thomson,Ld. Glasgow	LaMeridionale Soc.Anon.diNav.	162·5|24·0|10·7 153·0 P27'B61'F26'	Trapani Italian *WB*	T.3Cy.13",22"&36"–24" 63NHP W.V.V.Lidgerwood,Gls.		CI
81108	**Panther** OilEng 3Dks	3457 2398 1765					1939	Deutsche WerftAGBet Finkenwrder Hamburg	F.Laeisz	392·3|52·6|16·3	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43 5⁄16" 1163NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R.of Trade Cert.
81109 214668 WECY	**Panuco** ssN.Yk.No.3-12,29 Fitted for oil fuel Ref.Mchy. 2Dks	3570 3148 2151	✠ ... 11,32 ✠				1917 1mo	SeattleCon &D.D.Co. Seattle,Wash	NewYork andCuba MailS.S.Co.	351·0|47·9|24·7 P44'B90'F38' FK	NewYork Utd.States WB	T.3Cy.24",40"&70"–48" 472NHP SeattleCon&DDCoSeattle	27 ″ 3	R †
81110	**Pao-hua** Iron 1Dk&Shade dk	714 — 496					1885	S.C.Farn-ham&Co. Shanghai	PaoHuaS.S.Co. (PingAnS.S.Co. Mgrs.)	191·8|22·3| 8·8 15·2	Shanghai Chinese	C.4Cy.12"&21"–18" 32NHP S.C.Farnham&Co.Shanghi		
81111 689 IRUE	**Paola Giovanna** WoodAux (exCharlesDanielou-33, 3MstSr exSailingVesselLézard-Vert, OilEng exDenise) 1Dk (See Sailing Ship Register)	363 327 307					1918	Ch.&Atel. deSt.Malo St.Malo	AngeloGuidi fù Pasquale	142·0|29·3|13·7	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.$11\frac{13}{16}$"–$12\frac{3}{16}$" 49NHP Emade&fitted30 J.&CG.BolindersM.V.A/B		I
81112 517 IRUW	**Paola Z. Podestà** Iron (exUmeälf,exNerissa) 1Dk2trB	863 657 504					1882	Flensburgr Schiffsb.Ges. Flensburg	A.Lauro	199·6|30·2|15·0 P&B122'F22'	Naples Italian WB	C.2Cy.28"&51"–30" 119NHP FlensburgerSchiffsb.Ges.		I
81113 171 ICDA	**Paolina** (exCommercialGuide-36, exNyanza,exEsslingen) Well deck Fitted for oil fuel D.F. 2Dks(Stl)&3rd dk inNo.1hold	4894 — 3063	✠ 2,16 ✠	Ham	z		1911 1mo	Blohm& Voss Hamburg	I.N.C.S.A. (ImpreseNavigazioneCommerciale Soc.Anon.)	422·4|55·2|25·3 P&B347'F47' FK Cell DBa126' uE&B50'	Rome Italian 8BHCem f185'1178t	T.3Cy.27¼",43¾"&74¾"–54" 619NHP 3SB,9cf,GS194,HS8945 FD Blohm&Voss,Hamburg	28 ″ 1	I †
81114 IBZU	**Paolo** (exAfricanTrader-39, exLaurent ssAlg.2ndNo.3-4,33 Schiaffino-37, 1Dk(Stl)&Spar dk(Irn) exScientist,exSargasso) &deep framing	3825 3493 2431	✠ ... Spar dk 7,39 ✠	Alg	x		1908 10mo	J.Read-head&Sons S.Shields	E.Szabados CellDBa110'	359·4|47·6|15·4 371·5 (O.L.) 25·3 P83'B122'F39' FK uE&B42' f156'849t	Venice Italian 6BHCem APT13t	T.3Cy.26½",43"&71"–48" NDB21 409NHP 2SB,6cf,GS115,HS5425 J.Readhead&Sons,S.Shl.	27 ″ 8	I †
81115 155917 MQDT	**Paowo** TwinSc ssShi.No.1-35 Mchy.Aft 1Dk(Stl)	2517 1159 1494	✠ A1 For River Service 3,37 ✠LMC MS4,35 BS7,38 Draught not to exceed 9 feet Carrying vegetable oil in deep tanks	Shi		OG 3,37	1930 11mo	Shanghai Dck&E.CoLd Shanghai Lloyd'sA&CP	Indo-ChinaSteam Nav.Co.Ld.	280·6|48·1| 9·7 Shade dk& Promenade dk FK MTs32'452t	Shanghai British 6BHAsp FPT50t	T.6Cy.13¼",22"&35"–18" (s) 200lb 214NHP 2SB,6cf,GS102,HS3632 FD ShanghaiDck.&E.Co.Ld.	10 ″ 0	
81116 86 SVCJ	100/41 **Papalemos** (exStroma,exLeucadia) ssAms.2ndNo.3-4,36 1Dk(ptIrn ptStl)&Web frames Longitudinal framing	3748 3469 2376	✠100A1 3,40 6,40 ✠LMC4,36 ~~DBS11,38~~ MBS3,40	Ant	w	CL N3,39	1910 7mo	TyneI.S.B. Co.Ld. Newcastle Lloyd'sA&CP	G.A.Georgilis CellD	348·5|50·0|23·5 P30'B102'F39' FK Ba111'uE23'f155'	Chios Greek 6BHCem 801tAPT95t	T.3Cy.24",40"&66"–45" 180lb 100lb NDB25 307NHP 2SB,8pf,GS142,HS4600 J.Dickinson&Sons,Ld.Sld.	25 ″ 10	
81117	**Papendrecht** OilEng. D.F. E.S.D. Mchy.Aft Cruiser Stern pt Longitudinal framing	11000	100A1 (Class Contemplated) Carrying Petroleum in bulk				1940	NVRotter-damDroogd. Maats. Rotterdam	N.V.Maats.Motor-schip'Papendrecht' (N.V.Phs.van Ommeren'sSchpv. Bedrijf,Mgrs.)		Rottrdam Dutch	Oil Engines 4S.C.SA 8Cy.28¾"–63" Gbr.Stork&CoNVHengelo		
81118 226583 WNBS	**Papoose** (exSilvanus) ssGal.2ndNo.3-12,38 Mchy.Aft D.F. 2Dks(Stl)&Web frames Longitudinal framing	5939 5293 3636	✠100A1 5,40 ~~7,39~~ BS11,40 ~~BS12,39~~ ✠LMC12,38 Carrying Petroleum in bulk Fitted for oil fuel 8,21 F.P. above 150° F.	Gal	z	CL ~~N4,37~~ 5,40	1921 8mo	S.Western S.B.Co. SanPedroCal A&CP	PetroleumNav.Co. CellDBuE&B81'2 DTf32'328t	412·0|53·3|31·0 P110'B33'F57' FK 32t FPT98tAPT103t	Houston, Tex. Utd.States 15BHptAsp (11 to U dk 4 „ 2nd „)	T3Cy.$27\frac{3}{16}$",45"&74"–48" (s) 180lb 556NHP 3SB,9cf,HS8451, FD Hooven,Owens,Rent-schlerCo.Hamilton,O.	31 ″ 0 s 5 ″ 7 25 ″ 8	
81119 LCUZ	**Para** (exSanPaulo) TwinSc OilEng. Ref.Mchy. 2Dks&Shelter dk Cruiser Stern	3986 3532 2398					1921	N.V.v/h Rijkee&Co. Rotterdam	A/S J.Ludwig MowinckelsRederi (DenNorskeSyd-AmerikaLinje)	376·4|51·5|22·7 P104tH325tF23t	Bergen Norwegian WB	Oil Engines 4S.C.SA 12Cy.$22\frac{1}{16}$"–39⅜" 564NHP Werkspoor,Amsterdam		N
81120 PUBS	— Ⓟ TwinSc ssRio.No.2-15 2Dks(UStl teak s)&deep framing lower dk inNos.1&2holds	3351 2687 2097	✠ 5,20 ✠	Rio	v		1907 7mo	Workman, Clark& Co.Ld Belfast	LloydBrasileiro Cell DBa88' uE	340·2|44·8|23·5 F67' FK&BK1¼" 36'f96'395tFPT45t	R.Janeiro Brazilian 6BHCem APT55t	T.6Cy.18",30"&49"–42" 534NHP 3DB,12cf,GS224,HS8754 Wrkman,Clark&CoLd.Bel	26 ″ 0	
81121	**Paraat** OilEng. Mchy.Aft 1Dk Cruiser Stern	305 187 142					1940	NV Schpsw Delfzijl v/h Gebr.Sander Delfzijl	R.Holwerda	124·2|23·6| 7·8	Gassel-ternijveen Dutch WB	Oil Engines 2S.C.SA 4Cy.$9\frac{7}{16}$"–$14\frac{3}{16}$" 62NHP AppingedammerBrons Motorenfb.N.V.		
81122	**Paraguassu** Ⓟ TwinSc 1Dk	370 248 143	✠ ... 7,29 ✠				1926 1mo	G.Brown& Co. Greenock	Cia.deNavagacao Bahiana	150·0|28·2| 9·0 P49' FK&BK½"	Bahia Brazilian WB	T.6Cy.10½",16"&27"–18" 95NHP McKie&Baxter,Glasgow	9 ″ 6	
81123 PUBT	**Paraguay** Ⓟ TwinSc OilEng. Wireless 1Dk Cruiser Stern	931 718 514					1926	Deutsche WerftA.G. Hamburg	LloydBrasileiro	236·4|37·8|10·0 B65'F24'	R.Janeiro Brazilian	Oil Engines 4S.C.SA 16Cy.$11\frac{7}{16}$"–$16\frac{15}{16}$" 206NHP Maschfab.Augsburg-Nürnberg,Augsburg		
81124 FOMR	**Paramé** (exSierraNegra, exWarTorpedo) ssAnt.No.1-22 D.F. Well deck 1Dk	2423 — 1263	✠ ... 1,26 ✠				1918 6mo	W.Gray& Co.Ld. WHartlepool	Soc.Marit. Nationale	285·9|41·9|18·9 P28'Q69'B66'F32' FK	Havre French WB	T.3Cy.25",41"&68"–45" 417NHP Cen.Mar.Eng.Wrks.WHpl	21 ″ 2	V †
81125 ~~CXAS~~ LOGK	**Parana** (exGaboon-33) ssB.As.2ndNo.3-7,40 ~~ssHam.No.3-7,27~~ ~~ssB.As.No.2-36~~ Ref.Mchy. 2Dks(StlU-ws)	3375 2980 1944	✠100A1 ~~7,40~~ ~~3,39~~ 8,40 ✠LMC 7,40 ~~MS9,35~~ ~~BS1,39~~ Fitted for oil fuel 11,33 F.P. above 150° F.	BAs	v	CL ~~12,37~~ 6,40	1915 3mo	TyneI.S.B. Co.Ld. Newcastle	~~Cia.Uruguaya deNav.Lda.~~ Cia. Argentina de Nav Mihanovich Ltda. Cell DB a96'u	323·8|46·9|22·5 P36'B108'F41' FK E25'f149'741t FPT	Bns.Aires Argentine 6BHCem 129tAPT93t	T.3Cy.25",41"&68"–45" (s) 180lb 429NHP 2SB(FD)&1AuxSB,6cf, 2pf,GS152,HS6484 N.E.MarineEngCo.LdNwc	25 ″ 0 ~~s 4 ″ 0¾~~ ~~21 ″ 2~~	
81126 DJZS	**Paranagua** OilEng. D.F. E.S.D. 1Dk Cruiser Stern	6062 5142 3464					1939	Howaldts-werkeA.G Hamburg	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	446·5|61·3|23·8 B&F405' upperB31'	Hamburg German WB	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"–47¼" 910NHP Maschinenf. Augsburg-Nürnberg A.G.		G
81127 236989 WPPH	**Paratex** TwinSc OilEng. Carrying Petroleum in bulk 1Dk D.F. Mchy.Aft Electrically welded Longitudinal framing	1542 1490 1185					1938	Pennsyl-vaniaShip-yards,Inc. Beaumont, Texas	GulfOilCorporation	250·6|43·1|17·3 Q51'F38'	Phildlphia Utd.States	Oil Engines 2S.C.SA 8Cy.14"–23½" 272NHP AmericanLocomotiveCo. Auburn,NewYork		R

1 Numero d'Ordre — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Dans. Cert. B. of Trade.
81128 PKQW	**Parigi** 1*Dk*	1172 1005 630					1922	N.V.Werf Conrad Haarlem	KoninklijkePaketvaartMaats.	230·0|38·2|14·5 P31'B65'F27'	Batavia Dutch *WB*	T3Cy15⅝″,25⅝″&43$\frac{7}{16}$″–32$\frac{11}{16}$″ 108NHP Gebr.Stork&Co.Hengelo		V
81129	**Parinas** (*ex*Sjömand–33) *ss*Boa.No.3–3,35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Carrying Petroleum in bulk*	2820 2260 1566	✠ ... 1,39 ✠NE7,27	Tal	*t*		1921 10mo	JIThornycroft&Co.Ld Southampton	PeruvianNavy *CellDBuE&*	300·8|43·7|22·3 P38'B36'F33' FK *B*51' *f*34'154*tFPT*	Callao Peruvian 11*BHptCem* 59*tAPT*107*t*	T.3Cy.20″,34½″&58″–39″ 293NHP 2SB6*cf*,GS120,HS3990 NylandsVerksted,Oslo	24 〃 5	
81130 LOGA	**Paris** Ⓟ **Pad** *Fitted for oil fuel* 3*Dks*	2311 — 1207					1896	A.&J. Inglis Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	292·0|36·0|29·5 *Hurricanedk*235'	Bns.Aires Argentine	T.3Cy.30″,49″&75″–84″ 516NHP A.&J.Inglis,Glasgow		
78 40 81131 105658 GBJZ	— Ⓟ **TwinSc** *Fitted for oil fuel* 2*Dks*&*Awng dk* D.F. Sub.Sig. *CruiserStern*	1790 1649 709					1913	W.Denny &Bros. Dumbarton	SouthernRailway	293·5|35·6|15·2	Newhaven British *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts Denny&Co.Dumbarton		
81132 LCVC	— Ⓟ 1*Dk*	1753 1263 1024					1922	Akers Mek.Værks. Oslo	A/S GangerRolf (Fred.Olsen&Co. *Mgrs.*)	255·7|39·7|16·9 P69*t*H169*t*B205*t* F30*t*	Oslo Norwegian *WB*	T.3Cy.19″,31″&53″–36″ 169NHP AkersMek Værks,Oslo		N
26 41 81133 167464 GLTP	— Wireless D.F. 1*Dk*	1509 1161 901					1927	Akt.Burmeistr&Wain Copenhagen	Ministry ofShipping(CurrieLine, Ld.*Mgrs.*)	250·1|38·7|15·5 P16'Q20'B104' F34'	~~Copnhagn~~ ~~Danish~~ London *WB* British	T.3Cy.18″,29″&48″–33″ 132NHP Akt.Burmeistr&Wain,Cpn		C
81134 212632 KDAG	**Parismina** Ⓟ (*ex*General *Fitted for oil fuel* Sherman–38, *Ref.Mchy.* 2*Dks*&2*ptDks* *ex*Parismina–32) D.F.	4732 3936 2732					1908	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	378·8|49·8|29·6 B154'F44	NewYork Utd.States *WB*	T.3Cy.27″,45″&75″–54″ 413NHP Wrkman,Clark&CoLd.Bel		C
81135 HPKZ	**Parita** (*ex*Bute–39, **Iron** *ex*City ofCork–38, *ss*Hpl.No.3–4,90 *ex*Merannio) *ss*Gls.No.2–97 *Well deck* 1*Dk*3*trB*	939 756 563	✠ ... 11,02 ✠NB9,00 ✠				1881 4mo	W.Gray& Co. Hartlepool	Mme.Noemi Minacoulis	216·0|31·2|13·7 P26'Q48'B60'F26' BK7'	Panama Pnamanian *WB*	C.2Cy.27″&50½″–33″ 99NHP Blair&Co.(Lim.),Stockton	16 〃 2	C †
81136 150774	**Park City** Ⓟ **Wood** 1*Dk*	391 — 208					1898	Mather& Wood,Pt. Jefferson,NY	Bridgeport&Port JeffersonStmboat Co.(G.M.Tooker, *Mgr.*)	143·5|28·0| 9·9	Bridgeprt, Conn. Utd.States	C.2Cy.20″&42″–24″ NB10 72NHP PacificIronWorks, Bridgeport,Conn.		
* 81137 OZTA	**Parkeston** Ⓟ **TwinSc** *OilEng.* *ss*Els.No.3–3,37 *Ref.Mchy.* 2*Dks*(*Weather dkStl–ws*) D.F. 3*rd dk in holds*	2762 1519 1572	✠100A1 *withfreeboard* 5,39 ✠LMC CS6,37 DBS5,39 6,37	Lon	*u*	OG 5,39	1925 8mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore '*sA&CP*	DetForenede DampskibsSelsk. *CellDB*234'372*t*	306·3|44·2|25·9 323·7(O.L.) F39' FK *FPT*56*tAPT*70*t*	Esbjerg Danish 6*BHptCem* 2 „ *to2nd dk*	Oil Engines 4S.C.SA 12Cy.21⅝″–35$\frac{7}{16}$″ 545NHP DB75*lb* Akt.Burmeistr&Wain,Cpn	28 〃 6 s 11 〃 0½ 17 〃 10	
81138 PGRB	**Parkhaven** *ss*Ant.No.3–5,33 *ss*Ant.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4803 4631 2984	✠100A1 *Shelter dk* *withfreeboard* 4,40 BS8,39 ✠LMC7,37	Rot	*x*	CL N4,40	1920 11mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	N.V.Gebr.van Uden'sScheepv. en Agent.Maats. *CellDB*313'960*t*	360·0|52·0|31·5 FK *Collision* *FPT*100*tAPT*87*t*	Rottrdam Dutch *Cem* *BHto Sh dk* 5 „ „ *U* „	T.3Cy.25″,41″&69″–48″ (*s*) 180lb 401NHP 3SB,9*cf*,GS174,HS6678 N.E.MarineEngCoLd Nwc	34 〃 0 s8 〃 11¾ 25 〃 3	
81139 PGRD	**Parklaan** (*ex*Rönnskär–37, *ex*CaldyLight–34, *ss*Rot.2ndNo.3–3,35 *ex*Arabier, *ss*Rot.No.1–38 *ex*Manningtry) 1*Dk*(*ptIrn*&*ptStl*) 1*pt dk*(*Stl*)	3807 3572 2434	✠100A1 7,40 ~~4,30~~ BS~~4,39~~ 8,40 ✠LMC3,38	Rot Bry	*w*	CL 3,39	1911 9mo *Lloyd*	JLThompson&Sons,Ld Sunderland '*sA&CP*	N.V.Stoomschip "Hannah"(F.W. Uittenbogaart, *Mgr.*) *CellD*	353·0|50·8|24·8 P33'B100'F37' FK *Ba*115'*u E*23'*f*154'	Rottrdam Dutch 6*BHCem* 927*tAPT*37*t*	T.3Cy.25″,40″&68″–48″ (*s*) 180lb 345NHP 3SB,9*pf*,GS132,HS5283 Richardsons,Westgarth& Co.Ld.W Hpl.	27 〃 4 s4·10¼ 22 〃 8	
81140 163198 GWCS	**Parknasilla** *ss*Bel.No.2-40 ~~*ss*Bel.No.1–36~~ *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) Wireless *CruiserStern*	846 582 448	✠100A1 9,40 ~~4,39~~ BS~~11,38~~ 6,40 ✠LMC~~9,36~~ MS9,40	Bel	*k*	CL 3,39	1932 11mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	JohnKelly,Ld. (W.Clint,*Mgr.*) *CellDB*123'193*tF*	195·9|30·4|12·1 Q111'B11'F30' FK *PT*72*tAPT*9*t*	Belfast British 3*BHptCem* *ptAsp*	T.3Cy.14½″,25″&41″–30″ 200lb (*s*) 131NHP 1SB,3*pf*,GS60,HS2357 J.Lewis&Sons,Ld.Abn.	14 〃 0 s 4 〃 5¾ 13 〃 11¼	
81141 160738 MBFV	**Parkwood** *ss*Shl.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*) *Welldeck* *CruiserStern*	1049 720 585	✠100A1 *withfreeboard* ~~9,39~~11,40 BS11,40 ~~BS9,39~~ ✠LMC7,37	Shl	*m*	CL 9,39	1933 7mo *Lloyd*	Burntislnd S.B.Co.Ld Burntisland '*sA&CP*	JosephConstantine S.S.Line,Ld. *Cell*	199·9|33·2|13·6 207·1(O.L.) Q134'B11'F26' FK *DBf*132'332*t FPT*	Middlsbro' British 3*BHCem* 95*tAPT*71*t*	T.3Cy.13½″,23″&38″–27″ 200lb *125lb* 105NHP 1SB(Spt),3*cf*,GS40,HS1906 N.E.MarineEng.CoLd.Sld	16 〃 6 s 5 〃 11¾ 15 〃 2	
81142 OFEL	**Parma** (*ex*Harmonia–39, *ex*WladimirSawin) *ss*Hbg.3rdNo.3–3,37 1*Dk*(*Stl*)&*Web frames*&*ptAwng dk*(*Stl*)	2010 — 1126	✠ ... 8,39 ✠	Osc	*r*		1898 8mo	Craig, Taylor&Co. Stockton	RederiA/BParma (AlgotJohansson) *CellDBa*88'	270·9|40·4|15·8 279·5(O.L.) P27'Q72' FK *pt Awng dk*172' *uE*&*B*32' *f*108'442*t*	Mariehmn Finnish 4*BHCem* *APT*54*t*	T.3Cy.20″,32½″&53″–36 182NHP 2SB,4*cf*,GS74,HS2920 SirC.Furness,Westgarth& Co.Ld.Middlesbro'	18 〃 9	
81143 PUBU	**Parnahyba** (*ex*Alrich) **4Mst** 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6692 6278 4126	✠ 9,16 ✠	Bmn	*c*†		1913 3mo	FlensburgrSchiffsb.Ges. Flensburg	LloydBrasileiro *CellDBa*149'*uE*3	460·5|59·1|28·8 F on *Shelter dk*46' FK 4'*f*195' 1541*tFPT*2	R.Janeiro Brazilian 7*BHCem* 20*tAPT*15*t*	Q.4Cy. 26$\frac{3}{16}$″,38⅜″,56⅜″&81½″–54″ 670NHP 4SB,12*cf*,GS222,HS9416 FlensburgerSchiffsb.Ges.	31 〃 6	V †
14/41 81144 ~~1027~~ ~~BSUM~~ 128003 GNWV	**Pärnu** (*ex*Corness–35,*ex*Westgarth) *ss*Tln.2ndNo.3–9,35 Sub.Sig. 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	1578 1320 857 —	✠100A1 Examined 3,41 Lay ✠LMC MS9,35 ~~BS6,39~~ 3,41	~~Tln~~	*p*	CL 6,39	1909 10mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP*	Ministry of Shipping(Connell& Grace,Ld,*Mgrs.*) *CellDBa*85'*uE*&	245·0|36·2|18·8 252·5(O.L.) B48'F24 FK B31' *f*85'345*t FPT*	Liverpool British 4*BHCem* 75*tAPT*85*t*	T.3Cy.18″,30″&50″–36″ (*r*) 180lb 192NHP 2SB,6*pf*,GS105,HS3376 Richardsons,Westgarth& Co.Ld.Mdb.	20 〃 9 s2 〃 10 18 〃 1	
81145 149976 GCXV	**Parracombe** *ss*Shl.No.3-12,40 ~~*ss*Nwc.No.2–37~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4702 4390 2848	✠100A1 *withfreeboard* 12,40 ~~7,39~~ ~~BS12,38~~ ~~10,39~~ ✠LMC~~9,37~~ 12,40	Bry Shl	*z*	CL ~~9,37~~ 11,40	1928 1mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir &Co.Ld.*Mgrs.*) *CellDB*353' 1261*tFPT*	406·5|54·2|25·1 425·0(O.L.) FK (178*tAPT*105*t*	London British 6*BHCem* *Collto Sh dk* 5 „ 2*nd* „)	T 3Cy.25½″,44″&73″–48″ (*s*) 180lb 476NHP 3SB(Spt)&1AuxSB,11*cf*, GS205,HS8371 Cen.Mar.Eng.Wrks.W Hpl	27 〃 6 s 2 〃 11¼ 24 〃 9¾	
81146 7477 SMLA	**Parrakoola** Ⓟ **TwinSc** *OilEng.* *ss*Got.No.2–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in forward holds* D.F. *CruiserStern*	5752 4834 3314	✠100A1 *withfreeboard* 9,40 ~~1,40~~ ✠LMC CS1,37 DBS~~10,39~~ 8,40 2,38	Vcr	*b*†	OG P7,39 S9,40	1928 10mo *Lloyd*	A/B Götaverken Gothenburg '*sA&CP* *tanks in*	Rederiaktieb. Transpacific(G. Carlsson,*Mgr.*) *CellDB*373'1561*t* *wayoftunnels*729	448·3|57·1|23·5 457·0(O.L.) F103' FK (*tFPT*83*tAPT*61*t*	Gothenbrg Swedish 7*BHptCem* *Coll toSh dk* 6 „2*nd*„)	Oil Engines 4S.C.SA 12Cy.29½″–59$\frac{1}{16}$″ 978NHP DB85*lb* A/B Götaverken,Got.	30 〃 10 s 4 〃 2 26 〃 10	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81147 309 IRVO	**Partenope** Ⓟ (*ex*St.Elian, TwinSc *ex*Hörnum) 1*Dk*	553 — 300					1919	J.C.TecklenborgA.G. Wesermünde-G.	Soc.Partenopea Anon. di Nav.	199·2|24·0|10·7 F58′	Naples Italian *WB*	T6Cy.12″,19$\frac{7}{10}$″&30$\frac{7}{10}$″-17$\frac{7}{10}$″ 79NHP J.C.TecklenborgA.G.Wsm		I
187/40 81148 137847 GQWV	**Parthenia** (*ex*Kirkholm) *ss*Gls.No.3-8,30 *Ref.Mchy.* *ss*Gls.No.2-39 D.F. 2*Dks*(*Stl*)*Platform dk*(*Stl*) *in No.2hold*	4872 4504 3085	✠100A1 5,40 BS10,40 ~~BS11,39~~ ✠LMC9,38 ✠Lloyd'sRMC~~12,39~~ 7,40 *Carrying oil fuel F.P. above 150°F. in DB* *Fitted for oil fuel 5,21 F.P. above 150° F.*	Gls	*y*	CL 9,38	1917 6mo *Lloyd'sA&CP*	Russell&Co. Pt.Glasgow	DonaldsonLine,Ld (DonaldsonBros.&Black,Ld.*Mgrs.*)	399·7|51·9|26·9 416·0(O.L.) P46′B119′F46′ FK *'Tween dk BHin after hold dispensed with* *CellDB351′1163tDTa30′769tAPT22t*	Glasgow British *Cem* *5BH to U dk* *1 ,, ,, 2nd dk only*	T.3Cy.26⅞″,44″&72″-48″ (*s*) 180lb 488NHP 3SB,9*cf*,GS169,HS7119 FD D.Rowan&Co.Glasgow	29 ″ 6 s 5 ″ 5½ 24 ″ 3	
81149 961 SVJF	**Parthenon** (*ex*P.L.M.7,*ex*Ambatielos, *ex*Fameliaris) *ss*Alx.2ndNo.3-4,33 *ss*Alx.No.1-37 1*Dk*(*Stl*)&*deep framing*	3189 — 2030	✠100A1 ~~8,40 7,39~~ 4,41 BS~~1,40~~ 2,41 ✠LMC6,37	Stn ~~Bry~~ Liv	*u*	CL ~~7,39~~ 8,40	1908 7mo *Lloyd'sA&CP*	W.Gray&Co.Ld. WHartlepool	PithisBros.&Co.&G.Corakis(PithisBros.&Co.*Mgrs.*)	331·0|47·7|22·5 P23′B90′F32′ FK *CellDBa&uE130′uB18′f142′*	Piræus Greek 5*BHCem* 829*tAPT*97*t*	T.3Cy.24″,38″&64″-42″ (*s*) 170lb NDB20 277NHP 2SB,6*rf*,GS100,HS4114 Cen.Mar.Eng.Wks.W.Hpl	25 ″ 0 s 4 ″ 3 21 ″ 0	
94/41 81150 153808 VTCZ	**Parvati** Ⓟ *ss*Bom.No.3-10,40 ~~*ss*Bom.No.2-35~~ Wireless 2*Dks*(*U dk Stl*-teak s)	1548 1422 629	✠100A1 10,40 ~~10,39~~ ✠LMC~~10,39~~ 10,40	Bom	*q*	CL ~~10,39~~ N10,40	1927 11mo *Lloyd'sA&CP*	Grngem'th Dockyard Co. Grngemouth	BombaySteam Nav.Co.Ld.	250·0|38·0|21·9 250·0(O.L.) F34′ FK *FPT55tAPT75t*	Bombay British 6*BHptCem* *ptAsp* *1 to 2nd dk*	T.3Cy.21½″,37″&62″-42″ (*s*) 200lb 461NHP 3SB,9*cf*,GS180,HS7512 FD McKie&Baxter,Ld.Gls.	23 ″ 3 ~~s 3 ″ 0~~ ~~20 ″ 0~~ s3 ″ 7¼ 20 ″ 0	
81151 216303	**Pasadena** 1*Dk*&*Shelter dk* &*Web frames* *Longitudinal framing*	6002 5551 4494	✠ ... 4,22 ✠				1918 5mo	Moore&ScottIron Works, Oakland,Cal.	UnitedStates Maritime Commission	402·5|53·0|32·0 P34′F38′*on Shltrdk* FK	S.Frncisco Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft W.&A.Fletcher 618NHP Co.Hoboken,N.J.	34 ″ 6	
81152 DNAO	**Pasajes** Sub.Sig. 1*Dk*	1996 1234 1230					1923	Schiffsw(v.J.&Sch.)A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	256·1|38·4|15·3 P&B204′Q22′F31′	Oldenburg German *WB*	T.3Cy.22$\frac{1}{16}$″,35″&56⅛″-33½″ Ottensener 182NHP Mch.G.m.b.H.Altona		G
81153 FOOT	**Pascal Paoli** Ⓟ TwinSc *Fitted for oil fuel* D.F. 2*Dks*5*trB* *Cruiser Stern*	3200					1931	Ch.&Atel. deProvence S.A. Port deBouc	Cie.deNavigation Fraissinet	313·3|47·6|26·9 P37′B153′F39′	Marseilles French *WB*	2 Steam Turbines DR geared to 2 Sc. Shafts 916NHP Atel.&Ch.deBretagneS.A.		V
81154 14 ICAT	**Pascoli** (*ex*Szeged) *ss*Fiu.2ndNo.3-9,27 *ss*Fiu.No.1-32 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	2939 2631 1862	✠ ... 7,35 ✠	Fiu	*u*		1902 5mo	W.Dobson &Co. Newcastle	“Tirrenia”Soc. Anon.diNav.	331·8|43·2|21·1 324·8|44·8|22·0 P40′B110′F35′ FK *CellDBa118′uE&B38′f132′612tFPT*	Fiume Italian 6*BHCem* 33*tAPT*15*t*	T.3Cy.21½″,37½″&63″-42″ 2NDB25 294NHP 2SB,6*rf*,GS116,HS4630 NEMarineEng.Co Ld.Nwc	24 ″ 9	I †
81155 143375 GQJW	**Pasha** *ss*Cal.No.3-3,32 *ss*Cal.No.1-36 2*Dks*(*Stl*)	5307 4827 3196	✠100A1 4,39 BS~~11,39~~ 2,41 ✠LMC9,36	Cal	*y*	CL 4,39	1919 8mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	AsiaticStm.Nav. Co.Ld.	400·3|52·4|28·4 P49′B113′F40′ FK *CellDB345′1025tFPT130tAPT204t*	London British 7*BHptCem*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb *110lb* 517NHP 3SB,9*cf*,GS189,HS7668 FD Swan,Hunter&Wigham RichardsonLd.Nwc.	31 ″ 0 s 5 ″ 11½ 25 ″ 3¾	
81156 PKQX	**Pasir** 1*Dk*	1187 1006 631					1922	N.V.Schps. “DeMaas” Slikkerveer	Koninkl.Paketv. Maats.	231·7|38·2|14·6 P39′B62′F27′	Batavia Dutch *WB*	T.3Cy.15¾″,25¾″&43″-32½″ Alblasserdam 106NHP Msch.Fab.Alblasserdam		V
81157	**Paso de Martin Garcia** TwinSc (*ex*Amalita,*ex*Cogolin,*ex*Paso de MartinGarcia) *Mchy.Aft* 1*Dk*	752 603 429	✠ ... 5,13 ✠				1909 4mo	JIThornycroft&Co.Ld. Woolston	H.J.Miller&Co.	221·3|33·2|10·7 FK	Bns.Aires Argentine *WB*	T.6Cy.11″,18″&29″-21″ 128NHP J.I.Thornycrft&CoLd.Lon	11 ″ 6	
81158	**Paso de Obligado** TwinSc (*ex*Collobrières,*ex*Paso deObligado) *Mchy.Aft* 1*Dk*	764 — 439	✠ ... 5,13 ✠				1908 11mo	JIThornycroft&Co.Ld. Woolston	MarcelinoJ.Paz	221·3|33·2|10·7 FK	Bns.Aires Argentine	T.6Cy.11″,18″&29″-21″ 128NHP J.I.Thornycrft&CoLd Lon	11 ″ 6	
81159 160492 GPPK	**Pass of Ballater** (*ex*Raffinage-38, *ss*Hul.No.2-36 *ex*Pass of Ballater-34) 1*Dk*(*Stl*)& *Mchy.Aft* E.S.D. *Web frames* Wireless D.F. *Longitudinal framing*	796 577 337	✠100A1 3,40 ✠LMC MS3,39 BS~~9,39~~ 12,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,35 F.P. above 150°F.*	Shl	*k*	CL 7,39	1928 6mo *Lloyd'sA&CP*	Blythsw'd S.B.Co.Ld. Glasgow	BulkOilS.S.Co.Ld. (J.W.Cook&Co.Ld. *Mgrs.*)	185·8|30·6|13·7 196·3(O.L.) P75′F25′ *Trunk*85′ FK *CellDBuE20′18tDTf11′40tFPT39tAPT25t*	London British 10*BHptAsp*	T.3Cy.15″,25½″&41″-30″ (*s*) 180lb 134NHP 1SB(Spt),4*cf*,GS73,HS2536 Aitchison,Blair,Ld. Clydebank	13 ″ 10 s ″ 10¾ 13 ″ 2	
81160 163387 GPYR	**Pass of Balmaha** *ss*Shl.No.1-38 Wireless D.F. E.S.D. *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	758 554 346	✠100A1 4,39 BS10,40 ~~BS4,39~~ ✠LMC9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 9,33 F.P. above 150° F.*	Cff	*k*	CL 4,39	1933 9mo *Lloyd'sA&CP*	Blythsw'd S.B.Co.Ld. Glasgow	BulkOilS.S.Co.Ld. (J.W.Cook&Co.Ld. *Mgrs.*)	192·2|30·4|13·9 *31·7* 201·1(O.L.) P60′F24′ FK *Trunk*106′ *CellDBuE22′17t DTf16′137t FPT28tAPT23t*	London British 9*BHptCem*	T.3Cy.15″,25½″&41″-30″ (*s*) 190lb 139NHP 1SB,3*cf*,HS2100 FD D.Rowan&Co.Ld.Gls.	14 ″ 1 s 1 ″ 0¾ 13 ″ 1½	
81161 160603 GLJT	**Pass of Leny** *ss*Hul.No.2-35 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* Wireless D.F. *Longitudinal framing* E.S.D.	795 543 350	✠100A1 Examined 5,41 Shl ✠LMC5,41 *Carrying Petroleum in bulk* *Fitted for oil fuel5,36 F.P. above 150° F.*	~~Cff~~	*k*	CL ~~12,39~~ ~~11,40~~ N5,41	1928 11mo *Lloyd'sA&CP*	Blythsw'd S.B.Co.Ld. Glasgow	BulkOilS.S.Co.Ld. (J.W.Cook&Co.Ld. *Mgrs.*)	185·8|30·6|13·7 P75′F24′ FK *Trunk*86′ *CellDBuE20′18tDTf11′40tFPT39tAPT25t*	London British 9*BHptAsp*	T.3Cy.15″,25½″&41″-30″ (*s*) 180lb 85RHP 1SB(Spt),4*cf*,GS73,HS2536 Aitchison,Blair,Ld. Clydebank	13 ″ 10 s ″ 10½ 13 ″ 2¼	
81162 149702 GLRS	**Pass of Melfort** *ss*Shl.No.3-6,38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* Wireless D.F. *Longitudinal framing* E.S.D.	757 518 324	✠100A1 7,40 ~~4,40~~ BS7,40 ✠LMC6,38 *Carrying Petroleum in bulk* *Fitted for oil fuel5,37 F.P. above 150°F.*	Cff Lon	*j*	CL 9,39	1926 8mo *Lloyd'sA&CP*	Blythsw'd S.B.Co.Ld. Glasgow	BulkOilS.S.Co.Ld. (J.W.Cook&Co.Ld. *Mgrs.*)	181·8|29·7|13·5 192·5(O.L.) P74′F23′ FK *Trunk*84′ *CellDBuE22′19tDTf11′39tFPT22tAPT27t*	London British 9*BHptAsp*	T.3Cy.14″,23″&38″-27″ (*s*) 180lb 125NHP 1SB(Spt),4*cf*,GS71,HS2534 J.G.Kincaid&Co.Ld.Grk.	13 ″ 7 s ″ 10½ 12 ″ 11¾	
81163 229873 WFFP	**Passaic Sun** *Mchy.Aft* *OilEng.* D.F. 1*Dk* *Carrying Petroleum in bulk*	533 468 306					1930	SunS.B.&D.D.Co. Chester,Pa.	SunOilCo.	189·3|31·1|11·2 P35′F16′	Phildlphia Utd.States	Oil Engines 4S.C.SA 8Cy.11″-14″ 94NHP Cooper-BessemerCorp. GroveCity,Pa.		R
81164 166305 ~~FNRC~~ GNDW	**Pasteur** Ⓟ QuadSc 5*Dks* *Fitted for oil fuel* *Ref.Mchy.* *Cruiser Stern*	~~30000~~ 29253 — 12394	✠Lloyd'sRMC6,39				1938	Ch.&Atel.deSt.Nazaire (Penhoët) SA St.Nazaire	~~Cie.deNav.Sud-Atlantique~~ Ministry of Shipping (Cunard WhiteStar,Ld. *Mgrs.*)	~~656·2|87·9|30·5~~ 670·0|88·0|52·6	~~Bordeaux~~ ~~French~~ *WB* Liverpool British	4 SR geared steam turbines Ch.&Atel.deSt.Nazaire (Penhoët)		V

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières à Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté. Durée.Cert.Ref.Trade
81165 212653 KDBD	**Pastores** TwinSc Sub.Sig. E.S.D. D.F. *Fitted for oil fuel* GyC. *Ref.Mchy.* *2Dks&2pt dks*	7242 5888 3843					1912	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	470·4 P48'B245'F47'	55·3	30·8	NewYork Utd.States *WB*	Q.8Cy.23½",33½",47½"&68"–45" 620NHP Wrkman,Clark&Co.LdBel		C
81166 384 ICAS	**Pasubio** (*ex*Trade-35,*ex*Tivat-34, *ex*MaidofCrete,*ex*MimiHorn) D.F. *1Dk&Shelter dk*	2216 — 1372					1903	Akt.Ges. "Neptun" Rostock	E.Milano&Co.	313·8 301·7 P13'B174'F30'	43·2	18·9	Trieste Italian *WB*	T.3Cy.20$\frac{3}{16}$",35½"&55$\frac{5}{16}$"–35⅝" 180NHP A.G."Neptun,"Rostock		I
81167 226976 WPBQ	**Pat Doheny** (*ex*Sunoco) *ss*Ant.No.1-25 *Mchy.Aft* *2Dks&Web frames* D.F. *Longitudinal framing* *CarryingPetroleum in bulk* *Fitted for oil fuel*	7053 6401 4387	✠ ... 7,29 ✠				1921 1mo	SunS.B. Co. Chester,Pa.	RichfieldOilCorp.	430·2 P133'B36'F40' FK	59·2	33·4	L.Angeles Utd.States *WB*	T.3Cy.27",45½"&76"–51" 612NHP SunS.B.Co.Chester,Pa.	33 ″ 3	R †
81168	**Patagones** Aux3MstSr (*ex*Annemarie,*ex*Tom-August, *OilEng.* *ex*Eyfjord) *1Dk* (*See Sailing Ship Register*)	380 — 279					1917	Gebr.G.H. Bodewes Martenshoek	BorzoneBoggiano yCia.	140·9	25·4	11·7	Bns.Aires Argentine	Oil Engines 2S.C.SA 2Cy.16$\frac{11}{16}$"–18$\frac{13}{16}$" Emade18*fitted*21 97NHP J&CGBolindersCoLdSkm.		V
81169 DOCP	**Patagonia** (*ex*Grandon-37, *ex*CityofBoston, *ss*Bkn.No.3-8,24 *ex*Dusseldorf) *ss*Bhn.No.2-33 *Well deck* *Ref.Mchy* *2Dks(Stl)&3rddk* D.F. *inNo.1hold only*	5898 5459 3681	✠ ... 7,36 ✠	Ham	*b*†		1912 3mo	J.C.Teck- lenborgA.G. Weser- münde-G.	Hamburg- SüdamerDampf- schifff.-Ges. *Cell*	450·9 P&B392'F45' FK *DBa*146'*uE&B*71'	57·2	27·0	Bremen German 9*BHCem* *f*190'1453*t*	T3Cy27$\frac{5}{16}$",46$\frac{13}{16}$"&78¾"–53½" 697NHP 4SB,*12cf*,GS236,HS10334 J.C.TecklenborgA.G.Wsm	29 ″ 8	G †
81170 971 CBPG	— Ⓟ *ss*P.Ar.No.3-12,16 *Mchy.Aft* Wireless (*1DkStl*) *Well deck*	351 210 175	✠ 12,16	PAr	*d*		1903 9mo	Langeveld enVanVliet Neder-Har- dinxveld	Soc.Anon.Comer- cialBraun& Blanchard	130·5 Q51'F18' FK *FPT*27*t*	22·1	9·9	PntaArnas Chilian 3*BHCem* *APT*11*t*	C.2Cy.13½"&31"–21" NB24 49NHP MacColl&Pollock,Sld.	10 ″ 6	
81171 135331	**Patdoris** (*ex*Yorkminster, *ex*Ardgarth) *Mchy.Aft* *1Dk*	770 578 350					1913	G.Brown& Co. Greenock	J.F.Sowards	200·2 *WB*	29·1	12·8	Kingston, Ont. British	T.3Cy.16",26"&44"–33" 96RHP Ross&Duncan,Glasgow		C
81172 149873 GJSW	**Patella** *Mchy.Aft* *OilEng.* *CruiserStern* *ss*Nwc.No.2-36 D.F. E.S.D. *1Dk(Stl)* *Longitudinal framing at bottom&at decks*	7468 6789 4328	✠100A1 Examined 7,40 Grk ✠LMC CS7,36 DBS11,39 8,38 *CarryingPetroleum in bulk*	~~Cff~~	*b*† 2½	CL 8,38 *Lloyd's A&CP*	1927 8mo	Palmers' Co.Ld. Newcastle	Anglo-Saxon PetroleumCo.Ld. *Cell*	440·4 458·5(O.L.) P99'B41'F63' FK *DBuE*73'291*tD* *Tf*32'369*tFPT*199*t*	59·3	32·7	London British 15*BHptCem* *APT*70*t*	Oil Engines 4S.C.SA 6Cy.32¼"–59$\frac{1}{16}$" 602NHP 2DB*180lb* N.E.MarineEngCoLd.Nwc	32 ″ 9 s6 ″ 2½ 26 ″ 9½	
81173 136469 VLFT	**Paterson** Wood~~TwinSc~~ *Mchy.Aft* Wireless *1Dk*	446 365 226					1920	T.F.Mor- rison,Sinclair &Co. Blmain NSW	H.R.Lancey ShippingCo.Ld.	148·8 F28'	32·7	11·3	SydnyNSW British	~~T.6Cy.~~10½",19"&32"–18" T.3Cy. 50~~95~~RHP Chapman&Co.Ld.Sydney		
81174 203407 WDPT	**Pathfinder** (*ex*SamuelMather) D.F. GyC. *Mchy.Aft* *1Dk*	6751 — 5408					1906	Detroit S.B.Co. Wyandotte	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	530·0 *WB*	60·2	32·2	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"–42" 257NHP DetroitS.B.Co.Detroit		R
9/1/41 81175 145920 GDCY	**Patia** *Ref.Mchy.* *2Dks&2pt dks* D.F. Sub.Sig.	5355 4658 3297					1922	Cammell Laird&CoLd. Birkenhead	Elders&Fyffes,Ld.	400·0 P42'B157'F44'	51·1	30·3	Liverpool British *WB*	T.3Cy.27½",46½"&78"–54" 447NHP CammellLaird&CoLd.Bkn		C
81176 857 SVSF	**Patrai** (*ex*Germania-39, *ex*SaintChamond-36,*ex*Luga) *2Dks*	1977 1705 1069					1909	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow	HellenicLines,Ld. (P.G.Callimano- pulos,*Mgr.*)	295·0	42·0	17·2	Piræus Greek *WB*	T.3Cy.22",35"&59"–39" 217NHP ClydeS.B.&E.Co.Ld.P.Gl.		V
81177 PKFQ	**Patras**	2065 1564 1181					1926	Rotterdam Droogd.Maat Rotterdam	Koninkl.Paketv. Maats.	300·3	46·3	14·6	Batavia Dutch *WB*	C.4Cy.(2)18$\frac{11}{16}$"&(2)39⅜"– 39⅜" 195NHP RotterdamDroogd.Maats.		V
81178 DJWU	**Patria** Ⓟ TwinSc *OilEng.* D.F. E.S.D. GyC. *4Dks* *Ref.Mchy.* Sub.Sig. *CruiserStern*	16595 — 9292					1938	Deutsche WerftAG Bet Finkenwrder Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	562·3 B&F354'UpperF43'	74·1	36·4	Hamburg German *WB*	6 Oil Engines 2S.C.SA 46Cy.(5-8Cy.&1-6Cy.) 20½"–27$\frac{9}{16}$"&electric drive 3390NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
186/40 81179 FOHH	— Ⓟ TwinSc D.F. *7Dks*	11885 9189 6744					1913	Forg.&Ch. delaMédit LaSeyne	Cie.Générale de Nav.àVap.Cyp. Fabre(FabreLine)	487·2 B236'F69'	59·2	40·1	Marseilles French *WB*	T6Cy30⅝"49$\frac{13}{32}$"&79$\frac{9}{16}$"–51$\frac{3}{16}$" 900NHP Forg.&Ch.delaMédit.Msl.		V
81180 DMBB	— (*ex*ScottishRover, *ss*Bmn.3rdNo.3-5,38 *ex*Westborough, *ex*Beechley) *1Dk(Irn)2trB&deep* D.F. *framing&Web frames*	3845 3590 2415	✠ 8,39 ✠	Sch	*w*		1901 10mo	W.Gray &Co.Ld. WHartlepool	E.Behnke ("Orion" Schiff- ahrtsG.m.b.H. *Mgrs.*) *Cell*	338·6 P28'B88'F31' FK *DBa&uE*133'*f*144'	49·5	25·6	Hamburg German 6*BHCem* 912*tAPT*71*t*	T3Cy.25½"40½"&67"–45" 297NHP 2SB,*6cf*,GS113,HS4404 Cen.Mar.Eng.Wrks.WHpl	28 ″ 3	
81181 LKBU	— Wireless D.F. *1Dk&Shelter dk* *CruiserStern*	1341 1156 730					1939	Xiansands Mek.Værks. A/S Xiansand	Dampskibslsk PatriaIIA/S (OlufS.Knudsen, *Mgr.*)	250·7	42·1	14·0	Xiansand Norwegian *WB*	T.3Cy.17½",26"&46"–33½" 122NHP Akt.LindholmensVarvGot		N
81182 620 OHCV	— *ss*Hfx.No.3-2,35 *ss*Hfx.No.1-39 *Well deck* *1Dk(Stl)* *Mchy.Aft* Wireless D.F.	696 512 296	✠100A1 1,40 ✠LMC MS4,39 BS~~8,39~~ 10,40	Osc	*j*	OG 1,40 *Lloyd's A&CP*	1923 6mo	NVScheep. DeMerwede Hardinxveld	FinskaÅngfartygs A/B *Cell*	184·2 180·1 Q117'F24' FK *DB*103'146*tFPT*	28·0	12·1	Helsingfrs Finnish 3*BHCem* 63*tAPT*7*t*	T.3Cy.15",25$\frac{13}{16}$"&40$\frac{5}{16}$"–27" 180lb (*s*) 116NHP 2SB,*4cf*,GS64,HS2050 N.V.Mchfbk."Holland," Hardinxveld	14 ″ 6 s4 ″ 5½ 14 ″ 2½	
81183 PGRL	— *OilEng.* *CruiserStern*	343 197 168					1937	NVSchpsw "Foxhol" Foxhol	H.Groen	134·5 P39'Q56'F26'	24·8	8·0	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11½"–16$\frac{9}{16}$" 74NHP MtrnWerkeMannheimAG		C
81184 DIEJ	**Patricia** *OilEng.* Sub.Sig *1Dk* D.F. *CruiserStern*	3979 3373 2280					1929	Schiffsw.v. H.KochA.G. Lübeck	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·0 P15'B&F351'	53·7	22·6	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–35$\frac{7}{16}$" 1170NHP Maschfbk.Augsburg- Nürnberg,Augsburg		G

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	6 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	7 Port of Survey.	8 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
81185 8030 SECT	**Patricia** Ⓟ (exPatrisII-35) ssGot.No.3-2,39 2Dks(Stl) Wthr dk(teak s) D.F.	3902 2801 2166	✠ ... 11,40 with freeboard ~~BS2,40~~ ✠~~LMC2,39~~ Fitted for oil fuel1,26 F.P. above 150° F. Fitted with cylindrical tanks in No.2 hold for carrying fuel oil F.P. above150° F.	Got	w	CL 5,39	1926 1mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd's A&CP	~~Rederi A/B Svenska Lloyd (K.R.Bökman, Mgr.)~~ Swedish Government	345·0 352·2(O.L.) B167'F58 FK CellDB282'574tDTa20' 157t FPT46t	47·5	23·9	Gothenbrg Swedish 8BHptCem (6to Wthr dk 2 ,, 2nd ,,) APT25t	T.3Cy.24",40½"&68"-45" (s) 210lb 527NHP 2SB(FD)&1AuxSB,10cf, GS199,HS8475 Swan,Hunter&Wigham Richardson,Ld.Nwc	26 ″ 3 ~~s 6 ″ 6¼~~ ~~20 ″ 0¼~~	
81186 166352 GJJW	— TwinSc (Tender) OilEng. Wireless E.S.D. 2Dks Sub.Sig. CruiserStern	1116 744 457					1938	Smith's DockCo.Ld. S.Bank,Mdb.	Corporation of the TrinityHouse	218·2	35·6	15·0	London British WB	Oil Engines 4S.C.SA 12Cy.15"-20" connected to electric motors & sc. shafts 263NHP EnglishElectric Co.Ld.Rugby		
81187	**Patrick Henry** Now "Empire Steelhead," see No. 97970 in Supplement Fitted for oil fuel D.F. Sub.Sig. 1Dk&Shelter dk 2nd dk&Web frames Longitudinal framing	7743 7203 4914	✠ ... 3,21 ✠				1920 4mo	ThePusey &JonesCo. Gloucester City,N.J.	MinistryofShipping(LyleShipping Co.Ld,Mgrs.)	439·6 P41'B134'F46'on Shelter dk FK	60·2	33·7	British WB	Q4Cy25½",37",52½"&76"-54" 643NHP W.CrampS.&E.B.Co.Phl.	36 ″ 8	R †
73/41 81188 159767 VRVL	**Patris** Ⓟ (exCorteII-36) 2Dks	1706 1355 626					1911	Swan,Hunter&Wigham Richardson, Ld.Newcastle	HandrisS.S.Co. Ld.	280·0 P45'F57'	37·0	23·6	Malta British WB	T.4Cy.29",45"&(2)52"-45" 362NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
174 40 81189 147218 GCXF	**Patroclus** Ⓟ TwinSc Ref.Mchy. D.F. 3Dks	11314 8572 6910					1923	Scotts' S.B &E.Co.Ld. Greenock	ChinaMutualS.N. Co.Ld.(A.Holt& Co.Mgrs.)	498·8 P57'B195'F60'	62·3	34·9	Liverpool British WB	2 Steam Turbines SR geared to 2 Sc. Shafts Scotts'S.B.&E.Co.Ld.Grk.		BT till 4,40
81190 133570 MJFZ	**Pattersonian** (exBlaydonian) K ssIrv.2ndNo.3-3,41 ~~ssShl.No.3-9,27~~ Mchy.Aft ~~ssShl.No.2-36~~ Cargo battens not fitted 1Dk(ptStl)	315 230 119	✠100A1 3,41 ~~1,39~~ BS5,40 ✠LMC MS12,40 ~~BS4,39~~	Shl Irv	e	OG ~~1,39~~ 10,40	1915 3mo	J.P.Renoldson&Sns Ld.S.Shields Lloyd's A&CP	~~Smith,Patterson& Co.Ld.~~ J&A.Gardner&Co.Ld.	135·3 Q55'F18' FK CellDBf77'90tFPT3	23·6	9·1	Glasgow British 3BHCem 7tAPT17t	C.2Cy.17"&36"-24" (s) 130lb 75RHP 1SB,3pf,GS44,HS1296 JP.Rennldsn&SnsLd.SShl	11 ″ 3 s ″ 9½ 10 ″ 7	
81191 149843 ZMDN	**Paua** OilEng. ssHKg.No.3-1,40 Mchy.Aft Wireless 1Dk(Stl) Longitudinal framing at bottom & at deck	1412 918 620	✠100A1 2,41 ~~1,40~~ DBS~~1,40~~ 2,41 ✠LMC1,40 Carrying Petroleum in bulk	HKg Wln		CL 11,39	1927 6mo	Harland& Wolff,Ld. Glasgow Lloyd's A&CP Pt. rebuilt & lengthened40	ShellCompany of NewZealand,Ld.	231·5 243·3(O.L.) P67'F41' FK CellDBa48'f20'99tFPT29t	36·6	15·1	Wellingtn British 10BHptCem APT27t	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 225NHP DB150lb Harland&Wolff,Ld.Gls.	15 ″ 0 s 1 ″ 2½ 13″11¼	
81192 306 YMCG	**Paul Beneke** Ⓟ Pad 1Dk	343 206 137					1906	J.W.Klawitter Danzig	"Weichsel"DanzigerDampfschifff.&SeebadA.G.	142·7 P34'B30'H40'	24·8	8·8	Danzig	C.2Cy.21½"&39⅓"-39⅓" 96NHP J.W.Klawitter,Danzig		
81193 233483 WJFT	**Paul Dana** OilEng. Mchy.Aft 1Dk Carrying Petroleum in bulk	374 — 254					1934	I.S.Bushey &Sons,Inc. Brooklyn NY	DieselTankerM.J. Derby,Inc.	135·4	26·0	11·3	NewYork Utd.States	Oil Engines 2S.C.SA 5Cy.14"-17" 172NHP FairbanksMorse&Co. Beloit,Wis.		
81194 167806 GMNY	**Paul Emile Javary** OilEng. 1Dk&2nd dk in Nos.1&4holds	2471 1952 1452	✠ ... 12,28 ✠				1926 9mo	Atel.&Ch. deFrance Dunkirk	Ministry of Shipping(J.T.Salvesen&Co.Mgrs.)	288·2 P29'B63'F38' FK	45·5 ~~45·6~~	17·5 ~~19·6~~	Cardiff British WB	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"-$49\frac{3}{16}$" 222NHP Akt.Burmeistr&Wain,Cpn	21 ″ 0	V †
81195 216222 KJIO	**Paul H. Harwood** Fitted for oil fuel Mchy.Aft GyC. 2Dks&Webframes D.F. Longitudinal framing Carrying Petroleum in bulk	6610 6444 4080	✠ ... 3,22 ✠				1918 4mo	Bethlehem S.B.Corp.Ld. S.Francisco	StandardOilCo. ofNewJersey	435·0 P106'B50'F42' FK	56·0	32·0	Wilmgton (Del.) Utd.States WB	DR Geared Steam Turbine 606NHP GeneralElectricCo. Schenectady,N.Y.	33 ″ 6	R †
81196 DJRS	**Paul Harneit** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks E.S.D. GyC. CruiserStern Mchy.Aft Longitudinal framing Sub.Sig. Carrying Petroleum in bulk	10391 9632 5776	✠ 7,39 ✠	Bmn	f† 2¼		1936 7mo	F Schichau G.m.b.H. Danzig	Deutsch-AmerikanischePetroleum Ges. CellDBuE84'171tD	488·4 506·3(O.L.) P107'B39'F35' FK Tf16'539tFPT369	70·0	36·9	Hamburg German 16BHptCem tAPTs214t	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$"-47¼" 909NHP F SchichauG.m.b.H.Elbing	37 ″ 0	G †
81197 DHTC	**Paul L.-M. Russ** Mchy.Aft Wireless 1Dk	1170 1006 622					1923	Stettiner Oderwerke Stettin	ErnstRuss	230·9 P&B181'F27'	36·4	14·6	Hamburg German WB	T.3Cy.$17\frac{5}{16}$",28⅜"&43⅜"-31½" 105NHP StettinerOderwerke		G
81198 215528 WLCH	**Paul Luckenbach** (exPoznan, exSuwanee,exMark) Fitted for oil fuel D.F. GyC. 3Dks	6606 6183 4125					1913	Bremer Vulkan Vegesack	LuckenbachS.S. Co.Inc.	471·1	59·2	28·9	NewYork Utd.States WB	T.3Cy.$32\frac{3}{16}$",52⅘"&86⅗"-$55\frac{1}{16}$" 2NB-22 566NHP BremerVulkan,Vegesack		R
81199 165617 MMPL	**Paul M.** OilEng. Mchy.Aft 1Dk CruiserStern	492 320 257					1937	N.V.Gebr. vanDiepen Waterhuizen	~~T.J.Metcalf~~ MetcalfMotor Coasters.Ld. (T.J. Metcalf,Mgr.)	157·5	27·3	9·8	London British WB	Oil Engines 4S.C.SA 6Cy.11"-$17\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
81200 221455 KDTE	**Paul Shoup** (exPlaya) ssS.Fo.No.3-8,33 ssS.Fo.No.1-37 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6817 6058 4245	✠100A1 5,41 BS5.41 ✠LMC5,37 Carrying Petroleum in bulk Fitted for oil fuel 7,21 F.P. above 150° F.	LAn SFo	a†	CL ~~N5,37~~ 5,40	1921 7mo	Merchant S.B.Corp. Chester,Pa. A&CP	TideWater AssociatedOilCo. CellDBuE&B60'	424·4 P128'B25'F41' FK 236tDTf43'750t FPT228tAPT178t	58·2	32·9	S.Frncisco Utd.States 16BHptCem (9 to U dk 7 ,, 2nd ,,)	T.3Cy.27",45"&75½"-51"(r) 210lb ~~110lb~~ 584NHP 3SB,9cf,GS185,HS8331 FD NewYorkS.B.Corp. Camden,N.J.	33 ″ 0 s 7 ″ 9½ 25 ″ 6	
81201 3682 PGRN	**Paula** TwinSc OilEng. D.F. ssH.Kg.No.3-12,39 ~~ssSng.No.2-35~~ Mchy.Aft E.S.D. 1Dk(Stl) Longitudinal framing at bottom & at deck	2770 1831 1319	✠100A1 ~~8,40~~ ~~2,39~~ 1,41 8,40 ✠LMC CS~~10,35~~ DBS~~12,39~~ 8,40 ~~5,39~~ 2,39 Carrying Petroleum in bulk	Bat Sba	l	CL 2,39	1927 11mo	Harland& Wolff,Ld Glasgow Lloyd's A&CP	Nederl.Indische Tankstoomboot Maats. CellDBuE55'f20'159tFPT	305·3 P86'F51' FK Trunk168'	50·2	15·1	Curacao ~~TheHague~~ Dutch 12BHCem 38tAPT88t	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"-$27\frac{9}{16}$" 452NHP DB150lb Harland&Wolff,Ld.Gls.	15 ″ 0 s ″ 7½ 14 ″ 5¾	
81202 OXRH	— 1Dk Wireless D.F. CruiserStern	1549 1349 884					1934	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	290·0 P&B218'F38'	39·7	15·3	Esbjerg Danish WB	C.4Cy.(2)14¾"&(2)31½"-31½" & LP Turbine HS2519 192NHP HelsingörsJernsk.&Mskb.		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Greement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. BoTrade.
81203	**Paula Faulbaums** (*ex*Jorunn-34, *ex*Tolosa,*ex*Antares) 1*Dk*	1855 1705 1111					1908	Osbourne Graham&Co. Sunderland	MaxFaulbaum SteamshipLine	279·0 H66tF37t	40·1	18·2	German *WB*	T.3Cy.20½",33"&54"-36" 175NHP G.Clark,Ld.Sunderland		N
81204 DKAE	**Pauline Friederich** (*ex*Vassos-39, *ex*EmanuelNobel-35) *Fitted for oil fuel* *Carrying Petroleum in bulk* *Mchy.Aft* 2*Dks*	4645 4196 2401					1912	Nederl. Schps.Maats. Amsterdam	ReedereiEugen Friederich	376·7 P88'B33'F40'	51·2	27·4	Hamburg German *WB*	T.3Cy.26",43"&72"-48" NE&B20 359NHP WallsendSlipway&E.Co.		G
81205 214449 WKCL	**Paulsboro** ssN.Yk.No.3-4,28 ssN.Yk.No.2-36 *Mchy.Aft* 2*Dks(Stl)&Webframes* D.F. GyC. *Longitudinal framing*	6699 6209 4171	✠100A1 3,40 BS3,40 ✠LMC2,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 9,16 F.P. above 150° F.*	NYk	*b*†	CL 7,38	1916 9mo	Union Iron WorksCo. SanFrancisco A&CP	Socony-Vacuum OilCo.Inc. *CellDBuE&B64'* *197tDTf50'880tFPT97tAPT74t*	435·0 P106'B50'F42' FK	56·0	33·4	NewYork Utd.States *15BHptAsp* *(10 to U dk* *5 ,, 2nd ,,)*	T.3Cy.27½",47"&78"-48" (*s*) 215lb 563NHP 3SB,9*cf*,HS9405 UnionIronWorksCo.S.Fo.	33 ″ 6 s 6 ″ 10½ 26 ″ 10½	
81206 YTCR	**Pavla** (*ex*Mosor-34,*ex*Cheliff, *ex*Mercur) 1*Dk*2*trB*	1419 973 864					1895	Flensburgr Schiffsb.Ges. Flensburg	Parobrodarsko drustvo "Marović" s.o.j.(G.J.Marović, *Mgr.*)	239·0 Q72'B113'F26'	34·0	14·4	Susak Yugoslav *WB*	T.3Cy.16",26"&43"-33" 106NHP FlensburgerSchiffsb.Ges.		V
81207 UPIM	**Pavlin Vinogradov** (*ex*Chapaev-35,*ex*Tiba-35) ssRot.No.1-33 1*Dk(Stl)*	2864 2611 1734	✠ 3,35 ✠	Rot	*u*		1929 6mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	U.S.S.R. *CellDB269'687tFPT60t*	310·6 P23'B94'F25' FK	45·9	22·6	Archangel Russian *5BHCem* *APT101t*	T.3Cy.24",37"&63"-39⅜" 335NHP 2SB,6*cf*,GS110,HS4736 N.V.Mch.&Scheepswerf van.P.Smit,Jr.Rot.	25 ″ 0	
81208 FPBJ	**Pavon** ssAnt.No.2-38 1*Dk(Stl)&Shelter dk(Stl)*	4128 3746 2439	✠100A1 *withfreeboard* 8,39 ✠LMC MS5,38 BS12,39	Ant	*y*	CL 8,39	1930 8mo	Napier& Miller,Ld. Glasgow *Lloyd's A&CP*	Cie.deNavigation d'Orbigny *CellDBa&uE* *153'f181'947tFPT74tAPT124t*	394·5 F34' FK	53·0	22·7	LaRochlle French *6BHCem* *(Coll to Sh dk* *5 ,, 2nd ,,)*	T.3Cy.24",41"&68"-48" (*s*) 210lb 501NHP 2SB(FD)&1AuxB,9*cf*, GS177,HS7700 J.G.Kincaid&Co.Ld.Grk.	25 ″ 0 s 2 ″ 2½ 22 ″ 11½	
81209 203925 KHUT	**Pawnee** *Fitted for oil fuel* 2*Dks* Now "Pan Orleans," *see No.* 89562 *in Supplement*	1907 — 1382					1907	Harlan& HollingsworthCo. Wlmgtn,Del.	Agwilines,Inc. (Clyde-Mallory Lines,*Mgrs.*)	250·5	40·0	25·0	NewYork Utd.States	T.3Cy.19",30"&50"-30" 137NHP Harlan&HollingsworthCo.		R
81210 DOOB	**Pax** 1*Dk*	513 385 301					1893	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	159·1 Q44'B38'F21'	26·1	11·9	Bremen German *WB*	C.2Cy.17⅝"&31½"-21⅝" NB19 38NHP A.G."Weser,"Bremen		G
81211	**Paz** (*ex*IronMonarch-37,*ex*Koolonga) ssSyd.No.3-9,36 1*Dk(ptIrnptStl)* *Cargo battens not fitted*	4260 3926 2632	✠100A1 8,40 ~~9,36~~ ✠LMC 8,40 ~~MS9,36~~ ~~BS8,39~~	HKg	*x*	CL 2,39	1914 2mo	Sunderlnd S.B.Co.Ld. Sunderland *Lloyd's A&CP*	Madrigal&Co. *CellDBa117'uE&B40'f159'899tFPT99tAPT151t*	364·0 375·2(O.L.) P29'B106'F33' FK	50·7	26·1	Manila Utd.States *6BHCem*	T.3Cy.25",42"&68"-45" (*s*) 180lb *90lb* 344NHP 2SB,6*cf*,GS124,HS5400 N.E.MarineEng.Co.Ld.Sld	28 ″ 6 s 5 ″ 2½ 23 ″ 6	
81212 YTPR	**Pcela** (*ex*IniziativaG.-34,*ex*Iniziativa, *ex*Heatherlea,*ex*Overveen) *Mchy.Aft* 1*Dk*	311 239 162					1918	Gebr.E&M Coops Hoogezand	BračaFeric	129·8	22·6	10·5	Split Yugoslav *WB*	C 2Cy.12"&24"-15¾" 19NHP Botje,Ensing&Co.Grningn		V
81213 106026 MQVZ	**Pearl** 3Mst ssIrv.4thNo.3-5,41 ~~ssBwg.3rdNo.3-12,38~~ ~~ssGls.No.2-37~~ *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	678 473 277	✠100A1 ~~9,40 3,38~~ 5,41 ✠NB9,20 ✠LMC~~1,37~~ ~~BS12,39~~ 9,40	Ayr Irv	*i*	CL ~~5,37~~ 8,40	1896 8mo	J.Shearer &Son Glasgow A&CP	Wm.Robertson *CellDBf108'153tFPT25t*	185·0 Q92'B11'F36' BK7½"	29·1	10·8	Glasgow British *3BHCem*	T.3Cy.16",26"&42"-33" (*s*) 160lb 90RHP 1SB,3*pf*,GS58,HS1600 Muir&Houston(Lim.),Gls.	13 ″ 0 s ″ 8 13 ″ 2½	
81214 140269 GVVR	**Pearleaf** TwinSc ssPly.No.3-8,29 D.F. ssH.Kg.No.2-37 2*Dks(Stl)&Web frames* *Longitudinal framing*	~~5911~~ ~~6288~~ ~~3711~~ 5993 5283 2701	✠100A1 1,41 ~~12,39~~ BS1,41 ✠LMC12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 3,17 F.P. above 150° F.*	HKg Sng		CL P12,40 SN6,40	1917 3mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	TheAdmiralty *CellDBuE&B87'383tDTf48'196tDTa19'62tFPT70tAPT90t*	404·8 426·0(O.L.) P36'B32'F85' FK	54·5	32·6	London British *20BHptCem*	T.6Cy.26",42½"&70"-45" (*s*) 200lb 1089NHP 6SB,18*cf*,HS16932 FD Cen.Mar.Eng.Wrks.WHpl	35 ″ 2 s 6 ″ 8½ 28 ″ 8½	
81215 147460 GJSX	**Pearlmoor** ssBly.No.3-5,36 1*Dk(Stl)&Shelter dk(Stl)*	4581 4283 2817	✠100A1 *withfreeboard* 5,39 ✠LMC MS5,36 BS2,40	Shl	*z*	CL 5,39	1923 4mo	JReadhead &Sons,Ld. South Shields *Lloyd's A&CP*	MoorLine,Ld. (RuncimanShippingCo.Ld.*Mgrs.*) *CellDB352'1160tAPT153t*	400·3 415·0(O.L.) FK	52·1	25·8	London British *6BHCem* *(Coll to Sh dk* *5 ,, 2nd ,,)*	T.3Cy.27",44"&73"-48" (*r*) 180lb FD 513NHP 3SB(Spt)9*cf*,GS146,HS7570 J.Readhead&SonsLd.S.Shl	28 ″ 6 s 3 ″ 2½ 25 ″ 6	
81216 ESXN	**Pearu** (*ex*LadyMartin-38, *ex*NorthernCoast) Wireless D.F. 1*Dk&Shelter dk*	1252 934 490					1913	SirRaylton Dixon&CoLd Middlesbro'	A/S EestiLaevaliinid	250·5 B67'F26'	36·0	15·0	Tallinn Estonian *WB*	T.3Cy.18",29"&48"-36" Richardsons, 138NHP Westgarth&Co.Ld.Mdb.		C
81217 148661 MNKB	**Pebble** (*ex*Kempton) ssBwg.No.3-5,37 *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	597 421 303	✠100A1 11,40 ~~9,39~~ BS~~9,39~~ ✠LMC5,37 9,40	Irv Sws	*i*	CL 8,39	1925 8mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's A&CP*	Wm.Robertson *CellDBf103'150tFPT47tAPT23t*	170·0 Q96'B11'F21' FK	27·4	11·2	Glasgow British *3BHCem*	T.3Cy.13",23"&37"-26" (*s*) 200lb 98RHP 1SB,3*cf*,GS60,HS1752 W.Beardmore&Co.Ld.Gls.	13 ″ 4 s 3 ″ 9½ 13 ″ 2½	
81218 149829 GJRX	**Pecten** *OilEng.* *Mchy.Aft* ssGls.No.3-12,39 D.F. E.S.D. *CruiserStern* 1*Dk(Stl)* *Longitudinal framing at bottom & at deck*	7468 6789 4330	✠100A1 7,40 ~~12,39~~ ✠LMC CS12,39 DBS4,40 6,38 *Carrying Petroleum in bulk*	Gls Cff	*b*† 2½	CL 6,38	1927 5mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE34'111tDTf32'369tFPT199tAPT70t*	440·4 P99'B41'F63' FK	59·3	32·7	London British *15BHptCem*	Oil Engines 4S.C.SA 6Cy.32¼"-59$\frac{1}{16}$" 602NHP 2DB *180lb* N.E.MarineEngCoLdNwc.	32 ″ 9 s 6 ″ 2½ 26 ″ 9½	
81219 161840 MBJW	**Peder Bogen** ssShl.No.3-11,37 2*Dks(Stl)&Shelter dk(Stl)* *Mchy.Aft* *Longitudinal framing* D.F.	9741 9145 7363	✠100A1 *Shelter dk* *withfreeboard* 5,40 ~~9,39~~ BS9,39 ✠LMC11,37 *Carrying Petroleum in bulk* *Adapted for oil fuel 7,28 F.P. above 150° F.*	Grk Shl	*e*†	CL ~~10,38~~ 5,40	1925 6mo	NVSchpsw "Dordrecht" Dordrecht *Lloyd's A&CP*	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellDBuE&B86'* *340tDTf36'398tFPT285tAPT187t*	480·9 495·0(O.L.) B26'F49' FK	62·3	37·1	Leith British *17BHCem* *(Coll ,, to Sh dk* *9 ,, ,, 2nd ,,)*	T.3Cy.28",46"&77"-54" (*s*) 190lb 655NHP 3SB,9*cf*,GS195,HS9885 FD Maats.Fyenoord,Rot.	40 ″ 0 s10 ″ 6½ 29 ″ 8½	
81220 166551 GNGN	**Pedernales** TwinSc *Mchy.Aft* 1*Dk* *Cruiser Stern*	3945 2951 1821	✠100A1 5,41 ~~10,38~~ ✠LMC9,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 9,38 F.P. above 150° F.*	Aru	*w*	CL SN 12,38 P5,41	1938 9mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd's A&CP*	LagoShippingCo. Ld.~~(F.J.Wolfe,~~ ~~*Mgr.*)~~ (R.A. Carder,*Mgr.*) *CellDBuE&B48'23tFPT164tAPT141t*	355·9 365·2(O.L.) P77'F42' FK *Trunk240'*	60·2	16·7	London British *8BHptCem* *ptAsp*	T.6Cy.16",26"&43"-27" (*s*) 180lb 318NHP 2SB,6*cf*,HS5130 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	17 ″ 6 s ~~4 ″ 1~~ ~~13 ″ 7½~~ s 2 ″ 6 15 ″ 2½	

4/40

9/40

28/40

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
81221 PUNB	**Pedrinhas** 1*Dk*(*Stl*)	*3666* *3323* *2219*					1935	Lithgows Ld. PortGlasgow	Cia.deCabotagem dePernambuco	350·7 P40'B106'F38'	50·2	23·3	Prnmbuco Brazilian *WB*	T.3Cy.21½",37"&62"-42" 250NHP D.Rowan&Co.Ld.Gls.		C
81222	**Pedro II** (*ex*Commandante Freitas-31,*ex*Itapeva,*ex*Cavour) **Iron**	965 — 626					1881	Scott&Co. Greenock	Sociedade AnonymaBitar Irmãos	225·7	32·6	13·9	Para Brazilian	C.2Cy.23"&50"-30" NB97 114NHP Scott&Co.Greenock		
81223 5519 SGEA	**Pedro Christophersen** **Twin Sc3Mst** *Oil Eng.* *Tonnage opening closed '40* *ss*Got.2ndNo.3-7,38 D.F. 3*Dks* ~~2*Dks*(*Stl*)&*Shelter dk*(*Stl*)~~	*4968* — *3064*	✠100A1 *Shelter dk* *withfreeboard* 12,39 ✠LMC(M)5,40 DBS6,40 ✠LMC7,38	Got	*x*	OG P1,38 S3,39	1913 8mo *Lloyd*	Akt.Bur-meistr&Wain Copenhagen '*sA&CP* *Upper'tween dk L*	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *Hs except Coll BHdispensed with*	360·0 377·0(O.L.) H252*t* FK (*Coll BH to W dk*,5 *BH to 2nd dk*) *Cell DBa*69'*uE*37'*f*2	51·6	22·2	Stockholm Swedish 6*BH*	Oil Engines 4S.C.SA 16Cy.19$\frac{1}{16}$"-26" 604NHP NDB34-*100lb* Akt.Burmeistr&Wain,Cpn 12'1138*tFPT*74*tAPT*53*t*	34 ″ 0 s9 ″ 4¼ 24 ″ 10	
81224 161594 GYTN	**Peebles** *ss*Cff.No.1-40 *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4982 4627 3068	✠100A1 *withfreeboard* 9,40~~10,38~~ ✠LMC5,36 DBS8,40 ✠LMC(M)10,38	Bry Cff	*a*† 2	CL 10,39	1936 5mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	B.J.Sutherland &Co.Ld. *CellDB*346'1174*t*	423·6 439·2(O.L.) FK (*MT*1236*tAPT*191*t*	54·2	26·1	Newcastle British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA. 3Cy.20½"-81⅛" 388NHP 2DB-*120lb* W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
81225 1138 ESRT	**Peet** (*ex*Moorfoot-37) *ss*Tln.2ndNo.3-5,38 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2111 1628 1203	✠100A1 2,40 ✠LMC MS5,38 BS12,39 No later survey reported	Got	*r*	CL 1,40	1913 12mo *Lloyd*	Greenock &Grangemth DkydCo.Ld. Grngemouth '*sA&CP*	K.Jurnas *CellDBa*68'*uE*	272·2 283·2(O.L.) Q152'BonQ48'F28' FK 20'*f*116'426*t FPT*3	42·7	17·6	Pärnu Estonian 4*BHCem* 9*tAPT*20*t*	T.3Cy.21",35"&57"-39" (*s*) 180lb 250NHP 2SB,6*cf*,GS121,HS4276 J.G.Kincaid&Co.Ld.Grk.	19 ″ 9 s 6 ″ 2¾ 18 ″ 0	
81226	**Peeter** (*ex*Muncove-40,*ex*Coyedale) Now "Cathrine," see No. 87542 in Supplement *OilEng.* *Mchy.Aft* 1*Dk*	2437 — 1480					1919	Gt.Lakes Eng.Works Ecorse,Mich.	J.Inkapööl& others	253·4 P115'F25'	43·7	24·5	Tallinn Estonian *WB*	Oil Engines 4S.C.SA 6Cy.22"-32" NE23 283NHP Macintosh&SeymourCorp.		R
81227 7639 SHUN	**Pegasus** *OilEng.* *ss*S.Fo.No.2-38 D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing-bracketless system* *Mchy.Aft* *CruiserStern*	9583 *8853* *5702*	✠100A1 ~~7,40~~~~8,39~~ 2,41 ✠LMC CS8,39 DBS~~8,39~~7,40 7,38 *CarryingPetroleum in bulk*	Sng PNI	*e*†	CL N2,40	1930 5mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	Rederiaktieb. Transoil(R. Sörman,*Mgr.*) *CellDBuE*70'25	492·3 497·3(O.L.) FK P101'B35'F39 3*tDTf*47'498*tFPT*	65·0	36·6	Gothenbrg Swedish 16*BHptCem* 240*tAPT*75*t*	Oil Engines 2S.C.SA 4Cy.23⅝"-91¼" 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	36 ″ 9 s 8 ″ 2½ 28 ″ 10	
81228 257 SVZC	— (*ex*Lappland-39, *ex*Benares-34) *ss*Got.No.3-11,32 D.F. *ss*Got.No.1-36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* 39	5762 *5469* *3509*	✠100A1 *Shelter dk* *withfreeboard* Examined 2,41 MS6,36 BS2,41 ✠LMC *Fitted for oil fuel* 9,20 *F.P. above* 1	~~LAn~~ Bal	*z*	CL 4,39	1920 9mo *Lloyd*	Furness S.B.Co.Ld. HavertonHill -on-Tees '*sA&CP* 50° F.	G.N.Louloudis *CellDB*	391·7 413·6(O.L.) 32·8 F38'*onShltr dk* FK *Collision* 351'1272*t APT*100*t*	52·3	24·0	Andros Greek *ptCem* *BHto Sh dk* 5 ,, ,, *U* ,,	T.3Cy.26$\frac{5}{16}$",45"&75"-51"(*s*) 180lb 569NH 3SB,9*cf*,GS187,HS8491 FD Richardsons,Westgarth &Co.Ld.Hpl.	35 ″ 5 s 9 ″ 5¼ 26 ″ 2½	
81229 81801 WCGD	— (*ex*WilliamH.Gratwick) D.F. GyC. *Mchy.Aft* Sub.Sig. 1*Dk*2*trB*	4776 — 3352					1902	American S.B.Co. Cleveland	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0 *WB*	50·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-40" 213NHP AmericanSB.Co.Cleveland		R
81230 154061 ~~VPFC~~ GNXN	— 3Mst (*ex*Vesta) *ss*Tri.No.3-6,31 *ss*Msl.No.1-35 D.F. *Mchy.Aft* 2*Dks*&*Web frames*	3597 3178 2128	✠100A1 6.38 ✠LMC MS3,35 BS5,39 Surveys delayed *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,13 *F.P.above* 1	Ist	*v*	CL 6,39	1913 4mo *Lloyd*	NewYork S.B.Co. Camden,N.J. '*sA&CP* 50° F.	Socony-Vacuum Transportation Co.Ld. *CellDBuE&B &bunker*106'21	330·5 P116'B30'F43' FK 0*tFPT*82*tAPT*52*t*.	46·2	25·6	London British 15*BHptCem* (12 *to U dk* 3 ,, *2nd* ,,)	T.3Cy.21",35"&58"-42" 200lb (*r*) 318NHP 2SB,4*cf*,GS160,HS5762 NewYorkSBCo.CamdnNJ	27 ″ 0 s4 ″ 0¾ 23 ″ 1¾	
81231 OHWJ	**Peggy Thordén** (*ex*Nervion-34, *ex*HansFischer,*ex*ErikLarsen) D.F. 1*Dk*	1784 1540 1003					1921	Nüscke& Co.A.G. Stettin	Rederi A/B Peggy Thorden(Gust.B. Thorden,*Mgr.*)	280·8 267·3 P26'B67'F30' *WB*	42·2	17·9	Helsingfrs *Brandö* Finnish	T3Cy.20$\frac{7}{10}$",32¼"&51$\frac{1}{5}$"-35$\frac{2}{5}$" Waggon-u. 157NHP MaschinenbauA.G.Görlitz		N
81231* 2024 IJME	**Pegli** (*ex*Altero-36,*ex*Wedgwood) *ss*Sld.No.3-1,24 *ss*Nwc.No.1-28 *Well deck* 1*Dk*	1593 — 912	✠ ... 1,33 ✠				1910 9mo	R.Thomp-son&Sons,Ld. Sunderland	IgnazioMessina& C.	275·6 265·0 PonQ18'Q108'B54' F24' FK	38·0	15·6	Genoa Italian *WB*	T.3Cy.21½",36"&59"-39" 246NHP N.E.MarineEngCo.Ld.Sld.	18 ″ 2	I †
81232 XNGK	**Pei An** (*ex*Tarcoola-33) *ss*Syd.2ndNo.3-12,26 *ss*Shi.No.2-35 1*Dk*(*Irn*)*deep framing*&*Shade dk*(*Irn*)	2874 — 1652	✠ ... 6,39 ✠	Kob	*u*		1902 2mo	TyneI.S.B. Co.Ld. Newcastle	NorthChinaS.S.Co. Ld. *Cell DBa&uE*114'	326·0 FK *f*128'661*tFPT*144*t*	45·4	21·8	Tientsin Chinese 7*BHCem* *APT*162*t*	T.3Cy.23",38"&61"-42" 277NHP 2SB,6*cf*,GS126,HS4504 Wllsnd.Slpwy.Co.Ld.Nwc.	23 ″ 0	
81233	**Pei Ching**	441 — 272					1911	Nicolas Tsu Shanghai	ChihliShantung Line,Ld.	135·0	24·0	10·5	Tientsin Chinese	C.2Cy.15"&32"-24" 42NHP		
122 ~~127~~ /40 81234 XNAJ	**Pei Fu** (*ex*Macaria,*ex*Tioga, *ex*DonNeil,*ex*ClaraJebsen) 1*Dk*&*Spar dk*	1975 — 1221					1902	Chant.Nav. Anversois Antwerp	NorthChinaS.S.Co. Ld.	259·6 B63'F30'	36·6	16·2 20·7	Tientsin Chinese *WB*	T.3Cy.19",31"&51"-36" 156NHP N.E.MarineEngCoLdNwc		
81235	**Pei Hai** (*ex*ChuyuMaru, *ex*Southgrove,*ex*Hero) *ss*Brs.No.3-11,00 *Well deck* 1*Dk*(*Irn*)	749 — 439	✠ 4,08	CTn			1890 9mo	R.Dixon& Co. Middlesbro'	DongAnS.S.Co. (HweiTungS.S.Co. *Mgrs.*)	200·0 Q72'B53'F25' FK	30·1	13·4	Chefoo Chinese *WB*	T.3Cy.16½",27"&44"-30" 106NHP Blair&Co.Ld.Stockton		
81236 XNAH	**Pei Hua** (*ex*Hellas) 1*Dk*	1379 1237 846					1905	WoodSkin-ner&Co.Ld. Newcastle	NorthChinaS.S.Co. Ld.	260·0 P19*t*H75*t*F27*t*	38·0	15·3	Tientsin Chinese *WB*	T.3Cy.19",31"&51"-36" 156NH G.Clark,Ld.Sunderland		
81237 XNAS	**Pei Kong** (*ex*BanyeiMaruNo.17) Wireless 1*Dk*	1015 — 629					1919	NittaCo. Osaka	NorthChinaS.S.Co. Ld.	210·0 P16'B48'F26'	31·0	17·6	Tientsin Chinese *WB*	T.3Cy.23⅜",38"&61"-42" 241NHP HamadaIronWorks,Kobe		
81238	**Pei-Ming** 2*Dks*	667 — 383					1922	Huh Hsing E.&S.B.Wks. Shanghai	ChihliShantung Line,Ld.	152·1	27·4	15·9	Tientsin Chinese *WB*	T.3Cy.14¾",24¼"&39"-24" 75NHP HuhHsingE.&SB.Wks.Shi		
81239	**Pei Ping** (*ex*YukiMaru-34,*ex*SengaMaru)	711 — 419					1905	OsakaIron WorksLd. Osaka	NorthChinaS.S.Co. Ld.	180·0	27·0	19·0	Tientsin Chinese			
81240 LDQZ	**Peik** *OilEng.* *ss*Rot.No.2-39 *Mchy Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6099 5412 3592	✠100A1 ~~7,40~~~~11,39~~ 2,41 ~~DBS7,39~~ ✠LMC1,39 *CarryingPetroleum in bulk* DBS7,40	Got ~~CTn~~Bom	*z*	CL N1,39	1930 9mo *Lloyd*	Armstrong Whitworth &Co.(Ship-builders)Ld Newcastle '*sA&CP*	BullsTankrederi A/S *CellDBuE*56' *DTf*34'347*t*	396·2 409·2(O.L.) P97'B29'F36' *Trunk*238' FK 192*t* *FPT*135*tAPT*121*t*	55·1	32·3	Sandefjord Norwegian 14*BHptCem* (9 *to U dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 6Cy.23⅝"41¾" 2DB*180lb* 583NHP Armstrong,Whitworth& Co.(Engineers)Ld.Nwc.	32 ″ 0 s 5 ″ 5¼ 26 ″ 8¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref. Trade
81241 7779 SIVN	**Peiping** TwinSc OilEng. ssN.Yk.No.2-40 ~~ssGot.No.1-36~~ 1Dk(Stl)&Shelterdk(Stl-ws) D.F. 3rd dk(Stl)except in mchy.space&aftermost hold	6390 5664 3835	✠100A1 withfreeboard 7,40 ~~4,39~~ 6,40 ✠LMC CS~~10,36~~ DBS11,39 ~~8,37~~ 5,38 Carrying vegetable oil in deep tank, after peak inNo.4 double bottom tank & in	Got NYk	c†	CL 4,39	1931 10mo	Götaverken A/B Gothenburg Lloyd'sA&CP	Aktieb.Svenska OstasiatiskaKomp. (G.Borin,Mgr.)	437·1 FK CellDB 368' 1369t Tanks in way of tunnels93t MT28'892tAPT59t	57·0	28·5	Gothenbrg Swedish 8BHptCem (Coll to Sh dk 6 „ 2nd „ 1 „ 3rd „)	Oil Engines 4S.C.SA 12Cy.24⅛″–66⅛″ DB85lb 700NHP GotaverkenA/B,Got.	31 " 6 s 4 " 2½ 27 " 6	
81242 147304 GJRM	**Peisander** Ⓟ TwinSc OilEng. D.F. 2Dks	6225 5382 3884					1925	CaledonS. B.&E.Co.Ld Dundee	OceanS.S.Co.Ld. (A.Holt&Co Mgrs)	431·8 P40'B122'F45'	54·7	30·1	Liverpool British WB	Oil Engines 4S.C.SA 16Cy.24⅜″–43 5/16″ 951NHP Akt.Burmeistr&Wain,Cpn		BT till ~~12,40~~ 10,41
81243 TCBA	**Pek** (exDenizis-37,exGarigliano-34, exItalianNavyVessel)	670 — 353					1887	.... Glasgow	Barzilay& Benjamin	198·6	28·8	13·3	Istanbul Turkish	T.3Cy.17¾″,28″&40½″–43″ 107NHP ,Glasgow		
81244 17072 JFPD	**Peking Maru** ssKob.No.1-18 2Dks&Webframes Longitudinalframing	3011 2738 1857	✠ ... 11,22 ✠				1914 8mo	OsakaIron Works Osaka	OsakaSyosenK.K.	305·3 P19'B82'F32' FK	42·4	24·8	Osaka Japanese WB	T.3Cy.22″,37″&61″–42″ 288NHP OsakaIronWorks,Osaka	27 " 3	C †
81245 677 JQLG	— CruiserStern	2289 1569 994					1937	Mitsubishi JukogyoK.K Kobe	DairenKisenK.K.	265·1	42·0	21·0	Dairen Japanese	C.4Cy.(2)20 1/16″&(2)43 5/16″–43 5/16″ 206NHP MitsubishiJukogyoK.K. Kobe		
81246 LCAQ	**Pelagos** (exAthenic) TwinSc4Mst Fitted for oil fuel D.F. 4Dks (Whale oil factory)	12083 7320 7027					1901	Harland& Wolff,Ld. Belfast	Hvalfangerslsk. PelagosA/S(Bruun &vonderLippe)	500·3 H485t	63·3	29·0 45·0	Tönsberg Norwegian WB	Q.8Cy.22″,31½″,46″&68″–48″ 641NHP Harland&Wolff,Ld.Bel.		N
81247 411 IRQG	**Pelagosa** (exOrsolinaBottiglieri-37, exLodoletta) ssPla.No.1-25 Well deck 1Dk&Web frames Longitudinal framing at side & dk	669 494 366	✠ ... 2,27				1921 7mo	MarcoU. Martinolich Lussinpiccolo	Nav.Carlo MartinolichS.a.g.l.	176·7 Q57'B41'F23' FK	29·5	14·1	Trieste Italian WB	T.3Cy.10⅝″,16 13/16″&27 3/16″–19 13/16″ 52NHP VereinigteMaschinefabrik, Prague	14 " 9	I †
81248 113159 VJVL	**Pelaw Main** TwinSc ssSyd.2ndNo.3-12,33 ssSyd.No.1-37 Well deck 1Dk(Stl)&deep framing Wireless Cargo battens not fitted	1221 961 584	✠100A1 2,41 ~~1,40~~ BS~~1,40~~ 2,41 ✠LMC2,38	Syd NSW	o	~~8,38~~ 2,41	1909 11mo	Hall,Russell&Co.Ld Aberdeen Lloyd'sA&CP	J.&A.Brown& AbermainSeaham Collieries,Ld.	235·1 BK8″ Q143'F24' CellDBa59'uE 17'f96'288tFPT21t	34·6 35·8	15·9	Newcastle N.S.W. British 4BHCem APT39t	T.6Cy.16″,26″&43″–27″ (r) 180lb 239NHP 2SB,6cf,GS121,HS4102 Hall,Russell&Co.Ld.Abn.	17 " 0 s 5 " 2½ 16 " 5½	
81249 149650 GNJX	**Pelayo** OilEng. ssAnt.No.2-36 1Dk(Stl)&Shelter dk(Stl) Wireless D.F.	1346 1055 530	✠100A1 Shelter dk withfreeboard Examined 2,41 ✠LMC CS1,36 5,36	~~Liv~~ Bra	r	CL 6,39	1927 12mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	MacAndrews&Co. Ld.	270·1 282·3(O.L.) B70' FK CellDB220'329t FPT17tAPT38t	39·1	15·6	Liverpool British 5BHptCem (Coll to Sh dk 4 „2nd„)	Oil Engines 4S.C.SA 6Cy.24⅛″–51 3/16″ 355NHP Harland&Wolff,Ld.Gls.	17 " 6 s " 2 17 " 6½	
81250 130388	**Pelee** Ⓟ 2Dks	461 231 219					1914	Collingw'd S.B.Co.Ld. Collingwood	R.Harris	141·2 WB	24·1	10·0	Amherstburg,Ont. British	T.3Cy.12½″,21″&34″–21″ 58RHP CollingwoodS.B.Co.Ld.		
81251 YQSP	**Peles** Ⓟ (exAdolf vonBaeyer-33) Fitted for oil fuel D.F. Sub.Sig. 2Dks	5700 4402 3410					1922	Marinewerft Wilhelmshvn	RoumanianState MaritimeService	409·8 F49'	53·9	23·7	Constntza Roumanian WB	T.3Cy.25¼″,41″&66⅛″–49¼″ &LPturbine 431NHP Marinewerft,Wilhelmshvn		V
81252 216 SZGL	**Peleus** (exEgglestone) ssAnt.No.2-36 1Dk(Stl)&Shelterdk(Stl)	4695 4389 2840	✠100A1 withfreeboard Examined 1,41 BS8,39 ✠LMC~~2,36~~ MS1,41	~~Ant~~ Sws	z	CL ~~4,37~~ ~~5,40~~ 12,40	1928 3mo	W.Gray& Co.Ld. Hartlepool Lloyd'sA&CP	NereusSteamNav. Co.Ld.(E.E. Hadjilias,Mgr.)	400·2 FK CellDB353'1261t FPT178tAPT105t	54·2	25·1	Syra Greek 6BHCem (Coll to Sh dk 5 „ 2nd „)	T.3Cy.26½″44″&73″–48″ (s) 180lb 476NHP 3SB&1AuxSB,11cf,GS205, HS8371 Cen.Mar.Eng.Wrks.WHpl	27 " 6 s2 " 11½ 24 " 9¾	
81253 DJNP	**Pelikan** OilEng. Ref.Mchy. Mchy.Aft 2Dks D.F. CruiserStern	3264 2701 1933					1934	Bremen Vulkan Vegesack	Afrikanische Frucht-Compagnie AG(F.Laeisz, Mgr.)	352·8 B41'F44'	44·8	24·0	Hamburg German WB	Oil Engines 2S.C.DA 5Cy.23⅝″–35 7/16″ 975NHP BremenVulkan,Vegesack		G
81254 DJXW	— (exHsinJuiOn-38,exHsing SuiPing-35, exHsinYiLi-34, exJohnWilliams) ssSyd.2ndNo.3-2,18 ssSyd.No.2-26 2Dks(U Teak)	781 — 455	✠ ——— 3,31 ✠	Syd	j		1894 3mo	R.Napier& Sons Glasgow	RolfHeyn&Carl Vissering	194·0 B75'F25' BK7½″ Cell DB145'167tAPT6t	32·0	13·5	Shanghai German 5BHptAsp ptCem	T.3Cy.15″,24″&39″–27″ NDB16 80NHP 1SB,3cf,GS63,HS1679 R.Napier&Sons,Glasgow	16 " 0	
81255 2701 SFZR	**Pelle** (exAugust) 1Dk	633 477 427					1890	W.LindbergsAktieb. Stockholm	RederiA/BFalkvik (Th.Carlsson, Mgr.)	177·5 Q62'B41'H17tF21'	28·3	13·7	Sölvesborg Swedish WB	T.3Cy.14½″,23½″&33″–25¼″ 46NHP W.LindbergsM.V.Skm.		V
81256 1756 ICBD	**Pellice** (exAnsaldoOttavo) Mchy.Aft OilEng. D.F. 2Dks	5360 4487 2933					1920	G.Ansaldo &Co.S.A.Ital. SestriP'nente	Soc.Commerciale diNav.	393·2 P122'B30'F35'	51·5	28·3	Genoa Italian WB	Oil Engines 2S.C.SA 4Cy.29½″–49 3/16″ 606NHP NE28 Soc.An.FiatS.G.M.Turin		I
	Now "Empire Statesman," see No. 87938 in Supplement															
81257 165370 GZDV	**Pellicula** Mchy.Aft OilEng. 1Dk,2nd dk clear of cargo tanks D.F. E.S.D. CruiserStern Longitudinal framing at bottom & at deck	6254 5520 3625	✠100A1 ~~12,30~~ 11,40 ✠LMC12,36 Carrying Petroleum in bulk	Cff Suz	a†	CL 12,39	1936 12mo	Cammell Laird&Co.Ld. Birkenhead Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld.	430·1 P87'B37'F65' FK CellDBuE61'140t DTf25'263tFPT10	54·4	30·7	London British 16BH 6tAPT61t	Oil Engines 4S.C.SA 6Cy.25 9/16″–55⅛″ 377NHP DB180lb Hwthrn,Leslie&CoLd.Nwc	31 " 0 s5 " 6½ 25 " 8½	
81258 175 IBWU	**Pelorum** (exQueenEleanor-38, exSierraBlanca) ssGls.No.3-10,31 D.F. ssNwc.No.1-36 2Dks(Stl)	5314 4835 3206	... 9,38	Rot	y		1918	Bartram& Sons,Ld. Sunderland	Transmediterranea Soc.Anon di Nav.	412·2 400·3 P49'B113'F39' FK CellDB 338'1103tFPT133t	52·3	28·4	Palermo Italian 7BHCem APT225t	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,9cf,GS189,HS7668 J.Dickinson&Sons,Ld.Sld	31 " 0	I †
81259 147687 VLDW	**Pelton Bank** (exDewstone-34) ssSyd.No.3-1,37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted Wireless	1375 1032 794	✠100A1 5,40 ~~7,39~~ BS8,40 ~~BS8,39~~ ✠LMC1,37 ✠NE&B made9,19refitted7,24	Syd	o	CL N8,38	1924 7mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	McIlwraith McEacharnLd.	235·1 FK Q145'F25' CellD B198'380tFPT102t	36·1 37·7	15·3	SydnyNSW British 4BHptCem APT82t	T.3Cy.15″,25″&40″–27″ (s) 180lb 120NHP 2SB,4cf,GS49,HS1800 FD Cen.Mar.Eng.Wrks.WHpl	17 " 6 s 5 " 3½ 16 " 4½	

79/40

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81260 164296 GYXJ	**Pembroke Coast** TwinSc *Mchy.Aft* *OilEng.* Wireless D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	625 504 319	✠100A1 *withfreeboard* 7,39 ✠LMC7,36	Bkn	*m*	OG 7,39	1936 7mo	Henry Robb,Ld. Leith *Lloyd's A&CP*	CoastLines,Ld. *CellDB FPT70tAPT25t*	201·9 F24'	34·2 *35·8*	10·8 FK	Liverpool British 3*BHptCem* (*Coll toSh dk* 2 „ *2nd* „)	Oil Engines 2S.C.SA 8Cy.$13\frac{3}{8}$"–$22\frac{7}{16}$" 250NHP BritishAuxiliaries,Ld.Gls.	13 ″ 6 s ″ 2 13 ″ 5	
81261 UOQS	**Penai** Ⓟ (*ex*Kubsojus) Wireless 1*Dk*	548 418 272					1891	Blohm& Voss, Hamburg	U.S.S.R.	169·3 P63'B31'F29'	26·8	14·0	Odessa Russian	C.2Cy.$18\frac{9}{16}$"&$34\frac{3}{4}$"–24" NB13 44NHP Blohm&Voss,Hamburg		
81262 16104 JDRD	**Penang Maru** *ss*Kob.No.1–17 2*Dks*	5214 4744 3230	✠ … 11,21 ✠				1913 1mo	Russell& Co. Pt.Glasgow	NipponYusenK.K.	405·0 P37'B119'F46'	52·2	27·4 FK	Tokyo Japanese *WB*	T.3Cy.26",42"&70"–48" 488NHP Rankin&Blackmore,Grk.	30 ″ 0	C †
81263 137213 GFQJ	**Pencarrow** *ss*Bos.No.3–2,33 *ss*Cff.No.1–38 D.F. 1*Dk*(*Stl*)	4841 4415 2955	✠100A1 Examined5,41 Shl ✠LMC MS12,36 BS~~6,39~~ 5,41 ~~8,40~~	~~Bry~~	*y*	CL 4,40	1921 7mo	Irvine's SB &D.D.Co.Ld. W Hartlepool *Lloyd's A&CP*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *CellDBa134'uE28'f169'1012tFPT73tAPT152t*	390·0 402·0(O.L.) P40'B122'F38'	52·0	26·8 FK	Falmouth British 6*BHCem*	T.3Cy.$25\frac{5}{8}$",42"&70"–48" (*s*) 180lb 402NHP 3SB,*9cf*,GS166,HS6656 Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 6 s 5 ″ $5\frac{3}{4}$ 24 ″ 3	
81264 165896 BFYR	**Penchâteau** (*ex*Rapallo, *ex*Heenvliet) Wireless 1*Dk*	1129 800 644					1920	DeHaan& Oerlemans Heusden	Ministry of War Transport(G.Gib- son&Co.Ld.*Mgrs.*)	216·4 P19'Q51'F26'	34·6	13·0	Plymouth British *WB*	T.3Cy.$15\frac{3}{4}$",$25\frac{9}{16}$",&$41\frac{5}{16}$"– $27\frac{9}{16}$" 90NHP NV BurgerhoutsSchps.Rot		V
81265 1297 CBPO	**Penco** *Mchy.Aft* Wireless	358 321 163						N.V.Werf "Gusto"v/h A.F.Smulders Schiedam	Soc. Pesq.LaBahia Nofre, Menendez y Oldham,Ltda.	140·0	23·3	11·9	Valparaiso Chilian	C.2Cy.15"&$29\frac{1}{2}$"–$19\frac{11}{16}$" 32NHP		
81266 146381 GJTN	**Pendeen** *ss*Cff.No.3–12,35 D.F. 1*Dk*(*Stl*)	4174 3819 2508	✠100A1 Examined10,40 Npt BS~~3,40~~ ✠LMC12,35 6,41	~~Cff~~	*x*	CL ~~3,39~~ ~~10,40~~ 6,41	1923 5mo	Irvine'sS.B &D.D.Co.Ld. W Hartlepool *Lloyd's A&CP*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *CellDBa135'uE29'f148'1037tFPT112tAPT162t*	375·0 P39'B229'F40'	51·2	24·7 FK	Falmouth British 6*BHCem*	T.3Cy.26",42"&$70\frac{3}{16}$"–48" (*s*) 180lb 396NHP 3SB,*9cf*,GS179,HS6494 Blair&Co.Ld.Stockton	27 ″ 3 s 3 ″ $7\frac{1}{4}$ 23 ″ $10\frac{1}{2}$	
81267 PGRY	**Pendopo** *ss*Bat.No.2–39 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *CruiserStern* *Longitudinal framing–bracketless system*	5209 4534 2665	✠100A1 ~~6,40~~~~12,39~~11,40 BS~~12,39~~ ✠LMC1,39 11,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 7,30 F.P. above 150° F.*	Sng Sba	*y*	CL ~~1,39~~ 11,40	1930 7mo	C.van der Giessen& Zonen'sSchp. Krimpen *Lloyd's A&CP*	N.V.Nederland- scheKoloniale TankvaartMaats. *CellDBuE&B81'* *253tDTf45'396tFPT112tAPT44t*	385·8 P105'F48'	56·1	26·9 FK	Palembang Dutch 14*BHptCem* *ptAsp* (11 *to U dk* 3 „ *2nd* „)	T.3Cy.25",42"&73"–48" (*s*) 225lb 548NHP 3SB,*9cf*,HS7665 FD N.E.MarineEng.CoLdNwc	27 ″ 0 s 4 ″ 11 22 ″ 3	
81268 PGRZ	**Pendrecht** D.F. E.S.D. *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* *Butts of keel & bottom plating elect. welded* *Longitudinal framing at bottom, bilge&dk*	10746 9642 6367	✠100A1 ~~3,40~~11,40 ✠LMC6,39 *Carrying Petroleum in bulk* DBS12,40	Gal Avn	*g*†	CL	1939 6mo	NVRotter- damDroogd. Maats. Rotterdam *Lloyd's A&CP*	N.V.MaatsMotor- ship"Pendrecht" (N.V.Phs.van Ommeren'sSchpv- bedrijf.*Mgrs.*) *CellDBuE67'133tDTf25'300tFPT241tAPT70t*	494·8 514·3(O.L.) P76'	73·2	35·6 FK	Rottrdam Dutch 13*BH*	Oil Engines 4S.C.SA 8Cy.$28\frac{3}{4}$"–63" 633NHP 2DB*180lb* Gbr.Stork&CoNVHengelo	35 ″ 5 s 7 ″ $3\frac{3}{4}$ 28 ″ $3\frac{3}{4}$	
81269 HPFW	**Penelope** TwinSc *OilEng.* Sub.Sig. *ss*Ham.No.3–12,37 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* D.F. E.S.D. GyC. *Longitudinal framing* *CruiserStern*	~~6559~~ ~~6230~~ ~~4056~~ 8436 — 5065	✠100A1 *Shelter dk* *withfreeboard* ~~4,40~~~~7,39~~ 10,40 ✠LMC CS12,37 DBS~~7,39~~4,40 ~~12,37~~4,40 *Carrying Petroleum in bulk*	NYk	*d*†	CL ~~11,37~~ 10,40	1925 9mo	Howaldts- werke Kiel *Lloyd's A&CP*	PanamaTrans- portCo. *Cell DBuE70'160tDTf36'275tDTa21'96tFPT182tAPT119t*	470·1 489·1(O.L.) B34'F39'	63·2	35·3 FK	Panama Pnamanian 18*BHptCem* *ptAsp* (13 *to U dk*)	Oil Engines 2S.C.SA 8Cy.$23\frac{5}{8}$"–$41\frac{3}{4}$" 776NHP DB*70lb* 2WaterTubeDB–*200lb* SulzerBros.Ld.Winterthur	35 ″ 6 s 8 ″ $6\frac{1}{2}$ 27 ″ 3	
81270 304 IRXK	— (*ex*Thornley) 1*Dk*	1160 — 698					1907	BlythS.B. Co.Ld. Blyth	A.Lauro	240·8 235·0 Q121'B11'F24'	36·0	17·1 14·4	Naples Italian *WB*	T.3Cy.19",31"&51"–36" Richardsons, 156NHP Westgarth&Co.Ld		I
81271 HPJU	**Penelopi** (*ex*Penelope–39, *ex*NewGeorgia–33) *ss*Drt.No.3–7,33 *ss*Rou.No.1–37 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Straight frames&bevelled bilge* *CruiserStern*	~~4799~~ ~~4424~~ ~~2913~~ 6559 6230 4056	✠100A1 *Shelter dk* *withfreeboard* 9,40 ~~9,39~~ BS~~1,39~~ ✠LMC12,37 9,40	Ant Shi	*a*†	CL ~~12,37~~ 9,40	1919 8mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	"Polar"Cia. de Navegacion,Ltda. *CellDB34'1571tDTa25'858tFPT91tAPT126t*	412·6 433·8(O.L.)	55·8	25·0 34·4 FK	Panama Pnamanian 8*BHCem* (*Coll to Sh dk* 7 „ *2nd* „)	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	28 ″ 7 s 3 ″ 4 25 ″ $6\frac{1}{2}$	
81272 FOMF	**Penerf** D.F. 2*Dks*(*Stl*)	2151 1934 1278	✠ … 11,33 ✠	Rou			1930 8mo	Napier& Miller,Ld. Glasgow	Cie.Générale Transatlantique *CellDB237'475tFPT45tAPT78t*	278·6 P25'B76'F29'	42·6	20·7 FK	Nantes French 6*BHCem*	T.3Cy.20",33"&54"–33" 241NHP 2SB,*6cf*,GS94,HS3630 McKie&Baxter,Glasgow	22 ″ 6	V †
81273 146150 ~~TKDT~~ MKXL	**Penestin** (*ex*Teal–39) *ss*Lon.No.3–2,34 *Mchy.Aft* *ss*Lon.No.1–38 Wireless 1*Dk*(*Stl*)&*Shelter dk* (*Stl*–ws)	*1336* *982* *612*	✠100A1 *Shelter dk* *withfreeboard* 11,40~~2,40~~ BS11,40 ~~BS1,40~~ ✠LMC12,38	Nts Ply	*p*	CL ~~2,37~~ 10,40	1921 10mo	Bow,Mc- Lachlan& Co.Ld. Paisley *Lloyd's A&CP*	Ministry of Ship- ping(GeneralStm NavCo.Ld.*Mgrs.*) *CellDB161'255tFPT20tAPT18t*	250·2	37·2	14·0 FK	Plymouth British 4*BH Cem* (2 *to Sh dk* 2 „ *2nd* „)	T.3Cy.22",35"&57"–39" (*s*) 180lb 273NHP 2SB,*6cf*,GS126,HS4939 Bow,McLachln&CoLdPsy.	16 ″ 6 s ″ 2 16 ″ $5\frac{1}{2}$	
81274 151046 CYMD	**Penetang** (*ex*WalterB.Reynolds) *Mchy.Aft*	1824 1558 983					1925	TheCol- lingwood S.B.Co.Ld. Collingwood	CanadaSteamship Lines,Ld.	252·0 Q93'F35'	43·1	16·8	Montreal British *WB*	T.3Cy.$15\frac{1}{2}$",26"&44"–26" Hewes& 95RHP Phillips,Newark,N.J.		C
81275 133349 GQPT	**Pengreep** *ss*Hul.2ndNo.3–3,39 D.F. 1*Dk*(*Stl*)	4806 4432 3007	✠100A1 3,40 BS2,40 ✠LMC3,39	Cff	*y*	CL 2,40	1914 5mo	Irvine's SB &D.D.Co.Ld. WHartlepool *Lloyd's A&CP*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *CellDBa134'uE28'f169'1002tFPT73tAPT152t*	390·0 402·0(O.L.) P38'B121'F38'	52·0	26·9 FK	Falmouth British 6*BHCem*	T.3Cy.$25\frac{1}{2}$",42"&70"–48" (*s*) 180lb 402NHP 3SB,*9cf*,GS167,HS6653 Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 6 s 5 ″ $5\frac{3}{4}$ 24 ″ 3	
81276 146388 GCMB	**Penhale** *ss*Rot.No.3–12,35 D.F. 1*Dk*(*Stl*)	4071 3722 2451	✠100A1 Examined 3,41 Npt ✠LMC MS2,36 BS~~7,39~~7,40	~~Bry~~	*w*	CL ~~11,38~~ 2,41	1924 1mo	J.Priest- man&Co. Sunderland *Lloyd's A&CP*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *CellDB315'992tFPT113tAPT115t*	365·0 377·5(O.L.) P31'B102'F31'	51·5	23·8 FK	Falmouth British 6*BHCem*	T.3Cy.$24\frac{1}{4}$",40"&66"–45" (*s*) 180lb 317NHP 3SB,*9cf*,GS147,HS4905 G.Clark,Ld.Sunderland	26 ″ 1 s 4 ″ $10\frac{3}{4}$ 21 ″ $4\frac{3}{4}$	
81277 148274 GDZR	**Pennington Court** (*ex*Rochdale) *ss*Shl.No.3–2,36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *ss*Shl.No.1–41	6098 5853 3774	✠100A1 *Shelter dk* *withfreeboard* 4,41 ~~2,39~~ ✠LMC MS6,36 BS~~2,39~~ 10,40	Bry Shl	*y*	CL ~~N2,38~~ 3,41	1924 7mo	Richardson Duck&Co.Ld. Stockton *Lloyd's A&CP*	CourtLineLd. (Haldin& Philipps,Ld.*Mgrs*) *CellDB349'1245tFPT124tAPT174t*	400·0 F35'*onShelter dk*	53·0	32·7 FK	London British *Cem* *CollisionBHtoShdk* 5 „ *U* „	T.3Cy.26",43"&71"–48" (*s*) 180lb 425NHP 3SB,*9cf*,GS176,HS7171 Blair&Co.Ld.Stockton	35 ″ 2 s 9 ″ $7\frac{3}{4}$ 25 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote [illegible]
81278 PGRX	**Pennland** Ⓟ TrpSc (*ex*Pittsburgh) *Fitted for oil fuel* Sub.Sig. *4Dks* *Ref.Mchy.* D.F. *CruiserStern*	16381 12842 9795	ExaminedL.R.8,40	Bkn			1922	Harland & Wolff,Ld. Belfast	Nederl-Amerik. Stoomv.Maats (HollandAmerika Lijn)	574·4 P54'B313'F92'	67·8	40·9	Rottrdam Dutch *WB*	T.8Cy.(2)28"(2)44"&(4) 49½"–54"&1 Steam Turbine Harland&Wolff,Ld.Bel.		G
81279 219855 KUNF	**Pennmar** (*ex*GeorgeAllen, *ex*EasternOcean) *Fitted for oil fuel* D.F. *2Dks&Awng dk*	5868 4159 3636	✠ ... 1,21	✠			1920 1mo	Kawasaki Dkyd.Co.Ld. Kobe	CalmarS.S.Corp.	385·3	51·2	36·0 FK	NewYork Utd.States *WB*	T.3Cy.26"43½"&72"–48" 440NHP KawasakiDkydCoLdKobe	36 " 0	R †
81280 215286 WKCV	**Pennsylvania** *Mchy.Aft* ssN.Yk.No.3–7,35 ssGal.No.1–39 D.F. *2Dks(Stl)&Webframes* *Longitudinal framing*	6390 6064 3945	✠100A1 ~~6,40~~ ~~8,40~~4,41 BS5,41 *CarryingPetroleum in bulk* *Fitted for oil fuel 7,17 F.P. above 150° F.*	NYk ✠LMC6,39	*a*†	CL 2,40	1917 7mo	ForeRiver S.B.Cor. Quincy,Mass. A&CP	TheTexasCo. *CellDBuE&B64'209tFPT229tAPT130t*	416·8 P107'B35'F33' FK	56·1	31·1	Wilmgton (Del.) Utd.States *16BHCem*	T.3Cy.26½",44"&74"–51" (r) 190lb 549NHP 3SB,*9cf*, HS7979 FD ForeRiverS.B.Cor.Quincy	32 " 9 s 6 " 4½ 26 " 7½	
81281 220024 KUSG	— (*ex*WestNomentum) *Fitted for oil fuel* *2Dks*	5595 — 3510					1920	S.Western S.B.Co. SanPedro,Cal	Weyerhaeuser S.S.Co.	410·5 P46'B112'F46'	54·3	27·2	Everett, Wash. Utd.States *WB*	T.3Cy.24½",41¾"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
81282 150849 KJUX	— Ⓟ TwinSc *1Dk&Shadedk*	1352 — 857					1900	Delaware RiverCo. Chester,Pa.	NewYork,Phila-delphia&Norfolk R.R.Co.	244·3	40·0	14·8	Cape Charles Utd.States	T.8Cy.18",29"&(2)33"–28" 230NHP DelawareRiverCo.Chester		
81283 237658 WNKD	**Pennsylvania Sun** *Mchy.Aft* CyC. *OilEng.* D.F. E.S.D. *CruiserStern* *1Dk* *Electrically welded in way of oil tanks* *Longitudinal framing-bracketless system*	11394 — 6950	✠100A1 ~~6,40~~ ~~12,38~~4,41 ~~DBS5,38~~ *CarryingPetroleum in bulk* DBS6,40	LAn Phl ✠LMC7,38		CL ~~12,38~~ 4,41	1938 7mo *Lloyd'sA&CP*	SunS.B.& DryDockCo. Chester,Pa.	SunOilCo. *CellDBuE73'331tDTf23'435tFPT183tAPT267t*	523·5 543·6(O.L.) P106'B35'F51 FK	70·2	39·8	Phildlphia Utd.States *16BHptCem*	Oil Engines 2S.C.SA 5Cy.31"–86" 1496NHP 2DB(WT)*245lb* SunSB&DD.Co.ChesterPa	40 " 0	
81284 211297 WACT	**Pennsylvanian** ssS.Fo.No.3–7,31 D.F. *2Dks(Stl)&Shelter dk(Stl)* *3rd dk inNo.1hold&* *Webframes* *Longitudinal framing* *Fitted for oil fuel*	5191 — 3129	✠ ... 12,34	SFo ✠	*a*†		1918 6mo	Maryland SteelCo. Sparro'Pt.Md	American-Hawai-ianS.S.Co. *Intermediate 'tween dk BH in No. 2 hold dispensed with* *CellDBa122'uE&B54'f166'1284tDTf30'866tFPT125tAPT52t*	407·7 FK *Coll*	53·7	28·1	NewYork Utd.States *Cem* *BH to Sh dk* 5 ,, ,, *Upr* ,, 1 ,, ,, *2nd* ,,	Q.4Cy25½"37"53½"&78"–54" 704NHP 3SB&1AuxSB,14*cf*,GS241, HS10618 MarylandStl.Co.Sparr.'Pt *only*	31 " 6	R †
81285 150705 KGQR	**Penobscot** 3Mst *Mchy.Aft* *2Dks* D.F.	3943 — 2821					1895	F.W. Wheeler&Co W.BayCity, Mich.	NicholsonUniver-salS.S.Co.	454·0 len06	44·5	22·5	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35½"&59"–44" 231NHP F.W.Wheeler&Co.West BayCity,Mich.		R
81286 221906 KLGN	— (*ex*Lexington–38, *ex*Eckmuhl) *OilEng.* ssPhl.No.3–10,26 *Mchy.Aft.* *1Dk*	522 — 352	✠ ... 9,29 ✠NE10,26				1919 8mo	Foundat'n Co. Savannah,Ga	W.F.Henningsen	139·4 Q79'F26' alt.33 BK	25·2	14·2	Boston Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.14½"–22" 122NHP NewLondonS.&E.Co. NewLondon,Conn.	14 " 8	R †
81287 133334 GQPR	**Penolver** ssCff.2nd.No.3–12,37 D.F. *1Dk(Stl)*	3721 3474 2338	✠100A1 ~~8,40~~ ~~1,40~~ ~~1,41~~ 6,41 MS12,37	Cff ~~H~~ ~~Lon~~ ✠LMC BS~~8,40~~ 6,40	*w*	CL ~~7,39~~ ~~8,40~~ 1,41	1912 6mo *Lloyd'sA&CP*	W.Gray& Co.Ld. WHartlepool	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*) *Cell DBa&uE138'f154'927tFPT80tAPT97t*	350·0 P23'B101'F34' FK	50·0	23·6	Falmouth British *6BHCem*	T.3Cy.25¼",40½"&67"–45"(*s*) 180lb *100lb* NDB29 336NHP 2SB,*6cf*,GS132,HS5303 Cen.Mar.Eng.Wrks.WHpl	25 " 11 s 4 " 7½ 21 " 6	
81288 161104 GTBD	**Penrith Castle** TwinSc *OilEng.* ssH.Kg.No.2–37 D.F. E.S.D. *1Dk(Stl)&Shelterdk(Stl)* *3rd dk(Stl)except in aftermost hold* *Longitudinal framing at bottom & at decks*	6369 5728 3807	✠100A1 *withfreeboard* ~~1,40~~ ~~1,40~~2,41 ~~DBS12,39~~ *Fitted for carrying oil 7,29 F.P. above 150° F. in DTs*	NYk Liv DBS10,40 ✠LMC CS12,37 ~~12,38~~ 6,40	*d*†	CL P5,39 s1,40	1929 7mo *Lloyd'sA&CP*	Cammell Laird&Co.Ld. Birkenhead	Lancashire ShippingCo.Ld. (J.Chambers&Co. *Mgrs.*) *CellDB393'1519tDTa19'516t* *DTsf27'850t&19'606t tank between tunnels 93t*	464·6 481·0(O.L.) F42' FK	60·3	25·8	Liverpool British *7BHptCem* (*Coll to Shdk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.28¾"–59 1/16" 953NHP 2DB*125lb* N.E.MarineEngCoLd.Nwc *FPT149tAPT59t*	31 " 6 s 4 " 3¾ 27 " 4½	
81289 160949 GSNP	**Penrose** ssCff.No.2–37 *1Dk(Stl)&Shelter dk(Stl)*	4393 4075 2630	✠100A1 *withfreeboard* 4,40 BS~~11,39~~ 12,40	Mdb ✠LMC5,36	*z*	CL 4,40	1928 8mo *Lloyd'sA&CP*	W.Dobson &Co. Newcastle *CellDBa&uE152'f178'1111tFPT120tAPT198t*	ChellewNav.Co. Ld.(F.C.Perman, *Mgr.*)	400·4 412·2(O.L.) F39' FK	53·0	25·3	Falmouth British *6BHCem* (*ColltoShdk* 5 ,, *2nd* ,,)	T.3Cy.26",43"&72"–48" (*s*) 180lb 413NHP 3SB,*9cf*,GS178,HS6687 J.Dickinson&Sons,Ld.Sld.	27 " 10 s 3 " 3 24 " 10	
81290 145708 MKZF	**Penshurst** (*ex*MaudLlewellyn–37) ssNpt.No.3–8,34 ssGht.No.1–37 *Well deck* *1Dk(Stl)* *Cargo battens not fitted*	1454 1115 880	✠100A1 12,40~~5,40~~ MS12,37	Cff Bry ✠LMC BS4,40	*o*	OG ~~5,40~~ 12,40	1921 7mo *Lloyd'sA&CP*	J.Lewis& Sons,Ld. Aberdeen	PowerS.S.Co.Ld. (JamesPower&Co. *Mgrs.*) *CellDB192'381tFPT40tAPT36t*	234·4 P16'Q67'B58'F23' FK	35·6	16·6	London British *4BHCem*	T.3Cy.18⅝",28½"&48¼"–33" 180lb (*s*) 86RHP 2SB,*6pf*,GS104,HS3210 J.Lewis&Sons,Ld.Abn.	18 " 7 s 1 " 5½ 17 " 4	
81291 1264 ICBE	**Pensilvania** (*ex*Pennsilvania, *ex*DeSoto, *Fitted for oil fuel* *ex*Phoebus) *2Dks(Stl–Uptws)&* *Webframes&Shelter dk(Stl–ptws)* D.F. *CarryingPetroleum in bulk*	6861 5455 3816	✠ 10,05	Ham ✠	*a*†		1903 1mo	DJ.Dunlop &Co. Pt.Glasgow	DittaL.Pittaluga Vapori *CellDBuE42'247tDTf14'150tFPT87tAPT150t*	437·1 418·7	53·2	30·7 29·0 FK	Genoa Italian *13BHCem*	T.3Cy.28",48"&78"–54" 597NHP 3DB,*18cf*,GS315,HS11006 D.J.Dunlop&Co.P.Gl.	32 " 6	I †
81292 96663	**Pentecost Mitchell** (*ex*H.B.Hawgood) *Mchy.Aft* GyC. *1Dk2trB*	4044 — 2917					1903	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co.	414·0 F48'	50·0	28·0	D'luthMin Utd.States *WB*	T.3Cy.22",35"&58"–40" NB26 213NHP AmericanSB.Co.Cleveland		
81293 CSCF	**Penteola** TwinSc ssLis.No.1-40 *OilEng.* *Mchy.Aft* *1Dk*	545 ~~303~~ ~~212~~ 409 259	✠100A1 ~~5,40~~ ~~2,39~~1,40 DBS5,40 *CarryingPetroleum in bulk*	Lis 5,40 ✠LMC~~3,38~~	*h*	CL 1,39	1936 3mo *Lloyd'sA&CP*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Companhia "Shell"	165·9 Q46'PonQ46'F24' FK *FPTs43t*	28·1	11·6	Lisbon Portuguese *12BHptCem* *APT28t*	Oil Engines 4S.C.SA 12Cy.11⅜"–18⅞" 162NHP DB*180lb* WerkspoorN.V.Ams.	12 " 3 s 1 " 1½ 11 " 3½	
81294 FOLC	**Penthièvre** (*ex*Crucy,*ex*Cybèle) *Fitted for oil fuel* D.F. *1Dk*	2382 2098 1360					1922	Anciens Chantiers Dubigeon Nantes	CieGénérale Transatlantique	288·1 P22'B64'F37'	42·6	20·2	Nantes French *WB*	T.3Cy.18⅝",29 13/16"&49 3/16"– 37¾" 148NHP Ch.&Atel.delaLoire,Nts.		V
81295 77 IBJN	**Peppino Palomba** (*ex*Giorgakis–35, *ex*FlorentiaS.–34, ssGoo.2ndNo.3–11,23 *ex*Dorothea, ssMsl.No.1–28 *ex*EricCalvert, *1Dk(ptStl&ptIrn)&Web* *ex*Silsden, *frames&ptAwng dk(Irn)* *ex*Homewood)	2034 1469 1245	✠ 1,33	Cff ✠	*r*		1897 12mo	R.Craggs &Sons Middlesbro'	GiuseppePalomba fu Michele	280·3 271·0 P26'Q74' *ptAwng dk171'* FK *DBa88'f102'391tAPT51t*	40·5	17·6 17·4	Torre del Greco Italian *4BHCem*	T.3Cy.20",32½"&53"–36" NDB16 176NHP 2SB,*4pf*,GS74,HS2758 SirC.Furness,Westgarth& Co.Ld.Middlesbro'	18 " 9	I †

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81296 OHZQ	**Per Brahe** Ⓟ (*ex*NielsHolst–36, *ex*Sverige) Wireless D.F. 1*Dk*	743 — 250					1908	Akt.Burmeistr&Wain Copenhagen	Ångf.A/B Mariehamn(W.K.Jansen *Mgr.*)	220·4 209·9 B72'	33·1	14·0	Åbo Finnish *WB*	T.3Cy.18½",30"&50"–30" 137NHP Akt.Burmeistr&Wain,Cpn		V
81297 120296 VPKV	**Perak** 2*Dks*	1188 809 519					1906	CaledonS. B.&E.Co.Ld. Dundee	StraitsS.S.Co.Ld.	239·8	35·2	13·8	Singapore British	T.3Cy.20",33"&54"–36" 175NHP CaledonSB.&E.Co.Ld.Dun		
81298 YTDH	**Perast** (*ex*Anderton,*ex*Coquetmede, *ex*Thornhill) *ss*Shl.2ndNo.3–1,38 1*Dk*(*ptStl&ptIrn*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted*	3871 2597 2410	✠100A1 9,40 ~~8,39~~ BS~~8,39~~ 9,40	Bry Lis ✠LMC1,38	*w*	CL 12,37	1911 9mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	Jugoslavenska Komercijalna Plovidba d.d. *CellDBa*112'*uE*	355·5 P32'B102'F32' FK 25'*f*152'1051*tFPT*	51·0	23·9	Split Yugoslav 6*BHCem* 110*tAPT*77*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb ~~100lb~~ NDB28 339NHP 2SB,8*pf*,GS145,HS5381 G.Clark,Ld.Sunderland	26 ″ 3 s4 ″ 4¼ 22 ″ 1	
81299 211025 WTLV	**Percival Roberts, Jr.** *ss*Clv.No.4–5,38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	7593 7290 5862	✠100A– 12,38 BS~~2,40~~ 2,41 *For Service on*	Clv ✠LMC5,38 *the Gr*	*eat*	*Lakes*	1913 4mo	American S.B.Co. Lorain,O.	PittsburghS.S.Co. *CellDBu*	580·0 F51' FK *E&B55' f &in Hopp*	58·0	32·0	D'luth,Min Utd.States 4*BH* *er side tanks*	T.3Cy.24",39"&65"–42" (*s*) 170lb 406NHP 2SB,6*cf*,GS132,HS6338 FD AmericanSB.Co.Cleveland 479'8549*tFPT*259*tAPT*59*t*	32 ″ 0 s10 ″ 10¼ 21 ″ 4½	
81300 131309 MDKY	**Perdita** *ss*Bkn.2ndNo.3–5,36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	543 394 211	✠100A1 Examined1,41 BS~~8,39~~ 8,40	~~Bkn~~ Liv ✠LMC5,36	*i*	CL ~~4,39~~ 12,40	1910 12mo *Lloyd*	Mackay Bros. Alloa '*sA&CP*	S.Wales&LiverpoolS.S.Co.Ld.(R. Gilchrist&Co.*Mgs*) *C*	175·0 Q97'B13'F28' FK *ellDBf*93'123*tFPT*	26·1	10·7	Liverpool British 3*BHCem* 41*tAPT*3*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb 97RHP 1SB,3*cf*,GS64,HS2340 MacColl&Pollock,Ld.Sld.	13 ″ 0 s4 ″ 2½ 12 ″ 10½	
81301 227030	**Pere Marquette 12** TwinSc (*CarFerry*) 1*Dk*2*trB*	2767 — 1123					1927	Manitowoc S.B.Corp. Manitowoc, Wis.	PereMarquette RailwayCo.	400·0	53·0	22·0	Pt.Huron, Mich. Utd.States	C.6Cy.26½"&(2)40"–36" 320NHP ManitowocS.B.Corp. Manitowoc,Wis.		
81302 200611	**Pere Marquette 14** TwinSc *Two Screws forward & two aft* 1*Dk* (*Car Ferry*)	2531 — 1655					1904	DetroitS.B Co. Wyandotte	PereMarquette RailwayCo.	327·6	52·1	21·0	Detroit, Mich. Utd.States	C.4Cy.28"&52"–36" 279NHP DetroitS.B.Co.Detroit		
81303 150906 WDCC	**Pere Marquette 17** Ⓟ TwinSc (*CarFerry*) D.F. 1*Dk*&*Shade dk*3*trB*	2775 — 1685					1901	American S.B.Co. Cleveland	PereMarquette RailwayCo.	338·0 *WB*	56·0	17·7	Manitowoc,Wis. Utd.States	T.6Cy.19",31"&52"–36" 324NHP AmericanSB.Co.Cleveland		
81304 208305 WDCD	**Pere Marquette 18** Ⓟ TwinSc (*CarFerry*) D.F. 2*Dks*3*trB*	2777 — 1660					1910	Chicago S.B.Co. Chicago	PereMarquette RailwayCo.	338·0	56·0	20·5	Manitowoc,Wis. Utd.States	T.6Cy.19",31"&52"–36" 324NHP AmericanSB.Co.Cleveland		
81305 200459 WDCB	**Pere Marquette 19** Ⓟ TwinSc (*CarFerry*) D.F. 2*Dks*	2626 — 1548					1903	American S.B.Co. Cleveland	PereMarquette RailwayCo.	338·0	56·0	19·5	Manitowoc,Wis. Utd.States	T.6Cy.19",31"&52"–36" 324NHP AmericanSB.Co.Cleveland		
81306 223796 WDCF	**Pere Marquette 21** Ⓟ TwinSc (*CarFerry*) D.F. 2*Dks*	3016 — 1532					1924	Manitowoc S.B.Corp. Manitowoc	PereMarquette RailwayCo.	350·0	56·0	21·0	Manitowoc,Wis. Utd.States	T.6Cy.20½",34"&56"–36" 376NHP ManitowocS.B.Corp.Wis.		
81307 224122 WDCG	**Pere Marquette 22** Ⓟ TwinSc (*CarFerry*) D.F. 2*Dks*	3009 — 1522					1924	Manitowoc S.B.Corp. Manitowoc	PereMarquette RailwayCo.	350·0	56·0	21·0	Manitowoc,Wis. Utd.States	T.3Cy.20½",34"&56"–36" 376NHP ManitowocS.B.Corp.Wis.		
81308 HPMU	**Pereira** (*ex*Polana–36) *ss*Got.No.3–1,36 2*Dks* ~~1*Dk*(*Stl*)&*Shelter dk*(*Stl*)~~ *ss*Crs.No.1–40 *Tonnage opening closed '40*	~~744~~ ~~577~~ ~~307~~ 1065 973 633	✠100A1 *Shelter dk* *with freeboard* ~~7,40~~ ~~1,40~~2,41 BS~~5,39~~ *Fitted for oil*	Crs Boa 6,40 ✠LMC~~1,36~~ *fuel* 1		OG 1,40 ,36 *F.P. a*	1918 3mo *bove 1*	Aktieb. LödöseVarf Lödöse 50° F.	ElliotShipping&LandCo.Inc.(HansElliot,*Mgr.*) *Ce*	202·9 205·9 *llDB*161'220*t FPT*	32·8	18·2 11·2 FK	Panama Pnamanian 4*BHCem* 24*tAPT*8*t*	C.2Cy.15 1/16"&36¼" ~~15⅛"&36"~~–24" (*s*) 130lb *130lb* 75NHP 1SB,2*cf*,GS38,HS1450 Aktieb.LödöseVarfLödöse	~~13 ″ 2~~ ~~s ″ 2~~ ~~13 ″ 2¼~~ 20 ″ 2 s6 ″ 2½ 14 ″ 2	
81309 UOJM	**Perekop** (*ex*Dampen–35) 1*Dk*	2493 2199 1428					1922	ForthS.B. &E.Co.Ld. Alloa	U.S.S.R.	295·7 P87*t*H127*t*	43·6	20·6	Vladvostk Russian *WB*	T.3Cy.20½",33"&54"–39" 182NHP ForthS.B.&E.Co.Ld.Alloa		
81310 134945 MKYW	**Perelle** (*ex*Stainburn) *ss*Apl.No.3–6,35 *ss*Shl.No.1–39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	659 442 265	✠100A1 2,41~~1,40~~ BS~~1,40~~ 2,41	Shl Bry ✠LMC2,39	*i*	CL ~~2,39~~ 2,41	1922 4mo *Lloyd*	Wm.Adam &Co.atOlderfleetShipyard LarneHarbr. '*sA&CP*	O.Dorey&SonsLd. *CellDB*	177·0 Q100'B9'F28' *f*103' 145*t FPT*38*t*	28·1	10·9 BK7¼"	London British 3*BHCem* *APT*4*t*	T.3Cy.14$\frac{3}{16}$",27"&44"–30"(*s*) 180lb 97RHP 1SB,3*cf*,GS58,HS2026 Campbll&CalderwdLdPsy	13 ″ 3 s4 ″ 0¾ 13 ″ 7¼	
81311 142 OAPP	**Perene** (*ex*Marie) *Fitted for oil fuel* 1*Dk*&*Spar dk*	2155 1763 1169					1905	Howaldtswerke Kiel	Cia.Peruana de Vap.yDique del Callao	284·1 P21'B75'F36'	39·1	19·8	Callao Peruvian *WB*	T.3Cy20⅒"32$\frac{3}{10}$"&51⅗"–35⅖" 158NHP Howaldtswerke,Kiel		
81312 165405 GZXX	**Peribonka** (*ex*NewtonMoore–40) D.F. E.S.D. 1*Dk* *CruiserStern* *Cargo battens not fitted*	5673 5128 3407	✠100A1 ~~5,40~~~~1,40~~ 1,41	Npt Sws ✠LMC~~2,37~~ 5,40	*z* 1$\frac{15}{16}$	CL 12,39	1937 2mo *Lloyd*	JLThompson&Sons,Ld. Sunderland '*sA&CP*	Saguenay Terminals,Ld. *CellDB*294'1228*t* *way of t*	409·3 425·3(O.L.) P35'B122'F32' FK *Tank in* *unnel*315*t FPT*165*t*	57·6	29·1	London British 6*BHCem* *APTs*225*t*	T.3Cy.22",37½"&63"–45"(*s*) 220lb FD 395NHP 3SB(Spt)9*cf*,GS140,HS5580 GeorgeClark(1936)Ld.Sld.	31 ″ 7 s6 ″ 9¾ 25 ″ 0	
78/41 81313 LJFV	**Pericles** *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CruiserStern*	8324 7636 4991	✠100A1 6,40~~9,39~~ *CarryingPetr*	Gal ✠LMC9,36 *oleum*	*c*† *in*	CL 9,39 *bulk*	1936 9mo *Lloyd*	GötaverkenA/B Gothenburg '*sA&CP*	D/S A/S Eikland (I.M.Skaugen, *Mgr.*) *CellDBuE*77'209	463·7 P103'B38'F59' FK *t DTf*22'375*t FPT*	59·2	35·9	Oslo Norwegian 10*BHptCem* 95*tAPT*52*t*	Oil Engines 4S.C.SA 8Cy.29⅓"–59$\frac{1}{16}$" 653NHP 2DB*150lb* GötaverkenA/B,Got.	35 ″ 6 s7 ″ 10¼ 27 ″ 11	
81314 PGSA	— *OilEng.* D.F. E.S.D. 2*Dks*&*Shelter dk* *CruiserStern*	3167 2510 1821	✠100A1 *withfreeboard* 8,40~~12,39~~	NYk Jck ✠LMC4,38	*w*	OG 12,39	1938 5mo *Lloyd*	N.V.C.VanderGiessen&Zonen'sSchps Krimpen '*sA&CP*	Koninkl.Nederl. Stoomb.Maats. *CellDB*285'77	358·6 374·5(O.L.) FK (2*t FPT*66*t APT*29*t*	49·5	20·2	Amstrdam Dutch 6*BH* *Coll to Sh dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 7Cy.27$\frac{9}{16}$"–47¼" 925NHP DB*114lb* Gbr.Stork&CoNVHengelo	23 ″ 6 s1 ″ 5¾ 22 ″ 1¾	
81315 YVAR	**Perija** TwinSc *ss*N.Yk.No.3–4,40 ~~*ss*Geo.No.2–39~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	*2647* *1888* *1506*	✠100A1 4,40~~6,39~~ 4,41 ~~BS6,39~~ *CarryingPetr* *Fitted for oil* BS~~4,40~~ 4,41	Aru ~~NYk~~ ✠LMC~~2,35~~ 6,39 *oleum* *fuel*10	*t* *in* ,27	CL ~~6,39~~ 4,40 *bulk* *F.P.a*	1927 10mo *Lloyd* *bove 1*	Palmers' Co.Ld. Newcastle '*sA&CP* 50° F.	MeneGrandeOilCo. C.A. *CellDBuE&*	305·0 317·1(O.L.) P69'B22'F33' FK *Trunk*181' B42' 107*t FPT*194*t*	50·2	16·3	Maracaibo Venezuelan 11*BHptCem* *APT*85*t*	T.6Cy.13½",23"&37"–27"(*s*) 180lb 212NHP 2SB,6*cf*, HS4055 Richardsons,Westgarth& Co.Ld.Mdb.	16 ″ 6 s2 ″ 0¼ 14 ″ 8	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Durée Certif. of Trade
81316 120736 VJKF	**Period** 4Mst ssSyd.2ndNo.3–9,31 ssSyd.No.1–35 *Spar dk(Stl)&deep framing Spar dk rule* *Cantilever framed topside tanks* *Cargo battens not fitted*	2791 2499 1753	✠100A1 Examined9,40 Syd	~~Syd~~ LMC1,40	*u*	CL 10,38	1907 4mo *Lloyd*	Sir Raylton Dixon&CoLd Middlesbro' 'sA&CP	AustralianSteam- shipsProprietary, Ld. (*Man.Agents,* HowardSmithLd.) *Cell* *DBa*106'*uE&B*	330·3 339·8(O.L.) B58'F39' FK 35'/135' 657*t Topsi*	45·3	22·6	Melbourne British 5*BHCem* *detanks* P&B	T.3Cy.24",40"&66"–42" (*s*) 180lb 307NHP 3SB,6*cf*,GS133,HS4761 Richardsons,Westgarth& Co.Ld.Mdb. 219'554*tFPT*82*tAPT*132*t*	25 ″ 0 s 5 ″ 4 19 ″ 10½	
81317 189 ICBH	**Perla** Ⓟ ssTri.No.3–9,38 2*Dks*(*Stl*) *Ref.Mchy.* D.F.	5741 5061 3612	✠100A1 2,40 BS11,39 ✠LMC9,38 ✠Lloyd'sRMC2,40	Tri	*y*	CL N2,38	1926 1mo *Lloyd*	ClydeS.B. &E.Co.Ld. Pt.Glasgow 'sA&CP	LloydTriestino Soc.Anon.di Nav. *CellDB*338'1233*t*	400·6 390·1 B125'F35' FK *FPT*122*tAPT*60*t*	54·0 54·0	28·7 29·6	Venice Italian 7*BHCem* 1 „ *to* 2*nd dk*	T.3Cy 25",41"&68"–45" (*s*) 200lb 468NHP 3SB(Spt),3*cf*,GS148, FD HS6960 ClydeS.B.&E.Co.Ld.	32 ″ 0 s 6 ″ 7½ 25 ″ 7½	
81318 174022	— (*ex*DonnaRamona,*ex*Pluto) 1*Dk*	346 — 183					1903	Farnham, Boyd&Co. Shanghai	Madrigal&Co.	125·5	26·2	11·9	Manila,P.I. Utd.States	C.2Cy.16"&32"–18" 36NHP FarnhamBoyd&Co.Shi.		
81319 HPBL	**Permian** *OilEng.* ssPhl.No.1–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* GyC. *Longitudinal framing* *Special Surveys to date from* 2,34	8890 8260 5728	✠100A1 7,40~~[illegible]~~ ✠LMC CS4,38 DBS~~11,39~~ 4,38 8,40 *Carrying Petroleum in bulk*	Phl	*d*†	CL 11,39	1931 6mo *Lloyd*	Scotts'S.B. &E.Co Ld Greenock 'sA&CP	AtlanticOilShppng Co. *CellDBuE*65'221*tDT*	471·1 P103'F41' FK *f*34'454*tFPT*218*t*	63·3	36·7	Panama Pnamanian 16*BH* (11 *to U dk* 5 „ 2*nd* „) *APT*111*t*	4Oil Engines connected to Elec.Motor&Sc.Shaft 24Cy.19½"–24" 4S.C.SA DB140*lb* 388NHP Soc.d'Elec&Mec(Thomson- Houston&Carels)Ghent	36 ″ 9 s 8 ″ 10½ 28 ″ 1½	
* 81320 PGSB	**Perna** *OilEng.* ssSch.No.1–40 D.F. 1*Dk*,2*nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	7984 7229 4748	✠100A1 1,40 ✠LMC CS1,40 DBS3,39 8,38 *Carrying Petroleum in bulk*	Sch	*c*†	CL 8,38	1935 3mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense 'sA&CP	N.V.Petroleum Maats."La Corona" *CellDBuE*64'205*t*	462·8 P93'B47'F51' FK *DTf*25'272*t FPT*1	59·3	33·8	TheHague Dutch 15*BH* 39*tAPT*85*t*	Oil Engines 4S.C.SA 8Cy.25$\tfrac{9}{16}$"–55⅛" 502NHP DB180*lb* WerkspoorN.V.Ams.	34 ″ 0 s 6 ″ 9 27 ″ 5½	
81321 DIEK	**Pernambuco** (*ex*Skåneland) *OilEng.* Sub.Sig. 1*Dk*&*Shltr dk*	4121 3734 2462	✠ … 8,29	 ✠			1925 11mo	Kockums M.V.Aktieb. Malmö	Hamburg-Süd- Amerik.Dampf- schifffahrtsGes.	373·0 F39' FK	53·9	22·6	Hamburg German *WB*	OilEngines 4S.C.SA 6Cy.27$\tfrac{9}{16}$"–55⅛" 438NHP KockumsM.V.Akt.Malmö	26 ″ 7	G †
81322 CTBT	**Pero-da Nhaya** (*ex*Nina d'AstyIV., *ex*Otaria, ssE.Lon.2ndNo.3–2,22 *ex*City of Manchester) *Mchy.Aft* 1*Dk*	307 222 94	✠ … 2,24	 ✠			1898 3mo	Mackie& Thomson Glasgow	Cia.deMoçambique	140·0 Q61'F23' BK7½"	23·4	12·0	Beira Portuguese *WB*	T.3Cy.13½",21½"&35½"–27" 71NHP Muir&Houston,Ld.Gls.	11 ″ 2	
81323 CSBO	**Pero de Alenquer** (*ex*Coimbra, *ex*Antares) 1*Dk*	2593 2299 1538					1913	Akt.Ges. "Neptun" Rostock	Cia.deNavegacão "Carregadores Açoreanos"	329·9 F40' *WB*	46·1	18·3	Ponta Delgada Portuguese	T.3Cy.23⅜",38½"&63"–43$\tfrac{5}{16}$" 260NHP A.G."Neptun"Rostock		V
17/40 81324 125 SVJH	**Perrakis L. Cambanis** (*ex*Grelarlie, ssPir.2ndNo.3–3,36 *ex*Rachel) D.F. 1*Dk*(*Stl*)	*3584* *3389* *2244*	✠100A1 1,39 MS11,35	Cff ✠LMC BS1,40	*u'*	CL 1,39	1910 1mo *Lloyd*	W.Gray& Co.Ld. WHartlepool 'sA&CP	TheHeirs of the lateL.Z.Cambanis *CellDBa*119'*uE*25	362·2 P27'B225'F41' K '*f*158'1017*tAPT*73	51·1	21·6	Andros Greek 6*BHCem* *t*	T.3Cy.25",40½"&67"–45" (*s*) 180lb 344NHP 3SB,9*cf*,GS152,HS5528 Cen.Mar.Eng.Wks.WHpl	24 ″ 0 s 3 ″ 0½ 21 ″ 2	
81325 FOCF	**Perros-Guirec** (*ex*Edimbourg–37, *ex*CommandantRabot) 1*Dk*	2012 1586 1182					1921	Govern- mentYard Cherbourg	Cie.France- NavigationS.A. (*inliq.*)(Worms& Cie.,*Mgrs.*)	270·2 P19'B30'F23'	39·4	19·9	Havre French *WB*	DR geared steam turbine Soc.Anon.Breguet,Paris		V
81326 1040 ICBK	**Perseo** 3Mst *Mchy.Aft* D.F. 1*Dk*	4857 4445 2909					1921	Cant.Nav. Riuniti Ancona	Soc.Ligure di Armamento	394·2 P&B270'F34'	52·0	27·6	Genoa Italian *WB*	T.3Cy.26",42½"&70"–48" 339NHP Cant.Nav.Riuniti,Ancona		CI
81327 HPFT	**Persephone** TwinSc *OilEng.* *Mchy.Aft* ssHam.No.3–11,37 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *CruiserStern & Web frames* GyC. *Longitudinal framing*	8426 — 5055	✠100A1 *Shelter dk* *with freeboard* 11,40~~1,40~~ ✠LMC CS11,37 DBS~~2,40~~11,40 ~~10,38~~11,40 *Carrying Petroleum in bulk*	NNs NYk	*c*†	CL ~~SN~~ ~~11,37~~ P7,39 S10,40	1925 5mo	Frd.Krupp Act.Ges. Kiel	PanamaTransport Co. *CellDBuE*73'160*tDTf*36'315*t*	468·7 489·6(O.L.) B33'F39' 18*BH*(13*to Udk*)*pt* *DTa*19'111*tFPT*18	63·2	35·2	Panama Pnamanian *Cem pt Asp* 6*tAPT*106*t*	Oil Engines 2S.C.SA 8Cy.25$\tfrac{9}{16}$"–51$\tfrac{9}{16}$" 905NHP 2 Water Tube DB200*lb* 3DB70*lb* Frd.KruppA.G.Kiel	35 ″ 6 s 8 ″ 7½ 27 ″ 1½	
81328 147194 GDFY	**Perseus** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks*	10286 9295 6336					1923	CaledonS. B.&E.Co.Ld. Dundee	ChinaMutualS.N. Co.Ld.(A.Holt&Co. *Mgrs.*)	490·5 P50'B173'F54	62·3	39·6	Liverpool British *WB*	DR geared SteamTurbines ParsonsMarineSteam TurbineCo.Ld.Wallsend		BT till ~~6,40~~ 6,41
22/44 81329 101 SVJX	— (*ex*Patagonier–32, ssAnt.No.3–6,38 *ex*WarBittern) 2*Dks*(*Stl*)	*5172* *4737* *3078*	✠100A1 4,39 BS11,39 ✠LMC6,38	Rot	*y*	CL 5,38	1918 4mo *Lloyd*	Harland& Wolff,Ld. Belfast 'sA&CP	A.Andreatos *CellDB*	400·4 P49'B113'F40' FK 245'1123*tFPT*122*t*	52·3	28·4	Argostoli Greek 7*BHptCem* *APT*181*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 518NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	31 ″ 0 s 6 ″ 0 25 ″ 3	
81330 202475 WCGE	— (*ex*FrankJ.Hecker) *Mchy.Aft* GyC. 1*Dk* D.F. Sub.Sig.	4978 — 3770					1905	Gt.Lakes Eng.Works StClair,Mch.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	462·0 *WB*	50·0	24·0	Wilmgton (Del.) Utd.States	T.3Cy.22",36"&60"–40" 228NHP GreatLakesEng.Works		R
44/41 81331 PGSF	— Wireless *Fitted for oil fuel* *CruiserStern* 2*Dks*	1307 778 729					1922	N.V. "Ijselwerf" Gorinchem	Koninkl.Nederl. Stoomb.Maats. N.V.	217·9 Q77'	33·7	13·0	Amstrdam Dutch *WB*	T.3Cy.13¾",22$\tfrac{1}{16}$"&38"–27" N.V.Maschfbk 75NHP Utrecht,Utrecht		V
81332 DOOE	— 1*Dk*	658 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	180·0 Q52'B44'F19'	28·1	12·8	Bremen German *WB*	T3Cy.13½"21$\tfrac{1}{16}$"&34$\tfrac{7}{16}$"–23⅝" 57NHP A.G."Weser,"Bremen		G
81333 1281 IRZA	**Persia** ssGen.No.1–25 *Fitted for oil fuel* *Mchy.Aft* *Well deck* 1*Dk*	804 635 455	✠ … 3,27	 ✠			1921 1mo	N.V.WedC. Boele&Zonen Slikkerveer	Soc.Anon.Ilva	200·0 Q122'B11'F23' FK	30·2	12·9	Genoa Italian *WB*	T.3Cy.15",25"&40"–27" 109NHP Verschure&Co Amsterdam	15 ″ 0	I †
81334 1223 ICBQ	**Persiano** (*ex*Kura) D.F. ssGen.3rdNo.3–7,26 *Mchy.Aft* ssGen.No.1–32 1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Web frames* *Carrying Petroleum in bulk* *Fitted for oil fuel*	2474 2310 1510	✠ … 9,35 ✠NB11,09✠	Gen	*s*	12,31	1889 8mo	Armstrong Mitchell& Co.(Lim.) Newcastle	Ditta G.M.Barbagelata *DBuB*18'	304·9 B24'F28' FK 55*t FPT*67*t Deep T*	37·8	20·2 28·6	Genoa Italian 11*BHCem* *ankf*24'190*t*	T.3Cy.22½",36½"&60"–39" 234NHP 2SB,6*cf*,GS102,HS3640 WllsndSlpwyCo.Ld.Nwc.	27 ″ 9	I †

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81335 OOZA	**Persier** Ⓟ (exWarBuffalo) ssAnt.No.3–8,30 D.F. ssAnt.No.2–38 2Dks(Stl)	5382 4792 3293	✠100A1 8,40~~2,40~~ ✠LMC MS10,38 ~~BS7,39~~ 9,40	Ant Bkn	y	CL ~~N2,40~~ 7,40	1918 6mo Lloyd'sA&CP	Nthmblnd S.B.Co.Ld. Newcastle	CieMaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInternationale, Mgrs.)	400·2|52·3|28·5 P49'B113'F39' FK CellDB344'1125tFPT115tAPT175t	Antwerp Belgian 7BHptCem	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD N.E.MarineEngCoLdNwc	31 ″ 0 s 5″11¾ 25 ″ 3	
81336 123346 GQXB	**Perth** Ⓟ ssDun.2ndNo.3–5,39 Well deck 2Dks(Stl) E.S.D.	2259 1370 1157	✠100A1 ~~5,41~~ ~~5,39~~ 6,41 BS9,40 ✠LMC5,39 Carrying fuel or other oils F.P. above 150° F. in deeptank & No. 5DBtank	Dun Gls	s	CL ~~1,39~~ 6,41	1915 7mo Lloyd'sA&CP	CaledonS. B.&E.Co.Ld. Dundee	Dundee,Perth& LondonShppg.Co.	280·2|40·2|19·8 291·0(O.L.) P&B167'F45' FK&BK½" CellDBa50'uE24'f108'259tMT14'111tFPT44tAPT39t	Dundee British 5BHCem	T.3Cy.24½",39"&64"–42" (r) 180lb 345NHP 3SB,10cf,GS195,HS6100 CaledonSB.&E.Co.Ld.Dun	19 ″ 0 s 1 ″3½ 17″10½	
81337 164087 GYWK	**Perthshire** TwinSc D.F. E.S.D. GyC. 3Dks Ref.Mchy. CruiserStern	10496 9637 6121	✠100A1 withfreeboard 1 3,40 BS3,40 ✠LMC7,36 ✠Lloyd'sRMC~~3,40~~9,40 Fitted for oil fuel 7,36 F.P. above 150° F.	Lon	f† 2¼	CL P9,39 S3,40	1936 7mo Lloyd'sA&CP	Greenock Dockyard Co.Ld. Greenock	ScottishShireLine, Ld.(Turnbull, Martin&Co.Ld. Mgrs.) Duct keel forward of mchy. space CellDB	477·1|66·2|40·2 498·5(O.L.) P33'B119'F69' FK 405' 1391t FPT84tAPT132t	Glasgow British 8BHptCem (1,,to2nddk)	T.6Cy.26",42"&73"–48"&2 LPturbines withDRgearing&hydraulic coupling 220lb (s) 1585NHP 6SB(Spt),24cf,GS468, FD HS20142 N.E.MarineEng.CoLdNwc	43 ″ 0 s13″5¼ 30 ″ 0	
81338 33 IRZG	**Pertusola** (exAngela, exTrevose) Iron ssGen.2ndNo.3–1,08 Well deck 1Dk2trB	1504 1239 925	✠ … 7,11 ✠				1882 10mo	JReadhead &Co. S.Shields	Ing.G.B.Bibolini	265·4|35·9|18·2 259·5 17·5 Q136'B26'F32' BK9"	Spezia Italian WB	C.2Cy.30"&58"–36" 161NHP J.Readhead&Co.S.Shields	18 ″ 6	I †
81339 167841 ~~OZAB~~ ~~ZNAB~~ GMLR	**Peru** TwinSc4Mst OilEng. ssCpn.No.3–8,29 D.F. ssCpn.No.2–37 2Dks(Stl)&Shelter dk(Stl)	6961 6624 ~~4436~~ ~~4426~~	✠100A1 Shelter dk withfreeboard 9,40 ~~11,39~~ ✠LMC CS8,37 DBS~~2,39~~9,40 9,38	Nkv Sou	a†	CL ~~S7,38~~ ~~P11,39~~ 8,40	1916 8mo Lloyd'sA&CP	Akt.Burmeistr&Wain Copenhagen	Ministry ofShipping(UnitedBaltic Corporation,Ld, Mgrs.) Cell	425·3|55·2|27·5 442·0(O.L.) 35·4 FK DB378'1266tFPT93tAPT73t	S'thamptn British 7BHptCem	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 717NHP DB100lb Akt.Burmeistr&Wain,Cpn	38 ″ 6 s 11″0¼ 28 ″ 0	
81340 8285 SLIN	**—** TwinSc OilEng. D.F. E.S.D. GyC. 2Dks&Shelter dk Ref.Mchy. Strengthened for navigation in ice	6017 4171 3393	✠100A1 withfreeboard 11,39 ✠LMC8,38 ✠Lloyd'sRMC3,40 No. 3 lower 'tween dks. for temp. 10° F., all other chambers for temp. 31° F.	Mmo	a†	OG	1938 8mo Lloyd'sA&CP	A/B Götverken Gothenburg	Rederiaktieb. Nordstjernan(A.A. Johnson,Mgr.) CellDB307'1486t	420·8|55·9|24·0 440·1(O.L.) F80' FK Tanks in way oftunnels309tFPT76tAPT52t	Stockholm Swedish 7BH (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 945NHP DB85lb A/B Götaverken,Got.	28 ″ 0 s 2″10¾ 25 ″ 3¼	
81341 1134 CBPE	**—** Ⓟ TwinSc 2Dks&Shadedk	3203 — 1717					1896	Caird&Co. Ld. Greenock	Soc.Anon. MaritimaChilena	350·0|43·1|19·4 Promenadedk318' Shadedk153'	Valparaiso Chilian WB	T.6Cy.19¾",32"&52"–36" 324NHP Caird&Co.Ld.Greenock	22 ″ 6	
81342	**Perun** TwinSc OilEng. D.F. Mchy.Aft 1Dk Longitudinalframing–bracketless system CruiserStern "Arcform"	3177 2365 1514	✠100A1 5,39 ✠LMC5,39 Carrying Petroleum in bulk No later survey reported	Ant	t	CL	1939 5mo Lloyd'sA&CP	Soc.Anon. Jhn.Cockerill Hoboken	KomandaMornariceKraljévine Jugoslavije(Royal JugoSlavNavy) CellDBa51'110t	294·9|45·6|22·2 311·6(O.L.) P82'B38'F57' FK DTs f 37'350tFPT67tAPT43t	Yugoslav 13BHptCem	Oil Engines 2S.C.SA 12Cy.13¾"–24$\frac{7}{16}$" 396NHP 2DB171lb 1DB100lb SocAn.J.Cockerill,Seraing	23 ″ 7 s2 ″7½ 21 ″ 2¼	
81343 UOEH	**Pervi Krabolov** (exTaiyoMaru, exClanOgilvy) ssKob.2ndNo.3–5,22 2Dks(1Stl& UIrn–ws)&Webframes	2658 2354 1620	✠ 5,25 ✠	Osa	t		1896 9mo	A.Stephen &Sons Glasgow	U.S.S.R. Cell DBa84'uE&B	312·5|40·2|26·0 P30'B102'F37' BK10" 42'f132'569t FPT95tAPT22t	Vladvostk Russian 6BHCem	T.3Cy.23",38"&63"–42" 313NHP 2SB,6rf,GS95,HS4040 A.Stephen&Sons,Glasgow	26 ″ 2	
81344	**Pery** CruiserStern	5400 4200 3100	100A1 withfreeboard (ClassContemplated)				1939	Internatnl S.B.&E.CoLd Danzig	Companhia Commercio e Navegacao	383·0|54·0|36·0 F34'	R.Janeiro Brazilian	C.4Cy.(2)18$\frac{5}{16}$"&(2)39⅜"–39⅜" InternatnlSB&ECoLdDnz		
81345 169 IRZP	**Pescara** (exStanislas–33,exUcayali, exParis) ssGmh.2ndNo.3–12,23 ssNap.No.2–33 Well deck 1Dk(Irn–ws)&deepframing	1048 812 626	✠ —— 3,37 ✠	Ven	n		1898 2mo	Wood, Skinner&Co Newcastle	Soc.Anon.Navigazione e Trasporti "Sanet" CellDBa52'	239·8|32·2|14·2 230·0 Q121'B10'F25' FK uE21'f88'200tFPT37tAPT25t	Rome Italian 4BHCem	T.3Cy.21",34"&56"–36" NDB11 186NHP 1SB,3pf,GS71,HS2224 N.E.MarineEng.CoLdNwc	16 ″ 7	I †
81346 141934 GCBS	**Peshawur** TwinSc ssNpt.No.3–1,32 ssNpt.No.1–36 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) D.F. E.S.D. CruiserStern	7934 7611 4935	✠100A1 Shelter dk withfreeboard Examined3,41 BS3,41 ✠LMC3,40 ✠Lloyd'sRMC~~3,40~~ 3,41	~~Liv~~ Gls	c†	CL 1,38	1919 12mo Lloyd'sA&CP	Barclay, Curle&Co.Ld Glasgow	P.&O.Stm.Nav.Co. CellDB386'1275t	449·5|58·2|37·1 P31'F43'onShltr dk FK FPT125tAPT80t	Glasgow British Cem 8BHtoShdk	T.6Cy.26½",44"&73"–48" (s) 200lb FD 1162NHP 2D&2SB24cfGS440HS17604 Barclay,Curle&Co,Ld.Gls.	40 ″ 0 ~~s11 ″1½~~ ~~29 ″ 3~~ s11″0¼ 29 ″ 3	
81347 TTPQ	**Pessac** 3Mst 1Dk	775 501 141					1907	Forg.&Ch. de laMédit Havre	Worms&Co.	197·7|27·8|11·9 P&B128'F35'	Havre French WB	T.3Cy.15",23⅝"&37"–27⅝" 72NHP Forg.&Ch.de laMédit.Hav.		V
81348 UOJF	**Pestel** Ⓟ (exVelikyKniazAlexei) 2Dks(1Stl)&Awng dk	1850 1104 1079	✠ 8,90 ✠	Nwc	r		1890 8mo	Hawthorn, Leslie&Co.Ld Newcastle	U.S.S.R.	298·2|37·0|25·0 BK8"	Odessa Russian 4BHCem	T.3Cy.30",46"&73"–48" NB04 457NHP 4SB,12pf,GS234,HS6772 Hwthrn,Leslie&C.Ld.Nwc.		
71/4 81349 164 SVBQ	**Petalli** (exAdmiralCochrane) ssPir.No.3–9,30 ssAnt.No.2–38 1Dk(Stl)&Shelter dk(Stl) Tonnage opening closed '37	6565 6294 4173	✠100A1 Shelter dk withfreeboard 3,40 ✠LMC MS8,38 ~~BS4,40~~ 3,41	Ant	z	CL 3,40	1917 9mo Lloyd'sA&CP	W.Doxford &Sons,Ld. Sunderland	M.A.Embiricos CellDB358'1151t	420·0|54·0|34·4 26·4 FK FPT109tAPT123t	Andros Greek 7BHCem	T.3Cy.27",45"&74"–54" (s) 180lb 572NHP 3SB,9cf,GS189,HS8556 FD N.E.MarineEngCoLd.Nwc	37 ″ 0 s 8″11¼ 28 ″ 4	
200/~~40~~ 81350 YTFZ	**Petar** (exAegaeon–36,exRijswijk–32) ssPir.2ndNo.3–6,36 Sub.Sig. ssSpt.No.1-40 1Dk(Stl) Cargo battens not fitted	1806 1502 1136	✠100A1 1,41 ~~1,39~~ ~~BS4,39~~ ✠LMC6,~~37~~ MS10,40 MBS9,40 DBS5,40	Spt	q	OG ~~2,38~~ 5,40	1910 7mo A&CP	Schpw.v. JanSmit,Czn Alblasserdm	Parobrodarsko drustvo "Marović" s.o.j.(G.J.Marović, Mgr.) Cell	256·5|39·0|18·7 P18'B65'F31' FK DBa72'uE18'f106'418tAPT59t	Susak Yugoslav 4BHCem	T.3Cy.19",32"&51"–36" (r) 180lb 100lb 183NHP 2SB,6cf,GS94,HS3001 Maats.Fyenoord,Rot.	20 ″ 9 s 2 ″ 9 18 ″ 2	
81351 DRAW	**Peter** (exLaardermeer, exWeesperkarspel) 3Mst OilEng. Mchy.Aft 1Dk	405 360 301					1918	Gebr.G&H Bodewes Martenshoek	Warnholtz, Schmidt&Co.	145·3|25·5|12·4 Q29'	Hamburg German	Oil Engines 4S.C.SA 4Cy.11"–17¾" NE39·47NHP Klöckner-Humboldt-Deutz mot, A.G. Köln-Deutz		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref. Trade.
81352 DIEL	**Peter** (*exSailingVessel*) *OilEng.* 1*Dk*	394 335 227					1911	F.Lemm Boizenburg	J.A.Reinecke	132·2 P15'F15'	28·0	11·0	Hamburg German	Oil Engines 4S.C.SA 6Cy.11"–$16\frac{3}{16}$" 70NHP NE37 DeutscheWerkeKielA.G.		G
81353 203677	**Peter A. B. Widener** *Mchy.Aft* GyC. 1*Dk* Sub.Sig. D.F.	7661 — 6227					1906	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	580·0	58·0	27·4	D'luth,Min Utd.States *WB*	T.3Cy 24",39"&65"–42" 274NHP AmericanS.B.Co.Clevelnd		R
81354 161572 VGSW	**Peter G. Campbell** TwinSc (*ex*Barge–35) *OilEng.* *ElectricallyWelded* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing CruiserStern*	836 781 649					1933	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Tankers,Ld. (A.R.Roberts, *Mgr.*)	178·9	34·1	14·9	Toronto British	Oil Engines 2S.C.SA 8Cy.$11\frac{13}{16}$"–$15\frac{3}{4}$" 196NHP NE35 Sulzer Bros.Winterthur		C
81355 219741 KUJP	**Peter Helms** (*ex*Hutchinson) *Fitted for oil fuel* D.F. 1*Dk*2*trB*	3326 3005 2025					1920	MobileS.B. Co. Mobile,Ala.	McCormick SteamshipCo.	324·0 P41'B90'F34'	46·2	25·0	S.Frncisco Utd.States *WB*	T.3Cy.22",37½"&60"–42" 233NHP EllicottMachineCorp.Bal.		R
81356 HPFP	**Peter Hurll** TwinSc *OilEng.* *Mchy.Aft* *ss*Ham.No.2–39 GyC. 2*Dks*(*Stl*)& *Web frames* D.F. E.S.D. *CruiserStern* *Longitudinal framing-bracketless system*	10871 10420 6637	✠100A1 ~~5,40 11,38~~ 11,40 ✠LMC CS2,39 ~~DBS11,39~~ 2,39 *Carrying Petroleum in bulk* DBS11,40	NYk	*g*†	CL s5,38 PN5,38	1930 11mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP* *CellD*	PanamaTransportCo. *BuE*107'253*t* *DTs*	521·2 *AfterBridge*55' B40'F42' FK *f*48'1957*tFPT*264*t*	70·2	38·7	Panama Pnamanian 17*BHptCem* 4 „ *to*2*nddk* *APT*213*t*	Oil Engines 2S.C.SA 12Cy.$26\frac{3}{4}$"–$51\frac{3}{16}$" 1496NHP 2WaterTubeDB200*lb* 2DB100*lb* Frd.KruppA.G.Kiel	38 ″ 9 s8 ″ 7 30 ″ 4½	
81357 220276 KUZT	**Peter Kerr** (*ex*EasternSailor) *Fitted for oil fuel* 1*Dk*& *Shelter dk* & *Web frames* *Longitudinal framing*	6476 — 4083	✠ … 1,21 ✠				1920 4mo	OsakaIron Works,Ld. Osaka	Pacific-Atlantic S.S.Co.(States S.S.Co.*Mgrs.*)	415·0 P32'B148'F45'*on* *Shelter dk* FK	55·7	31·9	Portland, Or. Utd.States *WB*	T.3Cy.27",45"&75"–51" 553NHP OsakaIronWks.Ld.Osaka	34 ″ 8	R †
81358 OYUX	**Peter Lassen** (*ex*Aztec–38) *ss*Avn.No.2–37 2*Dks*(*Stl–Weather dk* teak s) *Ref.Mchy.* 3*rd*&4*th dks*(*Stl*)*in holds*	5383 4708 3086	✠100A1 *withfreeboard* 3,40 BS3,39 ✠LMC3,37 *Fitted for oil fuel*3,29 *F.P. above* 150° F.	SFo	*z*	CL 2,39	1929 3mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	Dampskslsk. "Gloria"A/S. (P.A.Jensen,*Mgr*) *Intermediate BH i* *CellDB*333'740*tT*	388·8 405·3(O.L.) P29'F40' FK *n after Coll* *hold dispensed with* *anks at sides of tun*	53·2	31·2	Copenhagn Danish *ptCem* *BH to Wdk* 4 „ „ 2*nd* „ *nel*225*tFPT*	T.4Cy.$30\frac{5}{8}$",51"&(2)62"–48" 200lb (*s*) 947NHP 5SB,20*cf*,GS385,HS15235FD Barclay,Curle&Co.Ld.Gls 69*tAPT*86*t*	33 ″ 6 s10 ″ 4 23 ″ 7½	
	Now Aztec, *see Supplement*															
81359 172765 ~~OZRB~~ ~~VRDS~~ GNKJ	**Peter Mærsk** 3Mst *OilEng.* *ss*HKg.No.2-40 ~~ssCpn.No.1-35~~ *Ref.Mchy.* 1*Dk*(*Stl*)*Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*inNos.*1&4*holds*	5476 4624 ~~3434~~ 3438	✠100A1 *withfreeboard* 6,40 ✠LMC CS6,40 DBS9,39 1,39 ✠Lloyd'sRMC ~~1,40~~ 6,40 Port chamber for temp. 32° F. *Fitted for carrying oil F.P. above* 150° F. *in deep tanks*	HKg	*b*†	CL ~~3,36~~ 6,40	1932 3mo *Lloyd*	Odense StaalskibsvftvedAPMöller Odense '*sA&CP*	Ministry of Shipping(A.Holt&Co, *Mgrs.*) (*CellDB*386'	441·4 462·2(O.L.) F42' FK (1597*tMTs*63'2402*t* *Tanks in w*	57·0	25·8	Hull ~~HongKong~~ British 8*BH* *Coll to Sh dk* 7 „ 2*nd*„) *ay of tunnel*	Oil Engines 2S.C.DA 9Cy.$17\frac{3}{4}$"–$47\frac{3}{16}$" 983NHP NDB35 100*lb* Akt.Burmeistr&Wain,Cpn 70'1782*tFPT*124*tAPT*99*t*	28 ″ 11 s3 ″ 4½ 25 ″ 9	
81360 207471 WADG	**Peter Reiss** D.F. *Mchy.Aft* GyC. 1*Dk*	5923 — 4217					1910	Superior Shipbldng Co Superior, Wis	ReissS.S.Co.	512·0 F44'	54·0	30·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.23½",38"&63"–42" American 257NHP ShipbuildingCo.Cleveland		R
81361 226565	**Peter Stuyvesant** Ⓟ *Fitted for oil fuel* 1*Dk*	1721 — 633					1927	ThePusey &JonesCo. Wlmgtn,Del.	HudsonRiverDay Line	260·5	60·0	15·8	Wilmgton (Del.) Utd.States	T.4Cy.25",40"&(2)47"–36" 265NHP Pusey&JonesCo.Wlmngtn		
81362 DDTV	**Peter Vith** (*ex*Gemma) Wireless D.F. 1*Dk*	1598 1263 946					1928	Flensburgr Schiffsb.Ges. Flensburg	H.P.Vith	262·7 P16'Q93'B108'F32'	40·3	15·3	Flensburg German *WB*	T3Cy.$15\frac{5}{8}$"$25\frac{9}{16}$"&$44\frac{7}{16}$"–29½" 104NHP FlensburgerSchiffsb.Ges.		G
81363 YMDH	**Peter von Danzig** (*ex*Laura, *ex*Isebek,*ex*Havfru,*ex*Rannveig, *ex*Gudrun) 1*Dk*	860 741 492					1916	SchiffsGes. Unterweser Weser-münde-L.	F.G.Reinhold	212·9 P31'B60'F21'	31·4	13·2	Danzig *WB*	T.3Cy.14½",22"&35¾"–23½" 62NHP Christiansen& Meyer,Harburg		N
81364 LJML	**Peter Wessel** Ⓟ TwinSc (*Ferry*) *OilEng.* Wireless D.F. 2*Dks*& *Shelter dk* *Cruiser Stern*	1415 990 700					1937	A/S Aalbrg Værft Aalborg	Norsk-Dansk TuristfartA/S (A/S LarvikFredrikshavnsferjen,*Mgrs*)	223·2	42·9	15·8	Larvik Norwegian *WB*	Oil Engines 2S.C.SA 14Cy.$13\frac{5}{8}$"–$22\frac{7}{16}$" 439NHP Atlas-DieselA/B,Skm		N
81365 202368 KFLO	**Peter White** D.F. *Mchy.Aft* 1*Dk*	6184 — 4931					1905	Gt.Lakes Eng.Works Ecorse,Mich.	PresqueIsleTransptn.Co(Cleveland-CliffsIronCo.*Mgs.*)	504·0	54·2	31·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.23",38"&63"–42" 257NHP GreatLakesEng.Wks.Det.		R
81366 148561 GJWL	**Peterston** *ss*Npt.No.3–12,37 D.F. E.S.D. 1*Dk*(*Stl*)	4680 4277 2797	✠100A1 11,40 ~~9,30~~ ~~BS8,39~~ ✠LMC8,37 10,40	Cff Bry	*y*	CL ~~N8,37~~ 11,40	1925 2mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	LlangorseS.S.Co. Ld.(E.Thomas, Radcliffe&Co. *Mgrs.*) *CellDB*	385·4 400·0(O.L.) P39'B&F306' FK 342'1110*tFPT*116*t*	52·0	26·0	London British 7*BHCem* *APT*174*t*	T.3Cy.26",44½"&73"–48" (*s*) 180lb 180*lb* 451NHP 3SB(Spt)9*cf*,GS194,HS7650 Blair&Co.Ld.Stockton	27 ″ 10 s3 ″ 1½ 24 ″ 10½	
81367 142854 GCKN	**Peterton** *ss*Shl.No.3–4,32 *ss*Nwc.No.2–41 ~~ssNwc.No.1–36~~ 1*Dk*(*Stl*)	5221 4796 3189	✠100A1 ~~10,39~~ 4,41 BS4,40 ✠LMC~~6,36~~ MBS4,41 MS4,41	Nwc	*y*	CL ~~11,39~~ 4,41	1919 12mo *Lloyd*	Richardsn Duck&Co.Ld. Stockton '*sA&CP*	R.Chapman&Son *CellDB*	400·1 P49'B113'F40' FK 336'1058*tFPT*168*t*	52·4	28·4	Newcastle British 7*BHCem* *APT*279*t*	T.3Cy.$25\frac{7}{16}$",44"&73"–48" 180lb (*s*) 397NHP NDB38 100*lb* 2SB(Spt)6*cf*,GS137,HS6066 Blair&Co.Ld.Stockton	31 ″ 0 s6 ″ 0 25 ″ 3½	
81368 166376 MMRQ	**Petertown** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	528 343 270	✠100A1 5,40 ~~2,40~~ ✠LMC3,38 ✠LMC(M)4,41	Abn Cff	*g*	CL ~~10,39~~ 5,40	1938 3mo *Lloyd*	NVSchpsw Gebr.van derWerf Deest '*sA&CP*	Pinch&Simpson *CellD*	164·0 170·0(O.L.) P27'Q54'B11'F16' FK B104' 140*t FPT*50*t*	27·2	9·1	London British 3*BHCem* *APT*24*t*	Oil Engines 4S.C.SA 6Cy.$12\frac{5}{16}$"–$17\frac{11}{16}$" 87NHP Mtrn.WerkeMannheimAG	11 ″ 0 s3 ″ 9¾ 10 ″ 9¼	
81369 YTMK	**Petka** Ⓟ *ss*Spt.3rdNo.3–12,38 *Well deck* 1*Dk*(*Stl*)	546 308 341	✠100A1 11,40 ~~1,39~~ ✠NB11,13 ✠LMC2,38 BS ~~1,39~~ 11,40 Nolatersurveyreported	Spt	*h*	OG 1,38	1896 4mo *Lloyd*	Howaldts-werke Kiel '*sA&CP*	Dubrovacka Plovidba A.D.	174·1 P&B103'F42' BK7" *DBa*40'*f*23'*uECell*	25·8	11·5	Dubrovnik Yugoslav 4*BHCem* *DB*16'69*t*	T.3Cy.$16\frac{5}{8}$",27½"&43¼"–24½" 180lb (*s*) 133NHP 1SB,3*cf*,GS58,HS2009 FD Howaldtswerke,Kiel	11 ″ 11 s ″ 2½ 12 ″ 4	

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81370 36	**Petr Starostin** (*ex*AdelfiF.&S. Theofani,*ex*Andreas *ss*Shl.No.3-9,06 Moussouris,*ex*Stenies, *ss*Liv.No.1-11 *ex*Ratcliff) 1*Dk*(*Irn*)& *Well deck* *Web frames*	869 684 539	✠ 10,19 ✠	Pir	*k*		1892 12mo	Short Bros. Sunderland	**U.S.S.R.**	170·0 Q63'B36'F24' FK *CellDB*126'355*tFPT*	36·0	13·7	**Odessa** Russian 4*BHCem* 86*tAPT*45*t*	T.3Cy.18",29"&47"-33" NDB11 130NHP 1SB,2*pf*&1*cf*,GS50,HS2000 J.Dickinson,Sunderland	16 " 0	
80/4 1 81371 866 SVUD	**Petrakis Nomikos** (*ex*Apache-36, *ex*Belridge-35) *ss*Rot.2ndNo.3-2,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	7020 6374 4420	✠100A1 2,39 ✠LMC ✠NB37(*p.dcs.f.dcs.a.*) MS2,39 BS(*p.a.*)3,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,14 F.P. above 150° F.*	Rot	*a*†	CL 1,39	1914 6mo	SirJ.Laing &Sons,Ld. Sunderland A&CP	**PetrosM.Nomikos, Ld.** *CellDBuE&* *B*55'142*tD*	425·1 P101'B28'F40' FK *Tf*38'511*tAPT*53*t*	57·0	33·1	**Piræus** Greek 15*BHptCem* (9 *to Upr dk* 6 ,, *2nd* ,,)	T.3Cy.27",45"&74"-54" (*s*) 180lb 592NHP 4SB,12*cf*,GS196, HS8150 FD G.Clark,Ld.Sunderland	33 " 0 s6 " 2 27 " 0¼	
81372 26 ICBS	**Petrarca** (*ex*SzentIstván) *ss*Fiu.2ndNo.3-1,36 D.F. 2*Dks*(*UptStl&ptIrn*)2nd *dk*(*Stl*)	3329 2836 1974	✠100A1 10,39 BS12,38 ✠LMC1,36	Gen	*v*	CL N10,39	1910 11mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow *Lloyd's* A&CP	**"Tirrenia"Soc. Anon.diNav.** *CellDBa*127'*uE&*	356·4 344·7 P40'B116'F39' FK *B*57'*f*129'726*tFPT*	43·6 45·5	22·8 22·8	**Fiume** Italian 6*BHCem* 40*tAPT*14*t*	T.3Cy.23",39⅝"&64¾"-48"(*s*) 200lb 372NHP 3SB,9*cf*,GS177,HS5070 FD ClydeS.B.&EngCo.Ld.PGl	25 " 2 s4 " 0¾ 21 " 3	
81373 145095 MKJC	**Petrel** *ss*Lon.No.3-1,33 *ss*Lon.No.1-37 1*Dk*(*Stl*)& *Mchy.Aft* *Shelter dk*(*Stl*-ws)	1354 986 633	✠100A1 *Shelter dk* *withfreeboard* 4,40 ✠LMC MS3,37 BS4,40 *Fitted for oil fuel 11,20 F.P. above 150° F.*	Lon	*p*	CL 4,40	1920 11mo	AilsaS.B. Co.Ld. Ayr *Lloyd's* A&CP	**GeneralStm.Nav. Co.Ld.** *CellDBf*161' 218	250·2 B17' FK *t FPT*20*tAPT*16*t* *DTf*21'300*t*	37·2	14·2	**London** British 5*BHCem* (2 ,, *to Sh dk* 3 ,, ,,*2nddk*)	T.3Cy.22",35"&57"-39" (*s*) 180lb 258NHP 2SB,6*cf*.GS126,HS4516 AilsaS.B.Co.Ld.Troon	16 " 6 s " 2 16 " 6½	
81374 142383 GVWB	**Petrella** *ss*Lon.No.3-5,31 *ss*Pts.No.1-35 Wireless 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	480 360 162	✠100A1 10,36 1,40 ~~BS1,40~~ ✠LMC~~0,35~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 4,18 F.P. above 150° F.*	Mlt	*h*	CL 8,38	1918 4mo	Dunlop, Bremner&Co. Ld PGlasgow *Lloyd's* A&CP	**TheAdmiralty**	155·0 164·0(O.L.) Q63'B15'F24' FK *DTa*15*tFPT*	28·1	11·2	**London** British 11*BHptCem* 37*tAPT*8*t*	T.3Cy.14",23"&38"-24" (*s*) 180lb 72RHP 2SB,4*cf*,HS1890 FD Dunlop,Bremner&Co.Ld. PortGlasgow	12 " 0 s " 8½ 11 " 5	
81375 167275	**Petro** *OilEng.* *Mchy.Aft* 1*Dk* *Deck & trunk electrically welded*	444 344 228	✠ A1 ~~6,40~~ ~~6,39~~ 6,41 ✠LMC6,39 ✠LMC(M)6,41 *Carrying Petroleum in bulk* *For coasting service lp swich to Dover*	PGl Lon		OG	1939 6mo	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow *Lloyd's* A&CP	**UnionLighterage Co.Ld.** *Centre*	157·7 162·0(O.L.) FK Q43'*Trunk*90' *lineBHnon-oiltight* *FPT*21*t*	32·1 33·2	8·9	**London** British 8*BHptCem* *APT*29*t*	Oil Engines 4S.C.SA 8Cy.11"-17 1/16" 94NHP Klöckner-Humboldt- DeutzA.G.Köln-Deutz	10 " 3 s 1 " 9 8 " 7½	
81376 142308 GVWC	**Petrobus** *ss*Lon.No.3-12,29 Wireless *ss*Pts.No.2-38 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	475 360 163	✠100A1 ~~9,40~~ ~~3,40~~ 5,41 BS5,41 ✠LMC3,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 2,18 F.P. above 150° F.*	Grk Gmh	*h*	CL 3,40	1918 2mo	Dunlop, Bremner&Co. Ld PGlasgow *Lloyd's* A&CP	**TheAdmiralty**	155·0 164·2(O.L.) Q63'B15'F24' FK *DTa*11'15*tFPT*	28·1	11·2	**London** British 11*BHptCem* 37*tAPT*8*t*	T.3Cy.14",23"&38"-24" (*s*) 180lb 72RHP 2SB,4*cf*,HS1890 FD Dunlop,Bremner&Co.Ld. PortGlasgow	12 " 0 s " 8½ 11 " 5	
81377 239238 WDUC	**Petroheat** **TwinSc** (*Launched as*Dolomite3) *OilEng.* D.F. *Mchy.Aft* *CruiserStern*	2345	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1940	Dolomite MarineCorp Rochestr,N Y *Completed by* SullivanD.D.&Rep.Corp.Brooklyn,N.Y.	**Pan-American Petroleum& TransportCo.**	294·0 F24'	43·3	21·0	**NewYork** Utd. States	Oil Engines 4S.C.SA 16Cy.12½"-13" AmericanLocomotiveCo. Auburn,N.Y.	23 " 0 s5 " 11⅞ 17 " 1	
	For full particulars see No. 89552 in Supplement															
81378 698 SVQZ	**Petroil** (*ex*QueenMaeve,*ex*Oswego, *ex*Gargoyle, *ss*Mch.2ndNo.3-3,28 *ex*Pennoil) *ss*Pir.No.2-37 2*Dks*(*Stl*)& *Web frames*	*4634* *4310* *2637*	✠100A1 1,40 ~~BS6,39~~ ✠LMC~~3,36~~ 9,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,24 F.P. above 150° F*	Pir	*x*	CL 7,39	1903 1mo	Grngem'th &Greenock DockyardCo. Greenock *Lloyd's* A&CP	**Soc.Anon.Hellén- iqueMaritime "Transpetrol" (A.Romano& A.H.Behar,** *Mgrs.*)	365·1 P28'B78'F39' FK	50·1	27·5	**Piræus** Greek 10*BHCem* *CellDBuE&*	T.3Cy.26⅜",41 3/16"&70"-48" 180lb (*r*) 426NHP 3SB,9*cf*,GS205,HS7365 D.Rowan&Co.Glasgow *B*68'217*tFPT*320*tAPT*80*t*	30 " 3 s 5 " 11½ 24 " 5	
81379 OZSC	**Petrolea** Wireless *Carrying Petroleum in bulk* D.F. *Mchy.Aft* 1*Dk*	480 385 233					1904	Kjöbnhvns Flydk.&Skbs Copenhagen	**DetDanske PetroleumsA/S (F.W.Kraft,** *Mgr.*)	155·9 P62'F19'	27·9	12·0	**Nyborg** Danish *WB*	T.3Cy.13",20½"&33½"-21" 51NHP KjbnhavnsFlydk.&Skbsv		V
81380 170138 VCBY	**Petrolite** *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *Longitudinal framing* *Electrically welded*	1561 1212 856	✠100A1 12,39 DBS1,41 ✠LMC11,38 *Carrying Petroleum in bulk*	Hfx	*p*	CL	1938 11mo	Marine Industries, Ld. Sorel,P.Q. *Lloyd's* A&CP	ImperialOil,Ld. MarineDepart- ment. (H.J. Rahlves,*Mgr.*) *CellDBuE*32'*f*32'6	230·0 239·9(O.L.) P62'B26'F39' FK 5*tFPT*55*tAPT*63*t*	39·1	18·5	**Montreal** British 10*BHptAsp*	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 14Cy.12"-15" 354NHP DB*100lb* Fairbanks,Morse&Co. Beloit,Wis.	18 " 6 s1 " 8¾ 16 " 10¼	
81381 142453 GVWF	**Petronel** *ss*Pts.No.3-1,31 Wireless D.F. *ss*Pts.No.2-39 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	475 360 162	✠100A1 3,40 BS3,40 ✠LMC4,39 *Carrying Petroleum in bulk* *Fitted for oil fuel 6,18 F.P. above 150° F.*	Abn	*h*	CL 3,40	1918 6mo	Dunlop, Bremner&Co. Ld PGlasgow *Lloyd's* A&CP	**TheAdmiralty**	155·0 164·3(O.L.) Q63'B15'F25' FK *DTa*11'15*tFPT*	28·1	11·2	**London** British 11*BHptCem* 37*tAPT*8*t*	T.3Cy.14",23"&38"-24" (*s*) 180lb 72RHP 2SB,4*cf*,HS1890 FD Dunlop,Bremner&Co.Ld. PortGlasgow	12 " 1 s " 8½ 11 " 6	
81382 3673 PGSI	**Petronella** **TwinSc** *OilEng.* E.S.D.*ss*H.Kg.No.3-12,39 ~~*ss*Sba.No.2-36~~ *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	*2770* *1831* *1321*	✠100A1 10,40 ✠LMC CS12,39 DBS10,40 10,40 *Carrying Petroleum in bulk*	HKg Sba	*t*	CL 2,39	1927 10mo	Harland& Wolff,Ld. Glasgow *Lloyd's* A&CP	**Nederl.Indische Tankstoomboot Maats.** *CellDBuE*	305·3 P86'F51' FK *Trunk*168' 55'*f*20' 159*t FPT*	50·2	15·1	**TheHague** Dutch 12*BHptCem* 38*tAPT*88*t*	Oil Engines 4S.C.SA 12Cy.19 11/16"-27 9/16" 452NHP DB*150lb* Harland&Wolff,Ld.Gls.	15 " 0 s " 7½ 14 " 5¾	
81383	**Petropavlovsk** (*ex*Cananova-39) *ss*N.Os.No.3-11,32 1*Dk*(*Stl*-ws)& *Shelter dk*(*Stl*-ws)3*tr B* *Fitted for oil fuel*	1926 1737 1055	✠ —— 1,38 ✠	NOs	*q*		1920 7mo	Manitowoc S.B.Co. Manitowoc. Wis.	**U.S.S.R.** *CellDB*194'4	249·8 FK 75*tFPT*38*tAPT*36*t*	37·7	22·8	**Petropav lovsk** Russian *ptCem* 3*BHtoSh dk* 1 ,, ,, *U* ,,	T.3Cy.23",37"&63"-39" 357NHP 2SB,6*cf*,GS124,HS5258 ManitowocS.B.Co.	25 " 0	V †
81384 161480 ~~FNNU~~ GMNK	**Petrophalt** (*ex*Ebano-33) *ss*LaR.No.2-38 1*Dk*(*Stl*) *Mchy.Aft*	~~2623~~ ~~1360~~ ~~1472~~ 2627 1859 1551	✠100A1 *withfreeboard* 6,41 ~~2,40~~ BS6,41 ~~BS3,40~~ ✠LMC3,38 *Carrying liquid asphalt or oil fuel F.P. above 150° F. in portable tanks* *Fitted for oil fuel 10,30 F.P. above 150° F.*	Rou Bel	*t*	CL 8,39	1930 10mo	Harland& Wolff,Ld. Belfast *Lloyd's* A&CP	Ministry of Ship- ping(Anglo- AmercanOilCoLd (R.A.Carder)*Mgrs*) *CellDBuPumpRo*	290·2 P73' *Trunk*178' F39' FK *om*10'27*tDTf*18'26	47·2	~~17·7~~ 17·2	**Belfast** British 6*BHptCem* 8*tFPT*64*tA*	T.3Cy.18¼",28½"&48¼"-28" 180lb (*s*) 229NHP 2SB,6*cf*,HS3880 FD Harland&Wolff,Ld.Bel. *PT*29*t*	19 " 6 s 3 " 8½ 15 " 11¼	

1	2, 3	4	5	6	7	7*	8	9	10	11	11	11	12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux Gréement. etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant, Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. Navire. Mach.	Construit. Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres où coté, si ce n'est dans le L. M. Durée. Cert. Ref. Trade
81385 DODD	**Petropolis** (*ex*Berengar–38, *ex*GeneralBotha,*ex*Berengar) D.F. 2*Dks*&*Shelter dk*	4845 4578 3029					1911	Bremer Vulkan Vegesack	Hamburg-Süd-AmerikDampfs-schifffahrtsGes.	399·2	53·7	27·6	Bremen German *WB*	T.3Cy.29 1/32",48 7/16"&80 11/16"–53 3/16" 472NHP BremerVulkan,Vegesack		G
81386 587 SZMD	**Petros** Ⓟ (*ex*Ionio,*ex*Zaton, *ss*Fiu.2ndNo.3–7,24 *ex*Veneto,*ex*Hungaria) 1*Dk2trB* *Well deck* Wireless	634 — 347	✠ ... 1,28 ✠NB5,04✠				1892 2mo	Howaldtswerke Kiel	EpirotikiS.S.Nav.Co.George Potamianos	179·0 Q21'B93'F36' BK7'	25·0	12·0	Piræus Greek *WB*	T.3Cy.17¼",27½"&43⅜"–24¾" 118NHP Howaldtswerke,Kiel	14 ″ 1	
81387 205 SVBJ	**Petros J. Goulandris** (*ex*Schouwen–33) *Fitted for oil fuel* 2*Dks*	4693 4078 2789					1923	A.F.Smulders Schiedam	GoulandrisBros.	376·0 P38'B22'F33'	51·8	25·1	Andros Greek *WB*	T.3Cy.25",41"&67"–45" 301NHP A.F.Smulders,Schiedam		V
81388 UPLM	**Petrovski** (*ex*Minnewater–35, *ex*Ysseldjik) *ss*Rot.No.3–5,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3771 3403 2279	✠ ... 11,36 ✠	Rot	*w*		1921 8mo	WerfGusto FirmaA.F. Smulders Schiedam	U.S.S.R. *Cell DB*310'933	359·4 FK *Coll* *t FPT*81*t APT*116*t*	50·3	22·0	Odessa Russian *Cem BH to Sh dk* 5 „ „ *U* „	T.3Cy.25",41"&67"–45" 342NHP 3SB,9*cf*,GS168,HS5418 WerfGustoFirma A.F.Smulders,Schiedam	24 ″ 6	
104/40 81389 180 OHDR	**Petsamo** (*ex*CambrianIdylle, *ex*Junin) *ss*Cpn.2ndNo.3–11,31 *ss*Hfs.No.1–36 D.F. E.S.D. 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	4596 — 2599	✠100A1 *Shelter dk* *withfreeboard* 10,39 BS6,39 ✠LMC5,36	Abo	*y*	CL 9,39	1907 9mo *Lloyd*	W.Beardmore&Co.Ld. Glasgow '*sA&CP*	SuomenKalastus O/Y-Finska FiskeriA/B *Cell DBa*102' *uE&*	406·7 392·9 FK&BK2" *B*63'*f*167'925*tFPT*	50·0 50·2	25·7	Hangö Finnish 7*BHCem* 69*tAPT*52*t*	T.3Cy.25½",42"&70"–51"(*s*) 190lb 463NHP 3SB,12*cf*,GS220,HS8121 W.Beardmore&Co.Ld.Gls.	28 ″ 6 s 3 ″ 4 25 ″ 6	
81390 LIZJ	**Petter** TwinSc *Mchy.Aft* *ss*Ham.No.1–39 *OilEng.* D.F. *CruiserStern* 2*Dks* *Longitudinal framing–bracketless system*	9109 8551 5543	✠100A1 9,40 ~~3,39~~ ✠LMC CS9,40 DBS9,40 6,38 *Carrying Petroleum in bulk*	Ham CII	*d*†	CL ~~6,38~~ 7,40	1935 6mo *Lloyd*	Akt.Burmeistr&Wain Copenhagen '*sA&CP*	A/S Jensen's RederiIII(J.P. Jensen,*Mgr.*) *CellDBuE*71'361*tD*	471·8 P101'B29'F44' FK *Tf*43'629*tAPT*150*t*	64·4	34·9	Arendal Norwegian 16*BH* (12 *to U dk* 4 „ 2*nd* „)	Oil Engines 2S.C.SA 12Cy.19 11/16"–35 7/16" 807NHP 2DB 180*lb* Akt.Burmeistr&Wain,Cpn	35 ″ 0	
81391 LJQV	**Petter II** (*ex*ScottishCastle–38) *Fitted for oil fuel* D.F. *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk*	7417 6734 4524					1922	Armstrong Whitworth &Co.Ld. Newcastle	A/SJensen's RederiIII(J.P. Jensen,*Mgr.*)	440·8 P101'B35'F39'	57·4	34·0	Arendal Norwegian *WB*	T.3Cy.27",46"&77"–51" 424NHP ArmstrongWhitworth&Co.Ld.Nwc.		C
81392 163512 MBXM	**Petworth** *ss*Sld.No.1–39 *Mchy.Aft* 1*Dk* Wireless *Cargo battens not fitted*	972 702 518	✠100A1 5,40 BS10,40 ✠LMC8,39	Sld	*l*	CL 5,40	1934 8mo *Lloyd*	BurntisIndS.B.Co.Ld. Burntisland '*sA&CP*	StephensonClarke &AssociatedCompanies,Ld. *CellDBuE*17'*f*141	205·0 212·0(O.L.) Q119'B11'F20' FK *t*279*tMT*125*tFPT*	33·0	13·1	London British 4*BHCem* 80*tAPT*19*t*	T.3Cy.14½",25"&41"–30" 200lb 100*lb* (*s*) 118NHP 1SB,3*cf*,GS54,HS1985 D.Rowan&Co.Ld.Glasgow	15 ″ 1 s 4 ″ 7½ 14 ″ 6	
81393 495 IBAN	**Peuceta** (*ex*AnnaMadre–37, *ex*Gartmore–35, *ss*Gls.2ndNo–3–2,27 *ex*Cahiracon, *ss*Gls.No.1–32 *ex*Cid,*ex*Dee) 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*Web frames*	1926 — 1197	✠ ... 3,36 ✠NB10,28✠	Gls	*r*		1902 4mo	Craig, Taylor&Co. Stockton	A.Lauro *Cell*	291·9 282·0 B74'F34' FK *DBa*82'*uE*18'*f*116'	39·3	12·8 20·2	Naples Italian 5*BHCem* 351*t*	T.3Cy.21¾",37"&61"–42" 265NHP 2SB,6*cf*,GS107,HS4102 N.E.MarineEng.Co.Ld.Sld	22 ″ 7	I †
81394 145306 MBXC	**Peveril** *ss*Bkn.No.2–37 Wireless 1*Dk*(*ptStl*–teak s)	798 723 320	✠100A1 *withfreeboard* 4,40 BS4,40 ✠LMC3,37	Bkn	*m* 1½	OG 9,37	1929 6mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	Isle of ManSteam PacketCo.Ld. *CellDBa&u*	205·1 213·3(O.L.) B69'F39' BK7" *E*61'*f*50'141*tFPT*	34·7	15·2	DouglasIM British 7*BHCem* 43*tAPT*28*t*	T.3Cy.16½",27"&45"–27"(*r*) 200lb 208NHP 2SB,6*cf*,GS131,HS4340 Cammell Laird&CoLd.Bkn	16 ″ 0 s4 ″ 6½ 12 ″ 3	
81395 131910 MKQL	**Phaeacian** 3Mst *Mchy.Aft* 1*Dk*	480 326 220					1920	MistleyS.B &Rpg.Co. Mistley	F.W.Horlock's OceanTransportCo. Ld.(M.F.Horlock, *Mgr.*)	144·1 P81'B9'F19'	25·2	11·1	Harwich British *WB*	T.3Cy.12",20"&34"–23" 55NHP W H.Allen,Sns&Co.Bedfrd	12 ″ 0	C
190/40 81396 HPKD	**Phæax** (*ex*Oldekerk–34,*ex*Sesostris) *ss*Rot.2ndNo.3–5,39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in No.*1 *hold*	7188 6608 4530	100A1 *Shelter dk* *withfreeboard* 5,40 ~~1,40~~ MS6,38 *Fitted for oil fuel* 5,39 *F.P above* 150°F. *Carrying vegetable oil in bulk inDT*	Sea LMC BS~~5,39~~5,40	*d*†	CL ~~3,39~~ N5,40	1915	Flensburger Schiffsb.Ges. Flensburg	"Polar"Cia.de Navegacion,Ltda. *CellDBa*158'*uE*27'*f*	470·9 F54'*on Shelter dk* FK *Collision* 219'1632*tD*	60·9	28·5	Pnamanian *Cem BH to Sh dk* 8 „ „ *U* „	T.3Cy.28",50¾"&84"–54"(*s*) 185lb 695NHP 4SB,12*cf*,GS240,HS9908 FD FlensburgerSchiffsb.Ges. *Tf*36'1160*tFPT*55*tAPT*15*t*	31 ″ 4 s 5 ″ 2½ 26 ″ 4½	
81397 DOHQ	**Phædra** Now "Empire Sentinel," *see No.* 87920 *in Supplement* 2*Dks*	619 372					1898	G.Seebeck Act.Ges. Bremerhaven	Dampfschifffahrts Ges.Neptun	170·6 H42'	27·1	16·4	Bremen German *WB*	T.3Cy.14¾",17¾"&38⅝"–23⅝" 72NHP G.SeebeckA.G.Bremerhvn		G
81398 125500 MDCT	**Pharos** TwinSc 2*Dks*(*UptStl*–ws) Wireless D.F.	921 625 393	✠ 3,13 ✠	Lth	*m*		1909 12mo	W.Beardmore&Co.Ld Glasgow	Commissioners of NorthernLighthouses *CellD*	206·4 P&B127'F30' FK *Ba*33'*f*69'93*t FPT*	31·2	15·0	Leith British 6*BHCem* 28*tAPT*54*t*	T.6Cy.15",24"&38"–24" NB34 142NHP W.Beardmore&Co.Ld.Gls.	15 ″ 11	
81399 161338 VJNP	**Phasianella** TwinSc *ss*Sng.No.2–38 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)	855 539 395	✠100A1 ~~5,40~~ ~~3,38~~ 12,40 ~~DBS3,38~~ ✠LMC2,37 ✠LMC(M)11,38 *Carrying Petroleum in bulk*	Sng DBS12,40	*k*	CL ~~3,38~~ 12,40	1929 12mo *Lloyd*	Bow,McLachlan&Co.Ld. Paisley '*sA&CP*	ShellCo.of Australia,Ld.	180·3 189·9(O.L.) P53'F36' FK *Trunk*91' *FPT*33*t*	34·6	11·2	Melbourne British 10*BHptCem* *APT*78*t*	Oil Engines 2S.C.SA 8Cy.16 3/16"–18⅞" 386NHP DB160*lb* KromhoutMot.Fab.Ams.	12 ″ 0 s ″ 4½ 11 ″ 9½	
81400 145896 GBWY	**Phemius** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*&*lower dk in No.*1*hold*	7406 6327 4617					1921	Scotts'S.B.&E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A Holt&Co*Mgrs*)	459·1 P54'B165'F62'	56·2	32·5	Liverpool British *WB*	2 steam turbines D R geared to 1 sc. shaft Scotts'S.B.&E.Co.Ld.Grk.		
81401 174206 ~~BNCE~~ ZNAG	**Phenix** (*ex*HenriDesmarais–35, *ex*Oriflamme) *ss*Chb.No.2–30 *Fitted for oil fuel* *Mchy.Aft* 1*Dk2trB*&*Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	5907 4681 3337	✠ ... 11,31 ✠				1920 10mo	Lithgows Ld. PortGlasgow	~~Courtage& Transports,S.A.~~ Ministry of Shipping	400·5 P111'B30'F39' FK	51·2	30·8	Aden ~~Havre~~ ~~French~~ British *WB*	T.3Cy.27",44"&73"–48" 517NHP D.Rowan&Co.Ld.Glasgow	31 ″ 0	V †
81402 135459 GMKL	**Phidias** *ss*Liv.No.3–10,26 *ss*Gls.No.2–34 D.F. 2*Dks*(*Stl*)	5623 5281 3565	✠100A1 Examined 5,41 Brw MS8,38 ✠LMC BS5,41	~~Liv~~	*z*	CL ~~10,37~~ 2,41	1913 5mo *Lloyd*	A.McMillan&Son,Ld Dumbarton '*sA&CP*	Lamport&Holt Line,Ld. '*Tween hold* *CellDB*	415·5 P44'B123'F46' FK *dk BH in No.*3 *dispensed with* *a*133'*uE*&*B*43'*f*18	56·0	28·1	Liverpool British *Cem* 6*BH to Upr dk* 1*BH to 2nd dk* 6'1056*tDTa*	T.3Cy.27",44"&73"–48"(*s*) 180lb 480NHP 3SB(Spt)9*cf*,GS189,HS8502 D.Rowan&Co.Glasgow *only* 35'1048*tFPT*121*tAPT*41*t*	30 ″ 9 s5 ″ 10½ 25 ″ 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81403 DAUG	**Phila** (*ex*HollandschDiep) 1*Dk*	1368 1138 727					1918	Verschure &Co. Amsterdam	FranzL.Nimtz	238·1 P27'B58'F16'	36·7	15·8	Stettin German *WB*	T.3Cy.17",28¾"&46"-36" 127NHP Verschure&Co.Amsterdam		V
81404 224508 WCDG	**Philip D. Block** D.F. GyC. *Mchy.Aft* 1*Dk* *ptLongitudinalframing*	7931 — 6210					1925	American S.B.Co. Lorain,O.	InlandSteelCo. (Hutchinson&Co. *Mgrs.*)	586·0	60·0	28·0	Chicago Utd.States	T.3Cy.24½",41"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
81405 201928	**Philip Minch** D.F. *Mchy.Aft* 1*Dk*	5865 — 4471					1905	American S.B.Co. Lorain,O.	KinsmanTransCo. (Geo.M.Stein- brenner,*Mgr.*)	480·0	52·0	30·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22½",36"&60"-42" 233NHP AmericanS.B.Co.Cleveland		R
81406 143084 VGNL	**Philip T. Dodge** Ⓟ (*ex*CläreHugoStinnes1) Sub.Sig. *ss*Shl.2ndNo.3-4,34 *ss*NNs.No.1-39 D.F. 1*Dk*(*Stl*)	5047 4457 3691	100A1 *withfreeboard* 6,40 ~~2,39~~ BS~~4,39~~ 6,40	NNs Mtl LMC3,38	*x*	CL ~~1,39~~ 5,40	1910 *Lloyd'sA&CP*	Bremer Vulkan Vegesack	AtlanticTransptn. Co.Ld.(S.L.de Carteret*Mgr.*) *Cell DB*332'1240*t Tank on dkf*89*t a*46*t FPT*	384·0 P24'B71'F29' FK	51·7	26·8	StJohnNB British 6*BHCem* 164*t APT*60*t*	T.3Cy.24$\frac{1}{16}$",39$\frac{7}{16}$"&64"-43½" 200lb (*s*) 257NHP 2SB,6*cf*,GS134,HS5220 FD BremerVulkan,Vegesack	29 ″ 6 s 6 ″ 7½ 23 ″ 1¾	
81407	**Philipp Heinicken** D.F. E.S.D. 2*Dks* Sub.Sig. *Ref.Mchy.* *CruiserStern*	2042 1398 1112					1939	Rickmers Werft Wesermünd-G	ArgoReederei RichardAdler&Co.	299·8 P25'B71'F31'	42·8	14·6	Bremen German *WB*	C.4Cy.(2)14$\frac{9}{16}$"&(2)31½"-31½"&LP turbine with DR gearing&hydraulic coupling HS3660 266NHP OttensenerMch.G.m b.H. Altona		
81408 147908 GKMT	**Philipp M.** (*ex*Halbeath-37) *ss*Cff.No.1-40 *ss*Hul.No.3-5,36 1*Dk*(*Stl*) *Arch deck* *Cargo battens not fitted* *Cruiser Stern*	2085 1875 1239	✠100A1 *withfreeboard* 10,40~~9,39~~ ~~BS9,39~~	Bry Cff ✠~~LMC5,36~~ 10,40	*r*	CL 8,38	1924 6mo *Lloyd'sA&CP*	Burntislnd S.B.Co.Ld. Burntisland	MooringwellS.S. Co.Ld. *Cell DB*231'579*t Sidetanks in ER*139*t FPT*	274·5 283·2(O.L.) P19'F19' FK	39·9	23·2	Cardiff British 4*BHptCem* 85*t APT*101*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 220NHP 2SB,6*cf*,GS110,HS3804 D.Rowan&Co.Ld.Glasgow	25 ″ 5 s 6 ″ 9¾ 18 ″ 9¼	
81409 166356 MNNV	**Philis** (*ex*Wim-38) *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	359 237 197					1936	E.J.Smit& Zoon Westerbroek	Anglo-Saxon PetroleumCo.Ld.	140·7 P37'F26'	24·6	8·5	London British *WB*	Oil Engines 4S.C.SA 6Cy.10$\frac{13}{16}$"-15¾" 68NHP Mtrn.WerkeMannheimAG		V
81410 145969 GCYS	**Philoctetes** Ⓟ TwinSc2TwinMsts D.F. *Ref.Mchy.* 3*Dks*	11431 8197 7212					1922	Scotts'S.B. &E.Co.Ld. Greenock	ChinaMutualS.N. Co.Ld.(A.Holt&Co. *Mgrs.*)	511·9 F73'	63·2	41·1	Liverpool British *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts Scotts'S.B.&E.Co.Ld.Grk.		BT till 6,40
81411 139135 GXBT	**Philol** *ss*Lon.No.3-8,29 *ss*Ply.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	1178 863 570	✠100A1 3,41~~4,40~~ BS7,41 MS9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,16 *F.P. above* 150° F.	Ply Liv ✠LMC ~~BS5,40~~	*n*	OG 4,40	1916 8mo *Lloyd'sA&CP*	TyneIron S.B.Co.Ld. Newcastle	TheAdmiralty *Cell DBuE&B*43'63*t DTf*30'253*t FPT* *Middle line Bulkhead not oil-tight*	210·0 P44'F40' FK	34·8	15·6	London British 13*BHptCem* 36*t APT*30*t*	T.3Cy.16",26"&43"-27" (*s*) 180lb 142NHP 2SB,4*cf*,HS2174 FD N.E.MarineEngCoLd Nwc	16 ″ 6 s 1 ″ 6 15 ″ 1	
81412 164575 GYPV	**Philomel** *CruiserStern* D.F. 1*Dk*&*Shelter dk 3rd dk in Nos.* 1&2 *holds* *Hatch covers&webs dispensed with at No.* 2 *hatchway on 3rd dk*	2122 1774 1249	✠100A1 *withfreeboard* 2,40 BS3,40	Gib ✠LMC2,36	*t*	CL 1,39	1936 2mo *Lloyd'sA&CP*	CaledonS. B.&E.Co.Ld. Dundee	GeneralStm.Nav. Co.Ld. *CellDB*252'504*t Tanks at sides of tunnel*62*t FPT*49*t APT*70*t*	302·2 314·0(O.L.) F26' FK	45·3	16·9	London British 6*BHptCem* (*Coll to Sh dk* 5 ″ *2nd* ″)	T.3Cy.21",33"&60"-36"& exhaust turbine driving steam compressor (*s*) 220lb FD 429NHP 2SB(Spt) 6*cf*,GS112,HS6020 J.G.Kincaid&Co.Ld.Grk.	19 ″ 9 s ″ 7 19 ″ 3¼	
130/40 81413 148737 MNPV	**Philotis** (*ex*Grebe-37) *ss*Liv.No.3-6,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern* Wireless	880 691 366	✠100A1 *withfreeboard* 2,40 MS5,38	Sws ✠LMC BS2,39	*o*	CL 1,38	1926 3mo *Lloyd'sA&CP*	AilsaS.B. Co.Ld. Troon	MossHutchison Line,Ld. *CellDB*182'250*t FPT*28*t APT*12*t*	220·5 B *on Shelter dk* 62' FK	35·2	11·8	Liverpool British 5*BHCem* (*Coll to Sh dk* 4 ″ *2nd* ″)	T.3Cy.16",26½"&43"-33"(*s*) 200lb 175NHP 2SB,6*cf*,GS102,HS3404 AilsaS.B.Co.Ld.Troon	14 ″ 0 s ″ 2 13″11½	
*81414 PGSQ	**Phobos** *OilEng.* D.F. *ss*Rot.No.3-2,39 *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) Sub.Sig. *Longitudinal framing at bottom and at deck*	7412 6767 4235	✠100A1 9,39 ✠LMC DBS2,39 *Carrying Petroleum in bulk*	Sch CS2,39 2,39	*b*† 2½	CL N2,39	1926 12mo *Lloyd'sA&CP*	Nederl. Schps.Maats. Amsterdam	Nederl.Indische Tankstoomboot Maats. *CellDBuE*69'320*t DTf*32'280*t FPT*	440·4 P99'B34'F58' FK	59·4	32·7	TheHague Dutch 15*BHCem* 160*t APT*66*t*	Oil Engines 4S.C.SA 6Cy.32¼"-59" 602NHP 2DB*180lb* Werkspoor,Amsterdam	32 ″ 9 s 6 ″ 3½ 26 ″ 7¾	
81415 HPFS	**Phoebus** TwinSc *CarryingPetroleum in bulk* *OilEng.* *Mchy.Aft* E.S.D. 2*Dks*3*trB* D.F. Sub.Sig. *Longitudinal framing*	8863 — 5341					1923	Howaldts- werke Kiel	PanamaTrans- portCo.	498·9 B45'	64·1	31·7	Panama Pnamanian	Oil Engines 2S.C.SA 8Cy.26¾"-43$\frac{3}{16}$" 1000NHP Gebr.Sulzer,Ludwigshafen	32 ″ 0 s 5 ″ 4½ 26 ″ 10½	G
81416 DOOF	**Phœbus** 1*Dk*	657 517 362					1910	Akt.Ges. "Weser" Bremen	Dampfsch.Ges. Neptun	180·0 Q50'B45'F22'	28·1	12·8	Bremen German *WB*	T.3Cy.13½"21$\frac{1}{16}$"&34$\frac{7}{16}$"-23⅜" 57NHP A.G."Weser,"Bremen		G
81417 DIEN	**Phoenicia** *OilEng.* D.F. Sub.Sig. 1*Dk*	4124 3413 2234					1928	Howaldts- werkeA.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·3 P15'B&F351'	53·7	22·6	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 777NHP Gebr.SulzerA.G. Ludwigshafen		G
81418 216824 WJEO	**Phoenix** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Fitted with cylindrical tanks for carrying Petroleum*	5731 4550 3511	✠ … 11,20				1918 9mo	ChesterS.B Co.Ld. Chester,Pa.	PhoenixSteamship Corp.	400·8 P99'B27'F50' FK	54·3	31·4	NewYork Utd.States *WB*	T.3Cy.24½",42½"&72"-48" NE20 359NHP HardyTyneMfgCo.Boston Mass	32 ″ 9	R †
81419 DOBK	— D.F. Sub.Sig. 1*Dk*	999 828 530					1913	Stettiner Oderwerke Stettin	ArgoReederei RichardAdler&Co.	236·0 P&B144'F27'	32·5	13·7	Bremen German *WB*	T.3Cy.21¾",35⅘"&57⅒"-39⅗" 205NHP StettinerOderwerke		G
81420	— Wood (*ex*Phönix-36,*ex*Donau, *ex*Gunlög) *OilEng.* 1*Dk* *Mchy.Aft*	390 314 260					1920	Västerviks NyaVarvs A/B Västervik	P.V.Felce	135·4	26·4	12·6	Maracaibo Venezuelan	Oil Engines 2S.C.SA 4Cy.15"-16⅛" 159NHP J&CGBolinder'sCoLdSkm		

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
81421 OUKA	**Phönix** (exTorendor) 2Dks	895 760 431					1921	G.Seebeck Akt.Ges. Wesermünde-G	D/S A/S Phönix (H.Andersen)	247·9	33·8	11·5	Esbjorg Danish WB	T.3Cy.17½",28"&45 3/16"–31½" 123NHP G.SeebeckA.G.Wsm.		G
81422 161545 GKVW	**Photinia** (exHopedene–38) ssNwc.No.2–38 D.F. 1Dk(Stl)	4010 3625 2457	✠100A1 9,40 ~~12,39~~ ✠LMC MS10,37 BS~~4,39~~ 6,40	Cff	w	CL ~~1,39~~ 9,40	1929 12mo Lloyd'sA&CP	Swan,Hunter&Wigham Richardson, LdSunderlnd	StagLine,Ld. (J.Robinson& Sons,Mgrs.) CellDBa&uE135'	364·5 374·0(O.L.) P34'B115'F35' FK f157' 918t FPT 86t	50·7	24·4	N.Shields British 6BHptCem APT132t	T.3Cy.24",39"&65"–45" (s) 180lb ~~100lb~~ 90lb 338NHP 2SB(Spt),8cf,GS148, HS5616 N.E.MarineEng.Co.Ld.Sld	26 " 9 s4 " 6½ 22 " 5½	
81423 PGSU	**Phrontis** Ⓟ TwinSc OilEng. D.F. 2Dks	6181 5289 3835					1925	CaledonSB &E.Co.Ld. Dundee	Nederlandsche Stoomv.Maats. “Oceaan”	429·5 P44'B224'F48'	54·8	29·1	Amstrdam Dutch Wb	Oil Engines 4S.C.SA 16Cy.24 11/32"–43 5/16" 952NHP Akt.Burmeistr&Wain,Cpn		C
81424 DIEO	**Phrygia** Cruiser Stern OilEng. D.F. 2Dks	4137 3406 2219					1928	HowaldtswerkeA.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	374·3 P15'B&F351'	53·7	22·6	Hamburg German Wb	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 777NHP Gebr.SulzerA.G. Ludwigshafen		G
81425 TTQM	**Phuoc Kien** Iron 2Dks	318 — 102					1881	Scott&Co. Greenock	Cie.Saïgonnaise de Nav.&deTransp.	135·7 Erections39t	19·9	17·2	Saïgon French	C.2Cy.15"&27"–15" 24NH Scott&Co.Greenock		
81426 695 ISAB	**Pia** (exChariton–33, Aux3MstSr exAdri) OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	385 312 302					1918	A.deJong Vlaardingen	FrancescoTomei	155·1 P25'F18'	26·4	11·6	Viareggio Italian WB	Oil Engines 4S.C.SA 3Cy.11¼"–16½" 37NHP NE26 N.V.Momoram,Rot.		I
81427 PGSW	— OilEng. D.F. 1Dk CruiserStern	304 200 152					1937	NVSchpsw Delfzijl v/h Gebr.Sanders Delfzijl	JanKlugkist	126·2	24·0	8·3	Groningen Dutch	Oil Engines 2S.C.SA 4Cy.9 7/16"–14 3/16" 62NHP AppingedammerBrons Motorenfb.N.V.		C
81428 132766 GBYP	**Piako** Ref.Mchy. 2Dks&Shelter dk D.F. CruiserStern	8286 7747 5119	Lloyd'sRMC~~5,40~~12,40				1920	A.Stephen &Sons,Ld. Glasgow	NewZealand ShippingCo.Ld.	450·0	58·2	37·2	Plymouth British WB	2 Steam Turbines DR geared to 1 Sc.Shaft A.Stephen&Sons,Ld.		C
81429 130510 KJVE	**Piankatank** IronTwinSc (exNeuse) 1Dk	899 — 611					1890	Harlan& HollingsworthCorp. Wlmgtn,Del.	NewCastle TerminalCo.	200·0	31·0	11·0	Baltimore Utd.States	T.6Cy.12",20"&30"–20" NB05 81NHP Harlan&Hollingsworth Corp.Wilmington,Del.		
81430 PUQN	**Piauhy** (exGuarany) Wireless 1Dk&Awng dk	1022 901 644					1902	Off.e.Cant. Ligur.Ancon. Ancona	Cia.Commercio e Navegação	209·9	32·1	18·3	R.Janeiro Brazilian	T.3Cy.15⅝",23¼"&39½"–19⅝" Emade93fitted02 68NHP G.Ansaldo&Co.Smprdrena		
81431 414 ICBU	**Piave** Ⓟ (exPiaveII,exPiave) ssGen.No.3–3,34 ssTri.No.1–37 Ref.Mchy. 2Dks(Stl)& D.F. Shelter dk(Stl)	7565 6695 4735	✠100A1 Shelter dk withfreeboard 12,39 BS12,39 ✠LMC12,37 ✠Lloyd'sRMC12,39 Fitted for oil fuel2,30 F.P. above 150° F.	Gen	b†	CL 8,38	1921 5mo	Cantiere SanRoccoSA Trieste A&CP	LloydTriestino Soc.Anon.diNav. CellDB398'1630t	464·2 446·7 B108' on Shelter dk FK Collision FPT56tAPT63t	57·4	22·0 32·4	Trieste Italian Cem BH to Sh dk 6 " " U "	T.3Cy.32",51½"&83"–54" (s) 180lb 681NHP 4SB(Spt),12cf,GS239, FD HS9851 StabilimentoTecnico,Tri.	35 " 0 s8 " 7½ 26 " 8	
81432 PULB	— (exHamiltonian) Fitted for oil fuel 2Dks Longitudinal framing Carrying petroleum in bulk	2347 2066 1277					1912	Western DD&SBCoLd P.Arthur,Ont	LloydNacional Soc.Anon.	257·0	42·5	23·4	R.Janeiro Brazilian WB	T.3Cy.18",29"&48"–40" 146NHP AmericanS.B.Co.Clv.		
81433 144421 MJWY	**Picardy** ssLon.No.3–7,31 Well deck ssYar.No.1–36 Mchy.Aft 1Dk(Stl)	320 209 133	✠100A1 Examined 12,40 Ply ✠NB7,20 ✠LMC5,36 BS~~1,39~~6,40	~~Yar~~		OG 1,39	1920 3mo Lloyd'sA&CP	Crabtree& Co.Ld. Gt.Yarmouth	GreatYarmouth ShippingCo.Ld.	130·0 Q51'B9'F16' FK FPT	23·2	9·5	Yarmouth British 3BHCem 21tAPT28t	C.2Cy.16"&33"–22" (s) 130lb 45RHP 1SB.2pf,GS37,HS1183 Crabtree&Co.Ld.Gt.Yar.	10 " 6 s " 9½ 9 " 10	
81434 2251 IBJY	**Picci Fassio** (exGeorgiaFassio–39, exNevona–39, Fitted for oil fuel exNewona) D.F. 1Dk Mchy.Aft CarryingPetroleum in bulk	2261 1975 1242					1909	Swan,Hunter&Wigham Richardson, Ld.Newcastle	“Fassio”Soc.Anon. diNavigazione	257·0 250·4 F42'	43·1	22·0	Genoa Italian WB	T.3Cy.20½",33"&54"–36" 175NHP N.E.MarineEngCoLd.Nwc		I
81435 DHTE	**Pickhuben** Wireless D.F. 1Dk	999 836 529					1923	Union Giesserei Königsberg	H.M.Gehrckens	230·7 P&B174'F23'	35·6	13·4	Hamburg German WB	T.3Cy.18½",29½"&47¼"–29½" 121NHP UnionGiesserei,Königsbrg		G
81436 158625 [illegible]CWD	**Pictou County** (exFritzöe–35) 3Mst OilEng. Mchy.Aft 1Dk	707 522 445					1920	A/SNes Mek.Værks. NesTonsberg	Parrsboro ShippingCo(H.O. Gillespie,Mgr.)	179·8 P56'F28'	29·7	12·8	Parrsboro, N.S. British WB	Oil Engines 4S.C.SA 6Cy.18⅛"–29½" 207NHP Akt.Burmeistr&Wain,Cpn		
81437 2040 IBLL	**Piemonte** Ⓟ TrpSc (exMinnedosa–35) ssGls.No.3–12.30 Ref.Mchy. 4Dks(Stl)&Awng dk (Stl–teak s)pt5th dk(Stl) D.F. Sub.Sig. CruiserStern	15209 — 9018	✠ 12,30 ✠	Gls	i†		1918 8mo	Barclay, Curle&Co.Ld. Glasgow	LloydTriestino Soc.Anon.diNav. Cell	546·1 520·0 FK&DK2" DB445'2053t FPT	67·2	41·8	Genoa Italian 10BHCem toAwng dk 106tAPT57t	T.8Cy.(2)27½",(2)41½"&(4) 47"–51"&1L.P.Turbine 5DB,30cf,GS590,HS24730 Harland&Wolff,Ld.Bel.	45 " 9	I †
81438 449 ICBV	**Pier Luigi** (exSanFrancesco di Paola–32,exAlexandra) D.F. 2Dks	2571 1904 1611					1895	Lobnitz Co. Renfrew	A.Lauro	306·2 296·8 P29'Q86'H120' F31'	40·1	19·7	Naples Italian	T.3Cy.19½",32"&51"–39" 162NHP Lobnitz&Co.Renfrew		I
81439 218 ICCA	**Piero Foscari** Ⓟ TwinSc OilEng. D.F. 3Dks	3423 — 1934					1928	Stabilmnto Tecnico Trieste	“Adriatica”Soc. Anon.diNav.	329·3	44·5	20·9	Venice Italian WB	Oil Engines 2S.C.SA 12Cy.20⅝"–32¼" 438NHP FiatSanGiorgio,Turin		I
81440 FOKL	**Pierre-Claude** (exAsta–35) CruiserStern OilEng. Ref.Mchy. D.F. 2Dks	1787 1442 951					1934	Akt.Burmeistr&Wain Copenhagen	CiedeNav.fruitière (Cie.Auxiliaire de Nav.Mgrs.)	294·5	42·7	15·4	Nantes French WB	Oil Engines 2S.C.SA 6Cy.19 11/16"–35 7/16" 404NHP Akt.Burmeistr&Wain,Cpn		V

182/40

75/41

1 No. in Book. — Official No. — Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. — *Late Name if any* — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships — Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81441 FOYD	**Pierre L. D.** *OilEng.* D.F. E.S.D. 2*Dks* GyC. *CruiserStern*	5795 4948 3333					1935	Atel.&Ch. deFrance Dunkirk	Louis-Dreyfus& Cie.	446·9|57·1|25·7 F43′ 34·7	Dunkirk French *WB*	Oil Engines 2S.C.SA 8Cy.25⅝″-47¼″ 793NHP Cie.deConstr.Mecaniques Sulzer,St.Denis		V
81442 FOBH	**Pierre Loti** Ⓟ TwinSc (*ex*EmperorNicholasI) *ss*Msl.No.2-21 *Ref.Mchy.* 2*Dks*(*Stl*-ws)&*Shade dk* (*Stl*-ws)*3rd dk in Nos.* 1, 2 & 3 *holds* D.F.	5114 3686 3012	✠ 6,25 ✠	Msl	*y*		1913 12mo	J.Brown& Co.Ld. Clydebank	Soc.desServices Contractuels des Messageries Maritimes *Cell DBa* 91′*u*	381·1|51·8|27·7 FK&BK2″ *E*59′*f*154′504*tFPT*	Marseilles French 6*BHCem* 27*tAPT*45*t*	T.6Cy.22″,36″&58″-48″ 788NHP 4SB(FD)&1AuxSB,*18cf*, GS336,HS13000 J.Brown&Co.Ld.Clydebnk	30 ″ 6	V †
81443 PGSZ	**Piet Hein** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	399 254 204					1938	NVSchpsw "Vooruit-gang" Foxhol	N.V.Scheepv. Mij."PietHein"	143·3|26·2| 9·1 P49′Q48′F23′	Groningen Dutch *WB*	Oil Engines 2S.C.SA 6Cy. BolnesMotorenfbk,Bolnes		C
81444	**Pietrina** IronAuxTwinScBkn (*ex*Sailing Vessel,*ex*Charlotte) *OilEng.* *ss*Bkn.No.3-1,04 *ss*B.As.No.1-08 (*See Sailing Ship Register*) 2*Dks*	1214 — 1075	✠ 5,08	NYk			1890 6mo	J.Lange Vegesack	H.J.Miller&Co.	221·3|34·2|20·6 P44′F30′ BK9½″	M.Video Uruguayan	Oil Engines 2S.C.SA 8Cy.14⅛″-15″ 284NHP *Emade&fitted*-21 A/S Tuxham,Copenhagen	22 ″ 1	
81445 1344 ICBX	**Pietro Campanella** (*ex*Chanda) *ss*Gen.2ndNo.3-11,25 D.F. 2*Dks*&*deep framing*	6140 5879 3802	✠ ... 1,30 ✠				1906 3mo	Barclay, Curle&Co.Ld. Glasgow	TitoCampanella Soc.diNav.	430·2|54·3|32·0 P40′B85′F44′ FK	Genoa Italian *WB*	T.3Cy.33″,53½″&86″-60″ 784NHP Barclay,Curle&Co.Ld.Gls.	34 ″ 10	I †
81446 91 IBSZ	**Pietro Orseolo** *OilEng.* D.F. GyC. 1*Dk*&*Shelter dk* *CruiserStern* *3rd dk in No.* 1 *hold* *Butts of shell & decks elec. welded* *Longitudinal framing at decks*	6344 5343 3716	✠100A1 *withfreeboard* 11,39 ✠LMC11,39 *Carrying fuel oil F.P. above 150°F. in deep tank*	Mfl	*c*†	CL	1939 11mo	Cantieri RiunitiDell'Adriatico Monfalcone *Lloyd's A&CP*	Soc.Italiana di Armamento "Sidarma" *CellDB*	470·7|60·6|23·6 (O.L.) 60·7 26·0 F36′ FK 380*t* 1151*t MT*28′12	Fiume Italian 8*BHptCem* (*Coll to Sh dk* 7 „*2nd*„) 75*t FPT*131*t*	Oil Engines 2S.C DA 6Cy.25 3/16″-45 11/16″ 1328NHP DB*100lb* Soc.An"Fiat"S.G.M.Turin *APT*227*t*	29 ″ 10 s 3 ″ 11 26 ″ 1¾	
81447 246 ISCN	**Pietro Querini** (*ex*Senator-32) 1*Dk*	1004 877 573					1906	Stavanger Stöberi&Dok Stavanger	SalvagnoAnon. Nav.	242·0|33·1|15·3 P11*t*B48*t*F30*t*	Venice Italian *WB*	T.3Cy.17″,28 3/10″&47″-33″ 127NHP StavangerStöberi&Dok		I
81448 PKEM	**Pijnacker Hordijk** *Fitted for oil fuel* 3*Dks*	2982 2367 1810					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5|40·8|22·7 B95′	Batavia Dutch *WB*	T.3Cy.22″,36½″&60″-42″ 233NHP Maats.Fyenoord,Rot.		V
184/40 81449 127453 GQSN	**Pikepool** 1*Dk*	3683 3397 2271					1909	Ropner& Sons,Ld. Stockton	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*)	346·5|51·0|23·3 P23′B99′F36′	W.Hartlpl British *WB*	T.3Cy.25″,41″&67″-45″ 301NHP Blair&Co.Ld.Stockton		C
81450 1241 CBPI	**Pilar** (*ex*Risöy,*ex*LondonQueen) *ss*Lon.No.3-3,23 *ss*Mag.No.2-30 *Well deck* Wireless 1*Dk*(*Stl*)	660 — 348	✠ ... 1,34 ✠	Mag			1910 12mo	VanVliet &Co. Hardinxveld	Soc.Anon. ComercialBraun &Blanchard	169·5|28·1|11·7 Q84′B14′F25′ FK *DBa*30′33*tFPT*45*t*	PntaArnas Chilian 4*BHCem* *APT*14*t*	T.3Cy.14″,23″&39″-27″ NDB24 75NHP 1SB,*3cf*,GS55,HS1735 Richardsons,Westgarth Co.Ld.Mdb.	12 ″ 7	
81451 142675 GPWN	**Pilar de Larrinaga** (*ex*War Nymph) *ss*Mch.No.3-10,36 2*Dks*(*Stl*)	7046 6542 4517	✠100A1 4,40 BS~~7,39~~ 11,40 ✠LMC10,36	Lon	*b*†	CL 4,40	1918 1mo	Mitsubishi Zosen Kaisha Ld. Nagasaki *Lloyd's A&CP*	LarrinagaS.S.Co. Ld. *CellDB*392′	445·0|58·1|31·3 P35′B138′F35′ FK 1316*tDT a*42′ 1226*t*	Liverpool British 7*BHCem* *APT*26*t*	T.3Cy.25¼″,47″&79″-51″ (*s*) 200lb 524NHP 3SB,*9cf*,GS162,HS6591 FD MitsubishiZosenKaishaLd	34 ″ 0 s 7 ″ 5¾ 26 ″ 8¾	
81452 DGWE	**Pillau** (*ex*EdmundHalm-35) Wireless D.F. E.S.D. 1*Dk*	1308 1041 723					1923	Nüscke& Co. Stettin	Kohlen-Import undPoseidonSchiff-fahrtAkt.Ges.	242·1|37·0|14·0 Q75′B105′F33′	Königsbrg German *WB*	T3Cy.17⅛″,26¾″&43 5/16″-27⅝″ Christiansen 99NHP &Meyer,Harburg		G
119/40 81453 110 SVIX	**Pindos** (*ex*Indianic-36) *ss*Got.2ndNo.3-8,31 *ss*Gls.No.1-36 D.F. 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	4360 4026 2712	✠100A1 *Shelter dk* *withfreeboard* 11,38 BS12,39 ✠LMC5,36	Rot	*y*	CL 12,39	1908 6mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's A&CP*	"Pindos" S.S.Co.Ld. *CellDB*	380·4|52·0|33·2 393·7(O.L.) 25·7 FK *a*119′*uE&B*64′*f*150′	Argostoli Greek 6*BHCem* 972*tAPT*30*t*	T.3Cy.27½″,46″&76″-48″ (*s*) 180lb GS184,HS7949 492NHP 2SB(FD)&1AuxSB,*10cf*, Hwthrn,Leslie&C.Ld.Nwc	36 ″ 0 s 9 ″ 9¾ 26 ″ 4½	
81454 211352	**Pine Ridge** (*ex*Charles Heiden-34) TwinSc (*Self-Unloader*) *Mchy.Aft*	717 — 446					1913	Gt.Lakes Eng.Works Astabula,O.	PineRidge Transpn.Co.	160·0|35·0|14·0	Detroit Mich. Utd.States	C.4Cy 13″&27″-18″ 52NHP Gt.LakesEng.Wks.Detroit		
81455	**Pinero** Ⓟ (*ex*Princeton, *ex*Sagamore) TwinSc *OilEng.*	458 — 311					1901	Neafie& Levy Philadelphia	Isle of PinesS.S.Co.	155·5|32·0| 7·4	Nueva Gerona Cuban	Oil Engines 4S.C.SA 12Cy.9″-12½″ NE26 95NHP NewLondonS.&E.B.Co. NewLondon,Conn.		
2/41 81456 161418 GCZM	**Pinewood** *ss*Sld.No.2-38 D.F. *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2466 1885 1382	✠100A1 5,40 ~~5,39~~ MS4,38 ✠LMC BS~~7,38~~ 8,40	Shl	*s*	CL ~~11,37~~ 5,40	1930 5mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's A&CP*	W.France, Fenwick&Co.Ld. *CellDB*232′5	285·8|42·4|19·5 Q165′F32′ FK 43*tMT*8′271*tFPT*1	London British 5*BHCem* 91*t APT*47*t*	T.3Cy.18½″,31″&52″-39″ (*s*) 200lb 204NHP 2SB(Spt),*6cf*,GS88,HS3280 N.E.MarineEngCoLd.Nwc	21 ″ 0 s6 ″ 10½ 19 ″ 0¾	
81457 151717 GDDY	**Ping Wo** TwinSc *ss*Shi.No.3-7,37 1*Dk*	3105 2383 1848	A1 ~~6,40~~ ~~2,39~~ 10,40 BS~~9,38~~ 8,40 LMC7,37 *For Service between Hong Kong & Canton* *Carrying Cargo oil F.P. above 150° F. in deep tanks*	HKg		OG ~~4,37~~ 7,40	1922	NewEng.& S.B.Wrks,Ld. Shanghai	Indo-ChinaSteam Nav.Co.Ld.	290·0|46·2|12·6 300·0(O.L.) 20·6 47·9 *Awning dk* FK *MTs*222*tFPT*1	Shanghai British 6*BHAsp* 56*tAPT*95*t*	T.6Cy.14½″,24″&39½″-30″ 2SB,*6cf*,HS4310,GS111 FD 190lb *100lb* 276NHP NewEng.&S.B.Works,Ld.		
81458	**Pingo** (*ex*Corumba) Pad 1*Dk*&*Shade dk*	586 — 234					1906	W.Denny& Bros. Dumbarton	Cia.Argentina de Nav.Mihanovich, Ltda.	200·0|30·1| 8·8	Bns.Aires Argentine	T.3Cy.16¼″,26½″&43″-54″ 136NHP Denny&Co.Dumbarton		
81459 DOBL	**Pinguin** (*ex*Schwan-38) Wireless D.F. Sub.Sig. 2*Dks*	983 707 572					1907	Akt.Ges. "Neptun" Rostock	ArgoReederei Richard Adler&Co.	240·8|33·9|11·7 P29′B69′F25′ 18·7	Bremen German *WB*	T3Cy.19 5/16″,32¼″&52″-35 7/16″ 116NHP A.G."Neptun,"Rostock		G
81460 CSBL	**Pinhel** (*ex*Nelda,*ex*Ellawood) *ss*Lis.2ndNo.3-3,41 ~~*ss*Lis.No.3-10,33~~ ~~*ss*Lis.No.2-36~~ 1*Dk*(*ptIrn pt Stl*)	3186 2895 1993	✠100A1 3,41 ~~7,39~~ ~~BS5,39~~ ~~4,40~~ ✠LMC~~2,36~~ 3,41	Lis	*v*	CL 7,38	1915 4mo	Ropner& Sons,Ld. Stockton *Lloyd's A&CP*	Soc.Geral deCommercioIndustria eTransportes, Ltda. *CellDBa*	335·5|48·1|23·3 P31′B&F261′ FK 110′*uE*22′*f*145′799*t*	Lisbon Portuguese 5*BHCem* *APT*86*t*	T.3Cy.24″,40″&65″-42″ (*s*) 180lb 301NHP 2SB,*6cf*,GS123,HS4690 Blair&Co.Ld.Stockton	24 ″ 10 s 2 ″ 5¾ 22 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
37/41 81461 109433 MCJM	**Pink Rose** (*ex*Pansy-37) *ss*Liv.No.3-9,10 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft*	596 395 270	✠ 2,16 ✠NE90*fitted*98	Liv	*h*		1898 6mo	Grangm'th DockyardCo. Grangmouth	RichardHughes& Co.(Liverpool)Ld.	175·0 Q90'B12'F33'	26·3	11·6 BK8" *FPT*	Liverpool British 3*BHCem* 45*tAPT*5*t*	T.3Cy.13",21½"&34"-27" NB25 60RHP 1SB,2*pf*,GS36,HS1394 Muir&Houston,Ld.Gls.	12 ″ 6	C †
81462 139103 GQJB	**Pinna** (*ex*Polshannon,*ex*Tandem, *ex*Birkenfels) *ss*Sng.2ndNo.3-10,34 E.S.D. *ss*Sng.No.1-38 2*Dks*(*Stl-U* teak s)	6121 5365 3944	✠100A1 6,40 ~~6,39~~ BS6,40 ✠LMC11,38	Sng	*a*†	CL 6,39	1910 7mo A&CP	J.C.Teck- lenborgA.G. Weser- münde-G.	Anglo-Saxon PetroleumCo.Ld.	421·0 436·6(O.L.) P60'B124'F51'	55·1	28·7 FK	London British 10*BHCem* (7 *to U dk* 3 „ 2*nd* „)	Q.4Cy.24 1/64",34 21/32",50 23/64"& 74 7/32"-53½" (*r*) 517NHP 218lb 100*lb* 3SB,9*cf*,GS161,HS6780 FD J.C.TecklenborgA.G.Wsm	31 ″ 3 s 6 ″ 4¼ 25 ″ 1¼	
			Carrying oil fuel in bulk F.P. above 150° F. *Fitted for oil fuel* 6,22 *F.P. above* 150°F. *CellD Ba*141'*uE*24'*f*183 1225*t'tween dk tanks a*42'451*tf* 40'496*tFPT*86*tAPT*60*t*													
81463 DHTG	**Pinnau** Wireless Sub.Sig *Mchy.Aft* 1*Dk*	1200 992 617					1922	Werft Nobiskrug Rendsburg	BugsierReederei& BergungsA.G.	250·0 P&B191'F28'	37·5	12·9	Hamburg German *WB*	T.3Cy.17¾",28½"&45¼"-29½" 110NHP OttensenerMch.Altona		G
81464 149659 GNJZ	**Pinto** *OilEng.* *ss*Liv.No.2-36 Wireless D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1346 1055 530	✠100A1 *Shelter dk* *withfreeboard* Examined 5,41 ✠LMC CS2,35 4,37	~~Lon~~ Liv	*r*	CL ~~9,37~~ 7,40	1928 2mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	MacAndrews&Co. Ld. *CellDB*220'329*t*	270·1 282·3(O.L.) B70' *FPT*17*tAPT*38*t*	39·1	15·6 FK (	Liverpool British 5*BHptCem* *Coll to Sh dk* 4 „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.24 13/16"-51 3/16" 355NHP Harland&Wolff,Ld.Gls.	17 ″ 6 s ″ 2 17 ″ 6½	
81465 146215 GJTF	**Pinzon** *OilEng.* *ss*Lon.No.3-8,34 Wireless D.F. *ss*Ant.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1365 1093 634	✠100A1 *Shelter dk* *withfreeboard* ~~5,40~~ ~~8,40~~ ~~11,40~~ 6,41 ✠LMC CS9,38 6,38	Bry ~~Liv~~ Sws	*p*	CL ~~7,37~~ ~~11,40~~ 6,41	1922 1mo *Lloyd's A&CP*	W.Beard- more&Co.Ld Glasgow	MacAndrews&Co. Ld. *CellDB*188'306*t*	240·7 *FPT*60*tAPT*35*t*	38·2	15·7 FK	London British *Cem* *Collision BH to S dk* 3 „ „ *U* „	Oil Engines 4S.C.SA 6Cy.24 7/16"-38⅝" 347NHP W.Beardmore&Co.Ld.Gls	18 ″ 0 s ″ 4 17 ″ 9½	
81466 203941 KFMK	**Pioneer** (*ex*J.H.Bartow) D.F. *Mchy.Aft* 1*Dk*	6316 — 5021					1907	Detroit S.B.Co. Wyandotte	Cleveland-Cliffs S.S.Co.(Cleveland CliffsIronCo.*Mgs.*)	504·0	54·2	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
81467 UOUY	**Pioner** TwinSc *Mchy.Aft* *OilEng.* Wireless 1*Dk*	967 769 472					1929	Sevastopol MarineWrks. Sevastopol	U.S.S.R.	229·6 P55'F25'	33·9	11·8	Rostov Russian *WB*	Oil Engines 4S.C.SA 12Cy.13 9/16"-19 11/16" 214NHP StateEngWks.Kolomnska		
81468 UPSE	— *OilEng.* *CruiserStern* 1*Dk*	655 423 236					1935	Crichton Vulcan Abo	U.S.S.R.	176·8 F16'P58'	29·7	9·6	Leningrad Russian	Oil Engines 2S.C.SA 6Cy.9 13/16"-16 9/16" 101NHP A/B Atlas-Diesel,Skm.		
33/40 81469 DJML	**Pionier** *OilEng.* *Ref.Mchy.* D.F. E.S.D. 3*Dks* *CruiserStern*	3285 2791 1935					1933	Bremer Vulkan Vegesack	Afrikanische Frucht-Cie.A.G. (F.Laeisz,*Mgr.*)	352·8 F44'	44·8	24·0	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"-35 7/16" 975NHP BremerVulkan,Vegesack		G
81470 DAAA	— **Iron** *ss*Ham.No.3-79 *ss*Ros.No.1-83 *Welldeck* 1*Dk*	433 323 249	... 6,88				1873 5mo	Reiherst'g Schiffsw. Hamburg	Rob.Kleyenstüber &Co.	160·1 Q80'B20'F24'	23·0	12·8	Königsbrg German	C.2Cy.19"&34½"-26" NB99 50NHP Reiherst.Maschinenf.Ham		G †
81471 218409 KIMZ	**Pipestone County** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5102 4740 3126	✠ ... 6,20 ✠				1919 7mo	American International S.B.Corp. HogIslandPa	SeasShippingCo. Inc.	390·0 P39'B122'F43'	54·2	27·6 FK	Philadlphia Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
81472 114 SVTE	**Pipina** (*ex*DahSun-38, *ex*Pentusker-35, *ss*Brs.2ndNo.3-7,30 *ex*Conway) 2*Dks*(*Stl*)&*deep framing*	2650 — 1666	✠ 9,35 ✠	Brs	*u*		1904 6mo	Armstrong Whitworth &Co.Ld. Newcastle	G.Stamatelatos *CellDBa*86'*uE*&	318·0 P21'B87'F33' *B*68'*f*118'546*tFPT*	43·7	23·3 FK	Argostoli Greek 5*BHCem* 60*tAPT*20*t*	T.3Cy.22½",41"&68"-45" 360NHP 3SB,9*cf*,GS165,HS5900 Wllsnd Slpwy.Co.Ld.Nwc.	25 ″ 10	
81473 PUQO	**Pirangy** (*ex*Ancona,*ex*Haimon, *ex*Antonina) Sub.Sig. 1*Dk*&*Spar dk*2*tr*B	3810 3369 2355					1898	Blohm& Voss Hamburg	CiaCommercio e Navegaçâo	361·1 P44'B117'F44'	44·8	25·8	R.Janeiro Brazilian *WB*	T.3Cy.24½",40½"&70"-48" 339NHP Blohm&Voss,Hamburg		
81474 PUMI	**Piratiny** (*ex*Carla-33) *ss*Ant.No.3-10,33 *ss*Rio.No.1-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5187 4845 3111	✠100A1 *Shelter dk* *withfreeboard* 7,40 ~~5,38~~ BS~~3,39~~ ✠LMC5,38 4,41	Rio	*x*	CL ~~4,38~~ 7,40	1921 6mo A&CP	Cant.Nav. Triestino Monfalcone	Cia.Carbonifera Rio-Grandense *CellDB*319'	362·0 957*tAPT*110*t*	49·9	25·5 FK *Coll*	R.Janeiro Brazilian *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.24¾",41"&68"-45"(*s*) 180lb 383NHP 2SB,6*cf*,GS128,HS5243 FD UnitedMach.Factories,Ld. Smichov	35 ″ 2 ~~8 ″ 0~~ ~~27 ″ 7~~ s 7 ″ 10¼ 27 ″ 7	
81475 566 ESCE	**Piret** (*ex*ReineElisabeth, *ex*PrincesseElisabeth) 1*Dk*	2598 2445 1541					1902	Soc.Anon. Jhn.Cockerill Hoboken	TallinnaLaevaü- hisusA.S.(Tallinn ShippingCo.Ld.)	288·1 B24'F33'	45·0	21·6	Tallinn Estonian *WB*	T.3Cy.22½",36"&57½"-43½" 211NHP Soc.An.J Cockerill,Seraing		G
94/40 81476 OPKT	**Piriapolis** Ⓟ *OilEng.* *Ref.Mchy.* 2*Dks*&*Shelter dk* Sub.Sig. D.F. E.S.D. *CruiserStern*	7340 5403 4350	✠100A1 *withfreeboard* 1,40 ✠LMC7,38 ✠Lloyd'sRMC2,40	Ant	*c*†	CL	1938 7mo *Lloyd's A&CP*	Soc.Anon. Jhn.Cockerill Hoboken	Cie.Maritime Belge(LloydRoyal S.A.)(AgenceMari- timeInterna- tionaleS.A.*Mgrs.*)	435·9 F50' *CellDB*365'1864*t*	61·5	26·8 FK (	Antwerp Belgian 8*BHptCem* *ptAsp* *Coll to Sh dk* 7 „ 2*nd* „) *Wing tanks in*	Oil Engines 2S.C.DA 5Cy.24 7/16"-55⅛" 1028NHP DB100*lb* SocAn.J.Cockerill,Seraing *E.R.*156*tFPT*90*tAPT*92*t*	30 ″ 2 s 3 ″ 9 26 ″ 7½	
81477 UPNW	**Pishchevaya Industriya** (*ex*ArcticQueen-35,*ex*Vasari) *Ref.Mchy.* E.S.D. 2*Dks*&*Shelter dk*	10079 6212 5327					1909	Sir Raylton Dixon&Co Ld Middlesbro'	U.S.S.R.	486·0 B203'F48'	59·3	27·4	Vladvostk Russian *WB*	Q4Cy26½",37½",53"&77"-57" 448NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
81478 DHTH	**Piteå** 1*Dk*	962 793 570					1902	Helsingörs Jernsk&Msk. Elsinore	H.M.Gehrckens	224·2 Q67'B108'F24'	33·0	13·5	Hamburg German *WB*	T.3Cy.17",27½"&47"-33" 127NHP HelsingörsJernskb.&Msk.		G
81479	— **Iron** 1*Dk*&*Shelterdk*	638 352 420					1873	Bergsunds Mek.Verks. Stockholm		171·0 H47*t*	25·2	13·0 20·2	German	C.2Cy.24⅝"&33⅜"-25½" NE&B96 34NHP W.LindbergsAktieb.Skm.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.–Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; IHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81480 DHTI	**Piteälf** (*ex*Prutan,*ex*Adler) 3Mst *Mchy.Aft* 1*Dk*	342 277 122					1912	C.Lühring Hammelwarden	MathiesReed,K.G.	151·5 Q48'B46'F21'	24·7	9·3	Hamburg German *WB*	T.3Cy.11¼",17⅞"&28¾"–21¼" 38NHP G.SeebeckA.G.Wsm.		G
81481 208690	**Pittsburgh** TwinSc *Mchy.Aft* 1*Dk*	1270 — 620					1911	Buffalo DryDockCo. Buffalo,N.Y.	PittsburghCoalCo	134·0	40·0	21·7	Erie,Pa. Utd.States	2Cy.18"–20" 22NHP AmericanSBCo.ClevelndO		
81482 146694 MLJT	**Pitwines** (*ex*Wandle–32) Wireless *ss*Sld.No.3–7,35 *ss*Shl.No.1–39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	932 669 535	✠100A1 ~~7,40~~ ~~1,40~~ 7,41 ✠LMC7,39 BS~~7,40~~7,41	Hul ~~Shl~~ Sld	*l*	CL ~~7,38~~ 6,41	1923 1mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	StephensonClarke &Associated Companies,Ld. *CellDBu*	209·3 Q115'B15'F24' FK *E*18'*f*131'374*tFPT*	31·4	13·3	London British 4*BHptCem* 112*tAPT*10*t*	T.3Cy.16",26"&43"–27" (*s*) 180lb 121NHP 1SB,3*cf*,GS57,HS2130 N.E.MarineEng.CoLdNwc	16 ″ 3 s 5 ″ 1¼ 15 ″ 1	
13/41 81483 146688 GJTK	**Pizarro** *OilEng.* *ss*Ant.No.3–9,35 *ss*Ant.No.1–39 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Wireless D.F.	1367 1097 637	✠100A1 *Shelter dk* *withfreeboard* ~~6,40~~ ~~9,39~~ 12,40 ✠LMC CS9,39 9,39	Ant ~~Gls~~ Shl	*p*	CL 9,39	1923 1mo *Lloyd*	W.Beardmore&Co.Ld. Glasgow '*sA&CP*	MacAndrews&Co. Ld. *CellDB*188'355*t*	241·1 FK *Collision* *FPT*60*tAPT*35*t*	38·2	15·7	London British *Cem* *BHtoShdk* 3 „ „ *U* „	Oil Engines 4S.C.SA 6Cy.24$\frac{7}{16}$"–38⅜" 347NHP W.Beardmore&Co.Ld.Gls	18 ″ 0 s ″ 4 17 ″ 9½	
81484 PKEB	**Plancius** TwinSc *Fitted for oil fuel* *CruiserStern* 3*Dks*	5955 3838 3530					1923	Nederl. Schps.Maats. Amsterdam	Koninklijke PaketvaartMaats.	420·3 B335'F46'	55·2	22·2	Batavia Dutch *WB*	Q.8Cy.22¾",32½",47"&68"–43¼" 303NHP Werkspoor,Amsterdam		V
81485 DHTJ	**Planet** *ss*Ham.No.3–2,34 *ss*Ham.No.1–38 Sub.Sig. 2*Dks*(*Stl*) *Well deck* 3*rd dk*(*Stl*)*inNo.*1*hold*	5821 5402 3554	✠ 6,39 ✠	Ham	*b*†		1922 12mo	J.C.TecklenborgA.G. Wesermünde-G	ReedereiF.Laeisz G.m.b.H. (F.Laeisz,*Mgr.*) *CellD*	450·8 468·2(O.L.) P&B381'F51' FK *B*361'1237*tFPT*36*t*	57·2	27·0	Hamburg German 9*BHCem* *APT*30*t*	2 Steam Turbines DR geared to 1 Sc. Shaft HS11016 762NHP 4SB(Spt),12*cf*,GS237 J.C.TecklenborgA.G.Wsm	29 ″ 7	G †
181/40 81486 149645 GNJL	**Planter** *ss*Liv.No.2–36 2*Dks*(*Stl*)	5887 5481 3683	✠100A1 9,39 BS2,40 ✠LMC6,36	Liv	*a*†	CL 10,36	1927 10mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*) *CellDB*361'1170*t*	420·0 434·6(O.L.) P37'B139'F44' FK *DTa* 32' 911*t FPT*	54·5	30·4	Liverpool British 8*BHptCem* 1 „ *to* 2*nd dk* 63*tAPT*26*t*	T.3Cy.27",46"&77"–54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),12*cf*,GS215, HS8208 D.Rowan&Co.Ld.Gls.	32 ″ 7 s 6 ″ 4 26 ″ 6¼	
81487 108792 MCYC	**Plasma** *ss*Irv.No.1–40 *ss*Irv.3rdNo.3–1,36 *Mchy.Aft* *Well deck* 1*Dk*(*Irn*)	325 228 129	✠100A1 12,40 ~~4,39~~ ✠NB10,32 ✠LMC~~7,38~~ 7,40 ~~BS8,39~~ BS6,41	Bwg Irv	*e*	CL 4,39	1899 2mo	Crmichael, MacLean&Co Greenock A&CP	Wm.Robertson	135·4 141·2(O.L.) Q46'B9'F22' BK8"	23·0	10·0	Glasgow British 3*BHCem* *FPT*22*t*	C.2Cy.16"&32"–22" (*s*) 120lb 42RHP 1SB,2*pf*,GS32,HS862 Muir&Houston,Ld.Gls.	11 ″ 0 s ″ 10½ 10 ″ 10	
81488 373	**Platacruz** *OilEng.* *ss*B.As.No.3–4,41 ~~*ss*B.As.No.2–37~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinalframing*	489 — 225	✠100A1 ~~4,40~~ ~~4,39~~ 4,41 ✠LMC CS~~3,38~~ ~~4,39~~ 4,40 *CarryingPetr*	BAs *oleum*	*l* 4,41 *in*	CL ~~3,38~~ 4,40 *bulk*	1929 2mo *Lloyd*	Rotterdam Droogd.Maat (NewWaterwayS.B.Co.) Schiedam '*sA&CP*	Cia.Nav.Platacruz S.A. *CellDBf*15'12*t* *side tan*	198·5 Q61'F27' FK *Trunk*110' *ks*100' 366*t FPT*14*t*	31·1	12·4	Bns.Aires Argentine 8*BHCem* *APT*47*t*	Oil Engines 4S.C.SA 6Cy.18⅛"–35$\frac{7}{16}$" 190NHP Werkspoor,Amsterdam	12 ″ 6 s 1 ″ 1 11 ″ 6	
81489 HPCG	**Platano** *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* E.S.D.	5949 5125 2803					1930	Cammell Laird&Co.Ld. Birkenhead	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	416·3 P37'B125'F38'	56·2	30·5	Panama Pnamanian *WB*	Steam Turbine connected toElectric Motor&Sc.Shaft BritishThomson-Houston Co.Ld.Rugby		C
81490 TCCJ	**Platin** (*ex*Neptun–38, *ex*Karolos–33, *ss*Gls.No.3–6,10 *ex*Anglier,*ex*Tugela) *ss*Cff.No.1–14 1*Dk*(*Stl*)2*trB*&*deep framing*3*Dk rule*	*3308* *3114* *2148*	✠ 6,20 ✠	Hul	*v*		1900 4mo	A.Rodger &Co. Port Glasgow	SadikzadeRusen Ogullari *CellDBa*	326·2 P29'B80'F30' FK &*u E*122'*f*136'774*t*	48·1	23·7	Istanbul Turkish 6*BHCem* *APT*120*t*	T.3Cy.24",40"&65"–42" 281NHP 2SB,6*cf*,GS109.HS4313 A.Rodger&Co.Pt.Glasgow	26 ″ 4	V †
81491 7281 SFYU	**Plato** (*ex*Helios) *Well deck* 1*Dk*	819 617 443	✠ … 5,01 ✠				1898 7mo	Wood, Skinner&Co. Ld.Newcastle	RederiA/BHenckel (H.TrolleHenckel, *Mgr.*)	221·5 Q93'B16'H56*t*F22' len01 FK	29·1	11·9	Gothenbrg Swedish *WB*	T.3Cy.15",25"&40"–27" 93NHP N.E.MarineCo.Ld.Nwc.	14 ″ 0	G †
81492 PJCG	— *OilEng.* Wireless 1*Dk*&*Shelter dk* *Mchy.Aft* *CruiserStern*	388 293 160					1937	NVSchpsw Gebr.Pot. Bolnes	West-Indische Scheepv.Maats.	179·7 P38' *WB*	29·9	8·2	Curaçao Dutch	Oil Engines 2S.C.SA 8Cy.10$\frac{13}{16}$"–18⅞" 164NHP Gbr.Stork&CoNVHengelo		V
81493 FOTW	**Platon** *ss*Ant.No.3–9,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4550 4222 2730	✠100A1 *withfreeboard* 8,40 ~~9,38~~ ~~BS8,39~~ ✠LMC6,37 3,41	Ant Msl	*z*	CL ~~9,37~~ 8,40	1925 7mo *Lloyd*	WearShipyard(ofW. Gray&CoLd) Sunderland '*sA&CP*	Cie.deNav. d'Orbigny *CellDB*353' 1001*t*	400·0 F35' FK (*C* *FPT*108*tAPT*155*t*	53·0	25·1	LaRochlle French 6*BHCem* *oll to Sh dk* 5 „ 2*nd* „)	T.3Cy.26",43"&71"–48" (*s*) 180lb 439NHP 3SB,9*cf*,GS184,HS7590 Cen.Mar.Eng.Wrks.WHpl	27 ″ 6 s2 ″ 11¾ 24 ″ 9¼	
81494 233334 WIFZ	**Plattsburgh Socony** TwinSc *OilEng.* *Carrying Petroleum in bulk* 1*Dk* *Mchy.Aft* *CruiserStern*	1242 — 779					1934	UnitedDry DocksInc. (StatenIslnd. Plnt)Pt Richmond,N.Y.	Socony-Vacuum OilCo.Inc.	251·3 P72'	40·0	12·8	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.13½"–18" 213NHP AmericanLocomotiveCo. (McIntosh&Seymour Division),Auburn,N.Y.		R
81495 86 YTFR	**Plavnik** (*ex*Matignon–36, *ex*Schleswig-Holstein) *ss*Ssk.No.3–8,38 1*Dk*	*2762* *2182* *1819*	100A1 11,40 ~~10,39~~ MS5,37	Spt Mob LMC BS~~10,39~~ 10,40		CL ~~5,37~~ N9,40	1922	Schiffsw(v. J.&Sch.)A.G. Hamburg	BrodarskoAkcionarskoDrustvo "Oceania" *CellDB*276'506*tF*	328·3 P19'Q46'B200'F39' *PT*81*tAPT*13*t* FK	44·9 *45·2*	18·2	Susak Yugoslav 5*BHCem*	T.3Cy.22$\frac{7}{16}$",37"&60"–39⅜" 185lb 318NHP 2SB,6*cf*,GS114,HS4681 FD HannoverischeMasch.A.G. Hannover	20 ″ 6	
81496 144891 MKBQ	**Plawsworth** *ss*Nwc.No.3–11,33 Wireless *ss*Bly.No.1–38 1*Dk*(*Stl*) *Cargo battens not fitted*	1489 1322 802	✠100A1 4,41 ~~4,40~~ ~~BS6,39~~ ✠LMC4,38 7,40	Nwc	*p*	CL 3,40	1920 7mo *Lloyd*	OuseS.B. Co.Ld. Hook,Goole '*sA&CP*	DalgliehSteam ShippingCo.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*) *CellD*	240·2 248·4(O.L.) B52'F23' FK *B*198' 303*t FPT*79*t*	36·1	19·1	Newcastle British 4*BHCem* *APT*54*t*	T.3Cy.17½",30"&50"–33" (*s*) 180lb 172NHP 2SB,6*cf*,GS97,HS2886 Earle'sCo.Ld.Hull	21 ″ 3 s2 ″ 10 18 ″ 7	
81497 LDLM	**Pleasantville** TwinSc *OilEng.* D.F. *CruiserStern* 2*Dks*	4549 4203 2749					1929	Akt.Burmeistr&Wain Copenhagen	SkibsA/S Mandeville(A.F.Klaveness&CoA/S*Mgs.*)	391·4 P73*t*H260*t*F14*t*	55·2	24·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 14Cy.23¼"–43$\frac{5}{16}$" 730NHP Akt.Burmeistr&Wain,Cpn		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B of Trade
81498 905 SVVI	**Pleiades** (*ex*Munaires-37) ssMob.No.3-6,30 ssAms.No.2-37 1*Dk*	4620 4138 2853	✠100A1 6,40 ~~11,39~~ ~~BS11,39~~ ✠LMC4,37 11,39 *Fitted for oil fuel* 1,18 *F.P. above* 150° F.	NNs	*z*	CL ~~4,37~~ 6,40	1918 1mo	NwprtNws S.B.&D.D.Co. NewprtNews	ProiosBros. *CellDB*	370·0|53·1|27·0 P27'B104'F22' FK 302'1033*t FPT* 138*t*	Piræus Greek 6*BHCem* *APT* 271*t*	T.3Cy.24½",41½"&72"-48" 190lb (*s*) 471NHP 2SB,8*cf*,HS6564 FD NewportNewsSB&DD.Co.	30 ″ 0 s 6 ″ 0½ 24 ″ 2½	
81499 152084 GFLQ	**Pleiodon** ssH.Kg.No.2-32 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Now used as fuel oil storage ship*	5878 5310 3409	✠ ... 7,38 ✠	Sng	*z*		1922 5mo	HongK'ng &Whampoa DockCo.Ld. HongKong	**Anglo-Saxon PetroleumCo.Ld.** *Cell DB uE&B*81'23	412·0|53·3|31·0 P110'B33'F57' FK 6*t DT f*32'333*t FPT*	London British 16*BHpt Asp* (12 *to U dk* 4 „ *2nd* „) 100*t APT*99*t*	T.3Cy.27",44"&73"-48" 517NHP 3SB,9*cf*,GS191,HS7662 HongKong&Whampoa DockCo.Ld.HongKong	31 ″ 0	
81500 UNYT	**Plekhanov** (*ex*Aristea) ssShl.No.3-12,11 1*Dk*(*ptIrn&ptStl*)2*trB&deep framing*	3344 3023 2025	✠ 8,19 ✠	Msl	*v*		1900 9mo	Osbourne, Graham&Co Sunderland *Cell*	**U.S.S.R.** *DBa* 104'*uE&B*40'	319·5|47·9|23·5 P31'B102'F35' FK *f*132'765*t FPT*120	Odessa Russian 6*BHCem* *t APT*138*t*	T.3Cy.24",40"&65"-42" 270NHP 2SB,6*pf*,GS122,HS4103 G.Clark,Ld.Sunderland	26 ″ 2	
81501 164627 MLLV	**Plover** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	352 257 166	✠100A1 Extended 3,41 ✠LMC5,36 ✠LMC(M)3,38	~~Lon~~ Lth	*g*	OG 3,39	1936 5mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	**GeneralStm.Nav. Co.Ld.** *CellDB*	163·4|26·7|9·5 P47'F63' FK *uE*14'*f*46'63*t FPT*3	London British 3*BHCem* 5*t APT*12*t*	Oil Engines 2S.C.SA 4Cy.13⅜"-22⅞" 64RHP BritishAuxiliaries,Ld.Gls.	11 ″ 0 s ″ 9½ 10 ″ 4½	
81502 219584 KJVG	**Plow City** *Fitted for oil fuel* 1*Dk*2*nd tr B in fore&after holds&Web frames*	3282 3005 2026	✠ ... 4,21 ✠				1920 3mo	Submarine BoatCorp. Newark,N.J.	**HedgerSteamship Corp.**	324·0|46·2|25·0 P30'B90'F35' FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
81503 140263 GVWI	**Plumleaf** **TwinSc** ssLon.No.3-9,29 D.F. ssMlt.No.2-38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5916 5277 2467	✠100A1 3,40 BS3,40 ✠LMC5,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,17 *F.P. above* 150° F.	Bom		CL 3,40	1917 2mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	**TheAdmiralty** *CellDBuE&B*87' 393	405·5|54·5|32·5 425·2(O.L.) P36'B32'F84' FK *t DT f*48'214*t FPT*	London British 20*BHptCem* 67*t APT*174*t*	T.6Cy.26",42½"&70"-45"(*s*) 200lb 1104NHP 6SB,18*cf*,HS17274 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	35 ″ 2 s 6 ″ 9 28 ″ 7½	
81504 DNAL	**Plus** (*ex*Kamerun-38,*ex*Bilbao-32) *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks* *Ref.Mchy.*	2449 2144 1523					1922	Nordd. Werft.m.b.H. Weser- munde-G.	**Oldenbrg.-Portug. Dmpfsch.Rhed.**	278·4|40·5|23·7 P18'B39'H39'F36'	Hamburg German *WB*	C.4Cy.18½"&39⅜"-39⅜" 162NHP A.Borsig G.m.b.H.Berlin-Tegel		G
81505 EAPN	**Plus Ultra** Ⓟ ssBbo.No.3-4,39 2*Dks*(*Stl-weather dk* ws) 3*rd dk in holds*	4312 3140 2584	✠100A1 *with freeboard* 1,40 ✠LMC5,38 ✠NB(2*aft*)*made*15 *refitted*5,28 BS1,40 *Fitted for oil fuel* 5,28 *F.P. above* 150° F.	Bcl	*u*	CL ~~1,40~~ 5,40	1928 5mo *Lloyd*	Union Naval de Levante Valencia '*sA&CP*	**Cia.Trasmediterranea** *CellDB*255'518*t FPT*	311·9|47·7|26·8 F38' FK	Valencia Spanish 6*BHCem* 50*t APT*30*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 574NHP 3SB,9*cf*,GS239,HS9344 FD Cia.Euskalduna diConst. Bilbao	29 ″ 0 s 9 ″ 1½ 20 ″ 3	
81506 IBLO	**Pluto** (*ex*Founder-38,*ex*Medea-37, *ex*Waregga,*ex*ArnoldWaregga)	3832 3373 2344					1914	Reiherst'g Schiffsw. Hamburg	**Cia.Italiana diNav S.A.I.(Chinese ItalianNav.Co. Ld.)**	361·2|50·3|23·6 P&B241'F50'	Shanghai Italian *WB*	Q.4Cy.21⅝",32½,47⅞"68⅞" -49½" 333NHP Reiherst.Maschinenf.Ham.		
81507 OHGE	— (*ex*Bolivia,*ex*Yankalilla, *ex*LadyLewis) 1*Dk&Shelter dk*	3496 3261 2344					1907	Richardsn Duck&Co. Stockton	**Rederi A/B Pluto (EmanuelErikson,** *Mgr.*)	362·9|47·9|22·5 349·1	Mariehmn Finnish *WB*	T.3Cy.25",42½"&69"-48" 330NHP N.E.MarineEngCoLd.Sld.		V
81508 DOKV	— Sub.Sig. Wireless D.F. *CruiserStern* 1*Dk*	1412 1097 659					1925	Flensburgr Schiffsb.Ges. Flensburg	**Dampfschifffahrts Ges.Neptun**	240·8|38·8|15·3 P166'F26'	Bremen German *WB*	T.3Cy19 1/16",31½"&53½"-35 7/16" 168NHP FlensburgerSchiffsb.Ges.		G
81509 PGTK	— 2*Dks*	1156 890 709					1905	Maats. Fyenoord Rotterdam	**Koninkl.Nederl. Stoomb.Maats. N.V.**	229·7|32·0|15·8 Q70'B63'F32'	Amstrdam Dutch *WB*	T.3Cy.17½",28"&45"-36" 121NHP Maats.Fyenoord,Rot.		V
81510 FNOX	**Pluviose** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* D.F. *Carrying Petroleum in bulk*	9561 8443 5528					1931	Ch.&Atel. deSt.Nazaire (Penhoët)SA Gd.Quevelly	**Pétrotankers Soc.Anon.**	467·4|61·8|36·5 P105'F39'	Rouen French *WB*	C.4Cy.(2)22 1/16"&(2)47¼"- 47¼" 256NHP Forg.&Ch.de laMédit.S.A.		V
81511 213670 WCCL	**Plymouth** ssN.Yk.No.3-5,27 D.F. ssBos.No.1-31 1*Dk*(*Stl*)&*Web frames*	5266 4737 3354	✠ ... 8,35 ✠	Bos			1915 10mo	NewYork S.B.Co. Camden,N.J. *Cell*	**NewEngland& SouthernS.S.Co.** *DBa*104' *uE&B*43	368·6|55·2|30·5 P27'B72'F31' FK *f*173'1832*t FPT*22	Boston Utd.States 7*BHCem* 0*t APT*201*t*	T.3Cy.25",41½"&70"-46" 462NHP 3SB,9*cf*,GS150,HS6624 NewYorkSBCo.Camdn NJ	34 ″ 5	R †
47/41 81512 482 ICNL	**Po** Ⓟ (*ex*Vienna-37, **TwinSc** *ex*Wien) ssTri.No.3-11,20 *Fitted for oil fuel* D.F. 2*Dks&Awng dk*,3*dks in holds*	7289 — 3236	✠ ... 11,23 ✠				1911 8mo	Lloyd Austriaco Trieste	**LloydTriestino Soc.Anon.diNav.**	454·0|55·3|28·5 FK	Naples Italian *WB*	Q.8Cy.27½",39"56"&80"-54" 1580NHP LloydAustriaco,Trieste	40 ″ 6	I †
81513 856 LOHL	**Poblador** (*ex*Trivia-33,*ex*Vallejo) ssH.Kg.No.3-7,31 ssB.As.No.2-40 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	3243 — 1660	✠100A1 1,41 ~~1,40~~ ✠LMC1,40 BS1,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	BAs	*x*	CL 12,39	1918 11mo *Lloyd*	Russell& Co. Pt.Glasgow '*sA&CP* *Cell*	**EstrellaMaritima S.A.deNavegacion y Comercio** *DB u E&B*75' 115*t*	376·6|51·2|29·0 P103'B28'F43' FK *FPT*123*t APT*97*t*	Bns.Aires Argentine 17*BHptCem* (15 *to U dk* 2 „ *2nd* „)	T.3Cy.26",43"&72"-48" (*s*) 180lb 498NHP 3SB,9*cf*,GS178,HS7345 FD Rankin&BlackmoreLdGrk	29 ″ 2	
81514 PUBX	**Poconé** Ⓟ (*ex*Coburg) Sub.Sig. 2*Dks*	6750 5024 4201					1908	Bremer Vulkan Vegesack	**LloydBrasileiro**	419·6|54·5|27·8 P&B286'F68'	R.Janeiro Brazilian *WB*	Q4Cy.24",34½",50½"&72⅝"- 53⅞" 387NHP BremerVulkan,Vegesack		V
81515 PGTO	**Poelau-Bras** Ⓟ *OilEng.* *Ref.Mchy.* ssAms.No.2-37 D.F. 3*Dks*(*Stl-U* teaks) 4*th dk*(*Stl*) *in No.*1*hold*	9278 7981 5659	✠100A1 ~~11,30,39~~ 4,41 ✠LMC CS10,37 ~~DBS 7,40~~ 12,38 *Carrying vegetable oil in deep tank*	Sba	*e*†	CL ~~3,39~~ 4,41	1929 7mo *Lloyd*	Kon.Maats deSchelde Flushing '*sA&CP*	**Stoomv.Maats. Nederland** *CellDB*421'1715*t*	495·3|61·3|33·0 P43'B176'F57' FK *DTa* 29' 965*t FPT*	Batavia ~~Amsterdam~~ Dutch 8*BHptCem* *ptAsp* 94*t APT*44*t*	Oil Engines 2S.C.SA 8Cy.32 5/16"-56⅛" 1450NHP 2DB72lb SulzerBros.Winterthur	36 ″ 10 s 8 ″ 1½ 29 ″ 1½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81516 PGTS	**Poelau Laut** Ⓟ 3Mst OilEng. ssAms.No.2–37 Ref.Mchy. 3Dks(Stl–Uteaks) D.F. 4th dk(Stl)inNo.1 hold	9272 7983 5660	✠100A1 ~~6,40~~ ~~9,39~~ 10,40 ✠LMC CS5,37 DBS~~6,39~~ 10,40 ~~4,38~~ 9,39	Ams Sba	e†	CL ~~2,39~~ 4,41	1929 1mo Lloyd'sA&CP	Nederl. Schps.Maats. Amsterdam	Stoomv.Maats. Nederland CellDB421'1715t	494·0|61·2|33·0 P43'B179'F62' FK DTa29'965tFPT94tAPT44t	Batavia ~~Amsterdam~~ Dutch 8BHptCem ptAsp	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"–$56\frac{11}{16}$" 1450NHP 2DB72lb SulzerBros.Winterthur	36″10 s 8″2 29″0¾	
81517 PGTX	**Poelau Roebiah** Ⓟ OilEng. Ref.Mchy. ssAms.No.2–36 D.F. 3Dks(Stl–Uteaks) 4th dk(Stl)inNo.1hold	9251 7953 5657	✠100A1 9,40 ~~3,40~~ ✠LMC CS5,37 DBS~~3,40~~ 3,41 5,39 Carrying vegetable oil in deep tank	Sba	e†	CL ~~8,39~~ 9,40	1928 12mo Lloyd'sA&CP	Rotterdam Droogd Maat Rotterdam	Stoomv.Maats. Nederland CellDB421'1715t	495·2|61·1|33·0 P43'B176'F57' FK DTa29'965t FPT94tAPT44t	Batavia Dutch 8BHptCem ptAsp	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"–$56\frac{11}{16}$" 1450NHP DB(f)100lb DB(a)72lb SulzerBros.Winterthur	36″10 s 8″1¾ 29″1	
81518 PGUB	**Poelau Tello** Ⓟ OilEng. Ref.Mchy. ssAms.No.2–37 D.F. 3Dks(Stl–Uteaks) 4th dk(Stl)inNo.1hold	9272 7981 5661	✠100A1 ~~9,40~~ ~~2,40~~ 2,41 ✠LMC CS11,38 DBS~~2,40~~ 3,41 2,38 Carrying vegetable oil in deep tank	Sba	e†	CL ~~11,37~~ 2,41	1929 12mo Lloyd'sA&CP	Kon.Maats deSchelde Flushing	Stoomv.Maats. Nederland CellDB421'1715t	495·3|61·3|33·0 P43'B176'F57' FK DTa29'965tFPT94t	Batavia Dutch 8BHptCem ptAsp APT44t	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"–$56\frac{11}{16}$" 1450NHP 2DB72lb SulzerBros.Winterthur	36″10 s 8″1¾ 29″1¼	
81519 EAPL	**Poeta Arolas** Ⓟ 2Dks	3254 3120 1868					1919	Cia.Euskal- duna deConst Bilbao	Cia.Trasmediter- ranea	316·0|44·1|26·7	Barcelona Spanish WB	T.3Cy.25",41"&68"–45" 310NHP J.G.Kincaid& Co.Ld.Grk.		
81520 OFCY	**Pohjanlahti** (exLisbeth–38) Iron 1Dk&Awngdk	682 — 376					1889	Rostocker Act.Ges. Rostock	FeliksKotiranta (Meritoimi O/Y)	178·2|26·5|17·0 H24'	Åbo Finnish WB	C.2Cy.23"&42"–28" NB20 78NHP RostockerA.G.Rostock		NG
81521 832 OFDE	**Pohjanmaa** (exNordland–38, exManhem) OilEng. D.F. ssGot.No.2–38 1Dk(Stl)&Shelterdk(Stl) Strengthened for navigation in ice	2063 — 1078	✠100A1 withfreeboard 2,40 ✠LMC CS8,38 DBS9,39 3,40 Carrying vegetable oil inNo.4 DBtank	Cpn	t	CL 4,38	1929 9mo Lloyd'sA&CP	Eriksbergs M.V.Aktieb. Gothenburg	FinskaÅngf.A/B CellD	289·2|43·0|16·6 305·2(O.L.) F26' FK B246'646tAPT25t	Helsingfrs Finnish 5BHptCem (Collto Shdk 4,,2nd,,)	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$"–$51\frac{3}{16}$" 355NHP DB80lb EriksbergM.V.Aktieb,Got	19″0 s ″4½ 18″9	
81522	**Point Ancha** (exDelight) Now "Macon," see No. 89069 in Supplement Fitted for oil fuel GyC. 2Dks Longitudinal framing	4727 — 2978					1919	ToddD.D. &Con.Co. TacomaWsh.	~~Cia.Diana de~~ ~~VaporesSoc.Anon.~~	379·7|53·1|26·7 P39'B102'F41'	~~Panama~~ ~~Pnamanian~~ WB	T.3Cy.25⅛",$41\frac{13}{16}$"&72"–48" 358NHP SeattleConst.&DryDock Co.Seattle,Wash.		R
81523	**Point Arena** (exDemocracy–37, exJupiter) 2Dks Now "Arena," see Supplement	4673 4304 2970	✠ ... 4,22 ✠				1917 11mo	StandardS. B.Corp. Shooter's Island,N.Y.	Cia.Arena,Ltda.	377·0|52·0|26·8 P25'B106'F37' FK	Panama Pnamanian WB	T.3Cy.24",41"&70"–48" 485NHP StandardS.B.Corp.	29″0	R †
81524	**Point Bonita** (exSacramento–37) Fitted for oil fuel Sub.Sig. 2Dks Now "Bonita," see Supplement	4782 4387 2996	✠ ... 6,21 ✠				1918 1mo	SeattleCon &DryDkCo. Seattle	Cia.Arena,Ltda.	380·0|53·2|27·0 P40'B100'F41' FK	Panama Pnamanian WB	T.3Cy.24",40"&70"–48" SeattleConst.& 472NHP DryDk.Co.Seattle	29″4	R †
81525 217791 WFOI	**Point Brava** (exManhattanIsland, exOsakis) Fitted for oil fuel 2Dks Now "Alcoa Guide," see No. 87049 in Supplement	4834 — 3045					1919	Downey S.B.Corp. Arlington, N.Y.	~~OceanDominion~~ ~~S.S.Corp.~~ Alcoa S.S.Co.Inc.	386·8|52·2|27·4 P40'B110'F40'	NewYork Utd.States WB	T.3Cy.24",40"&70"–48" 339NHP DowneyS.B.Corp. StatenIsland		R
81526 216213 KJEI	**Point Breeze** (exJohnM.Connelly) OilEng. Mchy.Aft 2Dks&Webframes D.F. GyC. Longitudinal framing Carrying Petroleum in bulk	4756 4449 2914	✠ ... 3,21				1918 5mo	Pennsyl- vaniaS.B.Co. Gloucester, N.J.	TheAtlantic RefiningCo.	364·9|51·0|29·5 P95'B34'F31' FK	Phildlphia Utd.States WB	Oil Engines connected to Electric Motor & Sc.Shaft 4S.C.SA 553NHP 18Cy.17¾"–22" NE27 Ingersoll-RandCo.N.York		R †
81527 217890 WNEO	**Point Caleta** (exDio) Fitted for oil fuel 2Dks Now "Alcoa Cadet," see No. 87037 in Supplement	4823 — 3038					1919	Downey S.B.Corp. Arlington, N.Y.	~~OceanDominion~~ ~~S.S.Corp.~~ Alcoa S.S.Co.Inc.	381·0|52·0|30·0 P40'B110'F40'	NewYork Utd.States WB	T.3Cy.27",40"&70"–48" 339NHP DowneyS.B.Corp. StatenIsland		R
81528 217381 KEBD	**Point Chico** (exAbron) Fitted for oil fuel 2Dks Now "Alcoa Guard," see No. 87048 in Supplement	4905 — 3037					1918	Downey S.B.Corp. StatenIsland	~~OceanDominion~~ ~~S.S.Corp.~~ Alcoa S.S.Co.Inc.	381·1|52·0|30·0 P40'B110'F40'	NewYork Utd.States WB	T.3Cy.27",40"&70"–48" DowneyS.B.Corp. 339NHP StatenIsland		R
81529	**Point Clear** (exS.A.Perkins–33, exPallas) Fitted for oil fuel D.F. GyC. 2Dks Longitudinal framing	4839 4374 2978					1920	ToddDry Dock&Const Corpn. Tacoma,Wsh.	A.G.Pappadakis	380·5|53·1|27·0 P39'B102'F41'	Piraeus Greek WB	T.3Cy.24",40¼"&70"–48" 340NHP ToddD.D.&Const. Corp.Tacoma,Wash.		R
94/41 81530 SWBE	**Point Judith** (exRemus–34) Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	4810 — 3004					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh	TheseusSteamship Co.Ld.&others	379·1|53·1|27·0 P39'B102'F42'	Piraeus Greek WB	T.3Cy.24",40"&70"–48" 339NHP Skinner&EddyCorpn. Seattle		R
81531	**Point Lobos** (exOssining–33) Fitted for oil fuel Sub.Sig. GyC. 2Dks Longitudinal framing	4802 — 3019					1919	ToddDry Dock&Const Corpn. Tacoma,Wsh.	~~Cia.Diana de~~ ~~VaporesSoc.Anon.~~	380·1|53·1|27·0 P39'B102'F42'	~~Panama~~ ~~Pnamanian~~ British WB	T.3Cy.$24\frac{13}{16}$",40"&70"–48" 339NHP Skinner&EddyCorpn. Seattle		R
81532 218186 KIJJ	**Point Palmas** (exSabotawan) Fitted for oil fuel 2Dks Now "Alcoa Pilot," see No. 87031 in Supplement	4869 — 3048					1919	Downey S.B.Corp. ArlingtonNY	OceanDominion S.S.Corp.	386·8|52·2|27·4 P40'B110'F40'	NewYork Utd.States WB	T.3Cy.24",40"&70"–48" 339NHP DowneyS.B.Corp.		R
81533 218390 KIMR	**Point Salinas** (exDochet) Fitted for oil fuel 2Dks Now "Alcoa Scout," see No. 87029 in Supplement	4886 — 3071					1919	Downey S.B.Corp. Arlington, N.Y.	OceanDominion S.S.Corp.	386·8|52·2|27·4 P40'B110'F40'	NewYork Utd.States WB	T.3Cy.24",44"&70"–48" 339NHP DowneyS.B.Corp.		R
81534 219521 KOZN	**Point San Pablo** (exMinooka) ssN.Ns.No.3–3,29 Fitted for oil fuel D.F. 1Dk	3280 2868 2002	... 4,31				1920	MobileS.B. Co. Mobile,Ala.	McCormickS.S.Co.	324·0|46·2|25·0 P30'B90'F35' FK	S.Frncisco Utd.States WB	T.3Cy.22",37½"&60"–42" 385NHP EllicottMachineCorp.Bal.	27″8	R †
81535 220490 KDCO	**Point San Pedro** (exHouston) ssN.Ns.No.3–4,29 Fitted for oil fuel D.F. 1Dk	~~3280~~ ~~3005~~ ~~2002~~ 3303 3005 1997	... 4,31				1920	MobileS.B. Co. Mobile,Ala.	~~McCormickS.S.Co.~~ Pope&Talbot,Inc.	324·0|46·2|25·0 P30'B90'F35' FK	S.Frncisco Utd.States WB	T.3Cy.22",37½"&60"–42" 385NHP EllicottMachineCorp.Bal.	27″8	R †

142/40

76/40

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
81536 144245 MKPL	**Point of Ayr** (*ex*SolwayFirth) *ss*Bkn.No.3–6,38 *ss*Lan.No.1–37 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	329 216 130	✠100A1 8,40 ~~9,39~~ BS~~[illegible]~~ ✠LMC1,37 8,40	Bkn Bng	*d*	CL ~~N9,37~~ 7,40	1921 3mo	J.Cran& SomervilleLd Leith *Lloyd'sA&CP*	Point ofAyr Collieries,Ld.(T. D.Roberts,*Mgr.*)	130·2 137·2(O.L.) Q48'B8'F22' FK *FPT33t*	22·6	9·6	Liverpool British 3*BH Asp* *APT15t*	C.2Cy.15″&32″–24″ (*s*) 130lb 60RHP 1SB,2*pf*,GS44,HS1168 J.Cran&Somerville,LdLth	10 ″ 6 s ″ 6 10 ″ 2	
81537 FNNN	**Poitiers** *Well deck* 1*Dk*	4185 — 2546	✠ ... 7,22 ✠				1921 11mo	TyneI.S.B. Co.Ld. Newcastle	Cie.Delmas Vieljeux	364·4 P18'Q128'B68'F29' FK	52·8	24·5	LaRochlle French *WB*	T.3Cy.23½″,38″&64″–42″ 847NHP Armstrong,Whitworth& Co.Ld.Nwc.	26 ″ 8	V †
81538 106869 GFMT	**Polar Chief** (*ex*Anglo-Norse, 4Mst *ex*Rey Alfonso, *ss*Osl.3rdNo.3–8,34 *ex*Crenella, *ss*Osl.No.1–39 *ex*Montcalm) 2*Dks*(*Stl*)&*deep framing* D.F. &*Udk*(*Irn*)	8040 — 6279	✠100A1 *with freeboard* 6,40 ~~12,39~~ LMC11,39 ✠NSB(r)made00refitted27 BS7,40 *Fitted for oil fuel* 11,16 *F.P. above* 150° F. *Carrying oil fuel in bulk in holds part tweendks&D.B.F.P. above* 150°F.	Osl Lon	*a*†	CL 11,39	1897 8mo	Palmers' Co.Ld. Newcastle A&CP	FalklandWhaling Co.Ld.	445·0 FK *Cell DBa*103' *uE&B*58' *f*201' 1179*t FPT*190*t APT*84*t*	52·2	27·6	Jersey British 7*BHCem*	T.3Cy30″50$\tfrac{9}{16}$″&81½″–54″(*s*) 180lb 793NHP 3DB&2SB,24*cf*,GS450, HS15839 NSB(*s*)*made*12*refitted*28 20Pr.B–60*lb* Palmers'Co.Ld.Newcastle	38 ″ 1 s11 ″ 11½ 26 ″ 4	
81539 ~~[illegible]~~ ~~[illegible]~~	**Polarine** (*ex*Ems) *Fitted for oil fuel* *Mchy.Aft Carrying oil in bulk* D.F. 2*Dks* *Longitudinal framing*	4046 — 2389					1914	G.Seebeck Akt.Ges. Weser-münde-G.	~~Polarine Fisheries, Inc.~~ N.Konialidis	354·6 P88'B33'F34'	50·0	26·7	~~S.Francisco~~ ~~Utd.States~~ Panama *WB* Panamanian	T.3Cy.23½″,38½″&59″–43$\tfrac{5}{16}$″ 230NHP G.Seebeck A.G.Weser-münde-G.		R
81540 7457 SFTA	**Polaris** (*ex*Amleth.*ex*Hallingdal, *ex*Sifnos, *ss*Sbg.4thNo.3–3,40 *ex*Trevaylor) 1*Dk*(*Irn*)2*trB* D.F. *in Nos.*1,3&4*holds* *Well deck Cargo battens not fitted*	*2163* *1830* *1274*	✠100A1 3,40 ✠LMC3,40	Sbg	*s*	CL 3,39	1890 7mo	J.Read-head&Sons S.Shields A&CP	RederiA/B Iris (S.Abrahamsen, *Mgr.*)	290·4 P28'Q82'B118'F33' BK10' *CellDB*250'545*t*	40·0	19·8	Stockholm Swedish 6*BHCem* *APT41t*	T3Cy.23″,37½″&61½″–39″(*r*) 160lb 234NHP 2SB,5*rf*1*cf*,GS104,HS3490 J.Readhead&Sons,S.Shl.	22 ″ 6 s1 ″ 11¾ 21 ″ 4¼	
81541 OHHT	— Ⓟ (*ex*Preussen–33,*ex*PrinzessinSophie Charlotte) 1*Dk* *Ref.Mchy.* D.F. Sub.Sig.	1615 963 868					1912	Stettiner Oderwerke Stettin	FinskaAngfartygs A/B	254·1 240·9 P150'F28'	34·6	15·2	Helsingfrs Finnish *WB*	T3Cy18$\tfrac{1}{16}$″29½″&47$\tfrac{1}{16}$″–35½″ 134NHP StettinerOderwerke		G
81542 647 ESBZ	— (*ex*Gusten,*ex*Kolsdal, *ex*JulieLynn) *ss*Osl.No.3–4,21 *ss*Hbg.No.2–29 *Well deck* 1*Dk*(*Stl*)	661 538 381	✠ ... 10,31 ✠				1909 4mo	Dundee S.B.Co.Ld. Dundee	J.Rang	175·6 P13'Q39'B48'F21' FK	29·1	11·8	Tallinn Estonian *WB*	T.3Cy.15″,25″&40″–27″ 95NHP Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 0	V †
81543 PGUK	— *OilEng.* *Mchy.Aft*	322 204 166					1936	Scheepsw. 'Waterhuizn.' J.Pattje Waterhuizen	W.SchuitemaOzn	123·5 P36'Q49'F13'	24·3	8·1	Groningen Dutch	Oil Engines 4S.C.SA 4Cy.12″–17$\tfrac{11}{16}$″ 55NHP N.V.Motorenf."De Industrie"Alphen a/dRijn		V
81544 LCWQ	**Polarland** Wireless 1*Dk*	1591 1188 932					1923	Laxevaags Msk.&Jrnskb Bergen	Dampsk.A/S Vestland(Rich. Amlie&Co.A/S, *Mgrs.*)	246·0 P59*t*Q108*t*B124*t* H76*t*	37·9	15·7	Haugesnd Norwegian *WB*	T.3Cy.18⅝″,29″&49½″–33″ 139NHP LaxevaagsMsk&Jrns.Bgn.		N
81545 LEPY	**Polarlys** Ⓟ Wireless E.S.D. 2*Dks*	1069 919 579					1912	Akt.Bur-meistr&Wain Copenhagen	DetBergenske Dampskibsselskab	208·5 H122*t*	31·6	19·8	Bergen Norwegian *WB*	T.3Cy.18½″,30″&50″–30″ 137NHP Akt.Burmeistr&Wain,Cpn.		
81546 LKJG	**Polarsol** D.F. E.S.D. GyC. *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* *Longitudinal framing at bottom & at deck*	10022 9097 5949	✠100A1 9,40 ~~12,39~~ ✠LMC12,39 *Carrying Petroleum in bulk*	Gls Off	*c*†	CL	1939 12mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP*	Hvalfangerselskp PolarisA/S (Melsom&Melsom, *Mgrs.*)	501·7 519·3(O.L.) P101'B35'F48' FK *CellDBuE*73'171*tD Tf*29'948*t FPT*176*t APT*102*t*	66·9	35·6	Larvik Norwegian 16*BH*	Oil Engines 2S.C.SA 4Cy.26⅝″–91$\tfrac{5}{16}$″ 861NHP 2DB180*lb* Barclay,Curle&Co.Ld.Gls.	35 ″ 6 s 7 ″ 4¼ 28 ″ 4¼	
81547 LCTY	**Polartank** *OilEng.* *ss*Sfj.No.2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6356 5996 3872	✠100A1 ~~8,40~~ ~~7,39~~ 3,41 DBS4,40 ✠LMC10,38 *Carrying Petroleum in bulk*	Osl Sws	*a*†	CL 7,39	1930 11mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	Hvalfangerselskp PolarisA/S (Melsom&Melsom, *Mgrs.*)	421·0 P105'B28'F38' FK *CellDBuE*81'305*tD Tf*38'498*t FPT*113*t APT*129*t*	58·5	32·3	Larvik Norwegian 15*BH* (*5 to 2nd dk*)	Oil Engines 2S.C.SA 4Cy.23⅝″–91$\tfrac{5}{16}$″ 687NHP 2DB120*lb* Barclay,Curle&Co.Ld.Gls.	32 ″ 3	
81548 2215 ICFB	**Polcevera** (*ex*SantaEulalia–38) *ss*Bal.No.2–29 *Fitted for oil fuel* 1*Dk*2*trB*	2609 — 1527	✠ ... 5,33 ✠				1920 9mo	Toledo,O. S.B.Co. Toledo	MarioGiusti&C.	251·0 P25'B64'F23' FK	43·6	25·8	Genoa Italian *WB*	T.3Cy.22$\tfrac{3}{16}$″,36″&59″–42″ 315NHP ToledoS.B.Co.Toledo,O.	28 ″ 2	I †
81549 4679 SLRA	**Polcirkeln** *Mchy.Aft* 1*Dk* *Turret deck*	*1920* *1490* *741*					1907	Lindhol-mensV.A. Gothenburg	TrafikA/BGrängesberg-Oxelösund (M.Waldenström, *Mgr.*)	291·6 P52'H83*t*	39·9	19·7	Stockholm Swedish *WB*	T.3Cy.21½″,35½″&58½″–36″ 206NHP LindholmensV.A.Got.		V
81550 161250 MPMW	**Poldhu** *OilEng.* *Mchy.Aft* D.F. 1*Dk*,2*nd dk aft* Wireless *CruiserStern*	422 263 202	✠100A1 3,40 ✠LMC2,39	Foy	*f*	OG	1939 2mo	NVSchpsw "Foxhol" Foxhol *Lloyd'sA&CP*	PolpenShipping Co.Ld.(Hannan, Samuel & Co.Ld. *Mgrs.*)	145·7 151·9(O.L.) Q88'F22' FK *CellDB*70'58*t FPT*59*t APTs*13*t*	26·0	9·0	Fowey British 3*BHptCem*	Oil Engines 4S.C.SA 6Cy.11$\tfrac{7}{16}$″–17½″ 76NHP AppingedammerBrons Motorenfb.N.V.	10 ″ 10 s3 ″ 5½ 10 ″ 9½	
81551 161823 GFMD	**Pole Star** TwinSc WirelessD.F. 1*Dk*(*ptStl*-teak s) 2*nd dk clear of mchy.space* *CruiserStern*	750 554 328	✠ ... 1,35 ✠	Lth			1930 12mo	W.Beard-more&Co.Ld. Dalmuir	Commissioners of NorthernLight-houses	195·7 Q64'B53'F27' FK *CellDBa*36'*f*58'76*t Tanks in way of tunnels*15*tD Ta*17'21*t DTf*7'11*t APT*15*t*	31·1	14·5	Leith British 8*BHptCem*	T.6Cy.15″,24″&38″–24″ HS4170 215NHP 2SB&1AuxB,8*cf*,GS135 W.Beardmore&Co.Ld.	15 ″ 3	
81552 141 SVDN	**Polemis** (*ex*Kingswear) *ss*Pir.2ndNo.3–7,34 *Mchy.Aft* Wireless *ss*Pir.No.1–38 1*Dk*(*pt Irn pt Stl*)&*deep framing* *Cargo battens not fitted*	*1457* *1220* *828*	✠100A1 4,40 BS10,39 ✠LMC6,38 Surveys delayed	Gls	*p*	CL 2,37	1909 4mo	WoodSkin-ner&Co.Ld. Newcastle *Lloyd'sA&CP*	J.D.Paleocrassas	245·3 P71'B12'F22' FK *Cell DBuE&B*36'52*t f*168' 414*t FPT* 135*t APT*63*t*	36·5	16·6	Andros Greek 4*BHCem*	T.3Cy.19″,31″&51″–36″ (*s*) 180lb 185NHP 2SB,6*cf*,GS92,HS3064 N.E.MarineEng.CoLdNwc	18 ″ 10 s2 ″ 4½ 16 ″ 7	
81553 144055 MKFC	**Polgarth** (*ex*Kempton–37, *ex*Mayrix–34) *ss*Hul.No.3–10,33 *Well deck* *ss*Bly.No.1–38 *Mchy.Aft* 1*Dk*(*Stl*)	794 554 375	✠100A1 10,40 ~~11,39~~ ✠LMC MS6,38 BS~~11,39~~ 10,40	Bly	*k*	CL 6,38	1920 9mo	Cochrane& Sons,Ld. Selby *Lloyd'sA&CP*	PolgarthS.S.Co. Ld.(Pollexfen&Co. Ld.*Mgrs.*)	185·1 Q105'B11'F25' FK *CellDB f*116'175*t FPT*58*t APT*27*t*	31·0	11·7	Liverpool British 4*BHCem*	T.3Cy.14½″,25″&40″–27″ (*s*) 180lb 111NHP 2SB,4*pf*,GS62,HS2000 Earle'sS.B.&E.Co.Ld.Hull	14 ″ 0 s3 ″ 11½ 13 ″ 9	

	1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
	81554 133262 MFTR	**Polglen** (exArleia) 3Mst Mchy.Aft ssBly.2ndNo.3–5,38 Well deck 1Dk(Stl) Cargo battens not fitted	795 545 368	✠100A1 ~~6,40~~ ~~6,39~~ 11,40 MS5,38	Bly ~~Mon~~ Shl ✠LMC BS3~~,40~~ 11,40	k	CL ~~4,38~~ 10,40	1915 2mo Lloyd	R.William- son&Son Workington 'sA&CP	C.Strubin&Co. Ld.	186·3 Q116'B9'F25' FK CellDBf110'160t	29·4	12·4	Liverpool British 3BHCem FPT45t	T.3Cy.14½",25½"&41"–30" 180lb (s) 85RHP 1SB,3pf,GS55,HS1952 Ross&Duncan,Glasgow	14 ″ 7 s 5 ″ 1½ 14 ″ 1	
111/40	81555 144784 MKGL	**Polgrange** (exEdenwood, exArdshean) ssHul.No.3–6,33 ssLon.No.1–36 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	804 548 378	✠100A1 7,39 BS9,39	Goo ✠LMC9,37	k	CL 7,39	1920 10mo Lloyd	R.William- son&Son Workington 'sA&CP	BrunswickS.S.Co. Ld.(Pollexfen&Co. Ld.Mgrs.)	186·5 191·8((O.L.) Q116'B9'F24' FK CellDBf112'162t	29·4	12·4	Liverpool British 3BHCem FPT40t	T.3Cy.14",24"&39"–27" (s) 180lb 76RHP 1SB,3pf,GS58,HS1809 McKie&Baxter,Glasgow	14 ″ 7 s4 ″ 10½ 14 ″ 4	
30/41	81556 393 SZMF	**Policos** Ⓟ (exYachtNorth ssCff.2ndNo.3–2,20 Star,exCherokee, 2Dks exSybarite,exVenetia) Wireless	875 — 347	✠ 10,22	Pir ✠			1893 5mo	Nav.Const. &Armament Co.Ld. Barrow	HellenicShipping &CommercialCo. Ld.	233·5 BK8"	29·1	18·9	Piræus Greek 6BHCem	T.3Cy.21½",34"&56"–34" 223NHP 2SB,6cf,GS138,HS3950 Nav.Cnst&ArmamntCoLd	20 ″ 1	
121/41	81557 379 ISDX	**Polinice** (exTempo) ssSld.No.3–12,24 ssNwc.No.1–29 Well deck Sub.Sig. 1Dk	1373 1046 738	✠ … 12,32	 ✠			1911 12mo	S.P.Austin &Son,Ld. Sunderland	A.Lauro	248·9 240·0 Q133'F27' FK	35·0	15·6	Naples Italian WB	T.3Cy.20",33"&54"–36" 210NHP G.Clark,Ld.Sunderland	17 ″ 9	I †
	81558 337 ISEA	**Polinnia** (exKirkwood) ssSld.No.3–3,24 ssSld.No.1–28 Well deck 1Dk	1592 1211 928	✠ … 6,32	 ✠			1911 1mo	R.Thomp- son&Sons,Ld. Sunderland	A.Lauro	271·6 265·0 PonQ18' Q108'B54'F24' FK	38·0	15·8	Naples Italian WB	T.3Cy.21½",36"&59"–39" 246NHP N.E.MarineEng.CoLd.Sld.	18 ″ 2	I †
21/41	81559 147482 GJQN	**Politician** (exLondonMerchant–35) ssBkn.No.3–8,35 2Dks(Stl)&Shelter dk(Stl) CruiserStern Cargo battens not fitted in D.F. Shelter 'tween dks	7939 7372 5048	✠100A1 Shelter dk withfreeboard Examined10,40 BS4,40 Fitted for oil	~~Gls~~ Liv ✠LMC8,35 fuel 5,23	c†	CL 4,39 F.P. a	1923 5mo Lloyd bove 1	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP 50° F.	CharenteS.S.CoLd (T.&J.Harrison, Mgrs.) Duct keel in Blr.sp CellDB366'1568t	450·4 471·7(O.L.) F42'onShelterdk FK Collisio ace& forward154' DTf33'967tDTa33'	58·1	38·3	Liverpool British ptCem n BH to S dk 6 „ „ U „ 797tFPT68t	2SteamTurbinesSRgeared to 1 Sc. Shaft (s) 190lb FD 1004NHP 4SB,16cf,GS325,HS13168 J.Brown&Co.Ld.Gls. APT82t	41 ″ 0 s 11 ″ 1¼ 30 ″ 2	
	81560 952 ICCF	**Pollenzo** D.F. 1Dk&Shelterdk CruiserStern	6470 6198 3997	✠ … 4,21	 ✠			1920 4mo	Furness S.B.Co.Ld. Middlesbro'	CorradoSoc.Anon. diNav.	412·4 F40'onShelter dk FK	55·6	34·4	Genoa Italian WB	2SteamTurbinesDRgeared to 1 Sc. Shaft 678NHP Richardsons,Westgarth& Co.Ld.Hpl.	38 ″ 1	I †
	81561 827 ISED	**Polluce** Ctr Mchy.Aft 1Dk2trB	1049 823 610					1917	N.Odero &Co. Genoa	Soc.Anon.Ilva	204·7 P52'F20'	32·2	16·8	Genoa Italian WB	T.3Cy.$15\frac{1}{10}$",$24\frac{2}{5}$"&$39\frac{3}{10}$"– 25½" 79NHP N.Odero&Co.Genoa		CI
	81562 7471 SGRN	**Pollux** TwinSc OilEng. ssMmo.No.3–9,40 ~~ssRot.No.2–35~~ Mchy.Aft 2Dks(Stl)&Webframes CruiserStern Longitudinalframing–bracketless system	8741 7979 4874	✠100A1 9,40 ~~7,39~~ DBS12,39 CarryingPetr	Rot Mmo ✠LMC9,40 oleum	d† in	CL 7,39 bulk	1928 9mo Lloyd	Kockums M.V.Aktieb Malmö 'sA&CP CellDBuE6	TrelleborgsÅngf. NyaAktieb. (J.Malmros,Mgr.) 0'249tDTf38'298t	482·7 486·7(O.L.) P97'B36'F40' FK FPT152tAPT190t	61·9	36·1	Trelleborg Swedish 17BHptCem (12 to U dk 5 „2nd„)	Oil Engines 4S.C.SA 12Cy.$22\frac{7}{16}$"–39⅜" 584NHP 2DB170lb–~~1DB(aft)~~ KockumsM.V.Akt.Malmö	36 ″ 3 s 8 ″ 2 28 ″ 3½	
	81563 DDTG	— (exKurt,exSliedrecht) 1Dk	3161 2849 1958					1905	R.Craggs& Sons,Ld. Middlesbro'	HeinrichSchmidt G.m.b.H.	329·7 P30'B82'F36'	47·0	22·3	Flensburg German WB	T.3Cy.22½",37½"&62"–42" 249NHP RotterdamDryDk.Co.Rot.		G
	81564 LDEU	— (exGulfaxe) D.F. 1Dk	1676 1168 1028					1921	Helsingörs Jernsk&Msk. Helsingör	DetBergenske Dampskibsselskap	249·3 P37tQ104tB241t F31tH54t	38·2	15·4	Bergen Norwegian WB	T.3Cy.18",30"&50"–36" 150NHP HelsingörsJernsk.&Mskb.		N
	81565 OHGL	— ssHfs.3rdNo.3–3,35 ssAbo.No.1–39 Wireless 1Dk(Stl)&deep framing& D.F. ptAwng dk(Stl–ptws)	1284 1230 724	✠100A1 pt Awng dk withfreeboard 11,40 ~~4,39~~ BS11,40	Abo Hfs ✠LMC4,39	n	OG ~~N10,36~~ 11,40	1898 6mo	Campbel- townS.B.Co. Campbelt'wn A&CP	FinskaÅngfAktieb CellD	240·5 230·2 Q79' FK ptAwng dk151' Ba53'uE&B38'f94'	32·7	15·0	Helsingfrs Finnish 4BHCem 267tAPT80t	T.3Cy.16¼",27½"&45"–33" 160lb 100lb 114NHP NDB14 1SB,3rf,GS68,HS1668 J.G.Kincaid&Co.Greenock	17 ″ 4 s 7 ″ 2¼ 17 ″ 3	
	81566 794 ESEA	— Now "Pollux II." see No. 89573 in Supplement (exTheodor) 1Dk&Webframes	931 668 526					1890	Howaldts- werke Kiel	J.Rang	205·8 Q62'B52'F26'	30·7	13·8	Tallinn Estonian WB	T.3Cy.14¼",22¼"&36¾"–23¾" 66NHP Howaldtswerke,Kiel		V
	81567 DOOG	— 1Dk&ptAwng dk	518 289 319					1896	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	163·0 F16' ptAwng dk133'	24·1	9·6	Bremen German WB	C.2Cy.$16\frac{5}{16}$"&$30\frac{11}{16}$"–20½" 36NHP A.G."Weser,"Bremen		G
✱	81568 OUKC	**Polly** ssSvb.2ndNo.3–5,36 1Dk(Stl)	803 675 466	✠100A1 4,39 BS11,38	Svb ✠LMC5,36	l	OG N11,38	1911 8mo Lloyd	Antwerp Eng.Co.Ld Hoboken 'sA&CP	D/S A/S Progress (M.Nielsen&Sön, Mgrs.) CellDBa47'	208·0 P29'B60'F26' FK uE23'f90'213tFPT	31·3	13·1	Copnhagn Danish 4BHCem 24tAPT21t	T.3Cy.13",21"&35"–27" (s) 180lb 82NHP 2SB,4cf,GS44,HS1428 N.E.MarineEng.CoLd.Sld.	15 ″ 5 s1 ″ 6¼ 14 ″ 0	
	81569 165579 MMNR	**Polly M.** OilEng. Mchy.Aft 1Dk CruiserStern	380 223 183					1937	Gebr.van Diepen Waterhuizen	~~T.J.Metcalf~~ MetcalfMotor Coasters.Ld. (T.J. Metcalf,Mgr.)	141·2 P43'Q49'F20'	26·1	8·4	London British WB	Oil Engines 4S.C.SA 6Cy.11"–$17\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
	81570 139337 GBNJ	**Polo** ssHul.No.3–9,31 ssHul.No.2–41 ~~ssHul.No.1–36~~ 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted in 'tween dks	1950 1638 970	✠100A1 Shelter dk withfreeboard 1,41 ~~1,39~~ ~~BS7,38~~	Hul MS1,41 BS8,40 ✠LMC5,36	s	CL ~~3,38~~ 12,40	1919 5mo Lloyd	Swan,Hun- ter&Wigham Richardson, LdSundrland 'sA&CP	Ellerman'sWilson Line,Ld. Collision Cell	290·0 FK BH to Shelter dk DB 248' 501t FPT	42·5	18·8	Hull British ptCem 5BHto U dk 31tAPT39t	T.3Cy.22",36"&59"–39" (s) 180lb 324NHP 3SB,6cf,GS123,HS4960 FD Richardsons,Westgarth& Co.Ld.Sld.	21 ″ 2 s1 ″ 1 20 ″ 2¾	
	81571 164247 MMQV	**Polperro** OilEng. D.F. 1Dk Mchy.Aft CruiserStern	403 263 204					1937	NVSchpsw "Foxhol" Foxhol	PolpenShipping Co.Ld.(Hannan, Samuel&Co.Ld. Mgrs.)	145·6 P47'Q50'B31'F24'	26·0	9·0	Fowey British WB	Oil Engines 4S.C.SA 6Cy.$11\frac{7}{16}$"–$17\frac{11}{16}$" 76NHP AppingedammerBrons Motorenfb.N.V.		V
97/44	81572 LDMK	**Polyana** (exSkjoldheim–39, exEmperorofHalifax, exCanadianSignaller) 1Dk	2267 2042 1319					1919	TheCol- lingwood S.B.Co.Ld. Cllingwd,Ont	RederiA/SHauk (BuchaGodager& Co.,Mgrs.)	251·2 P55tH97tF25t	43·6	23·6	Oslo Norwegian WB	T.3Cy.18",30"&50"–36" 150NHP CollingwoodS.B.Co.Ld. Collingwood		C

✱ Surveys delayed. Vessel, when last reported, in port in enemy occupation

78/40

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres [illegible] si ce n'est dans le L.R. Durée,Cert.R.of Trade
81573 218068 KIGL	**Polybius** Fitted for oil fuel Sub.Sig. 2Dks3trB&Shelter dk	7041 6748 5359					1919	Skinner& EddyCorp. Seattle	UnitedStates Maritime Commission	409·6|54·2|27·1	Seattle Utd.States WB	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
81574 140569 GRJZ	**Polycarp** ssLiv.No.3–12,30 ssBkn.No.1–35 2Dks(Stl)	3577 3235 2249	✠100A1 11,38 BS11,39 ✠LMC8,35	Hul	v	OG 11,38	1918 4mo	Barclay, Curle&Co.Ld Glasgow A&CP	BoothS.S.Co.Ld. CellDB	340·7|46·8|25·6 P42'B88'F41' FK6BH 288'720t FPT60t A	Liverpool British pt Asp pt Cem PT25t	T.3Cy.22½",39"&67"–45" (r) 215lb 403NHP 3SB,9cf,GS188,HS6759 Barclay,Curle&Co.Ld.Gls.	28 ″ 0 s 4 ″ 11¼ 23 ″ 4¼	
81575 LKEF	**Polycastle** Carrying Petroleum in bulk OilEng. Mchy.Aft D.F. CruiserStern 1Dk	8267 7562 4963					1939	Eriksbergs M.V.Aktieb. Gothenburg	A/S Kristiansands Tankrederi II(E. Rasmussen, Mgr.)	469·2|61·1|34·5 P92'B28'F38'	Xiansand Norwegian WB	Oil Engines 2S.C.DA 6Cy.17½"–47¼" 642NHP EriksbergM.V.Aktieb.Got		N
81576 PGUR	**Polydorus** Ⓟ Fitted for oil fuel D.F. 2Dks	5922 — 3636					1924	Scotts'S.B. &E.Co.Ld. Greenock	Nederlandsche Stoom.Maats. "Oceaan"	429·9|54·8|30·1 P42'B123'F45'	Amstrdam Dutch WB	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&E.Co.Ld.Grk.		C
81577 LCUG	**Polykarp** TwinSc (exFannyHöegh–36) OilEng. Mchy.Aft. CruiserStern 1Dk D.F. CarryingPetroleum in bulk	6405 5554 3840					1931	Eriksbergs M.V.Aktieb Gothenburg	A/S Kristiansands Tankrederi (E.Rasmussen, Mgr.)	408·6|55·3|32·4 P223tH505tF76t	Xiansand Norwegian WB	Oil Engines 4S.C.SA. 12Cy.21 13/16"–39⅜" 543NHP EriksbergM.V.Aktieb.Got		N
81578 23 SWXS	**Polyktor** ssPir.No.3–5,27 ssPir.No.2–36 1Dk(ptStlptIrn)	4077 3805 2484	✠100A1 Examined 4,41 Grk BS8,39 ✠LMC10,36	~~Ant~~	x	CL N10,39	1914 2mo Lloyd	W.Pickers- gill&Sons,Ld. Sunderland 'sA&CP	G.C.Dracoulis CellDBa131' u E& B44'f	380·0|52·4|22·3 P31'B221'F37' FK 163' 1444t FPT135t	Ithaca Greek 6BHCem APT231t	T.3Cy.25",42"&68"–45" (s) 180lb 357NHP 2SB,8cf,GS154,HS5774 G.Clark,Ld.Sunderland	25 ″ 5 s 3 ″ 4¾ 22 ″ 3½	
81579 FOHY	**Polynésien** TwinSc (exMygreta–38, OilEng. exYungPing–37) 2Dks	1422 — 985					1930	Kiousin SB&EngWks Shanghai	Cie.desMessa- geriesMaritimes	218·9|33·6|10·5 B64'F22'	Noumea French WB	Oil Engines 4S.C.SA 14Cy.11"–16 9/16" 164NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		V
81580 PGUS	**Polyphemus** Ⓟ TwinSc OilEng. D.F. 2Dks	6269 — 3856					1930	Scotts'S.B. &E.Co.Ld. Greenock	Nederlandsche Stoom.Maats. "Oceaan"	430·5|56·3|26·3 P42'B252'F45'	Amstrdam Dutch WB	Oil Engines 4S.C.SA 12Cy.24 7/16"–51 3/16" 687NHP Scotts'SB&ECoLdGrk.		C
81581 165432 GZLD	**Pomella** OilEng. D.F. E.S.D. 1Dk 2nd dk clear of Mchy.Aft CruiserStern cargo tanks Longitudinal framing at bottom & deck in centre tanks	6766 6056 3945	✠100A1 9,40 ~~11,39~~ ✠LMC3,37 CarryingPetr	Fal Bkn oleum	a† in	CL 11,39 bulk	1937 3mo Lloyd	Cammell Laird&Co.Ld. Birkenhead 'sA&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE68'152t DTf24'	456·9|57·5|31·9 457·3(O.L.) P94'B37'F64' FK 320tFPT104tAPT	London British 14BH s163t	Oil Engines 4S.C.SA 8Cy.25 9/16"–55½" 502NHP DB180lb Hwthrn,Leslie&CoLd.Nwc	32 ″ 0 s 5 ″ 8½ 26 ″ 6½	
81582 FOPP	**Pomerol** ssHav.No.1–35 Well deck 1Dk(Stl)2ndDk(Stl) in No.1hold	1166 877 439	✠ ... 6,38 ✠	Hav	o		1930 7mo	D&WHen- dersn&Co.Ld. Glasgow	Worms etCie. CellD	237·3|34·1|14·7 P&B186'F31' FK B192'275tFPT16t	Havre French 5BHCem APT51t	T.3Cy.18",30"&50"–36" 188NHP 1SB,3cf,GS63,HS2495 D&WHendersn&CoLdGls.	16 ″ 9	V †
81583 466 IQEL	**Pomezia** (exMariaClara–39, Iron exKomet–34, ssLbc.4thNo.3–6,31 exGlassalt) 1Dk(ptIrn)2trB Well deck	639 503 369	✠ 7,34	Lbc	j		1883 6mo	J.Duthie Sons&Co. Aberdeen	RaffaeleRomano	192·4|26·4|11·6 183·1 14·1 Q50'B36'F21' BK7½"	Naples Italian 5BHCem DBf44'110t	C.2Cy.18½"&44"–30" NDB99 80NHP NB91fitted19 1SB,3cf,GS60,HS1800 Hall,Russell&Co.Abn.	15 ″ 0	I †
81584 DAYJ	**Pommern** D.F. Sub.Sig. CruiserStern 1Dk	2180 1697 1269					1935	Stettiner OderwrkeAG Stettin	R.C.Gribel	295·2|42·7|16·8 P17'Q101'B118' F26'	Stettin German WB	T.3Cy.20 1/16",32 13/16"&55⅝" –35 7/16" 182NHP StettinerOderwerkeA.G.		G
81585 220331 KDAT	**Pomona** Fitted for oil fuel D.F. GyC. 1Dk&Shelter dk Longitudinal framing	7583 — 4819					1920	Bethlehem S.B.Corp.Ld. S.Francisco, Cal.	WeyerhaeuserS.S. Co.	440·0|56·0|35·2	Everett, Wash. Utd.States WB	T.3Cy.27½",47"&76"–48" 400NHP BethlehemS.B.Corp.Ld.		R
81586 457 IBIK	— TwinSc (exEdmondo–36,exPrimula–32) OilEng. Well deck Mchy.Aft ssGen.No.1–26 D.F. 1Dk(Stl&Webframes) Longitudinal framing	2198 1758 1803	✠ 9,30 ✠	Rot	s		1921 7mo	G.&A.Flli. Migliardi Savona	A.Lauro Cell	290·0|41·4|19·1 P32'Q125'F35' FK DBf170'575tFPT1	Naples Italian 4BHCem 30tAPT65t	Oil Engines 2S.C.SA 14Cy.14 3/16"–23⅝" 490NHP NE39 Cant.RiunitiDell Adriatico	21 ″ 11	I †
81587 UNJO	**Pomorie** Ⓟ TwinSc Wireless 2Dks	810 645 316					1930	StatesS.B. Yard"Marti" Leningrad	U.S.S.R.	174·3|30·3|14·8 B55'F24'	Archangel Russian WB	T6Cy.8 11/16",13¾"&22 7/16"–15¾" 42NHP StatesS.B.Yard"Marti"		
81588 ~~160031~~ ~~[illegible]~~	**Ponce** Ⓟ ssN.Yk.3rdNo.3–6,37 Ref.Mchy. 1Dk&Spar dk(Stl–ws) &Web frames	3506 3051 2192	✠100A1 Spar dk 2,41 ~~5,39~~ ✠NB4,19 ✠LMC MS2,37 ~~BS11,39~~ 2,41 Lloyd'sRMC ~~12,39~~ 2,41 for temp. 18° F. Fitted for oil	NYk fuel 4,19	u	CL ~~N1,38~~ 1,41 F.P. a	1899 9mo bove 1	Harlan& Hollings- worthCo. Wlmgtn,Del. A&CP 50° F.	SanJuanShip- pingCo.Inc. CellDBa86'uE&	317·0|42·0|20·1 27·8 P49'B116'F33' FK B60'f124'543tFPT	Panama Pnamanian 6BHCem 128tAPT68t	T.3Cy.24",38"&60½"–42" (r) 180lb NDB19 303NHP 2SB,6cf,GS104,HS5230 FD Harlan&HollingswrthCo. Wilmington,Del.		
81589 141839	**Ponoka** (exLehigh) Iron Mchy.Aft 2Dks	1506 1217 888					1880 1920 Rebui	Detroit DryDockCo. Wyandotte lt at Levis,Qu	UnitedTowing& SalvageCo.Ld. ebec, by George H	247·9|35·6|15·3 all Coal Co. of Ca	Montreal British WB nada, Ld. M	O.2Cy.26"&54"–36" Emade97 NB00 146NHP H.G.Trout,Buffalo ontreal		
81590 FPBM	**Pontet-Canet** (exViola) 1Dk	1176 — 678					1912	Flensburgr Schiffsb.Ges. Flensburg	Worms&Cie.	226·7|33·2|14·8 P&B177'F31'	Havre French	T.3Cy.15",25⅝"&44 1/16"–29½" 92NHP FlensburgerSchiffsb.Ges.		V
81591 165780 GBRK	**Pontfield** D.F. OilEng. Mchy.Aft CruiserStern 1Dk Butts of shell & upper deck plating electrically welded	8290 7522 4950	✠100A1 9,40 ~~10,39~~ ✠LMC10,39 CarryingPetr	Got Gls oleum	c† in	CL bulk	1940 1mo Lloyd	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP	HuntingS.S.Co.Ld. (Hunting&Son,Ld. Mgrs.) CellDBuE	469·1|61·0|34·4 486·3(O.L.) P92'B28'F41' FK 68'129tDTf23'496t	Newcastle British 12BHptCem APT141t	Oil Engines 2S.C.DA 6Cy.17 13/16"–47¼" 644NHP 2DB142lb EriksbergM.V.Aktieb.Got.	34 ″ 0 s 7 ″ 5 26 ″ 9½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
81592 215048 KFML	**Pontiac** D.F. *Mchy.Aft* 1*Dk*	8200 — 6367					1917	Gt.Lakes Eng.Works, Ecorse,Mich.	Cleveland-Cliffs S.S.Co.(Cleveland-CliffsIronCo*Mgrs*)	580·0|60·0|27·9 F54' *WB*	Wilmgton (Del.) Utd. States	T.3Cy.24½",40"&65"-42" 274NHP Gt.LakesEng.Wks.Detroit		R
81593 473 ICBL	**Pontinia** (*ex*Planet-34) Iron 1*Dk*2*trB*	715 549 416					1881	Rostocker Act.Ges. Rostock	RaffaeleRomano	194·5|26·3|15·2 186·1|25·7|15·6 Q60'B48'F26' *WB*	Naples Italian *Tpd*98	T.3Cy.12½" 21"&34½"-24" NB98 58NHP Hels.Jerns.&Mask.Els.		I
81594 DJPT	**Pontos** *OilEng.* *Ref.Mchy.* D.F. 3*Dks* *Cruiser Stern*	3410 2920 2032					1935	Bremer Vulkan Vegesack	Afrikanische Frucht-Cie.A.G. (F.Laeisz,*Mgr.*)	366·0|44·8|24·0 F44'B44'	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"-35 7/16" 975NHP BremerVulkan,Vegesack		G
81595 147719 GBYT	**Pontypridd** ssBry.No.3-3,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4458 4182 2736	✠100A1 *Shelter dk* *withfreeboard* 8,40 ~~1,40~~4,41 ~~BS11,39~~ ✠LMC3,37 7,41	Bry ~~Hul~~	*y* Mdb	CL 3,39	1924 8mo	Nthmblnd. S.B.Co.Ld. Newcastle Lloyd's*A&CP*	PontypriddSteam-shipCo.Ld. (Morel,Ld.) *CellDB*351'1296*t*	399·6|52·9|24·8 F36'*onShelter dk* FK *Collisio* *FPT*86*tAPT*127*t*	London British *Cem* *nBHtoSh dk* 5 „ „ *U* „	T.3Cy.25½",42"&70"-48" (*s*) 180lb 422NHP 3SB(Spt),9*cf*,GS192, HS7248 Blair&Co.Ld.Stockton	27 ″ 5 s2 ″ 11½ 24 ″ 8¾	
81596 145417 MKTN	**Pool Fisher** (*ex*M.J.Craig-35) ssBel.No.3-9,33 ssBkn.No.1-37 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	605 404 271	✠100A1 8,40 ~~3,38~~ ~~BS9,39~~ ✠LMC6,37 ~~BS7,40~~ 7,41	Brw Lth	*i*	CL ~~3,38~~ 8,40	1921 6mo	TawShip-yards,Ld. Barnstaple Lloyd's*A&CP*	JamesFisher& Sons,Ld. *CellD*	174·5|28·6|10·9 *29·6* 182·7(O.L.) FK Q100'B11'F26' *Bf*94'144*t FPT*45*t*	Barrow British 3*BHCem* *APT*22*t*	T.3Cy.14",23"&38"-27" (*s*) 180lb 57RHP 1SB,3*cf*,GS52,HS1761 AitchisonBlairLd.Clydbnk	13 ″ 0 s4 ″ 3½ 12 ″ 10¾	
81597 151547 ZMBL	**Poolta** ssWln.No.3-4,33 ssWln.No.1-37 1*Dk*(*Stl*) *Cargo battens not fitted*	1675 1378 933	✠100A1 4,40 ~~4,39~~ ~~BS4,39~~ ✠LMC4,37 4,40	Wln	*p*	OG ~~4,37~~ 4,40	1921 8mo	Burger-hout'sMach. &Scheeps. Rotterdam	UnionS.S.Co.of NewZealand,Ld. *CellDB*201' 518*t F*	240·6|41·0|17·1 251·0(O.L.) P23'B57'F23' *PT* 59*t APT*45*t* FK	Wellingtn, N.Z. British 4*BHCem*	T.3Cy.16⅞",29½"&47¼"-35½" 180lb (*s*) 177NHP 2SB,4*cf*,GS80,HS3164 Burgerhout'sMach&Schps	19 ″ 4 s 2 ″ 6 17 ″ 0	
81598 131557 VJVP	**Poonbar** TwinSc Wireless 1*Dk*	909 650 421					1913	Murdoch& Murray,Ld. PortGlasgow	Nelson&Robertson Proprietary,Ld.	200·4|34·1|12·2 Q96'F31'	SydnyNSW British *WB*	T.6Cy.11",18"&30"-22" 90RHP W.V.V.Lidgerwood,Gls.		C
81599 669 SVEV	**Popi** (*ex*WestMarsh,*ex*Cairnisla) ssPir.3rdNo.3-9,33 Wireless ssPir.No.1-39 1*Dk*(*Irn*)&*deep framing* *Cargo battens not fitted*	*1594* *1437* *981*	✠100A1 7,39 ✠LMC7,39	Pir	*q*	CL 5,39	1896 3mo	Short Bros. Sunderland A&CP	M.N.Vernicos *Cell D Ba*80'*u E*	259·0|36·8|18·1 P20'B62'F26' FK &*B*34'*f*98'393*tFPT*	Piræus Greek 4*BHCem* 64*tAPT*51*t*	T.3Cy.19",31"&51"-36" (*s*) 160lb *100lb* NDB12 157NHP 1SB,4*cf*,GS65,HS2357 Black,Hwthrn&Co.Ld.Gts	20 ″ 4 s 2 ″ 8¾ 17 ″ 8¾	
81600 898 SVIM	**Popi S.** (*ex*Frangoula 5Mst Vrondissis-37,*ex*Everene-35,*ex*Eirene, *ex*Crisia,*ex*RudolfRettich,*ex* 1*Dk* RosemarieHölken,*ex*HedwigHeidmann) *Cantilever framed topside tanks*	2083 1784 1064					1903	SirRaylton Dixon&CoLd Middlesbro'	Mme.K.G.Sigalas (G.SigalasSons, *Mgrs.*)	290·8|40·7|18·7 B59'H42'F26'	Piræus Greek *WB*	T.3Cy.20½",34"&56"-36" 138NHP N.E.MarineEng.Co.Ld.Sld		G
81601 127479 MNXF	**Poplar** ssBwg.No.3-8,39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	343 246 122	✠100A1 8,39 ✠LMC8,39 BS7,40	Bwg	*f*	CL N8,39	1927 7mo	J Fullerton &Co. Paisley Lloyd's*A&CP*	FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld.*Mgrs.*)	142·7|23·6|10·3 148·7(O.L.) Q81'B7'F24' BK6" *FPT*54*t*	Newry British 3*BHCem* *APT*45*t*	T.3Cy.12",20⅓"&32"-24" (*s*) 180lb 52RHP 1SB,3*pf*,GS46,HS1436 Fishers,Ld.Paisley	11 ″ 4 s4 ″ 0¾ 11 ″ 7	
81602 5285 SJTA	**Porjus** (*ex*Hampshire) ssGot.2ndNo.3-5,31 D.F. ssGot.No.1-36 1*Dk*(*ptIrn*&*ptStl*)&*deepframing* *Cargo battens not fitted*	*2965* *2580* *1755*	✠100A1 Examined 3,41 MchGls DBS11,40 ✠LMC MS1,36 BS1,40	~~Got~~	*t*	CL 3,40	1906 11mo	S.P.Austin &Son,Ld. Sunderland Lloyd's*A&CP*	Trafikaktieb. Grängesberg-Oxelösund(M.Wal-denström,*Mgr.*) *Cell DBa* 104'*uE*&	313·8|46·5|20·6 P23'B86'F31' FK *B*38'*f*130'832*tFPT*	Stockholm Swedish 5*BHCem* 102*tAPT*81*t*	T.3Cy.23",38"&62"-42" (*s*) 160lb *90lb* 266NHP 2SB(Spt),6*pf*,GS117, HS4237 G.Clark,Ld.Sunderland	23 ″ 0 s3 ″ 6 19 ″ 9	
81603 DJTM	— *OilEng.* Wireless D.F. E.S.D. 1*Dk* *Mchy.Aft CruiserStern*	764 597 355					1937	Lübecker Flender-WerkeA.G. LübeckSiems	Afrikanische Frucht-Cie.A.G. (F.Laeisz,*Mgr.*)	202·4|31·3|12·3 P50'F22'	Hamburg German *WB*	Oil Engines 4S.C.SA 8Cy.15 3/16"-22 13/16" 179NHP DeutscheWerkeKielA.G.		G
81604 LCZA	**Porsanger** ssHam.No.2-27 D.F. 1*Dk*	4267 3923 2613	✠ ... 6,28 ✠				1918 5mo	Canadian Vickers,Ld. Montreal	Westfal-Larsen& Co.A/S	380·7|49·2|26·8 P44'B102'F42' FK	Bergen Norwegian *WB*	T.3Cy.25",41"&67"-45" 333NHP CanadianVickers,Ld.Mtl.	30 ″ 0	N †
81605 143949 GCNR	**Port Adelaide** TwinSc ssHul.No.3-9,31 ssLon.No.2-40 ~~ssLon.No.1-35~~ *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. E.S.D. *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	8422 7799 5350	✠100A1 *Shelter dk* *withfreeboard* ~~9,40~~ ~~8,39~~ 5,41 BS4,41 ~~BS2,40~~ ✠LMC1,39	Hul ~~Lon~~ NYk	*e*†	CL 12,38	1919 12mo	Hawthorn Leslie&CoLd Newcastle Lloyd's*A&CP*	PortLine,Ld. *CellDB*	481·2|62·3|33·0 499·0(O.L.) 41·5 F55'*onShelter dk* FK *Collision* 413'1342*tAPT*91*t*	London British *Cem* *BHto Sh dk* 7*BHto U* „	6 Steam Turbines DR geared to 2 Sc.Shafts 200lb (*s*) 967NHP 4SB(Spt),16*cf*,GS316, FD HS13060 Hwthrn,Leslie&C.Ld.Nwc	~~35 ″ 8~~ ~~s5 ″ 9¼~~ ~~30 ″ 2¼~~ 44 ″ 3 s13 ″ 4¾ 31 ″ 1	
81606 160615 GSTN	**Port Alma** TwinSc 2*Dks*(*Stl*)&*Shelter dk*(*Stl-ws*) *OilEng.* D.F. GyC. ssLon.No.2-37 E.S.D. ~~3*Dks*~~ *Ref.Mchy.* *Cruiser Stern* ~~*Tonnage opening closed* '39~~	~~10240~~ ~~9533~~ ~~6399~~ 8400 7276 5210	✠100A1 *withfreeboard* ~~6,40~~ ~~8,39~~ 12,40 ✠LMC CS12,37 ~~DBS10,38~~ 9,35 DBS ~~10,39~~ 1,41	Lon Liv	*e*†	CL 10,38	1928 12mo	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle Lloyd's*A&CP*	PortLine,Ld. ~~*Upper'tween dkB*~~ *Duct keel fwd*	477·3|63·2|31·0 495·0(O.L.) 39·6 F52' FK ~~*Hs except Coll BH*~~ ~~*dispensed with*~~ *of mchy. space* 157'	London British 8*BHptCem* (*CollToSh dk* 7 „ 2*nd* „) *CellDB*403'	Oil Engines 2S.C.SA 8Cy.23⅝"-91¼" 1374NHP 3DB*100lb* W.Doxford&Sons,Ld.Sld. 1569*tAPT*104*t*	~~43 ″ 4~~ ~~s13 ″ 0¼~~ ~~30 ″ 0~~ 34 ″ 9 s5 ″ 4 29 ″ 7¼	
81607 LEQD	**Port Antonio** Wireless 2*Dks*	1266 1101 717					1913	Sörlandets Skibsbyg Fevig	A/SGulftrade (L.Harboe-Jensen&Co.*Mgrs.*)	235·0|33·7|20·0	Oslo Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
81608 146606 GFSR	**Port Auckland** TwinSc ssLiv.No.3-6,34 ssLiv.No.1-38 *Ref.Mchy.* 2*Dks*(*Stl*)& D.F E.S.D. *Shelter dk*(*Stl*) *Tonnage opening closed*'41(*W.E.*)	8789 7697 5515	✠100A1 *Shelter dk* *withfreeboard* 12,40 ~~9,39~~ ✠LMC MS10,38 ~~BS2,40~~ 5,41	Nwc Syd	*e*†	CL ~~SN7,37~~ ~~P7,37~~ 12,40	1922 8mo	Workman, Clark&Co.Ld Belfast Lloyd's*A&CP*	PortLine,Ld. *CellDB*404'	480·8|62·4|32·9 499·0(O.L.) F *onShelter dk*56' FK *Collisio* 1446*tAPT*80*t*	London British *Cem* *nBH to S dk* 7 „ „ *U* „	T.6Cy.22½",38"&63½"-48"&2 LP Turbines withDR gear-ing&hydraulic coupling(*s*) 200lb FD 1070NHP 4SB,16*cf*,GS316,HS12900 Wrkman,Clark&Co.LdBel.	44 ″ 1 s13 ″ 4 31 ″ 0½	
81609 147563 GJZK	**Port Brisbane** TwinSc ssLon.No.3-1,36 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk* D.F. E.S.D. (*Stl-ws*) *Cruiser Stern* ~~*Tonnage opening closed* '40~~	~~10612~~ ~~9950~~ ~~7800~~ 8739 7681 5474	✠100A1 *Shelter dk* *withfreeboard* 1,40 ✠LMC7,39 BS8,40	Lon	*e*†	CL 7,39	1923 12mo	Workman, Clark&Co.Ld. Belfast Lloyd's*A&CP*	PortLine,Ld. *CellDB*	480·7|62·4|32·9 499·2(O.L.) 41·5 *FonShelter dk*56' FK *Collisio* 414'1478*tAPT*80*t*	London British *Cem* *nBHtoShdk* 7 „ „ *U* „	T.6Cy.22½",38"&63½"-48"&2 LP Turbines withDR gear-ing & hydraulic coupling 200lb (*s*) 1067NHP 4SB,16*cf*,GS315,HS12900FD Wrkman,Clark&Co.LdBel.	35 ″ 8 s 5 ″ 9¾ 30 ″ 1¾	

187
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1 Numéro d'Ordre Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines, No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
81610 146580 GFSQ	**Port Campbell** TwinSc ssLiv.No.3–10,34 ssHul.No.1–39 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. Cruiser Stern D.F. E.S.D. Tonnage opening closed '41 (W.E.)	8751 7697 5483	✠100A1 Shelter dk withfreeboard 11,40 ~~4,40~~ MS10,38 BS1,41	Bry NYk ✠LMC ~~BS4,39~~ 4,40	e†	CL ~~N6,37~~ 11,40	1922 6mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	PortLine,Ld. CellDB404'	480·8 62·4 32·9 41·5 F56'onShelter dk FK 1446tAPT80t	London British 8BHCem (ColltoSh dk 7 „ 2nd „)	T.6Cy.22½",38"&63½"–48"&2 LP Turbines withDR gearing & hydraulic coupling 200lb (s) 1040NHP 4SB,16cf,GS316,HS12900FD Wrkman,Clark&Co.LdBel	~~35 ″ 8~~ ~~s 5 ″ 0½~~ ~~30 ″ 1½~~ 44 ″ 3 s13 ″ 5¼ 33 ″ 1½	
81611 143790 GRSW	**Port Caroline** TwinSc ssHul.No.3–6,31 ssGls.No.2–39 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) D.F. E.S.D. CruiserStern Tonnage opening closed '41(W.E.)	8263 7712 5167	✠100A1 Shelter dk withfreeboard ~~8,40~~ ~~2,40~~ 6,41	NYk ~~Lon~~ Syd ✠LMC6,39 BS8,40	e†	CL P7,38 S8,39	1919 11mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	PortLine,Ld. CellDB	480·7 62·4 32·9 500·6(O.L.) 41·5 F56'onShltr dk FK Collision 410'1462tAPT80t	London British Cem BH to Sh dk 7 „ „ U „	6 Steam Turbines DR geared to 2 Sc. Shafts 210lb (s) 1001NHP 4SB(Spt),16cf,GS322, FD HS12800 Wrkman,Clark&CoLdBel.	~~35 ″ 8~~ ~~s 5 ″ 2½~~ ~~30 ″ 1½~~ 44 ″ 3 s13 ″ 5¼ 31 ″ 1½	
81612 163429 GWQR	**Port Chalmers** TwinSc OilEng. ssLiv.No.1–38 2Dks&Shelter dk Ref.Mchy. GyC. CruiserStern D.F. E.S.D.Tonnage opening closed '41	8535 7696 5204 (W.E)	✠100A1 withfreeboard 9,40 ~~4,40~~ DBS~~8,39~~ 1,41	Cff Liv ✠LMC CS1,39 5,37	f† 2⅔	CL 8,39	1933 12mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	PortLine,Ld. Duct keel fwd. CellDB410'1950t Wing ta	488·8 65·3 31·6 506·8(O.L.) 40·5 F45' FK of mchy.space149'(FPT88t APT119t nks in mchy. space 4	London British 8BHptCem Coll to Shdk 7 „ 2nd „) 86t Tanks at	Oil Engines 2S.C.SA 8Cy.25$\frac{3}{16}$"–97⅝" 1570NHP 2DB100lb Barclay,Curle&Co.Ld.Gls. sides of tunnels 182t	~~35 ″ 3~~ ~~s 5 ″ 7~~ ~~30 ″ 10½~~ 43 ″ 10 s13 ″ 5¼ 30 ″ 10½	
81613 140446 GRSP	**Port Darwin** TwinSc ssNwc.No.3–9,29 ssLiv.No.2–38 Ref.Mchy. 2Dks(Stl)& D.F. Shelter dk(Stl-ws) Cargo battens not fitted in Sh.'tween dks	8063 7501 5077	✠100A1 Shelter dk withfreeboard 4,41 ~~2,40~~ MS2,37	Lon ~~Nwc~~ NYk ✠LMC BS~~6,39~~ 8,40	e†	CL ~~S6,37~~ P11,38 S8,40	1918 1mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	PortLine,Ld. CellDB420'1490t	480·4 60·3 32·3 500·5(O.L.) F on Shelter dk 56' FK	London British 8BHCem APT75t	T.6Cy.22½",38"&63½"–45"&2 LP Turbines withDR gearing & hydraulic coupling 200lb (s) 986NHP 4SB,16cf,GS293,HS11960FD Wrkman,Clark&CoLdBel.	35 ″ 1 s 5 ″ 10½ 29 ″ 5½	
148/40 81614 142397 GRSQ	**Port Denison** TwinSc ssLon.No.3–4,30 ssGls.No.2–39 2Dks(Stl)&Shelter dk(Stl-ws) Ref.Mchy. D.F.	8043 7501 5052	✠100A1 Shelter dk withfreeboard 9,40 ~~2,40~~ MS8,38	Bry Lon ✠LMC BS~~6,39~~ 9,40	e†	CL ~~7,37~~ 9,40	1918 5mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	PortLine,Ld. C	480·4 60·3 32·3 500·0(O.L.) FK ellDB421'1490t AP	London British 8BHCem T75t	T.6Cy.22½",38"&63½"–45"& 2LP TurbineswithDRgearing & hydraulic coupling 200lb (s) 984NHP 4SB,16cf,GS293,HS11960FD Wrkman,Clark&CoLdBel.	35 ″ 1 s 5 ″ 10½ 29 ″ 6	
81615 148599 GLCJ	**Port Dunedin** TwinSc OilEng. Tonnage opening closed '41(W.E.) ssNwc.No.3–2,38 2Dks(Stl)&Shelter dk(Stl-ws) Ref.Mchy. D.F. E.S.D. GyC. Cruiser Stern	7441 6744 4535	✠100A1 withfreeboard 12,40 ~~1,40~~ DBS~~9,39~~ 12,40	Avn Syd ✠LMC CS2,38 2,38	e†	CL ~~N1,38~~ 12,40	1925 5mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	PortLine,Ld. Duct keel fwd.of m CellDB388'1244t	466·9 59·8 31·3 484·4(O.L.) 39·9 F53' FK chy.space151' (APT98t	London British 8BHptCem Coll to Sh dk 7 „ 2nd „	Oil Engines 2S.C.SA 8Cy.21¼"–85$\frac{1}{16}$" 1112NHP 2DB100lb W.Doxford&Sons,Ld.Sld.)	43 ″ 9 s13 ″ 3½ 30 ″ 11¼	
81616 160590 GSTP	**Port Fairy** TwinSc OilEng. Ref.Mchy. ssLon.No.2–37 D.F. E.S.D. GyC. CruiserStern ~~3Dks~~ 2Dks&Shelter dk Tonnage opening closed '41(W.E.)	~~10243~~ ~~9182~~ ~~6399~~ 8337 7276 5170	✠100A1 withfreeboard 5,40 ~~10,39~~ DBS~~10,39~~ 3,41	Lon ✠LMC CS8,37 7,38	e†	CL ~~S8,37~~ ~~P12,38~~ 1,41	1928 10mo Lloyd	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	PortLine,Ld. ~~Upper'tween dk B~~ Duct keel fwd CellDB	477·3 63·2 31·0 495·0(O.L.) 39·5 F52' FK ~~Hs except Coll BH dispensed with~~ of mchy.space 157' 403'1569tAPT104t	London British 8BHptCem ~~(Coll to W dk 7 „ 2nd „)~~ (ColltoShdk 7 „2nddk)	Oil Engines 2S.C.SA 8Cy.23⅝"–91¼" 1374NHP 2DB100lb 1DB– W.Doxford&Sons,Ld.Sld.	43 ″ 4 s13 ″ 2¼ 30 ″ 7½	
81617 149807 GMZW	**Port Fremantle** TwinSc OilEng. Ref.Mchy. ssNwc.No.3–2,39 D.F. E.S.D. GyC. CruiserStern ~~3Dks~~ 3Dks ~~2Dks&Shelter dk~~ Tonnage opening closed '41(W.E.)	~~10242~~ ~~9036~~ ~~6374~~ 8497 7291 5243	✠100A1 withfreeboard 9,40 ~~1,40~~ DBS~~2,39~~7,40	Lon Ddn ✠LMC CS7,39 5,37	e†	CL S7,39 PN7,39	1927 4mo Lloyd	Workman, Clark&Co.Ld Belfast 'sA&CP	PortLine,Ld. Duct keel fwd.of m CellDB405' Upper'tween dkB	477·4 63·4 31·0 494·7(O.L.) 39·6 F52' FK chy.space154' (1658tAPT100t Hs except CollBHdi	London British 8BHptCem Coll to W dk 7 „2nd „) spensed with	Oil Engines 2S.C.SA 8Cy.22⅝"–91¼" 1281NHP DB125lb DB100lb W.Doxford&Sons,Ld.Sld.	43 ″ 5 s13 ″ 4 30 ″ 6¼	
159/40 81618 149874 GNCV	**Port Gisborne** TwinSc OilEng. Ref.Mchy. ssGls.No.2–35 D.F. E.S.D. GyC. CruiserStern ~~3Dks~~ ~~Tonnage opening closed '30~~ ~~Cargo battens not fitted in upper'tween dks~~ 2Dks&Shelterdk	~~10144~~ ~~9038~~ ~~6355~~ 8390 7284 5217	✠100A1 withfreeboard 7,39 DBS~~2,39~~6,40	Lon ✠LMC CS3,36 12,37	e†	CL 6,39	1927 8mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	PortLine,Ld. ~~Upper'tween dk B~~ Duct keel fwd. of CellDB	477·2 63·3 31·0 496·2(O.L.) 39·5 F52' FK ~~Hs except Coll BH dispensed with~~ mchy space157' 403'1569tAPT104t	London British 8BHptCem ~~(Collto W dk 7 „ 2nd „)~~ (ColltoShdk 7 „ 2nd„)	Oil Engines 2S.C.SA 8Cy.22⅝"–91¼" 1281NHP 2DB100lb W.Doxford&Sons,Ld.Sld.	~~43 ″ 4~~ ~~s13 ″ 0¼~~ ~~30 ″ 0~~ 34 ″ 9 s 5 ″ 4 29 ″ 7½	
81619 165611 GCCC	**Port Halifax** Ref.Mchy. OilEng D.F. E.S.D. GyC. 2Dks&Shelter dk Part electrically welded CruiserStern including upper dk	5820 5261 3350	✠100A1 withfreeboard 9,40 ~~3,40~~ ✠Lloyd'sRMC ~~3,40 7,40~~	Lon Mel ✠LMC11,37 11,40	b†	CL 9,40	1937 11mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	PortLine,Ld. CellDB372'1345t DTf45'1296t	440·1 59·0 25·8 456·5(O.L.) F33' FK (FPT83tAPT194t	London British 7BH Coll to Sh dk 6 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.26⅝"–91$\frac{5}{16}$" 861NHP 2DB120lb Swan,Hunter&Wigham Richardson,Ld.Nwc	29 ″ 8 s 3 ″ 7½ 26 ″ 2½	
84/41 81620 146697 GJPQ	**Port Hardy** TwinSc Ref.Mchy. ssNwc.No.3–10,34 D.F. E.S.D. ssLiv.No.1–39 2Dks(Stl)&Shelter dk(Stl-ws) CruiserStern	8897 7770 5528	✠100A1 Shelter dk withfreeboard 12,40 ~~4,40~~ MS10,38	Lon NYk ✠LMC BS~~5,39~~ 4,40	e†	CL ~~N11,37~~ 12,40	1923 2mo Lloyd	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	PortLine,Ld.	481·2 62·3 33·0 499·0(O.L.) 41·6 F55'onShltr dk FK (Coll&after peak CellDB399'1375t	London British 8BHCem BHtoShdk 6 „ 2nd„) APT92t	T6Cy.22½",38"&63½"–48"(s) &2LPTurbines withDR gearing&hydraulic coupling 200lb 1038NHP 4SB,16cf,GS316,HS12820FD Hwthrn,Leslie&CoLd.Nwc	35 ″ 8 s 5 ″ 9½ 30 ″ 2½	
191/40 81621 148631 GLBZ	**Port Hobart** TwinSc OilEng. Ref.Mchy. ssNwc.No.3–10,37 D.F. E.S.D. GyC. Cruiser Stern ~~3Dks~~ ~~Tonnage opening closed '40~~ ~~Cargo battens not fitted in upper 'tween dks~~ 2Dks&Shelter dk	~~9430~~ ~~8761~~ ~~5912~~ 7448 6779 4593	✠100A1 withfreeboard 1,40 DBS~~6,39~~ 10,40	Lon ✠LMC CS10,37 6,39	e†	CL N9,37	1925 7mo Lloyd	Swan,Hunter&Wigham Richardson, LdNewcastle 'sA&CP	PortLine,Ld. DuctKeelfwd of CellDB388'1343t	466·9 59·7 31·3 39·9 F52' mchy.space151' (APT98t	London British 8BHptCem Coll to Sh dk 7 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.21¼"–85$\frac{1}{16}$" 1112NHP 2DB100lb W.Doxford&Sons,Ld.Sld.	~~43 ″ 8~~ ~~s14 ″ 2¼~~ ~~29 ″ 11¼~~ 35 ″ 2 s5 ″ 5 29 ″ 11½	
81622 146641 GJMB	**Port Hunter** TwinSc ssGls.No.3–12,34 Ref.Mchy. ssNwc.No.1–38 D.F. E.S.D. CruiserStern ~~3Dks~~ ~~Tonnage opening closed '39~~ ~~Cargo battens not fitted in Sh.'tween dks~~ 2Dks(Stl)&Shelter dk(Stl) Tonnage opening closed '41(W.E.)	~~10735~~ ~~9792~~ ~~7834~~ 8826 7790 5548	✠100A1 Shelter dk withfreeboard ~~4,41 1,39~~ MS7,38 Fitted for oil BS4,41	Avn ~~Sou~~Wln ~~BS5,40~~ ✠LMC ~~BS6,39~~ fuel	e† 1	CL ~~P3,37~~ ~~SN3,37~~ 5,40 0,30 F.P.	1922 10mo Lloyd above	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP 150° F.	PortLine,Ld. CellD	481·2 62·3 33·0 500·0(O.L.) 41·5 F55'on Shelter dk FK Collisio B401'1189tAPT92t	London British 8BH Cem nBHtoShdk 7 „ „ U „	6 Steam Turbines DR geared to 2 Sc. Shafts (s) 200lb HS13060 967NHP 4SB(Spt),16cf,GS316 FD Hwthrn,Leslie&CoLd.Nwc	~~44 ″ 3~~ ~~s14 ″ 4~~ ~~30 ″ 1~~ ~~35 ″ 8~~ ~~s5 ″ 8½~~ ~~30 ″ 1~~ 44 ″ 3 s13 ″ 4½ 31 ″ 1	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81623 149842 GNCT	**Port Huon** TwinSc ssLiv.No.3–8,39 OilEng. Ref.Mchy. ~~ssGls.No.2–35~~ D.F. E.S.D. ~~3Dks~~ ~~Tonnage opening closed '40~~ Cruiser Stern 2Dks & Shelter dk Tonnage opening closed '41(W.E.)	~~10158~~ ~~9008~~ ~~6360~~ 8432 7284 5235	✠100A1 withfreeboard ~~9,40~~ ~~2,39~~ 3,41 12,40 ✠LMC ~~CS11,35~~ DBS2,40 ~~10,36~~3,37	Lon Syd	e†	CL 2,39	1927 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	PortLine,Ld. ~~Upper 'tween dk BHs except Coll BH dispensed with~~ Duct keel forward of mchy. space157' Cell DB403' 1569t APT104t	477·2 496·5(O.L.) F52' FK	63·3	31·0 39·8	London British 8BHptCem (Coll to Sh dk 7 ,,2nd,,)	Oil Engines 2S.C.SA 12Cy.26¾"–47¼" 1495NHP 2DB100lb WllsndSlpwy Co.Ld.Nwc.	43 ″ 5 s13 ″ 2¾ 30 ″ 7¼	
81624 165383 GZKR	**Port Jackson** TwinSc OilEng. Ref.Mchy. GyC. 2Dks & Shelterdk D.F. E.S.D. CruiserStern Tonnage opening closed '41(W.E.)	9687 7669 5820	✠100A1 withfreeboard ~~8,40~~ ~~1,40~~ 1,41 ✠LMC1,37 DBS3,41	Liv	g† 2⅜	CL 4,40	1937 1mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	PortLine,Ld. Duct keel fwd. of mchy. space CellDB421'2196t FPT71tAPT120t Wing tanks in mchy. space 'tween dks455t Tanks at sides of tunnels182t	500·6 521·2(O.L.) P27'B231'F93' FK	68·2	37·8 29·8	London British 8BHptCem (Coll to Shdk 7 ,,2nd,,)	Oil Engines 2S.C.SA 8Cy.$28\frac{9}{16}$"–$88\frac{9}{16}$" 2025NHP 2DB100lb Barclay,Curle&Co.Ld.Gls.	~~33 ″ 5~~ ~~s5 ″ 1¾~~ ~~28 ″ 5¼~~ 41 ″ 6 s12 ″ 3¼ 29 ″ 5½	
81625 165983 ~~TKFC~~ MJWQ	**Port Lyautey** (Launched as Mildred) OilEng. Wireless D.F. 1Dk Mchy.Aft CruiserStern	~~540~~ ~~250~~ 612 423 276	✠100A1 ~~11,40~~ ~~2,40~~ 4,41 LMC10,38 Carrying Petroleum in bulk	Bdx Sou	i	OG 11,40	1938 10mo	N.V.Industrieele Maats "De Noord" Alblasserdam Lloyd'sA&CP	Ministry of Shipping(Phs.Van Ommeren(London)Ld. Mgrs.)	183·6 189·0(O.L.) Q61'F34' FK Trunk85' FPT115t	27·8	11·0	Glasgow British 9BHptCem APT18t	Oil Engines 4S.C.SA 8Cy.11"–$17\frac{11}{16}$" 94NHP DB145lb Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 2 s ″ 3¾ 11 ″ 0	
81626 132046 GRSK	**Port Melbourne** TwinSc (exStar of Victoria) ssNwc.2ndNo.3–12,37 Ref.Mchy. 2Dks(Stl) D.F. GyC. & Shelter dk(Stl-ws) Tonnage opening closed '41(W.E.)	11652 ~~10606~~ ~~7499~~ 9142 8338 5792	✠100A1 Shelter dk withfreeboard ~~6,40~~ ~~8,38~~ 5,41 ~~BS12,38~~ 7,40 ✠LMC12,37	Gls ~~Lon~~ Syd	f†	CL ~~11,37~~ 9,40	1914 1mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	PortLine,Ld. CellDBa117'uE&B98'f199'1645t	501·3 F57' on Shelter dk FK	63·3	33·6 42·3	London British 9BHCem APT70t	T.6Cy.24",40½"&68"–48"(s) & 2 LPTurbines with DR gear & hydraulic coupling 200lb HS14650 1201NHP 2DB&1SB,20cf,GS367 FD Wrkman,Clark&Co.LdBel	~~36 ″ 6~~ ~~s6 ″ 3¼~~ ~~30 ″ 6½~~ 45 ″ 2 s14 ″ 9¼ 31 ″ 0	
81627 165587 GBGY	**Port Montreal** OilEng. Ref.Mchy. 2Dks & Shelterdk E.S.D. D.F. GyC. CruiserStern Tonnage opening closed '41(W.E.)	5882 5320 3458	✠100A1 withfreeboard 1,41 ~~2,40~~ ✠LMC10,37 ✠Lloyd'sRMC~~12,39~~1,41	Syd Bkn	b† $2\frac{1}{16}$	CL 10,40	1937 10mo	Wm.Doxford&Sons Ld Sunderland Lloyd'sA&CP	PortLine,Ld. CellDB356'1385t MT43'1200tFPT148tAPT187t	438·9 F43' FK	58·9	25·7 35·5	London British 7BHptCem (Coll BH to Shdk 6 ,, 2nd dk)	Oil Engines 2S.C.SA 4Cy.26⅜"–$91\frac{5}{16}$" 861NHP 2DB120lb Wm.Doxford&Sons,LdSld	~~29 ″ 8~~ ~~s3 ″ 6¾~~ ~~26 ″ 4~~ 39 ″ 5 s12 ″ 4 27 ″ 4	
81628 143058 GRST	**Port Nicholson** TwinSc ssLon.No.3–2,31 ssNwc.No.2–38 Ref.Mchy. 2Dks(Stl) & Shelter dk(Stl) D.F. E.S.D. CruiserStern Tonnage opening closed '41(W.E.)	8402 7799 5338	✠100A1 Shelter dk withfreeboard 7,40 ~~9,30~~ ✠LMC7,39 2,41 BS11,40	Gls Ddn	e†	CL ~~SN7,37~~ ~~P7,37~~ 6,40	1919 5mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	PortLine,Ld. CellDB413'1342t	481·2 F on Shelter dk55' FK Coll	62·3	33·0	London British Cem 7BH to U dk BH to Sh dk APT91t	4SteamTurbinesSRgeared to 2Sc. Shafts (s) 200lb HS13060 967NHP 4SB(Spt),16cf,GS316 FD Hwthrn,Leslie&C.Ld.Nwc	~~35 ″ 8~~ ~~s5 ″ 9¼~~ ~~30 ″ 1~~ 44 ″ 3 s13 ″ 4¾ 31 ″ 1	
81629 215342 WDDG	**Port Orford** Wood (exHoraceX.Baxter–37) Mchy.Aft Fitted for oil fuel Wireless	1293 — 700					1917	Kruse& Banks, NorthBend, Or.	GormanS.S.Co.	214·0	42·0	17·0	S.Frncisco Utd.States	T.3Cy.14",23"&40"–30" 88NHP MainSt.I.Wks.S.Fo.		
81630 167532 GWGQ	**Port Quebec** Oil Eng. 2Dks & Shelter dk CruiserStern	~~5800~~ 5936 5352 3452	✠100A1 withfreeboard 11,39 ✠LMC11,39	Sld		CL	1939 11mo	JLThompson&Sons,Ld Sunderland Lloyd'sA&CP	PortLine,Ld. CellDB343' 1127t MT45'1257t Tanks in way of tunnel206t	451·0 468·0(O.L.) P34'F41' FK	59·7	25·2	London British 7BH (CollBHtoShdk6BHto2nd dk)	Oil Engines 2S.C.SA 5Cy.26⅜"–$91\frac{5}{16}$" 1076NHP DB100lb Wm.Doxford&Sons,LdSld FPT79tAPT193t	30 ″ 0	
81631 166332 GBGZ	**Port Saint John** OilEng. D.F. E.S.D. GyC. 2Dks & Shelter dk Ref.Mchy. Cruiser Stern	5668 5108 3306	✠100A1 withfreeboard 3,41 ~~1,40~~ ✠LMC12,37 ✠Lloyd'sRMC~~1,40~~ ~~1,40~~ 12,40	St.J Syd	c† 2⅛	CL 12,39	1938 1mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	PortLine,Ld. CellDB325' 1327tMT45'1235tFPT75tAPT173t	448·4 465·1(O.L.) F41' FK	59·0	25·2	London British 7BHptCem (Coll BH to Sh dk 6 ,, 2nd,,)	Oil Engines 2S.C.SA 4Cy.26⅜"–$91\frac{5}{16}$" 861NHP 2DB120lb Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 7 s3 ″ 7 26 ″ 2¾	
81632 FOQG	**Port Saint Louis** (exFossBeck–37, exFreshmoor–36) OilEng. Wireless ssShl.No.2–36 Mchy.Aft 1Dk(Stl) & Web frames Longitudinal framing–bracketless system	1090 885 516	✠100A1 4,40 ~~7,38~~ ✠LMC CS2,41 DBS4,40 4,40 Carrying Petroleum in bulk ~~Surveys delayed~~	Msl	n	CL 6,39	1928 9mo	W.Doxford &Sons,Ld. Sunderland Lloyd'sA&CP	"Soflumar"(Soc. d'Armement Fluvial et Maritime) CellDBuE33'32t DTf14'68tFPT19t APT24t	210·5 219·0(O.L.) P75'F27'Trunk in well FK	34·3	17·4	Havre French 12BHptCem	Oil Engines 2S.C.SA 3Cy.15¾"–51¼" 230NHP DB100lb W.Doxford&Sons,Ld.Sld.	17 ″ 9 s1 ″ 10¼ 16 ″ 0¾	
81633 136660 GRSF	**Port Sydney** TwinSc (exStar of England) ssLiv.2ndNo.3–10,37 Ref.Mchy. 2Dks(Stl) & Shelter dk (Stl–ws) D.F. Tonnage opening closed '41(W.E.)	9129 8338 5771	✠100A1 Shelter dk withfreeboard ~~3,40~~12,40 ~~BS9,39~~ 9,40 ✠LMC10,37	Liv Syd	f†	CL 3,40	1914 4mo	Workman, Clark& Co.Ld Belfast Lloyd'sA&CP	PortLine,Ld. CellDBa117'uE&B98' f199'1645t	501·3 P57' on Shelter dk FK	63·3	33·6	London British 9BHCem APT70t	T.6Cy.24",40½"&68"–48"(s) &2LPTurbines withDR gear&hydraulic coupling 200lb HS14650 1201NHP 2D&1SB,20cf,GS367, FD Wrkman,Clark&CoLd.Bel	~~36 ″ 6~~ ~~s6 ″ 3¼~~ ~~30 ″ 6½~~ 45 ″ 2 s14 ″ 9¼ 31 ″ 0	
81634 157794 ZMLZ	**Port Tauranga** TwinSc ssAuk.No.1–41 OilEng. Wireless 1Dk Mchy.Aft CruiserStern Longitudinal framing at deck Cargo battens not fitted	1525 1166 738	✠100A1 withfreeboard 2,41 ~~1,40~~ ~~DBS1,40~~ ~~✠LMC1,37~~ ✠LMC CS2,41 DBS2,41 1,40	Auk	p	OG 1,40	1937 1mo	Henry Robb,Ld. Leith Lloyd'sA&CP	A.F.Watchlin Intermediate BH in hold dispensed with CellDBuE12'f152'388t FPT87t APT120t	242·7 P75'F37' FK	45·1	13·4	Auklnd NZ British 3BHptCem	Oil Engines 2S.C.SA 8Cy.13⅜"–$22\frac{7}{16}$" 250NHP DB120lb AtlasDieselA/B,Skm.	15 ″ 6 s3 ″ 0½ 12 ″ 7	
81635 164519 GYMN	**Port Townsville** TwinSc D.F. E.S.D. ssLon.No.1–39 OilEng. GyC. 1Dk & Shelter dk(3rd dk except in No. 1 hold,4th dk in forward holds) Ref.Mchy. CruiserStern	8661 7759 5228	✠100A1 withfreeboard 2,41 DBS2,41 ✠LMC CS12,39 10,39	Ham ~~Avn~~ Avn	g† 2⅜	CL 8,38	1935 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	PortLine,Ld. Duct keel fwd. of mchy. space CellDB421'2256t FPT72t APT135t Wing tanks in mchy. space 'tween dks566t Tanks at sides of tunnels186t	496·4 516·5 (O.L.) F45' FK	65·2	31·0 39·5	London British 8BHptCem (Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 16Cy.28⅜"–$49\frac{3}{16}$" 2237NHP 2DB100lb WallsendSlpwy&E.Co.Ld.	35 ″ 3 s5 ″ 7½ 29 ″ 9¾	
81636 160675 ZMJN	**Port Waikato** OilEng. ssAuk.No.2–39 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	~~668~~ ~~448~~ ~~342~~ 675 448 368	✠100A1 2,41 ~~1,40~~ ~~DBS1,40~~ 2,41 ✠LMC1,39	Auk Wln	j	1,40	1929 11mo	H.Robb, Ld. Leith Lloyd'sA&CP	A.F.Watchlin CellDB114'195t	180·2 FK Q105'B11'F24' FPT80tAPT28t	29·0	10·8 30·6	Auklnd NZ British 3BHptCem ptAsp	Oil Engines 2S.C.SA 4Cy.16"–20" 180NHP DB made28 refitted29 120lb FairbanksMorse&Co.Cgo.	13 ″ 3 s4 ″ 2½ 13 ″ 2	

35/41

2/41

8/41

176/40

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert.Ref.Trade
81637 147589 GJZL	**Port Wellington** TwinSc ssNwc.No.3-10,36 2*Dks*(*Stl*)&*Shelter dk* D.F. GyC. *Ref.Mchy.* (*Stl*-ws) E.S.D. *CruiserStern* ~~*Tonnage opening closed'40*~~	~~10065~~ ~~8482~~ ~~7285~~ 8301 7263 5181	✠100A1 *Shelter dk* *withfreeboard* ~~7,39~~10,40 ~~BS8,39~~ ✠LMC10,38 8,40	Bry Syd	*d*†	CL s2,38 P2,39	1924 2mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	PortLine,Ld. *CellDB*402'	470·1 489·0(O.L.) F55'on *Shelter dk* *Collision* 1331*tAPT*84*t*	60·4	32·3 40·9 FK	London British *Cem* *BH to Sh dk* 7 „ „ *U* „	T.6Cy.22½",38"&63½"-48" &2L.P.Turbines withD.R. gearing & hydraulic coupling 200lb (*s*) 1067NHP 4SB,*16cf*,GS815HS12900 FD Wrkman,Clark&Co.Ld.Bel	35 ″ 0 s 5 ″ 8 29 ″ 7½	
81638 139627 ZMFY	**Port Whangarei** TwinSc *OilEng.* (*ex*Marion ssAuk.3rdNo.3-1,38 Sleigh-32, *ex*Mars,*ex*MarieKothe, 1*Dk*(*Stl*) *ex*Newston,*ex*FavoritaDoñaCatalina)	508 351 286	100A1 2,41~~1,40~~ ~~DBS11,39~~ LMC1,38 LMC(M)11,39 DBS2,41	Wln Ddn	*g*	OG ~~N6,39~~ ~~s0,39~~ 1,41	1906 *Lloyd*	G.Seebeck Akt.Ges. Bremerhaven '*sA&CP*	A.F.Watchlin	145·3 P15'B37'F19' *CellDBf*42'	29·7 31·2	11·3 BK7"	Auklnd NZ British 4*BHCem* 75*tAPT*40*t*	Oil Engines 2S.C.SA 10Cy.10½"-12½" 194NHP NDB20*refitted*32 NE32 *100lb* Fairbanks,Morse&Co. Beloit,Wis.	11 ″ 10 s ″ 10½ 11 ″ 9½	
81639 163561 GYCW	**Port Wyndham** TwinSc *OilEng.* *Ref.Mchy.* ssLon.No.1-39 2*Dks*&*Shelter dk*,4*th dk in No. 3 hold* D.F. E.S.D. GyC. *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	~~11005~~ ~~10160~~ ~~6646~~ 8580 7731 5233	✠100A1 *withfreeboard* ~~3,40 12,39~~ 3,41 ✠LMC CS6,39 DBS~~2,39~~5,41 ~~11,36~~6,39	Liv Syd		CL 4,38	1935 1mo *Lloyd*	J.Brown& Co.Ld. Clydebank '*sA&CP*	PortLineLd. *Duct keel forward* *CellDB*416'2042*t* *Wing tanks*	494·5 F45' *of mchy.space*149' (*FPT*76*tAPT*130*t* *in mchy. space* 481*t*	65·2	30·6 39·1 FK	London British 8*BHptCem* *Coll to Shdk* 7 „2nd„) *Tanks at sid*	Oil Engines 2S.C.SA 8Cy.$27\frac{9}{16}$"-$88\frac{9}{16}$" 1882NHP 2DB*100lb* J.Brown&Co.Ld.Clydebnk *es of tunnels*150*t*	43 ″ 10 s13 ″ 5 30 ″ 10¾	
81640 FOQK	**Port-de-Bouc** TwinSc (*ex*Anneliese *Fitted for oil fuel* Essberger-35,*ex*Amrum-35) 1*Dk* *Mchy.Aft Carrying Petroleum in bulk*	1743 1445 891					1916	Howaldts- werke Kiel	"Soflumar"(Soc. d'ArmementFlu- vialetMaritime)	255·2 Q98'F39'	38·5	18·3	Rouen French	T6Cy.14⅜",23¼"&38½"-$19\frac{7}{16}$" 130NHP Howaldtswerke,Kiel		V
81641 DOHH	**Porta** Ⓟ *Cruiser Stern* D.F. Sub.Sig. 2*Dks*	4162 3786 2545					1921	Vulcan Werke A.G. Stettin	Norddeutscher Lloyd	360·7 P44'B98'F41'	51·0	26·0	Bremen German *WB*	2steamturbinesDR.geared to 1 Sc.Shaft NE&B39 AllgemeineElektrizitäts Ges.Berlin		G
81642 147246	**Portadoc** (*ex*JamesB.Foote-39, *ex*EugeneC.Roberts) *Mchy.Aft* 1*Dk* *Longitudinalframing*	1746 1593 1264					1924	Cammell Laird&Co.Ld Birkenhead	PatersonSteam- ships,Ld.	253·0	43·2	17·8	Ft William Ont. British *WB*	T.3Cy.16",27"&44"-33" 111NHP CammellLaird&CoLd.Bkn		C
81643 163211 GWSZ	**Portavogie** Wireless *Mchy.Aft CruiserStern* 1*Dk*	869 597 460					1934	J.Lewis& Sons,Ld. Aberdeen	LadyMaryKelly (W.Clint,*Mgr.*)	197·7 Q112'B11'F30'	30·7	12·1	Belfast British *WB*	T.3Cy.14½",25"&41"-30" HS2357 131NHP J.Lewis&Sons,Ld.Abn.		C
81644 145750 MLWN	**Porthcarrack** ssApl.No.3-2,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	406 290 194	✠100A1 5,40~~4,39~~ ~~BS5,39~~ ✠LMC1,37 5,40	Cff	*f*	CL ~~1,39~~ 5,40	1924 3mo *Lloyd*	King's LynnSlipway Co.Ld. King'sLynn '*sA&CP*	CountyofCornwall ShippingCo.Ld. (J.Hampton, *Mgr.*)	141·2 Q85'B9'F22'	24·2	11·5 FK *FPT*	Cardiff British 3*BHCem* 50*tAPT*26*t*	T.3Cy.12",21½"&34"-24" (*s*) 180lb 74RHP 1SB,2*pf*,GS35,HS1340 Gt.CentrlCo-op.Eng.&Ship RepairingCo.Ld.Gms.	12 ″ 1 s 3 ″ 0 11 ″ 8½	
81645 145721 MLJV	**Porthmeor** ssFal.No.3-12,34 ssHul.No.1-39 *Well deck Mchy.Aft* 1*Dk*(*Stl*)	449 296 188	✠100A1 7,40 ~~6,39~~ ~~BS12,38~~ ✠LMC BS2,40 2,41 MS6,39	Hul Liv	*g*	CL 6,39	1923 2mo *Lloyd*	TawShip- yard,Ld. Barnstaple '*sA&CP*	RichardEngland S.S.Co.Ld.(R.P. Care&Co.Ld. *Mgrs.*)	142·2 Q84'B9'F17'	25·6 26·5	11·4 FK *FPT*49*t*	Cardiff British 3*BHCem* *APT*17*t*	T.3Cy.12",20"&32"-24" (*s*) 180lb 52RHP 1SB,3*cf*,GS47,HS1372 AitchisonBlairLdClydbnk	12 ″ 6 s 4 ″ 3½ 12 ″ 4½	
81646 129501 MDJB	**Porthmorna** (*ex*Onyx-37) *Well deck* ssGls.2ndNo.3-2,35 *Mchy.Aft* ssApl.No.1-39 *Cargo battens not fitted* 1*Dk*(*ptStl*)	596 416 239	✠100A1 ~~7,40~~ ~~9,39~~ 2,41 ~~BS9,39~~ ✠LMC6,38 8,40	Apl Brs	*i*	CL 7,39	1910 6mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	PorthShippingCo. Ld.(R.P.Care& Co.Ld.*Mgrs.*) *Cell*	175·1 182·2(O.L.) Q96'B11'F32' *DBf*103'153*tFPT*	28·1	10·8 BK7¼"	Cardiff British 3*BHCem* 35*tAPT*4*t*	T.3Cy.15",25½"&41"-30" (*s*) 170lb 85RHP 2SB,4*pf*,GS65,HS1852 Muir&Houston,Ld.Gls.	13 ″ 0 s 4 ″ 6 13 ″ 2	
81647 FOBI	**Porthos** Ⓟ TwinSc *Ref.Mchy.* D.F. GyC. 4*Dks*	12692 10722 7530					1914	Ch.&Atel. delaGironde Bordeaux	Soc.desServices Contractuels des Messageries Maritimes	510·8	61·6	42·1	Marseilles French *WB*	T.6Cy.28⅓",46⅔"&$78\frac{7}{10}$"-53⅛" 904NHP Schneider&Co.LeCreusot		V
81648 146271 MKXD	**Porthrepta** (*ex*Kyanite-39) ssGls.No.3-10,34 ssIrv.No.1-38 *Well deck Mchy.Aft* 1*Dk*(*ptStl*) *Cargo battens not fitted*	643 445 266	✠100A1 6,41~~10,39~~ ~~BS10,39~~ ✠LMC9,38 12,40	Bwg Apl	*i*	CL ~~10,39~~ 5,41	1922 1mo *Lloyd*	Yarrow& Co.Ld. Glasgow '*sA&CP*	CareLines,Ld. (R.P.Care&Co.Ld. *Mgrs.*) *C*	175·3 182·3(O.L.) Q96'B11'F31' *ellDBf*103'153*tFP*	28·1	11·2 BK7¼"	Cardiff British 3*BHCem* *T*39*tAPT*3*t*	T.3Cy.15",25½"&41"-30" (*s*) 180lb 120NHP 2SB,4*cf*,GS67,HS2140 Yarrow&Co.Ld.Glasgow	13 ″ 6 s 4 ″ 5½ 13 ″ 8	
81649 118120 VOLN	**Portia** Ⓟ ssNFL.2ndNo.3-4,29 ssNFL.No.2-37 1*Dk*&*Web frames*& Wireless *Awng dk*(*Stl*-ws)	978 914 599	✠100A1 *Awng dk* *withfreeboard* 5,39 BS5,40 ~~BS5,39~~ ✠LMC5,37	NFL	*m*	CL 5,39	1904 8mo *Lloyd*	Murdoch& Murray Pt.Glasgow '*sA&CP*	Bowater'sNew- foundlandPulp& PaperMills.Ld. ~~RailwaySteam-~~ ~~shipDepot)~~ *Ce*	204·8 218·0(O.L.) F23' *llDBa*39'*uE*17'*f*77'	31·2	13·0 20·5 BK7½"	SJhnsNFL British 4*BHCem* 141*tFPT*31*t*	T.3Cy.18½",30"&50"-33" (*r*) 175lb *80lb* 197NHP 1SB,3*cf*,GS59,HS2924 FD D.Rowan&Co.Glasgow *APT*23*t*	22 ″ 8 s 7 ″ 4½ 16 ″ 3	
81650 DHTL	— 1*Dk*	968 843 566					1911	Schiffsw.v. HenryKoch Lübeck	A.Kirsten	225·6 P&B177'F28'	33·1	14·9	Hamburg German *WB*	T3Cy$18\frac{1}{10}$",$29\frac{1}{10}$"&46½"-32½" 122NHP OttensenerMaschf.Altona		G
81651 147311 MNFS	— 3Mst ssBkn.No.3-5,37 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	801 565 313	✠100A1 5,39 MS5,37 ✠LMC ~~BS5,39~~ 8,40	Bkn	*k*	CL 5,39	1925 4mo *Lloyd*	J.Duthie TorryS.B.Co. Aberdeen '*sA&CP*	SouthWales& LiverpoolS.S.Co. Ld.(R.Gilchrist& Co.*Mgrs.*) *C*	190·5 200·0(O.L.) Q127'*Bon*Q13'F27' *ellDBf*94'154*tFPT*	31·2	11·7 FK	Liverpool British 3*BHCem* 69*tAPT*15*t*	T.3Cy.18",30"&50"-33" (*s*) 190lb 186NHP 2SB,4*cf*,GS84,HS3210 A.Hall&Co.Ld.Aberdeen	14 ″ 1 s 3 ″ 11¾ 13 ″ 10½	
81652 DIEP	**Portland** Ⓟ *Ref.Mchy.* *OilEng.* Sub.Sig. D.F. E.S.D. 2*Dks*	7132 5799 4189					1928	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	462·3	61·2	26·5	Hamburg German *WB*	Oil Engines 2S.C.SA 7Cy.$27\frac{9}{16}$"-47¼" 920NHP BremerVulkan,Vegesack		G
81653 ~~217509~~ ~~KBML~~	— (*ex*Jacox-37) *Fitted for oil fuel* 1*Dk*	2648 1963 1621					1919	AlbinaEng &Machine Works Portland,Or.	Cia.Columbus de Vapores	289·0 P26'B148'F32'	44·1	19·2	Panama Panamanian *WB*	T.3Cy.22",37"&60"-42" 313NHP EllicottMachineCorpn, Baltimore,Md.		R
81654	**Portman** TwinSc *OilEng.* *Mchy.Aft* 2*Dks*	*335* 275 —					1926	JI.Thorny- croft&Co.Ld. Southampton	ArgentineEstates of Bovril,Ld.	140·1 F17'	34·1	7·2	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy.$11\frac{13}{16}$"-$12\frac{3}{16}$" 98NHP Kromhout,Amsterdam		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81655 219283 KOPZ	**Portmar** (*ex*Centaurus) *ss*Bal.No.3-3,32 D.F. *ss*Bal.No.2-40 ~~*ss*Bal.No.1-33~~ 2*Dks*(*Stl*)	5551 5138 3418	✠100A1 9,40 ~~3,40~~ 9,40 ✠LMC ~~MS6,36~~ BS~~3,40~~ 12,40 *Fitted for oil fuel*	Bal	*z* 12,19	CL 3,40 *F.P.*	1919 12mo *above*	Northwest SteelCo. Portland,Or. A&CP 150° F.	CalmarS.S.Corp. *Intermediate BH in after hold & intermediate 'tween dk BH's in fore hold & aft hold dispensed with* *CellDB*355′1139*t*	409·8|54·2|27·7 423·8(O.L.) P44′B115′F47′ FK *MT*29′745*t FPT*132*t*	NewYork Utd.States *ptCem* 5*BHto U dk* 1 „ „ 2*nd* „ *APT*143*t*	T.3Cy.24½″,41½″&72″-48″ 210lb (*r*) 582NHP 3SB,9*cf*,GS196,HS8780 FD Hooven,Owens&Rentschler Co.Hamilton,O.	30 ″ 2 s6 ″ 5 24 ″ 0	
81656 DNAU	**Porto** (*ex*Neckar,*ex*Magdalena Fischer,*ex*GeorgZelck) 1*Dk*	2185 1480 1296					1921	Ostseewrft Sch.&Masch. A.G. Stettin	Oldenburg-Portug. Dampfsch.Rhed.	263·5|41·0|16·9 P26′Q75′F&B169′	Oldenburg German *WB*	T 3Cy.$21\frac{5}{16}$″,33⅞″&55⅛″-40″ 192NHP A.BorsigG.m.b.H.Berlin		G
81657 DJSA	**Porto Alegre** *OilEng.* 1*Dk* E.S.D. D.F. *CruiserStern*	6105 5173 3629					1936	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Süd-amerik.Dampf-schifffahrtsGes.	440·9|61·3|23·4 P28′B&F400′ UpperF33′	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.$25\frac{9}{16}$″-47¼″ 906NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
81658 PUMG	— (*ex*Gilda-33) *ss*Ant.No.3-9,33 *ss*Rio.No.1-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5187 4845 3111	✠100A1 *Shelter dk withfreeboard* 12,39 BS12,39 ✠LMC9,38	Rio	*x*	CL 9,38	1921 5mo	Cantiere NavTriestino Monfalcone A&CP	Cia.Carbonifera Rio-Grandense FK *Coll* *CellD*	362·0|49·9|25·5 *B*319′957*t APT*110*t*	R.Janeiro Brazilian *Cem* *BHto S dk* 5 „ „ *U* „	T.3Cy.24¾″,41″&68″-45″ (*s*) 180lb 383NHP NDB13*refitted*26 2SB,6*cf*,GS128,HS5243 FD UnitedMachineFactories, Ld.Smichov	35 ″ 2 ~~s8 ″ 0~~ ~~27 ″ 7~~ s7 ″ 10¼ 22 ″ 7	
81659 1744 ISEM	**Porto di Roma** **TwinSc** (*ex*Tiber-33,*ex*François,*ex*Helvetia) *Mchy.Aft* 1*Dk*	470 417 219					1905	Howaldts-werke Kiel	LaLigureRomana Soc.Anon.diNav. Maritt. e Fluviale	195·8|30·5| 8·9	Genoa Italian	T.6Cy.9¼″,14¾″&24⅜″-13¾″ NB26 44NHP Howaldtswerke,Kiel		I
81660 1468 ISEV	**Porto San Paolo** (*ex*LillyB, *ex*Victoria,*ex*Marguerite,*ex*Parana, *ex*Vulcano) *Mchy.Aft*	374 292 199					1886	W.Denny &Bros. Dumbarton	LaLigureRomana Soc.Anon.diNav. Maritt. e Fluviale	154·8|28·0| 9·0 142·3 Q54′F21′	Genoa Italian	C.2Cy.13½″&24″-24″ NB06 24NH Denny&Co.Dumbarton		I
81661 PUYE	**Porto-Seguro** Ⓟ **TwinSc** Wireless 1*Dk*&*Promenade dk*(*Teak*)	*395* *252* *205*	✠ 9,13 ✠	PGl			1910 9mo	Murdoch& Murray PortGlasgow	Cia deNav. Bahiana	150·3|27·5| 8·0 F38′ FK	Bahia Brazilian 4*BHCem* *FPT*11*t*	T.6Cy.10″,16½″&27½″-21″ 95NHP 1SB,3*cf*,GS54,HS1747 Muir&Houston,Ld.Gls.	8 ″ 6	
81662 1660 ICPM	**Portofino** (*ex*BritishRose, *ex*Roseleaf) **3Mst** *ss*Bom.No.3-4,29 *ss*Gen.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cantilever framed topside tanks* D.F. *Mchy.Aft* *Fitted for oil fuel* *CarryingPetroleum in bulk*	6424 5824 3891	✠ ... 8,39 ✠	Pal	*z*		1916 8mo	SirRDixon &Co.Ld. Middlesbro' *CellDB*	"LaRiviera"Soc. Anon.diNav. (A.Lauro,*Mgr.*) *uE&B*97′ *f*52′296*t*	415·5|54·1|32·4 400·0 FK P109′B30′F48′ *FPT*175*t APT*180*t*	Genoa Italian 15*BHptCem* (10 *to U dk* 5 „ 2*nd* „)	T.3Cy.27″,45″&74″-48″ 495NHP 3SB,9*cf*,GS168,HS7035 N.E.MarineEngCo.LdNwc	35 ″ 0	I †
81663 FOMS 73/40	**Portrieux** (*ex*WarBuckler) D.F. *Well deck* 1*Dk*	2257 1761 1263	✠ ... 10,22 ✠				1918 5mo	Harland& Wolff,Ld. Belfast	Soc.Maritime Nationale	285·0|42·0|19·0 P29′Q68′B65′F32′ FK	Havre French *WB*	T.3Cy.25″,41″&68″-45″ 411NHP Harland&Wolff,Ld.Bel.	21 ″ 2	V †
81664 149146 MPVZ	**Portsdown** Ⓟ **Pad** 1*Dk*	342 285 136					1928	CaledonS. B.&E.Co.Ld. Dundee	SouthernRailway	190·0|25·1| 8·7 *Promenade dk*130′	Portsmth British	C.2Cy.27″&51″-54″ 159NHP A.&J.Inglis,Ld.Gls.		BT till ~~12,40~~ ~~1,41~~ 2,42
81665 165702 GLGG	**Portsea** Wireless D.F. 1*Dk* *CruiserStern* *Cargo battens not fitted*	1583 1379 943	✠100A1 ~~6,40~~ ~~9,39~~ 3,41 ✠LMC4,38	Shl Bry Cff	*q*	CL 6,40	1938 4mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	SeaSteamshipCo. Ld.(Wm.Brown Atkinson&Co.Ld. *Mgrs.*) *CellD*	267·0|40·2|16·2 274·5(O.L.) P28′B56′F31′ FK *B*216′481*t FPT*72*t*	Hull British 4*BHCem* *APT*44*t*	T.3Cy.16″,27½″&45″-33″ 200lb (*s*) FD 167NHP 2SB(Spt),4*cf*,GS65,HS2400 Rankin&BlackmoreLdGrk	18 ″ 3 s2 ″ 4½ 16 ″ 0½	
81666 164721 MLZZ 112/40	**Portslade** *Mchy.Aft* 1*Dk* Wireless *Cargo battens not fitted* *CruiserStern*	1091 782 620	✠100A1 5,40 ✠LMC9,36	Sld	*m*	CL N9,37	1936 9mo *Lloyd*	W.Pickers-gill&Sons,Ld. Sunderland '*sA&CP*	StephensonClarke &AssociatedCompanies,Ld. *CellDBuE*18′	210·5|33·2|14·0 218·5(O.L.) Q120′B11′F19′ FK *f*142′358*t FPT*102*t*	London British 3*BHptCem* *APT*32*t*	T.3Cy.14½″,24″&41″-30″(*s*) 200lb *100lb* 124NHP 1SB,3*cf*,GS42,HS1722 FD N.E.MarineEng.CoLd.Sld.	15 ″ 10 s4 ″ 8¾ 15 ″ 0	
81667 OSMC 25/41	**Portugal** (*ex*Barmen, *ex*ConsulCords,*ex*MinnaBoldt) 1*Dk*	*1550* *1269* *886*					1906	Akt.Ges. "Neptun" Rostock	Cie.Nationale Belge deTransp. Mar. (L.Dens& Co.Ld.*Mgrs.*)	256·7|37·5|16·0 P12′Q79′B108′F29′	Antwerp Belgian *WB*	T.3Cy.17⅞″,30½″&48″-$33\frac{1}{16}$″ 132NHP A.G."Neptun,"Rostock		V
81668 161517	**Portwell** *Mchy.Aft* 1*Dk*	1928 1629 1148					1929	Swan,Hunter&Wigham Richardson, LdNewcastle	SarniaSteams Ld.(R.Scott Misener,*Mgr.*)	253·0|43·4|17·8	Montreal British *WB*	T.3Cy.15″,25″&40″-33″ 81RHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.		C
81669 DACK	**Poseidon** (*ex*Berk,*ex*NieuweMaas) Sub.Sig. D.F. E.S.D. 1*Dk*	3911 3549 2376					1918	N.V. Werf. Conrad Zaandam	KohlenImport u PoseidonSchif-fahrtsA.G.	345·8|54·5|24·4 P29′B93′F39′	Königsbrg German *WB*	T.3Cy.$23\frac{7}{16}$″,38⅜″&63″-41⅜″ 255NHP Gebr.Stork&Co.Hengelo		G
81670 PGUZ	— Ⓟ *Fitted for oil fuel* 1*Dk*&*Shelter dk* *Cruiser Stern*	1928 — 1116					1921	Dunlop, Bremner& Co.Ld. Pt.Glasgow	Koninkl.Nederl. Stoomb.Maats. N.V.	295·8|43·2|17·2	Amstrdam Dutch *WB*	T.3Cy.22″,35″&59″-39″ 217NHP Dunlop,Bremner&Co.Ld.		C
81671 320 OHBJ	— Ⓟ *ss*Abo.2ndNo.3-6,31 *ss*Hfs.No.1-35 Wireless D.F. 1*Dk*(*Irn*)&*ptAwng dk*	804 — 408	✠100A1 *ptAwning dk withfreeboard* 4,39 ~~BS3,39~~	Hfs BS5,40 ✠LMC4,35	*j*	CL 4,39	1899 1mo *Lloyd*	Grangmth Dockyard Co. Gr'ngemouth '*sA&CP*	FinskaÅngf. Aktieb.	183·0|28·3|19·0 178·0 | 28·6 | 12·0 P&B117′F48′ BK7″ *CellDBuE&B* 40′	Helsingfrs Finnish 4*BHCem* 32*t APT*27*t*	T.3Cy.15″,25″&40″-30″ (*s*) 160lb 101NHP 2SB,4*pf*,GS64,HS1705 Cooper&Greig,Dundee	21 ″ 0 s7 ″ 3 14 ″ 7	
81672 PKNR	— *OilEng.* *ss*Sng.2ndNo.3-4,39 *Mchy.Aft* 1*Dk*(*Stl*)	696 484 378	✠100A1 3,40 DBS3,40 ✠LMC4,39	Sba	*j*	CL 2,40	1914 9mo *Lloyd*	Smith's DockCo.Ld Middlesbro' '*sA&CP*	Nederlandsch-IndischeTank-StoombootMaats.	185·3|30·5|12·2 193·0(O.L.) P54′F62′ FK *DBf*46′78*t FPT*45*t*	Batavia Dutch 4*BHCem* *APT*7*t*	Oil Engines 4S.C.SA 4Cy.15¾″-$27\frac{9}{16}$″ 96NHP DB*120lb* NedFb.v.Wrk&Spoor,Ams	13 ″ 3 s1 ″ 0¼ 12 ″ 4½	
81673 DEWB	— **TwinSc** Wireless D.F. 2*Dks*	453 392 176					1902	Bremer Vulkan Vegesack	Deutsche Reichspost	150·5|29·8|11·9 H74*t*	Weser-münde-G. *WB* German	C.4Cy.$14\frac{3}{16}$″&26″-19⅝″ 50NHP BremerVulkan,Vegesack		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B of Trade.
81674 1675 ICCI	**Poseidone** (exCordelia) Fitted for oil fuel ssNpt.No.3-8,24 ssGen.No.2-33 Mchy.Aft 2Dks(Stl)&Webframes D.F. Longitudinal framing Carrying Petroleum in bulk	6613 5720 4183	✠ ... 4,36 ✠	Ven	a†		1912 5mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	SocietàItaliana TrasportiPetroliferi CellDBuB26'78t DTf50'565t	432·1 420·8 P103'B25'F43' FPT61tAPT40t	54·5	32·4 FK	Genoa Italian Cem 7BH to Udk 10 „ 2nd „	T.3Cy.27",45"&75"-48" 484NHP 3SB,9cf,GS214,HS8296 WllandSlpwy.Co.Ld.Nwc.	32 „ 8	I †
81675 DRAQ	**Possehl** Sub.Sig. 1Dk	2369 1933 1348					1921	Howaldtswerke Kiel	LübeckLinieA.G.	307·0 P24'B59'F24'	42·4	19·5	Lübeck German WB	T.3Cy.20 1/16"&32 1/16"&51 1/16"-35 7/16" 155NHP Howaldtswerke,Kiel		G
135/40 81676 486 SWAS	**Possidon**(exRossano) 1Dk	3840 3470 2377					1909	W.Gray& Co.Ld. WHartlepool	G.N.PittasBros.& Co.	346·3 P27'B96'F32'	50·8	23·1	Piræus Greek WB	T.3Cy.25",40"&65"-42" 274NHP Cen.Mar.Eng.Wrks.WHpl		C
81677 PUQE	**Potengy** (exCorcovado-38, exBrazilian) ssRio.3rdNo.3-11,23 ssRio.No.2-33 2Dks(Stl-Uws)&deep framing	*3046* *2826* *1916*	✠ — 12,36 ✠NB3,11 ✠	Rio	v		1890 4mo	D&WHenderson&Co. Glasgow	Cia.Commercio e Navegação DBa92'	340·0 P37'B70'F40' uE24'359t FPT70t	42·0	25·0 FK	R.Janeiro Brazilian 7BHCem APT40t	T.3Cy.24",40"&66"-48" 302NHP 2SB,6cf,GS124,HS4550 D.&W.Henderson&Co.Gls	28 „ 3	
81678 889 IBXB	**Potestas** (exAnsaldoSan GiorgioSecondo) TwinSc OilEng. D.F. Mchy.Aft 1Dk	5237 4491 3063					1919	Ansaldo SanGiorgio Spezia	Soc.Anon.IndustriaArmamento	392·8 P52'B120'F33'	51·5	27·6	Genoa Italian WB	Oil Engines 2S.C.SA 8Cy.24 1/2"-35 3/8" 862NHP FiatSanGiorgio,Turin		CI
81679 UOJD	**Poti** (exBatoum) 1Dk	1340 1080 752					1891	SirR. Dixon&Co. Middlesbro'	U.S.S.R.	240·1	34·5	15·6	Odessa Russian	T.3Cy.18 1/2",30"&48"-21 5/8" 107NHP SirR.Dixon&Co.Mdb.		
81680 DOQS	**Potsdam** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. Sub.Sig. 3Dks D.F. E.S.D. Gy.C. CruiserStern	17528 13260 10116					1935	Blohm& Voss,K.a.A. Hamburg	Norddeutscher Lloyd	604·7 F459'BonF230'	74·2	40·7	Bremen German WB	Steam Turbines connected to Electric Motors & Screw Shafts Siemens-Schuckertwerke A.G.Berlin Blohm&VossK.a.A.Ham.		G
81681 220620 KDFC	**Potter** OilEng. Sub.Sig. 2Dks GyC. Longitudinal framing	6174 — 3833					1920	Doullut& WilliamsS.B. Corp.Inc. N.Orleans,La	UnitedStates Maritime Commission	395·5 P60'B109'F37'	55·0	31·4	N.Orleans Utd.States	Oil Engines 2S.C.DA 4Cy.28"-40" 1096NHP NE29 Worthington Pump&Mach Corp.Buffalo,N.Y.		R
81682 PUQI	**Poty** (exBore-35,exAlarich,exErken, exOrion, ssGot.2ndNo.3-4,24 exConingsby) ssGot.No.2-33 1Dk(Irn)2trB &Webframes	*3366* *2804* *2045*	✠ — 2,37 ✠	Got	v		1897 8mo	Ropner& Son Stockton	Cia.Commercio e Navegação CellDBa108'uE	325·0 P31'B66'F32' &B38'f126'623tAP	46·0	23·2 FK	R.Janeiro Brazilian 5BHCem T64t	T.3Cy.23 15/16",38"&63"-42" 275NHP 2SB,6rf,GS105,HS3888 Blair&Co.Ld.Stockton	24 „ 9	
81683 217910	**Poughkeepsie** Fitted for oil fuel Sub.Sig. 2Dks&Webframes Now "Alcoa Carrier," see No. 87056 in Supplement	5588 5012 3466	✠ ... 6,20 ✠				1919 5mo	Newburgh Shpyrds,Inc. Newburgh, N.Y.	UnitedStates Maritime Commission	400·5 P36'B124'F44'	54·2	30·0 FK	NewYork Utd.States WB	2 Steam Turbines DR geared to1Sc.Shaft 645NHP WestinghouseElectric&Mfg.Co.E.Pittsburgh,Pa.	32 „ 10	R †
81684 233433 WJFO	**Poughkeepsie Socony** TwinSc OilEng. Carrying Petroleum in bulk 1Dk Mchy.Aft CruiserStern Electrically welded	1235 — 772					1934	UnitedDry DocksInc. (StatenIslnd Plnt)PtRichmond,N.Y.	Socony-VacuumOil Co.Inc.	251·3 P72'	40·0	12·8	NewYork Utd.States	Oil Engines 4S.C.SA 12Cy.13 1/2"-18" 213NHP AmericanLocomotiveCo. (McIntosh&Seymour Division),Auburn,N.Y.		R
81685 202339	**Powell Stackhouse** Mchy.Aft 1Dk D.F. GyC.	6171 — 4919					1905	Detroit S.B.Co. Wyandotte	MahoningS.S.Co. (Bethlehem Transpn.Corp. Mgrs.)	504·0	54·2	31·0	Wilmgton (Del.) Utd.States WB	T.3Cy.22 1/2",38"&63"-42" 257NHP DetroitS.B.Co.Detroit		R
81686 159475	**Power Chief** OilEng. 1Dk Mchy.Aft	444 386 288	✠100A1 4,39 ✠LMC10,37 ✠LMC(M)10,39 CarryingPetr For service in	Cbo oleum Colom	e in bo	CL 1,40 bulk Harbo	1937 10mo Lloyd ur	Henry Robb,Ld. Leith 'sA&CP Re-erected	TexasShippingCo. (China)Ld (Ceylon PetroleumCo.Ld. Mgrs.) by WalkerSons&	130·0 134·9(O.L.) Co.Ld.Colombo,'37	26·0 27·9	13·2 FK FPT	HongKong British 9BH 20tAPT12t	Oil Engines 4S.C.SA 6Cy.8"-12" 37NHP NationalGas&OilEng.Co.Ld.Manchester	13 „ 3	
81687 166331	**Pozarica** OilEng. D.F. E.S.D. 1Dk&Shelter dk Ref.Mchy. CruiserStern	1893 1237 838	✠100A1 withfreeboard 11,39 ✠LMC1,38 ✠Lloyd'sRMC3,40	Lon	l	CL	1938 1mo Lloyd	Wm.Doxford&SonsLd Sunderland 'sA&CP CellDB228'476t	MacAndrews& Co.Ld.	295·6 306·6(O.L.) B87' FPT30tAPT57t	45·0	13·9 FK (	London British 5BHptCem Coll to Shdk 4 „ 2nd „)	Oil Engines 2S.C.SA 5Cy.22 1/16"-66 1/8" 755NHP 2DB120lb Wm.Doxford&Sons,LdSld	17 „ 7 s „ 2 17 „ 6 3/4	
81688 31 SPAB	**Poznan** ssHul.No.1-40 ssDnz.No.3-1,36 Well deck 1Dk(Stl) Cargo battens not fitted	2017 1576 1129	✠100A1 6,40 ~~5,30~~ ~~[illegible]~~	Dnz Hul LMC~~[illegible]~~ 6,40	r	5,39	1926 12mo	Chant.Nav Français Caen CellDB	ZeglugaPolska S.A.jna.(PolishSS. Agency,Ld.Mgrs.) a&uE66'f107'405t	269·1 P22'Q87'B50'F23' Deep tanks aft34'	39·7	17·5 FK 2	Gdynia Polish 4BHCem 05t FPT77t	T.3Cy.18 3/8",29 15/16"&49 3/16"-37 1/16" (s) 185lb 186NHP 2SB,4cf,GS95,HS3247 Etab.Nat.d'Indret,Indret APT22t	19 „ 10 s1 „ 11 1/2 18 „ 1	
81689 411 ICFW	**Pozzuoli** (exSalina-33) ssTri.No.3-10,20 ssTri.No.2-28 D.F. 1Dk&Shelter dk	5345 4988 3349	✠ ... 6,33 ✠	 E&B fi compl	 tte ete	 d&Ves dafter	1915 sel repair	Cant.Nav. Triestino Monfalcone s1920	A.Lauro	402·9	54·2	28·9 FK	Naples Italian WB	T.3Cy.27",42"&68"-48" 465NHP StabilimentoTecnico,Tri.	32 „ 0	I †
81690 157574 VTFF	**Prabhavati** Ⓟ TwinSc 1Dk CruiserStern Fitted for oil fuel	556 474 205	✠ ... 7,37 ✠	Bom			1933 9mo	Harland& Wolff,Ld. Glasgow CellD	BombaySteam NavigationCo.Ld.	199·7 Shade dk BuE18'37t FPT14t	34·1	10·9 FK	Bombay British 8BHptCem ptAsp APT23t	T.6Cy.11 1/2",20"&34"-24" 260NHP 1DB,6cf,GS121,HS4563 Harland&Wolff,Ld.Bel.	11 „ 6	
81691 273 HSAD	**Prachatipok** ssBgk.2ndNo.3-2,34 ssBgk.No.1-38 1Dk(Stl)&Awng dk(Teak)	968 832 603	✠100A1 Awng dk withfreeboard 12,40 ~~12,38~~ ~~BS[illegible]~~ ✠LMC11,38 12,40	Sng Bgk	l	CL 9,39	1909 11mo	Kjöbnhvns Flydk&Skbs. Copenhagen A&CP	ThaiNav.Co.Ld.	201·5 CellDBa50'uE13'f87'	30·2	16·6 FK	Bangkok Thai 4BHCem 174tAPT15t	T.3Cy.14",23"&37"-24" (s) 180lb 87NHP 2SB,4cf,GS52,HS1540 KjbnhavnsFlydk.&Skbsv.	19 „ 0 s 6 „ 9 12 „ 7 1/2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81692 FNCG	**Prado** (*ex*ReginaPacis-37, *ex*Antrim Coast-33, *ex*Glentaise,*ex*Ploussa) Wireless *ss*Lth.2ndNo.3-11,29 1*Dk*(*Irn*)& *deep framing*	997 702 502	✠ ... 6,34 ✠	Liv	*n*		1905 5mo	Ramage& Ferguson,Ld. Leith	P.Cottaropoulos& G.Theophylactos (P.G.Cottaropoulos *Mgr.*) *CellDBa*36'	218·2 Q77'B63'F45' FK *uE*38'*f*82'269*tFPT*	33·1	13·0	Marseilles French 4*BHCem* 23*tAPT*21*t*	T.3Cy.18",$30\frac{3}{8}$"&49"-33" 155NHP 2SB,6*rf*,GS98,HS2542 Ramage&Fergusn,Lth.	15 " 0	V †
81693 468 ICCQ	**Praga** Ⓟ *ss*Tri.No.3-7,21 *Fitted for oil fuel* 1*Dk*& *Spar dk* & *deep framing* D.F.	3741 2791 2225	✠ ... 11,23 ✠				1908 7mo	Lloyd Austriaco Trieste	"Tirrenia"Soc. Anon.diNav.	368·4 P&B246'F65' FK	44·2	23·4	Naples Italian *WB*	T.3Cy.26",$43\frac{1}{4}$"&73"-48" 495NHP LloydAustriaco,Trieste	25 " 10	I †
81694 161036 GNBJ	**Prague** Ⓟ TwinSc *ss*Har.No.2-38 2*Dks*(*Weather dk pt Stl*-Teak s) *3rd dk forward of Machinery space* Sub.Sig. *CruiserStern*	4220 3028 1988	✠100A1 *with freeboard* 5,40 ~~2,39~~ ~~BS2,39~~ ✠LMC~~2,38~~ 4,40 *For service between Harwich & the Hook of Holland*	Gms Sou	*w*	OG ~~3,38~~ P2,40 S3,38	1930 2mo *Lloyd*'*sA&CP*	J.Brown& Co.Ld. Clydebank	London&North EasternRailway *CellDBuE*42'55 *DTs f*48'57	350·8 366·1(O.L.) *Promenade dk&* F268' FK *tMT*12'120*t* *t DTs a*22'42*t FPT*	50·1	26·0	Harwich British 8*BHptCem* *ptAsp* 12*tAPT*42*t*	4 Steam Turbines SR geared to 2 Sc. Shafts 215lb (*r*) 1520NHP 5SB,*20cf*,GS430,HS15033 FD J.Brown&Co.Ld Clydebnk	27 " 0 s12 " 2½ 15 " 3	BT till 4,41
81695 YPBN	**Prahova** *ss*Gtz.No.3-8,34 *ss*Ant.No.1-38 1*Dk*(*Stl*)	*3609* *3344* *2221*	✠100A1 2,40 BS9,39 ✠LMC3,38	Gen	*w*	CL 3,38	1922 3mo *Lloyd*'*sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	A.Vlasov *CellD*	360·6 P27'B223'F41' FK *B* 315'843*t FPT*89*t*	51·0	22·3	Braila Rumanian 6*BHCem* *APT*89*t*	T.3Cy.24",39"&$65\frac{1}{2}$"-45" (*s*) 180lb 371NHP 3SB,6*cf*,GS126,HS5220 FD Armstrong,Whitworth& Co.Ld.Nwc.	24 " 9	
81696 165940 MMVD	**Prase** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	374 245 193	✠100A1 2,41 ~~12,38~~ ~~✠LMC7,38~~ ~~✠LMC(M)8,40~~ ✠LMC2,41	Ayr Irv	*f*	1,41	1938 7mo *Lloyd*'*sA&CP*	A.Vuijk& Zonen Capelle a/d Ysel	Wm.Robertson	140·3 145·8(O.L.) P37'Q52'F16' FK *CellDB*81'87*tFPT*	24·7	9·0	Glasgow British 3*BHCem* 48*tAPT*19*t*	Oil Engines 4S.C.SA 8Cy.11"-$17\frac{11}{16}$" 49RHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 " 2 s3 " 8 11 " 1	
81697 UOAF	**Pravda** Sub.Sig. 1*Dk*	2513 1980 1387	✠ ... 7,31 ✠				1928 7mo	BalticS.B. &E.Works Leningrad	U.S.S.R.	283·8 P20'B72'F32' FK	43·2	20·5	Leningrad Russian *WB*	T.3Cy.$17\frac{11}{16}$",$29\frac{1}{8}$"&$48\frac{7}{16}$"- $35\frac{7}{16}$" 193NHP BalticS.B.&E.Works,Len.	22 " 8	
81698 YTDL	**Predsednik Kopajtić** *ss*Ssk.No.3-12,40 ~~*ss*Ssk.No.2-37~~ 1*Dk*(*Stl*)2nd *dk*(*Stl*) *in holds*	1798 1521 1048	✠100A1 12,40 ~~1,40~~ ✠LMC 12,40 ~~MS10,36~~ ~~BS4,39 5,40~~	Tri Spt	*q*	CL ~~1,40~~ N12,40	1928 9mo *Lloyd*'*sA&CP*	ClydeS.B. &E.Co.Ld. PortGlasgow	Jadranska Plovidba D.D. *CellD*	260·4 P23'B88'F25' FK *B*220' 471*t FPT*44*t*	40·2	18·2	Split Yugoslav 4*BHptCem* *APT*43*t*	T.3Cy.17",27"&45"-33" (*s*) 180lb FD 188NHP 2SB(Spt),6*cf*,GS90,HS3000 ClydeS.B.&E.Co.Ld.P.Gl.	20 " 3 s2 " 4½ 18 " 0½	
81699 1174 ICCT	**Premuda** (*ex*Tusculum, *ex*Strathdon) *ss*Liv.No.3-11,19 D.F. *ss*Gen.No.1-24 1*Dk*(*Stl*)& *Spar dk*(*Stl*)& *deep framing*	4427 4091 2732	✠ 1,29 ✠	Rot	*x*		1907 7mo	W.Hamil- ton&Co.Ld. Pt.Glasgow	"Corrado"Soc. Anon diNav. *CellDBa* 122'*uE*&*B*42'*f*168'	376·2 P27'B92'F40' 25·4 FK 1091*t DTf* 24'613*t*	52·3	17·4	Genoa Italian 6*BHCem* *APT*113*t*	T.3Cy.25",$41\frac{3}{16}$"&68"-48" 366NHP 3SB,9*cf*,GS165,HS5868 D.Rowan&Co.Glasgow	28 " 0	I †
81700 161514	**Prescodoc** *Mchy.Aft* 1*Dk*	1938 1638 1151					1929	Swan,Hun- ter&Wigham Richardson, Ld.Sunderlnd	PatersonSteam- ships,Ld.	252·8 Q100'F35'	43·4	17·8	Ft.William British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
81701 138214 VGPL	**Prescott** (*ex*Glenisla,*ex*Western Star) *Mchy.Aft* 1*Dk*2*trB*	5461 5254 4268					1908	Detroit S.B.Co. Wyandotte	CanadaSteamship Lines,Ld.	494·0 len24 *WB*	50·2	24·3	Midland, Ont. British	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		R
81702 207099	**President** Wood *Fitted for oil fuel* Wireless 1*Dk*	730 — 468					1910	.... Noank,Conn.	MeseckTowing& Transpn.Co.Inc.	152·0	35·7	13·0	NewYork Utd.States	C.2Cy.18"&40"-28" 71NHP J.W.Sullivan&Co.N.Yk.		
81703 221203 KDBL	**President Adams** Ⓟ TwinSc (*ex*CentennialState) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. GyC. *CruiserStern*	10544 — 5984					1921	NewYork S.B.Corp. Camden,N J	American PresidentLines,Ld.	502·1 P42'B204'F42'	62·2	28·3	S.Frncisco Utd.States *WB*	T.8Cy.24",$40\frac{1}{2}$"&(2)54"-45" 782NHP NewYorkS.B.Corp.		R
	Now "President Grant," see No. 3576 in Supplement															
81704 20485 KDCM	**President Cleveland** Ⓟ TwinSc (*ex*GoldenState) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*& *Shelter dk* D.F. GyC. 3rd *dk in holds* *Longitudinal framing*	12568 — 6491	✠ ... 3,21 ✠				1921 12mo	NwprtNws S.B.&D.D.Co. NewprtNews	American PresidentLines,Ld.	517·0 B189' *on Shelter dk* FK	72·2	27·8 36·8	S.Frncisco Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts 3105NHP NewportNewsS.B.&DDCo	50 " 0	R †
81705 231219 KDMX	**President Coolidge** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 5*Dks* D.F. E.S.D. GyC.	21936 — 12835					1931	NwprtNws S.B.&D.D.Co NewprtNews	American PresidentLines,Ld.	615·6 B&F501'	81·3	28·2 52·0	S.Frncisco Utd.States *WB*	2 Steam Turbines con- nected to Elec. Motor & Sc. Shafts WestinghouseElec.&Mfg. Co.Phl.		R
81706 FNUZ	**Président Dal Piaz** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F.	4929 — 2640					1929	Swan,Hun- ter&Wigham Richardson, LdNewcastle	Cie.Générale Transatlantique	362·5	52·8	26·5	Marseilles French *WB*	6 Steam Turbines SR geared to 2 Sc. Shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
* 81707 TUHD	**Président de Lavit** (*ex*Glenspray, *ex*Camm) *ss*Bdx.No.3-10,33 *ss*Bdx.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	313 211 131	✠100A1 8,38 ✠LMC8,38	Bdx	*d*	CL 6,38	1921 6mo *Lloyd*'*sA&CP*	Crabtree& Co.Ld. Gt.Yarmouth	GrandsMoulins de Bordeaux	129·2 133·3(O.L.) FK Q51'B9'F16' *FPT*21*t*	23·2 24·2	9·5	Bordeaux French 3*BHCem* *APT*28*t*	C.2Cy.16"&33"-22" (*s*) 130lb 61NHP 1SB,2*pf*,GS37,HS1185 Crabtree&Co.Ld.	10 " 5 s " 9½ 9 " 10	
81708 LIYU	**Président de Vogüé** TwinSc *OilEng.* *ss*Rot.No.1-39 *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	9320 8649 5548	✠100A1 12,40 ~~12,39~~ ✠LMC CS5,39 DBS5,39 ~~6,38~~ 5,39 *Carrying Petroleum in bulk*	NYk Sws	*d*†	CL N5,39	1935 5mo *Lloyd*'*sA&CP*	Odense Staalskibsvft vedAPMöller Odense	Skibs A/S Snefonn (Sig.Bergesen d.y. &Co.*Mgrs.*) *CellDBuE*71'231*tD*	480·5 P98'B37'F41' FK *Tf*34'456*tFPT*175*t*	65·0	35·6	Stavanger Norwegian 12*BH* *APT*176*t*	Oil Engines 4S.C.SA 14Cy.$23\frac{1}{4}$"-$43\frac{5}{16}$" 728NHP 2DB*160lb* Akt.Burmeistr&Wain,Cpn	35 " 0 s7 " 3½ 28 " 0	
81709 ~~172593~~ ~~FOLK~~ ~~VWJQ~~ 174210 VWJQ	**Président Doumer** Ⓟ TwinSc *OilEng.* *Ref.Mchy.* 3*Dks* ~~4*Dks*~~ D.F. *CruiserStern*	11898 8400 6692					~~1933~~ 1934	Soc.Pro- vençale de Cnst.Nav. LaCiotat	Ministry of Ship- ping(BibbyBros. &Co.*Mgrs*)	~~468·7~~ B182' 468·5	~~64·0~~ 63·9	~~37·9~~ 37·8	Aden British *WB*	Oil Engines 4S.C.SA 16Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 1307NHP Schneider&Cie.LeCreusot		V

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cert. si ce n'est dans le L.R. Durée, Cert. Bd of Trade
81710 172 OPFA	**President Francqui** *OilEng.* ssAms.No.2-35 *Mchy.Aft* *2Dks(Stl)* D.F. *Longitudinal framing at bottom, decks&topsides*	4919 — 3514	✠100A1 2,41 ~~10,39~~ ~~DBS10,40~~ DBS10,40 *Carrying Petroleum in bulk*	Ant Lon ~~✠LMC~~ ✠LMC3,41	~~10,39~~	CL ~~10,39~~ 2,41	1928 3mo *Lloyd's A&CP*	NewWaterwayS.B.Co. Schiedam	Purfina-ArmementS.A. *CellDBu*	401·0|53·0|27·8 len38 P86'B28'F45' FK *E44' f20'224t FPT*	Ghent Belgian *14BHptCem* *178tAPT93t*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 489NHP 2DB*142lb* Harland&Wolff,Ld.Gls.	28 " 0 s5 " 1½ 23 " 0½	
81711 221426 KDTC	**President Garfield** Ⓟ **TwinSc** (*ex*BlueHenState) *Fitted for oil fuel* *Ref.Mchy.* *3Dks* D.F. GyC. *CruiserStern*	10501 — 5917					1921	NewYork S.B.Corp. CamdenN.J.	American PresidentLines,Ld.	502·1|62·2|28·3 P42'B204'F42'	S.Frncisco Utd.States *WB*	T.8Cy.24",40½"&(2)54"-45" 783NHP NYk.SB.Corp.Camden,NJ		R
	Now "President Madison," *see No.* 89574 *in Supplement*													
81712 221633 KDUT	**President Grant** Ⓟ **TwinSc** (*ex*PineTreeState) *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* *4Dks* D.F. GyC. *Longitudinal framing*	14119 — 8405					1921	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	AmericanMailLine Ld.	517·0|72·2|27·8 B228'	Seattle Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
81713 220952 KDMQ	**President Harrison** Ⓟ **TwinSc** (*ex*WolverineState) *Fitted for oil fuel* *Ref.Mchy.* *3Dks* D.F. GyC. *CruiserStern* *Longitudinal framing*	10509 — 5052					1921	NewYork S.B.Corp. Camden,N.J.	American PresidentLines,Ld.	502·1|62·2|28·3 P42'B204'F42'	S.Frncisco Utd.States *WB*	T.8Cy.(2)24"(2)40½"&(4) 54"-45" 782NHP NewYorkS.B.Corp. Camden,N.J.		R
81714 220858 KDLR	**President Hayes** Ⓟ **TwinSc** (*ex*CreoleState) *Fitted for oil fuel* *Ref.Mchy.* *3Dks* *CruiserStern*	10533 — 6195					1920	NewYork S.B.Corp. Camden,N.J.	American PresidentLines,Ld.	502·1|62·2|28·3 P42'B204'F42'	S.Frncisco Utd.States *WB*	T.8Cy.(2)24$\frac{1}{16}$"(2)40½"&(4) 54"-45" 783NHP NewYorkS.B.Corp. Camden,N.J.		R
	Now "President Tyler," *see No.* 89569 *in Supplement*													
81715 LCTQ	**President Herrenschmidt** **TwinSc** *OilEng.* ssFal.No.1-36 *Mchy.Aft* *1Dk(Stl)2nd dk(Stl)* D.F. *aft of cargo tanks* *CruiserStern* *Web frames* *Longitudinal framing*	9103 8380 5401	✠100A1 2,40 DBS4,39 *Carrying Petroleum in bulk* Surveys delayed	Gal ✠LMC CS6,36 3,39	*d*†	CL PN5,38 s5,38	1932 6mo *Lloyd's A&CP*	Kockums M.V.Aktieb. Malmö	SkibsA/S Dalfonn (SigvalBergesen) *CellDBuE68'220tD*	477·1|63·0|35·9 P100'B38'F44' FK *Tf36'524t FPT198t*	Stavanger Norwegian *12BHptCem* *APT212t*	Oil Engines 4S.C.SA 14Cy.23⅝"-43$\frac{5}{16}$" 754NHP 2DB*160lb*&NDB(*aft*)38 *-160lb* Kockums M.V.Akt.Malmö	35 " 9	
81716 221058 KDPA	**President Jackson** Ⓟ **TwinSc** *ex*SilverState) *Fitted for oil fuel* *Ref.Mchy.* *2Dks&Shelter dk* D.F. GyC. *Longitudinal framing*	14124 — 8377	✠ ... 6,21	✠			1921 5mo	NwprtNws S.B.&D.D.Co. NewprtNews	UnitedStates Maritime Commission	517·0|72·2|27·8 B *on Shelter dk* 189'	Seattle Utd.States *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts NewportNewsSB&DD.Co.	50 " 0	R †
81717 221042 KDOT	**President Jefferson** Ⓟ **TwinSc** (*ex*Wenatchee) *Fitted for oil fuel* *Ref.Mchy.* *2Dks&Shelter dk3rd dk in holds&Web frames* D.F. GyC. *Longitudinal framing* *CruiserStern*	14174 — 8443	✠ ... 5,22	✠			1920 2mo	NewYork S.B.Corp. Camden,N.J.	UnitedStates Maritime Commission	516·5|72·2|27·8 B222' *on Shelter dk* FK	Seattle Utd.States *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	41 " 0	R †
81718 200690 WCCM	**President Johnson** Ⓟ **TwinSc** (*ex*Manchuria) ssN.Yk.No.3-8,16 *Ref.Mchy.* ssN.Yk.No.2-24 *Fitted for oil fuel* D.F. *4Dks&Shelter dk*	15543 — 9487	✠ ... 3,29	✠			1904 5mo	NewYork S.B.Co. Camden,N.J.	American PresidentLines, Ld.	600·0|65·3|23·1 B*onShelter* 39·1 *dk*204' FK&BK3"	S.Frncisco Utd.States *WB*	Q.8Cy.30",43",63"&89"-60" 1923NHP NewYorkS.B.Co.Camden, N.J	43 " 4	R †
81719 221645 KDUY	**President Lincoln** Ⓟ **TwinSc** (*ex*HoosierState) *Fitted for oil fuel* *Ref.Mchy.* *2Dks,Shelter dk&Shade dk* D.F. GyC. *CruiserStern* *Longitudinal framing*	12594 — 6730					1921	NewYork S.B.Corp. Camden,N.J.	American PresidentLines, Ld.	516·5|72·2|27·8 B222'	S.Frncisco Utd.States *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
	Now "Maria del Carmen," *see No.* [illegible] *in Supplement*													
81720 221314 KDSL	**President McKinley** Ⓟ **Twin Sc** *ex*KeystoneState) D.F. GyC. *Fitted for oil fuel* *Ref.Mchy.* *2Dks&Shelter dk&Shade dk* *CruiserStern* *Longitudinal framing*	14127 — 8400					1921	NewYork S.B.Corp. Camden,N.J.	UnitedStates Maritime Commission	516·5|72·2|27·8 B222'	Seattle Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
81721 220326 KDAR	**President Monroe** Ⓟ **TwinSc** (*ex*PanhandleState) *Fitted for oil fuel* *Ref.Mchy.* *3Dks* D.F. GyC. *CruiserStern*	10533 — 6195					1920	NewYork S.B.Corp. Camden,N.J.	American PresidentLines, Ld.	502·1|62·2|28·3 P42'B204'F42'	S.Frncisco Utd.States *WB*	T.8Cy.(2)24",(2)40½"& (4)54"-45" 784NHP NewYorkSBCoCamdn,NJ		R
	Now "President Buchanan," *see No.* 89575 *in Supplement*													
81722 220987 KDNV	**President Pierce** Ⓟ **TwinSc** (*ex*HawkeyeState) *Fitted for oil fuel* *Ref.Mchy.* *4Dks* D.F. GyC. *Cruiser Stern* *Longitudinal framing*	12579 — 6449					1921	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	American PresidentLines, Ld.	517·0|72·2|27·8 B229'	S.Frncisco Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
81723 221054 KDOZ	**President Polk** Ⓟ **TwinSc** (*ex*GraniteState) *Fitted for oil fuel* *Ref.Mchy.* *3Dks* D.F. GyC. *CruiserStern*	10508 — 5918					1921	NewYork S.B.Corp. Camden,N.J.	American PresidentLines, Ld.	502·1|62·2|28·3 P42'B204'F42'	S.Frncisco Utd.States *WB*	T.8Cy.(2)24",(2)40¾"&(4) 54"-45" 781NHP NewYorkS.B.Corp. Camden,N.J.		R
	Now "President Taylor," *see No.* 89571 *in Supplement*													
81724 221901 KDWS	**President Roosevelt** Ⓟ **TwinSc** (*ex*PeninsulaState) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. *3Dks* D.F. GyC. *Longitudinal framing*	13869 — 8138					1921	NewYork S.B.Corp. Camden,N.J.	UnitedStatesLines Co.	516·5|72·2|27·8 B222'	NewYork Utd.States	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
81725 159184 ~~FOTZ~~ GNSO	**President Sergent** ssRot.No.3-5,36 *Mchy.Aft* D.F. *2Dks(Stl)*	5344 4702 ~~2927~~ 2417	✠100A1 12,40 ~~4,40~~ ~~BS5,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 10,23 F.P. above 150° F.*	Cff BS12,40 ✠LMC5,36	*x*	CL ~~12,38~~ 11,40	1923 9mo *Lloyd's A&CP*	Atel.&Ch. deFrance Dunkirk 50° F.	Soc.P y of Ship- lo- Transp troleum grs.) *CellDBuB69'23*	352·9|52·6|31·7 P126'B27'F35' FK *2tDTf400tFPT96t*	Cardiff British *14BHptCem* 9 " *to Udk* *APT66t*	T.3Cy.26",42½"&70"-48" (s) 200lb 445NHP 3SB,6cf,GS130,HS6056 FD Atel.&Ch.deFrance,Dnk.	31 " 6 s5 " 0¾ 26 " 7	
81726 221233 KDRW	**President Taft** Ⓟ **TwinSc** (*ex*BuckeyeState) *Fitted for oil fuel* *Ref.Mchy.* *4Dks* D.F. GyC. *Cruiser Stern* *Longitudinal framing*	12562 — 6481					1921	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	American PresidentLines, Ld.	517·0|72·2|27·8 B229'	S.Frncisco Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net	5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81727 220709 KDHF	**President Van Buren** Ⓟ Twin Sc (*ex*OldNorthState) *Ref.Mchy.* *Fitted for oil fuel* 3*Dks* D.F. GyC. *CruiserStern* Now "President Fillmore," see No. 83578 in Supplement	10533 — 6195					1920	NewYork S.B.Corp. Camden,N.J.	American PresidentLines, Ld.	502·1|62·2|28·3 P42'B204'F42'	S.Frncisco Utd.States *WB*	Q.8Cy.(2)24",(2)40¾"&(4) 54"–45" 782NHP NewYorkS.B.Corp. Camden,N.J.		R
81728 227753 KGQC	**President Warfield** Ⓟ *Fitted for oil fuel* 1*Dk*	1814 — 706					1928	ThePusey &JonesCo Wlmgtn,Del.	BaltimoreStm. PacketCo.	320·0|56·6|16·9	Baltimore Utd.States	T.4Cy.24½",40"&(2)47"–42" 286NHP Pusey&JonesCo.Wlmngtn		R
81729 221374 KDSV	**President Wilson** Ⓟ TwinSc (*ex*EmpireState) *Fitted for oil fuel* D.F. GyC. 2*Dks*&*Shelter dk* *Ref.Mchy.* &*Shade dk* *CruiserStern* *Longitudinal framing* Now "Maria Pipa," see No. 89060 in Supplement	12597 — 6735					1921	NewYork S.B.Corp. Camden,N.J.	American PresidentLines, Ld.	516·5|72·2|27·8 B222'	S.Frncisco Utd.States *WB*	4SteamTurbinesSR geared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
81730 LOIX	**Presidente Figueroa Alcorta** *Mchy.Aft* *OilEng.* TwinSc *CarryingPetroleum in bulk* 1*Dk*	2460 2180 1500					1937	Hansen, Puccini,S.A. SanFernando	ArgentineGovernment(Yacimientos Petroliferos Fiscales)	315·0|52·9|17·0 B69'F36'	Bns.Aires Argentine	Oil Engines 2S.C.SA 14Cy.13¼"–23¾" 443NHP SulzerBros.Ld.Winterthur		
81731 CXAT	**Presidente Terra** (*ex*Michalis–38, *ex*Oakfield–33) *ss*M.Vo.2ndNo.3–12,37 1*Dk*(*ptIrn*&*ptStl*) *Cargo battens not fitted*	*3646* *3422* *2289*	✠100A1 9,40 ~~8,39~~ 10,40 DBS~~8,39~~	MVo MBS5,41 ✠LMC12,37 ~~MBS4,40~~	*w*	CL ~~10,37~~ 9,40	1912 3mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool '*sA&CP*	Administracion Nacional de Puertos- MonteVideo	360·0|51·0|22·7 P25'B221'F36' FK *Cell DBa&uE*142'*f*158	M.Video Uruguayan 6*BHCem* 991*tAPT*87*t*	T.3Cy.25⅝",40½"&67"–45" 180lb *120lb* (*r*) 317NHP 2SB,*6cf*,GS101,HS4769 Cen.Mar.Eng.Wrks.WHpl	25 ″ 1	
81732 150786 KFNS	**Presque Isle** *Mchy.Aft* D.F. 1*Dk*2*trB*	4578 — 3486					1898	Cleveland S.B.Co. Lorain,O.	PresqueIsleTransportationCo. (Cleveland-Cliffs IronCo.*Mgrs.*)	407·0|50·0|24·7	Wilmgton (Del.) Utd.States *WB*	Q.4Cy.17",25½",39"&60"–40" 228NHP ClevelandS.B.Co. Cleveland		R
81733 161155 MPTJ	**Prestatyn Rose** *ss*Bly.No.2–39 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1151 866 670	✠100A1 9,40 ~~11,39~~ BS~~6,39~~ 9,40	Hul Npt ✠LMC8,38	*n*	CL ~~6,39~~ 9,40	1930 5mo *Lloyd*	D&WHendersn&Co.Ld. Glasgow '*sA&CP*	RichardHughes& Co.(Liverpool)Ld.	220·0|34·1|14·2 226·2(O.L.) Q123'B12'F24' FK *Cell DB*144'231*tFPT*	Liverpool British 4*BHptCem* 84*tAPT*41*t*	T.3Cy.17",27"&45"–33" (*s*) 180lb 173NHP 2SB,*4cf*,GS94,HS3304 D&W.Hendersn&CoLdGls	16 ″ 3 s 4 ″ 11 15 ″ 5¾	
81734 137258 MGDB	**Presto** (*ex*Dunelm) *ss*Nwc.No.3–5,29 *ss*Bly.No.2–38 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	971 721 473	✠100A1 5,41 ~~1,40~~ BS~~6,39~~ 10,40	Shl Lon ✠LMC1,38	*l*	CL N1,40	1916 7mo *Lloyd*	R.Thompson&Sons,Ld Sunderland '*sA&CP*	S.&R.Steamships Ld.(Stone&Rolfe Ld.*Mgrs.*)	203·0|33·0|13·0 Q98'B9'F21' FK *Cell DB*129'213*tFPT*	Newcastle British 3*BHCem* 42*tAPT*35*t*	T.3Cy.17½",29"&48"–33" (*s*) 180lb *100lb* 150NHP 1SB,*3pf*,GS58,HS2397 N.E.MarineEng.Co.Ld.Sld	15 ″ 1 s 1 ″ 1 14 ″ 2¼	
81735 140442 GVWR	**Prestol** *ss*Pts.No.3–3,30 D.F. *ss*Sld.No.2–38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *CruiserStern*	2629 2195 993	✠100A1 5,41 BS5,41 *For Government Service* *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,17 *F.P. above* 150° F.	Gmh Gls ✠LMC9,38	*t*	CL ~~8,38~~ 5,41	1917 12mo *Lloyd*	Napier& Miller,Ld. Glasgow '*sA&CP*	TheAdmiralty *CellDBuE&B*68' 148*tDTf*24'	319·7|41·6|23·1 334·7(O.L.) P46'B107'F45' FK 93*tFPT*53*tAPT*36*t*	London British 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	T.3Cy.26",42½"&70"–45" (*s*) 200lb 557NHP 3SB,*9cf*,HS8754 FD J.G.Kincaid&Co.Ld.Grk.	25 ″ 6 s 3 ″ 4 22 ″ 4½	
63/41 81736 YTDN	**Prestolonaslednik Petar** Ⓟ TwinSc *ss*Ssk.No.2–39 1*Dk*(*Stl*)*2nd dk clear of* *mchy. space & bunkers* *CruiserStern*	1726 1297 793	~~✠100A1~~ ~~*withfreeboard*~~ ~~5,40~~ ~~3,39~~ ~~BS5,40~~	Spt ~~✠LMC3,39~~	~~*q*~~	~~CL~~ ~~3,37~~ ~~5,40~~	1931 4mo ~~*Lloyd*~~	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	Jadranska PlovidbaD.D. *CellDBa&uE*53'	259·4|36·2|15·5 270·4(O.L.) P&B190'F61' FK *f*60'94*tDTsf*32'70*t*	Susak Yugoslav 7*BHptCem* *APT*45*t*	Q.8Cy15",21½",31"&45"–30" ~~225lb (*s*)~~ 422NHP ~~3SB,*9cf*,GS172,HS6660 FD~~ Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 ″ 6 ~~s 2 ″ 1½~~ ~~13 ″ 8~~	
81737 DJSG	**Pretoria** Ⓟ TwinSc Sub.Sig. D.F. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* GyC. *CruiserStern* 3*Dks*	16662 12077 9572					1936	Blohm& Voss,K.a.A. Hamburg	DeutscheOst- Afrika-Linie	547·8|72·5|31·5 B&F426' *Upper*B118'	Hamburg German *WB*	6Steam turbinesSR geared 4050NHP Blohm&Voss,K.a.A.Ham.		G
81738 167220 GRRJ	**Pretoria Castle** Ⓟ TwinSc *Oil.Eng.* D.F. 3*Dks*,4*thDk except in after hold* *WeatherDk part electrically welded* Gy.C E.S.D *Ref.Mchy.* *CruiserStern* Sub.Sig.	17392 13389 10436	✠100A1 *withfreeboard* 7,39	Lon ✠LMC4,39	*l*† 2 1/16	CL	1939 4mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	Union-Castle MailS.S.Co.Ld. *CellDB*435'1944*t*	570·7|76·4|39·5 594·6(O.L.) B283'F110' FK *Tanks at sides of tu*	London British 9*BHptCem* (*Coll to W dk* 8 „ *2nd* „) *nels* 25'212	Oil Engines 2S.C.DA 16Cy.24 7/16"–55⅛" 3284NHP 3DB–*100lb* Harland&Wolff,Ld Bel. *tFPT*137*tAPT*301*t*	45 ″ 6 s16″6¾ 29 ″ 2	
81739 DHTN	**Preussen** Ⓟ 4Mst *Fitted for oil fuel* Sub.Sig. D.F. GyC. 2*Dks*	8230 7488 4978					1922	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik Packetf.Akt.Ges. (Ham.-Amr.Linie)	471·1|58·2|32·4 P74'B110'F46'	Hamburg German *WB*	T.3Cy.32 3/16",52⅘"&86⅝"–55" 558NHP FlensburgerSchiffsb.Ges.		G
81740 DSPO	— Ⓟ TwinSc (*Ferry*) Sub.Sig. 2*Dks* D.F. GyC.	2954 2423 1090					1909	Akt.Ges. "Vulcan" Stettin	DeutscheReichsbahnGes.Reichsbahndirektion Stettin	355·8|51·0|20·9 F69' *Promenade dk*275'	Sassnitz German *WB*	T.6Cy.23",38"&63"–36" 476NHP A.G."Vulcan,"Stettin		G
81741 DATM	— Ⓟ TwinSc *OilEng.* Sub.Sig. D.F. 2*Dks* E.S.D. GyC. *CruiserStern*	2529 1682 1343					1926	Stettiner Oderwerke Stettin	Reichsverkehrsministerium(StettinerDampfsch. Ges.J.F.Braeunlich G.m.b.H.*Mgs.*)	296·8|38·3|19·0 B&F255' len34	Stettin German *WB*	Oil Engines 4S.C.SA 20Cy.20⅞"–23⅝" 814NHP Vulcan-Werke,A.GStettin		G
81742 156504 CGPK	**Preventor** TrpSc *OilEng.* *ss*Hfx.No.1–34 1*Dk*(*Stl*)&*2nd dk*(*Stl*)*in holds* *CruiserStern*	317 265 96	✠ ... 10,36 ✠	Hfx			1929 11mo	Canadian VickersLd. Montreal	MarineIndustries, Ld.	164·8|21·1|11·7 F64' FK *CellDBuE*23'10*t FP*	Sorel,P.Q. British 4*BHCem* *T*9*tAPT*6*t*	Oil Engines 4S.C.SA 18Cy.14"–16" 345NHP WintonEngineCo.Clv.	13 ″ 0	
81743 DOHF	**Priamus** 1*Dk*	760 592 423					1911	Akt.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	202·4|28·2|13·0 Q50'B45'F22 len38	Bremen German *WB*	T.3Cy.13",21 1/16"&34 11/16"–23⅝" 58NHP A.G."Weser,"Bremen		G
81744 1351 ISFN	**Priaruggia** 2*Dks*	1196 997 646					1925	N.Odero fu A.&Co. Genoa	IgnazioMessina &C.	209·3|33·9|19·5 P22'B51'F22'	Genoa Italian *WB*	T3Cy15 1/16"20½"&39 5/16"–25 9/16" 79NHP N.Odero fuA.&Co.Genoa		CI
81745 205324 KDXR	**Price McKinney** *Mchy.Aft* D.F. GyC. 1*Dk*	4671 — 3433					1908	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	432·0|54·0|28·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35"&58"–40" 213NHP AmericanS.B.Co.Clevelnd		R

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total Sous le Pont Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L. R. Durée Cert. B. of Trade
81746 PGVF	**Prima** *OilEng.* ssRot.No.1–36 *Mchy Aft* 1*Dk*(*Stl*) *CruiserStern*	405 287 215	✠100A1 Examined 2,41 Par ✠LMC7,36 ✠LMC(M)9,38	~~Ant~~	*f*	~~N4,38~~ 7,40	1932 1mo *Lloyd*	N.V.Werf Vooruit Spaarndam '*sA&CP*	NVMotorscheepv. Maats.Rotterdam (Rotterdamsche KustvaartCentrale N.V. *Mgrs.*)	152·9 P34'F20' FK *Cell DB*98'145t*FPT*17t	25·2	8·5	Rottrdam Dutch 3*BHptCem* *APT*20t	Oil Engines 4S.C.SA 6Cy.12$\frac{3}{16}$"–17½" 87NHP MotorenWerkeMannheim A.G.Mannheim	10 ″ 11 s 1 ″ 1½ 9 ″ 11¼	
81747 LCVL	**Primero** (*ex*SudArgentino, *ex*Primero) TwinSc *OilEng.* D.F. 1*Dk*	4414 3990 2668					1925	Akt.Burmeistr&Wain Copenhagen	A/S IvaransRederi (S.Holter-Sörensen, *Mgr.*)	368·5 P116tH239tF11t	53·7	24·9	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 448NHP Akt.Burmeistr&Wain,Cpn		N
81748 LOBZ	**Primero de Mayo**	905 — 640					1893	Howaldtswerke Kiel	Argentine Government	196·8	29·5	15·1	Bns. Aires Argentine *WB*	T.3Cy.17",27½"&43"–25" NB23 93NHP		
81749 LDNI	**Primo** 1*Dk*	1840 1612 1114					1930	Smith's Dock Co.Ld. Middlesbro'	A/SPavo(Kjell Bruusgaard, *Mgr.*)	265·4 P54tH28t	43·2	18·0	Oslo Norwegian *WB*	T.3Cy.18½",30"&50"–36" 150NHP Smith'sDockCo.Ld.Mdb.		N
81750	**Primorje** Ⓟ (*ex*HaiYen,*ex*Bulga, *ex*Signal) Wireless 1*Dk&Spar dk*	1449 1262 907					1903	Howaldtswerke Kiel	U.S.S.R.	262·9 P24'B73'F34'	36·1	17·8	Vladvostk Russian *WB*	T.3Cy.18½",29¼"&47½"–31½" 126NHP Howaldtswerke,Kiel		
14/41 81751 128044 MDPZ	**Primrose** 3Mst ssLiv.No.1–14 *Mchy.Aft* 1*Dk*(*Stl*)	611 419 256	✠ 1,16 ✠	Liv	*i*		1910 4mo	J Fullerton &Co. Paisley	RichardHughes& Co.(Liverpool)Ld.	175·0 Q105'F32' BK6" *CellDBf*95'	28·1	10·5	Liverpool British 3*BHCem* 187t*FPT*51t	T.3Cy.14$\frac{5}{8}$",24"&40"–27" 90RHP 1SB,3*pf*,GS54,HS1899 Ross&Duncan,Glasgow	13 ″ 0	C †
81752 OHDF	**Primula** Wireless D.F. 1*Dk&Shelter dk*	862 796 450					1904	W.LindbergsAktieb. Stockholm	FinskaÅngfAktieb	202·2 195·0	28·2	13·0	Helsingfrs Finnish *WB*	T.3Cy.17$\frac{5}{8}$",30"&48½"–29" 128NHP W.LindbergsAktieb.Skm.		G
81753 YTDO	**Princ Andrej** ssSch.No.2–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rdDk*(*Stl*)*in way of E&B space*	*5041* *4592* *3019*	✠100A1 *withfreeboard* 4,41 ~~1,40~~ ✠LMC BS~~6,39~~ MS8,39 7,40	Gen ~~NNs~~Bal	*a*†	CL ~~12,38~~ 4,41	1930 10mo *Lloyd*	Lithgows Ld. Pt.Glasgow '*sA&CP*	Dubrovacka PlovidbaA.D.	415·5 F30' FK *CellDB*353'1297t*FPT*153t*APT*276t	55·0	25·5	Dubrovnik Yugoslav 7*BHptCem* *ptAsp* (*Coll to Shdk* 6 ,, *2nd*,,)	T.3Cy25¼",43½"&73"–48"(*s*) 210lb 530NHP 3SB,9*cf*,GS181,HS7500 FD Rankin&BlackmoreLdGrk	28 ″ 0 s 3 ″ 2½ 25 ″ 0½	
81754 YTFJ	**Princ Pavle** (*ex*Valparaiso–35, *ex*Coquimbo–32, *ex*Nevesinje, *ex*Savannah,*ex*Grecian Prince,*ex*WarHind) ssVpo.No.3–6,30 ssSsk.No.2–39 2*Dks*(*Stl*)	*5282* *4843* *3210*	✠100A1 9,39 ✠LMC3,39 BS2,41	Sch	*y*	CL ~~6,37~~ 5,40	1918 10mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	A.Babarovic	400·0 P49'B113'F40' FK *CellDB*340'1067t*FPT*135t	52·4	28·5	Milna Yugoslav 7*BHptCem* *APT*198t	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEngCo.Ld.Sld.	31 ″ 0 s5 ″ 11½ 25 ″ 3¾	
81755 OSDC	**Prince Baudouin** Ⓟ TwinSc *OilEng.* ssOst.No.1–39 2*Dks*,3*rd dk except in Mchy.space* *CruiserStern*	3050 2351 1904	✠100A1 *withfreeboard* 3,41 ~~7,39~~ ✠LMC2,40 *ForService between Ostend & Dover*	Ant Gls		OG 3,38	1934 8mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken '*sA&CP*	BelgianGovernment	357·0 B220' FK *CellDB*82'	49·1 46·1 *49·1*	21·4	Ostend Belgian 10*BHAsp* 305t	Oil Engines 2S.C.SA 24Cy.22$\frac{13}{16}$"–33$\frac{7}{16}$" 2189NHP SocAn.J.Cockerill,Seraing	24 ″ 9 s12 ″ 7½ 12 ″ 5	
81756 OOSB	**Prince Charles** Ⓟ TwinSc ssOst.No.2–38 2*Dks*(*Stl–Weather dk* teak s) 3*rdDk except in E&B space* *CruiserStern*	2950 2471 1331	✠100A1 *withfreeboard* 1,40 BS7,39 ✠LMC6,38 *ForService between Ostend & Dover* *Fitted for oil fuel* 10,30 *F.P. above* 150° F.	Ant		P6,38 S6,39	1930 10mo *Lloyd*	Soc.Anon. Jhn.Cockerill Hoboken '*sA&CP*	BelgianGovernment	347·0 FK *CellDB*14'35t	46·2	22·8	Ostend Belgian 10*BHptCem* *ptAsp* *DTf*12'56t	6SteamTurbinesSRgeared to2Sc.Shafts (*s*) 2779NHP 370lb FD 6WTB(Spt370lb)HS21300 Soc.An.JCockerill,Seraing	24 ″ 9 s13 ″ 0½ 12 ″ 0½	
81757 124202 VGPF	— Ⓟ (*ex*St.Margaret, *ex*Chieftain) ssGls.No.1–11 *Fitted for oil fuel* Wireless, 1*Dk*(*Stl*)&*Shelter dk* Now "Camosun," *see No.*87515 *in Supplement*	1344 450 767	✠ 5,12 ✠	Gls	*n*		1907 8mo	AilsaS.B. Co.Ld. Ayr	UnionSteamships,Ld.	241·7 BK7½" *CellDB u E*34'*f*80'	33·1	11·1	Prince Rupert,BC British 5*BHCem* 143t*APT*12t	T.3Cy.21½",35"&58"–36" 257NHP 2SB,6*cf*,GS135,HS4442 ClydeS.B.Co.Ld.P.Gl.	12 ″ 0	C †
81758 156892 VGFW	**Prince David** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *Cruiser Stern*	6892 3990 3072					1930	Cammell Laird&Co.Ld. Birkenhead	~~PrinceDavid,Ld.~~	366·4	57·1	27·4	Vancouver British *WB*	6SteamTurbinesSRgeared to 2 Sc. Shafts CammellLaird&Co.Ld.Bkn		C
81759 OPML	**Prince de Liége** 2*Dks* *OilEng.* E.S.D. 1*Dk&Shelter dk* *CruiserStern*	*2588* *2082* *1332*					1938	Soc.Anon. Jhn.Cockerill Hoboken	Cie."Dens-Océan" Soc.Anon.	307·4 F13'	45·2	16·8	Antwerp Belgian *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 405NHP SocAn.J.Cockerill,Seraing		V
81760 133036	**Prince Edward** Ⓟ Pad 1*Dk*	304 — 163					1911	A&J.Inglis Ld. Glasgow	London,Midland &ScottishRailway	175·0	22·1	6·0	Glasgow British	C.D.2Cy.26"&48"–48" 133NHP A &J.Inglis,Ld.Gls.		BT till ~~12,40~~ 11,41
81761 134206 VGNR	**Prince Edward Island** Ⓟ (*TrainFerry*) TrpScSr (2*Screws aft & 1 for'd.*) 2*Dks*(*Stl*)&*Web frames* *Promenade dk*(*Stl–ws*)	2795 2071 1110	✠ 6,15 ✠	Nwc	*v*		1915 4mo	Armstrong Whitworth &Co.Ld. Newcastle	CanadianGovernment(Dept.of Transport)	285·3 FK *Cell DBa*42'*u E&B*164'*f*24'463t*FPT*	52·2	21·3	Charlottetown P.E.I. British 8*BHCem* 148t*APT*78t	T.6Cy(a)23½",37½"&60"–39" T.3Cy.(f)21",33½"&54"–36" 1014NHP 6SB,18*cf*,GS383,HS16230 WallsndSlpwyCo.Ld.Nwc	24 ″ 0	
81762 129748 VGJP	**Prince George** Ⓟ TwinSc ssVcr.2ndNo.3–3,34 ssVcr.No.1–38 *Ref.Mchy.* 2*Dks&Shelter dk* *Cruiser Stern*	3372 2148 1625	✠ A1 3,41 ~~2,40~~ BS~~2,40~~3,41 LMC2,37 *Channel & Sound Service Tacoma & Skagway* *Fitted for oil fuel* 3,12 *F.P. above* 150° F.	Vcr		CL ~~12,37~~ 2,41	1910 5mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP*	PrinceGeorge,Ld.	306·7 B*on Shltr dk*170' FK *CellDBu E&B*122 *f*50'277t	42·2	24·0	Prince Rupert, BC British 7*BHAsp* *DTa*26 94t*D*	T.8Cy.(2)23⅝",(2)37"& (4)41"–33" (*s*) 180lb FD 768NHP 2D&2SB18*cf*GS360HS13330 WllsndSlpwy.Co.Ld.Nwc. *Tf*38'179t*FPT*27t*APT*26t	26 ″ 0 s10 ″ 8½ 15 ″ 7½	
81763 129472 VGPJ	**PrinceJohn** Ⓟ (*ex*Amethyst) 3Mst ssVcr.2ndNo.3–9,34 ssVcr.No.1–38 *Well deck* 1*Dk*(*ptStl*) *Mchy Aft* Wireless Now "Cassiar," *see No.*87514 *in Supplement*	905 466 540	✠100A1 *pt Awng dk* *withfreeboard* 2,40 ✠LMC7,38 ✠NB12.28 BS6,39 *Fitted for oil fuel* 3,14 *F. P. above* 150° F.	Vcr	*j*	CL 9,37	1910 3mo	Scott& Sons Bowling A&CP	~~PrinceJohn,Ld. (Canadian NationalSteamships,Mgrs.)~~ UnionSteamships,Ld.	185·3 Q103'*pt Awng dk*82' BK7½" *CellDB*	29·6	10·9	Prince Rupert,BC British 3*BHCem*	T.3Cy.17",28"&45"–33" (*s*) 160lb 147NHP 2SB,4*cf*,GS70,HS2660 Muir&Houston,Ld.Gls. *f*106'170t*FPT*42t*APT*7t	13 ″ 3 s 4 ″ 4 13 ″ 9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	 Breadth.	 Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81764 ONVB	**Prince Leopold** Ⓟ TwinSc ssAnt.No.2–28 2Dks(Stl–U teak s) 3rdDk except in E&B space CruiserStern	2950 2471 1331	100A1 withfreeboard 12,39 BS9,39 LMC11,37 For service between Ostend & Dover Fitted for oil fuel 7,30 F.P. above 150° F.	Ant		12,38	1930 7mo	Soc.Anon. Jhn.Cockerill Hoboken Lloyd'sA&CP	BelgianGovernment	347·0 359·6(O.L.) FK CellDB14'35t	46·2	22·8	Ostend Belgian 10BHptCem ptAsp DTf12'56t	6SteamTurbinesSRgeared to2Sc.Shafts (s) 2779NHP 370lb FD 6WTB(Spt370lb)HS21300 Soc.An.J Cockerill,Seraing	24 ″ 9 s13″0½ 12 ″ 0½	
81765 D.F.	**Prince Philippe** Ⓟ TwinSc OilEng. 2Dks.3rd dk except in Mchy.space CruiserStern	2938 2291 1884	✠100A1 withfreeboard 6,41 ~~5,40~~ ✠LMC5,40 ~~(Class Contemplated)~~ For Service between Ostend & Dover	Ant Cff		OG	1940 5mo	Soc.Anon. Jhn.Cockerill Hoboken Lloyd'sA&CP	BelgianGovernment	357·0 370·7(O.L.) FK CellDB72'254t	49·1 46·1 49.1	21·4	Ostend Belgian 10BHAsp	Oil Engines 2S.C.SA 24Cy.22$\frac{13}{16}$"–33$\frac{1}{16}$" 2189NHP SocAn.J.Cockerill,Seraing	24 ″ 9	
81766 156906 VGJC	**Prince Robert** Ⓟ TwinSc Fitted for oil fuel D.F. E.S.D. GyC. 3Dks Ref.Mchy. CruiserStern	6892 3990 3072					1930	Cammell Laird&Co.Ld. Birkenhead	~~PrinceRobert,Ld.~~	366·4	57·1	27·4	Vancouver British WB	6SteamTurbinesSRgeared to 2 Sc. Shafts CammellLaird&Co.Ld.Bkn		C
81767 129743 VGWP	**Prince Rupert** Ⓟ TwinSc ssVcr.2ndNo.3–5,31 ssVcr.No.2–39 Ref.Mchy. 2Dks&Shelter dk CruiserStern	3379 2151 1626	✠ A1 4,40 ~~2,39~~ ~~BS2,39~~ ✠LMC2,38 For Channel & Sound Service, Tacoma & Skagway Fitted for oil fuel 5,12 F. P. above 150° F.	Vcr BS4,40		CL P4,40 SN4,40	1910 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	PrinceRupert,Ld.	306·7 BonShltr dk 170' FK CellDBuE&B122'f50'277tDTa26'94tFP	42·2	23·9	Prince Rupert,BC British 7BHAsp	T.8Cy.23½",37"&(2)41"–33" 180lb (s) 768NHP 2D&2SB,18cf,GS360, HS13330 FD Wllsnd.Slpwy.Co.Ld.Nwc. T27tAPT26t	26 ″ 0 s10″8½ 15 ″ 7½	
81768 148839 GCZT	**Prince Rupert City** Fitted for oil fuel D.F. 1Dk&Shelter dk	4749 4432 2876					1929	W.Gray& Co.Ld. Sunderland	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. Mgrs.)	400·5 F41'	54·3	25·6	Bideford British WB	T.3Cy.25",42"&70"–48" 339NHP Cen.Mar.EWrks.Ld WHpl		C
81769 155164	**Prince William** TwinSc (exAktion,exM10) Fitted for oil fuel 1Dk	409 285 180					1915	A.G.Neptun Rostock	ArmourSalvage &TowingCo.Ld. (W.P.Armour, Mgr.)	177·0 ...	24·0	10·0	Vancouver, B.C. British WB	T.6Cy.13⅜",21"&33"–18$\frac{1}{10}$" 93RHP A.G."Neptun,"Rostock		C
81770	**Prince of Wales** TwinSc Fitted for oil fuel 1Dk	400 — —					1922	Philip& Son,Ld. Dartmouth	Government of Gambia	150·0	28·5	10·0	Bathurst British	T.6Cy.9",14½"&24"–16" 46NHP Philip&Son,Ld.Dartmouth		
81771 40585 GPDW	**Princesa** TwinSc 3Dks&Shelter dk Ref.Mchy. D.F. CruiserStern	8731 7484 5453					1918	A.Stephen &Sons,Ld. Glasgow	Furness-Houlder ArgentineLines, Ld.	430·2 B255'F35'	61·2	36·0	Liverpool British WB	T.6Cy.25",41½"&70"–48" 679NHP J.Brown&Co.Ld.Clydebnk		C
81772 KZBP	— OilEng. Wireless 1Dk(Teak)	409 — 273	✠ 7,35 ✠	HKg	g		1930 4mo	HongK'ng &Whampoa DockCo.Ld. HongHong	InsularNavigation Co.	154·0 F20' FK FPT21t	28·0	11·5	Cebu,P.I. Utd. States 4BHCem APT24t	Oil Engines 4S.C.SA 6Cy 14$\frac{9}{16}$"–22$\frac{13}{16}$" 123NHP Motorenfabr."Deutz" A.G.Köln-Deutz	11 ″ 6	
81773 126948 VGPN	**Princess Adelaide** Ⓟ Fitted for oil fuel 1Dk(Stl)&pt2nddk(Stl) &ptAwngdk(Stl)&Promenade dk(ptStl)	3061 1186 1783	✠ 9,10 ✠	Gls			1910 9mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo. CellDBuE&B98'f	290·5 FK 60'254tDTanksf18'	46·1	15·0	Vict'riaBC British 7BHCem 55tFPT22t	T.4Cy.27",42"&(2)48½"–39" 616NHP 4SB,12cf,GS331,HS10900 FairfieldCo.Ld.Glasgow	17 ″ 0	
81774 130609 VGPQ	**Princess Alice** Ⓟ Fitted for oil fuel 1Dk(ptStl)&ptAwngdk (Stl–ws)&Promenade dk	3099 1146 1904	✠ 9,11 ✠	Nwc			1911 9mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	CanadianPacific RailwayCo. CellDB	290·6 FK uE&B100'f54'246t	46·1	14·3	Vict'riaBC British 8BHCem DTa34'163t	T.4Cy.27",42"&(2)48½"–39" 610NHP 4SB,12cf,GS332,HS10780 Wllsnd.Slpwy.Co.Ld.Nwc. DTanksf18'56tAPT79t	17 ″ 0	
81775 170227	**Princess Arlene** Wood OilEng. 1Dk	318 257 212					1937	Smith& Rhuland LunenbrgNS	W.L.Sweeney	129·1	27·6	12·6	Yarmouth N.S. British	Oil Engines 2S.C.SA 6Cy.10½"–12½" 116NHP NE40 FairbanksMorse&Co. Beloit,Wis.		
81776 126236 VGWS	**Princess Charlotte** Ⓟ TwinSc Fitted for oil fuel 2Dks(MptStl&LStl)Shelter dk(Stl)& Promenade dk(Stl–ptws)	3925 2457 2080	✠ 10,08 ✠	Gls	v		1908 10mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	330·0 FK WB=CellDBa26'uE&B124'f	46·7	23·7	Vict'riaBC British 6BHCem	T.8Cy.(2)24",(2)38"& (4)43"–33" 795NHP 6SB,18cf,GS362,HS13476 FairfieldCo.Ld.Glasgow 74'335tDTf20'82tAPT74t	26 ″ 0	
81777 154739 VGNF	**Princess Elaine** Ⓟ TrpSc Fitted for oil fuel 2Dks&Promenade dk CruiserStern	2027 1140 725	✠ ... 11,29 ✠				1928 3mo	J.Brown &Co.Ld. Glasgow	CanadianPacific RailwayCo.	291·4 B280' FK	48·1	13·4	Vict'riaBC British WB	3 Steam Turbines SR geared to 3 Sc. Shafts 934NHP J.Brown&Co.Ld.Gls.	16 ″ 0	
81778 156463 VGFD	**Princess Elizabeth** Ⓟ TwinSc Fitted for oil fuel D.F. 2Dks 3rd dk in holds CruiserStern	5251 3163 3023	✠ ... 4,33 ✠				1930 3mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	353·3 B&F307' UpprBdge208' FK	52·1	25·2	Vict'riaBC British WB	Q.8Cy.16",23",33"&48"–33" 622NHP FairfieldCo.Ld.Glasgow	27 ″ 9	
81779 149297 MNWJ	— Ⓟ Pad 1Dk	388 274 151					1927	Day,Summers&Co.Ld. Southampton	Southamptn.I.ofW &S.ofEng.Royal MailStmPktCo.Ld.	195·0 Prom.dk122'	24·2	8·0	S'thamptn British	C.2Cy.23"&48"–51" 94RHP Day,Summers&Co.Ld.Sou		
81780 156707 VGKL	**Princess Helene** Ⓟ TwinSc ssSt.J.No.2–38 D.F. 2Dks(Stl–U ws)3rd dk(Stl) inNos.1,2,3&4holds CruiserStern	4055 2657 2022	✠100A1 withfreeboard 5,40 ~~5,39~~ ~~BS4,39~~ ✠LMC4,38 Fitted for oil fuel 8,30 F.P. above 150° F. BS5,40	StJ	w	CL ~~N4,38~~ 5,40	1930 8mo	W.Denny &Bros.Ld. Dumbarton Lloyd'sA&CP	CanadianPacific RailwayCo. 'Tween deck bulkheads dispensed with Collision bulkhead & after peak bulkhead to U dk CellDB126'176t DTf51'120t DTa298tFPT31t	320·1 330·0(O.L.) B&F256' FK	50·6	24·3	S.John,NB British Asp 6BHto2nddk	6 Steam Turbines SR geared to 2 Sc. Shafts (s) 2WTB265lb DB200lb HS7400 1123NHP FD W.Denny&Bros.Ld.Dmb.	27 ″ 0 s11″2½ 16 ″ 2	
81781 156465 VGCL	**Princess Joan** Ⓟ TwinSc Fitted for oil fuel D.F. 2Dks 3rd dk in holds CruiserStern	5251 3163 3023	✠ ... 4,33 ✠				1930 4mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	353·3 UprB208'B&F307' FK	52·1	25·2	Vict'riaBC British WB	Q.8Cy.16",23",33"&48"–33" 622NHP FairfieldCo.Ld.Glasgow	27 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
81782 150908 VGPK	**Princess Kathleen** Ⓟ TwinSc *Fitted for oil fuel* *ss* Vcr. No.3–8,31 GyC. *3Dks Promenade dk*	5875 3559 2719	✠ … 4,33 ✠				1925 1mo	J.Brown& Co.Ld. Clydebank	CanadianPacific RailwayCo.	350·1|60·1|25·8 FK	Vict'ria BC British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 2462NHP J.Brown&Co.Ld.Clydebnk	28 ″ 9	
81783 150355 VGNM	**Princess Louise** Ⓟ *Fitted for oil fuel* *4Dks*	4032 3266 2449					1921	WallaceSB &D.D.Co.Ld. Vncouvr,B.C	CanadianPacific RailwayCo.	317·2|48·1|34·6	Vict'riaBC British *WB*	T.4Cy.28″,43″&(2)50″–39″ 310NHP WallaceS.B.&D.D.Co.Ld.	27 ″ 6	
81784 133769 VGPM	**Princess Maquinna** Ⓟ *Fitted for oil fuel* *1Dk&Awng dk*	1777 1308 979	✠ … 12,17 ✠				1913 6mo	British Columbia Mar.R.Co.Ld. Victoria,B.C.	CanadianPacific RailwayCo.	232·6|38·0|14·5 *BonAwng dk*142′. FK	Vict'ria BC British *WB*	T.3Cy.20″,33″&54″–36″ 238NHP Bow,McLachln& CoLdPsy	25 ″ 0	
81785 134672 GMQF	**Princess Margaret** Ⓟ TwinSc D.F. *2Dks(Weather dk pt Stl–ws)* E.S.D. *CruiserStern*	2552 1555 1007	✠ 3,31 ✠	Dmb			1931 3mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly. *DTsf*16′151*t* *Wing tanks*	314·2|47·1|15·9 P85′B148′F56′ FK&BK1½′ 16′86*t* *a*12′ 46*t* *FPT*42*t*	Stranraer British 11*BHAsp* *2 to 2nd dk* *APT*58*t*	4SteamTurbinesSR geared to 2 Sc. Shafts 1375NHP 4WTBlrsGS454,HS15408 W.Denny&Bros.Ld.Dmb.	17 ″ 0	BT till ~~10,40~~ 10,41
81786 150910 VGWQ	**Princess Marguerite** Ⓟ *Fitted for oil fuel* TwinSc D.F. *ss* Vcr. No.3–8,31 GyC. *3Dks Promenade dk*	5875 3559 2719	✠ … 4,33 ✠				1925 3mo	J.Brown& Co.Ld. Clydebank	CanadianPacific RailwayCo.	350·1|60·1|25·8 FK	Vict'riaBC British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 2462NHP J.Brown&Co.Ld.Clydebnk	28 ″ 9	
81787 126950 VGPS	**Princess Mary** Ⓟ TwinSc *1Dk(Stl)&pt2nd dk(Stl)* *&ptAwng dk(Stl–ws)* *&ptProm dk(Stl–ws)* *Fitted for oil fuel*	2155 1336 1346	✠ 11,12 ✠	Vcr	*p*	*Rebuilt* 1914	1910 11mo	Bow,Mc- Lachlan& Co. Ld. Paisley Yarrow'sLd. Esquimault, B.C.	CanadianPacific RailwayCo. *CellDBa*27′	248·4|40·1|14·0 len14 FK *uE&B* 65′ *f*46′ 218*t*	Vict'riaBC British 6*BHCem* *DTf*14′52*t*	T.6Cy.16″,27″&44″–30″ 388NHP 2SB,6*cf*,GS181,HS6502 FD Bow,McLachln&CoLd.Psy	16 ″ 0	
81788 134673 GWRT	**Princess Maud** Ⓟ TwinSc D.F. E.S.D. *1Dk2nd dk* Sub.Sig. *clear of machinery space* *CruiserStern*	2883 1658 1172	✠ … 4,35 ✠	Dmb			1934 2mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly. *DTf*14′73*tMTs* *Wing tanks*	319·2|49·1|15·9 51·3 P83′B152′F57′ FK 16′152*t* *a* 12′47*t* *FPT*45*t*	Stranraer British 9*BHAsp* *APT*54*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts 1375NHP 4WTB GS148,HS15400 W.Denny&Bros.Ld.Dmb.	16 ″ 11	BT till ~~5,41~~ 5,42
81789 154848 VGZY	**Princess Norah** Ⓟ D.F. *Fitted for oil fuel* *Ref.Mchy.* *2Dks3rd dk in holds*	2731 1845 1519	✠ … 4,33 ✠				1928 11mo	Fairfield Co.Ld. Glasgow	CanadianPacific RailwayCo.	250·1|48·1|23·0 B155′ FK	Vict'riaBC British *WB*	T.4Cy.24″,38″&(2)45″–36″ 437NHP FairfieldCo.Ld.Glasgow	25 ″ 6	
81790 115953 VGDS	**Princess Victoria** Ⓟ TwinSc *1Dk&Promenade dk* *Fitted for oil fuel*	3167 2096 1538					1903	C.S.Swan& Hunter,Ld. Newcastle	CanadianPacific RailwayCo.	300·0|57·6|15·4	Vict'riaBC British *WB*	T.8Cy(2)26″(2)40″&(4)43½″ –33″ 434NHP Hwthrn,Leslie&C.Ld.Nwc		
81791 KZPN	**Princess of Negros** TwinSc *OilEng.* *1Dk(Teak)&Web frames* *CruiserStern*	522 — 201	✠ … 11,35 ✠	HKg	*j*		1933 4mo	HongK'ng &Whampoa DockCo.Ld. HongKong	NegrosNav.Co.Inc. *DTa*17′11*t*	183·8|31·2|10·9 F24′ *33·0* FK *DTf*9′ 16*t* *APT*48*t*	Iloilo,P.I. Utd.States 5*BHCem* *FPT*17*t*	Oil Engines 2S.C.SA 12Cy.13⅜″–22$\frac{7}{16}$″ 374NHP Atlas-DieselA/B,Skm.	13 ″ 0	
81792 OTIA	**Princesse Marie José** Ⓟ TwinSc *Fitted for oil fuel* *3Dks* *CruiserStern*	1821 1254 837					1922	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovern- ment	348·0|40·0|23·3 B218′	Ostend Belgian	4 Steam Turbines SR geared to 2 Sc. Shafts SocAn.J.Cockerill,Seraing		
81793 150876	**Princeton** *Mchy.Aft* GyC. *1Dk2trB*	4473 — 3379					1900	American S.B.Co Lorain	Pittsburgh S.S.Co.	454·0|50·0|28·5	Duluth, Minn. *WB* Utd.States	Q.4Cy.18″,26¾″,41″&63″–42″ 257NHP AmericanSB.Co.Cleveland		
81794 522 ISGN	**Principessa di Piemonte** Ⓟ *OilEng.* TwinSc	451 279 260					1939	S.A.Bacini e Scali Napoletani Naples	SocietàPartenopea Anonima diNavi- gazione	170·8|25·7|12·5 157·7 P10′B102′F28′	Naples Italian	Oil Engines 2S.C.SA 12Cy.10¼″–17¾″ 219NHP SocAn"Fiat"S.G.M.Turin		I
81795 1170 ICDC	**Principessa Giovanna** Ⓟ *Fitted for oil fuel* TwinSc *Ref.Mchy.* *3Dks* D.F.	8955 — 5082	✠Lloyd'sRMC10,39				1923	Cant.Nav. FrancoTosi Taranto	"Italia"Soc. Anon.diNav.	459·6|59·3|29·2	Genoa Italian *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts SocAnonFrancoTosi,Lgno		CI
81796 17 ISGR	**Principessa Mafalda** Ⓟ *1Dk* *Fitted for oil fuel*	459 330 270					1903	C.&T.T. Pattison Naples	Soc.Partenopea Anon.diNav.	180·6|25·4|13·2	Naples Italian	T.3Cy.20½″,26$\frac{9}{16}$″&48″–27⅜″ 121NHP C.&T.T.Pattison,Naples		I
81797 1196 ICDE	**Principessa Maria** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* *3Dks* D.F.	8918 — 5123	✠Lloyd'sRMC12,39 Nos. 1 & 2 'tween dks. not included				1923	Cant.Nav. FrancoTosi Taranto	"Italia"Soc. Anon.diNav.	460·6|59·3|29·2	Genoa Italian *WB*	4 Steam Turbines DR geared to 2 Sc. Shafts Soc.Anon.FrancoTosi, Legnano		CI
81798 116578	**Prindoc** (*ex*Lupus,*ex*Gilchrist) Sub.Sig. *Mchy.Aft* *1Dk2trB*	3813 3640 2837					1901	WestBay CityS.B.Co. W.BayCity	PatersonSteam- ships,Ld.	364·8|50·2|23·8	Ft.William Ont. *WB* British	T.3Cy.22″,35″&58″–42″ 218NHP DetroitS.B.Co.Detroit		R
81799 OPBA	**Prins Albert** Ⓟ TwinSc *OilEng.* D.F. E.S.D. *2Dks,3rd dk except in* *CruiserStern* *mchy.space*	2938 2291 1884	✠100A1 *withfreeboard* 1,39 ✠LMC10,37 *ForServicebetween Ostend & Dover*	Ant		OG	1937 10mo *Lloyd'sA&CP*	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovern- ment	357·0|49·1|21·4 46·1 49·1 FK 370·7(O.L.) *CellDB*	Ostend Belgian 10*BHAsp* 72′254*t*	Oil Engines 2S.C.SA 24Cy.22⅜″–33$\frac{1}{16}$″ 2189NHP SocAn.J.Cockerill,Seraing	24 ″ 9 s12 ″ 7½ 12 ″ 5	
81800														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81801 PGVH	**Prins Bernhard** *OilEng* *Mchy.Aft* *CruiserStern* 1*Dk* *Cargo battens not fitted in No. 1 hold* *Butts of keel & part bilge plating electrically welded*	567 381 322	✠100A1 10,38 ✠LMC10,38	Ams	*h*	OG	1938 10mo *Lloyd's A&CP*	N.V.Haarlemsche Schpsb Maats Haarlem	N.V.Gemengd bedryf.Vaartuigendienst Suriname	165·4|26·5|10·6 *26·8* 179·6(O.L.) FK P69′F26′ *CellDB*113′	Paramaribo Dutch 4*BHptCem* 124*tFPT*23*t*	Oil Engines 2S C.SA 6Cy.$11\frac{13}{16}''$–$15\frac{3}{4}''$ 147NHP NV.KromhoutMtrnfbAms *APT*22*t*	12 ″ 6 s ″ $11\frac{3}{4}$ 11 ″ $7\frac{3}{4}$	
81802 PGVJ	— *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	388 254 203					1937	NVSchpsw Gebr.van derWerf Deest	Jac.Kunst& K.Schuitema	139·6|26·1| 8·5 Q57′B11′F24′	Groningen Dutch *W*	Oil Engines 2S.C.SA 6Cy.$10\frac{1}{4}''$–$14\frac{9}{16}''$ 110NHP N.V.Mchfb.Bolnes,Bolnes		V
81803 OXPS	**Prins Christian** Ⓟ TwinSc (*Ferry*) Sub.Sig. D.F. 1*Dk*2*trB*	1901 1661 745					1903	Helsingörs Jernsk.&Msk Elsinore	DeDanske Statsbaner	293·6|44·9|21·1	Copnhagn Danish *WB*	T.6Cy.19″,$31\frac{1}{2}''$&52″–28″ 286NHP HelsingörsJernsk.& Mskb.		V
2/41 81804 PGVW	**Prins Frederik Hendrik** (*ex*Taborfjell–37) Wireless D.F. 1*Dk&Shelter dk* *CruiserStern*	1288 1026 689					1936	Fredrkstad Mek.Verks. Fredrikstad	Maats.Zeetransport N.V. (Anthony VederN.V.*Mgrs.*)	250·4|42·2|14·0 P59*t*H126*t*F14*t*	Rottrdam Dutch *WB*	C.4Cy.(2)$13\frac{3}{4}''$&(2)$32\frac{5}{16}''$–$30\frac{1}{2}''$ 96NHP FredrikstadM.V.Frdstad		N
81805 167467 MPJJ	**Prins Knud** *ss*Cpn.No.3–1,35 *ss*Cpn.No.1–39 Wireless D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1340 1126 784	✠100A1 7~~103,30~~ 6,41 ✠LMC3,39 BS7,40	Cpn N~~we~~	*o* Shl	OG ~~5,38~~ 6,40	1922 2mo *Completed by* *Lloyd's A&CP*	Kallundborg Skibsv. Kallundborg	Ministry of Shipping (France,Fenwick,Tyne&Wear Co.Ld.*Mgrs.*) KjöbenhavensFlydedok&Skibsverft	233·9|37·2|15·8 244·0(O.L.) P13′B50′F29′ FK *CellDB*195′ 409*t FPT*63*t*	London British 4*BHCem* *APT*28*t*	T.3Cy.$16\frac{9}{16}''$,$26\frac{3}{8}''$&$42\frac{1}{8}''$–$29\frac{1}{2}$ 185lb (*s*) 128NHP 2SB(~~Spt~~),4*cf*,GS68,HS2240 Steen&Kaufmann, Elmshorn	18 ″ 0 s 1 ″ 11 16 ″ 2	
81806 PGVY	**Prins Maurits** (*ex*Harpefjell–37) Wireless D.F. *Cruiser Stern* 1*Dk&Shelter dk*	1287 1026 688					1936	Fredrkstad Mek.Verks. Fredrikstad	Maats.Zeetransport N.V. (Anthony VederN.V.*Mgrs.*)	250·4|42·2|14·0	Rottrdam Dutch *WB*	C.4Cy.(2)$13\frac{3}{4}''$&(2)$32\frac{5}{16}''$ $30\frac{1}{2}''$ 96NHP FredrikstadM.V.Frdstad.		N
89/40 81807 LCVM	**Prins Olav** Ⓟ (*ex Yacht*Alexandra) *CruiserStern* D.F. E.S.D. 2*Dks&Shelter dk &Promenade dk* *Ref.Mchy.*	2147 1467 1247					1907	A.&J. Inglis,Ld. Glasgow	DetNordenfjeldske Dampskibsselskap	275·3|40·1|21·2 F&B190′	Trondheim Norwegian *WB*	C.4Cy.(2)$17\frac{3}{4}''$&(2)$42\frac{1}{2}''$–$38\frac{13}{16}''$ NE&B37 187NHP FredrikstadM.V.A/S Fredrikstad		N
73/41 81808 PGWC	**Prins Willem II** 1*Dk&Shelterdk* Wireless *CruiserStern*	1304 1042 728					1939	Fredrkstad MekVrksA/S Fredrikstad	Maats.Zeetransport N.V.(Anthony VederN.V.*Mgrs.*)	250·4|42·2|14·0	Rottrdam Dutch *WB*	C4Cy(2)13″&(2)$30\frac{5}{16}''$–$28\frac{3}{4}''$ 82NHP FredrikstadM.V.A/S Fredrikstad		N
81809 PGWD	**Prins Willem III** *OilEng.* Wireless 1*Dk&Shelter dk* *CruiserStern*	1524 1172 810					1939	NVSchpsw "DeMerwede" v/h van Vliet&Co. Hardinxveld	Maats.Zeetransport N.V. (Anthony VederN.V.*Mgrs.*)	250·3|42·0|14·7 P23′B&F222′	Rottrdam Dutch *WB*	Oil Engines 2SC. 5Cy.$21\frac{1}{4}''$–$35\frac{7}{16}''$ Gbr.Stork&CoNVHengelo		V
81810 PGWA	**Prins Willem Van Oranje** Wireless D.F. 2*Dks* *CruiserStern*	1303 1042 696					1938	Fredrkstad MekVrksA/S Fredrikstad	Maats.Zeetransport N.V.(Anthony VederN.V.*Mgrs.*)	250·4|42·2|14·0	Rottrdam Dutch	C.4Cy.(2)13″&(2)$30\frac{5}{16}''$–$28\frac{3}{4}''$ 82NHP FredrikstadM.V.A/S Fredrikstad		N
81811 ONUB	**Prinses Astrid** Ⓟ TwinSc *ss*Ant.No.2–38 2*Dks*(*Stl–U* teak s) *3rd dk except in E&B spaces* *Cruiser Stern*	2950 2471 1331	100A1 *withfreeboard* 9,39 BS6,39 LMC5,38 *For service between Ostend & Dover* *Fitted for oil fuel 4,30 F.P. above 150° F.*	Ant		s5,38 P5,39	1930 4mo *Lloyd's A&CP*	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovernment	347·0|46·2|22·8 359·5(O.L.) FK *CellDB*14′35*tDTf*12′56*t*	Ostend Belgian 10*BHptCem pt Asp*	6SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 370lb FD 2779NHP 6WTB(Spt370lb),HS21300 SocAn.J.Cockerill,Seraing	24 ″ 9 s13″ $0\frac{1}{4}$ 12 ″ $0\frac{1}{2}$	
81812 PGVN	**Prinses Beatrix** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 3*Dks* Sub.Sig. *CruiserStern* *Butts of shell & deck plating electrically welded*	4135 2994 2100	✠100A1 *withfreeboard* 6,39 ✠LMC6,39 *For Channel Service, Flushing & Harwich, also European Summer Cruising*	Fls		OG	1939 6mo *Lloyd's A&CP*	N.V.Konink.Maats. "DeSchelde" Flushing	Stoomv.Maats Zeeland	359·6|47·2|24·8 379·9(O.L.) F90′&*Prom dk* FK *CellDBuE*72′196*t DTsf*246*tDTsa*11	Flushing Dutch 9*BHptCem* (*Coll to Udk* 8 „2nd„) 9*tFPT* 57*t A*	Oil Engines 2S.C.SA 20Cy.$22\frac{13}{16}''$–$33\frac{1}{16}''$ 1824NHP DB(WT)171*lb* N.V.Konink.Maats. "DeSchelde"Flushing *PT* 75*t*	28 ″ 0 s 6 ″ $9\frac{1}{2}$ 13 ″ $6\frac{3}{4}$	
81813 PGVM	— *OilEng.* Wireless D.F. 1*Dk* *CruiserStern*	360 245 148					1938	N.V.Noord Nederlndsch. Schpswerven Groningen	K.Eeftingh	141·7|23·0| 9·7 P48′F20′	Gasselternijveer Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$11\frac{1}{4}''$–$16\frac{9}{16}''$ 74NHP Mtrn.WerkeMannheimAG		V
81814	**Prinses Irene** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*	400 264 211					1939	Bodewes Schpswerven Martenshoek	J.Buining	143·8|26·1| 9·2	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy. WerkspoorN.V.Ams.		
81815 OOTB	**PrinsesJosephineCharlotte** Ⓟ TwinSc *ss*Ant.No.2–38 2*Dks*(*Stl–weather dk* teak s) *3rd dk except in E & B space* *CruiserStern*	2950 2471 1331	✠100A1 *withfreeboard* 6,40~~3,39~~ BS3,39 ✠LMC3,37 *For Service between Ostend & Dover* *Fitted for oil fuel 1,31 F.P above 150° F.*	Ant Liv		~~6,37~~ 6,40	1931 1mo *Lloyd's A&CP*	Soc.Anon. Jhn.Cockerill Hoboken	BelgianGovernment	347·0|46·2|22·8 359·5(O.L.) FK *CellDB*14′35*tDTf*12′56*t*	Ostend Belgian 10*BHptCem pt Asp*	6SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 370lb FD 2779NHP 6WTB(Spt370lb),HS21300 SocAn.J.Cockerill,Seraing	24 ″ 9 s13″ $0\frac{1}{4}$ 12 ″ $0\frac{1}{2}$	
7/40 81816 PGVP	**Prinses Juliana** Ⓟ TwinSc *ss*Rot.No.3–7,32 D.F. Sub.Sig. *ss*Rot.No.1–36 3*Dks*(*StlU*–ws)	2908 2407 1122	✠ A– *withfreeboard* 12,38 BS4,40 ✠LMC5,36 *For Channel Service Flushing & Harwich; also European Summer Cruising*	Rot		OG s11,37 P11,38	1920 8mo	Kon.Maats "deSchelde" Flushing	Stoomv.Maats. Zeeland	350·4|42·7|23·9 F60′ FK *CellDBuE*12′	Flushing Dutch 11*BHAsp* 23*tAPT*56*t*	T.8Cy.(2)28″,(2)$43\frac{1}{2}''$&(4)49″–33″ (*s*) 190lb 1130NHP 4DB,24*cf*GS534,HS19440FD Maats.deSchelde,Flushing	25 ″ 0 s11 ″ $11\frac{3}{4}$ 13 ″ 4	
81817 PZAA	— Wireless 1*Dk*	443 281 229					1910	Wilton's E.&SlpwyCo. Rotterdam	Government of Surinam	165·0|25·0| 9·8 P34′B68′F20′	Paramribo Dutch *WB*	T.3Cy.$10\frac{1}{2}''$,17″&27″–18″ NB29 31NHP Wilton'sE.&Slpwy.Co.Rot		
81818 OPMQ	**Prinses Maria-Pia** E.S.D. *OilEng.* *CruiserStern* 1*Dk&Shelter dk*	2588 2082 1332					1938	Soc.Anon. Jn.Cockerill Hoboken	Cie."Dens-Océan Soc.Anon.	307·4|45·2|16·8 F13′	Antwerp Belgian *WB*	Oil Engines 2S C.SA 6Cy.$19\frac{11}{16}''$–$35\frac{7}{16}''$ 405NHP SocAn.J.Cockerill,Seraing		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détail de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. R of Trade.
169/40 [illegible] 81819 LEQG	**Prinsesse Ragnhild** Ⓟ E.S.D. Wireless D.F. 2*Dks*	1590 1186 869					1931	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	236·1 H350*t*	37·6	21·0	Tr'ndheim Norwegian *WB*	C.4Cy.(2)15⅝"&(2)37¾"–34 7/16" 139NHP FredrikstadM.V.Frdstad.		N
81820 160295 MMBC	**Privet** *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	360 257 129	✠100A1 11,38 ✠LMC10,36	Bwg	*f*	CL 11,38	1936 10mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	Newry&Kilkeel S.S.Co.Ld. (J.Fisher&Sons, Ld.*Mgrs.*)	142·2 Q81'B7'F20' BK6" *FPT*	23·6	10·5	Newry British 3*BHCem* 54*t* *APT*35*t*	T.3Cy.11½",20"&32"–24" 205lb (*s*) 62RHP 1SB,3*cf*,GS51,HS1489 Aitchison,Blair,Ld. Clydebank	11 ʺ 5 s 3 ʺ 6½ 11 ʺ 8½	
81821 1844 ISGU	**Pro Patria** (*ex*Calshot) *OilEng.* *ss*Gen.2ndNo.3–9,33 *Well deck* 1*Dk*(*ptIrn ptStl*)	541 425 272	✠ ... 2,35	Gen	*i*		1905 6mo	AilsaS.B. Co.Ld. Troon	E.Passalacqua	185·2 178·5 BK7½" P18'Q79'B16'F32' *CellDBa*35' 50*t* *FPT*	27·1	12·4	Genoa Italian 4*BHCem* 50*t* *APT*23*t*	Oil Engines 4S.C.SA 6Cy.12 3/16"–14 3/16" 87NHP NE*made*20*refitted*33 FrancoTosiS.A.Legnano	13 ʺ 3	I †
81822 870 ICDF	**Probitas** (*ex*Ansaldo SanGiorgioPrimo) **TwinSc** *OilEng.* D.F. 1*Dk*	5084 4414 3000					1918	Ansaldo SanGiorgio Spezia	SocAnon.Industria Armamento	392·9 P52'B120'F33'	51·7	27·6	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.24¾"–35 7/16" 862NHP FiatSanGiorgio,Turin		CI
81823 408 IBBK	**Procida** (*ex*CanadianTraveller–32) *ss*Hfx.No.2–30 D.F. 2*Dks*(*Stl*)	5366 — 3267	✠ ... 3,34 ✠	Hfx			1921 3mo	Harbour Marine,Ld. Victoria,B.C.	A.Lauro *CellDB*	413·1 399·8 P49'B113'F38', FK 329'1026*t* *FPT*149*t*	52·2	28·5	Naples Italian 6*BHptCem* *APT*131*t*	T.3Cy.27",44"&73"–48" 521NHP 3SB,9*cf*,GS198,HS7743 JohnInglisCo.Ld. Toronto	31 ʺ 0	I †
Now	"Empire Volunteer," *see No.* 87941 *in Supplement*															
81824 DHTO	— D.F. 1*Dk*	1842 1574 1036					1927	Akt.Ges. "Neptun" Rostock	R.M.Sloman,jr.	287·9 P227'F33'	41·1	16·9	Hamburg German *WB*	T.3Cy.21¼",34⅝"&56"–37 7/16" 192NHP A.G."Neptun,"Rostock		G
81825 FOQM	— (*ex*Vav) Wireless 1*Dk*	1156 1003 664					1925	MossVærft Moss	Scotto,Ambrosino &PuglieseFils& Co.	226·5 P23'B56'F26'	36·5	15·7	Oran French *WB*	T.3Cy.16",25"&42"–30" 97NHP MossVærft,Moss		V
81826 147935 MNCJ	**Procris** *ss*Gls.No.3–2,30 Wireless E.S.D. *ss*Lon.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*)&*Shltr dk*(*Stl*)	1033 796 465	✠100A1 *with freeboard* 1,41 ~~9,38~~ BS~~10,39~~ 11,40 ✠LMC9,38	Lon Gls	*n*	CL ~~3,37~~ 1,41	1924 11mo *Lloyd*	A&J.Inglis Ld. Glasgow '*sA&CP*	Moss,Hutchison Line,Ld. *CellDBuE*24'27*t*D *FPT*84*t* *APT*	220·3 228·0(O.L.) 13·6 F26' FK B*f*28'64*t* 18*t* (*after peak*B	34·3	20·6	Glasgow British 3*BHCem* *H to* 2*nd dk*)	T.3Cy.16",27"&44"–33" (*s*) 180lb 145NHP 2SB,4*cf*,GS84,HS2570 A.&J.Inglis,Ld.	14 ʺ 11 s ʺ 2 14 ʺ 10½	
81827 7797 SIZA	**Procyon** **TwinSc** *OilEng.* *ss*Got.No.2–40 ~~*ss*Fal.No.1–37~~ D.F. *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing–bracketless system*	8721 7968 4954	✠100A1 B,405~~–39~~ DBS1,40 ✠LMC~~8,38~~ 8,40 *Carrying Petroleum in bulk*	Rot Got	*d*†	CL ~~3,38~~ 5,40	1933 3mo *Lloyd*	Kockums M.V.Aktieb. Malmö '*sA&CP* *CellDBuE*6	TrelleborgsÅngf. NyaAktieb.(J. Malmros,*Mgr.*) 5'298*t* *DTf*36'536*t*	482·4 466·0 489·5(O.L.) P105'B37'F40' FK *FPT*148*t* *APT*253*t*	61·8	36·1	Trelleborg Swedish 16*BH* (10 *to U dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 16Cy.23⅝"–43 5/16" 865NHP 2DB171*lb* KockumsM.V.Akt.Malmö	36 ʺ 3 s 8 ʺ 0½ 28 ʺ 5	
81828 383 ISGZ	**Prode** (*ex*JanVanRijswijck–33, *ex*Circe) 1*Dk*	1244 — 569					1903	Sunderlnd S.B.Co.Ld Sunderland	E.Milano&Co.	238·8 230·0 Q83'B54'F18'	34·0	15·7	Trieste Italian	T.3Cy.18",30"&49"–33" NB10 138NHP J.S.Vaux&Co.Sunderland		I
81829 933 SZNV	**Prodromos** **TwinSc** (*ex*Steamer,*ex*PorteurNo.36, *ex*Primus) *OilEng.* *Carrying Petroleum in bulk*	877 — 424					1907	Lobnitz& Co.Ld. Renfrew	Vayannis& Cairactides	189·6	31·9	14·4	Piræus Greek	Oil Engines 2S.C.SA 8Cy.13"–18¾"NE38 236NHP A/BBolinder-Munktell Skm.		
74/41 81830 LDFA	**Profit** (*ex*Utsire) D.F. 1*Dk*	1608 1195 910					1918	Laxevaags Msk.&Jrnskb Bergen	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	246·2 P37*t*Q108*t*B95*t* F39*t*H169*t*	37·9	15·6	Haugesnd Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP LaxevaagsMsk.&Jrns.Bgn		N
81831 UNDF	**Profsoyuz** (*ex*Lovat,*ex*Runo) *Mchy.Aft* Wireless 1*Dk*	771 606 405					1912	Scott& Sons Bowling	U.S.S.R.	206·6 Q92'B16'F22'	36·0	9·6	Archangel Russian	T.3Cy.13½",22"&36"–24" 63NHP W.V.V.Lidgerwood,Gls.		
81832 XCID	**Progreso** (*ex*IsauroAlfaroAlijadores No.1–39,*ex*Dos Equis–33,*ex*PerSkogland, *ex*Lambermont,*ex*CayoRomano, *ex*BargeP.D.11) *Fitted for oil fuel* 1*Dk* Wireless *Mchy.Aft*	828 — 582					1918	NofIreland S.B.Co.Ld. Londonderry	Co-operativa de Marineros del Golfo	180·0 F28'	31·2	13·0	VeraCruz Mexican *WB*	T.3Cy.13",23"&37"–26" 70NHP Cooper&Greig,Dundee		
						Rebuilt 1921 *by* Ateliers de Réparations Industrielles&Navales Neptune Soc.Anon.Antwerp										
81833 UNYM	**Proletari** (*ex*Christian, *ex*HaraldHorn) *ss*Stn.No.3–3,23 1*Dk*(*Stl*) Wireless *Well deck*	1123 854 596	9,26	Ham	*n*		1905	Eiderwerft Akt.Ges Tönning	U.S.S.R	221·8 P12'Q57'B60'F29' FK *CellDB*182'348*t* *FP*	33·6	15·4	Archangel Russian 4*BHCem* *T*42*t* *APT*9*t*	T.3Cy.17⅛",28⅝"&46⅞"–31½" 153NHP 2SB,4*cf*,GS73,HS2621 EiderwerftA.G.Tönning		
81834 164119 GZNS	**Prome** Ⓟ D.F. *Fitted for oil fuel* *Ref.Mchy.* *Cruiser Stern* 2*Dks*	7043 5913 4334					1937	WmDenny &Bros.Ld. Dumbarton	Brit.&BurmeseSN. Co.Ld.(P.Henderson&Co.*Mgrs.*)	444·9 P32'B46'F23'	59·2	30·4	Glasgow British *WB*	3SR geared steam turbines 583NHP Wm.Denny&BrosLd.Dmb		C BT till ~~8,40~~ 4,41
81835 58 IBUI	**Prometeo** (*ex*Cedarpark) *ss*Fiu.No.2–30 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F. *Carrying Petroleum in bulk* *Fitted for oil fuel*	4958 4438 2918	✠ ... 11,34 ✠	Gen	*x*		1922 8mo	Greenock Dockyard Co.Ld. Greenock	SocietàPetrolifera EserciziMarittimi *CellDBuE*&*B*75'	388·0 P99'B35'F44' FK *f*40' 160*t* *APT*126	52·2	26·5	Fiume Italian 16*BHptCem* (12 *to U dk* 4 ,, 2*nd* ,,)	T.3Cy.25",41"&68 3/16"–48" 355NHP 3SB,9*cf*,GS165,HS5583 J.G.Kincaid&Co.Ld.Grk.	29 ʺ 0	I †
81836 HPFJ	**Prometheus** **TwinSc** Sub.Sig. *OilEng.* D.F. E.S.D. 2*Dks*3*trB* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	8890 7884 5346					1923	Howaldts- werke Kiel	PanamaTransportCo.	499·0 B45'	64·1	31·7	Panama Pnamanian	Oil Engines 4S.C.SA 12Cy.25½"–43 5/16" 755NHP Frd.KruppA.G.Kiel	32 ʺ 0 s 5 ʺ 4½ 26 ʺ 10½	G
81837 147335 GLXC	— Ⓟ **TwinSc** (*Special quality Steel*) *OilEng.* D.F. 2*Dks*(*Stl–Upper dk* ws) 3*rd dk*(*Stl*) *in No.* 1 *hold* *Longitudinal framing at Bridge dk*	6095 5385 3572	✠ 9,27 ✠	Liv			1925 10mo	Scott'sS.B. &E.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*) *CellD*	431·2 P50'B123'F45' FK *B*356'1269*t* *DTf*28'	54·7	30·1	Liverpool British 8*BHptCem* 865*t* *DTa*30'	Oil Engines 4S.C.DA 16Cy.24⅝"–43 5/16" 1900NHP Akt.Burmeistr&Wain,Cpn 856*t* *FPT*62*t* *APT*70*t*	32 ʺ 9	BT till ~~1,41~~ 7,41

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81838 LCVN	**Prominent** Ⓟ *ss*H.Kg.No.3-5,30 *ss*H.Kg.No.2-37 2*Dks*(*Stl*-*U*teak s)	*2232* *1786* *1377*	✠100A1 ~~5,40~~~~12,39~~3,41 BS12,39 ✠LMC1,39 3,41	HKg	*r*	~~N12,38~~ 3,41	1918 2mo *Lloyd*	HongK'ng &Whampoa DockCo.Ld. HongKong 'sA&CP	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	270·6|40·1|19·4 281·5(O.L.) P26'B76'F26' FK *CellDB*231'442*tFPT*	Haugesnd Norwegian 5*BHCem* 34*tAPT*71*t*	T.3Cy.20",33"&54"-39" (*s*) 180lb 215NHP 2SB,6*cf*,GS119,HS3552 HongKong&Whampoa DockCo.Ld.	21 ″ 6 s 2 ″ 9¼ 18 ″ 11¼	
81839 LEQI	**Promise** (*ex*Gitterö) 1*Dk*	1291 1099 727					1920	NV.Schps. Juliana Papendrecht	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	236·3|36·2|15·9 P24'B73'F29'	Haugesnd Norwegian *WB*	T.3Cy.17½",29"&46"-36" J.&A. 127NHP v.d.Schuyt,Papendrecht		N
81840 216 ISHV	**Promontore** (*ex*Ville deBelfort, *ex*KibiMaruNo.5, *ss*Bdx.No.3-4,24 *ex*Diorite) 1*Dk*& *Web frames*	998 887 580	... 5,29				1917	Hakodate DockCo. Hakodate	Nav.CarloMartinolichS.a.g.l.	224·4|31·5|16·5 B43'F24' FK	Trieste Italian *WB*	T.3Cy.14$\frac{9}{16}$",24⅜"&40$\frac{3}{16}$"-30" 107NHP HakodateDockCo.	17 ″ 6	I †
81841 6278 LCVO	**Pronto** Ⓟ (*ex*Lombardia) *ss*H.Kg.No.3-1,32 *ss*HKg.No.2-40 ~~*ss*H.Kg.No.1-37~~ 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	2201 2034 1283	✠100A1 *Shelter dk* *withfreeboard* 5,40 ~~4,39~~ ~~BS4,39~~ ✠LMC4,37 5,40	HKg	*r*	OG N4,38	1920 5mo *Lloyd*	N.V.Werf Zeeland Hansweert 'sA&CP	D/S A/S Produce (J.Odland,S.S. *Mgr.*) *CellDB*237'454*t*	271·2|41·3|15·6 285·0(O.L.) FK (4 *FPT*38*tAPT*24*t*	Haugesnd Norwegian 5*BH Cem* *BH to Sh dk* *AP* „ *2nd* „	T.3Cy.23",37"&62"-39" (*s*) 180lb *100lb* 290NHP 2SB,6*cf*,GS104,HS3900 FD Wilton'sEng.SlipwayCo.) Rot.	25 ″ 6 s 6 ″ 9¼ 19 ″ 1¼	
81842 LCVP	**Prosper** Ⓟ *ss*H.Kg.No.3-11,29 *ss*H.Kg.No.2-38 2*Dks*(*Stl*-*U*teak s)	2232 1786 1377	✠100A1 4,40 BS4,40 ✠LMC2,38	HKg	*r*	CL 4,40	1917 12mo *Lloyd*	HongK'ng &Whampoa DockCo.Ld. HongKong 'sA&CP	D/S A/S Produce (J.Odland,S.S. *Mgr.*) *CellD*	270·6|40·1|19·4 281·5(O.L.) P26'B76'F26' FK *B*231' 442*t FPT*34*t*	Haugesnd Norwegian 5*BHCem* *APT*71*t*	T.3Cy.20",33"&54"-39" (*s*) 180lb 215NHP 2SB,6*cf*,GS118,HS3552 HongKong&Whampoa DockCo.Ld.HongKong	21 ″ 6 s2 ″ 9¼ 18 ″ 11¼	
81843 FNSA	**Prosper Schiaffino** (*ex*PetiteTerre-39, *Fitted for oil fuel* *ex*Donator-33) 1*Dk* *Ref.Mchy.* D.F.	1699 1393 976					1930	Bergens Mek.Værks. A/SBergen	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch. Schiaffino&Cie. *Mgrs.*)	256·8|39·2|18·2 P57*t*H114*t*F6*t*	Algiers French	T.3Cy.21½",37"&60"-39" 225NHP BergensMek.Værks,A/S		V
81844 47 ISID	**Prospero** *ss*NFL.2ndNo.3-5,29 *ss*NFL.No.1-33 1*Dk*& *Web frames* & *Awng dk*(*Stl*-ws)	971 927 560	✠ ... 4,38 ✠	NFL	*m*		1904 10mo	Murdoch& Murray Pt.Glasgow	Soc.Anon. Cantiere di Portovenere *CellDBa*39'*uE*17'	209·8|31·2|20·2 204·8 F23' BK7½" *f*77'141*tF*	Spezia Italian 3*BHCem* *PT*31*tAPT*33*t*	T.3Cy.18½",30"&50"-33" 197NHP 1SB,3*cf*,GS59,HS2924 D.Rowan&Co.Glasgow	22 ″ 9	I †
81845 1120 IOTC	**Proteo** WoodAuxBkn (*ex*Imperia-37,*ex*Andora) *OilEng.* *Mchy.Aft* 1*Dk* (*SeeSailingShipRegister*)	399 — 323					1919	Cant.Nav. diAndora Andora	FortunatoDelRe	137·8|31·0|13·5	Genoa Italian	Oil Engines 2S.C.SA 4Cy.9$\frac{13}{16}$"-11$\frac{13}{16}$" 68NHP NE28 SvenskaMaskinverken Nya.A.B.Sodertalje		I
81846 LCVQ	**Proteus** 1*Dk*& *Spar dk*	1678 1532 1024					1902	J.Crown Sunderland	D/S A/S Produce (J.Odland,S.S. *Mgr.*)	260·0|36·8|20·0 H108*t*F37*t*	Haugesnd Norwegian *WB*	T.3Cy.19",31"&51"-33" 149NHP N.E.MarineEng.Co.Ld.Sld		N
81847 FOHI	**Providence** Ⓟ TwinSc D.F. 7*Dks*	11996 — 6694					1915	Forg.&Ch. de laMédit LaSeyne	Cie.Générale de Nav. à Vap. Cyp. Fabre(FabreLine)	511·8|59·7|43·5 B234'F70'	Marseilles French *WB*	T.6Cy.30⅖",49$\frac{19}{32}$"&79$\frac{9}{16}$"-51$\frac{3}{16}$" 910NHP Forg.&Ch.delaMédit.Msl.		V
81848 220129 KUTV	— (*ex*LakeFurnas) *Fitted for oil fuel* D.F. *Ref.Mchy.* 3*Dks* Sub.Sig.	2677 — 1660					1920	Saginaw S.B.Co. Saginaw	Merchnts&Miners TransportationCo. Inc.	253·4|43·8|26·2 P32'B65'F26'	Baltimore Utd.States *WB*	T.3Cy.21",35$\frac{13}{64}$"&59"-42" 225NHP BuckeyeEngineCoSalem,O		R
81849 223673 KLHR	**Providence Socony** TwinSc *OilEng.* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	1199 — 753					1924	NewYork S.B.Corp. Camden,N.J.	Socony-Vacuum OilCo.Inc.	252·9|40·1|12·8	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.13"-18" 197NHP McIntosh&SeymourCorp. Auburn,N.Y		
81850 FOYA	**Providencia** (*ex*Olson&Mahony) Now "Santa Agueda," *see No. 89936 in Supplement* 1*Dk*	1630 947					1907	Harlan& Hollngswrth Wlmgtn,Del.	Cie.duBoleo	224·3|41·2|20·6	Bordeaux French	T.3Cy.19",30"&50"-36" 150NHP		
81851 2152 ICDI	**Provvidenza** (*ex*Noorderdijk-32, *ex*Gernis, *ss*Anc.2ndNo.3-12,37 *ex*Harlow) D.F. 1*Dk*(*Stl*)*2nd dk* (*Stl*)*in holds*& *Shelter dk*(*ptIrn ptStl*)	8459 6232 5363	✠100A1 *Shelter dk* *withfreeboard* 2,40 ✠LMC MS12,37 BS2,40	Gen	*c*†	CL 2,40	1913 5mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland 'sA&CP	FratelliRizzuto 1*BH in forward* *CellDBa*149'*uE*	485·1|58·0|28·5 470·0 FK B147'*onShelter dk* *hold dispensed with* 29'*f*212' 1339*t FPT*	Genoa Italian *Cem* 6 *BH only* 95*tAPT*258*t*	T.3Cy.29",49"&80"-60" (*r*) 180lb 723NHP 3SB(FD)&1AuxSB,15*cf*, GS269,HS11309 W.Doxford&Sons,Ld.Sld.	39 ″ 2	
81852 217591 KELQ	**Prusa** Sub.Sig. D.F. 2*Dks*& *Web frames* *Fitted for oil fuel*	5113 4740 3102	✠ ... 6,20 ✠				1919 2mo	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0|54·2|27·6 P39'B122'F43' FK	N.Orleans Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
81853 53 ICDK	**Puccini** Ⓟ *OilEng.* *ss*Fiu.No.3-1,40 2*Dks*(*Stl*)	2422 1835 1419	✠100A1 1,40 ✠LMC CS1,40 DBS10,39 10,39	Tri	*s*	CL 12,39	1928 8mo *Lloyd*	Cant.Nav. Triestino Monfalcone 'sA&CP	"Tirrenia"Soc. Anon.diNav. *CellDB*213'398*t*	294·0|40·2|21·1 283·4 FK P29'B84'F36' *FPT*58*tAPT*57*t*	Fiume Italian 6*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 4Cy.23⅝"-37⅜" 391NHP DB*100lb* Soc.An.Fiat,Turin	23 ″ 4 s 3 ″ 1¾ 20 ″ 5¾	
81854 1129 CBPU	**Puchoco** *ss*Vpo.No.3-5,34 *ss*Vpo.No.1-38 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2179 — 1501	✠100A1 2,40 ✠LMC MS2,38 BS~~2,40~~ 2,41	Vpo	*s*	CL N1,39	1921 12mo *Lloyd*	Dublin Dkyd.Co.Ld. Dublin 'sA&CP *Inter*	Cia.Carbonifera y deFundicion Schwager *mediate BH in fore* *CellD*	290·0|44·3|18·5 P*on*Q21'Q228'F32' FK *hold dispensed with* *B*239' 663*t FPT*68*t*	Valparaiso Chilian *Cem* 4*BH only* *APT*91*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 254NHP 3SB,9*cf*,GS152,HS4788 D.Rowan&Co.Ld.Gls.	20 ″ 7 s 5 ″ 9½ 19 ″ 2	
81855 SPAN	**Puck** *ss*Dnz.No.1-39 Wireless D.F. 1*Dk*& *Shelter dk* *CruiserStern* *Strengthened for navigation in ice*	*1065* *825* *503*	✠100A1 *withfreeboard* 7,40 4,~~39~~ ✠LMC4,39	Dnz Shl	*p*	CL 4,39	1935 3mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle 'sA&CP	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*) *CellDB*	233·1|36·4|13·1 B51'F22' FK 192'293*tAPT*35*t*	Gdynia Polish 5*BHptCem* (*Coll to Sh dk* 4 „*2nd*„)	C.2Cy.17"&34"-28" & LP turbine with DR gearing & hydraulic coupling 210lb FD (*s*) 152NHP 2SB(Spt),4*cf*,GS60,HS1925 Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 ″ 0 s ″ 2 15 ″ 0¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
81856 220564 KESV	**Pueblo** (*ex*City of Freeport) ssGal.No.3–10,33 ssGal.No.1–37 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F. *Longitudinal framing*	4469 3946 2628	✠100A1 3,40 BS3,40 ✠LMC9,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,20 *F.P. above* 150° F.	Gal	*w*	CL 12,37	1920 9mo	Baltimore D.D.&S.B.Co. Baltimore A&CP	PetroleumNav.Co. *CellDBuE&B56'122t*	340·1 P92'B35'F31' *DTf33'590t* *FPT95tAPT187t*	49·2	28·7	Houston, Texas Utd. States 13*BHptCem* (10 *to U dk* 3 „2*nd*„)	DR geared Steam Turbine 200lb (*r*) 390NHP 2SB,6cf,HS5284 FD WestinghouseElectric& Mfg.Co.Pittsburg,Pa.	28 ″ 7 s 4 ″ 8 24 ″ 1¼	
81857 219236 KOMV	**Puerto Rican** (*ex*GoldenTide–37, *ex*Montague) *Fitted for oil fuel* 1*Dk&Shelter dk2trB* *Longitudinal framing*	6076 5530 3729					1919	GMStandi- ferCnst.Corp. Vancouver, Wash.	American- HawaiianS.S.Co.	402·5 P48'B81'F37'	53·0	34·5	NewYork Utd. States *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O		R
81858 UPTQ	**Pugashev** *OilEng.* 1*Dk*	2150 — 1055					1936	SB.Yd."61 Kommunar" Nicolaieff	U.S.S.R.	268·3	39·7	24·9	Odessa Russian	Oil Engines 6Cy.18¼″–32¼″ Nicolaieff		
81859 32 ICDL	**Pugliola** (*ex*Argia,*ex*Ninfa, *ex*WarMajor) ssGen.No.3–7,28 1*Dk*	2074 1681 1268	✠ ... 7,32 ✠				1917 6mo	Detroit S.B.Co. Wyandotte	Ing.G.B.Bibolini	251·4 261·3 P27'B65'F28' FK	43·6 44·1	18·0 17·3	Spezia Italian *WB*	T.3Cy.20″,33″&54″–40″ 274NHP Detroit.S.B.Co.Detroit	20 ″ 2	I †
81860 121597 ZMFV	**Pukeko** Ⓟ TwinSc *OilEng.* ssAuk.No.3–12,37 Wireless *Well deck* 1*Dk*(*Stl*)	742 501 388	✠100A1 11,40 ~~10,39~~ ✠NE11,30 ✠LMC12,37 DBS~~10,39~~ 11,40	Wln Auk	*i*	~~10,39~~ P10,40 S10,39	1928 3mo *Lloyd*	GooleS.B. &RepgCo. (1927)Ld. Goole '*sA&CP*	Richardson&Co. Ld. *CellDBa&u*	180·0 Q50'B51'F24' FK *E44' f79'170tFPT*	29·4 *30·8*	11·8	Napier,N.Z. British 5*BHptCem* *ptAsp* 20*tAPT*46*t*	Oil Engines 2S.C.SA 8Cy.14″–17″ 276NHP NDB30 *150lb* FairbanksMorse&Co. Beloit,Wis.	14 ″ 0 s ″ 9½ 13 ″ 3¾	
81861 SPEC	**Pulaski** Ⓟ (*ex*Estonia, TwinSc *ex*Czar) ssDnz.2ndNo.3–6,37 GyC. D.F. 3*Dks*(*UStl*–teak s,2*nd dkStl*–ws)	6345 4801 3820	✠100A1 4,41 ~~3,40~~ ✠LMC MS9,36 BS~~4,39~~ 4,41	Msl Gls	*a*†	CL S9,38 PN2,40	1912 5mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	Gdynia-America ShippingLines,Ld. *CellDBa104'uE4*	425·0 P74'B203'F73' FK *6'f175'824tFPT33t*	53·2	29·4	Gdynia Polish 5*BHCem* *APT22t*	Q8Cy.21½″,30¾″,44″&63″–48″ 215lb (*s*) 889NHP 6SB,*18cf*,GS322,HS13302 FD Barclay,Curle&Co.Ld.Gls.	32 ″ 0 s8 ″ 0½ 24 ″ 5	
109/40 81862 163383 MBGS	**Pulborough** ssSld.No.1–38 Wireless *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	960 702 524	✠100A1 4,40 BS4,40 ✠LMC8,38	Sld	*l*	CL 8,38	1933 9mo *Lloyd*	BurntisInd S.B.Co.Ld. Burntisland '*sA&CP*	StephensonClarke &Associated Companies,Ld. *CellDBuE17'f141*	205·0 Q119'B11'F20' FK *'279tMT83tFPT80*	33·0	13·1	London British 4*BHCem* *tAPT19t*	T.3Cy.14½″,25″&41″–30″ (*s*) 200lb *100lb* 118NHP 1SB,3cf,GS54,HS1985 D.Rowan&Co.Ld.Gls.	15 ″ 1 s4 ″ 7½ 14 ″ 6	
81863 133509 VJVQ	**Pulganbar** Ⓟ *Ref.Mchy.* 1*Dk&Shade dk* Wireless	1160 641 474					1912	Greenock& Grngemouth DkyrdCo.Ld Grngemouth	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	225·0 F35'	35·1	12·5	SydneyNSW British	T.4Cy.21″,34½″&(2)40″–33″ 184NHP Dunsmuir&JacksonLd Gls		C
81864 143414 GQJX	**Pundit** ssCal.No.3–10,31 ssCal.No.2–40 ~~ssCal.No.1–36~~ 2*Dks*(*Stl*)	5305 4828 3199	✠100A1 6,40 ~~9,38~~ ~~BS1,39~~ ✠LMC~~1,36~~ 6,40	Cal	*y*	CL 1,40	1919 9mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP*	AsiaticStm.Nav. Co.Ld. *CellDB*	400·3 P49'B113'F40' FK 345'1025*tFPT*130*t*	52·4	28·4	London British 7*BHptCem* *APT204t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *110lb* 517NHP 3SB,9cf,GS189,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
81865 CSGW	**Pungue** (*ex*Morocco) ssHul.2ndNo.3–2,25 *Spar dk*(*Stl*)2*trB&Web frames*	3993 3663 2550	✠ ——— 9,30 ✠NB10,19✠	Mdb	*w*		1900 10mo	Furness, Withy&CoLd WHartlepool	Cia.Colonialde Nav. *CellDBa112'*	339·6 P31'B107'F31' FK *uE&B49' f124'734t*	47·2	26·9	Beira Portuguese 6*BHCem* *APT30t*	T.3Cy.25″,40″&66″–45″ 310NHP 2SB,6cf,GS132,HS4868 SirC.Furness,Westgarth& Co.Ld.Mdb.	29 ″ 10	
81866 1268 CBPA	**Punta Arenas** Ⓟ (*ex*Apple Branch–33) ssNwc.No.3–3,33 ssVpo.No.1–36 2*Dks*(*Stl*)	5054 — 2912	✠100A1 ~~1,39~~ 10,40 ✠LMC MS9,36 BS2,40	Vpo Rio	*x*	CL ~~1,40~~ 10,40	1920 2mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	Cia.ChilenadeNav. Interoceanica(H.R Samsing,*Mgr.*) *C*	376·0 P41'B113'F39' *ellDB*321'972*tFPT*	51·7	26·5	Valparaiso Chilian 7*BHCem* 59*tAPT63t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Earle'sCo.Ld.Hull	29 ″ 0 s 5 ″ 3½ 24 ″ 0	
81867 160460 GNVB	**Punta Gorda** TwinSc ~~ssGeo.No.2–36~~ ssAru.No.3–1,41 1*Dk*(*Stl*) *Mchy.Aft*	2395 1743 1244	✠100A1 1,41 ~~1,40~~ ~~7,40~~ ✠LMC ~~MS6,36~~ BS~~1,40~~1,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,28 *F.P. above* 150° F.	Aru	*t*	CL 1,40	1928 5mo *Lloyd*	Harland& Wolff Belfast '*sA&CP*	LagoShippingCo. Ld. ~~(F.J.Wolfe, Mgr.)~~ (R.A. Carder,*Mgr.*) *Wing tanks*	305·7 P67'F34' FK *Trunk*204' *f286t a356t FPT*	50·2	14·3	London British 7*BHptCem* 60*tAPT75t*	T6Cy.13½″,23½″&36″–27″ (*s*) 180lb 196NHP 2SB,6cf,GS98,HS3702 Harland&Wolff,Glasgow	15 ″ 0 s 1 ″ 10½ 13 ″ 3½	
83/40 81868 TKEG	**Purfina** Wireless D.F. *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in separate tanks*	603 422 302					1928	Rotterdam Droogd.Maat Rotterdam	PurfinaCabotage S.A.	164·8 F23'P63'	29·8	10·7	Dunkirk French *WB*	Oil Engines 4S.C.SA 6Cy.11″–19⅝″ 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
127/41 81869 93999 ZMDS	**Puriri** TwinSc *OilEng.* Wireless 1*Dk* *CruiserStern*	927 632 423	✠ [illegible] 7,40 *withfreeboard* ✠~~LMC11,38~~	Lth	*l*	CL	1938 11mo *Lloyd*	Henry Robb,Ld. Leith '*sA&CP*	AnchorShipping &FoundryCo.Ld. *CellDB*	188·2 196·3(O.L.) FK P&B99'F32' 146'252*t FPT*46*t A*	35·2 *36·7*	12·0	Nelson,NZ British 4*BHptAsp* *PT51t*	Oil Engines 2S.C.SA 8Cy.9⅞″–16⁹⁄₁₆″ 134NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 ~~2 ″ 0½~~ ~~11 ″ 6½~~	
81870 208636	**Put-in-Bay** Ⓟ 2*Dks*	1182 — 731					1911	Detroit S.B.Co. Wyandotte	Ashley&Dustin SteamerLine	226·0	46·5	17·6	Detroit Utd. States *WB*	T.4Cy.25″,40″&(2)45″–36″ 243NHP DetroitS.B.Co.Detroit		
81871 167587 GLSS	**Putney Hill** *OilEng.* E.S.D. *For full particulars see No.* 89554 *in Supplement*	5216 4685 3066	100A1 *withfreeboard* (*Class Contemplated*)				1940	Wm.Dox- ford&SonsLd Sunderland	PutneyHillS.S. Co.Ld.	427·6	56·5	26·5	London British	Oil Engines 2S.C.SA 3Cy.23⅝″–91½″ Wm.Doxford&Sons,LdSld	29 ″ 0 s3 ″ 3½ 25 ″ 10½	
81872 1249 CBPH	**Puyehue** Ⓟ (*ex*Alfonso–38) ssVpo.No.3–4,40 ~~ssVpo.No.2–36~~ 2*Dks*(*Stl–Weather dk* ws) 3*rd dk*(*Stl*)*in No.* 1 *hold*	3188 — 2141	✠100A1 *withfreeboard* 2,41 ~~3,38~~ ✠LMC ~~MS1,36~~ ~~BS3,39~~ 4,40 BS~~3,40~~ 2,41	Vpo Tal		CL 2,39	1928 1mo *Lloyd*	Ayrshire DckydCo.Ld. Irvine '*sA&CP*	ChilianState Railways *CellDB230'430t*	278·6 B126'F31' FK *FPT38tAPT62t*	44·1	24·7	Valparaiso Chilian 5*BHCem* *Coll* „ *to Wdk*	T.3Cy.~~18½″~~ 18⅞″,30″&50″–36″ (*s*) 200lb 248NHP 2SB,6cf,GS105,HS3852 FD J.G.Kincaid&Co.Ld.Grk.	26 ″ 9 s8 ″ 9½ 18 ″ 3	
81873 PGXD	**Pygmalion** *Ref.Mchy.* *OilEng.* *CruiserStern* 2*Dks*	1824 1450 994					1938	NVSchpsw Gebr.Pot Bolnes	Konink1.Nederl. Stoomb.Maats. N.V.	287·2 P21'F&B253'	42·3	16·9	Amstrdam Dutch	Oil Engines 2S.C.SA 5Cy.21⅝″–35⁷⁄₁₆″ 393NHP Gbr.Stork&CoNVHengelo		V

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81874 DOOC	**Pylades**	1*Dk*2*tr B*	651 515 383					1906	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges. "Neptun"	180·1|28·2|12·8 Q52′B43′F22′	Bremen German	T.3Cy.13″,20½″&33$\frac{1}{16}$″–21⅝″ 50NHP *WB* A.G."Weser,"Bremen		G
81875 883 SZNO	**Pylaros** Ⓟ (*ex*Khalifa–37, *ex*Bhadra) Wireless	TwinSc *CruiserStern* 1*Dk*	932 — 537					1920	Burn&Co. Ld. Calcutta	AlexatosBros.&H. Markettos	195·0|32·1|10·7	Piræus Greek	T.6Cy.12″,20″&32″–24″ E*made*97 100NHP Rankin&BlackmoreLdGrk		
81876 PUCP	**Pyrineus**	TwinSc 1*Dk*	*1696* *1570* *1044*					1910	Workman, Clark&Co.Ld Belfast	LloydBrasileiro	276·2|44·9|16·4 F29′	R.Janeiro Brazilian	T.6Cy.14″,22″&37″–21″ 126NHP *WB* Wrkman,Clark&Co.LdBel		
81877 164088 MLMY	**Pyrope** *Mchy.Aft*	*ss*Irv.No.1–40 1*Dk* *CruiserStern*	500 315 213	✠100A1 ~~5,39~~11,40 ✠LMC~~7,36~~ BS7,40 MS11,40	Bwg Irv	*g*	CL 5,39	1936 7mo *Lloyd'sA&CP*	Scott& Sons Bowling	Wm.Robertson	164·1|25·3| 9·7 170·3(O.L.) Q95′B9′F25′ FK *CellDB*91′ 118*t FPT*	Glasgow British 3*BHptCem ptAsp* 38*t APT*29*t*	T.3Cy.13½″,23″&38″–27″ (*s*) 200lb 86RHP 1SB,3*cf*,GS61,HS2000 Aitchison,BlairLd. Clydebank	11 ″ 9 s 3 ″ 11 11 ″ 8¼	
81878 DJQK	**Python** D.F. Sub.Sig. *Ref.Mchy.*	*OilEng.* 3*Dks* *CruiserStern*	3664 3141 2163					1935	Deutsche WerftAGBet Finkenwrder Hamburg	Afrikanische Frucht-Compagnie A.G.(F.Laeisz, *Mgr.*)	362·6|47·1|24·9 F49′	Hamburg German	Oil Engines 2S.C.DA 5Cy.23⅝″–35$\frac{7}{16}$″ 975NHP *WB* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G

** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cet [illegible] est dans le L.R. Durée, Cert. B. of Trade
81879 30 ISRO	**Quadrifoglio** (exRocco-40, Iron exGlenTilt, ssAbn.3rdNo.3–5,20 exHartside) ssBly.No.1-24 *Well deck* 1*Dk*	661 566 388	✠ ... 7,26	✠			1883 2mo	D.Baxter& Co. Sunderland	CarmineVitiello	190·0|28·7|13·2 184·9 Q62'B45'F23' FK	Torre del Greco Italian *WB*	C.2Cy.25″&48″–30″ 95NHP R.&W.Hawthorn,Nwc.	13″10	I †
81880 237351 WNKC	**Quaker** 4*Dks* *Fitted for oil fuel*	3056 — 1893					1938	ThePusey &JonesCo. Wlmgtn,Del.	Philadelphia& NorfolkS.S.Co.Inc.	280·2|48·7|13·5	Wilmgton (Del.) Utd.States *WB*	2 steam turbines DR geared to1Sc.Shaft GeneralElectricCo. Lynn,Massachusetts		R
81881 219524 KOZL	**Quaker City** *Fitted for oil fuel* Sub.Sig. 2*Dks*	4961 4598 3032					1920	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0|54·2|27·8 P50'B121'F40'	Phildlphia Utd.States *WB*	DR geared SteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
81882 219112 KOJQ	**Quantico** (exLakeFitch-33) *Fitted for oil fuel* Sub.Sig. D.F. 3*Dks* *Now "Norlavore," see No. 89324 in Supplement*	2713 — 1679					1919	GlobeS.B. Co. Superior,Wis.	Merchants& MinersTranspn. Co.	253·4|43·8|26·9 P24'B64'F23'	Baltimore Utd.States *WB*	T.3Cy.21″,35″&59″–42″ 226NHP NordbergMfg.CoM'lw'kee		R
81883 CSBZ	**Quanza** Ⓟ (exPortugal) TwinSc ssShl.No.3–6,34 ssLis.No.1–38 D.F. 2*Dks,3rd dk in Nos.1,2&3holds* *Ref.Mchy.* E.S.D. *CruiserStern*	6636 4821 ~~3948~~ 3944	100A1 *withfreeboard* 5,39 BS11,39	Lis LMC8,38	a†	11,38	1929 *Lloyd's AP*	Blohm& Voss Hamburg *CellDB*347'1001t *FPT*62t *tanks at sides of tunnel*19'166t	Cia.Nacional de Navegacao	418·2|52·6|28·6 P&B271'F85' FK	Lisbon Portuguese 9*BHCem*	T.6Cy.22 13/16″,38 5/16″&66 13/16″–47¼″ 213lb (s) FD 986NHP 3DB,18cf,GS313,HS14694 NB14 *fitted*29 Blohm&Voss,Hamburg	31″0 s6″5 24″11	
81884 133541 MDZY	**Quaysider** ssGms.2ndNo.3–3,39 *Mchy.Aft Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	616 432 301	✠100A1 1,41 ~~3,39~~ BS3,40	Gms Shl ✠LMC2,39	i	CL ~~2,39~~ 12,40	1913 11mo *Lloyd's A&CP*	J.P.Rennoldson&Sns. SouthShields *CellDBf*112'140t *FPT*44t *APT*31t	BritishIsles Coasters,Ld.	175·3|28·2|11·0 Q89'B9'F22' FK	Newcastle British 3*BHCem*	T.3Cy.15½″,25″&41″–27″ (s) 180lb 95RHP 1SB,3pf,GS55,HS1825 J.P.Rennoldsn&Sns.S.Shl.	13″3 s4″2½ 12″8	
81885 153450 VGQB	**Quebec** Ⓟ TwinSc ssQbc.No.2–37 1*Dk(Stl)2nd dk in holds*	7016 2481 4143	✠100A1 *withfreeboard* 5,40 ~~9,37~~ MS9,37 *For Service between Montreal & Saguenay* *Fitted for oil fuel*5,28 *F.P. above* 150° F.	Qbc Mtl ✠LMC BS10,39	1¾	CL ~~9,37~~ 5,40	1928 5mo *Lloyd's A&CP*	DavieS.B. &Rpg.Co.Ld. Lauzon,P.Q. *CellDB*273' 519t *FPT*125t *APT*67t	CanadaSteamship Lines,Ld.	350·1|70·0|18·8 FK	Montreal British 8*BHCem*	T8Cy24″38″&(2)44″–36″(s) 190lb *100lb* 790NHP 6SB,18cf,GS330,HS12656 FD Richardsons,Westgarth&Co.Ld.Hpl.	21″0 ~~s5″8½~~ ~~15″0~~ s5″3½ 15″11	
81886 148833 GMPR	**Quebec City** *Fitted for oil fuel* D.F. 1*Dk&Shelter dk*	4745 4432 2877					1927	W.Gray& Co.Ld. Sunderland	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	400·5|54·3|25·6 F41'	Bideford British *WB*	T.3Cy.25″,42″&70″–48″ 339NHP Cen.Mar.Eng.Wrks.WHpl		C
81887 148518 GKWS	**Queda** ssCal.No.3–6,37 2*Dks(Stl)&Shelter dk(Stl)*	7766 7184 4760	✠100A1 *withfreeboard* 5,39 MS3,37	Cal ✠LMC BS10,39	e†	CL N3,38	1925 1mo *Lloyd's A&CP*	W.Gray& Co.Ld. W Hartlepool *CellDB*429' 1703t *DTa*31'976t *FPT*195t *APT*27t	BritishIndiaStm. Nav.Co.Ld.	487·0|60·7|29·9 F45' FK	London British 8*BHptCem* (*Coll to Sh dk* 7 ,, *2nd* ,,)	Q.4Cy.28½″,41″,58½″&85″–54″ (s) FD 225lb 933NHP 5SB,18cf,GS361,HS14253 Cen.Mar.E.Wks.Ld.WHpl	32″8 s5″1½ 27″9½	
81888 130979	**Quedoc** (exKamaris,exMariska) *Mchy.Aft* 1*Dk*	3072 2623 1874					1890	GlobeIron WorksCo. Cleveland,O.	PatersonSteamships,Ld.	346·4|40·2|22·0 H—F36' len23 *WB*	Ft William Ont. British	T.3Cy.24½″,38″&61″–42″ 241NHP GlobeIrnWksCoCleveland		
81889 ~~217551~~ ~~KJVW~~	**Queen** (exLakeFlovilla) *Ref.Mchy.* 1*Dk2trB* *Now "Henrique Dias," see No. 88378 in Supplement*	2592 2220 1604	✠ ... 4,21	✠			1919 2mo	Detroit S.B.Co. Wyandotte, Mich.	LloydBrasileiro	251·0|43·6|26·1 P25'B64'F23' FK	R.Janeiro Brazilian *WB*	T.3Cy.20″,33″&54″–40″ 267NHP DetroitS.B.Co.Detroit	28″2	R †
81890 164093 GZCL	**Queen Adelaide** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4933 4558 2993	✠100A1 *withfreeboard* 2,40 *Carrying vegetable oil in deep tank*	Cff ✠LMC9,36	a† 2	CL 4,39	1936 9mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld. Glasgow *CellDB*360' 1393t *MT*32' 1284t *FPT*119t *APT*95t	QueenLine,Ld. (T.Dunlop&Sons, *Mgrs.*)	418·2|55·2|25·5 431·5(O.L.) F40' FK	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd*,,)	Oil Engines 2S.C.SA 3Cy.20½″–81⅞″ 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	29″0 s3″6½ 25″8½	
81891 164105 GZJV	**Queen Anne** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	4937 4558 2998	✠100A1 *withfreeboard* ~~10,40~~ 4,41 *Carrying vegetable oil in deep tank*	Vcr Liv ✠LMC1,37	a† 2	CL ~~8,37~~ 10,40	1937 1mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld Glasgow *CellDB*360' 1393t *MT*32' 1284t *FPT*119t *APT*95t	CadoganS.S.Co. Ld.(T.Dunlop& Sons,*Mgrs.*)	418·2|55·2|25·5 431·8(O.L.) F40' FK	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd*,,)	Oil Engines 2S.C.SA 3Cy.20½″–81⅞″ 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls	37″7 s11″1½ 26″8½	
81892 144728 GKWP	**Queen City** (exCragness) *Fitted for oil fuel* D.F. 1*Dk&Shelter dk*	4814 4505 2978					1924	JLThompson&SonsLd. Sunderland	ReardonSmith LineLd.(SirW.R. Smith&SonsLd. *Mgrs.*)	412·1|55·0|25·1 F34'	Bideford British *WB*	T.3Cy.28″,46″&75″–51″ 402NHP Blair&Co.Ld.Stockton		C
81893 20612	— *Mchy.Aft* 1*Dk*	3785 — 3367					1896	Cleveland S.B.Co. Cleveland	PittsburghS.S.Co.	401·4|48·0|23·7	D'luth,Min Utd.States *WB*	T.3Cy.23″,38″&63″–40″ 251NHP ClevelandS.B.Co.Clevelnd.		
81894	**Queen Elizabeth**	85000	✠100A1 *withfreeboard* 2,40 ✠Lloyd'sRMC2,40	✠LMC2,40			1940	J'hnBrown &Co.Ld. Clydebank	CunardWhiteStar Ld.		Liverpool British			
81895 133048	**Queen Empress** Ⓟ PadSp 2*Dks*	411 281 164					1912	Murdoch & Murray,Ld. PortGlasgow	Williamson- Buchanan Steamers(1936) Ld.	210·0|25·6|8·4	Glasgow British	O.D.2Cy.27½″&54″–54″ 178NHP Rankin&Blackmore,Grk.		
81896 164282 GBTT	**Queen Mary** Ⓟ QuadSc D.F. GyC. E.S.D. 5*Dks,6th&7th dks* *CruiserStern clear of mchy. space,* Sub.Sig. *8th dk forward of mchy. space* (*Topsides–special quality steel*)	81235 56152 34120	✠100A1 *withfreeboard* 7,39 BS2,39 *Fitted for oil fuel*5,36 *F.P. above* 150° F.	Sou ✠LMC5,36		CL Pf8,40 Sf8,40 Sa1,39 Pa1,39	1936 5mo *Lloyd's A&CP*	John Brown& Co.Ld. Clydebank *CellDB*835'8585t *DTf*33'695t *FPT*310t *APT*364t	CunardWhiteStar Ld.	975·2|118·6|68·5 B715'F93' *Upper Bridge*540' FK	Liverpool British 15*BHAsp*	16 Steam Turbines SR geared to 4 Sc.Shafts s 446lb (s) 33653NHP 24WTB(Spt425lb) HS234000 FD 3DB*250lb*(Spt) JohnBrown&Co.Ld.	74″7 s35″11½ 38″10½	BT till 5,40

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81897 161974	**Queen Mary II** Ⓟ TrpSc (exQueenMary-35) 2Dks&Shelter dk	870 572 336					1933	W.Denny &Bros.Ld. Dumbarton	Williamson-Buchanan Steamers(1936) Ld.	252·5	35·1	10·1	Glasgow British	3 Steam Turbines W.Denny&Bros.Ld.Dmb.		BT till ~~8,40~~ ~~11,40~~ 8,41
93/41 81898 164101 GZDR	**Queen Maud** OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern	4976 4627 3038	✠100A1 withfreeboard 5,40~~12,39~~ 11,40 ✠LMC11,36	Nwc Mel	a† 2	CL 12,39	1936 11mo	Wm.Doxford&Sons,Ld Sunderland Lloyd'sA&CP	QueenLine,Ld. (T.Dunlop&Sons, Mgrs.) CellDB346'1174t	422·8 439·2(O.L.) MT1236tAPT177t	54·2	26·1 FK	Glasgow British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP 2DB120lb Wm.Doxford&SonsLd.Sld	28 ″ 8 s3 ″ 4½ 25 ″ 6	
81899 164099 GZFC	**Queen Victoria** OilEng. D.F. E.S.D. 1Dk&Shelter dk CruiserStern	4937 4558 2993	✠100A1 withfreeboard 9,40~~2,40~~ ✠LMC11,36 Carrying Vegetable Oil in deeptank	Vcr NSW	a† 2	CL 4,37	1936 11mo	Barclay, Curle&Co.Ld Glasgow Lloyd'sA&CP	QueenLine,Ld. (T.Dunlop&Sons, Mgrs.) CellDB360'1393t	418·2 F40' MT32'1284t FPT119tAPT95t	55·2	25·5 FK	Glasgow British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 387NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	29 ″ 0 s 3 ″ 6¼ 25 ″ 8½	
81900 156189 GZKF	**Queen of Bermuda** Ⓟ QuadSc ssN.Yk.No.1-37 Ref.Mchy. 3Dks(Stl-Weather dk teaks) 4th dk(Stl)in forward holds&in Nos.5&6 holds, 5th dk(Stl)in No.2 hold (Topsides-special quality steel) Sub.Sig. D.F. E.S.D. GyC. CruiserStern	22575 13107 12777	✠100A1 withfreeboard 5,39 ✠LMC MS12,36 BS5,38 ✠Lloyd'sRMC5,39 Fitted for oil fuel 2,33 F.P. above 150°F.	NNs	m†	CL Pf5,36 Sf5,38 Pa11,38 Sa11,38	1933 2mo	Vickers-Armstrongs, Ld. Barrow Lloyd'sA&CP	Furness,Withy&Co.Ld.	553·4 B&F513' UpperBridge413' CellDB including tanks in way of tunnels& wing tanks 389' 3036t MTs26' 1040tDTsf742t 'tween dktanks a72' 435t FPT113tAPT121t	76·7	39·0 FK	London British 13BHptCem Coll,,to Wdk Turbines by Motors by	2SteamTurbinesconnected to Electric Motors & Sc. Shafts (s) 4274NHP 8WTB400lb(Spt390lb) HS39720 FD Fraser&Chalmers,Erith GeneralElectricCo.Ld. Witton,Birmingham	43 ″ 3 s16 ″ 5¾ 27 ″ 0¾	
81901 148380 GLZV	**Queen of Kent** Ⓟ Pad Fitted for oil fuel Wireless CruiserStern 2Dks	798 388 379					1916	AilsaS.B. Co. Troon	NewMedwayStm. PacketCo.Ld.(S.J. Shippick,Mgr.)	235·2	29·1	9·2	Rochester British WB	CD.2Cy.26½"&52"–54" 165NHP AilsaS.B.Co.Troon		
81902 160696 GTCD	**Queen of Thanet** Ⓟ Pad Fitted for oil fuel Wireless Cruiser Stern 2Dks	792 384 382					1916	W.Hamilton&Co.Ld PortGlasgow	NewMedwayStm. PacketCo.Ld.(S.J. Shippick,Mgr.)	234·9	29·1	9·2	Rochester British WB	C.2Cy.26½"&52"–54" 168NHP W.Hamilton&Co.Ld.P.Gl.		
81903	**Queen of the Bay** Ⓟ TwinSc (exProtea-36,exH.M.S.Crozier) 1Dk	783 689 307	✠ 8,19 ✠				1919	W.Simons &Co.Ld. Renfrew	AtlamerS.S.Line	219·3	28·6	15·5	French WB	T.6Cy.13",21"&35"–24" 120NHP W.Simons&Co.Ld.Rnf.		
81/40 81904 164489 GYKW	**Queen of the Channel** Ⓟ OilEng. TwinSc Wireless 2Dks CruiserStern	1162 563 677					1935	W.Denny &Bros.Ld. Dumbarton	NewMedwayStm. PacketCo.Ld.(S.J. Shippick,Mgr.)	250·8 Promenade dk145'	34·1	9·2	London British WB	2 Oil Engines 2S.C.SA 16Cy.14$\frac{3}{16}$"–23⅝" 560NHP W.Denny&Bros,Ld.Dmb. SulzerBros.Winterthur		
81905 162488 GTQR	**Queensbury** ssShl.No.2-39 1Dk(Stl)&Shelter dk(Stl)	3911 3682 2425	✠100A1 withfreeboard 1,41~~11,39~~ ✠LMC11,39 BS1,41	Shl Sld	y	CL 12,38	1931 1mo	Burntislnd S.B.Co.Ld Burntisland Lloyd'sA&CP	AlexanderShppng. Co.Ld.(Capper Alexander&Co. Mgrs.) CellDBa&uE125'	372·6 385·0(O.L.) F39' f179'1059tFPT60t	52·3	24·4 FK	London British 6BH Cem (Coll to Sh dk 5 ,, 2nd ,,) APT82t	T.3Cy.23",39"&65"–45" (s) 200lb 381NHP 2SB(FD)&1AuxB,8cf. GS151,HS5521 D.Rowan&Co.Ld.Gls.	26 ″ 9 s 2 ″ 7¼ 24 ″ 4¼	
81906 164633 MLKK	**Queensland** (exBeijerland-36) ssBly.No.3-12,40 ~~ssRot.No.2-36~~ Mchy.Aft Well deck 1Dk(Stl)	1617 1186 870	✠100A1 12,40~~5,39~~ BS~~5,39~~ 5,40 ✠LMC~~5,36~~ MS12,40	Shl Bly	p	OG ~~5,39~~ 4,40	1928 2mo	Schpw.v. JanSmit,Czn. Alblasserdam Lloyd'sA&CP	Shipping&CoalCo. Ld. CellDBf167'36	242·8 P60'Q79'F27' 6tDTf10'206tFPT	38·1	15·9 FK	London British 5BHCem 99tAPT20t	T3Cy.18",30$\frac{1}{16}$"&49"–36"(s) 200lb 199NHP 2SB,6cf,GS107,HS3510 Maats.deSchelde,Flushing	18 ″ 0 s 5 ″ 1½ 17 ″ 0¼	
97/41 81907 ~~148094~~ GDXK	**Queenworth** ssSld.No.3-9,37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted D.F.	2047 1581 1150	✠100A1 1,40 ✠LMC MS9,37 BS8,39	Bly	r	CL 8,39	1925 3mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	~~WatergateStm. Shppg.Co.Ld.(R.S. Dalgliesh&R.J. James,Mgrs.)~~	275·0 Q165'F30' CellDBuE25' f186'544t MT9'207t	39·9	18·1 FK	~~Newcastle~~ British 5BHCem	T.3Cy.21",35"&57"–36" (s) 180lb 222NHP 2SB,6cf,GS98,HS3560 J.Dickinson&Sons,Ld.Sld. FPT135tAPT64t	20 ″ 3 s 6 ″ 1¾ 18 ″ 5¾	
81908	**Quequen** (exRioQuequen Grande-37,exScotstoun Head) 3Mst ssB.As.No.2-29 1Dk(Stl) Mchy.Aft Well deck	347 — 166	✠ 5,36 ✠	BAs	f		1921 7mo	A.Hall&Co.Ld. Aberdeen	MiguelMassa Loduca	150·9 Q85'B12'F19' CellDBf82'106t	24·1	9·3 FK	Bns.Aires Argentine 3BHCem FPT32t	T.3Cy.13",21½"&35"–24" 82NHP 1SB,3pf,GS46,HS1510 A.Hall&Co.Ld.Aberdeen	11 ″ 4	
81909 FPAW	**Quercy** OilEng. D.F. 2Dks Ref.Mchy. CruiserStern	3100 2700 1800					1938	Akt.Burmeistr&Wain Copenhagen	Cie.Générale d'ArmementsMar.	315·0 F42'	45·5	28·8	Havre French WB	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 608NHP Akt.Burmeistr&Wain,Cpn		V
81910 148548 GKWT	**Querimba** ssCal.No.3-4,37 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy.	7769 7197 4772	✠100A1 withfreeboard 10,40~~1,40~~ ✠LMC MS3,37 BS~~6,39~~7,40 ✠Lloyd'sRMC~~4,40~~ 2,41~~10,40~~~~7,40~~	Cal	e†	CL 1,40	1925 3mo	W.Gray&Co.Ld. Sunderland Lloyd'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB428'1709t DTa31'976tFPT	487·0 F45' 195tAPT28t	60·9	29·9 FK	London British 8BHptCem (Coll to Sh dk 7 ,, 2nd,,)	Q4Cy28½",41",58½"&85"–54" 225lb (s) 933NHP 5SB,18cf,GS361,HS14253 FD Cen.Mar.EngWks.W.Hpl	32 ″ 8 s5 ″ 1¾ 27 ″ 9½	
81911 DHTQ	**Quersee** (exAmrum) 1Dk	998 794 560					1926	Nordseewerke Emden	W.Schuchmann	219·6 P16'Q56'B55'F26'	34·9	13·1	Hamburg German WB	T.3Cy.17$\frac{11}{16}$",29½"&46"–31⅜" F.Wilhelms-Hütte,Mülheim,Ruhr 118NHP		G
22/40 81912	**Quiberon** (exAtlas-39, exPallas,exMargarete,exDüsseldorf) TwinSc Fitted for oil fuel Wireless 1Dk	1296 1018 625					1922	Deutsche WerftA.G. Hamburg	UnionIndustrielle &Maritime Soc.Française d'Arm.	242·3 B48'F57'	36·0	14·3	Dunkirk French WB	T.6Cy.11⅗",20"&32¼"–16¼" NE&B27 83NHP N.V.Boele'sScheepv.& Machf.Bolnes		V
81913 149453 GNRP	**Quickstep** ssShl.No.2-37 1Dk(Stl) Cargo battens not fitted	2722 2353 1642	✠100A1 Examined 3,41 Shl ~~BS2,38~~ ✠LMC1,37 BS3,40 3,41	~~Shl~~	t	CL ~~3,40~~ 4,41	1928 2mo	Smith's DockCo.Ld. Middlesbro' Lloyd'sA&CP	HillSteam ShippingCo.Ld. (Witherington& Everett,Mgrs.)	305·0 P23'B50'F24' CellDB 261'727tFPT106t	45·5	21·3 FK	Newcastle British 6BHptCem APT100t	T.3Cy.21",35"&57½"–42" (s) 180lb 266NHP 2SB,6cf,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 2¾ 20 ″ 5¾	
81914 118734 MGMV	**Quickthorn** (exRosyth-35) ssLth.2ndNo.3-1,29 Mchy.Aft ssShl.No.2-37 Well deck 1Dk(ptStl-ptws)	409 303 158	✠100A1 5,40~~10,30~~ ✠NB1,25 ✠LMC12,37 BS~~10,39~~7,40	Liv	g	CL 6,39	1903 12mo	Dundee Shipbuilders' CoLdDundee Lloyd'sA&CP	~~RibbleShipping Co.Ld.(W.J. Ireland,Mgr.)~~ GeorgeW.Grace &Co.~~Ld.~~	165·0 Q67'B11'F23' DBf33'50tFPT	25·1 26·6	11·7 FK	Dundee British 3BHCem 24t	T3Cy.15½",25¾"&41"–33"(s) 180lb 132NHP 1SB,3cf,GS56,HS2388 Cooper&Greig,Dundee	12 ″ 8 s ″ 9½ 12 ″ 0	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre où coté, si ce n'est dans le L.R., Durée Cert. B. of Trade
81915 148695 GLQK	**Quiloa** ssCal.No.3–6,37 2Dks(Stl)&Shelter dk(Stl)	7765 7178 4750	✠100A1 withfreeboard ~~5,40~~ ~~5,39~~11,40 BS~~9,39~~ 11,40	Cal ~~Liv~~ Bom ✠LMC6,37	e†	CL 5,39	1925 10mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	BritishIndiaStm. Nav.Co.Ld. CellDB429' 1703t 976tFPT195t	487·1 F45' DTa31' APT27t	60·7	29·9 FK (	London British 8BHptCem Coll to Sh dk 7 „2nd „)	Q.4Cy28¼",41",58½"&85"–54" 225lb (s) 933NHP 5SB,18cf,GS361,HS14253FD Cen.Mar.Eng.Wrks.WHpl	32 „ 8 s5 „ 1½ 27 „ 9½	
81916 220985 KJVX	**Quinault** Wood Fitted for oil fuel 1Dk	1138 1100 610					1921	G.F.Mat- hews(ofHo- quiam,Wash) Portland,Or.	Hart-Wood LumberCo.	210·0	43·1	15·4	S.Frncisco Utd.States	T.3Cy.15",23"&39"–24' 74NHP PacificMarineIronWorks, Portland,Or.		
81917 1313 CBQI	**Quiñenco** (exBaronMurray–38) ssShl.No.3–8,38 1Dk Cargo battens not fitted	3222 2847 1882	100A1 ~~12,39~~12,40 BS~~12,39~~ 1,41	Vpo Tal LMC8,38		CL 8,38	1924 Lloyd	Napier& Miller,Ld. Glasgow 'sA&CP	Cia.Carbonifera y deFundicion Schwager CellD	332·6 P29'B98'F37' B230'904t FPT86t	48·3	22·0 FK	Valparaiso Chilian 6BHCem APT175t	T.3Cy.21½",35½"&60"–39" 200lb (s) 294NHP 2SB,6cf,GS118,HS5020 D.Rowan&Co.Ld.Glasgow	24 „ 6 s3 „ 11 20 „ 9	
81918 1874 ISJV	**Quinto** (exFleiss–33) 1Dk	531 404 278					1922	Gebr. Muller Foxhol	Soc.Anon.Agricola Industriale per la ProduzioneItaliana di Cellulosa (S.A.I.C.I.)	188·9 P61'F18' len26	26·1	10·3	Genoa Italian WB	T.3Cy12",19$\frac{7}{10}$"&32$\frac{1}{10}$"–24½" 50NHP N.V.v.d.Kuy&v.d.Ree's Mchft.&Schps.Schiedam		I
81919 231645 KDCR	**Quirigua** Ⓟ TwinSc D.F. E.S.D. Fitted for oil fuel Ref.Mchy. GyC. 4Dks	6982 3966 3178					1932	Bethlehem S.B.Corp.Ld. Quincy,Mass.	UnitedMailS.S.Co. (UnitedFruitCo. Mgrs.)	415·7 P41'B&F343'	60·3	24·1	NewYork Utd.States WB	2 Stm.Turbines connected toElec.Motors&Sc.Shafts GeneralElectricCo. Schenectady,N.Y.		R
81920 309 ICAK	**Quirinale** Ⓟ (exPalacky) ssTri.No.3–10,19 D.F. 1Dk&Spar dk&deep framing Fitted for oil fuel	3779 2794 2215	✠ ... 11,23	 ✠			1907 12mo	Lloyd Austriaco Trieste	“Adriatica”Soc. Anon.diNav.	368·4 P&B246'F65'	44·2	23·4 FK	Venice Italian WB	T.3Cy.24½",40½"&68"–48" 432NHP LloydAustriaco,Trieste	25 „ 10	I †
81921 166503 GNGM	**Quiriquire** TwinSc 1Dk Mchy.Aft CruiserStern	3945 2951 1821	✠100A1 4,41 ~~9,39~~ ~~10,40~~ Carrying Petroleum in bulk Fitted for oil fuel 7,38 F.P. above 150°F.	Aru ✠LMC7,38	w	CL s9,39 P4,41	1938 7mo Lloyd	Cantieri RiunitiDell' Adriatico Monfalcone 'sA&CP	LagoShippingCo. Ld.~~(F.J.Wolfe,~~ ~~Mgr.)~~ (R.A. Carder,Mgr.) CellDBu	355·9 365·2(O.L.) P77'F41' Trunk240' E&B48'23tFPT164t	60·2	16·7 FK	London British 8BHptCem ptAsp APT141t	T.6Cy.16",26"&43"–27" (s) 180lb 318NHP 2SB,6cf,HS5130 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	17 „ 6 ~~s4 „ 1~~ ~~13 „ 7½~~ s2 „ 6 15 „ 2½	
81922 ~~217144~~ ~~WDRH~~	**Quistconck** Ⓟ Fitted for oil fuel Sub.Sig. D.F. 2Dks&Webframes Now “Empire Falcon,” see No. 90972 in Supplement	5144 4664 3072	✠ ... 7,20	 ✠			1918 11mo	American International S.B.Corp. HogIslandPa	~~Lykes-Coastwise~~ ~~Line,Inc.~~	390·0 P39'B122'F43'	54·2	27·6 FK	~~Houston~~ ~~Utd.States~~ British WB	DRgearedSteamTurbine 600NHP GeneralElectric Co.Schenectady,N.Y.	32 „ 0	R †
81923 DOUC	**Quito** TwinSc OilEng. Wireless 2Dks Mchy.Aft CruiserStern	1230 903 614					1938	Schiffb.Ges “Unterweser” A.G. Weser- munde-L.	Norddeutscher Lloyd	249·0 P161'F44'	34·7	14·0	Bremen German WB	Oil Engines 4S.C.SA 16Cy.14⅜"–19$\frac{11}{16}$" SRgeared 322NHP Fr.KruppGermaniawftAG Kiel		G
81924 122740 VJVR	**Quorna** Ⓟ (exWarrener) ssAdl.No.1–16 1Dk(Stl)	606 414 265	✠ 8,18	Adl ✠	i		1912 9mo	J.Fuller- ton&Co. Paisley	TheAdelaide SteamshipCo.Ld. Cell	175·5 B55'F28' DBa40'26t FPT40t	28·1	11·6 FK	Adelaide British 4BHCem APT28t	T.3Cy.15",25½"&41"–30" 86RHP 1SB,3cf,GS62,HS2107 Ross&Duncan,Glasgow	12 „ 3	

, Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81925 DHTR	**R. C. Rickmers** D.F. Sub.Sig. 2*Dks*	5198 4728 3193					1921	Nordd. Werft.m.b.H. Weser-münde-G.	RickmersRhederei, A.G.	401·5 F50'B134'F34'	53·2	27·5	Hamburg German *WB*	T.3Cy.28⅕",45$\frac{3}{10}$"&74"–53⅕" 400NHP BremerVulkan,Vegesack		G
81926 221897 KJVZ	**R. D. Leonard** *Fitted for oil fuel* *Mchy.Aft CarryingPetroleum in bulk* D.F. 1*Dk Longitudinalframing*	1796 — 1074					1922	Bethlehem S.B.Corp.Ld. (HarlanPlnt) WlmngtnDel	AtlanticRefining Co.	265·9 P62'F27'	39·2	19·6	Phildlphia Utd.States *WB*	DR geared Steam Turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
81927 200346 WDDN	**R. E. Moody** (*ex*JohnMcCartneyKennedy-37, *ex*Collier,*ex*P.P.Miller) (*Self-Unloader*) D.F. GyC. *Mchy.Aft* 1*Dk*2*tr B*	3845 — 2858					1903	Buffalo D.D.Co. Buffalo,N.Y.	ColumbiaTranspn. Co.(Oglebay, Norton&Co.*Mgrs.*)	354·0	48·0	28·0	Wilmgton (Del.) Utd.States	T.3.Cy.20",33½"&55"–40" 191NHP AmericanS.BCo.Cleveland		R
81928 214951 WPCL	**R. G. Stewart** (*ex*R.W.Stewart, *ex*EdwardL.Doheny, Junior) *ss*N.Yk.No.3–8,30 *ss*Bal.No.2–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Mchy.Aft* D.F. *Longitudinal framing*	9229 — 6804	✠100A1 *Shelter dk withfreeboard* ~~6,40~~ ~~12,39~~10,40 ~~BS12,39~~ ✠LMC12,38 BS10,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,17 *F.P. above* 150° F.	Gal Bal	*d*†	CL 8,39	1917 6mo	NewYork S.B.Corp. Camden,N.J. A&CP	StandardOilCo.of NewJersey	467·6 36·3 FK *CellDBa*23' *uE&B*76'	62·7	32·0	Wilmgton (Del.) Utd.States 16*BHptCem* (10 *to U dk* 6 ,, 2*nd* ,,) 463*tDT f*40'	Q.4Cy.24",35",51"&75"–51" 220lb (*r*) 568NHP 3SB,*9cf*,GS177,HS7804 FD NewYorkS.B.Corp. 441*tFPT*229*tAPT*131*t*	39 ″ 6 s10 ″ 3½ 29 ″ 5¾	
81929 149845	**R. H. Carr** TwinSc *ss*Dem.No.3–4,40 ~~*ss*Dem.No.2–36~~ 1*Dk*	324 224 135	✠ A1 *withfreeboard* 4,40 ~~4,36~~ ~~BS8,38~~ ✠LMC~~4,36~~ *For River & Coast Service British Guiana*	Dem MS11,39 BS9,39		~~PN4,39~~ ~~S4,39~~ SN4,40 P4,40	1927 6mo	J.Crichton &Co.Ld. Saltney *Lloyd'sA&CP*	Sproston'sLd.	145·3 152·0(O.L.) F25' FK	27·6	8·7	Georget'n, Dem. British 4*BHCem* *FPT*12*t*	T.3Cy.8¼",14"&22"–15" (*s*) 180lb 50RHP 1SB,*3cf*,GS47,HS1475 Plenty&Son,Ld.Newbury	9 ″ 0 s 2 ″ 11 6 ″ 6	
81930 170827 VCGX	**R. J. Cullen** (*ex*SanLucas-40, *ex*EasternKnight) ~~*Fitted for oil fuel*~~ 1*Dk&Shelter dk&Web frames* *Longitudinal framing* *ss*Phl.No.3–1,40	6993 6477 4435	✠100A1 *Shelter dk withfreeboard* 12,40 ~~5,40~~ ✠LMC BS5,40 MS1,40 *Fitted for oil fuel* 2,20 *F.P. above* 150°F.	NYk		CL 1,40	1919 11mo A&CP	OsakaIron Works,Ld. Osaka	AtlanticTrans-portationCo.Ld. (S.L.deCarteret, *Mgr.*) *CellDB*368'1447	415·1 P45'B148'F45'*on Shelter dk* FK 3*BHto Shdk* *tDT a*34'1145*tFPT*	55·7	32·0	St.JohnNB British *Cem*~~*WB*~~ 4*BHto Udk* 169*tAPT*48*t*	T.3Cy.28⅛",45"&75"–51" 180lb (*s*) 553NHP 3SB,*9cf*,GS190,HS8100 FD OsakaIronWrks,Ld.Osaka	34 ″ 8 s7 ″ 2 27 ″ 9¼	
81931 221590 KDUC	**R. J. Hanna** (*ex*Lubrico-35) *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. GyC. *Longitudinal framing* *CarryingPetroleum in bulk*	6905 — 4283					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo.of California	425·0	57·2	33·1	S.Frncisco Utd.States	T.3Cy.27⅝",46"&78¼"–51" 436NHP Hooven,Owens,Rentschler Co.Hamilton,Ont.		R
81932 1845 IBPP	**R. L. Hague** TwinSc *OilEng.* *ss*Pal.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*)2*nd dk*(*Stl*)*clear of cargo tanks* 3*rd dk*(*Stl*)*aft of cargo tanks Web frames* D.F. GyC. *CruiserStern Longitudinal framing*	12175 11720 7032	✠100A1 11,39 ✠LMC CS1,37 DBS2,39 2,39 *CarryingPetroleum in bulk*	Mfl		CL 7,38	1932 7mo	Cantieri RiunitiDell'Adriatico Monfalcone *Lloyd'sAP*	"LaColumbia"Soc. Marit. perTrasporti diPetrolio e Derivati *C*	542·3 522·0 FK *Aft*B55'B40'F39 *ell DBuE*78'135*t D*	70·2	38·7	Genoa Italian 16*BHptCem* *Tsf*53'2312*t*	Oil Engines 2S.C.SA 12Cy.23⅝"–43$\frac{5}{16}$" 1162NHP 2DB(*a*)*200lb* 2DB(*f*)*100lb* Soc.An"Fiat"S.G.M.Turin *FPT*291*tAPT*250*t*	38 ″ 9 s 8 ″ 6½ 30 ″ 5¼	
81933 234510 WOGQ	**R. P. Resor** *Mchy.Aft CruiserStern* 1*Dk* *Longitudinal framing–bracketless system* *Part electrically welded "Arcform"* D.F. E.S.D. GyC.	7451 6674 4620	100A1 1,40 BS~~1,40~~1,41 LMC1,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,36 *F.P. above* 150° F.	Gal		CL ~~N1,38~~ 1,41	1936 2mo	Federal S.B &D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey *CellDB*54'146*tD*	435·0 P85'B33'F36' FK *Tf*31'687*tFPT*155*t*	66·8	34·2	Wilmgton (Del.) Utd.States 13*BH* *APT*247*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft 450lb (*s*) HS3660 593NHP 2 W.T.B.(Spt424lb) FD Allis-ChalmersMfg.Co. Milwaukee,Wis.	34 ″ 6	
81934 214311 WPCI	**R. P. Smith** (*ex*J.M.Danziger-36) *ss*Mob.2ndNo.3–12,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6226 5699 3834	✠100A1 7,40~~12,39~~ ✠LMC MS2,39 BS~~7,39~~7,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,16 *F.P. above* 150°F	Mob	*b*†	CL N12,39	1916 8mo	W Cramp& SonsS&EBCo Philadelphia A&CP	SabineTransport-ationCo.Inc. (M.T.Ball,*Mgr.*) *CellDB*61'235*t DT f*45'629*t*	430·0 P103'B36'F49' FK *FPT*246*tAPT*49*t*	58·2	33·3	Baltimore Utd.States 15*BHptCem* (8 *to U dk* 7 ,, 2*nd* ,,)	T.3Cy.27",45½"&76"–51"(*r*) 190lb 565NHP 3SB,*9cf*,GS185,HS8095 FD W.Cramp&SnsS.&E.B.Co. Phl.	33 ″ 4 s6 ″ 7½ 26 ″ 11¾	
81935 77532	**R. R. Richardson** (*ex*J.M.Jenks) GyC. 1*Dk*2*trB*	4046 — 2925					1902	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	414·0	50·0	28·0	Duluth Utd.States *WB*	T.3Cy.22",35"&58"–40" NB25 213NHP AmericanSB.Co.Cleveland		
81936 237760 WPKP	**R. W. Gallagher** D.F. GyC. E.S.D. 1*Dk* *Mchy.Aft* Sub.Sig. *Cruiser Stern* *Longitudinal framing* *Pt. electrically welded*	7989 7036 4738	100A1 ~~6,40~~ ~~1,40~~ 1,41 ~~BS6,39~~ LMC8,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,38 *F.P. above* 150°F. BS6,40	Gal ~~NYk~~		CL	1938 8mo	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md. *Lloyd'sA&CP*	StandardOilCo.of NewJersey *CellDBuE*66'63*tD*	445·4 463·0(O.L.) P92'B35'F40' FK *Tf*24'635*tFPT*361	64·2	35·2	Wilmgton (Del.) Utd.States 14*BH* *tAPT*180*t*	2 steam turbinesDRgeared to 1 screw shaft 985NHP 450lb (*s*) HS9856 2WTB(Spt424lb) FD BethlehemS.B.Corp.Ld. Quincy,Mass	34 ″ 10	
81937 YTMU	**Rab** Ⓟ *ss*Ssk.No.2–39 1*Dk*(*Teak*)	344 235 115	✠100A1 *withfreeboard* 7,40 ~~9,39~~ ✠LMC BS~~1,39~~7,40 MS4,39	Ssk Spt	*f*	CL ~~5,37~~ 6,40	1931 3mo	J.S.White &Co.Ld. EastCowes *Lloyd'sA&CP*	Jadranska PlovidbaD.D. *Tanks in way of tunnel* 1	144·5 153·4(O.L.) F34' BK6" 6'11*tDTf*20'31*tFP*	24·6	11·4	Susak Yugoslav 5*BHCem* *T*4*tAPT*3*t*	T.3Cy.14",22½"&37"–24"(*s*) 200lb (*s*) 111NHP 1SB,*3cf*,GS53,HS1723 FD J S.White&Co.Ld.Cowes	12 ″ 0 s 2 ″ 4½ 10 ″ 3½	
81938 DNAY	**Rabat** *Fitted for oil fuel* Sub.Sig. 2*Dks*	2719 2304 1603					1929	Deutsche WerftA.G. Hamburg	Oldenbrg-Portug. Dmpfsch.-Rhed.	283·3 P21'B72'F31'	46·0	23·0	Oldenburg German *WB*	C.4Cy.(2)18$\frac{11}{16}$"&(2)39⅜"–39⅜" 194NHP DeutscheWerftA.G.Ham.		G
81939 113640 TWCD	**—** 3Mst (*ex*Vena, *ex*Algeiba, *ex*Clarence) *ss*Bel.2ndNo.3–3,28 *ss*CasablancaNo.1–32 1*Dk*(*Stl*) *Mchy.Aft Well deck*	565 402 229	✠ — 4,37 ✠NB9,18 ✠	Casa-blanca	*h*		1902 5mo	Scott& Sons Bowling	V.&S.Castella	170·4 Q91'B10'F25' BK7" *FPT*60*t*	27·2	11·4	Casablnca Moroccan 4*BHCem* *APT*32*t*	T.3Cy.14",22½"&37"–27" NDB18 71NHP 1SB,*3pf*,GS49,HS1293 Ross&Duncan,Glasgow	12 ″ 4	
101/41 81940 163510 VQWP	**Rabaul** TwinSc3Mst (*ex*GeorgeWashington-34) *OilEng.* *ss*Osl.No.3–6,29 D.F. *ss*Rot.No.2–37 2*Dks*(*Stl*)&*Awng dk*(*Stl*) *Tonnage opening closed*'40	~~5618~~ ~~5200~~ ~~3516~~ 6809 — 4326	✠100A1 *Awng dk withfreeboard* ~~4,40~~ ~~12,39~~3,41 ~~6,40~~ ✠LMC CS10,38 DBS~~12,39~~ 10,38 3,41	Lon ~~Syd~~ ~~Cff~~ Npt	*a*†	CL PN7,37 s10,38	1916 11mo	Akt.Bur-meistr&Wain Copenhagen *Lloyd'sA&CP*	W.R.Carpenter ~~OverseasShipping, Ld.~~ OverseaShip-ping,Ld. *Cell D* *Awng'tweendkBHs*	425·5 B377'1266*tFPT*90*t* (*CollBHtoAwndk*,6*BHto*2*nd dk*) *except Coll BH dispensed with*	55·3	27·8	Suva,Fiji British FK 7*BH pt Cem* *APT*82*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 717NHP DB~~60lb~~ *50lb* Akt.Burmeistr&Wain,Opn	~~30 ″ 6~~ ~~s 4 ″ 0¼~~ ~~26 ″ 8¾~~ 38 ″ 6 s10 ″ 0½ 28 ″ 8½	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Enregistrement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et ce n'est dans le L.R. Durée Cert. B. of Trade
81941 DOEF	**Rabe** (exHornsee) Wireless Sub.Sig.	994 879 556					1923	F.Schichau Elbing	ArgoReederei RichardAdler&Co.	229·8 P14'F30'	33·5	14·2	Bremen German WB	T.3Cy.15″,24½″&38⅜″-25½″ 74NHP F.Schichau,Elbing		G
81942 FOYB	**Rabelais** (exJeanStern) 1Dk&2nd dk in holds	4999 4100 3156	✠ ... 7,26	✠			1921 2mo	Atel.&Ch. duSud-Ouest Bordeaux	Cie.desAffrêteurs Français(Heuzey& Chastellian, Mgrs.)	386·4 P35'Ba21'Bf21' F46'	52·4	25·0 FK	Rouen French WB	T.3Cy.25½″,42″&70″-48″ 433NHP N.E.MarineEng.CoLdNwc	28 ″ 4	V †
81943 PGYB	**Rabenhaupt** OilEng. D.F. 1Dk Mchy.Aft CruiserStern	358 244 148					1939	N.V.Noord Nederlndsch. Schpswerven Groningen	EvertSmid	141·7 P41'F18'	23·0	9·7	Groningen Dutch WB	Oil Engines 4S.C.SA 6Cy.11¾″-16$\frac{9}{16}$″ 73NHP MtrnWerkeMannheimAG		V
81944 UOVK	**Rabotnik** TwinSc OilEng. Mchy.Aft 1Dk	967 769 472					1930	Sevastopol Marine Works Sevastopol	U.S.S.R.	229·6 P55'F25'	33·9	11·8	Sevastopol Russian WB	Oil Engines 4S.C.SA 12Cy.13$\frac{9}{16}$″-19½″ 214NHP StateEngineWorks, Kolomenski		
81945 UOGU	**Rabotnitsa** Aux OilEng. 1Dk (See Sailing Ship Register)	414 301 158					1933	FarEast Works Vladivostok	U.S.S.R.	134·1	29·6	11·1	Vladvostk Russian	Oil Engines 4S.C.SA 6Cy. SormovoWks.Sormovo		
81946 147306 GCQZ	**Raby Castle** OilEng. ssHKg.No.3-1,37 D.F. 2Dks(Stl)&Shelter dk E.S.D. (Stl)&Web frames Longitudinal framing	4996 4591 3078	✠100A1 Shelter dk withfreeboard 1,41 ~~12,39~~ ~~DBS12,39~~	HKg Bry DBS1,41 ✠LMC CS10,37 12,39	z	CL 4,39	1925 4mo Lloyd	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP	LancashireShppg. Co.Ld(J.Chambers &Co.Mgrs.) CellDB329'1090tDTs	400·1 f41'1029tFPT117t	52·4	26·6 FK Coll	Liverpool British 7BHptCem BH to Sh dk APT54t	Oil Engines 4S.C.SA 8Cy.28¾″-51$\frac{3}{16}$″ 638NHP 2DB100lb NDB(upper)84 N.E.MarineEngCoLd.Nwc	29 ″ 0 s 3 ″ 4½ 25 ″ 10	
119/40 81947 YTDS	**Rad** (exThistletor) ssSpt.2ndNo.3-2,35 ssSpt.No.1-39 D.F. 1Dk(ptIrn ptStl)	4201 3798 2597	✠100A1 1,40 MS4,39	Gen ✠LMC BS8,39	x	CL 11,37	1910 8mo Lloyd	Irvine'sSB &D.D.Co.Ld W Hartlepool 'sA&CP	Plovidba"Rad" (Banaz&Rusko, Mgrs.) CellDBa130'uE&	370·3 P49'B&F287' B49'f149' 1021tFPT144t	51·4	24·0 FK	Dubrovnik Yugoslav 6BHCem APT213t	T.3Cy.25″,40″&68″-48″ (s) 180lb 80lb 358NHP 2SB,6cf,GS130,HS5663 Richardsons,Westgarth& Co.Ld.Hpl.	26 ″ 6 s2 ″ 11¼ 23 ″ 9	
99/41 81948 43 SUBT	**Radames** (exFernandColignon, exWinslow, ssShl.2ndNo.3-5,29 exOverdale, ssAlx.No.2-36 exDumbarton) 1Dk(Stl)&Spar dk(Stl) &deep framing	3575 3310 2273	✠100A1 Spar dk 1,41 ~~11,39~~ ~~BS4,39~~ ~~BS7,40~~4,41	Alx Cbo ✠LMC3,36	w	CL 4,39	1903 8mo Lloyd	A.McMil- lan&Son,Ld. Dumbarton 'sA&CP	~~A.Klat~~ A.&R.Klat CellD	340·0 351·8(O.L.) P30'B88'F36' Ba112'uE24'f144'	45·0	17·8 26·1 FK	Alexndria Egyptian 6BHCem 715tAPT91t	T.3Cy.24″,40″&65″-42″ (s) 180lb ~~110lb~~ NDB25 305NHP 2SB,6cf,GS121,HS4818 ClydeS.B.&E.Co.Ld.P.Gls.	28 ″ 9 s 5 ″ 2½ 23 ″ 9½	
81949 DAXQ	**Radbod** (exVictoriaW. Kunstmann-36, ssKel.2ndNo.3-5,36 exCrawfordCastle,exHova) 2Dks(Stl) Sub.Sig.	4354 4061 2771	✠ 12,38	Ham ✠	x		1910 11mo	Nthmblnd S.B.Co.Ld. Newcastle	EmderDampfer- kompagnieA.G. (Wilh.Nübel,Mgr) CellDB	378·0 P31'B94'F33' a129'uE&B42'f165'	49·1	26·5 FK	Emden German 6BHCem 990tAPT50t	T.3Cy.25″,41″&69″-48″ 367NHP 3SB,9cf,GS164,HS5796 N.E.MarineEng.CoLdNwc	29 ″ 0	
81950 210806 KLHS	**Radium** Pet.Mot. Mchy.Aft 1Dk	339 — 230					1912	SkinnerSB &D.D.Co. Baltimore	GulfOil Corporation	140·4	23·2	13·0	Phildlphia Utd.States	PetrolMotor 4S.C.SA 6Cy.12″-14″ 86NHP StandardMar.Const.Co. JerseyCity,N.J.		
81951 5642 SGPN	**Rådmansö** (exNordic-38) ssSkm.2ndNo.3-3,39 D.F. 1Dk(Stl)&Shelter dk(Stl)	4280 3874 2596	✠100A1 Shelter dk withfreeboard 11,40 ~~3,39~~ MS6,38	Skm Cff ✠LMC BS~~9,38~~10,40	y	CL 6,38	1914 9mo Lloyd	JLThomp- son&Sons,Ld. Sunderland 'sA&CP	RederiA/B Rex (K.M.Källström, Mgr.) CellDBa134'uE&B	385·0 45'f164'1176tFPT	53·7	23·6 FK	Stockholm Swedish 6BHCem 76tAPT77t	T.3Cy.27″,45″&74″-48″ (s) 180lb 465NHP 3SB(Spt),9cf,GS197, HS7906 Blair&Co.Ld.Stockton	26 ″ 1 s 2 ″ 6½ 23 ″ 9½	
81952 PJCN	**Rafaela** TwinSc Mchy.Aft 1Dk Longitudinal framing at bottom in centre tanks and in trunk	3177 2273 1558	✠100A1 ~~8,40~~ ~~1,40~~2,41 ~~BS7,38~~ Carrying Petroleum in bulk Fitted for oil fuel 7,38 F.P. above 150° F.	Cco BS8,40 ✠LMC7,38	v	CL s1,39	1938 7mo Lloyd	Blythsw'd S.B.Co.Ld. Glasgow 'sA&CP	N.V.Curaçaosche Scheepvaart Maats. CellDBuB14'21t Wing tanks a293t midship wing tanks 562t	336·5 351·5(O.L.)incl.Rdr P91'Trunk204'F41'	56·2	15·1 FK	Willmstad Dutch 10BHptCem ptAsp FPT121t	T.6Cy.15⅝″,25″&40⅝″-27″ 180lb 365NHP 2WTB,HS6520 FD Aitchison,Blair,Ld. APT105t Clydebank	14 ″ 9 s 1 ″ 4½ 13 ″ 6½	
81953 LEQN	**Raftsund** (exBras) Mchy.Aft 1Dk	610 488 342					1919	Kaldnæs Mek.Verks. Tönsberg	LarsL.Eide	166·5 P81tH21tF26t	28·7	12·6 WB	Bergen Norwegian	T.3Cy.12″,20″&33″-24″ 56NHP KaldnæsM.V.Tönsberg		N
81954 8041 SJIN	**Ragna Gorthon** ssHbg.No.1-40 D.F. CruiserStern 1Dk&Shelter dk Strengthened for navigation in ice	1848 1552 974	✠100A1 withfreeboard 4,40 ~~6,39~~	Got Hbg ✠LMC~~9,35~~ 4,40	s	CL 6,39	1935 9mo Lloyd	A/S Aalbrg Msk.ogSkibs. Aalborg 'sA&CP	RederiA/BGefion (JohGorthon Mgr) Collision BH CellDB236'578t	282·9 & after peak BH to FPT51tAPT85t	43·6	17·3 FK	Hlsngborg Swedish 4BHCem shelter dk	C.3Cy.(2)15¾″&(1)39⅝″- 37⅝″& LP turbine with SR gearing & chain drive (s) 220lb 241NHP 2SB,6cf,GS84,HS3457 FD HelsingörsJernsk.&Mskb.	19 ″ 8 s ″ 6½ 19 ″ 2½	
81955 6206 SIYA	**Ragne** Ⓟ Wireless D.F. 2Dks Sub.Sig.	1327 634 703					1919	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	234·5	36·0	14·1	Stockholm Swedish WB	2SteamTurbinesSR geared to1Sc.Shaft SvenskaTurb.Akt. Ljungström,Finspång		
81956 OYVR	**Ragnhild** D.F OilEng. CruiserStern 1Dk&ptShelterdk	2252 1933 1267					1938	Helsingörs Jernsk&Msk. Elsinore	Dmpselsk.Torm (A.Schmiegelow& A.Kampen,Mgrs.)	326·8 F74'	45·8	18·4	Copnhagn Danish WB	Oil Engines 2S.C.SA 8Cy.19$\frac{11}{16}$″-35$\frac{7}{16}$″ 540NHP HelsingörsJernsk.&Mskb.		C
81957 7488 SDTA	**Ragnhildsholm** OilEng. ssSkm.No.2-38 D.F. 1Dk(Stl)&Shelter dk(Stl) Strengthened for Navigation in Ice	2818 2467 1547	✠100A1 withfreeboard 11,40 ~~2,40~~ DBS~~4,36~~6,40	NYk Qbc ✠LMC CS2,38 ~~5,37~~ 7,39	v	CL 3,39	1929 2mo Lloyd	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP	A/B Svenska AmerikaMexiko Linien(E.Carlson, Mgr.) CellDB	334·2 348·4(O.L.) F33' 289'877tAPT109t (	46·9	20·2 FK	Gothenbrg Swedish 7BHptCem Coll to Sh dk 6 to 2nd „)	Oil Engines 4S.C.SA 6Cy 24$\frac{11}{16}$″-51$\frac{5}{16}$″ 355NHP DB80lb EriksbergM.V.Aktieb.Got	22 ″ 11 s 1 ″ 6 21 ″ 7½	
81958 OHRZ	**Ragunda** (exLena) D.F. 1Dk&Awng dk	1702 — 910					1901	Hellerup Skibsværft Hellerup	Laivanvarustus O/Y OuluRederi A/B	259·8 249·1 P37tQ85tH96t F329t	36·1	14·3 21·2	Uleåborg Finnish WB	T.3Cy.18″,29″&48″-33″ 132NHP Dansk.Maskinfabr.Cpn.		N

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B.of TradeCert.
81959 160593 VWBN	**Rahmani** Ⓟ ssBom.No.3-10,40 ~~ssBom.No.2-36~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–teak s) D.F.	5463 4689 3345	✠100A1 *with freeboard* ~~10,40~~~~1,39~~4,41 ~~BS11,39~~ ✠LMC~~12,36~~ 10,40	Bom	*a*†	CL ~~10,38~~ 10,40	1928 10mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	MogulLine,Ld. 1*IntermediateBH* *CellDB*355'1191*t*	410·0 F52' FK *dispensed with Co* *FPT*109*tAPT*53*t*	54·0	26·7	Bombay British *ptCem* *llBHtoShdk* 5 „ „2*nd* „	T.3Cy.26½",44"&74"-51" (*s*) 200lb *110lb* 541NHP 3SB,*9cf*,GS185,HS7626 FD Rankin&BlackmoreLdGrk	29 ″ 3 s3 ″ 6½ 25″11¼	
81960 UOWJ	**Raikomvod** TwinSc *OilEng.* Wireless 1*Dk*	958 — 448					1931	StatesS.B. &Eng.Wks. 'AndréMarti' Odessa	U.S.S.R.	229·6 P64'F32'	33·9	11·8	Rostov Russian	Oil Engines 4S.C.SA 12Cy.13$\frac{9}{16}$"-19$\frac{11}{16}$" 214NHP StateEng.WksKolomenski		
81961 OFED	**Raila** (*ex*Gunnel-39) ssOsc.No.3-6,35 ssOsc.No.1-39 1*Dk*(*Stl*) *Cargo battens not fitted*	1334 — 739	✠100A1 2,39 ✠LMC2,39 No later survey reported	Osc	*p*	OG 1,39	1922 4mo *Lloyd*	Oskrshmns M.V.A/B Oskarshamn '*sA&CP*	Meriliike O/Y TradingLd. *CellD*	232·5 P26'B58'F21' FK *B*199' 374*t FPT*31*t*	38·3	15·7	Helsingfrs Finnish 4*BHCem* *APT*30*t*	T.3Cy.17½",29"&48"-30"(*s*) 200lb 165NHP 2BS,*4cf*,GS68,HS2812 OskarshamnsM.V.Aktieb.	17 ″ 9 s 1 ″ 8½ 16 ″ 3	
81962 OFAU	**Raimo-Ragnar** (*ex*Laila-37, *ex*Rosegg,*ex*Röisheim) D.F. 1*Dk*	1972 — 1165					1914	Fredrkstad Mek.Værks. Fredrikstad	LovisaRederiA/B (A/BR.Nordström &Co.O/Y,*Mgrs.*)	276·4 264·4 P50*t*B71'H90*t*F12*t*	42·1	17·7	Lovisa Finnish *WB*	T.3Cy.20½",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
81963 161541 GKBX	**Rajahstan** ssShl.No.2-37 D.F. 1*Dk*(*Stl*) E.S.D.	6391 5800 3875	✠100A1 ~~6,40~~~~10,39~~3,41 ~~BS2,40~~ ✠LMC12,37 1,41	Cff ~~Npt~~Gls	*a*†	CL ~~N4,39~~ ~~N9,40~~ 2,41	1929 11mo *Lloyd*	Bartram& Sons,Ld. Sunderland '*sA&CP*	HindustanSteam ShippingCo.Ld. (CommonBros. *Mgrs.*) *CellDB*	425·9 440·4(O.L.) P35'B128'F37' FK 375'1893*t FPT*158	57·0	29·6	Newcastle British 7*BHCem* *tAPT*325*t*	C.4Cy (2)22"&(2)47¼"-47¼" 220lb ~~220lb~~ (*s*) 442NHP 2SB(Spt),*8cf*,GS158, FD *180lb* HS6130 J.Dickinson&Sons,Ld.Sld.	33 ″ 4 s 6″11¼ 26 ″ 7¼	
81964 148597 GLMF	**Rajput** ssCal.No.3-4,38 2*Dks*(*Stl–Udk pt* teak s)	5497 5019 3398	✠100A1 7,40 ~~11,39~~ ✠LMC MS4,38 BS11,39	Cal	*z*	CL ~~N10,38~~ 6,40	1925 5mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	AsiaticStm.Nav. Co.Ld. *CellDB*350'1191*t*	405·0 P40'B140'F47' FK *DTa*33'900*t FPT*1	54·0	28·7	London British 8*BHptCem* 1 *to 2nd dk* 18*tAPT*31*t*	T.3Cy.25",42"&70"-48" (*s*) 200lb *110lb* 441NHP 2SB,*8cf*,GS154,HS5990 FD D.Rowan&Co.Ld.Glasgow	31 ″ 3 s5″10¼ 25 ″ 8½	
7 80/4 81965 149361 GLWV	**Rajputana** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*(*Stl–Wthr dk pt* teak s) D.F. 4*th dk*(*Stl*)*in holds 5th dk*(*Stl*) *CruiserStern in Nos.* 1,2&3 *holds*	16644 13300 9455	✠ 6,28 ✠	Lon	*k*†		1926 1mo	Harland& Wolff,Ld. Greenock	P.&O.Stm.Nav.Co. *CellDB*	547·7 B304'F84' FK *Coll* 461'2092*tTanks at*	71·3	43·4	Greenock British 12*BHptCem* *BH to W dk* *sides of tunn*	Q.8Cy.33",47",67½"&97"-60" 2478NHP 6DB,*48cf*,GS936,HS37932 Harland&Wolff,LdBelfast *els* 278*tFPT*130*tAPT*152*t*	47 ″ 2	
81966 149753 GMSN	**Rajula** Ⓟ TwinSc ssCal.No.3-5,39 D.F. 3*Dks*(*Stl–Weather dk* teak s) 4*th dk*(*Stl*)*inNos.*1,2&3 *holds* *CruiserStern*	8478 6595 4702	✠100A1 *withfreeboard* ~~5,40~~~~11,39~~ 12,40 *Fitted for oil*	Sug Bom BS5,40 ✠LMC5,39 *fuel* 11	*e*† ,26	CL ~~5,37~~ 5,40 *F.P. a*	1926 12mo *Lloyd* *bove* 1	Barclay, Curle&Co.Ld. Glasgow '*sA&CP* 50° F.	BritishIndiaStm. Nav.Co.Ld. *CellDB*413'1275*t* *Tanks at sides of*	462·0 B204'F43' FK *Coll* *tunnels*82*tFPT*138*t*	61·7	30·0	London British 8*BHptCem* *BH to W dk* *APT*187*t*	T.8Cy.(2)22½"(2)37½"&(4) 46"-45" (*s*) 215lb FD 956NHP 5SB,*20cf*,GS357,HS14560 Barclay,Curle&Co.Ld.Gls.	33 ″ 0 s 7 ″1¾ 26 ″ 2½	
81967 40887 JZMH	**Rakuto Maru** Ⓟ 2*Dks* *CruiserStern*	2962 2270 1726					1935	Uraga DockCo.Ld. Uraga	ToaKaiunK.K.	297·9 P23'B97'F32'	45·0	23·8	Osaka Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$"&(2)20½"- 13¾"SRgeared&LPTurbine DRgeared to Sc. Shaft 109NHP UragaDockCo.Ld.Uraga		
81968 28171 JAMA	**Rakuyō Maru** Ⓟ TwinSc ssKob.No.3-5,36 ssKob.No.1-40 2*Dks*(*Stl*)& *Shelter dk*(*Stl*-ws)	9419 8544 5678	✠100A1 *Shelter dk* *withfreeboard* 12,40~~3,40~~ ✠LMC3,40 BS12,40 *Fitted for oil*	Kob *fuel* 6	*d*† ,21	OG P12,37 S9,39 *F.P. a*	1921 5mo *Lloyd* *bove* 1	Mitsubishi ZosenKaisha, Ld. Nagasaki '*sA&CP* 50° F. *FW*	NipponYusenK.K. *CellDB*389'1519*t* *Tanks in ER* 9'97*t*	460·0 F42'*on Shelter dk* FK *DTa*24'549*t* *FPT*127*tAPT*47*t*	60·0	40·5	Tokyo Japanese *Cem* 6*BHtoSh dk* 1 „ „ *U* „	4SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 200lb 1153NHP 5SB(Spt),*15cf*,GS289, FD HS12065 MitsubishiZosenKaisha Ld	40 ″ 7 s10″6¾ 30 ″ 7	
81969 147180 GJLX	**Rallus** ssMch.No.3-9,35 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) *Tonnage opening closed* '11(*W.E.*)	1871 1620 920	✠100A1 *Shelter dk* *withfreeboard* Examined9,40 BS6,40 ✠LMO	~~Mch~~ Gls MS4,39	*s*	CL 3,39	1922 9mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld Sunderlnd '*sA&CP*	British&Conti- nentalS.S.Co.Ld. *CellDB*226'464*tM*	290·0 FK *T*18'129*t Collisio* *FPT*31*tAPT*39*t*	42·5	17·9	Liverpool British *ptCemptAsp* *n BH to S dk* 5 „ „ *U* „	T.3Cy.20½",34"&56"-42" (*s*) 180lb 318NHP 3SB,*6cf*,GS126,HS5000 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	27 ″ 11 s 7 ″ 3 20 ″ 10	
81970 143033 MJNK	**Raloo** (*ex*Consett-38, *ex*WarRother) ssShl.No.3-9,31 Wireless *Well deck* ssGoo.No.2-40 *Cargo battens not fitted* 1*Dk*(*Stl*)	1368 1030 758	✠100A1 1,41~~3,40~~ ✠LMC3,40	Goo Cff	*o*	CL 2,40	1919 3mo *Lloyd*	Campbel- townSBCoLd Campbeltwn '*sA&CP*	Shamrock ShippingCo.Ld. (W.C.Lawson, *Mgr.*)	229·8 235·6(O.L.) Q79'B56'F27' FK *CellDB*190'	35·8	15·6	Newcastle British 4*BHptCem* 395*tAPT*50*t*	T.3Cy.18",30"&50"-33" (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 Ross&DuncanLd.Glasgow	17 ″ 7 s 1 ″ 2 16 ″ 8	
81971 154862 VCBT	**Ralph Budd** (*ex*Superior) *Mchy.Aft* 2*Dks*	4537 4344 3350					1905	Gt.Lakes Eng.Works Ecorse,Mich.	Upperlakes&St. LawrenceTrans- portationCo.Ld. (G.C.Leitch, *Mgr.*)	382·0	50·0	25·9	MidlndOnt British *WB*	Q4Cy20¾",30",43½"&63"-42" GreatLakes 257NHP Eng.Works,Detroit		R
81972 149493	**Ralph Gilchrist** *Mchy.Aft* 1*Dk*	1927 1627 1147					1929	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	SarniaSteamships, Ld.(R.Scott Misener,*Mgr.*)	252·8	43·4	17·8	Sarnia Ont British *WB*	T.3Cy.15",25"&40"-33" 92NHP Swan,Hunter&Wigham- Richardson,Ld.Nwc.		C
81973 237854 WNUA	**Ralph H. Watson** D.F. GyC. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck*	8302 — 6130					1937	Gt.Lakes Eng.Works RiverRouge, Mich.	Pittsburgh SteamshipCo.	593·3 F53'	60·2	28·2	Dul'th,Min Utd.States *WB*	DR geared steam turbine 383NHP GeneralElectricCo. Schenectady,N.Y.		R
81974 126 YLBY	**Ramava** (*ex*Ilir,*ex*Orjen) ssRga.3rdNo.3-4,36 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	2141 2003 1305	✠100A1 3,40 BS5,39 ✠LMC4,36 Surveys delayed	Rot	*s*	N1,39	1900 10mo *Lloyd*	Stabilmnto Tecnico Trieste '*sA&CP*	R.Pumpurs,M. Russbergs&A. Karklins (D.Thomsons, *Mgr.*) *Cell*	290·0 P33'B76'F35' FK *DBa*84'*uE*29'*f*108'	42·8	19·6	Riga Latvian 5*BHCem* 620*tAPT*50*t*	T.3Cy.20",32"&54"-39" (*s*) 180lb NDB05 200NHP 2SB,*6cf*,GS100,HS3121 StabilimentoTecnico,Tri.	22 ″ 0 s 3 ″3¼ 18″ 11	
421 41 81975 2176 ICHM	**Ramb I** TwinSc *OilEng.* D.F. *Ref.Mchy.* 2*Dks* Sub.Sig. *CruiserStern*	3667 3089 2179					1937	Soc.Anon. Ansaldo Genoa-Sestri	ItalianGovern- ment(Ministero dell'AfricaItaliana RegiaAzienda MonopolioBanane)	383·2 B118'F49'	49·7	24·8	Genoa Italian *WB*	Oil Engines 2.S.C.SA 18Cy.22$\frac{1}{16}$"-33$\frac{1}{16}$" 1525NHP SocAn."Fiat"S.G.M.Turin		I

92/41

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B.of Trade
81976 2169 ICHN	**Ramb II** TwinSc OilEng. D.F. E.S.D. 2Dks *Ref.Mchy.* *Cruiser Stern*	3685 3066 2190					1937	Cantieri RiunitiDell' Adriatico Monfalcone	ItalianGovernment(Ministero dell'AfricaItaliana RegiaAzienda MonopolioBanane)	383·2|49·9|24·8 F44'	Genoa Italian *WB*	Oil Engines 2S.C.SA 14Cy.22 1/16"-33 1/16" 1193NHP Cant.RiunitiDell'Adriatico Trieste		I
81977 2190 ICHO	**Ramb III** TwinSc *OilEng.* D.F. *Ref.Mchy.* 2*Dks* Sub.Sig. *CruiserStern*	3667 3089 2175					1938	Soc.Anon. Ansaldo Genoa-Sestri	ItalianGovernment(Ministero dell'AfricaItaliana RegiaAzienda MonopolioBanane)	383·2|49·7|24·8 B118'F49'	Genoa Italian *WB*	Oil Engines 2S.C.SA 18Cy.22 1/16"-33 1/16" 1525NHP Soc.An"Fiat"S.G.M.Turin		I
81978 2174 ICHP	**Ramb IV** TwinSc *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *Cruiser Stern*	3676 3069 2187					1937	Cantieri RiunitiDell' Adriatico Trieste	ItalianGovernment(Ministero dell'AfricaItaliana RegiaAzienda MonopolioBanane)	383·2|49·9|24·8 F44'	Genoa Italian *WB*	Oil Engines 2S.C.SA 14Cy.22 1/16"-33 1/16" 1193NHP Cant.RiunitiDell'Adriatico Trieste		I
81979 140727 VTGD	**Ramdas** Ⓟ TwinSc ssCal.No.1-40 1*Dk* *CruiserStern*	406 325 158	✠ A1 *withfreeboard* 10,40 ~~8,39~~ ~~✠LMC8,36~~ *Coasting Service Bombay & Goa* ✠LMC10,40	Bom Cal	*g*	CL ~~8,30~~ 10,40	1936 2mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd*'sA&CP	TheIndianCo-operativeNavigation&Trading Co.Ld. *Cell*	170·8|29·1|10·5 *Shade dk* FK *DBuE*21'27t*FPT*7t	Bombay British 7*BHptCem ptAsp* *APT*24t	T.6Cy.10¾",17"&28"-21" (*s*) 180lb 172NHP 1SB,4*cf*,GS79,HS3160 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	11 " 0 s 3 " 0½ 8 " 3	
81980 148293 GNFR	**Ramillies** ssCft.No.3-8,39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4553 4241 2806	✠100A1 *withfreeboard* 9,40 ~~12,39~~ ✠LMC MS4,39 BS~~1,40~~ 1,41	Npt Sld	*z*	CL ~~8,37~~ 9,40	1927 8mo	W.Gray& Co.Ld. Sunderland *Lloyd*'sA&CP	BritishStm.ShippingCo.Ld.(J.Cory &Sons,Ld.*Mgrs.*) *CellDB*351'	398·8|53·0|24·7 412·6(O.L.) F32' FK (1051t*APT*129t	Cardiff British 6*BHCem* *Coll toSh dk* *5 to 2nd* ,,)	T.3Cy25½",42¾"&70¼"-48" 180lb (*s*) 424NHP 3SB(Spt)9*cf*,GS184,HS7281 Cen.Mar.Eng.Wrks.WHpl	27 " 1 s 2 " 11½ 24 " 4½	
81981 LCDP	**Ramö** (*ex*Speed-33,*ex*Asborg) D.F. 1*Dk*	2334 2105 1418					1921	Eltringhams,Ld. Willington Quay onTyne	D/S A/S Ramö (RolfUrsin-Smith)	290·4|44·0|20·8 P57tH129t	Oslo Norwegian *WB*	T.3Cy.21",34½"&57"-39" 203NHP Eltringhams,Ld.		N
81982 EABX	**Ramon Alonso R.** (*ex*Balmes, *ex*JoséGallart, *ex*Montclair) ssBcl.2ndNo.3-5,23 ssBcl.No.2-32 2*Dks*(*Stl*)&*deep framing*	4017 3601 3020	✠ ... 5,36 ✠NB8,07 ✠	Bcl	*w*		1898 4mo	A.McMillan&Son,Ld. Dumbarton	Hijo deRamonA. Ramos *CellD*	370·0|46·0|25·8 P36'B100'F38' FK *Ba*118'*uE*24'*f*150'	Barcelona Spanish 6*BHCem* 742t*APT*73t	T.3Cy.25⅝",42 5/16"&68"-45" 339NHP 2SB,6*cf*,GS110,HS4922 D.Rowan&Son,Glasgow	28 " 6	
81983 143616 GCZP	**Ramon de Larrinaga** ssHul.No.3-12,32 ssBkn.No.1-37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	5791 5325 3550	✠100A1 *Shelter dk* *withfreeboard* ~~2,40~~12,40 MBS8,40 MS12,36 ✠LMC ~~MBS8,39~~ DBS2,40	StN Lon	*b*†	CL 2,40	1920 3mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd*'sA&CP *CellDB*389'	LarrinagaS.S.Co. Ld. 1452t*DTa*40'1150t	449·9|57·9|26·6 F55'*onShelter dk* FK *Coll* *FPT*93t*APT*60t	Liverpool British *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.26",44"&73"-48" (*r*) 200lb *140lb* 609NHP 2DB,16*cf*,GS246,HS11800 Rankin&Blackmre,Ld.Grk	29 " 2 s 4 " 0½ 25 " 5	
81984 ~~220560~~ ~~KDDP~~	**Ramona** (*ex*AdmiralGove-40, *ex*Surico) ssS.Fo.No.3-7,32 1*Dk*(*Stl*)2*trB in fore& after holds&Web frames* *Fitted for oil fuel*	3513 3005 2208	✠ ... 2,35 ✠	SFo	*v*		1920 9mo	Submarine BoatCorp. Newark,N.J. *CellDB*251'827t	~~RamonaS.S.Co.~~ Wallem&Co.	324·0|46·2|25·0 P30'B90'F35' FK *DT f* 20' 394t *FPT*	Panama Pnamanian 6*BHptCem* 111t*APT*69t	1DR GearedSteamTurbine HS5800 386NHP 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 " 6	R †
81985 PJCC	**—** TwinSc ssCco.No.1-40 *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks and at trunk top*	3163 2271 1560	✠100A1 1,41 ~~7,40~~ BS7,40 ✠LMC6,39 *CarryingPetroleum in bulk F.P. above 150F°* *Fitted for oil fuel*4,36	Cco	*v*	CL S11,39 P7,40	1936 4mo	P.SmitJr's S.B.&E.Wks. Rotterdam *Lloyd*'sA&CP	N.V.Curaçaosche Scheepv.Maats. *CellDB*	337·0|56·2|15·1 Q92'*Trunk*204' F39' FK *uB*14'20t*FPT*123t	Curaçao Dutch 9*BHptCem ptAsp* *APT*105t	T.6Cy.15⅞",25"&40 5/16"-27 9/16" (*s*) 180lb 366NHP 2WTB HS6520 FD P.SmitJr'sSB&EWksRot.	14 " 9 s 1 " 4½ 13 " 6½	
81986 161373 GSJZ	**Ramsay** ssBkn.No.2-36 D.F. E.S.D. 1*Dk*(*Stl*)	4855 4571 2993	✠100A1 ~~5,41 2,40 8,40~~ BS2,40 ✠LMC4,38	Liv ~~Swa~~Gls	*y*	CL 2,38	1930 3mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd*'sA&CP	BoltonStm.Shppg. Co.Ld.	400·0|53·4|25·7 409·0(O.L.) P33'B254'F31' FK *CellDB*347'1315t	London British 6*BHCem* *APT*285t	T.3Cy.26",44"&73"-48" (*s*) 200lb 538NHP 3SB,9*cf*,GS172,HS7842 FD D.Rowan&Co.Ld.Glasgow	28 " 0 s 3 " 10 24 " 4½	
81987 DIES	**Ramses** Ⓟ *OilEng.* ssHam.No.1-30 D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*)*in No.1 hold* *CruiserStern*	7983 6950 4899	✠ ... 5,34 ✠	Ham	*e*†		1926 5mo	Flensburger Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) *CellDB*429'2200t	481·5|62·7|27·0 P&B395'F59' FK *FPT*72t*APT*28t	Hamburg German 8*BHptCem ptAsp*	Oil Engines 2S.C.DA 6Cy.27 9/16"-47¼" 1587NHP Maschfbk.Augsburg-Nürnberg,Augsburg	32 " 1	G †
81988 149653 GNJP	**Rancher** ssLiv.No.2-36 2*Dks*(*Stl*)	5882 5484 3696	✠100A1 Examined 8,40 Liv ✠LMC MS10,36 BS~~11,39~~ 1,41	~~Liv~~	*a*†	CL 8,38	1927 12mo	C.Connell &Co.Ld. Glasgow *Lloyd*'sA&CP	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB*361'1170t	420·0|54·5|30·4 434·6(O.L.) P37'B139'F44' FK *D Ta*32'911t *FPT*	Liverpool British 8*BHptCem* *1 to 2nd dk* 63t*APT*26t	T.3Cy.27",46"&77"-54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),12*cf*,GS215, HS8208 D.Rowan&Co.Ld.Glasgow	32 " 7 s 6 " 4 26 " 6½	
81989 148130 GLKW	**Ranchi** Ⓟ TwinSc *Ref.Mchy.* 3*Dks* (*Stl*) *Wthr dk* (*ptteak s*) D.F. 4*th dk*(*Stl*)*in holds* 5*th dk in*1,2&3*holds* *CruiserStern* *Fitted for oil fuel*	16738 13373 8827	✠ 2,29 ✠	Lon	*k*†		1925 7mo	Hawthorn, Leslie&Co.Ld Newcastle	P.&O.Stm.Nav.Co. *CellDB*469'1638t *Tanks at sides of tunnels*	548·5|71·3|43·2 B305'F84' FK *Coll* 425t*FPT*120t	Newcastle British 12*BHptCem* *BH to W dk* *APT*180t	Q8Cy32½",46½",67"&96"-60" &LP Turbines withDR gearing&hydraulic coupling 6DB,48*cf*, HS36684 Hwthrn,Leslie&Co.LdNwc	47 " 0	
81990 173237 ~~OZPH~~ VCWQ	**Randa** (*ex*Basse-Terre-37,*ex*Else-34) *Fitted for oil fuel* Wireless D.F. 1*Dk*	1558 1220 914					1930	A/SNakskovSkibs. Nakskov	CanadianGovernment(Canadian GovernmentMerchantMarine,Ld.) (CanadianNationalSteamships,*Mgrs.*)	253·0|39·2|15·4 P15'Q79'B107'F35'	Montreal British *WB*	C.4Cy.(2)14¾"&(2)31½"-31½" 184NHP HS2350 A.BorsigG.m.b.H.Berlin		
81991 PGYJ	**Randfontein** Ⓟ (*ex*Staur) ssAms.No.3-9,33 ssAms.No.1-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing in DB&at dks* *Ref.Mchy.* *CruiserStern* D.F.	5653 4704 3495	✠100A1 *Shelter dk* *withfreeboard* 8,40 ~~6,39~~ ✠LMC MS7,37 BS~~6,39~~ 8,40 ✠Lloyd'sRMC2,40 for temp. 32° F. *Fitted for oil fuel*10,20 *F.P. above* 150° F.	Ham Lon	*z*	CL N6,39	1920 10mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd*'sA&CP	N.V.Vereenigde Nederlandsche Scheepv.Maats. (DirectieAgentuur Maats.Holland AfrikaLijnN.V. *Mgrs.*)	409·0|53·8|27·9 F38'*onShelter dk* FK *CellDB*344'1064t	TheHague Dutch 6*BHptCem* *APT*28t	T.3Cy.27",45"&74"-51" (*s*) 180lb 565NHP 3SB,9*cf*,GS186,HS8517 FD Rankin&Blackmore,Ld. Greenock	30 " 6 s 4 " 4 26 " 4½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
81992 LEJE	**Randi** (exLillemor-36) 1Dk	1132 991 677					1916	Akties. MossVærft Moss	SkibsA/S Randi (Wahl&Co.Mgrs.)	226·2|36·6|15·7 P20'B57'F26'	Oslo Norwegian WB	T.3Cy.16",25"&42"-30" 97NHP Akties.MossVærft.Moss		N
99/40 81993 LJKE	**Randsfjord** TwinSc OilEng. D.F. 1Dk&Shelter dk CruiserStern	3999 3528 2369					1937	Eriksbergs M.V.Aktieb. Gothenburg	A/S DenNorske Amerikalinje	407·1|55·3|22·6	Oslo Norwegian WB	Oil Engines 2S.C.SA 14Cy.19 1/16"-35 7/16" 945NHP EriksbergM.V.Aktieb.Got		N
* 81994 PGYO	**Randwijk** ssRot.2ndNo.3-6,36 Sub.Sig. D.F. 1Dk(Stl)	2439 2222 1476	✠100A1 11,39 MS6,36	Ams ✠LMC BS3,40	s	OG 11,37	1912 7mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP Inter	N.V.Stoom,Maats, 'Wijklijn'(Erhardt &Dekkers,Mgrs.) mediate BH in fore CellDB a 8	287·4|45·2|20·9 F34'P22'B74' FK hold dispensed with 6'uE22' f 118'605t	Rottrdam Dutch Cem 4BHonly APT120t	T.3Cy.22½",37"&62"-39" (s) 160lb 100lb 265NHP 2SB,6cf,GS128,HS4296 Maats.deSchelde,Flushing	23 // 1 s 3 // 2½ 20 // 1	
81995 7333 SETN	**Rane** CruiserStern Wireless D.F. Sub.Sig. 1Dk	1322 1011 608					1927	Helsingörs Jernsk&Msk. Elsinore	StockholmsRederi- AktiebolagSvea (Eman.Högberg, Mgr.)	264·2|37·2|14·1 P75'	Stockholm Swedish WB	T.3Cy.20",32"&53"-36" 168NHP HelsingörsJernsk.&Mskb.		V
21/41 81996 160537 GSPB	**Ranee** ssCal No.2-37 2Dks(Stl)	5060 4634 3143	✠100A1 5,40 ~~8,39~~ MS7,37	Cal Bom ✠LMC BS~~4,39~~ 6,40	y	CL 8,39	1928 8mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP 'tw CellDB3	AsiaticStm.Nav. Co.Ld. Intermediate een dk BH in after 43'966t DTa34'866	400·0|52·0|27·5 P40'B121'F41' FK hold dispensed with tFPT119tAPT20t	London British Cem 5BHto Udk 1 ,, ,,2nd ,,	T.3Cy.24",40"&68"-45" (s) 200lb 100lb 430NHP 2SB,8cf,GS133,HS6062 FD J.G.Kincaid&Co.Ld.Grk.	29 // 10 s 5 // 6¼ 24 // 6½	
81997 LDQV	**Ranella** ssRot.2ndNo.3-12,36 Mchy.Aft 2Dks(Stl)&Web frames D.F.	5590 4970 3372	✠100A1 Examined 12,40 Mob ~~BS5,39~~ ~~2,40~~ CarryingPetr Fitted for oil	~~Cal~~ ✠LMC~~12,36~~ 12,40 oleum fuel5,	z i 12	CL ~~3,40~~ 11,40 bulk F.P. a	1912 5mo Lloyd bove 1	Swan,Hun- ter&Wigham Richardson, LdNewcastle 'sA&CP 50°F.	ErlingHansens RederiA/S CellDBuE DTf50'521t	406·4|51·3|28·9 P101' ~~P110~~'B33'F38' &B77'128t FK FPT72t APT106t	Arendal Norwegian 15BHCem 10 to Udk 5 ,, Mdk	T.3Cy.26½",43"&72"-48"(s) 180lb 449NHP 3SB,9cf,GS204,HS7740 WllsndSlpwy.Co.Ld.Nwc.	31 // 0 s 5 // 1½ 26 // 1¾	
81998 LEQS	**Ranen** Ⓟ 1Dk&Awng dk	463 419 263					1918	J.Storviks Mek.Verks. Xiansund	DetHelgelandske Dampskibsslsk.	160·2|23·1|16·0 H43t len27	Sandnes- sjöen Norwegian	T.3Cy.13½",22"&36"-22" 61NHP J.StorviksM.V.Xiansund		
81999 6974 SGAM	**Ranfrid** (exKamma) ssSbg.No.1-40 ssSbg.No.3-1,36 Well deck 1Dk(Stl) Cargo battens not fitted	781 532 437	100A1 7,40 ~~5,39~~ ✠NB4,23 BS~~5,39~~ 5,40	Sbg ✠LMC~~2,39~~ MS7,40	j	OG ~~5,39~~ 7,40	1923 2mo Lloyd	Vulcan- varftet Korsör 'sA&CP	RederiA/B Ostersjön(A. Christensen,Mgr.) CellD	177·1|30·0|12·2 P12'Q45'B57'F23' FK B151' 208t FPT25t	Trelleborg Swedish 4BHCem APT10t	T.3Cy.13¼",23 3/16"&36"-24" 170lb (s) 86NHP Emade86,refitted23 2SB,4cf,GS50.HS1599 Burmeister&Wain,Cpn.	14 // 6 s // 7½ 13 // 11¾	
82000 157646 ZMBS	**Rangatira** Ⓟ TwinSc Sub.Sig. D.F. ~~ssWln.No.1-35~~ 2Dks(Stl-Weather dk pt teaks) CruiserStern 3rdDk(Stl)in holds (Topsides-special quality steel) ssWln.No.2-39	6152 4155 2629	✠100A1 withfreeboard 8,40 ~~7,39~~ ~~MS11,35~~ Fitted for oil	Wln ✠LMC 3,38 BS~~3,39~~ 8,40 fuel 8,	a† 31	CL SN6,38 P7,39 F.P. a	1931 8mo Lloyd bove 1	Vickers- Armstrongs, Ld. Barrow 'sA&CP 50°F.	UnionS.S.Co.of NewZealand,Ld. CellDB322'719t D Mchy.Space25'143	406·1|58·2|25·8 419·4(O.L.) B&F380' FK Ta23' wing tanks in tDTs f45'456tFPT	Wellingtn British 10BHptCem (Coll to Wdk 9 ,,2nd,,) 17tAPT43t	2 Stm. Turbines connected to Elec.Motors & Sc.Shafts 446lb (s) FD 3022NHP 6WTB(Spt425lb),HS27600 BritishThomson-Houston Co.Rugby	29 // 0 s 12 // 0½ 17 // 0½	
82001 64271 VOLJ	**Ranger** Wood Mchy.Aft Wireless 2Dks	520 493 354					1871	A.Stephen &Son Dundee	BowringBros.Ld.	161·1|28·7|18·0 F27t	SJhnsNFL British	2Cy. 70RHP NBmade—fitted25		
187/40 82002 149565 GBWX	**Rangitane** Ⓟ TwinSc OilEng. ssLon.No.2-38 D.F. E.S.D. 3Dks(Stl-Weather dk pt ws) GyC. Ref.Mchy. CruiserStern	16712 12274 10289	✠100A1 withfreeboard 5,40 DBS~~7,39~~ 5,40 ✠Lloyd'sRMC~~4,40~~	Lon ✠LMC CS7,38 7,39 9,40	j†	CL 7,38	1929 11mo Lloyd	J.Brown& Co.Ld. Clydebank 'sA&CP CellDB	NewZealand ShippingCo.Ld. Duct keel fwd. 408' 1938t Tanks in	531·0|70·2|38·1 552·4(O.L.) P&B371'F82' UpperBridge216' of mchy. space FK way of tunnels1452t	Plymouth British 9BHptCem ptAsp DTf45'369t	Oil Engines 2S.C.SA 10Cy.35 7/16"-63" 2186NHP 2DB100lb J.Brown&Co.Ld.Clydebnk FPT97tAPT125t	43 // 3 s 9 // 5½ 33 // 8½	BT till ~~7,40~~ 12,40
82003 149564 GSZN	**Rangitata** Ⓟ TwinSc OilEng. ssLon.No.2-38 D.F. E.S.D. 3Dks(Stl-Weather dk pt ws) Ref.Mchy. CruiserStern	16737 12276 10310	✠100A1 withfreeboard ~~3,40~~ ~~3,40~~ 6,41 DBS~~6,39~~ 8,40 ✠Lloyd'sRMC~~3,40~~	Lon Liv ✠LMC CS6,38 6,39 ~~8,40~~ 6,41	j†	CL 6,38 ~~1,41~~	1929 10mo Lloyd	J.Brown& Co.Ld. Clydebank 'sA&CP CellDB	NewZealand ShippingCo.Ld. U Duct keel forward 408'1938t Tanks in	531·0|70·2|38·1 552·4(O.L.) P&B371'F82' pperBridge216' FK of machinery space way of tunnels1452t	Plymouth British 9BHptCem ptAsp DTf45'369t	Oil Engines 2S.C.SA 10Cy.35 7/16"-63" 2186NHP 2DB100lb J.Brown&Co.Ld.Clydebnk FPT97tAPT125t	43 // 3 s 9 // 5½ 33 // 8½	BT till ~~6,40~~ ~~7,41~~ 6,42
82004 149561 GSXW	**Rangitiki** Ⓟ TwinSc OilEng. ssLon.No.2-38 D.F. E.S.D. 3Dks(Stl-W dk pt ws) Ref.Mchy. CruiserStern	16698 12274 10266	✠100A1 withfreeboard ~~6,40~~ ~~1,40~~ 12,40 DBS~~5,39~~ 7,40 ✠Lloyd'sRMC~~1,40~~	Lon Avn ✠LMC CS5,38 ~~5,38~~ 5,39 ~~6,40~~ 7,41	j†	CL 5,38	1929 1mo Lloyd	J.Brown& Co.Ld. Clydebank 'sA&CP CellDB	NewZealand ShippingCo.Ld. Duct kee 408' 1937t Tanks in	531·0|70·2|38·1 552·4(O.L.) P&B371'F82' UprB216' l fwd of mchy.space way of tunnels1381t	Plymouth British 9BHptCem ptAsp DTf45'369t	Oil Engines 2S.C.SA 10Cy.35 7/16"-63" 2186NHP 2DB100lb J.Brown&Co.Ld.Clydebnk FPT97tAPT125t	43 // 3 s 9 // 5½ 33 // 8½	BT till ~~6,40~~ 6,41
200/40 82005 146997 ZMGL	**Rangitoto** Ⓟ (exAnt) ssAuk.No.3-12,25 Wireless 1Dk&Promenade dk	585 315 279	✠ … 2,27 ✠				1913 8mo	Murdoch& Murray,Ld. PortGlasgow	~~NorthernS.S.Co.~~ ~~Ld.~~	164·5|33·1| 8·3 FK	Auklnd,NZ British WB	T.3Cy.15",25"&40"-24" 100NHP Muir&Houston,Ld.Gls.	8 // 6	
82006 LEQT	**Ranheim** Mchy.Aft 1Dk	329 232 192					1913	Akers Mek.Værks. Oslo	BjarneIsaksen	130·0|24·6|10·1 P55tH8tF16t	Trondheim Norwegian WB	T.3Cy.11",18"&29"-18" 36NHP AkersMek.Værks.Oslo		N
82007 LCFB	**Ranja** TwinSc Carrying Petroleum in bulk OilEng. D.F. Mchy.Aft 1Dk CruiserStern	6355 5518 3753					1928	Akt.Göta- verken Gothenburg	RederiA/S Ruth (Hagb.Waage, Mgr.)	408·3|55·3|32·0 P367tH389tF81t	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 540NHP Akt.Götaverken, Gothenburg		N
82008 7578 SGAO	— (exRoar) 1Dk	1259 1092 683					1916	Stavanger Stöberi&Dok Stavanger	RederiA/B Ranja (DagSundén- Cullberg,Mgr.)	233·4|37·1|15·8 P21'B60'F23'	Stockholm Swedish WB	T.3Cy.17½",28½"&48"-33" Stavanger 132NHP Stöberi&Dok,Stv.		V

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

7/41

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur les machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
82009 148119 GKQX	**Ranpura** Ⓟ TwinSc D.F. E.S.D. Fitted for oil fuel Ref.Mchy. 3Dks(Stl) Wthr dk (pt teaks) 4th dk(Stl) in holds, 5th dk in 1, 2 & 3 holds CruiserStern	16688 13368 9331	✠ 8,28 ✠	Lon	k†		1925 3mo	Hawthorn, Leslie&Co.Ld Newcastle	P.&O.Stm.Nav.Co.	548·3 B305'F85' FK CollB CellDB46'9'1638t Tanks at sides of tunnels	71·3	43·2	Newcastle British 12BHptCem HtoWthr dk	Q.8Cy32½",46½",67"&96"-60" 2403NHP 6DB,48cf, HS36684 Hwthrn,Leslie&Co.LdNwc 425tFPT120tAPT180t	47 ″ 0	
82010 PGYN	**Ransdorp** Mchy.Aft CruiserStern OilEng. CarryingSulphuricAcid in cylindrical tanks Wireless 1Dk	399 320 173					1934	NVNederl. Dok.Maats. Amsterdam	N.V.Koninklijke Zwavelzuur Fabrieken v/h Ketjen	156·0 P45'F28'	26·9	9·7	Amstrdam Dutch WB	Oil Engines 2S.C.SA 7Cy.10⅞"-18⅞" 132NHP Machinefabriek.Gebr. Stork&Co.N.V.Hengelo		V
82011 PKHS	**Rantaupandjang** 1Dk	2542 2301 1501					1921	Gebr.Pot Bolnes	Koninkl.Paketv. Maats.	300·0 B80'F37'	46·3	20·6	Batavia Dutch WB	T.3Cy.21¾",35½"&57½"-41½" Burgerhouts 215NHP Mchfbk.&Scheepw.Rot.		V
82012 1072 ICDX	**Rapallo** ssGen.No.3-2,34 ssVen.No.1-38 1Dk(Stl)&Web frames D.F. Mchy.Aft Well deck	5812 — 3148	100A1 5,40 ~~1,34~~ MS5,38 Carrying Petroleum in bulk Fitted for oil fuel 2,22 F.P. above 150° F.	Ven Pal LMC BS4,39	y	CL 5,38	1922 Lloyd's A&CP	Soc.Eser- cizioBacini RivaTrigoso	AziendaGenerale ItalianaPetroli CellD Bu E&B42' 140t D	394·7 378·5 P&B237'F36' FK Tf33'300tFPT199t	52·0	27·3	Genoa Italian 12BHAsp APT246t	T.3Cy.26",42½"&69 11/16"-48 1/16" 180lb 60lb (s) 456NHP 2SB,6cf,GS132,HS6608 FD Soc.EsercizioBacini, RivaTrigoso	30 ″ 3	
82013 167247 GTGS	**Rapana** OilEng. ssCff.No.1-39 D.F. 1Dk,2nd dk clear of cargo tanks Longitudinal framing at bottom & at deck Mchy.Aft E.S.D. CruiserStern	8017 7236 4793	✠100A1 4,41 ~~4,40~~ ✠LMC CS5,39 DBS~~5,39~~ 3,41 4,40 Carrying Petroleum in bulk	Fal Cff	c†	CL 10,38	1935 4mo Lloyd's A&CP	N.V. Wilton- Fijenoord Schiedam	Anglo-Saxon PetroleumCo.Ld. CellDBuE64'15	463·0 481·0(O.L.) P93'B47'F48' FK 7tDTf25'264tFPT	59·3	33·9	London British 15BH 135tAPT83t	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" DB180lb 502NHP N.V.Wilton-Fijenoord, Schiedam	34 ″ 0 s 6 ″ 9 27 ″ 5	
82014 LEGS	**Rapid II** (exVesle-Hei-39, 3Mst exKjörrefjord-38,exKongFrode-35, exPorto) Mchy.Aft Well deck 1Dk	714 501 326	✠ ... 10,20 ✠				1916 6mo	NVSchpsw deMerwede Hardinxveld	AlfredI. Thommesen	180·5 Q102tB18tF19t H22t FK	28·1	12·1	Arendal Norwegian WB	T.3Cy.15",25"&40"-27" 110NHP Verschure&Co.Amsterdam	14 ″ 6	N †
82015 447 ICDT	**Rapido** (exZephyros-36, exCanadian ssHfx.No.3-5,34 Pioneer-34) 2Dks(Stl) D.F.	5363 4875 3264	✠ ... 4,37 ✠	Stv	y		1919 5mo	Canadian Vickers,Ld. Montreal	A.Lauro CellD	413·1 399·7 | 52·5 P49'B113'F39' FK B333'1025tFPT149tAPT133t	52·4	28·5	Naples Italian 6BHptCem	T.3Cy.27",44"&73"-48" 520NHP 3SB,9cf,GS198,HS7743 CanadianVickers,Ld.Mtl.	31 ″ 0	I †
82016	— (exBacardi I.) OilEng. 2Dks(Stl)	449 439 248	 7,24	Roche -fort			1919 6mo	Atel.&Ch. Marit.du Sud-Ouest Bordeaux	EmpresaNav.de CubaS.A.	184·8 FK	24·7	13·2	Havana Cuban 8BHCem FPT3t	Oil Engines 2S.C.SA 4Cy.13⅜"-21¼" 125NHP Soc deConst.Mecanique ProcedesSulzer,Paris	14 ″ 1	
82017 140322 GVXC	**Rapidol** ssC.Tn.No.3-1,36 2Dks(Stl)&Web frames Longitudinal framing CruiserStern	2648 2224 1064	✠100A1 9,39 ✠LMC9,39 For Government Service Carrying Petroleum in bulk Fitted for oil fuel 8,17 F.P. above 150° F.	CTn		CL 8,39	1917 8mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	TheAdmiralty CellDBuE&B68' 146tDTf24'	320·0 P46'B107'F39' FK 91tFPT49tAPT32t	41·5	23·1	London British 16BHptCem (10 to U dk 6 ,, 2nd ,,)	T.3Cy.26",42½"&70"-45" (s) 200lb 545NHP 3SB,9cf,HS8466 FD Cen.Mar.Eng.Wrks,WHpl	25 ″ 6 s 3 ″ 4 22 ″ 4½	
82018 122407 VGRK	**Rapids King** Ⓟ TwinSc Fitted for oil fuel Wireless 1Dk	1563 644 854					1907	Canadian S.B.Co.Ld Toronto	CanadaSteamship Lines,Ld.	231·3	40·4	9·8	Montreal British	T.8Cy.(2)15½",(2)24"& (4)30"-22" 168NHP CanadianS.B.Co.Ld.Trnto		
82019 130418 VGLC	**Rapids Prince** Ⓟ TwinSc Fitted for oil fuel Wireless 1Dk	1314 461 673					1910	Toronto ShipyardsLd. Toronto	Canada Steamship Lines,Ld.	197·0	36·5	9·3	Montreal British	T.8Cy.(2)12½",(2)20"& (4)22"-16" 102NHP J.InglisCo.Ld.Toronto		
82020 135699 GNZT	**Raranga** TwinSc ssMdb.No.3-1,29 ssLiv.No.2-37 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) E.S.D. Tonnage opening closed '40	10043 9635 6430	✠100A1 Shelter dk with freeboard 7,40 ~~2,40~~ MS9,37 ✠Lloyd'sRMC~~2,40~~	Lon Liv ✠LMC BS~~2,40~~ 3,41	e†	CL S2,40 P4,38 ~~7,40~~ ~~3,41~~ 7,41	1916 12mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	Norfolk&N.Ameri- canS.Shppg.Co.Ld. (ShawSavill& AlbionCo.Ld. Mgrs.) Shelter 'tween dkBHs except CollBH dispensed with	478·0 494·0(O.L.) B181'F51' on Shelter dk FK (CollBHtoSh dk CellDB415'1514t	63·2	31·2	S'thamptn British 9BHCem 8BHtoUdk) APT42t	Q.8Cy.23",32",45"&65"-48" 220lb (s) 967NHP 5SB(Spt),20cf,GS341, HS14475 FD N.E.MarineEngCoLdNwc.	42 ″ 10 s 13 ″ 0½ 30 ″ 0½	
82021 115207 ZMCS	**Rarawa** Ⓟ TwinSc ssAuk.No.2-11 1Dk(Stl-ws)&Awng dk(Teak)	1077 984 451	✠ 10,12 ✠	Auk	m		1903 7mo	Gourlay Bros.&Co. Dundee	NorthernSS.Co.Ld	210·3 21·0 FK DTa13'	31·1	13·3	AuklndNZ British 5BHCem 22tFPT16t	T.6Cy.14",23"&37"-24" 198NHP 2SB,6cf,GS113,HS3029 GourlayBros.&Co.Dundee	21 ″ 8	
82022 229874 WFFQ	**Raritan Sun** OilEng. Mchy.Aft 1Dk D.F. CarryingPetroleum in bulk	533 468 306					1930	SunS.B.& D.D.Co. Chester,Pa.	SunOilCo.	189·3 P35'F16'	31·1	11·2	Phildlphia Utd. States	Oil Engines 4S.C.SA 8Cy.11"-14" 94NHP Cooper-BessemerCorp. GroveCity,Pa.		R
82023 447 JNYG	**Rasin Maru** (exCanadian Seigneur-33) ssDrn.No.3-6,33 ssKob.No.1-37 2Dks(Stl)	5454 4906 3316	✠ ... 1,38 ✠	Kob	y		1919 8mo	Canadian Vickers,Ld. Montreal	DairenKisenK.K.	400·6 P49'B113'F39' FK CellDB333' 1025tFPT149t	52·3	28·4	Dairen Japanese 6BHptCem APT133t	T.3Cy.27",44"&73"-48" 520NHP 3SB,9cf,GS198,HS7743 CanadianVickers,Ld.	31 ″ 1	
82024 LEQW	**Rask** (exUno,exGöteborg) Wireless	632 605 346					1890	A.A.W.van Reede,Czn. Papendrecht	A/S Rask(Sigv. Risanger)	167·0 H23t	27·2	16·6	Haugesnd Norwegian WB	T.3Cy.15",24"&40½"-30" A.A.W.van 90NHP Reede,Papendrecht		V
82025 153 YLCR	**Rasma** (exZemvaldis,exDickie, exBaltik, ssMsl.2ndNo.3-10,27 exTheodoros,exWieringen, 1Dk2trB& exBurgemeesters'Jacob) Web frames	3204 2949 1875	✠ ... 11,28 ✠				1902 3mo	Ropner& Son Stockton	LatvianGovern- ment(ValtsKugu Parvalde,Mgrs.)	325·6 P31'B166'F36' FK	48·1	22·8	Riga Latvian WB	T.3Cy.24",38"&64"-42" 276NHP Richardsons,Westgarth& Co.Ld.Mdb.	24 ″ 3	G †
82026 2140 ISLQ	**Rastrello** (exSoussien-37, exMorava-33,exBarbara, ssLiv.No.1-08 exAtleJarl,exNavarre) 1Dk&deep Wireless framing&Shelter dk	1530 1363 849	✠ ... 9,12 ✠				1904 2mo	IrvineS.B. &E.Co. (1902),Ld. Irvine	"Sorima"Soc. RicuperiMarittimi	229·3 F21' FK	34·2	14·8	Genoa Italian WB	T.3Cy.20½",34"&56"-36" 209NHP J.G.Kincaid&Co.Greenock	17 ″ 1	I †
82027 9561 JERD	**Rasyu Maru** Ⓟ TwinSc (exArgun) D.F. Sub.Sig. 1Dk&Spar dk&deepframing	2347 1907 1297	✠ ... 12,05 ✠				1901 3mo	Akt.Ges. "Neptun" Rostock	Government of Japan(Dept.of Communications)	276·2 P32'B106'F40'28·9 FK	41·3	14·4	Yokohama Japanese WB	T.6Cy.20⅞",35½"&55½"-35½" 426NHP A.G."Neptun,"Rostock	24 ″ 0	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82028 93998 ZMGJ	**Rata** TwinSc 1*Dk* Wireless *Well deck*	974 665 375	✠ ... 1,31 ✠				1929 6mo	Bow,Mc-Lachlan&Co. Ld. Paisley	AnchorShipping&FoundryCo.Ld.	209·7 Q105'B *on* Q47'F27'	34·4	10·8 FK	Nelson,NZ British *WB*	T.6Cy.13½",22"&37"-24" 196NHP Bow,McLachln&CoLd.Psy	13 ″ 0	
82029 LOGC	— (*ex*VillaFranca,*ex*Fagertun) 1*Dk*&*Spar dk*	*849* *733* *462*					1904	Soc.Anon. Chant.Nav. Anversois Hoboken	Cia.Argentina Comercial de Nav. "CostaSud"S.A.	210·0 H104*t*	30·2	15·6	Bns.Aires Argentine *WB*	T.3Cy.17",28"&46"-30" 116NHP N.E.MarineEng.Co.Ld.Sld		N
82030 164098 MMBJ	**Rathlin** Ⓟ E.S.D. 2*Dks*	1600 1170 697					1936	A.Stephen &Sons,Ld. Glasgow	ClydeShippingCo. Ld.	272·5 P&B177'F43'	38·4	17·2	Glasgow British *WB*	T.3Cy.21",34"&56"-39" 196NHP A.Stephen&Sons,Ld.Gls.		C
82031 140726 VTFM	**Ratnagiri** Ⓟ TwinSc 1*Dk* *CruiserStern*	590 488 217	✠ A1 *withfreeboard* 8,39 ✠LMC12,35 *For Coasting Service—Bombay to Goa* *Fitted for oil fuel*12,35 *F.P. above* 150° F.	Bom		OG 8,39	1935 12mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd*'sA&CP	RatnagarSteam Nav.Co.Ld. *CellDBf* 68'57*t DTs a*38'29*t FPT* 20*tAPT*11*t*	213·0 *Shade dk*	35·1	10·8 FK	Bombay British 8*BHptCem* *ptAsp*	T.6Cy.13½",23"&36"-21" (*s*) 200lb 259NHP 1SB,6*cf*,HS4477 FD McKie&Baxter,Ld.Paisley	11 ″ 5 s 2 ″ 8¾ 8 ″ 11½	
14/41 82032 145416 MKQY	**Rattray Head** (*ex*Optic) 3Mst *Mchy.Aft* 1*Dk*	496 322 189					1921	Ardrossan D.D.Co.Ld. Ardrossan	A.F.Henry& MacGregor,Ld.	160·6 Q95'B9'F22'	25·1	9·2	Leith British *WB*	T.3Cy.12",20"&34"-24" 57RHP Hall,Russell&Co.Ld.Abn.		C
82033 154001 VSRZ	**Raub** (*ex*Steamer-39) TwinSc *OilEng.* 2*Dks*	1159 897 632					1926	TaikooDk- yd &Eng.Co of H.Kg.Ld. HongKong	StraitsS.S.Co.Ld.	232·0	42·7	11·2	Singapore British	Oil Engines 4S.C.SA 12Cy.11"-17¾" 140NHP NE39 Klöckner-Humboldt- DeutzA.G.,Köln-Deutz		
82034 PUCA	**Raul Soares** Ⓟ (*ex*Madeira, *ex*CapVerde) *ss*Ham.2ndNo.3-8,25 Sub.Sig. *Well deck* 2*Dks*	6003 4720 3703	... 10,27				1900	Flensburgr Schiffsb.Ges. Flensburg	LloydBrasileiro	410·5 P&B266'F51'	48·3	29·1 FK&BK3″	R.Janeiro Brazilian *WB*	Q4Cy25$\frac{13}{16}$"35½",53"&77"-54" NB19 617NHP FlensburgerSchiffsb.Ges.	32 ″ 0	G †
82035 90 YLAR	**Rauna** (*ex*Britsum,*ex*Nettuno, *ex*Avondale) *ss*Lie.3rdNo.3-4,37 1*Dk*(*ptIrn*&*ptStl*)& *deep framing* *Cargo battens not fitted*	2349 1947 1441	✠100A1 8,39 ✠NB9,16 ✠LMC4,37 BS~~5,39~~5,40	Shl	*s*	CL 8,39	1899 9mo	ShortBros. Sunderland A&CP	Tv.Rauna kopredereja (SeebergBros. *Mgrs.*) *Intermediate BH in forward hold dispensed with* *CellDBa* 90'*uE*20'*f*112'673*t APT*68*t*	286·0 295·0(O.L.) P23'B72'F27'	43·1	19·8 FK	Riga Latvian 4*BHCem*	T.3Cy.21",35"&57½"-39" (*s*) 160lb 210NHP 2SB,6*cf*,GS100,HS3200 G.Clark,Ld.Sunderland	21 ″ 0 s3 ″ 0 18 ″ 2¼	
82036 OFDJ	**Raune** (*ex*Ravnedal-39) 1*Dk*	1004 654 541					1918	LarvikSlip &Verk Larvik	O/Y Sarmatia (Seppinen& KemppiO/Y,*Mgrs*)	197·9 Q50*t*B86*t* H65*t*F30*t*	32·2	12·5	Koivisto Finnish *WB*	T.3Cy.14",23½"&38"-27" 75NHP BergensMekVærksBergen		N
82037 ~~90925~~ GQTP	**Ravelston** *ss*Gmh.2ndNo.3-4,34 *ss*Gmh.No.1-38 1*Dk*(*ptIrn*&*ptStl*)&*deep framing* *Cargo battens not fitted*	2088 1935 1293	✠100A1 2,41 ~~4,40~~ ✠LMC MS10,38 BS~~6,39~~ 2,41	Ant Lth	*s*	CL 4,39	1906 8mo	W.Gray& Co.Ld. WHartlepoo *Lloyd*'sA&CP	(Gillespie&Nicol, *Mgrs.*) *bulkhead in fore hold dispensed with*	288·0 298·5(O.L.) P29'B76'F31' *Intermediate*	43·1	18·8 FK	~~Grngemth~~ British *Cem* 4*BH only* *Cell D Ba*&*uE*116'*f*122'629*tAPT*71*t*	T.3Cy.21½",34"&57"-39"(*s*) 160lb 219NHP 2SB,6*pf*,GS92,HS3532 Cen.Mar.Eng.Wrks.WHpl	21 ″ 2 s 3 ″ 0¾ 18 ″ 4	
Now "**Empire Bond,**" *see No.* 90958 *in Supplement*																
82038 1246 ISLT	**Ravenna** 3Mst *ss*Gen.3rdNo.3-7,25 2*Dks*	1148 1058 695	✠ ... 11,29 ✠				1888 8mo	Ramage& Ferguson Leith	I.Messina&C.	256·5 248·9 P23'B40'F28'	33·1 33·2	16·7 17·0 BK9″	Genoa Italian *WB*	T.3Cy.18",30"&48"-36" 134NHP Ramage&Ferguson,Leith	18 ″ 4	I †
82039 140597 GPVK	**Ravens Point** *ss*Liv.No.3-1,31 D.F. *ss*Gls.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1787 1554 974	✠100A1 *Shelter dk* *withfreeboard* 3,41 ~~7,38~~ ✠LMC BS~~1,39~~ MS4,39 3,41	Gls Lth	*r*	CL N5,38	1918 9mo	H.&C. Grayson,Ld. Garston *Lloyd*'sA&CP	MacAndrews&Co. Ld. *CellDB*216'399*t*	265·3 *FPT*63*tAPT*18*t*	41·2	26·6 FK *Collision*	Liverpool British *Cem* *BHtoShdk* 3 „ „ *U* „	T.3Cy.21",34"&56"-36" (*s*) 180lb 262NHP 2SB,6*cf*,GS126,HS4840 Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 0 s ″ 10½ 20 ″ 3¾	
82040 98821 GFNR	**Ravenswood** Ⓟ PadSk Wireless	345 317 129					1891	SMcKnght &Co. Ayr	P.&A.CampbellLd	215·0 Q12' *Saloon dk*153'	24·1	8·5	Bristol British	C.2Cy.25½"&50"-54" NE&B09 153NHP Barclay,Curle&Co.Gls.		BT till 10,40
82041 LCOF	**Ravnaas** *OilEng.* D.F. 1*Dk*	4019 3657 2441					1931	Eriksbergs M.V.Aktieb. Gothenburg	AgdesidensRederi A/S(A.J.Mörland, *Mgr.*)	350·8 P91*t*H211*t*	50·8	25·7	Arendal Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 355NHP EriksbergM.V.Aktieb.Got		N
176/40 82042 LDGJ	**Ravnanger** 1*Dk*	3371 3009 2004					1919	C.v.d.Gies- sen&Zonen's Schpsv. Krimpen a/d Ysel	WestfalLarsen& Co.A/S	335·6 F21*t*P98*t*H139*t*	48·2	22·9	Bergen Norwegian *WB*	T.3Cy.23",37½"&63"-42" 257NHP RotterdamscheDroogdok Maatschappij,Rotterdam		N
82043 LJTW	**Ravnefjell** Wireless **D.F. E.S.D.** 1*Dk*&*Shelter Dk* *Fitted for oil fuel* *CruiserStern*	1339 1104 743					1938	Nylands Verksted Oslo	A/SLuksefjell (Oslen&Ugelstad, *Mgrs.*)	250·9	41·3	14·8	Oslo Norwegian *WB*	C.2Cy.16¾"&33$\frac{7}{16}$"-33$\frac{7}{16}$"& LPturbine with DRgearing &hydraulic coupling 107NHP NylandsVerksted,Oslo		N
82044 140833 MNQB	**Ravonia** *ss*Bly.No.3-2,38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	813 553 378	✠100A1 10,40 ~~2,39~~ BS~~5,39~~ ✠LMC1,38 5,40	Nwc	*k*	CL 2,38	1925 4mo	R.William- son&Son,Ld. Workington *Lloyd*'sA&CP	NorthwestShip- pingCo.Ld.	186·5 Q116'B9'F23' *CellDBf*112'162*t*	29·4	12·4 FK	Workngtn British 3*BHCem* *FPT*40*t*	T.3Cy.14",24"&40"-27" (*s*) 180lb *90lb* 99RHP 1SB,3*pf*,GS55,HS1952 W.Beardmore&Co.Ld. Coatbridge	14 ″ 7 s4 ″ 10½ 14 ″ 4	
82045 210519 WSCQ	**Rawleigh Warner** (*ex*Rayo) *Fitted for oil fuel* *Mchy.Aft* 2*Dks*&*Web frames* D.F. *Carrying Petroleum in bulk*	3664 3168 2223	✠ ... 8,14 ✠				1912 10mo	NewYork S.B.Co. Camden,N.J.	SabineTranspn.Co. Inc.(M.T.Ball, *Mgr.*)	321·7 P116'B30'F43'	46·2	27·5 FK	Baltimore Utd.States *WB*	T.3Cy.21",35"&58"-42" 318NHP NewYorkSBCo.CamdnNJ	27 ″ 0	
82046 165786 GDMD	**Rawnsley** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	~~5000~~ ~~4620~~ ~~3014~~ 4998 4620 3008	✠100A1 *withfreeboard* 12,40 ~~7,40~~ ~~(*ClassContemplated*)~~ ✠LMC7,40	Sld Cff	*a*† 2	CL	1940 7mo	Wm.Dox- ford&Sons,Ld Sunderland *Lloyd*'sA&CP	TheRed"R"S.S. Co.Ld.(Stephens, Sutton,Ld.*Mgrs.*) *CellDB*352'1174*tMT*32'1236*tFPT*145*tAPT*177*t*	423·2 439·3(O.L.)	54·2	26·1 FK	Newcastle British 7*BHptCem* (*Coll toShdk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	28 ″ 8 s3 ″ 4½ 25 ″ 6	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B of Trade
82047 PKOD	**Reael** 1*Dk*	2561 2034 1487					1931	Nederl. Schps.Maats. Amsterdam	Konink l.Paketv. Maats.	299·5|46·6|19·4 P19′B83′F26′	Batavia Dutch *WB*	C.4Cy.(2)16½″&(2)35½″–35½″ 125NHP Gebr.Stork&Co.Hengelo		V
82048 LDEL	**Realf II** (*ex*Credo–40, *ex*Hamlet–37) TwinSc *OilEng.* D.F. *Carrying Petroleum in bulk* *Mchy.Aft* *Longitudinal framing* *CruiserStern* 1*Dk*	5069 4364 2714					1915	Göteborgs M.V.Aktieb Gothenburg	A/S Asplund (Rönneberg& Galtung,*Mgrs.*)	355·1|55·2|29·9 P342tH203tF73t	Moss Norwegian *WB*	Oil Engines 2S.C.SA 12Cy.23⅜″–35 1/16″ 1170NHP Akt.DieselsMotorer,Skm.		V
82049 220864 KDLG	**Reaper** ssN.Yk.No.3–12,31 ssN.Yk.No.2–40 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6407 6117 3964	✠100A1 ~~8,40~~ ~~1,40~~ 3,41 BS2,41 MS1,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 11,20 F.P above 150° F.*	NYk ✠LMC ~~BS1,40~~	*a*†	CL ~~2,38~~ 8,40	1920 11mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCo.	416·8|56·1|32·7 P107′B35′F33′ FK *CellDBuE&B209t FPT229t APT130t*	Wilmgton (Del.) Utd.States 16*BHptCem*	T.3Cy.27¼″,44″&74¼″–51″ 190lb (*s*) 549NHP 3SB,*9cf*,HS7979 FD H.G.TroutCo.Buffalo,NH.	32 ″ 10 s 6 ″ 3½ 26 ″ 9½	
82050 5586 PJCL	**Rebeca** TwinSc *Mchy.Aft.* 1*Dk* *Longitudinal framing at bottom in centre tanks&at trunk*	3176 2273 1556	✠100A1 ~~6,40~~ ~~10,38~~ 12,40 ~~BS4,39~~ *Carrying Petroleum in bulk* *Fitted for oil fuel 3,38 F.P. above 150°F.*	Cco BS6,40 ✠LMC3,38	*v*	CL 12,40	1938 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	N.V.Curaçaosche Scheepvaart Maats.	336·6|56·2|15·1 348·2(O.L.) 351·5(O.L. *incl.rdr*) *Trunk*204′P91′F40′ FK *CellDBuB14′20t FPT123t APT105t*	Willemstad Dutch 10*BHptCem* *ptAsp*	T.6Cy.15⅝″,25″&40 3/16″–27 9/16″ (*s*) 366NHP 180lb 2WTB FD HS6520 Richardsons,Westgarth& Co.Ld.Sld.	14 ″ 9 s1 ″ 4½ 13 ″ 7	
82051 22521 JDQG	**Rebun Maru** Ⓟ *ex*ReibunMaru–38 2*Dks*	352 312 200					1923	Hakodate DockCo. Hakodate	FujiyamaKaiun K.K.	130·0|22·0|15·5 B27′	Otaru Japanese	T.3Cy.		
82052 2210 ICDZ	**Recca** ssGen.No.3–3,34 ssGen.No.1–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5441 5022 3428	✠100A1 *Shelter dk* *withfreeboard* 5,40 ~~9,39~~ MS11,37 *Fitted for oil fuel 9,29 F.P. above 150° F.*	Gen ✠LMC BS9,39	*y*	CL N6,38	1921 6mo	Stabilmnto Tecnico Trieste A&CP	"Italia" Soc.Anon. diNav.	404·1|53·9|29·0 389·9(O.L.) FK *CellDB337′1300t FPT114t APT244t*	Genoa Italian *ptCem* 2*BHtoSh dk* 4 „ „ *U* „	T.3Cy.27″,42″&68″–48″ (*s*) 180lb 465NHP 3SB(Spt),*9cf*,GS158, HS7023 FD StabilimentoTecnico,Tri.	32 ″ 0 s 7 ″ 5½ 24 ″ 9	
12/41 82053 1027 ICEA	**Recco** ssSpz.No.3–5,33 ssGen.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Well deck* D.F.	5595 4571 3310	100A1 3,40 BS3,40 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 1,22 F.P. above 150° F.*	Gen LMC4,37	*y*	CL 3,40	1921 9mo	Soc.Esercizio Bacini RivaTrigoso Lloyd's A&CP	AziendaGenerale ItalianaPetroli	394·2|52·0|27·2 378·5 FK P&B237′F36′ *CellDBuE&B42′140t FPT197t*	Genoa Italian 12*BHAsp* *APT245t*	T.3Cy.26″,42 11/16″&67 7/16″–48″ 180lb *100lb* (*s*) 456NHP 2SB,*6cf*,GS132,HS6608 FD Soc.EsercizioBacini, RivaTrigoso	30 ″ 3	
82054 PUUK	**Recife** (*ex*Mameli,*ex*B.Kemeny) ssTri.2ndNo.3–2,22 ssRio.No.1–27 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	2692 2407 1664	✠ ——— 10,35 ✠	Rio	*u*		1899 11mo	R.Craggs &Sons Middlesbro′	LloydNacional Soc.Anon.	320·0|42·5|13·1 P39′B112′F35′21·1 FK *CellDBa102′uE&B40′f130′639t FPT41t APT13t*	R.Janeiro Brazilian 6*BHCem*	T.3Cy.21″,37″&62″–42″ 269NHP 2SB,*6rf*,GS106,HS3940 N.E.MarineE.Co.Ld.Nwc.	24 ″ 9	
82055 YTDU	**Reĉina** (*ex*LadyPlymouth) ssRot.No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4732 4353 2850	✠100A1 *withfreeboard* 7,40 ~~9,39~~ BS~~8,39~~ 9,40	Bry PNl ✠LMC5,38	*z*	CL 2,38	1930 1mo	W.Gray& Co.Ld. Sunderland Lloyd's A&CP	Prekomorska Plovidba D.D.	400·8|54·2|25·0 413·5(O.L.) FK *CellDB353′1204t FPT176t APT126t*	Susak Yugoslav 6*BHCem* (*Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.26″,43″&71″–48″ (*s*) 180lb 459NHP 3SB,*9cf*,GS184,HS8184 Cen.Mar.Eng.Wks.W.Hpl	27 ″ 6 s 2 ″ 10½ 24 ″ 10½	
82056 162325 GTPV	**Recorder** ssLiv.No.2–39 2*Dks*(*Stl*)	5982 5575 3732	✠100A1 2,40 BS4,41	Liv ✠LMC10,39	*a*†	CL 7,37	1930 9mo	Cammell, Laird&Co.Ld. Birkenhead Lloyd's A&CP	CharenteS.S.Co. Ld.(T.&J. Harrison,*Mgrs.*)	420·3|54·6|30·4 434·5(O.L.) P37′B137′F44′ FK *CellDB362′1136t DTa32′908t FPT62t APT24t*	Liverpool British 8*BHCem* 1 „ *to2nddk*	T.3Cy.27″,46″&77″–54″ (*r*) 210lb FD 619NHP 3SB(Spt)&1AuxB,*11cf*, HS8700 Cammell,Laird&Co.Ld.	32 ″ 7 s 6 ″ 4 26 ″ 5½	
82057 162660 GQRB	— TwinSc (*ex*Iris) ssAuk.2ndNo.3–7,27 (*Cable Vessel*) ssAuk.No.2–35 D.F. E.S.D. 1*Dk*(*Stl–pt ws*)&*Spar dk* (*Stl–teak s*)&*Web frames*	2276 1938 980	✠100A1 *Spar dk* 4,39 BS3,40	Sng ✠LMC2,37	*t*	S4,39 P5,40	1902 10mo	DJDunlop &Co. Pt.Glasgow Lloyd's A&CP	CableandWireless Ld.(SirEdward Wilshaw,K.C.M.G. *Mgr.*)	295·0|40·7|15·1 311·5(O.L.) 22·8 *Promenade dk*108′ FK&BK3″ *CellDBa26′uE&B62′f108′399t FPT20t*	London British 6*BHCem*	T.6Cy.18⅜″,31″&51″–39″ (*s*) 190lb 459NHP 3SB,*9cf*,GS153,HS6706 FD D.J.Dunlop&Co.Pt.Gls.	25 ″ 0 s 5 ″ 1½ 20 ″ 6	
58/40 82058 163546 MBBD	**Reculver** TwinSc *OilEng.* 1*Dk* Sub.Sig. *CruiserStern* Wireless D.F E.S.D.	683 575 320					1934	Cammell Laird&Co.Ld. Birkenhead	Corporation of the TrinityHouse	176·0|33·1|13·8 B92′F36′	London British *WB*	Oil Engines 2S.C.SA 8Cy.13⅜″–22 7/16″ 250NHP BritishAuxiliaries,Ld.Gls.		
82059 236823	**Red Crown** *Mchy.Aft* 1*Dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Carrying Petroleum in bulk* *Longitudinal framing*	5443 — 3363					1937	Manitowoc S.B.Corp. Manitowoc, Wis.	StandardOilCo. (Indiana)	453·4|55·2|25·5 F66′	Whiting, Ind. Utd. States *WB*	T.3Cy.25″,41″&68″–42″ 300NHP ManitowocS.B.Corp.		R
82060 238891 WCTY	**Red Jacket** D.F. E.S.D. GyC. *Ref.Mchy* 3*Dks* *CruiserStern* *Fitted for oil fuel* *Longitudinal framing* Now "Santa Monica," see No. 90695 in Supplement	7194 — 4344					1939	Federal S.B.&D.D.Co Kearny,N.J.	~~UnitedStates MaritimeCommission~~ GraceLine,Inc.	439·0|63·2|27·5 P39′B75′F47′	Portland, ~~Rockland~~, Me. Utd.States *WB*	2 steam turbines SRgeared to1screwshaft 1000NHP GeneralElectricCo. Lynn,Mass		R
82061 261 HSAA	**Redang** ssBgk.3rdNo.3–6,39 *Mchy.Aft* 1*Dk*(*Stl*)	531 408 250	✠100A1 7,40 ~~6,39~~ BS7,40 *Fitted for oil fuel 9,01 F.P. above 150° F.*	Bgk ✠LMC6,39	*h*	CL ~~1,40~~ 7,40	1901 9mo	Kjöbnhvns Flydk.&Skbs Copenhagen A&CP	ThaiNav.Co.Ld.	165·0|27·9|11·9 P59′F23′ FK *FPT20t*	Bangkok Thai 3*BHCem* *APT40t*	T3Cy.13″,20½″&33½″–21″(*s*) 170lb *100lb* 61NHP 1SB,*2cf*,GS36,HS1030 KjbnhavnsFlydk.&Skbsv.	12 ″ 6 s 1 ″ 3½ 11 ″ 4½	
82062 144501 MJXS	**Redcar** ssLon.No.3–3,33 ssAnt.No.1–37 Wireless 1*Dk*(*Stl*) *Cargo battens not fitted*	1475 1314 794	✠100A1 2,41 ~~10,39~~ ~~10,40~~ BS~~10,39~~ 10,40	Lon Hul ✠LMC9,36	*p*	CL ~~10,39~~ 2,41	1920 4mo	GooleS.B. &Repg.Co.Ld Goole Lloyd's A&CP	P.&O.Stm.Nav.Co.	240·2|36·1|19·1 B52′F23′ FK *CellDB198′295t FPT77t APT66t*	London British 4*BHCem*	T.3Cy.18¼″,30″&50″–33″ (*s*) 180lb 172NHP 2SB,*6cf*,GS97,HS2886 Earle'sCo.Ld.Hull	21 ″ 3 s2 ″ 10½ 18 ″ 7	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82063 155292	**Redcloud** ~~(exBarge-39)~~ TwinSc (ex non-pld.Barge-33) OilEng. ssMtl.No.2-41 ~~ssTto.No.1-36~~ Mchy.Aft 1Dk(Stl)&Webframes Cargo battens not fitted	1740 1649 1377	✠ A– 4,41 ~~5,37~~ ✠NE9,33 ✠LMC4,36 ~~DBS4,39~~ For Service on the Great Lakes & to Halifax, N.S.	Mtl		P.N ~~5,37~~ ~~S5,37~~ N12,40	1930 7mo	Canadian Vickers,Ld. Montreal	NorthAmerican Transports,Ld. Side ballast tanks	255·6|43·7|19·0 FK 206′ 394t FPT210t	Montreal British 6BH APT160t	Oil Engines 2S.C.SA 8Cy.9$\frac{13}{16}$″–16$\frac{9}{16}$″ 136NHP NDB40–135lb Atlas-DieselA/B,Skm.	19″11 s5″8 14″4½	
82064 154910	**Redfern** ~~(exBarge-39)~~ TwinSc (ex non-pld.Barge-34) OilEng. ssMtl.No.2-41 ~~ssTto.No.1-36~~ Mchy.Aft 1Dk(Stl)&Webframes Cargo battens not fitted	1769 1644 1429	✠ A– 4,41 ~~3,37~~ ✠NE5,34 ✠LMC4,36 ~~DBS5,39~~ For Service on the Great Lakes & to Halifax, N.S.	Mtl		~~8,37~~ 12,40	1930 5mo	Canadian Vickers,Ld Montreal	NorthAmerican Transports,Ld. Side ballast tanks	255·2|43·6|19·0 FK 206′ 394t FPT210t	Montreal British 6BH APT86t	Oil Engines 2S.C.SA 10Cy.9$\frac{13}{16}$″–16$\frac{9}{16}$″ 169NHP NDB40–135lb Atlas-DieselA/B,Skm.	19″11 s5″8 14″4½	
82065 162762 GRJX	**Redgate** (exRidley-36,exEssex Oak-33,exJune-32) ssCff.No.2-38 1Dk(Stl) D.F.	4323 4004 2598	✠100A1 12,40 ~~11,39~~ BS12,40 ✠LMC MS4,38 ~~BS12,39~~	Cff Npt	x	CL ~~1,38~~ 12,40	1929 6mo Lloyd's A&CP	W.Doxford &Sons,Ld. Sunderland	RedgateS.S.Co.Ld. (Turnbull,Scott &Co.Mgrs.) CellDB	370·5|51·7|21·4 385·3(O.L.) P30′B225′F34′ FK 319′ 880t FPT133t	Newcastle British 6BHCem APT168t	T.3Cy.25″,41″&68″–45″ (s) 180lb 385NHP 2SB(Spt)&Aux.SB,9cf, GS193,HS6597 G.Clark,Ld.Sunderland	27″9 s3″9½ 24″2	
82066 139800 MGVK	**Redhall** ssBly.No.3-7,29 Well deck ssAbn.No.2-38 Cargo battens not fitted 1Dk(Stl)	1093 775 467	✠100A1 8,40 ~~8,39~~ BS~~8,39~~ 8,40 ✠LMC8,38	Bly Abn	n	CL 8,39	1917 6mo Lloyd's A&CP	Hall,Russell&Co.Ld. Aberdeen	AberdeenCoal& ShippingCo.Ld. CellDBa54′uE20′	221·0|33·3|14·3 226·2(O.L.) Q131′B16′F27′ FK f90′306tFPT33tAPT79t	Aberdeen British 4BHCem	T.3Cy.17½″,29″&47″–33″ (r) 180lb 100lb 178NHP 2SB,6cf,GS104,HS3300 Hall,Russell&Co.Ld.Abn.	16″5 s4″9¼ 15″6¾	
82067 148620 MNGT	**Redriff** ssShl.No.3-8,37 Well deck Sub.Sig. 1Dk(Stl) Cargo battens not fitted	1577 1296 879	✠100A1 ~~9,40~~ ~~8,39~~ 11,40 BS~~8,39~~ 8,40 ✠LMC8,37	Shl	p	CL 8,39	1925 8mo Lloyd's A&CP	TyneI.S.B. Co.Ld. Newcastle	South Metropolit'n GasCo. CellDB	244·3|36·8|18·5 Q96′B51′F22′ FK 175′ 346t DT at sides of tunnel	London British 6BH ptCem	T.3Cy.18″,30″&49″–33″ (s) 180lb 182NHP 2SB,6cf,GS94,HS3260 N.E.MarineEngCoLd.Nwc 29′105tFPT77tAPT66t	20″6 s2″5 18″3½	
82068 155293	**Redriver** ~~(exBarge-39)~~ TwinSc (ex non-pld.Barge-34) OilEng. ssTto.No.1-36 Mchy.Aft 1Dk(Stl)&Webframes Cargo battens not fitted	1777 1647 1430	✠ A– 6,37 ✠NE5,34 ✠LMC4,36 ~~DBS4,39~~ For Service on the Great Lakes & to Halifax, N.S.	Mtl		5,37	1930 7mo	Chantiers Manseau, Lte. Sorel,P.Q.	NorthAmerican Transports,Ld. Side ballast tanks	255·6|43·7|19·0 FK 206′394t FPT210t	Montreal British 6BH APT160t	Oil Engines 2S.C.SA 10Cy.9$\frac{13}{16}$″–16$\frac{9}{16}$″ 169NHP NDB40–135lb Atlas-DieselA/B,Skm.	19″11 s5″8 14″4½	
82069 214849 WEDS	**Redwood** Ⓟ WoodTwinSc Fitted for oil fuel D.F. 2Dks	1793 1586 1045					1917	Pacific American Fisheries Bellingham	S.S.RedwoodInc.	226·4|41·8|23·1	Bellinghm Utd. States	T.6Cy.13″,21″&35″–24″ 120NHP SeattleMachineWorks, Seattle,Wash.		
82070 155289	— ~~(exBarge-39)~~ TwinSc (ex non-pld.Barge-34) OilEng. ssTto.No.1-36 Mchy.Aft 1Dk(Stl)&Webframes Cargo battens not fitted	1777 1647 1417	✠ A– 11,37 ✠NE5,34 ✠LMC4,36 ~~DBS4,39~~ For Service on the Great Lakes & to Halifax, N.S.	Mtl		N5,34	1930 5mo	Canadian Vickers,Ld. Montreal	NorthAmerican Transports,Ld. Side ballast tanks	254·9|43·6|19·0 FK 206′394t FPT210t	Montreal British 6BH APT160t	Oil Engines 2S.C.SA 10Cy.9$\frac{13}{16}$″–16$\frac{9}{16}$″ 169NHP NDB40–135lb Atlas-DieselA/B,Skm.	19″11 s5″8 14″4½	
82071 135609 GKWC	**Reedpool** ssShl.No.3-11,36 D.F. 1Dk(Stl)	4838 4610 2999	✠100A1 ~~5,40~~ ~~9,39~~ ~~6,40~~ 3,41 ✠LMC MS11,36 BS~~9,39~~ 9,40	Bry ~~Li~~ Shl	y	CL ~~10,37~~ 5,40	1924 9mo Lloyd's A&CP	RopnerS.B. &RepairngCo (Stockton)Ld Stockton	PoolShippingCoLd (SirR.Ropner&Co. Ld.Mgrs.) CellDBa126′uE25′f	390·0|55·5|26·4 P29′B221′F41′ FK 171′1059tFPT162t	Stockton British 6BHCem APT194t	T.3Cy.25½″,40″&71″–48″ (s) 180lb 437NHP 3SB(Spt) 9cf,GS190,HS7526 Blair&Co.Ld.Stockton	28″9 s4″5 24″6½	
39/40 82072 ESBJ	**Reet** (exSolveig-38,exLarus-36, exMudir) Mchy.Aft 1Dk	815 608 456					1904	Hlsingbrgs VarfsAktieb. Helsingborg	A.Jürgenthal	196·0|32·0|12·3 P59′H67tF20′	Haapsalu Estonian WB	T.3Cy.13″,20½″&33½″–21″ E&B made02 51NHP Kjbnhavns Flydk.&Skbsv.		V
11/41 82073 TCCP	**Refah** (exPersevera,exPerseveranza) ssTri.2ndNo.3-5,25 1Dk(Stl)&Spar dk(ptIrn&ptStl)& deep framing	3805 3348 2235	✠ — 2,31 ✠	Fiu	v		1901 6mo	R.Thompson&Sons Sunderland	Barzilay&Benjamin CellDBa	335·3|46·2|17·8 P29′B78′F36′ 25·7 FK 108′uE22′f136′786t	Istanbul Turkish 6BHCem APT48t	T.3Cy.24″,39″&64″–42″ NDB14 285NHP 2SB,6pf,GS122,HS4574 G.Clark,Ld.Sunderland	28″5	
82074 171309 GPGR	**Refast** (exNantucketChief-38, exGulflight-37) ssMsl.2ndNo.3-4,39 2Dks(Stl)&Webframes Mchy.Aft Longitudinalframing	5189 4591 3221	✠100A1 4,41 ~~3,40~~ ~~BS11,39~~ ✠LMC9,38 Carrying Petroleum in bulk Fitted for oil fuel 8, 14 F.P. above 150°F. BS4,41	Lon Bkn	y	CL N3,40	1914 8mo A&CP	NewYork S.B.Corp. Camden,N.J.	RefastS.S.Co.Ld. (Harris&Dixon, Ld.Mgrs.) CellDBuE&B62′222t	383·0|51·2|30·1 407·0(O.L.) P97′B34′F32″ FK FPT159tAPT30t	London British 14BHCem (8 to Upr dk 6 ″ 2nd ″)	T.3Cy.27″,45″&75″–48″ (r) 190lb 543NHP 3SB,9cf,GS173,HS7843 FD NewYorkSBCorp.Camden	30″2 s5″9½ 24″7	
82075 UOIU	**Refrigerator No. 1** (Fish Carrier) OilEng. Wireless 1Dk(Stl-ws) Mchy.Aft Ref.Mchy. CruiserStern Sparred wood lower deck for light cargoes Strengthened for navigation in Ice	1427 1006 700	✠ 5,33 ✠	Cpn	o		1933 5mo	Akt.Burmeistr&Wain Copenhagen	U.S.S.R. CellDB142′2	228·7|36·2|17·0 P&B117′F34′ FK 74tDTf10′45tFPT	Vladvostk Russian 5BHptCem 18tAPT51t	Oil Engines 4S.C.SA 6Cy.15¾″–29½″ 143NHP Akt.Burmeistr&Wain.Cpn	19″0	
82076 UOIV	**Refrigerator No. 2** (Fish Carrier) OilEng. Wireless 1Dk(Stl-ws) Mchy.Aft Ref.Mchy. CruiserStern Sparred wood lower deck for light cargoes Strengthened for navigation in Ice	1427 1006 700	✠ 6,33 ✠	Cpn	o		1933 6mo	Akt.Burmeistr&Wain Copenhagen	U.S.S.R. CellDB142′2	228·8|36·2|17·0 P&B117′F34′ FK 74tDTf10′45tFPT	Vladvostk Russian 5BHptCem 18tAPT51t	Oil Engines 4S.C.SA 6Cy.15¾″–29½″ 143NHP Akt.Burmeistr&Wain.Cpn	19″0	
82077	**Refrigerator No. 3** (exLys-35) ssShl.No.3-10,33 Mchy.Aft Ref.Mchy. 1Dk(Stl) Well deck	2050 — 580	✠ … 11,36 ✠	Shl	q		1920 5mo	S.P.Austin &SonsLd. Sunderland	U.S.S.R. CellDB215′503t	259·8|37·4|17·3 Q154′F30′ FK MT10′224t FPT140t	Murmansk Russian 5BHCem APT56t	T3Cy.20½″,33″&54″–39″ 201NHP 2SB,6pf,GS97,HS3160 Richardsons,Westgarth& Co.Ld.Sld.	19″8	
82078	**Regato** (exRioGalindo, exAikokuMaru, exColonies, exAzamor,exAnnieBarrow, exEiffelTower) ssH.Kg.No.3-7,01 ssKob.No.2-08 1Dk(Stl)& Spar dk(Stl)3trB	3270 — 2073	✠ 9,14 ✠	Kob	u		1889 11mo	W.Dobson &Co. Newcastle	Cia.Naviera"Orio" (JoseRubiera, Mgr.)	331·9|40·3|19·2 P47′B80′F42′ 26·7 BK10″ CellDB264′433t	Bilbao Spanish 5BHCem	T.3Cy.23¼″,38″&61″–39″ NDB05 234NHP 2SB,6cf,GS98,HS3916 WllsndSlpwy.Co.Ld.Nwc.	29″4	
82079 PGYX	**Regeja** OilEng. Mchy.Aft D.F. 1Dk CruiserStern	325 222 180					1936	NVSchpsw "Foxhol" Foxhol	J.Boerma	130·0|24·1| 8·3 P38′F15′	Groningen Dutch WB	Oil Engines 2S.C.SA 4Cy.9$\frac{7}{16}$″–14$\frac{3}{16}$″ 62NHP AppingedammerBrons Motorenfb.N.V.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
82080 YQSC	**Regele Carol I** Ⓟ TwinSc *Fitted for oil fuel* *2Dks & Shade dk 3tr B*	2369 1790 839					1898	Fairfield Co.Ld. Glasgow	RoumanianState MaritimeService	350·0	42·0	18·5	Constantza Roumanian *WB*	T.6Cy.23",38½"&61"–36" NB10 446NHP FairfieldCo.Ld.Glasgow		V
82081 DOAL	**Regensburg** Ⓟ (*ex*Trave–38) 4Mst *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* Sub.Sig.	8068 7291 5013					1927	Akt.Ges. "Vulcan" Stettin	Norddeutscher Lloyd	506·7 P23'B&F457' *Upper*F47' len.38	60·3	31·8	Bremen German *WB*	2 Oil Engines 2S.C.DA SR geared to 1 sc. shaft 16Cy.20½"–29½" 2447NHP NE38 DeutscheSchiff.u.Machb. A.G.Weser,Bmn.		G
82082 122 YLBV	**Regent** ssSld.No.3–4,16 ssShl.No.2–26 1*Dk 2tr B & deep framing*	3280 3072 1826	✠ ... 11,28 ✠				1903 1mo	Bartram &Sons Sunderland	J.Freyman (LatvianShipping Co.*Mgrs.*)	324·5 P29'B90'F35' FK	46·9	24·2	Riga Latvian *WB*	T.3Cy.24",40"&65"–42" 294NHP J.Dickinson&Sons,Ld.Sld.	26 " 10	C †
82083 233361 WJFG	— TwinSc Wireless *Mchy.Aft* *OilEng.* *Longitudinal framing* 1*Dk* *Carrying Petroleum in bulk*	1211 — 708					1934	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	GulfOil Corporation	248·6	40·2	14·4	Phildlphia Utd. States	Oil Engines 4S.C.SA 6Cy.12½"–22" 91NHP McIntosh-Seymour,N.Yk.		R
82084 165433 GZMP	**Regent Lion** *OilEng.* D.F. 1*Dk, 2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	9551 8728 5794	✠100A1 2,41 ~~5,40~~ DBS2,41 ✠LMC3,37 *Carrying Petroleum in bulk*	Fal Gal	*e*† 2¼	CL 11,38	1937 3mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	BowringS.S.Co. Ld.(C.T.Bowring& Co.Ld.*Mgrs.*) *CellDBuE58'153t*	489·7 P109'B38'F64' FK *DTf38'625t FPT1*	66·5	35·0	London British 16*BHptAsp* *51tAPT136t*	Oil Engines 4S.C.SA 10Cy.29⅜"–59 1/16" 816NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 " 0 s 6 " 10½ 28 " 4½	
82085 165465 GZRK	**Regent Panther** *OilEng.* D.F. E.S.D. 1*Dk, 2nd dk clear of cargo tanks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	9556 8728 5799	✠100A1 4,41 ~~4,40~~ DBS4,41 ✠LMC5,37 *Carrying Petroleum in bulk*	Fal NYk	*e*† 2¼	CL ~~12,37~~ 3,41	1937 5mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson Ld.Newcastle	BowringS.S.Co. Ld.(C.T.Bowring& Co.Ld.*Mgrs.*) *CellDBuE58'153t*	489·7 510·2(O.L.) P109'B38'F64' FK *DTf38'625t FPT15*	66·5	35·0	London British 16*BHptAsp* *1tAPT136t*	Oil Engines 4S.C.SA 10Cy.29⅜"–59 1/16" 816NHP 2DB*180lb* J.G.Kincaid&Co.Ld.Grk.	35 " 0 s 6 " 10½ 28 " 4½	
82086 129752 GRTW	**Regfos** (*ex*WestQuarter) *Well deck* ssSld.2ndNo.3–2,36 Wireless ssSld.No.1–40 1*Dk*(*Stl*) *Cargo battens not fitted*	1548 1240 882	✠100A1 ~~6,~~ ~~5,00~~ 4,41 ✠LMC MS~~2,36~~ 6,40 BS~~11,39~~ 12,40	Sld	*p*	OG 4,38	1910 6mo *Lloyd's A&CP*	W.Pickersgill&Sons,Ld Sunderland	Tyne&Wear ShippingCo.Ld. *CellDBa67'uE&*	245·0 Q121'B13'F26' FK *B35'f109'405tFPT*	36·8	16·3	Sundrland British 4*BHCem* *42tAPT88t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 224NHP 2SB,*6pf*,GS87,HS3918 N.E.MarineEng.CoLd.Sld	18 " 10 s 1 " 10½ 17 " 2	
82087 PGYT	**Reggestroom** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	2836 2502 1691					1923	Maats. Fyenoord Rotterdam	N.V.Hollandsche Stoomb.Maats.	331·7 F44'	48·2	20·0	Amstrdam Dutch *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Escher,Wijss&Co.Zürich		V
82088 260 IOLJ	**Reggio Emilia** (*ex*Graziella–38, *ex*Marie-Thérèse-LeBorgne–33,*ex*Ustaritz) ssHav.No.1–18 *Well deck* 1*Dk*	1217 863 712	✠ ... 9,22 ✠				1914 10mo	G.Brown& Co. Greenock	Soc.Anon.TrasportiMarittimi e Affini	243·1 231·3 Q166'F28' FK	33·1	13·9	Venice Italian *WB*	T.3Cy.17½",27½"&45"–33" 152NHP Ross&Duncan,Glasgow	15 " 9	I †
82089 LELC	**Regin** (*ex*Marg–39,*ex*Spind,*ex*Rex) Wireless D.F. 1*Dk*	1386 1132 709					1917	A.&J.van derSchuyt Papendrecht	HannestadRederi A/S	239·9 P59tB102tH72t F25t	36·7	15·8	Halden Norwegian *WB*	T.3Cy.17½",29"&46"–36" 127NHP J.&A.van derSchuyt,Ppn.		N
82090 6517 SFKN	— Ⓟ Wireless D.F. 2*Dks* Sub.Sig. *CruiserStern*	*1330* *634* *697*					1919	Oskrshmns M.V.Aktieb Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	234·7	36·0	14·1	Stockholm Swedish *WB*	2 SteamTurbinesSRgeared to 1 Sc. Shaft SvenskaTurbinf.Akt. Ljungström,Finspång		
82091 LJMC	**Regina** TwinSc *OilEng.* D.F. 1*Dk, 2nd dk clear of cargo tanks* *Mchy.Aft* *Cruiser Stern* *Longitudinal framing-bracketless system*	9545 8898 5695	✠100A1 2,40 ✠LMC7,37 *Carrying Petroleum in bulk* Surveys delayed	Mfl	*d*†	CL 2, 40	1937 7mo *Lloyd's A&CP*	Akt.Burmeistr&Wain Copenhagen	Hansen-Tangen's RederiA/S(H.E. Hansen-Tangen, *Mgr.*) *CellDB*	485·1 501·1(O.L.) P101'B31'F44' FK *uE76' 329t DTf43'*	65·5	35·4	Xiansand Norwegian 12*BHptCem* *600tFPT97t*	Oil Engines 2S.C.SA 14Cy.19⅛"–35 7/16" 943NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn *APTs175t*	35 " 4 s 7 " 2½ 28 " 4½	
82092 DAMS	— Ⓟ Wireless *Ref.Mchy.* 2*Dks*	1304 853 781					1911	F.Schichau Danzig	Stettin-Rigaer Dampfsch.Ges.Th. Gribel(Rud.Christ. Gribel,*Mgr.*)	241·8 P&B147'F27'	34·1	15·4	Stettin German *WB*	T.3Cy.19 7/16",31 9/16"&51½"–29½" 141NHP F.Schichau,Elbing		G
82093 12 ISND	**Regina Elena** Ⓟ *Fitted for oil fuel* 1*Dk*	424 331 171					1903	C.&T.T. Pattison Naples	Soc.PartenopeaAnon.diNav.	180·5	25·4	13·2	Naples Italian	T.3Cy.20 15/32"32 9/32"&48"–27 9/16" 121NHP C.&T.T.Pattison,Naples		I
82094 152786 VGRD	**Reginolite** TwinSc *OilEng.* ssNNs.No.3–1,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* *& Web frames* D.F. GyC. *Longitudinal framing* *CruiserStern*	9069 8645 4430	✠100A1 *Shelter dk with freeboard* 7,40 ~~10,39~~ ✠LMC CS7,39 DBS~~1,39~~ 7,40 ~~3,37~~ 7,40 *Carrying Petroleum in bulk*	NYk NNs	*d*†	CL 1,39	1926 3mo *Lloyd's A&CP* —	Akt.Ges. "Vulcan" Stettin	ImperialOil,Ld., MarineDepartment. (H.J. Rahlves,*Mgr.*) *CellDBuE38'131t D*	469·2 B34'F38' FK *Tf36'280tFPT190t*	63·1	34·6	Montreal British 19*BHptCem* (13 *to Sh dk* 6 „ *U* „) *APT108t*	Oil Engines 2S.C.SA 8Cy.25 9/16"–47½" 910NHP 2WaterTubeDB*200lb* A.G."Vulcan,"Stettin	35 " 6 s 8 " 8 27 " 1	
82095 161381 GSKQ	**Registan** ssAvn.No.2–38 D.F. 2*Dks*(*Stl*)	5886 5448 3711	✠100A1 9,40 ~~11,38~~ ✠LMC MS5,38 BS3,40 *Fitted for oil fuel* 3,30	Gls Avn	*a*†	CL ~~1,38~~ 9,40 *F.P. a*	1930 3mo *Lloyd's A&CP* *bove* 150° F.	JReadhead &Sons,Ld SouthShields	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *CellDB361'1237t*	426·0 P38'B131'F47' FK *DTa38'903t FPT1*	55·0	28·5	London British 7*BHptCem* *07tAPT38t*	T 3Cy28½"46"&78"–51"&LP Turbine with DR gearing& hydraulic coupling (*r*) 210lb 787NHP 3SB,*12cf*,GS207,HS9756 FD J.Readhead&Sons,Ld.SShl	31 " 0 s 6 " 3½ 24 " 11½	
82096 140037 VPLB	**Register** (*ex*Bice,*ex*Aquila) 3Mst *OilEng.* *Mchy.Aft* 1*Dk*	537 449 415	✠ ... 12,19				1913 5mo	Cant.Offic. Savoia Cornigliano Ligure	WebsterShipping Co.Ld.(J.S.Webster&Sons,*Mgrs.*)	159·0 P33'F16' BK6"	28·2	13·1	Kingston, Jamaica British	Oil Engines 2S.C.SA 4Cy.13⅜"–21½" 125NHP G.Ansaldo NDB20 NE20 &Co.Sampierdarena	14 " 3	V †
82097 563 OHBK	**Regulus** ssHfs.No.3–4,33 ssHfs.No.1–37 D.F. 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	1821 1085 1025	✠100A1 *Awning deck with freeboard* 7,39 BS4,39 ✠LMC7,37	Hfs	*p*	7,39	1921 4mo *Lloyd's A&CP*	P.SmitJr. S.B.&E.Co. Rotterdam	FinskaÅngfartygs A/B *CellD*	247·5 235·0 FK *B182'355t FPT14t*	36·9	24·9 17·8	Helsingfrs Finnish 4*BHCem* *APT31t*	T3Cy20⅝",32¼"&55"–39⅜"(*s*) 180lb 212NHP 1SB(Spt)&1AuxSB(Spt), *5cf*,GS97,HS3341 P.Smit,Jr.S.B.&E.Co.Rot.	27 " 6 s 8 " 2½ 19 " 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82098 181080 KZRS	**Regulus** (exIhumata) Wireless *Well deck* 1*Dk&deep framing*	1173 — 636	✠ … 10,13 ✠				1911 3mo	Antwerp Eng.Co.Ld. Hoboken	Madrigal&Co.	229·3 Q87'B52'F23' FK	35·8	14·9	Manila,P.I Utd.States *WB*	T.3Cy.17",28"&46"-33" 142NHP N.E.MarineEng CoLdNwc	16 ″ 10	C †
82099 2086 ITZN	— **Iron** (exSant'Antonio-36,exRamscappelle, exCalluna, 1*Dk(Irn)&Web frames* exAssos,exHedworth) *Well deck*	1085 876 630	✠ 7,87	Sld	Lv		1884 9mo	S.P.Austin &Son Sunderland	Francesco Pittaluga	232·7 225·0 Q123'H46tF26' *DBa&f*	33·6	15·9	Genoa Italian 5*BH*	C.2Cy.$28\frac{1}{2}$"&53"-33" 134NHP Blair&Co.Ld.Stockton	17 ″ 7	I †
82100 441 ESDG	— (exCaroline-35,ex ssLib.2ndNo.3-11,27 MildredPowell, ssTln.No.2-36 exRedhall) 1*Dk(Stl)&deep framing* *Well deck* *Cargo battens not fitted*	893 748 365	✠100A1 6,39 BS9,38 LMC4,36 Surveys delayed	Tln	*l*	CL 9,38	1902 1mo *Lloyd*	Mackie& Thomson Glasgow 'sA&CP	J.Rang&others *CellD*	205·1 Q113'B18'F23' FK *Ba53'f75'161tFPT*	30·5	14·6	Tallinn Estonian 4*BHCem* 50t*APT*50t	T.3Cy.$16\frac{1}{2}$",27"&44"-30" (*s*) 180lb *80lb* 145NHP NB08*refitted*3,23 1SB,*3cf*,GS65,HS2776 McKie&Baxter,Glasgow	15 ″ 4	
82101 LCMW	**Reiås** (exNiord-38,exBeran-37, **4Mst** exDoravore-32,exStemshest) Wireless 1*Dk*	1128 987 659					1918	Akers Mek.Værks. Oslo	Skibs-A/SBirholt (BirgerEkerholt, *Mgr.*)	226·5 F5tP51t	36·5	15·8	Oslo Norwegian *WB*	T.3Cy.17",29"&47"-33" 127NHP AkersMek.Værks,Oslo		N
82102 DORH	**Reichenfels** *OilEng.* *Ref.Mchy.* Sub.Sig. 2*Dks* D.F. E.S.D. *CruiserStern*	7744 7040 4760					1936	Deutsche Sch-u-Mchsb. A.G.Weser Bremen	DeutscheDampfs. Ges.“Hansa”	485·4 P83'B220'F66'	61·9	31·1	Bremen German *WB*	2 Oil Engines 2S.C.DA each 6Cy.$20\frac{7}{8}$"-$29\frac{15}{16}$"& hydraulic couplingSR geared to 1 Sc. Shaft 1830NHP Maschinenfbk Augsburg- NürnbergA.G.Augsburg		G
82103 DOUO	**Reiher** Ⓟ Wireless D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	1304 856 720					1938	Howaldts- werkeA.G. Kiel	ArgoReederei R.Adler&Co.	245·2 B71'F30'	38·5	12·4	Bremen German *WB*	C.2Cy.$17\frac{11}{16}$"&$35\frac{7}{16}$"-$35\frac{7}{16}$"& LPturbine withDRgearing &hydraulic coupling Deutsche 222NHP Sch.u-Mschb.Bremen		G
82104 PKGM	**Reijnst** 1*Dk*	2462 1811 1433					1928	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	291·0 P33'F53'	43·2	19·1	Batavia Dutch *WB*	C.4Cy.(2)$16\frac{1}{2}$"&(2)$35\frac{7}{16}$"- $35\frac{7}{16}$" 135NHP Werkspoor,Amsterdam		V
82105 DAQI	**Reimar-Edzard Fritzen** (exLinaKunstmann-38) 1*Dk*	2935 2499 1685					1922	Vulcan Werke Hamburg	Johs.Fritzen& Sohn.vorm W.Kunstmann	316·5 P43'B66'F33'	45·1	21·3	Stettin German *WB*	T.3Cy.$19\frac{11}{16}$",$31\frac{1}{2}$"&$51\frac{3}{16}$"- $31\frac{1}{2}$" 147NHP VulcanWerke,Hamburg		G
82106 162339 GMPS	**Reina del Pacifico** Ⓟ **QuadSc** *OilEng.* ssLiv.No.1-35 D.F. E.S.D. 3*Dks(Stl)4th dk(Stl)in* *Ref.Mchy.* *holds except after hold* GyC. *CruiserStern*	17702 12202 10720	✠100A1 *withfreeboard* Examined 11,40 ✠LMC CS6,35 ~~DBS4,39~~ 11,40 6,38 ✠Lloyd'sRMC12,39 Aft chamber for temp. 20° F.	~~Liv~~ Liv	*l*† $3\frac{1}{8}$	OG Pa8,39 SaN 8,39 P/11,40 s/N 4,41	1931 3mo *Lloyd*	Harland& Wolff,Ld. Belfast 'sA&CP	PacificStmNav.Co. *CellDB*441'1733t *tunnels*175tD	551·3 P47'B354'F102' FK *Tanks between* *Tsa*41'359t*FPT*108	76·3	37·8	Liverpool British 10*BHptCem* t*APT*224t	Oil Engines 4S.C.SA 48Cy.$24\frac{13}{16}$"-$47\frac{1}{4}$" 2844NHP 3DB*100lb* Harland&Wolff,Ld.Bel.	44 ″ 1 s13 ″ $1\frac{1}{4}$ 31 ″ $2\frac{3}{4}$	
82107 DHTU	**Reinhart L.-M. Russ** Wireless 1*Dk*	1477 1021 870					1923	Stettiner Oderwerke Stettin	ErnstRuss	231·3 Q76'B101'F30'	36·5	15·0	Hamburg German *WB*	T.3Cy.$17\frac{1}{3}$",$27\frac{3}{5}$"&$43\frac{3}{10}$"-$31\frac{1}{2}$" 105NHP StettinerOderwerke		G
82108 LKFK	**Reinholt** *Cruiser Stern* *OilEng.* 1*Dk&Shelter dk*	4799 4101 2827					1939	Kockums M.V.Aktieb. Malmö	A/S IvaransRederi (S.Holter-Sörensen, *Mgr.*)	409·8 F34'	55·7	25·5	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"-$43\frac{5}{16}$" 1163NHP KockumsM.V.Akt.Malmö		N
82109 223607 KFOW	**Reiss Brothers** (exWilliam K. Field-34) *Mchy.Aft* D.F. GyC. 1*Dk*	8195 — 6369					1924	Toledo S.B.Co. Toledo.O.	ReissSteamshipCo	588·0 *WB*	60·3	27·7	Wilmgton (Del.) Utd.States	T.3Cy.$25\frac{1}{2}$",41"&67"-42" 291NHP ToledoS.B.Co.Toledo,O.		R
82110 27736 JOOD	**Reiyo Maru** ssYka.No.3-2,32 ssTamaNo.2-40 2*Dks(Stl)*	5446 4988 3311	✠100A1 2,41 ~~1,40~~ ✠LMC 2,41	Tama	*z*	~~11,38~~ 2,41	1920 12mo	Asano S.B.Co. Tsurumi A&CP	ToyoKisenK.K.	400·0 P33'B124'F41' FK *CellDB*331'1072t	53·2	29·4	Yokohama Japanese 6*BHCem* *APT*27t	T3Cy.$26\frac{1}{4}$",$43\frac{3}{4}$"&72"-48"(*s*) 200lb 513NHP 3SB,*9cf*,GS174,HS2376 FD IshikawajimaSB&ECoTok	32 ″ 0 s 6 ″ 7 25 ″ 9	
82111 23254 JFUB	**Rekizan Maru** Wireless 1*Dk*	1311 1062 869					1918	Yoshiura DockYard Yoshiura	TatuumaKisen K.K.	228·0	33·0	18·7	Kobe Japanese *WB*	T.3Cy.$14\frac{1}{2}$",$25\frac{5}{16}$"&40"-30" 88NHP TakaoIronWorks,Kobe		
82112	**Rekum** (exHeron-39,exChiton, exWarShikari) *Fitted for oil fuel* ssRot.No.3-6,32 ssRot.No.1-37 1*Dk(Stl)2trB&Web frames* *Longitudinal framing* *Carrying oil fuel in bulk*	*5540* *4696* *3444*	✠ 6,39 ✠	Osl	*z*		1919 5mo	Lithgows Ld. PortGlasgow	ErnstGlässel *Middle lineBulkh* *CellDBuE&B*	400·3 P50'B121'F39' FK *ead not oil tight* 250t*f*50'65t*FPT*95t	52·2	28·4	Bremen German 11*BHptCem* *APT*75t	T.3Cy.27",44"&73"-48" 517NHP 3SB,*9cf*,GS189,HS7668 D.Rowan&Co.Ld.Glasgow	31 ″ 0	
82113 97115 VGKJ	**Reliance** **Comp** 1*Dk*	311 — 182					1892	Cllngwood DryDockCo. Collingwood	AbitibiPower& PaperCo.Ld. (*in liq.*)	124·0	23·0	11·6	Toronto British	C.2Cy.20"&40"-24" NB02 NE02 67RHP J.Inglis&Son,Toronto		
82114 147557 GVND	**Reliant** (exLondonImporter-33) ssLon.No.3-3,33 ssMlt.No.1-37 D.F. 2*Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy.* *4th dk in No. 2 hold* *Cargo battens not fitted in Shelter 'tween decks* *CruiserStern*	7928 7362 4801	✠100A1 *Shelter dk* *withfreeboard* 2,40 BS2,40 ✠LMC2,37 *Fitted for oil fuel* 12,23 *F.P. above* 150° F.	Mlt	*c*†	CL 12,38	1923 12mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	TheAdmiralty *Duct keel in Boiler* *CellDB*366'1568t	450·4 471·5(O.L.) F42' *on Shelter dk* FK *Collisio* *space&forward*154' *DTf*33'967t*DTa*33	58·0	38·3	London British *ptCem* *nBHtoShdk* 6 „ „ *U* „ '797t*FPT*68	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 190lb FD 1004NHP 4SB,*16cf*,GS325,HS13168 Richardsons,Westgarth& Co.Ld.Mdb. t*APT*82t	41 ″ 0 s11 ″ $1\frac{1}{4}$ 30 ″ 2	
82115 PGZU	**Remark** *OilEng.* *Mchy.Aft* D.F. 1*Dk*	396 245 191					1936	E.J.Smit& Zoon Westerbroek	J.Kramer	142·1 P39'F22'	25·4	8·2	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-$17\frac{11}{16}$" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
82116 EADQ	**Remedios** (exConde de Churruca) TwinSc OilEng. Mchy.Aft ssBbo.No.3–8,33 D.F. 2Dks(Stl)&Web frames Longitudinal framing	4461 4140 2673	✠100A1 2,36 DBS2,36 Carrying Petroleum in bulk Lloyd's A&CP NO LATER SURVEY REPORTED	Bbo LMC8,33	x	OG 2,36	1921 9mo	Armstrong Whitworth &Co.Ld. Newcastle	Cia.Arrendataria delMonopolio de PetroleosS.A. CellDB70' 157tDTf49'498t	370·7|48·5|30·0 P103'B32'F36' FK FPT87tAPT125t	S.Sebast'n Spanish 14BHptCem (9 to U dk 5 ″ 2nd ″)	Oil Engines 2S.C.SA 8Cy.23 1/16"–37" DB120lb 779NHP SulzerFrères,S.A. Winterthur	30 ″ 0 s4 ″ 11½ 25 ″ 3½	
82117 8441 SDOT	**Remmaren** OilEng. TwinSc 1Dk&Shelter dk,3rd dk in No.3 hold Upper 'tween dk in way of forward hold Strengthened for navigation in ice Butts of bottom plating electrically welded D.F. E.S.D. Ref.Mchy. CruiserStern	~~8500~~ 3777 2872 2092	✠100A1 with freeboard 10,40 ~~Class Contemplated~~ ✠Lloyd'sRMC10,40	Got ✠LMC10,40	z	OG for temp.31°F.	1940 10mo	Akt.Lindholmens Varv Gothenburg	Rederiaktieb. Transatlantic (G.Carlsson, Mgr.) CellDB297'1000 t tanks in way of tunnels 157 tFPT[illegible]APT123t	410·6|53·2|19·7 425·7(O.L.) FK (CellBH to Shltr dk Duct keel forward of mchy. space	Gothenbrg Swedish 6BH BH to 2nd dk)	Oil Engines 2S.C.SA 12Cy.19 11/16"–35 7/16" 810NHP A/B Götaverken,Got.	25 ″ 0 s1 ″ 11¾ 23 ″ 3½	
82118 1748 ICEG	**Remo** Ⓟ TwinSc OilEng. ssGen.No.3–12,38 ~~ssGen.No.2–35~~ D.F. 2Dks(Stl)3rd dk(Stl) Now "Reynella," see No. 89812 in Supplement	9780 7695 6015	✠100A1 4,40 ~~12,38~~ DBS12,39 Lloyd's A&CP	Gen 4,40 ✠LMC CS~~4,38~~ ~~8,37~~ 12,38		CL 12,37	1927 1mo	Stabilmnto Tecnico Trieste	LloydTriestino Soc.Anon.diNav. CellDB	506·6|62·3|31·5 (O.L.) 484·7 P31'B214'F47' FK 426'1697tFPT227t	Genoa Italian 8BHptCem APT184t	Oil Engines 4S.C.SA 12Cy.29½"–47¼" 984NHP DB100lb StabilimentoTecnico,Tri.	34 ″ 11 s8 ″ 11½ 26 ″ 2½	
82119 FNWE	**Rémois** D.F. 2Dks	3713 3326 1976					1932	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Cie.desBateaux àVap.duNord (Soc.Anon.deGérance et d'Armement, Mgrs.)	331·7|53·2|25·0	Dunkirk French WB	T.3Cy.22",36"&60"–39" 225NHP G.Clark,Ld.Sunderland		V
29/40 82120 124590 GLYN	**Remuera** Ⓟ TwinSc Ref.Mchy. D.F. E.S.D. GyC. 3Dks&Shelter dk Fitted for oil fuel	11445 9948 7231	Lloyd'sRMC4,40				1911	W.Denny&Bros. Dumbarton	NewZealand ShippingCo.Ld.	485·0|62·3|41·0	Plymouth British WB	T.6Cy.28",47"&78"–48" 843NHP Denny&Co.Dumbarton		C BT till 4,41
82121 LCJW	**Rena** (exFördefjord–37, exEmmaMærsk) TwinSc OilEng. 1Dk&Shelter dk	5242 4858 3264	✠ … 9,28	✠			1924 2mo	Skbvs.v/d A.P.Möller Odense	E.B.Aaby's RederiA/S	378·8|50·2|31·7 F33' FK	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.19 11/16"–35 7/16" 450NHP Akt.Burmeistr&Wain,Cpn	34 ″ 5	N †
82122 PJCD	**Renata** TwinSc ssCco.No.1–40 Mchy.Aft 1Dk Longitudinal framing at bottom in centre tanks & at trunk top	3155 2265 1553	✠100A1 12.40 ~~6,40~~ BS6,40 Carrying Petroleum in bulk Lloyd's A&CP Fitted for oil fuel 4,36 F.P. above 150° F.	Cco ✠LMC MS11,39	v	CL PN6,40 S6,40	1936 4mo	NVNederl. Schps.Maats. Amsterdam	N.V.Curacaosche Scheepvaart Maats. Cell	336·6|56·1|15·1 Q92'Trunk204' FK F39' DBuB14'20tFPT123t	Curaçao Dutch 10BHptCem ptAsp APT105t	T6Cy.15 3/8",25"&40 9/16"–27 9/16" 180lb (s) 366NHP 2WTB HS6520 FD N.V.Werkspoor,Ams.	14 ″ 9 s1 ″ 4½ 13 ″ 6½	
82123 DIET	**Rendsburg** OilEng. ssHam.No.1–30 Well deck 2Dks(Stl)3rd dk in No.1 hold D.F. CruiserStern	6200 5525 3716	✠ … 2,34	Ham ✠			1926 2mo	Akt.Ges. "Vulcan" Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) CellD	450·3|58·2|24·6 P&B375'F55' FK B397'1655tFPT72t	Hamburg German 8BHptCem ptAsp APT45t	2 Oil Engines 4S.C.SA coupled to 1 Sc. Shaft by Hydraulic Transformers & SR gear 16Cy.25 9/16"–27 9/16" 993NHP A.G."Vulcan,"Hamburg	29 ″ 6	G †
82124	**René** OilEng. Mchy.Aft D.F. E.S.D. CruiserStern	1350					1939	S.A.Brugeoise d'Arrimage et de Rep.deNav. Bruges	ArmementL. HermansS.A.	247·2|36·4|14·9 P74'Q164'F33'	Bruges Belgian WB	Oil Engines 4S.C.SA 7Cy.20 11/16"–28 3/8" 292NHP Soc.d'Elec&Mec(Thomson-Houston&Carels)Ghent		
82125 TSFH	**René Marguerite** (exAmiral l'Hermite–35) ssHav.2ndNo.3–10,37 Well deck 1Dk(Stl)	325 237 133	✠100A– 10,39 MS10,37 DBS4,39	Lon ✠LMC MBS11,39		CL 8,37 Surveys delayed	1913 12mo	NVScheep. DeMerwede Hardinxveld	Soc.Cherbourgeoise de Cabotage	133·5|23·1|9·9 24·3 140·2(O.L.) FK Q70'B11'F18'FPT19tAPT3t	Cherbourg French 4BHCem	C.2Cy.16"&34"–23" (s) 130lb 85lb 63NHP 1SB,2pf,GS37,HS1173 ShieldsEng.Co.Ld.S.Shl.	10 ″ 9 s3 ″ 4½ 10 ″ 6	
82126 OPPR	**René Paul** OilEng. Mchy.Aft 1Dk CruiserStern	545 417 266					1937	Beliard Crighton&Co (Belgium)SA Ostend	ArmementRené Geurts	164·7|28·5|12·3 P47'Q51'F19'	Antwerp Belgian	Oil Engines 2S.C.SA 8Cy.8 11/16"–14 9/16" 104NHP SocAn.J.Cockerill,Seraing		V
82127 PKSV	**Rengat** 1Dk	512 343 257					1925	J&KSmit's Schpsw. Kinderdijk	Koninkl.Paketv. Mij.	163·8|29·7|9·1 P20'B64'F30'	Batavia Dutch	C.2Cy.13"&26"–21¾" J.&K.Smit's 26NHP Machenfab.Kinderdijk		V
82128 FPFG	**Rennes** TwinSc	771 — 301					1925	Atel.&Ch. de la Seine Maritime LeTrait(S.I.)	Chemins deFer de l'EtatFrançais	208·6|27·9|15·1 P49'	Dieppe French	T.6Cy.14",23"&38"–30" 158NHP Caillard&Co.Hav.		V
82129	**Reno** (exChingAn–38,exSikiang) 2Dks	1840 1359 1015					1907	Schiffsw.v. H.KochA.G. Lübeck	Cia.Italiana di Nav.S.A.I (Chinese Italian Nav.Co.Ld)	260·8|40·3|16·2 B168'F36'	Shanghai Italian WB	T.3Cy.21¼",34½"&55¼"–33½" 177NHP J.F.Ahrens,Altona		
82130 18 ISOK	— (exAfonLliedi–33,exCardiffian, exQueenwood) ssShl.2ndNo.3–11,29 Well deck 1Dk(Stl)&deep framing	1002 778 594	✠ … 2,34	Sws ✠			1904 7mo	A.Vuijk Capelle a/d Ysel	Marittima RavennateS.A. Cell	225·0|32·0|14·6 216·9 Q74'B61'F21' FK DBa61'f81'232tAPT15t	Ravenna Italian 4BHCem	T.3Cy.17¼",28½"&46"–30" 133NHP 1SB,3pf,GS51,HS2152 G.T.Grey,S.Shields	16 ″ 3	I †
82131 111302	**Rensselaer** Mchy.Aft GyC. 1Dk2trB	4472 — 3411					1900	American S.B.Co. Cleveland	Pittsburgh S.S.Co.	454·0|50·0|28·5 WB	Duluth, Minn. Utd.States	Q.4Cy.18",26½",41"&63"–42" 257NHP ChicagoS.B.Co.,Chicago		
82132 206501	— Ⓟ Pad 3Dks	2690 — 1796					1909	MarvelS.B.Co. Newburgh,N.Y.	~~HudsonRiverNav.Corp.~~ Marine LiquidatingCorp.	317·3|42·5|12·5	NewYork Utd.States	B.1Cy.70"–144" W.&A.Fletcher 452NHP Co.Hoboken,N.J.		
82133 148133 VGND	**Renvoyle** (exGlenledi) Mchy.Aft D.F. 2Dks	3571 3357 2172					1925	Swan,Hunter&Wigham Richardson, Ld Newcastle	CanadaSteamship Lines,Ld.	379·1|44·2|23·9 len25	MidlndOnt British WB	T 3Cy.22½",37"&62"–42" 249NHP N.E MarineEngCoLd.Nwc		C
82134 219636 KUBJ	**Republic** (exLibertyMinquas) ssGal.No.3–8,36 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing ssGal.No.1–40	5287 4332 3237	100A1 9,40 ~~1,40~~ ~~MS8,36~~ Carrying Petroleum in bulk Lloyd's A&CP Fitted for oil fuel 1920 F.P. above 150° F.	Gal LMC9,40 ~~BS8,36~~	y	CL ~~11,38~~ 8,40	1920	Bethlehem S.B.Corp.Ld WlmngtnDel	PetroleumNav.Co. CellDBuE&B 72'210tDTf43'469tFPT89tAPT30t	391·8|51·3|28·8 P99'B34'F44' FK	Houston, Texas Utd.States 15BHptCem (8 ″ to U dk 7 ″ ″ 2nd ″)	T.3Cy.27⅝",45"&75"–48" (s) 190lb 512NHP 3SB 9cf,HS7127 FD BethlehemS.B.Corp.Ld. Wilmington,Del	30 ″ 2 s5 ″ 3 25 ″ 1½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. / Late Name if any. / Special Surveys.	3 Material, Rig, &c. / No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82135	**Restorer** (*CableVessel*)	**TwinSc** *ss*Vcr.3rdNo.3–7,39 1*Dk*(*Stl*–ws) &*Spar dk*(*Stl*–teak s)&*Web frames* *lower deck fore hold*	3180 2995 1284	✠100A1 *Spar dk* 7,40 ~~7,39~~ ✠LMC7,39 BS7,40 *Fitted for oil fuel* 6,16 *F.P.above* 150° F.	Vcr	*v*	CL ~~7,37~~ 7,40	1903 1mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	Commercial PacificCableCo.	358·4 *CellDBa*68'*uE*28'*f*62'362*tFPT*77*tAPT*75*t*	44·0	20·8 28·8 BK10"	NewYork Utd.States 6*BHCem*	T.6Cy.23",39"&64"–42" (*s*) 180lb *180lb* FD 705NHP 4SB,*12cf*,GS240HS10112 WllsndSlpwy.Co.Ld.Nwc.	30 ″ 0 s6 ″ 7½ 24 ″ 5¾	
82136 146 ISON	**Resurrectio** (*ex*NorfolkCoast–32, *ex*Cadoc,*ex*Valencia) *Well deck*	*ss*Brs.2ndNo.3–20 *ss*Lon.No.2–28 1*Dk*&*Web frames*	979 766 603	✠ ... 6,32 ✠NB6,08 ✠				1894 6mo	A.McMil-lan&Son,Ld. Dumbarton	V.Mirabella	230·8 222·0 Q120'B15'F24'	31·8	14·4 FK	Catania Italian *WB*	T.3Cy.14",26½"&43"–36" NDB20 111NHP D.Rowan&Son,Glasgow	16 ″ 6	I †
82137 PKQZ	**Reteh**	1*Dk*	513 343 254					1926	J&KSmit's Schpswerven Kinderdijk	Koninkl.Paketv. Maats.	163·8 P18'B64'F30'	29·7	9·1	Batavia Dutch *WB*	C.2Cy.13"&26"–21⅝" 26NHP J.&K.Smit'sMschfo.Krdijk		V
73/41 82138 129024 GDVT	**Retriever** (*CableVessel*) Wireless	*ss*Mlt.2ndNo.3–1,35 *ss*Mlt.No.1–39 1*Dk*(*Teak*)2*trB*	674 578 331	✠100A1 4,40 BS4,40 ✠LMC4,39	Mlt	*k*	CL ~~11,37~~ 11,40	1909 7mo	GooleS.B. &Repg.CoLd Goole *Lloyd'sA&CP*	CableandWireless, Ld.(SirEdward Wilshaw,K.C.M.G. *Mgr.*)	190·2 B55'F27' *CellDBa*33'*f*68'122*t*	28·2	15·5 BK7½"	London British 4*BHCem*	O.2Cy.23"&46"–30" (*s*) 120lb 91RHP 1SB,*3pf*,GS56,HS2080 Richardsons,Westgarth& Co.Ld.Mdb.	16 ″ 6 s2 ″ 0 15 ″ 4	
82139 151401 VTDC	**Revati** (*ex*ElGhazi) *Mchy.Aft*	*OilEng.* *ss*Bom.No.3–3,35 *ss*Bom.No.1–40 1*Dk*(*Stl*)	389 285 232	✠100A1 1,40 ✠LMC1,40	Bom	*e*	CL 10,38	1921 12mo	London& MontroseS.B. &R.Co.Ld. Montrose *Lloyd'sA&CP*	MalabarS.S.Co. Ld.	132·7 P41'F19'	25·1	11·5 FK	Bombay British 3*BHCem* *FPT*33*t*	Oil Engines 2S.C.SA 4Cy.13¼"–15" 124NHP W.Beardmore&Co.Ld. Coatbridge	12 ″ 6 s ″ 11 11 ″ 8	
82140 UPOQ	**Revolutsioner** Sub.Sig. D.F. E.S.D.	*CruiserStern* 1*Dk*	2900 2500 1640					1936	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R.	321·5 P32'B96'F33'	47·9	20·3	Archangel Russian *WB*	T.3Cy.20",33"&57"–42" 210NHP N.E.MarineEngCoLd.Nwc		
82141 UNDH	**Revolyutsia** (*ex*Activ) *Mchy.Aft* Wireless E.S.D.	1*Dk*	433 276 209					1909	Stavanger Stöberi&Dok Stavanger	U.S.S.R.	140·0 P&B46'H6*t*F21*t*	27·0	10·4	Archangel Russian *WB*	T.3Cy.11¼",17½"&30"–21" NB35 41NHP StavangerStöberi&Dok		
82142 1791 ICEJ	**Rex** Ⓟ *Ref.Mchy.* D.F. GyC.	**QuadSc** *ss*Gen.No.1–37 5*Dks*(*Stl*–*Weather dk pt*teak s) 6*th dk*(*Stl*)*in holds*,7*th dk*(*Stl*) *in No.*1 *hold*&*Web frames* *Special Quality Steel*	51062 31588 30623	✠100A1 *withfreeboard* 3,40 ✠LMC MS4,36 BS11,39 ✠Lloyd'sRMC12,39 *Fitted for oil fuel* 9,32 *F.P. above* 150° F.	Gen		CL PfN 4,39 SfN 12,37 Pa 12,37 Sa4,39	1932 9mo	Soc.Anon. Ansaldo SestriPnente *Lloyd'sA&CP*	"Italia"Soc.Anon. diNav.	879·9 833·9 B&F780 *Upper bridge*619' *CellDB*649'6366*t DTs a*396*t DTsf* 515*t*	97·0	30·7 55·5 FK	Genoa Italian 14*BHptCem*	12 Steam Turbines SR geared to 4 Sc. Shafts (*s*) 384lb 22082NHP 12WTB(Spt), FD 2DB(Spt),*228lb* HS135625 Soc.An.Ansaldo,Smprdrna *FPT*408*tAPT*135*t*	60 ″ 8 s11 ″ 3 33 ″ 0½	
82143 2597 SGBI	—	**IronBn** 1*Dk*2*trB*	1013 760 666					1877	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	206·9 P119'H21*t*F23'	29·8	17·0	Stockholm Swedish *WB*	T.3Cy.16½",25½"&43¾"–33" NB89 110NHP *Tpd.*89MotalaCo.,Norrkpg		V
82144 LEXR	— (*ex*Spröit–39,*ex*BraattII) *Mchy.Aft*	1*Dk*	588 483 293					1918	Rosenberg Mek.Verks. Stavanger	SkibsA/SMotor (A.Salvesen,*Mgr.*)	170·5 F24*t*P45*t*H18*t*	28·1	12·4	Kragerö Norwegian *WB*	T.3Cy.12",20"&33"–24" 53NHP Bergens Mek.Verk.Bergen		N
82145 EAPP	**Rey Jaime I** Ⓟ	**TwinSc** *ss*Bcl.No.1–15 2*Dks*&*Awng dk*	2320 — 1168	✠ ... 10,19 ✠				1911 6mo	N.Odero fuA. Sestri Ponente	Cia.Tras-mediterranea	304·8	37·8	26·4 FK	Palma,Maj Spanish *WB*	T.6Cy.23",37"&59⅘"–37⅖" 683NHP N.Odero fuA.Sestri Ponente	28 ″ 6	V †
82146 EAPQ	**Rey Jaime II** Ⓟ (*ex*Corte) Wireless	2*Dks*	1370 — 580					1906	Swan,Hun-ter&Wigham Richardson, Ld.Newcastle	Cia.Tras-mediterranea	262·5 F35'	34·4	21·1	Palma,Maj Spanish *WB*	T.4Cy.29",45"&(2)52"–45" 363NHP Swan,Hunter&Wigham Richardson,Ld.Nwc		V
82147 149775 GFZJ	**Reynolds** D.F. E.S.D.	*ss*Shl.No.3–5,39 2*Dks*(*Stl*)	5113 4771 3150	✠100A1 6,41 BS6,41 ✠LMC5,39	Bkn Lth	*z*	CL 4,39	1927 2mo	R.Duncan &Co.Ld. PortGlasgow *Lloyd'sA&CP*	BoltonStm.Shpg. Co.Ld.	407·0 P29'B241'F43' *CellDB*351'1240*t*	53·5	26·7 FK	London British 6*BHCem* *APT*197*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb FD 531NHP 3SB(Spt) *9cf*,GS173,HS8001 D.Rowan&Co.Ld.Glasgow	29 ″ 0 s4 ″ 5¼ 24 ″ 9½	
82148 DIEY	**Rhakotis** Ⓟ (*ex*SanFrancisco–35) *Ref.Mchy.* D.F. E.S.D. Sub.Sig.	*OilEng.* 2*Dks* *CruiserStern*	6753 5479 4036					1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	432·4 P28'B&F394' *Upper*F32'	59·2	27·3	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.27$\frac{9}{16}$"–47¼" 1316NHP Maschfbk.Augsburg- Nürnberg,Augsburg		G
82149 FOEM	**Rhea** *Mchy.Aft* D.F.	**TwinSc** *OilEng.* *Longitudinal framing* 1*Dk* *CarryingPetroleum in bulk*	7813 7024 4185					1928	Atel.&Ch. duSud-Ouest Bordeaux	Cie.Auxiliaire de Navigation	445·6 P103'B34'F54'	62·2	34·3	Havre French *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–59" 533NHP Akt.Burmeistr&Wain,Cpn		V
82150 573 OHFF	— Wireless D.F.	*ss*Hfs.No.3–4,33 *ss*Hfs.No.1–37 1*Dk*(*Stl*)&*pt Awng dk*(*Stl*)	1424 — 783	✠100A1 *pt Awng dk* *withfreeboard* 6,39 BS6,39 ✠LMC6,37 No later survey reported	Hfs	*o*	CL 6,39	1921 8mo	NVMach& Schpsw.van P.Smit,Jr. Rotterdam *Lloyd'sA&CP*	FinskaÅngfartygs A/B	240·7 230·4 P24'Q61'*pt Awng dk*145' *CellDB*186'269*t FPT*15*t*	34·3 34·1	15·0 FK	Helsngfors Finnish 4*BHCem* *APT*12*t*	T.3Cy.17½",27$\frac{3}{16}$"&46$\frac{1}{16}$"– 31½" 180lb (*s*) 148NHP 2SB(Spt),*4cf*,GS73,HS2530 NVMch&Schps.vPSmit,Jr	16 ″ 9 s7 ″ 7½ 16 ″ 10	
82151 PHAO	— Wireless	*OilEng.* *ss*Ams.No.3–4,34 *ss*Ams.No.1–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	1388 1141 817	✠100A1 *Shelter dk* *withfreeboard* 11,39 DBS7,39 ✠LMC8,38 Surveys delayed	Ams	*q*	CL 7,38	1922 4mo	N.V. Lobithsche Scheepsb.Mij Lobith	Koninkl.Nederl. Stoomb.Maats.	264·5 B76' *CellDB*215'425*t FPT*57*tAPT*50*t*	39·2	14·8 FK	Amstrdam Dutch *ptCem* *CollisionBHtoSh'dk* 3 ,, ,, *U* ,,	Oil Engines 4S.C.SA 6Cy.20½"–35$\frac{7}{16}$" 244NHP 2DB–*142lb* Werkspoor,Amsterdam	18 ″ 0 s ″ 2¾ 17 ″ 10¾	
82152 543 SGBR	— Ⓟ (*ex*TransitNo.6)	**Iron** 1*Dk*&*Shelterdk*	612 332 446					1884	MotalaCo. Norrköping	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	165·5 H43*t*	25·5	12·2 19·2	Stockholm Swedish	T.3Cy.14⅛",27⅜"&37½"–27¼" NE&B04 60NHP BergsundsM.V.Aktb.Skm.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
82153 DOOL	**Rhea** 1*Dk*	491 369 293					1892	H.Koch Lübeck	Dampfschiffahrts Ges.Neptun	159·1 Q40'B38'F21'	24·2	11·9	Bremen German *WB*	C.2Cy.19$\frac{1}{8}$″&31½″–21⅝″ 38NHP C.Daevel,Kiel		G
192/40 82154 DIEU	**Rhein** Ⓟ *OilEng.* D.F. Sub.Sig. 3*Dks*	6031 5267 3480					1926	Akt.Ges. Weser Bremen	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	453·8 F33'	58·2	24·1	Hamburg German *WB*	Oil Engines 4S.C.SA 16Cy.22$\frac{1}{16}$″–24$\frac{7}{16}$″ 763NHP Akt.Ges.Weser,Bremen		G
82155 DHTZ	— (*ex*Noordstroom) *ss*Ham.No.3–3,29 *ss*Ham.No.2–37 *Well deck* 1*Dk*(*Stl*)	736 539 344	✠ 3,39 ✠	Ham	*j*		1917 1mo	NVScheep. DeMerwede Hardinxveld	A.Kirsten *CellDBa24'uE*	185·1 Q92'B17'F24' FK 13'*f*79'140*tFPT*44*t*	29·1	12·1	Hamburg German *4BHCem* *APT21t*	T.3Cy.13½″,21″&35″–27″ 100NHP 2SB,*4pf*,GS60,HS1982 Richardsons,Westgarth& Co.Ld.Mdb.	14 ″ 6	
82156	**Rheinfels** D.F. E.S.D. 2*Dks* *CruiserStern*	7600					1939	Deutsche Sch-uMschb: A.G.Weser Bremen	DeutscheDampfs. Ges."Hansa"	485·6 F30'	62·3	37·1	Bremen German	T4Cy.31½″,47¼″&(2)59$\frac{1}{16}$″–55⅜″ & LP turbine with DR gearing & hydraulic coupling HS13606 1033NHP DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.		
82157 DOGF	**Rheinhausen** (*ex*Stiklestad) D.F. Sub.Sig. 1*Dk&Shelter dk*	6298 5580 3411					1912	W.Doxford &Sons,Ld. Sunderland	Fried.KruppA.G. (FriedKrupp's Reederij enTransportbedrijfN.V. *Mgrs.*)	439·1 P92*t*H550*t*	57·9	25·4	Bremen German *WB*	T.3Cy.25″,41″&70″–48″ 339NHP W.Doxford&Sons,Ld.Sld.		N
100/41 82158 DIEV	**Rheinland** *OilEng.* D.F. Sub.Sig.	6622 5893 3921					1927	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	452·3	59·3	26·9	Hamburg German *WB*	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$″–47¼″ 1640NHP *Emade*20 Maschfbk.Augsburg-Nürnberg,Augsburg		G
82159 DACB	— (*ex*Willem vanDrielSr.) D.F. E.S.D. Sub.Sig. 1*Dk*	2570 2310 1517					1920	N.V.Schps. v.Wed.A.van Duyvendijk Papendrecht	Kohlen-Import undPoseidon Schiffahrts-A.G.	300·3 P21'B66'F23'	45·2	20·0	Königsbrg German *WB*	T.3Cy.22½″,37⅜″&62″–39″ 240NHP NehringBögel,Deventer		G
82160 DGAK	— Ⓟ TwinSc Wireless 1*Dk*	668 428 266					1926	Vulcan WerkeA.G Hamburg	Akt.Ges."Ems"	186·6 B37' H— F24'	28·4	12·2	Emden German	T.6Cy.11⅝″,18$\frac{1}{16}$″&29$\frac{5}{16}$″–18$\frac{1}{16}$″ 76NHP VulcanWerkeA.G.Stettin		G
82161 131363 GRQJ	**Rhesus** Ⓟ D.F. 2*Dks*	6530 5558 4151					1911	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaMutualStm. Nav.Co.Ld.(A. Holt&Co.*Mgrs.*)	443·5 P50'B162'F52'	52·8	36·1	Liverpool British *WB*	T.3Cy 30″,50″&83″–60″ 534NHP Scotts'S.B.&E.Co.Ld.Grk.		BT till ~~3,41~~ 1,42
82162 152099 GDXB	**Rhexenor** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	7957 6558 5004					1922	Taikoo Dkyd.&Eng. Co.Ld. HongKong	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	459·6 P53'B162'F57'	58·3	32·6	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft ParsonsMarineSteam TurbineCo.Ld.Nwc.		BT till ~~3,41~~ 6,41
82163 148263 MNSL	**Rhineland** (*ex*Altengamme) D.F. E.S.D. Sub.Sig. 1*Dk*	1381 1010 656					1922	Akt.Ges. "Weser" Bremen	CurrieLine,Ld.	242·3 P11'Q70'	36·3	15·2	Leith British *WB*	T.3Cy.19$\frac{7}{16}$″,31½″&53½″–35⅜″ 167NHP Akt.Ges."Weser,"Bremen		G
82164 236944 WPOP	**Rhode Island** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & deck in centre tanks*	8580 — 5082	✠100A1 ~~7,40~~ ~~1,40~~ 5,41 ~~DBS11,39~~ ✠LMC12,37 *Carrying Petroleum in bulk* DBS11,40	NYk	*d*† 2$\frac{3}{16}$	CL 3,39 *Lloyd's*A&CP	1937 12mo	SunS.B.& DryDockCo. Chester,Pa.	TheTexasCompany *CellDB82'277tFP*	468·1 490·5(O.L.) P111'B39'F61' FK *T141tAPT115t*	65·3	34·3	Wilmgton (Del.) Utd.States *14BHptCem*	Oil Engines 2S.C.SA 4Cy.31″–86″ 1197NHP 3DB(WT)*227lb* SunSB&DD.Co.Chester Pa	34 ″ 3	
82165 DEZP	**Rhön** (*ex*Selma) 1*Dk*	1778 1467 1035					1921	Howaldts-werke Kiel	Rabien& Stadtlander	261·0 P13'Q75'B115'F31' *WB*	40·9	17·5	Bremen German	T.3Cy.20$\frac{1}{16}$″,32$\frac{5}{16}$″&51⅝″–35$\frac{1}{20}$″ 142NHP Howaldtswerke,Kiel		G
82166 422 ICEL	**Rialto** Ⓟ *OilEng.* *ss*Mfl.No.3–1,38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Ref.Mchy.*	6099 5353 3771	✠100A1 *with freeboard* 12,39 ✠NE1,38 ✠LMC1,38 ✠Lloyd'sRMC12,39	Gen	*b*†	CL N1,38 *Lloyd's*A&CP	1927 5mo	Stabilmnto Tecnico Trieste	"Italia"Soc. Anon. di Nav. *CellDB377'1245t* *DTa30'748*	448·5 430·8 FK *tFPT121tAPT39t*	55·4 55·4	27·3 27·6	Trieste Italian *8BHptCem* (*Collto Shdk* 6 ,, *2nd* ,, 1 ,, *3rd* ,,)	Oil Engines 2S.C.DA 6Cy.25$\frac{3}{16}$″–45$\frac{11}{16}$″ 1328NHP NDB38–*100lb* Soc.An."Fiat"S.G.M. Turin.	30 ″ 2 s 4 ″ 0¾ 26 ″ 4	
82167 145314 MKPW	**Ribblebank** (*ex*St.Levan) *ss*Bwg.No.3–5,34 *ss*Bkn.No.1–38 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	351 235 138	✠100A1 12,39 ✠LMC MS8,38 BS4,~~37~~7,40	Bkn	*e*	CL 1,39 *Lloyd's*A&CP	1921 3mo	Hepples (1919)Ld. SouthShields	RibbleShippingCo. Ld.(W.J.Ireland, *Mgr.*)	135·0 Q46'B9'F23' BK7½'	23·3	9·7	Liverpool British *3BHCem* *FPT45t*	C.2Cy.17″&34″–24″ (*s*) 130lb 65RHP 1SB,*2pf*,GS35,HS1120 ShieldsE&DDCo.Ld N.Shl	10 ″ 6 s ″ 6½ 10 ″ 7	
82168 167420 GQKZ	**Ribera** E.S.D. D.F. 1*Dk&Shelterdk* *CruiserStern* *Tonnage opening closed '41(W.E.)*	5559 5104 3337	✠100A1 *with freeboard* 1,41 ~~4,40~~ ✠LMC4,40	PGl Sws	*b*†	CL *Lloyd's*A&CP	1940 4mo	Lithgows Ld. PortGlasgow	BoltonSteam ShippingCo.Ld. *CellDB368'1374t*	432·2 447·2(O.L.) F33' FK *FPT123tAPT225t*	58·0	26·8	London British *7BHCem* (*Coll to Shdk* 6 ,,*2nd*,,)	T.3Cy.25½″,41″&72″–48″(*s*) 220lb FD 516NHP 3SB(Spt),*9cf*,GS168, HS7161 D.Rowan&Co.Ld.Gls.	37 ″ 4 s10 ″ 8¼ 26 ″ 9¼	
82169 7103 SGBU	**Ribersborg** (*ex*Segontian) *ss*Sbg.3rdNo.3–3,40 1*Dk*(*pt Irn pt Stl*)&*deep framing* *Cargo battens not fitted*	*1223* *1050* *700*	✠100A1 3,40 ~~4,38~~ ✠LMC3,40 ~~BS6,39~~ ~~MS3,40~~	Lkr Sbg	*n*	6,39	1901 5mo	W.Harkess &Son Middlesbro' A&CP	RederiA/B Iwar (TuréHillerström, *Mgr.*) *DB*	224·6 234·0(O.L.) Q82'B56'RFD85' F*on*RFD24' FK *a&uE79'uB15'f92'*	34·0	17·8	Malmo Swedish *4BHCem* *352tAPT24t*	T.3Cy.17″,28½″&46″–33″ (*s*) 180lb *80lb* 131NHP 1SB,*3cf*,GS59,HS2026 MacColl&Pollock,Sld.	16 ″ 6 s 7 ″ 3 16 ″ 6	
82170 OFCG	**Ribjörn** (*ex*Lovisa–37,*ex* TrueBriton) Iron *ss*Got.2ndNo.3–12,96 *ss*Skm.No.1–02 1*Dk*(*Irn*)2*trB*	1070 — 615	✠ 2,06 ✠NB3,04 ✠	Bbo	*n*		1881 3mo	Palmers' Co.(Lim.) Newcastle	RederiA/B Ribjörn (O/YKnudsen& LindforsA/B)	231·9 223·9 Q116'B34'H27*t* FK F28' *DBa*	31·5	16·0	Helsingfrs Finnish *4BHCem* *60'f67'230t*	C.2Cy.24″&52″–33″ NDB01 132NHP 1SB,*3pf*,GS60,HS1827 Palmers'Co.(Lim.)Nwc.	17 ″ 0	V †
82171																

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82172 EGJO	**Ricardo R.** (exRicardo,exConcha, exMudela No. 2) ssBbo.No.3-9,29 ssBcl.No.1-34 1Dk(Stl)&Awng dk(Stl)	1542 1424 931	✠ — 4,40 ✠	Bcl	0		1916 9mo	Astilleros delNervion Bilbao	Hijo deRamon A.Ramos	230·0 CellDB191'258t	34·6	21·0 FK	Barcelona Spanish 4BHCem APT36t	T.3Cy.16",26"&44"-33" 139NHP 2SB,4cf,GS79,HS2386 Ross&Duncan,Glasgow	23 ″ 4	
82173	**Ricardo y Enrique** (exDredger Talcahuano)	497 — 283					1920	Lobnitz& Co.Ld. Renfrew	Ant.Ferro e Hijos Soc.Anon.Lda.	151·0	32·8	11·2	Bns.Aires Argentine	C.2Cy.13"&26"-18" 29NHP Lobnitz&Co.Ld.Renfrew		
4/41 82174 161131 GMWV	**Richard de Larrinaga** 1Dk	5358 4888 3243					1929	Lithgows Ld. PortGlasgow	LarrinagaS.S.Co. Ld.	415·0 P38'B268'F38'	55·0	25·6	Liverpool British WB	T.3Cy.25",43"&72"-48" 359NHP D.Rowan&Co.Ld.Glasgow		C
82175 221276	**Richard J. Barnes** TwinSc (exI.L.I.101-36,ex InterwaterwaysLine Incorporated101-32) OilEng. ssN.Yk.No.3-4,33 ssN.Yk.No.1-38 Mchy.Aft 1Dk(Stl)	1040 956 797	✠ A1 Self-propelled Barge ~~7,105,39~~ 3,41 LMC4,37 LMC(M)3,39 For service between New York, via Erie & Welland Canals Chicago & Montreal & for coastwise service between Boston, Mass. & Philadelphia, Pa. & to Norfolk, Va., via Chesapeake & Delaware Canal from 1st April to 30th November	NYk		~~5,39~~ ~~10,39~~ 3,41	1921 5mo	McDougall DuluthSBCo. Duluth, Minn A&CP	Erie&StLawrence Corporation	254·0 Side tanks f 12'23t FPT30t	36·0	14·0 FK	NewYork Utd.States 9BHCem APT13t	Oil Engines 2S.C.SA 12Cy.10"-12½" 211NHP NE5,26 Fairbanks MorseCo.Beloit, Wis.	14 ″ 0	
82176 86582 WADH	**Richard J. Reiss** (exGeorgeW. Peavey) Mchy.Aft D.F. GyC. 1Dk2trB	4503 — 3526					1901	American S.B.Co. Lorain,O.	ReissS.S.Co.	430·0	50·0	28·5 WB	Wilmgton (Del.) Utd.States	Q.4Cy.15",23¾",36½"&56"-40" 198NHP AmericanS.B.Co.		R
82177 110971 WRCR	**Richard Peck** Ⓟ Steel&Iron TwinSc	2906 — 1819					1892	Harlan& Hollingswrth WlmngtnDel	SteamerRichard Peck,Inc.	303·3	48·0	17·8	N.LndnCn Utd.States	T.6Cy.24",38"&60"-30" NB12 394NHP Harlan&HollingsworthCo.		
82178 211287 WTLW	**Richard Trimble** ssClv.No.4-5,38 Mchy.Aft 1Dk(Stl)&Web frames GyC. D.F. Longitudinal framing	7607 7306 5868	✠100A- For Service on the Great Lakes 11,39 ~~BS5,39~~ ✠LMC5,38 BS ~~3,40~~ 5,41	Cgo			1913 6mo	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co.	580·0 F51' CellDBuE&B55'f & in Hpr side tanks	58·0	32·0 FK	D'luth,Min Utd.States 4BH	T.3Cy.24",39"&65"-42" (s) 170lb 406NHP 2SB,6cf,GS132,HS6338 AmericanSBCo.ClevelndO 479'8549tFPT259tAPT59t	32 ″ 0 s 10 ″ 10¼ 21 ″ 4½	
82179 222849 KJWO	**Richard V. Lindabury** Sub.Sig. D.F. GyC. Mchy.Aft 1Dk pt.Longitudinal framing	7940 — 6213					1923	American S.B.Co. Lorain,Ohio	PittsburghS.S.Co.	586·3	60·0	28·0	D'luth,Min Utd.States WB	T.3Cy.24½",41$\frac{1}{16}$"&65"-42" 274NHP AmericanS.B.Co.Lorain,O		R
82180 LERM	**Richard With** Ⓟ Mchy.Aft Wireless 1Dk&Awngdk2trB	905 462 542					1909	Trndhjms Mek.Værks. Trondheim	Vesteraalens Dampskibsselskab	193·2	29·2	13·0 WB	Stokmarknæs Norwegian	T.3Cy.17½",29"&49"-33" 138NHP TrondhjemsM.V.Trndhm.		N
82181 FPFE	**Richebourg** (exMidas-39, exEllaHalm) TwinSc 1Dk	1042 804 619					1925	F.Schichau Elbing	UnionIndustrielle &Maritime,Soc. Française d'Arm.	221·1 Q66'B53'F23'	33·6	13·4	Dunkirk French WB	T6Cy.11"18$\frac{1}{10}$"&29$\frac{1}{10}$"-19$\frac{7}{10}$" 75NHP F.Schichau,Elbing		V
82182 150828 VGFR	**Richelieu** Ⓟ TwinSc (exNarragansett) 1Dk(Stl)&Web frames Fitted for oil fuel	5528 3539 3096	✠ 4,14	Phl			1913 9mo	Harlan& Hollingsworth Cor. Wlmgtn,Del.	CanadaS.S.Lines, Ld.	322·9 Cell DBa44' uE&B114'f86'522t	48·2	19·1 BK8"	Montreal British 7BHCem	T.8Cy.(2)23½",(2)37½"&(4)42"-36" 754NHP 6SB,12cf,GS264,HS12417 Harlan&HollingswrthCor.	21 ″ 6	C †
82183 225570 KLHU	**Richlube** OilEng. Mchy.Aft 1Dk Carrying Petroleum in bulk	609 — 390					1926	Bethlehem S.B.Corp.Ld. SanFrancisco	RichfieldOil Corporation	180·5	32·0	14·0	L.Angeles Utd.States	Oil Engines connected to ElectricMotor&Sc.Shaft 4S.C.SA 6Cy.11½"-15" 78NHP AtlasImperialEngineCo.		
82184 211443 WOCF	**Richmond** 3Mst ssS.Fo.No.3-1,26 D.F. GyC. ssS.Fo.No.1-30 Sub.Sig. Fitted for oil fuel Mchy.Aft 2Dks&Web frames Longitudinal framing Carrying Petroleum in bulk	6190 — 3736	✠ ... 6,32 ✠				1913 9mo	ForeRiver S.B.Co. Quincy,Mass.	StandardOilCo.of California	419·4 P101'B34'F43'	54·2	31·2 FK	S.Frncisco Utd.States WB	Q4Cy23",32¾",49"&71½"-51" 512NHP ForeRiverS.B.Co.Quincy	31 ″ 6	R †
82185 20637 KMWU	— (exRamona-33, exTransford,exMontauk, exQueenCaroline) 1Dk GyC.	893 — 487					1902	Baltimore S.B.&D.D.Co Baltimore	BuxtonLines,Inc.	193·0	30·1	11·2	Norfolk, Va. Utd.States	T.3Cy.16",25"&42"-36" MarylandS.B.Co. 106NHP Baltimore,Md.		
82186 167169 GRGB	**Richmond Castle** OilEng. D.F. 4Dks Ref.Mchy. CruiserStern	7798 6963 4728	✠100A1 ~~8,40 10,39~~ 6,41 ✠LMC2,39	NYk ~~Gls~~	d† 2$\frac{3}{16}$	CL	1939 2mo	Harland& Wolff,Ld. Belfast Lloyd's A&CP	Union-CastleMail SteamshipCo.Ld.	457·4 474·2(O.L.) B121'F48' CellDB335'1114t Tanks at sides Duct keel forward of mchy.space of tunnel45'326tFPT46tAPT126t	63·3	34·3 FK	London British 7BHptCem	Oil Engines 2S.C.DA 8Cy.24$\frac{7}{16}$"-55⅛" 1643NHP DB100lb Harland&Wolff,Ld.Bel.	37 ″ 0 s8 ″ 0¼ 29 ″ 2¼	
82187 155286	**Rideaulite** Fitted for oil fuel Mchy.Aft 1Dk(Stl) Longitudinal framing at bottom & at deck Carrying Petroleum in bulk	716 627 343	✠ ... 8,36 ✠	Hfx			1930 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOil.Ld., MarineDepartment. (H.J.Rahlves, Mgr.)	175·0 Centre line bulkhead non-oiltight CellDBuE18'24t APT3t	35·2	12·9 FK	Montreal British 7BHptCem ptAsp	T.3Cy 13½",22"&37"-27" 106NHP 1SB,3cf,HS2028 N.E.MarineEngCoLd.Nwc	13 ″ 0 s 2 ″ 3 10 ″ 10½	
181/46 82188 161602 GZJT	**Ridley** OilEng. D.F. E.S.D. 1Dk&Shelter dk Cruiser Stern	4993 4627 3061	✠100A1 with freeboard ~~5,40 11,39~~ ✠LMC1,37 10,40 ✠LMC(M)3,39 Carrying Vegetable Oil in Deep Tank	Bkn ~~Gls~~	a† 2	CL 11,39	1937 1mo	Wm.Doxford&SonsLd Sunderland Lloyd's A&CP	Stephens,Sutton, Ld.	423·3 437·7(O.L.) CellDB346'1174t MT1236tAPT177t	54·2	26·1 FK	Newcastle British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 3Cy.20½"-81⅞" 388NHP 2DB120lb Wm.Doxford&Sons,Ld.Sld	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
82189 206 YLFV	**Riga** (exThyraS.-36) 1Dk	1207 923 702					1914	Kjöbnhvns Flydk.&Skbs Copenhagen	JohnC.Helmsing (Helmsing& Grimm,Mgrs.)	235·4 P13'Q69'B98'F29'	36·2	13·7	Riga Latvian WB	T.3Cy.15",24"&40"-27" 83NHP Kjbnhavns.Flydk.&Skbsv.		C

1 Numero d'Ordre Numero Officiel Signaux	3 4 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L.R. Durée, Cert.B.of Trade
82190	**Riga** (*ex*Nordhild–34, *ex*Geysir,*ex*PetrineHansen, *ex*Nyköbing) 1*Dk*	749 601 426					1906	Helsingörs Jernsk&Msk. Elsinore	M.Utow	201·2 Q71'B84'F23'	31·6	11·3	Tallinn Estonian *WB*	T.3Cy.15″,24″&40″–27″ 83NHP HelsingörsJernsk.&Mskb.		V
82191 DDTB	— (*ex*Stella–38) Sub.Sig. 1*Dk*	655 482 333					1920	Wft.Nobis-krugG.m.b.H Rendsburg	LübeckLinieA.G.	180·4 Q50'B48'F21'	29·6	10·8	Lübeck German *WB*	T.3Cy.14½″,22½″&37½″–23½″ Ottensoner 68NHP Msch.G.m.b.H.Altona		G
82192 145353 MKRZ	**Rigdin** (*ex*Ingrid) **WoodAux3Mst** *OilEng.* (*See Sailing Ship Register*)	388 347 294					1907	E.Soder-ström Geta	MissA.Stephens	141·2	29·9	13·2	S'thamptn British	Oil Engines 2S.C.SA 4Cy.14 3/16″–15¾″ 65RHP *Emade*20 TurhamMachinefbrk.Cpn.		
* 82193 LCVY	**Rigel** **TwinSc** *OilEng.* E.S.D. *ss*Rot.No.3–10,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3828 3416 2298	✠100A1 *Shelter dk* *withfreeboard* 12,38 ✠LMC CS10,37 10,37	Bgn	*x*	OG 9,37	1924 8mo *Lloyd* *CellD*	Akt.Bur-meistr&Wain Copenhagen '*sA&CP* *B*329'1086t*Ta*	DetBergenske Dampskibsselskab (DenNorskeSyd-AmerikaLinje) *nk between tunnels*	367·5 FK *Collisio* 98t*FPT*54t*APT*68t	51·5	22·6	Bergen Norwegian *ptCem* *n BHto S dk* 5 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.19 11/16″–35⅜″ 450NHP Akt.Burmeistr&Wain,Cpn	25 ″ 6 s 2 ″ 3½ 23 ″ 3½	
82194 831 OHFX	— (*ex*Nordland) *ss*Got.2ndNo.3–7,30 *ss*Osc.No.2–38 1*Dk*(*Stl*)*deep framing*&*Web frames* *Cargo battens not fitted*	3779 — 2350	✠100A1 *Turret dk* 7,40 ~~4,30~~ ✠LMC MS5,38 BS11,38 Nolatersurveyreported	Lkr Osc	*v*	CL 4,39	1905 6mo *Lloyd*	Wm.Dox-ford&SonsLd Sunderland '*sA&CP*	E.Erikson *Cell*	362·8 350·5 P23'H80tF29' FK *DBa*82'*uE*24'*f*170'	48·2	29·6 23·4	Mariehmn Finnish 6*BHCem* 754t*APT*14t	T.3Cy.24½″,40½″&67″–45″(*s*) 180lb 409NHP 3SB,9*cf*,GS177,HS7474 Wm.Doxford&Sons,Ld.Sld	26 ″ 0 s 11 ″ 1 22 ″ 1	
82195 792 OFAP	— *ss*Abo.No.1–40 Wireless D.F. 1*Dk*&*Shelter dk* *Strengthened for Navigation in Ice*	1477 1142 713	✠100A1 *withfreeboard* ~~4,30~~11,40 ~~BS2,39~~ ✠LMC~~2,37~~ 11,40	Hfs Abo	*r*	OG 10,40	1937 2mo *Lloyd*	A/B Crichton-VulcanO/Y Åbo '*sA&CP*	FinskaÅngf.A/B *CellDB*219'380t *FPT*22t	273·6 255·7 F19' FK (*APT*27t	39·3	15·4	Helsingfrs Finnish 4*BHCem* *Coll to Sh dk* 3 ,, *2nd* ,,)	C.4Cy(2)15″&(2)32¼″–32¼″ 213lb (*s*) 189NHP 2SB(Spt)6*cf*,GS108,HS3508 A/B Crichton-VulcanO/Y	17 ″ 9 s ″ 2½ 17 ″ 7½	
82196 8117 SLAO	— *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern* *Strengthened for Navigation in Ice*	977 714 525	✠100A1 6,40 ~~5,39~~ DBS6,40 ✠LMC6,40 *CarryingPetroleum in bulk*	Rot Mmo	*l*	CL 5,39	1936 11mo *Lloyd*	Deutsche WerftAG Bet Reihstgwrft Hamburg '*sA&CP*	TrelleborgsÅngf. NyaAktieb. (J.Malmros,*Mgr.*) *CellD*	205·0 209·8(O.L.) P54'F29' *Trunk*115' FK *BuE*22'20t*FPT*39t	32·3	15·1	Trelleborg Swedish 11*BHptCem* *APT*43t	Oil Engines 4S.C.SA 8Cy.14⅝″–19 11/16″ 161NHP DB100lb Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	15 ″ 0 s1 ″ 1¼ 14 ″ 0	
82197 LDSJ	**Rigmor** **TwinSc** *CarryingPetroleum in bulk* *Oil Eng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	6305 5537 3850					1931	Götaver-kenA/B Gothenburg	Waages Tankrederi (A/S J.Stenersen, *Mgr.*)	408·3 P216tH377tF71t	55·3	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝″–39⅜″ 543NHP GötaverkenA/B,Got.		N
28/41 82198 167465 MPKK	— 1*Dk*	1278 833 765					1920	F.Schichau Elbing	Ministry of Ship-ping (E.R.New-bigin,Ld.*Mgrs.*)	224·3 Q60'B97'	33·6	13·5	London British *WL*	T.3Cy.15″,24¾″&38⅝″–25¾″ 76NHP F.Schichau,Elbing		G
* 82199 PHFQ	**Rijn** *ss*Rot No.3–4,29 *ss*Rot.No.2–38 1*Dk*(*Stl*)	1969 1753 1159	✠100A1 6,39 ✠LMC MS5,38 BS8,39	Rot		CL 4,38	1916 9mo A&CP	A.Vuijk&Zonen Capelle a/d Ysel	N.V.Houtvaart (Vinke&Co. *Mgrs.*) *CellDB*244'5	281·3 P23'B70'F24' FK 75t*FPT*81t*APT*41t	40·3	19·1	Rottrdam Dutch 4*BHptCem* *ptAsp*	T.3Cy.21″,34½″&57″–36″(*s*) 190lb 225NHP 2SB,6*cf*,GS104,HS3560 ArnhemscheStm.Maats.	21 ″ 4 s 3 ″ 0½ 18 ″ 6	
82200	— (*ex*Rhein–40,*ex*Breezand–37) *OilEng.* 1*Dk*	301 240 234					1930	N.V Noord Nederlndsch. Schpswerven Groningen	L.Davids	157·6 Q33'	21·6	7·8	Delfzijl Dutch	Oil Engines 2S.C.SA 3Cy.9 7/16″–14 5/16″ 62NHP AppingedammerBrons Motorenfb.N.V.		V
82200ª OUIF	**Rikke** (*ex*LauraMærsk–37, *ex*Belgien) Wireless D.F. 1*Dk*	1432 1172 873					1907	Howaldts-werke Kiel	Dampskibsslsk af 1937A/S(Ove Skou,*Mgr.*)	241·2 P12'Q73'B105'F29'	36·1	16·5	Copnhagn Danish *WB*	T3Cy.16¾″,26 9/16″&42⅞″–29½″ 96NHP Howaldtswerke,Kiel		V
82201 44240 JDAM	**Rikko Maru** (*ex*Corabank–37) *OilEng.* 2*Dks*(*Stl*) *Web frames* *Mchy.Aft* *Longitudinal framing* *Carrying Petroleum in bulk*	9181 — 7143	✠ 12,37 ✠	Sng	*d*†		1932 8mo	Workman, Clark(1928) Ld. Belfast	NipponSekiyu K.K. *CellDBuE*73'226t	477·0 P103'B33'F40' FK *DTf*36'496t *FPT*207t*APT*39t	63·8	35·6	Tokyo Japanese 18*BHptCem* (10 *to U dk* 8 ,, *2nd*,,)	Oil Engines 2S.C.SA 8Cy.26¾″–47¼″ 997NHP Workman,Clark(1928)Ld.	35 ″ 4	
82202 161597 GYXK	**Riley** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed*'41 (*W.E.*)	4993 4627 3061	✠100A1 *withfreeboard* Examined 5,41 DBS9,40 ✠LMC7,36 ✠LMC(M)7,38	~~Gff.~~ Lth	*a*† 2	CL 9,39	1936 7mo *Lloyd*	Wm.Dox-ford&SonsLd Sunderland '*sA&CP*	TheWhalton ShippingCo.Ld. (Stephens,Sutton, Ld.*Mgrs.*) *CellDB*346'1174t	423·5 438·7(O.L.) FK (*MT*1236t*APT*177t	54·2	26·1	Newcastle British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½″–81⅞″ 388NHP 2DB120lb Wm.Doxford&Sons,Ld.Sld	37 ″ 3 s10 ″ 11¼ 26 ″ 6	
31/4 82203 LEBI	**Rimac** (*ex*Havmöy–34,*ex*Frank) *Mchy.Aft* 1*Dk*	942 627 480					1919	Porsgrund Mek.Værks. Porsgrunn	A/S Mairo(Anders Smith,*Mgr.*)	202·0 P119tQ70tB21t H37tF26'	32·1	12·0	Arendal Norwegian *WB*	T.3Cy.14″,23″&38″–27″ 75NHP PorsgrundM.V.Porsgrunn		N
82204 LERO	**Rimfakse** Wireless 1*Dk*	1334 1170 746	✠ ... 8,22 ✠				1921 3mo	Kockums M.V.Aktieb. Malmö	D/S A/S Ringhorn (Alb.Schjelderup)	235·5 P17'B63'F25' FK	37·7	16·5	Bergen Norwegian *WB*	T.3Cy.18⅛″,28¾″&48 11/16″–31½″ 157NHP KockumsM.V.Akt.Malmö	18 ″ 7	N †
82205 170141 VCFW	**Rimouski** Ⓟ *OilEng.* 1*Dk* *CruiserStern* *Electrically welded* *Strengthened for navigation in ice*	348 186 190	✠100A1 *withfreeboard* 6,40 ~~8,39~~ ✠LMC8,39 *For service on the River St. Lawrence* *& in the Gulf of St. Lawrence*	Mtl	*d*	CL	1939 8mo *Lloyd*	Marine Industries,Ld Sorel,P.Q. '*sA&CP*	LaCie.deTrans-port duBas St.Laurent,Ltée. *DTf*5'19t*FPT*23t	115·3 118·3(O.L.) FK P&B60'F23' *APT*29t	26·0 27·7	9·0	Montreal British 6*BH*	Oil Engines 2S.C.SA 5Cy.9 11/16″–13″ 85NHP SulzerBros.Ld.Winterthur	9 ″ 6 s 2 ″ 11 6 ″ 7½	
82206 145517 GFBJ	**Rimutaka** Ⓟ **TwinSc** (*ex*Mongolia–38) *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*(*Stl–Uptws*) D.F. *Shelter&Shade dks*(*Stl–teak s*) E.S.D.	16576 11944 10009	✠ 8,24 ✠ ✠Lloyd'sRMC~~5,40~~ 6,41~~2,41~~~~10,40~~	Syd	*l*†		1923 4mo	Armstrong Whitworth &Co.Ld. Newcastle	P.&O.Stm.Nav.Co. *CellDB*476'2273t *tunnels*44t*Tanks*	551·6 *Prom dk*368'F54' *on Shade dk* FK 10 *Tank at after end of* (*cr.&sides*)*fore end*	72·0	38·5	Plymouth British *Cem* *BH to Sh dk* *of tunnels*20	6 steam turbinesDRgeared to 2 sc. shafts HS32490 2567NHP 3D&4SB,40*cf*,GS900, ArmstrongWhitworth &Co.Ld.Nwc. 5t*FPT*136t*APT*200t	42 ″ 3	BT till ~~10,40~~ 10.41
82207 1689 ICEM	**Rina Corrado** (*ex*RiverDelaware, *ex*Venusia, *ss*Phl.No.3–7,30 *ex*WarSnake) 2*Dks*(*Stl*) D.F.	5180 4798 3125	✠ ... 3,35 ✠	Ant	*y*		1918 8mo	Harland& Wolff,Ld. Belfast	"Corrado"Soc. Anon.diNav. *CellDB*	413·1 400·4 P49'B113'F40' FK 345'1123t *FPT*122t	52·3	28·4	Genoa Italian 7*BHptCem* *APT*181t	T.3Cy.27″,44″&73″–48″ 517NHP 3SB,9*cf*,GS190,HS7668 Harland&Wolff,Ld.Bel.	31 ″ 0	I †

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82208 2249 IMSP	**Rina Croce** (exApuania-39, 3Mst exEsterina-39, ssGoo.3rdNo.3-12,19 exBianchina-33, ssSws.No.1-23 exSouthwark) Mchy.Aft Well deck 1Dk	569 460 331	✠ ... 7,28 ✠NB2,05 ✠				1889 2mo	Schlesingr. Davis&Co. Newcastle	F.ItaloCroce	173·6 167·8 Q86'B13'F22' FK	30·2	11·7	Genoa Italian WB	T.3Cy.14",23"&39"-27" 75NHP E.Scott&Co.Newcastle	14 ″ 0	I †
108/41 82209 LEXA	**Rinda** (exAppleby) ssOsl.No.3-7,29 ssOsl.No.2-37 2Dks(Stl)&Shelter dk(Stl) Cargo battens not fitted in Shelter 'tween dks	6029 4158 3820	✠100A1 Shelter dk withfreeboard 10,40 ~~2,40~~ BS2,40 ✠LMC8,37 Carrying oil fuel F.P. above 150° F. in DB Fitted for oil fuel 7,20 F.P. above 150° F.	Grk Sws	z	CL N9,38	1917 10mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd's A&CP	Wilh.Wilhelmsen	405·3 FK CellDB a 130' uE22'f184'975tAPT63t	53·5	33·5	Tönsberg Norwegian 6BHCem	T.3Cy.28⅜",46"&75"-51" (s) 180lb 559NHP 3SB,9cf,GS195,HS8214 FD J.Dickinson&Sons,Ld.Sld.	36 ″ 0 s 9 ″ 1 27 ″ 1¾	
82210 7359 SERN	**Ring** Sub.Sig Wireless D.F. 1Dk&Shelter dk	*1343* *1026* *622*					1927	Akt.Finn- boda Varv. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	263·9 H51t	37·2	14·2	Stockholm Swedish WB	T.3Cy.20",32"&53"-36" 168NHP HelsingörsJernsk.&Mskb.		V
82211 LCNF	**Ringar** (exHandicap-37) TwinSc OilEng. 2Dks	5013 4565 3028					1921	Rosenberg Mek.Værks. Stavanger	RingdalsRederi A/S(OlavRingdal, Mgr.)	415·3 P112tH311tF25t	54·7	25·4	Oslo Norwegian WB	Oil Engines 2S.C.SA 8Cy.23 6/16"-41⅓" 774NHP SülzerFrères,Winterthur		N
82212 LERP	**Ringen** TwinMstAmidships (exS.E.Calvert,exLoosedrecht) ssNwc.No.3-2,29 ssOsl.No.2-37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	1499 1059 755	✠100A1 7,40 ~~4,39~~ ~~BS2,39~~ ✠LMC12,37 BS~~7,40~~7,41	Goo Lth	o	OG 12,37	1917 5mo	NVBurger- hout'sMchfb. &Scheepswft Rotterdam A&CP	EkerholtsRederi A/S(B.Ekerholt, Mgr.)	235·6 FK CellDBuB25'f159'326tMT10'184tFPT80tAPT65t	36·1	15·4	Oslo Norwegian 5BHCem	T.3Cy.19½",32¼"&52"-35⅜" 180lb (s) 209NHP 2SB,6cf,GS116,HS3710 Burgherhout'sMchFabRot	17 ″ 10 s 4 ″ 9¾ 17 ″ 2¼	
17/41 82213 LERQ	**Ringhorn** (exHansGude) 1Dk	1298 1123 735					1919	Huiskens& vanDijk Dordrecht	D/S A/S Ringhorn (Alb.Schjelderup)	237·9 P21'B56'F21'	37·2	16·0	Bergen Norwegian WB	T.3Cy.17½",29"&44 7/16"-36" 121NHP Huiskens&vanDijk		N
82214 LCZU	**Ringstad** (exVigilant-40, TwinSc exTalisman-37) OilEng. Ref.Mchy. ssN.Yk.No.3-11,35 ssGot.No.1-40 2Dks(Stl)&Shelter dk(Stl) CruiserStern	4765 4263 2833	✠100A1 Shelter dk withfreeboard ~~1,40~~12,40 DBS1,40 ✠LMC1,40 ✠Lloyd'sRMC~~1,40~~8,40	Got NYk	z	CL ~~7,38~~ 12,40	1923 4mo	Deutsche WerftA.G. Hamburg A&CP	SkibsA/S Gdynia O.Ringdal,Mgr.) CellDB338'1052t DTa between tunnels 90'186t DTs a at tunnel sides 18'106tFPT81tAPT88t	400·6 416·0(O.L.) F38'on ShelterdkFK	54·2	26·3	Oslo Norwegian 7BHptCem (Coll to Sh dk 6 „ U „	Oil Engines 4S.C.SA 12Cy.24 13/16"-37 13/16" 717NHP DB100lb AlgemeineElec.Ges.Berlin	28 ″ 10 s 3 ″ 5½ 25 ″ 7½	
82215 LFMA	**Ringulv** (exNorskehavet-37, exSigrun,ex ssN.Yk.No.3-7,16 Lyngenfjord,ex ssBgn.No.2-25 Keramiai) 2Dks(Stl)&deep framing Ref.Mchy. D.F.	5153 4699 3150	✠ 8,29 ✠	Bom	y		1903 6mo	Napier& Miller,Ld. Glasgow	Skibs A/S "Ringulv"(Olav Ringdal,Mgr.) CellDBa129'uE27'f161' 1154tDTa40'1022tFPT105tAPT56t	390·0 P111tH199tF69t FK	52·0	26·9	Oslo Norwegian 6BHCem	T.3Cy.27",43"&72"-51" 405NHP 3SB,9cf,GS165,HS6303 D.Rowan&Co.Glasgow	29 ″ 11	N †
17/41 82216 143711 MKNS	**Ringwall** (exMarySummerfield) Mchy.Aft ssBkn.No.3-8,33 Well deck ssBkn.No.1-37 1Dk(Stl)	407 318 159	✠100A1 3,38 BS5,40 ✠LMC9,37	Irv	f	CL 2,38	1921 2mo	Day,Sum- mers&Co.Ld. Southampton Lloyd's A&CP	WallaceBros.Ld.	143·0 149·1(O.L.) Q47'B9'F24' BK7" FPT48t	25·1	11·6	Liverpool British 3BHCem APT3t	C.2Cy.17"&38"-30" (s) 120lb 60RHP 1SB,3cf,GS64,HS1840 Day,Summers&Co.Ld.Sou.	12 ″ 9 s ″ 10½ 12 ″ 6	
195/40 82217 LCEL	**Ringwood** TwinSc (exBeljeanne-37) OilEng. Mchy.Aft ssRot.No.3-12,38 1Dk(Stl)	7203 6438 4283	✠100A1 4,40 ~~7,39~~ ✠LMC CS12,38 DBS~~12,38~~ 12,38 4,40	HKg	b†	CL ~~6,37~~ 4,40	1926 8mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	Skibs.A/S Ringwood(Olav Ringdal,Mgr.) Intermediate BH in holds dispensed with CellDBuE58'f278'1384tFPT502tAPT298t	414·4 P96'B32'F39' FK	67·1	31·0	Oslo Norwegian 6BHCem	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP DB100lb ArmstrongWhitworth&Co.Ld.Nwc.	33 ″ 6 s 7 ″ 2¼ 26 ″ 6	
82218 149629 MNQS	— TwinSc Wireless CruiserStern 1Dk	755 626 304					1926	D&WHen- dersn&Co.Ld. Glasgow	SouthernRailway	220·7 B90'F37'	33·6	14·2	S'thamptn British WB	T.6Cy.15",25"&41"-24" 165NHP D.&W.Henderson&Co.Ld.		
82219 246 SVUK	**Rinos** (exUllstad-36,exWestcliff) ssOsl.No.3-6,30 ssAnt.No.2-39 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted in 'tween dks	4649 4504 2890	✠100A1 Shelter dk withfreeboard 8,40 ~~7,39~~ ✠LMC MS5,38 BS~~7,39~~9,40	Ant Lis	w	CL 5,38	1919 3mo	J.Priest- man&Co. Sunderland Lloyd's A&CP	~~L.A.Embiricos~~ M.A.Embiricos CellDB298'834tFPT110tAPT97t	350·0 FK Coll	50·8	31·5	Andros Greek Cem BH to Sh dk 5 „ „ U „	T.3Cy.25",41"&67"-45" (s) 180lb 384NHP 3SB,9pf,GS129,HS5364 FD G.Clark,Ld.Sunderland	34 ″ 0 s 9 ″ 2½ 25 ″ 0	
82220 146122 GJBK	**Rio Azul** ssShl.No.3-6,34 ssBly.No.1-39 D.F. 1Dk(Stl)&Web frames Corrugatedsides	4088 3844 2513	✠100A1 5,41 ~~4,40~~ ✠LMC6,39 BS8,40	Gls Shl	x	CL ~~4,38~~ 5,41	1921 7mo	BlythS.B. &D.D.Co.Ld. Blyth Lloyd's A&CP	ThompsonSteam-shippingCo.Ld. CellDB314'920tFPT81tAPT105t	363·1 376·3(O.L.) P30'B219'F37' FK	53·2	26·3	London British 6BHCem	T.3Cy.27",43"&72"-48" (s) 180lb FD 474NHP 3SB(Spt)9cf,GS141,HS6792 N.E.MarineEng.Co.Ld.Sld	28 ″ 9 s 4 ″ 0¼ 24 ″ 11	
82221 146514 GFXB	**Rio Blanco** ssShl.No.3-11,34 ssShl.No.1-38 D.F. 1Dk(Stl)&Web frames Corrugated sides	4086 3844 2511	✠100A1 ~~8,40 9,39~~ 6,41 BS~~11,39~~ ✠LMC7,38 3,41	Pir ~~Mch~~Shl	x	CL ~~N7,38~~ 6,41	1922 2mo	BlythS.B. &D.D.Co.Ld. Blyth Lloyd's A&CP	ThompsonSteam-shippingCo.Ld. CellDB314'920tFPT81tAPT105t	363·1 P30'B219'F37' FK	53·2	26·3	London British 6BHCem	T.3Cy.25",43"&72"-48" (s) 180lb FD 474NHP 3SB(Spt)9cf,GS141,HS6792 N.E.MarineEng.Co.Ld.Sld	28 ″ 9 s 4 ″ 0¼ 24 ″ 11	
82222 LJHY	**Rio Branco** (exBocaRaton-36, exMarie-Horn-35) OilEng. ssGls.No.3-5,35 ssN.Yk.No.1-39 Cruiser Stern 2Dks	3210 2732 1858	100A1 withfreeboard ~~9,40 11,39~~ 1,41 LMC CS11,39 DBS~~9,38~~ 2,40 ~~11,39~~ 2,41 Carrying vegetable oil in deep tank in bridge 'tween decks	NYk Rio	u	CL 9,38	1925	Frd.Krupp Act.Ges. Kiel Lloyd's A&CP	A/S Sobral (ÖivindLorentzen, Mgr.) CellDB256'719tFPT60tAPT36t Deep tank in bridge 'tween decks 24'246t	306·7 P25'B99'F22' FK	47·7	23·5	Oslo Norwegian 5BHptCem	Oil Engines 2S.C.SA 4Cy.25 9/16"-51 3/16" 454NHP 60lb Frd.KruppA.G.Kiel	25 ″ 11 s 4 ″ 8¼ 21 ″ 3¾	
82223 35928 JISC	**Rio de Janeiro Maru** Ⓟ TwinSc OilEng. Ref.Mchy. Sub.Sig ssOsa.No.2-38 GyC. CruiserStern 3Dks(Stl-Weather dk ws)	9627 7975 5829	✠100A1 withfreeboard 5,40 ~~8,39~~ ✠LMC5,40 ~~✠LMC CS10,38~~ DBS~~8,39~~5,40 ~~10,38~~ ✠Lloyd'sRMC~~8,39~~5,40	Kob	e†	CL 6,38	1930 5mo	Mitsubishi ZosenKaisha Ld. Nagasaki Lloyd's A&CP	OsakaSyosenK.K. CellDB375'1449t Tanks in way of tunnels 340t FPT144tAPT119t	461·2 B80'F51' FK	62·0	39·5	Osaka Japanese 7BH	Oil Engines 2S.C.SA 12Cy.26¾"-39⅜" 1503NHP DB120lb MitsubishiZosenKaisha,Ld	39 ″ 6 s 13 ″ 11½ 26 ″ 0	

6/4/41

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. R. of Trade
82224 147726 GFYC	**Rio Dorado** *ss*Ant.No.3–10,37 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) D.F. &*Webframes* *Longitudinal framing in double bottom* *Corrugated sides & at decks*	4507 4207 2766	✠100A1 *with freeboard* ~~7,40~~ ~~1,40~~ 2,41 BS~~10,39~~ ✠LMC10,37 2,41	NNs ~~Bry~~ Nwc	*y*	CL ~~10,37~~ 7,40	1924 9mo *Lloyd*'*sA&CP*	BlythS.B. &D.D Co.Ld. Blyth	ThompsonSteamshippingCo.Ld. *CellDB*336'1159*t*	390·0 *FPT*79*tAPT*114*t*	55·3	25·5 FK	London British 6*BHptCem* (*Coll to Shdk* 5 „ *2nd* „)	T.3Cy.26″,43″&72″-48″ (*s*) 180lb FD 444NHP 3SB(Spt)9*cf*,GS144,HS6066 NE.MarineEng.CoLd.Nwc	~~28 ″ 0~~ ~~s 3 ″ 0½~~ ~~25 ″ 1½~~ 28 ″ 2 s 3 ″ 1 25 ″ 2¼	
82225 EAON	**Rio Francoli** (*ex*Florinda) *ss*Val.2ndNo.3–4,34 *ss*Bbo.No.1–38 2*Dks*(*Stl*)	2337 1898 1458	100A1 4,41 ~~5,38~~ ~~1,40~~ BS~~9,39~~ LMC7,38 11,40	Bbo	*s*	CL ~~7,38~~ 4,41	1909 *Lloyd*'*sA&CP*	Swan.Hunter&Wigham Richardson, Ld Newcastle	Cia.Trasmediterranea *CellDBa*84'*uE*18'	290·0 P28'B70'F32' *f*130'470*t FPT*35*t*	42·0	20·7 FK	Barcelona Spanish 5*BHCem* *APT*20*t*	T.3Cy.22″,35″&58″-39″ (*r*) 180lb *110lb* 217NHP 2SB,6*cf*,GS104,HS3206 Swan,Hunter&Wigham Richardson,Ld.Nwc.	23 ″ 0 s 3 ″ 9¼ 19 ″ 6	
82226 DJZN	**Rio Grande** *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk*	6062 5142 3464					1939	Howaldtswerke A.G. Hamburg	Hamburg-Süd-Amerik.Dampfschifffahrts Ges.	446·5 P30'B&F406' *Upper*F31'	61·3	23·8	Hamburg German *WB*	Oil Engines 2S.C.SA 8Cy.25$\frac{5}{16}$″-47¼″ 909NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
82227 HPKQ	— (*ex*Sokol–39, *ex*Nile–33) *ss*Lth.No.3–6,33 D.F. *ss*Rot.No.1–38 2*Dks*(*Stl*)	5696 5378 3618	✠100A1 4,40 ✠LMC MS3,38 BS4,40	Liv	*a*†	CL 4,40	1919 11mo *Lloyd*'*sA&CP*	Lithgows, Ld. Port Glasgow	Cia.Panamena de Vapores,Ltda. 1 *Intermediate BH* & 1 *'tween dk* *CellDB*360' 1181*t D*	423·5 437·6(O.L.) P38'B123'F43' *BH dispensed with* *Ta*36'1109*tAPT*31*t*	56·0	28·7 FK	Panama Panamanian *Cem* 5*BH to Udk* 1 „ „*2nd*„	T.3Cy.27″,45″&75″-48″ (*s*) 180lb 548NHP 3SB,9*cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk. *only*	31 ″ 4 s 6 ″ 1¼ 25 ″ 5	

Now "Empire Blanda," see No. 87[illegible] Supplement

1	2 3	4	5	6	7	7*	8	9	10	11 Longueur	Largeur	Creux	12	13	14	15
82228 LOIJ	— TwinSc (*ex*AreneraTraverso eHijos–36, *ex*AnitaIpland–28,*ex*Horst 1*Dk* Ipland, Wireless *Fitted for oil fuel* *ex*Franqueville,*ex*Forgeron) *Mchy.Aft*	687 — 343					1920	Ch.&Atel. deProvence Port deBouc	J.Traverso&Hijos	229·6 *P*72'F31'	34·1	14·8	Bns.Aires Argentine *WB*	T.6Cy12⅝″,19$\frac{7}{16}$″&32½″-16½″ 81NHP Forg.&Ch.de laMédit.Msl.		
82229	**Rio Limay** *Fitted for oil fuel* 2*Dks*	709 — 264					1924	S.A.Virginio Travrso &Figli Finalmarina	JeronimoFalcon ySamuelCalvo	184·7 P43'B60'F20'	33·9	16·5	Bns.Aires Argentine *WB*	T.3Cy.18½″,25$\frac{5}{16}$″&41¾″-29½″ 95NHP G.Fossati&Co.Sestri Ponente		V
82230 EGJR	**Rio Miera** (*ex*MartinezRivas, *ex*FransBorremans) *Mchy.Aft* 1*Dk*	746 532 411					1920	T.van Duijvendijk Lekkerkerk	NavieraMontañesa S.A.(FernandoM. Pereda,*Mgr.*)	179·7 Q106'B11'F24'	28·8	12·2	Santander Spanish *WB*	T.3Cy.15″,25″&40″-24″ 78NHP Mchfbk.Bolnes,Bolnes		N
82231	**Rio Negro** *Fitted for oil fuel* *Mchy.Aft* 2*Dks*	467 — 179					1906	Soc.Co-op. diProduzione Samprdarena	Soc.Mercantil ColectivaSan Martin yCia.	167·0 P7'B165'F13'	31·4	14·7	Bns.Aires Argentine *WB*	T.3Cy.14½″,21⅝″&35½″-21¼″ NB23 60NHP Soc.Co-op.diProduzione		
82232 LJJH	**Rio Novo** *Fitted for oil fuel* 1*Dk*&*Shelterdk*	2490 2226 1427					1937	SirJ.Priestman&Co. Sunderland	A/SSobral (OivindLorentzen, *Mgr.*)	311·4	47·0	19·4	Oslo Norwegian *WB*	T.3Cy.20½″,35½″&61″-42″ 241NHP G.Clark,Ld.Sunderland		N
82233 LJIZ	**Rio Verde** (*ex*Shoreham–37, *ex*ThereseHorn–34) *OilEng.* *ss*Ham.No.3–9,34 *ss*Got.No.1–38 *CruiserStern* 2*Dks*	3223 2747 1865	100A1 *withfreeboard* 6,40 ~~8,38~~ LMC CS11,39 DBS4,40 10,38 *Carrying vegetable oil in deep tank in bridge 'tween decks*	Sch Bal	*u*	CL 10,38	1924 *Lloyd*'*sA&CP*	Frd.Krupp Act.Ges. Kiel	A/SSobral (ÖivindLorentzen, *Mgr.*) *Cell*	306·7 P25'B98'F23' *DB*248'652*tFPT*58 *Deep tank in bridge 'tween*	47·7	23·5 FK	Oslo Norwegian 5*BHCem* *tAPT*48*t* *decks*24'250*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$″-39⅜″ 381NHP DB70*lb* Frd.KruppA.G.Kiel	25 ″ 11 s 4 ″ 8½ 21 ″ 3½	
82234 1301 CBRV	— (*ex*RioNeuquen–36,*ex* *ss*B.As.No.3–2,36 JollyJohn,*ex*SalcombeRegis) 1*Dk*(*Stl*) *Mchy.Aft* *Well deck* Wireless	611 — 278	✠100A1 2,36 BS9,39 ✠LMC2,36	BAs	*h*	CL 9,39	1921 5mo *Lloyd*'*sA&CP*	J.Chambers,Ld. Lowestoft	JoseMontes Thurler(ComunidadMontes yGente Grande,*Mgrs.*) *CellDBf*99' 138*t FPT*	167·9 Q108'F24'	26·5	10·4 FK	PntaArnas Chilian 3*BHCem* 45*tAPT*30*t*	T.3Cy.14″,23″&38″-27″ (*s*) 180lb *100lb* 96NHP 1SB,3*pf*,GS51,HS1666 Yeaman&Baggesen,Dun.	12 ″ 7	
82235 LOIJ	**Riogrande** (*ex*Tivy–35, *ex*Foldenfjord, *ss*Sea.No.1–25 *ex*Remus) *Fitted for oil fuel* 1*Dk*&*Shelterdk*	*4554* *4302* *2908*	✠ … 10,27 ✠				1921 8mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	350·0 F52*t*H150*ton* *Shelterdk*	50·2	32·6 FK	Bns.Aires Argentine *WB*	T.3Cy.25″,41″&67″-45″ 363NHP ClydeS.B.&E.Co.Ld.P.Gl.	35 ″ 0	N †
82236 UOVZ	**Rion** *OilEng.* *Ref.Mchy.* 2*Dks*	3113 2705 1778					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	326·3 B89'F29'	48·6	22·6	Vladvostk Russian *WB*	Oil Engines 2S.C.SA 6Cy.23⅝″-39⅜″ 587NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		
82237	**Rip** Steel&IronTwinSc (*exNavalVessel*Paluma) *Mchy.Aft* 1*Dk*	365					1884	Armstrong Whitworth &Co.Ld. Newcastle	TheVictorian Government (Department of Ports&Harbours)	125·0 P32'	25·0	11·0	Melbourne British	C.4Cy.15″&26″-14″ NB06 42NHP ArmstrongWhitworth& Co.(Engineers)Ld.Nwc.		
82238 161599 GZGN	**Ripley** *OilEng.* D.F. 1*Dk*&*Shelterdk* *CruiserStern*	4997 4627 3063	✠100A1 *withfreeboard* 10,40 ~~4,40~~ ✠LMC12,36 DBS2,41 ✠LMC(M)2,39 *CarryingVegetable oil in deep tank*	Shl	*a*† 2	CL 9,39	1936 12mo *Lloyd*'*sA&CP*	Wm.Doxford&Sons,Ld Sunderland	Thomasson ShippingCo.Ld. (Stephens,Sutton, Ld.*Mgrs.*) *CellDB*346'1174*t*	423·3 439·5(O.L.) *MT*1286*tAPT*177*t*	54·2	26·1 FK	Newcastle British 7*BHptCem* (*Coll to Shdk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 3Cy.20½″-81⅛″ 388NHP 2DB120*lb* Wm.Doxford&SonsLd.Sld	28 ″ 8 s3 ″ 4½ 25 ″ 6	
82239 LCZY	**Risanger** (*ex*LabelleCounty–34, *ex*Tananger,*ex*Hufterö,*ex*Hiskö) *Fitted for oil fuel* 2*Dks*	5455 5208 3436					1920	W.Pickersgill&Sons,Ld Sunderland	WestfalLarsen& Co.A/S	380·4 H155*t*	52·3	32·1	Bergen Norwegian *WB*	T.3Cy.25″,41″&69″-48″ 330NHP Richardsons,Westgarth& Co.Ld.Sld		N
82240 LJNV	**Risöy** (*ex*Horsia–37,*ex*Heljo–34, *ex*Kenrhos,*ex* *ss*Osl.No.3–1,39 Kilfinny) 1*Dk*(*Stl*) *Cargo battens not fitted*	793 667 399	✠100A1 1,41 ~~1,39~~ MS1,39 ✠LMC ~~DBS1,39~~ ~~MBS1,39~~ BS9,40	Osl Sws	*l*	CL 1,39	1918 11mo *Lloyd*'*sA&CP*	Cochrane &Sons,Ld. Selby	A/S Risöy (O.Nordahl Saanum,*Mgr.*) *CellDBuE*26' 20*t*	213·6 220·1(O.L.) B44'F27' len20	30·0	15·3 FK	Mandal Norwegian 5*BHptCem* *DTf*42' 100*t*	T.3Cy.16″,26″&44″-26″ (*s*) 200lb *100lb* NDB20 116NHP 1SB.3*cf*,GS51,HS1825 MacColl&Pollock,Ld.Sld.	16 ″ 5 s1 ″ 11½ 14 ″ 6	
82241 29831 JPWA	**Rissyun Maru** (*ex*RisshunMaru–39, *ex*IdaMaru–36, *ss*Kob.2ndNo.3–5,24 *ex*Ida,*ex*Pulawski, *ss*Kob.No.3–9,36 *ex*Ida) 1*Dk*(*Stl*)&*Spardk*(*Stl-pt ws*)& *deep framing*	~~4414~~ ~~4077~~ ~~2753~~ 4441 4077 2757	✠ … 3,40 ✠	Kob	*x*		1906 6mo	Russell& Co. Pt.Glasgow	KusakabeKisen K.K. *CellDB*318'1010*t*	370·3 P36'B108'F40' *APT*45*t*	49·8	19·2 27·0 FK	Amagasaki Japanese 6*BHCem*	T.3Cy.26″,42″&70″-48″ 410NHP 2SB,6*cf*,GS118,HS5523 Rankin&Blackmore,Grk.	29 ″ 8	

196/40

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82242 PJAF	**Rita** TwinSc *ss*Cco.No.1–39 *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks & at trunk top*	3145 2256 1557	✠100A1 5,41 BS5,41 ✠LMC5,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,35 *F.P. above* 150° *F.*	Cco	*v*	CL s11,39 P2,41	1935 4mo *Lloyd's*A&CP	NV.Nederl Schps.Maats. Amsterdam	N.V.Curaçaosche Scheepv.Maats.	336·4 Q87'F39'*Trunk*209' FK *FPT*123*t*	56·1	15·1	Curaçao Dutch 9*BHptCem* *ptAsp* *APT*105*t*	T.6Cy.$15\frac{3}{8}$",25"&$40\frac{3}{16}$"–(*s*) $27\frac{9}{16}$" 366NHP 180lb 2WTB HS6520 FD WerkspoorN.V.Ams.	14 ″ 9 s 1 ″ 5 13 ″ 6	
82243 7895 SDCT	— (*ex*Montrose–38, *ex*Mildburg–33, *ss*Got.No.3–4,33 *ex*Ophelia) *ss*Shl.No.1–37 *Cargo battens not fitted* 1*Dk*(*Stl*) *NewBottom*33	*1784* *1531* *1011*	100A1 6,40 ~~3,39~~ BS2,40	Got LMC5,37		CL 5,38	1922 *Lloyd's*CP	Nuscke& Co.A.G. Stettin	IngolfSchander *CellDBa&uE*	264·3 278·9(O.L.) FK P26'B77'F29' 112'*f*103'447*tAPT*	42·2	17·6	Elleholm Swedish 4*BHCem* 30*t*	T.3Cy.$19\frac{5}{16}$",$30\frac{15}{16}$"&$51\frac{3}{16}$"– $35\frac{7}{16}$" 200lb (*s*) 200NHP 2SB,6*cf*,GS98,HS3350 Waggon.u.Maschb.A.G. Görlitz	20 ″ 0 s 2 ″ $8\frac{1}{4}$ 17 ″ 7	
82244 LJBK	— TwinSc (*ex*Zulia–35,*ex*Karibia, *OilEng.* *ex*Romö,*ex*Dordrecht) *ss*Ant.No.1–26 D.F. Sub.Sig. 1*Dk*	1753 1460 1000	✠ ... 9,29				1922 10mo	N V Burgerhout'sM.&S. Rotterdam	RederietBeseggen A/S(Chr.Östberg, *Mgr.*)	250·5 P25'B59'F23' FK	40·9	17·2	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 10Cy.$13\frac{7}{16}$"–$22\frac{7}{16}$" 313NHP NE36 A/BAtlasDiesel,Skm.	19 ″ 4	N †
82245 OUKK	—	534 395 305					1892	Helsingörs skibsbyggeri Elsinore	DetForenede DampskibsSelsk.	174·1 Q82'B18'F22'	27·1	11·7	Aalborg Danish	C.2Cy.$18\frac{1}{2}$"&34"–20" 43NHP HelsingörsMaskinbyggeri		V
82246 EALA	**Rita Garcia** (*ex*Ellaston) *ss*Bbo.No.3–10,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted in Shelter 'tween dks*	*3708* *3588* *2280*	100A1 *Shelter dk* *withfreeboard* ~~10,39~~ 5,41 ~~MS10,36~~ *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	Bbo Bcl MS5,41 LMC BS~~2,39~~ 8,40	*w*	CL ~~10,39~~ 4,41	1922 4mo	R.Thompson&Sons,Ld Sunderland	F.Garcia *CellDB*294'969*t*	347·2 359·2(O.L.) F31'*on Shelter dk* FK *FPT*158*tAPT*175*t*	50·0	24·0	Santander Spanish *ptCem* *CollisionBHtoShdk* 5 ″ ″ *Udk*	T.3Cy.25",42"&68"–45" (*s*) 180lb 340NHP 2SB,6*cf*,GS130,HS5302 N.E.MarineEng.CoLd.Sld.	26 ″ 4 s 2 ″ $5\frac{3}{4}$ 24 ″ 1	
82247 OZEQ	**Rita Mærsk** *Fitted for oil fuel* D.F. 2*Dks* *CruiserStern*	1889 1623 1036					1939	Helsingörs Jernsk&Msk. Elsinore	Dampskibsselsk af 1912 A/S(A.P. Moller,*Mgr.*)	287·9	43·5	17·4	Aalborg Danish *WB*	C.3Cy.(2)$15\frac{3}{4}$"&$39\frac{3}{8}$"–$37\frac{3}{8}$"& LP turbine HelsingörsJernsk.&Mskb.		
82248 EAIH	**Rita Sister** (*ex*Nuria,*ex*Almirall LluisdeRequesens, *ss*Bcl.2ndNo.3–10,25 *ex*Asuarca, *ss*Bcl.No.1–29 *ex*Agnes) 1*Dk*(*Irn*)2*trB*& *deep framing*	*2845* *2622* *1803*	✠ — 1,35 ✠	Bcl	*u*		1900 9mo	S.P.Austin &Son,Ld. Sunderland	Banco deValencia *CellDBa*102'*uE*&	323·4 P33'B88'F37' FK *B*32'*f*134'761*tFPT*	46·9	21·3	Valencia Spanish 5*BHCem* 106*tAPT*51*t*	T.3Cy.23",38"&62"–42" NDB19 270NHP 2SB,6*pf*,GS112,HS4360 N.E.MarineEng.Co.Ld.Sld	23 ″ 9	
82249 1723 ICEO	**Riv** (*ex*Montgomeryshire) *OilEng.* D.F. *ss*Ven.No.3–9,33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing* *CruiserStern*	6630 6211 4083	✠ ... 10,35 ✠NE4,32✠	Ven	*a*†		1921 4mo	Armstrong Whitworth &Co.Ld. Newcastle	Soc.Commerciale diNav. *CellDB*335'1549*t*	425·6 412·3 P42'F45' *on Shelter dk* FK *DTa*31'1081*tFPT*112*tAPT*247*t*	55·8	34·7	Genoa Italian *ptCem* 6*BHtoShdk* 2 ″ ″ *U* ″	Oil Engines 2S.C.SA 4Cy.$29\frac{1}{2}$"–$49\frac{3}{16}$" 610NHP Soc.An."Fiat"S.G.Turin	38 ″ 1	I †
82250 1411 ICEP	**Riva Ligure** (*ex*SanCristobal) *ss*Mob.No 3–1,18 *ss*Gen.No.2–26 *Fitted for oil fuel* *Mchy.Aft* 1*Dk*&*Web frames* D.F. *Trunk dk* *Carrying Petroleum in bulk*	2136 1741 1239	✠ ... 1,30 ✠				1906 8mo	Armstrong Whitworth &Co.Ld. Newcastle	DittaG.M. Barbagelata	258·0 P33'F31' *Trunk dk* 194' FK	46·2	18·2	Genoa Italian *WB*	T.3Cy.$20\frac{1}{2}$",33"&54"–36" 216NHP WllsndSlpwy.Co.Ld.Nwc.	18 ″ 3	I †
82251 140622 MJPT	**Rivelin** *ss*Lon.No.1-40 K *ss*Mil.No.3–1,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	365 264 145	✠100A1 3,40 ~~1,40~~ 10,40 BS~~7,39~~	Lon Shl ✠LMC MS1,40	*e*	CL 3,40	1919 5mo *Lloyd's*A&CP	J.&D. Morris,Ld. Newcastle	T.W.Ward,Ld.	135·5 Q49'B8'F18' FK *FPT*	23·6	10·0	Liverpool British 3*BHCem* 35*tAPT*12*t*	C.2Cy.17"&34"–24" (*s*) 130lb 64RHP 1SB,3*pf*,GS44,HS1085 G.T.Grey&Co.Ld.Shl.	11 ″ 0 s ″ $9\frac{1}{2}$ 10 ″ 1	
82252 164063 GYNJ	**River Afton** D.F. E.S.D. *ss*Shl.No.1–39 *Mchy.Aft* 1*Dk*&*Shelter dk* *Longitudinal framing at upper deck*	5479 4940 3339	✠100A1 *withfreeboard* ~~7,40~~ ~~10,39~~ 3,41 BS4,41	Gls Cff ✠LMC2,39	*b*† $2\frac{1}{16}$	CL 5,38	1935 10mo *Lloyd's*A&CP	Lithgows Ld. Port Glasgow *CellDB*374'1608*t TopsideTanks* (*P.& S.*)214'672*t MT*23'1014*tFPT*400*tAPT*175*t*	AyrshireNavigationCo.Ld. (MungoCampbell &Co.Ld.*Mgrs.*)	433·2 F37' FK	58·2	25·6	Glasgow British 8*BHptAsp* (*Coll to Sh dk* 7 ″ *2nd* ″)	T.3Cy.$22\frac{1}{2}$",36"&65"–48" (*s*) 220lb 415NHP 2SB(Spt),6*cf*,GS103, FD HS5720 Rankin&BlackmoreLdGrk	29 ″ 0 s 3 ″ $8\frac{1}{2}$ 25 ″ 6	
82253 144913 MKDQ	**River Humber** *ss*Bel.No.3–11,31 *Mchy.Aft* *Well deck* *ss*Bel.No.2–39 *Cargo battens not fitted* 1*Dk*(*Stl*)	351 235 137	✠100A1 12,39	Bel ✠LMC12,39	*e*	CL 11,39	1920 8mo *Lloyd's*A&CP	Hepples (1919),Ld. South Shields	C.Neill,Ld.	135·0 Q46'B9'F22' BK7"	23·3	9·7	Bristol British 3*BHCem* *FPT*45*t*	C.2Cy.17"&34"–24" (*s*) 130lb 65RHP 1SB,2*pf*,GS35,HS1219 ShieldsEng.Co.Ld.N.Shl.	10 ″ 6 s ″ $6\frac{1}{2}$ 10 ″ 7	
82254 165909 GZRM	**River Lugar** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing at upper dk*	5423 4812 3152	✠100A1 *withfreeboard* 12,40 ~~1,40~~	Gls ✠LMC8,37	*b*† $2\frac{1}{16}$	CL 1,39	1937 8mo *Lloyd's*A&CP *CellDB*317'1431*tTanks in way of tunnel*375*tDTf*19'804*t*	Lithgows Ld. PortGlasgow *Topside tanks*(*p.&s.*)297'970*tFPT*286*tAPT*150*t*	AyrshireNavigationCo.Ld. (MungoCampbell &Co.Ld.*Mgrs.*)	441·0 457·9(O.L.) F39' FK	58·2	25·6	Glasgow British 8*BHptCem* *ptAsp* (*Coll toSh dk* 7 ″*2nd*″)	T.3Cy.$21\frac{1}{2}$",36"&63"–42"& LPturbine withDR gearing &hydraulic coupling 220lb (*s*) FD 392NHP 2SB(Spt),6*cf*,GS98,HS4646 Rankin&BlackmoreLdGrk	29 ″ 0 s 3 ″ 9 25 ″ $5\frac{1}{2}$	
82255 ~~144117~~ MPMS	**River Tyne** (*ex*Mary II–37, *ex*Islington–35, *ss*Bel.No.3–5,33 *ex*Sherburn) *ss*Rou.No.1–37 Wireless 1*Dk*(*Stl*) *Cargo battens not fitted*	1525 1322 829	✠100A1 10,39 BS10,39	Pir ✠LMC4,37	*p*	CL ~~4,38~~ 11,39	1920 3mo *Lloyd's*A&CP	OuseS.B. Co.Ld. Hook, nr.Goole	~~JennyS.S.Co.Ld.~~ *CellDB*182'303*tFPT*	240·2 B52'F23' FK	36·1	19·1	~~London~~ British 4*BHCem* 79*tAPT*54*t*	T.3Cy.18",30"&50"–33" (*s*) 180lb 172NHP 2SB,6*cf*,GS99,HS2886 Earle'sCo.Ld.Hull	21 ″ 3 s 2 ″10 18 ″ 7	
82256 137898 VGRL	**Riverton** (*ex*L.C.Waldo) *Mchy.Aft* D.F. GyC. 1*Dk*2*trB*	4423 4262 2684					1896	F.W. Wheeler&Co. W.BayCity	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	451·0 len05	46·6	23·1	Toronto British *WB*	T.3Cy.23",$37\frac{1}{2}$"&63"–44" NB16 263NHP FWWheelr&CoWBayCity		R
82257 131382 MDQC	**Riverville** (*ex*Elizabetta–34, *ex*LordBacon) *ss*Bkn.No.3–2,25 *Mchy.Aft* *ss*Bwg No.2–34 1*Dk*(*Stl*)	335 244 130	✠ ... 3,38 ✠	Brw	*f*		1911 9mo	G.Brown & Co. Greenock	JohnS.MonksLd.	142·1 Q83'F26' FK *FPT*	24·1	9·9	Liverpool British 3*BHCem* 31*tAPT*28*t*	C.2Cy.$15\frac{15}{16}$"&36"–24" 70RHP 1SB,3*pf*,GS52,HS1370 Gauldie,Gillespie&Co.Gls.	10″10	
82258 KZAD	**Rizal** *OilEng.* Wireless 1*Dk*	576 443 370	✠ ... 7,32 ✠				1930 8mo	HongK'ng &Whampoa DockCo.Ld. HongKong	LaNavieraFilipina Inc.	171·3 F21' FK	29·2	11·4	Cebu,P.I. Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.$13\frac{3}{8}$"–$22\frac{7}{16}$" 188NHP Akt.AtlasDieselStockholm	12 ″ 7	

79
60

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	11 Largeur.	11 Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté et dont le L.R. Dépôt Cert. B. of Trade
82259 161481 VWBF	**Rizwani** Ⓟ ssBom.No.2-38 D.F. *2Dks(Stl)&Shelterdk* *(Stl-teak s)*	5448 4689 3329	✠100A1 *withfreeboard* 10,40 ~~12,38~~ BS~~12,38~~ 11,40	✠LMC8,38 Bom	a†	CL 12,39	1930 8mo	Lithgows Ld. PortGlasgow *Lloyd*'s A&CP 1	MogulLineLd. *IntermediateBH dispensed with Coll BH to Sh dk* 5 ,, ,, *2nd* ,, *CellDB*355'1191*t* *FPT*109*t* *APT*53*t*	409·5 F49' FK	54·0	26·7	Bombay British *ptCem ptAsp*	T.3Cy.26½",44"&74"-51" (s) 200lb *110lb* 541NHP 3SB *9cf*,GS185,HS7626 FD Rankin&Blackmre,Ld.Grk	29 ″ 3 s 3 ″ 6½ 25 ″ 11½	
82260 LERY	**Roald Jarl** 1*Dk*	1404 1235 810					1913	Trndhjms Mek.Værks Trondheim	DetNordenfjeldske Dampskibsselskab	253·3 P22'B86'F34'	38·5	15·4	Tr'ndheim Norwegian *WB*	T.3Cy.18",29"&50"-33" Trondhjems 144NHP M.V.Trondheim		N
82261 219512 KOXV	**Roanoke** ssN.Yk.No.1-40 ssN.Yk.No.3-2,36 *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6425 6126 3964	✠100A1 11,40 BS11,40 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 2,20	NYk ✠LMC MS7,39	a†	CL ~~N12,37~~ 11,40	1920 2mo	TexasS.S. Co. Bath,Me. A&CP	TheTexas Company *Cell DBuE & B64'209t FPT229t APT130t*	416·8 P107'B35'F33' FK	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHCem*	T.3Cy.27",44"&74"-51" (s) 200lb HS9969 FD 556NHP 3WaterTubeBoilers (Spt) H.G.TroutCo.Buffalo,NY	32 ″ 10 s 6 ″ 3 26 ″ 10	
82262 218438 KINK	— Ⓟ (*ex*LakeGlasco-32) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks* D.F. Sub.Sig.	2606 2237 1612	✠ ... 4,22 ✠				1919 10mo	Detroit S.B.Co. Wyandotte	Merchants& MinersTranspn. Co.	251·0 P25'B64'F23' FK	43·6	26·1	Baltimore Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
82263 167489 MBXQ	**Robert** 1*Dk*	1272 971 720	ExaminedL.R. 2,41 BS2,41(186lb)	Shl 2,41		OG 2,41	1924	Howaldtswerke Kiel	Ministry of Shipping(France. Fenwick Tyne& WearCo.Ld *Mgrs.*)	238·0 P16'Q71'B98'F30'	37·2	13·7	~~Copnhagn~~ ~~Danish~~ London *WB* British	T.3Cy.16½",27 3/16"&43 3/16"-25 3/16" 95NHP Howaldtswerke,Kiel		G
82264 203108 WOLP	**Robert B. Wallace** (*ex*E.J.Earling) D.F. GyC. *Mchy.Aft* Sub.Sig. 1*Dk*	6657 — 5140					1906	Superior S.B.Co. Superior,Wis.	TheWilsonTransit Co.	535·5	55·0	31·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"-42" 257NHP DetroitS.B.Co.Detroit		R
82265 221344	**Robert Barnes Fiertz** TwinSc (*ex*I.L.I.103-36, *OilEng.* *ex*Interwaterways ssN.Yk.No.3-3,32 LineIncorporated ~~ssBal.No.1-26~~ 103-32) ssN.Yk.No.2-40 1*Dk* *Mchy.Aft*	1040 956 797	✠ A1 *Self-propelled Barge* 1,40 *For service between New York Chicago & Montreal via Erie & Welland Canals & for coastwise service between Boston, Mass. & Philadelphia, Pa. & to Norfolk, Va. via. Chesapeake & Delaware Canal from 1st April to 30th November.*	NYk LMC4,40 ~~LMC(M)1,40~~		1,40	1921 6mo	McDougall DuluthSBCo. Duluth,Minn A&CP	Erie&St.Lawrence Corporation *Side tanks f12'23t FPT30t*	254·0 FK	36·0	14·0	NewYork Utd.States 9*BHCem* *APT*13*t*	Oil Engines 2S.C.SA 12Cy.10"-12½" 211NHP NE8,27 FairbanksMorseCo.Beloit, Wis.	14 ″ 0	
82266 DJZY	**Robert Bornhofen** (*ex*MountOssa-39, ssFal.No.3-3,34 *ex*TowerCrown-37, ssRot.No.1-38 *ex*Bothwell-34,*ex*WarBeryl) 1*Dk(Stl)* *CruiserStern* *&Shelterdk(Stl)*	6643 — 4041	✠ 4,39	Rot	a†		1919 4mo	W.Doxford &Sons,Ld. Sunderland	R.Bornhofen *CellDB*366'1334*t* *DTa*27'1019*t* *FPT*148*t* *APT*292*t*	414·3 F *on Shelter dk* 36' FK	55·4	34·2	Hamburg German *ptCem* (6*BHtoSh dk* 2 ,, ,, *U* ,,)	T.3Cy.27",44"&73"-48" 596NHP 3SB,*12cf*,GS230,HS9525 W.Doxford&Sons,Ld.Sld.	29 ″ 0	
82267 221663 KDVE	**Robert E. Hopkins** ssN.Yk.No.3-4,33 *Mchy.Aft* ssBal.No.1-37 D.F. *2Dks(Stl)&Webframes* *Longitudinal framing*	6625 6058 4117	✠100A1 9,40 ~~4,40~~ MS6,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 10,21	NYk ✠LMC BS~~10,39~~9,40	a†	CL N4,40	1921 10mo	Merchant S.B.Corp. Chester,Pa. A&CP	TideWater AssociatedOilCo. *CellDBuE&B* 60'236*t* *DTf*43'750*t* *FPT*228*t* *APT*178*t*	424·4 P128'B25'F41' FK	58·2	32·9	Wilmgton (Del.) Utd.States 16*BHptCem* (9 ,, *to U dk* 7 ,, ,, *2nd* ,,)	T.3Cy.27",45"&75"-51" (r) 210lb 584NHP 3SB,*9cf*,GS185,HS8331 FD NewYorkSBCoCamdn.NJ	33 ″ 0 s 6 ″ 7½ 26 ″ 6½	
82268 224339 WTCH	**Robert E. Lee** Ⓟ Sub.Sig. *Fitted for oil fuel* D.F. GyC. 4*Dks*	5184 — 3167					1924	NwprtNws S.B.&D.D.Co Nwport News	EasternS.S.Lines Inc.	375·5	54·0	29·7	NewYork Utd.States *WB*	2SteamTurbinesSRgeared to 1 Sc. Shaft NewportNewsSB&DD.Co.		R
82269 163409 GWML	**Robert F. Hand** TwinSc *Mchy.Aft* *OilEng* D.F. ssNwc.No.1-37 GyC. *1Dk(Stl)2nd dk(Stl) clear of cargo tanks 3rd dk(Stl) aft of cargo tanks* *Longitudinal framing* *Web frames* *CruiserStern*	12197 11476 6626	✠100A1 2,41 ~~4,40~~ DBS~~4,40~~2,41 *Carrying Petroleum in bulk*	Gls NYk ✠LMC CS8,38 6,39		CL 6,39	1933 10mo	Frd.Krupp Germaniawft A.G. Kiel *Lloyd*'s A&CP	Anglo-American OilCo.Ld.(R.A. Carder,*Mgr.*) *CellDBuE* 77'228*t* *DTs f*53'2318*t* *FPT*285*t*	522·5 *aft* B55'B40'F39' FK	70·3	38·7	London British 16*BHptCem* *ptAsp* *APT*230*t*	Oil Engines 2S.C.SA 12Cy.23⅝"-45¼" 1165NHP 2DB(a)*200lb* 2DB(f)*105lb* Fr.KruppGermaniawftAG	38 ″ 9 s 8 ″ 6½ 30 ″ 5¼	
82270 111129	**Robert Fulton** *Mchy.Aft* 1*Dk*2*trB*	3801 — 2680					1896	Detroit DryDockCo. Wyandotte	PittsburghS.S.Co.	424·6	45·8	27·8	D'luth,Min Utd.States *WB*	T.3Cy.24",38"&64"-42" NB18 266NHP DryDockE.Works,Detroit		
82271 206288	— Ⓟ Pad 2*Dks&shadedk*	2168 — 1344					1909	NewYork S.B.Co. Camden.N.J.	HudsonRiverDay Line	337·0 2*Promenadedecks*	42·0	11·5	NewYork Utd.States	B.1Cy.75"-144" 519NHP E*made*87*refitted*09 W.&A.Fletcher,N.Yk.		
82272 237793 WNUN	**Robert H. Colley** D.F. E.S.D. *Fitted for oil fuel* Gy.C *Cruiser Stern* 1*Dk(Stl)2nd dk fwd.* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing-bracketless system pt electrically welded*	11651 — 7258					1938	SunS.B.& DryDockCo Chester,Pa.	AtlanticRefining Co.	523·5 P104'B35'F43'	70·2	39·8	Phildlphia Utd.States	1 steam turbine connected to electric motor & sc. shaft GeneralElectricCo. Schenectady,N.Y.		R
82273 226175 WPBA	**Robert Hobson** ssCgo.No.2-39 ~~ssClv.No.1-33~~ *Mchy.Aft* 1*Dk(Stl)&Webframes* D.F. GyC. *Cargo battens not fitted* *Longitudinal framing at bottom and at dk*	8024 7643 6315	✠100A1 5,39 ~~12,38~~ ~~BS12,38~~ *For service on the Great Lakes* BS3,41	Clv Cgo4,40 ✠LMC			1927 3mo	American S.B.Co. Lorain,O. *Lloyd*'s A&CP	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) *CellDBuE&B*56'242*t* *CellDB&side tanks in way of holds*471'7934*t* *FPT*471*t* *APT*68*t*	586·3 F48' FK	60·2	27·9	Wilmgton (Del.) Utd.States 3*BH*	T.3Cy.24½",41"&65"-42" (s) 200lb HS7965 493NHP 3 Water Tube Boilers FD AmericanS.B.Co.Lorain,O	32 ″ 0	
82274 127583 KFNU	**Robert J. Paisley** (*ex*J.E.Savage-32, (*Self-Unloader*) *ex*ThomasBritt,*ex*Christopher) 1*Dk*2*trB* *Mchy.Aft* D.F.	4260 — 3137					1901	Superior S.B.Co. W.Superior	MorrowS.S.Co. (ValleyCampS.S. Co.*Mgrs.*)	410·0	48·0	24·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35"&58"-42" 213NH NB18*refitted*29 SuperiorS.B.Co.		R
82275 147366 GMDS	**Robert L. Holt** ssLiv No.3-7,38 D.F. *2Dks(Stl)* *Wthr dk* teak s	2918 2630 1793	✠100A1 *withfreeboard* 2,41 MBS2,41	Liv ~~Npt~~ ✠LMC7,38 DBS12,39	t 2 1/12	CL ~~4,37~~ 7,40	1926 4mo	Smith's DockCo.Ld. Middlesbro' *Lloyd*'s A&CP	J.Holt&Co. (Liverpool),Ld. *CellDB*263'520*t*	310·0 F29' FK *FPT*50*t* *APT*26*t*	44·6	24·3	Liverpool British *Cem* 6*BHto W dk*	T.3Cy.21½",35"&59"-39" (s) 180lb *100lb* 256NHP 2SB(Spt)*9cf*,GS111,HS4233 Smith'sDockCo.Ld.Mdb.	26 ″ 4 s 6 ″ 6½ 20 ″ 2½	
82276 212078 WOLQ	**Robert L. Ireland** 1*Dk&Webframes* *Mchy.Aft* *Longitudinal framing* D.F. GyC.	6387 — 4899	✠ ... 9,20 ✠				1914 4mo	American S.B.Co. Lorain,O.	TheWilsonTransit Co.	504·0 F43' FK	54·0	30·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22½",36"&60"-42" 318NHP AmericanS.B.Co.Lorain,O.	30 ″ 0	R †

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
82277 219776 KUKS	**Robert Luckenbach** TwinSc (*ex*EasternMerchant) *ss*Bos.No.3–9,31 *ss*Bos.No.2–39 D.F. GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6461 — 3998	✠100A1 *Shelter dk* *withfreeboard* 11,40 ~~3,40~~ ~~BS11,39~~ ✠LMC1,39 *Fitted for oil fuel* 12,19 *F.P. above* 150° F.	Sea BS11,40	*c*†	CL S1,39 P2,40	1919 12mo	Asano S.B.Co. Tsurumi A&CP	LuckenbachS.S. Co.Inc. *CellDB*386′1401*t* *'tween dk* *tanks*18′272*t* *FPT*88*tAPT*35*t*	445·0	58·0	40·1 FK	NewYork Utd.States *Cem* 4*BHtoShdk* 3 „ „ *U* „	T.6Cy.22″,36½″&61″–48″ (*s*) 200lb 703NHP 4SB,12*cf*,GS233,HS9835 FD KubotaIronWorks,Osaka	32 ″ 1 s4 ″ 8½ 27 ″ 6	
82278 166210 ~~OZHH~~ GNKG	**Robert Mærsk** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	2290 1994 1346	✠100A1 *withfreeboard* 11,40 ~~1,40~~ ✠LMC2,37 DBS5,41	Bos Gls	*u*	CL 1,40	1937 2mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP*	MinistryofShipping(TheClanLine Steamers,Ld. (Cayzer,Irvine&Co.Ld.)*Mgrs.*) *CellDB*282′838*t*	327·2 341·7(O.L.) *FPT*51*tAPT*101*t*	46·2	17·9 FK	Dundee British 5*BH* (*Coll to Sh dk* 4 „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$″–51$\frac{3}{16}$″ 355NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	20 ″ 6 s ″ 9 19 ″ 11	
82279 DJRN	**Robert Müller VI** TwinSc D.F. *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	399 354 257					1936	Ottensener Eisenwerk A.G. Hamburg	RobertMüller	166·3	26·8	9·8	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.8¼″–10¼″ 145NHP Gebr.SulzerA.G.Ldwgshfn		G
82280 DJXC	**Robert Müller VII** 1*Dk* *Mchy.Aft* *CruiserStern*	985 784 480					1938	Ottensener Eisenwerk A.G. Hamburg	RobertMüller	214·4 P53′B31′F19′	32·1	13·2	Hamburg German *WB*	Oil Engines 2S.C.SA 6Cy.14$\frac{3}{16}$″–26″ 210NHP SulzerBros.Ld.Winterthur		G
82281 DKAV	**Robert Müller VIII** 1*Dk* *Mchy.Aft* *CruiserStern*	986 784 477					1938	Ottensener Eisenwerk A.G. Hamburg	RobertMüller	214·4 P53′B31′F19′	32·1	13·2	Hamburg German *WB*	Oil Engines 2S.C.SA 6Cy.14$\frac{3}{16}$″–26″ 210NHP SulzerBros.Ld.Winterthur		G
82282 DHUF	**Robert Sauber** (*ex*Rotherhill) *ss*Cff.No.3–9,23 D.F. 1*Dk*(*ptIrn*&*ptStl*)	2515 2177 1483	✠ 12,25 ✠	Cff	*s*		1910 6mo	Richardsn, Duck&Co. Stockton	Sauber&Co. *CellDBa*104′*uE*22′*f*114′625*t* *FPT*116*tAPT*132*t*	302·1 P23′B55′F25′	42·5	20·1 FK	Hamburg German 5*BHCem*	T.3Cy.22½″,37″&61″–42″ GS148,HS5542 313NHP 2SB&1AuxSB,6*cf*&2*pf*, Blair&Co.Ld.Stockton	22 ″ 5	G †
82283 111294	**Robert W. E. Bunsen** *Mchy.Aft* GyC. 1*Dk*	4473 — 2815					1900	ChicagoS. B.Co. Chicago	PittsburghS.S.Co.	439·0	50·2	25·3	D'luth Min Utd.States *WB*	Q.4Cy.20½″,30″,43½″&63″– 42″ 257NHP ChicagoS.B.Co.Chicago		
82284 147076 YCNW	**Robert W. Pomeroy** *Mchy.Aft* 1*Dk*	1750 1576 1007					1923	Earle'sS.B. &Eng.Co.Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0 F35′	43·2	17·8	SCathrnes Ont. British *WB*	T.3Cy.16″,27″&44″–33″ 111NHP Earle'sSB&EngCoLd Hull		C
82285 227263	**Robert W. Stewart** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* D.F. GyC. *Longitudinalframing* *Carrying Petroleum in bulk*	4161 — 3025					1928	American S.B.Co. Lorain,O.	StandardOilCo. (Indiana)	380·3	52·0	25·0	Chicago Utd.States	T.3Cy.23½″,38″&63″–40″ 250NHP AmericanS.B.Co.Lorain,C.		R
82286 104887	**Roberval** (*ex*Savoy–37) *ss*Mtl.3rdNo.3–10,29 *Mchy.Aft* 1*Dk*(*Stl*)	348 313 184	✠ — 9,36 ✠	Qbc	*e*		1895 3mo	Montrose S.B.&E.Co. Ld. Montrose	Cie.deNavigation SaguenayetLac St.Jean,Lté.	129·9 F15′	25·2	11·5 BK7′ *DBf*72′	Quebec British 3*BHCem* 88*tAPT*7*t*	C.2Cy.15″&32″–24″ 53RHP 1SB,2*pf*,GS33,HS930 Hall-Brwn,Buttery&C.Gls	13″11	
82287 219473 KOVM	**Robin Adair** *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*	6895 6531 4267	✠ ... 8,21 ✠				1920 1mo	Skinner& EddyCorp. Seattle,Wash	SeasShippingCo. Inc.	424·8	55·2	33·4 FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 637NHP GeneralElectricCo. Schenectady,N.Y.	36 ″ 0	R †
82288 219569 KUBN	**Robin Goodfellow** *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*	6885 6531 4260	✠ ... 9,21 ✠				1920 2mo	Skinner& EddyCorp. Seattle,Wash	SeasShippingCo. Inc.	424·8	55·2	33·4 FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 637NHP GeneralElectricCo.Erie,Pa.	36 ″ 0	R †
82289 219511 KOXT	**Robin Gray** *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*	6896 6531 4267	✠ ... 9,21 ✠				1920 1mo	Skinner& EddyCorp. Seattle, Wash	SeasShippingCo. Inc.	424·8	55·2	33·4 FK	NewYork Utd. States *WB*	DR Geared Steam Turbine 637NHP GeneralElectricCo.Erie,Pa.	36 ″ 0	R †
82290 219436 KOTM	**Robin Hood** *Fitted for oil fuel* D.F. 2*Dks*&*Shelter dk*	6887 6532 4263	✠ ... 8,21 ✠				1919 12mo	Skinner& EddyCorp. Seattle, Wash	SeasShipping Co. Inc.	424·8	55·2	33·4 FK	NewYork Utd.States *WB*	DR Geared Steam Turbine 637NHP GeneralElectricCo. Schenectady,N.Y	36 ″ 0	R †
82291 135726	**Robina** Ⓟ TwinSc *ss*Bel.2ndNo.3–2,38 1*Dk*	306 242 121	✠ A– 7,39 BS2,39 ✠LMC2,37 *For service in Belfast Lough*	Bel		OG 2,37	1914 5mo	Ardrossan DD&SBCoLd Ardrossan	~~W.T.McCalla~~ UlsterSteam TenderCo.Ld	159·6 B63′	26·1	8·8 FK	Belfast British 5*BHAsp*	T.6Cy.10½″,17″&28″–18″(*s*) 160lb 79RHP 1SB,3*cf*,GS52,HS1927 FD McKie&Baxter,Glasgow	9 ″ 6	
❋ 82292	**Robur VII** TwinSc 1*Dk*	895 856 441	✠100A1 9,38 ✠LMC11,37 *For bunkering & coal shipment service at Gdynia, Danzig& the Bay of Danzig* *Extreme draught not exceeding* 4·65 *metres*	Gdy			1937 11mo *Lloyd*	N.V.Werf. "Gusto"v/h A.F.Smulders Schiedam '*sA&CP*	"Polskarob"Polsko Skandynawskie Towarzystwo TransportoweS.A.	169·3 184·6(O.L.) 244·5(O.L. *Incl.elevator*) *Wing tanks aft*96*t*	42·1 *43·3*	17·8 FK	Gdynia Polish 5*BHCem* *APT*15*t*	T6Cy.10⅝″,17$\frac{5}{16}$″&29½″–13¾″ 185lb (*s*) 96NHP 1SB,3*cf*,GS61,HS1808 N.V.Werf"Gusto"v/h A.F.Smulders,Schiedam	18 ″ 5 — 15 ″ 3	
82293 220133 KUTZ	**Rochester** *ss*Bal.No.3–12,32 *ss*NYk.No.2–41 ~~*ss*Bal.No.1–37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. GyC. *Longitudinalframing*	6836 6427 4221	✠100A1 1,41 ~~2,40~~ ~~BS2,40~~ ✠LMC1,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	NYk	*b*† 1,41	CL 2,40	1920 6mo	Bethlehem S.B.Corp.Ld. Sprrow'sPnt. A&CP Md.	Socony-Vacuum OilCo.Inc. *CellDBuE&B*57′197*tDTf*50′824*t* *FPT*97*t APT*74*t*	435·6 P122′B50′F44′	56·2	31·7 FK	NewYork Utd. States 15*BHptCem* (9 „ *toU dk* 6 „ „2*nd*„)	T.3Cy.27″,47″&78″–48″ (*s*) 220lb 598NHP 3SB,9*cf*,GS165,HS8235 FD BethlehemS.B.Corp.Ld.	33 ″ 6 s 6 ″ 8 27 ″ 0½	
82294 165455 GZQF	**Rochester Castle** *OilEng.* *Ref.Mchy.* 4*Dks* D.F. *CruiserStern*	7795 6963 4736	✠100A1 ~~5,40~~ 10,40 ✠LMC5,37	Lon Liv	*d*† 2$\frac{3}{16}$	CL 10,40	1937 5mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	UnionCastleMail SteamshipCo.Ld. *CellDB*335′1114*t* *Duct keel forward of mchy. space* *Tanks at sides of tunnel*45′326*t* *FPT*46*t* *APT*126*t*	457·1 474·2(O.L.) B131′F48′	63·3	34·3 FK	London British 7*BHptCem*	Oil Engines 2S.C.DA 8Cy.24⅜″–55⅛″ 1642NHP DB*100lb* Harland&Wolff,Ld.Bel.	37 ″ 0 s 8 ″ 0¼ 29 ″ 2¼	
82295 PKES	**Rochussen** *Fitted for oil fuel* 2*Dks*&*Awng dk*	2333 1918 1370					1903	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	317·0	41·4	21·8	Batavia Dutch *WB*	T.3Cy.23⅝″,37″&63″–43$\frac{5}{16}$″ 261NHP NedFb.v Wrk&Spoor,Ams		V

❋ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.
82296 161940 MPYQ	**Rockabill** *Ref.Mchy.* 2*Dks*&*Shelter dk*	1392 1104 568					1931	D&WHendersn&Co.Ld. Glasgow	ClydeShippingCo. Ld.	271·5 P58′B134′F74′	37·2	16·7	Glasgow British *WB*	T.3Cy.21″,34″&56″–39″ 196NH D&W.Hendersn&CoLdGl		C
82297 160700	**Rockcliffe Hall** *Mchy.Aft* 1*Dk*	1900 1701 1204					1928	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	253·0 F35′	44·1	18·5	Montreal British *WB*	T.3Cy.15″,25″&40″–33″ 81RHP Smith'sDockCo.Ld.Mdb.		C
82298 147248 MLWJ	**Rockleaze** (*ex*MonktonCombe-39, *ex*Goldcrest-34, ssBrs.No.3-11,36 *ex*Glynconwy) 1*Dk*(*Stl*) *Mchy.Aft Well deck* ssBrs.No.1-41	486 309 196	✠100A1 1,41 ~~12,38~~ ✠LMC1,41 ~~[illegible]~~ ~~BS10,[illegible]~~	Brs	*g*	CL ~~12,38~~ 12,40	1924 4mo *Lloyd*	GooleS.B.&RepgCo.Ld. Goole 's*A&CP*	Osborn&Wallis, Ld. *CellD*	156·2 Q86′B11′F23′ FK *Bf*89′115*t* *FPT*37*t*	25·6	9·8	Bristol British 3*BHCem* *APT*25*t*	T.3Cy.13″,21″&35″–24″ (*s*) 180lb 84RHP 1SB,3*cf*,GS51,HS1566 W.Beardmore&Co.Ld.Gls.	12 ″ 0 s4 ″ 6¾ 11 ″ 9¼	
82299 139247 GNKM	**Rockpool** ssCff.No.3-7,39 ~~ssSwa.No.3-35~~ D.F. 1*Dk*(*Stl*)	4892 4614 3039	✠100A1 9,40 ~~7,39~~ ✠LMC1,40	Cff Hpl	*z*	CL ~~6,38~~ 9,40	1927 11mo *Lloyd*	W.Gray&Co.Ld. WHartlepool 's*A&CP*	PoolShippingCoLd (SirR.Ropner&Co. Ld. *Mgrs.*) *CellDB*	405·1 417·7(O.L.) P30′B229′F41′ FK 359′1402*t* *FPT*188*t*	53·5	26·5	W.Hartlpl British 6*BHCem* *APT*190	T.3Cy.25½″,40″&71″–48″ (*s*) 180lb HS7614 505NHP 3SB(Spt),9*cf*,GS172 FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 5 s 4 ″ 9 24 ″ 11¼	
82300 144725 MLKF	**Rockville** (*ex*Orenie-32) *Mchy.Aft* ssApl.No.1-27 *Well deck* 1*Dk*(*Stl*)	481 335 189	✠ ——— 5,32 ✠	Apl	*g*		1922 12mo	R.Cock&Sons,Ld. Appledore	JohnS.Monks,Ld.	150·0 Q83′B9′F24′ FK	25·7	12·0	Liverpool British 3*BHCem* *FPT*10*t*	T.3Cy.13″,22″&34″–22½″ 72RHP 1SB,2*cf*,GS38,HS1271 Plenty&Son,Ld.Newbury	12 ″ 9	
82301 77362 WDFW	**Rockwood** (*ex*JayA.Pearson-35, *ex*Cordova,*ex*Vindal, (*Self-Unloader*) *ex*Mooremack,*ex*JesseSpalding) *Mchy.Aft* 1*Dk*	1290 — 985					1899	F.W.Wheeler W.BayCity, Mich.	Tri-LakesS.S.Co.	220·0 P80′F42′	40·0	14·0	Detroit, Mich. Utd.States *WB*	T.3Cy.17″,28″&47″–36″ 133NHP F.W.Wheeler,W.BayCity		
82302 DIDA	**Roda** Ⓟ (*ex*LosAngeles-35) *OilEng.* *Ref.Mchy.* Sub.Sig. 2*Dks* D.F. E.S.D. *CruiserStern*	6780 5479 4057					1928	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	432·4 P28′B&F394′ *Upper*F32′	59·1	27·3	Hamburg German *WB*	Oil Engines 2S.C.DA 5Cy.27$\frac{9}{16}$″–47¼″ 1316NHP Maschfbk.Augsburg-Nürnberg,Augsburg		G
82303 PJCK	**Rodas** TwinSc *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks and in trunk*	3176 2273 1554	✠100A1 ~~10,40 3,40~~ 4,41 ~~[illegible]~~ BS10,40 ✠LMC8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,37 *F.P. above* 150°F.	Cco	*v*	CL 10,40	1937 8mo *Lloyd*	NVNederl.Dok.Maats Amsterdam 's*A&CP*	N.V.Curacaosche Scheepv.Maats. *CellDBuB*14′20*t*	336·6 348·3(O.L.) P92′*Trunk*203′F39′ FK *FPT*123*t* *APT*105*t*	56·2	15·1	Willemstad Dutch 10*BHptCem* *ptAsp*	T.6Cy15⅝″,25″&40$\frac{3}{16}$″–27$\frac{7}{16}$″ 180lb 366NHP 2WTB HS6520 FD N.V.Nederl.Dok.Maats. Ams.	14 ″ 9 s 1 ″ 4½ 13 ″ 6½	
82304 81 SUDN	**Rod-el-Farag** Ⓟ (*ex*Chindwin-38) *Fitted for oil fuel* D.F. E.S.D. 2*Dks*	6842 5445 4265					1910	W.Denny&Bros. Dumbarton	SociétéMisr de Navigation Maritime	445·5 P61′B149′F42′	55·2	28·6	Alexndria Egyptian *WB*	T.3Cy.28½″,46½″&76″–60″ 447NHP Denny&Co.Dumbarton		C
82305 159780 VRVW	**Rodi** Ⓟ *Oil Eng.* 2*Dks*	3334 2174 1843					1928	Stabilmnto Tecnico Trieste	~~"Adriatica" Soc.Anon.diNav.~~ Ministry of Shipping	331·9 314·9 P&B222′F64′	44·8	~~21·8~~ 21·3	~~Bari~~ ~~Italian~~ Malta *WB* British	Oil Engines 2S.C.DA 5Cy.25$\frac{9}{16}$″–45½″ 1103NHP NE38 ~~NE29~~ SocAn"Fiat"S.G.M.Turin		✠
82306	**Rodina** (*ex*Alkaid,*ex*Tenbergen) ssRot.No.2-31 2*Dks*(*Stl*) (*STRANDED 7,33—REFLOATED—NOW TRADING*)	4441 4126 2702	✠ 7,33 ✠	Rot	*y*		1922 9mo	N.V.Lobithsche Scheepsb.My Lobith	U.S.S.R. *CellDB*	385·0 P31′B242′F37′ FK 333′ 882*t* *FPT* 106*t*	50·3	26·4	Russian 6*BHptCem* *APT*50*t*	2 Steam Turbines DR geared to 1 Sc. Shaft 439NHP 3SB,9*cf*,GS171,HS6660 BritishThomson-Houston Co.Ld.Rugby	29 ″ 0	
82307 LZDF	— Ⓟ (*ex*Eisenach-35) Sub.Sig. 2*Dks*	4159 3784 2535					1922	Vulcan-WerkeA.G. Stettin	Soc.Commerciale Bulgare deNav.à Vap.	360·7 P32′B98′F41′	51·0	26·0	Varna Bulgarian *WB*	T.3Cy.22⅝″,36⅝″&61⅝″–47¼″ 260NHP Vulcan-WerkeA.G.Stettin		G
82308 149759 GMRT	**Rodney Star** TwinSc (*ex*Rodneystar) ssLon.No.3-3,39 *Ref.Mchy.* 4*Dks*(*Stl*)5*th dk*(*Stl*) D.F. *in Nos.*1,2,3,5&6 *holds* E.S.D. *CruiserStern*	11803 8961 7416	✠100A1 *withfreeboard* 9,40 ~~8,39~~ ✠LMC MS1,39 BS2,40 ✠Lloyd'sRMC4,41 ~~[illegible]~~ No.4 Shelter 'tween dk & No.4 upper 'tween dk for temp 32°F. *Fitted for oil fuel* 1,27 *F.P. above* 150° F.	Nwc Avn	*f*†	CL 8,39	1927 1mo *Lloyd*	Lithgows Ld. PortGlasgow 's*A&CP*	BlueStarLine,Ld. *Duct keel forward of machinery space* 140′ *CellDB*	476·0 FK 404′1419*t* *FPT*103*t*	67·3	45·2	London British 9*BHptCem* *APT*116*t*	4 Steam Turbines SR (*r*) geared to 2 Sc. Shafts 2D&2SB 200lb 1582NHP 24*cf*,GS420,HS22896 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	48 ″ 5 s18 ″ 8¼ 30 ″ 0	
82309 PUCB	**Rodrigues Alves** Ⓟ (*ex*Acre) ssRio.No.3-4,19 *Fitted for oil fuel* 2*Dks*&*Awng dk*	*2587* *2389* *1555*	✠ ... 1,24 ✠				1907 6mo	Craig,Taylor&Co.Ld. Stockton	LloydBrasileiro	300·0 FK	40·4	18·0 26·4	R.Janeiro Brazilian *WB*	T.3Cy.25″,42″&68″–45″ 413NHP Blair&Co.Ld.Stockton	27 ″ 6	C
82310 165777 GBNB	**Rodsley** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	5000 4620 3014	✠100A1 *withfreeboard* 10,40 ~~12,39~~ ✠LMC12,39	Sld NSW	*a*† 2	CL	1939 12mo *Lloyd*	Wm.Doxford&SonsLd Sunderland 's*A&CP* *CellDB*352′	Thomasson ShippingCo.Ld. (Stephens,Sutton, Ld. *Mgrs.*) 1174*t* *MT*32′ 1236*t*	423·2 439·3(O.L.) FK *FPT*145*t* *APT*177*t*	54·2	26·1	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½″–81⅞″ 388NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
82311 148583 MNJW	**Roebuck** TwinSc ssCff.No.3-4,37 1*Dk*(*Stl*–ws)&2*nd dk in holds* *Cruiser Stern*	776 701 307	✠100A1 *withfreeboard* 9,40 ~~1,40~~ ~~BS1,40~~ ✠LMC4,37 *For Channel Service* *Weymouth&Channel Islands* *Fitted for oil fuel* 4,25 *F.P. above* 150° F.	Sou Cff		OG 2,38	1925 4mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle 's*A&CP*	Gt.WesternRly.Co. *DTa*	201·2 211·2(O.L.) P20′B72′F69′ FK&BK2″ 40*t* *DTf*45*t* *FPT*47*t*	33·7	15·3	Weym'th British 6*BHCem* *APT*47*t*	T.6Cy.14¼″,23″&38″–27″ (*r*) 185lb FD 226NHP 2SB,6*cf*, ,HS3464 Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 ″ 11 s 3 ″ 8¼ 12 ″ 8	
82312 LESB	**Rogaland** Ⓟ *Ref.Mchy.* 2*Dks*	902 741 520					1929	Stavanger Stöberi&Dok Stavanger	DetStavangerske Dampskibsselskab	177·2 H154*t*	31·2	19·9	Stavanger Norwegian *WB*	C.4Cy.(2)12¾″&(2)27$\frac{6}{16}$″–27$\frac{6}{16}$″ 65NHP NylandsVærksted,Oslo		N
82313																

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
82314 PKGA	**Roggeveen** *Ref.Mchy.* *Fitted for oil fuel* D.F. 3*Dks*	4782 3143 2953					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	382·3	48·7	27·4	Batavia Dutch *WB*	T.3Cy.28½",47"&77"-54" 436NHP Maats.Fyenoord,Rot.		V
82315 149745 GMSF	**Rohna** TwinSc *ss*Cal.No.3-3,39 3*Dks*(*Stl-Weather dk* teak s) D.F. 4*th dk*(*Stl*) *in* Nos.1,2&3*holds* *CruiserStern*	8602 6681 4759	✠100A1 *withfreeboard* 12,40 ~~4,40~~ BS4,40 *Fitted for oil fuel* 11,26	Bom ✠LMC3,39	*e*†	CL S4,40 ~~P9,37~~ P12,40 *F.P. above* 150° F.	1926 11mo *Lloyd's A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	BritishIndiaStm. Nav.Co.Ld. *CellDB*396'1384*t Tanks at sides of tunnels*86*t*	461·4 476·4(O.L.) B179'F41' FK	61·8	29·9	London British 8*BHptCem* *ptAsp* *Coll BH to Wdk*	Q8Cy.22½",37½"&(2)46"-45" 215lb (*s*) 934NHP 5SB,*15cf*,HS14080 FD Hawthorn,Leslie&Co.Ld. *FPT*135*tAPT*134*t*	33 ″ 0 s 7 ″ 0¼ 26 ″ 5¼	
82316 PKGS	**Rokan** *OilEng* *Mchy.Aft* 1*Dk*	563 388 388					1929	N.V.Schps "deMaas" Slikkerveer	Koninkl.Paketv. Maats.	165·3 B32'F25'	28·8	9·6	Batavia Dutch	Oil Engines 2S.C.SA 5Cy.$11\frac{13}{16}$"-15¾" 122NHP SulzerBros.Winterthur		V
82317 29132 JABB	**Rokko Maru** Ⓟ 2*Dks*	3038 2709 1817					1923	Mitsubishi ZosenK.Ld. Nagasaki	ToaKaiunK.K.	315·5 P22'B80'F36'	46·0	27·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"-48" Mitsubishi 284NHP ZosenKaisha,Ld.		C
82318 14167 JGOB	**Rokkosan Maru** *ss*Kob.2ndNo.3-6,36 *Mchy.Aft* 1*Dk*(*Stl*) *Cantilever framed topside tanks*	2175 1734 1168	✠ ... 2,40 ✠	Kob	*r*		1911 7mo	SirRaylton Dixon&CoLd Middlesbro'	SugayaK.K. *CellDBuE* *f*196'519*t topside*	275·5 P73'B16'F23' FK &*B*43' *tanks* 193'430*tFPT*	42·3	18·1	Kobe Japanese 4*BHCem* 85*tAPT*26*t*	T.3Cy.21",35"&57"-39" 240NHP 2SB,*6cf*,GS120,HS3963 Blair&Co.Ld.Stockton	20 ″ 7	
82319 252 JGGB	**Roko Maru** (*ex*Wearwood) *ss*Shl.No.3-9,24 1*Dk*	3328 2940 2011	✠ ... 1,29 ✠				1912 5mo	J.Blumer &Co. Sunderland	DairenKisenK.K.	335·0 P30'B100'F32' FK	48·0	22·4	Dairen Japanese *WB*	T.3Cy.23½",39"&64"-42" 277NHP N.E.MarineEng.Co.Ld.Sld	24 ″ 10	
100/41 82320 95 SVPC	**Rokos** (*ex*BanburyCastle,*ex*Glenstrae, *ex*WarClimax) *ss*Rot.No.3-10,31 *ss*Ant.No.1-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames, bevelled bilge*	*6426* *6149* *3973*	✠100A1 *Shelter dk* *withfreeboard* 8,39 ~~BS5,39~~	Rot BS8,40 ✠LMC11,35	*a*†	CL ~~10,29~~ 8,40	1918 10mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	IonionS.S.Co.Ld. *CellDB*326' 1485*t* *DTa*23'844*t*	412·4 FK *FPT*96*tAPT*133*t*	55·8	34·4	Argostoli Greek *Cem* 6*BHtoSh dk* 2 „ „ *U* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	38 ″ 1 s 10 ″ 1 28 ″ 2	
82321 49 SVCI	**Rokos Vergottis** *ss*Rot.No.3-1,33 *ss*Rot.No.1-38 1*Dk*(*Stl*)	5637 4796 3166	✠100A1 3,40 ~~3,39~~ BS~~3,40~~ 5,41	Ams Shi ✠LMC2,37	*y*	CL 3,38	1919 11mo *Lloyd's A&CP*	W.Doxford &Sons,Ld. Sunderland	EptanisosS.S.Co. Ld. *CellDB*340'1098*t*	400·0 413·0(O.L.) P49'B113'F38' FK *FPT*133*tAPT*204*t*	52·4	28·5	Argostoli Greek 7*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD W.Doxford&Sons,Ld.Sld.	31 ″ 0 s 5 ″ 11¾ 25 ″ 3¾	
82322 21825 JQFE	**Rokusan Maru** Ⓟ Wireless 1*Dk*	1059 869 627					1917	Bingo Dkyd.Co.Ld Mitsunoshi	Turumaru Hirotaro	208·0 F24*t*H69*t*	31·0	18·4	Setoda Japanese *WB*	T.3Cy.14½",24"&40½"-30" 90NHP OsakaIronWorks,Osaka		
82323	**Rola** (*ex*Iturri-Patxo,*ex*Ybai-Patxo, *ex*Arza-Mendi, *ss*Bbo 2ndNo.3-10,30 *ex*Getso) *ss*Bbo.No.2-39 *Well deck* 1*Dk*(*ptIrn&ptStl*) &*Webframes*	1235 — 632	✠100A1 9,40 ~~8,39~~ BS~~4,39~~ 9,40	Bbo Bcl ✠LMC MS8,39	*o*	CL ~~8,39~~ 8,40	1905 6mo *Lloyd's A&CP*	Cia.Euscal- duna deCon.y Rp deBuques Bilbao	Mariano delRio y Cia.Ltda. *CellD*	226·0 Q87'B59'F24' FK *Ba*67'*uE&B*29'*f*86'	34·0	15·1	Bilbao Spanish 4*BHCem* 301*tAPT*57*t*	T.3Cy.16½",26"&44"-33" (*s*) 180lb *85lb* 114NHP 1SB,*3pf*,GS44,HS1673 Cen.Mar.Eng.Wrks.WHpl	17 ″ 6 s 1 ″ 2¼ 15 ″ 5¼	
82324 DOOJ	**Roland** Ⓟ TwinSc *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks* *CruiserStern*	2436 1098 1200					1927	J.C.Teck- lenborg,A.G. Weser- münde-G.	Norddeutscher Lloyd	284·9	42·8	12·7	Bremen German *WB*	2 Steam Turbines SR geared to 2 Sc. Shafts J.C.TecklenborgA.G.Wsm		G
82325 DJZR	**Roland L.-M. Russ** *OilEng.* *Ref.Mchy.* D.F. 2*Dks* *CruiserStern*	1320 965 648					1939	Lübecker Flender- WerkeA.G. LübeckSiems	Schiffahrt-u. Assekuranz-Ges. E.Russ&Co.	257·7 P22'B&F227' *Upper*F22'	39·8	13·0	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.$22\frac{7}{16}$"-29½" 294NHP Fr.KruppGermaniawftAG Kiel		
82326 DORV	**Rolandseck** D.F. E.S.D. 2*Dks* *CruiserStern*	1845 1605 1043					1936	Stettiner OderwrkeAG Stettin	DeutscheDampfs. Ges."Hansa"	280·1 F *on Shelter dk* 29' P14'	42·3	16·4	Bremen German *WB*	T.3Cy.$19\frac{11}{16}$",31½"&50⅜"- $35\frac{7}{16}$" & LP Turbine with DR gearing & hydraulic coupling HS3232 254NHP StettinerOderwerkeA.G.		G
82327 6083 SFHG	**Rolf** (*ex*Leila-33,*ex*Oscar) 1*Dk*	*1120* *787* *607*					1919	DeHaan& Oerlemans Heusden	RederiA/BSylvia (Alb.Billner, *Mgr.*)	213·8 P12'Q63'B57'F29'	34·5	13·0	Gothenbrg Swedish *WB*	T.3Cy.15",25"&40"-27" 83NHP Machinefabriek,Bolnes		V
82328 PHDD	— *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk* *Cruiser Stern*	400 256 112	✠100A1 *withfreeboard* 4,40	Gro Ams LMC4,40	*i*		1940 4mo *Lloyd's A&CP*	Gebr.van DiepenN.V. Waterhuizen *Side tanks*	N.V.Stoomv. Maats."West- polder" *in way of hold* 101'	176·8 188.0(O.L.) FK 229*tDTf*5'24*tFPT*	27·8	7·9	Rottrdam Dutch 3*BHCem* (*Coll toSh dk* 2 „ 2*nd* „) 52*tAPTs*12*t*	Oil Engines 4S.C.SA 8Cy.11"-$17\frac{11}{16}$" 94NHP Klöckner-Humboldt- DeutzA.G.Köln-Deutz	9 ″ 4 s ″ 2 9 ″ 3	
82329 LCWH	**Rolf Jarl** 1*Dk*	1917 1693 1118					1920	Trndhjms Mek.Værks. Trondheim	DetNordenfjeldske Dampskibsselskab	265·6 P75*t*H96*t*	42·1	17·9	Trondheim Norwegian *WB*	T.3Cy.20½",33"&56"-36" 188NHP TrondhjemsMVTrndheim		N
82330	**Rolfs Faulbaums** (*ex*CornelisLensen-37,*ex*Merok-34, *ex*Ingrid,*ex*Ubbergen) 1*Dk*	1913 1763 1142					1912	Irvine'sSB &D.D.Co.Ld. W Hartlepool	MaxFaulbaum SteamshipLine	279·0 P20*t*H85*t*F32*t*	40·1	18·5	German *WB*	T.3Cy.20½",33"&54"-36" 175NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
82331 OHYQ	**Rolfsborg** (*ex*Kollskegg-36, 4Mst *ex*Skard) *ss*Osl.No.3-4,31 D.F. *ss*Osl.No.1-36 1*Dk*(*Stl*)	1831 — 1061	✠100A1 3,41 ~~4,39~~ BS9,40	Abo NNs ✠LMC4,39	*r*	CL ~~9,39~~ N3,41	1915 2mo *Lloyd's A&CP*	Fredrkstad Mek.Værks. Fredrikstad	J.A.Zachariassen &Co. *CellDB*	264·4 277·2(O.L.) P23'B66'F29' FK *a*84' *u E&B*42'*f*100'	42·1	18·0	Nystad Finnish 4*BHCem* 552*tAPT*62*t*	T.3Cy.20½",33"&56"-36" (*s*) 180lb 216NHP 2SB,*6cf*,GS92,HS3488 FredrikstadM.V.Frdstad.	20 ″ 0 s 2 ″ 7½ 17 ″ 6	
82332 1407 ICEV	**Roma** Ⓟ QuadSc *ss*Gen.No.3-4,40 D.F. 4*Dks*(*Stl-Weather dk* teak s) *Ref.Mchy.* 5*th*&6*th dks*(*Stl*)*in holds* GyC.	30816 21015 17608	✠100A1 *withfreeboard* 4,40 MS11,38 ✠Lloyd'sRMC4,40 *Fitted for oil fuel* 9,26	Gen ✠LMC BS4,40	*s*†	CL *sf*4,40 s *a*N9,37 *Pf*N 12,37 r *a*N4,40 *F.P. above* 150° F.	1926 9mo *Lloyd's A&CP*	Ansaldo Soc.Anon. Sestri Ponnte	"Italia"Soc.Anon. diNav. *CellDB*579' 4622*tDTa*172*t*	705·6 666·3 B393'F64' FK *FPT*145*tAPT*185*t*	82·8	38·9 47·2	Genoa Italian 12*BHptCem* (9 *to U dk* 2 „ 2*nd* „ 1 „ 3*rd* „)	8SteamTurbinesSRgeared to 4 Sc. Shafts (*s*) 220lb 5553NHP 9DB(Spt)&4SB,*66cf*, HS59200 FD G.Ansaldo&Co.Smprdrna.	51 ″ 6 s 21 ″ 6¼ 30 ″ 2	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
82333	**Roma** Ⓟ TwinSc *OilEng.* 1*Dk*	1120 — 782					1926	A.&J. Inglis,Ld. Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	275·0 Q60'B40'F29'	42·1	12·0	Bns.Aires Argentine	Oil Engines 4S.C.SA 12Cy.15¾"–29½" 287NH Harland&Wolff,Ld.Gls.		
82334 1325 ICEW	**Romagna** (*ex*Syriam) 3Mst ssGen.2ndNo.3–8,25 *Fitted for oil fuel* ssGen.No.1–29 Wireless 1*Dk* *Spar dk&deep framing* *Mchy.Aft* *Carrying Petroleum in bulk*	1416 1300 845	✠ ... 4,38 ✠				1899 10mo	Grngemth Dockyard Co. Grngemouth	Navigazione e CommercioSoc. Anon.Italiana	242·7 235·0 P24'B23'F35' FK	32·5 32·6	22·5 23·4	Genoa Italian *WB*	T.3Cy.19",31"&51"–36" 165NHP Hutson&Sons,Ld.Glasgow	24 ″ 0	I †
82335 TVDG	**Romain** (*ex*Varko–38, 3Mst *ex*Beaconray–37, ssShl.3rdNo.3–11,35 *ex*Balmyle) 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	372 249 117	✠100A1 10,38 BS11,38 ✠LMC4,35 Surveys delayed	Msl	*e*	CL N7,36	1898 12mo	Ritson& Co. Maryport A&CP	~~EntrepriseCôtière deTransports Maritimes(in liq.)~~ G.Pollio&Co.	138·8 Q77'B9'F24' BK7'	23·7	10·0	Marseilles French 3*BHCem* *FPT*25*t*	C.2Cy.15½"&36"–24" (*s*) 120lb 67NHP 1SB,2*pf*,GS39,HS1253 Ross&Duncan,Glasgow	10 ″ 11 s 3 ″ 8¼ 11 ″ 4	
82336 YQSR	**Romania** Ⓟ TwinSc *Fitted for oil fuel* 2*Dks&Awng dk*	3152 2815 1328					1904	Atel.& Chant.Loire St.Nazaire	RoumanianState MaritimeService	356·9	41·9	27·5	Cnstantza Roumanian *WB*	T.6Cy.24⅜",38⅜"&64⅜"–39⅜" 524NHP Atel&Ch.delaLoire.Nantes		V
82337 223674 KLHW	**Rome Socony** TwinSc *OilEng.* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk* *Electrically welded in tank spaces*	1199 — 753					1924	SunS.B.& D.D.Co. Chester,Pa.	Socony-Vacuum OilCo.Inc.	252·9 P39'	40·1	12·8	NewYork Utd. States *WB*	Oil Engines 4S.C.SA 12Cy.13"–18" 197NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
82338 145578 MLTG	**Romeo II** (*ex*Romeo–40, *ex*Hellmuth–33) 1*Dk*	797 637 430					1899	Nüscke& Co. Grabow	Ministry of Shipping(Buchan& Hogg,*Mgrs.*)	199·8 Q56'B52'F31'	29·1	13·0	Llanelly British *WB*	T.3Cy.16¾",26½"&43"–28" "Kette,"Deutsche 98NHP Elbschifff.Ges.Uebigau		V
82339 EAPR	**Romeu** Ⓟ *Fitted for oil fuel* D.F. 3*Dks*	3070 — 1964					1918	Soc.Española deCstNav Carthagena	Cia.Trasmediterranea	310·0	43·5	26·1	Valencia Spanish	T.3Cy.24",40"&65"–45" 283NHP Soc.Española deCnst.Nav.		V
82340 161240 GTBZ	**Romney** ssBkn.No.2–37 D.F. E.S.D. 2*Dks*(*Stl*)	5840 5466 3624	✠100A1 ~~7,40 12,39~~ 4,41 ~~BS12,38~~ 1,41 ✠LMC6,37	Sws ~~Gls~~ Shl	*a*†	CL ~~4,39~~ 4,41	1929 5mo	R.Duncan &Co Ld. PortGlasgow *Lloyd's*A&CP	BoltonStm.Shppg. Co.Ld. *CellDB*360'1335*t*	420·0 434·8(O.L.) P37'B260'F39' FK *APT*225*t*	57·0	28·2	London British 7*BHCem*	T.3Cy.27",45"&74"–51" (*s*) 180lb 557NHP 3SB,9*cf*,GS183,HS8334 FD D.Rowan&Co.Ld.Glasgow	30 ″ 6 s 4 ″ 9¾ 25 ″ 11	
88/40 82341 1746 ICEZ	**Romolo** Ⓟ TwinSc *OilEng.* ssGen.No.3–3,39 D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in Nos.*1,2&3 *holds*	9780 7695 6015	✠100A1 3,40 ✠LMC CS3,40 DBS11,39 5,38	Gen		CL 6,39	1926 11mo	Stabilmnto Tecnico Trieste *Lloyd's*A&CP	LloydTriestino Soc.Anon.diNav. *CellD*	506·5 495·7 P31'B214'F47' FK *B*426'1697*tDTsf*15'	62·2	31·4	Genoa Italian 8*BHptCem* 358*t FPT*227*tAPT*184*t*	Oil Engines 4S.C.SA 12Cy.29⅛"–47¼" 984NHP DB*100lb* StabilimentoTecnico,Tri.	34 ″ 11 s8 ″ 11¾ 26 ″ 2¼	
82342 LCWJ	**Romulus** *Fitted for oil fuel* 2*Dks*	3707 3445 2300					1921	R.Thompson Sons,Ld. Sunderland	Wiel&Amundsen	347·4 P89*t*H149*t*F24*t*	50·0	24·0	Halden Norwegian *WB*	T.3Cy.25",42"&68"–45" 310NHP N.E.MarineEng.Co.Ld.Sld		N
82343 136451 VJKG	**Rona** ssSyd.No.3–5,30 ssSyd No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) *Cantilever framed topside tanks* *Cargo battens not fitted in Shelter 'tween dks* *Mchy.Aft*	6205 5727 3784	✠100A1 *Shelter dk* *withfreeboard* 4,40 BS4,40 ✠LMC5,38 *Carrying Molasses in Topside tanks*	Syd	*z*	CL 4,39	1918 3mo	SirR.Dixon &Co.Ld. Middlesbro' *Lloyd's*A&CP	ColonialSugar RefiningCo.Ld. *CellDB*350'1070*tTopsidetanks* 1470*t FPT*288*t*	400·0 414·6(O.L.) F40' *on Shelter dk* FK	54·5	32·2	SydnyNSW British 6*BHptCem* *APT*194*t*	T.3Cy.27",45"&74"–48" (*s*) 180lb 495NHP 3SB,9*cf*,GS168,HS7035 FD N.E.MarineEng.CoLdNwc	35 ″ 0 s8 ″ 7¾ 26 ″ 11	
82344 LECD	— (*ex*Herdebred–35,*ex*Alliance, *ex*DorteJensen,*ex*Vordingborg, *ex*Urania) Wireless 1*Dk*	1376 924 856					1894	Flensburgr Schiffsb.Ges. Flensburg	A/S Rona(Trygve Skogland)	232·1 Q88*t*B244*t*H52*t* F32*t*	34·2	13·6	Haugesnd Norwegian *WB*	T.3Cy.16",26"&43"–33" 106NHP FlensburgerSchiffsb.Ges.		V
82345 164386 GKKN	**Ronan** *OilEng.* *Mchy.Aft* 1*Dk* Wireless D.F. E.S.D. *CruiserStern* *Cargo battens not fitted*	1489 1071 813	✠100A1 ~~7,39~~ 5,41 ✠LMC4,38 ✠LMC(M)9,40	Gmh ~~Ard~~ Cff	*o*	OG	1938 4mo	Grngemth Dkyd.Co.Ld. Grngemouth *Lloyd's*A&CP	G.Gibson&Co.Ld. *CellD*	250·0 259·7(O.L.) Q136'F30' FK *B*198'512*tFPT*130*t*	37·2	14·4	Leith British 4*BHCem* *APT*19*t*	Oil Engines 2S.C.SA 6Cy.13⅝"–22⁷⁄₁₆" 97RHP BritishAuxiliaries,Ld.Gls.	16 ″ 5 s 5 ″ 2½ 15 ″ 4	
82346 2126 IBHS	**Rondine** (*ex*Loasso–35, TwinSc *ex*Literno–35,*ex*Predappio, *OilEng.* *ex*Lanuvio) *Mchy.Aft* 1*Dk&Awng dk* D.F. *CarryingPetroleum in bulk*	6077 5871 3316					1924	Ansaldo SanGiorgio Spezia	"Polena"Società diNavigazione	395·3	51·7	30·9	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.24¹⁄₃₂"–35⁷⁄₁₆" 862NHP AnsaldoSanGiorgio,Turin		I
82347 149443 GCPT	**Rondo** ssNwc.No.3–10,39 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2750 2368 1602	✠100A1 12,40 ~~12,39~~ BS12,40 ✠LMC MS1,39 ~~BS10,39~~	Nwc	*t*	CL 12,39	1927 9mo	Smith's DockCo.Ld. Middlesbro' *Lloyd's*A&CP	PeltonS.S.Co.Ld. *CellDB*225'747*t D*	305·0 P23'B50'F23' FK *Ta*36'202*tFPT*164*t*	45·5	21·3	Newcastle British 6*BHptCem* *APT*100*t*	T.3Cy.21½",35"&59"–42" (*s*) 180lb 294NHP 2SB,6*cf*,GS132,HS5204 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 2½ 20 ″ 5½	
82348 HPKJ	**Ronin** (*ex*Huntress–39, *ex*TowerEnsign–37, ssAuk.No.3–12,31 *ex*Waikawa–35) ssBly.No.1–35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5704 5448 3517	✠100A1 *Shelter dk* *withfreeboard* Examined 1,41 BS1,~~40~~2,41 LMC12,35	~~Shi~~ BAs		CL 1,40	1919 10mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's*A&CP	~~M.V.Vassiliades~~ RoninS.S.Co. (Wallem&Co. *Mgrs.*) *CellDB*351'1290*t*	399·5 FonShelter dk38' FK Coll *FPT*60*tAPT*80*t*	53·0	24·3 32·8	Panama Pnamanian *ptCem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD N.E.MarineEng.CoLdNwc	35 ″ 5 s 9 ″ 4¼ 26 ″ 3	
82349 341 JPDC	**Ronsan Maru** *OilEng.* ssDrn.No.1–34 1*Dk*(*Stl*)	2735 2248 1556	✠ ... 1,38 ✠	Yka	*u*		1929 9mo	Mitsui Bussan Kaisha Tama	DairenKisenK.K. *CellDB*230'769*t* *Tanks in way*	326·5 P27'B63'F28' FK *of tunnel* 173*t FPT*	46·5	21·5	Dairen Japanese 5*BHptCem* 51*tAPT*35*t*	Oil Engines 4S.C.SA 6Cy.21⅝"–39⅜" 271NHP MitsuiBussanKaishaTama	21 ″ 6	
70/40 82350 142322 GQGZ	**Ronwyn** (*ex*Tinge–38, *ex*Ottinge–37, ssCff No.3–9,30 *ex*LordRhondda) ssBly.No.2–39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1766 1323 1019	✠100A1 3,40 ✠LMC7,39	Sws	*q*	CL 3,40	1918 3mo	WoodSkinner&Co.Ld. Newcastle *Lloyd's*A&CP	DillwynS.S.Co.Ld. (Stockwood,Rees& Co.Ld.*Mgrs.*) *CellD*	260·4 Q153'F29' FK BonRQD52' *B*212'422*t FPT*92*t*	37·8	16·5	Swansea British 4*BHCem* *APT*101*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 207NHP 2SB,6*pf*,GS94,HS3412 J.Dickinson&Sons,Ld.Sld.	18 ″ 7 s 5 ″ 7 17 ″ 2	
82351 165789 GLBJ	**Rookley** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	4998 4620 3008	✠100A1 *withfreeboard* 8,40 ~~(*Class Contemplated*)~~ ✠LMC8,40	Sld	*a*† 2	CL	1940 ~~8mo~~	Wm.Doxford&SonsLd Sunderland *Lloyd's*A&CP	Thomasson ShippingCo.Ld. (Stephens,Sutton Ld.*Mgrs.*) *CellDB*352'1174*t*	423·2 439·3(O.L.) FK (*CollBHtoSh dk*6 *MT*32'1236*tFPT*1	54·2	26·1	Newcastle British 7*BHptCem* *BHto2nd dk*) 45*tAPT*177*t*	Oil Engines 2S.C.SA 3Cy.20½"–81½" 388NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	37 ″ 3 s10 ″ 11¼ 26 ″ 6	
82352 164738 GZFG	**Rookwood** ssCff.No.1-40 *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern* ~~*Cargo battens not fitted*~~	633 454 338	✠100A1 ~~5,40 9,39 8,40~~ 2,41 ✠LMC10,36 ✠LMC(M)3,38 *Fitted for pumping & carrying sand in bulk* 5,40	Bry ~~Cff~~ Cff	*i*	OG 9,39	1936 10mo	Henry Robb,Ld. Leith *Lloyd's*A&CP	F.Bowles&Sons (J.Bowles,*Mgr.*) *CellDB*114'153*t FPT*	177·0 P45'Q68'F22' FK	28·6	11·5	London British 3*BHptCem* 85*tAPT*24*t*	Oil Engines 4S.C.SA 8Cy 11"–17½" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 ″ 6 s 3 ″ 11¾ 13 ″ 1	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 Built. By Whom. Where.	10 Owners	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82353 PKRL	**Rooseboom** 1*Dk*	1035 710 539					1926	Rijkee& Co. Rotterdam	Koninkl.Paketv. Maats.	230·1 B172'F33'	38·2	10·5	Batavia Dutch *WB*	C.4Cy.$12\frac{13}{16}$"&$27\frac{9}{16}$"–$27\frac{9}{16}$" 67NHP Werkspoor,Ams.		V
82354 146147 MKVB	**Rora Head** (*ex*Brooktown–37, *ex*Blackcock–37) 3Mst *ss*Lon.No.3–8,34 *ss*Lth.No.1–39 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	492 331 226	✠100A1 4,41~~12,39~~ BS~~5,40~~ 5,41	Abn Lth ✠LMC3,39	*h*	CL 3,39	1921 10mo *Lloyd*	Day,Summers&Co.Ld Southmpton '*sA&CP*	NorthofScotland &Orkney&ShetlandSteamNav. Co.Ld.	165·5 171·5(O.L.) Q95'B11'F23' FK *CellDB*93'146*t*	25·7	9·7	Aberdeen British 3*BHCem* *FPT*20*t*	T.3Cy.13¾",22"&37"–27" (*s*) 180lb 72RHP 1SB,3*cf*,GS56,HS1602 Day,Summers&Co.Ld.Sou.	12 ″ 0 s 3 ″ 6½ 11 ″ 7½	
82355 PJAO	**Rosa** TwinSc *ss*Cco.No.1–39 *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks& at trunk top*	3145 2256 1555	✠100A1 ~~8,40~~ ~~2,40~~2,41 ~~BS2,40~~ *Carrying Petroleum in bulk F.P. above* 150° F. *Fitted for oil fuel* 2,35	Cco BS8,41 ✠LMC2,39	*v*	CL 2,40	1935 2mo *Lloyd*	NVNederl. Schps.Maats. Amsterdam '*sA&CP*	N.V.Curaçaosche Scheepv.Maats.	336·4 Q87'F39' FK *Trunk*209' *FPT*123*t*	56·2	13·6	Curaçao Dutch 10*BHptCem* *ptAsp* *APT*105*t*	T.6Cy.15⅜",25"&$40\frac{3}{16}$"–$27\frac{9}{16}$" (*s*) 180lb 366NHP 2WTB HS6520 FD WerkspoorN.V.Ams.	14 ″ 9 s 1 ″ 5 13 ″ 6	
82356 2188 ISUT	— (*ex*HélèneLouys–37, *ex*Theotocos,*ex*Taroudant) TwinSc *OilEng.* 1*Dk*	559 374 303					1913	Jonker& Stans HendrikIdo Ambacht	FilippoCapra (Ferrando& Massone,*Mgrs.*)	180·4 Q65'B66'F32'	24·7	11·5	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.16½"–18⅞" 192NHP NE29 J&CGBolindersCoLd.Skm		I
82357 UNYC	**Rosa Luxemburg** (*ex*MarieRose) *ss*Npt.No.3–7,13 *ss*Liv.No.1–18 1*Dk*(*ptIrn&ptStl*) *&deep framing& Web frames*	3193 2834 1969	✠ 1,24	Npt ✠	*u*		1901 4mo	Richardsn, Duck&Co. Stockton	U.S.S.R.	330·5 P33'B80'F36' FK *CellDBa*114'*u* *E*26'*f*136'779*tFPT*	47·0	21·8	Leningrad Russian 5*BHCem* 96*tAPT*82*t*	T.3Cy.26",42½"&69½"–45" 2NB28 NDB28 349NHP 2SB,6*cf*,GS130,HS5596 Blair&Co.Ld.Stockton	24 ″ 4	
82358 EGJP	**Rosa N. Illueca** 3Mst (*ex*RioBesaya–36) 1*Dk*	831 584 658					1921	D.Tejeiro &Cia. Santander	Sucesor deVda. E.Illueca	195·6 P114'F22'	29·0	12·1	Valencia Spanish *WB*	T.3Cy.13½",23½"&34"–27" 60NHP D.Tejeiro&Cia.Santander		V
82359 7537 SGCR	**Rosafred** (*ex*Biskra,*ex*Winga) 1*Dk*	*1348* *1147* *700*	✠ ... 2,26	✠			1922 1mo	Scheepb. "DeAmer" Geertruidenberg	VerkebäcksÅngf. A/B(Ruben Olsson, *Mgr.*)	236·3 P23'B61'F27' FK	36·8	15·6	Verkebäck Swedish *WB*	T.3Cy.18½",29"&48"–30" 153NHP Machinefb.Kuipers, Rotterdam	18 ″ 0	V †
82360 PJCM	**Rosalia** TwinSc *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks & at trunk*	3177 2273 1557	✠100A1 ~~6,40~~~~10,39~~12,40 BS~~4,39~~ 6,40 *Carrying Petroleum in bulk F.P. above* 150° F. *Fitted for oil fuel* 4,38	Cco ✠LMC4,38	*v*	CL SN4,39 P10,39	1938 4mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	N.V.Curaçaosche Scheepv.Maats.	336·5 348·2(O.L.) 351·5(O.L.*incl.rdr.*) P91'*Trunk*204'F40' FK *CellDBuB*14'20*tFPT*123	56·1	15·0	Willemstd Dutch 10*BHptCem* *ptAsp* *tAPT*105*t*	T.6Cy.15⅜",25"&$40\frac{3}{16}$"–$27\frac{9}{16}$" 180lb 366NHP 2WTB,HS6520 FD Richardsons,Westgarth& Co.Ld.Hpl.	14 ″ 9 s 1 ″ 4½ 13 ″ 7	
82361 128015 GRJQ	**Rosalie Moller** (*ex*Francis) *ss*Liv.No.3–1,23 *ss*Hul.No.2–31 2*Dks deep framing& Shelter dk*	3963 3383 2457	✠ ... 7,32	✠			1910 1mo	Barclay, Curle&Co.Ld Glasgow	MollerLine,Ld. (Mollers'Ld., *Mgrs.*)	355·0 FK	49·2	24·2	Shanghai British *WB*	T.3Cy.24",40"&67"–48" 401NHP Barclay,Curle&Co.Ld.Gls.	26 ″ 6	C †
82362 415 ICFD	**Rosandra** Ⓟ *ss*Tri.No.3–12,32 *ss*Tri.No.1–37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* D.F.	8034 6695 5033	✠100A1 *Shelter dk withfreeboard* 1,40 BS2,40 ✠Lloyd'sRMC10,39 *Fitted for oil fuel* 4,30 *F.P. above* 150° F.	Tri ✠LMC1,37	*b*†	CL 1,40	1921 6mo	Cantiere SanRocco S.A. Trieste	LloydTriestino, Soc.Anon. di Nav.	464·2 B168'*onShelter dk* FK *Collision* *CellDB*398'1654*tFPT*56*tAPT*63*t*	57·4	32·5	Trieste Italian *Cem* *BH to Sh dk* 6 „ „ *U* „	T.3Cy.32",51½"&83"–54" (*s*) 180lb 680NHP 4SB(Spt),12*cf*,GS239, FD HS9851 StabilimentoTecnico Trestino,Trieste	35 ″ 0 s 8 ″ 4¾ 26 ″ 10	
82363 1647 ICFF	**Rosario** (*ex*WarMaker) *ss*Mdb.No.3–3,21 *ss*Gen.No.1–24 *Fitted for oil fuel* D.F. 1*Dk*	5468 4701 3321	✠ ... 2,29	✠			1918	Swan,Hunter& Wigham Richardson, LdNewcastle	Soc.Anon.Cooperativa diNav. "Garibaldi"	413·1 400·3 P49'B113'F39' FK	52·2	28·4	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 517NHP N.EMarineEngCoLd.Nwc	31 ″ 0	I †
82364 220819 KDKM	— (*ex*Natirar–32) *Fitted for oil fuel* D.F. 2*Dks* *Longitudinal framing*	4659 4213 2871					1920	Bethlehem S.B.Corp.Ld. Wilmington, Del.	A.H.Bull S.S.Co. Inc.(A.H.Bull&Co. Inc.*Mgrs.*)	376·4 P40'B96'F38'	52·3	27·0	NewYork Utd.States *WB*	T.3Cy.24",41¼"&68¼"–48" 323NHP BethlehemS.B.Corp Ld. Wilmington,Del.		R
82365 PJCI	**Rosaura** TwinSc *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom in centre tanks & in trunk*	3173 2273 1555	✠100A1 ~~8,40~~ ~~1,40~~ 3,41 ~~BS7,39~~ *Carrying Petroleum in bulk F.P. above* 150° F *Fitted for oil fuel* 7,37	Cco BS8,40 ✠LMC7,37	*v*	CL P1,39 S7,39	1937 7mo *Lloyd*	NVNederl Schps.Maats. Amsterdam '*sA&CP*	N.V.Curaçaosche Scheepv.Maats.	336·6 348·3(O.L.) P92'*Trunk*203'F39' FK *CellDBuB*14'20*t* *FPT*123*tAPT*105*t*	56·2	15·1	Willemstd Dutch 10*BHptCem* *ptAsp*	T6Cy.15⅜",25"&$40\frac{3}{16}$"–$27\frac{9}{16}$" 180lb (*s*) 366NHP 2WTB HS6520 FD WerkspoorN.V.Ams.	14 ″ 9 s 1 ″ 4½ 13 ″ 6½	
82366 UNYJ	**Roschal** (*ex*Hydro,*ex*Veliky KnjazAlexander Michailovitch,*ex*Hydro) *ss*Lon.No.3–4,12 *Well deck* 1*Dk*(*ptIrn&ptStl–ptws*)& Wireless *Web frames,lower dk forehold* *Ref.Mchy.* Sub.Sig.	1427 939 826	✠ 9,19	Lon ✠	*p*		1899 7mo	Earle'sCo. Ld. Hull	U.S.S.R.	269·0 P163'F31' FK *CellDBa*37'*uE*	33·5	15·0	Archangel Russian 5*BHCem* 16'*f*132'159*t*	T.3Cy.19",33"&56"–36" NB34 246NHP 2SB,6*cf*,GS135,HS4200 Earle'sCo.Ld.Hull	18 ″ 2	
82367 DARN	**Rose** Wireless *CruiserStern* 1*Dk*	1530 1228 879					1928	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	247·3 P15'Q69'B52'F23'	38·2	16·2	Stettin German *WB*	T.3Cy.$17\frac{7}{16}$",$28\frac{3}{16}$"&$45\frac{3}{5}$"–$33\frac{2}{5}$" 120NHP StettinerOderwerke		G
82368 TUVL	**Rose Blanche** (*ex*Song-Nhi-Ha) 2*Dks*	323 168 171					1924	Soc.des Atel.Mar. Haïphong	Transp.Marit.& Fluviauxde l'Indo-Chine	137·8	20·4	10·8	Haïphong French	C.2Cy.12"&24"–16" Soc.desAtel. 20NHP Mar.Haïphong		
82369 137438 GCBF	**Rose Castle** *ss*Hfx.No.3–4,28 *ss*Hfx.No.2–37 Sub.Sig. 1*Dk*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7803 6894 4608	✠100A1 10,39 BS~~10,39~~ 10,40	Mtl ✠LMC2,37	*b*†	CL ~~4,39~~ 7,40	1915 4mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	RoseCastleS.S.Co. Ld. *CellDBa* *f*195'1758*tTopsid*	455·0 P27'B76'*fwd*B16' F33' FK 152'*uE*&B52' *etanks a* 169'*E & Bs*	58·0	31·1	HalifaxNS British 7*BHCem* *pace*62'*f*185'	T.3Cy.28½",47"&79"–54" (*s*) 180lb 606NHP 3SB,12*cf*,GS213,HS8670 FD G.Clark,Ld.Sunderland 1460*tFPT*147*tAPT*118*t*	33 ″ 9 s 8 ″ 6 25 ″ 6	

90/40

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
82370 144400 ~~FNWT~~ ~~MDVD~~ DFXK	**Rose Schiaffino** (*ex*Notton) ssAlg.No.3–3,32 D.F. ssAlg.No.1–36 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in holds*	3349 2771 2027	✠100A1 1,40 ✠LMC1,40 ~~Surveys delayed~~ *Fitted for oil*	Alg *fuel* 3,34	*u*	CL 1,40 *F.P. a*	1920 3mo *Lloyd* *bove* 1	BlythS.B. &D.D.Co.Ld Blyth '*sA&CP* 50° F.	Ministry of Shipping(Mark Whitwill&SonLd.*Mgs*) *CellD*	331·3 P33′B98′F29′ FK *B*284′734*tFPT*110*t*	46·7	23·2	Cardiff ~~Gibraltar~~ British 6*BHCem* *APT*128*t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 368NH 3SB,9*cf*,GS155,HS6090 Richardsons,Westgarth&Co.Ld.Hpl.	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
82371 141761 VGLB	**Rosebank** (*ex*CanadianObserver) *Fitted for oil fuel* 2*Dks*	2410 2039 1460					1920	TheCollingwoodS.B. Co.Collingwd Ont.	KingsleyNav.Co.Ld.	251·0 P24′B64′F25′	43·6	23·6	Vancouver British *WB*	T.3Cy.18″,30″&50″–36″ Collingwood 150NHP S.B.Co.Collingwood,Ont		C
82372 149156 GRMF	**Roseburn** (*ex*HelenaLensen–35, *ex*Helena) ssRot.No.3–4,33 ssNpt.No.1–37 1*Dk*(*Stl*) *Cargo battens not fitted*	3103 2821 1844	✠100A1 12,39 MS5,38	Npt ✠LMC BS2,40	*u*	CL 3,38	1922 3mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton '*sA&CP Inter*	Smith,Hogg&Co.Ld. *mediateBH in fore* *CellD*	325·0 P33′B94′F31′ FK *hold dispensed with* *B*280′ 812*t FPT*86*t*	48·0	22·4	W.Hartlpl British *Cem* 4*BH only* *APT*109*t*	T.3Cy.24″,39″&64″–42″ (*s*) 180lb 293NHP 2SB,6*cf*,GS110,HS4606 N.E.MarineEng.Co.Ld.Slc	24 ″ 3 s 3 ″ 9 20 ″ 8	
82373 166599 MMXV	**Rosedene** (*ex*Bernadette–39) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	376 260 178	✠100A1 *withfreeboard* ~~1,40~~ 3,41	Hul Cff ✠LMC10,38	*e*	OG 3,41	1938 10mo *Lloyd*	InternatnlS.B.&E.CoLd Danzig '*sA&CP*	T.G.Irving,Ld. (T.G.Irving,*Mgr.*) *C*	133·4 140·0(O.L.) P35′Q45′F16′ FK *ell DB*81′105*t FPT*	24·7	9·5	Sundrland British 3*BHCem* 47*tAPT*14*t*	Oil Engines 4S.C.SA 6Cy.11″–17⅛″ 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 7 s 4 ″ 2 9 ″ 9½	
82374 128313 MKWC	**Rosehill** (*ex*CreekFisher–40,*ex*Holland,*ex*Otterdal) ssLan.No.3–6,39 *Mchy.Aft* 1*Dk*(*Stl*)	731 526 328	100A1 1,41 ~~2,40~~ BS10,40	Bly Sws LMC6,39	*j*	CL 2,40	1918	T.vanDuijvendijk Lekkerkerk	J.W.Huelin,Ld. *Ce*	180·4 189·6(O.L.) Q107′B11′F23′ FK *llDB*103′136*t FPT*	28·8	12·3	Cardiff ~~Jersey~~ British 3*BHCem* 40*tAPT*28*t*	T.3Cy.15⅝″,24$\frac{13}{16}$″&39⅝″–(*s*) 27$\frac{1}{16}$″ 185lb 80RHP 2SB,4*cf*,GS70,HS2087 Boele'sSchps&Mch.Bolnes	14 ″ 6 s3 ″ 11¾ 14 ″ 1¾	
82375 PHDV	**Rosemarie** (*ex*Niagara–40) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	400 — 270					1939	Schpswf. "Volharding" GebrBodewes Foxhol	N.V.L.IJ.T.O. Lijn TransportOnderneming	140·7 P35′F17′	25·8	9·0	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11⅜″–18⅞″ 80NHP WerkspoorN.V.Ams.		V
82376 165179 ~~OZUC~~ GMXX	**Rosenborg** ssEls.2ndNo.3–2,39 1*Dk*(*Irn*)	1997 1764 1206	✠100A1 3,41 BS~~5,40~~ 6,41	Els Bry ✠LMC2,39	*r*	OG ~~2,39~~ N3,41	1914 6mo *Lloyd*	W.Gray&Co.Ld. WHartlepool '*sA&CP*	Ministry of Shipping(J.S.Stranaghan&CoLd*Mgrs*) *CellDBa*88′	280·0 P21′B74′F31′ FK *uE&B*38′*f*114′ 535*t*	40·0	19·1	Belfast British 4*BHCem* *APT*78*t*	T.3Cy.20″,31½″&53″–36″ (*s*) 180lb *100lb* 188NHP 2SB,4*cf*,GS70,HS3030 Cen.Mar.Eng.Wrks.WHpl	21 ″ 4 s2 ″ 11¾ 18 ″ 6	
82377 OHUJ	— (*ex*Fagernes) 4Mst Wireless D.F. 1*Dk*	1512 — 855					1919	A/SSorlandetsSkibs Fevig	O/Y Pohjanmeri	254·9 243·2 P27′B67′F29′	39·4	17·0	Åbo Finnish *WB*	T.3Cy.18″,29½″&49″–33″ 138NHP FredrikstadM.V.Frdstad.		N
82378 LESK	**Rosendal** Ⓟ 1*Dk*	357 187 171					1909	LaxevaagsMsk&Jrnskb Bergen	Hardanger Sunnhordlandske Dampskibsselskab	140·0 P106*t*H19*t*F42*t*	23·6	10·7	Bergen Norwegian *WB*	T.3Cy.13¾″,22″&35″–25″ 61NHP LaxevaagsMsk.&Jrns.Bgn		
82379 7132 SLWA	**Rosenholm** (*ex*Helge–39) 1*Dk*&*Web frames*	*1740* *1400* *969*					1895	Helsingörs Jerns.Mask. Elsinore	RederiA/B Rosenborg(T.Carlbom,*Mgr.*)	271·6 P17′Q80′B116′F32′	38·1	23·5	Stockholm Swedish *WB*	T.3Cy.18½″,30″&49″–36″ 144NHP HelsingörsJrnsk&Mskbyg.		V
82380 LDOV	**Roseville** TwinSc *OilEng.* D.F. 1*Dk*&*Shelterdk* *CruiserStern*	5745 5193 3507					1930	Odense Staalskibsverft Odense	SkibsA/S Goodwill(A.F.Klaveness&Co.A/S,*Mgrs.*)	426·4 P131*t*H405*t*F15′	58·5	26·6	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.24⅜″–51$\frac{3}{16}$″ 710NHP Akt.Burmeistr&Wain,Cpn		N
82381 163388 GWRL	**Rosewood** (*ex*Stegg–34) *OilEng.* ssShl.No.1–35 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5989 5276 3548	✠100A1 4,39 ~~DBS4,39~~ *CarryingPetr* DBS4,40	Shl ✠LMC9,35 *oleum*	*z* *in*	CL 3,39 *bulk*	1931 7mo *Lloyd*	Armstrong Whitworth&Co.(Shipbuilders)Ld. Newcastle '*sA&CP C*	Oil&Molasses Tankers,Ld.(J.I.Jacobs&Co.Ld.*Mgrs.*) *ellDBuE*56′171*tD*	396·1 P97′B29′F36′ FK *Trunk*238′ *Tf*34′347*tFPT*135*t*	55·1	32·1	London British 14*BHptCem* (9 *to U dk* 5 „ 2*nd* „) *APT*121*t*	Oil Engines 2S.C.SA 6Cy.23⅝″–41¾″ 583NHP 2DB*180lb* Armstrong,Whitworth&Co.(Engineers)Ld.Nwc	32 ″ 0 s 5 ″ 5½ 26 ″ 9½	
82382 YTDV	**Rosina Topić** (*ex*Trevider–33) ssSpt.2ndNo.3–4,39 D.F. 1*Dk*(*pt Irn pt Stl*) Now "Picotee," *see No.* 89582 *in Supplement*	*4299* *4015* *2730*	✠100A1 7,39 MS8,38	Rot ✠LMC BS1,39	*x*	CL ~~8,38~~ 11,40	1913 5mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	"Ilirija" NavigationCo.Ld.(Ant.Topic,*Mgr.*) *CellD*	369·9 P33′B226′F34′ FK *Ba*119′ *uE*23′ *f*163′	51·1	26·1	Susak Yugoslav 6*BHCem* 987*tAPT*62*t*	T.3Cy.26″,42″&69″–48″ (*r*) 180lb *178lb* 385NHP NDB12*refitted*34 2SB,6*cf*,GS132,HS6330 JReadhead&Sons,Ld.SShl	27 ″ 8 s 3 ″ 10½ 24 ″ 1½	
82383	**Rosita** (*ex*ElihuThomson, *ex*Italia) Iron 1*Dk*(*Irn*)&*Spar dk*&*Web frames* *Fitted for oil fuel*	896 — 648	✠ 3,91 ✠	Nwc	*l*		1888 9mo	W.Dobson &Co. Newcastle	ExpresoMaritimo S.A. *DBa*5	195·1 H20*t* 20·6 1′*f*79′132*tAPT*30*t*	28·0	13·6	Callao Peruvian 4*BHAsp*	T.3Cy.15″,23″&40″–30″ 88NHP N.E.MarineE.Co.Ld.Nwc.	21 ″ 8	
82384 7200 SEYA	**Roslagen** ssRot.No.3–9,37 1*Dk*(*Stl*) *Cargo battens not fitted*	*1845* *1621* *1057*	✠100A1 8,39 MS9,37	Sbg ✠LMC BS5,39	*r*	OG 9,37	1925 5mo A&CP	Akt.Lindholmen-Motala Gothenburg	Rederiaktieb. Roslagen(P.G.Thulin,*Mgr.*) *CellDB*	262·0 P24′B67′F28′ FK 224′502*tAPT*41*t*	42·7	18·1	Stockholm Swedish 4*BHptCem* *ptAsp*	T.3Cy.21″,33″&55″–36″ (*s*) 185lb FD 238NHP 2SB(Spt),6*cf*,GS100,HS3370 Akt.Lindholmen-Motala	20 ″ 6 s 2 ″ 8½ 18 ″ 0½	
82385 119093 ~~MGMX~~ MQMX	**Roslea** (*ex*TheMonarch) 3Mst ssBel.2ndNo.3–7,30 *Mchy.Aft* ssBel.No.~~1–34~~ 2–40 *Well deck* 1*Dk*(*Stl*)	642 436 255	✠100A1 8,40 BS8,40 ✠LMC9,38	Bel	*i*	OG 9,39	1904 2mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	Williamstown ShippingCo.Ld.(CombenLongstaff&Co.Ld.*Mgrs.*) *C*	185·0 Q101′B10′F34′ BK7½″ *ellDBf*99′145*tFPT*	27·6	10·8	London British 3*BHCem* 57*tAPT*10*t*	C.2Cy.19½″&44″–30″ (*s*) 130lb 80RHP 1SB,3*pf*,GS62,HS1543 Muir&Houston,Ld.Gls.	13 ″ 7 s 4 ″ 10½ 13 ″ 8	
82386 164448 GYJZ	**Roslin Castle** ssSou.No.1-39 *OilEng.* D.F. *Ref.Mchy.* 4*Dks* *CruiserStern*	7016 6265 4260	✠100A1 ~~5,40~~ ~~5,39~~ 5,41 DBS5,39 ✠LMC CS6,40 6,40	Sou Mch ~~✠LMC5,35~~	*b*† 2$\frac{1}{16}$	CL ~~4,38~~ 5,40	1935 5mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	Union-CastleMail S.S.Co.Ld. *Duct keel fwd. of* *CellD*	426·5 443·5(O.L.) B129′F45′ FK *mchy space* *B*352′1321*tFPT*54*t*	61·3	32·0	London British 7*BH* *APT*128*t*	Oil Engines 2S.C.DA 8Cy.24$\frac{7}{16}$″–55⅛″ 1643NHP DB*100lb* Harland&Wolff,Ld.Bel.	36 ″ 9 s 7 ″ 8 29 ″ 3½	
82387 161596 GYWF	**Ross** *OilEng.* D.F. 1*Dk*&*Shelterdk* *Cruiser Stern* *Tonnage opening closed* '41(*W.E.*)	4978 4624 3066	✠100A1 *withfreeboard* Examined 6,41 ✠LMC6,36 ✠LMC(M)11,38	~~Bry~~ Hul	*a*† 2	CL 11,38	1936 6mo *Lloyd*	W Doxford &Sons,Ld. Sunderland '*sA&CP*	B.J.Sutherland&Co.Ld. *CellDB*346′1174*t*	423·7 FK *MT*1236*tAPT*177*t*	54·2	26·1	Newcastle British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.20½″–81½″ 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	~~28 ″ 8~~ ~~s 8 ″ 4½~~ ~~25 ″ 6~~ 37 ″ 3 s10 ″ 11½ 26 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L. R. Date of R. of Trade Cert.
82388 52 ICFG	**Rossini** Ⓟ *OilEng.* ssTri.No.2-36 2*Dks*(*Stl*)	2425 1835 1420	✠100A1 12,39 ✠LMC CS11,36 DBS8,39 2,39	Tri	*s*	CL 4,39	1928 8mo *Lloyd*	Cant.Nav. Triestino Monfalcone '*sA&CP*	"Tirrenia"Soc. Anon.diNav. *CellDB*205'40	294·0 284·4 P29'B84'F36' 4t*FPT*58t*APT*57t	40·2	21·1 FK	Fiume Italian 6*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-43$\frac{5}{16}$" 357NHP DB*100lb* StabilimentoTecnico,Tri.	23 ″ 4 s 3 ″ 1$\frac{3}{4}$ 20 ″ 5$\frac{3}{4}$	
55/41 82389 124166 MCPZ	**Rossmore** 3Mst ssFal.2ndNo.3-7,32 ssCff.No.2-40 ~~ssFal.No.1-37~~ *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	627 419 253	✠100A1 12,40 ~~3,39~~ ~~DBS5,39~~ ✠LMC~~6,37~~ 12,40	Fal Cff	*j*	CL 2,39	1907 3mo *Lloyd*	Murdoch& Murray PortGlasgow '*sA&CP*	County of Cornwall Shippg.Co.Ld. (J.Hampton *Mgr.*)	180·2 Q103'B11'F33' *DB f*94' 150t *FPT*	27·6	11·0 FK	Cardiff British 3*BHCem* 53t*APT*12t	C.2Cy.20$\frac{11}{16}$"&44"-30" (*s*) 130lb 80RHP 1SB,3*pf*,GS59,HS1768 Ross&Duncan,Glasgow	13 ″ 8 s 4 ″ 3$\frac{3}{4}$ 13 ″ 5$\frac{1}{4}$	
82390 PHDY	**Rossum** ssAms.No.2-36 D.F. 1*Dk*(*Stl*)	2118 1892 1255	✠100A1 9,39 ✠LMC MS11,36 BS~~8,39~~ 7,40	Sch	*s*	CL 9,37	1928 3mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel '*sA&CP*	Stoomv.Maats. "Oostzee"(Vinke &Co.*Mgrs.*) *CellD*	281·3 P22'B64'F22' B242' 542t *FPT*62t	42·7	19·3 FK	Amstrdam Dutch 4*BHCem* *APT*54t	T.3Cy.21",34$\frac{1}{2}$"&57"-36" (*s*) 210lb 248NHP 2SB,6*cf*,GS106,HS4054 ArnhemscheStoomsleepshellingMij.Arnhem	21 ″ 4 s 3 ″ 1$\frac{3}{4}$ 18 ″ 3$\frac{3}{4}$	
82391 LETE	**Röst** Ⓟ 1*Dk*&*Awng dk*	379 334 210					1898	Trndhjems Mek.Værkst. Trondheim	Vesteraalens Dampskibsselskab	147·5 H45t	21·1	15·4 *WB*	Stokmarknæs Norwegian	T.3Cy.12$\frac{1}{2}$",20$\frac{1}{2}$"&33"-21" NB12 50NHP Trondhjems M.V.Trndhm.		
82392 LETF	**Rösten** (*ex*Gripen,*ex*Comp.Stm.) *Mchy.Aft* 1*Dk*	737 594 393					1920	A/B Östersjövarfvet Norrköping	TönsbergsRederi A/S(Rafen& Loennechen, *Mgrs.*)	187·8 P70tH17tF24t	30·1	12·7 *WB*	Tönsberg Norwegian	T.3Cy.14$\frac{3}{16}$",22"&39"-23$\frac{5}{8}$" 62NHP A/B.GötaverkenGot.		V
82393 7656 SGDI	**Rota** 1*Dk*	*1115* *778* *595*					1930	Verein.Sthl Nordseewrke Emden	Stockholms Rederiaktieb.Svea (Eman.Högberg *Mgr.*)	215·7 P14'Q49'B45'F35'	34·9	13·1 *WB*	Stockholm Swedish	T.3Cy.17$\frac{3}{4}$",29$\frac{1}{2}$"&46"-31$\frac{1}{2}$" 119NHP A.Borsig,G.m.b.H.Berlin		G
82394 167437 MNYY	— 1*Dk*&*Shelter dk* Wireless D.F. *Ref.Mchy.*	840 673 430					1923	Deutsche WerkeA.G. Kiel	Ministry of Shipping(Ellerman's WilsonLine,Ld. *Mgrs.*)	231·9	34·1	13·6 *WB*	London British	T.3Cy.20",32"&52$\frac{1}{2}$"-35" 165NHP DeutscheWerkeA.G.Kiel		V
82395 DOGT	**Rotenfels** E.S.D. *OilEng.* Sub.Sig. *CruiserStern* 2*Dks*	7854 7308 4854					1927	Akt.Ges. "Weser" Bremen	DeutscheDampfs. Ges."Hansa"	472·9 P121'B144'F90'	60·5	31·8 *WB*	Bremen German	Oil Engines 2S.C.DA 6Cy.27$\frac{9}{16}$"-47$\frac{1}{4}$" 1585NHP A.G."Weser,"Bremen		G
82396 128883 GLDV	**Rother** ssGoo.2ndNo.3-9,39 *Ref.Mchy.* 1*Dk*(*Stl*) Wireless D.F.	986 817 403	✠100A1 3,41 ~~9,39~~ ✠LMC9,39 BS4,41	Goo	*o*	OG ~~N4,37~~ 3,41	1914 5mo *Lloyd*	ClydeS.B. &Eng.Co.Ld. Pt.Glasgow '*sA&CP*	LondonMidland& ScottishRly. (AssociatedHumberLines,*Mgrs.*) *CellDBa*51'	240·0 P38'B88'F37' *uE*23'*f*92'197t*FPT*	34·1	15·3 FK	Goole British 5*BHCem* 13t*APT*28t	T3Cy.22$\frac{3}{16}$",36"&61"-39"(*r*) 180lb 349NHP 2SB,6*cf*,GS120,HS5370 FD ClydeSB.&Eng.Co.Ld.PGl	16 ″ 4 s1 ″ 10$\frac{1}{2}$ 14 ″ 7	
47/41 82397 172631 VOCS	**Rothermere** D.F. E.S.D. 1*Dk*&*Shelter dk*	5356 4756 3070	✠100A1 *withfreeboard* 3,41 ~~1,40~~ ✠LMC12,38 *Fitted for oil*	Mch Lon *fuel* 1	*a*† 2 2,3	CL 8 *F.P.*	1938 12mo *Lloyd* *above*	C.Connell Co.Ld. Glasgow '*sA&CP* 150° F.	Anglo-NewfoundlandS.S.Co.Ld. (DonaldsonBros.& Black,Ld.*Mgrs.*) *OneIntermediate* *CellDB*350'	421·2 434·0(O.L.) F34' *BH dispensed with* 48t *Tanks at sides*	56·5	25·7 FK *Coll*	SJhnsNFL British *Cem* *BH toSh dk* 5 ,, ,, *2nd*,, *of tunnel*	Q.4Cy.23",31$\frac{1}{2}$",45$\frac{1}{2}$"&65"-48" 220lb (*s*) 489NHP 3SB(Spt)9*cf*,GS184,HS7350 FD D.Rowan&Co.Ld.Gls. 54'285t*FPT*178t*APT*165t	28 ″ 9 s3 ″ 3$\frac{3}{4}$ 25 ″ 8	
82398 161598 GZDY	**Rothley** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	4996 4627 3062	✠100A1 *withfreeboard* 9,40 ~~12,39~~ ✠LMC12,36 ✠LMC(M)3,39 *CarryingVeg*	Bry Sld *etable*	*a*† 2 *oil*	CL 12,39 *in deep*	1936 12mo *Lloyd* *tank*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	TheWhalton ShippingCo.Ld. (Stephens,Sutton, Ld.*Mgrs.*) *CellDB*346'1174t	423·3 439·3(O.L.) *MT*1236t*APT*177t	54·2	26·1 FK (	Newcastle British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20$\frac{1}{2}$"-81$\frac{7}{8}$" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	37 ″ 3 s10 ″ 11$\frac{1}{2}$ 26 ″ 6	
82399	**Rotna** Ⓟ *Oil Eng.* 2*Dks* *CruiserStern*	1850					1940	Akt.Burmeistr&Wain Copenhagen	A/S Dampskibslsk. paaBornholm af 1866(ThorkilLund *Mgr.*)	259·0	41·0	23·6	Rönne Danish	Oil Engines 2S.C.SA 7Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 478NH Akt.Burmeistr&Wain,Cpn		
191/40 82400 132607 GLYQ	**Rotorua** Ⓟ TwinSc5Mst (*ex*Shropshire) ssLon.2ndNo.3-5,35 *Ref.Mchy.* ssLon.No.1-39 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws) E.S.D.	10890 8602 6784	✠100A1 *Shelter dk* *withfreeboard* 7,40 ~~3,39~~ BS7,39 ✠LMC8,38 ✠Lloyd'sRMC~~2,40~~ 7,40 *Fitted for oil*	Lon *fuel* 3,	*g*† 23	CL ~~4,37~~ 7,40 *F.P. a*	1911 9mo *Lloyd* *bove* 1	J.Brown &Co.Ld. Clydebank '*sA&CP* 50° F.	NewZealand ShippingCo.Ld. *CellDB* *a*102'*uE*&*B*112'	526·4 544·0(O.L.) *f*228'1681t*FPT*136	61·4	33·3 FK	Plymouth British 8*BHCem* t*APT*118t	Q.8Cy.25",35$\frac{1}{2}$",51"&72"-51" 215lb (*s*) FD 1264NHP 2D&2SB24*cf*GS473HS19432 J.Brown&Co. Ld.Clydebnk	36 ″ 6 s 6 ″ 8$\frac{3}{4}$ 29 ″ 11$\frac{3}{4}$	BT till ~~7,40~~ 10,40
82401 PHEG	**Rotterdam** Ⓟ TwinSc ssRot.2ndNo.3-12,34 D.F. Sub.Sig. 4*Dks*(*StlU,M&L-ptws*) *Lower Orlop dk in Nos.*1,2,3&4 *holds* GyC. (TO BE BROKEN UP)	24149 17293 15056	✠ 12,38 ✠	Rot	*q*†		1908 6mo *CellD*	Harland& Wolff,Ld. Belfast *Ba*170'*uE*&*B*	188'*f*205'3073t*DT*	650·5 B&F535' *f*59'1636t*FPT*197t	77·4	43·5 FK&BK2$\frac{1}{2}$"	Rottrdam Dutch 12*BHptCem* *APT*92t	Q.8Cy.33",47",68"&97$\frac{1}{2}$"-60" 2451NHP 8D&2SB,54*cf*,GS1116, HS46436 Harland&Wolff,Ld.Belfast	47 ″ 4	
82402 PHEI	— TwinSc *Mchy.Aft* *OilEng.* ssRot.No.3-9,37 Sub.Sig. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. &*Web frames* *CruiserStern* *Longitudinal framing*	8968 8463 5027	✠100A1 *Shelter dk* *withfreeboard* 3,41 ~~8,39~~ ✠LMC CS11,37 DBS~~8,39~~1,41 ~~10,39~~1,41 *CarryingPetr*	Sch Gls *oleum*	*in*	CL S9,38 P8,39 *bulk*	1925 10mo *Lloyd*	Frd.Krupp Act.Ges. Kiel '*sA&CP*	N.V.Petroleum IndustrieMaats. *CellDBuE*64' 135t *DTf*36'315t*D*	469·8 B33'F39' *Ta*21'108t*FPT*186t	63·3	35·3 FK 18*BH*	The Hague Dutch *ptCem ptAsp* (13 *to U dk*) *APT*106t	Oil Engines 4S.C.SA 12Cy.25$\frac{9}{16}$"-39$\frac{3}{8}$" 2WTDB*200lb* 763NHP 2DB70lb Frd.KruppA.G.Kiel	35 ″ 6 s 8 ″ 7$\frac{1}{2}$ 27 ″ 2$\frac{3}{4}$	
82403 PHES	**Rotula** *OilEng.* ssBat.No.1-39 D.F. 1*Dk 2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *Longitudinal framing at bottom & at deck*	7981 7237 4747	✠100A1 4,40 ✠LMC CS7,39 DBS1,39 7,39 *CarryingPetr*	Bat *oleum*	*c*† *in*	CL 5,38 *bulk*	1935 5mo *Lloyd*	NVNederl. Schps.Maats. Amsterdam '*sA&CP*	N.V.Petroleum Maats."La Corona" *Cell DBuE*64' 157t *DT*	462·9 483·0(O.L.) P93'B47'F48' *f*25'264t *FPT*135t	59·3	33·9 FK	TheHague Dutch 15*BH* *APT*83t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 502NHP DB*180lb* Werkspoor.N.V.Ams.	34 ″ 0 s 6 ″ 9 27 ″ 5	
82404																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Total. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15
82405 FNWG	**Roubaisien** 2*Dks*	3152 2919 1970	✠ ... 6,25	✠			1921 5mo	J Readhead &Sons,Ld. S.Shields	Cie.desBateaux à Vapeur duNord (Soc.Anon.deGérance et d'Armement,*Mgrs.*)	331·2 P30′B170′F33′	47·2	22·1 FK	Dunkirk French *WB*	T.3Cy.23½″,39″&65″–45″ 307NHP J.Readhead&Sns,Ld.S.Shl	24 ″ 5	V †
82406 FOYH	**Rouen** Ⓟ **TrpSc** *Fitted for oil fuel* D.F. 2*Dks*	1882 1520 683					1912	Forg.&Ch. de la Médit. Havre	Chemins deFer de l'EtatFrançais (SouthrnRly.*Mgs*)	293·3	34·7	21·4	Dieppe French *WB*	3 Steam Turbines Forg.&Ch.de la Médit.Hav.		V
82407 FNQH	**Rouennais** (*ex*Malgache–37, *ex*PortdeCherbourg, *ss*Npt.No.2–20 *ex*Malgache,*ex*Baymano, *ex*CayoRomano) 2*Dks&deep framing* D.F.	3777 3468 2339	✠ ... 3,22	✠			1911 10mo	W.Dobson &Co. Newcastle	UnionMaritime Soc.Anon.(Soc. Anon.de Gérance et d'Armement *Mgrs*)	354·2 P49′B112′F37′	47·8	25·9 FK	Dunkirk French *WB*	T.3Cy.25″,41″&68″–45″ 371NHP N.E.MarineEngCoLd.Nwc	28 ″ 5	V †
117/40 82408 793 SZMI	**Roula** (*ex*Sundbri–34, *ex*Europa) 1*Dk*	*1044* *820* *587*					1899	Bergens Mek.Værks. Bergen	MichailA.Karageorgis	223·2 Q108′B24′H16*t* F24′	32·3	13·1	Piræus Greek *WB*	T.3Cy.15¾″,25″&42″–30″ 97NHP BergensMek.Værks.Bgn.		V
82409 ORYA	**Roumanie** (*ex*Pyrgos,*ex*Horncap, *ex*Haimon) 2*Dks*	*3563* *3383* *2256*					1906	Flensburgr Schiffsb.Ges. Flensburg	CieNationaleBelge deTransportsMar. (AgenceMaritime InternationaleS.A. *Mgrs.*)	341·7 H24′	48·7	17·2 25·0	Antwerp Belgian *WB*	T.3Cy.20$\frac{1}{16}$″,34½″&61″–39⅜″ 236NHP FlensburgerSchiffsb.Ges.		V
82410 FPGL	**Roussillon** (*ex*HaraldBrøvig–38) *CarryingPetroleum in bulk* *OilEng.* D.F. E.S.D. 1*Dk,2nd dk in mchy.space* *Mchy.Aft* *CruiserStern* *Part electrically welded*	9967 9191 5906	✠ ... 10,38	Bkn ✠	*e*†		1936 12mo	Bremer Vulkan Vegesack	Soc.Française de Transports PétroliersS.A. *CellDBuE75′218t*	492·9 P113′F75′ *DTf43′715tFPT16*	66·1	36·4 FK	Havre French 12*BHptCem* 4*tAPT258t*	Oil Engines 2S.C.DA 6Cy.23⅝″–43$\frac{5}{16}$″ 1167NHP BremerVulkan,Vegesack	35 ″ 11	V †
82411 149901 GLWR	**Rovuma** **TwinSc** *ss*P.Nl.No.3–3,40 Wireless 2*Dks(Stl–Wthr dk* teak s)	1289 1190 739	✠100A1 *withfreeboard* 3,40 MS11,39	PNl ✠LMC BS3,40	*n*	CL 6,39	1927 9mo *Lloyd*	Ardrossan Dkyd.Ld. Ardrossan '*sA&CP* *Cell*	Union-CastleMail S.S.Co.Ld. *DB168′ 240t FPT*	211·8 *46tAPT31t*	35·1	19·1 FK *Coll*	London British 4*BHCem* *BH to W dk*	T.6Cy.11¼″,18¾″&31″–21″ 180lb (*s*) 125NHP 2SB,4*cf*,GS63,HS2357 W.Beardmore&Co.Ld.Gls	21 ″ 0 s 8 ″ 0½ 13 ″ 4¾	
82412 167199 GRRK	**Rowallan Castle** *OilEng.* D.F. 4*Dks* *Ref.Mchy.* *CruiserStern*	7798 6963 4728	✠100A1 7,40 ~~11,39~~	Sou Liv ✠LMC3,39	*d*† $2\frac{3}{16}$	CL	1939 3mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	Union-CastleMail S.S.Co.Ld. *D* *CellDB335′1114t* *of tunn*	457·4 474·2(O.L.) B121′F48′ *uct keel forward of* *Tanks at sides* *el 45′326t FPT46t*	63·3	34·3 FK	London British 7*BHptCem* *mchy.space* *APT126t*	Oil Engines 2S.C.DA 8Cy.24$\frac{7}{16}$″–55⅛″ 1643NHP DB*100lb* Harland&Wolff,Ld.Bel.	37 ″ 0 s8 ″ 0½ 29 ″ 2½	
82413 160292 MJML	**Rowan** *ss*Bel.No.2–40 ~~*ss*Bel.No.1–36~~ *Mchy.Aft* 1*Dk(Stl)* *Well deck* *Cargo battens not fitted*	500 348 188	✠100A1 ~~6,40~~ ~~1,39~~ 7,40 BS~~1,39~~ 2,40	Bwg Bel ✠LMC~~5,38~~ MS6,40	*h*	CL ~~9,38~~ 5,40	1932 2mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld.*Mgrs.*) *Cell*	167·0 173·0(O.L.) Q97′B9′F23′ *DB88′100t FPT47t*	25·6	10·0 BK7″	Newry British 3*BHCem* *APT47t*	T.3Cy.13½″,23″&38″–27″ (*s*) 200lb 86RHP 1SB,3*cf*,GS60,HS2000 Aitchison,BlairLd. Clydebank	12 ″ 1 s 4 ″ 2½ 12 ″ 6¼	
18/41 82414 14750 GCQD	**Rowanbank** (*ex*KingHowel–37, *ex*Cephalonia, *ss*Shl.No.3–9,31 *ex*Stathis) *ss*Shl.No.1–36 2*Dks(Stl)*	5159 4767 3145	✠100A1 Examined 10,40 Ard BS~~7,39~~ 5,40	~~Sws~~ ✠LMC~~5,36~~ 7,39	*y*	CL 7,38	1919 10mo *Lloyd*	Taikoo Dkyd.&E.Co. ofH.KngLd. HongKong '*sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*	400·2 P47′B113′F40′ *344′1108t FPT123t*	52·3	28·5 FK	Glasgow British 7*BHCem* *APT175t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD TaikooDkyd.&Eng.Co of HongKong,Ld.	31 ″ 0 s 5 ″ 11½ 25 ″ 3	
82415 166248 MMWQ	**Rowanfield** *Mchy.Aft* 1*Dk* *CruiserStern*	495 331 205	✠100A1 3,39	Liv ✠LMC9,38	*g*	CL	1938 9mo *Lloyd*	LythamSB &E.Co.Ld. Lytham '*sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·5 148·5(O.L.) P50′Q35′F20′ *FPT61tAPT37t*	27·2	11·4 BK6½″	Liverpool British 3*BHCem*	T.3Cy.12⅝″,21″&36″–24″ 200lb (*s*) 72RHP 1SB,2*cf*,GS38,HS1637 FD LythamS.B.&E.Co.Ld.	12 ″ 6 s4 ″ 0 12 ″ 9½	
82416 120718 KJWV	**Rowe** **Wood** 1*Dk*	476 — 394					1888	Manitowoc S.B.Corp Manitowoc, Wis.	H.C.Rowe&Co.	142·8	30·0	10·6	Nw.Haven, Con. Utd.States	C.2Cy.17″&34″–26″ NB12 49NHP ManisteeIronWorks, Manistee,Mich.		
82417 174213 ~~FORN~~ BFVJ	**Roxane** **TwinSc** *CruiserStern* *OilEng.* *Mchy.Aft* *Longitudinal framing* 1*Dk* D.F. *CarryingPetroleum in bulk*	7813 7024 4185					1929	Atel.&Ch. duSudOuest Bordeaux	~~Cie.Auxiliare de Nav.~~ Ministry of Shipping(British TankerCo.Ld. *Mgrs.*)	445·4 P103′B35′F54′	62·1	34·2	Cardiff British *WB*	Oil Engines 4S.C.SA 12Cy.21$\frac{11}{16}$″–59$\frac{1}{16}$″ 532NHP Akt.Burmeistr&Wain,Cpn		V
82418 165481 GZSP	**Roxburgh Castle** *OilEng.* 4*Dks* *Ref.Mchy.* *CruiserStern*	7801 6963 4738	✠100A1 ~~6,40~~ ~~11,39~~ 2,41	Gls Liv ✠LMC6,37	*d*† $2\frac{3}{16}$	CL 1,41	1937 6mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* *CellD*	Union-CastleMail S.S.Co.Ld. *B335′1114t* *D* *Tanks at sides of*	457·1 474·2(O.L.) B131′F48′ *uct keel forward of* *tunnel 45′326tFPT*	63·3	34·3 FK	London British 7*BHptCem* *mchy.space* *46tAPT126t*	Oil Engines 2S.C.DA 8Cy.24⅝″–55⅛″ 1642NHP DB*100lb* Harland&Wolff,Ld.Bel.	37 ″ 0 s 8 ″ 0½ 29 ″ 2½	
82419 139228 GBWT	**Roxby** *ss*Bry.No.3–10,35 D.F. *ss*Shl.No.1–39 1*Dk(Stl)*	4252 3975 2605	✠100A1 ~~7,40~~ ~~12,38~~ ~~2,41~~ 7,41 BS~~3,40~~ 4,41	Hul ~~Cf~~ Npt ✠LMC3,39	*y*	CL ~~6,37~~ 7,40	1923 6mo *Lloyd*	RopnerSB &RepairngCo (Stocktn) Ld Stockton '*sA&CP*	RopnerShppngCo. Ld. *CellDBa136′u*	378·0 389·8(O.L.) P50′B&F298′ *E21′f155′965tFPT*	53·0	24·6 FK	W.Hartlpl British 6*BHCem* *76tAPT206t*	T.3Cy.24½″,41″&68″–48″ (*s*) 180lb ~~[illegible]~~ 364NHP 2SB(Spt),6*cf*,GS140,HS5836 J.Dickinson&Sons,Ld.Sld.	27 ″ 0 s 3 ″ 1½ 24 ″ 1½	
82420 6749 SDZN	**Roxen** (*ex*Athaulf) *ss*Got.No.3–5,28 *ss*Got.No.2–36 D.F. 1*Dk(Stl)&Shelter dk* [illegible] ws) Now 'Sigyn,' see No. 90021 in Supplement	*4528* *4039* *2709*	✠100A1 *Shelter dk* *withfreeboard* 4,40 ~~10,39~~ ~~BS12,38~~ *Fitted for oil*	Got BS4,40 ✠LMC12,36 *fuel* 9,21	*y*	OG 1,39 *F.P. a*	1921 9mo *Lloyd* *bove 1*	Akt.Lindholmen-Motala Gothenburg '*sA&CP* 50° F.	RederiA/B Transatlantic(G.Carlson,*Mgr.*) *CellDB*	377·8 393·6(O.L.) F38′*on Shelter dk* *Collisio* *269′1145tAPT86t*	54·2	24·4 FK	Gothenbrg Swedish *ptCem* *nBHtoShdk* 5 ″ ″ *U* ″	T.3Cy.27″,44⅝″&72⅞″–48″(*s*) 185lb FD 455NHP 3SB(Spt) 9*cf*,GS144,HS6150 Akt.Lindholmen-Motala	27 ″ 0 s 2 ″ 11⅜ 24 ″ 2½	
82421 LJBY	**Roy** (*ex*Danae–35) *ss*Nwc.No.3–3,33 *ss*Shl.No.1–37 *Well deck* D.F. 1*Dk(Stl)* *Cargo battens not fitted*	1768 1327 969	✠100A1 ~~2,40~~ 11,40 BS~~6,39~~ 11,40	Bgn Sws. ✠LMC7,37	*q*	CL 10,38	1921 6mo *Lloyd*	C.Rennoldson&Co. SouthShields '*sA&CP*	A/S D/S"Ask" (A.Kjerland, *Mgr.*) *DBa38′CellD*	270·2 279·7(O.L.) P *on*Q22′B54′Q106′ F22′ *B192′585tFPT74t*	37·5	16·3 FK	Bergen Norwegian 4*BHCem* *APT106t*	T.3Cy.21″,34″&56″–36″ (*s*) 190lb 244NHP 2SB,6*cf*,GS108,HS4224 N.E.MarineEng.Co.Ld.Sld	18 ″ 6 s 1 ″ 6½ 17 ″ 2	
82422 LEXG	**Royal** (*ex*Sortland–39,*ex*Ferm, *ex*HollandiaII,*ex*Falkaas) 1*Dk*	759 565 422					1918	N.V.Werf Zeeland Hansweert	SkibsA/SRoyal (Alfr.I.Thommessen)	179·0 Q58*t*B58*t*F24*t* H34*t*	30·2	12·5	Arendal Norwegian *WB*	T.3Cy.15½″,25½″&47½″–27″ 117NHP Schippers&v.Dongen		N

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82423 TVHE	**Royal** Fitted for oil fuel Mchy.Aft 1Dk Carrying Petroleum in bulk	336 — 151					1924	Ch.&Atel. de laGironde Harfleur	Cie.Fluviale et Mar. deTransp. dePétrole(Soc. Anon.desPétroles Jupiter, Mgrs.)	179·8	25·9	10·8	Havre French	C.2Cy.12"&24"–18" 20NHP McKie&Baxter,Glasgow		V
82424 ~~214581~~ ~~WSCU~~ HPQY	**Royal Arrow** ssN.Yk.No.3-5,29 ssBal.No.2-37 Mchy.Aft 2Dks(Stl)&Shelter dk(Stl)& Webframes D.F. Longitudinal framing	~~7794~~ ~~7385~~ ~~4806~~ 7790 7210 4800	✠100A1 Shelter dk withfreeboard ~~5,40~~ ~~4,40~~ 5,41 ~~BS4,40~~ ✠LMC8,37 BS9,40 Carrying Petroleum in bulk Fitted for oil fuel 12,16 F.P. above 150° F.	NYk ~~Bal~~ Phl	d†	CL N6,39	1916 12mo	NewYork S.B.Co. Camden, N.J. A&CP	~~Socony-Vacuum OilCo.Inc.~~ BrilliantTransportationCo.S.A. CellDBa23'uE&B76'463tDTf40'441tFPT229tAPT131t	467·6	62·7	32·0 FK	Panama Pnamanian 16BH (10 ,, toUdk 6 ,, ,,2nd ,,)	Q.4Cy.24⅛",35",51"&75"–51" 220lb (r) 568NHP 3SB,9cf,GS177,HS7804 FD NewYorkSB.Co.Cmdn,NJ	32 " 0 s4 " 2 28 " 1	
4/41 82425 149440 GCQX	**Royal Crown** ssHul.No.3-1,40 ~~ssShl.No.2-36~~ D.F. 1Dk(Stl) &Shelter dk(Stl)	4388 4105 2629	✠100A1 withfreeboard 7,40 ~~2,39~~ ~~BS3,39~~ ✠LMC~~3,36~~ 7,40	Bkn Shl	z	CL ~~1,38~~ 4,40	1927 8mo	W.Dobson &Co. Newcastle Lloyd'sA&CP	HallBros.S.S.Co. Ld.(HallBros. Mgrs.) CellDB348'1188tFPT120tAPT198t	400·4 F39	53·0	25·3 FK	Newcastle British 6BHCem (CollBHto Sh dk 5 ,, ,,2nd,,)	T.3Cy.25½",42"&70"–48" (s) 180lb 410NHP 3SB(Spt)9cf,GS178,HS6900 N.E.Mar.Eng.Co.Ld.Nwc.	27 " 10 s3 " 3 24 " 10	
82426 167210 GSGL	**Royal Daffodil** Ⓟ TwinSc OilEng. 1Dk CruiserStern	2060 938 1046	✠ A– withfreeboard ~~5,40~~ ~~6,09~~ 10,40 ~~6,40~~ ✠LMC5,39 Corresponding to a moulded draught of 8' 3" For service between London, Cherbourg & Hook of Holland, from May to September	Lon ~~Sou~~ Bel		CL SN5,40	1939 5mo	WmDenny &Bros.Ld. Dumbarton	GeneralStm.Nav. Co.Ld.	299·7 313·0(O.L.) B&F288'	50·1 54·0	9·9 BK6"	London British 10BHAsp FPT24t	Oil Engines 2S.C.SA 24Cy.14$\frac{3}{16}$"–23$\frac{5}{8}$" 841NHP Wm.Denny&Bros,LdDmb	12 " 6 s4 " 5 8 " 9	
82427 162702 MJMY	**Royal Eagle** Ⓟ Pad 1Dk&Promenadedk Fitted for oil fuel	1539 779 794	✠ 5,35 ✠	Lon			1932 4mo	Cammell Laird&Co.Ld. Birkenhead	GeneralStm.Nav. Co.Ld. CellDBaft of EngineRoom12'11t	292·1 Promenade dk281'	36·7	10·5 BK5"	London British 9BHptAsp ptCem	T.D.3Cy.28½",44"&68"–60" 485NHP 2SB,8cf, ,HS6620 CammellLaird&Co.Ld.Bkn		
82428 165781 GDSC	**Royal Emblem** D.F. · E.S.D. 1Dk&Shelter dk CruiserStern Tonnage opening closed '41(W.E.)	4900 4355 2762	✠100A1 withfreeboard ~~7,40~~ ~~2,40~~ 5,41 ✠LMC2,40	Sld ~~Hul~~ Shl	a†	CL 9,40	1940 2mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	HallBros.S.S.Co. Ld.(HallBros. Mgrs.) CellDB289'975t Tanks at sides of tunnel 390t	415·1 431·8(O.L.) F36'	58·2	24·8 FK	Newcastle British 7BHCem (Coll toSh dk 6 ,, 2nd ,,) FPTs324tAPT145t	T.3Cy.23",38"&65"–42" 220lb Rht. (s) 365NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS116,HS5075 N.E.MarineEng.Co.(1938) Ld.Sld.	~~27 " 10~~ ~~s3 " 0½~~ ~~25 " 0~~ 36 " 4 s10 " 6¾ 26 " 0	
82429 148242 GDXY	**Royal Fusilier** Ⓟ E.S.D. 2Dks	2187 1383 1094					1924	CaledonS. B.&E.Co.Ld. Dundee	London&EdinburghShippingCo. Ld.	290·2 P51'B102'F63'	41·2	18·0	Leith British WB	T.3Cy.26",42"&70"–45" 339NHP CaledonSB.&E.Co.Ld.Dun		C BT till 4,40
82430 161816 MPSB	**Royal Scot** ssLth.No.2-38 E.S.D. 1Dk(Stl–pt ws) 2nd dk in holds	1444 1143 595	✠100A1 4,41 ~~6,39~~ ✠LMC MS12,37 BS~~6,39~~8,40	Lth	q	CL ~~6,39~~ 4,41	1930 3mo	CaledonS. B.&E.Co.Ld Dundee Lloyd'sA&CP	London&EdinburghShippingCo. Ld. CellDBa&uE69'f92'210tFPT25t	260·8 271·3(O.L.) P38'B92'F64'	38·3	17·3 FK&BK1¼"	Leith British 5BHptCem ptAsp	T.3Cy.22½",37"&60"–42" (r) 180lb 120lb 356NHP 2SB,6cf,GS138,HS5543 FD CaledonSB.&E.Co.Ld.Dun	18 " 6 s2 " 0 16 " 10¾	
82431 164080 GYTM	**Royal Scotsman** Ⓟ TwinSc OilEng. D.F. E.S.D. 2Dks CruiserStern	3244 1600 1435	✠100A1 withfreeboard 4,39 ✠LMC6,36 For Channel Service	Bel		OG P3,38 S3,39	1936 6mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	Burns&Laird Lines,Ld. CellDB214'435tDTf18'	327·9 P65'B154'F76' UpperB145'	47·7	13·6 FK	Glasgow British 8BHptCem 86tAPT44t	Oil Engines 2S.C.SA 16Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 1077NHP DB100lb Harland&Wolff,Ld.Bel.	17 " 9 s3 " 10 14 " 0	BT till ~~5,40~~ 6,40
191/40 82432 165506 GZZB	**Royal Sovereign** Ⓟ TwinSc OilEng. Wireless Cruiser Stern 2Dks	1527 662 827					1937	WmDenny &Bros.Ld. Dumbarton	NewMedwayStm. PacketCo.Ld.(S.J. Shippick, Mgr.)	269·6 Q22'B73'	47·0	9·1	London British	Oil Engines 2S.C.SA 24Cy.14$\frac{3}{16}$"–23$\frac{5}{8}$" 840NHP SulzerBros.Ld.Winterthur		
82433 142772 GNXB	**Royal Star** (exRoyalstar) TwinSc ssNwc.No.3-9,31 D.F. E.S.D. ssLiv.No.2-39 Ref.Mchy. 2Dks(Stl)& Shelter dk(Stl) CruiserStern	7900 7576 4880	100A1 Shelter dk withfreeboard ~~2,41~~ ~~8,39~~ 3,41 LMC MS7,39 BS~~12,39~~2,41 Lloyd'sRMC~~2,40~~ ~~5,40~~ ~~7,40~~ 2,41 Fitted for oil fuel 2,20 F.P. above 150° F.	Nwc Gls	c†	CL S3,41 P2,41	1919 2mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	UnionColdStorage Co.Ld.(BlueStar Line,Ld. Mgrs.) CellDB392'1495tFPT120t	450·0 462·0(O.L.) P31'F43' on Shelter dk	58·5	37·1 FK	London British ptCem 8BHtoShdk APT70t	T.6Cy.26½",44"&73"–48" (s) 200lb 1138NHP 3DB,24cf,GS439,HS17079FD Wrkman,Clark&Co.LdBel	40 " 0 s11 " 0½ 29 " 3	
82434 163225 GYWW	**Royal Ulsterman** Ⓟ TwinSc OilEng D.F. E.S.D. 2Dks CruiserStern	3244 1600 1435	✠100A1 withfreeboard 4,40 ~~DBS4,40~~ ✠LMC6,36 For Channel Service DBS2,41	Bel		OG P3,39 S4,40	1936 6mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	Burns&Laird Lines,Ld. CellDB214'435tDTf18'	327·9 339·6(O.L.) P65'B154'F76' UpperB145'	47·7	13·6 FK	Belfast British 8BHptCem 86tAPT44t	Oil Engines 2S.C.SA 16Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 1077NHP DB100lb Harland&Wolff,Ld.Bel.	17 " 9 s3 " 10 14 " 0	BT till 4,41
82435 134513 CYBN	**Royalite** ssN.Yk.No.1-19 Fitted for oil fuel Carrying Petroleum in bulk Mchy.Aft 1Dk&Web frames	2052 1530 1542	✠ ... 3,23 ✠				1916 6mo	Collingw'd S.B.Co.Ld. Collingwood	ImperialOil,Ld., MarineDepartment. (H.J. Rahlves, Mgr.)	250·0 P63'F43'	43·1	16·6 FK	Sarnia Ont British WB —	T.3Cy.16",26"&44"–36" 96RHP CollingwoodS.B.Co.Ont.	18 " 0 s1 " 7¼ 17 " 7¼	
82436 151108 VGWZ	**Royalton** Mchy.Aft D.F. GyC. 1Dk Longitudinal framing at bottom & at deck	7164 6740 5194					1924	TheCollingwoodS.B. Co.Ld.Collingw'd,Ont.	ColonialSteamships,Ld.(R.Scott Misener, Mgr.)	536·5 F53'	58·2	27·0	Toronto British WB	T.3Cy.24½",41½"&72"–48" 359NHP AllisChalmersMfg.Co. Milwaukee		CR
82437 150356 CYMG	**Royan** (exWaccamaw) Mchy.Aft 1Dk2trB	1471 1206 879					1900	CraigS.B. Co. Toledo,O.		250·2	40·2	14·8	Montreal British WB	T.3Cy.20",32½"&55"–40" 185NHP CraigS.B.Co.Toledo		
99/41 82438 LETG	**Röyksund** (exAlfriston,exEuropa, exVautour, ssBgn.No.3-8,33 exMargueritePry) 1Dk(Stl) Well deck Mchy.Aft Wireless D.F.	695 530 371	✠ ... 5,35 ✠	Bgn	j		1919 5mo	N.V.Machinefabriek& Scheepswerf vanP.SmitJr. Rotterdam	D/S A/S Fraktfart (Sigv.Risanger, Mgr.) CellDBf112'	182·0 Q119'B13'F19'	28·0	12·9 FK	Haugesnd Norwegian 3BHCem 136tFPT37t	T.3Cy.14",27$\frac{3}{16}$"&43$\frac{5}{16}$"–29½" 117NHP 1SB,3cf,GS55,HS1895 VanP.Smit,Jr.Rotterdam	14 " 9	N †

8/9/41

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15
82439 149488 GSNX	**Royston** ssShl.No.3-3,41 ~~ssShl.No.2-38~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	2722 2353 1642	✠100A1 ~~11,40 3,40~~ 3,41 ~~BS1,40~~ ✠LMC~~2,38~~ 3,41	Shl	*l*	CL ~~5,39~~ ~~10,40~~ 2,41	1929 1mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' *'sA&CP*	GrantaS.ShppgCo. Ld.(Witherington &Everett,*Mgrs.*) *CellDB*	305·0 P23'B50'F24' FK 261' 727t *FPT* 106t	45·5	21·3	Newcastle British 6*BHptCem* *APT*100t	T.3Cy.21",35"&57½"–42" (s) 180lb 266NHP 2SB,6cf,GS120,HS4554 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 2½ 20 ″ 5½	
82440 PHEX	**Rozenburg** 1*Dk* Sub.Sig. D.F.	2068 1805 1259	ExaminedL.R.3,41 BS3,41(180lb)	Gms			1918	N.V.Werf Rijkee&Co. Rotterdam	N.V.Stoomb.Reed. "DeGoedeVerwachting"(HalcyonLijnN.V. *Mgrs.*)	281·3 P18'B63'F27'	41·3	19·2	Rottrdam Dutch *WB*	T.3Cy.21",32½"&55"–36" 181NHP Werkspoor,Amsterdam		G
82441 SPBW	**Rozewie** *OilEng.* 1*Dk except in after hold, & Shelter Dk* *Strengthened for Navigation in Ice* *CruiserStern*	766 — 342	✠100A1 *withfreeboard* ~~10,40~~ ~~5,40~~ ✠LMC4,38 1,41	Bry NYk	*e*	CL ~~5,40~~ 10,40	1938 4mo *Lloyd*	Crighton- VulcanA.B. Åbo *'sA&CP*	ZeglugaPolska S.A.(PolishS.S. AgencyLd.,*Mgrs.*) *CellDB*120'166t *F*	188·4 197·1(O.L.) FK (2BHincluding *PT*24t *APT*34t	33·5	11·0 18·2	Gdynia Polish 4*BHptCem* *Coll to Sh dk* 2 ″ 2nd ″)	Oil Engines 2S.C.SA 5Cy.13⅜"–22 1/16" 157NHP DB43lb Atlas-DieselA/B,Skm.	13 ″ 5 s ″ 2 13 ″ 4½	
82442 124582 GLYM	**Ruahine** Ⓟ **TwinSc** *Fittedforoilfuel* *Ref.Mchy.* D.F. E.S.D. 3*Dks*	10832 9593 ~~6777~~ 6768	Lloyd'sRMC~~4,40~~ ~~8,40~~ 7,41 ~~1,41~~				1909	W.Denny &Bros. Dumbarton	NewZealand ShippingCo.Ld.	480·6 B157'	60·3	41·1	Plymouth British *WB*	T.6Cy.28",47"&78"–48" 843NHP Denny&Co.Dumbarton		C BT till 3,41
82443	**Rubens** (*ex*Munmotor–40, *ex*Courtois) *OilEng.* *Mchy.Aft* 1*Dk*	2450 — 1485					1919	Gt.Lakes Eng.Works Ecorse,Mich.	Armement H.Vervliet	253·5 P115'F25'	43·5	27·5	Antwerp Belgian *WB*	Oil Engines 4S.C.SA 6Cy.22"–32" NE22 283NHP McIntosh&Seymour, Auburn.N.Y.		R
82444 123046	— (*ex*Gaby) **WoodAux3MstSr** *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	375 307 275					1918	Chilman Shipyard Hoquiam, Wash.	KirkconnelBros.	137·9	30·9	11·8	Nassau,NP British	Oil Engines 4S.C.SA 4Cy.12"–16½" 56NHP UnionGasEng.Co.S.Fo.	13 ″ 7 s2 ″ 4½	
82445 6671 SGDK	**Rubfred** (*ex*JonasRein) 1*Dk*	786 *611* *414*					1915	J.Meyer's S.B.Co. Zalt-Bommel	VerkebäcksÅngfartygsA/B(Ruben Olsson,*Mgr.*)	198·2 Q68'B53'F23'	31·5	12·1	Verkebäck Swedish *WB*	T.3Cy.14",23"&38"–27" 75NHP RotterdamDroog.Maats.		V
82446 15 ICFL	**Rubicone** (*ex*Myrmidon) D.F. 2*Dks*	4740 4345 2929					1905	Armstrong Whitworth &Co.Ld. Newcastle	MarittimaRavennateS.A.	399·5 391·5 P41'B110'F43'	49·2	28·8	Ravenna Italian *WB*	T.3Cy.25",41"&70"–48" 339NHP N.E.MarineEng.CoLdNwc		I
82447 167796 GFSX	**Ruckinge** D.F. E.S.D. 1*Dk* *Cargo battens not fitted* *CruiserStern*	2869 2565 1723	✠100A1 ~~6,40~~ ~~12,39~~ 5,41 ✠LMC12,39	Hpl Shl	*u*	CL	1939 12mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool *'sA&CP*	Constants(South Wales)Ld.(H. Constant,*Mgr.*) *CellD*	325·0 338·4(O.L.) P29'B78'F32' FK *B*281' 894t *FPT*49t	46·5	21·5	Cardiff British 5*BHptCem* *APT*112t	T.3Cy.20",31"&55"–39" (s) 200lb 255NHP 2SB(Spt),6cf,GS84,HS3530 Cen.Mar.E.Wks. FD (W.Gray&Co.Ld.)W.Hpl.	24 ″ 3 s 4 ″ 0 20 ″ 5½	
82448 139234 GKXB	**Rudby** ssNpt.No.3–1,37 D.F. 1*Dk*(*Stl*)	4846 4627 2989	✠100A1 ~~2,40~~ 10,40 ~~BS1,39~~ ✠LMC1,37 8,40	Cff Hpl	*y*	CL ~~11,39~~ 2,41	1924 12mo *Lloyd*	W.Gray& Co.Ld. W Hartlepool *'sA&CP*	RopnerShipping Co.Ld. *CellDBa&uE*158'	390·0 402·5(O.L.) P30'B220'F40' FK *f*169'1041t*FPT*180t	55·0	26·4	W.Hartlpl British 5*BHptCem* *APT*179t	T.3Cy.25½",40"&71"–48" (s) 180lb 439NHP 3SB(Spt)9cf,GS190,HS7614 Cen.Mar.E.Wrks LdWHpl	28 ″ 9 s 4 ″ 5½ 24 ″ 6¼	
82449 132058 MDNF	**Rudmore** ssBly.No.1–41 ssNwc.2ndNo.3–12,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	969 730 574	✠100A1 1,41 ~~8,40~~ ~~BS8,39~~ ✠LMC~~1,37~~ ~~8,40~~ 1,41	Bly	*m*	CL ~~8,39~~ 1,41	1911 3mo *Lloyd*	S.P.Austin &Son.Ld. Sunderland *'sA&CP*	"Toft"S.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) *Cell*	208·0 216·0(O.L.) Q98'B10'F22' FK *DBf*129'263t *FPT*	34·0	12·9	Middlsbro' British 4*BHCem* 51t	T.3Cy.17½",29"&48"–33" (s) 180lb *100lb* 162NHP 1SB,4pf,GS82,HS2782 G.Clark,Ld.Sunderland	14 ″ 11 s 1 ″ 3½ 13 ″ 9	
82450 DHUH	**Rudolf** 1*Dk*	821 654 487					1905	Stettiner Oderwerke Stettin	MathiesReed.K.G.	210·9 P14'Q41'B71'F27'	30·8	12·8	Hamburg German *WB*	T.3Cy.16",25"&41"–30" 92NHP StettinerOderwerke,Stn.		G
82451 DHUI	**Rudolf Albrecht** *Mchy Aft* D.F. 2*Dks* Sub.Sig. *Fitted for oil fuel* *Carrying Petroleum in bulk*	3817 3299 1993					1922	Frd.Krupp Akt.Ges. Kiel	PartenreedD. "RudolfAlbrecht" (Dr.MaxAlbrecht, *Mgr.*)	377·4 len34 P88'B28'F44'	45·7	23·9	Hamburg German *WB*	T.3Cy.23⅜",38 3/16"&62 1/16"– 41⅜" 247NHP Frd.KruppA.G.Kiel		G
82452 DHUJ	**Rufidji** (*ex*Andalusia) *Fitted for oil fuel* Wireless 1*Dk*	1387 1152 770					1921	Deutsche WerftA.G. Hamburg	DeutscheOst- AfrikaLinie	234·5 B52'F23'	36·8	17·9	Hamburg German *WB*	T.3Cy.16 5/16"27 5/16"&43⅜"–31½" 106NHP StettinerOderwerkeStettin		G
82453 PJCJ	**Rufina** **TwinSc** *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom* *in centre tanks & in trunk*	3173 2273 1555	✠100A1 ~~8,40~~ ~~2,40~~ 3,41 ~~BS7,39~~ ✠LMC7,37 *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 7,37	Cco BS8,40	*v*	CL 3,39	1937 7mo *Lloyd*	NVNederl Schps.Maats. Amsterdam *'sA&CP*	N.V.Curaçaosche Scheepv.Maats. *CellDBuB*14'20t	336·6 348·3(O.L.) P92'*Trunk*203'*F*39' FK *FPT*123t *APT*105t	56·2	15·1	Willemstd Dutch 10*BHptCem* *ptAsp*	T6Cy.15⅝",25"&40 5/16"–27 5/16" 180lb (s) 366NHP 2WTB HS6520 FD WerkspoorN.V.Ams.	14 ″ 9 s 1 ″ 4½ 13 ″ 6½	
82454 205088	**Rufus P. Ranney** *Mchy.Aft* 1*Dk*	4797 — 3505					1908	Superior S.B.Co. SuperiorWis.	TritonS.S.Co. (G.A.Tomlinson, *Mgr.*)	425·0	52·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.Co.Superior		R
82455 DAUR	**Rugard** Ⓟ **TwinSc** Wireless Sub.Sig. *Cruiser Stern* 3*Dks*	1358 693 492					1927	Stettiner Oderwerke Stettin	StettinerDmpfsch. GesJ.F.Braeunlich G.m.b.H.	252·0 B180'	35·9	12·0	Stettin German *WB*	T6Cy.15⅝",26⅛"&43 5/16"–25⅝" 187NHP StettinerOderwerke		G
82456 161590 MKVV	**Rugeley** ssShl.No.1–40 *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4985 4624 3061	✠100A1 *withfreeboard* 1,41 ~~3,39~~ ~~✠LMC3,36~~ ~~✠LMC(MD)3,39~~ DBS5,40 ✠LMC5,40	Shi Nwc	*a*† 2	CL 9,39	1936 2mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland *'sA&CP*	TheRed"R"S.S.Co. Ld.(Stephens Sutton,Ld.*Mgrs.*) *CellDB*346'1174t	423·5 439·2(O.L.) FK (*Coll* *MT*1236t *APT*191t	54·2	26·1	Newcastle British 7*BHptCem* *BHto Sh dk* 6 ″ ″ 2nd ″)	Oil Engines 2S.C.SA 3Cy.20½"–81⅛" 2DB*120lb* 388NHP W.Doxford&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 4½ 25 ″ 6	
82457 DAPE	**Rügen** Ⓟ **TwinSc** D.F. Sub.Sig. 3*Dks*	2170 1593 936					1914	Stettiner Oderwerke Stettin	Stettin-Rigaer Dampfsch.Ges.Th. Gribel(Rud.Christ. Gribel,*Mgr.*)	294·2 B26'H—	38·2	21·6	Stettin German	T6Cy20 1/16",32 5/16"&51⅛"–29½" 283NHP StettinerOderwerke		G
82458 ESRW	**Ruhno** Ⓟ **Iron&SteelTwinSc** (*ex*Najaden–36) Wireless Sub.Sig. 1*Dk*	499 — 344					1886	MotalaCo. Gothenburg	Laevaühing G.Sergo&Ko	164·3 P104'H33t F51'	25·2	10·7	Tallinn Estonian *WB*	C.4Cy.14"&32"–20" NB07 78NHP MotalaCo.Gothenburg		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82459 DIEX	**Ruhr** Ⓟ D.F. *OilEng.* Sub.Sig. 3*Dks*	5954 5472 3440					1925	Bremer Vulkan Vegesack	**Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)**	454·0 F31'	58·3	24·2	**Hamburg** German *WB*	Oil Engines 4S.C.SA 16Cy.22$\frac{1}{16}$"–24$\frac{3}{8}$" 763NHP BremerVulkan,Vegesack		G
82460 DAZN	— Wireless D.F. 1*Dk* *CruiserStern*	1029 885 559					1937	Stettiner OderwrkeAG Stettin	**Rud.ChristGribel**	209·3 Q15'F24'	32·5	17·2	**Stettin** German *WB*	C.4Cy.(2)13$\frac{3}{8}$"&(2)28$\frac{3}{4}$"–28$\frac{3}{4}$" 74NHP StettinerOderwerkeA.G.		G
82461 DGXR	**Ruhrort** **TwinSc** *OilEng.* Wireless *Mchy.Aft* *CruiserStern*	1080 791 499					1936	GuteHoffnungshütte A.G. Walsum	**FranzHaniel&Cie. G.m.b.H.**	229·2 P56'B29'	34·8	13·0	**Duisburg-Ruhrort** German *WB*	Oil Engines 2S.C.SA 8Cy.11$\frac{13}{16}$"–16$\frac{9}{16}$" 196NHP Maschinenfbrk.Augsburg NürnbergA.G.Augsburg		G
82462 161919 MPVG	**Runa** Wireless 1*Dk*	1575 1329 926					1930	Burntislnd S.B.Co.Ld. Burntisland	**ClydesdaleShipownersCo.Ld. (Glen&Co.Ld.** *Mgrs.*)	252·3 P15'Q43'B90'F24'	40·0	16·5	**Glasgow** British *WB*	T.3Cy.18",30"&49"–33" 138NHP NEMarineEng.Co Ld.Nwc		C
82463 1541 SGDR	**Runeberg** Ⓟ **Iron** (*ex*J.L.Runeberg) 1*Dk*	472 266 275					1876	Bergsunds M.V.Aktieb. Stockholm	**Stockholms Rederiaktieb.Svea (Eman.Högberg,** *Mgr.*)	159·4 P102'H59*t*F34'	24·6	12·3	**Stockholm** Swedish	T.3Cy.14$\frac{5}{8}$",23$\frac{3}{8}$"&38"–25$\frac{3}{8}$" 73NHP W.LindbergsAktieb.Skm.		
82464 DKAC	**Rungholt** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	399 300 200					1939	H.Brand Oldenburg	**RichardBröhan**	153·8 P36'F25'	27·8	9·1	**Hamburg** German *WB*	Oil Engines 4S.C.SA 6Cy.11"–16$\frac{9}{16}$" 70NHP DeutscheWerkeKielA.G. Kiel		G
82465 7601 SFCN	**Runmarö** (*ex*Confield) ssOsc.2ndNo.3–12,37 *Cargo battens not fitted* 1*Dk*(*ptIrn ptStl*)	2876 2553 1672	✠100A1 5,40 ~~4,39~~ MS12,37 ✠LMC BS11,39	Skm	*u*	CL 4,39	1912 10mo *Lloyd's A&CP*	W.Gray& Co.Ld. WHartlepool	**RederiA/B Rex (K.M.Källström,** *Mgr.*) *CellDBa96'uE&*	314·0 P25'B98'F35' FK B41'*f*137'758*tFPT*	46·6	21·2	**Stockholm** Swedish 5*BHCem* 62*tAPT*146*t*	T.3Cy.23",36$\frac{1}{2}$"&62"–42" (*s*) 180lb 267NHP 2SB,6*cf*,GS104,HS4082 Cen.Mar.Eng.Wrks.WHpl	23 ″ 5 s 3 ″ 6$\frac{3}{4}$ 20 ″ 1	
82466 146685 MLGP	**Runnelstone** ssNwc.No.3–6,35 *Mchy.Aft* ssShl.No.1–40 *Well deck* 1*Dk*(*Stl*)	869 592 427	✠100A1 3,40 ✠LMC3,40	Shl	*k*	CL 3,40	1923 1mo *Lloyd's A&CP*	HansenSB &ShipRepg Co.Ld. Bideford	**S.&R.Steamships. Ld.(Stone&Rolfe, Ld.***Mgrs.*) *Cell*	190·0 Q119'B*on*Q14'F26' FK *DB*126' 239*t FW T*	30·1	12·5	**London** British 3*BHCem* *ank in break*	T.3Cy.16",27"&44"–30" (*s*) 180lb 99RHP 2SB,4*pf*,GS64,HS2070 MacColl&Pollock,Ld.Sld. 714*tFPT*53*tAPT*30*t*	14 ″ 6 s 4 ″ 6$\frac{1}{4}$ 14 ″ 1$\frac{1}{2}$	
82467 144061 GDNW	**Runo** *CruiserStern* 1*Dk*	1858 1322 1089					1920	Ramage& Ferguson,Ld Leith	**Ellerman'sWilson Line,Ld.**	262·7 P&B163'F57'	39·0	16·2	**Hull** British *WB*	T.3Cy.17$\frac{1}{2}$",30"&52"–36" 162NHP Ramage&Fergusn,Ld.Lth.		C
82468 161016 GPTF	**Runswick** ssCff.No.2–38 1*Dk*(*Stl*)	3970 3527 2384	✠100A1 ~~9,40~~ ~~1,40~~ 3,41 BS~~5,39~~ 9,40 ✠LMC4,38	Cff ~~Liv~~ NYk	*x*	CL ~~3,38~~ 2,41	1930 5mo *Lloyd's A&CP*	JLThompson&Sons,Ld. Sunderland	**Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son,** *Mgrs.*) *CellDB*321'955*t*	365·0 379·2(O.L.) P33'B222'F33' FK	51·0	23·2	**Whitby** British 6*BHCem* *APT*191*t*	C4Cy(2)18$\frac{3}{8}$"&(2)39$\frac{3}{8}$"–39$\frac{3}{8}$" 210lb ~~180lb~~ (*s*) 277NHP 2SB(Spt)6*cf*,GS113,HS4880 J Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3 ″ 1$\frac{3}{4}$ 22 ″ 7$\frac{1}{4}$	
16-4-40 82469 148280 GKYR	**Ruperra** ssNpt.No.3–6,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4548 4237 2800	✠100A1 *withfreeboard* 9,40 ~~1,40~~ MS10,36 ✠LMC BS~~8,39~~ 8,40	Liv ~~Npt~~ NYk	*z*	CL ~~1,40~~ 6,40	1925 1mo *Lloyd's A&CP*	W.Gray& Co.Ld. W Hartlepool	**BritishStm.Shpng. Co.Ld.(J.Cory& Sons.Ld.** *Mgrs.*) *CellDB*351'1051*t*	397·1 409·9(O.L.) F32' FK *APT*129*t* (*Coll*	53·0	24·6	**Cardiff** British 6*BHptCem* *BH to Sh dk* 5 ,, ,, *2nd* ,,)	T.3Cy.26",42"&70"–48" (*s*) 180lb 423NHP 3SB,9*cf*,GS184,HS7281 Cen.Mar.Eng.Wrks.WHpl	27 ″ 1 s 2 ″ 11$\frac{1}{2}$ 24 ″ 5	
82470 161139 GMZJ	**Rupert de Larrinaga** 1*Dk*	5358 4887 3243					1930	Lithgows Ld. Pt Glasgow	**LarrinagaS.S.Co. Ld.**	415·0 P38'B268'F38'	55·0	25·6	**Liverpool** British *WB*	T.3Cy.25",43"&72"–48" 359NHP D.Rowan&Co.Ld.Gls.		C
82471 109661 GFRX	**Rushen Castle** Ⓟ **TwinSc** (*ex*Duke of Cornwall) D.F. 2*Dks*	1724 1151 699					1898	VickersSns &Maxim,Ld. Barrow	**Isle ofManSteam PacketCo.Ld.**	315·0 P74'B132'F73'	37·1	16·5	**DouglasIM** British *WB*	T8Cy.22$\frac{1}{2}$",34"&(2)38$\frac{1}{2}$"–33" NB11 170NHP VickersSs&Maxim,Ld.Brw		BT till ~~6,40~~ ~~7,40~~ 7,41 ~~1,41~~
13/4 82472 160757 GSPD	**Rushpool** D.F. 1*Dk*	5125 4845 3181					1928	Cowpen DD&SBCoLd Blyth	**PoolShppg.Co.Ld. (SirR.Ropner&Co. Ld.***Mgrs.*)	420·1 P34'B238'F41'	54·1	26·7	**W.Hartlpl** British *WB*	T.3Cy.26$\frac{1}{2}$",44"&73"–48" 369NHP Blair&Co.(1926)Ld.Stk.		C
82473 LJBW	**Rutenfjell** *CruiserStern* 1*Dk*&*Shelter dk* Wireless D.F.	1334 1104 715					1935	Nylands Verksted Oslo	**A/SRudolf (Olsen&Ugelstad,** *Mgrs.*)	250·9	41·3	14·8	**Oslo** Norwegian *WB*	C.2Cy.16$\frac{3}{4}$"–33$\frac{7}{16}$"&LP Turbine with DRgearing & hydraulic coupling 107NHP NylandsVerksted,Oslo		N
82474 LDNO	**Ruth** **TwinSc** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	5486 4775 3224					1932	Götaverken A/B Gothenburg	**RederiA/S Ruth (Hagb.Waage,** *Mgr.*)	381·0 P206*t*H378*t*F71*t*	55·2	30·1	**Oslo** Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 543NHP GötaverkenA/B,Got.		N
82475 8042 SJHN	— (*ex*Mexicano–35) 2*Dks*	*3726* *3223* *2217*					1911	Sir J.Laing &Sons,Ld. Sunderland	**RederiA/S Ruth (Leopold Glücksman)**	344·5 P146*t*H250*t*F49*t*	46·7	24·6	**Gothenbrg** Swedish *WB*	T.3Cy.24",40"&66"–45" 292NHP J.Dickinson&Sons,Ld.Sld.		N
82476 DAQT	— Wireless 1*Dk*	628 487 341					1924	Stettiner Oderwerke Stettin	**Rud.Christ.Gribel**	180·2 Q22'B45'F22'	29·0	11·5	**Stettin** German *WB*	T.3Cy.13$\frac{3}{8}$",21$\frac{11}{16}$"&35$\frac{7}{16}$"–25$\frac{9}{16}$" 64NHP StettinerOderwerke		G
82477 OUZQ	— **WoodAux4MstSr** (*ex*Sailing Vessel) *OilEng.* *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*) Now "Ruth II," see No. 83302 in Supplement	321 304 249					1920	T.Ph.Jörgensen Thurö	**SejlskibsA/S Danmark(A.E. Sörensen,***Mgr.*)	129·4	29·6	13·2	**Svendborg** Danish	Oil Engines 2S.C.SA 2Cy.11$\frac{13}{16}$"–16$\frac{1}{8}$" 49NHP E*made&fitted*30 A/SVölund,Cpn.		V
82478 LCWO	**Ruth I** (*ex*Ruth) ssShl.No.3–11,12 D.F. 1*Dk*(*Stl*)2*trB&deepframing*	3531 3232 2172	✠ 4,18 ✠	Gms	*v*		1900 4mo	C.S.Swan& Hunter,Ld. Newcastle	**A/S Britannic (Brummenæs& Torgersen,***Mgrs.*)	330·0 P62*t*H79*t*F42*t* *CellDBa* FK 106'*uE*18'*f*140'829*t*	48·0	24·6	**Haugesund** Norwegian 5*BHCem* *APT*39*t*	T.3Cy.24$\frac{1}{4}$",38"&64"–42" 275NHP 2SB,6*cf*,GS92,HS4048 T.Richardsn&Sns.Ld.Hpl.	27 ″ 5	N †
82479 220966 WADW	**Ruth Alexander** Ⓟ **TwinSc** (*ex*Callao,*ex*SierraCordoba) *Ref.Mchy.* *Fittedforoilfuel* D.F. GyC. 3*Dks*	8135 — 4988					1913	Akt.Ges. "Vulcan" Stettin	**President TerminalS.S.Co. Ld.**	439·1 B151'F103'	56·0	26·2	**S.Frncisco** Utd.States *WB*	T.3Cy.24",39$\frac{7}{16}$"&64$\frac{11}{16}$"–49$\frac{1}{8}$" 588NHP A.G."Vulcan,"Stettin		R

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
82480	**Ruth Kellogg** (exVaba) New Empire Dolphin, See No. 91039 in Supplement Fitted for oil fuel D.F. 2Dks Carrying Petroleum in bulk	5037 [illegible] 3086					1920	American International S.B.Corp. HogIslandPa	Ministry of Shipping(Gow, Harrison&Co. Mgrs.)	390·0|54·2|27·8 P39'B121'F43'	British WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
82481 219173 KOKS	**Ruth Lykes** (exSouthlands, exLakeGera) Fitted for oil fuel D.F. 1Dk2trB	2612 — 1725	✠ ... 10,20 ✠				1919 11mo	Chicago S.B.Co. Chicago	LykesBros. SteamshipCo.,Inc.	251·0|43·6|26·1 P25'B64'F26' FK	Galveston Utd.States WB	T.3Cy 20½",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 " 3	R †
186/40 82482 164362 MKMT	**Rutland** Wireless D.F. E.S.D. CruiserStern 1Dk&Shelter dk	1437 1127 718					1935	CaledonS. B.&E.Co.Ld. Dundee	CurrieLine,Ld.	261·6|40·2|15·9	Leith British WB	T.3Cy.15",25"&41"-33" 97NHP Barclay,Curle&Co.Ld.Gls.		C
82483 PKOJ 185/41	**Ruys** Ⓟ TrpSc OilEng. D.F. E.S.D. 3Dks Ref.Mchy. CruiserStern	14155 10241 8664	✠Lloyd'sRMC~~12,39~~ 12,40~~6,40~~				1937	N.V.Kon. ink.Maats. "DeSchelde" Flushing	Koninkl.Paketv. Maats.	537·3|72·2|36·4 B304'F88'	Batavia Dutch WB	Oil Engines 2S.C.SA 24Cy.25 3/16"-47¼" 2734NHP N.V.Konink.Maats. "DeSchelde" Flushing		V
82484 166426 MPPT	**Ryal** OilEng. Mchy.Aft 1Dk CruiserStern	367 295 162	✠100A1 4,40 ✠LMC4,38	Yar	e	OG 4,40	1938 4mo Lloyd's A&CP	J.Koster Hzn.Schpsw. "Gideon" Groningen	FreeTradeWharf Co.Ld.	130·5|23·9|11·7 132·5(O.L.) Q41'F16' FK CellDB73'97tFPT73	London British 3BHptCem ptAsp APT25t	Oil Engines 4S.C.SA 6Cy.11"-17¾" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13"11 s1"1¼ 12"11¼	
32/41 82485 7917 SDHT	**Rydboholm** OilEng. ssSkm.No.1-38 D.F. Sub.Sig 1Dk(Stl)&Shltr dk(Stl) Strengthened for Navigation in Ice	3197 2692 1774	✠100A1 withfreeboard ~~9,40~~~~12,39~~ 12,40 ✠LMC CS11,38 DBS~~8,39~~9,40 6,38	Got ~~Gls~~	x Gal	CL 4,38	1933 10mo Lloyd's A&CP	Götaverken A/B Gothenburg	A/B Svenska AmerikaMexiko Linien(E.Carlson, Mgr.)	368·2|49·2|20·4 FK (CellDB305'907tAPT45t	Gothenbrg Swedish 7BH Coll to Sh dk 6 ,,2nd,,)	Oil Engines 4S.C.SA 6Cy.29½"-59 3/16" 489NHP DB85lb GötaverkenA/B,Got.	23"0 s1"5½ 21"8	
82486 166061 MMKG	**Ryde** Ⓟ Pad CruiserStern 2Dks	603 422 237					1937	WmDenny &Bros.Ld. Dumbarton	SouthernRailway	216·0|29·1|10·0 B28'	Portsmth British	T.3Cy.16",25½"&41"-63" 133NHP Wm.Denny&Bros.Ld.Dmb		BT till 4,40
82487 220052 KJXA	**Ryder Hanify** Wood Fitted for oil fuel 1Dk	1343 — 756					1920	Kruse& BanksS.B.Co. NorthBend, Ore.	J.R.HanifyCo.	235·0|43·0|17·7 P18'B67'F38'	S.Frncisco Utd.States WB	T.3Cy.16",27"&46"-33" 121NHP PacificMarineIronWorks, Portland,Ore.		
5/41 82488 146345 MNBL	**Rye** ssGoo.No.3-10,37 Sub.Sig. 1Dk(Stl)	1048 825 427	✠100A1 ~~9,40~~~~10,39~~ 12,40 BS~~10,39~~ ✠LMC10,37 9,40	Goo ~~Sou~~ Liv	o	OG ~~9,37~~ 12,40	1924 10mo Lloyd's A&CP	W.Beardmore&Co.Ld. Glasgow	LondonMidland& ScottishRailway (AssociatedHumberLines,Mgrs.) CellDBa&	240·3|34·2|15·4 P39'B88'F34' FK uE73'f90'198tFPT	Goole British 5BHCem 12tAPT24t	T.3Cy.22⅝",36"&61"-39" (s) 180lb 333NHP 2SB,6cf,GS124,HS5000 FD W.Beardmore&Co.Ld.Gls.	16"4 s2"0½ 14"9	
23/41 82489 LESX	**Ryfylke** Ⓟ (exBaltriger, exSt.Croix) ssLon.No.3-10,29 Wireless D.F. ssStv.No.1-35 Ref.Mchy. 1Dk(Stl)&Awng dk (Stl-ws)	1151 933 660	✠ ... 2,38 ✠	Stv	n		1917 3mo	Kjöbnhvns Flydk.&Skbs Copenhagen	DetStavangerske Dampskibsselskab.	220·4|32·7|17·7 B79'F46'on Awng dk FK CellDB179'187tFPT	Stavanger Norwegian 6BHptCem 31tAPT8t	T.3Cy.17",27"&45"-30" 166NHP 2SB,6cf,GS90,HS3080 KjbnhavnsFlydk.&Skbsv.	19"9	
* 82490 LCOA	**Rygja** ssBgn.No.3-3,32 ssBgn.No.1-37 1Dk(Stl)	3534 3284 2146	✠100A1 8,39 BS7,39 ✠LMC6,37	Bgn	w	CL 11,38	1920 6mo Lloyd's A&CP	J.Blumer &Co.Ld. Sunderland	A/S J.Ludwig Mowinckels Rederi	356·3|48·7|23·9 369·7(O.L.) P35'B170'F30' FK CellDB312' 802tFPT67t	Bergen Norwegian 5BHCem APT109t	T.3Cy.24",40"&66"-45" (s) 180lb HS5801 348NHP 2SB&1Aux.SB,8cf,GS149, N.E.MarineEng.Co.Ld.Sld	25"11 s3"7½ 22"6	
82491 LESY	**Rym** (exMosel,exMontRose) Wireless D.F.	1369 1184 790					1919	N.V.Werf deNoord Alblasserdam	Dampsk.A/S Ibis (Johs.Larsen, Mgr.)	239·0|36·0|16·9 P45tH168tF32t	Bergen Norwegian WB	T.3Cy.17½",29"&46"-36" 127NHP AlblasserdamMsch.Fab.		N
82492 336 JMUG	**Ryoga Maru** Wireless 2Dks	1268 1021 706					1929	Manchu DockK.K. PortArthur	DairenKisenK.K.	230·0|34·0|18·0	Dairen Japanese	T.3Cy.		
82493 43661 JHIL	**Ryohu Maru** TwinSc OilEng. Cruiser Stern 2Dks (Ocean Meteorological Research Vessel)	1180 — 580					1937	Harima S.B.&Eng Co.Ld. Harima	Government of Japan(Department of Education)	226·9|34·7|16·8 B85'F33'	Tokyo Japanese WB	Oil Engines 4S.C.SA 12Cy.14 3/16"-22 7/16" 233NHP KobeSteelWorks,Kobe		
82494 225 JPXA	**Ryoka Maru** (exOneka, exSchuylkill) ssKob.2ndNo.3-4,24 ssKob.No.2-32 2Dks(Stl)&deepframing &Shelter dk(Stl) CellDB	5308 4886 3302	✠ ... 7,35 ✠	Kob	a†		1903 6mo	Russell& Co. Pt.Glasgow	SakaKisenK.K.	411·8|52·3|27·6 FK a146' uE23' f171'	Dairen Japanese 7BHCem 1210t FPT8	T.3Cy.27",43"&72"-48" 418NHP 3SB,9cf,GS184,HS6850 Rankin&Blackmore,Grk. 2tAPT45t	30"6	
82495 29704 JDWA	**Ryōkai Maru** Ⓟ (exOristano) ssYka.2ndNo.3-3,35 2Dks(Stl) (Crab canning factory'38) CellDBa129'u	4655 4044 2918	✠ ... 10,38 ✠	Kob	x		1911 10mo	Nthmblnd S.B.Co.Ld. Newcastle	NipponSuisan.K.K	380·0|49·0|26·4 P31'B94'F36' FK E&B42'f164'1108t	Kobe Japanese 6BHCem APT42t	T.3Cy.25",41"&69"-48" 372NHP 3SB,9cf,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	29"0	
82496 44557 JZQL	**Ryotoku Maru** 1Dk CruiserStern	3483 — 1981					1938	TamaS.B. Co.Ld. Tama	OyaShojiK.K.	347·1|49·9|24·6 P31'B111'F29'	Osaka Japanese WB	T.3Cy.22 7/16",34⅝"&63"-44⅞" &exhaust turbine driving steam compressor 266NHP TamaS.B.Co.Ld.Tama		
82497 36553 JFWC	**Ryoyo Maru** OilEng. ssTamaNo.2-39 2Dks(Stl)	5974 5308 3650	✠100A1 11,40~~8,39~~ ✠LMC CS8,39 DBS~~8,39~~ 8,39 11,40	Tama	a†	CL 8,39	1931 1mo Lloyd's A&CP	Kawasaki Dkyd.Co.Ld. Kobe	ToyoKisenK.K. 1'tween dk CellDB345'	415·0|56·0|31·8 P34'B118'F39' FK BH dispensed with 1394t DTa41'1277tFPT2	Yokohama Japanese ptCem 5BH to Udk 3 ,, ,,2nd,, 65tAPT58t	Oil Engines 2S.C.DA 6Cy.23⅝"-35 7/16" 1175NHP DB100lb Maschfbk.Augsburg-NürnbergA.G.Augsburg	31"10 s6"10 25"0⅝	
			Fitted for carrying oil 1,31 F.P. above 150° F. in deep tank aft											
82498 2460 JBUL	**Ryoyu Maru No. 21** OilEng. CruiserStern	389 — 223					1937	Sannoyasu DockGoshi Kaisha Osaka	TateisiKisenK.K.	136·0|24·5|13·0	Fuzan Japanese	Oil Engines 4S.C.SA 6Cy.11⅝"-17 7/16" 79NHP HanshinIronWorks,Kobe		

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Makers' Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of E. of Trade Cert.
82499 2658 JCSL	**Ryoyu Maru No. 23** *OilEng.*	393 — 222					1938	.... Fusan	TateisiKisenK.K.	136·0	24·5	13·0	Fusan Japanese	OilEngines		
82500 2678 JKLM	**Ryoyu Maru No. 26** *OilEng.*	449 — 304					1938	.... Fusan	TateisiKisenK.K.	141·9	24·5	13·0	Fusan Japanese	Oil Engines		
82501 2765 JKNM	**Ryoyu Maru No. 27** *OilEng.*	449 — 297					1939	.... Fusan	TateisiKisenK.K.	141·9	24·5	13·0	Fusan Japanese	Oil Engines		
82502 94 JLOG	**Ryuhei Maru** Ⓟ Wireless *2Dks*	726 658 408					1910	OsakaIron Works Osaka	DairenKisenK.K.	180·0	27·0	19·0	Dairen Japanese	T.3Cy.13",21½"&36"-27" 67NHP OsakaIronWorks,Osaka		
82503 22274 JTXA	**Ryuho Maru No. 1** (*ex*Sapporo MaruNo.5) *1Dk*	2241 1856 1563					1918	S.Ono Osaka	Kuribayashi ShosenK.K.	270·0 P16'B62'F28'	39·0	23·9	Tokyo Japanese *WB*	T.3Cy.18⅜",30"&49"-39" 150NHP S.Ono,Osaka		C
82504 19785 JSWA	**Ryuho Maru No. 2** (*ex*Sapporo MaruNo.6) *1Dk*	2230 1854 1359					1917	S.Ono Osaka	IinoKisenK.K.	270·0 P16'B65'F28'	39·0	23·9	Tokyo Japanese *WB*	T.3Cy.18",30"&49"-39" 150NHP S.Ono,Osaka	23 ″ 11	C
82505 24083 JIAD	**Ryuhuku Maru** (*ex*Ryufuku Maru-38) *ss*Kob.No.3-3,38 *2Dks(Stl)&Awng dk(Stl)*	5857 5586 4259	✠100A1 *Awng dk with freeboard* 2,40 ✠LMC2,40	Smk	*y*	OG N2,39	1919 1mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	~~OginoKaisha K.K.~~ NissanKisen K.K. *CellDB*334'1118*t*	385·0 *Collisio* *FPT*126*tAPT*93*t*	51·0	36·0 FK	Tokyo ~~Hutyu~~ Japanese *Cem* *n BH to Adk* 5 „ „ *U* „	T.3Cy.26",43½"&72$\frac{3}{16}$"-48" 200lb (*s*) 436NHP 2SB&1AuxSB,8*cf*,GS154, HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 1¾ 27 ″ 1	
82506 576 JQAG	**Ryuko Maru** *Mchy.Aft* *1Dk* D.F. *CruiserStern*	5626 4715 3178					1936	Mitsubishi JukogyoK.K Nagasaki	DairenKisenK.K.	395·9 P113'B26'F34'	53·8	30·5	Dairen Japanese *WB*	1 SteamTurbineDR geared 580NHP MitsubishiJukogyoK.K. Nag.		
82507 41498 JZYH	— Ⓟ *2Dks* *CruiserStern*	2962 2271 1725					1935	Uraga DockCo.Ld. Uraga	OsakaSyosenK.K.	297·9 P23'B97'F32'	45·0	23·7	Osaka Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$"&(2)20½"-13¾" SRgeared&LPturbine DRgeared toSc.Shaft 109NHP UragaDockCo.Ld.Uraga		
82508 10305 JLUE	**Ryukyu Maru** Ⓟ Wireless *2Dks*	731 668 421					1906	OsakaIron Works Osaka	OsakaSyosenK.K.	185·0 B35'	27·1	17·8	Osaka Japanese *WB*	T.3Cy.13",24$\frac{5}{16}$"&39"-30" 83NHP OsakaIronWorks,Osaka		
82509 44847 JQXM	**Ryunan Maru** (*ex*MabuhayI-38, *ex*Terrier-34) *ss*Kob.2ndNo.3-6,35 *ss*TamaNo.1-38 *2Dks(U-ptIrn ptStl2nd dkStl)*	5106 4717 3753	✠100A1 5,41 ~~11,39~~ ✠LMC~~11,39~~ 5,41	Tama	*y*	CL ~~10,38~~ 5,41	1911 2mo *Lloyd*	JLThompson&Sons,Ld. Sunderland 's A&CP	MatumotoMasaiti *CellDBa*137'*uE*24'*f*	400·0 P44'B121'F41' 173'1194*tFPT*123*t*	52·0	27·4 FK	Kobe Japanese 6*BHCem* *APT*123*t*	T.3Cy.27⅜",44$\frac{9}{16}$"&73"-48" 180lb (*s*) 440NHP 3SB,9*cf*,GS192,HS7329 Blair&Co.Ld.Stockton	30 ″ 0 s5 ″ 9½ 24 ″ 5	
82510 47427 JOXM	~~Ryuōzan Maru~~ Ryuosan Maru *CruiserStern*	2456 — 1402					1939	Naniwa DockK.K. Osaka	TurumaruKisen K.K.	279·2	43·0	23·0	Wakamatu Japanese	T.3Cy.21",35"&58"-39" 210NHP		
82511 45315 JXDM	**Ryusei Maru** (*ex*MabuhayII-38, *ex*Havö-35,*ex*Bra-Kar) *2Dks*	4797 — 3521					1911	TyneI.S.B. Co.Ld. Newcastle	MatumotoMasaiti	385·0 P27*t*H98*t*F52*t*	51·0	27·6	Kobe Japanese *WB*	T.3Cy.26",42"&71"-48" 349NHP J.Dickinson&Son,Sld.		
82512 28547 JFXB	— (*ex*MadameMidas, *ex*Silvia) *ss*Cff.No.3-3,16 *ss*Kob.No.2-24 *1Dk&deep framing*	2088 1923 1510	✠ ... 5,28 ✠				1904 9mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow	OtaniKisen GomeiKaisha	288·3 P29'B80'F33'	42·0	19·6 FK	Kobe Japanese *WB*	T.3Cy.21",33"&57"-36" 202NHP ClydeS.B.&E.Co.Ld.P.Gl.	18 ″ 9	C †
82513 32489 JOKB	**Ryuto Maru** (*ex*RyutohMaru-38, *ex*Camberley, *ex*Wyvisbrook) *ss*Kob.No.3-1,27 *ss*Osa.No.1-30 *1Dk(ptIrn ptStl)*	3311 2972 2010	✠ ... 12,34 ✠	Hak	*v*		1912 3mo	J.Blumer &Co. Sunderland	Philippine MokuzaiYusutu K.K. *CellDBa*119'*uE*2	332·5 P28'B101'F32' 5'*f*137'846*tFPT*73*t*	48·7	21·9 FK	Hutyu Japanese 5*BHCem* *APT*106*t*	T.3Cy.23",38½"&61"-42" 284NHP 2SB,6*cf*,GS116,HS4700 N.E.MarineEng.Co.Ld Sld	24 ″ 3	
82514 2275 JBML	**Ryuto Maru No. 1** TwinSc *1Dk*	651 — 257					1937	....	ChosenSotoku-fu	180·7	37·0	14·5	Fusan Japanese	SteamEngines		
82515 2276 JBNL	**Ryuto Maru No. 2** TwinSc *1Dk*	651 — 257					1937	....	ChosenSotoku-fu	180·7	37·0	14·5	Fusan Japanese	SteamEngines		
82516 222 JPEA	**Ryuun Maru** (*ex*HakutatsuMaru-37, *ex*GraceDollar, *ex*WarMelody) *ss*Kob.No.3-10,31 *ss*Kob.No.2-39 *1Dk(Stl)&Shelter dk(Stl)* *CruiserStern* *Straight frames & bevelled bilge* *Cargo battens not fitted*	6538 6176 4052	✠100A1 *Shelter dk with freeboard* 6,39 ✠LMC~~6,39~~ 6,40 ~~*Fitted for oil fuel*11,19 *F.P. above* 150° F.~~	Kob	*a*†	CL ~~N7,37~~ 5,40	1918 11mo	Harland& Wolff,Ld. Belfast A&CP	RyuunKisenK.K. *CellD*	412·4 428·7(O.L.) B343'1571*tFPT*91*t*	55·8	34·4 FK	Dairen Japanese *ptCem* 6*BHtoSh dk* 2 „ „ *U* „ *APT*126*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB.9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10 ″ 0¾ 28 ″ 3	
82517 44388 JDLM	**Ryuwa Maru** (*ex*RyuanMarú-39, *ex*LungHo-38, *ex*Kamo-36) *ss*Ddn.No.3-11,27 *ss*Osa.No.2-36 *Well deck* Wireless *1Dk(Stl)*	1240 — 728	✠ 9,38 ✠	Kob	*o*		1913 6mo	Campbeltown S.B.Co. Campbltown	NipponKogyo KisenK.K. *CellDB*	229·0 Q79'B58'F32' *a*56'*uE&B*33'*f*102	35·7	17·6 FK	Tokyo Japanese 4*BHCem* 395*tAPT*85*t*	T.3Cy.18",27½"&45"-33" 159NHP 2SB,4*cf*,GS73,HS2324 Rankin&Blackmore,Grk.	17 ″ 7	
82518 25097 JEDD	**Ryuyo Maru** (*ex*EgyptMaru-29) *ss*Kob.No.3-8,32 *ss*Kob.No.1-37 *2Dks(Stl)&Shelter dk(Stl)*	6707 6272 4737	✠100A1 *Shelter dk with freeboard* 1,39 ✠LMC~~1,39~~ 4,40 ~~BS4,40~~	Osa	*z*	~~1,39~~ 9,40	1920 3mo	Uraga Dk.Co.Ld. Uraga A&CP	UyenoKisen GoshiKaisha (YamashitaKisen K.K.*Mgrs.*) *CellDB*308'1117*t*	400·0 B78'*onShelter dk* *FPT*80*tAPT*69*t*	54·0	37·5 FK *Coll*	Hutyu Japanese *Cem* *BH to Sh dk* 5 „ „ *U* „	T3Cy.27$\frac{1}{16}$",45"&75"-48" (*s*) 200lb 540NH 3SB,9*cf*,GS189,HS7601 FD UragaDockCo.Ld.Uraga	37 ″ 6 s8 ″ 5¼ 29 ″ 4	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
82519 44828 JLUM	**Ryuzan Maru** (*ex*Kerhonkson-38) *2Dks*	4720 4330 3419					1920	Standard S.B.Corp. Shooter's Island.N.Y.	KokokuKisenK.K.	377·0 P39'B105'F40'	51·8	29·0	Kobe Japanese *WB*	T.3Cy.25",42"&70"-48" 339NHP StandardS.B.Corp, Shooter'sIsland.N.Y.		C
82520 10 JLEG	— Ⓟ	417 — 210					1910	…………… Osaka	**Minamimanshu TetsudoK.K.**	160·0	30·0	11·0	**Dairen** Japanese			
82521 203 JSFA	**Ryuzin Maru** (*ex*RyujinMaru-39, *ex*Culna) *ss*Kob.2ndNo.3-9,23 *ss*Kob.No.3-7,36 *2Dks(Stl)3trB*	6243 5879 3966	✠100A1 3,40 ✠LMC3,40	Kob	*a*†	CL 1,38	1907 2mo *Lloyd's A&CP*	W.Denny &Bros. Dumbarton	RyuohKisenK.K. *Cell DBa* 154'*u E&B*	430·5 P31'B82'F39' FK 87'*f*143'1153*t FPT*	54·2	31·9	Dairen Japanese *7BHCem* 135*t APT* 77*t*	T.3Cy.33",53½"&86"-60"(*r*) 180lb 760NHP 4SB,*12cf*,GS266,HS10920 FD Denny&Co.Dumbarton	34′10 S7′9½ 27′4	

*****Additional Ships are inserted in the Supplement at the end of the Register.**

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
82522 30094 WBDQ	**S. B. Coolidge** (*ex*Australia, *ex*SailingBarge) *Mchy.Aft* 1*Dk*2*trB* D.F. GyC.	3695 — 2877					1898	Chicago S.B.Co. Chicago	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	376·0	48·2	22·4	Wilmgton (Del.) Utd. States *WB*	T.3Cy.20",33½"&56"-42" E&NB *fitted* 02 203NHP E *Tpd*02 AmericanSBCo.Cleveland		R
82523 218630 KJXC	**S. B. Hunt** *ss*Mob.No.3-4,34 *Mchy.Aft* *ss*Bal.No.1-38 D.F. GyC. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6840 6133 4268	✠100A1 10,40 ~~2,40~~ MS12,38 ~~BS8,39~~ 10,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,19 *F.P. above* 150° F.	Gal Bal ✠LMC	*b*†	CL N11,38	1919 8mo	SunS.B. Co. Chester,Pa. AP	StandardOilCo. of NewJersey *CellDBuE&B*60' *DTf*40'552*t*	P133'B36'F40' FK 259*t* *FPT*222*tAPT*57*t* (			Wilmgton (Del.) Utd. States 17*BHptCem* 13*BHtoUdk* 4 ,, ,,2*nd*,,)	T.3Cy.27",45½"&76"-51" (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3	
82524 205186	**S. B. Way** (*ex*WilliamLivingstone-36) *Mchy.Aft* GyC. D.F. 1*Dk*	6634 — 4927					1908	Gt.Lakes Eng.Works Ecorse	ColumbiaTransportationCo. (John T.Kelly, *Mgr.*)	532·0	58·3	32·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.24",38"&65"-42" 274NHP GtLakesEngWrks,Detroit		R
82525 220941 KDML	**S. C. T. Dodd** *Mchy.Aft* *Fitted for oil fuel* D.F. *Longitudinal framing* 2*Dks* GyC. *Carrying Petroleum in bulk*	7024 — 4334					1920	MooreS.B. Co. Oakland,Cal.	StandardOilCo.of California	425·0 P106'B40'F41'	57·2	33·1	S.Frncisco Utd. States *WB*	T.3Cy.27 11/16",46¼"&78¼"-51" 438NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
82526 96445 WOQB	**S. H. Robbins** (*ex*HenryW.Oliver) *Mchy.Aft* GyC. D.F. 1*Dk*2*trB*	4909 — 3617					1899	Cleveland S.B.Co. Lorain,O.	TheWilsonTransit Co.	444·0	50·0	24·6 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22¼",38 7/32"&63 9/32"-40" NB17 253NHP ClevelandS.B.Co.		R
82527 PKRV	**'sJacob** 2*Dks&ptAwng dk*3*trB*	2839 2549 1770					1907	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5 F39' *ptAwng dk*220'	44·1	22·8	Batavia Dutch *WB*	T.3Cy.22",36½"&60"-42" NB*made*13 *fitted*16 233NHP Maats.Fyenoord,Rot.		V
82528 FOSR	**S. N. A. 7** *ss*Rot No.3-10,34 D.F. *ss*Rot.No.1-38 *Well deck* 1*Dk*(*Stl*)&*Web frames* *Corrugated sides* *Cargo battens not fitted*	2679 1977 1363	✠100A1 1,41 ~~9,39~~ BS5,40 ✠LMC11,38	Rou Msl	*t*	CL ~~10,37~~ 1,41	1922 7mo	Osbourne, Graham& Co.Ld. Sunderland *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *IntermediateBH in fore* *CellDBuE&B*40'*f*	P19'Q106'B52'F23' FK *hold dispensed with* 116' 396*t DTa* 106'	48·0	18·1	Rouen French *Cem* 4*BH only* 876*tFPT*79*t*	T.3Cy.23½",38"&64"-42" (*s*) 180lb 316NHP 2SB,8*cf*,GS143,HS5264 Richardsons,Westgarth& Co.Ld.Sld. *APT*75*t*	20 ″ 3 s 2 ″ 1¾ 18 ″ 3¾	
82529 165977 ~~FOST~~ GMKV	**S. N. A. 8** *ss*Rou.No.2-38 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2569 2125 1543	✠100A1 ~~2,41~~ ~~4,40~~ 5,41 ~~BS7,39~~ ✠LMC7,38 BS~~8,40~~2,41	Rou Lon	*t*	CL ~~12,38~~ 5,41	1930 6mo	Smith's DockCo.Ld. Stockton *Lloyd'sA&CP*	Ministry of Shipping(H.Hogarth &Sons,*Mgrs.*) *CellD*	P23'B56'F27' FK *Trunk in Wells* *B*252'870*t FPT*131	45·0	20·1	Glasgow British 6*BHCem* *tAPT*101*t*	T.3Cy.21",35"&57½"-39" (*s*) 180lb 254NHP 2SB,6*cf*,GS107,HS4335 Smith'sDockCo.Ld.Mdb.	22 ″ 3 s 2 ″ 8¼ 19 ″ 9½	
82530 FOSW	**S. N. A. 9** (*ex*NewtonAbbot-36) *ss*Shl.No.2-36 D.F. 1*Dk*(*Stl*)	2719 2433 1651	✠100A1 5,39 BS11,39 ✠LMC10,38 Surveys delayed	LaR	*t*	CL 5,39	1928 1mo	J.Crown& Sons,Ld. Sunderland *Lloyd'sA&CP*	Soc.Nationale d'Affrêtements *CellD*	305·3 316·0(O.L.) P25'B54'F26 FK *B*247'670*tFPT*118*t*	45·2	21·0	Rouen French 6*BHptCem* *APT*126*t*	T.3Cy.21",35"&58"-39" (*s*) 180lb 260NHP 2SB,6*cf*,GS116,HS4436 N.E.MarineEng.CoLd.Sld	24 ″ 2 s 3 ″ 9¼ 20 ″ 7	
82531 166302 GMKY	**S. N. A. 10** (*ex*Lapeyrade-37, *ex*LouisNail) D.F. 1*Dk*	2921 2555 1812					1920	Atel.&Ch. delaLoire Nantes	Ministry of Shipping(JosephConstantineSteamshipLine,Ld.*Mgrs*)	316·4 P32'B79'F26'	~~46·6~~ 46·5	~~21·1~~ 21·0	Liverpool British *WB*	T.3Cy.~~21¾",35½"~~&59"-42" 21½",36" 225NHP Atel.&Ch.delaLoire,Nts.		V
82532 226885 WOBA	**S. T. Crapo** (*Self-Unloader*) *Mchy.Aft* D.F. GyC.	4769 — 2942					1927	Gt.Lakes Eng.Wks. RiverRouge, Mich.	HuronTransptn.Co	384·0	60·0	29·0	Detroit Utd. States	T.3Cy.22½",38"&63"-42" 257NHP Gt.LakesEng.Wks. Detroit,Mich.		R
82533 237782 WTIY	**S. T. Kiddoo** *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	613 — 499					1938	JohnH. Mathis&Co. Camden,N.J.	DieselTankerS.T. Kiddoo,Inc.(IraS. Bushey&Sons, *Mgrs.*)	166·8	31·5	13·0	NewYork Utd. States	Oil Engines 2S.C.SA 6Cy.12"-17" 152NHP FairbanksMorse&Co. Beloit,Wis.		
82534 CSAE	**S. Thomé** *OilEng.* E.S.D. 1*Dk&Shelter dk* *Ref.Mchy.* *CruiserStern*	5213 4680 3159	✠100A1 *withfreeboard* ~~12,40~~ ~~8,39~~ ✠LMC9,38 6,41	Lis	*a*†	CL	1938 9mo	Wm.Doxford&SonsLd Sunderland *Lloyd'sA&CP* *CellDB*340	Cia.Nacional de Navegação '1292*tDTa*29'1130*t*	422·6 440·9(O.L.) F41' FK (*Col* *FPT*150*tAPT*190*t*	55·5	24·7	Lisbon Portuguese 7*BHCem* *lBHtoSh dk* 6 ,, ,, 2*nd*,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 687NHP 2DB120lb Wm.Doxford&Sons,LdSld	28 ″ 7 s 3 ″ 4 25 ″ 6	
82535 42 ITJO	**S. Vincenzo** (*ex*Clearlight, *ex*Malorossia) *ss*Shl.No.3-10,20 *ss*Sws.No.1-24 *Well deck* 1*Dk&Web frames*	865 703 483	✠ ... 1,29 ✠				1905 8mo	Chant.Nav deNicolaieff Nicolaieff	CarmineVitiello	210·6 Q76'B52'F26' FK	29·9	13·4	Torre del Greco Italian *WB*	T.3Cy.15",26"&41½"-22½" 85NHP ChantiersNavals de Nicolaieff	15 ″ 8	I †
82536 TCCT	**Saadet** Ⓟ (*ex*Rumeli, Iron *ex*Roumeli, *ss*Cpl.2ndNo.3-6,07 *ex*Thyra,*ex*ErissosKefallinias, *ex*Medea,*ex*MedeaD.) 1*Dk*2*trB* *Well deck*	819 674 495	✠ 2,09 ✠NB5,93 ✠	Pir	*m*		1884 10mo	Palmers' Co. Newcastle	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	219·0 P&B123'F25' BK8" *DB*	30·2	14·7	Istanbul Turkish 5*BHCem* *a*22'*f* 22'60*t*	C.2Cy.28"&54"-36" 128NHP 1SB,4*pf*,GS70,HS1846 Palmers'Co.Nwc.	15 ″ 6	
82537 DOQX	**Saar** *OilEng.* D.F. 1*Dk* E.S.D. *Cruiser Stern*	3261 2621 1868					1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	358·8 P30'B&F313' *Upper*F22'	50·2	19·9	Bremen German *WB*	2 Oil Engines 2S.C.SA each 6Cy.20 7/16"-27 9/16"& hydraulic coupling SR geared to 1Sc.shaft 879NHP DeutscheSchiff.uMschb. A.G.Weser,Bmn.		G
82538 DAYW	— Wireless D.F. 1*Dk* *CruiserStern*	1026 885 560					1937	Stettiner OderwrkeAG Stettin	Rud.Christ.Gribel	208·9 Q15'F24'	32·5	17·2	Stettin German *WB*	C.4Cy.(2)13⅜"&(2)28¾"-28¾" 124NHP StettinerOderwerkeA.G.		G
82539 DHUL	**Saarland** Ⓟ Now "Teiyo Maru," see No. 90232 in Supplement [illegible] D.F. GyC. 2*Dks&Shelter dk*	6725 5572 3974					1924	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·1	58·3	26·8	Hamburg German *WB*	4 SteamTurbinesSRgeared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
82540 149906 GNFJ	**Sabaneta** TwinSc *ss*Aru.No.3-3.40 *Mchy.Aft* 1*Dk*(*Stl*)	2396 1743 1242	✠100A1 ~~10,40~~ ~~8,40~~ 4,41 BS10,40 ✠LMC9,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,27 *F.P. above* 150° F.	Aru	*t*	CL ~~F6,38~~ ~~S9,39~~ 4,41	1927 9mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	LagoShippingCo. Ld.(~~F.J.Wolfe, Mgr.)~~ (R.A. Carder,*Mgr.*) *Wing tanks f* 2	305·7 P67'F34' FK *Trunk dk*204' 86*t a* 356*t FPT* 60*t*	50·2	14·3	London British 7*BHptCem* *APT*75*t*	T.6Cy.13½",23½"&36"-27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 ″ 0 s 1 ″ 10¼ 13 ″ 3¾	

108/41

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7a Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
82541 PUCD	**Sabará** (exMontePenedo) TwinSc OilEng. 2Dks	3693 3329 2312					1912	Howaldtswerke Kiel	LloydBrasileiro	350·7 P&B279'F33'	50·1	23·7	R.Janeiro Brazilian WB	Oil Engines 2S.C.SA 8Cy.18¼"-26¾" 460NHP Gebr.Sülzer,Winterthur		
82542 1910 ICGH	**Sabaudia** (exJabiru-33) ssGen.2ndNo.3-11,37 1Dk(ptIrn ptStl) Well deck Stl lower dk in fore hold	1590 1455 960	✠ ... 1,40 ✠	Gen	r		1911 11mo	Swan,Hunter& Wigham Richardson, Ld Newcastle	Dani&C. Cell DBa70'u	296·5 285·0 BK8" P&B166'F61' E32'f120'385tFPT	36·1	19·5	Genoa Italian 5BHCem 33tAPT44t	T.3Cy.21 11/16",34"&56"-42" 254NHP 2SB,6cf,GS129,HS4578 Swan,Hunter&Wigham Richardson,Ld.Nwc.	20 " 9	I †
82543 196 ICFT	**Sabbia** Ⓟ ssTri.No.3-3,38 Ref.Mchy. 2Dks(Stl) D.F.	5788 4999 3623	✠100A1 2,40 ✠LMC MS3,38 BS6,39 ✠Lloyd'sRMC6,39	Gen	y	CL N10,39	1926 4mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow Lloyd's.1&CP	LloydTriestino Soc.Anon.diNav. CellDB338'1233t B125'F35'FPT	400·6 390·1 122tAPT60t	54·0 54·0	28·7 29·6 FK 1	Venice Italian 7BHCem BHto2nddk	T.3Cy.25⅝",41"&68"-45" (s) 200lb FD 468NHP 3SB(Spt)9cf,GS148,HS6960 ClydeS.B.&E.Co.LdP.Gls.	32 " 0 s 6 " 7 25 " 7¼	
82544 EAIJ	**Sabina** (exAirScout,exWeilburg) ssBbo.No.3-4,34 ssBbo.No.1-39 1Dk(Stl) Cargo battens not fitted	2421 — 1297	100A1 2,41 ~~4,40~~ LMC MS5,39 ~~BS?,39~~ BS~~4,40~~4,41	Bbo	s	CL 4,39	1920	Frd.Krupp Akt.Ges. Kiel Intermediate BH in fore hold dispensed with	Cia.Nav.Vascongada CellDB231'558tD	288·2 P22'B80'F38' Tf12' 118tFPT57t	44·2	20·3 FK	Bilbao Spanish 4BH only ptCem ptAsp APT153t	T.3Cy.19 11/16",32 11/16"&54¾"-39⅜" 175lb (s) 245NHP 2SB,4cf,GS86,HS3445 FD Frd.KruppA.G.Kiel	22 " 6 s 3 " 3½ 19 " 5	
82545 DDUZ	**Sabine Howaldt** D.F. E.S.D. 1Dk&Shelter dk CruiserStern	5956 4995 3020					1938	Nordseewerke Emden G.m.b.H. Emden	BernhardHowaldt	437·4 F35'	59·0	23·6	Flensburg German WB	C.4Cy.(2)18⅞"&(2)43 5/16"-43 5/16"&LP turbine with DR gearing & hydraulic coupling 306NHP Rheinmetall-BorsigA.G. BerlinTegel		G
82546 136307 VGXM	**Sable I** Ⓟ ssMtl.2ndNo.3-5,39 1Dk(Stl)&Shadedk Wireless	734 425 341	✠100A1 Shadedk ~~5,40~~ ~~5,39~~ 4,41 BS~~12,39~~ ✠LMC5,38 5,41	Mtl Qbc	j	CL ~~5,38~~ ~~5,40~~ 4,41	1914 6mo	Bow,McLachlan&Co. Ld. Paisley Lloyd's A&CP	Bras d'orBayNav. Co.Ld. Cell DBa35'uE	183·0 FK&BK1'	28·6	12·2	Quebec British 4BHCem 27'f83'156t	T.3Cy.15",25½"&41"-30" (s) ~~200lb~~ 185lb 85RHP 2SB,4cf,GS81,HS2410 Bow,McLachln&CoLdPsy	13 " 0 s " 7 12 " 8	
82547 144504 GBQW	**Sabor** D.F. 2Dks	5212 4793 3227					1920	Earle'sCo. Ld. Hull	RoyalMailLines Ld.	400·4 P49'B113'F39'	52·2	28·5	London British WB	T.3Cy.27",44"&73"-48" 369NHP Earle'sS.B.&E.Co.Ld.Hull		C
82548 EAIK	**Sac 2°** ssBcl.No.3-5.34 ssBbo.No.1-39 1Dk(Stl)	2959 2769 2260	✠100A1 8,39 ✠LMC BS~~6,39~~4,41 MS9,39	Bbo	u	CL 7,39	1922 2mo	J.Blumer &Co.Ld. Sunderland Lloyd's A&CP	Soc.Anon.Cros CellDBa108'	331·0 P29'B94'F30' u E 25' f 140' 743t	47·7	21·9 FK	Barcelona Spanish 5BHCem APT147t	T.3Cy.24",40"&65"-45" (s) 180lb 80lb 318NHP 2SB,6cf,GS136,HS5022 J.Dickinson&Sons,Ld.Sld.	24 " 3 s 3 " 5¾ 21 " 0	
82549 EADX	**Sac 4°** (exDilluns) ssBcl.No.3-4,28 ssBcl.No.1-32 1Dk(Stl) (IN PORT DAMAGED)	2382 2168 1431	✠ 4,36 ✠	Bbo	t		1922 3mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow	Soc.Anon.Cros CellD	294·8 P25'B80'F33' B250' 614t FPT63t	44·2	20·6 FK	Barcelona Spanish 5BHCem APT60t	T.3Cy.22",35"&59"-39" 250NHP 2SB,6cf,GS126,HS4060 ClydeS.B.&E.Co.Ld.P.Gls.	22 " 9	
82550 EGKT	**Sac 7°** (exSalvador) 1Dk	835 712 445					1918	Astilleros deGijon Gijon	Soc.Anon.Cros	201·7 P30'B44'	28·9	13·9	Barcelona Spanish WB	T.3Cy.12",20"&32"-24" Ebuilt15,fitted18 50NHP Dunsmuir&Jackson,Gls		
82551 EGKU	**Sac 8°** (exValmurian,exCapita Revuelta) 1Dk	910 712 675					1918	Astilleros deGijon Gijon	Soc.Anon.Cros	201·7 B44'F30'	29·8	14·1	Barcelona Spanish WB	T.3Cy.12",20"&32"-24" 50NHP AlexanderHermanos,S.en C.Barcelona		V
82552 EAQJ	**Sac 9°** (exTeresaPamies-32, exAcuario, exKingDavid) ssMsl.2ndNo.3-7,22 ssBbo.No.1-26 1Dk(Irn) 2trB&deepframing	2554 2327 1595	✠ ~~—~~ 12,32 ✠	Bcl	t		1895 10mo	Short Bros. Sunderland	Soc.Anon.Cros Cell	304·1 P27'B68'F31' DBa&uE118'f1186	44·1	20·6 FK	Barcelona Spanish 5BHCem 57tAP T6	T.3Cy.23",38"&61½"-39" 242NHP 2SB,6cf,GS117,HS3520 Blair&Co.Ld.Stockton	23 " 2	
82553 217328 WGOI	**Saccarappa** Fitted for oil fuel Sub.Sig. 2Dks&Webframes	4965 4664 2952	✠ ... 6,20 ✠				1918 12mo	American Intrnational S.B.Corp. HogIslandPa	~~SouthAtlanticS.S. Co.ofDelaware~~ AlcoaS.S.Co.Inc.	390·0 P39'B122'F43'	54·2	27·6 FK	Savannah Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
Now	"Alcoa Cutter," see No. 87066 in Supplement															
82554 144729 GKZJ	**Sacramento Valley** (exSkegness) Fitted for oil fuel D.F. 1Dk&Shelterdk	4573 4318 2842					1924	Workman, Clark&Co.Ld Belfast	ReardonSmith LineLd.(SirW.R. Smith&SonsLd. Mgrs.)	401·6 F41'	54·3	25·3	Bideford British WB	T.3Cy.26",42"&71"-48" 349NHP Wrkman,Clark&Co.Ld.Bel		C
82555 70 ITLG	**Sacro Cuore** (exFucsia-34, exGwynwood) ssRot.2ndNo.3-11,24 ssSld.No.1-28 Well deck 1Dk&Webframes	1097 891 610	✠ ... 2,32 ✠NB10,15✠				1899 3mo	W.Dobson &Co. Newcastle	GennaroMontella (Lauro&Montella, Mgrs.)	220·8 212·5 P18'Q44'B46'F24' FK	35·0	13·9 WB	Torre del Greco Italian	T.3Cy.18½",30"&49"-33" 148NHP N.E.MarineCo.Ld.Nwc.	16 " 5	I †
82556 TCCO	**Sadan** (exAkin-37,exPanzoS., exDanubian, exMuntenia,exProteus, exGladys) ssHpl.No.3-1,03 ssSyd.No.2-12 1Dk(Irn)&Webframes& ptAwngdk(Irn)	2302 1729 1504	✠ 1,20 ✠	Sws	s		1890 12mo	S.P.Austin &Son Sunderland	SadikzadeRusen Ogullari CellDBa110'uE&B	285·0 P31'Q72' ptAwngdk182'BK9" 42'f86'476tAPT30t	39·6	18·8 25·8	Istanbul Turkish 5BHptAsp ptCem	T.3Cy.21½",36"&59"-39" NDB01 218NHP 2SB,6rf,GS106,HS3288 G.Clark,Ld.Sunderland	21 " 3	V †
82557 UPCT	**Sadko** (exLintrose) 2Dks(Stl)& Shelterdk(Stl-ws)	1613 1426 506	✠ 7,19 ✠	Bcl	v		1913 3mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	U.S.S.R. CellDBa45'	255·0 F36' uE18'f93'157tFP	37·4	22·7 FK	Archangel Russian 5BHCem T9tAPT20t	T.3Cy.26",42½"&70"-42" 587NHP 4SB.12cf,GS248,HS9920 Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 " 11	
82558 LETH	**Sado** (exPan) 1Dk	925 669 535					1917	Jarlsö Værft Tönsberg	D/S A/S Havlyn (HartvigLarsen, Mgr.)	200·4 Q60tB82tH53tF19t	31·9	12·9	Haugesnd Norwegian WB	T.3Cy.15",25"&41"-26" 86NHP TrondhjemsM.Værksted		N
82559 46186 JPAN	**Sado Maru** TwinSc OilEng. D.F. GyC. E.S.D. 2Dks Ref.Mchy. CruiserStern	7180 — 3935					1939	Mitsubishi JukogyoK.K Nagasaki	NipponYusenK.K.	479·6 F38'	62·3	32·2	Tokyo Japanese	Oil Engines 2S.C.SA 14Cy.28⅜"-49 5/16" 1960NHP MitsubishiJukogyoK.K. Nag.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
82560 4976 SGED	**Saga** (*ex*Fro,*ex*Felicia,*ex*Doretea, *ex*Kattegat) 1*Dk*	1077 930 591					1909	Fredrkstad Mek. Værks. Fredrikstad	RederiA/B Ægir (GunnarLindqvist, *Mgr.*)	226·4 P18'B57'H58*t*F18'	35·1	14·3	Stockholm Swedish *WB*	T.3Cy.16½″,26″&44″-30″ 106NHP FredrikstadM.V.Frdstad.		N
* 82561	— (*ex*Scotscraig) *ss*Gls.2ndNo.3–3,29 *Well deck* *ss*Cpn.No.2–37 1*Dk*(*Stl*)&*deep framing*	919 674 540	✠100A1 9,38 BS9,38 ✠LMC10,37	Cpn	*l*	OG 9,36	1904 7mo	Grngem'th &Greenock DockyardCo. Greenock *Lloyd'sA&CP*	DetForenede DampskibsSelsk. *Cell D*	200·1 210·2(O.L.) Q69'B58'F22' FK *Ba*44'*uE*&*B*31'*f*86'	32·5	13·1	Aarhus Danish 4*BHCem* 282*tAPT*10*t*	T.3Cy.15½″,26″&43″-30″ (*s*) 180lb *85lb* 119NHP 1SB,3*cf*,GS63,HS1954 D.Rowan&Co.Glasgow	15 ″ 3 s ″10½ 14 ″ 6	
82562 26447 JGTB	**Saga Maru** *ss*Kob.No.1–24 1*Dk*	2150 1929 1240	✠ ... 8,28 ✠				1919 12mo	Teikoku S.S.Co.Ld. Toba,Ise Province	SanboSyosenK.K.	275·0 P19'B64'F30' FK	41·0	24·0	Funaka Japanese *WB*	T.3Cy.20″,33″&55″-39″ 258NHP Kobe SteelWorks,Ld.Kobe	24 ″ 0	C †
7/40 82563 164623 MLLQ	**Sagacity** *OilEng.* 1*Dk* *MchyAft* *CruiserStern*	490 321 249	✠100A1 10,39 ✠LMC5,36 ✠LMC(M)9,38	Yar	*g*	OG 9,38	1936 5mo	G.Brown &Co. Greenock *Lloyd'sA&CP*	F.T.Everard& Sons,Ld.	153·2 Q96'F17' FK *FPT*61*t*	27·7	9·6	London British 3*BHAsp* *APT*50*t*	Oil Engines 2S.C.SA 5Cy.12⅝″-15¾″ 72RHP NewburyDieselCo.Ld. Newbury	10 ″ 8 s 3 ″ 7 10 ″ 8	
82564 216584 KTUO	**Sagadahoc** *ss*Bal.No.3–8,30 *ss*Bal.No.2–39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	6275 5824 3969	✠100A1 *Shelter dk* *withfreeboard* ~~7,40~~ ~~1,40~~ 9,40 ✠LMC3,39 BS~~5,40~~1,41 *Fitted for oil fuel* 7,18 *F.P. above* 150°F.	Phl ~~NYk~~ Bal	*a*†	CL 9,38	1918 7mo	TexasS.S. Co. Bath,Me. A&CP	~~ArgonautLine,Inc~~ AmericanSouth AfricanLine,Inc.	420·5 P42'B130'F39' *on Shelter dk* FK *CellDB*361'1192*t* *DTa*32'1075*tFPT*	54·2	31·4	NewYork Utd.States 8*BHCem* 114*tAPT*63*t*	T.3Cy.24½″,44″&74″-51″ (*r*) 190lb 555NHP 3SB,9*cf*,HS8118 FD H.G.Trout Co.Buffalo,N.Y	33″10 s 7 ″ 3¾ 26 ″ 8	
82565 148845 GLDZ	**Sagaing** Ⓟ *Fitted for oil fuel* D.F. E.S.D. 2*Dks*	7958 6461 4954					1925	W.Denny& Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P. Henderson&Co. *Mgrs.*)	454·6 P56'B180'F45'	61·2	31·0	Glasgow British *WB*	T.3Cy.30″,49½″&82″-60″ W.Denny&Bros.Ld.Dmb. &LPturbine withDRgearing&hydraulic coupling (*fitted*39) Barclay,Curle&Co.Ld.Gls.		C BT till ~~5,40~~ ~~11,40~~ ~~6,41~~ 6,42
82566 122218	**Sagamo** Ⓟ **TwinSc** 2*Dks*	744 611 420					1906	Canadian S.B.Co. Toronto	MuskokaLakes Nav.&HotelCo.Ld.	152·0	29·0	9·7	Toronto British	T.6Cy.10″,16″&26″-16″ 69RHP CanadianSBCoLd.Toronto		
82567 161844 GYJN	**Saganaga** D.F. E.S.D. *CruiserStern* 1*Dk*	5454 4966 3344					1935	D&W Hendersn&Co.Ld. Glasgow	SouthGeorgiaCo. Ld.(Chr.Salvesen& Co.*Mgrs.*)	407·5 P20'B113'F42'	55·6	28·0	Leith British	T.3Cy.21½″,37″&62″-45″ 256NHP D&W.Hendersn&CoLdGls		C
82568 22953 JLOB	**Sagawa Maru** 1*Dk*	1186 970 676					1918	Seikichi Ono Osaka	ShimataniKisen K.K.	220·0	32·0	18·0	Kobe Japanese *WB*	T.3Cy.14½″,24″&40″-30″ 88NHP SeikichiOno,Osaka		
82569 217919 WJDJ	**Sage Brush** (*ex*WestCherow) *Fitted for oil fuel* Sub.Sig., D.F. 2*Dks* Now "Keystone," see No. 83770 in Supplement	5565 5241 3475	✠ ... 10,21 ✠				1919 5mo	Northwest SteelCo. Portland,Or.	ShepardS.S.Co.	409·8 P44'B115'F47' FK	54·2	27·7	Prtlnd.Me. Utd.States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
82570 217585 KJAY	**Saginaw** (*ex*Aetna-37, *ex*Coperas) GyC. 1*Dk*	2153 1753 1280	✠ ... 6,20 ✠				1919 4mo	Manitowoc S.B.Co. Manitowoc, Wis.	SaginawDock& TerminalCo.	250·5 P27'B64'F26' FK	43·7	20·1	Wilmgton, Del. Utd.States *WB*	T.3Cy.20″,33″&54″-40″ 269NHP ManitowocS.B.Co. Manitowoc,Wis.	23 ″ 0	
82571 82 ICAC	**Sagitta** (*ex*Tremeadow-38) *ss*Cff.No.3–7.32 *ss*Bry.No.1–37 1*Dk*(*Stl*)	5153 4723 3101	✠100A1 8,38 ✠LMC MS8,36 BS12,39	Bry	*y*	CL 8,38	1919 3mo	D&W Hendersn&Co.Ld Glasgow *Lloyd'sA&CP*	BiagioBorriello (Lauro&Montella, *Mgrs.*) *CellDB*345' 1035*t*	413·2 399·5 P49'B113'F39' FK *FPT*125*tAPT*210*t*	52·2	28·4	Torre del Greco Italian 7*BHptCem*	T.3Cy.27″,44″&73″-48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D&WHendersn&CoLdGls.	31 ″ 0 s5 ″11¾ 25 ″ 3¾	
82572 FNQK	**Sagittaire** Ⓟ **TwinSc** (*ex*Washington-38) *OilEng.* *Ref.Mchy.* D.F. 3*Dks*	7706 6439 4591					1929	Bremer Vulkan Vegesack	Soc.desServices Contractuels des Messageries Maritimes	473·4 F12'	61·2	27·5	Marseilles French *WB*	Oil Engines 2S.C.DA 10Cy.23⅝″-35⅜″ 976NHP BremerVulkan,Vegesack		V
82573	**Sagoland** *ss*Yka.2ndNo.3–1,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5334 4991 3299	✠100A1 *Shelter dk* *withfreeboard* 8,40 ~~3,39~~ ~~BS3,39~~ ✠LMC1,38	Hkg Shi BS8,40	*a*†	CL ~~1,38~~ 7,40	1913 6mo	Earle'sCo. Ld. Hull A&CP	Madrigal&Co. *CellDBa*146'*uE*29'*f*	430·2 FK 187'1350*tDTa*36'13	54·2	26·2	Manila,P.I Utd.States 7*BHCem* 68*tAPT*113*t*	T.3Cy.28¼″,45½″&76″-54″ 180lb (*s*) 534NHP 3SB,9*cf*,GS189,HS7395 FD Earle'sCo.Ld.Hull	28″11 s 3″10¼ 25 ″ 3	
82574 8366 SMCN	— **TwinSc** *OilEng.* D.F. E.S.D. GyC. 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern* *Strengthened for navigation in ice*	3243 2516 1407	✠100A1 *withfreeboard* 8,40 ~~11,39~~ ✠LMC8,39 ✠Lloyd'sRMC~~8,39~~8,40 No. 3 fwd. hold & 'tween dks. for temp. 35° F., No. 3 aft hold for temp. 25° F., aft wings of No. 3 'tween dks. for temp. 18° F., centre chamber for temp. 14° F. *Carrying vegetable oil in forward wing tanks & centre tanks in way of tunnels*	Got Phl	*y* 2$\frac{5}{16}$	CL	1939 8mo	Eriksbergs M.V.Aktieb Gothenburg *Lloyd'sA&CP*	Ångf.A/B Tirfing (SvenskaOrient Linien)(T.E.J.son Broström,*Mgr.*) *Cell*	385·2 406·5(O.L.) FK *DB*310'1121*tTanks*	54·7	18·2	Gothenbrg Swedish 7*BH* (*Collto Sh dk* 6 ,, *2nd*,,) *in way of tunnels*	Oil Engines 2S.C.SA 18Cy.19$\frac{1}{16}$″-35$\frac{7}{16}$″ 1213NHP DB*80lb* EriksbergM.V.Aktieb.Got 548*tFPT*39*tAPT*67*t*	23 ″ 9 ~~s 1 ″ 7~~ ~~22 ″ 5¼~~ s 1 ″ 6 22 ″ 6¼	
82575 LDLC	**Sagona** (*ex*Lion) **TwinSc** *OilEng.* *ss*Rot.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing–bracketless system*	7554 7107 4471	✠100A1 ~~8,40~~ 11,39 3,41 ✠LMC DBS~~2,39~~4,40 *CarryingPetroleum in bulk*	Rot ~~PNi~~ Wln CS12,38 2,38	*c*†	CL ~~12,38~~ 8,40	1929 11mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *Lloyd'sA&CP*	A/S Sagona(H.E. Hansen-Tangen) *Cell* *DBuE*80'220*tDT*	451·8 468·5(O.L.) P97'B35'F57' FK *f*35'488*tFPT* 238*t*	59·2	34·1	Xiansand Norwegian 14*BHptCem* *APT*171*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$″-43$\frac{5}{16}$″ 712NHP 2DB*180lb* N.V.Werkspoor,Ams.	34 ″ 1 s 7 ″ 0¾ 27 ″ 3	
82576 132682 VOLX	— *ss*NFL.2ndNo.3–5,37 Wireless 1*Dk*(*Stl*)&*Shelter dk*	808 701 420	✠100A1 *Shelter dk* *withfreeboard* 5,39 BS~~4,39~~ ✠LMC5,37 5,40	NFL	*j*	CL 5,39	1912 2mo	DundeeS.B Co.Ld. Dundee *Lloyd'sA&CP*	Government of Newfoundland (Newfoundland Railway—Steam-shipDept.)	175·0 184·0(O.L.) FK *CellDBa*32'*uE*15'*f*	28·3	20·3	SJhnsNFL British 4*BHCem* 64'105*tFPT*	T.3Cy.16″,27″&44″-30″ (*s*) 180lb 98RHP 2SB,4*pf*,GS74,HS2493 MacColl&Pollock,Ld Sld. 30*t APT*8*t*	21 ″ 0 s 7 ″10 13 ″ 7	

* Surveys delayed, Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Durée Cert. B.of Trade
82577 118067 VPJL	**Sagres** Ⓟ (exZuishoMaru, exMaharani,exMaharaja) 2Dks(UStl–teaks) &deep framing	2333 1935 1448	✠ 2,08 ✠	Cal	l		1904 3mo	C.Connell &Co.Ld. Glasgow	KinHongS.S.Co. Ld.(Williamson &Co.Mgrs.) CellDBa82'uE&	300·0 P79'B93'F44' FK B40'f124'436tFPT	40·6	22·4	HongKong British 5BHCem 45tAPT16t	T.3Cy.22½",38"&62"–42" 277NHP 2SB,6cf,GS121,HS4272 Dunsmuir&Jackson,LdGls	24 " 8	C †
82578 HRBY	**Sagua** (exCuyamapa-35,exSagua, exVan derDuyn) ssBal.No.3-5,35 D.F. 2Dks(Stl)&Awng dk Ref.Mchy. (Stl–ws)	3298 2838 2005	✠100A1 Awng dk withfreeboard 1,39 MS5,35 Fitted for oil	Phl ✠LMC BS3,40 fuel6,	u 23	CL 2,38 F.P. a	1914 7mo Lloyd bove 1	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle 'sA&CP 50° F.	MayanS.S.Corp. (UnitedFruitCo. Mgrs.) CellDBa80'uE&	331·1 F43'on Awng dk FK B56'f144'607tFPT	45·2	25·6	Tela Honduran 5BHCem 38tAPT26t	T.3Cy.23",38"&63"–39" (s) 180lb 440NHP 3SB,9cf,GS174,HS7308 FD N.E.MarineEngCoLdNwc.	28 " 0 s7 " 4¼ 21 " 1	
82579 130526 VGXJ	**Saguenay** Ⓟ TwinSc Fitted for oil fuel 2Dks	2777 1931 1864	✠ ... 9,17 ✠				1911 6mo	Fairfield Co.Ld. Glasgow	CanadaSteamship Lines,Ld.	275·3 FK	40·0	14·9	Montreal British WB	T.3Cy.(2)16¾"(2)25½"&(4) 29½"–24" 354NHP FairfieldCo.Ld.Glasgow	15 " 10	
82580 EAPT	**Sagunto** Ⓟ Iron ssMsl.No.3–6,89 Wireless ssMsl.No.1–94 1Dk2trB	956 — 539	✠ 2,94	Msl			1875 8mo	J Readhead &Co. S.Shields	Cia.Trasmediter- ranea	205·6 P126' F30' BK8"	29·0	16·9	Valencia Spanish 4BHCem APT	C.2Cy.28"&50"–33" NB02 NDB91 120NHP J.Readhead&Co.S.Shields		
82581 217692 KEPR	**Sahale** Fitted for oil fuel D.F. 2Dks&Web frames	5028 4740 3086	✠ ... 7,20 ✠				1919 4mo	American International S.B.Corp. HogIslandPa	TampaInterocean S.S.Co.	390·0 P39'B122'F43' FK	54·2	27·6	N.Orleans Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
82582 FPGS	**Sahel** D.F. E.S.D. OilEng. Mchy.Aft 1Dk CruiserStern	2550					1938	Frdrkshvn Værft og Flydk.A/S Fredrikshavn	Soc.Anon.de Gérance&d'Arme- ment	299·0 F28'	41·6	27·1	Rouen French WB	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 608NHP A/S HelsingörsJernskibs& Maskinbyggeri, Elsinore		V
82583 153563 VPDF	**Sai On** TwinSc 2Dks&Shade dk	1950 1288 1194					1924	Taikoo Dkyd.&Eng. Co.of HKgLd HongKong	TungOnS.S.Co.Ld.	225·0	42·1	8·5	HongKong British	T.6Cy.13",21"&35"–24" 120NHP TaikooDkyd.&Eng.Co.of H.Kg.Ld.HongKong		
82584	— (exCormorant–34) ssBgk.No.2–07 Mchy.Aft Well deck 1Dk	445 322 185	✠ ... 10,08 ✠				1898 10mo Comp	J.Mc- Arthur&Co. Paisley leted by Shali	Chin Seng marWorks,Ld.Cal	146·0 Q84'F19' FK	27·0	10·2	Bangkok Thai WB	T.3Cy.11",18"&31"–24" 47NHP McKie&Baxter,Glasgow	11 " 0	
82585 PHHE	**Saidja** TwinSc D.F. E.S.D. 1Dk Mchy.Aft CruiserStern Longitudinal framing at bottom in centre tanks & at deck	6671 5046 3801	✠100A1 ~~2,40~~ ~~10,39~~11,40 CarryingPetr BS11,40 Fitted for oil	Rot Sng ✠LMC10,39 oleum fuel10,	a† in 39	CL bulk F.P. a	1939 10mo Lloyd bove 1	NVRotter- damDroogd. Maats.(New WaterwaySB Co)Schiedam 'sA&CP 50°F.	Nederl.Indische Tankstoomboot Maats. CellDB	433·0 450·2(O.L.) P105'Trunk266' F62' FK uE&B50'253tDTf	62·7	24·5	TheHague Dutch 13BHptCem 36'472tFPT	T6Cy.22$\frac{1}{16}$",35$\frac{7}{16}$"&61"–39⅜" 220lb 733NHP 2WTB,HS10640 FD N.V.Rot.Droogd.MaatRot 100tAPT113t	24 " 6 s3 " 8½ 20 " 11½	
82586 43465 JSJL	**Saigon Maru** Ⓟ OilEng. D.F. 2Dks	5350 — 3956					1937	Mitsubishi JukogyoK.K Kobe	OsakaSyosenK.K.	376·3 F44'	55·8	32·8	Osaka Japanese WB	Oil Engines 4S.C.SA 16Cy.17$\frac{11}{16}$"–24$\frac{13}{16}$"& hydraulic coupling SR geared to 1 sc.shaft 488NHP MitsubishiJukogyoK.K. Kobe		C
82587 171 JPGC	**Saiho Maru** (exSaikohMaru, exTullamore, ssDrn.No.3–10,30 exArdgroom) ssDrn.No.1–34 2Dks(Stl)	4639 4189 2886	✠ ... 1,38 ✠	Kob	y		1918 10mo	Russell& Co. PortGlasgow	DairenKisenK.K.	385·0 P34'B111'F47' FK CellDB341'961	52·0	26·5	Dairen Japanese 6BHCem tAP127t	T.3Cy.26",43"&70"–48" 489NHP 3SB,9cf,GS170,HS7345 Rankin&Blackmre,LdGrk	29 " 0	
82588 24961 JIVD	**Saiko Maru** (exSaikohMaru–38, exHeijinMaru–34) ssKob.No.3–10,31 1Dk(Stl)&Shelter dk(Stl)&Webframes Longitudinal framing	4365 3677 2719	✠ ... 11,35 ✠	Yka	w		1919 5mo	OsakaIron Works,Ld. Osaka CellDB294'	YamashitaKisen K.K. 1120tDTa32'690t	345·0 P30'B98'F34' on Shelter dk FK FPT115tAPT29t	49·8	28·2	Kobe Japanese Cem 1BHtoSh dk 5 " " U dk	T.3Cy.24¼",41"&67"–48" 391NHP 2SB,6cf,GS128,HS5407 OsakaIronWorksLdOsaka	28 " 2	C †
82589 43085 JKEL	Now "Hiburi Maru," see No. 88362 in Supplement **Saikyo Maru** Mchy.Aft 1Dk	1293 — 709					1936	Osaka Zosensho K.K. Osaka	HinodeKisenK.K.	217·8 P78'F25'	35·8	18·5	Tokyo Japanese	T.3Cy.17$\frac{11}{16}$",29$\frac{15}{16}$"&49$\frac{3}{16}$"– 35$\frac{7}{16}$" 144NHP TsurukichiKimura,Osaka		
82590 801 OFBA	**Saimaa** (exErland–37) OilEng. ssGot.No.3–6,35 ssHfs.No.1–39 D.F. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	2001 — 999	✠100A1 Shelter dk withfreeboard 5,41 ~~6,39~~ DBS11,39	Hfs MVo ✠LMC CS5,39 5,38	s	OG 6,39	1922 9mo Lloyd	Eriksbergs M.V.Aktieb. Gothenburg 'sA&CP Inter	FinskaÅngfartygs Aktiebolaget mediateBHinfore CellDB254'5	302·1 300·0 FK hold dispensed with 30tFPT29tAPT31t	43·2	16·3	Helsingfrs Finnish ptCem 1BHtoSh dk 3 " " U "	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP DB100lb Aktieb.Götaverken,Got.	19 " 0 s " 6¾ 18 " 7	
82591	**Sainam** Pad 2Dks	588 280 367					1900	G.Fenwick &Co.Ld. HongKong	SaiHingS.S.Co.	147·0	31·0	7·2	Canton Chinese	2Cy.18"&38"–72" 102NHP G.Fenwick&Co.Ld.H.Kg.		
82592 135535 MFBV	**St. Abb's Head** (exFastnet, 3Mst exMonaleen,exAllerton) Well deck Mchy.Aft 1Dk	616 412 257	✠ ... 1,18 ✠				1914 1mo	J.Fullerton &Co. Paisley	A.F.Henry&Mac- Gregor,Ld.	174·8 Q96'B9'F32' BK6"	28·1	10·4	Leith British WB	T.3Cy.14",24"&40"–27" 90RHP Ross&Duncan,Glasgow	13 " 0	C †
140/20 82593 142619 GMCW	**Saint Agnes** (exCapeSt.Agnes–37, exTitan,exWar ssMsl.No.3–12,29 Briton) ssAms.No.2–37 1Dk(Stl)	5199 4777 3248	✠100A1 4,40 BS9,39	Nwc ✠LMC3,37	y	CL 9,39	1918 8mo Lloyd	Greenock& Grngemouth Dkyd.Co.Ld. Greenock 'sA&CP	TheSaintLine,Ld. CellDB345'1122t	400·0 P50'B113'F39' FK DTa28'1170tFPT1	52·3	28·5	London British 8BHptCem 23tAPT150t	T.3Cy.25½",44"&73"–48" (s) 180lb 490NHP 3SB,9cf,GS190,HS7020 FD J.G.Kincaid&Co.Ld.Grk.	31 " 0 s 5 " 11¾ 25 " 3	
82594 144208 MKCF	**Saint Aidan** ssIrv.No.3–6,33 ssIrv.No.1–38 Mchy.Aft Well deck 1Dk(Stl)	362 247 138	✠100A1 5,40 MS4,38	Bwg ✠LMC BS~~9,39~~9,40	f	CL 5,40	1920 7mo Lloyd	Scott& Sons Bowling 'sA&CP	J.&A.Gardner& Co.Ld.	141·5 146·5(O.L.) BK7" Q81'B8'F24' FPT	23·8 25·2	10·1	Glasgow British 3BHCem 31tAPT12t	C.2Cy.16$\frac{11}{16}$"&34"–24" (s) 130lb 47RHP 1SB,2pf,GS43,HS1360 Fisher's,Ld.Paisley	11 " 0 s 3 " 4½ 11 " 3	
82595 FPAA	**Saint Ambroise** 2TwinMasts Fitted for oil fuel 2Dks	3075 2818 1825	✠ ... 12,24 ✠				1920 4mo	W.Gray& Co.(1918)Ld. W Hartlepool	SociétéNavale de l'Ouest	310·0 P23'F32' Ba23'Bf23' FK	46·5	23·7	Havre French WB	T.3Cy.25",41"&68"–45" 414NHP Cen.Mar.Eng.Wrks,W Hpl	26 " 3	V †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
82596	**Saint André** (*ex*SantaFé–39, *ex*Steigerwald–37) *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks* *Ref.Mchy.*	4627 4139 2754					1921	Deutsche Werft.A.G. Hamburg	French Government	414·4 P&B247′F50′ len33	50·4	26·9	Marseilles French *WB*	T.3Cy.26$\frac{3}{16}$″,43$\frac{3}{8}$″&70$\frac{15}{16}$″–47$\frac{5}{16}$″&LPturbine 438NHP Gutehoffnungshütte, Sterkrade		G
82597 162679 GPQW	**St. Andrew** Ⓟ TwinSc *ss*Sou.No.2–40 ~~*ss*Cff.No.1–36~~ 1*Dk&Shelter dk*(*ptStl*–teak s) D.F. E.S.D. 3*rd dk clear of E&Bspace* *CruiserStern*	2702 1660 1116	✠100A1 *withfreeboard* 5,40 ~~2,39~~ ~~BS2,39~~ ✠LMC~~1,36~~ 5,40 *ForIrishChannel Service* *Fitted for oil fuel* 2,32 *F.P. above* 150° F.	Bkn Sou	*v*	OG 2,39	1932 2mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's*A&CP	Fishguard&RosslareRailways&HarboursCo. *Cell DBuE*28′*f*66′	327·2 F39′ FK 145*t MT*6′ 55*t FPT*	46·7	17·7	London British 11*BHptCem* (*Coll to Shdk* 10 ,, *2nd* ,,) 29*tAPT*38*t*	4SteamTurbinesSRgeared to 2 Sc. Shafts (*s*) 4Water Tube Boilers 230lb HS18120 1590NHP FD CammellLaird&Co.Ld.Bkn	18 ″ 9 s 4 ″ 5¾ 14 ″ 8	BT till 3,41
82598 164072 MLJL	**Saint Angus** *OilEng.* *Mchy Aft* 1*Dk* Wireless *CruiserStern*	391 261 195	✠100A1 9,39 ✠LMC4,36 ✠LMC(M)9,38	Bwg	*f*	OG N9,39	1936 4mo	Scott& Sons Bowling *Lloyd's*A&CP	J.&A.Gardner&Co.Ld. *CellDBf*48′ 55*tFPT*21*tAPT*28*t*	145·0 151·1(O.L.) Q88′*Bon*Q7′F23′	23·8 25·1	10·5 FK&BK1½″	Glasgow British 3*BHCem*	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{8}$″–22$\frac{7}{16}$″ 125NHP BritishAuxiliariesLd.Gls.	11 ″ 5 s 3 ″ 6¾ 11 ″ 4½	
82599 140652 GCBV	**Saint Anselm** (*ex*SaintAndrew–36) *ss*Cal.No.3–8,31 *ss*Cal.No.1–35 1*Dk*(*Stl*)*&Shelterdk*(*Stl*)	5614 5448 3534	✠100A1 *Shelter dk* *withfreeboard* 8,38 ✠LMC MS10,35 BS8,39	Cal	*y*	CL 3,40	1919 9mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd's*A&CP	TheSaintLine,Ld. *Cell DB*351′1290*t*	399·6 F39′*onShelterdk* *FPT*60*tAPT*90*t*	53·0	32·8 FK *Coll*	Liverpool British *ptCem* *BH to Shdk* 6 ,, ,, *U* ,,	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD N.E.MarineEngCoLd.Nwc	35 ″ 5 s 9 ″ 4¾ 26 ″ 3	
82600 164364 VTGT	**Saint Anthony** Ⓟ TwinSc *OilEng.* 1*Dk*	452 334 169	✠ A1 *withfreeboard* 8,39 ✠LMC8,39 *For Coasting Service Bombay &Marmagao*	Bom	*i*	OG 8,40	1936 2mo	Henry Robb,Ld. Leith *Lloyd's*A&CP	IndianCo-operativeNavigation&TradingCo.Ld.	183·2 *Shade dk*	32·2	8·1 FK *FPT*12*t*	Bombay British 8*BHCem* *APT*15*t*	Oil Engines 2S.C.SA 12Cy.9$\frac{13}{16}$″–16$\frac{9}{16}$″ 204NHP Atlas-DieselA/B,Skm.	9 ″ 9 s 3 ″ 7 6 ″ 4¾	
82601 141931 MJVG	**Saint Barchan** 3Mst *ss*Bwg.No.3–5,32 *ss*Irv.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*)	356 247 141	✠100A1 Examined 2,41 Bwg BS2,41 ✠LMC MS10,36 ~~BS6,39~~ ~~7,40~~	~~Irv~~	*f*	CL ~~1,39~~ 1,41	1919 10mo	Scott& Sons Bowling *Lloyd's*A&CP	J.&A.Gardner&Co.Ld.	141·6 Q81′B8′F24′	23·8 *25·0*	10·1 BK7″ *FPT*	Glasgow British 3*BHCem* 31*tAPT*12*t*	C.2Cy.16″&34″–24″ (*s*) 130lb 47RHP 1SB,*2pf*,GS42,HS1388 Fishers,Ld.Paisley	11 ″ 0 s 3 ″ 4¼ 11 ″ 3	
82602 FPAD	**Saint Basile** *ss*Rou.No.2–28 *Fitted for oil fuel* 1*Dk*	2778 2511 1671	✠ … 11,32 ✠				1920 8mo	Livingstne &Cooper,Ld. Hessle	SociétéNavalede l'Ouest	323·8 P28′B85′F35′	44·1	22·6 FK	Havre French *WB*	T.3Cy.20½″,33″&54″–39″ 234NHP G.T.Grey&Co.Ld.S.Shl.	25 ″ 6	V †
82603 164110 MMDW	**Saint Bedan** *OilEng.* 1*Dk* Wireless *CruiserStern* *Mchy.Aft*	452 313 245	✠100A1 1,40 ✠LMC3,37 ✠LMC(M)8,39	Irv	*g*	OG N8,39	1937 3mo	Scott& Sons Bowling *Lloyd's*A&CP	J.&A.Gardner&Co.Ld. *CellDBf*48′ 64*t FPT*34*t APT*28*t*	156·8 163·0(O.L.) Q86′B7′F19′	25·6 *26·9*	14·0 FK&BK1½″	Glasgow British 3*BHCem*	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{8}$″–22$\frac{7}{16}$″ 65RHP BritishAuxiliaries,Ld. Gls.	11 ″ 6 s 3 ″ 8¼ 11 ″ 4½	
82604 167338 GCLC	**Saint Bernard** E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5183 4639 3056	✠100A1 *withfreeboard* 1,41 ~~4,40~~ ✠LMC9,39	Shl Hul	*a*†	CL 5,40	1939 9mo	Wm.Hamilton&Co.Ld. PortGlasgow *Lloyd's*A&CP	TheSaintLineLd. *CellDB*370′1517*tFPT*110*tAPT*177*t*	432·1 447·3(O.L.) F39′	56·2	24·8 FK (	London British 7*BHCem* *Coll to Shdk* 6 ,,*2nd*,,)	T.3Cy.22½″,36″&65″–48″ (*s*) 230lb 483NHP 2SB(Spt)&1AuxSB,*9cf*, GS159,HS7086 FD D.Rowan&Co.Ld.Gls.	27 ″ 9 s 3 ″ 2½ 24 ″ 9	
82605 159155 GNMV	**Saint Bertrand** (*ex*Chemnitz–39) D.F. E.S.D. Sub.Sig. 2*Dks*	5522 4918 3310	ExaminedL.R.12,40 BS12,40(206lb)	Hul			1929	Bremer Vulkan Vegesack	Ministry of Shipping(Thos.&Jno. Brocklebank,Ld. *Mgrs.*)	~~440·6~~ B&F405′ 446·1	56·2	25·9	Hull British *WB*	T.3Cy.30″,48½″&78″–55″ &LPturbine 646NHP BremerVulkan,Vegesack	29 ″ 6 s4 ″ 2 25 ″ 5½	~~G~~
82606 146998 GKVR	**St. Briac** Ⓟ TwinSc *Fitted for oil fuel* *CruiserStern* D.F. E.S.D. 2*Dks*	2312 1163 938					1924	W.Denny &Bros.Ld. Dumbarton	SouthernRailway	316·0 P58′B&F245′	41·1	13·9	S'thamptn British *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W.Denny&Bros.Dmb.		BT till 2,41
82607 FOCV	**Saint-Brieuc** 1*Dk*	461 — 135					1904	DelaBrosse &Fouché Nantes	Soc.deNav. "France-Jersey" (Vte.LeGualès de Mézaubran,*Mgr.*)	180·0 P52′H–F29′	24·8	11·9	St.Brieuc French *WB*	T.3Cy.15$\frac{3}{8}$″,24$\frac{13}{16}$″&40$\frac{5}{32}$″–26″ 83NHP De laBrosse&Fouché,Nts.		V
84/40 82608 FPAE	**Saint Camille** *Fitted for oil fuel* 2*Dks*	3274 2818 1835	✠ … 12,24 ✠				1920 9mo	W.Gray& Co.(1918)Ld WHartlepool	SociétéNavalede l'Ouest	310·2 P23′B*a*23′B*f*23′ F32′	46·5	23·7 FK	Havre French *WB*	T.3Cy.25″,41″&68″–45″ 414NHP Cen.Mar.E.WrksLd.WHpl	26 ″ 3	V †
82609 HPKH	**St-Cergue** (*ex*Felldene–39) D.F. 1*Dk* *CruiserStern*	*4260* *3905* *2618*	✠100A1 12,39 ✠LMC3,37	Gen	*y*	CL 2,39	1937 3mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	Demaurex& Pasche(André& Cie.*Mgrs.*) *CellDB*331′995*tFPT*116*t*	385·5 396·4(O.L.) P51′B237′F31′	53·2	24·6 FK	Panama Pnamanian 6*BHCem* *APT*104*t*	T.3Cy.21″,33½″&58″–42″(*s*) 200lb 289NHP 2SB(Spt)*6cf*,GS109,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	26 ″ 10 s 3 ″ 2¾ 23 ″ 10¼	
82610 FNEF	**Saint-Clair** *ss*Nts.No.1–33 2*Dks*(*Stl*) D.F. *Now* "Saint-Clair II," *see No.* 89968 *in Supplement*	3824 3455 2208	✠ … 4,35 ✠	Nts	*v*		1929 8mo	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	Cie.Générale d'Armements Maritimes *CellDB*290′890*tFPT*141*t*	347·5 P25′B106′F32′	48·3	25·6 FK	Nantes French 6*BHptCem* *APT*153*t*	T.3Cy.22½″,37″&60″–42″& 1 LP Turbine withDRgearing & hydraulic coupling 434NHP 3SB,*9cf*,GS160,HS5920 Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 0	V †
82611 165247 MMFX	**St. Clair** Ⓟ D.F. 2*Dks* E.S.D. *CruiserStern*	1637 922 798	✠100A1 6,40 ~~4,39~~ ✠LMC4,37	Abn	*q*	CL 4,39	1937 4mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd's*A&CP	N.ofScotland&Orkney&ShetlandStm Nav.Co.Ld. *CellDBa&uE*66′*f*90′283*tFPT*13*t*	253·4 266·0(O.L.) P&B173′F63′	38·1	15·4 BK8″	Aberdeen British 8*BHCem* *APT*7*t*	T.3Cy.20″,35″&59″–39″ (*r*) 225lb 348NHP 2SB,*6cf*,GS132,HS5088 FD Hall,Russell&Co.Ld.Abn.	16 ″ 6 s 3 ″ 0¼ 14 ″ 6¼	BT till 6,41
82612 162142 GZCV	**St. Clears** E.S.D. D.F. 1*Dk&Shelter dk* *CruiserStern* *Longitudinal framing at bottom & at deck*	4312 3825 2604	✠100A1 *withfreeboard* 12,39 ✠LMC9,36 BS5,41 *Fitted for oil fuel* 9,36 *F.P. above* 150° F.	Ant	*z* 1$\frac{15}{16}$	CL 12,39	1936 9mo	JLThompson&Sons,Ld. Sunderland *Lloyd's*A&CP	SouthAmerican SaintLine,Ld. (B.&S.Shipping Co.Ld.*Mgrs.*) *CellDB*339′1006*t*	399·0 *FPT*137*tAPT*100*t*	56·0	22·3 FK (	Newport British 6*BHptCem* *Coll toSh dk* 5 ,,*2nd*,,)	C.4Cy.(2)10¼″&(2)19½″-13″ SR geared&LPTurbineDR geared toSc. Shaft 304NHP 230lb (*s*) FD 2SB(Spt),*6cf*,GS76,HS3730 White'sMarEngCoLdNwc.	25 ″ 4 s2 ″ 2½ 23 ″ 4	

	1 Numero l'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, [illegible]
64/41	82613 148954 MPCQ	**St. Clement** Ⓟ *ss*Abn.No.2-36 1*Dk*(*Stl*-ws) *Well deck Mchy.Aft*	450 324 179	✠100A1 8,39 BS~~8,39~~ ✠LMC8,36 10,40	Abn	*g*	CL ~~8,38~~ 10,40	1928 6mo	Hall,Russell&Co.Ld Aberdeen *Lloyd*'*sA&CP*	N.of Scotland& Orkney&Shetland Stm.Nav.Co.Ld. *Cell*	156·3|25·6|9·8 162·7(O.L.) Q85'B14'F25' FK *DB75'102t FPT39t*	Aberdeen British 3*BHCem* *APT27t*	T.3Cy.12",20"&34"-24" (*r*) 180lb 63RHP 1SB,3*cf*,GS50,HS1510 Hall,Russell&Co.Ld.Abn.	12 ″ 0 s 3 ″ 10½ 11 ″ 11	
	82614 133045 MPPW	**Saint Columba** Ⓟ TrpSc (*ex*QueenAlexandra-36) 1*Dk&Promenade dk*	827 557 346					1912	W.Denny&Bros. Dumbarton	DavidMacBrayne,Ld.	270·3|32·1|11·0	Glasgow British *WB*	3 Steam Turbines Denny&Co.Dumbarton		
	82615	**St. Cuthbert** (*ex*Trawler-36) K *OilEng.* *ss*Flt.No.3-8,24 *ss*Hfx.No.2-32	*311* 282 *241*	✠ … 10,36 ✠	Hfx			1916 3mo	Cochrane&Sons,Ld. Selby	Motorship St.Cuthbert,Inc.	137·0|23·5|12·3 Q75'F22' BK8"	Roatan Honduran 4*BHCem* *APT6t*	Oil Engines 2S.C.SA 2Cy.16½"-18½" 96NHP *Emade17refitted36* J&C.G.BolindersCo.Ld. Skm	13 ″ 0	
	82616 FPAG	**Saint Cyrille** *Fitted for oil fuel* 2*Dks*	3075 2812 1825	✠ … 12,24 ✠				1920 11mo	W.Gray&Co.(1918)Ld. WHartlepool	SociétéNavale de l'Ouest	310·1|46·5|23·7 Ba23'B84'Bf23' F32' FK	Havre French *WB*	T.3Cy.25",41"&68"-45" 414NHP Cen.Mar.E.Wks.Ld.WHpl	26 ″ 3	V †
	82617 162688 GPYD	**St. David** Ⓟ TwinSc *ss*Sou.No.2-40 ~~*ss*Cff.No.1-36~~ 1*Dk&Shelter dk*(*ptStl*-teak s) D.F. E.S.D. *3rd dk clear of E&Bspace* *CruiserStern*	2702 1660 1116	✠100A1 *withfreeboard* 7,40 ~~8,39~~ ~~BS8,39~~ ✠LMC~~8,36~~ 7,40 *For Irish Channel Service* *Fitted for oil fuel* 3,32	Cff Sou	*v*	OG ~~8,38~~ 6,40 *F.P. above 150° F.*	1932 3mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd*'*sA&CP*	Fishguard&RosslareRailways& HarboursCo. *Cell DBuE28'f66'*	327·2|46·7|17·7 49·2 338·5(O.L.) FK F39' (*145t MT6'55t FPT*	London British 11*BHptCem* *Coll to Sh dk* *10 ,, 2nd ,,)* *29tAPT38t*	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 4Water Tube Boilers 230lb HS18120 FD 1590NHP CammellLaird&Co.Ld.Bkn	18 ″ 9 s 4 ″ 5½ 14 ″ 8	BT till 5,41
122/41	82618 FPAH	**Saint Didier** *Fitted for oil fuel* *ss*Rou.No.2-29 1*Dk*	2778 2511 1670	✠ … 3,33 ✠				1920 11mo	Livingstne&Cooper,Ld. Hessle,Hull	SociétéNavale de l'Ouest	323·8|44·1|22·6 P28'B85'F35' FK	Havre French *WB*	T.3Cy.20½",33"&54"-39" 234NHP G.T.Grey&Co.Ld.S.Shl.	25 ″ 6	V †
	82619 FNTU	**Saint Domingue** Ⓟ (*ex*Pologne, *ex*Oregon,*ex*Rawson) *ss*B.As.No.1-15 Sub.Sig. 2*Dks*	3109 — 1665	✠ … 3,18 ✠				1911 11mo	SirJLaing&Sons,Ld. Sunderland	Cie.Générale Transatlantique	324·9|44·0|22·3 P35'B148'F40' FK	Havre French *WB*	T.3Cy.25",41"&68"-45" 455NHP Richardsons,Westgarth&Co.Ld.Mdb.	25 ″ 0	V †
127/40	82620 140635 GNYT	**Saint Dunstan** *ss*Cal.No.3-8,31 *ss*Ams.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted*	5681 5496 3563	✠100A1 *Shelter dk* *withfreeboard* 11,39 ✠LMC7,39	Cal	*y*	CL N5,39	1919 7mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd*'*sA&CP*	TheSaintLine,Ld. *Cell*	400·0|53·0|32·8 413·5(O.L.) F39'*onShelter dk* FK *Coll* *DB351'1284tFPT6*	Liverpool British *ptCem* 6*BHto U dk* *BHto Sh dk* *0tAPT90t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 597NHP 3SB,12*cf*,GS220,HS9525 FD N.E.MarineEng.CoLdNwc	35 ″ 5 s 9 ″ 4½ 26 ″ 3	
190/40	82621 162147 GFGY	**St. Elwyn** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	4940 4355 2937	✠100A1 *withfreeboard* 7,40 ~~6,80~~ ✠LMC10,38 *Fitted for oil fuel* 10,38	Ant Lon	*a*† 2	CL *F.P. above 150° F.*	1938 10mo	JLThompson&Sons,Ld. Sunderland *Lloyd*'*sA&CP*	SouthAmerican SaintLine,Ld. (B.&S.Shipping Co.Ld.*Mgrs.*) *CellDB289'955t*	415·1|58·2|24·8 431·8(O.L.) F37' FK (*Tanks at sides of tunnel* 440t*FPT*155t	Newport British 6*BHptCem* *Coll to Sh dk* 5 ,, *2nd* ,,) *APT145t*	C.4Cy(2)10⅝"&(2)21⅞"-13" SR geared&LP turbine DR geared to 1 sc. shaft 240lb (*s*) FD 320NHP 2SB(Spt)6*cf*,GS96,HS3802 WhitesMarEngCoLd.Nwc	27 ″ 10 s 3 ″ 0½ 24 ″ 11½	
	82622 141891 MJKY	**Saint Enoch** 3Mst *ss*Bwg.No.3-12,31 *ss*Irv.No.2-10 ~~*ss*Bwg.No.1-26~~ *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	362 247 138	✠100A1 10,40 ~~12,38~~ ~~BS1,40~~ ✠LMC~~11,34~~ 1,40 BS2,41	Bwg Irv	*f*	CL 1,40	1918 11mo	Scott&Sons Bowling *Lloyd*'*sA&CP*	J.&A.Gardner&Co.Ld.	141·8|23·8|10·1 147·4(O.L.) Q81'B8'F24' BK7" *FPT31t*	Glasgow British 3*BHCem* *APT12t*	C.2Cy.16"&34"-24" (*s*) 130lb 47RHP 1SB.2*pf*,GS43,HS1360 Fishers.Ld.Paisley	11 ″ 0 s 3 ″ 4½ 11 ″ 3	
	82623 142641 GMYC	**Saint-Enogat** (*ex*WarClarion) 1*Dk* *Well deck* D.F.	2360 1761 1338	✠ … 10,22 ✠				1918 9mo	ForthS.&E Co.Ld. Alloa	Ministry of Shipping(T&C.Wilton&Co.Ld.*Mgrs.*)	285·5|41·9|19·1 P28'Q69'B64'F32' FK	Plymouth British *WB*	T.3Cy.25",41"&68"-45" 411NHP D.Rowan&Co.Ld.Glasgow	21 ″ 3	V †
	82624 115054 MNNW	**Saint Eunan** *ss*Ard.No.1-41 *OilEng.* *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	436 295 190	✠100A1 ~~[illegible]~~ ~~1,40~~ 6,41 ✠LMC~~[illegible]~~ ~~✠LMC(M)6,39~~	Ard	*f* 6,41	CL 1,40	1937 11mo	AilsaS.B.Co.Ld. Troon *Lloyd*'*sA&CP*	T.Heiton&Co.Ld. *CellDBu*	143·6|24·1|11·0 144·2(O.L.) P33'Q56'F21' FK *E&a32'24tFPT50t*	Troon British 3*BHCem* *APT17t*	Oil Engines 2S.C.SA 4Cy.13¾"-22 7/16" 64RHP BritishAuxiliaries,Ld.Gls.	12 ″ 0 s3 ″ 6½ 11 ″ 9½	
107/40	82625 137189 MFZY	**St. Fergus** *ss*Abn.2ndNo.3-12,37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft Cargo battens not fitted*	390 288 144	✠100A1 2,40 BS2,40 ✠LMC12,37	Abn	*f*	CL 12,37	1913 8mo	Hawthorns&Co.Ld. Leith *Lloyd*'*sA&CP*	N.of Scotland& Orkney&Shetland S.N.Co.Ld.	150·0|24·1|10·0 156·0(O.L.) Q85'B14'F22' BK7" *FPT46t*	Aberdeen British 3*BHCem* *APT40t*	T.3Cy.13",21"&34"-24" (*s*) 180lb 58RHP 1SB,3*pf*,GS52,HS1569 Hawthorns&Co.Ld.Leith	11 ″ 0 s 3 ″ 6½ 11 ″ 5	
56/41	82626 144973 EIFC	**Saint Fintan** *ss*Dub.No.3-6,34 *ss*Ayr.No.1-38 *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	495 332 192	✠100A1 1,40 BS~~5,39~~ ✠LMC7,38 10,40	Ard	*g*	CL 1,40	1921 9mo	AilsaS.B.Co.Ld. Ayr *Lloyd*'*sA&CP*	T.Heiton&Co.Ld.	143·4|26·1|11·7 149·0(O.L.) Q89'F23'BonQ10' BK7" *FPT43t*	Dublin British 3*BHCem* *APT4t*	C.2Cy.18"&36"-27" (*s*) 130lb 54RHP 1SB,3*pf*,GS56,HS1897 AilsaS.B.&E.Co.Ld.Troon	12 ″ 10 s 4 ″ 3 13 ″ 3	
	82627 FPAI	**Saint Firmin** *Fitted for oil fuel* 2*Dks*	4356 4021 2661	✠ … 12,24 ✠				1920 5mo	W.Gray&Co.(1918)Ld. WHartlepool	SociétéNavale de l'Ouest	351·1|52·5|26·7 P30'Ba22'B103' Bf22'F36' FK	Havre French *WB*	T.3Cy.26",42"&70"-48" 515NHP Cen.Mar.Eng.Wrks.WHpl	29 ″ 4	V †
	82628	**Saint Georges** IronTwinSc (*ex*ElZagazig-34,*ex*Zagazig) Now "Gheorghia," *see No. 88209 in Supplement*	329 310 152					1888	Lobnitz&Co.Ld. Renfrew	AristotiD. Costlásse	134·3|25·0|10·6	Beyrout French			
182/40	82629 135618 MKVM	**Saint Germain** 4Mst (*ex*EdouardGiraud-35, *ex*Epoca-32) *OilEng.* *ss*N.Os.No.1-28 1*Dk* Wireless	1044 870 592	✠ … 5,32				1924 6mo	A.B.KarlshamnsSkpsv. Karlshamn	TheSaintLine,Ld.	213·7|35·2|14·5 P20'B47'F26' FK	London British *WB*	Oil Engines 4S.C.SA 8Cy.15¾"-26" 192NHP NE39 Klöckner-Humboldt-DeutzA.G.Köln-Deutz	16 ″ 6	V †
134/40	82630 123809 GCPM	**St. Glen** (*ex*City ofSwansea-37, *ex*Katuna) *ss*Bkn.2ndNo.3-10,33 *ss*Ant.No.1-39 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	4647 4411 2912	✠100A1 *Shelter dk* *withfreeboard* 5,40 ~~4,39~~ BS5,40 ✠LMC3,39	Ant Hul	*z*	CL 3,39	1907 4mo	Armstrong Whitworth&Co.Ld. Newcastle *Lloyd*'*sA&CP*	SouthAmerican SaintLine,Ld. (B.&S.Shipping Co.Ld.*Mgrs.*) *CellDBa*	400·0|52·1|27·0 FK *123'uE&B63'f154'*	Newport, Mon. British 6*BHCem* *971tAPT29t*	T.3Cy.27",44½"&75"-48"(*s*) 180lb 478NHP 3SB(Spt),9*cf*,GS175, FD HS6504 WllsndSlpwy.Co.Ld.Nwc.	29 ″ 9 s 3 ″ 8½ 26 ″ 2½	
	82631														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
82632 8111 SJTN	**Saint Gobain** (*ex*Regulus–39) *OilEng.* D.F. 1*Dk*,2nd *dk* in *Mchy.space* *Mchy.Aft* *CruiserStern* ssN.Os.No.1–40	9959 9182 5962	✠100A1 8,40 ~~12,39~~ ~~✠LMC10,36~~ ~~✠LMC(M)11,37~~ *Carrying Petroleum in bulk* DBS8,40 ✠LMC8,40	Msl NOs	e†	CL 7,40	1936 10mo	Deutsche WerftAGBet Finkenwrder Hamburg *Lloyd's A&CP*	TrelleborgsÅngf. NyaAktieb. (JarlMalmros)	492·9|66·1|36·4 510·7(O.L.) P114'F69' FK *CellDBuE*75' 210t*DTf*43'713t *FPT*164t	Trelleborg Swedish 12*BHptCem* *APT*258t	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1163NHP 3DB*170lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	35 ″ 11 s 7 ″ 10 28 ″ 4¾	
73/41 82633 162140 GYWL	**St. Helena** ssFal.No.1–40 E.S.D. D.F. 1*Dk*& *Shelter dk* *CruiserStern* *Longitudinal framing at bottom & at decks*	4313 3825 2605	✠100A1 *with freeboard* 5,40 ~~2,39~~ ✠LMC7,36 BS1,41 *Fitted for oil fuel* 7,36 *F.P. above* 150° F.	Ant Fal	z 1$\frac{15}{16}$	CL 5,40	1936 7mo	JLThomp- son&Sons,Ld Sunderland *Lloyd's A&CP*	St.Quentin ShippingCo.Ld. (B.&S.Shipping Co.Ld.*Mgrs.*)	399·0|56·0|22·3 FK *CellDB*339'1006t *FPT*137t	Newport British 6*BHptCem* (*Coll to Sh dk* 5 „ 2nd „) *APT*100t	C.4Cy.(2)10¼"&(2)19"–13" SRgeared&LP TurbineDR geared to Sc. Shaft (s) 230lb FD 304NHP 2SB(Spt),6*cf*,GS76, HS3730 White'sMarEngCoLdNwc	25 ″ 4 s 2 ″ 2½ 23 ″ 4	
82634 148612 GLBT	**St. Helier** Ⓟ TwinSc ssCff.No.3–6,37 D.F. E.S.D. 1*Dk*& *Shelter dk* (*pt Stl*-teak s)3rd *dk clear of E & B* *CruiserStern*	1952 1116 810	✠100A1 *with freeboard* ~~5,40~~11,40 BS5,40 ✠LMC6,37 *For Channel service* — *Weymouth & Channel Islands* *Fitted for oil fuel* 6,25 *F.P. above* 150° F.	Sou Cff	t	OG 4,40	1925 6mo	J.Brown& Co.Ld. Glasgow *Lloyd's A&CP*	GreatWestern Railway	282·2|40·0|16·3 291·5(O.L.) F40' FK *CellDBuE*24'36t*DT's f*16'39t& 16'107t	Wymouth British 11*BHCem* (*Coll to Sh dk* 10 „ 2nd „)	4 SteamTurbinesSRgeared to 2 Sc. Shafts 230lb (r) 819NHP 4SB,12*cf*,HS9300 FD J.Brown&Co.Ld.Glasgow	17 ″ 0 s 3 ″ 10 13 ″ 3¾	BT till ~~5,40~~ 4,41
82635 143436 CGSV	**St. Heliers** Ⓟ Wireless 1*Dk*	930 650 507					1919	Ferguson Bros.(Port Glasgow) Ld. PortGlasgow	CanadianGovern- ment(Dept.of Transport)	190·3|29·1|16·4 F28'len30'	Sorel,P.Q. British	T.3Cy.18¼",28½"&48¼"–28" 123NHP FergusonBros.(Pt.Gl.)Ld.		
82636 231530 WHEI	**Saint John** Ⓟ TwinSc GyC. *Fitted for oil fuel* D.F. E.S.D. *CruiserStern* 4*Dks*	6185 — 3020					1932	NwprtNws S.B.&D.D.Co. NewprtNews	EasternS.S.Lines, Inc.	387·4|61·2|27·0	Boston Utd. States *WB*	SRgeared Steam Turbines NewportNewsSB&DD.Co.		R
82637 148585 GLBV	**St. Julien** Ⓟ TwinSc ssCffNo.3–2,37 1*Dk*& *Shelter dk*(*pt Stl*-teak s) 3rd *dk clear of E&B* D.F. E.S.D. *CruiserStern*	1952 1116 811	✠100A1 *with freeboard* 4,39 BS3,41 ~~BS4,39~~ ✠LMC2,37 *For Channel Service* *Weymouth & Channel Islands* *Fitted for oil fuel* 5,25 *F.P. above* 150° F.	Fal		OG 4,39	1925 5mo	J.Brown& Co.Ld. Glasgow *Lloyd's A&CP*	Great Western Railway	282·2|40·0|16·3 291·5(O.L.) F40' FK *CellDBuE*24' 36t *DTs f*16'39t& 16'107t	Wymouth British 11*BHCem* (*Coll to Sh dk* 10 „ 2nd „)	4SteamTurbinesSRgeared to 2 Sc. Shafts (r) 230lb 819NHP 4SB,12*cf*,HS9300 FD J.Brown&Co.Ld.Glasgow	17 ″ 0 s3 ″ 10½ 13 ″ 3¾	BT till 4,40
82638 146415 EIGV	**Saint Kenneth** ssAyr.No.3–9,36 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	681 459 287	✠100A1 Examined 4,41 ✠LMC 3,41 ~~MS9,36~~ ~~BS7,39~~ ~~11,40~~	~~Grk~~ Ard	j	CL ~~12,39~~ 4,41	1924 6mo	Scott& Sons Bowling *Lloyd's A&CP*	T.Heiton&Co.Ld.	185·5|28·6|10·7 192·0(O.L.) Q105'B10'F29' BK7" *CellDB f*110' 174t *FPT*48t	Dublin British 3*BHCem* *APT*16t	T.3Cy.15",25½"&41"–30" (s) 180lb 85RHP 1SB,3*cf*,GS60,HS2018 Aitchison&Blair,Glasgow	13 ″ 0 s 4 ″ 5 13 ″ 2	
82639 TVXR	**Saint Laurent du Maroni** (*ex*Kolda–38,*ex*New Verdun–35, *ex*Verdun,*ex*Braken,*ex*ThorII) 1*Dk*	344 223 160					1907	MarstalSB. &Reptværft Marstal	CieGénérale Trans-Atlantique	127·6|23·9|10·3 P63'F21'	StLaurent -duMaroni French *WB*	C2Cy.20½"&41"–21" MarstalS.B.& 72RHP Reptværf.Marstal		V
82640 153438 VGSL	**St. Lawrence** Ⓟ TwinSc *Fitted for oil fuel* *CruiserStern* 2*Dks*	6328 — 3650					1927	DavieS.B. &Repg.CoLd Lauzon,Q.	CanadaSteamship Lines,Ld.	329·8|68·1|17·9	Montreal British *WB*	T8Cy.(2)22",(2)36"&(4)40" –36" 384NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
82641 150265 GKGX	**St. Lindsay** (*ex*Canadian Highlander–38) ssMtl.No.3–6,33 ssMtl.No.1–37 D.F. 2*Dks*(*Stl*)	5370 4874 3260	✠100A1 ~~9,39~~ 12,40 ~~BS5,39~~ ✠LMC4,37 BS 5,40 6,41 *Fitted for oil fuel* 1,21 *F.P. above* 150° F.	Hul Shl	y	CL 9,39	1921 1mo	WallaceSB &D.D.Co.Ld. N.Vancouver B.C. *Lloyd's A&CP*	St.QuentinShip- pingCo.Ld.(B.&S. ShippingCo.Ld. *Mgrs.*)	400·0|52·4|28·8 P49'B113'F41' FK *CellDB*329'920t*FPT*146t	Newport Mon. British 6*BHCem* *APT*123t	T.3Cy.27",44"&73"–48" (s) 180lb 540NHP 3SB,9*cf*,GS198,HS8199 FD WallaceS.B.&D.D.Co Ld. N.Vancouver	31 ″ 0 s 5 ″ 11¼ 25 ″ 3¾	
82642 DIFG	**St. Louis** Ⓟ TwinSc *Ref.Mchy.* Sub.Sig. D.F. *OilEng.* GyC. E.S.D. *CruiserStern* 5*Dks*	16732 7258 9637					1929	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	543·8|72·4|42·1 B370'F52'	Hamburg German *WB*	Oil Engines 2S.C.DA 24Cy.19$\frac{1}{16}$"–26" 3060NHP BremerVulkan,Vegesack		G
82643 FPAJ	**Saint Louis** 2*Dks*	5202 4290 3277					1913	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	352·5|52·5|28·4 P30'B102'F35'	Havre French *WB*	T.3Cy.26",42"&70"–48" 340NHP Atel.&Ch.deFrance,Dnk.		V
82644 144819 GFYK	**St. Magnus** Ⓟ ssAbn.No.3–5,37 2*Dks*(*U Stl*–ws) *Well deck* Wireless *CruiserStern*	1312 976 640	✠100A1 8,40 ~~5,39~~ ~~BS5,39~~ ✠LMC5,37 BS 8,40 6,41	Abn	p	CL ~~5,39~~ 6,41	1924 7mo	Hall,Rus- sell&Co.Ld Aberdeen *Lloyd's A&CP*	N.of Scotland& Orkney&Shetland Stm.Nav.Co.Ld.	240·6|36·2|16·9 250·9(O.L.) P&B158'F69' FK&BK2½" *CellD Ba&uE*73'*f*82' 177t	Aberdeen British 5*BHCem* *FPT*18t	T.3Cy.20",33½"&56"–36" (r) 200lb 250NHP 2SB,6*cf*,GS132,HS4302 Hall,Russell&Co.Ld.Abn.	18 ″ 0 s 1 ″ 10¼ 16 ″ 9¾	BT till ~~5,40~~ 8,41
168/40 82645 FNYF	**Saint-Malô** (*ex*Commandant Mages–38,*ex*WarWolf) D.F. 2*Dks*& *Awng dk*	5779 5469 4298	✠ … 7,20 ✠				1917 9mo	Kawasaki Dckyd.Co.Ld Kobe	Cie.France-Navi- gationS.A. (*in liq.*) (Cie.Gén.Trans- atlantique,*Mgrs.*)	381·9|50·9|25·2 33·2 FK	Dunkirk French *WB*	T.3Cy.26",43½"&72"–48" 440NHP KawasakiDckydCoLdKob	36 ″ 0	V †
82646 162141 GYWQ	**St. Margaret** D.F. E.S.D. 1*Dk*& *Shelter dk* *CruiserStern* *Longitudinal framing at bottom & at decks*	4312 3825 2604	✠100A1 *with freeboard* 12,38 ✠LMC8,36 BS9,40 *Fitted for oil fuel* 8,36 *F.P. above* 150° F.	Ant	z 1$\frac{15}{16}$	CL 11,39	1936 8mo	JLThomp- son&Sons,Ld. Sunderland *Lloyd's A&CP*	St.QuentinShip- pingCo.Ld. (B.&S.Shipping Co.Ld.*Mgrs.*)	399·0|56·0|22·3 FK *CellDB*339'1006t *FPT*137t	Newport British 6*BHptCem* (*Coll to Sh dk* 5 „ 2nd „) *APT*100t	C.4Cy.(2)10¼"&(2)19"–13" SR geared&LP TurbineDR geared to Sc. Shaft (s) 230lb FD 304NHP 2SB(Spt),6*cf*,GS76,HS3730 White'sMarEngCoLd.Nwc	25 ″ 4 s 2 ″ 2½ 23 ″ 4	

10/6/41

87/40

Numero d'Ordre Numero Officiel Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Termes assignés maintenant expiré, Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice	Construit. Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement Pavillon.	Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
82647 145446 VPLG	**St. Mary** ssN.Os.No.3-7,34 ssN.Os No.1,38 *Ref.Mchy.* *1Dk(Stl-ws)&Shelter dk (Stl-ws)2nd dk in holds*	2141 1896 1194	✠100A1 *Shelter dk with freeboard* ~~5,40~~ ~~6,39~~9,40 BS2,40 ✠LMC9,38 ✠Lloyd'sRMC~~6,39~~ 5,40 for temp. 50° F. *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	NYk ~~NOs~~ NNs	r	CL 6,39	1921 4mo	Swan,Hunter&Wigham Richardson, Ld. Sundrlnd *Lloyd'sA&CP*	Llanrumney,Ld. (StandardFruit& S.S.Co.*Mgrs.*) *CellDB*196'357t*L*	270·2 *Ta*16' 140t *FPT*36t	38·8	22·6 FK *Col*	KingstnJa British *ptCem* *BH to Sh dk* 3 „ „ *U* „ *APT*28t	T.4Cy.20½",33"&(2)37"-30" 190lb *125lb* (s) 305NHP 2SB,6cf,GS137,HS5250 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 11 s5 ″ 3½ 20 ″ 1½	
82648 FPHD	**St. Maurice** (*ex*Rostock-40) *Fitted for oil fuel* Sub.Sig. *1Dk*	2542 2170 1489					1922	Schiffsw(v. J.&Sch.)A.G. Hamburg	French Government	328·8 P26'B197'H46'F37'	45·3	18·2	French	T.3Cy.22⅛",37"&60"-39⅜" Hannoverische 226NHP Masch.A.G.Hannover		G
82649 147326 GLPD	**St. Merriel** (*ex*Hopetor-37, *ex*Prunus-32,*ex*City of Stockholm) ssAnt.No.3-7,37 *1Dk(Stl)&Shelter dk(Stl)* D.F. *CruiserStern* *Tonnage opening closed '41(W.E.)*	4980 4676 3099	✠100A1 *with freeboard* 11,40~~1,40~~ ✠LMC8,37 ✠NE&B9,27 BS~~1,40~~ 5,41 *Fitted for oil fuel* 9,27 *F.P. above* 150° F.	Mdb Hül	a†	CL ~~7,37~~ 11,40	1925 8mo	Barclay, Curle&Co.Ld Glasgow *Lloyd'sA&CP*	SouthAmerican SaintLineLd. (B.&S.Shipping Co.Ld.*Mgrs.*) 1 *Intermediate BH in fore hold dispensed with* *CellDB*354'1234t *DTa*26'1049t *FPT*141t	411·8 F40'	55·4	26·3 FK	NewprtMn British 5*BHptCem* (*Coll to Sh dk* 5 „ *2nd* „) *APT*58t	T.3Cy.25½",42"&70"-48" (s) 200lb FD 504NH 3SB(Spt)9cf,GS180,HS7410 Swan,Hunter&Wigham Richardson,Ld.Nwc.	~~29 ″ 6~~ ~~s3 ″ 7½~~ ~~20 ″ 7½~~ 37 ″ 6 s11 ″ 1½ 26 ″ 7½	
82650 144968 EIDW	**Saint Mungo** ssBkn.No.3-1,32 ssArd.No.2-40 ~~ssAyr.No.1-36~~ *Mchy.Aft* *1Dk(Stl)* *Well deck* *Cargo battens not fitted*	448 313 173	✠100A1 9,40~~3,39~~ BS~~12,39~~ 6,40 ✠LMC~~4,36~~ MS9,40	Ayr Ard	g	CL ~~3,39~~ 8,40	1920 9mo	AilsaS.B. Co.Ld. Troon *Lloyd'sA&CP*	T.Heiton&Co.Ld.	155·0 Q86'B7'F27' BK7½" *FPT*55t	23·1	10·8	Dublin British 3*BHCem* *APT*5t	C.2Cy.18"&36"-27" (s) 130lb 54RHP 1SB,3pf,GS56,HS1897 AilsaS.B.Co.Ld.Troon	12 ″ 0 s3 ″ 11 12 ″ 3	
82651 FNNR	**Saint Nazaire** *Fitted for oil fuel* D.F. *1Dk*	2910 2538 1774	✠ … 9,20 ✠				1919 6mo	ForthS.B. &E.Co.Ld. Alloa	CieDelmas Vieljeux	324·5 P28'B85'F33'	44·3	23·1 FK	LaRochlle French *WB*	T.3Cy.20½",33"&54"-39" 234NHP G.T.Grey&Co.Ld.S.Shl.	25 ″ 5	V †
82652 104508 GBTP	**St. Ninian** Ⓟ ssAbn.3rdNo.3-3,32 *Well deck* ssAbn.No.1-37 Wireless *2Dks(UStl-ws)*	702 548 285	✠100A1 Examined11,40 Abn ~~BS2,39~~ ✠LMC~~5,36~~ 11,40	~~Abn~~	l	8,39	1895 3mo	Ramage& Ferguson,Ld Leith *Lloyd'sA&CP*	N.of Scotland& Orkney&Shetland Stm.Nav.Co.Ld. *FPT*14t	205·0 215·5(O.L.) P&B136'F53' *APT*26t BK6½"	28·6	14·9	Aberdeen British 4*BHCem*	T.3Cy.19",30"&50"-36" (s) 180lb 174NHP 2SB,6cf,GS99,HS2959 Ramage&Fergusn,Ld.Lth.	15 ″ 10 s1 ″ 5½ 15 ″ 3	BT till 10,41
82653 FPAM	**St. Octave** *2Dks*	5099 4278 3169					1922	Atel.&Ch. deFrance Dunkirk	Soc.Navale de l'Ouest	352·8 P29'B100'F34'	52·6	28·6	Havre French *WB*	T.3Cy.23¾",42"&70"-48" 339NH Atel.&Ch.deFrance		V
82654 FOMU	**Saint Palais** (*ex*WarPibroch) *Well deck* D.F. *1Dk*	2257 1761 1263	✠ … 10,22 ✠				1918 6mo	ForthS.B. &E.Co.Ld. Alloa	Soc.Maritime Nationale	285·5 P28'Q69'B64'F32'	41·9	19·1 FK	Havre French *WB*	T.3Cy.25",41"&68"-45" 411NHP D.Rowan&Co.Ld.Glasgow	21 ″ 2	V †
82655 161385 GCRW	**St. Patrick** Ⓟ TwinSc ssCff.No.2-37 D.F. *Cruiser Stern* *1Dk&Shelter dk(ptStl-teaks)* *3rd dk clear of E&B*	1922 1107 792	✠100A1 *with freeboard* 2,41~~2,40~~ BS2,41 ~~BS2,40~~ ✠LMC12,37 *For Channel Service — Weymouth&Channel Islands&Irish Channel Service* *Fitted for oil fuel* 3,30 *F.P. above* 150° F.	Cff		OG ~~s12,37~~ P12,38 s2,41	1930 3mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	Fishguard&Rosslare Railways& HarboursCo. *CellDBuE*20'	281·3 F40' 33t *Tanks at sides of*	41·1	16·3 FK	London British 11*BHptCem* (*Coll to Sh dk* 10 „ *2nd* „) *tunnel*41t	*D T"sf* 18'47t 4SteamTurbinesSRgeared to2Sc.Shafts (s) 230lb FD 887NHP 4SB,12cf,GS234,HS10044 A.Stephen&Sons,Ld.Gls.	17 ″ 0 s3 ″ 4½ 13 ″ 11½	BT till ~~9,41~~ 2,42
82656 136971	**St. Quentin** (*ex*Bainsizza, *ex*Penrhys, *ex*LadyPlymouth) ssNpt.No.3-6,30 ssKob.No.2-37 *1Dk(Stl)*	3528 3324 2210	✠100A1 12,39 BS12,39 ✠LMC12,37	Kob	w	CL 12,39	1915 3mo	Campbeltn S.B.Co. Campbelt'wn *Lloyd'sA&CP*	G.E.Marder (Wheelock&Co.Ld. *Mgrs.*) *Intermediate Bulkhead in after hold dispensed with* *CellDBa*111'*uE&B*36'*f*153'995t	349·0 P29'B102'F36' *APT*85t	49·9	23·6 FK	Shanghai British *Cem* 5*BH only*	T.3Cy.24",40"&65"-45" (s) 180lb 327NH 3SB,9cf,GS163,HS5305 Rankin&Blackmre.LdGrk	26 ″ 1 s4 ″ 3¾ 21 ″ 11	
82657 114185 GCDS	**St. Rognvald** Ⓟ ssAbn.3rdNo.3-5,39 *Well deck* Wireless *2Dks(UStl-ws)*	932 701 390	✠100A1 5,39 BS~~5,39~~ 6,40 ✠LMC6,38	Abn	n	CL 5,39	1901 5mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd'sA&CP*	N.ofScotland& Orkney&Shetland Stm.Nav.Co.Ld.	230·1 240·5(O.L.) P152'F65' *Cell DBa*56'*f*77'	31·2	15·5 BK7"	Aberdeen British 4*BHCem* 88t *FPT*13t	T.3Cy.22",36"&59"-36" (a) 190lb *100lb* 225NHP 2SB,6cf,GS110,HS3370 Hall,Russell&Co.Ld.Abn.	16 ″ 3 s1 ″ 7½ 15 ″ 6½	BT till ~~5,40~~ ~~10,40~~ 4,41
82658 165918 MMNQ	**Saint Ronaig** *OilEng.* *Mchy.Aft* *1Dk* Wireless *Cruiser Stern*	509 341 268	✠100A1 7,39 ✠LMC11,37	Bwg	h 1 3/16	OG N4,39	1937 11mo	NVSchpsw "DeMerwede"v/h van Vliet&Co. Hardinxveld *Lloyd'sA&CP*	J.&A.Gardner& Co.Ld. *CellDB*99'99t	166·5 172·0(O.L.) Q92'B7'F22' *FPT*35t	27·2	9·4 FK	Glasgow British 3*BHCem* *APT*35t	Oil Engines 2S.C.SA 4Cy.13⅜"-22 7/16" 65RHP Atlas-DieselA/B,Skm.	11 ″ 6 s3 ″ 9½ 11 ″ 4½	
82659 162145 MMPD	**St. Rosario** E.S.D. D.F. *1Dk&Shelter dk* *CruiserStern* *Longitudinal framing at bottom&at decks*	4312 3808 2602	✠100A1 *with freeboard* 8,40~~10,39~~ ✠LMC12,37 *Fitted for oil fuel* 12,37 *F.P. above* 150°F.	Hul Nwc	z 1 5/16	CL 8,40	1937 12mo	JLThompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	SouthAmerican SaintLineLd. (B.&S.Shipping Co.Ld.*Mgrs.*) *CellDB*339'1006t	397·4 414·2(O.L.) *FPT*137t*APT*100t	56·0	22·3 FK	Newport, Mon. British 6*BHptCem* (*Coll to Sh dk* 5 „ *2nd* „)	C.4Cy.(2)10½"&(2)20⅝"-13" SR geared & LP turbine DR geared to sc. shaft 306NH 230lb (s) FD 2SB(Spt),6cf,GS78,HS3750 White'sMarEngCoLdNwc	25 ″ 4 s2 ″ 2½ 23 ″ 4	
82660 162343 GPCR	**St. Seiriol** Ⓟ TwinSc *Fitted for oil fuel* Wireless *2Dks*	1586 1349 657					1931	Fairfield Co.Ld. Glasgow	Liverpool&North WalesS.S.Co.Ld.	269·7 B188'	37·1	19·4	Liverpool British *WB*	4SteamTurbinesSRgeared to 2 Sc Shafts FairfieldCo.Ld.Glasgow		
82661 164287 MLKL	**St. Silio** Ⓟ TwinSc *OilEng.* Wireless *CruiserStern* *2Dks*	314 281 122					1936	Fairfield Co.Ld. Glasgow	Liverpool&North WalesS.S.Co.Ld.	149·2	27·1	10·0	Liverpool British	Oil Engines 2S.C.SA 12Cy.10½"-13½" 232NHP CrossleyBros.Ld.Stockprt		
82662 318 OHBO	**Saint Stephen** ssGot.2ndNo.3-8,37 *2Dks(Stl)&Web frames* *Longitudinal framing*	4746 4131 2889	✠100A1 10,39 BS~~10,39~~ 10,40 ✠LMC8,37	Sch	x	CL 10,39	1911 4mo	W.Hamilton&Co.Ld PortGlasgow *Lloyd'sA&CP*	J.A.Zachariassen &Co. *Cell DBa*108'*uE*	389·1 376·0 P31'B105'F40' *&B*39'*f*174'	52·2	25·3 FK	Nystad Finnish 6*BHCem*	T.3Cy.25",41 5/16"&68"-48" 180lb (r) 367NH 3SB,9cf,GS165,HS5934 D.Rowan&Co.Glasgow 1040t*APT*76t	28 ″ 0 s5 ″ 2¼ 23 ″ 0	
82663 162280 GQTS	**St. Sunniva** Ⓟ ssAbn.No.2-39 *2Dks(Weather dk Stl-ws)* Wireless *3rd dk clear of mchy.space*	1368 761 663	✠100A1 *with freeboard* 4,39 ✠LMC4,39	Abn	p	CL 4,39	1931 5mo	Hall,Russell&Co.Ld. Aberdeen *Lloyd'sA&CP*	N.ofScotland& Orkney&Shetland Stm.Nav.Co.Ld. *CellDBa*	252·6 *37·0* 267·5(O.L.) *&uE*56'*f*70'139t	35·2	15·5 BK8"	Aberdeen British 7*BHCem* (*Coll to W dk* 6 „ *2nd* „)	T.3Cy.20",33½"&56"-36" (r) 200lb 255NHP 2SB,6cf,GS135,HS4440 Hall,Russell&Co.Ld.Abn.	23 ″ 10 s7 ″ 7 17 ″ 2¾	
82664 147367 GMPQ	**St. Tudno** Ⓟ TwinSc *Fitted for oil fuel* *3Dks*	2326 1998 943					1926	Fairfield Co.Ld. Glasgow	Liverpool&North WalesS.S.Co.Ld.	318·4	44·1	20·5	Liverpool British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82665 165384 GZKS	**St. Usk** (*ex*NailseaBelle-37, *ex*Hellenic-36) *ss*Got.2ndNo.3-11,31 D.F. *ss*Bkn.No.1-36 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	5472 5268 3506	✠100A1 *Shelter dk withfreeboard* Examined 12,40 MS1,36 ✠LMO BS11,40	~~Ant~~ Sbl	*y*	CL ~~8,38~~ 11,40	1909 2mo *Lloyd*	Hawthorn, Leslie&CoLd Newcastle '*sA&CP*	TritonS.S.Co.Ld. (B.&S.Shipping Co.Ld.*Mgrs.*) *CellDBa*	380·2|52·0|33·2 25·7 FK 119'*uE&B*64' *f* 150'	Newport British 6*BHCem* 972*tAPT*30*t*	T.3Cy.27$\frac{13}{16}$",46"&76"–48" 180lb (*s*) 492NHP 2SB(FD)&1Aux.SB,*10cf*, GS184,HS7949 Hwthrn,Leslie&C.Ld.Nwc	36 ″ 0 s 9 ″ 9½ 26 ″ 4¾	
82666 166045	**St. Vincent** *OilEng* For full particulars see No. 89955 in Supplement *Mchy.Aft* *CruiserStern*	484 325 243	100A1 (*ClassContemplated*)				1940	C.Hill& Sons,Ld. Bristol	Osborn&Wallis, Ld.	155·0|27·1|9·6 P51'Q48'F18'	Bristol British	Oil Engines 4S.C.SA 6Cy.10¼"–14½" Ruston&Hornsby,Ld.Lcn.	11 ″ 8 s 4 ″ 0¼ 11 ″ 6¼	
82667 171147 MBZC	**Saint Vincent de Paul** (*ex*Merwestroom, *ss*Syd.No.3-5,32 *ex*Falcon) 1*Dk*(*Stl*)	1339 1107 801	✠ ... 11,33 ✠	Syd			1919 11mo	Jonker& Stans HendrikIdo Ambacht	C.W.Gordon& W.M.Reeves (Herlofson,Gordon &Reeves,*Mgrs.*)	236·5|36·5|15·4 P20'B58'F24' FK *CellDB*195'339*t*	Shanghai British 4*BHCem*	T.3Cy.17½"29½"&46"–36" 177NHP 2SB,*4cf*,GS89,HS3232 NVMachinefabriek Bolnes	18 ″ 0	V †
82668 FOQX	**Saint-Yves** Sub.Sig. *Fitted for oil fuel* *Mchy Aft* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing*	1642 1019 646					1939	Atel.&Ch. deFrance Dunkirk	"Soflumar"(Soc. d'Armement Fluvial et Maritime)	234·1|36·1|16·3 P71'G30'	Dunkirk French *WB*	C.3Cy.18½"&(2)30$\frac{11}{16}$"–23⅝" 76NHP Atel.&Ch.deFrance,Dnk.		
82669 TWCT	**Sainte Bernadette** (*ex*LouieRose-36) *ss*Bkn.No.3-4,28 *Well deck* *ss*Alg.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)	*1596* *1243* 955	✠100A1 10,38 ✠NB5,35 ✠LMC7,36 BS~~10,39~~11,40 *Carrying Wine in portable tanks* No later survey reported	Msl	*p*	CL ~~10,36~~ 10,40	1924 7mo *Lloyd*	J.Fuller- ton&Co. Paisley '*sA&CP*	G.Montefiore&V. d'Anchald(G. Montefiore,*Mgr.*) *Cell*	250·5|37·1|16·4 Q156'B*on*Q13'F23' FK *DBf*169'420*t FPT*	Tunis French 4*BHCem* 101*tAPT*62*t*	T.3Cy.19",31"&50"–36" (*s*) 180lb 226NHP 2SB,*6cf*,GS135,HS4366 Ross&Duncan,Glasgow	18 ″ 6 s 5 ″ 4½ 17 ″ 3	
82670	**Sainte Louise** (Trifels-40) Sub.Sig. 2*Dks*	6198 5701 3771					1922	J.C.Teck- lenborgA.B. Weser- münde-G.	French Government	430·3|56·5|30·2 P60'B136'F57'	Marseilles French *WB*	T3Cy.29⅝",47¼"&76⅜"–53$\frac{15}{16}$" &LPturbine 608NHP J.C.TecklenborgA.G.Wsm		G
82671 FNEP	**Sainte Marguerite II** *Fitted for oil fuel* 1*Dk*	1854 — 1115					1921	Dublin Dkyd.Co.Ld. Dublin	Soc.deNav.à Vap.Daher	265·0|42·1|17·9 P22'B71'F29'	Marseilles French *WB*	T.3Cy.20½",34"&56"–36" 188NHP Rankin&BlackmoreLdGrk		V
82672 FNEQ	**Sainte Maxime** (*ex*Parnassos) D.F. 2*Dks*	4051 — 3043					1911	Akt.Ges. "Weser" Bremen	Cie.Générale d'Armements Maritimes	337·7|48·2|20·4 HF32'	Nantes French *WB*	T3Cy.23⅝",38$\frac{3}{16}$"&62"–41$\frac{5}{16}$" 248NHP A.G."Weser,"Bremen		V
82673 TUXY	**Sainte-Thérèse** TwinSc (*ex*Taza-33,*ex*Chile) 1*Dk*	755 — 410					1904	Grngem'th &Greenock Dockyard Co. Grngemouth	Vve.G.Goussard	205·0|33·7|10·5 B55'F22'	Fort-de- France French *WB*	T.6Cy.11",18"&30"–22" 84NHP Muir&Houston,Ld.Gls.		
82674 165162 MMNN	**Saintfield** 3Mst Wireless 1*Dk* *Mchy.Aft* *CruiserStern*	867 597 451	✠100A1 8,40 ~~10,38~~ ✠LMC11,37	Bel	*k*	CL 8,40	1937 11mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	JohnKelly,Ld.(W. Clint,*Mgr.*) *CellDB*125'192*t*	197·7|30·7|12·1 *32·0* 205·0(O.L.) Q112'B11'F30' FK *FPT*97*tAPTs*26*t*	Belfast British 3*BIIptCem* *ptAsp*	T.3Cy.14½",25"&41"–30" 200lb (*s*) 131NHP 1SB,*3pf*,GS60,HS2357 J.Lewis&Sons,Ld Abn.	14 ″ 3 s4 ″ 5¾ 13 ″ 11¼	
82675 165172 ~~FPGN~~ GMLZ	**Saintonge** (*ex*HenningMærsk-39) *OilEng.* *Mchy.Aft* D.F. 1*Dk* *Longitudinal framing at bottom & deck in centre tanks* *CruiserStern* *CarryingPetroleum in bulk*	9386 8700 5839	✠ ... 4,39 ✠	Fal	*e*†		1936 3mo	Odense Staalskibsvft vedAPMöller Odense	Ministry of Shipping((J.I.Jacobs &Co.Ld.*Mgrs.*) *Cell DBuE*81'329*tDTf*	469·0|65·6|32·8 P98'B34'F37' FK 26' 443*tFPT*167*tA*	Belfast British 14*BH* *PTs*230*t*	Oil Engines 4S.C.SA 7Cy.29⅛"–59$\frac{1}{16}$" 572NHP Akt.Burmeistr&Wain,Cpn	35″10	V †
82676 41672 JIKK	**Saipan Maru** Ⓟ D.F. *Ref.Mchy.* 2*Dks*	5533 4783 3140					1936	Mitsubishi Jukogyo Kaisha,Ld. Nagasaki	NipponYusenK.K.	382·0|53·8|33·3 F39'	Tokyo Japanese *WB*	T.3Cy.25½",41½"&69"–51"& LPTurbine with 640NHP DRgearing & hydraulic coupling MitsubishiJukogyoK.K.		C
82677 10747 JSWB	**Saisyu Maru** Ⓟ (*ex*Rossija, *ex*Wiltshire) *ss*Kob.No.2-07 1*Dk*(*Stl*)&*Web frame*	2083 1870 1460	✠ 7,07 ✠	Kob	*s*		1897 9mo	J.Priest- man&Co. Sunderland	TaiyoKisenK.K.	290·0|42·3|20·4 P27'B56'F28' FK *DBa*98'	Hutyu Japanese 5*BHCem* *f*102'601*t*	T.3Cy.22",36"&59"–39" 220NHP 2SB,*6pf*,GS89,HS3350 W.Allan&Co.Ld.Sld.	21 ″ 7	
82678 1 JPQC	**Saitu Maru** Ⓟ Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Teak*)	1037 681 610	✠ 12,11 ✠	Kob	*m*		1911 12mo	OsakaIron Works Osaka	DairenKisenK.K. *WB* = *Cell DBa*62'	225·9|32·8|16·1 B54'F24'*on Shltr dk* FK *uE* 19' 87*t FPT* 80*t*	Dairen Japanese 4*BHCem* *APT*55*t*	T.3Cy.13½",23"&38"–30" 116NHP 2SB,*4cf*,GS66,HS2169 OsakaIronWorks,Osaka	17 ″ 0	
82679 28554 JHLA	**Sakae Maru** (*ex*Bravore, *ex*Stromness, *ss*Kob.2nd No.3-5,26 *ex*Poldhu) *ss*Kob.No.2-33 1*Dk*(*pt Irn&pt Stl*) *deepframing&Web frames*	2879 2564 1775	✠ ... 1,35 ✠	Kob	*u*		1902 1mo	J.Blumer &Co. Sunderland	KawasakiKisen K.K. *CellDBa*114'	319·7|46·1|21·0 P28'B72'F32' FK *uE&B*32'*f*122' 698*t*	Kobe Japanese 5*BHCem* *APT*79*t*	T.3Cy.23",38"&62"–42" 263NHP 2SB,*6pf*,GS112,HS4118 J.Dickinson&Sons,Ld.Sld.	23 ″ 6	
82680	— *OilEng.* *Mchy.Aft* *CruiserStern*	540					1938	Urabe Zosen Tekko-sho Osaka	NittoSangyoK.K.	150·0|27·5|14·0	Japanese	Oil Engines 4S.C.SA 6Cy.13$\frac{13}{16}$"–20½" 111NHP KobeHatsudoki K.K.Kobe		
82681 124092 GLFV	**Sakara** (*ex*Damas-40,*ex*Belkas-35, *ex*Agadir) *Ref.Mchy.* 2*Dks*	2743 2281 1616					1907	SirJ.Laing &Sons,Ld. Sunderland	Ministry of Shipping(GeneralStm NavCo.Ld.*Mgrs.*)	285·0|41·3|25·7	~~Alexndria~~ ~~Egyptian~~ London *WB* British	T.3Cy.24",39"&64"–45" 275NHP G.Clark,Ld.Sunderland		
82682 TCCZ	**Sakarya** Ⓟ (*ex*Africshore,*ex*Lome, *ex*Helene *ss*H.Kg.2ndNo.3-5,17 Woermann,*ex*Montevideo) 2*Dks*(*StlU*-ws)	2612 — 1646	 5,23	Cal			1888	Blohm& Voss Hamburg	SadikogluAslan Kaptan *CellD*	334·3|40·2|22·1 P93'B76'F52' FK *B*256'370*tFPT*150*t*	Istanbul Turkish 5*BHCem* *APT*40*t*	T.3Cy.26",40"&66"–42" 293NHP 2DB,*8cf*,GS150,HS4550 Blohm&Voss,Hamburg	24 ″ 9	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Navire Cert. Ref'Trade
82683 UOWG	**Sakhalin** **TwinSc** *Carrying Petroleum in bulk* *OilEng.* 1*Dk* *Longitudinal framing*	6124 5542 3019					1932	S.B.&Eng. Wks.“André Marti” Nicolaieff	U.S.S.R.	409·0 P98′B31′F31′	54·8	32·3	Tuapse Russian	Oil Engines 2.S.C.SA *Emade*34 8Cy.23⅝″–41 1/12″ 776NHP S.B.&Eng.Wks.“André Marti,” Nicolaieff		
82684 UOFY	— Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3554 2993 1964					1930	BalticS.B. &E.Works Leningrad	U.S.S.R.	314·7 P42′B95′F36′	46·1	26·1	Vladvostk Russian *WB*	T.3Cy.22 7/16″,37″&59 1/16″–39⅜″ 219NHP BalticS.B.&E.Works,Len.		
82685 UVBK	**Sakhalinneft** (*ex*Commercial Orleanian–38,*ex*CityofAlbany, *ex*LakeElmhurst) *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks*	2674 2349 1658					1919	Gt.Lakes Eng.Works Ecorse,Mich.	U.S.S.R.	253·4 P26′B65′F26′	43·8	26·0	Vladvostk Russian *WB*	T.3Cy.21″,35″&59″–42″ 225NHP Gt.LakesEng.Wks.Detroit		
82686 23344 JLCE	**Sakisima Maru** 1*Dk*	1224 — 698					1918	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	220·0 P23′B44′F24′	33·6	18·5	Osaka Japanese *WB*	T.3Cy.13½″,23″&38″–30″ 79NHP OsakaIronWrks,Ld.Osaka		
82687 45508 JZFM	**Sakito Maru** **TwinSc** *OilEng.* D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy.* *CruiserStern*	7126 — 3882					1938	Mitsubishi JukogyoK.K Nagasaki	NipponYusenK.K.	479·0 F38′	62·3	32·2	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 14Cy.28⅜″–49 3/16″ 1960NHP MitsubishiJukogyoK.K. Nag.		C
82688 UOAQ	**Sakko** Sub.Sig 1*Dk*	2363 2023 1278	✠ ... 2,32 ✠				1928 12mo	BalticS.B. &E.Works Leningrad	U.S.S.R	284·8 P18′B71′F32′	43·2	20·5 FK	Leningrad Russian *WB*	T3Cy17 11/16″29⅝″&48 7/16″–35 7/16″ 193NHP BalticS.B.&E.Works,Len.	22 ″ 8	
82689 47026 JWWN	**Sakura Maru** **TwinSc** *OilEng.* D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy.* *CruiserStern*	7167 — 3920					1939	Mitsubishi JukogyoK.K Nagasaki	NipponYusenK.K.	~~475·7~~ F38′ 479·7	62·3	~~41·0~~ 32·0	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 14Cy.28⅜″–49 3/16″ 1960NHP MitsubishiJukogyoK.K. Nag.		
82690 973 JEGG	**Sakurazima Maru** Ⓟ Wireless	1281 — 856					1918	HaradaCo. Osaka	ChosenYusenK.K.	224·9	31·5	19·0	Jinsen Japanese			
82691 219800 KJXJ	**Salaam** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5990 4971 3709	✠ ... 3,22 ✠				1920 7mo	Merchant S.B.Corp. Harriman,Pa.	UnitedStates Maritime Commission	400·7 P36′B124′F44′	54·2	30·4 FK	Phildlphia Utd.States *WB*	2SteamTurbinesDRgeared to1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
	Now “Andrew Jackson,” *see No.87016 in Supplement*															
82692 PHHF	**Salabangka** *ss*Ams.No.3–7,33 D.F. *ss*Sba.No.1–37 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	6586 6152 4104	✠100A1 *Shelter dk with freeboard* 4,40 ✠NB9,27 ✠LMC MS12,37 BS~~8,39~~9,40	Ams	*a*†	CL 8,38	1920 11mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd*'*sA&CP*	Stoomv.Maats. “Nederland” *CellDB*368′1116	420·7 P41′F41′ *on Shelter dk* FK *MT*37′1440t *tDTa*37′1395*t FPT*	54·7	33·4	Batavia Dutch *ptCem* 5 *BH to S dk* 3 ″ ″ *U* ″ 118*tAPT*15*t*	T.3Cy.28″,44½″&77″–54″ (*s*) 180lb FD 823NHP 1SB(Spt),12*cf*,GS262, HS13988 D.Rowan&Co.Ld.Glasgow	36 ″ 0 s8·10½ 27 ″ 5	
82693 165910 GZRN	**Salacia** *Oil Eng.* *Ref.Mchy.* 2*Dks* & *Shelter dk* D.F. E.S.D. 4*th dk in Nos.*2 & 3 *holds* *Cruiser Stern* *Tonnage opening closed*'41(*W.E.*)	5495 4994 3286	✠100A1 *with freeboard* 11,40~~11,39~~ ✠LMC8,37 ✠Lloyd'sRMC~~3,40~~ 7,41~~11,40~~	Gls	*b*† 2 1/16	CL 11,40	1937 8mo	Harland& Wolff,Ld. Glasgow *Lloyd*'*sA&CP* *CellDB*366′1	DonaldsonLineLd. (DonaldsonBros. &Black,Ld. *Mgrs.*) 304*tDTa*27′777*t F*	430·6 447·9(O.L.) F31′ FK *PT*82*tAPT*180*t*	57·2	28·1	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ″ 2*nd* ″)	Oil Engines 2S.C.DA 5Cy.24 7/16″–55⅛″ 1025NHP 2DB120*lb* Harland&Wolff,Ld.Gls	~~30 ″ 0~~ ~~s3 ″ 10~~ ~~27 ″ 1~~ 38 ″ 9 s11 ″ 1 27 ″ 10	
82694 144193 VQWN	**Salamaua** (*ex*Milverton–34, *ex*Glentara) **TwinSc** *OilEng.* *Ref.Mchy.* *ss*Shl.No.3–7,34 *ss*Rot.No.1–37 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6676 6095 4059	✠100A1 *Shelter dk with freeboard* ~~11,40~~~~7,39~~3,41 DBS7,40 ~~DBS7,39~~ ✠LMC9,37	Rot ~~Syd~~Avn	*z*	CL ~~5,37~~ 5,40	1920 4mo	Harland& Wolff,Ld. Glasgow *Lloyd*'*sA&CP*	W.R.Carpenter OverseaShipping, Ld. *CellD*	406·0 P43′B81′F48′ *on Shelter dk* FK B348′1039*t FPT*11	54·2	32·9	Suva,Fiji British *ptCem* 7*BHtoShdk* 6*tAPT*123*t*	Oil Engines 4S.C.SA 12Cy.26⅜″–39⅜″ 810NHP DB100*lb* Harland&Wolff,Ld.Gls.	35 ″ 5 s 8 ″ 9 27 ″ 10	
82695 812 SVFX	**Salaminia** (*ex*Tassos–38, *ex*Nicolaos–35, *ex*Roma) *ss*Hul.2ndNo.3–3,26 *ss*Pir.No.2–35 1*Dk*(*Irn*)2*trB* *Deep framing*& *Web frames*	*3634* *3439* *2363*	✠ —— 5,39 ✠	Bry	*w*		1901 8mo	JLThompson&Sons,Ld. Sunderland	C.A.Petroutsis& TanesBros.(C.A. Petroutsis,*Mgr.*) *CellD*	342·0 P29′B100′F32′ FK *Ba* 104′ *uE*23′ *f*150′	49·5	25·0	Piræus Greek 6*BHCem* 832*tAPT*55*t*	T.3Cy.24½″,40″&66″–45″ 299NHP 3SB,9*pf*,GS135,HS4580 J.Dickinson&Sons,Ld.Sld.	27 ″ 6	
82696 LKHX	**Salamis** D.F. E.S.D. *OilEng* *Mchy.Aft* *CruiserStern* 1*Dk* *Butts of shell & deck plating elec.welded*	8286 7571 4901	✠100A1 ~~3,40~~~~1,40~~ 4,41 ✠LMC10,39 *Carrying Petroleum in bulk*	Bat ~~Sng~~NYk	*c*†	CL	1939 10mo	A/B Götaverken Gothenburg *Lloyd*'*sA&CP*	A/S Salamis (I.M.Skaugen) *CellDBuE*224*tD*	465·1 483·8(O.L.) P101′B38′F60′ FK *Tf*22′356*t FPT*79*t*	59·4	35·9	Oslo Norwegian 9*BH* *APT*151*t*	Oil Engines 4S.C.SA 8Cy.29⅛″–59 1/16″ 653NHP 2DB150*lb* A/B Götaverken,Got.	35 ″ 6 s 7 ″ 9¾ 27 ″ 10¾	
82697 PHHL	**Salawati** *OilEng.* *ss*Ams.No.3–5,31 *ss*Ams.No.2–38 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6643 6183 4099	✠100A1 *Shelter dk with freeboard* 4,40 ~~6,39~~ LMC CS6,39 DBS~~12,38~~ 4,40~~6,38~~4,40 *Carrying vegetable oil in deep tanks*	Ams SFo	*a*†	CL 12,38	1920 9mo	Lithgows, Ld. PortGlasgow *Lloyd*'*sA&CP*	Stoomv.Maats. “Nederland” *CellDB*368′1116*t*	420·9 P41′F41′*on Shelter dk* FK *MT*37′1432*tDTa*37′1308*tFPT*1	54·7	33·5	Batavia Dutch *Cem* 5*BHtoShdk* 3 ″ ″ *U* ″ 15*tAPT*45*t*	Oil Engines 2S.C.SA. 8Cy.26¾″–47¼″ 1000NHP NE25*refitted*31 142*lb* 2NDB20*refitted*31 SulzerBros.Winterthur	36 ″ 0 s8·10½ 27 ″ 5	
✱ 12/41 82698 PHHQ	**Saleier** *ss*Sba.No.3–11,32 D.F. *ss*Ams.No.1–37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6563 6128 4081	✠100A1 *Shelter dk with freeboard* 1,40 ✠LMC6,36 ✠NB4,27 BS~~1,39~~ 3,41	Ams	*a*†	CL N7,39	1920 12mo	Lithgows, Ld. PortGlasgow *Lloyd*'*sA&CP*	Stoomv.Maats. “Nederland” *CellDB*368′1116*t* *DTa*37′1395*t*	419·9 P41′F41′*on Shelter dk* FK *MT*37′1440*t* *FPT*118*tAPT*15*t*	54·8	33·5	Batavia ~~Amsterdam~~ Dutch *ptCem* 5 *BH to S dk* 3 ″ ″ *U* ″	T.3Cy.28″,46″&77″–54″ (*s*) 180lb 822NHP 4SB,12*cf*,GS266,HS13988FD D.Rowan&Co.Ld.Glasgow	36 0 s8·10½ 27 ″ 5	
✱ 82699 147154 MLXN	**Salerno** *ss*Hul.No.3–4,37 *Well deck* 1*Dk*(*Stl*) *CruiserStern*	870 688 362	✠100A1 11,39 ✠LMC MS6,36 BS1,40	Sld	*m*	OG 1,38	1924 7mo	Earle'sCo. Ld. Hull *Lloyd*'*sA&CP*	Ellerman'sWilson Line,Ld. *CellD*	215·7 P&B128′F53′ FK *Ba&uE*51′66*t FPT*	32·8	13·9	Hull British 5*BHCem* 24*tAPT*22*t*	T.3Cy.14½″,24½″&43″–30″(*s*) 225lb 160NHP 2SB,4*cf*,GS85,HS2910 Earle'sCo.Ld.Hull	14 ″ 10 s ″ 4½ 14 ″ 7½	
82700	**Salineiro** (*ex*Martinique–39, *ex*Pulwico, *ex*Pulaski) *Fitted for oil fuel* 1*Dk*2*trB*	2559 2203 1586	✠ ... 10,20 ✠				1920 6mo	Toledo S.B.Co. Toledo,Ohio	UniãoSalineira e deNavegacão Paraense,Ltda.	251·0 P25′B64′F23′	43·6	25·8 FK	Para Brazilian *WB*	T.3Cy.22″,36″&59″–42″ 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †

✱ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82701 PHHV	**Salland** ssAms.No.3-12,31 ssAms.No.1-36 2Dks(Stl)&Shelter dk(Stl) Ref.Mchy. CruiserStern	6447 5896 3972	✠100A1 Shelter dk withfreeboard Examined11,40 ✠LMC MS8,39 BS2,40 ✠Lloyd'sRMC~~11,40~~ 6,41 Carrying oil fuel F. P. above 150° F. in fore peak tank Fitted for oil fuel 6,20 F.P. above 150° F.	~~Ham~~ Lav	c †	CL 8,38	1920 6mo	Barclay, Curle&CoLd. Glasgow Lloyd'sA&CP	N.V.totVoortzetting van den KoninklijkenHollandschenLloyd	449·2|58·2|29·2 464·0(O.L.) P35′F43′ on Shelter dk FK CellDB365′1402t FPT110t	Amstrdam Dutch ptCem 2BHtoSh dk 5 „ „ U „ APT73t	2SteamTurbinesDRgeared to1Sc.Shaft 210lb 874NHP 4SB,16cf,GS286,HS11672 FD Barclay,Curle&Co.Ld.Gls	32″0 s4″11¾ 27″3¼	
82702 171310 ~~OXXA~~ GQXW	**Sally Mærsk** 3Mst D.F. ssAbg.No.3-4,35 OilEng. 1Dk(Stl)&Shelter dk(Stl) ssCpn.No.1-39	~~3228~~ ~~3036~~ ~~1985~~ 3252 3036 1984	✠100A1 Shelter dk withfreeboard 5,41 ~~7,38~~ ✠LMC CS10,36 DBS4,40 5,35	Rot Grk	u	CL ~~7,38~~ 4,41	1923 4mo	Odense Staalskibswft Odense Lloyd'sA&CP	Ministry of Shipping(MossHutchisonLine,Ld.Mgs)	332·1|44·2|26·2 F30′onShelter dk FK CellDB290′731t FPT51t APT59t	Greenock British ptCem Collision BH to S dk 4 „ „ U „	Oil Engines 4S.C.SA 6Cy.$24\frac{13}{16}$″-$51\frac{3}{16}$″ 355NHP DB50lb A/SBurmeister&Wain,Cpn	28″11 s6″10¼ 22″3	
82703 147141 MLVG	**Salmo** ssHul.No.3-2,36 Well deck 1Dk(Stl)2trBinNo.1hold Ref.Mchy. CruiserStern	1269 1063 621	✠100A1 1,40 BS3,40 ✠LMC2,36 Surveys delayed	Lon	p	OG 1,40	1924 4mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	Ellerman'sWilson Line,Ld.	237·7|35·3|15·8 P151′F51′ FK CellDB203′333t APT64t	Hull British 5BHptCem	T.3Cy.15¼″,26″&45″-33″ (s) 225lb FD 214NHP 2SB,4cf,GS83,HS3328 WllsndSlpwy.Co.Ld.Nwc.	17″9 s″9¼ 17″1½	
* 82704 139231 GKFT	**Salmonpool** ssShl.No.3-5,36 D.F. 1Dk(Stl)	4803 4513 3028	✠100A1 12,39 ✠LMC12,39	Liv	y	CL 7,37	1924 3mo	IrvinesS.B.&D.D.Co.Ld. W Hartlepool Lloyd'sA&CP	PoolShppg.Co.Ld.(SirR.Ropner&Co.Ld.Mgrs.)	390·1|55·5|26·2 P30′B221′F41′ FK CellDB344′1097t FPT120t	WHartlepl British 6BHCem APT146t	T.3Cy.25½″,40″&72″-48″ (s) 180lb 100lb 451NHP 3SB(Spt)9cf,GS186,HS7800 N.E.MarineEngCoLd.Nwc	28″9 s4″5¾ 24″6	
93/40 82705 FPHK	**Salomé** TwinSc OilEng. Mchy.Aft CruiserStern 1Dk Longitudinal framing-bracketless system Carrying Petroleum in bulk	13400					1940	Atel.&Ch. deFrance Dunkirk	Cie.Auxiliaire de Navigation	548·2|71·5|39·4	Havre French	Oil Engines 4S.C.SA 12Cy.29⅛″-$59\frac{1}{16}$″ 977NHP EtablissementsSchneider, LeCreusot		
82706 612 SZJN	**Salomea** TwinSc3Mst (exEvanghelosNomikos-37,exLoukia, exVilledeNice,exPrincyp)	751 — 396					1897	Stabilmnto Tecnico Trieste	Mme.MariaG. Kalogerakou, G.M.Moundreas &N.S.Synodinos	210·0|31·0|11·0	Piræus Greek WB	C.4Cy.13″&28″-20″ 58NHP StabilimentoTecnico,Tri.		
82707	**Salon** Ⓟ TwinSc Sub.Sig. D.F. E.S.D. 2Dks CruiserStern	2990 — 1628					1939	Neptunwerft Rostock G.m.b.H. Rostock	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	300·1|43·5|24·0	Istanbul Turkish WB	T.6Cy.16⅛″,26″&$41\frac{5}{16}$″-$27\frac{9}{16}$″ &LP turbines withDRgearing & hydraulic couplings HS4972 378NHP NeptunwerftRostock G.m.b.H.Rostock		
185/40 82708 LCWS	**Salonica** 1Dk	2694 2493 1607					1912	WoodSkinner&Co.Ld. Newcastle	A/S Venborg (Brummenæs& Torgersen,Mgrs.)	324·0|46·5|19·8 P27′B205′F29′	Haugesnd Norwegian WB	T.3Cy.23″,37½″&61½″-39″ 236NHP N.E.MarineEng.CoLdNwc		N
82709 1501 IBTK	**Salpi** (exEscambia-39,exAriele, exVittoria) D.F. 1Dk	2710 2383 1584					1920	S.A.Bacini e Scali Napoletani Naples	PeninsulareSoc. di Navigazione	299·9|39·4|23·8 294·9 P37′Q65′B16′F35′	Genoa Italian WB	T.3Cy.23¼″,$37\frac{2}{5}$″&$59\frac{1}{10}$″-36″ 209NHP S.A.Bacini e ScaliNapol. Naples		CI
82710 LEHA	**Salta** (exSalerno) TwinSc OilEng. 2Dks	3907 3460 2348					1920	J&KSmit's Scheepsw. Kinderdijk	A/S J.Ludvig Mowinckels Rederi (DenNorskeSyd-AmerikaLinje)	375·8|51·5|22·4 P107tH315tF25t	Bergen Norwegian WB	Oil Engines 4S.C.SA 12Cy.$22\frac{1}{16}$″-39⅜″ 563NHP Werkspoor,Amsterdam		N
82711 LETJ	**Salten** Ⓟ 1Dk&Awngdk	350 322 197					1908	Akers Mek.Værks. Oslo	A/S Saltens Dampskibsselskab	139·0|21·6|15·7 H28t	Bodö Norwegian	T.3Cy.11″,18″&29″-21″ 38NHP AkersMek.Værks.Oslo		
82712 145739 GKCZ	**Saltersgate** (exOverstone) ssNwc.No.3-12,36 D.F. 1Dk(Stl)&Shelter dk(Stl)	3940 3609 2387	✠100A1 withfreeboard Examined3,41 MS1,36 ✠LMC BS9,40	~~Bry~~ Nwc	y	CL 9,39	1924 2mo	Nthmblnd S.B.Co.Ld Newcastle Lloyd'sA&CP	TurnbullScott ShippingCo.Ld.(Turnbull,Scott&Co.Mgrs.)	380·3|51·9|23·4 F28′ FK CellDB336′1150t FPT80t APT130t	London British 5BHptCem (Coll to Shdk 5 „ 2nd „)	T.3Cy.25″,41″&68″-48″ (s) 180lb 381NH 3SB,9cf,GS150,HS6330 N.E.MarineEngCoLd.Nwc	26″0 s2″6½ 23″8	
82713 7214 SGEO	**Saltsjön** Ⓟ CruiserStern	314 141 208					1925	Eriksbergs M.V.Aktieb. Gothenburg	VaxholmsNya AngfartygsA/B (OFEkebohmMgr)	121·4|22·9|8·6 B64′H60t	Vaxholm Swedish	C.2Cy.15″&29⅜″-$22\frac{1}{16}$″ 33NHP EriksbergsM.V.A/B Got.		
82714 161014 GMTZ	**Saltwick** ssCff.No.2-37 D.F. 1Dk(Stl)	3775 3407 2261	✠100A1 10,40 ~~1,40~~ BS~~5,39~~ 7,40 ✠LMC12,37	Cff Sws	w	CL 10,38	1929 11mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	Rowland& Marwood'sS.S.Co. Ld.(Headlam& Son,Mgrs.)	360·5|49·9|23·1 P32′B219′F37′ FK CellDB320′928t	Whitby British 6BHCem APT135t	T.3Cy.25″,42″&68″-45″ (s) 180lb 341NHP 2SB,8cf,GS150,HS5304 G.Clark,Ld.Sunderland	25″5 s3″1¼ 22″6¼	
82715 139025 GJZT	**Saluta** (exSouthernKing-36, exMoora, exLothringen) ssSfj.2ndNo.3-11,34 ssGrk.No.1-39 Well deck 2Dks(Stl-Uteaks)deep framing aft & lower dk (Stl) forward D.F.	6261 4858 3266	✠100A1 12,40 ~~12,39~~ ✠LMC12,39 BS12,40 Carrying Whale oil or oil fuel in bulk F.P. above 150° F. Fitted for oil fuel 7,31 F.P. above 150° F.	Grk Liv	z	CL ~~12,39~~ 12,40	1906 3mo	Akt.Ges. "Weser" Bremen A&CP	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.Mgrs.)	409·6|52·7|27·8 P&B339′F42′ FK CellDB a 125	London British 7BHCem u E&B 52′f	Q.4Cy.24″,34⅝″,50″&$72\frac{27}{32}$″-$53\frac{5}{32}$″(s)220lb 220lb 530NHP 3SB,9cf,GS168,HS7104 FD A.G."Weser,"Bremen 173′1160t FPT69t APT38t	30″9 s4″6½ 26″6¼	
82716 129041 GQRC	**Salvador** ssCrs.2ndNo.3-12,33 ssCrs.No.1-37 Wireless 1Dk(Teak) 2nd dk(Stl)in fore hold	1128 957 650	✠100A1 ~~2,40~~12,40 BS3,41 ✠LMC MS8,37 ~~[illegible]~~ Fitted for oil fuel 11,17 F.P. above 150° F.	Crs	n	CL 2,40	1909 9mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	PacificSteamNav. Co.	215·0|33·5|19·4 F26′ FK CellDBa40′uE15′f94′	London British 4BHCem 160t APT10t	T.3Cy.17″,28″&46″-33″ (r) 180lb 174NHP 2SB,6cf,GS107,HS3268 Swan,Hunter&Wigham Richardson Ld.Nwc.	21″6 s3″4¼ 18″6¾	
82717														

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

	1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre où cote, si ce n'est dans le L.R. Durée Cert. Ref. Trade.	
	82718 150 ICGL	**Salvatore** (*ex*Erling-33, *ex*Ashington,*ex*Newbrundoc, *ex*DonaldE.McKay,*ex*Canadian 1*Dk* Engineer) D.F.	2252 — 1305	✠ ... 2,26 ✠				1921 8mo	Collngwd. S.B.Co.Ld. Toronto	M.Scuderi	260·9 P25'B64'F28'	43·7	22·3 FK	Catania Italian *WB*	T.3Cy.20",33"&54"-40" 310NHP JohnInglisCo.Ld.Toronto	24 " 3	CI †	
113/40	82719 132045 GHFF	**Salvestria** TwinSc (*ex*Cardiganshire) *ss*Rot.No.3-9,26 D.F. E.S.D. *Fitted for oil fuel* 3*Dks* *Carrying Whale Oil in bulk*	11938 10769 8597	✠ ... 6,29 ✠				1913 11mo	Workman, Clark&Co.Ld Belfast	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	500·3 P107'B180'F88'	62·4	42·6 FK	Jersey British *WB*	T.6Cy.24",40½"&68"-48" 977NHP Workman,Clark&Co.Ld.	37 " 7	C †	
	82720 122394	**Salvor** Ⓟ WoodSp (*ex*Leebro) 1*Dk*	323 267 198					1908	W.Turpel Victoria,B.C.	Mrs.I.S.Galt	123·5	28·8	11·1	Vict'riaBC British	C.2Cy.10"&24"-16" 22RHP Ross&Duncan,Glasgow			
6441	82721 148299 GNTC	**Salvus** *ss*Cff.No.2-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4815 4409 2948	✠100A1 *with freeboard* Examined 4,41 ~~BS5,39~~ ✠LMC12,36 11,40	~~Cff~~ Lon	z	CL 10,39	1928 5mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle '*sA&CP*	TempusShipping Co.Ld.(W.H. Seager&Co.Ld. *Mgrs.*) *CellDB*348' 1358t	399·0 F36' *FPT*106t*APT*195t	54·5	25·2 FK	Cardiff British 6*BHCem* (*Coll to Sh dk* 5 „ 2nd „)	T.3Cy.26",42"&71"-48" (*r*) 180lb 432NHP 3SB(Spt)9*cf*,GS175,HS7395 N.E.MarineEng.CoLdNwc	27 " 7 s 2 " 11¾ 24 " 9½		
	82722 165926 GFFN	**Salween** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. E.S.D. *Cruiser Stern* 2*Dks*	7063 5913 4355					1937	WmDenny &Bros,Ld. Dumbarton	British&Burmese S.N.Co.Ld.(P.Henderson&Co.*Mgrs.*)	444·9 P32'B46'F23'	59·2	30·4	Glasgow British *WB*	3 steam turbinesSR geared to 1 screw shaft 583NHP Wm.Denny&Bros.Ld.Dmb		C BT till ~~6,40~~	3,41
	82723 DKBF	**Salzburg** (*ex*JongeAnthony-39, *ex*SlotLoevestein) D.F. 2*Dks*	1742 1531 996					1921	NV.Schpsf. v/hDeGroot &VanVliet Slikkerveer	Flensburger Dampfercompagnie Harald Schuldt&Co.K.G.	279·2 P&B220'F35'	32·2	17·8	Hamburg German *WB*	T.3Cy.20⅝",32¼"&55¼"-39⅜" 180lb 241NHP HS4166 P.SmitMachfabrk.Rot.		G	
	82724 LJKA	**Sama** TwinSc *OilEng.* *Ref.Mchy.* 2*Dks* D.F. *Cruiser Stern*	1799 1335 810					1937	Akt.Lindholmens varv. Gothenburg *Completed by*	A/S Sama(Chr. Gundersen&Co. *Mgrs.*) Götaverken A/B	306·7 F33' Gothenburg	40·4	15·6	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.19 11/16"-35 7/8" 541NHP GötaverkenA/B,Got.		N	
	82725 EGLE	— Iron (*ex*Josefita,*ex* *ss*Bbo.3rdNo.3-3,10 Hermia,*ex*Rouen) *ss*Cdz.No.2-18 1*Dk*(*Irn*)2*trB*	736 649 525	✠ 3,18 ✠NB3,87	Cdz	*l*		1876 6mo	J.Laing Sunderland	Soc.Metalúrgica DuroFelguera	203·8 Q26'F20'	29·5	15·5 FK	Gijon Spanish 5*BHCem* *DBa*60'*f*40'	C.2Cy.26"&47"-36" NDB87 110NHP 1SB,3*pf*,GS49 R.&W.Hawthorn,Nwc.	16 " 5		
	82726 YNAE	— 4Mst (*ex*LouisGeraci, *OilEng.* *ex*Harjumaa) 1*Dk* Wireless	567 456 371					1922	Petrovski S.B.Co. Reval	BahamaShipping Co.Ld.	166·6	28·7	12·1	Bluefields Nicaraguan	Oil Engines 2S.C.SA 6Cy.16"-20" 180NHP Fairbanks,Morse&Co. Beloit,Wis		G	
	82727 KZBF	**Samal** (*ex*Pompey,*ex*Harlech) *Well deck* 1*Dk*(*Irn*)&*Web frames* Wireless	1303 — 610	✠ 1,98				1897 4mo	S.P.Austin &SonLd. Sunderland	Cia.Maritima (Fernandez Hermanos,Inc. *Mgrs.*)	237·1	34·8	14·4	Manila P.I. Utd.States	T.3Cy.21½",38½"&55"-33½" 161NHP J.Dickinson&SonsLd.Sld.			
166/40	82728 149662 GNKR	**Samala** *Ref.Mchy.* D.F. E.S.D. Sub.Sig. 4*Dks*	5390 4678 3301					1928	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·4 P43'B157'F43'	51·4	30·4	Liverpool British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird,Birkenhead		C	
	82729 26208 JSOD	**Samarang Maru** Ⓟ *ss*Kob.No.3-10,32 *ss*Yka.No.1-35 2*Dks*(*Stl-U* ws)	4013 3468 2497	✠ ... 7,39 ✠	Yka	*w*		1920 3mo	Mitsubishi ZosenKaisha, Ld. Kobe	NanyoKaiunK.K.	345·0 P33'B74'F41' *CellDB*316'	50·0	26·8 FK	Tokyo Japanese 6*BHCem* 775t*APT*26t	T.3Cy.23",38"&64"-48" 246NHP 2SB,6*cf*,GS109,HS2197 MitsubishiZosenKaishaLd	29 " 1	C †	
	82730 145923 GJCF	**Samaria** Ⓟ TwinSc *ss*Lon.No.3-11,33 *ss*Liv.No.1-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl-pt* ws)& Sub.Sig. *Shade dk*(*Stl-ws*)3*rd dk*(*Stl*) *Ref.Mchy.* *in forward & after holds* D.F. E.S.D. GyC.	19597 14189 11661	✠100A1 *Shelter dk* *with freeboard* 1,41 ~~1,40~~ BS1,41 ~~BS1,40~~ ✠LMC1,37 Lloyd'sRMC~~1,40~~ 9,40 *Fitted for oil fuel* 4,22	Liv	*n*†	CL P3,38 S3,39 *F.P. above*	1921 8mo *Lloyd* 150° F.	Cammell Laird&Co.Ld Birkenhead '*sA&CP*	CunardWhiteStar, Ld. *CellDB*512'2623t	601·5 B284'*on Shade dk* *DTf*46'1643t *Tanks at sides of tunnels*	73·7	40·7 FK 1	Liverpool British *pt Cem* 0*BHtoSh dk*	6 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb HS29164 2527NHP 3DB&3SB,36*cf*,GS746 FD CammellLaird&CoLd.Bkn 48'367t*FPT*122t*APT*86t	45 " 0 s 12 " 9½ 32 " 8	BT till 1,41	
113/40	82731 143770 GCDV	**Sambre** *ss*Lon.No.3-8,32 D.F. *ss*Mdb.No.1-37 2*Dks*(*Stl*)	5260 4810 3218	✠100A1 11,39 BS11,39 ✠LMC12,35	Bry	*y*	CL 11,38	1919 11mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	RoyalMailLines, Ld. *CellDB*	400·0 412·3(O.L.) P49'B113'F40' 340'1067t*FPT*125t	52·4	28·5 FK	London British 7*BHptCem* *APT*198t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7656 FD G.Clark,Ld.Sunderland	31 " 0 s 6 " 0¼ 25 " 3		
	82732 ONZC	— (*ex*WitteZee) 1*Dk*	727 524 316					1917	A.Van Duijvendijk Papendrecht	Armement L. Hermans Soc.Anon.	180·8	28·3	12·4	Bruges Belgian *WB*	T.3Cy.15",25"&40"-27" 83NHP Verschure&CoAmsterdam		V	
	82733 PHHZ	— *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	349 281 225	ExaminedL.R. ~~6,40~~ 1,41	Nwo		OG 1,41	1929	NVSchpsw Gebr.Pot Bolnes	Wm.H.Müller&Co. N.V.	144·7 P36'B7'F13'	24·5	10·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-19 11/16" 70NHP Motorenfabr."Deutz" A.G.Köln-Deutz		G	
	82734 148590 MNJX	**Sambur** TwinSc *ss*Sou.No.3-5,37 1*Dk*(*Stl-ws*)2nd dk *in holds* *Cruiser Stern*	776 701 311	✠100A1 *with freeboard* 8,40 ~~2,40~~ BS2,40 ✠LMC5,37 *For Channel service* *Weymouth & Channel Islands* *Fitted for oil fuel* 5,25	Sou Cff		OG 2,39 *F.P. above*	1925 5mo *Lloyd* 150° F.	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	GreatWestern Railway *DTa*	201·2 210·0(O.L.) P20'B72'F69' 40t*DTf*45t*FPT*47t	33·7	15·3 FK&BK2"	Weymouth British 6*BHCem* *APT*47t	T.6Cy.14¼",23"&38"-27" (*r*) 185lb 226NHP 2SB,6*cf*,HS3464 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	15 " 11 s 3 " 8½ 12 " 8		
*	82735 LEKD	**Samev** (*ex*LysakerII-39,*ex*Emilie Dunford-32) *ss*Osl.No.3-2,39 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	940 797 492	✠100A1 2,40 BS2,40 ✠LMC2,39	Osl	*m*	CL 2,40	1922 5mo *Lloyd*	Coaster Const.Co.Ld. Montrose '*sA&CP*	SkibsA/S Samev (O.M.Olsen) *CellDB* *Deck*	200·9 F30' 150'225t*DTf*18'117t *tank* 8' 11t *FPT*39t	33·1	16·2 FK	Frdrikstad Norwegian 4*BHCem* *APT*40t	T.3Cy.15",25"&40"-27" (*s*) 180lb 120NHP 2SB,4*cf*,GS55,HS1820 FD J.Milne&Son,Ld.Edinbgh.	18 " 3 s 2 " 9½ 15 " 7¾		

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of TradeCert.
82736 85 SUCQ	**Samir** (*ex*Poseidonia-39, *ex*Holtby-36) 1*Dk*	3702 3385 2257					1909	Ropner&Sons,Ld. Stockton	V.Bassili	346·5 P23'B98'F36'	51·0	23·3	Alexndria Egyptian *WB*	T.3Cy.25",41"&67"-45" 301NHP Blair&Co.Ld.Stockton		C
82737 DABZ	**Samland** (*ex*Patrino,*ex*Uhl, *ex*Weesturs,*ex*Pomona) 1*Dk*	771 608 453					1896	Rijkee&Co Rotterdam	PreussenlinieArlt &Co.K.G.(Ivers& Arlt,*Mgrs.*)	200·4 Q66'B46'F23'	30·1	13·4	Konigsbrg German *WB*	T.3Cy.15",25"&40"-36" NB08 96NHP Maats.deMaas,Rotterdam		V
6/41 82738 LETL	**Samlanes** (*ex*Hansa,*ex*Praecis) Wireless 1*Dk*	842 612 500					1908	Nüscke&Co.A.G. Stettin	A/SD/S"Jonstein" (HansStoraas, *Mgr.*)	202·9 Q68*t*B83*t*F25*t* H32*t*	30·4	12·4	Bergen Norwegian *WB*	T.3Cy.13⅘",21¾"&35⅘"-23⅗" DresdnerMasch. 62NHP &Schiffsw.Uebigau,A.G.		G
4/41 82739 LCYA	**Samnanger** *ss*Rot.No.1-23 1*Dk*	4276 3923 2618	✠ … 8,27	✠			1918 8mo	Canadian Vickers,Ld Montreal	Westfal-Larsen &Co.A/S	380·7 P44'B102'F42' FK	49·2	26·8	Bergen Norwegian *WB*	T.3Cy.25",41"&67"-45" 333NHP CanadianVickers,Ld.Mtl.	30 ″ 1	N †
82740 216718 KTUI	**Samoa** (*ex*LakePepin) *Fitted for oil fuel* 1*Dk*	1997 1634 1172	✠ … 11,22	✠			1918 8mo	McDougall-DuluthCo. Duluth,Minn	~~WheelerLogging Co.~~ C.H.Wheeler	251·0 P27'B64'F35' FK	43·6	18·1	Portlnd,Or Utd.States *WB*	T.3Cy.20",33"&54"-40" 274NHP McDougall-DuluthCo.	20 ″ 3	R †
82741 RAQZ	**Samoied** (*ex*LakeFestina) *Fitted for oil fuel* 1*Dk*2*tr*B	2560 2203 1587	✠ … 2,21	✠			1919 6mo	Toledo S.B.Co. Toledo,O.	U.S.S.R.	250·9 P25'B64'F23' FK	43·6	25·8	Odessa Russian *WB*	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	
82742 DHUN	**Samos** (*ex*Saar,*ex*OttoZelck)	2576 1976 1513					1922	Akt.Ges. "Neptun" Rostock	DeutscheLevante-LinieHamburg A.G.	311·1 P&B252'F32'	46·1	19·7	Hamburg German *WB*	T.3Cy.21⅝",35$\frac{1}{16}$"&57⅛"-37⅜" 200NHP A.G."Neptun,"Rostock		G
82743 11 SVDL	— Ⓟ Iron (*ex*Elefteria, *ex*Oldham) *ss*Gms.No.3-5,01 *ss*Gms.No.2-09 Wireless 1*Dk*& *Aung dk*	1208 — 645	✠ … 5,14	✠			1889 1mo	Earle'sCo. Ld. Hull	D.InglessiFilsS.A. Nav.deSamos	240·0	30·0	14·6	Samos Greek *WB*	T.3Cy.22",35"&57"-42" NB28 210NHP Earle'sCo.Ld.Hull		
82744 FOOK	**Sampiero Corso** Ⓟ TwinSc *Fitted for oil fuel* D.F. 2*Dks* *CruiserStern*	3823 2759 1657					1936	Ch.&Atel. deProvence S.A. PortdeBouc	Cie.deNav. Fraissinet	329·7 P33'F73'	47·9	25·4	Marseilles French *WB*	2 DR geared Steam Turbines Forg.&Ch.delaMédit.S.A. LeHavre		V
8/4/41 82745 167473 MPLP	**Samsö** 1*Dk*	1494 1198 807					1930	Helsingörs Jernsk&Msk. Elsinore	Ministry of Shipping (Stone& Rolfe,Ld.*Mgrs.*)	253·4 P17'Q81'B96'F29'	38·1	15·2	London British *WB*	C.4Cy.(2)14¾"&(2)31½"-31½" 93NHP HelsingörsJernsk.&Mskb.		V
82746 TCCV	**Samsun** (*ex*Gabriella,*ex*Rhône) Wireless 2*Dks*&*Spar dk*	1396 — 879					1889	Wigham Rchrdsn&Co. Newcastle	MustafaveAhmet veVehbiAldikaçti	251·5 B38'	32·2	17·0 24·0	Istanbul Turkish *WB*	T.3Cy.25",38½"&65"-42" NB01 274NHP WighmRchardsn&Co.Nwc		
82747 LDJG	**Samuel Bakke** TwinSc *OilEng.* *ss*Got.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rd dk*(*Stl*)*in*No.1 *hold* D.F. *Platform dk in insulated hold*	4719 4216 2835	✠100A1 *withfreeboard* 4,41 ~~11,40~~ ✠LMC(M)12,38 DBS4,41 ✠LMC8,37 ✠Lloyd'sRMC1,40 for temp. 30° F.	Got Vcr	*z*	CL ~~8,37~~ ~~7,40~~ PN4.41 S4,41	1929 7mo *Lloyd*	AB Götaverken Gothenburg '*sA&CP*	SkibsA/S Samuel Bakke(Knut Knutsen,O.A.S.) *CellDB*323'1562	390·8 407·6(O.L.) F35' FK *tFPT*99*tAPT*111*t*	54·7	25·5	Haugesnd Norwegian 6*BH* (*Coll toSh dk* 5 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.23¼"-47¼" 622NHP DB85*lb* A/B Götaverken,Got.	28 ″ 6 s 3 ″ 0½ 25 ″ 7½	
82748 116841	**Samuel F. B. Morse** *Mchy.Aft* GyC. 1*Dk*2*tr*B	4477 — 3376					1898	F.W. Wheeler&Co. W.BayCity	PittsburghS.S.Co.	456·0	50·0	24·0	D'luth Min Utd.States *WB*	Q.4Cy.17",25",38½"&60"-42" NB29 *Ereblt*03 233NHP AmericanS.B.Co.		
82749 220955 KDMS	**Samuel L. Fuller** *ss*Mob.No.3-5,33 *ss*NOs.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* Sub.Sig. *Longitudinal framing*	6950 6465 4312	✠100A1 ~~12,40~~ ~~3,40~~ 4,41 BS2,41 ~~BS3,40~~ ✠LMC4,37 *CarryingPetr* *Fitted for oil*	NOs *oleum* *fuel* 1	*b*† *in* ,21	CL 3,39 *bulk* *F.P.a*	1921 1mo *bove* 1	SunS.B. Co. Chester,Pa. A&CP 50° F.	SinclairRefining Co.Inc. *CellD* *BuE&B59'f41'408*	430·2 P133'B36'F40' FK *tFPT*222*tAPT*57*t*	59·2	32·8	NewYork Utd.States 16*BHptCem* (12 *to U dk* 4 ,, 2*nd*,,)	T.3Cy.27",45½"&76"-51" (*r*) 190lb 612NHP 3SB,9*cf*,GS207,HS9198 FD SunS.B.Co.Chester,Pa.	33 ″ 3 s 6 ″ 10 26 ″ 8	
82750 225409 WPBG	**Samuel Mather** *ss*Cgo.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing at bottom & at deck* GyC D.F. *Cargo battens not fitted*	8152 7771 6442	✠100A- *ForService on* 12,38 ✠LMC ~~BS12,38~~ MS4,39 BS 3,40 4,41	Cgo *the Gr*	*eat*	*Lakes*	1926 4mo	American S.B Co. Lorain,O. *CellDBuE&*	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*) B56' 242*t* *CellDB*	596·9 F48' FK & *side tanks in way of holds*471'7934*t*	60·0	32·0	Wilmgton (Del.) Utd.States 3*BH* *tFPT*471*t* A	T.3Cy.24½",41"&65"-42" (*s*) 3 Water Tube Boilers 200lb HS6675 FD 436NHP AmericanS.B Co. *PT*68*t*	32 ″ 0	
82751 116495 WBDC	**Samuel Mitchell** 3Mst *Mchy.Aft* (*Self-Unloader*) D.F. 2*Dks*	2248 — 1362					1892	GlobeIron WorksCo. Cleveland,O.	HuronTransptn. Co.	293·3 H—F32' *WB*	40·4	20·1	Alpena, Mich. Utd.States	T.3Cy.20",32"&52"-42" 175NHP GlobeIrnWksCo.Clevelnd		R
82752 221721 KDVO	**Samuel Q. Brown** *ss*Bal.No.3-4,33 *ss*NYk.No.2-41 ~~*ss*NYk.No.1-37~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6625 6058 4117	✠100A1 ~~5,40~~ ~~6,39~~ 3,41 ~~BS5,40~~ ✠LMC 3,41 ~~MS6,37~~ ~~BS6,39~~ *CarryingPetr* *Fitted for oil*	Bal NYk *oleum* *fuel* 11	*a*† *in* ,21	CL ~~10,38~~ ~~4,40~~ 10,40 *bulk* *F.P. a*	1921 11mo *bove* 1	Merchant S.B.Corp. Chester,Pa. A&CP 50° F.	TideWater AssociatedOilCo. *CellDBuE&B60'* *DTf*43'750*t*	424·4 439·6(O.L.) P128'B25'F41' FK 236*t* *FPT*228*t APT*178*t*	58·2	32·9	Wilmgton (Del.) Utd.States 16*BHptCem* (9 ,, *toU dk* 7 ,, ,,2*nd*,,)	T.3Cy.27",45"&75"-51" (*r*) 210lb 584NHP 3SB,9*cf*,GS185,HS8331 FD NewYorkSBCo.CamdnNJ)	33 ″ 0 s6 ″ 7¾ 26 ″ 7	
82753 1 HSZC	**Samui** TwinSc *CarryingPetroleum in bulk* *OilEng.* Wireless *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom, deck & trunk top*	1458 1232 740	✠ 7,36	Hak ✠	*p*		1936 7mo	Hakodate DockCo.Ld Hakodate	Government of Thailand *CellDB*	240·0 P75'F31'*Trunk*118' FK *uE*46'*f*36'71*t FPT*	39·0	16·3	Bangkok Thai 11*BH* 72*tAPT*68*t*	Oil Engines 4S.C.SA 12Cy.16$\frac{9}{16}$"-25$\frac{3}{16}$" 318NHP KobeSteelWorks,Ld.Kobe	16 ″ 4	
82754 164464 GYKK	**San Adolfo** *OilEng.* *Mchy.Aft* *ss*Bkn.No.1-39 D.F. 1*Dk*.2*nd dk clear of cargo tanks* *CruiserStern* *Longitudinal framing at bottom & at deck*	7365 6651 4376	✠100A1 12,40 ~~12,39~~ ✠LMC CS6,39 DBS~~6,39~~12,40 *CarryingPetr*	Ber- muda 1,40 *oleum*	*b*† 2$\frac{1}{16}$ *in*	CL 4,38 *bulk*	1935 5mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*64'157	446·0 464·5(O.L.) P95'B45'F34' FK *t DTf*26'286*t FPT*	60·3	32·0	London British 15*BHptCem* 134*tAPT*83*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP 2DB180*lb* Hwthrn.Leslie&CoLd.Nwc	32 ″ 0 s 6 ″ 0½ 26 ″ 2¾	
82755 163582 GYGN	**San Alvaro** *Mchy.Aft* *OilEng.* *ss*Bkn.No.1-39 D.F. *Cruiser Stern* 1*Dk*,2*nd dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*	7385 6668 4412	✠100A1 10,40 ~~12,39~~ ✠LMC CS5,39 DBS5,39 *CarryingPetr*	Lon Bkn ~~7,38~~10,40 *oleum*	*b*† 2$\frac{1}{16}$ *in*	CL N1,38 *bulk*	1935 3mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	EagleOil& ShippingCo.Ld. *CellDBuE*64'159*t*	446·0 465·0(O.L.) P95'B45'F31' FK *DTf*26'286*t*	60·3	32·0	London British 15*BH* *FPT*134*tAPT*81*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55⅛" 502NHP 2DB180*lb* Hwthrn,Leslie&CoLdNwc.	32 ″ 0 s 6 ″ 0½ 26 ″ 2¼	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant exprimé. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
82756 163568 GYCZ	**San Amado** *Mchy.Aft* *OilEng.* *ss*Fal.No.1-39 D.F. 1*Dk*,2nd *dk clear of cargo tanks* *CruiserStern* *Longitudinal framing at bottom & at deck*	7316 6604 4392	✠100A1 12,40~~6,40~~~~6,40~~ ✠LMC CS6,39 ~~DBS3,40~~ 6,39 DBS12,40 *Carrying Petroleum in bulk*	Sws ~~Grk~~	*b*† 2$\frac{1}{16}$	CL ~~1,38~~ ~~10,40~~ 11,40	1935 2mo *Lloyd's A&CP*	Blythsw'd S.B.Co.Ld. Glasgow	EagleOil& ShippingCo.Ld. *CellDBuE*64'146	446·1 P95'B45'F32' FK 1t*DTf*26'303t*FPT*	60·2	32·0	London British 15*BH* 134t*APT*54t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 503NHP 2DB180*lb* J.G.Kincaid&Co.Ld.Grk.	32 ″ 0 s 6 ″ 1½ 26 ″ 1½	
82757 164414 GYJP	**San Ambrosio** *ss*Fal.No.1-39 *Mchy.Aft* *OilEng.* D.F. 1*Dk*,2nd *dk clear of cargo tanks* *CruiserStern* *Longitudinal framing at bottom & at deck*	7410 6669 4404	✠100A1 11,40~~2,39~~ ✠LMC CS12,40 ~~DBS2,40~~ 12,40 2,39 *Carrying Petroleum in bulk*	Nwc ~~Avn~~	*b*† 2$\frac{1}{16}$	CL 2,39	1935 4mo *Lloyd's A&CP*	Hawthorn, Leslie&Co.Ld Newcastle	EagleOil& ShippingCo.Ld. *CellDBuE*	446·0 464·7(O.L.) P95'B45'F31' FK	60·4	32·0	London British 15*BH* 64'159t*DTf*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 502NHP 2DB180*lb* Hwthrn,Leslie&CoLdNwc. 26'286t*FPT*134t*APT*79t	32 ″ 0 s 6 ″ 0½ 26 ″ 2¼	
82758 LOWV	**San Andres** *OilEng.* 1*Dk*	1975 1638 1106					1921	J.&K. Smit'sSchps Kinderdijk	DenNorskeMiddelhavslinje A/S (Fred.Olsen&Co.& OleR.Thoresen, *Mgrs.*)	302·0 P75tH242tF15t	42·2	20·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.26$\frac{3}{8}$"-47$\frac{1}{4}$" 403NHP Werkspoor,Amsterdam		N
82759	**San Angelo** (*ex*Willanglo, *ex*Westmead) *Fitted for oil fuel* 2*Dks* *Now* "Empire Springbuck," *see No.* 87913 *in Supplement*	5605 5112 3521	✠100A1 (*Reclassification Contemplated*) Examined 4,40 ✠	NYk			1918 10mo	AmesS.B. &D.D.Co. Seattle,Wash	MinistryofShipping(W.A.Souter& Co.Ld.*Mgrs.*)	409·5 P44'B115'F47' FK	54·2	27·4	British *WB*	T.3Cy.26",43"&73"-48" 543NHP AmesS.B.&D.D.Co.Seattle	30 ″ 2	
82760 ~~[illegible]~~ ~~[illegible]~~	**San Anselmo** (*ex*Oran, *ex*WestJester) *Fitted for oil fuel* 2*Dks* *Now* [illegible] D. Huff," *see No.* 87019 *in Supplement*	5758 5291 3571					1920	AmesS.B. &D.D.Co. Seattle,Wash	AtlanticTransportationCoLd(S.L.deCartaret *Mgr*)	409·8 P44'B119'F47'	54·2	29·2	~~Portlnd,Or~~ ~~Utd.States~~ British *WB*	T.3Cy.28",43"&73"-48" 369NHP AmesS.B.&D.D.Co.Seattle		R
82761 FNTE	**San Antonio** *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks & Shelter dk*	6013 5046 2796					1930	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31",50",(2)60"-60" 557NHP Harland&Wolff,Ld.Bel.		V
82762 HPKL	— (*ex*NeaTyhi-39, *ex*MaidofSyra, *ss*Alx.2ndNo.3-2,39 *ex*Horncap) 1*Dk*(*Stl*) *Well deck*	*3451* *3177* *2130*	100A1 *withfreeboard* ~~4,40~~ ~~4,39~~ 4,41 ~~BS10,39~~ ~~BS4.40~~4,41	HKg LMC MS2,39	*w*	CL ~~2,39~~ 4,40	1912 *Lloyd's A&CP*	Schiffsw.v. HenryKoch Lübeck	Wallem&Co.	361·4 P&B288'F42' FK *Intermediate bulkhead in fore and after hold dispensed with* *CellDB*319'811t*FPT*142t	50·7	21·4	Panama Pnamanian *Cem* 4*BH only* *APT*62t	T.3Cy.25$\frac{3}{8}$",41$\frac{1}{4}$"&68$\frac{7}{8}$"-43$\frac{5}{8}$" 200lb (*s*) 385NHP 2SB,6*cf*,GS113,HS4993 FD OttensenerMaschf.Altona	23 ″ 11 s2 ″ 7½ 21 ″ 6	
82763 219593 KUCM	— (*ex*LakeIkatan) *Fitted for oil fuel* D.F. Sub.Sig. 1*Dk*2*trB*	2689 2329 1667	✠ ... 9,20 ✠				1920 4mo	Manitowoc S.B.Co. Manitowoc	SouthernS.SCo.	253·5 P25'B65'F26' FK	43·9	25·9	Phildlphia Utd.States *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfgCo.M'lw'kee	28 ″ 5	R †
82764 PHIF	— 3Mst *OilEng.* *ss*Rot.2ndNo.3-7,36 1*Dk*(*Stl*)	410 327 214	✠100A1 Examined 5,41 Liv LMC1,38 LMC(M)4,41	~~Rot~~	*k*	~~1,38~~ 7,40	1909 10mo A&CP	NaamVenn Scheeps.v. J.Smit,Czn Alblasserdam	NVHammersteins Reederijbedrijf	165·0 Q27'RFD21' FK *CellDB*96'	27·3	9·6	Rottrdam Dutch 3*BHCem* 121t*FPT*44t	Oil Engines 4S.C.SA 6Cy.11$\frac{1}{16}$"-19$\frac{1}{16}$" 71NHP NE35*fitted*1,38 Humboldt-Deutzmotoren A.G.Koln-Deutz	12 ″ 4 s1 ″ 3¾ 12 ″ 5¼	
82765	— *OilEng.* 1*Dk*	389 283 224					1929	N.V.IndustrieeleMaats. DeNoord Alblasserdam	Cia.Anon. Venezolana deNav.	148·7 P41'F17'	25·3	9·0	Pto.Cabllo Venezuelan *WB*	Oil Engines 4S.C.SA 4Cy.11"-17$\frac{3}{4}$" 47NHP Motorenfb."Deutz"A.G. Köln-Deutz		
82766 163590 GYJQ	**San Arcadio** *Mchy.Aft* *OilEng.* *CruiserStern* *ss*Bkn.No.1-39 D.F. 1*Dk*,2nd *dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*	7419 6676 4402	✠100A1 11,40~~4,40~~ ✠LMC CS6,39 ~~DBS6,39~~12,40 ~~4,40~~12,40 *Carrying Petroleum in bulk*	Fal Mob	*b*† 2$\frac{1}{16}$	CL 9,38	1935 4mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	EagleOil& ShippingCo.Ld. *CellDBuE*69'16	446·0 P95'B44'F32' FK 1t*DTf*26'289t*FPT*	60·2	32·0	London British 15*BHptCem* 133t*APT*66t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 502NHP 2DB180*lb* Harland&Wolff,Ld.Gls.	32 ″ 0 s 6 ″ 0½ 26 ″ 1½	
82767 HPCI	**San Benito** *Fitted for oil fuel* E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	*3724* *3122* *2086*					1921	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·3 P36'B102'F40'	46·3	29·2	Panama Pnamanian *WB*	Turbo-ElectricMotor BritishThomsonHouston Co.Bel.		C
82768	**San Bernardino** (*ex*Oriole, *ex*WestJappa) *Fitted for oil fuel* 2*Dks* *Now* "Atlantico," *see Supplement*	5751 5218 3555					1920	AmesS.B. &D.D.Co. Seattle,Wash	Cia.deNav "La Interoceanica" Soc.Anon.	410·5 P44'B119'F47'	54·2	29·2	Panama Pnamanian *WB*	T.3Cy.26",43"&73"-48" 369NHP AmesS.B.&D.D.Co.Seattle		R
82769 HPCB	**San Blas** Ⓟ Sub.Sig. E.S.D. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* 2*Dks*	3601 3118 1988					1920	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·0 P37'B103'F40'	46·3	29·2	Panama Pnamanian	T.3Cy.24½",41½"&69"-48" 330NHP Wrkman,Clark&Co.Ld Bel		C
82770 HPCA	**San Bruno** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks & 2ptdks* E.S.D. *CruiserStern*	3604 3118 1990					1920	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	325·0 P36'B103'F40'	46·3	29·2	Panama Pnamanian	T.3Cy.24½",41½"&69"-48" 330NHP Wrkman,Clark&CoLd.Bel.		C
82771 149871 GNCJ	**San Carlos** TwinSc *ss*Aru.No.3-5,39 *Mchy.Aft*	2395 1743 1242	✠100A1 6,40 ~~11,39~~ ✠LMC5,39 BS6,40 *Carrying Petroleum in bulk* *Fitted for oil fuel 7,27 F.P. above 150° F.*	Aru	*t*	CL P10,38 s11,39	1927 7mo *Lloyd's A&CP*	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.~~(F.J.Wolfe, Mgr.)~~ (R.A. Carder,*Mgr.*) *Wing tanks*	305·7 P67'F34' FK *Trunk*204' *f*286t*a*356t*FPT*60t*APT*75t	50·2	14·3	London British 7*BHptCem*	T.6Cy.13½",23½"&36"-27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Bel.	15 ″ 0 s1 ″ 10½ 13 ″ 3½	
55|4 82772 165364 GZBJ	**San Casimiro** D.F. E.S.D. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*,2nd *dk clear of cargo tanks* *Longitudinal framing at bottom & at deck*	8046 7201 4731	✠100A1 4,40 ✠LMC CS1,41 DBS1,41 7,37 *Carrying Petroleum in bulk*	Sou	*c*† 2$\frac{1}{16}$	CL 12,40	1936 12mo *Lloyd's A&CP*	Blythsw'd S.B.Co.Ld. Glasgow	EagleOil& ShippingCo.Ld. *CellDBuE*69'164t	465·0 483·0(O.L.) P90'B41'F66' FK *DTf*25'292t*FPT*1	59·2	33·8	London British 15*BH* 40t*APT*89t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 503NHP DB180*lb* J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 7½ 27 ″ 7	
82773 149989 GNMJ	**San Casto** TwinSc *ss*Cco.No.2-35 *Mchy.Aft* 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing*	2446 1723 1246	✠100A1 10,39 BS10,39 ✠LMC6,35 *Carrying Petroleum in bulk* *Fitted for oil fuel 2,28 F.P. above 150° F.*	Cco	*t*	CL P8,38 s10,38	1928 2mo *Lloyd's A&CP*	JLThompson&Sons,Ld. Sunderland	EagleOil& ShippingCo.Ld. *Wing tanks*	305·6 P83'F38' FK *Trunk*184' *a*30'265t*FPT*98t*APT*72t	51·2	15·0	London British 8*BHptCem*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 217NHP 2SB,6*cf*,HS4209 MacColl&Pollock,Ld.Sld.	15 ″ 0 s1 ″ 6½ 13 ″ 7½	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any / 3 Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82774 165480 GZRP	**San Cipriano** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	7966 7201 4767	✠100A1 ~~0,40 10,30~~ 1,41 ✠LMC6,37 Carrying Petroleum in bulk	Avn ~~Mob~~ Bel	c†	CL 9,40	1937 6mo Lloyd's A&CP	Blythsw'd S.B.Co.Ld. Glasgow	EagleOil& ShippingCo.Ld.	464·9 482·5(O.L.) P94'B43'F48' FK CellDBuE69'164t DTf25'292t FPT	59·1	33·9	London British 15BH 140tAPT87t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 503NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 8½ 27 ″ 6¼	
82775 165436 GZMR	**San Cirilo** OilEng. D.F. 1Dk, 2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8012 7238 4807	✠100A1 11,40 ~~3,40~~ ✠LMC4,37 Carrying Petroleum in bulk	Avn Bkn	c† 2⅛	CL 2,40	1937 4mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	EagleOil& ShippingCo.Ld.	462·8 478·7(O.L.) P97'B46'F48' FK CellDBuE66'161tDTf22'215tFPT	61·2	33·1	London British 15BHptCem 149tAPT96t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 503NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 s 6 ″ 5¼ 27 ″ 0½	
82776 160358 GNMK	**San Claudio** TwinSc ssCco.No.2–36 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	2712 1840 1402	✠100A1 10,39 BS~~10,39~~ 2,41 ✠LMC10,35 Carrying Petroleum in bulk Fitted for oil fuel 2,28 F.P. above 150° F.	Aru	t	CL P11,38 S10,39	1928 2mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	EagleOil& ShippingCo.Ld.	304·9 P83'F39' FK Trunk183' FPT	51·2	15·1	London British 9BHptCem 93tAPT80t	T.6Cy.14",23"&38"-24" (s) 180lb 226NHP 2SB,6cf, HS4480 ShieldsEng.Co.Ld.N.Shl.	15 ″ 0 s 1 ″ 5¾ 13 ″ 8½	
82777 219320 KORB	**San Clemente** (exWestMingo) Fitted for oil fuel 2Dks	5493 — 3428					1919	LsAngeles S.B.&D.D.Co SanPedro,Cal	Pacific-Atlantic S.S.Co.(StatesS.S. Co.Mgrs.)	410·0 P43'B115'F47'	54·4	27·2	Portlnd,Or Utd.States WB	T.3Cy.29¼",47"&78"-48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
82778 44005 JWTL	**San Clemente Maru** Carrying Petroleum in bulk OilEng. Mchy.Aft 2Dks	7335 6780 5285					1937	Mitsubishi JukogyoK.K Nagasaki	MitsubishiShoji Kaisya,Ld.	431·8 P102'B34'F43'	57·4	35·7	Tokyo Japanese WB	Oil Engines 2S.C.SA 6Cy.28⅜"-49$\frac{3}{16}$" 839NHP MitsubishiJukogyoK.K.		C
6/41 82779 164722 GZBG	**San Conrado** ssBkn.No.1–40 OilEng. D.F. 1Dk,2nd dk clear ~~of cargo tanks~~ Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	7982 7201 4787	✠100A1 10,40 ~~1,40~~ ✠LMC CS11,40 DBS11,40 11,40 Carrying Petroleum in bulk	Liv Bkn	c†	CL 10,40	1936 10mo Lloyd's A&CP	Blythsw'd S.B.Co.Ld. Glasgow	EagleOil& ShippingCo.Ld.	465·0 484·0(O.L.) P94'B43'F32' FK CellDBuE69'164tDTf25'292tFPT	59·2	33·8	London British 15BH 140tAPT87t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 503NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 6 ″ 10 27 ″ 4¾	
82780 142290 MKBL	**San Dario** (exTeakol) TwinSc ssShl.No.3–4,30 Wireless D.F. ssBknNo.2–38 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	1137 880 584	✠100A1 with freeboard 2,41 ~~4,40~~ BS2,41 ✠LMC4,38 ✠NE&B11,22 ~~BS4,40~~ Carrying Petroleum in bulk Fitted for oil fuel 11,22 F.P. above 150° F.	Bkn	n	CL S3,38 P2,41	1918 1mo Lloyd's A&CP	Short Bros. Ld. Sunderland	EagleOil& ShippingCo.Ld.	210·0 220·0(O.L.) P70'F57' FK Middle line bulkhead CellDBuE34'55tDTf21'189tFPT	34·8	16·6	London British 12BHptCem not oil-tight 35tAPT71t	T.6Cy.9½",15½"&26"-18" (s) 180lb 85NHP 2SB,4pf,GS61,HS1628 AilsaS.B.Co.Ld.Troon	16 ″ 6 s 1 ″ 3¼ 15 ″ 3¾	
82781 166580 GNNY	**San Delfino** ssNwc.No.3–8,40 OilEng. D.F. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8072 7236 ~~4771~~ 4800	✠100A1 ~~8,40 10,3~~ 3,41 DBS8,40 ~~✠LMC9,38~~ Carrying Petroleum in bulk ✠LMC8,40	Bkn Avn	c† 2⅛	CL 6,40	1938 9mo Lloyd's A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	EagleOil& ShippingCo.Ld.	463·0 479·0(O.L.) P97'B45'F45' FK CellDBuE66'159tDTf22'248tFPT	61·2	33·1	London British 17BHptCem 129tAPT95t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 502NHP 2DB180lb Hwthrn,Leslie&Co.LdNwc	33 ″ 3 s 6 ″ 5¼ 27 ″ 1¼	
82782 166623 GKKW	**San Demetrio** OilEng D.F. 1 Dk, 2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8073 7234 4815	✠100A1 4,41 ~~1,40~~ ✠LMC12,38 Carrying Petroleum in bulk	Grk PGl	c† 2⅛	CL	1938 12mo Lloyd's A&CP	Blythsw'd S.B.Co.Ld. Glasgow	EagleOil& ShippingCo.Ld.	463·2 479·3(O.L.) P97'B44'F47' FK Cell DBuE71'162tDTf22'256tFPT	61·2	33·1	London British 17BHptCem 136tAPT96t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 502NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 s 6 ″ 5¼ 27 ″ 0½	
82783 219607 KLHA	**San Diegan** TwinSc (exMazatlan-37) OilEng. Mchy.Aft 2Dks Wireless Carrying Petroleum in bulk	987 — 589					1920	L'ng Beach S.B.Co. LongBeach, Cal.	Star&Crescent BoatCo.	164·3	34·1	17·8	SanDiego Utd. States	Oil Engines 4S.C.SA 12Cy.14"-18" 229NHP WintonEng.Wks. SanFrancisco,Cal.		R
82784 FNTL	**San Diego** Ref.Mchy. Fitted for oil fuel Sub.Sig. D.F. 2Dks&Shelter dk	6013 5059 2796					1930	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French WB	T.4Cy.31",50",&(2)60"-60" 557NHP Harland&Wolff,Ld.Bel.		V
82785 216794 KJSQ	— Wood Fitted for oil fuel	1487 — 835					1918	Mathews' S.B.Co. Hoquiam, Wash.	Wood&Hart,Inc.	237·3	44·7	16·8	S.Frncisco Utd.States	T.3Cy.14",22"&40"-30" 88NHP LlewellynIronWorks, LosAngeles		
82786 33300 JQJB	**San Diego Maru** OilEng. Mchy.Aft 2Dks Carrying Petroleum in bulk	7269 6829 5000					1928	Mitsubishi Zosen Kaisha,Ld. Nagasaki	MitsubishiShoji Kaisya,Ld.	430·0 P114'B33'F17'	57·0	34·5	Tokyo Japanese WB	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP MitsubishiZosenKaisha, Ld.Nagasaki		C
82787 EGMB	**San Eduardo** (exHercules) IronSc	300 — 124					1917	....	A.T.Vega	151·7	19·7	11·5	Gijon Spanish	T.3Cy.12",18"&31"-28" 51NHP A.G.Weser,Bremen		
82788 167176 GKKV	**San Eliseo** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8042 7228 4786	✠100A1 12,40 ~~4,40~~ ✠LMC2,39 Carrying Petroleum in bulk	Fal Bkn	c† 2⅛	CL	1939 2mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	EagleOil& ShippingCo.Ld.	462·4 478·6(O.L.) P97'B45'F47' FK CellDBuE66'161tDTf22'218tFPT	61·2	33·1	London British 17BHptCem 130tAPT96t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 503NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 s6 ″ 5¼ 27 ″ 0½	
82789 167216 GRGL	**San Emiliano** OilEng. D.F. 1Dk,2nd dk clear of cargo tanks E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8071 7234 4814	✠100A1 ~~5,40 11,3~~ 1,41 ✠LMC4,39 Carrying Petroleum in bulk	Liv Bkn	c† 2⅛	CL	1939 4mo Lloyd's A&CP	Harland& Wolff,Ld. Glasgow	EagleOil& ShippingCo.Ld.	463·2 479·4(O.L.) P97'B44'F47' FK Cell DBa71'156tDTf22'258tFPT	61·2	33·1	London British 17BHptCem ptAsp 138tAPT100t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 502NHP 2DB180lb Harland&Wolff,Ld.Gls	33 ″ 3 s 6 ″ 5¼ 27 ″ 0½	
82790 167214 GRRT	**San Ernesto** OilEng. D.F. 1Dk, 2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8078 7236 4804	✠100A1 ~~6,40 11,39~~ 3,41 ✠LMC3,39 Carrying Petroleum in bulk	Hul Bal	c† 2⅛	CL	1939 3mo Lloyd's A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	EagleOil& ShippingCo.Ld.	463·0 479·0(O.L.) P97'B46'F45' FK CellDBuE66'159tDTf22'248tFPT	61·2	33·1	London British 17BHptCem 129tAPT95t	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 503NHP 2DB180lb J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 s 6 ″ 5½ 27 ″ 1¼	
82791 146560 GFWJ	**San Fabian** ssBkn.No.3–3,35 ssShl.No.1–39 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl)& D.F. Web frames Longitudinal framing	13031 12555 8216	✠100A1 Shelter dk with freeboard 11,40 ~~9,39~~ ✠LMC9,39 BS11,40 Carrying Petroleum in bulk Fitted for oil fuel 5,22 F.P. above 150° F.	Shl Mob	h†	CL 3,39	1922 5mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	EagleOil& ShippingCo.Ld.	530·5 552·0(O.L.) B39'on Shelter dk FK CellDBuB43'202tDTf50'512t FPT243tAPT70t	69·4	42·2	London British ptCem 15BHtoS dk 8 „ „ U „	3 Steam Turbines DR geared to 1 Sc. Shaft (r) 220lb 978NHP 5SB(Spt),15cf,GS300, HS12475 FD WllsndSlipwayCoLd.Nwc	42 ″ 3 s10 ″ 3½ 32 ″ 2¼	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pt.	15
82792	**San Felipe** (exWillwello, exWesternGlen) „ Fitted for oil fuel Now "Empire Gemsbuck," see No. 82792 in Supp	5918 5195 3680	✠100A1 (Reclassification Contemplated) Examined 5,40 ✠	NYk			1919 6mo	AmesS.B. &D.D.Co. Seattle,Wash	Ministry ofShipping(W.A.Souter &Co.Ld.Mgrs.)	409·8 P44'B119'F47' FK	54·2	29·2	British WB	T.3Cy 28½,48"&80"–48" 639NHP AmesS.B.&D.D.Co.Seattle	31 ″ 11	R †
82793 145232 GFJZ	**San Felix** ssFal.No.3–5,34 ssSbl.No.1–38 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl)&Web frames D.F. Longitudinal framing	13037 12550 8207	✠100A1 Shelter dk withfreeboard 4,41 ~~2,40~~ ~~BS2,40~~ Carrying Petroleum in bulk Fitted for oil fuel 7,21 F.P. above 150° F.	Cff NYk BS4,41 ✠LMC4,38	h†	CL N2,39	1921 7mo Lloyd'sA&CP	Armstrong Whitworth &Co.Ld. Newcastle	EagleOil& ShippingCo.Ld. CellDBuB43'202tDTf50'512tFPT243tAPT70t	530·4 557·0(O.L.) F39' Shelter dk FK	69·4	42·2	London British ptCem 15BHtoSdk 8 „ „ U „	3 Steam Turbines DR geared to 1 Sc. Shaft (r) 220lb 978NHP 5SB(Spt),15cf,GS300,HS12229 FD Wllsnd.Slpwy.Co.Ld.Nwc.	42 ″ 3 s10 ″ 3½ 32 ″ 2¼	
96/40 82794 143425 GQXV	**San Fernando** ssNwc.No.3–3,32 ssBkn.No.1–36 Mchy.Aft 1Dk(Stl)&Shelterdk(Stl)&Webframes D.F. Longitudinal framing	13056 12563 8335	✠100A1 Shelter dk withfreeboard 10,39 MS3,36 CarryingPetroleum in bulk Fitted for oil fuel10,19 F.P. above 150° F.	Bkn ✠LMC BS11,39	h†	CL N1,38	1919 10mo Lloyd'sA&CP	Armstrong Whitworth &Co.Ld. Newcastle	EagleOil& ShippingCo.Ld. CellDBuE&B88'202tDTf50'512tFPT243tAPT70t	530·4 F25' FK	69·4	42·2	London British ptCem 15BHtoSdk 8 „ „ U „	3 Steam Turbines DR geared to 1 Sc. Shaft (r) 220lb 958NHP 5SB(Spt),15cf,HS12180 FD WllsndSlpwy.Co.Ld.Nwc.	42 ″ 3 s10 ″ 3½ 32 ″ 3¼	
82795 143056 GQXT	**San Florentino** ssBkn.No.3–2,32 ssBkn.No.2–40 ~~ssFal.No.1–35~~ Mchy.Aft 1Dk(Stl)&Webframes&Shelter dk(Stl) D.F. Longitudinal framing	12842 12353 8107	✠100A1 Shelter dk withfreeboard 4,40 ~~8,39~~ BS8,39 Carrying Petroleum in bulk Fitted for oil fuel 4,19 F.P. above 150° F.	Fal Bkn ✠LMC8,36	h†	CL ~~1,40~~ 4,40	1919 4mo Lloyd'sA&CP	Swan,Hunter&Wigham Richardson, LdNewcastle	EagleOil& ShippingCo.Ld. CellDBuB39'178tDTf52'358tFPT190tAPT54t	530·4 553·0(O.L.) F28' FK	68·6	42·0	London British ptCem 14BHtoSdk 8 „ „ U „	3 Steam Turbines DR geared to 1 Sc. Shaft (r) 220lb 958NHP 5SB(Spt),15cf,HS12229 FD WllsndSlpwy.Co.Ld.Nwc	42 ″ 3 s10 ″ 3 32 ″ 3¼	
82796 FNTI	**San Francisco** Ref.Mchy. Fitted for oil fuel D.F. Sub.Sig. 2Dks&Shelter dk	6013 5046 2796					1930	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French WB	T.4Cy.31",50"&(2)60"–60" 557NHP Harland&Wolff,Ld.Bel.		V
82797 5701 SGCN	— TwinSc3Mst OilEng. Tonnageopening closed '40 ssMmo.No.3–7,28 ssLkr.No.2–36 D.F. 2Dks(Stl)&Shelter dk(Stl)	4933 — 3073	✠100A1 Shelterdk withfreeboard 6,40 ~~1,40~~ ~~DBS7,39~~	Got Boa DBS6,40 ✠LMC3,36 ✠LMC(M)6,38	x	OG ~~PG,38~~ ~~S1,41~~ PG,40	1915 6mo Lloyd'sA&CP	Akt.Burmeistr&Wain Copenhagen	Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.) CellDBa69'uE37'f212'1138tFPT74tAPT53t	362·0 376·3(O.L.) FK	51·2	22·6 31·1	Stockholm Swedish ptCem 6BHptAsp	Oil Engines 4S.C.SA 12Cy.21¼"–28¾" 528NHP DB–80lb Akt.Burmeistr&Wain,Cpn	34 ″ 0 s9 ″ 4¼ 24 ″ 10	
82798	— (exDr.Kemmerich) TwinSc 1Dk	653 — 399					1912	Stocks& Kolbe Kiel	Cia.Uruguaya deNav.Lda.	182·2 B25'F24'	30·4	8·3	Bns.Aires Argentine WB	T.6Cy10½",15¾"&25 9⁄16"–15¾" Christensen& 53NHP Meyer,Harburg		
82799 24755 JIYD	**San Francisco Maru** ssKob.No.3–1,31 ssKob.No.2–39 2Dks(Stl)&Awngdk(Stl)	5831 5586 4227	✠100A1 Awng dk withfreeboard 10,40 ~~9,39~~ Fitted for oil fuel 1,23 F.P. above 150° F.	Kob 10,40 ✠LMC~~9,38~~	y	OG ~~7,38~~ 9,40	1919 3mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	YamashitaKisen K.K. Collision BHtoAwng dk CellDB334'1118tFPT126tAPT98t	385·0 FK	51·0	36·0	Kobe Japanese ptCem 5BHtoUdk	T.3Cy.26",43½"&72"–48" (s) 200lb 440NHP 2SB(Spt)&1AuxSB,8cf,GS154,HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 1½ 27 ″ 1	
82800 129462 VTGW	**San Francisco Xavier** Ⓟ ssBom.2ndNo.3–10,38 1Dk(Teak)&Shadedk(Teak)	339 267 152	✠ A1 7,40 ~~9,39~~ ~~BS9,39~~ River&Coast service Bombay&Goa	Bom BS7,40 ✠LMC10,38	g	CL ~~8,39~~ N7,40	1910 1mo Lloyd'sA&CP	Greenock& Grngemouth DockyardCo. Greenock	IndianCo-operativeNav.&Tradng Co.Ld.	170·0 F36' FK	26·1	9·0	Bombay British 5BHCem	T.3Cy.14",22"&36"–21" (s) 180lb 66RHP 1SB,3cf,GS60,HS2120 Muir&Houston,Ld.Gls.	9 ″ 6 s2 ″ 5 7 ″ 4	
149/40 82801 SWBF	**San Gabriel** (exGeorgian, exClarksburg) ssPld.No.3–2,32 D.F. 2Dks(Stl) Fitted for oil fuel	4943 — 3082	✠100A1 (Reclassification Contemplated) Examined 4,40 ✠	Liv	y		1920 1mo	Downey S.B.Corp. Arlington, StatenIsland	J.A.Coulouthros & others CellDB306'1104tMT27'668tFPT108tAPT48t	386·8 P37'B109'F38' FK	52·2	27·4	Greek 7BHptCem	T.3Cy.24",40"&70"-48" 502NHP 3SB,9cf,GS189,HS7500 DowneyS.B.Corp.Arlngtn.	30 ″ 0	R †
82802 146148 GFPK	**San Gaspar** ssFal.No.3–6,34 ssBkn.No.1–39 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl)&Webframes D.F. Longitudinal framing	12910 12450 8152	✠100A1 Shelter dk withfreeboard 3,41 ~~1,40~~ MS5,38 CarryingPetroleum in bulk Fittedfor oil fuel 10,21 F.P. above 150° F.	Bkn Mob ✠LMC ~~BS1,40~~ 3,41	h†	CL ~~N2,39~~ 2,41	1921 11mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	EagleOil& ShippingCo.Ld. CellDBuB38'143tDTf54'407tFPT203tAPT40t	530·2 552·5(O.L.) F40' on Shelter dk FK	68·5	42·1	London British 22BHptCem (15 to Sh dk 7 „ U „)	3 Steam Turbines DR geared to 1 Sc. Shaft 200lb (s) FD 913NHP 5SB(Spt),15cf,GS302,HS11595 Palmers'Co.Ld.Newcastle	42 ″ 3 s10 ″ 2½ 32 ″ 3½	
82803 146518 GFWK	**San Gerardo** ssBkn.No.3–11,33 ssFal.No.1–38 Mchy.Aft 1Dk(Stl)&Shelter dk(Stl)&Web frames D.F. Longitudinal framing	12915 12450 8150	✠100A1 Shelter dk withfreeboard 2,40 BS6,39 CarryingPetroleum in bulk Fitted for oil fuel 2,22 F.P. above 150° F.	Bkn ✠LMC7,38	h†	CL 7,38	1922 2mo Lloyd'sA&CP	Palmers' Co.Ld. Newcastle	EagleOil& ShippingCo.Ld. CellDBuB38'143tDTf54'407tFPT203tAPT40t	530·2 552·5(O.L.) F40' on Shelter dk FK	68·5	42·1	London British 22BHptCem (15 to Sh dk 7 „ U „)	3 Steam Turbines DR geared to 1 Sc. Shaft (s) 200lb FD 913NHP 5SB(Spt),15cf,GS302,HS11595 Palmers'Co.Ld.Newcastle	42 ″ 3 s10 ″ 2½ 32 ″ 4	
82804 HPCC	**San Gil** Fitted for oil fuel E.S.D. Ref.Mchy. CruiserStern 2Dks&2ptDks	3598 3114 1992					1920	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.Mgrs.)	325·0 P36'B103'	46·3	29·2	Panama Pnamanian WB	T.3Cy.24½",41½"&69"–48" 330NHP Wrkman,Clark&Co.LdBel		C
82805 159 ITRR	**San Giorgio** Ⓟ ssTri.No.3–2,21 Fitted for oil fuel 1Dk	364 292 140	✠ … 1,24 ✠				1914 7mo	Stabilmnto Tecnico Trieste	"Istria-Trieste" Soc.Anon.diNav.	174·3 F30' BK7'	24·6	11·6	Trieste Italian WB	T.3Cy.15½",25"&41"–24" 134NHP StabilimentoTecnico,Tri.	12 ″ 6	I †
82806 997 ITRX	— WoodAuxSr (exSailingVessel,exGabbiano) OilEng. 1Dk (See Sailing Ship Register)	326 303 282					1919	Soc.Construzione e Nav.Velieri Viareggio	A.Finocchiaro	132·7	28·1	13·6	Genoa Italian	Oil Engines 2S.C.SA 4Cy.12⅝"–14" 112NHP Emade18fitted33 "Densil"A.S.Motorenfabriken,Aalborg		I
82807 2182 IBZL	**San Giovanni Battista** Ⓟ (exIngoma–37) ssBkn.2ndNo.3–9,32 2Dks(Stl)&3rddk(Stl)inNo.1hold	5628 4567 3523	✠ 10,37 ✠	Lon	z		1913 7mo	D&WHendersn&Co.Ld. Glasgow	Cia.Ligure di Navigazione CellDBa102'uE&B67'f163'96tDTa26'615tFPT63tAPT22t	415·4 400·6 P34'B160'F50' FK	52·2	28·5	Genoa Italian 8BHCem	T.3Cy.26½",46"&76"–54" 616NHP 2DB&1SB,15cf,GS316, D&WHendersn.&CoLdGls	31 ″ 0	I †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82808 935 ICGB	**San Giuseppe** (*ex*WarTrefoil) *ss*Gen.No.3–12,30 D.F. *ss*Gen.No.2–39 1*Dk*(*Stl*) *Cargo battens not fitted*	5074 4665 2998	✠100A1 12,39 MS4,39	Rot ✠LMC BS7,39	*y*	CL 12,39	1917 10mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	Soc.Anon.per l'Industria ed il Commercio Marittimo "NovaGenuensis" *CellDB*	413·2 P49'B113'F38' FK 345' 1106*t FPT*118*t*	52·3	28·4	Genoa Italian 7*BHptCem* *APT*185*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD Harland&Wolff,Ld.Bel.	31 ″ 0 s 6 ″ 1½ 25 ″ 3	
82809 292 ICGD	**San Giusto** Ⓟ **TwinSc** *OilEng.* Wireless 1*Dk*	861 567 382	✠ ... 3,31	✠			1929 1mo	Odero-Terni LaSpezia	"Istria-Trieste" Soc.Anon.diNav.	224·5 215·7 F96'	30·6	11·8 13·5 BK8″	Trieste Italian *WB*	Oil Engines 2S.C.SA 8Cy.15¾″–19$\frac{11}{16}$″ 350NHP Soc.Anon.Fiat-Stab. GrandiMotori,Turin	15 ″ 4	I †
82810 149864 VRVK	**San Gorg** (*ex*Mersdon–35, *ex*Kilmersdon) 1*Dk*	615 491 258					1919	Smith'sDk Co.Ld. South BankonTees	FrancisColeiro	170·0	30·0	15·7	Malta British	T.3Cy.16″,26″&44″–26″ 99NHP Smith'sDockCo.Ld.		C
82811 XNAY	**San Hsing** (*ex*KwangTah–33, *ex*Fushun) 3*Dks*	2474 2166 1533					1883	W.B. Thompson Glasgow	SanHsingS.S.Co.	280·0 B76'F30'	40·0	17·9 25·4	Shanghai Chinese *WB*	C.2Cy.36″&72″–48″ NB99 299NHP W.B.Thompson,Dundee		
82812 200468 KJXS	**San Jacinto** Ⓟ **TwinSc** *Fitted for oil fuel* 3*Dks*	6069 — 3870					1903	Delaware RiverCo. Chester,Pa.	Agwilines,Inc. (NewYork&Porto RicoS.S.Co.*Mgrs.*)	380·0	53·0	24·7	NewYork Utd.States	T.6Cy.23″,39″&66″–42″ NE&B22 564NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
82813	**San Jorge** *Fitted for oil fuel* D.F. E.S.D. GyC. 1*Dk.* *Mchy.Aft* *CruiserStern* *Ref.Mchy.* *Longitudinal framing* *CarryingPetroleum in bulk*	10006 8709 5831					1938	Blohm& Voss,K.a.A. Hamburg	ArgentineGovernment(Yacimientos Petroliferos Fiscales)	528·7 P146'B66'F44'	61·9	35·0	Bns.Aires Argentine *WB*	T.3Cy.36¼″,59$\frac{1}{16}$″&98$\frac{7}{16}$″–59$\frac{1}{16}$″ HS14208 1016NHP Gutehoffnungshütte Sterkrade		G
82814 FNTM	**San José** Sub.Sig. *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks& Shelter dk*	6013 5046 2796					1930	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31″,50″&(2)60″–60″ 557NHP Harland&Wolff,Ld.Belfast		V
82815 212635 KDAJ	— Ⓟ *Ref.Mchy.* *Fitted for oil fuel* Sub.Sig. D.F. 3*Dks& Shelter dk4trb*	3358 1345 1938					1904	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(UnitedFruit Co.*Mgrs.*)	330·0	44·6	31·6	NewYork Utd.States *WB*	T.3Cy.25″,41″&68″–48″ 320NHP Wrkman,Clark&Co.LdBel		C
82816 ~~116935~~ ~~WFCD~~ HPSJ	**San Juan** Ⓟ *ss*N.Yk.No.1–41 *ss*N.Yk.3rdNo.3–7,36 *Ref.Mchy.* 1*Dk& Spar dk*(*Stl*–ws) *& Web frames*	3512 3051 2194	✠100A1 *Spar dk* 4,41 ~~3,40~~ ✠NB2,19 ~~MS7,36~~ Lloyd'sRMC ~~3,40~~ 3,41 for temp. 18° F. *Fitted for oil fuel* 2,19 *F.P.* above 150° F.	NYk ✠LMC 4,41 ~~BS6,39~~	*u*	CL 3,40	1900 1mo	Harlan& Hollingsworth Co. Wlmgtn,Del. A&CP	SanJuanShipping Co.Inc. *CellDBa*86′*uE&*	317·0 P49'B116'F33' FK *B*60′*f*124′543*tFP*	42·0	20·1 27·8	Panama Pnamanian 6*BHCem* *T*128*t APT*	T.3Cy.24″,38″&62″–42″ (*r*) 180lb *180lb* NDB19 352NHP 2SB,6*cf*,GS104,HS5230 FD Harlan&HollingsworthCo. 68*t* Wilmington,Del.	26 ″ 9 s 5 ″ 8¾ 21 ″ 7	
82817	— *OilEng.* 1*Dk*	389 283 224					1929	N.V.Industrieele Maats. DeNoord Alblasserdam	Cia.Anon. Venezolana deNav.	148·7 P41'F17'	25·3	9·0	Pto.Cabllo Venezuelan *WB*	Oil Engines 4S.C.SA 4Cy.11″–17¾″ 47NHP Motorenfb."Deutz"A.G. Köln-Deutz		
82818 EEOS	**San Juan II** (*ex*Sta.Ursula–35, *ex*Gadir–34) *ss*LaP.No.3–7,31 *ss*LaP.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	552 372 277	✠100A– 3,36 ✠NE&B*made*09*refitted*2,34	LaP ✠LMC6,39		CL 6,39	1919 3mo	Echevarrieta&Larrinaga Cadiz	AdolfoRamirez Escudero *CellD*	163·0 164·5 FK Q94'B11'F25' *Bf*92 136*t FPT*43*t*	25·5 26·2	10·3	SantaCruz Teneriffe Spanish 3*BH* *APT*7*t*	T.3Cy.12½″,21″&35″–26″(*s*) 180lb 81NHP 1SB,3*pf*,GS50,HS1420 ShieldsEng.&D.D.Co.Ld. N.Shl.	12 ″ 10	
82819 2272 ICGW	**San Leonardo** (*ex*Lulca–39, *ex*Kabinga–38) *ss*Nwc.2ndNo.3–3,34 *ss*Gen.No.1–39 2*Dks*(*Stl*)*& deep framing* *& Shelter dk*(*Stl*)	*4657* *4430* *2925*	✠100A1 *Shelter dk with freeboard* 2,40 BS6,39	Ant ✠LMC MS9,39	*z*	CL 8,39	1907 7mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	Cia.Ligure di Navigazione	400·0 FK	52·1	27·0	Genoa Italian 6*BHCem* *Cell DBa* 123	T.3Cy.27″,45″&75″–48″ (*s*) 180lb 477NHP 3SB,9*cf*,GS173,HS6492 FD N.E.MarineEng.CoLdNwc *uE&B*63′*f*154′971*tAPT*29*t*	29 ″ 9 s 3 ″ 8¼ 26 ″ 2¾	
82820 1755 ICFZ	**San Luigi** (*ex*Balcraig–32, *ex*Vancouver) *ss*Gls.2ndNo.3–6,30 D.F. 1*Dk*(*Stl*)*& Spar dk*(*Stl*) *& deep framing*	4356 4132 2691	✠ ... 10,34	Gls ✠	*x*		1905 10mo	Barclay, Curle&Co.Ld Glasgow	Soc.Anon.Marittima "SanPietro" *CellDBa*124′*uE*2	387·6 376·0 P34'B111'F43' FK 4′*f*165′889*tDTa*30′	50·0	19·1 27·1	Genoa Italian 6*BHCem* 726*tAPT*75*t*	T.3Cy.25″,41″&68″–48″ 416NHP 2SB,6*cf*,GS129,HS5882 Barclay,Curle&Co.Ld.Gls.	29 ″ 8	I †
82821 HRDB	**San Luis** (*exAux.Sc.*Caterina–36, *ex*LuisaVerderame) *OilEng.* Wireless 1*Dk* *Mchy.Aft*	*607* *597* *479*					1920	Wortelboer &Co. Westerbroek	L.&A.Garcia&Co. (L.Garcia,*Mgr.*)	167·3 P42'F33'	28·6	12·4	Puerto Cortes Honduran *WB*	Oil Engines 4S.C.SA 6Cy.12½″–16″ 91NHP NE36 Atlas-ImperialDiesel Eng.Co.Oakland,Cal.		R
82822 33977 JRDB	**San Luis Maru** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 2*Dks*	7269 6829 5001					1928	Mitsubishi ZosenKaisha, Ld. Nagasaki	MitsubishiShoji KaisyaLd.	430·1 P99'B33'F44'	57·0	34·5	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 6Cy.23⅝″–41¾″ 582NHP MitsubishiZosenKaishaLd		C
82823 1648 ICGE	**San Marco** (*ex*WarSummit) D.F. 1*Dk*	3076 2819 1832					1919	WoodSkinner&Co.Ld. Newcastle	Soc.Anon.Cooperativa di Nav. "Garibaldi"	340·1 331·3 P33'B100'F29'	46·7	23·2	Genoa Italian *WB*	T.3Cy.25″,41″&68″–45″ 310NHP N.E.MarineEngCoLdNwc		I
82824 219423 [illegible]	**San Marcos** (*ex*Myrtle,*ex*West Jena) *Fitted for oil fuel* 2*Dks*	5758 5291 [illegible]					1919	AmesS.B. &D.D.Co. Seattle,Wash	Pacific-Atlantic S.S.Co.(StatesS.S. Co.*Mgrs.*)	410·5 P44'B119'F47'	54·2	29·2	Portlnd,Or Utd.States *WB*	T.3Cy.26″,43″&73″–48″ 369NHP AmesS.B.&D.D.Co.Seattle		R
	Now "Empire Ocelot," *see* No. 87969 *in Supplement*															
82825	**San Martin** **TwinSc** *OilEng.*	544 — 334					1884	Napier, Shanks&Bell Glasgow	Cia.Argentina de Nav.Mihanovich, Ltda.	240·0	34·2	10·6	Bns.Aires Argentine	Oil Engines 2S.C.SA 4Cy16½″–18⅞″NE21 192NHP C.&G.BolindersCo.Skm.		
82826 FNTX	**San Mateo** Sub.Sig. *Fitted for oil fuel* D.F. 3*Dks*	5947 5046 2730					1931	Harland& Wolff,Ld. Belfast	Cie.Générale Transatlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31″,50″&(2)60″–60″ Harland&Wolff,Ld.Belfast		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où il est dans le L.R. Durée Cert. B. of Trade
82827 213201 KDBE	**San Mateo** *Fitted for oil fuel* D.F. *Ref.Mchy.* 2*Dks*&2*pt dks*	3289 2849 1878					1915	Workman, Clark&Co.Ld. Belfast	MunargoLineCo.	315·2 P33'B75'F39'	44·2	28·8	New York Utd. States *WB*	T.3Cy.23½",39½"&66"-48" 302NHP Wrkman,Clark&Co.Ld.Bel		C
82828 LOFD	**San Matias** (*ex*AstraIII-37) *ss*B.As.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Bracketless system* *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	5518 4860 3146	✠ ... 6,37 ✠	BAs	*y*		1928 2mo	Cant.Nav. Triestino Monfalcone	Argentine Government(Yacimientos Petroliferos Fiscales) *CellDBuE&* *B83'394tDT*	396·4 P105'B38'F41' FK *f36'207t FPT131t*	55·2	29·8	Bns.Aires Argentine 14*BHptCem* 4 *to* 2*nd dk* *APT112t*	T.3Cy.27½",46"&77"-54" 631NHP 3SB,*9cf*, ,HS9615 D.Rowan&Co.Ld.Glasgow	30 ″ 0	
82829 136669 GQXM	**San Melito** *ss*Bkn.No.3-1,27 *ss*Shl.No.2-35 *Mchy.Aft* *Longitudinal framing* D.F. 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) &*Web frames* *Tonnage opening closed* 1917	12286 9576 7880	✠100A1 *Shelter dk* *with freeboard* Examined12,40 ✠LMC12,40 *Carrying Petroleum in bulk* *Fitted for low flash oil fuel* 4,14	~~Shl~~ ~~Grk~~Mob	*g*†	CL 10,39	1914 4mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	EagleOil& ShippingCo.Ld.	530·0 553·3(O.L.) FK *CellDBuB42'176tDT f60'548t*	66·5	33·5	London British 20*BHCem* (11 *to U dk* 9 ,, 2*nd* ,,) *FPT242t APT32t*	Q.4Cy.28½",41",58"&84"-54" 220lb (*r*) 793NHP 4SB,*16cf*, ,HS11392 FD Palmers'Co.Ld.Newcastle	33 ″ 6 s12″7½ 29 ″ 1	
82830 LCXD	**San Miguel** *OilEng.* D.F. *Mchy.Aft* 2*Dks*	2380 2136 1417					1920	J&KSmit's Scheepsw. Krimpen a/d Lik	DenNorske Middelhavslinje A/S(Fred.Olsen &Co.&O.R. Thoresen,*Mgrs.*)	286·2 H178t	39·8	24·2	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.22"-39⅜" 280NHP Werkspoor,Amsterdam		N
82831 CSAI	— *ss*Lis.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	2112 1694 1205	✠100A1 *with freeboard* 9,40 ~~2,40~~ MS5,39 ✠LMC BS~~1,40~~ 4,41	Ant NYk	*t*	CL 11,38	1931 2mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	Cia.deNav. Carregadores Acoreanos *CellDBa&uE101'* *f124'501t*	291·6 302·2(O.L.) P19'F29' FK *FPT54t APT22t*	42·0	17·7	Ponta Delgada Portuguese 5*BHptCem* (*Coll to Sh dk* 4 ,, 2*nd*,,)	T.3Cy.20½",34"&56"-39"(*s*) 200lb FD 263NHP 2SB(Spt)*6cf*,GS101,HS3642 Swan,Hunter&Wigham Richardson,Ld.Nwc.	19″11 s ″ 8½ 19 ″ 4½	
82832	**San Nam Hoi** Ⓟ **TwinSc** (*ex*NamHoi,*ex*TaiOn) 1*Dk*, *Shade dk* & *Promenade dk*	1053 — 720					1891	Kwong HipLoong HongKong *Rebuilt* 14 *by*	SingHingSteamshipCo. Kwong Fab,Hong Kong	172·3 H6t	35·1	10·1	Canton Chinese	C.4Cy.14½",&30"-18½" NB01 57NHP KwangHepLaung,H.Kg.		
82833 148763 GMQK	**San Nicolas** **TwinSc** *ss*Aru.No.3-12,38 *Mchy.Aft* 1*Dk*(*Stl*)	2391 1743 1239	✠100A1 ~~7,40~~1,40 1,41 BS~~1,40~~ 1,41 ✠LMC12,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,26 *F.P. above* 150° F.	Aru	*t*	CL ~~29,38~~ ~~s12,38~~ 7,40	1926 5mo *Lloyd's A&CP*	Harland& Wolff,Ld. Belfast	LagoShippingCo. Ld.(R.A.Carder, *Mgr.*) *Wing tanks f286t* *wing tanks a 356t*	305·7 P67'F34' FK *Trunk204'* *FPT60t APT75t*	50·2	14·3	London British 7*BHptCem*	T.6Cy.13½",23½"&36"-27" 180lb (*s*) 196NHP 2SB,*6cf*,GS98,HS3702 Harland&WolffLd.Bel.	15 ″ 0 s1″10½ 13 ″ 4	
82834	**San Ning** **TwinSc** 1*Dk*&*Promenade dk*	776 281 582					1916	Kwong FookCheong HongKong	HoiTungCo.	162·7	28·0	8·6	Canton Chinese	C.4Cy.11"&22"-15" E&B*made*13 38NHP TinHingEng.Co.H.Kg.		
82835 HPCD	**San Pablo** Sub.Sig. *Ref.Mchy.* 2*Dks*	3305 2920 1833					1915	Workman, Clark&Co.Ld Belfast	BalboaShipping Co.Inc.(United FruitCo.*Mgrs.*)	315·2 P33'B75'F39'	44·2	28·8	Panama Pnamanian *WB*	T.3Cy.23½",39½"&66"-48" 302NHP Wrkman,Clark&Co.Ld.Bel		C
82836 FNUJ	**San Pedro** *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*&*Shelter dk*	5947 5046 2730					1931	Harland& Wolff,Ld. Belfast	Compagnie GénéraleTransatlantique	431·5	57·3	26·7	Havre French *WB*	T.4Cy.31",50"&(2)60"-60" &LP Turbine Harland&Wolff,Ld.Bel.		V
82837 32899 JPVB	**San Pedro Maru** *Mchy.Aft* *OilEng.* *Carrying Petroleum in bulk* 2*Dks*	7269 6829 5000					1927	Mitsubishi ZosenKaisha, Ld. Nagasaki	MitsubishiShoji Kaisya,Ld.	430·0 P99'B33'F44'	57·0	34·5	Tokyo Japanese	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 593NHP MitsubishiZosenKaishaLd		C
82838 968 ICGI	**San Pietro** (*ex*Primola,*ex*War Cowslip) *ss*Gen.No.1-23 D.F. 1*Dk*	5199 4817 3109	✠ ... 4,28 ✠				1918 12mo	Harland& Wolff,Ld Glasgow	Soc.Anon.E.V. Parodi	413·7 400·9 P49'B113'F39' FK	52·4	28·2	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 518NHP Harland&Wolff,Ld.Gls.	31 ″ 0	I †
82839 ~~210443~~ ~~[illegible]~~	**San Rafael** (*ex*WestMontop) *Fitted for oil fuel* 2*Dks*	5402 — 3351					1919	LsAngeles S.B.&D.D.Co SanPedro,Cal	Wallem&Co.	410·0 P43'B115'F47'	54·4	27·2	Panama Pnamanian *WB*	T.3Cy.28½",47"&78"-48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
82840 HIFM	— Ⓟ **TwinSc** (*ex*Mayan-39, *ex*Corinto-35,*ex*Caldas, *ex*GovernorForbes, *ex*Admiral vonTirpitz) *Fitted for oil fuel* 1*Dk*&*Spar dk*	1973 1644 1161					1905	G.Seebeck Akt.Ges. Bremerhaven	F.BenitezRexach	261·1 P8'B59'H—F28'	40·0	19·5	Ciudad Trujillo Dominican *WB*	T.6Cy.14⅝",23¼"&38¼"-25⅝" 148NHP G.SeebeckA G.Bremerhvn		
82841 41262 JWWJ	**San Ramon Maru** *OilEng.* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. 1*Dk*2*trB*	7309 — 5438					1935	Mitsubishi JukogyoK.K Nagasaki	MitsubishiShoji Kaisya,Ld.	431·5 P95'B32'F43'	57·4	35·8	Tokyo Japanese *WB*	Oil Engines 2S.C.SA 5Cy.28⅜"-49 5/16" 699NHP MitsubishiJukogyoK.K. Nag.		C
82842 146632 GCJZ	**San Roberto** *ss*Bkn.No.3-7,35 *ss*Fal.No.1-39 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	5890 5226 3611	✠100A1 6,40~~6,39~~ BS6,40 ✠LMC6,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,22 *F.P. above* 150° F.	Fal Grk	*z*	CL ~~3,37~~ 6,40	1922 9mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	EagleOil& ShippingCo.Ld. *CellDBu*	407·1 423·5(O.L.) P105'B37'F60' FF *B38'57tDTf38'713t*	52·2	31·4	London British 15*BHptCem* (10 *to U dk* 5 ,, 2*nd*,,) *APT30t*	T.3Cy.27",45"&75"-48" (*r*) 180lb 538NHP 3SB,*9cf*,GS186,HS7896 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 6 s5″4½ 26 ″ 4½	
82843	**San Simeon** (*ex*WestKatan) *Fitted for oil fuel* 2*Dks*	5561 — 3487					1919	LongBeach S.B.Co. LongBeach, Cal.	Wallem&Co.	410·5 P60'B114'F47'	54·3	27·2	Panama Pnamanian *WB*	T.3Cy.24½",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles		R
82844 145221 GDYT	**San Tiburcio** *ss*Fal.No.3-4,33 *ss*Avn.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5995 5494 3618	✠100A1 1,40 BS1,40 ✠LMC3,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,21 *F.P. above* 150° F	Mch	*z*	CL N1,38	1921 3mo A&CP	Standard S.B.Corp. Shooter's Island,N.Y.	EagleOil& ShippingCo.Ld. *CellDBuE&B68'* *153tDTf32'392t*	413·0 428·2(O.L.) P126'B35'F45' FK *FPT105t APT31t*	53·4	31·1	London British 16*BHCem* (12 *to U dk* 4 ,, 2*nd*,,)	T.3Cy.27",45"&74"-48" (*s*) 180lb 544NHP 3SB,*9cf*,GS201,HS8160 FD SunS.B.Co.Chester,Pa.	31 ″ 0 F5″9½ 25 ″ 6½	

99/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82845 135267 GQXD	**San Tirso** ssBkn.No.3-5,25 ssFal.No.2-33 *Mchy.Aft 2Dks(Stl)&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for low flash oil fuel*	6236 5772 3951	✠ ... 5,38 ✠	Lon	*a*†		1913 9mo	Swan,Hunter&Wigham Richardson, LdNewcastle	Anglo-Saxon PetroleumCo.Ld.	420·6 P102'B26'F43' FK *CellDBuB24'75tDTf42'454tFPT46tAPT39t*	54·6	32·4	London British 17*BHCem* (10 *to U dk* 7 ,, *2nd* ,,)	Q4Cy.24",35",50½"&73"-51" 554NHP 3SB,*9cf*,GS187,HS7740 WllsndSlpwy.Co.Ld.Nwc.	32 ″ 8	
82846 145223 GFKL	**San Ubaldo** ssBkn.No.3-6,33 ssShl.No.1-37 *Mchy.Aft 2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	5999 5475 3684	✠100A1 12,39 ~~BS4,39~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	Mch BS5,40 ✠LMC5,37		CL 5,37	1921 4mo A&CP	Standard S.B.Corp. Shooter's Island,N.Y.	EagleOil& ShippingCo.Ld.	412·0 P126'B35'F45' FK *CellDBuE&B68'153tDTf32'392tFPT105tAPT31t*	53·4	31·0	London British 16*BHptCem* (12 *to U dk* 4 ,, *2nd* ,,)	T.3Cy.27",45"&74"-48" (*s*) 180lb 544NHP 3SB,*9cf*,GS201,HS8160 FD SunS.B.Co.Chester,Pa.	31 ″ 0 s 5 ″ 9½ 25 ″ 5½	
82847 135301 GQXF	**San Valerio** ssHfx.No.3-9,26 ssBkn.No.2-34 *Fitted for oil fuel* *Mchy.Aft 2Dks(Stl)&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk*	6433 5946 4054	✠ ... 10,39 ✠	Lon	*a*†		1913 12mo	Palmers' Co.Ld. Newcastle	Anglo-Saxon PetroleumCo.Ld.	420·0 P102'B25'F42' FK *CellDBuE&B74'184tDTf39'445tFPT110tAPT28t*	54·6	32·4	London British 17*BHCem* (10 *to U dk* 7 ,, *2nd* ,,)	Q.4Cy.24",35",50½"&73"-51" 554NHP 3SB,*9cf*,GS171,HS7734 Palmers'Co.Ld.Newcastle	32 ″ 8	
82848	**San-Vicente** *OilEng.* *Mchy.Aft CruiserStern 1Dk*	394 291 231					1929	N.V.IndustrieeleMaats. DeNoord Alblasserdam	Cia.Anon.Venezolana deNav.	149·0 P41'F19'	25·2	9·2	PtoCabello Venezuelan *WB*	Oil Engines 4S.C.SA 4Cy.11"-18" 38NHP Motorenfabr."Deutz" A.G.Köln-Deutz		
82849 219938 KUQK	**San Vincente** (*ex*WestKeats) ~~*Fitted for oil fuel*~~ *2Dks* ssShi.2ndNo.3-7,40	5597 5084 3496	100A1 2,41 ~~7,40~~ *Fitted for oil fuel* '19 *F.P. above* 150°F.	Shi NYk LMC7,40	*z*	CL ~~7,40~~ 2,41	1919	LongBeach S.B.Co. LongBeach, Cal.	S.S.SanVincente, Inc.	410·5 427·0(O.L.) P44'B115'F46' FK *CellDB362'1287tMT29'713tFPT131tAPTs284t*	54·3	27·2	Manila.P.I. Utd.States 7*BHptAsp*	T.3Cy.25",41½"&72"-48" 210lb (*r*) 552NHP 3SB,*9cf*, HS8112 FD LlewellynIronWorks, LosAngeles	29 ″ 9 s 5 ″ 9¾ 24 ″ 2¼	R
82850 36117 JJLC	**San-Yō Maru** Ⓟ TwinSc (*ex*SanyoMaru-38) *OilEng.* ssOsa.No.1-40 ssKob.No.3-1,36 *Ref.Mchy.* GyC. *3Dks(Stl)* *CruiserStern*	8360 7812 5041	✠100A1 *with freeboard* 4,40 ~~3,39~~ ✠LMC CS~~1,35~~ 4,40 DBS~~3,39~~ 4,40 ~~1,37~~ 4,40 ✠Lloyd'sRMC~~3,39~~ ~~4,40~~ 10,40 *Fitted for carrying oil* 10,30 *F.P. above* 150° F. *in deep tanks*	Kob Osa	*d*†	CL ~~P1,37~~ s2,39 P4,40	1930 10mo *Lloyd'sA&CP*	MitsuBishi DkydCo.Ld. Nagasaki	OsakaSyosenK.K.	446·0 F40' FK *CellDB373'1295t Tanks in way of tunnels 978tMTs36'1185tFPT96tAPT89t*	60·5	40·7	Osaka Japanese 8*BH pt Cem* (*Coll to W dk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 12Cy.26¾"-47¼" DB*100lb* 1495NHP MitsuBishiDkydCoLdNag	40 ″ 9 s13 ″ 0¼ 28 ″ 2	
82851 136653 GQXN	**San Zeferino** ssLon.No.3-5,26 ssMch.No.2-34 *2Dks(Stl)&Web frames* *Mchy.Aft Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for low flash oil fuel* (NOW A DEPOT SHIP)	6430 5946 4052	✠ 8,37 ✠NE6,18 ✠ ✠NB(P)8,16 ✠NB(s)6,18	Bkn	*a*†		1914 3mo	Palmers' Co.Ld. Newcastle	ShellCo.of Gibraltar,Ld.	420·1 435·8(O.L.) P102'B25'F42' FK *CellDBuE&B74'184tDTf39'445tFPT110tAPT28t*	54·6	32·4	London British 17*BHCem* (10 *to U dk* 7 ,, *2nd* ,,)	T.3Cy.27",44"&73"-48" 519NHP 3SB,*9cf*,GS181,HS7712 Palmers'Co.Ld.Newcastle	32 ″ 8	
82852 143326 GBRY	**San Zotico** (*ex*WarKookri) ssFal.No.3-3,32 ssGrk.No.1-36 *1Dk(Stl)&Web frames* D.F. *Longitudinal framing*	5582 4701 3370	✠100A1 Examined 2,41 Grk BS10,39 ✠LMC7,36 *Fitted for oil fuel* 7,19 *F.P. above* 150° F. *Carrying oil fuel in bulk F.P. above* 150° F.	~~Fal~~	*z*	CL 9,39	1919 7mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	EagleOil& ShippingCo.Ld.	400·2 410·5(O.L.) P49'B121'F39' FK *CellDBaE&B65'264tDTa35'197tDTf50'278tFPT95tAPT72t*	52·3	28·4	London British 11*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 0 s4 ″ 10½ 26 ″ 4¼	
82853 1690 IBYP	**Sanandrea** (*ex*Hyrcania-32) ssLon.No.3-3,21 *Mchy.Aft* ssShl.No.2-29 D.F. *2Dks(Stl)&Web frames* *Fitted for oilfuel* *CarryingPetroleum in bulk*	5077 4697 3107	✠ ... 5,34 ✠	Gen	*y*		1908 10mo	Armstrong Whitworth &Co.Ld. Newcastle	"Polena"Societa di Navigazione	400·0 387·0 P95'B25'F42' FK *CellDBuB40'96tDTf38'335tFPT53tAPT106t*	50·7	30·4	Genoa Italian 15*BHptCem* (9 *to U dk* 6 ,, *M* ,,)	T.3Cy.26",44"&72"-48" 443NHP 3SB,*12cf*,GS208,HS7569 N.E.MarineEngCoLd.Nwc	31 ″ 10	I †
82854 LDTS	**Sanct Svithun** Ⓟ Wireless D.F. *3Dks*	1376 661 778					1927	InternationalS.B. &E.Co.Ld. Danzig	DetStavangerske Dampskibsselskab	225·9 H241*t*	35·2	21·3	Stavanger Norwegian *WB*	C.4Cy.(2)16½"&(2)35$\frac{7}{16}$"-35$\frac{7}{16}$" 149NHP InternationalS.B.&E.Co. Ld.Danzig		N
82855 132992 MDQV	**Sanda** *2Dks*	1028 927 437					1911	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld	250·2 P&B159'F43'	35·2	16·6	Glasgow British *WB*	T.3Cy.20",33"&53"-39" 175NHP CaledonSB.&E.Co.Ld.Dun		C
82856 LJYW	**Sandanger** *OilEng.* D.F. E.S.D. *Longitudinal framing* *Mchy.Aft CruiserStern 1Dk* *Carrying Petroleum in bulk*	9432 8796 5684					1938	JLThompson&Sons,Ld Sunderland	Westfal-Larsen& Co.A/S	483·6 P102'F37'	68·3	36·2	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.28⅜"-49$\frac{3}{16}$" 980NHP WallsendSlpwy.&E.Co. Ld		N
82857 LCWB	**Sandar** TwinSc *OilEng.* ssSfj.No.2-36 *Mchy.Aft 2Dks(Stl)&Web frames* D.F. *CruiserStern* *Longitudinalframing-bracketless system*	7624 7038 4549	✠100A1 8,40 ~~11,39~~ DBS11,39 ✠LMC12,36 *CarryingPetroleum in bulk*	Sfj Grk	*b*†	CL 5,39	1928 12mo *Lloyd'sA&CP*	Akt.Burmeistr&Wain Copenhagen	ViriksRederiA/S (H.Virik,*Mgr.*)	451·9 P100'B32'F42' FK *CellDBuE70'324tDTf45'518tFPT92tAPT144t*	59·2	33·9	Sandefjord Norwegian 16*BHptCem* (11 *to U dk* 5 ,,*2nd* ,,)	Oil Engines 4S.C.SA 12Cy.23¼"-43$\frac{5}{16}$" 624NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 7 ″ 3¾ 26 ″ 10¾	
82858 7365 SGEU	— (*ex*Bærö,*ex*Thorsa) *1Dk*	*1135* *986* *629*					1907	Bergens Mek.Værks. Bergen	RederiA/B Norrström(Ivan Jeansson,*Mgr.*)	228·0 P27'B69'H92*t*F26'	35·3	15·7	Stockholm Swedish *WB*	T.3Cy.16½"26"&44"-30" 106NHP BergensMekVærksBergen	16 ″ 10	N
82859 LHEQ	**Sande** Wood *OilEng.* *Mchy.Aft 1Dk*	578 465 383					1921	Svelvik Skibsverft Svelvik	A/S Nord& Ostersjöfart (IvarW.Isaksen)	157·2 P70*t*F28*t*	31·6	14·6	Skien Norwegian	Oil Engines 2S.C.SA 4Cy.16½"-18$\frac{15}{16}$" 192NHP J&CGBolinder'sCoLdSkm		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Depôt Cert. R.d'Trade.
* 82860 LDIF	**Sandefjord** (*ex*Herbjörn-37) TwinSc *OilEng.* *Mchy.Aft* *ss*Got.No.2-37 D.F. 1*Dk*(*Stl*)	8038 7242 4767	✠100A1 8,40 ~~3,39~~ DBS8,40 ✠LMC12,37 *Carrying Petroleum in bulk*	Rot Bom	*b*†	CL P11,37 s7,40	1929 2mo *Lloyd*	A.B.Gotaverken Gothenburg '*sA&CP*	ViriksRederiA/S (H.Virik, *Mgr.*)	441·1 459·5(O.L.) P96'F37' FK *CellDBuE65'278tDTf29'468tFPT118t*	59·2	35·4	Sandfjord Norwegian 10*BHptCem* *APT247t*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 634NHP 2DB*150lb* Akt.Götaverken,Got.	35 ″ 0 s8 ″ 1 27 ″ 1½	
82861 PHIH	**Sandenburgh** Ⓟ (*ex*BatavierI-37) Wireless 2*Dks*	944 808 531					1915	Maats. Fyenoord Rotterdam	Wm.H.Müller&Co. N.V.	231·5 P&B178'F30'	33·2	13·8	Rottrdam Dutch *WB*	T.3Cy.17½",29"&46"-36" 127NHP Maats.Fyenoord,Rot.		V
82862 165759 GKGP	**Sandhill** 3Mst *OilEng.* 1*Dk&Shelterdk* *Mchy.Aft* *CruiserStern*	586 465 276	✠100A1 *withfreeboard* 11,38 ✠LMC2,38	Nwc	*k*	CL 11,38	1938 2mo *Lloyd*	J.Koster Hzn.Schpsw. "Gideon" Groningen '*sA&CP*	Tyne-TeesSteam ShippingCo.Ld.	189·6 195·9(O.L.) FK *CellDB114'291tFPT65tAPT30t*	31·6	10·9	Newcastle British 3*BHptCem* (*Coll to Sh dk* 2 ,, 2*nd dk*)	Oil Engines 4S.C.SA 6Cy.15¾"-26" 144NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 ″ 6 s ″ 2 13 ″ 5¾	
82863 145026 MKGB	**Sandholm** (*ex*JollyMarie) *ss*Brs.No.3-8,33 *ss*Brs.No 1-37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	363 267 133	✠100A1 11,40 ~~8,38~~ BS~~11,39~~ ✠LMC3,37 11,40 *For service in the Bristol Channel, limiting port seawards Swansea* *Fitted for pumping & carrying sand in bulk*	Brs	*e*	CL ~~8,38~~ 11,40	1920 9mo *Lloyd*	J.&D. Morris,Ld. Newcastle '*sA&CP*	HolmsSand& GravelCo.Ld.(T.R. Brown&Sons,Ld. *Mgrs.*)	135·2 Q44'B8'F18' FK *FPT35t*	23·6	10·2	Bristol British 5*BHCem* *APT12t*	C.2Cy.17"&34"-24" (*s*) 130lb 62RHP 1SB,2*pf*,GS36,HS1180 G.T.Grey&Co.Ld.S.Shields	11 ″ 0 s ″ 9½ 10 ″ 4	
82864 LETQ	**Sandnæs** Ⓟ 2*Dks*	578 272 284					1914	Stavanger Stöberi&Dok Stavanger	SandnæsDampskibsAktieselsk.	167·1 P158tH92tF47t	27·1	11·7	Sandnes Norwegian *WB*	T.3Cy.17",27"&46"-28" 112NHP StavangerStöberi&Dok		
82865 162807 MBWG	**Sandown** Ⓟ Pad *CruiserStern* 2*Dks*	684 423 280					1934	W.Denny &Bros.Ld. Dumbarton	SouthernRly.Co.	216·0 B28'	29·1	10·0	Portsmth British	T.3Cy.16",25½"&41"-63" 133NHP W.Denny&Bros.Ld.Dmb.		BT till 5,40
82866 146167 GFBW	**Sandown Castle** *ss*Bkn.No.3-8,33 Sub.Sig. *ss*Fal.No.1-38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing* *Cargo battens not fitted in Shelter 'tween decks*	7607 7032 4707	✠100A1 *Shelter dk* *withfreeboard* 6,41 ~~9,39~~ ✠LMC MS1,38 BS~~2,40~~ 6,41 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	NYk ~~Liv~~ Lon	*b*†	CL 9,39	1921 4mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	Union-CastleMail S.S.Co.Ld.	425·5 445·0(O.L.) B130'F45'*on Shelter dk* FK *Collision* *CellDB357'1225tDTa35'1009t*	56·3	36·4	London British *ptCem* *BH to Sh dk* 6 ,, ,, *U* ,,	3 Steam Turbines DR (*s*) geared to 1 Sc.Shaft 220lb 642NHP 3SB.9*cf*,GS169,HS7860 FD N.E.MarineEngCoLd.Nwc *FPT108tAPT116t*	38 ″ 7 s8 ″ 3¼ 30 ″ 6	
82867 480 ITZB	**Sandrina** (*ex*Curonia-32,*ex*Pengam, *ex*Kildwick) *ss*Sou.No.3-12,20 *ss*Cff.No.2-29 *Fitted for oil fuel*	793 663 408	✠ ... 4,33 ✠				1918 10mo	Cochrane& Sons,Ld. Selby	A.Lauro	220·0 213·5 B45'F27' len20 FK	30·0	15·6	Naples Italian *WB*	T.3Cy.16",26"&44"-26" 213NHP C.D.Holmes&Co.Ld.Hull	16 ″ 5	I †
82868 137089 GKSW	**Sandsend** *ss*Cff.No.3-6,37 D.F. 1*Dk*(*Stl*)	3612 3213 2193	✠100A1 7,40 ~~7,39~~ BS~~5,39~~ ✠LMC6,37 7,40	Cff Hul	*v*	CL ~~6,37~~ 6,40	1925 6mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland '*sA&CP*	Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son, *Mgrs.*)	348·0 361·5(O.L.) P33'B105'F30' FK *CellDB308'893tFPT60t*	50·0	22·9	Whitby British 6*BHCem* *APT133t*	T.3Cy.24",40"&66"-45" (*s*) 180lb ~~180lb~~ 315NHP 2SB,6*cf*,GS133,HS4834 G.Clark,Ld.Sunderland	24 ″ 11 s 4 ″ 1½ 21 ″ 0	
82869 LCWW	**Sandviken** Ⓟ *ss*H.Kg.No.3-1,38 D.F. *Upper dk*(*ptStl*-teak s) 2*nd dk*(*Stl*)	2916 2656 1775	✠100A1 *withfreeboard* 2,40 BS2,40 ✠LMC1,38	HKg	*t*	CL 2,40	1926 2mo *Lloyd*	W.Hamilton&Co.Ld. Pt.Glasgow '*sA&CP*	Wallem&Co.A/S (H.J.Wallem, *Mgr*)	295·0 305·0(O.L.) B72'F31' FK *CellDB250'502tFPT88tAPT105t*	45·7	26·0	Bergen Norwegian *Cem* 4 *BH to 2nd dk* 1 ,, ,, *U* ,,	T.3Cy.20½",34"&55½"-36"(*s*) 180lb 244NHP 2SB,6*cf*,GS132,HS4302 Rankin&BlackmoreLdGrk	28 ″ 3 s9 ″ 8¼ 18 ″ 8¼	
82870 219414 KJXW	**Sandwich** (*ex*LakeFalun) *Fitted for oil fuel* Sub.Sig. 1*Dk2trB*	2606 2237 1612	✠ ... 11,20 ✠				1920 2mo	Detroit S.B.Co. Wyandotte	EasternS.S.Lines, Inc.	251·0 P25'B64'F23' FK *WB*	43·6	26·1	Portsmth, N.H. Utd.States	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
82871 116264	**Sandy Hook** Ⓟ IronTwinSc 1*Dk&Hurr.dk*	1519 — 1033					1889	Harlan& HollingsworthCo. Wlmgtn.Del.	CentralRailroad Co.ofNewJersey	260·5	37·1	14·3	NewYork Utd.States	T.6Cy.22",36"&55"-28" NB05 320NHP Harlan&HollingsworthCo.		
82872 161046 MPWS	**Sanfry** *ss*Goo.No.2-39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	946 633 481	✠100A1 ~~8,40~~ ~~11,39~~ 6,41 ✠LMC BS~~4,39~~ ~~6,40~~ MS6,39 6,41	Goo	*l*	OG ~~6,39~~ 8,40	1930 8mo *Lloyd*	GooleS.B. &RepgCo. (1927)Ld. Goole '*sA&CP*	J.Hargreaves& Sons(Leeds)Ld.	205·5 Q121'B13'F25' FK *CellDB126'256tFPT77tAPT33t*	32·2	11·8	Goole British 3*BHCem*	T.3Cy.17",28"&46"-33" (*s*) 180lb 148NHP 2SB,4*cf*,GS78,HS2500 Earle'sS.B.&E.Co.Ld.Hull	14 ″ 0 s 4 ″ 8½ 13 ″ 8	
82873 166270 GNGQ	**Sangara** *OilEng.* *CruiserStern* 3*Dks*	5445 4702 3196					1939	Scotts'S.B. &Eng.Co.Ld. Greenock	ElderDempster Lines,Ld.	378·0 P36'F48' 30·1	52·7	21·3	Liverpool British	Oil Engines 2S.C.DA 6Cy.23⅝"-35$\frac{7}{16}$" 1170NHP Scotts'S.B.&E.Co.Ld.Grk.		C
82874 1762 IBNM	**Sangigi** (*ex*Fiumana,*ex*Fiume) *ss*Rot.No.3-4,32 1*Dk*(*ptSt-ptIrn*)	3666 2957 2316	✠ ... 3,34 ✠	Tri			1911 4mo	Richardsn, Duck&Co. Stockton	"Peninsulare" Soc.Italiana di Cabotaggio	342·5 331·0 P25'B127'F31' FK *CellDBa110'uE&B54'f128'842tFPT81tAPT84t*	48·3	22·0	Genoa Italian 5*BHCem*	T.3Cy.24",40"&65"-42" 296NHP 2SB,6*cf*,GS121,HS4546 Blair&Co.Ld.Stockton	24 ″ 7	I †
82875 1338 ICGC	**Sangro** *Fitted for oil fuel* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk*	6466 — 3795					1925	Cantieri ed Officine Meridionali Baia	"Italia"Soc. Anon.di Nav.	387·4 376·5 P321'F22'	52·5	27·7	Genoa Italian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft FrancoTosi,Legnano		CI
82876 24069 JSKB	**Sanka Maru**	2495 — 1508					1918	MitsuiBussanKaisha Uno	OguriKisenK.K.	284·5	42·5	23·0	Kobe Japanese	T.3Cy.21",34$\frac{3}{16}$"&56$\frac{1}{16}$"-33½" 162NHP HaseTekkosha,Osaka		C
82877	**Sanko Maru** D.F. *Mchy.Aft* *CruiserStern*	5500					1939	OsakaIron Works,Ld. Osaka	DairenKisenK.K.	393·7	53·8	30·5	Japanese	2 steam turbines DR geared to 1sc. shaft 550NHP HitachiSeisaku-sho		
82878 42972 JTPL	— *CruiserStern*	4958 — 3006					1937	OsakaIron Works,Ld. Innoshima	~~SatoKisenK.K.~~ SankoKisenK.K.	369·8	54·1	29·2	Kobe Japanese	2DR geared steam turbines 433NHP IshikawajimaS.B.&E.Co. Ld.Yka.		C
82879 24536 JECI	**Sankō Maru** *Mchy.Aft* 1*Dk*	636 544 322					1919	Mitsui BussanK.K. Uno	ToaKaiunK.K.	160·5 F23'	29·0	14·7	Kobe Japanese	C.2Cy.18½"&36½"-24½" 54NHP FarnhamBoyd&Co.Shi.		
82880 OXYH	**Sankt Ibb** Ⓟ TwinSc *OilEng.* Wireless 1*Dk* *CruiserStern*	626 329 322					1935	Frdrkshvn Værft og Flydk. Fredrikshavn	DampskibsselskabetOresundA/S (M.N.Suenson, *Mgr.*)	165·7	30·0	10·1	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 14Cy.9$\frac{11}{16}$"-16$\frac{5}{16}$" 235NHP Atlas-DieselA/B,Skm.		G

16/40

91/41

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82881 2056 ICFV	**Sannio** Ⓟ 4Mst (*ex*GeneralMitre-35,*ex*Artus) Sub.Sig. 2*Dks&Awng dk*	9834 7389 5772					1921	Bremer Vulkan Vegesack	LloydTriestino Soc.Anon.di Nav.	485·9|58·3|40·3 468·8	Genoa Italian *WB*	T3Cy32$\frac{3}{10}$",52⅘"&86⅜"-55$\frac{1}{16}$" & LP Turbine 556NHP BremerVulkan,Vegesack		GI
82882 412 JKTA	**Sansei Maru** Ⓟ *OilEng.* 1*Dk(Stl)2nd dk(Stl)except in foremost&aftermost holds*	3267 2724 1872	✠ ... 5,35 ✠	Drn	*v*		1931 6mo	Mitsui Bussan Kaisha,Ld. Tama	DairenKisenK.K. *CellDB228'679t* *Tanks in way*	336·2|48·5|24·0 P33'B80'F31' FK *of tunnel 207t FPT*	Dairen Japanese 5*BHptCem* 63t*APT*102t	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP MitsuiBussanKaisha,Ld. Tama	24 ″ 0	
82883 42616 JGML	— Ⓟ E.S.D. 1*Dk* *Mchy.Aft* *Cruiser Stern*	2386 1830 1262					1936	Uraga DockCo.Ld Uraga	YamashitaKisen K.K.	284·9|42·9|21·4 Q146'F30'	Kobe Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$"&(2)20½"- 13¾"SRgeared&LPturbine DR geared to screw shaft 400NHP UragaDockCo.Ld.Uraga		C
82884 166261 GQQN	**Sansu** *Oil Eng.* *Cruiser Stern* 3*Dks*	5446 4702 3196					1939	Scotts'S.B. &Eng.Co.Ld. Greenock	ElderDempster Lines,Ld.	378·0|52·7|21·3 P36'F48' 30·1	Liverpool British	Oil Engines 2S.C.DA 6Cy.23⅝"-35$\frac{7}{16}$" 1170NHP Scotts'S.B.&E.Co.Ld.Grk		C
82885 39276 JXFH	**Sansui Maru** Ⓟ *OilEng.* 1*Dk* *CruiserStern*	812 — 455					1934	Mitsubishi Jukogyo K.K. Kobe	SetsuyoSyosen K.K.	190·0|31·0|15·0 F38'	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.16¾"-24$\frac{7}{16}$" 164NHP MitsubishiJukogyoK.K. Kobe		
82886 388 ICGV	**Sant' Antioco** (*ex*SanDiego-36, *ex*Orient) *ss*Pld.No.3-9,31 2*Dks(Stl)&Web frames* *Longitudinal framing* *Fitted for oil fuel*	5048 4348 3024	... 5,35	SFo	*x*		1919 11mo	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	AziendaCarboni Italiani(Carlo Martinolich& Figlio,*Mgrs.*) *CellDB*336'1133t	393·7|52·3|27·0 376·4 P54'B94'F39' FK *MT*21'328t *FPT*11	Trieste Italian 6*BHCem* 6t*APT*206t	T.3Cy.24",41"&68"-48" 486NHP 3SB,9*cf*,HS7237 BethlehemS.B.Corp.Ld.	29 ″ 6	I †
82887 690 ITZI	**Sant' Antonio** 3Mst (*ex*Advance-33,*ex AuxM.*Nobel) *OilEng.* *Mchy.Aft* 1*Dk*	374 340 305					1919	Kaldnæs Mek.Værks. Tönsberg	AugustoChecchi	153·5|28·6|11·3 Q26*t*	Viareggio Italian *WB*	Oil Engines 2S.C.SA 2Cy.16$\frac{9}{16}$"-18⅞" 97NHP J&CGBolindersCoLd.Skm		I
82888 239253 WDTF	**Santa Ana** *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern*	8095 5792					1939	NwprtNws S.B.&D.D.Co NewprtNews	GraceLine,Inc.	459·0|63·0|40·5 P38'B78'F48'	Wilmington Del. Utd.States *WB*	2DRgeared steam turbines 1000NHP		
82889 227968 WPBT	**Santa Barbara** Ⓟ TwinSc *OilEng.* *ss*N.Yk.No.2-36 D.F. GyC. 1*Dk(Stl)&Shelter dk(Stl)* *Ref.Mchy.* 3*rd dk(Stl)in* *CruiserStern* *Nos.*1,2,3*&*5*holds* *Platform deck for fruit cargoes in No. 4 hold*	7712 5201 3371	✠ 9,40 *withfreeboard* ✠~~LMC CS10,37~~ ~~DBS9,39~~ ~~8,38~~ 7,39 ~~✠Lloyd'sRMC1,40~~ ~~Nos. 4 & 5 holds for temp. 32° F.~~	NYk	*e* †	CL P7,38 s3,39	1928 8mo	FurnessSB Co.Ld. Haverton Hill-on-Tees *Lloyd*'*sA&CP*	~~GraceLine,Inc.~~ *Duct keel* *CellDB*349'11	466·0|64·0|25·4 B250'F54' FK *fwd of mchy. space* 85t*Tanks in way of*	NewYork Utd.States *ptCem* 9 *BH toS dk* *tunnels*429t	Oil Engines 2S.C.SA 16Cy.26$\frac{13}{16}$"-41¼" 1994NHP 2DB*120lb* SulzerBros.Winterthur *FPT*79t*APT*111t	28 ″ 6 ~~s 3 ″ 6¾~~ ~~25 ″ 2~~	
82890 117003 WEFZ	— Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	695 612 527					1900	W.F.Stone SanFrancisco	J.R.Hanify Co.	183·5|37·5|13·5	S.Frncisco Utd.States	T.3Cy.13",22"&36"-24" FultonIronWorks, 64NHP SanFrancisco,Cal.		
82891 36416 LOGP	**Santa Catharina** (*ex*SanJorge-34, *ex*Sapele,*ex*Abonema) *ss*Rot.No.3-10,20 *Fitted for oil fuel* *ss*Bmn.No.2-29 Now "Kitty's Brook," Supplement 2*Dks(Stl)&Web frames&* *Shelter dk(ptIrn&ptStl)*	*4031* *2973* *2802*	✠ — 10,33 ✠	BAs	*v*		1907 7mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	Cia.Argentina de Nav.Mihanovich, Lda. *Cell*	324·7|45·9|30·7 FK *DBa*96'*uE*26'*f*142'	Bns.Aires Argentine 6*BHCem* 563t*APT*27t	T.3Cy.24",40"&66"-45" 312NHP 2SB,6*rf*,GS121,HS4740 Richardsons,Westgarth& Co.Ld.Sld.	33 ″ 2	V †
82892 229337 WMDB	**Santa Clara** Ⓟ TwinSc *ss*N.Yk.No.2-38 *Ref.Mchy.* D.F. E.S.D. 2*Dks(Stl)*3*rd dk(Stl) except in way of No.* 4 GyC. *CruiserStern* *hold & mchy space* *Platform deck for fruit cargoes in No. 4 hold* s3/4'	8101 — 3585	✠100A1 *withfreeboard* ~~7,40~~ 3,41 MS8,37 Lloyd'sRMC~~1,40~~ ~~7,40~~ 3,41 Nos. 4 & 5 holds for temp. 32° F. *Fitted for oil fuel* 3,30 *F.P. above* 150° F.	NYk BS5,40 ✠LMC ~~BS5,39~~		CL ~~PN3,38~~ SN9,38 PN7,40	1930 3mo	NewYork S.B.Co. Camden,N J. *Lloyd*'*sA&CP*	GraceLine,Inc. *CellDB*359'1230t *way*	483·3|63·9|25·5 34·4 B231'F53' FK *tanks in* *of tunnels*581t*FPT*	NewYork Utd.States 9*BH pt Cem* (8 *to W dk* 1 ,, 2*nd* ,,) 81t*APT*119t	2Steam Turbines connect- ed to electric motors&screw shafts,HS28800 (*s*)2660NHP 6 WTB (Spt300lb) 300lb FD GeneralElectricCo. Schenectady,N.Y.	28 ″ 8 s 3 ″ 10¾ 25 ″ 0	
82893 148836 GLTB	**Santa Clara Valley** (*ex*EastLynn) *OilEng.* D.F. 1*Dk&Shelter dk*	4665 4357 2845					1928	W.Doxford &Sons,Ld. Sunderland	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	401·1|54·3|24·1 F*onShelter dk*41'	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.22"-85" 597NHP W.Doxford&Sons,Ld.Sld.		C
82894 LOEH	**Santa Cruz** *Fitted for oil fuel* *Mchy.Aft* *CarryingPetroleum in bulk* *Cruiser Stern* 2*Dks&Web frames* *Longitudinal framing*	*3934* *3545* *2390*	✠ ... 2,25 ✠				1921 11mo	Fairfield Co.Ld. Glasgow	Argentine Government (Yacimientos Petroliferos Fiscales)	351·2|47·0|28·2 P81'B32'F46' FK	Bns.Aires Argentine *WB*	T.3Cy.23½",38"&62"-42" 347NHP FairfieldCo.Ld.Glasgow	28 ″ 3	
82895 DNQB	— *Fitted for oil fuel* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	3862 3112 2023					1938	Deutsche WerftAG Bet Finkenwrder Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	379·7|54·8|23·8 F89'	Oldenburg German *WB*	2 steam turbines DRgeared to1 screw shaft 918NHP HS3229 AllgemeineElecGes.Berlin		G
82896 232171 WLEA	**Santa Elena** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks&Awng dk* E.S.D. GyC. *CruiserStern*	9135 — 3839					1933	Federal S.B.&D.D.Co Kearny,N.J.	GraceLine,Inc.	484·4|72·2|25·8 B&F418'	S.Frncisco Utd.States *WB*	2DR Geared Steam Turbines GeneralElectricCo. Schenectady,N.Y.		R
82897 LOIY	— (*ex*Sentinel II-40, *ex*Sentinel) *ss*Gib.No.3-9,19 Wireless *ss*B.As.No.2-28 *Well deck* *OilEng.* 1*Dk(Teak)*	518 — 295	✠ — 4,33 ✠	BAs	*h*		1906 6mo	Bow,Mc- Lachlan&Co. Ld. Paisley	CiaArgentina de Navegación yCom ercioAfricaRio de laPlataSoc. deRe- sponsabilidadLtda.	156·7|25·9|9·7 P7'Q37'B54'F25' FK *CellDBa*31'*uE&B* 30'*f*59'147t*FPT*28t	Bns.Aires Argentine 4*BHCem* *APT*6t	Oil Engines 2S.C.SA 4Cy.16½"-18⅞" 192NHP *Emade37refitted40* J.&C.G.BolindersM.V.A/B, Skm.	12 ″ 0	
82898 EADF	**Santa Elena Martir** K (*ex*Tarcoronte-34,*ss*La.P.2ndNo.3-11,33 *ex*Quaysider) *Mchy.Aft* 1*Dk*	372 264 147	✠ — 8,38 ✠	LaP			1909 8mo	Smith's DockCo.Ld. NorthShields	A.RodriguezLopez	145·4|24·2|10·4 Q58'F17' FK *FPT*61t	SantaCruz Teneriffe Spanish 3*BH Asp*	C.2Cy.17"&36"-30" 82NHP 1SB,3*pf*,GS47,HS1560 ShieldsEng.Co.Ld.N.Shl.	11 ″ 7	
82899 EEHU	**Santa Eulalia Virgen** (*ex*Colon-34) *Mchy.Aft* 1*Dk*	394 301 195					1920	Gebr.Fik- kers Martenshoek	A.RodriguezLopez	137·9|24·7|12·1 P51'F23' *WB*	SantaCruz Teneriffe Spanish	T.3Cy.10¼",16¼"&26½"-20" 32NHP Machfab.Overijn,Leiden		C

1 Numero d'Ordre Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, et ce n'est dans le L. R. Durée, Cert. Ref. Trade
82900 HPHX	**Santa Helena** (exYolanda-40, exIlford-37,ex ssRot.2ndNo.3-8,38 Iossifoglu-37, 2Dks(Stl)&Webframes exNordAtlantic-34,exUncas) Mchy.Aft Longitudinal framing	4680 4214 2790	✠100A1 ~~1,40 12,39~~ 4,41 ~~BS4,40~~ ✠LMC3,39 4,41 CarryingPetroleum in bulk Lloyd'sA&CP Fitted for oil fuel 3,39 F.P. above 150° F.	Hav ~~Lis~~ Bbo	x	CL N3,39	1913 6mo	Greenock &Grangem'th DkyrdCo.Ld. Greenock	Cia.Primera de Nav.Ltda. CellDBuE&B75'122t	374·2|51·2|29·0 P103'B28'F46' FK FPT138tAPT90t	Panama Pnamanian 16BHCem (11 to U dk 5 „ 2nd „)	T.3Cy.27",44"&73"-48" (r) 180lb 470NHP 3SB,9cf,GS195,HS8202 Rankin&Blackmore,Grk.	29 ″ 2 s 4 ″ 10½ 24 ″ 5½	
82901 228403 WIDA	**Santa Inez** Ⓟ TwinSc OilEng. ssN.Ns.No.2-37 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) 3rddk(Stl)inNos 1&2holds D.F. CruiserStern	4576 2860 2622	✠ 8,40 with freeboard ~~✠LMC CS8,37~~ ~~DBS5,39~~ ~~1,38~~ ~~✠Lloyd'sRMC1,40~~ ~~Nos. 1 & 2 upper & lower 'tween dks. for temp. 32° F.~~	NYk	y	CL P8,37 S5,39	1929 3mo	Akt.Bur- meistr&Wain Copenhagen Lloyd'sA&CP	Cell DB 294' 751t in way of tunnels 76t	370·0|53·2|20·0 P37'F43' FK Tanks FPT82t	NewYork Utd.States 7BHptCem 2 „ to 2nd dk APT203t	Oil Engines 4S.C.SA 12Cy.24 13/16"-51 3/16" 708NHP 2DB100lb 1DB Upr.80lb Akt.Burmeistr&Wain,Cpn	23 ″ 6 s1 ″ 8½ 21 ″ 10½	
82902	— (exFalcon) Fitted for oil fuel Mchy.Aft 1Dk	1832 — 1044					1908	MoranCo. Seattle, Wash	~~ChinaTrading~~ ~~Corporation~~ J.H.Hansen	240·4|41·0|16·5	Panama Pnamanian WB	T.3Cy.17",28"&47½"-36" 135NHP MoranCo.Seattle,Wash.		
82903 CSAY	**Santa Irene** (exSantaIria, exAngeln,exAgnesKölln,exB.W.F.) Wireless 1Dk Mchy.Aft	520 363 339					1921	Gebr. Fikkers Martenshoek	Companhia Industrial Portugueza	169·2|24·7|10·3 Q42'P43'F20' len23	Lisbon Portuguese WB	T.3Cy.11",17¾"&29 3/16"-17¾" N.V.Machfb."Dok" 36NHP v/hNolden&Bulder,Delfzijl		G
82904 232101 WKER	**Santa Lucia** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 2Dks&Awning dk D.F. GyC. E.S.D. CruiserStern	9135 — 3839					1933	Federal S.B.&D.D.Co Kearny,N.J.	GraceLine,Inc.	484·4|72·2|25·8 B&F418'	NewYork Utd.States WB	2 DR geared Steam Turbines GeneralElectricCo. Schenectady,N.Y.		R
72/40 82905 HPHW	— (exClairy-40,ex Romford-37,ex ssShl.No.3-10,28 Ionia-37, Mchy.Aft ssRot.No.2-38 exGlenfield-35, 2Dks(Stl)&Webframes exMirita-34) Longitudinal framing	5838 5308 3713	✠100A1 11,39 BS3,39 ✠LMC3,38 CarryingPetroleum in bulk Lloyd'sA&CP Fitted for oil fuel 7,16 F.P. above 150° F.	Nwc	z	CL N1,38	1916 7mo	SirJ.Laing &Sons,Ld. Sunderland	Cia.Primera de Nav.Ltda. CellDBuE&B73' 189tDT	407·0|52·4|31·5 P99'B28'F40' FK f40'433tAPT102t	Panama Pnamanian 15BHptCem (8 to U dk 7 „ 2nd „)	T.3Cy.26½",44"&73"-48"(s) 180lb 498NHP 3SB,9cf,GS174,HS7212 FD G.Clark,Ld.Sunderland	31 ″ 6 s 5 ″ 10 25 ″ 9½	
82906 87 IUAW	— Ⓟ 1Dk	452 346 142					1912	Cant.Nav. Riuniti Ancona	Soc.Partenopea Anon.diNav.	179·2|26·0|12·7	Naples Italian	T3Cy.15¾",24 7/16"&37⅝"-19 11/16" 62NHP Cant.Nav.Riuniti,Ancona		I
72/40 82907 PHII	— D.F. OilEng. Mchy.Aft CruiserStern 1Dk	379 311 172					1937	Gebr. Niestern&Co. Delfzijl	G.S.vanDijk	141·4|24·8|11·0 P34'F20'	Groningen Dutch WB	Oil Engines 4S.C.SA 6Cy.11⅓"-16 9/16" 74NHP Mtrn.WerkeMannheimAG		V
102/40 82908 HPJJ	**Santa Margarita** (exMaria-40, exIsleworth-39) ssNwc.No.2-37 2Dks(Stl)	4919 4615 3054	✠100A1 6,40~~1,40~~ ~~BS11,38~~ ✠LMC4,37 6,40 Lloyd'sA&CP	Sch Bry	z	CL ~~1,40~~ 6,40	1928 10mo	CowpenD. D.&S.B.CoLd Blyth	Cia.Primera de Nav.Ltda. CellDB	400·2|54·2|26·5 P35'B262'F47' FK 340' 1148t FPT132t	Panama Pnamanian 6BHptCem APT25t	T.3Cy.27",44½"&73"-48"(s) 180lb 507NHP 3SB,9cf,GS178,HS7413 FD Blair&Co.(1926)Ld.Stk.	29 ″ 0 s 4 ″ 0 25 ″ 2½	
82909 HPOL	**Santa Maria** ssS.Fo.No.3-4,29 ssL.An.No.2-37 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	8432 7763 5203	✠100A1 ~~9,40~~10,40 BS3,40 ✠LMC3,37 CarryingPetroleum in bulk Lloyd'sA&CP Fitted for oil fuel 4,22 F.P. above 150° F.	LAn	c†	CL 1,39	1922 4mo	R.Duncan &Co.Ld. PortGlasgow	UnionOilCo.of California CellDBuE&B89' DTf36'420t	460·0|60·3|35·5 P122'B35'F41' FK 231t FPT118tAPT50t	Panama Pnamanian 17BHptCem (11 to U dk 6 „ 2nd „)	T.3Cy.28",47½"&80"-54" (s) 200lb 701NHP 4SB,12cf,HS10326 FD J.G.Kincaid&Co.Ld.Grk	35 ″ 6 s7 ″ 0½ 28 ″ 8½	
82910 227495 WPBW	— Ⓟ TwinSc OilEng. ssN.Yk No.2-36 1Dk(Stl)&Shelterdk(Stl) 3rdDk(Stl)inNos.1,2,3&5holds Ref.Mchy. CruiserStern D.F. GyC. Platform deck for fruit cargoes in No.4hold	7712 5201 3380	✠ 9,40 with freeboard ~~✠LMC CS7,37~~ ~~DBS4,39~~4,40 ~~12,39~~ ~~✠Lloyd'sRMC1,40~~ ~~Nos. 4 & 5 holds for temp. 32° F.~~	NYk	e†	CL S5,38 P7,38	1928 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	~~GraceLine,Inc.~~ Duct keel CellDB349'	466·0|64·0|25·4 B250'F54' FK fwd. of mchy. space 1185t Tanks in way of tunnels	NewYork Utd.States ptCem 9BHtoSh dk	Oil Engines 2S.C.SA 16Cy.26 13/16"-47¼" 1994NHP 2DB120lb SulzerBros.Winterthur 429tFPT79tAPT111t	28 ″ 6 ~~s3 ″ 6½~~ ~~25 ″ 1½~~	
82911 2120 ICID	— Ⓟ (exMalatian-37) ssLiv.No.3-8,26 Well deck ssLiv.No.1-30 1Dk(Stl)&2nddk(Stl)inNos.1&2holds CruiserStern	3539 — 2206	✠ — 12,36 ✠	Liv	u		1914 1m	Earle'sCo. Ld. Hull	Cia.Ligure di Navigazione CellDBa93'uE&B	337·6|42·3|24·3 P&B216'F74' FK	Genoa Italian 6BHCem 53'f140'662t	T3Cy.20½",35¾"&60"-42" 343NHP 3SB,6cf,GS110,HS4875 Earle'sCo.Ld.Hull	26 ″ 9	I †
82912	— AuxBkn (exTacoma,exGustavStein) OilEng. 1Dk (See Sailing Ship Register)	490 — 367					1923	G.Schuldt Stralsund	F.Fresone	155·4|30·1|13·6	Bns.Aires Argentine WB	Oil Engines 4S.C.SA 6Cy.11 13/16"-11 13/16" 82NHP MotorenwerkeMannheim A.G.Mannheim		
82912* 614 IUBU	— Aux3MstSr (exMaria-32,exPuseyjones OilEng. No.2) ssBkn.No.1-22 Mchy.Aft 1Dk&Web frames (See Sailing Ship Register)	390 329 264	✠ ... 1,26 ✠				1917 7mo	ThePusey &JonesCo. Wlmgtn.Del.	O.Puccinelli fuF.	136·4|28·2|13·0 129·1 P31'F26' FK	Viareggio Italian WB	Oil Engines 2S.C.SA 2Cy.15¾"-16½" 87NHP JVSvensson'sMtrfbkSkm.	15 ″ 0	I †
82913 212651 KDBI	**Santa Marta** Ⓟ Sub.Sig. Fitted for oil fuel D.F. E.S.D. Ref.Mchy. 2Dks&2pt Dks	4736 3903 2718					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.Mgrs.)	378·8|50·3|29·1 B160'F44'	NewYork Utd.States WB	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&CoLd.Bel		C
82914 117115 KJXZ	**Santa Monica** Wood Fitted for oil fuel Mchy.Aft 1Dk	497 452 318					1902	W.F.Stone S.Francisco	Hobbs,Wall&Co.	166·0|34·0|12·0	S.Frncisco Utd.States	C.2Cy.14"&32"-24" 42NHP FultonI.Wrks.S.Fo.		
82915 2129 IBOR	**Santa Paola** (exGiovanniGalli-39, exNicoleSchiaffino-37, ssAlg.No.3-7,26 exSpeaker,exSavan) ssAlg.No.2-34 D.F. 2Dks(U-Irn2nd-Stl)	4262 3864 2661	✠ ... 1,39 ✠	Gen	x		1913 10mo	JReadhead &Sons,Ld. SouthShields	Cia.Ligure di Navigazione CellDBa111'	370·0|50·3|25·9 384·0(O.L.) P83'B132'F38' FK uE&B43'f163'890t	Genoa Italian 6BHCem APT31t	T.3Cy.28",46"&75"-48" 484NHP 2SB,8cf,GS136,HS6643 J.Readhead&SonsLd.S.Shl	28 ″ 2	I †
82916 232005 WKEK	**Santa Paula** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 2Dks&Awning dk D.F. GyC. E.S.D. CruiserStern	9135 — 3839					1932	Federal S.B.&D.D.Co Kearny,N.J.	GraceLine,Inc.	484·4|72·2|25·8 B&F418'	S.Frncisco Utd.States WB	2 DR geared Steam Turbines GeneralElectricCo Schenectady,N.Y.		R

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; HP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
82917 2273 1BHL	**Santa Rita** (exVeniero-40, exPanormus-39, ssTri.No.3-6,29 exBoheme-37, 1Dk2trB&deep framing exVeniero, &Shelter dk exMonginevro) D.F.	5191 3659 3199	✠ ... 2,32 ✠				1908 12mo	Cant.Nav. Riuniti Palermo	Ruggiero&Merega Soc.Anon.diNav.& VittorioDeCastro	382·1	50·7	23·4 FK	Genoa Italian WB	T.3Cy.25",41"&67"-48" 390NHP G.Clark,Ld.Sunderland	34 ″ 2	I †
82918 228577 WIDG	— Ⓟ TwinSc OilEng. ssN.Yk.No.2-37 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNo.1&2 holds D.F. CruiserStern	4576 2860 2622	✠ ... 8,40 withfreeboard ~~✠LMC CS5,39~~ ~~DBS5,39~~ ~~8,37~~ ~~✠Lloyd'sRMC5,39~~ ~~Nos. 1 & 2 upper and lower 'tween dks. for temp. 32° F.~~	NYk	y	CL 11,39	1929 5mo Lloyd'sA&CP	Akt.Bur- meistr&Wain Copenhagen	CellDB293'751t tunnels76t	370·5 P37'F43 Tanks in way of FPT82tAPT203t	53·1	23·5 FK	NewYork Utd.States 7BHptCem 2 „ to 2nd dk	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 709NHP 2DB100lb 1DB(Upper)80lb Akt.Burmeistr&Wain,Cpn	23 ″ 6 s1 ″ 8½ 21 ″ 10½	
82919 231932 WMDA	**Santa Rosa** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 2Dks&Awng dk D.F. GyC. E.S.D. CruiserStern	9135 — 3839					1932	Federal S.B.&D.D.Co Kearny,N.J.	GraceLine,Inc.	484·4 B&F418'	72·2	25·8	S.Frncisco Utd.States WB	2 DR geared Steam Turbines GeneralElectricCo. Schenectady,N.Y.		R
82920 EEQE	**Santa Rosa de Lima** (exGuanche-34,exSotileza) 1Dk	446 307 279					1920	Corcho Hijos Santander	A.Rodriguez Lopez	148·8 P58'F24'	25·6	9·9 WB	Santa Cruz Teneriffe Spanish	C.2Cy.12"&27"-20" 27NHP Wm.Sisson&Co.Ld.Glr.		
82921 239355 WDWE	**Santa Teresa** Fitted for oil fuel D.F. E.S.D. GyC. 3Dks Ref.Mchy. CruiserStern	8095 5792					1939	NwprtNws S.B.&D.D.Co NewprtNews	GraceLine,Inc.	~~459·0~~ P38'B65'F48' 439·0	63·0	~~40·5~~ 27·5	Wilmgton (Del.) Utd. States WB	2 steam turbinesDRgeared to 1 screw shaft 1000NHP NewportNewsSB&DD.Co.		R
82922 219371 KJTX	**Santacruzcement** (exPacific Cedar-34,exEastern Fitted for oil fuel Victor) (Self-Unloader) Sub.Sig. D.F. E.S.D. 1Dk	4782 — 2891	✠ ... 9,20 ✠				1920 1mo	Mitsubishi ZosenKaisha Ld. Kobe	SantaCruzPort- landCementCo.	399·8 P39'B121'F40'	54·7	27·7 FK	S.Frncisco Utd.States WB	T.3Cy.26½",44½"&75"-48" 494NHP MitsubishiZosenKaisha, Ld.Kobe	30 ″ 0	R †
82923 439 ICGK	**Santagata** (exTaurus-35) ssStv.2ndNo.3-11,32 1Dk(Stl)&Spar dk(ptIrn&ptStl) D.F. &deep framing	4299 4042 2742	✠ ... 1,36 ✠	Osl	x		1905 4mo	TyneI.S.B. Co.Ld. Newcastle	A.Lauro CellD	367·3 355·0 P28'B100'F35' Ba116' uE26' f152'	50·1	20·0 27·9 FK	Naples Italian 6BHCem 817tAPT58t	T.3Cy.25",42"&68"-45" 344NHP 2SB,6rf,GS124,HS5400 Blair&Co.Ld.Stockton	30 ″ 6	I †
82924 22 ICGO	**Santamarina Salina** Ⓟ Wireless 2Dks	763 556 351					1928	Cant.Nav. Riuniti Palermo	“Eolia”Soc.Anon. diNavigazione	201·2 B77'F31'	30·0	15·8	Messina Italian	T.3Cy.15⅜",25$\frac{3}{16}$"&41⅜" -28⅜" 91NHP Cant.Nav.Riuniti,Ancona		I
82925 PUCE	**Santarem** Ⓟ (exEisenach) Sub.Sig. 2Dks	6757 5020 4212					1908	Bremer Vulkan Vegesack	LloydBrasileiro	419·6 P&B286'F68'	54·5	27·8	R.Janeiro Brazilian WB	Q.4Cy.24",34½",50⅛"&72⅝"- 53⅞" 387NHP BremerVulkan,Vegesack		VI
82926 2130 ICIS	**Santarosa** (exBaronWemyss-37) D.F. 1Dk	3027 2719 1820					1924	Dunlop Bremner&Co. LdPtGlasgow	A.T.Rosasco	344·0 332·2 P29'B97'F33'	48·1	21·9	Genoa Italian WB	T.3Cy.21½",35½"&60"-39" 225NHP D.Rowan&Sons,Glasgow		CI
82927 22574 JBWC	**Santen Maru** Wireless 1Dk	1210 1017 691					1918	Mitsui Bussan Uno	ToaKaiunK.K.	225·7	33·5	18·5	Kobe Japanese WB	T.3Cy.14$\frac{9}{16}$",24"&40"-30" 88NHP ImaiSeisakusho,Osaka		
82928 148549 GKYV	**Santhia** Ⓟ TwinSc ssCal.No.3-1,37 D.F. 2Dks(Stl) Weather dk-teak s E.S.D. Ref.Mchy. 3rd dk(Stl)in holds	7754 6719 4841	✠100A1 withfreeboard 2,40 ✠LMC MS8,36 BS11,39	Cal	c †	CL ~~PN1,39~~ SN2,40 P3,41	1925 2mo Lloyd'sA&CP	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	BritishIndiaS.N. Co.Ld. CellDB373'1432t Tank between tunn	436·1 P44'B144'F49' els 37'54t FPT108t	57·8	33·5 FK	London British 7BHCem APT165t	T.6Cy.20¾",35½"&60"-45" 215lb (s) 801NHP 5SB,15cf,GS318,HS12125FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	36 ″ 6 s9 ″ 10¾ 27 ″ 0¾	
82929 HPJS	**Santiago** (exEiriniN.Rallia-38, exRedgate, ssNwc.2ndNo.3-12,32 exGordonia) ssMch.No.1-37 1Dk(ptIrn&ptStl)2trB& deepframing3Dk rule	3864 3657 2455	✠100A1 ~~Excepted~~12,40 Bry ✠LMC4,37 ~~DBS5,39~~ ~~MBS10,39~~ BS12,40	~~Sch~~	w	CL 5,38	1908 1mo Lloyd'sA&CP	JReadhead &Sons SouthShields	SantiagoS.S.Co. Ld. CellD	346·1 P30'B96'F33' Ba115' u E25' f148'	49·6	26·5 FK	Panama Pnamanian 6BHCem 905tAPT65t	T.3Cy.25",42"&68"-45" (r) 180lb NDB28-85lb 331NHP 2SB,6cf,GS121,HS5026 J.Readhead&Sons,S.Shl.	27 ″ 11 s5 ″ 0¼ 23 ″ 2	
82930 CMQA	**Santiago de Cuba** (exCaridad Sala,exYadkin, Fitted for oil fuel exClaraMennig) 1Dk	1685 1501 1005					1908	Akt.Ges. “Neptun” Rostock	EmpresaNaviera deCubaS.A.	261·4 P27'B65'F26'	40·1	17·3	Havana Cuban WB	T.3Cy.17⅞",30½"&48"-33" 132NHP A.G.“Neptun,”Rostock		R
82931 EGPO	**Santiago Lopez** (exOceanic) ssBcl.No.3-5,16 1Dk(ptIrn&ptStl) &deep framing	2319 1650 1470	✠ 7,21 ✠	Bcl	t		1903 5mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	CiadeNav.“Vasco- Asturiana” CellDBa96'	300·0 P21'B182'F33' uE&B34' f126'668t	44·3	18·1 FK	Gijon Spanish 5BHCem APT70t	T.3Cy.22",35"&59"-39" 223NHP 2SB,6cf,GS85,HS3431 Richardsons,Westgarth& Co.Ld.Hpl.	20 ″ 6	
82932	**Santo Amaro** Ⓟ TwinSc 1Dk	317 231 165					1914	Murdoch& Murray,Ld. PortGlasgow	Cia.deNav. Bahiana	135·0	25·1	9·6	Bahia Brazilian	C.4Cy.12"&24"-18" 40NHP J.G.Kincaid&Co.Ld. Grk.		
82933 411 JKQA	**Santo Maru** Ⓟ OilEng. 1Dk(Stl)2nd dk(Stl)except in foremost&aftermost holds	3267 2724 1872	✠ ... 5,35 ✠	Drn	v		1931 5mo	Mitsui Bussan Kaisha,Ld. Tama	DairenKisenK.K. CellDB228'679tT	336·2 P33'B80'F31' anks in way of tunn	48·5	24·0 FK	Dairen Japanese 5BHptCem el207tFPT6	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP MitsuiBussanKaisha,Ld. 3tAPT102t Tama	24 ″ 0	
82934 8760 JJUC	— Ⓟ (exDiamante) ssH.Kg.No.1-03 1Dk(Stl-ws)&Spar dk (Stl-teaks)&Webframes	1890 1730 1116	✠ 12,06 ✠	Kob	r		1899 1mo	Hall,Rus- sell&Co. Aberdeen	SakaiKisenK.K. CellDB	260·3 B62'F46' a58' f64'249t FPT	37·2	17·3 24·7 FK	Nishino- miya Japanese 4BHCem 60tAPT31t	T.3Cy.22",35"&58"-39" 257NHP 2SB,6rf,GS94,HS3600 Hall,Russell&Co.Abn.	25 ″ 8	
82935 216009 WQCC	**Santore** ssBal.No.3-11,30 ssBal.No.2-38 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	7117 6365 4498	✠100A1 ~~4,40~~~~11,39~~12,40 ✠LMC MS3,38 BS~~11,39~~12,40 Fitted for oil fuel 8,19 F.P. above 150° F.	Bal	c†	CL 4,39	1918 3mo	Bethlehem SteelCorp.Ld Sparro'PtMd. A&CP	OreS.S.Corp. 2IntermediateBk CellDBuE&B58'f	449·1 P106'F39' hds dispensed with 320'1622tSidetanks	57·2	34·3 FK	NewYork Utd.States 5BHonly Nos.1,2&3P	T.3Cy.27¼",46$\frac{5}{16}$"&76"-48" 200lb (s) FD 559NHP 3SB,9cf,GS557,HS7931 BethlehemStl.Co.Sparr'Pt. &S1950tFPT395tAPT213t	37 ″ 0	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où ce n'est dans le L.R. Durée.Cert.Lloyd Trade
82936 449 SZMK	**Santorini** (exPhenarete-34, exNikolaos, exGargano, exIrene) Iron ssPir.3rdNo.3-3,21 ssPir.No.3-10,26 ssPir.No.1-31 1Dk(Irn)&Awng dk(Stl)	708 679 443	✠ —— 2,34 ✠	Pir	j		1884 2mo	PearceBrs. Dundee	AntoniosG. Chalaris DBa37'	180·1 52tFPT61t	27·2	12·2 18·6 BK7¾	Piræus Greek 4BHCem	C.2Cy.20"&40"-30" DDrefitted21 1SB,2pf,GS38 73NHP PearceBros.Dundee	19 ″ 10	
82937 DOAT	**Santos** Ⓟ (exRapot-38) D.F. Sub.Sig. 2Dks	5943 5428 3669					1923	Frd.Krupp Akt.Ges. Kiel	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	393·5 P26'B138'F40'	54·3	31·4	Bremen German WB	T.3Cy.28½",47"&75¾"-51" 410NHP Frd.KruppA.G.Kiel		G
82938 PUCF	— Ⓟ Fitted for oil fuel 2Dks	4855 3838 3114					1898	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	375·6 P&B259'F48'	46·6	27·4	R.Janeiro Brazilian WB	Q.4Cy.21¾"32"46½"&66"-51" 311NHP Reiherst.Maschinenf.Ham		C
82939 LDGN	— TwinSc4Mst (exParaguayo-39,exSud Africano) OilEng. ssBal.No.3-7,38 D.F. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)inNo.1hold	4639 4119 2772	✠100A1 withfreeboard ~~5,40~~ ~~8,30~~ 2,41 ✠LMC CS10,37 DBS3,~~40~~4,41 7,38	Bal	z	CL ~~P7,38~~ ~~s8,30~~ 2,41	1928 10mo Lloyd's A&CP	Akt.Bur-meistr&Wain Copenhagen	A/S Ivarans Rederi(S.Holter-Sörensen,Mgr.) CellDB334'1062t	381·8 FPT112tAPT156t	53·8	25·1 FK	Oslo Norwegian 6BH (ColltoShdk 5,,2nd,,)	Oil Engines 4S.C.SA 12Cy.21⅝"-59$\frac{1}{16}$" 534NHP DB100lb Akt.Burmeistr&Wain,Cpn	28 ″ 9 s 2 ″ 11¼ 25 ″ 11	
82940 31173 JCIB	**Santos Maru** Ⓟ TwinSc OilEng. ssKob.No.3-4,37 3Dks(Stl-Weather dk-ws) Ref.Mchy. GyC.	7267 6088 ~~4363~~ 4350	✠100A1 withfreeboard 5,40 ~~8,39~~ ✠LMC CS4,37 DBS7,~~3~~5,40 5,38 ✠Lloyd'sRMC~~12,39~~ 5,40	Yka Kob	b†	CL ~~P4,37~~ s5,38 P5,40	1925 12mo Lloyd's A&CP	Mitsubishi ZosenKaisha Ld.Nagasaki	OsakaSyosenK.K. CellDB353'1368t Tanks at sides	430·7 B63'F47' of tunnels719tFPT	55·7	36·0 FK	Osaka Japanese 7BHptCem 117tAPT46t	Oil Engines 2S.C.SA 12Cy.23⅝"-41¾" 1164NHP DB100lb SulzerBros.Winterthur	36 ″ 0 s11 ″ 2¾ 25 ″ 2¾	
	Now Manzyu Maru, see No. 89096 in Supplement															
82941 22920 JBXC	**Santyō Maru** (exSanchoMaru-38) 1Dk	1215 1017 712					1918	Mitsui Bussan Uno	MitsuiBussan Kaisha,Ld.	225·7	33·5	18·5	Kobe Japanese	T.3Cy.15½",26"&42½"-32" 101NHP HatsudokiSeizo,Osaka		
82942 45864 JGBN	**Sanuki Maru** TwinSc Ref.Mchy. OilEng. D.F. E.S.D. GyC. 2Dks CruiserStern	7158 — 3914					1939	Mitsubishi JukogyoK.K Nagasaki	NipponYusenK.K.	479·6 F38'	62·3	32·2	Tokyo Japanese WB	Oil Engines 2S.C.SA 14Cy.28⅜"-49$\frac{3}{16}$" 1958NHP MitsubishiJukogyoK.K. Nag.		C
82943 38942 JVHI	**Sanwa Maru** TwinSc OilEng. Mchy.Aft	547 — 401					1934	Sanoyasu DockGoshi Kaisha Osaka	Asahigumi KaisotenK.K.	155·0	28·6	13·6	Amaga-saki Japanese	Oil Engines 2S.C.SA 4Cy.15¾"-16½" 166NHP KishiIronWorks,Katsuura Wakayama-ken		
82944 13089 JLJB	**Sanyo Maru** Ⓟ (exJacobDiederichsen) Wireless 1Dk&Spardk	976 897 671					1892	Howaldts-werke Kiel	OmatiKitazo	212·0 B28'	29·4	17·6	Tokyo Japanese WB	T.3Cy.16⅝",27$\frac{1}{16}$"&43$\frac{5}{16}$"-24$\frac{13}{16}$" 93NHP Howaldtswerke,Kiel		
82945 29418 JCKE	— Ⓟ TwinSc 1Dk	545 321 214					1923	Mitsubishi Co. Kobe	Government of Japan(Railways)	140·0	30·2	12·5	Tokyo Japanese	Geared Steam Turbines ParsonsMarineSteam TurbineCo.Ld.		
82946 39091 JWNI	**Sanyu Maru** TwinSc (exSazanamiMaru-38) OilEng. Mchy.Aft 1Dk CruiserStern	531 430 386					1934	Sano-gawaga Yasutaro Osaka	SankoKisenK.K.	155·0 F22'	28·5	13·5	Amaga-saki Japanese WB	Oil Engines 2S.C.DA 8Cy.15¼"-16½" 655NHP K.Kishi,Katsuura		
82947 9 JLDG	**Sanzan Maru** 1Dk	417 — 210					1910	.... Osaka	Minamimanshu TetsudoK.K.	160·0	30·0	11·5	Dairen Japanese	C.		
82948 25306 JSLB	**Sanzin Maru** (exSanjinMaru-38) 1Dk	2500 2036 1510					1919	MitsuiBus-san Kaisha Uno	SugayaShojiGoshi Kaisya	284·5 P37'B70'F34'	42·5	23·0	Kobe Japanese WB	T3Cy.21",34$\frac{9}{16}$"&56$\frac{1}{16}$"-33⅜" 162NHP J.F.Ahrens,Ottensen		C
82949	**São Bento** (exNornan-38, exGarm-34, exHamburg, exHebburn) ssHam.No.3-4,12 1Dk(Irn)&deepframing Well deck	*1062* *824* *606*	✠ 4,16 ✠	Gms			1900 9mo	WoodSkin-ner&Co.Ld. Newcastle	Cia.deNav. Norte-Sul CellDBa52'uE	220·0 Q112'B10'F25' &B33'f94'285tFPT	33·2	14·4 FK	R.Janeiro Brazilian 4BHCem 42tAPT63t	T.3Cy.17½",28"&46"-33" 135NHP 1SB,4pf,GS58,HS2160 N.E.MarineEngCoLd.Nwc	16 ″ 6	V †
82950 DOCG	**Sao Paulo** (exAlrich-38, exGlücksburg) Sub.Sig. D.F. 2Dks	4977 4753 3027					1921	F.Schichau Danzig	Hamburg-Süd AmerikDampf-schifffahrtsGes.	361·7	51·4	31·7	Bremen German WB	T3Cy26⅜",43$\frac{7}{16}$"&70$\frac{9}{16}$"-47½" NE25 347NHP Gutehoffnungshütte, Sterkrade		G
82951	**São Paulo** (exUrd-37) 1Dk	727 477 385					1907	Göteborgs M.V.Aktieb. Gothenburg	Cia.deNav.Norte-Sul	183·1 Q135tB38'H40t F22'	28·4	11·0	R.Janeiro Brazilian WB	T.3Cy.14$\frac{3}{16}$",22¼"&37$\frac{7}{16}$"-23⅝" 68NHP GöteborgsM.V.Aktieb.Got		
82952	**São Pedro** (exDevonbrook-37, exDevonCoast-34, exGraceful) ssNwc.2ndNo.3-2,35 Wireless 1Dk(Stl) Mchy.Aft Well deck	*782* *570* *392*	✠ ... 11,39 ✠	Rio	k		1909 9mo	W.Harkess &Son,Ld. Middlesbro'	Cia.deNav.Norte-Sul Cell	195·0 Q109'B13'F35' DBf117'166tFPT	30·0	11·7 FK	R.Janeiro Brazilian 3BHCem 46tAPT3t	T.3Cy.16",27"&44"-30" 129NHP 2SB,4pf,GS70,HS2190 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 10	
82953 PHIK	**Saparoea** OilEng. D.F. Ref.Mchy. 3Dks	6668 — 4120					1920	Rotterdam Droogd Maat. Rotterdam	N.V.Stoomv. Maats. "Nederland"	420·3 P42'F43'	54·7	33·5	Batavia ~~Amsterdam~~ Dutch WB	Oil Engines 2S.C.SA 8Cy.27"-47" 1015NHP Emade25refitted31 SulzerBros.Winterthur		V
82954	**Sapataya** Wood (exMotorshipSapaday) 1Dk	369 — 210					1922	H.E.Phya Sukhum NayaVinit, Bangkok	SawadSukhum Banij,Ld.	147·6	25·4	14·4	Bangkok Thai	T.3Cy.9½",15½"&26"-18" Emade25 29NHP McKie&Baxter,Ld.Psy.		
82955 LDUA	**Saphir** (exChristianBörs-39) ssN.Ns.No.3-9,17 ssRot.No.2-25 1Dk&Spar dk&deepframing	4306 4019 2788	✠ ... 5,29 ✠				1905 6mo	Swan,Hun-ter&Wigham Richardson. Ld Newcastle	SkibsA/S Saphir (EdvinEndresen)	375·5 P33'B110'F37'	51·0	25·5 FK	Stavanger Norwegian WB	T.3Cy.25",41"&67"-45" 373NHP Swan.Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 0	N †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82956 OOBC	**Saphir** TwinSc	633 528 389					1897	Soc.J. Cockerill Hoboken	Soc.Anon.John Cockerill	213·4 Q64'H8'F30'	27·9	13·2	Antwerp Belgian	T.6Cy.16½",24½"&37⅓"-25½" NB13 139NHP Soc.JohnCockerill,Seraing		V
82957 29805 JPJB	**Sapporo Maru No. 11** Ⓟ (*ex*Skegness, *ss*Npt.No.3-10,19 *ex*Polurrian) 1*Dk deep framing& Web frames*	2820 2578 2092	✠ ... 1,21 ✠				1900 8mo	J.Blumer &Co. Sunderland	InukamiKeigoro	319·7 P28'B72'F32' FK	46·1	21·0	Tokyo Japanese *WB*	T.3Cy.23",38"&62"-42" 263NHP NDB06*refitted*19 J.Dickinson&Sons,Ld.Sld.	23 ″ 6	C †
82958 30500 JADA	**Sapporo Maru No. 12** (*ex*IngeborgLarssen, *ss*Hul.No.3-7,22 *ex*IdaZelck, 1*Dk&deep framing* *ex*Portland) *& Web frames*	2865 2610 1747	✠ ... 10,24 ✠				1903 7mo	J.Blumer& Co. Sunderland	InukamiKeigoro	320·0 P28'B90'F32' FK	46·0	21·2	Tokyo Japanese *WB*	T.3Cy.23",38"&62"-42" 258NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 9	C †
82959 4975 SEVR	**Sara** (*ex*Heros-39,*ex*Torwald, Iron *ex*Hawthorn) *ss*Sbg.4thNo.3-5,33 *Well deck* *ss*Mmo.No.1-38 *Cargo battens not fitted* 1*Dk*(*Irn*)2*trB*	*1071* *879* *554*	✠100A1 8,39 MS9,38	Lkr LMC BS~~5,39~~3,40	*n*	~~8,39~~ 8,40	1879 6mo	W.Doxford &Sons Sunderland A&CP	RederiA/B Strim (SvenSalén,*Mgr.*)	224·6 Q91'B43'F27' BK8" *DBa*71'*f*59'220*tFPT*	32·0	16·2	Stockholm Swedish 4*BHCem* 28*tAPT*15*t*	C.2Cy.28"&54"-36" 75lbNB92*refitted*24 128NHP 2SB,4*pf*,GS73,HS2020 W.Doxford&Sons,Sld.	17 ″ 7 s 1 ″ 3¼ 16 ″ 11¾	
82960	**Sara Primo** WoodAuxSr (*ex*QuattroVenti-36, *OilEng.* *ex*FourWinds,*exYacht*CrusaderA, *ex*FourWinds,*ex*Eric) (*See Sailing Ship Register*)	635 532 456					1898	HallBros. PortBlakeley Washington	SalomonGrégoire	188·6	37·8	13·2	French	Oil Engines 2S.C.SA 8Cy.10½"-12½" 155NHP FairbanksMorse&Co. Beloit,Wis.		I
82961 161523	**Saracen** *Mchy.Aft* 1*Dk*	1926 1627 1146					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	InlandLines,Ld. (K.A.Scott,*Mgr.*)	252·8	43·4	17·8	Montreal British *WB*	T.3Cy.15⅜",25"&40"-33" 81RHP WllsndSlpwy.Co.Ld.Nwc.		C
82962 YTQU	**Sarajevo** Ⓟ 1*Dk*	479 314 272	✠100A1 *withfreeboard* 3,40 No later survey reported	Spt ✠LMC4,38	*g*	CL	1938 4mo	Jadranska Brodogradi-listaA.D. Split Lloyd'sA&CP	Jadranska Plovidba D.D.	163·0 170·7(O.L.) B48'F34' BK6¾" *CellDBf*23'24*t Tanks at sides of tunnel* 16' 13*tDTf* 9'14*t FPT*	25·4	11·4	Split Yugoslav 5*BHCem* 3*tAPT*2*t*	T.3Cy.15",25"&40"-27" 210lb (*s*) FD 170NHP 1SB,3*cf*,GS60,HS2833 McKie&Baxter,Ld.Psy.	12 ″ 0 s2 ″ 2¾ 10 ″ 6¾	
99/40 82963 140714 GQDY	**Saranac** *ss*Nwc.No.3-3,31 *ss*Bel.No.2-39 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* *& Web frames* D.F. *Longitudinal framing* *Tonnage opening closed* 1918	12049 9024 7374	✠100A1 *Shelter dk* *withfreeboard* 3,40 BS9,39 *CarryingPetroleum in bulk F.P. above*150° F. *Fitted for oil fuel* 5,18	Bel ✠LMC11,38	*g*†	CL N9,39	1918 5mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	Anglo-American OilCo.Ld.(R.A. Carder,*Mgr.*)	530·5 ✠ FK *CellDBuE&B*91'353*t DTf*49'910*t FPT*20 *Midshipportion (cargo tanks) renewed*1931	66·3	41·8	Newcastle British 23*BHptCem* 3*tAPT*141*t*	Q.4Cy.28½",41",58"&84"-54" 220lb (*s*) FD 793NHP 4SB(Spt),16*cf*,GS296, HS11392 Palmers'Co.Ld.Newcastle	42 ″ 1 s12 ″ 2¼ 30 ″ 2	
82964	**Sarandi** (*ex*Curityba, *ex*MariaManuela) *Fitted for oil fuel* 1*Dk*	810 — 470					1901	Napier& Miller,Ld. Glasgow	Cia.Uruguaya de Nav.Lda.	220·2 P35'B42'F52'	33·1	10·7	Bns.Aires Argentine *WB*	T.3Cy.17",28"&45"-33" 116NHP Dunsmuir&Jackson,Gls.		
82965 145576 GTDX	**Sarastone** *ss*Npt.No.2-37 1*Dk*(*Stl*) *Cargo battens not fitted*	2473 2196 1490	✠100A1 7,40 ~~12,38~~ BS5,40	Shl Mch ✠LMC2,38	*t*	CL ~~12,38~~ 7,40	1929 8mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	S.&R.Steamships, Ld.(Stone&Rolfe, Ld.*Mgrs.*)	300·0 P19'B58'F24' FK *Intermediate BH in fwd. hold dispensed with* *Cell DB*259'749*t side tanks in ER*107*tFPT*	44·8	20·4	Llanelly British 4*BHptCem* 105*tAPT*94*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 224NHP 2SB,6*cf*,GS100,HS3926 N.E.MarineEng.Co.Ld.Sld	22 ″ 7 s 3 ″ 5¼ 19 ″ 4	
82966	**Saratov** Ⓟ 2*Dks*	3559 2993 1982					1931	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	314·7 P42'B95'F36'	46·1	26·1	Vladvostk Russian	T.3Cy.22 7/16",37"&59⅛"-39⅜" 220NHP BalticS.B.&Eng.Wks.Len.		
82967 217887 WLAA	**Sarcoxie** *Fitted for oil fuel* Sub.Sig. 2*Dks* *& Web frames* Now "Alcoa Ranger," see No. 87047 in Supplement	5116 4740 3103	✠ ... 6,20 ✠				1919 5mo	American International S.B.Corp. HogIslandPa	~~OceanDominion S.S.Corp.~~ Alcoa S.S.Co.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
82968 128259 MCYB	**Sard** 3Mst *ss*Ayr.2ndNo.3-5,34 *ss*Ayr.No.1-38 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	410 298 155	✠100A1 4,41 ~~1,40~~ ~~BS3,39~~ ~~BS4,40~~ 4,41	Bwg Irv ✠LMC2,38	*g*	CL ~~2,38~~ 3,41	1909 4mo	AilsaS.B. Co.Ld. Ayr Lloyd'sA&CP	Wm.Robertson	142·3 Q78'B10'F26' BK7"	26·1	11·3	Glasgow British 3*BHCem* *FPT*36*t*	C.2Cy.18"&40"-27" (*s*) 130lb 91RHP 1SB,3*pf*,GS51,HS1565 Muir&Houston,Ld.Gls.	12 ″ 3 s 4 ″ 2½ 12 ″ 7¾	
199/40 82969 2052 ICGR	**Sardegna** Ⓟ TwinSc (*ex*SierraVentana-35) *Corrugated sides* Sub.Sig. D.F. GyC. 4*Dks*	11452 — 6737					1923	Bremer Vulkan Vegesack	LloydTriestino Soc.Anon.diNav.	511·7 490·5 P&B380'F79'	61·8 66·0	34·3	Genoa Italian *WB*	T.6Cy.28⅜",46⅞"&75⅝"-51¼" 818NHP BremerVulkan,Vegesack		I
82970 LCXE	**Sardinia** *OilEng.* D.F. 2*Dks*	1975 1638 1106					1921	J&KSmit's Scheeps-werven, Kinderdijk	DenNorskeMiddel-havslinjeA/S(Fred Olsen&Co.&OleR. Thoresen,*Mgrs.*)	302·0 P75*t*H243*t*F15*t*	42·2	17·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.26⅜"-47¼" 403NHP Werkspoor,Amsterdam		N
65/41 82971 145959 GFXT	**Sardinian Prince** *ss*Alx.No.1-40 (*ex*Appomattox) *ss*Drt.No.3-1,36 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	3491 2911 1871	✠100A1 *Shelter dk* *withfreeboard* ~~11,30~~12,40 BS3,40 *Carrying oil fuel F.P. above*150° F. *in deep tank aft* *Fitted for oil fuel* 3,22 *F.P.above*150° F.	Mch MS2,40 ✠LMC~~1,36~~	*x*	CL 6,38	1922 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*)	363·3 F68'*onShelter dk* FK *Duct keel in boiler space&forward*153' *Collision* *CellDB*294'1155*t DTa*22' 643*t FPT*45*t*	52·2	22·0	London British *Cem* *BHtoSh dk* 6 ,, ,, *U* ,, *APT*43*t*	T.3Cy.26",43"&73"-48" (*s*) 180lb 538NHP 3SB,9*cf*,GS195,HS8151 FD Richardsons,Westgarth& Co.Ld.Mdb.	24 ″ 9 s 2 ″ 3¾ 22 ″ 8	
82972 DJUW	**Sardinien** (*ex*Helmstrath-37) *ss*Shl.No.2-36 D.F. 1*Dk*(*Stl*)	4292 3948 2552	✠ ... 11,37 ✠	Lon	*y*		1928 8mo	JLThompson&Sons,Ld Sunderland	Rob.M.Sloman,Jr.	384·7 399·5(O.L.) P27'B243'F35' FK *CellDB*338'1126*tFPT*	52·5	24·0	Hamburg German 6*BHCem* 97*tAPT*173*t*	T.3Cy.25",41"&68"-48" 370NHP 3SB,9*cf*,GS162,HS6000 J.Dickinson&Sons.Ld.Sld.	26 ″ 3	G †
82973 160199 MNZJ	**Sardis** *ss*Lth.No.3-10,40 ~~*ss*Lon.No.2-37~~ *Mchy.Aft* 2*Dks*(*Stl*)	970 736 435	✠100A1 *withfreeboard* ~~4,39~~10,40 ~~BS1,39~~	Sws Lth ✠LMC~~1,37~~ 10,40	*n*	CL ~~1,37~~ 9,40	1928 3mo	Ardrossan Dkyd.Ld Ardrossan Lloyd'sA&CP	MossHutchison Line,Ld.	220·8 F25' FK *CellDBuE*24'*f*28'92*t FPT*78*tAPT*17*t*	34·3	13·6	Glasgow British 3*BHCem* (2*to Wthr dk* 1 ,, 2*nd* ,,)	T.3Cy.16",27"&44"-33" (*s*) 180lb 97RHP 2SB,4*cf*,GS77,HS2677 J.G.Kincaid&Co.Ld.Grk.	14 ″ 11 s ″ 2 14 ″ 10½	

1 Numéro d'Ordre Numéro Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bref Trade
82974 OPEI	**Särimner** (exInland-34) Turret deck 1Dk	2400 — 1382					1909	W.Doxford &Sons,Ld. Sunderland	LemlandsRederi A/B(Alb.Jansson, Mgr.)	290·1|43·6|18·7 P35'B81'H109t F33'	Lemland Finnish WB	T.3Cy.22½",37"&60"-39" 225NHP W.Doxford&Sons,Ld.Sld.		V
11/40 82975 LDOY	**Sarita** (exMelania) ssShl.No.3-7,27 Mchy.Aft ssRot.No.2-36 2Dks(Stl)&Webframes Longitudinalframing	5824 5361 3437	✠100A1 Examined 12,39 BS12,39 ✠LMC3,36 CarryingPetroleum in bulk Fitted for oil fuel 1,21 F.P. above 150° F.	Rot	z	CL 12,39	1914 5mo Lloyd's A&CP	Craig,Taylor&Co.Ld. Stockton	A/S Ugland's Rederi(J.M. Ugland,Mgr.) CellDBuE&B80' DTf32'300t	412·0|53·3|31·1 P109'B26'F47' FK 206t FPT105tAPT140t	Grimstad Norwegian 16BHCem (11 to U dk 5 „2nd„)	T.3Cy.27",45"&74"-48" (s) 180lb 515NHP 3SB,9cf,GS173,HS7503 FD N.E.MarineEng.CoLd.Sld.	31 ″ 0 s6 ″ 7½ 24 ″ 7	
82976 TCDC	**Sark** (exChark,exBafra,exDanaë) 2Dks	1173 — 693					1894	Rijkee&Co Rotterdam	FaikZeren veSeriki	239·5|31·0|19·1 H55'F27'	Istanbul Turkish WB	T.3Cy.17½",28"&45"-36" 121NHP Kon.Nederlandsche Stoomv.Maats.Fyenoord		
96/40 82977 OHRR	**Sarmatia** ssKel.2ndNo.3-6,27 ssGot.No.2-36 1Dk(Irn)&deepframing	2417 2131 1361	✠100A1 Examined 6,40 Liv ~~BS4,39~~ ✠LMC4,36 5,40	~~Rou~~	s	CL 3,38	1901 3mo	W.Gray&Co.Ld. WHartlepool A&CP	O.Y.Sarmatia(Seppinen&Kemppi O/Y) CellDB	312·7|43·2|19·6 302·1 P27'B75'F31' FK a&uE120'f124'621t	Koivisto Finnish 5BHCem APT40t	T.3Cy.22",35"&59"-39" (s) 160lb 221NHP 2SB,6pf,GS84,HS3383 Cen.Mar.Eng.Wrks.WHpl	22 ″ 3 s3 ″ 6 18 ″ 11	
82978 145765 MLRF	**Sarnia** 3Mst ssShl.No.3-10,35 ssShl.No.1-39 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	711 490 328	✠100A1 ~~[illegible] 4,39~~ 6,41 ~~BS4,40~~ ✠LMC4,39 5,41	Shl Clf	j	CL ~~4,39~~ 6,41	1923 10mo Lloyd's A&CP	C.Rennoldson&Co. SouthShields	O.Dorey&Sons,Ld. Cel	180·4|28·0|12·1 Q105'B11'F24' FK lDBf103'155tFPT	London British 3BHCem 63tAPT37t	T.3Cy.14",23"&38½"-27" (s) 180lb 82RHP 2SB,4cf,GS69,HS1958 Baggesen&Co.Dundee	14 ″ 6 s4 ″ 5½ 14 ″ 2½	
82979 149496 VGBD	**Sarniadoc** Mchy.Aft 1Dk	1940 1634 1160					1929	Barclay,Curle&Co.Ld. Glasgow	PatersonSteamships,Ld.	252·7|43·3|17·8 Q100'F35'	Ft William Ont. WB British	T.3Cy.15",25"&40"-33" 93RHP Barclay,Curle&Co.Ld.Gls		C
82980 134011 CYPD	**Sarnian** (exChili) Mchy.Aft 1Dk&Spar dk	2656 2496 1710					1895	Cleveland S.B.Co. Cleveland,O.	UpperLakes&St LawrenceTransportationCo.Ld. (G.C.Leitch,Mgr.)	331·8|41·5|22·0 H—F40'	Pt.Arthur Ont. WB British	T.3Cy.20",33"&54"-40" NB00 184NHP ClevelandS.B.Co.Clevelnd		R
82981 134515 CYBT	**Sarnolite** ssN.Os No.1-21 D.F. Fitted for oil fuel Mchy.Aft 1Dk&Webframes CarryingPetroleum in bulk	2060 1530 1549	✠ ... 6,23 ✠				1916 11mo	Collingw'd S.B.Co.Ld. Collingwood, Ont.	ImperialOil.Ld., MarineDepartment (H.J.Rahlves, Mgr.)	250·0|43·1|16·6 P63'F43' FK	Sarnia British WB	T.3Cy.16",26"&44"-36" 96RHP CollingwoodS.B.Co.Ld.	18 ″ 2 s1 ″ 7½ 16 ″ 9	
82982 PHIR	**Saroena** TwinSc D.F. E.S.D. 1Dk Mchy.Aft CruiserStern Longitudinal framing at bottom in centre tanks & at deck	6671 5046 3801	✠100A1 7,40 ~~11,39~~ BS7,40 ✠LMC11,39 CarryingPetroleum in bulk Fitted for oil fuel 11,39 F.P. above 150° F	Sch Sng	a†	CL	1939 11mo Lloyd's A&CP	N.V. Wilton-Fijenoord Schiedam	N.V.deBataafsche PetroleumMaats. (Ned.Indische Tankstoomboot Maats.Mgrs.) CellDBuE	433·0|62·7|24·5 450·2(O.L.) P105'Trunk266' F62' FK &B50'253tDTf36'4	TheHague Dutch 13BHptCem 72tFPT100t	T6Cy.22 1/16",35 7/16"&61"-39⅜" 220lb 733NHP 2WTB,HS10640 FD N.V.Rot.Droogd.Maat Rot APT113t	24 ″ 6 s3 ″ 8½ 20 ″ 11½	
82983 189 SVOL	**Saronikos** (exMaid of Andros, exLuiseHorn) ssPir.2ndNo.3-3,34 ssRot.No.1-37 Welldeck 1Dk(Stl)	3548 3245 2175	✠100A1 12,40 ~~11,38~~ ✠LMC MS4,37 ~~BS6,39~~ 12,40	Ant Bom	w	CL ~~11,37~~ 12,40	1912 5mo IntermediateBH Lloyd's A&CP	Craig,Taylor&Co.Ld. Stockton	M.A.Embiricos in fore hold & after Cell DBa114' uE21'	360·7|50·0|21·4 P&B288'F39' FK hold dispensed with f155' 924t FPT93t	Andros Greek Cem 4BH only APT116t	T.3Cy.25½",41"&68"-45" 180lb 376NHP 2SB,6cf,GS119,HS5084 FD Richardsons,Westgarth&Co.Ld.Mdb.	23 ″ 11 s2 ″ 8½ 21 ″ 5	
82984 LDOA	**Sarp** (exEikaIII-39) 1Dk	1116 989 658					1916	Akers Mek.Værks. Oslo	Skibs.A/S Hardy (Osw.L.Mörch& OttarHolter,Mgs.)	226·5|36·5|15·7 P18'B56'F24'	Sarpsborg Norwegian WB	T.3Cy.17",29"&47"-33" 127NHP Akers.Mek.Værks.Oslo		N
82985 147214 GDRC	**Sarpedon** Ⓟ TwinSc D.F. Ref.Mchy. 3Dks	11321 8575 6917					1923	Cammell,Laird&Co.Ld. Birkenhead	OceanS.S.Co.Ld. (A.Holt&Co. Mgrs.)	499·0|62·3|34·9 P57'B201'F62'	Liverpool British WB	4Steam Turbines SR Geared to 2 Sc.Shafts Cammell,Laird&Co.LdBkn		BT till ~~9,41~~ 11,41
82986 LCXF	**Sarpen** D.F. 1Dk	1864 1647 1100					1912	Fredrkstad Mek.Værks. Fredrikstad	Dampsk.A/S Truls (M.Thorvik,Mgr.)	265·0|42·1|17·9 P57tH94tF8t	Oslo Norwegian WB	T.3Cy.21",33"&56"-36" 188NHP FredrikstadM.V.Frdstad.		N
82987 LETW	**Sarpfoss** (exSarpfos-38) 1Dk	1493 1340 873					1919	Nylands Værksted Oslo	SkibsA/S Thor ThoresensLinje (ThorThoresen A/S,Mgrs.)	254·8|39·2|16·5 P22'Q,B&F212'	Oslo Norwegian WB	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		N
82988 144389 GCDW	**Sarthe** ssLon.No.3-9,32 D.F. ssShl.No.1-37 2Dks(Stl)	5271 4809 3243	✠100A1 12,39 ~~BS1,40~~ ✠LMC8,37 12,40	Lon	y	CL 3,39	1920 2mo Lloyd's A&CP	W.Gray&Co.(1918)Ld. WHartlepool	RoyalMailLines, Ld. CellDB	400·0|52·3|28·5 412·7(O.L.) P49'B115'F40' FK 344'1048tFPT129t	London British 7BHCem APT61t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s6 ″ 0½ 25 ″ 3	
82989 116579 VCFN	**Saskadoc** (exUranus,exWilliam E.Reis) Mchy.Aft Sub.Sig. 1Dk2trB	4611 4367 2876					1900	American S.B.Co. Cleveland,O.	PatersonSteamships,Ld.	422·6|50·2|24·1	Fort William,Ont. WB British	T.3Cy.21",33½"&57"-42" 211NHP AmericanSB.Co.Cleveland		R
82990 153436 CYKG	**Saskatoon** D.F. Mchy.Aft 2Dks	2412 2230 1456					1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaSteamship Lines,Ld.	250·3|42·9|24·3	Montreal British WB	T.3Cy.18",30"&50"-36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
82991 OFDP	**Satakunta** (exEverest-39) ssLie.3rdNo.3-7,32 ssHfs.No.2-40 ~~ssLie.No.1-37~~ 1Dk(Irn)&deep framing Cargo battens not fitted	2141 — 1267	✠100A1 ~~11,39~~ 9,40 ~~BS3,39~~ ✠LMC2,37 9,40	Hfs	s	CL ~~11,39~~ 9,40	1898 11mo	W.Gray&Co.Ld. WHartlepool A&CP	SatakunnanLaiva O/Y(H.Liljestrand,Mgr.) Intermedi CellDB	289·8|42·1|19·2 P27'B69'F29' FK ateBHin fore hold dispensed with a&uE110'f120'607t	Pori Finnish 4BHCem APT54t	T.3Cy.21½",35"&58"-39" (s) 160lb NDB10 217NHP 2SB,6rf,GS73,HS3370 Cen.Mar.Eng.Wrks WHpl	21 ″ 9 s3 ″ 2½ 18 ″ 8½	
82992 218089 KIDC	**Satartia** Fitted for oil fuel Sub.Sig. 2Dks&Webframes	4994 4740 3021	✠ ... 6,20 ✠				1919 5mo	American International S.B.Corp. HogIslandPa	UnitedStates Maritime Commission	390·0|54·2|27·6 P39'B122'F43' FK	Phildlphia Utd.States WB	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners	11 Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
82993 148517 MNCV	**Satellite** TwinSc E.S.D. *CruiserStern* Sub.Sig. Wireless 1*Dk*	491 426 207					1924	JI.Thornycroft&Co.Ld. Southampton	**Corporation of the TrinityHouse**	160·0 B42′	27·7	12·1	London British	T.6Cy.11″,18″&29″–21″ 38NHP J.I.Thornycroft&CoLdSou		
82994 40201 JGBJ	**Satuki Maru** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	354 — 258					1935	Urabe Zosen Tekkosho Osaka	**TowaKisenK.K.**	129·9 B12′F23′	26·0	12·0	Kobe Japanese	Oil Engines 2S.C.SA 4Cy.16$\frac{9}{16}$″–18½″ 189NHP NipponHatsudokiK.K. Kobe		
82995 33167 JAJC	**Satuma Maru** (*ex*Sunwood, *ex*Reindeer, *ss*Sng.No.2–27 *ex*WarBeach) 1*Dk*(*Stl*)	*3089* *2834* *1828*	✠ — 9,31 ✠	Kob	*u*		1918 8mo	TyneI.S.B. Co.Ld. Newcastle	**UtsunomiyaKaisotenK.K.** *CellD*	331·4 P33′B100′F29′ *B*284′724*tFPT*110*t*	46·8	23·1 FK	Takasago Japanese 7*BHptCem* *APT*123*t*	T.3Cy.25″,41″&68″–45″ 431NHP 3SB,*9cf*,GS155,HS6420 N.E.MarineEngCoLd.Nwc	25 ″ 6	C †
82996 81743 WCGF	**Saturn** (*ex*WalterScranton) *Mchy.Aft* GyC. Sub.Sig. 1*D*k2*tr*B	4426 — 3061					1901	American S.B.Co. Cleveland	**InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)**	416·0	50·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.20″,33″&57″–42″ 211NHP AmericanS.B.Co.Clevelnd.		R
82997 368 ESEF	— (*ex*Frigg,*ex*Amerika) 1*Dk*	403 335 251					1889	Bergsunds Mek.Værks. Stockholm	**J.Rang**	140·8 Q49′B35′H10*t*F12′	24·5	10·3 *WB*	Tallinn Estonian	T.3Cy.10¾″,17″&28¼″–23½ 39NHP BergsundsM.V.Stockholm		V
82998 275 ICGZ	**Saturnia** Ⓟ TwinSc *OilEng.* *ss*Tri.No.3–8,36 4*Dks*(*Stl*)&*Shade dk*(*Stl*–teak s) *Ref.Mchy.* 5*th dk*(*Stl*)*inNo.*1*hold* D.F. (*Topside–special* GyC. Sub.Sig. *quality steel*)	24470 15353 14540	✠100A1 *withfreeboard* 2,40 ✠LMC8,36 ✠NE8,36 DBS6,39 ✠Lloyd'sRMC12,39	Tri		CL P(N) 4,38 s2,40	1927 9mo	Cant.Nav. Triestino Monfalcone *Lloyd*'sA&CP *CellDB*	**"Italia" Soc.Anon.di Nav.** *Duct keel fwd* 493′2135*t Tanks in* 581*tDTf*25′206*t*	630·1 601·2 B356′ *of Mchy space* *way of tunnels* *FPT*161*tAPT*167*t*	79·8	29·5 42·6 FK (	Trieste Italian 10*BHptCem* *Coll to Sh dk* 7 „ *U* „ 2 „2*nd*„)	Oil Engines 2S.C.DA 20Cy.29$\frac{15}{16}$″–47¼″ 6256NHP 2DB*100lb* NDB'38(*upper*)–*100lb* Cant Riuniti dell'Adriatico	46 ″ 6 s17 ″ 11 29 ″ 0½	
82999 8400 SMPN	**Saturnus** D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Butts of keel plating elec. welded* *Longitudinal framing at bottom & at deck*	*9965* *9017* *5818*	✠100A1 5,41 ~~1,40~~ ✠LMC1,40 *CarryingPetroleum in bulk*	Nkv NYk	*e*†	CL	1940 1mo	Nakskov Skibs.A/S Nakskov *Lloyd*'sA&CP	**Rederi A/B "Saturnus"(E. Högberg,*Mgr.*)** *CellDBu*	505·4 510·2(O.L.) P95′B40′F63′ *E*76′ 340*t DTf* 33′ 4	65·9	36·1 FK	Stockholm Swedish 11*BH* 86*tFPT*174*t*	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$″–55⅛″ 1030NHP 2DB*171lb* DB(WT)*185lb* Akt.Burmeistr&Wain,Cpn *APTs*291*t*	36 ″ 3 s7 ″ 4¼ 29 ″ 1	
83000 PHIU	— 2*Dks*	2741 2127 1731					1909	Maats. Fyenoord Rotterdam	**Koninkl.Nederl. Stoomb.Maats. N.V.**	328·0 Q105′B85′F40′	44·2	18·8 *WB*	Amstrdam Dutch	T.3Cy.21½″,33″&57″–39″ 203NHP Maats.Fyenoord,Rot.		V
55/40 83001 LHFH	— *OilEng.* 2*Dks*	955 921 510					1930	Bergens Mek.Værks. Bergen	**DetBergenske Dampskslsk.**	192·2 H27*t*	30·1	20·5 *WB*	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.15¾″–28⅜″ 172NHP A/B AtlasDiesel,Skm.		V
83002 5937 SGFK	— *Mchy.Aft* *CruiserStern* 1*Dk*	*658* *507* *337*					1917	Eriksbergs M.V.Aktieb Gothenburg	**O.F.Ahlmark&Co. Eftr.A/B**	181·0 P53′H55*t*F21′	28·9	11·6 *WB*	Karlstad Swedish	T.3Cy.14$\frac{3}{16}$″,22$\frac{7}{16}$″&36⅝″–24″ 80NHP EriksbergM.V.Aktieb Got		V
83003 203184 WQCO	**Saucon** (*ex*J.LeonardReplogle, *ex*CharlesWeston) *Mchy.Aft* D.F. GyC. 1*Dk*	6996 — 5511					1906	W.BayCity S.B.Co. West BayCityMich	**BethlehemSteel Corp.(Bethlehem Transptn.Corp.** *Mgrs.*)	549·0	56·0	26·6	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24″,39″&65″–42″ 274NHP DetroitS.B.Co.Detroit		R
83004 CSBM	**Saudades** (*ex*Peniche,*ex*Phoenicia) *ss*Lis.2ndNo.3–12,38 1*Dk*(*Stl*)& *Shelter dk*(*Stl*–teak s)	4758 4510 2972	100A1 *Shelter dk* *withfreeboard* 8,40~~12,38~~ BS~~1,40~~1,41 LMC12,38	Lis		CL 10,38	1913	Flensburgr Schiffsb.Ges. Flensburg	**Soc.Geral deCommercio,Industria e Transportes,Ltda.** *Cell DB*330′1023*t F*	364·3 B30′ *PT*36*tAPT*44*t*	51·1	22·0 30·0 FK (	Lisbon Portuguese 6*BHCem* *Coll to Sh dk* 5 „ *U* „)	T.3Cy.25″,41$\frac{3}{16}$″&67⅞″–48″ 185lb (*s*) 406NHP 3SB,*9cf*,GS156,HS5600 FlensburgerSchiffsb.Ges.	24 ″ 5 s1 ″ 11¼ 22 ″ 8	
83005 LETY	**Saude** Ⓟ (*ex*Stavanger) 1*Dk*&*Awng dk*	325 301 185					1897	Stavanger Stöberi&Dok Stavanger	**DetStavangerske Dampskibsselskab**	130·4 H24*t*	21·7	9·6 16·8 *WB*	Stavanger Norwegian	T.3Cy.13½″,22″&34″–25″ 58NHP LaxevaagsMsk.&Jrns.Bgn		
83006 DIEZ	**Sauerland** Ⓟ *OilEng.* D.F E.S.D. Sub.Sig. 2*Dks*	7087 5999 4194					1929	F.Schichau Danzig	**Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)**	462·8 P26′	61·1	25·9 *WB*	Hamburg German	Oil Engines 2S.C.SA 11Cy.26¾″–47¼″ 1374NHP F.Schichau,Elbing		G
83007 160398 GMQB	**Saugor** *ss*Cal.No.2–36 2*Dks*(*Stl*)	6303 5740 3935	✠100A1 8,39 BS~~6,39~~ 5,40 ✠LMC9,36 *Carrying oil fuel F. P. above*	Cal	*a*†	CL 8,39	1928 3mo 150° F	Harland&Wolff,Ld. Greenock *Lloyd*'sA&CP . *in deep tank* *CellD*	**JamesNourse,Ld.** *Intermediate'tween BHin after* *Ba&uE*164′ *f*184′	424·0 P45′B140′F34′ *dk* *hold dispensed with* 1224*t DTa*38′1154*t*	56·0	28·8 FK	London British *Cem* 6*BH to Udk* 1 „ „ 2*nd*„ *APT*28*t*	T.3Cy.26″,44″&74″–51″ (*s*) 180lb 569NHP 3SB,*9cf*,GS190,HS8604 FD Harland&Wolff,Ld.Belfast	31 ″ 4 s6 ″ 2¼ 25 ″ 3¾	
83008 87 YLDZ	**Saule** (*ex*Bors,*ex*Gyda) *Well deck* 1*Dk*2*tr*B	1207 949 722	✠ ... 1,95 ✠				1890 11mo	Wood, Skinner&Co. Newcastle	**"Jura"Shipping Co.Ld.(Fr. Karklins,*Mgr.*)**	229·7 Q73′B65′F25′	33·0	15·5 FK	Ventspils Latvian *WB*	T.3Cy.17″,28″&46″–30″ 116NHP N.E.MarineEng.Co.Nwc.	18 ″ 0	N †
83009 FNNP	**Saumur** D.F. 1*Dk*	2955 2538 1807	... 7,22 ✠				1920 1mo	ForthS.B. &E.Co.Ld. Alloa	**CieDelmas Vieljeux**	324·4 P28′B85′F33′	44·3	23·1 FK	La Rochlle French *WB*	T.3Cy.20½″,33″&54″–39″ 234NHP G.T.Grey&Co.Ld.S.Shl.	25 ″ 6	V †
83010 156503 CGSK	**Saurel** Ⓟ TwinSc (*Icebreaker*) 1*Dk*,2*nd dk*(*Stl*)*clear of* Wireless *machinery space* *Fitted for oil fuel* *CruiserStern*	1176 1034 418	✠ ... 5,33 ✠	Mtl			1929 12mo	Canadian Vickers,Ld. Montreal	**CanadianGovernment(Department ofTransport)** *CellDB*117′192*tD*	200·0 F40′ *Ta*23′61*tDTf*20′14	42·0	19·3 FK	Ottawa British 8*BHCem* (4„*to2nd dk*) 2*tFPT*64*tA*	T.6Cy.20½″,32″&52″–30″ 492NHP 3SB,*9cf*,GS198,HS7809 CanadianVickers,Ld.Mtl. *PT*50*t*	21 ″ 0	
83011	**Saustan** (*ex*Vallejo–37) *ss*Fal.No.2–35 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* *Now* "Castillo Campanario," *see No.* 87558 *in Supplement*	*5586* — *3375*	✠10,40 ~~BS1,39~~ ✠~~LMC11,35~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,28 *F.P. above* 150° F.	Msl	*z*	CL 10,38	1928 5mo	R.Duncan &Co.Ld. Port Glasgow *Lloyd*'sA&CP	**Cia.Arrendataria delMonopolio de Petroleos,S.A.** *CellDBuE&B*	407·0 P122′B35′F41′ 76′170*tAPT*195*t*	54·2	30·1 FK	Valencia Spanish 16*BHptCem* (11 *to U dk* 5 „ 2*nd* „)	T.3Cy.25″,43½″&74″–48″(*s*) 210lb 567NHP 3SB,*9cf*,GS172,HS8202 FD Rankin&BlackmoreLdGrk	30 ″ 0 ~~s5 ″ 0~~ ~~25 ″ 2¾~~	
83012 FOPA	**Sauternes** *Mchy.Aft* 1*Dk*	1049 — 414					1922	Atel.&Ch. de laSeine Marit. LeTrait,S/I.	**Worms&Co.**	215·9 P126′F57′	30·5	12·5	Havre French *WB*	T.3Cy.18″,30″&50″–33″ 144NHP Atel.&Ch.de laSeineMarit.		V

1 Numero d'Ordre Numero Officiel Signaux	3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
83013 XTEA	**Sava** (*ex*Nereide) *ss*Spt.No.1-39 *ss*Tri.2ndNo.3-3,35 1*Dk*(*ptIrn ptStl*)&*deep framing* Now "Radhurst," see No. 89829 in Supplement	*3473* 2599 2227	✠100A1 6,40 ~~6,38~~ BS10,40 ✠LMC5,39 ~~MS6,38~~ ~~BS6,38~~	Rot Spt	*u*	CL N6,38	1910 6mo *Lloyd*	Cant.Nav. Triestino Monfalcone *'sA&CP*	BrodarskoAkcionarskoDrustvo "Oceania" *CellDBa*	330·2|46·3|21·2 P33'B164'F40' FK 104'*uE*22'*f*142'767*t*	Susak Yugoslav 6*BHCem* *APT*30*t*	T.3Cy.23",38"&62"−42" (*s*) 180lb *80lb* 282NHP 2SB,*6cf*,GS126,HS4506 D.Rowan&Co.Glasgow	23 ″ 6 s2 ″ 7 21 ″ 1½	
83014 TCMA	**Savarona** TwinSc (*Yacht*) *ss*Ham.No.1-36 D.F. GyC. 3*Dks*(*Stl–Weather dk teak s*)&*Web frames* Sub.Sig.	4646 3503 1501	✠100A1 *withfreeboard* 4,38 BS5,38 ✠LMC10,36 *Fitted for oil fuel* 7,31 *F.P. above* 150°F.	Sou	*x*	CL 7,36	1931 7mo *Lloyd's A&CP*	Blohm& Voss,K.a.A. Hamburg	TurkishGovt. (Denizbank) *CellDB* *a*23'*uE*&*B*118'435*t*	364·7|52·8|28·5 408·5(O.L.) B&F263' FK *DTf*36'53*t FPT*29*t*	Istanbul Turkish 11*BHptAsp* *APT*151*t*	6 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 400lb HS19300 1802NHP 4WTB (Spt 400lb) WTDB*200lb* FD Blohm&Voss,K.a.A.Ham.	32 ″ 4 s12 ″ 1 20 ″ 5¼	
83015 TCLN	**Savas** Ⓟ TwinSc D.F. E.S.D. GyC. *Ref.Mchy.* Sub.Sig. 3*Dks* *CruiserStern*	6130 4130 3140					1939	Blohm& Voss Hamburg	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	385·9|52·5|28·1 B16'F85'	Istanbul Turkish *WB*	T.6Cy.22 7/16",35 7/16"&59 1/16"−39⅜" & LP turbines with DR gearing & hydraulic couplings HS12270 908NHP Blohm&Voss,Ham.		
83016 CSBS	**Save** (*ex*Granja,*ex*Picador) *ss*Lis.No.2-21 Wireless 1*Dk*(*Stl*)	782 630 426	✠ 6,24 ✠	Lon	*l*		1912 11mo	SchffsbGes Unterweser Weser- münde-L.	Cia.Nacional de Navegação	205·3|32·4|11·7 P19'B&F161' FK	Loanda Portuguese 4*BHCem*	T.3Cy.15",24⅝"&40 7/16"−24 7/16" 120NHP 2SB,*4cf*,G S70,HS2271 OttenserMaschf.Altona	13 ″ 9	
83017	**Savio** (*ex*TehHsing-38, TwinSc *ex*PaoChing) E.S.D.	1625 — 1270					18 89/90	S.C.Farn- ham&Co. Shanghai	Cia.Italiana di Nav.S.A.I (Chinese Italian Nav.Co.Ld)	238·0|30·1|12·0 H72*t*F43*t* *Saloon dk*438*t* *Promenadedk*372*t*	Shanghai Italian	C.4Cy.16"&32"−18" 72NHP S.C.Farnham&Co.Shi.		
83018 115 ICHB	**Savoia** *ss*Tri.No.3-12,34 *ss*Tri.No.1-38 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	5490 5021 3417	✠100A1 *Shelter dk* *withfreeboard* 11,39 ✠LMC MS11,38 BS5,39 ✠Lloyd'sRMC11,39	Tri	*y*	CL 11,38	1922 11mo	Stabilmnto Tecnico Trieste A&CP *CellDB*338'	LloydTriestino Soc.Anon.diNav. 1234*t DTa*40' 880*t*	404·2|54·0|29·6 B125' *onShelter dk* FK *FPT*125*t APT*214*t*	Trieste Italian 7*BHptCem* (6 *to Sh dk* 1 ,, *U* ,,)	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 200lb FD 600NHP 3SB(Spt) *9cf*,GS190,HS7668 FrancoTosi,Legnano	32 ″ 0 s6 ″ 11¼ 25 ″ 3	
83019 DJNM	**Savona** Sc D.F. E.S.D. 1*Dk* Sub.Sig.	2120 1626 1051					1934	H.C.Stülc- kenSohn Hamburg	Rob.M.Sloman,Jr.	305·6|43·6|16·2 B&F272' *Upper*F39'	Hamburg German *WB*	T.3Cy.19 1/8",31½"&50⅝"−35 7/16"&LP turbine 246NHP H.C.StülckenSohn,Ham.		G
83020 585 OHBM	**Savonia** (*ex*Egholm,*ex*SanMassimo, *ex*IwanAsbeleff, *ss*Lkr.3rdNo.3-4,33 *ex*Arundo) *ss*Lkr.No.1-38 1*Dk*(*Irn*)&*Webframes* &*ptAwng dk*(*Irn*) *Hatch covers & Webs dispensed with in 'tween decks* *Cargo battens not fitted*	1820 — 997	✠100A1 *pt Awng dk* *withfreeboard* 6,40 ~~5,39~~ ✠LMC MS2,38 BS6,38 No later survey reported	Lkr Skm	*r*	CL 5,39	1890 6mo	C.S.Swan &Hunter Newcastle A&CP	RederiA/B Suomi (G.B.Thorden, *Mgr.*)	262·8|37·4|16·7 37·0 274·0(O.L.) P26'Q72'B112'F31' FK *CellDBa*222'446*t*	Helsingfrs Finnish 4*BHptAsp* *ptCem* *APT*44*t*	T.3Cy.20",33"&54"−39" 160lb 185NHP 2SB,*6cf*,GS108,HS2822 Alley& M'Lellan, Glasgow	19 ″ 9 s8 ″ 1 19 ″ 4	
83021 30052 JAAC	**Sawa Maru** Ⓟ (*ex*HisayosiMaru-39, *ex*HisayoshiMaru-38,*ex*Falkefjell, *ex*Kingston,*ex*Salvatore 1*Dk*&*Awng dk* diGiorgio) 3*trB*	1264 1169 774					1903	Akers Mek.Værks. Oslo	KagoshimaYusen K.K.	227·0|31·6|22·1 H93*t*	Kobe Japanese *WB*	T.3Cy.20",32"&52"−33" 155NHP AkersMek.Værks.Oslo		
83022 PKEX	**Sawahloento** 1*Dk*(*Stl*)	3085 2775 1830	✠ 9,23 ✠	Sng	*u*		1921 6mo	Gebr.Pot Bolnes	Konink1.Paketv. Maats. *CellD*	325·3|47·6|22·0 P30'B70'F33' FK *B*273' 797*t FPT*80*t*	Batavia Dutch 5*BHAsp* *APT*120*t*	T3Cy28⅝"38 5/16"&62 3/16"−41⅜" 282NHP 2SB,*6cf*,GS100,HS3876 NVBergerhoutsSchps.Rot	24 ″ 3	V †
83023 5323 SGFM	**Saxaren** Ⓟ (*ex*GustavsbergVII.) 1*Dk*	*313* *151* *193*					1912	Oskrshmns M.V.Aktieb. Oskarshamn	WaxholmsNya Angf.A/B(O.F. Ekebohm,*Mgr.*)	112·4|23·3|9·4 B77'H55*t*	Stockholm Swedish *WB*	C.2Cy.16 13/16"&32½"−23⅝" 48NHP OskarshamnsM.V.Aktieb.		
83024 7819 SGHD	**Saxen** (*ex*Rolf-33,*ex*LieselHalm) 1*Dk*	*1000* *859* *531*					1921	F.Schichau Elbing	O.F.Ahlmark&Co. Eftf.A/B	221·9|33·6|13·7 P14'B59'F29'	Karlstad Swedish *WB*	T.3Cy.15",24⅝"&38⅝"−25⅛" 75NHP F.Schichau,Elbing		G
83025 166365 GKGD	**Saxon Queen** *OilEng.* Wireless D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	482 350 264	✠100A1 12,40 ~~11,39~~ ✠LMC3,38	Lon	*g*	~~11,39~~ 12,40	1938 3mo *Lloyd's A&CP*	NVBoele's Schpsw&Mch Bolnes	BritishChannel IslandsShipping Co.Ld. *CellDB*107'127*t*	162·2|26·4|9·8 27·7 169·5(O.L.) FK Q44'F21' *FPT*48*tAPT*11*t*	London British 3*BHptCem*	Oil Engines 4S.C.SA 8Cy.11"−17 5/16" 94NHP Humboldt-Deutzmotoren A.G.,Köln-Deutz	11 ″ 10 s1 ″ 2 10 ″ 9¼	
83026 146132 GFKZ	**Scalaria** *ss*H.Kg.No.3-7,33 *ss*H.Kg.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* E.S.D. *Longitudinal framing*	5683 5263 3435	✠100A1 8,40 ~~10,39~~ ✠NB7,33 ✠LMC MS11,37 BS~~10,39~~8,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,21 *F.P. above* 150° F.	Sng	*z*	CL 10,39	1921 9mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	Anglo-Saxon PetroleumCo.Ld. *CellDB uE&B*78'217*tDTf*32'316*t FPT*81*tAPT*136*t*	411·5|53·4|31·0 426·0(O.L.) P109'B26'F45' FK	London British 16*BHptCem* (12 *to U dk* 4 ,, 2*nd* ,,)	T.3Cy24½",42½"&74"−48"(*s*) 220lb 555NHP 3SB,*9cf*,HS7758 FD WallsendSlpway&E.CoLd	31 ″ 0 s5 ″ 9 25 ″ 5¾	
83027 171461 ~~GXOA~~ VSJF	**Scandia** (*ex*F.D.Asche) *ss*N.Ns.No.3-2,30 D.F. *ss*Shl.No.2-38 *Mchy.Aft* 2*Dks*(*Stl*) *Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	8571 6532 6524	✠100A1 *Shelter dk* *withfreeboard* 1,40 BS1,40 ✠LMC5,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,18 *F.P. above* 150° F.	Cpn	*c*†	CL ~~4,38~~ 3,41	1918 12mo	NwprtNws S.B.&D.D.Co. NwprtNews A&CP	Ministry of Shipping(Anglo-AmericanOilCo, Ld.*Mgrs.*) *CellDBa*17'*uE*&*B*69'*f*50'452*t*	464·2|60·2|36·9 *F onShelter dk*48' FK *FPT*173*tAPT*100*t*	Trinidad B.W.I. British 18*BHptCem* (3 *to Sh dk* 11 ,, *U* ,, 4 ,, 2*nd* ,,)	Q.4Cy.24 7/16",35",51"&75"−51" 220lb *180lb* (*s*) 533NHP 3SB(Spt),*9cf*,GS177, FD HS7035 NewportNewsSB&DD.Co.	37 ″ 2 s9 ″ 8¼ 27 ″ 8	
83028 OYXB	— (*ex*Activ-34,*ex*Skinfaxe, *Stm.Eng.* *ex*Rask) 1*Dk*	1709 1346 1014					1918	Akt.Bur- meistr&Wain Copenhagen	A/S Dampskslsk. D.F.K(DeForenede KulimportörerA/S, *Mgrs.*)	255·0|37·2|17·6 Q68'B56'F32'	Copnhagn Danish *WB*	3Cy.25"−36" Akt Burmeistr&Wain,Cpn		V
83029 8214 SKVN	**Scandinavia** *OilEng.* D.F. 1*Dk*&*Shelter dk* *Strengthened for Navigation in Ice* *CruiserStern*	*1641* *1212* *723*	✠100A1 *withfreeboard* 8,40 ~~8,40~~ ✠LMC11,37	Got NYk	*s*	CL 3,40	1937 11mo *Lloyd's A&CP*	Eriksbergs M.V.Aktieb. Gothenburg	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*240'481*t*	284·2|41·2|15·3 296·0(O.L.) FK *FPT*23*tAPT*33*t*	Gothenbrg Swedish 4*BH* (*Coll to Sh dk* 3 ,, 2*nd*,,)	Oil Engines 2S.C.SA 7Cy.19½"−35 5/16" 473NHP DB*60lb* GötaverkenA/B,Got.	18 ″ 0 s ″ 2 17 ″ 11¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in LR. Date of B. of Trade Cert.
83030 OHGS	**Scandinavic** (*ex*H.Pontoppidan–32, *ex*Olympic) *ss*Abg.2ndNo.3–1,29 D.F. *ss*Cpn.No.3–11,32 *ss*Got.No.1–37 1*Dk*(*ptIrn&ptStl*) *&deep framing*	2320 — 1348	✠100A1 11,39 ✠LMC MS9,36 BS5,~~39~~ 6,40	Osc	*t*	CL 8,38	1903 8mo	Irvine'sSB &D.D.Co.Ld. WHartlepool *Lloyd*'*s*A&CP	A/B Scandinavic S.S.Co.O/Y (P Henriksson, *Mgr.*)	311·5 302·0 P21'B182'F34' FK *Cell DBa* 96' *uE&B*	45·0 45·1	25·2 18·1	Helsingfrs Finnish 5*BHCem* 34'*f*126'668*t*	T.3Cy.22″,35″&59″–39″ (*s*) 160lb 223NHP 2SB,6*cf*,GS85,HS3431 Richardsons,Westgarth& *APT*70*t* Co.Ld.Hpl.	20 ″ 6 s 1 ″ 11 18 ″ 9¼	
83031 4121 SETA	**Scania** (*ex*Saltburn,*ex*Norman) *ss*Hpl.3rdNo.3–5,37 D.F. 1*Dk*(*Stl*)*&deep framing* *Cargo battens not fitted*	*1980* *1675* *1171*	✠100A1 ~~6,40~~ ~~4,39~~ 2,41 BS4,~~39~~ ✠LMC5,37 6,40	Hbg ~~Bry~~ Lis	*r*	CL 4,39	1901 8mo	Osbourne, Graham&Co. Sunderland *Lloyd*'*s*A&CP	Rederi A/B Arild (J.A.Thore,*Mgr.*) *CellDBa*86'	275·0 P29'B66'F30' FK *uE&B*34'*f*108' 491*t*	40·2	17·8	Arild Swedish 4*BHCem* *APT*45*t*	T.3Cy.20″,32½″&53″–36″ (*s*) 160lb 180NHP 2SB,4*pf*,GS61,HS2865 N.E.MarineEng.CoLd.Sld.	20 ″ 2 s 2 ″ 7½ 17 ″ 9	
83032 7961 SKVA	— *ss*Skm.No.1–38 *OilEng.* D.F. *CruiserStern* 1*Dk&Shelter dk* *Strengthened for Navigation in Ice*	*1629* *1204* *742*	✠100A1 *withfreeboard* ~~9,40~~ ~~12,39~~ 5,41 ✠LMC CS10,38 DBS8,~~38~~6,40 8,37	Bal NYk	*s*	CL 12,39	1934 7mo	Kockums M.V.Aktieb Malmö *Lloyd*'*s*A&CP	Rederiaktieb. SvenskaLloyd(K. R.Bökman,*Mgr.*) *CellDB*240'446*t*	284·3 FK *FPT*23*tAPT*27*t*	41·3	15·1	Gothenbrg Swedish 4*BHptCem* (*Coll to Sh dk* 3 „ *2nd*„)	Oil Engines 4S.C.SA 7Cy.23⅝″–43$\frac{5}{16}$″ 377NHP DB40*lb* KockumsM.V.Akt.Malmö	18 ″ 0 s ″ 2 17 ″ 11¼	
83033 39 IUFD	**Scarpanto** Ⓟ (*ex*Calitea–33, *ex*Cherso–32,*ex*Cetinje,*ex*Brasso) *ss*Fiu.No.3–3,21 *Fitted for oil fuel* 1*Dk*	498 307 245	✠ … 1,26 ✠				1908 10mo	Howaldts- werke Kiel	SocietàFiumana diNavigazione	171·8 160·9 P32'B38'F32' BK7″	24·1	12·6	Fiume Italian *WB*	T3Cy.44$\frac{13}{16}$″,22¼″&36⅜″–23⅝″ 85NHP Howaldtswerke,Kiel	13 ″ 3	I †
83034 LJJT	**Scebeli** *OilEng.* *Ref.Mchy.* 1*Dk&Shelter dk* D.F. *CruiserStern*	3025 2617 1763					1937	Akt.Bur- meistr&Wain Copenhagen	SkibsA/S Thorsholm(A/S ThorDahl,*Mgrs.*)	324·3	45·8	26·1	Sandefjord Norwegian *WB*	Oil Engines 2S.C.SA 9Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 606NHP Akt.Burmeistr&Wain,Cpn		N
83035 DOQO	**Scharnhorst** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 3*Dks* D.F. E.S.D. GyC. *CruiserStern*	18184 13618 10712					1935	Deutsche Sch-u-Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	625·6 B251'F51'	74·1	41·0	Bremen German *WB*	2SteamTurbines connect'd to Elec. Motors & Sc. Shafts AlgemeineElec.Ges. Berlin		G
63/41 83036 DHUQ	**Scheer** (*ex*St.LawrenceRiver, *ex*Kronenfels) *ss*Liv.No.1–20 Sub.Sig. D.F. 2*Dks*	8298 7679 5123	✠ … 12,22 ✠				1915 4mo	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·9 P61'B139'F57' FK	62·3	32·7	Hamburg German *WB*	Q.4Cy.26¾″,38⅝″,56¾″&82⅝″– 59″ 742NHP FlensburgerSchiffsb.Ges.	35 ″ 6	G †
83037 166489 MMVN	**Scheldt** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	497 408 248					1938	N.V.E.J. Smit&Zoon Scheepsw. Westerbroek	ViandaS.S.Co.Ld.	169·8 P&B96'F22'	29·1	11·2	London British *WB*	Oil Engines 4S.C.SA 6Cy.14$\frac{9}{16}$″–22$\frac{13}{16}$″ 123NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
83038 223675 KLHY	**Schenectady Socony** **TwinSc** *OilEng* D.F. *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk* *New middle body electrically welded* 1936	1199 — 753					1924	SunS.B.& D.D.Co. Chester,Pa. *Rebuilt*1936	Socony-Vacuum OilCo.Inc.	252·9	40·1	12·8	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.13″–18″ 197NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
83039 FODD	**Schiaffino** **2TwinMsts** (*ex*Flore) *ss*Rou.No.1–24 D.F. *Fitted for oil fuel* 2*Dks*	3236 2977 2052	✠ … 7,26 ✠				1920 3mo	Eltring- hamsLd.Wil- lingtonQuay	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaf- fino&Cie.*Mgrs.*)	330·5 P33'B116'F40' FK	47·9	22·7	Algiers French *WB*	T.3Cy.24″,39″&65″–42″ 289NHP Eltringhams,Ld.	24″10	V †
83040 FNWU	**Schiaffino frères** (*ex*Procida) *Fitted for oil fuel* 2*Dks*	3314 — 2031					1910	Akt.Ges. "Neptun" Rostock	Soc.Algérienne de Nav.pour l'Afrique du Nord(ChSchiaf- fino&Cie.*Mgrs.*)	317·0 P27'H–F31'	48·2	23·9	Algiers French *WB*	T.3Cy.20½″,35$\frac{7}{16}$″&55⅞″–37⅜″ 191NHP A.G."Neptun,"Rostock		V
83041 PHJK	**Schie** *ss*Rot.No.3–3,35 *ss*Rot.No.1–40 1*Dk*(*Stl*)	1967 1766 1152	✠100A1 3,41 ~~4,40~~ ✠LMC BS9,~~39~~ 3,41 MS4,40	Rot Don	*r*	CL ~~7,38~~ 12,40	1922 5mo	A.Vuijk& Zonen Capelle/Ysel A&CP	N.V.Houtvaart (Vinke&Co. *Mgrs.*) *CellD*	281·5 P24'B72'F27' FK *B*244' 575*t FPT*81*t*	40·3	19·2	Rottrdam Dutch 4*BHCem* *APT*41*t*	T.3Cy.21″,34½″&57″–36″ (*s*) 190lb 236NHP 2SB,6*cf*,GS110,HS3886 ArnhemscheStooms.Maats	21 ″ 4 s 3 ″ 0¼ 18 ″ 6	
83042 PHJU	**Schieland** *ss*Rot.No.3–4,29 D.F. *ss*Rot.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2249 1674 1202	✠100A1 7,40 ~~4,39~~ ✠NB6,34 ✠LMC3,38 BS~~10,39~~3,41	Rot Nwc	*r*	OG 3,38	1916 10mo	A.F.Smul- ders Schiedam A&CP	Scheepvaart en SteenkolenMaats. N.V. *CellDBf*192'540*t*	272·7 P69'Q84'F27' FK *MT*12'285*tFPT*131	40·2	18·2	Rottrdam Dutch 5*BHCem* *tAPT*70*t*	T.3Cy.20″,32″&52″–39″ (*s*) 180lb 212NHP 2SB,6*cf*,GS102,HS3710 A.F.Smulders,Schiedam	20″10 s 6 ″ 6¼ 18 ″ 8¾	
83043 DHUR	**Schiffbek** *ss*Ham.No.2–38 D.F. *Well deck* 1*Dk*(*Stl*) *Cruiser Stern* *Strengthened for Navigation in Ice*	2158 1661 1260	✠ 4,39 ✠	Ham	*s*		1930 9mo	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard Nfl. *CellDB*244'573*tF*	281·8 295·4(O.L.) P15'Q81'B126'F32' FK *PT*37*tAPT*61*t*	44·2	16·9	Hamburg German 4*BHptCem* *ptAsp*	C.4Cy.(2)16$\frac{9}{16}$″&(2)35$\frac{7}{16}$″– 35$\frac{7}{16}$″ 216NHP 2SB(Spt),4*cf*,GS72,HS3120 A.Borsig,G.m.b.H.Berlin	19 ″ 0	
83044 DHKK	**Schleswig-Holstein** (*ex*Hansburg–38,*ex*Yalta,*ex*Horncap) Sub.Sig. 1*Dk*	2369 2058 1432					1921	Schiffsw.v. H.Kock Lübeck	LübeckLinieA.G.	295·6 P14'Q39'B180'F31'	42·6	19·8	Lübeck German *WB*	T3Cy.20$\frac{7}{10}$″,33½″&52⅖″–35⅖″ Ottensener 164NHP Mch.G.m.b.H.Altona		G
83045 217800 KEVT	**Schodack** *Fitted for oil fuel* Sub.Sig. 2*Dks&Web frames* *Now* "Alcoa Leader," *see No.* 87027 *in Supplement*	5041 4740 3116	✠ … 6,20 ✠				1919 5mo	American International S.B.Corp. HogIslandPa	OceanDominion S.S.Corp	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
83046 217799 KEVV	**Schoharie** *Fitted for oil fuel* Sub.Sig. 2*Dks&Web frames*	4971 4740 3070	✠ … 6,20 ✠				1919 5mo	American International S.B.Corp. HogIslandPa	~~SouthAtlanticS.S.~~ ~~Co. of Delaware~~ SouthAtlantic SteamshipLine	390·0 P39'B122'F43' FK	54·2	27·6	Savannah Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
* 83047 PHKA	**Schokland** *ss*Rot.No.3–5,27 *ss*Rot.No.2–36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1113 775 624	✠100A1 1,39 BS1,39 ✠LMC9,35	Rot	*n*	OG 1,39	1915 12mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd*'*s*A&CP	Scheepvaart& SteenkolenMaats. N.V. *CellDB*	225·3 Q72'B54'F22' FK	33·2	14·2	Rottrdam Dutch 4*BHCem* *a*58'*uE*19'*f*9	T.3Cy.17½″,29″&46″–36″ (*s*) 180lb 155NHP 2SB,4*cf*,GS78,HS2620 Maats.Fyenoord,Rot. 8'326*tFPT*25*tAPT*18*t*	15 ″ 0 s ″ 11¾ 14 ″ 1½	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Durée Cer. of Trade.
125/40 83048 145931 GJLV	**Scholar** ssGls.No.3–1,35 ssGls.No.1–40 2Dks(Stl)	3940 3658 2473	✠100A1 3,40 ✠LMC BS9,39 MS3,40	Gls	w	CL 9,38	1922 6mo Lloyd	C.Connell &Co.Ld. Glasgow 'sA&CP	CharenteS.S.Co. Ld.(T.&J. Harrison,Mgrs.) Ce	364·9|46·9|27·7 377·4(O.L.) P36′B109′F44′ FK ll DB315′754tFPT	Liverpool British 6BHCem 42tAPT18t	T.3Cy.23″,38½″&64″–48″ (s) 215lb 390NHP 3SB,9cf,GS179,HS6678 Dunsmuir&JacksonLd.Gls	29 ″ 9 s 5 ″ 1½ 24 ″ 10	
83049 PKRM	**Schouten** Fitted for oil fuel 2Dks	1805 — 986					1912	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	270·3|40·2|17·0 P&B184′F34′	Batavia Dutch WB	T.3Cy.19″,31½″&51½″–39″ 165NHP Maats.Fyenoord,Rot.		V
83050 DHUU	**Schürbek** D.F. ssHam.No.2–37 CruiserStern 1Dk(Stl) Strengthened for Navigation in Ice	2448 2231 1435	✠ 8,39 ✠	Sch	t		1930 6mo	Flensburgr Schiffsb.Ges. Flensburg	Knöhr&Burchard Nfl. CellDB264′695tF	307·0|45·5|19·7 322·2(O.L.) P&B250′F34′ FK PT31tAPT120t	Hamburg German 5BHptCem ptAsp	C.4Cy.(2)18 11/16″&(2)39⅜″– 39⅜″ 272NHP 2SB(Spt),4cf,GS73,HS3879 A.Borsig,G.m.b.H.Berlin	21 ″ 9	
83051 148358 GNSL	**Schuylkill** OilEng. ssBel.No.2–36 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	8965 8210 5339	✠100A1 Examined2,41 Avn ✠LMC CS5,37 DBS~~3,39~~10,40 8,39 Carrying Petroleum in bulk	~~Lon~~	d†	OG 12,37	1928 5mo Lloyd	SirJ.Laing &Sons,Ld. Sunderland 'sA&CP	Anglo-American OilCo.Ld.(R.A. Carder,Mgr.) CellDBuE64′ 172tDTf34′434t	476·0|63·8|35·0 P102′B33′F49′ FK FPT256tAPT39t	Sundrland British 18BHptCem (11 to U dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.24⅝″–97⅝″ 733NHP 2DB150lb W.Doxford&Sons,Ld.Sld.	34 ″ 9 s 6 ″ 8¾ 28 ″ 3½	
83052 DOEZ	**Schwaben** Ⓟ Ref.Mchy. Sub.Sig. D.F E.S.D. 2Dks	7773 7110 4803					1926	Bremer Vulkan Vegesack	Norddeutscher Lloyd	491·5|63·9|29·0 P26′B&F456′	Bremen German WB	T.3Cy.31⅛″,48⅞″&80¾″–55⅛″ &1 LP turbine NE28 862NHP J.C.TecklenborgA.G.Wsm		G
83053 DOFW	**Schwabenland** TwinSc (exSchwarzenfels–34) OilEng. (Aeroplane Service Ship) Sub.Sig. D.F. GyC. 2Dks E.S.D. CruiserStern	8631 7283 5121					1925	Deutsche WerkeA.G. Kiel	DeutscheLuft- hansaA.G.	468·2|60·4|32·6 P114′B125′F91′	Bremen German WB	Oil Engines 4S.C.SA 12Cy.29½″–47¼″ 1011NHP DeutscheWerkeA.G.Kiel		G
193/40 83054 DOGU	**Schwalbe** Sub.Sig. Wireless D.F 1Dk	842 708 461					1920	Atlas WerkeA.G. Bremen	ArgoReederei RichardAdler&Co.	217·0|32·8|13·1 P&B112′F31′	Bremen German WB	T3Cy18 1/16″,29½″&45 7/16″–29½″ 113NHP AtlasWerkeA.G.Bremen		G
83055 DOUN	**Schwan** Ⓟ Wireless D.F. E.S.D. 2Dks Ref.Mchy. Cruiser Stern	1311 856 724					1938	Howaldts- WerkeA.G. Kiel	ArgoReederei RichardAdler&Co.	245·2|38·5|12·4 B71′F30′	Bremen German WB	C.2Cy.17 11/16″&35 7/16″–35 7/16″& LP turbine with DR gear- ing & hydraulic coupling HS3122 222NHP DeutscheSchiff.-uMschb. A.G.Weser,Bmn.		G
83056 DOVD	**Schwaneck** D.F. E.S.D. 2Dks CruiserStern	2194 1651 1024					1939	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G	DeutscheDampfs. Ges.“Hansa”	305·2|44·8|16·7 F29′	Bremen German WB	T.3Cy22 13/16″,36⅝″&59 1/16″– 39⅜″&LP turbine with DR gearing&hydraulic coupling HS2530 286NHP DeschimagSeebeck,Wsm.		G
83057 DOQZ	**Schwanheim** OilEng. D.F. E.S.D. 1Dk & Shelter dk CruiserStern	5339 4648 3152					1935	Bremer Vulkan Vegesack	Unterweser ReedereiA.G.	423·8|55·8|25·0 P20′B24′F23′	Bremen German WB	Oil Engines 2S.C.SA 7Cy.25 7/16″–47¼″ 793NHP BremerVulkan,Vegesack		G
83058 DHUW	**Schwarzes Meer** (exCynthiana) ssHam.No.3–4,35 D.F. E.S.D. ssHam.No.1–39 Mchy.Aft 1Dk(Stl)&Web frames Carrying Petroleum in bulk Fitted for oil fuel	3371 2839 1868	✠ 2,39 ✠	Ham			1923 9mo	Monmouth S.B.Co.Ld. Chepstow	JohnT.Essberger CellDBuE37′	330·3|46·8|23·1 344·3(O.L.) P98′F29′ FK f42′85t FPT104tA	Hamburg German 12BHptCem PT47t	T.3Cy.23½″,38″&62″–42″& L.P.TurbinewithDRgear- ing&hydraulic coupling 382NHP 2SB,6cf,GS125,HS4952 FairfieldCo.Ld.Glasgow	25 ″ 6	
83059 DSPF	**Schwerin** Ⓟ TwinSc Fitted for oil fuel (Ferry) D.F. GyC. Sub.Sig. 2Dks CruiserStern	3133 2314 1107					1926	F.Schichau Elbing	DeutscheReich- bahnGes.Reichs- bahnDirektion Schwerin	334·0|59·1|19·8 H162′F91′	Warne- münde German WB	T.6Cy.20½″,33 13/16″&38⅝″–35⅜″ 178NHP F.Schichau,Elbing		G
73/40 83060 166247 GNGR	**Scientist** 2Dks CruiserStern	6199 5722 3794	✠100A1 2,40 ✠LMC8,38	Liv	a†	CL	1938 8mo Lloyd	Lithgows Ld. PortGlasgow 'sA&CP	CharenteS.S.Co. Ld(T.&J.Harrison, Mgrs.) CellDB365′119	438·7|56·4|29·6 452·9(O.L.) P47′B144′F43′ FK 7tDTa34′732tFPT	Liverpool British 7BHCem 71tAPT62t	T3Cy.29″,47″&81″–54″&LP turbine with DR gearing & hydraulic coupling 867NHP 215lb GS345,HS13205 (r) 2DB(Spt)&1SB(Spt)15cf, D.Rowan&Co.Ld.Gls.	32 ″ 2 s 6 ″ 5 25 ″ 11½	
·01 83061 26 ICHD	**Scilla** Ⓟ TwinSc (Ferry) OilEng. 2Dks	2807 2284 972					1931	Cant.Fedl. perCostru- zioniNavale PietraLigure	ItalianState Railways	365·5|56·7|17·5	Messina Italian	Oil Engines 2S.C.SA connected to Electric Motors&Sc.Shafts 24Cy.17 11/16″–17 11/16″ 1325NHP Soc.An“Fiat”S.G.M.Turin		I
83062 2019 IUFG	**Scillin** (exScillinSecondo–37,ex GiulianaPagan–35,exNicoleLeBorgne– 34,exMemling,exH.M.Pellatt) Mchy.Aft 2Dks	1579 — 952					1903	Russell& Co. Pt.Glasgow	FratelliBianchi Soc.diNav.	248·0|36·8|21·7 240·1	Genoa Italian WB	T.3Cy.21″,35″&57″–36″ 196NHP D.Rowan&Co.Glasgow		I
83063 79115 GMDX	**Scillonian** Ⓟ ssPnz.No.3–11,38 Wireless 1Dk(ptStl–ws)	429 325 179	✠100A1 ~~10,39~~10,40 BS~~11,39~~ ✠LMC11,38 11,40	Fal Pnz	i	CL 11,38	1926 1mo Lloyd	AilsaS.B. Co.Ld. Troon 'sA&CP	Isles of ScillyS.S. Co.Ld.(R.W.Ward, Mgr.) Cell	170·7|28·7|10·8 F56′ FK&BK1¾″ DBf9′10tFPT13t	Scilly British 4BHCem APT20t	T.3Cy.13½″,21″&35″–26″ (s) 180lb 62RHP 1SB,3cf,GS64,HS2171 AilsaS.B.Co.Ld.Troon	12 ″ 0 s 2 ″ 6½ 9 ″ 11	BT till ~~10.40~~ 10.1
83064 1984 IUFH	**Scio** (exMallock–34) OilEng. 1Dk	611 495 347					1919	Smiths DockCo.Ld. Middlesbro'	TitoCampanella Soc.diNav.	177·1|30·0|15·6 170·0 B36′F21′	Genoa Italian WB	Oil Engines NE35		I
160/40 83065 137083 GFZN	**Scoresby** ssShl.No.3–12,34 ssCff.No.1–39 1Dk(Stl)	3843 3488 2310	✠100A1 8,40~~1,40~~ BS5,40 ✠LMC3,39	Avn Mdb	w	CL ~~N5,37~~ 8,40	1923 1mo Lloyd	R.Thomp- son&Sons,Ld Sunderland 'sA&CP	Rowland&Mar- wood'sS.S.Co.Ld. (Headlam&Son, Mgrs.) Cell	360·1|50·0|22·9 371·6(O.L.) P33′B217′F36′ FK DB306′927tFPT15	Whitby British 6BHCem 3tAPT158t	T.3Cy.25″,42″&68″–45″ (s) 180lb 180lb 340NHP 2SB,8cf,GS128,HS5276 N.E.MarineEng.Co.Ld.Sld	25 ″ 5 s 3 ″ 1½ 22 ″ 6¾	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia of Cylinders.—Stroke Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
83066 165775 GMVC	**Scorton** D.F. 1*Dk*& *Shelter dk* *CruiserStern*	4813 4284 2765	✠100A1 *withfreeboard* 1,41 ~~4,40~~ ✠LMC12,39	Bry	*z*	CL	1939 12mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP* *CellDB*322'	CarltonS.S.Co.Ld. (R.Chapman&Son, *Mgrs.*) 1391*t DTf* 26'310*t*	427·0 439·2(O.L.) F32' FK *FPT*78*tAPT*270*t*	54·0	23·7	Newcastle British 7*BHCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.21½",36½"&63"–45" 220lb *220lb* (*s*) 359NHP 2SB(Spt),6*cf*,GS110, HS4784 FD GeorgeClark(1938)Ld.Sld.	26 ″ 7 s 2 ″ 7¾ 24 ″ 1¾	
83067 LKDN	**Scotia** D.F. *CarryingPetroleum in bulk OilEng.* *Mchy.Aft* E.S.D. *CruiserStern* 1*Dk*	9972 9199 5907					1939	Bremer Vulkan Vegesack	Lorentzen'sSkibs A/S(Lorentzen's RederiCo.,*Mgrs.*)	492·9 P113'B74'	66·1	36·4	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1163NHP BremerVulkan,Vegesack		N
81/40 83068 144978 MQBQ	— Sub.Sig. Ⓟ Wireless D.F. ~~E.S.D.~~ TwinSc 3*Dks* *Tonnage opening closed '39*	3454 3005 1397	✠ ... 2,24 ✠				1921 12mo	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	380·5	45·2	17·2 26·2 BK7"	London British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 2717NHP W.Denny&Bros.Ld.Dmb.	27 ″ 6	BT till 3,41
83069 219120 KOJX	— (*ex*Lake *Fitted for oil fuel* Galewood–34) D.F. 1*Dk*2*trB*	2649 — 1611	✠ ... 4,23 ✠				1919 11mo	Manitowoc S.B.Co. Manitowoc	P.L.Transport- ationCo.	253·5 P25'B65'F26' FK	43·9	25·9	S.Frncisco Utd.States *WB*	T.3Cy.21",35"&59"–42" 326NHP NordbergMfg.CoM'lw'kee	28 ″ 5	R †
83070 5964 SFDN	— *ss*Stn.No.3–5,30 D.F. *ss*Sbg.No.2–39 1*Dk*(*Stl*)	*1874* *1621* *1058*	✠100A1 ~~8,406,36~~ 3,41 ✠LMC6,39 BS6,40	Sbg ~~Sws~~ Npt		OG 6,39	1918 3mo	Lindhol- mens V.Akt. Gothenburg AP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	262·0 P24'B106'F26' FK *CellDB*223'470*t*	42·7	18·1	Gothenbrg Swedish 4*BHCem* *APT*41*t*	T.3Cy.19¼",32"&52"–36" (*s*) 185lb FD 200NHP 2SB(Spt),4*cf*,GS62,HS2700 LindholmensV.Akt.Got.	20 ″ 6 s 1 ″ 8½ 18 ″ 11¼	
83071 139161 GXCW	**Scotol** *ss*Lon.No.3–10,29 *ss*Pts.No.2–37 1*Dk*(*Stl*)& *Web frames 2nd dk*(*Stl*) *Mchy.Aft in forehold*	1177 863 565	✠100A1 5,40 BS5,41 ✠LMC4,37 *CarryingPetr* *Fitted for oil*	Pts Sou *oleum* *fuel* 11	*n* *in* ,16	OG ~~2,37~~ 5,40 *bulk* *F.P. a*	1916 11mo *Lloyd* *bove* 1	TyneIron S.B.Co.Ld. Newcastle '*sA&CP* 50° F.	TheAdmiralty *MiddlelineBulkhe* *CellDBuE&B*43'6	210·0 221·0(O.L.) P44'F40' FK *ad not oil-tight* 3*tDTf*30'253*tFP1*	34·8	15·6	London British 13*BHptCem* 36*tAPT*30*t*	T.3Cy.16",26"&43"–27" (*s*) 180lb 141NHP 2SB,4*cf*,HS2155 FD J.Dickinson&Sons,Ld. Sld.	16 ″ 6 s 1 ″ 6 15 ″ 1	
83072 157850 VSPF	**Scott Harley** (*ex*Singaradja–35) 1*Dk*	620 487 314					1913	Wilton's E. &SlipwayCo. Rotterdam	SoonBeeS.S.Co. (Singapore)Ld. (HeapEng.Moh S.S.Co.Ld.*Mgrs.*)	185·2 P21'F24'	31·1	10·8	Singapore British *WB*	C.2Cy.14½"&29"–23½" 41RHP Wilton'sE.&SlpwyCo.Rot.		V
83073 149475	**Scott Misener** *Mchy Aft* 1*Dk*	1938 1637 1150					1928	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	SarniaSteamships, Ld.(R.S.Misener, *Mgr.*)	252·9 Q100'F35'	43·4	17·8	SarniaOnt British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
83074 160413 GMVD	**Scottish Chief** *ss*Fal.No.2–36 D.F. *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	7006 6614 4255	✠100A1 4,39 BS~~4,39~~ 2,41 ✠LMC5,36 *CarryingPetr* *Fitted for oil*	Fal *oleum* *fuel* 5,	*b*† *in* 28	OG 5,38 *bulk* *F.P. a*	1928 5mo *Lloyd* *bove* 1	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* 50° F.	Tankers,Ld. *CellDBuE&B*74' *DTf*42'378*t*	441·0 P106'B30'F54' FK 240*t* *FPT*218*tAPT*43*t*	57·0	33·8	London British 16*BHptCem* (11 *to U dk* 5 ,,*2nd*,,)	Q4Cy24⅝",34½",50"&74"–54" 250lb (*s*) 766NHP 4W.T.Blrs. HS11587 FD ArmstrongWhitworth& Co.Ld.Nwc.	33 ″ 11 s 6 ″ 6 27 ″ 8	
83075 167016 MMSW	**Scottish Co-operator** *OilEng.* Wireless D.F. E.S.D. 1*Dk*& *Shelter dk* *Mchy.Aft Ref.Mchy. CruiserStern*	513 382 248	✠100A1 *withfreeboard* 7,40 ~~4,39~~ ✠LMC1,39	Rot Bkn	*l*	OG N4,39	1939 1mo *Lloyd*	NVIndus- trieeleMaats. "DeNoord" Alblasserdam '*sA&CP*	ScottishCo-opera- tiveWholesale Society,Ld. *CellDB*128'154*tF*	209·9 216·0(O.L.) FK F30' *PT*57*tAPT*24*t*	30·1 *31·3*	9·0	Leith British 3*BHptCem* (*Coll to Sh dk* 2 ,, *2nd*,,)	Oil Engines 2S.C.SA 6Cy.13⅜"–22$\frac{7}{16}$" 97RHP Atlas-DieselA/B,Skm.	11 ″ 0 s ″ 2 10 ″ 11	
83076 160471 GCJR	**Scottish Heather** *ss*Fal.No.2–36 D.F. *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	7005 6614 4256	✠100A1 Examined 12,40 Shl BS~~5,39~~ 12,40 ✠LMC3,36 *CarryingPetr* *Fitted for oil*	~~Fal~~ *oleum* *fuel* 5,	*b*† *in* 28	~~9,38~~ 11,40 *bulk* *F.P. a*	1928 5mo *Lloyd* *bove* 1	Armstrong Whitworth &Co Ld. Newcastle '*sA&CP* 50° F.	Tankers,Ld. *CellDBuE&B*74' *DTf*42'378*t*	442·0 P107'B30'F54' FK 240*t* *FPT*218*tAPT*43*t*	57·0	33·8	London British 16*BHptCem* (11 *to U dk* 5 ,,*2nd*,,)	Q4Cy24½",34½",50"&74"–54" 250lb (*s*) 766NHP 4W.T.Blrs. HS11587 FD Armstrong Whitworth &Co.Ld.Nwc.	33 ″ 11 s 6 ″ 6¼ 27 ″ 7¾	
174/40 83077 146198 GFQW	**Scottish Maiden** TwinSc *OilEng.* *ss*Ams.No.3–5,39 D.F. *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	6993 6206 4036	✠100A1 3,40 ✠NE5,39 ✠LMC5,39 *CarryingPetr*	Liv *oleum*	*a*† *in*	OG N5,39 *bulk*	1921 12mo *Lloyd*	Vickers, Ld. Barrow '*sA&CP*	Tankers,Ld. *CellDBuE*62' 270*t* *DTf*31'333*t*	425·3 441·3(O.L.) P109'B34'F50' FK *FPT*175*tAPT*55*t*	57·0	33·2	London British 16*BH* (11*to U dk* 5 ,, *2nd* ,,) *ptCem ptAsp*	OilEngines 4S.C.SA 12Cy 19$\frac{11}{16}$"–43$\frac{5}{16}$" 446NHP NDB39–*180lb* WerkspoorN.V.Ams.	33 ″ 0 s 5 ″ 11 27 ″ 4	
107/40 83078 146531 GFQX	**Scottish Minstrel** TwinSc *OilEng.* *ss*Bkn.No.3–6,37 D.F. *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	6998 6206 4026	✠100A1 1,40 DBS1,40 ✠LMC6,37 *CarryingPetr*	Fal *oleum*	*a*† *in*	OG 12,39 *bulk*	1922 3mo *Lloyd*	Vickers, Ld. Barrow '*sA&CP*	Tankers,Ld. *CellDBuE*62'281*t* *DTf*31'333*t*	425·3 444·7(O.L.) P109'B34'F50' FK *FPT*175*tAPT*55*t*	57·0	33·2	London British 16*BHptAsp* (11 *to U dk* 5 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.24½"–39" 698NHP Water Tube DB–*120lb* Vickers,Ld.Barrow	33 ″ 0 s 5 ″ 11 27 ″ 4	
83079 165953 GPPF	**Scottish Monarch** D.F. E.S.D. 1*Dk*(*Stl*)& *Shelter dk* *Cruiser Stern*	4719 4225 2691					1938	CaledonS. B.&E.Co.Ld. Dundee	MonarchSteam- shipCo.Ld. (Raeburn&Vérel, Ld.*Mgrs.*)	432·6 F42'	56·7	23·8	Glasgow British *WB*	T.3Cy.23½",39½"&66"–45" 292NHP J.G.Kincaid&Co.Ld.Grk.		C
83080 146597 GFQY	**Scottish Musician** TwinSc *ss*Fal.No.1–41 *OilEng.* *ss*Shl.No.3–4,36 D.F. *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	6998 6206 4019	✠100A1 6,41 ~~11,40~~ ✠LMC CS4,41 DBS4,41 4,41 *CarryingPetr*	Fal Npt *oleum*	*a*† *in*	OG 11,40 *bulk*	1922 7mo *Lloyd*	Vickers, Ld. Barrow '*sA&CP*	Tankers,Ld. *CellDBuE*62'281*t* *DTf*31'333*t*	425·3 444·7(O.L.) P109'B34'F50' FK *FPT*175*tAPT*55*t*	57·0	33·2	London British 16*BHptAsp* (11 *to U dk* 5 ,, *2nd*,,)	Oil Engines 4S.C.SA 12Cy.24½"–39" 698NHP 2 Water Tube DB–*120lb* Vickers,Ld.Barrow	33 ″ 0 s 5 ″ 10½ 27 ″ 4¼	
83081 166460 GLLS	**Scottish Prince** *OilEng.* D.F. E.S.D. 1*Dk*& *Shelter dk* *CruiserStern*	4917 4515 2924	✠100A1 *withfreeboard* 12,40 ~~2,40~~ ✠LMC5,38	Wln Liv	*a*†	CL 11,40	1938 5mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow '*sA&CP*	RioCapeLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *CellDB*363'1253*t* *MT*27'1054*t*	417·8 431·5(O.L.) F39' FK *FPT*170*t APT*172*t*	56·0	24·5	London British 7*BHptCem* (*Coll to Sh dk* 6 ,,*2nd*,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	27 ″ 6 s 3 ″ 0¼ 24 ″ 7¾	
28/41 83082 146137 GFQV	**Scottish Standard** TwinSc *OilEng.* *ss.*Bkn.No.3–4,37 D.F. *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* *Longitudinal framing*	6999 6206 4044	✠100A1 10,40 ~~4,40~~ DBS4,40 ✠LMC4,37 *CarryingPetr*	Fal Gls *oleum*	*a*† *in*	OG 3,40 *bulk*	1921 10mo *Lloyd*	Vickers, Ld. Barrow '*sA&CP*	Tankers,Ld. *CellDBuE*62' 281*tDTf*31'333*t*	425·3 441·1(O.L.) P109'B34'F50' FK *FPT*175*tAPT*55*t*	57·0	33·2	London British 16*BHptAsp* (11 *to Udk* 5 ,, *2nd*,,)	Oil Engines 4S.C.SA 12Cy.24½"–39" 698NHP 2 Water Tube DB–*120lb* Vickers,Ld.Barrow	33 ″ 0 s 5 ″ 11 27 ″ 4	

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref. Trade
83083 140536 GPSM	**Scottish Star** (exMillais-38) ssCff.No.3-7,30 ssNwc.No.2-38 *Ref.Mchy.* *3Dks(Stl)&Shelter dk(Stl)* D.F. E.S.D.	7224 6744 4314	✠100A1 *Shelter dk* *with freeboard* ~~8,38~~ 3,41 ✠LMC MS10,37 BS~~4,39~~ 4,40 ✠Lloyd'sRMC~~1,40~~ ~~6,40~~ 10,40 3,41	Nwc ~~Lon~~ Shl	*b*†	CL 7,38	1917 5mo *Lloyd*'*sA&CP*	Harland& Wolff,Ld. Glasgow	BlueStarLine, Ld.	434·9|55·3|35·2 B115'F25'*onShelter dk* FK *CellDB377'1095t FPT*	London British *7BHCem* *84tAPT25t*	Q4Cy27"38½"54½"&78½"-54" 215lb (*s*) 808NHP 3DB(Spt)&1AuxSB,*21cf*, GS420,HS15803 Harland&Wolff,Ld.Bel.	38 " 0 s 9 " 2½ 29 " 3	
83084 166605 GFGX	**Scottish Trader** D.F. E.S.D. *1Dk&Shelter dk* *CruiserStern* *Longitudinal framing at decks* *Locked steel hatches*	4016 3595 2221	✠100A1 *with freeboard* 2,40 ✠LMC11,38	Sou	*y*	CL	1938 11mo *Lloyd*'*sA&CP*	JLThompson&Sons,Ld Sunderland	TraderNavigation Co.Ld. *CellDB271'792*	390·1|54·7|22·5 406·1(O.L.) F37' FK *tTanks at sides of tunnel 368t FPT 121t*	London British *6BHCem* *(Coll to Sh dk* *5 " 2nd ")* *APT167t*	T.3Cy.21½",36"&62"-39" 220lb Rht (*s*) 328NHP 2SB(Spt&FD)&1AuxSB, *6cf*,GS100,HS4655 N.E.MarineEng.Co.(1938) Ld.Nwc.	25 " 4 s2 " 4½ 23 " 1½	
83085 219222 KOMM	**Scottsburg** D.F. Sub.Sig. *Fitted for oil fuel* *2Dks&Shelter dk, 3rd dk in No.1 hold*	8001 7249 4833	✠ ... 3,21 ✠				1919 11mo	NewYork S.B.Corp. Camden,N.J.	LykesBros. SteamshipCo.Inc.	419·4|56·5|30·2 B77'For'dB27' FK	Galveston Utd.States *WB*	Q 4Cy.24",36",51"&75"-51" 577NHP NewYorkSBCoCamdnNJ	41 " 4	R †
83086 143730 GDYP	**Scythia** Ⓟ TwinSc ssLiv.No.3-1,33 ssLiv.No.1-38 Sub.Sig. *2Dks(Stl)&Shelter dk(Stl-ptws)&Shade dk(Stl-ws)* *Ref.Mchy.* *3rd dk(Stl) in forward&after holds* D.F. E.S.D. GyC.	19761 14258 11763	✠100A1 *Shelter dk* *with freeboard* ~~5,40~~ ~~3,39~~ 1,41 BS2,41 ~~BS1,40~~ ✠LMC1,37 Lloyd'sRMC~~2,40~~8,40 *Fitted for oil*	Liv *fuel* 3,21	*n*†	CL 3,39 *F.P. a*	1920 12mo *Lloyd*'*sA&CP* *bove* 1	Vickers, Ld. Barrow 50°F.	CunardWhite Star,Ld. *CellDB522'2559tDTf47'* *oftunnels48'374*	600·7|73·8|40·7 B284'*onShade dk* FK *1630tTanks at sides* *tFPT127tAPT70t*	Liverpool British *ptCem* *10BHtoS dk*	6 Steam Turbines DR geared to 2 Sc. Shafts (*r*) 220lb 2528NHP 3DB&3SB,*36cf*,GS769, HS29163 FD Vickers,Ld.Barrow	45 " 0 s12 " 0½ 32 " 8	BT till ~~3,40~~ 2,41
83087 239092 WFJH	**Sea Arrow** *Fitted for oil fuel* D.F. E.S.D. GyC. *3Dks* *ptLongitudinal framing* *CruiserStern*	8000					1939	MooreD.D. Co. Oakland,Cal.	UnitedStates Maritime Commission	469·0|69·6|38·8 F38'	S.Frncisco Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 1417NHP		
83088 232881 WCEQ	**Sea Cloud** TwinSc4MstBk (exHussar-35) *(Yacht)* *OilEng.* ssJck.No.2-39 AnnualSurveyJck4,39 *2Dks(Stl-U Teak)3rd dk(Stl)* *clear of mchy space*	2323 2051 1187	✠100A1 5,39 ~~D~~BS4,40 ✠LMC4,39	Sou		CL 11,38	1931 9mo *Lloyd*'*sA&CP*	Frd.Krupp Germaniawf. A.G. Kiel	JosephE.Davies *CellDB124'268tT* *DTa25'91*	281·8|49·2|24·5 Q25'F39' BK10" *anks between tunnel* *tDTsf29'141tFPT*	NewYork Utd.States *9BHptAsp* *s113t* *22tAPT50t*	Oil Engines connected to Elec. Motors & Sc. Shafts 4S.C.SA 579NHP 24Cy.15¾"-22 1/16" DB*175ll* Frd.KruppGermaniawfAG	28 " 0	
83089 167736 MNSS	**Sea Fisher** 3Mst D.F. *1Dk* *Mchy.Aft* *Cruiser Stern* *Cargo battens not fitted*	2950 2161 1616	✠100A1 ~~2,41~~ ~~5,40~~ 5,41 ~~(Class Contem plated)~~ ✠LMC5,40	Sld ~~Brw~~ Hpl	*t*	CL	1940 5mo *Lloyd*'*sA&CP*	S.P.Austin &Son,Ld. Sunderland	Fenwick,Fisher S.S.Co.Ld. *CellDB262'6*	311·5|46·7|18·9 323·5(O.L.) Q195'F31' FK *1 Intermediate BH dispensed with* *0tMT12'380tFPT1*	Barrow British *4BHCem* *39tAPT22t*	T.3Cy.18½",29"&52"-39" 220lb (*s*) FD 244NHP 2SB,(Spt)*6cf*,GS61,HS3400 N.E.MarineEng.Co.(1938) Ld.Sld.	21 " 0 s6 " 10½ 19 " 1	
83090 WDTG	**Sea Fox** Now "Mormacport," see No. 89071 in Supplement *Fitted for oil fuel* D.F. E.S.D. GyC. *3Dks* *ptLongitudinal framing* *CruiserStern*	7773 4585					1940	Federal S.B.&D.D.Co Kearny,N.J.	UnitedStates MaritimeCommission	469·0|69·6|38·8 F42'	NewYork Utd.States *WB*	2 steam turbines DR geared to 1 sc. shaft 1417NHP DeLavalStm.TurbineCo. Trenton,N.J.		R
123/40 83091 137752 GQWZ	**Sea Glory** ssSld.No.3-11,31 ssCff.No.1-37 *1Dk(Stl)&Shelter dk(Stl)*	1964 1644 ~~970~~ 973	✠100A1 *Shelter dk* *with freeboard* 9,38 BS12,39 ✠LMC1,37	Cff	*s*	CL 2,40	1919 2mo *Lloyd*'*sA&CP*	Swan,Hunter&Wigham Richardson, LdSunderlnd	DoverNav.Co.Ld. *CellDB248'50*	290·0|42·5|~~25·6~~ |18·9 FK *Collision* *1tFPT31tAPT39t*	Dover British *ptCem* *BHto Sh dk* *5 " " U "*	T.3Cy.20½",34"&56"-42" (*s*) 180lb 318NHP 3SB,*6cf*,GS126,HS5000 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 " 2 s 1 " 1 20 " 3½	
83092	**Sea Star** Now "Mormacstar," see No. 89078 in Supplement *Fitted for oil fuel* D.F. E.S.D. GyC. *3Dks* *pt Longitudinal framing* *CruiserStern*	8000					1939	MooreDry DockCo. Oakland,Cal.	UnitedStates Maritime Commission	468·3|69·7|38·8 F44'	S.Frncisco Utd.States *WB*	2 steam turbines DR geared to 1 sc. shaft 1417NHP		
83093 219447 KOTX	**Sea Thrush** (exExilona-37, exDelauson) *Fitted for oil fuel* *2Dks&Web frames*	5447 — 3350	✠ ... 6,20 ✠				1920 2mo	Merchant S.B.Corp. Harriman,Pa	ShepardS.S.Co.	400·7|54·2|30·4 P36'B124'F44' FK	Prtlnd,Me. Utd.States *WB*	2 steam turbines DR geared to 1 sc. shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	R †
83094 149167 GMQS	**Sea Valour** ssShl.No.2-38 *1Dk(Stl)*	1950 1725 1124	100A1 ~~6,40~~ ~~12,39~~ 4,41 BS~~12,39~~ LMC10,38 5,41	Brs ~~Shl~~ Gmh	*r*	CL 8,38	1930 10mo *Lloyd*'*sA&CP*	S.P.Austin &Son,Ld. Sunderland	DoverNav.Co.Ld. *CellDBa&uE108'*	276·0|42·2|18·6 P26'B68'F27' FK *f108'477tFPT107t*	Dover British *4BHCem* *APT55t*	T.3Cy.20½",34"&56"-39"(*s*) 180lb 224NHP 2SB,*6cf*,GS111,HS3614 G.Clark,Ld.Sunderland	20 " 9 s 2 " 9½ 18 " 1½	
83095 239681 WEYO	**Sea Witch** *OilEng.* E.S.D. GyC. *3Dks* *CruiserStern*	~~7400~~ 6021 — 3559					~~1939~~ 1940	TampaS.B. &Eng.Co. Tampa	UnitedStates MaritimeCommission	~~435·0|63·0|40·5~~ P39'B60'F46' |27·5 438·3|63·2|	NewYork Utd.States *WB*	2 Oil Engines 2S.C.SA 18Cy.21"-29"&hydraulic couplingsSRgeared to 1 screw shaft 1390NHP NordbergMfg.Co.		R
83096 115348 WDHX	**Seaboard** (exTredgar) Iron&Steel *OilEng.* *1Dk* *Carrying Petroleum in bulk*	514 — 390					1874 1935	Harlan& Hollingsworth Co. Wlmgtn,Del.	NorthAtlantic TradingCo.	184·5|28·7|12·2	Providnce, R.I. Utd.States	Oil Engines 4S.C.SA 6Cy.14½"-17½" 117NHP Worthington NE35 Pump&MachineCorp.		
24/41 83097 166259 GPPZ	**Seaforth** *Ref.Mchy.* *OilEng.* *CruiserStern* *3Dks*	5459 4696 3211					1939	CaledonS. B.&E.Co.Ld. Dundee	ElderDempster Lines,Ld.	378·0|52·7|21·3 P36'F48' 30·0	Liverpool British *WB*	Oil Engines 2S.C.SA 4Cy.22 1/16"-85 1/16" 598NHP Wm.Doxford&Sons,Ld.Sld.		C
83098 238196 WTKA	**Seakay** TwinSc GyC. *Fitted for oil fuel* D.F. E.S.D. *CruiserStern* *1Dk* *Mchy.Aft* *Carrying Petroleum in bulk* *Longitudinal framing*	11340 — 6694					1939	SunS.B.& DryDockCo. Chester,Pa.	KeystoneTankship Corp.	528·9|75·3|38·9 P113'B35'F62'	Wilmgton (Del.) Utd.States	4 steam turbines DR geared to 2 sc. shafts 2000NHP WestinghouseElec.&Mfg. Co.Phl.		R
83099 160782 GDTX	**Seapool** D.F. E.S.D. *CruiserStern* For full particulars see No. 89953 in Supplement	4820 4290 2858	100A1 *with freeboard* *(Class Contem plated)*				1940	Burntislnd S.B.Co.Ld. Burntisland	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld. *Mgrs.*)	415·0|57·0|25·7	Hartlepool British	T.3Cy.22½",36"&65"-48" D.Rowan&Co.Ld.Gls.	28 " 1 s 2 " 10½ 25 " 5	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83100 231916 WKEC	**Seatrain Havana** *Fitted for oil fuel* *Mchy.Aft* *CruiserStern* 2*Dks* D.F. E.S.D. *Longitudinalframing* GyC. (*Carrying loaded railway cars*)	8061 7900 4927					1932	SunS.B.& DryDockCo. Chester,Pa.	SeatrainLines,Inc.	470·0 P33'B218'F168'	63·7	33·2	NewYork Utd.States *WB*	1 Steam Turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
83101 239088 WESQ	**Seatrain New Jersey** *Mchy.Aft* *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks* *Longitudinalframing* *Cruiser Stern* (*Carryingloadedrailwaycars*)	8108 — 4911					1940	SunS.B.& DryDockCo. Chester,Pa.	SeatrainLines,Inc.	465·1 P & after superstructure 250' Fwd. superstructure&F 173'	63·7	33·2	NewYork Utd.States *WB*	2 steam turbinesDRgeared to 1 screw shaft 1466NHP GeneralElectricCo. Schenectady,N.Y.		R
83102 231460 WHEA	**Seatrain New Orleans** (*ex*Seatrain) *ss*N.Ns.No.2-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Cruiser Stern*	7633 7143 4741	✠100A1 *withfreeboard* 5,40 ~~6,30~~ ~~BS12,39~~ *Carrying loaded railway cars* *Fitted for oil fuel* 11,28 *F.P. above* 150° *F.*	NOs BS1,41 ✠LMC1,38	*d*†	CL ~~6,39~~ 1,41	1928 11mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	SeatrainLines,Inc.	452·8 470·1(O.L.) len38 P & *after superstructure*216' *Fwd.superstructure &*F180' FK 4*Intermediate BH omitted* *CellDB*372'2160*tDTf*37'283*t FPTs*515*t*	62·2	32·5	N.Orleans Utd.States *ptCem* 3*BH to Udk* *APT*145*t*	T.3Cy.29½",46"&77"-54" (*s*) 180lb (Spt.) 577NHP 3SB,9*cf*, HS8262 FD WllsndSlpwy.Co.Ld.Nwc.	37 〃 6 s12〃1¼ 25 〃 8¾	
83103 231905 WKEB	**Seatrain New York** *Fitted for oil fuel* *Mchy.Aft* *CruiserStern* 2*Dks* D.F. E.S.D. *Longitudinalframing* GyC. (*Carrying loaded railway cars*)	8061 7900 4927					1932	SunS.B.& DryDockCo. Chester,Pa.	SeatrainLines,Inc.	470·0 P33'B218'F168'	63·7	33·2	NewYork Utd.States *WB*	1 Steam Turbine DeLavalSteam TurbineCo.Trenton,N.J.		R
83104 239549	**Seatrain Texas** *Mchy.Aft* *Fittedforoilfuel* D.F. E.S.D. GyC. 2*Dks* *Longitudinalframing* *Cruiser Stern* (*Carryingloadedrailwaycars*)	8108 — 4911					1940	SunS.B.& DryDockCo. Chester,Pa.	SeatrainLines,Inc.	465·1 P & after superstructure 250' Fwd. superstructure&F 173'	63·7	33·2	NewYork Utd.States *WB*	2 steam turbinesDRgeared to 1 screw shaft 1466NHP GeneralElectricCo. Schenectady,N.Y		R
83105 12143 JSTD	**Seattle Maru** Ⓟ TwinSc *ss*Kob.No.3-2,21 *ss*Osa.No.2-29 2*Dks*(*Stl*)&*deep framing* *Lower dk*(*Stl*)*inNo.*1*hold*	5774 5125 3541	✠ ... 6,33	Osa ✠			1909 7mo	Kawasaki DockydCoLd Kobe	OsakaSyosenK.K.	419·7 P26'B158'F42' *CellDBa*127'*uE&B*63' FK *f*167'1175*t FPT*	49·5	30·0	Osaka Japanese 7*BHCem* 106*tAPT*26*t*	T.6Cy.19½",32¾"&55"-46" 544NHP 3SB,9*cf*,GS181,HS7498 KawasakiDkydCoLdKobe	32 〃 6	
83106 218733 KISD	**Seattle Spirit** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5627 5250 3493					1919	JF.Duthie &Co. Seattle,Wsh.	UnitedStates Maritime Commission	409·5 P44'B115'F47'	54·2	27·6	Seattle Utd.States	T.3Cy.24½",41½"&72"-48" Hooven,Owens 359NHP RentschlerCo.Hamilton,O.		R
83107 136148 MGZD	**Seaville** (*ex*Crosshands) 3Mst *ss*Bel.No.3-6,30 *Mchy.Aft* *ss*Apl.No.1-35 *Well deck* 1*Dk*(*Stl*)	716 499 320	✠ —— 7,39	Liv ✠	*j*		1918 2mo	A.Jeffrey &Co.Ld. Alloa	J.S.Monks,Ld.	190·9 Q105'B8'F33' BK7½" *CellDBf*114'164*tFPT*	29·2 *30·8*	11·3	Liverpool British 3*BHCem* 40*tAPT*10*t*	T.3Cy.16",26½"&44"-30" 121NHP 1SB,3*cf*,GS62,HS1960 A.Jeffrey&Co.Ld.Alloa	13 〃 7	
83108 FODA	**Sebaä** (*ex*Tellus) Wireless 2*Dks*	1525 1262 924					1904	Nederl. Schps.Maats. Amsterdam	L.Bérengier& Giannoni	251·5 Q78'F32'	34·6	18·5	Marseilles French *WB*	T.3Cy.19⅓",30$\frac{3}{10}$"&51"-35" 154NHP NedFb.v.Wrk&Spoor,Ams		V
83109 EGPS	**Sebastian** (*ex*Daybeam) *ss*Bbo.No.3-5,33 *ss*Bbo.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	*3024* *2310* *1836*	✠100A1 ~~6,38~~ 4,41 ~~BS5,40~~ 1,41	Bbo ✠LMC~~1,38~~ MS4,41	*u*	CL ~~1,38~~ 3,41	1920 3mo *Lloyd's A&CP*	J.Blumer& Co.Ld. Sunderland	MarquesdelReal Socorro	325·7 331·3 P33'B98'F28' FK *CellDB*276'679*tFPT*105*t*	45·3 46·8	22·6	Bilbao Spanish 6*BHCem* *APT*42*t*	T.3Cy.25",41"&68"-45" (*s*) 180lb 358NHP 3SB,9*cf*,GS162,HS5814 N.E.MarineEngCo.Ld.Sld.	25 〃 6 s3 〃 11¾ 21 〃 9	
83110 1923 IUFJ	**Sebastiano Bianchi** (*ex*Surgens-34, *ex*Abessinia-33) *Fitted for oil fuel* 2*Dks*	1546 1373 929					1920	Bremer Vulkan Vegesack	FratelliBianchi Soc.diNav.	247·3 B38'F31'	35·9	19·5	Genoa Italian *WB*	T.3Cy16$\frac{5}{16}$",26¾"&44"-28$\frac{5}{16}$" 130NHP BremerVulkan,Vegesack		I
83111 9377 TCCS	**Sebat** (*ex*JollyGeorge,*ex*Balboa) *ss*Sld.2ndNo.3-1,21 *ss*Cpl.No.2-28 1*Dk*(*Stl*)&*Spardk*(*Irn*)&*Webframes*	1328 1282 817	✠ —— 4,33 ✠NB12,20✠	Ist	*o*		1894 11mo	Wood, Skinner&Co. Newcastle	Barzilay& Benjamin	239·0 B11' BK8" *CellDBa*57'*uE&B*33'*f*95'256*tA*	33·2	12·5 20·3	Istanbul Turkish 4*BHCem* *PT*35*t*	T.3Cy.19",31"&51"-33" 171NHP 2SB,6*cf*,GS86,HS2900 N.E.MarineEngCo.Ld.Sld.	22 〃 8	
83112 DNAR	**Sebu** 2*Dks*	1894 1765 1119					1920	Limhamns Skeppsv.A.B. Limhamn	Oldenburg- Portug.Dampfsch. Rhed.	242·1	38·0	23·6	Oldenburg German *WB*	T.3Cy.18",29½"&48"-31½" 129NHP LimhamnsSkeppsv.A.B.		G
83113 CSBQ	**Secil** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern*	427 277 206	✠100A1 ~~5,40~~ ~~9,38~~ 6,41	Lis ✠LMC4,38	*f*	CL 6,41	1938 4mo *Lloyd's A&CP*	DeHaan& Oerlemans Heusden	"Secil"Ciâ.Geral deCal e Cimento	143·7 152·0(O.L.) P42'Q41'F16' FK *CellDB*90'75*tFPT*25*t*	25·7	9·4	Setubal Portuguese 4*BHCem* *APT*20*t*	Oil Engines 4S.C.SA 7Cy.11¼"-16$\frac{9}{16}$" 86NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	11 〃 3 s3 〃 11 11 〃 2¼	
83114 115640 MDGK	**Second** (*ex*Pine-40) 3Mst *Well deck* *ss*Bel.2ndNo.3-6,32 *Mchy.Aft* *ss*Bel.No.3-7,37 1*Dk*(*Irn*)	328 241 122	✠100A1 1,40 BS~~9,39~~ 7,40	Bel ✠LMC7,37	*f*	CL 1,40	1907 11mo *Lloyd's A&CP*	J Fullerton &Co. Paisley	~~Stewart&Partners~~ IsaacStewart (Stewart&Partners,*Mgrs.*)	142·7 Q80'B7'F25' BK6"	23·4	10·2	Belfast British 3*BHCem* *FPT*43*t*	C.2Cy.15½"&34"-24" 130lb 47RHP 1SB,2*pf*,GS40,HS1300 RenfrewBros.&Co.Irvine	11〃2½ s4 〃 0¾ 11 〃 5¼	
83115 865 IBRB	**Securitas** (*ex*AnsaldoQuarto) D.F. *Mchy.Aft* 2*Dks*	5366 4565 3015					1918	G.Ansaldo &Co. SestriP'nente	Soc AnonIndustria Armamento	393·2 P134'B30'F36'	51·7	28·2	Genoa Italian *WB*	2SteamTurbinesSRgeared to 1 Sc. Shaft G.Ansaldo&Co.Smprdrna		CI
166/40 83116 139224 GQSY	**Sedgepool** *ss*Shl.No.3-4,30 *ss*Shl.No.2-38 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted in enclosed Bridge*	5556 5130 3408	✠100A1 8,40 ~~2,40~~ MS3,38	Shl Cff ✠LMC BS5,40	*z*	CL ~~3,38~~ 8,40	1918 2mo *Lloyd's A&CP*	Ropner& Sons,Ld. Stockton	PoolShippingCo. Ld.(SirR.Ropner &Co.Ld.*Mgrs.*) *CellDBa*146'*uE*27	415·0 433·8(O.L.) P50'B243'F40' FK *f*172' 1469*tFPT*16	55·5	26·9	W.Hartlpl British 7*BHCem* 8*tAPT*216*t*	T.3Cy.27⅞",46"&75"-51" (*s*) 180lb 504NHP 3SB,9*cf*,GS201,HS8714 Blair&Co.Ld.Stockton	29 〃 6 s4 〃 7½ 25 〃 0¾	
83117																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade
83118 164663 MLMZ	**Sedulity** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	490 321 249	✠100A1 6,39 ✠LMC7,36 ✠LMC(M)9,38	Yar	*g*	OG ~~N10,36~~ N6,41	1936 7mo *Lloyd's A&CP*	G.Brown &Co. Greenock	F.T.Everard& Sons,Ld.	153·2 Q96'F17' FK *FPT*61*t*	27·7	9·6	London British 3*BHAsp* *APT*50*t*	Oil Engines 2S.C.SA 5Cy.12⅝"–15¾" 72RHP NewburyDieselCo.Ld. Newbury	10 ″ 8 s 3 ″ 7 10 ″ 8	
83119 211085 WTCT	**Seeandbee** Ⓟ **Pad** D.F. GyC.	6381 — 3434					1912	Detroit S.B.Co. Wyandotte	Cleveland& BuffaloTransitCo.	484·5 *WB*	58·1	24·0	Wilmgton (Del.) Utd.States	C.3Cy.66"&(2)96"–108" 1596NHP DetroitS.B.Co.Detroit		R
83120 TCDD	**Sefak** (*ex*Şafak–39, *ex*Yürük–38,*ex*Sefak–38, *ex*Chafak,*ex*Aurore, *ex*Agordat,*ex*Abbas) **TwinSc** *OilEng.* 1*Dk*	330 289 198					1888	Lobnitz& Co. Renfrew	FaikI.Abdusef ve Halil Uzuner	131·2	25·0	10·2	Istanbul Turkish	Oil Engines 2S.C.SA 6Cy.7⅞"–11⅜" *made33fitted34* MtrnWerkeMannheimAG Oil Engines 4S.C.SA 6Cy.8 1/16"–11 13/16" 109NHP *made22 fitted34* MtrnWerkeMannheimAG		
83121 LCXI	**Segundo** (*ex*SudUruguayo, *ex*Segundo) **TwinSc** *OilEng.* D.F. 1*Dk*	4414 3990 2668					1925	Akt.Burmeistr&Wain Copenhagen	SkibsA/S Awilco (A.Wilhelmsen, *Mgr.*)	368·5 P116*t*H239*t*F11*t*	53·7	24·9	Oslo Norwegian	Oil Engines 4S.C.SA 12Cy.19 11/16"–35 7/16" 450NHP Akt.Burmeistr&Wain,Cpn		N
83122 45391 JGCM	**Seia Maru**	6658 — 3898					1939	Harima Zosensyo K.K. Aioi	OsakaSyosenK.K.	438·8	58·6	32·8	Osaka Japanese	Steam Turbine		C
83123 703 JQOG	**Seian Maru** *OilEng.* D.F. 2*Dks*	3712 — 2084					1938	TamaS.B. Co.Ld. Tama	DairenKisenK.K.	350·7 P34'B82'F31'	50·2	24·5	Dairen Japanese	Oil Engines 4S.C.SA 10Cy.21⅝"–39⅜" 453NHP TamasS.B.Co.Ltd.Tama		
83124 44045 JZOL	— (*ex*ChungTai–38, *ex*Kanna–37) *ss*Osa.No.3–3,39 1*Dk*(*Stl*)	1900 1651 1054	✠100A1 4,40 ~~3,39~~ ✠LMC~~3,39~~ 4,40	Osa	*r*	CL 2,38	1911 6mo *Lloyd's A&CP*	Ramage& Ferguson,Ld. Leith	SakamotoShoji K.K. *CellDBa69'uE&*	272·1 P22'B78'F26' FK&BK1½" *B39'f*108'458*tFPT*	41·2	17·9	Osaka Japanese 6*BHCem* 55*tAPT*125*t*	T.3Cy.21",34"&56"–36" (*s*) 180lb 264NHP 2SB,6*cf*,GS126,HS4897 Ramage&Fergusn,Ld.Lth.	19 ″ 11 s 2 ″ 8 17 ″ 6	
83125 27464 JSWD	**Seikai Maru** *ss*Kob.No.3–5,32 *ss*Osa.No.1–37 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing*	3180 2716 1958	✠ ... 8,38 ✠	Osa	*t*		1920 11mo	OsakaIron Works Innoshima	OsakaSyosenK.K. *CellDB*255'510*t* *DTa*25'511*t*	305·0 P19'B82'F32' FK *FPT*76*tAPT*20*t*	43·7	24·9	Osaka Japanese *Cem* 5*BH to U dk* 1 „ „ 2*nd*„	T.3Cy.22¼",37"&61"–42" 288NHP 2SB,6*cf*,GS90,HS3824 OsakaIronWorks	27 ″ 3	
83126 44562 JFJM	— (*ex*WenYuan–38, *ex*Kawatiri–36, *ex*Shahristan) *ss*Kob.2ndNo.3–6,36 1*Dk*(*Stl*)	3109 — 1838	✠ ... 7,39 ✠	Osa	*u*		1919 7mo	J.Priestman&Co. Sunderland	KitaNipponKisen K.K. *CellD*	331·3 P33'B98'F28' FK B278'749*tFPT*113*t*	46·8	23·2	Tokyo Japanese 5*BHCem* *APT*122*t*	T.3Cy.25",41"&68"–45" 429NHP 3SB,9*cf*,GS156,HS6321 G.Clark,Ld.Sunderland	25 ″ 6	
83127 31868 JZAB	**Seikan Maru No. 1** Ⓟ **TwinSc** (*TrainFerry*) D.F. 2*Dks*	2326 2079 769					1926	Yokohama DockCo.Ld. Yokohama	Govt.of Japan (Dept.ofRailways)	356·0 B104'F31'	52·0	20·0	Tokyo Japanese *WB*	2SteamTurbinesDRgeared to 2 Sc Shafts 367NHP BrownBoverieCo.Baden, Switzerland		
83128 36220 JZJB	**Seikan Maru No. 2** Ⓟ **TwinSc** (*TrainFerry*) D.F. 1*Dk* *CruiserStern*	2493 2140 853					1930	Kawasaki Dkyd.Co.Ld. Kobe	Govt.of Japan (Dept.ofRailways)	360·0 F58'	52·0	20·0	Tokyo Japanese *WB*	2SteamTurbinesDRgeared to 2 Sc. Shafts KawasakiDkydCoLdKobe		
83129 46274 JGWN	**Seikan Maru No. 3** Ⓟ **TwinSc** (*Ferry*) D.F. *CruiserStern*	2787 — 921					1939	Uraga DockCo.Ld. Uraga	Govt.ofJapan (Dept.ofRailways)	360·9 B&*ShadeDk*340'	52·0	21·6	Tokyo Japanese *WB*	4steam turbinesDRgeared to 2sc. shafts 733NHP UragaDockCo.Ld.Uraga		
83130 44841 JQSM	**Seiko Maru** *OilEng.* *CruiserStern*	708 — 511					1938	YendoIron Works Osaka	SankoKisenK.K.	170·0	28·5	15·3	Amagasaki Japanese	Oil Engines 4S.C.SA 6Cy.13"–19 11/16" 99NHP HanshinIronWorks,Kobe		
83131 20758 JLKE	— **Wood** (*ex*OkiMaruNo.8) 1*Dk*	371 265 258					1917	Fukushima Matsujiro Matsuye	FukusimaKaneiti	141·6	23·1	12·6	Osaka Japanese	T.3Cy.9½",15"&24½"–19" Ishibashi 22NHP Tekkosho,Matsuye		
83132 44512 JMFM	**Seiko Maru No. 2** *OilEng.*	479 — 306					1938	Kanasasi Zosensyo K.K. Simizu	TetudoKinosita GumiK.K.	155·8	25·6	13·4	Tokyo Japanese	Oil Engines		
83133 1754 JESG	**Seikyo Maru** Ⓟ 1*Dk*&*pt2nd dk* *CruiserStern*	2608 2260 1527					1934	Uraga DockCo.Ld. Uraga	ChosenYusen K.K.	298·3 P28'B75'F33'	45·0	23·8	Jinsen Japanese *WB*	T.3Cy.17",27"&44"–39"& LP Turbine with DR gearing 180NHP UragaDockCo.Ld.		
83134 28068 JFKA	— Ⓟ 2*Dks*	2565 2009 1578	✠ ... 3,23 ✠				1921 6mo	OsakaIron Works,Ld. Osaka	ToaKaiunK.K.	284·5 P41'B100'F34' FK	42·5	23·0	Osaka Japanese *WB*	T.3Cy.21",35"&58"–39" 288NHP OsakaIronWrks Ld.Osaka	23 ″ 0	
83135 OYBH	**Seine** 1*Dk*&*Awng dk*	1358 1031 838					1899	W.Dobson &Co. Newcastle	Det.Forenede Dampskibsselskab A/S	237·0 Q88'H58'F26'	34·3	16·0	Copnhagn Danish *WB*	T.3Cy.19½",32½"&54"–36" 175NHP N.E.MarineEngCoLdNwc		V
83136 LJRG	**Seirstad** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Carrying Petroleum in bulk*	9916 9191 5969					1937	Deutsche WerftAGBet Finkenwrder Hamburg	UniversalShippingCo.A/S(A.F. Klaveness&Co. A/S*Mgrs.*)	492·9 P113'F74'	66·1	36·4	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.24"–43 5/16" 1201NHP Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		N
83137 31352 JOYB	**Seiryu Maru** 2*Dks*&*Webframes* *Longitudinalframing*	1900 1602 1158	✠ ... 11,29 ✠				1926 3mo	OsakaIron Works,Ld. Innoshima	KitaNipponKisen K.K.	255·0 P17'B65'F28' FK	39·0	22·7	Nishinomiya Japanese *WB*	T.3Cy.18",30"&50"–36" 211NHP OsakaIronWorks,Ld.	22 ″ 9	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
83138 880 JTUB	**Seisin Maru** Ⓟ Wireless 2*Dks*	1325 1129 742					1920	Harada Zosensho Osaka	ChosenYusenK.K.	232·5 P26'B69'F33'	31·5	21·2	Fusan Japanese	T.3Cy.15$\frac{3}{4}$",27"&45"–33" 115NHP HaradaZosensho,Osaka		
83139 89430 VPBM	**Seistan** Ⓟ (*ex*Innamincka) *Well deck* 1*Dk*&*Web frames*	2455 1736 1571	✠ … 9,95				1890 10mo	Napier, Shanks&Bell Glasgow	DouglasS.S.Co.Ld.	305·0 P162'B84'F75' FK	40·0	19·8	HongKong British *WB*	T.3Cy.19",32"&50"–36" NE&B23 285NHP WorthingtonPump&Mach Corp.Buffalo,N.Y.	22 ″ 8	V †
83140 33570 JCGC	**Seisyo Maru** (*ex*Antonio Tripcovich, *ex*Exmoor, *ex*WestCaruth) *ss*Nap.No.2–27 *Fitted for oil fuel* 2*Dks*	5464 5082 3991	… 5,32				1919	S.Western S.B.Co. SanPedro,Cal	OgumaShoten GomeiKaisha	410·4 P43'B115'F47' FK	54·0	29·7	Tarumi Japanese *WB*	T.3Cy.24$\frac{9}{16}$",41$\frac{9}{16}$"&72"–48" 551NHP LlewellynIronWorks,Cal.	29 ″ 9	C †
83141 24633 JEAI	**Seisyu Maru** 1*Dk*	1224 1032 650					1918	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	217·0 Q65'F33'	34·0	21·0	Tokyo Japanese	T.3Cy.16$\frac{1}{2}$",27$\frac{1}{2}$"&45"–30" 111NHP TokyoKikaiSeisakujo,Tok		
83142 44349 JZNL	**Seitai Maru** (*ex*TaiYang–38, *ex*KongHo–37, *ex*Kaitoke–35, *ex*CapeColony, *ex*WarPalace) *ss*Wln.No.3–7,30 *ss*Osa.No.2–39 1*Dk*(*Stl*) *Cargo battens not fitted*	3405 — 2011	✠100A1 3,40 ✠LMC3,40	Osa	*u*	2,39	1918 11mo	SirR Dixon &Co.Ld. Middlesbro' Lloyd's*A&CP*	SakamotoShoji K.K. *CellD*	331·3 P33'B98'F29' FK *B*284'736*tFPT*112*t*	46·8	23·2	Osaka Japanese 7*BHptCem* *APT*112*t*	T.3Cy.25",41"&68"–45" (*s*) 180lb 434NHP 3SB,*9cf*,GS155,HS6420 FD Richardsons,Westgarth&Co.Ld.Mdb.	25 ″ 6	
83143 44370 JZZL	**Seiwa Maru** (*ex*ShengHo–38,*ex* Malakuta–35) *ss*Kob.2ndNo.3–9,38 2*Dks*(*Stl*) &3*rd dk*(*Stl*)*inNo.*1 *hold*	7210 — 4519	✠100A1 10,40~~11,39~~ ✠LMC~~11,39~~ 10,40 *Fitted for oil fuel* 7,18 *F.P. above* 150° F. *Carrying oil fuel F.P. above*150° F. *in Nos.* 1,2&7 *DBtanks*	Kob Yka	*c*†	CL ~~9,38~~ 10,40	1914 9mo	C.Connell &Co.Ld. Glasgow Lloyd's*A&CP*	OkadaGumiK.K. *CellDBa&uE*188'	470·2 P46'B124'F43' FK *f*178'1352*tFPT*79*t*	58·0	32·1	Osaka Japanese 7*BHCem* *APT*54*t*	T.3Cy.26$\frac{1}{2}$",45"&75"–54" (*s*) 200lb HS12300 648NHP 2D&1AuxSB,*15cf*,GS264 D.Rowan&Co.Glasgow	34 ″ 11 s 7 ″ 10$\frac{1}{2}$ 27 ″ 3	
83144 22005 JQHE	— 1*Dk*	1317 1165 936					1917	Matsuda KisenK.K. Osaka	TaiyoKisenK.K.	227·0 P21'B53'F24'	35·0	19·0	Tarumi Japanese *WB*	T.3Cy.16",26"&42"–30" 97NHP YoshidaIronWorks,Osaka		
83145 4403 JNJE	**Seiwa Maru No. 2** (*ex*InushimaMaruNo.4–33) 1*Dk*	593 559 322					1899	OsakaIron Works Osaka	TaiyoKisenK.K.	169·0	30·0	14·1	Hutyu Japanese *WB*	T.3Cy.14",22"&37"–27" 71NHP OsakaIronWorks,Osaka		
83146 44604 JLLM	**Seizan Maru** (*ex*ShingHo–38, *ex*Barunga–35,*ex*Cape Premier,*ex*WarFaith) *ss*Smk.No.3–8,39 1*Dk*(*Stl*) *Cargo battens not fitted*	4233 3922 2584	✠100A1 ~~8,39~~11,40 ✠LMC~~8,39~~ 11,40	Smk	*x*	CL 7,39	1918 10mo	Canadian Vickers,Ld. Montreal Lloyd's*A&CP*	MiyachiKisenK.K. *CellDB*	380·0 P30'B102'F41' FK 316'1367*tFPT*102*t*	49·2	26·7	Kobe Japanese 6*BHCem* *APT*136*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 474NHP 3SB,*9cf*,GS174,HS6660 FD CanadianVickers,Ld.Mtl.	30 ″ 1 s 5 ″ 11$\frac{3}{4}$ 24 ″ 5	
83147 34386 JWPB	— (*ex*RaymondPoincaré, *ex*WarKarma) *ss*Rou.No.2–26 1*Dk*	2018 1777 1187	✠ … 4,30 ✠				1918 11mo	Pt.Arthur S.B.Co.Ld. PtArthurOnt	AokiYotetsu ShotenK.K.	251·0 P25'B64'F28' FK	43·8	20·7	Sasebo Japanese *WB*	T.3Cy.20$\frac{1}{2}$",34"&56"–40" 265NHP PortArthurS.B.Co.Ld.	23 ″ 0	
83148 22270 JQTE	— (*ex*ShinshuMaruNo.2–32) 1*Dk*	955 787 549					1918	Namura Gennosuke Osaka	YamamotoKisen K.K.	190·0	31·0	18·5	Hutyu Japanese	…		
83149 42961 JTFL	**Seizan Maru No. 2** *Mchy.Aft* 1*Dk*	1898 — 1064					1937	Matsuo Zosensho Nagasaki	AokiShojiK.K.	271·7 P80'F25'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.18",29$\frac{1}{2}$"&50"–39" 156NHP MatsuoZosensho,Nag.		
* 83150 OUKY	**Sejrö** *ss*Els.No.2–38 *Well deck* 1*Dk*(*Stl*) Wireless D.F.	1489 1198 880	✠100A1 9,39 BS8,39 ✠LMC4,38	Els	*q*	OG 9,39	1929 9mo	Helsingörs Jernsk&Msk Elsinore Lloyd's*A&CP*	A/S D/S "Heimdal" (M.Carl,*Mgr.*)	253·4 P17'Q81'B97'F30' FK *CellDB*215' 411*tFPT*	38·1	15·2	Elsinore Danish 4*BHptCem* 32*tAPTs*86*t*	T.3Cy.18$\frac{1}{2}$",30"&50"–33" (*s*) 200lb 155NHP 2SB(Spt)*4cf*,GS112,HS2252 HelsingörsJernsk.&Mskb.	17 ″ 6 s ″ 11$\frac{1}{2}$ 16 ″ 8	
83151 477 JPFG	**Sekiho Maru** (*ex*Canadian Inventor–33) *ss*Drn.No.3–9,33 2*Dks*(*Stl*)	5402 4906 3276	✠ … 1,38 ✠	Nag	*y*		1920 7mo	JCoughlan &Sons,Ld. Vancouver, B.C.	DairenKisenK.K. *CellD*	400·1 P49'B113'F40' FK *B*334'1026*t FPT*149*t*	52·4	28·8	Dairen Japanese 6*BHCem* *APT*131*t*	T.3Cy.27",44"&73"–48" 520NHP 3SB,*9cf*,GS198,HS7743 J.G.Kincaid&Co.Ld.Grk.	31 ″ 0	
83152 22229 JBNC	**Sekino Maru** Wireless 1*Dk*	998 834 716					1918	Takemoto Chukichi Osaka	OginoKaisho K.K.	195·5	31·5	18·0	Fushiki Japanese	T.3Cy.13$\frac{1}{2}$",22$\frac{1}{2}$"&37$\frac{1}{2}$"–28" 75NHP YamaseTekkosho,Osaka		
83153 16613 JPQE	**Sekiyo Maru** Ⓟ **Wood** 1*Dk*	629 487 378					1916	Fukushi- maMatsijuro Matsaye	KawasakiKeijiro	168·3	26·6	16·0	Kochi Japanese	T.3Cy.12$\frac{3}{8}$",20$\frac{1}{8}$"&32$\frac{1}{16}$"–23" 45NHP MacColl&Pollock,Sld.		
83154 19904 JHEB	**Sekkō Maru** Ⓟ (*ex*SekkowMaru–38) *ss*Osa.No.3–5,29 *ss*Osa.No.2–38 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3183 2757 2013	✠ … 8,38 ✠	Osa	*t*		1917 4mo	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	305·0 P19'B82'F32' FK *CellDB*255'	43·7	27·2	Osaka Japanese 5*BHCem* 518*tAPT*20*t*	T.3Cy.22",37"&61"–42" 288NHP 2SB,*6cf*,GS90,HS3824 OsakaIronWks.Ld.Osaka	27 ″ 3	
94 4° 83155 LCXK	**Sekstant** (*ex*Nordstrand) D.F. 1*Dk*	1626 1186 956					1919	Bergens Mek.Værks Bergen	D/S A/S Sekstant (WilliamHansen)	244·3 P33*t*Q106*t*B154*t* H182*t*F33*t*	37·7	15·7	Bergen Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP BergensMekVærksBergen		N
83156 ~~OYXW~~	**Selandia** Ⓟ *OilEng.* D.F. 2*Dks*,3*rd dk in forward holds* E.S.D. *CruiserStern*	8482 6673 5170	✠100A1 *withfreeboard* ~~8,40~~~~12,39~~ 4,41 ✠LMC10,38	Cpn PN1	*c*†	CL 7,39	1938 10mo	Nakskov Skibs.A/S Nakskov Lloyd's*A&CP*	UnionGovt of S.Africa(Railways &HarboursAdministrationDurban) *CellDB*379'1730*t of tunnel*	432·4 452·3(O.L) B178'F68' FK *Tanks at sides* 187*tDTsa*302*tFPT*	63·1	32·6	Durban British 7*BHptCem* (6 *to W dk* 1 ,, 2*nd* ,,) 64*tAPT*84*t*	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"–55$\frac{1}{8}$" 1026NHP DB*114lb* Akt.Burmeistr&Wain,Cpn	36 ″ 0 11 ″ 1 25 ″ 0$\frac{3}{4}$	
83157 LJZJ	**Selbo** (*ex*Balder–38,*ex*Hubro) 1*Dk*	1778 1351 1027					1921	OuseS.B. Co.Ld. Goole	Skibs.A/S Selvik (EinarWahlström, *Mgr.*)	255·7 P49*t*Q122*t*H102*t* F11*t*	40·1	16·1	Oslo Norwegian *WB*	T.3Cy.19$\frac{1}{2}$",31"&53"–36" 169NHP Earle'sCo.Ld.Hull		VN

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R.
83158 146505 MLFT	**Selby** ssHul.No.3–11,34 ssGoo.No.1–39 *Well deck* 1*Dk*(*Stl*) *CruiserStern*	1039 852 541	✠100A1 4,40 BS4,40 ✠LMC1,39	Goo	*n*	OG 4,40	1922 10mo *Lloyd*	J.Duthie TorryS.B.Co. Aberdeen '*sA&CP*	Wilsons&N.E.Rly. ShippingCo.Ld. (TheAssociated HumberLines) *CellD*	228·1|34·2|13·8 P&B143'F52' FK *B*195'272*t APT* 39*t*	Hull British 5*BHptCem* *ptAsp*	T3Cy.14½",24½"&43"–30"(*s*) 225lb 152NHP 2SB,4*cf*,GS81,HS2670 Amos&Smith,Ld.Hull	16 ″ 0 s ″ 7 15 ″ 7	
83159 UPAL	**Selenga** (*ex*NeathAbbey–34, *ex*Bellas) ssCff.No.3–3,31 1*Dk*(*Stl*)	2492 2248 1438	✠ 10,33 ✠NB4,29 ✠	Lon	*t*		1919 10mo	E.Finch& Co.(1916)Ld. Chepstow	U.S.S.R. *CellD*	303·0|43·0|20·7 P33'B80'F33' FK *B*260' 671*t FPT*70*t*	Leningrad Russian 6*BHptCem* *APT*183*t*	T.3Cy.22",36"&59"–39" 253NHP 2SB,6*cf*,GS120,HS4104 McKie&Baxter,Glasgow	23 ″ 0	
83160 TFEB	**Selfoss** (*ex*Villemoes) Wireless *Mchy.Aft* 1*Dk*	775 627 428					1914	Porsgrund Mek.Værks. Porsgrunn	H/F Eimskipafelag Islands	202·1|32·1|12·4 P61'F24'	Reykjavik Icelandic *WB*	T.3Cy.14",23"&38"–27" 75NHP PorsgrundM.V.Porsgrunn		N
83161 LDNG	**Selje** 1*Dk*&*Shelter dk* D.F. *Longitudinal framing*	6698 6210 3891					1930	Palmers' Co.Ld. Newcastle	SkibsA/S Selje (A/S Rederiet Odfjell)	448·3|59·2|27·7 P164*t*H189*t*F40*t*	Bergen Norwegian *WB*	T.3Cy.28½",47"&78"–51" 409NHP Palmers'Co.Ld.Newcastle		N
83162 152859 CYKJ	**Selkirk** D.F. *Mchy.Aft* 2*Dks*	2384 1300 1449					1926	DavieS.B. &Repg.Co.Ld Lauzon,Que.	CanadaS.S.Lines, Ld.	250·2|42·8|14·7 F35'	Montreal British *WB*	T.3Cy.18",30"&50"–36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
83163 132451 MLGG	**Sellinge** (*ex*Ensign–37, *ex*Wrotham–35, ssShl.No.3–4,29 *ex*Ensign–33, ssCff.No.2–38 *ex*Uskmouth) 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	2327 1789 1261	✠100A1 4,40 ✠LMC MS3,38 BS~~10,39~~ 9,40	Bry	*s*	CL ~~4,40~~ 5,41	1916 7mo *Lloyd*	J.Priest- man&Co. Sunderland '*sA&CP*	Constants(South Wales)Ld.(H. Constant,*Mgr.*) *D*	290·0|40·7|19·2 301·0(O.L.) P24'Q90'B59'F29' FK *Bf*112'385*t DTa*90'	London British 5*BHCem* 624*t FPT*94*t*	T3Cy.21 3/16",35"&57"–39"(*s*) 180lb 218NHP 2SB,6*pf*,GS90,HS3340 N.E.MarineEng.Co.Ld.Sld	20 ″ 6 s 2 ″ 1½ 18 ″ 7	
83164 DAVH	**Selma** (*ex*Hamlet) Wireless D.F. Sub.Sig. 1*Dk*	1414 1067 817					1924	Howaldts- werke Kiel	FranzL.Nimtz	245·2|37·2|14·5 P16'Q76'B97'F31'	Stettin German *WB*	T3Cy16½",27 3/16"&43 5/16"–29½" 102NHP Howaldtswerke,Kiel		G
83165 OZOH	— Wireless D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	1392 1055 742					1937	Fredrkstad MekVrksA/S Fredrikstad	J.Lauritzen	265·0|42·1|13·9	Esbjerg Danish *WB*	C.4Cy.(2)13¾"&(2)32 5/16"– 30½" HS1508 130NHP FredrikstadM.V.A/S Fredrikstad		N
83166 221193 KDRJ	**Selma City** *Fitted for oil fuel* GyC. 2*Dks*3*tr*B	5686 5081 3450					1921	Chickasaw S.B.&CarCo. Chickasaw, Ala.	IsthmianS.S.Co.	424·2|56·2|26·5 P58'B&F350'	NewYork Utd. States *WB* *Turbines by* *Red. Gears by*	2 Steam Turbines DR geared to 1 Sc. Shaft FederalS.B.Co.Kearny,NJ FalkCo.Milwaukee,Wis.		R
83167 LJCM	**Selvik** (*ex*Britte–36,*ex*HiramII.) 1*Dk*	1557 1368 892					1920	Akers Mek. Værks Oslo	Skibs.A/S Selvik (EinarWahlström *Mgr.*)	255·6|39·8|17·8 P22'B64'F25'	Oslo Norwegian *WB*	T.3Cy.19",31"&53"–36" 506NHP AkersMek.Værks.Oslo		N
83168 148070 GKQJ	**Selvistan** ssShl.No.3–7,37 D.F. 1*Dk*(*Stl*)	5136 4750 3190	✠100A1 11,40 ~~1,40~~ ✠LMC MS6,37 BS~~8,37~~7,40	Cff Hpl	*y*	CL 7,38	1924 5mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB*	390·0|53·5|28·6 P33'B113'F41' FK 342'1524*t FPT*128*t*	Newcastle British 6*BHCem* *APT*167*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb *150lb* 363NHP 2SB,8*cf*,GS148,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 1½ 25 ″ 7½	
83169 PKSZ	**Semarang** (*ex*Doggersbank–38) ssSba.No.1–37 *Mchy.Aft* *OilEng.* 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	309 227 219	✠ … 3,41 ~~✠LMC1,37~~ ~~✠LMC(M)2,39~~	Sba	*d*	~~10,39~~ 7,40	1933 1mo *Lloyd*	N.V.Indus- trieele Maats. "DeNoord" Alblasserdam '*sA&CP*	Koninklijke PaketvaartMaats.	131·9|23·5| 8·8 Q26'F16' FK *CellDBf*28'28*tFP*	Batavia Dutch 3*BHCem* *T*10*t APT*4*t*	Oil Engines 4S.C.SA 4Cy.11"–17⅛" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 6 ~~s ″ 11~~ ~~8 ″ 7½~~	
83170 PHLH	**Sembilan** D.F. 3*Dks*	6566 6067 4044	100A1 (*ClassContemplated*) Examined 3,41	Lon		CL	1922	Maats. Fyenoord Rotterdam	N.V.Stoomv. Maats. "Nederland"	419·8|54·7|33·6 P41'B85'F40'	~~Amsterdam~~ ~~Dutch~~ Batavia Dutch	T.3Cy.28½",46"&77"–54" 190lb 4SB(Spt)12*cf*, 436NHP Maats.Fyenoord,Rot.		~~V~~
83171 2084 ICKZ	**Semien** Ⓟ (*ex*Fortunstar–36, *ex*Tuscanstar, ssBkn.2ndNo.3–12,23 *ex*Brodliffe, ssGen.No.1–29 *ex*Morayshire) *Fitted for oil fuel* D.F. 2*Dks*(*Stl*)&*deep* *framing*&*Shelter dk*	6942 — 4360	✠ —— 8,33 ✠	Gen	*a*†		1898 12mo	R&WHaw- thorn,Leslie &Co.Ld. Newcastle	IgnazioMessina &C. *CellDBa*105'*uE*30'*f*	421·4|54·0|29·1 420·0 28·6 P50'B&F355' FK 208'1068*tFPT*130*t*	Genoa Italian 7*BHCem* *APT*25*t*	T.3Cy.29½",46½"&76¼"–54" 430NHP 3SB,9*cf*,GS178,HS6415 Hwthrn,Leslie&CoLdNwc.	32 ″ 0	I †
83172 164612 GYST	**Seminole** D.F. E.S.D. *OilEng.* GyC. 1*Dk*, *2nd dk clear of cargo tanks* *Cruiser Stern* *Longitudinal framing* *Mchy.Aft*	10389 9592 5922	✠100A1 10,39 ✠LMC4,36 *CarryingPetroleum in bulk*	Nwc	*f*†	CL 1,39	1936 4mo *Lloyd*	Blohm& Voss,K.a.A. Hamburg '*sA&CP*	BritishMexican PetroleumCo.Ld. ~~(F.J.Wolfe,*Mgr.*)~~ (R.A.Carder,*Mgr*) *CellDBuE*86'184*tDT*	490·4|69·9|36·9 P107'B39'F35' FK *f*16'540*t FPT* 370*t*	London British 16*BHptCem* *ptAsp* *APT*214*t*	Oil Engines 2S.C.SA 8Cy.25⅝"–49¼" 912NHP 3DB*200lb* Fr.KruppGermaniawftAG	37 ″ 0 s 7 ″ 4¼ 29 ″ 11½	
83173 224018 WNCX	— Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*&*2nd dk in* D.F. *holds*&*Promenade dks*	5896 — 3514	✠ … 12,27 ✠				1925 8mo	NwprtNws S.B.&DD.Co. NewprtNews	Cherokee-Semi- noleS.S.Corp. (Clyde-Mallory Lines*Mgrs.*)	387·5|54·3|20·0 P&B322'F53' FK	NewYork Utd.States *WB*	2SteamTurbinesSR geared to 1Sc.Shaft 981NHP NewportNewsSB.&DD.Co.	23 ″ 6	R †
83174 219600 KUGP	— *OilEng.* Sub.Sig. GyC. 2*Dks* *Longitudinal framing*	5867 — 3660					1920	O.Daniels Co. Tampa,Fla.	UnitedStates Maritime Commission	402·0|54·0|33·7 P34'B118'F38'	Tampa,Fla Utd.States	Oil Engines 2S.C.DA 4Cy.27½"–47¼" 1053NHP NE26 Hooven,Owens,Rentschler Co.Hamilton,O.		R
83175 PHLM	**Semiramis** ssH.Kg.No.3–10,33 ssSng.No.1–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing* *Fitted for oil fuel* *Carrying Petroleum in bulk*	5792 5293 3379	✠ … 11,38 ✠	Sng	*z*		1921 9mo	S.Western S.B.Co. SanPedro, Cal.	Nederl.Indische Tankstoomboot Maats. *Cell DBuE&B*81'23	412·0|53·3|31·0 427·0(O.L.) P110'B33'F57' FK 2*tDTf*32'328*t FPT*	TheHague Dutch 15*BHptCem* *ptAsp* (4 *to Udk* 11 „ *2nd*„) 98*t APT*103*t*	T.3Cy.27",45"&74"–48" 556NHP 3SB,9*cf*,HS8451 Hooven,Owens,Rentschler Co.Hamilton,O.	31 ″ 0	
83176 CSAW	**Sena** (*ex*Marienburg, TwinSc *ex*Mary,*ex*Duisburg) Wireless 1*Dk*	1221 1025 680					1922	Deutsche Werft Hamburg	Cia.Colonial de Navegaçao	243·3|36·0|14·1 B48'F34'	Loanda Portuguese	T.6Cy.11",16 9/10"&27⅝"–18 1/10" NE27 65NHP UnionGiesserei,Königsbrg		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned row expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade
83177 PKNX	**Senang** ssBat.2ndNo.3-10,38 1*Dk*(*Stl*-teaks)	1207 994 672	✠100A1 12,40 ~~11,39~~ ✠NB8,22 ✠LMC10,38 BS~~11,39~~ 12,40	Sng	*p*	CL 9,38	1914 9mo *Lloyd*'sA&CP	Hong K'ng &Whampoa DockCo.Ld. HongKong	TiongHwaLeon Tjoen&Co.Ld. *CellDBa*65'	235·0 P20'B121'F28' FK *uE*15'*f* 94'339*tFPT*	38·0	14·5	Pal'mbang Dutch 4*BHCem* 26*tAPT*22*t*	T.3Cy.18$\frac{11}{16}$",29"&48"-36"(*s*) 180lb 162NHP 2SB,6*cf*,GS116,HS2648 HongKong&Whampoa DockCo.Ld.HongKong	16 ″ 6 s 2 ″ 2$\frac{3}{4}$ 14 ″ 7$\frac{1}{2}$	
83178 DIVO	**Senator** TwinSc (*ex*Lighter) *OilEng.* Wireless D.F. *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	845 789 685					1902	Christof Ruthof Kastel aRh.	WariedTankschiff Rhed.G.m.b.H.	187·6 P28'F24'	32·2	15·2	Hamburg German	Oil Engines 4S.C.SA 12Cy.11"-17$\frac{3}{4}$" 140NHP *Emade&fitted*34 Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
83179 EAHS	**Sendeja** (*ex*Pedrosa-33) 2*Dks*	*2647* — *1640*					1921	W.Harkess &Son,Ld. Middlesbro'	J.A.Mutiozabal	304·8 P27'B80'F33'	42·3	23·2	Bilbao Spanish *WB*	T.3Cy.22$\frac{1}{2}$",37"&61"-42" Richardsons, 241NHP Westgarth&Co.Ld.Mdb.		C
83180 YTFM	**Senga** (*ex*Lasta-36,*ex*Naana-35, *ex*Manchurian Prince-33,*ex*Ardgair) *ss*Ant.No.3-7,35 *ss*Sch.No.1-40 2*Dks*(*Stl*)	*5140* *4748* *3280*	✠100A1 ~~3,40~~ ~~3,39~~4,41 ✠LMC MS10,39 BS~~2,40~~ 2,41	Rot ~~Sch~~Bal	*z*	CL ~~4,38~~ 4,41	1913 5mo *Lloyd*'sA&CP	R.Duncan &Co.Ld. Pt.Glasgow	Atlantska Plovidba d.d. *'Tween* *CellDBa*131'	405·0 418·3 (O.L.) P41'B121'F35' FK *dk BH in after* *hold dispensed with* *u E*23' *f* 176' 1103*t*	53·0	27·2	Susak Yugoslav *Cem* 5*BH to Udk* 3 ,, *2nd* ,, *DTa*36' 988*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 475NH 2SB,8*cf*,GS156,HS6697 FD J.G.Kincaid&Co.Ld.Grk. *only* *APT*36*t*	29 ″ 9 5 ″ 9$\frac{1}{4}$ 24 ″ 2	
83181 CSHI	**Senhora Da Sude** WoodAux (*exSailingShip OilEng.* 4MstSr Helga-35) 1*Dk* (*See Sailing Ship Register*)	356 328 272					1920	FanöSkibs- værft Nordby,F.	Tavares, Mascarénhas, Neves&Vaz,Lda.	137·6	30·7	12·7	Aveiro Portuguese	Oil Engines 2Cy.15$\frac{3}{8}$"-16$\frac{15}{16}$" *Emade&fitted*35 Denmark		
30/41 83182 849 IUGK	**Senio** (*ex*Pluton,*ex*Activity) Iron *ss*Brs.2ndNo.3-5,98 *Well deck* *ss*Rou.No.1-02 1*Dk*(*Irn*)2*trB*	1067 849 631	✠ 7,07	Dnk	*n*		1879 6mo	J.Laing Sunderland	Rag.Antonio Gulmanelli	235·2 225·5 Q82'B42'F23' BK8" *DBa*53'*f*91'	32·1	16·1	Ravenna Italian 4*BHCem* *FPT APT*	C.2Cy.24$\frac{1}{2}$"&55"-36" NB17 144NHP J.Dickinson,Sunderland	17 ″ 6	
83183 LJYF	**Senja** *OilEng.* 1*Dk&Shelter dk* Wireless D.F. *Mchy.Aft* *CruiserStern*	858 671 421					1938	MossVærft &Dokk,A/S Moss	Vesteraalens Dampskslsk	214·2	34·7	13·8	Stok- marknes Norwegian *WB*	Oil Engines 4S.C.SA 7Cy.14$\frac{3}{8}$"-21$\frac{5}{8}$" & hydraulic coupling SR geared to sc. shaft 141NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		N
83184 32487 JKNB	**Senkai Maru** Ⓟ 2*Dks*	2101 1685 1522					1926	MitsuiBus- sanKaishaLd TamaDkyd	ShimataniKisen Kaisha,Ld.	275·0 P24'B87'F36'	40·7	21·0	Kobe Japanese *WB*	T.3Cy.18",30"&50"-36" 150NHP MitsuiBussanKaisha,Ld.		
83185 40758 JYRJ	**Senkō Maru** Ⓟ (*ex*SenkwoMaru-38) D.F. 2*Dks* *CruiserStern*	4472 3900 2618					1935	Yokohama DockCo.Ld. Yokohama	NipponYusenK.K.	364·2 F33'	50·8	32·5	Tokyo Japanese *WB*	2 DR geared Steam Turbines IshikawajimaS.B.&E.Co. Ld.Tokyo		
83186 FOQL	**Senneville** (*ex*CapitaineBaudouin) D.F. 1*Dk*	4578 3960 2549					1922	Ch.&Atel. delaGironde Harfleur	Soc.NavaleCaen- naise(G.Lamy& Cie.*Mgrs.*)	362·9 Q&B225'F31'	49·2	24·4	Caen French *WB*	T.3Cy.24",39"&65"-44" 279NHP Schneider&Co.Havre		V
83187 332 JPXC	**Sensan Maru** *OilEng.* *ss*Drn.No.2-36 1*Dk*(*Stl*)	2776 2308 1588	✠ ... 1,38 ✠	Nag	*u*		1929 7mo	MitsuiBus- sanKaishaLd TamaDkyd.	DairenKisenK.K. *CellDB*235'682*t* *Tanks in way*	326·5 P27'B63'F28' FK *of tunnel* 173*t FPT*	46·5	21·5	Dairen Japanese 5*BHptCem* 51*tAPT*35*t*	Oil Engines 4S.C.SA 6Cy.21$\frac{5}{8}$"-39$\frac{3}{8}$" 271NHP	21 ″ 6	
83188 LDEW	**Senta** (*ex*Sirehav-39, *ex*Regulus-38) *ss*Clo.No.3-2,29 *ss*Osl.No.2-38 1*Dk*(*Stl*)2*trB*	3785 3458 2307	✠100A1 ~~2,39~~10,40 ✠LMC MS2,38 BS~~11,39~~10,40 *Fitted for oil*	Rot Hul *fuel* 4	*v* ,17	CL ~~1,39~~ 6,41 *F.P. above* 1	1917 4mo	Union Iron WorksCo. Alameda,Cal. A&CP 50° F.	SkibsA/SSenta (OleLLökke,*Mgr.*) *CellD*	340·0 P29'B73'F36' FK *B*290'967*tFPT*120*t*	48·2	26·0	Oslo Norwegian 6*BHptCem* *APT*102*t*	T.3Cy.24",39"&65"-42" (*r*) 180lb 325NHP 2SB,6*cf*,GS144,HS5400 UnionIrnWksCoAlameda	27 ″ 3 s 4 ″ 10 22 ″ 7$\frac{1}{4}$	
83189 7376 SDAI	— (*ex*Acacia-36,*ex*Sallingsund, *ex*Danery,*ex*Roma) 1*Dk*	*1497* *1232* *863*					1905	Schpw.v. JanSmit,Czn. Alblasserdm	RederiA/B Frode (H.Selander,*Mgr*)	251·3 P14'Q76'B108'F28'	37·8	16·3	Stockholm Swedish *WB*	T.3Cy.20$\frac{1}{2}$",33"&54"-36" 175NHP Maats.deSchelde,Flushing		V
83190 11091 JLYE	**Sen-un Maru** 2*Dks*	367 325 216					1907	I.Amaga- saki Osaka	Amagasaki KisenbuGomei Kaisha	146·4	20·4	15·5	Osaka Japanese	T.3Cy.11$\frac{3}{4}$",19$\frac{1}{4}$"&31$\frac{1}{2}$"-24" 49NHP		
83191 44008 JWSL	**Senyo Maru** 1*Dk* *CruiserStern*	2904 2530 1671					1937	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K.	305·4 P24'B79'F29'	45·3	26·2	Tokyo Japanese *WB*	T.3Cy.20$\frac{11}{16}$",34$\frac{7}{16}$"&57$\frac{1}{16}$"- 43$\frac{5}{16}$" 202NHP MitsubishiJukogyoK.K. Yka.		
83192 41587 JASK	**Senyu Maru No. 3** *OilEng.* *Mchy.Aft*	327 — 242					1936	Urabe Zosen Tekkosho Osaka	KureKokumotsu Oroshishogyo Kumiai	120·0	23·5	12·5	Kure Japanese	Oil Engines 2S.C.SA 4Cy.15"-20" 158NHP NipponHatsudokiK.K. Kobe		
83193 42884 JOHL	**Senyu Maru No. 5** *OilEng.* 1*Dk*	370 — 241					1937	Urabe ZosenTek- kosho Osaka	KureKokumotsu Oroshishogyo Kumiai	125·0	24·5	13·0	Kure Japanese	Oil Engines NipponHatsudokiK.K. Kobe		
83194 23838 JDFC	**Senzan Maru** Wireless 1*Dk*	1151 973 656					1918	Chitose K.K.K. Osaka	OgawaGomei Kaisha	224·5	33·0	18·7	Hutyu Japanese *WB*	T.3Cy.14",23$\frac{1}{4}$"&39"-28" Takahashi 80NHP Tekkosho,Osaka		
83195 164735 GZDS	**Sepia** D.F. E.S.D. *OilEng.* *Mchy.Aft* 1*Dk,2nd dk clear of* *CruiserStern cargo tanks* *Longitudinal framing at bottom & at deck*	6214 5496 3620	✠100A1 1,40 ~~✠LMC10,36~~ *Carrying Petr* ✠LMC DBS12,40	Ard *oleum* CS12,40 2,39	*a*†	CL 1,40 *in bulk*	1936 10mo *Lloyd*'sA&CP	Swan,Hun- ter&Wigham Richardson, LdNewcastle	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*61'132*t*	430·3 446·3(O.L.) P87'B37'F48' FK *DTf*25'261*t FPT*1	54·5	30·7	London British 16*BH* 06*tAPT*59*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 377NHP DB*180lb* Hwthrn,Leslie&CoLdNwc	31 ″ 0 s 5 ″ 6$\frac{3}{4}$ 25 ″ 7$\frac{3}{4}$	

89/40.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Materiaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cote, si ce n'est dans le L. R. Durée Cert. B. of Trade
83196 163616 MMPG	**Sequacity** *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk* *Cargo battens not fitted*	870 550 455	✠100A1 10,39 ✠LMC12,37 ✠LMC(M)7,39	Yar	*k*	OG	1937 12mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole 'sA&CP	F.T.Everard& Sons,Ld. *CellDB*	196·2 202·7(O.L.) P50'Q120'F20' FK 127'194t*FPT*69t*AP*	30·2	11·3	London British 3*BHCem* *T*67t	Oil Engines 2S.C.SA 7Cy.9 1/16"–16 5/16" 61RHP BritishAuxiliaries,Ld.Gls.	13 ″ 6 s 4 ″ 10¾ 13 ″ 2	
83197 YTEB	**Serafin Topić** (*ex*Wien–33, *ex*Trevilley–32) *ss*Spt.2ndNo.3–5,38 D.F. 1*Dk*(*ptIrn ptStl*)	4294 4016 2720	✠100A1 8,40~~5,39~~ ~~BS4,39~~ ✠LMC4,38 5,40	Rot NYk	*x*	CL ~~5,39~~ N8,40	1913 4mo *Lloyd*	J Readhead &Sons,Ld. SouthShields 'sA&CP	SlobodnaPlovidba TopićD.D.(Ant. Topić,*Mgr.*) *CellDBa*	369·9 P33'B226'F34' FK 119'*uE*23'*f*163'987t	51·1	26·1	Susak Yugoslav 6*BHCem* *APT*62t	T.3Cy.26",42"&69"–48" (r) 180lb 385NHP NDB24*refitted*38–*120lb* 2SB,6cf,GS132,HS6330 J.Readhead&Sons,Ld.SShl	27 ″ 8 s 3 ″ 10 24 ″ 1½	
83198 EAKT	**Serantes** (*ex*Kayeson) *ss*Bbo.No.3-10,40 ~~*ss*Bkn.No.3–4,38~~ ~~*ss*Bbo.No.2–36~~ 1*Dk*(*Stl*)	3559 3199 2099	100A1 ~~10,39~~ 10,40 LMC10,40 ~~MS3,39~~ ~~BS4,39~~	Bbo	*w*	CL ~~4,39~~ 10,40	1922 2mo	J.&A.van derSchuyt Papendrecht	Cia.Naviera Vascongada *CellD*	361·1 P34'B219'F36' FK B310'894t *FPT*78t	50·3	21·7	Bilbao Spanish 6*BHAsp* *APT*113t	T3Cy.25 5/16",41¼"&66 11/16"–45" 180lb (s) 416NHP 3SB,9cf,GS145,HS6168 FD J.&A.van derSchuyt	24 ″ 6 s 2 ″ 9½ 21 ″ 11	
83199 140621 GRCB	**Serbino** *ss*Liv.No.3–6,32 *ss*Nwc.No.1–36 *Well deck* 2*Dks*(*Stl*) *CruiserStern*	4099 3146 2647	✠100A1 Examined 4,41 Liv ~~BS3,39~~ ✠LMC~~4,37~~ BS4,40 4,41 MS8,40	~~Hpl~~	*v*	CL N9,39	1919 5mo *Lloyd*	Ramage& Ferguson,Ld. Leith 'sA&CP	EllermanLines,Ld. (HallLine,Ld. *Mgrs.*)	342·4 P&B262'F39' FK *CellDB*299'737t	46·0	24·8	Liverpool British 6*BHCem* *APT*12t	T.3Cy.21",36"&62"–42" (s) 220lb *112lb* 388NHP 2SB,8cf,GS136,HS5640 FD Ramage&Fergusn,Ld.Lth.	27 ″ 3 s 3 ″ 2½ 23 ″ 3	
83200 142315 GVZZ	**Serbol** *ss*BermudaNo.3–3,30 *ss*Gib.No.2–38 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* *CruiserStern*	2669 2223 1103	✠100A1 9,40~~9,39~~ BS10,40 ✠LMC8,38 *For Government Service* *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,18 *F.P. above* 150° F.	Gib Bel		CL 8,38	1918 1mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee 'sA&CP	TheAdmiralty — *CellDBuE&B*68'145t *DTf*24'90t*FPT*154t*APT*38t	319·8 P46'B107'F39' FK	41·5	23·1	London British 16*BHptCem* (10 *to U dk* 6 „ 2*nd*„)	T.3Cy.26½",43½"&74½"–45" 200lb (s) 578NHP 3SB,9cf,HS8739 FD CaledonSB.&E.Co.Ld.Dun	25 ″ 6 s 3 ″ 3½ 22 ″ 5½	
83201 471 ICIR	**Serdica** (*ex*Serdika–35, *ex*Alexandria–35) *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks*	1533 1367 903					1920	Bremer Vulcan Vegesack	A.Lauro	247·5 237·8 B38'F31'	35·9	19·5	Naples Italian *WB*	T.3Cy16 5/16",26¾"&44"–28 5/16" 103NHP BremerVulkan,Vegesack		I
83202 1286 ICHJ	**Serenitas** (*ex*SierraRoja) *ss*Gen.No.3–1,28 D.F. 2*Dks*	5171 4772 3113	... 2,32				1918	Sunderlnd S.B.Co.Ld. Sunderland	Soc.Anon per l'Industria ed il Com.Marit."Nova Genuensis"	409·4 400·0 P49'B112'F39' FK	52·3	28·5	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 320NHP CammellLaird&Co.Ld.Liv.	31 ″ 0	Cl †
83203 2132 ICIE	**Sereno** (*ex*Sniafiocco–40,*ex*Dora–37, *ex*DoraWeems, *ss*Gen.2ndNo.3–4,37 *ex*LakeGalera) 1*Dk*(*Stl*) D.F. 2*nd dk*(*Stl*)*in holds*	2333 1974 1409	✠100A1 12,39 MS4,37	Gen LMC BS3,39	*r*	CL N6,38	1918 10mo	Buffalo DryDockCo. Buffalo,N.Y. A&CP	P.Trucchi("La Costiera"Soc.An. di Nav. *Mgrs.*) *CellDB*208'538t*FPT*	261·0 P25'B64'F23' FK	43·5	22·4	Genoa Italian 4*BHCem* 59t*APT*93t	T.3Cy.19½",30¾"&56¼"–36" 180lb (s) 330NHP 2SB,6cf,GS115,HS5467 FD WorthingtonPump& Mchy.Corp.Buffalo	24 ″ 2	
83204 UOBM	**Sergei Kirov** (*ex*Hebburn) 3Mst *ss*Mel.No.1–29 1*Dk*	4146 3805 2364	✠ ... 12,32 ✠				1925 3mo	BlythS.B. &.D.DCo.Ld. Blyth	U.S.S.R.	370·2 P26'B92'F36' FK	51·2	24·9	Vladvostk Russian *WB*	T.3Cy.24",39"&65"–45" 351NHP N.E.MarineEngCoLd.Nwc	26 ″ 9	
83205 UOEP	**Sergei Lazo** Ⓟ (*ex*HuaShan, *ex*SouthAfrica) *ss*Mel.No.3–12,21 1*Dk*&*Shelter dk*	2975 2764 1773	✠ ... 12,26 ✠				1909 11mo	ClydeS.B. &E.Co.Ld. Port Glasgow	U.S.S.R.	295·6 B102' FK	42·0	27·2	Vladvostk Russian *WB*	T.3Cy.22",35"&59"–39" 250NHP ClydeS.B.&E Co.Ld.P.Gl.	20 ″ 0	
83206 UOVQ	**Sergo** (*ex*Soyuz TwinSc GornorabotchikhS.S.S.R.–34) *OilEng.* *Mchy.Aft* *Carrying oil in bulk* *Longitudinal framing* 2*Dks*	7596 6725 4077					1930	StatesS.B. Yd."Marti" Nicolaieff	U.S.S.R.	446·1 P98'B56'F58'	56·1	32·4	Tuapse Russian *WB*	Oil Engines 2S.C.SA 8Cy.23⅝"–41⅛" 776NHP Gebr.SulzerAGLdwgshfn		
83207 UOYJ	**Sergo Ordjonikidze** (*ex*Sikhali) Wireless 1*Dk*	1187 959 574					1932	Sevastopol MarineWks. Sevastopol	U.S.S.R.	236·8 P36'B69'F23'	35·6	15·2	Vladvostk Russian	C.4Cy.(2)12⅝"&(2)26¾"– 26¾" 62NHP SevastopolMarineWks.		
83208 135957 GNYQ	**Seringa** (*ex*FallsCity) D.F. E.S.D. 1*Dk*	4729 4471 2889					1913	Ropner& Sons,Ld. Stockton	ClaymoreShippingCo.Ld.	378·5 P37'B125'F38'	51·5	27·5	Bideford British *WB*	T.3Cy.26",42"&70"–48" 339NHP Blair&Co.Ld.Stockton		C
83209 PHLU	**Serooskerk** (*ex*Gemma) *ss*Rot.No.3–10,33 D.F. *ss*Rot.No.1–37 Sub.Sig. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	8456 8049 5293	✠100A1 *Shelter dk* *withfreeboard* 9,40 ~~8,39~~ ~~BS8,39~~ ✠LMC2,37 *Fitted for oil fuel* 2,22 *F.P. above* 150° F.	Sch Syd 9,40 BS~~2,40~~	*c*†	CL ~~2,37~~ 8,40	1922 2mo *Lloyd*	NewWaterwayS.B.Co. Schiedam 'sA&CP	N.V.Vereenigde Nederl.Scheepv. Maats.(Directie en AgentuurMaats. HollandOostAzie LijnN.V.*Mgrs.*)	485·6 503·0(O.L.) 37·0 len33 FK *IntermediateBH* *dispensed with* *CellDB*383'1412t *DTa*33'665t*FPT*50t	60·4	27·8	TheHague Dutch *ptCem* 2*BH to S dk* 5 „ „ *U* „ *APT*163t	2SteamTurbinesDRgeared to 1 Screw Shaft (s) 180lb 1000NHP 4SB(Spt),16cf,GS322, HS13400 FD BritishThomson-Houston Co.Ld.Rugby	39 ″ 6 s10 ″ 5 29 ″ 5	
83210 UOUW	**Serp** TwinSc *OilEng.* Wireless 1*Dk* *Mchy.Aft*	949 758 472					1928	Odessa StateSBYard AndréMarti Odessa	U.S.S.R.	232·0 P55'F25'	33·9	11·8	Vladvostk Russian *WB*	Oil Engines 4S.C.SA 12Cy.13⅞"–19 5/16" 214NHP StateEngineWorks, Kolominska		
83211 CSBA	**Serpa Pinto** Ⓟ TwinSc (*ex*PrincesaOlga–40, ~~*ss*Sou.No.3–5,35~~ *ex*Ebro–35) 2*Dks*(*Stl*)&3*rd dk*(*Stl*) *Ref.Mchy.* D.F. *except in Boiler space* &*CrossBunker* *ss*Spt.2ndNo.3–4,39	8267 5100 4244	✠100A1 ~~5,40 4,39~~ 8,40 BS3,40 ✠LMC4,39 *Fitted for oil fuel* 8,24 *F.P. above* 150° F.	Ven Lis	*c*†	CL ~~4,38~~ ~~4,40~~ 7,40	1915 1mo *Lloyd*	Workman, Clark&Co.Ld Belfast 'sA&CP	Companhia Colonial de Navegacao *CellDBa*117'*uE*&*B*	450·3 P78'B218'F71' FK 101'*f*171'1475t*FPT*	57·8	30·6	Lisbon Portuguese 10*BHCem* 40t*APT*40t	Q8Cy.22"31½"45½"&65"–45" 215lb (s) 1055NHP 1DB&2SB,24cf,GS429, HS16790 FD Wrkman,Clark&CoLd.Bel	34 ″ 0 s8 ″ 8½ 25 ″ 6½	
83212 149591 MNQT	**Serula** (*ex*Holmia) *ss*Bkn.No.3–6,30 *ss*Bkn.No.2–39 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	1600 1315 785	✠100A1 *Shelter dk* *withfreeboard* 7,40 ~~7,39~~ ✠LMC7,39 BS6,40	Bkn Mch	*r*	OG 6,38	1918 6mo *Lloyd*	Aktieb. Finnboda Varf Stockholm 'sA&CP	British& ContinentalS.S.Co. Ld. *CellD*	276·0 284·3(O.L.) FK B237'473t *FPT*44t	41·2	16·0	Liverpool British 4*BHCem* *APT*20t	T.3Cy.22",35½"&58½"–36" 185lb *100lb* (s) 270NHP 2SB(Spt),6cf,GS98, HS3800 FD BergsundsM.V.Aktb.Skm.	18 ″ 0 s 0 ″ 4 17 ″ 10	
83213 PHLV	**Servus** (*ex*Ransel–37) *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	319 227 204					1933	Gebr. Niestern&Co. Delfzijl	N.V.M/S"Servus"	143·5 P30'F16' len36	23·6	8·6	Zwartsluis Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9 7/16"–14 3/16" 62NHP AppingedammerBrons Motorenfb.N.V.		V

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
58/41 83214 DHVR	**Sesostris** Ⓟ D.F. 2*Dks*	3987 3418 2415					1923	Reiherst'g Schiffsw. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	365·3 | 50·3 | 23·8 P&B247'F50'	Hamburg German *WB*	T.4Cy$21\frac{4}{5}$",$32\frac{3}{16}$",$47\frac{1}{5}$"&$70\frac{1}{16}$"-$49\frac{1}{5}$" 344NHP Reiherst.Maschinenf.Ham		G
83215 68 SUCN	— (*ex*Middlemoor-36, *ex*Arranmead,*ex* Arranmoor) *ss*Npt.No.3-6,27 *ss*Shl.No.1-30 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2962 2753 1842	✠ … 7,36 ✠	Shl	*v*		1915 3mo	J.Blumer&Co. Sunderland *Inter*	~~A.Klat~~A.&R.Klat *mediateBHinafter*	340·0 | 47·7 | 20·5 FK *hold dispensed with*	Alexndria Egyptian *Cem* *5BH only* *CellDBa*114	T.3Cy.25",42"&68"-45" 363NHP 2SB,6*cf*,GS139,HS5967 J.Dickinson&Sons,Ld.Sld '*u E*25' *f* 139'784*t APT*59*t*	23 ″ 6	C †
83216 DJNR	— (*ex*Valentine, *ex*VirginiaLimited,*ex*LakeArthur) *Fitted for oil fuel* 1*Dk*	2013 1632 1187	✠ … 2,21 ✠				1918 3mo	Detroit S.B.Co. Wyandotte, Mich.	Hanseatische ReedereiEmil Offen&Co.	251·0 | 43·8 | 18·0 P23'B64'F24' FK	Hamburg German *WB*	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	
83217 OYUH	**Sessa** D.F. 2*Dks* *CruiserStern*	1700 1463 973					1936	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	292·0 | 41·7 | 16·4	Esbjerg Danish *WB*	C.3Cy.(2)$15\frac{3}{4}$"&$39\frac{3}{8}$"-$37\frac{3}{8}$" & LP Turbine with reduction gear & chain drive HS3340 234NHP HelsingörsJernsk.&Mskb.		G
83218 31574 JOIH	**Sessyu Maru** 2*Dks*	406 304 240					1927	Harada ZosenK.K. Osaka	SetsuyoSyosen K.K.	131·8 | 22·5 | 14·8	Sumoto Japanese	T.3Cy.		
83219 166273 GTTX	**Settler** 2*Dks* *CruiserStern*	6202 5733 3798	✠100A1 11,10~~3,40~~ ✠LMC7,39	Liv	*a*†	CL	1939 7mo	C.Connell &Co.Ld. Glasgow *Lloyd*'*sA&CP*	CharenteS.S.Co. Ld.(T.&J.Harrison,*Mgrs.*) *Cell DB*365'1183*t D*	438·8 | 56·5 | 29·6 453·5(O.L.) P47'B142'F44' FK *Ta*34' 712*t FPT*76*t*	Liverpool British 7*BHCem* *APT*65*t*	T3Cy.29",47"&81"-54"&LP turbine with DRgearing & hydraulic coupling 867NHP 215lb GS345,HS13205 (*r*) 2DB(Spt)&1SB(Spt),15*cf*, Barclay,Curle&Co.Ld.Gls.	32 ″ 2 s 6 ″ 4¾ 26 ″ 0¼	
83220 UOJE	**Sevastopol** Ⓟ TwinSc 1*Dk*(*Stl*)&*Spar dk* Wireless	1339 863 789	✠ 4,02 ✠	Sld	*o*		1896 8mo	J.Laing Sunderland	U.S.S.R. *CellDBa*60'*uE&B*	236·7 | 34·3 | 16·6 P&B151'F37' 16·4 FK 29'*f*60' 141*t MT*17'	Odessa Russian 7*BHCem* 229*tAPT*14*t*	T.6Cy.14½",23"&38"-27" 182NHP 2SB,6*rf*,GS112,HS3234 G.Clark(Lim.),Sld.	18 ″ 6	
83221 UOFW	**Sever** Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3554 2993 1963					1930	BalticS.B. &E.Works Leningrad	U.S.S.R.	314·7 | 46·1 | 26·1 P43'B95'F37'	Vladvostk Russian *WB*	T.3Cy.$22\frac{7}{16}$",37"&$59\frac{1}{16}$"-$39\frac{3}{8}$" 219NHP BalticS.B.&E.Works,Len.		
83222 215795 KXOE	**Severance** (*ex*MarinaQuezada, *ex*Gladstone) D.F. *Trunk deck* 2*Dks*	4993 4521 3653					1909	Ropner&Son,Ld. Stockton	~~DiamondS.S. Transp.Corp.~~ SwordSteamship Line	366·0 | 53·0 | 24·9 P27'F34'	NewYork ~~Boston~~ Utd.States *WB*	T.3Cy.26",42½"&69½"-45" 371NHP Blair&Co.Ld.Stockton		
134/40 83223 142767 GKRP	**Severn Leigh** (*ex*QueenOlga-37, *ex*Bembridge, *ex*WarAnchusa) *ss*Gls.No.3-4,32 *ss*Gls.No.1-36 D.F. E.S.D. 1*Dk*(*Stl*)	5242 4770 3161	✠100A1 4,40 BS1,40 ✠LMC7,36	Lth	*y*	CL 11,39	1919 1mo	Caird&Co. Ld. Greenock *Lloyd*'*sA&CP*	KelstonS.S.Co.Ld. (MarkWhitwill&Son,Ld.*Mgrs.*) *CellDB*	400·0 | 52·3 | 28·5 412·0(O.L.) P50'B113'F39' FK 340'1051*t FPT*128*t*	Bristol British 7*BHptCem* *APT*220*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Caird&CoLd.Greenock	31 ″ 0 s5 ″ 11¾ 25 ″ 3½	
83224 146549 VPNF	**Sevilla** D.F. *CarryingWhaleOil in bulk* 2*Dks*&*Web frames*&*Shelter dk*	7022 6414 4267	✠ … 6,01 ✠				1900 4mo	J.Priestman&Co. Sunderland	PolarWhalingCo Ld.(Chr.Salvesen &Co.*Mgrs.*)	397·0 | 52·2 | 28·0 *BonShelter* 35·7 *dk* 102' FK	StanleyF.I British *WB*	T.3Cy.27",43"&72"-48" 436NHP T.Richardsn&Sns.Ld.Hpl.	30 ″ 10	C †
83225 DNAM	— Sub.Sig.	1995 1234 1229					1922	Schiffsw(v.J.&Sch.)A.G. Hamburg	Oldenbrg-Portug. Dmpfsch.Rhed.	256·1 | 38·4 | 15·4 P&B207'Q22'F31'	Oldenburg German *WB*	T.3Cy.$22\frac{1}{16}$",35"&$56\frac{1}{8}$"-33½" 182NHP OttensenerG.m.b.H.Altona		G
83226 LCXN	— *OilEng.* Wireless D.F. 1*Dk*	1383 1090 715					1921	WoodSkinner&Co.Ld. Newcastle	DenNorskeMiddelhavslinje A/S (Fred.Olsen&Co.& ORThoresen*Mgrs*)	260·5 | 37·7 | 14·8 P66*t*H142*t*F5*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$22\frac{1}{10}$"-$39\frac{2}{5}$" 282NHP N.E.MarineEng.CoLdNwc		N
83227 EGQI	— *Mchy.Aft* 1*Dk*	415					1900	N.V.Wrf. "Conrad" Haarlem	Direccion de las Obras del Puerto deSevilla	150·9 | 26·2 | 13·1	Seville Spanish	T.3Cy.$11\frac{3}{8}$",$17\frac{1}{8}$"&$25\frac{5}{8}$"-$21\frac{5}{8}$" 31NHP Gebr.Stork&Co.Hengelo		
83228 TCCR	**Sevim** (*ex*Melia,*ex*Urpeth) *ss*Shl.2ndNo.3-11,13 *ss*Sws.No.2-22 *Well deck* 1*Dk*&*Web frames*	1164 — 728	✠ … 6,25 ✠				1889 1mo	S.P.Austin &Sons Sunderland	AbdiVehbiDural	225·0 | 33·2 | 14·2 P25'Q52'B44'F23' FK	Istanbul Turkish *WB*	T.3Cy.18½",30"&49"-33" 136NHP N.E.MarineEng.Co.Ld.Sld	16 ″ 9	
83229 FOME	**Sèvre** D.F. 2*Dks*	3689 — 2326					1920	Napier&Miller,Ld. Glasgow	CieGénérale Transatlantique	365·0 | 49·0 | 27·0 P&B219'F36'	Nantes French *WB*	T.3Cy.26",42½"&69"-48" 330NHP Dunsmuir&Jackson,Ld.		V
83230 UNLG	**Sevzaples** *OilEng.* 1*Dk*	3974 3527 2256					1932	StatesS.B. Yd"Marti" Leningrad	U.S.S.R.	347·6 | 51·6 | 24·9 P29'B35'F30'	Odessa Russian	Oil Engines 2S.C.SA 4Cy.$26\frac{3}{4}$"-$47\frac{3}{16}$" 497NHP RussianDieselWorks,Len.		
83231 216101 WJCW	**Sewall's Point** *ss*Bos.No.3-4,30 *ss*Bal.No.2-38 1*Dk*(*Stl*)&*Web frames* D.F. *Cargo battens not fitted*	5432 4795 3373	✠100A1 ~~11,39~~12,40 ✠LMC MS5,38 BS~~11,39~~ 12,40	Bal	*y*	CL ~~5,38~~ 11,40	1918 4mo	NewYork S.B.Corp. Camden,N.J. A&CP	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *Cell*	368·6 | 55·2 | 30·5 P27'B72'F31' FK *DB*320'1832*tFPT*2	Boston Utd.States 7*BHCem* 20*tAPT*201*t*	T.3Cy.$25\frac{3}{16}$",41½"&70"-46" 195lb (*r*) 462NHP 3SB,9*cf*,GS155,HS6624 FD NYorkSBCorpCamdenNJ	34 ″ 5 s7 ″ 5 27 ″ 3	
83232 TCCU	**Seyyar** Ⓟ (*ex*Huseyniye-33, *ex*Sheffield) Iron 1*Dk*2*trB*	719 — 381					1877	J.Elder&C. Glasgow	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	201·0 | 27·1 | 15·1 P49'B52'F34' BK7½"	Istanbul Turkish	T.3Cy.17¼",28"&45½"-30" *Tpd*89 NB12 113NHP Earle'sCo.Ld.Hull	15 ″ 9	
83233 84 ICPE	**Sfinge** (*ex*Valgiuba-39, *ex*Ascensione-35, *ex*Mediterraneo) *ss*Gen.No.3-4,23 *ss*Pla.No.1-27 D.F. 1*Dk*(*Stl*)	4496 4073 2711	✠ — 7,32 ✠	Gen	*x*		1911 1mo	W.Doxford &Sons,Ld. Sunderland *Ce*	AnielloLauro (Lauro&Montella, *Mgrs.*) *llDBa*100'*u E*26'*f*	379·9 | 50·0 | 26·5 369·5 P32'B115'F32' FK 174' 846*t FPT*176*t*	Torre del Greco Italian 6*BHCem* *APT*225*t*	T.3Cy.25",41"&68"-45" 395NHP 2SB&1AuxSB,8*cf*, GS140,HS5833 W.Doxford&Sons,Ld.Sld	28 ″ 9	I †

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
83234 HPEA	**Shabonee** (*ex*Laural-34) *OilEng.* *ss*Sng.No.2-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing* *Now* "Dauphine," *see Supplement*	9716 8799 5284	✠100A1 1,40 ✠LMC CS11,38 3,38 DBS1,40 *Carrying Petroleum in bulk*	SFo	*e*†	CL 8,37	1930 8mo *Lloyd's A&CP*	Blythsw'd S.B.Co.Ld. Glasgow *CellDBuE7* 2'238*t DTf*41'446*t*	MaritimeTrading Ld.(LeifHöegh& Co.A/S,*Mgrs.*)	482·3 500·0(O.L.) P99'B32'F39' FK *FPT*221*t APT*97*t*	65·6	35·6	Panama Pnamanian 16*BH* (15 *to U dk* 1 „ 2*nd* „)	Oil Engines 2S.C.SA 7Cy.26⅝"-49⅝" 848NHP 2DB150*lb* AtlasDieselCo.Ld.Skm.	35 ″ 8 s 7 ″ 5¾ 28 ″ 6¼	
83235 148043 GCMF	**Shaftesbury** (*ex*CrownofGalicia-35, *ss*Shl.No.3-12,36 *ex*Hopeland) 1*Dk*(*Stl*)	4284 4008 2663	✠100A1 5,40 ~~11,39~~ BS~~8,39~~ 5,41 ✠LMC12,36	Bry Shl	*x*	CL ~~N8,37~~ 2,41	1923 11mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld. Glasgow	AlexanderShip- pingCo.Ld.(Cap- per,Alexander& Co.*Mgrs.*) *CellDB* 314'886*t MT*27'960*t APT*105*t*	370·6 P30'B227'F41' FK	53·0	25·2	Glasgow British 6*BHCem*	T.3Cy.24",40"&65"-45" (*s*) 180lb 364NHP 3SB,9*cf*,GS186,HS6381 Barclay,Curle&Co.Ld.Gls.	27 ″ 6 s 3 ″ 7¼ 24 ″ 0¼	
83236 166363 GNGS	**Shahristan** D.F. E.S.D. 2*Dks* *CruiserStern*	6935 6280 4228	✠100A1 ~~11,107,00~~ 6,41 ✠LMC9,38 *Fitted for oil fuel* 9,38 *F.P. above* 150° F.	Lon ~~Swa~~	*b*† [illegible]	CL 10,40	1938 9mo *Lloyd's A&CP*	J.Read- head&SonsLd SouthShields	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *CellDB*392'1540*t DTa*39'1030*t FPT*150*t APT*45*t*	454·0 472·5(O.L.) P39'B133'F38' FK	58·5	29·5	London British 7*BHptCem*	T.3Cy.26½",44"&74"-48"& LPturbine withDR gearing &hydraulic coupling 220lb HS8994 (*s*) 706NHP 3SB(Spt),12*cf*,GS190, FD J.Readhead&SonsLd.S.Shl	32 ″ 2 s 6 ″ 10½ 25 ″ 6¼	
2/41 83237 149747 GLFT	**Shakespear** *ss*Shl.No.3-12,38 2*Dks*(*Stl*)	5029 4771 3154	✠100A1 ~~6,40 10,39~~ 12,40 BS~~10,39~~ 12,40 ✠LMC12,38	Gls Bry	*z*	CL N12,38	1926 11mo *Lloyd's A&CP*	R.Duncan &Co.Ld. PortGlasgow	ShakespearShip- pingCo.Ld.(Glover Bros.(London)Ld. *Mgrs.*)	407·0 418·7(O.L.) P29'B241'F43' FK *CellDB*351'1240*t*	53·5	26·7	London British 6*BHCem* *APT*197*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 531NHP 3SB,9*cf*,GS172,HS8001 FD D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 4 ″ 5¼ 24 ″ 9½	
83238 UPAS	**Shakhter** (*ex*Pytheas, *ex*Kenmare, *ss*Rot.2ndNo.3-12,26 *ex*Kinross, *ss*Pir.No.1-31 *ex*Kingfield) 1*Dk*(*ptIrn&ptStl*)2*trB* &*Web frames*	3028 2885 1930	✠ 6,31 ✠	Pir	*u*		1902 5mo	Richardsn. Duck&Co. Stockton	U.S.S.R. *CellDBa* 108'*u E&B*40'*f*138' 740*t APT*95*t*	325·0 P27'B164'F31' FK	47·0	22·4	Odessa Russian 5*BHCem*	T.3Cy.23",38"&62½"-42" NDB18 256NHP 2SB,6*cf*,GS109,HS3900 Blair&Co.Ld.Stockton	24 ″ 10	
83239 137694 GLXF	**Shan Tung** 2*Dks*	2549 2246 1568					1915	TaikooDk- yd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	310·2 P10'B72'F37'	41·1	22·1	London British *WB*	T.3Cy.22",35"&56"-39" 196NHP TaikooDkyd.&Eng.Co.Ld. HongKong		
83240 29136 JAYA	**Shanghai Maru** Ⓟ **TwinSc** *ss*Kob.No.3-12,34 *ss*Kob.No.1-38 D.F. 2*Dks*(*Stl pt-ws*)&*Awng dk* (*Stl*-teak s)	5259 4220 2195	✠ … 1,40 ✠	Kob	*z*		1923 1mo	W.Denny &Bros,Ld. Dumbarton	ToaKaiunK.K. *CellDB*302'285*t*	395·0 F56'*onAwngdk* FK *FPT*23*t APT*45*t*	54·2	29·0	Tokyo Japanese *Cem* *Coll BH to A dk* 7 „ „ *U* „	4SteamTurbinesSRgeared to 2 Sc. Shafts 1852NHP 10SB,30*cf*,GS680,HS23600 W.Denny&Bros.Ld.Dmb.	32 ″ 0	
83241 25456 JNMD	— *ss*Kob.No.3-5,34 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	4104 3613 2524	✠ … 7,38 ✠	Osa	*v*		1919 5mo	Kawasaki Dkyd.Co.Ld. Kobe	YamashitaKisen K.K. *CellDB*294'778*t FPT*62*t APT* 31*t*	345·0 P29'B74'F41' FK *onAwng dk*	48·0	30·0	Kobe Japanese *Cem* 6 *BH to A dk*	T.3Cy.23½",39"&65"-48" 356NHP 2SB,6*cf*,GS121,HS4610 KawaskiDkyd Co.Ld.Kobe	30 ″ 0	
83242 147994 MNBC	**Shanklin** Ⓟ **Pad** 1*Dk*	399 315 181					1924	JIThorny- croft&Co.Ld. Southampton	SouthernRailway	190·0	26·1	8·7	Portsmth British	C.2Cy.27"&51"-54" 160NHP D.&W.Henderson,Ld.Gls.		BT till ~~1,41~~ ~~2,41~~ 3,41
83243 7552 SEJN	**Shantung** Ⓟ **TwinSc** *OilEng.* *ss*Got.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in frwd hold*	6527 5580 3982	✠100A1 *withfreeboard* 9,40 ~~7,39~~ ✠LMC CS7,38 2,40 DBS~~7,39~~ 8,40 *Carrying vegetable oil in No.*5 *DB tank & in tanks in way of tunnels*	Got Bal	*c*†	CL ~~s12,37~~ ~~P7,39~~ 8,40	1929 8mo *Lloyd's A&CP*	A/B Göta- verken Gothenburg	Aktieb.Svenska OstasiatiskaKomp. (G.Borin, *Mgr*) *CellDB*369'1335*t tanks in way of tunnels* 689*t APT*59*t*	437·0 455·8(O.L.) FK	57·0	28·5	Gothenbrg Swedish 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.24⅞"-66⅞" 700NHP DB85*lb* A/B Götaverken,Got.	31 ″ 6 s 4 ″ 2½ 27 ″ 5¾	
83244 218617 KIRK	**Sharon** *OilEng.* *Mchy.Aft* 2*Dks*&*Web frames* GyC. *Carrying Petroleum in bulk* D.F. *Longitudinal framing*	4762 4423 2927	✠ … 4,21 ✠				1919 9mo	Pusey& JonesCo. Gloucester, N.J.	TheAtlantic RefiningCo.	364·9 P95'B34'F31' FK	51·0	29·5	Phildlphia Utd.States *WB*	Oil Engines connected to Elec. Motor & Sc. Shaft 4S.C.SA 18Cy.17½"-22" NE27 Ingersoll-RandCo.N.Y.	31 ″ 3	R †
83245 128691 MMVR	**Shasi** **TwinSc** 1*Dk*	1327 742 790					1910	TaikooDk- yd&EngCo.of HongK'ngLd HongKong	ChinaNav.Co.Ld.	235·0	40·1	10·0	London British	T.6Cy.9",14"&23"-15" 54RHP TaikooDkyd.&Eng.Co. ofHongKong,Ld.		
83246 127629	**Shasta** (*ex*C.W.Watson) *Mchy.Aft* 1*Dk*2*trB*	3698 — 2825					1902	American S.B.Co. Lorain,O.	NationalS.S.Co. (G.A.Tomlinson, *Mgr.*)	380·0	50·0	28·0	D'luth,Min Utd.States *WB*	T.3Cy.22",35"&58"-40" 213NHP AmericanSB Co.Cleveland		R
83247 UOVH	**Shaturstroi** (*ex*PugetSound) 2*Dks*&*Web frames* *Longitudinal framing*	4905 4430 2821	✠ … 6,20 ✠				1918 10mo	ToddD.D. &Const.Corp. Tacoma,Wsh	U.S.S.R.	381·5 P39'B122'F42' FK	53·3	26·6	Vladvostk Russian *WB*	T.3Cy.24",40"&70"-48" 472NHP SeattleConst.&D.D.Co. Seattle	29 ″ 4	
83248 226696 WOBG	**Shawnee** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*3*rd dk in holds* D.F. E.S.D. *CruiserStern*	6209 4616 3405	✠ … 12,27 ✠				1927 7mo	NwprtNws S.B.&D.D.Co NewprtNews	Agwilines,Inc.	394·7 B&F385' 27·7 FK	62·2	19·4	NewYork Utd. States *WB*	4SteamTurbinesSRgeared to2 Sc.Shafts 2246NHP NewportNws.S.B.&DD.Co	30 ″ 6	R †
83249	**Shchors** (*ex*Galgewater-35, *ex*Vechtdijk) *ss*Rot.No.3-5,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3770 3403 2280	✠ … 11,36 ✠	Rot	*w*		1921 3mo	WerfGusto FirmaA.F. Smulders Schiedam	U.S.S.R. *CellDB*310'933*t FPT*81*t APT*116*t*	359·4 FK	50·3	22·0	Odessa Russian *Cem* *Coll BH to Sh dk* 5 „ „ *U* „	T.3Cy.25",41"&67"-45" (*s*) 180lb 340NHP 3SB,9*cf*,GS168,HS5418 WerfGustoFirma A.F.Smulders,Schiedam	24 ″ 6	
83250	— (*ex*Commercial *Fitted for oil fuel* Floridian-37,*ex*Osceola, 1*Dk*2*trB* *ex*LakeHaresti) D.F.	2690 2329 1658	✠ … 10,20 ✠				1920 7mo	Manitowoc S.B.Co. Manitowoc	U.S.S.R.	253·5 P25'B65'F26' FK	43·9	25·9	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfg.Co. Milwaukee,Wis.	28 ″ 5	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. — Under deck. — Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. — Ship. — Engines	By Whom. — Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83251 161538 GCSX	**Sheaf Crown** ssHpl.No.2–38 D.F. E.S.D. 1Dk(Stl)&Shelter dk(Stl) Tonnage opening closed '41(W.E.)	4868 4467 2895	✠100A1 withfreeboard ~~9,40~~~~3,40~~ 4,41 BS4,41 ✠LMC3,38 Fitted for oil fuel 9,29	Gls ~~Mdb~~ Mdb	z ~~Shl~~	CL 4,39 F.P. above 150° F.	1929 9mo Lloyd's A&CP	W.Gray& Co.Ld. W Hartlepool	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.Mgrs.) CellDB359' 1374t way of tunnel 64t	405·4 F38' FK Tanks in FPT199tAPT202t	54·5	25·4	Newcastle British 6BHCem (Coll to Sh dk 5 ,, 2nd ,,)	Q4Cy20",28½",41½"&61"–48" 260lb 120lb (s) 382NHP 2SB(Spt),6cf,GS108, FD HS5006 Cen.Mar.EWks.Ld.WHpl.	~~27 ″ [illegible]~~ ~~s 3 ″ 1½~~ ~~24 ″ 11¾~~ 36 ″ 7 s10 ″ 10¼ 25 ″ 11¾	
83252 145742 GCZR	**Sheaf Don** (exSevenSeasSun–39, exPorthkerry–35) ssLth.No.3–8,36 E.S.D. 1Dk(Stl) Cargo battens not fitted	2480 2275 1506	✠100A1 Examined1,41 Gms ✠LMO BS10,40 MS8,36	~~Shl~~	t	CL ~~9,39~~ ~~1,41~~ 5,41	1924 3mo Lloyd's A&CP	Burntislnd S.B.Co.Ld. Burntisland	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.Mgrs.) CellDB250'663tFPT	298·5 308·4(O.L.) P23'B76'F27' FK	44·0	21·2	Newcastle British 5BHCem 122tAPT94t	T.3Cy.22",36"&60"–39" (s) 180lb 100lb 259NHP 2SB,6cf,GS115,HS4200 D.Rowan&Co.Ld.Glasgow	23 ″ 6 s 3 ″ 5¾ 20 ″ 2½	
169/40 83253 148042 GDKS	**Sheaf Field** ssHpl.No.3–9,36 D.F. E.S.D. 1Dk(Stl)Arch dk CruiserStern Cargo battens not fitted	2719 2431 1682	✠100A1 withfreeboard 9,40~~4,40~~ ✠LMC MS9,36 BS1,40	Shl	t	CL 4,38	1923 11mo Lloyd's A&CP	BlythS.B. &D.D.Co.Ld. Blyth	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.Mgrs.) CellDB275' 791t FPT48t	320·3 P21'F26' FK	42·9	24·3	Newcastle British 5BHCem APT99t	T.3Cy.23½",38"&64"–42" (s) 180lb 323NHP 2SB(Spt)8cf,GS126,HS5464 N.E.MarineEngCoLd.Nwc	26 ″ 10 s 7 ″ 7¾ 19 ″ 3½	
83254 161533 GTFL	**Sheaf Holme** OilEng. D.F. E.S.D. ssSld.No.2–38 1Dk(Stl)&Shelter dk(Stl)	4814 4368 2933	✠100A1 withfreeboard ~~8,40~~ ~~12,39~~3,41 ✠LMC CS8,38 DBS~~2,40~~3,41 ~~8,38~~7,39	Gls ~~Shl~~ Liv	z	CL 12,39	1929 8mo Lloyd's A&CP	W.Pickers- gill&Sons, Ld. Sunderland	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.Mgrs.) CellDB338'1248t MT23'871t	406·5 422·0(O.L.) F38' FK FPT112tAPT171t	54·5	24·7	Newcastle British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 3Cy.$22\frac{1}{16}$"–85" 447NHP 2DB120lb W.Doxford&Sons,Ld.Sld.	27 ″ 10 s 3 ″ 1¾ 24 ″ 11¼	
83255 147933 GKXF	**Sheaf Mount** (exLuciston–39) ssAnt.No.3–7,37 D.F. E.S.D. 2Dks(Stl)	5017 4781 3174	✠100A1 ~~5,40~~~~10,39~~4,41 BS~~6,39~~ ✠LMC7,37 7,40	Mch ~~NYk~~ Bry	y	CL ~~5,39~~ N5,40	1924 11mo Lloyd's A&CP Intermediate 'tween dk BH in after hold dispensed with	R.Duncan &Co.Ld. PortGlasgow	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.Mgrs.) Cell DB343' 1120t DTa30'860tAPT102t	404·9 P38'B119'F43' FK	53·0	27·6	Newcastle British Cem 5 BH to U dk 1 ,, ,,2nd,, only	T.3Cy.26",42"&70"–48" (s) 180lb 476NHP 3SB,9cf,GS190,HS7068 FD D.Rowan&Co.Ld.Glasgow	30 ″ 0 s 5 ″ 8¼ 24 ″ 7	
83256 148115 GJXP	**Sheaf Water** ssNwc.No.3–1,38 Arch deck 1Dk(Stl) D.F. E.S.D. CruiserStern Cargo battens not fitted	2730 2438 1617	✠100A1 withfreeboard 7,41~~4,40~~ BS~~4,40~~ ✠LMC1,38 5,41	Lon Shl	t	CL 1,39	1925 1mo Lloyd's A&CP	BlythS.B. &D.D.Co.Ld. Blyth	SheafStmShippng Co.Ld(W.A.Souter &Co.Ld.Mgrs.) CellDB252'765t	320·2 P21'F26' FK DTs a 87t Side tanks in E Room	42·9	24·3	Newcastle British 5BHptCem	T.3Cy.23½",38"&64"–42" (s) 180lb 323NHP 2SB,8cf,GS125,HS5464 N.E.MarineEngCoLd.Nwc 156tFPT48tAPT99t	26 ″ 9 s 7 ″ 7¾ 19 ″ 3	
83257 FOHX	**Sheherazade** TwinSc OilEng. Mchy.Aft CruiserStern 1Dk D.F. CarryingPetroleum in bulk Longitudinal framing–bracketless system	13467 12167 7015					1935	Atel.&Ch. de la Seine Maritime Worms et Cie LeTrait,S.I.	Cie.Auxiliaire de Navigation	549·0 P131'B36'F40'	71·9	39·6	Havre French	Oil Engines 4S.C.SA 12Cy.26¾"–71" 815NHP Schneider&Co.LeCreusot		V
163/40 83258 164365 GYSJ	**Shekatika** 1Dk D.F. E.S.D. CruiserStern	5458 4971 3333					1936	CaledonS. B.&E.Co.Ld. Dundee	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.Mgrs.)	407·0 P28'B116'F42'	55·7	28·0	Leith British WB	T.3Cy.21½",36"&62"–45" 256NHP D.Rowan&Co.Ld.Gls.		C
83259 UOBZ	**Sheksna** (exBerit–33,exCalispell) Sub.Sig. 1Dk	2242 2018 1292	✠ ... 10,20	 ✠			1918 10mo	ToledoS.B. Co. Toledo,O.	U.S.S.R.	251·2 P62tH109tB64t F22t FK	43·8	22·5	Leningrad Russian WB	T.3Cy.20½",33"&54"–40" 260NHP ToledoS.B.Co.Toledo,O.	24 ″ 2	
143/40 83260 143990 GJNC	**Shelbrit 1** (exBritishPluck–36) OilEng. Mchy.Aft ssSws.No.2–36 1Dk(Stl)&Webframes Wireless Longitudinal framing	1025 748 514	✠100A1 5.40~~10,39~~ ✠LMC CS8,40 DBS10,39 10,39 CarryingPetroleum in bulk	Hul Sld	n	CL 2,39	1928 8mo Lloyd's A&CP	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	BritishTankerCo. Ld.(Shell-Mex& B.P.Ld.Mgrs.)	230·0 P79'Trunk104'F38' FK CellDBuE22t	32·7	13·8	Swansea British 12BHptCem APT31t	Oil Engines 2S.C.SA 6Cy.$16\frac{9}{16}$"–28⅜" 286NHP NDB 29 125lb Swan,Hunter&Wigham Richardson,Ld.Nwc.	13 ″ 9 s 1 ″ 0½ 12 ″ 10½	
83261 143992 MPDX	**Shelbrit 2** (exThriftie–36, exBritishThrift–35) OilEng. ssSld.No.2–37 Mchy.Aft 1Dk(Stl)&Webframes Wireless Longitudinal framing	695 313 247	✠100A1 Examined 1,41 Lon DBS1,41 ✠LMC2,36 ✠LMC(M)3,37 CarryingPetroleum in bulk	~~Sld~~	j	~~3,39~~ 6,40	1928 9mo Lloyd's A&CP	Swan,Hun- ter&Wigham Richardson, LdNewcastle	BritishTankerCo. Ld.(Shell-Mex& B.P.Ld.Mgrs.)	185·3 194·0(O.L.) Q65'F32' Trunk78' FK CellDBuE9'	31·6	11·2	Swansea British 9BHptCem 24tAPT92t	Oil Engines 2S.C.SA 4Cy.16½"–28⅜" 191NHP NDB35–125lb Swan,Hunter&Wigham Richardson,Ld.Nwc.	11 ″ 3 s ″ 8¾ 10 ″ 8	
83262 163445 GWQV	**Shelbrit 3** TwinSc (exShelbrit–37) OilEng. ssBkn.No.1–38 Mchy.Aft Wireless 1Dk(Stl) Longitudinal framing at bottom & at deck	460 367 193	✠100A1 5,40 ✠LMC5,40 CarryingPetroleum in bulk	Bkn	g	CL 4,40	1934 3mo Lloyd's A&CP	G.Brown &Co. Greenock	Shell-Mex&B.P. Ld.	157·4 P40'F24' FK FPT30t APT24tD	27·1	12·0	London British 7BHptCem Tf17t	Oil Engines 2S.C.SA 8Cy.11½"–13½" 186NHP H.Widdop&Co.Ld.Kghley	12 ″ 0 s 1 ″ 2¼ 10 ″ 11¾	
83263 160497 MPCN	**Shelbrit 4** (exShellMex8–36) Wireless D.F. OilEng. Mchy.Aft ssSou.No.2–37 1Dk(Stl)	349 238 149	✠100A1 4,39 ✠LMC1,36 ✠LMC(M)2,38 CarryingPetroleum in bulk	Bkn	e	CL 3,39	1928 6mo Lloyd's A&CP	C.Hill& Sons,Ld. Bristol	Shell-Mex&B.P. Ld.	136·0 P42'F23' FK	24·0	10·0	London British 9BH APT11t	Oil Engines 2S.C.SA 4Cy.16½"–18⅞" 192NHP NDB37–120lb N.V.Krom.Mot.Fab.Ams.	10 ″ 6 s ″ 11 9 ″ 8½	
83264	**Shell** Mchy.Aft Fitted for oil fuel CarryingPetroleum in bulk 1Dk	336 — 151					1929	H.teVeld- huis Papendrecht	Cie.Fluviale et Maritime de Transport de Pétroles (Soc.Anon.des Pétroles Jupiter, Mgrs.)	179·8	25·9	10·8	Rouen French WB	C.2Cy.$12\frac{3}{16}$"&24"–17¾" 20NHP ThH.J.Koopman,Drdrecht		V
83265	**Shell IX** (exTrigonia) ssH.Kg.No.3–10,10 ssSng.No.2–18 Mchy.Aft 1Dk(Stl)&Webframes Fitted for oil fuel Carrying Petroleum in bulk	*1739* *1322* *1056*	✠ 6,21	Sng ✠	p		1898 8mo	Armstrong Whitworth &Co.Ld. Newcastle	Companhia "Shell"	242·0 P35'F37' ptND07 FK FPT101t	40·2	17·3	Lisbon Portuguese 9BHCem APT39t	C.2Cy.30"&63"–39" NDB03 217NHP 2SB,6pf,GS123,HS3734 Wllsnd.Slpwy.Co.Ld.Nwc.	17 ″ 4	
83266																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où on est dans le L. Dorée Cert Rof Trade
83267	**Shell Dezassete** (exSultan van Koetel) ssSng.2ndNo.3–5,30 Mchy.Aft 1Dk(ptIrn&ptStl) &Web frames&Trunkdk(Stl) Now "Lottia," see No. 88914 in Supplement Carrying Petroleum in bulk	1995 1543 1206	✠ ... 5,34	Lis			1904 12mo	Nederl. Schps.Maats. Amsterdam	Companhia"Shell" CellDBuE&B46' 70t FPT103t APT37t	241·0|41·9|18·7 P68'F43' FK	Lisbon Portuguese 11BHCem	T.3Cy.20½",32⅝"&55⅝"–35⅜" 248NHP NB18,refitted22 2SB,8cf,GS102,HS3650 N.V.Werkspoor,Ams.	19″11	
83268 146194 MKWG	**Shell Mex 4** ssSou.No.3–1,34 ssBkn.No.1–38 Mchy.Aft 1Dk(Stl)&Web frames	423 369 227	✠100A1 ~~[illegible]~~ 4,41 ~~[illegible]~~ Carrying Petroleum in bulk Fitted for oil fuel12,21 F.P. above 150° F.	Bkn BS4,41 ✠LMC6,38	f	CL ~~4,37~~ 4,41	1921 12mo	Abdela& Mitchell,Ld. Queensferry Lloyd'sA&CP	EagleOil& ShippingCo.Ld.	140·5|27·6|10·9 147·8(O.L.) F16' FK	London British 8BHptCem APT15t	C.2Cy.15½"&32"–24" (s) 180lb 58RHP 1SB,2cf,HS1135 Abdela&Mitchell,Ld. Brimscombe	11″6 s1″4½ 10″8	
83269 145296 MKRQ	**Shell Mex 5** ssBkn.No.3–12,33 ssBkn.No.1–38 Mchy.Aft 1Dk(Stl)&Web frames	423 369 227	✠100A1 ~~[illegible]~~ 3,41 ~~BS5,39~~ Carrying Petroleum in bulk	Bkn BS5,41 ✠LMC5,38	f	CL 5,38	1921 8mo	Abdela& Mitchell,Ld. Queensferry Lloyd'sA&CP	EagleOil& ShippingCo.Ld.	140·5|27·6|10·9 147·3(O.L.) F16' FK	London British 8BHptCem APT15t	C.2Cy.15½"&32"–24" (s) 180lb 58RHP 1SB,2cf,HS1135 Abdela&Mitchell,Ld. Brimscombe	11″6 s1″4½ 10″8	
83270 167151	**Shell Spirit 1** OilEng. Mchy.Aft 1Dk Deck&trunk electrically welded	440 347 234	✠ A1 7,40 ~~7,39~~ ✠LMC(M)7,40 ✠LMC12,38 For coasting service Ipswich to Dover Carrying Petroleum in bulk	Lon		OG	1938 12mo	L.Smit& Zoon Kinderdijk Lloyd'sA&CP	UnionLighterage Co.Ld.	157·5|32·1| 8·9 33·2 162·0(O.L.) FK Trunk90' Centre line BHnon-oiltight	London British 8BH FPT22tAP T26t	Oil Engines 4S.C.SA 8Cy.11"–17⅛" 94NHP Humboldt-Deutzmotoren A.G.Köln-Deutz	10″3 s1″9 8″7½	
83271 167162 MPWP	**Shell Spirit 2** OilEng. Mchy.Aft 1Dk Deck&trunk electrically welded	440 347 234	✠ A1 8,40 ~~1,39~~ For coasting service Ipswich to Dover Carrying Petroleum in bulk	Rot Liv 8,40 ✠LMC~~1,39~~		OG	1939 1mo	L.Smit& Zoon Kinderdijk Lloyd'sA&CP	UnionLighterage Co.Ld.	157·5|32·1| 8·9 33·2 162·0(O.L.) Trunk90' FK Centre line BHnon-oiltight	London British 8BH FPT22tAP T26t	Oil Engines 4S.C.SA 8Cy.11"–17⅛" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	10″3 s1″9 8″7½	
83272 UOCA	**Shelon** (exBossi–33,exGoree) Sub.Sig. 1Dk	2251 2008 1271	✠ ... 12,20 ✠				1918 10mo	Detroit S.B.Co. Wyandotte, Mch.	U.S.S.R.	251·2|43·8|22·3 P62tH104tF24t FK	Leningrad Russian WB	T.3Cy.20",33"&54"–40" 267NHP DetroitS.B.Co.Detroit	24″2	
* 83273 FNFO	**Shelspra** (exMariquita–34) TwinSc ssRou.No.3–3,35 ssHav.No.1–39 Mchy.Aft 1Dk(Stl) D.F. Longitudinal framing at bottom&at dk	1951 1397 813	✠100A1 4,40 BS4,40 Carrying Petroleum in bulk or Carrying Asphalt only & limited to centre tanks Fitted for oil fuel 6,23 F.P. above 150° F.	Hav LMC5,39	r	CL S3,40 PN4,39	1923 6mo	Rotterdam Droogd.Maat Rotterdam A&CP	Soc.Anon. Française des PétrolesShell	279·9|46·5|13·9 Q74'Trunk182' F23' FK	Algiers French 9BHptAsp	T.6Cy.12¾",20½"&33⅞"–24 1/16" 180lb (s) 222NHP 2SB,4cf,HS3832 FD Rotterdam Droogd.Maat.Rot.	14″0 s1″6½ 12″7	
83274 146581 CYJC	**Shelter Bay** (exNewYorkNews–33) Mchy.Aft 1Dk	1670 1477 970					1922	NofIreland S.B.Co.Ld. Londonderry	Quebec&Ontario TransportationCo. Ld.	250·2|43·0|16·8 F40'	Montreal British WB	T.3Cy.16",27"&44"–30" 106NHP J.G.Kincaid&Co.Ld.Grk.		C
83275 148453	**Shelton Weed** Mchy.Aft 1Dk	1745 1596 1123					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, Mgr.)	253·0|43·2|17·8 F35'	St.C'thrns Ont. British WB	T.3Cy.17",28"&46"–33" 122NHP Earle'sCo.Ld.Hull		C
83276 217020 KIBD	**Shenandoah** ssMob.No.3–2,30 Mchy.Aft ssN.Yk.No.2–38 D.F. 2Dks(Stl)&Web frames Longitudinalframing	6414 6126 3974	✠100A1 11,40 ~~2,40~~ BS2,41 ✠LMC MS4,38 ~~BS8,40~~ Carrying Petroleum in bulk Fitted for oil fuel 6,19 F.P. above 150° F.	NYk	a†	CL N6,39	1919 6mo	Texas SteamshipCo. Bath,Me. A&CP	TheTexasCompany CellDBuE&B64'209tFPT229t APT130t	416·8|56·1|31·1 P107'B35'F33' FK	Wilmgton (Del.) Utd.States 16BHCem	T.3Cy.26⅝",44"&74"–51" (s) 200lb HS9969 FD 556NHP 3 Water Tube Boilers(Spt) H.G.TroutCo.Buffalo N.Y.	32″10 s6″3½ 26″9	
83277 206329 WJDB	**Shenango** Mchy.Aft GyC. D.F. 1Dk	8047 — 6498					1909	Gt.Lakes Eng.Works Ecorse,Mich.	ShenangoFurnace Co.	580·8|58·2|33·0 F52'	Pttsbrg,Pa Utd.States WB	T.3Cy.24",38"&65"–42" 274NHP Gt.LakesEng.Works,Det.		R
83278 LJWA	**Sheng Hwa** (exMitwo–37, exProspector–35, exCanadian Prospector–34) ssMtl.No.3–11,33 ssOsa.No.1–38 2Dks(Stl)	*5492* *4894* *3380*	✠100A1 4,40 ~~5,39~~ BS~~5,39~~ 4,40	Osa Shi ✠LMC6,38	y	CL 6,38	1920 6mo	JCoughlan &Sons,Ld. Vancouver, B.C. Lloyd'sA&CP	SkibsA/SThule (T.B.Torgersen, Mgr.) CellD B334'1026t FPT149t APT31t	400·0|52·4|28·8 P49'B113'F40' FK	Oslo Norwegian 6BHCem	T.3Cy.27",44"&73"–48" (s) 180lb 520NHP 3SB,9cf,GS198,HS7743 FD D.Rowan&Co.Ld.Gls.	31″0 s5″11½ 25″3½	
83279 XNBR	**Sheng Lee** (exGoviken–33, exJunee) ssSyd.2ndNo.3–2,32 ssNag.No.1–36 2Dks Cargo battens not fitted	3087 1912 1764	✠100A1 Shelter dk withfreeboard 3,38 BS3,38 ✠LMC3,36	HKg	t	CL 2,38	1907 2mo	Mackie& Thomson Glasgow Lloyd'sA&CP	ChingKeeSteam Nav.Co.Ld. Cell DBa84'u E20'f132'637tFPT83t APT125t	301·0|42·2|18·6 28·1 FK	Chefoo Chinese 6BHCem	T.3Cy.22",36"&59"–39" (s) 180lb 276NHP 2SB,6cf,GS123,HS4800 D.Rowan&Co.Glasgow	30″5 s9″6 21″2½	
83280 162669 GDLW	**Shengking** D.F. 2Dks	3000 2197 1492					1931	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	304·0|46·2|23·1 P52'F42'	London British WB	2SRgearedSteamTurbines Scotts'S.B.&E.Co.Ld.Grk.		
83281 163583 GYJJ	**Shepperton Ferry** Ⓟ TwinSc (TrainFerry) E.S.D. 1Dk&2nd dk at ends CruiserStern	2839 2014 1044	✠ ... 11,35 ✠	Nwc			1935 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	SouthernRailway Cell DBuE34'58tDTf 18'180t Wingtanks abreast ER44' 376t APT63t	346·8|60·7|18·2 B&F319' FK	London British 8BHptCem ptAsp	4SteamTurbinesSRgeared to2Sc.Shafts 948NHP 4 Water Tube Boilers GS248,HS9416 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	20″0	BT till ~~7,40~~ 7,41
83282 150823 CYMJ	**Sherbrooke** (exEdwardL.Strong) Mchy.Aft 1Dk	2052 1707 1225					1922	Frazer, Brace,Ld. Three Rivers, P.Q.	CanadaSteamship Lines,Ld.	251·6|42·1|18·1 Q93'F33'	Montreal British WB	T.3Cy.19",32"&56"–36" 188NHP WorthingtonPump& Mchy.Corp.Ampere,N.J.		C
83283 140564 GPSN	**Sheridan** ssLiv.No.3–3,30 ssN.Yk.No 2–38 D.F. 2Dks(Stl)	4665 4330 2876	✠100A1 9,40 ~~11,39~~ MS12,38	NYk BAs ✠LMC BS~~5,39~~ 6,40	y	CL 2,38	1918 1mo	A.McMillan&Son Dumbarton Lloyd'sA&CP	Lamport&Holt Line,Ld. CellD B335'875t FPT75t APT75t	385·6|52·2|27·2 P36'B118'F46' FK	Liverpool British 7BHptCem	T.3Cy.26",43"&70"–48" (s) 180lb 407NHP 3SB,9cf,GS178,HS6800 Rankin&Blackmre.Ld.Grk	29″8 s5″4½ 24″7	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83284 145409 GMJC	**Sheringham** 1*Dk*2*nd dk inNos.*1,2&3*holds* *CruiserStern*	1088 950 429	✠ ... 10,31 ✠				1926 9mo	Earle'sS.B. &E.Co.Ld. Hull	London&North EasternRailway	256·0 P54'B93'F59' FK	36·1	16·3	Harwich British *WB*	T 3Cy.22",35"&60"-39" 379NHP Earle'sS.B.&E.Co.Ld.Hull	17 ″ 2	
83285 147701 GPWB	**Sherwood** (*ex*Seaton-32) *ss*Shl.No.3-9,37 Wireless D.F. 1*Dk* *Well deck* *Cargo battens not fitted*	1530 1168 898	✠100A1 3,40 BS~~7,39~~ 1,41 ✠LMC9,37	Shl	*p*	CL 6,38	1924 8mo	Craig,Taylor&Co.Ld. Stockton *Lloyd'sA&CP*	W.France,Fenwick&Co.Ld. *CellDB*	248·0 Q187'F28' FK 210' 479*t FPT* 104*t*	36·7	15·8	London British 4*BHCem* *APT*97*t*	T.3Cy.17½",29"&48"-33" (*s*) 180lb 163NHP 2SB,4*cf*,GS70,HS2792 N.E.MarineEng.Co.Ld.Sld	18 ″ 1 s4 ″ 9¾ 17 ″ 0¾	
83286	**Shestoy Krabolov** (*ex*Benlawers) *ss*Liv.No.3-5,19 *ss*Lth.No.2-27 1*Dk*(*Stl*)&*Spar dk*(*ptIrn&ptStl*) &*deepframing*	*3949* *3544* *2521*	✠ — 10,30 ✠NE5,19 ✠	Kob	*w*		1905 7mo	Bartram& Sons Sunderland	U.S.S.R. *Cell DBa*120'*uE&B*42'	378·0 P35'B104'F38' 26·1 FK 154'868*t APT*55*t*	46·1	18·3	Vladvostk Russian 6*BHCem* (5 ,,*toSpar dk* 1,, ,,*Main*,,)	T.3Cy.24",39¾"&70"-48" NDB27 489NHP 2SB,8*cf*,GS168,HS5500 J.G.Kincaid&Co.Ld.Grk.	28 ″ 6	
83287 145557 GDJL	**Shetland** (*ex*Kara) *ss*Gls.No.3-5,37 D.F. 1*Dk*(*Stl*)2*nd dk*(*Stl*) *in E&B* &*forward holds*	1846 1642 1114	✠100A1 6,40 ~~6,39~~ BS~~6,39~~ 6,40 ✠LMC5,37	Lth Lon		CL ~~4,37~~ 6,40	1921 11mo	Ramage& Ferguson,Ld Leith *Lloyd'sA&CP*	CurrieLine,Ld. *CellD*	260·2 272·2(O.L.) P24'B91'F35' FK B215' 393*t FPT*50*t*	40·2	20·3	Leith British 4*BHptCem* *APT*50*t*	T.3Cy.19",30"&52"-36" (*s*) 190lb 187NHP 2SB,6*cf*,GS104,HS2966 Ramage&Fergusn,Ld.Lth.	22 ″ 6 s 2 ″ 8 20 ″ 0	
83288 218833 KIZP	**Shickshinny** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Webframes* *Ref.Mchy.*	5103 4573 3127	✠ ... 6,20 ✠				1919 9mo	American International S.B.Corp. HogIslandPa	~~SouthAtlanticS.S.~~ ~~Co.ofDelaware~~ SouthAtlantic SteamshipLine	390·0 P39'B122'F43' FK	54·2	27·6	Savannah Utd.States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
83289 UPAT	**Shilka** (*ex*Alblasserdam-34) 1*Dk*	1388 1182 802					1916	L.Smit& Zoon Kinderdijk	U.S.S.R.	239·1 P23'B62'F24'	36·1	16·7	Leningrad Russian *WB*	T.3Cy.17⅓",29"&46"-36" 127NHP L.Smit&Zoon,Kinderdijk		
83290 167175 GRGM	**Shillong** *OilEng.* *Ref.Mchy.* 2*Dks*&*Shelter dk* D.F. E.S.D. *CruiserStern*	5529 4964 3253	✠100A1 *withfreeboard* 2,41 ~~11,39~~ ✠LMC2,39 ✠Lloyd'sRMC~~4,40~~ ~~8,40~~ 2,41	Mch ~~Cal~~ Liv	*b*†	CL	1939 2mo	A.Stephen &Sons,Ld. Glasgow *Lloyd'sA&CP*	P.&O.Stm.Nav.Co. *CellDB*377'1413*t* *MT*23' 978*t F*	442·2 459·5(O.L.) F38' FK *PT*141*tAPT*219*t*	57·9	25·7	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91 5/16" 688NHP 2DB*120lb* BarclayCurle&Co.Ld.Gls.	28 ″ 4 s 3 ″ 4½ 25 ″ 1¼	
83291 141592 VGBS	**Shinai** (*ex*CanadianBeaver-34) 2*Dks*	2410 2039 1451					1920	Collingwood S.B.Co. Kingston,Ont	G.L.Shaw	251·0 P24'B64'F23'	43·6	23·6	Vancouver B.C. *WB* British	T.3Cy.18",30"&50"-36" Collingwood 150NHP S.B.Co.Collingwood,Ont		C
83292 114780 VPKK	**Shinfu** (*ex*Rajah of Sarawak-32) *ss*Drn.3rdNo.3-10,37 Wireless 1*Dk*(*Stl-ws*)&*Web frames*& *Shade dk*(*Teak*) *ss*Shi.No.1-40	1452 897 892	✠100A1 *Shade dk* 11,40 ~~8,39~~ ~~BS8,39~~ ✠LMC~~10,37~~ 11,40	Shi	*n*	CL ~~10,37~~ 11,40	1901 10mo	Ramage& Ferguson,Ld. Leith *Lloyd'sA&CP*	G.L.Shaw	230·0 FK	34·1	14·8	Singapore British 4*BHCem* *APT*6*t*	T.3Cy.19",31"&50"-36" (*s*) 170lb ~~160lb~~ NDB17 175NHP 2SB,4*cf*,GS90,HS2931 Ramage&Fergusn,Ld.Lth.	15 ″ 10 s1 ″ 6¼ 14 ″ 5½	
83293	**Shing-Cheong** IronTwinSc	847 — 579					1915	Kwong TackCheong HongKong	VongKuan	168·6 P45'	30·0	9·1	Macau Portuguese	C.4Cy.14"&28"-18" KwongTack 55NHP Cheong,HongKong		
83294 118439 VPGJ	**Shinhwa** (*ex*TexacoXI-35, *ex*Kuching-32) *ss*Sng.2ndNo.3-6,28 *ss*Shi.No.3-8,40 ~~*ss*Shi.No.2-37~~ 1*Dk*(*Stl-ws*)&*Webframes* &*Shade dk*(*Teak*)	1460 898 884	✠100A1 *Shade dk* 8,40 ~~6,39~~ ~~BS6,39~~ ✠LMC~~4,37~~ 8,40	Drn Shi	*n*	CL ~~6,38~~ 7,40	1904 5mo	Ramage& Ferguson,Ld. Leith *Lloyd'sA&CP*	G.L.Shaw	230·0 FK *FPT*65*t*	34·2	15·0	HongKong British 4*BHCem* *APT*30*t*	T.3Cy.18",30"&49"-33" (*s*) 170lb ~~85lb~~ 159NHP 2SB,4*cf*,GS84,HS2639 Ramage&Fergusn,Ld.Ltb	23 ″ 4 s8 ″ 5¼ 15 ″ 2¾	
83295 141590 GYLF	**Shinkuang** (*ex*Wester-35, *ex*Canadian *Fitted for oil fuel* Farmer-34) 1*Dk*	2441 2042 1461					1920	Collingwood S.B.Co. CollngwdOnt	G.L.Shaw	250·8 P24'B64'F23'	43·6	23·4	Shanghai British *WB*	T.3Cy.18",30"&50"-36" Collingwood 150NHP S.B.Co.Collingwood,Ont.		C
83296 155927 GBPD	**Shinyu** (*ex*Shin-yuMaru,*ex*Terrier) 1*Dk*2*trB*&*ptAwngdk*	1615 1160 1015					1894	J.Blumer& Co. Sunderland	G.L.Shaw	255·2 Q102' FK *ptAwngdk*158'	35·5	15·6	Shanghai British	T.3Cy.19⅜",31½"&51½"-33" 153NHP G.Clark,Ld.Sunderland	18 ″ 1	
166/40 83297 148742 GMDB	**Shirak** *ss*Shl.No.3-12,36 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing* D.F.	6023 5521 3675	✠100A1 5,40 BS5,40 ✠LMC12,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,26 *F.P. above* 150°F.	Cff	*z*	CL 4,40	1926 3mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	BalticTradingCo. Ld. *Cell DBuB*40' 64*t D*	412·0 P108'B28'F46' FK *Tf*38'338*t FPT*66*t*	53·4	31·6	London British 17*BHptCem* (9 *to U dk* 8 ,,2*nd*,,) *APT*59*t*	T.3Cy.27",45"&75"-48" (*s*) 180lb *120lb* 533NHP 3SB,9*cf*,GS189,HS7773 FD WllsndSlpwy.Co.Ld.Nwc.	31 ″ 6 s5 ″ 5½ 26 ″ 3¾	
83298 148687 GLQW	**Shirala** Ⓟ TwinSc *ss*Cal.No.3-12,36 *Ref.Mchy.* 2*Dks*(*StlWthrdk*-teaks) D.F. 3*rd dk*(*Stl*)*in holds*	7841 6747 4872	✠100A1 *withfreeboard* 12,39 ✠LMC MS10,36 BS12,39	Cal	*c*†	CL P12,39 SN 12,38	1925 10mo	Hawthorn Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*373'1220*t* *Tanks at sides of tunnels*16'79*tFPT*150*t*	437·2 P44'B144'F49' FK	57·8	33·5	London British 7*BHCem* *APT*150*t*	T6Cy.20¾",35½"&60"-45"(*s*) 215lb 802NHP 5SB,15*cf*,GS316,HS12150FD HawthornLeslie&Co.Ld.	36 ″ 6 s9 ″ 10¾ 27 ″ 1	
83299 148440	**Shirley G. Taylor** *Mchy.Aft* 1*Dk*	1746 1596 1124					1925	Earle'sCo. Ld. Hull	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	253·0 F35'	43·2	17·8	StC'thrnes Ont. British *WB*	T.3Cy.17",28"&46"-33" 122NHP Earle'sCo.Ld.Hull		C
83300 148714 GMDC	**Shirvan** *ss*Shl.No.3-12,36 D.F. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	6017 5521 3671	✠100A1 4,40 BS4,40 ✠LMC12,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,25 *F.P. above* 150°F.	Cff	*z*	CL N4,40	1925 12mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	BalticTradingCo. Ld. *CellDBuB* 40'64*tDTf*38'338*t*	411·8 427·0(O.L.) P108'B28'F46' FK *FPT*66*tAPT*59*t*	53·4	31·6	London British 17*BHptCem* (9 *to U dk* 8 ,, 2*nd*,,)	T.3Cy.27",45"&75"-48" (*s*) 180lb *120lb* 552NHP 3SB,9*cf*,GS162,HS8238 FD N.E.Mar.Eng.Co.Ld.Nwc.	31 ″ 6 s5 ″ 5½ 26 ″ 3¾	
29/4/41 83301 163920 GZKY	**Shoal Fisher** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* Wireless	698 508 453	✠100A1 3,40 ~~✠LMC2,37~~ ✠LMC CS8,40 8,40	Brw	*j*	OG 3,40	1937 2mo	Vickers- Armstrongs, Ld. Barrow *Lloyd'sA&CP*	JamesFisher& Sons,Ld. *CellD*	185·0 192·2(O.L.) Q120'F24' FK B143' 217*t FPT*83*t*	30·3 *31·3*	11·3	Barrow British 3*BHCem* *APT*57*t*	Oil Engines 2S.C.SA 4Cy.13⅜"-22 7/16" 125NHP BritishAuxiliaries,Ld.Gls.	13 ″ 8 s3 ″ 10¼ 13 ″ 5½	
83302	**Shooting Star** *OilEng.* E.S.D. GyC. 3*Dks* *CruiserStern*	7400					1940	Tampa S.B.&E.Co. Tampa	UnitedStates MaritimeCommission	435·0 P39'B60'F46'	63·0	40·5	NewYork Utd.States *WB*	2 Oil Engines 2S.C.SA 18Cy.21"-29"&hydraulic couplings SR geared to 1 screw shaft 1390NHP NordbergMfg.Co.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire, Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B of Trade.
83303 148275 GKRQ	**Shrewsbury** (exSouthborough-33) ssShl.No.3-12,37 D.F. 1Dk(Stl)&Shelter dk(Stl)	4542 4206 2754	✠100A1 withfreeboard 10,40~~2,40~~ ✠LMC MS12,37 BS2,40	Npt Cff	z	CL ~~11,37~~ 10,40	1924 10mo	Richardsn, Duck&Co.Ld. Stockton Lloyd's A&CP	AlexanderShippng Co.Ld.(Capper, Alexander&Co. Mgrs.)	399·5|53·0|24·9 F37' FK CellDBa&uE163'f174'1206t FPT110t APT123t	London British 6BHptCem (Coll to Sh dk 5 ,, 2nd ,,)	T.3Cy.25½",42"&70"-48" (s) 180lb 417NHP 3SB,9cf,GS160,HS7080 Blair&Co.Ld.Stockton	27 ″ 6 s 3 ″ 0½ 24 ″ 8	
83304 151400 VTDJ	**Shrivati** (exMubarek) OilEng. ssBom.No.3-4,35 ssBom.No.1-39 Mchy.Aft 1Dk(Stl-ws) Cargo battens not fitted	389 285 233	✠100A1 9,40~~10,39~~ ✠LMC10,39	Bom	e	CL 9,39	1921 11mo	London& MontroseS.B. &R.Co.Ld. Montrose Lloyd's A&CP	MalabarS.S.Co. Ld.	132·7|25·1|11·5 P41'F19' FK	Bombay British 3BHCem FPT33t	Oil Engines 2S.C.SA 4Cy.13¼"-15" 124NHP W.Beardmore&Co.Ld.Gls.	12 ″ 6 s 1 ″ 0 11 ″ 10	
83305 149601 GMTN	**Shropshire** Ⓟ TwinSc4Mst OilEng. ssBkn.No.2-35 Sub.Sig. 3Dks(Stl-Uws) D.F. CruiserStern	10549 7735 6606	✠100A1 4,38 ✠LMC CS4,35 DBS8,39 7,38	Bkn	e†	CL 2,39	1926 10mo	Fairfield Co.Ld. Glasgow Lloyd's A&CP	BibbyLine,Ld. (BibbyBros.&Co. Mgrs.)	483·6|60·3|31·8 P51'B265'F78' FK CellDB405'1724t FPT54t APT113t	Liverpool British 8BHptCem	Oil Engines 2S.C.SA 16Cy.28"-39" 2196NHP DB120lb FairfieldCo.Ld.Glasgow	36 ″ 3 s6 ″ 10½ 29 ″ 8½	
83306 147724 MQKP	**Shu Kwang** TwinSc ssShi.No.3-2,37 1Dk(Stl)&Web frames CruiserStern	788 458 341	✠ A- withfreeboard Carrying Petroleum in bulk with extreme draught of 8'6" 11,39 B&MS2,37 BS11,39 For Service on the Straits of Malacca Fitted for oil fuel 9,24 F.P. above 150° F.	Sng		OG 1,38	1924 9mo	Yarrow& Co.(1922)Ld. Glasgow	AsiaticPetroleum Co.(NorthChina) Ld.	198·7|32·9| 8·9 Shadedk182' FK CellDBuE14'	Shanghai British 9BHptCem 13tFPT10t	T8Cy.(2)18",(2)26"&(4)30"-18" 250lb 220lb at Eng. (s) 397NHP 2 WT Boilers HS6990 FD Yarrow&Co.(1922)Ld.Gls.	10 ″ 6 s2 ″ 1½ 8 ″ 6	
83307 101741 VPCM	**Shun Chih** Ⓟ (exShunTsze, exMelusia,exSydney) ssMel.No.3-8,14 ssSyd.No.2-23 Ref.Mchy. 1Dk(Stl-ws) &deepframing	1881 1559 1173	✠ 11,27 ✠	Syd	r		1902 4mo	CaledonS. B.&E.Co.Ld Dundee	SingHingS.S.Co. Ld.	280·2|38·2|19·6 P45'B97'F35' FK CellDBa76'uE22'f116'	Hong Kong British 4BHCem 403tAPT35t	T.3Cy.22",35"&59"-36" 249NHP 2SB,6cf,GS135,HS4141 CaledonSB.&E.Co.Ld.Dun	22 ″ 0	
83308	**Shun Foong** (exGlenluss-32, exBosporus,exUrsula Rickmers) ssGls.No.3-1,21 ssNwc.No.2-29 2Dks(Stl)&Web frames	4275 3915 2696	9,33	Rot	x		1911	Rickmers Akt.Ges. Weser-münde-G.	ChungWeiS.S.Co.	368·0|47·7|27·5 P37'B99'F42' FK CellDB321'833t DTa28' 696t FPT57t	Shanghai Chinese 6BHAsp APT38t	T.3Cy.23½",38½"&63"-48 1/10" 325NHP 3SB,9cf,GS167,HS5595 BremerVulkan,Vegesack	30 ″ 0	
83309 XNCJ	**Shun Lee** (exHengTa,exKamor) ssShl.No.1-06 Wireless 1Dk&Spar dk&deep framing	1532 1423 970	✠ ... 9,09 ✠				1902 4mo	Fevigs Jernskibsbyg Fevig	ChingKeeS.N.Co. Ld.	245·0|36·0|12·7 19·7 FK	Chefoo Chinese WB	T.3Cy.17½",27"&47"-36" Richardsons, 150NHP Westgarth&Co.Ld.Mdb.	22 ″ 5	C †
83310 XNFU	**Shun Yuan** (exKeelungMaru-32) ssKob.No.3-1,10 ssNag.No.1-14 1Dk(Stl)&Spar dk&deep framing	1628 1416 958	✠ 2,14 ✠	Nag	q		1896 12mo	JLThompson&Sons,Ld. Sunderland	YungYuanS.S.Co.	252·0|35·0|13·7 P20'B66'F35' 20·7 FK CellDBa72'uE&B36'f100'259tFPT	Tsingtao Chinese 4BHCem 31tAPT11t	T.3Cy.21½",36"&59"-39" 241NHP 2SB,6cf,GS100,HS3800 J.Dickinson&Sons,Ld.Sld.	23 ″ 0	
83311 164116 MMGC	**Shuna** 3Mst Wireless D.F. E.S.D. CruiserStern 1Dk	1575 1346 913					1937	Burntislnd S.B.Co.Ld. Burntisland	ScottishNav.Co. Ld.(Glen&Co.Ld. Mgrs.)	265·0|40·5|16·3 P17'Q40'B110'F29'	Glasgow British WB	T.3Cy.15",25½"&44"-33" 111NHP D.Rowan&Co.Ld.Gls.		C
83312 154092 GWSC	**Shuntien** D.F. 2Dks	3059 2194 1570					1934	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	303·7|46·1|23·1 P52'F42'	London British WB	2 Steam Turbines SR geared to 1 Sc. Shaft TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
83313 129306 XYCD	**Shwedagon** ssCal.No.1-41 ssCal.2ndNo.3-4,37 Mchy.Aft 2Dks(Stl)&Webframes Longitudinal framing	3391 3270 1999	✠100A1 1,41~~1,40~~ ~~BS1,40~~ ✠LMC~~3,37~~ 1,41 Carrying Petroleum in bulk Fitted for oil fuel 5,12 F.P. above 150° F.	Cal	t	CL ~~11,39~~ 1,41	1912 5mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	Indo-Burmah PetroleumCo.Ld.	300·4|44·1|31·3 FK CellDB uB38'39t FPT115t APT44t	Rangoon British Cem 8BH to Udk 3 ,, 2nd ,,	T.3Cy.19",31"&51"-36" (r) 180lb 120lb 199NHP 2SB,4cf,GS101,HS3470 Wllsnd Slpwy.Co.Ld.Nwc.	31 ″ 0 s 6 ″ 1½ 25 ″ 1	
83314 FNYQ	**Si Kiang** Ⓟ (exMeiningen) D.F. Fitted for oil fuel	7014 6277 3848					1914	J.C.Tecklenborg A.G. Weser-münde-G	Cie.desMessageriesMaritimes	473·9|59·0|28·3 H112'	Dunkirk French WB	T.2Cy.32 3/16",52½"&78 7/16"-55 1/16"&LP turbine JC.TecklenborgA.G.Wsm		V
83315 LEUG	**Siak** 1Dk	1150 986 641					1930	Trndhjms Mek.Værks. Trondheim	D/S A/S Skuld (NilsBull,Mgr.)	226·5|36·5|15·7 P44tH71t	Tönsberg Norwegian WB	T.3Cy.17",27½"&45"-30" 111NHP TrndhjmsM.V.Trondheim		N
83316 173043 ~~OZMB~~ ~~TJSK~~ GNWJ	**Siam II** TwinSc4Mst (exSiam-40) ssSyd.No.1-40 OilEng. ssOpn.No.3-2,36 2Dks(Stl)& D.F. Shelter dk(Stl-ws)	6637 4859 4223	✠100A1 Shelter dk withfreeboard 9,40 ~~1,40~~ ✠LMC CS12,36 DBS8,39 8,39	Got Syd	a†	CL ~~7,37~~ s4,39 P7,40	1913 4mo	Akt.Burmeistr&Wain Copenhagen Lloyd's A&CP	Ministry of Shipping (United BalticCorporation,Ld.,Mgrs.)	410·0|55·2|27·5 427·1(O.L.) FK CellDBa 126'uE&B46'f140'1275t FPT	Bristol British 7BH 97tAPT73t	Oil Engines 4S.C.SA 16Cy.23¾"-31½" 842NHP NDB38-85lb Akt Burmeistr&Wain,Cpn	38 ″ 6 ~~11 ″ 1~~ ~~28 ″ 1~~ s10 ″ 11 23 ″ 1	
26/41 83317 161297 GCML	**Siamese Prince** TwinSc3Mst OilEng. ssH.Kg.No.2-37 3Dks D.F. CruiserStern Tonnage opening closed '37	8456 7913 5253	✠100A1 withfreeboard 1,41~~3,40~~ ✠LMC CS10,38 DBS~~4,39~~ 5,40 8,38 Carrying oil F.P. above 150° F.or L	Bal NYk	d†	CL 3,40	1929 9mo	Blythsw'd S.B.Co.Ld. Glasgow Lloyd's A&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld.Mgrs.) Upper 'tween dk bulkheads	441·5|60·3|28·2 458·0(O.L.) 39·2 F44' FK Duct keel fwd. of mchy. space atex in deep & peak tanks Coll BH dispensed with except Coll BH to Weather dk 7 BH to 2nddk CellDB368'1477t MTs73'2519t FPT108t	London British ptCem APT166t	Oil Engines 2S.C.SA 8Cy 23⅝"-70⅞" 1350NHP 2DB125lb Richardsons,Westgarth& Co Ld.W.Hpl.	42 ″ 4 s13 ″ 3¾ 29 ″ 3	
83318 120142 MMVQ	**Siangtan** TwinSc 2Dks	1195 677 729					1905	Farnham, Boyd&Co.Ld Shanghai	ChinaNav.Co.Ld.	220·0|40·0| 9·5	London British	T.6Cy.9",14"&23"-15" 54RHP Yarrow&Co.Ld.London		
83319 153996 VPCQ	**Siangwo** TwinScTwinMst ssShi.No.3-7,37 2Dks	2595 1130 1515	A1 ~~7,38~~11,40 BS~~1,40~~ 11,40 LMC7,37 For Service between HongKong & Canton	HKg		OG ~~5,38~~ 11,40	1926	HongKong &Whampoa DockCo.Ld. HongKong Lloyd's A&CP	Indo-ChinaSteam Nav.Co.Ld.	275·0|46·1|10·4 285·9(O.L.) FK FPT	HongKong British 4BH 83tAPT78t	T.6Cy.13¼",22"&35"-18" 2SB 200lb FD HongKong&Whampoa DockCo.Ld.HongKong	11 ″ 0	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
83320 PHLY	**Siantar** OilEng. ssRot.No.3-6,34 ssRot.No.1-38 3Dks D.F. CruiserStern Tonnage opening closed '38	8667 8248 5563	✠100A1 Shelter dk withfreeboard ~~4,40~~ ~~5,39~~ ~~7,40~~ 1,41 ✠LMC CS5,38 ✠NE6,34 1,37 DBS~~5,39~~ 4,40 Carrying oil F.P. above150° F. in forward deep tanks	Rot ~~Sba~~ Cal		OG ~~8,37~~ 4,40	1921 10mo	WearShip- yard ofW. Gray&Co. (1918),Ld. Sunderland Lloyd'sA&CP	Rotterdamsche Lloyd(~~W.Ruys&~~ ~~Zonen,Mgrs.~~) CellDB390′1250t DTa27′1110tM	471·3|57·4|30·2 38·5 F52′on Shelter dk len34 FK Coll T24′ 980t FPT155t	Batavia ~~Rottrdam~~ Dutch 8 BHptCem BH to Wdk 7 ,, ,, 2nd ,, APT60t	2 Oil Engines 2S.C.DA SR geared&hydraulic coupling 12Cy.20⅞″–29$\frac{5}{16}$″ 1835NHP 2DB225lb NDB(WTB)34 225lb KonMaats"DeSchelde"Fls	41 ″ 0 s12 ″ 0 29 ″ 6	
83321 PKFZ	**Siaoe** Fitted for oil fuel 1Dk	1573 1402 870					1921	N.V. Scheepswerf "Dordrecht" Dordrecht	Koninkl.Paketv. Maats.	250·1|40·3|17·7 P29′F30′	Batavia Dutch WB	T.3Cy.16½″,27⅛″&45¼″–36″ 121NHP N.V.Alblasserdamsche Mach.Fab.Alblasserdam		V
83322 HBVN	**Siauliai** (exEbba-37) 1Dk	939 813 547					1920	A.G. Nüscke&Co Stettin	Akc.B-véLietuvos BaltijosLloydas	224·3|33·0|14·1 P17′B63′F23′	Sventoji Lithuanian WB	T.3Cy.12¾″,21″&34″–21$\frac{9}{16}$″ 110NHP AtlasWerke,Bremen		G
83323 PHMD	**Sibajak** Ⓟ TwinSc OilEng. D.F. GyC. 3Dks Sub.Sig. CruiserStern	12226 — 7368					1927	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd(~~W.Ruys&~~ ~~Zonen,Mgrs.~~)	506·7|62·9|35·2 P143′F94′	~~Rottrdam~~ ~~Dutch~~ Batavia WB Dutch	Oil Engines 2S.C.SA 16Cy.30″–52¾″ 2495NHP Maats.deSchelde,Flushing		V
83324 8757 JKCD	**Sibazono Maru** Ⓟ (exShibazonoMaru-38, ssNag.No.1-07 exChefooMaru) 1Dk&Spar dk(Stl–teak s) &deep framing	1829 1579 1090	✠ 1,07 ✠	Nag	r		1903 3mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. CellDBa59′uE&B	256·0|36·5|14·3 P27′B81′F40′ 23·7 FK 54′f94′361tFPT40t	Tokyo Japanese 5BHCem APT26t	T.3Cy.21″,35&58″–36″ HS4174 248NHP 2SB&1Aux.SB,8cf,GS122, MitsuBishiD.&E.WksNag	23 ″ 10	
83325 PKHY	**Siberg** OilEng. 2Dks	1871 1416 1128					1915	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Paketv. Maats.	278·2|41·2|16·9 P34′F30′	Batavia Dutch WB	Oil Engines 4S.C.SA 6Cy.22″–39″ 280NHP Werkspoor,Amsterdam		V
83326 34428 JDPC	**Siberia Maru** Ⓟ (exSeikoMaru-35, exMallina) 1Dk(Stl)deepframing &Webframes,Middle dk(Stl)& deepframing inNos.1&4holds	3461 2777 2017	✠ 4,10 ✠	Syd	v		1909 4mo	Harland& Wolff,Ld. Belfast	~~KitaNipponKisen~~ ~~K.K.~~Nipponkai KisenK.K. CellDBa84′uE&B	350·5|44·3|23·3 P37′B112′F45′ FK 74′f142′ 570t FPT	Tokyo ~~Kobe~~ Japanese 6BHCem 48tAPT86t	Q.4Cy24½″,35″,50″&75″–54″ 643NHP 3SB,12cf,GS226,HS9690 Harland&Wolff,Ld.Bel.	26 ″ 1	
83327 PKFJ	**Siberoet** 1Dk	1799 1542 1011					1927	A.F.Smul- ders Schiedam	Koninkl.Paketv. Maats.	267·5|42·2|17·7 P30′B68′F36′	Batavia Dutch WB	C.4Cy.(2)16½″&(2)35″–35″ 145NHP Gebr.Stork&Co.Hengelo		V
83328 PKHV	**Sibigo** (exKianGwan) 1Dk	*1594* *1279* *941*	✠ ... 12,30 ✠				1926 10mo	Wilton'sE. &SlipwayCo. Schiedam	Koninkl.Paketv. Maats.	264·9|37·3|16·5 P20′B73′F25′ FK	Batavia Dutch WB	T.3Cy.19″,32″&51″–36″ 202NHP Wilton'sE.&SlpwyCo.Rot.	18 ″ 6	V †
83329 67 IUHG	**Sibilla** (exIlex-34,exNina) ssRot.2ndNo.3-9,24 ssSld.No.1-28 Well deck 1Dk&Web frames	1077 870 614	✠ ... 11,32 ✠NB8,07 ✠				1900 1mo	W.Dobson &Co. Newcastle	GennaroMontella (Lauro&Montella, Mgrs.)	222·4|35·0|14·4 212·4 14·0 P18′Q44′B46′F24′ FK	Torre del Greco Italian WB	T.3Cy.18½″,30″&49″–33″ 148NHP N.E.MarineCo.Ld.Nwc.	16 ″ 5	I †
83330 UOAW	**Sibir** Ⓟ OilEng. Ref.Mchy. 2Dks&3rd dk Sub.Sig. in fwd.holds CruiserStern Strengthened for navigation in ice	3767 2934 2164	✠ ... 4,31 ✠				1930 1mo	Severney S.B.Yard Leningrad	U.S.S.R.	332·5|48·0|25·6 Q37′B100′F41′ FK	Leningrad Russian WB	Oil Engines 2S.C.SA 6Cy.25⅝″–33⅞″ 692NHP RussianDieselWorks.Len.	27 ″ 9	
83331 PKFG	**Sibolga** 1Dk	1370 1170 785					1919	NVBoele's Scheepsw Slikkerveer	Koninkl.Paketv. Maats.	237·9|36·0|16·7 P22′B60′F23′	Batavia Dutch WB	T.3Cy.18″,30″&48″–36″ 138NHP N.V.Boele'sSchpswBolnes		V
83332 216082 WECZ	**Siboney** Ⓟ TwinSc ssN.Yk.No.3-5,30 Fitted for oil fuel D.F. E.S.D. 3Dks& Ref.Mchy. Shelter dk	6938 5679 3420	✠ ... 8,32 ✠				1918 2mo	W Cramp& SonsS&EBCo Philadelphia	NewYork andCuba MailS.S.Co.	423·0|60·0|15·7 32·0 B&FonShelter dk 316′ FK	NewYork Utd.States WB	4 steam turbinesSRgeared to 2 sc. shafts 1908NHP Wm.Cramp&Sons, S.&E.B.Co.Phl.	35 ″ 0	R †
83333 134276	**Sicamous** Ⓟ SternPad Mchy.Aft	1787 — 994					1914	Western DrydockCo. Okanagan Landing,B.C.	CanadianPacific RailwayCo.	200·5|40·0| 8·0	Victoria, B.C. British	H.C.4Cy.(2)16⅝″&(2)35⅜″– 96″ 101NHP WesternDrydockCo.		
83334 2048 IOGS	**Sicilia** Ⓟ (exCoblenz-35) TwinSc Sub.Sig. Corrugated sides D.F. 3Dks	9646 — 5635					1923	Akt.Ges. "Weser" Bremen	LloydTriestino Soc.Anon.diNav.	479·7|57·6|31·2 458·8 | 62·3 | 30·8 B142′F44′	Genoa Italian WB	2 steam turbinesDRgeared to 2 sc. shafts A.G."Weser,"Bremen		I
83335 7968 SKXA	— OilEng. ssSkm.No.1-39 CruiserStern 1Dk&Shelter dk D.F. Strengthened for navigation in ice	*1633* 1206 739	✠100A1 withfreeboard 8,40 ~~9,39~~ ✠LMC CS7,39 DBS~~6,38~~ 8,40 2,40	Skm NYk	s	CL 9,39	1934 8mo	Kockums M.V.Aktieb. Malmö Lloyd'sA&CP	Rederiaktieb. SvenskaLloyd (K.R.Bökman, Mgr.) CellDB240′446t	284·2|41·1|15·1 293·5(O.L.) F25′ FK FPT23tAPT27t	Gothenbrg Swedish 4BHptCem (Coll to Sh dk 3 ,, 2nd ,,)	Oil Engines 4S.C.SA 7Cy.23⅝″–43$\frac{5}{16}$″ DB40lb 377NHP KockumsM.V.Akt.Malmö	18 ″ 0 s ″ 2 17 ″ 11¼	
83336 145963 GFXZ	**Sicilian Prince** (exCastilianPrince, exAlleghany) ssMch.No.3-10,34 E.S.D. ssAnt.No.1-38 1Dk(Stl)&Shelter dk(Stl) CruiserStern Tonnage opening closed '41(W.E.)	3489 2909 1852	✠100A1 Shelter dk withfreeboard 3,41 ~~4,40~~ ✠LMC MS5,38 BS4,40 Fitted for oil fuel 8,22 F.P. above 150° F. Carrying oil fuel F.P. above150° F. inDTank aft	Gls Bos	x	CL ~~9,37~~ 3,41	1922 6mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	RioCapeLine,Ld. (Furness,Withy& Co.Ld.Mgrs.) Duct keel in boiler CellDB294′1155t DTa22′643t	363·3|52·1|22·0 F68′ on Shelter dk FK space&forward143′ Collision FPT45tAPT43t	London British Cem BH to Sh dk 6 ,, ,, U ,,	T.3Cy.26″,43″&73″–48″ (s) 180lb 547NHP 3SB,9cf,GS188,HS8365 FD Richardsons,Westgarth& Co.Ld.Hpl.	~~24 ″ 9~~ ~~s2 ″ 3¾~~ ~~22 ″ 8~~ 33 ″ 6 s10 ″ 1½ 23 ″ 7½	
83337 OYWY	**Sicilien** OilEng. D.F. 1Dk Ref.Mchy. CruiserStern	1654 1298 910					1938	Helsingörs Jernsk&Msk. Elsinore	Det.Forenede DampskibsSelsk.	271·7|40·4|16·6	Copenhagn Danish WB	Oil Engines 2S.C.SA 5Cy.19$\frac{11}{16}$″–35$\frac{7}{16}$″ 338NHP HelsingörsJernsk.&Mskb.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Forme assignée maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NH=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B. of Trade
83338 485 ICHL	**Siculo** (*ex*Manon-34, *ex*Vaucluse-34, *ex*Rea, *ex*Sorrento, *ex*Skjalm) *ss*Nts.2ndNo.3-9,30 1*Dk*(*Stl*)&*Awng dk*(*Irn*)	1481 1302 856	... 6,34	Dnk	*o*		1906 7mo	Framnes Mek. Værks Sandefjord	A.Lauro	242·2 232·0 F24' *on Awng dk* FK *Cell DBa58' uE19' f94'*2 4*BH* 67*tAPT*15*t*	35·2	19·6	Naples Italian	T.3Cy.18",29"&48"-33" 156NH 2SB,4*cf*,GS96,HS2604 AkersMek.Værks.Oslo	22 ″ 1	I †
83339 PKHW	**Sidajoe**	1788 1545 1001					1928	Rijkee& Co. Rotterdam	Koninkl.Paketv. Maats.	267·6	42·2	17·6	Batavia Dutch *WB*	C.4Cy.16$\frac{5}{16}$"&35$\frac{7}{16}$"-35$\frac{7}{16}$" 126NHP Maats.Fyenoord,Rot.		V
83340 1509 IBKK	**Sidamo** (*ex*Eudora-37, *ex*Lagos, *ex*Kurt Woermann) 2*Dks*3*trB*	2384 2100 1434					1895	Blohm& Voss Hamburg	ServizioItalo-PortogheseSoc. Anon.diNav	304·2 H—F35'	38·2	23·6	Genoa Italian *WB*	T.3Cy.19",30"&50"-39¾" 157NH Blohm&Voss,Hamburg		I
83341 FNBR	**Sidi-Aïssa** *Fitted for oil fuel* 2*Dks*	2586 2288 1426					1927	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Soc.Gén.deTransp. Mar.àVap.	330·4 P&B196'F96'	43·0	24·4	Marseilles French *WB*	T.3Cy.21",34"&56"-39" 196NH Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
83342 FNBH	**Sidi-Bel-Abbès** Ⓟ **TwinSc** *Fitted for oil fuel* 2*Dks* *Ref.Mchy.* *CruiserStern*	4392 2776 2168					1929	Swan,Hunter&Wigham Richardson, Ld Newcastle	Soc.Gén.deTransp. Mar.àVap.	368·0 P&B259'	50·2	23·2	Marseilles French *WB*	6 steam turbines SR geared to 2 sc. shafts ParsonsMarineSteam TurbineCo.Ld.Nwc.		V
83343 FNBX	**Sidi-Brahim** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	2439 1737 923					1910	Swan,Hunter&Wigham Richardson, LdNewcastle	Soc.Gén.deTransp. Mar.àVap.	325·6 P59'B37'F33'	40·5	21·0	Marseilles French *WB*	T.4Cy.27",43"&(2)50"-42" 324NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		V
83344 EAFN	**Sidi Ifni** (*ex*Joaquin del Piélago-40) Wireless **D.F.** 1*Dk&Awng dk*	732 713 345					1892	Compania Trasatlantica Cadiz	S.A. H.A. R.A.	192·2	27·4	17·6	Cadiz Spanish *WB*	T.3Cy.18",30"&48"-36" NB07 138NHP ArsenalCivil,Barcelona		
83345 FNHY	**Sidi-Mabrouk** Ⓟ (*ex*Phrygie-33) *Fitted for oil fuel* *Ref.Mchy.* **D.F.** 2*Dks*3*trB*	3883 3224 2374					1906	Gourlay Bros.&Co. (Dundee)Ld. Dundee	Soc.Gén.deTransp. Mar.àVap.	357·9 P51'B126'F56'	44·1	26·0	Marseilles French *WB*	T.3Cy.26",41½"&68"-45" 310NHP GourlayBros.&Co. (Dundee)Ld.Dun.		V
83346 FNBL	**Sidi-Okba** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	2824 2259 1558					1929	Atel.&Ch. deBretagne Nantes	Soc.Gén.deTransp. Mar.àVap.	330·5 P57'B94'F98'	43·1	23·6	Marseilles French *WB*	2 steam turbines DR geared to 1 sc. shaft Atel.&Ch.deBretagne,Nts.		V
83347 220166 KUVD	**Sidney M. Hauptman** (*ex*Argus) *Fitted for oil fuel* D.F. 1*Dk&Shelter dk&Web frames* *Longitudinal framing* *Now* "Raphael Semmes," *see No. 83301 in Supplement*	6027 — 3782	✠ ... 1,22 ✠				1920 7mo	GMStandiferConstCorp Vancouver, Wash.	MurrayShipping Co.Inc.	401·4 P34'B114'F38' *on Shelter dk* FK	53·2	31·9	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72$\frac{5}{16}$"-48" 363NHP LlewellynIronWorks, LosAngeles,Cal.	34 ″ 7	R †
83348 DAKS	**Siegfried** 1*Dk*	563 410 329					1901	Oderwerke Akt.Ges. Stettin	Rud.Christ.Gribel	172·3 Q50'B41'F15'	26·6	11·1	Stettin German *WB*	T.3Cy.13½",21½"&35½"-25" 63NHP OderwerkeAkt Ges.Stettin		G
83349 203757 WIFJ	**Sierra** (*Self-Unloader*) *Mchy.Aft* 1*Dk*	4846 — 4287					1906	ToledoS.B. Co. Toledo	SierraSteamship Co.(G.A.Tomlinson, *Mgr.*)	438·7 *WB*	52·0	23·9	Wilmgton (Del.) Utd.States	Q.4Cy.16½",24",35"&50"-42" 163NHP ToledoS.B.Co.		R
83350 214391 WKCM	— **WoodTwinSc** *OilEng.* Wireless 1*Dk*2*trB*	1510 — 1199					1916	Mathews S.B.Co. Hoquiam	Northwestern LivestockCorp.	210·6	42·5	14·8	Juneau Utd.States	Oil Engines 2S.C.SA 8Cy.16½"-18$\frac{15}{16}$" 383NHP J&CGBolindersCoLdSkm		
83351 DOBJ	**Sierra Cordoba** Ⓟ **TwinSc** **D.F.** *Corrugated sides* Sub.Sig. **GyC.** 4*Dks*	11492 8270 6486					1923	Bremer Vulkan Vegesack	DeutscheArbeitsfrontG.m.b.H. (Norddeutscher Lloyd, *Mgrs.*)	490·5 66·3 P&B380'F79'	61·8	34·3	Bremen German *WB*	T.6Cy.28⅝",46⅞"&75⅝"-51¼" 818NHP BremerVulkan,Vegesack		G
83352 5557 SGHM	**Sif** 1*Dk*	1365 1033 747					1913	Dundee S.B.Co.Ld Dundee	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	235·1 P17'Q63'B63'H75*t* F29'	36·2	15·0	Stockholm Swedish *WB*	T.3Cy.18",28¾"&48"-33" 132NHP ShieldsEng.Co.Ld.N.Shl.		V
83353 712 SVOB 94/41	**Sifnos** (*ex*CapD'Antifer-32, *ex*Labor) *ss*Rot.No.2-25 1*Dk*	2290 — 1073	✠ ... 10,28 ✠				1917 7mo	Detroit S.B.Co. Wyandotte	ThemistoclesF. Stafilopatis	247·9 P27'B65'F28' FK	43·7	17·7	Piræus Greek *WB*	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 ″ 2	V †
83354 677 SZML	— Ⓟ (*ex*ConstantinosTogias-33, *ex*Iela, *ex*Yacht, *ex*Mira) Wireless	315 — 158	✠ ... 4,98 ✠				1891 4mo	D.J.Dunlop &Co. Pt.Glasgow	HellenicCoast LinesCo.Ld.	154·0	21·6	12·3	Piræus Greek	T.3Cy.14",22"&36"-24" 75NHP D.J.Dunlop&Co.Pt.Gls.		
83355 10302 JLTE	**Siga Maru** Ⓟ (*ex*ShigaMaru-38) 2*Dks*	742 668 431					1906	OsakaIron Works Osaka	SetsuyoSyosen K.K.	185·0 B35'	27·1	17·8	Osaka Japanese	T.3Cy.14½",24½"&39"-30" 83NHP OsakaIronWorks,Osaka		
83356 8398 SHCD	**Sigborg** (*ex*Reze-40) *OilEng.* D.F. 1*Dk&Shelter dk* *Mchy.Aft* *CruiserStern*	*340* *227* *139*	✠100A1 *with freeboard* 6,40 ~~2,40~~ ✠LMC3,39	Skm	*h*	~~11,39~~ 5,40	1939 3mo	A.Vuijk& Zonen Capelle a/d Ysel *Lloyd's*A&CP	RederiA/B Staffan (J.Haag, *Mgr.*)	165·0 175·8(O.L.) FK (*Coll BH to Sh dk* 1 *additional BH in'tween dk* 2 ,, 2*nd* ,,) *Cell DB*108' 137*t FPT* 31*tAPT*12*t*	27·3	7·1	Gefle Swedish 3*BHCem*	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"-19$\frac{11}{16}$" 81NHP Waggon-undMasch.A.G. Görlitz	9 ″ 8 s ″ 2 9 ″ 7¼	
83357 8419 SHLU	**Sigbritt** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	517 ~~323~~ ~~258~~ 513 317 240	✠100A1 9,40 ~~3,40~~ ~~(Class Contemplated)~~ ✠LMC3,40	Rot Skm	*g*	OG	1940 3mo	NVSchpsw "Foxhol" Foxhol *Lloyd's*A&CP	RederiA/B Staffan (J.Haag, *Mgr.*)	155·4 168·0(O.L.) ~~P45'Q47'F26'~~ FK P41'Q52'F27' *Cell DB*94'121*tFPT* 58*tAPTs*18*t*	27·7	9·6	Gefle Swedish 3*BH*	Oil Engines 4S.C.SA 8Cy.11$\frac{7}{16}$"-17$\frac{11}{16}$" 101NHP AppingedammerBrons. Motorenfb.N.V.	11 ″ 4 s3 ″ 11 11 ″ 2	
83358 21525	**Sigenobugawa Maru** **Wood** (*ex*Shigenobugawa Maru-38) **Aux3MstSr** *OilEng.* 1*Dk*	496 431 382					1918	Ishisaki Senkyo Zosensho Shinhama	FujiwaraKyutaro	137·6	30·0	15·1	Mitsuhama Japanese	Oil Engine 2S.C.SA 4Cy.14"-16" 138NHP YamotoTake,Osaka		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83359 8396 SGVD	**Sigfors** (*ex*Pegasus-39,*ex*Avanti-39) *OilEng.* *Mchy.Aft* *CruiserStern*	*380* *218* *162*					1939	Bodewes Schpswerven Martenshoek	RederiA/B Staffan (J.Haag,*Mgr.*)	143·3	24·7	8·4	Gävle Swedish *WB*	Oil Engines 2S.C.SA 5Cy.10⅝"-12⅝" 99NHP N.V.Mchfb.Bolnes,Bolnes		C
83360 OHYG	**Siggy** (*ex*Carl-35,*ex*Artensis-34, *ex*GustavFischer) D.F. 1*Dk* *Now* "**Hondu,**" *see No.* 83389 *in Supplement*	1792 1006					1921	Nüscke &Co.A.G. Stettin	Ångfartygs A/B Siggy (A/B EmilLöfgren)	267·7 P57*t*H84*t*F21*t*	42·2	18·0	Mariehmn Finnish *WB*	T3Cy.20 7/16",32¼"&51⅓"-35⅔" Görlitzer 155NHP MaschinenbauA.G.Görlitz		N
83361 PKRO	**Sigli** *Fitted for oil fuel*	1579 1102 873					1920	N.V. Scheepswerf "Dordrecht" Dordrecht	Koninkl.Paketv. Maats.	250·0 P25'F31'	40·0	17·6	Batavia Dutch *WB*	T.3Cy.16½",27"&45"-36" 121NHP AlblasserdamscheMachine Fabriek,Alblasserdam		V
83362 165568 MMMC	**Signality** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	487 316 244	✠100A1 9,37 ✠LMC9,37 ✠LMC(M)7,40	Grk	*g*	OG 7,40	1937 9mo *Lloyd*	G.Brown &Co. (Marine)Ld. Greenock '*sA&CP*	F.T.Everard& Sons,Ld. *FPT*81*tAPT*47*t*	157·8 164·6(O.L.) FK Q98'F17'	27·7	9·5	London British 3*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 5Cy.12⅝"-16¾" 71RHP NewburyDieselCo.Ld. Newbury	10″8½ s 3″ 7 10 ″ 8½	
83363 ESGR	**Signe** (P.Madsen-39) *Now* "**Florida,**" *see No.* 88059 *in Supplement* D.F. 1*Dk*	1807 [illegible]24 1054					1924	A/S Aal- borgSkbsv. Aalborg	KäsmuLaeva- Omanikud(O. Tiedemann,*Mgr.*)	276·8 P18'B169'F33'	42·1	17·8	Käsmu Estonian *WB*	T.3Cy.21",33"&55"-36" 181NHP A/S FrichsAarhus		C
83364 8380 SMGN	**Signeborg** *Fitted for oil fuel* Wireless *CruiserStern* 1*Dk&ShelterDk*	1360 1089 705					1939	Nylands Verksted Oslo	RederiA/BRagne (RagnarNilsson, *Mgr.*)	252·2	41·2	14·4	Västervik Swedish *WB*	C.2Cy.16¾"&33 7/16"-33 7/16"& LPturbine withDRgearing &hydraulic coupling 54NHP NylandsVerksted,Oslo		N
83365 5390 SGHU	**Signfred** (*ex*Carriden) *ss*Lth.No.2-12 *Well deck* 1*Dk*(*Stl-ptws*)	*666* *451* *327*	✠ 11,15 ✠	Osl	*i*		1903 8mo	G.Brown &Co. Greenock	VerkebäcksÅngf. Aktieb.(Ruben Olsson,*Mgr.*) *WB*=*CellDBa*42'	180·6 P11'Q45'B44'F23' FK *uE*13'*f*77'146*tFPT*	29·2	11·1	Verkebäck Swedish 4*BHCem* 30*tAPT*10*t*	T.3Cy.15",25"&40"-27" 99NHP 1SB,3*cf*,GS47,HS1660 Muir&Houston,Ld.Gls.	13 ″ 4	V †
83366 890 ESCT	**Sigrid** (*ex*Boomberg-33) *ss*Tln.2ndNo.3-4,35 *ss*Tln.No.1-39 1*Dk*(*Stl*)&*deep framing*	1809 1556 1079	✠100A1 8,39 ✠LMC1,39 BS7,40	Tln	*r*	CL 3,39	1910 3mo *Lloyd*	A.Vuijk& Zonen Capelle a/d Ysel '*sA&CP*	KäsmuLaeva- Omanikud(O. Tiedemann,*Mgr.*)	271·0 284·0(O.L.) P18'B66'F27' FK *Cell DBa*80'*uE*1	39·1	17·4	Käsmu Estonian 4*BHCem* 6'*f* 120'522*t*	T.3Cy.20",33"&54"-36" (*s*) 160lb 190NHP 2SB,6*pf*,GS99,HS3078 G.T.Grey,SouthShields *APT*60*t*	19″10 s 2″ 8½ 17 ″ 3	
83367 OHCB	— *OilEng.* *ss*Hfs.No.2-37 Wireless D.F. 1*Dk*(*Stl*)&*Webframes* *Mchy.Aft* *CruiserStern* *Strengthened for navigation in ice*	1224 944 463	✠100A1 3,40 ✠LMC CS7,37 DBS6,39 5,36 *CarryingPetroleum in bulk*	Skm	*n*	CL 6,39	1928 11mo *Lloyd*	Ardrossan Dckyd.Ld. Ardrossan '*sA&CP*	A/B Oljetransport O/Y	216·8 206·7 Q71'F45' *Trunk*91' FK *CellDBuE*44'68*tFPT*	36·7	14·7	Helsingfrs Finnish 10*BHptCem* 36*tAPT*13*t*	Oil Engines 4S.C.SA 6Cy.18⅛"-35 7/16" DB*150lb* 189NHP Hwthrn,Leslie&C.Ld.Nwc.	15 ″ 0 s ″ 9¼ 14 ″ 4½	
83368 OULB	— *ss*Cpn.No.2-26 1*Dk*	1196 999 729	✠ … 7,30 ✠				1917 12mo	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)	239·9 P27'B54'F25' FK	35·7	14·5	Copnhagn Danish *WB*	T.3Cy.15",24"&40"-27" 98NHP KjbnhavnsFlydk.&Skbsv.	17 ″ 3	V †
83369 7079 SGID	— (*ex*Magnar,*ex*Ekstrand,*ex*Dagfred) 1*Dk*	*1091* *854* *648*					1900	FevigsJrn- skibsbyggeri Fevig	Rederi.A/B Allan (HarryPersson)	230·3 Q126*t*B58'H8*t* F32*t*	34·0	13·4	Landskrna Swedish *WB*	T.3Cy.16½",27"&44"-30" SirC.Furness, 106NHP Westgarth&Co.Ld.Mdb.		V
83370 LEUL	— (*ex*Nystrand) 1*Dk*	*965* *812* *570*					1920	N.V.Hol- landSB.Co Hendrik-Ido- Ambacht	A/S Djerv (Bachke &Co.*Mgrs.*)	216·3 P25*t*Q59*t*H62*t* F34*t*	34·5	13·1	Trndheim Norwegian *WB*	T.3Cy.15",25"&40"-27" 83NHP Machinefabrik,Kinderdijk		N
83371 7404 SFVA	**Sigrid Matthiessen** (*ex*Gulli, *ex*Vera) Wireless 1*Dk*	*974* *746* *567*					1903	Laxevaags Msk.&Jrnskb Bergen	RederiA/B Jamaica(Sven Salén,*Mgr.*)	215·4 Q115*t*B51*t*H29*t* F32*t*	32·7	12·7	Stockholm Swedish *WB*	T.3Cy.16",25½"&43"-30" 101NHP LaxevaagsMsk.&Jrns.Bgn		V
83372	**Sigrid Reuter** TwinSc (*ex*Raila-40) D.F. *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	5551 4809 3206					1926	A/B Gota- verken Gothenburg	RederiA/BReut (HakonReuter, *Mgr.*)	381·0 P318*t*H346*t*F78*t*	55·2	30·0	Gothenbrg Swedish *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP A/BGötaverken,Got.		N
201/40 * 83373 OULC	**Sigrun** (*ex*Vagn) *ss*Cpn.2ndNo.3-1,29 *ss*Els.No.2-38 1*Dk*(*Stl*)&*deep framing*	1337 1191 799	✠100A1 2,40 BS3,39 ✠LMC2,38	Mch	*p*	OG N2,40	1904 5mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland '*sA&CP*	DetForenede DampskibsSelsk. *CellDBa*	240·0 P19'B64'F27' FK &*uE*86'*f*98'339*tFP*	36·5	16·8	Middelfart Danish 4*BHCem* *T*59*tAPT*6*t*	T.3Cy.18",29"&48"-33" (*s*) 160lb *100lb* 141NHP 1SB,3*pf*,GS62,HS2255 N.E.MarineEng.Co.Ld.Sld	19 ″ 0 s 2 ″ 4 16 ″ 10	
83374 104 YLAS	**Sigulda** (*ex*GeneralShobelew, *ex*Texel) 1*Dk*&*ptAwng dk*	1999 1668 1260					1900	Bonn& Mees Rotterdam	SeebergBros.	269·0 Q108' *ptAwng dk*156'	39·0	19·0	Riga Latvian *WB*	T.3Cy.21",35"&57"-39" 203NHP Blair&Co.Ld.Stockton		V
83375 LEZM	**Sigurd Hund** (*ex*Sulitjelma-35, *ex*Treue) 1*Dk*	549 388 294					1925	NVSchpsw v/hJ.Th.Wil- mink&Co. Groningen	A/SNordlands- linjen (O.Jacobsen, *Mgr.*)	159·3 P63*t*Q35*t*H5*t*F27*t*	27·2	11·4	Harstad Norwegian *WB*	T3Cy12⅔"19 7/10"&33 1/10"-19 7/10" 48NHP N.V.Machfbr.Fulton,Hgz.		N
56/40 83376 LEUN	**Sigurd Jarl** Ⓟ Wireless D.F. 1*Dk*&*Awng dk*3*tr B*	924 510 524					1894	AkersMek. Verksted Oslo	DetNordenfjeldske Dampskibsselskab	198·4 H80*t*	29·1	14·9 22·1	Trndheim Norwegian *WB*	T.3Cy.20",32"&52"-30" NB08 148NHP AkersMek. Verksted,Oslo.		
83377	**Sigurds Faulbaums** (*ex*Nordeflinge-37, *ss*Lie.2ndNo.3-4,39 *ex*Anglet, 1*Dk*(*ptIrn ptStl*) *ex*DingleBank)	3256 2992 2011	✠ 4,39 ✠	Lie	*u*		1913 4mo	J.Blumer& Co. Sunderland	MaxFaulbaum SteamshipLine *CellDBa*1	331·0 P26'B95'F33' FK 12'*uE*&*B*42'*f*132'8	47·7	22·5	German 5*BHCem* 46*tAPT*168*t*	T.3Cy.24",39"&65"-42" 303NHP 2SB,6*cf*,GS130,HS4736 J.Dickinson&Sons,Ld Sld.	24 ″ 6	
83378																

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

	1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref.Trade
	83379 8379 SGDW	**Sigvard** (*ex*Dollard-39) *OilEng.* Wireless *2Dks* *CruiserStern*	356 247 118					1939	Gebr.van Diepen Waterhuizen	RederiA/B Staffan (J.Haag,*Mgr.*)	162·9	28·4	8·0	Gävle Swedish *WB*	Oil Engines 4S.C.SA 8Cy.11″–17$\frac{11}{16}$″ 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		C
116/40	83380 3132 SJEA	**Sigyn** *ss*Skm.2ndNo.3–11,22 *ss*Skm.No.1–27 *1Dk&deepframing*	1981 1773 1129	✠ … 1,32 ✠				1897 11mo	Campbel- townS.B.Co. Campbeltwn	Rederi A/B Sigyn (H.Lundgren)	280·2 P29′B54′F31′ FK	40·5	19·0	Hlsingborg Swedish *WB*	T.3Cy.21$\frac{1}{16}$″,33$\frac{3}{4}$″&58″–36″ 174NHP Hutson&Son,Glasgow	21 ″ 8	V †
	83381 8358 SFRM	— (*ex*Aegir-39) *OilEng.* D.F. *1Dk&Shelter dk* *CruiserStern*	395 259 114	✠100A1 *withfreeboard* ~~6,40~~ ~~7,30~~ 9,40 ✠LMC4,39	Lkr Skm	*i*	~~7,39~~ OG 3,40	1939 4mo *Lloyd's A&CP*	J.Koster Hzn.Schpsw. "Gideon" Groningen	RederiA/B Staffan (J.Haag,*Mgr.*) *CellDB*123′167*t* *DTa*9′	165·8 175·3(O.L.) FK *MT*9′40*t* 19*tFPT*41*tAPT*9*t*	28·9	7·7	Gävle Swedish 4*BHCem* (*Coll to Sh dk* 3 ,, 2nd ,,)	Oil Engines 4S.C.SA 8Cy.11$\frac{3}{4}$″–16$\frac{9}{16}$″ 98NHP Maschinenfbrk. Augsburg- NürnbergA.G.Augsburg	10 ″ 2 s ″ 2 10 ″ $1\frac{1}{2}$	
	83382 7394 SGIO	**Siirto** (*ex*Ferm,*ex*Alcides, *ex*WilhelmBiesterfeld) Wireless D.F. *1Dk*	843 605 420					1921	D.W.Kre- merSohn Elmshorn	A/B Svenska Ostasiatiska Kompaniet (G.Borin,*Mgr.*)	193·1 Q63*t*H65*t*F33*t*	31·0	12·3	Gothenbrg Swedish *WB*	T.3Cy.14$\frac{1}{2}$″,23$\frac{1}{2}$″&37$\frac{7}{8}$″–25$\frac{1}{2}$″ 72NHP Steen&Kaufmnn,Elmshrn.		V
	83383 34426 JCKC	**Sikisan Maru** (*ex*ShikisanMaru-38, *ex*Thistleros) *OilEng.* *ss*TamaNo.3–6,37 D.F. *1Dk(Stl)&Shelter dk(Stl)*	4725 4163 2708	✠100A1 *withfreeboard* ~~6,40~~ ~~1,38~~ 2,41 ✠LMC CS6,37 DBS~~4,36~~6,40 ~~6,38~~6,40	Tama	*z*	CL 6,38	1925 3mo *Lloyd's A&CP*	D&WHen- derson&CoLd Glasgow	MitsuiBussan Kaisha,Ld. *CellDB*334′1146*tDT* *f*33′1172*t*	400·2 F37′ FK *Coll* *FPT*254*t APT*283*t*	53·3	26·2	Kobe Japanese 7*BHptCem* *BH to Sh dk* 6 ,, ,, 2*nd* ,,	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$″–59$\frac{1}{16}$″ 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	26 ″ 3 s3 ″ $0\frac{1}{2}$ 23 ″ $5\frac{1}{2}$	
	83384 EAJC	**Sil** *OilEng.* *ss*Bbo.No.3–6,40 ~~*ss*Bry.No.2–37~~ *Ref.Mchy.* *2Dks(Udk–Stl)*	2522 1849 1375	✠100A1 *withfreeboard* ~~6,40~~ ~~8,39~~ 5,41 ✠LMC CS7,40 DBS7,40 7,39	Bbo Bcl	*s*	CL ~~7,30~~ 6,40	1928 8mo *Lloyd's A&CP*	Cia Euskal- duna deConst Bilbao	~~MiguelM.de.~~ ~~Pinilles~~ Cia.Maritima Frutera,S.A.	290·0 304·6(O.L.) B98′F35′ FK *CellDB*248′347*t*	42·2	21·0	Cadiz Spanish 5*BH* *APT*16*t*	Oil Engines 2S.C.SA 5Cy.23$\frac{5}{8}$″–41$\frac{3}{4}$″ 487NHP DB*100lb* Gebr.SulzerA.G. Ludwigshafn	23 ″ 3 s 5 ″ $3\frac{1}{2}$ 18 ″ $0\frac{1}{2}$	
	83385 OUIP	**Sildberin** (*ex*ChristianB.-39, *ex*Maja-38) *1Dk*	377 272 214					1890	Helsingörs Skibsbyggeri Elsinore	P.Chr.Holm Jacobsen	149·0 Q57*t*B22*t*F13*t*	24·1	10·9	Thorshavn Faroe Islds *WB* Danish	C.2Cy.19″&35″–21″ 47NHP HelsingörsMaskinbyggeri		V
	83386 LCXP	**Sildra** *OilEng.* D.F. *2Dks* *Mchy.Aft* *Carrying Petroleum in bulk*	7313 6761 4307					1927	F.Schichau Danzig	A/RSeljan(Wilh.& PaulJebsen, *Mgrs.*)	441·6 P372*t*H180*t*	57·4	34·2	Bergen Norwegian	Oil Engines 2S.C.SA 6Cy.23$\frac{5}{8}$″–41$\frac{3}{4}$″ 540NHP F.Schichau,Elbing		C
	83387 75 ICAA	**Sileno** Ⓟ (*ex*Orvieto-35,*ex*Orsova) *ss*Sba.No.3–2,20 *ss*Shl.No.2–29 D.F. *1Dk(Stl)&deep framing*	3567 3324 2236	✠ —— 3,36 ✠	Sld	*w*		1907 10mo	R.Craggs &Sons,Ld. Middlesbro'	BiagioBorriello (Lauro&Montella, *Mgrs.*) *CellD Ba*119′*uE&B*	370·7 350·0 P31′B101′F35′ FK 42′*f*144′1034*t FPT*	49·5 49·7	23·6 23·4	Torre del Greco Italian 6*BHCem* 88*tAPT*99*t*	T.3Cy.23$\frac{1}{2}$″,39″&66″–45″ 322NHP 3SB,*9cf*,GS122,HS5034 N.E.MarineEngCoLd.Nwc	25 ″ 10	I †
	83388 218972	**Siletz** *Fitted for oil fuel* Sub.Sig. *2Dks*	5757 5248 3560					1919	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	410·0 P44′B115′F46′	54·2	27·6	Portlnd,Or Utd.States *WB*	DR geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
	83389 PKFS	**Silindoeng** (*ex*AdriaanStoop) *ss*Sba.No.1–28 *Well deck* *1Dk* *CruiserStern*	1793 1315 947	✠ … 9,32 ✠				1924 9mo	Maats. Fyenoord Rotterdam	N.V.Koninkl. Paketv.Maats.	250·3 P18′Q134′B*on*Q50′ F20′ FK	40·7	16·3	Batavia Dutch *WB*	T.3Cy.17$\frac{1}{2}$″,29″&46″–39″ 220NHP Maats.Fyenoord,Rot.	18 ″ 3	V †
	83390 OFEA	**Silja** *OilEng.* *Mchy.Aft* *1Dk* *CruiserStern*	393 246 161					1939	NVSchpsw "Voorruit- gang" Foxhol	SuomenMoottori- laivaO/Y(L.G.W. Boxberg*Mgr.*)	138·1 P51′B77′F23′	25·4	8·5	Helsingfrs Finnish *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{3}{4}$″–16$\frac{9}{16}$″ 74NHP MtrnWerkeMannheim AG		C
155/40	83391 8310 SLQN	**Siljan** (*ex*Pilton-38) *ss*Cff.No.3–5,35 *1Dk(Stl)*	3058 2788 1798	✠ … 12,38 ✠	Bry	*u*		1920 1mo	TyneI.S.B. Co.Ld. Newcastle	RederiA/B Sigyn (H.Lundgren, *Mgr.*) *CellD*	328·0 P33′B101′F29′ FK *B*284′734*tFPT*110*t*	46·8	22·9	Hlsngborg Swedish 5*BHptCem* *APT*123*t*	T.3Cy.25″,41″&68″–45″ 358NHP 3SB,*9cf*,GS155,HS5829 N.E.MarineEng CoLdNwc	25 ″ 6	V †
	83392 LCXO	**Siljestad** *OilEng.* *1Dk&Shelter dk*	4301 3827 2519					1927	Akt.Bur- meistr&Wain Copenhagen	SkibsA/S Siljestad (A.F.Klaveness& Co.A/S)	376·5 P62*t*B87*t*H249*t* F28*t*	53·8	23·6	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29$\frac{1}{8}$″–59$\frac{1}{16}$″ 489NHP Akt.Burmeistr&Wain,Cpn		N
	83393 OZWC	**Silkeborg** *1Dk*	1806 1600 1101					1915	Fredrkstad Mek.Værks. Fredrikstad	A/S D/S Danebrog (C.K.Hansen, *Mgr.*)	265·0 P22′B71′F29′	42·2	17·6	Copnhagn Danish *WB*	T.3Cy.20$\frac{1}{2}$″,33″&56″–36″ 188NHP FredrikstadM.V.Frdstad.		N
	83394 145485 GDKR	**Silksworth** *ss*Kob.No.3–8,35 *ss*Shi.No.1–39 D.F. *1Dk(Stl)&Shelter dk(Stl)*	4921 4569 2961	✠100A1 *Shelterdk* *withfreeboard* ~~9,40~~ ~~11,39~~ 3,41 ✠LMC11,39 BS9,40 3,41	Shi HKg	*z*	CL ~~8,39~~ 8,40	1922 4mo *Lloyd's A&CP* *Cell*	Richardsn, Duck&Co.Ld Stockton *DBa*1	ForeignInvest- ments,Ld. 21′*uE*26′*f*184′ 1264*tDTa*30′1116*t*	415·2 FK *Collision* *FPT*106*tAPT*145*t*	53·3	25·6	Shanghai British *Cem* *BHtoSh dk* 6 ,, ,, *U* ,,	T.3Cy.28″,46″&75″–51″ (*s*) 180lb 587NHP 3SB,*9cf*,GS189,HS8925 FD Blair&Co.Ld.Stockton	28 ″ 3 s 3 ″ $1\frac{1}{2}$ 25 ″ $4\frac{1}{2}$	
	83395 123 IUIS	**Silva** (*ex*Smaragd,*ex*Hanchen, **Iron** *ex*Dovre) *ss*Apl.2ndNo.3–7,16 *Well deck* *ss*Apl.No.2–26 *1Dk2trB*	488 376 266	✠ … 8,29 ✠				1889 10mo	E.Finch& Co.Ld. Chepstow	A.Alfino&Figli	167·6 160·0 Q74′B16′F26′	25·0	12·5	Catania Italian *WB*	T.3Cy.12″,20″&32″–24″ 70NHP E.Scott&Co.Newcastle	13 ″ 6	I †
	83396 CSBN	**Silva Gouveia** (*ex*MaxWeidtman, *ex*Taunus) *ss*Lis.No.3–8,38 Sub.Sig. Wireless *1Dk*	893 695 511	100A– 10,39 BS~~10,39~~ 10,40 LMC8,38	Lis		CL 8,38	1922	Schiffsw.(v J.&Sch.)A.G. Hamburg	Soc.GeraldeCom. Ind.&Transp.Lda. *CellDB*171′299*tFPT*	209·5 221·3(O.L.) B56′Q64′F25′ FK	31·9	12·9	Lisbon Portuguese 4*BHCem* 20*tAPT*8*t*	T.3Cy.16$\frac{11}{16}$″,26$\frac{7}{16}$″&43$\frac{5}{16}$″–27$\frac{9}{16}$″ 170lb (*s*) 120NHP 2SB(Spt),*4cf*,GS66,HS2056 DresdenerMaschfb.A.G. Uebigau	15 ″ 3 s ″ $10\frac{1}{2}$ 14 ″ $6\frac{1}{2}$	
	83397 81 IBTY	**Silvano** (*ex*Nirvo-38,*ex*Irish Monarch) D.F. *2Dks*	4234 4030 2676					1906	Napier& Miller Glasgow	BiagioBorriello (Lauro&Montella, *Mgrs.*)	385·4 P37′B104′F38′ *WB*	48·7	27·2	Torre del Greco Italian	T.3Cy.27″,44″&73″–48″ 369NHP D.Rowan&Co.Glasgow		C I

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Late Name if any. Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83398 LKAI	**Silvaplana**	OilEng. 1Dk&Shelter dk CruiserStern	4793 4106 2824					1938	Kockums M.V.Aktieb. Malmö	HenryTschudis TankrederiA/S (Tschudi&Eitzen, *Mgrs.*)	409·8 P30'F34'	55·7	25·5	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 970NHP KockumsM.V.Akt.Malmö		N
83399 114186 VOBS	**Silver City** (*ex*Steamer–39) *Mchy.Aft* *Well deck*	*OilEng.* *ss*Bel.2ndNo.3–10,26 1*Dk*	381 227 309	✠ —— 2,32 ✠	NFL	*e*		1901 5mo	Ardrossan D.D.&S.B.Co. Ld Ardrossan	JobBros.&Co.Ld.	134·8 Q70'B14'F20'	23·1	10·0 FK *FPT*	SJhnsNFL British 3*BHCem* 31*tAPT*4*t*	Oil Engines 4S.C.SA 6Cy.$5\frac{3}{4}$"–$6\frac{3}{4}$" 20NHP Emade31*fitted*39 SterlingE.Co.Buffalo,N.Y.	10 ″ 9	
83400 165124 MPXP	**Silver Coast** (*ex*Ngarua–40) *Mchy.Aft*	*OilEng.* 1*Dk* *CruiserStern*	606 361 318	✠100A1 ~~1,40~~ 12,40 ✠LMC1,38	Hul Bel	*h*	N1,40	1938 1mo	N.V.T. van Duijveudijk's Schpsw. Lekkerkerk *Lloyd'sA&CP*	MerchantsLine, Ld. *CellDB*	162·5 170·0(O.L.) P45'Q102'F17' 102' 163*t*. *FPT*54*t A*	28·8	9·6 FK	S'thamptn British 3*BHCem* *PT*30*t*	Oil Engines 2S.C.SA 6Cy.$9\frac{13}{16}$"–$16\frac{9}{16}$" 102NHP Atlas-DieselA/B,Skm.	11″10 s 4″2 11″$5\frac{3}{4}$	
83401 218615 KIRG	**Silver Sword** (*ex*NewBritain–34)	*Fitted for oil fuel* 1*Dk*	4937 — 3122					1919	Downey S.B.Co. Arlingt'nN.J	SwordS.S.Line, Inc.	386·8	52·2	27·4	NewYork Utd.States	T.3Cy.24",40"&70"–48" DowneyS.B.Co. 338NHP Arlington,N.J.		R
83402 216304 KFKI	**Silverado** *Mchy.Aft*	*Fitted for oil fuel* 2*Dks*	2249 — 1308					1918	L'ngBeach S.B.Co. LongBeach, Cal.	SilveradoS.S.Co.	245·6	42·0	24·1	S.Frncisco Utd.States *WB*	T.3Cy.19",35"&46"–26" Emade06*refitted*18 108NHP Watt&Hinds,NewYork		R
83403 149720 GMST	**Silverash** D.F. *Ref.Mchy.*	*OilEng.* *ss*Sld.No.3–1,40 3*Dks* *CruiserStern* *Tonnage opening closed* '40	7750 7165 4801	✠100A1 *withfreeboard* 8,40 ~~1,40~~ ~~DBS7,39~~ ✠LMC1,40 ✠Lloyd'sRMC~~1,40~~ 12,40 *Carrying oil fuel or Kerosene F.P.above* 150° F. *in forward & after peak tanks & deep tanks*	Sld HKg DBS9,40	*b*†	CL 6,39	1926 9mo	JLThomp- son&Sons,Ld. Sunderland *Lloyd'sA&CP* *CellDB*361'	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) 1416*t DTs*53'2238*t*	425·6 F46' *FPT*244*tAPT*328*t*	58·3	24·7 34·9 FK	London British 8*BHptCem* (*Coll to Wdk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.$26\frac{3}{4}$"–107" 882NHP ~~DB(*upr*)~~ DB*120lb* ~~W.Doxford&Sons,Ld.Sld.~~ NDB40–*10lb* W.Doxford&Sons,Ld.Sld.	38″6 s12″11 25″$9\frac{3}{4}$	
83404 148621 GLMD	**Silveray** D.F.	*OilEng.* *ss*N.Os.No.3–12,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4535 4012 2626	✠100A1 *withfreeboard* ~~10,40~~ ~~9,39~~ 12,40 ✠LMC CS7,38 DBS~~3,40~~ 5,41 9,39	Vcr ~~Mch~~	*a*†	CL N11,38	1925 7mo	JLThomp- son&Sons,Ld Sunderland *Lloyd'sA&CP*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*343'	395·7 P27'B173'F42' 1253*tDTa*26'956*tD*	57·0	23·4 FK	London British 8*BHpt Cem* (*Coll to Shdk* 7 ,, *2nd* ,,) *Tf*31' 1146*t*	Oil Engines 2S.C.SA 3Cy.$22\frac{13}{16}$"–$91\frac{5}{16}$" 480NHP NDB36–*10lb* DB*120lb* W.Doxford&Sons,Ld.Sld. *FPT*251*tAPT*246*t*	25″10 s 2″$4\frac{1}{2}$ 23″$8\frac{1}{4}$	
83405 149744 GMSX	**Silverbeech** D.F. *Ref.Mchy.*	*OilEng.* *ss*Vcr.No.3–11,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in holds* *CruiserStern*	5319 4837 3324	✠100A1 *withfreeboard* 12,40 ~~1,40~~ ✠LMC CS~~11,39~~ DBS~~1,40~~ 12,40 ~~6,38~~ 3,39 ✠Lloyd'sRMC~~11,39~~ 5,40 for temp. 20° F. *Carrying oil fuel or Kerosene F.P.above* 150° F. *in forward & after peak tanks & deep tanks*	Sba Vcr	*b*†	CL 1,40	1926 11mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*361'1416*tDT*	425·6 443·0(O.L.) F46' *s*53' 2238*tFPT*244*t*	58·3	24·7 FK	London British 8*BHptCem* (*Coll to Shdk* 7 ,, *2nd* ,,) *APT*328*t*	Oil Engines 2S.C.SA 4Cy.$26\frac{3}{4}$"–107" 882NHP ~~DB(*upr*)~~ DB*120lb* ~~W.Doxford&Sons,Ld.Sld.~~ NDB40–*10lb* W.Doxford&Sons,Ld.Sld.	29″0 s 3″5 25″$9\frac{3}{4}$	
83406 149851 GMVJ	**Silverbelle** D.F. *Ref.Mchy.*	*OilEng.* *ss*Sng.No.3–6,40~~*ss*Cal.No.2–35~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in holds* *CruiserStern*	5302 4828 3091	✠100A1 *withfreeboard* 12,39 ~~6,39~~ 6,40 ✠LMC CS~~11,35~~ DBS12,40 1,37 ✠Lloyd'sRMC~~12,39~~ 6,40 for temp. 20° F. *Carrying oil fuel or Kerosene F.P.above* 150° F. *in forward & after peak tanks & deep tanks*	Sng	*b*†	CL 11,37	1927 7mo	JLThomp- son&Sons,Ld Sunderland *Lloyd'sA&CP*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*361'1416*tDT*	425·6 F46' *s*53'2238*t FPT*244*t*	58·3	24·7 FK	London British 8*BHptCem* (*Coll to Shdk* 7 ,, *2nd* ,,) *APT*328*t*	Oil Engines 2S.C.SA 4Cy.$26\frac{3}{4}$"–107" 882NHP DB*120lb* NDB38–*10lb* W.Doxford&Sons,Ld.Sld.	29″0 s 3″5 25″$9\frac{3}{4}$	
83407 147694 GKFP	**Silvercedar** D.F.	*ss*Cal.No.1–40 *OilEng.* *ss*N.Os.No.3–8,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	4354 4070 2637	✠100A1 *withfreeboard* 5,40 ~~7,39~~ 5,40 ✠LMC CS~~8,36~~ DBS~~6,39~~ 8,40 ~~8,36~~ 1,39 *Carrying oil fuel F.P. above* 150° F. *in forward & after peak tanks*	Alx Cal	*y*	CL 1,39	1924 7mo	W.Doxford &SonsLd. Sunderland *Lloyd'sA&CP*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*	375·0 F30' 322' 1011*tDT f*26'9	52·6	25·7 FK	London British 7*BHptCem* (*Coll to Shdk* 6 ,, *2nd* ,,) 76*tFPT*140*t*	Oil Engines 2S.C.SA 3Cy.$21\frac{1}{4}$"–85" 417NHP DB(S)*100lb* NDB40(P)*100lb* W.Doxford&Sons,Ld.Sld. *APT*220*t*	~~28″3~~ ~~s 3″$0\frac{1}{2}$~~ ~~25″5~~ 36″4 s10″$1\frac{1}{4}$ 26″5	
83408 147648 GKFN	**Silverelm** D.F.	*OilEng.* *ss*NYk.No.3–8,35 *ss*Cal.No.1–39 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *CruiserStern* *Tonnage opening closed* '41(*W.E.*)	4351 4070 2637	✠100A1 *withfreeboard* 10,40 ~~10,39~~ ✠LMC CS4,40 DBS~~4,40~~ 3,41 11,38 *Carrying oil fuel F.P. above* 150°F. *in fore & after peak tanks*	Cal Liv	*y*	CL 6,38	1924 5mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*322'971*tD*	375·0 F30' *Duct keel f*127' *Tf*25'976*tFPT*140*t*	52·6	25·7 FK (	London British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,,) *APT*220*t*	Oil Engines 2S.C.SA 3Cy.$21\frac{1}{4}$"–85" 417NHP 2DB*100lb* W.Doxford&Sons,Ld.Sld.	~~28″3~~ ~~s 3″$0\frac{1}{2}$~~ ~~25″$4\frac{1}{2}$~~ 36″4 s10″$1\frac{1}{4}$ 26″5	
83409 137436 MFXC	**Silverfield** *Mchy.Aft* *Well deck*	3Mst *ss*Liv.No.3–8,27 *ss*Liv.No.2–36 1*Dk*(*Stl*)	426 306 161	✠100A1 Examined ~~5,40~~ 6,41 ✠NB9,38 ✠LMC MS5,40	Liv	*g*	CL 4,40	1915 3mo	LythamS. B.&E.Co.Ld. Lytham *Lloyd'sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·5 Q85'B9'F23'	26·0	11·5 BK $6\frac{1}{2}$" *DT f*16'33*t*	Liverpool British 4*BHCem* *APT*6*t*	T.3Cy.14",22"&38"–24" (*s*) 180lb 88RHP 1SB,3*cf*,GS45,HS1444 LythamS.B.&E.Co.Ld.Lyt	12″6 s 3″11 12″11	
65/41 83410 147675 GKTC	**Silverfir** D.F.	*ss*Bkn.No.1–40 *OilEng.* *ss*N.Os.No.3–8,35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4347 4070 2636	✠100A1 *withfreeboard* 5,40 ~~12,38~~ ~~✠LMC CS4,37~~ ~~10,40~~ DBS~~7,39~~ 8,40 ~~10,36~~ ~~7,39~~ *Fitted for carrying oil fuel* 2,30 *F.P. above* 150° F *in fore & after peak tanks* ✠LMC CS10,40 5,40	Sng Bkn	*y*	CL N8,38	1924 6mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	SilverLine,Ld. (Stanley&John Thompson,Ld. *Mgrs.*) *CellDB*322'971*tD*	375·0 391·2(O.L.) F30' *Duct keel f*127' *Tf*25' 976*t F*	52·6	25·7 FK (	London British 7*BHptCem* *Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.$21\frac{1}{4}$"–85" 417NHP 2DB*100lb* W.Doxford&Sons,Ld.Sld. *PT*140*tAPT*220*t*	28″3 s 3″$0\frac{1}{2}$ 25″$4\frac{1}{2}$	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert.
83411 140850 GMVK	**Silverguava** OilEng. D.F. ssSng.No.3–9,39 ~~ssCal.No.2–38~~ Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl) in holds CruiserStern	5305 4828 3094	✠100A1 withfreeboard ~~8,40~~ ~~1,39~~2,41 ✠LMC CS~~5,36~~ DBS9,39 ~~4,38~~3,40 ✠Lloyd'sRMC~~1,40~~5,40	Cal ~~LAn~~	b† Vcr 5,40	CL ~~8,38~~ N2,41	1927 6mo	Sir.JLaing &Sons,Ld. Sunderland Lloyd'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	425·6|58·3|24·7 441·8(O.L.) F46' FK Coll	London British 8BHptCem BH to Sh dk 7 ,, ,,2nd ,,	Oil Engines 2S.C.SA 4Cy.26⅜"–107" 882NHP ~~NDB39–10lb~~ DB120lb W.Doxford&Sons,Ld.Sld.	29 " 0 s 3 " 5 25 " 9½	
			for temp. 20° F. Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks						CellDB361'1416t DTs53'2238t FPT244t APT328t					
83412 147710 GKDV	**Silverlarch** OilEng. D.F. ssSld.No.3–7,35 ssNOs.No.1–39 2Dks(Stl)&Shelter dk(Stl) CruiserStern Tonnage opening closed'41(W.E.)	5064 4629 3189	✠100A1 withfreeboard 4,40 ~~8,90~~ ✠LMC CS8,39 ✠NE3,36 7,38 DBS~~4,39~~8,40	NOs Sng	a†	CL N8,39	1924 8mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	401·0|55·3|26·3 415·0(O.L.) P29'F40' FK Collision	London British pt Cem BH to Sh dk 6 ,, ,,2nd ,, 2 ,, ,,3rd ,,	Oil Engines 2S.C.DA 4Cy.27½"–47¼" 1052NHP 2DB120lb DB(upr)36 120lb Richardsons,Westgarth& Co.Ld.Hpl.	~~28 " 7~~ ~~s 3 " 0½~~ ~~25 " 9½~~ 38 " 0 s11 " 5 26 " 9	
			Carrying oil F.P. above 150° F. in after peak tank & deep tanks						CellDB350'1208t DTsf59'1256t MT42'1080t DTsa60'1844t FPT129t APT290t					
83413 167197 GRRD	**Silverlaurel** D.F. E.S.D. 2Dks&Shelter dk Ref.Mchy. CruiserStern	6142 5228 3817	✠100A1 withfreeboard 11,40 ~~1,40~~ ~~MBS1,40~~ ✠LMC3,39 Lloyd'sRMC~~1,39~~ ~~4,40~~ 10,40	HKg NOs MBS1,41	b† 2$\frac{1}{16}$	CL	1939 3mo	JLThompson&Sons,Ld Sunderland Lloyd'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	448·4|59·0|26·5 465·1(O.L.) F41' FK (Coll	London British 7BH BH toSh dk 6 ,, 2nd ,,)	3 steam turbinesHP-DR geared IP&LP-SR geared to 1 sc. shaft 450lb 877NHP 2WTB(Spt405lb), FD HS6090 2DB125lb WallsendSlpwy.E Co.Ld.	29 " 7 s3 " 7 26 " 2¾	
			Carrying cargo oil F. P. above 150 F. or latex in FPT, APT & deep tanks Fitted for oil fuel 3,39 F.P. above 150°F.						CellDB380'1170t DTsa64'1546t MT45 1229t FPT187t APT168t					
83414 149025 GNDP	**Silvermaple** OilEng. D.F. ssCal.No.2–35 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) 3rd dk(Stl)in holds CruiserStern	5313 4828 3100	✠100A1 withfreeboard 3,39 2,41 ✠LMC CS~~7,36~~ DBS~~11,39~~2,41 ~~3,38~~7,39 ✠Lloyd'sRMC~~3,40~~7,40	Cal	b†	CL N9,38	1927 11mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	425·6|58·3|24·7 F46' FK (	London British 8BHptCem Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.26⅜"–107" 882NHP DB120lb NDB36–10lb W.Doxford&Sons,Ld.Sld.	29 " 0 s 3 " 5 25 " 9½	
			for temp. 20° F. Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks						CellDB361'1416t DTs53'2238t FPT244t APT328t					
83415 161341 GSFN	**Silverpalm** TwinSc OilEng. ssCal.No.2–38 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl)in fore holds CruiserStern	6373 5527 3385	✠100A1 withfreeboard 1,40 ✠LMC CS3,38 DBS~~3,39~~4,40 ~~10,38~~3,39 ✠Lloyd'sRMC~~10,39~~6,40	SFo	c†	CL s3,39 P1,40	1929 12mo	JLThompson&Sons,Ld. Sunderland Lloyd'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	450·9|61·3|25·3 F44' FK (	London British 8BHptCem Coll to Sh dk 7 ,,2nd,,)	Oil Engines 2S.C.SA 8Cy.23⅝"–70⅞" 1387NHP DB(upr)100lb DB150lb Richardsons,Westgarth& Co.Ld.Hpl.	30 " 0 s 3 " 9½ 26 " 5½	
			for temp. 20° F. Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks						CellDB382'1528t MTs48'2231t FPT259t APT421t Tanks in way of tunnels531t					
83416 147671 GKFZ	**Silverpine** ssCal.No.1–40 OilEng. D.F. ssSld.No.3–10,35 2Dks(Stl)&Shelter dk(Stl) CruiserStern	5066 4629 3191	✠100A1 withfreeboard 3,40 ~~9,39~~ ✠LMC CS8,40 ✠NE5,36 8,40 DBS(lower)8,40	NOs Cal DBS5,39	a†	CL N2,40	1924 6mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	401·0|55·3|26·3 P29'F40' FK Collision	London British 7 BHpt Cem BH to Sh dk 5 ,, ,,2nd,, 1 ,, ,,3rd,,	Oil Engines 2S.C.DA 4Cy.27½"–47¼" 1052NHP 2DB120lb NDB(upr)36 120lb Richardsons,Westgarth& Co.Ld.Hpl.	28 " 7 s 3 " 0½ 25 " 9½	
			Fitted for carrying oil fuel 11,31 F.P. above 150°F. in fore & after peak tanks						CellDB345'1143t MT42' 1038t FPT129t APT263t					
83417 162478 GSFQ	**Silversandal** TwinSc OilEng. ssH.Kg.No.2–38 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd Dk(Stl)in fore holds CruiserStern Tonnage opening closed'41(W.E.)	6770 5910 3693	✠100A1 withfreeboard ~~5,40~~ ~~6,39~~ 3,41 ✠LMC CS12,38 DBS~~6,39~~ 5,41 ~~12,37~~12,38 ✠Lloyd'sRMC~~2,40~~ ~~6,40~~ 10,40	HKg ~~Cal~~ SFo	d†	CL 5,39	1930 9mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	456·3|62·0|25·6 475·0(O.L.) F46' FK (	London British 8BHptCem Coll to Sh dk 7 (,,2nd,,)	Oil Engines 4S.C.SA 12Cy.29⅛"–59$\frac{1}{16}$" 979NHP DB(upr)100lb DB150lb Harland&Wolff,Ld.Bel.	~~30 " 6~~ ~~s 4 " 0½~~ ~~26 " 8¾~~ 40 " 0 s12 " 6½ 27 " 8¾	
			for temp. 20° F. Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks						CellDB375'1348t MTs48'2325t tanks in way of tunnels492t FPT209t APT472t					
83418 161486 GSFR	**Silverteak** TwinSc OilEng. ssH.Kg.No.2–38 Ref.Mchy 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl)in foreholds CruiserStern Tonnage opening closed'41(W.E.)	6770 5910 3693	✠100A1 withfreeboard 4,40 ✠LMC CS9,38 DBS~~3,36~~6,40 ~~9,37~~5,39 ✠Lloyd'sRMC~~2,39~~ ~~4,40~~ 12,40	Cal	d†	CL 1,38	1930 9mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.)	456·3|62·0|25·6 475·0(O.L.) F46' FK (	London British 8BHptCem Coll to Sh dk 7 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.29⅛"–59$\frac{1}{16}$" 979NHP DB(upr)100lb DB150lb Harland&Wolff,Ld.Bel.	~~30 " 6~~ ~~s 4 " 0½~~ ~~26 " 8¾~~ 40 " 0 s12 " 6½ 27 " 8½	
			for temp. 20° F. Carrying oil fuel or Kerosene F.P. above 150° F. in forward & after peak tanks & deep tanks						CellDB375'1348t MTs48'2325t Tanks in way of tunnels492t FPT209t APT472t					
83419 147244 MLTW	**Silverthorn** (exDeuxFrères) ssGoo.2ndNo.3–10,31 ssLiv.No.2–39 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	436 309 168	✠100A1 8,39 ✠LMC8,39 BS8,40	Apl	g	OG 6,39	1908 6mo	WoodSkinner&Co.Ld. Newcastle A&CP	S.WilliamCoe&Co.Ld.(W.J.Ireland, Mgr.)	150·0|25·1|11·2 P&B69'F20' BK7' DBuBkr5'7t FPT28t	London British 3BHCem DT7'27t	T.3Cy.14",23½"&39"–27" (s) 180lb 97RHP 1SB,3cf,GS50,HS1675 N.E.MarineEng.CoLd Nwc	12 " 8 s " 9½ 12 " 0½	

190/40

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
83420 161455 GSFT	**Silverwalnut** TwinSc OilEng. ssH.Kg.No.2-38 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl) in fore holds CruiserStern	6770 5910 3693	✠100A1 withfreeboard 1,41 ~~12,39~~ ✠LMC CS2,39 DBS~~7,39~~6,40 ~~12,37~~2,39 ✠Lloyd'sRMC~~3,40~~3,41 for temp. 20° F. Carrying oil fuel or Kerosene tanks & F.P. above 150° F. in deep tanks	HKg Bom	d†	CL ~~P2,39~~ ~~S12,39~~ 1,41	1930 7mo Lloyd'sA&CP	Harland&Wolff,Ld. Belfast	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.) CellDB375'1348t	456·3|62·0|25·6 475·0(O.L.) F46' FK MTs48'2325t Tanks in way of tunnels 492t FPT209t APT472t	London British 8BHptCem (Coll to Shdk 7 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.29⅛"–$59\frac{1}{16}$" 979NHP DB(Upper)100lb DB150lb Harland&Wolff,Ld.Bel.	30″6 s4″0¼ 26″8¾	
83421 161424 GQVY	**Silverwillow** TwinSc OilEng. ssCal.No.2-38 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl) in fore holds CruiserStern	6373 5527 3385	✠100A1 withfreeboard ~~7,40~~ ~~8,39~~ 3,41 ✠LMC CS8,39 DBS~~8,39~~3,40 8,39 ✠Lloyd'sRMC~~2,40~~9,40 for temp. 20° F. Carrying oil fuel or Kerosene tanks & F.P. above 150° F. in deep tanks	Sng Cal	c†	CL ~~1,39~~ 2,41	1930 6mo Lloyd'sA&CP	JLThompson&Sons,Ld. Sunderland	SilverLineLd. (Stanley&John Thompson,Ld. Mgrs.) CellDB382'1528t	450·9|61·3|25·3 471·0(O.L.) F44' FK MTs48'2231t Tanks in way of tunnels 531tFPT259t APT421t	London British 8BH pt Cem (Coll to Shdk 7 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.23⅝"–70⅞" 1387NHP DB(Upper)100lb DB150lb Richardsons,Westgarth&Co.Ld.Hpl.	30″0 s3″9¼ 26″5½	
83422 161370 GQSX 100/41	**Silveryew** TwinSc OilEng. ssHfx.No.3-7,35 ssH.Kg.No.1-38 Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl) in foreholds CruiserStern	6373 5527 3385	✠100A1 withfreeboard 7,40 ~~7,39~~ ✠LMC CS7,39 DBS~~8,38~~10,39 2,39 ✠Lloyd'sRMC3,40 for temp. 20° F. Carrying oil fuel or Kerosene tanks & F.P. above 150° F. in deep tanks	HKg Cal	c†	CL ~~P10,37~~ ~~S3,38~~ 7,40	1930 2mo Lloyd'sA&CP	JLThompson&Sons,Ld. Sunderland	SilverLine,Ld. (Stanley&John Thompson,Ld. Mgrs.) CellDB382'1528t	450·9|61·3|25·3 470·0(O.L.) F44' FK MTs48'2231t Tanks in way of tunnels 531t FPT259t APT421t	London British 8BHptCem (Coll to Shdk 7 „ 2nd „)	Oil Engines 2S.C.SA 8Cy.23⅝"–70⅞" 1387NHP DB(Upper)100lb DB150lb Richardsons,Westgarth&Co.Ld.Mdb.	30″0 s3″9¼ 26″5½	
83423 DJXE	**Silvia** Ref.Mchy. 1Dk Wireless CruiserStern	1049 742 480					1938	LübeckerMaschb.Ges. Lübeck	ReedereiA.Kirsten	230·9|34·6|11·8 P23'B&F201'Upper F27'	Hamburg German WB	C.4Cy.14"&29$\frac{15}{16}$"–31½" 160NHP Christiansen&Meyer, Harburg		G
83424 245 ICHR	**Silvia Tripcovich** ssTri.No.3-10,37 2Dks(Stl)	2365 1944 1412	✠100A1 8,39 ✠LMC MS8,37 BS10,39	Tri	s	CL 8,39	1925 10mo Lloyd'sA&CP	Cant.Nav. Triestino Monfalcone	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	303·5|41·7|20·6 P27'B97'F31' FK CellDB251'548t	Trieste Italian 5BHCem APT10t	T.3Cy.20¼",34⅝"&55$\frac{15}{16}$"–36" 200lb (s) 279NHP 1SB&1AuxSB,5cf,GS97, HS4137 FD StabilimentoTecnico,Tri.	22″9 s3″0 19″10¾	
83425 133467 MDZP	**Silvio** Welldeck ssHul.2ndNo.3-9,38 CruiserStern 1Dk(Stl)	1293 1102 648	✠100A1 8,40 ~~5,40~~ ✠LMC BS~~2,39~~ 4,40 MS9,39	Liv	q	OG ~~9,37~~ 8,40	1913 11mo Lloyd'sA&CP	Dundee S.B.Co.Ld. Dundee	Ellerman'sWilson Line,Ld. CellDBa63'uE&B	260·7|36·2|15·4 P&B196'F32' FK 38'f111'342t FPT	Hull British 5BHCem 41tAPT40t	T.3Cy.18",30"&50"–36" (s) 180lb 196NHP 2SB,6pf,GS95,HS3496 Amos&Smith,Ld.Hull	17″6 s ″11½ 16″8½	
83426 2260 IUJB	**Silvio Scaroni** (exGudenaa-39, exWheelsman-35) 1Dk	1367 1190 789					1920	L.Smit&Zoon Kinderdijk	Dott.Ing.Cav. MarioZoboli	247·6|36·2|16·7 239·2 P23'B62'F25'	Genoa Italian WB	T.3Cy.17½",29"&46"–36" 127NHP L.Smit&Zoon,Kinderdijk		IV
83427 UPKO	**Sima** (exTannenfels-35) Sub.Sig. 2Dks	3048 2681 1738					1923	Schiffs.-u. Dckbauwerft FlenderA.G. Lübeck	U.S.S.R.	337·7|48·2|21·1 F36'	Petrpvlsk Russian WB	T.3Cy.23⅝",$38\frac{3}{16}$"&62"–$41\frac{5}{16}$" 246NHP G.SeebeckA.G. Wesermünde-G.		G
83428 26719 JSBA	**Sima Maru** (exShimaMaru-38) ssKob.No.1-24 1Dk,2nd dk in No.1hold	1987 1802 1149	✠ ... 7,28				1920 3mo	TeikokuSS Co.Ld. Toba	SettuSyosenK.K. (OsakaSyosen K.K.Mgrs.)	270·0|39·0|23·9 P16'B65'F30' FK	Hutyu Japanese WB	T.3Cy.18⅞",30"&49"–39" 249NHP KobeSteelWorks,Kobe	23″11	C †
83429 PHMN 33/41	**Simaloer** Fitted for oil fuel D.F. 3Dks	6533 6060 4039					1920	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats.Nederland	420·0|54·7|33·3 P55'B28'F40'	Batavia Dutch WB	T.3Cy.28",46"&67"–54" 335NHP Werkspoor,Amsterdam		V
83430 145511 CYMK	**Simcoe** (exGlencorrie) Mchy,Aft 1Dk	1783 1562 1034					1923	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines,Ld.	250·3|42·5|17·9 F39'	Montreal British WB	T.3Cy.16",27"&44"–30" 106NHP MacColl&Pollock,Sld.	20″6	C
83431 155282 VGQD	**Simcolite** D.F. Mchy.Aft 1Dk(Stl) Fitted for oil fuel Carrying Petroleum in bulk Longitudinal framing at bottom & at deck	1919 1465 1085	✠ ... 8,36 ✠	Mdb			1930 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOil,Ld. MarineDepartment (H.J. Rahlves,Mgr.) Middle CellDBuE24'68	250·0|43·1|17·9 F41'P62'Trunk147' FK lineBHnot oil-tight tFPT133t APT48t	Montreal British 11BHptCem	T.3Cy.17",28"&46"–36" 158NHP 1SB,4cf,GS ,HS2718 N.E.MarineEng.CoLdNwc	18″0 s1″11½ 16″2¾	
83432 UOCH	**Simferopol** Ⓟ 3Dks	2696 1746 1493					1912	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·0|40·6|26·9 B95'	Vladvostk Russian	T.3Cy.20⅔",32⅔"&52⅘"–40" 176NHP NevskyS.B.&Mch.Works		
83433 LEWA 145/40	**Simla** (exGlastonbury) ssOsl.No.3-12,28 ssOsl.No.2-37 2Dks(Stl)&Shelter dk(Stl)	6031 4158 3810	✠100A1 Shelter dk withfreeboard 9,37 ✠LMC MS9,37 BS6,39 Fitted for oil fuel 6,20 F.P. above 150° F.	Osl		CL 9,37	1917 6mo Lloyd'sA&CP	SirJ.Laing &Sons,Ld Sunderland	Wilh.Wilhelmsen	405·3|53·5|33·5 FK CellDB355'1050t	Tönsberg Norwegian 6BHCem APT63t	T.3Cy.28",46"&75"–51" (s) 180lb 559NHP 3SB,9cf,GS195,HS8214 FD J.Dickinson&Sons,Ld.Sld.	36″0 s9″1 27″1¾	
83434 164617 GYVC 65/41	**Simnia** ssBkn.No.1-40 OilEng. D.F. 1Dk, 2nd dk clear of cargo tanks E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	6197 5505 3605	✠100A1 8,40~~0,39~~ DBS8,40 ~~✠LMC5,36~~ Carrying Petroleum in bulk ✠LMC CS8,40 1,39	Sng Bkn	a†	CL 9,39	1936 5mo Lloyd'sA&CP	Harland&Wolff,Ld. Glasgow	Anglo-Saxon PetroleumCo.Ld. CellDB	430·3|54·7|30·6 446·2(O.L.) P91'B41'F48' FK uE66'134tDTf25'265tFPT104t	London British 16BH	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"–55⅛" 378NHP DB180lb Harland&Wolff,Ld.Gls. APT60t	31″0 s5″7½ 25″7	

170/40

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
83435 116987	**Simon J. Murphy** *Mchy.Aft* GyC. 1*Dk2trB*	4241 — 3064					1900	Detroit S.B.Co. Wyandotte	~~PittsburghS.S.Co~~ BuckeyeS.S.Co	435·5	51·5	28·0 *WB*	Wilmgton (Del) Utd.States	T.3Cy.22",35"&58"–42" NB20 218NHP DetroitS.B.Co.Detroit		
83436 DHVS	**Simon von Utrecht** (*ex*Wilhelm Hemsoth) 1*Dk&Shelter dk*	4949 4644 2956					1921	Deutsche WerkeA.G. Kiel	Hanseatische ReedereiEmil Offen&Co.	407·6 P43'B26'F36'	54·4	24·8	Bremen German *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft DeutscheWerkeA.G.Kiel		G
83437 148140 GLXR	**Simonburn** *ss*Nwc.No.3–3,38 D.F. E.S.D. 1*Dk*(*Stl*) *Cargo battens not fitted*	5213 4750 3242	✠100A1 6,40 ~~9,39~~ MS3,38 DBS9,39	Sws Shl ✠LMC MBS11,39	*y*	CL 3,38	1925 10mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	Northumbrian ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB*	390·0 P33'B105'F37' FK 342'1524*t FPT*128*t*	53·5	28·6	Newcastle British 6*BHCem* *APT*206*t*	T.3Cy.25",41½"&68"–48" (*s*) 180lb *130lb* 363NHP 2SB(Spt)8*cf*,GS148,HS5806 J.Dickinson&Sons,Ld.Sld.	31 ″ 6 s 6 ″ 1½ 25 ″ 7½	
83438 30924 JFGI	**Simonoseki Maru** Ⓟ TwinSc (*ex*ShimonosekiMaru–38) 1*Dk*	527 312 243					1925	Fujinagata Zosensho Osaka	Government of Japan(Department ofRailways)	125·0	33·0	12·0	Tokyo Japanese	T.6Cy.		
83439 PKGE	**Sinabang** 1*Dk*	1799 1542 1010					1927	A.F. Smulders Schiedam	Konink.Paketv. Maats.	267·5 P30'B68'F36'	42·2	17·7	Batavia Dutch *WB*	O.4Cy.(2)16½"&(2)35$\frac{7}{16}$"–35$\frac{7}{16}$" 150NH Gebr.Stork,Hengelo		V
83440 27478 JTGB	**Sin-ai Maru** (*ex*Shin-aiMaru–38) *ss*Yka.No.3–10,32 *ss*Osa.No.1–37 2*Dks*(*Stl*)	3794 3442 2305	✠100A1 7,40 ~~3,39~~ BS7,40	Osa ✠LMC3,39	*w*	CL 2,39	1921 3mo	Fujinagata Dockyard Osaka A&CP	KishimotoKisen K.K. *CellDB*294'78	345·0 P33'B73'F40' FK 0*t FPT*53*t APT*26*t*	50·0	29·0	Kobe Japanese 6*BHCem*	T.3Cy.23",38"&64"–48" (*s*) 200lb 342NHP 2SB,6*cf*,GS107,HS4396 FD FujinagataDkyd.Osaka	29 ″ 1 s 5 ″ 2¾ 24 ″ 0	
83441 FOHK	**Sinaia** Ⓟ TwinSc *CruiserStern* *Fitted for oil fuel* D.F. 3*Dks*	8567 — 5072					1922	Barclay, Curle&Co.Ld. Glasgow	Cie.Générale de Nav.àVap.Cyp, Fabre(FabreLine)	439·7 P43'B250'F47'	56·1	34·3	Marseilles French *WB*	T.6Cy.21½",37"&64"–48" 568NHP Barclay,Curle&Co.Ld.Gls.		V
83442 HRCU	**Sinaloa** *Fitted for oil fuel* 2*Dks*	1648 1418 811					1915	R.Thompson&Sons,Ld Sunderland	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	265·0 P14*t*B64'H73*t*F48*t* *WB*	38·5	20·2	Puerto Cortes Honduran	T.3Cy.20",33"&54"–36" NB19*refitted*36 175NHP N.E.MarineEng.CoLd.Sld.		R
83443 22308 JKZE	**Sin-an Maru** (*ex*Shin-anMaru–38) 1*Dk*	1278 1113 714					1918	Ishikawa- jimaS.B.&E Co.Ld.Tokio	SettuSyosenK.K. (OsakaSyosen K.K.*Mgrs.*)	230·0 P28'B53'F24'	33·0	19·6	Hutyu Japanese *WB*	T.3Cy.15",24½"&40"–30" 88NHP IshikawajimaS.B.&E.Co.		
83444 6487 JSND	**Sinano Maru** Ⓟ TwinSc (*ex*ShinanoMaru–38) *ss*Kob.No.3–1,12 *ss*Kob.No.2–20 2*Dks&deep framing*	6254 5395 4618	✠ … 12,23	✠			1900 4mo	D&WHenderson&Co. Glasgow	TaiheiyoGyogyo K.K.	445·3 P51'B120'F58' FK	49·5	30·4	Tokyo Japanese *WB*	T.6Cy.20",33½"&56"–48" 580NHP D.&W.Henderson&Co.Gls.	33 ″ 6	
83445 164732 MMBK	**Sincerity** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	634 421 334	✠100A1 3,40	Lon ✠LMC3,40	*i*	OG 3,40	1936 10mo *Lloyd*	G.Brown &Co. Greenock '*sA&CP*	F.T.Everard& Sons,Ld. *Ce*	175·0 Q113'F13' FK *llDB*109'147*t FPT*	27·9	9·8	London British 3*BHptCem* *ptAsp* 79*tAPT*57*t*	Oil Engines 2S.C.SA 6Cy.12⅝"–15¾" 86RHP NewburyDieselCo.Ld. Newbury	12 ″ 0 s 3 ″ 9 12 ″ 0	
83446 10147 JKIE	**Sine Maru** (*ex*ShinyeMaru–38) 2*Dks*	408 276 251					1906	T.Hyogo- dani Osaka	Amagasaki KisenbuGomei Kaisha	143·0	19·2	13·2	Osaka Japanese	O.4Cy.11⅝"&22"–15" 31NHP		
83447 21521 JIWB	**Sinei Maru** Ⓟ (*ex*ShinyeiMaru–38) Wireless 1*Dk*	973 — 638					1917	....	KagitomiShosaku	196·0	31·5	8·0	Tokyo Japanese			
83448 23825 JRHB	**Sinei Maru No. 3** (*ex*ShinyeiMaruNo.3–38) 1*Dk*	958 825 550					1918	Nitta K.K.K. Osaka	HokkaidoTanko K.K.	196·0	31·5	18·0	Tokyo Japanese *WB*	T.3Cy.13⅝",22½"&37½"–28" 75NHP HinomaruTekkosho Osaka		
83449 CSBX	**Sines** (*ex*Glenfinlas–32) *ss*Shl.2ndNo.3–4,31 *ss*Lis.No.2–39 1*Dk*(*Stl*)*&deep framing* *Cargo battens not fitted*	3172 2977 2006	✠100A1 4,41 ~~9,39~~ ~~BS1,40~~ 4,41	Bry Lis ✠LMC1,39	*v*	CL ~~9,39~~ 4,41	1906 2mo *Lloyd*	A.Rodger &Co. PortGlasgow '*sA&CP*	Soc.Transportes Carvoeiros,Lda. (Fde.MelloRego, *Mgr.*) *Cell*	321·2 B118'F30' FK *DBa&uE*124'*f*138'	47·7	23·0	Lisbon Portuguese 6*BHCem* 798*tAPT*77*t*	T.3Cy.24",40"&65"–42" (*s*) 160lb 278NHP NDB07*refitted*30–*130lb* 2SB,6*cf*,GS112,HS4240 A.Rodger&Co.Glasgow	25 ″ 7 s3 ″ 10 21 ″ 11¾	
83450	**Sinfra** (*ex*Sandhamn–39, *ex*Fernglen–34) TwinSc *OilEng.* 2*Dks*	*4470* *3979* *2577*					1929	Akers Mek.Værks Oslo	Cie.Gén. deNav. à VapeurCyp.Fabre (FabreLine)	385·3 P121*t*H269*t*F26*t*	54·8	24·0	Marseilles French *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–43$\frac{5}{16}$" 624NHP AkersMek.Værks.Oslo		NV
83451 25441 JSPD	**Singapore Maru** *ss*Kob.No.3–7,36 2*Dks*(*Stl*)& *Awng dk*(*Stl*)	5859 5586 4260	✠100A1 *Awng dk* *withfreeboard* 1,41 ~~1,40~~	Tama BS1,41 ✠LMC1,40	*y*	OG ~~10,37~~ 1,41	1919 5mo	Kawasaki Dkyd.Co.Ld. Kobe *Cell* A&CP	KobeSanbashiK.K. *DB*334'1118*t FPT* *Colli*	385·0 126*tAPT*93*t* FK *sionBHtoAwng dk*	51·0	36·0	Hasidate Japanese *Cem* 5*BHtoU dk*	T.3Cy.26",43½"&72"–48" (*s*) 200lb HS5636 FD 437NHP 2SB&1AuxSB,8*cf*,GS154 KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
83452 879 JEFG	**Singisyu Maru** Ⓟ (*ex*Shingishu Maru–38,*ex*KounMaruNo.3) Wireless 1*Dk*	708 652 387					1915	Harada Zosensho Osaka	ChosenYusenK.K.	177·0 B44'	25·5	18·5	Jinsen Japanese	T.3Cy.10⅝",21½"&36⅛"–24" 64NHP HaradaZosensho,Osaka		
83453 PKNY	**Singkel** 1*Dk*	615 487 285					1913	Wilton's E.&SlpwyCo. Rotterdam	N.V.LianHwa SteamshipCo.	185·3 P20'F24'	31·1	10·9	Djambi Dutch *WB*	O.2Cy.14$\frac{9}{16}$"&29¼"–23⅝" 41NHP Wilton'sE.&SlpwyCo.Rot.		V
83454 PHMX	**Singkep** 2TwinMsts 3*Dks*	6607 4575 4070					1922	Nederl. Schps.Maats. Amsterdam	N.V.Stoomv. Maats.Nederland	420·0 P57'B29'F41'	54·7	33·4	Batavia Dutch *WB*	DR gearedSteamTurbines NedFb.v.Wrk&Spoor,Ams		V
83455 19790 JSVD	**Singo Maru** Ⓟ (*ex*ShingoMaru–39) *ss*Kob.No.3–12,29 *ss*Kob.No.2–36 2*Dks*(*Stl*)	4740 4034 3423	✠100A1 12,40 ~~11,39~~	Tama ✠LMC ~~11,39~~ 12,40	*x*	CL 11,39	1917 5mo	Uraga DockCo.Ld. Uraga A&CP	Kuribayashi SyosenK.K. *CellDB*291'934*t*	360·0 P33'B91'F33' FK *FPT*143*tAPT*58*t*	51·0	28·4	Muroran Japanese 6*BHCem*	T.3Cy.24¼",40½"&67"–48" 180lb (*s*) 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 5 s5 ″ 5¾ 23 ″ 2	
83456 8075 SKYI	**Singoalla** (*ex*Slesvig–36, *ex*Rödfaxe) 1*Dk*	*1414* *1155* *819*					1913	Helsingörs Jernsk&Msk. Elsinore	RederiA/B Runa (HelgeW.Winck, *Mgr.*)	249·5 P17'Q76'B96'F29'	38·1	15·0	Hlsngborg Swedish *WB*	T.3Cy.18",30"&50"–36" 150NHP Helsingörs,Jernsk.&Mskb.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83457 161563 XYCS	**Singu** *ss*Cal.No.1-36 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing* *Mchy.Aft* *CruiserStern*	4927 4437 2740	✠100A1 Examined 8,40 Cal BS1,41 ✠LMC2,40 *Carrying Petroleum in bulk F.P. above* 150° F. *Fitted for oil fuel* 12,31	~~Cal~~	*y*	CL ~~1,40~~ 1,41	1931 12mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	BurmahOilCo.Ld. *CellDBuE&B72'* 194*tDTf*27'279*t*	381·5 P106'B41'F55' FK *FPT*154*tAPT*121*t*	55·3	29·4	Rangoon British 13*BHptCem ptAsp* (10 *to U dk* 3 ,, *2nd*,,)	T.3Cy.26$\frac{1}{2}$",45$\frac{1}{4}$"&76"-51" 225lb (*s*) 677NHP 3SB(Spt),12*cf*,HS10095 FD WallsendSlpwy&E.Co.Ld.	29 ″ 3 s 5 ″ 3$\frac{3}{4}$ 24 ″ 1$\frac{1}{4}$	
83458 8802 JDWB	**Singu Maru** Ⓟ (*ex*ShinguMaru-38, *ex*Priam) 2*Dks*	2746 2551 1665					1890	Scott&Co. Greenock	NipponSuisan K.K.	344·7	37·7	26·3	Hutyu Japanese	C.2Cy.26$\frac{3}{4}$"&62$\frac{1}{8}$"-60" 248NHP Scott&Co.Greenock		
83459 23633 JOUB	**Sinhuku Maru** (*ex*ShinfukuMaru-38) *ss*Osa.No.1-22 1*Dk*(*Stl*)	2204 1889 1298	3,28	Osa	*r*		1918 9mo	Fujinagata Dkyd.Co.Ld. Osaka *CellDB*	Kuribayashi SyosenK.K. *a*86'*uE*20'*f*112'458	272·0 P16'B60'F34' FK *tFPT*102*tAPT*34*t*	40·0	24·1	Tokyo Japanese *Cem*	T3Cy18$\frac{1}{2}$"30$\frac{1}{2}$"&51$\frac{1}{2}$"-36" 189NHP 2SB,6*cf*,GS100,HS3135 FujinagataDkyd.Co.Ld.	24 ″ 2	C †
83460 26749 JTFB	**Sin-i-Maru** (*ex*Shin-i-Maru-38) *ss*Kob.No.3-8,34 *ss*Osa.No.1-38 2*Dks*(*Stl*)	3812 3460 2316	✠100A1 12,40 ~~11,39~~ ✠LMC~~11,39~~ 12,40	Osa	*w*	~~8,38~~ 12,40	1920 4mo	Yokohama DockCo. Yokohama A&CP	KishimotoKisen K.K. *CellD*	345·0 P33'B77'F41' FK *B*316' 793*t FPT*56*t*	50·0	29·1	Kobe Japanese 6*BHCem* *APT*29*t*	T.3Cy.23",38"&64"-48" (*s*) 200lb 343NHP 2SB,6*cf*,GS106,HS4414 FD YokohamaDockCo.Yka.	29 ″ 1 s5 ″ 3$\frac{3}{4}$ 23 ″ 11	
83461 4394 JIFF	— Ⓟ (*ex*Shin-i-Maru-38) 1*Dk*	548 — 316					1899	…………………	Turumaru Hirotaro	148·5	28·0	15·5	Fukuoka Japanese			
83462 136790 GLKC	**Sinkiang** Ⓟ 2*Dks*	2646 2270 1616					1915	Scotts'S.B. &E.Co.Ld. Greenock	China.Nav.Co.Ld.	310·2 B72'F37'	41·2	22·4	London British *WB*	T.3Cy.22",35"&56"-39" 196NHP Scotts'S.B.&E.Co.Grk.		
83463 40512 JYNJ	**Sinko Maru** Ⓟ (*ex*Shinko Maru-38) *OilEng.* D.F. *CruiserStern* 2*Dks*	6480 — 4880					1935	Yokohama DockCo.Ld. Yokohama	SinkoSyosenK.K.	436·2 P36'B168'F38'	58·2	31·9	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy 23$\frac{5}{8}$"-43$\frac{5}{16}$" 1165NHP YokohamaDockCoLd.Yka		C
83464 45381 JPTM	— 2*Dks* *Cruiser Stern*	2578 — 1448					1938	Uraga DockCo.Ld. Uraga	ToaKaiunK.K.	297·9 P38'B72'F32'	45·0	23·8	Osaka Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$"&(2)20$\frac{1}{2}$"-13$\frac{3}{4}$"& LP turbine withDR gearing & hydraulic coupling HS3445 188NHP UragaDockCo.Ld.Uraga.		
83465 44829 JHQM	— *OilEng.*	935 — 635					1938	Sanoyasu DockK.K. Osaka	MaruiKisenK.K.	205·7	30·0	17·2	Sikama Japanese	Oil Engines 4S.C.SA 6Cy.16$\frac{9}{16}$"-24$\frac{7}{16}$" 157NHP HanshinIronWorks,Kobe		
83466 23577 JNVI	**SinkoMaruNo.2** **WoodAuxSr** (*ex*ShinkoMaruNo.2-38) 1*Dk*	353 304 238					1918	Makino Minosuke Osaka	SakamotoMatsuzo	123·4	26·6	13·2	Osaka Japanese	C.2Cy.10$\frac{3}{8}$"&23$\frac{1}{2}$"-15" 18NHP IsonoTekkosho,Fukuoka		
83467 46906 JYDN	**Sinkoku Maru** *OilEng.* D.F. GyC. *CruiserStern* *Mchy.Aft* *CarryingPetroleum in bulk*	~~10100~~ 10020 — 5833					1939	Kawasaki Dkyd.Co.Ld. Kobe	KobeSanbashiK.K	~~500·0~~ 503·3	65·0	37·1	Kobe Japanese	Oil Engines 2S.C.DA 8Cy.28$\frac{3}{8}$"-47$\frac{1}{4}$" 2250NHP Kawasaki DkydCoLdKobe		
83468 23681 JJJH	**Sinkoti Maru No. 3** **Wood** (*ex*ZyuhoMaruNo.2-39, *ex*JuhoMaruNo.2-38) 1*Dk*	353 — 245					1918	I.Yamamoto Nagao	TosaSyosenK.K.	129·4	24·0	13·0	Koti Japanese	C.2Cy.13$\frac{1}{2}$"&27"-18" OsakaTekko 26NHP ZosenshoOsaka		
83469 472 JPCG	**Sinkyo Maru** (*ex*ShinkyoMaru-38, *ex*Bradavon-33, *ex*WarVulture) 2*Dks*	5139 — 3127	✠ … 10,21 ✠				1918 6mo	Richardsn, Duck&Co.Ld. Stockton	DairenKisenK.K.	400·1 P49'B113'F40' FK	52·4	28·5	Dairen Japanese *WB*	T.3Cy.27",44"&73"-48" 518NHP Blair&Co.Ld.Stockton	31 ″ 0	
83470 1558 JERG	— Ⓟ (*ex*ShinkyoMaru-38) *Cruiser Stern* 1*Dk*	2672 — 1554					1932	Uraga DockCo.Ld. Uraga	ChosenYusenK.K.	298·2 P29'B75'F30'	44·9	23·6	Jinsen Japanese *WB*	T.3Cy.17",27"&44"-39"& LPturbine with DR gearing 171NHP UragaDockCo.Ld.Uraga		
83471 9656 JPFB	**Sinmei Maru** Ⓟ (*ex*ShinmeiMaru-38, *ss*Yka.No.1-05 *ex*TakeshimaMaru-34, *ex*GiangBee) 1*Dk*(*Stl*-teaks)2*trB* &*Shade dk*(*ptStl*-teaks)	2578 2495 1533	✠ 3,07 ✠	Kob	*s*		1902 3mo	Ramage& Ferguson,Ld. Leith	Kuribayashi SyosenK.K.	290·0 FK *FPT*	40·2	18·7	Tokyo Japanese 5*BHCem* 92*tAPT*19*t*	T.3Cy.23",37"&61"-42" 276NHP 2SB,8*cf*,GS156,HS4550 Ramage& Fergusn,Ld.Lth.	20 ″ 0	
83472 160574 GSQR	**Sinnington Court** *ss*Bry.No.2-37 D.F 2*Dks*(*Stl*)	6910 6575 4335	✠100A1 *withfreeboard* 8,39 ~~BS7,39~~ 6,40 ✠LMC12,36	Bry	*a*†	CL 7,39	1928 9mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP* *U'tween dkBHexceptColl BH dispensed with* *CellDBa&uE*168'*f*182'1500*t FPT*113*t*	CourtLine,Ld. (Haldin&Philipps Ld.*Mgrs.*)	420·1 F41' FK	56·5	33·8	London British 7*BHCem* (*Collto W dk* 6 ,,*2nd*,,) *APT*148*t*	T.3Cy.27",45"&75"-51" (*r*) 180lb 574NHP 3SB,9*cf*,GS190,HS8601 FD J.G.Kincaid&Co.Ld.Grk.	36 ″ 4 s 9 ″ 6 27 ″ 1	
83473 29804 JSGA	**Sinno Maru** (*ex*ShinnohMaru-38, *ex*BirmaMaru, *ss*Kob.No.3-9,23 *ex*Birma) *ss*Kob.No.1-28 2*Dks*	4888 4450 3582	✠ … 8,30 ✠				1912 3mo	Swan,Hunter&Wigham Richardson, LdNewcastle	DaikoSyosenK.K.	390·0 P39'B111'F42' FK	50·5	27·9	Amagasaki Japanese *WB*	T.3Cy.26",42$\frac{1}{2}$"&70"-48" 411NHP WllsndSlpwy.Co.Ld.Nwc.	30 ″ 5	C †
83474 TCDA	**Sinop** (*ex*MaindyPriory,*ex*Cedartree) *ss*Cff.No.3-12,25 *Well deck* 1*Dk*	1742 — 1028	✠ … 5,29 ✠				1913 10mo	J.Crown& Sons,Ld. Sunderland	TürkSilepçilik LimitetSirketi	258·0 P18'Q127' *Bon*Q10' F27' FK	36·7	16·9	Istanbul Turkish *WB*	T.3Cy.19",31"&51"-36" 197NHP N.E.MarineEng.Co.Ld.Sld	19 ″ 2	I †
83475 24471 JBAE	**Sinrei Maru** (*ex*ShinreiMaru-38, *ex*YeishoMaru) Wireless 1*Dk*	987 848 562					1918	Miyauchi Zosensho Osaka	MiyakoKisenK.K.	190·0 P19'B47'F28'	31·0	18·5	Shinag'wa Japanese	T.3Cy.13",21$\frac{3}{4}$"&36"-27" 67NHP HasegawaJikichi,Osaka		
83476 42949 JTBL	**Sinryu Maru** (*ex*ShinryuMaru-38) 2*Dks* *CruiserStern*	4936 — 2937					1937	OsakaIron Works,Ld. Innoshima	NaigaiKisenK.K.	365·8	54·1	29·2	Kobe Japanese *WB*	2DR geared steam turbines 433NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
83477 22301 JACC	— (*ex*ShinryuMaru-38) *ss*Yka.No.1-22 2*Dks*	3182 2676 1958	✠ … 10,27 ✠				1918 8mo	Ishikawajima SB&ECo Ld.Tokyo	NipponYusenK.K.	305·0 P30'B92'F25' FK	43·9	27·3	Tokyo Japanese *WB*	T.3Cy.22",37"&61"-42" 279NHP IshikawajimaSB&ECo.Ld	27 ″ 3	

1 Numero l'Ordre. Numero Officiel. Signaux	2 3 **Nom du Navire.** Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Longueur.	Largeur.	Creux.	Superstructures, &c.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et ce n'est dans le L. M. Durée Cert. Ref. Trade
83478 19787 JEFD	**Sinsei Maru** (*ex*Shinsei-Maru-38) *ss*Yka.No.3-5,28 *ss*Kob.No.2-37 *2Dks(Stl)* (*CrabCanningFactory'39*)	4740 4029 3403	✠ ... 1,39 ✠	Smk	*x*		1917 4mo	Uraga DockCo.Ld. Uraga	NipponSuisanK.K.	360·0	51·0	28·4	P33'B91'F33' FK *CellDB*291'934*t* *FPT*143*t* *APT*53*t*	Kobe Japanese 6*BHCem*	T.3Cy.24¼",40½"&67"-48" 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 5	
83479 39571 JXJH	— (*ex*ShinseiMaru-38) *OilEng.* *Mchy Aft* *CruiserStern* *1Dk*	313 — 163					1934	Fujinagata S.B.Co. Osaka	GomeiKaisha TaishinShoten	130·0	24·0	12·0	P16'Q16'	Osaka Japanese *WB*	Oil Engines 2S.C.SA 4Cy.16⅝"-18½" 197NHP NipponHatsudokiK.Kobe		
83480 24749 JIUD	**Sinsei Maru No. 1** (*ex*Shinsei MaruNo.1-38, *ex*Washington Maru-33) *ss*Nag.No.3-8,31 *ss*Osa.No.1-35 *2Dks(Stl)&Awng dk(Stl)*	5879 5586 4281	✠ ... 9,37 ✠	Osa	*y*		1919 3mo	Kawasaki Dkyd.Co.Ld. Kobe	HaraShojiK.K.	385·0	51·0	36·0	FK *Coll* *CellDB*334'1118*t* *FPT*126*t* *APT*93*t*	Hutyu Japanese *Cem* *BHtoAwdk* 5 ″ ″ *U* ″	T.3Cy.26",43½"&72"-48" 440NHP 2SB&1AuxSB,8*cf*,GS154, HS5741 KawasakiDkydCoLdKobe	36 ″ 0	C †
83481 25527 JIYC	**Sinsei Maru No. 3** (*ex*Shinsei MaruNo.3-38) Wireless *1Dk*	1257 1030 853					1918	HaraShoji Osaka	HaraShojiK.K.	220·0	33·5	18·5		Hutyu Japanese *WB*	T.3Cy.15",25"&41½"-28" 92NHP FujiSeiko,Kawasaki		
83482 31547 JGXB	**Sinsei Maru No. 5** (*ex*Shinsei MaruNo.5-38, *ex*LakeOnawa) *Fitted for oil fuel* *1Dk2trB*	2599 2354 1506	✠ ... 8,21 ✠				1919 10mo	Manitowoc S.B.Co. Manitowoc	HaraShojiK.K.	253·5	43·9	25·9	P25'B65'F25' FK	Hutyu Japanese *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfg.Co.M'lw'ke.	28 ″ 5	C †
83483 44744 JFTM	**Sinsei Maru No. 6** *Cruiser Stern*	4925 — 2963					1938	OsakaIron Works,Ld. Osaka	HaraShojiK.K.	370·5	54·1	29·2		Osaka Japanese	2DRgeared steam turbines 500NHP HitachiSeisakusho,Tokyo		C
83484 33225 JCCC	**Sinsei Maru No. 17** (*ex*Shinsei MaruNo.17-38, *ex*Confucius,*ex*LakeFielding) *Fitted for oil fuel* *1Dk2trB*	2556 2280 1479	✠ ... 3,21				1919 9mo	Toledo S.B.Co. Toledo,O.	HaraShojiK.K.	251·0	43·5	28·2	P25'B64'F23' FK	Hutyu Japanese *WB*	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	C †
83485 18927 JIOD	**Sinsoku Maru** (*ex*ShinsokuMaru-38, *ex*KosokuMaru-36) *ss*Osa.No.2-24 *2Dks&Web frames* *Longitudinal framing*	3203 2757 2005	✠ ... 11,28				1916 2mo	OsakaIron Works,Ld. Osaka	KonanKisenK.K.	305·0	43·9	27·3	P19'B82'F32' FK	Kobe Japanese *WB*	T.3Cy.22",37"&61"-42" 288NHP OsakaIronWrks.Ld.Osaka	27 ″ 3	C †
83486 41966 JIOK	**Sinsyo Maru** (*ex*ShinshoMaru-38) D.F. *2Dks* *CruiserStern*	4837 — 2871					1936	Mitsui Bussan Kaisha,Ld. Tama	Kuribayashi SyosenK.K.	373·1	50·0	29·0	P28'B117'F33'	Tokyo Japanese *WB*	T.3Cy.23⅝",39⅜"&68⅞"-47¼" 322NHP MitsuiBussanKaisha,Ld. Tama		C
83487 38581 JUUI	**Sinsyu Maru** (*ex*ShinshuMaru-38) *OilEng.* *2Dks*	4180 — 2489					1933	Mitsubishi ZosenKaisha, Ld. Kobe	AzumaKisenK.K.	360·0	50·0	29·0	P28'B79'F37'	Kobe Japanese *WB*	Oil Engines 4S.C.SA 8Cy.17$\frac{11}{16}$"-16$\frac{9}{16}$" 246NHP MitsubishiZosenKaisha, Ld.Kob.		C
* 83488 PHNM	**Sint Philipsland** *ss*Rot.No.3-6,29 *ss*Rot.No.2-38 *Well deck* *1Dk(Stl)* D.F. *Cargo battens not fitted*	2275 1754 1424	✠100A1 3,40 BS3,40 ✠LMC1,38	Sch		OG 3,40	1916 9mo	Wrf.voorh Rijkee&Co Rotterdam A&CP	Scheepvaart en SteenkolenMaats. N.V.	294·8	43·0	17·7	Q110'B53'F30' FK *CellDB*254'640*t*	Rottrdam Dutch 5*BHCem* *APT*80*t*	T.3Cy.21½",33"&57"-39"(*s*) 180lb 240NHP 2SB,6*cf*,GS113,HS4000 Maats.Fyenoord,Rot.	20 ″ 0 s 2·1¼ 18 ″ 1	
83489 20809 JLHE	**Sinten Maru** Ⓟ (*ex*ShintenMaru-38) *1Dk*	1255 1073 735					1917	Yokohama DockCo.Ld Yokohama	SettuSyosenK.K. (OsakaSyosen K.K.*Mgrs.*)	222·5	33·5	19·5	P24'B36'F24'	Hutyu Japanese *WB*	T.3Cy.15½",25½"&42"-30" 97NHP YokohamaDockCoLdYka		
83490 24743 JATE	**Sinto Maru** Ⓟ (*ex*ShintoMaru-38) *ss*Osa.No.1-23 *1Dk(Stl)&2nd dk(Stl)* *in forward hold*	2246 1897 1531	11,28	Kob	*r*		1919 8mo	Fujinagata Zosensho Osaka	Kuribayashi SyosenK.K.	271·9	38·2	24·2	B60'F33' FK *CellDBa*72'*uE*34' *f*112' 456*t* *FPT*99*t*	Tokyo Japanese 4*BHCem* *APT*39*t*	T.3Cy.18½",31½"&51½"-36" 189NHP 2SB,6*cf*,GS99,HS3135 FujinagataZosensho,Osa.	24 ″ 2	C †
83491 41689 JHXJ	— (*ex*ShintoMaru-38, *ex*Hsinking-36,*ex*LiangHsing-34, *ex*NanaoMaru-29) Wireless *1Dk*	1215 1016 834					1919	Osaka Tekkosho Osaka	SawayamaKisen K.K.	220·0	33·5	18·5	P23'B44'F30'	Kobe Japanese *WB*	T.3Cy.13½",23"&38"-30" 79NHP OsakaTekkosho,Osaka		
83492 45711 JXVM	**Sinto Maru No. 1** *Mchy.Aft* *1Dk*	1934 1540 1078					1939	Kawamin- amiKogyo K.K. Nagasaki	SawayamaKisen K.K.	271·7	40·0	20·3	P87'F29'	Kobe Japanese *WB*	T.3Cy.18$\frac{11}{16}$",30"&50"-36" 150NHP KawaminamiKogyoK.K. Nagasaki		
83493	**Sintō Maru No. 2** *OilEng* *Mchy.Aft*	500					1938	Sanoyasu DockGoshi Kaisha Osaka	SawayamaKisen K.K.	160·0	27·6	12·3		Fusan Japanese	Oil Engines 2S.C.SA 5Cy.12$\frac{13}{16}$"-19$\frac{11}{16}$" 143NHP NipponHatsudokiK.K. Kobe		
83494 31157 JLDI	**Sintohoku Maru** Ⓟ (*ex*ShinTohokuMaru-38) *2Dks*	305 245 174					1925	Yendo Hidekichi Osaka	KanamoriSyosen	125·5	22·0	13·0	B43'	Hakodate Japanese	T.3Cy.		
83495 29796 JOYA	**Sintoku Maru** **AuxTwinSc** (*ex*ShintokuMaru-38) **4MstBkn** *ss*Kob.No.1-28 *Mchy.Aft* GyC. *2Dks*	2518 2169 1175	✠ ... 12,30 ✠				1924 3mo	Mitsubishi ZosenKaisha Ld. Kobe	Govt.ofJapan (Dept.of Education)	280·0	44·0	26·5	P107'F44' BK10'	Kobe Japanese *WB*	T.6Cy.12",20"&33"-24" 165NHP MitsubishiZosenKaishaLd	26 ″ 6	
83496 266 JPEC	**Sinton Maru** (*ex*ShintonMaru-38) Wireless *1Dk*	1576 1379 884					1927	Manchuria DockK.K. PortArthur	DairenKisenK.K.	249·0	37·5	21·0		Dairen Japanese	T.3Cy.		
83497 7165 JDHD	**Sinyō Maru** (*ex*ShinyoMaru-38, *ex*ShinpoMaru) *ss*Yka.No.3-4,30 *ss*Osa.No.1-34 (*Crab Canning Factory'39*) *2Dks(Stl)*	4737 4034 3397	✠ ... 1,39 ✠	Kob	*x*		1918 3mo	Uraga DockCo.Ld. Uraga	NipponSuisanK.K.	360·0	51·0	28·3	P33'B91'F33' FK *CellDB*291'934*t* *FPT*143*t* *APT*53*t*	Kobe Japanese 6*BHCem*	T.3Cy.24¼",40½"&67"-48" 378NHP 3SB,9*cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 7	
83498 44156 JHRL	**Sinyo Maru** *CruiserStern*	4163 — 2412					1938	Harima S.B.&Eng. Co.Ld. Harima	SinyoKisenK.K.	363·6	50·0	29·0		Kobe Japanese	2 steam turbinesDR geared to 1 screw shaft 467NHP		C

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
83499 24270 JTUH	**Sinyo Maru No. 1** (*ex*ShinyoMaruNo.1–38, Wireless *ex*ShinyoMaru–34, *ex*KirishimaMaruNo.6) 1*Dk*	1289 1080 708					1919	Matsuda Co. Osaka	OkadaShinkichiro	221·0 | 32·7 | 20·5 P28'B52'F24'	Hutyu Japanese *WB*	T.3Cy.16",26$\frac{5}{16}$"&42"–30" 97NHP MatsudaCo.Osaka		
83500 24162 JKTE	**Sinyo Maru No. 2** (*ex*ShinyoMaruNo.2,*ex*SenyoMaru–33, *ex*YatakeMaru) Wireless 1*Dk*	1085 — 603					1918	Ishikawa Ayaji Osaka	OkadaShinkichiro	210·0 | 32·0 | 18·5	Hutyu Japanese	T.3Cy.13½",22½"&37⅜"–28" Nakagawa 74NHP Tekkosho,Osaka		
83501 33184 JAZC	**Sinyo Maru No. 3** (*ex*ShinyoMaru *ss*Kob.No.3–3,28 No.3–38,*ex*JohshoMaru–33, 1*Dk* *ex*HengTai,*ex*Carmen)	1899 1651 1105	✠ ... 8,30	✠			1917 6mo	American S.B.Co. Cleveland,O.	OkadaShinkichiro	251·0 | 43·5 | 20·0 P30'B64'F19' FK	Hutyu Japanese *WB*	T.3Cy.20",33"&54"–40" 272NHP AmericanS.B.Co.Clevelnd	20 ″ 2	
83502 42288 JFWF	**Sinyo Maru No. 5** (*ex*ShinyoMaruNo.5–38) 1*Dk*	1498 — 834					1937	Mukai- shimaDock- yardCo.Ld. Mukaishima	OkadaKaiunK.K.	340·0 | 35·0 | 19·0	Sakai Japanese *WB*	T.3Cy.15¼",26¾"&44"–32" 110NHP MukaijimaSenkyoK.K.		
83503 22320 JNQD	**Sinyu Maru** (*ex*ShinyuMaru–38, *ex*HiyeizanMaru–33) *ss*Kob.No.3–4,33 *ss*TamaNo.1–38 2*Dks*(*Stl*)	4622 3927 3307	✠100A1 6,40 ~~1,40~~ ✠LMC~~5,39~~ 6,40	Tama	*x*	5,39	1919 2mo	Uraga DockCo.Ld. Uraga A&CP	Kuribayashi SyosenK.K.	360·0 | 51·2 | 25·4 P21'B91'F35' FK *CellDB*291'919*tFPT*	Tokyo Japanese 6*BHCem* 114*tAPT*46*t*	T.3Cy.24½",40½"&67"–48" 180lb (*s*) 377NHP 3SB,*9cf*,GS180,HS6381 UragaDockCo.Ld.Uraga	28 ″ 4 s 5 ″ 5¾ 23 ″ 1	
83504 47636 JKAL	**Sinyubari Maru** D.F. 2*Dks* *CruiserStern*	5354 — 3227					1936	Mitsui Bussan Kaisha,Ld. Tama	HokkaidoTanko K.K.	391·5 | 53·8 | 29·8 P31'B135'F30'	Tokyo Japanese *WB*	T3Cy.23⅝",36⅝"&66$\frac{15}{16}$"–47¼" & exhaust turbine driving steam compressor 407NHP MitsuiBussanKaishaLd. Tama		C
83505 24640 JPYB	**Sinzui Maru** Ⓟ (*ex*ShinzuiMaru–38) 2*Dks*	2964 — 1831					1918	Yokohama DockCo.Ld. Yokohama	Kuribayashi SyosenK.K.	310·0 | 43·0 | 26·0 P25'B98'F33'	Tokyo Japanese *WB*	T.3Cy.22",37"&61"–42" 241NHP YokohamaDockCoLdYka		C
83506 10437 JKCB	**Siokubi Maru** (*ex*ShiokubiMaru–38, *ss*Yka.No.2–07 *ex*Wyefield) *Spar dk*(*Stl*)2*trB* &*deep framing*	3734 3078 2679	✠ 7,07	Yka ✠	*v*		1898 6mo	W.Hamil- ton&Co. Pt.Glasgow	NipponSeitetsu K.K.	329·8 | 45·4 | 16·2 26·4 P31'B118'F39' FK *CellDBa&u*	Yawata Japanese 6*BHCem*	T.3Cy.24",40"&65"–42" 301NHP 2SB,*6rf*,GS141,HS4691 D.Rowan&Son,Glasgow *E*114'*f*144'727*tAPT*177*t*	26 ″ 6	
83507 161516	**Sioux** *Mchy.Aft* 1*Dk*	2100 1979 1461					1929 Alt'39	Barclay, Curle&Co.Ld. Glasgow	St.Lawrence Steamships,Ld.	252·7 | 43·3 | 21·8 Q100'F35'	Montreal British *WB*	T.3Cy.15",25"&40"–33" 81RHP Barclay,Curle&Co.Ld.Gls.		C
83508 21147 JLIE	**Sioya Maru** (*ex*ShiwoyaMaru–38, *ex*KasugaMaru,*ex*DaikiMaru) 1*Dk*	749 637 426					1917	Aizawa Iwakichi Osaka	UyedaGoshi Kaisha	181·7 | 27·3 | 14·9	Nishino- miya Japanese	T.3Cy.12⅛",19½"&32$\frac{15}{16}$"–24" 57NHP AizawaIwakichi,Osaka		
83509 YTNX	**Sipan** Ⓟ *ss*Spt.No.2–39 1*Dk*(*Teak*)	335 248 154	✠100A1 *For Service in the Adriatic* 5,40 BS4,40 MS11,38 ✠LMC No later survey reported	Spt	*g*	CL 5,37	1931 4mo	F.Schichau G.m.b.H. Elbing *Lloyd*'*sA&CP*	Dubrovacka PlovidbaA.D.	149·8 | 27·0 | 10·3 B21'F36' BK6¾" *CellDBa*11'14*t*	Dubrovnik Yugoslav 5*BHptCem* *FPT*4*t*	C.4Cy.(2)12$\frac{13}{16}$"&(2)27$\frac{9}{16}$"– 27$\frac{9}{16}$" 206lb (*s*) 155NHP 1SB(Spt),*3cf*,GS61, FD HS2530 FSchichauG.m.b.H.Elbing	11 ″ 0	
83510 PKGI	**Sipirok** 1*Dk*	1787 1545 1002					1928	Rijkee& Co. Rotterdam	N.V.Koninkl. Paketv.Maats.	267·6 | 42·2 | 17·6 P43'B79'F36'	Batavia Dutch *WB*	C.4Cy.(2)16½"&(2)35$\frac{7}{16}$" –35$\frac{7}{16}$" 124NHP Maats.Fyenoord,Rot.		V
83511 PKHT	**Sipora** (*ex*ThayGwan) 1*Dk*	*1594* *1279* *941*	✠ ... 12,30	✠			1926 11mo	Wilton's E. &SlipwayCo. Schiedam	N.V.Koninkl. Paketv.Maats.	264·9 | 37·3 | 16·5 P20'B73'F25' FK	Batavia Dutch *WB*	T.3Cy.19",32"&51"–36" 202NHP Wilton'sE&Slpwy.Co.Rot	18 ″ 6	V †
83512 PUAR	**Siqueira Campos** Ⓟ TwinSc (*ex*CantuariaGuimarães,*ex*Curvello, *ex*GertrudWoermann) *ss*Rio.No.3–3,25 Sub.Sig. 2*Dks*& *Web frames*	6456 4948 3967	... 4,30				1907	Reiherst'g Schiffsw. Hamburg	LloydBrasileiro	415·6 | 50·7 | 28·6 P&B272'F59' FK	R.Janeiro Brazilian *WB*	T.6Cy.22",39½"&63¾"–42" NB11 790NHP Reiherst.Maschinenf.Ham	31 ″ 6	V †
83513 149900 MNWR	**Sir David** *ss*Sld.No.2–10,40 ~~*ss*Sld.No.2–36~~ *Mchy.Aft Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1275 969 697	✠100A1 ~~8,39~~10,40 ~~BS8,39~~ ✠LMC~~7,36~~ 10,40	Sld	*n*	CL N8,39	1927 9mo	J.Read- head&Sons, Ld. S.Shields *Lloyd*'*sA&CP*	GasLight&Coke Co.(Stephenson Clarke&Associa- tedCompaniesLd. *Mgrs.*)	225·1 | 36·0 | 15·2 Q127'B16'F24' FK *CellDBuE*20'*f*140' 323*tMT*7'118*tFPT*	London British 5*BHCem* 150*tAPT*22*t*	T.3Cy.18",~~30"~~ 30½"&49"–33" (*s*) 180lb *100lb* 158NHP 1SB,*4cf*,GS73,HS2550 N.E.MarineEngCo.Ld.Sld.	17 ″ 1 s 5 ″ 1½ 15 ″ 7	
83514 5148 SFPN	**Sir Ernest Cassel** (*ex*Ernest, *ex*SirErnestCassel) *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	*7739* *7170* *3312*					1910	Hawthorn, Leslie&Co.Ld Newcastle	Trafikaktieb. Grängesberg- Oxelösund(M.Wal- denström.*Mgr.*)	454·4 | 60·3 | 32·3 P92'F43'	Stockholm Swedish *WB*	T.3Cy.27",45"&74"–54" 402NHP N.E.MarineEng.CoLdNwc		C
83515 124571 MCTV	**Sir Francis Drake** Ⓟ TwinScSp *ss*Ply.No.3–12,19 *ss*Ply.No.1–23 1*Dk*(*ptStl*–ws)&*Promenade dk* (*Teak*)	478 465 169	✠ *Tender* 4,26	Ply ✠			1908 4mo	Cammell Laird&Co.Ld. Birkenhead	Gt.WesternRly.	145·8 | 38·6 | 14·1 FK *DTf*10'47*tAPT*20*t*	Plymouth British 6*BHptAsp* *ptCem*	T.6Cy.15",23"&38"–24" 228NHP 2SB,*6cf*,GS115,HS4510 CammellLaird&CoLd.Bkn.	14 ″ 6	
83516 136336 GRYK	**Sir Harvey Adamson** Ⓟ TwinSc *ss*Cal.2ndNo.3–10,38 Wireless 1*Dk*(*Teak*)&*Shadedk* (*Stl*-teak s)	1030 637 528	✠100A1 *Shade dk* 11,40 ~~10,39~~ BS~~10,39~~ 11,40 ✠LMC10,38	Rgn	*n*	CL ~~10,39~~ 10,40	1914 11mo	A.&J. Inglis,Ld. Glasgow *Lloyd*'*sA&CP*	BritishIndiaStm. Nav.Co.Ld.	219·7 | 35·1 | 11·3 F25'*onShadedk* FK *FPT*37*tAPT*32*t*	Glasgow British 4*BHptCem* *ptAsp*	T.6Cy.11½",20"&31"–22"(*s*) 215lb 155NHP 2SB,*4cf*,GS73,HS2390 A.&J.Inglis,Ld.Glasgow	12 ″ 8 s 1 ″ 5½ 11 ″ 7	
83517 LCXQ	**Sir James Clark Ross** TwinSc *OilEng.* *ss*Sfj.No.2–38 *Mchy.Aft* 3*Dks*(*Stl*)&*Web frames* D.F. GyC. *CruiserStern* *Longitudinal framing-bracketless system* *Strengthened for navigation in ice*	14362 10425 8127	✠100A1 *withfreeboard* 12,40 ~~8,39~~ ✠LMC9,38 DBS8,39 Pr.BS8,39 *Whaling Service* *CarryingPetroleum in bulk*	Sfj Hfx	*j*†	CL 7,39	1930 8mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd*'*sA&CP*	Hvalfanger A/S Rosshavet(Johan Rasmussen&M. Konow,*Mgrs.*)	537·9 | 74·3 | 34·4 P138'F107' FK *Cell DBuE*80'377*t DTsf*44' 925*t FPT*425*t*	Sandefjord Norwegian 18*BHptCem* (*3 to Wh dk* 15 ,, *2nd* ,,) *APT*245*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 709NHP 4DB*185lb* DB(*a*)*made*15 *re-* *fitted*32-*180lb* DB(*s*)*made*23 *refitted*36–*180lb* 8Pr.B–*43lb* 2Pr.B–*64lb* 2Pr.B–*57lb* 20Pr.B–*60lb* Akt.Burmeistr&Wain,Cpn	48 ″ 9 s15 ″ 5¼ 33 ″ 10¼	

101/
41

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre l'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. IHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Derniers Cert. Ref. Trade
83518 161262	**Sir John Hawkins** Ⓟ TwinSc ssSou.No.2-37 1Dk(Stl-ws)2nd dk in forward holds	930 679 359	✠100A1 with freeboard 1,41 ~~4,40~~ 1,41 ~~BS4,40~~ ✠LMC~~3,37~~	Ply		CL 4,39	1929 7mo Lloyd's A&CP	Earle'sCo. Ld. Hull	Gt.WesternRly. MT6'40t	172·5 DTf17'45t	43·1	14·6	Plymouth British FK 6BHCem	T.6Cy.16½",27"&46"-30" (s) 185lb 261NHP 2SB,6cf,GS132,HS4100 Earle'sCo.Ld.Hull	15 ″ 9 s 4 ″ 9¾ 11 ″ 3¼	BT till ~~4,41~~
83519 162909 MBFL	**Sir Richard Grenville** Ⓟ TwinSc ssPly.No.2-40 1Dk(Stl-ws)2nddk in forward holds	896 666 335	✠100A1 with freeboard 3,41 ~~2,40~~ BS2,40 ✠LMC1,39 Fitted for oil fuel 7,31 F.P. above 150° F.	Ply	l	CL ~~11,37~~ P11,38 S3,41	1931 7mo Lloyd's A&CP	Earle'sS.B. &E.Co.Ld. Hull	Gt.WesternRly. CellDBf62'	172·5 69tDTsf28'119t	42·7	14·7	Plymouth British FK 6BHCem 1 ,, to 2nddk	T.3Cy.16½",27"&46"-24" (s) 185lb 288NHP 2SB,6cf,HS4200 FD Earle'sS.B.&E.Co.Ld.Hull	15 ″ 9 s 4 ″ 3¾ 11 ″ 9¼	
83520 163408 MBKP	**Sir Russell** ssNwc.No.1-38 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted Wireless	1548 1156 841	✠100A1 11,40 ~~11,39~~ BS~~11,39~~ ✠LMC9,38 11,40	Sld Nwc	p	CL 11,39	1933 11mo Lloyd's A&CP	Swan,Hunter&Wigham Richardson, Ld.Newcastle	StephensonClarke &Associated Companies,Ld. CellDB207'46	243·8 Q145'F27' 2t MT192t FPT85t	36·6	16·1	London British FK 4BHptCem APT33t	T.3Cy.19",31"&51"-36" (s) 180lb 174NHP 2SB,6cf,GS101,HS2750 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 ″ 0 s 5 ″ 5½ 16 ″ 10¼	
83521 158636 VGXF	**Sir Thomas Shaughnessy** Mchy.Aft D.F. 1Dk	5846 5559 3994					1906	DetroitS.B. Co. Wyandotte,Mich.	MohawkNav.Co. Ld.(R.A.Campbell Mgr.)	486·7	52·2	26·3	Montreal British WB	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
83522 124572 MCVB	**Sir Walter Raleigh** Ⓟ TwinScSp ssPly 2ndNo.3-4,31 1Dk(ptStl-ws)&Promenade dk(Teak)	478 464 169	✠ ... 4,36 Tender ✠	Ply			1908 5mo	Cammell Laird&Co.Ld. Birkenhead	GreatWesternRly.	145·9 DTf10'47t APT20t	38·6	14·1	Plymouth British FK 6BHptAsp ptCem	T.6Cy.15",23"&38"-24" 228NHP 2SB,6cf,GS115,HS4510 CammellLaird&CoLdBkn.	14 ″ 6	BT till 6,40
83523 116736 WPJJ	**Sir William Fairbairn** D.F. GyC. Mchy.Aft Sub Sig. 1Dk2trB	3807 — 2760					1896	Detroit DryDockCo. Wyandotte	BuckeyeS.S.Co. (J.T.Hutchinson, Mgr.)	424·6	45·8	23·9	Wilmgton (Del.) Utd.States WB	T.3Cy.24",38"&64"-42" NB16 266NHP DryDockE.Works,Detroit		R
83524 15997 JSKD	**Siragi Maru** Ⓟ TwinSc (exShiragiMaru-38) 2Dks	3022 2664 1345					1912	Kawasaki Dkyd.Co.Ld. Kobe	Government of Japan(Dept.of Railways)	320·0	43·0	30·0	Tokyo Japanese WB	T.6Cy.19",32"&53"-36" 337NHP Kawasaki DkydCoLdKobe		
83525 32629 JSQB	**Siraha Maru** (exShirahaMaru-38, exVasconia, ssKob.No.3-6,31 exValverda) ssKob.No.2-38 2Dks(Stl) Cargo battens not fitted in 'tween dks&DT	5693 5344 3553	✠100A1 1,41 ~~7,39~~ ✠LMC~~7,39~~ 1,41 Deep tank adapted for carrying oil fuel 2,27	Smk	a†	CL ~~7,38~~ 12,40	1918 8mo Lloyd's A&CP	Russell& Co. PortGlasgow	TatuumaKisen K.K. 1 Intermediate BH &1'tween dk BH dispensed with	423·3 P38'B123'F43' CellDB360'1181t DT a36'1109t APT31t	56·0	28·7	Nisino-miya Japanese FK Cem 5BH to Udk 1 ,, ,, 2nd ,, only	T.3Cy.27",45½"&74"-51" (s) 180lb 574NHP 3SB,9cf,GS198,HS8742 FD Rankin&Blackmre,LdGrk	31 ″ 4	
83526 LKFX 10/41	**Siranger** OilEng. Ref.Mchy. 1Dk&Shelter dk Cruiser Stern	5393 4542 3257					1939	Cant.Nav. delQuarnaro Fiume	WestfalLarsen& Co.A/S	408·1 F29'	55·9	25·0	Bergen Norwegian WB	Oil Engines 2S.CSA 5Cy.28⅜"-49 3/16" 701NHP Cant.RiunitiDell'Adriatico Trieste		N
83527 166471 GMGQ	**Sire** D.F. E.S.D. 1Dk CruiserStern	5664 5130 3367	✠100A1 ~~8,40~~ ~~9,39~~ 4,41 ✠LMC6,38	Qbc Mdb	z 1⅘	CL 9,39	1938 6mo Lloyd's A&CP	JLThompson&Sons,Ld Sunderland CellDB294'11 42t Tanks at sides of tunnel 315t FPT16 5t APTs225t	Saguenay Terminals,Ld.	409·3 425·3(O.L.) P35'B122'F32'	57·6	29·1	London British FK 6BHCem	T.3Cy.22",37½"&63"-45" 180lb (s) FD 395NHP 3SB(Spt)9cf,GS112,HS5580 GeorgeClark(1938)Ld.Sld.	31 ″ 7 s 6 ″ 9¾ 25 ″ 0	
83528 LCFK	**Sirehei** (exBratsberg-35) D.F. 1Dk2trB	3888 3620 2461					1907	JLThompson&Sons,Ld. Sunderland	A/SHelgöy (A.I.Langfeldt& Co.Mgrs.)	346·1 H150tP20t	49·6	25·4	Xiansand Norwegian WB	T.3Cy.25",42"&68"-48" 320NHP J.Dickinson&Sons,Ld.Sld.	27 ″ 11	N
83529 LCSA	**Siremalm** (exSenta-39, exOttawa-35, ssOsl.2ndNo.3-7,30 exCraigisla) ssOsl.No.2-39 Spar dk & deep framing Cargo battens not fitted	2468 2319 1543	✠100A1 Spar dk with freeboard 2,41 ~~1,40~~ ✠LMC MS4,39 BS~~1,40~~ 2,41	Osl ~~Mch~~ Nwc	t	CL 1,40	1906 3mo Lloyd's A&CP	A.Rodger &Co. PortGlasgow	A/SHelgöy (A.I.Langfeldt& Co.Mgrs.) Cell	313·6 P29'B82'F30' DBa&uE118'f136'	43·8	13·3 20·7	Xiansand Norwegian FK 5BHCem 623tAPT67t	T.3Cy.21 3/16",35"&57"-39"(s) 180lb 248NHP 2SB,6cf,GS116,HS4220 A.Rodger&Co.Glasgow	23 ″ 3 s 3 ″ 8½ 19 ″ 9	
83530 55 IUJK	**Sirena** (exSila,exMarietta Iron Constanzo, ssNap.2ndNo.3-9,13 exRapid) ssNap.No.1-19 Well deck 1Dk2trB	974 812 605	✠ ... 9,22 ✠NB1,06✠				1883 10mo	Palmers' Co.Ld. Newcastle	GennaroMontella (Lauro&Montella, Mgrs.)	225·4 220·0 Q88'B44'F22'	31·7	15·0 15·5	Torre del Greco Italian FK WB	C.2Cy.28½"&52"-33" 121NHP Palmers'Co.Ld.Newcastle	16 ″ 6	I †
83531 LCOH	**Sirenes** (exHesperos) 1Dk&Shelter dk	4341 4096 2722					1913	W.Doxford &Sons,Ld. Sunderland	A/S Odderö (A.I.Langfelt&Co. Mgrs.)	389·8 P102tH124t	54·1	24·6	Xiansand Norwegian WB	T.3Cy.26",42"&70"-48" 339NHP W.Doxford&Sons,Ld.Sld		N
83532 YPBP	**Siretul** (exBaharistan) ssRot.2ndNo.3-6,37 1Dk(ptIrn ptStl)	3638 3424 2308	✠100A1 ~~10,39~~ 11,39 BS~~9,38~~ LMC6,37 7,40	Pir Gen	w	CL N6,37	1912 9mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	A.Vlasov CellDB	360·0 P25'B221'F35' a&uE142'f158'991t	51·0	22·7	Braila Roumanian FK 6BHCem APT87t	T.3Cy.25",40½"&67"-45"(s) 160lb 382NHP 2NB(main)22fitted37 2SB&1Aux.B,6cf,GS165, HS5726 Cen.Mar.Eng.Wrks.WHpl	25 ″ 1	
	Now "Omega," see No. 82457 in Supplement															
83533 164367 GYTQ 58/41	**Sirikishna** D.F. E.S.D. CruiserStern 1Dk	5458 4971 3333					1936	CaledonS. B.&E.Co.Ld. Dundee	TheSouthGeorgia Co.Ld.(Chr.Salvesen&Co.Mgrs.)	407·0 P26'B115'F41'	55·7	28·0	Leith British WB	T.3Cy.21½",36"&62"-45" 256NHP D.Rowan&Co.Ld.Gls.		C
83534 1056 ICHT	**Sirio** D.F. Mchy.Aft 2Dks	5222 — 3121					1921	Cant.Nav. Riuniti Palermo	Soc.Ligure diArmamento	394·5	51·6	27·2	Genoa Italian WB	T.3Cy.26",42½"&69½"-48" 335NHP Cant.Nav.Riuniti,Ancona		CI
83535 143433 GBRD	**Siris** ssNpt.No.3-7,32 D.F. ssHam.No.1-37 2Dks(Stl)	5242 4782 3266	✠100A1 7,40 ~~6,39~~ BS~~8,39~~ ✠LMC9,37 10,40	Lon Liv	y	CL N9,37	1919 10mo Lloyd's A&CP	Harland& Wolff,Ld. Greenock	RoyalMailLines, Ld. CellDB	400·3 413·0(O.L.) P50'B113'F39' 340'1051tFPT128t	52·3	28·5	London British FK 7BHptCem APT220t	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 5 ″ 11 25 ″ 4½	
83536 OHCD	**Sirius** ssHfs.No.2-38 D.F. 2Dks(Stl) Strengthened for navigation in ice	2197 1991 1241	✠100A1 with freeboard 6,39 BS1,40 ~~BS8,39~~ ✠LMC4,38 No later survey reported	Hfs	r	CL 6,39	1929 5mo Lloyd's A&CP	Helsingörs Jrnsk&Msk Helsingör	FinskaÅngf. Aktieb CellDB228'413t	273·0 260·1 FPT33tAPT21t	40·2	24·7	Helsingfrs Finnish FK 4BHCem Coll ,, to Wdk	T.3Cy.20",32"&53"-36" (s) 200lb 230NHP 2SB,6cf,GS190,HS4003 HelsingörsJernsk.&Mskb.	27 ″ 6 s 8 ″ 2½ 19 ″ 4½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83537 7122 SGTN	**Sirius** (*ex*Frederiksborg, *ss*Rot.2ndNo.3-10,13 *ex*Deddington) *ss*Cpn.No.2-21 1*Dk*	*1833* *1578* *1108*	✠ ... 6,26 ✠				1889 5mo	J.Priestmn Sunderland	RederiA/B Iris (S.Abrahamsen, *Mgr.*)	280·5 P25'Q86'B112' F27'	39·2	18·8 FK	Stockholm Swedish *WB*	T.3Cy.21",35"&57½"-39" 207NHP G.Clark,Sunderland	20″1	V †
83538 DOJC	— Wireless Sub.Sig. 1*Dk*	998 797 590					1921	AtlasWrke A.G. Bremen	Dampfsch.Ges. Neptun	223·1 P15'Q65'F29'	33·1	13·8	Bremen German *WB*	T3Cy.18$\frac{1}{10}$",29½"&48$\frac{4}{5}$"-29½" 129NHP AtlasWerkeA.G.Bremen		G
83539 566 LEUS	— **Iron** 1*Dk*&*Awng dk*	944 566 534	✠ 4,85	Ham	*m*		1885 2mo	Flensburgr Schiffsb. Flensburg	DetBergenske Dampskibsselskab	207·5 H8*t* len08	28·8	12·8 20·1	Bergen Norwegian *WB*	T.3Cy.17½",29"&48"-33" NE&B08 132NHP LaxevaagMsk&Jrns.Bgn.		
83540 6151 SGJM	— 1*Dk*	*825* *661* *456*					1919	Larvik Slip &Verks.Akt. Larvik	O.F.Ahlmark&Co. Eftr.A/B	196·0	32·0	12·6	Karlstad Swedish *WB*	T.3Cy.14",23"&38"-27" 75NHP LarvikSlip&Verks.Akt.		V
83541 45454 JHZL	**Sirogane Maru** 2*Dks* *CruiserStern*	3130 — 1801					1938	Harima S.B.&Eng. Co.Ld. Harima	NipponKaiunK.K.	318·3	45·9	24·6	Tokyo Japanese *WB*	T.3Cy.20$\frac{1}{16}$",33$\frac{11}{16}$"&56$\frac{11}{16}$"-39" 200NHP HarimaS.B.&E.Co.Ld.		C
83542 44369 JFDM	— Ⓟ *OilEng.* *CruiserStern*	929 — 530					1938	Mitsubishi JukogyoK.K Kobe	SetsuyoSyosen K.K.	185·3	31·3	14·3	Osaka Japanese	Oil Engines 4S.C.SA 8Cy.16¾"-24$\frac{7}{16}$" 218NHP MitsubishiJukogyoK.K. Kobe		
83543 144197 GDNQ	**Sirsa** *ss*Cal.No.3-6,32 *ss*Cal.No.2-41~~*ss*Cal.No.1-36~~ 2*Dks*(*Stl-U*teak s)	5445 4817 3387	✠100A1 3,41 ~~7,39~~ ~~BS2,40~~ ✠LMC 3,41 ~~MS6,36~~ ~~BS1,39~~	Cal	*z*	CL N7,39	1920 4mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·1 P49'B113'F38' 344'1060*t* *FPT*130*t*	52·4	28·5 FK	Glasgow British 8*BHCem* *APT*34*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD Hwthrn,Leslie&CoLd.Nwc	31″0 s5″11¾ 25″3½	
83544 545 SGJU	**Sirvall** (*ex*Broxvik,*ex*Ibis, **Iron** *ex*Louise) *ss*Osc.5thNo.3-4,39 1*Dk*(*Irn*)&*Webframes* *Well deck* *Cargo battens not fitted*	*1469* *1155* *869*	✠100A1 9,40 ~~4,39~~ LMC4,39 BS5,40	Osc	*q*	OG ~~7,38~~ 9,40	1882 9mo	R.Dixon& Co. Middlesbro' A&CP	J.W.Nilsson (Kommanditbolaget Österberg&Co. *Mgrs.*)	260·4 Q99'B62'H35*t*F31' *DBa*74' *f*42'&*u*	35·2	17·4 BK9"	Oscrshmn Swedish 4*BHCem* *E&B*44'337*t*	C.2Cy.30⅛"&62"-39" 80lb *70lb* 188NHP 1DB,*4pf*,GS67,HS3107 Blair&Co.Ld.Stockton	18″6 s1″10½ 17″5	
83545 22210 JKVB	**Sisen Maru** (*ex*ShisenMaru-38) 1*Dk*	2201 1891 1292					1918	Ishikawa- jimaS.B.Co. Tokio	ToaKaiunK.K.	268·0 P13'B58'F27'	40·7	23·5	Osaka Japanese *WB*	T.3Cy.19",31½"&52"-39" 169NHP IshikawajimaS.B.CoTokyo		
83546	**Sishan** (*ex*Thane) *ss*Shl.2ndNo.3-5,09 *ss*Nag.No.1-14 1*Dk*(*Stl*)&*Spar dk*(*Stl*-ws)3trB	1363 1278 846	✠ 7,19 ✠	Nag	*p*		1883 11mo	A.Stephen &Sons Dundee	U.S.S.R. *DBa*48'*f*	264·4 104'&*uE*15'208*tFP*	33·2	21·5 BK8"	Vladvostk Russian 5*BHCem* *T*30*tAPT*9*t*	C.2Cy.27"&54"-42" 160NHP 2SB,*6cf*,GS90,HS2624 PearceBros.Dundee	23″3	
83547 208 ICHV	**Sistiana** Ⓟ (*ex*Salvore) *ss*.Nap.No.3-1,27 *ss*Tri.No.2-35 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. Now "Myrica," see No. 89056 in Supplement	5827 5062 3681	✠100A1 *Shelter dk* *withfreeboard* 8,38 ✠LMC MS11,39 BS4,40 ✠Lloyd'sRMC4,40 No. 5 upper 'tween dk. chambers for temp. 22° F.	Tri	*y*	CL 7,39	1924 5mo *Lloyd*	Stabilmnto Tecnico Trieste 'sA&CP	LloydTriestino Soc.Anon.diNav. *CellDB*338'1309*t* *DTa*33'852*t*	405·6 B128' *on Shelter dk* F36' *FPT*102*t* *APT*201*t*	54·0	29·6 FK	Venice Italian *Cem* 6*BHtoSh dk* 1 „ „ *U* „	T.3Cy.27¼",42"&68"-48" (*s*) 180lb 465NHP 3SB(Spt),*9cf*,GS158, HS7023 FD StabilimentoTecnico,Tri.	32″0 s6″7¼ 25″7	
164/40 83548 165407 GZLF	**Sitala** *OilEng.* 1*Dk*,2*nd dk clear of* *Mchy.Aft* *CruiserStern* *cargotanks* *Longitudinal framing at bottom & at deck* D.F. E.S.D.	6218 5505 3602	✠100A1 3,40 ✠LMC3,37 *CarryingPetroleum in bulk*	Cff	*a*†	CL 3,40	1937 3mo *Lloyd*	Harland& Wolff,Ld. Glasgow 'sA&CP	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*66'134*t*	430·3 446·2(O.L.) P91'B41'F48' *DTf*25'265*tFPT*1	54·7	30·6 FK	London British 16*BH* 04*tAPT*60*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"-55⅛" 378NHP DB*180lb* Harland&Wolff,Ld.Gls.	31″0 s5″7 25″7¾	
83549 143441 GBQX	**Sithonia** (*ex*Radnorshire) *ss*Shl.No.3-11,31 *ss*Cff.No.1-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	6723 6361 4133	✠100A1 *Shelter dk* *withfreeboard* Examined3,41 BS3,41 ✠LMC12,39	~~Gls~~ ~~Sws~~ Hul	*a*†	CL N11,38	1919 9mo *Lloyd*	JLThomp- son&Sons,Ld. Sunderland 'sA&CP	H.M.Thomson *CellDB*365'1364*t*	412·5 428·7(O.L.) F36'*on Shelter dk* *FPT*154*tAPT*228*t*	55·5	34·4 FK	London British *ptCem* 6*BHtoShdk* 1 „ „ *U* „	T.3Cy.27",44"&73"-48" (*s*) 180lb 597NHP 3SB,*12cf*,GS220,HS9525 FD J.Dickinson&Sons,Ld.Sld.	37″0 s8″9¾ 28″6	
83550 44848 JQJM	**Sitisei Maru** *Mchy.Aft* 1*Dk*	1911 1537 1076					1938	Kawami- namiKogyo K.K.Koyagi- jimaZosensho Nagasaki	KounKisenK.K. (YamishitaKisen K.K. *Mgrs.*)	271·6 P86'F29'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.18",30"&50"-36" 150NHP KawaminamiKogyoK.K. KoyagijimaZosensho,Nag.		
83551 PHNW	**Sitoebondo** D.F. 2*Dks*	7049 6684 4488					1916	Bonn& Mees Rotterdam	Rotterdamsche Lloyd(W.Ruys& Zonen, *Mgrs.*)	445·7	54·3	34·2	Rottrdam Dutch *WB*	SRGeared Steam Turbines Maats.deSchelde,Flushing		V
87/41 83552 LEUU	**Sitona** (*ex*Imacos) 1*Dk*	1143 980 673					1920	A/SMoss Værft Moss	A/S Sitona(K. Andersen&Co. A/S)	226·4 P41*t*H75*t*	36·6	15·9	Frdrikstd Norwegian *WB*	T.3Cy.16",25"&42"-30" 97NHP A/S MossVærft.Moss		N
83553 130125 MLKR	**Siva** (*ex*Slotholm) D.F. 1*Dk*	1304 1129 788					1921	Stavanger Stöberi&Dok Stavanger	J.T.Salvesen&Co.	243·0 P21'B60'F24'	37·3	16·0	Grngemth British *WB*	T.3Cy.17½",28½"&48"-33" 132NHP StavangerStöberi&Dok		N
83554 DJWN	**Sivas** (*ex*GeorgeM.Livanos-38) *ss*Ant.No.2-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3832 3537 2283	✠ ... 7,38 ✠	Bkn	*y*		1928 5mo	R.Thomp- son&Sons,Ld Sunderland *CellDBa*&	DeutscheLevante- LinieHamburgA.G. (DeutscheLevante- LinieG.m.b.H. *Mgrs.*) *uE*140'*f*175' 1095*t*	379·9 F34' *FPT*118*tAPT*117*t*	52·0	22·4 FK	Hamburg German 6*BHCem* (*ColltoSh dk* 5 „ 2*nd* „)	T.3Cy.25½",42"&70"-48" 402NHP 3SB,*9cf*,GS167,HS6746 Richardsons,Westgarth& Co.Ld.Sld.	24″11	G †
83555 345 IUJR	**Sivigliano** (*ex*Strijpe-33,*ex*Dalbek, *ex*Erika) Sub.Sig. 1*Dk*	1270 — 758					1921	Schiffsw.(v J.&Sch.)A.G. Hamburg	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	254·8 243·6 Q97'B90'F25' len23	32·0	13·2	Trieste Italian *WB*	T.3Cy.16$\frac{15}{16}$",27"&43$\frac{5}{16}$"-33$\frac{7}{16}$" 108NHP Gall&Seitz,Hamburg		I

1 Numero d'Ordre / Numero Officiel / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. / Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée.Cert.Bd.ofTrade.
83556 212385 KDAQ	**Sixaola** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. *2Dks&2pt dks* D.F. E.S.D.	4693 3894 2430					1911	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. *Mgrs.*)	378·8 B160′F44′	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27″,45″&75″-54″ 413NHP Wrkman,Clark&Co.Ld Bel		C
83557 7840 SJEN	**Sixten** (*ex*Sydhavet-32,*ex*Böklund, *ex*Svartfond,*ex*Petra) *ss*Shl.No 3-11,25 1*Dk*	*2085* *1889* *1223*	✠ ... 3,29 ✠				1912 9mo	Sunderlnd S.B.Co.Ld Sunderland	RederiA/BSigyn (HansLundgren, *Mgr.*)	287·1 P27′B76′F29′ FK	42·1	19·1	Hlangborg Swedish *WB*	T.3Cy 22″,36″&59″-39″ 232NHP N.E.MarineEng.Co.Ld.Sld	28 " 6	V †
83558 DJVC	**Sizilien** (*ex*Harpagus-37) *ss*Hul.No.1-34 D.F. 1*Dk*(*Stl*)	4647 4277 2789	✠ ... 12,37 ✠	Rot	*y*		1930 7mo	JReadhead &Sons,Ld SouthShields	Rob.M.Sloman,Jr. *CellDBa&uE*15	393·7 P36′B245′F32′ FK 2′*f*177′1160*tFPT*1	54·2	24·8	Hamburg German 6*BHCem* 02*tAPT*220*t*	T.3Cy.24¾″,41″&68″-45″ 436NHP 2SB(Spt)&1Aux.B,*9cf*, GS176,HS7743 J.Readhead&Sons,Ld.	27 " 2	G †
83559 UPSM	**Sizran** *CruiserStern* 1*Dk*	1187 959 577					1933	Sevastopol MarineWks. Sevastopol.	U.S.S.R.	236·2 F15′B64′P19′	35·4	15·2	Odessa Russian *WB*	C.4Cy.(2)12⅜″&(2)26¾″-26¾″ E*made*35 62NHP SevastopolMarineWks.		
83560 OXLS	**Sjælland** Ⓟ TwinSc (*Ferry*) *OilEng.* D.F. Sub.Sig. *Cruiser Stern*	2593 2027 1319					1933	Helsingörs Jernsk&Msk. Elsinore	DeDanskeStats- baner	336·3	56·6	17·6	Korsör Danish *WB*	Oil Engines 4S.C.SA 16Cy.17 1/16″-33 7/16″ 484NHP Akt.Burmeistr&Wain,Cpn		V
83561 LECX	**Sjöbris** (*ex*Hjort-36) Wireless D.F. 1*Dk*	1220 1008 699					1926	Trndhjms Mek.Værks. Trondheim	A/S Sjöfart (T.S.Bendixen)	232·3 P15*t*H65*t*	36·5	15·7	Lillesand Norwegian *WB*	T.3Cy.17″,27″&46″-30″ 116NHP TrondhjemsMV.Trndheim		N
83562 LEUW	**Sjofna** (*ex*Kongsaa,*ex*Phoenix) 1*Dk*	619 459 256					1918	Wed.Duij- vendijk Gouderak	D/S A/SVivi (ClemethDann, *Mgr.*)	171·8 Q50*t*B38*t*H16*t*F21*t*	28·3	12·0	Oslo Norwegian *WB*	T.3Cy.13″,20½″&35″-21″ VanderKuij& 56NHP VanderRee,Rotterdam		V
83563 OULD	**Skaane** (*ex*Rota) 1*Dk*	1254 948 724					1918	PThStuhrs Maskin-Skibs Aalborg	DetDansk-Franske Dampskibs.(A.N. Petersen& E.Hahn-Petersen *Mgrs.*)	237·0 P15′Q71′B94′F29′	36·0	15·9	Copnhagn Danish *WB*	T.3Cy.15″,24″&40″-27″ 83NHP Akties.Frichs.Aarhus		V
83564 167441 MNZM	**Skagen** (*ex*LexaMærsk-37, *ex*Lexa-32,*ex*LexaMærsk,*ex*Nykjöbing) 1*Dk*	900 670 491					1914	Kjöbnhvns Flydk&Skbs. Copenhagen	MinistryofShip- ping(Atkinson& Prickett,Ld. *Mgrs.*)	218·2 P17′Q56′B88′F30′	32·5	12·0	London British *WB*	T.3Cy.14″,22½″&37″-24″ 67NHP KjbnhavnsFlydk&Skbs.		C
83565 LJCR	**Skagerak** *OilEng.* D.F. *CruiserStern* 1*Dk&ShelterDk*	4244 3633 2315					1936	Akt.Bur- meitsr&Wain Copenhagen	A/S Skagerak (OlafDitlev-Simon- sen,Jr.*Mgr.*)	387·4 F33′	55·3	22·9	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.17 1/16″-47¼″ 536NHP Akt.Burmeistr&Wain,Cpn		N
83566 167466 MPKM	— 1*Dk*	1283 833 753	ExaminedL.R.2,41 BS6,40(200lb)	Shl		OG 5,40	1921	F.Schichau Elbing	MinistryofShip- ping(Springwell ShippingCo.Ld. *Mgrs.*)	224·3	33·6	13·5	London British *WB*	T.3Cy.15″,24¾″&38⅝″-25 1/16″ 75NHP F.Schichau,Elbing		G
83567 7566 SGKE	**Skagul** (*ex*Havtor) 1*Dk*	*1022* *875* *562*					1925	F.Schichau Elbing	StockholmsRederi A/BSvea(Eman. Högberg,*Mgr.*)	227·9 P14′B65′F31′	33·5	14·1	Stockholm Swedish *WB*	T.3Cy.15″,24⅝″&38⅝″-25½″ 75NHP F.Schichau,Elbing		V
83568 UOIK	**Skala** (*ex*Maine-32) *ss*Lon.No.3-9,32 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*2nd dk*(*Stl*)*in forward* *holds&after main hold* *Straight frames & bevelled bilge* *CruiserStern*	*6600* *6224* *4073*	✠ 9,32 ✠	Lon	*a*†		1920 3mo	Harland& Wolff,Ld. Belfast	U.S.S.R. *CellDB*343′1571*t*	412·6 F40′*onShelter dk* FK *DTa*23′858*tFPT*91	55·8	38·1	Vladvostk Russian *Cem* 6*BHtoSh dk* 2 " " *U* " *tAPT*126*t*	T.3Cy.27″,44″&73″-48″ 517NHP 3SB,*9cf*,GS190,HS7668 Harland&Wolff,Ld.Bel.	38 " 0	
83569 LKJS	**Skandinavia** TwinSc *OilEng.* *Cruiser Stern* *Mchy.Aft*	10044 8921 5786	100A1 Examined 10,40 (*ClassContemplated*) *CarryingPetroleum in bulk*	Gal			1940	Deutsche WerftAGBet Finkenwrder Hamburg	TheTexasCo. (Norway)A/S (H.C.Mathiesen, *Mgr.*)	503·8	67·4	34·3	Oslo Norwegian	Oil Engines 2S.C.SA 16Cy.20½″-35 7/16″ Maschinenfbrk Augsburg- NürnbergA.G.Augsburg	34 " 2 6 " 8½ 27 " 8	
83570 LJFB	**Skaraas** *OilEng.* D.F. *Cruiser Stern* 1*Dk* *Mchy.Aft*	9826 9029 5941	✠100A1 7,40 ~~11,39~~ DBS7,40 ✠LMC7,36 ✠LMC(M)3,38 *CarryingPetroleum in bulk*	Got Sng	*e*†	CL N11,39	1936 7mo *Lloyd*	Götaver- kenA/B Gothenburg *'sA&CP*	SkibsA/S Nanset (IverBugge,*Mgr.*) *CellDBuE*87′373*t*	488·2 506·7(O.L.) P95′F59′ FK *DTf*22′345*t FPT*1	64·5	37·5	Larvik Norwegian 11*BHptCem* 62*tAPT*390*t*	Oil Engines 2S.C.DA 8Cy.17 1/16″-47¼″ 861NHP 2DB*150lb* GötaverkenA/B,Got.	37 " 0 s 8 " 9½ 28 " 5½	
83571 5638 SGKI	**Skaraborg** 1*Dk*	*1093* *896* *595*					1914	Oskrshmns M.V.Aktieb. Oskarshamn	StockholmsRederi- aktiebSvea(Eman. Högberg,*Mgr.*)	221·6 P24′B58′H142*t* F25′	36·0	13·8	Stockholm Swedish *WB*	T.3Cy.17½″,29″&48″-30″ 126NHP OskarshamnsM.V.Aktieb.		V
83572 LEVM	**Skarv** (*ex*Frank-32) *Mchy.Aft* 1*Dk*	852 625 472					1923	Porsgrund Mek.Værks Porsgrunn	OttersRederiA/S (R.Otter,*Mgr.*)	202·2 P49*t*Q69*t*B20*t* H40*t*F6*t*	32·2	12·3	Oslo Norwegian *WB*	T.3Cy.14″,23″&38″-27″ 75NHP PorsgrundMV Porsgrunn		N
83573 97 YLBD	**Skauts** (*ex*Pendennis) *ss*Lie.3rdNo.3-4,33 *ss*Lie.No.1-38 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	2136 1956 1298	✠100A1 3,38 BS12,39 ✠LMC3,38 No later survey reported	Lie	*s*	CL 2,37	1897 4mo	W.Gray& Co.Ld. WHartlepool A&CP	M.Sandbergs&Co. *CellDBa&uE*110′*f*120′	290·0 299·6(O.L.) P25′B69′F29′ FK	42·2	19·1	Riga Latvian 5*BHCem* 607*tAPT*54*t*	T.3Cy.21½″,35″&58″-39″ (*s*) 160lb NDB09 218NHP 2SB,*6rf*,GS78,HS3380 Cen.Mar.Eng.Wrks.WHpl	21 " 9 s 3 " 4½ 18 " 6	
83574 161365 GSKN	**Skeldergate** *ss*Cff.No.2-38 D.F. 1*Dk*(*Stl*)	4251 3927 2634	✠100A1 ~~2,40~~11,40 ~~BS1,38~~ ✠LMC1,38 1,40 BS12,40	Cff Bal	*x*	CL N1,40	1930 2mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland *'sA&CP*	RedgateS.S.Co.Ld. (Turnbull,Scott& Co.*Mgrs.*) *CellDB*	372·0 383·2(O.L.) P48′B226′F32′ FK 317′ 1116*t FPT*95*t*	52·4	25·2	London British 6*BHptCem* *APT*141*t*	T.3Cy 23″,39″&65″-45″ (*s*) 200lb HS5851 354NHP 2SB,1AuxSB,*8cf*,GS157 D.Rowan&Co.Ld.Gls.	27 " 6 s 3 " 4½ 24 " 4½	
83575 113139 MCWP	**Skelwith Force** 3Mst *ss*Bkn.2ndNo.3-9,33 *ss*Liv.No.1-37 *Welldeck* *Mchy.Aft* 1*Dk*(*Stl*)	592 389 246	✠100A1 ~~2,41~~4,40 5,41 ✠LMC MS11,37 ~~BS4,40~~ 5,41	Liv Shl	*h*	CL 4,40	1908 9mo *Lloyd*	R.William- son&Son Workington *'sA&CP*	WestCoastShppng Co.Ld.(W.S.Ken- naugh&Co.)	164·8 Q95′B11′F23′ FK *DBf* 91′120*t*	26·6	11·0	Whitehvn British 3*BHCem* *FPT*38*t*	T.3Cy.14 7/16″,22½″&37″-27″ (*s*) 160lb 90RHP 1SB,*3pf*,GS53,HS1657 Ross&Duncan,Glasgow	13 " 2 s 4 " 7½ 12 " 10½	

1 No. in Book. Official No. Code Letters	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83576 144264 MKSC	**Skerries** *Ref.Mchy.* *2Dks&Shade dk*	1258 1067 517					1921	CaledonS. B.&E.Co.Ld. Dundee	ClydeShppg.Co.Ld	270·0 P38'B134'F73'	36·2	16·7	Glasgow British *WB*	T.3Cy.21",34"&56"-39" 196NHP CaledonS.B&E.Co.Ld.Dun		C
83577 LCXX	**Skiensfjord** *Fitted for oil fuel* *Ref.Mchy.* D.F. *3Dks*	5922 4159 3603					1922	Napier& Miller,Ld. Glasgow	DenNorske AmerikalinjeA/S	395·8 H225tF25t	53·2	25·1	Oslo Norwegian *WB*	T.3Cy.27½",43"&72"-51" 370NHP D.Rowan&Co.Ld.Glasgow		N
83578 129746 MDGB	**Skipjack** ssShl.2ndNo.3-10,36 *Well deck* *1Dk(Irn)* *Cargo battens not fitted*	1167 905 670	✠100A1 ~~6,40~~ ~~11,39~~ 9,40 BS~~10,39~~ ✠LMC10,36 9,40	Shl	*m*	CL ~~10,38~~ ~~6,40~~ 9,40	1910 4mo *Lloyd's A&CP*	J.Crown& Sons,Ld. Sunderland	HillSteamShip- pingCo.Ld. (Witherington& Everett,*Mgrs.*)	222·5 Q77'B48'F23' FK *CellDBa58'uE17'f92'2* 59t*FPT*39t*APT*94t	33·2	14·5	Newcastle British 4*BHCem*	T.3Cy.18",29½"&48"-33" (s 180lb *90lb* 148NHP 1SB,*3pf*,GS54,HS2346 N.E.MarineEng.Co.Ld.Sld	16 " 6 s 1 " 3 15 " 4¼	
83579 87990	**Skirmisher** Ⓟ TwinSc	582 490 238					1884	J.&G. Thomson Clydebank	CunardWhite Star,Ld.	165·0 B98'	32·2	15·0	Liverpool British	C.4Cy.21"&42"-32½" NB07 168NHP J.&G.Thomson,Clydebank		BT till ~~3,41~~ 3,42
83580 6087 SGKM	**Skirner** *1Dk*	*1321* *1023* *683*					1918	Aktieb. Oresundsv. Landskrona	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	232·0 P20'B60'F22'	37·2	15·0	Stockholm Swedish *WB*	T.3Cy.18½",30"&48"-30" 126NHP MotalaV.NyaAkt.Motala		V
83581 LEVX	**Skjærvö** Ⓟ *1Dk&Spar dk*	331 311 192					1905	Trndhjms Mek.Værks. Trondheim	TromsFylkes Dampskibsselskab	138·1 H20t	22·1	15·8	Tromsö Norwegian *WB*	T.3Cy.12",19½"&32"-21" 47NHP TrondhjemsMV.Trndheim		
83582 LJPV	**Skjelbred** *OilEng.* D.F. *Cruiser Stern* *1Dk&Shelter dk*	5096 4608 3050					1937	Akt.Bur- meistr&Wain Copenhagen	SkjelbredsRederi A/S(Kr.Knudsen, *Mgr.*)	424·7	56·4	26·3	Xiansand Norwegian *WB*	Oil Engines 2S.C.DA 8Cy.$17\frac{11}{16}$"-47¼" 855NHP Akt.Burmeistr&Wain,Cpn		N
83583 LEVW	**Skjerstad** Ⓟ (*ex*Teutonia) *2Dks*	593 569 327					1904	Lindhol- mensV.A. Gothenburg	DetNordlandske Dampskibsselskap A/S(J.Sannes, *Mgr.*)	155·3 H23t	26·0	17·8	Bodö Norwegian	T.3Cy.13¼",22"&36½"-22½" 63NHP LindholmensV.A.Got.		
83584 167557 ~~OULG~~ GLPM	**Skjold** ssCpn.2ndNo.3-6,32 ssCpn.No.1-37 *1Dk(Stl)2nddk(Stl)in holds &deepframing*	1345 1191 ~~792~~ 794	✠100A1 Examined 5,41 Sou ✠LMC5,41	~~Cpn~~	*p*	CL ~~8,39~~ 4,41	1904 6mo *Lloyd's A&CP*	Sunderlnd S.B.Co.Ld. Sunderland	Ministry ofShip- ping(Ellerman's WilsonLine,Ld. *Mgrs.* *CellDBa&u*	240·0 249·0(O.L.) P19'B64'F27' FK *E86'f98'* 339t *FPT* 59t*APT*6t	36·5	16·8	London British 4*BHCem*	T.3Cy.18",29"&48"-33" (s) 160lb *100lb* 141NHP 1SB,*3pf*,GS62,HS2255 N.E.MarineEng.CoLd.Sld.	19 " 0 s 2 " 4 16 " 10	
83585 OULI	**Skodsborg** *1Dk*	1450 1199 850					1919	Helsingörs Jernsk.&Msk Elsinore	A/S Dampskibs- selsk.Dannebrog (C.K.Hansen,*Mgr*)	251·3 P28'Q69'B98'F33'	37·2	16·0	Copnhagn Danish *WB*	T.3Cy.18",30"&50"-36" 150NHP HelsingörsJernsk.&Mskb.		V
124/41 83586 LFVA	**Skogheim** *1Dk*	2669 2413 1631					1919	A/SSörlan- detsSkibsbyg Fevig	A/STheologos(N. Rögenæs,*Mgr.*)	300·4 P60tB68'F33'	47·1	20·9	Haugesnd Norwegian *WB*	T.3Cy.22",36"&60"-39" 225NHP FredrikstadM.V.Frdstad.		N
83587 LDSK	**Skotaas** TwinSc *OilEng.* *Mchy.Aft* D.F. ssGot.No.2-39 *1Dk(Stl)*	8190 7529 4894	✠100A1 11,40~~3,40~~ DBS~~6,39~~ ✠LMC6,39 5,40 *CarryingPetroleum in bulk*	Sba	*c*†	CL 6,39	1931 4mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld. Dundee	Skibs.A/SNanset (IverBugge,*Mgr.*) *CellDBuE70'279tD*	451·1 P96'F37' FK *Tf29'470tFPT114t* *APT248t*	59·2	35·9	Larvik Norwegian 10*BHptAsp*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 633NHP 2DB*150lb* GotaverkenA/B,Got.	35 " 6	
83588 LEWB	**Skotfoss** (*ex*Skotfos-37) *1Dk*	1465 1330 880					1917	Nylands Værksted Oslo	SkibsA/S Thor ThoresensLinje (ThorThoresen A/S,*Mgrs.*)	254·4 P20'B&F212'	39·2	16·5	Oslo Norwegian *WB*	T.3Cy.19",31½"&51½"-33" 153NHP NylandsVærksted,Oslo		N
83589 LKFQ	**Skottland** (*ex*StadZwolle-39) D.F. Sub.Sig. *1Dk*	2117 1794 1218					1920	J.Meyer's Scheepsb.Mij. Zalt-Bommel	D/S A/S Skott- land(F.N.Nordbö A/S)	281·0 P18'B69'F28'	41·4	19·3	Haugesnd Norwegian *WB*	T.3Cy.$19\frac{7}{10}$",$32\frac{5}{16}$"&$53\frac{3}{16}$"- 36⅕" 170NH Thyssen&CoA.G.Mülheim		G
83590 LCYC	**Skramstad** *OilEng.* D.F. *CruiserStern* *2Dks*	4300 3846 2455					1925	Deutsche WerftA.G. Hamburg	SkibsA/S Skram- stad(A.F. Klaveness&CoA/S)	382·7 P112tH314tF24t	53·4	24·9	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"-47¼" 492NHP AllgemeineElekGes.Berlin		N
4/41 83591 LCGR	**Skrim** (*ex*Dagali-35,*ex*Textil, *ex*Viken) 4Mst *1Dk*	1902 1651 1128	✠ ... 5,22 ✠				1917 10mo	Lindhol- mensM.V. Gothenburg	RederiA/S Skrim (EinarLange)	265·2 P57tH85tF35t FK	42·8	18·3	Oslo Norwegian *WB*	T.3Cy.20½",33"&55"-36" 214NHP LindholmensM.V.Got.	20 " 6	N †
83592 121 YLBP	**Skrunda** (*ex*Ertshandel,*ex*Fusilier, *ex*Lynchburg) ssLie.No.3-6,33 ssLie.No.1-37 *1Dk(Stl)* *Cargo battens not fitted in Nos.1&3holds*	2414 2097 1467	✠100A1 11,40~~4,39~~ BS~~5,39~~ ✠LMC5,37 6,40	Rot Lie	*t*	~~2,38~~ 10,40	1918 11mo A&CP	ThePusey &JonesCo. Wlmgtn,Del.	SeebergBros. *CellDB*	298·9 313·5(O.L.) P29'B75'F29' FK 254' 702t *FPT*106t *APT*137t	44·0	19·7	Riga Latvian 5*BHCem*	1DR geared steam turbine 200lb (s) 307NHP 2SB,*4cf*,GS84,HS4258 FD DeLavalSteamTurbineCo Trenton,N.J.	22 " 3 s 3 " 4¼ 19 " 1	
83593 7660 SGLE	**Skuld** *1Dk*	*1121* *787* *596*					1930	Verein.Sthl Nordseewrke Emden	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	215·7 P14'Q55'B61'F30'	34·9	13·1	Stockholm Swedish *WB*	T.3Cy.17¾",29½"&46"-31½" 119NHP A.Borsig,G.m.b.H.Berlin		G
83594 LEWJ	**Skum** (*ex*Eikland) ssOsl.No.3-4,29 ssOsl.No.2-38 *1Dk(Stl)* *Cargo battens not fitted*	1304 1146 767	✠100A1 ~~5,39~~ 11,40 BS~~6,39~~ ✠LMC2,37 6,40	Ant Nwc	*o*	CL 8,38	1916 4mo A&CP	Jonker& Stans HendrikIdo Ambacht	Skibsaktieselska- petNordstjernen (L.S.&Jac.O.Lyn- gaas,*Mgrs.*)	237·7 P20'B59'F24' FK *CellDB*111'342t *APT*39t	36·4	15·9	Tonsberg Norwegian 4*BHCem*	T.3Cy.17⅛",$28\frac{9}{16}$"&$46\frac{5}{16}$"-36" 180lb (s) 163NHP 2SB,*4cf*,GS80,HS2836 Alblasserdam.Msch.Fab.	18 " 0 s 2 " 1½ 16 " 0½	
83595 602 SZMM	**Skyros** Ⓟ Iron (*ex*Kronos-33, *ex*Rover,*ex*Yacht, *ex*Uarda,*ex*Semillante,*ex*Rover, *ex*Miranda,*ex*Rover) ssCws.2ndNo.3-3,02 ssHav.No.2-11 Wireless	639 — 355	✠ ... 2,19 *Yacht* ✠				1882 1mo	Ramage& Ferguson Leith	HellenicCoast LinesCo.Ld.	170·2 *Shade dk*39' DkHouse *added*88	27·7	14·7	Piræus Greek	C.2Cy.23"&46"-24" NB02 NDB10 77NHP M.Paul&Co.Dumbarton	17 " 0	
83596 LDIB	**Skytteren** TwinSc4Mst (*ex*Suevic) *Fitted for oil fuel* *3Dks* D.F. GyC. (*Whale oil factory*)	12358 9045 7276					1901	Harland& Wolff,Ld. Belfast	Hvalfangstslsk FinnhvalA/S (YngvarHvisten- dahl,*Mgr.*)	550·0 P652tH265tF122t pt rebuilt07	63·3	39·9	Oslo Norwegian *WB*	Q.8Cy.22",31½",46"&67"-51" 641NHP Harland&Wolff,Ld.Bel.		N

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
83597 PHOB	**Slamat** Ⓟ TwinSc Sub.Sig. *Fitted for oil fuel* D.F. *CruiserStern* 3*Dks*	11636 8252 6935					1924	Kon.Maats deSchelde Flushing	Rotterdamsche Lloyd ~~(W.Ruys& Zonen, *Mgrs.*)~~	510·1|62·0|35·2 P&B382'F80'	Batavia ~~Rotterdam~~ Dutch *WB*	DR geared steam turbines Kon.Maats. deSchelde,Flushing		V
83598 SPAM	**Slask** ssGls.No.2-40 ~~ssDnz.No.4-38~~ Wireless D.F. 1*Dk*(*Stl*)2nd *dk*(*Stl*) in *Cruiser Stern* *Nos.* 1&2 *holds* *Strengthened for navigation in ice*	1386 1096 734	✠100A1 *with freeboard* ~~5,40~~ ~~5,39~~ 12,40 ~~BS6,39~~ ✠LMC~~5,38~~ 5,40	Dnz ~~Gls~~ NYk	*o*	CL ~~6,38~~ 12,40	1932 1mo	Nakskov Skibs.A/S Nakskov *Lloyd's A&CP* *CellDB*196'33	ZeglugaPolska S.A.(PolishS.S. AgencyLd., *Mgrs.*) 2*t Tank in way of tunnels* 27*t FPT* 21*t APT* 33*t*	232·5|35·8|17·9 P28'B60'F23' FK	Gdynia Polish 4*BHCem*	C.4Cy.(2)16 7/16"(2)35 7/16"-35 7/16" 206lb (*s*) FD 218NHP 2SB(Spt),4*cf*,GS75,HS3122 A.Borsig,Berlin-Tegel	20″4 s4·6½ 15·10½	
83599 119067 MGMY	**Slateford** 3Mst *Mchy.Aft* ssDun.3rdNo.3-6,39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	355 231 141	✠100A1 ~~6,39~~ 11,40 MS4,39 ✠LMC BS~~12,39~~ 1,41	Dun Abn	*e*	CL 9,38	1903 11mo	R.William-son&Son Workington *Lloyd's A&CP*	J.M.Piggins	136·5|24·0|9·9 142·0(O.L.) Q78'B9'F25' FK	Montrose British 3*BHCem* *FPT*31*t*	C.2Cy.17"&36½"-24" (*s*) 125lb 54RHP 1SB,2*pf*,GS40,HS1300 Ross&Duncan,Glasgow	10″9 s4·3 10·8	
83600 142303 GXCB	**Slavol** ssCbo.No.3-9,30 ssBom.No.2-38 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* *Cruiser Stern*	2623 2205 1023	✠100A1 4,40 ~~4,39~~ BS4,40 ~~BS4,39~~ ✠LMC5,38 *For Government Service* *Carrying Petroleum in bulk F.P. above* 150° F. *Fitted for oil fuel* 2,18	Bom		CL 4,38	1917 10mo	Greenock& Grngemouth Dkyd.Co.Ld. Greenock *Lloyd's A&CP*	TheAdmiralty *CellDBuE&B*68' 141*t DT f*24' 93*t FPT* 50*t APT* 36*t*	320·1|41·6|23·0 342·5(O.L.) P46'B107'F39' FK	London British 16*BHptCem* (10 ,, *to Udk* 6 ,, ,, *2nd* ,,)	T.3Cy.26",42½"&70"-45" (*s*) 200lb 541NHP 3SB,9*cf*,HS8400 FD Richardsons,Westgarth& Co.Ld.Hpl.	25″6 s3·4 22·4½	
83601 LDTF	**Slemdal** TwinSc *OilEng.* ssMob.No.2-40 ~~ssFal.No.1-35~~ *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*) D.F. *in mchy. space Web frames* *Longitudinal framing*	7374 6856 4352	✠100A1 10,40 ~~3,39~~ ✠LMC CS10,40 DBS10,40 6,38 *Carrying Petroleum in bulk*	Fal Mob	*b*†	CL 1,40	1931 8mo	Odense Staalskibsvft vedAPMöller Odense *Lloyd's A&CP*	A/S Moltzau's Tankrederi (Moltzau & Christensen, *Mgrs.*) *CellDBuE*66' 259*t DT f*33' 399*t FPT* 176*t APT* 145*t*	424·7|60·2|34·1 445·5(O.L.) P100'B37'F37' FK	Oslo Norwegian 11*BH*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 633NHP 2DB150*lb* Akt.Burmeistr&Wain,Cpn	34″0	
83602 124677 MCZL	**Slemish** ssRou.2ndNo.3-12,33 ssRou.No.1-37 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	1536 1143 682	✠100A1 ~~7,40~~ ~~7,40~~ 7,41 ✠LMC MS11,37 BS~~4,40~~ 7,41	Shl Cff	*p*	OG 1,39	1909 7mo	Ramage& Ferguson,Ld. Leith *Lloyd's A&CP*	ShamrockShippg. Co.Ld. (W.C. Lawson, *Mgr.*) *CellDBuE*21' *f*92' 210*t DTa* 295*t FPT* 43*t APT* 35*t*	250·4|36·2|17·2 P20'Q75'B52'F27' FK	Belfast British 5*BHCem*	T.3Cy.16½",30"&49"-33" (*s*) 180lb 178NHP 2SB,6*cf*,GS107,HS3149 Ramage&Fergusn,Ld.Lth.	18″3 s1·5½ 17·0	
83603 LCBB	**Slemmestad** *OilEng.* D.F. 2*Dks*	4258 3827 2490					1928	Akt.Bur-meistr&Wain Copenhagen	SkibsA/S Siljestad (A.F.Klaveness& Co.A/S, *Mgrs.*)	376·5|53·8|23·6 P62*t*B87*t*H249*t* F28*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29½"-59" 490NHP Akt.Burmeistr&Wain,Cpn		N
83604 OYYG	**Slesvig** *OilEng.* D.F. *CruiserStern* 2*Dks*	3098 2641 1767					1938	Helsingörs Jernsk&Msk. Elsinore	DetDansk-Franske D/S(A.N.Petersen &E.Hahn-Petersen, *Mgrs.*)	351·2|50·5|20·7	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 7Cy.19⅛"-35 7/16" 475NHP HelsingörsJernsk.&Mskb.		C
83605 159329 MQCC	**Slieve Bawn** TwinSc Wireless E.S.D. 2*Dks* *CruiserStern*	1447 1259 543					1936	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	299·7|45·1|15·8 P89'B78'F91'	London British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 467NHP W.Denny&Bros.Ld.Dmb.		
83606 165011 MLNL	**Slieve Bearnagh** TwinSc Wireless D.F. E.S.D. 2*Dks* *CruiserStern*	1450 1261 540					1936	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	299·7|45·1|15·8 P68'B116'F70'	Lancaster British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts 467NHP W.Denny&Bros.Ld.Dmb.		
83607 156202 MQDD	**Slieve Bloom** TwinSc Wireless E.S.D. 2*Dks* *CruiserStern*	1297 1167 492					1930	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	300·2|44·7|14·8 P91'B79'F91'	London British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		
83608 144977 MQCQ	**Slieve Donard** Ⓟ TwinSc Sub.Sig. Wireless D.F. E.S.D. 2*Dks*	1116 1009 482	✠ … 2,24 ✠				1922 1mo	VickersLd. Barrow	LondonMidland& ScottishRly.	299·9|39·1|14·2 P91'B79'F92' FK&BK2"	London British *WB*	T.8Cy.19",29½",&(2)33"-30" 420NHP Vickers,Ld.Barrow	15″0	
83609 159302 MQCM	**Slieve League** TwinSc *Fitted for oil fuel* Wireless E.S.D. 2*Dks* *CruiserStern*	1342 1164 518					1935	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	299·7|44·7|14·8 P97'B78'F112'	London British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		
83610 156208 MQBM	**Slieve More** Ⓟ TwinSc Wireless E.S.D. 2*Dks* *CruiserStern*	1409 1164 536					1932	W.Denny &Bros.Ld. Dumbarton	LondonMidland& ScottishRly.	299·7|44·7|14·8 B72'	London British *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts W.Denny&Bros.Ld.Dmb.		BT till ~~9,41~~ 1,42
83611 PKGT	**Sloet van de Beele** 3*Dks*	2977 2367 1809					1914	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5|44·1|22·7	Batavia Dutch *WB*	T.3Cy.22",36½"&60"-42" 233NHP Maats.Fyenoord,Rot.		V
83612 YTED	**Sloga** (*ex*Brynymor,*ex*Pensilva) ssRot.2ndNo.3-12,38 1*Dk*(*Stl*)	4323 4028 2712	✠100A1 10,40 ~~11,39~~ BS10,39 ✠LMC7,38 BS11,40	Ant Phl	*x*	CL 11,39	1913 5mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	AtlantskaPlovidba d.d. *CellDBa&uE*145' *f*159' 966*t FPT* 110*t APT* 109*t*	365·2|50·8|26·0 P27'B106'F36' FK	Susak Yugoslav 6*BHCem*	T.3Cy.25 7/16",41"&68"-48"(*s*) 180lb 100*lb* NDB29 371NHP 2SB,8*cf*,GS147,HS6039 Cen.Mar.Eng.Wrks.WHpl	28″4 s5·4¾ 23·3	
83613 PHOJ	**Sloterdijk** TwinSc *OilEng.* D.F. E.S.D. *Ref.Mchy.* 3*Dks* *CruiserStern*	9230 8358 5523	✠100A1 2,41 ~~4,40~~ ✠LMC3,40 ✠Lloyd'sRMC~~1,40~~11,40 *Carrying vegetable oil in deep tanks F.P.T.* *Carrying latex in tanks above F.P.T.*	NYk Bal	*e*†	CL 2,41	1940 3mo	Odense Staalskibsvft vedAPMöller Odense *Lloyd's A&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*349' 1465*t DT's f*50' 1535*t DT's a* 50' 2305*t* *Tanks in way of tunnels* 802*t tanks above FPT* 209*t FPT* 97*t APT* 166*t*	472·5|62·3|34·4 492·6(O.L.) B80'F48' FK	Rotterdm Dutch 8*BH*	Oil Engines 2S.C.SA 16Cy.24 7/16"-45¼" 1655NHP Akt.Burmeistr&Wain,Cpn	40″6 s9·9 30·11½	
83614 140039	**Småland** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	833 659 409					1924	Västerviks NyaVarvs-aktiebolag Västervik	SmalandMotor-shipCo.Ld.(J.S. Webster&Sons, *Mgrs.*)	195·7|31·0|14·4 P60'F30'	KingstnJa British *WB*	Oil Engines 2S.C.SA 4Cy.15¾"-28⅜" 172NHP Aktieb.AtlasDieselSkm.		V
83615 86510 MQNB	**Smeaton** Ⓟ IronTwinScSp	369 310 200					1883	W.Allsup &Sons Preston	~~W.T.McCalla~~ UlsterSteam TenderCo.Ld.	125·2|35·1|11·1	Belfast British	C.4Cy.17"&34"-24" NB96 98RHP W.Allsup&Sons,Preston		
83616 OXLV	**Smiril** Ⓟ Wireless 1*Dk*	300 235 125					1932	Frdrkshvn Værft og Flydk. Fredrikshavn	Færöenes Amtskommune (Edv.Mortensen, *Mgr.*)	116·7|24·1|11·9 B40'F23'	Thorshavn FaroeIsles Danish *WB*	T.3Cy.12¼",19"&31"-18" 41NHP HelsingörsJernsk.&Mskb.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Late when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83617 204190	**Smith Thompson** *Mchy.Aft* D.F. GyC. 1*Dk*	4786 — 4227					1907	ToledoS.B. Co. Toledo,O.	GreatLakesS.S.Co Inc.	438·7|52·0|23·9	OswegoNY Utd. States *WB*	Q.4Cy.16½",24",35"&50"-42" 162NHP ToledoS.B.Co.Toledo		R
83618 6655 SGJW	**Smöjen** (*ex*Siva-34) *ss*Got.No.3-1,34 *ss*Osc.No.1-38 *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*)	*476* *342* *207*	✠100A1 ~~9,105,30~~ 1,41 BS~~5,39~~ 10,40 ✠LMC3,38	Osc Skm	*g*	OG ~~3,08~~ 1,41	1921 9mo *Lloyd'sA&CP*	Aktieb. LödöseVarf Lödöse	A/B Bungenäs Kalkbrott(E. Lilljequist, *Mgr.*) *CellDBf53'*	145·8|28·0|12·3 148·8(O.L.) P41'F25' FK 85*t* *DTa*5' 15*t* *FPT*	Malmo Swedish 3*BHCem* 40*t* *APT*14*t*	C.2Cy.12"&27"-18" (*s*) 125lb 32NHP 1SB,2*cf*,GS27,HS583 Aktieb.LödöseVarfLödöse	13 ″ 3 s1 ″ 1½ 12 ″ 3	
83619 UOHX	**Smolensk** Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3559 2993 1982					1931	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	314·7|46·1|26·1 P42'B95'F36'	Vladvostk Russian	T.3Cy.22$\frac{7}{16}$",37"&59⅛"-39⅜" 220NHP BalticS.B.&Eng.Wks.Len.		
83620 UNJL	**Smolny** Ⓟ *OilEng.* Sub.Sig. 2*Dks&3rddkinforeholds* *Ref.Mchy.* *Cruiser Stern*	3767 2934 2164	✠ ... 1,31 ✠				1929 10mo	Severney S.B.Yard Leningrad	U.S.S.R.	332·5|48·0|25·6 Q37'B100'F41' FK	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.25⅝"-33⅞" 692NHP RussianDieselWorks,Len.	27 ″ 9	
85/40 83621 OFAC	**Snabb** (*ex*MariChandris-36, *ex*FrankDelmas-33, *ex*Tregarthen) *ss*Bdx.No.3-4,17 *ss*LaR.No.1-21 1*Dk2trB*	2317 — 1363	✠ ... 11,25 ✠				1904 3mo	JReadhead &Sons SouthShields	RederiA/B Snabb (AlgotJohansson)	299·6|43·5|18·6 289·0 P29'B78'F32' FK	Mariehmn Finnish *WB*	T.3Cy.22",36"&60"-39' 239NHP J.Readhead&Sons,S.Shl.	21 ″ 5	V †
83622 UOES	**Snabjenets Pervy** TwinSc (*ex*ShinseiMaruNo.11,*ex*Shinsei MaruNo.8) 2*Dks*	890 740 402					1905	.... Japan	U.S.S.R.	162·2|32·1|21·1	Vladvostk Russian	T.6Cy.10¼",16½"&26⅜"-16½" NB32 58NHP ,Japan		
83623 UOGS	**Snabjenets Vtoroi** (*ex*Bendoran) *ss*Yka.No.3-10,19 *ss*Yka.No.2-27 1*DkSpar dk&deep framing*	4067 3416 2254	✠ ... 10,31 ✠				1908 1mo	Bartram& Sons Sunderland	U.S.S.R.	371·2|47·8|26·6 P35'B109'F36' FK	Vladvostk Russian *WB*	T.3Cy.25",42"&68"-48" 353NHP N.E.MarineEng.Co.Ld.Sld	28 ″ 6	
83624 121331 GPMK	**Snaefell** Ⓟ (*ex*Viper) TrpSc *ss*Brw.2ndNo.3-5,27 D.F. *ss*~~Brw.No.2-26~~ *ss*Brw.No.3-3,40 2*Dks*(*M-ptStl*)&*Web frames & Awng dk*(*ptStl*)	1713 1186 723	✠ A1 *Awng dk withfreeboard* 3,41 ~~5,39~~ BS5,41 ✠LMC3,40 *ForChannelpurposes—Scotland&Ireland*	Brw	*s*	P&C 4,59 CL s4,39	1906 5mo *Lloyd'sA&CP*	Fairfield Co.Ld. Glasgow	Isle of ManSteam PacketCo.Ld.	315·0|39·6|15·7 23·2 BK6"	DouglasIM British 6*BHCem*	3 Steam Turbines (*s*) 165lb 1217NHP 4DB,24*cf*,GS504,HS16020 FairfieldCo.Ld.Glasgow	24 ″ 1 s10 ″ 6½ 14 ″ 3	BT till ~~2,41~~ ~~5,41~~ 2,42
83625 TFCM	**Snæfell** (*ex*Kongshaug-35, *ex*Thyra) Wireless D.F. 1*Dk*	751 563 435					1901	Stavanger Stöberi&Dok Stavanger	Utgerdarfjelag Kea h.f.	193·6|30·3|11·2 Q99*t*B47*t*H10*t*F31*t*	Akureyri Icelandic *WB*	T.3Cy.14",23½"&38"-27" 75NHP StavangerStöberi&Dok		N
83626 LCLT	**Snar** (*ex*Grong-33,*ex*Fageraas) *Fitted for oil fuel* 1*Dk*	3176 2910 1957					1920	Eltring-hams,Ld. Willington Quay	D/S A/S Snar (Kr.HöghHervig)	330·6|48·0|22·5 P31'B96'F33'	Haugesnd Norwegian *WB*	T.3Cy.24",39"&65"-42" 274NHP Eltringhams,Ld. WillingtonQuay		N
16 8/40 83627 LCYE	**Snefjeld** (*ex*Ottoland,*ex*Maasstad) *ss*Shl.No.3-6,20 1*Dk&deepframing*	1643 1507 1001	✠ ... 5,25 ✠				1901 5mo	Naamlooze Vennootschp Scheepswerf Alblasserdm	DampskA/S Storfjeld(H.Grieg Martens)	270·0|37·6|18·4 P12'B70'F30' FK	Bergen Norwegian *WB*	T.3Cy.20",33"&54⅜"-36" 182NHP Blair&Co.Ld.Stockton	20 ″ 7	N †
83628 LCYF	**Sneland I** (*ex*Ingeborg) D.F. Sub.Sig. 1*Dk*	1791 1564 1054					1922	Nüscke& Co.A.G. Stettin	D/S A/S Vestland (RichardAmlie& Co.A/S.*Mgrs.*)	268·0|42·3|18·0 P56*t*H86*t*F25*t*	Haugesnd Norwegian *WB*	T.3Cy.20$\frac{7}{10}$",32¼"&55⅛"-35⅝" Waggon-u. 155NHP MaschinenbauA.G.Gorlitz		N
83629 128966 MDFL	**Sneyd** (*ex*Crestville-36, *ex*Horsham-32, *ex*Glanoventa) 3Mst *ss*Apl.2ndNo.3-8,36 *ss*Brs.No.1-40 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	401 279 156	✠100A1 9,40 ~~4,40~~ BS4,40 ✠LMC~~8,36~~ MS9,40	Brs	*f*	CL 7,39	1910 2mo *Lloyd'sA&CP*	R.William-son&Son Workington	Osborn&Wallis, Ld.	141·6|24·3|11·0 Q81'B9'F20' FK	Bristol British 3*BHCem* *FPT*30*t*	C.2Cy.17½"&38"-27" (*s*) 130lb 87RHP 1SB,3*pf*,GS45,HS1656 Ross&Duncan,Glasgow	12 ″ 0 s4 ″ 8½ 11 ″ 8	
83630 2179 IBQU	**Snia Amba** (*ex*SantaTecla-37) *ss*N.Os.No.3-2,36 D.F. 2*Dks*(*Stl*) *Fitted for oil fuel*	2532 2190 1534	✠ ... 12,39 ✠	Gen	*t*		1918 7mo	NewYork S.B.Corp. Camden,N.J.	Italo-BalticaSoc. Anon.Italiana di Nav.e Commercio ("LaCostiera" Soc.An.diNav*Mgs*) *Cell*	299·3|40·0|22·9 309·9(O.L.) P35'B78'F28' FK *DB*264'652*t* *FPT*89	Genoa Italian 6*BHCem* *t* *APT*106*t*	T.3Cy.19¼",31½"&54½"-36" 262NHP 2SB,4*cf*,GS84,HS3860 NYorkSBCorpCamdenNJ	26 ″ 0	I †
83631 7531 SGLW	**Snöfrid** (*ex*Sigdal) 1*Dk*	*982* *675* *555*					1920	Pusnæs Stöberi&M.V Arendal	RederiA/B Öster-sjön(AxelChristen-sen,*Mgr.*)	206·6|33·1|12·0 Q78'B41'H71*t*F21'	Trelleborg Swedish *WB*	T.3Cy.15",25"&40"-30" 115NHP PusnæsStöberi&M.V.		N
83632 140819 MKST	**Snow Queen** (*ex*MaryNickerson) *ss*Bkn.No.3-7,33 *ss*Bel.No.1-37 *Mchy.Aft* 1*Dk*(*Stl*)&*Web frames*	311 219 111	✠100A1 7,40 ~~4,39~~ BS~~9,39~~ 10,40 ✠LMC8,37	Bkn Bel	*e*	CL 2,39	1921 4mo *Lloyd'sA&CP*	I.J.Abdela &Mitchell,Ld Chester	LarneS.S.Co.Ld.	130·0|23·1| 9·7 Q45'B7'F16' FK *FPT*45*t*	Belfast British 3*BHCem* *APT*15*t*	C.2Cy.15"&31½"-24" (*s*) 130lb 40RHP 1SB,2*cf*,GS39,HS1226 A.Dodman&CoKingsLynn	10 ″ 6 s ″ 9 9 ″ 10½	
83633 144244 MKPD	**Snowcrete** (*ex*LowlandFirth) *ss*Lth.No.3-12,33 *Mchy.Aft* *Well deck* *ss*Grk.No.1-38 1*Dk*(*Stl*) *Cargo battens not fitted*	351 235 139	✠100A1 1,39 MS6,38 ✠LMC BS~~4,40~~ 7,41	Ayr	*e*	CL 1,39	1921 3mo *Lloyd'sA&CP*	Hepples (1919)Ld. SouthShields	J.Kennedy&Sons	135·0|23·3| 9·7 141·3(O.L.) *24·0* BK7" Q46'B9'F23'	Glasgow British 3*BHCem* *FPT*45*t*	C.2Cy.17"&34"-24" (*s*) 130lb 65RHP 1SB,2*pf*,GS35,HS1120 Hepples(1919)Ld.S.Shl.	10 ″ 6 s ″ 6½ 10 ″ 7	
4/4 83634 LEWT	**Snyg** (*ex*Groenlo,*ex*Kinheim) 1*Dk*	1326 1165 757					1918	Verschure &Co. Amsterdam	D/S A/S Snyg (Kr.Högh-Hervig)	238·4|36·7|15·8 P23'B56'F20'	Haugesnd Norwegian *WB*	T.3Cy.17½",29"&46"-36" 127NHP Verschure&Co.Amsterdam		N
83635	**Sobieski** Ⓟ TwinSc *OilEng.* D.F. E.S.D. 3*Dks&Shade dk* GyC. *Ref.Mchy.* *CruiserStern*	*11030* *7344* *6351*	✠100A1 *withfreeboard* 2,41 ~~5,39~~ ✠LMC5,39 ✠Lloyd'sRMC~~5,39~~8,40	Nwc Gib	*g*† 2$\frac{5}{16}$	CL	1939 5mo *Lloyd'sA&CP*	SwanHun-ter&Wigham Richardson, LdNewcastle	Gdynia-America ShippingLines,Ld. *CellDB*402	493·0|67·3|31·6 511·2(O.L.) F *onShade dk*68' FK 1171*t* *DTa*18 422*t*	Gdynia Polish 8*BHptCem ptAsp* *MT*35' 1007*t*	Oil Engines 2S.C.DA 16Cy.17$\frac{11}{16}$"-47¼" 1716NHP DB*100lb* J.G.Kincaid&Co.Ld.Grk. *FPT*57*t* *APT*228*t*	36 ″ 3 s9 ″ 9½ 26 ″ 9	
83636 164319 GZFY	**Sobo** *OilEng.* *Cruiser Stern* 3*Dks*	5353 4702 3154					1937	Scotts'S.B. &Eng.Co.Ld Greenock	ElderDempster Lines,Ld.	379·0|52·7|21·3 P36'F48' 30·1	Liverpool British *WB*	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$"-85$\frac{1}{16}$" 598NHP W.Doxford&Sons,Ld.Sld.		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Pr qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
83637 171315 ~~OZKA~~ GLZM	**Söborg** ssEls.No.3–12,36 D.F. 1*Dk*(*Stl*)	1993 1764 ~~1196~~ 1197	✠100A1 12,39 BS11,40 ✠LMC MS12,36 ~~BS10,39~~	Got	*r*	OG 12,39	1924 6mo *Lloyd*	W.Gray& Co.Ld. WHartlepool 'sA&CP	Ministry of Shipping (Claymore Shipping Co.Ld, *Mgrs.*)	40·1 280·0 | ~~40·0~~ | 19·2 290·6(O.L.) P23'B83'F28' FK *CellDB*240'515*t*	Glasgow British 4*BHptCem* *APT*75*t*	T.3Cy.20",31¼"&53"–36" (*s*) 180lb 194NHP 2SB,4*cf*,GS79,HS2184 Cen.Mar.Eng.Wrks.WHpl	21 ″ 4 s 2 ″ 11¾ 18 ″ 6	
83638 YTNH	**Sóca** Ⓟ (*ex*Maros) ssSsk.3rdNo.3–12,36 1*Dk*(*Stl*)	545 392 304	A1 *withfreeboard* ~~5,40~~ ~~4,39~~ 12,40 BS12,40 ~~BS11,39~~ LMC6,36 *For Service in the Adriatic*	Ssk	*i*	~~4,39~~ 12,40	1907 *Lloyd*	M.U. Martinolich Lussinpiccolo 'sA&CP	Jadranska PlovidbaD.D.	177·1 | 26·9 | 12·7 185·8(O.L.) P41'B47'F38' FK *FPT*	Susak Yugoslav 4*BHCem* 23*tAPT*27*t*	T.3Cy.14½",23¾"&36½"–24" 160lb (*s*) 90NHP 1SB,3*pf*,GS56,HS1740 Plenty&Son,Ld.Newbury	13 ″ 9 s 1 ″ 4 12 ″ 6½	
83639 FOTY	**Socombel** ssSt.N.No.2–37 1*Dk*(*Stl*)2*nd dk*(*Stl*)*in way of cargo tanks, Web frames* *Mchy.Aft* D.F. *CruiserStern* *Longitudinal framing*	1646 1347 811	✠100A1 11,40 ~~12,39~~ BS11,40 ✠LMC8,37 ~~Surveys delayed~~ *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 1,30	StN Msl	*p*	CL 11,39	1930 1mo *Lloyd*	Rotterdam Droogd.Maat (NewWaterwayS.B.Co.) Schiedam 'sA&CP	Soc.Anon. FrançaiseSocombel-Transports *CellDBuE&B*	234·3 | 40·1 | 19·1 P61'B24'F18' FK 44'*f*14'65*t FPT*58*t*	Marseilles French 9*BHCem* *APT*30*t*	T.3Cy.17¼",28"&47"–36" (*s*) 180lb 234NHP 2SB,4*cf*,HS3875 FD RotterdamDroogd.Maats.	19 ″ 6 s 2 ″ 5½ 17 ″ 1¾	
83640 159450 ~~VPON~~ GNBD	**Socony** *Mchy.Aft* 2*Dks* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing-bracketless system* *Part electrically welded*	4404 3976 2507	✠100A1 Examined 2,41 Lon BS2,40 ✠LMC3,36 *Carrying Petroleum in bulk F.P. above 150°F.* *Fitted for oil fuel* 3,36	~~Bry~~	*w*	CL 2,40	1936 3mo *Lloyd*	Bremer Vulkan Vegesack 'sA&CP	Socony-Vacuum Transportation Co.Ld. *CellDBuE&B*63' 189*tD*	349·7 | 52·3 | 29·6 P82'B28'F32' FK *Tf*18'359*tFPT*136*t*	London ~~Hong Kong~~ British 14*BHptAsp* (11 *to Udk* 3 ,, 2*nd* ,,) *APT*66*t*	C.4Cy.(2)20$\frac{1}{16}$"&(2)43$\frac{5}{16}$"–43$\frac{5}{16}$" 425NHP 220lb (*s*) 2SB,6*cf*,HS6458 FD BremerVulkan,Vegesack	29 ″ 8 s 4 ″ 10 24 ″ 11½	
83641 233715 WLFO	**Socony-Vacuum** ssN.Yk.No.1–39 *Mchy.Aft* 2*Dks* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing–bracketless system*	9511 8829 5894	✠100A1 3,41 ~~2,40~~ ✠LMC MS2,39 BS~~2,40~~3,41 *Carrying Petroleum in bulk F.P. above 150°F.* *Fitted for oil fuel* 3,35	NYk	*e*†	CL ~~3,38~~ 3,41	1935 3mo *Lloyd*	NewYork S.B.Co Camden,N.J. 'sA&CP	Socony-Vacuum OilCo.Inc. *CellDBuE*71'198*tD*	484·0 | 66·0 | 36·8 P103'B34'F49' FK *Tf*22'705*tFPT*449*t*	NewYork Utd.States 17*BH* (13 *to U dk* 4 ,, 2*nd* ,,) *APT*63*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft 1104NHP 450lb HS11164 FD 3WTB(2Spt424lb) DeLavalSteam TurbineCo.Trenton,N.J	37 ″ 0	
83642 PHOM	**Socrates** *OilEng.* D.F. E.S.D. 2*Dks&Shelter dk* *CruiserStern*	3169 2510 1823	✠100A1 *withfreeboard* 11,40 ~~4,40~~ ✠LMC7,38 DBS10,40	Boa Gal	*w*	OG	1938 7mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen 'sA&CP	Koninkl.Nederl. Stoomb.Maats. *CellDB*285'772*tF*	358·6 | 49·5 | 20·2 374·5(O.L.) FK *PT*66*tAPT*29*t*	Amstrdam Dutch 6*BH* (*Coll to Shdk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 7Cy.27$\frac{9}{16}$"–47¼" 925NHP DB114*lb* Gbr.Stork&CoNVHengelo	23 ″ 6 s 1 ″ 5½ 22 ″ 1¾	
83643 166564 MMWX	**Sodality** *OilEng.* *Mchy.Aft* 1*Dk*	829 585 461	✠100A1 6,41 ~~9,38~~ ✠LMC9,38 ✠LMC (M)4,41	Goo Bly	*k*	OG 6,41	1938 9mo *Lloyd*	R.William-son&Son,Ld. Workington 'sA&CP	F.T.Everard& Sons,Ld.	188·4 | 30·3 | 12·4 Q116'B11'F23' FK *CellDB*114'	London British 3*BHptCem* 190*tFPT*52*t*	Oil Engines 2S.C.SA 7Cy.12⅝"–16¾" 99RHP NewburyDieselCo.Ld. Newbury	14 ″ 7 s 4 ″ 9¼ 14 ″ 4¼	
83644 DHVW	**Söderhamn** 1*Dk&ptAwng dk*	1499 980 945					1899	Helsingörs Maskbyggeri Elsinore	H.M.Gehrckens	240·8 | 34·1 | 15·1 Q80' *ptAwng dk*164'	Hamburg German *WB*	T.3Cy.17",27½"&47"–33" NB24 127NHP HelsingörsJernsk.&Mskb.		G
83645 147225 MLNZ	**Sodium** ssBkn.No.3–5,35 ssBkn.No.1–39 *Well deck Mchy.Aft* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	608 445 287	✠100A1 ~~7,38~~ 6,41 ✠LMC MS11,38 ~~BS7,39~~ BS6,41 ~~8,40~~	Bkn	*i*	OG ~~4,36~~ 6,41	1923 6mo *Lloyd*	C.Rennoldson&Co.Ld. SouthShields 'sA&CP	I.C.I.(Alkali),Ld. *Cell*	180·2 | 28·2 | 10·7 Q52'B9'F27' FK BK1¼" *DBf*103'165*t FPT*	Liverpool British 3*BHCem* 60*tAPT*28*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb 87RHP 1SB,3*cf*,GS64,HS1983 MacColl&Pollock,Ld.Sld.	12 ″ 9 s 1 ″ 3 11 ″ 8	
83646 2769 SGUD	**Södra Sverige** Ⓟ Iron 2*Dks&Shelter dk*	*733* *402* *441*					1871	Bergsunds Mek.Verkst Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	184·1 | 25·1 | 13·0 H55*t* 20·4	Stockholm Swedish	C.2Cy.24"&48"–27" 100NHP BergsundsMek.Vks.Skm.		
83647 PHOQ 3/4	**Soekaboemi** *Fitted for oil fuel* D.F. 3*Dks*	7051 6677 4457					1923	Bonn& Mees Rotterdam	Rotterdamsche Lloyd ~~(Wm.Ruys& Zonen, *Mgrs.*)~~	445·8 | 54·3 | 34·2 B70'F58'	Batavia ~~Rotterdam~~ Dutch *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Gebr.Stork&Co.Hengelo		V
83648 PHOW	**Soemba** 2TwinMsts D.F. 3*Dks*	6718 4650 4121					1923	N.V.Werf Conrad Zaandam	N.V.Stoomv. Maats.Nederland	423·9 | 54·7 | 33·5 P40'B29'F40'	Batavia Dutch *WB*	DR geared Steam Turbines Gebr.Stork&Co.Hengelo		V
83649	— *OilEng.* *Mchy.Aft* *CruiserStern*	314 174 178					1939	NV Schpsw "Vooruitgang" Foxhol	J.Sloots	123·4 | 24·3 | 7·8	Groningen Dutch *WB*	Oil Engines 2S.C.SA 3Cy.9$\frac{7}{16}$"–14$\frac{3}{16}$" 62NHP N.V.Mchfb.Bolnes,Bolnes		C
83650 PHPG 163/40	**Soesterberg** ssRot.No.3–3,40 D.F. 1*Dk*(*Stl*)	1904 1701 1117	✠100A1 3,40 ✠LMC3,40	Rot	*r*	CL 3,40	1927 4mo *Lloyd*	Antwerp Eng.Co. Hoboken 'sA&CP	N.V.Stoom.Maats. "Hillegersberg" (Vinke&Co. *Mgrs.*) *CellDBa&uE*108'	278·5 | 40·2 | 18·4 P22'B60'F30' FK *f*113'555*t FPT*46*t*	Amstrdam Dutch 4*BHCem* *APT*68*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 214NHP 2SB,6*cf*,GS93,HS3632 N.E.MarineEng.Co.Ld.Sld	20 ″ 7 s 3 ″ 0½ 17 ″ 8¾	
83651 165598 GDDP	**Sofala** TwinSc *OilEng.* Wireless 1*Dk&Shelter dk* *Mchy.Aft CruiserStern*	1031 699 491	✠100A1 *withfreeboard* 10,39 ✠LMC10,37	Mba	*p* 1⅝	CL 10,40	1937 10mo *Lloyd*	Henry Robb,Ld. Leith 'sA&CP	BritishIndiaSteam NavigationCo.Ld. *CellDB*142' *a*14'283*tDTf*16'	231·7 | 37·2 | 11·6 244·7(O.L.) F30' FK 69*tFPT*40*tAPT*40*t*	London British 4*BHptCem* (*Coll to Shdk* 3 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 10Cy.13⅜"–22$\frac{7}{16}$" 312NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s ″ 2 13 ″ 11	
83652 87/41	**Sofia** *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern*	4450					1939	Deutsche WerftAGBet Reihstgwrft Hamburg	Deutsche Levante-LinieHamburgA.G (DeutscheLevante-LinieG.m.b.H. *Mgrs.*)	401·9 | 55·7 | 21·3 F29'	Hamburg German *WB*	2 SR geared Oil Engines 2S.C.SA 12Cy.20½"–27$\frac{9}{16}$" 885NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
83653 930 SVYJ	— Ⓟ (*ex*Oaxaca–38,*ex* Pelargonium) ssS.Fo.No.2–26 *Well deck Fitted for oil fuel* 1*Dk*2*nd dk in Nos.*1 & 3 *holds*	1722 — 787	✠ ... 11,28 ✠				1918 5mo	W.Hamilton&Co.Ld. PortGlasgow	JohnToyiasS.S. Co.	254·7 | 35·1 | 17·3 P&B166'F58' FK	Piræus Greek *WB*	T.4Cy.21",35"&(2)39"–30" 326NHP J.G.Kincaid&Co.Ld.Grk.	18 ″ 0	

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
117/40 83654 LJVD	**Sofie Bakke** D.F. OilEng. *Ref.Mchy.* 1*Dk& Shelter dk,3rd dk* *CruiserStern forward of mchy.space,* *Sparred dk in No.3 hold*	5461 4729 3268	✠100A1 *with freeboard* 3,40 ✠LMC3,38 ✠Lloyd'sRMC3,40 for temp. 33° F.	Got	*b*†	CL 3,40	1938 3mo	A/B Götaverken Gothenburg *Lloyd's* A&CP	SkibsA/S Hilda Knudsen(Knut Knutsen,O.A.S. *Mgr.*) *CellDB*304'1228*t* *DTf*16'67*t*	435·9 453·2(O.L.) F38' FK *DTa*47' 349*t* *FPT*52*t*	58·8	26·0	Haugesnd Norwegian 7*BH* (*Coll to Sh dk* 6 „ *2nd* „) *APT*146*t*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"–55⅛" 1236NHP A/BGötaverken,Got.	28 ″ 6 s 3 ″ 2 25 ″ 6½	
83655 UNYP	**Sofiya Perovskaya** (*ex*Orkan, *ex*Rescue) *ss*Hul.No.2–07 Wireless *Well deck* 1*Dk*	731 526 382	✠ ... 4,12 ✠				1900 9mo	J.P.Renoldson&Sns SouthShields	U.S.S.R.	189·3 Q92'B14'F23' FK	30·2	11·1	Archangel Russian *WB*	T.3Cy.15½",25"&41"–27" NB32 90NHP J.P.Rennoldsn&Sns,S.Shl.	13 ″ 6	
83656 LEWU	**Sogn** Ⓟ Iron 1*Dk*2*trB*	384 230 219					1875	C.S.Swan &Co. Newcastle	Fylkesbaatanei Sogn og Fjordane	158·2 P75*t*H41*t*F39*t*	22·0	11·4	Bergen Norwegian *WB*	C.2Cy.21½"&40"–24" 65NHP Thompson&Co.Nwc.		
83657 145504 MJYP	**Sojourner** *ss*Nwc.No.3–12,35 *ss*Bly.No.1–39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	435 289 197	✠100A1 9,40 ~~8,39~~ ✠LMC BS~~3,38~~ 4,40 MS8,39	Bly Lth	*f*	CL 2,38	1920 6mo	Camper& Nicholson,Ld Gosport *Lloyd's* A&CP	M.Taylor	142·0 Q79'B9'F22' FK	25·1	11·5	Methil British 3*BHCem* *FPT*70*t*	C.2Cy.18"&38"–27" (*s*) 130lb 82NHP 1SB,3*pf*,GS50,HS1486 Aitchison,BlairLdClydebk	12 ″ 7 s4 ″ 4¼ 12 ″ 3¾	
83658 7660 JNPE	**Soko Maru** WoodAux *OilEng.* 1*Dk*	328 275 206						....	IwamotoZenji	158·7	27·8	13·6	Nishino-miya Japanese	Oil Engines 2S.C.SA 2Cy.15½"–16" 85NHP NishitaniBros.Kobe		
91/41 83659 692 SZKI	**Sokratis** Ⓟ (*ex*Aristone-38, TwinSc *ex*Leonia–37,*ex*Kimon–37,*ex*Numidia) Wireless 1*Dk& Awng dk*	1134 — 449					1904	Cie.Franc. deNav.&de Const.Nav. Nantes	S.Theofanides& Co.Ld.(A.Davaris, *Mgr.*)	260·7 H—	28·5	16·2 22·9	Piræus Greek	T.6Cy.19$\frac{11}{16}$"–31½"&51¾" 31½" NB11 305NHP Cie.Franc.deNav.& deConst Nav.Lyons		
83660 210133 KJYW	**Sol Duc** Ⓟ *Fitted for oil fuel* 2*Dks*	1085 — 667					1912	SeattleConstruction& DryDockCo. Seattle,Wash	PugetSoundNav. Co.(A.M.Peabody, *Mgr.*)	189·0	31·5	22·6	Seattle, Wash. Utd.States	T.3Cy.17",28"&47½"–36" 136NHP SeattleConstruction& DryDockCo.Seattle,Wash		
83661 221122 KDQJ	**Solana** *ss*S.Fo.No.3–3,39 D.F. 2*Dks*(*Stl*)*& Webframes* *Mchy.Aft Longitudinalframing*	6703 6125 4203	✠100A1 2,41 ~~2,40~~ ~~BS2,40~~ ~~BS2,40~~ ✠LMC4,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	SFo	*a*†	CL 2,40	1921 3mo	NewYork S.B.Corp. Camden,N.J. A&CP	TideWater AssociatedOilCo. *CellDB* *uE&B*65'272*t*	419·5 435·8(O.L.) P101'B36'F34' FK *FPT*294*tAPT*46*t*	56·5	33·3	S.Frncisco Utd.States 14*BHptCem* (9 „ *to U dk* 5 „ *2nd* „)	T.3Cy.27",45$\frac{7}{16}$"&75"–51" 195lb (*r*) 601NHP 3SB,9*cf*,GS190,HS8952 FD NewYorkS.B.Corp.	33 ″ 4	
83662 211618 KJYV	**Solano** Wood *Fitted for oil fuel* 1*Dk*	943 801 525					1913	A.Petersen Raymond, Wash.	DispatchStevedoring&Contracting Co.	198·2	42·7	14·7	S.Frncisco Utd.States	T.3Cy.13½",22"&36"–24" 63NHP UnitedEng.Wrks.Alameda		
83663 164704 GYXV	**Solarium** *OilEng.* *Mchy.Aft* 1*Dk,2nd dk clear* D.F. E.S.D. *of cargo tanks* *CruiserStern* *Longitudinal framing at bottom & at deck*	6239 5543 3651	✠100A1 Examined5,41 Bkn *CarryingPetroleum in bulk* DBS7,40 ✠LMC CS5,41 8,38	~~Bkn~~	*a*†	CL 10,39	1936 9mo	Cantieri RiunitiDell' Adriatico Monfalcone *Lloyd's* A&CP	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*61'87*t*	429·5 P87'B38'F48' FK *DTf*25'259*t* *FPT*106*t*	54·5	30·8	London British 16*BH* *APT* 56*t*	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"–55⅛" 377NHP DB*180lb* N.V.Werkspoor,Ams.	31 ″ 0 s5 ″ 7¼ 25 ″ 7	
83664 OFEF	**Solbritt** (*ex*Salt-39,*ex*Rondo–38, *ex*Strand–35, *ss*Bry.No.1–23 *ex*PanaghisVergottis, 1*Dk* *ex*LakeWeston)	1842 — 1014	✠ ... 4,26 ✠				1918 3mo	Detroit S.B.Co. Wyandotte	A/B WasaRederi (GunnarErickson, *Mgr.*)	251·6 P66*t*H94*t*F24*t* FK	43·8	17·9	Wasa Finnish *WB*	T.3Cy.20",33"&54"–40" 247NHP DetroitS.B.Co.Detroit	20 ″ 0	N †
83665 146592 GFLC	**Solen** ... *ss*Sng.No.2–31 *Mchy.Aft* 2*Dks*(*Stl*)*& Webframes* *Longitudinalframing* (*Now used as fuel oil storage ship*)	5693 5263 3385	✠ ... 7,38 ✠ *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,22 *F.P.above* 150°F.	HKg	*z*		1922 7mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Anglo-Saxon PetroleumCo.Ld. *CellDBuE&B*78'217*t*	411·5 P109'B26'F45' FK *DTf*32' 316*t* *FPT*81*t*	53·4	31·0	London British 16*BHptCem* (12 *to U dk* 4 „ *2nd*„) *APT*136*t*	T.3Cy.24½",42½"&74"–48" 548NHP 3SB,9*cf*,GS184,HS7617 WllsndSlpwy.Co.Ld.Nwc.	31 ″ 0	
83666 97201	**Solent Queen** Ⓟ IronPadSk	324 285 184					1889	Barclay, Curle&Co.Ld Glasgow	Sou.I.of Wight& S.of Eng.Royal MailStmPktCo.Ld	215·6	21·1	8·2	S'thamptn British	O.D.2Cy.29"&58"–60" NB02 217NHP Barclay,Curle&Co.Ld.Gls.		BT till ~~11,40~~ 12,41
31/41 83667 LDPA	**Solferino** 2*Dks*	2580 2411 1632					1918	Nylands Verks. Oslo	DenNorskeMiddelhavslinjeAS(Fred. Olsen&Co.&O.R. Thoresen,*Mgrs.*)	300·0 H166*t*	40·0	24·0	Oslo Norwegian *WB*	T.3Cy.21½",34½"&60"–39" 225NHP NylandsVerks.Oslo		N
83668 LKDM	**Solfonn** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft Cruiser Stern* *Carrying Petroleum in bulk*	9925 9191 5901					1939	Deutsche WerftAGBet Finkenwrder Hamburg	Skibs-A/SDalfonn (SigvalBergesen, *Mgr.*)	492·9 P113'F74'	66·1	36·4	Stavanger Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1163NHP Maschinefbrk.Augsburg-NürnbergA.G.Augsburg		N
* 83669 LDMD	**Solglimt** (*ex*Stockholm, TwinSc *ex*Potsdam) *ss*Osl.3rdNo.3–9,35 *ss*Osl.No.1–39 D.F. 4*Dks*(*Stl–Uws*)*& Webframes* Sub.Sig. GyC.	12246 9522 7090	100A1 6,40 ~~8,39~~ Pr.BS8,39 LMC8,39 BS6,40 *Carrying whale oil in bulk* *Fitted for oil fuel* 3,22 *F.P. above* 150° F.	Osl NNs		P8,38 CL s8,38	1900 5mo	Blohm& Voss Hamburg *Lloyd's* A&CP	A/S Odd (A/SThorDahl, *Mgrs.*) *CellDB*460'1476*t*	550·1 F20' FK&BK3"	62·1	34·6	Sandefjord Norwegian 16*BHptAsp ptCem*	T.6Cy.27$\frac{7}{16}$",46½"&80"–55⅛" 206lb (*s*) 1115NHP 32Pr.B.*60lb* 8Pr.B.*43lb* 3D&2SB*24cf*GS507HS17313 Blohm&Voss,Hamburg	38 ″ 0 s7 ″ 0 31 ″ 10	
83670 LDHL	**Solgry** (*ex*Olli–38,*ex*Sylvi–37, *ex*Gullaug–33,*ex*Wargön) *Mchy.Aft* 1*Dk*	559 419 290					1919	GötaverkenA/B Gothenburg	A/S Solskin (HolgerFischer)	166·9 P72*t*H17*t*F25*t*	27·3	11·3	Oslo Norwegian *WB*	T.3Cy.12⅝",20½"&33$\frac{1}{16}$"–24" 54NHP GötaverkenA/B,Got.		V
83671 LCYN	**Solhavn** (*ex*Kapland) 1*Dk*	1630 1192 943					1918	Bergens Mek.Værks Bergen	D/S A/S John Knudsen(Thomas Haaland,*Mgr.*)	244·7 P34*t*Q106*t*B149*t* H82*t*F34*t*	37·9	15·6	Haugesnd Norwegian *WB*	T.3Cy.18",29"&49"–33" 138NHP BergersMekVærksBergen		N
61/41 83672 LEPX	**Solheim** TwinSc *ss*Osl.No.1–38 *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	8070 7352 4752	✠100A1 ~~5,40~~11,39 12,40 ~~DBS12,38~~ ✠LMC12,38 *CarryingPetroleum in bulk* DBS~~12,39~~12,40	NYk ~~Sng~~ Auk	*c*†	CL ~~10,37~~ 12,40	1934 4mo	Nakskov Skibs.A/S Nakskov *Lloyd's* A&CP	Hvalfangerselsk. Norge(Chr.Nielsen&Co.*Mgrs.*) *CellDBuE*77'340*t*	461·0 P106'B34'F54' FK *DTf*31'478*t* *FPT*218*t*	59·7	34·5	Larvik Norwegian 11*BHptCem* *APT*78*t*	Oil Engines 4S.C.SA 12Cy.23¼"–47¼" 625NHP 2DB*170lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 s 6 ″ 10 27 ″ 5¼	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numéro d'Ordre — Numéro Officiel — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand — Navire — Mach.	9 Par qui — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres
83673 LCKV	**Soli** (*ex*SilverShell) *ss*Rot.No.3–9,28 *ss*H.Kg.No.2–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	5834 5310 3474	✠100A1 8,40 ~~12,30~~ BS~~9,39~~ 6,40 ✠LMC8,37 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,15 *F.P.above* 150° F.	HKg Sng	*z*	CL ~~8,37~~ 7,40	1915 12mo	Harland&Hollingsworth Cor. Wlmgtn,Del. A&CP	VictorJenssens RederiA/S(Victor Jenssen,*Mgr.*) *Cell DBuE&B74'199t DTf32'337t*	411·6 426·0(O.L.) P110'B26'F40' FK *FPT*114t*APT*106t	53·4	31·0	Oslo Norwegian 16*BHptCem* (12 *to U dk* 4 ,, *2nd* ,,)	T.3Cy.27",45"&74"–48" (*s*) 180lb 550NHP 3SB,9*cf*,GS192,HS8332 FD Harlan&HollingswrthCor	31 ″ 0 s 6 ″ 7½ 24 ″ 7	
83674 YTRB	**Solin** (*ex*YorkshireCoast–38, *ex*LlanellyTrader) *ss*Liv.2ndNo.3–11,38 *Well deck* 1*Dk*(*Stl*)	700 583 292	✠100A1 5,40 BS12,39 ✠LMC11,38 No later survey reported	Spt	*l*	CL 4,40	1913 5mo	Dundee S.B.Co.Ld. Dundee *Lloyd's*A&CP	I.L.Bulić *CellDBa36'uE19'f86'168tFPT24t*	200·3 P&B115'F57' FK	31·5	12·2	Vranjic Yugoslav 4*BHCem* *APT*9t	T.3Cy.17",28"&46"–33" (*s*) 180lb *100lb* 171NHP 1SB,4*cf*,GS81,HS3177 Richardsons,Westgarth&Co.Ld.Hpl.	14 ″ 4 s ″ 3½ 14 ″ 2	
83675 LEWZ	**Solitaire** TwinSc *OilEng.* *Mchy.Aft* *ss*Cpn.No.3–11,33 D.F. *ss*N.Yk.No.1–37 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	3160 2795 1844	✠100A1 4,40 ~~2,40~~ ✠LMC CS5,38 2,39 DBS2,40 *CarryingPetroleum in bulk*	Mch NYk	*u*	PN 2,39 SN4,38	1920 4mo	TexasS.S.Co. Bath,Me. A&CP	TheTexasCo.(Norway)A/S(H.C. Mathieson,*Mgr.*) *Cell DBuE37' 96t*	315·4 P77'B25'F30' FK *FPT*54t *APT*95t	43·7	27·4	Oslo Norwegian 12*BHptCem* (9 *to U dk* 3 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.16"–24" 298NHP NDB16*refitted*33 *80lb* McIntosh&SeymourCorp. Auburn,N.Y.	27 ″ 11 s4 ″ 10½ 23 ″ 2½	
83676 LEXB	**Sollund** (*ex*Agnella) 1*Dk*	941 715 557					1908	Akers Mek.Værks. Oslo	D/S A/S John Knudsen(Thomas Haaland,*Mgr.*)	221·6 Q111tB56tH14t F24t	32·2	11·9	Haugesnd Norwegian *WB*	T.3Cy.17",29"&47"–33" 127NHP AkersMek.Værks.Oslo		N
83677 144013 ~~FOYH~~ GMXG	**Solon II** (*ex*Solon–40) *ss*Ant.No.3–9,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41(*W.E.*)	4561 4222 2741	✠100A1 *withfreeboard* 6,41 ~~8,38~~ MS6,37 ✠LMC BS~~8,39~~ 9,40	Ant ~~Sws~~G	*z*	CL ~~9,37~~ 8,40	1925 10mo	WearShipyard of W. Gray&Co.Ld. Sunderland *Lloyd's*A&CP	Ministry of Shipping(T.&J.Brocklebank,Ld.*Mgrs*) *CellDB353'* 1001t *FPT*	400·3 F35' FK 108t*APT*155t	53·2	25·1	Swansea British 6*BHCem* (*Coll toSh dk* 5 ,, *2nd* ,,)	T.3Cy.26",43"&71"–48" (*s*) 180lb 439NHP 3SB,9*cf*,GS184,HS7590 Cen.Mar.Eng.Wrks.WHpl	25 ″ 6 s10 ″ 2¾ 25 ″ 6¼	
83678 LJXU	**Solör** *OilEng.* D.F. *Mchy.Aft* 1*Dk* *Butts of shell & upper dk plating* *CruiserStern* *electrically welded*	8262 7562 4953	✠100A1 10,40 ~~2,40~~ DBS10,40 ✠LMC7,38 *CarryingPetroleum in bulk*	Sba HKg	*c*†	CL ~~1,39~~ 10,40	1938 7mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd's*A&CP	S.UgelstadsRederi A/S(S.Ugelstad, *Mgr.*) *CellDBuE*68'170t *DTf*23'497t	469·2 486·3(O.L.) P92'B28'F41' FK	61·1	34·5	Oslo Norwegian 12*BHptCem* *APT*141t	Oil Engines 2S.C.DA 6Cy.17½"–47¼" 644NHP DB(P)*made&refitted*40-140lb DB(S)*made&refitted*40-140lb EriksbergM.V.AktiebGot.	34 ″ 0 s 7 ″ 5 26 ″ 9½	
83679 UNAH	**Solovki** Ⓟ (*ex*MichailArchangel) Wireless 3*Dks*	371 314 275					1887	LindholmensV.A. Gothenburg	U.S.S.R.	143·5	23·0	9·5	Archangel Russian	C.2Cy.24"&44"–24" NB06 79NHP Lindholmens,Got.		
83680 LDLV	**Solöy** *OilEng.* D.F. 1*Dk*&*Shelter dk*	4402 3970 2624					1929	Kockums M.V.Aktieb. Malmö	ErlingH.SamuelsensRederiA/S (E.H.Samuelsen, *Mgr.*)	381·9 P110tH304tF18t	54·0	24·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27 9/16"–55½" 436NHP KockumsM.V.Akt.Malmö		N
* 83681 LEXC	**Solskin** *ss*Osl.No.3–2,39 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	372 294 190	✠100A1 2,39 BS2,39 ✠LMC2,38	Osl	*e*	OG 1,39	1926 10mo	P.Larsson Thorskog	A/S Solskin(O.C.B. Fischer,*Mgr.*) *CellDB*43'48t*FPT*	130·4 P39'F24' FK	23·6	11·5	Oslo Norwegian 3*BHCem* 23t*APT*19t	C.2Cy.15 9/16"&24⅞"–17½" (*s*) 120lb 33NHP 1SB,2*cf*,GS30,HS690 P.Larsson,Thorskog	13 ″ 8	
83682 LCYO	**Solstad** *OilEng.* D.F. *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	5952 5081 3435					1927	Odense Staalskibs Odense	Skibs.A/S Solstad (A.F.Klaveness&Co.A/S.)	391·0 P374tH433t	53·7	31·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.29⅛"–59 1/16" 489NHP AktBurmeister&WainCpn		N
83683 7789 SGMO	— (*ex*Gatwick) *ss*Got.No.3–1,37 *Well deck* 1*Dk*(*Stl*) Wireless D.F. *Cargo battens not fitted*	*1408* *1007* 785	✠100A1 11,40 ~~5,39~~ ✠LMC MS1,37 BS~~11,39~~ 11,40	Got Shp	*o*	CL 11,39	1924 11mo	J.Lewis&Sons,Ld Aberdeen *Lloyd's*A&CP	RederiA/BSolstad (A.R.Appelqvist) *CellDB*165'358t *DT at sides of tunnel*27'112t*FPT*67t	232·2 Q181'F21' FK	35·6	15·3	Stockholm Swedish 4*BHCem* *APT*60t	T.3Cy.16½",27"&44½"–33"(*s*) 180lb 155NHP 2SB,4*cf*,GS77,HS2808 J.Lewis&Sons,Ld.Abn.	17 ″ 3 s 4 ″ 8½ 16 ″ 7½	
83684 7146 SHKI	**Solstad II** (*ex*Ylva–40) *ss*Got.No.3–9,37 1*Dk*(*Stl*) *Mchy.Aft* *CruiserStern* Now "Monica Bratt," see No. 89100 in Supplement	*519* *382* 258	✠100A1 4,40 ~~BS4,39~~ ✠LMC9,37 4,40	Got	*h*	OG 4,40	1924 9mo	Aktieb. LödöseVarf Lödöse *Lloyd's*A&CP	RederiA/BSolstad (A.R.Appelqvist, *Mgr.*) *Cell DBf*59'84t*FPT*13t	151·7 P46'F25' FK	28·1	12·5	Stockholm Swedish 3*BHCem* *APT*19t	C.2Cy.12"&27"–18" (*s*) 125lb 32NHP 1SB,2*cf*,GS27,HS583 Aktieb.LödöseVarf.Lödöse	13 ″ 3 s 1 ″ 0½ 12 ″ 4	
83685 LDHK	**Solsten** *OilEng.* D.F. *ss*Rot.No.2–38 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	5379 4627 3196	✠100A1 Examined4,41 DBS1,41 ✠LMC3,38 *CarryingPetroleum in bulk*	Fal	*y*	CL 12,39	1929 5mo	Barclay, Curle&Co.Ld Glasgow *Lloyd's*A&CP	TönsbergTankA/S (Rafen&Loennechen,*Mgrs.*) *CellDBuE*61'171t*DTf*32'626t	388·1 P82'B27'F56' *Trunk between* P&B FK *FPT*144t*APT*23t	52·7	29·4	Tönsberg Norwegian 14*BHptCem* (9 *to U dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.22⅝"–91⅜" 482NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	29 ″ 3	
83686 OHWP	**Sölve** Iron 1*Dk*	515 410 264					1884	Göteborgs Mek.Værks Gothenburg	A/B EastSea(J.A. Nilsson,*Mgr.*)	152·8 146·6 B37'H12tF19'	24·6	15·5	Åbo Finnish	C.2Cy.13½"&32"–20" E*alt*01 NB01 38NHP GöteborgsMek.Vrks.,Got.		
83687	**Solviken** Ⓟ (*ex*Toula,*ex*Aleut, *ex*St Lucia, *ex*Aleut) *ss*H.Kg.2ndNo.3–5,35 1*Dk*(*Stl*)&*Awng dk*(*ptStl*–teak s) Now "Cayella" see No. 87518 in Supplement	2398 2115 1435	✠ ~~8,40~~ *Awng dk withfreeboard* ~~BS7,39~~ ✠~~LMC3,39~~	Shi	*s*	CL 9,39	1910 5mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's*A&CP	Wallem&Co.A/S (H.J.Wallem, *Mgr.*) *CellDBa*84'*u*E18'*f*117'457t*FPT*	281·0 292·0(O.L.) P11'B78'F34' *on Awng dk* FK	41·3	23·1	Bergen Norwegian 4*BHCem* 27t*APT*26t	T.3Cy.19⅝",33¼"&55"–36"(*s*) 180lb 214NHP 2SB,6*cf*,GS96,HS3540 Akt.Burmeistr&Wain,Cpn	25 ″ 6 ~~s 6 ″ 8~~ ~~19 ″ 2½~~	
56/41 83688 161038 GFCD	**Somali** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) D.F. E.S.D. *CruiserStern*	6809 6119 3522	✠ 10,34 ~~BS7,39~~ ✠~~LMC3,39~~ ✠ ✠Lloyd'sRMC~~3,40~~ ~~3,40~~ 3,41	Rot	*d*†		1930 12mo	Harland&Wolff,Ld. Glasgow	P.&O.SteamNav. Co. *CellDB*389'1368t*MTs*19'262t*FPT*	459·0 F36' FK	60·7	29·7	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd*,,) 91t*APT*55t	Q.4Cy.30½",44",63½"&91"–60"&LP Turbine with DR gearing & hydraulic coupling 1384NHP 5SB,20*cf*,HS17630 J.G.Kincaid&Co.Ld.Grk.	32 ″ 3	
83689 398 ICIA	**Somalia** Ⓟ (*ex*Rosignano,*ex*War Bagpipe) *ss*Nap.No.1–23 D.F. *Fitted for oil fuel* *Well deck* 1*Dk*	2699 1713 1606	✠ ... 4,26				1918 7mo	BlythS.B.&D.D.Co.Ld. Blyth	LloydTriestino Soc.Anon.diNav.	297·5 285·0 P28'Q75'B66'F32'	42·0	19·0	Naples Italian *WB*	T.3Cy.25",41"&68"–45" 416NHP N.E.MarineEng.Co.Ld.Sld	21 ″ 2	I †
83690 19874 JYND	**Somedono Maru** *ss*Kob.No.3–9,28 *ss*Smk.No.2–37 2*Dks*(*Stl*)	5155 4826 3175	✠100A1 4,40 ~~8,39~~ ✠LMC~~7,39~~ 4,40	Osa Nag	*z*	OG ~~8,38~~ N4,40	1917 1mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd's*A&CP	TatuumaKisen K.K. *CellDB*350t1075t*FPT*130t*APT*87t	400·0 413·7(O.L.) P39'B121'F40' FK	54·5	30·0	Nishinomiya Japanese 6*BHCem*	T.3Cy.27¼",44½"&75"–48" 200lb (*s*) 495NHP 3SB,9*cf*,GS163,HS6591 FD MitsuBishiD.&E.Wks.Nag	30 ″ 0 s 5 ″ 6½ 24 ″ 8	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
95/41 83691 160769 GTQP	**Somersby** D.F. 1*Dk*	5170 4881 3176					1930	W.Gray& Co.Ld. WHartlepool	RopnerShipping Co.Ld.	421·2|54·2|27·2 P62'B240'F43'	W.Hartlpl British *WB*	T.3Cy.26",43½"&73"–48" 369NHP Cen.Mar.EWrks.LdWHpl		C
94/41 83692 142696 GPDF	**Somerset** *Fitted for oil fuel* *Ref.Mchy.* D.F. 3*Dks* *CruiserStern*	8790 8146 5464	✠Lloyd'sRMC~~1,40~~ ~~8,40~~ 2,41				1918	Earle'sCo. Ld. Hull	FederalSteam Nav.Co.Ld.	460·6|62·8|34·6 B270'F51'	London British *WB*	3 Steam Turbines DR geared to 1 Sc. Shaft Earle'sCo.Ld.Hull		C
83693 7466 SEJR	— (*ex*Gertrud-38, *ex*Bretagne, *ss*Cpn.No.3-2,24 *ex*Skinfaxe) *ss*Skm.No.1-28 *Well deck* 1*Dk*(*Stl*)&*deep framing*	*1298* *1029* *728*	✠ ~~——~~ 4,33 ✠	Hbg	*p*		1908 6mo	Helsingörs Jernsk&Msk. Elsinore	RederiA/BGertrud (M.Olows) *CellDBa77uE*	237·9|36·7|14·2 P18'Q77'B100'F23' FK &*B31'f98'415tFPT*	Stockholm Swedish 4*BHCem* *26tAPT15t*	T.3Cy.17",27½"&47"–33" 148NHP 2SB,4*cf*,GS54,HS2426 Helsingörs Jernsk.&Mskb.	16 " 9	V †
83694 143620 MLDN	**Somerset Coast** *ss*Liv.No.1-40 *ss*Lth.No.3-11,35 *Mchy.Aft* 1*Dk*&*Shelter dk* Wireless D.F. E.S.D.	1097 839 506	✠100A1 6,40 ~~7,39~~ BS~~12,39~~ ✠LMC~~11,35~~ 11,40 MS6,40	Lon Liv	*p*	CL ~~8,38~~ 6,40	1920 3mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP* *Cell*	CoastLines.Ld. *DBf159'311tFPT*	240·0|36·2|16·2 FK *50tAPT8t Coll*	Liverpool British 5*BHCem* „ *toSh dk*	T.3Cy.18",30"&50"–36" (*s*) 180lb 203NHP 2SB,6*cf*,GS102,HS3702 A.&J.Inglis,Ld.Glasgow	15 " 8 s " 2 15 " 8	
83695 145844 GDZP	**Somersetshire** Ⓟ TwinSc *OilEng.* *ss*Drt.No.3-8,33 *ss*Drt.No.1-37 D.F. 3*Dks*(*Stl*-ws)&*Shade dk* *CruiserStern* *platform dk inNo.1hold*	9716 8694 5970	✠100A1 ~~12,407,39~~ 5,41 DBS~~7,39~~ ✠LMC8,38 DBS~~8,40~~5,41	Sou ~~Liv~~	*c*† Wln	CL ~~8,37~~ 11,40	1921 6mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *CellDBa121'* *uE30'f212'131*	450·3|57·3|33·7 468·8(O.L.) FK *8tDTf32'560tFPT*	Liverpool British 7*BHptCem* *85tAPT40t*	Oil Engines 4S.C.SA 12Cy.29⅛"–45¼" DB*100lb* 987NHP Harland&Wolff Ld.Gls.	36 " 7 s14 " 2½ 22 " 8¾	BT till ~~6,40~~ 8,41
83696 LDHQ	**Somerville** TwinSc *OilEng.* D.F. 1*Dk*&*Shelter dk*	4265 3854 2523					1929	Akt.Bur- meistr&Wain Copenhagen	SkibsA/S Skogstad (A.F.Klaveness& Co.A/S,*Mgrs.*)	381·4|53·8|23·7 P140*t*H454*t*F21*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–43$\frac{5}{16}$" 626NHP Burmeister&Wain,Cpn.		N
83697 143394 GBQV	**Somme** *ss*Lon.No.3-7,32 D.F. *ss*Shl.No.1-36 2*Dks*(*Stl*)	5265 4810 3230	✠100A1 7,39 BS~~7,39~~ ✠LMC7,36 10,40	Lon	*y*	CL 4,39	1919 8mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	RoyalMailLines, Ld. *CellDB*	400·0|52·4|28·5 413·7(O.L.) P49'B113'F40' FK 340'1067*t FPT* 135*t*	London British 7*BHptCem* *APT*198*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD N.E.MarineEng.Co.Ld.Sld	31 " 0 s 6 " 0¼ 25 " 3	
83698 PHPR	**Sommelsdijk** TwinSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	9227 8358 5518	✠100A1 ~~9,40~~ ~~11,39~~2,41 ✠LMC9,39 ✠Lloyd'sRMC~~3,40~~ ~~9,40~~ 2,41 *Carrying vegetable oil in deep tanks* *Carrying latex in tanks above FPT*	Rot Sba	*e*†	CL	1939 9mo *Lloyd*	Odense Staalskibsvft. vedAPMöller Odense '*sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *Cell DB* 349' 1465*t*	472·5|62·3|34·4 492·6(O.L.) B80'F48' FK *DTs f*50'1535*t DTs* *tunnels*802*t*	Rottrdam Dutch 8*BH* *a* 50'2305*t T* *Tanks above*	Oil Engines 2S.C.SA 16Cy.24$\frac{7}{16}$"–45¼" 1655NHP Akt.Burmeistr&Wain,Cpn *anks in way of* *FPT*209*t FPT*97*tAPT*166*t*	40 " 6 s 9 " 9 30 " 11½	
83699 LCYQ	**Sommerstad** *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	5923 5091 3381					1926	Akt.Lind- holmen- Motala Gothenburg	SkibsA/S Sommer- stad(A.F.Klave- ness&Co.A/S)	381·0|55·2|32·3 P377*t*H381*t*F74*t*	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"–47¼" 580NHP Akt.AtlasDiesel,Skm.		N
83700	**Sona** (*ex*Ilona-39,*ex*Ocu-38, *ex*Lydia-38, *ss*Hul.2ndNo.3-11,35 *ex*Stanrock-37, 1*Dk*(*Stl*-*pt*ws) *ex*Castro-37,*ex*Darlington-35) *Well deck* Wireless	*1105* *897* *446*	✠100A1 12,38 BS3,38 ✠LMC11,35	Msl	*p*	OG 9,37	1910 8mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	MargitS.S.Co.Inc. *CellDBa44'*	256·0|36·2|15·0 266·0(O.L.) P&B169'F54' FK *uE23'f121'196tFP*	Colon Pnamanian 5*BHCem* *T12tAPT8t*	T.3Cy.23½",38"&62"–39" (*s*) 180lb 373NHP 2SB,8*cf*,GS154,HS5840 FD Earle'sCo.Ld.Hull	17 " 4 s 1 " 0¾ 16 " 7¾	
83701 140728 VWJF	**Sonavati** Ⓟ *ss*Cal.No.1-41 *OilEng.* 2*Dks* *CruiserStern*	1638 1504 968	✠100A1 1,41 ~~3,39~~ ✠LMC CS1,41 10,38	Bom Cal	*r*	OG 3,39	1936 2mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP*	BombaySteam NavigationCo.Ld. *CellDBuE*	255·1|42·2|20·7 266·3(O.L.) F33' FK &*f*150'283*tFPT*25*t*	Bombay British 5*BHCem* *APT*88*t*	Oil Engines 2S.C.SA 8Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 538NHP Harland&Wolff,Ld.Bel.	24 " 3 s 3 " 7¼ 20 " 9	
83702 OXLE	**Sönderjylland** Ⓟ Wireless 1*Dk*	403 296 196					1904	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	164·8|25·8|10·5 P&B105'F37'	Aabenraa Danish *WB*	T.3Cy.13",21"&37"–24" 67NHP Akt.Burmeistr&Wain,Cpn		V
83703 DOUJ	**Soneck** D.F. E.S.D. 2*Dks* *CruiserStern*	2191 1651 1040					1938	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G	DeutscheDampfs. Ges."Hansa"	305·2|44·8|16·7 F29'	Bremen German *WB*	T.3Cy 22$\frac{13}{16}$",36⅝"&59$\frac{1}{16}$"– 39⅜"&LPturbine withDR gearing&hydraulic coupling 367NHP DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.		G
83704 FPDG	**Song-Giang** TwinSc (*ex*Dessinateur) 1*Dk* Wireless	1065 — 589					1922	Soc.Anon. desAnciens Etab.Henri Satre,Arles	Cie.Cotière de l'Annam	216·5|34·2|	Haiphong French	T.6Cy.12",20"&31½"–16½" 81NHP Soc.desMoteurs Chaléassière,St.Etienne		V
83705 154442	**Sonia** (*ex*Delson,*ex*Nidarnes) *ss*St.J.No.3-4,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1188 1016 654	✠100A1 *withfreeboard* 4,40 ~~4,39~~ ✠LMC MS10,37 BS~~4,39~~ 4,40	StJ Hfx	*q*	CL ~~9,37~~ 4,40	1926 10mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle '*sA&CP*	SoniaShippingCo. Ld.(F.K.Warren) *CellDB*208'402	248·1|37·2|14·7 FK *tFPT76tAPT39t*	Montreal British 4*BHptCem* (*Coll to Sh dk* 3 „*2nd*„)	T.3Cy.15",25"&40"–27" (*s*) 180lb 82RHP 2SB,4*pf*,GS74,HS2081 MacColl&Pollock,Ld.Sld.	16 " 8 s " 2½ 16 " 7	
88/40 83706 6961 SMWA	**Sonja** *ss*Hbg.No.3-3,35 *ss*Got.No.1-39 1*Dk*(*Stl*) *Cargo battens not fitted*	*1828* *1571* *1038*	100A1 12,39 LMC4,39	Hbg	*r*	OG 11,39	1923 3mo *Lloyd*	Hlsingbrgs VarfsAktieb. Helsingborg '*sA&CP*	A.B.Transmarin (S.Redig,*Mgr.*)	277·6|40·2|17·1 283·5(O.L.) P19'B67'F26' FK *CellDB*234'528*tFPT*	Hlsngborg Swedish 4*BHCem* 45*t APT*45*t*	T3Cy.19¼",31⅞"&51$\frac{3}{16}$"–35$\frac{7}{16}$" 185lb (*s*) 206NHP 2SB,4*cf*,GS138,HS2906 FD BergsundsM.V.Aktb.Skm.	19 " 8 s 2 " 7¾ 17 " 2	
83707 8181 SLCM	— WoodAux4MstSr (*exSailingVessel* *OilEng.* JeanDunois-37.*ex*Runehöj) 1*Dk* (*See Sailing Ship Register*)	352 310 255					1924	Skibsværf- tetLilleöA/S Korsör	IvarHermansson	136·4|30·7|12·7 Q22'	Skärhamn Swedish	Oil Engines 2S.C.SA 2Cy.15¾"–18⅛" 87NHP E*made&fitted*37 A/BJönköpingsMotorfbk.		V
83708 167534 ~~OZHD~~ GLMW	**Sonja Mærsk** (*ex*Thekla,*ex*Baldur) D.F. 1*Dk*	1909 1635 ~~1136~~ 1150					1921	Nüscke& Co.A.G. Stettin	~~Dampskibsselsk. af 1912A/S(A.P.Moller,Copenhagen, Mgr.)~~ Ministry of Shipping(Common Bros.Ld.*Mgrs.*)	~~266·8|42·2|17·6~~ P30'B63'F31' |17·1 274·4|41·6|	~~Aalborg~~ ~~Danish~~ London *WB* British	T.3Cy.20⅜",32$\frac{3}{16}$"&51½"–35" Görlitzer 157NHP Maschf.A.G.Görlitz		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
83709 LJAO	**Sönnavind** *OilEng.* D.F. *CruiserStern* 1*Dk&ShelterDk*	4965 4403 2994					1935	Bremer Vulkan Vegesack	A/S Borgestad	414·3	55·7	25·0	Porsgrunn Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.23⅝"–43¼" 968NHP BremerVulkan,Vegesack		N
83710 DHVX	**Sonnenfelde** Sub.Sig. 1*Dk*	865 690 491					1922	Howaldtswerke Kiel	D.Fuhrmann, Nissle&Günther Nflg.Reed,m.b.H.	194·6 P12'Q43'B53'F24'	32·9	13·9	Hamburg German *WB*	T.3Cy.14½",23¾"&38 3/16"–25⅝" 73NH Howaldtswerke,Kiel		G
83711 117266	**Sonoma** (*ex*DavidS.Troxel, *ex*Sonoma) *Mchy.Aft* D.F. 1*Dk2trB*	4471 — 3448					1903	WestBay CityS.B.Co. W.BayCity	Nicholson UniversalS.S.Co.	416·0 F44'	50·0	24·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.20",33½"&55"–42" 196NHP DetroitS.B.Co.Detroit		R
83712 117158 KGAP	**Sonora** D.F. *Mchy.Aft* 1*Dk2trB*	3611 — 2858					1902	Superior S.B.Co. W.Superior	Nicholson UniversalS.S.Co.	353·2	48·0	24·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.20",33"&54"–40" 185NH SuperiorS.B.Co.		R
83713 ~~KCSQ~~ HPNV	— **TwinSc** (*ex*AdmiralPeary–34, *OilEng.* *ex*Moonlite) *ss*S.Fo.No.3–10,28 *Mchy.Aft* *ss*S.Fo.No.1–33 1*Dk*(*ptStl*) *2nd dk in hold only*	2220 1762 1062	✠ —— 5,37 ✠ ✠NE19*refitted*24	LAn	*u*		1916 8mo	ToledoS.B. Co. Toledo,O.	~~Cia.NavieraSonora S.A.(KeeneLine, Mgrs.)~~ ~~[illegible]~~ Wallem&Co.	252·0 P49'F41' FK *Cell DBf* 176' 245*t FPT*	43·7	21·2	Panama Pnamanian 3*BHCem* 135*tAPT*14*t*	Oil Engines 4S.C.SA 12Cy.16½"–24" 308NH McIntosh&SeymourCorpn Auburn,N.Y.	23 ″ 6	V †
83714 FOKA	**Sontay** Ⓟ (*ex*Bayern–36) **4Mst** Sub.Sig. *Fitted for oil fuel* D.F. 2*Dks*	8917 7360 5485					1921	Bremer Vulkan Vegesack	UnionMaritime Méditerranéenne (Cie.desMessageriesMaritimes, *Mgrs.*)	468·8 P55'B221'F71'	58·2	32·6	Dunkirk French *WB*	T3Cy32 5/16",52½"&86⅝"–55 1/16" &LP Turbine 770NHP BremerVulkan,Vegesack		GV
83715 151419 GLXN	**Soochow** Ⓟ 2*Dks*	2604 2276 1594					1920	Taikoo Dckyd& Eng. Co.ofHKg.Ld HongKong	ChinaNav.Co.Ld.	310·3 P15'B74'F37'	41·2	22·4	London British *WB*	T.3Cy.22",35"&56"–39" 195NHP TaikooDkyd.&Eng.Co.of H.Kg.Ld.		
83716 153117	**Soodoc** (*ex*MosesTaylor) *Mchy.Aft* Sub.Sig. 1*Dk2trB*	4575 4364 3188					1902	American S.B.Co. Lorain,O.	PatersonSteamships,Ld.	423·4	50·2	23·9	Ft.William Ont. *WB* British	T.3Cy.22",35"&58"–40" 213NHP AmericanSBCo.ClevelndO		R
83717	**Sophie** (*ex*Hansa–39,*ex*Marga, *ex*Antares,*ex*Seresina, *ex*Rosa,*ex*Roca) 1*Dk*	958 838 564					1914	A.F.Smulders Schiedam	M.A.Rand&Co.	174·4 B25'F25'Q31'	34·1	16·3	Pnamanian *WB*	T3Cy.12½",20¼"&33½"–19 7/16" 50NHP A.F.Smulders,Schiedam		G
83718 OULM	— 1*Dk*	945 833 524					1920	F.Schichau Elbing	D/S A/S Progress (M.Nielsen& Sön,*Mgrs.*)	224·3 P14'B59'F29'	33·6	13·5	Copnhagn Danish *WB*	T.3Cy.15",20¾"&32⅝"–21" 92NHP F.Schichau,Elbing.		G
83719 153803 VTDK	**Sophie Marie** *ss*Krh.No.3–12,40 ~~*ss*Bom.No.3–10,37~~ ~~*ss*Bom.No.2–35.~~ *Well deck* 1*Dk*(*Stl–teak s*)	1138 815 677	100A1 12,40 ~~7,39~~ ~~BS11,38~~ 4,40	Bom Krh ~~LMC10,38~~ 12,40	*m*	CL ~~4,37~~ ~~4,40~~ N11,40	1923	Schiffb.Ges Unterweser m.b.H. Weser -münde-L.	ThobanDevji, &MeghjiGopalji	216·0 228·0(O.L.) P14'Q45'B64'F29' FK *CellDB*178'308*t FPT*	34·5	13·5	Bombay British 4*BHCem* 41*tAPT*24*t*	T.3Cy.17 5/16",27½"&45⅝"–27½" 200lb (*s*) 142NHP 2SB(Spt),4*cf*,GS72,HS2410 A.BorsigG.m.b.H.Berlin	15 ″ 8 s 1 ″ 0 14 ″ 9	
83720 DHVY	**Sophie Rickmers** D.F. Sub.Sig. 2*Dks*	7033 6407 4433					1920	Nordd. WrftG.m.b.H Wesermünde-G.	RickmersRhed. A.G.	441·4 P60'B140'F49'	57·6	30·9	Hamburg German *WB*	T.3Cy.29 9/16",48⅞"&77 9/16"–55 1/16" 450NHP BremerVulkan,Vegesack		G
83721 LKEY	**Sophocles** D.F. *OilEng.* *Cruiser Stern* 1*Dk&Shelter dk*	5184 4585 3045					1939	A/B Götaverken Gothenburg	D/S A/S Eikland (IsakM.Skaugen, *Mgr.*)	426·0	56·8	25·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"–59 1/16" 653NH A/B Gotaverken,Got.		N
83722 149460	**Soreldoc** *Mchy.Aft* 1*Dk*	1926 1637 1147					1928	Swan,Hunter&Wigham Richardson, Ld.Newcastle	PatersonSteamships,Ld.	253·0 Q100'F35'	43·3	17·8	Ft William British *WB*	T3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc		C
83723 LHNW	**Sörfjorden** *OilEng* *Mchy.Aft* 1*Dk*	395 311 342					1914	LarvikSlip &Verksted Larvik	OddaSmelteverk A/S	126·0	26·3	15·0	Odda Norwegian *WB*	Oil Engines 2S.C.SA 2Cy.15"–16½" 79NHP J.&C.G.BolindersM.V. Aktieb.Skm.		
83724 LKDF	**Sörholt** *OilEng* 1*Dk&Shelterdk*	4801 4101 2829					1939	Kockums M.V.Aktieb. Malmö	SkibsA/S Igadi(S. Holter-Sörensen, *Mgr.*)	409·8 P29'F34'	55·7	25·5	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43 5/16" 1163NH KockumsM.V.Akt.Malmö		N
83725 UNIQ	**Soroka** *Well deck* 1*Dk*	1718 1270 1002	✠ ... 4,31 ✠				1926 11mo	Atel.&Ch. de la Seine Maritime LeTrait(S.I.)	U.S.S.R.	250·8 P17'Q74'B56'F27' FK	39·0	16·1	Archangel Russian *WB*	T.3Cy.18",30"&50"–33" 167NHP Atel.&Ch.delaSeineMarit.	18 ″ 0	
83726 LFAS	**Söröy** Ⓟ (*ex*Sörö) 2*Dks*	506 472 281					1910	Trndhjms Mek.Værks Trondheim	FinmarkFylkesrederi	156·3 H33*t*	25·0	17·9	Hmmerfst Norwegian *WB*	T.3Cy.13¾",23"&38"–22" 68NHP TrndhjemsM.V.Trndheim		
83727 LDEQ	**Sörvangen** *ss*N.Os.No.2–38 1*Dk*(*Stl*) *Cargo battens not fitted*	2400 1999 1363	✠100A1 ~~7,40~~ 8,40 3,41 ~~BS4,39~~ *Fitted for oil fuel* 5,38	Mob ~~NOs~~ Bal BS5,40 ✠LMC2,38	*s*	CL ~~3,40~~ 8,40 *F.P. above* 150° F.	1929 5mo	Intrnationl S.B.&E CoLd Danzig *Lloyd's A&CP*	SkibsA/S Karaibien(Görrissen& Co.A/S,*Mgrs.*) *Int. BH in fore hold dispensed with*	291·2 P28'B80'F32' FK *CellDB*246'610*t FPT*	45·7	18·5	Oslo Norwegian ·*BHptCem* 61*tAPT*63*t*	C.4Cy.(2)16½"&(2)35 7/16"–35 7/16" 185lb (*s*) 215NHP 2SB,6*cf*,GS77,HS3380 FD InternationalS.B.&ECoLd	20 ″ 6 s 2 ″ 8½ 17 ″ 11½	
83728 LCZR	**Sörvard** **TwinSc** *OilEng.* D.F. 1*Dk&Shelter dk*	3673 3338 2158					1925	Akt.Burmeistr&Wain Copenhagen	KlostersRederiA/S (L.Kloster,*Mgr.*)	368·0 F26*t*P98*t*H210*t*	51·5	21·7	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21¾"–39⅜" 543NHP Akt.Burmeistr&Wain,Cpn		N
83729 UNAI	**Sosnovets** Ⓟ (*ex*Sever, **TwinSc** *ex*VelikaiaKniaginiaXenia) Wireless 1*Dk*(*ptStl*)&*Awng dk*	811 784 412	✠ 1,01	Nwc	*k*		1895 9mo	W.Dobson &Co. Newcastle	U.S.S.R.	199·8 FK *CellDBa&uE*61' *f*62'	28·0	19·0	Archangel Russian 4*BHCem* 99*tAPT*15*t*	T.6Cy.12½",20"&33"–24" NB32 122NHP 2SB,4*pf*,GS70,HS2060 N.E.MarineE.Co.Ld.Nwc.	21 ″ 6	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
			Particulars of Classification.				Built.			Regist'd Dimensions. Deck Erections, &c.						
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	When	By Whom Where	Owners.	Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83730 22302 JCYE	**Sosyu Maru** (*ex*SoshuMaru-38) Wireless *Mchy.Aft* 1*Dk*	1219 1032 673					1918	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	217·0 Q58'F31'	34·0	18·5	Tokyo Japanese *WB*	T.3Cy.16½",27½"&45½"-30" 125NHP OsakaIronWrks,LdOsaka		
83731 41	**Sotchi** (*ex*Panayotis,*ex*Vera, **IronBg** *ex*VassillisaOlga,*ex*ErnestaFoscola, *ex*Moldova,*ex*ErnestaFoscola,*ex*Paris Lambrinidi,*ex*Olga) 1*Dk2trB* *Well deck* *6thSurvey,Ist.5,92* *3rdSurvey,Pir.4,01*	1231 1038 696	✠ ... 4,05				1870 6mo	J.Laing Sunderland	U.S.S.R.	251·2 P258*t*F32*t* FK ...	32·2	17·2	Odessa Russian *WB*	C.2Cy.31"&58"-30" NB08 140NHP Thompson,Boyd&Co.Nwc.		
83732 20643	**Soto Maru**	588 — 408					1910	.... Osaka	HakatawanChikko K.K.	179·8	35·1	12·6	Shimonoseki Japanese			
83733 161939 GLTZ	**Soudan** *Fitted for oil fuel* D.F. E.S.D. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *CruiserStern*	6677 6040 3477	✠ 1,35 ✠ ✠Lloyd'sRMC~~2,40~~ ~~6,40~~ 12,40	Rot	*d*†		1931 1mo	Barclay, Curle&Co.Ld Glasgow	P.&O.Stm.Nav.Co. *CellDB*396'1387*tM*	459·0 F34' FK (*Ts*19' 250*t FPT*72*t*	60·7	29·8	Glasgow British 7*BHptCem* *Coll to Sh dk* 6 ,, 2*nd*,,) *APT*49*t*	Q4Cy30½",44",63½"&91"-57" &LPTurbine with DRgearing&hydraulic coupling 1320NHP 5SB,*20cf*,GS385,HS16420 Barclay,Curle&Co.Ld.Gls.	32 ″ 3	
83734 211 SVRI	**Souliotis** (*ex*Woodfield-33) *ss*Shl.No.3-2,30 *ss*Bly.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4299 — 2681	✠100A1 *Shelter dk* *withfreeboard* 9,40 ~~12,39~~ 6,41 ~~BS5,39~~ ✠LMC4,38 MBS5,40 DBS2,41	Bly ~~Pir~~ Gls	*y*	CL ~~3,38~~ 9,40	1917 2mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	Hellenic ShippingCo. "Triton"S.A.	400·0 F37'*onShelter dk* FK *CellDB*351'1300*t*	53·0	24·3	Andros Greek 6*BHCem* *APT*110*t*	T.3Cy.25½",45"&74"-48"(*s*) 180lb ~~85lb~~*70lb* 465NHP 3SB,*9cf*,GS186,HS7906 Blair&Co.Ld.Stockton	26 ″ 11 s 2 ″ 10 24 ″ 4½	
83735 136347 GBFJ	**Sourabaya** (*ex*Carmarthenshire) *ss*Mdb.No.3-1,28 *Fitted for oil fuel* D.F. 3*Dks* *CarryingWhale Oil in bulk*	10107 9036 7194	✠ ... 5,29 ✠				1915 2mo	Workman, Clark&Co.Ld Belfast	SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*)	470·2 P99'B171'F79' FK	58·3	39·8	Jersey British *WB*	Q4Cy27½",39½",57"&82"-54" 735NHP Wrkman,Clark&Co.LdBel	35 ″ 0	C †
83736 LDNV	**South Africa** **TwinSc** *OilEng.* *ss*Rot.No.2-39 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	9234 8800 5593	✠100A1 ~~7,40~~ ~~6,39~~ 3,41 ✠LMC CS6,39 DBS~~6,39~~ 7,40 6,38 *CarryingPetroleum in bulk*	Rot ~~PNl~~Gls	*e*†	CL P7,38 ~~s6,39~~ s7,40	1930 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	SkibsA/SNoruega (LeifHöegh&Co. A/S,*Mgrs.*) *CellDBuE*70' 311*tDTf*45'592*t*	484·1 P114'B31'F50' FK *FPT*227*t APT*257*t*	65·4	36·8	Oslo Norwegian 18*BH* (13 *to U dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 8Cy.26¾"-41¾" 1000NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc	36 ″ 9	
83737 LDSM	**South America** **TwinSc** (*ex*Borneo-33,*ex*HenrikAmeln) *OilEng.* *ss*Bom.No.2-41 ~~*ss*N.Yk.No.1-36~~ D.F. *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern* *SpecialSurveys to date from*1,33	6246 5474 3646	✠100A1 ~~8,40~~ ~~12,39~~ 3,41 ✠LMC CS5,38 DBS~~3,39~~ 8,40 3,39 11,39 *CarryingPetroleum in bulk* DBS3,41	NYk Bom	*z*	CL N5,38	1931 4mo	A/S Nakskov Skibs, Nakskov *Lloyd'sA&CP*	TheTexasCo.(Norway)A/S(H.C. Mathiesen,*Mgr.*) *CellDBuE*65'233*t*	400·3 P91'B22'F50' FK *Trunk in wells* *DTf*27'473*t FPT*1	55·2	32·2	Oslo Norwegian 10*BHptCem* 17*tAPT*38*t*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 2DB*170lb* 543NHP Akt.Burmeistr&Wain,Cpn	32 ″ 0	
83738 212244 WGCW	**South American** Ⓟ Sub.Sig. *Fitted for oil fuel* D.F. *Mchy.Aft* GyC.	2662 — 1427					1914	Gt.Lakes Eng.Works Ecorse,Mich.	Chicago,Duluth& GeorgianBay TransitCo.	291·0	47·0	18·0	Erie,Pa. Utd.States	Q4Cy.21½"30¾"44½"&64"-36" 246NHP Gt.LakesEngWrks.Detroit		R
83739 162122 MMLB	**South Coaster** (*ex*Martin-37, *ex*Cewea,*ex*Oostvoorne) *Mchy.Aft* 1*Dk*	513 390 260					1916	Joh.Berg Delfzijl	BritishIsles Coasters,Ld.	159·4 P58'F22'	25·7	11·9	Cardiff British *WB*	T 3Cy12⅗"19$\frac{9}{10}$"&31½"-12$\frac{7}{10}$" 46RHP Joh.Berg,Delfzijl		C
83740 148314 GPCJ	**South Wales** *ss*Cff.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5619 5261 3428	✠100A1 *withfreeboard* ~~5,40~~ ~~10,39~~ 4,41 ~~BS5,39~~ ✠LMC4,38 BS 5,40 6,41	Cff ~~Hul~~ Liv	*b*†	CL ~~2,39~~ 5,40	1929 12mo	Bartram &Sons,Ld. Sunderland *Lloyd'sA&CP*	WestWalesS.S. Co.Ld.(Gibbs&Co. Ld.*Mgrs.*) *CellDBa&uE*185' *DTa*23' 921*t*	431·1 446·3(O.L.) F34' FK *f*185'1235*t* (*FPT*153*t APT*148*t*	58·2	26·2	Cardiff British 7*BHCem* *Coll toSh dk* 6 ,,2*nd*,,)	T.3Cy.25",41¾"&72½"-48" 220lb *120lb* (*s*) 513NHP 3SB,*9cf*,GS178,HS7035 FD J.Dickinson&Sons,Ld.Sld.	28 ″ 8 s 3 ″ 6 25 ″ 4½	
83741 135314 VPRS	**Southern Empress** (*ex*San Jeronimo) *ss*Ams.2ndNo.3-9,38 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames* *Longitudinal framing* *Tonnage opening closed* 1917	12398 9543 7644	✠100A1 *withfreeboard* *WhalingService* 9,40 ~~8,39~~ BS10,40 ✠LMC9,38 ✠NB(FC)8,34 Pr.BS10,40 *Carrying oil fuel in bulk F.P. above*150° F. *Fitted for oil fuel*2,14 *F.P. above* 150° F.	Shl Bkn	*g*†	CL ~~6,39~~ 7,40	1914 2mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	SouthernWhaling &SealingCo.Ld. *CellDBuB*41'182*tDTf*54'619	525·5 539·2(O.L.) FK *tFPT*302*tAPT*50*t*	66·5	33·9	Stanley,FI British 20*BHptCem* (10 *to U dk* 10 ,, 2*nd* ,, *only*)	Q.4Cy.28½",41",58"&84"-54" 220lb 925NHP 52PrB-*80lb* 2PrB-*50lb* 1PrB-*45lb* 1PrB-*40lb* FD 4SB(*r*)1SB(*s*)*20cf*HS14333 W.Doxford&Sons,Ld.Sld.	41 ″ 6 s12 ″ 2¼ 29 ″ 6¾	
83742 125439 VGQP	**Southern Lady** Ⓟ (*ex*Farnorth-37, *ex*Hethpool,*ex*RichardWelford) 1*Dk*	1712 908 975					1908	Palmers' Co.Ld. Newcastle	FraserS.S.Line, Ld.	255·7 P&B170'F32'	35·5	14·4	HalifaxNS British *WB*	T.3Cy.25",41"&66"-45" 292NH Palmers'Co.Ld.Newcastle		C
83743 161277 GTCW	**Southern Prince** Ⓟ **TwinSc** *OilEng.* *ss*N.Yk.No.2-37 *Ref.Mchy.* 3*Dks*(*Stl-Weather dk ptws*) D.F. GyC. *Cruiser Stern*	10917 9379 6501	✠100A1 *withfreeboard* 6,39 ✠LMC CS12,37 DBS10,39 12,37 ✠Lloyd'sRMC6,39 *Carrying vegetable oil in deep tanks*	NYk		CL P9,38 s6,39	1929 8mo	Lithgows, Ld. PortGlasgow *Lloyd'sA&CP*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *Duct keel fwd.* *CellDB*417'1739*t*	496·2 F47' FK *of mchy. space* *MT*30'937*t Tanks in way of tunnels*224*t FPT*120*tAPT*213*t*	64·9	35·4	London British 9*BHptCem* (6 *to W dk* 3 ,, 2*nd* ,,)	Oil Engines 4S.C.DA 16Cy.26¾"-55⅛" 2200NHP 2DB*120lb* J.G.Kincaid&Co.Ld.Grk	41 ″ 0 s15 ″ 0¾ 26 ″ 6	
83744 139006 MMXG	**Southern Princess** (*ex*San Patricio) *ss*Nwc.2ndNo.3-9,39 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& E.S.D. GyC. *Web frames* *Longitudinal framing* *Tonnage opening closed* 1917	12156 9182 7603	✠100A1 *withfreeboard* *WhalingService* ~~6,40~~ ~~9,39~~ 4,41 BS6,40 PrBS11,40 ✠LMC9,39 ✠NB(FC)6,29 *refitted*8,34 *Carrying oil fuel in bulk F.P. above* 150° F. *Fitted for oil fuel*5,15 *F.P. above* 150° F.	Nwc ~~Bkn~~NYk	*g*†	CL ~~7,39~~ 6,40	1915 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd'sA&CP*	~~SouthernWhaling~~ ~~&SealingCo.Ld.~~ SouthGeorgiaCo. Ld.(Chr.Salvesen &Co.*Mgrs.*) *CellDBuB*45' 122*tDTf*59'718*t F*	530·0 FK *PT*180*tAPT*40*t*	66·6	41·4 33·4	London British 20*BHCem* (10 *to U dk* 10 ,, 2*nd* ,, *only*)	Q.4Cy.28½",41",58"&84"-54" 220lb (*r*) 947NHP 53PrB-*80lb* 3PrB-*50lb* 1PrB-*45lb* 5SB,*20cf*,GS266,HS14821 FD N.EMarineEng.Co.LdNwc	41 ″ 6 s12 ″ 6 29 ″ 2¾	

1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registré ch. coté, si ce n'est dans le L.R. Durée. Cert. RefTrade
83745 230805 WCES	**Southern Sun** OilEng. ssPhl.No.2–40 Mchy.Aft 2Dks(Stl)&Webframes GyC. CruiserStern Longitudinalframing–bracketless system SpecialSurveys to date from 2,32	8893 8361 5398	✠100A1 ~~9,40 3,40~~ 3,41 ✠LMC CS3,40 DBS~~1,40~~1,41 1,40 CarryingPetroleum in bulk	Phl	e†	CL 11,38	1931 4mo Lloyd	SunS.B.& DryDockCo. Chester,Pa. 'sA&CP	MotorTankship Corporation CellDBuE76' 379tDTf20'692	480·5 F48' AftB77'B38' tFPT186tAPT84t	66·0	36·8 FK	Wilmington, Del. Utd.States 17BHptCem (11 to U dk 6 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 690NHP 2WTDB225lb&200lb upr SunSB&DD.Co.ChesterPa	37 ″ 0	
83746	**Southerner** (exExton–36, exSangamon) Fitted for oil fuel Ref.Mchy. D.F. 2Dks&Webframes Now "Immediato Joao Silva," see No. 88504 in Supplement	5083 4740 3113	✠ … 6,20 ✠				1919 5mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0 P39'B122'F43'	54·2	27·6 FK	R.Janeiro Brazilian WB	DR geared Steam Turbine 386NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
83747	**Southfolk** (exScantic–36) Ref.Mchy. Fitted for oil fuel Now "Rio Branco," see No. 89308 in Supplement 2Dks&Shelterdk Sub.Sig. D.F. Webframes	4925 — 3084	✠ … 6,20 ✠				1919 6mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0	54·2	27·6 FK	R.Janeiro Brazilian WB	DR geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
83748 149746 GMTR	**Southgate** ssShl.No.3–5,39 D.F. 1Dk(Stl)&Shelterdk(Stl) Tonnageopeningclosed'41(W.E.) —	4862 4544 2971	✠100A1 withfreeboard 2,41~~9,39~~ ✠LMC MS5,39 BS~~9,39~~ 9,40	Shl ~~Npt~~Gms	z	CL ~~8,39~~ 2,41	1926 11mo Lloyd	JReadhead &Sons,Ld. SouthShields 'sA&CP	Turnbull,Scott ShippingCo.Ld. (Turnbull,Scott& Co.Mgrs.) CellDB	400·0 352' 1244tAPT155t	55·2	25·7 FK (	London British 6BHptCem CollToShdk 5 „ 2nd „	T.3Cy.27",44"&73"–48" (r) 180lb 456NHP 3SB,9cf,GS190,HS7824 J.Readhead&SonsLdS.Shl)	~~28 ″ 9~~ ~~s 3 ″ 2½~~ ~~25 ″ 3~~ 36 ″ 3 s10 ″ 2½ 26 ″ 3	
83749 141544	**Southholm** (exE.D.Kingsley) ssVcr.No.2–27 Fitted for oil fuel 1Dk Fitted for carrying fish oil	1029 727 541	✠ … 6,30 ✠				1919 11mo	Canadian Car&Fo'ndry Co.Ld. FortWilliam, Ont.	~~FrankWaterhouse &Co.of Canada,Ld.~~ UnionSteamships, Ld.	200·0 P&B109'F29'	32·0	14·5 FK	Vancouver British WB	T.3Cy.17",25"&43"–30" 92RHP MurrayIronWorksCo. Burlington,Indiana	17 ″ 0	
83750 205896 KJYX	**Southland** Ⓟ 2Dks	2081 — 1215					1908	NwprtNws S.B.&D.D.Co. NewprtNews	Norfolk & Washington SteamboatCo.	291·2	51·0	16·1	Washngtn, D.C. Utd.States	T.4Cy.26",42"&(2)50"–42" 324NHP NewportNewsSB&DD.Co.		
83751	**Southlure** (exCarplaka–36) Fitted for oil fuel Now "Tiradentes," see No. 90293 in Supplement D.F. E.S.D. GyC. 2Dks&Shelterdk Sub.Sig. Ref.Mchy.	4986 — 3093					1920	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0	54·2	27·8	R.Janeiro Brazilian WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y		R
83752 133650 MFGJ	**Southport** (exYewhill–37, exSportsman) ssShl.2ndNo.3–8,39 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	572 401 250	✠100A1 11,40~~2,39~~ ✠LMC8,39 FS11,40	Shl	i	CL 7,39	1914 6mo Lloyd	Ardrossan DD&SBCoLd Ardrossan 'sA&CP	GeorgeW.Grace &Co.~~Ld.~~ CellDB	175·5 Q101'B11'F22' f99' 130t FPT 32t	27·0 27·2	10·4 BK7½"	Glasgow British 3BHAsp APT3t	T.3Cy.13½",22"&36"–24" (r) 180lb 82RHP 1SB,3cf,GS53,HS1520 Lidgerwood,Ld.Glasgow	12 ″ 6 s3 ″ 8 12 ″ 11¼	
83753 160926 MPWB	**Southsea** Ⓟ Pad CruiserStern Wireless 1Dk&Promenadedk	825 544 438					1930	Fairfield Co.Ld. Glasgow	SouthernRailway	244·0	30·1	10·5	Portsmth British	C.2Cy.30½"&59"–54" 213NHP FairfieldCo.Ld.Glasgow		
83754 137260 MGKQ	**Southwick** Ctr ssNwc.No.3–9,29 ssHpl.No.2–37 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	443 317 218	✠100A1 5,40~~9,39~~ ~~BS12,38~~ ✠LMC12,37 BS~~5,40~~3,41	Nwc	g	CL 9,39	1917 2mo Lloyd	Swan,Hunter&Wigham Richardson Ld.Sundrlnd. 'sA&CP	~~GeorgeW.Grace &Co.Ld.~~ Springfal ShippingCo.Ld.	150·0 Q56'F24'	26·1	10·7 FK	Sundrland British 3BHCem FPT69t	T.3Cy.11",17½"&28"–21" (s) 165lb 60RHP 1SB,2pf,GS33,HS1135 Day,Summers&Co.Ld.Sou	11 ″ 8 s ″ 11 10 ″ 10	
83755 164834 MMCY	**Southwood** ssShl.No.1–40 Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	1149 777 652	✠100A1 withfreeboard ~~6,40 9,39~~ 10,40 ✠~~LMC1,37~~ MS10,40 BS1,41	Shl	n	CL 6,39	1937 1mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	JosephConstantine SteamshipLine,Ld. CellDB144'350t	217·4 226·2(O.L.) Q150'F27' FPT90tAPT69t	34·0	13·6 FK	Middlsbro' British 3BHptCem ptAsp	T.3Cy.13",21"&36"–27" (s) 200lb 125lb 101NHP 1SB(Spt),3cf,GS40,HS1871 N.E.MarineEng.CoLd.Sld.	16 ″ 6 s5 ″ 11½ 15 ″ 2½	
83756 166345 GDDV	**Sovac** D.F. E.S.D. GyC. Mchy.Aft 2Dks Longitudinalframing–bracketless system CruiserStern	6724 6215 3950	✠100A1 ~~8,40 1,40 3,41~~ 5,41 ✠LMC1,38 CarryingPetroleum in bulk Fitted for oil fuel 1,38 F.P. above 150° F.	Hul ~~NYk~~	a¹ kn	CL	1938 1mo Lloyd	Odense Staalskibsvft vedAPMöller Odense 'sA&CP	Socony-Vacuum Transportation Co.Ld. CellDBuE&B82'253t	422·6 433·5(O.L.) P83'B35'F44' DTf28'762t FPT2	60·4	32·8 FK	London British 11BHptCem 25tAPT43t	C.4Cy.(2)22$\frac{1}{16}$"&(2)47½" –47½" 228lb (s) 540NHP 3SB(Spt),9cf,HS8256 FD Rheinmetall-BorsigA.G. BerlinTegel	33 ″ 0 s6 ″ 0½ 27 ″ 3½	
83757 UNYF	**Sovet** Ⓟ (exImperatriza Alexandra,ex ssHam.2ndNo.3–6,25 Wologda) ssKel.No.1–29 Ref.Mchy. 2Dks3rddk Sub.Sig. in fwd. holds	2763 2390 1385	… 9,30				1903	CaledonSB &E.Co.Ld. Dundee	U.S.S.R.	292·3 B110'F35'	40·5	26·2 FK	Vladvostk Russian WB	T3Cy22$\frac{1}{16}$"36¼"&62$\frac{3}{16}$"–45$\frac{1}{16}$" 382NHP CaledonS.B.&E.CoLd.Dun	28 ″ 3	
83758 UOVC	**Sovetskaya Neft** TwinSc (exBaku–34,exSovetskaia OilEng. Neft–34) Mchy.Aft 2Dks GyC. Sub.Sig. CruiserStern CarryingPetroleum in bulk Longitudinal framing at bottom&at decks	8228 7479 4184	✠ … 6,32 ✠				1929 10mo	Chant.Nav. Français Caen	U.S.S.R.	457·5 P128'B39'F39'	57·0	36·0 FK	Tuapse Russian	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 776NHP Atel.&Ch.delaLoire,Nts.	36 ″ 0	
83759 UOKL	**Sovetskaya Rossia** TwinSc (exSophia,exOmsk) 1Dk	426 394 291					1880	C.Mitchell &Co. Newcastle	U.S.S.R.	185·0	28·1	9·6	Rostoff Russian	C.4Cy.12½"&22"–18" Bmade14fitted— 34NHP R.&W.Hawthorn,Nwc.		
83760 UOUC	**Sovetski Krim** TwinSc 1Dk	968 — 435					1929	S.B.Works "Marti," Nicolaieff	U.S.S.R.	230·3 P31'F31'	34·2	12·1	Mariupol Russian	T.6Cy.12$\frac{3}{16}$",19½"&31⅝"– 21⅝" 95NHP S.B.Works "Marti." Nicolaieff		
83761 8011 SKVW	**Soya II** OilEng. Mchy.Aft CruiserStern 1Dk Wireless D.F. CarryingPetroleum in bulk	442 324 236					1935	Eriksbergs M.V Aktieb. Gothenburg	RederiA/B Soya (O.Wallenius, Mgr.)	153·2 P47'F18'	25·6	12·7	Stockholm Swedish	Oil Engines 2S.C.SA 4Cy.13¾"–16½" 86NHP A/B JönköpingsMotor- fabrik,Jönköping		V

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83762 8101 SKZR	**Soya IV** *CarryingPetroleum in bulk* *OilEng.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern*	652 494 351					1936	Eriksbergs M.V.Aktieb Gothenburg	RederiA/B Soya (O.Wallenius, *Mgr.*)	177·0 P41'F16'	29·6	14·7	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 4Cy.13 3/8"–22 7/16" 125NHP Atlas-DieselA/B,Skm.		V
83763	**Soya VI** *OilEng.* Wireless D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	1300					1940	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/B Soya (O.Wallenius, *Mgr.*)	250·0 P68'F33'	38·0	13·8	Stockholm Swedish *WB*	Oil Engines 2S.C.SA 4Cy.19 11/16"–35 7/16" 270NHP EriksbergM.V.Aktieb.Got		
83764 8406 SMRN	**Soya VII** (*ex*Inger **TwinSc** Benedicte–40) *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	*1240* *894* *577*					1938	Lübecker Flender- WerkeA.G. LübeckSiems	RederiA/B Wallenco(Olof Wallenius,*Mgr.*)	231·5 P55'B33'F34'	34·7	14·4	Stockholm Swedish *WB*	Oil Engines 4S.C.SA 16Cy.11"–16 9/16" 189NHP DeutscheWerkeKielA.G. Kiel		N
83765 37758 JAWE	**Soya Maru** Ⓟ **TwinSc** (*Icebreaker*) *CruiserStern* 2*Dks*	3593 2825 1539					1932	Yokohama DockCo.Ld. Yokohama	Govt.ofJapan (Dept.ofRailways)	309·7 F58'	46·3	29·8	Tokyo Japanese *WB*	T.6Cy.20 11/16",34 7/16"&43 1/16"– 43 5/16" 153NHP YokohamaDockCoLd.Yka		
12 8/40 83766 18389 JDGG	— Ⓟ Wireless 1*Dk*	692 601 401					1915	Ono Seikichi Osaka	FujiyamaKaiun K.K.	164·7	26·0	18·0	Otaru Japanese	T.3Cy.11",19"&32"–22" 48NHP OnoSeikichi,Osaka		
83767 36351 JGCC	**Soyo Maru** *OilEng.* *ss*TamaNo.2–40 ~~*ss*Kob.No.1–36~~ 2*Dks*(*Stl*)	6081 5456 3681	✠100A1 ~~4,40~~ ~~7,38~~ 5,41 ✠LMC DBS~~7,38~~ ~~4,40~~ 5,41 *Adapted for carrying oil*	Tama 4,40 CS~~7,38~~ ~~7,37~~ ~~4,40~~ 5,41	*a*†	CL ~~7,38~~ 5,41 1,31	1931 1mo *Lloyd'sA&CP* *F.P.above 150° F. in deep tank aft*	AsanoS.B. Co.Ld. Tsurumi	ToyoKisenK.K. 1'*tween dk BH* *CellDB*356' D	415·0 P34'B118'F39' FK *fwd dispensed with* 1163*t* *Ta*41'1120*t* *FPTs*1	56·0	31·8	Yokohama Japanese 6*BH to Udk* 2 ,, ,,2*nd* ,, 90*tAPT*74*t*	Oil Engines 2S.C.SA 6Cy.26 3/4"–47 1/4" 747NHP DB*100lb* KobeSteelWorks,Kobe	31″10 s 6″8 25″3 3/4	
83768 UOYE	**Soyuzpushnina** **Wood** (*ex*Karise–34,*ex*Svendborg- *OilEng.* sund) *Mchy.Aft* 1*Dk*	563 451 308					1918	IPJörgen- sen Thurö	U.S.S.R.	149·2 B40'Q40'F15'	33·1	13·7	Vladvostk Russian	Oil Engines 4S.C.SA 6Cy.13"–19 5/16" 98NHP H.Christoffersen,Heleby		
83768* TTBD	**Spahi** (*ex*Marie–36) 1*Dk*	1058 805 611					1920	Nüscke& Co.A/G Stettin	Cie.Nouvelle de Nav.Busck	225·9 P34'B62'F23'	32·8	13·9	Marseilles French *WB*	T.3Cy.15 2/5",25 1/5"&41 3/4"–25 3/5" 110NHP AtlasWerkeA/G,Bremen		V
83769 133600 GDYB	**Spanker** *ss*Nwc.No.3–3,30 *ss*Shl.No.2–39 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1875 1489 1104	✠100A1 ~~3,40~~ 12,40 BS~~3,40~~ ✠LMC4,39 6,41	Shl	*q*	CL 3,39	1917 5mo *Lloyd'sA&CP*	J.Crown &Sons,Ld. Sunderland	Witherington& Everett *CellDBa&uE*102'*f*	268·0 P24'Q82'B51'F30' FK 104'383*t* *FPT* 105*t*	37·9	17·6	Newcastle British 4*BHCem* *APT*100*t*	T.3Cy.20 1/2",33"&54"–39"(*s*) 180lb *100lb* 199NHP 2SB,4*pf*,GS80,HS3092 N.E.MarineEng.Co.Ld.Sld	19″9 s1″11 18″0	
83770 PHQB	**Spar** *ss*Rot.No.3–3,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3616 3329 2162	✠100A1 *withfreeboard* 1,40 BS~~1,40~~ ✠LMC3,37 1,41	Rot	*x*	CL N1,40	1924 4mo *Lloyd'sA&CP*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	N.V.Hudig& Pieters'Algemeene Scheep.Maats. *CellDB*303'909*t*	361·0 375·1(O.L.) FK (*Coll* *FPT*98*t* *APT*128*t*	50·3	22·1	Rottrdam Dutch 6*BHCem* *BH to Sh dk* 5 ,, ,, 2*nd* ,,	T.3Cy.23 1/2",37 1/2"&63"–42"(*s*) 180lb 322NHP 3SB,9*cf*,GS154,HS5565 RotterdamDroogd.Maats.)	24″6 s1″11 3/4 22″8	
83771 121219	**Sparta** (*ex*FrankW.Hart) *Mchy.Aft* 1*Dk*2*trB*	3942 — 3108					1902	American S.B.Co. Lorain,O.	NationalS.S.Co. (G.A.Tomlinson, *Mgr.*)	380·0	50·0	28·0	D'luth,Min Utd.States *WB*	T.3Cy.22",35"&58"–40" 213NHP AmericanSB.Co.Cleveland		R
83772 DOBZ	— (*ex*Star–36) D.F. Sub.Sig. *CruiserStern* 2*Dks*	1724 1392 750					1927	J.Frerichs &Co.A/G Einswarden	Atlas-Levante- LinieA.G.	275·5 P14'F254'	42·2	15·5	Bremen German *WB*	T.3Cy23 5/8",38 3/16"&62"–41 5/16" 247NHP A.G."Neptun,"Rostock		G
43/ 41 83773 112654 MDDM	— (*ex*Petone, *ss*Goo.3rdNo.3–8,38 *ex*Gresham) 1*Dk*(*Stl*) *Well deck*	708 503 388	✠100A1 9,40 ~~8,39~~ ✠LMC MS9,38	Goo Bly BS~~8,39~~ 9,40	*j*	OG 8,39	1900 1mo *Lloyd'sA&CP*	Taylor& Mitchell Greenock	BennettS.S.Co.Ld. *CellDBa*48'*uE*	185·4 Q64'B48'F26' BK7 1/2"	29·2	11·8	Goole British 4*BHCem* 15'*f*68'145*t*	T.3Cy.15",25"&40"–27" (*s*) 160lb 82RHP 1SB,3*pf*,GS56,HS1490 McKie&Baxter,Glasgow	14″0 s ″8 3/4 13″11 1/4	
83774 UNYG	**Spartak** (*ex*GerdaVith, *ex*MargareteGelpcke) 1*Dk*	1983 1541 1128					1909	Akt.Ges. "Neptun" Rostock	U.S.S.R.	267·8 P12'Q89'B107'F31'	42·0	16·6	Leningrad Russian *WB*	T.3Cy.18 9/16",29 9/16"&50"–35 3/5" 149NHP A.G."Neptun,"Rostock		
83775 2010 ICIB	**Spartivento** (*ex*Aboukir, *ex*SaintMichael) *ss*Ant.2ndNo.3–7,33 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *deep framing*	3694 3481 2311	✠ ... 3,37 *Spar dk* ✠	Gen	*x*		1907 4mo	W.Pickers- gill&Sons Sunderland	M.Querci *CellDBa* 118'*uE&B*44' *f*1	372·0 361·0 P29'B198'F41' FK 46'831*tDTf*28'651*t*	49·0 47·4	25·1 17·2	Genoa Italian 6*BHCem* *APT*43*t*	T.3Cy.24",40"&67"–45" NDB29 343NHP 2SB,6*cf*,GS114,HS4401 G.Clark,Ld.Sunderland	27″8	I †
83776 666 IUKX	**Sparviero** (*ex*Altair, **Aux4MstSr** *ex*Rask,*ex*Hjalmar *OilEng.* Sörensen) *Mchy.Aft* 1*Dk* (*See Sailing Ship Register*)	498 436 341					1915	P.Ph. Sturh'sMsk& Skbs Aalborg	Francesco Bertacca	186·0 P22'B18'F19'	33·1	10·9	Viareggio Italian *WB*	Oil Engines 2S.C.SA 4Cy.16 1/2"–18 15/16" 192NHP J&CGBolindersCoLd.Skm		I
83777 DOFH	**Specht** (*ex*Grandon,*ex*Talita) *Mchy.Aft* 1*Dk*	753 535 355					1918	W.C.Boele &Zonen Slikkerveer	ArgoReederei RichardAdler&Co.	181·3 Q105'B11'F20'	28·2	12·5	Bremen German *WB*	T.3Cy.15",25"&40 1/8"–24" Machinefabriek 79NHP "DeBiesbosch,"Dordrecht		G
83778 148049 GDZC	**Speedfast** *ss*Shl.No.3–1,37 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1898 1489 1102	✠100A1 5,40 ~~2,40~~ ✠LMC MS1,37	Shl BS~~2,40~~5,41	*q*	CL 1,40	1924 2mo *Lloyd'sA&CP*	J.Crown& Sons,Ld. Sunderland	HillSteamShippng Co.Ld.(Withering- ton&Everett, *Mgrs.*) *Cell*	268·0 Q106'B55'F30' FK *DB* 206'384*t* *FPT*	37·9	17·6	Newcastle British 4*BHCem* 86*tAPT*173*t*	T.3Cy.20 1/2",33"&54"–39" (*s*) 180lb 200NHP 2SB,4*cf*,GS83,HS3115 J.Dickinson&Sons,Ld.Sld.	19″9 s1″10 1/2 18″1	
83779 PKRX	**Speelman** 1*Dk*	1030 712 538					1926	Wilton'sE. &SlpwyCo. Rotterdam	Koninkl.Paketv. Maats.	230·1 P35'B80'F29'	38·2	10·4	Batavia Dutch *WB*	C.4Cy.12 13/16"&27 9/16"–27 9/16" 80NHP Gebr.Stork&Co.Hengelo		V
83780 218003 KIDR	**Spencer Kellogg** (*ex*Romulus) *Longitudinalframing* D.F. *Fitted for oil fuel* 2*Dks* *Mchy.Aft* *Carrying Petroleum in bulk*	5330 — 3265					1919	Bethlehem S.B.Corp.Ld. Wilmington, Del.	KelloggS.S.Corp.	391·0 P98'B33'F43'	51·3	28·8	NewYork Utd.States *WB*	T.3Cy.27",45"&75 9/32"–48" 392NHP BethlehemS.B.Corp.Ld. Wilmington,Del.		R
83781 243 IULB	**Speranza** **Iron&SteelTwinSc** (*ex*Tala.*ex*Chrissi) *Carrying oil in bulk*	445 — 238					1904	Stabil. Tecnico Triestino Trieste	TitoNeri& AntonioChiesa	185·0 H–	24·6	10·4	Leghorn Italian	C.4Cy.14"&28"–24" 64NHP Lobnitz&Co.Renfrew		

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant au navire. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Durée Cert. B.ofTrade.
83782 DOCD	**Sperber** (*ex*Bonn) Wireless D.F. 1*Dk*	889 708 448					1922	Atlas- WerkeA.G. Bremen	ArgoReederei RichardAdler&Co.	216·0 P125'F31'	32·7	13·0	Bremen German *WB*	T.3Cy.18½",29½"&45⅝"–29½" 112NHP Atlas-WerkeA.G.Bremen		G
83783 LCUX	**Spero** (*ex*Pacifico-34,*ex*TaigiMaru) 2*Dks*	3619 3309 2200					1919	AsakiS.B. Co.Ld. Osaka	Skibs-A/S Avant (EivindKile,*Mgr.*)	330·5 P17'B72'F39'	46·2	27·8	Xiansand Norwegian *WB*	T.3Cy.24",39"&64"–42" 265NHP OsakaHatsudokiKKOsaka		V
83784 144935 GDWZ	**—** ssNwc.No.3–12,36 *Well deck* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	1960 1359 981	✠100A1 ~~11,40 11,39~~ 1,41 BS~~11,39~~ ✠LMC12,36 11,40	Nwc	*r*	CL ~~8,38~~ ~~1,41~~ 3,41	1920 11mo *Lloyd*	Murdoch & Murray,Ld. PortGlasgow *'sA&CP*	PeltonS.S.Co.Ld. *CellDB*192'439*t*	269·9 P24'Q188'F26' FK *DTa*27'98*t* *FPT*68*t*	40·2	17·4	Newcastle British 4*BHCem* *APT*70*t*	T.3Cy.22",40"&65"–45" (*s*) 180lb 300NHP 2SB,6*cf*,GS123,HS4550 J.G.Kincaid&Co.Ld.Grk.	19 ″ 8 s 5 ″10 19 ″ 0½	
83785 146509 GJND	**—** Ⓟ Wireless D.F. *CruiserStern* *Ref.Mchy.* 1*Dk*	1589 1194 817					1922	Dundee Shipbuilding CoLd.Dundee	Ellerman'sWilson Line,Ld.	257·0	37·0	17·0	Hull British *WB*	T.3Cy.17½",30½"&53"–36" 169NHP Earle'sCo.Ld.Hull		C
83786 LEXL	**Spes** 1*Dk*	1142 995 657					1918	Trndhjms Mek.Værks. Trondheim	A/S Songvaar (T.Isaksen,*Mgr.*)	226·1 P16'B16'F27'	36·5	15·7	Xiansand Norwegian *WB*	T.3Cy.17",27½"&46"–30" 116NHP TrondhjemsM.V.Trondhm		N
83787 65 SZLY	**Spetsai** Ⓟ (*ex*Lefkas-40,*ex*Aris-33, *ex*Vella,*ex*Mikonos,*ex*Aris) Wireless 1*Dk*	379 — 151					1904	Lloyd Austriaco Trieste	HellenicCoast LinesCo.Ld.	169·0 F36'	23·7	11·6	Piræus Greek	T.3Cy.13½",22¼"&36"–24" 63NHP LloydAustriaco,Trieste		
* 83788 148902 GLQF	**Speybank** **TwinSc** *OilEng.* ssGms.No.3–6,39 1*Dk*(*Stl*)&*Shelter dk* (*Stl*–ws)	5154 4768 3118	✠100A1 *withfreeboard* 8,40 ~~2,40~~ DBS~~7,39~~ ✠LMC7,39 8,40 *Carrying vegetable oil in deep tank*	Cal Liv	*a*†	CL SN4,38 P2,40	1926 4mo *Lloyd*	Harland& Wolff,Ld. Glasgow *'sA&CP* *CellDB*357'	BankLineLd.(A. Weir&Co.*Mgrs.*) 1121*t* *Tanks'tween* *DTf*32' 1067*t*	420·3 FK (*tunnels*115'251*t* *FPT*106*t* *APT*132*t*	53·9	26·5	Glasgow British 7 *BHpt Cem* *Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 12Cy.$24\tfrac{13}{16}$"–$37\tfrac{13}{16}$" 717NHP DB*110lb* Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7½ 25 ″ 8½	
83789 DHWA	**Spezia** D.F. 2*Dks*	1825 1573 1044					1924	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,jr.	287·1 P&B210'F30'	41·3	16·7	Hamburg German *WB*	T.3Cy.21¼",34⅝"&56"–37⅞" 192NHP A.G."Neptun,"Rostock		G
83790 143515 MKFG	**Sphene** (*ex*RiverTawe) ssTrn.No.3–2,32 *Mchy.Aft* ~~ssTrn.No.1–36~~ *Well deck* ssBwg No.2–40 1*Dk*(*Stl*) *Cargo battens not fitted*	815 583 413	✠100A1 4,41 ~~4,39 12,40~~ BS~~4,40~~ ✠LMC~~7,36~~ 6,41 MS6,40	Bly ~~Bwg~~ Irv	*k*	CL 4,39	1920 8mo *Lloyd*	London& Montrose S.&R.Co.Ld. Montrose *'sA&CP*	Wm.Robertson *Cell*	189·4 195·2(O.L.) Q109'B11'F24 FK *DBf* 119'171*t**FPT*	30·3	12·6	Glasgow British 3*BHCem* 55*t**APT*6*t*	T.3Cy.14½",24"&40"–27" (*s*) 180lb 79RHP 1SB,3*cf*,GS63,HS2101 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s4 ″ 2½ 14 ″ 2½	
83791 FOBJ	**Sphinx** Ⓟ **TwinSc** *Fitted for oil fuel* D.F. *Ref.Mchy.* 7*Dks*	11375 8957 6724					1914	Atel.&Ch. de laLoire St.Nazaire	Soc.desServices Contractuels des MessageriesMarit.	478·0 B266'	60·7	40·6	Marseilles French *WB*	T.6Cy.28",46"&76"–53" 840NHP Atel &Ch.de laLoire,Nts.		V
83792 DDRT	**Spica** (*ex*Schwennau) Sub.Sig. 1*Dk*	1385 1150 869					1904	Act.Ges. "Neptun" Rostock	ErikLarsen (ErichAhrens, *Mgr.*)	256·5 P14'Q69'B110'F29'	35·9	15·2	Rostock German *WB*	T3Cy.17⅛",26¾"&44⅞"–$33\tfrac{1}{16}$" 115NHP A.G."Neptun,"Rostock		G
83793 LDUX	**—** (*ex*Falkeid-35,*ex*Christoffer Ellingsen) Wireless D.F. 1*Dk*	500 378 213					1915	Akers Mek.Værks. Oslo	DetBergenske Dampskslsk.	166·4 Q35*t*B60*t*H6*t*F17*t*	25·2	12·9	Bergen Norwegian *WB*	T.3Cy.14",24"&37"–27" 71NHP AkersMek.Værks.Oslo		N
83794 151 YLBU	**Spidola** (*ex*Brookvale,*ex*Arvonian) ssLiv.No.3–7,19 ssCff.No.2–27 1*Dk*&*deepframing*	2833 2588 1754	✠ … 4,32 ✠				1905 9mo	Richardsn, Duck&Co. Stockton	P.Danneberg	331·3 P30'B170'F29' FK	47·6	22·6	Riga Latvian *WB*	T.3Cy.23½",39"&64"–42" 276NHP Blair&Co.Ld.Stockton	22 ″ 6	C †
83795 205 OTSA	**Spidoleïne** **TwinSc** *OilEng.* ssAnt.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. GyC. *Longitudinalframing*	*6190* 5424 3285	✠100A1 1,40 ✠LMC CS11,36 DBS4,39 4,39 *CarryingPetroleum in bulk*	Phl	*z*	CL 4,39	1928 2mo *Lloyd*	Atel.&Ch. deFrance Dunkirk *'sA&CP*	BelgianGulfOil Co.Soc.Anon. *CellDBuE*56'152*t* *D*	403·1 P92'B32'F40' FK *Tf*48'475*t**FPT*118*t*	52·5	32·3	Antwerp Belgian 19*BHptCem* 6 ,, *to* 2*nd dk* *APT*63*t*	Oil Engines 2S.C.SA 8Cy.23⅝"–41¾" 779NHP 2DB*180lb* Cie.deCons.Mécanique ProcédésSulzer,St.Denis	32 ″ 0 s 6 ″ 1½ 26 ″ 1	
83796 LCYU	**Spinanger** *Carrying Petroleum in bulk* *OilEng.* D.F. *Mchy.Aft* 2*Dks*	7429 6750 4422					1927	F.Schichau Danzig	Westfal-Larsen &Co.A/S	441·6 P416*t*H221*t*F15*t*	57·4	34·2	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.$26\tfrac{13}{16}$"–$47\tfrac{3}{16}$" 750NHP F.Schichau,Elbing		N
83797 LCON	**Spind** (*ex*Homledal-35,*ex*Haslemere) 1*Dk*	2129 1900 1279					1917	S.P.Austin &Son,Ld. Sunderland	A/S Salvesen(Jac. Salvesen,*Mgr.*)	285·0 P27'B76'F32'	43·4	18·9	Farsund Norwegian *WB*	T.3Cy.21",35"&57"–39" Richardsons, 203NHP Westgarth&Co.Ld.Sld		N
83798 165917 MMMX	**Spinel** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	650 452 332	✠100A1 4,38 ✠LMC10,37	Lth	*i*	OG	1937 10mo *Lloyd*	Henry Robb,Ld. Leith *'sA&CP*	Wm.Robertson *CellD*	178·0 185·0(O.L.) P45'Q60'F27' FK *B*114' 154*t* *FPT*85*t*	28·7	11·4	Glasgow British 3*BHptCem* *APT*24*t*	Oil Engines 2S.C.SA 7Cy.$9\tfrac{13}{16}$"–$16\tfrac{5}{16}$" 61RHP BritishAuxiliaries,Ld.Gls.	13 ″ 6 s 4 ″ 0½ 13 ″ 0½	
83799 167364 GLJD	**Spirality** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	554 352 283	✠100A1 11,39 ✠LMC11,39	Goo	*h*	OG	1939 11mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole *'sA&CP*	F.T.Everard& Sons,Ld.	168·7 176·3(O.L.) Q105'F18' FK *FPT*83*t*	27·7	10·0	London British 3*BHptCem* *pt Asp* *APT*49*t*	Oil Engines 2S.C.SA 5Cy.12⅝"–16¾" 71RHP NewburyDieselCo.Ld. Newbury	11 ″ 3 s 3 ″ 7 11 ″ 1½	
83800 146611 GFLB	**Spirila** ssSng.No.2–30 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing* (*Now used as fuel oil storage ship*)	5695 5263 3387	✠ … 7,38 ✠ *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,22 *F.P. above* 150° F.	Bkn	*z*		1922 8mo	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE&B*7' 821	411·5 P109'B26'F45' FK (7*t**DTf*32'316*t* *FPT*	53·4	31·0	London British 16*BHptCem* 12 ,, *to Udk* 4 ,, ,, 2*nd* ,, 81*t**APT*136*t*	T.3Cy.24½",42½"&74"–48" 548NHP 3SB,9*cf*,GS184,HS7617 WllsndSlpwy.Co.Ld.Nwc.)	31 ″ 0	
83801 YTNK	**Split** Ⓟ (*ex*SplitD.) ssSpt.2ndNo.3–4,35 ssSsk.No.1–39 1*Dk*(*Stl*–ws)&*Shade dk* (*ptStl*–teak s)	896 833 503	✠100A1 *withfreeboard* 2,40 BS2,40 ✠LMC5,39 *For service in the Adriatic*	Ssk	*l*	CL 4,38	1909 5mo *Lloyd*	Cant.Nav. Triestino Monfalcone *'sA&CP*	Jadranska PlovidbaD.D. *CellDBa*31'*u*	197·5 FK *E*15'*f*56'94*t**FPT*23	30·6	21·3	Split Yugoslav 4*BHCem* *t**APT*11*t*	T.3Cy.17½",29"&48"–30" (*s*) 180lb 81NHP 2SB,4*cf*,GS68,HS2606 FD D.Rowan&Co.Glasgow	14 ″ 0 s 1 ″ 5 12 ″ 10½	

81/40

* Surveys delayed, Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters	2–3 Steamer's Name. Material, Rig, &c. Late Name if any Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83802 149880 GMZQ	**Spondilus** OilEng. ssCff.No.3–2,40 Mchy.Aft Cruiser Stern D.F. E.S.D. 1Dk(Stl) Longitudinal framing at bottom & at deck	7402 6758 4277	✠100A1 ~~2,40~~12,40 ✠LMC CS2,40 DBS~~6,39~~12,40 ~~6,39~~12,40 CarryingPetroleum in bulk	Cff NYk		CL 2,40	1927 9mo	Maats. Fyenoord Rotterdam Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld. Cell DBuE 69'285t DT	440·4 P99'B40'F62' FK f32'284t FPT162t	59·5	32·7	London British 15BHptCem APT67t	Oil Engines 4S.C.SA 6Cy.32¼"–$59\frac{1}{16}$" 600NHP 2DB180lb Werkspoor,Amsterdam	32 ″ 9 s6 ″ 3½ 26 ″ 8¾	
83803 487 IRAW	**Sportivo** (exNereide-37,exMaras, exShantung) ssSng.No.3–5,12 ssAms.No.2–20 1Dk(Stl)&Spar dk(Stl)&deep framing	1598 — 936	✠ 6,25 ✠	Rot	q		1900 2mo	Rickmers Akt.Ges. Bremerhaven	A.Lauro CellDBa68'	259·1 B64'F27' FK uE34'f86'322tFPT	37·2	19·2	Naples Italian 4BHCem 59tAPT18t	T3Cy$18\frac{9}{16}$"$30\frac{7}{16}$"&49½"–31½" 180NHP 2SB,6pf,GS91,HS3208 BremerVulkan,Vegesack	22 ″ 0	I †
83804 119 YLBO	**Sports** (exGladstone, exMargaritaCalafati, ssSyr.No.3–10,27 exJean) ssRga.No.2–37 Spar dk(Stl)2trB&deep framing Cargo battens not fitted	3283 2687 1549	✠100A1 Spar dk 2,39 BS1,40 ✠LMC4,37 No later survey reported	Lie	u	1,40	1909 8mo	NwprtNws S.B.&D.D.Co Newprt News	M.Sandbergs&Co. CellDBa90'u	311·0 P36'B94'F33' FK E24'f136'538tFPT	46·1	21·8	Riga Latvian 5BHCem 71tAPT117t	T.3Cy.22",37"&60"–42" (s) 180lb 271NHP 2SB,6cf,GS149,HS4400 NewportNewsSB&DD.Co.	24 ″ 6 s3 ″ 9¾ 20 ″10	
83805 FOYS	**Spramex** (exShellphalte, TwinSc exLeonor) ssRou.No.2–36 Mchy.Aft 1Dk(Stl) D.F. Surveys delayed Longitudinal framing at bottom & at deck	2560 1785 956	✠100A1 10,39 BS3,39 ✠LMC11,36 CarryingPetroleum in bulk or Carrying Asphalt only, & limited to CentreTanks Fitted for oil fuel 11,28 F.P. above 150° F.	Rou	t	CL s3,39 PN3,39	1928 11mo	Cant.Nav. Triestino Monfalcone Lloyd'sA&CP	SocAnonFrançaise desPétrolesShell	302·5 316·0(O.L.) Q89'F29' FK Trunk187' FPT107tAPT84t	49·6	15·0	Algiers French 9BHptCem ptAsp	T6Cy.12¾",20½"&$33\frac{7}{8}$"–$24\frac{7}{16}$" 180lb (s) 236NHP 2SB,4cf, HS4168 FD RotterdamDroogd.Maats.	15 ″ 0 s 1″10¾ 13 ″ 2¼	
83806 162284 MKCC	**Spray** ssAbn.No.1–37 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	960 648 464	✠100A1 8,40 ~~7,39~~ BS~~7,39~~ ✠LMC7,37 8,40	Abn	l	CL ~~7,37~~ 8,40	1932 11mo	Hall,Russell&Co.Ld Aberdeen Lloyd'sA&CP	Ellis&McHardy, Ld. CellDB147'244t DTf8'75tFPT	206·3 214·2(O.L.) Q132'B17'F20' FK 50tAPT35t	32·2	12·6	Aberdeen British 4BHptCem ptAsp	T.3Cy.16½",27½"&46"–33" 200lb (r) 169NHP 2SB,4cf,GS82,HS3000 Hall,Russell&Co.Ld.Abn.	51 ″ 0 s 4 ″ 0¾ 14 ″ 9¾	
83807 143692 MKJB	**Sprayville** (exPickmere) 3Mst ssBwg.No.3–3,34 ssLiv.No.1–38 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	466 321 192	✠100A1 8,40~~11,38~~ ✠LMC11,38 BS~~10,39~~ 3,41	Liv Trn		CL ~~7,37~~ 8,40	1920 11mo	Cochrane &Sons,Ld. Selby Lloyd'sA&CP	JohnS.Monks,Ld.	152·0 Q86'B9'F25' FK FPT48t	25·2	10·8	Liverpool British 3BHCem APT21t	T.3Cy.13",23"&37"–24" (s) 180lb 85RHP 1SB,3pf,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s3 ″ 8¾ 11 ″10¼	
83808 DOCF	**Spree** (exAgira-36) Sub.Sig. 2Dks CruiserStern	2867 2553 1691					1929	Deutsche Sch-u.Mschb. A.G.Weser Bremen	Norddeutscher Lloyd	295·4 B44'F29'	46·1	23·4	Bremen German WB	T 3Cy19⅝",31½"&50⅜"–35⅜"& LP Turbine with DR gearing & hydraulic coupling 315NHP DeutscheSchiff.-u.Mschb. A.G.Weser,Bmn		G
83809 DIFF	**Spreewald** Ⓟ TwinSc (exAnubis-39, OilEng. exSpreewald-35) 2Dks D.F. Sub.Sig. CruiserStern	5083 4467 3002					1922	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 F40'	54·2	27·4	Hamburg German WB	Oil Engines 4S.C.SA 12Cy.24¾"–38¾" 714NHP Algemeine Elec.Ges.Berlin		G
83810 148908 GLQJ	**Springbank** TwinSc OilEng. ssFal.No.3–11,39 1Dk(Stl)& Shelter dk(Stl-w s)	5155 4768 3116	✠100A1 withfreeboard 11,39 DBS11,39 ✠LMC11,39 Carrying vegetable oil in deep tank	Fal	a†	CL s9,39 PN9,39	1926 5mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	BankLine,Ld.(A. Weir&Co.Mgrs.) CellDB357'1121t tanks between tunnels115'251t DTf32'1067tF	420·3 433·9(O.L.) FK PT106tAPT132t	53·9	26·5	Glasgow British 7BHptCem (Coll toSh dk 6 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"–$37\frac{13}{16}$" 717NHP DB110lb Harland&Wolff,Ld.Gls.	29 ″ 2 s3 ″ 7¾ 25 ″ 8	
83811 ~~165564~~ MMLT	**Springdale** Mchy.Aft 1Dk CruiserStern	1579 1398 896	✠100A1 1,40 ✠LMC9,37 Fitted for oil fuel 9,37 F.P. above 150° F.	Shl	q	CL 12,39	1937 9mo	Short Bros. Ld. Sunderland Lloyd'sA&CP	~~Springwell~~ ~~ShippingCo.Ld.~~ CellDB208'430t FPT	251·4 259·9(O.L.) P83'F20' FK	40·3	17·9	~~London~~ British 5BH 159tAPT87t	T.3Cy.16",25"&45"–33" (s) 220lb 169NHP 2SB(Spt),4cf,HS2360 FD N.E.MarineEngCoLd.Nwc	20 ″ 2 s 2 ″ 8¾ 17 ″ 7¼	
83812 220127	**Springfield** Fitted for oil fuel 2Dks	5641 4985 3504					1920	Atlantic Corp. Portsmouth, N.H.	UnitedStates Maritime Commission	410·5 P60'B114'F47'	54·2	27·0	Portsmth, N.H. Utd.States WB	T.3Cy.24½",41½"&72"–48" 359NHP AtlanticCorp. Portsmouth,N.H.		
83813	**Springfjord** CruiserStern 1Dk	2027					1939	Trndhjms Mek.Verks. Trondheim	SpringwellShppng Co.Ld.	289·3	44·1	18·3	London British WB	T.3Cy.20½",33"&56"–36" 188NHP TrondhjemsM.V.		
1/41 83814 PHQN	**Springfontein** Ⓟ ssAms.No.3–6,34 ssAms.No.1–38 2Dks(Stl)&Shelter dk(Stl) D.F.	6406 5371 4043	✠100A1 Shelter dk withfreeboard 3,40 ✠LMC MS5,38 BS9,39	Ams	a†	CL N8,38	1921 12mo	Lithgows, Ld. Pt.Glasgow Lloyd'sA&CP	N.V.Vereenigde Nederl.Scheepv. Maats.(Directie en AgentuurMaats HollandAfrika Lijn,N.V.Mgrs.)	423·3 Intermediate FK 'tween dkBHin after hold dispensed with CellDB360' 1181tD	56·0	28·7	Amstrdam Dutch Cem 1BHtoShdk 5 „ „ U „ 1 „ „ 2nd„ Ta36' 1109t	T.3Cy.27",45"&74"–51" (s) 180lb 565NHP 3SB,9cf,GS193,HS8533 FD Rankin&Blackmre,Ld.Grk only APT31t	31 ″ 4 s 5 ″ 0¾ 26 ″ 5¾	
83815 ~~165530~~ MMLJ	**Springtide** D.F. 1Dk Mchy.Aft CruiserStern	1579 1398 893	✠100A1 5,40 ✠LMC7,37 Fitted for oil fuel 7,37 F.P. above 150° F.	Shl	q	CL	1937 7mo	ShortBros Ld. Sunderland Lloyd'sA&CP	~~Springwell~~ ~~ShippingCo.Ld.~~ CellDB208'430t FPT	251·4 259·9(O.L.) P83'F20' FK	40·3	17·9	~~London~~ British 5BH 159tAPT87t	T.3Cy.16",25"&45"–33" 220lb (s) 169NHP 2SB(Spt),4cf,HS2360 FD N.E.MarineEng.CoLdNwc	20 ″ 2 s 2 ″ 8¾ 17 ″ 7¼	
83816 150845 VCQK	**Sprucebay** (exSoutier) TwinSc Wireless 1Dk Mchy.Aft	1238 821 646					1920	Atel.&Ch. Mar.duSud-Ouest Bordeaux	TreeLineNav. Co.Ld.(J.D.Calvin, Mgr.)	218·8 P75'F29'	34·3	12·3	Montreal British WB	T.6Cy.12½",19"&31½"–17½" 83NHP Soc.Marseillaise deConst. Mécaniques,Marseilles		V
83816* LCKL	**Spurt** (exCraincreek) Sub.Sig. 1Dk	2061 1814 1219					1918	Gt.Lakes Eng.Works Ecorse,Mich.	SkibsA/SLundegaard(Lundegaard&Sönner, Mgrs.)	254·2 P69tF35tH103t	43·7	20·2	Farsund Norwegian WB	T.3Cy.21",35"&59"–42" 226NHP Gt.LakesEng.Works.Det.		N
83817 93 SVQF	**Spyridon** (exIoannisCarras-40, exSouthlea, ssShl.No.3–4,30 exLadyCharlotte) ssRot.No.2–38 1Dk(Stl)	*3527* *3324* *2208*	✠100A1 4,39 BS5,39 ✠LMC5,38	Ant	w	CL 4,39	1917 10mo	CampbeltownS.B.Co. Campbeltwn Lloyd'sA&CP	P.J.Carras	348·5 P29'B213'F37' FK CellDB300'995t	49·9	23·6	Chios Greek 6BHCem APT85t	T.3Cy.25",40"&65"–45" (s) 180lb 327NHP 3SB,9cf,GS163,HS5305 Rankin&Blackmre Ld.Grk	26 ″ 0 s 3 ″ 1 23 ″ 1¾	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière Visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd of Trade.
83818 106 SVEX	**Spyros** (*ex*Balgowan-34, *ex*AdmiralCodrington) *ss*Gls.No.3-2,34 *ss*Rot.No.1-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted except in No.4 hold*	6629 6329 4139	✠100A1 *Shelter dk* *with freeboard* 3,40 ~~BS[illegible]~~ ✠LMC10,38	Liv BS2,41	*z*	CL 9,38	1918 2mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	AegeonS.S.Co.Ld. 1*Intermediate* *in forehold* *CellDB*358' 1151t	420·0 *Bulkhead* *dispensed with* *FPT*109t*APT*128t	54·0	34·4 26·4 FK *Coll*	Argostoli Greek 6*BHCem* *BHtoSh dk* 5 „ 2nd „	T.3Cy.27",44½"&75"-54" (*s*) 180lb 567NHP 3SB,9*cf*,GS222,HS8313 FD Richardsons,Westgarth& Co.Ld.Hpl.	37 " 0 s 8 " 11¼ 28 " 4	
83819 YTNL	**Srbin** Ⓟ (*ex*Sparta) *ss*Ssk.No.3-4,37 1*Dk*&*Shade dk*	982 — 602	✠100A1 *Shade dk* *with freeboard* 1,41 ~~4,40~~ BS4,40 ✠LMC4,37	Ssk Spt	*m*	CL ~~1,38~~ 1,41	1913 8mo *Lloyd*	Hall,Russell&Co.Ld. Aberdeen '*sA&CP*	Jadranska PlovidbaD.D.	215·7 227·5(O.L.) *CellDBa*41'*uE*	30·6	14·0 BK7'	Susak Yugoslav 4*BHCem* 17'*f*84'143t	T.3Cy.17½",29"&47"-33" (*r*) 180lb *100lb* 193NHP 2SB,4*cf*,GS68,HS3000 FD Hall,Russell&Co.Ld.Abn.	15 " 0 s 1 " 0¾ 14 " 9½	
83820 YTEF 16/40	**Srebreno** (*ex*Leopoldina) *ss*Tri.2ndNo.3-11,27 *ss*Nap.No.1-31 1*Dk*(*pt Irn*&*pt Stl*)2*tr B* &*deep framing*	3304 3127 2070	✠ —— 3,36 ✠	Spt	*v*		1901 10mo	J.Readhead&Sons SouthShields	Dubrovacka PlovidbaA.D. *CellD*	331·0 P41'B93'F33' *Ba*110'*u E*20'*f*136'	47·1	25·0 FK	Dubrovnik Yugoslav 5*BHCem* 737t*APT*36t	T.3Cy.24",40"&64"-42" NDB23 278NHP 2SB,6*rf*,GS116,HS4366 J.Readhead&Sons,S.Shl.	26 " 6	V †
83821 YTTM	**Sréca** (*ex*Eglantier-39, *ex*WarBeetle) *ss*Ant.No.3-5,31 D.F. *ss*Sch.No.2-39 2*Dks*(*Stl*)	*5246* *4749* *3167*	✠100A1 8,40 ~~8,39~~ ✠LMC8,39 BS7,40	Sch NNs	*y*	CL 8,39	1918 9mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	AtlantskaPlovidba d.d. *CellDB*	400·4 P49'B113'F39' 347' 1120t *FPT*115t	52·3	28·4 FK	Susak Yugoslav 7*BHptCem* *APT*170t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Wrkman,Clark&Co.LdBel.	31 " 0 s 5 " 11¼ 25 " 2½	
83822 35/40	**Stad Alkmaar** *CruiserStern*	5750	100A1 (*Class Contemplated*)				1940	N.V. Wilton- Fijenoord Schiedam	Halcyon-Lijn,N.V.				Rottrdam Dutch	T.3Cy.26⅔",43¼"&72⅔"-48" WerkspoorN.V.Ams.		
83823 PHQS	**Stad Amsterdam** D.F. 1*Dk*	3780 3477 2322					1920	NVSchpw. Dordrecht Dordrecht	N.V.Stoomb.Mij. "StadAmsterdam" (Halcyon-Lijn, N.V.*Mgrs.*)	341·9 P28'B102'F36'	50·0	25·5	Rottrdam Dutch *WB*	T.3Cy.24½",41"&66½"-45½" NB39 300NHP Thyssen&Co.A.G.Mülheim		G
83824 PHQX	**Stad Arnhem** D.F. Sub.Sig. 1*Dk*	3819 3477 2376	ExaminedL.R. 2,41 BS12,40(180lb)	Gls		CL 12,40	1920	NV Schpw. Dordrecht Dordrecht	N.V.Arnhemsche Scheepsv.Maats. (Halcyon-Lijn, N.V.*Mgrs.*)	340·0 P28'B102'F36'	49·7	27·7	Rottrdam Dutch *WB*	T.3Cy.24⅔",$40\frac{9}{10}$"&$66\frac{9}{10}$"- $45\frac{9}{10}$" 301NHP Thyssen&Co.A.G.Mülheim		G
83825 PHRC	**Stad Dordrecht** D.F. Sub.Sig. 1*Dk*	3781 3477 2321					1920	NV Schpw. Dordrecht Dordrecht	N.V.Stoomb.Mij. "StadDordrecht" (Halcyon-Lijn, N.V.*Mgrs.*)	341·9 P29'B102'F36'	50·0	25·5	Rottrdam Dutch *WB*	T.3Cy.24⅗",$40\frac{9}{10}$"&$66\frac{9}{10}$"- $45\frac{3}{10}$" 301NHP Thyssen&Co.A.G.Mülheim		G
83826 PHRG	**Stad Haarlem** *ss*Rot.No.2-37 D.F. 1*Dk*(*Stl*)	4518 4187 2738	✠100A1 ~~7,40~~ ~~1,40~~ 4,41 MS4,37	Ams ~~Bkn~~ Npt ✠LMC ~~BS9,39~~ 7,40	*y*	CL N12,38	1929 5mo *Lloyd*	Lithgows, Ld. PortGlasgow '*sA&CP*	Halcyon-LijnN.V. *CellDB*329' 954t *Poop T*205t	384·7 P29'B238'F44' *FPT*116t	52·0	26·1 FK	Rottrdam Dutch 6*BHptCem* *APT*140t	T.3Cy.25",42"&70"-48" 200lb (*s*) 477NHP 3SB,9*cf*,GS138,HS6789 FD Rankin&Blackmre,Ld.Grk.	28 " 6 s 4 " 0 24 " 8¾	
83827 PHRK	**Stad Maassluis** (*ex*KingBleddyn -37,*ex*Glenspey, *ss*Mch.No.3-5,31 *ex*WarMusic) *ss*Ams.No.2-39 D.F. E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in 'tween decks* *Straight frames & bevelled bilge*	6541 6230 3864	✠100A1 *Shelter dk* *with freeboard* 5,41 ~~4,40~~ BS~~4,40~~ 5,41 ✠LMC2,39	Sch Bkn	*a*†	CL N3,40	1918 12mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* *Hat*	Halcyon-LijnN.V. *ch covers dispensed* *CellDB*343'1571	412·4 425·6(O.L.) *with in'tween decks* t *DTa*23' 858t *FPT*	55·8	34·4 FK	Rottrdam Dutch *ptCem* 6*BHtoSh dk* 2 „ „ *U* „ 91t*APT*126t	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 " 0 s10 " 0½ 28 " 3	
83828 PHRL 25/40	**Stad Maastricht** (*ex*Mount Dirfys-39, *ss*Ams.No.3-6,37 *ex*Invergarry-37) 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) *Straight frames, bevelled bilge*	6552 6190 3873	✠100A1 *Shelter dk* *with freeboard* 8,40 ~~5,39~~ ~~BS5,39~~ *Fitted for oil*	Rot Sws BS8,40 ✠LMC6,37 *fuel* 4	*a*† ,24	CL ~~2,39~~ 7,40 *F.P. a*	1924 4mo *Lloyd* *bove* 1	Harland& Wolff,Ld. Belfast '*sA&CP* 50° F.	Halcyon-LijnN.V. *CellDB*342' 1482t	412·6 F40' *on Shelter dk* *MT*14'670t*FPT*87t	55·6	34·4 *Coll* FK	Rottrdam Dutch 7*BHCem* *BH to Sh dk* 6 „ „ 2nd „ *APT*125t	T.3Cy.27",44"&73"-48" (*s*) 180lb 531NHP 4SB,12*cf*,GS251,HS9992 Harland&Wolff,Ld.Bel.	38 " 0 s 10 " 0 28 " 2½	
83829 PHRN 48/40	**Stad Schiedam** (*ex*Wimborne-36) *ss*Rot.2ndNo.3-7,36 D.F. 1*Dk*(*pt Irn pt Stl*)	5918 5296 3539	✠100A1 7,40 ~~8,39~~ BS8,39	Sch Hul ✠LMC7,36	*z*	CL N7,38	1911 12mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton '*sA&CP*	Halcyon-LijnN.V.	415·0 P45'B241'F39' *Cell DBa*132' *uE*	55·5	26·6	Rottrdam Dutch 7*BHCem* &*B*46' *f*184'	T.3Cy.28",46"&75"-48" (*s*) 180lb 470NHP 3SB,9*cf*,GS197,HS7891 Blair&Co.Ld.Stockton 1598t*FPT*154t*APT*203t	28 " 7 s 4 " 3 24 " 7	
83830 PHRR	**Stad Vlaardingen** *ss*Lth.No.1-41 *ss*Rot.No.3-6,37 D.F. E.S.D. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in No.1 hold* *Hatch covers dispensed with in 'tween decks*	8501 8012 5253	✠100A1 3,41 ~~4,40~~ ~~BS1,40~~	Sch Lth ✠LMC~~1,37~~ 3,41	*d*†	CL N6,39	1925 5mo *Lloyd*	Flensburger Schiffsb.Ges. Flensburg '*sA&CP* *CellDB*412'	Halcyon-LijnN.V. 1870t *DTa*19'200t	470·0 490·0(O.L.) F73' *DTf*41'1353t*FPT*1	59·3	35·4 FK	Rottrdam Dutch 8*BHptCem* *ptAsp* 75t*APT*142t	T.3Cy.31⅛",50½"&84⅛"-53⅛" 185lb (*s*) 699NHP 4SB(Spt),12*cf*,GS212, FD HS10010 FlensburgerSchiffsb.Ges.	38 " 1 s 9 " 10¾ 28 " 4½	
83831 154474 VGJN	**Stadacona** D.F. GyC. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at decks*	9181 8730 6711					1929	Midland S.B.Co.Ld. Midland,Ont.	CanadaS.S.Lines, Ld.	582·0 F44'	60·2	28·3	Montreal British *WB*	T.3Cy.$24\frac{3}{10}$",41½"&72"-48" *Emade*18 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		C
83832 LEXT	**Stadion II** 1*Dk*	629 506 318					1914	Nylands Værksted Oslo	A/S Stadion (J.B.Stang)	176·4 P33tH43tF6t	29·7	14·1	Oslo Norwegian *WB*	T.3Cy.13⅓",21"&36"-27" 67NHP NylandsVærksted,Oslo		N
83833 DGCS	**Stadt Emden** (*ex*AdelineHugo Stinnes3,*ex*KronprinsGustaf) D.F. Sub.Sig. 1*Dk*&*Trunk dk*	5180 4231 3261					1901	Howaldts- werke Kiel	Kauffahrtei Seereed,Adolf Wiards&Co.	406·2 P28'F38'	52·5	23·1	Hamburg German *WB*	T.3Cy.26½",42",&69"-43" 312NHP Howaldtswerke,Kiel		G
83834 DNDN	**Stadt Rüstringen** Ⓟ TwinSc 1*Dk*	400 289 148					1927	J.Frerichs &Co.A.G. Einswarden	Seebäderdienst Wilhelmshaven G.m.b.H.	165·0 B25'F44'	26·4	9·3	Wilhelms- haven German *WB*	T6Cy.10⅝"$17\frac{3}{10}$"&$30\frac{3}{10}$"-23⅝" 45NHP Frerichswerk,Osterholz		G
83835 161082 GSRZ	**Staffordshire** Ⓟ TwinSc4Mst *OilEng.* *ss*Bkn.No.2-37 *Ref.Mchy.* D.F. 3*Dks*(*Stl-U ws*) *CruiserStern*	10683 7719 6669	✠100A1 1,40 DBS~~6,39~~ 10,40	Liv ✠LMC CS7,37 6,39	*f*†	CL P1,40 ~~SN2,39~~ S3,41	1929 1mo *Lloyd*	Fairfield SB.&E.Co.Ld Glasgow '*sA&CP*	BibbyLine,Ld. (BibbyBros.&Co. *Mgrs.*) *Cell*	483·6 P51'B265'F78' *DB*420'1659t *FPT*	62·2	32·0 FK	Liverpool British 8*BHptCem* 41t*APT*85t	Oil Engines 2S.C.SA 16Cy.28"-39" 2196NHP DB*120lb* FairfieldS.B.&E.Co.Ld.Gls.	36 " 6 s 7 " 2¾ 29 " 7½	BT till ~~9-40~~ [illegible]

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83836 239115 WDMD	**Stag Hound** D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* 2*Dks*	7169 — 4328					1939	NwprtNws S.B.&D.D.Co Newprt News	~~U.S.Maritime Commission~~ GraceLine,Inc.	P23'B77'F41'			Norfolk Va Utd.States *WB*	2 steam turbines DR geared to 1 sc. shaft NewportNewsSB&DD.Co.		R
83837 PKEY	**Stagen** 1*Dk*	2539 2293 1510					1919	Gebr.Pot Bolnes	**Koninkl.Paketv. Maats.**	300·0 B80'F28'	46·3	20·6	**Batavia** Dutch *WB*	T.3Cy.21⅝",35⅜"&57⅛"–41⅜" N.V.Burgerhouts 218NHP Mch.&Schpw.Rot.		V
83838 99969 MQPJ	**Staghound** 3Mst *Well deck* *ss*Bkn.4thNo.3–1,37 *Mchy.Aft* 1*Dk*(*Irn*)	468 360 184	✠100A1 1,37 ✠NB8,09 MS1,37	Bkn ✠LMC BS7,39	*h*	CL 1,37	1894 4mo	AilsaS.B. Co. Troon A&CP	**KyleShippingCo. Ld.(MonroeBros.** *Mgrs.*)	170·0 Q93'B10'F27' BK7" *DBf*10'18t*FPT*	25·6	11·6	**Glasgow** British 3*BHCem* 48t*APT*10t	C.2Cy.21"&42"–30" (*s*) 110lb 69RHP 1SB,3*pf*,GS63,HS1376 Muir&Houston,Glasgow	12 ″ 7 s 4 ″ 2½ 12 ″ 9	
83839 161992 MBBS	**Stagpool** (*ex*IronChief–35) *ss*Bry.No.2–38 D.F. 1 *Dk*(*Stl*)	4560 4152 2677	✠100A1 2,40 BS5,40 MS7,38	Bry ✠LMC ~~[illegible]~~	*x*	CL 7,39	1930 6mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	**PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.***Mgrs.*) *CellDBa&uE*126'*f*	370·3 P30'B110'F36' FK 169'1060t *FPT*173t	52·9	25·9	**W.Hartlpl** British 6*BHCem* *APT*165t	T.3Cy.25½",40"&71"–48" (*s*) 180lb FD 479NHP 3SB(Spt)9*cf*,GS166,HS7002 G.Clark,Ld.Sunderland	28 ″ 3 s 5 ″ 3¾ 23 ″ 1½	
83840 DOOQ	**Stahleck** Sub.Sig. 2*Dks*	1663 1042 907					1923	Act.Ges. "Weser" Bremen	**DeutscheDampfs. Ges."Hansa"**	241·3 P12'B157'F26'	36·3	15·2	**Bremen** German *WB*	T.3Cy.19¾",31½"&53⅛"–35½" 165NHP A.G."Weser,"Bremen		G
83841 161017 GPWM 128/40	**Stakesby** *ss*Cff.No.2–38 1*Dk*(*Stl*)	3900 3480 2339	✠100A1 7,40 ~~10,39~~ BS4,40	Npt Lth ✠LMC3,38	*x*	CL 3,38	1930 6mo *Lloyd*	W.Pickersgill&Sons,Ld. Sunderland '*sA&CP*	**Rowland&Marwood'sS.S.Co.Ld. (Headlam&Son,** *Mgrs.*)	365·6 P33'B220'F37' FK *CellDB*316'905t	51·0	23·5	**Whitby** British 6*BHCem* *APT*135t	C.4Cy.(2)18⅜"(2)39⅜"–39⅜" 210lb *150lb* (*s*) 277NHP 2SB(Spt)6*cf*,GS113,HS4880 J Dickinson&Sons,Ld.Sld.	25 ″ 6 s 3 ″ 1½ 22 ″ 7½	
83842 UOJZ	**Stakhanovets** TwinSc (*ex*AlexanderEmshanov–39) Wireless *Fitted for oil fuel* *Carrying Petroleum in bulk* 1*Dk*	1219 1153 637					1922	Naval Works Nicolaieff	**U.S.S.R.**	229·9	34·0	12·2	**Tuapse** Russian	T6Cy.11",$19\frac{7}{10}$"&$29\frac{1}{10}$"–15¾" 67NHP NavalWorks,Nicolaieff		
83843 167586 ~~OXTA~~ GLSP	**Stal** *ss*Abg.No.3–1,34 *ss*Abg.No.1–38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	2242 1967 ~~1311~~ 1317	✠100A1 *Shelter dk* *withfreeboard* ~~5,40~~ ~~7,39~~ 6,41 ~~BS7,39~~ BS ~~11,40~~ 4,41	Cpn ~~Lon~~Nwc ✠LMC5,38	*t*	OG 7,39	1921 10mo	A/S Baltica Værftet Copenhagen A&CP *Intermediate BH in fore hold dispensed with*	Ministry of Shipping(DeneManagementCo.Ld. *Mgrs.*) *CellDB*262'641t	301·9 313·8(O.L.) F32'*onShelter dk* FK *FPT*51t*APT*65t	44·2	19·3	London ~~Copenhagen~~ ~~Danish~~ British *ptCem* 1*BHtoSh dk* 3 ,, ,, *U* ,,	1DR geared SteamTurbine 200lb FD (*s*) 221NHP 2SB(Spt),4*cf*,GS61,HS2740 SvenskaTurbinfabriks, A/B Ljungström,Finspong	21 ″ 11 s 1 ″ 3¾ 20 ″ 10	
83844	**Staley Bridge** *Transferred to No.* 68303 *OilEng.* *Mchy.Aft* *Cruiser Stern*	350 — 150					1940	Scott& Sons Bowling	**J.Summers& Sons,Ld.**	130·0 P37'B7'F17'	24·5	10·0	**Chester** British *WB*	Oil Engines 4Cy.12⅝"–16¾" NewburyDieselCo.Ld. Newbury		
83845 LJFG 115/40	**Stalheim** Wireless **D.F.** 1*Dk*&*Shelter dk* *CruiserStern*	1298 1027 719					1936	Fredrkstad MekVrksA/S Fredrikstad	**A/S Standard (J.B.Stang,***Mgr.*)	251·1 P59tH126tF15t	42·3	14·0	**Oslo** Norwegian *WB*	C.4Cy.(2)13¾"&(2)$32\frac{5}{16}$"–30½" 96NHP FredrikstadM.V.A/S Fredrikstad		N
83846 UOHW	**Stalingrad** Ⓟ Sub.Sig. *CruiserStern* 2*Dks*	3559 2993 1982					1931	BalticS.B. &Eng.Wks. Leningrad	**U.S.S.R.**	314·7 P42'B95'F36'	46·1	26·1	**Vladvostk** Russian	T.3Cy.$22\frac{7}{16}$",37"&59⅛"–39⅜" 220NHP BalticS.B.&Eng.Wrks.Len		
83847 SPEK	**Stalowa Wola** (*ex*RioPardo–39, *ex*PineCourt–37, *OilEng.* *ex*HenryHorn–34) *ss*Ham.No.3–8,34 *ss*Osl.No.1–38 *CruiserStern* 2*Dks*	3133 2732 1811	100A1 *withfreeboard* ~~8,40~~ 4,40 ~~11,40~~ 7,41 DBS5,40	Mch LMC CS1,38 ~~2,37~~ 5,39	*u*	CL 6,39	1924 *Lloyd*	Frd.Krupp Act.Ges. Kiel '*sA&CP*	**Gdynia-America ShippingLines,Ld.**	306·7 FK P25'B98'F23' *CellDB*248'652t*FPT*	47·7	23·5	**Gdynia** Polish 5*BHCem* 58t*APT*48t	Oil Engines 4S.C.SA 6Cy.$25\frac{9}{16}$"–39⅜" 381NHP DB*70lb* Frd.KruppA.G.Kiel	25 ″ 11 s 4 ″ 8¼ 21 ″ 3¾	
83848 243 SVIY	**Stamatios G. Embiricos** 1*Dk*&*Shelter dk* **D.F.** *CruiserStern*	*3941* *3537* *2327*	✠100A1 *withfreeboard* 10,39 *Fitted for oil fuel* 4,36 *F.P. above* 150° F.	Sch ✠LMC4,36	*y*	CL 3,39	1936 4mo *Lloyd*	Short Bros. Ld. Sunderland '*sA&CP*	**S.G.Embiricos** *CellDB*327'1246t	400·0 414·5(O.L.) FK *FPT*237t*APT*255t	53·0	23·1	**Andros** Greek 6*BHCem* (*Coll to Sh dk* 5 ,,2*nd*,,)	T.3Cy.22",36½"&63"–42" 220lb *120lb* (*s*) 330NHP 2SB,6*cf*,GS124,HS5306 N.E.MarineEng.CoLd.Sld.	25 ″ 9 s 2 ″ 5¼ 23 ″ 6¼	
83849 49 ICIH	**Stamira** Ⓟ (*ex*Stamura–37) TwinSc *CruiserStern* *Fitted for oil fuel* 2*Dks* Wireless	1463 1196 701					1929	Cant.Nav. Riuniti Ancona	**SocietàFiumana diNavigazione**	247·5	35·6	22·2	**Ancona** Italian *WB*	T.3Cy.15⅜"25¼"&$41\frac{7}{16}$"–28⅜" 91NHP Cant.Nav.RiunitiAncona		I
83850 120 SVRJ	**Stamos** (*ex*Reading–34) *ss*Ams.2ndNo.3–8,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*3801* *3627* *2396*	✠100A1 *Shelter dk* *withfreeboard* 12,40 8,~~39~~	Ams Sng BS4,41 ✠LMC8,39	*x*	CL 8,39	1914 11mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	**S.&D.Fafalios** *CellDBa&uE*150'*f*162'1056t	374·9 388·4(O.L.) FK	51·3	23·7	**Chios** Greek 6*BHCem* *APT*145t	T.3Cy.25",41"&69"–48" (*s*) 180lb 367NHP 3SB,9*cf*,GS156,HS5796 N.E.MarineEngCoLd.Nwc	26 ″ 1 s 2 ″ 7 23 ″ 9½	
83851 195 ICIG	**Stampalia** Ⓟ (*ex*KongSigurd) 1*Dk*&*Spar dk*	1228 1083 714					1907	Fredrkstad Mek.Værks. Fredrikstad	**"Adriatica"Soc. Anon.diNav.**	232·6 P57tH59tF18t	32·6	19·7	**Venice** Italian *WB*	T.3Cy.17½",29"&48"–33" 132NHP FredrikstadM.V Frdstad.		I
83852 LKHE	**Stamsund** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*&*Shelter dk*	864 676 421					1939	MossVærft &Dokk,A/S Moss	**Vesteraalens Dampskibsselskab**	214·2	34·7	13·8	**Stokmarknes** Norwegian *WB*	Oil Engines 4S.C.SA 7Cy.14⅜"–21⅝" 141NHP Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		N
83853 1585 FNNQ	**Stanasfalt** *ss*Bdx.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing at bottom & at deck*	2468 2226 1436	✠100A1 *withfreeboard* 4,40 MS5,37 ✠NB(P)1,37 *Fitted for oil fuel* 4,29 *F.P. above* 150° F. *Carrying Liquid Asphalt in cylindrical tanks*	Rou ✠LMC BS4,40		CL 8,39	1929 4mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	**Standard Française des Pétroles** *CellDBuE*&*B*47'67t*FPT*115t*APT*15t	290·4 F31' FK	49·2	20·0	**Rouen** French *BHCem*	T.3Cy.14½",24"&39½"–27" 180lb (*s*) 230NHP 2SB(Spt),6*cf*,HS4415 FD Palmers'Co.Ld.Newcastle	19 ″ 6 s 7 ″ 10 11 ″ 10	
83854 109685 MMYX 85/40	**Stancor** (*ex*Alburn,*ex*Algardi, *ex*Cherrybrook) *ss*Hpl.2ndNo.3–1,29 *ss*Nwc.No.2–37 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	798 583 416	✠100A1 2,40 BS1,40	Bly ✠LMC6,37	*k*	OG 11,38	1904 8mo *Lloyd*	W.Harkess &Son,Ld. Middlesbro' '*sA&CP*	**StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.***Mgrs.*) *DBa*40'*CellDBuE*15'*DBuB*16'*f*83'190t*FPT*23t*APT*19t	190·0 198·8(O.L.) Q97'B17'F21' FK	30·0	13·0	**London** British 4*BHCem*	T.3Cy.16½",27"&44"–30"(*r*) 160lb *100lb* NDB27 109NHP 1SB,3*pf*,GS57,HS1680 Richardsons,Westgarth& Co.Ld.Mdb.	15 ″ 0 s 4 ″ 3½ 14 ″ 4¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Construit. Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. ps.	15
83855 125491 MCXP	**Stancourt** (*ex*Oder-38) ssLth.2ndNo.3-3,34 *Well deck* ssGls.No.1-38 Wireless 1*Dk*(*Stl*) *2nd dk in No. 1 hold*	965 690 550	✠100A1 3,40 BS~~5,40~~ ✠LMC7,38 1,41	Dun	*m*	OG 3,40	1909 3mo *Lloyd*	Ramage& Ferguson,Ld. Leith 's*A&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDBa40'uE18'f90'280tAPT39t*	215·0|31·5|13·8 225·0(O.L.) P&B122'F68' FK	London British 5*BHCem*	T.3Cy.16½″,27″&44″-30″ (*s*) 180lb 98RHP 2SB,4cf,GS80,HS2303 Ramage&Fergusn,Ld.Lth	14 ″ 8 s ″ 3 14 ″ 6½	
83856 125447 GJGG	**Stancroft** (*ex*Neoptolemos-38, *ex*Stancroft-37, ssNwc.2ndNo.3-12,34 *ex*Greenbatt-37) Wireless 1*Dk*(*Stl*) *Well deck* (*SUNK 12,38—REFLOATED AND NOW TRADING*) Now Sailing as "CASTILLO ALMANSA"	1407 1118 865	✠ 9,38 ✠	Mtl	*o*		1908 11mo	J.Priest- man&Co. Sunderland	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDBa70'uE&B32'f96'372tFPT63tAPT94t*	240·0|36·0|15·8 Q129'B10'F21' FK	London British 4*BHCem*	T.3Cy.19″,31″&51″-36″ NDB31 180NHP 1SB,4cf,GS74,HS2938 N.E.MarineEng.Co.Ld.Sld	17 ″ 8	
83857 HPNK	**Standard** (*ex*Jupiter) ssBal.2ndNo.3-10,39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F. GyC. *Longitudinal framing*	9724 9418 6138	✠100A1 *Shelter dk* *with freeboard* ~~5,40 10,38~~ 12,40 BS5,40 ✠NB2,16 ✠LMC10,39 *Carrying Petroleum in bulk* *Fitted for oil fuel 5,15 F.P. above 150° F.*	Bal ~~NYk~~	*g*†	CL 4,38	1914 3mo	Howaldts- werke Kiel A&CP	Panama Transport Co. *CellDBuE&B95'422tDTf58'579tFPT257t*	523·8|68·7|34·6 FK	Panama Pnamanian 17*BHptCem* (12 *to U dk* 5 „ *2nd* „)	Q.4Cy.27⅜″40″57″&81½″-57″ 203lb (*s*) 646NHP 3SB(Spt),12cf,GS219, FD HS8700 Howaldtswerke,Kiel	34 ″ 7 s 5 ″ 5½ 29 ″ 4½	
83858 LEXW	— 1*Dk*	1264 1098 727					1930	Smith's DockCo.Ld. Middlesbro'	A/S Standard (J.B.Stang,*Mgr.*)	242·9|37·0|16·0 P46tH70t	Oslo Norwegian *WB*	T.3Cy.17½″,28½″&47″-33″ 127NHP Smith'sDockCo.Ld.Mdb.		N
83859 214196 WSCW	**Standard Arrow** ssN.Yk.No.3-5,28 ssN.Yk.No.2-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)& D.F. *Web frames* *Longitudinal framing*	7794 7385 4801	✠100A1 *Shelter dk* *with freeboard* 3,40 BS3,40 ✠LMC8,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 8,16 F.P. above 150° F.*	Bal	*d*†	CL 3,40	1916 8mo	NewYork S.B.Co. Camden,N.J. A&CP	Socony-Vacuum OilCo.Inc. *CellDBa23'uE&B76'463tDTf40'441tFPT229tAPT131t*	467·6|62·7|32·0 485·8(O.L.) FK	NewYork Utd.States 16*BHptCem* (10 *to U dk* 6 „ *2nd*,,)	Q4Cy.24½″,35″,51″&75″-51″ 220lb (*r*) 568NHP 3SB,9cf,GS177,HS7804 FD NewYorkSB.Co.Cmdn,NJ	32 ″ 0 s 4 ″ 2 28 ″ 0½	
83860 206044 KDWA	**Standard Portland Cement** (*ex*CliffordF.Moll-33) *Mchy.Aft* 1*Dk* D.F. GyC.	5141 — 3894					1909	Gt.Lakes Eng.Works Ecorse,Mich.	AmericanS.S.Co. (Boland&Cor- nelius,*Mgrs.*)	444·0|56·2|29·0	BuffaloNY Utd.States *WB*	T.3Cy.22½″,36″&60″-42″ 233NHP GreatLakesEng.Works		R
83861 222799 KFSS	**Standard Service** *OilEng.* *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk* Wireless D.F.	1271 — 765					1923	Bethlehem S.B.Corp.Ld. SanFrancisco	StandardOilCo. of California	210·0|40·1|16·1 P65'F28'	S.Frncisco Utd.States	Oil Engines connected to Electric Motor & Sc. shaft 12Cy.13″-19½″ 197NHP PacificDiesel Eng.Co.S.Fo. GenElecCoSchnectadyNY		R
83862 164606 GYRS	**Standella** ssFal.No.1-40 *OilEng.* 1*Dk*, *2nd dk clear of cargo tanks* D.F. E.S.D. *Mchy.Aft Cruiser Stern* *Longitudinal framing at bottom & at deck*	6197 5505 3605	✠100A1 6,40 ~~8,39~~ DBS6,40 ~~✠LMC4,36~~ *Carrying Petroleum in bulk* ✠LMC OS6,40 8,39 ~~12,37~~	Sng Fal	*a*†	CL 8,39	1936 4mo *Lloyd*	Harland& Wolff,Ld. Glasgow 's*A&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE61'134tDTf25'265tFPT104tAPT60t*	430·3|54·7|30·6 446·2(O.L.) P91'B41'F48' FK	London British 16*BH*	Oil Engines 4S.C.SA 6Cy.25 9/16″-55⅛″ 378NHP DB*180lb* Harland&Wolff,Ld.Gls.	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
83863 161356 GBRV	**Stanforth** (*ex*Foreland-37, *ex*Dirksland) ~~ssRot.No.3-9,27~~ ssShl.2ndNo.3-1,41 ~~ssRot.No.2-36~~ *Well deck* D.F. 1*Dk*(*Stl*) *Mchy.Aft Cargo battens not fitted*	1817 1384 1042	✠100A1 ~~✠10,36~~3,41 ~~BS2,40~~ ✠LMC~~9,36~~ BS4,41 1,41	Hul ~~Shl~~Hpl	*q*	OG ~~8,37~~ ~~12,40~~ 3,41	1915 8mo *Lloyd*	JanSmit Czn. Alblasserdm 's*A&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDBf92'447tDTamids10'221tFPT65tAPT42t*	262·2|38·2|17·4 P69'Q78'F25' FK	London British 5*BHCem*	T.3Cy.19″,32″&52″-39″ (*s*) 180lb 203NHP 2SB,6cf,GS101,HS3450 Maats.deSchelde,Flushing	19 ″ 9 s 6 ″ 1½ 18 ″ 1	
83864 129797 MDRV	**Stangate** (*ex*Drakedene-37, *ex*Emsworth ssAnt.2ndNo.3-4,37 Manor-36,*ex*Elvet) 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	1289 980 678	✠100A1 1,40 BS~~9,39~~ ✠LMC~~2,36~~ 11,40 MS1,40	Shl	*o*	OG 1,40	1912 4mo *Lloyd*	W.Dobson &Co. Newcastle 's*A&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDBa69'uE&B35'f100'294tFPT40tAPT66t*	240·0|33·5|15·4 249·1(O.L.) Q127'B13'F25'	London British 4*BHCem*	T.3Cy.19″,31″&51″-36″ (*s*) 180lb 201NHP 2SB,6pf,GS84,HS3524 N.E.MarineEngCoLdNwc	17 ″ 3 s4 ″ 11½ 15 ″ 11	
83865 135132 GKXM	**Stangrant** (*ex*ClanGrant-39, *ex*Cambrian ssGrk.2ndNo.3-4,38 Marchioness,*ex*Port 2*Dks*(*Stl*)& Macquarie) *Shelter dk*(*Stl-ws*) D.F. E.S.D.	5804 5237 3538	✠100A1 *Shelter dk* *with freeboard* 4,40 BS9,39 ✠LMC4,38	Hul	*a*†	CL 4,40	1912 9mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle 's*A&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDBa117'uE&B88'f170'1033tAPT27t*	426·0|54·1|29·3 443·2(O.L.) *F on Shelter dk* 50' FK	London British 7*BHCem*	Q4Cy26¾″,39″,56″&81½″-54″ 220lb (*s*) 777NHP 4SB,16cf,GS276,HS11420 FD N.E.MarineEng.CoLdNwc	31 ″ 10 s4 ″ 7½ 27 ″ 7½	
83866 142769 GRTK	**Stanhope** (*ex*Corwen-37, *ex*WarDagger) ssNwc.No.3-5,32 ssAnt.No.1-37 E.S.D. *Well deck* 1*Dk*(*Stl*) Sub.Sig. *Cargo battens not fitted*	2337 1755 1332	✠100A1 Examined 3,41 Gms ~~BS4,40~~ ✠LMC~~10,37~~ 3,41	~~Gms~~	*s*	CL ~~9,37~~ 3,41	1919 2mo *Lloyd*	CaledonS. B.&E Co.Ld. Dundee 's*A&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDB228'585tFPT100tAPT209t*	285·0|42·0|18·9 P28'Q77'B56'F32' FK	London British 6*BHptCem*	T.3Cy.22″,36″&59″-39″ (*s*) 180lb 266NHP 2SB,6cf,GS124,HS4500 CaledonSB.&E.Co.Ld.Dun	21 ″ 2 s 2 ″ 1½ 19 ″ 3	
83867 LCYV	**Stanja** D.F. 1*Dk*	1845 1615 1104					1915	Nylands Værksted Oslo	A/S Standard (J.B.Stang,*Mgr.*)	265·2|42·1|18·7 P53tB72'H82tF29'	Oslo Norwegian *WB*	T.3Cy.20½″,33″&56″-36″ 188NHP NylandsVærksted,Oslo	20 ″ 0	N
83868 145510 GPMR	**Stanlake** (*ex*Mortlake-38, *ex*Ruckinge-36, ssBry.No.3-2,36 *ex*Courcelles,*ex*MarjorieS.) 1*Dk*(*Stl*) D.F. *Cargo battens not fitted* ssGls.No.1-40	1742 1562 979	✠100A1 *with freeboard* 12,40 ~~1,39~~ ~~BS3,39~~ ✠LMC~~2,36~~ 10,40	Gms Gls	*p*	CL ~~1,40~~ 10,40	1923 3mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, Ld.Newcastle 's*A&CP*	StanhopeS.S.Co. Ld.(J.A.Billmeir & Co.Ld.*Mgrs.*) ~~*CellDB217'434t Tank in way of mainmast62t*~~ *CellDB217'434tFPT38tAPT44t*	253·0|37·2|22·0 P15'F23' FK	London British 4*BHCem*	T.3Cy.20″,33″&54″-36″ (*s*) 180lb 214NHP 2SB,6cf,GS113,HS3640 Swan,Hunter&Wigham Richardson,Ld.	24 ″ 2 s6 ″ 3½ 18 ″ 1	
83869 135430 GPQR	**Stanland** (*ex*Borderland-38) ssGms.2ndNo.3-7,39 D.F. 2*Dks*(*Stl*)	1753 1570 863	✠100A1 9,39 ✠LMC7,39	Sld	*q*	CL 6,39	1912 12mo *Lloyd*	Barclay, Curle&Co.Ld Glasgow 's*A&CP*	*CellDBa58'uE22'f116'257tFPT48tAPT25t*	260·1|36·0|22·2 271·0(O.L.) B73'F33' FK&DK1½″	London British 4*BHCem*	T.3Cy.19½″,34″&55″-42″ 180lb (*r*) 213NHP 2SB,6cf,GS102,HS3400 Barclay,Curle&Co.Ld.Gls.	24 ″ 6 s 3 ″ 8 21 ″ 1	
83870 144604 GZZL	**Stanleigh** (*ex*Prekla-37, *ex*Corpath-34,*ex*Ernst ssPir.No.3-5,34 HugoStinnesII) ssAnt.No.1-39 *Mchy.Aft* 1*Dk* *Cantilever framed topside tanks* *Cargo battens not fitted*	1802 1471 956	100A1 5,40 ~~6,39~~ BS~~10,36~~ LMC10,37 5,40	Ant Bry	*q*	CL N6,39	1912	G.Seebeck Akt.Ges. Weser- münde-G.	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*) *CellDB224'404tTopside tanks171'358tFPT162tAPT38t*	259·7|38·1|17·9 P69'F25' FK	London British 4*BHCem*	T.3Cy.17⅝″,28⅜″&44½″-35½″ 213lb (*s*) 186NHP 2SB,4cf,GS58,HS2776 FD G.SeebeckA.G. Wesermünde-G	20 ″ 4 s 2 ″ 5½ 18 ″ 1	

1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. 3 No. of Decks, &c.	4 Regist'd Tonnage / Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83871 ~~[illegible]~~ ~~KISJ~~	**Stanley** Now "Empire Pelican," see No. 91020 in Supplement Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	6463 5980 4712					1919	Skinner& EddyCorp. Seattle,Wash	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	401·7|54·8|32·1 P34'F43'	~~Seattle/~~ ~~Utd. States~~ British WB	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
83872	— Ⓟ (exChutatutch–32, exChristiansted) ssBgk.No.3–6,17 ssBgk.No.2–24 Fitted for oil fuel 1Dk&AwngDk	459 418 307	✠ — 2,32 ✠	Bgk	e		1904 6mo	Helsingörs Jernsk&Msk. Elsinore	T.S.Hsu	141·5|24·6|16·8 FK CellDB a&uE32'30t	Swatow Chinese 4BHCem	T.3Cy.12¼",19"&31"–18" 60NHP 1SB,2cf,GS27,HS1152 HelsingörsJernsk.&Mskb.	10 ″ 6	
83873 220019 KUSF	**Stanley A. Griffiths** (exChincha–37, Fitted for oil fuel exNosaKing–35, 2Dks exCapital of Nebraska) D.F. Longitudinal framing	3237 3005 1976					1920	Mobile S.B.Co. Mobile,Ala.	GriffithsS.S.Co.	324·0|46·2|25·0 P30'B90'F35'	Wilmgton (Del.) Utd. States WB	T.3Cy.22",37½"&60"–42" 233NHP EllicottMachineCorp. Baltimore,Md.		
83874 134944 MJWZ	**Stanley Force** ssBkn.No.3–2,33 ssBkn.No.1–37 Well deck 1Dk(Stl) Mchy.Aft Cargo battens not fitted	586 392 243	✠100A1 8,38 BS~~12,38~~ ✠LMC9,37 7,40	Goo	h	CL 8,38	1920 3mo	R.William- son&Son Workington Lloyd'sA&CP	WestCoastShippingCo.Ld.(W.S. Kennaugh&Co. Mgrs.)	165·9|26·7|11·0 171·4(O.L.) Q100'B9'F21' FK CellDBf97'123t	Whitehvn British 3BHptCem FPT38t	T.3Cy.13",21½"&35"–27" (s) 180lb 62RHP 1SB,3pf,GS51,HS1605 W.Beardmore&Co.Ld.Gls.	13 ″ 2 s 4 ″ 5½ 13 ″ 0½	
83875 167623 GMJD	**Stanmore** D.F. 1Dk&Shelter dk CruiserStern	4970 4510 2881	✠100A1 withfreeboard 1,41~~8,40~~ ~~(ClassContemplated)~~ ✠LMC8,40	Sld Npt	a†	CL	1940 8mo	W.Pickers- gill&SonsLd. Sunderland Lloyd'sA&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.Mgrs.)	425·6|56·8|25·5 442·0(O.L.) F41' FK CellDB367'786tFPT150tAPT246t	London British 7BHCem (Collto Shdk 6 „2nd„)	T.3Cy.23½",38"&66"–45" 220lb (s) 429NHP GS123,HS6317 Rht 2SB,(SptFD)1AuxSB,8cf, G.Clark(1938)Ld.Sld.	28 ″ 0 s3 ″ 3 25 ″ 0	
83876 136686 GRFJ	**Stanmount** (exBratton–37, exWyneric–37, Fitted for oil fuel exRicardoA.Mestres) D.F. 1Dk Mchy.Aft Fitted with cylindrical tanks in holds for carrying Petroleum	4468 3902 2783					1914	W.Gray& Co.Ld. WHartlepool	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.Mgrs.)	365·0|50·7|26·7 P97'B20'F36'	London British WB	T.3Cy.25",41"&68"–48" 320NHP Cen.Mar.Eng.Wrks.WHpl		C
25/41 83877 164335 GZZX	**Stanpark** (exHaughtonHall–40) D.F. 1Dk&Shelter dk CruiserStern Longitudinal framing at bottom& decks	5103 4563 2968	✠100A1 withfreeboard 1,40 ✠LMC7,37 Fitted for oil fuel 7,37 F.P. above 150° F.	Mch		CL	1937 7mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.Mgrs.)	440·6|57·1|24·3 454·2(O.L.) F39' FK CellDB370'1219tFPT174tAPT168t	London British 7BHptCem (Coll to Sh dk 6 „2nd„)	T.3Cy.23",37"&66"–45" (s) 220lb 434NHP 3SB(Spt),9cf,HS6150 FD Richardsons,Westgarth& Co.Ld.Hpl.	27 ″ 5 s 2 ″ 11½ 24 ″ 8½	
83878 143962 MJTG	**Stanville** (exStanmore–37, exWooler–34,exJollyKate,exMarsdiep) Mchy.Aft 1Dk	538 377 218					1918	D.Boot Alphen a/d Rijn	JohnS.Monks,Ld.	164·9|25·5|10·8 Q98'B11'F23'	Liverpool British	T.3Cy.14",22"&31"–24" 79RHP N.V.Machinefabriek "Delftshaven" Rotterdam		
83879 133565 GDFX	**Stanwell** (exStockwell–38) ssGls.2ndNo.3–2,34 ssMdb.No.1–38 D.F. 2Dks(Stl)	5767 5361 3630	✠100A1 1,41~~11,39~~ BS~~4,39~~ ✠LMC7,38 6,40 Fitted for oil fuel 6,18 F.P. above 150° F	HKg Mdb	a†	CL 3,39	1914 11mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.Mgrs.)	425·0|53·9|30·4 P35'B122'F46' FK Intermediate BH in No.2 hold dispensed with CellDBa124'uE&B46'f181'1143tFPT90tAPT50t	London British Cem 6BH only	Q4Cy25½",36"52½"&76"–54" 220lb (s) 664NHP 3SB,12cf,GS214,HS9657 FD N.E.MarineEng.CoLdNwc	33 ″ 0 s 6 ″ 11¼ 26 ″ 3	
32/41 83880 160885 MPSV	**Stanwold**(exEasingwold–37, exPervyse,exAlfredKreglinger) Wireless 1Dk	1020 793 602					1909	Osbourne, Graham&Co. Sunderland	StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.Mgrs.)	210·5|33·2|13·6 Q108'B10'F20'	London British WB	T.3Cy.16",27"&44"–30" Richardsons, 106NHP Westgarth&Co.Ld.Sld.		C
83881 214500 KJZA	**Stanwood** Wood Fitted for oil fuel Wireless D.F. 1Dk	1129 — 627					1916	Kruse& Banks N.Bend.Or.	StanwoodS.S.Co. (W.R.Chamberlin &Co.Mgrs.)	206·0|42·0|16·5	S.Frncisco Utd.States	T.3Cy.13½",23"&40"–30" MainI.Wks. 88NHP SanFrancisco,Cal.		
83882 LEXY	**Star** (exTroldfos) ssOsl.No.3–6,34 Wireless D.F. ssOsl.No.1–38 1Dk(Stl)	1531 1349 852	✠100A1 9,40~~9,39~~ BS~~9,39~~ ✠LMC6,38 9,40	Osl Nwc	q	CL 2,40	1922 2mo	Ardrossan D.D.Co.Ld. Ardrossan Lloyd'sA&CP	A/S Standard (J.B.Stang,Mgr.)	255·5|39·4|16·6 P22'B&F212' FK CellDB215'453tFPT42tAPT35t	Oslo Norwegian 4BHCem	T.3Cy.19",32"&52"–36" (s) 180lb 203NHP 2SB,6cf,GS105,HS3518 J.G.Kincaid&Co.Ld.Grk	18 ″ 8	
83882* 7864 SEAR	— (exEugénie–39, Aux3MstSr exAntigoon,exGeorgeCarrier, OilEng. exRap,exGebroeders 1Dk BodewesIX) Mchy.Aft (See Sailing Ship Register)	327 277 241					1919	Gebr. G&H Bodewes Martenshoek	StureJennes &others	132·6|24·7|11·2 Q26'	Figeholm Swedish	Oil Engines 3Cy. NE37 A/BDeLavalsÅngturbin Skm.		V
83883 69 SUCT	**Star of Alexandria** (exToftwood–36) ssMdb.No.2–35 D.F. 1Dk(Stl)	4329 4017 2719	✠100A1 5,39 ✠LMC MS6,35 BS~~5,39~~ 6,40	Cff	x	CL ~~5,38~~ ~~5,40~~ 8,41	1928 1mo	Swan,Hun- ter&Wigham Richardson, Ld Sunderlnd Lloyd'sA&CP	AlexandriaNav.Co. S.A.E.	378·0|52·5|25·3 P37'B227'F30' FK CellDBa&uE148'f164'1071t	Alexndria Egyptian 6BHptCem APT121t	T.3Cy.23",39"&66"–45" (s) 200lb 359NHP 3SB(Spt)9cf,GS171,HS5844 Swan,Hunter&Wigham Richardson,Ld.Nwc.	27 ″ 9 s 3 ″ 9¾ 24 ″ 1¾	
83884 73 SUBP	**Star of Cairo** (exGoldenSea–37) ssHak.No.3–4,35 D.F. 2Dks(Stl) ssAlx.No.1–39	4579 4286 2894	✠100A1 ~~10,38~~ 10,40 BS~~8,39~~ ✠LMC~~4,35~~ 10,40 8,39 Fitted for oil fuel 5,24 F.P. above 150° F.	Nwc Alx	z	CL ~~10,37~~ N9,40	1924 5mo	W.Hamil- ton&Co.Ld Pt.Glasgow Lloyd'sA&CP	AlexandriaNav.Co. S.A.E.	387·6|52·0|26·5 P33'B114'F44' FK CellDB332'985tDTf28'746tAPT17t	Alexndria Egyptian ptCem 6BH to Udk 1 „ „ 2nd „	T.3Cy.26",38"&70"–48"& exhaust turbine driving steam compressor 180lb (s) 382NHP 3SB,9cf,GS177,HS6081 D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 5 ″ 3¾ 23 ″ 11	
83885 59 SUBD	**Star of Egypt** (exGeneral Smuts–34,exPhœbus) ssMil.No.3–1,34 ssAlx.No.1–38 D.F. 2Dks(Stl)	4372 4079 2721	✠100A1 4,40 BS~~4,39~~ ✠LMC1,38 5,40 Fitted for oil fuel 3,21 F.P. above 150° F.	Sws	y	CL 3,38	1921 3mo	Palmers' Co.Ld. Newcastle Lloyd'sA&CP	AlexandriaNav.Co. S.A.E.	386·7|52·8|26·3 P36'Ba21'B113' Bf21'F42' FK CellDB327'848tFPT97t	Alexndria Egyptian 6BHptCem APT20t	T.3Cy.26",43"&71"–48" (s) 180lb 453NHP 3SB,9cf,GS220,HS8007 Palmers'Co.Ld.Newcastle	28 ″ 6 s 5 ″ 5¼ 23 ″ 4	
83886 56 SUBC	**Star of Luxor** (exFostat–39, exTartarPrince–33, ssGrk.No.3–11,33 exWarJackdaw) ssAlx.No.1–37 2Dks(Stl)	5298 4758 3279	✠100A1 ~~11,4012,39~~ 2,41 BS~~8,39~~ ✠LMC8,37 11,40	Alx ~~Bry~~ Cff	y	CL 12,39	1918 5mo	W.Gray& &Co.Ld. WHartlepool Lloyd'sA&CP	AlexandriaNav.Co. S.A.E.	400·0|52·3|28·4 P49'B113'F39' FK CellDB345'1129tFPT116t	Alexndria Egyptian 7BHptCem APT174t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31 ″ 0 s 5 ″ 11½ 25 ″ 3½	
83887 70 SUCU	**Star of Mex** Ⓟ (exPortSudan–40, exAlisa–37,exMosel–35) 1Dk	1116 759 651					1911	Schiffsw.v. HenryKoch Lübeck	AlexandriaNav.Co. S.A.E.	213·5|32·9|14·9 P&B128'F60'	Alexndria Egyptian WB	T.3Cy.17",27⅛"&42⅞"–32½" 105NHP Ottensener MchFabAltona		C
83888	**Star of Ramleh** (exAlness–33) Now "Empire Lotus," see No. 87922 in Supplement D.F. 2Dks	3694 2220					1920	RopnerS.B. &Repg.Co. (Stn.)Ld. Stockton		346·7|51·0|24·1	British WB	T.3Cy.25",41"&67"–45" 301NHP Blair&Co.Ld.Stockton		C

1 Numero d'Ordre Numero Officiel Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres côté, si ce n'est dans le L.R. Durée Cert. Refrig.
96/41 83889 SUCS	**Star of Suez** (*ex*Marthara-38) ssShl.No.3-2,38 D.F. 2*Dks*(*Stl*)	4999 4683 3105	✠100A1 9,40 ~~8,39~~ ~~BS8,39~~ 5,40	Bry NNa ✠LMC2,38	*y*	CL 8,39	1926 1mo *Lloyd*	D&WHen-dersn&Co.Ld. Glasgow '*sA&CP*	AlexandriaNav.Co. S.A.E. *Cell*	403·0 415·3(O.L.) P45'B125'F46' FK *DB*343' 1111*t FPT*	52·2	27·8	Alexandria Egyptian 6*BHCem* 68*t APT*209*t*	T.3Cy.25",41"&68"-51" (*s*) 180lb FD 449NHP 3SB(Spt)9*cf*,GS150,HS6581 D&WHendersn&CoLd.Gls	29 " 10 s5 " 8 24 " 5¼	
83890 162115 GZFB	**Starcross** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing at decks*	4662 4278 2748	✠100A1 *withfreeboard* 11,39	Cff ✠LMC11,36	*a*†	CL 2,39	1936 11mo *Lloyd*	JLThomp-son&Sons,Ld. Sunderland '*sA&CP*	ExmouthS.S.Co. Ld.(AnningBros. *Mgrs.*) *CellDB*325'1024*t*	411·0 FK *FPT*224*t APT*184*t*	57·7	24·4	Cardiff British 6*BHCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	T.3Cy.21",35½"&60"-39"(*s*) 220lb *220lb* 298NHP 2SB,6*cf*,GS98,HS3910 FD Richardsons,Westgarth& Co.Ld.Hpl	27 " 6 s2 " 8½ 25 " 0¼	
83891 LEYC	**Stargard** 1*Dk*	1113 977 657					1915	Trndhjms Mek.Værks. Trondheim	A/S Standard (J.B.Stang,*Mgr.*)	226·5 P12'B52'H57*t*F26'	36·5	15·7	Oslo Norwegian *WB*	T.3Cy.17",27½"&46"-30" 116NHP TrondhjemsMVTrndheim		N
83892 7698 SEBN	**Starke** Ⓟ **TwinSc** (*Ferry&Icebreaker*) GyC. 2*Dks* Sub.Sig. *CruiserStern*	2459 2232 706					1930	Deutsche Werke Kiel A.G. Kiel	SvenskaStatens Järnvägar (E.vonFriesen)	305·5 F89'	52·1	23·3	Trelleborg Swedish *WB*	T.6Cy.24 1/16",39"&63¾"-35¾" 487NHP Akt.Lindholmen-Motala		G
83893 162483 MPWY	**Starling** ssLon.No.2-39 ~~Ref.Mchy.~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	1320 954 628	✠100A1 *withfreeboard* 2,41 ~~4,39~~ MS4,39 ~~✠Lloyd'sRMC5,40~~	Lon Bry ✠LMC BS~~8,40~~2,41	*q*	CL ~~3,39~~ N12,40	1930 10mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	GeneralStm.Nav. Co.Ld. *CellDB*202'335*t FPT*	246·0 B62' FK	40·2	12·8	London British 5*BHCem* (*Coll to Sh dk* 4 ,, 2*nd* ,,) 42*t APT*11*t*	T.3Cy 18",29"&48"-36" (*s*) 200lb 201NHP 2SB.6*cf*,GS118,HS3650 AilsaS.B.Co.Ld.Troon	14 " 9 s " 2 14 " 8½	
83894 145609 CYML	**Starmount** (*ex*Pabjune) *Mchy.Aft* 1*Dk*	1859 1643 1122					1923	Dunlop, Bremner&Co. Ld. Pt.Gls.	CanadaSteamship Lines,Ld.	252·0 F37'	43·1	17·3	Montreal British *WB*	T.3Cy.16",26½"&44"-33" 96RHP Dunlop,Bremner&Co.Ld.		C
199/40 83895 210542 WDDR	**Starr** Ⓟ *Fitted for oil fuel* Wireless 2*Dks*	525 — 309					1912	J.F.Duthie &Co. Seattle,Wash	AlaskaS.S.Co.Inc.	131·1 P40'	25·8	19·7	NewYork Utd.States	T.3Cy.12½",21"&36"-27" 67NHP WashingtonI.Wks.Seattle		
83896 166528 GNNC	**Starstone** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* 41'(*W.E.*)	5702 5276 3441	✠100A1 *withfreeboard* ~~10,40~~ 12,39 2,41 *Fitted for oil*	Grk ~~Bry~~ Gls ✠LMC7,38 *fuel* 7,38	*b*†	CL ~~N4,39~~ 10,40 *F.P. a*	1938 8mo *Lloyd* *bove* 1	Wm.Dox-ford&Sons Ld Sunderland '*sA&CP* 50° F.	AlvaS.S.Co.Ld. (Navigation&Coal TradeCo.Ld. *Mgrs.*) *CellDB* 655*t*	431·9 447·7(O.L.) FK 373'1362*t MT*16' *FPT*195*t APT*191*t*	57·5	26·7	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	T.3Cy.24",39"&69"-48" 220lb (*s*) FD 474NHP 3SB(Spt)9*cf*,GS151,HS6585 Richardsons,Westgarth& Co.Ld.Hpl.	37 " 8 s10 " 11½ 26 " 11½	
83897 7854 SDRA	**Start** (*ex*Cranstone-33,*ex*Spette) D.F. 1*Dk*	1765 1329 991					1922	OuseS.B. Co.Ld. Hook,near Goole	RederiA/B Thetis (R.Hellberg, *Mgr.*)	262·5 P28'Q82'B57'F21'	40·0	16·0	Gothenbrg Swedish *WB*	T.3Cy.19½",31"&53"-36" 169NHP Hwthrn,Leslie&CoLd.Nwc		C
83898 142834 GBJR	**Start Point** (*ex*Bretwalda-35) ssCff.No.3-3,32 D.F. ssShi.No.1-36 2*Dks*(*Stl*)	5293 4844 3274	✠100A1 ~~Examined~~4,41 MS10,36	~~NY~~k Hul ✠LMC BS~~8,39~~12,40	*y*	CL 5,39	1919 6mo *Lloyd*	Sunderlnd S.B.Co.Ld. Sunderland '*sA&CP*	CerealTrade& ShippingCo.Ld. *CellDB*	400·0 P49'B113'F39' FK 344' 1128*t FPT*118*t*	52·4	28·4	Newcastle British 7*BHCem* *APT*209*t*	T.3Cy.27¼",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 " 0 s6 " 0½ 25 " 3	
83899 161518	**Starwell** *Mchy.Aft* 1*Dk*	1938 1638 1158					1929	Swan,Hun-ter&Wigham Richardson, Ld.Sld.	SarniaSteamships Ld.(R.Scott Misener,*Mgr.*)	252·8 Q100'F35'	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"-33" 81RHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
83900 UPAM	**Stary Bolshevik** *OilEng* 1*Dk*	3974 3256 2256					1933	Severney S.B.Yard Leningrad	U.S.S.R.	347·6 P29'B53'F30'	51·6	24·9	Odessa Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"-47 3/16" 497NHP RussianDieselWorks,Len.		
83901 DHWD	**Stassfurt** *Ref.Mchy.* 2*Dks* D.F. GyC. Sub.Sig.	7395 6516 4312					1930	Bremer Vulkan Vegesack	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	476·6 B&F428' *Upper*F39'	63·1	28·4	Hamburg German *WB*	4SteamTurbinesSRgeared to 1 Sc. Shaft NB37 *Emade*23*refitted*30 Blohm&Voss,K.a.A.Ham.		G
83902 222636 KJZB	**State of Maryland** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*	1784 1477 669					1922	ThePusey &JonesCo. Wlmgtn,Del.	BaltimoreSteam PacketCo.	320·0	56·6	16·9	Baltimore Utd.States	T.4Cy.24½",40"&(2)47"-42" 246NHP Pusey&JonesCo.Wlmngtn		R
83903 222715 KJZC	**State of Virginia** Ⓟ *Fitted for oil fuel* 2*Dks*	1783 — 674					1923	ThePusey &JonesCo. Wlmgtn,Del.	BaltimoreSteam PacketCo.	320·0	56·6	16·9	Baltimore Utd. States	T.4Cy.24½",40"&(2)47"-42" 246NHP Pusey&JonesCo.Wlmngtn		R
68*40 83904 PHSN	**Statendam** Ⓟ **TwinSc** ssRot.No.2-37 *Ref.Mchy.* 4*Dks*(*Stl-Weather dk ws*) 5*th dk*(*Stl*) *in holds* 6*th dk* GyC. (*Stl*)*inNo.*1*hold* D.F. Sub.Sig. *CruiserStern*	28291 22088 16920	✠100A1 *withfreeboard* 5,39 BS11,39 ✠Lloyd'sRMC1,40 *Fitted for oil*	Rot ✠LMC12,37 *fuel*4,29	*r*†	CL 12,38 *Compl* *F.P. a*	1929 4mo *Lloyd* *etedby* *bove* 1	Harland& Wolff,Ld. Belfast '*sA&CP* Wilton's Slip 50° F.	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) way&Eng.Co.Rot. *CellD*	674·2 670·4 FK&BK2½' B323' B581'3233*t DTa*48'	81·3	49·4	Rottrdam Dutch 11*BHCem* (*Coll to W dk* 10,,2*nd*,,) 961*t DTf*56'	6 SteamTurbinesSRgeared to2 Sc.Shafts (*s*) 4644NHP 430lb *100lb* FD HS42960 6WTB(Spt430lb) Harland&Wolff,Ld. 1590*t FPT*203*t APT*124*t*	53 " 9 s20 " 11½ 33 " 3½	
95/41 83905 147474 GJQD	**Statesman** (*ex*BritishPrince-35, *ex*LondonShipper) ssGls.No.3-11,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. *Cruiser Stern*	7939 7368 4947	✠100A1 *Shelter dk* *withfreeboard* Examined 9,40 MS11,35 *Fitted for oil* *Fitted for car*	~~Gls~~ Liv 3,41 BS~~12,38~~ ✠LMC *fuel* 8,23 *rying*	*c*† oil	CL 5,38 4,29 *F.P.a* *F. P. abo*	1923 8mo *Lloyd* *bove* 1 *ve*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP* 50° F. 150°F. *in a*	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *Duct keel in Boiler* *CellDB*366' 1568*t* *fter deep tank.*	450·4 468·0(O.L.) F42' *on Shelter* FK *dk* *Collisio* *space forward*154' *DTf*33'967*t DTa*33'	58·0	38·3	Liverpool British *ptCem* *nBHtoSh dk* 6 ,, ,, *U* ,, 797*t FPT*6	2SteamTurbinesSRgeared to 1 Sc. Shaft 190lb (*s*) 1004NHP 4SB,16*cf*,GS325,HS13168FD Richardsons,Westgarth& 8*t APT*82*t* Co.Ld.Mdb.	41 " 0 s11 " 1¼ 30 " 2	
83906 3 SZPN	**Stathis A.** **IronTwinSc** (*ex*Nokol-39,*ex*Avissos-34, *ex*AmvrosiosN.) 1*Dk*	385 — 189					1885	Stablimen-toTecnico Trieste	StathisApostolo-poulos,Ld.	176·0	27·4	7·5	Kavalla Greek	C.4Cy.11¼"&21"-18" 31NHP StabilimentoTecnico,Tri.		
117/40 83907 165381 GZKG	**Statira** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	4852 4421 2920	✠100A1 *withfreeboard* 3,40	Cff ✠LMC1,37	*a*† 2	CL 7,38	1937 1mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	ChellewSteamship ManagementCo. Ld.(F.C.Perman, *Mgr.*) *CellDB*350'1176*t*	423·4 439·2(O.L.) FK *MT*1233*t APT*177*t*	54·2	26·1	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"-81⅓" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 " 8 s3 " 4½ 25 " 6	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83908 LDRG	**Statsraad Lehmkuhl** AuxBk (*ex*GrossherzogFriedrich *OilEng.* August) *Mchy.Aft* 2*Dks*&*Shelter dk* (*See Sailing Ship Register*)	1701 864 764					1914	J.C.Tecklenborg A.G. Wesermünde-G.	BergensSkoleskibs Styre	258·2|41·5|21·4 P236*t*H95*t* 13·9	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.15¾″–21 13/16″ 174NHP JC.TecklenborgA.G.Wsm		
83909 LEYI	**Stavanger I** Ⓟ 1*Dk*	718 349 351					1914	Trndhjms Mek.Værks. Trondheim	DetStavangerske Dampskibsselskab	193·6|28·0|12·5 P&B109'F55'	Stavanger Norwegian *WB*	T.3Cy.17½″,28″&47″–30″ 121NHP TrondhjemsMV.Trndheim		N
83910 LFSA	**Stavangerfjord** Ⓟ TwinSc *ss*N.Yk.No.3–1,30 *ss*Osl.No.2–39 2*Dks*(*Stl*)&*Shelter dk* (*Stl*–ws)3*rd dk in Nos.*1,2&3*holds* D.F. E.S.D. GyC. *Cruiser Stern*	13156 9814 7793	✠100A1 *Shelter dk* *withfreeboard* 3,39 *Fitted for oil fuel* 3,24*F.P. above* 150° F.	Osl ✠LMC3,39		CL 2,39	1918 2mo *Lloyd's* A&CP	Cammell Laird&Co.Ld Birkenhead	DenNorske AmerikaLinje A/S *CellDB*480′	532·5|64·2|29·3 P21'B&F464' *onShelter dk* FK 1580*tDTa*80*tFPT*1	Stavanger Norwegian 10*BHCem* 79*tAPT*197*t*	Q.8Cy26½″37½″53″&76″–54″ &LP turbines withDR gearing&hydraulic couplings 220lb (*r*) 1973NHP 8SB,*32cf*,GS630,HS24640FD CammellLaird&CoLdBkn.	32 ″ 6 s 5 ″ 5½ 27 ″ 3	
83911	**Stavropol** Ⓟ (*ex*Kotik) 1*Dk*&*Spar dk*	1210 1047 686					1907	Nüscke& Co.A.G. Stettin	U.S.S.R.	197·9|32·9|20·5 F31'B66'	Vladvostk Russian *WB*	T.3Cy.17″,26″&43″–28″ 98NHP Schiffsw.Uebigau,Dresden		
83912 294 SVUM	**Stavros** (*ex*KingstonHill–37, *ex*Ashleigh–36) 1*Dk*&*Shelter dk*	*4853* *4491* *2893*					1925	Furness S.B.Co.Ld. Haverton-Hill-on-Tees	KassosSteamNav. Co.Ld. (Pnevmaticos, Rethymnis, Yannaghas,*Mgrs*)	410·5|53·6|25·6 F32′	Syra Greek *WB*	T.3Cy.27″,45″&75″–51″ 402NHP Richardsons,Westgarth& Co.Ld.Hpl.		C
83913 OZHE	**Steady** (*ex*Th.Stauning–34) Wood Wireless D.F. (*FishCarrier*) *OilEng.* *Ref.Mchy.* *Mchy.Aft* 1*Dk*	394 328 212					1931	J.Ring- Andersen Svendborg	E.P.Foss	132·9|28·0|14·5	Copnhagn Danish	Oil Engines 4S.C.SA 6Cy.11 13/16″–18⅞″ 81NHP A/S Frichs,Aarhus.		V
83914 145188 BFXF	**Steaua Romana** (*ex*EmilGeorg vonStauss,*ex*Olex) Sub.Sig. *ss*Gen.2ndNo.3–9,38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. E.S.D. *Longitudinal framing*	*5311* *4538* *3229*	100A1 2,40 BS8,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,22*F.P. above* 150° F	Msl LMC9,38	*y*	CL 8,37	1914 *Lloyd's AP*	Nordseewerke Emden	Ministry of War Transport (British TankerCo.Ld. *Mgrs.*) *CellDBuE&B* 232*tDTf*40'46	390·9|53·0|29·2 406·8(O.L.) P119'B31'F38' FK 2*tFPT*211*tAPT*71*t*	Swansea British 16*BH Cem* (13 *to U dk* 3 „ 2*nd* „)	T.3Cy.24″,39¾″&66⅛″–47¼″ 200lb *120lb* (*s*) 382NHP 2SB(Spt),*6cf*, ,HS5360 FD BremerVulkan,Vegesack.	29 ″ 7 S5 ″ 7¼ 24 ″ 2½	
83915 219514 KOXZ	**Steel Age** *ss*N.Os.No.3–6,32 *ss*Bal.No.1–35 GyC. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	6188 5705 3821	✠100A1 *Shelter dk* *withfreeboard* 1.40 ~~MS7,35~~ *Fitted for oil fuel* 2,20*F.P. above* 150° F.	Mob LMC1,40 ~~BS1,40~~	*z*	CL 9,38	1920 2mo	Federal S.B.Co. Kearny,N.J. A&CP	IsthmianS.S.Co. *CellDB*	395·5|55·0|31·4 P45'B110'F18'*on* *Shelter dk* FK 331'1512*t FPT*187*t*	NewYork Utd.States *ptCem* 6*BHtoSh dk* *APT*175*t*	2 Steam Turbines DR (*s*) geared to1Sc.Shaft 210lb 3SB(Spt),*9cf*, 596NHP HS7836 FD Midwest Eng.Co. Indianapolis,Ind.	34 ″ 11 s 7 ″ 11 27 ″ 2½	
83916 225935 KFZW	**Steel Chemist** *OilEng.* *Mchy.Aft* GyC. D.F. 1*Dk*	1694 1489 974					1926	Federal S.B.&D.D.Co Kearny,N.J.	UnitedStatesSteel ExportCo.~~Inc.~~	250·0|42·7|20·0 F40′	NewYork Utd.States *WB*	Oil Engines 2S.C.DA 4Cy.16″–24″ 358NHP WorthingtonPump& Machy.Corp.Buffalo,N.Y.		R
83917 225508 KFZX	**Steel Electrician** *OilEng.* *Mchy.Aft* GyC. D.F. 1*Dk*	1694 1560 974					1926	Federal S.B.&D.D.Co Kearny,N.J.	TennesseeCoal, Iron&R.R.Co.	250·3|43·9|17·2 F40′	Mobile Utd.States *WB*	3 Oil Engines connected to Elec.Mot.&ScShft 4S.C.SA 12Cy.15″–22″ 263NHP Diesels-NewLondonShip &Eng.Co.N.Lndn,Conn.		R
83918 220495 KDCX	**Steel Engineer** *Fitted for oil fuel* GyC. 2*Dks*	5687 — 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2|56·2|26·5 P41'B&F350'	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft W&AFletcherHobokenNJ		R
83919 220553 KDDN	**Steel Exporter** *Fitted for oil fuel* GyC. 2*Dks*	5687 — 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2|56·2|26·5 P41'B&F350'	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
83920 220776 KDJL	**Steel Inventor** *Fitted for oil fuel* GyC. 2*Dks*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2|56·2|26·5 P41'B&F349'	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co		R
83921 220179 KUVK	**Steel Mariner** *Fitted for oil fuel* GyC. 2*Dks*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2|56·2|26·5 P42'B&F350'	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft W&AFletcherHobokenNJ		R
83922 221857 KDWL	**Steel Navigator** *Fitted for oil fuel* GyC. 2*Dks*	5719 5081 3471					1921	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2|56·2|26·5 P41'B350'	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
83923 92830 KJZD	**Steel Pier** Ⓟ TwinSc (*ex*Miami–32) 2*Dks*&*Promenade dk*	1775 — 1065					1897	W.Cramp &SonsCo. Philadelphia	CapeCodS.S.Co.	239·2|40·1|21·8	Boston Utd.States	T.6Cy.18″,27″&42″–24″ 172NHP W.Cramp&SonsCo.Phl.		
83924 220652 KDGL	**Steel Ranger** *Fitted for oil fuel* GyC. 2*Dks*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2|56·2|26·5 P41'B&F349'	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
83925 221785 KDVW	**Steel Scientist** *Fitted for oil fuel* GyC. 2*Dks*	5688 — 3405					1921	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2|56·2|26·5 P41'B350'	NewYork Utd.States *Wb*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
83926 221707 KDVN	**Steel Seafarer** *Fitted for oil fuel* GyC. 2*Dks*	5719 5081 3471					1921	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2|56·2|26·5 P42'B&F351'	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
83927 220180 KUVL	**Steel Trader** *Fitted for oil fuel* GyC. 2*Dks*	5687 5082 3450					1920	Federal S.B.Co. Kearny,N.J	IsthmianS.S.Co.	424·2|56·2|26·5 P42'B&F350'	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft W&AFletcherHobokenNJ		R
83928														

1 Numéro d'Ordre. Numéro Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres,—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où ce nat dans la Durée Cert. Ref. Trade
83929 222539 KFCI	**Steel Traveler** *Fitted for oil fuel* GyC. 3*Dks*	7056 5081 4381					1922	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2	56·2	26·5	NewYork Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc.Shaft FederalS.B.Co.		R
83930 219662 KUFN	**Steel Voyager** ssBal.No.3-2.32 ssBal.No.2-39 ~~ssBal.No.1-35~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& GyC. *Web frames* *Longitudinal framing*	6198 — 3798	✠100A1 *Shelter dk* *with freeboard* 12,39 ~~MS3,35~~ MS12,39 LMC BS7,39 7,40 *Fitted for oil fuel 2,20 F.P. above 150° F.*	Mob	z	CL 1,39	1920 2mo	Federal S.B.Co. Kearny,N.J. A&CP	IsthmianS.S.Co.	395·5 P45'B110'F38'*on Shelter dk* FK *CellDB* 331'1512*t* *FPT*187*t*	55·0	31·4	NewYork Utd.States *ptCem* 6*BHtoSh dk* *APT*175*t*	2 Steam Turbines DR geared to 1 Sc.Shaft (s) 210lb 596NHP 3SB(Spt),9*cf*,HS7836 FD MidwestEngineCo. Indianapolis,Ind.	34 ″ 11 s7 ″ 11 27 ″ 2¼	
83931 220380 KDBJ	**Steel Worker** *Fitted for oil fuel* GyC. 2*Dks*	5687 — 3450					1920	Federal S.B.Co. Kearny,N.J.	IsthmianS.S.Co.	424·2 P41'B&F350'	56·2	26·5	NewYork Utd.States	2 Steam Turbines DR geared to 1Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
83932 219513 KOXX	**Steelmaker** ssN.Os.No.3–1,32 ssBal.No.2-39 ~~ssBal.No.1-35~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& GyC. *Web frames* *Longitudinal framing*	6176 5705 3802	✠100A1 *Shelter dk* *withfreeboard* 8,40 ~~10,39~~ ~~MS3,35~~ MS5,40 LMC ~~BS2,40~~ 1,41 *Fitted for oil fuel 1,20 F.P. above 150° F.*	Bal	z	CL N10,39	1920 1mo	Federal S.B.Co. Kearny,N.J. A&CP	IsthmianS.S.Co.	395·5 P45'B110'F38'*on Shelter dk* FK *CellDB* 331'1512*t* *FPT*187*t*	55·0	31·4	NewYork Utd.States *ptCem* 6*BHtoSh dk* *APT*175*t*	2 Steam Turbines DR (s) geared to 1Sc.Shaft 210lb 3SB(Spt),9*cf*, 596NHP HS7836 FD MidwestEngineCo. Indianapolis,Ind.	34 ″ 11 s7 ″ 11 27 ″ 2¼	
83933 222992 KFNO	**Steelmotor** *OilEng.* *Mchy.Aft* 1*Dk* D.F. GyC.	1695 1488 973					1923	Federal S.B.Co. Kearny,N.J.	TennesseeCoal, Iron&Railroad Co.	250·3 F40'	42·9	17·2	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.22″–32″ 283NHP McIntosh&Seymour, Auburn,N.Y.		R
83934 222537 KFCG	**Steelore** TwinSc *Fitted for oil fuel* *Mchy.Aft* *Longitudinal framing*	8215 7058 4172					1922	Bethlehem S.B.Corp.Ld. Sparrow'sPt.	OreS.S.Corp.	550·7 P139'B82'F50'	72·2	43·9	NewYork Utd. States *WB*	SR Geared SteamTurbines BethlehemS.B.Corp.Ld. ForeRiver,Mass.		R
83935 204393 WCDS	**Steelton** (*ex*HerbertK.Oakes, *ex*Milinokett) *Mchy.Aft* D.F. 1*Dk*	6215 — 4947					1907	Gt.Lakes Eng.Works Ecorse,Mich.	BethlehemSteel Corp.(Bethlehem Transpn.Corp. *Mgrs.*)	504·0 *WB*	52·2	31·0	Wilmgton (Del.) Utd.States	T.3Cy.23″,37″&63″–42″ 257NHP GreatLakesEng.Wks.Det.		R
83936 223082 KFNW	**Steelvendor** *OilEng.* *Mchy.Aft* 1*Dk* D.F. GyC.	1695 1488 973					1923	Federal S.B.Co. Kearny,N.J	UnitedStatesSteel ExportCo.~~Inc.~~	250·3 F40'	42·9	17·2	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 6Cy.22″–32″ 283NHP McIntosh&SeymourCorp. Auburn,N.Yk.		R
83937 164687 MLRL	**Steersman** *OilEng.* *Mchy.Aft* 1*Dk* Wireless *CruiserStern*	334 257 153	✠100A1 10,39 ✠LMC8,36 *Carrying Petroleum in bulk*	Lwt	e	OG 9,40	1936 8mo	N.V.Indus- trieeleMaats. "DeNoord" Alblasserdam *Lloyd's A&CP*	C.Rowbotham& Sons	143·3 P37'F23' FK *FPT*	23·7	9·3	London British 8*BH* 54*t* *APT*17*t*	Oil Engines 4S.C.SA 6Cy.11″–17⅛″ 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 8 s ″ 7½ 9 ″ 1½	
83938 39 IULY	**Stefano** (*ex*Euxène,*ex*AxelBusck, *ex*Montjoie,*ex*Alma) 1*Dk*	992 869 524					1899	Laxevaags Msk.&Jrnskb Bergen	AntonioPerna fu Stefano	230·8 225·0 Q121'B56*t*H20*t* F34' *WB*	32·1	13·1	Torre del Greco Italian	T.3Cy.15¾″,25½″&42″–30″ 97NHP LaxevaagsMsk&Jrns.Bgn		I
83939 SZQV	**Stephanos** (*ex*Draga-40,*ex*Gyuri-37, *ex*CapFerrat-37,*ex*Lieselotte,*ex*Turnus, *ex*Tarset,*ex*Kilburn) 1*Dk* Wireless	653 — 306	✠ ... 3,23 ✠				1918 7mo	Hall,Rus- sell&Co.Ld. Aberdeen	S.Theofanides	172·5 B54'	30·0	15·7	Laurium Greek *WB*	T.3Cy.16″,26″&44″–26″ 99NHP Hall,Russell&Co.Ld.Abn.	16 ″ 6	V †
83940 4776 SGOD	**Stegeborg** *Mchy.Aft* 1Dk	*667* *499* *365*					1907	Lindhol- mensV.A. Gothenburg	StockholmsRederi- aktieb.Svea(Eman Högberg,*Mgr.*)	177·8 P62'H80*t*F24'	30·0	12·3	Stockholm Swedish *WB*	T.3Cy.14½″,24″&40″–27″ 83NHP LindholmensV.A.Got.		
83941 8386 SMHN	**Stegeholm** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Strengthened for navigation in ice*	*4571* *3538* *2359*	✠100A1 *withfreeboard* 6,40 ~~10,39~~ ✠LMC10,39	Got	*a*† 2 7/12	CL	1939 10mo	Akt.Lind- holmensVarv Gothenburg *Lloyd's A&CP* *Completed by* A/B Götaverken,Got.	A/B Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*)	435·3 455·6(O.L.) P38' FK *CellDBuE&f*227'1148*t*, *tanks in way of tunnel*757*t* *APT*76*t*	57·2	21·2	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 ,, ,, 2nd ,,	Oil Engines 2S.C.SA 8Cy.26¾″–59 1/16″ ~~[illegible]NHP~~ DB85*lb* 992NHP A/B Götaverken,Got.	26 ″ 3 s2 ″ 6½ 23 ″ 11½	
83942 DUBL	**Steiermark** TwinSc *OilEng.* Sub.Sig. D.F. E.S.D. 3*Dks* *CruiserStern*	9400					1938	Frd.Krupp Germaniawft A.G. Kiel	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	515·1 P31'F476' *Upper*F42'	66·3	30·5	Hamburg German *WB*	4 Oil Engines 4S.C.SA 36Cy.22 7/16″–29½″ connected to electric motors & 2 sc. shafts 1767NHP Fr.KruppGermaniawftAG		
83943 DJQN	**Steinbek** D.F. *CruiserStern* 1*Dk* *Strengthened for navigation in ice*	2185 1666 1274	✠ 3,39 ✠	Rot	*s*		1936 3mo	Lübecker Maschb.Ges. Lübeck	Knöhr&Burchard Nfl.	281·8 P15'Q81'B126'F32' FK *CellDB*244'573*t* *FPT*37*t* *APT*61*t*	44·1	16·8	Hamburg German 4*BHptCem* *ptAsp*	C.4Cy.(2)16 7/16″&(2)35 7/16″– 35 7/16″ 221NHP 2SB(Spt),4*cf*,GS72, HS3144 A.BorsigG.m.b.H.Berlin	19 ″ 0	
83944 DHWG	**Steinburg** (*ex*MaxLorch) 1*Dk*	1319 1041 721					1923	Nüscke& Co.A.G. Stettin	RobertBornhofen	242·1 Q75'B105'F33'	37·1	14·0	Hamburg German *WB*	T.3Cy17 7/16″,27⅝″&45 11/16″–27⅝″ 109NHP A.BorsigG.m.b.H.Berlin		G
83945 DHWJ	**Steinhöft** 1*Dk*	878 696 514					1910	Stettiner Oderwerke Stettin	H.M.Gehrckens	211·2 P14'Q65'B98'F21'	32·6	12·6	Hamburg German *WB*	T.3Cy.15 7/16″25⅛″&41 3/16″–29½″ 93NHP StettinerOderwerke		G
83946 80 IBHH	**Stella** (*ex*Cipro-37,*ex*Portsea-33, *ex*BarbaraMarie) D.F. 1*Dk*&*Shelter dk*	4272 4008 2587					1923	J.Priest- man&Co. Sunderland	BiagioBorriello (Lauro&Montella, *Mgrs.*)	378·0 365·0 *WB*	51·6	25·2	Torre del Greco Italian	T.3Cy.25″,41″&69″–48″ 330NHP G.Clark,Ld.Sunderland		CI
83947 PHSR	— TwinMst 2*Dks* *Longitudinal framing*	2818 2215 1792					1909	W.Hamil- ton&Co.Ld. Pt.Glasgow	Koninkl.Nederl. Stoom.Maats.N.V.	327·0 Q110'B86'F41'	44·2	18·5	Amstrdam Dutch *WB*	T.3Cy.21″,35″&57″–39″ 203NHP D.Rowan&Co.Glasgow		V

84/40

1 No. in Book. — Official No. — Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert
83948 OXIH	**Stella** Wireless D.F. 1*Dk* *CruiserStern*	1394 1217 788					1933	Helsingörs Jernsk&Msk. Elsinore	J.Lauritzen	262·2|39·7|15·4 P18'B150'F34'	Esbjerg Danish *WB*	C.4Cy.(2)14¾"&(2)31½"–31½"&LP Turbine 192NHP HS2520 HelsingörsJernsk.&Mskb.		G
83949 7547 SGOE	— (*ex*Bjerka,*ex*Hellik) *ss*Xia.No.2–14 1*Dk*&*Spar dk*	*1189* *1087* *720*	… 4,19 ✠				1905 3mo	Framnes Mek.Værks. Sandefjord	RederiA/B Stella (EjnarSjöqvist)	206·6|32·7|14·7 B75*t*H17*t* 21·3 FK	Gothenbrg Swedish *WB*	T.3Cy.15½",25"&42"–30" NDB14 109NHP AkersMek.Værks.Oslo	22 ″ 3	V †
83950 DOOP	— 1*Dk*	479 472 294					1895	Act.Ges. "Weser" Bremen	Dampfschiffahrts Ges.Neptun	150·3|24·0|16·3 Q38'B&F112'	Bremen German *WB*	C.2Cy.17$\frac{1}{16}$"&30¾"–20½" 36NHP A.G."Weser,"Bremen		G
83951 KIZM	**Stella Lykes** (*ex*LakeFlagstaff) Now "Josephine," see No. 88658 in Supplement *Fitted for oil fuel* D.F. 1*Dk*2*tr*B	2609 2261 1610	✠ … 3,21				1919 10mo	McDougall DuluthCo. Duluth,Minn.	LykesBros.Steam-shipCo.Inc.	251·0|43·7|25·8 P25'B64'F20' FK	Galveston Utd. States *WB*	T.3Cy.21",35"&59"–42" 352NHP MorganEng.Co.Alliance,O	28 ″ 2	R †
* 83952 LCYZ	**Stella Polaris** Ⓟ TwinSc *OilEng.* D.F. E.S.D. *ss*Bgn.No.3–1,40 3*Dks*(*Stl–Weather dk*–ws)	5020 2262 2647	✠100A1 *withfreeboard* 1,40 DBS2,40 ✠LMC2,40	Bgn	*x*	CL 11,38	1927 2mo *Lloyd*	A/B Göta-verken Gothenburg '*sA&CP* *CellDB*	DetBergenske Dampskibsselskab 281'1017*tDTf*49' 4	389·3|50·7|26·0 B247'F50' FK 57*t Tank at sides of*	Bergen Norwegian 6*BHptCem* *tunnel*51' 30	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 723NHP 2DB*100lb* A/B Götaverken,Got. 8*tFPT*33*tAPT*74*t*	30 ″ 1 s12 ″ 5¾ 17 ″ 11½	
83953 148082 GKVD	**Stelling** *ss*Shl.No.3–10,36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2136 1853 1237	*Special Tourist Service* ✠100A1 ~~9,40~~~~4,40~~10,40 BS~~7,39~~ ✠LMC10,36 9,40	Shl ~~Shl~~	*s*	CL ~~10,39~~ ~~8,40~~ 2,41	1924 8mo *Lloyd*	Smith's DockCo.Ld. Middlesbro' '*sA&CP* *CellD*	Gas,Light&Ccke Co.(Stephenson Clarke&Associated CompaniesLd*Mgs*)	280·0|41·6|20·1 P27'B49'F25' FK *B*234'644*tFPT*160*t*	London British 4*BHCem* *APT*117*t*	T.3Cy.20½",33"&54"–39" (*s*) 180lb 231NHP 2SB,6*cf*,GS105,HS4023 Smith'sDockCo.Ld.Mdb.	22 ″ 3 s 3 ″ 3 19 ″ 5	
83954 1379 ICIM	**Stelvio** TwinSc *OilEng.* *ss*Gen.No.3–10,38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6963 6173 4028	✠100A1 9,39 DBS9,39 ✠LMC10,38 *Carrying Petroleum in bulk*	Gen		CL PN 12,38 SN 10,38	1926 6mo *Lloyd*	Cant.del Tirreno Genoa '*sA&CP*	NavigazioneAlta ItaliaSoc.Anon. *CellDBuE*73' 239*tDTf*31'310*t*	441·3|56·1|32·7 422·9 FK P94'B25'F35' *FPT*179*tAPT*76*t*	Genoa Italian 17*BHptCem* (13 *to U dk* 4 ,, 2*nd*,,)	Oil Engines 4S.C.SA 12Cy.22$\frac{1}{16}$"–39⅜" 564NHP 1DB*170lb*&NDB19 *fitted*31–*100lb* Cant.OfficineSavoia,Gen.	33 ″ 0 s 6 ″ 0¾ 27 ″ 1	
* 83955 LEYO	**Sten** (*ex*RenéeMarthe) *ss*Bgn.2ndNo.3–7,36 Wireless D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1464 1067 753	✠100A1 9,39 BS5,39 ✠LMC7,36	Bgn	*o*	9,39	1910 9mo *Lloyd*	Osbourne, Graham&Co. Sunderland '*sA&CP* *CellDBa*75'*uE&*	A/S Thv.Halvorsen (Thv.Halvorsen, *Mgr.*)	248·2|34·9|14·7 258·4(O.L.) P22'Q67'B56'F21' FK *B*29'*f*102'392*tFPT*	Bergen Norwegian 4*BHCem* 48*tAPT*121*t*	T.3Cy.18",30"&49"–36" (*s*) 180lb 177NHP 2SB,4*pf*,GS73,HS2998 N.E.MarineEng.Co.Ld.Sld	17 ″ 0 s 1 ″ 3 16 ″ 0	
83956 SGOJ	**Sten Sture** Now "Stor.ors," see No. 89982 in Supplement 1*Dk*	*898* *643* *533*					1923	Larvik Slip &Verkstad Larvik	Rederi.A/BEruths (StureEruths, *Mgr.*)	195·8|31·8|12·5 Q56'B50'F25'	Trälleborg Swedish *WB*	T.3Cy.14",23"&38"–27" 75NHP LarvikSlip&VærkstedA/S		N
83957 LEYQ	**Stensaas** *ss*Bly.No.1–22 1*Dk*	1359 1130 780	✠ … 5,24 ✠				1918 2mo	Frdrkshvn Skibs&Flydk Fredrikshavn	JohnWilsons RederiA/S(John Wilson&Sön, *Mgrs.*)	234·2|37·2|16·0 P12'B50'F14' FK	Arendal Norwegian *WB*	T3Cy.16⅛",25$\frac{9}{16}$"&42⅛"–29½" 120NHP KockumsM.V.Akt.Malmö	18 ″ 0	N †
83958 ~~OZZB~~	**Stensby** *OilEng.* D.F. *ss*Cpn.No.3–3,39 1*Dk*(*Stl*)	3953 3627 2394	✠100A1 ~~3,39~~8,40 ✠LMC CS3,39 DBS~~6,39~~8,40 3,39	Cpn PN1	*w*	CL ~~9,38~~ 8,40	1926 9mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenburg '*sA&CP*	Union Gvnmt of SouthAfrica (Rlwys&Harbours Administration) *IntrmdteBHindfte* *Cell*	350·2|50·8|25·4 366·0(O.L.) P31'B120'F35' FK *r hold dispensd with* *DB*296' 1050*t FPT*	Durban British 5*BHptCem* 52*tAPT*137*t*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"–51$\frac{3}{16}$" 355NHP DB*80lb* EriksbergM.V.Aktieb.Got	28 ″ 0 s 4 ″ 10 23 ″ 3¼	
83959 149613 GDLF	**Stentor** Ⓟ *OilEng.* D.F. 2*Dks*	6148 5261 3826					1926	CaledonS. B.&E.Co.Ld. Dundee	ChinaMutualS.N. Co.Ld. (A.Holt &Co.*Mgrs.*)	430·8|55·8|29·1 P51'B241'F50'	Liverpool British *WB*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"–55⅛" 1230NHP NE31 Akt.Burmeistr&Wain,Cpn		BT till ~~10,40~~ ~~5,41~~ 11,41
83960 UPMA	**Stepan Khalturin** (*ex*Senta–35, *ex*Svane–34,*ex*Gefion) 1*Dk*	2498 2199 1406					1921	ForthS.B. &Eng.Co.Ld. Alloa	U.S.S.R	295·7|43·6|20·6 P28'B90'F34	Archangel Russian *WB*	T.3Cy.20½",33"&54"–39" 182NHP Earle'sCo.Ld.Hull		
83961 UNYX	**Stepan Makarov** TrpSc (*ex*KniázPojársky) (*Icebreaker*) 1*Dk*(*Stl*)&*Awng dk*(*Stl*–teak s)2*nd dk*(*Stl*) *CruiserStern* 2 *Screws aft & 1 forward*	2156 2031 110	✠ 7,21 ✠	Nwc	*s*		1916 12mo	Swan,Hun-ter&Wigham Richardson, Ld Newcastle	U.S.S.R. *CellDB*147'361*t Side* *trimmingtanksf*51'	236·0|56·0|27·7 FK 355*t a*55' 286*t FPT*	Odessa Russian 5*BHCem* 94*tAPT*97*t*	T6Cy21½"35½"&58"-36"(aft) T3Cy18½"30½"&50"-36"(frd) 904NHP 6SB,18*cf*,GS352,HS14478 Swan,Hunter&Wigham Richardson,Ld.Nwc.	30 ″ 4	
83962 213740 WJCX	**Stephen R. Jones** *ss*Bos.No.3–11,27 D.F. Sub.Sig. *Mchy.Aft* 1*Dk*	4387 3899 3112	✠ … 4,32 ✠				1915 11mo	NwprtNws S.B.&D.D.Co. NewprtNews	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*)	354·2|49·0|27·4 P94'B19'F31' FK	Boston Utd.States *WB*	T.3Cy.24",37½"&66"–45" 365NHP NewportNewsSB&DD.Co.	30 ″ 0	R †
83963 137820 MGFJ	**Stepney** *ss*Nwc.No.3–7,28 *ss*Shl.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	808 551 375	✠100A1 1,40 BS~~7,39~~ ✠LMC8,37 8,40	Lon	*k*	CL N1,40	1916 8mo *Lloyd*	R.William-son&Son Workington '*sA&CP*	CommercialGas Co.	186·3|29·4|12·4 Q116'B9'F25' FK *DBf*112'162*t*	Glasgow British 3*BHCem* *FPT*40*t*	T.3Cy.14",22½"&37"–24" (*s*) 180lb 99RHP 2SB,4*pf*,GS63,HS1900 W.Beardmore&Co.Ld.Gls.	14 ″ 7 s4 ″ 10½ 14 ″ 4	
83964 DAQE	**Stern** 1*Dk*	1599 1006 905					1922	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	230·9|36·4|14·6 P&B180'F26'	Stettin German *WB*	T.3Cy.16$\frac{9}{10}$"27⅗"&43$\frac{3}{10}$"–31½" 104NHP StettinerOderwerkeA.G.		G
94/40 83965 145495 GJCW	**Stesso** *ss*Nwc.No.3–11,35 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2290 2012 1292	✠100A1 3,39 BS3,39 ✠LMC11,35	Shl	*t*	CL 3,39	1922 8mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	PeltonS.S.Co.Ld. *CellDB*228' 601*t T* *Tunnel* 22'73*t Si*	308·0|43·0|19·7 320·0(O.L.) P25'B64'F29' FK *ank at sides of* *deTanksin ER*160*t*	Newcastle British 5*BHCem* *FPT* 115*t A*	T.3Cy.22",36"&59"–39" (*s*) 180lb *100lb* 266NHP 2SB,6*cf*,GS124,HS4500 Richardsons,Westgarth& *PT*65*t* Co.Ld.Sld.	22 ″ 0 s3 ″ 4¼ 18 ″ 10	
83966 DAXU	**Stettin** Ⓟ TwinSc 1*Dk*	375 308 141					1927	Klawitter werftGmbH. Danzig	Swinemünder Dampfschiffahrts A.G.	175·5|25·7|10·8 F17'	Swnemnde German *WB*	T.6Cy.16⅛",24⅝"&38¼"–21$\frac{11}{16}$" 68NHP KlawitterWerft.G.m.b.H.		G

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.Ref.Trade
83967 DBAD	**Stettiner Greif** *CruiserStern* 1*Dk*	2214 1721 1292					1938	Stettiner OderwrkeAG Stettin	FranzL.Nimtz	296·8 P17'Q100'B118' F26'	42·7	17·0	Stettin German *WB*	T3Cy.$16\frac{1}{2}$",$26\frac{3}{4}$"&$43\frac{5}{16}$"–$31\frac{1}{2}$" & LP turbine with DR gearing & hydraulic coupling 161NHP StettinerOderwerkeA.G.		G
83968 DOAQ	**Steuben** Ⓟ TwinSc (*ex*General von *Fitted for oil fuel* Steuben-38,*ex*München) 4*Dks* D.F. E.S.D. GyC. Sub.Sig.	14660 12150 8385					1922	Vulkan Werke Stettin	Norddeutscher Lloyd	526·9 B242'F41'	65·0	43·7	Bremen German *WB*	T.8Cy.(2)$31\frac{1}{2}$"(2)$51\frac{1}{2}$"&(4) $59\frac{1}{16}$"–$55\frac{1}{16}$"& LP turbines 1622NHP VulkanWerke,Stettin		G
83969 7694 SFCA	**Stig Gorthon** (*ex*ElvaSeed) *ss*Hbg.No.3–4,37 D.F. 1*Dk*(*Stl*)&*Web frames* *Corrugated sides* *Cargo battens not fitted*	*2241* *1988* *1320*	✠100A1 5,40 ~~9,39~~ ✠LMC MS4,37 BS~~3,39~~5,40	NNs Lkr	*s*	CL 4,39	1924 6mo *Lloyd*	NwWater- wayS.B.Co. Schiedam '*sA&CP*	RederiA/BGefion (Joh.Gorthon, *Mgr.*) *IntermediateBHin* *CellD*	290·8 304·1(O.L.) P26'B74'F28' FK *forehold dispensed* *B*246' 559*t FPT*53*t*	44·9	19·4	Hlsngborg Swedish 4*BHCem* *with* *APT*94*t*	T.3Cy.$22\frac{1}{2}$",37"&62"–39" (*s*) 180lb 281NHP 2SB,6*cf*,GS119,HS4640 NewWaterwaysS.B.Co.	21 " 6 s 3 " $0\frac{1}{2}$ 18 " $6\frac{3}{4}$	
83970 LCZD	**Stigstad** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *CarryingPetroleum in bulk*	5964 5128 3471					1927	Kockums M.V.Aktieb. Malmö	SkibsA/S Solstad (A.F.Klaveness& Co.A/S,*Mgrs.*)	386·3 P254*t*H462*t*	55·2	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.$27\frac{1}{2}$"–$55\frac{1}{8}$" 436NHP KockumsM.V.Akt.Malmö		N
83971 LJYO	**Stiklestad** *OilEng.* D.F. E.S.D. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & deck in* *CruiserStern* *centre tanks*	9349 8651 5630 –	✠100A1 11,40 ~~1,39~~ ✠LMC9,38 *CarryingPetroleum in bulk*	Rot Bkn	*e*†	CL	1938 9mo *Lloyd*	Odense Staalskibsvft vedAPMöller Odense '*sA&CP*	UniversalShip- pingCo.A/S(A.F. Klaveness&Co. A/S,*Mgrs.*) *CellDBuE*88'433*t*	485·8 501·1(O.L.) P98'B34'F37' FK *DTf*26'438*tFPT*16	65·7	35·8	Oslo Norwegian 14*BH* 5*tAPTs*225*t*	Oil Engines 4S.C.SA 7Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 572NHP 2DB*180lb* Akt.Burmeistr&Wain,Cpn	35 " 10 s 8 " $0\frac{1}{2}$ 28 " $0\frac{1}{2}$	
83972 DHWM	**Stillesee** (*ex*Stettin) 1*Dk*	1408 1098 797					1926	Nüscke& Co.A.G. Stettin	W.Schuchmann	244·0 Q79'B65'F31'	37·0	15·0	Hamburg German *WB*	T3Cy$17\frac{1}{8}$",$26\frac{3}{4}$"&$43\frac{5}{16}$"–$27\frac{9}{16}$" Christiansen 99NHP &Meyer,Harburg		G
83973 164570 GYPX	**Stirling Castle** Ⓟ TwinSc *ss*Sou.No.1–40 *OilEng.* 3*Dks,4th dk, except in Nos.4&7holds* *Ref.Mchy.* *5th dk inNos.3,5&6holds* Sub.Sig. *CruiserStern* D.F. E.S.D. GyC.	25550 18722 15687	✠100A1 *withfreeboard* 1,41 ~~9,39~~ DBS12,39 ✠LMC1,36	Sou PNL	*s*† 3	CL 4,40	1936 1mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	Union-Castle MailS.S.Co.Ld. *CellDB*575'3021*t* *Tanks*	696·0 P228'B274'F107' *joined by Shade dk* FK *between tunnels* 49'	82·5	41·4	London British 11*BHptCem* 265*t FPT*12	Oil Engines 2S C.DA 20Cy.26"–$59\frac{1}{16}$" 4650NHP 2DB*100lb* Harland&Wolff,Ld.Bel. 6*tAPT*424*t*	48 " 0 s16 " 3 32 " $0\frac{1}{2}$	BT till ~~2,41~~ 1,42
189/40 83974 160210 GBYS	**Stirlingshire** (*ex*ClanMacdonald) *OilEng.* *Ref.Mchy.* 2*Dks* D.F. E.S.D. GyC. *CruiserStern*	6022 5471 3558					1928	Greenock Dkyd.Co.Ld. Greenock	ScottishShireLine, Ld.(Turnbull, Martin&Co.Ld. *Mgrs.*)	434·2	57·7	28·8	Glasgow British *WB*	Oil Engines 4S.C.DA 8Cy.$26\frac{3}{8}$"–$55\frac{1}{8}$" 1100NHP J.G.Kincaid&Co.Ld.Grk.		C
83975 LJHO	**Stirlingville** (*ex*Stirling-36) *ss*H.Kg.No.1–40 *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	4995 4605 3083	✠100A1 *withfreeboard* 11,40 ✠LMC CS11,40 DBS11,40 11,40 *Carrying vegetable oil in deep tank*	Ant HKg	*a*† 2	CL ~~2,38~~ 10,40	1935 10mo *Lloyd*	W.Doxford &Sons,Ld, Sunderland '*sA&CP*	D/S A/S "Inter- national "(A.F. Klaveness&Co.A/S *Mgrs.*) *CellDB*346'1174*t*	412·2 FK *MT*1236*tAPT*191*t*	54·2	26·1	Oslo Norwegian 7*BHptCem* (*Coll to Shdk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.$20\frac{1}{2}$"–$81\frac{7}{8}$" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28 " 8 s 3 " $4\frac{1}{2}$ 25 " $6\frac{1}{2}$	
83976 OXBE	**Stjerneborg** TwinSc *OilEng.* *ss*Bel.No.2–36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4551 4132 2785	✠100A1 *withfreeboard* 9,40 ~~12,39~~ ✠LMC CS2,37 DBS3,40 7,38	Bos Liv	*y*	CL P3,38 s12,39	1929 4mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen '*sA&CP*	A/SD/SDannebrog (C.K.Hansen, *Mgr.*) *CellDB*333'1108*t*	380·0 FK *MT*28'1060*t* *FPT*97*tAPT*119*t*	53·9	25·3	Copnhagn Danish 7*BH* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"–$39\frac{3}{8}$" 541NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	28 " 0 s 3 " 0 25 " $2\frac{1}{2}$	
83977 140412 MGYD	**Stock Force** (*ex*Camrose, *ex*Ryckett) *Mchy.Aft* 1*Dk*	983 730 499					1917	W.Harkess &Son,Ld. Middlesbro'	WestCoastShppng Co.Ld.(W.S.Ken- naugh&Co.*Mgrs.*)	203·0 Q113'B13'F34'	33·1	13·1	Whitehvn British *WB*	T.3Cy.17",28"&46"–33" 122NHP Richardsons,Westgarth& Co.Ld.Mdb.		C
83978	**Stockholm** Ⓟ TrpSc *OilEng.* D.F. E.S.D. GyC. *CruiserStern* *Ref.Mchy.*	28000	100A1 (*ClassContemplated*)				1940	Cantieri RiunitiDell' Adriatico Monfalcone	A/B Svenska AmerikaLinien (A.Jonsson,*Mgr.*)	642·8 B&F585'	83·2	35·4	Gothenburg Swedish	Oil Engines 2S.C.SA 30Cy.$28\frac{3}{8}$"–$49\frac{1}{16}$" Cant.RiunitiDell'Adriatico		
83979 OULP	— Wireless D.F. 1*Dk*	1596 1212 927					1930	Frdkshvns Værft& FlydedokA/S Frederikshvn	DampskslskPacific (L.R.Schmith, *Mgr.*)	253·5 P16'Q74'B104'F32'	39·1	15·5	Copnhagn Danish *WB*	C.4Cy.(2)$14\frac{3}{4}$"&(2)$31\frac{1}{2}$"– $31\frac{1}{2}$" 93NHP Helsingörs Jernsk.&Mskb.Elsinore		C
83980 DHWN	— Iron *ss*Cpn.No.1–89 *Welldeck* 1*Dk*	618 443 340	✠ ... 12,92 ✠				1885 1mo	Reiherst'g Schiffsw. Hamburg	H.M.Gehrckens	180·4 Q56'B50'F25'	27·1	13·6	Hamburg German *WB*	C.2Cy.25"&47"–33" NB12 106NHP Reiherst.Maschinenf.Ham		G †
83981 132111 GRNL	**Stockport** Ⓟ *ss*Gms.2ndNo.3–2,36 D.F. 1*Dk*(*Stl*–ws)&*pt deep framing* *Lower dk inNos.1&3holds*	1683 1098 918	✠100A1 ~~[illegible]~~4,41 Bkn BS~~2,39~~ ✠LMC2,36 5,40	~~Gms~~	*q*	CL ~~1,37~~ 5,40	1911 7mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	London&North EasternRailway *DB*	265·0 P41'B115'F33' BK9" *a*54'*uE*21'*f*111'295*t*	36·0	17·4	Grimsby British 5*BHCem* *APT*33*t*	T.3Cy.22",35"&60"–42" 180lb 309NHP 2SB,6*cf*,GS144,HS5540 Earle'sCo.Ld.Hull	18 " 6 s 1 " $6\frac{1}{2}$ 18 " 0	BT till 5,41
83982 128792 VJWX	**Stockrington** Wireless 1*Dk*	973 774 496					1922	Rennie, Ritchie&New -portSBCoLd Wivenhoe	J.&A.Brown &AbermainSea- hamCollieriesLd.	207·5	33·6	13·5	Newcastle, N.S.W. British *WB*	T.3Cy.$16\frac{1}{2}$",27"&44"–30" 106NHP Plenty&Son,Ld.Newbury		C
189/40 83983 PHTD	**Stolwijk** (*ex*Kongsgaard) *ss*Rot.No.3–8,32 Sub.Sig. *ss*Rot.No.1–36 D.F. 1*Dk*(*Stl*)	2489 2259 1512	✠100A1 3,40 BS1,40 ✠LMC~~3,36~~ MS3,40	Rot	*s*	OG 1,40	1920 1mo	N.V.Werf deNord Alblasserdm A&CP	N.V.StoomMaats. "Wijklijn" (Erhardt& Dekkers,*Mgrs.*) *CellDB*248'605*t*	285·8 P22'B74'F25' FK	45·2	21·7	Rottrdam Dutch 4*BHCem* *APT*59*t*	T3Cy.$22\frac{1}{4}$",$35\frac{1}{16}$"&$57\frac{1}{8}$"–$41\frac{3}{4}$" 176lb *100lb* (*s*) 263NHP 2SB(Spt)6*cf*,GS127,HS4488 Machfab.Kinderdijk	23 " 11 s 3 " 7 20 " $6\frac{1}{2}$	
83984 DOFO	**Stolzenfels** (*ex*EasternPrince, *ex*Altenfels) *ss*Nwc.No.3–1,21 *ss*N.Yk.No.1–25 Sub.Sig. 2*Dks*	7512 7035 4708	... 8,26				1915	J.C.Teck- lenborgA.G. Weser- münde-G.	DeutscheDampfs. Ges."Hansa"	468·5 P67'B138'F58' FK	58·5	32·4	Bremen German *WB*	T.3Cy.$31\frac{1}{2}$",$50\frac{3}{4}$"&$82\frac{3}{4}$"–55' & 1 low pressure Turbine 692NHP J.C.TecklenborgA.G.Wsm	34 " 9	G †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
83985 139259 GSMY	**Stonepool** *ss*Shl.No.2-36 D.F. 1*Dk*(*Stl*)	4815 4552 2972	✠100A1 2,40 ✠LMC MS7,36 BS2,~~40~~ 3,41	Cff	*z*	CL 10,38	1928 7mo	Smith's DockCo.Ld. Middlesbro' Lloyd's*A&CP*	PoolShippingCo. Ld.(SirR.Ropner &Co.Ld.*Mgrs.*) *CellDB*	405·0|53·5|26·4 P30′B229′F41′ FK 352′1398*t FPT*168*t*	W.Hartlpl British 6*BHCem* *APT*159*t*	Γ.3Cy.25½",40"&71"-48" (*s*) 180lb HS7651 507NHP 3SB(Spt),9*cf*,GS169, FD Smith'sDockCo.Ld.Mdb.	29 ″ 5 s4 ″ 9 24 ″ 11¼	
83986 DHWO	**Stör** Sub.Sig. *Mchy.Aft* 1*Dk*	665 535 348					1921	Stocks& Kolbe Kiel	Bugsier,Reed.u. BergungsA.G.	176·0|31·3|12·3 P&B115′F23′	Brmrhven German *WB*	T.3Cy.12⅝",$19\frac{11}{16}$"&$32\frac{5}{16}$"- $22\frac{7}{16}$" 49NHP CaesarWollheim,Breslau		G
83987 142256 GLDG	**Storaa** (*ex*Willy-39,*ex*Prina-38, *ex*Navex-37, *ss*Ant.No.3-6,31 *ex*Wellpark) *ss*Ant.No.1-36 1*Dk*(*Stl*) *Cargo battens not fitted ~~except in No.1 hold~~*	1967 1777 1191	✠100A1 Examined5,40 Gmh ✠LMC MS8,36 BS8,39 Surveys delayed	~~Brt~~	*r*	CL 8,39	1918 4mo	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth Lloyd's*A&CP*	MinistryofShip- ping(W.T.Gould, *Mgr.*)	281·6|41·9|18·6 P21′B68′F29′ FK *CellDBa*70′*uE*28′	London British 4*BHCem* *f*124′523*t F*	T.3Cy.21",35"&57"-36" (*r*) 180lb 228NHP 2SB,6*cf*,GS112,HS3734 Dunsmuir&Jackson,LdGls *PT*55*tAPT*46*t*	20 ″ 9 s2″10½ 18 ″ 1	
83988 LDLN	**Storaas** TwinSc *OilEng.* *ss*Got.No.2-38 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Cruiser Stern*	7886 7217 4719	✠100A1 11,40 ~~1,40~~ ✠LMC CS4,38 DBS1,~~40~~ 4,41 9,37 *Carrying Petroleum in bulk*	Ant Grk	*b*†	CL 4,38	1929 12mo	A/BGöta- verken Gothenburg Lloyd's*A&CP* *Cell*	A/S Nanset(Iver Bugge,*Mgr.*) *DBuE*65′ 278*t DT*	441·2|59·2|35·3 P96′F37′ FK *f*29′ 468*t FPT*113*t*	Larvik Norwegian 10*BHptCem* *APT*247*t*	Oil Engines 4S.C.SA 14Cy.21⅝"-39⅜" 634NHP 2DB*150lb* A/BGötaverken,Got.	35 ″ 0	
83989 LCKX	**Storanger** TwinSc D.F. *OilEng.* *Mchy.Aft* 2*Dks* *Longitudinal framing at bottom & at decks* *Carrying Petroleum in bulk*	9223 8613 5514					1930	R.Duncan &Co.Ld. PortGlasgow	Westfal-Larsen &Co.A/S	473·6|64·5|36·6 P117′B30′F42′	Bergen Norwegian	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 710NHP J.G.Kincaid&Co.Ld.Grk.		N
83990 LEYT	**Stord** Ⓟ 2*Dks*	465 422 267					1913	Laxevaags Msk.&Jrnskb Bergen	Hardanger Sunnhordlandske Dampskibsselskap	155·8|23·8|16·4 P107*t*H20*t*F45*t* len31	Bergen Norwegian *WB*	T.3Cy.13½",22"&35"-25" 61NHP LaxevaagsMsk&Jrnskb.		
83991 172769 ~~OZJB~~ VRDX	**Store Nordiske** (*CableSteamer*) *ss*Shi.No.3-2,35 *ss*Shi.No.1-39 1*Dk*(*Stl*-ws)&*Awngdk* (*Stl*-teaks)3*rd dk*(*Stl*) Wireless *aft over Tunnel*	~~1456~~ ~~1370~~ ~~667~~ 1462 1370 690	✠100A1 *Awng dk* *withfreeboard* 8,40 ~~3,39~~ ✠LMC3,39 BS3,40 *Fitted for oil fuel* 11,22 *F.P. above* 150° F.	Shi	*p*	OG ~~N7,37~~ 8,40	1922 11mo	Akt.Naks- kovskibs. Nakskov A&CP	Ministry of Ship- ping(Cable&Wire- less,Ld(SirEdward WilshawK.C.M.G.) *Mgrs.*) *CellDB*167′222*t*	244·9|35·2|21·3 264·0(O.L.) FK&BK1½" *FPT*21*tAPT*29*t*	HongKong British *Cem* *Collision BH to A dk* 5 ,, ,, *U* ,,	T.3Cy$17\frac{11}{16}$"28½"&$47\frac{3}{16}$"-31½" 185lb *100lb* (*s*) 207NHP 2SB(Spt),4*cf*,GS77, FD HS3314 OttensenerEisenwerk A.G.Altona	23 ″ 6 s7 ″ 3½ 16 ″ 8	
83992 OYMS	**Storebælt** Ⓟ TwinSc (*TrainFerry*) *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk*	2942 2245 1208					1939	Helsingörs Jernsk&Msk. Elsinore	DeDanske Statsbaner	346·8|56·6|18·3	Korsör Danish *WB*	Oil Engines 2S.C.SA 12Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 810NHP Akt.Burmeistr&Wain,Cpn		V
83993 LEYY	**Storesund** (*ex*Are,*ex*Sunpulp) Iron 1*Dk*	563 412 294					1890	Nylands Værksted Oslo	D/S A/SVaröy (KnutKnutsen, O.A.S.*Mgr.*)	173·0|26·7|12·6 Q44*t*B82*t*H12*t*F27*t*	Haugesnd Norwegian *WB*	T.3Cy.13",21¾"&34¾"-24" 59NHP NylandsVærksted,Oslo		N
83994	**Storfonn** *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	10170 9350 6000					1940	A/B Göta- verken Gothenburg	Partrederiet Storfonn(Sigval Bergesen,*Mgr.*)	496·1|64·4|38·7 P96′B36′F64′	Stavanger Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.$24\frac{7}{16}$"-55⅛" 1029NHP A/BGötaverken,Got.		
83995 165408 MMDX	**Stork** *OilEng.* 1*Dk*&*Shelter dk* *CruiserStern*	787 567 344	✠100A1 *withfreeboard* 1,40 ✠LMC3,37 ✠LMC(M)5,38	Lon	*n*	OG 8,39	1937 3mo	AilsaS.B. Co.Ld. Troon Lloyd's*A&CP*	GeneralStm.Nav. Co.Ld. *CellDB*168′214*tF*	214·3|35·6|11·5 *36·1* 222·8(O.L.) FK B48′ *PT*26*tAPT*36*t*	London British 5*BHptCem* (*Coll to Sh dk* 4 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 7Cy.13⅜"-$22\frac{7}{16}$" 218NHP BritishAuxiliaries,Ld.Gls.	14 ″ 0 s ″ 2 13 ″ 11½	
83996 144927 ZMKF	**Storm** (*ex*Steamer-38, *ex*RiverWear) *OilEng.* Wireless *ss*Ddn.No.1-24 *Mchy.Aft* *Well deck* 1*Dk*	734 492 370	✠ ... 11,26				1920 10mo	J.S.White &Co.Ld. Cowes	CanterburySteam ShippingCo.Ld.	180·6|29·4|11·3 Q111′B11′F24′ FK	LyttltnNZ British *WB*	Oil Engines 2S.C.SA 7Cy.14"-17" 240NHP NDB38 NE38 FairbanksMorse&Co. Beloit,Wis.	13 ″ 6	
83997	— (*ex*Clifford-38,*ex*Storm-38, *ex*Carmen-37,*ex*Isly-35,*ex*Bauermeister, *ex*Majfrid,*ex*Ruth) 1*Dk*2*trB*	350 276 215					1889	MotalaCo. Gothenburg	EntrepriseJ. Negri&Fils	132·5|23·3| 9·2 Q46′B35′H12*t*	Panama Pnamanian *WB*	T.3Cy.11¼",18¼"&29¼"-19½" 38NHP MotalaCo.Motala		
83998 DHWP	**Stormarn** (*ex*Aladdin,*ex*Rigel) Wireless 1*Dk*	1459 1181 847					1919	Akt.Bur- meistr&Wain Copenhagen	RobertBornhofen	254·5|38·2|15·4 P27*t*Q75*t*B250*t* H79*t*F37*t*	Hamburg German *WB*	T.3Cy.18¼",30"&50"-36" 150NHP Akt.Burmeistr&Wain,Cpn		G
83999 111176 MDCM	**Stormont** (*ex*Saltees) 2*Dks*	1031 941 421					1899	CaledonSB &Eng.Co.Ld. Dundee	Belfast,Mersey& ManchesterS.S.Co. Ld.(W.M.May, *Mgr.*)	250·0|35·1|16·3 P&B160′F50′	Belfast British *WB*	T.3Cy.25",40"&65"-48" 293NHP CaledonSB.&E.Co.Ld.Dun		C
84000 145454 GFZL	**Stornest** (*ex*Stornes) *Fitted for oil fuel* 2*Dks*	4255 3987 2543					1921	J.Priest- man&Co.Ld. Sunderland	CliffsideShipping Co.Ld.(J.Morrison &Son,*Mgrs.*)	365·0|51·5|25·2 P89*t*H154*t*F29*t*	Newcastle British *WB*	T.3Cy.25",41"&69"-48" 330NHP G.Clark,Ld.Sunderland		N
84001 5680 SGCK	**Storö** (*ex*Rita-34,*ex*Wilhelmina, *ex*Daggry) 1*Dk*&*pt Awngdk*	1196 777 698					1898	Framnæs Mek.Værks. Sandefjord	RederiA/B Norr- land(Odmark& Andersson,*Mgrs.*)	216·6|33·7|12·2 Q55′ *Awngdk*164′	Härnösand Swedish *WB*	T 3Cy.16½",27"&44"-30" NB39 106NHP Akers.Mek.Værks.Oslo		N
84002 LCZF	**Storstad** TwinSc *OilEng.* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *CruiserStern* 2*Dks*	8998 8269 5217					1926	Blythsw'd S.B.Co.Ld. Glasgow	SkibsA/S Sommer- stad(A.F.Klave- ness&Co.A/S)	470·0|62·2|35·3 P418*t*H267*t*F41′	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$"-$51\frac{3}{16}$" 709NHP J.G.Kincaid&Co.Ld.Grk.		N
84003 LCZG	**Storsten** *OilEng.* *ss*Rot.No.3-10,38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5343 4597 3114	✠100A1 6,40 ~~10,38~~ ✠LMC CS10,38 ✠NE5,28 9,38 DBS3,~~39~~ 6,40 *Carrying Petroleum in bulk*	Rot Got	*y*	CL 9,38	1926 7mo	Barclay, Curle&Co.Ld Glasgow Lloyd's*A&CP* *CellDBuE*	TönsbergRederi A/S (Rafen& Loennechen,*Mgrs*) 61′208*tDTf*46′589*t*	388·1|52·7|29·0 P85′B27′F62′ FK *FPT*56*tAPT*27*t*	Tönsberg Norwegian 14*BHptCem* (10 *to U dk* 4 ,, 2*nd*,,)	Oil Engines 2S.C.SA 3Cy.22⅞"-91⅜" 482NHP NDB30 (*s*) *100lb* DB*120lb* Barclay,Curle&Co.Ld.Gls.	29 ″ 2	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'apres la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
84004 LDGB	Storviken ssH.Kg.No.3-8,30 ssH.Kg.No.2-39 2Dks(Stl)	4836 4383 2957	✠100A1 11,40 ~~10,39~~ ✠LMC12,39 BS10,40	HKg Wln	y	CL 11,39	1917 7mo	SeattleCon-struction&DryDockCo. Seattle,Wash A&CP	Wallem&Co. A/S (H.J.Wallem, Mgr.) 1BHin after hol CellD	380·0 | 53·2 | 27·0 394·9(O.L.) P40'B100'F41' FK d dispensed with 5B B325'960t FPT115t	Bergen Norwegian Cem H only APT264t	T.3Cy.24",40"&70'-48" (s) 190lb 472NHP 3SB,9cf,GS169,HS6831 FD SeattleCons.&D.Dk.Co.	29 " 4 s5 " 9 28 " 9	
84005 PKQI	Straat Malakka TwinSc OilEng. D.F. E.S.D. 1Dk&Shelter dk	6439 5513 3859					1939	N.V.C.VanderGiessen&Zonen'sSchps Krimpen a/d Ysel	Koninkl.Paketv. Maats.	455·2 | 62·2 | 27·5 P43'B&F403'	Batavia Dutch WB	Oil Engines 4S.C.SA 16Cy.28⅜"-55⅛" 1240NHP WerkspoorN.V.Ams.		V
84006 PKQJ	Straat Soenda TwinSc OilEng. D.F. E.S.D. 1Dk&Shelter dk Ref.Mchy.	6439 5513 3859					1938	N.V.C.VanderGiessen&Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	455·2 | 62·2 | 27·5 P43'B&F403'	Batavia Dutch WB	Oil Engines 4S.C.SA 16Cy.28⅜"-55⅛" 1240NHP WerkspoorN.V.Ams.		V
84007 PJCH	Strabo OilEng. Mchy.Aft 1Dk&Shelterdk Wireless CruiserStern	383 289 158					1937	N.V.C.VanderGiessen&Zonen'sSchps Krimpen	West-Indische Scheepv.Maats.	175·8 | 30·0 | 8·2 P12'B&F156'	Willemstd Dutch WB	Oil Engines 2S.C.SA 8Cy.10½"-18⅛" 162NHP Gbr.Stork&CoNVHengelo		V
84008 FNKX	Strabon ssAnt.No.2-36 1Dk(Stl)&Shelter dk(Stl) D.F.	4572 4220 2728	✠100A1 withfreeboard 7,39 BS11,39 ✠LMC8,36 Surveys delayed	Ant	z	CL 4,38	1928 7mo	W.Gray&Co.Ld. W Hartlepool Lloyd'sA&CP	Cie.deNav. d'Orbigny CellDB353'1001t	400·0 | 53·0 | 25·1 F35' FK (FPT108tAPT155t	LaRochlle French 6BHCem Collto Shdk 5 ,, 2nd ,,)	T.3Cy 26",43"&71"-48" (s) 180lb 439NHP 3SB,9cf,GS184,HS7590 Cen.Mar.Eng.Wrks.WHpl	27 " 6 s2 " 11½ 24 " 9¼	
84009 136360 MGLK	Straide K ssBel.No.3-8,29 ssBel.No.2-37 Mchy.Aft 1Dk(ptStl) Well deck Cargo battens not fitted	326 231 113	✠100A1 8,39 ✠LMC MS3,37 BS11,38	Bel	e	CL 3,37	1917 3mo	A.Jeffrey&Co.Ld. Alloa Lloyd'sA&CP	Howdens,Ld.	131·7 | 23·1 | 9·6 24·0 Q47'B9'F26' FK FPT35t	Belfast British 3BHCem APT9t	C.2Cy.16⅞"&36"-24" (s) 135lb 58RHP 1SB,3pf,GS44,HS1300 A.Jeffrey&Co.Ld.Alloa	10 " 6 s " 6½ 10 " 1	
84010 140552 MGYR	Strait Fisher (exDragoon-34) Mchy.Aft ssLiv.No.3-5,30 Well deck ssLan.No.2-38 Cargo battens not fitted 1Dk(Stl)	573 393 258	✠100A1 8,40~~5,39~~ ✠LMC MS10,38 BS~~5,39~~8,40	Bly Lth	h	CL 5,39	1917 12mo	J.Lewis&Sons,Ld. Aberdeen Lloyd'sA&CP	JamesFisher&Sons,Ld. CellD	164·9 | 27·0 | 11·2 Q94'B11'F23' FK Bf92'118t FPT44t	Barrow British 3BHCem APT15t	T.3Cy.14",24"&39"-27" (s) 180lb 99RHP 1SB,3pf,GS54,HS1741 J.Lewis&Sons,Ld.Abn.	13 " 3 s3 " 8½ 13 " 2½	
84011 FNDK	Strasbourgeois (exAnkara-36, exVegö) D.F. 1Dk&Shelter dk	2895 2614 1706					1929	R.Thompson&Sons,Ld. Sunderland	Cie.desBateaux à Vapeur du Nord (Soc.Anon deGérance et d'Armement, Mgrs.)	330·5 | 48·9 | 20·5 P99tH147tF17t	Dunkirk French WB	T.3Cy.25",40½"&66-45" 292NHP G.Clark,Ld.Sunderland		V
58/40 84012 6694 SKJA	Stråssa TwinSc ssMmo.No.3-6,34 ssGot.No.1-39 OilEng. D.F. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	5602 5223 2825	✠100A1 Shelter dk withfreeboard 3,40 ✠LMC CS4,39 DBS5,39 5,38	Got	y	OG 8,37	1921 11mo	Akt.Götaverken Gothenburg Lloyd'sA&CP DTf68'	Trafikakt.Grängesberg-Oxelösund (M.Waldenström, Mgr.) CellDBuE32'f105' 730tDTa103'1225t	393·7 | 53·4 | 30·9 F40'onShelterdk FK Collisio 651t FPT58tAPT155t	Stockholm Swedish ptCem nBHtoS dk 6 ,, ,, U ,,	Oil Engines 4S.C.SA 12Cy.23 3⁄16"-35 7⁄16" DB-100lb 629NHP Akt.Götaverken	34 " 1 s8 " 0 26 " 3¼	
84012* DAQB	Strassburg Ⓟ Wireless D.F. Ref.Mchy. 1Dk	898 592 528					1920	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	201·9 | 30·6 | 12·1 P28'Q46'B53'F25'	Stettin German WB	T.3Cy.13⅝",21 7⁄10"&35⅝"-25⅝" 62NHP StettinerOderwerke,A.G.		G
84013 164346 GCCF	Strategist 2Dks CruiserStern	6255 5809 3788	✠100A1 ~~8,40~~~~9,39~~ 3,41 ✠LMC11,37	Mdb ~~Gla~~ Lon	a†	CL	1937 11mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	CharenteS.S.Co. Ld.(T&JHarrison, Mgrs.) CellDB365' 1269tD	437·3 | 56·0 | 29·4 452·3(O.L.) P45'B144'F43' FK (Ta32' 858t FPT95t	Liverpool British 8BHCem 1,,to2nd dk) APT70t	T.3Cy.28",46"&81"-54" (r) 215lb 120lb 582NHP 2DB(Spt)12cf,GS272, HS9062 D.Rowan&Co.Ld.Gls.	32 " 0 s6 " 5½ 25 " 8¼	
147/40 84014 133138 GJVF	Stratford (exLuminous-38, exVitruvia) ssShl.2ndNo.3-3,37 Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing	4753 4213 2875	✠100A1 6,40~~12,39~~ BS12,39 ✠LMC3,37 CarryingPetr Fitted for oil	Fal Liv oleum fuel 6,	x in 23	CL 10,39 bulk F.P. a	1913 9mo Lloyd bove 1	Russell&Co. Pt.Glasgow 'sA&CP 50° F. Cel	PallasOil&TradingCo.Ld.(O. Margulies, Mgr.) lDBuE&B75'115t	376·0 | 51·2 | 29·0 P103'B28'F43' FK FPT123tAPT97t	London British 16BHptCem (15 to U dk 1 ,, 2nd ,,)	T.3Cy.26",44"&73"-48" (r) 180lb 470NHP 3SB,9cf,GS195,HS8202 Rankin&Blackmore,Grk.	29 " 2 s4 " 10 24 " 6¼	
84015 162670 GRSX	Strathaird Ⓟ TwinSc Ref.Mchy. 3Dks(Stl-Weather dk teak s)4th dk(Stl)in holds D.F. E.S.D. GyC. Cruiser Stern Fitted for oil fuel	22281 12675 13242	✠ 7,35 ✠ ✠Lloyd'sRMC11,39	Lon	p†		1932 1mo	Vickers-Armstrongs, Ld. Barrow	P.&O.Stm.Nav.Co. Duct keel forward CellDB507'2572t Tank in way of t	638·7 | 80·2 | 33·1 B347'F75' Upper Bridge304' FK of machinery space DTs a27'818t unnels132tFPT115	London British 11BHptCem Coll,,to W dk tAPT198t	2SteamTurbines connect'd to Elec. Motors & Sc. Shafts 4WTB&2AuxWTB HS56000 6315NHP VickersArmstrngsLd.Brw BritishThomson-Houston Co.Ld.Rugby	37 " 6	BT till ~~5,40~~ 11,41
84016 166371 GFFX	Strathallan Ⓟ TwinSc D.F. E.S.D. GyC. 2Dks,3rd dk in holds CruiserStern Ref.Mchy.	23722 13103 14134	✠100A1 withfreeboard 8,40~~4,40~~ ~~BS5,39~~ ✠LMC3,38 ✠Lloyd'sRMC~~5,40~~ 10,40 Fitted for oil	Syd BS2,40 fuel 3,	q† 2 5/12 38	CL F.P. ab	1938 3mo Lloyd ove 15	Vickers-Armstrongs Ld. Barrow 'sA&CP 0° F.	P.&O.Stm.Nav.Co. Lw Duck keel fwd. of CellDB504'2228t Wingt	639·5 | 82·2 | 33·6 664·5(O.L.) rB&F540'B&F480' UprB316'UprF81' mchy. space FK Tanks in way of tu anks in engine room	London British 11BHptCem 2 ,, to 2nd dk nnels96'515t 63'642t DTs	6 steam turbinesSR geared to 2 screw shafts (s) 4912NHP 4WTB&2AuxWTB450lb (Spt440lb),HS37030 FD VickersArmstrngsLd.Brw. f44'194tFPT113tAPT195t	38 " 0 s8 " 1 30 " 2	BT till 1,41
84017 165614 GDGT	Stratheden Ⓟ TwinSc D.F. E.S.D. GyC. 2Dks,3rd dk in holds Ref.Mchy. CruiserStern	23722 13103 14127	✠100A1 withfreeboard 10,40~~1,40~~ ~~BS4,38~~ ✠LMC12,37 ✠Lloyd'sRMC~~5,40~~7,40 Fitted for oil	Syd BS5,40 fuel12,	q† 2 5/12 37	CL F.P. a	1937 12mo Lloyd bove 1	Vickers-Armstrongs, Ld. Barrow 'sA&CP 50° F.	P.&O.Stm.Nav.Co. Duct keel for CellDB504'2218t Wing t	639·5 | 82·2 | 33·6 664·5(O.L.) LowerB&F540' B&F480'UprB316' UprF81' FK ward of mchy. space Tanks in way of tun anks in engine room	London British 11BHptCem (2,,to2nd dk) nels96'515t 63'642t DTs	6steam turbines SR geared to 2 screw shafts (s) 4912NHP WTB&2AuxWTB450lb (Spt440lb),HS37030 FD VickersArmstrngsLd.Brw. f44'194tFPT113tAPT195t	38 " 0 s8 " 1 30 " 2	BT till ~~10,40~~ 10,41
84018 164521 GYMS	Strathmore Ⓟ TwinSc D.F. E.S.D. GyC. 3Dks,4th dk in holds Ref.Mchy. CruiserStern	23428 13151 13993	✠100A1 withfreeboard 7,39 BS9,38 ✠LMC9,35 ✠Lloyd'sRMC~~4,40~~~~8,40~~ 2,41 Fitted for oil	Lon fuel 9,	q† 2 5/12 35	CL F.P. a	1935 9mo Lloyd bove 1	Vickers-Armstrongs, Ld. Barrow 'sA&CP 50° F.	P.&O.Stm.Nav.Co. Duct keel forw CellDB504'2209t Wing tanks in en	640·3 | 82·2 | 33·7 B&F493' UprB319' UprF81' FK ard of mchy. space Tanks in way of tu gine room 63'633t D	London British 11BHptCem 2 ,, to 3rd dk nnels96'515t Ts f 44' 194t	6steam turbines SR geared to 2 screw shafts (s) 4912NHP 4WTB&2AuxWTB450lb (Spt440lb)HS37030 FD VickersArmstrngsLd Brw. FPT113tAPT195t	38 " 0 s8 " 1 30 " 2	BT till ~~6,40~~ ~~8,40~~ 8,41

1 No. in Book. — Official No. — Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. — Late Name if any. — Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c.			12 Port of Registry. — Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not LR. Date of Tr.
										Length.	Breadth.	Depth.				
84019 162619 GRPZ	**Strathnaver** Ⓟ TwinSc 3*Dks*(*Stl–Weather dk* teak s) *Ref.Mchy.* *4th dk*(*Stl*)*in holds* D.F. E.S.D. GyC. *CruiserStern* *Fitted for oil fuel*	22283 12675 13265	✠ 6,35 ✠ ✠Lloyd'sRMC~~3,40~~7,40 11,40	Lon	p†		1931 9mo	Vickers-Armstrongs, Ld. Barrow	P.&O.Stm.Nav.Co. *Duct keel forward* *CellDB*507'2572*t* *in way of*	638·7 B347'F75' *UpperBridge*304' FK *of machinery space* *DTs a*27'818*t Tank* *tunnels* 132*t FPT*11	80·2	33·1	London British 11*BHptCem* *Coll,, to Wdk* 5*t APT*198*t*	2SteamTurbines connect'd toElec.Motors&Sc.Shafts 6315NHP HS56000 4 Water Tube Boilers 2Aux.WaterTubeBoilers VickersArmstrngsLd Brw BritishThomson-Houston Co.Ld.Rugby	37 ″ 6	BT till ~~6,40~~ 4,41
84020 DOAR	**Strauss** D.F. Sub.Sig. 1*Dk* *CruiserStern*	1756 1406 836					1927	G.Seebeck A.G. Weser-münde-G.	ArgoReederei RichardAdler&Co.	276·8 P14'F257'	42·1	14·8	Bremen German *WB*	T.3Cy.21¼",34¼"&55⅝"–37⅜" & 1 low pressure Turbine 254NHP G.SeebeckA.G. Wesermünde-G.		G
84021 PHTS	**Streefkerk** *ss*Rot.No.3–10,34 *ss*Rot.No.1–38 2*Dks*(*Stl-U* teak s) *CruiserStern*	6185 5656 3823	✠100A1 1,41 ~~2,40~~ ✠LMC MS12,38 BS~~4,38~~8,40 *Fitted for oil*	Sch Gls *fuel* 10	a† ,21	CL 12,38 *F.P. a*	1921 11mo *bove* 1	Rotterdam-scheDroogdk. Mij. A&CP 50°F.	VereenigdeNeder-landscheScheepv. Maats.(Directie en AgentuurMaats. HollandBritsch IndieLijn,N.V. *Mgrs.*)	421·0 P49'B256'F36' FK *CellDB*338'1143*t*	55·4	28·9	The Hague Dutch 7*BHAsp* *MT* 18' 780*t*	T.3Cy.26½",43"&73"–48" (*s*) 180lb 538NHP 3SB,9*cf*,GS168,HS8151 FD Rotterdamsch.Droogd.Mij *FPT* 137*t APT*64*t*	31 ″ 6 s 5 ″ 2¼ 26 ″ 6	
84022 4882 SGPD	**Strengnäs Express** Ⓟ 1*Dk*2*trB*	325 140 210					1908	Lindhol-mensV.A. Gothenburg	VaxholmsNya Ångf.A/B (O.F. Ekebohm,*Mgr.*)	121·3 Q7'B58'H59*t*	22·9	9·7	Stockholm Swedish	T.3Cy.14¼",22"&36½"–22½" 63NHP LindholmensV.A.Got.		
84023 LJIQ	**Strinda** *OilEng.* *Mchy.Aft* *Cruiser Stern* 1*Dk* D.F. E.S.D. *Carrying Petroleum in bulk* *pt Longitudinal framing*	10973 10114 6578					1937	Deutsche WerftAGBet Finkenwrder Hamburg	A/S J.Ludwig MowinckelsRederi	508·9 P114'B29'F58'	69·2	36·5	Bergen Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.23⅝"–43$\frac{5}{16}$" 1360NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
84024 LCPH	**Strix** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	6219 5546 3719					1930	Götaver-kenA/B Gothenburg	Skibs-A/S Diesel-tank(Stephansen& Torgersen,*Mgrs.*)	408·3 P218*t*H352*t*F68*t*	55·3	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 540NHP GötaverkenA/B,Got.		N
84025 2122 IBIF	**Strombo** (*ex*Laxerto–35, TwinSc *ex*Carpena–35,*ex*Capena) *OilEng.* *Mchy.Aft* 2*Dks* D.F. *Carrying Petroleum in bulk*	5232 4526 2612					1923	Cant.Offic. Savoia Cornigliano Ligure	"Polena"Società diNavigazione	393·2 P101'B30'F34'	51·8	28·5	Genoa Italian	Oil Engines 2S.C.SA 8Cy.23⅝"–37" 779NHP Cant.Offic.Savoia		I
84026 LEZG	**Stromboli** Wireless D.F. 1*Dk*	1376 864 810					1902	Fredrkstad Mek.Værks. Fredrikstad	DenNorskeMiddel-havslinje A/S(Fred Olsen&Co.&O.R. Thoresen,*Mgrs.*)	230·9 P31*t*B51*t*H14*t* F393*t*	33·3	15·2	Oslo Norwegian *WB*	T.3Cy.15",26"&43"–30" 101NHP FredrikstadM.V.Frdstad.		N
168/40 84027 LCPN	**Strombus** (*WhaleOilFactory*) *ss*Osl.3rdNo.3–10,34 *ss*Nwc.No.3–11,36 *Mchy.Aft* 2*Dks*(*Stl*)& *Web frames* D.F.	6549 5787 3917	✠100A1 10,40 ~~8,39~~ ✠NB3,21 ✠LMC~~11,36~~10,40 ✠NB(FP)*made16refitted*36 Pr.BS8,39 ~~BS8,39~~ *CarryingPetr* *Fitted for oil*	Shl Sws *oleum* *fuel* 1	z *in* ,00	CL ~~10,36~~ 8,40 *bulk* *F.P. a*	1900 1mo *bcve* 1	Armstrong Whitworth& Co.Ld. Newcastle A&CP 50° F.	A/S Sevilla (Onesimus Andersen,*Mgr.*) *WB=DBu* *Tanks at*	410·0 P100'B20'F56' FK *B*37'112*tFPT*219*t* *sides of boiler room* & *in boiler room 'twe*	52·1	32·2	Tonsberg Norwegian 14*BHCem* *APT*62*t* *en decks* 276*t*	T.3Cy.26½",46"&77"–48" (*s*) 180lb 654NHP 22Pr.B60lb 7Pr.B45lb 4SB,13*cf*, HS10381 FD N.E.MarineCo.Ld.Nwc.	34 ″ 0 s6 ″ 10¼ 27 ″ 5	
84028 144827 MNRB	**Stronsa Firth** *ss*Abn.No.3–10,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	491 319 222	✠100A1 11,40 ~~4,40~~ BS~~6,39~~ ✠LMC10,37 11,40	Hul Shl	g	CL 10,38	1925 9mo *Lloyd*	J.Lewis& Sons,Ld. Aberdeen '*sA&CP*	FirthShippingCo. Ld. *C*	160·3 166·0(O.L.) Q92'B11'F24' FK *ellDB*95'114*t FPT*	25·1	9·7	Aberdeen British 3*BHCem* 33*t APT*14*t*	T.3Cy.12½",21"&34"–24" (*s*) 180lb 66RHP 1SB,3*pf*,GS52,HS1618 J.Lewis&Sons,Ld.Abn.	11 ″ 9 s 3 ″ 8 11 ″ 8	
84029 123 SVEG	**Strymon** (*ex*Cairndhu–35) *ss*Lth.No.3–9,31 *ss*Alx.No.2–39 D.F. 1*Dk*(*Stl*)	*5250* *4789* *3218*	✠100A1 12,39 ✠LMC MS6,39 BS12,39	Alx	y	CL 7,38	1919 3mo *Lloyd*	Palmers' Co.Ld. Newcastle '*sA&CP*	LivanosMaritime Co.Ld.(N.G. Livanos,*Mgrs.*) *CellDB*	399·3 P49'B113'F39' FK 344'1112*t FPT*122*t*	52·2	28·5	Chios Greek 7*BHCem* *APT*174*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	
84030 DHWT	**Stubbenhuk** Wireless D.F. 1*Dk*	934 759 465					1925	Flender, A.G. Lübeck	H.M.Gehrckens	223·7 P172'F21'	33·4	12·0	Hamburg German *WB*	T.3Cy.16$\frac{7}{16}$",26¾"43$\frac{5}{16}$"–29½" Lübecker 102NHP Maschb.Ges.Lübeck		G
50/41 84031 172214	**Student Prince II** Wood *OilEng.* 1*Dk* *CruiserStern*	387 349 303					1939	Smith& Rhuland Lunenburg, N.S.	NovaScotia Shippers,Ld.	150·0	30·3	12·3	Halifax NS British	Oil Engines 2S.C.SA 6Cy.10½"–12½" 116NHP FairbanksMorse&Co. Beloit,Wis.		
84032 145983 MLDS	**Sturdee Rose** *ss*Bly.No.3–5,35 *ss*Bly.No.1–40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	873 592 443	✠100A1 2,40 ✠LMC BS~~6,39~~6,41 MS2,40 6,40	Bly		CL 2,40	1922 10mo *Lloyd*	HansenSB &S.Rep.CoLd Bideford '*sA&CP*	RichardHughes& Co.(Liverpool)Ld. *CellD*	190·0 Q120'B*on*Q14'F26' FK *Bf*126'239*tFPT*53*t*	30·1	12·5	Liverpool British 3*BHCem* *APT*30*t*	T.3Cy.15",25"&41"–27" (*s*) 180lb 84RHP 2SB,4*cf*,GS66,HS2166 LythamSB.&E.Co.Ld. Lyt.	14 ″ 6 s 4 ″ 6½ 14 ″ 1¼	
1/41 84033 3881 SGAI	**Stureborg** (*ex*Ran–33, Iron *ex*Mulgrave) *ss*Mmo.2ndNo.3–11,07 *Well deck* *ss*Gms.No.1–12 1*Dk*(*Irn*)2*trB*	*1584* *1333* *920*	✠ 7,16 ✠	Lon	q		1883 11mo	JLThomp-son&Sons Sunderland	RederiA/B Sture-borg(J.Leonard) *DBa*7	260·0 Q100'B58'F26' FK 6'*f*58'268*t FPT*33*t*	36·0	18·6	Landskrna Swedish 4*BHCem* *APT*26*t*	C.2Cy.29½"&60"–39" NDB05 180NHP 2SB,6*cf*,GS96,HS3066 J.Dickinson,Sunderland	19 ″ 8	V †
84034 6172 SILA	**Stureholm** TwinSc *OilEng.* *ss*Skm.No.3–4,32 *ss*Got.No.1–36 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *CruiserStern* 2*nd dk*(*Stl*) *in forehold*	*4575* *4103* *2702*	✠100A1 *Shelter dk* *withfreeboard* 5,39 ✠LMC CS4,36 DBS~~7,39~~5,40 6,37	Got	y	OG 4,39	1919 9mo *C*	Aktieb. Götaverken Gothenburg AP *ell DB* 333' 10	Aktieb.Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) 08*t side tanks*(*aft*)	408·7 FK *Collisio* 42'224*t APT*44*t*	54·0	23·4	Gothenbrg Swedish *Cem* *nBHtoSh dk* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.23¼"–35$\frac{7}{16}$" 629NHP DB100lb Akt.Burmeister&Wain, Copenhagen	26 ″ 1 s 2 ″ 9 23 ″ 6¾	
84035 1565 IUOY	**Sturla** (*ex*F.G.Reinhold, Iron *ex*Halfdan, *ss*Got.2ndNo.3–2,09 *ex*Highlands) *ss*Nwc.No.2–19 *Well deck* Sub.Sig. 1*Dk*(*Irn*)2*trB*	1195 864 723	✠ 6,22 ✠NB5,13 ✠	Nwc	n		1884 1mo	A.Hall& Co. Aberdeen	IgnazioMessina &C.	228·5 Q90'B57'F24' BK8" *DBa*71'*f*82'329*t*	33·1	16·2	Genoa Italian 4*BHCem*	C.2Cy.28"&54"–36" NDB07 142NHP 1SB,3*cf*,GS90,HS2465 BlaikieBros.Aberdeen	17 ″ 0	I †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pcs.*	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. R.P.
84036 DOKM	**Sturmfels** Sub.Sig. 2*Dks*	6288 5812 3834					1920	Act.Ges. “Weser” Bremen	DeutscheDmpfs-fahrtsGes.Hansa	431·5|56·2|30·3 P78'B133'F56'	Bremen German	T.3Cy.28½",47½"&76½"-53$\frac{3}{10}$"&L.P.Turbine 608NHP A.G.“Weser”Bremen		G
84037 DHWU	**Sturzsee** (*ex*OttoFischer, *ex*Westerbroek) *Mchy.Aft* 1*Dk*	708 537 338					1921	Wortelboer &Co. Westerbroek	W.Schuchmann	179·9|28·7|12·6 Q85'B8' *WB*	Bremer-haven German	T.3Cy 15",23½"&39½"-23½" 75NHP E.J.Smit&Zoon,Hoogezand		G
84038 DOAK	**Stuttgart** Ⓟ TwinSc E.S.D. D.F. GyC. Sub.Sig. 4*Dks*	13387 11292 7796					1923	Vulcan- WerkeA.G. Stettin	DeutscheArbeits-frontG.m.b.H. (Norddeutscher Lloyd,*Mgr.*)	527·0|65·0|34·7 B 2'F117' *WB*	Bremen German	T6Cy.31½",51½"&59$\frac{1}{10}$"-55$\frac{1}{10}$" 517NHP Vulcan-WerkeA.G.Stettin		G
84039 PHUI	**Stuyvesant** Ⓟ D.F. 2*Dks*	4249 3052 2541					1918	Nederl. Schps.Maats. Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	342·0|47·6|24·3 P28'B143'F60' *WB*	Amstrdam Dutch	T.3Cy.25",39"&67"-47½" 309NHP Werkspoor,Amsterdam		V
31/41 84040 344 SVAU	**Styliani** (*ex*Patra-37,*ex*Orion-32, *ex*Hillcrag) *ss*Pir.2ndNo.3-4,22 1*Dk(Stl)*&*Spar dk(Irn)* &*deep framing*	*3256* *3029* *2081*	✠ 6,27 ✠	Ven	*v*		1896 8mo	R.Thomp-son&Sons Sunderland	AristidesPittas& C.Scrivanos *CellDBa*	328·1|47·1|15·9 P29'B70'F35' 23·3 FK 106'*uE*22'*f*130'714*t*	Piræus Greek 6*BHCem* *APT*50*t*	T.3Cy.24",39"&64"-42" NDB18 275NHP 2SB,6*pf*,GS100,HS4274 G.Clark,Ld.Sunderland	25 " 10	G †
84041 15 SZGB	**Stylianos** Ⓟ AuxSr (*ex*Hermes-36, *ss*Alx.2ndNo.3-7,21 *ex*Kawala-35,*ex*Yacht-33,*ex*ElTawaf, *ex*Kawala,*ex*Arcturus) 2*Dks* (*See Sailing Ship Register*)	409 — 169	✠ *Yacht* 5,27 ✠	Alx			1895 10mo	Ramage& Ferguson,Ld. Leith	G.&L.Tsoupas	148·0|27·1|15·6 BK	Patras Greek 5*BHCem*	T.Cy.13",21"&34"-24" NB08 57NHP 1SB,6*rf*,GS120,HS1602 Ramage&Fergusn,Ld.Lth.		
84042 926 SVYH	**Stylianos Chandris** (*ex*Oakspring-38, *ss*N.Yk.No.3-2,38 *ex*E.A.Morse) 1*Dk*&*Shelter dk* *Longitudinal framing*	6059 5550 3743	✠100A1 *Shelter dk* *withfreeboard* 5,41~~4,40~~ BS~~6,39~~1,41 ✠LMC2,38 *Fitted for oil fuel* 12,19 *F.P. above* 150° F.	Liv NYk	*z*	CL ~~2,40~~ 4,41	1919 12mo	Virginia S.B.Corp. Alexandria, Va. *Lloyd's A&CP*	J.D.Chandris *CellDB*349'1360*t*	402·6|53·2|32·0 417·0(O.L.) P34'F38'*on Shltr dk* FK *MT*30'587*tFPT*73*t*	Piræus Greek *Cem* 6*BHtoSh dk* 1 „ „ *U* „ *APT*46*t*	T.3Cy.25",41½"&72"-48" 190lb 359NHP 3SB,9*cf*,GS185,HS8331 IngersollRandCo. Phillipsburg,N.J.	34 " 6 s 8 " 2½ 26 " 5½	
84043 TCDJ	**Suat** (*ex*Vefa-34,*ex*Fasano, *ex*S.Antonio, *ss*Sws.3rdNo.3-8,19 *ex*Balham,*ex*Collivaud) 1*Dk(Stl)*2*trB* *Well deck*	1439 1109 844	✠ 10,23 ✠NB2,17 ✠	Mes	*o*		1886 8mo	ButeS.B. Eng.&Dry DockCo.Ld. Cardiff	SadikogluNazim	240·9|33·1|18·0 Q86'B50'F26' ND01 FK *DBa*67'*f*	Istanbul Turkish 4*BHCem* 101'306*t*	C.2Cy.29"&56"-36" 173NHP 2SB,6*cf*,GS98,HS3336 Palmer'sCo.Ld.Newcastle	19 " 2	I †
169/40 84044 165417 MMDZ	**Suavity** *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	634 421 334	✠100A1 3,39 ✠LMC3,37 ✠LMC(M)4,39	Yar	*i*	OG	1937 3mo	G.Brown& Co.(Marine) Ld. Greenock *Lloyd's A&CP*	F.T.Everard& Sons,Ld. *CellD*	175·0|27·9|9·8 182·6(O.L.) Q113'F13' FK *B*109' 147*t FPT*79*t*	London British 3*BHptCem* *ptAsp* *APT*57*t*	Oil Engines 2S.C.SA 6Cy.12⅝"-15¾" 86RHP NewburyDieselCo.Ld. Newbury	12 " 0 s 3 " 9 12 " 0	
84045 161244 GSZT	**Subadar** *ss*Cal.No.2-38 2*Dks(Stl)*	5424 5024 3397	✠100A1 6,40~~8,39~~ BS~~12,39~~ ✠LMC11,37 1,41	Cal Bom	*z*	CL ~~8,38~~ 6,40	1929 6mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	AsiaticStm.Nav. Co.Ld. *Intermediate 'tween dk BH in after hold dispensed with* *CellDB*348'1186*t DTa*35'981*tFPT*118*tAPT*31*t*	405·0|54·0|28·8 P40'B121'F41' FK	London British *ptCem* 5*BHtoUdk* 1 „ „ 2*nd* „	T.3Cy.24½",42"&70"-48" (*s*) 210lb *110lb* 446NHP 2SB,8*pf*,GS308,HS5972 FD D.Rowan&Co.Ld.Glasgow	31 " 3 s 6 " 1 25 " 5½	
84046 YQSS	**Suceava** Ⓟ (*ex*AlbertVögler-33) Sub.Sig. 2*Dks*	*6876* *6083* *5704*					1923	Marine- werft Wilhelmshvn	RoumanianState MaritimeService	409·8|53·9|23·7 H133'F49'	Constntza Roumanian	T.3Cy.25¼",41"&66⅛"-49¼" &L.P.Turbine 308NHP Marinewerft,Wilhelmshvn		V
84047 ~~XVAD~~ XYAP	**Sucre** TwinSc *ss*Mob.No.3-3,38 *Mchy.Aft* 1*Dk(Stl)*&*Web frames* *Longitudinal framing*	*2646* *1889* *1509*	✠100A1 10,40~~12,39~~ BS~~12,39~~ ✠LMC3,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,26 *F.P. above* 150° F.	Aru NYk	*t*	CL ~~1,39~~ 10,40	1926 6mo	Palmers Co.Ld. Newcastle *Lloyd's A&CP*	MeneGrandeOil Co.C.A. *CellDBuE&*	305·0|50·2|16·3 316·5(O.L.) P69'B22'F33' FK *Trunk dk*181' *B*42'107*tFPT*194*t*	Maracaibo Venezuelan 11*BHptCem* *APT*85*t*	T.6Cy.13½",23"&37"-27" (*s*) 180lb 210NHP 2SB,6*cf*, HS4009 MacColl&Pollock,Ld.Sld.	16 " 6 s 2 " 0½ 14 " 8	
84048 YTEG	**Sud** *ss*Tri.3rdNo.3-4,37 1*Dk(ptIrn&ptStl)*2*trB*& *deep framing*3*Dk rule*	2589 *2387* *1661*	✠100A1 10,40~~5,39~~ BS~~5,39~~ ✠LMC4,37 5,40	Spt Cff	*t*	CL 4,38	1901 12mo	A.Rodger &Co. Pt.Glasgow *Lloyd's A&CP*	Brodarsko Akcionarsko Drustvo “Oceania” *CellDBa*	314·4|44·0|20·8 P29'B94'F30' FK &*uE*120'*f*136'633*t*	Susak Yugoslav 5*BHCem* *APT*86*t*	T.3Cy.22½",37"&61"-42" (*s*) 160lb 249NHP 2SB,6*cf*,GS105,HS3866 A.Rodger&Co.Glasgow	23 " 3 s 3 " 5½ 20 " 0½	
84049 LOHA	— *ss*B.As.No.1-40 (*ex*Martinhoe) *ss*B.As.No.3-9,36 *Well deck* 1*Dk(Stl)* *Longitudinal framing in double bottom & at deck*	1665 — 949	✠100A1 10,40~~7,38~~ ✠LMC MS10,40 BS~~4,40~~ *Fitted for oil fuel* 10,40 *F.P. above* 150° F.	BAs	*p*	CL ~~7,38~~ 8,40 5,41	1924 4mo	FurnessSB Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	Cia.Argentina de Nav.Mihanovich, Ltda. *CellDB*175'457*t* *DT at sides of tunnels* 34'190*tFPT*55*t*	245·4|38·6|15·5 Q188'F24' FK	Bns.Aires Argentine 4*BHptCem* *APT*46*t*	T.3Cy.17",27½"&45"-33" (*s*) 180lb 156NHP 2SB,4*cf*,GS79,HS2806 Ross&Duncan,Govan	17 " 6 s 5 " 6 16 " 6½	
84050 DGMH	**Süd** *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	564 453 268					1938	Schulte& Bruns Emden	Schulte&Bruns	173·6|29·6|10·3 P42'Q34'F24' *WB*	Emden German	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"-22$\frac{1}{16}$" 122NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		G
16/41 84051 82 SUDO	**Sudani** (*ex*Rijn-35, *ex*JollyAngela-34) *Mchy.Aft* 1*Dk*	511 374 279					1919	J.Berg Delfzijl	MustafaAbulEla	160·2|25·5|12·0 P49'F21' *WB*	Alexndria Egyptian	T3Cy12$\frac{5}{16}$",19⅝"&31$\frac{7}{16}$"-21⅝" 46NHP J.Berg,Delfzijl		V
84052 296 HSAF	**Suddhadib** *ss*Bgk.No.3-3,30 *ss*Bgk.No.2-38 1*Dk(Stl)*&*Awng dk(Teak)* *Cargo battens not fitted in Awng 'tween decks*	1311 1153 803	✠100A1 *Awng dk* *withfreeboard* 11,40~~10,38~~ BS11,40 ~~BS10,39~~ ✠LMC10,37 *Fitted for oil fuel* 4,18 *F.P. above* 150° F.	Bgk	*n*	CL 10,38	1918 4mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd's A&CP*	ThaiNav.Co.Ld. *Cell*	223·4|35·6|17·8 FK *DB*180'237*tFPT*18*t*	Bangkok Thai 4*BHptCem* *APT*18*t*	T.3Cy.17",27"&44"-30" (*s*) 190lb 136NHP 2SB,4*cf*,GS89,HS2322 HongKong&Whampoa DockCo.Ld.	20 " 0 s 4 " 11 15 " 5	
84053 DJYQ	**Süderau** *Mchy.Aft* D.F. 1*Dk* *CruiserStern*	1453 1203 713					1938	Deutsche Sch-u-Mschb. A.G.Seebeck Wesermünd-G	BugsierReed.-und BergungsA.G.	260·7|41·5|14·3 P&B202'F29' *WB*	Hamburg German	C.2Cy.17$\frac{13}{16}$"&35$\frac{7}{16}$"-35$\frac{7}{16}$" & LPturbine withDR gearing & hydraulic coupling HS3767 209NHP DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. — Ship. — Engines	9 By Whom. — Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84054 LDER	**Suderholm** (*ex*KeyWest) *ss*Mmo.No.3–10,30 *ss*Bgn.No.2–38 2*Dks*(*Stl*) *& Web frames*	4908 4462 2895	✠100A1 11,40 ~~11,39~~ BS10,40 ✠LMC11,38 *Fitted for oil fuel* 6,17 *F.P. above* 150° F. *Carrying oil in bulk F.P. above* 150° F.	Bgn Cff	*y*	CL ~~10,37~~ 10,40	1917 6mo A&CP	SeattleCon- struction& DryDockCo Seattle,Wash	D/S A/S KeyWest (K.Knutsen, O.A.S.*Mgr.*) *in after* *CellD*	381·4 P40'B100'F41' FK *One'tween dk BH* *hold dispensed with* *B*325'960*tFPT*115*t*	53·2	27·1	Haugesnd Norwegian *Cem* 5 *BH to Udk* 7 ,, ,, 2*nd* ,, *APT*264*t*	T.3Cy.$24\frac{5}{8}$",40"&$70\frac{1}{16}$"–48" 190lb (*s*) 472NHP 3SB,*9cf*,GS169,HS6831 FD SeattleConstruction& DryDockCo.Seattle,Wash.	29 ″ 4 s 5 ″ 9 23 ″ 9	
84055 LHIA	**Suderöy** (*ex*Balto,*ex*Kim) (*Whale oil factory*) 1*Dk& Shelter dk* D.F. *Longitudinal framing* *Fitted for oil fuel*	7562 7197 5238					1913	Armstrong Whitworth &Co.Ld. Newcastle	Hvalfangst A/S Suderöy(Knut Knutsen,O.A.S. *Mgr.*)	445·5 P119*t*H569*t*F31*t*	57·5	33·1	Haugesnd Norwegian *WB*	T.3Cy.27",45"&75"–48" 390NHP N.E.MarineEng.CoLdNwc		N
84056 FODL	**Sudest** Wireless D.F. *Mchy.Aft* *OilEng.* *Longitudinal framing* 1*Dk* *CruiserStern CarryingPetroleum in bulk*	641 524 356					1939	Jos.Boel &Fils Tamise	CiternaMaritime S.A.	200·0 P52'F31'	29·0	12·8	Rouen French	Oil Engines 4S.C.SA 6Cy.$13\frac{3}{8}$"–$20\frac{5}{8}$" 104NHP VandeKerchove&Carels Ghent		V
84057 TFRA	**Sudin** (*ex*Cambria,*ex*Götha) Wireless 1*Dk2trB*	811 495 469					1895	Act.Ges. "Neptun" Rostock	Government of Iceland (Skipautgerd Rikisin)	186·2 P113'H29*t*F17'	27·9	12·4	Reykjavik Icelandic *WB*	T.3Cy.16",26"&42"–29" 95NHP A.G."Neptun,"Rostock		V
84058 UOVS	**Sudkom** **TwinSc** *OilEng.* *Mchy.Aft* 1*Dk*	926 753 468					1929	Sevastopol MarineWks. Sevastopol	U.S.S.R.	229·6 F25'P55'	33·9	11·8	Sevastopol Russian *WB*	Oil Engines 4S.C.SA 12Cy.$13\frac{9}{16}$"–$19\frac{1}{16}$" 214NHP StateEngWksKolominska		
84059 DJUL	**Südmeer** (*ex*Sydis–37, **TwinSc4Mst** *ex*Torodd–34, *Whale oil factory* *ex*Colonia) *ss*Fal.2ndNo.3–5,27 2*Dks& Spar dk&* D.F. *Fitted for oil fuel* *deep framing*	8133 5863 4355	✠ ... 5,28 ✠				1902 5mo	Wigham Richrdsn&Co Ld.Newcastle	Deutsche Ölmühlen- RohstoffeG.m.b.H. (Hamburger Walfang-Kontor G.m.b.H.*Mgrs.*)	487·3 H410*t*	56·1	27·6 35·6 FK&BK2"	Hamburg German *WB*	T.6Cy.24",$40\frac{1}{2}$"&67"–48" 846NHP WghmRchrdsn&C.LdNwc	39 ″ 0	N †
84060 DQNP	**Südsee** (*ex*Sampan,*ex*Calgarth, *ex*Harrington) *ss*Cff.No.3–8,10 *ss*Liv.No.2–19 *Well deck* 1*Dk*(*Irn*)*& Web frames*	1761 1425 1040	✠ 9,23 ✠	Gms	*r*		1898 5mo	S.P.Austin &Son,Ld. Sunderland	W.Schuchmann *CellDBa*76'*uE&B*	267·2 P27'Q74'B50'F29' 34'*f*108'510*t FPT*	37·7	17·1 FK	Brmrhavn German 4*BHCem* 37*tAPT*53*t*	T.3Cy.$21\frac{1}{2}$",35"&$57\frac{1}{2}$"–39" 214NHP 2SB,*6pf*,GS98,HS3340 G.Clark,Ld.Sunderland	19 ″ 9	G †
84061 7545 SENT	**Suecia** Ⓟ *ss*Got.No.2–37 *Ref.Mchy.* 2*Dks*(*Stl–Weather dk* ws) D.F. 3*rd dk*(*Stl*)*in Nos.*2,3&4 *holds* *Strengthened for Navigation in Ice* E.S.D.	*4216* *3258* *2422*	✠100A1 *with freeboard* 3,39 BS4,38 ✠LMC6,37 *Fitted for oil fuel* 6,37 *F.P. above* 150° F.	Got	*x*	CL 10,38	1929 6mo *Lloyd's A&CP*	Swan,Hun- ter&Wigham Richardson Ld.Newcastle	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB*301'464*t* *Tanks in way of*	373·5 360·2 376·3(O.L.) F67' *tunnel* 42*t FPT*28*t*	50·1 50·2	28·6 29·1 FK	Gothenbrg Swedish 7*BHCem* *Coll ,, to Wdk* *APT*54*t*	3SteamTurbinesSRgeared to1Sc.Shaft 220lb 1043NHP 4SB(Spt),*12cf*,GS258, FD HS11788 Parson'sMarineSteam TurbineCo.Ld.Nwc.	32 ″ 0 s12 ″ $1\frac{1}{4}$ 20 ″ 4	
84062 5393 SGTA	— **TwinSc3Mst** *OilEng.* D.F. *ss*Got.2ndNo.3–8,37 2*Dks*(*Stl*)*& Shelter dk*(*Stl*) *Tonnage opening closed '40*	*4966* *4660* *3588*	✠100A1 *Shelter dk* *with freeboard* 8,40 ~~1,40~~ ✠LMC8,37 DBS9,39 ✠LMC(M)9,38	Got Bkn	*x*	OG ~~1,40~~ PN8,40 S1,40	1912 12mo *Lloyd's A&CP*	Akt.Bur- meistr&Wain Copenhagen	Rederiaktieb. Nordstjernan (A.A.Johnson, *Mgr.*) *CellDBa*69'*uE*	359·4 37'*f*212' 1138*tFPT*	51·6	22·2 30·7 FK	Stockholm Swedish 6*BHAsp* 74*tAPT*53*t*	Oil Engines 4S.C.SA 16Cy.$19\frac{13}{16}$"–26" 612NHP NDB30 *100lb* Akt.Burmeistr&Wain,Cpn	34 ″ 0 S9 ″ $4\frac{1}{4}$ 24 ″ 10	
84063 HPOI	**Suerte** (*ex*Vahva–40,*ex*Truth–39, *ex*Ariadne *ss*Stv.2ndNo.3–2,33 Christine) *ss*Rot.No.1–38 D.F. 1*Dk*(*pt Irn pt Stl*)	*3649* *3261* *2614*	✠100A1 4,40 BS4,40 ✠LMC5,38	Nwc	*w*	CL 3,40	1910 5mo *Lloyd's A&CP*	JLThomp- son&Sons,Ld Sunderland	Cia. de Vapores Ltda. *CellDBa*125' *uE&B*	356·0 P27'B206'F33' 45'*f*147'1007*tFPT*	50·5	21·8 FK	Panama Pnamanian 6*BHCem* 62*tAPT*66*t*	T.3Cy.25",41"&67"–45" (*s*) 180lb 337NHP 2SB,*6cf*,GS126,HS5337 Blair&Co.Ld.Stockton	24 ″ 3 s 2 ″ $11\frac{3}{4}$ 21 ″ $5\frac{1}{4}$	
84064 EGQU	**Suevia** **Wood** 1*Dk*	353 — 226					1918	Froncoso& Santodo- mingo Vigo	J.R.Curbera	140·7	25·9	11·0	Vigo Spanish	C.2Cy.13"&26"–$17\frac{3}{4}$" 24NHP Froncoso&Santodomingo, Vigo		
84065 25090 JSCD	**Suez Maru** *ss*Kob.No.3–5,32 *ss*Kob.No.2–40 2*Dks*(*Stl*)	4646 3927 3330	✠100A1 3,41 ~~3,40~~ ✠LMC~~3,40~~ 3,41	Kob	*x*	CL 10,39	1919 8mo A&CP	Uraga DockCo.Ld. Uraga	Kuribayashi SyosenK.K. *CellDB*	360·0 P21'B91'F35' 291' 919*t FPT* 114*t*	51·2	26·1 FK	Okada Japanese 6*BHCem* *APT*46*t*	T.3Cy.$24\frac{1}{2}$",$40\frac{1}{2}$"&67"–48" 180lb (*s*) 377NHP 3SB,*9cf*,GS180,HS6381 UragaDockCo.Ld.Uraga	28 ″ 5 s 5 ″ 7 23 ″ 2	
84066 167330 GQQS	**Suffolk** **TwinSc** *OilEng.* D.F. E.S.D. 3*Dks* ~~2*Dks& Shelter dk*~~ *Ref.Mchy.* 4*th dk in forward holds* *Tonnage opening closed '41* ~~(*W.E.*)~~ *CruiserStern* ~~*Tonnage opening closed '39*~~	~~13890~~ ~~12827~~ ~~8432~~ 11145 10072 6566	✠100A1 *with freeboard* 10,40 ~~,39~~ ✠LMC9,39 ✠Lloyd'sRMC~~3,40~~ 3,41 ~~7,40~~	Gls Syd	*i*† $2{,}\frac{7}{16}$	CL	1939 9mo *Lloyd's A&CP*	J'hnBrown Co.Ld. Clydebank	FederalSteamNav. Co.Ld. *Duct keel forward* *CellDB*435'1800*t* *of tunnels*981	532·2 551·3(O.L.) *of mchy. space* *Tanks at sides* *tFPT*101*tAPT*150*t*	70·4	43·3 34·8 FK	London British 9*BHptCem* (7*BH to Wdk* 1 ,, 2*nd* ,, 1 ,, 3*rd* ,,)	Oil Engines 2S.C.SA 10Cy.$28\frac{9}{16}$"–$88\frac{9}{16}$" 2528NHP 2DB*120lb* JohnBrown&Co.Ld.	47 ″ 6 s14 ″ $4\frac{1}{2}$ 33 ″ $6\frac{3}{4}$	
84067 209076 KGGN	— *Mchy.Aft* Sub.Sig. 1*Dk*	4607 — 2895					1911	NewYork S.B.Co. Camden,N.J.	CoastwiseTrans- portationCorpora- tion	365·7 P79'B17'F34'	50·1	28·1	Prtlnd.Me. Utd.States *WB*	T.3Cy.$24\frac{1}{4}$",$38\frac{1}{2}$"&67"–45" 301NHP NB21*refitted*30 NewYorkSBCo.Camdn NJ		R
84068 166362 MMVC	**Suffolk Coast** (*ex*Marali–39) *OilEng.* Wireless 1*Dk* *Mchy.Aft* *CruiserStern*	535 362 259	✠100A1 ~~5,40~~ ~~11,39~~ 12,40 ✠LMC2,38	Lon ~~Liv~~ Shl	*h*	OG ~~N11,39~~ 12,40	1938 2mo *Lloyd's A&CP*	N.V.E.J. Smit&Zoon's Schpsw. Westerbroek	CoastLines,Ld.	163·9 175·0(O.L.) P49'Q48'F18' *CellDB*95'135*tFP*	28·1	9·9 FK	Liverpool British 3*BHptCem* *T*8*tAPT*27*t*	Oil Engines 4S.C.SA 8Cy.11"–$17\frac{11}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 10 s 3 ″ $7\frac{1}{2}$ 11 ″ $7\frac{1}{4}$	
84069 40423 JIWH	**Sugi Maru** *OilEng.* 1*Dk*	443 — 253					1935	Ohara Zosen Tekkosho K.K. Osaka	UwazimaUnyu K.K.	149·0	26·5	14·0	Uwazima Japanese	Oil Engines		
84070 45719 JHEN	**Sugiyama Maru** (*ex*Agios Vlasios–39,*ex*Tysla–35) *ss*Kel.No.3–5,27 *ss*Got.No.1–31 1*Dk*(*Stl*)*& Shelter dk*(*Stl*)	4379 — 2722	✠ —— 6,36 ✠	Osl	*z*		1914 11mo	Nthmblnd S.B.Co.Ld. Newcastle	YamashitaKisen K.K. *CellDBa*137'*u*	405·0 *E&B*45'*f*173' 1265	53·4	25·5 FK	Kobe Japanese 6*BHCem* *tAPT*135*t*	T.3Cy.28",46"&75"–51" 559NHP 3SB,*9cf*,GS189,HS8253 Blair&Co.Ld.Stockton	28 ″ 0	GC †
84071	**Sui Kong** (*ex*JennyMoller–32, *ex*Amur, *ss*Shi.2ndNo.3–4,24 *ex*Nordnæs, *ss*Shi.No.3–2,31 *ex*Vizcaina) 1*Dk*(*Irn*)*& deep framing*	2316 — 1386	✠ ... 12,34 ✠	Shi	*s*		1897	A.Stephen &Sons Glasgow	ZuiKongS.S.Co.Ld *CellDB*	290·0 B66'F33' *a*80'*uE&B*36'*f*116'	42·7	19·3 FK	Shanghai Chinese 5*BHCem* 561*tAPT*99*t*	T.3Cy.$19\frac{1}{2}$",32"&53"–42" 199NHP 2SB,*4cf*,GS90,HS3070 A.Stephen&Sons,Glasgow	21 ″ 10	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registrés où cote, si ce n'est dans le L.R. Durée Cert. B. of Trade.
84072 152437 VPGK	**Sui Sang** Ⓟ ssH.Kg.No.1-40 ssH.Kg.No.3-4,36 3Dks	3577 3315 2209	✠100A1 withfreeboard 4,40~~4,39~~ ~~BS4,39~~ ✠LMC~~4,36~~ 4,40	HKg	u	CL ~~5,38~~ 4,40	1923 11mo	HongK'ng &Whampoa DockCo.Ld. HongKong Lloyd'sA&CP	Indo-ChinaSteam Nav.Co.Ld. CellD	310·0 324·5(O.L.) B265' 443t FPT46t	46·1	30·4 22·7 FK	HongKong British 5BHCem APT54t	T.3Cy.23",38"&63"-45" (s) 190lb 100lb 414NHP 2SB,6cf,GS132,HS6364 FD HongKong&Whampoa DockCo.Ld.H.Kg.	32 ″ 9 s10 ″ 4 22 ″ 9¼	
84073 120998 VPFY	**Sui-Tai** Ⓟ TwinSc 1DkShade dk&Promenade dk	1816 688 1343					1899	S.C.Farn- ham&Co.Ld. Shanghai	N.J.Asquith	238·0	30·1	11·9	HongKong British	T.6Cy.11",18"&30"-21" 96RHP S.C.Farnham&Co.Ld.Shi.		
84074 105883 VRCS	**Sui-Wo** TwinScSk ssShi.No.3-6,37 1Dk	2672 1106 1931	A1 ~~10,40,1,39~~12,40 BS10,40 LMC6,37 For Service on the Yangtsze River	Shi HKg		OG ~~8,37~~ 11,40	1896	Lon.&Gls. Co.(Lim.) Glasgow	Indo-ChinaSteam Nav.Co.Ld.	290·0 301·0(O.L.) Awning dk Promenade dk	43·1	11·8 FK	Hong Kong British Asp	T.6Cy.14",23"&37"-30" 160lb 65lb 221NHP 2SB,6cf,GS103HS3510 FD Lon.&Gls.Co.(Lim.),Gls.	13 ″ 6	
84075 139576 GLXK	**Suiyang** 2Dks	2590 2276 1594					1917	Taikoo Dckyrd&Eng Co.of HKgLd HongKong	ChinaNav.Co.Ld.	310·3	41·2	22·4	London British WB	T.3Cy.22",35"&56"-39" 196NHP TaikooD&ECo.of HKg.Ld		
84076	**Suiza** (exDomingoC.) TwinSc 1Dk	480 — 274					1905	Soc.Eser- cizioBacini Genoa	F.Fresone	205·0	33·0	10·0	Bns.Aires Argentine	T.6Cy.10",15$\frac{5}{32}$"&25⅝"-17$\frac{23}{32}$" 55NHP Soc.EsercizioBaciniGenoa		
84077 UPCW	**Sukhona** (exLadyBrenda-34, exMaindyDene) ssBly.No.3-8,33 1Dk(Stl)	3124 2871 1819	✠ 7,34 ✠	Bkn	u		1918 4mo	Craig, Taylor&Co. Ld. Stockton	U.S.S.R. CellD	325·1 P31'B94'F31' B280'833tFPT101t	48·1	22·2 FK	Leningrad Russian 5BHCem APT110t	T.3Cy.24",39"&64"-42" 294NHP 2SB,6cf,GS110,HS4800 N.E.MarineEng.CoLd.Sld.	24 ″ 3	
84078 19048 JCGB	**Suki Maru** ssKob.No.3-8,25 2Dks(Stl)&Web frames Longitudinal framing	3164 2738 1984	✠ —— 10,30 ✠	Kob	t		1916 3mo	OsakaIron Works,Ld. Innoshima	DaihukuKisen K.K. Cell	305·0 P19'B82'F32' DB255' 519t FPT	43·7	27·2 FK	Hutyu Japanese 5BHCem 76tAPT65t	T.3Cy.22",37"&61"-42" 288NHP 2SB,6cf,GS90,HS3824 OsakaIronWorksLdOsaka	27 ″ 3	C †
166/40 84079 147358 GMDN	**Sulaco** D.F. E.S.D. Ref.Mchy. Sub.Sig. 4Dks	5389 4678 3300					1926	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·5 P48'B157'F43'	51·4	30·4	Liverpool British WB	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&Co.Ld.Bkn		C
146/40 84080 161838 GMVR	**Sulairia** ssGls.No.2-37 D.F. Ref.Mchy. 2Dks(Stl)&Shelter dk E.S.D. (Stl)4th dk(Stl)in Nos.1,2&3holds	5802 5321 3580	✠100A1 withfreeboard 4,40 ✠LMC MS4,37 BS~~3,39~~9,40 ✠Lloyd'sRMC~~H,39~~6,40 Fitted for oil fuel 10,29 F.P. above 150° F.	Gls	b†	CL 3,39	1929 10mo	Lithgows, Ld. PortGlasgow Lloyd'sA&CP	DonaldsonLine,Ld. (DonaldsonBros. &Black,Ld.Mgrs.) Intermediate 'tween dk BH in after hold dispensed with CellDB362' 1181t DTa27' 622tFPT97tAPT32t	425·0 440·1(O.L.) F38'	56·0	28·7 FK Coll	Glasgow British ptCem BH to Shdk 5 ″ ″ 2nd ″ 1 ″ ″ 3rd ″	Q.4Cy.25½",36½",52½"&75"- 51" 220lb (s) 708NHP 4SB,12cf,GS248,HS10924 FD D.Rowan&Co.Ld.Glasgow	31 ″ 3 s 4 ″ 1½ 27 ″ 5	
84081 TCDB	**Sule** (exChoulé,exMilhailArhangel, exFani,exCarib ssLiv.2ndNo.3-2,19 Prince) ssCpl.No.2-28 1Dk&Spar dk&deepframing	1953 1817 1258	✠ ... 3,31 ✠				1893 6mo	ShortBros. Sunderland	Barzilay& Benjamin	282·0 P22'B77'F29'	37·7	14·9 22·4 FK	Istanbul Turkish WB	T.3Cy.22",36"&59"-39" 219NHP Blair&Co.Ld.Stockton	24 ″ 8	
84082 143378 MLWT	**Sulev** (exBorinage, exClaraBlumenfeld) Sub.Sig. 1Dk2trB	2460 1935 1381	Examined L.R.2,41 BS1,41((213lb)	Lon		CL 1,41	1908	Bremer Vulkan Vegesack	Ministry of Shipping(Springwell ShippingCo.Ld. Mgrs.)	~~306·5~~ P25'B82'F28' 307·3	42·2	18·7	~~Tallinn~~ ~~Estonian~~ London WB British	T.3Cy22⅞",37¾"&61½"-41¼" 243NHP BremerVulkan,Vegesack	21 ″ 3 s3 ″ 3½ 18 ″ 1¼	G
84083	**Sulina** Ⓟ OilEng. D.F. Ref.Mchy. 2Dks Mchy.Aft CruiserStern	3495 2836 2022					1939	Cant.Nav. Riuniti Palermo	RoumanianState MaritimeService	360·9 B84'F34'	50·8	23·4	Constanza Roumanian WB	Oil Engines 2S.C.SA 6Cy.23⅝"-41$\frac{5}{16}$" 582NHP SocAn"Fiat"S.G.M.Turin		
84084 DODJ	**Süllberg** (exSmyrna-39, exHeidelberg) 2Dks	1600 — 893					1912	Bremer Vulkan Vegesack	Aug.Bolten,Wm. Miller'sNachf.	260·5 B69'F33'	37·1	19·5	Hamburg German WB	T.3Cy.23⅝",38½"&61⅝"- 41$\frac{3}{16}$" 246NHP BremerVulkan,Vegesack		
84085 121208 WTRB	**Sullivan Brothers** (exOttoM. Reiss-34,exFrederickB.Wells) Mchy.Aft 1Dk2trB	4378 — 3367					1901	Chicago S.B.Co. Chicago	GartlandS.S.Co. (D.Sullivan&Co. Mgrs.)	437·5	50·2	24·5	Wilmgton (Del.) Utd.States WB	Q.4Cy.15",23¾",36½"&56" -40" 198NHP ChicagoS.B.Co.		R
84086 117124 KGAH	**Sultana** Mchy.Aft D.F. 1Dk2trB	3613 — 2876					1902	Superior S.B.Co. W.Superior, Wis.	NicholsonUniver- salS.S.Co.	362·0 F44'	48·0	24·0	Wilmgton (Del.) Utd.States WB	T.3Cy.20",33"&54"-40" 184NHP SuperiorS.B.Co.		R
84087 YTQS	**Šumadija** Ⓟ 1Dk	479 314 272	✠100A1 withfreeboard 1,40 ✠LMC3,38 No later survey reported	Spt	g	CL	1938 3mo	Jadranska Brodogradi- listaA.D Split Lloyd'sA&CP	Jadranska PlovidbaD.D. CellDBf 23'24t Tanks at sides of tunnel 16' 13tDTf9'14tFPT3t	163·0 170·7(O.L.) B48'F34'	25·3	11·4 BK6⅜"	Split Yugoslav 5BHCem APT2t	T 3Cy.15",25"&40"-27" (s) 210lb 170NHP 1SB,3cf,GS60,HS2833 FD McKie&Baxter,Ld.Psy.	12 ″ 0 s 2 ″ 2½ 10 ″ 6⅜	
84088 303 ICIN	**Sumatra** OilEng. ssTri.No.2-36 D.F. 2Dks(Stl)3rd dk(Stl) in Nos.1,2&3 holds	4859 4294 2934	✠100A1 withfreeboard 11,39 ✠LMC CS4,36 DBS4,39 10,38	Gen	z	CL N10,37	1927 11mo	Stabilmnto Tecnico Triestino SanRocco Lloyd'sA&CP	LloydTriestino Soc.Anon.diNav. CellDB 341'1153tDTa33'1037tFPT208t	424·7 404·8	54·2	24·6 32·5 FK Coll ,, to W dk	Venice Italian 8BHptCem APT121t	Oil Engines 4S.C.SA 6Cy.29½"-59$\frac{1}{16}$" 489NHP DB100lb StabilimentoTecnico,Tri.	27 ″ 1 s 2 ″ 11½ 24 ″ 3½	
84089 136623 WIFL	— (exEmpireCity) (Self-Unloader) Mchy.Aft D.F. Sub.Sig. 1Dk2trB	4118 — 3269					1897	Cleveland S.B.Co. Cleveland,O.	SumatraS.S.Co. (G.A.Tomlinson, Mgr.)	405·4	48·0	24·4 WB	Wilmgton (Del.) Utd.States	Q4Cy.17½",26",39"&60"-40" NB25 228NHP ClevelandS.B.Co.Cleveld.		R
84090 107024 VPBV	— (exSumatra-3,exSumatra,exSabine Rickmers) 2Dks	984 949 604					1894	Rickmers Akt.Ges. Weser- münde-G	AsiaticPetroleum Co.(S.China)Ld.	200·0	30·6	20·9	HongKong British WB	T.3Cy.17⅝",28"&44"-27½" NB26fitted27 104NHP H.Pauksch,Landsberg		
84091 PHUR	— OilEng. Mchy.Aft CruiserStern	342 200 165					1938	NVSchpsw "Vooruit- gang" Foxhol	W.J.Kramer	135·0 P40'Q39'F20'	24·1	8·0	Groningen Dutch WB	Oil Engines 4S.C.SA 6Cy.11½"-16$\frac{9}{16}$" 74NHP MtrnWerkeMannheimAG		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84092 21403 JCUD	**Sumatra Maru** ssOsa.No.3-5,29 ssKob.No.2-37 2Dks(Stl)&Awng dk(Stl)	5863 5586 4272	✠100A1 Awng dk withfreeboard 12,40~~10,39~~ ✠LMC~~10,39~~ 12,40	Osa	y	OG 10,39	1917 12mo	Kawasaki DockydCoLd Kobe Lloyd'sA&CP	OsakaSyosenK.K. CellDB	385·1 FK 334' 1118t FPT126t	51·0	36·0	Osaka Japanese 6BHCem APT93t	T.3Cy.26",43½"&72"-48" (s) 200lb 440NHP 2SB(Spt)&1AuxSB,8cf, GS154,HS5741 FD KawasakiDkydCoLdKobe	36 ″ 0 s9 ″ 3½ 27 ″ 1	
84093 TCCY	**Sümer** (exNicolaos-33, exLarpool) Iron ssPir.4thNo.3-5,31 Well deck 1Dk(Irn-ws)2trB	1221 1000 768	✠ 4,34 ✠	Pir	o		1880 8mo	JLThompson&Sons Sunderland	AhmetBehçet Müezzinoglu D	240·3 Q88'B46'F26' BK8½" Ba65'f54'258tFPT	33·5	17·2	Izmir Turkish 5BHCem 38tAPT15t	C.2Cy.29"&55"-36" NDB18 145NHP 2SB,4pf,GS60,HS2526 J.Dickinson,Sunderland	18 ″ 6	
84094 32637 JTNB	**Sumida Maru** (exBrunswick, exPython) 1Dk	2022 1769 1183	✠ ... 6,20 ✠				1919 4mo	Manitowoc S.B.Co. Manitowoc	FukuyoKisenK.K.	250·5 P27'B64'F26' FK	43·7	20·1	Kobe Japanese WB	T.3Cy.20",33"&54"-40" 269NHP ManitowocS.B.Co.	23 ″ 0	C †
84095 44750 JPGM	— OilEng.	546 — 371					1938	Urabe ZosenTekkosho,Osaka	SankyoKaiunK.K.	150·0	27·5	14·0	Osaka Japanese	Oil Engines		
84096 34131 JNGH	**Sumire Maru** Ⓟ TwinSc OilEng. CruiserStern 2Dks	1730 1078 816					1928	Mitsubishi ZosenKaisha, Ld. Kobe	OsakaSyosenK.K.	243·0	38·0	19·5	Osaka Japanese WB	Oil Engines 4S.C.SA 8Cy.16¾"-24 7/16" 218NHP MitsubishiZosenKaisha,Ld		
84097 JJAK	**Sumiyosi Maru** Ⓟ 1Dk Mchy.Aft	1922 1549 1365					1936	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	271·6 P86'F29'	40·0	20·3	Tokyo Japanese WB	T.3Cy.18",29½"&50"-39" 156NHP AsanoS.B.Co.Ld.Tsurumi		
84098 40194 JFWJ	— OilEng. 1Dk	481 — 331					1935	Kasado Dk.K.K. Suitake Minami	KobeSanbashiK.K.	161·5	28·5	13·0	Kobe Japanese	Oil Engines		
84099 167243 MNNR	**Summity** OilEng. Mchy.Aft 1Dk Wireless CruiserStern	554 353 287	✠100A1 6,40 ~~5,30~~ ✠LMC5,39	Grk Yar	h	OG	1939 5mo	G.Brown &Co. (Marine)Ld. Greenock Lloyd'sA&CP	F.T.Everard& Sons,Ld.	168·6 176·0(O.L.) Q106'F18' FK FPT88t	27·7	10·1	London British 3BHAsp APT48t	Oil Engines 2S.C.SA 5Cy.12⅝"-16¾" ~~139NHP~~ 71RHP NewburyDieselCo.Ld. Newbury	11 ″ 3 s3 ″ 8 11 ″ 3	
84100 227816 WSBY	**Sun** ssPhl.No.3-6,40 OilEng. Mchy.Aft ~~ssPhl.No.2-37~~ GyC. 2Dks(Stl)&Web frames Longitudinal framing	9002 8388 5472	✠100A1 6,40~~12,39~~4,41 ✠LMC CS1,41 DBS4,41 4,41 CarryingPetroleum in bulk	Phl	e†	CL ~~12,39~~ 4,41	1928 7mo	SunS.B.& D.D.Co. Chester,Pa. Lloyd'sA&CP	SunOilCo. CellDBuE67'f40, DTf10'598t	480·6 P79'F44' FK 425t FPT186tAPT84t	66·0	36·8	Phildlphia Utd.States 18BHptCem (11 to U dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy 23⅝"-91 5/16" 690NHP Water Tube DB200lb DB125lb SunSB&DDCo.Chester,Pa	37 ″ 0	
84101 DHXA	**Sund** ssHam.No.3-11,30 ssHam.No.2-39 Mchy.Aft 1Dk(Stl)&Web frames Wireless Cruiser Stern Carrying Petroleum in bulk	517 422 221		Ham	g		1927	Lübecker Flenderwrke A.G. Lübeck	JohnT.Essberger CellD	161·1 170·5(O.L.) P31'F25' FK BuE16'15tFPT58t	27·5	10·5	Hamburg German 8BHptCem APT42t	T3Cy.10¼",15¾"&25 9/16"-15¾" 54NHP 1SB,2cf,GS37,HS1184 Christiansen&Meyer, Harburg	11 ″ 3	G †
84102 219323 KORD	**Sundance** Fitted for oil fuel 2Dks Sub.Sig.	5035 — 3115					1919	American International S.B.Corp. HogIslandPa	~~SouthAtlanticS.S.~~ ~~Co.ofDelaware~~ AlcoaS.S.Co.Inc.	390·0 P39'B121'F43'	54·2	27·8	Savannah Utd.States WB	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
84103 PHUW	**Sunetta** OilEng. ssH.Kg.No.1-39 D.F. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	7987 7238 4764	✠100A1 4,41~~3,40~~ ✠LMC CS5,39 DBS3,40 5,39 CarryingPetroleum in bulk	Bat Sba	c†	CL 3,40	1935 2mo	NVRotterdamDroogd. Maats. Rotterdam Lloyd'sA&CP	N.V.Petroleum Mij."LaCorona" CellDBuE64' 157t	463·0 P93'B47'F48' FK DTf25' 264t FPT1	59·3	33·8	TheHague Dutch 15BH 35tAPT83t	Oil Engines 4S.C.SA 8Cy.25 9/16"-55⅛" 502NHP DB180lb Gebr.Stork&Co.Hengelo	34 ″ 0 s6 ″ 9 27 ″ 5¼	
84104 XNFK	**Sungpu** (exHupeh) 2Dks	1975 — 1206					1901	Scott&Co. Greenock	SanPehStm.Nav. Co.Ld.	275·2 B70'F30'	38·2	21·5	Shanghai Chinese WB	T.3Cy.19",31"&53"-39" 175NHP Scott&Co.Greenock		
84105 28098 JECD	**Sungshan Maru** Ⓟ ssShi.No.3-7,33 2Dks(Stl-Uws)	2530 1968 1503	✠ ... 6,34 ✠	Shi	s		1921 2mo	Uraga DockCo.Ld. Uraga	ToaKaiunK.K. CellDB229'580tD	284·5 P37'B100'F36' FK Ta18'208t FPT39t	42·6	20·4	Tokyo Japanese 4BHCem APT15t	T.3Cy.21",35"&58"-39" 303NHP 2SB,6cf,GS99,HS4307 UragaDockCo.Ld.Uraga	23 ″ 0	
84106 8437 SDHN	**Sunnanland** TwinSc OilEng. Ref.Mchy. D.F. E.S.D. CruiserStern For full particulars see No. 89974 in Supplement	3200 2500 1400	100A1 withfreeboard (ClassContemplated)				1940	Eriksbergs M.V.Aktieb. Gothenburg	Ångf.A/B Tirfing (SvenskaOrient Linien(T.E.J:son Broström,Mgr.)	385·2	54·7	18·2	Gothenbrg Swedish	Oil Engines 2S.C.SA 18Cy.19 11/16"-35 7/16" EriksbergsM.V.AktiebGot	23 ″ 9 s1 ″ 5¾ 22 ″ 5¾	
84107 226018 KLIC	**Sunoco** TwinSc D.F. OilEng. Mchy.Aft CarryingPetroleum in bulk 1Dk Longitudinal framing	1213 — 738					1926	SunS.B.& D.D.Co. Chester,Pa.	SunOilCo.	246·2	40·1	14·6	Phildlphia Utd.States	Oil Engines 4S.C.SA 12Cy.11½"-16" 154NHP BessemerGasEngineCo. GroveCity,Pa.		R
84108 227073 WQBH	**Sunoil** OilEng. ssPhl.No.2-35 Mchy.Aft 2Dks(Stl)&Web frames GyC. Longitudinal framing	9005 8388 5469	✠100A1 5,39 DBS~~9,39~~ ✠LMC9,35 9,40 CarryingPetroleum in bulk	Phl	e†	CL ~~5,37~~ N5,40	1927 11mo	SunS.B.& D.D.Co. Chester,Pa. Lloyd'sA&CP	SunOilCo. CellDBuE67'f40' 425tDTf10'598t	480·6 P79'F44 FK FPT186tAPT84t	66·0	36·8	Phildlphia Utd.States 18BHptCem (11 to U dk 7 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91⅜" 688NHP DB220lbDB(f)200lb SunS.B.&D.D.Co.	37 ″ 0	
84109 161310 MPQD	**Suntrap** ssNwc.No.2-38 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	939 744 487	✠100A1 10,40~~1,40~~ BS~~9,39~~ ✠LMC10,38 10,40	Nwc	m	CL ~~9,39~~ 9,40	1929 10mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	GasLight&CokeCo (StephensonClarke &Associated Companies,Ld.Mgrs.) CellDBuE19'f135	217·5 Q106'B17'F25' FK '257tMT128tFPT	32·0	13·5	London British 4BHCem 95tAPT18t	T.3Cy.16",27"&44"-30" (s) 180lb 100lb 115NHP 1SB,3cf,GS55,HS1786 G.Clark,Ld.Sunderland	15 ″ 6 s1 ″ 11¾ 13 ″ 10¾	
84110 577 OHCW	**Suomen Neito** ssHfs.No.3-7,33 Wireless D.F. ssHfs.No.1-37 Well deck 1Dk(Stl)	~~1175~~ ~~835~~ ~~731~~ 1096 835 559	✠100A1 8,39 ✠LMC MS9,37 BS8,39 No later survey reported	Hfs	n	CL 8,37	1921 11mo	Sandvikns Skeppd&M.V Helsingfors Lloyd'sCP	FinskaÅngfartygs Aktiebolaget CellDB186'380tFPT	229·4 217·6 Q69'B60'F19' FK	33·6	13·8	Helsingfrs Finnish 4BHCem 35tAPT43t	T.3Cy.15 5/16"24⅜"&39⅜"-29½" 180lb (s) 128NHP 2SB,4cf,GS78,HS2475 SandvikensSkeppd.&M.V.	16 ″ 10 s1 ″ 8¼ 15 ″ 4	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et ce n'est dans le L.R. Durée, Cert. B. of Trade
84111 576 OHGM	**Suomen Poika** ssHfs.No.3–6,33 Wireless D.F. ssHfs.No.1–37 *Well deck* 1*Dk*(*Stl*)	1099 — 562	✠100A1 9,39 BS9,39 ✠LMC8,37	Hfs	*n*	9,39	1921 11mo *Lloyd*	Sandvikns Skeppd&M.V Helsingfors '*sCP*	FinskaÅngfartygs Aktiebolaget	229·1 217·5 Q69'B60'F19' FK *CellDB* 186'380*t FPT*	33·6	13·8	Helsingfrs Finnish 4*BHCem* 35*t APT*43*t*	T.3Cy.$15\frac{3}{16}$",$24\frac{1}{4}$"&$39\frac{3}{8}$"– $29\frac{1}{2}$" 180lb (*s*) 128NHP 2SB,4*cf*,GS78,HS2475 SandvikensSkeppd.&M.V.	16 ″ 10 s 1 ″ $8\frac{1}{4}$ 15 ″ 4	
84112 1040 OHCJ	**Suomi** Ⓟ (*ex*Helgoland, TwinSc *ex*HansHerbert,*ex*Hela) Wireless 2*Dks*	659 — 236					1910	J.W.Kla- witter Danzig	FinskaÅngfartygs Aktiebolaget	207·0 200·2 B&F166' len21	26·0	9·6	Helsingfrs Finnish *WB*	T.6Cy.13",$20\frac{1}{16}$"&$31\frac{1}{2}$"–$15\frac{3}{4}$" NB14 79NHP J.W.Klawitter,Danzig		
84113 1101 ICIP	**Superga** ssRot.No.2–30 *Fitted for oil fuel* *Mchy.Aft* 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) D.F. &*Webframes* *CarryingPetroleum in bulk*	6154 5753 3389	✠ ... 7,34 ✠	Gen	*y*		1923 1mo	Soc.Eser- cizioBacini RivaTrigoso	Nav.AltaItalia Soc.Anon. *CellDBuE&* *B78'240tDT*	397·7 P79'B28'F34' FK *s/56'* 560*t FPT*260*t*	51·6	34·6	Genoa Italian 15*BHptCem* (7 to *S dk* 8 „ *U* „) *APT*165*t*	T.3Cy.26",$42\frac{1}{4}$"&$69\frac{1}{2}$"–$48\frac{1}{16}$" 456NHP 2SB,6*cf*,GS132,HS6608 Soc.EsercizioBacini, RivaTrigoso	37 ″ 0	I †
84114 154471	**Superior** (*ex*ParksFoster) *Mchy.Aft* 2*Dks*	1774 1612 1054					1889	GlobeIron WorksCo. Cleveland,O.	NorthwestSteam- ships,Ld.(A.A. Hudson,*Mgr.*)	255·5 F34'	38·2	19·7	Midland, Ont. British *WB*	T.3Cy.$17\frac{1}{4}$",$28\frac{3}{4}$"&47"–33" *Emade*20 *fitted*30 127NHP Canadian NB31 Ingersoll-RandCo.Qbc.		R
84115 YTFO	**Supetar** (*ex*MariaN.Roussos–35, *ex*Caterino) 1*Dk*	*3748* *3470* *2373*					1909	W.Gray& Co.Ld. WHartlepool	FranoPetrinovic	346·4 P27'B96'F32'	50·8	23·1	Split Yugoslav *WB*	T.3Cy.25",40"&65"–42" 274NHP Cen.Mar.Eng.Wrks.WHpl		C
84116 154134	**Supplier II** TwinSc (*ex*Pendrecht–33) *OilEng.* ssRot.No.3–11,29 ssMob.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Longitudinal framing*	1589 1166 955	✠100A1 4,41 ~~2,38~~ ✠NE1,26 ✠LMC2,38 ✠LMC(M)11,40 *CarryingPetroleum in bulk*	Mob Cco	*o*	OG ~~1,38~~ 4,41	1916 12mo	Werf.Con- rad Haarlem A&CP	TrinidadLease- holds,Ld.	242·1 252·7(O.L.) P39'F39' FK	33·6	18·1	Trinidad, B.W.I. British 11*BH* *APT*23*t*	Oil Engines 4S.C.SA 12Cy.$14\frac{3}{16}$"–$22\frac{1}{16}$" 235NHP DeutzerMotorenFabrik A.G.Deutz,nearCologne	18 ″ 6 s 1 ″ $5\frac{1}{2}$ 17 ″ $2\frac{1}{2}$	
84117 230554 KLIF	**Supreme** TwinSc *OilEng.* *Carrying oil in bulk* 1*Dk*	890 — 520					1931	Bethlehem S.B.Corp.Ld. Sparrow's Pt. Md.	GulfOil Corporation	219·0 P43'	37·0	13·7	Phildlphia Utd. States	Oil Engines 4S.C.SA 12Cy.$12\frac{1}{2}$"–18" 182NHP ElectricBoatCo.Groton, Conn.		
190/Ko 84118 167360 MPYY	**Supremity** Y *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	554 353 287	✠100A1 11,39 ✠LMC11,39	Grk	*h*	OG	1939 11mo *Lloyd*	G.Brown &Co. (Marine)Ld. Greenock '*sA&CP*	F.T.Everard& Sons,Ld.	168·6 176·0(O.L.) Q106'F18' FK *FPT*88*t*	27·7	10·1	London British 3*BHAsp* *APT*58*t*	Oil Engines 2S.C.SA 5Cy.$12\frac{5}{8}$"–$16\frac{3}{4}$" 71RHP NewburyDieselCo.Ld. Newbury	11 ″ 3 s 3 ″ 8 11 ″ 3	
84119	**Sur** Ⓟ TwinSc *OilEng.* *CruiserStern* 2*Dks*	518 331 224					1938	Atlas- WerkeA.G. Bremen	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	145·5	26·5	9·2	Izmir Turkish	Oil Engines 4S.C.SA 12Cy.11"–$16\frac{9}{16}$" 142NHP Fr.KruppGermaniawftAG Kiel		G
84120 UPIF	**Sura** (*ex*Goldbek–35) Sub.Sig. 1*Dk*	1400 1159 764					1923	F.Schichau Elbing	U.S.S.R.	237·5 Q76'B108'F32'	37·7	15·9	Leningrad Russian *WB*	T.3Cy.$16\frac{1}{2}$",$27\frac{3}{4}$"&$42\frac{1}{2}$"–$27\frac{3}{4}$" 95NHP F.Schichau,Elbing		G
84121 24476 JHQD	**Surabaya Maru** Ⓟ ssOsa.No.3–10,31 ssOsa.No.2,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4391 3677 2728	✠ ... 8,39 ✠	Osa	*w*		1919 1mo	OsakaIron Works,Ld. Osaka	OsakaSyosenK.K.	345·0 P30'B99'F34' *on Shelter dk* FK *CollisionBHtoShelter dk* *CellDB*296' 1136*t FPT*	49·8	28·1	Osaka Japanese *Cem* 5*BHtoUdk* 115*t APT*29*t*	T.3Cy.$24\frac{3}{8}$",41"&67"–48" 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIronWorksLdOsaka	28 ″ 2	
9/1/41 84122 144213 GDNR	**Surada** ssCal.No.3–1,32 ssCal.No.1–36 2*Dks*(*Stl–U* teak s)	5427 4817 3382	✠100A1 3,39 ~~BS7,39~~ ✠LMC5,36	Cal	*z*	CL 6,38	1920 7mo *Lloyd*	Hawthorn. Leslie&Co.Ld Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·1 412·8(O.L.) P49'B113'F38' FK 344'1060*t FPT*130*t*	52·4	28·5	Glasgow British 8*BHCem* *APT*34*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Hwthrn.Leslie&CoLd.Nwc	31 ″ 0 s 5 ″ $10\frac{1}{2}$ 25 ″ $4\frac{1}{2}$	
84123 166621 GQQC	**Surat** *OilEng.* D.F. E.S.D. 2*Dks*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	5529 4964 3253	✠100A1 *withfreeboard* ~~6,40~~ ~~9,39~~ 1,41 ✠LMC1,39 ✠Lloyd'sRMC~~2,40~~ ~~7,40~~ 1,41	Mdb Lon	*b*†	CL 6,40	1939 1mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	P.&O.Stm.Nav.Co. *CellDB*377'1413*t*	442·2 459·5(O.L.) F38' FK *MT*23'978*t* *FPT*141*t APT*219*t*	57·9	25·7	London British 7*BHptCem* (*Coll toSh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"–$91\frac{5}{16}$" 688NHP 2DB*120lb* Barclay,Curle& Co.Ld.Gls.	28 ″ 3 s 3 ″ $4\frac{1}{2}$ 25 ″ $0\frac{3}{4}$	
84124 FPDD	**Surcouf** (*ex*BeauBassin, *ex*Eemstroom) ssStn.2ndNo.3–10,27 1*Dk*(*Irn*)&*Web frames* *Well deck* *Platform deck in* Wireless *Nos.1&2holds*	1129 858 532	 10,27	Stn			1899	Carmichael Maclean&Co. Greenock	G.Pellegrini *CellDBa&u*	233·9 Q75'B66'F36' FK E63' *f*95'187*t FPT*	33·1	17·0	Diego- Suarez French 5*BHCem* 25*t APT*9*t*	T.3Cy.20",33"&55"–36" 217NHP 2SB,6*cf*,GS116,HS3970 Muir&Houston,Ld.Gls.	17 ″ 0	
84125 147750	**Surewater** *Mchy.Aft* 1*Dk*	1739 1578 1044					1927	Cowpen DD&SBCoLd Blyth	KeystoneTrans- ports,Ld.	252·0 F36'	42·5	18·0	Montreal British *WB*	T.3Cy.16",27"&44"–33" 97RHP Blair&Co.(1926)Ld.Stk.		C
84126 109591	**Surf** Ⓟ 1*Dk*	390 304 160					1898	Ramage& Ferguson,Ld. Leith	MargareeS.S.CoLd (W.N.McDonald, *Mgr.*)	171·7	24·7	13·4	London British	T.3Cy.15",24"&39"–27" 80NHP Ramage&FergusonLd.Lth		
84127 183437	**Surigao** Ⓟ *OilEng.* Wireless 1*Dk* *CruiserStern*	790 433 491	✠ ... 7,40 ✠~~LMC10,38~~ *For Coasting Service* *Philippine Islands*	HKg	*j*	CL	1938 10mo *Lloyd*	Hong K'ng &Whampoa DockCo.Ld. HongKong '*sA&CP*	LaNaviera Filipina,Inc. *CellDBuE*37'60*t*	174·0 180·9(O.L.) F21' *Promenade dk* FK *FPT*23*t APT*27*t*	29·8	10·2	Cebu,P.I. Utd.States 4*BHCem*	Oil Engines 2S.C.SA 6Cy.$13\frac{3}{8}$"–$22\frac{7}{8}$" 188NHP Atlas-DieselA/B,Skm.	12 ″ 7 ~~s 1 ″ $0\frac{1}{2}$~~ ~~11 ″ $1\frac{1}{2}$~~	
84128	**Surinam** TwinSc ssCco No.2–37 *Mchy.Aft* 1*Dk*(*Stl*)	*3046* *2229* *1631*	✠100A1 ~~8,40~~ ~~12,30~~ 2,41 BS8,40 ✠LMC MS5,37 ~~BS5,39~~ *CarryingPetroleum in bulk* *Fitted for oil fuel*5,29 *F.P. above* 150°F	Aru	*u*	CL P 8,40 S2,41	1929 5mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	StandardOilCo, ofVenezuela *Side tanks a*	325·0 P69'F36' FK *Trunk*220' 72' *f*104'1824*t FPT*	55·2	15·3	Maracaibo Venezuelan 7*BHptCem* 83*t APT*75*t*	T.6Cy.$14\frac{1}{2}$",24"&$38\frac{1}{2}$"–27" 180lb (*s*) 228NHP 2SB,6*cf*,GS ,HS4360 Harland&Wolff,Ld.Bel.	16 ″ 0 s 2 ″ $1\frac{1}{2}$ 14 ″ $0\frac{1}{2}$	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84129 FODI	**Suroit** *OilEng.* Wireless *CruiserStern 1Dk* *Longitudinal framing* *Mchy.Aft CarryingPetroleum in bulk*	554 438 320					1938	Jos.Boel& FilsS.A. Tamise	CiternaMaritime S.A.	192·5|27·7|12·2 P44'F28'	Rouen French	Oil Engines 4S.C.SA 6Cy. 13⅜"–20$\frac{11}{16}$" 104NHP Soc.d'Elec&Mec(Thomson -Houston&Carels)Ghent		V
84130 143352 GCBJ	**Surrey** ssLiv.No.3–10,30 ssGls.No.2–38 *2Dks(Stl)&Shelter dk(Stl)* *Ref.Mchy.* D.F. *CruiserStern*	8581 8220 5346	✠100A1 *Shelter dk* *withfreeboard* 11,40 ~~3,40~~ ✠LMC MS9,38 ✠Lloyd'sRMC~~5,40~~ 4,41 *Fitted for oil fuel* 10,24 *F.P. above* 150° F.	Lon NYk BS~~8,39~~ 9,40	d†	CL ~~6,37~~ 10,40	1919 7mo	Palmers' Co.Ld. Newcastle *Lloyd'sA&CP*	FederalSteam NavigationCo.Ld. *Collision BH to Shelter dk* *CellDB*382'1403t*DTa*23'170t*FPT*128t	460·4|62·8|34·9 480·1(O.L.) B275'F49'*onShelter dk* FK	London British *Cem* *6BHto U dk* *APT32t*	2SteamTurbinesSRgeared to 1 Sc. Shaft 180lb (s) 1084NHP 4SB,*16cf*,GS320,HS13752FD Palmers'Co.Ld.Newcastle	37 ″ 9 s 7 ″ 9¼ 30 ″ 2	
* 84131 FOLG	**Surville** ssSt.N.No.3–8,34 ssNts.No.1–39 D.F. *1Dk(Stl)* *Cargo battens not fitted*	2318 2130 1449	✠100A1 5,39 ✠LMC5,39	Nts	s	CL 5,39	1919 9mo	Jos.T.Eltringham& Co.Ld.WillingtonQuay *Lloyd'sA&CP*	CieNantaise des Chargeurs de l'Ouest *CellDB*	290·2|44·0|20·8 P23'B74'F28' FK *a*83'*uE*18'*f*128'600*t*	Nantes French 5*BHCem* *APT*35*t*	T.3Cy21",34½"&57"–39" (s) 180lb *100lb* 245NHP 2SB,*6cf*,GS126,HS4104 Jos.T.Eltringham&Co.Ld.	23 ″ 0 s 3 ″ 3½ 19 ″ 11	
84132 TCLV	**Sus** Ⓟ **TwinSc** D.F. E.S.D. *2Dks* Sub.Sig. *CruiserStern*	1415 761 514					1938	Frd.Krupp Germaniawft A.G. Kiel	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	249·1|36·2|13·0	Istanbul Turkish *WB*	4 steam turbines SRgeared to 2 sc. shafts 695NHP HS6457 Fr.KruppGermaniawftAG		G
84133 YTTC	**Susak** (*ex*Hazelwood–37) ssP.Sd.No.2–6,40 ~~ssShl.No.2–35~~ D.F. *1Dk(Stl)*	3889 — 2335	✠100A1 9,40 ~~12,38~~ ✠LMC MS~~10,35~~ 11,39	Tri CTn ~~BS3,39~~ BS~~6,40~~ 3,41	x	CL 11,39	1927 8mo	J Readhead &Sons,Ld. South Shields *Lloyd'sA&CP*	Brodarsko Akcionarsko Drustvo "Oceania" *CellDBa&uE*	388·8|52·5|22·1 P29'B229'F44' FK len34 145'*f*161'900*tFPT*	Susak Yugoslav 6*BHCem* 80*tAPT*135*t*	T.3Cy.21½",37"&61½"–45" 200lb Rht. (r) 334NHP 2SB(Spt),*6cf*,GS115, FD HS4564 J.Readhead&Sons,Ld.	24 ″ 3 s 2 ″ 10 21 ″ 7¼	
84134 YTNO	— Ⓟ (*ex*Fiume) ssFiu.2ndNo.3–10,24 ssSpt.No.3–5,30 ssSsk.No.2–38 *1Dk(ptStl)*	369 286 189	A– *withfreeboard* 8,40 ~~11,38~~ ✠NB1,08 LMC ~~No later survey reported~~ *For Coasting Service in the Adriatic*	Ssk MS11,38 BS~~5,39~~ 4,40		~~10,38~~ 8,40	1888	Howaldtswerke Kiel	Jadranska Plovidba D.D. *CellDBa&uE*	157·7|23·0|11·1 166·2(O.L.) P29'B35'F33' BK6½"	Susak Yugoslav 4*BHCem* 57'26*t*	T.3Cy.14⅛",22½"&36⅝"–24" 160lb (s) 82NHP 2SB,*2cf*,GS35,HS1480 Howaldtswerke,Kiel	13 ″ 3 s 1 ″ 3¼ 12 ″ 6¾	
84135 165178 ~~OYNA~~ GMXN	**Susan Mærsk** D.F. *1Dk*	2355 2024 1411					1923	Odense Staalskibsvft Odense	Ministry ofShipping(Thompson SteamshippingCo. Ld.*Mgrs.*)	299·8|42·4|19·9 P20'B87'F31'	~~Aalborg~~ ~~Danish~~ Belfast *WB* British	T.3Cy.21¼",33⅞"&55⅛"–39⅜" 191NHP A.Borsig,G.m.b.H.Berlin		V
84136 217019 WQIO	**Susan V. Luckenbach** (*ex*Neponset) ssN.Yk.No.1–22 D.F. GyC. *Fitted for oil fuel* Sub.Sig. *2Dks&Shelter dk*	7430 — 4568	✠ ... 1,28 ✠				1918 10mo	SunS.B. Co. Chester,Pa.	LuckenbachS.S.Co. Inc.	434·3|57·7|27·1 35·3 FK	NewYork Utd. States *WB*	T.3Cy.27",~~45½~~"&76"–51" &L.P.Turbine 696NHP SunS.B.Co.Chester,Pa.	38 ″ 0	R †
84137 215293 WCDM	**Susana** (*ex*StanleyDollar–36, *ex*Warszawa, ssYka.2ndNo.3–2,38 *ex*Erny) *1Dk(Stl)&Shelter dk(Stl-ws)* *2nd dk(Stl)inNos.1,2,4&5holds*	5929 5429 3742	✠100A1 *Shelter dk* *withfreeboard* 7,40 *Fitted for oil fuel* 7,40 *F.P. above* 150° F.	HKg BS11,39 ✠LMC2,38	z	CL ~~11,39~~ 6,40	1914 4mo	Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP*	Madrigal&Co. *CellDBa*146'*u*	401·4|51·8|22·9 B152'F34'*onShelter dk* FK *E&B*44'*f*160'1443*t*	Manila,P.I Utd.States 8*BHCem* *APT*14*t*	T.3Cy.27",44"&73"–48" (s) 180lb 520NHP 3SB,*9cf*,GS177,HS7719 FD J.G.Kincaid&Co.Ld.Grk.	34 ″ 0 s 7 ″ 1 27 ″ 2	
84138 PJAA	— (*ex*SanCamilo–36) **TwinSc** ssCco.No.3–9,39 ~~ssCco.No.2–36~~ *Mchy.Aft 1Dk(Stl)&Webframes* *Longitudinal framing*	2450 1723 1250	✠100A1 ~~10,40~~ ~~9,39~~ 4,41 BS~~9,39~~ 10,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,27 *F.P. above* 150° F.	Cco ✠LMC8,38	t	CL ~~9,39~~ P3,40 S10,40	1927 12mo	JLThompson&Sons,Ld. Sunderland *Lloyd'sA&CP*	N.V.Curaçaosche Scheepv.Maats. *Wingtanks a* 60'53	305·6|51·2|15·0 P83'*Trunk*184' FK F38' 1*tf*30'259*tFPT*98*t*	Willemstd Dutch 8*BHptCem* *APT*72*t*	T.6Cy.13½",23"&37"–27" (s) 180lb 217NHP 2SB,*6cf*,HS4209 MacColl&Pollock,Ld.Sld.	15 ″ 0 s 1 ″ 7 13 ″ 7¼	
84139 LEZQ	**Susanna** (*ex*Berit,*ex*Guy) ssCff.No.1–23 *Welldeck 1Dk*	810 629 429	✠ ... 9,26 ✠				1918 6mo	E.J.Smit& Zoon Hoogezand	D/S A/S Kristine (J.Kyvik& S.Fresvig,*Mgrs.*)	193·4|32·3|12·5 Q65*t*H44*t*F24*t* FK	Haugesnd Norwegian *WB*	T.3Cy.15",23¼"&39⅜"–23⅝" 106NHP E.J.Smit&ZoonHoogezand	14 ″ 6	N †
84140 939 SZOM	**Sussanna** (*ex*Drott–38,*ex*Danelag, *ex*PeterBom,*ex*ConsulPoppe) *1Dk*	*932* *700* *493*					1904	F.Schichau Danzig	N.T.Papadatos& Alex.G.Tsavliris	208·4|33·6|13·4 Q73'B53'H35*t*F22'	Piræus Greek *WB*	T.3Cy.16½",27½"&42½"–27½" 94NHP F.Schichau,Elbing		V
84141 165389 MMBF	**Sussex** **TwinSc** *OilEng.* D.F. E.S.D. *2Dks&Shelter dk* *Ref.Mchy. 4th dk in forward holds* *CruiserStern* ~~*Tonnage opening closed* '39~~	11063 10026 6516	✠100A1 *withfreeboard* 1,41 ~~12,39~~ ✠Lloyd'sRMC~~11,39~~ 7,41 DBS1,41	Lon Gls ✠LMC2,37	i† $2\frac{7}{16}$	CL	1937 2mo	John Brown&Co. Ld. Clydebank *Lloyd'sA&CP*	P.&O.Stm.Nav.Co. *Duct keel forward of machinery space* *CellDB*437'1834*t Tanks at sides* *of tunnels* 939*t FPT*93*tAPT*150*t*	532·2|70·4|34·6 43·1 FK	London British 9*BH* (*Coll to Sh dk* 7 ,, *2nd* ,, 1 ,, *3rd* ,,)	Oil Engines 2S.C.SA 10Cy.28$\frac{9}{16}$"–88$\frac{9}{16}$" 2528NHP 2DB*120lb* JohnBrown&Co.Ld. Clydebank	39 ″ 0 s 6 ″ 8 32 ″ 6¾	
84142	**Sutherland** *For full particulars see No.* 89956 *in Supplement* *OilEng.* *CruiserStern*	5170 4657 3020	100A1 *withfreeboard* (*Class Contemplated*)				1940	Wm.Doxford&SonsLd Sunderland	B.J.Sutherland& Co.Ld.	427·6|56·5|26·5	Newcastle British	Oil Engines 2S.C.SA 3Cy.23⅝"–91$\frac{11}{32}$" Wm.Doxford&Sons,LdSld	29 ″ 0 s3 ″ 3¾ 25 ″ 10¾	
84143 216043 KJZX	— *Fitted for oil fuel* *2Dks*	4716 — 2958	✠ ... 10,20 ✠				1918 3mo	Seattle Const.&Dry DockCo. Seattle	AlaskaS.S.Co.Inc.	380·0|53·2|27·0 P40'B100'F41' FK	NewYork Utd.States *WB*	T.3Cy.24",40"&70"–48" 472NHP SeattleConst.&D.D.Co.	29 ″ 4	R †
84144 144423 MJWR	— (*ex*Matama) Wireless D.F. *2Dks*	1330 1093 525					1920	Ramage& Ferguson,Ld Leith	CurrieLine,Ld.	270·6|38·1|23·9	London British *WB*	T.3Cy.21",34"&56"–39" 196NHP Ramage&Fergusn,Ld.Lth.		C
84145 167409 GCDJ	**Sutlej** *OilEng.* *1Dk&Shelter dk* *CruiserStern*	5189 4577 3043	✠100A1 *withfreeboard* ~~5,40~~ ~~3,40~~ 2,41	Gls Cal ✠LMC3,40	a† 2	CL	1940 3mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CP*	J.Nourse,Ld. 1 *Intermediate BH dispensed with* *CellDB*353'1323*t FPT*175*tAPT*260*t*	415·6|55·2|25·6 431·5(O.L.) F34' FK	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 387NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	28 ″ 9 s3 ″ 2½ 25 ″ 9¼	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, et qui est dans le L. Durée Cert. Ref Trade
84146 616 ESAS	**Suur Töll** (exVäinemöinen, exVolymita,exZarMichail Teodorowitsch) TrpSc (Icebreaker) GyC. 2Dks3trB	2417 2374 —					1914	Vulcan-WerkeA.G. Stettin	EstonianGovernment	245·6|56·4|24·7	Tallinn Estonian WB	T.9Cy.20″,32$\frac{1}{16}$″&53½″-39½″ 533NHP Vulcan-Werke,A.G.		
84147 92850 VQWQ	**Suva** 1Dk&Shelterdk D.F. E.S.D. ~~2Dks~~ ~~1Dk&Shelter dk~~ CruiserStern ~~Tonnage opening closed '40~~	~~6554~~ ~~4348~~ ~~2891~~ 4873 4348 2891	✠100A1 with freeboard ~~2,40~~ ~~8,30~~ 12,40 ✠LMC11,38 Fitted for oil fuel 11,38	Lon Mel	a† 2	CL F.P. above 150° F.	1938 11mo Lloyd's A&CP	Bartram&Sons,Ld. Sunderland	W.R.Carpenter OverseaShipping, Ld. CellDB 355′1467t D	422·0|56·7|25·3 436·9(O.L.) |37·8 F34′ FK Tf23′934t FPT138t	Suva,Fiji British 7BHptCem ((Coll to Sh dk 6 ,, 2nd ,,) APT209t	T.3Cy.24″,39″&68″-48″ (s) 220lb 467NHP 3SB(Spt),6cf,GS96,HS6525 FD N.E.MarineEng.Co.(1938) Ld.Sld.	28 ″ 4 s3 ″ 0½ 25 ″ 6	
84148	**Suvat** Ⓟ TwinSc 2Dks CruiserStern	922 510 395					1938	Atlas-WerkeA G Bremen	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	204·8|33·7|11·2	Istanbul Turkish WB	T.6Cy.14$\frac{3}{16}$″,23$\frac{3}{16}$″&38$\frac{3}{16}$″-21½″ 132NHP Christiansen&Meyer, Harburg		G
84149 17307 JSUD	**Suwa Maru** Ⓟ TwinSc ssYka2ndNo.3-7,38 2Dks(Stl-Uws)&3rd dk(Stl)inNos.1,3&4holds	10672 8971 6637	✠100A1 1,41 ~~9,20~~ ~~BS9,30~~ 1,41 ✠LMC12,38	Yka	g†	CL ~~7,38~~ P11,38 s12,40	1914 9mo Lloyd's A&CP	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. CellDBa 157′uE&B92′f	504·9|63·3|37·4 P99′B191′F56′ FK 193′2056t FPT148t	Tokyo Japanese 8BHCem APT57t	T.6Cy.28″,47″&79″-51″ (s) 200lb FD 1337NHP 7SB,21cf,GS443,HS19742 MitsuBishiD.&E.Wks.Nag	37 ″ 6 s8 ″ 11½ 29 ″ 0	
84150 219496 KLAA	**Suwied** Fitted for oil fuel 1Dk2trB in fore& after holds&Webframes	3249 3005 1988	✠ ... 6,20 ✠				1919	Submarine BoatCorp. Newark,N.J.	HedgerSteamship Corp.	324·0|46·2|25·0 P30′B90′F35′ FK	NewYork Utd.States WB	DR geared Steam Turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
84151 22520 JSEA	**Suzuya Maru** Ⓟ (exHokkai MaruNo.1) Wireless 2Dks	901 748 497					1922	Mitsui Bussan Kaisha,Ld. TamaDkyd.	KitaNipponKisen K.K.	190·0|31·5|18·2 F32′	Otaru Japanese	T.3Cy.14½″,24″&40″-30″ 88NHP ImaiSeisakusho,Osaka		
84152 OXYP	**Sværdfisken** WoodAux4MstSr (exAvaste,exMunkebjerg) OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	365 324 279					1920	Skibsværft LilleöA/S Korsör	GrönlandsStyrelse	135·3|30·8|13·0	Copnhagn Danish	Oil Engines 2S.C.SA 3Cy.14$\frac{3}{16}$″-15$\frac{3}{16}$″ 107NHP TuxhumA/S,Copenhagen		V
84153 597 IUPK	**Svam I** Aux3MstSr (exPuseyjonesNo.4) OilEng. ssRgn.No.2-26 Mchy.Aft 1Dk&Webframes (See Sailing Ship Register)	388 322 192	✠ ... 6,28				1917 11mo	ThePusey &JonesCo. Wlmgtn,Del.	L.G.Tomei	128·5|28·0|12·0 P31′F26′ FK	Viareggio Italian WB	Oil Engines 2S.C.SA 2Cy.15¾″-16½″ 88NHP J.V.Svensson's Motorfabrik,Skm.	15 ″ 0	I †
84154 598 IUPQ	**Svam II** Aux3MstSr OilEng. Mchy.Aft 1Dk (See Sailing Ship Register)	337 — 224					1920	J.Th.Wilmink&Co. Groningen	PiaMalinverni nei Tomei	132·6|26·3|11·5 P26′	Viareggio Italian	Oil Engines 2S.C.SA 2Cy.15¾″-17¾″ 87NHP D.Goedkoop,Jr.Amsterdm		I
84155 LJCS	**Svanefjell** Wireless D.F. CruiserStern 1Dk&Shelter dk	1371 1100 748					1936	Fredrkstad Mek.Verks. Fredrikstad	A/SFalkefjell (Olsen&Ugelstad, Mgrs.)	250·8|42·3|13·7	Oslo Norwegian WB	C.4Cy.(2)13″&(2)30$\frac{5}{16}$″-28¾″ 82NHP FredrikstadM.V.Frdstad		N
84156 7679 SIGN	**Svaneholm** OilEng. ssGot.No.2-39 D.F. 1Dk(Stl)&Shelter dk(Stl) Strengthened for navigation in ice	2865 2467 1548	✠100A1 with freeboard ~~4,40~~10,40 ✠LMC CS9,39 DBS9,39 11,37	Got	v	CL 4,40	1930 10mo Lloyd's A&CP	Eriksbergs M.V.Aktieb Gothenburg	A/B Svenska AmerikaMexiko Linien(E.Carlson, Mgr.) CellD	334·2|46·9|20·2 FK B289′877t APT109t	Gothenbrg Swedish 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$″-51$\frac{3}{16}$″ 473NHP DB80lb EriksbergsMV Aktieb.Got	22 ″ 11 s1 ″ 5½ 21 ″ 8	
84157 5283 SGRD	**Svanen** Ⓟ Wireless 1Dk	697 425 310					1912	LindholmensV.A. Gothenburg	HallandsÅngbåts A/B(HarryTrapp, Mgr.)	176·3|28·0|12·5 P89′F20′	Gothenbrg Swedish WB	T.3Cy.16″,26½″&44″-30″ 106NHP LindholmensV.A.Got.		V
84158 6660 SKQD	— WoodAux4MstSr (exSailingVessel-35) OilEng. 1Dk (See Sailing Ship Register)	343 310 276					1919	Öxenbjerg Skibsværft Svendborg	AndreasBråse	133·5|30·7|12·8 Q31′H9t	Klädesholmen Swedish	Oil Engines 2S.C.SA 2Cy. Emade&fitted35 A/B JönköpingsMotorfbk.		V
84159 UVBR	**Svanetia** Ⓟ TwinSc D.F. E.S.D. OilEng. Sub.Sig. Cruiser Stern 5Dks	4125 1436 2135					1937	Helsingörs Jernsk&Msk Elsinore	U.S.S.R.	330·8|47·8|24·4 F&B213′	Odessa Russian WB	Oil Engines 2S.C.SA 12Cy.19$\frac{13}{16}$″-35$\frac{7}{16}$″ 812NHP Akt.Burmeistr&Wain,Cpn		
84160 7424 SGRE	**Svangen** (exTiro) 1Dk	998 844 550					1918	Hölens Verksted Larvik	Rederi A/B Ferlef (And.Smith, Mgr.)	210·7|34·2|14·0 P24′B58′H72tF7′	Stockholm Swedish WB	T.3Cy.15½″,25″&42″-30″ 97NHP MossVært,Moss		N
84161 OZZC	**Svanhild** D.F. 1Dk	2147 1909 1284					1919	Nylands Værksted Oslo	DetForenede Dampskslsk.	289·7|44·2|18·9 P25′B144′F32′	Elsinore Danish WB	T.3Cy.21½″,34½″&60″-39″ 225NHP NylandsVærksted,Oslo		N
84162 167556 GLPP	**Svanholm** 1Dk&Shelter dk	1321 1160 765					1922	Helsingörs Jernsk&Msk. Elsinore	MinistryofShipping(Ellerman's WilsonLine,Ld. Mgrs.)	249·5|38·1|15·0	London British WB	T.3Cy.18″,30″&50″-36″ 150NHP HelsingörsJernsk.&Mskb.		V
57/40 84163 LEZT	— Iron Mchy.Aft 1Dk Wireless D.F.	696 526 322					1917	Wortelboer &Co. Delfzijl	D/S A/S Svanholm (T.Matland)	179·7|28·6|12·3 Q79tB18tH14tF22t	Haugesnd Norwegian WB	T.3Cy.14½″,23½″&38½″-26¾″ 75NHP N.V.Machinefabriek v/h H.J.Koopman,Dordrecht		N
84164 167614 ~~OULS~~ MJKZ	**Svava** (exBjorn) ssCpn.2ndNo.3-4,30 ssCpn.No.2-38 1Dk(Stl)&deep framing	~~1193~~ ~~1047~~ ~~687~~ 1216 1047 714	✠100A1 ~~7,40~~ ~~8,38~~ 4,41 ~~BS10,39~~ 3,41 ✠LMC8,38	Cpn ~~Lon~~ Mdb	o	OG ~~6,37~~ 7,40	1904 2mo Lloyd's A&CP	Kjöbnhvns Flydk.&Skbs. Copenhagen	Ministry of Shipping(S.Marshall &Co.Mgrs.) Cell DBa40′uE&B	233·4|34·4|16·4 P22′B60′F26′ FK 63′f94′349t FPT30t	London British 4BHCem APT15t	T.3Cy.18″,29″&48″-33″ (s) 165lb 131NHP 2SB,4cf,GS48,HS1912 KjbnhavnsFlydk.&Skbsv.	18 ″ 10 s2 ″ 0½ 17 ″ 0	
84165														

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
84166 3639 SGRI	**Svea** 1*Dk&deep framing*	770 536 374					1900	Howaldtswerke Kiel	**Stockholms RederiA/B Svea (Eman.Högberg, *Mgr.*)**	175·8 B57'H89*t*F36'	30·3	13·8	**Stockholm** Swedish *WB*	T.3Cy14$\frac{3}{16}$"22¼"&36⅝"–19$\frac{11}{16}$" 60NHP Howaldtswerke,Kiel		V
84167 203192 KLAB	— **Wood3Mst** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	618 — 370					1906	H.D.Bendixsen Fairhavn, Cal	**FrancisA.Wilson**	174·0	38·2	13·3	**S.Frncisco** Utd.States	T.3Cy.13",21"&34"–24" FultonIronWorks, 57NHP SanFrancisco		
84168 8292 SLPN	**Sveadrott** *OilEng.* 1*Dk,2nd dk clear of cargo tanks* *Electrically welded except deck, bulkhead &side shell longitudinals* *Mchy.Aft* *CruiserStern* *Longitudinal framing*	9598 8746 5678	✠100A1 ~~9,40~~ ~~8,39~~ 4,41 ✠LMC9,38 *CarryingPetr*	Hav Gal *oleum*	*e*† 2¼ *in*	CL 9,40 *bulk*	1938 9mo *Lloyd*	Kockums M.V.Aktieb. Malmö *'sA&CP*	**Stockholms RederiA/B Svea (Eman.Högberg, *Mgr.*)** *CellDBuE*70'179*t*	514·3 523·4(O.L.) P97'B41'F67' FK *DTf*34'496*tFPT*16	63·0	36·6	**Stockholm** Swedish 11*BHptCem* 1*tAPTs*295*t*	Oil Engines 2S.C.DA 8Cy.23⅝"–43$\frac{5}{16}$" 1556NHP 2DB*171lb*&DB(WT)*171lb* KockumsM.V.Akt.Malmö	36 ″ 7 s8 ″ 1¾ 28 ″ 7	
84169 7185 SEWA	**Svealand** **TwinSc** *Mchy.Aft* *OilEng.* *ss*Bal.No.3–9,37 1*Dk(Stl)&Webframes* *Longitudinal framing*	15300 14224 3291	✠100A1 ~~6,40~~ ~~11,39~~ 12,40 ✠LMC CS12,37 DBS~~6,39~~6,40	Bal 4,38	*j*†	CL ~~PN~~ ~~12,37~~ s10,38 P12,40	1925 4mo *Lloyd*	Deutsche WerftA.G. Hamburg *'sA&CP*	**Ångf.Aktieb, Tirfing(T.E.J.:son Broström, *Mgr.*)** *CellDBuE*91'380*tD* 729*tAPT*290*tDTs*	561·3 571·6(O.L.) P117'F51' FK *Tf*27'1173*tFPT* *at sides & u bottom*	72·2	44·1	**Gothenbrg** Swedish 11*BHAsp* 1 „ *tc 2nd dk* *of holds*330*t*	Oil Engines 4S.C.SA 16Cy.29⅛"–47¼" 1313NHP DB*114lb* AlgemeineElec.Ges.Berlin	44 ″ 0 s10″2½ 34 ″ 0¼	
58/41 84170 LCZO	**Svein Jarl** D.F. 1*Dk*	1908 1683 1115					1919	Trndhjms Mek.Værks. Trondheim	**DetNordenfjeldske Dampskibsselskab**	265·0 P27'B72'F30'	42·1	17·8	**Trndheim** Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP TrondhjemsM.V.Trondhm		N
84171 3285 SGRW	**Sven** (*ex*Vikfred,*ex*R.F.Berg,*ex*Thea) 1*Dk*	361 290 199					1888	G.Howaldt Kiel	**RederiA/B Egon (S.M.Stjerna, *Mgr.*)**	142·9 B30'H24*t*F15'	23·0	11·0	**Malmö** Swedish *WB*	C2Cy.15"&27"–15" NB06 24NHP Geb.Howaldt,Kiel		V
84172 800 OHRL	**Svenborg** **WoodAux4MstSr** (*ex*SailingVessel–34) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	346 314 267					1921	Odense Skibs. Odense	**RederiA/B Svenborg(Paul Pavals, *Mgr.*)**	142·3 127·3	30·3	13·4	**Mariehmn** Finnish	Oil Engines 2S.C.SA 2Cy.13"–13⅜" 63NHP *Emade&fitted*34 J&CG BolindersM.V.Skm		V
84173 162742 GTYS	**Svend Foyn** **TwinSc** *ss*Got.No.2–39 ~~*ss*Osl.No.1–35~~ *Mchy.Aft* *CruiserStern* 2*Dks(Stl)* *Longitudinal framing at bottom & at deck of Inner Tanks & above 2nd deck* *Strengthened for Navigation in Ice* D.F.	14795 10272 7951	✠100A1 *withfreeboard* 6,40 ~~9,38~~ ✠LMC7,35 Pr.BS7,38 BS7,38 *Whaling Serv* *CarryingPetr* *Fitted for oil*	Got Bkn *ice* *oleum* *fuel* 8,	*j*† *in* 31	CL s9,38 P8,39 *bulk* *F.P. a*	1931 8mo *Lloyd* *bove* 1	Furness S.B.Co.Ld. Haverton Hill-on-Tees *'sA&CP* 50° F.	**St.HelierShipowners,Ld.** *CellDBuE&B*92' *side*	538·1 P120'F108' FK 553*tDTsf*44'924*t* *tanksinmchy space*	74·3	33·3 47·8	**London** British 18*BHptCem* (4*to W dk* 14 „ *2nd* „) 90'440*tFPT*	Q.8Cy.20½",29½",42½"&62"–45" 265lb (*s*) 997NHP 26Pr.B*60lb* 10Pr.B*43lb* FD 5SB,*20cf*,HS14800 Richardsons,Westgarth&Co.Ld.Hpl. s408*tAPT*493*t*	48 ″ 9 s15 ″ 4 33 ″8½	
84174 OXAD	**Svend Pii** D.F. D.F. 1*Dk*	1809 1623 1074					1923	A/S AalborgSkibsv. Aalborg	**Dampskibsselskab Vendila (Svendsen &Christensen)**	276·8 P18'B169'F33'	42·1	17·8	**Copnhagn** Danish *WB*	T.3Cy.20",31½"&53"–36" 169NHP A/S Frichs,Aarhus		C
84175 LDCD	**Svenör** *OilEng.* *ss*Got.No.2–38 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	7616 7247 4569	✠100A1 11,40 ~~10,39~~ DBS~~10,39~~ 12,40 ✠LMC10,39 *CarryingPetr*	Rot Bom *oleum*	*c*† *in*	CL N8,38 *bulk*	1931 2mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle *'sA&CP*	**S.Ugelstad's RederiA/S (S.Ugelstad, *Mgr.*)** *CellDBuE*85'327*t* *DTf*41'523*t*	460·5 P109'B30'F60' FK *FPT*199*tAPT*146*t*	59·5	34·1	**Oslo** Norwegian 16*BHptCem* (10 *to Udk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 6Cy.31"–43" 1010NHP 2DB*120lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	34 ″ 0	
84176 4111 SGTD	**Svenske** *Mchy.Aft* 1*Dk*	508 375 260					1903	LindholmensV.A. Gothenburg	**RederiA/B Söderö (W.Grosche, *Mgr.*)**	158·6 P52'H36*t*F22'	26·3	13·4	Öregrund Swedish *WB*	C.2Cy.15"&33"–21" 42NHP LindholmensV.A.Got.		V
84177 UOHV	**Sverdlovsk** Ⓟ Sub.Sig. 2*Dks*	3559 2993 1982					1931	BalticS.B. &Eng.Wks. Leningrad	**U.S.S.R.**	314·7 P42'B95'F36'	46·1	26·1	**Vladvostk** Russian	T.3Cy.22$\frac{7}{16}$",37"&59⅛"–39⅜" 220NHP BalticS.B.&Eng.Wrks.Len		
84178 OXHE	**Sverige** Ⓟ Wireless 1*Dk*	811 518 423					1929	Frdrkshvn Skibs.&Flydk Fredrikshavn	**Dampskslsk.A/S Oresund(M. Suenson, *Mgr.*)**	206·4 B48'F35'	34·1	13·6	**Copnhagn** Danish *WB*	T.3Cy.18½",30"&50"–33" 120NHP HelsingörsJernsk.&Mskb.Helsingör		V
84179 5785 SGTE	**Sverker** *ss*Mmo.No.3–7,28 *ss*Svb.No.2–37 *Mchy.Aft* 1*Dk(Stl)*	477 383 234	✠100A1 5,39 BS7,40 ✠LMC MS5,37 ~~BS11,38~~	Svb	*g*	OG 4,39	1916 4mo *Lloyd*	P.Larsson Thorskog *'sA&CP*	**Rederiakt. Simrishamn(O.Modén, *Mgr.*)** *C*	151·6 156·5(O.L.) P44'F16' FK *ellDBf*93'106*tFPT*	26·6	11·7	**Simrishmn** Swedish 3*BHCem* 24*tAPT*25*t*	C.2Cy.16"&30"–22" (*s*) 120lb *80lb* 46NHP 1SB,*2cf*,GS23,HS871 P.Larsson,Thorskog	14 ″ 0 s 1 ″ 3 12 ″ 10	
84180 7013 SEZA	**Sverre Nergaard** (*ex*Elisabet, *ex*MountVernon) Wireless 1*Dk*	1030 787 568					1900	Bergens Mek.Verk. Bergen	**RederiA/B Westindia (SvenSalén, *Mgr.*)**	227·7 Q75*t*B103*t*H53*t* F25*t*	31·9	15·0	**Stockholm** Swedish *WB*	T.3Cy.19",30"&50"–33" NB13 143NHP BergensM.V.Bergen		V
84181 LFAD	**Sverre Sigurdssön** (*ex*Borzoli) 2*Dks*	1081 939 616					1923	N.Odero fuA. SestriPnente	**DetNordenfjeldske Dampskibsslsk.**	198·8 B98*t*H18*t*F23*t*	32·1	19·7	**Trondheim** Norwegian *WB*	T.3Cy.15⅛",24⅖"&39⅜"&25⅗" 72NHP N.OderofuA.SestriPnente		N
84182 YTEH	**Sveti Duje** (*ex*MonteMaggiore, *ex*Chlumecky) *ss*Spt.3rdNo.3–11,36 1*Dk(Stl)&Spar dk(Stl)&deep framing* *Hatch covers dispensed with in 'tween decks*	3624 3324 2204	✠100A1 *Spar dk* 4,40 ✠LMC BS7,39 MS10,39	Tri	*w*	CL 9,39	1902 6mo *Lloyd*	Russell& Co. Pt.Glasgow *'sA&CP*	**M.Feric** *CellDBa*	339·2 P20'B76'F36' FK 110'*uE&B*40'*f*142'	46·0	17·9 25·7	Split Yugoslav 6*BHCem* 805*tAPT*56*t*	T.3Cy.24¼",40$\frac{5}{16}$"&65"–45" 180lb NDB13 (*s*) 306NHP 2SB,*6cf*,GS132,HS4700 J.G.Kincaid&Co.Grk.	28 ″ 5 s 5 ″ 4¼ 23 ″ 4	
84183 YTEK	**Sveti Vlaho** *ss*Spt.No.2–36 2*Dks(Stl)*	5965 5538 3787	✠100A1 Examined 2,41 Cal BS~~10,39~~ ✠LMC4,36 1,41	~~Ant~~	*a*†	CL 10,39	1928 1mo *Lloyd*	Lithgows Ld. PortGlasgow *'sA&CP*	**Dubrovacka Plovidba A.D.** 1 *Intermediate BH &1'Tween dk* *CellDBa&*	423·5 P38'B123'F41' FK *BH dispensed with* *uE*162'*f*186'1241*t*	56·0	28·8	**Dubrovnik** Yugoslav *ptCem* 4*BHto Udk* 2 „ „ *2nd* „ *DTa*36'1114	T.3Cy.27$\frac{5}{16}$",45$\frac{1}{16}$"&74"–51" 180lb (*s*) 560NHP 3SB,*9cf*,GS193,HS8406 FD Rankin&BlackmoreLdGrk *tAPT*32*t*	31 ″ 4 s 6 ″ 2¼ 25 ″ 5	
84184	**Svetlaya** *OilEng.* *Mchy.Aft* 1*Dk* *Cruiser Stern* *Strengthened for Navigation in Ice*	328 237 138	✠100A1 3,37 ✠LMC4,37	Kob	*d*	CL	1937 4mo *Lloyd*	MukaishimaDockyardCo.Ld. Mukaishima *'sA&CP*	**U.S.S.R.**	128·0 135·0(O.L.) P51'F11' FK *FPT*43*t*	22·0	12·0	**Vladvostk** Russian 4*BHCem* *APT*13*t*	Oil Engines 4S.C.SA 6Cy.11⅝"–17$\frac{5}{16}$" 79NHP DB*100lb* HanshinIronWorks,Ld. Kobe	12 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux Gréement etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. po.	15
84185 LDRW	**Sveve** OilEng. ssBgn.No.2-38 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	6313 5961 3741	✠100A1 3,40 DBS~~4,39~~ ✠LMC10,38 3,40 CarryingPetroleum in bulk	Osl	a†	CL 3,40	1930 11mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd'sA&CP	A/R Atlantic (W.&P.Jebsen, Mgrs.) CellDBuE75'296t FPT97tAPT116t	420·6|57·5|32·3 P108'B28'F38' FK DTf38'571t	Bergen Norwegian 15BHptCem (11 to U dk 4 „ 2nd „)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB120lb Swan,Hunter&Wigham Richardson,Ld.Nwc.	32 ″ 4 s 6 ″ 1 26 ″ 5	
84186 LEVE	**Svint** (exSkagatind-36, exHovland) 1Dk	1174 984 697					1925	Skiens VerkstedA/S Skien	SkibsA/S Sjofna (C.A.Olsen,Mgr.)	226·4|36·6|15·7 P34tB54tF21'	Oslo Norwegian WB	T.3Cy.16",25"&42"-30" 97NHP SkiensVerkstedA/S,Skien		N
84187	**Svir** Ⓟ (exPatria-35) TwinSc Sub.Sig. D.F. Fitted for oil fuel Cruiser Stern 3Dks	9686 7347 5908					1919	Kon.Maats deSchelde Flushing	U.S.S.R.	480·7|57·3|34·9 P&B364'F84'	Leningrad Russian WB	SRgearedSteamTurbines Maats.deSchelde,Flushing		
84188 UOBS	— (exIvo-32) Sub.Sig. 1Dk	2329 2011 1350					1922	J.Frerichs &Co. Einswarden	U.S.S.R.	296·2|42·8|19·6 P&B232'F37'	Leningrad Russian WB	2 Steam Turbines DR geared to 1 Sc.Shaft Frd.KruppA.G.Kiel		
84189 UOBE	**Svirstroi** (exAledo) 2Dks(Stl)	4769 4268 2971	✠ 8,20 ✠	NYk	x		1919 4mo	Standard S.B.Corp. Shooter'sIsld	U.S.S.R. CellDB322'985t	377·0|52·0|26·8 P25'B106'F34' FK MT29'678tFPT88t	Vladvostk Russian 7BHCem APT50t	T.3Cy.24",40"&70"-48" 478NHP 3SB,9cf,GS182,HS6960 FD StandardS.B.Corp.	29 ″ 0	
84190 HPFH	**Svithiod** (exS.V.Harkness) OilEng. D.F. ssKel.No.3-8,29 ssHam.No.2-38 Mchy.Aft 2Dks(Stl)&Web frames Sub.Sig. Longitudinal framing E.S.D. GyC.	6550 — 3944	✠100A1 ~~6,40~~ ~~10,39~~ 12,40 ✠NE5,25 ✠LMC~~2,38~~ DBS~~3,39~~ ~~10,39~~ 6,40 6,40 CarryingPetroleum in bulk	NYk ~~NCs~~	a†	CL ~~2,38~~ N6,40	1917 5mo	Skinner& EddyCorp. Seattle,Wash A&CP Midship portion(cargo tanks)renewed 1934	PanamaTransport Co. CellDBa12'uE&B63'188tDTf36'457tFPT199tAPT97t	426·3|57·2|31·7 441·8(O.L.) P104'B41'F37' len34 FK	Panama Pnamanian 16BHptCem	Oil Engines 2S.C.SA 6Cy.25 3/16"-51 3/16" 680NHP DB(upper)18 refitted40–220lb NDB25–70lb NDB(WT)34 185lb Frd.KruppA.G.Kiel	31 ″ 6 s 5 ″ 8¼ 26 ″ 1	
84191 UPIL	**Sviyaga** (exCurslack-35) Sub.Sig. 1Dk	1433 1155 800					1923	F.Schichau Elbing	U.S.S.R.	237·4|37·5|15·9 Q77'B108'F32'	Leningrad Russian WB	T.3Cy.16 9/16",27 5/8"&42 9/16"-27 5/8" 96NHP F.Schichau,Elbing		
84192 PKFH	**Swartenhondt** Fitted for oil fuel D.F. 3Dks	5084 3915 3058					1922	Nederl. Schps.Maats. Amsterdam	Koninkl.Paketv. Maats.	383·6|49·4|26·7 F52'	Batavia Dutch WB	T.3Cy.28½",47"&77"-54" 436NHP Werkspoor,Amsterdam		V
84193 141793	**Sweden** (exL.C.Smith) Mchy.Aft 1Dk2trB	4702 — 3418					1902	WBayCity S.B.Co. W.BayCity, Mich.	GreatLakesS.S.Co. Inc.	414·0|50·0|29·0	OswegoNY Utd.States WB	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		R
84194 843 OHSL	— Wood (exSkoghallsverken) OilEng. Mchy.Aft CruiserStern 1Dk	454 363 217					1920	Uddeholms Aktieb Skoghall	GustafErikson	153·3|30·0|12·1 146·5 P40'F17'H27t	Mariehmn Finnish	Oil Engines 2S.C.SA 4Cy.15¾"-16 5/32" 175NHP J&CGBolindersCoLdSkm		V
74/41 84195 164321 GZLV	**Swedru** OilEng. CruiserStern 3Dks	5379 4702 3172					1937	Scotts'S.B. &Eng.Co.Ld. Greenock	Elder,Dempster Lines,Ld.	379·0|52·7|30·1 P36'F48'	Liverpool British	Oil Engines 2S.C.SA 4Cy.22 1/16"-85 1/16" 598NHP Wm.Doxford&Sons,LdSld		C
84196 162503 MPXN	**Swift** ssLon.No.2-39 1Dk(Stl)&ShelterDk(Stl)	936 723 408	✠100A1 withfreeboard 1,41 ~~6,38~~ ✠LMC6,39 BS12,40	Lon	n	CL 7,38	1930 11mo	Workman, Clark(1928) Ld. Belfast Lloyd'sA&CP	GeneralStm.Nav. Co.Ld. CellDB182'284tFPT31tAPT19t	216·2|35·1|12·1 B61' FK	London British 5BHCem (Coll to Shdk 4 „ 2nd „)	T.3Cy.17½",29"&48"-33" (s) 200lb 189NHP 2SB,6cf,GS102,HS3400 Workman,Clark(1928)Ld.	14 ″ 0 s ″ 2 13 ″ 11½	
84197 221041 KDOS	**Swiftarrow** ssGal.No.1-39 ssMob.No.3-12,35 Mchy.Aft 2Dks(Stl)&Shelter dk (Stl)&Web frames Longitudinal framing	8207 7779 5092	✠100A1 Shelter dk withfreeboard 6,40 ~~11,39~~ ~~BS11,39~~ ✠LMC~~12,35~~ 11,39 CarryingPetroleum in bulk Fitted for oil fuel 2,21 F.P. above 150°F.	Gal NNs	c†	CL N5,38	1921 2mo	Northwest Brdge&IrnCo Portland,Or. A&CP	Oldwood,Inc. (C.D.Mallory& Co.Inc.Mgrs.) CellDBuE&B71'230tDTf50'444t'tween dk tanks a9'30t FPT183tAPT31t	464·6|60·2|27·7 34·8 FK	Wilmgton (Del.) Utd.States 17BHptCem (3„ to Sh dk 10„ „ U „ 4„ „ 2nd „)	T.3Cy.26½",46"&78"-51" (s) 210lb 662NHP 3SB,9cf,HS9690 FD Hooven,Owens,Rent-schlerCo.,Hamilton,O.	36 ″ 4 ~~s 9 ″ 11¼~~ ~~26 ″ 6~~ s9 ″ 9½ 26 ″ 8	
84198 221268 KDSA	**Swiftlight** ssN.Ns.No.3-11,33 D.F. ssMob.No.1-37 2Dks(Stl)&Shelter dk(Stl) Mchy.Aft &Web frames Longitudinal framing	8207 7779 5092	✠100A1 Shelter dk withfreeboard ~~7,40~~ ~~2,40~~ 4,41 BS~~11,40~~ 4,41 ~~BS7,39~~ ✠LMC7,37 CarryingPetroleum in bulk Fitted for oil fuel 5,21 F.P. above 150° F.	Gal ~~Mob~~ Mob	c†	CL 2,40	1921 5mo	Northwest Bridge& IronCo. Portland,Or. A&CP	Oldwood,Inc. (C.D.Mallory& Co.Inc.Mgrs.) CellDBuE&B71' 230t DT f50' 444t 'tween dk tanks a 30t FPT183t APT31t	464·6|60·2|27·7 482·1(O.L.) 34·8 FK	Wilmgton (Del.) Utd.States 17BHptCem (3 to Sh dk 10 „ U „ 4 „ 2nd „)	T.3Cy.27⅞",46"&78"-51" (s) 210lb 662NHP 3SB,9cf,HS9690 FD Hooven,Owens,Rent-schlerCo.Hamilton,O.	36 ″ 5 s9 ″ 11¼ 26 ″ 9	
84199 160761 GTFQ	**Swiftpool** ssShl.No.2-37 D.F. E.S.D. 1Dk(Stl)	5205 4928 3228	✠100A1 ~~4,40~~ ~~10,39~~ 4,41 ✠LMC MS1,37 BS~~8,38~~ 10,40 ~~11,39~~	Bry ~~Shl~~ Gms	z	CL 4,39	1929 8mo	W.Gray& Co.Ld. WHartlepool Lloyd'sA&CP	PoolShippingCo. Ld.(SirR.Ropner &Co.Ld.Mgrs.) CellDBa&uE173'f80'1413tFPT175t APT167t	421·2|54·2|27·1 434·0(O.L.) P30'B240'F43' FK	W.Hartlpl British 8BHCem	T.3Cy.26",40"&73"-48" (s) 180lb 528NHP 3SB(Spt.),9cf,HS7908 FD Cen.Mar.EWrks.LdWHpl	30 ″ 1 s 5 ″ 0½ 25 ″ 3½	
84200 221134 KDQV	**Swiftscout** ssMob.No.3-3,34 D.F. ssMob.No.1-38 2Dks(Stl)&Shelter dk Mchy.Aft &Web frames Longitudinal framing	8300 — 5123	✠100A1 Shelter dk withfreeboard ~~3,40~~ ~~1,41~~ 4,41 BS10,40 ~~BS1,40~~ ✠LMC1,38 CarryingPetroleum in bulk Fitted for oil fuel3,21 F.P. above 150° F.	NYk ~~Mob~~	c†	CL ~~N4,40~~ ~~5,40~~ 10,40	1921 3mo	Northwest Brdge&IrnCo Portland,Or. A&CP	Oldwood,Inc. (C.D.Mallory& Co.Inc.Mgrs.) CellDBuE&B71'230tDTf50'444t'tween dk tank a30t FPT183tAPT31t	464·6|60·2|27·7 481·7(O.L.) 34·8 FK	Wilmgton (Del.) Utd.States 17BHptCem (3 to Shdk 10 „ U „ 4 „ 2nd „)	T.3Cy.27"46"&78"-51" (s) 210lb 662NHP 3SB,9cf,HS9690 FD Hooven,Owens,Rent-schlerCo.,Hamilton,O.	36 ″ 4 s9 ″ 9½ 26 ″ 9½	
84201 220990 KDNG	**Swiftsure** ssMob.No.3-2,35 ssN.Yk.No.1-39 D.F. 2Dks(Stl)&Shelter dk(Stl) Mchy.Aft &Web frames Longitudinal framing	8207 7779 5092	✠100A1 Shelter dk withfreeboard 9,40 ~~3,40~~ ✠LMC9,39 ✠NBmade20fitted7,36 CarryingPetroleum in bulk Fitted for oil fuel1,21 F.P. above 150° F. BS9,40	Gal ~~NYk~~ Mob	c†	CL ~~3,40~~ ~~4,40~~ 9,40	1921 1mo	Northwest Bridge&Iron Co. Portland,Or. A&CP	Oldwood,Inc. (C.D.Mallory& Co.Inc.Mgrs.) CellDBuE&B71' 230t DTf50'444t 'tween dk tank a30t FPT183tAPT31t	464·6|60·2|27·7 34·8 FK	Wilmgton (Del.) Utd.States 17BHptCem (3 to Sh dk 10 „ U „ 4 „ 2nd „)	T.3Cy.27½",46"&78"-51" (s) 210lb 630NHP 3SB,9cf,HS8919 FD Hooven,Owens,Rent-schlerCo.,Hamilton,O	36 ″ 4 s9 ″ 9½ 26 ″ 8	

1 No. in Book. Official No. Code Letters.	3 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
13/41 84202 140534 GPSL	**Swinburne** *ss*N.Yk.No.3-5,29 D.F. *ss*Liv.No.2-38 2*Dks*(*Stl*)	4659 4330 2923	✠100A1 ~~8,40~~ ~~5,39~~ 2,41 BS~~5,39~~ 6,40	NYk ~~Glf~~ Mch ✠LMC7,38	*y*	CL 5,37	1917 9mo	A.McMillan&Son,Ld. Dumbarton *Lloyd'sA&CP*	Lamport&Holt Line,Ld. *CellD*	385·5 P36'B118'F46' FK *B*335' 875*t FPT*75*t*	52·2	27·2	Liverpool British 7*BHCem* *APT*75*t*	T.3Cy.26",43"&70"-48" (*s*) 180lb 407NH 3SB,9*cf*,GS178,HS6800 Rankin&BlackmoreLdGrk	29 ″ 8 s 5 ″ 4¼ 24 ″ 7	
84203 160660 MPKW	**Switzerland** (*ex*MarieFerdinand, *ex*ElsaZelck) E.S.D. Wireless D.F. 1*Dk*	1291 1027 738					1922	Akt.Ges. "Neptun" Rostock	CurrieLine,Ld.	237·6 P16'Q55'B110'F29'	36·5	14·4	Leith British *WB*	T.3Cy.18",29"&48"-31½" 130NHP A.G."Neptun," Rostock		G C
84204 136734 MFRB	**Swynfleet** (*ex*Belge) *ss*Goo.No.3-1,28 *ss*Goo.No.2-36 1*Dk*(*Stl*) *Cargo battens not fitted*	1168 960 689	✠100A1 Examined 5,41 Goo MS2,36	~~Goo~~ ✠LMC BS8,39	*o*	CL 1,39	1914 12mo	Osbourne, Graham&Co Sunderland *Lloyd'sA&CP*	OuseS.S.Co.Ld. (A.W.Atkinson, *Mgr.*) *CellDBa*75'	240·3 P16'B58'F23' FK *uE*15'*f*96'345*tFPT*	36·5	14·3	Goole British 4*BHCem* 40*tAPT*45*t*	T.3Cy.17",28"&46"-33" (*s*) 180lb *70lb* 148NHP 1SB,3*cf*,GS62,HS2500 N.E.MarineEng.Co.Ld.Sld	15 ″ 4 s 2 ″ 1 13 ″ 5	
84205 UOVG	**Syasstroi** (*ex*Masuda) 2*Dks*&*Web frames* *Longitudinal framing*	4907 4394 2958	✠ ... 11,20 ✠				1918 8mo	ToddD.D.&Const.Corp. Tacoma,Wsh.	U.S.S.R.	380·6 P39'B102'F42' FK	53·1	27·0	Vladvostk Russian *WB*	T.3Cy.24",40"&70"-48" 472NHP SeattleConst.&D.D.Co. Seattle	29 ″ 4	
84206 LDIG	**Sydhav** *OilEng.* *ss*Fal.No.2-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	7587 7099 4557	✠100A1 Examined 12,40 Sng DBS~~7,39~~ 12,40 *Carrying Petroleum in bulk*	~~Rot~~ ✠LMC CS10,37 12,38	*c*†	CL 12,38	1929 3mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd'sA&CP*	Skibs A/S Sydhav. (T.Lodding) *CellDBuE*82'258*t* *DTf*38'461*t*	450·8 464·8(O.L.) P106'B30'F56' FK *FPT*156*tAPT*139*t*	61·0	33·2	Oslo Norwegian 15*BHptCem* (10 *to U dk* 5 ,, 2*nd*,,)	Oil Engines 2S.C.SA 6Cy.31"-43" 1010NHP 2DB*120lb* WllsndSlpwy.Co.Ld.Nwc.	33 ″ 3	
84207 7019 SIPA	**Sydland** *ss*Bkn.No.3-8,33 *ss*Rot.No.1-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. 2*nd dk*(*Stl*)*in No.*1*hold*	*5134* *4692* *3032*	✠100A1 *Shelter dk withfreeboard* 11,40 ~~4,40~~ MS10,37 *Fitted for oil fuel* 8,20 *F.P above* 150° F.	Got Phl ✠LMC BS~~5,39~~4,40	*z*	CL 3,40	1920 8mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	Ångf.Aktieb. Tirfing(T.E.J:son Broström,*Mgr.*) *Intermediate BH in fore hold dispensed with*	431·1 434·9(O.L.) FK *Collision BH to S dk* *CellDB*360'1168*tFPT*105*t*	54·1	26·3	Gothenbrg Swedish *Cem* 5 ,, ,, *U* ,, *APT*127*t*	T.3Cy.27",45"&75"-54" (*s*) 180lb 577NHP 3SB,9*cf*,GS189,HS8547 FD G.Clark,Ld.Sunderland	29 ″ 0 s 3 ″ 7¾ 25 ″ 7½	
84208 35190 JDZC	**Sydney Maru** *OilEng.* *ss*Kob.No.2-39 *Ref.Mchy.* 3*Dks*(*Stl*)	5425 4955 3223	✠100A1 *withfreeboard* 12,40 ~~11,39~~ DBS~~11,39~~ 12,40 ~~11,39~~ 12,40 ✠Lloyd'sRMC~~11,39~~ ~~5,40~~ 12,40	Kob ✠LMC CS1,39	*y*	CL 1,39	1929 11mo	Yokohama DockCo.Ld. Yokohama *Lloyd'sA&CP*	OsakaSyosenK.K. *CellDB*317'805*t*	380·0 B23'F43' FK *FPT*47*t APT*71*t*	54·5	34·2	Osaka Japanese 6*BH* (*Coll to W dk* 5 ,,2*nd*,,)	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" 489NHP DB*100lb* Akt.Burmeister&WainCp	34 ″ 3 s 10 ″ 2¼ 24 ″ 2¾	
84209 25475 JNPD	— *ss*Yka.No.3-2,32 *ss*Osa.No.1-37 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	4105 3613 2518	✠100A1 *Awng dk withfreeboard* 2,39 BS3,40	Smk ✠LMC2,39	*v*	OG ~~N2,39~~ 11,40	1919 7mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd'sA&CP*	KokusaiKisenK.K. *CellDB*294'778*t*	345·0 P29 B74'F41'*on Awng dk* FK *FPT*62*tAPT*31*t*	48·0	30·0	Kobe Japanese *Cem* 6*BH to A dk*	T.3Cy.23½",39"&65"-48" (*s*) 200lb 356NHP 2SB,6*cf*,GS121,HS4610 FD KawasakiDkydCoLdKobe	30 ″ 0 s 6 ″ 1¼ 24 ″ 2	
84210 163221 MKSM	**Sydney Star** TwinSc *ss*Lon.No.1-40 *OilEng.* 1*Dk*&*Shelter dk*,3*rd dk except in No.*1*hold* *Ref.Mchy.* 4*th dk forward of mchy.space* D.F. E.S.D. GyC. *CruiserStern* *Tonnage opening closed* '40	12696 11397 9225	✠100A1 *withfreeboard* 6,40 ~~6,39~~ DBS11,39 ✠Lloyd'sRMC~~4,40~~ 6,41 ~~2,41~~ ~~8,40~~	Liv Wln ✠LMC3,36	*i* † 2 7/16	CL 3,39	1936 3mo	Harland&Wolff,Ld. Belfast *Lloyd'sA&CP*	FrederickLeyland &Co.Ld. *Duct keel forward of mchy.space* *CellDB*369'2295*t* *Upper'tween dk bhds, except Coll BH dispensed with*	524·2 542·8(O.L.) 40·6 P64'B193'F72' FK *FP T*95*tAPT*157*t*	70·4	32·3	Belfast British 8*BHptCem* (*Coll to W dk* 7 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 12Cy.24 7/16"-55⅛" 2DB*100lb* 2463NHP Harland&Wolff,Ld.Bel.	43 ″ 5 s 12 ″ 9 30 ″ 10	
84211 LDIA	**Sygna** *ss*Nag.No.2-16 *Mchy.Aft* *Spar dk*&*deep framing* *Cantilever framed, topside tanks*	3881 3574 2464	✠ ... 11,20 ✠				1907 3mo	SirRaylton Dixon&CoLd Middlesbro'	A/S J.L.Mowinckels Rederi	360·1 P&B215'F29' FK	52·1	25·7	Bergen Norwegian *WB*	T.3Cy.26",42"&70"-48" 431NHP N.E.MarineEng.Co.Ld.Sld	28 ″ 4	N †
84212 DHXB	**Sylt** (*ex*Laura) *ss*Ant.No.1-12 1*Dk*(*ptIrn*&*ptStl*)&*deep framing*	842 694 479	✠ 5,20	Cpn	*l*		1908 9mo	Kjöbnhvns Flydk.&Skbs. Copenhagen	ReedereiWendenhofG.m.b.H. *CellDBa*&	209·3 P30'B59'F21 FK *uE*68'*f*88'237*tFPT*	30·7	13·4	Wismar German 4*BHCem* 39*tAPT*26*t*	T.3Cy.14",23"&37"-24" 79NHP 2SB,4*cf*,GS40,HS1300 KjbnhavnsFlydk.&Skbsv.	15 ″ 6	G †
125/40 84213 148136 GLKV	**Sylvafield** *OilEng.* D.F. *ss*Shl.No.3-9,37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5709 5101 3392	✠100A1 6,40 ~~10,39~~ DBS10,39 *Carrying Petroleum in bulk*	Grk Glw ✠LMC CS9,37 10,39	*y*	CL 9,37	1925 10mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd'sA&CP*	NorthernPetroleumTankS.S.Co. Ld.(Hunting& Son,Ld.*Mgrs.*) *CellDBuE*66'151*tDTf*27'326*t*	395·0 408·0(O.L.) P88'B34'F39' FK *FPT*198*tAPT*156*t*	52·0	32·0	Newcastle British 16*BHptCem* (12 *to U dk* 4 ,,2*nd*,,)	Oil Engines 2S.C.SA 4Cy.22 13/16"-91¼" 640NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	31 ″ 9 s 5 ″ 7½ 26 ″ 4¾	
84214 ~~215840~~ ~~WSCX~~ HPQZ	**Sylvan Arrow** *ss*N.Yk.No.3-1,30 D.F. *ss*Mob.No.2-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk* (*Stl*)&*Web frames* *Longitudinal framing*	7797 7210 4858	✠100A1 *Shelter dk withfreeboard* 9,40 ~~3,40~~ ~~BS5,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,18 *F.P. above* 150° F.	Bal BS9,40 ✠LMC8,37	*a*†	CL N5,39	1918 1mo	NewYork S.B.Corp. Camden,N.J. A&CP	~~Socony-Vacuum OilCo.Inc.~~ BrilliantTransportationCo.S.A.	467·6 485·7(O.L.) FK *CellDBa*23'*uE*&*B*76'463*tDTf*40'440*tFPT*229*tAPT*131*t*	62·7	32·0	N[illegible]ma U[illegible]manian 16*BHptCem* (10 *to U dk* 6 ,, 2*nd* ,,)	Q.4Cy.24",35",51"&75"-51" 220lb (*r*) 568NHP 3SB,9*cf*,GS177,HS7804 FD NewYorkS.B.Corp.	32 ″ 0 s 4 ″ 2 ~~28 ″ 0¾~~ 28 ″ 0	
84215 201840	**Sylvania** (*ex*D.M.Philbin, *ex*Sylvania) *Mchy.Aft* 1*Dk*	6272 — 4826					1905	WestBay CityS.B.Co. WestBayCity	DuluthS.S.Co. (G.A.Tomlinson, *Mgr.*)	504·0 *WB*	54·0	26·7	Duluth, Minn. Utd.States	T.3Cy.22½",36"&60"-42" 233NHP DetroitS.B.Co.Detroit		R
84216 166480 MMTM	**Sylvia Beale** Wireless *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	1040 739 572	✠100A1 ~~11,40~~ ~~8,39~~ 4,41 7,41	Npt Sld ✠LMC6,38	*m*	CL ~~N8,39~~ 11,40	1938 6mo	S.P.Austin &Son,Ld. Sunderland *Lloyd'sA&CP*	StephensonClarke &Associated Companies,Ld. *CellDBuE*16'	211·3 220·5(O.L.) Q120'B11'F22' FK *f*142'440*t FPT*90*t*	34·2	13·4	London British 3*BHCem* *APT*30*t*	T.3Cy.14½",24"&41"-30"(*s*) 200lb *100lb* FD 141NHP 1SB(Spt),3*cf*,GS48,HS2113 N.E.MarineEng.Co Ld.Sld	15 ″ 4 s 4 ″ 7¼ 14 ″ 7	
84217 147330 GLPN	**Sylvia de Larrinaga**	5218 4851 3206					1925	F.Schichau Danzig	LarrinagaS.S.Co. Ld.	387·5 P29'B36'	52·7	29·8	Liverpool British *WB*	T.3Cy.26",44"&74"-48" 379NHP F.Schichau,Elbing		C
84218 43731 JYOL	**Syoan Maru** (*ex*ShoanMaru-38) D.F. 2*Dks* *CruiserStern*	5624 — 3332					1937	Tama Zosensho K.K. Tama	MatsuokaKisen K.K.	406·8 P33'B118'F35'	55·1	30·8	Sedo Japanese *WB*	T.3Cy.23⅝",36⅝"&66 15/16"-47¼"&exhaust turbine driving steam compressor 306NHP TamaZosenshoK.K.Tama		C

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equivalence	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où l'on se trouve dans le L. R. Durée Cert. B. of Trade
84219 44147 JCHM	**Syoei Maru** (exShoeiMaru–38, D.F. CruiserStern	5644 — 3342					1937	Tama Zosensho K.K. Tama	MatsuokaKisen K.K.	406·8	55·1	30·8	Sedo Japanese WB	T.3Cy.23⅝",36⅝"&66 15/16"–47½"&exhaust turbine driving steam compressor 306NHP TamaZosenshoK.K.Tama		C
84220 42617 JHCL	— (exShoeiMaru–38) Ref.Mchy. 2Dks CruiserStern	3580 — 2120					1936	Harima S.B.&Eng. Co.Ld. Harima	YamatoKisenK.K.	335·0 P29'B83'F34'	48·0	26·0	Kobe Japanese	T.3Cy.22 1/16",37"&61"–42½" 242NHP KobeSteelWorks,Ld.Kobe		C
84221 42947 JPIJ	— (exShoeiMaru–38) 2Dks	1986 1605 1169					1936	Hakodate DockCo.Ld. Hakodate	ShimataniKisen K.K.	272·3 P26'B76'F37'	40·0	20·9	Kobe Japanese WB	T.3Cy.20",33"&55"–39⅜" 171NHP HakodateDockCo.Ld.		
84222 7159 JBQD	**Syōgen Maru** (exShyogenMaru–38, exKofukuMaru) ssKob.No.3–2,28 ssNag.No.2–37 2Dks(Stl)	4739 4034 3385	✠ … 6,39 ✠	Kob	x		1917 9mo	Uraga DockCo.Ld. Uraga	IshiharaSangyo KaiunK.K. CellD	360·0 P33'B91'F33' FK B291'934tFPT143t	51·0	28·5	Hutyu Japanese 6BHCem APT53t	T.3Cy.24½",40½"&67"–48" 378NHP 3SB,9cf,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 4	
84223 28543 JDTA	**Syogen Maru** (exShogenMaru–38, exPencisely, ssKob.No.3–4,22 exUsworth) ssKob.No.1–26 1Dk	3362 2812 2058	✠ … 6,27 ✠				1910 8mo	JReadhead &Sons,Ld. SouthShields	SakaiSyotenK.K.	321·4 P27'B92'F33' FK	48·0	21·5	Kobe Japanese WB	T.3Cy.23½",39"&64"–42" 308NHP J.Readhead&Sns,Ld.S.Shl.	23 ″ 10	C †
84224 36558 JJTC	**Syohei Maru** (exShoheiMaru–39) OilEng. ssKob.No.3–5,37 2Dks(Stl)	7256 6365 4413	✠100A1 withfreeboard 5,40 ~~3,39~~ ✠LMC CS5,37 DBS~~3,39~~ 5,40	Tama 3,39	b†	CL 3,39	1931 3mo	Mitsui Bussan Kaisha, Ld. Tama Lloyd'sA&CP	ShimataniKisen K.K. 1Intermediate inforward CellDB	437·0 P37'B165'F33' FK 'tweendkBH hold dispensed with 376' 1301t MT33'75	58·0	35·0	Kobe Japanese ptCem 6BHtoWdk 1 ,, ,, 2nd dk 2tFPT 100t	Oil Engines 4S.C.SA 6Cy.29⅛"–59 1/16" 489NHP DB100lb MitsuiBussanKaisha,Ld. APT150t	35 ″ 0 8 ″ 8 26 ″ 5	
			Carrying cargo oil F.P. above150°F.in deep tanks													
84225 406 JPLG	— Ⓟ (exShoheiMaru–38,exHeijoMaru–35) Wireless 2Dks	1092 927 627					1903	Kawasaki Dkyd.Co.Ld. Kobe	MatsuuraKisen K.K.	212·0 B48'	31·5	20·0	Jinsen Japanese WB	T.3Cy.17⅞",28¾"&46 3/16"–33" 123NHP KawasakiDockyardCo.Ld.		
84226 29881 JONA	**Syoho Maru** Ⓟ TwinSc (exShohoMaru–38) (Ferry) D.F. 2Dks	3460 2363 1269					1923	Uraga DockK.K. Uraga	Government of Japan(Dept.of Railways)	350·0	52·0	22·0	Tokyo Japanese	SR geared Steam Turbines Metro-VickersElec.Co Ld.		
84227 42944 JNVL	— (exShohoMaru–38) D.F. 2Dks	1936 1620 1101					1937	Mitsui Bussan Kaisha,Ld. Tama	ShimataniKisen K.K.	274·5 P22'B80'F25'	40·0	21·0	Kobe Japanese WB	3Cy.18½",31½"&54 1/16"–37" 179NHP MitsuiBussanKaisha,Ld. Tama		
84228 23645 JKIC	**Syōho Maru** (exShohoMaru–38) 1Dk	1328 1140 906					1918	Fujima Kaichiro Osaka	NipponYusenK.K.	220·0	32·5	21·0	Tokyo Japanese WB	T.3Cy.14⅝",27"&70"–30" 88NHP ShinooSeizo,Osaka		
84229 23011 JPPA	**Syohuku Maru** Ⓟ (exShofukuMaru–38) 2Dks	1768 1418 1047					1918	Kawasaki DockyardCo. Kobe	KawasakiKisen K.K.	249·0 P14'B63'F33'	37·5	21·0	Kobe Japanese WB	T.3Cy.18",28"&46"–36" 127NHP KawasakiDock Co.Kobe		
84230 19244 JLLE	— Wood (exShofukuMaru–38, exBanseiMaruNo.3) 1Dk	680 470 397					1916	SoraJierza Osaka	NakasakiKunji	180·7	30·0	13·5	Sakai Japanese	T.3Cy.11¼",19½"&31¾"–22" 46NHP OharaGisuke,Osaka		
84231 44017 JSWL	**Syohuku Maru No. 2** (exShofukuMaruNo.2–38) 1Dk	729 — 396					1937	Tsurumi SeitetsuZosen K.K. Osaka	SyohukuKisen K.K.	183·4	29·0	16·0	Osaka Japanese	SteamEngines		
84232 41167 JZLH	**Syoka Maru** (exShokwaMaru–38) 2Dks	4467 4033 2582					1935	Mitsubishi JukogyoK.K Nagasaki	OsakaSyosenK.K.	357·0 B79'F38'	49·2	32·8	Osaka Japanese WB	2 DR geared steam turbines 500NHP MitsubishiJukogyoK.K. Nag.		
84233 44143 JCKM	— (exTungLung–38, exOthander–35, ssN.Yk.No.3–8,29 exChoctaw) ssOsl.No.1–35 1Dk(Stl)	1931 — 1150	✠ … 3,38 ✠	Kob	r		1917 9mo	Chicago S.B.Co. Chicago	TowaKisenK.K. CellDBa&uE10	251·0 P25'B64'F26' FK 6'f102'528tFPT67t	43·6	18·2	Kobe Japanese 4BHCem APT77t	T.3Cy.20",33"&54"–40" (s) 274NHP 2SB,6cf,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 ″ 4	
84234 29053 JKJA	**Syokei Maru** Ⓟ TwinSc (exShokeiMaru–38) (Ferry) CruiserStern 2Dks	3620 2943 1380					1923	Mitsubishi ZosenKaisha, Ld. Kobe	Government of Japan(Dept.of Railways)	360·0 F52'	46·0	28·0	Tokyo Japanese WB	4SteamTurbinesSRgeared to 2 Sc. Shafts MitsubishiZosenKaisha,Ld		
84235 44597 JLHM	— D.F. 1Dk CruiserStern	2556 — 1474					1938	Kumagai- GumiIron WorksOsaka	TowaKisenK.K.	280·0 P34'B94'F37'	43·0	23·0	Kobe Japanese	T.3Cy.21",35"&58"–39" 212NHP OsakaKikaiKosakysho, Kobe		
84236 16026 JCCG	**Syokiku Maru** (exShokikuMaru–38, exHakataMaruNo.10) 1Dk	466 — 258					1913	OsakaIron Works Habu	TurumaruHirotaro	113·9	21·2	10·8	Waka- matu Japanese	T.3Cy.11½",19"&32"–22" 48NHP OsakaIronWorks,Habu		
84237 33172 JAMC	**Syoko Maru** (exShokoMaru–38, exChamblee) ssN.Ns.No.3–8,27 1Dk	2209 1986 1321	… 12,28				1919	McDougall -DuluthCo. Duluth,Minn	ShowaKisenK.K. (NisshinKaiun ShokaiLd.Mgrs.)	251·0 P25'B64'F23' FK	43·5	22·2	Takasago Japanese WB	T.3Cy.20",33"&54"–40" 262NHP McDougall-DuluthCo.	24 ″ 2	C †
84238 29832 JPZA	**Syokyu Maru** (exShokyuMaru–38, exIshikariMaru, ssMel.No.3–9,19 exAustralrange, ssKob.No.1–24 exStrathdee) 1Dk&Spar dk &deep framing	4491 4088 3205	✠ … 8,27 ✠				1907 5mo	R.Duncan &Co.Ld. PortGlasgow	TowaKisenK.K.	376·0 P29'B92'F44' 25·4 FK	52·3	17·6	Tarumi Japanese WB	T.3Cy.25",41"&68"–48" 366NHP D.Rowan&Co.Glasgow	28 ″ 0	C †
84239 15214 JCFG	— (exShokyuMaru–38,exGinzanMaru–32, exShinshoMaru) 1Dk	417 — 246					1912	S.Nagata Osaka	MatsudaGoichi	118·8	21·2	10·9	Hakodate Japanese	T.3Cy.11¾",19½"&32⅝"–22" 53NHP S.Nagata,Osaka		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84240 744 JRCG	**Syoryu Maru** (*ex*ChangLung-38, *ex*Miltonia-35, *ss*Smk.No.3-3,39 *ex*Glenshane-34,*ex*Sunshine-34, *ex*Glenshane,*ex*WarDream) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted in 'tween decks* *Straight frames&bevelled bilge*	6519 6234 3985	✠100A1 *Shelter dk* *withfreeboard* 5,40 ~~3,39~~ ~~BS3,39~~ ✠LMC~~11,37~~ 5,40	Smk	*a*†	CL ~~11,37~~ 4,40	1919 1mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* *CellDB*343'	SyoryuKisenK.K. (TanakaShoji K.K. *Mgrs.*) 1571*t DTa*23' 858*t*	412·3 *FPT*91*t APT*126*t*	55·5	33·8 FK	Dairen Japanese *ptCem* 6*BHtoShdk* 2 ,, ,, *U* ,,	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Bel.	38 ″ 0 s10″0½ 28 ″ 3	
84241 21874 JLDE	— (*ex*ShoyuMaru-38, *ex*JogusanMaru-36) 1*Dk*	1258 1053 865					1917	Tobo Zosensho Toba	SanyoKisenK.K.	229·1	33·0	18·0 *WB*	Nishino- miya Japanese	T.3Cy.15½",$26\frac{1}{16}$"&42½"-32" 101NHP TanakaTekkosho,Osaka		
84242 34502 JNIH	**Syosei Maru** Ⓟ (*ex*ShoseiMaru-38) 1*Dk*	998 875 607					1929	Amagasaki Zosensho Osaka	Amagasaki Kisenbu GomeiKaisha	210·0	30·5	18·7	Osaka Japanese	T.3Cy.		
84243 33610 JJNC	— Ⓟ (*ex*ShoseiMaru-38) Wireless 1*Dk*	774 630 431					1928	Ohara Matsunosuke Osaka	ShintoKozanK.K.	180·5	27·5	7·3	Hutyū Japanese	T.3Cy.		
84244 19584 [illegible]JSC	**Syoten Maru** (*ex*ShotenMaru-38, *ex*MisakiMaruNo.3) 1*Dk* *Now* "Yubari Maru," *see No.* 90755 *in Supplement*	1152 988 [illegible]					1918	Hakodate DockCo. Hakodate	HamagutiHiroei	215·0	31·5	18·5	Osaka Japanese *WB*	T.3Cy.14½",24½"&40"-80" Hakodate 88NHP DockCo.Hakodate		
84245 44595 JPOJ	**Syōtoku Maru** Sub.Sig. **D.F.** 2*Dks*	1964 1600 1109					1938	Hakodate DockCo.Ld. Hakodate	ShimataniKisen K.K.	270·6 P25'B78'F27'	40·0	20·9	Kobe Japanese *WB*	T.3Cy.20",33"&57"-39" 203NHP HakodateDockCo.Ld.Hak.		
84246 22590 JLEE	**Syotoku Maru** (*ex*Shotoku Maru-38,*ex*BanseiMaruNo.3-36) Wireless 1*Dk*	1146 939 635					1918	Harada Zosensho Osaka	IwataShotenGoshi Kaisha	208·0	31·5	19·0	Hutyū Japanese *WB*	T.3Cy.14¼",24"&$39\frac{1}{10}$"-27" 79NHP HaradaZosensho,Osaka		
84247 32630 JSTB	**Syowa Maru** Ⓟ (*ex*Showa Maru-38,*ex*Romagne) *ss*S.Fo.No.1-24 1*Dk*	2211 1962 1300	✠ ... 4,28 ✠				1920 8mo	American S.B.Co. Cleveland,O.	KonanKisenK.K.	251·0 P27'B64'F26'	43·7	22·2 FK	Kobe Japanese *WB*	T.3Cy.20",33"&54"-40" 267NHP AmericanS.B.Co.Clv.O.	24 ″ 2	C †
84248 45872 JGVN	—	1354 — 737					1938	Namura Shpyd.Co.Ld. Osaka	NittoKogyoK.K.	216·1	35·8	19·0	Tokyo Japanese	Steam Engine		
84249 33333 JQKB	**Syoyo Maru** (*ex*ShoyoMaru-39) *ss*Yka.No.3-7,34 *ss*Yka.No 1-38 *Mchy.Aft* 2*Dks*(*Stl*)	7499 6923 4484	✠100A1 10,40 ~~7,39~~ ~~BS7,39~~ ✠LMC6,38 10,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,28 *F.P. above* 150° F.	Yka	*b*†	CL 5,38	1928 3mo *Lloyd*	Yokohama DockCo.Ld. Yokohama '*sA&CP*	NipponTankerKK. *CellDBuE&B*73' 300*tDTf*43'550*t*	430·6 P110'B33'F38' *FPT*144*tAPT*207*t*	57·7	34·5 FK	Tokyo Japanese 13*BHptCem* (9 *to U dk* 4 ,, 2*nd* ,,)	T.3Cy.27",45"&$75\frac{1}{16}$"-54" 200lb (*s*) 582NHP 3SB,*9cf*,GS185,HS8295 FD YokohamaDockCoLd.Yka	34 ″ 6 s 6 ″ 9¼ 28 ″ 0¼	
84250 44154 JCMM	**Syozan Maru** (*ex*ShozanMaru-38, *ex*EasternKingMaru-38, *ex*EasternKing-37, 2*Dks* *ex*YoneMaru) Sub.Sig.	2937 2696 1781	✠ ... 9,20 ✠				1918 7mo	Harima Dckyd.Co. Harima	KokokuKisenK.K.	305·0 P25'B94'F33'	43·7	27·2 FK	Kobe Japanese *WB*	T.3Cy.22",37"&61"-42" 290NHP KobeSteelWorks,Kobe	27 ″ 3	C †
84251 22293 JEKD	**Syōzin Maru** (*ex*ShyojinMaru-38, *ex*KoyeiMaru) *ss*Kob No.3-3,28 *ss*Kob.No.2-37 2*Dks*(*Stl*)	4739 4034 3366	✠ ... 5,39 ✠	Kob	*x*		1918 6mo	Uraga DockCo.Ld Uraga	IshiharaSangyo KaiunK.K.	360·0 P33'B91'F33' *CellDB*291' 934*t FPT*143*tAPT*53*t*	51·0	28·4 FK	Hutyū Japanese 6*BHCem*	T.3Cy.24½",40½"&67"-48" 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 5	
84252 26211 JSUB	**Syozyu Maru** Ⓟ (*ex*ShojuMaru-38, *ex*KyodoMaruNo.26-36) 2*Dks*	2024 1850 1211					1920	MitsuBishi ZosenKaisha Ld. Kobe	KawasakiKisen K.K.	250·0	37·8	27·8 *WB*	Toku shima Japanese	T.3Cy.17",28½"&48"-36" 138NHP MitsuBishiZosenKaishaLd		
84253 165353 GZGZ	**Syrian Prince** *Ref.Mchy.* 1*Dk*&*Shelter dk* D.F. *CruiserStern*	1990 1432 1003	✠100A1 *withfreeboard* 9,40 ~~8,39~~ ✠LMC11,36 ✠Lloyd'sRMC8,39 BS12,40	Mch Bermuda	*t*	CL ~~N3,37~~ 9,40	1936 12mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *CellDB*234'486*t*	296·5 B90'F23' *FPT*72*tAPT*58*t*	44·2	16·4 FK	London British 5*BHptCem* *ptAsp* (*Coll to Sh dk* 4 ,, 2*nd* ,,)	T.3Cy.19",31"&55"-36" (*s*) 220lb 315NHP 2SB(Spt),*6cf*,GS121, FD HS4830 Richardsons,Westgarth& Co.Ld.Hpl.	19 ″ 1 s ″ 4¾ 18 ″ 10¾	
84254 FPAQ	**Syrie** (*ex*SaintThomas-37) 2*Dks*&*Awng dk*	2460 2214 1340					1909	Atel.&Ch. deFrance Dunkirk	Cie.Nav.Afrique duNord(Comptoir MaritimeFranco- Belge,*Mgrs.*)	288·8 B31'F32'	38·9	16·6 24·2	Havre French *WB*	T.3Cy.19",30½"&51"-36" 156NHP Atel.&Ch.deFrance,Dnk.		V
84255 220583 KDEC	**Syros** *Fitted for oil fuel* D.F. Sub.Sig. 1*Dk*&*Shelter dk* *Longitudinal framing*	6191 5630 3805	✠ ... 1,21				1920 10mo	GeorgeA. FullerCo. Wilmington, N.C.	LykesBros.Steam- shipCo.Inc.	395·3 P45'B110'F38' *on Shelter dk*	55·1	31·4 FK	Galveston, Tex. Utd.States *WB*	T.3Cy.21½",$41\frac{63}{64}$"&72"-48" 359NHP BadenhausenCo. Philadelphia		R †
84256 291 SVDQ	— Ⓟ (*ex*Adriaticos-33,*ex*Caloric) 6thSurvey,Bel.5,12 Wireless 2*Dks*	1003 726 412	✠ ... 2,15				1885 10mo	Harland &Wolff Belfast	HellenicCoast LinesCo.Ld.	243·9 P42'B92'F37'	31·9	15·3 BK8"	Piræus Greek *WB*	C.2Cy.35"&70"-45" 274NHP Harland&Wolff,Belfast	16 ″ 3	
84257 LDEE	**Sysla** **TwinSc** *OilEng.* D.F. *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	6367 5552 3873					1932	Götaver- kenA/B Gothenburg	WaagesTankrederi II A/S(J.Stenersen *Mgr.*)	408·3 P209*t*H400*t*F41*t*	55·3	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 542NHP GotaverkenA/B,Got.		N
84258 26171 JSQD	**Syunko Maru** (*ex*ShunkoMaru-38) *ss*Kob.No.3-7,31 *ss*Osa.No.2-39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6781 6507 5015	✠100A1 *Shelter dk* *withfreeboard* 3,40 ~~7,39~~ ✠LMC~~7,39~~ 3,40	Osa	*a*†	CL 6,39	1919 11mo	Teikoku S.S.Co. O Harima A&CP	OsakaSyosenK.K. *CellDB*371'1172*t*	425·0 *Collision* *FPT*148*t APT*220*t*	53·6	37·5 FK	Osaka Japanese *Cem*; *BHto Sh dk* 6 ,, ,, *U* ,,	T.3Cy.27¼",45"&75"-51" (*s*) 200lb 575NHP 2SB&1AuxSB,*11cf*,GS194, HS8270 FD KobeSteelWorks,Ld.Kobe	37 ″ 6 s 9 ″ 1¾ 28 ″ 7	
84259 42423 JGJL	— (*ex*ShunkoMaru-38) *CruiserStern* 2*Dks*	4027 3380 2360					1936	Kawasaki Dkyd.Co.Ld. Kobe	YamamotoShoji K.K.	352·0 P34'B80'F30'	50·0	27·5	Osaka Japanese *WB*	2 steam turbines DR geared KawasakiDkydCoLdKobe		C

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Forces en chevaux d'après les formules de la Société. RHP=Forces en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15 Registres où coté, si ce n'est dans le L.R. Depuis Cert. B of Trade
84260 31354 JEGB	**Syunsei Maru** (*ex*ShunseiMaru–38, *ex*BaronPolwarth) *2Dks*	4939 4581 3085					1911	Napier& Miller,Ld. Glasgow	YamamotoShoji K.K.	400·2|52·3|27·4 P40'B117'F45'	Hutyū Japanese *WB*	T.3Cy.27",44"&73"–48" 369NHP Dunsmuir&Jackson,LdGls		C
84261 1110 JEKG	**Syunsen Maru** (*ex*ShunsenMaru–38, *ex*YoshiMaru)	971 807 557					1920	Namura Gennosuke Osaka	ChosenYusenK.K.	193·7|31·0|18·5 P15'B49'F28'	Jinsen Japanese *WB*	T.3Cy.13⅞",23½"&39⅞"–28" 84NHP NamuraGennosuke,Osaka		
84262 223 JPGA	**Syunsyo Maru** (*ex*Shunsho Maru–38,*ex*Chupra) *Fitted for oil fuel* *2Dks(Stl)&deepframing*	6169 5844 3915	✠ 5,06	Gls ✠	*a*†		1906 5mo	Barclay, Curle&Co.Ld. Glasgow	ShunwaKisen K.K. *CellDBa117'u*	430·6|54·3|32·0 P40'B85'F44' FK *E&B93'f147'1111t*	Dairen Japanese *7BHCem* *APT75t*	T.3Cy.33",53½"&86"–60" HS12194 784NHP 4S&1AuxSB,*14cf*,GS299,FD Barclay,Curle&Co.Ld.Gls.	34 ″ 10	C †
84263 30497 JOBB	**Syuntai Maru** (*ex*ShuntaiMaru–38, *ex*NorthAmerican) *Fitted for oil fuel* *1Dk*	2253 1857 1325	✠ ... 12,24	✠			1920 8mo	Canadian AllisChalmers,Ld. Brdgbrg,Ont.	YamamotoShoji K.K.	252·0|43·6|20·5 P27'B64'F24'	Hutyū Japanese *WB*	T.3Cy.20",33"&54"–40" 274NHP CanadianAllisChalmersLd	23 ″ 0	C †
84264 33588 JCAC	**Syunten Maru** (*ex*ShuntenMaru–38) *OilEng.* D.F. *2Dks(Stl)*	5623 5210 4137	✠ ... 8,33	Yka ✠			1928 8mo	Mitsubishi ZosenKaisha, Ld. Nagasaki *Cell*	YamamotoShoji K.K. *Intermediate'tween* *BH in after* *DB347' 1215t DTs*	405·0|55·0|32·0 P39'B110'F40' FK *dk* *hold dispensed with* *a14' 100t & f28 784*	Hutyū Japanese *ptCem* *4BH to Udk* *2 ,, ,, 2nd ,,* *t Side tanks*	Oil Engines 2S.C.SA 6Cy.23⅝"–41¾" 582NHP MitsubishiZosenKaisha,Ld *uER251tFPT162tAPT95t*	32 ″ 0	C †
84265 22578 JLFE	**Syunyo Maru No. 2** **Wood** (*ex*ShunyoMaruNo.2–38) *1Dk*	604 503 330					1918	Fukuya Seiichi Osaka	FukusimaKaneiti	170·7|28·1|15·5	Osaka Japanese	C.2Cy.17"&35"–22" 48NHP ImadaTekkosho,Osaka		
84266 39888 JXRH	**Syunzan Maru No. 2** (*ex*ShunzanMaruNo.2–38) *OilEng.* *1Dk*	608 — 469					1934	Mihara Zosen Tekkosho K.K. Osaka	YamamotoShoji K.K.	162·9|28·5|15·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy. HanshinTekkoshoK.K. Kobe		
84267 34127 JRGB	**Syuri Maru** Ⓟ (*ex*ShuriMaru–38) *2Dks*	1857 1569 1076					1928	Uraga DockK.K. Uraga	OsakaSyosenK.K.	260·0|39·0|23·0	Osaka Japanese	C.2Cy.		
84268 XNBJ	**Sze Woo** (*ex*StadtratFischer, *ex*Comet) Wireless *1Dk*	1531 1106 918					1903	Schömer& Jensen Tönning	KungChiS.S.Co.	232·2|35·8|15·1 P15'Q51'B109'F27'	Shanghai Chinese *WB*	T.3Cy.16½",27"&44½"–31½" 109NHP Schömer&Jensen,Tönning		
84269 151411 GLXM	**Szechuen** Ⓟ *Fitted for oil fuel* *2Dks*	2604 2276 1594					1920	Taikoo Dkyrd&Eng. Co.ofH.Kg. Ld. HongKong	ChinaNav.Co.Ld.	310·3|41·2|22·4 P15'B74'F37'	London British *WB*	T.3Cy.22",35"&56"–39" 196NHP TaikooDockyd&Eng.Co. ofHongKong,Ld.		
84270 HAAE	**Szeged** **TwinSc** *OilEng.* *Mchy.Aft* *1Dk*	594 497 308					1936	A.Ganz &Co. Budapest	KöniglichUngarischeDonau-Seeschiffahrts,A.G.	184·8|27·9|12·6	Budapest Hungarian *WB*	Oil Engines 4S.C.SA 12Cy.$6\frac{13}{16}$"–$9\frac{7}{16}$" 52NHP &ElectricMotors A.Ganz&Co.,Budapest.		V
84271	**Szent Gellért** (*ex*Munrio–37) *ss*N.Yk.No.3–6,29 *ss*Rot.No.2–38 *1Dk(Stl)&Web frames* *Longitudinal framing*	*3842* *3189* *2916*	✠100A1 2,40 MS1,38 *Fitted for oil fuel* 10,16 *F.P. above* 150° F.	Gen ✠LMC BS2,40	*v*	CL 3,39	1916 10mo	Bethlehem SteelCo. Sparrow's Pt. A&CP	MagyarHajózási RészvényTársaság (F.Brózik, *Mgr.*) *CellD*	333·5|48·2|25·1 P37'B101'F38' FK *B278' 830t FPT86t*	Budapest Hungarian *5BHCem* *APT219t*	T.3Cy.24¼",41"&68"–48"(*s*) 200lb 449NHP 2SB,*8cf*,GS148,HS6397 FD BethlehemStl.CoSprw'sPt	27 ″ 6 s 5 ″ 0¾ 22 ″ 8	

ow "Carola," see No. 87533 in Supplement

⁂ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired, Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of R. of Trade Cert.
84272	**T. 9** Wireless *OilEng.* *Mchy.Aft CruiserStern 2Dks* *Longitudinal framing at bottom&at decks* *Strengthened for navigation in ice* *Carrying Petroleum in bulk*	1435 1196 860	✠ 3,37 ✠	Yka	*p*		1937 3mo	Mitsubishi JukogyoK.K Yokohama	U.S.S.R.	236·2 246·1(O.L.) P69'F24' FK	36·1	20·3	Vladvostk Russian 12*BH* *APTs*60*t*	Oil Engines 4S.C.SA 6Cy.17¾"-23⅝" 185NHP MitsubishiJukogyoK.K. Yka.	20 ″ 4	
84273	**T. 21** Wireless *OilEng.* *Mchy.Aft CruiserStern 2Dks* *Longitudinal framing at bottom&at decks* *Strengthened for navigation in ice* *Carrying Petroleum in bulk*	1435 1196 860	✠ 3,37 ✠	Yka	*p*		1937 3mo	Mitsubishi JukogyoK.K Yokohama	U.S.S.R.	236·2 246·1(O.L.) P69'F24' FK	36·1	20·3	Vladvostk Russian 12*BH* *APTs*60*t*	Oil Engines 4S.C.SA 6Cy.17¾"-23⅝" 185NHP MitsubishiJukogyoK.K. Yka.	20 ″ 4	
84274 234680 WOGU	**T. C. McCobb** D.F. GyC. Sub.Sig. 1*Dk* *Mchy.Aft* E.S.D. *Cruiser Stern* *Longitudinal framing-bracketless system* *Part electrically welded "Arcform"*	7452 6872 4621	100A1 11,39 BS~~6,39~~6,40 LMC4,36 *Carrying Petroleum in bulk* *Fitted for oil fuel 4,36 F.P. above 150° F.*	Gal		CL 5,39	1936 4mo	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo. of NewJersey *CellDB*54'146*tDTf*31'687*tFPT*155*tAPT*247*t*	435·0 P85'B33'F36' FK	66·8	34·2	Wilmgton (Del.) Utd. States 13*BH*	2SteamTurbinesDRgeared to1 Sc. Shaft (*s*) 593NHP 2WTB 450lb(Spt440lb) FD HS3660 Allis-ChalmersMfg.Co. Milwaukee,Wis.	34 ″ 6	
84275 239756 KLIH	**T. J. Conway** Now "Perulite," see No.89587 in Supplement 1 *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	481 — 326					1930	Federal S.B.&D.D.Co Kearny,N.J.	DieselTanker T.J.Conway,Inc.	155·4	28·1	12·0	NewYork Utd. States	Oil Engines 6Cy. FairbanksMorseCo.Ld. Beloit,Wis.		
84276 221618 ~~KDUR~~ HPQP	**T. J. Williams** ssN.Yk.No.3-12,33 ssMob.No.1-38 GyC. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Mchy.Aft* &*Web frames* D.F, *Longitudinal framing*	8212 7886 5108	✠100A1 *Shelter dk withfreeboard* ~~6,40~~~~12,39~~10,40 BS10,40 ~~BS12,39~~ ✠LMC11,38 *Carrying Petroleum in bulk* *Fitted for oil fuel 9,21 F.P above 150° F.*	Gal Bal	*c*†	CL ~~11,38~~ 10,40	1921 9mo	Oscar DanielsCo. Tampa,Fla. A&CP	~~StandardOilCo. of NewJersey~~ PanamaTransportCo. *Cell DB in way of oil bunker*17'*uE*&*B*71'328*t DTf*50'694*t FPT* 177*t APT* 26*t*	465·4 FK	60·2	36·0	Panama Panamanian 17*BHptCem* (3 *to Sh dk* 10 ,, *U* ,, 4 ,, *2nd* ,,)	Q.4Cy.24½",35",51"&75"-51" 220lb (*s*) 595NHP 3SB,9*cf*,HS8418 FD VulcanIronWorks, JerseyCity,N.J.	36 ″ 3 s 8″10½ 27″ 8	
84277 143645 MKRY	**T. P. Tilling** ssBwg.No.3-9,33 ssBkn.No.1-38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	461 319 173	✠100A1 6,40~~4,39~~ ✠LMC6,38 BS11,39	Bkn Trn	*f*	CL ~~4,37~~ 6,40	1920 6mo *Lloyd'sA&CP*	J.Crichton &Co.Ld. Saltney	JohnS.Monks,Ld.	142·3 148·8(O.L.) Q87'B9'F22' FK *DTf*14'45*tFPT*14*tAPT*39*t*	25·2	11·4	Liverpool British 4*BHCem*	T.3Cy.14",22"&38"-24" (*s*) 180lb 88NHP 1SB,3*pf*,GS48,HS1490 LythamS.B.&Eng.Co. Lytham	12 ″ 6 s3 ″ 4½ 12 ″ 2½	
84278 224836 WDDB	**T. W. Robinson** (*Self-Unloader*) *Mchy.Aft* GyC. 1*Dk* D,F.	7726 — 6118					1925	American S.B.Co. Lorain,O.	BradleyTransptn. Co.	566·0	60·0	32·0	Duluth, Min. Utd. States *WB*	Steam Turbine connected to Electric Motor & Sc.Sh. GeneralElectricCo.SchenectadyN.Y. 500NHP		R
84279 125421 MLTR	**Taara** (*ex*Fleetwing-36) ssNwc.2ndNo.3-2,32 1*Dk*(*Stl*)&*deep framing* *Well deck*	1402 1192 832	✠ ... 11,36 ✠	Shl	*o*		1907 5mo	S.P.Austin &Son,Ld. Sunderland	Ministry of Shipping(FrankS. Dawson,Ld.*Mgrs*) *CellDBa*65'*uE*17'*f*104' 351*t FPT*61*tAPT*73*t*	240·0 FK P24'Q59'B50'F27'	36·0	15·5	Liverpool British 4*BHCem*	T.3Cy.19",31"&51"-36" 170NHP 1SB,4*pf*,GS66,HS2746 N.E.MarineEng.CoLd.Sld	17 ″ 9	V †
* 84280 OUMD	**Taarnholm** ssCpn.2ndNo.3-9,32 ssEls.No.1-37 1*Dk*(*Stl*)&*deep framing*	1420 1281 828	✠100A1 9,39 BS9,39 ✠LMC10,37	Cpn	*q*	CL 10,37	1905 12mo	WoodSkinner&Co.Ld. Newcastle A&CP	DetForenede DampskibsSelskab *CellDBa*70'*uE*&*B*30'*f*111'413*tFPT*68*tAPT*61*t*	252·0 261·5(O.L.) P&B198'F24' FK	38·2	16·2	Aalborg Danish 4*BHCem*	T.3Cy.19",31"&51"-33" (*s*) 170lb 168NHP 2SB,4*cf*,GS66,HS2714 N.E.MarineEng.CoLdNwc	18 ″ 6 s 1 ″ 3½ 17 ″ 4	
84281 904 ESEI	**Taat** (*ex*Otis-33,*ex*Marie) Iron ssTln.4thNo.3-5,33 ssTln.No.1-38 *Well deck* 1*Dk*(*Irn*)2*trB* *Cargo battens not fitted*	1334 1155 794	✠100A1 12,39 BS4,39 ✠LMC5,38 No later survey reported	Els	*p*	OG 12,39	1880 12mo *Lloyd'sA&CP*	Palmers' Co. Newcastle	A.Jurgenthal& others(A.Jurgenthal,*Mgr.*) *DBa*74'*f*36'&*uE*&*B*36'284*t*	249·4 258·6(O.L.) Q100'B48'H35*t* F28' BK8½"	33·1	17·4	Haapsalu Estonian 3*BHCem*	C.2Cy.28"&54"-36" 75lb *100lb* NDB23 120NHP 1SB,4*pf*,GS60,HS1708 Palmers'Co.(Lim.),Nwc.	18 ″ 6 s 2 ″ 0½ 17 ″ 4	
84282 1558 IUPW	**Tabarca** (*ex*Candia,*ex*Falkental, *ex*Humus,*ex*Lucker, *OilEng.* *ex*Kilbeggan) 1*Dk*	616 505 349	✠ ... 3,23				1919 3mo	G.Brown& Co. Greenock	TitoCampanella Soc.diNav.	182·6 175·3 B52' FK	29·8	15·6	Genoa Italian *WB*	Oil Engines 2S.C.SA 3Cy.13⅜"-21¼" 94NHP NE29 SulzerBros.Winterthur	16 ″ 6	I †
100/41 84283 139041 GLTV	**Tabaristan** (*ex*Frankenfels) ssNpt.No.3-3,33 ssAvn.No.1-37 D.F. 2*Dks*(*StlU*-teak s)	6251 5455 3990	✠100A1 ~~4,40~~11,40 BS4,40 ✠LMC5,37 *Fitted for oil fuel 9,25 F.P. above 150° F.*	Avn Gls	*a*†	CL 4,40	1914 1mo *Lloyd'sA&CP*	Akt.Ges. "Weser" Bremen	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *1BH in forward hold dispensed with Cell DBa* 139' *uE*23'*f*189'1187*tFPT*48*tAPT*56*t'Tween dk tanks f*36'494*t a*36'470*t*	422·4 440·4(O.L.) P60'B126'F54' FK	56·2	29·7	London British *Cem* 6*BH only*	T.3Cy28¾"46⅞"&$75\frac{9}{16}$"-$53\frac{15}{16}$" 192lb *121lb* (*s*) 520NHP 3SB(Spt),9*cf*,GS148, HS6950 FD A.G."Weser,"Bremen	32 ″ 6 s 6 ″ 6¾ 26 ″ 2	
84284 165173 GMNG	**Tabarka** (*ex*Pollux) 2*Dks*	2624 2236 1639					1909	Wrf.voorh. Rijkee&Co. Rotterdam	Ministry of Shipping(G.Heyn& Sons,Ld.*Mgrs.*)	327·5 Q106'B88'F40'	44·2	18·6	~~Rouen~~ ~~French~~ Belfast *WB* British	T.3Cy.21",33"&56¾"-39½" 202NHP NedFb.vWrk.&Spoor,Ams		V
84285 7956 SKTD	**Taberg** (*ex*Bretagne-34,*ex*Hermia) 1*Dk*	*1392* *1202* *743*					1920	Limhamns Skepps.A/B Limhamn	Ångf.A/B Halfdan (J.E.Manne,*Mgr.*)	239·9 P53*t*H89*t*F34*t*	38·1	16·7	Gothenbrg Swedish *WB*	T.3Cy.18",29½"&48"-31½" 130NHP LimhamnsSkepps.A/B		N
84286 PHWC	**Tabian** Ⓟ *OilEng.* ssSba.No.2-38 D.F. 3*Dks*(*Stl-U* teak s) 4*th dk*(*Stl*)*inNo.1hold*	8151 7366 4895	✠100A1 ~~6,40~~~~11,39~~10,40 ✠LMC CS12,38 DBS11,39 ~~1,38~~11,39 *Carrying oil F.P. above 150° F. in fwd deeptanks* *Fitted for carrying oil 11,30 F.P. above 150° F. in deep tank aft*	Ams Sba	*d*†	CL ~~6,37~~ 6,40	1930 11mo *Lloyd'sA&CP*	Nederl. Schps.Maats. Amsterdam	Stoomv.Maats. Nederland *CellDB*392'1628*t* *DTa*32'1062*t*	469·0 P40'B160'F57' *DTsf*46'1372*t* FK *FPT*107*tAPT*53*t*	62·2	32·6	Batavia ~~Amsterdam~~ Dutch 8*BHptCem* *ptAsp* 1 ,, *to 2nd dk*	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"-$56\frac{11}{16}$" DB71lb 1450NHP NDB34(*Upper71lb*) SulzerBros.Winterthur	36 ″ 5 s 7 ″ 7 29 ″ 0	
84287 PHWE	**Tabinta** Ⓟ *OilEng.* D.F. ssSba.No.2-38 3*Dks*(*Stl-U* teak s) 4*th dk*(*Stl*)*inNo.1hold*	8156 7366 4898	✠100A1 12,40~~12,39~~ ✠LMC CS11,38 DBS~~3,39~~ 3,39 7,40 *Carrying vegetable oil in forward deep tanks, Nos. 1&3holds* *Fitted for carrying oil 8,30 F.P. above 150° F. in deep tanks aft*	Ams Sba	*d*†	CL 11,38	1930 8mo *Lloyd'sA&CP*	Nederl. Schps.Maats. Amsterdam	Stoomv.Maats. Nederland *CellDB*392'1628*t DTsf inNos.1&3 holds* 65'&56'2060*t DTa*32'1062*tFPT*107*tAPT*53*t*	469·0 P40'B160'F57' FK	62·2	32·6	Batavia Dutch 8*BHptCem* *ptAsp* 1 ,, *to2nd dk*	Oil Engines 2S.C.SA 8Cy.$32\frac{5}{16}$"-$56\frac{11}{16}$" 1450NHP DB(*Lower*)142lb NDB(*Upper*)35 *100lb* Werkspoor,Amsterdam	36 ″ 5 s 7 ″ 7 29 ″ 0	

* Surveys delayed, Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade
84288 LJPA	**Tabor** *OilEng.* D.F. GyC. *1Dk&Shelter dk*	4768 3997 2875					1936	A/SAkers Mek.Værks. Oslo	Wilh.Wilhelmsen	408·6	55·3	25·2	Tonsberg Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.17½"-47¼" 748NHP A/SAkers.Mek.Værks.Osl		N
84289 LJUZ	**Taborfjell** *Fitted for oil fuel* Wireless D.F. *1Dk&Shelterdk* *CruiserStern*	1339 1104 742					1938	Nylands Verksted Oslo	A/SRudolf (Olsen&Ugelstad, *Mgrs.*)	250·9	41·3	14·8	Oslo Norwegian *WB*	C.2Cy.16¾"&33$\frac{7}{16}$"-33$\frac{1}{16}$"& LPturbine withDRgearing &hydraulic coupling 107NHP NylandsVerksted,Oslo		N
84290 7070 JABE	**Tachang Maru** Ⓟ **TwinSc** *1Dk*	2421 1171 1368					1901	MitsuBishi Dkyd&EWks Nagasaki	NisshinKisenK.K.	282·1 F34'	39·4	12·4	Tokyo Japanese *WB*	T.6Cy.16",26"&43"-30" 202NHP MitsuBishiD.&E.Wks.Nag		
84291 8359 JAIE	**Tachi Maru** Ⓟ **TwinScSp** *1Dk*	1891 968 1072					1901	OsakaIron Works Osaka	ToaKaiunK.K.	278·0	39·4	9·6	Tokyo Japanese	T.6Cy.13",21½"&35½"-24" 122NHP OsakaIronWorks,Osaka		
84292 220708 ~~HPMS~~	**Tachirá** (*ex*ElizabethR.,*ex*Antonio) *Fitted for oil fuel* *Ref.Mchy.* *1Dk*	2325 1969 1389	✠ ... 12,22 ✠				1920 10mo	McDougall DuluthSB.Co Duluth,Minn.	GraceLine,Inc.	251·0 P25'B64'F21' FK	43·7	22·2	Wilmington Del. Utd.States *WB*	T.3Cy.19",32½"&54"-40" 262NHP McDougallDuluthS.B.Co.	24 ″ 3	R †
84293 LOGF	**Tacito** ssB.As.No.3-5,37 *Mchy.Aft* *2Dks(Stl)&Web frames* *CruiserStern* *Longitudinal framing*	4783 — 2174	✠100A1 6,40 ~~5,39~~ ~~BS5,39~~ BS6,40 ✠LMC5,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 12,24	BAs	*a*†	CL 6,38	1924 12mo	Nthmblnd S.B.Co.Ld Newcastle *Lloyd'sA&CP*	Cia.Gen.deCombustibles	430·0 441·7(O.L.) P104'B32'F49' FK *CellDBuE&B 87'250tDT f38' 620t FPT162t APT74t*	57·0	33·1	Bns.Aires Argentine 18*BHptCem* 7 „ *2nd dk*	T.3Cy.27",45"&75"-54" (*s*) 180lb 626NHP 3SB,*12cf*,HS9672 FD Wllsnd.Slpwy.CoLd.Nwc.	33 ″ 6 s7 ″ 10½ 26 ″ 1	
84294 DHXD	**Tacoma** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* *2Dks* Sub.Sig. D.F. E.S.D.	8268 6883 5013					1930	Deutsche Werft Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·7 P35'B&F386' *Fon*B40'	63·0	29·5	Hamburg German *WB*	4 Steam Turbines SR geared to 1 Sc. Shaft *Emade*22 Blohm&Voss,Hamburg		G
84295 167551 GNPT 110/40	— **TwinSc** *OilEng.* ssShi.No.3-7,39 *2Dks* *Tonnage opening closed* 39	5905 5517 ~~3687~~ 3642	✠100A1 *withfreeboard* 7,39 ✠LMC CS11,38 8,37 DBS~~7,39~~ 5,40 *'Tween dk bhds. except CollBHdispensedwith*	Shi	*y*	CL 3,39	1926 10mo	A/S Nakskov Skibsvft. Nakskov *Lloyd'sA&CP*	Ministry of Shipping(Stephens, Sutton,Ld.*Mgrs.*)	379·8 394·3(O.L.) F39' FK *CellDB334' 1018t Tanks between tunnels 90t FPT116t APT123t*	53·3	33·4 25·3	London British 6*BHptCem* (*CollBHtoWdk* 5 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 541NHP DB*120lb* Akt.Burmeistr&Wain,Cpn	36 ″ 0 s9 ″ 6½ 26 ″ 8½	
84296 148840 GPWJ 46/41	**Tacoma City** *Fitted for oil fuel* D.F. *1Dk&Shelter dk*	4738 4424 2871					1929	W.Gray& Co.Ld. WHartlepool	ReardonSmithLine Ld.(Sir W.R.Smith &Sons,Ld.*Mgrs.*)	400·4 F41'	54·2	25·6	Bideford British *WB*	T.3Cy.25",42"&70"-48" 339NHP W.Gray&Co.Ld.W.Hpl.		C
84297 11760 JTAD	**Tacoma Maru** Ⓟ **TwinSc** ssOsa.2ndNo.3-3,32 *2Dks(Stl)&deep framing* *&Lower dk(Stl)inNo.1hold*	5772 5125 3546	✠ ... 6,33 ✠	Osa			1909 6mo	Kawasaki Dkyd.Co.Ld. Kobe	OsakaSyosenK.K.	419·7 P26'B158'F42' FK *CellDBa127'uE&B63'f167'1175t FPT106tAPT26t*	49·5	29·9	Osaka Japanese 7*BHCem*	T.6Cy.19½",32½"&55"-46" 544NHP 3SB,*9cf*,GS181,HS7498 KawasakiDkydCoLdKobe	32 ″ 6	
84298 141910 GBQP	**Tacoma Star** **TwinSc** (*ex*Wangaratta) ssNwc.No.3-12,35 ssNwc.No.1-39 *Ref.Mchy.* *2Dks(Stl)&Shelter dk(Stl)* D.F. E.S.D. *CruiserStern*	7924 7577 4962	100A1 *Shelter dk* *withfreeboard* 8,40 ~~8,39~~ LMC8,39 Lloyd'sRMC~~5,40~~8,40	Nwc Liv	*c*†	CL 8,38	1919	Workman, Clark&Co.Ld Belfast *Lloyd'sA&CP*	FrederickLeyland &Co.Ld.	450·0 P31'F43'*onShelter dk* FK *CellDB392' 1495t FPT120t APT70t*	58·5	37·1	London British *ptCem* 8*BHtoShdk*	T.6Cy.26½",44"&73"-48" (*s*) 200lb FD 1138NHP 3DB,*24cf*,GS440,HS17079 Wrkman,Clark&Co.Ld.Bel	40 ″ 0 s11 ″ 0½ 29 ″ 8	
84299 149683 GSMF	**Tactician** ssLiv.No.2-37 D.F. *2Dks(Stl)*	5996 5575 3754	✠100A1 8,41 ~~4,40~~ ✠LMC MS7,37 BS~~7,39~~ 9,40	Liv	*a*†	CL N4,40	1928 7mo	Cammell Laird&Co.Ld Birkenhead *Lloyd'sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*)	420·3 434·7(O.L.) P37'B137'F44' FK *CellDB362'1146t DTa 32' 901t FPT 62tAPT24t*	54·6	30·4	Liverpool British 8*BHCem* 1 „ *to2nd dk*	T.3Cy.27",46"&77"-54" (*r*) 210lb *120lb* 524NHP 2DB(Spt),*12cf*,GS215 HS8208 CammellLaird&CoLd.	32 ″ 7 s6 ″ 4 26 ″ 5½	
84300 149677 GNTR	**Tadorna** *2Dks*	1947 1692 984					1928	Burntislnd S.B.Co.Ld. Burntisland	British&ContinentalS.S.Co.Ld.	291·7	43·2	19·1	Liverpool British *WB*	T.3Cy.21",36"&59"-39" 217NHP D&W.Hendersn&CoLdGls		C
84301 153447 VGTL	**Tadoussac** Ⓟ **TwinSc** ssQbc.No.2-37 *1Dk(Stl)2nd dk in holds*	7013 2478 4141	✠100A1 *withfreeboard* 9,39 BS10,40 ~~BS10,38~~ ✠LMC5,37 *For Service between Montreal & Saguenay* *Fitted for oil fuel*5,28 *F.P. above 150° F.*	Mtl		CL 5,39	1928 5mo	DavieS.B. &Rpg.Co.Ld. Lauzon,P.Q. *Lloyd'sA&CP*	CanadaSteamship Lines,Ld.	350·0 FK *CellDB273' 519t FPT 125tAPT67t*	70·1	18·8	Montreal British 8*BHCem*	T8Cy24"38"&(2)44"-36"(*s*) 190lb *100lb* 790NHP 6SB,*18cf*,GS330,HS12656FD Richardsons,Westgarth& Co.Ld.Hpl.	21 ″ 0 ~~s5 ″ 8½~~ ~~15 ″ 0~~ s5 ″ 3½ 15 ″ 11	
84302 154114 ZSDM	**Tafelberg** **TwinSc** ssSfj.No.2-38 *Mchy.Aft* *2Dks(Stl)3rddk(Stl)in cargo* D.F. *tanks&forc hold&Web frames* *Cruiser Stern* *Longitudinal framing* *Strengthened for Navigation in Ice*	13640 10339 9196	✠100A1 *withfreeboard* *Whaling Service* 9,40 ~~8,39~~ ✠LMC9,38 BS9,40 Pr.BS8,39 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 7,30	Sfj Gls	*i*†	CL 6,39	1930 7mo	Armstrong Whitworth &Co.(Shipbuilders)Ld. Newcastle *Lloyd'sA&CP*	KerguelenSealing &WhalingCo.Ld. (Irvin&Johnson (SouthAfrica)Ld. *Mgrs.*)	508·3 FK *CellDBuE&B101' 436tDTsf66'1255tFPT372tAPT140t Tanks above aft peak 385t*	72·5	35·7	CapeTown British 16*BHptCem*	T.6Cy.24½",42"&70"-48" 200lb (*s*) 1079NHP 5SB,*19cf*,HS16420 FD 45PrB-60lb ArmstrongWhitworth& Co.(Engineers)Ld.Nwc.	51 ″ 6 s16 ″ 10 35 ″ 1½	
84303 46266 JPXN	**Taga Maru** D.F. *Mchy.Aft* *1Dk* *CruiserStern*	2868 — 1953					1939	Tsurumi SeitetsuZosen K.K. Yokohama	HinodeKisenK.K.	322·4 P105'B27'F31'	45·1	24·6	Tokyo Japanese *WB*	Steam turbine DR geared 267NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		
84304 DGAU	**Tagila** (*ex*Frithjof,*ex*Hildegard, *ex*Phecda) *1Dk*	2682 2440 1625					1906	Bonn& Mees Rotterdam	EmderDampferkompagnieA.G. (Wilh.Nübel,*Mgr*)	305·7 P34'B66'F30'	44·7	21·4	Emden German *WB*	T.3Cy.22",37"&62½"-39" 240NHP Maats.deSchelde,Flushing		G
84305 118 ICJA	**Tagliamento** ssTri.No.3-2,35 ssTri.No.1-39 *1Dk(Stl)&Shelterdk(Stl)* *Ref.Mchy.* D.F.	5448 4982 3368	✠100A1 *Shelter dk* *withfreeboard* 1,40 BS2,40 ✠LMC3,39 ✠Lloyd'sRMC1,40 *Carrying vegetable oil in deep tank*	Tri	*y*	CL 2,39	1922 11mo	Cant.San RoccoS.A. Trieste A&CP	LloydTriestino Soc.Anon.diNav.	404·2 B125'*onShelter dk* FK *CellDB338' 1339t DTa 35'980t FPT114tAPT244t*	54·0	29·0	Trieste Italian *Cem* 2 *BHtoSdk* 5 „ „ *U* „	T.3Cy.27",42"&68"-48" (*s*) 180lb FD 465NHP 3SB(Spt)*9cf*,GS158,HS7023 StabilimentoTecnico Triestino,Tri.	32 ″ 0 s6 ″ 11½ 25 ″ 3	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84306	**Tagus** (*ex*Thixendale-39) *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	*1092* *777* *792*					1938	A.Vuijk& Zonen Capelle a/d Ysel	Cia.Nacional de Navegaçao	214·6 Q163'F16'	35·1	13·2	Lisbon Portuguese *WB*	Oil Engines 4S.C.SA 6Cy.15¾"–26" 144NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		C
84307	**Tah Wah**	1071 — 643					1928	……………… Shanghai	KungMowS.S.Co.	196·0	29·1	18·2	Shanghai Chinese	T.3Cy.		
84308 136066 ~~VPBJ~~ GNBF	**Tahchee** 3Mst *ss*Rot.2ndNo.3–4,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	6508 5816 4055	✠100A1 4,41 ~~11,39~~ BS4,41 ✠LMC4,39 *Carrying Petroleum in bulk F.P.* *Fitted for oil fuel* 9,14	Gal NYk	*a*†	CL ~~3,39~~ 3,41	1914 9mo *Lloyd's A&CP above 150° F.*	SirR Dixon &Co.Ld. Middlesbro'	Socony-Vacuum Transportation Co.Ld.	420·5 P118'B28'F47' FK *CellDBuE&B80'279t DT f 45'* 577*tFPT*120*t APT*210*t*	54·4	32·6	~~London~~ HongKong British 17*BHptCem* (11 *to Up dk* 6 „ *2nd*„)	Q.4Cy.24",35",50½"&73"–51" 220lb (*s*) 526NHP 3SB,9*cf*,GS170,HS7125 NE.MarineEng.CoLd.Nwc	32 " 8 s 6 " 1 26 " 9¼	
84309 204685 KLAJ	**Tahoe** Wood3Mst *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	735 — 436					1907	Bendixsen S.B.Co. Fairhaven	OaklandScavenger Co.	179·0	38·2	13·3	S.Frncisco Utd.States	C.2Cy.14"&32"–24" 42NHP UnitedEng.Wrks.S.Frisco		
84310 154005 VPGD	**Tai Hing** Ⓟ TwinSc Wireless 2*Dks*	1068 417 633					1927	KwongTak CheongS.B. Eng &Dock Co.Ld. HongKong	SangWoCo.Ld.	178·0	32·1	10·1	Hong Kong British	T.6Cy.12¼",20"&31⅛"–22" 96NHP Wm.McNeil&Co.Ld.Gls.		
84311 XNDB	**Tai Lee** Ⓟ (*ex*MitaMaru) 1*Dk*	1832 1541 1045					1919	Kisugawa S.B.Yard Osaka	Ching-KeeS.N.Co. Ld.	260·0	37·8	19·8	Chefoo Chinese *WB*	T.3Cy.17½",29"&48"–36" 138NHP MiharaCo.Osaka		
84312 133248 VPBS	— TwinSc 1*DkShade dk*&*Promenade dk*	1423 563 869					1914	HongK'ng &Whampoa DockCo.Ld. HongKong	SzeYapS.S.Co.Ld.	208·9	38·1	11·3	HongKong British *WB*	T.6Cy.15",24"&39"–26" 155NHP HongKong&Whampoa DockCo.Ld.HongKong		
84313 133241	**Tai Ming** Ⓟ TwinSc 3*Dks*	649 256 403					1913	Kwong TakCheong HongKong	SangWoCo.Ld.	164·0	27·1	8·7	HongKong British	C.2Cy.13"&26"–16" 56RHP KwongTakCheong,H.Kg.		
* 84314 LDIY	**Tai Ping** TwinSc *OilEng.* *ss*Kob.No.2–37 *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in Nos.* 1, 2 & 4 *holds* D.F. GyC.	7019 5939 3868	✠100A1 *withfreeboard* 5,39 ✠LMC CS8,38 8,38 DBS7,39 ✠Lloyd'sRMC10,39 *Fitted for carrying oil* 6,29 *F.P. above* 150° F. *in deep tank*	Bal	*d*†	CL 7,38	1929 6mo *Lloyd's A&CP*	Kockums M.V.Aktieb. Malmö	Wilh.Wilhelmsen	461·9 P44'F40' FK *CellDB*361'1319*t* *Tanks in way of tunnels*	60·6	28·9	Tönsberg Norwegian 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd*„) 480*t DTf*33'	Oil Engines 4S.C.SA 16Cy.27$\frac{9}{16}$"–55⅛" 1169NHP DB*135lb* KockumsM.V.Akt.Malmö 1592*tFPT*134*tAPT*135*t*	31 " 7 s 4 " 1¾ 27 " 7½	
84315	— (*ex*TungFoong, *ex*Corio,*ex*Frances Holland) *ss*Mel.2ndNo.3–6,22 1*Dk*&*deep framing*	2309 — 1406	✠ … 1,27 ✠				1898 10mo	W.Pickers- gill&Sons Sunderland	ChungWeiS.S.Co.	286·0 P23'B56'F27' FK	43·2	18·7	Shanghai Chinese *WB*	T.3Cy.21",35"&57½"–39" 210NHP G.Clark,Ld.Sunderland	21 " 0	
84316 LJPS	**Tai Ping Yang** Ⓟ TwinSc *OilEng.* D.F. *ss*Osl.No.2–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)3*rd dk*(*Stl*) *Ref.Mchy.* *in Nos.* 1, 2 & 4 *holds*	7025 5986 3806	✠100A1 *withfreeboard* ~~1,40 9,39~~ 2,41 ✠LMC CS12,37 8,37 DBS~~4,39~~ 7,40 ✠Lloyd'sRMC~~4,39 7,40~~ 2,41 *Fitted for carrying oil* 8,29 *F.P. above* 150° F. *in deep tank*	Shi ~~Hul~~ Syd	*d*†	CL 10,36	1929 8mo *Lloyd's A&CP*	Deutsche WerkeA.G. Kiel	Wilh.Wilhelmsen	461·4 P44'F41' FK *CellDB*352'1279*tTanks in way of tunnels* 422*tDTf*34'1610*tFPT*133*tAPT*160*t*	60·6	29·0	Tönsberg Norwegian 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 „ *2nd*„)	Oil Engines 4S.C.SA 16Cy.29½"–47¼" 1352NHP DB*135lb* DeutscheWerkeA.G.Kiel	31 " 7 s 4 " 1½ 27 " 7¾	
84317	**Tai Poo Sek** (*ex*FookHong-35, *ex*LindsayMoller, *ex*Manapouri) *ss*Ddn.2ndNo.3–5,05 *ss*Mel.No.1–10 3*Dks pt Shade dk*	*1960* *1565* *1219*	✠ … 12,12				1881 12mo	W.Denny &Bros. Dumbarton	ShunCheong SteamshipCo.	285·2 P56'B44'F44' FK *WB*	36·3	23·7	Kwang Chow Wan French	Q.4Cy20½",30",41"&60"–48" NB99 276NHP *Qpd.*99Denny&Co.Dmb.		
84318 159495 VRBW	**Tai Sang** Ⓟ D.F. E.S.D. 2*Dks* *CruiserStern*	3555 2777 1949	✠100A1 *withfreeboard* 10,40 ~~10,39~~ ✠LMC10,38	HKg	*u* 1$\frac{11}{16}$	CL 10,40	1938 10mo *Lloyd's A&CP*	HongK'ng &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	314·9 328·0(O.L.) P34'B85'F39' FK *CellDB* 265'542*t FPT*30*t*	48·1	25·2	Hong Kong British 6*BHCem* *APT*65*t*	T.4Cy.21½",34½"&(2)44"–42"&exhaust turbine driving steam compressor 220lb (*s*) FD 549NHP 3SB,9*cf*,GS165,HS7710 HongKong&Whampoa DockCo.Ld.HongKong	27 " 0 s 8 " 9½ 18 " 6	
84319 FNZT	**Tai Seun Hong** Ⓟ (*ex*Borneo-36, *ex*Nipsic,*ex*Borneo) 1*Dk*2*trB*	2251 1878 1348					1902	Schiffsw.v. HenryKoch Lübeck	KwongLeeS.S.Co. Ld.	297·6 295·0 P41'B75'F47' *WB*	39·5	20·0	Fort Bayard French	T.3Cy.21⅝",36¾"&53"-35½" 167NHP OttenserMaschf.Altona		V
84320 LJPF	**Tai Shan** Ⓟ TwinSc *OilEng.* D.F. *ss*Mmo.No.2–37 *Ref.Mchy* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*in Nos.*1,2&4*holds*	6962 5943 3779	✠100A1 *withfreeboard* ~~3,40~~12,40 ✠LMC CS12,37 2,38 DBS~~10,39~~12,40 ✠Lloyd'sRMC~~9,39~~4,41 *Fitted for carrying oil* 10,29 *F.P. above* 150° F. *in deep tank*	Osl Got	*d*†	CL P10,38 s3,40	1929 10mo *Lloyd's A&CP*	Kockums M.V.Aktieb. Malmö	Wilh.Wilhelmsen	461·9 P44'F40' FK *CellDB*361'1319*t tanks in way of tunnels*	60·6	28·9	Tönsberg Norwegian 7*BHptCem* (*Coll BH to Sh dk* 6 „ „ *2nd*„) 480*tDTf* 33'	Oil Engines 4S.C.SA 16Cy.27$\frac{9}{16}$"–55⅛" 1169NHP DB*135lb* KockumsM.V.Akt.Malmö 1592*tFPT*134*tAPT*135*t*	31 " 7 s 4 " 1¾ 27 " 7½	
84321 LCAO	**Tai-Yang** TwinSc *OilEng.* *ss*NYk.No.3–1,41 ~~*ss*Got.No.2–38~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk* (*Stl*) *in Nos.* 1,2 & 4 *holds* D.F. *Ref.Mchy.*	7084 5986 3903	✠100A1 *withfreeboard* 1,41 ~~10,39~~ ~~✠LMC CS9,37~~ ~~DBS10,39~~ ~~7,39~~ ✠Lloyd'sRMC~~9,40~~ 1,41 *Fitted for carrying oil* 3,29 *F.P. above* 150° F. *in deep tank* DBS9,40 ✠LMC1,41	Shi NYk	*d*†	CL 10,39	1929 3mo *Lloyd's A&CP*	Deutsche WerkeA.G. Kiel	Wilh.Wilhelmsen	461·4 481·0(O.L) P44'F41' FK *CellDB*352'1279*t Tanks in way of tunnels* 422*tDTf*34'1610*tFPT*133*t*	60·6	29·0	Tönsberg Norwegian 7*BHptCem* *ptAsp* (*Coll BH to Sh dk* 6 „ „ *2nd* „) *APT*160*t*	Oil Engines 4S.C.SA 16Cy.29½"–47¼" 1352NHP DB*135lb* DeutscheWerkeA.G.Kiel	31 " 7 s 4 " 1½ 27 " 7¾	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dis. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
84322 LDIM	**Tai Yin** TwinSc OilEng. ssBal.No.2-37 2Dks ~~1Dk(Stl)&Shelterdk(Stl)~~ 3rddk(Stl)in Nos.1,2&4 holds D.F. Ref.Mchy Tonnage opening closed '10	~~7077~~ ~~5986~~ ~~8801~~ 9214 5789	✠100A1 with freeboard 7,40~~11,39~~ 5,41 ✠LMC CS8,38 DBS~~8,39~~10,40 11,39 ✠Lloyd'sRMC3,40 Fitted for carrying oil 6,29 F.P. above 150° F. in deep tank	Osl ~~Lon~~ Bal	d†	CL ~~8,37~~ 7,40	1929 6mo Lloyd'sA&CP	Deutsche WerkeA.G. Kiel	Wilh.Wilhelmsen Upper'tweendk BHs except Coll BH dispensed with CellDB352'1279t Tanks in way of tunnels 422tDTf34' 1610tFPT133tAPT160t	461·4 P44'F41' FK	60·6	29·0 40·3	Tönsberg Norwegian 7BHptCem ptAsp (Coll to U dk 6 „2nd „)	Oil Engines 4S.C.SA 16Cy.29½"-47¼" 1352NH DB135lb DeutscheWerkeA.G.Kiel	~~31 " 7~~ ~~s 4 " 1½~~ ~~27 " 7½~~ 42 " 11 s12 " 4½ 30 " 9	
84323 31556 JITB	**Taian Maru** Ⓟ (exHannaNielsen) ssKob.2ndNo.3-8,39 2Dks(Stl)	5655 5155 4326	✠100A1 12,40~~8,39~~ ✠LMC~~8,39~~ 12,40 Fitted for oil fuel 12,16 F.P. above 150° F.	Kob	z	CL 8,39	1916 12mo A&CP	Skinner& EddyCorpn. Seattle,Wash	ShimomuraKisen K.K. (TaiyoKaiun K.K.Mgrs.) 1BH in forehold & 1BH in after hold dispensed with CellDB 356'1198t FPT120t APT140t	409·6 P44'B115'F47' FK	54·0	27·1	Hasidate Japanese 5BH only ptCem	1 Steam Turbine DR geared to 1 Sc. Shaft 190lb (s) 477NHP 3SB,9cf,GS207,HS7509 GeneralElectricCo. Schenectady,N.Y.	29 " 9	
84324 44298 JJQK	— (exTaAn-38,exCanadian Leader-26) ssMtl.No.3-10,32 ssOsa.No.1-37 2Dks(Stl)	5411 4940 3848	✠ ... 11,39 ✠	Yka	y		1921 5mo	Canadian Vickers,Ld. Montreal	AmakasuShoten SenpakubuK.K. CellDB 333'1025t FPT149' APT133t	400·3 P49'B120'F41' FK	52·4	28·5	Yokohama Japanese 6BHptCem	T.3Cy.27",44"&73"-48" 520NHP 3SB,9cf,GS198,HS7800 CanadianVickers,Ld.Mtl.	31 " 2	
84325 583 JQBG	— 1Dk	3670 2991 2076					1936	Mitsubishi JukogyoK.K Kobe	DairenKisenK.K.	345·0 P30'B84'F33'	50·0	23·6	Dairen Japanese	T.3Cy.21⅝",33$\frac{1}{16}$"&55⅞"-39⅝" & L.P. Turbine with D.R. gearing&hydraulic coupling 323NHP MitsubishiJukogyoK.K Kob.		
84326 19300 JAFA	— Ⓟ ssYka.No.1-21 1Dk& Awng dk	3158 2638 1897	... 6,23 ✠				1917 5mo	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K.	315·0 P16'B78'F29' FK	45·0	26·0	Tokyo Japanese WB	T.3Cy.22",36"&61"-42" 285NHP KawasakiDkydCoLdKobe	26 " 0	
84327 26758 JEND	**Taibun Maru** (exEtnaMaru) ssKob.No.3-1,33 ssKob.No.1-37 1Dk(Stl)&Shelter dk(Stl)& Web frames Longitudinal framing	6581 6111 4099	✠100A1 Shelter dk with freeboard 5,40 ~~8,39~~ ✠LMC~~3,39~~ 5,40	Kob	a†	CL ~~1,33~~ 5,40	1920 5mo A&CP	OsakaIron-works,Ld. Osaka	ShimomuraKisen K.K.(TaiyoKaiun, K.K.Mgrs.) CellDB368' 1444tDTa34'1145t FPT169tAPT48t	415·0 P32'B148'F45'on Shelter dk FK	55·5	34·6	Hasidate Japanese Cem 3BHtoShdk 4 „ „ U „	T.3Cy.27¼",45"&75"-51" (s) 180lb 552NHP 3SB,9cf,GS185,HS8084 FD OsakaIronworksLd.Osaka	34 " 8 s 7 " 4½ 27 " 7	
84328 31357 JEEB	**Taiei Maru** (exTaiyeiMaru-38) 1Dk	3221 2740 1980					1926	MitsuiBus-sanS.B.Dept. Tama	Kuribayashi SyosenK.K.	325·7 P32'B77'F34'	46·7	24·8	Tokyo Japanese	T.3Cy.22",37"&61"-42" 241NHP MitsuiBussanS.B.Dept.		C
84329 15270 JPSB	— (exTaiyeiMaru-38) ssYka.No.3-3,15 ssYka.No.1-19 1Dk(Stl)& 2nd dk(Stl)exceptinNo.2hold	2925 2451 2093	✠ 4,20 ✠	Yka	t		1912 8mo	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K. CellDBa84'uE&B39'f168'538tFPT75tAPT36t	298·1 P19'B67'F37' FK	43·6	23·0	Tokyo Japanese 5BHCem	T.3Cy.17½",28"&46"-36" 149NHP 2SB,4cf,GS82,HS2447 KawasakiDkydCoLdKobe	25 " 2	C †
84330 22309 JLRB	— (exTaiyeiMaru-38) 1Dk	2209 1872 1335					1918	Uchida S.B.&E.CoLd Yokohama	TowaKisenK.K.	270·0 P16'B65'F28'	39·0	23·1	Kobe Japanese WB	T.3Cy.19",31½"&52"-39" 169NHP UchidaS.B.&E.Co.Ld.Yka		
84331 76 SUDL	**Taif** Ⓟ Wireless 1Dk&Shelter dk Fitted for oil fuel	1578 — 770	✠ ... 8,32 ✠				1928 6mo	A.Stephen &Sons,Ld. Glasgow	PharaonicMail Line,S.A.E.	236·6 B80'F26' FK	39·4	16·0	Alexndria Egyptian WB	T.3Cy.17½",29"&47"-30" 181NHP A.Stephen&Sons,Ld.Gls.	18 " 4	V †
84332 UOIZ	**Taiganos** (exOkhta,exCarronpark -33,exEllenStub) ssRot.No.2-29 1Dk(Stl)	*2630* *2370* *1584*	✠ 12,33 ✠	Grk	t		1920 11mo	Ferguson Bros.(Port Glasgow) Ld. Port Glasgow	U.S.S.R. CellDB251'726tFPT124tAPT69t	300·5 P29'B85'F34' FK	43·6	21·6	Vladvostk Russian 5BHCem	T.3Cy.21",34"&57"-36" 234NHP 2SB,6cf,GS121,HS3876 FergusonBros.(Port Glasgow),Ld.	24 " 3	
84333 31555 JISB	**Taigen Maru** (exLuiseNielsen) ssKob.No.3-9,29 ssKob.No.2-39 2Dks(Stl)	5660 5155 4326	✠100A1 11,40~~7,39~~ BS11,40 ✠LMC7,39 ✠NE12,18refitted2,35 Fitted for oil fuel 3,17 F.P. above 150° F.	Kob	z	CL 7,39	1917 3mo A&CP	Skinner& Eddy.Corp. Seattle,Wash	ShimomuraKisen K.K.(TaiyoKaiun K.K.Mgrs.) 1BH in forehold&1BHin after hold dispensed with CellDB355'1198t FPT120t APT340t	409·6 P44'B115'F47' FK	54·0	27·1	Hasidate Japanese Cem 5BHonly	1DRGearedSteamTurbine 210lb (r) 507NHP 3SB,9cf,GS195,HS8055 GeneralElectricCo. Schenectady,N.J.	29 " 9	
84334 1740 ICJC	**Taigete** (exElLobo) ssVcr.No 3-10,20 ssN.Yk.No.2-29 Mchy.Aft Fitted for oil fuel D.F. 2Dks&Web frames Carrying Petroleum in bulk	4672 4260 2783	✠ ... 11,32 ✠				1908 11mo	Armstrong Whitworth &Co.Ld. Newcastle	CisterneItaliane Soliani& Saltamerenda	398·0 385·2 P105'B28'F47' FK	51·0	27·0	Genoa Italian WB	T.3Cy.26",43"&72"-48" 440NHP WllsndSlpwy.Co.Ld.Nwc.	28 " 6	I †
84335 33574 JCJC	**Taihei Maru** Ⓟ OilEng. ssKob.No.3-12,40~~ssKob.No.2-36~~ 2Dks(Stl)	6285 5263 3838	✠100A1 12,40 ~~10,36~~ ~~✠LMC CS10,36~~ ~~DBS10,36~~ ~~10,37~~ ✠LMC CS12,40 DBS12,40 12,40	Kob	z 2$\frac{5}{10}$	CL ~~10,37~~ 10,40	1928 9mo Lloyd'sA&CP	MitsuiBus-sanKaisha Tama	DaidoKaiunK.K. Intermediate'tween dk BH in fwd hold dispensed with CellDB354'1240tTanks in way of tunnel 25'136tMTs36'928tFPT97tAPT110t	413·4 P39'B129'F37' FK	55·5	32·0	Kobe Japanese ptCem 6BH to Udk 1 „ „2nd„	Oil Engines 4S.C.SA 8Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 473NHP DB100lb Akt.Burmeistr&Wain,Cpn	32 " 0	
84336 20801	— Aux4MstBkn OilEng. 1Dk	602 551 466					1917	Ichikawa Sentaro Ominato	HiroiChojuro	144·0	35·0	17·3	Tokyo Japanese	Oil Engines 2S.C.SA 2Cy.16½"-19½" 96NHP IkegaiTekkosho,Tokyo		
84337 35656 JIQC	**Taihoku Maru** Ⓟ (exChiefSkidegate, exEstherDollar, exParisian,exBethania) Fitted for oil fuel ssBrs.No.3-9,19 ssS.Fo.No.2-27 2DksWebframes&Shelter dk	8252 7582 6095	✠ ... 4,30 ✠				1899 3mo	A.Stephen &Sons Glasgow	ShinkoSuisanK.K.	483·6 P75'B&F388' FK	57·0	32·7	Kobe Japanese WB	T.3Cy.30",50"&83"-60" 690NHP A.Stephen&Sons,Glasgow	36 " 0	
84338 22525 JDJG	— Ⓟ Wireless 2Dks	1371 — 758					1923	OsakaIron Works,Ld. Osaka	FujiyamaKaiun K.K.	225·0 P25'B63'F25'	34·1	20·0	Osaka Japanese WB	T.3Cy.18",30"&50"-36" 150NHP OsakaIronWorksLd.		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 When. Ship. Engines	9 Built. By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84339 44159 JCBM	**Taihōsan Maru**	1805 — 982					1937	Tama Zosensho,Ld. Tama	MitsuiBussan Kaisha,Ld.	264·5 P25'B65'F25'	38·1	20·0	Kobe Japanese *WB*	T.3Cy.$15\frac{3}{4}$",$24\frac{7}{16}$"&$44\frac{1}{8}$"- $31\frac{1}{2}$"&exhaust turbine driving steam compressor 110NHP TamaZosensho,Ld.Tama		
84340 46189 JPDN	**Taihuku Maru** 1*Dk*	3520 — 2067					1939	Mitsubishi JukogyoK.K Yokohama	NipponYusenK.K.	343·9 P26'B80'F34'	48·2	27·9	Tokyo Japanese *WB*	T.3Cy.$20\frac{11}{16}$",$34\frac{7}{16}$"&$57\frac{1}{16}$"- $43\frac{5}{16}$" HS5083 294NHP MitsubishiJukogyoK.K. Yka.		
84341 29825 JZFB	— Ⓟ (*ex*TaijukuMaru-38) Wireless 1*Dk*2*trB*	678 536 391					1924	Namura Shipyard Osaka	IinoKisenK.K.	175·0 P23'B43'F22' *WB*	26·5	16·5	Nishinomiya Japanese	T.3Cy.$13\frac{1}{4}$",$21\frac{1}{4}$"&36"-$27\frac{1}{2}$" E*made—fitted*24 63NHP		
84342 25105 JTKD	**Taika Maru** Ⓟ (*ex*TaikwaMaru-38) 2*Dks*	2205 1811 1283					1921	Uraga DockCo. Uraga	ToaKaiunK.K.	280·0 P26'B69'F29'	43·2	21·0	Osaka Japanese *WB*	T.3Cy.18",$29\frac{1}{2}$"&50"-39" K.K.Uchida 156NHP Zosensho,Yokohama		C
84343 32977 JEED	**Taikai Maru** (*ex*TomiuraMaru) *ss*Kob.No.3-6,32 *ss*Kob.No.1-36 2*Dks*(*Stl*)	3813 3468 2340	✠ ... 4,40 ✠	Kob	*w*		1917 12mo	Mitsubishi ZosenKaisha, Ld. Nagasaki	MeijiKaiunK.K.	345·0 P33'B74'F40' FK *Cell DB*294'772*t*	50·0	29·0	Tarumi Japanese 5*BHCem* *APT*27*t*	T.3Cy.23",38"&64"-48" 339NHP 2SB,6*cf*,GS109,HS4333 MitsubishiZosenKaishaLd	29 ″ 1	C †
84344 34139 JDEC	— (*ex*Sunpath) 1*Dk* *CruiserStern*	2478 2239 1432					1919	ForthS.B. &Eng.Co.Ld. Alloa	ShirasakaKisen Kaisha,Ld. (K.Sakama, *Mgr.*)	303·3	42·7	23·0	Hutyū Japanese *WB*	T.3Cy.22",36"&59"-39" B(1)*made*17*fitd.*23 217NHP Douglas&GrantLdKkcldy		C
84345 2281 JEVG	**Taiko Maru** *Cruiser Stern* 1*Dk*	2984 — 1708					1937	Mitsubishi JukogyoK.K Yokohama	ChosenYusenK.K.	305·4 P24'B80'F29'	45·3	26·2	Jinsen Japanese *WB*	T.3Cy.$20\frac{11}{16}$",$34\frac{7}{16}$"&$57\frac{1}{16}$"- $43\frac{5}{16}$" 214NHP MitsubishiJukogyoK.K.		
84346 44391 JDJM	— *Mchy.Aft* 1*Dk*	1925 1537 1086					1938	Matsuo Zosen-sho Nagasaki	TaikoKisenK.K.	270·0 P86'F29'	40·0	20·3	Tokyo Japanese *WB*	T.3Cy.18",30"&50"-36" 150NHP MatsuoZosen-shoNagasaki		
84347 30142 JOBA	— *Fitted for oil fuel* *Ref.Mchy. Mchy.Aft* 1*Dk*	1812 1209 1174					1924	Yokohama DockCo.Ld. Yokohama	NichiroGyogyo K.K.	250·5 P&B86'F37'	39·0	18·5	Shinagawa Japanese *WB*	T.3Cy.17",$28\frac{1}{2}$"&48"-30" 126NHP YokohamaDockCo.LdYka		C
84348 1246 JUNH	**Taiko Maru No. 1** Iron 2*Dks*	493 — 292					18_{91}	KobeIron Works Osaka	Amagasaki Kisenbu GomeiKaisha	174·0	22·8	17·5	Osaka Japanese	C.2Cy.$18\frac{15}{16}$"&$36\frac{1}{4}$"-24" NB96 54NHP KobeIronWorks,Osaka		
84349 31337 JCYB	**Taikyu Maru** Ⓟ (*ex*TimesMaru, *ex*Times) *ss*N.Yk.No.3-10,18 *ss*Kob.No.2-25 1*Dk*(*ptIrn&ptStl*)& *deepframing*	2105 1966 1304	✠ 1,28 ✠	Kob	*s*		1906 5mo	J.Priestman&Co. Sunderland *Intermediate bulkhead in fore hold dispensed with*	TaikyuKisenK.K.	290·0 P23'B74'F30' FK *Cell DBa*92'*uE*20'*f*120'	42·2	20·4	Kobe Japanese *Cem* 4*BHonly* 600*tAPT*50*t*	T.3Cy.$22\frac{1}{2}$",37"&61"-39" 256NHP 2SB,6*pf*,GS112,HS3984 J.Dickinson&Sons,Ld.Sld.	21 ″ 7	C †
84350 41971 JJBK	**Taimei Maru** 1*Dk*	2883 — 1450					1936	Mitsubishi JukogyoK.K Yokohama	NipponYusenK.K.	326·2 P18'B66'F28'	44·2	24·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP MitsubishiJukogyoK.K. Yokohama		
84350* 22230 JQRE	— Wireless 1*Dk*	989 827 577					1918	Osaka Zosensho, Osaka	KawasakiKisen K.K.	190·0 *WB*	31·0	18·5	Higashitomita Japanese	T.3Cy.13",$22\frac{3}{16}$"&$36\frac{1}{16}$"-27" 67NHP SettsuTekkosho,Osaka		
84351 1728 JTND	**Tainan Maru** Ⓟ *ss*Kob.No.3-12,07 *ss*Yka.No.2-15 1*Dk&Spar dk&Web frames*	3175 2505 1482	✠ ... 5,20 ✠				1897 10mo	JLThompson&Sons,Ld Sunderland	OsakaSyosenK.K.	330·0 P38'B152'F47' 25·5 FK	43·0	21·1	Osaka Japanese *WB*	T.3Cy.$28\frac{1}{2}$",$47\frac{1}{2}$"&79"-48" 589NHP J.Dickinson&Sons,Ld.,Sld	28 ″ 3	
84352 153599 VPFQ	**Taiping** Ⓟ *ss*H.Kg.No.3-1,38 *Ref.Mchy.* 2*Dks*(*Stl-U dk* teak s)	4324 2946 2582	✠100A1 ~~6,40 12,36~~ 1,41 ~~BS11,39~~ ✠LMC11,37 ✠Lloyd'sRMC~~3,40~~ ~~8,40~~ 2,41 *Fitted for oil fuel*1,26 *F.P above* 150° F.	HKg BS11,40	*w*	CL 6,39	1926 1mo *Lloyd's A&CP*	HongKong &Whampoa DockCo.Ld. HongKong	Australian- OrientalLine,Ld. *Cell DB*297'596*t*	352·3 367·9(O.L.) P&B225'F87' FK *Tanks at sides of tunnel*74*tFPT* 55*tAPT*34*t*	48·2	23·7	HongKong British 7*BHCem* 1 „ *to 2nd dk*	T.3Cy.27",46"&77"-48" (*s*) 200lb 638NHP 3SB,9*cf*,GS216,HS9633 FD HongKong&Whampoa DockCo.Ld.HongKong	26 ″ 0 s 2 ″ $9\frac{3}{4}$ 23 ″ 7	
84353 114779 VPDZ	**Taiposhan** (*ex*HangSang-40) 1*Dk*(*Stl*)&*Spar dk*(*Stl-pt* teak s)& Sub.Sig. *deepframing*	2143 2010 1356	✠ 10,01 ✠	Gls	*s*		1901 10mo	Lon.&Gls. Co.Ld. Glasgow	PangKwokSui *Cell DBa*84' *f*108'285*tDTa*20' 358*t FPT*25*t APT*22*t*	290·3 B60'F36' 22·5 FK	42·0	15·5	HongKong British 5*BHCem*	T.3Cy.21",34"&56"-42" NB22 224NHP 1SB,4*cf*,GS71,HS2868 London&Glas.Co.Ld.Gls.	25 ″ 0	
84354 326 JPWC	**Tairai Maru** (*ex*IchiyoMaru, *ex*Itiyo-Maru) *ss*Osa.No.2-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	4274 3677 2659	✠ ... 1,38 ✠	Kob	*w*		1925 10mo	OsakaIron Works,Ld. Osaka	DairenKisenK.K. *Cell DB*280'1085*t FPT*112*t APT*29*t*	345·0 P30'B99'F38'*on* *Shelter dk* FK	49·8	28·1	Dairen Japanese *Cem* 6*BHtoSh dk*	2 Turbo Electric Motors SR geared to 1 Sc. Shaft 562NHP 3SB9*cf*,GS148,HS6479 SvenskaTrbfab.Akt. Ljungström,Stockholm	28 ″ 2	
84355 147635 GKJB	**Tairea** Ⓟ TwinSc *ss*Bom.No.1-40 *ss*Bom.No.3-1,36 3*Dks*(*Weather dkStl-* teak s,*2nd dkStl-*ws, *3rd dkStl*) *Ref.Mchy.* D.F.	7933 5884 3756	✠100A1 *withfreeboard* ~~8,40 10,39~~ 1,41 ~~BS8,39~~ ✠~~LMC9,35~~ *Fitted for oil fuel*5,24 *F.P. above* 150° F.	Bom 8,40	*d*†	CL s11,38 P4,40	1924 5mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld. Glasgow	BritishIndiaStm. Nav.Co.Ld. *Cell DB*386'1239*tFPT*108*tAPT*139*t DT between tunnels*36'78*t*	450·7 465·9(O.L.) B207'F48' FK *Collision BH to W dk*	60·2	29·6	London British 8*BHCem*	T.8Cy.25",$42\frac{1}{2}$"&(2)51"-51" 215lb (*s*) FD 1376NHP 7SB,28*cf*,GS526,HS21882 Barclay,Curle&Co.Ld.Gls.	33 ″ 0 s 6 ″ $2\frac{1}{2}$ 27 ″ 3	
84356 33189 JBIC	**Tairyu Maru** (*ex*Waihora) *Ref.Mchy.* 2*Dks*	4995 4379 3849					1907	Swan,Hunter&Wigham Richardson, Ld Newcastle	Kuribayashi SyosenK.K.	384·1 P35'B102'F40'	51·5	29·2	Tokyo Japanese *WB*	T.3Cy.26",$42\frac{1}{2}$"&70"-48" 339NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
84357 22316 JSBB	— 1*Dk*	2210 — 1318					1919	UchidaS.B. &E.Co.Ld. Yokohama	TaisyoKisenK.K.	270·0 P16'B65'F28'	39·0	23·9	Kobe Japanese *WB*	T.3Cy.19",$31\frac{1}{2}$"&52"-39" 168NHP UchidaS.B.&E.Co.Ld.Yka.	23 ″ 11	C
84358	— *Mchy.Aft* 1*Dk*	1925 1540 1086					1939	KawaminamiKogyo K.K. Nagasaki	TaikoKisenK.K.	271·6 P87'F29'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.$18\frac{11}{16}$",30"&50"-36" 150NHP KawaminamiKogyoK.K.		

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade
84359 33 JLLG	**Taisan Maru** Ⓟ	419 — 213					1912	....	Minamimanshu TetsudoK.K.	160·0	30·0	11·0	Dairen Japanese			
84360 31362 JFVB	**Taisei Maru** Ⓟ (exYorkhill, exTresillian) ssShl.No.3-9,12 ssLiv.No.2-19 1Dk(ptIron&ptStl)2trB& deep framing	3601 2375 2622	✠ 4,26 ✠	Shl	v		1899 8mo	JReadhead &Sons SouthShields CellDBa	NaigaiKisenK.K.	341·0 P29'B84'F32' 114'uE20'f140'840t	46·7	26·0 FK	Amagasaki Japanese APT35t	T3Cy.24",40"&65"-45" NDB22 293NHP 2SB,6rf,GS104,HS4557 J.Readhead&Sons,S.Shl.	27 " 4	C †
84361 29848 JKUB	— Ⓟ (exVilledeBerne,exBoscombeChine, exHieronymi) ssCff.No.3-11,17 ssKob.No.2-25 1Dk&deepframing	2515 2158 1867	✠ ... 1,29 ✠				1904 3mo	W.Dobson &Co. Newcastle	MoriheiKisenK.K.	300·5 P27'B82'F31'	45·0	19·6 FK	Amagasaki Japanese WB	T.3Cy.22",36"&60"-39" 253NHP N.E.MarineEngCoLd.Nwc	22 " 1	C †
84362 8966 JTMD	— AuxTwinSc 4MstBk GyC. 2Dks(UStl-teaks)	2423 2028 1380	✠ 5,04 ✠	Kob	w		1904 5mo	Kawasaki DkydCo.Ld. Kobe CellD	Govt.ofJapan (DeptofEducation) BuE&B44'f100'3	277·4 P70'F36' 15tDTanksa26'149	42·9	24·1 BK10"	Tokyo Japanese 4BHCem t&32'73tDT	T.6Cy.13",21"&33"-27" 150NHP 2SB,4cf,GS79,HS2683 KawasakiDkydCoLdKobe f18'355tFPT77tAPT17t	26 " 9	
84363 29242 JEHB	— Ⓟ (exLaenSamud,exEdwinReith, exLandratScheiff) 1Dk&Spar dk	1824 1461 1105					1906	Schiffsw.v. HenryKoch Lübeck	ShimataniKisen K.K.	265·7 P31'B75'F39'	37·7	18·3	Hutyu Japanese WB	T.3Cy.20½",33½"&53½"-33½" 164NHP OttensenerMasch.Altona		
84364 153598 VPFN	**Taishan** Ⓟ TwinSc 2Dks&Shade dk	3174 2218 1904					1925	Taikoo Dkyd.&Eng. Co.Ld. HongKong	HongKong,Canton &MacaoStm.Boat Co.Ld.	290·0	54·1	11·8	HongKong British WB	T.4Cy.19",30"&(2)35"-27" 128NHP TaikooDkyd.&Eng.Co.Ld.		
84365 24067 JDMA	**Taisin Maru** (exTaishinMaru-38) 1Dk	1723 1278 1007					1918	Mitsubishi Zosensho, Kobe	TatuumaKisen K.K.	250·0	37·7	20·5	Kobe Japanese	T.3Cy.17",28½"&48"-36" NB18fitted22 138NHP MoritaTekkosho,Osaka		
84366 23658 JSJB	**Taisoku Maru** 1Dk	2473 2057 1731					1918	AsakiS.B. Co. Osaka	KaiMidori	281·0	41·0	24·5	Kobe Japanese WB	T.3Cy.19½",31"&54"-36" 175NHP HirotamiTekkosho,Osaka		C
84367 44590 JLAM	**Taisyo Maru** Mchy.Aft CruiserStern	4816 — 2824					1938	Kawasaki Dkyd.Co.Ld Kobe	TaisyoKisenK.K.	384·4	52·5	29·4	Kobe Japanese	2 steam turbinesDRgeared to 1 sc. shaft 450NHP KawasakiDkydCoLdKobe		C
84368 15821 JBRC	— Ⓟ (exTaishoMaru-38, exAska) Wireless 1Dk&Shade dk	797 626 408	✠ 10,89 ✠	Cly	i		1889 10mo	AilsaS.B. Co. Troon	OgawaGomei Kaisha	195·5	28·3	19·0 BK7½"	Seido Japanese 5BHCem	T.3Cy.16",26"&42"-30" 97NHP 1DB,4cf,GS78 Dunsmuir&Jackson,Gls.	12 " 3	
84369 21138 JQBE	**Taisyo Maru No. 1** Wood (exTaishoMaruNo.1-38) 2Dks	605 577 373					1917	ToyoHogei Osaka	NipponHogeiK.K.	172·8	25·2	17·9	Nishino- miya Japanese	T.3Cy.12",19"&32"-22" 48NHP OnoZosensho,Osaka		
84370 23909 JEBI	**Taisyu Maru** Ⓟ (exTaishuMaru-38) Wireless 1Dk	1220 1034 649					1918	AsanoS.B. Co.Ld. Tsurumi	HinodeKisenK.K.	217·0 Q65'F33'	34·0	21·0	Shinagawa Japanese	T.3Cy.16½",27½"&45"-30" 111NHP TokyoKikaiSeisakuJoTok		
84371 37490 JUIH	— Ⓟ (exTaishuMaru-38) OilEng. 2Dks CruiserStern	516 387 303					1932	Amagasaki S.B.Co. Osaka	Amagasaki KisenbuGomei Kaisha	160·0 F25'	25·0	15·0	Osaka Japanese WB	Oil Engines 4S.C.SA 6Cy.13¾"-20½" 110NHP MitsuiZosenKaisha,Ld. Kob.		
84372 CBTF	**Taitao** (exAraucano-38, Ⓟ exAmericano) ssB.AsNo.3-10,28 Wireless Well deck 1Dk	700 — 338	✠ ... 4,33 ✠				1921 11mo	G.Brown &Co. Greenock	ChilianState Railways	170·0 P&B109'F30'	30·1	12·3 FK	Valparaiso Chilian WB	T.3Cy.14",23"&37"-24" 108NHP W.Beardmore&Co.Ld. Coatbridge	13 " 6	
84373 40879 JZIH	**Taito Maru** 2Dks	4467 4033 2582					1935	Mitsubishi JukogyoK.K Nagasaki	OsakaSyosenK.K.	357·0 B79'F38'	49·2	32·8	Osaka Japanese WB	2 DR Geared Steam Turbines 500NHP MitsubishiJukogyoK.K. Nag.		
84374 21035 JFTD	— Ⓟ ssKob.No.3-3,30 1Dk(Stl)&2nd dk(Stl) in forehold	2727 2372 1896	✠ ... 4,34 ✠	Kob			1917 9mo	Harima Dyk.Co.Ld. Aioi,Harima CellD	TaitoKisenK.K.	284·0 P16'B56'F27' B230'671tFPT139t	44·8	24·0 FK	Hasidate Japanese 4BHCem APT44t	T.3Cy.22",37"&61"-42" 281NHP 2SB,6cf,GS93,HS3680 KobeSteelWorks,Ld.Kobe	24 " 0	C †
84375 1754 JTCD	**Taityu Maru** Ⓟ (exTaichuMaru-38) ssKob.No.3-6,10 ssKob.No.1-15 1Dk&Spar dk&Web frames	3213 2534 1521	✠ ... 5,20 ✠				1897 9mo	SirJ.Laing Sunderland	OsakaSyosenK.K.	330·0 P36'B150'F37' 24·7	44·0	16·9 FK	Osaka Japanese WB	T.3Cy.28½",47½"&79"-48" 589NHP J.Dickinson&Sons,Ld.Sld.	27 " 7	
84376 13689 JZMB	**Taiun Maru No. 2** Wireless 1Dk	998 929 615					1911	OsakaIron Works Osaka	HakodateKaiun K.K.	216·4	29·2	19·1	Hakodate Japanese	T.3Cy.13",21½"&36"-27" 67NHP OsakaIronWorks,Osaka		
84377 15845	**Taiun Maru No. 6** Sp 1Dk	601 519 383					1913	OsakaIron Works Osaka	NagaiUnyuGoshi Kaisha	167·5	26·4	14·8 WB	Nishino- miya Japanese	T.3Cy.11⅝",19 1/16"&32"-22" E&Bmade11 48NHP HaradaShokoGoshiKaisha		
84378 18656 JPUE	**Taiun Maru No. 9** 1Dk	999 913 700					1915	Aizawa Iwakichi Osaka	HounKisen K.K.	210·0	30·0	20·0 WB	Nishino- miya Japanese	T.3Cy.13½",21 11/16"&36½"-27" 67NHP OsakaIronWorks,Osaka		
❋ 84379 LDKA	**Taiwan** TwinSc OilEng. ssGot.No.3-10,36 D.F. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	5500 4994 3389	✠100A1 withfreeboard 11,38 ✠LMC CS10,36 DBS6,39 7,37	Osl	b†	CL. P11,38 s12,37	1924 7mo Lloyd'sA&CP	Deutsche WerftA.G. Hamburg CellDB363'1196	Wilh.Wilhelmsen	426·8 F43' t DTa'tween tunn	55·2	27·6 FK Coll	Tönsberg Norwegian 7BHptCem BH to Sh dk 6 " " 2nd " els89'185tD	Oil Engines 4S.C.SA 12Cy.24 11/16"-37 11/16" NDB28-100lb 717NHP AlgemeineElec.Ges.Berlin Tf35'926tFPT95tAPT49t	30 " 6 s 4 " 2½ 26 " 5½	

❋ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. 3 Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84380 28445 JAHA	**Taiyo Maru** Ⓟ TwinSc (*ex*CapFinisterre) *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*&*Shelter dk* D.F.	14457 8982 8523					1911	Blohm& Voss Hamburg	NipponYusenK.K.	560·0 H—B231'	65·3	31·2	Kobe Japanese *WB*	Q8Cy.29$\frac{15}{16}$",43$\frac{9}{32}$",62$\frac{1}{4}$"&89$\frac{3}{8}$" -55$\frac{1}{8}$" 1180NHP Blohm&Voss,Hamburg		C
84381 44587 JCWM	— (*ex*ChangFu-38, *ss*Shl.No.3-8,25 *ex*Phaethon-37, *ss*Bry.No.2-34 *ex*Greleden,*ex*Atherstone) 1*Dk*(*Stl*)	4168 — 3106	✠ 5,38 ✠	Lgn	*x*		1913 7mo	Craig,Taylor&Co.Ld. Stockton *Cell*	*DBa*127' *uE*&*B*40'	370·0 P52'B&F289' FK *f*152'1152*tFPT*98*t*	51·4	24·1	Kobe Japanese 6*BHCem* *APT*207*t*	T.3Cy.26",42$\frac{1}{2}$"&69$\frac{1}{2}$"-45" 371NHP 2SB,6*cf*,GS123,HS5983 Blair&Co.Ld.Stockton	26 ″ 6	
84382 44884 JRBM	**Taiyu Maru** *Mchy.Aft*	1875 — 1094					1938	Osaka Zosensho, Osaka	UbeTissoKogyo K.K.	271·7 P85'F29'	40·0	20·3	Ube Japanese	T.3Cy.18",29"&50"-39" 156NHP KubotaIronWorks,Osaka		
84383 154038 GPJB	**Taiyuan** Ⓟ 2*Dks*	2994 2511 2100					1929	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	312·0 P41'Q43'B95'	45·2	22·7	London British *WB*	T.3Cy.20$\frac{1}{2}$",33"&53"-39" 175NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
84384 29719 JYWA	**Taizan Maru** Ⓟ (*ex*Bangala) *Ref.Mchy.* 3*Dks*(1*Stl*-ws&*UStl*-teaks)	3930 3141 2379	✠ 11,02 ✠	Gls	*y*		1902 11mo	A.&J. Inglis Glasgow	*Cell DBa*78' *uE*&*B*88'*f*138'591*t*	373·0 P74'B130'F88' FK *DTf*18'412*t FPT*	45·2	26·5	Osaka Japanese 6*BHCem* 54*tAPT*27*t*	T.3Cy.33",55"&88"-54" 899NHP 5SB,15*cf*,GS325,HS14200 FD A.&J.Inglis,Glasgow	29 ″ 3	
84385 34112 JCMC	**Taizin Maru** Ⓟ TwinSc (*ex*TaijinMaru-38,*ex*Hallfried) *OilEng.* *ss*Kob.No.3-1,40 ~~*ss*Kob.No.3-11,26~~ ~~*ss*Kob.No.2-36~~ 2*Dks*(*Stl-Weather dk pt* ws) *CruiserStern*	5155 4885 3642	100A1 *withfreeboard* 4,40 ~~6,39~~ LMC CS~~6,37~~ 4,40 DBS~~6,39~~ 4,40 ~~6,37~~ 4,40	Kob	*y*	CL s5,39 ~~PN5,39~~ P1,40	1922	Wrf.voorh. Rijkee&Co. Rotterdam	ShimomuraKisen K.K.(TaiyoKaiun K.K.*Mgrs.*) *CellDB*319'1016*t*	375·0 H272*t* FK *Tank in way of tun*	51·2	34·1	Hutyu Japanese 6*BH* (3*to* 2*nd dk*) *nels*85*tFPT*	Oil Engines 4S.C.SA 12Cy.22$\frac{1}{16}$"-39$\frac{3}{8}$" 563NHP DB*100lb* Werkspoor,Amsterdam 48*tAPT*90*t*	34 ″ 1 s 8 ″ 9$\frac{1}{2}$ 25 ″ 10$\frac{1}{4}$	
84386 32638 JTPB	— (*ex*TaijinMaru-38, *ex*Tune,*ex*Gijonès) *ss*Kob.No.3-4,27 *ss*Kob.No.1-31 1*Dk*(*Stl*)	1937 1682 1142	✠ ... 10,35 ✠	Osa	*r*		1916 8mo	American S.B.Co. Cleveland,O.	*CellDBa*&*uE*10	251·2 P28'B64'F27' FK 4'*f*96'505*tFPT*67*t*	43·6	18·2	Amagasaki Japanese 4*BHCem* *APT*77*t*	T.3Cy.20",33"&54"-40" 274NHP 2SB,6*cf*,GS126,HS5246 AmericanS.B.Co.Lorain,O.	20 ″ 2	C †
84387 23072 JARB	**Taizyun Maru** (*ex*TaijunMaru-38) 1*Dk*	1274 1048 871					1918	Uchida S.B&E.Co.Ld Yokohama	HatiumaKisen K.K.	228·0 P15'B54'F27'	33·0	18·7	Hutyu Japanese *WB*	T.3Cy.14$\frac{1}{2}$",24$\frac{1}{2}$"&40"-30" 88NHP UchidaS.B.&E.Co.Ld.Yka		
84388 40035 JFPJ	**Taka Maru** Ⓟ *OilEng.* *Mchy.Aft* *CruiserStern*	302 — 218					1935	Urabe Zosen Tekkosho Osaka	KimuraKenShoten	119·9 P40'	23·0	11·5	Seidomura Japanese	Oil Engines 2S.C.SA 4Cy.14"-15$\frac{1}{4}$" 138NHP KobeHatsudokiK.K.Kobe		
84389 33627 JBTC	**Takamisan Maru** *OilEng.* *Mchy.Aft* *ss*Kob.No.2-37 1*Dk*(*Stl*)	1992 1651 1099	✠100A1 3,40 ✠LMC CS12,37 DBS3,40 3,40	Tama	*r*	CL 3,40	1928 6mo *Lloyd*	MitsuiBussanKaisha Tama '*sA&CP*	MitsuiBussan Kaisha,Ld. *Ce*	275·5 P64'B28'F34' FK *llDB*213'471*tFPT*	40·7	21·0	Kobe Japanese 4*BHptCem* 104*tAPT*36*t*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 224NHP DB*80lb* MitsuiBussanKaishaTama	21 ″ 0 s3 ″ 0 18 ″ 2	
84390 32733 JPOB	**Takao Maru** Ⓟ *ss*Osa.No.2-35 2*Dks*(*Stl-Wthr dk* ws)3*rd dk*(*Stl*) *inNos.*1,3&4*holds*	4282 3857 2517	✠ ... 8,38 ✠	Osa	*w*		1927 5mo	Uraga DockCo. Uraga	OsakaSyosenK.K. *Coll* *CellD*	355·6 B30'F37' FK *B*297'711*tFPT*37*t*	48·5	32·5	Osaka Japanese 6*BHCem* *Blto W dk* *APT*18*t*	2SteamTurbinesDRgeared to 1 Sc. Shaft 4SB,12*cf*, 732NHP GS231,HS9080 Mitsubishi ZosenKaisha,Ld.Nag.	32 ″ 6	
84391 31361 JFZB	— (*ex*Muristan) *ss*Kob.No.3-10,29 *ss*Kob.No.2-38 1*Dk*(*Stl*)&2*nd dk* (*Stl*)*inNos.*1,2&4*holds*	3204 2817 1941	✠ ... 3,41 ✠~~LMC3,40~~	Kob	*u*	CL 3,40	1920 1mo *Lloyd*	J.Priestman&Co. Sunderland '*sA&CP*	KawasakiKisen K.K. *CellDB*278'749*t*	331·3 P33'B98'F28' FK *FPT*113*tAPT*122*t*	46·8	23·2	Kobe Japanese 5*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 358NHP 3SB,9*cf*,GS156,HS5826 G.Clark,Ld.Sunderland	25 ″ 6	
84392 27708 JNKD	**Takaoka Maru** TwinSc *ss*Osa.No.3-5,32 *ss*Kob.No.2-40 ~~*ss*Kob.No.1-36~~ 2*Dks*(*Stl*)	7007 6443 4327	✠100A1 ~~4,40~~ ~~9,39~~ 4,41 ~~BS1,39~~ ✠LMC~~10,37~~ BS4,41 4,40 *Fitted for oil fuel* 4,23 *F.P. above* 150° F.	Kob	*b*†	CL ~~s12,36~~ P10,40 s4,40	1920 12mo *Lloyd*	Yokohama DockCo. Yokohama '*sA&CP*	NipponYusenK.K. *Cell DB*392' 1356*t* *DTa*42' 1337*t*	445·0 461·0(O.L.) P35'B138'F35' FK *DTf*30'1040*t FPT*	58·0	34·0	Tokyo Japanese 7*BHCem* 73*tAPT*58*t*	T.6Cy.20",33$\frac{1}{2}$"&56"-48" (*s*) 200lb 632NHP 4SB,12*cf*,GS225,HS9200 FD YokohamaDockCo.	34 ″ 0 s 7 ″ 8$\frac{1}{2}$ 26 ″ 8	
84393 14161 JDMB	**Takaosan Maru** *ss*Kob.2ndNo.3-12,35 *ss*TamaNo.1-40 *Cantilever framed* *Mchy.Aft* *Topside tanks* 1*Dk*(*Stl*)	2076 1703 1114	✠100A1 3,41 ~~2,40~~ ✠LMC~~2,40~~ 3,41	Tama	*r*	CL 2,40	1911 5mo *Lloyd*	J.Priestman&Co. Sunderland '*sA&CP*	MitsuiBussan Kaisha,Ld. *CellDBuE* *FPT*64*t*	275·0 P73'B16'F28' FK &*B*43'*f*196'529*t* *APT*30*t Topside ta*	42·0	18·1	Tokyo Japanese 4*BHCem* *nks* 155'350*t*	T.3Cy.21",35"&57"-39" (*s*) 180lb 240NHP 2SB,6*cf*,GS120,HS3963 Blair&Co.Ld.Stockton	20 ″ 6 s2 ″ 10$\frac{3}{4}$ 17 ″ 10	
84394 43182 JJUL	**Takasago Maru** Ⓟ TwinSc D.F. *Ref.Mchy.* 3*Dks* *Cruiser Stern*	9347 6850 4493					1936	Mitsubishi JukogyoK.K Nagasaki	OsakaSyosenK.K.	462·6 F36'	60·7	38·1	Osaka Japanese *WB*	4DRgeared steam turbines 1416NHP MitsubishiJukogyoK.K. Nag.		
84395 35925 JNNH	**Takasima Maru** 1*Dk*	494 389 247					1930	Harima SB.&E.CoLd. Harima	IinoKisenK.K.	150·0	27·0	14·7	Tokyo Japanese	T.3Cy.11",19"&32"-21" E*made*18 45NHP MeijiKosakusho,Kobe		
84396 38759 JWIH	**Takatiho Maru** Ⓟ TwinSc (*ex*TakachihoMaru-38) *ss*Kob.No.1-38 *Ref.Mchy.* 3*Dks*(*Stl-Weather dk*-ws& *Orlop dk*(*Stl*)*inNos.*1&2*holds*) *CruiserStern*	8154 6442 4316	✠ ... 12,38 ✠	Kob			1934 1mo	Mitsubishi ZosenKaisha Ld. Nagasaki	OsakaSyosenK.K. *CellDB*378'1117*t* *'tween dk tan*	453·3 F48' FK *ks inER*92*tFPT*49*t*	59·0	37·0	Osaka Japanese 7*BHCem* *APT*130*t*	4 steam turbinesDRgeared to 2 Sc. shafts 1430NHP HS17591 7SB(Spt),21*cf*,GS448, MitsubishiZosenKaisha Ld.Nag	37 ″ 0	
84397 43364 JWAL	— (*ex*TakachihoMaru-38) *OilEng.* Wireless 1*Dk*	343 — 161					1937	Harada ZosenK.K. Osaka	NanboKisenK.K.	130·2	23·0	13·0	Tokyo Japanese	Oil Engines		
84398 34134 JNHH	**Takatori Maru No. 1** (*ex*Takatori Maru) *Carrying oil in bulk* 1*Dk*	879 732 501					1928	IinoShoji K.K. Osaka	IinoKisenK.K.	195·0	31·0	16·5	Tokyo Japanese	T.3Cy.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où cote, si on n'est dans le L.R. Durée Cert. B. of Trade.
84399 36828 JAVE	**Takatori Maru No. 2** *Oil Eng.* *Mchy. Aft* 1*Dk* *Carrying Petroleum in bulk*	521 378 214					1931	Harima S.B.&Eng. Co.Ld. Harima	IinoKisenK.K.	170·4 P61' F16'	29·0	12·5	Tokyo Japanese	Oil Engines 4S.C.SA. 6Cy.14 3/16"–22 3/16" 117NHP KobeSteelWorks,Kobe		
84400 34393 JPCF	**Take Maru** 1*Dk*	1264 992 699					1929	Tatsugi Zosensho Wakamatsu	TaiheiyoGyogyo K.K.	228·0	31·0	19·0	Shimonoseki Japanese	T.3Cy.		
84401 45325 JZSM	**Takegawa Maru** *Mchy. Aft* 1*Dk*	1931 1550 1065					1938	Tsurumi SeitetsuZosen K.K. Yokohama	KawasakiKisen K.K.	271·6 P87' F29'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.18", 29½" & 50"–39" HS4155 228NHP TsurumiSeitetsuZosen K.K.Yka.		
84402 27697 JTUD	**Taketoyo Maru** TwinSc ssKob.No.3–7,32 ssKob.No.1–36 2*Dks*(*Stl*)	6965 6443 4288	✠100A1 10,39 ~~[illegible]~~ ✠LMC~~8,37~~ 11,40 *Fitted for oil fuel* 4,23 *F.P. above* 150° F.	Kob	*b*†	CL ~~[illegible]~~ s8,38 P11,40	1920 10mo *Lloyd*'s A&CP	Yokohama DockCo. Yokohama	NipponYusenK.K. *Cell DB*389' 1351*t* *DTa*42' 1320*t DT's f*45' 1487*t FPT* 71*t APT*56*t*	445·0 P35' B138' F35' FK	58·0	34·0	Tokyo Japanese 7*BHCem*	T.6Cy.20", 33½" & 56"–48" (*s*) 200lb 632NHP 4SB, *12cf*, GS225, HS9200 FD YokohamaDockCo.Yka.	34 ″ 0 s 7 ″ 6½ 26 ″ 8	
84403 19784 JHJC	**Taki Maru** Wireless 1*Dk*	1244 1012 741					1916	OsakaIron Works,Ld. Osaka	IinoKisenK.K.	220·0 P23' B44' F24' *WB*	33·5	18·5	Tokyo Japanese	T.3Cy.13½", 23" & 38"–30" 79NHP OsakaIronWorksLd.Osaka		
84404 147685 GKLB	**Takliwa** Ⓟ TwinSc ssBom.No.3–2,36 D.F. 3*Dks*(*Weather dk Stl*–teak s *Ref. Mchy.* 2*nd dk Stl*–ws3*rd dk Stl*) ssBom.No.1–40	7936 5879 3742	✠100A1 *with freeboard* ~~4,10~~ ~~11,39~~ 2,41 2,40 ~~BS3,39~~ ✠LMC~~6,38~~ *Fitted for oil fuel* 7,24 *F.P. above* 150° F.	Bom	*d*†	CL ~~PN6,38~~ ~~s6,38~~ 2,41	1924 7mo *Lloyd*'s A&CP	Barclay, Curle&Co.Ld Glasgow	BritishIndiaStm. Nav.Co.Ld. *Cell DB*386' 1239*t DT*'*tween tunnels*36' 78*t*	450·7 B207' F48' FK *Collision BH to W dk*	60·2	29·6	London British 8*BHCem*	T.8Cy.25", 42½" & (2)51"–51" 215lb (*s*) 1376NHP 7SB, *28cf*, GS526, HS21882 FD Barclay,Curle&Co.Ld.Gls. *FPT*108*t APT*139*t*	33 ″ 0 s 6 ″ 2½ 27 ″ 3	
84405 157533 VPTM	**Takoradian** *Oil Eng.* D.F. E.S.D. 1*Dk & Shelter dk* *pt 3rd dk in No. 2 hold* *Cruiser Stern*	5452 4388 3106	✠100A1 *with freeboard* 3,40 ✠LMC7,37 DBS(WTB)7,38 Surveys delayed *Carrying vegetable oil in deep tank*	Sou	*b*†	CL	1937 7mo *Lloyd*'s A&CP	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G *Cell DB*349 1404*t MT's*23' 845*t FPT*206*t APT*165*t*	Elmina,Ld. (UnitedAfricaCo. Ld. *Mgrs.*)	423·6 438·9(O.L.) F45' FK	56·7	23·7	Freetown, S.Leone British 7*BHptAsp* (*Coll to Sh dk* 6 ,,*2nd*,,)	2 Oil Engines SR geared to 1 sc. shaft 2S.C.SA 12Cy.16 5/16"–22⅛" 577NHP DB*100lb* 2DB(WTB)*100lb* Deutsche-Schiff.-uMschb. A.G.Weser,Bmn.	26 ″ 2 s 2 ″ 4 24 ″ 0½	
84406 159440 VPJF	**Taksang** Ⓟ ssH.Kg.No.1–39 D.F. 2*Dks* *Cruiser Stern*	3471 2813 1894	✠100A1 *with freeboard* 10,40 ~~[illegible]~~ ✠LMC10,39	HKg	*u*	CL ~~9,36~~ 10,40	1935 7mo *Lloyd*'s A&CP	Lithgows Ld. PortGlasgow	Indo-ChinaSteam Nav.Co.Ld. *Cell DB*265' 558*t FPT* 31*t APT*68*t*	314·7 325·0(O.L.) B85' F37' FK	48·1	25·2	HongKong British 6*BHCem*	T.4Cy.21½", 34½" & (2)44"– 42" & exhaust Turbine driving steam compressor 220lb (*s*) 530NHP 3SB, *9cf*, GS165, HS7710 FD D.Rowan&Co.Ld.Gls.	27 ″ 0 s 8 ″ 9½ 18 ″ 6	
84407 225292 KFZJ	**Taku** (*ex*Ormes–39) ssN.Yk.No.3–5,33 ssN.Os.No.1–36 1*Dk*(*Stl*)& *Awng dk*(*Stl*–ws)3*trB*	1362 1185 768	✠100A1 *Awng dk* *with freeboard* 1,40 BS1,40 ✠LMC10,36 *Fitted for oil fuel* 12,20 *F.P. above* 150° F.	Sea	*o*	CL 2,38	1920 12mo A&CP	ToddShip- yardsCorp. (TeboPlant) BrooklynNY	AlaskaTransptn. Co. *Cell DB* 165' 177*t DTf*17' 242*t FPT*18*t APT*22*t*	227·0 *Collision*	33·7	13·7 21·3 FK	Ketchikan Utd.States *pt Cem* *BH to Aw dk* 4 ,, ,, *Up* ,,	T.3Cy.19", 32" & 52"–36" (*s*) 180lb 245NHP 2SB, *6cf*, GS200, HS3780 FD WhiteFuelOilEngineering Co.NewYork	23 ″ 7 s7 ″ 3 16 ″ 9	
84408 44043 JZIL	**Takuen Maru** (*ex*Fort Armstrong–38) *Fitted for oil fuel* 1*Dk*2*trB in fore & after holds & Web frames*	3276 — 1910	✠ ... 6,21 ✠				1920 5mo	Submarine BoatCorp. Newark,N.J.	Okada-gumiK.K.	324·0 P30' B90' F35' FK	46·2	25·0	Osaka Japanese *WB*	DR geared steam turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa	28 ″ 6	C †
84409 33186 JBEC	**Takusan Maru** (*ex*UnyoMaru No.6–39, *ex*TsukumoMaru–32, *ex*Joh.Ludw.Mowinckel, *ex*Spennymoor) ssKob.2ndNo.3–4,28 1*Dk & deep framing*	2753 2559 1980	✠ ... 6,31 ✠				1905 5mo	J.Blumer& Co. Sunderland	TomoeGumiKisen K.K.	314·0 P28' B90' F32' FK	46·2	23·0	Tokyo Japanese *WB*	T.3Cy.23", 38" & 62"–42" 257NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 0	
84410 44034 JZEL	**Takusei Maru** (*ex*Tashmoo–38) *Fitted for oil fuel* 1*Dk*2*trB in fore & after holds & Web frames*	3514 — 2062	✠ ... 6,20 ✠				1919 3mo	Submarine BoatCorp. Newark,N.J.	Okada-gumiK.K.	324·0 P30' B90' F35' FK	46·2	25·0	Osaka Japanese *WB*	DR geared steam turbine WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	C †
84411 LJCP	**Talabot** ssLiv.No.1–40 *Oil Eng.* D.F. E.S.D. 1*Dk & Shelter dk* GyC. 3*rd dk except in after holds* *Cruiser Stern*	6798 5992 4178	✠100A1 *with freeboard* 6,40 ✠LMC CS10,40 DBS9,39 8,40 *Carrying oil tank & tanks*	Syd Liv *F.P. above* 150° F. *in deep* *in way of tunnel*	*e*† 2¼	CL 12,38	1936 3mo *Lloyd*'s A&CP	Götaver- kenA/B Gothenburg	Wilh.Wilhelmsen *Cell DB*339' 1609*t MT*30' 1456*t* *Tanks in way of tunnel* 442*t FPT* 77*t APT*163*t*	479·1 P42' F48' FK	62·3	28·9	Tonsberg Norwegian 7*BH* (*Coll to Sh dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.DA 7Cy.24 7/16"–55⅛" 1436NHP DB*100lb* GötaverkenA/B,Gct.	31 ″ 7 s 4 ″ 1½ 27 ″ 7½	
84412 140525 MGWD	**Talacre** K ssBkn.No.3–3,30 *Mchy. Aft* ssBkn.No.2–38 1*Dk*(*Stl*) *Cargo battens not fitted*	301 211 117	✠100A1 ~~6,40~~ ~~6,39~~ 7,41 ~~BS6,38~~ ✠LMC4,38 BS~~6,40~~ 7,41	Bng Liv	*d*	~~3,38~~ 6,40	1917 8mo *Lloyd*'s A&CP	Crabtree& Co.Ld. GtYarmouth	Point of Ayr Collieries,Ld.	130·5 137·7(O.L.) Q48' B9' F16' FK *FPT* 45*t APT*30*t*	23·2	9·5	Liverpool British 3*BHCem*	C.2Cy.16" & 33"–22" (*s*) 130lb 45RHP 1SB, *2pf*, GS35, HS1261 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ 8½ 9 ″ 11	
84413 231349 KDCC	**Talamanca** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. 4*Dks* *Ref. Mchy.* GyC.	6963 — 3182					1931	NwprtNws S.B.&D.D.Co NewprtNews	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·4 P36' B&F348'	60·2	24·0	NewYork Utd.States *WB*	2SteamTurbines connect'd toElec.Motor&Sc.Shafts GeneralElectricCo. Schenectady,N.Y		R
84414 147734 GKNM	**Talamba** Ⓟ TwinSc ssH.Kg.No.3–3,38 D.F. 3*Dks*(*Stl*–*Weather dk* teaks) *Ref. Mchy.*	8018 5979 3844	✠100A1 *with freeboard* 10,40 ~~12,39~~ BS3,40 ✠LMC3,38 *Fitted for oil fuel* 10,24 *F.P. above* 150° F.	Bom	*d*†	CL ~~PN3,38~~ s12,39 P10,40	1924 10mo *Lloyd*'s A&CP	Hawthorn, Leslie&Co.Ld Newcastle	BritishIndiaStm. Nav.Co.Ld. *Cell DB*386' 1244*t FPT*94*t APT*110*t*	450·8 466·2(O.L.) B207' F49' FK *Collision BH to W dk*	60·3	29·7	London British 10*BHptCem*	T.8Cy.25", 42½" & (2)51"–51" 215lb (*s*) 1376NHP 7SB, *28cf*, HS21882 FD Hwthrn,Leslie&CoLd.Nwc	33 ″ 0 s 5 ″ 9½ 27 ″ 8	
84415 PHWI	**Talang Akar** ssSng.No.3–9,38 *Mchy. Aft* 1*Dk*(*Stl*)& *Web frames* *Longitudinal framing*	2046 1569 1108	✠100A1 1,41 ~~12,38~~ ~~BS6,38~~ ✠LMC9,38 BS~~5,40~~ 1,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,26 *F.P. above* 150° F.	Sng Sba	*s*	CL 11,37	1926 10mo *Lloyd*'s A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	N.V.Nederlandsche KolonialeTank- vaartMaats. *Cell DB* u*E&B*43' 112*t FPT* 165*t APT*53*t*	280·0 P68' B22' F40' FK	47·1	16·2	Palembang Dutch 11*BHptCem*	T.3Cy.19", 30" & 49"–36" (*s*) 180lb 230NHP 2SB, *4cf*, HS3649 FD Richardsons,Westgarth& Co.Ld.Hpl.	16 ″ 6 s 2 ″ 2 14 ″ 6½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84416 137907 VGTC	**Talaralite** ssHfx.No.3–5,30 *Mchy.Aft* ssSt.J.No.2–37 D.F. 1*Dk*(*Stl*)& *Web frames*	2631 2063 1394	✠100A1 4.40 ~~4.30~~ BS4,41 ✠LMC12,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,18 *F.P. above* 150° F.	Hfx StJ	*r*	CL ~~N3,37~~ 4,40	1918 4mo A&CP	TheCollingwood S.B.Co.Ld Collingwood	ImperialOil,Ld., MarineDepartment (H.J. Ranlves,*Mgr.*) *CellDB*	250·0 P73'F35' FK *uE & B*44'97t*FPT*	43·8	23·5	Montreal British 10*BHptCem* 446t*APT*80t	T.3Cy.18″,30″&50″–36″ (*r*) 180lb ~~125lb~~ 211NHP 2SB,6cf,GS110,HS3910 CollingwoodS.B.Co.Ld.	25 ″ 0 s2 ″ 7½ 22 ″ 7¾	
84417 YTEN	**Talas** (*ex*Fina-32,*ex*Hocking, *ex*Grönland,*ex*Ameland, ssRot.No.2–03 *ex*Parklands) 1*Dk*(*Irn*)2*trB* & *Web frames*	2480 2322 1554	✠ 11,06 ✠	Rot	*t*		1895 5mo	W.Gray& Co.Ld. WHartlepool	Parobrodarsko DrustvoGrgic s.o.j. *CellD*	304·0 P27'B68'F31' FK *Ba*102' *u E*22' *f*120'	44·0	20·7	Vranjic Yugoslav 5*BHCem* 654t*APT*59t	T.3Cy.23″,36½″&62″–39″ 239NHP 2SB,6rf,GS79,HS3580 Cen.Mar.Eng.Wrks.WHpl	23 ″ 2	V †
84418 LJPK	**Talisman** TwinSc *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* GyC. *3rd dk except in after holds* *CruiserStern* *Part electrically welded including butts of shell & deck plating*	6701 5891 4056	✠100A1 *withfreeboard* 7,40 ~~9,30~~ ✠LMC10,37 *Carrying cargo oil in deep tank & tanks in way of tunnels* *F.P. above* 150° F.	Bal NYk	*e*† 2¼	CL 7,40	1937 10mo *Lloyd's A&CP*	Kockums M.V.Aktieb. Malmö	Wilh.Wilhelmsen *CellDBuE&F*276'1117t*MT*30'1442t	479·1 498·0(O.L.) P42'F44' FK *Tanks in way of tunnels* 1122t *FPT*75t	62·3	28·8	Tönsberg Norwegian 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 ,, 2nd ,,) *APT*191t	Oil Engines 2S.C.DA 14Cy.23⅝″–43$\frac{5}{16}$″ 2722NHP DB100lb KockumsM.V.Akt.Malmö	31 ″ 7 s4 ″ 0½ 27 ″ 7¾	
84419 164056	— Ⓟ Pad *OilEng.* 1*Dk*	544 327 211					1935	A&J.Inglis Ld. Glasgow	London&North EasternRly.	215·5	27·5	8·7	Glasgow British	Oil Engines 4S.C.SA & electric drive 32Cy.10″–12″ 312NHP EnglishElectricCo.Ld. Stafford		BT till 4,40
84420 1413 PHWK	**Talisse** Ⓟ 3Mst *OilEng.* D.F. E.S.D. ssSba.No.2–38 3*Dks*(*Stl*–*U* teak s) 4*th dk*(*Stl*)*inNo.*1*hold*	8169 7380 4931	✠100A1 ~~8,30 1,40~~ 2,41 ✠LMC CS11,38 DBS~~1,40~~ 11,38 2,41 *Fitted for carrying oil* 6,30 *F.P. above* 150° F. *in deep tank aft* *Carrying oil F.P. above* 150°F. *in forward deep tanks (in Nos.*1 & 3 *holds)*	Ams Sba	*d*†	CL ~~N9,37~~ 2,41	1930 7mo *Lloyd's A&CP*	CaledonS. B.&E.Co.Ld Dundee	Stoomv.Maats. Nederland *CellDB*393'	468·8 P40'B160'F57' FK 1675t *DTa*32'1124t*FPT* *DTsf (inNos.*1&3*holds)*65'&56' 2060t	62·3	32·6	Batavia Dutch 8*BHptCem* (1,, *to* 2*nd dk*) 115t*APT*51t	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$″–56$\frac{11}{16}$″ 1450NHP NDB34(*Upr*)100lb DB145lb SulzerBros.Winterthur	36 ″ 6 s7 ″ 7¼ 29 ″ 1¼	
151/40 84421 LCZV	**Talleyrand** TwinSc *OilEng.* ssKel.No.2–35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rdDk*(*Stl*) *except in after hold*	6732 5975 4038	✠100A1 *withfreeboard* 7,39 ✠LMC CS7,35 DBS7,38 7,38 *Carrying vegetable oil in deep tank &tanks in way of tunnels*	Osl	*d*†	CL 1,39	1927 10mo *Lloyd's A&CP*	Deutsche WerkeA.G. Kiel	Wilh.Wilhelmsen *Cell DB*344' 1192t *tunnels*505t*FPT*	461·4 P44'F42' FK *Tanks in way of* 133t*APT*160t *MF*25'1171t	60·6	29·0	Tönsberg Norwegian 8*BHptCem* *ptAsp* (*Coll to Sh dk* 7 ,,2nd,,)	Oil Engines 4S.C.SA 16Cy.29½″–47¼″ 1352NHP NDB38 100lb DeutscheWerkeA.G.Kiel	31 ″ 7 s4 ″ 1½ 27 ″ 7¾	
84422 147875 GJXN	**Talma** Ⓟ ssCal No.3–2,35 D.F. 3*Dks*(*Stl*–weather teak s) *Ref.Mchy.* *Cruiser Stern*	10000 8060 6154	✠100A1 *withfreeboard* Examined 2,41 BS11,39 ✠LMC2,35	~~Cal~~ Bom	*d*†	CL ~~11,38~~ 2,41	1923 9mo *Lloyd's A&CP*	Hawthorn Leslie&Co.Ld Newcastle *CellD*	BritishIndiaStm. Nav.Co.Ld. *B*393'1536t*DTa*50'	451·0 P48'B213'F43' FK 746t *Tanks at sides*	59·3	36·8	Glasgow British 8*BHptCem* *of tunnel* 87	Q.4Cy.29″,41½″,59″&85″–54″ 215lb (*s*) 900NHP 4SB,16cf,GS330,HS13792 FD Hwthrn,Leslie&C.Ld.Nwc. t*FPT*155t*APT*48t	40 ″ 0 s13 ″ 4¼ 27 ″ 1¼	
84423 78 SUBH	**Talodi** Ⓟ *Fitted for oil fuel* Wireless D.F. 1*Dk*&*Shelter dk*	1578 — 770	✠ ... 8,32 ✠				1928 7mo	A.Stephen &Sons,Ld. Glasgow	PharaonicMail Line,S.A.E.	236·6 B80'F26' FK	39·4	16·0	Alexndria Egyptian *WB*	T.3Cy.17½″,29″&47″–30″ 181NHP A.Stephen&Sons,Ld.Gls.	18 ″ 4	V †
84424 916 CBTT	**Taltal** Ⓟ (*ex*Pladda) Iron Wireless *Well deck* 2*Dks*	1196 900 617	✠ ... 8,93 ✠				1889 5mo	WBThompson&Co.Ld. Dundee	Soc.Anon. MaritimaChilena	243·0 P144'F50'	33·7	15·9	Valparaiso Chilian *WB*	T.3Cy.23″,38″&61″–48″ NB13 258NHP WBThompsn&Co.Ld.Dun	16 ″ 11	C †
84425 131411 GPZN	**Talthybius** Ⓟ TwinSc D.F. 3*Dks*	10254 9577 6492					1912	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs*)	506·0 F75'	60·3	39·5	Liverpool British *WB*	T.6Cy.23″,38½″&65″–48″ 586NHP Scotts'SB&EngCo.Ld.Grk		
84426 153895 VJNQ	**Talune** ssSyd.No.2–39 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in forward hold*	2742 2166 1498	✠100A1 ~~5,40~~ ~~8,39~~12,40 ✠LMC MS5,38 BS~~2,40~~1,41 *Fitted for oil fuel* 2,30 *F.P. above* 150° F.	Syd	*u*	CL ~~6,37~~ 5,40	1930 2mo *Lloyd's A&CP*	Blythsw'd S.B.Co.Ld. Glasgow	UnionS.S.Co.of NewZealand,Ld. *Duct keel forward of machinery space* *CellDB*258'598t	315·7 P&B165'F50' FK *Tanks in way of tunnel*277t*FPT*78t	45·5	19·9	Hobart British 5*BHptCem* *APT*53t	T3Cy 23½″,40½″&66″–45″(*s*) 200lb 432NHP 2SB,8cf, ,HS6345 FD D&WHendersn&CoLdGls.	22 ″ 3 s2 ″ 6 19 ″ 11¾	
104/40 84427 94 YLEB	**Talvaldis** (*ex*Westerham, *ex*TeignI) ssRga-2ndNo.3–4,38 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	534 435 252	✠100A1 6,38 ✠LMC MS7,37 BS5,39	Lie	*h*	OG 6,37	1912 6mo *Lloyd's A&CP*	GooleS.B. &RepgCoLd. Goole	Stahl&Co.(D. Thomsons,*Mgr.*) *D*	165·0 175·4(O.L.) Q81'B14'F23' FK *Ba*28'*f*14' 55t *FPT*	26·1	12·6	Riga Latvian 4*BHCem* 37t*APT*16t	T.3Cy.13″,21″&35″–24″ (*s*) 180lb 90lb 61NHP 1SB,3pf,GS40,HS1373 Earle'sCo.Ld.Hull	13 ″ 5 s ″ 6½ 13 ″ 0	
84428 22013 JFID	**Tama Maru** Ⓟ ssKob.No.1–24 1*Dk*(*Stl*)2*nd dk*(*Stl,except inNo.*2*hold*)	3052 2608 1840	✠ 8,27 ✠	Yka	*u*		1918 3mo	MatsuoIrn Wks.&Dkyd Nagasaki	NipponYusenK.K. *CellD*	311·0 P21'B78'F41' FK *B*264' 622t *FPT*82t	44·2	27·0	Tokyo Japanese 5*BHCem* *APT*78t	T.3Cy.22″,37″&61″–42″ 262NHP 2SB,6cf,GS114,HS4033 MatsuoIronWorks&Dkyd	27 ″ 0	
84429 29695 JXVB	— Ⓟ Wireless 1*Dk*	801 638 419					1924	KobeSteel Works HarimaDkyd	KitaKyushu SyosenK.K.	200·4 F27'	31·0	17·0	Fukuoka Japanese *WB*	T.3Cy.15½″,26″&42½″–32″ 102NHP KobeSteelWorks		
84430 45388 JCFN	— *OilEng.* *Mchy.Aft* *CruiserStern*	397 — 272					1939	Mitsubishi JukogyoK.K Hikoshima	SankyoKaiunK.K.	141·0	24·6	11·8	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.11⅝″–17$\frac{5}{16}$″ 79NHP HanshinTekkosho,Kobe		
84431 21139 JQCE	**Tamae Maru** Ⓟ (*ex*TamayeMaru-38) 1*Dk*	937 787 537					1917	Nitta Nakataro, Osaka	Amagasaki KisenbuGomei Kaisha	190·0	31·0	18·5	Osaka Japanese *WB*	T.3Cy.13″,22″&36″–27″ 68NHP YoshidaTekkosho,Osaka		
84432 45447 JUZM	**Tamagawa Maru** *Oil Eng.* D.F. 2*Dks* *CruiserStern*	6441 5757 4814					1938	Mitsubishi JukogyoK.K Yokohama	ToyoKaiunK.K.	439·4 P36'B168'F39'	58·3	32·0	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝″–43$\frac{5}{16}$″ 1167NHP MitsubishiJukogyoK.K. Yka		
84433 136063 ~~VPCD~~ GNBG	**Tamaha** 3Mst ssAms.2ndNo.3–1,39 *Mchy.Aft* D.F. 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	6496 5816 4047	✠100A1 ~~6,40~~ ~~1,40~~5,41 ~~BS1,40~~ ✠LMC1,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,14 *F.P. above* 150° F. BS5,41	Sou CTa	*a*†	CL ~~1,39~~ 6,40	1914 6mo *Lloyd's A&CP*	SirRDixon &Co.Ld. Middlesbro'	Socony-Vacuum Transportation Co.Ld. *CellDBuE* *DTf* 45'577t	420·5 P118'B28'F47' FK &*B*80'279t *FPT*120t*APT*210t	54·4	32·6	London ~~Hong Kong~~ British 17*BHptCem* 11 *to Upr dk* 6 ,, 2*nd* ,,	Q.4Cy.24″,35″,50½″&73″–51″ 220lb (*s*) 526NHP 3SB,9cf,HS7125 FD N.E.MarineEngCoLd.Nwc	32 ″ 8 s6 ″ 1 26 ″ 9¼	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où [illegible] dans le L.R. Durée Cert. Refrig.
84434 34436 JDWC	**Tamahime Maru** (exWarSpray) ssMol.No.2-27 1Dk	3081 2834 1840	✠ ... 7,29 ✠				1918 6mo	R.Thompson&Sons,Ld Sunderland	HamaneShoten K.K.	331·3 P38'B98'F28' FK	46·8	23·2	Tarumi Japanese WB	T.3Cy.25",41"&68"-45" 429NHP J.Dickinson&Sons,Ld.Sld.	25 ″ 6	C †
84435 151504 ZMBC	**Tamahine** Ⓟ TwinSc ssWln.No.3-9,37 2Dks(Stl-Wthr dk pt teaks)	1989 1561 803	✠100A1 withfreeboard For service between Wellington & Lyttelton, N.Z. 12,40 ~~3,30~~ BS7,40 ~~BS8,39~~ ✠LMC9,37 Fitted for oil fuel 10,25 F.P. above 150° F.	Wln	r	CL 8,39	1925 10mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle Lloyd'sA&CP	UnionSS.Co.ofNew Zealand,Ld. CellDB195'201t Tanks	262·9 274·7(O.L.) FK Coll between tunnels 28t	40·2	22·2	Wellingtn British 6BHptCem BH to W dk FPT18tAP	T.3Cy.18",29"&(4)33"-27" 190lb (s) 440NHP 2SB,8cf,HS7400 FD Swan,Hunter&Wigham T50t Richardson,Ld.Nwc.	24 ″ 3 s 11 ″ 0 13 ″ 7½	
84436 24730 JIWD	**Tamahoko Maru**(exYoneMaru-32) ssKob.No.3-8,37 2Dks(Stl)&Shelter dk(Stl)	6780 6507 5056	✠100A1 Shelter dk withfreeboard 5,40 ~~12,38~~ ~~BS12,38~~ ✠LMC~~8,37~~ 6,40	Smk Kob	a†	CL ~~8,37~~ 5,40	1919 3mo	Harima Dckyd.Co.Ld Harima A&CP	KaiyoKisenK.K. (YamashitaKisen K.K. Mgrs.) CellDB372'1142t	425·0 FK Coll FPT148tAPT74t	53·6	37·5	Kobe Japanese Cem BH to Sh dk 6 „ „ U „	T.3Cy.27",45"&75"-51" (s) 190lb 555NHP 3SB,9cf,GS192,HS7974 FD KobeSteelWorks,Kobe	37 ″ 6 s 9 ″ 1½ 28 ″ 7	
84437 [illegible] JWJN	Now "Nissyu Maru," see No. 89319 in Supplement **Tamaki Maru** (exRinpa-39, [illegible]-35) ssOsa.No.3-12,39 D.F. 2Dks(Stl)&Shelter dk(Stl) & Webframes Longitudinal framing	7786 [illegible] 5828	✠100A1 Shelter dk withfreeboard 7,40 ~~12,39~~ ✠LMC~~12,39~~ 7,40 Fitted for oil fuel 4,17 F.P. above 150° F.	Osa Kob	a†	CL 9,39	1917 4mo	UnionIron WorksCo. Alameda,Cal. A&CP	YosiakiTamaya CellDB355'1213t	410·9 FK	56·2	38·4	Tokyo Japanese 7BHptAsp DTa30' 228t	T.3Cy.27",47"&78"-48" (s) 220lb 600NHP 3SB,9cf,GS165,HS8265 FD UnionIronWorksCo. S.Fo. FPT80t	41 ″ 0 s10 ″ 8½ 30 ″ 6	
84438 7774 SIUN	**Tamara** TwinSc OilEng. ssGot.No.1-35 1Dk(Stl)&Shelterdk(Stl-ws) D.F. 3rd dk(Stl)except in mchy.space&aftermost hold	6390 5564 3834	✠100A1 withfreeboard 8,39 ✠LMC CS3,36 DBS8,39 2,38 Carrying vegetable oil in deep tank, after peak in No.4 double bottom tank & in	Got	c†	CL 2,39	1931 9mo	GötaverkenA/B Gothenburg Lloyd'sA&CP	A/B Svenska OstasiatiskaKomp. (G.Borin, Mgr.) CellDB 368' 1369t tunnels93t	437·1 455·9(O.L.) FK (Tanks in way of MT28'892tAPT59t	57·0	28·5	Gothenbrg Swedish 8BHptCem Coll to Sh dk 6 „ 2nd „ 1 „ 3rd „)	Oil Engines 4S.C.SA 12Cy.24½"-66½" DB85lb 700NHP GotaverkenA/B,Got.	31 ″ 6 s 4 ″ 2½ 27 ″ 6	
84439 FOOF	— Fitted for oil fuel Ref.Mchy. 4Dks D.F. CruiserStern	3747 3453 2149					1936	Ch.&Atel. deProvence S.A. Port deBouc	Cie.deNav. Fraissinet	330·8	48·0	22·0 30·3	Marseilles French WB	T.3Cy.20⁵⁄₁₆",32⅜"&53¹³⁄₁₆"-39⅜" & LP Turbine with DR gearing & hydraulic coupling 410NHP Ch.&Atel.deProvence,Msl.		
84440	**Tamare** TwinSc ssAru.No.2-37 Mchy.Aft 1Dk(Stl)	3046 2229 1631	✠100A1 ~~10,40~~ ~~10,39~~ 5,41 BS11,40 ~~BS10,39~~ ✠LMC7,37 Carrying Petroleum in bulk Fitted for oil fuel 5,29 F.P. above 150° F.	Aru	u	CL P3,39 S5,41	1929 5mo	Harland&Wolff,Ld. Belfast Lloyd'sA&CP	Cia.dePetroleo Lago Side tanks a 72' f	325·0 P69'F36' FK Trunk dk 220' 104' 1824t FPT 83t	55·2	15·3	Maracaibo Venezuelan 7BHptCem APT75t	T.6Cy.14½",24"&38"-27" (s) 180lb 228NHP 2SB,6cf,HS4360 Harland&Wolff,Ld.Bel.	16 ″ 0 s2 ″ 1½ 14 ″ 0½	
84441 144805 GFWX	**Tamaroa** Ⓟ TwinSc (exSophocles) ssGls.No.3-8,34 ssLon.No.1-38 2Dks(Stl)&Shelter dk (Stl-ws) Ref.Mchy. D.F. E.S.D. CruiserStern	12405 10194 7336	✠100A1 Shelter dk withfreeboard ~~7,40~~ ~~2,40~~ 6,41 BS6,40 ~~BS8,39~~ ✠LMC2,38 ✠Lloyd'sRMC~~2,40~~ 6,40 6,41 Fitted for oil fuel 9,26 F.P. above 150° F.	Lon ~~Bl~~ Gls	g†	CL S7,38 P6,41	1922 2mo	Harland&Wolff,Ld. Belfast Lloyd'sA&CP	ShawSavill&AlbionCo.Ld. CellDB425'1822t Tunnels14'40tF	500·4 P34'B226'F87'on Sheltr dk FK&BK2" Tanks at sides of PT175tAPT158t	63·2	39·6	S'thamptn British Cem 9BHtoSh dk 1 „ „ U „	4 Steam Turbines DR geared to 2 Sc. Shafts (s) 215lb 1334NHP 4DB(Spt)&1SB(Spt),27cf, GS569,HS24268 Harland&Wolff,Ld.Bel.	42 ″ 9 s10 ″ 4½ 32 ″ 10	BT till ~~3,40~~ 6,41
84442 25085 JTPD	**Tamatu Maru** ssYka.No.2-40 (exTamatsu Maru-38) ssKob.No.3-12,32 ~~ssKob.No.1-26~~ 2Dks(Stl)	4646 3927 3352	✠100A1 ~~3,39~~ 11,40 ✠LMC~~9,39~~ 10,40	Yka	x	CL ~~1,38~~ 10,40	1919 5mo	Uraga DockCo.Ld Uraga A&CP	ShimataniKisen K.K. CellDB 291' 919tFPT	360·0 P21'B91'F35' FK	51·2	28·5	Kobe Japanese 6BHCem 114tAPT46t	T.3Cy24½",40½"&67"-48"(s) 180lb 377NHP 3SB,9cf,GS180,HS6381 UragaDockCo.Ld.Uraga	28 ″ 5 s 5 ″ 5½ 23 ″ 3	
84443 PUMF	**Tambahú** (exPresidente Quintana-33) 1Dk&Spar dk	1731 1410 1063					1905	Howaldtswerke Kiel	Cia.Carbonifera Rio-Grandense	240·0 B75'F33'	36·0	20·8	R.Janeiro Brazilian WB	T.3Cy.17½",27½"&45½"-27½" 107NHP Howaldtswerke,Kiel		
84444 131522 VJXC	**Tambar** TwinSc Wireless 1Dk	456 287 200					1912	Greenock&Grangem'th DckyrdCo.Ld Grangem'th	W.Holyman&Sons,Proprietary,Ld.	145·2 P60'F25'	30·1	8·7	SydnyNSW British	C.4Cy.14"&30"-18" 73RHP D.Rowan&Co.Glasgow		
84445 171243 VLKZ	**Tambua** E.S.D. 1Dk&Shelterdk Mchy.Aft CruiserStern	3566 3043 1951	✠100A1 withfreeboard 5,40 ~~8,39~~ ✠LMC7,38 Carrying molasses in cantilever framed side tanks & deep side tanks	Syd	x	CL	1938 7mo	CaledonS.B.&E.Co.Ld. Dundee Lloyd'sA&CP	ColonialSugar RefiningCo.Ld. CellDB301'853t side deep side ta	363·7 377·3(O.L.) F36' FK (tanks246'3072t nks7'196t FPT265t	50·2	21·6	SydnyNSW British 7BHCem Coll to Sh dk 6 „ 2nd „) APT165t	T.3Cy.21½",36"&62"-42" 220lb (s) FD 358NHP 2SB(Spt),6cf,GS94,HS4978 N.E.MarineEng.CoLdNwc	24 ″ 5 s 1 ″ 9½ 22 ″ 8½	
84446 LJDR	**Tamerlane** ssNYk.No.1-40 OilEng. 1Dk&Shelter dk D.F. GyC. 3rdDk except in after holds CruiserStern	6778 5981 4140	✠100A1 withfreeboard 8,40 ✠LMC CS8,40 DBS6,40 6,39 Carrying oil F.P. above 150°F. in deep tank & tanks in way of tunnel	Osl NYk	e† 2¼	CL 3,39	1936 5mo	Kockums M.V.Aktieb. Malmö Lloyd'sA&CP	Wilh.Wilhelmsen CellDB341'1598t Tanks in way of	479·1 498·7(O.L.) P42'F39' FK (MT30'1454t tunnel 441t FPT77	62·3	29·0	Tönsberg Norwegian 7BH Coll to Sh dk 6 „ 2nd „) tAPT165t	Oil Engines 2S.C.DA 8Cy.28⅜"-47¼" 2240NHP DB100lb KockumsM.V.Akt.Malmö	31 ″ 7 s 4 ″ 1½ 27 ″ 7½	
84447 LKGQ	**Tamesis** TwinSc D.F. E.S.D. GyC. OilEng. Ref.Mchy. Sub.Sig. 1Dk&Shelter dk 3rd dk except in after holds Butts of shell & deck plating elec. welded CruiserStern	7256 6395 4411	✠100A1 withfreeboard ~~8,40~~ 3,40 ✠LMC9,39 1,41 Carrying fuel oil F.P. above 150°F. in midship deep tanks	NYk	f†	CL	1939 9mo	F.Schichau G.m.b.H. Danzig Lloyd'sA&CP	Wilh.Wilhelmsen OneIntermediate CellDB357'1405t	504·4 P42'F56' FK (BHdispensed with MTs30'1449tTanks	63·4	29·1	Tönsberg Norwegian 7BH Coll to Sh dk 6 „ 2nd „) in way of tun	Oil Engines 2S C.SA 18Cy.25⁹⁄₁₆"-47¼" 2053NHP DB100lb DB(W.T.)100lb FSchichauG.m.b.H.Elbing nels382tFPT112tAPT267t	31 ″ 7 s 4 ″ 2 27 ″ 7	
84448 46378 JWON	**Tamisima Maru** Mchy.Aft 1Dk	1931 — 1080					1939	Tsurumi SeitetsuZosen K.K. Yokohama	IinoKisenK.K.	269·0 P37'F29'	40·0	20·3	Kobe Japanese WB	T.3Cy.18",29½"&50"-39" HS4162 228NHP TsurumiSeitetsuZosenK.K		
84449 24965 JKKD	**Tamon Maru** (exKaikyu Maru-33) TwinSc ssKob.No.3-3,33 ssYka.No.1-37 2Dks(Stl)&Shelter dk(Stl)	8157 — 5814	✠ ... 7,39 ✠	Tama	c†		1919 5mo	AsanoS.B. Co.Ld. Tsurumi	HatiumaKisen K.K.(Yamashita KisenK.K. Mgrs.) CellDB392'1362	445·0 FK tFPT84tAPT84t	58·0	40·0	Hutyu Japanese Cem 4BHtoSh dk 3 „ „ U „	T.6Cy.22",36½"&61"-48" 703NHP 4SB,12cf,GS233,HS9835 KubotaIronWorks,Osaka	40 ″ 1	C †

1 No. in Book. / Official No. / Code Letters.	2–3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84450 20911 JBDA	**Tamon Maru No. 1** Ⓟ (*ex*ToyoMaruNo.2-37) ssNag.No.2-25 *1Dk&2nd dk in Nos.1&3holds*	3018 2608 1828	✠ ... 11,27 ✠				1917 9mo	Matsuo IronWorks &Dockyard Nagasaki	HatiumaKisen K.K.	311·0 P21'B78'F41' FK	44·2	27·0	Nagasaki Japanese *WB*	T.3Cy.22",37"&61"-42" 262NHP MatsuoI.Wks.&Dkyd.Nag	27 ″ 0	C †
84451 13690 JCDD	**Tamon Maru No. 5** TwinSc (*ex*Canada ssOsa.2ndNo.3-8,34 Maru-39) ssKob.No.1-38 *2Dks(UptIrn&ptStl M-Stl)&deep framing Lower dk(Stl)in fore hold*	5261 4881 3206	✠100A1 1,41 ~~11,39~~ ✠LMC~~11,39~~ 1,41	Tama Kob	*z*	CL P8,38 s10,39	1911 4mo *C*	MitsuBishi Dkyd&EWks Nagasaki A&CP *ell DBa*131'*u*	HatiumaKisen K.K. *E&B*79'*f*137'1070	400·0 P34'B152'F44' FK *t FPT*122*t APT*39*t*	51·0	32·4 29·8	Nisino-miya Japanese *Cem* 6*BHtoUdk* 1 ,, ,, *2nd* ,,	T.6Cy.19¼",32"&54"-48"(*s*) 200lb 578NHP 3SB,9*cf*,GS198,HS8344 FD MitsuBishiD.&E.Wks.Nag	32 ″ 5 s6 ″ 8½ 26 ″ 0	
84452 219575 KOVX	**Tampa** *OilEng.* Sub.Sig. *2Dks* GyC. *Longitudinal framing*	5959 — 3703					1920	Oscar DanielsCo. Tampa,Fla.	UnitedStates Maritime Commission	401·9 P34'B120'F38'	54·2	31·3	Tampa,Fla Utd.States *WB*	Oil Engines 2S.C.DA 4Cy28"-40" NE27 1095NHP WorthingtonPump& Mchy.Corp.Buffalo,N.Y.		R
* 84453 LEFC	— ssOsl.No.1-39 *OilEng.* D.F. ssGot.No.3-5,35 *2Dks(Stl)* *CruiserStern*	4694 4318 2846	✠100A1 *withfreeboard* 7,39 ~~6,38~~ ✠LMC CS~~5,35~~ 7,39 DBS7,39 5,38 *Fitted for car*	Osl *rying*	*x* *oil*	CL 6,39 9,23 *F*	1923 9mo *Lloyd* *.P. ab*	Deutsche WerftA.G. Hamburg '*sA&CP* *ove*150° F.*ind*	Wilh.Wilhelmsen *CellDB*294'833*tM* *eep tank*	357·6 F60' FK *T*24' 776*t FPT*134*t*	51·2	30·7	Tönsberg Norwegian 6*BHptCem* *APT*16*t*	Oil Engines 4S.C.SA 6Cy.29⅛"-47¼" 493NHP DB*115lb* A.E.G.Turbinenfabrik, Berlin	33 ″ 2 s 7 ″ 8¾ 25 ″ 7¼	
84454 XCTF	**Tampico** (*ex*Bisca-40) *OilEng.* D.F. *Mchy.Aft* ssFal.No.2-39 *2Dks(Stl)&Web frames* *Longitudinal framing*	6089 5402 3578	✠100A1 3,40 ✠LMC CS3,39 DBS3,40 3,39 *CarryingPetr*	NOs *oleum*	*z* *in*	CL 2,40 *bulk*	1930 4mo *Lloyd*	Armstrong Whitworth &Co.(Ship-builders)Ld. Newcastle '*sA&CP*	Distribuidora de PetróleosMexicanos *Cell DBuE*56' 171*t*	396·2 P97'B29'F36' FK *Trunk*238' *DTf*34' 347*tFPT*1	55·1	32·3	Tampico Mexican 14*BHptCem* (9 *to U dk* 5 ,, *2nd* ,,) 35*tAPT*121*t*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 583NHP 2DB*180lb* Armstrong,Whitworth &Co.(Engineers)Ld.Nwc.	32 ″ 0 s5 ″ 5 26″10¼	
84455 1614 ICJD	— (*ex*BritishPeer, *ex*Carpathian) ssNwc.No.3-11,20 ssFal.No.2-29 D.F. *Fitted for oil fuel* *2Dks&Web frames* *Carrying Petroleum in bulk*	4958 4649 3056	✠ ... 3,33 ✠				1908 7mo	Armstrong Whitworth &Co.Ld. Newcastle	"Navigazione e Commercio"Soc. Anon.Italiana	399·0 385·0 P30'B83'F36' FK	51·0	27·6	Genoa Italian *WB*	T.3Cy.26½",44"&72"-48" 425NHP WllsndSlpwy.Co.Ld.Nwc.	30 ″ 2	I †
84456 145840 KLAM	— (*Self-Unloader*) *Mchy.Aft* D.F. GyC. *1Dk&Spar dk*	1894 — 1180					1900	CraigS.B. Co. Toledo,O.	NicholsonTransit Co.	247·0 *WB*	42·0	22·0	Detroit, Mich. Utd.States	T.3Cy.19",30"&52"-40" 171NHP DetroitS.B.Co.Detroit		R
84457 148080 MLYP	**Tamworth** ssBly.No.3-6,37 Wireless *1Dk(Stl)* *Well deck Cargo battens not fitted* *Mchy.Aft*	1332 994 711	✠100A1 ~~8,40~~ ~~4,40~~ 2,41 BS~~6,39~~ ✠LMC6,37 6,40	Bly	*o*	CL ~~6,39~~ 8,40	1924 7mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP* *Cell*	DalglieshSteam Shipping.Co.Ld. (R.S.Dalgliesh,Ld. *Mgrs.*) *DBuE*20'*f*149'358	235·0 Q143'F28' FK *t MT*9'155*tFPT*95*t*	35·7	14·7	Newcastle British 5*BHCem* *APT*55*t*	T.3Cy.18",30"&49"-33" (*s*) 180lb 173NHP 2SB,4*cf*,GS83,HS2995 J.Dickinson&Sons,Ld.Sld.	16 ″ 9 s5 ″ 0½ 15 ″ 9½	
84458 TCCH	**Tan** (*ex*Célimène-35) *Fitted for oil fuel* *1Dk*	2298 — 1380					1921	Soc.Anon. desAnciens Ch.Dubigeon Nantes	YelkenciLutfi	288·1 P22'B79'F34'	42·5	20·2	Istanbul Turkish *WB*	T.3Cy.18",29 9/10"&49⅕"-37⅘" 149NHP Atel.&Ch.de laLoire,Nts.		V
84459 LCZW	**Tana** ssOsl.No.3-8,34 ssOsl.No.1-38 *2Dks(Stl)&Shelter dk(Stl)* *Cruiser Stern*	5535 5305 3448	✠100A1 *Shelter dk* *withfreeboard* 9,39 ✠NE9,28 ✠LMC MS7,38 BS~~9,39~~ 11,40 *Carrying oil f* *Fitted for oil*	Osl *uel F.* *fuel* 11	*y* *P.* ,21	CL 7,38 *above*1 *F.P. a*	1921 9mo *Lloyd* 50° F. *bove* 1	Palmers' Co.Ld. Newcastle '*sA&CP* *in DT* 50° F.	Wilh.Wilhelmsen *CellDB*	380·4 396·0(O.L.) F31'*onShelter dk* FK *Coll* 325'876*t MT*32'773*t*	52·2	33·6	Tönsberg Norwegian *ptCem* *BHtoSh dk* 5 ,, ,, *U* ,, *APT*105*t*	2 Steam Turbines DR (*s*) geared to 1 Sc. Shaft 200lb 549NHP 3SB,9*cf*,GS180,HS7503 FD Parson'sMarineSteam TurbineCo.Ld.Nwc.	36 ″ 1 s 9 ″ 6¼ 26 ″ 9¾	
84460 LCZX	**Tanafjord** *Ref.Mchy.* *Fitted for oil fuel* D.F. *3Dks*	5922 4159 3599					1921	Napier& Miller,Ld. Glasgow	A/S DenNorske Amerikalinje	395·8 H251*t*	53·2	33·1	Oslo Norwegian *WB*	T.3Cy.27½",43"&72"-51" 370NHP D.Rowan&Co.Ld.Glasgow		N
84461 LDDH	**Tanahorn** Ⓟ *1Dk&Awng dk*	336 312 180					1910	Nylands Værkstad Oslo	Finmarks Fylkesrederi	136·3 H15*t*	21·9	15·7	Vardö Norwegian *WB*	T.3Cy.12",19"&33"-21" 50NHP NylandsVærksted,Oslo		
84462 831 SVAK	**Tanais** (*ex*Holywood-35) ssSld.2ndNo.3-4,31 ssPir.No.2-39 *Well deck 1Dk(Stl)&deep framing* *Cargo battens not fitted*	*1545* *1222* *965*	✠100A1 11,40 ~~8,39~~ ✠LMC8,39 BS11,40	Pir	*p*	OG ~~1,38~~ 11,40	1907 1mo *Lloyd*	J.Blumer &Co. Sunderland '*sA&CP*	S.Synodinos (SynodinosBros. *Mgrs.*) *CellDBa*74'*uE*	244·4 P20'Q76'B50'F24' FK *&B*32'*f*96'490*tFPT*	38·0	15·8	Piræus Greek 4*BHCem* 71*tAPT*44*t*	T.3Cy.20",33"&54"-36" (*s*) 190lb 214NHP 2SB,6*pf*,GS94,HS3534 N.E.MarineEng.Co.Ld.Sld	17″11 s1 ″ 5½ 16 ″ 7	
84463 HRBY	**Tanamo** (*ex*Lempira-34,*ex*Tanamo, *ex*VanHogendorp) ssN.Yk.No.3-9,30 ssN.Yk.No.1-35 *2Dks(Stl)&* *Ref.Mchy.* *Awng dk(Stl-ws)* D.F.	3211 2838 1952	✠100A1 *Awng dk* *withfreeboard* 2,38 ✠LMC MS10,34 BS~~8,40~~ 1,41 *Fitted for oil*	NOs *fuel* 4,	*u* 23	CL ~~2,38~~ 1,41 *F.P.*	1914 5mo *Lloyd* *above*	Swan,Hun-ter&Wigham Richardson, LdNewcastle '*sA&CP* 150° F.	MayanS.S.Corp. (UnitedFruit Co. *Mgrs.*) *CellDBa*80'*uE&B*	331·2 F43'*onAwng dk* FK 56' *f* 144'607*t FPT*	45·2	25·6	Tela Honduran 5*BHCem* 38*tAPT*26*t*	T.3Cy.23",38"&63"-39" (*s*) 180lb 435NHP 3SB,9*cf*,GS175,HS7210 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 0 s7 ″ 4¼ 21 ″ 1	
84464 220114 KUTG	**Tanana** (*ex*Delrosa) *Fitted for oil fuel* *2Dks*	3474 2991 2064	✠ ... 1,21 ✠				1920 1mo	Hanlon D.D.&S.B.Co. Oakland.Cal.	AlaskaS.S.Co.Inc.	320·7 P26'B77'F32' FK	46·0	24·4	NewYork Utd.States *WB*	T.3Cy.24",39"&65"-42" AllisChalmers 397NHP Mfg.Co.Milwaukee,Wis.	26 ″ 9	R †
150/40 84465 LCZZ	**Tancred** TwinSc *OilEng.* D.F. ssOsl.No.3-6,37 *1Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl)* *except in after hold*	6094 5437 3722	✠100A1 *withfreeboard* 9,40 ~~3,40~~ ✠LMC CS11,37 DBS~~7,39~~ 9,40 5,38 *Carryingvege*	Osl Bkn *table o*	*c*† *il i*	CL 3,40 *n deep*	1925 7mo *Lloyd* *tank*	Deutsche WerftA.G. Hamburg '*sA&CP* *CellDB*374'1 *tunnel*	Wilh.Wilhelmsen 282*t Tanks at sides* *s*332' *MDT*30'935*t*	442·6 P42'F46' FK *&between* (*FPT*149*tAPT*125*t*	58·2	27·6	Tönsberg Norwegian 7*BH ptCem* *ptAsp* *ColltoSh.dk.* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 12Cy.29⅛"-47¼" 988NHP NDB28 *114lb* AlgemeineElec.Ges.Berlin	30 ″ 6 s4 ″3½ 26 ″4½	
84466 136289 GKZC	**Tanda** Ⓟ (*ex*Madras, TwinSc *ex*Tanda) ssH.Kg.2ndNo.3-5,38 *Ref.Mchy.* *2Dks(Stl-U ws)&* *Shelter dk(Stl-teak s)*	7174 5444 4384	✠100A1 *Shelter dk* *withfreeboard* ~~5,40~~ ~~6,39~~ 2,41 BS~~[illegible]~~ 11,40 ~~BS11,38~~ ✠LMC11,37 ✠Lloyd'sRMC~~4,40~~ ~~9,40~~ 3,41	HKg	*c*†	CL ~~6,39~~ PN5,40 S5,40	1914 5mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP* *Cell DBa*140'*u*	Eastern&Austra-lianS.S.Co.Ld. *E&B*	430·5 446·0(O.L.) P46'B169'F45' *onShelter dk* FK 95'*f*153'1089*tFPT*	58·2	28·6	Glasgow British 7*BHCem* 106*tAPT*81*t*	T.6Cy.21",35"&58"-48" (*s*) 200lb HS13659 FD 843NHP 4SB&1AuxSB,19*cf*,GS332 A.Stephen&Sons,Ld.Gls.	31 ″ 0 s4 ″ 1½ 27 ″ 4¼	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
84467 137816 GRZL	**Tanfield** ssCal.No.3-9,40 ~~ssCal.No.3-9,38~~ ~~ssBom.No.2-36~~ 1*Dk*(*Stl*)	4538 4235 2776	✠100A1 ~~6,39~~ 5,41 ~~BS12,39~~ ✠LMC~~8,36~~ 9,40	Cal	*y*	CL ~~9,37~~ 7,40	1916 6mo *Lloyd*	Nthmblnd S.B.Co.Ld. Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld.	385·2 P26'B91'F31' FK *CellDB*275'1081*t*	52·9	26·2	Glasgow British 6*BHCem* *DTa*61'440*t*	T.3Cy.27",45"&74"–48' (*s*) 180lb 465NHP 3SB,9*cf*,GS189,HS7908 Richardsons,Westgarth& Co.Ld.Sld.	28 " 9 s 5 " 6½ 23 " 5	
84468 33105 JBFE	**Tang Yang Maru** Ⓟ TwinSc 1*Dk*	1573 726 1081					1927	Shanghai Dock&Eng. Co.Shanghai	ToaKaiunK.K.	235·0 F29'	40·0	10·0	Tokyo Japanese	T.6Cy		
84469 DHXE	**Tanganjika** Ⓟ D.F. GyC. Sub.Sig. 2*Dks&Shelter dk*	8540 7343 5004					1922	Blohm& Voss Hamburg	Woermann-Linie A.G.	449·1	58·3	26·8	Hamburg German *WB*	4 Steam Turbines SR geared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
84470	**Tango** (*ex*Regina,*ex*Solheim) *Fitted for oil fuel* 1*Dk*	683 603 385					1901	Nylands Værksted Oslo	Ego-Aguirre& Dammert	181·2 P5'B53'F23'	30·1	14·2	Callao Peruvian *WB*	T.3Cy.14½",24"&39"–27" 79NHP NylandsVærksted,Oslo		
84471 9330 JTGD	**Tango Maru** Ⓟ TwinSc ssKob.2ndNo.3–2,29 ssKob.No.3–6,36 2*Dks*(*StlU*–teaks)&*deepframing* *lowerdk*(*Stl*)*inNo.1hold*	6893 5756 4238	✠ ... 4,40 ✠	Yka	*c*†		1905 4mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. *CellDBa* *f*180'1876*t*	445·9 456·4 P49'B172'F56' FK 120'*uE&B*83' *DTa*28' 535*t FPT*	51·8	33·5	Tokyo Japanese 7*BHCem* 114*tAPT*28*t*	T.6Cy.23$\frac{5}{16}$",23$\frac{11}{32}$"(2)38$\frac{5}{16}$", 63$\frac{3}{16}$"&63½"–48" 789NHP 5SB,15*cf*,GS289,HS11405 MitsuBishiD&E.Wks.Nag	33 " 6	
84472 21397 JQEE	**Tango Maru No. 2** Wood (*ex*HeianMaruNo.9) 1*Dk*	409 316 239					1917	Takahashi Yeitaro Osaka	KawasakiShoji GoshiK.	143·4	23·8	12·7	Tarumi Japanese	C.2Cy.13¾"&29½"–18" 31NHP FrejiokiTekkosho,Osaka		
84473 31676 JFWB	**Tangshan Maru** Ⓟ 2*Dks* *Longitudinal framing*	2089 1707 1284					1926	Osaka Iron Works,Ld. Osaka	ToaKaiunK.K.	280·0 P23'B79'F30'	41·0	21·0	Tokyo Japanese *WB*	T.3Cy.18",30"&50"–36" 150NHP OsakaIronWorksLdOsaka		
84474 1441 PHWN	**Tanimbar** Ⓟ *OilEng.* ssSba.No.2–38 D.F. 3*Dks*(*Stl-U*teaks) 4*th dk*(*Stl*) *in No.* 1 *hold*	*8169* *7380* *4906*	✠100A1 ~~7,40~~ ~~9,39~~10,40 8,41 ✠LMC CS1,39 DBS~~9,38~~ ~~5,39~~ 4,40 10,40 *Carrying oil F.P.above 150° F.in forward deep tanks* *Fitted for carrying oil 9,30F.P.above150° F.in deep tank aft*	Sba	*d*†	CL 8,38	1930 9mo *Lloyd*	CaledonSB &E.Co.Ld. Dundee '*sA&CP*	Stoomv.Maats. Nederland *CellDB*393'1675*t* *DTsf*56'1372*t*	468·7 P40'B160'F60' FK *DTa*32'1124*t* *FPT*115*tAPT*51*t*	62·2	32·5	Batavia Dutch 8*BHptCem* (1*to* 2*nd dk*)	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"–56$\frac{11}{16}$" 1450NHP DB*145lb* NDB34(*Upr*)*100lb* SulzerBros.Winterthur	36 " 5 s7 " 7 29 " 0¾	
84475 OZRH	**Tanja** Wireless D.F. 1*Dk&Shelter dk* *CruiserStern*	1392 1055 741					1937	Fredrkstad MekVrksA/S Fredrikstad	J.Lauritzen	265·0	42·1	13·9	Esbjerg Danish *WB*	C.4Cy.(2)13¾"&(2)32$\frac{5}{16}$"– 30½" HS1508 130NHP FredrikstadM.V.A/S Fredrikstad		N
84476 LJMK	**Tankexpress** (*ex*Petrofina–39) *OilEng.* D.F. *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk CruiserStern*	10095 9342 6127					1937	Götaver- kenA/B Gothenburg	SkibsA/S Tank Express(Sigurd Herlofson&Co.A/S, *Mgrs.*)	496·1 P102'B38'F60'	64·4	38·7	Moss Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.24$\frac{7}{16}$"–55½" 1025NHP GötaverkenA/B,Got.		N
84477 DAYH	**Tannenberg** Ⓟ TwinSc *Fitted for oil fuel* Sub.Sig. *CruiserStern* 3*Dks* D.F. E.S.D. GyC.	5504 3412 2643					1935	Stettiner OderwrkeAG Stettin	GermanGovern- ment(Reichsver- kehrsministerium) (Hamburg-Amer- ikaLinie,*Mgrs.*)	398·0 B310'	51·0	24·2	Stettin German *WB*	2 Steam Turbines 2000NHP FSchichauG.m.b.H.Elbing		G
84478 7760 DOUD	**Tannenfels** Sub.Sig. *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	7840 7102 4833					1938	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G	DeutscheDampfs. Ges."Hansa"	489·4 P65'B207'F38'	61·4	31·2	Bremen German *WB*	2 Oil Engines 2S.C.DA 12Cy.20⅞"–29$\frac{1}{16}$" SRgeared to 1 sc. shaft 1830NHP DeutscheSchiff.-u-Mschb. A.G.Weser,Bmn.		G
84479 31178 JOHH	**Tansyu Maru** Ⓟ *CruiserStern* 1*Dk*	328 198 158					1926	OsakaIron Works Ld. Osaka	SetsuyoSyosen K.K.	140·0 F21'	22·0	11·0	Sumoto Japanese	T.3Cy.12",20"&33"–21" 50NHP OsakaIronWorks,Ld.		
84480 147222 GCWL	**Tantalus** Ⓟ TwinSc (*ex*Radnorshire–39, *OilEng.* *ex*Tantalus–36) 2*Dks* *Ref.Mchy.* D.F.	7724 6556 4748					1923	CaledonSB &E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	458·3 P52'B159'F64'	58·2	32·6	Liverpool British *WB*	Oil Engines 4S.C.SA 16Cy.29½"–45¼" 1317NHP Burmeister&Wain,Cpn.		BT till ~~11,40~~ 3,41
84481 6826 SGUE	**Tanto** (*ex*Lisbeth,*ex*Ytteröy) 1*Dk*	849 630 455					1918	Larvik Slip&Verks. Larvik	SvenskaSocker- fabriksA/B(C.F. Tranchell,*Mgr.*)	195·2 P57'Q28'B53'	32·2	12·2	Malmö Swedish *WB*	T.3Cy.14",23½"&38"–27" 77NHP BergensMekVærksBergen		N
5/41 84482 PHWQ	**Tapanoeli** D.F. 3*Dks*	7034 6670 4456					1924	N.V.Schps. "DeMaas" Slikkerveer	Rotterdamsche Lloyd~~(Wm.Ruys&~~ ~~Zonen,*Mgrs.*)~~	446·0 B68'F55'	54·3	34·4	~~Rotterdam~~ ~~Dutch~~ Batavia *WB* Dutch	2SteamTurbinesDRgeared to1Sc.Shaft 626NHP Kon.Maats"DeSchelde," Flushing		V
84483 PUQP	**Taquary** TwinSc ssRio.No.3–8,21 ssRio.No.1–25 1*Dk*(*Stl*)	*1943* *1599* *1176*	✠ ——— 6,31 ✠	Rio	*r*		1912 4mo	Mackie& Thomson,Ld. Glasgow	Cia.Commercio e Navegaçâo *CellDBa*86'*uE*	276·7 P27'B61'F22' FK 14'*f*114'569*t*	45·2	15·4	R.Janeiro Brazilian 6*BHCem* *FPT*126*tAPT*127*t*	T.6Cy.15",25"&40"–27" 210NHP 2SB,8*cf*,GS105,HS3600 Muir&Houston,Ld.Gls.	17 " 6	
84484 PUMD	**Taquy** (*ex*Itaquy–34,*ex*Almagro–33) ssNpt.No.3–3,33 ssRio.No.1–36 2*Dks*(*Stl*)	*2464* *2227* *1438*	✠100A1 4,40 ~~12,38~~ ~~BS12,38~~ ✠LMC8,36 4,40	Rio	*t*	CL 10,38	1920 6mo *Lloyd*	A.&J. Inglis,Ld. Glasgow '*sA&CP*	Cia.Carbonifera Rio-Grandense *Ce*	303·4 P33'B81'F32' FK *llDB*260'661*t FPT*	43·0	20·7	R.Janeiro Brazilian 6*BHptCem* 69*tAPT*180*t*	T.3Cy.22¼",36"&59"–39' (*s*) 180lb 265NHP 2SB,6*cf*,GS124,HS4500 A.&J.Inglis,Ld.Glasgow	23 " 0	
84485 PHWO	**Tarakan** Ⓟ *OilEng.* ssAms.No.2–39 D.F. 3*Dks*(*Stl-U* teaks) 4*th dk*(*Stl*)*in No.* 1 *hold*	8183 7380 4917	✠100A1 9,40 ~~12,39~~ ✠LMC CS6,39 11,38 DBS8,38 DBS(*l*)12,39 *Fitted for carrying oil 12,30 F.P.above150° F. in deep tank aft* *Carryingoil F.P.above150°F. in forward deep tanks*	Sba Vcr	*d*†	CL 6,39	1930 12mo *Lloyd*	Maats. Fyenoord Rotterdam '*sA&CP*	N.V.Stoom.Maats. Nederland *CellDB*392'162	469·0 P40'B160'F57' FK 8*tDTa*32'1062*t* *DTsf*56'1372*tFPT*	62·3	32·6	Batavia Dutch 8*BHptCem* 1 *to* 2*nd dk* 107*tAPT*52*t*	Oil Engines 2S.C.SA 8Cy.32$\frac{5}{16}$"–56$\frac{11}{16}$" 1450NHP DB*70lb* NDB34(*upper*) *71lb* Maats.Fyenoord,Rot	36 " 5 s 7 " 7 28 " 11¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade
84486 149304 GNRF	**Taranaki** TwinSc OilEng. ssGls.No.2–37 *Ref.Mchy.* 3*Dks* D.F. E.S.D. *Tonnage opening closed'40*	10534 — 6522	✠100A1 *withfreeboard* Examined 1,41 DBS6,41 ✠LMC5,38 ✠Lloyd's RMC1,40 ~~7,40~~ 6,41 ~~12,40~~	~~Liv~~ Liv	*f*†	CL s9,38 ~~P1,40~~ P4,40	1928 5mo	Fairfield SB.&E.Co.Ld Glasgow Lloyd's*A&CP*	ShawSavill& AlbionCo.Ld. *Upper'tween dk* *BHs except Coll* *CellDB*408'1592*t*	483·0|64·2|30·8 499·4(O.L.) | 39·3 B173'F61' FK *BH dispensed with* *FPT*119*tAPT*75*t*	S'thamptn British 8*BHptCem* (*Coll to Wdk* 7 ,,2*nd*,,)	Oil Engines 2S.C.SA 12Cy.31"–43" 2020NH 2DB*100lb* FairfieldSB.&E.Co.Ld.Gls.	42 ″ 10 s13 ″ 4¼ 29 ″ 8½	
84487 LCKP	**Taranger** TwinSc OilEng. D.F. *Ref.Mchy.* 2*Dks*	4873 4309 2984					1930	Akt.Bur- meistr&Wain Copenhagen	WestfalLarsen& Co.A/S	398·1|54·8|26·1 P74*t*H393*t*F34*t*	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–43$\frac{5}{16}$" 624NHP Akt.Burmeistr&Wain,Cpn		N
84488 1174 CBTA	**Tarapacà** Ⓟ (*ex*PresidenteMitre, *ex*Argentina) 2*Dks&Web frames* *Now "Aviles," see No.87060 in Supplement*	3832 — 2211					1894	Reiherst'g Schiffsw. Hamburg	Cia.Chilena de NavInteroceanica (H.R.Samsing, *Mgr.*)	343·0|42·4|26·1 P&B212'F41'	Valparaiso Chilian	T.3Cy.23",37½"&63"–42" 257NHP Reiherst.Maschinenf.Ham.		N
84489 162493 MPXC	**Taraqqi** TwinSc ssAbd.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*)	388 266 134	✠100A1 *withfreeboard* 4,40 ~~4,39~~ ✠LMC MS4,39 BS~~11,39~~ 1,41 *Fitted for oil fuel* 10,30 *F.P. above* 150° F. *Carrying oil F.P. above* 150°F. *in cylindricaltanks*	Abd	*f*	OG 3,39	1930 10mo	G.Brown &Co. Greenock Lloyd's*A&CP*	PetroleumS.S.Co. Ld.(BritishTanker Co.Ld.*Mgrs.*) *CellD*	140·6|29·1| 7·8 Q60'B11'F21' FK *BuE*7' 11*t FPT*53*t*	London British 4*BHptAsp* *APT*62*t*	C.4Cy.11"&22"–14" (*s*) 140lb 63NHP 1SB,3*cf*,HS1415 McKie&Baxter,Ld.Gls.	8 ″ 6 s 2 ″ 2¼ 6 ″ 5	
84490 TCEO	**Tari** Ⓟ (*ex*Tadla–34,*ex*Frankenwald) 2*Dks*	4026 — 2429					1908	Furness, Withy&CoLd WHartlepool	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	353·2|45·1|25·6 P40'B115'F72'	Istanbul Turkish *WB*	T.3Cy.25½",43"&72"–48" Richardsons, 359NHP Westgarth&Co.Ld.Hpl.		
84491 PHWP	**Taria** OilEng. D.F. 1*Dk*,*2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck* *Butts of deck plating electrically welded*	10354 9358 6146	✠100A1 10,40 ~~10,39~~ ✠LMC10,39 *CarryingPetroleum in bulk*	Ams Bkn	*f*†	CL	1939 10mo	NVNederl. Schps.Maats. Amsterdam Lloyd's*A&CP*	N.V.Petroleum Maats"LaCorona" *CellDBuE*78'194*t*	504·6|64·5|37·0 525·3(O.L.) P103'B46'F60' FK *DTf*28'385*tFPT*24	TheHague Dutch 18*BHptCem* 6*tAPT*130*t*	Oil Engines 4S.C.SA 10Cy.25$\frac{9}{16}$"–55⅛" 628NHP 2DB*180lb* WerkspoorN.V.Ams.	37 ″ 0 s 7 ″ 7¾ 29 ″ 7	
84492 LJGH	**Tarifa** TwinSc OilEng. D.F. E.S.D. 1*Dk&Shelter dk, 3rd dk* GyC. *except in after holds* *CruiserStern* *Butts of deck plating electrically welded*	7229 6426 4426	✠100A1 *withfreeboard* 9,39 ✠LMC11,38 ~~DBS(WTB)8,39~~ DBS11,40 *Carryingfuel oil F. P. above* 150° F *in midship deep tank*	Syd	*f*† 2¼	CL 9,39	1936 11mo	FSchichau G.m.b.H. Danzig Lloyd's*A&CP*	Wilh.Wilhelmsen 1 *Intermediate* *CellDB*349'1512*t*	493·6|63·3|29·0 517·9(O.L.) P42'F26' FK *Col* *BH dispensed with* *MT* 30'1431*t Tanks in way of tunnels*290*tFPT*82*tAPT*273*t*	Tönsberg Norwegian 7*BHptCem* *lBHtoSh dk* 6 ,, ,,2*nd*,,	Oil Engines 2S.C.SA 16Cy.25$\frac{9}{16}$"–47¼" 1827NH DB*100lb* DB(WT)100lb FSchichauG.m.b.H.Elbing	31 ″ 7 s 4 ″ 1½ 27 ″ 7¼	
84493	**Tarkhankout** (*ex*Parisot, Iron *ex*Julia,*ex*Z.M. 5thSurvey,Npt.8,90 Chrissoveloni,*ex*Circassian) *Well deck* 1*Dk*(*Irn*)2*trB*	1296 1054 725	✠ 9,92	Bla	Lv		1872 2mo	R.Thomp- son,Jr. Sunderland	U.S.S.R.	245·5|32·3|14·2 P203*t*F18*t*	Odessa Russian 4*BHCem* *DBa&f*	C.2Cy.29"&55"–33" 145NHP B*made*—,*refitted*13 N.E.MarineCo.Ld.Sld.		
84494 LDBW	**Tarn** TwinSc OilEng. ssOsl.No.1–37 1*Dk*(*Stl*)*&Shelter dk*(*Stl*) D.F. 3*rd dk*(*Stl*)*except in after holds* E.S.D. GyC.	6850 6013 4209	✠100A1 *withfreeboard* 7,40 ~~12,39~~ ✠LMC CS6,37 DBS5,~~3~~6,40 4,39 *Carryingfuel oil F. P. above* 150° F. *in deep tank*	Osl Sh	*e*†	CL 12,39	1933 9mo	NVNederl. Schps.Maats. Amsterdam Lloyd's*A&CP*	Wilh.Wilhelmsen	479·1|61·1|29·0 498·4(O.L.) P48'F46' FK *CellDB*365*t*1345*t* *Tanks in way of tunnels*515*t MT* 28'1318*tFPT*176*tAPT*145*t*	Tönsberg Norwegian 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.DA 12Cy.23⅝"–43$\frac{5}{16}$" 2330NHP DB*100lb* Gebr.Stork&Co.N.V. Hengelo	31 ″ 7 s 4 ″ 2 27 ″ 7	
84495 5721 SHAM	**Tärnan** Wireless 1*Dk*	*541* *412* *200*					1915	Lindhol- mensM.V. Gothenburg	HallandsÅngbåts A/B(HarryTrapp, *Mgr.*)	170·0|30·0|11·3 P105'H67*t*F24'	Gothenbrg Swedish *WB*	T.3Cy.14½",24"&40"–27" 83NHP LindholmensV.A.Got.		V
84496 165348 GZFN	**Taron** OilEng. D.F. E.S.D. ssCff.No.1–40 1*Dk*, *2nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8054 7224 4756	✠100A1 12,40 ~~5,40~~ ✠LMC CS5,40 DBS10,39 2,39 *CarryingPetroleum in bulk*	Cff Mch	*c*†	CL 10,39	1936 5mo	Deutsche WerftAGBet Finkenwrder Hamburg Lloyd's*A&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*64'154*t*	465·0|59·4|33·8 P94'B48'F48' FK *DTf*25'272*tFPT*	London British 17*BHptCem* 139*tAPT*85*t*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" 502NHP DB*180lb* Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	
* 84497 LIUA	**Taronga** ssOsl.No.1–38 OilEng. GyC. D.F. 1*Dk&Shelter dk*, *3rd dk except in after hold*	7003 6177 4245	✠100A1 *withfreeboard* 11,39 ✠LMC CS5,38 DBS7,39 4,37 *Carrying oil fuel F.P above* 150°F *in deep tank*	Got	*e*†	CL 4,37	1934 5mo	Odense Staalskibsvft vedAPMöller Odense Lloyd's*A&CP*	Wilh.Wilhelmsen *CellDB*318'1630*t* *of tunnel*416*tM*	484·0|61·3|29·0 P42'F51' FK *Tanks at side* *T*30'1438*t FPT*206	Tönsberg Norwegian 7*BHptCem* (*Collto Sh dk* 6 ,, ,,2*nd*,,) *tAPT*49*t*	Oil Engines 2S.C.DA 7Cy.24$\frac{7}{16}$"–55⅛" 1435NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	31 ″ 7 s 4 ″ 2¼ 27 ″ 7¼	
84498 153958 VLDF	**Taroona** Ⓟ TwinSc ssMel.No.1–39 *Ref.Mchy.* D.F. E.S.D. 3*Dks* *CruiserStern* *Topsides–Special Quality Steel*	4286 2782 1849	✠100A1 *withfreeboard* ~~4,40~~ ~~1,40~~ 1,41 BS4,40 ~~BS5,39~~ ✠LMC5,38 *Fitted for oil fuel* 1,35 *F.P. above* 150° F.	Mel	*w*	CL ~~7,37~~ 4,40	1935 1mo	A.Stephen &Sons,Ld. Glasgow Lloyd's*A&CP*	Tasmanian SteamersPro- prietary,Ld. *CellDB*227'433*t* *DTa*13'48*tD*	338·2|50·1|23·8 354·6(O.L.) B&F323' FK&BK1½" *Tf*20'177*t FPT*18*t*	Melbourne British 8*BHptCem* (*Coll to W dk* 7 ,, 2*nd* ,,) *APT*26*t*	6 Steam Turbines SR geared to 2 Sc. Shafts (*s*) HS13845 1578NHP 3 Water Tube Boilers430lb (Spt415lb) FD A.Stephen&Sons,Ld.Gls.	26 ″ 3 s11 ″ 4½ 15 ″ 1¼	
84499 82928 VQMF	**Tarpon** TwinSc Wireless 1*Dk*	412 283 173	✠ … 9,32 ✠				1929 4mo	Ferguson Bros.(Port Glasgow) Ld. PortGlasgow	Government of BritishGuiana	150·0|30·2| 8·9 P12'B32'F27' FK	Georget'n British *WB*	C.4Cy.11½"&24"–18" 66RHP FergusonBros.(Port Glasgow),Ld.Pt.Gls.	9 ″ 6	
84500 28020 JOVH	**Tarumi Maru** 2*Dks*	729 574 410					1921	Murao Zosensho Osaka	SanboSyosenK.K.	176·5|28·5|15·5 B46'F30'	Tarumi Japanese *WB*	T.3Cy.13",22⅛"&36$\frac{1}{16}$"–27" 68NHP TakaoTekkosho,Kobe		
84501 44142 JYJL	**Tarusima Maru** 2*Dks* *CruiserStern*	4865 — 2886					1938	OsakaIron Works,Ld. Osaka	HamaneShoten K.K.	369·8|54·1|29·2	Kobe Japanese	1DR geared steam turbine TokyoIshikawajima ZosenshoK.K.,Tokyo		C
84502 1764 IASY	**Tarvisio** *Carrying oil in bulk* D.F. 1*Dk* *Fitted for oil fuel*	5484 — 3207					1927	Royal Dockyard Castellam- mare diStabia	ItalianNavy (Operated bySoc. Anon.Cooperativa diNav.Garibaldi)	371·8|59·3|27·4	Genoa Italian *WB*	Steam Turbine AnsaldoS.A. Sampierdarena		I

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numéro d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade
84503 166399 GKGT	**Tasajera** TwinSc *Mchy.Aft* 1*Dk* *CruiserStern*	3952 2955 1812	✠100A1 1,41 ~~11,39~~ ✠LMC3,38 *Carrying Petroleum in bulk F.P. above 150°F.* *Fitted for oil fuel* 3,38	Aru	*w*	CL s12,38	1938 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd's A&CP	LagoShipping Co.Ld. ~~(P.J.Wolfe, Mgr.)~~ (R.A. Carder, Mgr.)	355·9|60·2|16·7 365·2(O.L.) P78'F43'*Trunk*236' FK *Cell DBuE*12'28t *FPT*164t *APT*141t	London British 8*BHptCem ptAsp*	T.6Cy.16",26"&43"-27" 180lb (s) 318NHP 2SB,6cf,HS5130 FD N.E.MarineEng.CoLdNwc	17 ″ 6 ~~s4 ″ 1½~~ ~~19 ″ 0¾~~ s2 ″ 6¾ 15 ″ 1¾	
104/40 84504 136062 ~~VTBK~~	**Tascalusa** ssAms.2ndNo.3-12,38 *Mchy.Aft* D.F. 2*Dks(Stl)&Web frames* *Longitudinal framing*	6499 5816 4052	✠100A1 7,39 ✠LMC MS8,37 BS12,38 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel* 12,13	Sch	*a*†	CL 11,38	1913 12mo	SirRaylton Dixon&CoLd Middlesbro' Lloyd's A&CP	Socony-Vacuum Transportation Co.Ld.	420·5|54·4|32·6 P118'B26'F47' FK *Cell DBuE&DTf*45'577t *B*80'279t *FPT*120t *APT*210t	London ~~Hong Kong~~ British 17*BHptCem* (11 *to U dk* 6 ,, *2nd* ,,)	Q.4Cy.24",35",50½"&73"-51" 220lb (s) 526NHP 3SB,9cf,GS170,HS7125 FD N.E.MarineEng.CoLdNwc	32 ″ 8 s6 ″ 1 26 ″ 9½	
84505 UOXC	**Tashkent** (*ex*Holger-32) ssBhn.No.1-11 Sub.Sig. 2*Dks(Stl)&deepframing*	5552 5242 3391	✠ 12,15 ✠	Bmn	*a*†		1906 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	U.S.S.R.	424·5|53·2|29·2 P37'B181'F44' FK *Cell DBa*150'*uE* 28'*f*181'1049t *FPT*83t *APT*25t	Odessa Russian 8*BHCem*	T.3Cy,28",46"&77"-54" 556NHP 3SB,9cf,GS191,HS7785 FD WllsndSlpwy.Co.Ld.Nwc.	32 ″ 0	
84506 102 SVBY	**Tasis** (*ex*ManchesterCivilian-33) D.F. 1*Dk*	*4706* *4380* *2927*					1913	Irvine'sSB &D.D.Co.Ld. W Hartlepool	Myrtoon SteamshipCo.Ld.	385·0|52·0|27·0 P36'B119'F36'	Argostoli Greek *WB*	T.3Cy.25",40"&68"-48" Richardsons 320NHP Westgarth&Co.Ld.Hpl.		C
84507 PKED	**Tasman** *Ref.Mchy.* *Fitted for oil fuel* D.F. 2*Dks*	4992 3833 3072					1921	Earle'sCo. Ld. Hull	Koninkl.Paketv. Maats.	392·0|49·2|26·0 *Shade dk*257'F43'	Batavia Dutch *Wb*	T.3Cy.29¼",48½"&80"-54" 470NHP Earle'sCo.Ld.Hull		V
84508 167575 GLML	**Tasmania** TwinSc ssH.Kg.No.1-39 *OilEng.* D.F. 2*Dks* *CruiserStern* *Tonnage opening closed*'40	~~6456~~ — ~~4021~~ 6405 5848 4017	✠100A1 *with freeboard* 6,40 ~~8,30~~ DBS9,38 ~~✠LMC10,35~~ ✠LMC CS5,40 4,38	HKg Lon	*z*	CL 8,38	1935 10mo	Nakskov Skibs.A/S Nakskov Lloyd's A&CP	Ministry of Shipping (Thos.&Jno. Brocklebank,Ld. Mgrs.)	399·4|54·8|24·2 415·0(O.L.) 32·9 P24'F43' FK *Cell DB*366' 1282t *DTs a*10'254t *Tank at sides of tunnels* 108t *FPT*71t *APT*136t	London British 6*BH*	Oil Engines 2S.C.SA 10Cy.19⅛"-35 7/16" DB100lb 673NHP Akt.Burmeistr&Wain.Cpn	35 ″ 6 s9 ″ 6½ 26 ″ 1½	
84509 26167 JNSD	**Tasmania Maru** ssOsa.No.3-10,32 ssKob.No.1-37 1*Dk(Stl)&* *Awng dk(Stl)*	4106 3613 2520	✠100A1 *Awng dk* *with freeboard* 12,39 ✠LMC12,39 BS3,41	Kob	*v*	OG ~~11,38~~ 3,41	1919 11mo	Kawasaki Dkyd.Co.Ld. Kobe Lloyd's A&CP	OkadaGumiK.K.	345·0|48·0|30·0 P29'B74'F41' *on Awng dk* FK *Cell DB*294'778t *FPT*62t *APT*31t	Osaka Japanese *Cem* 6*BH to Awdk*	T.3Cy.23½",39"&65"-48" (s) 200lb 356NHP 2SB,6cf,GS121,HS4610 FD KawasakiDykdCoLd.Kobe	30 ″ 0 s6 ″ 1½ 24 ″ 2	
84510 937 SVXO	**Tassia** (*ex*Majestic-38) ssHul.2ndNo.3-6,29 ssHul.No.1-34 D.F. *SparDk(ptIrn ptStl)* *2trB&deepframing*	*3034* *2811* *1917*	✠ 11,38 ✠	Hpl	*u*		1904 4mo	Irvines'SB &D.D.Co.Ld. WHartlepool	G.SigalasSons	325·0|47·1|13·7 22·5 P32'B100'F32' FK *Cell DBa*106'*uE* 22'*f* 136' 663t *FPT* 100t *APT*42t	Piræus Greek 5*BHCem*	T.3Cy.24",38"&64"-42" 277NHP 2SB,6cf,GS100,HS4329 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10	
188/40 84511 165697 GDGX	**Tasso** Wireless D.F. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for navigation in ice*	1586 1220 768	✠100A1 *with freeboard* 2,40 ✠LMC2,38	Hul	*s*	CL	1938 2mo	Swan,Hunter&Wigham Richardson, LdNewcastle Lloyd's A&CP	Ellerman'sWilson Line,Ld.	283·9|40·2|15·8 295·2(O.L.) FK *Cell DB*236'363t *FPT*14t *APT*37t	Hull British 5*BHptCem ptAsp* (*Coll to Sh dk* 4 ,, *2nd*,,)	T.3Cy.19½",33"&54"-36" & LP turbine with DR gearing & hydraulic coupling 210lb (s) FD 335NHP 2SB(Spt)6cf,GS115,HS4043 Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 ″ 6 s ″ 8 17 ″ 0	
84512 377 SZMS	**Tassos** Ⓟ (*ex*Oriental,*ex*Yacht) ssGls.No.3-5,04 Wireless 1*Dk*	333 — 181	✠ 8,06	Grk			1891 6mo	A.&J. Inglis Glasgow	EpirotikiS.S.Nav. Co.George Potamianos	165·4|22·1|13·1	Piræus Greek 5*BHCem*	T.3Cy.13½",22½"&36"-27" 1SB,3cf,GS46 67NHP A.&J.Inglis,Glasgow		
84513 872 JCLB	**Tategami Maru** Ⓟ ssNag.No.2-07 2*Dks(UStl)&ptAwng dk*	2490 1788 1476	✠ 2,07 ✠	Nag	*s*		1898 12mo	MitsuBishi Dockyard& EngineWrks Nagasaki	KaburagiHidetane	300·0|40·0|18·9 P35'Q105'F37' BK10" *Cell DBa*88' *uE&B*44' *f*92'401t *APT*67t	Jinsen Japanese 6*BHCem*	T.3Cy.24",38"&64"-42" 296NHP 2DB,12cf,GS172,HS4901 MitsuBishiD.&E.Wks.Nag	21 ″ 2	
84514 28502 JDIA	**Tateisi Maru** (*ex*TateishiMaru-38) ssYka.No.3-7,35 ssYka.No.1-38 2*Dks(Stl)*	3801 3444 2351	✠100A1 1,40 ✠LMC1,40	Tama	*w*	CL 1,40	1922 9mo	Yokohama DockCo.Ld Yokohama A&CP	UkonShojiK.K.	345·0|50·0|29·0 P33'B74'F40' FK *Cell DB*316' 793t *FPT*56t *APT*29t	Kobe Japanese 6*BHCem*	T.3Cy.23",38"&64"-48" (s) 200lb 351NHP 2SB,6cf,GS115,HS4604 FD YokohamaDockCoLd.Yka	29 ″ 1 s5 ″ 3½ 24 ″ 1	
84515 40704 JGFJ	**Tatekawa Maru** *Carrying Petroleum in bulk* *OilEng.* D.F. GyC. *Mchy.Aft* 1*Dk* *CruiserStern* *Longitudinal framing*	10090 8891 5901					1935	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	503·3|65·0|37·1 P162'B44'F41'	Kobe Japanese *WB*	Oil Engines 2S.C.DA 8Cy.27 9/16"-47½" 2115NHP KawasakiDkydCoLdKobe		C
84516 43365 JKVL	**Tateyama Maru** Ⓟ 2*Dks*	3787 — 2261					1937	Mitsui Bussan Kaisha,Ld. Tama	BabaShojiK.K.	340·4|48·2|26·2 P29'B92'F31'	Tokyo Japanese *WB*	T.3Cy.20⅞",35 7/16"&61"-41¾" MitsuiBussanKaisha,Ld. Tama		C
84517 41740 JPKJ	— Ⓟ 2*Dks*	1991 1605 1147					1937	Hakodate DockCo.Ld. Hakodate	KitaNippon KisenK.K.	272·3|40·0|21·0 P29'B80'F30'	Tokyo Japanese *WB*	C.4Cy.(2)11⅝"&(2)20⅜"-13¾" & LP turbine with DR gearing & hydraulic coupling UragaDockCo.Ld.Uraga		
84518 27806 JAGA	**Tatibana Maru** Ⓟ (*ex*Tachibana Maru-38) ssKob.No.3-8,34 ssKob.No.1-38 2*Dks(Stl)&Web frames* *Longitudinal framing*	6522 5679 3863	✠100A1 12,40 ~~2,40~~ 12,40 ✠LMC~~2,40~~ *Carrying Petroleum in bulk F.P. above 150°F.* *Fitted for oil fuel* 6,21	Kob	*a*†	CL 1,40	1921 6mo	KobeSteel Works Harima Dockyard A&CP	AsahiSekiyuK.K.	420·0|54·0|32·9 P117'B36'F35' FK *Cell DBuE&B*81'155t *DTf*41'375t *'tween dk tank aft* 10'46t *FPT*116t *APT*26t	Tokyo Japanese 16*BHptCem* (11 *to U dk* 5 ,, *2nd*,,)	T.3Cy.27",~~46"~~ 45⅛"&75"-51" (s) 200lb 560NHP 3SB,9cf,GS192,HS7956 FD KobeSteelWorks,Kobe	33 ″ 0 s6 ″ 8 25 ″ 7½	
84519 40308 JWRJ	— Ⓟ TwinSc (*ex*TachibanaMaru-38) *OilEng.* *CruiserStern* 2*Dks*	1772 — 966					1935	Mitsubishi JukogyoK.K Kobe	TokiowanKisen K.K.	249·3|40·0|18·0 F59'	Tokyo Japanese *WB*	Oil Engines 4S.C.SA 16Cy.16⅜"-24 7/16" 435NHP MitsubishiJukogyoK.K.		

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84520 29428 JEPI	**Tatibana Maru** (*ex*TachibanaMaru-38) 2*Dks*	392 312 233					1923	OsakaIron Works Osaka	KagoshimaSyosen K.K.	145·0 F20'	24·0	13·5	Shimoda Japanese	T.3Cy.		
84521 LJIR	**Tatra** D.F. E.S.D. *OilEng.* GyC. *CruiserStern* 1*Dk&Shelterdk* *Partelectricallyweldedincludingbuttsof keel & deck*	4766 4070 2804	✠100A1 *withfreeboard* 9,40 ✠LMC CS2,41 7,39 *Carrying cargo oil F.P. above 150°F. in midship deep tank* DBS(WTB)3,40	Osl NYk	*a*† 2	CL 2,40	1937 2mo Lloyd's A&CP	F.Schichau G.m.b.H. Danzig	Wilh.Wilhelmsen *CellD B285'1117t Tanks in way of tunnel 246t M*	412·0 428·9(O.L.) P44'F32' FK	55·5	25·6	Tönsberg Norwegian 7*BHptCem* (*ColltoShdk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 8Cy.25$\frac{9}{16}$"-47¼" 913NHP DB*100lb* DB(WT)*100lb* FSchichauG.m.b.H.Elbing *T26'966tFPT67tAPT181t*	28 ″ 0 s2 ″ 8 25 ″ 5½	
84522 DHXG	**Tatti** 1*Dk*	579 345 354					1891	Act.Ges. "Neptun" Rostock	MathiesReed.K.G.	194·1 Q118'B21'F21' len96	24·6	10·4	Hamburg German *WB*	C.2Cy.22½"&36½"-23½" NB23 54NHP A.G."Neptun,"Rostock		G
84523 45378 JCBN	**Tatu Maru** *OilEng.* *CruiserStern*	501 — 344					1939	YendoIron Works Osaka	NisimotoZyuhei	145·0	26·5	13·4	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.13"-19$\frac{11}{16}$" 98NHP HanshinIronWksLd.Kobe		
84524 33180 JAUC	**Tatuha Maru** (*ex*TatsuhaMaru-38, *ex*CorbyCastle, *ex*Virgilia) *ss*Kob.No.3-7,31 *ss*Kob.No.2-39 2*Dks*(*Stl*) *Cargo battens not fitted in 'tween dks & Deep Tank*	5784 5383 3607	✠100A1 11,40 ~~6,39~~ ✠LMC~~6,39~~ 11,40 *Carrying oil fuel F.P. above 150°F. in DB & DT* *Fitted for oil fuel* 7,29 *F.P. above 150°F.*	Kob	*a*†	CL ~~5,39~~ 10,40	1918 11mo Lloyd's A&CP	Russell & Co. PortGlasgow	TatuumaKisen K.K. *1 intermediate BH & 1 'tween dk BH dispensed with* *CellDB344' 1165tDTa36'1109tFPT35tAPT31t*	423·3 P38'B123'F43' FK	56·0	28·7	Nisino-miya Japanese *Cem* *5BHtoUdk* *1* ,, ,,*2nd*,, *only*	T.3Cy.27⅛",44"&73"-48" (*s*) 180lb 550NHP 3SB,*9cf*,GS190,HS8428 FD J.G.Kincaid&Co.Ld.Grk.	31 ″ 4	
84525 45329 JXNM	**Tatuharu Maru** D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	6345 — 3792					1939	Mitsubishi JukogyoK.K Kobe	TatuumaKisen K.K.	410·9	55·8	30·7	Nisino-miya Japanese	2 steam turbinesDRgeared to 1 sc. shaft 750NHP MitsubishiJukogyoK.K. Kobe		C
84526 44591 JCTM	**Tatuho Maru** *Cruiser Stern*	6335 — 3792					1938	Mitsubishi JukogyoK.K Kobe	TatuumaGoshi Kaisya(Tatuuma KisenK.K. *Mgrs.*)	410·9	56·1	30·7	Nisino-miya Japanese	2 steam turbinesDR geared to 1 sc. shaft 750NHP MitsubishiJukogyoK.K. Kobe		C
84527 45734 JHON	**Tatuhuku Maru** 1*Dk* *Mchy.Aft*	1946 1540 1081					1939	Kawamin-amiKogyo K.K. Nagasaki	TatuumaKisen K.K.	271·7 P87'F29'	40·0	20·3	Nisino-miya Japanese *WB*	T.3Cy.18$\frac{11}{16}$",30"&50"-36" 150NHP KawaminamiKogyoK.K. Koyagijima		
84528 46368 JHVN	**Tatukami Maru** D.F. *CruiserStern*	7064 — 4126					1939	Mitsubishi JukogyoK.K Kobe	TatuumaKisen K.K.	441·5	58·5	32·8	Nisino-miya Japanese	2DRgeared steam turbines MitsubishiJukogyoK.K. Kobe		
84529 44853 JQZM	**Tatumiya Maru** D.F. GyC. 2*Dks* *Ref.Mchy.* *Cruiser Stern*	6344 — 3792					1938	Mitsubishi JukogyoK.K Kobe	TatuumaKisen K.K.	410·9	56·1	30·7	Nisino-miya Japanese	2DRgeared steam turbines 750NHP MitsubishiJukogyoK.K. Kobe		C
84530 158023 MMVS	**Tatung** Ⓟ (*ex*I.Fung-36) TwinSc *OilEng.* 1*Dk*	1560 1360 1101					1928	NewE.& S.B.Wks.Ld. Shanghai	ChinaNav.Co.Ld.	270·1	40·0	14·7	London British *WB*	Oil Engines 4S.C.SA 12Cy.14⅜"-23¾" 240NHP Motorenfbr."Deutz"A.G. Köln-Deutz		
84531 18486 JPUD	**Tatuno Maru** TwinSc (*ex*TatsunoMaru-38) ~~*ss*Osa.No.3-8,27~~ *ss*Kob:2ndNo.3-4,40 ~~*ss*Kob.No.2-36~~ 2*Dks*(*Stl*)	6960 6447 4265	✠100A1 4,40 ~~5,39~~ ~~BS5,39~~ ✠LMC~~6,36~~ 4,40 *Fitted for oil fuel* 12,23 *F.P. above 150°F.*	Kob	*b*†	CL ~~S6,37~~ P5,39 S4,40	1916 5mo Lloyd's A&CP	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K. *CellDB375'1192t* *DTa42'1312t DTf30'1128tFPT57tAPT62t*	445·0 P35'B138'F37' FK	58·0	34·0	Tokyo Japanese 7*BHCem*	T.6Cy.21",33½"&56"-48" (*s*) 200lb 628NHP 4SB(Spt.),*12cf*,GS220, FD HS9108 KawasakiDkydCoLdKobe	34 ″ 0 s7 ″ 9 26 ″ 5	
84532 35362 JFYC	**Tatuta Maru** Ⓟ QuadSc (*ex*TatsutaMaru-38) *OilEng.* *Ref.Mchy.* *ss*Yka.No.2-39 D.F. 3*Dks*(*Stl-weather dk pt teak*s) GyC. *4th dk* (*Stl*) *in Nos.* 1,2 & 3*holds* *CruiserStern*	16975 11576 10017	✠100A1 *withfreeboard* 1,41 ~~2,40~~ ✠LMC CS2,39 DBS~~10,39~~2,41 4~~12,39~~ ✠Lloyd'sRMC~~2,40~~ 2,41 *Fitted for carrying oil* 3,30 *F.P. above 150°F. in forward deep tanks*	Yka	*l*†	CL Pf10,40 Sf10,40 PaN 3,38 SaN 3,38	1930 3mo Lloyd's A&CP	Mitsubishi ZosenKaisha Ld. Nagasaki	NipponYusenK.K. *CellDB389'2019t*	560·0 583·6(O.L.) B&F483' FK *Promenade*340' *Tanks in way of tunnels*998t*DTf11'338tFPT97tAPT275t*	72·0	42·5	Tokyo Japanese 10*BHptCem*	Oil Engines 2S.C.SA 32Cy.26¾"-39⅜" 4008NHP 2DB*120lb* MitsubishiZosenKaishaLd	42 ″ 6 s14 ″ 2 28 ″ 6	
84533 46395 JYCN	**Tatutake Maru** *Fitted for oil fuel* D.F. 2*Dks* *Cruiser Stern*	~~7200~~ 7068 — 4124					1939	Mitsubishi JukogyoK.K Kobe	TatuumaGoshi Kaisya(Tatuuma KisenK.K.*Mgrs.*)	~~441·6~~ 441·5	58·5	32·8	Nisino-miya Japanese *WB*	2 steam turbinesDR geared to 1 sc. shaft 600NHP MitsubishiJukogyoK.K. Kobe		
188/40 84534 33640 JCEC	**Tatutasan Maru** (*ex*Tatsutasan Maru-38) *OilEng.* *Mchy.Aft* ~~*ss*Kob.No.2-35~~ *ss*TamaNo.3-11,40 1*Dk*(*Stl*)	1992 1650 1098	✠100A1 11,40 ~~5,39~~ 11,40 ✠LMC CS~~4,~~ DBS~~5,39~~11,40 ~~5,39~~11,40	Tama	*r*	CL ~~5,38~~ N11,40	1928 7mo Lloyd's A&CP	MitsuiBus-sanKaisha Tama	MitsuiBussan KaishaLd. *CellDB213'471tFPT104tAPT36t*	275·5 P64'B28'F34' FK	40·7	21·0	Kobe Japanese 4*BHptCem*	Oil Engines 4S.C.SA 6Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 224NHP DB*80lb* MitsuiBussanKaishaTama	21 ″ 0 s3 ″ 0½ 18 ″ 2	
84535 44140 JCEM	**Tatuwa Maru** 2*Dks* *Cruiser Stern*	6335 — 3792					1937	Mitsubishi JukogyoK.K Kobe	TatuumaGoshi Kaisya(Tatuuma KisenK.K.*Mgrs.*)	410·9	56·0	30·7	Nisino-miya Japanese	2 steam turbinesDRgeared to 1 sc. shaft 750NHP MitsubishiJukogyoK.K. Kobe		C
84536 PUCJ	**Taubaté** (*ex*Franken) *ss*Rio.No.3-1,18 2*Dks*(*Stl-U pt teak*s) Sub.Sig. *lower dk*(*Stl*)*foreholds,* *Web frames after holds*	5099 4872 3228	✠ 11,23 ✠	Dnk	*a*†		1905 10mo	Bremer Vulkan Vegesack	LloydBrasileiro *CellD Ba123'uE&B78'f156'1172tFPT18tAPT13t*	409·6 P&B331'F37' FK	52·7	27·9	R.Janeiro Brazilian 6*BHCem*	Q.4Cy.24",34⅝",50⅜"&72$\frac{27}{32}$"-53⅛" 528NHP 3SB,*9cf*,GS165,HS7104 BremerVulkan,Vegesack	30 ″ 9	V †
84537 DOCE	**Taube** (*ex*Hornland,*ex*Tertia) Wireless Sub.Sig. 1*Dk*	964 851 534					1922	F.Schichau Elbing	ArgoReederei RichardAdler&Co.	229·6 P14'B65'F31'	33·6	13·8	Bremen German *WB*	T.3Cy.15¾",27⅝"&42$\frac{9}{16}$"-27⅝" 96NHP F.Schichau,Elbing		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Courses. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux au Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B of Trade
84538 9166 OFAE	**Tauri** (*ex*Norden-36) *ss*Cpn.2ndNo.3-7,34 *ss*Skm.No.1-38 1*Dk*(*Stl*)&*deepframing* &*Shelter dk*(*Irn*)	2517 — 1491	✠100A1 *Shelter dk* *withfreeboard* 7,39 ✠LMC MS4,38 BS3,40	Skm	*u*	CL 7,39	1909 11mo *Lloyd*	JLThomp-son&SonsLd Sunderland '*sA&CP*	RederiA/BTauri (PaulKåhre) *Cell DBa104'uE&B30'f136'772tFPT48tAPT84t*	330·8|47·0|19·4 318·2|47·2 FK	Mariehmn Finnish 5*BHCem*	T.3Cy.23",38"&62"-42" (*s*) 180lb *80lb* 285NHP 2SB,6*cf*,GS180,HS4601 J.Dickinson&Sons,Ld.Sld.	21 „ 9 s 1 „ 3½ 20 „ 7½	
84539 LJCC	**Taurus** *OilEng.* D.F. GyC. 1*Dk*&*Shelter dk*	4767 3997 2879					1935	A/S Akers Mek.Værks. Oslo	Wilh.Wilhelmsen	408·6|55·3|25·2 P41'F32'	Tönsberg Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.17½"-47¼" 748NHP A/SAkersMek.Værks.Oslo		N
84540 200377 WCVX	— (*ex*PerryG.Walker) D.F. GyC. *Mchy.Aft* 1*Dk*2*trB*	4470 — 3143					1903	Chicago S.B.Co. Chicago	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	416·0|50·3|24·0	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-40" 213NHP ChicagoS.B.Co.Chicago		R
84541 OFCF	— (*ex*Laly-37, *ex*RandulfHansen) *ss*Ant.No.1-27 Wireless D.F. 1*Dk*	1529 1343 861	✠ … 3,32 ✠				1923 8mo	Randolph A/S Skibs. Fevig	Finska AngfartygsA/B	263·6|38·1|18·1 252·7 P33'B63'F24' FK	Helsingfrs Finnish *WB*	T.3Cy.19",31"&52"-36" 190NHP McKie&Baxter,Glasgow	20 „ 2	N †
84542	— (*ex*VisayasII, *ss*Wln.No.1-15 *ex*Josefina,*ex*Kokiri, 1*Dk*(*Stl*) *ex*Lauderdale) *Well deck*	1251 1015 688	✠ 2,15 ✠	Wln	*o*		1911 3mo	Campbel-townSBCo. Campb'ltown	Madrigal&Co. *CellDBa56'uE&B33'f102'395tAPT85t*	229·3|35·8|15·6 Q79'B58'F28' FK	Manila Utd.States 4*BHCem*	T.3Cy.18",27½"&45"-33" 135NHP 2SB,4*cf*,GS71,HS2200 D.Rowan&Co.Glasgow	17 „ 7	R †
84543 DDRG	— (*ex*Alfred,*ex*AlfredMenzell)	1158 963 698					1895	Flensburgr Schiffsb.Ges. Flensburg	Vöge&Däcker	238·9|34·3|14·2 Q71'H113'F26'	Flensburg German *WB*	T.3Cy.16",26"&43"-33" 106NHP FlensburgerSchiffsb.Ges		G
* 84544 207 YLFX	**Tautmila** (*ex*MountParnassus-36, *ex*Headcliffe-32) *ss*Shl.No.3-11,27 *ss*Ams.No.2-36 1*Dk*(*ptIrn ptStl*) *Cargo battens not fitted*	3724 3501 2325	✠100A1 1,37 ✠LMC MS10,36 BS12,38	Hul	*v*	CL 1,37	1915 6mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	LatvianShipping Co.	347·4|49·2|25·2 P32'B93'F33' FK *CellDBa110'u* *E23'f151'796t*	Riga Latvian 6*BHCem* *APT124t*	T.3Cy.24½",41"&66"-45"(*r*) 180lb 324NHP 2SB,6*cf*,GS120,HS5100 JReadhead&Sons,Ld.SShl	26 „ 8 s 4 „ 8¼ 22 „ 3	
84545 LCYW	**Tautra** (*ex*St.Joseph-37,*ex*S.B.Lund) *ss*Osl.No.3-10,32 *Welldeck* *ss*Osl.No.1-36 D.F. 1*Dk*(*Stl*)	1749 1319 1019	✠100A1 Examined6,41Nwc BS6,41 ✠LMC1,37	~~Osl~~	*q*	CL ~~12,38~~ 8,40	1920 7mo *Lloyd*	Osbourne, Graham& Co.Ld. Sunderland '*sA&CP*	Skibs.A/S Tautra (KarlTorkildsen, *Mgr.*) *CellD*	258·0|39·7|16·3 P23'Q76'B62'F23' FK *B222'460tFPT25t*	Trondheim Norwegian 4*BHCem* *APT55t*	T.3Cy.19½",32"&53"-36"(*s*) 180lb 197NHP 2SB,6*cf*,GS150,HS3222 G.Clark,Ld.Sunderland	18 „ 6 s 1 „ 6 17 „ 2¼	
84546 TCDF	**Tavilzade** (*ex*Tavil-39, Iron *ex*TavilZade-37, *ss*Ant.2ndNo.3-6,99 *ex*Turk-34, *ss*Pir.No.2-08 *ex*Thessaloniki,*ex*Stamiatos, 2*Dks*3*trB* *ex*Salonique,*ex*Tenedos)	1248 1130 768	✠ 7,11	Pir			1873 11mo	Lon.&Gls. Co. Glasgow	TavilogluMustafa veKardesleri KollektifSirketi	237·0|32·3|22·7	Istanbul Turkish	C.2Cy.31"&54"-33" 162NHP Lon.&Glas.Co.Glasgow	24 „ 0	
84547 PHWS	**Tawali** Ⓟ *OilEng.* *ss*Sba.No.2-38 3*Dks*(*Stl-U* teak s) D.F. 4*th dk*(*Stl*)*in No.* 1 *hold*	8178 7366 4866	✠100A1 ~~4,40~~ ~~6,38~~ ~~9,40~~ 3,41 ✠LMC CS6,39 DBS~~4,39~~ 5,41 ~~12,38~~ 6,40 *Carrying Oil F.P. above 150°F. in forward deep tanks* *Fitted for carrying oil 1,31 F.P. above 150° F. in deep tank aft*	Sba	*d*†	CL ~~N6,37~~ 9,40	1931 1mo *Lloyd*	NVNederl. Schps.Maats. Amsterdam '*sA&CP*	NV.Stoomv.Maats. Nederland *Cell DB392'1628tDTa32'1062tDTsf56'1372tFPT107tAPT53t*	469·0|62·3|32·6 P40'B160'F57' FK	Batavia ~~Amsterdam~~ Dutch 8*BHptCem* *ptAsp* 1 „ *to 2nd dk*	Oil Engines 2S.C.SA 8Cy.32 5/16"-56 11/16" 1450NHP DB(*Lower*)71*lb* NDB(*Upper*)35-71*lb* WerkspoorN.V.Ams.	36 „ 5 s 7 „ 7 29 „ 0	
84548 247 SVPH	**Taxiarchis** (*ex*Grelcaldy,*ex*Caldy) *ss*Pir.2ndNo.3-11,38 1*Dk*(*ptIrn ptStl*)	*4221* *4001* *2619*	✠100A1 ~~1,40~~ ~~4,39~~ 4,41 BS~~2,40~~ ✠LMC12,38 4,41	Ams ~~NNs~~ Cff	*x*	CL ~~11,38~~ 4,41	1913 9mo *Lloyd*	Richardsn, Duck&Co.Ld. Stockton '*sA&CP*	LemosBros.& TheseusS.S.Co.Ld. *Cell DBa 123'u E27'f173'1151tAPT102tFPT136t*	380·0|51·0|24·8 P34'B240'F37' FK	Syra Greek 6*BHCem*	T.3Cy.26",42"&70"-48" (*s*) 180lb 394NHP 3SB,9*cf*,GS178,HS6435 Blair&Co.Ld.Stockton	27 „ 3 s 3 „ 7½ 23 „ 10½	
84549 PHWU	**Tayari** Ⓟ *OilEng.* *ss*Mba.No.1-39 Wireless *Mchy.Aft* 1*Dk* *CruiserStern*	1001 784 462	✠100A1 *withfreeboard* ~~4,40~~ ~~10,39~~ ✠LMC6,39 7,40	Mba	*l*	~~N6,39~~ 7,40	1935 9mo *Lloyd*	NV Indus-trieeleMaats. DeNoord Alblasserdam '*sA&CP*	N.V.Vereenigde Nederlandsche Scheep.Maats. (DirectieenArgen-tuurMaatsHolland AfrikaLijnN.V. *Mgrs.*) *CellDB134'233tFPT149tAPT17t*	204·4|33·6|13·5 *After*B44'F35' FK	TheHague Dutch 4*BHptCem* *ptAsp*	Oil Engines 4S.C.SA 6Cy.13¾"-26¾" 110NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo	15 „ 3 s 4 „ 5½ 11 „ 0½	
84550 161866 GBVK	**Taybank** TwinSc *OilEng.* D.F. *ss*Bel.No.2-39 E.S.D. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) *Ref.Mchy.*	5627 4979 3431	✠100A1 *withfreeboard* ~~3,40~~ ~~1,40~~ 2,41 DBS8,40 ~~DBS7,39~~ ✠LMC7,39 ✠Lloyd'sRMC~~1,40~~ 2,41 for temp. 20° F. *Carrying vegetable oil in deep tanks & in tanks between tunnels*	Bal ~~Nch~~ Cff	*b*†	CL SN5,39 P5,39	1930 8mo *Lloyd*	Workman, Clark(1928) Ld. Belfast '*sA&CP*	BankLine,Ld(A. Weir&Co.*Mgrs.*)	426·7|57·4|25·7 FK *CellDB356'1190t* *Tanks in way of tunnels263tMTs60'2389tFPT95tAPT152t*	Belfast British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 10Cy.26¾"-47½" 1246NHP DB120*lb* Workman,Clark(1928)Ld.	29 „ 9 s 3 „ 7½ 26 „ 4	
84551 241 SVSX	**Taygetos** (*ex*Westhope-35) *Cargo battens not fitted* *ss*Sld.No.3-10,30 *in Shelter 'tween dks.* *ss*Nwc.No.2-39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '40	5687 — 3557	✠100A1 *Shelter dk* *withfreeboard* ~~10,40~~ 3,40 ✠LMC5,39 1,41 BS10,40	Cff ~~Bkn~~ Npt	*y*	CL ~~2,39~~ ~~10,40~~ 1,41	1918 4mo *Lloyd*	W.Pickers-gill&Sons,Ld. Sunderland '*sA&CP*	A.M.Coulouthros &Sons(A.M.Cou-louthros,*Mgr.*)	405·0|52·3|31·9 *FonShltr dk34'* FK (*CollBHtoSh dk5BHto2nd dk*) *'tween dkBHs exceptCollBH dispensed with* *CellDBa134'uE26'f176'1165tFPT79tAPT106t*	Andros Greek 6*BHCem*	T.3Cy.26",43"&72"-48" (*s*) 180lb 452NHP 3SB,9*cf*,GS174,HS7810 Richardsons,Westgarth& Co.Ld.Hpl.	26 „ 6 s 2 „ 10½ 23 „ 10½	
84552 TUXX	**Tayo II** 1*Dk*	358 324 99					1915	WoodSkin-ner&Co.Ld. Newcastle	"Calédonickel" Soc.Anon.	150·0|25·3|10·5 Q20'B35'F30'	Nouméa French *WB*	T.3Cy.16",26"&43"-27" 96NHP N.E.MarineEng.CoLdNwc		V
84553 TCDG	**Tayyar** Ⓟ (*ex*Albatross) Iron *ss*Liv.3rdNo.3-6,15 *ss*Cpl.No.2-23 1*Dk*	409 318 174	1,29 ✠NB11,95	Cpl	*g*		1878 4mo	Ramage& Ferguson Leith	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	170·0|22·4|12·2 P43'F35' BK7'	Istanbul Turkish 4*BHCem*	C.2Cy.25"&44"-30" 85NHP 1SB,3*pf*,GS84,HS1538 Hawthorns&Co.Leith	12 „ 10	
84554 44601 JLKM	**Tazan Maru** (*ex*WestNosska Maru-38,*ex* *Fitted for oil fuel* WestNosska-37) 2*Dks*	5478 5237 3970	✠ … 11,20 ✠				1919 7mo	Columbia RiverSBCorp Portland,Or.	KokokuKisenK.K.	410·5|54·0|30·2 P44'B115'F47' FK	Kobe Japanese *WB*	DR geared steam turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 „ 2	C
84555 18483 JPJD	**Tazima Maru** TwinSc (*ex*TajimaMaru-38) ~~*ss*Yka.No.3-12,26~~ D.F. ~~*ss*Yka.No.3-3,30~~ ~~*ss*Yka.No.2-34~~ *ss*Yka.2ndNo.3-3,39 2*Dks*(*Stl*)	6995 6447 4273	✠100A1 7,40 ~~11,38~~ ✠LMC8,39 BS7,40	Yka	*b*†	CL 1,40	1916 4mo *Lloyd*	Kawasaki Dkyd.Co.Ld. Kobe '*sA&CP*	NipponYusenK.K. *CellDB367'1154tDTa42'1312tFPT55tAPT60t*	445·0|58·0|34·0 P35'B138'F37' FK	Tokyo Japanese 7*BHCem*	T.6Cy.21",33½"&56"-48"(*s*) 200lb HS9108 628NHP 4SB(Spt),12*cf*,GS220 FD KawasakiDkydCoLdKobe	34 „ 0 s 7 „ 9 26 „ 5	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
84556 UOXB	**Tbilisi** (*ex*Tiflis-37,*ex*Pfalz-33, *ex*Ramses) D.F. Sub.Sig. 2*Dks&Shelter dk*	7169 6593 4577					1912	Flensburgr Schiffsb.Ges. Flensburg	U.S.S.R.	470·5|60·8|28·3 B66'F50' 36·6	Odessa Russian *WB*	T.3Cy.31⅛",50¾"&84"-53⅞" 516NHP FlensburgerSchiffsb.Ges.		
84557	**Tchekam** (*ex*PooTye, *ex*Chiat-Yek,*ex*Robert Poizat,*ex*Teuton, *ex*Guienne) 3Mst *ss*Liv.No.3-4,02 *ss*Lth.No.2-11 *Well deck Mchy.Aft* 2*Dks*	1299 — 806	✠ ... 3,15 ✠NB6,08 ✠				1890 2mo	S.M'Knght &Co. Ayr	YuenWahChiu	230·0|31·1|16·5 P&B147'F26' 04,8 BK8"	Panama Panamanian *WB*	T.3Cy.20¾",33"&54"-36" 202NHP D.Rowan&Co.Glasgow	17 ″ 5	
84558	**Tchoukcha** (*ex*LakeFandon) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*2*trB*	2606 2237 1612	✠ ... 11,20 ✠				1920 3mo	Detroit S.B.Co. Wyandotte	U.S.S.R.	250·9|44·6|26·1 P25'B64'F23' FK	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	
84559	**Tczew** (*ex*Jung) *Mchy.Aft* 1*Dk*	762 516 347					1924	N.V.Schps. v/hH.H. Bodewes Millingen	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*)	181·5|28·2|12·7 Q117'B13'F24'	Gdynia Polish *WB*	T.3Cy.14$\frac{15}{16}$",24"&40$\frac{3}{16}$"-24" 79NHP N.V.Overschiesche Motorenfabr.Overschie		V
84560 154462 VCQM	**Teakbay** D.F. *Mchy.Aft* 1*Dk*	1895 1705 1184					1929	Smith's DockCo.Ld. Middlesbro'	TreeLineNav.Co. Ld.(J.D.Calvin, *Mgr.*)	253·0|44·1|18·5 F31'	Montreal British *WB*	T.3Cy.15",25"&40"-33" 95RHP Smith'sDockCo.Ld.		C
84561 149878 GFVL	**Teakwood** *ss*Nwc.No.3-5,39 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6014 5613 3708	✠100A1 7,40 ~~5,39~~ 7,40 ✠LMC BS~~10,38~~ MS5,39 *CarryingPetroleum in bulk* *Fitted for oil fuel 8,27 F.P. above 150° F.*	Nwc	*z*	CL ~~4,39~~ 4,40	1927 8mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	Molasses&General TransportCo.Ld. (J.I.Jacobs&Co. Ld.*Mgrs.*) *CellDBuE&B*79'	415·1|54·8|31·4 P108'B28'F42' FK	London British 17*BHptCem* 8,,*to 2nd dk* 171*tDTf*37'	T.3Cy.27",45"&75"-48" (*s*) 180lb 515NHP 3SB,9*cf*,GS185,HS7353 FD WllsndSlpwy.Co.Ld.Nwc. 555*tFPT*176*tAPT*49*t*	31 ″ 6 s 5 ″ 6¾ 26 ″ 2	
84562 87 ILJD	**Tealia** (*ex*Dreher-38, *ex*CaterinaDani-36,*ex*Quartz, *ex*B.A.H.W.No.10) 1*Dk(Stl)* *Mchy.Aft*	638 486 338	✠ 12,11 ✠	Npt	*i*		1911 12mo	C.H.Walker&Co.Ld. Sudbrook	B.&P.Donvio& G.Valentin *FPT*46*tMT*6'66*t*	177·0|30·1|11·4 171·0 Q62'F24' FK *BonQuarter dk* 17'	Fiume Italian 4*BHCem*	T.3Cy.13",22"&34"-22½" 75NHP 1SB,3*pf*,GS50,HS1405 Plenty&Son,Ld.Newbury	12 ″ 3	I †
84563 148475 MNJR	**Teano** *ss*Hul.No.3-10,37 *Well deck* 1*Dk(Stl)* *CruiserStern*	762 603 299	✠100A1 6,39 BS~~3,40~~ ✠LMC10,37 4,41	Hul	*l*	OG 10,37	1925 7mo	Earle'sCo. Ld. Hull *Lloyd's A&CP*	Ellerman'sWilson Line,Ld. *CellDBa&*	195·1|31·1|13·2 P&B120'F19' FK *uE*45'*f*36'112*tFPT*	Hull British 4*BHCem* 27*tAPT*25*t*	T.3Cy.13¾",23½"&41"-30"(*s*) 225lb 137NHP 2SB,4*cf*,GS74,HS2400 Earle'sCo.Ld.Hull	14 ″ 3 s ″ 7¼ 13 ″ 9¼	
84564 231865 WJEZ	**Teapa** TwinSc (*exU.S.N.*Putnam) *OilEng.* Wireless 1*Dk2trB* *CruiserStern*	1184 1080 704					1919	ForeRiver S.B.Co. Quincy,Mass.	SeaboardS.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*)	314·4|31·7|20·7	N.Orleans Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.16"-24" NE31 297NHP Rathbun-JonesEng.Co. Toledo,Ohio		R
84565 2000 ICJL	**Tebro** (*ex*Levenbridge-34) *ss*Hpl.No.3-1,30 D.F. *ss*Rot.No.2-38 1*Dk(Stl)* *Cargo battens not fitted*	4310 4024 2615	✠100A1 5,39 BS2,40 ✠LMC1,38	Gen	*x*	CL 10,37	1928 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	"Ave"Soc.Anon. diNav. *CellDBa*	374·3|52·2|27·6 360·5 P28'B105'F35' FK 96'*uE*23'*f*161'1020*t*	Genoa Italian 6*BHptCem* *APT*132*t*	T.3Cy.25½",42"&69"-48" (*s*) 180lb *100lb* 377NHP 2SB,8*cf*,GS152,HS6058 Richardsons,Westgarth& Co.Ld.Mdb	30 ″ 0 s 6 ″ 1¼ 24 ″ 1¼	
191/40 84566 LDPP	**Teddy** (*ex*Thorsholm-36) *OilEng.* D.F. *ss*Sch.No.2-39 *Mchy.Aft* 2*Dks(Stl)&Web frames* *Longitudinal framing*	6748 6368 4046	✠100A1 5,40 ~~9,39~~ DBS~~6,39~~ ✠LMC9,39 10,40 *CarryingPetroleum in bulk*	Sch LAn	*b*†	CL 9,39	1930 10mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd's A&CP*	SkibsA/SGolden West(A.F.Klaveness&Co.A/S, *Mgrs.*) *CellDBuE*65'476*t* *DTf*33'428*t*	435·3|57·2|33·4 P102'B32'F44' FK *FPT*263*tAPT*103*t*	Oslo Norwegian 16*BHptCem* (10 *to U dk* 6 ,, *2nd* ,,)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 4	
84567 132280 ZMBQ	**Tees** Ⓟ *ss*Lyt.No.3-6,24 *Well deck* *ss*Lyt.No.2-32 *Ref.Mchy.* 1*Dk(Stl)* Wireless *Now* "H[illegible]," *see No.* 88363 *in Supplement*	546 381 247	✠ ... 12,36 ✠	Lyt	*h*		1911 11mo	GooleS.B. &Repg.CoLd. Goole	~~WestlandShipping Co.Ld.(J.S. Robertson,*Mgr.*)~~ Holm&Co.Ld. *D*	165·2|26·1|12·7 27·7 Q85'B14'F24 FK *Ba*32'*f*14'59*t FPT*	Wellington ~~Lyttltn,NZ~~ British 4*BHCem* 37*tAPT*16*t*	T.3Cy.13",21"&35"-24" 78RHP 1SB,3*pf*,GS46,HS1386 Richardsons,Westgarth& Co.Ld.Mdb.	13 ″ 5	
84568 165901 GZSL	**Teesbank** *OilEng.* D.F. E.S.D. 1*Dk&Shelter dk* *3rd dk in No. 1 hold* *CruiserStern*	5136 4697 3038	✠100A1 *with freeboard* 5,41 ~~3,40~~ ✠LMC6,37 ✠LMC(M)6,39 *Carrying cargo oil F.P. above 150° F. in deep tank* *Carrying latex in fore peak tank*	Liv Ddn	*a*†	CL 5,41	1937 6mo	Wm.Doxford&SonsLd Sunderland *Lloyd's A&CP*	InverTransport& TradingCo.Ld. (A.Weir&Co. *Mgrs.*) *CellDB*347'1311*t*	423·2|55·5|24·7 438·6(O.L.) FK	Glasgow British 8*BH* (*Coll to Shdk* 7 ,, *2nd* ,,) *DTa*29'1132	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP 2DB*120lb* Wm.Doxford&Sons,LdSld *tFPT*150*tAPT*190*t*	28 ″ 7½ s 3 ″ 3¾ 25 ″ 6¼	
84569 136075 MFXP	**Teeswood** *Well deck* *ss*Shl.2ndNo.3-4,38 *Mchy.Aft* 1*Dk(ptStl&ptIrn)* *Cargo battens not fitted*	864 621 416	✠100A1 9,40 ~~11,39~~ BS7,40 ✠LMC MS5,38 ~~BS1,39~~	Bly	*k*	CL ~~2,39~~ 8,40	1915 7mo	W.Harkess &Son,Ld. Middlesbro' *Lloyd's A&CP*	DonkingS.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) *CellDBf*	198·0|30·6|12·5 Q111'B13'F25' FK 118'166*t FPT* 103*t*	Middlsbro' British 3*BHCem* *APT*31*t*	T.3Cy.16",27"&44"-30" (*s*) 180lb *80lb* 132NHP 1SB,3*pf*,GS60,HS2262 Blair&Co.Ld.Stockton	14 ″ 5 s 4 ″ 3 13 ″ 11¾	
84570 PKOI	**Tegelberg** Ⓟ TrpSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	14150 10236 8674	✠Lloyd'sRMC~~11,39~~ ~~5,40~~ 3,41 ~~10,40~~				1937	NVNederl. Schps.Maats. Amsterdam	N.V.Koninklijke Paketvaart Maats.	537·3|72·2|36·3 B377'F88'	Batavia Dutch *WB*	Oil Engines 2S.C.SA 24Cy.25$\frac{9}{16}$"-47¼" 2700NHP N.V.Werkspoor,Ams.		V
84571 HRBB	**Tegucigalpa** (*ex*Ingeli) Bn *ss*N.Os.3rdNo.3-6,37 1*Dk(Stl)&Spar dk(Stl-ws)* *& Web frames* *Now* "Chasseral," *see No.* 87362 *in Supplement*	2928 2702 1864	✠100A1 *Spar dk* 12,40 ✠LMC6,37 ✠NB6,14 BS12,40 *Fitted for oil fuel 4,20 F.P. above 150° F.*	NOs	*u*	~~CL~~ ~~5,37~~ OG 12,40	1897 10mo	Hall,Russell&Co. Aberdeen A&CP	StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*) *CellDBa*	330·1|41·2|18·6 26·0 B104'F35' FK 86'*f*124'408*t*	Ceiba Honduran 5*BHCem*	T3Cy25½"42½"&69¼"-45"(*s*) 185lb *100lb* NDB15 362NHP 2SB,8*cf*,GS163,HS5715 Hall,Russell&Co.Abn.	27 ″ 1 s 5 ″ 2¾ 22 ″ 4	
84572	**Teh Chun** (*ex*Tatsutagawa Maru-33) Sp 2*Dks*	407 382 244					1894	Kawasaki Dkyd.Co.Ld. Kobe	HoYinAn	164·7|20·2|15·6	Tsingtao Chinese	T.3Cy.13½",22"&36"-24" NB06 64NHP KawasakiDkydCoLd.Kobe		
84573 23332 JLNE	**Teikai Maru** Wireless	1241 1084 735					1918	....	HongoShoten GoshiKaisha	225·0|33·0|18·7	Yesumi Japanese			
99/40 84574 137418 GQBC	**Teiresias** Ⓟ D.F. 2*Dks*	7405 6304 4656					1914	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	455·3|56·3|32·5 P53'B162'F60'	Liverpool British *WB*	T.3Cy.31",51½"&86"-60" 572NHP N.E.MarineEng.CoLdNwc		BT till ~~7,40~~ 4,41

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où cote, si ce n'est dans le L.R. Trade Cert. Ref.
84575 2295 JBXL	**Teisyu Maru** *2Dks* *CruiserStern*	2612 2260 1483					1937	Uraga DockCo.Ld. Uraga	ChosenYusenK.K.	295·0 P40'B75'F29'	45·0	23·7	Zinsen Japanese *WB*	C.4Cy.(2)$11\frac{1}{16}$"&(2)$20\frac{1}{2}$"– $13\frac{3}{4}$"SRgeared&LPturbine DR geared to screw shaft HS3014 223NHP UragaDockCo.Ld.Uraga		
84576 36910 JGHC	**Teiyo Maru** **TwinSc** *ssYka.No.1–36* *OilEng.* *2Dks(Stl)* *Mchy.Aft* *Cruiser Stern*	9850 9074 5722	✠ ... ~~3,40~~ *with freeboard* ~~✠LMC CS6,39~~ ~~DBS6,39~~ *Carrying Petroleum in bulk*	Yka ~~6,39~~	*f*† $2\frac{11}{16}$	CL 5,37	1931 5mo *Lloyd*	Yokohama DockCo.Ld. Yokohama *'sA&CP*	NipponTanker K.K. *CellDBuE70'* 301*t*	492·2 511·5(O.L.) P166'B43'F43' FK 365*t* *DTf*50' *FPT*127*t* *APT*226*t*	64·0	39·2	Tokyo Japanese 16*BH* (11 *to W dk* 5 „ 2nd „)	Oil Engines 2S.C.DA 12Cy.$23\frac{3}{4}$"–$35\frac{1}{16}$" 2DB*180lb* 2340NHP DB(*centre*)*120lb* YokohamaDockCo.LdYka	39 ″ 3 s 8 ″ 10½ 30 ″ 7½	
20/41 84577 LFAV	**Tejo** (*ex*Triumf) *1Dk*	967 728 496					1916	J.Meyer's S.B.Co. Zalt-Bommel	E.B.AabysRederi A/S	211·6 Q66'B46'F23'	32·9	13·4	Oslo Norwegian *WB*	T.3Cy.$15\frac{7}{16}$",$25\frac{1}{2}$"&$46\frac{7}{16}$"– $27\frac{1}{2}$" 110NHP BurgerhoutsMachFab.Rot		N
84578 220027 KUSK	**Tejon** (*ex*City of Reno) *Fitted for oil fuel* *Mchy.Aft* *2Dks&Webframes* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	7034 — 4376	✠ ... 3,21				1920 5mo	MooreS.B. Co. Oakland,Cal.	Socony-Vacuum OilCo.Inc.	425·8 P106'B40'F41' FK	57·0	31·2	NewYork Utd.States *WB*	T.3Cy.25",$41\frac{1}{2}$"&72"–48" 579NHP LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0	R †
84579 46162 JCJN	**Tekkai Maru** *Mchy.Aft* *1Dk*	1926 1540 1065					1939	Kawamin- amiKogyo K.K. Nagasaki	HaradaKisenK.K.	271·7 P87'F29'	40·0	20·3	Osaka Japanese *WB*	T.3Cy.$18\frac{1}{16}$",30"&50"–36" 150NHP KawaminamiKogyoK.K. Nag.		
84580 556 JPVG	**Tekko Maru**	586 — 264					1900	....	HukusyoKosiK.K.	167·0	33·5	13·8	Dairen Japanese	Steam Engines		
84581 145994 GJFQ	**Tekoa** *ssNpt.No 3–6,34* *ssGls.No.1–38* *Ref.Mchy.* *2Dks(Stl)&Shelter dk(Stl)* D.F. *CruiserStern*	~~9760~~ — ~~8161~~ 8695 8182 5437	✠100A1 *Shelter dk* *with freeboard* 1,41 ~~1,40~~ ✠LMC MS10,37 ~~[illegible]~~ ✠Lloyd'sRMC ~~4,40~~ 5,41 ~~11,40~~ *Fitted for oil fuel* 1,24 *F.P above* 150° F.	Avn Syd BS11,40	*d*†	CL 9,39	1922 3mo *Lloyd*	Earle'sCo. Ld. Hull *'sA&CP*	NewZealand ShippingCo.Ld. *CellDB*385' 404*t* *aft*26' 106*t*	460·6 483·0(O.L.) B270'F54' *on Sheltr dk* FK *FW tank* *FPT*95*t* *APT*29*t*	62·8	35·0	Plymouth British *pt Asp pt Cem* 2*BH to S dk* 5 „ „ *U* „	3 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 190lb FD 1230NHP 5SB,*20cf*,GS390,HS17375 Earle'sCo.Ld.Hull	37 ″ 9 s 7 ″ 10 29 ″ 2	
84582 HRAM	**Tela** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. *2Dks4trB*	3901 3252 1877					1927	Workman. Clark&Co.Ld Belfast	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	342·0 P35'B115'F42'	48·0	28·2	Tela Honduran *WB*	T.4Cy.27",45"&(2)55"–45" 406NHP Wrkman,Clark&Co.LdBel		C
123/40 84583 PHWT	**—** (*ex*Hollinside, *ssRot.2ndNo.3–8,36* *ex*RobertCoverdale) *1Dk(Stl)* *Cargo battens not fitted*	3777 3478 2343	✠100A1 12,39 BS12,39 ✠LMC8,36	Rot	*w*	CL 2,39	1911 9mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *'sA&CP*	MaatsVrachtvaart N.V. *CellDBa*	350·2 P23'B101'F34' FK 113'*uE*25'*f*154'927*t*	50·1	23·6	Rottrdam Dutch 6*BHCem* *APT*175*t*	T.3Cy.25",$40\frac{1}{2}$"&67"–45" (*s*) 180lb 336NHP 2SB,*6cf*,GS132,HS5303 Cen.Mar.Eng.Wrks.WHpl	25 ″ 11 s 4 ″ 7½ 21 ″ 6	
84584 PHWV	**Telamon** Ⓟ *CruiserStern* *2Dks*	2078 1741 1166					1928	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	285·7 B70'	44·7	17·7	Amstrdam Dutch *WB*	T.3Cy.19",$31\frac{1}{2}$"&$51\frac{1}{8}$"–$35\frac{5}{8}$" 156NHP A.G."Neptun,"Rostock		V
84585 DJNA	**Telde** (*ex*Sofia–38) *OilEng.* Sub.Sig. *3Dks* D.F. E.S.D. *CruiserStern*	2978 2425 1649					1934	Deutsche WerftA.G. Reihstgwrft Hamburg	Oldenburg- Portugiesische Dampfschiffs- Rhederei	353·1 F29'	50·2	18·5	Oldenburg German *WB*	2 Oil Engines 2S.C.SA each 6Cy.$20\frac{7}{16}$"–$27\frac{9}{16}$" SR geared to 1 sc. shaft 879NHP Blohm&Voss,K.a.A.Ham.		G
84586 HRAX	**—** *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. *4Dks*	2726 2157 1603					1927	A.Stephen &Sons,Ld. Glasgow	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*)	300·3 B93'F32'	44·2	22·2	Tela Honduran *WB*	T.3Cy.$20\frac{1}{2}$",35"&59"–42" 225NHP A.Stephen&Sons,Ld.Gls.		C
84587 ~~149779~~ ~~GMWT~~	**Telena** *OilEng.* *ssH.Kg.No.3–5,39* *Mchy.Aft* *1Dk(Stl)* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom&at deck*	7406 6761 4279	✠100A1 11,39 ✠LMC CS5,39 DBS5,39 *Carrying Petroleum in bulk*	Bry 5,39	*b*† 2½	CL 4,39	1927 3mo *Lloyd*	NewWater- wayS.B.Co. Schiedam *'sA&CP*	Cia.Espanola de PetroleosS/A *CellDBuE*69'285*t* *D*	440·4 P99'B34'F58' FK *Tf*32'284*t* *FPT*162*t*	59·5	32·7	Spanish 15*BHptCem* *APT*67*t*	Oil Engines 4S.C.SA 6Cy.$32\frac{1}{4}$"–$59\frac{1}{16}$" 602NHP 2DB *180lb* Werkspoor,Amsterdam	32 ″ 9 s 6 ″ 3½ 26 ″ 8	
84588 143634 GCZQ	**Telesfora De Larrinaga** *ssMch.No.3–4,33* *ssCff.No.1–38* *2Dks(Stl)&Shelter dk(Stl)* *CruiserStern*	5780 5325 3537	✠100A1 *Shelter dk* *with freeboard* ~~5,40~~ 12,40 BS6,39 ✠LMC3,37	Liv Npt	*b*†	CL 6,39	1920 5mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow *'sA&CP*	LarrinagaS.S.Co. Ld. *CellDB*389'1452*t* *DTa*40'1150*t*	449·9 F55'*on Shelterdk* FK *Collision* *FPT*93*t* *APT*60*t*	57·9	26·6	Liverpool British *Cem* *BH to Sh dk* 6„ „ *U* „	T.3Cy.$26\frac{1}{4}$",44"&73"–48" (*r*) 200lb *140lb* 609NHP 2DB,*16cf*,GS246,HS11800 Rankin&BlackmoreLdGrk	29 ″ 2 s 4 ″ 0½ 25 ″ 5	
84589	**Teli** (*ex*ChikugogawaMaru–33) *2Dks*	697 — 405					1890	MitsuBishi Dkyd&EWks Nagasaki	ChekiangS.N.Co.	176·0	26·9	17·9	Shanghai Chinese	T.3Cy.15",23"&39"–30" NB02 83NHP MitsuBishiD.&E.Wks.Nag		
84590 FNUB	**Tell** *Fitted for oil fuel* Wireless D.F. *2Dks* *CruiserStern*	1349 1116 734					1938	Kaldnes Mek.Verks Tönsberg	Cie.deNav.Mixte (Cie.Touache)	294·4	42·2	15·7	Marseilles French *WB*	C.2Cy.$15\frac{3}{4}$"&$31\frac{1}{2}$"–30"&LP turbine withDRgearing& hydraulic coupling 45NHP KaldnesM.V.Tönsberg		VN
84591 34 ICJJ	**Tellaro** (*ex*Gabriello–32,*ex*Gabriello Carnazza, *ex*Deiva) *2Dks*	2234 1626 1316					1920	Soc.Eser- cizioBacini RivaTrigosa	Ing.G.B.Bibolini	263·2	39·4	19·6	Spezia Italian *WB*	T.3Cy.18",29"&47"–35" Soc.Esercizio 130NHP Bacini,RivaTrigosa		I
84592 LHOL	**Tellus** *OilEng.* *2Dks*	935 907 518					1925	Trosvik Mek.Verks Brevik	DetBergenske Dampskibsselskap	192·5 B48'	30·2	20·4	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.$15\frac{3}{4}$"–$28\frac{3}{4}$" 172NHP A/B AtlasDiesel,Skm.		N
84593 167458	**Temara** (*ex*Sunflower–39) *ssLis.No.3–10,37* Wireless *1Dk(Stl)Webframes* *Mchy.Aft*	1033 814 516	✠100A1 11,38 ~~[illegible]~~ ✠LMC10,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 1,25 *F.P. above* 150°F.	Lis BS6,40	*m*	CL 10,37	1925 1mo *Lloyd*	Philip& Son,Ld. Dartmouth *'sA&CP*	Socony-Vacuum Transportation Co.Ld. *CellDBu*	200·0 *Trunk dk*88' FK Q80'F31' *E&B*34'61*t* *FPT* 35	37·0	14·1	London British 8*BHptCem* *t* *APT*107*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb 130NHP 2SB,*4cf*,HS2548 Philip&Son,Ld. Dartmouth	15 ″ 0 s 1 ″ 4 13 ″ 10	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of T. Cert.
84594 1847 IBUX	**Tembien** Ⓟ (*ex*Mouni-36, *ex*Milluna-33, *ss*Nwc.No.3-1,21 *ex*Franziska,*ex*Mabel, *ss*Syd.No.2-29 *ex*MabelRickmers) 2*Dks*(*Stl*) *Fitted for oil fuel*	5584 4675 3232	... 8,33	Hul			1914	Rickmers Werft Bremerhaven	IgnazioMessina &C. *CellD*	417·0 P50'B134'F35' FK *B*357'1163*t FPT*46*t*	53·2	27·5	Genoa Italian 6*BHCem* *APT*8*t*	T.3Cy.28⅛",45½"&74"-53" 500NHP 3SB,9*cf*,GS147,HS6681 A.G."Weser,"Bremen	30 ″ 0	I †
84595	**Tembien I** (*ex*Ningshin-38, TwinSc *ex*Taishan) 1*Dk*&*Awng dk*	3439 — 2099	✠ ... 12,18 ✠				1913 11mo	Hong K'ng &Whampoa DockCo.Ld. Hong Kong	Cia.Italiana di NavS.A.I.(Chinese ItalianNav.Co.Ld.)	291·6 280·0 FK	53·1	10·0	Shanghai Italian *WB*	T.6Cy.21",33½"&54"-27" 424NHP HongKong&Whampoa DockCo.Ld.HongKong	12 ″ 0	
84596 PKLQ	**Tembusu** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	344 264 179					1939	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	AsiaticPetroleum Co.Ld.	136·1 Q35'F15'	29·4	9·0	Batavia Dutch	Oil Engines 2S.C.SA 8Cy.10"-14½" 140NHP Petters,Ld.Yeovil		
84597 LDAF	**Temeraire** TwinSc *OilEng.* D.F. GyC. *ss*Got.No.2-35 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rdDk*(*Stl*)*except in after holds*	6465 5734 3926	✠100A1 *withfreeboard* 9,39 ✠LMC CS4,36 DBS~~4,39~~ 5,40 2,38 *Carrying Vegetable Oil in deep tank*	Osl	*c*†	CL 9,39	1927 12mo	Ch.&Atel. deSt.Nazaire St.Nazaire *Lloyd*'*sA&CP*	Wilh.Wilhelmsen *CellDB*390'1346*t*	452·8 P44'F46' FK *FPT*146*tAPT*197*t*	60·2	28·0	Tönsberg Norwegian 7*BH* (*Coll to Sh dk* 6 ,, 2*nd*,,) *DT*29'968*t*	Oil Engines 4S.C.SA 16Cy.29⅛"-51 3/16" 1312NHP DB*114lb* Ch.&Atel.deSt.Nazaire	30 ″ 7 s 4 ″ 1 26 ″ 7½	
84598 8330 SLTN	**Temnaren** TwinSc *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk*& *CruiserStern dk in 'tween dks forward* *Strengthened for navigation in ice*	*3136* *2636* *1704*	✠100A1 *withfreeboard* 7,40 ~~8,40~~ ✠LMC3,39	Got NYk	*x*	OG *Compl*	1939 3mo *etedby*	Akt.Lindholmens Varv Gothenburg *Lloyd*'*sA&CP* A/B Gotaverken	Rederiaktieb. Transatlantic (G.Carlsson, *Mgr.*) *Duct keel for* *CellDB*305'1092*t*	369·7 381·1(O.L.) FK *ward of mchy.space* *Tanks at sides of tun*	51·6	20·2	Gothenbrg Swedish 6*BH* (*Coll to Sh dk* 5 ,, 2*nd*,,) *nel* 94*t FPT*	Oil Engines 2S.C.SA 12Cy.19 11/16"-35 7/16" 810NHP A/B Götaverken,Got. 57*tAPT*69*t*	25 ″ 6 s 1 ″ 11 23 ″ 9	
84599 24473 JHVD	**Tempei Maru** (*ex*TaihoMaru) *ss*Kob.No.3-6,31 2*Dks*(*Stl*)	6095 5171 4453	✠ ... 7,35 ✠	Kob	*z*		1918 12mo	OsakaIron Works,Ld. Osaka	HakuyoKisenK.K. *CellDB* 360'981*t FPT*	407·2 P40'B137'F47' FK	50·8	32·5	Hutyu Japanese 7*BHCem* 106*tAPT*26*t*	T.3Cy.27",45"&75"-51" 553NHP 3SB,9*cf*,GS190,HS8100 OsakaIronWorks,Ld.	32 ″ 7	C †
* 84600 LDIN	**Templar** TwinSc *OilEng.* D.F. GyC. *ss*Got.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 3*rd dk*(*Stl*)*except in after holds*	6728 5971 4117	✠100A1 *withfreeboard* 8,39 ✠LMC CS1,38 DBS8,39 6,37	Syd	*d*†	CL 7,37	1929 3mo	Deutsche WerkeA.G. Kiel *Lloyd*'*sA&CP*	Wilh.Wilhelmsen *CellDB*352'1297*t* *of tunnels* 446*t*	461·4 481·8(O.L.) P44'F41' FK *Tanks in way* (*FPT*133*tAPT*160*t*	60·6	29·0	Tönsberg Norwegian 7*BHptCem* *ptAsp* *Coll to Sh dk* 6 ,, 2*nd*,,)	Oil Engines 4S.C.SA 16Cy.29½"-47¼" 1352NHP DB*100lb* DeutscheWerkeA.G.Kiel	31 ″ 7 s 4 ″ 1½ 27 ″ 7¾	
84601 167384 GCVV	**Temple Arch** D.F. E.S.D. 1*Dk* & *Shelter dk* *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	5138 4637 3039	✠100A1 *withfreeboard* 3,41 ~~5,40~~ ✠LMC1,40	Npt Shl	*a*†	CL	1940 1mo	Lithgows Ld. PortGlasgow *Lloyd*'*sA&CP*	TempleS.S.Co.Ld. (LambertBros.Ld. *Mgrs.*) *CellDB*370'1521*t*	431·9 447·5(O.L.) F39' FK *FPT*110*tAPT*177*t*	56·2	24·8	London British 7*BHCem* (*Coll to Sh dk* 6 ,, ,, 2*nd*,,)	T.3Cy.22½",36"&65"-48" 230lb (*s*) 482NHP 2SB(Spt)&1AuxSB, 9*cf*,GS162,HS7084 FD Rankin&BlackmoreLdGrk	36 ″ 10 s11 ″ 3¼ 25 ″ 9	
84602 167398 GCWW	**Temple Inn** D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	5218 4637 3085	✠100A1 *withfreeboard* 6,40 ~~2,40~~ ✠LMC2,40 *Fitted for oil fuel* 2,40 *F.P. above* 150°F.	PGl Liv	*a*†	CL	1940 2mo	Lithgows Ld. PortGlasgow *Lloyd*'*sA&CP*	TempleS.S.Co.Ld. (LambertBros.Ld. *Mgrs.*) 1*Intermediate* *CellDB*370'1591	431·9 447·5(O.L.) F39' FK *BH dispensed with* *tFPT*110*tAPT*177*t*	56·2	24·8	London British 6*BHptCem* (*CollToShdk* 5 ,, 2*nd* ,,)	T.3Cy.22½",36"&65"-48" 230lb (*s*) 482NHP 2SB(Spt)&1AuxSB,9*cf* HS7084 FD Rankin&BlackmoreLdGrk	27 ″ 9 s3 ″ 2½ 24 ″ 9	
10/41 84603 160394 GNQL	**Temple Mead** *ss*Shl.No.2-36 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4427 4079 2620	✠100A1 *withfreeboard* 12,39 ✠LMC MS2,36 BS3,40	Cal	*y*	CL ~~10,37~~ 10,40	1928 3mo	W.Pickersgill&Sons,Ld Sunderland *Lloyd*'*sA&CP*	TempleS.S.Co.Ld. (LambertBros.Ld. *Mgrs.*) *CellDB*341'1149*t*	391·2 F33' FK *FPT*121*tAPT*175*t*	53·0	24·8	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd* ,,)	T.3Cy.25",42"&70"-48" (*s*) 200lb 445NHP 3SB,9*cf*,GS184,HS7575 N.E.MarineEng.Co.Ld.Sld	27 ″ 2 s 2 ″ 11¼ 24 ″ 5¾	
81/41 84604 160481 GNQM	**Temple Moat** *ss*Shl.No.2-37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4427 4079 2620	✠100A1 *withfreeboard* Examined 12,40 ✠LMC MS5,36 BS12,40	~~Bkn~~ Shl	*y*	CL ~~2,38~~ 11,40	1928 5mo	W.Pickersgill&Sons,Ld Sunderland *Lloyd*'*sA&CP*	TempleS.S.Co.Ld. (LambertBros.Ld. *Mgrs.*) *CellDB*341'1149*t*	391·2 F33' FK *FPT*121*tAPT*175*t*	53·0	24·8	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd*,,)	T.3Cy.25",42"&70"-48" (*s*) 200lb 445NHP 3SB,9*cf*,GS182,HS7575 N.E.MarineEng.Co.Ld.Sld	27 ″ 2 s 2 ″ 11¼ 24 ″ 5¾	
84605 160509 GNQP	**Temple Pier** *ss*Shl.No.2-37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4312 4030 2580	✠100A1 *withfreeboard* 2,40 ✠LMC MS3,37 BS7,39 Surveys delayed	Hfx	*y*	CL 5,38	1928 6mo	W.Hamilton&Co. (1928)Ld. PortGlasgow *Lloyd*'*sA&CP*	TempleS.S.Co.Ld. (LambertBros.Ld. *Mgrs.*) *CellDB*332'1055*t*	390·0 402·7(O.L.) F31' FK *FPT*153*tAPT*171*t*	53·0	24·7	London British 6*BHptCem* (*Coll to Sh dk* 5 ,, 2*nd*,,)	T.3Cy.25",42"&70"-48" (*s*) 200lb 436NHP 3SB,9*cf*,GS186,HS7335 J.G Kincaid&Co.Ld.Grk.	27 ″ 2 s2 ″ 10¾ 24 ″ 6	
84606 164107 GZLB	**Temple Yard** (*ex*Darleny-37) 1*Dk*&*Shelter dk* D.F. *Cruiser Stern*	5205 4818 3126	✠100A1 *withfreeboard* 4,41 ~~3,40~~ ✠LMC1,37	Cff	*a*†	CL 3,40	1937 1mo	Wm.Hamilton&Co.Ld. PortGlasgow *Lloyd*'*sA&CP*	TempleS.S.Co.Ld. (LambertBros.Ld. *Mgrs.*) 1 *IntermediateBH* *CellDB*	432·0 447·2(O.L.) F33' FK *dispensed with Coll* 368' 1207*t FPT*127*t*	56·2	25·6	London British *ptCem* *BH to Sh dk* 5 ,, ,, 2*nd* ,, *APT*206*t*	T.3Cy.22",36"&65"-48"& exhaust turbine driving steam compressor (*s*) 220lb 455NHP 2SB(FD)&1AuxSB,8*cf*, GS139,HS6140 D.Rowan&Co.Ld.Gls.	28 ″ 2 s 3 ″ 4¼ 25 ″ 0½	
84607 218356 KMVQ	**Ten** (*ex*LakeGiltedge-35) *Fitted for oil fuel* 1*Dk*2*trB* *Now* "Felipe Camarao," *see No.* 88060 *in Supplement*	2664 2283 1654	✠ ... 3,21 ✠				1919 9mo	Detroit S.B.Co. Wyandotte	Terminals& Transpn.Corp. (Minnesota-AtlanticTransit Co.*Mgs*)	251·0 P25'B64'F23' FK	43·6	26·1	D'luthMin. Utd.States *WB*	T.3Cy.21⅛",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
84608 1233 IURM	**Tenace** (*ex*ArturoSerena, Iron *ex*ArthurSerena, *ss*Nwc.3rdNo.3-5,19 *ex*Panaghis *ss*Gen.No.2-27 Dracatos,*ex*City of Hamburg) *Well deck* 2*Dks*	1142 866 644	✠ ... 4,31				1881 10mo	J.Laing Sunderland	IgnazioMessina& C.	239·8 P134'F26' BK6½"	32·6	14·3	Genoa Italian *WB*	C.2Cy.29¾"&57"-33" NDB98 161NHP T.Richardson&Sons,Hpl.	17 ″ 6	I †
84609 24 IURO	**Tenacia Gennari** (*ex*Mado-34, *ex*Mercator, *ss*Msl.No.3-1,24 *ex*Moordrecht) *Well deck* 1*Dk*	996 782 576	✠ ... 8,27 ✠				1910 5mo	Rotterdam Droogd.Maat Rotterdam	UbaldoGennari fu Torquato	220·7 212·4 Q64'B51'F19' FK	33·2	15·7 13·7	Rimini Italian *WB*	T.3Cy.15",25"&41"-33" 115NHP RotterdamDroogd.Maats.	15 ″ 9	I †
84610 147950 GKZM	**Tenax** (*ex*Ingola-40) *ss*Ant.No.3-11,37 D.F. 1*Dk*(*Stl*)	3846 3545 2392	✠100A1 11,40 ~~2,40~~ BS2,40 ✠LMC11,37	Sws Shl	*w*	CL ~~10,37~~ 10,40	**1925** 3mo	W.Gray& Co.Ld. WHartlepool *Lloyd*'*sA&CP*	TenaxS.S.Co.Ld. (MuirYoung,Ld. *Mgrs.*) *CellDBa&uE*	352·0 P30'B113'F35' FK 133'*f*159'906*tFPT*	50·0	24·7	Glasgow British 6*BHptCem* 97*tAPT*121*t*	T.3Cy.25",40½"&67"-45"(*s*) 180lb *100lb* 354NHP 2SB,6*cf*,GS114,HS4666 FD Cen.Mar.Eng.Wrks.WHpl	27 ″ 0 s 4 ″ 8¼ 22 ″ 6½	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté si ce n'est dans le L.R. Durée Cert. B. of Trade
84611 DNAJ	**Tenerife** (exHermannBurmester) Sub.Sig. 2Dks	2436 2144 1487					1921	Nordd. WerftG.m. b.H.Weser- münde-G.	Oldenburg-Portug. Dampfsh.Reed. A.G.	278·4|40·5|23·7 P18'H39'B39'F36'	Oldenburg German WB	T.3Cy.22½",37"&57$\frac{1}{16}$"–35⅜" &1LPTurbine 254NHP BremerVulkan,Vegesack		G
31/41 84612 LDAG	**Teneriffa** TwinSc3Mst OilEng. ssOsl.No.3–4,34 ssOsl.No.1–38 2Dks(Stl)&Shelterdk(Stl)	5655 5195 3496	✠100A1 Shelter dk withfreeboard ~~1,40~~ ~~7,38~~2,41 ✠LMC CS6,39 DBS~~10,3~~2,41 ~~BS7~~1,39	Osl ~~NYk~~ Npt	a†	CL ~~s7,38~~ ~~SN7,38~~ 6,40	1922 5mo Lloyd	Akt.Bur- meistr&Wain Copenhagen 'sA&CP CellDB377'	Wilh.Wilhelmsen 1250tDTf33'980t	425·5|55·2|27·9 444·3(O.L.) 35·8 FK Collision FPT90tAPT82t	Tönsberg Norwegian ptCem BH to Sh dk 6 " " U "	Oil Engines 4S.C.SA 12Cy.24$\frac{1}{16}$"–37$\frac{1}{16}$" DB–100lb 717NHP Akt.Burmeistr&Wain,Cpn	30 " 6 s 4 " 0½ 26 " 8½	
84613 1318 CBTO	**Tenglo** (exEsja–38) Wireless 2Dks	789 — 473					1923	Kjöbnhvns Flydk.&Skbs. Copenhagen	ChilianState Railways	176·0|30·1|18·5 F22'	Vlparaiso Chilian WB	T.3Cy.14",22½"&37"–27" NB34 72NHP KjbnhavnsFlydk.&Skbsv.		V
84614 32971 JCND	**Tenkai Maru** Ⓟ ssKob.No.2–25 2Dks	3200 2702 1945	✠ ... 8,27 ✠				1917 9mo	Mitsubishi Dkyd&EWks Nagasaki	ShimataniKisen K.K.	305·0|43·7|27·2 P25'B94'F33' FK	Kobe Japanese WB	T.3Cy.19½",32"&54"–48" 261NHP MitsubishiD.&E.Wks.Nag	27 " 3	
84615 22572 JIMC	**Tenko Maru** Wireless	1274 1113 718					1918	Ishikawa- jimaSBCoLd Ishikawajima	AsahiSyosenK.K.	230·0|33·0|19·6 P28'B53'F25'	Kobe Japanese WB	T.3Cy.15",24½"&40"–30" 88NHP IshikawajimaS.B.Co.Ld.		
84616	**Tennessean** (exGoldenStar–37, exElkridge) Fitted for oil fuel Now "Empire Penguin," see No. 879 in Supplement 2Dks Longitudinal framing	6379 5976 4017	100A1 (ClassContemplated) Examined 3,40	NYk			1919	Skinner& EddyCorp. Seattle,Wash	Ministry ofShip- ping(Runciman (London)Ld. Mgrs.)	402·6|54·8|32·1 P48'F42'	 British WB	T.Cy.24½",41½"&72"–48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.	34 " 6 s 8 " 1 26 " 7	
84617 167543 ~~OXPC~~ GLQQ	**Tennessee** (exFredensbro) ssKel.No.3–9,27 ssCpn.No.2–36 D.F. Well deck 1Dk(Stl)	2342 2059 ~~1368~~ 1372	✠100A1 Examined 6,41 Shl ✠NE8,27 ✠LMC MS10,40 BS2,41	~~Els~~	t	OG 1,40	1921 2mo Lloyd Cell	A/SBaltica Værftet Copenhagen 'sA&CP Inter DBa100'232t u	Ministry of Shipping (Common Bros.Ld.Mgrs.) mediate BHin fore E16'50tf126'330t	302·0|44·2|20·3 315·3(O.L.) P&B236'F30' FK hold dispensed with ~~CellDB260'668t~~FPT	London British Cem 4 BH only 59tAPT91t	T.3Cy.20",32"&53"–36" (s) 200lb 212NHP 2SB(Spt),4cf,HS2806 FD A/S HelsingorsJernskibs Og.MaskEls.	22 " 11 s2 " 2 20 " 11½	
84618 36416 JUDH	**Tennyo Maru** OilEng. 2Dks	495 323 249					1930	Mitsubishi ZosenKaisha Ld. Kobe	SetsuyoSyosenKK.	160·0|27·0|12·7	Osaka Japanese	Oil Engines		
84619 1294 CBTN	**Teno** Ⓟ (exFlora–36, TwinSc exChile) 2Dks&Shadedk	3183 — 1704					1896	Caird&Co. Ld. Greenock	Cia.SudAmericana deVapores	350·3|43·1|19·4 Promenadedk318' Shadedk153'	Valparaiso Chilian WB	T.3Cy.19¾",32"&52"–36" 324NHP Caird&Co.Ld.Greenock	22 " 6	
84620 44566 JIJL	**Tenryo Maru** D.F. E.S.D. 2Dks CruiserStern Strengthened for navigation in ice	2231 1769 1218	✠100A1 5,38 ✠LMC5,38	Nag	r	CL	1938 5mo Lloyd	Kawami- namiKogyo K.K. Nagasaki 'sA&CP	TatunamiSyosen K.K. Ce	257·1|40·4|23·0 269·6(O.L.) P23'B77'F31' FK llDB211'424t FPT	Osaka Japanese 7BHCem 151tAPT14t	T.3Cy.18⅞",31⅞"&52¾"–39" 199lb (s) FD 294NHP 2SB(Spt)6cf,GS118,HS4617 KawaminamiKogyoK.K. Nagasaki	23 " 0	
84621 42623 JGZL	**Tenryu Maru** 2Dks CruiserStern	4861 — 2912					1936	OsakaIron Works,Ld. Osaka	NaigaiKisen K.K.	365·8|54·1|29·2	Kobe Japanese WB	2SteamTurbinesDRgeared to 1 screw shaft 433NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
84622 45774 JCNN	**—** OilEng. Mchy.Aft CruiserStern	555 — 383					1939	Mitsubishi JukogyoK.K Hikoshima	SankyoKaiunK.K.	158·1|27·6|12·9	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.13"–19$\frac{1}{16}$" 98NHP HanshinTekkosho,Kobe		
84623 1696 JTAH	**Tenryugawa Maru** Ⓟ TwinSc 2Dks	546 — 328					1897	Osaka Iron Works Osaka	DaisyoKaiun GosiKaisya	176·8|24·6|16·3	Osaka Japanese	T.6Cy.12",18½"&31"–22" 90NHP OsakaIronWorks,Osaka		
84624 323 JPTC	**Tensan Maru** OilEng. ssKob.No.1–33 1Dk(Stl)	2776 2308 1588	✠ ... 1,38 ✠	Kob	u		1929 5mo	MitsuiBus- sanKaishaLd TamaDkyd.	DairenKisenK.K. CellDB235'646t Tanks in way	326·5|46·5|21·5 P27'B63'F28' FK of tunnel173tFPT	Dairen Japanese 5BHptCem 51tAPT35t	Oil Engines 4S.C.SA 6Cy.21⅝"–29⅜" 271NHP Akt.Burmeistr&Wain,Cpn	21 " 6	
84625 42837 JIZE	**Tensin Maru** (exYungHwa–38, exBaldina–34, ssSyd.No.3–11,32 exWarDuchess) ssKob.No.1–36 1Dk(Stl)	4236 — 3000	✠ ... 8,38 ✠	Kob	x		1918 9mo	Canadian Vickers,Ld. Montreal	ZuikōSyosenK.K. (TaiyoKaiunK.K. Mgrs.) CellDB	380·5|48·6|29·7 P30'B105'F41' FK 316'1367t FPT102t	Hasidate Japanese 6BHCem APT136t	T.3Cy.27",44"&73"–48" 474NHP 3SB,9cf,GS174,HS6660 CanadianVickers,Ld.Mtl.	30 " 1	C †
84626 42836 JIYE	**Tensyō Maru** (exLoongHwa–38, exKalimba–37) ssRot.No.3–8,26 ssShl.No.2–34 2Dks(Stl)	5013 4777 3754	✠ ... 8,38 ✠	Nag	y		1914 3mo	D&WHen- dersn&Co.Ld. Glasgow C	ShōkoSyōsenK.K. (TaiyoKaiunK.R. Mgrs.) ellDBa123' uE&B	402·3|52·0|29·8 P45'B126'F38' FK 36'f182'1054tFPT	Hasidate Japanese 6BHCem 96tAPT218t	T.3Cy.25",41¼"&67"–51" 435NHP 3SB,9cf,GS146,HS6397 D&W.Hendersn&CoLdGls	29 " 10	C †
84627 28536 JCYA	**Tensyo Maru** Ⓟ (exMelroseAbbey, ssKob.No.3–4,23 exSyndic) 1Dk(Stl)	3035 2580 1831	✠ 4,24 ✠	Kob	t		1910 11mo	BlythS.B. &D.D.Co.Ld. Blyth	SugayaK.K. CellDBa100'uE&	314·0|45·7|21·1 P29'B90'F35' FK B40'f128'700tFPT	Kobe Japanese 5BHCem 92tAPT110t	T.3Cy.23",38"&62"–42" 272NHP 2SB,6cf,GS106,HS4222 N.E.MarineEng.CoLdNwc	23 " 4	C †
84628 31557 JTZH	**—** Ⓟ 2Dks	601 470 367					1926	Namura Gemrosuke Osaka	Amagasaki KisenbuGomei Kaisha	173·9|26·0|15·2	Osaka Japanese	T.3Cy.		
* 84629 LCBV	**Tento** (exAmerica–36) TwinSc3Mst OilEng. ssOsl.No.3–10,33 ssSfj.No.1–37 1Dk&Awningdk 3rd dk in Nos.1&3holds	4917 3314 3062	✠100A1 Awngdk withfreeboard 11,39 DBS2,39 ✠LMC12,37	HKg	x	CL s1,39 PN1,39	1921 9mo Lloyd	Akers Mek.Værks. Oslo 'sA&CP CellDB312'	E.B.Aaby'sRederi A/S. 1070tMT40'800tF	362·0|51·6|22·7 376·8(O.L.) 31·2 FK Collisio PT93tAPT40t	Oslo Norwegian Cem nBH to A dk 5 " " U "	Oil Engines 4S.C.SA 12Cy.21½"–28¾" 528NHP DB80lb AkersMek.Værks.Oslo	34 " 0 s 8 " 5 25 " 10½	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84630 28551 JHGA	**Tentyo Maru** (*ex*Tencho Maru–38, *ex*LeQuesnoy) *ss*Kob.No.3–2,30 *ss*Kob.No.1–33 1*Dk*(*Stl*)	2608 2226 1561	✠ ... 4,36 ✠	Kob	*s*		1919 5mo	Dominion S.B.Co. Toronto	TatuumaKisen K.K. *CellDBa75'* *uE26'f96'482t*	251·0|43·7|26·0 P25'B68'F20' FK *FPT72tAPT94t*	Nishinomiya Japanese 4*BHCem*	T.3Cy.$20\frac{7}{16}$",$33\frac{15}{16}$"&55"–40" 253NHP 2SB,6*cf*,GS126,HS4534 JohnInglisCo.Ld.Toronto	28 ″ 3	
84631 40121 JWHJ	**Tenyo Maru** Ⓟ *OilEng.* D.F. *ss*TamaNo.1–39 2*Dks*	6843 6068 4858	✠100A1 ~~7,39~~ 10,40 DBS~~7,39~~ 10,40 ✠LMC7,39 *Carrying cargo oil F.P. above150° F.inDTs*	Tama	*b*†	CL 6,39	1935 3mo Lloyd's A&CP	Mitsubishi JukogyoK.K Nagasaki	ToyoKisenK.K. *'Tween dkBHabove after deeptankBHdispensed with* *CellDB366'1382tDTa36'1127tFPTs 259tAPTs224t*	435·0|58·5|32·8 P30'B157'F41' FK	Tokyo Japanese *ptCem* 6*BHto Udk* 1 „ „ 2nd„	Oil Engines 2S.C.SA 6Cy.$28\frac{3}{8}$"–$49\frac{3}{16}$" 839NHP DB*120lb* MitsubishiJukogyoK.K.	32 ″ 9	
84632 180 JISA	**Tenyu Maru** (*ex*Ethelstan) *ss*Bkn.No.3–12,17 *ss*Nag.No.1–22 *Spar dk*(*Stl*)*2trB&deepframing*	3738 3555 2301	✠ 11,26 ✠	Kob	*w*		1905 8mo	R.Stephenson&Co.Ld. Newcastle	DairenSugaya KeiteiShokai *CellDBa110'*	340·1|47·1|20·0 P26'B93'F33' 27·3 FK *uE&B42'f138'739tAPT181t*	Dairen Japanese 6*BHCem*	T.3Cy.25",41"&67"–45" 340NHP 2SB,6*cf*,GS128,HS5620 Blair&Co.Ld.Stockton	29 ″ 10	C †
84633 27835 JTSE	— Ⓟ (*ex*Beatrice) 1*Dk&Spar dk*	1119 965 688					1902	Bergens Mek.Værks. Bergen	TosaDomeiKisen K.K.	199·3|32·1|14·7 H101*t* 19·6	Kochi Japanese *WB*	T.3Cy.19",30"&50"–33" 144NHP BergensMekVærksBergen		
84634 9284 JOPB	— Ⓟ Wireless 2*Dks*	735 698 399					1904	S.Ono Osaka	KitaNipponKisen K.K.	180·1|27·2|20·0 B33'F20'	Nishinomiya Japanese	T.3Cy.14",23"&37"–26" 70NHP S.Ono,Osaka		
84635 29666 JOEB	**Tenzan Maru** (*ex*Sunfield) 1*Dk*	3142 2869 1889	✠ ... 4,24 ✠				1920 2mo	Burntislnd S.B.Co.Ld. Burntisland	NipponYusenK.K.	331·6|46·7|24·8 P32'B99'F29'	Tokyo Japanese *WB*	T.3Cy.25",41"&68"–45" Douglas&Grant, 433NHP Ld.Kirkcaldy	27 ″ 0	
84636 2034 IUSA	**Teodolinda** (*ex*OuedMellah–35) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	361 298 190					1924	Philip&Son Dartmouth	CarloCameli	145·0|30·0| 8·5	Genoa Italian *WB*	C.2Cy.$13\frac{1}{2}$"&28"–20" 29NHP Philip&Son,Dartmouth		I
84637 LDAI	**Tercero** (*ex*SudCubano, *ex*Tercero) TwinSc *OilEng.* 1*Dk*	4415 3990 2668					1925	Akt.Burmeistr&Wain Copenhagen	Skibs-A/S "Igadi" (S.Holter-Sörensen, *Mgr.*)	368·5|53·7|24·9 P116*t*H239*t*F11*t*	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 449NHP Akt.Burmeistr&Wain,Cpn		N
84638 EAOR	**Tercio de Montejurra** (*ex*SantaAna Martir–39, *ex*Amir–34) *ss*La.P.No.3–11,31 *ss*La.P.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	549 372 316	✠ ~~[illegible]~~ 7,41 ~~[illegible]~~ ✠~~LMC7,38~~	LaP	*h*	CL 7,38	1919 8mo Lloyd's A&CP	Echevarrieta y Larrinaga Cadiz	LuisdeOtero& VictorCardenal (LuisdeOtero, *Mgr.*) *CellDBf92'136tFPT43tAPT7t*	164·0|26·2|10·3 Q94'B11'F25' BK7"	Bilbao Spanish 3*BHCem*	T.3Cy.$12\frac{1}{2}$",21"&35"–27"(*s*) 180lb 86NHP 1SB,3*pf*,GS49,HS1550 J.Abernethy&Co.Ld.Abn.	12 ″ 10	
84639 UOYC	**Terek** (*ex*Sirehav–33, *ex*Sagn–33, *ex*MarinersHarbor) 1*Dk*	2189 1923 1299	✠ ... 4,22 ✠				1918 6mo	Staten Isld.SB.Co. StatenIsland, N.Y.	U.S.S.R.	264·0|42·0|21·8 P65*t*H145*t*F8*t* FK	Vladvostk Russian *WB*	T.3Cy.18",30"&51"–36" 160NHP StatenIslandS.B.Co.	24 ″ 0	
84640 105 ICJN	**Teresa** *ss*Tri.No.3–10,35 D.F. 2*Dks*(*Stl*)&*Webframes* *Ref.Mchy.*	6131 5022 3719	✠100A1 10,38 ✠LMC MS9,34 BS12,39 ✠Lloyd'sRMC~~7,39~~6,40 *Fitted for oil fuel 6,22 F.P. above 150° F.*	Pla	*z*	CL N12,39	1922 6mo A&CP	Cant.Nav. Triestino Trieste	"Italia"Soc.Anon. di Nav. *CellDB342'1248tMTf27'816tFPT107tAPT135t*	417·7|54·2|30·2 P36'B124'F44' FK	Trieste Italian 6*BHCem*	T.3Cy$26\frac{3}{8}$",$42\frac{1}{8}$"&$70\frac{1}{16}$"–$48\frac{1}{16}$" 180lb (*s*) FD 483NHP 3SB(Spt) 9*cf*,GS148,HS7221 VereinigteMaschfSmichov	32 ″ 10 s7 ″ $8\frac{3}{4}$ 25 ″ 4	
~~8/41~~ 5/8/41 84641 1436 ICJM	**Teresa Odero** TwinSc *OilEng.* *ss*Spz.No.1–30 D.F. 2*Dks*(*Stl*) *Carrying oil fuel*	8196 7678 5166	✠ ... 4,34 ✠	Gen			1927 1mo	Cant.Nav. Odero Genoa	"Tigullia"Soc. Anon.diNav. *'Tween dk BHs except Coll B H dispensed with* *CellDBa u E&f355tDTa18'360tFPT201tAPT195t*	456·0|57·9|37·0 F42' FK	Genoa Italian *ptCem* *Coll BH to U dk* 11 „ „2nd„	Oil Engines 4S.C.SA 12Cy.$22\frac{1}{4}$"–$39\frac{3}{8}$" 564NHP Cant. OfficineSavoia,Genoa	39 ″ 8	I †
84642 1981 IBDN	**Teresa Schiaffino** (*ex*Beachcliffe–34, *ex*Melpo) D.F. 1*Dk*	5189 4764 3119					1919	A.Stephen &Sons,Ld. Glasgow	Soc.Anon. diNav. "AssuntaDe Gregori"	412·4|52·3|28·5 400·1	Genoa Italian *WB*	T.3Cy.27",44"&73"–48" 369NHP J.G.Kincaid&Co.Ld.Grk.		CI
84643 259 ICJP	**Tergestea** *OilEng.* *ss*Tri.No.3–4,39 D.F. 2*Dks*(*Stl*)	5890 4431 3708	✠100A1 12,39 ✠LMC CS4,39 DBS8,39 4,39	Gen	*y*	CL 8,37	1926 9mo Lloyd's A&CP	Cant.Nav. Triestino Monfalcone	Soc.Anon.diNav. G.L.Premuda *CellDB334'1116t* *DTa52'1000t*	416·7|53·1|24·7 P34'B261'F44' FK *FPT94tAPT86t*	Trieste Italian 8*BHptCem* (1 *to* 2*nd dk*)	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 489NHP DB*100lb* StabilimentoTecnico,Tri.	27 ″ 10 s 3 ″ $7\frac{1}{4}$ 24 ″ 5	
84644 8407 SMUA	**Tergus** *OilEng.* Wireless *CruiserStern* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	*447* *299* *203*					1939	Finnboda VarfAkt. Stockholm	A/B Bensintransport (GöstaReuter, *Mgr.*)	142·7|25·6|11·0 P&B35'F14'	Stockholm Swedish	Oil Engines 2S.C.SA 8Cy.$9\frac{13}{16}$"–$16\frac{9}{16}$" 134NHP Nydqvist&HolmA/B, Trollhättan		
42/41 84645 164705 GYZD	**Terje Viken** TwinSc (*WhaleOilFactory*) *Mchy.Aft* 2*Dks* D.F. GyC. *CruiserStern* *Longitudinal framing* *Strengthened for Navigation in Ice* *Platform deck in forward hold*	20638 14387 13931	✠100A1 *Whaling Service* 8,39 ✠LMC9,36 *CarryingPetroleum in bulk* *Fitted for oil fuel 9,36 F.P. above 150° F.*	Got	*o*†	CL 7,39	1936 9mo Lloyd's A&CP	Deutsche Sch-u-Mschb. A.G.Weser, Bremen	UnitedWhalers, Ld.(H.Krogh-Hansen&N.R. Bugge, *Mgrs.*) *CellDBuE59'f115'1480t* *'Tween dktanks aft 997tFPT528tAPT204t*	607·3|80·2|40·4 P16'B18'F134' FK	London British 19*BHptCem* (16 *to* 2*nd dk*)	T6Cy.$22\frac{1}{16}$",$36\frac{1}{4}$"&$58\frac{1}{4}$"–$39\frac{3}{8}$" &2LPTurbineswithDR gearing&hydraulic coupling (*s*) 1248NHP 250lb 28PrB–*60lb* FD 6SB(4Spt),24*cf*,HS18000 DeutscheSchiff.-uMschb. A.G.Weser,Bmn.	55 ″ 0 s17 ″ $0\frac{1}{2}$ 38 ″ 6	
84646 152013 VJXD	**Terka** Ⓟ (*ex*SirDudley deChair) *Mchy.Aft* 1*Dk*	420 309 161	✠ ... 12,29 ✠				1925 7mo	Govt.Dkyd Newcastle, N.S.W.	TheAdelaide SteamshipCo.Ld.	147·0|26·6| 9·2 F20' FK	Melbourne British *WB*	T.3Cy.14",23"&39"–21" 84RHP Govt.Dckyd.Nwc.N.S.W.	11 ″ 0	
110/40 84647 165469 MMJM	**Terlings** D.F. 1*Dk* *CruiserStern*	2318 2114 1406	✠100A1 7,40~~3,40~~ ✠LMC6,37	Shl Sou	*s*	CL ~~3,40~~ 7,40	1937 6mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	LambertBrothers, Ld.	283·5|44·4|21·6 295·5(O.L.) P24'B83'F36' FK *CellDB223'474tAPT58t*	London British 4*BHCem*	T.3Cy.18",29"&51"–33"(*s*) 200lb 179NHP 2SB(Spt)6*cf*,GS182,HS2850 Rankin&BlackmoreLdGrk	23 ″ 9 s 3 ″ $4\frac{1}{4}$ 20 ″ 7	
84648 UPIQ	**Ternei** (*ex*Messina–35) Wireless 1*Dk*	1470 1270 825					1921	F.Schichau Danzig	U.S.S.R.	253·7|38·2|16·6 P&B197'F27'	Vladvostk Russian *WB*	T.3Cy.$19\frac{11}{16}$",$31\frac{7}{8}$"&$51\frac{3}{16}$"–$29\frac{9}{16}$" 143NHP F.Schichau,Elbing		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pcs.	15
84649 DJPB	**Terra** TwinSc (*ex*GustavSchindler-39, *OilEng* *ex*Oelschindler-36) 1*Dk* D.F. *CruiserStern* *Mchy.Aft* *CarryingPetroleum in bulk*	1533 1144 1036					1935	Werft Nobiskrug G.m.b.H. Rendsburg	HamburgerTank- ReedereiG.m.b.H. (Atlantic-Rhederei F.&W.Joch, *Mgrs.*)	243·1|37·2|15·4 P36'Q165'B28'F40'	Hamburg German *WB*	Oil Engines 4S.C.SA 16Cy.11¼"-$16\frac{3}{16}$" 195NHP Maschinenfbrk. Augsburg- NürnbergA.G.Augsburg		G
84650 CSIM	**Terra Nova** WoodAux3MstSr (*exSailingVessel*Porto-35) *OilEng.* 1*Dk*2*trB* (*See Sailing Ship Register*)	415 366 311					1921	Ch.Navals Franco- Portugais Villa d'Conde	Armadores do Norte,Lda.(C.C. DaRocha,*Mgr.*)	149·8|31·5|14·1	Lisbon Portuguese	Oil Engines 2S.C.SA 6Cy.$7\frac{1}{16}$"-11½" 52NHP NE35 Atlas-DieselA/B,Skm.		
84651 103336	**Terrebonne** Ⓟ IronPad 1*Dk*	657 180 354					$18\frac{71}{95}$	W C.White *Rebuilt*Rich. &Ont.Nav.Co Sorel	~~TerrebonneLte.~~ GeorgeDansereau &Fils.Ltee.	151·1|24·1| 6·8	Montreal British	1Cy.28"-96" 28RHP A.Cautin,Montreal		
84652 44593 JLGM	**Terukawa Maru** (*ex*NoraMærsk-38) *OilEng* *Ref.Mchy.* 1*Dk*&*Shelter dk* D.F. 3*rd dk in Nos.* 1, 3 & 4 *holds* *CruiserStern* (DAMAGED BY FIRE 7,36—NOW TRADING)	6429 — 4367	✠ 7,36 ✠	HKg	*c*†		1934 8mo	Odense Staalskibsvft vedAPMöller Odense	KawasakiKisen K.K. *CellDB*371'1446*t* *MT*	458·2|58·0|29·9 F52' FK *DTa*19'540*t* *s*65'1658*t* *FPTs*240*t*	Kobe Japanese 8*BH* (*Coll to Sh dk* 7 „ 2*nd*„) *APTs*173*t*	Oil Engines 2S.C.DA 5Cy.$24\frac{7}{16}$"-55⅛" 1026NHP Akt.Burmeistr&Wain,Cpn	29 ″ 11	C †
84653 30841 JBDB	**Terukuni Maru** Ⓟ (*ex*Eastern) *ss*Kob.2ndNo.3-11,23 1*Dk*(*Stl*)&*Spar dk*(*ptStl* teak s)3*trB* *Ref.Mchy.* *lower dk forehold*	3589 2958 2272	✠ 2,25 ✠	Syd	*w*		1899 4mo	R.Napier& Sons,Ld. Glasgow	HaradaKisenK.K. *CellDBa*72'	352·0|42·2|19·8 P69'B128'F40' 27·5 FK *uE*&*B*68' *f* 138'520*t*	Kobe Japanese 6*BHCem* *FPT*38*t*	T.3Cy.27½",45"&78"-48" 469NHP 2DB,12*cf*,GS181,HS6464 R.Napier&Sons,Ld.Gls.	30 ″ 2	
84654 42936 JHHL	**Terusima Maru** 2*Dks* *Cruiser Stern*	3110 — 1825					1937	Harima S.B.&Eng. Co.Ld. Harima	IinoKisenK.K.	323·4|46·0|25·0 P33'B95'F36'	Kobe Japanese	2 DR geared steam turbines KawasakiDkydCoLd Kobe		C
84655 OHST	**Tervsund** (*ex*GooleTrader,*ex*Ouse) *ss*Goo.2ndNo.3-7,08 Wireless D.F. *ss*Abo.No.2-19 1*Dk*	808 601 390	✠ … 4,21 ✠NB5,96 ✠				1884 7mo	W.Dobson &Co. Newcastle	PargasKalkbergs A/B	230·3|30·4|13·8 220·9 P29'B51'F28' BK7"	Åbo Finnish *WB*	C.2Cy.28"&58"-33" NDB02 163NHP R.&W.Hawthorn,Nwc.	14 ″ 7	
84656 939 ICJT	**Teseo** *Fitted for oil fuel* D.F. 2*Dks*	4966 — 2995					1920	Cantieri NavaliRiuniti Palermo	Soc.Ligure di Armamento	394·2|51·8|35·1	Genoa Italian *WB*	T.3Cy.26",42½"&$69\frac{7}{16}$"-48" 337NHP CantieriNavaliRiuniti, Ancona		CI
84657 ~~03227~~ MQRF	**Test** (*ex*NumberTwelve) 3Mst *ss*Bkn.4thNo.3-10,35 *Mchy.Aft* 1*Dk*(*Irn*) *Well deck*	530 381 209	✠100A1 3,37 ✠NB5,94 ✠LMC10,35 BS~~11,38~~11,39	Bkn	*h*	CL 3,37	1890 3mo	Murray Bros. Dumbarton A&CP	~~KyleShippingCo.~~ ~~Ld.(MonroeBros.~~ ~~*Mgrs.*)~~	175·0|26·5|10·1 182·3(O.L.) Q95'B9'F32' BK7½" *DBa*43' *f*51'127*t*	~~London~~ British 3*BHCem* *FPT*36*t*	T.3Cy.16¼",24"&40"-33" (*s*) 180lb 80RHP 1SB,2*pf*,GS45,HS1607 M.Paul&Co.Dumbarton	12 ″ 10 s 3 ″ 8½ 12 ″ 4	
84658 165919 GDDZ	**Testbank** 1*Dk*&*Shelter dk* E.S.D. *CruiserStern*	5083 4614 2981	✠100A1 *withfreeboard* ~~2,41~~ ~~2,40~~ 6,41 ✠LMC11,37	Vcr ~~GTnMch~~	*a*†	CL	1937 11mo	J.Read- head&SonsLd SouthShields *Lloyd's*A&CP	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*341'1343*t*	423·7|56·7|24·8 439·2(O.L.) F31' FK *PT*128*t**APT*218*t*	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd*„)	T.3Cy.25",42"&71"-48" 220lb (*s*) 524NHP 2SB(Spt)&1AuxSB,9*cf*, GS167,HS7444 FD J.Readhead&SonsLd.S.Shl	27 ″ 10 s3 ″ 0¼ 25 ″ 0¼	
84659 147364 GMPN	**Tetela** *Ref.Mchy.* Sub.Sig. D.F. E.S.D. 4*Dks*	5389 4678 3302					1926	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·4|51·4|30·4 P48'B157'F43'	Liverpool British *WB*	T.3Cy.27½",46½"&78"-54" 447NHP CammellLaird&Co.Ld.		C
84660 869 SVUE	**Teti** (*ex*Ripa-36,*ex*Auldmuir) *ss*Grk.2ndNo.3-8,27 *ss*Cff.No.1-31 1*Dk*(*Stl*)2*trB*&*deepframing*	2747 2536 1760	✠ — 11,36 ✠	Bry	*u*		1903 4mo	Russell& Co. Pt.Glasgow	Mme.K.G.Sigalas (G.SigalasSons, *Mgrs.*) *CellDBa*94'*f*140'626*t*	314·5|47·2|20·8 P30'B97'F33' FK	Piræus Greek 5*BHCem* *APT*112*t*	T.3Cy.22½",37"&62"-42" 250NHP 2SB,6*cf*,GS115,HS3580 J.G.Kincaid&Co.Grk.	23 ″ 3	G †
84661 2 IUVT	— (*ex*Amazzone-34,*ex*Amazone-34, *ex*Borg,*ex*H.A.Hansen, *ss*Brs.No.1-05 *ex*AlbertZelck,*ex*Ionian) 1*Dk*(*Stl*) *Well deck*	834 593 469	✠ 11,07 ✠	Sou	*k*		1901 2mo	Grngem'th &Greenock DockyardCo. Greenock	Fratelli Montanari	192·6|31·2|13·7 181·2 Q59'B53' H64*t*F19' FK *CellDBa*31'*f*73'146*t*	Rimini Italian 4*BHCem* *APT*9*t*	T.3Cy.$13\frac{7}{16}$",25"&40"-30" 88NHP 1SB,3*cf*,GS55,HS1701 W.V.V.Lidgerwood,Gls.	14 ″ 8	I †
84662 886 SVDO	**Teti Nomicos** (*ex*LakisNomikos-38, *ex*Eleni-37,*ex*Monastir,*ex*Kythnos) 1*Dk*	1882 1758 1069					1901	Schiffsw.v. HenryKoch Lübeck	LoucasNomicos	281·0|40·4|18·1 P&B231'F36'	Piræus Greek *WB*	T.3Cy.21",35½"&55"-35½" 180NHP J.F.Ahrens,Ottensen		G
84663 30068 JTYB	**Tetuzan Maru**	2018 1680 1240					1919	Hashimoto Shipyard Karimoshina	HashimotoKisen K.K.	285·0|38·0|22·0	Onomichi Japanese	T.3Cy.18",30"&49"-39" 150NHP KobeSteelWorks,Kobe		
84664 45305 JPVM	— D.F. *Mchy.Aft* 1*Dk*	1923 1540 1067					1939	Kawamin- amiKogyu K.K. Nagasaki	OsakaSyōsenK.K.	271·7|40·0|20·3 P87'F29'	Osaka Japanese *WB*	T.3Cy.$18\frac{11}{16}$",30"&50"-36" 150NHP KawaminamiKogyoK.K. Nag.		
84665 120918 GPZL	**Teucer** Ⓟ TwinSc D.F. 3*Dks*	9079 8650 5762					1906	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	486·0|58·3|39·5	Liverpool British *WB*	T.6Cy.23",38½"&65"-48" 585NHP N.E.MarineEng.CoLdNwc		BT till ~~11,40~~ 8,41
84666 481 ICJU	**Tevere** Ⓟ (*ex*Gablonz) TwinSc *ss*Tri.2ndNo.3-6,37 *Ref.Mchy.* 2*Dks*(*Stl-Uws*)&*Awng dk* D.F. (*Stl*-teak s)3*rd dk*(*Stl*) *in Nos.*1,2,3&5*holds*	8289 6953 4265	✠100A1 *Awng dk* *withfreeboard* 2,40 BS5,39 ✠LMC6,37 Lloyd'sRMC1,40 *Fitted for oil fuel* 5,23 *F.P. above* 150° F.	Nap	*c*†	CL 7,38	1912 11mo	Cantiere SanRocco Trieste *Lloyd's*A&CP	LloydTriestino Soc.Anon di Nav. *CellDBa*85'*u*	469·4|56·3|29·6 FK *Collision* *E*&*B*162' *f*143'1142*t* *MT*28'600*t* *FPT*	Naples Italian *Cem* *BH to A dk* 7 „ „ *U* „ 61*t* *APT*57*t*	Q.8Cy.26",37",53"& 76"-51" 215lb (*r*) 1290NHP 8SB,24*cf*,GS474,HS18880 FD StabilimentoTecnico,Tri.	39 ″ 11 s4 ″ 3 27 ″ 7½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84667 165927 GDGZ	**Teviotbank** E.S.D. 1*Dk*&*Shelter dk* *Cruiser Stern*	5087 4614 2981	✠100A1 *withfreeboard* 8,39 ✠LMC2,38	Shl	*a*†	CL	1938 2mo *Lloyd*	J.Read-head&SonsLd SouthShields '*sA&CP* *Cell*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *DB*341'1343*tFPT*	423·7|56·7|24·8 439·2(O.L.) F31' FK 128*tAPT*218*t*	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd*,,)	T.3Cy.25",42"&71"-48" (*s*) 220lb 524NHP 2SB(Spt),1AuxSB,9*cf*, GS167,HS7444 FD J.Readhead&Sons,LdS.Shl	27 " 10 s 3 " 0¼ 25 " 0¼	
99/41 84668 148295 GNJS	**Tewkesbury** (*ex*Glocliffe-32) *ss*Shl.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4601 4264 2810	✠100A1 *withfreeboard* Examined 2,41 BS7,39 ✠LMC2,37	~~Npt~~ Nwc	*z*	CL ~~12,38~~ N2,41	1927 11mo *Lloyd*	Craig,Tay-lor&Co.Ld Stockton '*sA&CP*	AlexanderShip-pingCo.Ld(Capper, Alexander&Co. *Mgrs.*) *CellDB*344'1312*t*	400·8|53·5|25·1 425·0(O.L.) F32' FK *FPT*121*tAPT*146*t*	London British 6*BHptCem* (*Coll to Sh dk* 5 ,,2*nd*,,)	T.3Cy.25½",42"&70"-48" (*s*) 180lb 417NHP 3SB,9*cf*,GS160,HS7080 Blair&Co.(1926),Ld.Stk.	27 " 6 s 3 " 1¼ 24 " 8	
84669 215815 KDIY	**Texada** (*ex*ElCicuta,*ex*Lake Dunmore) *Fitted for oil fuel* *Mchy.Aft* Sub.Sig. 1*Dk Topside tanks*	2477 2004 1440	✠ ... 9,20 ✠				1917 11mo	Gt.Lakes Eng.Works Ecorse,Mich.	KingsleyCo. ofCalifornia	253·0|43·5|25·6 P115'F26' FK	S.Frncisco Utd.States *WB*	T.3Cy.21",34½"&57"-42" 284NHP Gt LakesEng.Wks.Detroit	27 " 6	
84670 145944 WACU	**Texan** **TwinSc** *ss*S.Fo.2ndNo.3-7,26 *ss*S.Fo.No.2-34 2*Dks*(*Stl*)&*deep framing, lower dk* D.F. *fore hold*(*Stl*)&*Shelter dk*(*Stl*) *Fitted for oil fuel*	7005 6643 4427	✠ ... 4,34 ✠	SFo			1902 10mo	NewYork S.B.Co. Camden,N.J. *CellDB*	American- HawaiianS.S.Co. *a* 115'*uE* & *B*52'*f*	471·0|57·2|31·8 FK 197' 1490*t DT f* 26' *between* (41')& *atsi*	NewYork Utd.States 7*BHAsp* 942*t Tanks* *desof tunnel*	Q.8Cy.19",28 9/32",41"&60"- 42" 615NHP 3SB,12*cf*,GS216,HS8184 NewYorkS.B.Co.Camden, N.J. (28')222*tFPT*138*tAPT*77*t*	35 " 0	R †
84671 213878 WBCH	**Texas** *ss*Gal.2ndNo.3-2,40 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	6368 6064 3946	✠100A1 9,40 ~~2,40~~ BS1,41 ✠LMC2,40 *CarryingPetr* *Fitted for oil*	Gal NYk *oleum* *fuel* 2	*a*† *in* ,16	CL 10,38 *bulk* *F.P. a*	1916 2mo *bove* 1	ForeRiver S.B.Corp. Quincy,Mass. A&CP 50° F.	TheTexas Company *DBu E&B* 60'209*t*	416·8|56·1|31·1 P107'B35'F33' FK *FPT*229*tAPT*130*t*	Wilmgton (Del.) Utd.States 16*BHCem*	T.3Cy.26½",44⅞"&74"-51" 190lb (*r*) 549NHP 3SB,9*cf*,GS191,HS7979 FD ForeRiverSB.Corp.Quincy	32 " 9 s 6 " 4½ 26 " 7¼	
84672 218675 KEFZ	— (*ex*WestHarts) *Fitted for oil fuel* 2*Dks*	5638 5248 3533					1919	Columbia RiverSBCorp Portland,Or	StatesSteamship Co.	410·0|54·2|27·5 P43'B114'F47'	Portlnd Or Utd.States *WB*	DR geared Steam Turbine GeneralElectricTurbineCo Schenectady,N.Y.		R
84673 OZCO	— *OilEng.* D.F. 2*Dks* *CruiserStern*	2328 1971 1309					1939	Helsingörs Jernsk&Msk. Elsinore	DetForenede Dampskibsselskab	327·0|45·8|19·0	Copnhagn Danish *WB*	Oil Engines 4S.C.SA 8Cy.21⅝"-39⅜" 361NHP Akt.Burmeister&Wain, Cpn.		V
84674	**Texas Banker** (*ex*Lake Inglenook-32) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*2*trB* Now "Empire Tern," see No. 87926 in Supplement	2606 2237 1612	✠ ... 4,21 ✠				1919 12mo	Detroit S.B.Co. Wyandotte	Ministry of Ship-ping(SirWR.Smith &Sons,Ld.*Mgrs.*)	251·0|43·6|26·1 P25'B64'F23' FK	British *WB*	T.3Cy.20",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 " 2	R †
84675	**Texas Ranger** (*ex*Lake Gaither-32) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*2*trB* Now "Empire Snipe," see No. 87921 in Supplement	2689 2329 1667	100A1 (*Reclassifica* *contemplated*) Examined 3,40 ✠	NYk *tion*			1919 11mo	Manitowoc S.B.Co. Manitowoc	Ministry of Ship-ping(SirWR.Smith &Sons,Ld.*Mgrs.*)	253·5|43·9|25·9 P25'B65'F26' FK	British *WB*	T.3Cy.21",35"&59"-42" 326NHP NordbergMfg.Co.M'lw'kee	28 " 5	
84676 235950 WOTC	**Texas Sun** *OilEng.* D.F. E.S.D. GyC. 1*Dk* *Longitudinal framing-bracketless system* *Mchy.Aft* *CruiserStern*	9933 — 6056	✠100A1 9,40 ~~3,40~~ ~~DBS3,40~~ ✠LMC4,37 *CarryingPetr* DBS3,41	Phl *oleum*	*f*† 2¼ *in*	CL 5,38 *bulk*	1937 4mo *Lloyd*	SunS.B.& DryDockCo. Chester,Pa. '*sA&CP*	SunOilCompany *CellDBuE*58'167*t*	515·6|66·0|36·8 535·2(O.L.) P88'B35'F57' FK *DTf*24'771*tFPT*34	Phildlphia Utd.States 11*BH* 5*tAPT*165*t*	Oil Engines 2S.C.SA 6Cy.25 3/16"-79⅛" 1182NHP DB(WT)245*lb* DB(WT-*Upr.*)200*lb* SunSB&DD.Co.ChesterPa	37 " 0	
84677	**Texas Trader** (*ex*Lake Ellithorpe-32) *Fitted for oil fuel* *Ref.Mchy.* 1*Dk*2*trB* Now "Empire Kestrel," see No. 87937 in Supplement	2674 — 1658					1919	Gt.Lakes Eng.Works Ecorse,Mich.	Ministry of Ship-ping(SirWR.Smith &Sons,Ld.*Mgrs.*)	253·4|43·8|26·0 P25'B65'F26'	British *WB*	T.3Cy.21",35"&59¾"-42" 232NHP Gt.LakesEng.WksDetroit		RC
5/41 84678 PHYG	**Texelstroom** D.F. 1*Dk*	1617 1281 968					1918	Maats. Fyenoord Rotterdam	N.V.Hollandsche Stoomb.Maats.	273·6|40·2|16·8	Amstrdam Dutch *WB*	T.3Cy.19½",31"&52"-36" 162NHP Maats.Fyenoord,Rot.		V
84679 218027 KIFD	**Texmar** (*ex*EdgarBowling, *ex*WestCavanal) *Fitted for oil fuel* D.F. 2*Dks*	5505 — 3439					1919	South Western S.B.Co. SanPedro Cal	CalmarS.S.Corp.	410·5|54·3|27·2 P46'B112'F46'	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles		R
12/41 84680 160623 GSVD	**Thala** *ss*Rot.No.2-37 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	4399 4076 2736	✠100A1 ~~0,40~~~~10,39~~ 12,40 MS12,36 ✠LMC DBS12,39	Sld ~~Shl~~ Gls MBS3,40	*x*	CL 3,39	1928 12mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	Cory&Strick (Steamers)Ld. (F.C.Strick&Co. Ld.*Mgrs.*) *Cell D*	370·0|52·3|25·9 P28'B104'F36' FK *Ba&uE*144'*f*160'10	London British 6*BHCem* 75*tFPT*135*t*	T.3Cy.24½",41"&66"-45" (*r*) 180lb *120lb* 341NHP 2SB,6*cf*,GS109,HS4460 FD J.Readhead&SonsLd.SShl *APT*115*t*	28 " 3 s 5 " 3¾ 23 " 1½	
84681 LDAL	**Thalatta** **TwinSc3Mst** *OilEng.* *ss*Osl.No.3-7,29 *ss*Osl.No.2-37 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5671 5195 3492	✠100A1 *Shelter dk* *withfreeboard* ~~8,40~~~~1,40~~ 4,41 ✠LMC CS2,39 DBS~~9,39~~11,40 8,37	Osl ~~Bry~~Lon	*a*†	CL ~~P2,38~~ ~~SN2,38~~ 4,41	1922 7mo *Lloyd*	Akt.Bur-meistr&Wain Copenhagen '*sA&CP* *CellDB*377'	Wilh.Wilhelmsen 1250*tDTf*33'1000*t*	425·5|55·2|27·9 FK *Collisio* *FPT*90*tAPT*82*t*	Tönsberg Norwegian *ptCem* *nBHtoSh dk* 6 ,, ,, *U* ,,	Oil Engines 4S.C.SA 12Cy.24 13/16"-37 13/16" DB100*lb* 717NHP Akt.Burmeistr&Wain,Cpn	30 " 6 s 4 " 0¼ 26 " 8½	
84682 DICP	— (*ex*JuliusSchindler-39) *Oil Eng.* *Mchy.Aft* D.F. 2*Dks* *CarryingPetroleum in bulk*	3145 2636 1707					1921	Deutsche WerftA.G. Hamburg	HamburgerTank-ReedereiG.m.b.H. (Atlantic-Rhederei F.&W.Joch, *Mgrs.*)	343·4|45·5|22·5 P90'B31'F36' len34	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.24⅞"-37⅞" 360NHP AlgemeineElec.Ges.Berlin		G
84683 HPFR	**Thalia** **TwinSc** *OilEng.* *ss*N.Yk.No.3-12,38 ~~*ss*Bmn.No.2-34~~ *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Sub.Sig. &*Web frames* E.S.D. D.F. *Longitudinal framing*	8329 — 5075	✠100A1 *Shelter dk* *withfreeboard* 7,40~~12,37~~ ✠LMC CS7,40 DBS~~10,39~~ 7,40~~4,36~~ 10,39 *CarryingPetr*	Ham NYk *oleum*	*d*† *in*	CL s10,39 P12,39 *bulk*	1926 4mo *Lloyd*	Howaldts-werke Kiel '*sA&CP* *CellDBa&uE*	PanamaTransport Co. 93'287*tDTf*36'275	470·1|63·2|35·3 488·0(O.L.) B34'F39' FK *tFPT*182*tAPT*79*t*	Panama Pnamanian 18*BHptCem* *ptAsp* 13*BHtoUdk*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP DB70*lb* 2 Water Tube DB200*lb* SulzerBros.Ld.Winterthur	35 " 6 s 8 " 6 27 " 4	
167/40 84684 263 SVNR	— (*ex*Jebba-33, *ss*Hul.No.2-26 *ex*WarLion) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	5875 — 4278	✠ 9,33 ✠	Ham	*y*		1917 9mo	Kawasaki Dckyd.Co.Ld Kobe *CellDB*33	XilasBros& A.Constantinidis	385·3|51·2|25·5 FK 4'1118*t FPT*126*t A*	Syra Greek 6*BHCem* *PT*93*t*	T.3Cy.26",43½"&72"-48" (*s*) 440NHP 2SB&1AuxSB,8*cf*,GS154, HS5741 KawasakiDkydCoLdKobe	28 " 0	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade
84685 DORT	**Thalia** TwinSc *Mchy.Aft* *OilEng.* Wireless D.F. *CruiserStern* 1*Dk*	1122 853 587					1936	Nordsee-werkeEmden G.m.b.H. Emden	Dampfschifffahrts Ges. "Neptun"	235·0|34·7|13·1 P114'F22'	Bremen German *WB*	2 SR geared Oil Engines 4S.C.SA 12Cy.11⅝"–16 3/16" 158NHP Fr.KruppGermaniawftAG		G
84686 135360 MFQS	**Thames Coast** (*ex*Cuirassier–39) *ss*Bkn.2ndNo.3–1,40 1*Dk*(*Stl*)&*Shelter dk*(*ptStl&ptIrn*)	1045 850 474	✠100A1 *Shelter dk withfreeboard* 4,41 ~~1,40~~ ✠LMC1,40 BS4,41	Bkn Lth	*o*	CL N1,40	1914 11mo *Lloyd's*A&CP	W.Dobson &Co. Newcastle	CoastLines,Ld.	230·6|35·0|14·9 FK *CellDBab8'uE19'f100'205tAPT17t*	Liverpool British 5*BHCem* (*CollBHtoShdk* 4 ,, ,, 2nd,,	T.3Cy.18",30"&49"–33" (*s*) 180lb 170NHP 2SB,4*cf*,GS80,HS2918 N.E.MarineEngCoLdNwc.	17 ″ 0 s ″ 2¼ 17 ″ 0	
84687 26817 JTED	**Thames Maru** *ss*Kob.No.3–5,32 *ss*Yka.No.1–37 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5871 5590 4254	✠100A1 *Awng dk withfreeboard* 5,40 ~~3,39~~ BS5,40 ✠LMC3,39	Osa	*y*	OG 2,38	1920 8mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	KawasakiKisen K.K.	385·0|51·0|36·0 FK *Collision* *CellDB*334'1118*t* *FPT*126*t* *APT*93*t*	Kobe Japanese *Cem* *BHtoAw dk* 5 ,, ,, *U* ,,	T.3Cy.26",43½"&72"–48" (*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkyd.CoLdKob	36 ″ 0 s 0 ″ 3¼ 27 ″ 1	
84688 108358 MCDC	**Thames Queen** Ⓟ PadSk (*ex*Queen of Southend–38,*ex*YarmouthBelle) *Fitted for oil fuel* 2*Dks*	517 409 216					1898	W.Denny &Bros. Dumbarton	NewMedwayStm. PacketCo.Ld.(S.J. Shippick,*Mgr.*)	240·0|28·1|9·3 *Promenade dk*156'	London British	T.3Cy.20½",30"&43"–60" 143NHP Denny&Co.Dumbarton		
84689 528 SVEM	**Thassos** (*ex*BanyeiMaruNo.11) Wireless 1*Dk*	1565 1312 915					1919	NittaCo. Osaka	Th.L.Teryazos	240·0|36·0|21·0	Piræus Greek *WB*	T.3Cy.16",27"&45"–32" 109NHP TanakaEngineWorks		I
84690 148940 MNWG	**The Baron** *ss*P.Gl.No.3–12,39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	820 562 388	✠100A1 1,41 ~~12,39~~ ✠LMC BS~~6,39~~7,40 MS12,39	PGl Bwg	*k*	CL 10,38	1927 8mo *Lloyd's*A&CP	AilsaS.B. Co.Ld. Troon	J.Hay&Sons,Ld.	190·2|30·1|12·1 198·0(O.L.) Q109'B9'F25' FK *CellDBf*117'177*t* *FPT*	Glasgow British 3*BHCem* 58*t* *APT*30*t*	T.3Cy.15",25"&42"–30" (*s*) 200lb 87RHP 1SB,3*cf*,GS60,HS2160 AilsaS.B.Co.Ld.Troon	14 ″ 2 s4 ″ 7½ 13 ″ 8	
84691 160226 MPFY	**The Countess** *ss*Shl.No.2–37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	824 561 405	✠100A1 12,39 BS~~9,39~~ 10,40 ✠LMC4,37	PGl	*k*	CL 11,39	1928 10mo *Lloyd's*A&CP	AilsaS.B. Co.Ld. Troon	J.Hay&Sons,Ld.	195·1|30·3|12·1 Q111'B11'F30' FK *CellDB*123'174*t* *FPT*	Glasgow British 3*BHCem* 56*t* *APT*22*t*	T.3Cy.14",23½"&39"–30" (*s*) 200lb 75RHP 1SB,3*cf*,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14 ″ 2 s4 ″ 7½ 13 ″ 8½	
181/40 84692 147885 MLVK	**The Duchess** *ss*P.Gl.No.3–6,36 *ss*Shl.No.1–40 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	798 551 355	✠100A1 9,40 ~~2,40~~ ✠LMC2,40	Shl PGl	*k*	CL ~~2,40~~ 9,40	1924 3mo *Lloyd's*A&CP	C.Rennold-son&Co. South Shields	J.Hay&Sons,Ld.	190·0|29·7|12·1 *30·8* Q105'B9'F30' BK8" *CellDB*116'188*t* *FPT*62*t*	Glasgow British 3*BHptCem* *APT*40*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb 137NHP 2SB,4*pf*,GS75,HS2404 W.Beardmore&Co.Ld. Coatbridge	13 ″ 11 s4 ″ 6½ 14 ″ 0½	
84693 148937 MNVR	**The Duke** *ss*P.Gl.No.3–12,39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	820 562 387	✠100A1 ~~12,39~~ 12,40 BS~~12,39~~ 12,40 ✠LMC1,39	PGl Shl	*k*	CL 1,39	1927 7mo *Lloyd's*A&CP	AilsaS.B. Co.Ld. Troon	J.Hay&Sons,Ld.	190·2|30·1|12·1 Q109'B9'F25' FK *CellDBf*117'177*t* *FPT*	Glasgow British 3*BHCem* 58*t* *APT*30*t*	T.3Cy.15",25"&42"–30" (*s*) 200lb 87RHP 1SB,3*cf*,GS60,HS2160 AilsaS.B.Co.Ld.Troon	14 ″ 2 s4 ″ 7½ 13 ″ 8	
84694 164081 MLMK	**The Earl** 1*Dk* *Mchy.Aft*	926 623 481	✠100A1 Examined7,41 Bwg BS5,40 ✠LMC6,36	~~PGl~~	*l*	CL ~~4,40~~ 5,40	1936 6mo *Lloyd's*A&CP	AilsaS.B. Co.Ld. Troon	J.Hay&Sons,Ld.	202·2|32·2|12·4 209·3(O.L.) Q114'B9'F31' FK *CellDB*132'204*t* *FPT*65*t* *APT*29*t*	Glasgow British 3*BHCem*	T.3Cy.13½",22½"&38"–30" 215lb (*s*) 71RHP 1SB,3*cf*,GS59,HS1930 AilsaS.B.Co.Ld.Trn.	14 ″ 6 s4 ″ 7 14 ″ 0½	
139/40 84695 161900 MPRS	**The Emperor** *ss*P.Gl.No.2–38 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	824 561 405	✠100A1 4,40 BS8,39 ✠LMC8,38	Bwg	*k*	CL 4,40	1930 2mo *Lloyd's*A&CP	AilsaS.B. Co.Ld. Troon	J.Hay&Sons,Ld.	195·1|30·3|12·1 203·0(O.L.) Q111'B11'F30' FK *CellDB*123'174*t* *FPT*56*t*	Glasgow British 3*BHCem* *APT*22*t*	T.3Cy.14",23½"&39"–30" (*s*) 200lb 76RHP 1SB,3*cf*,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14 ″ 2 s4 ″ 7½ 13 ″ 8½	
84696 209060 WADS	**The Harvester** 1*Dk*&*Webframes* *Mchy.Aft* *Longitudinalframing* D.F. GyC.	7188 — 5690	✠ … 6,18 ✠				1911 8mo	American S.B.Co. Lorain,Ohio	International HarvesterCo.	525·0|58·0|31·0 F48' FK	D'luth Min Utd.States *WB*	T.3Cy.23½",38"&63 3/16"–42" 259NHP AmericanS.B.Co.Clevelnd	31 ″ 0	R †
84697 222986 WCFV	**The International** (*ex*WilliamH.Warner–34) *Mchy.Aft* D.F. GyC. 1*Dk* *ptLongitudinal framing*	7984 — 6277					1923	American S.B.Co. Lorain,Ohio	International HarvesterCo.	586·3|60·2|28·0	D'luth Min Utd.States *WB*	T.3Cy.24½",41"&65"–42" 274NHP AmericanS.B.Co.Lorain,O.		R
84698 109733 EIGC	**The Lady Belle** *ss*Apl.3rdNo.3–6,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	331 217 131	✠100A1 1,41 ~~4,39~~ BS~~7,39~~ 12,40 ✠LMC6,37	Npt Flt	*e*	CL ~~4,37~~ 1,41	1900 5mo	J Fullerton &Co. Paisley A&CP	A.Moloney&Sons, Ld.	140·4|24·1|9·9 141·3(O.L.) Q75'B10'F24' FK *W*	Waterford British 3*BHCem* *B=FPT*43*t*	C.2Cy.18⅝"&40"–27" (*s*) 120lb 83RHP 1SB,3*pf*,GS53,HS1447 Ross&Duncan,Glasgow	10 ″ 8 s3 ″ 11 10 ″ 9	
110/40 84699 162046 GRGT	**The Lady Mostyn** *OilEng.* *Mchy.Aft* 1*Dk* Wireless *CruiserStern*	305 220 129	✠100A1 4,39 ✠LMC11,38	Ayr	*d*	OG 3,39	1938 11mo *Lloyd's*A&CP	GooleS.B. &RepgCo.Ld. Goole	Darwen&Mostyn IronCo.Ld.	128·3|23·5|8·8 *24·6* 135·1(O.L.) Q41'F17' FK *CellDB*77'85*t* *FPT*39*t*	Chester British 3*BHCem*	Oil Engines 4S.C.SA 6Cy.11"–17 5/16" 71NHP Humboldt-Deutzmotoren, Köln-Deutz	11 ″ 0 s ″ 10 10 ″ 2½	
84700 147882 MLST	**The Marchioness** *ss*Shl.No.3–11,36 *ss*P.Gl.No.1–40 *Mchy.Aft* *Welldeck* 1*Dk*(*Stl*) *Cargo battens not fitted*	799 551 356	✠100A1 ~~1,40~~ 12,40 ✠LMC MS1,40 BS~~9,39~~ 10,40	PGl	*k*	CL 1,40	1924 1mo *Lloyd's*A&CP	C.Rennold-son&Co. SouthShields	J.Hay&Sons,Ld.	190·1|29·7|12·1 Q105'B9'F30' BK8" *CellDB*116'188*t* *FPT*62*t*	Glasgow British 3*BHptCem* *APT*40*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb 137NHP 2SB,4*pf*,GS74,HS2404 W.Beardmore&Co.Ld. Coatbridge	13 ″ 11 s4 ″ 6½ 14 ″ 1	
84701 147939 MNCS	**The Marquis** *ss*Grk.No.3–8,36 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	795 551 354	✠100A1 Examined3,41 Shl BS~~2,40~~ 3,41 ✠LMC8,36	~~PGl~~	*k*	CL ~~2,40~~ 2,41	1924 11mo *Lloyd's*A&CP	C.Rennold-son&Co. SouthShields	J.Hay&Sons,Ld.	190·0|29·7|12·1 Q105'B9'F30' BK8" *CellDBf*116'188*t* *FPT*	Glasgow British 3*BHptCem* 62*t* *APT*40*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb 137NHP 2SB,4*pf*,GS75,HS2404 W.Beardmore&Co.Ld. Coatbridge	13 ″ 11 s4 ″ 6½ 14 ″ 1	
94/40 84702 161896 MPQT	**The Monarch** *ss*Trn.No.2–38 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	824 561 405	✠100A1 3,40 BS9,39 ✠LMC8,38	Shl	*k*	CL 8,39	1930 1mo *Lloyd's*A&CP	AilsaS.B. Co.Ld. Troon	J.Hay&Sons,Ld.	195·1|30·3|12·1 202·3(O.L.) Q111'B11'F30' FK *CellDB*123'174*t* *FPT*	Glasgow British 3*BHCem* 56*t* *APT*22*t*	T.3Cy.14",23½"&39"–30" (*s*) 200lb 76RHP 1SB,3*cf*,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14 ″ 2 s4 ″ 7½ 13 ″ 8½	
84703 164074 MLLD	**The President** *Mchy.Aft* 1*Dk*	926 623 481	✠100A1 Examined4,41 PGl BS5,41 ✠LMC5,36	~~PGl~~	*l*	CL ~~4,38~~ 4,41	1936 5mo *Lloyd's*A&CP	AilsaS.B. Co.Ld. Troon	J.Hay&Sons,Ld.	202·2|32·2|12·4 Q114'B9'F31' FK *CellDB*132'204*t* *FPT*65*t*	Glasgow British 3*BHCem* *APT*29*t*	T.3Cy.13½",22½"&38"–30" 215lb (*s*) 71RHP 1SB,3*cf*,GS59,HS1930 AilsaS.B.Co.Ld.Trn.	14 ″ 6 s4 ″ 7 14 ″ 0½	

1 No. in Book. Official No. Code Letters	2 Steamer's Name. 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. L, teof B. of TradeCert.
11/41 84704 161962 MQDS	**The Sultan** ssP.Gl.No.2-39 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	824 561 405	✠100A1 1,41 ~~12,39~~ BS~~7,39~~ 11,40	PGl Bwg ✠LMC MS12,39	*k*	CL ~~7,38~~ 12,40	1932 1mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	J.Hay&Sons.Ld. *Cel*	195·1 Q111'B11'F30' FK *lDB*123'174*tFPT*5	30·3	12·1	Glasgow British 3*BHCem* 6*tAPT*22*t*	T.3Cy.14",23½"&39"-30"(*s*) 200lb 75RHP 1SB,3*cf*,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14 ″ 2 s 4 ″ 7¼ 13 ″ 8¼	
84705 160243 MPJW	**The Viceroy** ssP.Gl.No.2-37 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	824 561 405	✠100A1 9,40 ~~1,40~~ ~~BS1,40~~ 4,41	PGl Dun ✠LMC5,37	*k*	CL ~~12,37~~ 8,40	1929 4mo *Lloyd*	AilsaS.B. Co.Ld. Troon '*sA&CP*	J.Hay&Sons,Ld. *CellD*	195·1 203·3(O.L.) Q111'B11'F30' FK *B*123'174*t FPT*56*t*	30·3	12·1	Glasgow British 3*BHCem* *APT*22*t*	T.3Cy.14",23½"&39"-30" (*s*) 200lb 76RHP 1SB,3*cf*,GS57,HS2021 AilsaS.B.Co.Ld.Troon	14 ″ 2 s4 ″ 7¼ 13 ″ 8¼	
84706 PHYV	**Theano** Sub.Sig. E.S.D. 2*Dks*	1059 787 368					1920	NV Boele's Scheepswerven en Machinefabriek Slikkerveer	N.V.Maats."Zeevaart"(Hudig& Veder,*Mgrs.*)	231·9	36·2	13·2	Rottrdam Dutch *WB*	T.3Cy.18",30"&48"-36" 138NHP N.V.Boele'sScheepswerven en Machinefabriek, Bolnes		V
84707 DGLR	**Theda Fritzen** (*ex*Ostfriesland-39. *ex*Vigor-37,*ex*Sheaf Dart,*ex*Leander) ssGot.2ndNo.3-5,33 ssLkr.No.1-37 1*Dk*(*pt Irn&pt Stl*)*&deep framing*	2882 2623 1735	✠ 4,38	Bmn ✠	*u*		1905 1mo	W.Gray& Co.Ld. WHartlepool	Johs.Fritzen& Sohn vormLexzau Scharbau&Co. *Cell DB a*114'*uE&*	330·0 342·0(O.L.) P27'B176'F34' FK *B*40'*f*140'905*tFPT*	47·6	19·9	Emden German 5*BHCem* 85*t APT*74*t*	T.3Cy.24¼",38⅛"&64"-42" 294NHP 2SB,6*cf*,GS108,HS4608 Cen.Mar.Eng.Wrks.WHpl	22 ″ 6	
84708 PKFN	**Thedens** 2*Dks*	2071 1570 1181					1927	N.V.Schps "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3	46·2	14·6	Batavia Dutch *WB*	C4Cy(2)18⅝"&(2)39¼"-39¼" 193NHP Maats.Fyenoord,Rot.		V
84709 639 SZMB	**Thedol 2** (*ex*Petrolina-36, *ex*Wilno, *ex*Société) **TwinSc** *Carrying Petroleum in bulk* *Mchy.Aft* 1*Dk*	657 — 269					1910	Howaldtswerke Kiel	HellenicPetroleum Co."Thedol"S.A. (T.N.Epiphaniades *Mgr.*)	188·0 Q46'	31·2	10·5	Piræus Greek	T.3Cy.9¼",14¾"&24⅜"-13$\frac{25}{32}$" 44NHP Howaldtswerke,Kiel		
84710 149764 MKCM	**Theems** (*ex*JollyBruce, *ex*Aleksander) 1*Dk*	553 389 286					1920	Gebroeders VanDiepen Waterhuizen	WalfordLines,Ld. (LeopoldWalford ShippingLd.*Mgrs*)	159·2	27·0	11·2	London British *WB*	T3Cy12¼"19$\frac{11}{16}$"&31½"-22$\frac{1}{16}$" 47RHP CasarWollheim,Breslau		C
84711 LJSJ	**Thelma** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. *Carrying Petroleum in bulk*	8297 7571 5032	•				1937	GötaverkenA/B Gothenburg	TönnevoldsRederi A/S(O.T.Tönnevold&Co.A/S, *Mgrs.*)	465·1 P103'F59'	59·4	35·9	Grimstad Norwegian *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 653NHP GotaverkenA/B,Got.		N
84712 164053 MBKK	**—** Wireless E.S.D. 1*Dk*	1593 1357 933					1935	Burntislnd S.B.Co.Ld. Burntisland	ClydesdaleShipownersCo.Ld. (Glen&Co.Ld*Mgs*)	265·0 P15'Q43'B111'F30'	40·5	16·3	Glasgow British *WB*	T.3Cy.15",25½"&44"-33" 111NHP D.Rowan&Co.Ld.Gls.		C
84713 118065 MGMW	**—** ssLiv.2ndNo.3-11,29 ssLiv.No.2-38 *Well deck* 1*Dk*(*Stl-pt* teaks)	374 291 139	✠100A1 12,39 BS7,40 MS7,38	Liv ✠LMC ~~BS4,39~~	*f*	CL 11,39	1903 12mo *Lloyd*	AilsaS.B. Co.Ld. Ayr '*sA&CP*	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	143·3 Q46'B10'F25' BK7" *FPTs*	25·0	11·6	Liverpool British 3*BHCem* 60*tAPT*8*t*	C.2Cy.18"&40"-27" (*s*) 130lb 91RHP 1SB,3*pf*,GS54,HS1641 Ross&Duncan,Glasgow	12 ″ 8 s ″10 12 ″ 5	
84714 4761 SGVE	**Themis** (*ex*Temis,*ex*Carl) 1*Dk*	724 477 383					1907	Göteborgs M.V.Aktieb. Gothenburg	RederiA/B Themis (W.Grosche, *Mgr.*)	183·1 Q94'B37'H25*t*F22'	28·4	11·0	Stockholm Swedish *WB*	T3Cy.14$\frac{3}{16}$",22¼"&37$\frac{7}{16}$"-23⅝" 68NHP GöteborgsMV.Aktieb.Got		V
84715 LFBG	**—** *Mchy.Aft* 1*Dk*	706 592 386					1919	Bergsunds Mek.VerkstadsA/B Stockholm	Skibs-A/S Themis (O.M.Olsen)	187·9	30·4	12·8	Fredrikstd Norwegian	T.3Cy.13",21¼"&35⅝"-23⅝" 58NHP BergsundsMek.Verkstads A/B,Skm.		V
84716 PHZA	**Themisto** D.F. E.S.D. 1*Dk&Shelter dk*	4707 4292 2824					1928	Rotterdam Droogd.Maat Schiedam	N.V.Maats.Zeevaart(Hudig& Veder,*Mgrs.*)	400·5 F33'	55·3	25·1	Rottrdam Dutch	C.4Cy.(2)22"&(2)47¼"-47¼" 256NHP RotterdamDroogd.Maats		V
84717 129349 GMLN	**Themistocles** Ⓟ **TwinSc** ssGls.No.1-40 ssGls.2ndNo.3-4,35 D.F. E.S.D. 2*Dks*(*Stl*)*&Awng dk*(*Stl-ptws*)*3rd dk in No.3 hold& after holds* *Ref.Mchy.* (*Stl in after holds*)	11231 9574 6974	✠100A1 *Awng dk* *withfreeboard* ~~8,40~~ ~~3,39~~ 2,41 [illegible] ✠Lloyd'sRMC~~3,40~~ 3,41 ~~8,40~~	Gls Liv BS8,40 MS11,37 ✠LMC~~5,34~~	*g*†	CL P2,39 S9,39	1911 1mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	Norfolk&North AmericanSteam ShippingCo.Ld. (ShawSavill& AlbionCo.Ld. *Mgrs.*) *CellDBa*113'*uE&*	500·6 520·0(O.L.) P47'B245'*onAwgdk* F64' FK&BK2"	62·3	39·4	S'thamptn British 10*BHptCem* *B*96'*f*214'16	Q.8Cy.23",34",48"&69"-51" 215lb (*s*) 1075NHP 3DB(Spt)&2SB(Spt),24*cf*, GS496, HS19858 Harland&Wolff,LdBelfast 88*tFPT*155*tAPT*105*t*	42 ″ 8 s11 ″ 8 31 ″ 6	BT till ~~7,40~~ 8,41
5/41 84718 300 SVXT	**Themoni** D.F. E.S.D. 1*Dk&Shelter dk* *Cruiser Stern*	*5719* *5276* *3486*	✠100A1 *withfreeboard* 8,40 ~~1,40~~ *Fitted for oil fuel* 9,38	SFo NYk ✠LMC9,38	*b*†	CL ~~1,40~~ 8,40 *F.P. above* 150° F.	1938 9mo *Lloyd*	Wm.Doxford&SonsLd Sunderland '*sA&CP*	KassosSteamNav. Co.Ld. (Pnevmaticos, Rethymnis,Yannaghas,*Mgrs.*) *CellDB*373'1362*t*	431·9 447·7(O.L.) FK (*MT*16'655*t FPT*19	57·5	26·7	Syra Greek 7*BHptCem* *Coll to Shdk* 6 ,, *2nd*,,) 5*tAPT*191*t*	T.3Cy.24",39"&69"-48" (*s*) 220lb FD 474NHP 3SB(Spt),9*cf*,GS151, HS6585 Richardsons,Westgarth& Co.Ld.Hpl.	29 ″ 1 s 3 ″ 4½ 25″11½	
84719 117516 MFQC	**Themston** (*ex*Dublin-40, *ex*CardiganCoast, *ex*Dublin) **3Mst** ssBel.2ndNo.3-5,29 ssBel.No.2-37 *Mchy.Aft* 1*Dk*(*Irn*) *Well deck* *Cargo battens not fitted*	711 500 283	✠100A1 Examined 5,41 Nwc BS5,40	~~Bel~~ ✠LMC MS5,41	*k*	CL ~~1,40~~ 3,41	1904 4mo *Lloyd*	J Fullerton &Co. Paisley '*sA&CP*	S.Instone&Co.Ld. *Cell*	200·0 Q111'B11'F35' BK7½" *DBf*117'178*t FPT*	29·0	11·3	London British 3*BHCem* 85*tAPT*5*t*	T3Cy.15½",29⅛"&48"-36"(*s*) 170lb 156NHP 1SB,4*cf*,GS75,HS2540 Ross&Duncan,Glasgow	14 ″ 0 s4 ″ 6¼ 14 ″ 1¼	
84720 7399 SFLA	**Theodor** (*ex*Byna) ssLkr.No.3-3,33 ssGot.No.1-38 1*Dk*(*Stl*)	*1939* *1664* *1083*	100A1 8,40 ~~3,40~~ MS5,38	Got LMC BS3,40		OG ~~10,37~~ 8,40	1919	J.&A.v.d. Schuyts Papendrecht	RederiA/B A.Th.Jonasson (M.Jonasson *Mgr*) *CellDBa*79'*uE*17'	268·8 280·0(O.L.) P35'B57'F12' FK *f*100'419*t FPT*48*t*	42·2	18·2	Råå Swedish 4*BHCem* *APT*71*t*	T.3Cy.17½",29"&46"-36" (*s*) 180lb 200NHP 2SB,4*cf*,GS78,HS3144 J.&A.Van der Schuyt	20 ″ 6 s 2 ″ 9¾ 17 ″ 11	
84721	**Theodor Nette** Ⓟ (*ex*Soria, *ex*Tver) 3*Dks*	2619 1735 1500					1912	NevskySB. &Mch.Works Leningrad	U.S.S.R.	286·1 B95'	40·7	26·6	Vladvostk Russian	T.3Cy.20$\frac{2}{5}$",32$\frac{2}{5}$"&52$\frac{4}{5}$"-40" 176NHP NevskyS.B.&Mch.Works		
84722 481 SZJS	**Theodora** (*ex*MikraAsia-34) **TwinSc** *Fitted for oil fuel* *Carrying Petroleum in bulk*	1054 957 709					1917	Governmt. Dockyard Nicolaieff	TheodoraE.Pappa, G.E.Pappas &S.N.Bistis(G.Pappas&S.Eleftheriades,*Mgrs.*)	240·6	33·3	13·2	Piræus Greek	T.6Cy.11",19"&29"-21" 38NHP Govt.Dkyd.Nicolaieff		

1 Numero d'Ordre. Numero Officiel. Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou ce n'est dans le L.R. Durée.Cert.R.of Trade
84723 202941 KGFV	**Theodore Roosevelt** Ⓟ 2Dks	1955 — 1330					1906	ToledoS.B. Co. Toledo,O.	ChicagoRoosevelt S.S.Co.	276·0	40·0	26·0	Duluth, Min. Utd.States	T.4Cy.30",48"&(2)56"-40" 198NHP ToledoS.B.Co.		
84724 858 SVSG	**Theodoros Coumantaros** (exMaleas-39,exChefMécanicien Mailhol-36, exAmiral) 2Dks&Awng dk Now "Kinkai Maru" No. 88762 in Supplement 132/40	5709 — 4282	✠ ... 7,20 ✠				1917	Kawasaki Dkyd.Co.Ld. Kobe	CoumantarosBros. (Th.&N.CoumantarosLd. *Mgrs.*)	385·3 FK	51·2	33·5	Piræus Greek *WB*	T.3Cy.26",43"&72"-48" 440NHP KawasakiDkyd.Co.Ld.	36 ″ 0	C †
84725 770 SVRA	**Theodoros T.** (exEskbridge-34) ssPir.2ndNo.3-7,34 ssPir.No.1-38 *1Dk(Stl)&Web frames* *Longitudinal framing* *Cargo battens not fitted*	*3409* *3196* *2107*	✠100A1 11,39 MS8,38 ✠LMC BS5,39	Cff	*v*	CL 8,38	1912 4mo	W.Pickersgill&Sons,Ld. Sunderland *Lloyd'sA&CP*	Th.L.Teryazos *CellDBa99'uE&B*	331·0 P29'B90'F33' FK 39'*f*153' 947*t* *FPT*	48·2	23·2	Piræus Greek *5BHCem* 66*t APT*170*t*	T.3Cy.24",39"&65"-45" (*s*) 180lb 313NHP 2SB,*6cf*,GS124,HS4890 Richardsons,Westgarth&Co.Ld.Sld.	25 ″ 8 s 4 ″ 1¼ 21 ″ 9	
84726 UOJP	**Theodosia** Ⓟ TwinSc (exWozroschdenie,exGrandDuke NicolasNicolaievitch, exWoroschdenie) *1Dk*	859 607 507					1898	Stabilmnto Tecnico Trieste	U.S.S.R.	235·8 P56*t*B38*t*F59*t*	32·5	12·1	Rostov Russian	T.6Cy.13",20½"&34½"-20½" NB17 108NHP StabilimentoTecnico,Tri.		
84727 134 SVVJ	**Theofano Livanos** D.F. E.S.D. *1Dk&Shelter dk* *CruiserStern*	*4815* *4379* *2851*	✠100A1 *withfreeboard* 7,39 ✠LMC7,37	Rou	*a*†	CL	1937 7mo	W.Gray&Co.Ld. WHartlepool *Lloyd'sA&CP*	TheofanoMaritime Co.Ld.(N.G.Livanos,*Mgr.*) *CellDB*	419·2 431·1(O.L.) F35' FK 365' 1200*t FPT*217*t*	56·7	25·3	Chios Greek *7BHCem* (*Coll to Sh dk* *6 „ 2nd„*) *APT*200*t*	T.3Cy.22½",39"&65"-45" 225lb (*s*) 460NHP 2SB(Spt&FD)&1AuxSB, *9cf*,GS146,HS7115 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	27 ″ 10 s2 ″ 11½ 25 ″ 1½	
84728 196 SVQE	**Theomitor** (exDailwen,exHaigtown, exDailwen, exMozart) ssBel.2ndNo.3-1,37 *1Dk(Stl)*	*4427* *4129* *2750*	✠100A1 2,40 BS~~8,39~~ 11,40 ✠LMC2,36	Cff	*x*	CL 2,40	1910 3mo	Bartram&Sons Sunderland *Lloyd'sA&CP*	M.S.Polemis (GoulandrisBros. *Mgrs.*) *CellDBa*131'*uE*21'*f*	375·0 P33'B113'F38' FK 164'1183*t FPT*106*t*	52·0	25·5	Andros Greek *6BHCem* *APT*145*t*	T.3Cy.25½",42"&71"-48"(*r*) 180lb 404NHP 3SB,*9pf*,GS166,HS6568 J.Dickinson&Sons,Ld.Sld.	27 ″ 11 s 5 ″ 0½ 23 ″ 1	
84729 FOBK	**Theophile Gautier** Ⓟ TwinSc *OilEng.* *2Dks* *3rd dk in holds* D.F. *Ref.Mchy.* *CruiserStern*	8194 7024 4707	✠ ... 11,28 ✠				1926 10mo	Ch.&Atel. deFrance Dunkirk	Soc.desServices Contractuels des MessageriesMaritimes	426·7 B267'F49' FK	56·3	22·5	Marseilles French *WB*	Oil Engines 2S.C.SA 12Cy.23⅝"-41¾" 1164NHP Cie.deConst.Mec.St.Denis	34 ″ 11	V †
84730 201 SVQV	**Theoskepasti** (exPortreath-32, exAmicus) ssPir.2ndNo.3-5,36 *1Dk(Stl)* *Cargo battens not fitted*	*3726* *3412* *2329*	✠100A1 Examined 5,41 Av BS10,39 ✠LMC5,36	~~Bry~~	*w*	CL 2,40	1911 3mo	Craig,Taylor&Co.Ld. Stockton *Lloyd'sA&CP*	B.G.Mavros&S.N.Mendrinos *CellDBa*117'*u*	355·0 367·6(O.L.) P36'B108'F36' FK *E*24'*f*152'978*t FPT*	50·0	23·3	Andros Greek *6BHCem* 77*t APT*125*t*	T.3Cy.25",42"&68"-45" (*r*) 180lb NDB20 340NHP 2SB,*8pf*,GS125,HS5302 N.E.MarineEng.Co.Ld.Sld	25 ″ 8 s 4 ″ 5½ 21 ″ 5	
84731 118745 GKNB	**Therese Moller** (exMaidofLemnos, exNewtonHall, exMatra,exDrumgeith) ssShl.2ndNo.3-6,29 *1Dk,Spar dk&deepframing*	3930 3623 2476	✠ ... 7,32 ✠				1905 3mo	J.Priestman&Co. Sunderland	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	355·0 P31'B98'F35' 26·2 FK	48·0	17·7	Shanghai British *WB*	T.3Cy.25",42"&68"-48" 371NHP WllsndSlipwy.Co.Ld.Nwc	29 ″ 0	C †
84732 77698	**Therese T.** (exCataract-39, exSailingVessel) Comp Now a barge *1Dk*	714 677 693				*Rebuilt*	1882 1918	A.M. Robertson HamiltonOnt *by* Montreal	SorelHarbour Tugs,Ld. D.D.& ShipRepairingCo.Ld.	174·6	~~33·2~~ 33·5	~~15·0~~ 14·5	Sorel,P.Q. British	~~C.2Cy.20"&40"-36"~~ ~~NE04 Bmade90~~ ~~67RHP~~ ~~J.Inglis&Co.Toronto Ont.~~		
84733 DHXN	**Theresia L.-M. Russ** Sub.Sig. *1Dk* *CruiserStern*	1694 1382 993					1927	Akt.Ges. "Neptun" Rostock	Schiffahrt-und Assekuranz-Ges.E.Russ&Co.	257·7 P15'Q80'B106'F31'	41·8	16·3	Hamburg German *WB*	T3Cy$19\frac{5}{16}$"31½"&$51\frac{3}{16}$"-$35\frac{7}{16}$" 156NHP A.G."Neptun,"Rostock		G
84734 PUXE	**Therezina M.** (exFratellanza, exCanadier, exAuchendale) ssHul.No.2-14 *1Dk(Stl)&Spar dk (Stl)&deep framing*	3874 3645 2461	✠ 5,20 ✠	Sws	*w*		1906 4mo	Russell&Co. PortGlasgow	Soc.Paulista de Nav.Matarazzo Lda. *CellDBa*120'*u*	359·7 P30'B90'F40' 25·4 FK *E&B*38'*f*154' 1010*t*	49·3	17·5	Santos Brazilian *6BHCem* *APT*40*t*	T.3Cy.25½",41"&68"-48" 355NHP 2SB,*8cf*,GS150,HS5588 J.G.Kincaid&Co.Greenock	28 ″ 0	
84735 880 SVYA	**Thermaïkos** (exRonsard-36, exCapitaineJosephPlisson) *2Dks*	4518 — 2722					1923	Ch.&Atel. deGironde Harfleur	AndrewM.&PericlesM. Embiricos	362·9 P233'F44'	49·2	24·4	Piræus Greek *WB*	T.3Cy.$25\frac{13}{16}$",42⅝"&$70\frac{1}{16}$"-48" 340NHP Etablissem.Schneider,Hav.		V
84736 220640 KUNP	**Thermo** (exFreeportSulphurNo.6) *Fitted for oil fuel* *Mchy.Aft* *Carrying Oil in bulk* *Longitudinal framing* *2Dks*	4487 — 2549					1920	Federal S.B.Corp. Kearny.N.J.	PacoTankers,Inc. (Pennsylvania ShippingCo. *Mgrs*)	355·0 P108'B36'F34'	52·6	28·0	Wilmgton (Del.) Utd. States	T.3Cy.23",39"&66"-42" 282NHP FederalS.B.Corp.		R
84737 139142 GXKX	**Thermol** ssGib.No.3-11,35 ssGib.No.1-39 *Mchy.Aft* *2Dks(Stl)&Web frames* *Longitudinal framing*	1902 1638 1018	✠100A1 6,40 ~~8,39~~ ✠LMC8,39 BS6,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 8,16 *F.P. above* 150° F.	Gib Fal		CL 10,38	1916 8mo	Greenock&Grngemouth Dkyd.Co.Ld. Greenock *Lloyd'sA&CP*	TheAdmiralty *CellDB uE&B*61' 87*t*	270·2 P96'B26'F59' FK *DT f* 34' 167*t FPT*	38·6	23·1	London British *14BHptCem* *(10 „ toU dk* *4 „ „2nd„)* 44*t APT*45*t*	T.3Cy.20",33"&53"-36" (*s*) 180lb ~~180lb~~ 245NHP 2SB,*6cf*,HS4646 J.G.Kincaid&Co Ld.Grk.	23 ″ 4 s 2 ″ 6 21 ″ 0	
84738 LDOB	**Thermopylæ** TwinSc *OilEng.* ssGot.No.2-38 D.F. *1Dk(Stl)&Shelter dk(Stl)* *3rd dk(Stl)except in after holds*	6655 5970 4088	✠100A1 *withfreeboard* 7,40 ~~5,39~~ ✠LMC CS7,38 DBS~~5,39~~ 7,40 3,38	Got Avn	*d*†	CL ~~5,39~~ 7,40	1930 6mo	Akt.Burmeistr&Wain Copenhagen *Lloyd'sA&CP*	Wilh.Wilhelmsen	461·4 481·3(O.L.) P46'F41' FK *CellDB*318'1228*t* *Tanks in way of tunnels*246*t DTs*	60·6	29·0	Tönsberg Norwegian *7BH* (*Coll to Sh dk* *6 „ 2nd „*)	Oil Engines 4S.C.SA 12Cy.29⅛"-$59\frac{1}{16}$" DB*120lb* 979NHP Akt.Burmeistr&Wain,Cpn *a*71'521*t FPT*129*t APT*94*t*	31 ″ 7 s 4 ″ 1 27 ″ 8	
*84739 FNBM	**Thésée** (exHarlyn-33,exElizabeth AnnSlater) ssRou.No.3-1,34 D.F. ssRot.No.1-38 *Mchy.Aft* *1Dk(Stl)&Web frames* *Well deck* *Cargo battens not fitted*	2088 1638 1189	✠100A1 11,39 BS11,39 ✠LMC8,38	Shl	*r*	CL 8,37	1921 8mo	FergusonBros.(Port Glasgow)Ld. Port Glasgow *Lloyd'sA&CP*	SociétéNavale Caennaise(G.Lamy &Cie. *Mgrs.*) *CellD*	274·2 Q165'F30' FK *B*225'659*t FPT*112*t*	41·0	17·4	Caen French *4BHCem* *APT*45*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 213NHP 2SB,*6cf*,GS105,HS3600 FergusonBros.(Port Glasgow)Ld.P.Gl.	20 ″ 6 s 6 ″ 1½ 18 ″ 11	
84740 127933 GQBF	**Theseus** Ⓟ D.F. *2Dks*	6527 5564 4152					1908	Workman,Clark&Co.Ld Belfast	OceanS.S.Co.Ld. (A.Holt&Co *Mgrs*)	443·0 P50'B162'F54'	52·9	32·0	Liverpool British *WI*	T.3Cy.30",50"&83"-60" 532NHP WrkmanClark&CoLd.Bel.		BT till ~~11,40~~ 7,41
84741 PHZD	— *Fitted for oil fuel* *2Dks*	1306 794 745					1920	DeHaan&Oerlemans Heusden	Koninkl.Nederl. Stoomb.Maats. N.V.	215·0	31·4	22·6	Amstrdam Dutch *WB*	T.3Cy.15",25"&40"-27" 83NHP C.A.Kuypers,Rotterdam		V

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84742 DOHO	**Theseus** Sub.Sig. *Well deck* Wireless 1*Dk&deepframing*	956 785 548	✠ … 5,05 ✠				1900 5mo	Dundee Shipbuilders CoLd.Dundee	Dampfisch.Ges. Neptun	215·0 Q77'B50'F23' FK	33·0	13·9	Bremen German WB	T.3Cy.17″,28½″&47″-30″ NB26 135NHP Cooper&Greig,Dundee	16 ″ 0	G †
84743 DHXO	**Thessalia** (*ex*Mexico,*ex*Orissa, *ex*Freifeld) 1*Dk&Shelter dk*	2875 2645 1685					1921	Schiffs.-u Dckbauwerft Flender Lübeck	DeutscheLevante-LinieHamburgA.G	337·7 P17'B101'F33'	48·5	19·9	Hamburg German WB	T.3Cy.24″,38⅜″&63″-43$\frac{3}{10}$″ 262NHP G.SeebeckA.G. Wesermünde-G.		G
84744 241 SVNJ	**Thetis** *ss*Syr.No.2-38 1*Dk*(*Stl*)& *Shelter dk*(*Stl*) D.F.	*4123* *3832* *2462*	✠100A1 *withfreeboard* 5,41 ~~12,39~~ ~~BS9,39~~ 5,41 ✠LMC4,38	Sch Lis	*y*	CL 9,38	1930 6mo *Lloyd'sA&CP*	W.Gray& Co.Ld. Sunderland	NereusSteamNav. Co.Ld.(E.E. Hadjilias,*Mgr.*)	390·7 F35' FK *CellDBa&uE*155'*f*172'1137*t* *FPT*139*t APT*189*t*	53·7	23·3	Syra Greek 6*BHCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.24½″,41″&68″-48″ (*s*) 200lb 435NHP 3SB,*9cf*,GS173,HS7590 W.Gray&Co.Ld.W.Hpl.	25 ″ 8 s 2 ″ 5¼ 23 ″ 5¾	
84745 DDUC	— (*ex*Genua,*ex*Lissabon) D.F. 2*Dks*	2788 2561 1705					1909	Akt.Ges. "Neptun" Rostock	A.Hansen	291·6 P28'F28'	43·9	24·1	Flensburg German WB	T3Cy.20½″,35$\frac{7}{16}$″&55⅞″-37⅜″ 190NHP A.G."Neptun,"Rostock		G
115/40 84746 112 SVBO	**Thetis A.** (*ex*Nagos-34, *ex*IndianTransport) *ss*Hul.No.3-8,22 *ss*Bry.No.2-31 1*Dk*(*Stl*)	*4111* *3949* *2653*	✠ —— 10,35 ✠	Rot	*x*		1910 5mo	Nthmblnd S.B.Co.Ld. Newcastle	G.F.Andreadis	365·0 P24'B91'F32' FK *CellDBa*119' *uE&B*43'*f*159'927*tAPT*48*t*	51·4	25·9	Chios Greek 6*BHCem*	T.3Cy.25″,40″&67″-45″ 335NHP 3SB,*9cf*,GS140,HS5295 Richardsons,Westgarth& Co.Ld.Sld.	28 ″ 4	G †
113/40 84747 167340 GQTD	**Thiara** *OilEng.* D.F. E.S.D. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	10364 9348 6177	✠100A1 7,40~~10,39~~ ✠LMC10,39 *CarryingPetroleum in bulk*	Nwc Fal	*f*†	CL	1939 10mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	Anglo-Saxon PetroleumCo.Ld.	505·8 525·3(O.L.) P103'B46'F60' FK *CellDBuE*78'199*t DTf*28'395*tFPT*250*tAPT*135*t*	64·6	36·9	London British 18*BH*	Oil Engines 4S.C.SA 10Cy.25$\frac{9}{16}$″-55⅛″ 628NHP 2DB*180lb* Hwthrn,Leslie&CoLd.Nwc	37 ″ 0 s 7 ″7¾ 29 ″ 7½	
84748 DHXP	**Thielbek** (*ex*Siegmund) D.F. 1*Dk*	1883 1644 1084					1927	Ostsee WerftA.G. Stettin	Knöhr&Burchard Nfl.	266·9 P20'B57'F28'	41·1	18·6	Hamburg German WB	C.4Cy.(2)16½″&(2)35$\frac{7}{16}$″-35$\frac{7}{16}$″ 124NHP OstseeWerftA.G.Stettin		G
84749 ~~890~~ ~~SZND~~	**Thirasia Nomikos** (*ex*Chios-37, *ex*Salonica, *ex*Bengtsholm, *ex*G.E.Broms *ex*H.C.Andersen, *ex*Dunmore, *ex*Propel,*ex*Dunmore) *ss*Pir.3rdNo.3-4,29 *ss*Pir.No.1-34 1*Dk*(*Irn*)2*trB* *Well deck* *Inner bottom plating Irn*	1356 1022 786	✠ —— 11,37 ✠	Pir .I.	*o*		1888 11mo	S.M'Knght &Co. Ayr	~~PetrosM.Nomikos, Ld.~~ Ministry of War Transport	245·0 Q85'B73'F33' BK9″ *CellDB*197'220*tAPT*17*t*	34·1	15·7	, British 4*BHCem*	T.3Cy.18$\frac{5}{16}$″,30″&48″-36″ NDB01 136NHP 1SB,*2rf&2pf*,GS62,HS2007 Hutson&Corbett,Glasgow	18 ″ 0	
84750 139251 GNRV	**Thirlby** *ss*Npt.No.3-9,40 ~~ssShl.No.2-36~~ D.F. 1*Dk*(*Stl*)	4887 4614 3038	✠100A1 6,41~~9,39~~ ✠LMC9,40 ~~MS1,36~~ ~~BS9,39~~	Shl Gls	*z*	CL ~~11,37~~ 6,40	1928 2mo *Lloyd'sA&CP*	W.Gray& Co.Ld. Sunderland	RopnerShipping Co.Ld.	405·1 P30'B229'F41' FK *CellDB*359'1402*tFPT*188*tAPT*190*t*	53·5	26·5	W.Hartlpl British 6*BHCem*	T.3Cy.25½″,40″&71″-48″ (*s*) 180lb HS7614 505NHP 3SB(Spt),*9cf*,GS172, FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 5 s 4 ″ 9 24″11¼	
84751 LOEQ	**13 de Diciembre** Ⓟ *Fitted for oil fuel* *Mchy.Aft* E.S.D. GyC. 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing at bottom & at deck*	9503 8258 5512					1935	Deutsche WerftAG Bet Finkenwrder Hamburg	ArgentineGovernment (Yacimientos Petroliféros Fiscales)	500·8 P121'B60'F39'	60·8	33·5	Bns.Aires Argentine	T3Cy.32$\frac{5}{16}$″,52¾″&86⅝″-55⅛″ HS12271 833NHP Gutehoffnungshütte, Oberhausen		G
84752 FOPV	**Thisbe** *ss*Rot.No.3-4,38 1*Dk*(*Stl*) *Well dk* *Cargo battens not fitted*	1782 1293 876	✠100A1 ~~6,40~~ ~~6,39~~ 4,41 ~~BS6,39~~ ✠LMC2,37 BS~~6,40~~4,41	Nts ~~Shl~~ Msl	*q*	CL ~~2,37~~ 5,40	1925 4mo *Lloyd'sA&CP*	BlythS.B. &D.D.Co.Ld. Blyth	SociétéNavale Cænnaise(G.Lamy &Cie.*Mgrs.*)	260·1 272·0(O.L.) Q100'*Pon*Q22'B54' F24' FK *CellDB*180'381*tDTa*36'118*tFPT*114*tAPT*110*t*	37·7	16·4	Caen French 4*BHptCem*	T.3Cy.21″,34″&56″-36″ (*s*) 190lb 244NHP 2SB,*6cf*,GS105,HS4224 N.E.MarineEng.CoLd.Sld.	18 ″ 7 s1 ″ 7 17 ″ 2	
*84753 148360 GSVB	**Thistlebrae** *ss*Sld.No.2-37 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4747 4169 2790	✠100A1 *withfreeboard* 1,40 BS1,40 ✠LMC3,37	Bkn	*z*	CL 7,39	1928 11mo *Lloyd'sA&CP*	JLThompson&Sons,Ld. Sunderland	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*)	403·2 420·0(O.L.) F38' FK *Cell DB*353' 1640*t FPT*201*tAPT*218*t*	55·8	23·1	Sundrland British 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd*,,)	T.3Cy.25½″,42″&70″-48″ (*s*) 180lb 2SB& 430NHP 1Aux.SB,*8cf*,GS170,HS7491 Richardsons,Westgarth& Co.Ld.Sld.	26 ″ 6 s 2 ″ 8 24 ″ 0½	
84754 148359 GSPT	**Thistleford** *ss*Liv.No.2-37 D.F 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4781 4177 2786	✠100A1 *withfreeboard* ~~Examined~~ 3,41 ~~BS7,39~~ ✠LMC1,37 8,40	~~Lon~~ Shl	*z*	CL ~~9,38~~ 10,40	1928 8mo *Lloyd'sA&CP*	SirJ.Laing &Sons,Ld. Sunderland	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*)	403·2 F38' FK *CellDB*354'1662*t FPT*197*tAPT*224*t*	55·8	23·1	Sundrland British 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.25½″,42″&70″-48″ (*s*) 180lb 430NHP 2SB&1AuxSB,*8cf*,GS170, Richardsons, HS7491 Westgarth&Co.Ld.Sld.	26 ″ 6 s 2 ″ 8 24 ″ 0½	
163/40 84755 160314 GTCQ	**Thistlegarth** *ss*Cff.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)	4747 4174 2808	✠100A1 *withfreeboard* 2,40 BS2,40 ✠LMC2,38	Liv	*z*	CL 12,38	1929 9mo *Lloyd'sA&CP*	SirJ.Laing &Sons,Ld. Sunderland	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*)	405·8 421·0(O.L.) F38' FK *CellDB*358'1624*t FPT*158*t APT*222*t*	56·0	23·1	Sundrland British 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd*,,)	T.3Cy.25½″,42″&70″-48″ (*s*) 180lb HS7491 430NHP 2SB&1AuxSB,*8cf*,GS170, Richardsons,Westgarth& Co.Ld.Sld.	26 ″ 6 s 2 ″ 7¾ 24 ″ 1	
84756 160312 GTCP	**Thistleglen** *ss*Shl.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed '41*(*W.E.*)	4748 4174 2802	✠100A1 *withfreeboard* ~~9,40~~ ~~2,40~~ 5,41 BS~~9,40~~ ✠LMC2,38 8,40	Liv ~~Phl~~ Mtl	*z*	CL ~~2,38~~ 5,41	1929 8mo *Lloyd'sA&CP*	SirJ.Laing &Sons,Ld. Sunderland	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*)	405·8 421·0(O.L.) F38' FK *CellDB*358'1624*t FPT*158*tAPT*222*t*	56·0	23·1	Sundrland British 6*BHptCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.25¼″,42″&70″-48″ (*s*) 180lb HS7490 430NHP 2SB&1AuxSB,*8cf*,GS170 Richardsons,Westgarth& Co Ld.Sld.	35 ″ 6 s10″7¾ 25 ″ 1	
84757 163052 GLWQ	**Thistlegorm** D.F. E.S.D. 1*Dk & Shelterdk* *CruiserStern* *Tonnage opening closed '41*(*W.E.*)	~~4900~~ 4898 4355 2750	✠100A1 *withfreeboard* ~~(Class Contemplated)~~ ~~7,40~~ ~~6,40~~ ✠LMC6,40 3,41	Sld ~~NNs~~ Mch	*a*†	CL	1940 6mo *Lloyd'sA&CP*	JLThompson&Sons,Ld. Sunderland	AlbynLine,Ld. (Allan,Black&Co. *Mgrs.*)	415·1 431·8(O.L.) F36' FK (*CollBHto Shelter dk 6BHto 2nd dk*) *4 divisional watertight BHs in shelter 'tween dks* *CellDB*289'975*t Tanks at sides of tunnel* 390*tFPTs*324*tAPT*145*t*	58·2	24·8	Sundrland British 7*BHCem*	T.3Cy.23″,38″&65″-42″ 220lb (*s*) 365NHP 2SB(Spt&FD)&1AuxSB, *8cf*,GS116,HS5075 Rht N.E.MarineEng.Co.(1938) Ld.Sld.	~~27 ″ 10~~ ~~s8 ″ 0½~~ ~~25 ″ 6~~ 36 ″ 4 s10″6¾ 26 ″ 0	
84758 1977 SGVK	**Thjelvar** Ⓟ Iron 1*Dk&Shelter dk*	453 214 327					1876	Bergsunds Mek.Vrks. Bergsund	Ångf.Aktieb.Gotland(CarlE. Ekman,*Mgr.*)	149·6 P45'H107*t*F30'	24·8	11·5	Visby Swedish	C.2Cy.20″&38″-25¼″ NE96 NB06 60NHP W.LindbergsAktieb.Skm.		

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* Surveys delayed, Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. h. of Trade.
84759 LDAO	**Thode Fagelund** D.F. ssOsl.No.3-9,32 ssShl.No.1-37 3*Dks* *Cruiser Stern*	5757 3641 3604	✠100A1 *Shelter dk withfreeboard* 12,39 ✠NB8,37 ✠LMC MS12,36 BS8,37 *Carrying oil fuel F.P. above 150° F. in D.T.* *Fitted for oil fuel* 10,20 *F.P. above 150° F.*	NYk	*y*	CL 3,39	1920 10mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Wilh.Wilhelmsen *CellD*	395·0 53·3 24·6 32·6 F30' *on Shelter dk* FK *B*342' 877*t MT*27'6	Tönsberg Norwegian *ptCem* 2*BHto Wdk* 4 „ „ 2*nd* „ 18*t APT*82*t*	T.3Cy.27",44"&73"-48"& LP Turbine with DR gearing&hydraulic coupling 150lb (*s*) 606NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	35 „ 0 s9 „ 4 25 „ 11	
84760 DOGP	**Thomas** (*ex*Luna-37) 1*Dk*	468 355 279					1892	Akt.Ges. "Weser" Bremen	RichardHess G.m.b.H.	158·9 24·1 11·9 Q40'B39'F23'	Hamburg German *WB*	C.2Cy.19¾"&31½"-21⅝" NB09 38NHP A.G."Weser,"Bremen		G
84761 157601 KDUX	**Thomas Britt** (*ex*G.N.Wilson, *ex*EdwinL.Booth,*ex*DavidM.Whitney) D.F. 1*Dk*2*trB* *Mchy.Aft*	4626 — 3584					1901	Detroit S.B.Co. Wyandotte, Mich.	ColumbiaTransportationCo.(John T.Kelly,*Mgr.*)	412·9 51·5 28·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		R
84762 203891 WTOE	**Thomas F. Cole** D.F. GyC. Sub.Sig. *Mchy.Aft* 1*Dk*	7268 — 5484					1907	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghSteamshipCo.	580·0 58·2 33·0	Duluth Utd.States *WB*	T.3Cy.24",37"&65"-42" 274NHP Gt.LakesEng.Wks.Detroit		R
84763 221040 KDOR	**Thomas H. Wheeler** GyC. *Fitted for oil fuel* D.F. *Longitudinal framing* 2*Dks* *Mchy.Aft Carrying Petroleum in bulk*	6950 — 4284					1921	MooreS.B. Co. Oakland,Cal.	StandardOilCo. of NewJersey	425·8 57·0 33·1 P106'B40'F41'	Wilmgton (Del.) Utd.States *WB*	T.3Cy.27½",46"&78"-51" 434NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
84764 161105 GTCY	**Thomas Holt** ssLiv.No.2-38 2*Dks*(*Stl-Weatherdk* teaks) D.F.	3585 3108 2191	✠100A1 *withfreeboard* ~~7,40~~ ~~6,39~~ 6,41 ✠LMC MS11,37 BS~~11,39~~ 6,41	Liv		CL 6,39	1929 8mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	J.Holt&Co. (Liverpool)Ld. *CellD*	330·5 47·1 25·3 P15'B126'F32' FK *B*282' 647*t FPT*56*t*	Liverpool British 6*BHCem* *APT*20*t*	T3Cy22 13/16"36½"&62"-42"(*s*) 180lb HS6666 401NHP 2SB(Spt),1AuxSB9*cf*, GS173 FD CammellLaird&CoLd.Bkn	27 „ 6 s7 „ 5⅜ 20 „ 4¼	
84765 204212	**Thomas Lynch** D.F. GyC. Sub.Sig. *Mchy.Aft* 1*Dk*	7240 — 5450					1907	Chicago S.B.Co. Chicago	PittsburghSteamshipCo.	580·0 58·0 27·5	Duluth Utd.States *WB*	T.3Cy.24",39"&65"-42" 274NHP AmericanSB.Co.Cleveland		R
185/40 84766 162653 MQCW	**Thomas M.** *OilEng.* ssGms.No.1-36 *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Bottom plating not cemented in hold* *CruiserStern*	310 249 151	✠100A1 11,39 ✠LMC4,36 ✠LMC(M)4,38	Gms	*d*	OG 3,38	1931 11mo *Lloyd*	J.Koster Hzn.Schpsw. "DeGideon" Groningen '*sA&CP*	~~T.J.Metcalf~~ MetcalfMotor Coasters.Ld. (T.J. Metcalf,*Mgr.*)	130·3 25·4 9·1 Q34'B6' FK *FPT*41*t*	London British 3*BHptCem* *APT*12*t*	Oil Engines 4S.C.SA 4Cy.11"-17 13/16" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 „ 9 s „ 10⅜ 8 „ 11¼	
84767 221483 KDTO	**Thomas P. Beal** *Fitted for oil fuel* D.F. 1*Dk*	6032 5374 3743					1921	BathIron Works Bath,Me.	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*)	394·1 55·1 31·0 P42'B117'F37'	Boston Utd.States *WB*	SRGearedSteamTurbine BathIronWorks,Bath.Me.		R
84768 225122 KFYE	**Thomas Tracy** (*ex*Condor, *ex*Begna) D.F. Sub.Sig. *Mchy.Aft* 1*Dk*(*Stl*)*Topside tanks*	2443 2218 1474	✠ 11,22 ✠	Cpn	*s*		1916 11mo	Gt.Lakes Eng.Works Ashtabula,O. *CellD*	M.&J.Tracy,Inc. *B*209'595*t Topside*	254·3 44·0 24·9 P121'F25' FK *tanks*382*t FPT*180*t*	NewYork Utd.States 4*BHCem* *APT*50*t*	T.3Cy.21",34½"&57"-42" 284NHP 2SB,6*cf*,GS104,HS4160 FD Gt.LakesEngWorks,Asht	27 „ 6	R †
84769 229753 WOYU	**Thomas W. Lamont** *Mchy.Aft* D.F GyC. 1*Dk* *ptLongitudinalframing*	7964 — 6345					1930	ToledoS.B. Co. Toledo,Ohio	PittsburghSteamshipCo.	587·9 60·2 27·9	Duluth Utd.States *WB*	T.3Cy.24½",41"&63"-42" 257NHP ToledoS.B.Co.Toledo,Ohio		R
84770 208561	**Thomas Walters** D.F. *Mchy.Aft* 1*Dk*	7518 — 5787					1911	American S.B.Co. Lorain,O.	InterstateS.S.Co.	580·0 58·0 32·0 F44'	Duluth Utd.States *WB*	T.3Cy.24",39"&65"-42" 274NHP AmericanS.B.CoCleveland		R
84771 DHXQ	**Thor** Sub.Sig. 1*Dk*	2526 2234 1466					1922	Deutsche Werft Hamburg	Seereederei "Frigga"A.G.	291·8 44·3 22·7 P33'B54'F25'	Hamburg German	T.3Cy.20¼",33½"&52"-35⅜" NE24 162NHP OttensenerEisenw.A.G. Altona		G
84772 OXTS	**—** Ⓟ (*Icebreaker*) Wireless D.F.	510 412 154					1890	Lindhlmns V.A. Gothenburg	DenDanskeStat (Ministeriet for Handel,Industri ogSöfart)	140·0 33·3 14·7	Copenhagn Danish	C.2Cy.30"&58"-32" 158NHP LindholmensV.A.,Got.		
84773 PHZG	**—** *OilEng.* D.F. 1*Dk* *Mchy.Aft CruiserStern*	326 225 153					1937	NVSchpsw "Foxhol" Foxhol	D.Schothorst	133·7 24·3 8·7 P36'F18'	Zuidbroek Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11¼"-16 9/16" 74NHP Mtrn WerkeMannheimAG		V
84774 LKAA	**Thor I** *OilEng.* 1*Dk* *CruiserStern*	2502 2068 1482					1938	Framnæs Mek.Værks. A/S Sandefjord	Bryde&Dahls Hvalfangerselskap A/S(A/SThorDahl, *Mgrs.*)	312·7 46·7 18·5	Sandfjord Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.18 13/16"-35 7/16" 374NHP SulzerBros.Ld.Winterthur		N
84775 LOBH	**Thordis** TwinSc *OilEng.* ssBat.No.2-40 *Mchy.Aft* D.F. 1*Dk*(*Stl*) *Special Surveys to date from* 2,32	8210 7534 4865	✠100A1 11,40~~3,40~~ ✠LMC CS3,40 DBS3,40 7,38 *CarryingPetroleum inbulk*	Bat Sba	*c*†	CL 3,40	1931 9mo *Lloyd*	CaledonS. B.&E.Co.Ld. Dundee '*sA&CP*	TönnevoldsRederi A/S(O.T.Tönnevold&Co.A/S, *Mgrs.*) *CellDBuE*70'279*tD*	451·1 59·2 35·9 P96'F37' FK *Tf*29'470*t FPT*114*t*	Grimstad Norwegian 10*BHptAsp* *APT*248*t*	Oil Engines 4S.C.SA 14Cy.21⅜"-39⅜" 633NHP 2DB*150lb* GotaverkenA/B,Got.	35 „ 6 s9 „ 8⅜ 25 „ 11⅜	
84776 LFBN	**Thore Hafte** (*ex*Dragset,*ex*Sarp) 1*Dk*	626 489 354					1896	Akers Mek.Værks Oslo	D/S A/S Liv (Brummenæs & Torgersen,*Mgrs.*)	175·6 27·6 13·9 Q42*t*B53*t*H9*t*F17*t*	Haugesnd Norwegian *WB*	T.3Cy.12" 20"&32"-27" 53NHP AkersMek.Værks Oslo		N
84777 LIZK	**Thorhild** TwinSc ssS.Fo.No.1-39 *OilEng.* *Mchy.Aft* 1*Dk* D.F. *CruiserStern*	10316 9518 6243	✠100A1 ~~5,40~~ ~~2,39~~ 1,41 DBS2,39 ~~✠LMC6,35~~ *CarryingPetroleum in bulk* ✠LMC CS5,40 2,39	LAn SFo	*e*†	CL PN7,38 SN2,39	1935 8mo *Lloyd*	Götaverken A/B Gothenburg '*sA&CP*	TönnevoldsTankrederiA/S(O.T. Tönnevold&Co.A/S *Mgrs.*) *CellDBuE*70'301*t*	493·1 64·5 38·7 P95'B37'F71' FK *DTf*33'573*t FPT*160*t*	Grimstad Norwegian 11*BHptCem* *APT*311*t*	Oil Engines 4S.C.SA 12Cy.24 13/16"-47¼" 711NHP 2DB*150lb* GotaverkenA/B,Got.	38 „ 2 s8 „ 8¼ 29 „ 8¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
✱ 84778 115967 GRWS	**Thorland** (*ex*Northland, *ex*Highland Enterprise) ssShl.2ndNo.3-10,26 *ss*Gms.No.2-35 *Ref.Mchy.* *2Dks(Stl)&deep framing& Shelter dk(Stl)* D.F.	5208 3672 3360	✠100A1 *Shelter dk withfreeboard* 4,37 ✠LMC MS4,34 BS4,37 Lloyd'sRMC12,39 for frozen fish	Sfj	*y*	CL 3,35	1903 3mo *Lloyd*	Russell& Co. Pt.Glasgow '*sA&CP*	Thorland,Ld. *Cell DBa* 110' *uE&*	385·0 *B*46' *f*160' 904*t FPT* FK	51·0	24·0	London British 6*BHCem* 88*t APT*25*t*	T.3Cy.28″,45″&75″-54″ (*s*) 180lb 546NHP 3SB,*9cf*,GS168,HS7830 FD Rankin&Blackmore,Grk.	34 ″ 8 s10 ″ 3 24 ″ 7½	
84779 160294 MBWT	**Thorn** ssBwg.No.1-38 *Mchy.Aft* 1*Dk* *Cargo battens not fitted*	347 254 121	✠100A1 7,40 ~~5,38~~ ✠LMC5,38 BS7,40	Bwg Dub	*f*	CL ~~5,38~~ 7,40	1934 6mo *Lloyd*	Scott& Sons Bowling '*sA&CP*	Newry&Kilkeel S.S.Co.Ld. (J.Fisher&Sons, Ld.*Mgrs.*)	142·8 148·3(O.L.) Q81'B7'F20' BK6″ *FPT*54*t*	23·6	10·5	Newry British 3*BHCem* *APT*39*t*	T.3Cy.11¼″,20″&32″-24″ (*s*) 205lb 62RHP 1SB,*3cf*,GS51,HS1489 Aitchison,BlairLd. Clydebank	11 ″ 5 s 3 ″ 6¼ 11 ″ 8½	
84780 160745 MBSB	**Thornaby** ssMdb.No.1-39 1*Dk* *CruiserStern*	1174 808 504	✠100A1 5,40 ✠LMC4,39	Mdb	*n*	CL 4,39	1935 6mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	TheTyne-TeesStm ShippingCo.Ld. *CellDBuE*19' *f*12 *Tanks in way of*	226·6 P&B113'F22' 5'220*t* FK *tunnel* 37' 138*t FPT*	33·1	14·3	Middlsbro' British 4*BHptCem* 34*t APT*24*t*	T.3Cy.16″,26″&44″-30″ (*s*) 200lb 148NHP 2SB,*4cf*,GS67,HS2632 N.E.MarineEng.Co.Ld.Sld	16 ″ 6 s1 ″ 6½ 15 ″ 3½	
84781 809 OHCD	**Thornbury** (*ex*ElwineKöppen) *ss*Cff.2ndNo.3-2,30 D.F. *ss*Skm.No.2-38 *Well deck* 1*Dk(Stl)&deep framing* *Cargo battens not fitted*	2163 1683 1216	✠100A1 4,40 ~~8,39~~ ✠LMC MS4,38 BS11,39	Ams Skm	*r*	OG 8,37	1905 4mo *Lloyd*	Stettiner Oderwerke Stettin '*sA&CP*	AngfartygsA/B Alfa(A.Karlsson, *Mgr.*) *CellDBa*78' *uE&*	288·6 277·2 P14'Q76'B66'F34' FK *B*42' *f*110' 435*t FPT*	41·9	18·6	Mariehmn Finnish 4*BHCem* 93*t APT*45*t*	T.3Cy.18″,29″&47″-36″ (*s*) 170lb 158NHP 2SB,*4cf*,GS82,HS2669 StettinerOderwerke	20 ″ 6 s 2 ″ 4 18 ″ 4	
134/40 84782 161544 GLPT	**Thornlea** ssBkn.No.2-38 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	4261 3945 2548	✠100A1 *withfreeboard* 6,40 ~~1,40~~ BS4,40 ✠LMC1,38	Msl Sws	*x*	CL 4,37	1929 11mo *Lloyd*	SirJPriest-man&Co. Sunderland '*sA&CP*	CliffsideShipping Co.Ld.(J.Morrison &Son,*Mgrs.*) *CellDB*315' 994*t*	367·5 380·3(O.L.) F38' FK *FPT*134*t APT*247*t*	51·5	25·1	Newcastle British 6*BHCem* (*Coll to Sh dk* 5 „ *2nd*„)	T.3Cy.25″,41″&69″-48″ (*s*) 180lb 380NHP 3SB,*9cf*,GS156,HS6147 N.E.MarineEng.Co.Ld.Sld	27 ″ 6 s2 ″ 10 24″10½	
84783 165963 GSGY	**Thornliebank** E.S.D. D.F. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed '41(W.E.)*	5569 5070 3249	✠100A1 *withfreeboard* 4,41 ~~3,39~~ ✠LMC3,39	Shl Hul	*b*†	CL	1939 3mo *Lloyd*	J.Read-head&SonsLd SouthShields '*sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB*371' 1444*t*	435·2 451·8(O.L.) F37' FK *FPT*149*t APT*227*t*	56·7	26·0	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd*„)	T.3Cy.25″,42″&71″-48″ 220lb (*s*) FD 524NHP 2SB(Spt)&1AuxSB,*9cf*, GS167,HS7444 FD J.Readhead&SonsLd.S.Shl	37″10 s11″4¼ 26″8½	
84784 LCJO	**Thorodd** (*ex*Fleurus-35, *ex*Trawler-24) Wireless 1*Dk*	422 330 158	✠ … 2,23 *StmTrawler* ✠				1919 8mo	Foundat'n Co. Savannah,Ga	A/S Thorodd (R.J.Falkevig)	140·4 Q12*t*H38*t*F18*t* BK7″	25·1	13·4	Aalesund Norwegian *WB*	T.3Cy.12¾″,21½″&35″-24″ Goldie& 89NHP McCullochCo.Ld.Galt.Ont	14 ″ 8	V †
126/40 84785 146589 CYJD	**Thorold** (*ex*ChicagoTribune-33) *Mchy.Aft* 1*Dk*	1689 1497 987					1922	Swan,Hun-ter&Wigham Richardson, LdNewcastle	Quebec&Ontario TransportationCo. Ld.	250·0 F39'	43·1	16·9	Montreal British *WB*	T.3Cy.16″,26½″&44″-30″ 106NHP NEMarineEng.CoLd.Nwc		C
84786 LDAU	**Thoröy** (*ex*Vellöy,*ex*Kremlin, 3Mst *ex*Snowflake) *ss*Osl.3rdNo.3-4,31 *ss*Sfj.No.2-39 *Mchy.Aft* 1*Dk(Stl)&Spar dk(Irn)* *&Webframes*	2671 2389 1518	✠100A1 *Spar dk* ~~6,40~~ ~~10,39~~ 3,41 ✠LMC10,39 BS11,40 *CarryingPetroleum in bulk*	Sfj ~~Nwc~~ Avn	*t*	CL ~~10,38~~ 5,40	1893 12mo	Armstrong Mitchell&Co. LdNewcastle A&CP	A/S Bryde&Dahls Hvalfangerselskap (A/SThorDahl, *Mgrs.*) *CellDB*30' 92*t APT*25*t*	293·8 P79'B22'F33' FK	39·4	19·8 26·7	Sandefjord Norwegian 7*BHCem* *DTf*22' 201*t*	T.3Cy.23″,37″&60″-42″ (*s*) 160lb 247NHP 2SB,*6rf*,GS104,HS3920 Wllsnd.Slpwy.Co.Ld.Nwc.	27″10 s4 ″ 8¾ 23 ″ 3¾	
41/4 Nowa Huk 84787 ~~[illegible]~~	**Thorpebay** (*ex*Mary-37, *ex*LakeMonroe) *ss*N.Yk.No.3-8,30 *ss*N.Yk.No.1-34 1*Dk(Stl)* Sub.Sig. *Cargo battens not fitted*	2182 1797 1376	✠~~100A1~~ 7,36 ✠~~LMC~~ ~~MS6,34~~ ~~BS12,38~~ *Fitted for oil fuel*10,22 *F.P. above* 150° F.	Jck	*r*	CL 12,38	1918 8mo	Manitowoc S.B.Co. Manitowoc, Wis. A&CP	~~WestcliffShipping Co.Ld.(G.O.Till, Mgr.)~~ *CellDB* 212' 637*t FPT*	251·5 P25'B64'F26' FK	43·7	20·4	~~London~~ British 6*BHCem* 54*t APT*51*t*	T.3Cy.20⅞″,35″&59″-42″ (*s*) 190lb 307NHP 2SB,*6cf*,GS138,HS5486 NordbergMfg.Co.Milwkee	23 ″ 1 ~~s 3 ″ 0~~ ~~20 ″ 3¼~~	
84788	**Thorpehaven** (*ex*EssexJudge-38, *ex*AlbertoFassio, *ss*Shl.2ndNo.3-2,37 *ex*Bainsizza, 1*Dk(Stl)&Webframes* *ex*Antium,*ex* *Longitudinal framing* Daghestan) D.F. (*SUNK IN PORT BY AIRCRAFT 6,38 —REFLOATED*)	3688 3398 2283	✠ 12,37 ✠	Mdb	*w*		1912 8mo	ShortBros. Ld. Sunderland	*CellDBa*110' *uE&B*	346·5 P28'B101'F32' FK 40' *f*148' 1116*t FPT*	50·8	23·3	Spanish 6*BHCem* 93*t APT*185*t*	T.3Cy.24½″,40″&66″-45″ 316NHP 2SB,*8pf*,GS142,HS4859 J.Dickinson&Sons,Ld.Sld.	25 ″ 8	
84789 LCTJ	**Thorshammer** (*ex*SanNazario) *ss*Nwc.No.3-7,27 *Fitted for oil fuel* *2Dks&Shelter dk&Webframes* *Mchy.Aft* *Longitudinal framing* D.F. (*Whale oil factory*)	12215 9622 7414	✠ … 10,28 ✠				1914 9mo	W.Doxford &Sons,Ld. Sunderland	A/S Bryde&Dahls Hvalfangerselskap (A/SThorDahl, *Mgrs.*)	526·0 H328*t* FK	66·5	41·5	Sandefjord Norwegian *WB*	Q.4Cy.28½″,41″,58″&84″-54″ 795NHP W.Doxford&Sons,Ld.Sld.	41 ″ 6	N †
84790 LJZK	**Thorshavet** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. E.S.D. *CarryingPetroleum in bulk* *pt Longitudinal framing*	11015 10114 6602					1938	Deutsche WerftAG Bet Finkenwrder Hamburg	A/S Bryde&Dahls Hvalfangerselskap (A/SThorDahl, *Mgrs.*)	508·1 P115'B32'F58'	69·2	36·5	Sandefjord Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.23⅝″-43$\frac{5}{16}$″ 1362NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
84791 LDPO	**Thorshavn** *OilEng.* *Mchy.Aft* *ss*Ams.No.2-38 D.F. 2*Dks(Stl)&Web frames* *Longitudinal framing*	6869 6368 4126	✠100A1 ~~8,40~~ ~~12,39~~ 6,41 ✠LMC CS12,39 DBS~~3,39~~12,38 4,38 *CarryingPetroleum in bulk*	LAn ~~Grk~~ Bkn	*b*†	CL ~~3,38~~ 6,41	1930 11mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	A/S Bryde&Dahls Hvalfangerselskap (A/S ThorDahl, *Mgrs.*) *CellDBuE*65' 476*t DTf*33' 428*t*	435·7 P102'B32'F44' FK *FPT*263*t APT*103*t*	57·2	33·4	Sandefjord Norwegian 16*BHptCem* (10 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝″-91$\frac{5}{16}$″ 687NHP 2DB*150lb* W.Doxford&Sons,Ld.Sld.	33 ″ 4	
84792 LJBL	**Thorsheimer** *OilEng.* *ss*Ams.No.1-39 *Mchy.Aft* 1*Dk2nd dk in mchy. space* *CruiserStern* D.F.	9955 9190 5897	✠100A1 8,39 ✠LMC CS9,39 DBS9,39 9,38 DBS(WT)7,38 Surveys delayed *CarryingPetroleum in bulk*	Ams	*e*†	CL 5,38	1935 11mo *Lloyd*	Deutsche WerftAG Bet Finkenwrder Hamburg '*sA&CP*	A/S Bryde&Dahls Hvalfangerselskap (A/S ThorDahl, *Mgrs.*) *CellDBuE*75' 227*t*	492·9 510·7(O.L.) P114'F69' FK *DTf*43' 748*t FPT*164*t*	66·1	36·4	Sandefjord Norwegian 12*BHptCem* *ptAsp* *APT*258*t*	Oil Engines 2S.C.DA 6Cy.23⅝″-43$\frac{5}{16}$″ 1163NHP 2DB*170lb* DB(WT)*170lb* Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	35″11 s7 ″ 10 28 ″ 4¾	

✱ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Dur de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières à Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres coté, si ce n'est dans le L. R. Dur de Cert. B. of Trade
84793 LJLY	**Thorsholm** *Mchy.Aft* *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	9937 9191 5882					1937	Deutsche WerftAGBet Finkenwrder Hamburg	SkibsA/SThorsholm(A/SThor Dahl,*Mgrs.*)	492·9|66·1|36·4 P113'F69	Sandefjord Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1167NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
84794 LJBM	**Thorshov** ssSba.No.1–40 *OilEng.* *Mchy.Aft* 1*Dk*2nd dk in *CruiserStern* machinery space D.F. E.S.D.	9955 9190 5900	✠100A1 1,41 ~~3,39~~ ✠LMC11,35 DBS(WT)3,40 *CarryingPetroleum in bulk*	L.An Wln	*e*†	CL 3,40	1935 11mo *Lloyd*	Bremer Vulkan Vegesack '*sA&CP*	A/S Bryde&Dahls Hvalfangerselskap (A/S ThorDahl, *Mgrs.*) *CellDBuE75'215tD*	492·9|66·1|36·4 P113'F69' FK *Tf48'748tFPT164t*	Sandefjord Norwegian 12*BHptCem* *APT258t*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1167NHP 2DB*170lb* 1DB(WT)*170lb* BremerVulkan, Vegesack	35 ″ 11 s7 ″ 10 28 ″ 4½	
84795 LIPG	**Thorshövdi** *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk*	9944 9191 5889					1937	Deutsche WerftAGBet Finkenwrder Hamburg	A/SOdd (A/S ThorDahl, *Mgrs.*)	492·9|66·1|36·4 P113'F74'	Sandefjord Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"–43$\frac{5}{16}$" 1167NH Maschinenfbrk.Augsburg-NürnbergA.G.Augsberg		N
84796 LJVY	**Thorstrand** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	3041 2612 1755					1938	Framnæs Mek.Værks. A/S Sandefjord	SkibsA/SThorsholm(A/SThor Dahl,*Mgr.*)	321·6|46·2|26·1 H348*t*	Sandefjord Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.25$\frac{3}{16}$"–41$\frac{3}{16}$" 775NHP SulzerBros.Ld.Winterthur		N
84797 737 SVKL	**Thraki** Ⓟ (*ex*Corvin–33) *ss*Ven.No 3–1,26 *Well deck* Wireless 1*Dk*(*Stl*)	1532 — 939	✠ —— 8,33 ✠	Tri	*p*		1913 9mo	W.Dobson &Co. Newcastle	HellenicMediterraneanLinesCo. Ld. *Cell DBa70' u E&*	240·0|36·1|14·4 P&B154'F30' FK *B28' f98'309tFP7*	Piræus Greek 4*BHCem* *39tAPT38t*	T.3Cy.19",31"&52"–36" 212NHP 2SB,*6cf*,GS96,HS3776 N.E.MarineEng.CoLdNwc	16 ″ 7	I †
84798 734 SZJU	— (*ex*PorteurNo.411) TwinSc	982 — 560					1917	Chant.Nav deNicolaieff Nicolaieff	Th.L.Teryazos	198·3|34·5|12·7	Piræus Greek *WB*	T.6Cy.11",19$\frac{7}{10}$"&29¾"–15¾" 67NHP		
84799 PUAM	**3 de Outubro** TwinSc (*ex*Borborema) 1*Dk*	*1811* *1673* *1082*					1907	Craig,Taylor&Co.Ld. Stockton	LloydBrasileiro	275·0|44·8|16·5 F28'	R.Janeiro Brazilian *WB*	T.6Cy.14",22"&37"–24" 134NHP Blair&Co.Ld.Stockton		
84800 162281 MQCR	**Thrift** *ss*Abn.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	648 431 273	✠100A1 ~~7,40~~ ~~8,39~~ 6,41 ✠LMC8,39 BS~~7,40~~ 7,41	Abn	*i*	CL ~~8,37~~ 7,40	1931 9mo *Lloyd*	Hall,Russell&Co.Ld. Aberdeen '*sA&CP*	NorthernCo-operativeSociety Ld. *CellDB95'144t FPT*	176·5|27·7|11·2 182·6(O.L.) Q101'B11'F26' FK	Aberdeen British 3*BHCem* *40tAPT20t*	T.3Cy.14½",24"&40"–30" (*r*) 190lb 93RHP 1SB,*3cf*,GS67,HS2125 Hall,Russell&Co.Ld.Abn.	13 ″ 4 s 3 ″ 8½ 13 ″ 2½	
84801 7681 SIFN	**Thule** (*ex*C.G.Thulin–35) *ss*Skm.No.2–39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1779* *1581* *995*	✠100A1 *with freeboard* 6,40 ~~11,39~~ ✠LMC11,39	Skm	*s*	OG ~~10,39~~ 6,40	1930 10mo *Lloyd*	Fredrkstad Mek.Værks. Fredrikstad '*sA&CP*	StockholmsRederiaktiebSvea (Eman. Högberg,*Mgr.*) *CellDB214'529t*	269·2|42·1|17·6 FK *FPT35tAPT80t*	Stockholm Swedish 4*BHAsp* (*Coll to Shdk* 3 „ *2nd* „)	C.4Cy.(2)13¾"&(2)32$\frac{5}{16}$"–30½" 220lb (*s*) 173NHP 2SB(Spt),*4cf*,GS58, HS2456 FD FredrikstadM.V.Frdstad.	20 ″ 0 s ″ 8½ 19 ″ 4½	
84802 131060 CYMN	**Thunder Bay** *Mchy.Aft* 1*Dk* Now "Pinebranch," see No. 89561 in Supplement	1870 1738 1109					1895 *Rebuilt* 1921 *by*	American S.B.Co. Cleveland,O. DavieS.B.&RpgCo.Lauzon,P.Q.		247·0|40·1|19·9	Montreal British *WB*	T.3Cy.16",25"&42"–32" NB02 88RHP FrontierIronWorks, Detroit, Mich.		
84803 204503 KDWB	**Thunder Bay Quarries** (*ex*JohnJ.Boland–39) (*Self-Unloader*) GyC. D.F. *Mchy.Aft*	6493 — 5440					1907	Gt.Lakes Eng.Works Ecorse, Mich.	AmericanS.S.Co. (Boland&Cornelius,*Mgrs.*)	511·5|54·1|26·7 len36	BuffaloNY Utd.States *WB*	T.3Cy.22½",36"&60"–42" 233NHP Gt.LakesEng.Wks.Detroit		R
84804 161100 GSWT	**Thurland Castle** TwinSc *OilEng.* D.F. E.S.D. *ss*H.Kg.No.2–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *3rd dk*(*Stl*)*except in aftermost hold* *Longitudinal framing at bottom&at decks*	6372 5728 3808	✠100A1 *with freeboard* 11,40 ~~2,40~~ ✠LMC CS3,38 DBS7,40 2,40 ~~3,38~~ *Fitted for carrying oil fuel 6,29* *F.P. above 150°F. in deep tanks*	HKg Phl	*d*†	CL s3,39 P5,38	1929 6mo *Lloyd*	Cammell Laird&Co.Ld. Birkenhead '*sA&CP*	LancashireShppg. Co.Ld.(J.Chambers&Co.*Mgrs.*) *CellDB393'1519t* *DTsf27'850t&*	464·6|60·3|25·8 480·8(O.L.) F42' FK *DTa19'516t* *19'606t, tank between tunnels 93t*	Liverpool British 7*BHptCem* (*Coll to Shdk* 6 „ *2nd*„)	Oil Engines 4S.C.SA 12Cy.28¾"–59$\frac{1}{16}$" 953NHP 2DB*125lb* N.E.MarineEngCoLd.Nwc *FPT149tAPT59t*	31 ″ 6 s 4 ″ 3½ 27 ″ 4½	
84805 144022 GBVZ	**Thurso** *ss*Hul.No.3–3,32 *ss*Liv.No.1–36 1*Dk*(*Stl*) *CruiserStern*	2436 2258 1451	✠100A1 Examined 12,40 Liv BS~~7,39~~ 9,40 ✠LMC7,36	~~Hul~~	*t*	CL 4,38	1919 11mo *Lloyd*	S.P. Austin &Son,Ld. Sunderland '*sA&CP*	Ellerman'sWilson Line,Ld. *CellD*	303·2|43·0|20·8 313·5(O.L.) P&B233'F32' FK *B260' 670tFPT70t*	Hull British 5*BH pt Cem* *APT180t*	T.3Cy.22",36"&59"–39" (*s*) 180lb 266NHP 2SB,*6cf*,GS124,HS4500 Richardsons,Westgarth &Co.Ld.Sld.	23 ″ 0 s 2 ″ 3½ 20 ″ 11	
84806 7230 SEIA	**Thyra** *ss*Skm.No.3–9,37 *Cargo battens not fitted* 1*Dk*(*Stl* D.F. *Strengthened for navigation in ice*	*1796* *1584* *1033*	✠100A1 5,41 ~~7,40~~ ~~10,40~~ ✠LMC MS9,37 BS~~7,39~~ 10,40	Hbg ~~Liv~~ Lth	*r*	OG 7,39	1925 10mo *Lloyd*	Fredrkstad Mek.Værks. Fredrikstad '*sA&CP*	A/B Transmarin (S.Redig,*Mgr.*) *CellDB226'570tFPT*	268·8|42·1|17·5 P20'B106'F23' FK	Hlsngborg Swedish 4*BHCem* *35tAPT80t*	T3Cy.18½",29½"&50"–36" (*s*) 180lb 187NH 2SB,*6cf*,GS60,HS2568 FD FredrikstadM.V.Frdstad.	20 ″ 0 s 2 ″ 4 17 ″ 9½	
99/41 84807 LDAV	— (*ex*CanadianMiner) *ss*Hfx.No.1–24 1*Dk*	1655 1450 943	✠ ... 12,26 ✠				1920 5mo	Nova ScotiaSteel& CoalCo.Ld. NewGlasgow N S	SkibsA/S William HansensRederi (W.Hansen)	270·0|38·2|17·9 P28'B65'F27' FK	Bergen Norwegian *WB*	T.3Cy.17½",28¾"&47"–33" 166NHP RobbEngineeringWorks, Amherst,N.S.	20 ″ 6	N †
84808 OXZA	— Now "Thyra II," see No. 90202 in Supplement *Ref.Mchy.* Wireless D.F. 1*Dk*	1088 868 560					1923	Frdkshavn Værft& FlydedokA/S Frederikshvn	DetForenede DampskibsSelsk.	236·2|35·7|14·2	Odense Danish *WB*	DRgeared Steam Turbine Akt.AtlasMaskinfbk.Cpn.		V
84809 OUMJ	— Now "Thyra III," see No. 90210 in Supplement *ss*Cpn.No.1–8,25 1*Dk*	828 711 487	✠ ... 7,30 ✠				1912 7mo	Kjöbnhvns Flydk.&Skbs Copenhagen	D/S A/S "Progress"(M. Nielsen&Sön *Mgs*)	211·6|31·5|13·2 P28'B60'F22' FK	Copnhagn Danish *WB*	T.3Cy 14",22½"&37"–24" 79NHP KjbnhavnsFlydk.&Skbsv.	15 ″ 6	V †
84810 OYWH	**Thyra S** *OilEng.* D.F. 2*Dks* *CruiserStern*	1738 1478 972					1936	A/S Nakskov Skibsvarft Nakskov	DampskibsselskabetTormA/S (A.Schmiegelow& A.Kampen)	305·5|42·7|16·6	Copnhagen Danish *WB*	Oil Engines 2S.C.SA 6Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" 405NHP Akt.Burmeistr&Wain,Cpn		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84811 OPTA	**Thysville** Ⓟ TwinSc ssAnt.No.3-1,35 ssAnt.No.1-38 Ref.Mchy. 2Dks(Stl-Uws)&Shelter D.F. dk(Stl-teaks)	8351 6427 4869	✠100A1 Shelter dk withfreeboard ~~9,40~~ ~~7,39~~ 5,41 ✠LMC MS5,38 Lloyd'sRMC~~2,40~~ Centre aft chamber	Ant ~~Bis~~ PNl BS~~10,39~~ 6,40 for tem	c† 9, 40	CL P9,38 s7,39 p. 30° F.	1922 6mo Lloyd —	Soc.Anon. Jhn.Cockerill Hoboken 'sA&CP CellDB377'	Cie.MaritimeBelge (LloydRoyal)Soc. Anon.(Agence MaritimeInter- nationale,Mgrs.) 1312t Tanks at side	439·1 459·0(O.L.) P55'F89' on Shelter dk FK sofTunnelsa78tFP	57·0	34·1	Antwerp Belgian Cem 7BHtoShdk T90tAPT45	Q.8Cy.23",33",47"&67"-48" 215lb (s) 964NHP 6SB(Spt),18cf,GS345, FD HS14100 Soc.An.J.Cockerill,Seraing t	37 ″ 0 s 11 ″ 11 25 ″ 7	
84812 160401 GNSR	**Tia Juana** TwinSc ssAru.No.3-4,40 ~~ssCco.No.2-36~~ Mchy.Aft 1Dk(Stl)	2395 1743 1244	✠100A1 ~~1,40~~ ~~10,38~~ 11,40 MS10,39 CarryingPetr Fitted for oil	Aru ✠LMO BS11,40 oleum fuel4,	t in 28	CL P4,39 s10,39 bulk F.P. a	1928 4mo Lloyd bove 1	Harland& Wolff,Ld. Belfast 'sA&CP Wi 50°F.	LagoShippingCo. Ld.(~~F.J.Wolfe,~~ ~~Mgr.)~~ (R.A. Carder,Mgr.) ngtanksf286t win	305·7 P67'F34' FK Trunk204' gtanks a356t FPT	50·2	14·3	London British 7BHptCem 60tAPT75t	T.6Cy.13⅞",23½"&36"-27" 180lb (s) 196NHP 2SB,6cf,GS98,HS3702 Harland&Wolff,Ld.Gls.	15 ″ 0 s1 ″ 10¼ 13 ″ 3¾	
84813 PHZM	**Tiba** OilEng. D.F. 1Dk&Shelter dk CruiserStern	5239 4505 3102	✠100A1 withfreeboard 8,40 ~~8,39~~	Ant Avn ✠LMC9,38	b†	CL 8,39	1938 9mo Lloyd	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam 'sA&CP	Maats.Vracht- vaartN.V. CellDB356'1412tF	434·1 455·9(O.L.) F31' FK PT290tAPT68t (	59·3	24·1	Rottrdam Dutch 7BH Coll to Sh dk 6 ,, 2nd,,)	Oil Engines 2S.C.SA 7Cy.24$\frac{7}{16}$"-45¼" 724NHP DB80lb N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	27 ″ 6 s3 ″ 3¾ 24 ″ 3¾	
84814 PUQR	**Tibagy** (exNadia) ssRio.No.3-2,15 1Dk(Wood)&deep framing	2422 2241 1552	✠ 4,21	Rio ✠	s		1901 12mo	Grngem'th &GrkDkdCo. Greenock	Cia.Commercio e Navegação CellDBa90'	300·1 P25'B60'F27' FK uE&B38'f122'640t	44·6	20·0	R.Janeiro Brazilian 5BHCem APT112t	T.3Cy.22",36"&59"-39" 228NHP 2SB,6cf,GS115,HS3450 GreenockFoundryCo.Grk.	22 ″ 1	
84815 FOGL	**Tiberiade** (exJacquesSchiaffino, exRoiLéopold) ssN.Os.No.3-10,21 D.F. ssAlg.No.1-25 Fitted for oil fuel 1Dk&deepframing&Shelter dk	2696 2556 1681	✠ ... 1,30	✠			1909 1mo	W.Dobson &Co. Newcastle	Soc.deNav.aVap. Daher	301·3 FK	41·4	21·2	Marseilles French WB	T.3Cy.22",37"&61"-42" 278NHP N.E.MarineEngCoLd Nwc		V †
84816 PHZO	**Tiberius** Fitted for oil fuel CruiserStern 2Dks	1712 1351 944					1930	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	263·4	42·6	17·0	Amstrdam Dutch WB	T.3Cy.18⅛",29⅞"&49$\frac{7}{32}$"- 33$\frac{15}{32}$" 140NHP A.G."Neptun,"Rostock		V
84817 PHZP	**Tibia** D.F. OilEng. E.S.D. 1Dk,2nd dk clear of cargo tanks Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck Butts of deck plating elec. welded	10356 9358 6147	✠100A1 1,41 ~~1,40~~ CarryingPetr	Sch NYk ✠LMC7,39 oleum	f† in	CL bulk	1939 7mo Lloyd	NVNederl. Schps.Maats. Amsterdam 'sA&CP C	N.V.Petroleum Maats."LaCorona" ellDBuE78'194t D	504·6 525·3(O.L.) P103'B45'F59' FK Tf28'385tFPT246	64·5	37·0	TheHague Dutch 18BHptCem tAPT130t	Oil Engines 4S.C.SA 10Cy.25$\frac{9}{16}$"-55⅛" 628NHP 2DB180lb WerkspoorN.V.Ams.	37 ″ 0 s 7 ″ 7¾ 29 ″ 7	
84818 2079 IATO	**Ticino** (exHansLeonhardt-36, exVulcan) OilEng. Wireless 1Dk	1470 976 761					1924	Akt.Ges. "Vulcan" Hamburg	ItalianNavy(oper- atedbySoc.Anon. Cooperativa di Nav.Garibaldi)	243·3 230·8 P21'Q55'B102'F23'	36·1	14·9	Genoa Italian WB	Oil Engines 4S.C.SA 12Cy.13¾"-13¾" 222NHP Emade18 A.G."Vulcan,"Hamburg		I
84819 219637 KUBG	**Tide Penn** (exBetterton-38) ssPhl.No.1-25 Fitted for oil fuel D.F. 2Dks&Web frames Mchy.Aft Longitudinal framing Carrying Petroleum in bulk	7198 6593 4382	... 4,27				1920	Baltimore D.D&S.B.Co. Baltimore, Md.	TideWaterAssoci- atedOilCo.	431·0 P105'B37'F39' FK	59·2	33·4	Wilmgton (Del.) Utd.States WB	T.3Cy.24$\frac{21}{32}$",41$\frac{1}{32}$"& 72"-48" NE25 536NHP Hooven,Owens&Rent- schlerCo.Hamilton,O.	33 ″ 3	R †
84820 230116 KGRE	**Tide Water** Mchy.Aft OilEng. D.F. GyC. 2Dks Longitudinal framing CarryingPetroleum in bulk	8886 8234 5412					1930	SunS.B.& D.D.Co. Chester,Pa.	TideWaterAssoci- atedOilCo.	480·6 P78'B34'F48'	66·0	36·8	Wilmgton (Del.) Utd.States WB	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{15}{16}$" 690NHP SunS.B &D.D.Co. Chester,Pa.		R
84821 230171 KGRF	**Tide Water Associated** Mchy.Aft OilEng. Longitudinal framing 2Dks D.F. GyC. CarryingPetroleum in bulk	8906 — 5403					1930	SunS.B. &D.D.Co. Chester,Pa.	TideWaterAssoci- atedOilCo.	480·6 P77'B34'F48'	66·0	36·8	Wilmgton (Del.) Utd.States WB	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{15}{16}$" 690NHP SunS.B &D.D.Co. Chester,Pa.		R
84822 PKGY	**Tidore** OilEng. Mchy.Aft 1Dk&Shelter dk	872 625 526					1929	NV Burger hout'sM.&S. Rotterdam	Koninkl.Paketv. Maats.	188·9 B49'F34'	34·2	12·7	Batavia Dutch	Oil Engines 4S.C.SA 8Cy.14$\frac{9}{16}$"-22$\frac{13}{16}$" 164NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
47/41 84823 165911 GZYD	**Tielbank** E.S.D. 1Dk&Shelter dk Cruiser Stern	5084 4614 2987	✠100A1 withfreeboard 8,40 ~~7,39~~	Lon ✠LMC8,37	a†	CL 8,40	1937 8mo Lloyd	J.Read- head&SonsLd SouthShields 'sA&CP Ce	BankLine,Ld. (A.Weir&Co. Mgrs.) llDB341'1343t FP	423·7 439·3(O.L.) F31' FK T128tAPT218t (	56·7	24·8	Glasgow British 7BHptCem Coll to Sh dk 6 ,, 2nd,,)	T.3Cy.25",42"&71"-48" (s) 220lb 524NHP 2SB(Spt)&1AuxSB, FD 9cf,GS167,HS7444 J.Readhead&SonsLd.S.Shl	27 ″ 10 s 3 ″ 0¼ 25 ″ 0¼	
84824 148559 KSGL	**Tien Kwang** TwinSc ssShi.No.3-3,37 1Dk(Stl)&Web frames CruiserStern	787 458 341	✠ A- withfreeboard 11,39 B&MS3,37 CarryingPetr with extreme For Service in Fitted for oil	Sng BS11,39 oleum draug the Str fuel 3	in ht ait ,25	OG ~~P1,38~~ s1,39 P7,40 bulk of 8' 6" sofMa F.P. a	1925 2mo lacca bove 1	Yarrow& Co.(1922)Ld. Glasgow 50° F.	AsiaticPetroleum Co.(NorthChina)	198·5 Shade dk182' FK CellDB	32·9	8·9	Shanghai British 9BH FPT10t	T.8Cy.18",26"&(2)30"-18" 250lb 220lbatEng. (s) HS6990 397NHP 2 Water Tube Boilers FD Yarrow&Co.(1922)Ld Gls	10 ″ 5	
84825	**Tien Lee** (exSokndal-34, exM.H.Kongshavn,exTaikaiMaru) 1Dk	2184 — 1322					1919	Uchida S.B.&E.CoLd Yokohama	ChingKeeS.N. Co.Ld.	270·0 P41tH89tF41t	39·1	21·6	Chefoo Chinese WB	T.3Cy.19",31½"&52"-39" 168NHP UchidaS.B &E.Co.Ld.Yka		N
84826 259 JUGB	**Tientsin Maru** Ⓟ CruiserStern 1Dk	2317 1656 1352					1927	Mitsubishi ZosenKaisha Ld. Kobe	DairenKisenK.K.	275·0 P42'F32' Promenade dk115'	42·5	21·0	Dairen Japanese WB	T3Cy.20½",33½"&55$\frac{15}{16}$"-39⅜" 197NHP MitsubishiZosenKaishaLd		

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. NHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Dunés, Cert. B. of Trade.
84827 PUMT	**Tiété** (exNorte-34,exIberier, exLakeFelicity) ssB.As.No.2-26 1Dk	1696 1576 967	✠ ... 5,31 ✠				1918 5mo	Detroit S.B.Co. Wyandotte, Mich.	Cia.Carbonifera RioGrandense	251·0 P25'B64'F28'	43·8	18·5 FK	R.Janeiro Brazilian WB	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	
84828 215248 WSCY	**Tiger** ssN.Yk.No.3-2,30 ssN.Yk.No.1-34 2Dks(Stl)&Shelterdk(Stl) D.F. &Webframes Longitudinalframing	5992 5728 3708	✠100A1 Shelter dk withfreeboard 7,37 BS12,40 ~~[illegible]~~ ✠LMC7,37 Fitted for oil fuel 6,17 F.P. above 150° F. Carrying oil fuel in bulk F.P. above 150° F.	Mob	a†	CL 10,39	1917 6mo	UnionIron WorksCo. SanFrancisco A&CP	Socony-Vacuum OilCo.Inc. CellDBuE&B48' 207tDT in way of tunnel 223tFPT80tAPT200t	410·0	56·0	29·0 FK	NewYork Utd.States 13BHptAsp	T.3Cy.27",47"&78"-48" (s) 220lb 594NHP 3SB,9cf,GS165,HS8180 FD UnionIronWorksCo.S.Fo.	32 ″ 0 s3 ″ 5½ 28 ″ 8½	
*84829 LDAW	— ssPal.No.3-8,34 ssBgn.No.1-39 2Dks(Stl)&Webframes Mchy.Aft Longitudinalframing D.F.	3941 3565 2324	✠100A1 4,40 ~~0,30~~ ✠LMC9,39 Carrying Petroleum in bulk Fitted for oil fuel 7,21 F.P. above 150° F.	Bgn	v	CL 8,39	1921 7mo	Fairfield Co.Ld. Glasgow Lloyd'sA&CP	A/SVestlandske PetroleumsCompagni(A/SÖstlandskePetroleums Compagni,Mgrs.) CellDBuE&B60'f30' 190tFPT40tAPT96tFWtank in AP8'32t	351·0 364·0(O.L.) P80'F29'	47·0	28·2 FK	Bergen Norwegian 14BHptCem (8 to U dk 6 „ 2nd „)	T.3Cy.23½",38"&62"-42" (s) 180lb 347NHP 2SB(Spt),6cf,GS127, HS5112 FD FairfieldCo.Ld.Glasgow	28 ″ 3	
84830	**Tiger Hill** (exEllinicoYpethro-39, exKypros-38, ssPir.2ndNo.3-10,15 exPilion-33, ssPir.No.2-24 exEustratios,exThraki) 2Dks	1499 1261 868	✠ ... 2,28 ✠				1887 4mo	A.McMillan&Son Dumbarton	GeneralSteamship Co.Ld.	264·0 P26'B74'F59'	34·0	19·8 BK9"	Panama Pnamanian WB	T.3Cy.25",38"&62"-42" 235NHP D.Rowan&Son,Glasgow	21 ″ 0	
84831 2068 IUVZ	**Tigrai** (exSalvagnoP.-36, 3Mst exHelium,exSénateurReymond,ex CommandantJean-Nicolas) 1Dk	1302 1110 738					1918	KibiS.B. Co.Ld. Osaka	EliaBibolini	229·0 B52'F24'	32·5	18·9	Genoa Italian WB	T.3Cy.14½",24"&40"-30" 88NHP SettsuTekkosho,Osaka		I
84832 LDAX	**Tigre** TwinSc OilEng. ssOsl.No.3-4,38 Ref.Mchy. 1Dk(Stl)&Shelterdk(Stl) D.F. 3rddk(Stl)except in aftermost hold	5498 4711 3070	✠100A1 withfreeboard ~~2,40~~ ~~2,40~~ 5,41 ✠LMC CS2,39 DBS~~8,39~~ 8,40 ~~8,37~~ 4,41 ✠Lloyd'sRMC~~2,40~~ ~~3,40~~ 4,41	Sfj ~~Arn~~ Mtl	a†	CL 3,39	1926 5mo	Ch.&Atel. deSt.Nazaire Rouen Lloyd'sA&CP	Wilh.Wilhelmsen CellDB360'1134t Tanks in way of tunnels291t FPT112tAPT130t	418·0 432·6(O.L.) P41'F38'	54·5	27·5 FK	Tönsberg Norwegian 7BHCem (4 to Sh dk 3 „ 2nd „)	Oil Engines 4S.C.SA 12Cy.24 7/16"-48 5/16" 714NHP DB114lb Ch.&Atel.deSt.Nazaire	30 ″ 2 s3 ″ 10½ 26 ″ 5½	
84833 24466 JBPC	**Tihaya Maru** (exChihayaMaru-38) 1Dk	1161 973 655					1918	Chitose K.K.K. Osaka	OgawaGomei Kaisha	224·5	33·0	18·7	Hutyu Japanese WB	T.3Cy.14",24½"&39"-28" Ishikawajima 81NHP Zosensho,Tokyo		
84834 24087 JHZD	**Tihuku Maru** (exChifukuMaru-38) ssKob.No.3-5,31 ssKob.No.1-36 2Dks(Stl)&Awngdk(Stl)	5857 5586 4259	✠100A1 Awng dk withfreeboard 1,39 ✠LMC3,40	Kob	y	CL 1,39	1919 1mo	Kawasaki DkydCo.Ld Kobe A&CP	KaiyoKisenK.K. (YamashitaKisen K.K.Mgrs.) CollisionBH to Awn dk CellDB334'1118tFPT126tAPT93t	385·0	51·0	36·0 FK	Hasidate Japanese Cem 5BHtoUdk	T.3Cy.26",43½"&72"-48" (s) 200lb 436NHP 2SB&1AuxSB,8cf,GS154, HS5636 FD KawasakiDkydCo.Ld.Kob	36 ″ 0 s9 ″ 1½ 27 ″ 1½	
84835 ESEW	**Tiina** (exStina-39,exLisa,exBolderau, exLisa) 1Dk&Spardk	1597 1433 1148					1898	Howaldtswerke Kiel	A.Laane& F.Baltser	243·8 B36'H57tF21'	36·3	20·2	Pärnu Estonian	T.3Cy.16 15/16",27 9/16"&42 11/16"- 24 15/16" 91NHP Howaldtswerke,Kiel		V
84836 712 OHON	**Tiira** WoodAux4MstSr OilEng. 1Dk (See Sailing Ship Register)	435 397 358					1921	Johan Wendelin Brahestad	A.J.Westerholm	150·4 141·0	30·7	14·0	Åbo Finnish	Oil Engines 2Cy.12 9/16"-14 15/16" Emade19,fitted21 BjörneborgsMVBjörnebrg		
84837 1083 ESRK 166/40	**Tiiu** (exColinton-36,exElisabeth) ssGmh.2ndNo.3-4,32 ssTln.No.1-37 1Dk(Stl)&deepframing Cargo battens not fitted	1865 1629 1123	✠100A1 4,39 BS6,39 ✠LMC4,37	Dnz	r	N4,39	1907 5mo	Craig,Taylor&Co.Ld. Stockton Lloyd'sA&CP	R.Nelberg&others CellDBa90'uE16'f116'434tFPT79tAPT40t	280·0 P26'B75'F28'	38·3	18·2 FK	Tallinn Estonian 4BHCem	T.3Cy.19",31½"&51"-33" (s) 180lb 167NHP 2SB,4cf,GS66,HS2654 N.E.MarineEng.CoLd.Sld.	20 ″ 7 s2 ″ 11½ 17 ″ 10	
84838 TUNU	**Tijditt** (exArtemis,exTyne 3Mst Abbey,exAlexander,exSkåne) Mchy.Aft 1Dk	327 280 148					1897	J.Thormählen&Co. Elmshorn	Mme.Bazire	124·9 H36'F19'	24·8	11·0	Algiers French WB	C.2Cy.11"&22"-13" Ottensener 15NHP Maschinenfb.Altona		
84839 DOCJ	**Tijuca** (exLudwigshafen-38) Fitted for oil fuel Sub.Sig. D.F. 1Dk&Shelterdk2trB	5918 5428 3628					1923	Frd.Krupp Act.Ges. Kiel	Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.	393·5 P26'B138'F46'	54·3	23·3 31·4	Bremen German WB	T.3Cy.27⅞",42 9/16"&76"-51½" 414NHP Frd.KruppA.G.Kiel		G
84840 LDAY	— TwinSc OilEng. ssOsl.No.3-3,38 1Dk(Stl)&Shelterdk(Stl)3rddk(Stl) D.F. except in aftermost hold	5498 4711 3082	✠100A1 withfreeboard ~~8,40~~ ~~3,40~~ 5,41 ✠LMC CS5,38 DBS5~~,38~~ 1,40 ~~1,38~~ 8,39	Osl ~~Stg~~ Bry	a†	CL ~~P2,38~~ ~~S3,40~~ 2,41	1926 3mo	Ch.&Atel. deSt.Nazaire (Penhoet) Gd.Quevilly Lloyd'sA&CP	Wilh.Wilhelmsen CellDB360'1134t Tanks in way of tunnels291t FPT112tAPT130t	418·0 P41'F38'	54·5	27·5 FK	Tönsberg Norwegian 7BHCem (4 to Sh dk 3 „ 2nd „)	Oil Engines 4S.C SA 12Cy.24 7/16"-48 5/16" 714NHP DB114lb ASBurmeister&Wain,Cpn.	30 ″ 2 s3 ″ 10½ 26 ″ 5½	
84841 LOGH	— IronAuxBk (exSailingVessel) OilEng. ssHam.No.3-9,81 Mchy.Aft ssBdx.No.2-89 Wireless 1Dk2trB (See Sailing Ship Register)	924 — 785	... 5,92				1866	E.Gouin Nantes	Cia.Argentina de PescaS.A.	178·0 P42'F30'	34·5	21·6	Bns.Aires Argentine	Oil Engines 2S.C.SA 91NHP 4Cy.11⅝"-16 15/16" NEfitted24 A/BAtlasDieselMotorSkm	21 ″ 1	N †
84842 23744	**Tika Maru** (exChikaMaru-38) 1Dk	1146 976 652					1925	Tochigi Shipyard Yawata	TochikiShojiK.K.	209·7 P14'B51'F35'	31·0	19·2 WB	Wakamatsu Japanese	T.3Cy.16 1/16",26½"&42"-30" 97NHP KokuraKosakushoK.K.		
84843 11045 JOUA	**Tikugo Maru** Ⓟ (exChikugoMaru-38) 1Dk(Stl)&Spardk(Stl-teaks) &deepframing	2462 2156 1356	✠ 6,08 ✠	Yka			1907 6mo	D&WHendersn&Co.Ld. Glasgow	ToaKaiunK.K. CellDBa92'uE&B52'f114'500tFPT34tAPT24t	310·0 P33'B90'F39'	40·0	16·5 26·5 FK	Tokyo Japanese 6BHCem	T.3Cy.25",41"&68"-48" 386NHP 2SB,6cf,GS124,HS5130 D&W.Hendersn&CoLdGls	26 ″ 6	
84844 10837 JDKD	**Tikuzen Maru** Ⓟ (exChikuzenMaru-38) 1Dk(Stl)&Spardk(Stl) &deepframing	2449 2159 1442	✠ 8,07 ✠	Yka	u		1907 4mo	D&WHendersn&Co.Ld Glasgow	ToaKaiunK.K. CellDBa92'uE&B52'f114'500tFPT34tAPT24t	310·3 P33'B90'F39'	40·2	16·5 24·0 FK	Tokyo Japanese 6BHCem	T.3Cy.25",41"&68"-48" 386NHP 2SB,6cf,GS124,HS5130 D&W.Hendersn&CoLdGls	26 ″ 6	

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* Surveys delayed, Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84845 149670 GNKS	**Tilapa** *Ref.Mchy.* Sub.Sig. E.S.D. D.F. 4*Dks*	5392 4678 3302					1928	Cammell Laird&Co.Ld. Birkenhead	Elders&Fyffes,Ld.	400·4 P43'B157'F43'	51·4	30·4	Liverpool British *WB*	T.3Cy.27½",46½"&78"–54" 447NHP CammellLaird&CoLd.Bkn		C
84846 147894 GKLP	**Tilawa** Ⓟ *ss*Cal.No.1–40 *ss*Cal.No.3–11,35 3*Dks*(*Stl–weather* teaks) *Ref.Mchy* D.F. *CruiserStern*	10006 8060 6153	✠100A1 *withfreeboard* ~~5,10~~ ~~12,38~~ 3,41 ~~BS11,39~~ ✠LMC~~11,38~~	Bom BS7,40 11,39	*d*†	CL ~~12,37~~ N4,40	1924 5mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*393'1536*t* *Tanks at sides of*	451·0 P48'B213'F43' FK *tunnel* 87*tFPT*155*t*	59·3	36·8	Glasgow British 8*BHptCem* *APT*48*t*	Q.4Cy.29",41½",59"&85"–54" 215lb (*s*) FD 900NHP 4SB,*16cf*,GS330,HS13792 Hwthrn,Leslie&CoLdNwc.	40 " 0 s13 " 4¼ 27 " 1¼	
84847 OFAB	**Tilda** (*ex*Margarita–36) *ss*Lth.3rdNo.3–8,35 1*Dk*(*ptIrn&ptStl*)&*Webframes*	*2768* *2548* *1730*	✠100A1 3,39 ✠LMC4,39	Got		CL 4,40	1903 1mo *Lloyd*	J.Blumer &Co. Sunderland '*sA&CP*	RederiA/B Turret (K.Hansen,*Mgr.*) *CellDB*	314·0 326·0(O.L.) P28'B96'F32' FK *a*104'*uE&B*42'*f*122'	46·5	20·7	Helsingfrs Finnish 5*BHCem* 718*tAPT*99*t*	T.3Cy.23¾",39"&64"–42" (*s*) 160lb *130lb* NDB24 279NHP 2SB,*6pf*,GS110,HS4392 G.Clark,Ld.Sunderland	23 " 0 s 3 " 4¼ 19 " 10	
84848 16 SVJL	**Tilemachos** *ss*Lgn.2ndNo.3–9,37 1*Dk*(*Stl*) *Cargo battens not fitted*	3658 3288 2145	✠100A1 5,41~~9,39~~ BS~~9,39~~ ✠LMC9,37 6,41	Sch Cff	*w*	CL ~~8,37~~ 5,41	1911 5mo *Lloyd*	W.Gray& Co.Ld. WHartlepool '*sA&CP*	G.C.Dracoulis *CellDBa*120' *uE&B*43'	356·3 P31'B188'F35' FK *f*151'1258*tFPT*96*t*	50·7	21·7	Ithaca Greek 6*BHCem* *APT*240*t*	T.3Cy.25",40 11/16"&67"–45"(*s*) 180lb ~~65lb~~ 324NHP 2SB,*6cf*,GS129,HS4945 Cen.Mar.Eng.Wrks.WHpl	24 " 3 s 3 " 3½ 21 " 2	
97/40 84849 7653 SHXN	**Tilia Gorthon** *ss*Hbg.No.2–39 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1776* *1590* *1010*	✠100A1 *withfreeboard* 7,39 BS5,39 ✠LMC MS7,39	Hbg	*r*	CL 5,38	1930 6mo *Lloyd*	Fredrkstad Mek.Værks Fredrikstad '*sA&CP*	RederiA/BActiv (Joh.Gorthon, *Mgr.*) *CellDB*212'545*t*	269·1 278·9(O.L.) FK *FPT*35*tAPT*80*t*	42·2	17·6	Hlsngborg Swedish 4*BHCem* (*Coll toSh dk* 3 „ 2*nd* „)	T.3Cy.18½",29½"&50"–36" 190lb (*s*) 188NHP 2SB,*6cf*,GS60,HS2545 FD FredrikstadM.V.Frdstad	20 " 0 s " 8¾ 19 " 4¾	
PT/41 84850 166381 MPPV	**Till** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	367 295 162	✠100A1 ~~8,40~~ ~~1,40~~ 1,41 ✠LMC3,38	Shl ~~Hul~~ Bly	*e*	OG ~~1,40~~ ~~8,40~~ 10,40	1938 3mo *Lloyd*	J.Koster Hzn.Schpsw. "Gideon" Groningen '*sA&CP*	FreeTradeWharf Co.Ld. *Cell*	130·3 132·6(O.L.) Q41'F16' FK *DB*73' 97*t FPT*73*t*	23·9	11·7	London British 3*BHptCem* *ptAsp* *APT*25*t*	Oil Engines 4S.C.SA 6Cy.11"–17 11/16" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	13 " 11 s 1 " 1½ 12 " 11¼	
84851 219655 KUFD	**Tillie Lykes** (*ex*LakeFlorian) *Fitted for oil fuel* D.F. 1*Dk*2*trB*	2572 — 1633	✠ ... 9,20 ✠				1920 4mo	McDougall DuluthCo. Duluth,Minn.	LykesBros.Steam- shipCo.Inc.	251·0 P25'B64'F20' FK	43·7	25·8	Galveston Utd.States *WB*	T.3Cy.21",35"&59"–42" 352NHP McDougallDuluthCo.	28 " 2	R †
84852 PHZT	**Tilly** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	381 227 180					1939	Bodewes Scheeps- werven Martenshoek	N.V."Abeca"	136·9 P45'Q43'F22'	24·8	8·7	Zaandam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"–17¾" 70NHP Klöckner-Humboldt- Deutz,A.G.Köln-Deutz		V
84853 DHXT	**Tilly L.-M. Russ** Sub.Sig. *CruiserStern* 1*Dk*	1600 1282 942					1926	Flensburgr Schiffsb.Ges. Flensburg	Schiffahrt-u.Asse- kuranzGes.E.Russ &Co.	263·2 P16'Q81'B108' F35'	41·9	15·4	Hamburg German *WB*	T.3Cy17 11/16",29⅛"&48 1/16"–37⅖" 141NHP FlensburgerSchiffsb.Ges.		G
84854 160599 GSQT	**Tilsington Court** *ss*Bry.No.2–36 D.F. 2*Dks*(*Stl*)	6910 6575 4335	✠100A1 *withfreeboard* ~~Examined 2,40~~ 2,41 BS~~10,38~~ ✠LMC10,36 12,40	~~Hul~~ Bal	*a*†	CL ~~9,38~~ 2,41	1928 10mo *Lloyd*	Armstrong Whitworth &Co.Ld. Newcastle '*sA&CP* *U'tw*	CourtLine,Ld. (Haldin&Philipps Ld.*Mgrs.*) *een dkBHexceptCo* *CellDBa&uE*168' *f*	420·1 435·0(O.L.) F41' FK *Coll* *llBHdispensed with* 182'1499*tFPT*113*t*	56·5	33·8	London British *Cem* *BH to Wdk* 6 „ „ 2*nd* „ *APT*148*t*	T.3Cy.27",45"&75"-51" (*r*) 180lb 574NHP 3SB,*9cf*,GS190,HS8601 FD J.G.Kincaid&Co.Ld.Grk.	36 " 4 s 9 " 6 27 " 1	
84855 DABI	**Tilsit** Wireless D.F. E.S.D. *Mchy.Aft* 1*Dk*	950 714 416					1925	Union- Giesserei Königsberg	Kohlen-Import-u. Poseidon Schiffahrts-A.G.	215·3 P&B167'F22'	34·2	12·6	Königsbrg German *WB*	T.3Cy.18½",29 1/10"&47⅕"–29½" 120NHP Union-Giesserei,Königsbg		G
96/40 84856 416 ICJZ	**Timavo** Ⓟ *ss*Gen.No.3–12,32 *ss*Tri.No.1–37 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelterdk*(*Stl*) D.F.	7549 6695 4731	✠100A1 *Shelter dk* *withfreeboard* 3,40 BS4,40 ✠LMC4,37 ✠Lloyd'sRMC4,40 *Fitted for oil fuel* 6,30 *F.P. above* 150° F.	Tri	*b*†	CL 9,38	1920 8mo	Cantiere SanRocco, S.A. Trieste A&CP	LloydTriestino Soc.Anon.diNav. *CellDB*398'1630*t*	464·2 450·0 B108' *on Shelter dk* *Coll* *APT*63*t* FK	57·4	22·0 32·0	Trieste Italian *Cem* *B H to Sh dk* 6 „ „ *U* „	T.3Cy.32",51½"&83"–54"(*s*) 180lb HS9851 681NHP 4SB(Spt),*12cf*,GS239 FD StabilimentoTecnico Triestino,Trieste	35 " 0 s 8 " 9 26 " 8	
50/40 84857 218018 KEFT	**Timber Rush** (*ex*Explorer–33, *ex*City ofEureka) *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	5542 5144 3446					1919	Columbia RiverS.B. Corp. Portland,Or.	ShepardS.S.Co.	410·4 P44'B115'F46'	54·2	30·1	Prtlnd,Me. Utd.States *WB*	DR GearedSteamTurbine DeLavalSteamTurbineCo. Trenton,N.J.		R
84858 132442 VJKQ	**Time** *ss*Syd.2ndNo.3–8,37 2*Dks*(*UStl&2nd dkIrn*) *Cantilever framed* *Topside tanks amidships* *Cargo battens not fitted*	3322 2849 1752	✠100A1 11,40~~10,39~~ BS~~10,39~~ ✠LMC8,37 11,40	Syd	*v*	CL N10,38	1913 1mo *Lloyd*	J.Priest- man&Co. Sunderland '*sA&CP* *CellDBa*	AustralianSteam- shipsProprietary, Ld. (*Man.Agents*, HowardSmithLd.) 112'*uE&B*63'*f*118'	340·0 352·2(O.L.) P25'B82'F31' FK 747*t Topside tanks*	48·3	21·8	Melbourne British 6*BHCem* 243*tFPT*99*t*	Q.4Cy.~~24"~~,34",48"&69"–45" 215lb 24½" (*s*) 442NHP 3SB,*9cf*,GS190,HS7619 Richardsons,Westgarth& *APT*112*t* Co.Ld.Hpl.	24 " 3 s 4 " 2¼ 20 " 3	
84859 UOJA	**Timlat** (*ex*Ijora–35, *ex*Mountpark–33) *ss*Shl.No.2–29 1*Dk*(*Stl*)	*2699* *2386* *1617*	✠ 12,33 ✠	Shl	*l*		1921 3mo	C.Hill& Sons,Ld. Bristol	U.S.S.R.	310·0 P28'B86'F32' FK *CellDB*263' 612*tFPT*	44·0	21·5	Vladvostk Russian 5*BHCem* 90*tAPT*90*t*	T.3Cy.21",34"&56"–36" 242NHP 2SB,*6cf*,GS122,HS4260 Richardsons,Westgarth& Co.Ld.Hpl.	23 " 10	
84860 YTEQ	**Timok** (*ex*Emmy L–D.–33, *ex*Oisterwijk) *ss*Trl.No.3–1,37 1*Dk*(*Stl*)	*3130* *2811* *1971*	✠100A1 ~~11,39~~12,40 ~~BS11,39~~ ✠LMC1,37	Bal BS12,40	*u*	CL ~~4,38~~ 12,40	1924 10mo *Lloyd*	Wilton's E.&Slpwy.Co Rotterdam '*sA&CP*	Brodarsko Akcionarsko Drustvo"Oceania"	325·0 P24'B206'F29' FK *CellDB*278'662*t*	47·0	21·8	Susak Yugoslav 5*BHCem* *APT*130*t*	T.3Cy.22⅝",37"&62"–39" (*s*) 180lb 280NHP 3SB,*6cf*,GS129,HS4575 Wilton'sE.&SlpwyCo.Rot.	24 " 2 s 2 " 9¼ 21 " 6¾	
84861 116035 VPGG	**Tin Sang** (*ex*TinTing–34, *ex*YeeOn–33,*ex*SanUi–33)	398 211 267					1904	Kwong HipLoong HongKong	FookOnS.S.Co.Ld.	130·0	24·1	8·6	HongKong British	C.2Cy.14"&28"–20" 33RHP London&Glas.Co.Ld.Gls.		
84862	**Tin Seng** (*ex*GouverneurGénéral MauriceLongII–32,*ex*SaintPierre desLacs,*ex*Ream, 2*Dks*&*Awning dk* *ex*VanDiemen)	1086 — 779					1890	Nederl. Stoom.Maats Rotterdam	NamLeeCo.	235·0	32·8	16·4	Canton Chinese *WB*	T.3Cy.21",34"&55"–45" 203NHP Nedrl.Stombt.Maats.Rot.		
84863 154033 VPJY	**Tin Yat** (*ex*WoPing) Ⓟ 2*Dks*	942 372 579					— *reblt* 1929	Kwong CheungHing HongKong	FookOn S.S.Co.Ld.	180·9	30·1	11·1	HongKong British	T.3Cy.15¾",26"&41"–30¼" 88RHP		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté et ce n'est dans le L. R. Durée. Cert. Ref. Trade.
84864 1037 IUWP	**Tina** (*ex*Asta, *ex*Rugsö) Aux4MstSr *OilEng.* 1*Dk* (*See Sailing Ship Register*)	389 349 279					1916	RingAndr-sensStaalskb. Svendborg	Ing.L.Ghirardi	139·4 Q32'H49t	29·8	11·0	Genoa Italian *WB*	Oil Engines 2S.C.SA 4Cy.12"–16$\frac{9}{16}$" 101NHP H.ChristoffersensMaskin-fabrik,Holbey		I
84865 110988 VJXK	**Tinana** *ss*Bsb.2ndNo.3–4,33 *ss*Bsb.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*–teak s)&*Web frames* *Ref.Mchy.* *Cargo battens not fitted* Wireless	808 686 472	✠100A1 ~~5,40~~ ~~8,39~~ 4,41 BS~~11,36~~ ✠LMC11,37 11,40	Syd	*l*	8,39	1901 2mo	Caledon SB.&E.Co.Ld Dundee *Cell*	JohnBurke,Ld.	210·0 219·5(O.L.) P19'F35' FK *DB f*138'186t *FPT*	31·0	13·2	Brisbane British 4*BHCem* 21t *APT*13t	T.3Cy.16½",28"&~~45~~"–33" (*r*) 160lb *80lb* 45½ 130NHP 1SB,3*cf*,GS66,HS2158 CaledonSB.&E.Co.Ld.Dun	15 " 6 s 2 " 3 13 " 7	
84866 LJFO	**Tindefjell** 1*Dk*&*Shelter dk* Wireless D.F. *CruiserStern*	1337 1104 740					1936	Nylands Verksted Oslo	A/SFalkefjell (Olsen&Ugelstad, *Mgrs.*)	250·9 P59tH145tF15t	41·3	14·8	Oslo Norwegian *WB*	C.2Cy.16¾"&33$\frac{1}{16}$"–33$\frac{1}{16}$" & LP turbine withDRgearing & hydraulic coupling 107NHP NylandsVerksted,Oslo		N
84867 DKBE	**Tine Asmussen** (*ex*Radix–39, *ex*Linerton) *ss*Osl.No.3–3.32 *ss*Got.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *CarryingPetroleum in bulk* *Fitted for oil fuel* *Now "Juan Casiano," see No.83659 in Supplement*	6795 6389 4082	✠ 8,39 ✠	Cpn	*a*†		1919 10mo	W.Doxford &Sons,Ld. Sunderland *CellDBuE* *Converted*	J.Haltermann &*B*84'195t *f* 35'53t *into a tanker* 10,21	412·1 430·0(O.L.) FK F36'*onShelter dk* *FPT*148t *APT*292t	55·3	34·2	Hamburg German *ptCem* 10*BHtoS dk* 5 " "2*nd*"	T.3Cy.27",45"&75"–54" 619NHP 3SB,12*cf*,GS216,HS9525 W.Doxford&Sons,Ld.Sld.	37 " 0	
84868 146517 VPDQ	**Tingsang** *ss*Shi.No.3–5,34 *ss*H.Kg.No.1–38 D.F. 2*Dks*(*Stl*–*U* teak s)	2256 1861 1232	✠100A1 8,40 ~~7,39~~ BS~~6,38~~ ✠LMC7,38 8,40	Shi	*s*	CL ~~6,38~~ 8,40	1922 2mo *Lloyd*	Dunlop, Bremner& Co.Ld. PortGlasgow '*sA&CP*	Indo-ChinaStm. Nav.Co.Ld. *CellDB*237'489t*D*	285·0 299·0(O.L.) P33'B101'F32' FK *Ta*20'278t *FPT* 33t	42·6	20·0	HongKong British 4*BHCem* *APT*46t	T.3Cy.21",34"&57"–42" (*s*) 180lb *100lb* 298NHP 2SB,6*cf*,GS105,HS4135 FD Dunlop,Bremner&Co.Ld.	22 " 3 s 2 " 8¾ 19 " 11	
84869 143225 GBRT	**Tinhow** Ⓟ (*ex*Hughli,*ex*Valencia) *ss*H.Kg.No.3-4,34 *ss*H.Kg.No.1–38 D.F. 2*Dks*(*Stl*–*U*ws) 3*rd dk in No.1hold*	5232 4589 3164	100A1 1,41 ~~9,39~~ BS9,39 LMC7,38	HKg Cal		CL N7,38	1913 *Lloyd*	Akt.Ges. "Neptun" Rostock '*sA&CP*	BankLine,Ld.(A. Weir&Co.*Mgrs.*) *Ce*	365·5 381·0(O.L.) B104' FK *llDB*312'898t *FPT*	50·9	29·7	Glasgow British 6*BHCem* 55t *APT*40t	T.3Cy.28$\frac{13}{16}$",46⅝"&76¾"–48" 190lb (*s*) FD 516NHP 3SB(Spt)9*cf*,GS148,HS7025 A.G."Neptun,"Rostock	32 " 6 s 6 " 9½ 26 " 3	
84870 159484 VRCC	**Tinley** CompTwinSc (*ex*DumbLighter–38). 1*Dk*	420 257 216						*Unknown* HongKong	Colonial Navi-gationTrading Co.Ld.	138·5	26·8	9·0	HongKong British	C.4Cy.10"&16"–20" *Emade—refitted*38 32NHP KwongSzeSang,H.Kg.		
84871 PKGZ	**Tinombo** *OilEng.* *Mchy.Aft* 1*Dk*&*Shelter dk*	872 625 526					1930	NV Burger-houtsM.&S. Rotterdam	Koninkl.Paketv. Maats.	188·9	34·2	12·6	Batavia Dutch	Oil Engines 4S.C.SA 8Cy.14$\frac{5}{16}$"–22$\frac{13}{16}$" 164NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
84872 DHXU	**Tinos** (*ex*Rio de Janeiro) 1*Dk*	2826 2386 1479					1914	J.Blumer &Co. Sunderland	DeutscheLevante-LinieHamburg A.G.	332·5 P85tH153tF39t	48·7	19·7	Hamburg German *WB*	T.3Cy.24",40"&66"–42" 282NHP N.E.MarineEng.Co.Ld.Sld		G
84873 162131 GMMX	**Tintern Abbey** 1*Dk* *CruiserStern*	2471 2276 1482	✠100A1 11,40 ~~9,39~~ ✠LMC5,39	Cff Brw	*t*	CL ~~9,39~~ 10,40	1939 5mo *Lloyd*	W.Gray& Co Ld. W Hartlepool '*sA&CP* *CellDB*262'796t	AbbeyLineLd. (FrederickJones &Co.*Mgrs.*)	308·0 317·1(O.L.) P25'B71'F30' FK *FPT*88t*APT*115t	45·1	20·7	Cardiff British 5*BHCem*	T.3Cy.20",33"&55"–39" (*s*) 200lb *100lb* 234NHP 2SB,6*cf*,GS88,HS3826 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	23 " 4 s3 " 7½ 19 " 11	
84874 PHZV	**Tiny** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	351 200 163					1939	Zaanland-scheScheeps. Mij.Werf "CzaarPeter" Zaandam	J.deVries	136·0 P46'Q41'F26'	24·0	8·0	Groningen Dutch	Oil Engines 2S.C.SA 4Cy.11½"–15¾" 99NHP NV.KromhoutMtrfbAms		C
84875 132668 MDRF	**Tioga** *ss*Bel.2ndNo.3–8,37 *Mchy.Aft* 1*Dk*(*ptStl*)&*Web frames*	715 551 288	✠100A1 4,41 ~~4,40~~ BS~~4,40~~ ✠LMC8,37 4,41 *CarryingPetr*	Nwc Gmh *oleum*	*j* *in*	CL 9,38 *bulk*	1912 2mo *Lloyd*	Greenock& Grangemo'th Dkyrd Co.Ld. Grangemo'th '*sA&CP*	Anglo-American OilCo.Ld (R.A. Carder,*Mgr.*) *CellDBa*53	179·9 P65'B15'F28' FK '66t *DTf* 11'35t *FP*	31·1	12·8	London British 9*BHCem* *T*8t*APT*7t	T.3Cy.14",23"&37"–24" (*s*) 180lb 110NHP 1SB,3*cf*,GS57,HS2200 Richardsons,Westgarth& Co.Ld.Mdb.	13 " 6 s 1 " 1½ 12 " 7	
130/40 84876 145958 WADL	**Tionesta** Ⓟ *Mchy.Aft* 2*Dks*&*Hurricanedk*	4329 — 2652					1903	DetroitS.B. Co.Wyan-dotte,Mich.	GreatLakes TransitCorpora-tion	340·0	45·2	28·0	Erie,Pa. Utd.States *WB*	Q.4Cy.22",31½",45"&65"–42" 274NHP DetroitS.B.Co.Detroit		
84877 LDCB	**Tiradentes** TwinSc *OilEng.* *Ref.Mchy.* *ss*Osl.No.3–8,34 *ss*Rot.No 1–39 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	4960 4466 2913	100A1 *Shelter dk* *withfreeboard* ~~6,40~~ ~~3,39~~ 3,41 ✠LMC CS3,39 DBS~~12,38~~ 6,40 3,39 ✠Lloyd'sRMC3,40	Rot NYk	*z*	CL ~~P7,37~~ ~~SN3,39~~ 6,40	1922 9mo	Deutsche WerftA.G. Hamburg *CellDB*346'13	Wilh.Wilhelmsen 16t *Tanks betweent*	401·2 F41'*onShelter dk* FK *Collision* *unnels* 223t *FPT*82t	54·2	26·9	Tönsberg Norwegian *ptCem* *BHto Sh dk* 6 " " *U* " *APT*225t	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"–37$\frac{13}{16}$" 717NHP NDB27 *60lb* AlgemeineElec.Ges.Berlin	30 " 4 s 4 " 0 26 " 6½	
84878	**Tirhan** Ⓟ TwinSc D.F. E.S.D. 3*Dks* *CruiserStern*	3085 2198 1546					1938	Neptun-werftRostock G.m.b.H. Rostock	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	305·5 B123'F71'	43·7	21·7	Istanbul Turkish *WB*	T6Cy.16⅛",26"&41$\frac{5}{16}$"–27$\frac{9}{16}$" &LP turbines withDRgear-ing&hydrauliccoupling NeptunwerftRostock G.m.b.H.Rostock		G
84879 DHXV	**Tirpitz** 4Mst D.F. Sub.Sig. 2*Dks*	7970 7467 4974					1921	Flensburgr Schiffsb.Ges. Flensburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	471·2 P74'B102'F43	58·2	32·2	Hamburg German *WB*	T.3Cy.32$\frac{7}{20}$",52⅜"&86$\frac{13}{16}$"–55$\frac{3}{20}$" 558NHP FlensburgerSchiffsb.Ges.		G
101/40 84880 LJUS	**Tirranna** TwinSc *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk*, 3*rd dk* GyC. *except in after holds* *CruiserStern* *Butts of deck plating electrically welded*	7230 6429 4410	✠100A1 *withfreeboard* 7,39 ✠LMC3,38 *Carrying fuel* *in midship de*	Osl *oil F.* *ep tan*	*f*† *P.* *k*	CL *above* 1	1938 3mo *Lloyd* 50° F.	F Schichau G.m.b.H. Danzig '*sA&CP* *CellDB*349' *in*	Wilh.Wilhelmsen *One intermediate* 1512t *MT*30' 1431t *way of tunnels* 397t	493·6 517·7(O.L.) P42'F39' FK *BH dispensed with* *tanks* *Coll* *FPT*82t *APT*278t	63·3	29·0	Tönsberg Norwegian 7*BHptCem* *BH to Sh dk* 6 " " 2*nd* "	Oil Engines 2S.C.SA 16Cy.25$\frac{9}{16}$"–47¼" 1819NHP 1DB*100lb* 1DB(WT)*100lb* FSchichauG.m.b.H.Elbing	31 " 7 s 4 " 1½ 27 " 7¼	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84881	**Tirso** (*ex*HsinNingshin-38,*ex*Bertha) *ss*Shl.No.3-8,20 *ss*Ant.No.1-24 1*Dk*& *Spar dk*& *deep framing*	2175 — 1345	✠ ... 11,26 ✠				1906 2mo	Fevigs Jernskibsbyg Arendal	Cia.Italiana di Nav.S.A.I (Chinese Italian Nav.Co.Ld)	269·6 F33'	39·0	10·5 18·4 FK	Shanghai Italian *WB*	T.3Cy.20½″,33″&56″-39″ Richardsons, 207NHP Westgarth&Co.Ld.Mdb.	21 ″ 3	
84882 136149 MJBC	**Tirydail** *ss*Lon.No.3-1,31 *Mchy.Aft* *ss*Lon.No.1-36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	650 474 363	✠100A1 5,36 BS3,40 ✠LMC5,36	Lon	*i*	OG 2,40	1918 3mo	CHWalker &Co. Sudbrook *Lloyd's A&CP*	F.T.Everard& Sons,Ld.	176·0 Q107'F22' *Cell DB* 112'162*t FPT*35*t*	27·6	11·8 FK	London British 3*BHCem* *APT*12*t*	T.3Cy.13″,23″&34″-22½″ 180lb 60RHP 1SB,3*pf*,GS49,HS1496 Plenty&Son,Ld.Newbury	13 ″ 9 s 4 ″ 4 13 ″ 2	
84883 44577 JIKL	**Tiryo Maru** D.F. E.S.D. 2*Dks* *Cruiser Stern* *Strengthened for navigation in ice*	2224 1769 1139	✠100A1 7,38 ✠LMC7,38	Nag	*r*	CL	1938 7mo	Kawami-namiKogyo K.K. Nagasaki *Lloyd's A&CP*	TatunamiSyosen K.K.	257·1 269·6(O.L.) P23'B77'F31' *Cell DB*211'424*tFPT*151*t*	40·4	23·0 FK	Kobe Japanese 7*BHCem* *APT*14*t*	T.3Cy.$18\frac{7}{8}$″,$31\frac{7}{8}$″&52¾″-39″ 199lb (*s*) 294NHP 2SB,6*cf*,GS118,HS4617 FD KawaminamiKogyoK.K. Nagasaki	23 ″ 0	
84884 7648 JZIB	**Tisima Maru** Iron (*ex*ChishimaMaru-38, *ss*H.Kg.No.3-6,02 *ex*Skramstad, *ss*Kob.No.2-11 *ex*GeneralBoyd) *Well deck* Wireless 1*Dk*& *Web frames*	1368 1086 843	✠ ... 2,15 ✠				1891 6mo	W.Gray& Co.Ld. WHartlepool	FujimaYoshio	245·1 Q79'B71'F28'	34·6	17·5 BK8½″	Tokyo Japanese *WB*	C.2Cy.31″&58″-36″ NDB06 157NHP Cen.Mar.Eng.Wrks.WHpl	18 ″ 4	
84885 6050 SHQA	**Tisnaren** TwinSc *Oil Eng.* *ss*Got.No.3-5,38 D.F. 1*Dk*(*Stl*) *Shelter dk*(*Stl*) 2*nd dk*(*Stl*) *in Nos*.1,2,3&4*holds* *Cruiser Stern*	*5747* *5136* *3469*	✠100A1 *Shelter dk with freeboard* 9,40 ~~3,40~~ ✠LMC CS5,38 DBS~~8,39~~9,40 ~~2,39~~3,40	L.An Sws	*a*†	OG 12,38	1918 12mo	Aktieb. Götaverken Gothenburg	Rederiaktieb. Transatlantic (G.Carlsson,*Mgr.*)	436·8 441·7(O.L.) F36' *on Shelter dk* *Collision BH to Shltr dk* *Cell DB*372' 1188*tFPT*89*t*	56·2	26·9 FK	Gothenbrg Swedish 6*BH to U dk* *APT*31*t*	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$″-$43\frac{5}{16}$″ 988NHP DB*80lb* Aktieb.Götaverken,Got.	30 ″ 0 s 3″11¾ 26 ″ 3	
84886 HAAD	**Tisza** TwinSc *Oil Eng.* 1*Dk*	961 864 518					1937	Ganz&Co. Ld. Budapest	Königl.-ungar. Donau-SeeschiffahrtsA.G.	229·6 B29'F31'	32·8	15·4	Budapest Hungarian	Oil Engines 4S.C. 16Cy.8½″-$12\frac{3}{16}$″ Ganz&Co.Ld.Budapest		V
84887 28825 JXEB	**Tita Maru** (*ex*ChitaMaru-38) 1*Dk*	2276 1938 1330					1923	Tochigi ShojiK.K. Wakamatsu	TochikiShojiK.K	270·0 P17'B60'F28'	40·0	24·0	Wakamatsu *WB* Japanese	T.3Cy.		
133/40 84888 124015 GPZM	**Titan** Ⓟ TwinSc D.F. 3*Dks*	9035 8594 5737					1906	D&WHendersn&Co.Ld. Glasgow	OceanS.S.Co.Ld. (A.Holt&Co.*Mgrs*)	485·8	58·3	39·3	Liverpool British *WB*	T.6Cy.23″,38½″&65″-48″ 585NHP D&W.Hendersn&CoLdGls		BT till 2,41
84889 157571	— TwinSc 1*Dk*	574 530 241					1928	Irrawaddy FlotillaCo.Ld Rangoon	RangoonPort Commissioners	168·0	30·0	16·1	Rangoon British	T.6Cy.13″,20½″&34½″-22″ 112NHP W.Simons&CoLd.Renfrew		
84890 LJKV	**Titania** TwinSc *Oil Eng.* D.F. E.S.D. 1*Dk*& *Shelter dk* GyC. 3*rd dk except in after holds* *Part electrically welded including butts of shell & deck plating* *Cruiser Stern*	6704 5891 4081	✠100A1 *with freeboard* ~~11,401,40~~ 4,41 ✠LMC5,37 *Carrying cargo oil F.P. above 150°F. in deep tank & tanks in way of tunnels* DBS4,41	NYk	*e*† 2¼	CL 11,40	1937 5mo	Kockums M.V.Aktieb Malmö *Lloyd's A&CP*	Wilh.Wilhelmsen	479·1 498·0(O.L.) P42'F44' *Cell DB*276' 1117*t MT*30'1442*t Tanks in way of tunnels* 1122*tFPT*75*t*	62·3	28·8 FK (	Tönsberg Norwegian 7*BHptCem* *Coll to Sh dk* 6 ,, 2*nd*,,) *APT*191*t*	Oil Engines 2S.C.DA 14Cy.$23\frac{5}{8}$″-$43\frac{5}{16}$″ DB*100lb* 2722NHP KockumsM.V.Akt.Malmö	31 ″ 7 s 4 ″ 0½ 27 ″ 7¾	
84891 885 ICKD	— (*ex*Tirso,*ex*Etna, *ex*WarHound) D.F. 2*Dks*	5397 4842 3249					1918	Bartram& Sons.Ld. Sunderland	Soc.Anon. Cooperativa di Nav.“Garibaldi”	414·2 400·3 P49'B113'F39'	52·3	28·5	Genoa Italian *WB*	T.3Cy.27″,44″&73″-48″ 369NHP A.&J.Inglis,Ld.Glasgow		CI
84892 3125 SGWI	— 1*Dk*& *Awng dk*	*750* *428* *440*					1897	Oskrshmns M.V.Aktieb. Oskarshamn	StockholmsRederiaktieb.Svea (Eman.Högberg, *Mgr.*)	178·0 H43*t*	28·1	10·9 17·8	Stockholm Swedish *WB*	T.3Cy.14½″,23¼″&39½″-27½″ 81NHP GöteborgsMV.Aktieb.Got		V
84893 LJKJ	**Titanian** (*ex*Iossifoglu) *Oil Eng.* *ss*Nwc.No.3-4,37 D.F. 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	4880 4441 3013	✠100A1 *with freeboard* ~~11,4012,38~~2,41 DBS1,39 ✠LMC3,37 ✠LMC(M)1,39	Nwc Vcr	*z*	CL ~~11,38~~ 2,41	1924 5mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's A&CP*	A/SRederiet Titanian(Hilmar Reksten,*Mgr.*)	400·6 413·3(O.L.) F44' *Cell DB*353'1200*t DT f*23' 897*tFPT*113*t*	53·5	25·7 FK (	Bergen Norwegian 7*BHptCem* *Coll to Sh dk* 6 ,, 2*nd* ,,) *APT*83*t*	Oil Engines 2S.C.SA 6Cy.22½″-45″ 526NHP 2NDB39-*120lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 2 s3 ″ 2¼ 25 ″ 2½	
84894 29395 JNVA	**Titibu Maru** (*ex*ChichibuMaru-38) *Fitted for oil fuel* *Ref.Mchy. Mchy.Aft* 1*Dk*	1525 1159 825					1923	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	250·0 P56'B60'F38'	37·0	19·0	Yokohama Japanese *WB*	T.3Cy.17″,28½″&48″-30″ 126NHP YokohamaDockCo.Yka.		C
84895 93996 ZMBR	**Titoki** TwinSc *Well deck* Wireless 1*Dk*(*Stl*)	628 433 252	✠ 2,22 ✠	PGl	*i*		1922 2mo	WHamiltn &Co.Ld. PortGlasgow	AnchorShipping& FoundryCo.Ld.	170·6 Q94'F24' *Cell DB*138'144*tFPT*29*t*	30·1	10·8 FK	Nelson,NZ British 4*BHCem* *APT*21*t*	T.6Cy.11″,17″&28″-21″ 86RHP 2SB,4*cf*,GS65,HS2116 Ross&Duncan,Glasgow	12 ″ 9	
84896 28115 JCEA	**Titose Maru** Ⓟ (*ex*ChitoseMaru-38) 1*Dk*& *Shelter dk*2*trB*	2669 2152 1520					1921	Yokohama DockCo. Yokohama	NipponYusenK.K.	300·0 P40'B98'F42'	43·0	25·0	Tokyo Japanese *WB*	T.3Cy.23″,38″&64″-48″ 284NHP YokohamaDockCo.Yka.		
84897 PHZS	**Titus** *Cruiser Stern* 2*Dks*	1712 1351 943					1930	Akt.Ges. “Neptun” Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	262·1	42·7	17·0	Amstrdam Dutch *WB*	T.3Cy.$18\frac{1}{8}$″,$29\frac{15}{16}$″&$49\frac{3}{16}$″-$33\frac{7}{16}$″ 140NHP A.G.“Neptun,”Rostock		V
84898 212565 KDCD	**Tivives** *Fitted for oil fuel* D.F. 2*Dks*&2*pt dks* *Ref.Mchy.* Sub.Sig.	4596 3894 2590					1911	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. *Mgrs.*)	378·8 B160'F42'	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27″,45″&75″-54″ 412NHP Wrkman,Clark&Co.LdBel		C
84899 42638 JNPL	**Tiyo Maru** (*ex*ChiyoMaru-38) *Oil Eng.* *Mchy.Aft*	338 — 229					1936	Sanoyasu DockGoshi Kaisha Osaka	MaruiKisenK.K.	136·0	23·6	13·0	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.$11\frac{5}{8}$″-$17\frac{5}{16}$″ 79NHP HanshinIronWorksKobe		

1 Numéro d'Ordre — Numéro Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
84900 17 ICKG	**Tiziano** (*ex*LedererSándor) *ss*Fiu.2ndNo.3-7,30 1*Dk*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	1333 1026 799	✠ ... 9,34 ✠	Fiu	*p*		1903 8mo	Grngemt'h &Greenock Dockyard Co. Greenock	"Tirrenia" Soc. Anon diNav. *CellDBa*67*uE&B52'f88'382tAPT15t*	267·4 255·0 FK	36·2 36·1	22·3 14·8	Fiume Italian *4BHCem*	T.3Cy.18½",32"&54"-36" 208NHP 2SB,6*cf*,GS108,HS3330 D.Rowan&Co.Glasgow	16 ″ 6	I †
84901 27234 JXBB	**Tizu Maru** (*ex*ChizuMaru-38) 1*Dk*2*trB*	2304 1940 1389					1920	Tochigi Shipyard Wakamatsu	TochikiShojiK.K.	270·0 P16'B62'F28'	40·0	24·0 *WB*	Kobe Japanese	T.3Cy.18¼",30½"&57½"-42" 215NHP TochigiShpyd,Wakamatsu		
84902 OYZD	**Tjaldur** Ⓟ (*ex*Baltannic, *ex*St.Thomas) Wireless D.F. *ss*Cpn.No.3-5,28 *ss*Cpn.No.2-37 1*Dk*(*Stl*)&*Awng dk*(*Stl-ws*)	1130 912 657	✠100A1 *Awng dk with freeboard* 5,40 BS3,39 ✠LMC4,37	Ltb	*n*	CL 5,40	1916 10mo *Lloyd*	Kjöbnhvns Flydk.&Skbs. Copenhagen '*sA&CP*	P/fSkipafelagid Föroyar *CellD*	220·3 F46'*on Awng dk* B79' FK B179' 187t *FPT31t*	32·7	17·3	Thorshavn Danish *6BHptCem* *APT8t*	T.3Cy.17",27"&45"-30" (*s*) 200lb 166NHP 2SB,6*cf*,GS90,HS3080 KjbnhvnsFlydk.&Skbsv.	19 ″ 9 s 8 ″ 5¼ 13 ″ 5¼	
84903 PKIR	**Tjibadak** *ss*Sba.No.2-37 E.S.D. 3*Dks*(*Stl-Upper dk teaks*) 4*th dk in No.*1 *hold*	7803 6744 4801 –	✠100A1 ~~6,40 9,38~~ 3,41 ✠LMC MS3,37 BS~~7,39~~ 8,40	Sba	*b*†	CL ~~1,39~~ 3,41	1929 5mo *Lloyd*	N.V.C.Van derGiessen& Zonen'sSchps Krimpen '*sA&CP*	Java-China-Japan Lijn	433·2 F55' FK	56·2	34·0	Batavia Dutch *ptCem ptAsp* *6BH to Udk*	2 steam turbines DR geared to 1 sc. shaft 256lb (*s*) 928NHP 4W.T.Boilers(Spt256lb) HS11744 FD	37 ″ 0 s 9 ″ 4 28 ″ 1	
			Carrying Molasses in deeptanks aft *Fitted for oil fuel* 5,29 *F.P. above* 150° F.						'*Tween dk BH at after deep tank bulkhead dispensed with* *CellDB343'1077t DTa23'856t FPT184tAPT43t*				2 ,, ,,2nd,,	Maats.deSchelde,Flushing		
84904 PKIT	**Tjibesar** *ss*Sba.No.3-2,36 *ss*Sba.No.1-40 2*Dks*(*Stl*)& *Shelter dk*(*Stl*)	10836 10308 6730	✠100A1 *Shelter dk with freeboard* 1,41 ~~2,40~~ ✠LMC BS~~3,39~~5,40 MS2,40	Sba	*f*†	CL N5,38	1922 10mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	Java-China-Japan Lijn	500·1 F42'*on Shelter dk* FK	63·7	39·2	Batavia Dutch *Cem*	2 steam turbines DR geared to 1 sc. shaft (*s*) 220lb 1140NHP 6SB,18*cf*,HS15336 FD D.Rowan&Co.Ld.Glasgow	42 ″ 0 s10 ″ 11¼ 31 ″ 4	
			*Fitted for oil fuel*10,22 *F.P. above* 150° F.						*CellDB437'2245t DTa31'1671t FPT269tAPT48t*	*Collision BHtoSh dk*			7 ,, ,, *U* ,,			
84905 PKIN	**Tjikandi** *ss*Sba.No.3-10,33 *ss*Sba.No.1-37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	7970 7472 4887	✠100A1 *Shelter dk with freeboard* 8,40 ~~12,37~~ ✠LMC MS9,37 BS~~4,39~~ 4,40	Ams Sba	*b*†	CL ~~3,38~~ 8,40	1921 10mo *Lloyd*	R.Duncan &Co.Ld. Pt.Glasgow '*sA&CP*	Java-China-Japan Lijn	448·7 F45'*on Shelter dk* FK	57·9	34·9	Batavia Dutch *ptCem*	2 steam turbines DR geared to 1 sc. shaft (*s*) 220lb FD 935NHP 5SB,15*cf*,GS285,HS12780 D.Rowan&Co.Ld.Glasgow	37 ″ 4 s 9 ″ 6½ 28 ″ 1	
			*Fitted for oil fuel*10,21 *F.P. above* 150° F.						*CellDB392'1304tDTa34'1455tFPT120tAPT25t*	*Collision BHtoSh dk*			7 ,, ,, *U* ,,			
84906 PKIL	**Tjikarang** **2TwinMsts** *ss*Sba.No.3-9,34 *ss*Sba.No.1-39 2*Dks*(*Stl*)&*Shelter dk* (*Stl-teaks*)3*rd trB in holds*	9505 8856 6064	✠100A1 *Shelter dk with freeboard* BS5,40 ~~3,41,40~~ ✠LMC ~~BS4,39~~ MS9,39	Sba	*e*†	CL 8,38	1922 1mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	Java-China-Japan Lijn	483·5 F60'*on Shelter dk* FK	60·3	37·5	Batavia Dutch *Cem* *5BHtoSh dk*	T3Cy33½",52¾"&87⅛"-59 1/16" 191lb (*s*) 1030NHP 6WaterTubeBoilers FD HS16638 Werkspoor,Amsterdam	40 ″ 6 s10 ″ 2¾ 30 ″ 6	
			Fitted for oil fuel 1,22 *F.P. above* 150° F *Carrying molasses in after deep tank*						*CellDB423'1510t DTa25'940t MT28'1140t FPT137tAPT40t*				3 ,, ,, *U* ,,			
84907 PKIJ	**Tjileboet** **2TwinMsts** *ss*Sba.2ndNo.3-2,41 ~~*ss*H.Kg.No.3-2,38~~ ~~*ss*Sba.No.2-35~~ 2*Dks*(*StlU-teaks*)3*rdtrB in Nos.*1&3*holds*	5760 4877 3635	✠100A1 2,41 ~~6,39~~ 2,41 ✠LMC MS~~10,35~~ BS~~3,39~~ 3,40	Sba	*a*†	CL 11,38	1918 2mo	Maats. Fyenoord Rotterdam A&CP	Java-China-Japan Lijn ptNew fore end 1928	420·3 P58'B252'F55' FK	54·3	27·5	Batavia Dutch *8BHCem*	T.3Cy.28½",47"&77"-48" (*r*) 180lb 544NHP 3SB,9*cf*,GS183,HS7809 FD Maats.Fyenoord,Rot.	30 ″ 2 s 4 ″ 11 25 ″ 6	
			Fitted for oil fuel 9,18 F.P. above 150° F.						*CellDB353'1105t DTa23'914t FPT82tAPT13t*							
84908 PKIC	**Tjimanoek** *ss*Sba.2ndNo.3-5,36 2*Dks*(*Stl-Uteaks*)& *Web frames* *Longitudinal framing*	5628 4971 3511	✠100A1 12,39 BS~~4,39~~ ✠LMC6,36 4,40	Sba	*a*†	OG 8,38	1911 6mo *Lloyd*	Maats. Fyenoord Rotterdam '*sA&CP*	Java-China-Japan Lijn	420·0 P58'B250'F54'	54·2	27·5	Batavia Dutch *7BHCem*	T.3Cy.28½",47"&77"-48" (*r*) 180lb 547NHP 3SB,9*cf*,GS181,HS7860 FD Maats.Fyenoord.Rot.	30 ″ 0 s4 ″ 11½ 25 ″ 3	
									CellDBa111'uE&B48' FK *f180'1123tDTa23'913tFPT83tAPT19t*							
84909 PKOA	**Tjinegara** *OilEng.* *ss*Sba.No.2-39 D.F 3*Dks*(*Stl-Weather dk teaks*) 4*th dk in No.* 1 *hold*	9227 7411 5783	✠100A1 *with freeboard* ~~3,40~~ 10,40 ✠LMC CS7,39 2,39	Sba	*d*† 2⅝	CL 3,40	1931 1mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	Java-China-Japan Lijn	440·6 P109'B133'F53' FK	62·2	34·4	Batavia Dutch *ptCem ptAsp* *6BH to Wdk*	Oil Engines 2S.C.SA 8Cy.29 15/16"-52¾" 1250NHP Werkspoor,Amsterdam	38 ″ 5 s9 ″ 10½ 29 ″ 0	
									'*Tween dk BHs above the after deep tank BH dispensed with* *CellDB363'1341tDTa35'900tFPT148tAPT78t*				1 ,, ,, *3rd* ,,			
84910 PKOB	**Tjisadane** *OilEng.* *ss*Sba.No.2-39 3*Dks*(*Stl-Weather dk teaks*) D.F. 4*th dk in No.* 1 *hold*	9228 7411 5780	✠100A1 *with freeboard* 6,40 ~~8,39~~ ✠LMC CS12,39 ~~7,38~~ 4,39	Sba	*d*† 2⅝	CL ~~1,37~~ 6,40	1931 7mo *Lloyd*	Nederl. Schps.Maats Amsterdam '*sA&CP*	Java-China-Japan Lijn	440·6 P109'B133'F53'	62·2	34·4	Batavia Dutch *ptCem ptAsp* *6BH to Wdk*	Oil Engines 2S.C.SA 8Cy.29 15/16"-52¾" 1250NHP Werkspoor,Amsterdam	38 ″ 5 s9 ″ 11 29 ″ 0	
									'*Tween deck BHs above the after deep tank BH dispensed with* FK *CellDB363'1341t DTa35'900t FPT148tAPT78t*				1 ,, ,, *3rd* ,,			
84911 PKIU	**Tjisalak** **2TwinMasts** *ss*Sba.No.3-7,29 *ss*Sba.No.2-37 2*Dks*(*StlU-teaks*) 3*trB in Nos.*1,3&4*holds*	5787 4945 3614	✠100A1 8,40 ~~12,38~~ BS3,40 ✠LMC MS7,37 ~~BS2,39~~	Sba	*a*†	OG 12,39	1917 3mo *Lloyd*	Nederl. Schps.Maats. Amsterdam '*sA&CP*	Java-China-Japan Lijn	419·9 P58'B249'F54' FK	54·2	27·3	Batavia Dutch *7BHptAsp* *ptCem*	T.3Cy.27 9/16",45¼"&74"-51 9/16" 180lb (*r*) 536NHP 3SB,9*cf*,GS186,HS7842 FD Werkspoor,Amsterdam	30 ″ 0 s 4 ″ 1½ 25 ″ 3	
			Fitted for oil fuel 3,17 *F.P. above* 150° F.						*CellDB358'1090t DTa24'902t FPT104tAPT25t*							
84912 PKIO	**Tjisaroea** *ss*Sba.No.3-10,37 3*Dks*(*Stl-Wthr dk teaks*) 4*th dk in Nos.* 1 & 2 *holds*	7089 6418 4394	✠100A1 *with freeboard* 2,41 ~~7,38~~ ✠LMC MS10,37 BS~~1,39~~ 2,40	Sba	*a*† 2 7/16	CL ~~1,37~~ 4,40	1926 1mo *Lloyd*	Nederl. Schps. Maats. Amsterdam '*sA&CP*	Java-China-Japan Lijn	420·5 F54' FK	55·3	34·2	Batavia Dutch *8BHCem* (*5 to Wr dk* 3 ,, *2nd* ,,)	2 steam turbinesDRgeared to 1 sc.shaft (*s*) 220lb 4WaterTubeBlrs (Spt) FD GS ,HS11092 769NHP Werkspoor,Amsterdam	37 ″ 0 s 9 ″ 1½ 28 ″ 1	
			Fitted for oil fuel 1,26 *F.P. above* 150° F.						*CellDB349'1127t DTa23'870t FPT160tAPT43t*							
84913	**Tjisondari** **2TwinMasts** *ss*Sba.No.3-3,27 *ss*Sba.No.2-35 3*Dks*(*UStl-teaks*) 2*nd dk*(*Stl*) (*TO BE BROKEN UP*)	8039 7139 5019	✠ 12,38 ✠	Rot	*e*†		1915 4mo	Kon.Maats deSchelde Flushing		494·0 P65'B303'F60' FK	58·4	31·2	Dutch *8BHCem*	T.3Cy.33",54"&90"-60" 918NHP 6SB,18*cf*,GS324,HS13932FD Maats.deSchelde,Flushing	34 ″ 0	
									CellDBa162uE36'f181'1287tDTa27'1312tDTf24'1251tFPT125tAPT26t							
84914 PKQH	**Tjitjalengka** Ⓟ *OilEng.* D.F. 3*Dks* *Butts of deck plating electrically welded* *Cruiser Stern*	10972 7877 6623	✠100A1 *with freeboard* ~~4,40~~ 9,39 ✠LMC5,39 11,40	Sba	*e*†	CL	1939 5mo *Lloyd*	NV Nederl. Schps.Maats. Amsterdam '*sA&CP*	Java-China-Japan Lijn	454·9 475·6(O.L.) P104'B147'F55' FK	64·7	34·0	Batavia Dutch *Cem* *5BH to Udk*	Oil Engines 2S.C.DA 6Cy.28⅝"-47¼" 1680NHP DB*100lb* Gbr.Stork&CoNVHengelo	38 ″ 6 s10 ″ 6¾ 28 ″ 1¾	
									One 'tween dk BH dispensed with *CellDB381'1594t MT22'692t Wing tanks14'62tFPT143tAPT276t*				2 ,, ,, *2nd* ,,			

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
84915 3146 SGWM	**Tjust** Ⓟ 1*Dk&Shelter dk*	336 — 227					1898	Göteborgs M.V.Aktieb Gothenburg	TjustsNyaÅngf. Aktieb. (John Salmonsson, *Mgr.*)	119·5|22·4| 9·6 B71'H37*t*F15' 16·3	Vestervik Swedish	C.2Cy.$15\frac{1}{2}$"&$32\frac{7}{8}$"–$17\frac{3}{4}$" 38NHP GöteborgsM.V.Gothenbrg		
84916 FODC	**Tlemcen** (*ex*EdouardShaki) *ss*Rou.No.3–12,25 D.F. 1*Dk, 2nd dk in holds only*	4425 3608 2772	✠ ... 7,26	✠			1912 8mo	Atel.&Ch. deFrance Dunkirk	LesCargos Algériens	361·9|48·8|24·9 P39'B122'F43' FK	Rouen French *WB*	T.3Cy.24",40"&66"–45" 383NHP Atel.&Ch.deFrance,Dnk.	27 ″ 10	V †
84917 39204 JVUI	**Tōa Maru** *OilEng.* *Mchy.Aft* 1*Dk&2nd dk clear of oil tanks* *CruiserStern* *Longitudinal framing in oil tanks* *CarryingPetroleum in bulk*	10052 9038 5822	✠ ... 11,38	Kob ✠	*f*†		1934 6mo	Kawasaki Dkyd.Co.Ld. Kobe	IinoShojiK.K. *CellDBuE*100' 462*t* *DTf*50' 499*t*	502·3|65·0|37·0 P162'B37'F36' FK *FPT*220*t* *APT*98*t*	Nakamaizuru Japanese 12*BHptCem*	Oil Engines 2S.C.DA 8Cy.$27\frac{9}{16}$"–$47\frac{1}{4}$" 2115NHP KawasakiDkydCoLdKobe	37 ″ 1	
84918 45791 JPOM	— *OilEng.* D.F. GyC. 2*Dks* *CruiserStern*	6732 — 3930					1939	Kawaminami Kogyo K.K. Nagasaki	OsakaSyosenK.K.	446·2|58·1|32·8 P25'B177'F40'	Osaka Japanese *WB*	Oil Engines 2S.C.SA 7Cy.$28\frac{3}{8}$"–$49\frac{3}{16}$" 982NHP SulzerBros.Ld.Winterthur		C
84919 YVAT	**Toas** *ss*NYk.No.3–5,38 *Mchy.Aft* 1*Dk(Stl)&Webframes* *Longitudinal framing*	2034 1580 1139	✠100A1 7,40~~5,38~~ ~~BS3,39~~ *CarryingPetroleum in bulk* *Fitted for oil fuel 5,26 F.P. above 150° F.*	NYk BS7,40 ✠LMC5,38	*s*	CL ~~5,38~~ 7,40	1926 5mo	Palmers' Co.Ld. Newcastle *Lloyd's A&CP*	MeneGrandeOilCo. C.A. *CellDBuE*	280·4|47·3|16·2 P69'B22'F31' FK *&B43'93t FPT176t*	Maracaibo Venezuelan 10*BHptCem* *APT63t*	T.3Cy.$19\frac{1}{4}$",30"&49"–36" (*s*) 180lb 192NHP 2SB,4*cf*,HS3452 MacColl&Pollock,Ld.Sld.	16 ″ 6 s 2 ″ $1\frac{3}{4}$ 14 ″ $6\frac{3}{4}$	
84920 PKHM	**Toba** *OilEng.* *Mchy.Aft* 1*Dk&Shade dk*	983 629 684					1930	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3|34·2|11·6 B49'F36'	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.$14\frac{3}{16}$"–$18\frac{1}{8}$" 247NHP SulzerBros.Winterthur		V
84921 19284 JPFD	**Toba Maru** **TwinSc** *ss*Osa.No.3–9,29 *ss*Kob.No.2–38 2*Dks(Stl)*	6995 6447 4283	✠100A1 11,40~~10,39~~ BS~~10,39~~ 11,40	Yka Kob ✠LMC9,38	*b*†	CL 9,38	1916 8mo	Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's A&CP*	NipponYusenK.K. *CellDB*375'1192*t*	445·0|58·0|34·0 P34'B138'F37' FK *DTa*42' 1312*t* *FPT*	Tokyo Japanese 7*BHCem* 55*t* *APT*60*t*	T.6Cy.$21\frac{9}{16}$",$33\frac{5}{8}$"&56"–48" 200lb (*s*) 628NHP 4SB(Spt),12*cf*,GS220, FD HS9108 KawasakiDkydCoLdKobe	34 ″ 0 s 7 ″ 9 26 ″ 5	
121 40. 84922 191 YLDM	**Tobago** (*ex*Latava–37, *ex*Sundmar–33,*ex*Erica,*ex*Vinga) 1*Dk*	774 568 430					1900	Lindholmens V.A. Gothenburg	G.H.Tiemert (G.H.Tiemert&Co. *Mgrs.*)	191·0|30·6|12·3 Q94'B18'H39*t*F21'	Liepaja Latvian *WB*	T.3Cy.$14\frac{1}{2}$",24"&40"–27" 93NH LindholmensV.A.Got.		V
84923 VSJB	— **TwinSc** 1*Dk(Teak)* *CruiserStern* *Fitted for oil fuel*	537 347 218	✠ ... 3,35	Sou ✠			1930 12mo	JIThornycroft&Co.Ld. Southampton	Government of Trinidad	150·5|29·1|11·3 F29' FK *CellDBf*53'55*t* *FP*	Pt of Spain British 5*BHptCem* *ptAsp* *T*7*t* *APT*25*t*	C.4Cy.$10\frac{1}{2}$"&21"–15" 69NHP 1SB,2*cf*,GS35,HS1309 J.I.Thornycroft&Co.Ld. Sou.	12 ″ 0	
84924 PKHI	**Tobelo** *Oil Eng.* *Mchy.Aft* 1*Dk&Shade dk*	983 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3|34·2|11·6 B49'F36'	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.$14\frac{3}{16}$"–$18\frac{1}{8}$" 247NHP SulzerBros.Winterthur		V
84925 PKGV	**Toboali** *OilEng.* *Mchy.Aft* 1*Dk*	984 629 662					1929	WerfGusto FirmaA.F. Smulders Schiedam	Koninkl.Paketv. Maats.	203·2|34·1|11·5 B49'F37'	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.$13\frac{9}{16}$"–$21\frac{5}{8}$" 143NHP Maschfbk.Augsburg- Nürnberg,Augsburg		V
84926 UOYW	**Tobol** (*ex*Manordilo–34,*ex*Anni, *ex*Rostock) *ss*Gms.No.3–6,23 *ss*Brs.No.2–31 *Well deck* 1*Dk(Stl)* *Cantilever framed topside tanks*	2758 1952 1539	... 8,35	Sws	*t*		1911	Flensburgr Schiffsb.Ges. Flensburg *Inter*	U.S.S.R. *mediate BH in fore* *CellDB*256'670*t* *Topside T*	297·6|43·7|18·6 Q123'B110'F29' FK *hold dispensed with* *anks*202' 332*t* *FPT*	Leningrad Russian *Cem* 4*BHonly* 75*t* *APT*60*t*	T.3Cy.$21\frac{1}{2}$",$35\frac{1}{2}$"&$58\frac{7}{8}$"–$37\frac{3}{8}$" 287NHP 2SB,6*cf*,GS100,HS4009 FlensburgerSchiffsb.Ges.	20 ″ 9	
84927 UOHZ	**Tobolsk** Ⓟ 3*Dks*	2663 2575 1533					1912	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·1|40·7|26·6 B95'	Vladvostk Russian *WB*	T.3Cy.20",32"&52"–39" 169NHP NevskyS.B.&Mch.Works		
84928 279 ICJF	**Todaro** (*ex*LotteLeonhardt–35, *ex*JulesCambon, *ss*Rou.No.3–1,26 *ex*Bayway,*ex*Mohawk) *ss*Phl.No.2–34 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	5162 4515 3042	✠ ... 4,36	Ham ✠	*y*		1913 3mo	Howaldtswerke Kiel	Compagnia ItalianaMarittima *CellDBuE&B74'2* *DTf*31'480*t*	398·8|52·4|28·5 385·8 P115'B22'F37' FK 21*t* *FPT*169*t* *APT*66*t*	Venice Italian 13*BHCem* (10 *to Upr dk* 3 ,, *2nd* ,,)	Q4Cy$19\frac{1}{2}$",28",41"&59"–$41\frac{3}{8}$" 320NHP 2SB,6*cf*,GS100,HS4512 Howaldtswerke,Kiel	28 ″ 8	I †
84929 45671 JXHM	**Tōei Maru** *OilEng.* D.F. E.S.D. *Cruiser Stern* *Mchy.Aft* *Carrying Petroleum in bulk* GyC. *Longitudinal framing*	10023 8800 5820					1938	Kawasaki Dkyd.Co.Ld. Kobe	NittoKōgyōKisen K.K.	503·3|65·0|37·1 P180'B43'F38'	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 8Cy.$28\frac{3}{8}$"–$47\frac{1}{4}$" 2250NHP KawasakiDkydCoLdKobe		C
84930 43205 JNWL	**Toei Maru** (*ex*ToyeiMaru–38) 2*Dks*	4004 2318					1937	Kawasaki Dkyd.Co.Ld. Kobe	YamamotoKisen K.K.	353·6|50·0|27·6 P31'B103'F31'	Osaka Japanese *WB*	2 steam turbinesDR geared to 1 screw shaft KawasakiDkydCoLd Kobe		C
84931 31176 JEFB	— (*ex*ToyeiMaru–38, *ex*Moira) 1*Dk(Stl)&Spar dk(Stl)&* *Webframes*	2324 2107 1399	✠ 6,01	Dmb ✠			1901 6mo	W.Denny &Bros. Dumbarton	OginoKaisho K.K. *CellDBa*98'*uE&*	301·0|42·2|13·2 B64'F33' 21·1 FK *B*40'*f*127'451*t* *FPT*	Fushiki Japanese 6*BHCem* 61*t* *APT*21*t*	T.3Cy.20",32"&51"–42" 224NHP 2SB,4*cf*,GS74,HS3290 Denny&Co.Dumbarton	23 ″ 6	C †
84932 22886 JFLI	— (*ex*ToyeiMaru–38) **Wood** 1*Dk*	626 580 377					1918	Tokio Zosensho Tokyo	TokyoSyosenK.K.	175·9|28·9|17·2	Shinagawa Japanese	C.2Cy.$18\frac{1}{2}$"&37"–20" 51NHP TsukishimaKikao,Tokyo		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registre où la cote si ce n'est dans le L. R. Durée Cert. Ref. Trade.
84933 44350 JZPL	**Toen Maru** (*ex*Aungban-38) 3Mst *ss*Cal.No.3-5,29 *Mchy.Aft* *ss*Cal.No.1-32 *2Dks(Stl)&Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	5232 — 3579	✠ 10,36 ✠	Cal	*x*		1917 2mo	Palmers' Co.Ld. Newcastle	OkadaGumiK.K. *CellDBuB36'55t* *DTf39'282t*	350·4|50·1|34·5 F52' FK *FPT238tAPT66t* (	Osaka Japanese *15BHptCem* 10 „ *to Udk* 5 „ „ *2nd* „	T.3Cy.25",41"&67"-45" 446NHP 2SB&1AuxSB,*8cf*, HS6812)Palmers'Co.Ld.Newcastle	34 ″ 6	
84934	**Toerist** (*ex*Save,*ex*Heerenveen) 1*Dk*	316 — 179					1912	.... Amsterdam	E.Wagenborg	171·6|22·5| 8·5	Delfzijl Dutch	T.3Cy.10½",16½"&27"-20" 33NHP Verschure&Co.Amsterdam		
84935 PJGX	**Togian** *OilEng* *Mchy.Aft* 1*Dk&Shade dk*	979 — 673					1930	N.V.Werf. Gusto Schiedam	Koninkl.Paketv. Maats.	203·2|34·1|11·5 B49'F36'	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.13$\frac{3}{16}$"-19¼" 144NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
84936 DJXJ	**Togo** *OilEng.* D.F. 2*Dks* *CruiserStern*	5042 3966 2844					1938	Bremer Vulkan Vegesack	WoermannLinie A.G.	418·2|58·7|21·3 F34'	Hamburg German *WB*	Oil Engines 2S.C.DA 8Cy.23⅝"-43$\frac{5}{16}$" 1556NHP BremerVulkan,Vegesack		G
142/40 84937 45502 JZMM	**Togo Maru** (*ex*Breiva-39, *ex*SantaVeronica-37) *Fitted for oil fuel* *ss*Bal.No.2-29 1*Dk2trB*	2514 2254 1508	✠ ... 4,33 ✠				1920 10mo	ToledoS.B. Co. Toledo,O.	TokoSyoziK.K.	251·1|43·8|26·0 P25'B64'F23' FK	Osaka Japanese *WB*	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo,O.	28 ″ 2	C †
84938 29072 JEHI	— Ⓟ 1*Dk*	303 255 174					1923	Yendo Hidekichi Osaka	KanemoriSyosen K.K.	125·5|22·0|13·0	Tokyo Japanese	T.3Cy.10",16½"&27½"-20" 34NHP		
421/41 84939 148071 MLXD	**Togston** *ss*Shl.No.3-1,37 *Well deck* 1*Dk(Stl)* Wireless *Cargo battens not fitted*	1547 1140 898	✠100A1 4,40 ✠LMC MS1,37 BS4,40	Shl	*p*	CL 4,40	1924 6mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	Broomhill Steamships,Ld. *CellDB*175'451*t* *DTs at sides of tun*	245·4|38·6|15·5 Q183'F24' FK *nel* 34' 192*t FPT*59*t*	Newcastle British *4BHptCem* *APT*85*t*	T.3Cy.17½",29"&48"-33" (*s*) 180lb 166NHP 2SB,*4cf*,GS80,HS2870 N.E.MarineEngCoLd.Nwc	17 ″ 6 s 5 ″ 5¼ 16 ″ 5½	
84940 PKHE	**Tohiti** *OilEng.* *Mchy.Aft* 1*Dk&Shade dk*	982 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3|34·1|11·6 B49'F36'	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.14$\frac{3}{16}$"-18½" 247NHP SulzerBros.Winterthur		V
84941 42593 JGYL	**Toho Maru** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* D.F. GyC. *Longitudinal framing*	9987 — 5885					1936	Kawasaki Dkyd.Co.Ld Kobe	IinoShojiK.K.	500·0|65·0|37·0 P162'B39'F37'	Naka-maizura Japanese	Oil Engines 2S.C.DA 8Cy.27$\frac{9}{16}$"-47¼" 2115NHP KawasakiDkyd CoLdKobe		C
84942 175 JPYC	— (*ex*TohkohMaru, *ss*Drn.No.3-7,30 *ex*Ernemore, *ss*Kob.No.1-34 *ex*Ardgay) 2*Dks(Stl)*	4717 4266 2930	✠ ... 1,38 ✠	Kob	*y*		1918 1mo	Russell& Co. PortGlasgow	DairenKisenK.K.	385·0|52·0|26·5 P34'B111'F47' FK *CellDB*334'1029*t*	Dairen Japanese *6BHCem* *APT*20*t*	T.3Cy.26",43"&72"-48" 500NHP 3SB,*9cf*,GS162,HS7378 Rankin&BlackmoreLdGrk	29 ″ 0	
84943 44348 JYTL	— 2*Dks* *Cruiser Stern*	4092 — 2435					1938	Kawasaki Dkyd.Co.Ld. Kobe	TohoKisenK.K.	354·4|50·0|27·6	Kobe Japanese	2DRgeared steam turbines 500NHP KawasakiDkydCoLdKobe		C
52/40 84944 43306 JPTJ	— *OilEng.*	332 — 189					1916	.... Tono	FuzimuraTokuzi	122·7|26·0|13·5	Hakodate Japanese	OilEngines		
84945 24076 JDDD	**Tohuku Maru** (*ex*TotukuMaru-38) *ss*Nag.No.3-1,32 *ss*Kob.No.1-36 2*Dks(Stl)&Awngdk(Stl)*	5857 5586 4259	✠[illegible] 7,40 *Awng dk* *with freeboard* ~~✠LMC11,38~~	Osa	*y*	OG 11,38	1919 1mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	DaikoSyosenK.K. *Colli*	385·0|51·0|36·0 FK *sion BH to Awng dk* *CellDB*334'1118*tFPT*	Moto Japanese *Cem* *5BH to Udk* 126*tAPT*93*t*	T.3Cy.26",43½"&72"-48" (*s*) 200lb 436NHP 2SB&1AuxSB,*8cf*,GS154, HS5636 FD KawasakiDkydCoLd.Kobe	36 ″ 0 ~~s0 ″ 1½~~ ~~27 ″ 1~~	
84946 36099 JJJC	**Tokai Maru** Ⓟ TwinSc *OilEng.* *ss*Kob.No.3-7,36 *Ref.Mchy* 3*Dks(Stl)* GyC. *CruiserStern* *ss*Kob.No.1-40	8360 7812 ~~5048~~ 5038	✠100A1 *with freeboard* 7,40~~6,39~~ 7,40 ✠LMC CS~~7,36~~ DBS~~6,39~~ 7,40 6,39 ✠Lloyd'sRMC~~11,38~~ ~~7,40~~ 11,40 *Fitted for carrying oil* 8,30 *F.P. above* 150° F. *in deep tanks*	Nag Kob	*d*†	CL 6,39	1930 8mo *Lloyd*	Mitsubishi ZosenKaisha Ld. Nagasaki '*sA&CP*	OsakaSyosenK.K.	446·0|60·5|40·7 F40' FK *CellDB*373'1295*t* *Tanks in way of tunnels*978*t M*	Osaka Japanese *8BHptCem* (*Coll to Wdk* 7 „ *2nd* „)	Oil Engines 2S.C.SA 12Cy.26¾"-47¼" 1495NHP DB*100lb* MitsubishiZosenKaishaLd. *Ts*36'1185*tFPT*96*tAPT*89*t*	40 ″ 9 s 13 ″ 0½ 28 ″ 2	
84947 29817 JPSA	— (*ex*Alstern, *ss*N.Yk.No.3-6,18 *ex*Belos,*ex*Gretavale) *ss*Got.No.1-22 1*Dk&deep framing*	3099 2877 2280	✠ ... 5,24 ✠				1905 5mo	Grngem'th &Greenock DockyardCo. Greenock	TaitoKisenGoshi Kaisha	330·6|48·0|22·0 P27'B96'F34' FK	Hutyu Japanese *WB*	T.3Cy.23⅝",40"&65"-42" 283NHP J.G.Kincaid&Co.Greenock	24 ″ 5	C †
84948	— *OilEng.* Wireless *Mchy.Aft* *CruiserStern*	300					1939	Nakata Zosensho Osaka	HidakaAkio	130·0|24·0|11·5	Japanese	OilEngines4S.C.SA 6Cy.9$\frac{13}{16}$"-14$\frac{13}{16}$" 56NHP KobeHatsudokiK.K.		
84949 45686 JZTM	**Tokati Maru** D.F. *CruiserStern*	1932 1650 1079					1939	Tsurumi SeitetsuZosen K.K. Yokohama	HokkaidoTanko KisenK.K.	278·2|40·0|21·3 P36'B72'F30'	Tokyo Japanese *WB*	T.3Cy.20$\frac{1}{16}$",33$\frac{11}{16}$"&56$\frac{11}{16}$"-39" HS4259 263NHP TsurumiSeitetsuZosen K.K.Yka		C
84950 41051 JGTJ	**Tokihime Maru**	741 — 371					1935	Mukaijima DockCo. Onomichi	HamaneKisenK.K.	180·0|30·0|15·0	Kobe Japanese *WB*	T.3Cy.13½",22"&36"-27" 67NHP YokohamaDockCoLd.Yka		
84951 19285 JYWD	**Tokiwa Maru** TwinSc *ss*Osa.No.3-9,27 *ss*Kob.No.2-35 2*Dks(Stl)*	6972 6469 4281	✠ ... 4,40 ✠	Osa	*b*†		1916 7mo	MitsuBishi Dkyd&EWks Nagasaki	KaburagiKisen K.K. *CellDB*386'1332*t*	445·0|58·0|34·0 P35'B138'F35' FK *DTa*42' 1248*t FPT*	Tokyo Japanese *7BHCem* 58*tAPT*61*t*	4SteamTurbinesSR geared to 2 Sc.Shafts 816NHP HS8903 4SB(Spt),*12cf*,GS225, MitsuBishiD.&E.WksNag	34 ″ 0	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84952 22962 JLQB	**Tokiwa Maru** Wireless 1*Dk*	1204 970 705					1918	Ono Seikichi Osaka	ShimataniKisen K.K.	220·1	32·0	18·0	Kobe Japanese *WB*	T.3Cy.14½",24$\frac{1}{16}$"&40"–30" 88NHP OnoSeikichi,Osaka		
84953 29320 JOCA	**Tokiwa Maru No. 1** Ⓟ Wireless 1*Dk*	885 666 524					1923	Yokohama DockCo.Ld. Yokohama	FujiyamaKaiun K.K.	190·0 Q128'F29'	31·0	16·0	Otaru Japanese *WB*	T.3Cy.15",25"&42"–30" 97NHP YokohamaDckCo.Ld.Yka.		
84954 44139 JYWL	**Tokiwasan Maru**	1805 — 982					1937	Tama Zosensho,Ld. Tama	MitsuiBussan Kaisha,Ld.	264·5 P25'B65'F25'	38·0	20·0	Kobe Japanese *WB*	T.3Cy.15¾",24$\frac{7}{16}$"&44⅛"–31½"&exhaust turbine driving steam compressor 110NHP TamaZosenjo,Ld.Tama		
84955 240 JGCB	**Toko Maru** (*ex*KiaLee,*ex*HwahTing, *ex*DeikeRickmers) 2*Dks*	4168 3866 3082					1908	Rickmers Akt.Ges. Bremerhaven	DairenKisenK.K.	367·2 B91'F44'	47·5	30·0	Dairen Japanese *WB*	T.3Cy.23¼",38$\frac{9}{16}$"&62"–43¼" 253NHP OttenserMasch.Ottensen		
84956 44855 JXAM	**Tōkō Maru** *OilEng.* *CruiserStern*	722 — 528					1938	Nakata Zosen-syo Ld. Osaka	SankoKisenK.K.	170·0	28·5	15·3	Amagasaki Japanese	Oil Engines 4S.C.SA 6Cy.13"–19$\frac{11}{16}$" 98NHP HanshinIronWksLd.Kobe		
84957 40301 JCEK	**Tokuho Maru No. 10** *OilEng*	353 — 250					1935	Ishihara Masaichi Shimonoseki	Motoyama Shokai K.K.	125·0	24·0	11·5	Ube Japanese	Oil Engines		
84958 16519 JTQD	**Tokusima Maru** Ⓟ (*ex*TokushimaMaru-38) *ss*Yka.No.1-17 2*Dks*	5976 5454 3703	✠ … 11,21 ✠				1913 9mo	Russell& Co. PortGlasgow	NipponYusenK.K.	423·0 P38'B123'F47' FK	56·0	28·7	Tokyo Japanese *WB*	T.3Cy.27",44"&73"–48" 555NHP Rankin&Blackmore,Grk.	31 ″ 4	C †
84959 39915 JYEH	— Ⓟ *OilEng.* 2*Dks*	407 — 215					1934	Mitsubishi Jukogyo Kaisha,Ld. Kobe	SetsuyoSyosen K.K.	150·9 F31'	25·6	11·5	Osaka Japanese *WB*	Oil Engines 4S.C.SA 6Cy.15¾"–24$\frac{7}{16}$" 144NHP MitsubishiJukogyo Kaisha,Ld.Kobe		
84960 29041 JFBD	**Tokuzyu Maru** Ⓟ **TwinSc** *CruiserStern* 2*Dks*4*trB*	3638 2943 1404					1922	Mitsubishi ZosenKaisha, Ld. Kobe	Government of Japan(Dept. of Railways)	360·0 F52'	46·0	28·0	Tokyo Japanese *WB*	4SteamTurbinesSRgeared to 2 Sc. Shafts MitsubishiZosenKaisha,Ld		
84961 41929 JPVK	**Tokyo Maru** *ss*TamaNo.1-40 *OilEng.* D.F. *Ref.Mchy.* 2*Dks*,3*rd dk except* *CruiserStern in aftermost hold*	6486 5831 3864	✠100A1 *withfreeboard* 11,40 ~~1.40~~ ✠LMC CS11,40 DBS11,40 11.40 ✠Lloyd'sRMC11,40	Tama	*b*†	CL 11,38	1936 8mo *Lloyd*'sA&CP	Mitsui Bussan Kaisha,Ld. Tama	SettuSyosenK.K. (OsakaSyosenK.K. *Mgrs.*) *CellDB*327'939*t* *Tanks in way of tunnel* 83*t FPT*40*tAPT*14*t*	424·7 F39' FK	57·4	36·1	Osaka Japanese 8*BH*	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"–55⅛" 1231NHP DB*100lb* MitsuiBussanKaisha,Ld. Tama	36 ″ 1 s10 ″ 10¾ 25 ″ 4¾	
84962 44255 JWXL	— *OilEng.* *Cruiser Stern* 1*Dk* *Mchy.Aft Carrying Petroleum in bulk*	903 — 574					1937	Matsuo Zosen-sho Nagasaki	NarimiyaKisen K.K.	198·0 P57'F22'	30·0	16·0	Tokyo Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16$\frac{9}{16}$"–24$\frac{7}{16}$" 164NHP HanshinIronWorks,Kobe		
84963 115633	**Tolchester** Ⓟ **IronPad** (*ex*Bombay-33,*ex*St.Johns) 1*Dk*	1098 — 667					1878	Harlan& Hollings-worthCo. Wlmgtn,Del.	TolchesterLines	250·0	38·0	12·5	Baltimore Utd.States	1Cy.66"–144" 402NHP		
84964 LDCE	**Toledo** *OilEng.* D.F. *ss*Got.No.3-7,38 2*Dks*(*Stl*)	4563 4116 2790	✠100A1 5,40 ~~2,39~~ ✠LMC CS7,38 DBS4,~~38~~5,40 1,37 *Carrying oil fuel F.P. above* 150°F.	NYk	*x*	OG 2,39	1926 7mo *Lloyd*'sA&CP	Odense Staalskibs. Odense	Wilh.Wilhelmsen *CellDB*332'1062*tTanks at sides of tunnel*120*tDTf in forward deep tank*	376·2 P32'B107'F36' FK	52·5	27·1	Tönsberg Norwegian 7*BHptCem* 1 ,, *to2nd dk* 30'820*tFPT*	Oil Engines 4S.C.SA 6Cy.29¼"–59$\frac{1}{16}$" 493NHP DB*90lb* Akt.Burmeistr&Wain,Cpn 57*tAPT*33*t*	29 ″ 5 s5 ″ 4¾ 24 ″ 2¼	
84965 152004	**Tolga** (*ex*SirT.HughBell, *ex*Dorlonco) *ss*Syd.No.1-29 *Mchy.Aft* 1*Dk*	418 316 160	✠ … 8,31 ✠				1925 4mo	N.S.W. Govt.Dkyd. Newcastle, N.S.W.	TheAdelaideS.S. Co.Ld.	147·0 F20' FK	26·6	9·2	Melbourne British *WB*	T.3Cy.14",23"&39"–21" 84RHP N.S.W.Govt.Dkyd.	11 ″ 0	
84966 6709 SKCA	**Tolken** *ss*Got.No.3-7,35 *ss*Got.No.1-38 D.F. 1*Dk*(*Stl*)&*Shelter dk* (*Stl-ptws*)	*4471* *4039* *2722*	✠100A1 *Shelter dk withfreeboard* ~~5,40~~ ~~5,39~~ 10,40 BS9,40 ~~BS8,38~~ ✠LMC8,38 *Fitted for oil fuel* 3,22 *F.P. above* 150°F.	Shl ~~PNl~~ Bal	*y*	OG 8,38	1922 3mo *Lloyd*'sA&CP	Akt.Lind-holmen-Motala Gothenburg	Rederi A/B Wallenco (O. Wallenius,*Mgr.*) *CellDB*261'1145*tAPT*86*t*	377·8 394·8(O.L.) F38'*onShelter dk* FK	54·1	24·4	Stockholm ~~Gothenburg~~ Swedish *ptCem* *CollisionBHtoShdk* 5 ,, ,, *U* ,,	T.3Cy.27",44¾"&72"–48" 185lb (*s*) 450NHP 3SB(Spt),*9cf*,GS144, HS6150 FD Akt.Lindholmen-Motala	27 ″ 0 s2 ″ 11¾ 24 ″ 2½	
84966* LHPK	**Tolla** **Wood** (*ex*TollaII-34,*ex*Tolla) *OilEng.* 1*Dk* *Mchy.Aft.*	324 268 218					1919	Havstad Baat&Træ-skibsbyggeri Arendal	G.Seeberg	125·7 Q34'	27·3	12·5	Bergen Norwegian	Oil Engines 2S.C.SA 4Cy.16½"–18$\frac{9}{16}$" 192NHP E*made*19*refitted*37 J.&C.G.Bolinders,Skm.		N
84967 228203 WHDR	**Toloa** Ⓟ **TwinSc** *Ref.Mchy.* Sub.Sig. *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks*&2*pt dks*	6494 5134 3616					1917	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	425·4 P38'B243'F50'	54·3	29·9	NewYork Utd.States *WB*	T.6Cy.23½",39½"&67"–48" 622NHP Wrkman,Clark&Co.LdBel		C
84968 220353	**Tolosa** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5527 4985 3965					1920	Atlantic Corp. Portsmouth, N.H.	UnitedStates Maritime Commission	410·5 P44'B115'F47'	54·2	27·0	Portsmth, N.H. Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP AtlanticCorp. Portsmouth,N.H.		R
Now "Empire Dorado," *see No.* 87980 *in Supplement*																
84969 LDNM	— 1*Dk*	1974 1734 1177					1930	Smith's DockCo.Ld. Middlesbro'	Dampskintsk. Garonne (Fearnley &Eger,*Mgrs.*)	270·7 P58*t*H89*t*	43·0	18·7	Oslo Norwegian *WB*	T.3Cy.20½",33"&54"–39" 182NHP Smith'sDockCo.Ld.Mdb.		N
84970 129200 MDNQ	**Tolsta Head** (*ex*Seaford-35) *ss*Lth.2ndNo.3-2,37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft Cargo battens not fitted*	673 458 349	✠100A1 6,40 ~~5,39~~ BS~~5,39~~ 6,40 ✠LMC2,37	Lth Hul	*i*	CL ~~4,39~~ 5,40	1911 5mo *Lloyd*'sA&CP	W.Dobson &Co. Newcastle	A.F.Henry& MacGregor,Ld. *CellDB*	164·5 169·3(O.L.) Q94'B9'F23 FK *uE*22'*f*95'168*tFPT*	30·0	12·1	Leith British 3*BHCem* 81*tAPT*20*t*	T.3Cy.15½",25"&41"–30" (*s*) 180lb 113NHP 1SB,*3pf*,GS51,HS1910 N.E.MarineEng.CoLdNwc	14 ″ 0 s4 ″ 6 13 ″ 8	
84971 HRCA	**Toltec** (*ex*KnudRasmussen-40, *ex*Toltec-38) *ss*Avn.No.2-36 2*Dks*(*Stl-Weather dk* teak s) *Ref.Mchy.* 3*rd*&4*th dks*(*Stl*)*in holds*	5399 4708 3086	✠100A1 *withfreeboard* ~~8,40~~3,40 2,41 BS3,40 ~~BS3,39~~ ✠LMC10,36 *Fitted for oil fuel* 2,29 *F.P. above* 150°F.	SFo	*z*	CL ~~3,39~~ N2,41	1929 2mo *Lloyd*'sA&CP	Barclay, Curle&Co.Ld. Glasgow	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*) *IntermediateBH in after hold dispensed with* *CellDB*333'740*tTanks at sides of tunnel*225*tFPT*69*tAPT*36*t*	388·8 405·5(O.L.) P29'F40' FK	53·2	31·2	Amapala Honduran *ptCem* *CollBH to W dk* ,, ,,2*nd* ,,	T.4Cy.30¾",51"&(2)62"–48" 200lb (*s*) 947NHP 5SB.*20cf*,GS385,HS15235FD Barclay,Curle&Co.Ld.Gls.	33 ″ 6 s10 ″ 4 23 ″ 7½	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée,Cert.B.of Trade
84972 162370 GWDC	**Toltén** (*ex*Glenearn-35,*ex*Toltén-33) *OilEng.* *ss*Syd.No.2-39 ~~*ss*Mlb.No.4-34~~ *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F. GyC. 3rd*Dk*(*Stl*)*except in after hold*	5348 4697 3237	✠100A1 *with freeboard* ~~6,40~~ ~~8,38~~ 5,41 ✠LMC ~~CS5,34~~ ~~DBS1,35,6,40~~ 3,38 11,40 ✠Lloyd'sRMC ~~5,38~~ 11,40 DBS5,41	Bkn ~~Swe~~ Vcr 11,40	*a*†	CL ~~1,38~~ N6,40	1930 10mo *Lloyd*	Lithgows Ld. PortGlasgow '*sA&CP*	Trinder,Anderson &Co. *Cell DB*362'1349*t FPT*195*t APT*149*t*	421·3 437·8(O.L.) F37' FK	56·0	25·5	Liverpool British 7*BHptCem* (*Coll to Shdk* 6 ,, 2nd,,)	Oil Engines 4S.C.SA 8Cy.29½"-59$\frac{3}{16}$" 652NHP DB100*lb* J.G.Kincaid&Co.Ld.Grk.	28″0 s 3″2½ 25″0½	
84973 162501 MPXG	**Tolworth** *ss*Shl.No.2-38 Wireless *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1351 1062 719	✠100A1 *with freeboard* ~~10,40~~ ~~12,39~~ 4,41 BS7,40 ~~BS7,39~~ ✠LMC7,38	Shl	*o*	CL ~~12,39~~ ~~9,40~~ 4,41	1930 10mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	Wandsworth& DistrictGasCo. *CellDBu* E18'*f*142'551*t FPT*162*t APT*8*t*	226·0 Q128'B15'F22' FK	36·4	16·5	London British 4*BHptCem*	T.3Cy.17",28"&46"-33" (*s*) 180lb 156NHP 1SB,4*cf*,GS73,HS2730 N.E.MarineEng.Co.Ld.Sld	18″6 s6″11½ 15″8½	
84974 EAJH	**Tom** (*ex*Cramond) *ss*Bbo.No.3-4,31 *ss*Bbo.No.2-40 1*Dk*(*Stl*) *Cargo battens not fitted*	3056 2830 1860	✠100A1 ~~3,40~~ ~~1,40~~ 3,41 ✠LMC BS~~10,38~~ MS1,40 3,41	Bbo	*n*	CL ~~1,39~~ 2,41	1919 4mo *Lloyd*	J.Blumer &Co. Sunderland '*sA&CP*	Cia.NavieraBachi (HijosdeAstigarraga,*Mgrs*.) *Cell DB*276'734*t FPT*105*t APT*42*t*	331·3 P33'B98'F28' FK	46·8	23·2	Bilbao Spanish 7*BHptCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 429NHP 3SB,9*cf*,GS159,HS6304 FD J.Dickinson&Sons,Ld.Sld.	25″6 s 3″11½ 21″9	
84975 7420 SFQA	— (*ex*Thermidor,*ex*Francillon,*ex*Zuiderdiep) 1*Dk*	*2109* *1811* *1181*					1919	Burgherout'sM.&S. Rotterdam	A/B Arafart (A.R.Appelqvist, *Mgr*.)	292·0 P36'B68'H92*t*F24'	43·1	17·4	Stockholm Swedish *WB*	T.3Cy.19¾",32¼"&52"-35½" 161NHP Burgherout'sMachf.Rot.		V
84976 142488 ~~FQUB~~ BCMZ	**Tombouctou** (*ex*Kepwickhall,*ex*BallygallyHead) *ss*Msl.No.3-10,30 *ss*Msl.No.2-38 2*Dks*(*Stl*)	5636 4743 3538	✠100A1 4,40 ✠LMC MS11,38 BS4,40 *Carrying vegetable oil in forward and after deep tanks*	Msl	*y*	CL 3,40	1919 6mo *Lloyd*	Workman, Clark&Co.Ld Belfast '*sA&CP*	Ministry of War Transport(Elder DempsterLines, Ld.*Mgrs*.) 5*BH to Udk after pk & Int.Bk.forward to 2nd dk* *Cell DB*338'1085*t DT f*32'1227*t DTa*28'730*t FPT*115*t APT*45*t*	400·4 P49'B113'F39' FK	~~52·4~~ 52 3	28·4	Liverpool British pt*Cem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Workman,Clark&CoLdBel	31″0 s 5″11½ 25″3½	
84977 20126 JDEG	**Tomioka Maru** Ⓟ Wireless 1*Dk*	970 800 581					1917	Bingo DockCo Mitsunosho	FujiyamaKaiun K.K.	202·0	31·0	18·5	Otaru Japanese			
84978 YTEO	**Tomislav** *ss*Rot.No.2-36 D.F. 2*Dks*(*Stl*)	*5387* *4904* *3272*	✠100A1 1,41 ~~3,40~~ ✠LMC MS9,36 BS~~3,39~~ 3,40	Cal Shi	*y*	CL ~~6,38~~ 1,41	1928 9mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP*	Jugoslavenski Lloyd.a.d. *Intermediate 'tween dk BH in after hold dispensed with* *Cell DB*342'1050*t DTa*35'965*t APT*205*t*	403·0 P38'B133'F37' FK	52·4	27·5	Dubrovnik Yugoslav pt*Cem* 5 *BH to Udk* 1 ,, ,,2nd,,	T.3Cy.27",44"&73"-48" (*s*) 180lb 512NHP 3SB,9*cf*,GS177,HS7529 FD J.G.Kincaid&Co.Ld.Grk.	29″10 s 5″6 24″6½	
84979 44019 JSSL	**Tomitu Maru** (*ex*TomitsuMaru-38) 1*Dk*	2933 — 1677					1937	Mitsubishi JukogyoK.K. Kobe	SettuSyosenK.K. (OsakaSyosenK.K. *Mgrs*.)	305·2	45·3	26·2	Osaka Japanese	2DRgeared steam turbines 233NHP MitsubishiJukogyoK.K. Kobe		
84980 22242 JFSD	**Tomiura Maru** *ss*Yka.No.3-8,30 2*Dks*	3821 3468 2345	✠ ... 9,31 ✠				1918 5mo	Mitsubishi ZosenKaisha Ld.Nagasaki	NipponYusenK.K.	345·0 P33'B77'F40' FK	50·0	29·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"-48" 342NHP MitsubishiZosenKaishaLd	29″1	C †
84981 LFCC	**Tommeliten** *Well deck* 1*Dk*	434 374 228					1916	J.Th.Wilmink Groningen	D/S A/S Askeröy (EyvindMarcussen *Mgr*.)	143·2 Q50'B37'F14'	24·1	11·8	Askeröy Norwegian *WB*	T.3Cy.11⅜",17$\frac{7}{10}$"&29$\frac{3}{10}$"-19$\frac{7}{10}$" 33NHP MachineFab.Fulton,Hgz.		N
84982 PKHL	**Tomohon** *OilEng.* *Mchy.Aft* 1*Dk*&*Shade dk*	983 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3 B49'F36'	34·2	11·6	Batavia Dutch	Oil Engines 2S.C.SA 7Cy.14$\frac{3}{16}$"-18⅛" 247NHP SulzerBros.Winterthur		V
84983 PKHD	**Tomori** *OilEng.* *Mchy.Aft* 2*Dks*	983 629 684					1929	N.V.C.Van derGiessen& Zonen'sSchps Krimpen	Koninkl.Paketv. Maats.	203·3 P49'	34·1	11·6	Batavia Dutch	Oil Engine 2S.C.SA 7Cy.14$\frac{3}{16}$"-18⅛" 247NHP SulzerBros.Winterthur		V
84984 98 UNOY	**Tomsk** Ⓟ	2693 1762 1511					1913	NevskyS.B &Mch.Works Leningrad	U.S.S.R.	286·0	40·6	26·9	Vladvostk Russian	T.3Cy.20",32"&52"-39" 169NHP NevskyS.B.&Mch.Works		
84985 167567 GLPW	— D.F. 1*Dk*	1229 1055 711					1911	Akt.Burmeistr&Wain Copenhagen	Ministry of Shipping(Richley, Halvorsen& Sample,*Mgrs*.)	252·4 P157'F27'	37·2	15·1	London British *WB*	3Cy.25"-36" Akt.Burmeistr&Wain,Cpn		V
84986 TVSC	**Tomyris** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing in bottom & at decks*	435 — 210					1922	Chant.Nav Français Caen	Association Pétrolière	150·7 P18'	25·7	12·3	St. Nazaire French *WB*	T.3Cy.9½",15½"&26"-18" 29NHP Cooper&Greig,Dundee		V
84987 PIAB	**Ton S.** *OilEng.* *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern*	466 351 252	✠100A1 1,41 ~~9,39~~ ✠LMC7,37 ✠LMC(M)9,39	Rot Cff	*g*	~~9,39~~ 1,41	1937 7mo *Lloyd*	NV Boele's Schpsw&Mch Bolnes '*sA&CP*	N.V.Zeevaart Maats"Ton"(RotterdamscheKustvaartCentrale, N.V.*Mgrs*.) *Cell DB*107'127*t FPT*78*t APT*11*t*	160·4 168·9(O.L.) Q44'F21' FK	26·4	10·0	Rottrdam Dutch 3*BHptCem*	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{5}{16}$" 94NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11″10 s 1″2 10″8½	
84988 39660 JRQJ	**Tonan Maru** TwinSc (*ex*AntarcticMaru-35,*ex*Antarctic-34,*ex*Opawa) 2*Dks*&*Shelter dk* (*Whale oil factory*)	9866 6841 5988					1906	Denny& Bros. Dumbarton	NipponSuisanK.K.	460·4 P160*t*H461*t*	60·2	31·2 40·2	Tokyo Japanese *WB*	T.6Cy.24½",41½"&69"-48" 943NHP Denny&Co.Dumbarton		
84989 75272 JPPC	— (*ex*YeikokuMaru) *ss*Drn.No.3-7,34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	4370 3677 2733	✠ ... 5,35 ✠	Drn	*w*		1921 5mo	OsakaIron Works Innoshima	DairenKisenK.K. *Cell DB*294'1120*t DTa*32'690*t FPT*114*t APT*29*t*	345·0 P30'B99'F34' *on Shelter dk* FK	49·8	25·8	Dairen Japanese pt*CemptAsp* *Collision BH to Sh dk* 5 ,, ,, *U* ,,	T.3Cy.24",41"&67"-48" 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIrnWrks,Innoshima	28″2	
84990 43650 JWQL	**Tonan Maru No. 2** TwinSc GyC. *Fitted for oil fuel* *Mchy.Aft* (*WhaleOilFactory*) *Ref.Mchy.* *CruiserStern* 3*Dks*	19425 — 13402					1937	OsakaIron Works,Ld. Osaka	NipponSuisanK.K.	534·8	74·0	56·8	Tokyo Japanese	T.6Cy.22$\frac{7}{16}$",37"&61"-45¼" &LPturbines DR gearing & hydraulic coupling OsakaIronWorks,Ld.		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
84991 45152 JUJM	**Tonan Maru No. 3** **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* *Mchy.Aft* 3*Dks* (*Whale oil factory*)	19210 — 13264					1938	OsakaIron Works,Ld. Osaka	NipponSuisanK.K.	534·8 B109'	74·0	56·8	Tokyo Japanese	T.6Cy.22$\frac{7}{16}$",37"&61"-45¼" &LP turbines with DR gearing & hydraulic coupling OsakaIronWorks,Ld.Osa.		C
84992 147690 MLYV	**Tonbridge** **TwinSc** *CruiserStern* 1*Dk*	683 625 267					1924	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·4 B90'F37'	33·6	14·1	London British *WB*	T.6Cy.15",25"&41"-24" 166NHP D.&W.Henderson&Co.Ld.		
84993 27128 JTFD	**Tone Maru** *ss*Kob.No.3-5,33 *ss*Kob.No.1-36 2*Dks*(*Stl*)	4070 3504 2514	✠100A1 2,40 ✠LMC2,40 *Carrying Molasses in deep tanks*	Kob	*w*	CL 1,39	1920 7mo	MitsuiBussanKaisha TamaDckyd. A&CP	TamaiSyosen K.K. *Cell DB*283' 780*t DTf*33'87	345·0 P33'B74'F40' FK 5*tDTa*33'813*t FPT*	50·0	26·6	Kobe Japanese 6*BHCem* 56*tAPT*26*t*	T.3Cy.23",38"&64"-48" (*s*) 200lb 350NHP 2SB,6*cf*,GS110,HS4558 FD MitsuiBussanKaisha	29 ″ 0 s 5 ″ 4¼ 23 ″ 11	
84994 45372 JPRM	— *OilEng.* Wireless	538 — 343					1938	Urabe Zosensyo K.K.Osaka	SankyoKaiun K.K.	150·0	27·5	14·0	Osaka Japanese	OilEngines		
84995 33215 JBKC	**Tonegawa Maru** Ⓟ (*ex*Ceylon) *ss*Tama No.3-3,40 2*Dks*(*Stl*)	4998 4575 3565	✠100A1 3,40 ✠LMC3,40	Tama	*y*	CL 3,40	1913 8mo	A.McMillan&Son,Ld Dumbarton *Lloyd's A&CP*	MatsuokaKisen K.K. *CellDBa*117'*uE&*	400·8 P35'B129'F56' FK *B*42'*f*188'955*tFPT*	52·1	27·3	Hutyu Japanese 6*BHCem* 82*tAPT*45*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 458NHP 3SB,9*cf*,GS181,HS7860 D.Rowan&Co.Glasgow	30 ″ 0	
84996 1710 JTBH	— Ⓟ **TwinSc** **2*Dks***	574 554 336					1897	OsakaIron Works Osaka	SetsuyoSyosen K.K.	176·8	24·6	16·4	Osaka Japanese	T.6Cy.12",18½"&31"-22" 90NHP OsakaIronWorks,Osaka		
84997 155982 MDDJ	**Toneline** *Carrying Petroleum in bulk* *OilEng.* *CruiserStern* 1*Dk*	811 653 415					1928	Chantiers Generaux Cette	SenoraTransport Co.Ld.	197·8	29·0	13·7	London British *WB*	Oil Engines 4S.C.SA 6Cy.15"-15" 135NHP Motorenfabriek"Deutz" A.G.Köln-Deutz		V
84998 XNDC	**Tong Lee** (*ex*Dagny) Wireless 1*Dk&Spar dk*	1469 1306 886					1902	Nylands Værksted Oslo	Ching-KeeS.N.Co. Ld.	231·5	35·1	20·4	Chefoo Chinese *WB*	T.3Cy.16½",27"&44"-32" NB33 109NHP NylandsVærksted,Oslo		
84999 146002 GLFZ	**Tongariro** *ss*.Gls.No.3-2,37 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	8720 — 5464	✠100A1 *Shelter dk withfreeboard* 1,41 ~~4,40~~ BS11,40 ~~BS5,30~~ ✠LMC2,37 ✠Lloyd'sRMC ~~4,40~~ ~~11,4,0~~ 6,41 *Fitted for oil fuel*2,25 *F.P. above* 150° F.	Fal NYk	*a*†	CL 4,40	1925 2mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd's A&CP*	NewZealand ShippingCo.Ld. *CellDB*378'1429*t*	460·5 480·7(O.L.) B&F424' FK *FPT*121*tAPT*42*t*	62·7	35·2	Plymouth British 8*BHptCem* (2 *to Sh dk* 6 „ *U* „)	2 Steam Turbines SR geared to 1 Sc. Shaft 180lb (*s*) 1194NHP 5SB(4Spt),20*cf*,GS385, FD HS16940 D.Rowan&Co.Ld.Glasgow	37 ″ 9 s 6 ″ 9¾ 31 ″ 2¾	
85000 213092 WCDV	**Tongass** Ⓟ (*ex*Wapama-38) **Wood** *Fitted for oil fuel* Wireless *Mchy.Aft* 1*Dk*	951 — 584					1915	St.Helens S.B.Co. St.Helens,Or.	AlaskaTranspn. Co.	204·8	40·2	14·3	Juneau Utd. States	T.3Cy.13½",23"&40"-30" Moore&Scott 88NHP IronWorks,Oakland,Cal.		
85001	**Tongking** **TwinSc4Mst** *OilEng.* (*BURNT* 4,38) *ss*Cpn.No.3-2,28 *ss*Cpn.No.2-36 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6645 4778 4244	✠ 11,37 ✠	Cpn	*a*†		1914 10mo	Akt.Burmeistr&Wain Copenhagen	*CellDBa*126'*uE*	410·0 FK 42'*f*194' 1198*t FPT*	55·2	27·5	Japanese 7*BHptCem* 90*tAPT*72*t*	Oil Engines 4S.C.SA 12Cy.24$\frac{13}{16}$"-37$\frac{13}{16}$" 717NHP Akt.Burmeistr&Wain,Cpn	38 ″ 6	
85002 LDCG	**Tonjer** 1*Dk*	3268 2966 1948					1920	Smith's DockCo.Ld. Middlesbro'	Skibs.A/S Corona (H.M.Wrangell& Co.A/S, *Mgrs.*)	334·2 P84*t*H147*t*	48·0	22·7	Haugesnd Norwegian *WB*	T.6Cy.24",39"&65"-42" 274NHP Smith'sDockCo.Ld.Mdb.		N
85003 LDND	**Tönsbergfjord** **TwinSc** *OilEng.* D.F. *CruiserStern* 1*Dk&Shelter dk*	3156 2750 1830					1930	GötaverkenA/B Gothenburg	A/S DenNorske Amerikalinje	349·0 P98*t*H294*t*F13*t*	50·2	20·6	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 720NHP GötaverkenA/B.Got.		N
85004 1047 ESUT	**Tönu** (*ex*Roslagen-35, **Iron** *ex*Probus, *ss*Hbg.3rdNo.3-4,23 *ex*TudorPrince) *ss*Hbg.No.1-28 *Well deck* 1*Dk*(*IrnQws*)&*Webframes*	*1431* *1186* *834*	✠ 5,32 ✠	Hbg	*o*		1884 10mo	JLThompson&Sons Sunderland	G.Roosvee&others	245·2 P23'Q69'B59'F27' FK *DBa*69'*f*54'238*t*	35·0	17·6	Tallinn Estonian 4*BHCem*	C.2Cy.31"&57"-36" NDB01 162NHP 1DB,4*pf*,GS80,HS2811 J.Dickinson,Sunderland	18 ″ 8	V †
85005 ESXK	**Toomas** (*ex*Oresund-37, **Iron** *ex*Craiglands) *ss*Osc.2ndNo.3-7,08 *ss*Cpn.No.2-16 *Well deck* 1*Dk*(*Irn*)2*trB*	*1373* *1070* *808*	✠ 10,21 ✠	StN	*o*		1883 12mo	Irvine&Co. W Hartlepool	OlgaInkapool, Robt.Nelberg& others(Anton Truberg,*Mgr.*)	245·2 Q90'B63'F65' BK8½" *Cell*	33·3	15·9	Tallinn Estonian 4*BHCem* *DB*201'321*t*	C.2Cy.30"&57"-33" NDB01 156NHP 1DB,4*cf*,GS68 T.Richardson&Sons,Hpl.	18 ″ 11	V †
85006 149960 ~~VPGM~~ GNBN	**Toorak** (*ex*Voco-34) **3Mst** *ss*L.An.No.3-1,40 ~~*ss*Yka.No.2-35~~ 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* D.F. GyC. *Longitudinal framing*	8627 7957 5205	✠100A1 ~~7,40~~ ~~5,39~~ 3,41 1,40 ✠LMC ~~MSH,38~~ BS~~1,40~~3,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,27*F.P. above* 150° F.	LAn ~~Hfx~~NYk	*d*†	CL ~~8,37~~ 3,41	1927 12mo	Lithgows, Ld. PortGlasgow *Lloyd's A&CP*	Socony-Vacuum Transportation Co.Ld. *CellDBuE&B*6	460·0 P.118'B43'F42' FK 5'*f*35'318*tFPT*190*t*	62·8	36·4	London ~~HongKong~~ British 18*BHptCem* *APT*130*t*	T.3Cy.26½",46"&79"-54" (*s*) 220lb 666NHP 3SB,9*cf*,HS9300 FD D.Rowan&Co.Ld.Glasgow	36 ″ 6 s 7 ″ 5½ 29 ″ 3½	
85007 152014	**Toorie** (*ex*SirArthurDorman) *ss*Syd.No.1-28 *Mchy.Aft* 1*Dk*	414 309 159	✠ ... 1,32 ✠				1925 7mo	Govt.Dkyd Newcastle, N.S.W.	TheAdelaide SteamshipCo.Ld.	147·0 F20' FK	26·6	9·2	Melbourne British *WB*	T.3Cy.14",23"&39"-21" 84RHP Govt.Dckyd.Nwc.N.S.W.	11 ″ 0	
85008 220421 KDBB	**Topa Topa** Ⓟ D.F. *Fitted for oil fuel* Sub.Sig. *Ref.Mchy.* 2*Dks*	5356 — 3330					1920	Ls.Angeles S.B.&D.D.Co. S.Pedro.Cal.	WatermanS.S. Corp.	410·0 P43'B115'F47'	54·4	27·2	Mobile Utd.States	T.3Cy.28½",47½"&78"-48" LosAngeles 421NHP S.B.&D.D.Co.S.Pedro,Cal.		R
85009 144036 MJVP	**Topaz** (*ex*Collooney) *ss*Grk.No.3-11,32 *ss*Irv.No.2-40~~*ss*Bwg.No.1-37~~ *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	577 394 265	✠100A1 7,40 ~~2,39~~ 5,41 BS5,41 ~~MSH,37~~ ✠LMC7,40 ~~BS2,39~~	Lon ~~Irv~~ Bwg	*h*	CL ~~2,38~~ ~~6,40~~ 5,41	1920 1mo	J.Lewis&Sons,Ld. Aberdeen *Lloyd's A&CP*	Wm.Robertson *CellD*	164·8 171·0(O.L.) Q94'B11'F23' FK *Bf*97'125*t FPT*44*t*	27·0	11·1	Glasgow British 3*BHCem* *APT*19*t*	T.3Cy.14",24"&39"-27" (*s*) 180lb 82RHP 1SB,3*pf*,GS54,HS1894 J.Lewis&Sons,Ld.Abn.	13 ″ 3 s 3 ″ 8¼ 13 ″ 3¼	
85010 LDCH	**Topdalsfjord** *Fitted for oil fuel* D.F. 2*Dks*	4271 3753 2574					1921	Canadian Vickers,Ld. Montreal	A/S DenNorske Amerikalinje	365·3 P146*t*H302*t*F47*t*	49·7	26·5	Oslo Norwegian *WB*	T.3Cy.27",43"&70"-48" 339NHP CanadianVickers,Ld.Mtl.		N

1 Numero l'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane, Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd Trade.
* 85011 LDCI	**Topeka** TwinSc *OilEng.* ssOsl.No.3-5,37 D.F. 2*Dks*(*Stl*)	4991 4509 3030	✠100A1 *with freeboard* 10,39 ✠LMC CS6,37 DBS8,38 *Fitted for carrying oil* 3,25 *F.P. above* 150°F. *in deep tank*	Osl 1,37	*x*	CL 3,38	1925 3mo *Lloyd's* A&CP	Deutsche WerkeA.G. Kiel	Wilh.Wilhelmsen *Cell DB*301'880*t DTf*24'725*t Tanks in way of tunnels* 196*t FPT*102*t APT*69*t*	366·3 P32'F62' FK	51·2	31·4	Tönsberg Norwegian 7*BHptCem ptAsp* (1*to*2*nd dk*)	Oil Engines 4S.C.SA 12Cy.21¼″-35 7⁄16″ DB100*lb* 545NHP DeutscheWerkeA.G.Kiel	34 ″ 0 s10 ″ 1¾ 23 ″ 0¼	
85012 211469 WICV	**Topila** 3Mst *Fitted for oil fuel* 2*Dks* *Mchy.Aft* *Longitudinal framing* D.F. *Carrying Petroleum in bulk*	5125 — 3146					1913	NwprtNws S.B.&D.D.Co. NewprtNews	RichfieldOilCorp.	371·5	59·1	28·1	LsAngeles Utd.States *WB*	T.3Cy.24½″,41½″&72″-48″ 259NHP NewportNewsSB&DDCo.		R
85013 5230 SGWR	**Tor** 1*Dk*	*1052* 826 575					1911	Helsingörs Jernsk&Msk. Elsinore	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	222·7 P17'Q59'B104' H92*t*F27'	35·1	13·0	Stockholm Swedish *WB*	T.3Cy.16½″,26½″&44″-30″ 106NHP HelsingörsJernsk&Mskb.		V
85014 354 OHKO	— (*ex*Friesland)	306 280 164					1890	StettinerA.G.(v.M.&H.) Stettin	O/YRaumaWood, Ld.	136·0 130·5 Q53'B23'F14'	21·5	11·1	Rauma Finnish *WB*	C.2Cy.17″&31″-22″ 38NHP StettinerA.G.(v.M.&H.)		
85015 LJSP	**Tora** (*ex*Dorrit-37) 1*Dk*	851 729 476					1918	Schffb.Ges. "Unterweser" m.b.H. Wesermünde-L.	SkibsA/SHauges Rederi(A.Hauge)	212·9 P30'B63'F21'	31·4	13·2	Arendal Norwegian *WB*	T.3Cy.14⅜″,21⅞″&35¾″-23⅝″ Christiansen &Meyer,Harburg 85NHP		N
85016 LIWX	**Tora Elise** (*ex*Binbrook-34,*ex*Spind) *Mchy.Aft* 1*Dk*	721 517 345					1919	v.d.Kuy& v.d.Ree's Scheepsw. Maasdijk	SkibsA/S Hauges RederiII(A.Hauge, *Mgr.*)	180·6 Q99*t*B13*t*H14*t*F22*t*	28·1	12·4	Arendal Norwegian *WB*	T.3Cy.15″,24″&40″-24″ 78NHP N.V.v.d.Kuy&v.d.Ree		N
85017 10373 JFAI	**Tora Maru** TwinSc *Carrying Oil in bulk* *Mchy.Aft* 1*Dk*	503 — 341					1907	OsakaIron Works Osaka	SanoyasuZosensho K.K.	184·4	27·1	11·3	Osaka Japanese	T.6Cy.8″,13″&23″-12″ 37NHP OsakaIronWorks,Osaka		
85018 42343 JHBL	**Tora Maru No. 1** TwinSc *OilEng.* Wireless 1*Dk* *Mchy.Aft*	428 308 263					1936	Harima S.B.&Eng. Co.Ld. Harima	ShioharaKaiun ShokaiGomei Kaisha	150·0 P63'F23'	28·0	11·0	Tokyo Japanese *WB*	Oil Engines 4S.C.SA 12Cy.10 3⁄16″-15⅜″ 118NHP ItoIronWks.ShimizuCity		
85019 PKHG	**Toradja** *OilEng.* 1*Dk&Shade dk* *Mchy.Aft*	981 629 674					1930	N.V.Werf Gusto Schiedam	Koninkl.Paketv. Maats.	203·2 B49'F36'	34·1	11·5	Batavia Dutch	Oil Engines 4S.C.SA 8Cy.13 5⁄16″-19 11⁄16″ 143NHP Maschfbk.Augsburg-Nürnberg,Augsburg		V
85020 LJJC	**Torafire** (*ex*OuedElAbid-37, *ex*ElAbid,*ex*Bergpolder) Wireless 1*Dk*	823 660 478					1920	J.Koster Hzn. Groningen	SkibsA/S Hauges Rederi IV (A.Hauge,*Mgr.*)	198·7 Q66'B55'F18'	30·9	12·7	Arendal Norwegian *WB*	T.3Cy.15″,25″&39½″-26½″ 80NHP L.Straatmann,Dordrecht		V
85021 28884 JKGA	**Torai Maru** (*ex*HimuroMaru) *Ref.Mchy.* 1*Dk* Wireless	643 507 352					1922	Yokohama DockCo. Yokohama	NichiroGyogyo K.K.	175·0 P21'B62'F28'	28·0	15·5	Yokohama Japanese *WB*	T.3Cy.13″,21″&36¾″-27″ 70NHP YokohamaDockCo.Yka.		
119/40 85022 LDIW	**Toran** (*ex*Notanda) ssOsl.No.3-8,30 D.F. ssOsl.No.2-38 1*Dk*(*Stl*)	3318 2995 2058	✠100A1 11,38 BS1,40	Osl ✠LMC11,38	*v*	CL 11,38	1918 3mo *Lloyd's* A&CP	R.Thompson&Sons,Ld Sunderland	A/S Chr.ChristensensRederi (Chr.Christensen)	340·7 P29'B98'F33' FK *CellDB*285'733*t*	48·5	21·9	Oslo Norwegian 6*BHCem* *APT*57*t*	T.3Cy.24″,40″&65″-42″ (*r*) 180lb 307NHP 2SB,6*cf*,GS124,HS4874 Blair&Co.Ld.Stockton	24 ″ 4	
85023 OHXN	**Toras** (*ex*Ziva-38,*ex*Anvall-35, Iron *ex*Niobe, ssHbg.3rdNo.3-6,21 *ex*Kingscote) 1*Dk*2*trB* Wireless D.F. *Well deck*	965 767 487	✠ … 5,25 ✠				1883 4mo	R.Thompson&Sons Sunderland	HelsinginKalastus o/y(YrjöHurstinen,*Mgr.*)	229·3 220·1 Q75'B48'F25' BK10″	32·2	13·1	Helsingfrs Finnish *WB*	C.2Cy.28⅝″&54″-36″ 142NHP R.&W.Hawthorn,Nwc.	16 ″ 5	V
85024 LJAP	**Toratre** (*ex*Nicolas-Toussaint-35) 1*Dk*	1016 804 547					1920	N.V.HollandS.B.Co. Hendrik-Ido-Ambacht	S.Ugelstads RederiA/S(S.Ugelstad,*Mgr.*)	216·5 P13'Q57'F26'	34·6	13·4	Oslo Norwegian *WB*	T.3Cy.15″,25″&38″-27″ 75NHP Verschure&Co.Ams.		
85025 LDNK	**Torborg** (*ex*HenryDeutsch de la Meurthe) ssRot.No.3-3,34 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing* ssSch.No.1-39	*6042* 5884 *3564*	✠100A1 12,40 ~~1,38~~ MS6,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,21 *F.P. above* 150° F.	Fal Mch ✠LMC BS1,40	*z*	CL 6,39	1921 5mo AP	Bethlehem S.B.Corp.Ld. Sparrow's Point,Md.	M.Mosvold *CellDB*63' 185*tDTf*32'322*t*	412·0 427·0(O.L.) P125'B32'F43' FK *FPT*98*tAPT*102*t*	53·2	30·9	Farsund Norwegian 16*BHptCem ptAsp* (11 *to U dk* 5 „ 2*nd* „)	T.3Cy.27″,45″&74″-48″ (*s*) 180lb 552NHP 3SB,9*cf*,GS193,HS8358 FD BethlehemS.B.Corp.Ld.	31 ″ 0 ~~s6 ″ 10~~ ~~24 ″ 7~~ s5 ″ 8½ 25 ″ 7¼	
85026 12 ICKN	**Torcello** (*ex*GustavSchindler-35, *ex*Astrakhan) *Fitted for oil fuel* *Mchy.Aft* D.F. 2*Dks* *Carrying Petroleum in bulk*	3336 3216 2012					1892	Palmers' Co.Ld. Newcastle	SocietàItaliana Petroliere d'Oriente (AgenziaMarittimaItaliana,Cap G.Folcini,*Mgrs.*)	338·8 328·5 P20'F30'	42·1	28·7	Rhodes Italian *WB*	T.3Cy.24″,40″&64″-42″ NB16 265NHP Palmers'Co.Ld.Newcastle		I
85027 164632 GYTL	**Tordene** ssB.As.No.1-40 D.F. 1*Dk* *CruiserStern*	4271 3905 2614	✠100A1 2,41 ~~9,39~~ BS5,40	Bry Npt ✠LMC ~~5,36~~ MS12,40	*y*	CL 9,39	1936 5mo *Lloyd's* A&CP	W.Gray&Co.Ld. WHartlepool	TordeneShipping Co.Ld.(DeneManagementCo.Ld. *Mgrs.*) *CellDB*	385·5 P51'B237'F35' FK 331'995*tFPT*116*tA*	53·2	24·6	London British 6*BHCem* *PT*104*t*	T.3Cy.21″,33½″&58″-42″ 200lb (*s*) 289NHP 2SB(Spt)6*cf*,GS109,HS4964 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	26 ″ 10 s3 ″ 2½ 23 ″ 10¼	
85028 LFCH	**Tordenskjold** Ⓟ 1*Dk&Awngdk*	921 891 550					1906	Trndhjms Mek.Værks. Trondheim	DetNordenfjeldske Dampskibsselskab	196·1	29·7	15·7	Trndheim Norwegian *WB*	T.3Cy.16½″,26½″&45½″-30″ 113NHP TrondhjemsMV.Trndheim		N
85029 LFCI	— Iron ssBgn.No.1-94 *Well deck* 1*Dk*	576 431 340	✠ … 2,96 ✠				1889 7mo	Bergens Mek.Værks. Bergen	A/S D/S Tordenskjold(RasmusF. Olsen)	169·4 Q41'B51'F24' BK7″	26·3	12·8	Bergen Norwegian *WB*	T.3Cy.14″,22½″&37″-24″ NB16 78NHP BergensM.V.Bergen	13 ″ 8	N †
85030 LFBO	**Tore Hund** (*ex*Bergslien) *Mchy.Aft* 1*Dk*	428 327 226					1920	Hölens VerkstedA/S Larvik	A/SNordlandslinjen(O.Jacobsen, *Mgr.*)	144·9 P66*t*F20*t*	26·3	12·1	Harstad Norwegian *WB*	T.3Cy.9½″,15½″&26″-18″ SpeedwellIronworks,Coatbridge 27NHP		N

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
85031 LFCK	**Tore Jarl** 1*Dk*	1514 1319 886					1920	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	243·0|39·3|17·3 P28′B67′F29′	Trndheim Norwegian *WB*	T.3Cy.18″,$29\frac{1}{2}$″&49″–33″ 138NHP FredrikstadM.V.Frdstad		N
85032 LFCL	**Torfinn Jarl** 1*Dk*	1481 1293 861					1922	Fredrkstad Mek.Værks. Fredrikstad	DetNordenfjeldske Dampskibsselskab	243·1|39·3|17·2 P69*t*H42*t*	Trndheim Norwegian *WB*	T.3Cy.18″,29″&49″–33″ 138NHP FredrikstadM.V.Frdstad		N
85033 5617 SGXU	**Torfrid** (*ex*Laboremus) 1*Dk*	*630* *476* *321*					1903	Framnes Mek.Værks Sandefjord	Rederiaktieb. Ostersjön(A. Christensen, *Mgr*)	169·5|28·1|11·5 Q58′B39′H47*t*F17′	Trelleborg Swedish *WB*	C.2Cy.$13\frac{3}{16}$″&$29\frac{1}{16}$″–$23\frac{3}{8}$″ 34NHP PorsgrundM.V.Porsgrunn		V
85034 LHPW	**Torgeir I** (*ex*Regia, *ex*Lardal,*ex*Slemdal) Comp3Mst *OilEng.* Wireless 1*Dk*	427 330 253					1919	Larvik Slip &VerksA/S Larvik	D/SA/S Borgundöy(L.Hauge, *Mgr.*)	145·4|26·9|12·0 P65*t*H6*t*F6*t*	Haugesnd Norwegian	Oil Engines 2S.C.SA 4Cy.$16\frac{11}{20}$″–$18\frac{9}{10}$″ 192NHP J&CGBolindersCoLd.Skm		N
144/40 85035 167312 GTGF	**Torinia** D.F. *OilEng.* E.S.D. 1*Dk,2nd dk clear of cargo tanks* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom& at deck*	10364 9348 6178	✠100A1 2,40 ✠LMC7,39 *Carrying Petroleum in bulk*	Bkn	*f*†	CL	1939 7mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	Anglo-Saxon PetroleumCo.Ld. *CellDBuE78′199t DTf28′395t FPT250tAPT135t*	505·8|64·6|36·9 525·3(O.L.) P103′B45′F59′ FK	London British 18*BH*	Oil Engines 4S.C.SA 10Cy.$25\frac{9}{16}$″–$55\frac{1}{8}$″ 628NHP 2DB*180lb* Hwthrn,Leslie&CoLd.Nwc	37 ″ 0 s 7 ″ $7\frac{3}{4}$ 29 ″ $7\frac{1}{2}$	
85036 7357 SGXW	**Torkel** (*ex*Yukon) *ss*Osc.3rdNo.3–1,39 *Well deck* 1*Dk*(*Stl*)*&deepframing* *Cargo battens not fitted*	*1236* *863* *572*	✠100A1 ~~5,401,39~~ 3,41 ✠LMC MS1,39 ~~BS6,39~~ BS12,40 ~~5,40~~	Osc ~~Cff~~Lon	*n*	CL ~~12,38~~ 12,40	1903 6mo *Lloyd's A&CP*	Mackie& Thomson Glasgow	RederiA/B Tellus (A.Wingren,*Mgr.*) *CellDBa73′uE17′f100′ 367t FPT43tAPT44t*	232·1|34·1|13·6 241·6(O.L.) P18′Q67′B56′F23′ FK	Oscrshmn Swedish 4*BHCem*	T.3Cy.19″,30″&50″–33″ (*s*) 180lb 177NHP 2SB,6*pf*,GS104,HS3014 D.Rowan&Co.Glasgow	15 ″ 10 s 1 ″ $0\frac{1}{4}$ 15 ″ $0\frac{1}{4}$	
85037	**Tormes** (*ex*Tornes-38) 2*Dks* *Cruiser Stern*	1339 1156 729					1938	Xiansands Mek.Værks. A/S Xiansand	~~M.M.dePinilles~~ Cia.Maritima Frutera,S.A.	250·7|42·1|14·0	Cadiz Spanish	T.3Cy.$17\frac{1}{4}$″,26″&46″–$33\frac{1}{2}$″ &exhaust turbine driving steam compressor 122NHP Akt.LindholmensVarvGot		N
85038 305 ESOJ	**Tormilind** WoodAuxSc4MstSr (*ex*SailingVessel-39) *OilEng.* (*See Sailing Ship Register*)	494 — 345					1922	R.Pahlberg Hara	KäsmuLaeva Omanikud(O. Tiedemann,*Mgr.*)	150·0|33·8|13·6	Käsmu Estonian	Oil Engines 4S.C.SA 8Cy.$9\frac{1}{2}$″–$14\frac{3}{16}$″ 73NHP Humboldt-Deutz- NE39 motoren,A.G.Köln-Deutz		
85039 ~~386~~ ~~KSAY~~ 142469 MLWY	**Torni** (*ex*Claudegallus,*ex*WarIsis) *ss*Tln.No.3–5,31 *ss*Tln.No.2–39 1*Dk*(*Stl*) *Cargo battens not fitted*	2044 1825 1209	✠100A1 3,41~~12,39~~ ✠LMC~~12,39~~ 4,41	Tln Liv	*r*	CL ~~3,38~~ 4,40	1918 5mo	Pt.Arthur S.B.Co.Ld. PortArthur, Ont. A&CP	Ministry of Shipping(RodneyS.S. Co.Ld.*Mgrs.*) *CellDB* 210′628*t F PT*80*tAPT*105*t*	251·0|43·8|21·6 261·0(O.L.) P27′B78′F27′ FK	Liverpool British 4*BHCem*	T.3Cy.$20\frac{1}{8}$″,$33\frac{1}{2}$″&54″–40″(*s*) 190lb 256NHP 2SB,6*cf*,GS126,HS4626 Pt.ArthurS.B.Co.Ld.Pt.A.	23 ″ 0 s 3 ″ $0\frac{1}{4}$ 20 ″ 2	
85040 165349 GZFP	**Tornus** *ss*Cff.No.1–40 *OilEng.* D.F. 1*Dk, 2nd dk clear of cargo tanks* E.S.D. *Longitudinal framing at bottom & at deck* *Mchy.Aft CruiserStern*	8054 7224 4756	✠100A1 ~~9,30~~11,40 ~~✠LMC9,36~~ *Carrying Petroleum in bulk* ✠LMC CS11,40 DBS11,40 9,39	Nwc Cff	*c*†	CL 9,39	1936 9mo *Lloyd's A&CP*	Bremer Vulkan Vegesack	Anglo-Saxon PetroleumCo.Ld. *Cell DBuE64′ 141t DT f25′272t FPT139t APT85t*	465·0|59·4|33·8 483·3(O.L.) P92 B47′F48′ FK	London British 17*BHptCem*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$″–$55\frac{1}{8}$″ 502NHP DB*180lb* BremerVulkan,Vegesack	34 ″ 0 s 6 ″ $8\frac{3}{4}$ 27 ″ $6\frac{1}{4}$	
85041 LDCO	**Torny** (*ex*Marshall) *ss*Osl.No.1–24 Sub.Sig. 1*Dk*	2424 2148 1389	✠ … 7,26				1919 1mo	ThePusey &JonesCo. Wlmgtn,Del.	A/S Nesjar (EilertLund)	300·7|44·3|19·6 P29′B75′F29′ FK	Bergen Norwegian *WB*	T.3Cy.22″,36″&59″–39″ NE26 292NHP BeverDorling&Co. Bradford	22 ″ 3	N †
85042 LOHS	**Toro** (*ex*Diana) Wireless 1*Dk* *Mchy.Aft* Sub.Sig. *Fitted for oil fuel*	1405 — 801					1922	Werft Nobiskrug G.m.b.H. Rendsburg	Cia.Argentina de Nav.Mihanovich Ltda.	250·0|37·5|12·8 P&B59′F8′	Bns.Aires Argentine *WB*	T.3Cy.$17\frac{3}{4}$″,$28\frac{1}{2}$″&$45\frac{1}{4}$″–$29\frac{1}{2}$″ 110NHP OttensenerMaschf.Altona		G
85043	**Toro Maru** 1*Dk*	1925 1540 1086					1939	KawaminamiKogyo K.K. Nagasaki	KitaNipponKisen K.K.	271·6|40·0|20·3 P87′F29′	Tokyo Japanese *WB*	T.3Cy.$18\frac{11}{16}$″,30″&50″–36″ 150NHP KawaminamiKogyoK.K. Koyagisima		
85044 149431	**Torondoc** *Mchy.Aft* 1*Dk*	1927 1638 1151					1927	Swan,Hunter&Wigham Richardson, Ld Newcastle	PatersonSteamships,Ld.	252·9|43·4|17·8	Ft William Ont. British *WB*	T.3Cy.15″,25″&40″–33″ 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
85045 LDCP	**Toronto** TwinSc *OilEng.* *ss*NYk.No.3-12,40~~ssCot.No.2-36~~ D.F. 2*Dks*(*Stl*)	5018 4282 2883	✠100A1 ~~5,30~~12,40 DBS10,40 ✠LMC12,40 *Carrying oil F.P. above 150° F. in forward deep tank*	Cpn NYk	*y*	CL 5,39	1928 1mo *Lloyd's A&CP*	C.de Normandie Rouen	Wilh.Wilhelmsen *CellDB* 333′798*t* *Tanks in way of tunnels* 198*t D Tf*31′877*tFPT*61*tAPT*74*t*	381·8|52·2|27·7 397·5(O.L.) P35′B141′F33′ FK	Tönsberg Norwegian 7*BHptCem* 1 ,, *to* 2*nd dk*	Oil Engines 4S.C.SA 12Cy.$24\frac{13}{16}$″–$43\frac{5}{16}$″ 714NHP DB*100lb* Ch.&Atel.deSt.Nazaire	30 ″ 0 s 5 ″ 4 24 ″ 10	
85046 107412 VGTD	— Ⓟ Pad 3*Dks*	2779 1742 1652					1899	Bertram E. WorksCo.Ld. Toronto,Ont.	Canada Steamship Lines,Ld.	269·4|36·0|13·8	Toronto British	T.3Cy.28″,44″&72″–72″ 440NHP BertramEng.Wrks.Co.Ld.		
85047 147337 GMCF	**Toronto City** (*ex*Kyrenia-37, *ex*Nigerian-35) *ss*Brs.No.3–3,37 D.F. 1*Dk& Shelter dk*	2486 2176 1486	✠100A1 *with freeboard* 9,40~~12,39~~ ✠LMC MS3,37 BS12,39	Brs	*u*	CL 12,38	1925 10mo *Lloyd's A&CP*	Barclay, Curle&Co.Ld. Glasgow	BristolCityLine of Steamships,Ld.(C. Hill&Sons,*Mgrs.*) *CellDBa86′uE21′ f136′543tFPT62tAPT24t*	321·8|46·2|19·7 F30′ FK	Bristol British 6*BHptCem* *Coll ,, to Sh dk*	T.3Cy.$20\frac{3}{4}$″,$34\frac{1}{2}$″&58″–42″ 180lb (*s*) 279NHP 2SB&1Aux.SB,8*cf*,GS155, HS4869 Barclay,Curle&Co.Ld.Gls.	21 ″ 6 s 1 ″ $2\frac{1}{4}$ 20 ″ $5\frac{1}{2}$	
85048 UOVA	**Toros** (*Icebreaker*) Wireless 2*Dks*	1396 1382 —					1916 *Completed1930byS.B.&E.W. André Marti,Leningrad*	Becker& Co. Tallinn	U.S.S.R.	198·2|46·6|25·2	Odessa Russian *WB*	T.3Cy.26″,$42\frac{1}{2}$″&70″–42″ B*made*29 318NHP Becker&Co.Reval		
85049 22 IUYX	**Torquato Gennari** (*ex*Hvitra, *ex*Mineral,*ex* Fredsholm,*ex*England) *ss*Osl.3rdNo.3–12,22 *ss*Mmo.No.1–27 *Well deck* 1*Dk& Webframes*	1012 727 599	✠ … 1,31 ✠				1890 1mo	W.Dobson &Co. Newcastle	U.GennarifuT.	247·0|28·4|12·7 238·9 Q70′B95′F25′ len97 FK	Rimini Italian *WB*	T.3Cy.15″,25″&41″–30″ 98NHP Alley&M'Lellan,Glasgow	15 ″ 4	I †

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Details des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Dérive.Cert.Ref.Trade
85050 130188 MFGS	**Torquay** ssDun.2ndNo.3–7,39 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	870 605 435	✠100A1 7,40 ~~7,39~~ ✠NB7,15 ✠LMC7,39 BS7,40	Dun Abn	*k*	CL ~~8,37~~ 7,40	1914 8mo *Lloyd*	J.Crown& Sons,Ld. Sunderland *'sA&CP*	J.&A.Davidson, Ld. *CellDBa&uE59'f84'196tFPT49tAPT41t*	200·0 206·0(O.L.) P21'Q44'B48'F21'	30·0	12·2 FK	Drtmouth British 4*BHCem*	T.3Cy.17",28"&46"–30" (*s*) 180lb 140NHP 2SB,4*pf*,GS58,HS2350 N.E.MarineEng.Co.Ld.Sld	14 " 3 s " 10½ 13 " 6¼	
85051 165160 GZPW	**Torr Head** D.F. E.S.D. 1*Dk&Shelterdk* *CruiserStern*	5021 4432 3046					1937	Harland& Wolff,Ld. Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons,Ld *Mgrs.*)	407·3 P25'F32'	58·9	24·8	Belfast British *WB*	T.3Cy.22",37"&61"–45"& LP turbine with chain drive Harland&Wolff,Ld.Bel.		C
85052 EAPY	**Torras y Bages** (*ex*Velasquez) ssBcl.2ndNo.3–3,27 Wireless 1*Dk(Stl)&Spar dk(ptStl* *&ptIrn)&deep framing*	1344 1300 754	✠ 8,32	Bcl	*p*		1902 1mo	ClydeSB.& E.Co.Ld. Pt.Glasgow	Cia.Trasmedi- terranea *CellDBa52'uE&B35'f105'311tAPT11t*	238·0 P37'B63'F54'	35·7	12·2 19·6 FK	Barcelona Spanish 4*BHCem*	T.3Cy.19",31"&51"–33" 170NHP NB*made*21 *fitted*3,27 NDB*made*16*refitted*27 1SB,3*cf*,GS70,HS2736 ClydeS.B.&E.Co.Ld.P.Gl.	21 " 10	
85053 LKFA	**Torrens** TwinSc *OilEng.* D.F. E.S.D. 1*Dk&Shelterdk,3rddk* GyC. *except in after holds* *Cruiser Stern* *Butts of shell & deck plating electrically welded*	6692 5891 4076	✠100A1 *with freeboard* ~~4,40~~ ~~5,39~~ 2,41 ✠LMC5,39 *Carrying cargo oil F. P. above 150° F. in deep tank & tanks in way of tunnels*	Mmo NYk	*e*† 2¼	CL	1939 5mo *Lloyd*	Kockums M.V.Aktieb. Malmö *'sA&CP*	Wilh.Wilhelmsen *CellDBuE&f274'1118t MTs30'1442tTanks in way of tunnels 1122t FPT131tAPT191t*	479·1 498·5(O.L.) P42'F44'	62·3	28·8 FK	Tönsberg Norwegian 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 2S.C.DA 14Cy.23⅝"–43 3/16" 2722NHP DB*100lb* KockumsM.V.Akt.Malmö	31 " 7 s 4 " 2¼ 27 " 7¼	
85054 215233 WICW	**Torres** *Carrying Petroleum in bulk* *Mchy.Aft* *Fitted for oil fuel* D.F. 2*Dks* *Longitudinal framing*	4943 — 2955					1917	NwprtNws S.B.&D.D.Co NewprtNews	~~RichfieldOilCorp~~. Bernuth,Lem- bckeCo.Inc.	371·5 B27'F34'	59·1	26·8	Portland, Ore. Utd.States *WB*	T.3Cy.25 1/16",41½"&72"–48" 360NHP NewportNewsSB&DD.Co.		R
* 85055 LFCP	**Torridal** ssOsl.No.2–39 1*Dk(Stl)* *Cargo battens not fitted*	1381 1208 780	✠100A1 1,40 ✠LMC7,39	Osl	*p*	OG 7,39	1930 6mo *Lloyd*	Langesnds Mek.Verks Langesund *'sA&CP*	IngvaldBjörneboes RederiA/S (I.Björneboe*Mgr.*) *CellDBa&uE*100' *f*94' 340*t FPT*50*tAPT*80*t*	249·1 261·5(O.L.) P22'B56'F26'	38·1	15·2 FK	Xiansand Norwegian 4*BHCem*	C.4Cy.(2)14¾"&(2)31½"– 31½" 205lb (*s*) FD 152NHP 2SB(Spt),4*cf*,GS50,HS2097 TrondhjemsMVTrondheim	17 " 3 s 1 " 11 15 " 6	
85056 7954 SKRW	**Torsa** ssOsc.No.1–38 1*Dk(Stl)& Shelter dk(Stl)* Wireless D.F. *Cargo battens not fitted* *Strengthened for Navigation in Ice*	*1511* *1310* *811*	✠100A1 *with freeboard* 4,41 ~~10,39~~ ✠LMC4,38 BS7,40	Hbg ~~Got~~Skm	*r*	OG 10,39	1934 5mo *Lloyd*	Nya Varvs- aktb.Öresund Landskrona *'sA&CP*	A/B Transmarin (S.Redig,*Mgr.*) *CellDB*219'580*tFPT*35*tAPT*70*t*	259·1 275·2(O.L.)	40·4	16·0 FK	Hlsngborg Swedish 4*BHCem* (*Coll to Sh dk* 3 „ *2nd* „)	T.3Cy.18½",29 5/16"&48 7/16"– 33½" 185lb (*s*) 172NHP 2SB,4*cf*,GS60,HS2379 FD NyaVarvsaktiebOresund	19 " 2 s 0 " 6¼ 18 " 9	
85057 LEFD	**Tortugas** *OilEng.* D.F. ssOsl.No.3–11,34 ssOsl.No.1–38 2*Dks(Stl)* *CruiserStern*	4697 4318 2852	✠100A1 *with freeboard* ~~3,40~~~~12,39~~3,41 ✠LMC CS9,38 DBS~~9,39~~11,40 ~~5,37~~1,39 *Fitted for carrying oil* 11,23*F.P. above* 150° F.*in deep tank*	Osl ~~Ski~~NYk	*x*	CL ~~9,38~~ 8,40	1923 11mo	Deutsche WerftA.G. Hamburg	Wilh.Wilhelmsen *CellDB*294'833*tMT*24' 776*tFPT*134*tAPT*16*t*	357·6 F60	51·2	30·7 FK	Tönsberg Norwegian 6*BHptCem*	Oil Engines 4S.C.SA 6Cy.29⅛"–47¼" DB*115lb* 493NHP A.E.G.Turbinefabk.Berlin	33 " 2 s 7 " 8¾ 25 " 7	
85058 146267 GDCZ	**Tortuguero** *Ref.Mchy.* Sub.Sig. D.F. E.S.D. 2*Dks*	5285 4557 3275					1921	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	400·1 P42'B155'F41'	51·2	30·1	Glasgow British *WB*	T.3Cy.27½",46½"&78"–54" 447NHP A.Stephen&Sons,Ld.Gls.		C
85059 SPAA	**Torun** (*ex*Brumaire) ssGdy.No.3–4,35 ssDnz.No.1–39 *Well deck* 1*Dk(Stl)*	2018 1576 1122	✠ 3,39	Dnz	*r*		1926 2mo	Chant.Nav Français Caen *CellDBa&uE*66'*f*107'405*tDTsa*34'205*tFPT*77*tAPT*22*t*	ZeglugaPolska S.A.(PolishS.S. Agency,Ld.*Mgrs.*)	269·1 P22'Q87'B50'F23'	39·7	17·5 FK	Gdynia Polish 4*BHCem*	T.3Cy.18⅛",20 5/16"&49 3/16"– 37⅛" 189NHP 2SB,4*cf*,GS95,HS3247 Etab.Nat.d'Indret,Indret	19 " 10	
85060 LDRJ	**Torungen** 1*Dk* *CruiserStern*	1948 1196 1142					1931	Trndhjms Mek.Værks. Trondheim	SkibsA/S Remon- strant(Bertrand Jacobsen,*Mgr.*)	276·3 P66*t*H101*t*	43·1	18·1	Arendal Norwegian *WB*	T.3Cy.20½",33"&56"–36" 188NHP TrondhjemsMVTrondheim		N
85061 LJNU	**Torvang** (*ex*Hagar-37, Wood *ex*Julia,*ex*Calcium) *OilEng.*	*412* *304* *242*					1918	Norrköp- ingsVrfsA/B Norrköping	Johannes Taranger	141·9 P47'F21'H14*t*	28·1	11·1	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 3Cy.17 1/16"–18½" 165NHP JV.SvenssonsMtrfbkSkm.		V
85062 LDCR	**Torvanger** (*ex*GrandeGaard) Sub.Sig. *Fitted for oil fuel* 1*Dk&Shelter dk*	6568 6260 4122	✠ ... 11,20 ✠				1920 10mo	W.Doxford &Sons,Ld. Sunderland	Westfal-Larsen& Co.A/S	420·1 H197*t*	54·0	34·4 FK	Bergen Norwegian *WB*	T.3Cy.27",44½"&75"–54" 582NHP W.Doxford&Sons,Ld.Sld	37 " 0	N †
85063 124624 MCYV	**Toryisland** (*ex*Shotton) ssSld.2ndNo.3–2,36 *Mchy.Aft* *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	300 223 110	✠100A1 Examined 4,41 Lth BS4,41 ✠LMC3,40	~~Sld~~	*e*	CL 3,40	1909 5mo *Lloyd*	Cochrane &Sons Selby *'sA&CP*	~~SirJamesLaing&~~ ~~Sons,Ld.~~ Efford ShippingCo.Ld.	135·0 Q48'B11'F23'	23·1	9·3 BK7½"	London ~~Belfast~~ British 3*BHCem* *FPT*40*t*	C.2Cy.17"&36"–24" (*s*) 130lb 62RHP 1SB,3*pf*,GS51,HS1352 C.D.Holmes&Co.Ld.Hull	10 " 6 s " 7 10 " 7	
85064 13176 JBHC	**Toryu Maru** (*ex*MisumiMaru, *ex*Hilary,*ex*RedSea) ssLiv.No.3–1,01 ssH.Kg.No.2–10 1*Dk&Spar dk3trB*	1992 1837 1420	✠ ... 8,12 ✠				1889 7mo	WBThmp- son&Co.Ld. Dundee	YamamotoSyoten GosiKaisya	275·0 B64'F36'	37·2	15·8 22·8 BK9½"	Kobe Japanese *WB*	T.3Cy.21",33"&54"–42" 182NHP W.B.Thompson&Co.Ld.	25 " 2	
85065 44373 JFAM	**Tosan Maru** TwinSc *OilEng.* *Ref.Mchy.* 3*Dks* *CruiserStern*	8666 — 5179					1938	Mitsubishi JukogyoK.K Nagasaki	SettuSyosenK.K. (OsakaSyosenK.K. *Mgrs.*)	465·9 F38'	62·3	41·0	Osaka Japanese *WB*	Oil Engines 2S.C.SA 14Cy.28⅜"–49 3/16" 1960NHP MitsubishiJukogyoK.K. Nag.		C
85066 PIAF	**Tosari** *Ref.Mchy.* *OilEng.* D.F. 3*Dks*	7029 6684 4454					1919	Bonn& Mees Rotterdam	Rotterdamsche Lloyd~~(W.Ruys&~~ ~~Zonen,Mgrs.)~~	445·8 F42'	54·3	34·2	Batavia ~~Rotterdam~~ Dutch *WB*	Oil Engines 2S.C.SA 8Cy.29 1/16"–52½" 1246NHP NE31 Kon.Maats."DeSchelde" Flushing		V
85067																

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R.
85068 PKHB	**Tosari** *OilEng.* 1*Dk*&*Shade dk*	981 629 673					1930	N.V.Werf "Gusto"v/h F.Smulders Schiedam	**Koninkl.Paketv. Maats.**	203·3|34·2|11·6	Batavia Dutch *WB*	Oil Engines 4S.C.SA 8Cy.13$\frac{9}{16}$"–22$\frac{7}{16}$" 142NHP Maschfbk.Augsburg, Nürnberg,Augsburg		V
85069 1925 IUZE	**Tosca** 3Mst *ss*Hul.No.3–5,20 *Well deck* *ss*Sou.No.2–28 *Mchy.Aft* 1*Dk*(*Stl*)	474 346 192	✠ 12,33 ✠	Sou	*g*		1908 6mo	AilsaS.B. Co.Ld. Ayr	**G.M.Scotto**	162·2|25·6|11·4 155·4 Q86'B11'F23' BK7" *WB=FPT*48*t*	Genoa Italian 3*BHCem* *APT*36*t*	C.2Cy.18"&40"–27" 64NHP 1SB,3*pf*,GS53,HS1631 AilsaS.B.Co.Ld.Troon	12 ″ 3	I †
85070 2049 ICJE	**Toscana** Ⓟ **TwinSc** (*ex*Saarbrücken–35) *Corrugated sides* Sub.Sig. **D.F.** 3*Dks*	9442 — 5487					1923	Akt.Ges. "Weser" Bremen	**LloydTriestino Soc.Anon.diNav.**	479·7|57·6|31·2 458·7|62·3|30·8 B142'F44'	Genoa Italian *WB*	T.6Cy.24$\frac{3}{8}$",40$\frac{9}{16}$"&66$\frac{1}{8}$"–47$\frac{1}{4}$" 600NHP A.G."Weser,"Bremen		I
85071 29890 JKMB	**Tosei Maru** (*ex*TohseiMaru–38) *Fitted for oil fuel* 2*Dks*	5484 5008 3352					1926	Uraga DockCo. Uraga	**YamashitaKisen K.K.**	400·0|53·0|32·0 P28'B124'F39'	Kobe Japanese *WB*	2 Steam Turbines DR geared to 1 Sc.Shaft Westinghouse ElectricMfg.Co.		C
85072 24975 JEBD	**Tōsei Maru** (*ex*TokohMaru–38, *ex*HeinanMaru–34) *ss*Kob.No.3–9,30 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)& *Web frames* *Longitudinal framing*	4364 3677 2719	✠ ... 2,36 ✠	Yka	*w*	CL 1,35	1919 8mo	OsakaIron Works,Ld. Osaka *CellDB*294'	**KiharaSyosen K.K.** 1120*t DTa* 32' 690*t*	345·0|49·8|28·2 P30'B98'F34'*on* *Shelter dk* FK *Collision* *FPT*115*tAPT*29*t*	Tokyo Japanese *Cem* *BH to Sh dk* 5 „ „ *U* „	T.3Cy.24",41"&67"–48" 382NHP 2SB,6*cf*,GS124,HS5186 OsakaIronWrks,Ld.Osaka	28 ″ 2	C †
85073 44036 JZHL	**Tosei Maru** (*ex*TungSheng–38, *ex*Bornite–37,*ex*CanadianRover) *Fitted for oil fuel* 2*Dks*	2433 — 1423					1920	TheColl- ingwood S.B.Co.Ld. Collingwood	**OkadaGumiK.K.**	251·0|43·6|23·6 P24'B64'F23' *WB*	Osaka Japanese	T.3Cy.18",30"&50"–36" 150NHP CollingwoodS.B.Co.Ld		C
85074	**Tosno** (*ex*Brabant–34, *ex*Dotterel, *ss*Mch.No.3–7,24 *ex*Poland) *ss*Ant.No.1–29 2*Dks*(*Stl*)	*1754* *1562* *810*	✠ 11,34 ✠	Ant	*q*		1911 8mo	Barclay, Curle&Co.Ld. Glasgow	**U.S.S.R.** *Cell D B a* 58'	260·0|36·0|22·2 B73'F33' FK&BK1$\frac{1}{2}$" *E*22'*f*116'257*t FPT*	Leningrad Russian 4*BHCem* 48*tAPT*25*t*	T.3Cy.19$\frac{1}{2}$",34"&55"–42" HS4252 246NHP 2SB&1AuxSB,8*cf*,GS131, Barclay,Curle&Co.Ld.Gls.	24 ″ 6	
85075 43065 JKRL	**Tosyo Maru** 1*Dk*	1290 — 707					1937	Namura Zosensho K.K. Osaka	**KonanKisenK.K. (HinodeKisenK.K.** *Mgrs.*)	219·3|35·8|18·5	Tokyo Japanese	Steam		
85076 23579 JHIB	— (*ex*DaitokuMaruNo.3)	1236 — 822					1918	....	**KitaKyushu SyosenK.K.**	225·0|33·0|18·7	Fukuoka Japanese	T.3Cy. YoshidaIronWorks		
85077 31729 JHPB	**Tosyu Maru** (*ex*GiuseppeSoncino, *ex*Emma,*ex*WarHorus) *ss*Kob.No.2–26 1*Dk*	2115 1772 1219	✠ ... 3,30 ✠				1918 10mo	Pt.Arthur S.B.Co.Ld. PtArthurOnt	**AbeShokaiK.K.**	251·0|43·8|20·7 P25'B64'F28' FK	Kobe Japanese *WB*	T.3Cy.20$\frac{1}{2}$",34"&56"–40" 265NHP Pt.ArthurS.B.Co.Ld.	23 ″ 0	
85078 22427 JHTA	**Totai Maru** *ss*Kob.No.1–22 *Longitudinal framing* 2*Dks*&*Web frames*	3194 2757 1994	✠ ... 7,24 ✠				1918 4mo	Osaka Iron Works Innoshima	**ToaKaiunK.K.**	305·0|43·7|27·2 P19'B82'F32' FK	Kobe Japanese *WB*	T.3Cy.22",37"&61"–42" 288NHP OsakaIronWks.Ld.Osaka	27 ″ 3	C †
85079 148394 ZMDL	**Totara** (*ex*MargaretBirch) *ss*Wln.No.3–8,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* Wireless	426 290 148	✠100A1 7,40 ~~8,39~~ BS~~8,39~~ ✠LMC8,37 7,40	Ddn Wln	*f*	8,39	1925 1mo	Warren's NewHolland Shipyard,Ld. NewHolland *Lloyd'sA&CP*	**AnchorShipping& FoundryCo.Ld.**	135·4|25·1|11·0 *26·3* 141·0(O.L.) Q70'B*on*Q11'F31' BK7"	Nelson,N.Z. British 3*BHCem* *FPT*70*t*	C.2Cy.17"&34"–24" (*s*) 130lb 55RHP 1SB,2*pf*,GS38,HS1430 Crabtree&Co.Ld.Gt.Yar. *APT*35*t*	12 ″ 0 s 3 ″ 4$\frac{1}{2}$ 12 ″ 2$\frac{3}{4}$	
85080 13897 JBOI	**Toten Maru** (*ex*NagatoMaru–34, *ex*HudsonMaru, *ss*Kob.No.3–6,11 *ex*Hudson) *ss*Kob.No.2–20 1*Dk*&*Spar dk*&*deep framing*	3823 3476 2388	✠ ... 5,24 ✠				1900 5mo	Sunderlnd S.B.Co.Ld. Sunderland	**NipponSuisan K.K.**	356·0|45·2|18·7 P39'B92'F42' 26·7 FK	Habu Japanese *Wb*	T.3Cy.24",40"&64"–42" 288NH N.E.MarineEng.Co.Ld.Sld	29 ″ 4	C †
85081 29 IUZP	**Totonno** (*ex*FrancescoImparato, *ex*Achille-Bayart,*ex*Curaçao) 2*Dks*	674 — 395					1899	Rijkee&Co. Rotterdam	**UmbertoD'Amato**	203·8|33·0|10·6 197·8 F15'	Torre del Greco Italian *WB*	C.2Cy.21"&39"–24" NB17 62NHP Maats deMaas,Rotterdam		I
85082	**Tottenham** *For full particulars see No.* 90204 *in Supplement* **D.F. E.S.D.** *CruiserStern*	4762 [illegible] 2663	100A1 *withfreeboard* (*ClassContemplated*)				1940	CaledonS. B.&E.Co.Ld. Dundee	**BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.** *Mgrs.*)	417·6|56·8|25·0	London British	T.3Cy.23",38"&65"–42" Rht. N.E.MarineEng.Co.(1938) Ld.	28 ″ 5 s 3 ″ 2$\frac{3}{4}$ 25 ″ 3	
85083 16520 JPQD	**Tottori Maru** *ss*Tko.No.1–17 2*Dks*	5973 5443 3708	✠ ... 11,21 ✠				1913 9mo	Russell& Co. PortGlasgow	**NipponYusenK.K.**	423·4|56·0|28·7 P38'B123'F47' FK	Tokyo Japanese *WB*	T.3Cy.27",44"&73"–48" 556NHP J.G.Kincaid&Co.Ld.Grk.	31 ″ 4	C †
85084 FOOP	**Touareg** Ⓟ **D.F.** *Fitted for oil fuel* *Mchy.Aft* *Ref.Mchy.* 2*Dks*	5135 3949 3123					1924	Ch.&Atel. deProvence Port deBouc	**Cie.deNavigation Fraissinet**	390·3|50·2|25·7 P43'B128'F53'	Marseilles French *WB*	T.3Cy.29$\frac{1}{10}$",46"&75"–45" Ch.&At.de 376NHP Provence,Marseilles		V
85085 LGRI	**Toulouse** **TwinSc** *OilEng* *ss*Osl.No.1–37 **GyC.** 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) **D.F.** 3*rd dk*(*Stl*)*except in after holds*	7027 6217 4309	✠100A1 *withfreeboard* ~~8,40~~8,39 3,41 ✠LMC CS10,38 ~~DBS(wt)2,39~~ 5,40 ~~3,38~~ ~~DBS(lower)4,39~~ DBS ~~4,40~~ 4,41	Osl Syd	*d*†	CL 8,39	1934 1mo	Deutsche Werke Kiel A.G. Kiel *Lloyd'sA&CP*	**Wilh.Wilhelmsen**	469·0|60·7|28·9 P54'F41' FK *CellDB*304'1410*t* *Tanks in way of tunnels*632*tMT*	Tönsberg Norwegian 7*BHptCem* *ptAsp* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 16Cy.29$\frac{1}{2}$"–55$\frac{1}{8}$" 1345NHP DB*100lb* DB(WT)*100lb* DeutscheWerkeKielA.G. 25'1159*tFPT*105*tAPT*133*t*	31 ″ 7 s 4 ″ 0$\frac{1}{2}$ 27 ″ 8$\frac{1}{2}$	
85086 FPGT	**Touraine** (*ex*Senator–39) **TwinSc** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*(*Stl*) **D.F.** *Carrying Petroleum in bulk*	6589 5971 4002	✠ 6,37 ✠	Fal	*z*		1934 3mo	Götaver- kenA/B Gothenburg *CellDBu*	**Soc.Française deTransports PétroliersS.A.**	408·5|55·2|33·9 P90'F42' FK *E*90'200*t DTf*23'24	Havre French 10*BHptCem* 3*tAPT*415*t*	Oil Engines 4S.C.SA 12Cy.21$\frac{5}{8}$"–39$\frac{3}{8}$" 543NHP GötaverkenA/B,Got.	33 ″ 7	V †

1 Numero d'Ordre. — Numero Officiel. — Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
156/40 85087 LDCT	**Touraine** TwinSc OilEng. ssOsl.No.3–2,38 1Dk(Stl)&ShelterDk(Stl) 3rdDk(Stl)except in No.5hold	5811 5224 3579	✠100A1 with freeboard 6,39 ✠LMC CS2,38 DBS8,39 7,37 Carrying vegetable oil in deep tank	Cpn	b†	CL 1,38	1925 8mo	Odense Staalskibsvft Odense Lloyd's A&CP	Wilh.Wilhelmsen CellDB387'1352tTanks between & at sides of tunnels 199tDT f30'840tFPT116tAPT128t	435·9 | 56·2 | 27·8 458·5(O.L.) P32'F46' FK (Coll&AftPeak to Sh dk 5 „ 2nd „)	Tönsberg Norwegian 7BHCem	Oil Engines 4S.C.SA 16Cy.24 13/16"–43 5/16" 951NHP DB100lb Akt.Burmeistr&Wain,Cpn	30 " 6 s 4 " 0½ 26 " 7	
* 85088 LDCU	**Tourcoing** TwinSc OilEng. ssOsl.No.3–8,36 D.F. 1Dk(Stl)&ShelterDk(Stl) 3rdDk(Stl)except in No.5hold	5798 5224 3578	✠100A1 with freeboard 5,39 ✠LMC CS7,37 DBS9,39 2,38 Carrying vegetable oil in deep tank	Cpn	b†	CL P(N) 2,38 S5,39	1924 10mo	Odense Staalskibsvft Odense Lloyd's A&CP CellDB387' 1352tDTf30'874tTanks between tunnels & at sides of tunnels 199tFPT116tAPT128t	Wilh.Wilhelmsen	435·9 | 56·2 | 27·8 457·7(O.L.) P32'F46' FK (Coll&AftPeak to Sh dk 5 „ 2nd „)	Tönsberg Norwegian 7BHCem	Oil Engines 4S.C.SA 16Cy.24 13/16"–43 5/16" 951NHP DB100lb Akt.Burmeistr&Wain,Cpn	30 " 6 s 4 " 0½ 26 " 7	
85089 FNNS	**Tours** Well deck 1Dk	4158 3661 2561	✠ ... 7,22 ✠				1920 5mo	ForthS.B. &Eng.Co.Ld. Alloa	Cie.Delmas Vieljeux	364·4 | 52·8 | 24·3 P18'Q128'B68' FK	LaRochlle French WB	T.3Cy.23½",38"&64"–42" 347NHP SirW.G.Armstrong, Whitworth&Co.Ld.Nwc.	26 " 8	V †
85090 117706 GPYT	**Toussika** (exBromptonManorMaru, exBrompton Manor, exHorseferry, exHero) ssGtz.2ndNo.3–12,28 ssMsl.No.2–38 1Dk(Stl)2trBforehold, deep framing aft	1828 1714 1161	✠100A1 1,40 ✠LMC MS7,38 BS7,39 Surveys delayed	Cza	r	CL 1,40	1903 6mo	Campbeltown S.B.Co. Campbeltwn Lloyd's A&CP	MediterraneanS.S. Co.Ld.	272·2 | 40·0 | 20·5 P29'B60'F32' FK CellDBa66'f114'340tAPT65t	London British 4BHCem	T.3Cy.22",36"&59"–39" (s) 165lb 264NHP 2SB,6cf,GS138,HS4470 D.Rowan&Co.Glasgow	21 " 8 s 2 " 10 19 " 1	
85091 UNZF	**Tovarishch Krasin** Sub.Sig. 1Dk	2414 1925 1349	✠ ... 7,30 ✠				1927 10mo	BalticS.B. &Eng.Wrks. Leningrad	U.S.S.R.	276·7 | 43·0 | 20·5 P14'B68'F24' FK	Vladvostk Russian WB	T.3Cy.17 11/16",29¼"&48 7/16"–35 7/16" 192NHP BalticS.B.&EngWrks.Len	22 " 8	
85092 UNGU	**Tovarishch Stalin** Sub.Sig 1Dk	2274 1925 1260	✠ ... 7,30 ✠				1925 8mo	BalticS.B. &Eng.Wrks Leningrad	U.S.S.R.	276·7 | 43·0 | 20·5 P14'B68'F24' FK	Leningrad Russian WB	T.3Cy.17 11/16",29¼"&48 7/16"–35 7/16" 192NHP BalticS.B.&EngWrks.Len	22 " 8	
85093 167524 GLJK	**Tovelil** (exMonicaSeed) ssCpn.No.3–3,38 D.F. 1Dk(Stl)&Web frames Corrugated sides	2225 1990 ~~1325~~ 1327	✠100A1 3,41 ~~5,40~~ ~~BS8,39~~ ✠LMC3,38 10,40	Liv Sld	s	CL 5,40	1925 3mo	NewWater-wayS.B.Co. Schiedam Lloyd's A&CP	Ministry of Shipping (Thompson SteamshippingCo. Ld.Mgrs.) CellDB246'559tFPT53tAPT94t	291·0 | 45·0 | 19·4 P26'B74'F28' FK	London British 5BHCem	T.3Cy.21",34½"&57"–39" (s) 180lb 250NHP 2SB,6cf,GS122,HS4234 NewWaterwayS.B.Co.	21 " 6 s 3 " 0½ 18 " 6½	
192/40 85094 PIAG	**Towa** ssAnt.No.2–38 1Dk(Stl)2nddk(Stl) in Nos.1&4 holds	5419 5029 3315	✠100A1 11,39 BS11,39 ✠LMC7,38	Rot	z	CL N11,39	1930 5mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam Lloyd's A&CP	Maats.N.V. Vrachtvaart CellDBa&uE156'f182'1188tFPT150tAPT34t	420·3 | 55·2 | 26·5 P36'B250'F33' FK	Rottrdam Dutch 7BHCem	T.3Cy.27 3/16",42½"&72 13/16"–51 3/16" 180lb (s) 500NHP 3SB(Spt),9cf,GS171, HS7104 FD N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	29 " 0 s 4 " 9½ 24 " 4	
85095 147862 GJVX	**Toward** Ⓟ Wireless 1Dk	1571 1164 688					1923	A.Stephen &Sons,Ld. Glasgow	ClydeShippingCo. Ld.	270·2 | 37·2 | 17·2 P&B177'F43'	Glasgow British WB	T.3Cy.21",34"&56"–39" 196NHP A.Stephen&Sons,Ld.Gls.		C
85096 161579 GYFP	**Tower Field** (exRoxburgh–37) ssHKg.No.1–38 D.F. 1Dk	4241 3927 2637	✠100A1 ~~2,41~~ ~~3,40~~ 6,41 BS6,41 ✠LMC7,38	Hul Shl	x	CL ~~7,38~~ 5,41	1935 3mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd's A&CP	TowerS.S.Co.Ld. (CountiesShip ManagementCo. Ld.Mgrs.) CellDB317'1116tFPT95tAPT141t	372·0 | 52·4 | 25·2 P48'B226'F31' FK	London British 6BHCem	T.3Cy.22½",37"&63"–45" (s) 210lb 335NHP 3SB(Spt)6cf,GS117,HS5445 N.E.MarineEngCoLdNwc	27 " 6 s 3 " 4 24 " 5	
85097 116712	**Town of Hull** Ⓟ Pad (exEmpireState–37,exShinnecock–33)	1402 — 768					1896	Harlan& Hollingsworth Co. Wlmgtn,Del. Rebuilt36	Nantasket-Boston SteamboatCo.	226·0 | 35·0 | 14·3	Boston Utd.States	C.2Cy.28"&56"–102" 261NHP Harlan&HollingsworthCo. Wilmington,Del.		
85098 18180 JTXD	**Toyama Maru** Ⓟ TwinSc ssKob.No.3–11,33 ssKob.No.1–37 2Dks(Stl)	7090 6574 4386	✠100A1 1,41 ~~10,39~~ BS~~10,39~~ ✠LMC10,38 1,41	Kob Yka	b†	CL 10,39	1915 6mo	MitsuBishi Dkyd&EWks Nagasaki Lloyd's A&CP CellDBa135'uE&B69'f188'1348tDTa42'184tAPT60t	OnoShojiGomei Kaisha	445·0 | 58·0 | 34·0 P35'B138'F35' FK	Tokyo Japanese 7BHptCem ptAsp	4 SteamTurbinesSRgeared to 2 Sc. Shafts (s) 200lb 922NHP 4SB,12cf,GS225,HS9507 FD MitsuBishiD.&E.WksNag	34 " 0 s 7 " 6½ 26 " 8	
85099 26271 JLKB	— Ⓟ Wireless 1Dk	913 761 539					1919	Ono Seikichi Osaka	ShimataniKisen K.K.	185·0 | 30·0 | 18·0 P18'B43'F30' WB	Kobe Japanese	T.3Cy.17",23"&37½"–26" 70NHP OnoSeikichi,Osaka		
85100 42940 JHFL	**Toyo Maru** Ⓟ D.F. 1Dk CruiserStern	4163 — 2471					1937	Harima S.B.&Eng. Co.Ld. Harima	SawayamaKisen K.K.	360·0 | 50·0 | 29·0 P31'B107'F36'	Kobe Japanese	2DRgeared steam turbines 450NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
85101 44780 JLRM	— TwinSc (CableVessel)	3719 — 1820					1937	Kawasaki Dkyd.Co.Ld. Kobe	Govt.ofJapan (Department of Communications)	335·4 | 46·2 | 28·7	Sikama Japanese	2 DR geared steam turbines 500NHP KawasakiDkydCoLdKobe		
85102 42622 JNCL	— OilEng.	334 — 228					1936	Sanoyasu DockGoshi Kaisha Osaka	MaruiKisenK.K.	136·0 | 23·5 | 13·0	Japanese	Oil Engines 4S.C.SA 5Cy.11⅝"–17 5/16" 65NHP HanshinIronWorks,Kob.		
85103 29186 JKYB	**Toyo Maru No. 1** (exKjellbergen, exSachiMaru) 1Dk(Stl)	2227 1888 1548	9,25	Nag	r		1918 8mo	Fujinagata Dockyard Osaka	SawayamaKisen K.K. CellDBa86'uE20'f112'455tFPT102tAPT34t	272·0 | 40·0 | 24·1 P16'B60'F34' FK	Nagasaki Japanese 4BHCem	T.3Cy.18½",30½"&51½"–36" 189NHP 2SB,4cf,GS100,HS3135 FujinagataDockyrd.Osaka	24 " 2	C †
85104 46148 JEAN	— OilEng.	409 — 260					1939	Isihara Masaiti Simonoseki	ToyoSodaKogyo K.K.	137·0 | 24·0 | 12·0	Tomita Japanese	Oil Engines		
85105 42989 JHLL	**Toyo Maru No. 2** D.F. 2Dks Ref.Mchy. CruiserStern	4163 — 2481					1937	Harima S.B.&Eng. Co.Ld. Harima	SawayamaKisen K.K.	363·6 | 50·0 | 29·0 P46'B107'F38'	Kobe Japanese WB	2 steam turbines DR geared to 1 sc. shaft Tokyo 383NHP IshikawajimaZosenjo		C

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade cert.
85106 31084 JUBF	**Toyo Maru No. 3** Ⓟ 1*Dk* Wireless	985 851 569					1925	KobeSteel Works,Ld. Harima	SawayamaKisen K.K.	210·0 P32'B51'F24'	32·0	17·2	Nagasaki Japanese *WB*	T.3Cy.15½",26"&42½"-32" 102NHP KobeSteelWorks,Ld.		
85107 32623 JBMC	**Toyo Maru No. 5** (*ex*Tento) 1*Dk*	2193 1797 1336					1918	PolsonIron WorksCo.Ld. Toronto	SawayamaKisen K.K.	251·4 P65*t*H91*t*F23*t*	43·5	21·0	Nagasaki Japanese *WB*	T.3Cy.20½",33"&54"-36" 175NHP PolsonI.W.Co.Ld.Toronto		C
85108 33262	**Toyo Maru No. 8** (*ex*ToyoMaruNo.6,*ex*C.H.Lawrence,Jr, *ex*LakeWashburn) 1*Dk*	2191 1798 1297	✠ ... 11,20 ✠				1918 6mo	GlobeS.B. Co. Superior,Wis	SawayamaKisen K.K.	251·0 P25'B64'F25' FK	43·7	21·5	Nagasaki Japanese *WB*	T.3Cy.20",33"&54"-40" 274NHP Filer&StowellCo.M'lw'kee	21 ″ 6	C †
85109 29068 JICB	**Toyohara Maru** Ⓟ Wireless 1*Dk*	805 671 453					1923	OsakaIron Works Osaka	KitaNipponKisen K.K.	185·0 B50'F28'	31·0	17·0	Amino Japanese	T.3Cy.12½",21"&35"-24" 60NHP		
85110 18162 JPTD	**Toyohasi Maru** TwinSc (*ex*Toyohashi *ss*Yka.2ndNo.3-2,39 Maru-38) 2*Dks*(*Stl*)	7031 6513 4343	✠100A1 5,41 ~~2,40~~ BS~~3,40~~ 5,41	Yka ✠LMC2,39	*b*†	CL 2,40	1915 3mo	Kawasaki DkydCo.Ld. Kobe *Lloyd*'*sA&CP*	NipponYusenK.K. *CellDB*379'	445·0 P34'B138'F37' FK 1470*tDTa*42' 1226*t*	58·0	34·0	Tokyo Japanese 7*BHCem* *APT*42*t*	T.6Cy.21",33½"&56"-48" (*s*) 200lb HS9108 628NHP 4SB(Spt),*12cf*,GS220, FD KawasakiDkydCo.Ld.Kob	34 ″ 0 s 7 ″10 26 ″ 4	
85111 33202 JAOC	**Toyokawa Maru** (*ex*Seattle, *ex*Bangor, *ss*Kob.2ndNo.3-4,32 *ex*Seattle, *ss*TamaNo.2-40 *ex*Bangor) 2*Dks*(*Stl*) *Cargo battens not fitted*	5124 4737 3707	100A1 4,41 ~~3,40~~	Tama LMC~~3,40~~ 4,41	*y*	CL N3,40	1911	WoodSkinner&Co.Ld. Newcastle *Lloyd*'*sA&CP*	MatsuokaKisen K.K. *CellD*	385·0 P34'B108'F31' FK *B*320'1104*t FPT*80*t*	54·0	27·8	Hutyu Japanese 6*BHCem* *APT*110*t*	T.3Cy.26$\frac{15}{16}$",45"&74"-48" 180lb (*s*) 516NHP 3SB,*9cf*,GS165,HS7503 FD N.E.MarineEngCoLd Nwc	30 ″ 3	
85112 17759 JYOD	**Toyooka Maru** TwinSc *ss*Nag.2ndNo.3-7,39 D.F. 2*Dks*(*Stl*)	7098 6574 4388	✠ ... 12,40	Nag ✠~~LMC7,39~~	*b*†	CL P10,37 s7,39	1915 3mo	MitsuBishi Dkyd&EWks Nagasaki *Lloyd*'*sA&CP*	KaburagiKisen K.K. *CellDBa*13 *f*188'1348*tDTs*	445·0 P35'B138'F35' FK 5'*uE&B*69' *a*42'1255*t APT*60*t*	58·0	34·0	Tokyo Japanese 7*BHptCem* *ptAsp*	4SteamTurbinesSRgeared to2Sc.Shafts200lb 922NHP 4SB,*12cf*,GS225,HS9507 FD MitsuBishiD.&E.Wks.Nag	34 ″ 0 ~~s 7 ″ 6½~~ ~~26 ″ 0~~	
85113 24660 JORB	**Toyosaki Maru** 1*Dk*	2209 1862 1308					1919	UchidaS.B &E.Co.Ld. Yokohama	KitaNipponKisen K.K.	270·0 P16'B65'F28'	39·0	23·9	Yokohama Japanese *WB*	T.3Cy.19",31½"&52"-39" 169NHP UchidaS.B.&E.Co.Ld.Yka	23″11	
85114 43474 JSRL	**Toyotu Maru** (*ex*ToyotsuMaru-38)	2931 — 1667					1937	Mitsubishi JukogyoK.K Kobe	SettuSyosenK.K. (OsakaSyosenK.K. *Mgrs.*)	305·2	45·3	26·2	Osaka Japanese	1 steam turbine MitsubishiJukogyoK.K. Kobe		
85115 16510 JONB	**Toyoura Maru** Ⓟ *ss*Nag.No.2-21 1*Dk*(*Stl*)	2510 2306 1486	✠ 12,23 ✠	Kob	*t*		1913 8mo	Napier& Miller,Ld. Glasgow	NipponYusenK.K. *CellDBa*84'*uE&*	302·3 P23'B86'F35' FK *B*42'*f*134'654*tFPT*	46·3	20·4	Tokyo Japanese 6*BHCem* 73*t APT*54*t*	T.3Cy.23",37"&61"-42" 278NHP 2SB,*6cf*,GS126,HS4500 J.G.Kincaid&Co.Ld.Grk.	22 ″ 9	
85116 23552 JFYB	**Toyu Maru** Ⓟ Wireless 1*Dk*	1254 1039 735					1918	OsakaIron Works Osaka	IinoKisenK.K.	225·0	33·0	18·7	Tsuruga Japanese *WB*	T.3Cy.15¾",26"&42$\frac{1}{16}$"-30" 97NHP YoshidaTomegoro,Osaka		
85117 TCBR 86/41	**Trabzon** WoodTwinSc3Mst (*ex*Izmir-39,*ex*Ismir,*ex*Alberta) 2*Dks*	2485 1942 1555					1919	Foundat'n Co.ofBritish Columbia,Ld. Victoria,B.C.	~~TürkSilepçilik LimitetSirketi~~ MissAglayiaGiras (CharilaosPapadimitriou,*Mgr.*)	279·0 P166'F36'	46·7	21·1	Istanbul Turkish	T.6Cy.13½",22"&30"-26" 92NHP VulcanIronWorks, Denver,Cal.		
85118 ~~225335~~ ~~KNUI~~	**Trade Wind** WoodAuxTwSc (*exSailingVessel*Margaret 4MstBkn F.Sterling-37,*ex*Vancouver) *OilEng.* Wireless D.F. *Mchy.Aft* *ss*Sea-23 *Salted* 1*Dk*2*trB* (*See Sailing Ship Register*)	1055 — 875	✠ 12,26				1919 10mo	Cholberg Shipyard Victoria,B.C.	Cia.Colonial de Navegacion (VictorB.Bendix, Inc.,*Mgrs.*)	199·0 P26'F46'	40·0	16·7	~~LosAngeles~~ ~~Utd.States~~ Panama Panamanian	Oil Engines 4S.C.SA 12Cy.6½"-8½" 49NHP NE37 WintonEng.Corp.Clevelnd	19 ″ 4	
85119 LJUI	**Trafalgar** *OilEng.* 1*Dk&Sh dk*,3*rd dk except in way* *CruiserStern of after holds* D.F. GyC.	5542 4807 3301	✠100A1 *withfreeboard* 9,40 ~~6,30~~ *Carrying fuel oil F.P. above* 150°*F. in deep tanks*	Osl NYk ✠LMC2,38	*b*† $2\frac{1}{16}$	CL	1938 2mo	NVNederl. Schps.Maats. Amsterdam *Lloyd*'*sA&CP*	Wilh.Wilhelmsen *Cell DB*307'1116*t*	438·0 455·0(O.L.) P50'F37' FK *Tanks in way of tunnel* 397*t* *MT*21'866*tFPT*92*tAPT*174*t*	57·3	25·6	Tönsberg Norwegian 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd*„)	Oil Engines 2S.C.DA 8Cy.24"-45¼" 1606NHP 2DB *100lb* Gbr.Stork&CoNVHengelo	29 ″ 0 s 3 ″ 3¼ 25 ″ 10½	
85120 147883 GKCM 117/41	— *ss*Bkn.No.3-2,37 D.F. 2*Dks*(*Stl*)	4530 4307 2875	✠100A1 ~~7,40~~ ~~4,39~~ 4,41 MS2,37	Hul ~~Bry~~ Gls ✠LMC BS~~10,39~~ 4,41	*y*	CL ~~3,38~~ 3,41	1924 2mo	Lithgows, Ld. Pt.Glasgow *Lloyd*'*sA&CP*	GlasgowShipownersCo.Ld. (Glen&CoLd.*Mgs*) '*Tween dk BH in after hold dispensed with* *CellD*	385·0 P34'B113'F44' FK *B*331'1031*t DTa*30'	52·0	26·8	Glasgow British *Cem* 5 *BHto U dk* 1 „ „*2nd*„ *only* 780*tAPT*20*t*	T.3Cy.26",42"&70"-48" (*s*) 180lb 488NHP 3SB,*9cf*,GS170,HS7345 FD Rankin&BlackmoreLdGrk	29 ″ 3 s 5 ″ 7½ 23 ″ 11	
85121 145233 GPFX	**Train Ferry No. 1** TwinSc (*TrainFerry*) *ss*Fal.No.3-9,23 *Fitted for oil fuel* 1*Dk&Web frames*	2683 2494 1085	✠ ... 7,27 ✠				1917 11mo	Armstrong Whitworth &Co.Ld. Newcastle	London&North EasternRailway	350·6 F26' FK	58·7	15·5	London British *WB*	T.6Cy.18",29"&47"-27" 403NHP WllsndSlpwy.Co.Ld.Nwc.	17 ″ 0	
85122 145207 GPFY	**Train Ferry No. 2** TwinSc (*TrainFerry*) *ss*Lon.No.3-6,23 *Fitted for oil fuel* 1*Dk&Web frames*	2678 2494 1106	✠ ... 7,27 ✠				1917 11mo	Armstrong Whitworth &Co.Ld. Newcastle	London&North EasternRailway	350·5 F26' FK	58·7	15·5	London British *WB*	T.6Cy.18",29"&47"-27" 403NHP WllsndSlpwy.Co.Ld.Nwc	17 ″ 0	
85123 145234 GPFZ	**Train Ferry No. 3** TwinSc (*TrainFerry*) *ss*Lon.No.3-6,23 *Fitted for oil fuel* 1*Dk&Web frames*	2672 2493 1139	✠ ... 7,27 ✠				1917 11mo	Fairfield Co.Ld. Glasgow	London&North EasternRailway	350·6 F26' FK	58·6	15·5	London British *WB*	T.6Cy.18",29"&47"-27" 410NHP FairfieldCo.Ld.Glasgow	17 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant au paré, Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP = Force en chevaux d'après les formules de la Société. RHP = Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
85124 LFDF	**Trajan** (exDoris,exYaque) ssN.Yk.No.3-5,28 1Dk	1347 1201 773	✠ ... 8,29 ✠				1915 11mo	Gt.Lakes Eng.Works Ecorse,Mich.	Skibs A/S Trajan (H.Reksten, *Mgr.*)	246·9|38·4|16·0 H98tF32t FK	Bergen Norwegian *WB*	T.3Cy.17",28½"&45"–36" 200NHP Gt.LakesEngWrksDetroit	18 " 0	N †
85125 PIAJ	**Trajanus** Ⓟ CruiserStern 1Dk&Shelter dk	1712 1351 943					1930	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	262·1|42·7|16·9	Amstrdam Dutch *WB*	T.3Cy.18¼",29$\frac{11}{16}$"&49$\frac{3}{16}$"–33$\frac{7}{16}$" 137NHP A.G."Neptun,"Rostock		V
85126 TCLT	**Trak** Ⓟ TwinSc Wireless D.F. 2*Dks* Sub. Sig. E.S.D. *Cruiser Stern*	1414 761 514					1938	Frd.Krupp Germaniawft A.G. Kiel	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	249·1|36·1|13·0	Istanbul Turkish *WB*	4steam turbines SRgeared to 2screw shafts 695NHP HS6457 Fr.KruppGermaniawftAG		G
85127 UOVU	**Traktorist** TwinSc (exRabotnitsa-39,exBatrak) *OilEng.* *Mchy.Aft* 1*Dk*	967 769 472					1930	Sevastopol MarineWorks Sevastopol	U.S.S.R.	229·6|33·9|11·8 P56'F25'	Sevastopol Russian *WB*	Oil Engines 4S.C.SA 12Cy.13$\frac{3}{16}$"–19$\frac{11}{16}$" 214NHP StateEngWks.Kolomenski		
85128 FPDB	**Tranninh** (exJongeElisabeth-39) ssH.Kg.No.3-5,40 ~~ssRot.No.2-37~~ D.F. 1*Dk(Stl)&Shelter dk(Stl)*	1463 1212 786	✠100A1 *withfreeboard* 5,40 ~~6,39~~ ~~BS11,38~~ ✠LMC~~12,37~~ 5,40	Rot HKg	*r*	CL ~~8,39~~ 4,40	1928 11mo *Lloyd'sA&CP*	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Cie.Côtière de l'Annam *CellDB*201'422*t*	265·7|38·6|16·1 FK *FPT*82*tAPT*27*t*	Saigon French 4*BHCem* (*Coll to Shdk* 3 " 2*nd* ")	T 3Cy21$\frac{1}{16}$",32¾"&55¼"–39⅜" 190lb (*s*) 258NHP 2SB(Spt),4*cf*,GS84, FD HS3660 NVMch&Sch. van PSmitJr	18 " 4 s " 5 18 " 4	
85129 UOJT	**Transbalt** Ⓟ TwinSc (exRiga,exBelgravia) *Ref.Mchy.* 3*Dks&Shelter dk*	11439 — 6677					1899	Blohm& Voss Hamburg	U.S.S.R.	501·1|62·2|45·3 B110'	Odessa Russian	Q.8Cy.21½",31⅝",46"&66½"–48" NB15 612NHP Blohm&Voss,Hamburg		
85130 147583 MNWZ	**Transeas** (exPolmela-38, exLilburn-37, ssGmh.No.3-9,27 exIslington) ssBkn.No.2-35 1*Dk(Stl)* *Cargo battens not fitted*	1499 1280 836	✠100A1 4,39 BS12,38 ✠LMC11,35	Msl	*p*	CL 11,38	1924 2mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	Continental TransitCo.Ld. *CellDB*203'417*t FPT*	240·0|37·2|17·7 248·3(O.L.) P17'B53'F22' FK 82*tAPT*29*t*	London British 4*BHptCem*	T.3Cy.18",29"&48"–33" (*s*) 180lb 168NHP 2SB,4*cf*,GS88,HS2930 MacColl&Pollock,Ld.Sld.	19 " 9 s 2 " 7¼ 17 " 3	
85131 171877 VCGR	**Transford II** TwinSc (exAquidaban) ssN.Yk.No.3-6,34 *Mchy.Aft* ssCgo.No.1-39 1*Dk(Stl)*	1736 1478 1106	✠100A1 11,40 ~~11,39~~ BS7,40 ✠LMC4,39 *CarryingPetroleum in bulk* *For coastwise service between Portland, Me,& Galveston, Texas* *Fitted for oilfuel* 6,34 *F.P. above* 150° F.	Qbc Cco		CL PN3,39 s3,39	1920 12mo *Lloyd'sA&CP*	Bethlehem S.B.Corp. Elizabethport N.J.	TrinidadLeaseholds,Ld.	245·0|40·2|17·7 255·2(O.L.) F32' FK *FPT*45*t*	Quebec British 12*BHptCem* *APT*26*t*	T.6Cy.11",18"&29"–20" 200lb HS8220 400NHP 2 Water Tube Boilers H.G.TroutCo.Buffalo,N.Y.	18 " 7 s 3 " 9½ 14 " 11½	
85132 YQSE	**Transilvania** Ⓟ TwinSc D.F. E.S.D. GyC. *OilEng.* *Ref.Mchy. Cruiser Stern* 3*Dks*	6672 — 3918					1938	Akt.Burmeistr&Wain Copenhagen	RoumanianState MaritimeService	405·0|57·7|26·9 B&F335'	Constntza Roumanian *WB*	Oil Engines 2S.C.SA 24Cy.24$\frac{7}{16}$"–45¼" 2490NHP Akt.Burmeistr&Wain,Cpn		V
85133 158633	**Transiter** TwinSc *Carrying Petroleum in bulk OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	1082 956 925					1935	Horton SteelWks.Ld. Ontario	MotorTankers,Ld.	201·8|34·3|15·3 len.37	Montreal British *WB*	Oil Engines 2S.C.SA 8Cy.9$\frac{13}{16}$"–16½" 134NHP *Emade*32&35 Atlas-DieselA/B,Skm.		C
85134 150833	**Translake** TwinSc3Mst (exPoplarbay-37, *Fitted for oil fuel* exBiessard,exPeintre) 1*Dk*	1263 840 664					1921	SocAnciens Etab.Henri Satre,Arles	Tankeroil,Ld.	219·4|34·3|12·7 P66'F30'	Montreal British *WB*	T.6Cy.12½",19"&31"–17" 99RHP La Chaliassière, St. Etienne		C
85135 234509 WOIE	**Transoil** TwinSc *Mchy.Aft CruiserStern OilEng.* *Electrically welded* 1*Dk* *Carrying Petroleum in bulk* *Longitudinal framing-bracketless system*	1571 — 1234					1936	Ingalls IronWks.Co. Chickasaw, Ala.	AmericanTankers Corp.	250·2|43·1|16·6 P36'F20'	Wilmgton (Del.) Utd. States	Oil Engines 4S.C.SA 12Cy.14¼"–18" 246NHP NationalSuperiorCo. Springfield,Ohio		R
85136 LJKD	**Transport** (exAlkimos-37, exLeMerlier-34,exDéputéRené ReilleSoult) 1*Dk*	1998 1698 1138	✠ ... 3,23				1921 12mo	Chant.Nav Français Caen	FridtjofKristiansen'sRederiA/S (Fridtjof Kristiansen, *Mgr.*)	269·4|39·7|19·5 P31'B57'F24' FK	Oslo Norwegian *WB*	T.3Cy.18⅝",29½"&49$\frac{3}{16}$"–37$\frac{13}{32}$" 190NHP Schneider&Cie.Havre		G †
* 85137 OXFE	**Transporter** ssCpn.2ndNo.3-3,37 *Well deck Mchy.Aft* 1*Dk(ptStl)* Wireless D.F. *Cargo battens not fitted*	1561 1196 926	✠100A1 4,39 BS4,39 ✠LMC3,37	Cpn	*p*	OG 1,38	1911 10mo *Lloyd'sA&CP*	BlythS.B. Co.Ld. Blyth	Rederi A/S "Transporter" *CellDBa*	245·6|36·9|16·7 P21'Q118'B14'F30' FK 84'*f*73'339*tFPT*94*t*	Odense Danish 4*BHCem* *APT*20*t*	T.3Cy.20",33"&54"–36" (*s*) 180lb 224NHP 2SB,6*pf*,GS100,HS3918 N.E.MarineEng.Co.Ld.Sld	18 " 10 s 1 " 6 17 " 8	
85138 150834	**Transriver** TwinSc (exMaplebay-37, *Fitted for oil fuel* exSotteville,exGréeur) 1*Dk* *Mchy.Aft*	1238 819 654					1920	Soc.Anon. deTravaux Dyle&Bacaln Bordeaux	Transcoal,Ld. (TransitTankers& Terminals,Ld. *Mgrs.*)	218·1|34·1|12·3 P75'F29'	Montreal British *WB*	T.6Cy.12",19"&30"–12" 94RHP Atel.&Ch.delaLoire,St.N.		C
122/40 85139 148874 GLKZ	**Transylvania** Ⓟ TwinSc *Ref.Mchy. Fitted for oil fuel* Sub.Sig. 3*Dks* D.F. E.S.D. GyC. *CruiserStern*	16923 12115 10035					1925	Fairfield Co.Ld. Glasgow	AnchorLineLd.	552·4|70·3|38·8 B&F578'	Glasgow British *WB*	6SteamTurbinesDRgeared to 2 Sc. Shafts FairfieldCo.Ld.Glasgow		C
85140 DHXZ	**Trapani** D.F. 2*Dks*	1855 1573 1040					1926	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,Jr.	287·5|41·2|16·7 P&B236'F35'	Hamburg German *WB*	T.3Cy.21¼",34⅝"&55⅛"–37⅜" 191NHP A.G."Neptun,"Rostock		G
85141 DOIR	**Trautenfels** Sub.Sig. 2*Dks*	6418 5914 3924					1921	Flensburgr Schiffsb.Ges. Flensburg	DeutscheDmpfsch. Ges."Hansa"	430·5|56·5|30·5 P69'B133'F55'	Bremen German *WB*	T.3Cy.29$\frac{1}{16}$",47½"&76⅝"–53$\frac{3}{16}$" &L.P.turbine 608NHP FlensburgerSchiffsb.Ges.		G
85142 145916 GJKM	**Traveller** ssLiv.No.3-3,35 2*Dks(Stl)*	3963 3669 2499	✠100A1 Examined 6,40 Liv 4,41 BS4,41	~~Liv~~ Npt ✠LMC MS3,35	*w*	CL 7,39	1922 3mo *Lloyd'sA&CP*	C.Connell &Co.Ld. Glasgow	CharenteS.S.CoLd (T.&J.Harrison, *Mgrs.*) *CellD*	365·0|46·9|27·7 378·0(O.L.) P36'B109'F44' FK B315' 754*t FPT*42*t*	Liverpool British 6*BHCem* *APT*18*t*	T.3Cy.23",38½"&64"–48" (*s*) 215lb 390NHP 3SB,9*cf*,GS179,HS6678 Dunsmuir&Jackson,LdGls	29 " 9 s 5 " 1½ 24 " 10	
85143 DRCG	**Travemünde** (exLuiseLeonhardt, exPhœnix,exMarieMaschmann) 1*Dk*	1756 1578 1056					1907	Reiherst'g Schiffsw. Hamburg	Lübeck-LinieA.G.	275·9|39·7|17·5 P&B218'F25'	Lübeck German *WB*	T.3Cy.17½",29$\frac{3}{16}$"&48½"–35$\frac{7}{16}$" 141NHP Reiherst.Maschinenf.Ham		G

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
85144 237743 WNQM	**Traverse City Socony** TwinSc *Carrying Petroleum in bulk* OilEng. *Mchy.Aft* *Longitudinal framing* D.F. GyC. *Electrically welded* 1*Dk*	2031 — 1215					1938	Manitowoc S.B.Corp. Manitowoc, Wis.	Socony-Vacuum OilCo.Inc.	281·5|48·6|20·4 P64'F29'	Chicago Utd.States	2 Oil Engines 4S.C.SA 12Cy.16"-22" 299NHP NordbergManfctringCo. Milwaukee.		R
85145	**Traz-os-Montes** TwinSc 1*Dk*	*362* *245* *160*	✠ ... 10,27 ✠				1924 4mo	J.Crichton &Co.Ld. Saltney	Cia.Caminhos de FerroPortugueses	155·4|25·1|9·5 FK	Lisbon Portuguese *WB*	C.4Cy.12¼"&26"-18" 91NHP Plenty&Sons,Ld.Newbury	10 ″ 0	
177/40 85146 142579 GDWP	**Trebartha** ssCff.No.3-12,33 ssCff.No.1-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4597 4327 2817	✠100A1 *Shelter dk* *withfreeboard* ~~4,40~~ 11,40 BS~~8,39~~ ✠LMC7,38 11,40	Shl Lon	*y*	CL N6,38	1920 12mo	JReadhead &Sons,Ld. SouthShields *Lloyd's A&CP*	HainS.S.Co.Ld.	400·1|52·1|25·9 413·3(O.L.) FK *CellDB*352'1219*t* *FPT*76*t**APT*156*t*	St.Ives British *Cem* *Collision BH to S dk* 5 „ „ *U* „	T.3Cy.27",44"&73"-48" (*r*) 180lb *40lb* 425NHP 3SB,*9cf*,GS190,HS6876 J.Readhead&Sons,Ld.SShl	28 ″ 6 s 3 ″ 3¼ 25 ″ 5½	
85147 142572 GFBR	**Trecarrell** ssCff.No 3-4,32 ssCff.No.1-37 D.F. 1*Dk*(*Stl*)	5271 4796 3173	✠100A1 Examined 3,41 Mch ✠LMC MS6,36 BS~~1,40~~ 3,41	~~Sws~~	*y*	CL 12,39	1919 8mo	D&WHenderson&CoLd Glasgow *Lloyd's A&CP*	HainS.S.Co.Ld.	400·1|52·3|28·4 P49'B113'F38' FK *CellDB* 344'1035*t* *FPT*125*t*	St.Ives British 7*BH* *APT*210*t*	T.3Cy.27 7/16",44"&73"-48" 180lb (*s*) 517NHP 3SB,*9cf*,GS190,HS7668 FD D&WHendersn&CoLdGls.	31 ″ 0 s 5 ″ 11½ 25 ″ 4	
85148	**Trece de Diciembre (13 de Diciembre)**, *see No.* 84751 *in Letter* T.													
85149 142580 GDWQ	**Tredinnick** ssFal.No.3-9,34 ssCff.No.1-39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41 (*W.E.*)	4589 4327 2812	✠100A1 *Shelter dk* *withfreeboard* ~~2,41~~ ~~1,40~~ 3,41 ✠LMC3,39 BS5,41	Cff ~~Gls~~ Phl ~~BS3,40~~	*y*	CL 3,39	1921 2mo	JReadhead &Sons,Ld. South Shields *Lloyd's A&CP*	HainS.S.Co.Ld.	400·1|52·1|25·9 413·5(O.L.) FK *CellDB*352'1219*t* *FPT*76*t**APT*156*t*	St.Ives British *Cem* *Collision BH to S dk* 5 „ „ *U* „	T.3Cy.27¼",44"&73"-48" (*r*) 180lb *90lb* 425NHP 3SB,*9cf*,GS190,HS6876 JReadhead&SonsLd.S.Shl	36 ″ 5 s10 ″ 5¾ 26 ″ 2¼	
85150 142634 GPJZ	**Trefusis** (*ex*WarAconite) ssFal.No.3-11,34 ssCff.No.1-39 D.F. 1*Dk*(*Stl*)	5299 4796 3187	100A1 1,41 ~~2,40~~ BS~~2,40~~ 1,41 LMC3,39	Bry Grk	*y*	CL 2,39	1918	W.Doxford &Sons,Ld. Sunderland *Lloyd's A&CP*	HainS.S.Co.Ld.	400·3|52·4|28·5 413·0(O.L.) P49'B113'F39' FK *CellDB* 345'1098*t* *FPT*133*t*	St.Ives British 7*BHCem* *APT*204*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 6 ″ 0 25 ″ 3½	
85151 164706 GZCD	**Tregarthen** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed* '41 (*W.E.*)	5201 4644 3067	✠100A1 *withfreeboard* Examined 5,41 BS11,40 ✠LMC9,36	~~Lon~~ NYk	*a*†	CL ~~8,39~~ 2,41	1936 9mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	HainS.S.Co.Ld.	432·3|56·2|24·8 447·7(O.L.) F34' FK (*CellDB*370'1521*t* *FPT*110*t*	London British 7*BHCem* *Coll to Sh dk* 6 „ *2nd* „) *APT*177*t*	T.3Cy.22½",36¼"&65"-48" &exhaust turbine driving steam compressor (*r*) 230lb 469NHP 2SB(Spt)&1AuxSB,*8cf*, GS142,HS6032 FD D.Rowan&Co.Ld.Gls.	~~27 ″ 0~~ ~~s3 ″ 2¼~~ ~~24 ″ 9¼~~ 36 ″ 10 s11 ″ 3¼ 25 ″ 9¼	
145/40 85152 142570 GCDX	**Tregenna** ssCff.No.3-6,32 ssCff.No.1-37 D.F. 2*Dks*(*Stl*)	5242 4808 3201	✠100A1 11,39 BS3,40 ✠LMC9,37	Syd	*y*	CL 4,39	1919 7mo	W.Gray& Co.(1918)Ld. WHartlepool *Lloyd's A&CP*	HainS.S.Co.Ld.	400·1|52·3|28·4 412·7(O.L.) P49'B113'F39' FK *CellDB* 344'1048*t* *FPT*129*t*	St.Ives British 7*BHptCem* *APT*61*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD CenMarEngWksLd.WHpl	31 ″ 0 s 5 ″ 11½ 25 ″ 4	
85153 149988 GLRN	**Trehata** (*ex*Nohata-36) ssCff.No.2-37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41 (*W.E.*)	4817 4476 2862	✠100A1 *withfreeboard* Examined 3,41 ✠LMC MS2,37 BS3,41	~~Lth~~ Mdb	*z*	CL ~~12,39~~ N12,40	1928 1mo	W.Gray& Co.Ld. Sunderland *Lloyd's A&CP*	HainS.S.Co.Ld.	413·2|54·2|25·1 F35' FK (*CellDB*363' 1166*t**FPT* 187*t**APT*181*t*	London British 7*BHCem* *Coll to Sh dk* 6 „ *2nd* „)	T.3Cy.26",43½"&73"-48" (*s*) 200lb *100lb* 494NHP 3SB,*9cf*,GS178,HS8550 Cen.Mar.EngWrks.WHpl	35 ″ 7 s10 ″ 5 25 ″ 5½	
85154	**Trein Mærsk** OilEng. *Ref.Mchy.* D.F. E.S.D. *CruiserStern*	6700 5475	100A1 *withfreeboard* (*Class Contemplated*)				1940	Odense Staalskibsvft. vedAPMöller Odense	(A.P.Möller,*Mgr.*)	445·9|60·6|27·5 P35'B&F400'	Danish	Oil Engines 2S.C.DA 5Cy.24 7/16"-55⅛" Akt.Burmeistr&Wain,Cpn		
85155 142575 GCMV	**Trekieve** ssCff.No.3-8,32 ssShl.No.1-37 D.F. 2*Dks*(*Stl*)	5244 4817 3192	✠100A1 Examined 1,41 Mch ✠LMC BS10,40 MS9,37	~~Npt~~	*y*	CL 10,39	1919 11mo	JReadhead &Sons,Ld. SouthShields *Lloyd's A&CP*	HainS.S.Co.Ld.	400·0|52·4|28·5 P49'B117'F39' FK *CellDB* 345'1085*t* *FPT*130*t*	St.Ives British 7*BHCem* *APT*205*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 513NHP 3SB,*9cf*,GS190,HS7563 FD J.Readhead&SonsLd.S.Shl	31 ″ 0 s5 ″ 11¼ 25 ″ 4	
44/41 85156 149899 GNFS	**Trelawny** ssCff.No.2-37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4689 4379 2848	✠100A1 *withfreeboard* Examined 10,40 BS~~9,39~~ ✠LMC~~4,36~~ 10,40 MS7,40	~~Npt~~ Bel	*z*	CL ~~8,39~~ 6,40	1927 9mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd's A&CP*	HainS.S.Co.Ld.	406·0|54·7|25·2 419·5(O.L.) F31' FK (*CellDB*353'1199*t* *FPT*110*t* *APT*166*t*	London British 6*BHCem* *Coll to Sh dk* 5 „ *2nd* „)	T.3Cy.26",43½"&73"-48" (*s*) 200lb *100lb* 470NHP 3SB,*9cf*,GS216,HS7830 Hwthrn,Leslie&C.Ld.Nwc	27 ″ 8 s 3 ″ 1¼ 24 ″ 9	
85157 142567 GPJX	**Trelissick** ssCff.No.3-7,32 ssCff.No.1-37 D.F. 1*Dk*(*Stl*)	5265 4817 3190	✠100A1 Examined 3,41 Lon ~~BS6,39~~ ✠LMC7,36 BS~~7,40~~ 6,41	~~Sws~~	*y*	CL 5,40	1919 6mo	Harland& Wolff,Ld. Glasgow *Lloyd's A&CP*	HainS.S.Co.Ld.	400·9|52·3|28·5 413·6(O.L.) P49'B113'F39' FK *CellDB* 342'1059*t* *FPT* 127*t*	St.Ives British 7*BHCem* *APT*218*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s5 ″ 11¾ 25 ″ 3¾	
85158 142582 GFDV	**Treminnard** (*ex*Min-36) ssCff.No.3-2,35 ssCffNo.1-39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41 (*W.E.*)	4694 4408 2879	✠100A1 *Shelter dk* *withfreeboard* 2,41 ~~12,39~~ ✠LMC MS4,39 BS12,39	Cff Liv	*z*	CL 4,39	1922 7mo	JohnReadhead&Sons. Ld. SouthShields *Lloyd's A&CP*	HainS.S.Co.Ld.	400·4|53·1|26·3 FK *CellDB*352'1177*t* *FPT*66*t**APT*148*t*	St.Ives British *Cem* *Collision BH to S dk* 5 „ „ *U* „	T.3Cy.26",44"&73"-48" (*r*) 180lb *100lb* 457NHP 3SB,*9cf*,GS190,HS7824 JohnReadhead&Sons,Ld.	36 ″ 10 s10 ″ 3¾ 26 ″ 10	
85159 149980 GLRB	**Tremoda** (*ex*Nimoda-37) ssCff.No.2-37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41 (*W.E.*)	4736 4440 2858	✠100A1 *withfreeboard* Examined 12,40 MS1,37 ✠LMC MBS~~8,39~~ DBS~~2,40~~ 11,40 3,41	~~Bry~~ Liv	*a*†	CL 2,40	1928 1mo	Harland& Wolff,Ld. Greenock *Lloyd's A&CP*	HainS.S.Co.Ld.	409·0|55·8|25·0 420·0(O.L.) F on *Shelter dk*34' FK (*CellDB*360'1204*t* *FPT*160*t**APT*150*t*	London British 7*BHCem* *Coll to Sh dk* 6 „ *2nd*,,)	T.3Cy.27",44"&73"-48" (*s*) 200lb *100lb* 495NHP 3SB,*9cf*,GS190,HS8550 Harland&Wolff,Ld.Bel.	~~27 ″ 9~~ ~~s 3 ″ 2¾~~ ~~24 ″ 8½~~ 35 ″ 9 s10 ″ 5¾ 25 ″ 5¼	
85160 147798	**Trenora** (*ex*Clearwater) 1*Dk*	1796 1639 1134					1928	Smith's DockCo.Ld. Middlesbro'	KeystoneTransports,Ld.	253·0|43·4|18·4	Montreal British *WB*	T.3Cy.16",26"&44"-33" 95RHP Smith'sDockCo.Ld.Mdb.		C
85161 148168 GTDC	**Trentbank** ssCal.No.2-38 1*Dk*(*Stl*)&*Shelter dk*(*Stl-ws*) D.F. *Tonnage opening closed* '41 (*W.E.*)	5060 4628 3003	✠100A1 *withfreeboard* 1,41 ~~6,39~~ ✠LMC MS12,37 BS~~4,39~~ 7,40 *Carrying Vegetable oil in deep tank above* 150° F. *Fitted for oil fuel* 11,29 *F.P.*	Bal ~~Gls~~Cal	*a*†	CL ~~3,38~~ N7,40	1929 11mo	Workman, Clark(1928) Ld.Belfast *Lloyd's A&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	421·8|56·8|26·7 FK (C *CellDB*366'1176*t* *DTa*27' 1105*t* *FPT*	Belfast British 7*BHptCem* *Coll to Sh dk* 6 „ *2nd* „) 156*t**APT*79*t*	Q.4Cy.22",32",46¾"&68"-48" 260lb (*s*) 565NHP 3SB(Spt),*12cf*,GS214, HS8112 FD Workman,Clark(1928)Ld.	~~20 ″ 3~~ ~~s 8 ″ 0½~~ ~~25 ″ 9~~ 36 ″ 4 s10 ″ 1½ 26 ″ 8	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. — Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cod. si ce n'est dans le L.R. Durée, Cert. B. of Trade
92/41 85162 132335 GRDC	**Trentino** *Cruiser Stern* 2*Dks*	3079 2883 1845					1919	Dundee S.B.Co.Ld. Dundee	Ellerman's Wilson Line, Ld.	310·0|44·7|26·8	Hull British *WB*	T.3Cy.21″,35″&59″–39″ 217NHP Earle's Co.Ld.Hull		C
85163 2070 IVAZ	— Iron (*ex*Orient, ssCff.3rdNo.3–10,19 *ex*Elmwin, ssGen.No.1–23 *ex*Loughbrow) 1*Dk*(*Irn*) *Well deck*	671 535 390	✠ 2,29 ✠NB8,96 ✠	Spt	*j*		1883 2mo	Hodgson& Soulsby Blyth	Francesco Pittaluga fu Giacomo *DB*	193·1|30·3|12·3 190·3 Q99′B18′F22′ BK7½″ *a*48′*f*75′&*u*E&B85	Genoa Italian 4*BHCem* ′225*t*	C.2Cy.23″&46″–33″ NDB18 97NHP 1SB,3*pf*,GS47,HS1570 WighamRichdsn&Co.Nwc	14 ″ 5	I †
85164 128818 MDSP	**Trentwood** ssBly.2ndNo.3–3,35 *Mchy.Aft* ssBly.No.1–39 *Well deck* 1*Dk*(*pt Irn pt Stl*) *Cargo battens not fitted*	791 562 369	✠100A1 3,41~~6,39~~ BS3,41	Bly Abn ✠LMC4,40	*k*	CL 6,39	1912 6mo *Lloyd*'s*A&CP*	W.Harkess &Son,Ld. Middlesbro'	DonkingS.SCo.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*)	195·0|30·0|11·7 Q109′B13′F24 FK	Middlsbro' British 3*BHCem* *CellDBf*	T.3Cy.16″,27″&44″–30″ (*s*) 180lb 131NHP 1SB,3*pf*,GS60,HS2262 Blair&Co.Ld.Stockton 117′158*t* *FPT*79*t* *APT*24*t*	13 ″ 10 s 4 ″ 0½ 13 ″ 4½	
85165 YTER	**Trepca** ssRot.No.2–38 D.F. 1*Dk*(*Stl*)	*5042* *4668* *3126*	✠100A1 3,41~~2,40~~~~11,40~~ ~~BS5,39~~ 8,40	Cal ~~Sng~~ Bal ✠LMC12,37	*z*	CL ~~12,37~~ ~~11,40~~ 2,41	1930 7mo *Lloyd*'s*A&CP*	Ayrshire Dkyd.Co.Ld. Irvine	Jugoslavenski Lloyd a.d. *CellDB*350′	407·0|53·6|25·7 P26′B270′F37′ FK 1155*t* *DTa*29′ 1100*t*	Dubrovnik Yugoslav 6*BHCem* *APT*245*t*	T.3Cy.25½″,43″&72″–48″ (*s*) 200lb 470NHP 2SB(FD)&1Aux.B,9*cf*, GS173,HS6695 Rankin&BlackmoreLdGrk	28 ″ 0 s 3 ″ 10½ 24 ″ 4	
85166 LFDH	**Tres** *Mchy.Aft* 1*Dk*	946 627 459					1917	Porsgrund Mek.Værks. Porsgrunn	M.S.Pedersens RederiA/S(Rafen &Loennechen, *Mgrs.*)	202·0|32·0|12·7 P119*t*Q70*t*H63*t*	Tönsberg Norwegian *WB*	T.3Cy.14″,23″&38″–27″ 75NHP PorsgrundM.V.Porsgrunn		N
85167	**Tres de Outubro (3 de Outubro)**		*See No.*	84799	*in*	*letter*	T.							
85168 148685 GLNP	**Tresillian** ssCff.No.3–7,38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed* '41(*W.E.*)	4743 4442 2873	✠100A1 *with freeboard* 3,41 ~~5,40~~ MS7,38	Sws Bkn ✠LMC BS~~11,39~~ 3,41	*z*	CL 4,39	1925 10mo *Lloyd*'s*A&CP*	W.Gray& Co.Ld. WHartlepool	HainS.S.Co.Ld. *CellDB*353′ 1072*t*	400·0|53·0|26·4 412·5(O.L.) FK (*FPT*127*t* *APT*184*t*	London British 6*BHCem* *Coll to Sh dk* 5 „ 2*nd* „)	T.3Cy.27″,44″&73″–48″ (*s*) 180lb *100lb* 467NH 3SB,9*cf*,GS194,HS8118 Cen.Mar.Eng.Wrks.WHpl	36 ″ 11 s 10 ″ 7½ 26 ″ 7	
85169 UOEQ	**Treti Krabolov** (*ex*ShinzanMaru, *ex*Monmouth) ssLiv.No.3–8,13 ssCff.No.1–17 2*Dks*(*Stl*)&*deep framing* &*Shelter dk*(*Stl*)	5183 3867 2929	✠ 4,23 ✠	Brs	*x*		1900 7mo	SirRaylton Dixon&Co Ld Middlesbro'	U.S.S.R. *CellDBa*138′*uE*&	375·0|48·0|25·7 B130′ FK *B*42′*f*150′448*tDTa*	Vladvostk Russian 6*BHCem* 30′660*tFPT*	T.3Cy.25″,41″&69″–48″ 363NHP 3SB,9*cf*,GS174,HS5676 SirC.Furness,Westgarth& 135*tAPT*40*t* Co.Ld.Mdb.	28 ″ 5	
85170 DOOS	**Treuenfels** Sub.Sig. 2*Dks* E.S.D. *Cruiser Stern*	8457 7779 5196					1928	Deutsche- Schiff und Maschin- enbauA/G Weser- münde-G.	DeutscheDampfs. Ges."Hansa"	490·3|62·2|32·3 P66′B285′F39′	Bremen German *WB*	T.3Cy.34¼″,52¾″&86⅝″–55⅛″ &1 low pressure turbine 785NHP J.C.TecklenborgA.G. Wesermünde-G.		G
85171 165560 GBGN	**Trevalgan** *Oil Eng.* D.F. 1*Dk*& *Shelter dk* *Cruiser Stern* *Tonnage opening closed* '41(*W.E.*)	5299 4654 3120	✠100A1 *with freeboard* 2,41~~11,39~~	Vcr Liv ✠LMC8,37	*a*†	CL 8,40	1937 8mo *Lloyd*'s*A&CP* *Wing tanks in mchy.*	Lithgows Ld. Port Glasgow	HainS.S.Co.Ld. *CellDB*357′1513*t* *space*13′246*tFPT*	432·3|56·2|24·8 448·4(O.L.) F34′ FK *MT*26′1008*t* 110*tAPT*185*t*	London British 7*BHpt Cem* *Coll to Sh dk* 6 „ „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$″–85$\frac{1}{16}$″ 449NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	36 ″ 10 s11 ″ 3¼ 25 ″ 9	
85172 142568 GFCW	**Trevarrack** ssCff.No.3–4,32 D.F. ssCff.No.1–37 1*Dk*(*Stl*)	5270 4795 3181	✠100A1 Examined 5,41 Gls ✠LMC5,41	~~Npt~~	*y*	CL ~~3,39~~ 4,41	1919 6mo *Lloyd*'s*A&CP*	D&WHen- dersn&Co.Ld. Glasgow	HainS.S.Co.Ld. *CellDB*	400·0|52·3|28·4 413·0(O.L.) P49′B113′F38′ FK 344′1035*t* *FPT*125*t*	St.Ives British 7*BHpt Cem* *APT*210*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD D&WHendersn&CoLdGls	31 ″ 0 s5 ″ 11½ 25 ″ 4	
85173 167400 GCKG	**Trevaylor** *Oil Eng.* D.F. 1*Dk*&*Shelter Dk* *Cruiser Stern*	5257 4633 3091	✠100A1 *with freeboard* ~~6,40~~ ~~3,40~~ 12,40	Gls Lon ✠LMC3,40	*a*† 2	CL	1940 3mo *Lloyd*'s*A&CP*	Barclay, Curle&Co.Ld. Glasgow	HainS.S.Co.Ld. *Cell DB* 370′1586*tMT*26′	432·5|56·2|24·9 447·8(O.L.) F39′ FK (1008*t* *Wingtanks in*	London British 7*BHptCem* *Coll to Sh dk* 6 „ 2*nd* „) *mchy. space*	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$″–85$\frac{1}{16}$″ 449NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls. 13′246*tFPT*110*tAPT*185*t*	27 ″ 9 s3 ″ 2¼ 24 ″ 9¼	
85174 142576 GCBP	**Treverbyn** ssNpt.No.3–5,32 D.F. ssCff.No.1–37 1*Dk*(*Stl*)	5281 4811 3196	✠100A1 ~~Examined~~ 5,41 Npt BS11,40 MS9,36	~~Sws~~ ✠LMC ~~BS11,39~~	*y*	CL ~~12,38~~ 4,41	1920 1mo *Lloyd*'s*A&CP*	Harland& Wolff,Ld. Glasgow	HainS.S.Co.Ld. *CellDB*	400·7|52·3|28·5 413·5(O.L.) P49′B113′F39′ FK 342′1059*t* *FPT*127*t*	St.Ives British 7*BHCem* *APT*218*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Harland&Wolff,Ld.Gls.	31 ″ 0 s 6 ″ 0 25 ″ 3½	
44/41 85175 167555 GCKK	**Trevethoe** *Oil Eng.* D.F. 1*Dk*& *Shelter dk* *Cruiser Stern*	5257 4633 3083	✠100A1 *with freeboard* 9,40~~6,40~~ ~~(Class Contemplated)~~	Gls Sws ✠LMC6,40	*a*† 2	CL	1940 6mo *Lloyd*'s*A&CP*	A.Stephen &Sons,Ld. Glasgow	HainS.S.Co.Ld. *CellDB*370′1517*t* *MT*26′1008*t* *Wingtanks in mch*	432·5|56·2|24·9 446·7(O.L.) F39′ FK (*Coll BH to Sh.dk* 6 *y.space* 13′246*tFPT*	London British 7*BHptCem* *BH to 2nd dk*) 110*tAPT*185*t*	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$″–85$\frac{1}{16}$″ 449NHP 2DB*120lb* Barclay,Curle&Co.Ld.Gls.	27 ″ 9 s3 ″ 2½ 24 ″ 8½	
85176 167621 GCKC	**Trevilley** *Oil Eng.* D.F. 1*Dk*& *Shelter dk* *Cruiser Stern* *Tonnage opening closed* '41(*W.E.*)	5296 4624 3106	✠100A1 *with freeboard* ~~3,40~~ 6,41 ~~(Class Contemplated)~~	PGl ~~Lon~~Sws ✠LMC8,40	*a*†	CL	1940 8mo *Lloyd*'s*A&CP*	Lithgows Ld. Port Glasgow	HainS.S.Co.Ld. *CellDB*370′1513*t* *MT*26′1008*t* *Wing tanks in mchy*	431·9|56·2|24·8 448·5(O.L.) F39′ FK (*Coll BH to Sh.dk* 6 *space* 13′246*tFPT*1	London British 7*BHptCem* *BH to 2nd dk*) 10*tAPT*185*t*	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$″–85$\frac{1}{16}$″ 449NHP 2DB*120lb* Barclay,Curle&Co.Gls.	36 ″ 10 s11 ″ 3¼ 25 ″ 9	
159/40 85177 133573	**Trevisa** ssShl.No.1–20 *Mchy.Aft* 1*Dk*&*Web frames*	1813 1618 1095	✠ … 6,22 ✠				1915 6mo	N.of Irelnd S.B.Co.Ld. Londonderry	CanadianLake CarriersLd.	250·0|42·5|17·4 F39′ FK	Montreal British *WB*	T.3Cy.16″,26″&44″–33″ 153NHP Kincaid&Co.Ld.Grk.	20 ″ 0	R †
85178 142578 GDWR	**Trevorian** ssFal.No.3–8,34 ssCff.No.1–39 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4599 4327 2818	✠100A1 *Shelter dk* *with freeboard* 11,40~~2,40~~ MS2,39	Cff Bry ✠LMC BS~~2,40~~4,41	*y*	CL ~~N2,40~~ 11,40	1920 10mo *Lloyd*'s*A&CP*	J Readhead &Sons,Ld. South Shields	HainS.S.Co.Ld. *CellDB*352′121	400·3|52·1|25·9 413·6(O.L.) FK *Collisio* 9*tFPT*76*tAPT*156*t*	St.Ives British *Cem* *n BH to Sh dk* 5 „ „ *U* „	T.3Cy.27¼″,44″&73″–48″(*r*) 180lb *90lb* 425NHP 3SB,9*cf*,GS190,HS6876 J.Readhead&SonsLd.S.Shl	28 ″ 6 s3 ″ 3¼ 25 ″ 5½	
178/40 85179 164680 GYXT	**Trewellard** D.F. 1*Dk*&*Shelter dk* *Cruiser Stern*	5201 4644 3067	✠100A1 *with freeboard* 1,40 BS9,40	Liv ✠LMC7,36	*a*†	CL 6,39	1936 7mo *Lloyd*'s*A&CP*	Lithgows Ld. Port Glasgow	HainS.S.Co.Ld. *CellDB*	432·3|56·2|24·8 F34′ FK (370′1521*t* *FPT*110*t*	London British 7*BHCem* *Coll to Sh dk* 6 „ 2*nd* „) *APT*177*t*	T.3Cy.22½″,36″&65″–48″ & exhaust turbine driving steam compressor 469NHP 2SB(Spt)&1Aux.SB,230lb 8*cf*,GS142,HS6032 (*r*) FD D.Rowan&Co.Ld.Gls.	27 ″ 9 s 3 ″ 2½ 24 ″ 9½	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L. R. Date of B. of Trade Cert
85180 147041 GCLY	**Treworlas** ssCff.No.3–12,35 D.F. ssOsl.No.1–40 1Dk(Stl)&Shelter dk(Stl) Tonnage opening closed'41(W.E.)	4692 4408 2867	✠100A1 Shelter dk withfreeboard 4,41 ~~3,40~~ ✠LMC ~~BS12,39~~ MS3,40	Osl Lon BS4,41	z	CL ~~3,40~~ 4,41	1922 11mo Lloyd's A&CP	J Readhead &Sons,Ld. South Shields	HainS.S.Co.Ld. CellDB352'1177t	400·4 FPT66tAPT148t	53·1	26·3	St.Ives British FK Cem Collision BHtoShdk 5 ,, ,, U ,,	T.3Cy.26",44"&73"–48" (r) 180lb ~~100lb~~ 457NHP 3SB,9cf,GS190,HS7824 J.Readhead&SonsLd.S.Shl	36 ″ 10 s10 ″ 3¼ 26 ″ 10	
194/40 85181 166448	**Triadic** OilEng. E.S.D. 1Dk&Shelter dk Cargo battens not fitted CruiserStern Sparring omitted on oiltight bulkhead No. 2 hold	6378 5322 3500	✠100A1 withfreeboard 11,40 ~~2,40~~ ✠LMC5,38	Mel	b† 2$\frac{1}{16}$	CL	1938 5mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	BritishPhosphate Commissioners (A.H.Gaze,C.B.E. Mgr.) CellDB252'1356t	442·3 457·5(O.L.) P27'F43' FK DTf16'708t Tanks in way of tunnel 142' 1789tFPT244tAPT147t	60·0	25·0	London British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 4S.C.SA 8Cy.29⅓"–59$\frac{1}{16}$" 653NHP 2DB150lb J.G.Kincaid&Co.Ld.Grk.	29 ″ 4 s 3 ″ 9½ 25 ″ 9	
* 85182 LDCV	**Trianon** TwinSc OilEng. ssOsl.No.3–12,37 1Dk(Stl)&Shelter dk(Stl) D.F. 3rd dk(Stl) except in No. 5 hold	5805 5224 3579	✠100A1 withfreeboard 3,39 ✠LMC CS3,38 12,37 DBS5,39 Carrying vegetable oil in deep tank	Cpn	b†	CL 8,39	1926 2mo Lloyd's A&CP	Odense Staalskibsværft Odense	Wilh.Wilhelmsen CellDB387'1352t Tanks between tunnels and at sides of tunnels 199tFPT116tAPT128tDTf30'840t	435·9 456·3(O.L.) P32'F46' FK	56·2	27·8	Tönsberg Norwegian 7BHCem (Coll& AP to Sh dk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"–43$\frac{5}{16}$" DB100lb 951NHP Akt.Burmeistr&Wain,Cpn	30 ″ 6 s 4 ″ 0¼ 26 ″ 7	
194/40 85183 163577 GYGL	**Triaster** Ⓟ OilEng. ssMel.No.1–39 Ref.Mchy. 1Dk&Shelter dk D.F. E.S.D. CruiserStern Cargo battens not fitted	6032 4975 3564	✠100A1 withfreeboard 10,40 ~~3,40~~ ✠LMC CS4,39 DBS3,40 ~~9,39~~3,40	Mel	a†	CL 6,38	1935 3mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	BritishPhosphate Commissioners (A.H.Gaze,C.B.E. Mgr.) CellDBuE&f223'1220t Tanks in way of tunnel 109'1225tFPT257t	423·2 437·6(O.L.) P27'F52' FK	58·2	25·7	London British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,) APT183t	Oil Engines 4S.C.SA 8Cy.29⅓"–59$\frac{1}{16}$" 653NHP DB100lb J.G.Kincaid&Co.Ld.Grk.	29 ″ 0 s 4 ″ 6¼ 24 ″ 7½	
4/4 85184 164341 GCCR	**Tribesman** 2Dks CruiserStern	6242 5809 3777	✠100A1 7,40 ~~7,39~~ ✠LMC9,37	Liv	a†	CL	1937 9mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	CharenteS.S.CoLd. (T.&J.Harrison, Mgrs.) CellDB365'1269t	437·3 452·3(O.L.) P45'B144'F43' FK DTa32'858tFPT95	56·0	29·4	Liverpool British 8BHCem (1,,to2nddk) tAPT70t	T.3Cy.28",46"&81"–54" (r) 215lb 120lb 582NHP 2DB(Spt),12cf,GS272, HS9062 D.Rowan&Co.Ld.Gls.	32 ″ 0 s 6 ″ 5¾ 25 ″ 8½	
85185 LDUB	**Tricolor** TwinSc OilEng. ssOsl.No.1–37 D.F. 1Dk(Stl)&Shelterdk(Stl) GyC. 3rd dk(Stl) except in after holds	6850 6013 4208	✠100A1 withfreeboard 9,40 ~~1,40~~ ✠LMC CS9,37 2,38 DBS~~3,39~~ 9,40 Carrying fuel oil F.P. above 150°F. in deep tank	Got Hul	e†	CL 1,40	1933 5mo Lloyd's A&CP	NV Nederl. Schps.Maats. Amsterdam	Wilh.Wilhelmsen	479·1 P48'F46' FK CellDB365'1345t Tanks in way of tunnels 515tMT	61·1	29·0	Tönsberg Norwegian 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.DA 12Cy.23⅝"–43$\frac{5}{16}$" 2330NHP DB100lb Gebr.Stork&Co.N V. Hengelo 28'1318tFPT176tAPT145t	31 ″ 7 s 4 ″ 2 27 ″ 7	
85186 157868 GZFQ	**Tricula** OilEng. 1Dk,2nd dk clear of cargo tanks Mchy.Aft Longitudinal framing at bottom & at deck D.F. E.S.D. CruiserStern	6221 5483 3616	✠100A1 4,40 DBS4,40 ✠LMC8,36 Carrying Petroleum in bulk	Fal	a†	CL 6,39	1936 8mo Lloyd's A&CP	Howaldts-werkeA.G. Kiel	Anglo-Saxon PetroleumCo.Ld. CellDBuE61'134tDTf25'255tFPT102tAPT60t	430·1 446·4(O.L.) P89'B41'F48' FK	54·5	30·7	London British 16BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.25$\frac{9}{16}$"–55⅛" 377NHP DB180lb HowaldtswerkeA.G.Kiel	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
85187 140697 GPKD	**Trident** ssShl.No.3–8,30 D.F. ssShl.No.2–38 1Dk(Stl)	4317 3982 2689	✠100A1 ~~8,40~~ ~~12,39~~ 6,41 ~~BS5,40~~ 5,41 ✠LMC5,38	PNl ~~Gls~~ Nwc	x	CL ~~5,38~~ 6,41	1917 9mo Lloyd's A&CP	Sunderlnd S.B.Co.Ld. Sunderland	TheQuayside ShippingCo.Ld. (Connell&Grace, Ld.Mgrs.) CellDB328'1051tFPT83tAPT148t	375·0 386·5(O.L.) P29'B106'F38' FK	51·1	25·3	Newcastle British 6BHCem	T.3Cy.25",42"&69"–48" (r) 180lb 371NHP 2SB,6cf,GS141,HS5892 N.E.MarineEng.Co.Ld.Sld	27 ″ 9 s 5 ″ 0¼ 23 ″ 0	
85188 166363 GJJZ	**Trienza** OilEng. E.S.D. 1Dk&Shelter dk Cargo battens not fitted CruiserStern Sparring omitted on oiltight bulkhead No. 2 hold	6378 5322 3502	✠100A1 withfreeboard 8,40 ~~1,40~~ ✠LMC2,38	Mel	b† 2$\frac{1}{16}$	CL	1938 2mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	BritishPhosphate Commissioners (A.H.Gaze,C.B.E. Mgr.) CellDB252'1356t in way of tunnel	442·3 457·5(O.L.) P27'F43' FK DTf16'708t Tanks 142'1789tFPT244t	60·0	25·0	London British 7BHptCem (Coll to Sh dk 6 ,, 2nd,,) APT147t	Oil Engines 4S.C.SA 8Cy.29⅓"–59$\frac{1}{16}$" 653NHP 2DB150lb J.G.Kincaid&Co.Ld.Grk.	29 ″ 4 s3 ″ 9½ 25 ″ 9	
85189 YTET	**Triglav** ssRot.No.2–38 D.F. 1Dk(Stl)	6363 5800 3853	✠100A1 2,41 ~~3,40~~ ~~BS6,39~~ 7,40 ✠LMC10,37	PNl NNs	a†	CL 3,39	1929 8mo Lloyd's A&CP	W.Doxford &Sons,Ld. Sunderland	Jugoslavenski Lloyd a.d. CellDBa&uE150' DTa29'1334t	425·0 P35'B275'F34' FK f196'1273t FPT133tAPT198t	58·2	28·6	Dubrovnik Yugoslav 8BHptCem ptAsp	T.3Cy.27⅛",45"&75"–51" (s) 200lb 573NHP 3SB,9cf,GS184,HS8230 FD J.Dickinson&Sons,Ld Sld.	31 ″ 2 s 4″11½ 26 ″ 5¼	
85190 137509 GNRL	**Trigonia** (exMarinula, exSanta Margherita) TwinSc OilEng. ssAms.No.3–5,28 Mchy.Aft ssRot.No.2–36 2Dks(Stl)&Webframes Longitudinal framing	7496 6784 4042	100A1 12,39 ✠LMC CS1,36 4,37 ✠NE5,28 DBS1,40 Carrying Petroleum in bulk	Gls	b†	CL P7,38 SN7,38	1916 Lloyd's A&CP	Vickers,Ld Barrow	Anglo-Saxon PetroleumCo.Ld. Middle line BH in forward oil tank not oil-tight CellDBuE66'148tDTf27'359tDTa16'153tFPT78tAPT76t	440·0 P120'F97' FK	54·3	36·4	London British 19BHptCem (14 to U dk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 12Cy.26⅜"–47¼" 807NHP 2NDB21–180lb Werkspoor,Ams.	36 ″ 6 s7 ″ 4¼ 29 ″ 4¼	
85191 219394 KOQF	**Trimountain** Fitted for oil fuel Mchy.Aft 2Dks Carrying Petroleum in bulk Longitudinal framing	6389 — 3934					1919	Bethlehem S.B.Corp.Ld. Quincy,Mass.	TrimountainS.S. Corp.(B.L.ShippingCo.Inc.Mgrs.)	416·9 P101'B37'F33'	56·2	31·0	Wilmgton (Del.) Utd.States WB	T.3Cy.26$\frac{9}{16}$",44⅜"&74"–51" 391NHP BethlehemS.B.Corp.Ld. Quincy,Mass.		R
85192	**Trinidad** Ⓟ (exLeeuwarden) TwinSc Fitted for oil fuel 2Dks CruiserStern	991 — 572					1908	N.V.Werf. v/h.Rijkee &Co. Rotterdam	Cia.Anon. Venezolana de Nav.	214·2	40·2	9·1	LaGuayra Venezuelan	C.4Cy.15¾"&31½"–14$\frac{3}{16}$" 62NHP N.V.Alblasserdamsche Mchfbrk.Alblasserdam		V
85193 VSJC	— TwinSc Fitted for oil fuel 1Dk CruiserStern	606 482 244	✠ ... 3,35 ✠	PGl			1931 3mo Lloyd's A&CP	Ferguson Bros.(Port Glasgow)Ld. PortGlasgow	TrinidadGovernment CellDBuE19'29t	175·4 P24'B&F121' FK FPT17tAPT40t	32·1	11·7	Trinidad British 5BHptCem ptAsp	C.4Cy.12½"&26"–20" 100NHP 1SB 3cf,GS46,HS1788 FergusonBros.(Port Glasgow)Ld.P.Gls.	12 ″ 6	
85194																

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numéro d'Ordre Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. SHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
85195 CDTR	**Trinidad** Ⓟ (*ex*Nordbornholm-38) Wireless D.F. *2Dks*	376 208 221					1929	Frdkshvns Værft& Flydedok A/S Frederikshvn	ChilianState Railways	136·9|25·1|9·3 P94'F35'	Vlparaiso Chilian *WB*	T.3Cy.12",20"&33"-24" 53NHP BergensMekVærksBergen		V
85196 8300 SDOU	**Trio** (*ex*IngeMærsk-38) *1Dk*	*1482* *1173* *837*					1922	Svendborg Skibs&Mask. Svendborg	A/BArafart (A.K.Appelqvist, *Mgr.*)	253·2|38·2|14·9 P29'Q77'B101'F34'	Stockholm Swedish *WB*	T.3Cy.17",27½"&47"-34" 140NHP SvendborgMsk.Svendborg		V
1/40 85197 OFCA	— (*ex*Bothnia,*ex*Niord, Iron *ex*YvesConseil, *ss*Mmo.4thNo.3-6,32 *ex*Golconda) *ss*Osc.No.1-36 *Well deck* *1Dk(ptStl&ptIrn)* Wireless D.F. *Cargo battens not fitted*	1451 1193 848	✠100A1 2,39 ✠NB10,07✠LMC MS2,36 BS1,40	Skm	*p*	OG 2,39	1884 12mo	W.Pickersgill&Sons Sunderland A&CP	O/YSuomi ShippingA/B(C.S. Bergström, *Mgr.*)	262·2|35·4|15·4 255·5 Q102'B48'F32' FK ptND07 *DBa*76'*f*101'	Helsingfrs Finnish *4BHCem* 338t*APT*11t	C.2Cy.30"&56$\frac{11}{16}$"-39" (*s*) 85lb 165NHP NDB10 *fitted*13 2SB,*6pf*,GS90,HS2458 G.Clark,Sunderland	18 " 6 s1 " 10½ 16 " 10	
85198 OUMS	— (*ex*Südwest-33,*ex*ErikaTreess,*ex*Esther, *ex*Ablasserwaard) *1Dk* *Mchy.Aft*	493 391 250					1918	Gebr.van Diepen Waterhuizen	Dampskslsk.Trio A/S(Hans Svenningsen)	155·6|26·3|12·3 P50'F23'	Copnhagn Danish *WB*	T3Cy11½"18$\frac{1}{16}$"&31½"-17$\frac{7}{16}$" 45NHP N.V.Machinefabriek Fulton,Hoogezand		V
94/40 85199 162559 GMNS	**Triona** *ss*Mel.No.2-39 *Ref.Mchy.* *1Dk(Stl)&Shelterdk(Stl) & Web frames* *Cargo battens not fitted*	4413 3708 2590	✠100A1 *with freeboard* ~~4,40~~ ~~11,38~~ ✠LMC6,39 10,40 BS4,40 *Fitted for oil fuel* 3,31 *F.P. above* 150° F.	Mel	*y*	CL 11,39	1931 3mo	Harland& Wolff,Ld. Glasgow *Lloyd's*A&CP	BritishPhosphate Commissioners (A.H.Gaze,C.B.E. *Mgr.*)	389·5|54·1|24·5 401·0(O.L.) P32'F39' FK *CellDBuE&B*44'*f*150'1049t*DTs at sides of tunnel* 1178t*FPT*111t	London British *6BHptCem* (*Coll to Shdk* 5 ,, *2nd* ,,) *APT*63t	T.3Cy.25",42"&70"-48" (*s*) 200lb 534NHP 3SB,*9cf*,GS207,HS8106 FD J.G.Kincaid&Co.Ld.Grk.	27 " 0 s 2 " 8 24 " 5	
85200 7725 SGZD	**Trione** *ss*Got.No.2-39 *CruiserStern* *1Dk(Stl)* *Strengthened for navigation in ice*	1599 1381 863	✠100A1 4,40 ~~8,39~~ ✠LMC8,39	Got	*r*	CL ~~8,39~~ 4,40	1931 3mo	Akt.Lindholmen-Motala Gothenburg *Lloyd's*A&CP	Rederiaktieb. Unda(PerWaller, *Mgr.*)	268·0|40·3|16·1 278·2(O.L.) P26'B162'F23' FK *CellDB*215'524t	Gothenbrg Swedish *4BHptCem* *APT*96t	T3Cy17$\frac{5}{16}$",28¾"&45¼"-31½" 200lb (*s*) FD 139NHP 2SB(Spt),*4cf*,GS48,HS1787 Akt.Lindholmen-Motala	18 " 10 s1 " 3 17 " 8¼	
85201 1621 IAST	**Tripoli** Wireless	1166 — 664					1921	N.Odero &Co. Foce,Genoa	ItalianNavy (OperatedbySoc. Anon.Coop.diNav. Garibaldi)	207·2|32·0|19·5	Genoa Italian	T.3Cy.15½",24⅝"&39⅜"-25⅝" 78NHP N.Odero&Co.Genoa		I
85202 429 IVBC	**Tripolino** (*ex*HighlandCoast-38, *ex*PrincessMelita) *1Dk*	1071 890 444					1912	Ramage& Ferguson,Ld Leith	D.Tripcovich&Ci. Soc.Anon diNav. Rimorchi e Salvataggi	249·9|34·1|16·0 240·0 P&B148'F58'	Trieste Italian *WB*	T.3Cy.20",33"&54"-36" 175NHP Ramage&Fergusn,Ld.Lth.		CI
85203 404 ICKV	**Tripolitania** Ⓟ (*ex*Marzocco, *ex*WarTank) *ss*Lgn.No.1-23 *Fitted for oil fuel* D.F. *Well deck* *1Dk*	2722 1771 1544	✠ ... 12,26 ✠				1918 10mo	Swan,Hunter&Wigham Richardson, LdSunderlnd	LloydTriestino Soc.Anon.diNav.	301·1|42·1|19·1 285·0 P25'Q71'B66'F32' FK	Naples Italian *WB*	T.3Cy.25",41"&68"-45" 417NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 " 2	I †
85204 LKAV	**Tripp** *OilEng.* *Mchy.Aft* *Cruiser Stern* *Carrying Petroleum in bulk*	364 294 147					1939	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam	Skibs.A/S Tripp (Osw.Aamodt)	147·9|25·7|10·6 Q43'F19'	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 7Cy.11"-17$\frac{5}{16}$" Humboldt-Deutzmotoren, A.G.Köln-Deutz		N
85205 209001 KLBJ	**Tristan** (*ex*Penobscot,*ex*Lairg, *ex*P.L.M.2, *ss*Sld.No.3-12,21 *ex*Penobscot) *1Dk(Stl)* *Mchy.Aft* *(Self-Unloader)* D.F. GyC.	2294 — 1666	11,27 ✠NB12,21	Cff	*s*		1911	Gt.Lakes Eng.Works Ecorse,Mich.	BuckeyeS.S.Co. (J.T.Hutchinson, *Mgr.*)	253·0|43·7|24·7 F25' FK *CellDB*204'634t *Topside tanks*	Wilmingtn (Del.) Utd.States *5BHAsp*	T.3Cy.21",34½"&57"-42" 291NHP 2SB,*6cf*,GS103,HS4320 Gt.LakesEng.Works,Det. 157'902t*FPT*137t*APT*35t	27 " 6	R †
144/40 85206 PIAU	**Trito** E.S.D. Sub.Sig.	1057 787 373					1921	N.V.Boele's Schp.&Mch. Slikkerveer	N.V.Maats"Zeevaart"(Hudig& Veder, *Mgrs.*)	231·9|36·2|13·3 P25'F23'	Rottrdam Dutch *WB*	T.3Cy.18",30"&48"-36" 138NHP NVBoele'sSch&MchBolnes		V
85207 LCKZ	**Triton** TwinSc *OilEng.* *ss*Osl.No.2-38 D.F. *1Dk(Stl)&Shelterdk(Stl)* *3rd dk(Stl) except in after holds*	6607 5909 4045	✠100A1 *with freeboard* ~~7,40~~ ~~10,39~~ 12,40 ✠LMC CS10,38 DBS~~6,3~~73,41 10,38 *Carrying cargo oil in deep tank & tanks in way of tunnels*	Osl ~~Grk~~NYk	*d*†	CL P9,38 ~~s10,9~~ s10,39 *F.P. above* 150° F.	1930 6mo	Kockums M.V.Aktieb Malmö *Lloyd's*A&CP	Wilh.Wilhelmsen	461·9|60·6|28·9 P44'F40' FK *CellDB*362'1320t *Tanks in way of tunnels* 495t *FPT*134t*APT*135t	Tönsberg Norwegian *7BH* (*Coll to Shdk* 6 ,, *2nd* ,,)	Oil Engines 4S.C.SA 16Cy.27$\frac{9}{16}$"-55⅛" 1169NHP NDB37-*100lb* KockumsM.V.Akt.Malmo	31 " 7 s 4 " 1½ 27 " 7½	
85208 PIAY	— Ⓟ *Cruiser Stern* *2Dks*	2078 1741 1166					1928	Akt.Ges. "Neptun" Rostock	Koninkl.Nederl. Stoomb.Maats. N.V.	285·7|44·7|17·7 B70'	Amstrdam Dutch *WB*	T.3Cy.19",31½"&51½"-35⅝" 155NHP A.G."Neptun,"Rostock		V
85209 LOGV	— Ⓟ Pad *Fitted for oil fuel* *4Dks*	2000 — 984					1894	Scotswood S.B.Co.Ld. Newcastle	Cia.Argentina de Nav.Mihanovich, Ltda.	292·0|36·0|29·5	Bns.Aires Argentine	T.3Cy.30",49"&75"-84" 515NHP A.&J.Inglis,Glasgow		
85210 7206 SLGA	— (*ex*Patria-36,*ex*PhyllisSeed, *ex*Westmore,*ex*Portinglis) *1Dk*	*1870* *1696* *1105*					1908	Irvine'sSB &D.D.Co.Ld W Hartlepool	RederiA/B Amfitrite(Fänges &Påhlssons Rederier, *Mgrs.*)	279·2|40·1|18·2 P25'B66'F29'	Hlsngborg Swedish *WB*	T.3Cy.20½",33"&54"-36" 175NHP McColl&Pollock,Ld.Sld.		V
85211 DOKY	— Sub.Sig. D.F. *1Dk*	1620 1042 883					1920	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges."Neptun"	241·3|36·3|15·2 P11'Q70'B&F158'	Bremen German *WB*	T.3Cy19$\frac{7}{16}$",31½"&53½"-35⅝" 168NHP A.G."Weser,"Bremen		G
85212 14 IVDB	**Triton Maris** (*ex*Triton, *ex*IuliaMantaca,*ex*GibelHamam, *ex*Southford,*ex*Melrose *1Dk* Abbey,*ex*FranzHorn)	1457 1058 895					1898	Akt.Ges. "Neptun" Rostock	Marittima RavennateSoc. Anon.	245·9|35·3|14·9 Q72'B112'F24'	Ravenna Italian *WB*	T.3Cy.16¼",25½"&41⅜"-32¼" 99NHP A.G."Neptun,"Rostock		J
85213 14983 GMZR	**Trocas** *OilEng.* *Mchy Aft* *ss*Sng.No.3-1,39 D.F. E.S.D. *Cruiser Stern* *1Dk(Stl)* *Longitudinal framing at bottom & at deck*	7406 6761 4277	✠100A1 8,40 ~~9,39~~ ✠LMC CS9,39 DBS~~3~~12,40 ~~5,36~~ 12,40 *Carrying Petroleum in bulk*	Bkn Mlt	*b*† 2½	CL 6,38	1927 6mo	Rotterdam Droogd.Maat Rotterdam *Lloyd's*A&CP	Anglo-Saxon PetroleumCo.Ld.	440·4|59·5|32·7 456·6(O.L.) P99'B34'F58' FK *CellDBuE*69'285t*DTf*32'284t*FPT*162t*APT*67t	London British *15BHptCem*	Oil Engines 4S.C.SA 6Cy.32¼"-59$\frac{1}{16}$" 602NHP 2DB*180lb* N.E.MarineEng.CoLdNwc	32 " 9 s 6 " 3¾ 26 " 7½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
85214 145865 GDZB	**Troilus** Ⓟ *Fitted for oil fuel* 2*Dks*&*lower dk* D.F. *inNo.1hold*	7422 6327 4658					1921	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaMutualS.N. Co.Ld.(A.Holt&Co *Mgrs.*)	459·1 P54'B165'F62'	56·2	32·5	Liverpool British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Scotts'S.B.&Eng.Co.Ld.		BT till ~~1 41~~ 1 42
85215 TUNP	**Trois-Ilets** (*ex*Orontes) 1*Dk*	338 292 180					1920	Schiffs-u Dckbauwerft Flender Lübeck	Cie.Générale Transatlantique	139·0 B34'F20'	22·5	11·8	Fortde France French *WB*	C.2Cy.14¾"&22½"–15¾" 17NHP G.SeebeckA.G. Wesermünde-G.		V
85216 149462	**Troisdoc** *Mchy.Aft* 1*Dk*	1925 1635 1146					1928	Swan,Hunter&Wigham Richardson, LdNewcastle	PatersonSteamships,Ld.	253·0 Q100'F35'	43·3	17·8	Ft.William British *WB*	T.3Cy.15",25"&40"–33" 92NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		C
85217 LDRM	**Troja** TwinSc *OilEng.* *ss*Osl.No.2–39 D.F. 2*Dks*~~1*Dk*(*Stl*)&*Shelter dk*(*Stl*)~~ 3rd*Dk*(*Stl*)*except in after holds* *Tonnage opening closed* '40	~~6650~~ ~~5370~~ ~~4084~~ 8814 —— 6527	✠100A1 *withfreeboard* ~~6,40~~ ~~10,39~~3,41 ✠LMC CS1,39 DBS7,~~384~~,40 ~~2,386,39~~ ~~12,39~~ 4,40	Sba ~~Pbl~~ PNi	*d*†	CL ~~s7,38~~ ~~p1,39~~ PN3,41 s3.41	1930 12mo	Akt.Burmeistr&Wain Copenhagen *Lloyd'sA&CP*	Wilh.Wilhelmsen Cell*D*	461·4 P46'F41' FK *Upper 'tween dk BHs except Coll BH dispensed with* *B*318'1228*t Tanks in way of tunnels* 2	60·6	29·0 40·3	Tonsberg Norwegian 7*BH* (*Coll to W. dk* 6 ,,2nd,,) 39' *DTsa*71'	Oil Engines 4S.C.SA 16Cy.24 13/16"–51 3/16" 946NHP DB*120lb* Akt.Burmeistr&Wain,Cpn 521*tFPT*129*tAPT*94*t*	~~31 ″ 7~~ ~~s4 ″ 1~~ ~~27 ″ 8~~ 42 ″ 11 s14 ″ 5½ 28 ″ 7¾	
85218 148498 GKMW	**Trojan Star** TwinSc4Mst (*ex*Trojanstar, *ss*Nwc.No.3–4,29 *ex*LaPérouse) *ss*Lon.No.2–38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–ws) *Ref.Mchy.* D.F.	9037 8320 5620	✠100A1 *Shelter dk* *withfreeboard* 6,40 ~~1,40~~ BS11,40 ✠NB10,36✠LMC10,36 ✠Lloyd'sRMC1,~~406,40~~ 11,40 *Fitted for oil fuel* 12,24 *F.P. above* 150° F.	Lon	*d*†	CL 7,39	1916 11mo	Atel.&Ch. deFrance Dunkirk *Lloyd'sA&CP*	BlueStarLineLd. Cell	473·8 495·0(O.L.) B on *Shelter dk*189' F48' FK *DB*388' 1502*t FPT*	60·0	36·6	London British 7*BHCem* 101*tAPT*75*t*	T.6Cy.24",38½"&64½"–45" &L.P.turbines with DR gearing & hydraulic couplings 200lb (*r*) 1129NHP 5SB,*20cf*,GS333,HS15850 FD Atel.Ch.deFrance,Dnk.	39 ″ 5 s 9 ″ 1¼ 30 ″ 7	
85219 LFDN	**Trolla** (*ex*Ringaas) Wireless D.F. 1*Dk*	1598 1189 938					1923	Laxevaags Msk.&Jrnskb Bergen	SkibsA/S Trolla (KarlTorkildsen)	245·9 P62*t*Q109*t*B124*t* H80*t*	37·9	15·7	Tr'ndheim Norwegian *WB*	T.3Cy.18⅔",29"&49"–43" 138NHP LaxevaagsMsk.&Jrns,Bgn		N
85220 6823 SLJA	**Trolleholm** TwinSc *OilEng.* *ss*Got.No.3–4,35 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	5047 4706 3124	✠100A1 *Shelter dk* *withfreeboard* Examined6,40 ✠LMC CS7,39 DBS7,~~39~~6,40 ~~3,38~~7,39	~~Mme~~ Lon	*x*	OG 12,37	1922 5mo	Kockums M.V.Aktieb. Malmö *Lloyd'sA&CP*	Aktieb.Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) Cell*DB*323'1134*t*	377·9 381·3(O.L.) B79'F38'*on Shelter dk* FK *Collision BH to Sh dk* *FPT*76*tAPT*61*t*	51·3	30·6	Gothenbrg Swedish *ptCem* 5 ,, ,, *U* ,,	Oil Engines4S.C.SA 12Cy.21¼"–28¾" 528NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	34 ″ 1 s 9 ″ 6 24 ″ 9¼	
* 85221 LJOX	**Troma** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	5029 4627 3051	✠100A1 *withfreeboard* 9,39 ✠LMC8,37 ✠LMC(M)5,39 *Carrying vegetable oil in deep tank*	Osl	*a*† 2	CL	1937 8mo	Wm.Doxford&SonsLd Sunderland *Lloyd'sA&CP*	A/S J.Ludwig MowinckelsRederi Cell*DB*346'1174*tMT*	425·4 439·2(O.L.) FK 32'1236*tAPT*177*t*	54·4	26·2	Bergen Norwegian 7*BHptCem* (*Coll to Sh dk* 6 ,,2*nd* ,,)	Oil Engines 2S.C.SA 3Cy.20½"–81⅞" 388NHP 2DB*120lb* Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 3 s 3 ″ 4½ 25 ″ 6	
85222 LFDQ	**Tromösund** Ⓟ 2*Dks*	732 617 392					1928	Nylands Verksted Oslo	A/S Arendals Dampskslsk.	172·9	28·9	18·9	Arendal Norwegian *WB*	C.4Cy.(2)12⅘",&(2)27⅜"– 27⅜" 67NHP NylandsVerksted,Oslo		N
85223 PIBE	**Tromp** (*ex*FlyingIrishman–38) *OilEng.* *ss*Bry.No.2–40 ~~*ss*Rot.No.1–36~~ *Mchy.Aft* 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	391 290 198	✠100A1 11,40~~1,39~~ ~~✠LMC11,36~~ ~~✠LMC(M)2,38~~ ✠LMC7,40	Rot Grk	*f*	N1,39	1932 1mo	N.V.IndustrieeleMaats. DeNoord Alblasserdam *Lloyd'sA&CP*	Reed"DeNoord" (J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*) Cell*DBf*102'	148·8 P40'F21' FK	25·2	9·1	Rottrdam Dutch 3*BHCem* 115*tFPT*25*t*	Oil Engines 4S.C.SA 6Cy.12¼"–14 3/16" 88NHP Mtrn WerkeMannheimAG *APT*20*t*	11 ″ 0 s1 ″ 0 10 ″ 1	
85224 PIBH	**Trompenberg** *ss*Ams.No.3–3,32 *ss*Rot.No.1–36 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	1995 1774 1173	✠100A1 Examined 5,41 Bel ✠LMC MS9,36 ~~BS7,39~~ 9,40	~~Sch~~	*r*	OG 7,39	1919 7mo	A.Vuijk& Zonen Capellea/d Ysel A&CP	N.V.Stoomb Maats "Hillegersberg" (Vinke&Co.*Mgrs.*) *CellDB*244'543*tFPT*	281·3 P23'B74'F24' FK	40·3	19·0	Amstrdam Dutch 4*BHCem* 81*tAPT*41*t*	T.3Cy.20",33 1/16"&53⅛"–36" 180lb (*s*) 204NHP 2SB,*6cf*,GS98,HS3424 AlblasserdamMsch.Fab.	21 ″ 4 s3 ″ 0¼ 18 ″ 6	
85225 LCXZ	**Trondanger** *OilEng.* *Ref.Mchy.* D.F. 1*Dk*&*Shelter dk*	6826 6013 4229					1932	NVNederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	464·4 P97*t*F22*t*	61·2	27·4	Bergen Norwegian *WB*	Oil Engines 2S.C.DA 7Cy.27½"–47¼" 1842NHP StorkGebroeders&Co. Hengelo		N
85226 LFDS	**Trondenes** Ⓟ (*ex*Trondenæs–36) 1*Dk*&*Awng dk*	321 292 181					1900	Trndhjms Mek.Værks. Trondheim	A/S TromsFylkes Dampskibsselskab	137·8 H29*t*	21·2	15·6	Tromsö Norwegian	T.3Cy.11½",18½"&30"–20" NB10 40NHP TrndhjemsM.V.Trndheim		
85227 LKCQ	**Trondheim** *OilEng.* *Mchy.Aft* D.F. 1*Dk* *Butts of shell&upper deck plating* *Cruiser Stern* *electrically welded*	8258 7562 4951	✠100A1 ~~6,40~~ ~~9,39~~12,40 ✠LMC1,39 *CarryingPetroleum in bulk*	Osl ~~Box~~ Mob	*c*†	CL 9,39	1939 1mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd'sA&CP*	A/S Tank (E.Matheson) *CellDBuE*	469·2 486·3(O.L.) P92'B28'F41' FK 68'170*tDTf*23'492	61·1	34·5	Oslo Norwegian 12*BHptCem* *tAPT*140*t*	Oil Engines 2S.C.DA 6Cy.17 11/16"–47¼" 644NHP 2DB*142lb* EriksbergM.V.Aktieb.Got	34 ″ 0 s 7 ″ 5 26 ″ 9½	
85228 OXPB	**Trondhjem** Ⓟ Wireless D.F. 2*Dks*	1399 1272 826					1923	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	231·1	35·2	21·1	Copnhagn Danish *WB*	T.3Cy.18",30"&50"–36" 150NHP HelsingörsJernsk.&Mskb.		V
85229 LFDT	— (*ex*Multedo) 2*Dks*	1147 996 653					1923	N.Odero fuA.&Co. SestriPnente	A/S Nordenfjeldske Dampskslsk.	198·7 B103*t*F23*t*H18*t*	34·0	19·6	Tr'ndheim Norwegian *WB*	T.3Cy.15⅛",24 7/16"&39⅜"–25⅜" 79NHP N.Odero fuA,Sestri Pnente		N
85230 LDCX	**Trondhjemsfjord** *Fitted for oil fuel* 3*Dks*	6753 4851 4147					1922	Napier& Miller,Ld. Glasgow	A/S DenNorske Amerikalinje	421·7 F40'	55·8	26·5 34·4	Oslo Norwegian *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft CammellLaird&Co.Ld. Birkenhead		N
85231 145738 GKBQ	**Trongate** (*ex*Snowdon) *ss*Nwc.No.3–2,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3979 3632 2414	✠100A1 *withfreeboard* Examined5,41 ✠LMC MS12,36 BS12,40	~~Shl~~ Nwc	*y*	CL ~~6,38~~ 3,41	1924 1mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd'sA&CP*	RedgateS.S.Co.Ld. (Turnbull,Scott& Co.*Mgrs.*) Cell*D*	380·3 F28' FK *B*336'1150*tFPT*80*t*	51·9	23·4	London British 6*BH ptCem* 5 ,, *to2nd dk* *APT*130*t*	T.3Cy.25",41"&68"–48" (*s*) 180lb 381NHP 3SB,*9cf*,GS150,HS6330 N.E.MarineEngCo.LdNwc	26 ″ 0 s 2 ″ 6½ 23 ″ 7¼	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Visites Périodiques.	3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. BdTrade.
85232 141680 VGCZ	**Trontolite** Mchy.Aft D.F.	OilEng. ssMtl.No.3–6,29 1ssSt.J.No.2–38 2Dks(Stl)&Web frames Longitudinal framing	7115 6271 3586	✠100A1 ~~6,40~~ ~~8,30~~ 3,41 ✠LMC CS8,39 ✠NE5,25 ~~DBS3,36~~ ~~6,40~~ DBS3,41 Carrying Petroleum in bulk	St.J Phl 3,38 8,39	a†	CL 7,39	1918 2mo	Skinner& EddyCorp. Seattle,Wash A&CP	ImperialOil.Ld. MarineDepartment (H.J. Rahlves,Mgr.) CellDBuE&B63' uBunker12'18	428·0|57·0|31·5 P98'B41'F87' FK 8tDTf36'457tFPT	Montreal British 18BH 199tAPT66t	Oil Engines 2S.C.SA 6Cy.25 5/16"–51 3/16" 680NHP DB190lb FriedKruppGermaniaWft. Kiel	31 ″ 7 s 5 ″ 8¾ 26 ″ 1¼	
3/40 85233 LJLG	**Tropic Sea** (exIndien-38)	TwinSc3Mst OilEng ssCpn.No.3–10,32 ssRot.No.1–38 1Dk(Stl)&Awngdk(Stl)	5781 5473 3560	✠100A1 Awng dk with freeboard 1,40 DBS4,39 ✠LMC4,38	NNs	y	CL 1,40	1920 10mo Lloyd	A/S Nakskov Skibs. Nakskov 'sA&CP	RederietVindeggenA/S(Chr. Ostberg,Mgr.) CellDB342'1140t between tunnels68t	390·8|53·3|34·3 F36' on Awning dk FK Collision FPT70tAPT110t	Oslo Norwegian pt Cem BH to Aw dk 4 „ „ U „	Oil Engines 4S.C.SA 12Cy.24 13/32"–37 13/32" 717NHP DB40lb Akt.Burmeistr&Wain,Cpn.	36 ″ 6 s9 ″ 7¼ 27 ″ 2	
85234 LJMM	**Tropic Star** (exAshburton-37, exYomah) D.F.	OilEng. 2Dks	5088 4770 3164					1926	W.Denny &Bros Ld. Dumbarton	SkibsA/S LaPlata (Alf.Jakhelln, Mgr.)	400·4|52·3|28·4 P67'B116'F39'	Oslo Norwegian WB	Oil Engines 2S.C.SA 6Cy.23 5/8"–41 3/4" 582NHP W.Denny&Bros.Dmb.		C
85235	**Tropical** (exEffieGray) Mchy.Aft	Iron3Mst ssHam.3rdNo.3–7,22 ssHul.No.1–26 1Dk(Irn)	388 267 155	✠ 8,27 ✠NB8,19 ✠	Lon	f		1891 11mo	Murdoch &Murray PortGlasgow	Cia.Naviera de CubaS.A.	141·8|25·0|10·9 Q72'B9'F24' BK7' FP	Havana Cuban 3BHCem T45tAPT4t	T.3Cy.13½",21½"&34"–27" 60NHP 1SB,3pf,GS38,HS1216 Muir&Houston,Glasgow	12 ″ 1	
41 85236 240 ICKR	**Trottiera** (exTankschindler, exBritishEarl, exPinna) 2Dks&Web frames Mchy.Aft D.F.	ssShl.2ndNo.3–3,26 ssHam.No.1–31 Fitted for oil fuel Carrying Petroleum in bulk	6205 5859 3659	✠ ... 4,32 ✠NB11,21✠				1901 3mo	Armstrong Whitworth &Co.Ld. Newcastle	CompagniaItalianaMarittima	436·9|52·0|32·3 420·3 P100'B20'F56' FK	Venice Italian WB	T.3Cy.27½",46"&77"–48" 511NHP N.E.MarineEngCoLd.Nwc	34 ″ 0	I †
85237 LDCY	**Troubadour**	ssN.Yk.No.3–7,33 ssN.Yk.No.1–37 3Dks CruiserStern	5808 — 3668	✠100A1 Shelter dk with freeboard 7,40 ~~10,39~~ MS12,36 Carrying oil fuel F.P. above 150°F Fitted for oil fuel 11,20 F.P. above 150° F.	Phl Mtl ✠LMC BS~~7,39~~ 7,40	y	CL 1,39	1920 11mo Lloyd	JLThompson&SonsLd. Sunderland 'sA&CP in D B u B & De	Wilh.Wilhelmsen CellD epTank	395·1|53·3|24·7 32·7 F31'on Shelter dk FK B342'882tAPT82t MT27'618t	Tönsberg Norwegian Cem 2BH to W dk 4 „ „ 2nd „	T.3Cy.27",44"&73"–48" (s) &L.P.turbine withD.R. gearing&hydraulic coupling 180lb 597NHP 3SB,9cf,GS190,HS7668 FD Palmers'Co.Ld. Newcastle	35 ″ 0 s9 ″ 4 25 ″ 11	
9/40 85238 139243 GNCP	**Troutpool** D.F.	ssShl.No.3–4,39 1Dk(Stl)	4886 4624 3023	✠100A1 11,39 ✠LMC4,39	Npt	y	CL 2,38	1927 5mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	ThePoolShipping Co.Ld.(SirR. Ropner&Co.Ld. Mgrs.) CellDB	390·0|55·0|26·4 P30'B220'F40' FK 345'1041tFPT180t	W.Hartlpl British 6BHCem APT179t	T.3Cy.25 5/8",40"&71"–48" (s) 180lb 439NHP 3SB(Spt)9cf,GS190,HS7614 Cen.Mar.Eng.Wrks.WHpl	28 ″ 9 s 4 ″ 5¾ 24 ″ 6¼	
85239 2241 ICFR	**Trovatore** (exAriadne-38, exSonora-34, exNorthern)	ssHav.No.3–5,25 ssHav.No.1–29 1Dk(Stl)&Shelterdk (ptIrn ptStl)	4700 4448 2835	✠ 7,34 ✠	Hav	y		1912 2mo	JLThompson&Sons,Ld. Sunderland CellDBa136' uE&B	I.N.S.A.(Industrie NavaliSoc.Anon.)	403·4|54·1|26·0 388·1 FK 46'f163'1270tFPT1	Genoa Italian 6BHCem 15tAPT238t	T.3Cy.28¼",44½"&74"–48" 455NHP 3SB,9cf,GS195,HS7575 J.Dickinson&Sons,Ld.Sld.	28 ″ 6	CI †
85240 222943 KLIQ	**Troy Socony** Mchy.Aft	TwinSc OilEng. Carrying Petroleum in bulk 1Dk	943 — 601					1923	SunS.B.& D D.Co. Chester,Pa.	Socony-Vacuum OilCo.Inc.	253·9|37·6|13·0	NewYork Utd. States WB	Oil Engines 4S.C.SA 12Cy.12½"–18" 183NHP McIntosh&Seymour, Auburn,N.Y.		
85241 DHYC	**Troyburg** (exAchaia, exHannaKimme) Sub.Sig.	1Dk	2288 2011 1368					1923	J.Frerichs &Co.A.G. Einswarden	FlensburgerDampfercompagnie HaraldSchuldt &Co.K.G.	296·2|42·8|19·6 Q36'B179'F36'	Hamburg German WB	T.3Cy.21 5/8",35 3/8"&55 7/8"–35 3/8" 180NHP J.Frerichs&Co. A.G.Osterholz		G
85242 130054 ~~YTEU~~ GTJY	**Trsat** (exAllie) Mchy.Aft	1Dk	1369 1045 738					1919	ForthS.B. &E.Co.Ld. (Jeffrey's) Alloa	Ministry of Shipping(Stone& Rolfe,Ld.Mgrs.)	235·6|36·2|15·2 Q130'B16'F31'	~~Bakar~~ ~~Yugoslav~~ Cardiff WB British	T.3Cy.18",30"&50"–33" 144NHP ForthS.B.&E.Co.Ld. (Jeffrey's)Alloa		C
85243 DATA	**Trude Schünemann** (exTaarnborg) Welldeck	ssAbg.2ndNo.3–5,29 1Dk&deepframing	1260 967 781	✠ ... 11,30 ✠				1906 7mo	W.Harkess &Son,Ld. Middlesbro'	OttoSchünemann (E.Haubuss Schiffahrtsges m.b.H.Mgrs.)	229·1|35·6|14·9 Q82'B59'F31' FK	Stettin German WB	T.3Cy.17½",29"&48"–33" 130NHP MacColl&Pollock,Ld.Sld.	17 ″ 2	G †
85244 UOJW	**Trujenik Morya** (exEros)	1Dk	452 341 242					1892	P.Larsson Thorskog	U.S.S.R.	148·9|24·4|13·4 Q44'F18'	Odessa Russian	C.2Cy.18"&30"–22" NB05 35NHP ThorskogM.V.Thorskog		
85245 UNZQ	**Truvor** (exSleipner)	(Icebreaker) 1Dk&Awngdk	1151 1088 —					1895	A/S.Burm'str&Wains Mas.ogSkibs. Copenhagen	U.S.S.R.	171·5|40·2|26·0	Leningrad Russian WB	T.3Cy.25 3/16",40½"&63 13/16"–36 5/8" 246NHP NE&B17 Becker&Co.,Reval		
85246 7577 SHAN	**Trykon** (exBalaklava-40) D.F. Mchy.Aft	TwinSc OilEng. ssGot.No.2–38 1Dk(Stl) CruiserStern	8036 7229 4663	✠100A1 ~~4,40~~ ~~8,39~~ 8,40 ✠LMC CS8,38 DBS~~8,38~~ 4,40 8,38 CarryingPetroleum in bulk	HKg Got	b†	CL 7,38	1929 11mo Lloyd	A/B Götaverken Gothenburg 'sA&CP Cell	Rederi A/B Pagota (T.Soot-Tisell, Mgr.) DBu E65'278t DT	454·8|59·1|35·4 P96'F37' FK f29' 468t FPT113t	Kungsbacka Swedish 10BHptCem APT247t	Oil Engines 4S.C.SA 14Cy.21 5/8"39 3/8" 634NHP 2DB150lb A|BGötaverken,Got.	35 ″ 0 s 8 ″ 1 27 ″ 1½	
Now 85246* [illegible] MMZN	**Tseang Tah** "Marilyse Möller," see No.89099 in Supplement	TwinSc 1Dk	769 694 475					1915	Kiangnan D.&E.Wks. Shanghai	ChinaImport& ExportLumberCo. Ld.	204·3|35·1|11·8	Shanghai British	T.6Cy.10",16"&26"–18" 68RHP KiangnanD.&E.Wks.Shi.		
85247	**Tseng Yuan** (exHsingHwa-37, exKiyoMaru-34,exElse)	1Dk&Spar dk3trB	1424 1277 1058					1896	Howaldtswerke Kiel	YungYuanS.S.Co.	238·5|32·4|20·7 B51'F27'	Chefoo Chinese WB	T.3Cy.17½",27 5/8"&43 3/8"–24¼" 94NHP Howaldtswerke,Kiel		
85248 XNCZ	**Tsenglee** Wireless		961 — 548					1918	OsakaIron Works Osaka	Ching-KeeS.N.Co. Ld.	190·0|31·0|18·5	Chefoo Chinese	T.3Cy.		
85249 154042 GPKL	**Tsinan** Ⓟ	2Dks	3040 2511 1812					1930	Taikoo D.&E Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	312·0|45·2|22·7 P41'Q43'B94'	London British WB	T.3Cy.20½",33"&53"–29" 149NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
85250	**Tsing Fat** (exShiratoriMaru-35)	2Dks	329 283 198					1921	Ohara Matsunosuke Osaka	HopHingHong (FarEastShipping Co.Ld.Mgrs.)	120·0|22·5|14·2 B14'	Canton Chinese	T.3Cy.10½",17"&28½"–20" 36NHP TaishoTekkosho,Osaka		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material. Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert
85251 398 JPLC	**Tsingtao Maru** Ⓟ TwinSc (*ex*ChoshunMaru–34) *CruiserStern* 2*Dks*	4017 3027 2182					1930	Mitsubishi ZosenKaisha Kobe	DairenKisenK.K.	360·0|46·0|28·5 B36'F42'	Dairen Japanese *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts MitsubishiZosenKaishaLd.		
85252 UPOF	**Tsiolkovsky** (*ex*WaleriiMeshlauk–38) *OilEng.* D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* Sub.Sig. *CruiserStern*	2847 2003 1367					1935	NVNederl. Schps.Maats Amsterdam	U.S.S.R.	285·1|49·0|20·5 P72'F31'	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.21¼"–35$\frac{7}{16}$" 472NHP MachinefabriekGebrStork &Co.N.V.Hengelo		
85253 UOWM	**Tuapse** (*ex*StanislavKossior–38, *ex*Germanic) *OilEng.* *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* *CarryingPetroleum in bulk*	*6320* *5975* *3912*	✠ 10,31	Nwc ✠	*a*†		1931 10mo	Swan,Hunter&Wigham Richardson, LdNewcastle	U.S.S.R. *CellDBuE75'296t DTf38'571t*	420·5|57·3|32·3 P108'B28'F38' FK *FPT97tAPT116t*	Tuapse Russian 15*BHptCem* (11 *to Udk* 4 „ *2nd* „)	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 687NHP Barclay,Curle&Co.Ld.Gls.	32 ″ 4	
85254 DOGZ	**Tübingen** (*ex*Delaware) *ss*Kel.No.3–10,29 *ss*Bmn.No.1–33 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Straight frames, bevelled bilge aft* D.F. Sub.Sig. *Cruiser Stern* *Fitted for oil fuel*	5453 5161 3287	✠ ... 3,36	Bmn ✠			1920 12mo	Furness S.B.Co.Ld Haverton Hill-on-Tees	Hamburg-Bremer Afrika-Linie G.m.b.H. (Woermann-Linie A.G.DeutscheOst Afrika-Linie *Mgrs*) *CellDB*352'1432	401·5|52·2|31·0 F79' len & new fore end 29 FK t*FPT* 140t *APT*42t	Bremen German 7*BHptCem* (4 *to Sh dk* 3 „ *2nd* „)	T.3Cy.26",41$\frac{9}{16}$"&73"–48" 538NHP 3SB,*9cf*,GS192,HS8166 Richardsons,Westgarth & Co.Ld.Sld	33 ″ 6	G †
85255 DHFX	**Tucuman** (*ex*Eifel–37,*ex*Doris, *ex*Comino,*ex*Ardgorm)*ss*Ham.No.3–8,30 D.F. Sub.Sig. 2*Dks*(*Stl*)	4621 4307 2895	✠ ... 6,34	Ham ✠	*y*		1918 6mo	Russell& Co. Port Glasgow	Hamburg-Süd-Amerik.Dampfschiff.Ges.	384·1|51·8|26·3 P34'B111'F47' FK *CellDB*334'1029t	Hamburg German 6*BHCem* *APT*20t	T.3Cy.26",43"&70"–48" 488NHP 3SB,*9cf*,GS170,HS7345 Rankin&Blackmre,Ld.Grk	29 ″ 0	G †
85256 148899 GMPL	**Tucurinca** *Ref.Mchy.* Sub.Sig D.F. E.S.D. 2*Dks*&2*pt dks*	5412 4662 3334					1926	A.Stephen &Sons,Ld. Glasgow	Elders&Fyffes,Ld.	401·0|51·2|30·1 P42'B155'F41'	Glasgow British *WB*	T.3Cy.27½",46½"&78"–54" 447NHP A.Stephen&Sons,Ld.Gls.		C
95/40 85257 LDNB	**Tudor** TwinSc *OilEng.* *ss*Sfj.No.2–38 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)3*rd dk*(*Stl*) *except in after holds* D.F. GyC.	6607 5909 4045	✠100A1 *withfreeboard* 3,39 ✠LMC CS4,38 DBS1,40 ~~10,37~~6,39	Osl	*d*†	CL PN4,38 S3,39	1930 4mo *Lloyd's A&CP*	Kockums M.V.Aktieb. Malmö	Wilh.Wilhelmsen *CellDB*362'1320t	461·9|60·6|28·9 P44'F40' FK *Tanks in way of tunnels* 495t *FPT* 134t *APT*135t	Tönsberg Norwegian 7*BH* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 16Cy.27$\frac{9}{16}$"–55⅛" 1169NHP DB*100lb* KockumsM.V.Akt.Malmö	31 ″ 7 s 4 ″ 1¾ 27 ″ 7½	
85258 167616 GCST	**Tudor Prince** 1*Dk* & *Shelter dk* D.F. E.S.D. *CruiserStern* *Tonnage opening closed'41 (W.E.)*	1914 1510 920	✠100A1 *withfreeboard* ~~1,417,40~~5,41 ~~(ClassContemplated)~~ ✠LMC8,40	Mdb ~~Bel~~ Cff	*t*	CL	1940 8mo *Lloyd's A&CP*	Smith's DockCo.Ld S.Bank,Mdb.	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs*.) 5*divisional watertight BHs in Shltr 'tween dks*	304·0|44·2|16·5 315·0(O.L.) B69'F26' FK (*CollBHtoShltr dk* 5*BH to 2nd dk*) *CellDB*247'194t*FPT*31t*APT*48t	London British 6*BHptAsp*	T.3Cy.21",35"&60"–42" (*s*) 220lb FD 395NHP 2SB(Spt)6*cf*,GS125,HS5968 Smith'sDockCo.Ld.Mdb.	26 ″ 6 s 6 ″ 9 19 ″ 11½	
85259 143407 GCTB	**Tudor Star** (*ex*EmpireStar–35, *ex*Empirestar) *ss*Nwc.No.3–8,32 *ss*Nwc.No.1–37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* 3*rdDk* (*Stl*) *inNos.*1&2 *holds*	7199 5356 4524	✠100A1 *Shelter dk* *withfreeboard* 7,40 ~~10,39~~ ✠LMC MS8,36 BS10,39 ✠Lloyd'sRMC ~~10,39,6,40~~ 4,41 *Fitted for oil fuel* 2,20 *F.P. above* 150°F.	Nwc Lon	*a*†	CL ~~9,39~~ N7,40	1919 12mo *Lloyd's A&CP* 6*BHonlyCollision &2other bulkheads to Shelter dk*	Lithgows Ld. Port Glasgow	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs*.)	423·4|56·0|36·5 28·7 FK *CellDB*360'1259t*A*	London British *Cem* *PT*31t 3*BHto Up dk*	T.3Cy.25½",44¼"&74"–51" 200lb (*r*) FD 696NHP 4SB,*16cf*,GS253,HS11170 J.G.Kincaid&Co.Ld.Grk.	39 ″ 1 s10 ″ 10¾ 28 ″ 4½	
85260 30468 JYXA	**Tugaru Maru** Ⓟ TwinSc (*ex*TsugaruMaru–38) (*Ferry*) D.F. GyC. *CruiserStern* 2*Dks*	3484 2291 1273					1924	Mitsubishi ZosenK.K. Nagasaki	JapaneseGovernment(Railway Dept.)	350·0|52·0|22·0	Tokyo Japanese *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts MitsubishiZosenKaisha,Ld		
* 85261 LDDB	**Tugela** *ss*Osl.No.3–4,34 *ss*Osl.No.1–38 2*Dks*(*Stl*)& *Shelter dk*(*Stl*) *CruiserStern*	5559 5305 3462	✠100A1 *Shelter dk* *withfreeboard* 2,40 BS8,39 ✠LMC8,38 *Carrying oil fuel F.P. above* 150° F. *in DT* *Fitted for oil fuel* 8,21 *F.P. above* 150° F.	Mob	*y*	CL 8,38	1921 8mo *Lloyd's A&CP*	Palmers' Co.Ld. Newcastle	Wilh.Wilhelmsen *CellDB*325 876t*M*	380·4|52·2|33·6 F31'*on Shelter dk* FK *Collisio* *T*32'773t*APT*105t	Tönsberg Norwegian *ptCem* *nBHtoShdk* 5 „ „ *U* „	T.3Cy.27$\frac{3}{16}$",44"&73"–48" LP.turbine with D.R.gearing&hydraulic coupling 180lb (*s*) 595NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	36 ″ 0 s 9 ″ 6¼ 26 ″ 9¾	
85262	**Tugnin F.** (*ex*Grietje–39, *ex*Cary) *OilEng.* *Mchy.Aft* 1*Dk*	410 352 279					1919	Gebrs.Tak. N.V. Geertruidenberg	Soc.Imprese MarittimeFratelli Frassinetti	143·5|26·4|12·6 Q29'F14'	Genoa Italian	Oil Engines 4S.C.SA 6Cy11"–19$\frac{1}{16}$" NE29 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		GI
127/40 85263 HPJQ	**Tuira** (*ex*Andriotis–39,*ex*Bellfield, *ex*Craigwen, *ss*Ant.2ndNo.3–7,38 *ex*Orpheus) 1*Dk*(*Stl*)	*4397* *4163* *2732*	✠100A1 3,40 BS8,39 ✠LMC8,38	NOs	*y*	CL 4,39	1912 6mo *Lloyd's A&CP*	Bartram& Sons Sunderland	TuiraS.S.Co.Ld. *CellDBa*133'*uE*23	385·0|52·0|25·1 P33'B237'F36' FK '*f*160'1113t*FPT*172	Panama Pnamanian 6*BHCem* t*APT*150t	T.3Cy.25⅞",42"&71"–48"(*r*) 180lb 404NHP 3SB,*9pf*,GS167,HS6568 J.Dickinson&Sons,Ld.Sld.	27 ″ 6 s3 ″ 10¼ 23 ″ 10	
85264 11858 JGPF	**Tukinada Maru** Ⓟ Sp (*ex*Tsukinada Maru–38,*ex*Uwajima MaruNo.12–36) 2*Dks*	534 — 307					1908	S.Ono Osaka	TosaSyosenK.K.	155·1|22·8|16·0	Yawata Japanese	T.3Cy.13¼",21¼"&34¼"–20" 52NHP S.Ono,Osaka		
85264* 29441 JIWA	**Tukuba Maru** Ⓟ (*ex*TsukubaMaru–38) 2*Dks*	3172 2774 1931					1923	Yokohama DockCo. Yokohama	ToaKaiunK.K.	315·0|46·0|27·0 P23'B80'F36'	Tokyo Japanese *WB*	T.3Cy.23",38"&64"–48" 284NH YokohamaDockCo.Yka.		C
85265 31186 JIFB	**Tukusi Maru** (*ex*TsukushiMaru–38) 1*Dk*	1858 1705 1117	✠ ... 12,28	✠			1925 8mo	OsakaIron Works,Ld. Osaka	KaijimaTanko K.K.	275·0|41·0|20·5 B60'F28' FK	Shimonoseki Japanese *WB*	T.3Cy.18",30"&50"–36" 211NHP OsakaIronWorks,Ld.Osa.	20 ″ 6	
85266 32524 JOJB	**Tukusi Maru No. 2** (*ex*TsukushiMaruNo.2–38) 1*Dk*	2418 2084 1423	✠ ... 12,28	✠			1926 12mo	Uraga DockCo.Ld. Uraga	KaijimaTanko K.K.	300·4|43·5|22·2 P19'B68'F28' FK	Shimonoseki Japanese *WB*	T.3Cy.19",31½"&52"–39" 264NHP UragaDockCo.Ld.Uraga	22 ″ 3	
85267 32550	**Tukusi Maru No. 3** (*ex*TsukushiMaruNo.3–38) *Mchy.Aft* 1*D*	999 840 537					1927	KobeSteel Works,Ld. HarimaDkyd.	KaijimaTanko K.K.	225·3|33·5|16·7 P66'B15'F22'	Shimonoseki Japanese	T.3Cy.14½",24½"&40"–30" 88NHP KobeStlWorks,Ld.Harima		
85268 OUMT	**Tula** 1*Dkaft*,2*Dks in fore hold*	1251 1081 718					1911	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	254·4|37·2|15·1 P158'F26'	Copnhagn Danish *WB*	T.3Cy.19½",32"&52"–36" 162NHP HelsingörsJernskb.&Mskb		V

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numéro d'Ordre Numéro Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade
85269 172755 VRCN	**Tulagi** **TwinSc** *OilEng.* *Mchy.Aft* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	2281 1957 1680	✠100A1 *withfreeboard* ~~8,40~~ ~~2,40~~ 5,41 ✠LMC7,39	Syd	*n* 1½	CL	1939 7mo *Lloyd*	HongK'ng &Whampoa DockCo.Ld. HongKong '*sA&CP*	Burns,Philp&Co. Ld. *CellDB*205'479*t*	241·8 254·5(O.L.) B36'F25' *FPT*48*t* *APT*92*t*	44·2	24·8 FK	HongKong British 4*BHptCem* (*Coll to Wthr dk* 3 „ *2nd* „)	Oil Engines 2S.C.SA 12Cy 18¾"–24 7/16" 396NHP DB*100lb* HongKong&Whampoa DockCo.Ld.HongKong	27 " 6 s 8 " 3½ 19 " 6	
85270 LKKP	**Tulane** *OilEng* D.F. GyC. 1*Dk&Shelterdk* *CruiserStern*	5485 4550 3294					1940	A/S Akers Mek.Verks. Oslo	Wilh.Wilhelmsen	432·8	57·3	25·7	Tönsberg Norwegian *WB*	Oil Engines 2S.C.DA 5Cy.24 7/16"–55⅛" 1029NHP A/S AkersMek.Verks.Oslo		
85271 218796 KIXR	**Tulsa** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks&Webframes* Sub.Sig.	5083 4573 3118	✠ … 6,20 ✠				1919 9mo	American International S.B.Corp. HogIslandPa	~~SouthAtlanticS.S.~~ ~~Co. of Delaware~~ SouthAtlantic SteamshipLine.	390·0 P39'B122'F43'	54·2	27·6 FK	Savannh,G Utd. States *WB*	DR geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
85272 125616 VTCB	**Tuna** Ⓟ *ss*Adn.2ndNo.3–4,33 *ss*Adn.No.1–39 1*Dk&Shelterdk*	662 481 260	✠100A1 *Shelter dk* *withfreeboard* 2,40 MS2,39 ✠LMC BS~~2,40~~5,41	Adn	*k*	CL 8,38	1907 9mo *Lloyd*	Ramage& Ferguson,Ld Leith '*sA&CP*	Cowasjee,Dinshaw &Bros. *CellDB*	190·0 *a*26'*f*75'111*t* *FPT*	30·1	11·9 FK	Bombay British 4*BHCem* 36*t* *APT*10*t*	T.3Cy.16",26½"&42"–27"(*s*) 180lb *90lb* 90RHP 1SB,3*cf*,GS64,HS1896 Ramage&Fergusn,Ld.Lth.	12 " 8 s " 7½ 12 " 4	
85273 8279 SDKT	**Tunaholm** D.F. *OilEng.* E.S.D. *CruiserStern* 1*Dk&Shelter dk* *Strengthened for Navigation in Ice*	3581 2851 2006	✠100A1 *withfreeboard* ~~4,408,39~~ 3,41 ✠LMC7,38	Got	*z*	CL	1938 7mo *Lloyd*	A/B Göta- verken Gothenburg '*sA&CP*	A/B Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) *CellD*	409·9 428·5(O.L.) F97' B324'1276*t* *APT*75*t*	53·2	20·6 FK	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 „*2nd*„)	Oil Engines 2S.C.DA 8Cy.17 11/16"–47¼" 861NHP DB*85lb* A/B Götaverken,Got.	25 " 0 s 1 " 11½ 23 " 3½	
85274 UPIS	**Tunets** (*ex*Catania–35) 1*Dk*	1455 1264 815					1922	F.Schichau Elbing	U.S.S.R.	253·2 P12'B188'F28'	38·1	16·5	Vladvostk Russian *WB*	T3Cy19 7/16",31 9/16"&51⅛"–29½" 141NHP F.Schichau,Elbing		
85275 XNFY	**Tung Cheng** (*ex*KatieMoller–32, *ex*Shanghai,*ex*Karori, *ss*Syd.No.2–11 *ex*Minas) 1*Dk(Stl)&Webframes*	*1966* *1688* *1201*	✠ 3,13 ✠	Ddn	*r*		1902 2mo	Craig, Taylor&Co. Stockton	TientsinNav.CoLd. *CellDBa*82'*u*	269·4 P27'B68'F27' *E*20'*f*100'416*t* *FPT*	40·8	19·4 FK	Shanghai Chinese 4*BHAsp* 143*t* *APT*92*t*	T.3Cy.20",33"&54"–39" 189NHP 2SB,6*pf*,GS82,HS2940 N.E.MarineEng.Co.Ld.Sld	20 " 6	
85276 XNFC	**Tung Lee** (*ex*Chingshun,*ex*Waipori Maru,*ex*Waipori) *ss*Auk.No.3–1,13 1*Dk(Stl)&deepframing*	2260 — 1371	✠ 3,14 ✠	Ddn	*r*		1901 3mo	Campbel- townS.B.Co. Campbeltwn	TientsinNav.CoLd. *CellDBa*76'*f*116'	282·1 P29'B56'F32'	40·0	20·4 FK	Shanghai Chinese 4*BHCem* 366*t* *APT*89*t*	T.3Cy.21",33"&53"–36" 174NHP 2SB,6*cf*,GS110,HS2650 J.G.Kincaid&Co.Greenock	21 " 8	
85277 153558 VPDC	**Tung On** Ⓟ **TwinSc** 2*Dks&Shade dk*	1950 1288 1194					1924	Taikoo Dckyd&Eng. Co.of HKgLd HongKong	TungOnS.S.Co.Ld.	225·0	42·1	8·5	Hong Kong British	T.6Cy.13",21"&35"–24" 120NHP TaikooDockyard&Eng.Co. ofH.Kg.Ld.HongKong		
85278 313 HSAO	— **TwinSc** (*ex*ThonThale,*ex*Menam)	463 — 271					1906	HongK'ng &Whampoa DockCo.Ld. HongKong	ChinSeng	150·0	29·0	11·0	Bangkok Thai	T.6Cy.8½",13½"&23½"–15" 43NHP HongKoug&Whampoa DockCo.Ld.		
85279 132317 VPKL	**Tung Song** **TwinSc** *Fitted for oil fuel* Wireless 1*Dk&Shelter dk*	549 388 245					1928	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	StraitsS.S.Co.Ld.	183·8 len.36	29·1	10·1	Singapore British	T.6Cy.9",15"&25"–16½" 47RHP TaikooDockyard&Eng.Co. ofH.Kg.Ld.HongKong		
85280	**Tung Tai** (*ex*KoChow–37) 1*Dk&Shade dk*	559 — 339					1915	Kwong TakCheong HongKong	ChowShunOn	150·4	25·0	9·6	Canton Chinese	C.2Cy.17"&36"–22" 51NHP KwongTakCheongH.Kg.		
85281 135821 MNMD	**Tung Wo** **TwinSc** *ss*Shi.No.3–4,38 1*Dk&Shade dk*	1337 1258 961	2,41 A1 ~~5,39~~ BS~~5,39~~ 12,40 *For service on* *Carryingcarg*	Shi LMC4,38 *the Ya* *o oilF.*	*ngt* *P.*	OG ~~5,39~~ 2,41 *zeRiv* *above1*	1914 *Lloyd* *er* 50°F.*i*	Shanghai D.&EngCoLd Shanghai '*sA&CP* *n deep tanks*	Indo-ChinaSteam Nav.Co.Ld. *MTs*2	235·0 20*t* *APT*60*t*	40·1	9·3 FK	Shanghai British 5*BH*	T.6Cy.9",14½"&25"–15" 180lb 326NHP 1SB,2*cf*,HS1801GS43 FD ShanghaiD.&Eng.Co.Ld.		
85282	**Tung Woo** (*ex*Fjeldstrand, *ex*England,*ex*NaokataMaru) 1*Dk&Awng dk*	1233 — 873					1919	Kyushu ZozenSho Wakamatsu	National IndustrialBank of China	225·0 P35*t*B92*t*H11*t*F28*t*	33·2	17·9	Shanghai Chinese *WB*	T.3Cy.16",26"&42"–30" Hasegawa 97NHP IronWorks,Osaka		
85283	**Tungenes** *Ref.Mchy.* 2*Dks*	560 538 313					1922	Danziger Werft Danzig	DetStavangerske Dampskibsselskap	155·1	24·2	17·5	Stavanger Norwegian *WB*	T.3Cy.12⅝",20⅛"&32¼"–22⅝" 50NHP DanzigerWerft.Danzig		G
85284 LFFE	**Tunghai** (*ex*TaChi,*ex*Tung **Wood** Ning) 1*Dk&Shadedk*	355 — 185					1904	Kwok Achong HongKong	TunghaiS.S.Co. Ld.	127·4	21·2	7·7	Ningpo Chinese	C.2Cy.13½"&27"–17½" 25NHP TingHingEng.Co.H Kg.		
85285 LDDC	**Tungsha** **TwinSc** *ss*N.Yk.No.1–40 *OilEng.* D.F. *ss*Osl.No.3–11,36 2*Dks(Stl)&Shelter dk(Stl)* *CruiserStern*	5506 4994 3391	✠100A1 *withfreeboard* 1,41~~11,39~~ ✠LMC DBS~~5,39~~6,40	NYk Cff CSH~~,39~~ ~~4,38~~	*b*† 3,41 11,38	CL ~~1,38~~ s7,40 PN7,40	1924 8mo *Lloyd*	Deutsche WerftA.G. Hamburg '*sA&CP* *DTa'tw*	Wilh.Wilhelmsen *CellDB*363'1196*t* *een tunnels* 89'185*t*	426·8 F43' *DTf*36'1100*t* *FPT*95*t* *APT*49*t*	55·2	27·8 FK	Tönsberg Norwegian 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 4S.C.SA 12Cy.24 13/32"–37 13/32" DB*115lb* 715NHP AlgemeineElectric.Ges. Turbinenfabrik,Berlin	30 " 6 s 4 " 2½ 26 " 5½	
85286 UOEU	**Tungus** (*ex*LakeElva) *Fitted for oil fuel* 1*Dk*	2607 2233 1519					1920	Gt.Lakes Eng.Works Ashtabula,O.	U.S.S.R.	253·6 P32'B65'F24'	43·6	25·7	Vladvostk Russian *WB*	T.3Cy.21",35"&59"–42" 226NHP GreatLakesEng.Works.		
85287 OYJH	**Tunis** Ⓟ *OilEng.* D.F. 1*Dk&Shelter dk* *Ref.Mchy.* *CruiserStern*	1641 1298 925					1936	Helsingörs Jernsk&Msk. Elsinore	DetForenede DampskibsSelsk.	271·7	40·4	16·6	Copnhagn Danish *WB*	Oil Engines 2S.C.SA 5Cy.19 11/16"–35 7/16" 338NHP Akt.Burmeistr&Wain,Cpn		V
85288 143988 GNCZ	**Tunisia** *ss*Mdb.No.3–2,39 ~~*ss*Mdb.No.3–35~~ D.F. 1*Dk(Stl)*	4337 4084 2693	✠100A1 ~~9,102,39~~ 1,41 MS~~9,35~~ 3,40	Mdb ~~Shl~~ Bry ✠LMC BS~~11,32~~ 1,41	*x*	CL 1,39	1927 6mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	LaTunisienneS.N. Co.Ld. (F.C.Strick &Co.Ld.*Mgrs.*) *CellDBa&uE*144'*f*	370·2 P28'B104'F36' 160'1075*t* *FPT*135*t*	52·3	25·9 FK	Swansea British 6*BHCem* *APT*115*t*	T.3Cy.24 5/16",41"&66"–45" 180lb *120lb* (*r*) 341NHP 2SB,6*cf*,GS109,HS4460 FD J.Readhead&Sons,Ld.	28 " 3 s 5 " 3½ 23 " 1½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
85289 8273 SLFN	**Tunisia** Wireless D.F. 1*Dk&Shelter dk* *CruiserStern*	*1349* *1048* *649*	✠100A1 *withfreeboard* 4,40 ✠LMC6,38	Got	*r*	CL	1938 6mo	Langes'nds MekVerkA/S Langesund *Lloyd*'*sA&CP*	RederiA/B SvenskaLloyd (K.R.Bökman, *Mgr.*)	254·1|41·6|14·6 261·7(O.L.) F24' FK *Cell DB*199'365*t FPT*20*t APT*57*t*	Gothenbrg Swedish 4*BHCem* (*Coll to Sh dk* 3 ,, 2*nd* ,,)	C.2Cy.16¾"&33$\frac{7}{16}$"–33$\frac{7}{16}$" & LP turbine with DR gearing & hydraulic coupling 228lb (*s*) FD 169NHP 2SB(Spt),4*cf*,GS69,HS2755 LangesundsMek.Verk.A/S	17 ″ 4 s ″ 2 17 ″ 3½	
85290 TWCG	**Tunisien** (*ex*CapGrizNez-33, *ex*Siegen,*ex*PaulHorn) 1*Dk&deep framing* *Carrying Wine in Portable tanks*	1126 838 687					1904	Schömer& Jensen Tönning	Soc.Tunisienne d'Arm.et d'Affrètements	222·4|33·5|13·6 P12'Q53'B60'F29'	Tunis Tunisian *WB*	T.3Cy.17",27¾"&47"–27½" 115NHP Schömer&Jensen,Tönning		V
85291 290 IVDN	**Tunisino** (*ex*Melita,*ex*Blus, *ex*Sieglinde) *Mchy.Aft* 1*Dk*	997 773 567					1922	Ostseewft. Schff&Masch A.G. Stettin	D.Tripcovich&Ci. Soc.Anon.diNav. Rimorchi e Salvataggi	238·2|34·1|11·7 P110*t*Q61*t*H89*t* F21*t*	Trieste Italian *WB*	T6Cy16$\frac{9}{16}$"22⅜"&42$\frac{1}{16}$"–29½" Steen& 98NHP Kaufmann,Elmshorn		I
85292 LFEF	**Tunni** (*ex*Bratholm-32,*ex*Louise Tiemann,*ex*Duivendrecht) *ss*Rot.No.1-23 1*Dk*	1281 1105 724	✠ ... 4,28 ✠				1919 6mo	NVSchpsw Baanhoek Sliedrecht	A/S Joachim(J.M. Johannesen, *Mgr.*)	237·4|36·6|15·9 P23'B60'F24' FK	Farsund Norwegian *WB*	T.3Cy.17¼",29"&47"–36" 175NHP J&Av.dSchuytPapendrcht	18 ″ 0	N †
85293	**Tupa** (*ex*BragaSobrinho, *ex*Tupá) TwinSc *ss*Pra.No.2-06 1*Dk&Promenade dk*	*302* *225* *206*	✠ ... 6,08 ✠				1899 12mo	Murdoch& Murray PortGlasgow	HigsonBrooks& Cia.	140·2|30·2|7·7 F16' FK	Para Brazilian	C.4Cy.12"&24"–18" 41NHP J.G.Kincaid&Co.Greenock	8 ″ 0	
85294 70 YLAN	**Turaida** (*ex*HaraldBecker,*ex*Maceo, *ex*Kydonia,*ex*Baltique) 1*Dk&ptAwng dk*	2388 1677 1476					1900	Akt.Ges. "Neptun" Rostock	Tv.TuraidaKopredereja(Seeberg Bros.*Mgrs.*)	291·3|41·2|16·4 P22'H96' *ptAwng dk*178'	Riga Latvian *WB*	T.3Cy.20½",35½"&55¼"–35½" 182NHP A.G."Neptun,"Rostock	—	G
141/40 85295 145998 GJVD	**Turakina** *ss*Liv.No.1-39 *ss*Npt.No.3-7,35 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* *Cruiser Stern* D.F.	9691 8179 6093	✠100A1 *Shelter dk* *withfreeboard* 5,40 ~~3,39~~ BS4,40 ✠LMC11,38 ✠Lloyd'sRMC4,40 *Fitted for oil fuel* 9,23 *F.P. above* 150° F.	Liv Bal	*d*†	CL ~~10,37~~ 5,40	1923 9mo	W.Hamilton&Co.Ld. PortGlasgow *Lloyd*'*sA&CP*	NewZealand ShippingCo.Ld.	460·5|62·7|35·2 480·7(O.L.) B275'F49'*on Shelter dk* FK *CellDB*378'1429*t FPT*121*t APT*42*t*	Plymouth British *ptCem Collision BH to Sh dk* 6 ,, ,, *U* ,,	2SteamTurbinesSRgeared to 1 Sc. Shaft (*s*) 180lb FD 1194NHP 5SB(4Spt),20*cf*,GS385, HS16940 D.Rowan&Co.Ld.Glasgow	37 ″ 9 s 7 ″ 11 30 ″ 0¾	
85296 135129 GQFP	**Turbo** *ss*H.Kg.2ndNo.3-11,37 E.S.D. 2*Dks*(1*StlUptIrn ptStl*) *&Web frames* *Mchy.Aft*	4782 4345 2878	✠100A1 ~~12,39~~12,40 BS12,40 ✠LMC11,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 8,12 *F.P. above* 150° F.	Gls Suz	*x*	CL ~~10,37~~ 12,40	1912 8mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd*'*sA&CP*	Anglo-Saxon PetroleumCo.Ld.	374·2|50·7|27·5 387·0(O.L.) P93'B26'F40' FK *DBuE&B*72' 147*tFPT*186*tAPT*71*t DTf*283*t*	London British 14*BHCem*	T.3Cy.26",44"&72"–48" (*s*) 180lb *120lb* 443NHP 3SB,9*cf*,GS204,HS7545 J.Dickinson&Sons,Ld.Sld.	29 ″ 3 s 5 ″ 1½ 24 ″ 4¼	
85297 165987 ~~OYGH~~ GMYG	**Tureby** TwinSc *ss*Gls.No.1-40 *OilEng.* D.F. 1*Dk* *CruiserStern*	4372 3935 ~~2646~~ 2648	✠100A1 ~~5,39~~10,40 ~~DBS3,38~~ ✠LMC1,36 7,40	NYk Gls	*x*	CL 5,39	1936 1mo	Akt.Burmeistr&Wain Copenhagen *Lloyd*'*sA&CP*	Ministry of Shipping(MossHutchisonLine,Ld.*Mgs.*)	~~363·6~~|56·4|24·9 366·7 P33'B160'F37' FK *Intermediate BH in after hold dispensed with* *Cell DB*317'1063*t FPT*74*t APT*95*t*	Glasgow British 5*BH*	Oil Engines 2S.C.SA 8Cy.19$\frac{1}{16}$"–35$\frac{7}{16}$" 588NHP DB*made*31 *fitted*36 *100lb* Akt. Burmeistr&Wain,Cpn	27 ″ 3 s4 ″ 2½ 23 ″ 2¾	
85298 EALP	**Turia** *ss*Bbo.No.3-5,41 *OilEng.* ~~*Ref.Mchy.*~~ ~~*ss*Val.No.1-35~~ D.F. 2*Dks*(*Weather dk-Stl*)	2610 1849 1433	✠100A1 *withfreeboard* 5,41 ~~6,36~~ ~~✠LMC2,35~~ 5,41 ~~NO LATER SURVEY REPORTED~~	Msl Bbo	*s*	CL ~~5,34~~ 5,40	1931 7mo	CiaEuskalduna Bilbao *Lloyd*'*sA&CP*	~~M.M.dePinillos~~ Cia.Maritima Frutera,S.A.	290·0|42·0|23·2 B98'F35' FK *CellDB*248'347*t APT*16*t*	Cadiz Spanish 5*BHptCem*	Oil Engines 2S.C.SA 5Cy.23⅝"–41¾" 487NHP Gebr.SulzerAG Ldwgshfn	23 ″ 3 s 5 ″ 5 18 ″ 1	
✱ 85299 LCVB	**Turicum** TwinSc *OilEng.* *Mchy.Aft* *ss*Ams.No.2-37 D.F. 1*Dk*(*Stl*)*&Web frames* *CruiserStern* *Longitudinal framing-bracketless system*	7824 7237 4666	✠100A1 4,39 ✠LMC CS11,37 DBS4,39 4,39 *Carrying Petroleum in bulk*	Rot	*c*†	CL P10,37 S4,39	1928 10mo	N.V.C.Van derGiessen& Zonen'sSchps Krimpen *Lloyd*'*sA&CP*	SkibsA/S Avanti (Tschudi&Eitzen, *Mgrs.*)	451·8|59·2|34·1 P97'B35'F57' FK *CellDBu E*80'220*tDTf*35'488*t FPT*238*t APT*171*t*	Oslo Norwegian 14*BHptCem*	Oil Engines 4S.C.SA 12Cy.26⅜"–47¼" 806NHP 2DB*180lb* Werkspoor,Amsterdam	34 ″ 2	
85300 152 IVDU	**Turiddu**(*ex*Triestino-35, *ex*Eugenio,*ex*Player) 3Mst *ss*Lon.No.3-2,12 *ss*Tri.No.2-21 *Mchy.Aft Well deck* 1*Dk*(*Stl*)	541 382 245	✠ 3,25	Tri	*h*		1899 2mo	IrvineS.B. &E.Co.Ld. Irvine	MatteoScuderi	184·5|28·0|10·1 172·0 Q92'B13'F25' BK7" *Cell DBf*92' 140*t FPT*55*tAPT*10*t*	Catania Italian 3*BHCem*	C.2Cy.19"&42"–24" 91NHP NB00*fitted*21 1SB,3*cf*,GS64,HS1779 Campbell&Calderw'd,Psy.	12 ″ 9	I †
85301 TCCI	**Türkân** (*ex*Marti-37, *ex*Intepe-32, *ex*Peleus,*ex*Soglasie, *ex*G.M.B.) 3Mst *ss* 2ndNo.3-12,97 *ss* No.1-02 *Mchy.Aft* 1*Dk*2*trB*	604 485 341	✠ ... 3,07				1878 6mo	R.Dixon& Co. Middlesbro'	FuadRecep	175·4|25·7|14·6 P61'F25' FK	Istanbul Turkish *WB*	C.2Cy.25"&48"–30" 105NHP T.Richardson&Sons,Hpl.	15 ″ 4	
97/41 85302 832 SVER	**Turkia** (*ex*Livorno-35) 1*Dk&Shelter dk*	*1911* *1672* *1079*					1910	Earle'sCo. Ld. Hull	HellenicLines,Ld. (P.G.Callimanopulos,*Mgr.*)	300·2|42·5|17·6	Piræus Greek *WB*	T.3Cy.22",35"&59"–39" 217NHP Amos&Smith,Ld.Hull		C
85303 167156 GQQV	**Turkistan** D.F. E.S.D. 2*Dks* *CruiserStern*	6935 6280 4228	✠100A1 ~~9,40~~ ~~6,39~~ ~~4,41~~ 5,41 ✠LMC1,39 *Fitted for oil fuel* 1,39 *F.P. above* 150° F.	Lon ~~Liv~~	*b*† 2 1/16	CL 4,41	1939 1mo	J.Readhead&SonsLd SouthShields *Lloyd*'*sA&CP*	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*)	454·0|58·5|29·5 472·5(O.L.) P39'B133'F38' FK *CellDB*397'1537*t DTa*39'1030*tFPT*150*tAPT*45*t*	London British 7*BHptCem*	T.3Cy.26½",44"&74"–48"& LPturbine with DRgearing &hydraulic coupling (*s*) 220lb HS8994 706NHP 3SB(Spt),12*cf*,GS190, FD J.Readhead&SonsLd.S.Shl	32 ″ 2 s 6″10½ 25 ″ 6¼	
85304 UOVI	**Turkmen** (*ex*LakeFerrona) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB*	2599 2243 1616	✠ ... 11,20 ✠				1919 10mo	American S.B.Co. Cleveland	U.S.S.R.	250·9|43·6|26·1 P25'B64'F23' FK	Odessa Russian *WB*	T.3Cy.21",35"&59"–42" 352NHP AmericanSBCoClevelnd,O	28 ″ 2	
85305 UPIX	**Turksib** (*ex*Hardenberg-35) *ss*Rot.No.3-10,34 1*Dk*(*Stl*) *Fitted for oil fuel*	3160 2867 1876	✠ 4,35 ✠	Rot	*v*		1922 1mo	A.Vuijk& Zonen Capelle a/d Ysel	U.S.S.R.	325·9|48·4|23·0 P28'B207'F25' FK *CellDB*279' 815*t FPT*52*t APT*86*t*	Leningrad Russian 5*BHCem*	2SteamTurbinesDRgeared to 1 Sc. Shaft 356NHP 3SB,6*cf*,GS132,HS5418 FD Maats.deSchelde,Flushing	25 ″ 3	
85306 157710 VPRL	**Turquino** (*ex*Comanche-33) TwinSc Wireless 2*Dks*	476 369 324					1896	IowaIron Wks. Dubuque,Iowa	MunroeTransportationCo.Ld.	158·7|27·2|13·3	Nassau,NP British	T.6Cy.10⅜",16½"&26½"–24" 69NHP IowaIronWorks,Dubuque	14 ″ 6 s 4 ″ 3½ 10 ″ 7	

✱ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numéro d'Ordre. — Numéro Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R.
85307 OOLC	**Turquoise** TwinSc *OilEng.* *CruiserStern* 1*Dk*	810 614 448					1933	Soc.Anon. Jhn.Cockerill Hoboken	Soc.Anon.John Cockerill	178·4 Q53'B46'F23'	35·6	15·5	Antwerp Belgian *WB*	Oil Engines 4S.C.SA 16Cy.13"–23¼" 260NHP SocAn.J.Cockerill,Seraing		V
85308 147938 MNCL	— ssAyr.No.3–3,36 ssIrv.No.1–40 *Welldeck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	570 392 235	✠100A1 ~~4,40~~ 10,40 ✠LMC MS4,40 BS~~2,40~~ 3,41	Irv	*h*	CL 2,39	1924 12mo *Lloyd*'*sA&CP*	AilsaS.B. Co.Ld. Troon	Wm.Robertson	165·2 182·2(O.L.) Q94'B9'F27' BK7' *FP*	26·6	11·4	Glasgow British 3*BHCem* *T60tAPT6t*	T.3Cy.13½",21"&35"–26" (*s*) 180lb 88RHP 1SB,3*cf*,GS50,HS1627 AilsaS.B.Co.Ld.Troon	12 ″ 6 s 4 ″ 0½ 12 ″ 10½	
85309 106608	**Turret Court** 3Mst *Turret deck* 1*Dk*	1879 1805 1197					1896	W.Doxford &Sons,Ld. Sunderland	Sincennes McNaughton ~~Tugs,Ld.~~Line.Ld.	253·0 F26*t*	44·0	19·7	Montreal British *WB*	T.3Cy.20",34"&57"–39" 203NHP W.Doxford&Sons,Ld.Sld.		
85310 212603 KDAU	**Turrialba** *Fitted for oil fuel* *Ref.Mchy.* Sub.Sig. 2*Dks*&2*ptdks* D.F. E.S.D.	4538 3899 2503					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corporation (UnitedFruitCo. *Mgrs.*)	378·8 B154'F45'	50·3	29·1	NewYork Utd.States *WB*	T.3Cy.27",45"&75"–54" 413NHP Wrkman,Clark&Co.LdBel		C
85311 18490 JPAD	**Turuga Maru** TwinSc (*ex*TsurugaMaru–38) ~~ssYka.No.3–9,35~~ 2*Dks*(*Stl*) ssYka.2ndNo.3-10,39	6988 6468 4284	✠100A1 1,41 ~~10,38~~ ✠LMC10,39 BS1,41	Yka	*b*†	CL ~~12,37~~ 1,41	1916 6mo *Lloyd*'*sA&CP*	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. *CellDB*392'1338*t*2	445·0 462·6(O.L.) P35'B138'F35' FK *DTsa*42'1353*t* *FPT*	58·0	34·0	Tokyo Japanese 7*BHCem* 58*tAPT*62*t*	T.6Cy.20½",33½"&56"–48" 200lb (*s*) 620NHP 4SB(Spt),12*cf*,GS225, FD HS8903 MitsuBishiD.&E.Wks.Nag	34 ″ 0 s 7 ″ 6 26 ″ 8	
85312 44630 JNCM	— Wood *OilEng.*	301 — 173					1938	Sawasaki Zosensyo Turuga	MatusitaMatuziro	109·3	24·4	11·9	Turuga Japanese	Oil Engines		
85313 27909 JOVA	**Turugisan Maru** (*ex*Tsurugisan Maru–38*ex*Brookway, ssNwc.No.3–10,18 *ex*MarshalPlumer, ssHam.No.1–23 *ex*Campus,*ex*NorfolkRange) *Spar dk2trB&deep framing*	3108 2861 1886	✠ … 4,26 ✠				1905	Irvine'sSB &D.D.Co.Ld. WHartlepool	AwanokuniKyodo KisenK.K.	325·0 P33'B100'F32' 22·6 FK	47·1	13·8	Komatsu- shima Japanese *WB*	T.3Cy.24 7/16",38"&64"–42" 275NHP Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10	C †
85314 28724 JRVE	**Turuha Maru** Ⓟ (*ex*TsuruhaMaru–38 2*Dks*	361 287 191					1922	Harada ZosenK.K. Osaka	SetsuyoSyosen K.K.	130·0	22·5	14·5	Osaka Japanese	T.3Cy.11½",19"&32"–22" 48NHP		
85315 ~~632~~ ~~[illegible]~~ HPPL	**Turul** (*ex*Warta–35,*ex*P.L.M.5) ssGen.No.3–4,35 *Mchy.Aft* 1*Dk*(*Stl*)*Topside tanks* *Cargo battens not fitted*	*2698* *2183* *1883*	✠100A1 Examined ~~1,40~~ 2,41 ✠NB4,26 ✠LMC4,35 BS~~4,40~~5,41	Off	*s*	CL 2,38	1916 10mo A&CP	Gt.Lakes Eng.Works Ecorse,Mich. *CellD*	Soc.Anon. Maritime et Commerciale *B*209'595*t* *Topside*	253·0 F25' FK *tanks* 382*t* *FPT*18	43·5	25·6	Panama Pnamanian 4*BHCem* 0*tAPT*50*t*	T.3Cy.21 5/16",34½"&57"–42" 175lb (*s*) 284NHP 2SB,6*cf*,GS104,HS4198 FD Gt.LakesEng.Wks.Detroit	27 ″ 7 s 3 ″ 9 24 ″ 0¾	
85316 25089 JTVD	**Turusima Maru** Ⓟ (*ex*Tsurushima Maru–38) ssYka.No.3–11,31 ssOsa.No.1–35 2*Dks*(*Stl*)	4646 3927 3351	✠ … 3,39 ✠	Kob	*x*		1919 7mo	Uraga DockCo. Uraga	UwazimaUnyu K.K.(Yamashita KisenK.K. *Mgrs.*) *CellDB*	360·0 P21'B91'F35' FK 291' 919*t* *FPT* 114*t*	51·2	26·1	Uwashima Japanese 6*BHCem* *APT*46*t*	T.3Cy 24½",40½"&67"–48" 877NHP 3SB,9*cf*,GS180,HS6381 UragaDockCo.Uraga	28 ″ 5	C
85317 220885 KDLO	**Tuscaloosa City** *Fitted for oil fuel* GyC. 2*Dks*3*trB*	5687 5082 3450					1920	Chickasaw S.B.&CarCo. Chickasaw	IsthmianS.S.Co.	424·2 P58'B&F350'	56·2	26·5	New York Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		R
85318 161395 GKND	**Tuscan Star** TwinSc *OilEng.* ssLon.No.2–37 *Ref.Mchy.* 3*Dks*(*Stl*)4*th dk*(*Stl*) D.F. E.S.D. *except in mchy. space* *CruiserStern*	11449 8968 7075	✠100A1 12,39 ✠LMC CS12,38 DBS11,39 2,37 ✠Lloyd'sRMC~~4,40~~ ~~3,40~~ ~~2,41~~5,41	Lon	*f*†	CL 12,39	1930 4mo *Lloyd*'*sA&CP*	Palmers' Co.Ld. Newcastle	FrederickLeyland &Co.Ld. *Duct keel* *CellDB*398'1950*t*	471·0 489·2(O.L.) B285'F71' FK *fwd. of mchy.space* *Tanks in way of tu*	68·3	35·1	London British 9*BHptCem* *nnels* 488*t* *F*	Oil Engines 2S.C.SA 16Cy.26¾"–47¼" 2DB100lb 1994NHP SulzerBros.Winterthur *PT*98*tAPT*129*t*	39 ″ 9 s10 ″ 0½ 30 ″ 0	
85319 1624 ICLD	**Tuscania** (*ex*Caloric) ssRot.No.3–11,26 *Mchy.Aft* ssGen.No.1–32 D.F. 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	6904 6367 4129	✠ … 3,35 ✠	Gen	*a*†		1914 9mo	SirJ.Laing &Sons,Ld. Sunderland *Cell D*	DittaL.Pittaluga Vapori *Bu E&B* 55'142*t* *D*	441·2 425·0 P101'B28'F45' FK *Tf*38'511*t* *APT*53*t*	57·0	33·1	Genoa Italian 15*BHptCem* (9 *to Upr dk* 6 ,, 2*nd* ,,)	T.3Cy.27",45"&74"–54" 555NHP 4SB,12*cf*,GS196,HS8150 G.Clark,Ld.Sunderland	33 ″ 0	I †
85320 17757 JMAD	**Tusima Maru** TwinSc (*ex*Tsushima ssYka.2ndNo.3–9,38 Maru–38) 2*Dks*(*Stl*)	6754 6284 4200	✠100A1 6,40 ~~4,39~~ BS~~4,39~~ ✠LMC9,38 6,40	Osa Yka	*b*†	CL ~~9,38~~ P4,39 S6,40	1914 10mo *Lloyd*'*sA&CP*	Russell& Co. Pt.Glasgow	NipponYusenK.K. *CellDB*366'	444·4 P35'B138'F39' FK 1376*tDTsa*39'1239*t*	58·2	31·3	Tokyo Japanese 7*BHCem* *APT*36*t*	T.6Cy.20",33½"&56"–48" (*s*) 200lb 619NHP 4SB,12*cf*,GS217,HS8892 FD D.Rowan&Co.Glasgow	34 ″ 0 s 7 ″ 4¾ 26 ″ 11	
85321 221543 KDTW	**Tustem** *Fitted for oil fuel* *Mchy.Aft* GyC. 2*Dks* *Carrying Petroleum in bulk* *Longitudinal framing*	6906 — 4271					1921	Moore S.B. Co. Oakland,Cal.	AtlanticRefining Co.	425·0	57·2	33·1	Phildlphia Utd.States	T.3Cy.27¾",46"&78"–51" 432NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
85322 PUCV	**Tutoya** (*ex*Uno,*ex*Mitcham) TwinSc *Well deck* ssShl.No.3–4,26 *Mchy.Aft* Wireless 1*Dk*	*1125* *831* *564*	✠ … 5,28 ✠				1913 10mo	W.Dobson &Co. Newcastle	LloydBrasileiro	220·4 P34'Q93'B16'F23' FK	35·0	13·6	R.Janeiro Brazilian *WB*	T.6Cy.13½",22"&37"–27" 187NHP MacColl&Pollock,Ld.Sld.	15 ″ 10	
85323 PIBN	**Tuva** *Oil Eng.* ssAnt.No.1–38 2*Dks*	4652 4274 2747	✠100A1 ~~8,40~~ ~~3,40~~ 4,41 ✠LMC CS3,39 DBS~~7,39~~ 4,41 ~~1,39~~ 3,40	Ant ~~Hul~~ Bel	*y*	CL 8,38	1935 1mo *Lloyd*'*sA&CP*	N.V.Mchf. &Scheepswrf. vanP.Smit,Jr Rotterdam	Maatschappij VrachtvaartN.V. *CellDB*	375·6 390·4(O.L.) P33'B217'F36' FK 353' 1180*t* *FPT*95*t* *Tanks in way of t*	53·2	26·3	Rottrdam Dutch 6*BH* *APT*122*t* *unnel*69'265*t*	Oil Engines 4S.C.SA 6Cy.29½"–59 1/16" 490NHP DB80lb N.V.Mch.&Scheepswerf vanP.Smit.jr.Rot.	29 ″ 3 s 4 ″ 4 25 ″ 0½	
85324 19288 JYMD	**Tuyama Maru** TwinSc (*ex*Tsuyama ssYka.No.3–11,28 Maru–38) ssKob.No.2–36 D.F. 2*Dks*(*Stl*)	6963 6469 4280	✠100A1 ~~6,40~~ ~~12,39~~ 2,41 ~~BS12,39~~ ✠LMC~~10,36~~ 2,41 *Fitted for oil fuel* 9,23 *F.P. above* 150° F. *Adapted for carrying oil fuel* 11,28 *F.P.above* 150° F. *in D&E deep tanks*	Kob ~~Osa~~ Yka	*b*†	CL ~~PN4,38~~ ~~S11,38~~ 2,41	1916 10mo *Lloyd*'*sA&CP*	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. *CellDB*392'1338*t*	445·0 P35'B138'F35' FK *DTa*42'1361*t* *DTsf*1500*t* *FPT*	58·0	34·0	Tokyo Japanese 7*BHCem* 58*tAPT*62*t*	T.6Cy.20½",33½"&56"–48" 200lb (*s*) 620NHP 4SB(Spt),12*cf*,GS225, HS8903 FD MitsuBishiD.&E.Wks.Nag	34 ″ 0 s 7 ″ 6¼ 26 ″ 8	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
85325 PIBP	**Twee Gebroeders** *OilEng.* *Mchy.Aft* *1Dk(Stl)* *CruiserStern*	400 269 241					1938	Schpsw. "Volharding" GebrBodewes Foxhol	H.Damhof	140·6|25·7|8·9 P34'F16'	Hoogezand Dutch *WB*	Oil Engines 4S.C.SA 5Cy.11$\frac{7}{16}$"–17$\frac{11}{16}$" 63NHP AppingedammerBrons Motorenfb.N.V.		V
13/41 85326 148761	**Tweed** (*ex*Quercus) *ss*Rot.No.3–12,38 1*Dk*(*Stl*)	2697 2539 1672	✠100A1 12,40 ~~5,40~~ BS2,40 ✠LMC12,38	Gls	*u*	CL 12,38	1926 5mo *Lloyd*	Dunlop, Bremner& Co.Ld. PortGlasgow '*sA&CP*	TransitusShipping Ld.(A.C.Lensen, *Mgr.*) *CellDBa&uE108'*	314·1|47·2|21·5 P29'B93'F31' FK *f*140'631*tAPT*76*t*	London British 5*BHptCem*	T.3Cy.22",36"&59"–39" (*s*) 180lb 250NHP 2SB,*6cf*,GS117,HS4062 D.Rowan&Co.Ld.Glasgow	23 " 5 s 3 " 5¼ 20 " 1¼	
85327 161869 GBYC	**Tweedbank** TwinSc *OilEng.* E.S.D. *ss*H.Kg.No.2–40 ~~*ss*Bal.No.1–34~~ *Ref.Mchy.* 1*Dk*(*Stl*)&*Shelter dk* (*Stl*–ws)	5627 4979 3412	✠100A1 *with freeboard* ~~5,40~~ ~~8,38~~ 1,41 DBS1,40 ✠LMC~~7,35~~ 4,40 ~~✠LMC(M)~~ ✠Lloyd'sRMC~~6,39~~ ~~4,40~~ 1,41 for temp. 20° F. *Carrying vegetable oil in deep tanks & in tanks between tunnels*	Bal NYk	*b*†	CL ~~s6,36~~ ~~P12,36~~ 3,40	1930 9mo *Lloyd*	Workman, Clark(1928) Ld. Belfast '*sA&CP*	BankLine,Ld.(A. Weir&Co. *Mgrs.*) *CellDB365'1293t Tanks in way of tunnels 263tMT 60'2389tFPT95tAPT152t*	426·7|57·4|25·7 440·0(O.L.) FK	Belfast British 7*BHptCem* (*Coll to Sh dk* 6 „ 2nd„)	Oil Engines 2S.C.SA 10Cy.26¾"–47¼" DB*120lb* 1246NHP Workman,Clark(1928)Ld.	29 " 9 s 3 " 7¼ 26 " 4¼	
85328 LOED	**12 de Octubre** *Fitted for oil fuel* *Mchy.Aft* *2Dks&Web frames* *Carrying Petroleum in bulk* *Longitudinal framing*	*6123* *5750* *3826*	✠ ... 3,22 ✠				1921 5mo	Hawthorn Leslie&CoLd Newcastle	ArgentineGovt. (Yacimientos Petroliferos Fiscales)	420·5|54·6|32·4 P99'B30' FK	Bns.Aires Argentine *WB*	T.3Cy.27",45"&74"–48" 536NHP HwthrnLeslie&CoLd.Nwc	32 " 8	
85329	**Twenty-eighth October (XXVIII Ottobre)** *see letter* **X**													
85330	**Twenty-first April (XXI Aprile)** *see letter* **X**													
85331	**Twenty-fourth May (XXIV Maggio)** *see letter* **X**													
85332	**Twenty-third March (XXIII Marzo)** *see letter* **X**													
85333 FOSA	**Twickenham Ferry** Ⓟ TwinSc (*TrainFerry*) E.S.D. 1*Dk*&*2nd dk at ends* *CruiserStern*	*2839* *2014* *1044*	✠ ... 10,35 ✠	Sou			1934 7mo	Swan,Hunter&Wigham Richardson, LdNewcastle	Angleterre-Lorraine-Alsace *CellDBuE34'58t DTf18'180t Wing tanks abreast ER44'376tAPT63t*	346·8|60·7|18·2 62·3 B&F319' FK	Dunkirk French 8*BHptCem* *ptAsp*	4 SteamTurbinesSRgeared to 2 Sc. Shafts 948NHP 4W.T.B. GS248,HS9416 ParsonsMarineSteam TurbineCo.Ld.Nwc.	20 " 0	V †
85334 226463 KLIR	**Tydol** TwinSc *Mchy.Aft* *OilEng.* 1*Dk ptLongitudinal framing* *Carrying Petroleum in bulk*	1257 — 768					1927	SunS.B.& D.D.Co. Chester,Pa.	Tide Water AssociatedOilCo.	252·8|40·1|13·6 P43'	Wilmgton (Del.) Utd.States	Oil Engines 4S.C.SA 12Cy.14"–18" 230NHP WintonEng.Works,Clv.		R
85335 228720 WJDN	**Tydol No. 2** (*ex*Tidewater) *OilEng.* *Mchy.Aft* 1*Dk ptLongitudinal framing* D.F. *Carrying Petroleum in bulk*	1783 — 1055					1929	ThePusey &JonesCo. Wlmgtn,Del.	TideWater AssociatedOilCo.	252·1|44·2|18·5 P59'F39'	Wilmgton (Del.) Utd.States	2 Oil Engines connected to Electric Motor & Sc. Shaft 4S.C.SA. 12Cy.17"–24" 336NHP MorrisDelaVergneInc. Philadelphia		R
85336 221262 KDRZ	**Tydolgas** (*ex*Tulsagas–39) *ss*S.Fo.No.1–25 *Fitted for oil fuel* *Mchy.Aft* *2Dks&Web frames* D.F. *Longitudinal framing* *Carrying Petroleum in bulk*	7343 6518 4437	... 4,27				1921	Baltimore D.D.&S.B.Co. Baltimore, Md.	TideWater AssociatedOilCo.	431·0|59·2|33·4 P105'B37'F38' FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 536NHP NE21*refitted*25 LlewellynIronWorks,LAn	33 " 3	R †
85337 225291 KFZI	**Tyee** (*ex*Oritani–39) *ss*Phl.No.3–9,33 *Ref.Mchy.* *ss*N.Os.No1–37 1*Dk*(*Stl*)& *Awng dk*(*Stl*–ws)3*tr B*	~~1362~~ ~~1184~~ ~~768~~ 1374 — 779	✠100A1 *Awng dk* *withfreeboard* 1,41 ~~3,39~~ BS5,40 ~~BS3,39~~ ✠LMC1,37 Lloyd'sRMC~~3,39~~5,40 *Fitted for oil fuel* 2,21 *F.P. above* 150° F.	NOs Sea	*b*	CL 7,39	1921 2mo	ToddShipyardsCorp. (TeboPlant) BrooklynNY A&CP	AlaskaTransportationCo. *CellDB165'177t DTf17'242tFPT18tAPT22t*	227·0|33·7|13·7 21·3 FK *Collision*	Ketchikan Utd.States *ptCem* *BHtoAwdk* 4 „ „ *U* „	T.3Cy.19",32"&52"–36" (*s*) 180lb 245NHP 2SB,*6cf*,GS220,HS3780 FD WhiteFuelOilEng.Co.N.Y.	23 " 7 s 7 " 3 16 " 9	
185/40 85338 141903 GBJX	**Tymeric** *ss*H.Kg.No.3–4,32 *ss*H.Kg.No.1–37 2*Dks*(*Stl*)	5228 4780 3178	100A1 8,39 ~~BS8,39~~ 10,40 ✠LMC8,37 *Carrying oil fuel F.P. above* 150° F. *in DB* *Fitted for oil fuel* 5,19 *F.P. above* 150° F.	Shl	*y*	CL 8,39	1919 5mo *Lloyd*	Hawthorn Leslie&Co.Ld Newcastle '*sA&CP*	BankLine,Ld. (A.Weir&Co. *Mgrs.*) *CellDB345'940tFPT119tAPT173t*	400·1|52·3|28·5 413·1(O.L.) P49'B113'F39' FK	Glasgow British 7*BHCem*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31 " 0 s 5 " 11¼ 25 " 4	
85339 142490 MKJN	**Tynan** 3Mst *ss*Bel.No.2–40 *ss*Bel.No.3–4,31 ~~*ss*Bel.No.1–36~~ *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	432 285 169	✠100A1 5,40 ~~12,38~~ ✠LMC ~~MS5,36~~ 5,40 ~~BS1,40~~ 4,41	Bel	*f*	CL ~~12,38~~ 5,40	1919 7mo *Lloyd*	J.Fullerton &Co. Paisley '*sA&CP*	JohnKelly,Ld. (W.Clint, *Mgr.*)	142·0|25·1|11·4 Q79'B9'F22' FK	Belfast British 3*BHCem* *FPT*40*t*	C.2Cy.18"&38"–27" (*s*) 130lb 59RHP 1SB,*3cf*,GS59,HS1786 Fishers,Ld.Paisley	12 " 7 s 4 " 3¾ 12 " 4¼	
85340 162766 MJZM	**Tyndall** *ss*Shl.No.1–37 *Mchy.Aft* 1*Dk*(*Stl*) Wireless *Well deck* *Cargo battens not fitted*	1314 996 731	✠100A1 ~~5,40~~ ~~8,39~~ 9,40 ~~BS8,39~~ 5,40 ✠LMC7,37	Shl Bly	*o*	CL ~~7,38~~ 5,40	1932 9mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	LondonPowerCo. Ld.(Stephenson Clarke&AssociatedCompanies Ld. *Mgrs.*) *CellDBuE23' f151'368tDTf107t FPT142tAPT28t*	227·0|36·4|15·4 Q138'B16'F21' FK	London British 5*BHptCem*	T.3Cy.17",28"&46"–33" (*s*) 200lb *100lb* 142NHP 1SB,*3cf*,GS61,HS2240 J.Dickinson&Sons,Ld.Sld.	17 " 5 s 4 " 11 16 " 1¼	
85341 137527 GMKX	**Tyndareus** Ⓟ TwinSc D.F. 3*Dks*	11361 10516 7186					1916	Scotts'S.B. &Eng.Co.Ld. Greenock	OceanS.S.Co.Ld. (A.Holt&Co. *Mgs.*)	507·0|63·2|41·6 F75'	Liverpool British *WB*	T.6Cy.22½",38"&65"–54" 622NHP Scotts'S.B.&EngCoLdGrk		

1 Numéro d'Ordre Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equivalence	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NH=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou cote, si ce Navire dans le Lloyd's Ref. Cert. Trade
85342 164039 GWWQ	**Tynebank** ssCal.No.1-39 1Dk&Shelter dk	4651 4244 2732	✠100A1 withfreeboard ~~7,…~~12,10 ✠LMC BS~~10,38~~ MS5,39 12,40	Bkn Shl	z	CL N12,39	1934 11mo Lloyd's A&CP	JReadhead &Sons,Ld. SouthShields	BankLine,Ld. (A.Weir&Co. Mgrs.) CellDB358'1333t	412·9 427·7(O.L.) F32' FK FPT101t APT162t	54·0	24·0	Glasgow British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	T.3Cy.25",42"&71"-48" (s) 220lb 524NH 2SB(Spt)&1AuxSB,9cf, GS167,HS7444 FD J.Readhead&Sons,Ld.SSh.	27 ″ 1 s 2 ″ 11 24 ″ 4½	
85343 149405 GLZW	**Tynefield** OilEng. ssShl.No.3-5,38 Mchy.Aft 2Dks(Stl)&Web frames D.F. Longitudinal framing	5856 5267 3475	✠100A1 ~~5,40~~11,40 ✠LMC CS4,39 ~~DBS4,40~~ 4,39 Carrying Petroleum in bulk DBS11,40	Gls Alx	z	CL ~~4,37~~ 11,40	1926 1mo Lloyd's A&CP	SirJ.Laing &Sons,Ld. Sunderland	NorthernPetroleumTankS.S.Co.Ld. (Hunting&Son,Ld.Mgrs.) CellDB uE64' 148tDTf27'322t	395·0 P86'B34'F39' FK FPT160t APT155t	54·5	32·0	Newcastle British 16BHptCem (12 to U dk 4 ,, 2nd ,,)	Oil Engines 2S.C.SA 4Cy.22⅝"-91¼" 640NH 2DB120lb W.Doxford&Sons,Ld.Sld.	31 ″ 9 s 5 ″ 6¾ 26 ″ 5½	
85344 165785 GLWL	**Tynemouth** E.S.D. D.F. 1Dk CruiserStern	3168 2713 1841	✠100A1 10,40 ~~7,40~~ ~~(Glass Contem plated)~~ ✠LMC7,40	Sld	v 1¼	CL	1940 7mo Lloyd's A&CP	SirJ.Laing &Sons,Ld. Sunderland	BurnettS.S.Co.Ld.	343·3 357·0(O.L.) P36'B78'F29' FK CellDB287'979t FPT	48·0	20·9	Newcastle British 6BHCem 89tAPT210t	T.3Cy.20",34"&57"-39" 220lb (s) 287NHP 2SB(Spt)9cf,GS92,HS3940 FD GeorgeClark(1938)Ld.Sld.	24 ″ 0 s 3 ″ 9½ 20 ″ 4½	
85345 5653 SGFA	**Tynningö** (exSydic-38) ssGot.2ndNo.3-6,38 D.F. 1Dk(Stl)& Shelter dk(Stl)	4272 3874 2625	✠100A1 Shelter dk withfreeboard 3,40 ✠LMC MS3,39 BS~~5,39~~7,40	Got	y	CL 6,38	1914 10mo Lloyd's A&CP	JLThompson&Sons,Ld Sunderland	RederiA/B Rex (K.M.Källström, Mgr.) CellDBa134'uE&B	385·0 FK 45'f164'1176t FPT	53·7	23·6	Stockholm Swedish 6BHCem 76tAPT77t	T.3Cy.27",45"&74"-48" (s) 180lb 465NH 3SB(Spt)9cf,GS197,HS7906 Blair&Co.Ld.Stockton	26 ″ 1 s 2 ″ 6½ 23 ″ 9½	
85346 165281 GZRL	**Tynwald** Ⓟ TwinSc D.F. E.S.D. 2Dks&Shelter dk CruiserStern	2376 1567 932	✠ A1 withfreeboard 1,39 BS11,39 ✠LMC6,37 For Irish Channel service Fitted for oil fuel 6,37 F.P. above 150° F.	Bkn		OG	1937 6mo Lloyd's A&CP	Vickers-Armstrongs Ld. Barrow	Isle of ManSteam PacketCo.Ld. CellDBa	314·6 328·9(O.L.) Promenade dk BK9" &uE82'f78' 159t Ce	46·1	17·1	DouglasIM British 10BHCem ntreDTf10'	4 steam turbines SR geared to 2 screw shafts 1379NHP 3WTB 250lb (s) HS13560 FD VickersArmstrongsLdBrw 33tFPT55tAPTs135t	18 ″ 0 s 5 ″ 7½ 13 ″ 5	
85347 31572 JTCB	**Tyōan Maru** Ⓟ (exChoanMaru-38) OilEng. Ref.Mchy. ssKob.No.3-11,37 Mchy.Aft 2Dks(Stl-Uws)	2632 1899 1388	✠ ... 10,38 ✠	Kob	t		1927 4mo	KobeSteel Works Harima	ToaKaiunK.K. Cell	284·8 P29'B100'F37' FK DB232'464t Side ta	45·5	23·0	Osaka Japanese 4BHptCem nks in ER73t	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP KobeSteelWorks,Kobe FPT24tAPT14t	23 ″ 0	
85348 30047 JLHB	**Tyohaku Maru** Ⓟ (exChohakuMaru-38,exTakaokaMaru, exVestnorge,exJolanda diGiorgio) Wireless 1Dk&Awng dk	1289 1129 788					1908	Bergens Mek.Værks Bergen	KawasakiKisen K.K.	230·5 H109t	31·6	21·4	Kobe Japanese WB	T.3Cy.21",34"&57"-36" 195NHP BergensMekVærksBergen		
85349 1278 JQSB	**Tyohakusan Maru** Ⓟ (exChohakusanMaru-38) 2Dks	2131 1900 1243					1928	Uraga DockCo.Ld. Uraga	ChosenYusenK.K.	280·0 P23'B72'F29'	41·0	23·5	Gensan Japanese WB	T.3Cy.18",29½"&50"-39" 156NHP UragaDockCo.Ld.Uraga		
85350 147 JKPA	**Tyohei Maru** Ⓟ (exChoheiMaru-38) 2Dks	1718 1278 947					1920	Fujinagata Zosensho Osaka	DairenKisenK.K.	260·0 P44'B92'F41'	38·5	19·2	Dairen Japanese WB	T.3Cy.21½",36"&60"-39" 225NHP FujinagataZosenshoOsaka		
85351 31378 JEDB	**Tyohuku Maru** Ⓟ (exChofukuMaru-38) Wireless 1Dk	527 395 324					1926	Mitsubishi ZosenKaisha, Ld. Nagasaki	KyushuShosen K.K.	160·2 F24'	27·0	15·5	Nagasaki Japanese	T.3Cy.12",20"&33"-21" MitsubishiZosen 50NHP Kaisha,Ld.Nagasaki		
85352 37464 JKHC	**Tyokai Maru** Ⓟ (exChokaiMaru-38) OilEng. 2Dks	2658 — 1598					1932	Mitsui Bussan Kaisha,Ld. Tama	ShimataniKisen Kaisha,Ld.	300·0 P23'B82'F36'	43·0	22·7	Kobe Japanese	Oil Engines 4S.C.SA 6Cy.21⅝"-39⅜" 271NHP MitsuiBussanKaisha,Ld. Tama		
85353 25351 JLSE	— (exChokaiMaru-38) 1Dk	1285 1112 719					1919	Ishikawajima S.B.&E.Co Ld.Tokyo	SettuSyosenK.K. (OsakaSyosenK.K. Mgrs.)	230·0 P25'B51'F24'	33·0	19·5	Hutyu Japanese WB	T.3Cy.15",24½"&40"-30" 88NHP IshikawajimaS.B.&E.CoLd		
85354 25356 JMJE	**Tyokai Maru No. 2** (exChokai MaruNo.2-38) 1Dk	1288 1112 720					1919	Ishikawajima S.B.&E.Co Ld.Tokyo	SettuSyosenK.K. (OsakaSyosenK.K. Mgrs.)	230·0 P25'B51'F24'	33·0	19·5	Hutyu Japanese WB	T.3Cy.15",24½"&40"-30" 88NHP IshikawajimaS.B&E.CoLd		
85355 45871 JPHN	**Tyoki Maru** OilEng. CruiserStern	927 — 607					1939	Nakata Zosensho Osaka	DaityoKisenK.K.	187·6	31·0	17·5	Tokyo Japanese	Oil Engines 4S.C.SA 6Cy.14¾"-20⅞" 128NHP HanshinIronWorks		
85356 26820 JALA	**Tyōkō Maru** (exChokohMaru-38, exSeineMaru) ssKob.No.3-9,31 ssKob.No.2-39 ~~ssYka.No.1-35~~ 2Dks(Stl)&Shelter dk(Stl)	6783 6475 4987	✠100A1 Shelter dk withfreeboard 1,41 ~~8,38~~ BS1,41 ✠LMC11,39 Fitted for oil fuel 8,20 F.P. above 150° F.	Kob	a†	CL ~~8,37~~ 12,40	1920 8mo A&CP	Teikoku S.S.Co. OHarima	YamashitaKisen K.K. CellDB336'1153t DTa39'936t	425·0 FK Collision FPT153t APT72t	53·6	34·9	Kobe Japanese ptCem BH to Sh dk 6 ,, ,, U ,,	T.3Cy.28",47"&79"-51" (s) 200lb 584NHP 3SB,9cf,GS192,HS7956 FD KobeSteelWorks,Ld.Kobe	37 ″ 6 s 9 ″ 1½ 28 ″ 7	
85357 46376 JHJN	**Tyoko Maru** D.F.	3516 — 2021					1939	TamaS.B. Co.Ld. Tama	TaiyoKogyoK.K.	340·5 P31'B95'F31'	48·2	26·2	Kobe Japanese WB	T.3Cy.22 7/16",33 7/16"&59 7/16"-44⅞"& exhaust turbine driving steam compressor 232NHP TamaS.B.Co.Ld.Tama		
85358 32737 JTWB	**Tyōkō Maru** Ⓟ (exChokoMaru-38) OilEng. Ref.Mchy. ssOsa.No.3-1,38 2Dks(Stl-Uws)	2629 1905 1357	✠ ... 12,38 ✠	Osa	t		1927 6mo	OsakaIron Works,Ld. Osaka	ToaKaiunK.K. Cell	284·5 P29'B102'F36' FK DB234' 378t Side tanks in ER75t FPT	45·6	23·0	Osaka Japanese 4BHptCem 24tAPT12t	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP KobeSteelWorks,Ld.Kobe	23 ″ 0	
85359 29670 JOSA	**Tyoko Maru** (exChokoMaru-38) Ref.Mchy. Fitted for oil fuel Mchy.Aft 2Dks	1794 1187 941					1923	Mitsubishi Zosen Kaisha, Ld. Nagasaki	NichiroGyogyo K.K.	250·0 P101'B74'F40'	39·0	19·0	Yokohama Japanese WB	T.3Cy.17",28½"&48"-36" 138NHP MitsubishiZosenKaisha,Ld		C
85360 44497 JMBM	**Tyōryu Maru** OilEng.	301 217 200					1937	Urabe Zosen Dekkosyo Gosikaisha	Asahigumi KaisotenK.K.	120·0	23·5	11·5	Tokyo Japanese	Oil Engines		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
85361 28075 JHYA	**Tyosa Maru** Ⓟ (*ex*ChosaMaru-38) 1*Dk*	2538 2009 1555	✠ ... 1,23 ✠				1921 8mo	OsakaIron Works,Ld. Osaka	ToaKaiunK.K.	284·5 P41'B100'F34' FK	42·5	23·0	Osaka Japanese *WB*	T.3Cy.21",35"&58"-39" 288NHP OsakaIronWrks,Ld.Osaka	23 ″ 0	
85362 29711 JBSC	**Tyosan Maru** Ⓟ (*ex*ChosanMaru-38) 1*Dk*	1159 943 661					1924	OnoIron Wks&Shipyd Osaka	AwanokuniKyodo KisenK.K.	220·0 P26'B49'F22'	32·0	18·0	Mikage Japanese *WB*	T.3Cy.14⅝",24¼"&40"-30" 88NHP HamadaIronWorks,Kobe		
40 85363 22518 JOLB	**TyoseiMaru** Ⓟ (*ex*Chosei Maru-38, *ex*TaiheiMaru) 1*Dk*	1729 1411 1015					1920	Hakodate SenkyoK.K. Hakodate	ShimataniKisen K.K.	242·0	36·0	21·5	Kobe Japanese *WB*	T.3Cy.18",29"&49"-33" Hakodate 138NHP SenyoK.K.Hakodate		
85364 14458 JPVD	**Tyosen Maru** Ⓟ (*ex*ChosenMaru-38) *ss*Cal.No.2-20 2*Dks& Web frames* *Longitudinal framing*	3111 2755 1935	✠ ... 6,21 ✠				1911 10mo	Armstrong Whitworth &Co.Ld. Newcastle	KitaNipponKisen K.K.	305·1 P19'B85'F32' ... FK	44·1	24·9	Osaka Japanese *WB*	T.3Cy.22",37"&61"-42" 279NHP N.E.MarineEng.CoLdNwc	27 ″ 3	
85365 40224 JEMK	**Tyosin Maru** (*ex*ChoshinMaru-38) *OilEng.* 1*Dk*	314 — 182					1935	Matsuura Ryoichi Tono	HiraiTyotaro	120·1	23·1	12·6	Nisinomya Japanese	Oil Engines		
85366 480 JPHG	**Tyoyo Maru** (*ex*ChoyoMaru-38, *ex*Canadian *ss*Drn.No.3-10,33 Mariner-33) 2*Dks*(*Stl*)	5388 4916 3236	✠ ... 1,38 ✠	Kob	*y*		1920 11mo	Halifax Shipyards,Ld Halifax,N.S. *CellDB*	DairenKisenK.K.	399·3 P49'B113'F39' FK 334'1027*t* *FPT*147*t*	52·3	28·4	Dairen Japanese 6*BHCem* *APT*133*t*	T.3Cy.27",44"&73"-48" 555NHP 3SB,9*cf*,GS224,HS8565 RobbEngineWorks,Ld. Amherst,N.S.	31 ″ 0	
85367 32742 JURB	— (*ex*ChoyoMaru-38, *ex*Braaland,*ex*General *ss*Hra.No.1-25 Currie) 1*Dk*	2225 1989 1333	✠ ... 8,27 ✠				1919 5mo	Dominion S.B Co.Ld. Toronto	OnoShojiGomei Kaisha	251·1 P25'B64'F20' FK	43·6	21·2	Hutyu Japanese *WB*	T.3Cy.20",33"&54"-40" 328NHP J.Inglis&Co.Ld.Toronto	24 ″ 3	
85368	**Tyozan Maru** Ⓟ Should be "Tyosan Maru," *see No.* 90230 *in Supplement* D.F. *CruiserStern* 2*Dks*	3950					1940	TamaS.B. Co.Ld. Tama	DairenKisenK.K.	351·0	50·5	24·5	Dairen Japanese	T3Cy.23⅝",36⅝"&66$\frac{15}{16}$"-47¼" & exhaust turbine driving steam compressor 306NHP TamaS.B.Co.Ld.Tama		
85369 31568 JTBB	**Tyōzyō Maru** Ⓟ **2TwinMst** (*ex*ChojoMaru-38) *OilEng.* *Ref.Mchy.* *ss*Osa.No.3-2,38 2*Dks*(*Stl-Weather dkws*)	2611 1898 1373	✠ ... 1,39 ✠	Osa	*t*		1927 3mo	Mitsubishi ZosenKaisha, Ld. Nagasaki *CellDB*	ToaKaiunK.K. 234'438*t* *Wing tan*	284·5 P29'B100'F36' FK *ks in ER*38*t* *FPT*2	45·5	23·0	Osaka Japanese 4*BHptCem* 5*tAPT*14*t*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP MitsubishiZosenKaisha,Ld	23 ″ 0	
85370 141 JGBB	**Tyozyun Maru**(*ex*ChojunMaru-36) 1*Dk*	2246 1897 1281					1918	Fujinagata Dkyd.Co. Osaka	DairenKisenK.K.	272·0 P16'B60'F34' FK	40·0	24·1	Dairen Japanese *WB*	T.3Cy.18½",30½"&51½"-36" 189NHP FujinagataDkydCoOsaka	24 ″ 2	
85371 1322 JRKB	**Tyozyusan Maru** Ⓟ (*ex*ChojusanMaru-38) 1*Dk*	2131 1900 1243					1928	Uraga DockCo.Ld. Uraga	ChosenYusenK.K.	280·0 P23'B72'F29'	41·0	23·5	Keijo Japanese *WB*	T.3Cy.18",29"&50"-39" 156NHP UragaDockCo.Ld.Uraga		
85372 LDDD	**Tyr** *OilEng.* *CruiserStern* 1*Dk*	4265 3735 2501					1926	A/B Göta- verken Gothenburg	D/S A/S Björn (ThorvaldHansen, *Mgr.*)	357·0 P123*t*H202*t*F37*t*	51·3	25·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 355NHP A/B Götaverken,Got.		N
85373 167451 MPFF	— *Ref.Mchy.* 2*Dks*	754 730 465					1890	Lindhol- mensV.A. Gothenburg	Ministry of Ship- ping(Ellerman's WilsonLine,Ld. *Mgrs.*)	176·6	26·9	12·4 19·5	London British *WB*	T.3Cy.15",24"&40"-26" NB02 82NHP MotalaM.V.Aktieb.Got.		V
85374 OXYS	— Ⓟ (*Icebreaker*) Wireless 1*Dk*	527 424 155					1893	Helsingörs Skibsbyggeri Elsinore	DenDanskeStat (Ministeriet for Handel,Industri og Söfart)	136·0 Q40'B60'F20' FK	35·3	14·8	Copnhagn Danish	C.2Cy.30½"&57"-33" 156NHP HelsingörsMaskinbyggeri		
* 85375 6962 SHAK	**Tyra Bratt** *ss*Got.No.3-9,35 1*Dk*(*Stl*)	*1301* *1130* *740*	✠100A1 2,39 BS10,39 ✠LMC9,35	Got	*o*	OG 11,37	1923 3mo	Kockums M.V.Aktieb. Malmö A&CP	Ångf.Aktieb. Ostersjön (A.Bratt &Co.*Mgrs.*)	232·4 245·0(O.L.) P17'B63'F25' FK *CellDB*196'364*tFPT*	37·6	16·2	Gothenbrg Swedish 4*BHptCem* 44*tAPT*59*t*	T.3Cy18½",29⅛"&48$\frac{5}{16}$"-33$\frac{1}{16}$" 185lb (*s*) FD 158NHP 2SB(Spt),4*cf*,GS56,HS2067 KockumsM.V.Akt.Malmö	18 ″ 7 s2 ″ 2½ 16 ″ 7	
85376 LCFA	**Tyrifjord** (*ex*Ramfos) *Fitted for oil fuel* D.F. 1*Dk*	3080 2820 1881					1920	WoodSkin- ner&Co.Ld. Newcastle	DenNorske AmerikalinjeA/S	331·7 P94*t*H160*t*	46·7	23·1	Oslo Norwegian *WB*	T.3Cy.25",41"&68"-45" 310NHP N.E.MarineEng.CoLdNwc		N
85377 PIBZ	**Tysa** *OilEng.* D.F. *CruiserStern* 1*Dk& Shelter dk*	5327 4505 3179	✠100A1 *with freeboard* ~~6,40~~ ~~0,30~~ 3,41 ✠LMC11,38	Ant ~~Mch~~	*b*† BAs	CL	1938 12mo	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam *Lloyd'sA&CP*	Maats. VrachtvaartN.V. *CellDB*356'1412*t*	434·1 455·9(O.L.) F31' FK *FPT*290*tAPT*68*t*	59·3	24·1	Rottrdam Dutch 7*BH* (*Coll to Sh dk* 6 ,, 2*nd*,,)	Oil Engines 2S.C.SA 7Cy.24$\frac{7}{16}$"-45¼" 724NHP DB*80lb* N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	27 ″ 6 s3 ″ 3¾ 24 ″ 3¾	
85378 25096 JSQA	**Tyuka Maru** Ⓟ (*ex*ChukwaMaru-38) 2*Dks*	2189 1810 1286					1920	Uraga DockCo.Ld. Uraga	ToaKaiunK.K.	280·0 P34'B73'F37'	43·2	21·0	Osaka Japanese *WB*	T.3Cy.18",29½"&50"-39" 156NHP KubotaIronWorks,Osaka		C
85379 LZDB	**Tzar Ferdinand** *ss*Cpl.No.3-8,26 *ss*Ist.No.1-31 2*Dks*(*UptStl*)	1994 1460 1209	✠ ... 6,35 ✠	Varna	*r*		1913 10mo	Flli. Orlando&Co. Leghorn *CellDBa*59'*u*	Soc.Commerciale Bulgare deNav.à Vap.	262·1 P56'B105'F34' FK *E*23'*f*80'282*t* *FPT*	37·9	20·3	Varna Bulgarian 5*BHCem* 42*tAPT*39*t*	T3Cy22$\frac{9}{16}$",36$\frac{7}{16}$"&60⅝"-39⅜" 293NHP 2SB,6*cf*,GS164,HS5210 Flli.Orlando&Co.Leghorn	22 ″ 2	V †

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
85380 ~~001~~ ~~ESEN~~ 168504 MLVO	**Ubari** (*ex*LudvigPeyron-33) *ss*Osc.2ndNo.3-5,24 *ss*Skm No.1-28 1*Dk*(*Stl*)&*Web frames*	1392 1225 859	✠ ~~—~~ 9,33 ✠	Skm	*p*		1899 3mo	Carmichael Maclean&Co. Greenock	~~S.Wompa~~ Ministry of Shipping(T.&C.Wilton&CoLd*Mgrs*)	236·6|36·0|17·9 P9'B66'F30' FK *CellDBa*68'*uE*18'*f*90'	Belfast British 4*BHCem* 330*tAPT*21*t*	T.3Cy.18",30"&48"–33" 151NHP 2SB,4*pf*,GS66,HS2560 Muir&Houston,Ld.Gls.	20 ″ 4	V †
85381 DHYE	**Ubena** Ⓟ Sub.Sig. *Fitted for oil fuel* D.F. E.S.D. GyC. *Ref.Mchy.* 3*Dks*	9523 6098 5573					1928	Blohm& Voss Hamburg	DeutscheOst-AfrikaLinie	468·7|60·3|29·7 len34	Hamburg German *WB*	1SteamTurbinesSRgeared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
85382 PUCM	**Uca** (*ex*Westfalia) Wireless 1*Dk*	1334 1041 735					1924	Nüscke& Co. Stettin	LloydBrasileiro	242·1|37·0|14·0 Q75'B107'F31'	R.Janeiro Brazilian *WB*	T.3Cy.17$\frac{1}{16}$",27¼"&46"–27½" 112NHP A.Borsig,G.m.b.H.Berlin		
85383 OAPU	**Ucayali** (*ex*Neti-37, *ex*T.A.D.Jones-37, *ss*N.Yk.No.3-12,28 *ex*C.A.Snider, *ss*Tri.No.2-37 *ex*Olean) 1*Dk*(*Stl*)2*trB*	2768 2524 1700	✠ ... 6,40 ~~BS11,38~~ ✠~~LMC7,37~~ *Fitted for oil fuel* 11,19 *F.P. above* 150° F.	Clo	*t*	CL N11,37	1917 7mo	Harlan& Hollings-worthCor. Wlmgtn,Del. A&CP	PeruvianGovernment(Cia.Peruana deVapores y Dique delCallao,*Mgrs.*) *IntermediateBH in 'tween dk forward dispensed with*	299·2|45·2|24·3 P24'B96'F29' FK	Callao Peruvian *Cem* 4*BH to U dk* 1 ,, ,, 2*nd* ,, *CellDB*220'	T.3Cy.21½",35"&58"–42" (*s*) 180lb 271NHP 2SB,6*cf*,GS135,HS4664 Harlan&HollingsworthCo *only* 547*tFPT*74*tAPT*108*t*	26 ″ 6 ~~s 4 ″ 3¼~~ ~~22 ″ 6¼~~	
85384 DHYF	**Uckermark** *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig 3*Dks*	7021 5931 3535					1930	Blohm& Voss, Hamburg	Hamburg-Amerik.Packetf.Akt.Ges.(Ham.-Amr.Linie)	463·5|61·1|27·0 P34'B&F418' *Upper*F44'	Hamburg German *WB*	GearedSteamTurbine NE&B38 Blohm&Voss,Hamburg		G
85385 UPLD	**Udarnik** (*ex*Georgii-35,*ex*Antonios Yannoulatos) *ss*Got No.3-1,33 1*Dk*(*Stl*)	3110 2668 1862	✠ 4,35 ✠	Rot	*u*		1920 12mo	R.Duncan &Co.Ld. PortGlasgow	U.S.S.R.	330·2|48·0|22·4 P23'B96'F38' FK *CellDB*283'854*t*	Vladvostk Russian 5*BHCem* *APT*68*t*	T.3Cy.24",40"&65"–45" 391NHP 2SB,6*cf*,GS126,HS4786 ClydeS.B.&Eng.Co.P.Gls.	24 ″ 8	
85386 7975 SMCA	**Uddeholm** *OilEng.* *ss*Got.No.1-39 D.F. 1*Dk*&*Shelter dk* *Strengthened for navigation in ice*	*3628* *3087* *2016*	✠100A1 *withfreeboard* 5,40~~7,39~~ ✠LMC CS7,39 DBS5,39	Got Gal ~~6,37~~ 5,39	*y*	CL ~~6,37~~ 5,40	1934 10mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd*'s A&CP	Aktieb.Svenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) *CellDB*317'	367·2|52·2|22·5 371·0 FK 1057*tAPT*51*t*	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 ,, 2*nd*,,)	Oil Engines 2S.C.DA 6Cy.17$\frac{1}{16}$"–47¼" 644NHP DB*80lb* EriksbergM.V.Aktieb.Got	25 ″ 6 s 2 ″ 1¾ 23 ″ 6¾	
85387 7507 SHAU	**—** (*ex*Kalö) 1*Dk*	*1036* *870* *538*					1925	F.Schichau Elbing	Uddeholms Aktiebolag (F.Olsson,*Mgr.*)	230·4|33·6|14·0 P18'B65'H73*t*F25'	Uddeholm Swedish *WB*	T.3Cy.15",24½"&38⅝"–25½" 75NHP F.Schichau,Elbing		G
85388 DJVR	**Uerdingen** **TwinSc** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *Cruiser Stern*	1273 983 660					1937	Lübecker Flender-WerkeA.G. LübeckSiems	Schiffahrt-u.Assekuranz-Ges. E.Russ&Co.	243·3|36·3|14·3 Q123'F28'	Hamburg German *WB*	2Oil Engines 4S.C.SA 12Cy.14⅝"–19$\frac{1}{16}$" 241NHP Fr.KruppGermaniawftAG		G
85389 UOYS	**Ufa** (*ex*Aquila-34,*ex*Toulouse) 1*Dk*	1892 1653 1101	✠ ... 9,21 ✠				1917 6mo	Superior S.B.Co. W.Superior	U.S.S.R.	251·1|43·6|18·3 P62*t*H81*t*F25*t* FK	Leningrad Russian *WB*	T.3Cy.20",33"&54"–40" 274NHP DetroitS.B.Co.Detroit	20 ″ 3	
* 85390 OXFD	**Uffe** *ss*Cpn.2ndNo.3-4,30 D.F. *ss*Cpn.No.2-39 1*Dk*(*Irn*)&*part2nd dk*(*Stl*)*in holds*	1889 1690 1165	✠100A1 5,39 ✠LMC BS12,38 MS5,39	Cpn	*r*	OG 4,39	1906 5mo	W.Gray& Co.Ld. W Hartlepool *Lloyd*'s A&CP	DetForenede DampskibsSelskab *CellDBa*	280·3|40·0|18·3 289·2(O.L.) P19'B74'F29' FK 88'*uE*20'*f*118'541*t*	Middelfart Danish 4*BHCem* *APT*28*t*	T.3Cy.21",33"&56"–36" (*s*) 180lb 200NHP 2SB,4*cf*,GS70,HS3030 Cen.Mar.Eng.Wrks.W Hpl	20 ″ 6 s 2 ″ 11½ 17 ″ 8	
85391 161308 GPKX	**Uffington Court** *ss*Shl.No.2-37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4976 4622 3000	✠100A1 *withfreeboard* ~~6,406,39~~ 4,41 BS~~1,39~~ ✠LMC9,37 1,41	Bry ~~Mtl~~ Npt	*a*†	CL 5,38	1929 10mo	W.Pickers-gill&Sons,Ld. Sunderland *Lloyd*'s A&CP	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *CellDBa*&	405·6|55·5|25·8 F39' FK *uE*158'*f*180'1217*t*	London British 6*BHCem* (*Coll to Sh dk* 5 ,,2*nd*,,) *FPT*127*tAPT*204*t*	T.3Cy.26",43"&72"–48" (*r*) 180lb 437NHP 3SB(Spt)9*cf*,GS182,HS7401 N.E.MarineEng.Co.Ld.Sld	28 ″ 3 s 3 ″ 3¼ 25 ″ 2¼	
85392 29722 JYTA	**Uga Maru** (*ex*Australbrook, *ex*Strathesk) 2*Dks*	4433 4047 3326					1909	Greenock& Gr'ngemouth Dockyard Co. Greenock	MatsuokaKisen K.K.	375·5|52·2|25·5 P36'B100'F39'	Hutyu Japanese *WB*	T.3Cy.25",41⅛"&68"–48" 320NHP J.G.Kincaid&Co.Greenock		C
85393 160181 GNLB	**Uganda** *ss*Gls.No.2-35 D.F. 1*Dk*(*Stl*)	4966 4617 3110	✠100A1 5,39 ✠LMC MS8,35 BS5,39	Cff	*y*	CL N9,38	1927 11mo	D&WHen-derson&CoLd Glasgow *Lloyd*'s A&CP	SS."Livingstonia" Co.Ld.(Maclay& McIntyre,Ld. *Mgrs.*) *Cell*	402·5|52·2|27·3 P45'B125'F47' FK *DB*345'1179*tFPT*	Glasgow British 6*BHptCem* 81*tAPT*209*t*	T.3Cy.25",38½"&68"–51" (*s*) &exhaust turbine driving steam compressor 180lb 505NHP 3SB,9*cf*,GS150,HS6205 FD D&WHendersn&CoLd.Gls	29 ″ 10 s 5 ″ 8 24 ″ 5½	
85394 16 ICLH	**Ugo Bassi** (*ex*Duna) *ss*Fiu.3rdNo.3-10,38 D.F. 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing*	2900 2630 1695	✠100A1 *Spar dk* 2,40 BS2,40 ✠LMC10,38	Nap	*u*	CL 10,37	1902 8mo	W.Dobson &Co. Newcastle *Lloyd*'s A&CP	"Tirrenia"Soc. Anon.diNav.	337·6|45·0|14·4 22·0 P40'B110'F35' FK *CellDB*	Fiume Italian 6*BHCem* *a*&*uE*138'*f*	T3Cy.21½",37½"&63"–42"(*r*) 200lb 2NDB25 *90lb* 294NHP 2SB,6*cf*,GS116,HS4630 N.E.MarineEng.CoLdNwc 132'567*tFPT*33*tAPT*15*t*	24 ″ 9 s3 ″ 10⅝ 21 ″ 0½	
85395 25099 JDED	**Ugo Maru** (*ex*WugoMaru-38) *ss*Kob.No.3-4,33 1*Dk*(*Stl*)&*Awng dk*(*Stl*)	3683 3252 2223	✠ ... 6,34 ✠	Kob	*v*		1920 5mo	Uraga DockCo.Ld. Uraga *CellDB*278'716*t*	KitaNipponKisen K.K.	330·0|46·0|27·7 P17'B72'F39'*on Awng dk* FK *FPT*50*tAPT*31*t*	Kobe Japanese *Cem* 6 *BH to Aw dk*	T.3Cy.24⅝",41"&69"–45" 390NHP 2SB,6*cf*,GS118,HS5058 UragaDockCo.Ld.	29 ″ 11	
85396 150200 VLCS	**Uki** **TwinSc** Wireless *Ref.Mchy.* *Mchy.Aft* 1*Dk*	545 374 217					1923	Lithgows, Ld. Pt.Glasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	152·9|34·6|8·5 F30'	SydnyNSW British *WB*	T.6Cy.10½",16"&26"–16" 70RHP D.Rowan&Co.Glasgow		C
85397 42602 JJOL	**Ukisima Maru** Ⓟ (*ex*UkishimaMaru-38) *OilEng.* D.F. 2*Dks*	4730 3780 2810					1936	Mitsui Bussan Kaisha,Ld. Tama	OsakaSyosenK.K.	355·7|51·5|32·0 F14'	Osaka Japanese *WB*	Oil Engines 2S.C.DA 7Cy.17$\frac{1}{16}$"–47¼" 748NHP MitsuiBussanKaisha,Ld. Tama		
85398 UOVN	**Ukraina** Ⓟ **TwinSc** *Ref.Mchy.* *OilEng.* Sub.Sig. *CruiserStern* 2*Dks*	4727 3101 2566					1928	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	353·5|51·0|25·3 B&F269'	Odessa Russian *WB*	Oil Engines 2S.C.SA 12Cy.25$\frac{9}{16}$"–33½" 1374NHP *Emade*30 RussianDieselWorks,Len.		

168/40

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* Surveys delayed, Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
85399	**Ulé** TwinSc *ss*Aru.No.2-37 *Mchy.Aft* 1*Dk*(*Stl*)	3046 2229 1631	✠100A1 ~~10,40 3,40~~ 5,41 ✠LMC MS9,37 BS~~3,40~~4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,29 *F.P. above* 150° F.	Aru	*u*	CL ~~3,40~~ 10,40	1929 5mo *Lloyd's* A&CP	Harland& Wolff,Ld. Belfast	StandardOilCo. of Venezuela *Side tanks a*	325·0 P69′F36′ *Trunk*220′ FK 72′*f*104′1824*t FPT*	55·2	15·3	Maracaibo Venezuelan 7*BHpt Cem* 83*t APT*75*t*	T.6Cy.14½″,24″&38½″–27″ 180lb (*s*) 228NHP 2SB,6*cf*,GS ,HS4360 Harland&Wolff,Ld.Bel.	16 ″ 0 s2 ″ 1¾ 14 ″ 0¼	
85400 164073 MLGM	**Ulea** 3Mst Wireless E.S.D. *CruiserStern* 1*Dk*	1574 1346 912					1936	Burntislnd S.B.Co.Ld. Burntisland	ScottishNav.Co. Ld.(Glen&Co.Ld. *Mgrs.*)	265·0 P17′Q40′B110′F29′	40·5	16·3	Glasgow British *WB*	T.3Cy.15″,25½″&44″–33″ 111NHP D.Rowan&Co.Ld.Gls.		C
85401 OFAF	**Uleå** (*ex*Gaunless-37,*ex*Boreas-33) 1*Dk*	1383 1202 729					1925	SirJPriest-man&Co. Sunderland	O/YFinskaInsjö A/B(Fred.Nichols &Son,*Mgrs.*)	254·2 244·1 P24′B54′F20′	36·7	16·2	Helsingfrs Finnish *WB*	T.3Cy.17½″,29″&48″–33″ 132NHP N.E.MarineEng.CoLd Sld.	18 ″ 3	N
85402	**Ulev** Ⓟ TwinSc 2*Dks* *CruiserStern*	922 511 395					1938	Atlas-WerkeA.G. Bremen	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	204·8	33·7	11·2	Istanbul Turkish *WB*	T.6Cy.14¼″,23¼″&38$\frac{3}{16}$″–21⅝″ 152NHP Christiansen&Meyer, Harburg		G
85403 TCAS	**Ülgen** Ⓟ (*ex*Bandirma-38, *ex*Medway) *ss*Gls.No.1-90 *Well deck* 2*Dks*	*929* *735* *483*	✠ ... 6,92 ✠				1886 5mo	C.Connell &Co. Glasgow	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	225·0 P&B134′F29′	32·1	14·2	Istanbul Turkish *WB*	C.2Cy.28″&56″–48″ NB01 181NHP J.&J.Thomson,Glasgow	16 ″ 7	
85404 EAJV	**Ulia** (*ex*Castillo Morella, *ex* Ulia, *ex*Yandiola, *ex*Swanley) *ss*Bbo.2ndNo.3-3,21 *ss*Bbo.No.2-29 1*Dk*(*Irn*)2*tr B& Web frames*	2434 2207 1428	✠ —— 12,34 ✠	Bbo	*s*		1896 2mo	Richardsn, Duck&Co. Stockton	Cia.Nav."Bidasoa" (A.Candina,*Mgr.*) *CellDBa*	300·0 P31′B58′F35′ FK 104′*uE*24′*f*116′550*t*	43·0	20·3	Bilbao Spanish 5*BHCem* *APT*81*t*	T.3Cy.22½″,37″&61″–42″ NDB16 246NHP 2SB,6*cf*,GS102,HS3778 Blair&Co.Ld.Stockton	22 ″ 9	G †
85405	**Ulianov** *OilEng.* 1*Dk*	2150 — 1055					1936	SB.Yd."61 Kommunar" Nicolaieff	U.S.S.R.	268·3	39·7	24·9	Odessa Russian	Oil Engines 6Cy.18½″–32¼″ Nicolaieff		
85406 170 IBQG	**Ulisse** (*ex*Luciano-37,*ex*Dan-36, *ex*Harriet,*ex*CedarSpring) Sub.Sig. 1*Dk*	2226 1988 1306					1918	M'Dougall-DuluthCo. Duluth,Minn	Soc.Anon.Sbarchi, Imbarchi eTrasporti	260·9 251·2 P62*t*H119*t*F23*t*	43·7	22·1	Rome Italian *WB*	T.3Cy.20″,33″&54″–40″ 184NHP M'Dougall-DuluthCo.		I
85407 6412 SDJN	**Ulla** (*ex*Alcor) 1*Dk*	*1847* *1601* *1072*					1920	Fredrkstad Mek.Værks. Fredrikstad	A/B Transmarin (S.Redig,*Mgr.*)	264·5 P30′B71′F29′	42·1	17·8	Hlsngborg Swedish *WB*	T.3Cy.18½″,29½″&50″–36″ 150NHP FredrikstadM.V.Frdstad.		N
85408 167574 GLSB	— Wireless D.F. *Ref.Mchy.* 1*Dk*	1575 1212 ~~916~~ 918					1930	Helsingörs Jernsk&Msk. Elsinore	~~J.Lauritzen~~ Ministry of Shipping (Charlton, McAllum&Co. Ld.*Mgrs.*)	253·5 P24′Q72′B80′F32′	39·1	15·4	~~Esbjerg~~ ~~Danish~~ London *WB* British	C.4Cy.(2)14¾″&(2)31½″–31½″&L.P.turbine HS2350 184NHP HelsingörsJernsk.&Mskb.		G
46/41 85409 139248 GNML	**Ullapool** *ss*Brs.No.2-36 D.F. 1*Dk*(*Stl*)	4891 4620 3042	✠100A1 9,39 4,40 ✠LMC MS~~5,36~~ BS~~6,39~~8,40	Sws	*z*	CL 9,39	1927 12mo *Lloyd's* A&CP	W.Gray& Co.Ld. WHartlepool	PoolShippingCoLd (SirR.Ropner&Co. Ld.*Mgrs.*) *CellDB*	405·1 417·7(O.L.) P30′B229′F41′ FK 359′1402*t FPT*188*t*	53·5	26·5	W.Hartlpl British 6*BHCem* *APT*190*t*	T.3Cy.25½″,40″&71″–48″ (*s*) 180lb HS7614 505NHP 3SB(Spt),9*cf*,GS172 FD Cen.Mar.Eng.Wrks.WHpl	29 ″ 5 s 4 ″ 9 24″11¼	
85410 LFEL	**Ullensvang** Ⓟ 3*Dks*	516 268 294					1907	Trndhjms Mek.Værks. Trondheim	HardangerSunnhordlandske Dampskibsselsk.	159·9 H31*t*	23·7	19·0	Bergen Norwegian *WB*	T.3Cy.15″,25″&41″–26″ NB08 86NHP TrondhjemsMVTrondheim		
85411 DOTU	**Ulm** (*launched as* Rapide) *OilEng.* E.S.D. 2*Dks, sparred third dk in frd.* D.F. *Ref.Mchy. holds for fruit cargo* *CruiserStern*	3071 2717 1769	✠ 6,39 ✠		*u*		1938 4mo	Internatnl S.B.&E.CoLd Danzig	Norddeutscher Lloyd *CellDB*267′548*t* *of*	321·4 336·4(O.L.) F43′ FK *tanks at sides* *tunnel* 402*t FPT*20*t*	45·7	26·6	Bremen German 5*BHptCem* *APT*61*t*	Oil Engines 2S.C.DA 6Cy.23⅝″–35$\frac{7}{16}$″ 1170NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	28″10	
85412 150197 VJXQ	**Ulmarra** Wireless *Ref.Mchy.* 1*Dk*	924 601 439					1923	Lithgows, Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	200·0 Q97′B24′F32′	33·1	12·4	SydnyNSW British *WB*	T.3Cy.17″,28½″&47″–30″ 121NHP D.Rowan&Co.Ld.Glasgow		C
85413 148764 MBFN	**Ulmus** (*ex* Rakoczi Ferene-33, *ex* Ulmus) *ss*Shl.No.3-2,38 1*Dk*(*Stl*) (*BURNT 1,39*)	2733 2539 1666	✠ 2,38 ✠	Shl	*u*		1926 5mo	Dunlop, Bremner&Co. Ld. PortGlasgow	~~Sea&Land SecuritiesLd. (A.H.Smith,*Mgr.*)~~ A.H.Smith *CellDB*	314·1 P29′B93′F31′ FK *a&uE*108′*f*140′631*t*	47·2	21·5	British 5*BHCem* *APT*76*tPoop Tank*14′80*t*	T.3Cy.22″,36″&59″–39″ 250NHP 2SB,6*cf*,GS117,HS4062 D.Rowan&Co.Ld.Gls.	23 ″ 5	
85414 152002 VJKT	**Ulooloo** 3Mst *ss*Syd.No.1-40 *ss*Syd.No.3-4,36 *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	3236 2828 1928	✠100A1 4,41 ~~4,39~~ ~~BS4,39~~ ✠LMC~~4,36~~ BS4,41 5,40	Syd Mel	*v*	CL 4,39	1924 11mo *Lloyd's* A&CP	W.Beard-more&Co.Ld Glasgow	TheAdelaide SteamshipCo.Ld. *CellD*	332·0 343·5(O.L.) P108′B21′F34′ FK B281′877*t FPT*157*t*	46·6	23·0	Melbourne British 6*BHCem* *APT*139*t*	T.3Cy.25″,41″&68″–45″ (*s*) 180lb 443NHP 2SB,8*cf*,GS161,HS6636 FD W.Beardmore&Co.Ld Gls.	25 ″ 6 s3 ″ 11¼ 21 ″ 8¼	
85415 167457 MPFP	**Ulrik Holm** 1*Dk*	1502 1240 931					1905	Schpw.v. JanSmitCzn. Alblasserdm	Ministry of Shipping(W.A.Souter& Co.Ld.*Mgrs.*)	251·4 P14′Q76′B108′ 19·4 F28′	37·8	16·3	London British *WB*	T.3Cy.19″,31″&51″–33″ 149NHP Maats.de Schelde,Flushing		G
85416 LFEN	**Ulsnes** (*ex*Jelö) 1*Dk*	784 547 458					1907	Akers Mek.Værks. Oslo	DetStavangerske Dampskibsselskap	197·7 P182*t*H41*t*	28·4	14·1	Stavanger Norwegian *WB*	T.3Cy.14″,24″&37″–27″ 71NHP AkersMek.Værks.Oslo		N
85417 DDHB	**Ulsnis** Sub.Sig. 1*Dk* D.F. *CruiserStern*	968 784 500					1936	Werft Nobiskrug G.m.b.H. Rendsburg	Zerssen&Co.	211·0 P25′B46′F22′	32·3	14·1	Rendsburg German *WB*	C.4Cy.(2)11$\frac{7}{16}$″&(2)24⅜″–24⅜″ 97NHP Christiansen&Meyer, Harburg		G
85418 144200 MJYL	**Ulster Castle** (*ex*LadyKildare-32, *ex*Setter) *ss*Liv.No.3-3,33 Wireless D.F. E.S.D. *ss*Bkn.No.1-38 2*Dks*(*Stl-Uws*)	1217 908 512	✠100A1 ~~11,39~~12,40 ✠LMC MS2,38 BS~~8,39~~9,40	Liv	*o*	CL 2,39	1920 4mo *Lloyd's* A&CP	W.Beard-more&Co.Ld. Glasgow	BelfastS.S.Co.Ld. *D*	245·0 P71′B72′F38′ BK7″ *Ta*10′27*t DTf*4′12*t*	34·1	15·6	Belfast British 4*BHCem* *FPT*17*t*	T.3Cy.23½″,36″&58″–42″ (*s*) 175lb *70lb* 265NHP 2SB,6*cf*,GS123,HS4424 W.Beardmore&Co.Ld.Gls.	16 ″ 6 s1 ″ 9¾ 15 ″ 6¼	
85419 146318 MLDY	**Ulster Coast** Ⓟ (*ex*Scottish Coast-38, *ex*Lurcher) *ss*Liv.No.3-7,35 1*Dk*(*Stl*)& Wireless D.F. E.S.D. *Shelter dk*(*Stl*)	774 616 333	✠100A1 *Shelter dk with freeboard* Examined 5,41 BS~~1,40~~ ✠LMC7,35 5,41	~~Liv~~ Lth	*l*	CL 10,38	1922 11mo *Lloyd's* A&CP	A&J.Inglis Ld. Glasgow	BelfastS.S.Co.Ld. *CellDBuE*21′ *f*126′2	200·5 FK 01*t FPT*34*t APT*19*t*	31·1	12·3	Belfast British *Cem* *Collision BHto S dk* 3 " " *U* "	T.3Cy.16″,26″&42″–30″ (*s*) 180lb 123NHP 2SB(Spt),4*cf*,GS71,HS2145 A.&J.Inglis,Ld.Glasgow	14″10 s 0 ″ 2 14 ″ 9½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où la cote, et ce qui est dans le L. R. Durée Cert. Ref. Trade.
85420 147272 MLZG	**Ulster Hero** Ⓟ (*ex*Logic-35, *ex*DorsetCoast) ssBkn.No.3-1,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	483 336 183	✠100A1 5,40 ~~1,39~~ ✠LMC MS2,37 BS~~4,39~~ 5,40	Bkn	*g*	CL 3,39	1924 8mo *Lloyd*	James TowersS.B Co.Ld. Bristol 's A&CP	BelfastS.S.Co.Ld.	150·6|25·4|11·1 157·0(O.L.) Q86'B9'F22' FK *FPT*	Belfast British 3*BHCem* 15*tAPT*22*t*	T.3Cy.14",23"&38"-27" (*s*) 180lb *100lb* 72RHP 1SB,3*cf*,GS58,HS1938 J.G.Kincaid&Co.Ld.Grk.	12 ″ 0 s 4 ″ 4 11 ″ 9	BT till 4,40
85421 148163 GBXS	**Ulster Monarch** Ⓟ TwinSc *OilEng.* ssBel.No.2-38 D.F. 1*Dk*(*Stl-pt* ws)2*nd dk in Nos.*1&2 *holds* E.S.D. *Cruiser Stern*	3791 1841 1825	✠100A1 *withfreeboard* ~~8,40 12,39~~ 6,41 ✠LMC CS2,38 DBS~~1,39~~ 9,40 2,38	Sou Gls	*v*	OG s1,39 P1,40	1929 6mo *Lloyd*	Harland&Wolff,Ld. Belfast 's A&CP	BelfastS.S.Co.Ld. *CellDBa&uE*118' *Tank in way of*	346·0|46·2|15·2 P51'B184'F46' *f*82'356*t* FK *tunnels*63*t FPT*42*t*	Belfast British 7*BHptCem* *APT*37*t*	Oil Engines 4S.C.SA 20Cy.24$\frac{13}{32}$"-38$\frac{9}{16}$" 1193NHP DB*80lb* Harland&Wolff,Ld.Bel.	19 ″ 0 s 4 ″ 1½ 15 ″ 1½	
85422 161858 GLFM	**Ulster Prince** Ⓟ TwinSc *OilEng* ssLiv.No.2-38 1*Dk*(*Stl-pt* ws)2*nd dk in Nos.*1&2 *holds* D.F. E.S.D. *CruiserStern*	3791 1841 1825	✠100A1 *withfreeboard* 8,40 ~~11,39~~ ✠LMC CS5,39 DBS~~1,39~~ 9,40 ~~6,39~~ 9,40	Npt Gls	*v*	OG 6,39	1930 3mo *Lloyd*	Harland&Wolff,Ld. Belfast 's A&CP	BelfastS.S.Co.Ld. *CellDBa&uE*118' *Tank in way*	346·0|46·2|15·2 P51'B184'F46' *f*82'~~356*t*~~ 351*t* FK *oftunnels*63*t FPT*	Belfast British 7*BHptCem* 42*tAPT*37*t*	Oil Engines 4S.C.SA 20Cy.24$\frac{13}{32}$"-38$\frac{9}{16}$" 1193NHP DB*80lb* Harland&Wolff,Ld.Bel.	19 ″ 0 s 4 ″ 1½ 15 ″ 1½	
85423 161857 GMWX	**Ulster Queen** Ⓟ TwinSc *OilEng* E.S.D. ssLiv.No.2-38 1*Dk*(*Stl-pt* ws)2*nd dk in Nos.*1&2 *holds* D.F. *CruiserStern*	3791 1841 1825	✠100A1 *withfreeboard* 12,39 ✠LMC CS5,39 DBS2,39 8,37	Liv	*v*	OG P8,37 s2,37	1930 2mo *Lloyd*	Harland&Wolff,Ld. Belfast 's A&CP	BelfastS.S.Co.Ld. *CellDBa&uE*118' *Tank in way of*	346·0|46·2|15·2 P51'B184'F46' FK *f*82'356*t* *tunnels*63*t FPT*42*t*	Belfast British 7*BHptCem* *APT*37*t*	Oil Engines 4S.C.SA 20Cy.24$\frac{13}{32}$"-38$\frac{9}{16}$" 1193NHP DB*80lb* Harland&Wolff,Ld.Bel.	19 ″ 0 s 4 ″ 1½ 15 ″ 1½	BT till 11,40
85424 118185 MCKF	**Ulster Star** (*ex*Dynamic, *ex*Lismore, *ex*Broom, *ex*JamesCrombie) ssMch.2ndNo.3-9.30 ssArd.No.2-39 1*Dk&lower dk forward*	576 460 231	✠100A1 ~~6,40 1,39~~ 7,41 ✠NB10,22 ✠LMC BS~~7,40~~ 4,41 MS4,39	Ard Liv	*k*	~~4,39~~ 6,41	1904 10mo *Lloyd*	Ramage&Ferguson,Ld. Leith 's A&CP	BelfastS.S.Co.Ld. *CellDBa*33' 18*t*	186·4|28·1|13·8 196·2(O.L.) P29'B75'F61' FK *FPT*	Belfast British 1*BHCem* 17*tAPT*25*t*	T.3Cy.17",27"&45"-33" (*s*) 180lb *100lb* 132NH 1SB,3*cf*,GS63,HS2130 Ramage&Fergusn,Ld.Lth	14 ″ 6 s 1 ″ 6½ 13 ″ 3½	
85425 228198 WHDQ	**Ulua** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* Sub Sig. 2*Dks*&2*pt dks* D.F. E.S.D. GyC.	6494 5134 3616					1917	Workman,Clark&Co.Ld Belfast	UnitedFruitS.S.Corp.(UnitedFruitCo.*Mgrs.*)	425·4|54·3|29·9 P38'B200'F49'	NewYork Utd.States *WB*	T.6Cy.23½",39½"&67"-48" 622NHP WorkmanClark&CoLdBel		C
85426 LFDW	**Ulv** (*ex*Trudvang-36) 1*Dk*	938 655 539					1920	LarvikS.&Værksted Larvik	D/S A/S Ulv (O.Kvilhaug)	197·8|32·4|12·6 P34*t*Q38*t*B116*t* H51*t*F5*t*	Haugesnd Norwegian *WB*	T.3Cy.14",23½"&38"-27" 75NHP LarvikS&VærkstedLarvik		N
134/40 85427 135321	**Ulva** (*ex*Poznan,*ex*Carronpark) ssHfx.2ndNo.3-2,38 *Well deck* 1*Dk*(*Stl*)	1401 1179 840	✠100A1 8,40 ~~12,38~~ BS~~12,38~~ ✠LMC2,38 6,40	Ant Npt	*p*	CL N12,38	1912 12mo *Lloyd*	Mackay Bros. Alloa 's A&CP	BlaneSteamships,Ld. *CellDBa*61'	241·0|36·0|16·7 Q91'B58'F29' FK *uE*17'*f*96'319*tFPT*	London British 4*BHCem* 64*tAPT*36*t*	T.3Cy.18",27⅝"&48"-33" (*s*) 180lb 153NHP 1SB,3*cf*,GS66,HS2484 MacColl&Pollock,Ld.Sld.	18 ″ 10 s 1 ″ 7½ 17 ″ 5	
85428 135509 GQPZ	**Ulysses** Ⓟ TwinSc *Ref.Mchy.* D.F. 3*Dks*	14647 8988 9142					1913	Workman,Clark&Co.Ld Belfast	ChinaMutualStm.Nav.Co.Ld.(A.Holt&Co.*Mgrs*)	563·2|68·4|40·2 P74'B231'F69'	Liverpool British *WB*	T.6Cy.26",44"&74"-51" 782NHP Wrkman,Clark&CoLd.Bel		BT till ~~10,40~~ ~~till~~ 10,41
85429 213028 WHCT	— TwinSc *Fitted for oil fuel* *Mchy.Aft* 1*Dk*&*Web frames* *Longitudinal framing* D.F. GyC. *Superstructure dk.* *Carrying Petroleum in bulk* (~~*Whale oil factory*~~)	11287 — 6916	✠ ... 10,17 ✠				1915 4mo	Maryland SteelCo. of Baltimore County Sparro'PtMd	WesternOperatingCorp.	514·7|65·2|37·0 P168'F354' FK	NewYork Utd.States *WB*	T.6Cy.27½",46"&76"-48" 1283NHP MarylandStl.Co.Sparr'Pt.	39 ″ 6	R †
85430 PICJ	— 4Mst *Fitted for oil fuel* *CruiserStern* 2*Dks*	2666 2325 1545					1918	A.Vuijk&Zonen,Capellea/dYsel	Koninkl.Nederl.Stoomb.Maats.N.V.	346·2|48·2|18·4	Amstrdam Dutch *WB*	T.3Cy.23",37"&61"-45" 250NHP Werkspoor,Amsterdam		V
85431	**Umba** Ⓟ (*ex*Keret) 1*Dk*(*Stl*)&*Awng dk*	841 725 472	✠ 6,10 ✠	Nwc	*k*		1910 6mo	W.Dobson &Co. Newcastle	U.S.S.R. *CellDBa*57'*uB*20'*f*73'	195·5|30·0|17·5 FK	Archangel Russian 4*BHCem* 162*tAPT*23*t*	T.3Cy.16",26"&43"-30" 133NHP 2SB,4*cf*,GS73,HS2358 N.E.MarineEngCoLd.Nwc	19 ″ 0	
85432 149912 GNFV	**Umberleigh** ssBry.No.3-3,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Tonnage opening closed'*41(*W.E.*)	4950 4553 2919	✠100A1 *withfreeboard* 2,40 ✠LMC MS3,39 BS~~12,38~~ 4,41	Gls	*z*	CL 3,39	1927 10mo *Lloyd*	W.Gray&Co.Ld. W Hartlepool 's A&CP	TatemSteamNav.Co.Ld.(W.J.TatemLd.*Mgrs.*) *CellDB*346'1131*t*	400·0|54·2|25·7 F34' FK *FPT*220*tAPT*215*t*	London British 7*BHCem* (*Coll to Sh dk* 6 „ 2*nd* „)	T.3Cy.25",42"&70"-48" (*s*) 200lb 501NHP 3SB,9*cf*,GS171,HS7359 FD Cen.Mar.Eng.Wrks.WHpl	36 ″ 3 s10 ″ 3 26 ″ 3	
87/40 85433 2037 ICLO	**Umbria** Ⓟ TwinSc (*ex*BahaiBlanca-35) ssB.As.No.3-9,22 ssHam.No.2-30 3*Dks*(*Stl U*-ws)	10076 8628 6219	... 8,35 ✠NB3,30	Ham			1912	Reiherst'g Schiffsw. Hamburg	LloydTriestinoSoc.Anon.diNav.	508·3|59·3|35·6 492·0 B130'F113' 1*BHdispensed with* *CellD*	Genoa Italian *ptCemptAsp* 7*BHonly* *B*445'1701*t*	T.6Cy.24$\frac{7}{16}$",40½"&66½"-47¼" 848NHP 5SB,15*cf*,GS288,HS12110 Reiherst.Maschinenf.Ham	38 ″ 6	I †
85434 25177 JPND	**Ume Maru** (*ex*PortsaidMaru-33) ssNag.No.3-6,32 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	5860 5586 4260	✠ ... 8,37 ✠	Nag	*y*		1919 8mo	Kawasaki Dkyd.Co.Ld. Kobe	TochikiShojiK.K. *CellDB*334'1118*t*	385·0|51·0|36·0 FK *Collision* *FPT*126*tAPT*93*t*	Kobe Japanese *Cem* *BHtoAwgdk* 5 „ „ *U* „	T.3Cy.26",43½"&72"-48" 437NHP 2SB&1AuxSB,8*cf*, GS154,HS5636 KawasakiDkydCoLdKobe	36 ″ 0	
85435 37487 JUGH	— *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk*&*pt dk*	415 367 232					1932	OsakaIronWorks,Ld. Osaka	UwazimaUnyuK.K.	145·0|26·0|14·0 F17'	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{8}$"-19$\frac{11}{16}$" 121NHP YokohamaDockCoLd.Yka		
85436 45336 JGYN	**Umegawa Maru** *Mchy.Aft* 1*Dk*	1931 1550 1065					1939	Tsurumi SeitetsuZosen K.K. Yokohama	KawasakiKisenK.K.	271·6|40·0|20·3 P87'F29'	Kobe Japanese *WB*	T.3Cy.18",29½"&50"-39" HS4155 228NHP TsurumiSeitetsuZosen K.K.Yka.		
85437 166451 GKGW	**Umgeni** Ⓟ TwinSc D.F. 2*Dks*,3*rd dk in Nos.*1&3*holds* *Ref.Mchy.* *CruiserStern*	8180 6654 5082	✠100A1 *withfreeboard* ~~7,40~~ ~~10,38~~ ✠LMC5,38 6,41 ~~11,40~~	Mdb Npt	*c*† 2½	CL	1938 5mo *Lloyd*	Swan,Hunter&Wigham Richardson,Ld.Newcastle 's A&CP	Bullard,King&Co.Ld. *CellDB*370'940*t*	451·4|61·2|32·1 468·0(O.L.) P45'B192'F32' FK *FPT*80*tAPT*242*t*	London British 6*BHptCem* *ptAsp*	T.6Cy.22½",38"&63"-39"&2 LP turbines with DR gearing & hydraulic couplings 225lb (*s*) FD 1124NHP 4SB(Spt),16*cf*,GS347, HS14184 Swan,Hunter&Wigham Richardson,Ld.Nwc.	35 ″ 6 s10 ″ 2½ 25 ″ 6	BT till ~~4,40~~ ~~5,41~~ 6,42

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
7/41 85438 129142 GSDF	**Umona** Ⓟ *ss*Mdb.2ndNo.3-9,36 D.F. 2*Dks*(*Stl*)	3767 3240 2371	✠100A1 1,40 BS~~9,39~~ ✠LMC4,36 11,40	Mdb	*w*	CL ~~N1,37~~ 12,40	1910 10mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Bullard,King&Co. Ld. *CellD*	356·0|44·5|26·0 P36'B128'F37' FK Ba104' *uE*22' *f*141'	London British 6*BHCem* 566*tAPT*23*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 497NHP 3SB,9*cf*,GS173,HS7180 FD G.Clark,Ld.Sunderland	28 ″ 6 s 5 ″ 2 23 ″ 9	BT till ~~8,40~~ 11,41
85439 164664 GYWB	**Umtali** Ⓟ TwinSc *ss*P.NL.No.1-40 2*Dks*,3*rd dk in Nos.* 1&3 *holds* *Ref.Mchy.* *CruiserStern* D.F.	8162 6648 5083	✠100A1 *withfreeboard* 5,41 ~~8,39~~ ✠LMC7,36 BS9,40	Mdb Lon	*c*† 2⅛	CL 7,39	1936 7mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP*	Bullard,King&Co. Ld. *CellDB*370'940	451·4|61·2|32·1 468·0(O.L.) P45'B192'F32' FK *tFPT*80*tAPT*242*t*	London British 6*BHptCem* *ptAsp*	T.6Cy.22½",38"&63"-39"&2 LP turbines with DR gear- ing&hydraulic coupling 225lb (*s*) 1124NHP 4SB(Spt),16*cf*,GS347, FD HS14184 Swan,Hunter&Wigham Richardson,Ld.Nwc.	35 ″ 6 s10″2¼ 25 ″ 6	BT till ~~[illegible]~~ 9,41
85440 164550 GYND	**Umtata** Ⓟ TwinSc *ss*Mdb.No.1-39 *Ref.Mchy.* 2*Dks*,3*rd dk in No.* 1 *hold* D.F. *platform dk in No.* 3 *hold* *CruiserStern*	8141 6643 5060	✠100A1 *withfreeboard* 7,40 ~~10,39~~ BS10,39 ✠LMC11,35	Mdb	*c*† 2⅛	CL 11,38	1935 11mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle '*sA&CP*	Bullard,King&Co. Ld. *CellDB*370'940*t*	451·4|61·2|32·1 P45'B192'F32' FK *FPT*80*tAPT*242*t*	London British 6*BHptCem* *ptAsp*	T.6Cy.22½",38"&63"-39"&2 LP turbines with DR gear- ing&hydrauliccoupling 225lb (*s*) 1124NHP 4SB(Spt),16*cf*,GS347, FD HS14184 Swan,Hunter&Wigham Richardson,Ld.Nwc.	35 ″ 6 s10″2¼ 25 ″ 6	BT till ~~10,40~~ 7,41
150/40 85441 118342 GCRT	**Umvoti** Ⓟ (*ex*Comrie TwinSc Castle) *ss*Nwc.2ndNo.3-7,29 *Ref.Mchy.* *ss*Mdb.No.2-38 D.F. 2*Dks*(1*Stl*-ws&*UStl*-teak s) &*deepframing*	5183 4690 3217	✠100A1 6,40 ~~[illegible]~~ BS7,39 ✠LMC7,38	Mdb Lon	*z*	CL 6,38	1903 11mo *Lloyd*	Barclay, Curle&CoLd. Glasgow '*sA&CP*	Bullard,King&Co. Ld. *Cell DBa*	419·3|50·2|28·3 P61'B115'F52' FK&BK2" 96'*uE*27' *f*179'809*t*	London British 7*BHCem* *APT*50*t*	T.6Cy.19",31"&52"-48" (*s*) 180lb 548NHP 4SB,12*cf*,GS242,HS10420 Barclay,Curle&Co.Ld.Gls.	31 ″ 1 s 6 ″ 8¾ 24 ″ 8¾	BT till 7,40
85442 136725 GSDJ	**Umvuma** Ⓟ D.F. *ss*Mdb.2ndNo.3-2,40 2*Dks*(*Stl*)	4419 3857 2785	✠100A1 ~~7,40~~ ~~2,40~~1,41 BS3,40 ✠LMC7,39	Mdb Lon	*x*	CL 6,38	1914 12mo *Lloyd*	SirJ.Laing &Sons,Ld. Sunderland '*sA&CP*	Bullard,King&Co. Ld. *CellDB*	365·0|49·2|28·1 P37'B130'F40' FK a104'*uE*&*B*43'*f*164'	London British 6*BHCem* 687*tAPT*37*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 504NHP 3SB,9*cf*,GS180,HS7374 FD G.Clark,Ld.Sunderland	30 ″ 6 s 5 ″ 6 25 ″ 5¼	BT till 2,41
85443 YTEY	**Una** (*ex*ŽigaKopajtić,*ex*MexicanLady, *ex*Luque) *ss*Ssk.2ndNo.3-4,37 1*Dk*(*Stl*)&*Spar dk*(*ptIrn*&*ptStl*) &*deepframing*	1397 1299 868	✠100A1 *Spar dk* *withfreeboard* 1,41 ~~10,39~~ BS5,40 ~~BS5,39~~ ✠LMC4,37	Spt	*q*	CL ~~4,37~~ 1,41	1904 8mo *Lloyd*	SirRaylton Dixon&CoLd Middlesbro' '*sA&CP*	BrodarskoAkcio- narskoDrustvo "Oceania" *CellDBa*61'	238·0|35·7|12·2 248·3(O.L.) 19·8 P41'B66'F51' FK *uE*&*B*31'*f*106'322*t*	Susak Yugoslav 4*BHCem* *APT*11*t*	T.3Cy.19 7/16",35 5/16"&53"-33" 175lb (*r*) 165NHP NDB28-*100lb* 1SB,4*cf*,GS74,HS2479 N.E.MarineEngCoLdNwc	21″10 s2 ″ 7½ 19 ″ 4¾	
85444 149825 GSYX	**Unacana** (*ex*Hopsborg) TwinSc *OilEng.* *ss*Vcr.No.3-3,39 *Mchy.Aft* Wireless 1*Dk*(*Stl*) D.F.	944 783 485	100A1 3,41 ~~3,40~~ ✠LMC CS11,39 ✠NE3,31 11,39 DBS~~3,40~~3,41 *CarryingPetroleum in bulk*	Vcr	*m*	OG ~~P11,38~~ s3,39 P3,41	1927 *Lloyd*	OttoAnder- sen&Co(Lon- don)Ld. Wivenhoe '*sA&CP*	SantaMariaS.S. Co.Ld. *CellDB*	207·5|33·6|13·9 214·0(O.L.) P78'F29' FK *Trunk in well* *uE*45'*f*8'69*t FPT*5	London British 9*BHptCem* 9*tAPT*15*t*	Oil Engines 4S.C.SA 12Cy.13"-18" 34RHP DB*100lb* WesternEnterpriseEng. Co.L.An.	15 ″ 9 s1 ″ 0¼ 14 ″ 9¾	
85445 160348 VOLB	**Ungava** (*ex*Palatka,*ex*LakeButler) *ss*Gmh.No.3-2,28 *ss*NFL.No.2-36 1*Dk*(*Stl*) *Strengthened for navigation in ice*	1914 1650 1115	✠100A1 7,39 ✠LMC MS11,36 BS3,40	NFL	*r*	CL ~~N5,37~~ 5,40	1918 2mo	Detroit S.B.Co. Wyandotte A&CP	UngavaS.S.Co.Ld. (JobBrothers&Co. Ld.*Mgrs.*) *CellDB*208'532*t*	261·3|43·6|18·3 272·0(O.L.) P25'B46'F34' FK len28 *FPT*57*tAPT*69*t*	SJhnsNFL British 6*BHCem*	T.3Cy.20",33"&54"-40" (*s*) 180lb 274NHP 2SB,6*cf*,GS126,HS5246 DetroitS.B.Co.Detroit	20 ″ 1 s2 ″ 4¾ 17 ″10¾	
85446 1618 ICLP	**Unio** (*ex*Twingone) 3Mst *ss*Sng.2ndNo.3-12,26 *Fitted for oil fuel* *Mchy.Aft* 1*Dk*&*Spar dk*&*Web frames* *CarryingPetroleum in bulk*	1797 1649 986	✠ ... 11,30 ✠				1902 8mo	Armstrong Whitworth &Co.Ld. Newcastle	"Natta" Soc.Ital- iana pel Petrolio ed Affini	262·9|36·5|23·8 250·0 16·8 P22'B23'F25' FK	Genoa Italian *WB*	T.3Cy.20",33"&54"-36" 198NHP WllsndSlpwy.&Eng.Co. Ld.Nwc.	24″10	I †
85447 LEDT	**Union** (*ex*Högoy-36, *ex*Union-32) 1*Dk*2*trB*	607 483 323					1893	Nylands Værks Oslo	A/SUnion(Dagfinn Næsheim)	162·1|26·9|15·6 Q29*t*B49*t*H13*t*F11*t*	Haugesnd Norwegian *WB*	T.3Cy.11⅔",17½"&30"-27" 47NHP NylandsVærks,Oslo		N
85448 PICK	— *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	315 200 152					1938	NVSchpsw Delfzijl v/h Gebr.Sander Delfzijl	K.Pronk	126·7|24·0| 8·3 P32'Q40'F19'	Groningen Dutch *WB*	Oil Engines 2S.C.SA 4Cy.9 7/16"-14 3/16" 62NHP AppingedammerBrons Motorenfb.N.V		C
85449 LDDF	**Unita** 1*Dk*	3586 3383 2344					1906	W.Dobson &Co. Newcastle	SkibsA/SCorona (H.M.Wrangell& Co.A/S,*Mgrs.*)	338·1|48·0|25·5 H80*t*F48*t*	Haugesnd Norwegian *WB*	T.3Cy.25",41"&68"-45" 139NHP N.E.MarineEng.CoLdNwc	28 ″ 0	N
85450 DOTC	**Unitas** TwinSc 3*Dks* GyC. *Longitudinal framing* *Mchy.Aft* *CruiserStern* D.F. E.S.D. *Fitted for oil fuel* (*Whale oil factory*)	21846 18256 11841					1937	Deutsche Sch-u-Mschb. A.G.Weser Bremen	JürgensVan den BerghMargarine VerkaufsUnion G.m.b.H.	602·5|80·2|49·1 P152'	Bremen German	T6Cy.22 1/16",36¼&58¼"-39⅜" &L.P.TurbineswithDR gearing&hydraulic coup- ling 681NHP DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.		G
85451 PICL	— *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern*	359 244 148					1938	N.V.Noord Nederlndsch. Schpswerven Groningen	L.vanBruggen	141·7|23·0| 9·7 P41'F18'	Groningen Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-17 11/16" 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
85452 207766 KDUL	**United States Gypsum** (*ex*ThunderBay (*Self-Unloader*) Quarries-39,*ex*Theodore H.Wickwire,Jr.) *Mchy.Aft* D.F. GyC.	6612 — 5335					1910	Gt.Lakes Eng.Works St.Clair, Mich	AmericanS.S.Co. (Boland&Corne- lius,*Mgrs.*)	511·1|56·2|26·2 F48'	Buffalo NY Utd States *WB*	T.3Cy.23",37"&63 5/32"-42" 258NHP GreatLakesEng.Works, St.Clair		R
85453 120868 ZSGR	**Uniwaleco** (*ex*Fraternitas-37, *ex*SirJamesClark *ss*Nwc.2ndNo.3-7,30 Ross,*ex*Mahronda) *ss*Got.No.3-10,36 D.F. 2*Dks*(*Stl*)&*deepframing* *Superstructure deck*	9755 7391 6106	✠100A1 *withfreeboard* 5,40 ✠LMC10,36 Pr.BS3,39 BS5,40 *Carrying Whale oil in bulk* *Fitted for oil fuel* 8,29 *F.P. above* 150°F. *Carrying oil fuel in bulk F.P. above* 150° F. *in tanks abaft cofferdam*	Shl		CL 2,39	1905 8mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP*	UnionWhalingCo. Ld.(A.E.Larsen, *Mgr.*) *CellDBa*139'*uE*	470·3|58·4|31·3 484·0(O.L.) FK&BK3 & *B*82' *f*180' 2016*t*	Durban British 7*BHCem* *APT*87*t*	Q.4Cy.26½",39½",56"&78½" -54" 215lb (*s*) 658NHP 2D&2SB18*cf*GS332HS11604 NDB29-*125lb* 16Pr.B-60*lb* 9Pr.B-*43lb* Harland&Wolff,Ld.Bel.	35 ″ 5 s6 ″ 3¾ 29 ″ 5	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré, Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L. R. Durée Cert. Ref. Trade.
85454 UPIG	**Unja** (*ex*Reinbek-35) Sub.Sig. 1*Dk*	1432 1154 810					1922	F.Schichau Elbing	U.S.S.R.	237·5|37·5|15·8 Q77'B109'F32'	Leningrad Russian *WB*	T3Cy16$\frac{5}{16}$",27$\frac{5}{8}$"&42$\frac{5}{16}$"–27$\frac{5}{8}$" 96NHP F.Schichau,Elbing		
85455 37019 JKKC	**Unkai Maru No. 1** *Mchy.Aft* 1*Dk*	2225 — 1223					1932	Mitsui Bussan Kaisha,Ld. Tama	NakamuraKisen K.K.	275·0|40·7|23·0 P80'B35'F28'	Kinoye Japanese *WB*	T.3Cy.19",32"&53"–36" 168NHP MitsuiBussanKaisha,Ld. Tama		
85456 24230 JDNB	**Unkai Maru No. 2** 1*Dk*	1709 1410 973					1920	Hakodate Dkyd.Co. Hakodate	NakamuraKisen K.K.	242·0|36·0|21·5 P12'B64'F30'	Kinoye Japanese *WB*	T.3Cy.18",29"&49"–33" 138NHP HakodateDkyd.Co.Hak.		
85457 24648 JJPC	**Unkai Maru No. 3** Ⓟ (*ex*KwazanMaru) 2*Dks*	3023 — 1871					1919	Yokohama DockCo.Ld. Yokohama	NakamuraKisen K.K.	310·0|43·0|26·0 P25'B98'F33'	Yokohama Japanese *WB*	T.3Cy.22",37"&61"–42" 241NHP KobeSteelWorks,Kobe		
85458 28404 JDGB	**Unkai Maru No. 5** (*ex*Nichiyo Maru,*ex*Margherita) *ss*Kob.No.3–8,13 *ss*Kob.No.2–21 1*Dk&Spardk&deep framing*	3283 3047 2505	✠ … 2,26 ✠				1900 11mo	Russell &Co. Pt.Glasgow	SatoKuniKisen K.K.	330·5|48·1|15·9 P20'B74'F33' 23·5 FK	Kinoye Japanese *WB*	T.3Cy.24",40$\frac{1}{2}$"&65"–42" 290NHP J.G.Kincaid&Co.Greenock (:)	26 ″ 1	
85459 28407 JGPD	**Unkai Maru No. 6** (*ex*Venus) *ss*Shl.No.3–8,19 *ss*Kob.No.1–24 1*Dk&deep framing*	3220 2902 1949	✠ … 6,27 ✠				1905 12mo	W.Gray& Co.Ld. WHartlepool	NakamuraKisen K.K.	331·0|49·2|21·8 P27'B100'F36' FK	Kinoye Japanese *WB*	T.3Cy.24",39"&64"–42" 288NHP Blair&Co.Ld.Stockton	24 ″ 3	C †
85460 25443 JGYB	**Unkai Maru No. 7** (*ex*Yasokawa Maru-34,*ex*DaishinMaruNo.3–32) 1*Dk*	2182 1854 1268					1919	Osaka YogyoK.K. Shekizu	NakamuraKisen K.K.	268·7|40·0|23·2 P16'B64'F34'	Kobe Japanese *WB*	T.3Cy.20",33$\frac{1}{2}$"&57$\frac{1}{16}$"–39" 205NHP HatsudokiSeizoK.K.Osaka		
85461 29728 JOCH	**Unkai Maru No. 8** (*ex*Kiku Maru-33) 1*Dk*	1293 1053 924					1924	Aizawa ZosenTekko K.K. Osaka	NakamuraKisen K.K.	218·0|32·0|19·0	Kobe Japanese	T.3Cy.		
85462 45706 JHDN	**Unkai Maru No. 10**	855 — 481					1939	Mihara S.B.Yd. Osaka	NakamuraKisen K.K.	185·0|31·0|26·8	Kobe Japanese	Steam Engine		
85463 29465	**Unkai Maru No. 13** 1*Dk*	745 625 391					1924	Ujina Zosensho Hiroshima	NakamuraKisen K.K.	180·0|3·20|14·5	Kinoye Japanese	T.3Cy		
85464 23580 JEAB	**Unkai Maru No. 15** (*ex*Taisho Maru) Wireless 2*Dks*	1209 — 656					1918	MatsuoIrn Wks.&Dckyd Nagasaki	NakamuraKisen K.K.	200·0|33·0|20·0 P20'B53'F25'	Kinoye Japanese *WB*	T.3Cy.14$\frac{1}{2}$",24$\frac{1}{2}$"&40"–30" 88NHP MatsuoIrn.Wrks &Dckyd		
85465 DJSH	**Unkas** *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk* *CruiserStern Longitudinal framing*	499 372 293					1936	D.W.Kremer Sohn Elmshorn	Hansa-Tank ReedereiG.m.b.H. (AtlanticRhederei F.&W.Joch,*Mgrs.*)	165·8|29·2|10·8 P48'F34'	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.11$\frac{5}{8}$"–16$\frac{9}{16}$" 79NHP KruppMotorenbauAGKiel		G
85466 8290 SDJZ	**Uno** (*ex*OilTankBarge-40) *OilEng.* 1*Dk* *CruiserStern*	*408* *323* *229*	✠100A1 7,40 ~~1,40~~ ✠NE12,39✠LMC12,39 *CarryingPetroleum in bulk*	Skm Got		OG ~~12,39~~ 7,40	1938 8mo.	NV Schpsf. v/hDeGroot &VanVliet Slikkerveer	A/B Bunkeroljor (E.Th.Christiansson,*Mgr.*)	131·8|25·4|12·3 137·9(O.L.) F17' aft.Br.35' FK *DTf*19*t* *FPT*24*t*	Gothenbrg Swedish *SBHptCem* *APT*30*t*	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{11}{16}$" 71NHP Klöckner-Humboldt-DeutzA.G.Köln-Deutz	12 ″ 11 ~~1 ″ 8~~ ~~11 ″ 4~~ s1 ″ 5 11 ″ 7$\frac{3}{4}$	
85467 24468 JACB	**Unten Maru** Wireless 1*Dk*	1025 866 578					1918	Ohara Oisuke Osaka	SettsuSyosenK.K. (OsakaSyosen K.K.*Mgrs.*)	200·0|31·0|18·5	Hutyu Japanese	T.3Cy.13",22"&36"–26" 66NHP OharaZosensho,Osaka		
85468 29460 JTQA	**Unyo Maru** (*ex*Australford, *ex*Strathavon) *ss*Mel.No.3–3,20 *ss*Kob.No.1–24 1*Dk&Spardk&deepframing*	4643 4133 3518	✠ … 6,28 ✠				1907 3mo	Grngem'th &Greenock DockyardCo. Greenock	InuiKisenK.K.	376·1|52·2|17·4 P29'B92'F41' 25·5 FK	Kobe Japanese *WB*	T.3Cy.25",41"&68"–48" 353NHP J.G.Kincaid&Co.Ld.Grk.	28 ″ 0	C †
85469 42581 JHEL	**Unyo Maru No. 1** 2*Dks* *CruiserStern*	2040 — 1135					1936	Harima S.B.&Eng. Co.Ld. Harima	SankyuUnyuK.K.	275·0|40·0|21·0 P28'B90'F24'	Moji Japanese *WB*	T.3Cy.20$\frac{1}{16}$",33$\frac{11}{16}$"&56$\frac{11}{16}$"–39" 201NHP HarimaSB&EWks.Harima		
85470 42971 JTQL	**Unyo Maru No. 2** 1*Dk*	2827 — 1616					1937	Mitsui Bussan Kaisha,Ld. Tama	NakamuraKisen K.K.	309·9|44·9|23·6 P25'B72'F27'	Kobe Japanese	T.3Cy.20$\frac{1}{8}$",35$\frac{7}{16}$"&61"–41$\frac{3}{4}$" 240NHP MitsuiBussanKaisha,Ld. Tama		
85471 25009 JIKB	**Unyo Maru No. 3** Ⓟ (*ex*KibiMaruNo.15,*ex*TokoMaru) 2*Dks*	2978 — 1815					1918	Yokohama DockCo. Yokohama	SankyuUnyuK.K.	310·0|43·0|26·0 P25'B98'F33'	Kinoye Japanese *WB*	T.3Cy.22",37"&61"–42" 241NHP YokohamaDockCo.Yka.		C
85472 35023 JIEC	**Unyo Maru No. 5** *Mchy.Aft* 1*Dk*	2053 1671 1133					1929	MitsuiBussanKaishaLd TamaDkyd. Tama	SankyuUnyuK.K.	276·0|40·7|21·2 P73'B30'F24'	Kinoye Japanese *WB*	T.3Cy.18",30"&50"–36" 150NHP MitsuiBussanKaisha,Ld. TamaDkyd		
85473 43744 JCDM	**Unyu Maru** *OilEng.*	487 368 350					1937	Totigi SyōziK.K. Totigi Zosensho Wakamatu	TotigiZyunsaku	161·9|27·0|13·0	Kobe Japanese	Oil Engines		
85474 46620 JWRN	**Unyu Maru No. 2** *OilEng.*	635 — 294					1939	Totigi SyōziK.K. Totigi Zosensho Wakamatu	TozyoKisenKogyo K.K.	176·8|30·0|12·8	Tokyo Japanese	Oil Engines		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	16 Registers in which classed, if not in the Register of Trade Cert
85475 EAJM	**Upo-Mendi** Now "Monte Jarindo," *see No.* 89057 *in Supplement* *Turret deck* 1*Dk*	4193 2563					1911	Cia.Euscal-duna Bilbao	NavieraAznarSoc. Anon.	350·2|50·2|28·4 P31'B117'F32'	Bilbao Spanish *WB*	T.3Cy.25",41"&67"-45" 301NHP Blair&Co.Ld.Stockton		
85476 [illegible] KOLZ	**Upshur** (*ex*LakeGetaway) Now "Norluna," *see No.* 89327 *in Supplement* *Fitted for oil fuel* D.F. Sub.Sig. 3*Dks*	2637 2257 1619	✠ ... 11,20 ✠				1920 4mo	Chicago S.B.Co. Chicago,Ill.	Merchnts&Miners Transptn.Co.	251·0|43·6|26·1 P25'B64'F26' FK	Baltimore Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP AmericanS.B.CoCleveland	28 ″ 4	R †
120/40 85477 148703 GLSF	**Upwey Grange** TwinSc *OilEng.* *ss*Lon.No.3-9,38 *Ref.Mchy.* 2*Dks*(*Stl*) *Shelter dk*(*Stl*-ws) D.F. 3*rd dk*(*Stl*)*in holds* *CruiserStern*	9130 7375 5812	✠100A1 *Shelter dk* *withfreeboard* 1,40 ✠LMC CS6,37 DBS~~6,39~~6,40 8,38 ✠Lloyd'sRMC~~3,40~~ 6,40	Lon	*c*†	CL 1,40	1925 11mo	Fairfield Co.Ld. Glasgow *Lloyd's A&CP*	HoulderLine,Ld (HoulderBrothers &Co.Ld.*Mgrs.*)	431·0|62·5|35·3 451·2(O.L.) B250'F82' FK *Duct keel frwd. of mchy.space*179' *Cell DB* 366' 1617*t DTf*19' 325*t Tanks at sides of tunnels* 326*t FPT*89*t APT*113*t*	London British 8*BHptCem*	Oil Engines 2S.C.SA 12Cy.28"-39" 1648NHP 2DB*180lb* FairfieldCo.Ld.Glasgow	38 ″ 3 s 9 ″ 1¾ 29 ″ 9	
85478 28084 JJVH	**Urado Maru** Ⓟ TwinSc *CruiserStern* 2*Dks*	1336 975 646					1921	OsakaIron Works,Ld. Innoshima	TosaSyosenK.K.	215·0|37·0|20·0 P&B150'F41'	Osaka Japanese *WB*	T.6Cy.14¼",23⅝"&39"-30" 167NHP OsakaIronWorks,Ld.		
85479 187[illegible]8 JCGB	**Urakawa Maru** Ⓟ 2*Dks*	343 309 203					1915	Namuro Gennosuke Osaka	ChishimaKisen K.K.	130·0|22·5|15·0	Hakodate Japanese	T.3Cy.10⅜",15⅛"&25"-19" 28NHP		
85480 34488 JDBC	**Ural Maru** Ⓟ TwinSc *ss*Kob.No.1-33 2*Dks*(*Stl-weather dk* ws) *Ref.Mchy.* 3*rd dk*(*Stl*) *except in after hold-pt No.3 hold*	6374 5112 3761	✠ ... 10,38 ✠	Kob			1929 3mo	Mitsubishi ZosenKaisha, Ld. Nagasaki	OsakaSyosenK.K.	405·2|55·0|33·0 F43' FK *Coll* *Cell DB*346'918*t Wing tanks in ER*8'62*t FPT*	Osaka Japanese 6*BHCem* *to Wthr dk* 49*t APT*117*t*	4 Steam Turbines DR geared to 2 Sc Shafts HS12565 1158NHP 5SB,*15cf*,GS320 MitsubishiZosenKaisha,Ld	33 ″ 0	
85481 UNMQ	**Uralles** (*ex*Dore) *Well deck* 1*Dk*(*Stl*)	*1975* *1627* *1141*	✠ —— 3,32 ✠	Sld	*r*		1927 1mo	SirJ.Laing &Sons,Ld. Sunderland	U.S.S.R. *CellDB*182'390*t* *Tank at sides of tunnel* 39'212*t FPT*	273·3|38·7|18·3 P21'Q128'B12'F21' FK	Odessa Russian 4*BHCem* 90*t APT*66*t*	T.3Cy.20",33"&54"-39" 199NHP 2SB,*6cf*,GS94,HS3096 G.Clark,Ld.Sunderland	20 ″ 4	
85482 UPOJ	**Uralmash** D.F. E.S.D. *Cruiser Stern* 1*Dk*	2975 2444 1528					1936	Akt.Bur-meistr&Wain Copenhagen	U.S.S.R.	325·2|48·1|21·5 P14'B70'F40'	Leningrad Russian *WB*	T.3Cy.$22\frac{7}{16}$",$36\frac{7}{16}$"&61"-39" 231NHP HelsingörsJernsk.&Mskb.		
85483 336 IBTN	**Urania** Ⓟ (*ex*Genova-33, TwinSc *ex*Hungaria) *ss*Gen.No.3-7,29 *ss*Tri.No.2-37 *Ref.Mchy.* 2*Dks*(*Stl-Uws*) D.F. &*Shelter dk*(*Stl*-ws)	7099 5442 4166	✠100A1 *Shelter dk* *withfreeboard* 2,40 ✠LMC MS2,37 BS2,40 Lloyd'sRMC11,38 *Fitted for oil fuel* 9,24 *F.P.above* 150° F.	Tri	*a*†	CL 2,40	1916 9mo	Cantiere SanRoccoSA Trieste *Lloyd's A&CP*	LloydTriestino Soc.Anon.diNav.	411·1|53·1|24·8 400·0 B190'F83'*on Shelter dk* FK *Coll* *CellDB*345' 1013*t DTf*19' 494*t*	Trieste Italian *Cem BH to Sh dk* 6 „ „ *U* „ *APT*46*t*	T.6Cy.25½",40½"&66"-48" 180lb (*r*) 853NHP 5SB(Spt),*15cf*,GS314, HS12735 FD StabilimentoTecnico,Tri.	28 ″ 6 s2 ″ 11¼ 26 ″ 0	
19/41 85484 HPIV	— (*ex*NavarchosSachtouris-37, *ex*Maid of Hydra, *ss*Hul.3rdNo.3-12,37 *ex*NavarchosG.Sachtouris, D.F. *ex*LordBroughton,*ex*Patmos) 1*Dk*(*Stl*)	*1953* *1755* *1207*	100A1 2,40 BS2,40 LMC12,37	Shl		OG 1,40	1902	Akt.Ges. "Neptun" Rostock *Lloyd's A&CP*	~~P.S.Antippas~~ Cia.Naviera,Ltda	281·7|40·5|18·4 P25'B166'F31' FK *CellDB*220'	Panama Pnamanian 6*BHCem* 469*t*	T.3Cy$20\frac{7}{8}$"$35\frac{7}{16}$"&55⅛"-$35\frac{7}{16}$" 175lb (*s*) 208NHP 2SB,*4cf*,GS76,HS3426 A.G."Neptun,"Rostock	21 ″ 1 s1 ″ 10¼ 19 ″ 5½	
85485 ESJW	— (*ex*Elsa-39, Iron *ex*Erasmus) *ss*Osc.4thNo.3-7,34 *ss*Tln.No.1-39 1*Dk*2*trB* *Cargo battens not fitted*	1201 1013 705	✠100A- 7,39 ✠NB3,16 ✠LMC7,39 No later survey reported	Tln		OG 4,39	1884 1mo	J.Smit,Czn Rotterdam	E.Maidla&others (O.Treikelder, *Mgr.*)	244·4|33·2|15·5 253·2(O.L.) B59'H26*t*F21' BK8½"	Tallinn Estonia 4*BHCem* *DB*172'300*t*	C.2Cy.28"&$52\frac{5}{16}$"-33" (*s*) 90lb NDB00 132NHP 1DB,*6cf*,GS71HS2300 KonMaatsdeSchldeFlshng	17 ″ 10 s1 ″ 8½ 16 ″ 10	
85486 3529 SHBG	— (*ex*Erik) *ss*Skm.3rdNo,3-7,37 *ss*Sbg.No.3-10,39 *Well deck* 1*Dk*(*Stl*)	*628* *421* *334*	✠100A1 7,40~~10,39~~ ✠LMC BS~~7,39~~8,40 MS10,39	Sbg Got	*i*	OG 9,39	1899 7mo	Lindhol-mensV.A. Gothenburg A&CP	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	165·7|29·1|11·0 Q85'B10'F21' FK *CellD Ba*37'*uE*&*B*33'*f*73'	Stockholm Swedish 4*BHCem* 173*t APT*9*t*	T.3Cy.13½",22½"&36"-27"(*s*) 170lb *90lb* 81NHP 1SB,*3rf*,GS45,HS1408 N.E.MarineEng.CoLdNwc	13 ″ 4 s ″ 5½ 12 ″ 11¾	
85487 167626 GMLQ	**Uranienborg** *Fitted for oil fuel* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	3300 2952 1998					1922	Kjöbnhvns Flydk.&Skbs. Copenhagen	Ministry of Shipping(R.Chapman &Son, *Mgr.*)	~~346·8~~|50·2|22·0 348·5	~~Aden~~ ~~British~~ London *WB* British	DR Geared Steam Turbine SvenskaTrbfrk.Akt. Ljungström,Finspong		V
85488 IAUC	**Urano** TwinSc D.F. *OilEng.* *Carrying Petroleum in bulk* 2*Dks*	5512 4893 3197					1923	Deutsche WerkeA.G. Kiel	ItalianNavy(operatedbySoc.Anon. Cooperativa diNav. "Garibaldi")	414·9|54·2|28·5 398·3	Genoa Italian	Oil Engines 4S.C.SA 12Cy.$21\frac{13}{16}$"-$35\frac{7}{16}$" 543NHP DeutscheWerke,Kiel		I
85489 593 ESDH	**Uranus** (*ex*Croxdale-34) *ss*Gms.No.3-8,28 *Well deck* 1*Dk*(*pt Irn*&*pt Stl*)&*deep framing*	1329 1104 805	✠ —— 5,34 ✠	Tln	*o*		1906 10mo	J.Crown& Sons,Ld. Sunderland	J.Rang	230·0|36·0|14·7 P17'Q65'B48'F26' FK *Cell DBa*61'*uE*19'*f*96'	Tallinn Estonian 4*BHCem* 321*t APT*34*t*	T.3Cy.17½",29"&47"-33" 147NHP 1SB,*3rf*,GS61,HS2405 N.E.MarineEng.Co.Ld.Sld	16 ″ 10	V †
85490	— TwinSc Wireless D.F. *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	1100 — 570					1939	Schiffb.Ges "Unterwesr" A.G. Weser-munde-L.	Dampfschifffarts Ges.Neptun	229·6|34·4|15·3 P125'F22'	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.11⅝"-$16\frac{9}{16}$" 157NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		
85491 LHRO	— *OilEng.* 1*Dk*&*Shelter dk*	935 907 527					1925	Trosvik Mek.Verks. Brevik	DetBergenske Dampskibsselskap	192·5|30·2|20·4 B48'H20*t*	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.15¾"-28⅜" 172NHP A/B AtlasDiesel,Skm.		N
85492 39753 JFCH	**Urara Maru** Ⓟ *OilEng.* 2*Dks*	408 — 215					1935	Mitsubishi Jukogyo Kaisha,Ld. Kobe	AwanokuniKyodo KisenK.K.	150·9|25·6|11·5 F31'	Toku-shima Japanese *WB*	Oil Engines 4S.C.SA 6Cy.15¾"-$24\frac{7}{16}$" 144NHP MitsubishiJukogyo Kaisha,Ld.Kobe		
85493 31731 JHHB	**Urazio Maru** Ⓟ (*ex*Urajio Maru-38,*ex*Serbistan) 1*Dk*	3110 2835 1880					1919	SirRaylton Dixon&CoLd Middlesbro'	KawasakiKisen K.K.	331·0|46·5|25·5 P33'B98'F29'	Kobe Japanese *WB*	T.3Cy.23",41"&68"-45" 310NHP Richardsons,Westgarth& Co.Ld.Mdb.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref Trade.
85494 9424 JNXA	**Urazio Maru** Ⓟ (exUrajiwo Maru-38,exProgress) 1Dk	897 685 531					1890	Schlesingr Davis&Co. Newcastle	GomeiKaisya TaishinShoten	196·0 Q64'B47'F25'	30·5	15·6	Hakodate Japanese WB	T.3Cy.16¼",26½"&43$\frac{3}{16}$"-30" 103NHP N.E.MarineEng.CoLdNwc		
85495 139343 GBWP	**Urbino** 2Dks	5198 4817 3212					1918	Earle'sCo. Ld. Hull	Ellerman'sWilson Line,Ld.	400·4 P49'B113'F39'	52·2	28·5	Hull British WB	T.3Cy.27",44"&73"-48" 369NHP Earle'sCo.Ld.Hull		C
85496 7485 SHBK	**Urd** (exMars) Sub.Sig. 1Dk	1008 761 541					1922	Stettiner OderwrkeAG Stettin	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	208·8 P19'Q53'B55' H82tF18'	33·9	13·1	Stockholm Swedish WB	T.3Cy.15¼",25¼"&41½"-29½" 93NHP StettinerOderwerkeA.G.		V
85497 YVAV	**Urdaneta** TwinSc ssN.Yk.No.3–6,39 Mchy.Aft 1Dk(Stl)&Web frames Longitudinal framing	2647 1890 1513	✠100A1 4,40 ~~6,39~~ BS4,40 Carrying Petroleum in bulk Fitted for oil fuel 8,~~27~~ F.P. above 150° F.	N Yk Aru ✠LMC6,39	t	CL 6,39	1927 8mo Lloyd's A&CP	Palmers' Co.Ld. Newcastle	MeneGrandeOil Co.C.A. CellDBuE&	305·4 316·5(O.L.) P69'B22'F33' Trunk181' B42'107t FPT194t	50·2	16·3 FK	Maracaibo Venezuelan 11BHptCem APT85t	T.6Cy.13¾",23"&37"-27" (s) 180lb 210NHP 2SB,6cf,HS4009 MacColl&Pollock,Ld.Sld.	16 ″ 6 ″ 2 ″ 0¼ 14 ″ 8	
85498 EAJN	**Uribitarte** (exCosenza-39, exUribitarte-37) ~~ssBbo.No.3-6,34~~ ssBbo.No.3–5,40 1Dk(Stl)	3456 3212 2130	✠100A1 4,41 ~~[illegible]~~ BS4,41	Mdb Bbo ✠LMC5,40	v	CL 5,40	1922 3mo Lloyd's A&CP	Burntislnd S.B.Co.Ld. Burntisland	A.Menchaca CellDBa	331·6 P32 B98'F30' 96'uE19' f145' 872t	48·7	25·1 FK	Bilbao Spanish 5BHCem APT143t	T.3Cy.24",40"&65"-42" 180lb (s) 311NHP 3SB,9cf,GS135,HS4983 Cooper&Greig,Ld.Dundee	27 ″ 3 s5 ″ 2¼ 22 ″ 2½	I †
85499 UOAX	**Uritski** Sub.Sig. 1Dk	2336 2023 1283	✠ ... 1,31	✠			1929 6mo	BalticS.B. &E.Works Leningrad	U.S.S.R.	284·8 P21'Q128'F21'	43·1	20·5 FK	Vladvostk Russian WB	T.3Cy.17$\frac{11}{16}$",29½"&48$\frac{7}{16}$"-35$\frac{7}{16}$" 193NHP BalticS.B.&E.Works,Len.	22 ″ 7	
13/41 85500 148525 GKXS	**Urla** ssShl.No.3–3,35 ssBry.No.1–39 D.F. E.S.D. 1Dk(Stl)	5198 4771 3169	✠100A1 4,40 BS1,40	Bry ✠LMC2,39	y	CL 1,39	1924 12mo Lloyd's A&CP	Ardrossan DD&SBCoLd Ardrossan	BowringS.S.Co. Ld.(C.T.Bowring &Co.Ld. Mgrs.) CellDB	391·1 P37'B120'F42' 337'1147t FPT106t	53·3	28·1 FK	London British 6BHCem APT98t	T.3Cy.26",42"&70"-48" (s) 180lb HS7254 421NHP 3SB(2Spt),9cf,GS189, J.G.Kincaid&Co.Ld.Grk.	30 ″ 9 s 5 ″ 8¼ 25 ″ 8½	
85501 PICP	**Urmajo** OilEng. Mchy.Aft D.F. 1Dk CruiserStern	309 220 142					1937	Gebr. Niestern&Co. Delfzijl	H.K.v.d.Meer	127·5 P36'Q12'F20'	24·1	8·9	Rottrdam Dutch WB	Oil Engines 4S.C.SA 4Cy.11"-17$\frac{5}{16}$" 47NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz		V
85502 EAJQ	**Urola** (exMercedes,exStorfond) ssBcl.2ndNo.3–11.23 1Dk(Stl)&Spar dk(Stl)&deep framing	3675 3291 2878	✠ 4,29	Gen ✠	w		1898 10mo	Russell& Co. Pt.Glasgow	Cia.Naviera BidasoaS.A. CellDBa110'	339·0 P30'B72'F36' uE&B36' f142'792t	45·9	17·8 28·5 FK	Bilbao Spanish 6BHCem APT56t	T.3Cy.24½",39"&65"-45" NDB12 301NHP 2SB,6rf,GS118,HS4520 Rankin&Blackmore,Grk.	28 ″ 5	
85503 6083 SHBO	**Ursa** Wireless D.F. 1Dk	1497 1282 850					1923	Jarlsö Værft. Tönsberg	A/B Transmarin (S.Redig,Mgr.)	243·0 P30'B66'F29'	39·3	17·3	Hlsngborg Swedish WB	T.3Cy.18",29½"&49"-33" 138NHP FredrikstadM.V.Frdstad.		N
85504 LFET	— 1Dk2trB	958 737 552					1911	Bergens Mek.Værks Bergen	DetBergenske Dampskibsselskab	214·3 Q110tB50tH12t F28t	32·2	12·8	Bergen Norwegian WB	T.3Cy.16½",26"&44"-30" 106NHP BergensMekVærksBergen		N
85505 DHYI	**Ursula Rickmers** (exWheatmore, exThistlemore) ssHam.No.3–11,29 ssHam.No.2–38 D.F. 2Dks(Stl)&Shelter dk(Stl) 3rd dk beams in No.1 hold Sub.Sig. Fitted for oil fuel	5050 4711 3106	✠ 5,39	Ham ✠	a†		1917 10mo	Irvine'sSB &DDCo.Ld. WHartlepool CellD	RickmersRhederei A.G. B351'1156tDTa35	418·7 FonShelter dk34' '954t FPT 102t	53·4	27·7 FK AP	Hamburg German 7BHCem T108t	T.3Cy.29",49"&80"-54" 686NHP 3SB,12cf,GS246 HS10410 Blair&Co.Ld.Stockton	30 ″ 6	
85506 NPUC	**Uru** (exAnneliese,exPearlmead, exPearlmoor) Turret deck 1Dk2trB	4097 3449 2594					1905	W.Doxford &Sons,Ld. Sunderland	LloydBrasileiro	348·6 P28'F41'	50·7	24·1	R.Janeiro Brazilian WB	T.3Cy.26,"42"&68"-45" 310NHP W.Doxford&Sons,Ld.Sld.		
85507 87 OAPB	**Urubamba** TwinSc Fitted for oil fuel 2Dks&Awng dk	4744 3769 2673					1910	Ch.&Atel. deProvence Port deBouc	Cia.Peruana de Vapores y Dique delCallao	381·2	45·9	21·2	Callao Peruvian	T.6Cy.20",33"&55"-40" 383NHP Ch.&Atel.deProvence,Msl.		V
85508 227115 WMCM	**Uruguay** Ⓟ TwinSc (exCalifornia–38) Fitted for oil fuel D.F. Ref.Mchy. 5Dks Gy.C. Sub.Sig. Cruiser Stern	20183 — 11743					1928	NwprtNws S.B.&D.D.Co NewprtNews	UnitedStates Maritime Commission	574·4 B313'F57'	80·3	20·5 52·0	New York Utd.States WB	2 steam turbines connected to electric motors& sc. shaft 2833NHP GeneralElectricCo. Schenectady,N.Y.		R
85509 EAFG	— Ⓟ TrpSc (exInfantaIsabel DeBorbon) ssCdz.No.3–9,25 ssCdz.No.1,29 Sub.Sig. 3Dks(Stl-Uteaks)& D.F. Shade dk(Stl-teaks) (SUNK IN PORT—REFLOATED)	10348 7225 5740	✠ 2,32	Msl ✠	e†		1913 3mo	W.Denny &Bros. Dumbarton CellD	Cia.Trasatlantica Ba122' uE&B123'	481·9 f188'1087t FPT90t	61·3	32·7 FK&BK1'	Barcelona Spanish 8BHCem APT65t	T.6Cy.28",43"&66"-45"& 1L.P.Turbine 1570NHP 3DB&SB,24cf,GS540, HS22816 Denny&Co.Dumbarton	35 ″ 9	
85510 8048 SJLA	— TwinSc Ref.Mchy. OilEng. D.F. E.S.D. 2Dks&Shelter dk ssGot.No 1–40	5294 4171 2901	✠100A1 with freeboard 5,40 ~~7,38~~ DBS3,39 7.38 ✠Lloyd'sRMC5,40 No. 3 lower hold & Nos. 2 & 4 lower 'tween dks. for temp. 31° F.	Got ✠LMC CS5,40	a†	OG s4,39 P7,39	1935 11mo Lloyd's A&CP	Götaverken A/B Gothenburg Cell	Rederiaktieb. Nordstjernan (A.A.Johnson, Mgr.)	420·7 440·0(O.L.) F80' DB307'1486t Tanks in way of tunnel s309t FPT7	55·9	23·9 FK (	Stockholm Swedish 7BH (Coll to Sh dk 6 ,, 2nd.,) 6tAPT52t	Oil Engines 4S.C.SA 16Cy.24$\frac{13}{16}$"-51$\frac{3}{16}$" 945NHP DB85lb GötaverkenA/B,Got.	28 ″ 0 s 2 ″ 10¾ 25 ″ 8¼	
85511 PUCO	— Ⓟ TwinSc OilEng. 1Dk Wireless CruiserStern	929 718 513					1926	Deutsche Werft Hamburg	LloydBrasileiro	236·5 B65'F24'	37·8	10·0	R.Janeiro Brazilian	Oil Engines 4S.C.SA 16Cy.11$\frac{7}{16}$"-16$\frac{13}{16}$" 204NHP Maschfbk.Augsburg-Nürnberg,A.G.Augsburg		
85512																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
85513 EAIQ	**Urumea** (exSanSalvador, exFairhaven) ssBbo.No.3–4,32 ssBbo.No.2–39 1Dk(ptIrnptStl)	3250 2947 1976	✠100A1 1,41 ~~12,39~~ BS1,41	Bbo ✠LMC12,39	u	CL 12,39	1913 6mo Lloyd	J.Blumer &Co. Sunderland 'sA&CP	Cia.Naviera Guipuzcoana CellDBa108'u	331·3 P27'B94'F30' FK E & B43'f137'856t	47·7	22·5	Bilbao Spanish 5BHCem APT184t	T.3Cy.24",40"&65"–42" (r) 180lb 70lb 299NHP 2SB,6cf,GS118,HS4640 N.E.MarineEng.Co.Ld.Sld	24 ″ 6 s3 ″ 8 21 ″ 1	
85514 DHYL	**Urundi** Sub.Sig. D.F. 2Dks	5791 5199 3569					1920	Blohm& Voss Hamburg	DeutscheOst- AfrikaLinie	418·6 P&B332'F57'	56·2	28·2	Hamburg German WB	SR geared SteamTurbines Blohm&Voss,Hamburg		G
85515 19008 JFBA	**Usa Maru** Ⓟ Wireless 2Dks	819 688 464					1915	S.Nagata Osaka	OsakaSyosenK.K.	179·5 B36'F29'	30·5	18·5	Osaka Japanese WB	T.3Cy.14¾",25"&42"–30" 97NHP S.Nagata,Osaka		
85516 DHYM	**Usambara** Ⓟ Sub.Sig. Fitted for oil fuel D.F. Ref.Mchy. 2Dks&Shelter dk3trB	8690 5867 5104					1922	Blohm& Voss Hamburg	DeutschsOst- AfrikaLinie	433·5	58·2	37·4	Hamburg German WB	4SteamTurbinesSR geared to 1 Sc. Shaft Blohm&Voss,Hamburg		G
85517 DHYN	**Usaramo** Ⓟ Sub.Sig. D.F. 2Dks&Shelter dk	7775 6772 4490					1920	Blohm& Voss Hamburg	DeutscheOst- AfrikaLinie	418·6 H—	56·2	36·0	Hamburg German WB	4SRgearedSteamTurbines Blohm&Voss,Hamburg		G
85518	**Uskbridge** For full particulars see No. 90401 in Supplement D.F. CruiserStern	2700	100A1 (ClassContemplated)				1940	Burntislnd S.B.Co.Ld. Burntisland	UskportS.S.Co.Ld. (R.W.Jones&Co. Mgrs.)	314·0 P27'B66'F30'	45·2	21·7	Newport British	T.3Cy.17½",28"&50"–33" D.Rowan&Co.Ld.Gls.	23 ″ 10 s3 ″ 7 20 ″ 5¾	
85519 OFEJ	**Usko** (exSongdal-39, 4Mst exMongolia,exAnten) ssOsl.No.3–3,30 D.F. ssOsl.No.2–39 Cargo battens not fitted 1Dk(Stl)	1876 — 1070	✠100A1 3,40 BS4,40 Surveys delayed	Got ✠LMC9,38		OG 3,40	1917 3mo	Lindhol- mensM.V. Gothenburg	HöyrylaivaO/Y Usko(J.Nurminen O/Y,Mgrs.)	265·3 P24'B65'F28' FK CellDB224'471t	42·7	18·4	Raumo Finnish 4BHCem APT41t	T.3Cy.20½",33"&55"–36" (s) 185lb 214NHP 2SB,6cf,GS110,HS3500 LindholmensM.V.Got.	20 ″ 6 s2 ″ 7½ 18 ″ 0¾	
85520 162143 GZJX	**Uskside** 1Dk D.F. Cargo battens not fitted CruiserStern	2708 2411 1564	✠100A1 2,40 ~~1,40~~	Npt ✠LMC1,37	t	CL 1,40	1937 1mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	UsksideS.S.Co.Ld. (R.W.Jones&Co. Mgrs.) CellDB257'658t	314·0 324·2(O.L.) P28'B62'F33' FK FPT103tAPT196t	45·2	21·7	Newport British 5BHCem	T.3Cy.17½",28"&50"–33" (s) 220lb 100lb 213NHP 2SB(Spt),4cf,GS65, FD HS3010 D.Rowan&Co.Ld.Gls.	23 ″ 10 s3 ″ 6¾ 20 ″ 5¾	
85521 TCDH	**Üsküdar** (exVelizade,exAikaterini M.Goulandris, ssCff.2ndNo.3–12,18 exPendarves) ssBla.No.2–27 1Dk(ptStl ptIrn)&Web frames&pt Awng dk(Irn)	2541 2068 1466	✠ — 3,31	Ist ✠	t		1892 9mo	SirRDixon &Co. Middlesbro'	KalkavanRiza ve Oglu Ismail VapurIdaresi	299·5 P27'Q84' FK Cell	40·1	20·5	Istanbul Turkish 6BHCem DB234'513t	T.3Cy23",37½"&61½"–39" NDB17 244NHP 2SB,6cf,GS91,HS3788 T.Richardson&Sons,Hpl.	22 ″ 10	I †
85522 UPCD	**Ussuri** (exBaronSempill-34, exWarPlum) ssGmh.No.3–4,31 1Dk(Stl) CruiserStern	2498 2255 1447	✠ … 1,35 ✠NB7,27	Gls ✠	t		1919 1mo	C.Hill& Sons Bristol	U.S.S.R. Cell	303·0 P33'B80'F33' FK DB252'670tFPT70	43·0	20·8	Leningrad Russian 6BHptCem tAPT180t	T.3Cy.22",36"&59"–39" 268NHP 2SB,6cf,GS113,HS4604 W.Simons&CoLd.Renfrew	23 ″ 0	
85523 37063 JKGC	**Ussuri Maru** Ⓟ TwinSc ssKob.No.3–3,38 Ref.Mchy. 2Dks(Stl-Wthr dk ws) CruiserStern 3rd dk(Stl) except in after hold&pt No.3hold	6386 5110 3784	✠ … 1,39	Kob ✠	a†		1932 3mo	Mitsubishi ZosenKaisha Ld. Nagasaki	OsakaSyosenK.K. CellDB341'869t Wing tanks	406·6 F45' FK C inER8'64tFPT52t	55·0	33·0	Osaka Japanese 6BHCem oll ,, to Wdk APT121t	4 Steam Turbines DR geared to 2 Sc. Shafts 1157NHP 5SB,15cf,GS320,HS12565 MitsubishiZosenKaishaLd.	33 ″ 0	
85524 18 IVHR	**Ustica** Ⓟ 1Dk	403 — 198					1911	Mackie& Thomson,Ld Glasgow	LaMeridionaleSoc. Anon.diNavig.	161·7 153·0	24·0	10·3	Trapani Italian WB	T.3Cy.13",22"&36"–24" 64NHP W.V.V.Lidgerwood,Gls.		I
85525 219817 KUMC	**Utacarbon** Fitted for oil fuel Mchy.Aft 2Dks D.F. Longitudinal framing Carrying oil in bulk	6878 — 4283					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	UnionOilCo.of California	435·4 P106'B50'F44'	56·1	33·8	Ls.Angeles Utd.States WB	T.3Cy.27 1/16",47"&78"–48" 422NHP BethlehemS.B.Corp.Ld. Alameda,Cal.		R
85526 219416 KOTD	**Utahan** (exGoldenPeak-37, exCrosskeys) Fitted for oil fuel D.F. Ref.Mchy. 2Dks3trB	7031 6617 4381					1919	Skinner& EddyCorp. Seattle,Wash	American- HawaiianS.S.Co.	410·5 P27'B61'F19'	54·2	35·1	NewYork Utd.States WB	T.3Cy.25",42"&72¼"–48" 364NHP SeattleMachineWorks, Seattle		R
85527 LYKB	**Utena** (exBarfrost-37,exMeathside) ssOsl.No.3–10,33 ssLie.No.1–38 Well deck Mchy.Aft 1Dk(Stl) Wireless Ref.Mchy.	542 362 205	✠100A1 8,38 BS11,39 ✠Lloyd'sRMC~~2,39~~5,40 No later survey reported	Lie ✠LMC8,38	h	CL 8,38	1920 9mo Lloyd	W.Simons &Co.Ld. Renfrew 'sA&CP	Akc.B-véLietuvos BaltijosLloydas CellD	167·5 Q94'B9'F32' BK7½" Bf90'134tFPT47t	26·7	10·4	Sventoji Lithuanian 3BHCem APT23t	T.3Cy.14",24"&40"–30" (s) 180lb 89NHP 1SB,3cf,GS61,HS2009 W.Simons&Co.Ld.Rnf.	12 ″ 8 s4 ″ 3¾ 13 ″ 0½	
85528 200954	**Utica** Mchy.Aft 2Dks	3533 — 2658					1904	Detroit S.B.Co. Wyandotte.	GreatLakes TransitCorpora- tion	325·0	44·2	20·9	BuffaloNY Utd.States WB	Q.4Cy.19",27½",40"&58"–42" 218NHP DetroitS.B.Co.Detroit		
85529 44149 JCIM	**Utide Maru** (exWillandra-38, exTowerAbbey-35, ssDrt.No.3–2,34 exBata-34) 2Dks(Stl)	5275 — 3173	✠ … 5,38	HKg ✠	y		1919 10mo	J.Brown& Co.Ld. Glasgow	TaiheiKisenK.K. (YamashitaKisen K.K.Mgrs.) CellDB	400·8 P40'B113'F49' FK 345'1134t FPT118t	52·3	28·5	Kobe Japanese 7BHptCem APT176t	T.3Cy.27",44"&73"–48" 517NHP 3SB,9cf,GS190,HS7668 Harland&Wolff,Ld.Gls.	31 ″ 0	C †
85530 845 IBQB	**Utilitas** (exAnsaldoTerzo) Mchy.Aft Fitted for oil fuel D.F. 1Dk Carrying oil in bulk	5342 4574 3026					1918	G.Ansaldo &Co. SestriP'nente	Soc.Anon.Indus- triaArmamento	393·2 P134'B30'F36'	51·6	28·4	Genoa Italian WB	2SteamTurbinesSRgeared to 1 Sc. Shaft G.Ansaldo&Co.Smprdrna		CI
85531 7347 SHBU	**Utklippan** (exTrostan, Iron exJersey) ssOsc.4thNo.3–3,36 Well deck 1Dk(Stl)&Webframes2trB Wireless ssGot.No.1–40	1599 1298 876	✠100A1 9,40 ~~9,39~~ ✠NB3,11 BS2,39	Lkr Skm ✠LMC~~3,36~~ MS4,40	q	N9,39	1883 3mo Lloyd	Palmers' Co. Newcastle 'sA&CP	TorstenCarlbom	260·0 Q94'B60'F31' FK CellDB220'365t	36·2	17·0	Stockholm Swedish 4BHCem APT75t	C.2Cy.24½"&50"–39" (s) 120lb 21¾" 99NHP 2SB,4pf,GS82,HS2720 Palmers'Co.Ld.Newcastle	19 ″ 0 s1 ″ 8½ 17 ″ 6	
85532 7266 SHBW	**Utö** (exRiverTeign,exHolmpark) ssOsc.2ndNo.3–3,38 Well deck 1Dk(Stl) Cargo battens not fitted	1444 1192 842	✠100A1 6,40 ~~8,39~~ MS3,38	Skm Lkr ✠LMC BS7,39	p	CL 3,38	1914 2mo Lloyd	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth 'sA&CP	RederiA/B Rex (K.M.Källström, Mgr.)	250·1 P17'Q70'B65'F26' FK CellD	37·2	16·5	Stockholm Swedish 4BHCem Ba68'uE15'	T.3Cy.18",30"&50"–36" (r) 180lb 172NHP 2SB,6cf,GS94,HS2766 Cooper&Greig,Dundee f107'357tFPT31tAPT50t	18 ″ 7 s1 ″ 6½ 17 ″ 3	

1 Numero d'Ordre Numero Officiel Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Dounne. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après le formules de la Société. RHP=Force en chevaux d'après le papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ou cote, si ce n'est dans le L. R. Durée, Cert. B. of Trade
85533 LGLA	**Utsire** (*ex*EliasKrammer,*ex*Capto) D.F. *2Dks(Stl)* *Fitted for oil fuel*	4441 4111 2786	✠ 3,22 ✠	NNs	*x*		1917 1mo	Moore& ScottIron Works Oakland,Cal.	D/S A/S Aslaug (JohnK.Haaland& Co.A/S, *Mgrs.*) 1061t*DTf*21'347t	376·1|52·3|25·5 P107tH180t *CellDB*283' FK *DTa*30'230t*FPT*96	Haugesand Norwegian *6BHptAsp* t*APT*132t	T.3Cy.24″,41″&68″–45″ NE28 310NHP 3SB,9cf, HS7704 N.E.MarineEng.CoLdNwc	28 ″ 0	N †
85534 13140 JGQF	**Uwazima Maru No. 13** Ⓟ Sp *2Dks*	471 402 271					1910	S.Ono Osaka	UwazimaUnyu K.K.	163·5|22·3|15·6	Yawata Japanese	T.3Cy.13½″,21½″&34½″–24″ 58NHP S.Ono,Osaka		
85535 14877 JGRF	**Uwazima Maru No. 14** Ⓟ Sp *2Dks*	343 285 198					1912	S.Ono Osaka	UwazimaUnyu K.K.	148·7|20·4|12·9	Yawata Japanese	T.3Cy.12″,19″&32″–22″ 48NHP S.Ono,Osaka		
85536 16689 JGSF	**Uwazima Maru No. 15** Ⓟ Sp *2Dks*	824 678 493					1913	S.Ono Osaka	UwazimaUnyu K.K.	187·7|27·3|17·5	Yawata Japanese *WB*	T.3Cy.14½″,24″&40″–30″ 88NHP S.Ono,Osaka		
85537 28725 JGTF	**Uwazima Maru No. 18** Ⓟ *2Dks*	885 683 519					1922	Harada ZosenK.K. Osaka	UwazimaUnyu K.K.	182·0|30·0|18·5	Osaka Japanese	T.3Cy.15½″,26″&44″–30″ 107NHP		
85538 9121 JJYE	**Uwazima Maru No. 21** Ⓟ (*ex*GishuMaru–33) *2Dks*	739 655 444					1904	OsakaIron Works Osaka	UwazimaUnyu K.K.	183·6|27·3|18·2 B42'	Osaka Japanese *WB*	T.3Cy.14½″,24½″&39″–30″ 83NHP OsakaIronWorks,Osaka		
85539 9128 JJZE	**Uwazima Maru No. 22** Ⓟ (*ex*AntoMaru–33) *2Dks*	731 680 428					1904	OsakaIron Works Osaka	UwazimaUnyu K.K.	183·6|27·3|18·2	Osaka Japanese *WB*	T.3Cy.14½″,24½″&39″–30″ 83NHP OsakaIronWorks,Osaka		
85540 40407 JISH	**Uwazima Maru No. 23** Ⓟ *OilEng.*	345 — 185					1935	YendoIron Works Osaka	UwazimaUnyu K.K.	145·0|22·0|13·5	Uwajima Japanese	Oil Engines 2S.C.SA 5Cy.16 9/16″–18½″ 240NHP NipponHatsudokiK.K. Kobe		
85541 10343 JLVE	**Uwazima Maru No. 25** Ⓟ (*ex*BeppuMaru–36) *2Dks*	744 663 503					1907	OsakaIron Works Osaka	UwazimaUnyu K.K.	180·0|26·3|18·1	Osaka Japanese	T.3Cy13½″,21 11/16″&36 5/16″–27″ 68NHP OsakaIronWorks,Osaka		
85542 XCCJ	**Uxmal** Ⓟ (*ex*Coahuila–39) *ss*N.Os.No.1–20 *Fitted for oil fuel* *2Dks(Stl)*	2876 — 1892	✠ 10,25 ✠	SFo	*t*		1916 5mo	WCramp& SonsS&EBCo Philadelphia	MexicanGovern- ment(operated by TransportesMar- itimos,S.C.O.P.) *CellD*	304·6|45·2|20·1 B90'F36' FK *B*248'605t*FPT*108t	VeraCruz Mexican *6BHCem* *APT*148t	T.3Cy.20″,33″&55″–36″ NB37 262NHP 2SB,6cf,GS107,HS3994 W.Cramp&SonsS&EBCo.	22 ″ 8	
85543 38732 JBTI	**Uyo Maru** *OilEng.* *ss*Kob.No.1–37 *2Dks(Stl)* *Now* "Sinanogawa Maru," *see No. 93[illegible]0 in Supplement*	7503 6069 5489 4477	✠100A1 10,39 ✠LMC CS8,37 DBS10,39 9,38 *Carrying cargo oil F.P. above150° F. in D.T.*	Tama	*b*†	CL 9,38	1933 10mo *Lloyd's A&CP*	Mitsubishi ZosenKaisha Ld. Nagasaki	ToyoKaiunK.K. *'Tween dkBH above afterDeep Tank BH dispensed with* *CellDB*368'	436·4|58·5|32·8 P30'B157'F41' FK 1383t *FPT*259t *AP*	Tokyo Japanese *ptCem* *6BH to Udk* *1 ,, ,, 2nd ,,* *Ts*224t *DTa*	Oil Engines 2S.C.SA 6Cy.28⅜″–49 3/16″ 839NHP DB*120lb* MitsubishiZosenKaishaLd. 36'1131t	32 ″ 10 s 6 ″ 6¾ 26 ″ 5¼	
85544 UVBY	**Uzbekistan** E.S.D. *1Dk*	3039 2569 1625					1937	Atel.&Ch. delaLoire St.Nazaire	U.S.S.R.	326·3|48·1|22·9 P31'B98'F38'	Archangel Russian	T.3Cy.20⅜″,33 1/16″&53½″– 35 7/16″ 170NHP & LP turbine with DR gear- ing & hydraulic coupling Rheinmetall-BorsigA.G. Berlin-Tegel		

‚ Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B.of Trade Cert.
85545 UOBI	**V. Mayakovsky** (exBelaKhun-37) *OilEng.* Sub.Sig. 2*Dks*	3972 3537 2261					1929	Severney S.B.Yard Leningrad	U.S.S.R.	346·0 P31'B52'F34'	48·7	27·2	Leningrad Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"-35$\frac{7}{16}$" 500NHP RussianDieselWorks,Len		
85546 EAQA	**V. Puchol** Ⓟ TwinSc (exMarcoPolo) *OilEng.* Wireless 2*Dks*	1551 — 637					1896	N.Odero fuA. SestriPnente	Cia.Trasmediterranea	277·2	36·9	19·8	Valencia Spanish	Oil Engines 4S.C.SA 20Cy.20⅞"-20⅞" 856NHP *Emade—,fitted*25 Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		V
	Should be "Vicente Puchol," see No. 90508 in Supplement															
85547 LFFB	**Vaagan** (exSkaupsjönut, exBokeröenII) *Mchy.Aft* 1*Dk*	687 571 366					1921	Bokeröens Skibsbyggeri Svelvik	A/SVesteraalens Dampskibsselskap	181·2 P60tH7tF27t	31·1	12·9 *WB*	Stokmarknæs Norwegian	T.3Cy.13½",22"&37½"-28" 75NHP AkersMek.Verk.Oslo		N
85548 8102 SJQN	**Vaalaren** TwinSc *OilEng.* D.F. 1*Dk&Shelter dk,3rd dk in No.3hold* *Ref.Mchy. CruiserStern* *Strengthened for navigation in ice*	*3406* *2651* *1851*	✠100A1 *withfreeboard* 1,40 ✠Lloyd'sRMC~~1,40 7,40~~ 1,41 for temp. 30° F.	Got ✠LMC9,36	*x*	CL 1,40	1936 9mo *Lloyd*	Eriksbergs M.V.Aktieb. Gothenberg '*sA&CP* *CellDB*305'	RederiA/B Trans-atlantic(G. Carlsson,*Mgr.*) 1087t*Tanks at side*	367·9 380·7(O.L.) FK *softunnels*65t*FPT*	51·7	20·3	Gothenbrg Swedish *7BH* *(Coll to Sh dk 6 „ 2nd „)* 46t*APT*134t	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 810NHP EriksbergM.V.Aktieb.Got	25 ″ 6 s1 ″ 11 23 ″ 9¼	
85549 167309 ~~VRCX~~ ~~MPMT~~ GNBP	**Vacport** D.F E.S.D. GyC. 2*Dks* *Longitudinal framing-bracketless system* *Mchy.Aft CruiserStern*	6774 6235 3970	✠100A1 2,41 ~~5,40~~ *CarryingPetr* *Fitted for oil*	Fal Suz ✠LMC8,39 *oleum* *fuel* 8,	*a*† 2 *in* 39	CL *bulk* *F.P. a*	1939 8mo *Lloyd* *bove* 1	Howaldts-werkeA.G. Hamburg '*sA&CP* 50°F.	Socony-Vacuum Transportation Co.Ld. *CellDBuE*71'210t	423·3 433·5(O.L.) P82'B35'F44' FK *DTf*28'752t*FPT* 2	60·2	32·8	London British *11BHptAsp* 30t*APT*45t	C.4Cy.(2)22$\frac{1}{16}$"&(2)47¼"-47¼" 228lb (*s*) 550NHP 3SB(Spt),*9cf*,HS8393 FD Rheinmetall-BorsigA.G. BerlinTegel	33 ″ 0 s6 ″ 0¾ 27 ″ 1½	
85550 220165 KUTS	**Vacuum** *ss*Bal.No.3-6,33 *ss*NYk.No.1-37 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. GyC. *Longitudinal framing*	7020 6444 4329	✠100A1 ~~2,41 3,40~~ 4,41 ~~BS7,40~~ *CarryingPetr* *Fitted for oil* BS2,41	NYk ~~Bal~~ Gal ✠LMC9,37 *oleum* *fuel* 5,	*a*† *in* 20	CL ~~3,38~~ 2,41 *bulk* *F.P. a*	1920 5mo *bove* 1	MooreS.B. Co. Oakland,Cal. A&CP 50° F. *CellD*	Socony-Vacuum OilCo.Inc. *BuE&B* 61' 143t*D*	425·8 438·4(O.L.) P106'B50'F41' FK *Tf*35'948 *APT*122t	57·0	31·2	NewYork Utd.States *16BHptAsp* *(9 to U dk 7 „ 2nd „)*	T.3Cy.27$\frac{11}{16}$",46"&78"-51"(*s*) 220lb 680NHP 3SB,*9cf*, HS9900 FD Hooven,Owens,Rent-schlerCo.Hamilton,O.	33 ″ 0 s5 ″ 11 27 ″ 4	
85551 DJZM	— *CruiserStern OilEng.* *Mchy.Aft* 1*Dk* E.S.D. *Carrying Petroleum in bulk*	622 497 283					1939	D.W. KremerSohn Elmshorn	DeutscheVacuum OelA.G.	184·8 P44'F35'*Trunk*81'	29·6	11·5	Hamburg German *WB*	Oil Engines 4S.C.SA 6Cy.15⅜"-21$\frac{11}{16}$" 138NHP Maschinenfbrk.Augsburg-NürnbergA.G Augsburg		G
85552 OPVA	**Væ Victis** *ss*Bdx.No.3-8,33 D.F. *ss*Bdx.No.1-37 *Well deck* 1*Dk(Stl)* *Cargo battens not fitted*	*1829* *1499* *1038*	✠100A1 11,37 MS11,37 BS7,41	Bdx ✠LMC ~~BS5,39~~ ~~9,40~~	*q*	~~10,37~~ 5,40	1920 7mo *Lloyd*	J.Crown &Sons,Ld. Sunderland '*sA&CP*	M.Goossens (T.D. John(Shipping) Ld.*Mgrs.*) *Cell DB*	268·0 277·5(O.L.) P24'Q82'B51'F30' FK 223' 426t *FPT* 105t	37·9	17·6	Antwerp Belgian *3BHCem* *APT*100t	T.3Cy.20½",33"&54"-39" 180lb (*s*) 199NHP 2SB,*4pf*,GS80,HS3086 NE.MarineEng.Co.Ld.Sld	19 ″ 9 s1 ″ 11 18 ″ 0	
85553	1*Dk*	537						Rotterdam					*WB*	Gebr.Stork&Co.Hengelo		G
85592	**Van Gelder** (exLies-40,	325		Cff		OG 1,41	1914	E.Berning-haus	HollandscheZee-reed(J.Vermaas'	131·7	26·4	9·7	Rottrdam Dutch	Oil Engines 2S.C.SA 4Cy.10½"-14 73NHP		
85554 LDRE	**Vaga** 1*Dk*	1615 1204 944					1924	Laxevaags Msk.&Jrnskb Bergen	DetBergenske Dampskslsk.	246·2 P65tQ109tB124t H77t	37·9	15·6	Bergen Norwegian *WB*	T.3Cy.18⅔",29"&49"-33" 133NHP LaxevaagsMsk&Jrns.Bgn		N
85555 891 ESEO	**Vahur** (exHendrikConscience-32, exRose,exGenbert, *ss*Bry.2ndNo.3-11,19 exRose) *ss*Ant.No.2-29 *Well deck* 1*Dk(Irn)&Webframes*	893 775 498	✠ 11,32 ✠NB8,15 ✠	Ant	*l*		1894 5mo	Wood, Skinner&Co. Newcastle	M.Utow *C*	200·4 P17'Q82'B9'F25' FK *ellDB*167'245t*FPT*	32·7	12·7	Tallinn Estonian *4BHCem* 35t*APT*22t	T.3Cy.14½",26"&43"-30" NDB02*fitted*07 93NHP 1SB,*3pf*,GS49,HS1835 N.E.MarineEngCoLd.Nwc	15 ″ 0	V †
85556 UOWC	**Vaillant Cuturier** TwinSc (exNikolaiJanson-39,exSoyuz *OilEng.* MetallistovS.S.S.R.-34) 2*Dks* *Carrying oil in bulk* *Mchy.Aft Longitudinal framing*	7602 6742 4078					1930	StatesS.B. Yd."Marti" Nicolaieff	U.S.S.R.	446·1 P98'B47'F58'	56·1	32·4	Tuapse Russian *WB*	Oil Engines 2S.C.SA 8Cy.23⅝"-41$\frac{11}{16}$" 776NHP StatesS.B.Yd."Marti" Nicolaieff		
85557 ESHT	**Vaindlo** Ⓟ (exHalland-39, exVestkusten) 1*Dk*	604 349 329					1897	Lindhol-mensV.A. Gothenburg	Laevaühing G.Sergo&Ko.	174·6 P104'H44tF16' len27	25·9	10·9	Tallinn Estonian	T.3Cy.14½",23½"&39"-27" 79NHP N.E.MarineEngCoLd.Nwc		V
85558 TUHZ	**Val de la Haye** (exHerbert, exPietje) 1*Dk*	385 311 181					1923	Schiffs-u. Dockbauwrft FlenderA.G. Lübeck	Soc.deNavigation Côtière(Eugène Huret,*Mgr.*)	142·1 P43'F30'	24·1	10·9	Rouen French *WB*	C.2Cy.14⅗"&24⅘"-15¾" 20NHP G.SeebeckA.G. Wesermünde-G.		V
85559 299 HSAG	**Valaya** *ss*Bgk.No.3-3,30 *ss*Bgk.No.2-38 1*Dk(Stl)&Awng dk(Teak)* *Cargo battens not fitted in Awng 'tween dks*	1311 1153 803	✠100A1 *Awng dk* *withfreeboard* 9,40 ~~3,40~~ ~~BS10,39~~ *Fitted for oil*	Bgk BS9,40 ✠LMC11,38 *fuel* 6,	*n* 18	CL N3,40 *F.P. a*	1918 6mo *Lloyd* *bove* 1	Hong K'ng &Whampoa DockCo.Ld. HongKong '*sA&CP* 50° F.	ThaiNav.Co.Ld. *Colli* *Ce*	223·4 F31' FK *sionBH to Awng dk* *llDB*180' 237t *FPT*	35·6	17·8	Bangkok Thai *ptCem* *3BHto U dk* 18t*APT*18t	T.3Cy.17",27"&44"-30" (*s*) 190lb 136NHP 2SB,*4cf*,GS88,HS2322 HongKong&Whampoa DockCo.Ld.HongKong	20 ″ 0 s4 ″ 11 15 ″ 5	
85560 745 OHVI	**Valborg** WoodAux4MstSr (exSailing Vessel, *OilEng.* exCyntia, *Salted* 1*Dk2trB* SSLon.27 exWashington) *(See Sailing Ship Register)*	965 — 472	✠ 12,27 ✠DB9,19	Lon	12		1919 8mo	Cholberg Shipyard Victoria,B.C.	G.Erikson	210·6 206·5 P26'F46'	39·5	16·4	Mariehmn Finnish	Oil Engines 2S.C.SA 8Cy.14$\frac{3}{16}$"-15¾" 284NHP *Emade*17,*refitted*33 SkandiaPacificOilEng.Co. Oakland,Cal.	19 ″ 8	V †
85561 167454 MPFM	— *ss*Cpn.No.3-8,28 *ss*Svb.No.2-37 *Well deck* 1*Dk(Stl)*	844 703 506	✠100A1 5,39 ~~BS5,39~~ 2,41	Bkn ✠LMC4,37	*m*	OG 3,37	1914 6mo *Lloyd*	Antwerp Eng.Co.Ld. Hoboken '*sA&CP*	Ministry of Ship-ping(J.Hay&Sons, Ld.*Mgrs.*) *Cell DB a*47' *uE*	210·3 P29'B62'F26' FK 21'*f*99'273t *FPT*17t	31·8	13·3	London British *4BHCem* *APT*10t	T.3Cy.13",21"&35"-27" (*s*) 180lb 81NHP 2SB,*4cf*,GS44,HS1410 MacColl&Pollock,Ld.Sld.	15 ″ 7 s1 ″ 6¼ 14 ″ 3	
85562 1677 IBCD	**Valdarno** (exAttività, exWarColumn) *ss*Gen.No.3-5,29 D.F. *ss*Mfl.No.1-34 2*Dks(Stl)*	5696 5100 3465	✠ ... 6,36 ✠ ✠NE15*refitted*6,29	Gen	*z*		1919 7mo	J Coughlan &Sons Vancouver, B.C. *Inter*	"Corrado"Soc. Anon.diNav. *mediate BHin fore* *CellDB*	421·2 410·6 P44'B115'F47' FK *hold dispensed with* 268'1274t *FPT*131t	51·7 54·1	27·2 27·5	Genoa Italian *pt Cem* *6BHonly* *APT*85t	T.3Cy.26",43½"&73"-48" 480NHP 3SB,*9cf*,GS189,HS8325 StabilimentoTecnico,Tri.	29 ″ 9	I †

~~✠ Surveys delayed. Vessel, when last reported, in port in enemy occupation~~

1 Numero d'Ordre. Numero Officiel. Signaux	2-3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds pc.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. Réf.Trade
85563 OYIS	**Valdemar** Ⓟ TwinSc (*Ferry*) 1*Dk2trB*	350 331 96					1886	Burmeister &Wain Copenhagen	DenDanske stat Ministeriet for Handel Industri og Söfart	140·0|31·6|12·0	Glyngöre Danish *WB*	C.4Cy.21½"&37"-18" 97NHP Burmeister&Wain,Cpn.		
85564 1165 ICLU	**Valdirosa** (*ex*Eggesford) *ss*Spz.No.3-5,28 D.F. 1*Dk*	4434 4114 2773	✠ ... 2,32 ✠				1914 11mo	R.Thompson&Sons,Ld. Sunderland	I.N.S.A.(Industrie NavaliSoc.Anon.)	397·0|52·0|24·0 385·0 P35'B240'F37' FK	Genoa Italian *WB*	T.3Cy.25",41"&68"-45" 348NHP N.E.MarineEng.Co.Ld.Sld.	26 " 6	I †
85565 82 IBDS	**Valdivagna** (*ex*Laguna-39) *ss*Tri.No.3-3,26 *ss*Tri.No.2-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5400 5022 3319	✠ —— 12,39 ✠ ✠	Tri	*y*		1913 12mo	Cantiere SanRocco Trieste *CellD*	AziendaCarboni Italiani(Carlo Martinolich& Figlio,*Mgrs.*) *Ba128'uE&B43'f*	404·1|54·0|28·8 389·9 FK 166'1300*t FPT*114*t*	Trieste Italian 6*BHCem* *APT*244*t*	T.3Cy.26",42"&70"-48" 499NHP 3SB,9*cf*,GS148,HS7590 ClydeS.B.&E.Co.Ld.P.Gls.	32 " 0	I †
85566 196 YLFO	**Valdona** (*ex*Mortlake-33, *ex*Antiope, *ss*Shl.2ndNo.3-9,28 *ex*Cragside) *ss*Shl.No.3-11,30 1*Dk*(*Irn*)&*deepframing* 3*Dk rule*	3042 2878 1903	✠ —— 1,36 ✠NE1,19 ✠	Bly	*v*		1904 2mo	Bartram& Sons Sunderland *C*	J.Freyman,J. Zalcmanis&K. Jansons(Latvian Shipping Co.*Mgrs*) *ell DBa*104'*uE&B*	339·0|48·1|22·0 P30'B189'F35' FK 48'*f* 139'904*t FPT*5	Riga Latvian 6*BHCem* 6*t APT*44*t*	T.3Cy.24",38"&64"-42" 296NHP 2SB,6*rf*,GS106,HS4667 J.G.Kincaid&Co.Ld.Grk.	24 " 6	C †
85567	**Vale** D.F. E.S.D. 2*Dks* *CruiserStern*	5950 5000 3020					1939	Nordseewerke Emden G.m.b.H. Emden	Seereederei "Frigga"A.G.	443·6|59·0|23·6 F35'	Hamburg German *WB*	C.4Cy.(2)18⅝"&(2)43 5/16"-43 5/16"&LPturbine withDR gearing&hydraulic coupling HS6458 478NHP Rheinmetall-BorsigA.G. BerlinTegel		
85568 4727 SFJI	**Valen** (*ex*Lydia-39,*ex*Swansea) *ss*Hbg.3rdNo.3-7,34 *ss*Hbg.No.1-38 *Well deck* 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	*941* *733* *535*	✠100A1 11,406,~~39~~ ✠LMC MS11,37 BS6,39	Hbg Gkm	*m*	OG ~~9,37~~ 10,40	1894 2mo	W.Harkess &Son Middlesbro' A&CP *Ce*	RederiA/B Silva (C.H.Witt,*Mgr.*) *llDB*155'230*t FPT*	210·2|32·1|13·4 219·8(O.L.) Q98'B27'F25' FK	Hlsngborg Swedish 4*BHCem* 48*t APT*12*t*	T.3Cy.17",28"&46"-30" (*s*) 160lb *90lb* NDB20 120NHP 1SB,3*pf*,GS47,HS1870 N.E.MarineEngCo.Ld.Sld.	15 " 10 s 1 " 1½ 14 " 10	
85569 DHYP	**Valencia** D.F. Sub.Sig. 2*Dks*	3096 2785 1808					1922	Akt.Ges. "Neptun" Rostock	Rob.M.Sloman,Jr.	338·0|49·3|21·0 F34'	Hamburg German *WB*	T3Cy.27 1/16",38 1/16"&62"-41½" 248NHP A.G."Neptun,"Rostock		G
85570 7240 SGXN	— *ss*Sbg.No.3-8,38 Wireless 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	*1593* *1241* *792*	✠100A1 *Shelter dk withfreeboard* 6,405,~~38~~ ✠LMC MS3,38 BS9,39	Got Osc	*r*	OG ~~5,37~~ 5,40	1925 12mo *Lloyd*	NyaVarvsAktbÖresund Landskrona '*sA&CP*	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*) *Coll* *CellD*	283·1|41·1|22·9 285·5(O.L.) 15·5 FK *B*233'466*t FPT*43*t*	Gothenbrg Swedish 4*BHCem* *BH to Sh dk* *APT*18*t*	T.3Cy.20 1/16",33 1/16"&54"-36" 185lb (*s*) 222NHP 2SB(Spt),6*cf*,GS84,HS3800 NyaVarvsaktb.Öresund	18 " 0 s " 2¾ 17 " 10½	
85571	**Valentijn**	2071 1570					1927	N.V.Schps "DeMaas"	Koninkl.Paketv. Maats.	300·3|46·2|14·6	Batavia Dutch	C4Cy(2)18⅝"&(2)39¼"-39¼" 160NHP		V
855	**Uzbekistan**	3039 2509	*Carrying cargo oil F.P. above150°F. in D.T.*				1937	Atel.&Ch. delaLoire	U.S.S.R. *CellDB*368'	326·3|48·1|22·9 P31'B98'F38' 1383*t FPT*259*t AP*	Archangel Russian *Ts*224*t DTa*	36'1131*t* T.3Cy.20½",33 1/16"&53½"-35⅞" 170NHP	4	I
EAJR	*ex*Agenoria) 1*Dk*(*ptIrn*&*ptStl*) *Shelter dk*(*ptIrn*&*ptStl*)3*trB*&*Web frames* D.F.		✠						*Collision* *CellDBa*	FK 102'*uE&B*40'*f* 140'	*Cem* *BH toSh dk* 4 ,, ,, *U* ,, 747*t APT*45*t*	Richardsons,Westgarth& Co.Ld.Mdb.		
85573	**Valentine** (*ex*ChinaImporter-38, *ex*Mineric-33) *ss*Kob.2ndNo.3-6,34 *ss*Kob.No.1-39 2*Dks*(*Stl*)&*deepframing* &*Shelter dk*(*Stl-ws*) *Cargo battens not fitted*	*4713* *4279* *2977*	✠100A1 *Shelter dk withfreeboard* 7,40 ~~2,39~~ ✠LMC2,39 BS7,40	Kob Tso	*z*	CL ~~2,39~~ 7,40	1909 11mo *Lloyd*	Russell& Co. Pt.Glasgow '*sA&CP* *Cell*	J.Scarlatides *DBa*134' *uE*24'*f*1	405·0|52·0|25·7 FK 73'1146*t APT*25*t*	Greek ' *Cem* 1*BHtoMdk* 5 ,, ,, *U* ,,	T.3Cy.27",44"&73"-48" (*s*) 180lb 479NHP 2SB,8*cf*,GS136,HS6764 FD Rankin&Blackmore,Grk. *only*	28 " 5 s 3 " 3 25 " 4½	
85574 1940 ICMF	**Valentino Coda** (*ex*Bellailsa-34) *ss*Cff.No.2-33 D.F. 2*Dks*(*Stl*)	4486 4244 2866	✠ ... 5,36 ✠	Pal	*y*		1924 10mo	Lithgows Ld. PortGlasgow *C*	"Corrado"Soc. Anon.diNav. *Intermedia in after* *ellDB* 332'1012*t D*	397·5|52·0|26·6 385·0 P33'B112'F44' *te 'tweendkBH* FK *hold dispensed with* *Ta*30'760*t APT*16*t*	Genoa Italian *Cem* 5*BHtoUdk* 1 ,, ,,2*nd*,,	T.3Cy.26,"42"&70"-48" 437NHP 2SB,8*cf*,GS147,HS6152 J.G.Kincaid&Co.Ld.Grk	29 " 0	I †
85575 DJUA	**Valeria** 1*Dk* *CruiserStern*	1450 1260 802						Lübecker Maschb.Ges Lübeck	ReedereiA.Kirsten	268·9|39·4|14·6 P&B227'F29'	Hamburg German *WB*	C.4Cy.(2)15 9/16"&(2)33 7/16"-33 7/16" HS2906 200NHP LübeckerMaschb.Ges.		G
85576 UOQW	**Valerian Kuibishev** TwinSc (*ex*Surahany-35,*ex* *OilEng.* Surakhanneft-34, *ss*Spl.2ndNo.3-9,28 *ex*Elbrus-33) 2*Dks*&*Web frames* *Mchy.Aft* *Carrying Petroleum in bulk*	4629 4153 2511	✠ ... 12,30				1914 7mo	TyneI.S.B. Co.Ld. Newcastle	U.S.S.R.	374·4|51·2|27·4 P102'B33'F43' FK	Tuapse Russian *WB*	Oil Engines 4S.C.SA 12Cy.22 13/16"-33 1/16" 605NHP NE33 KolomskieStateEng.Wks.	29 " 0	
85577 UOLH	**Valery Chkalov** TwinSc (*ex*VasiliFomin-39) 1*Dk*	1062 996 482					1929	S.B.&Eng. Wks."Marti" Nicolaieff	U.S.S.R.	229·9|33·9|12·4 P19'B24'F23'	Odessa Russian *WB*	T.6Cy11",19 7/16"&29 7/16"-15¾" B*made*21 *fitted*29 67NHP S.B.&Eng.Wks. "Marti"Nicolaieff		
85578	**Valeska** (*ex*SailingVessel, WoodBg *ex*JoseGinebra) *OilEng.* 1*Dk2trB*	369 290 241					1878 1918	F.J.Nicolai Brake	AsgeirPetursson	124·0|28·0|13·3 Q54'H27*t*	Akureyri Icelandic	Oil Engines 2S.C.SA 138NHP 4Cy.14"-15¾" NE*fitted*18 LysekilsM.V.Lysekil		
85579 164046 GYGF	**Valldemosa** *ss*Fal.No.1-39 *Mchy.Aft* 2*Dks* D.F. *Longitudinal framing*	7222 6619 4369	✠100A1 2,41 ~~12,39~~ BS5,41 ✠LMC12,39 *CarryingPetroleum in bulk F.P.above* 150° F. *Fitted for oil fuel*2,35	Fal Lon	*b*†	CL 11,39	1935 2mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP* *CellD*	ValldemosaS.S.Co. Ld.(Gow,Harrison &Co.) *BuE&B*88'228*t D*	446·0|59·5|32·3 P133'B39'F50' FK *Tf*20'256*t APT*252*t*	Glasgow British 17*BHptCem* (11 *to U dk* 6 ,,2*nd* ,,)	T.3Cy.25",43½"&74"-48" (*s*) 220lb FD 676NHP 3SB,12*cf*,GS198,HS10452 Rankin&BlackmoreLdGrk	32 " 0	
85580 149427 VGFL	**Valley Camp** (*Self-Unloader*) *Mchy.Aft* 1*Dk* D.F.	2351 2199 1327					1927	Swan,Hunter&Wigham Richardson, Ld Newcastle	ValleyCampCoal Co.ofCanada,Ld.	252·2|43·3|23·6 F36'	SCathrnes Ont. British *WB*	T.3Cy.17",25"&43"-30" 101NHP C.&G.CooperCo. Mt.Vernon,Ohio		C

141

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
85581 5890 SGWA	**Valparaiso** TwinSc3Mst *OilEng.* ssMmo.No.3–9,29 ssMmo.No.2–38 D.F. 3*Dks* ~~2*Dks*(*Stl*)&*Shelter dk*(*Stl*)~~ *Tonnage opening closed* '40	*4979* *3375* *3089*	✠100A1 *Shelter dk with freeboard* 8,40~~6,39~~ DBS12,39 ✠LMC6,38 ~~✠LMC(M)10,[illegible]~~	Got Mtl	*x*	OG S10,38 P6,39	1917 4mo	Akt.Burmeistr&Wain Copenhagen *Lloyd's A&CP*	**Rederiaktieb. Nordstjernan(A.A. Johnson,** *Mgr.***)** *Upper 'tween dk BHs except Coll BH dispensed with*	364·5 ~~*Cell DB323' 1148t FPT75t*~~ *CellDB323'1148tFPT75tAPT60t*	51·4	22·1	**Stockholm** Swedish FK 6*BH* ~~*APT60t*~~ (*Coll to Wdk* 5 „ 2*nd* „)	Oil Engines 4S.C.SA 12Cy.23¼″–35$\frac{7}{16}$″ 629NHP DB45*lb* AktBurmeistr&Wain,Cpn	~~25 „ 6~~ ~~S2 „ 4~~ ~~23 „ 4¾~~ 34 „ 0 S9 „ 4 24 „ 10¾	
85582 907 ICMQ	**Valsavoia** (*ex*RosolinoOrlando) *Mchy.Aft* 2*Dks* D.F.	5733 4596 3500					1919	Società Esercizio Bacini RivaTrigoso	**I.N.S.A.(Industrie NavaliSoc.Anon.)**	385·9 P16'B252'F36'	51·5	27·4	**Genoa** Italian *WB*	T.3Cy.26″,42½″&69$\frac{7}{16}$″–48″ 336NHP SocietàEsercizioBacini, RivaTrigoso		I
85583 1134 ICMU	**Valverde** (*ex*Quantock) D.F. 1*Dk*	4463 4163 2721					1910	W.Doxford &Sons,Ld. Sunderland	**I.N.S.A.(Industrie NavaliSoc.Anon.)**	378·9 365·0 P36'B117'F35'	50·1	26·1	**Genoa** Italian *WB*	T.3Cy.25″,42″&68″–45″ 310NHP W.Doxford&Sons,Ld.Sld.		I
85584 ~~227034~~ ~~WFAT~~	**Vamar** (*ex*EleanorBoling–33, *ex*Kilmarnock,*ex*EleanorBoling, *ex*Chelsea,*ex*Kilmarnock) 1*Dk* Wireless D.F.	598 491 246					1919	Smith's DockCo.Ld. Middlesbro'	~~**VamarS.S.Co.**~~ **Soc.** Navegacion dos OceanosSud America	170·0	30·0	15·7	Panama **Pnamanian** *WB*	T.3Cy.16″,26″&44″–26″ 99NHP Smith'sDockCo.Ld.Mdb.		C
85585 PIDK	**Van Brakel** (*ex*Zuid-Beijerland–39) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	398 291 238					1929	N.V. Industrieele DeNoord Alblasserdam	**Reed."DeNoord" (J.Vermaas' Scheepvaart Bedrijf,** *Mgrs.***)**	148·9 P41'F17'	25·3	9·2	**Rottrdam** Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11″–18″ 47NHP Motorenfabr."Deutz"A.G. Köln-Deutz		V
85586 PKET	**Van Cloon** *Fitted for oil fuel* 2*Dks*3*trB*	4519 3876 2863					1911	Nederl. Schps.Maats. Amsterdam	**Koninkl.Paketv. Maats.**	383·6 F40'*Shade dk*250'	48·6	26·8	**Batavia** Dutch	T.3Cy.28½″,47″&77″–54″ 436NHP NedFb.v.Wrk&Spoor,Ams		V
85587 PKGC	**Van den Bosch** *Fitted for oil fuel* 2*Dks*&*Shade dk*	2354 1917 1430					1902	Nederl. Schps.Maats. Amsterdam	**Koninkl.Paketv. Maats.**	317·0 P67'F74'	41·3	19·4	**Batavia** Dutch *WB*	T.3Cy.23″,37″&62″–42″ 249NHP NedFb.v.Wrk&Spoor,Ams		V
85588 PKRA	**Van der Capellen** Ⓟ *OilEng.* 1*Dk*&*Awng dk*	2073 1557 1477					1939	N.V.Mch. &Scheepswrf. vanP.Smit,Jr Rotterdam	Koninkl.Paketv. Maats.	265·2 P33'B81'F41'	43·1	17·2	Batavia Dutch *WB*	Oil Engines 2S.C.SA 5Cy.18⅞″–27$\frac{9}{16}$″ 311NHP SulzerBros.Ld.Winterthur		
85589 PKFD	**Van der Hagen** 2*Dks*	3033 2516 1912					1909	Maats. Fyenoord Rotterdam	**Koninkl.Paketv. Maats.**	325·3 F40'	44·1	22·9	**Batavia** Dutch *WB*	T.3Cy.22″,36½″&40″–42″ 104NHP Maats.Fyenoord,Rot.		V
85590 PKGL	**Van der Lijn** 1*Dk*	2464 1811 1431					1928	Nederl. Schps.Maats. Amsterdam	**Koninkl.Paketv. Maats.**	290·9 P45'F53'	43·2	19·2	**Batavia** Dutch *WB*	C.4Cy.(2)16$\frac{9}{16}$″&(2)35$\frac{7}{16}$″–35$\frac{7}{16}$″ 124NHP Werkspoor,Amsterdam		V
85591 PKSL	**Van Diemen** 1*Dk*	1030 712 537					1926	Wilton's E. &SlipwayCo. Rotterdam	Koninkl.Paketv. Maats.	230·1 P35'B80'F29'	38·2	10·7	**Batavia** Dutch *WB*	C.4Cy.(2)12¾″&(2)27$\frac{9}{16}$″–27$\frac{9}{16}$″ 67NHP Gebr.Stork&Co.Hengelo		V
85592 PIDN	**Van Gelder** (*ex*Lies–40, *ex*Frederika,*ex*Jacoba, *ex*Rheinstrom 8) *OilEng.* 1*Dk*	325 279 230	ExaminedL.R.~~11,40~~ 1,41	Cff		OG 1,41	1914	E.Berninghaus Duisburg	HollandscheZeereed(J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*)	131·7	26·4	9·7	**Rottrdam** Dutch	Oil Engines 2S.C.SA 4Cy.10¼″–14$\frac{9}{16}$″ 73NHP NE34 N.V.Mchfb.Bolnes,Bolnes		G
85593 PKSM	**Van Goens** 1*Dk*	1032 712 539					1926	Wilton'sE. &Slipway Co. Schiedam	Koninkl.Paketv. Maats.	230·1 P35'B80'F29'	38·2	10·4	**Batavia** Dutch *WB*	C.4Cy.12$\frac{13}{16}$″&27$\frac{9}{16}$″–27$\frac{9}{16}$″ 80NHP Gebr.Stork&Co.Hengelo		V
85594 PKEL	**Van Heemskerk** 3*Dks*	2996 2855 1896					1909	Nederl. Schps.Maats. Amsterdam	**Koninkl.Paketv. Maats.**	325·5 F40'	43·8	25·0	**Batavia** Dutch *WB*	T.3Cy.22″,36″&60″–42″ 233NHP NedFb.v.Wrk&Spoor,Ams		V
85595 PKEH	**Van Heutsz** TwinSc *OilEng.* D.F. 2*Dks*&*Awng dk*	4552 3773 2678					1926	Kon.Maats deSchelde Flushing	Koninkl.Paketv. Maats.	390·3 P17'B85'F64'	52·2	24·2	**Batavia** Dutch *WB*	Oil Engines 2S.C.SA 12Cy.23⅝″–41¾″ 1164NHP Maats.deSchelde,Flushing		V
85596 PKFC	**Van Imhoff** 3*Dks*	2980 2367 1804					1914	Maats. Fyenoord Rotterdam	**Koninkl.Paketv. Maats.**	325·5	44·1	22·7	**Batavia** Dutch *WB*	T.3Cy.22″,36½″&60″–42″ 233NHP Maats.Fyenoord,Rot.		V
85597 PKSO	**Van Lansberge** *Fitted for oil fuel* 2*Dks*	1937 1374 1085					1913	Maats. Fyenoord Rotterdam	**Koninkl.Paketv. Maats.**	278·4 P42'B90'F35'	41·2	16·8	**Batavia** Dutch *WB*	T.3Cy.19″,31½″&51½″–39″ 166NHP Maats.Fyenoord,Rot.		V
85598 PKFA	**Van Neck** *Fitted for oil fuel* 2*Dks*	3027 2500 1909					1912	Nederl. Schps.Maats. Amsterdam	**Koninkl.Paketv. Maats.**	326·0 B219'F41'	44·0	22·7	**Batavia** Dutch *WB*	T.3Cy.22″,36½″&60″–42″ 233NHP NedFb.v.Wrk&Spoor,Ams		V
85599 PKFM	**Van Outhoorn** 1*Dk*&*Shade dk*	2069 1570 1180					1927	N.V.Schps. "DeMaas" Slikkerveer	Koninkl.Paketv. Maats.	300·3 P36'B94'F47'	46·2	14·6	**Batavia** Dutch *WB*	C.4Cy.(2)18⅝″&(2)39¼″–39¼″ 193NHP Maats.Fyenoord,Rot.		V
85600 PKEI	**Van Overstraten** 2*Dks*&*Shelter dk*	4482 3827 2837					1911	Maats. Fyenoord Rotterdam	**Koninkl.Paketv. Maats.**	383·2 B120'F40' *pt Shelter dk*250'	48·3	27·3	**Batavia** Dutch *WB*	T.3Cy.28½″,47″&77″–54″ 436NHP Maats.Fyenoord,Rot.		V
85601 PKGU	**Van Rees** 3*Dks*	3000 2437 1758					1913	Wrf.voorh. Rijkee&Co. Rotterdam	**Koninkl.Paketv. Maats.**	325·6	43·1	22·7	**Batavia** Dutch *WB*	T.3Cy.22″,36½″&60″–42″ 233NHP Maats.Fyenoord,Rot.		V
85602 PKSR	**Van Riebeeck** *Fitted for oil fuel* 2*Dks*&*Shade dk*	2263 1916 1350					1902	Nederl. Schps. Maats. Amsterdam	**Koninkl.Paketv. Maats.**	316·9 P63'F63'	41·7	19·4	**Batavia** Dutch *WB*	T.3Cy.23″,37″&62″–42″ 249NHP NedFb.v.Wrk&Spoor,Ams		V
85603																

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré, Lettre d'Équipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
85604 PKGB	**Van Spilbergen** *2Dks*	3237 2518 2033					1908	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5 P40'B104'F40'	44·0	22·8	Batavia Dutch *WB*	T.3Cy.22",36½"&60"-42" 233NHP Maats.Fyenoord,Rot.		V
85605 PKHQ	**Van Swoll** *2Dks*	2147 1563 1235					1930	Rotterdam Droogd.Maat Rotterdam	Koninkl.Paketv. Maats.	300·6 P43'B108'F47'	46·2	14·7	Batavia Dutch *WB*	C.4Cy.(2)22$\frac{1}{16}$"&(2)47½"-47½" 256NHP RotterdamDroogd.Maats.		V
85606 PKHU	**Van Waerwijck** *2Dks&ptAwngdk*	3040 2516 1906					1909	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·3 P&B219'F40'	44·0	22·8	Batavia Dutch *WB*	T.3Cy.22",36½"&60"-42" 233NHP Maats.Fyenoord,Rot.		V
85607 8407 SKHM	**Vanadis** (*ex*Breidablik-40) *1Dk*	1121 982 637					1910	Laxevaags Msk.&Jrnskb Bergen	Ångf.A/B Östersjön(Adolf Bratt&Co.*Mgrs.*)	229·0 P19'B61'F25'	35·1	15·8	Gothenbrg Swedish *WB*	T.3Cy.16",25¼"&43"-30" 101NHP LaxevaagsMsk&Jrns.Bgn.	16 ″ 10	N
85608 160203 VGLQ	**Vancolite** TwinSc *OilEng* ssMtl.No.3-7,40 ~~ssHav.No.2-36~~ *Mchy.Aft* *2Dks(Stl)&Webframes* *Longitudinal framing-bracketless system* D.F. GyC.	11404 10800 6253	✠100A1 7,40 ~~10,30~~ ✠LMC CS1,36 DBS~~10,30~~12,40 ~~1,37~~9,40 *CarryingPetroleum in bulk*	St.J Qbc	g†	CL 12,37	1928 5mo *Lloyd'sA&CP*	A.Stephen &Sons,Ld. Glasgow *CellDBuE97'*	ImperialOil,Ld. MarineDepartment (H.J. Rahlves,*Mgr.*) 415*t* *DTf*36' 388*t*	510·2 B34'F40' FK *FPT*319*tAPT*149*t*	68·2	38·0	Montreal British 19*BH* (14 *to U dk* 5 ,,*2nd*,,)	Oil Engines 2S.C.SA 8Cy.26½"-43$\frac{1}{16}$" 1000NHP 2 Water Tube DB*250lb* 2NDB32 *100lb* A.Stephen&Sons,Ld.Gls.	38 ″ 0 s 8 ″ 9½ 29 ″ 6½	
85609 DHYQ	**Vancouver** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. E.S.D. Sub.Sig. *2Dks*	8269 6883 5018					1930	Deutsche Werft, Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	477·7 P36'B&F432' *Upper*F45'	63·0	29·5	Hamburg German *WB*	4SRgearedSteamTurbines E*made*22*refitted*30 Blohm&Voss,Hamburg		G
85610 160207 GSNF	— ssSws.No.3-4,40 *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. *Longitudinal framing*	5729 5157 3432	✠100A1 3,41 ~~4,40~~ BS3,41 ✠LMC4,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,28 *F.P. above* 1	Sws Grk	z	CL 6,39	1928 6mo *Lloyd'sA&CP*	Greenock Dkyd.Co.Ld. Greenock 50° F.	VancouverS.S.Co. Ld. (Gow,Harrison &Co.) *CellDBuE&*	410·3 P118'B38'F52' FK *B*72'180*tAPT*199*t*	54·5	30·1	Glasgow British 16*BHptCem* (11 *to U dk* 5 ,,*2nd*,,)	T.3Cy.25",43½"&74"-48" (*s*) 210lb 565NHP 3SB,*9cf*,GS172,HS8172 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0	
85611 153115	**Vandoc** (*ex*Argus, *ex*HendrickS.Holden) *Mchy.Aft* *1Dk2trB*	4488 4286 2539					1898	GlobeIron WorksCo. ClevelandO.	PatersonSteamships,Ld.	416·4	50·2	23·9 *WB*	Ft William Ont. British	Q.4Cy.20¼",30¼",44"&63½"-42" 261NHP GlobeIronWorksCo.		R
07/ 40 85612 145876 GFNC	**Vandyck** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* *4Dks* D.F. E.S.D. *CruiserStern*	13241 10485 7951					1921	Workman, Clark&Co.Ld Belfast	Lamport&Holt Line,Ld.	510·6 B255'F58'	64·3	39·3	Liverpool British *WB*	4SteamTurbinesDRgeared to 2 Sc. Shafts Wrkman,Clark&Co.LdBel		C
85613 145128 GDVW	**Vanellus** ssBkn.No.3-5,34 ssMch.No.1-39 *1Dk(Stl)&Shelter dk(Stl)*	1886 1631 915	✠100A1 *Shelter dk withfreeboard* 3,41 ~~5,39~~ BS6,40 ~~BS5,39~~ ✠LMC2,38	Mch Bkn	s	CL 5,39	1921 1mo *Lloyd'sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	British&ContinentalS.S.Co.Ld. *CellDB*224' 437*tMT*20'140*t*	290·0 FK *Collision* *FPT*31*tAPT*39*t*	42·5	18·8	Liverpool British *ptCemptAspBHto Sh dk* 5 ,, ,, *U* ,,	T.3Cy.20½",34"&56"-42" (*s*) 180lb 318NHP 3SB,*6cf*,GS126,HS5000 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 ″ 2 s ″ 11½ 20 ″ 5	
85614 LFFF	**Vang** (*ex*Benedicte,*ex*Dagbjörg) *1Dk*	678 505 363					1901	Akers Mek.Værks. Oslo	VangsRederiA/S (S.Lyngholm, *Mgr.*)	177·2 Q44*t*B66*t*H28*t*F19*t*	29·6	14·0	Haugesnd Norwegian *WB*	T.3Cy.12",20"&32"-27" 53NHP AkersMek.Værks.Oslo		N
85615 201544 KLBT	**Vanguard** Wood *Fitted for oil fuel* *Mchy.Aft* *1Dk*	358 — 228					1904	J.WDickie Alameda,Cal.	C.H.Higgins	137·5	32·5	10·8	S.Frncisco Utd.States	T.3Cy.11",18½"&32"-24" FultonI.Wks. 50NHP SanFrancisco,Cal.		
85616 LDMR	**Vanja** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern* *1Dk* D.F. *Carrying Petroleum in bulk*	6198 5545 3663					1929	Götaverken A/B, Gothenburg	SkibsA/S Sydheim (HalfdanDitlev-Simonsen&Co. *Mgrs.*)	408·3 P220*t*H356*t*F74*t*	55·3	32·3	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NHP GötaverkenA/B,Got.		N
85617 138 IKBK	**Vanna Galleano** WoodAuxBkn (*exSailingVessel*Ape-37) *OilEng.* *1Dk2trB* (*See Sailing Ship Register*)	418 385 316					1919	Ing.M. Casabona Viareggio	Agostino FrancescoGalleano	142·3	30·4	14·8	Savona Italian	Oil Engines 4S.C.SA 4Cy.9$\frac{7}{16}$"-14$\frac{3}{16}$" 35NHP E*made&fitted*37 Humboldt-Deutzmotoren A.G.Köln-Deutz		I
85618 UOAS	**Vanzetti** Sub.Sig. *1Dk*	2363 2023 1278	✠ ... 1,31 ✠				1928 12mo	BalticS.B. &Eng.Works Leningrad	U.S.S.R.	284·8 P18'B71'F32' FK	43·1	20·6	Vladvostk Russian *WB*	T.3Cy.17$\frac{1}{16}$",29⅝"&48$\frac{7}{16}$"-35$\frac{7}{16}$" 191NHP BalticS.B.&Eng.Wks.Len.	22 ″ 5	
103/ 40 85619 ESDF	**Vapper** (*ex*Pilcot-39,*ex*Seapool-36) ssShl.No.3-2,32 D.F. ssBry.No.1-36 *Cargo battens not fitted* *1Dk(ptIrn ptStl)*	4543 4222 2778	✠100A1 2,39 ~~BS1,39~~ ✠LMC8,36 3,40	Nwc	y	CL 2,39	1913 10mo *Lloyd'sA&CP*	Ropner& Sons,Ld. Stockton	TallinnaLaevaühisusA.S.(TheTallinnShppg.Co.Ld.) *CellDBa*127'*uE*24'*f*167'1046*tFPT*157*tAPT*192*t*	379·0 P30'B221'F39' FK	56·0	24·4	Tallinn Estonian 6*BHCem*	T.3Cy,26",42"&70"-48" (*s*) 180lb 380NHP 2SB,*9cf*,GS175,HS6012 Blair&Co.Ld.Stockton	26 ″ 9 s3 ″ 9½ 23 ″ 1½	
85620	**Vaquillona** (*ex*Campeiro,*ex*Bia) ssB.As.No.3-1,15 *Mchy.Aft* *1Dk(Stl)*	834 — 498	✠ 8,21 ✠	BAs	k		1902 7mo	GooleS.B. &Repg.Co.Ld Goole	Cia.Argentina de Nav.Mihanovich, Ltda. *Cell*	200·0 P59'F23' FK *DB* 165' 261*t* *FPT* 51*tAPT*40*t*	32·2	12·5	Bns. Aires Argentine 3*BHCem*	T.3Cy.15",25"&41"-27" 104NHP 1SB,*3pf*,GS54,HS1750 MacColl&Pollock,Sld.	14 ″ 8	
85621 149958 GNLP	**Varand** ssShl.No.2-36 *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6023 5521 3682	✠100A1 ~~Examined~~3,41 Hul ~~BS2,39~~ ✠LMC~~12,36~~ 5,40 ~~MS~~3,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,27 *F.P.above* 1	~~Bry~~	z	CL ~~2,39~~ ~~5,40~~ 2,41	1927 12mo *Lloyd'sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle 50° F.	BalticTradingCo. Ld. *CellDBuB*40'64*t*	412·0 P108'B28'F46' FK *DTf*38' 338*t* *FPT* 66*tAPT*59*t*	53·4	31·6	London British 17*BHptCem* (10 *to Udk* 7 ,,*2nd*,,)	T.3Cy.27",45"&75"-48" (*s*) 180lb *120lb* 552NHP 3SB,*9cf*,GS162,HS8238 FD N.E.MarineEng.CoLdNwc	31 ″ 6 s5 ″ 5½ 26 ″ 3½	
85622 LCPJ	**Varangberg** (*ex*Varangfjell-39, *ex*Jotunfjell-34,*ex*MorrisAdler) *Mchy.Aft* *1Dk* D.F. *Cantileverframedtopsidetanks*	2842 2492 1500	✠ ... 3,21 ✠				1915 11mo	Gt.Lakes Eng.Works Ashtabula,O.	A/SMalmfart (Reinh.Mithassel, *Mgr.*)	282·8 P137*t*F109*t* len34 FK	43·6	25·2	Oslo Norwegian *WB*	T.3Cy.21",34½"&57"-42" 284NHP Gt.LakesEng.Works,Det.	27 ″ 6	N †
85623 LDDJ	**Varanger** TwinSc *Mchy.Aft* *OilEng.* D.F. *2Dks* *Longitudinal framing at bottom&at decks* *CarryingPetroleum in bulk*	9305 8510 5505	✠ ... 12,28 ✠				1925 1mo	Nederl. Schps.Maats. Amsterdam	Westfal-Larsen& Co.A/S	470·1 P110'B28'F41' FK	60·2	38·5	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.26⅜"-47¼" 806NHP Werkspoor,Amsterdam	38 ″ 5	N †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
1/41 * 85624 LCFD	**Varangnes** (*ex*Braa-39,*ex*Tosca, *ex*Evanger, *ss*Osl.2ndNo.3-3,33 *ex*Loiret) *ss*Osl.No.1-38 1*Dk*(*Stl*)& *deep framing* *Cargo battens not fitted*	2229 ~~2214~~ 2030 ~~1323~~ 1321	✠100A1 1,40 ✠LMC MS2,37 BS1,40	Osl	*s*	CL N1,40	1908 10mo	Forg.&Ch. de la Médit Havre A&CP	A/S Malmfart (Reinh.Mithassel, *Mgr.*) *CellDBa*98'*u*	291·0|44·0|19·0 P23'B74'F35' FK *E*18'*f*120'616*tFPT*	Oslo Norwegian 6*BHCem* 62*tAPT*32*t*	T.3Cy.$20\frac{7}{8}$",$33\frac{1}{16}$"&52"-$35\frac{7}{16}$" 170lb (*s*) 190NHP 2SB,*6cf*,GS108,HS3234 Forg.&Ch.de la Médit.Hav	21 " 4 s 2 " 11 18 " $6\frac{1}{2}$	
85625 LFFG	**Vard** (*ex*Woerden) 3Mst *Mchy.Aft* 1*Dk*	681 529 363					1917	W.C.Boele &Zonen Slikkerveer	EgilNæsheimA/S	181·3|28·2|12·4 Q64*t*H27*t*	Haugesnd Norwegian *WB*	T.3Cy,$14\frac{2}{5}$",$23\frac{2}{5}$"&$38\frac{3}{5}$"-26"$\frac{4}{5}$ 77NHP Alblasserdam.Msch.Fab.		N
85626 LDSR	**Vardaas** TwinSc *ss*Rot.No.2-39 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)2nd *dk*(*Stl*)*in way of Mchy.space* D.F. *CruiserStern*	8176 7704 4869	✠100A1 12,40 ~~1,40~~ ✠LMC CS6,39 4,38 DBS4,40 *CarryingPetroleum in bulk*	Bat Syd	*c*†	CL ~~9,38~~ 11,40	1931 4mo *Lloyd*'s*A&CP*	Deutsche WerkeA.G. Kiel	Agdesidens Rederi A/S(A.J.Mörland, *Mgr.*)	459·2|59·5|35·2 P97'B27'F37' FK *CellDBuE*	Arendal Norwegian 12*BHpt Cem* *ptAsp* 61'208*tDTf*	Oil Engines 4S.C.SA 16Cy.$21\frac{5}{8}$"-$35\frac{7}{16}$" 725NHP 4DB*114lb* DeutscheWerkeA.G.Kiel 38'333*tFPT*237*tAPT*196*t*	34 " 10	
85627 YTOF	**Vardar** Ⓟ (*ex*Vértes) *ss*Spt.2ndNo.3-12,34 *ss*Ssk.No.1-38 1*Dk*(*Stl*)	550 395 305	A- *withfreeboard* 12,38 BS1,40 ✠LMC12,38 No later survey reported *For service in the Adriatic*	Ssk		11,38	1908	M.U.Martinolich Lussinpiccolo	Jadranska PlovidbaD.D.	177·5|26·2|12·9 187·5(O.L.) P41'B47'F41' FK *FPT*38*t*	Susak Yugoslav 5*BHptCem* *APT*32*t*	T.3Cy.$14\frac{1}{2}$",23"&36"-24" (*s*) 160lb 90NHP 1SB,*3pf*,GS57,HS1753 Plenty&Son,Newbury	13 " 9 s 1 " $2\frac{3}{4}$ 12 " $8\frac{1}{4}$	
85628 LKLX	**Vardefjell** *OilEng.* D.F. E.S.D. 1*Dk* *CruiserStern* *Mchy.Aft* *Butts of shell&upper deck plating electrically welded*	8316 7562 4939	✠100A1 1,41 ~~1,40~~ ~~(*Class Contemplated*)~~ *CarryingPetroleum in bulk* ✠LMC4,40	Got Bom	*c*†	CL	1940 4mo *Lloyd*'s*A&CP*	Eriksbergs M.V.Aktieb. Gothenburg	A/S Filefjell (Olsen&Ugelstad, *Mgrs.*)	469·2|61·1|34·5 486·3(O.L.) P92'B28'F41' FK *CellDBuE*68'170*tDTf*23'4	Oslo Norwegian 12*BHptCem* 92*tAPT*140*t*	Oil Engines 2S.C.DA 6Cy.$17\frac{11}{16}$"-$47\frac{1}{4}$" 644NHP 2DB*142lb* EriksbergsM.V.AktiebGot ~~EriksbergM.V.Aktieb.Got~~	34 " 0 s 7 " 5 26 " $9\frac{1}{2}$	
85629 LJWF	**Vardö** *OilEng.* *Mchy.Aft* 1*Dk&Shelterdk* D.F. *CruiserStern*	860 670 419					1938	MossVærft &DokkA/S Moss	Vesteraalens Dampskibsselskab	214·3|34·7|13·8	Stokmarknes Norwegian *WB*	Oil Engines 4S.C.SA 7Cy.$14\frac{3}{8}$"-$21\frac{5}{8}$" 141NHP & hydraulic coupling SR geared to sc. shaft Maschinenfbrk. Augsburg-NürnbergA.G.Augsburg		N
85630 LEPH	**Varegg** (*ex*OttoSinding-38) 1*Dk*	943 739 540					1910	Laxevaags Msk.&Jrnskb Bergen	EgilNæsheimA/S	214·3|32·2|13·0 Q109*t*B51*t*F29*t*	Haugesund Norwegian *WB*	T.3Cy.16",$25\frac{1}{2}$"&43"-30" 101NHP LaxevaagsMsk.&Jrns.Bgn		N
85631 136296 GRYB	**Varela** Ⓟ TwinSc *ss*Bom.2ndNo.3-7,40 ~~*ss*Bom.No.3-7,28~~ ~~*ss*Bom.No.2-36~~ 2*Dks*(*Stl-U*ws)& *Ref.Mchy.* *Shade dk*(*Stl*-teaks)	4651 3576 1926	✠100A1 *Shade dk* 7,40 ~~6,39~~ 7,40 ~~BS6,39~~ ✠LMC~~6,38~~ ✠Lloyd'sRMC~~6,39~~ 5,40	Bom	*y*	CL ~~P6,37~~ S6,39 P6,40	1914 5mo *Lloyd*'s*A&CP*	Swan,Hunter&Wigham Richardson, Ld Newcastle	BritishIndiaStm. Nav.Co.Ld. *CellDBa*96'*uE&*	390·1|53·3|24·0 403·8(O.L.) F32'*onShade dk* FK *B*98'*f*142'763*tFPT*	Glasgow British 7*BHCem* 55*tAPT*41*t*	T.6Cy.$20\frac{3}{4}$",35"&60"-45" (*s*) 215lb 987NHP 6SB,*18cf*,GS388,HS16280FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	26 " 6 s 4 " $1\frac{1}{4}$ 22 " $10\frac{1}{4}$	
121/40 85632 4871 SGCO	**Varia** (*ex*Ronny-40,*ex*Vardefjell, *ex*Stina,*ex*Bolores,*ex*Stina,*ex*Atos) 1*Dk*	*823* *668* *475*					1908	Hlsingbrgs VarfsAktieb. Helsingborg	RederiA/BSvenska Lloyd(K.R. Bökman,*Mgr.*)	197·4|33·1|13·8 Q59*t*H43*t*F22*t*	Gothenbrg Swedish *WB*	T.3Cy.$15\frac{3}{4}$",26"&44"-$27\frac{9}{16}$" 101NHP HelsingborgsVarfsAktieb.		V
85633 6960 SHJU	**Väring** (*ex*Elna) *ss*Hbg.2ndNo.3-12,24 1*Dk*(*ptIrn&ptStl*)&*deep framing*	*1402* *1146* *819*	✠ 1,30 ✠	Hbg	*o*		1898 7mo	SirRaylton Dixon&CoLd Middlesbro'	FörnyadeRederi A/B Commercial (H.Johnsson, *Mgr.*)	240·0|35·4|16·9 P22'B64'F30' FK *CellDB*198'343*t*	Höganäs Swedish 4*BHCem* *APT*50*t*	T.3Cy.$18\frac{1}{16}$",29"&48"-33" NDB16 135NHP 1SB.*4pf*,GS62.HS2092 G.Clark,Ld Sunderland	19 " 2	V †
85634	**Varko** (*ex*Nelson-39,*ex*Horus-34, *ex*Ulrikka,*ex*Uto) 1*Dk&Spar dk*	*1437* *1344* *811*					1896	Nylands Værksted Oslo	Cia.Limitada Caimito di Nav.	231·5|35·0|19·3 H56*t*	Panama Pnamanian *WB*	T.3Cy.$16\frac{1}{2}$",27"&44"-30" 106NHP NylandsVærksted,Oslo		N
85635 UOWU	**Varlaam Avanesov** TwinSc (*ex*Eidsvold) *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk CruiserStern*	*6557* *5954* *3976*					1932	Götaverken A/B Gothenburg	U.S.S.R.	407·0|55·0|34·7 P90'F42'	Tuapse Russian *WB*	Oil Engines 4S.C.SA 12Cy.$21\frac{5}{8}$"-$39\frac{3}{8}$" 542NHP GötaverkenA/B,Got.		
85636 6343 SGUN	**Värmdö** (*ex*Storvik-34,*ex*Primula, *ex*Arciduchessa ~~*ss*Gms.2ndNo.3-3,29~~ MariaTeresa) ~~*ss*Osc.No.2-36~~ 1*Dk*(*Stl*)&*deep framing*3*Dk rule* *Cargo battens not fitted* *ss*Osc.3rdNo.3-6,40	*2956* *2665* *1747*	✠100A1 6,40 ~~12,38~~ ~~MS5,36~~ ✠LMC ~~MBS12,38~~ ~~DBS6,39~~ MS6,40 BS4,40	Hbg Osc	*u*	CL 7,38	1901 3mo	A.Rodger &Co. Pt.Glasgow A&CP	RederiA/B Rex (K.M.Kallström, *Mgr.*) *CellDB*	318·6|46·1|21·3 330·7(O.L.) P29'B88'F32' FK *a&uE*124'*f*136'631*t*	Stockholm Swedish 6*BHCem* *APT*111*t*	T.3Cy.$22\frac{1}{2}$",37"&61"-42" (*s*) 160lb ~~80lb~~ NDB13 254NHP 2SB,*6pf*,GS108,HS4010 ClydeS.B.&E.Co.Ld.P.Gl.	23 " 9 s 3 " $7\frac{3}{4}$ 20 " 4	
85637 LZDG	**Varna** E.S.D. 1*Dk* *Ref.Mchy.* *CruiserStern*	2141 1653 1083					1937	Neptunwerft Rostock G.m.b.H. Rostock	Soc.Commerciale Bulgare de Nav. à Vap.	303·0|43·6|16·3 P24'F272'	Varna Bulgarian *WB*	C.4Cy.(2)$16\frac{1}{8}$"&(2)$35\frac{7}{16}$"-$35\frac{7}{16}$"& LP turbine with DR gearing & hydraulic coupling 307NHP NeptunwerftRostock G.m.b.H.Rostock		G
30/41 85638 147902 MLXJ	— Wireless D.F. 1*Dk*	1514 1272 912					1924	R. Duncan &Co.Ld. PortGlasgow	ClydesdaleShipownersCo.Ld.(Glen &Co.Ld.*Mgrs.*)	250·0|37·2|16·8 P15'Q84'B62'F28'	Glasgow British *WB*	T.3Cy.18",30"&49"-33" 138NHP D.Rowan&Co.Ld.Glasgow		C
85639 LFFN	**Varöy** (*ex*Hegre,*ex*LarsLea,*ex*Follo, *ex*Ciscar, *ss*Ham.2ndNo.3-6,14 *ex*Lissabon) *ss*Mch.No.2-23 1*Dk*(*Stl*)& Wireless *Spar dk*(*Irn*)3*trB*	1531 1388 890	✠ 1,28 ✠	Bkn	*q*		1892 3mo	J.Blumer &Co. Sunderland	D/S A/S Föina (KnutKnutsen, O.A.S.*Mgr.*)	249·9|33·5|13·8 B90*t*H6*t*F32*t* 21·5 BK$8\frac{1}{2}$" *CellDB*201'266*t*	Haugesnd Norwegian 4*BHCem* *APT*22*t*	T.3Cy.20",32"&52"-39" NDB12 185NHP 2SB,*6pf*,GS95,HS3004 G.Clark,Ld.Sunderland	23 " 9	V †
85640 136312 GRYL	**Varsova** Ⓟ TwinSc *ss*Bom.No.3-8,28 *ss*Bom.No.2-36 2*Dks*(*Stl-U*ws)&*Shade dk* *Ref.Mchy.* (*Stl*-teak s)	4701 3576 1955	✠100A1 *Shade dk* 8,39 12,40 ~~BS8,39~~ ✠LMC~~8,36~~ ✠Lloyd'sRMC~~8,39~~ 12,40	Bom	*y*	CL ~~BN7,37~~ ~~s7,37~~ 12,40	1914 8mo *Lloyd*'s*A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	BritishIndiaStm. Nav.Co.Ld. *CellDBa* 96'*uE&B*98'	390·2|53·3|24·0 403·9(O.L.) F32'*onShade dk* FK *f*142'763*t* *FPT*55*t*	Glasgow British 7*BHCem* *APT*41*t*	T.6Cy.$20\frac{3}{4}$",35"&60"-45" (*s*) 215lb 987NHP 6SB,*18cf*,GS388HS16280FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	26 " 6 s 4 " $1\frac{1}{4}$ 22 " $10\frac{1}{4}$	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où ce navire n'est dans le L. R. Durée Cert. Ref. Trade
85641 ~~388~~ ~~SGKF~~	**Varvara** (*ex*MaryII-35, *ex*Yainville-34, *ss*Pir.2ndNo.3-4,36 *ex*Solent) *ss*Aut.No.1-40 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	1354 1123 799	✠100A1 ~~3,40~~12,40 ✠LMC2,40	Ant Pir	*o*	CL 2,40	1910 7mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	~~M.N.Zoiopoulos~~ Ministry of War Transport *CellDBuE*23'*f*165'3	239·3|36·0|15·6 Q131'B13'F24' FK 86t*MT*8'122t*FPT*	 British 5*BHCem* 100t*APT*32t	T.3Cy.19",31"&51"-36" (*s*) 180lb 186NHP 2SB,4*cf*,GS68,HS3092 N.E.MarineEng.Co.Ld.Sld.	17 " 9 s 5 " 4 16 " 4	
85642 7588 SHFN	**Vasaholm** *OilEng.* *ss*Got.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*) 3*rddk*(*Stl*)*inNo.1hold* *Strengthened for navigation in ice*	*4217* *3652* *2475*	✠100A1 *withfreeboard* 7,40~~5,38~~ ✠LMC CS9,38 DBS~~8,38~~7,40 9,38	Got NYk	*y*	CL 5,39	1930 1mo *Lloyd*	A/BGöta- verken Gothenburg '*sA&CP*	A/BSvenska AmerikaMexiko Linien(E.Carlson, *Mgr.*) *CellDB*333'	390·5|52·6|23·5 FK (1468t*APT*78t	Gothenbrg Swedish 7*BHptCem* *Coll to Shdk* 6 ,, 2*nd* ,,	Oil Engines 4S.C.SA 6Cy.29¼"-59 1/16" 489NHP DB85*lb* A/B Götaverken,Got.)	26 " 3 s 2 " 5½ 23 " 11¼	
85643 7970 SKWA	**Vasaland** *OilEng.* *ss*Got.No.1-39 D.F. 1*Dk*&*Shelter dk* *Strengthened for navigation in ice*	*2709* *2199* *1405*	✠100A1 *withfreeboard* ~~6,40~~~~9,39~~ 12,40 ✠LMC CS9,39 DBS8,38	Got ~~MVo~~ NYk 4,37	*w*	CL ~~10,37~~ 12,40	1934 8mo *Lloyd*	Eriksbergs M.V.Aktieb Gothenburg '*sA&CP*	Ångf.A/BTirfing (T.E.J.:son Broström,*Mgr.*) (SvenskaOrient Linien) *CellDB*2	339·4|48·6|19·5 364·5(O.L.) FK (87'768t*DTf*21'302t	Gothenbrg Swedish 7*BH* *Coll to Shdk* 6 ,, 2*nd* ,,) *APT*50t	Oil Engines 2S.C.DA 6Cy.17 11/16"-47¼" 644NHP DB80*lb* EriksbergM.V.Aktieb.Got	22 " 6 s 1 " 2¼ 21 " 6	
			Carrying oil fuel F.P. above 150° F. or vegetable oil in deep tank & in wing DB tanks in ER											
85644 GBVB	**Vasco** D.F. E.S.D. 1*Dk*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	2800 2290 1455					1939	W.Gray& Co.Ld. WHartlepool	Ellerman'sWilson Line,Ld.	342·0|48·0|21·0 F26'	Hull British *WB*	T.3Cy.23",38"&65"-48" 293NHP Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.		C
85645 EGRV	— (*ex*Garbi-39, *ss*Bbo.No.3-7,39 *ex*Vasco-37) 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	1193 983 719	✠100A1 7,39 ✠LMC7,39	Bbo	*n*	CL 6,39	1926 6mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP*	~~M.M.DePinilles~~ Cia.Maritima Frutera,S.A. *CellD*	221·3|34·5|15·6 Q63'B63'F28' FK *B*180'274t*APT*22t	Cadiz Spanish 4*BHptCem* *ptAsp*	T.3Cy.16",27"&44"-30" (*s*) 180lb 137NHP 2SB,4*cf*,GS63,HS2412 D.Rowan&Co.Ld.Glasgow	17 " 6 s 1 " 3½ 16 " 4½	
85646 137850 GRZK	**Vasna** Ⓟ TwinSc *ss*Bom.No.3-8,29 *ss*Bom.No.2-37 2*Dks*(*Stl*-*U*ws)&*Webframes* *Ref.Mchy.* &*Shadedk*(*Stl*-teaks)	4820 3580 2026	✠100A1 *Shadedk* ~~4,41~~~~7,39~~6,41 ~~BS7,39~~ ✠LMC7,37 ✠Lloyd'sRMC5,40	Bom Liv BS1,41		CL S7,39 PN 12,40	1917 6mo *Lloyd*	A.Stephen &Sons,Ld. Glasgow '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *Cell*	390·1|53·3|24·2 404·3(O.L.) F52'*onShade dk* FK	Glasgow British 6*BHptCem* *DB*335'792t	T.6Cy.20¾",35"&60"-45" (*s*) 215lb 969NHP 6SB,18*cf*, HS15907 FD A.Stephen&Sons,Ld.Gls. *FPT*35t*APT*75t	26 " 6 s 4 " 0½ 22 " 10½	
			Fitted for oil fuel 6,17 F.P. above 150° F.											
85647 147 SWGI	**Vassilios A. Polemis** (*ex*Oehringen) *ss*Pir.2ndNo.3-8,33 *ss*Syr.No.1-39 1*Dk*(*Stl*)2*trBdeep framing*& *Web frames*3*Dk rule* *Cargo battens not fitted*	*3429* *3202* *2106*	✠100A1 ~~4,406,39~~~~12,40~~ 6,41 BS2,39 7,40	Syr ~~CE~~ Gls ✠LMC MS6,39	*v*	CL ~~6,39~~ 11,40	1907 9mo *Lloyd*	Chant.Nav Anversois Hoboken '*sA&CP*	J.G.Goumas *CellDBa*108'*uE*&	347·2|48·3|23·0 360·0(O.L.) P31'B180'F31' FK *B*42'*f*152'788t*FPT*	Andros Greek 6*BHCem* 108t*APT*81t	T.3Cy.24",40"&66"-45" (*s*) 180lb 320NHP 3SB,9*cf*,GS129,HS4986 N.E.MarineEng.Co.Ld.Sld	25 " 7 s 3 " 2½ 22 " 6½	
85648 ~~107~~ ~~SVNY~~	**Vassilios Destounis** (*ex*Northborough-33, *ex*Ardenhall, *ss*Rot.2ndNo.3-9,38 *ex*Bathampton, 1*Dk*(*ptIrn*&*ptStl*) *ex*Withernsea)	*3299* *3144* *2058*	✠100A1 3,40 MS12,37	Ant ✠LMC BS11,39	*w*	CL 9,38	1912 10mo *Lloyd*	Earle'sCo. Ld. Hull '*sA&CP*	~~P.E.Panas~~ Irish Shipping,Ld. *CellDBa*108'*u*	352·0|49·6|22·0 P30'B189'F37' FK *E*22'*f*156'844t*FPT*	 British 6*BHCem* – 65t*APT*105t	T.3Cy.24",39"&66"-45" (*s*) 180lb 307NHP 3SB,6*cf*,GS125,HS4590 Earle'sCo.Ld.Hull	24 " 3 s 3 " 1½ 21 " 4	
85649 TCDI	**Vatan** Ⓟ (*ex*Port deCette, *ex*Baysarnia,*ex*Sarnia,*ex*Gerda) 3*Dks*	3490 — 1985					1892	Blohm& Voss Hamburg	KalkavanRiza ve Oglu Ismail VapurIdaresi	352·4|42·2|26·0 P54'B101'F44'	Istanbul Turkish *WB*	T.3Cy.25 5/16",40"&66"-42½" 283NHP Blohm&Voss,Hamburg		
85650 875 SVSJ	**Vathy of Samos** (*ex*Dougga-37, *ex*Undine,*ex*Zanzibar) Wireless 1*Dk*	1570 — 936					1912	Schiffsw.v. HenryKoch Lübeck	D.InglessiFilsS.A. Nav.deSamos	241·4|36·1|16·0 P&B190'F35'	Piræus Greek *WB*	T3Cy.18½",28¾"&47½"-33 7/16" 129NHP OttensenerMasch.Fab.Alt.		V
	Now "**Georges A. Dracoulis**", *See* ~~*Supplement*~~ *No.* 88202 *in Supplement*													
63/41 85651 UNXW	**Vatslav Vorovski** (*ex*Maskinonge) *ss*Ham.No.3-4,23 1*Dk*(*Stl*)&*Webframes* Sub.Sig. *Longitudinal framing*	*4793* *4513* *2672*	✠ 12,26 ✠	Rot	*x*		1912 3mo	ShortBros. Ld. Sunderland	U.S.S.R. *CellDBa*117'*uE*	361·5|52·0|27·8 P29'B89'F35' FK &B46'*f*159'1223t *T*	Vladvostk Russian 6*BHCem* *opsidetanks*	T.3Cy.26",44"&73"-48" 484NHP 3SB,9*cf*,GS154,HS6888 FD N.E.MarineEng.Co.Ld.Sld. 275'871t*FPT*160t*APT*223t	30 " 9	
85652 LCGJ	**Vav** TwinSc *Carrying Petroleum in bulk* *Oil Eng.* *Mchy.Aft* 1*Dk* D.F. *Cruiser Stern*	6415 5555 3844					1931	Eriksbergs M.V.Aktieb. Gothenburg	SkibsA/S Östheim (HalfdanDitlev- Simonsen&Co. *Mgrs.*)	408·6|55·3|32·4 P217tH502tF74t	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21⅝"-39⅜" 543NH EriksbergM.V.Aktieb,Got		N
85653 UOWG	**Vayian Kuturie** TwinSc (*ex*Sakhalin-38) *OilEng.* *Longitudinal framing* 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk*	7596 6725 4077					1934	StatesS.B. Yd"A.Marti" Nicolaieff	U.S.S.R.	409·1|54·6|32·2 P106'B29'F30'	 Russian	Oil Engines 2S.C.SA 8Cy.23⅝"-41 11/16" 776NHP		
85654 PIEG	**Vechtstroom** (*ex*EnergieII) *Mchy.Aft* 1*Dk*	845 620 442					1918	N.V.Haar- lemsche Scheeps.My. Haarlem	N.V.Hollandsche Stoomb.Maats.	201·5|30·2|13·0 Q121'B11'F20'	Amstrdam Dutch *WB*	T3Cy15¾",25½"&41 5/16"-27½" 89NHP BurgerhoutsMachf.Rot.		V
85655 166825 GQQM	**Vecta** Ⓟ TwinSc *OilEng.* Wireless *CruiserStern* 2*Dks*	622 353 362					1938	JI.Thorny- croft&Co.Ld. Southampton	Sou.I.ofWight& S.ofEng.Royal MailStm.PktCo.Ld	199·5|30·2|8·7	S'thamptn British	Oil Engines 4S.C.SA 12Cy.15"-20" 263NHP EnglishElec.Co.Ld.Rugby		BT till ~~5,41~~
85656 220672 KLBU	**Veedol** *Fitted for oil fuel* Wireless *Mchy.Aft* 1*Dk* D.F. *CarryingPetroleum in bulk*	1224 — 698					1920	StatenIs- landS.B.Co. StatenIsland, N.Y.	TideWater AssociatedOilCo.	220·0|37·6|15·8 P63'F24'	Wilmgton (Del.) Utd.States *WB*	T.3Cy.15¼",24"&48"-20" 103NHP StatenIslandS.B.Co.		R
85657														

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist. Tonnage Gross. Under deck. Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built When	9 By Whom Where	10 Owners.	11 Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
85658 229673 KGNE	**Veedol No. 2** OilEng. Mchy.Aft 1Dk D.F. CarryingPetroleum in bulk ptLongitudinalframing	1818 — 1055					1930	ThePusey &JonesCo. Wlmgtn,Del.	TideWater AssociatedOilCo.	252·1 P60'B28'F39'	44·2	18·5	Wilmgton (Del.) Utd.States	2 Oil Engines connected to Electric Motor & Sc. Shaft 4S.C.SA 338NHP 12Cy.17"–24" I.P.Morris&DeLa Vergne,Inc.Phl.		R
* 85659 PIEP	**Veendam** Ⓟ TwinSc ssRot.No.3–1,32 ssRot.No.1–36 2Dks(Stl)&Awng dk(Stl-pt ws)&Shade dk(Stl)3rd dk(Stl)in Nos.1,2&3 holds Sub.Sig. D.F. CruiserStern	15450 12159 9202	✠100A1 Awng dk withfreeboard 1,40 ✠LMC MS11,36 BS5,39 Fitted for oil fuel 3,23 F.P. above 150° F.	Sch	j†	CL SN1,39 P2,39	1923 3mo	Harland& Wolff,Ld. Glasgow Lloyd'sA&CP	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) CellDB465'2254t	550·2 P76'B&F391' FK on Awng dk Tanks at sides of tunnels 8'140t FPT190t	67·3	41·1	Rottrdam Dutch ptCem 9BH to A dk APT245t	4SteamTurbinesSRgeared to 2 Sc. Shafts (s) 215lb HS27774 1913NHP 9 Water Tube Boilers FD Harland&Wolff,Ld.Bel.	45 ″ 2 s13 ″ 2 32 ″ 5	
85660 PIET	**Veenenburgh** Ⓟ (exBatavierVII–37) OilEng. Wireless 1Dk Mchy.Aft CruiserStern	400 329 204					1927	J.Koster Hzn. Groningen	Wm.H.Müller&Co. N.V.	148·3 P43'F20'	23·9	11·8	Rottrdam Dutch	Oil Engines 4S.C.SA 6Cy.11¼"–$16\frac{5}{16}$" 74NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		V
85661 PIEX	**Veerhaven** ssAnt.No.2–38 D.F. 1Dk(Stl)	5291 4934 3262	✠100A1 ~~4,40~~12,40 ✠NB8,36 ✠LMC MS6,38 BS12,40	Ant Nwc	a†	CL ~~5,39~~ 12,40	1930 2mo	W.Gray& Co.Ld. Sunderland Lloyd'sA&CP	N.V.Gebr.van Uden'sScheepv.en AgentuurMaats. CellDB	421·3 P32'B268'F36' FK 373'1246t FPT117t	54·3	27·2	Rottrdam Dutch 7BHCem APT157t	Q.4Cy.20",28½",41½"&61"–48" 260lb (s) 457NHP 3SB(Spt),9cf,GS158, FD HS6589 Cen.Mar.EWrks.LdWHpl	29 ″ 8 s4 ″ 8¾ 25 ″ 2¼	
85662 LJVJ	**Vega** Ⓟ TwinSc OilEng. D.F. E.S.D. 2Dks&Shelter dk Ref.Mchy. GyC. CruiserStern	7287 4689 4184					1938	Cantieri RiunitiDell' Adriatico Trieste	DetBergenske DampskibsSelskab	424·6 F&B188'	58·3	28·5	Bergen Norwegian WB	Oil Engines 2S.C.SA 20Cy.$25\frac{9}{16}$"–47¼" 2270NHP Cant.RiunitiDell'Adriatico		N
85663 202865 WDPR	— (exPendennisWhite) D.F. GyC. Mchy.Aft 1Dk	4382 — 3205					1905	American S.B.Corp. Cleveland,O.	InterlakeS.S.Co. (Pickands,Mather &Co.Mgrs.)	416·0 F48' WB	50·0	28·0	Wilmgton (Del.) Utd.States	T.3Cy.21",32"&57"–43½" 1Bmade00 211NHP AmericanSB.Co.Cleveland		R
85664 5447 SHDR	— 1Dk	*1073* *901* *623*					1913	Lindholmens V.A. Gothenburg	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	226·4 B60'H104tF28'	35·1	14·4	Stockholm Swedish WB	T.3Cy.14½",24"&40"–27" 83NHP LindholmensV.A.Got.		V
85665 269 OHGN	— ssHfs.2ndNo.3–2,32 ssHfs.No.1–36 Wireless D.F. 2Dks(2nd dk–Stl)	974 582 535	✠100A1 withfreeboard 4,39 ✠LMC MS9,36 ~~BS4,39~~ MBS10,40 DBS5,40	Hul	l	OG 4,39	1906 8mo	Fevigs Jernskibsbyg Fevig Lloyd'sA&CP	FinskaÅngfAktieb Cell DBa28'uE18'f35'	201·9 195·2 FK	30·8 31·1	19·0 12·3	Helsingfrs Finnish 4BHCem 100tAPT18t	T.3Cy.16",26"&44"–30" (r) 180lb *100lb* 128NHP 1SB,3pf,GS60,HS2142 Richardsons,Westgarth& Co.Ld.Mdb.	21 ″ 9 s7 ″ 2½ 14 ″ 10¼	
85666 588 ESER	— (exGrane,exGöthe,exHerma, exWilhelmLüdke) 1Dk	406 350 217					1892	Nüscke &Co. Stettin	J.Rang	154·9 Q58'B24'H13tF17'	23·3	12·0	Tallinn Estonian	C.2Cy.17¾"&30¾"–19¾" DeutscheElbschifff.35NHP Ges."Kette,"Uebigau		V
85667 LDLJ	**Vela** Wireless D.F. 1Dk	1180 826 605					1930	Bergens Mek.Værks. Bergen	DetBergenske Dampskibsselskab	223·9 Q77tB89tH74tF31t	34·2	14·1	Bergen Norwegian WB	T.3Cy.17¼",29"&49"–33" 138NHP BergensMekVærksBergen		N
85668 YTEZ	**Velebit** (exAtlantica–33,exGróf KhuenHédervary) ssRot.2ndNo.3–9,34 ssRot.No.1–39 1Dk(Stl) Cargo battens not fitted	*4153* *3929* *2578*	✠100A1 5,40 ~~1,39~~ ✠LMC1,39 BS12,40	Rot Shi	x	CL ~~11,38~~ 5,40	1911 4mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd'sA&CP	Jugoslavenska OceanskaPlovidba d.d. CellDBa132'uE&	378·2 P23'B201'F34' FK B78'f161'987tFPT	52·3	23·9	Split Yugoslav 6BHCem 131tAPT95t	T.3Cy.26",42"&68"–48" (s) 180lb *125lb* 391NHP 2SB,8cf,GS155,HS6624 Blair&Co.Ld.Stockton	26 ″ 4 s3 ″ 10¼ 22 ″ 8	
85669 160399 GRCL	**Velho** Ⓟ (exGonçaloVelho, exChellah, exIndependencia) ssAdn.2ndNo.3–5,31 ~~ssShl.No.1–36~~ Wireless ssAdn.No.2–40 1Dk(Stl) &Awng dk(Teak)	1098 1021 589	✠100A1 Awng dk withfreeboard 5,40 ~~3,39~~ ~~MBS3,39~~ ✠LMC~~3,36~~ 5,40	Adn	m	OG ~~8,36~~ 4,40	1905 11mo	Smith's DockCo.Ld. NorthShields Lloyd'sCP	Cowasjee,Dinshaw &Bros. CellDBa40'uE&	210·0 FK 4BH AfterPeak ″ B33'f90'190t FPT	32·2	11·8 18·9	London British Cem to Awningdk ″ 2nd ″ 46tAPT14t	T.3Cy.17",28½"&~~46"~~ $46\frac{3}{16}$"–30" (s) 180lb NDB36 *100lb* 99RHP 1SB,3cf,GS54,HS1989 MacColl&Pollock,Ld.Sld.	21 ″ 0 s7 ″ 5¾ 13 ″ 10½	
85670 OFCJ	**Veli Ragnar** (exTorgnyLagman–38, exBanchory) ssNwc.No.3–11,27 D.F. ssGot.No.2–35 1Dk(Stl) Cargo battens not fitted	2158 — 1237	✠100A1 ~~[illegible]~~ 11,40 ✠LMC MS2,35 ~~BS3,39~~ 11,40	~~Cpn~~ Bal	s	CL 7,39	1914 12mo	Craig,Taylor&Co.Ld. Stockton Lloyd'sA&CP	LovisaRederiA/B (A/B R.Nordström &Co.O/Y,Mgrs.) CellDBa90'uE&	288·3 298·9(O.L.) P27'B72'F30' FK B32'f120'605tFPT	44·0	18·9	Lovisa Finnish 5BHCem 84tAPT89t	T.3Cy.21",35"&57"–39" (s) 180lb 214NHP 2SB,6cf,GS78,HS3232 N.E.MarineEng.Co.Ld.Sld	21 ″ 4 s3 ″ 0¾ 18 ″ 7½	
85671 LDPL	**Velma** TwinSc OilEng. ssL.An.No.2–38 ~~ssL.An.No.1–31~~ Mchy.Aft 1Dk(Stl) D.F. CruiserStern	9720 8987 5861	✠100A1 ~~4,40 3,38~~ 10,40 ✠LMC CS~~11,34~~ DBS~~5,39~~4,40 ~~4,36~~11,37 CarryingPetroleum in bulk	LAn Syd	e† 4,40	CL ~~S1,37~~ ~~P3,38~~ 4,40	1930 8mo	Götaverken A/B Gothenburg Lloyd'sA&CP	SkibsA/S Nordheim(Halfdan Ditlev-Simonsen& Co.Mgrs.) Cell DBuE71'304t	475·6 P103'B35'F39' FK DTf33'622t FPT1	64·2	37·8	Oslo Norwegian 10BHptCem 96tAPT310t	Oil Engines 4S.C.SA 16Cy.21⅝"–39⅜" 724NHP 2DB*180lb* GötaverkenA/B,Got.	37 ″ 3 s8 ″ 7½ 28 ″ 10¾	
85672 219657 KUFG	**Velma Lykes** (exSouthseas, exLakeFlournoy) Fitted for oil fuel D.F. 1Dk2trB	2572 — 1636	✠ … 11,20 ✠				1920 5mo	McDougall DuluthCo. Duluth,Minn.	LykesBros. SteamshipCo.Inc.	251·0 P25'B64'F20' FK	43·7	26·2	Houston, Tex. Utd.States WB	T.3Cy.$21\frac{15}{32}$",$35\frac{7}{16}$"&59"–42" 352NHP McDougallDuluthCo.	28 ″ 2	R †
85673 443 ICMJ	**Veloce** (exMedia–35) Fitted for oil fuel D.F. 2Dks	5464 5022 3362					1911	A.Stephen &Sons,Ld. Glasgow	A.Lauro	424·4 410·1 P45'B138'F37'	53·2	30·0	Naples Italian WB	T.3Cy.28",46"&77"–51" 424NHP A.Stephen&Sons,Ld.Gls.		I
85674 LJEZ	**Velox** (exSveajarl–36, exArator) TwinSc OilEng. ssGot.No.3–4,33 ssGot.No.1–36 D.F. 1Dk(Stl)&Shelter dk(Stl) CruiserStern	3831 3439 2281	✠100A1 Shelter dk withfreeboard ~~7,40~~10,39 1,41 ✠LMC CS12,37 DBS~~2,39~~7,40 12,37 Carrying oil fuel F.P. above 150° F. in portable tanks in No. 3 hold	Syd Vcr	x	OG ~~7,38~~ SN1,41 P1,41	1922 2mo	Kockums M.V.Aktieb. Malmö Lloyd'sA&CP	SkibsA/S Velox (C.H.Sörensen& Sönner,Mgrs.) CellDB323'1134t	367·8 F38'onShelter dk FK Collision FPT76t APT61t	51·6	22·7	Arendal Norwegian ptCem BH to Sh dk 5 ″ ″ U dk	Oil Engines 4S.C.SA 12Cy.21¼"–28¾" 528NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	25 ″ 6 s2 ″ 4½ 23 ″ 4	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Refrig.
85675 YLAA	**Velta** (*ex*Fairmead) *ss*Lie.3rdNo.3–3,35 *ss*Rga.No.1–39 *Well deck* 1*Dk*(*Stl*)2*trB* *Cargo battens not fitted*	2347 1776 1382	✠100A1 6,39 MS6,39	Lie ✠LMC BS9,39		N6,39	1890 4mo Lloyd's A&CP	T.Turnbull &Son Whitby	P.Danneberg *Intermediate BH in forehold dispensed with 4 BH*	289·6 P28'Q76'B124'F32' ptND02 FK *Cell DBa96'uE & B 42'f114'504t*	38·3	19·3	Riga Latvian *Cem*	T.3Cy.22",36"&59"–39" (*s*) 160lb 219NHP 2SB,6*cf*,GS84,HS3300 Blair&Co.Ld.Stockton	22 ″ 2 s 1 ″ 8½ 20 ″ 8	
85676 LJVM	~~Ven-Koh~~ **Venkoh** (*ex*City of Vancouver–36) *ss*Vcr.No.3–6,33 *ss*Kob.No.1–37 2*Dks*(*Stl*) *Cargo battens not fitted*	5752 5304 3602	✠100A1 9,40 ~~6,39~~ ~~MS6,39~~ ~~5,40~~ *Fitted for oil fuel 10,20 F.P. above 150°F.*	Yka Smk ✠LMC~~2,36~~ 9,40	*z*	CL 10,39	1920 10mo	JCoughlan &Sons,Ld. Vancouver, B.C. A&CP	SkibsA/SThule (T.B.Torgersen, *Mgr.*) *IntermediateBH in foreholds & after holds dispensed with* *Cell DB361'1287t DTf25'550t FPT131t APT87t*	410·5 P44'B115'F47' FK	54·1	27·5	Oslo Norwegian *ptCem* 5*BHonly*	T.3Cy.27",44"&73"–48" (*s*) ~~160lb~~180lb 520NHP 3SB,9*cf*,GS199,HS7743 FD FairfieldS.B.&E.Co.Ld.Gls	29 ″ 9 s 5 ″ 9½ 24 ″ 2	
85677 155254 VGYD	**Vencedor** (*ex*ExmouthII) 3Mst *ss*Vcr.2ndNo.3–5,38 Wireless 2*Dks*(*Upper dk–Teak*)	357 305 218	100A1 *withfreeboard* 7,40 ~~5,39~~ ~~BS4,39~~ *Adapted for oil fuel 9,28 F.P. above 150° F.*	Vcr BS7,40 LMC5,38		~~5,38~~ 7,40	1913	Rennie, Forrestt S.B.Co.Ld. Wivenhoe	E.W.Hamber	146·3 BOX KEEL42"	27·1	13·3	Vancouver British 5*BHCem*	C.2Cy.12"&24"–16" (*r*) 140lb 24RHP 1SB,2*pf*,GS29,HS796 A.G.Mumford,Ld.Colchstr	14 ″ 7 s 2 ″ 10½ 15 ″ 6	
85678	**Vendee** (*ex*H.G.Wagon–39, *ex*SirOsbornHolmden–39) TwinSc *OilEng.* *ss*Yka.No.2–36 *Mchy Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *CruiserStern* *Longitudinal framing–bracketless system* *Carrying Petroleum in bulk*	9153 8502 5527	✠ ... 12,39 ✠	Ham	*d*†		1928 5mo	Akt.Burmeistr&Wain Copenhagen	FrenchGovernment(Ministère de la MarineMarchande) (Soc.Française deTransports Pétroliers, *Mgrs.*) *CellDBuE65'303t DTf43'653t APT143t*	471·8 P101'B29'F44' FK	64·4	35·0	Havre French 16*BHptCem* 4 „ *to 2nd dk*	Oil Engines 4S.C.SA 12Cy.23¼"–47¼" 622NHP Akt.Burmeistr&Wain,Cpn.	35 ″ 0	
85679 FPBG	**Vendémiaire** *Fitted for oil fuel* *Mchy.Aft* 1*Dk* D.F. *CarryingPetroleum in bulk*	9228 8215 6449	✠ ... 8,32 ✠				1929 6mo	Deutsche Wrft.A.G. Hamburg	Cie.Nationale de Nav.	468·1 P108'F40' FK	61·8	36·4	Havre French *WB*	C.4Cy.(2)22$\frac{1}{16}$"&(2)47¼"–47¼" 545NHP DeutscheWerft,Hamburg	36 ″ 0	V †
85680 FNNT	**Vendôme** *Well deck* 1*Dk*	4192 3646 2534	✠ ... 7,22 ✠				1920 10mo	TyneIron S.B.Co.Ld. Newcastle	Cie.Delmas Vieljeux	364·1 P18'Q128'B68'F29' FK	52·8	24·5	LaRochlle French *Wb*	T.3Cy.23½",38"&64"–42" 347NHP Armstrong,Whitworth&Co.Ld.Nwc.	26 ″ 8	V †
85681 8028 SKWI	**Venern** (*ex*Chloris–35, *ex*Eider) 4Mst *ss*Sbg.No.3–4,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* Sub.Sig. *ss*Sbg.No.1–40	*1171* *966* *596*	100A1 3,40 MS~~4,36~~ 3,40	Sbg LMC BS~~10,38~~ 9,39		OG 3,40	1921	Werft Nobiskrug G.m.b.H. Rendsburg	HugoSilvén *IntermediateBHin hold dispensed with 3BH only* *CellDB201'427t FPT181t APT32t*	249·7 P&B193'F30' FK	37·5	12·5	Säffle Swedish *Cem*	T.3Cy.17¾",28$\frac{9}{16}$"&45$\frac{9}{16}$"–29$\frac{9}{16}$" 185lb (*s*) 143NHP 2SB(Spt),4*cf*,GS78,HS2476 OttensenerMch.G.m.b.H. Altona	15 ″ 0 s ″ 5½ 14 ″ 9½	
85682 5650 SHDW	**Venersborg** *ss*Lkr.2ndNo.3–3,39 1*Dk*(*Stl*)	*1065* *868* *577*	✠100A1 9,40 ~~3,39~~	Lkr Got ✠LMC3,39	*n*	OG 3,39	1914 11mo Lloyd's A&CP	Trndhjms Mek.Værks Trondheim	StockholmsRederiaktiebSvea(Eman. Högberg, *Mgr.*) *CellDBa67'uE13'f90'268t FPT32t APT35t*	226·2 P28'B67'H118tF12' FK	35·0	13·5	Stockholm Swedish 4*BHCem*	T.3Cy.17",27½"&46"–30" (*s*) 180lb 139NHP 2SB,4*cf*,GS72,HS2312 Trondhjems M V.Trondhm	15 ″ 10 s 1 ″ 6½ 14 ″ 6	
5/41 85683 148939 GMNX	**Venetia** *ss*Sws.No.3–5,40 ~~*ss*Rot.No.2–36~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5728 5163 3432	✠100A1 5,40 ~~4,39~~ ~~[illegible]~~ *CarryingPetroleum in bulk* *Fitted for oil fuel 8,27 F.P. above 150° F.*	Fal Sws 5,40 ✠LMC~~3,36~~	*z*	CL 4,39	1927 8mo Lloyd's A&CP	R.Duncan &Co.Ld. PortGlasgow	VenetiaS.S.Co.Ld. (Gow,Harrison& Co.*Mgrs.*) *CellDBuE&B76'170t APT204t*	410·1 424·0(O.L.) P121'B38'F42' FK	54·5	30·1	Glasgow British 16*BHptCem* (5„*to2nddk*)	T.3Cy.25",43½"&74"–48" (*s*) 210lb 567NHP 3SB,9*cf*,GS190,HS8202 FD Rankin&BlackmoreLdGrk	30 ″ 0	
85684 8272 SLGN	**Venezia** *OilEng.* D.F. *CruiserStern* 1*Dk*&*Shelter dk* *Strengthened for navigation in ice*	*1673* *1250* 788	✠100A1 *withfreeboard* ~~5,40~~ ~~9,39~~ 5,41	Got LVo ✠LMC6,38	*s*	CL 5,39	1938 6mo Lloyd's A&CP	Akt.LindholmensVarv Gothenburg	RederiA/B SvenskaLloyd (K.R.Bökman, *Mgr.*) *CellDB231'471t FPT25t APT29t*	287·3 296·5(O.L.) FK	42·2	16·7	Gothenbrg Swedish 4*BH* (*Coll toSh dk* 3 „*2nd*„)	Oil Engines 2S.C.SA 6Cy.19$\frac{5}{16}$"–35$\frac{7}{16}$" 388NHP DB*100lb* SulzerBros.Ld.Winterthur	19 ″ 6 s ″ 4½ 19 ″ 2¾	
991 41 85685 8315 SLRN	**Venezuela** Ⓟ TwinSc D.F. E.S.D. GyC. *OilEng.* *Ref.Mchy.* 3*Dks* *Strengthened for navigation in ice*	*6991* *4171* *4060*	✠100A1 *withfreeboard* 3,40 ~~6,39~~ ✠Lloyd'sRMC4,40 No. 3 lower 'tween dks. for temp. 10° F. All other chambers for temp. 31° F.	Skm Got ✠LMC1,39	*a*†	OG	1939 1mo Lloyd's A&CP	A/B Götaverken Gothenburg	Rederiaktieb. Nordstjernan(A.A. Johnson, *Mgr.*) *CellDB307'1486t Tanks in way of tunnels309t FPT76t APT52t*	420·8 440·1(O.L.) F85' FK	55·9	24·0	Stockholm Swedish 7*BHtoWdk*	Oil Engines 4S.C.SA 16Cy.24$\frac{3}{16}$"–51$\frac{3}{16}$" 945NHP DB*85lb* A/B Götaverken,Got.	37 ″ 6 s 11 ″ 5½ 26 ″ 2½	
85686 LFNA	**Veni** (*ex*Tonbridge) *ss*Bgn.2ndNo.3–4,25 D.F. 1*Dk*(*Stl*)2*trB*&*deepframing*	2982 2704 1781	✠ 5,30 ✠	Stv	*u*		1901 7mo	W.Pickersgill&Sons Sunderland	D/S A/S Veni (P.Smedvig) *CellDBa104'uE20'f128'709t APT39t*	324·1 P21'B96'F35' FK	47·1	21·8	Stavanger Norwegian 6*BHCem*	T.3Cy.22",38½"&64"–42" 277NHP 2SB,8*pf*,GS123,HS4147 J.Dickinson&SonsLd.Sld.	24 ″ 1	N †
85687 28027 JANA	**Venice Maru** *ss*Kob.No.3–5,33 *ss*Yka.No.1–38 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6571 6157 4013	✠100A1 *Awng dk* *withfreeboard* 9,40 ~~2,39~~ *Fitted for oil fuel 7,21 F.P. above 150° F.*	Tama Kob 4,40 ✠LMC~~2,39~~	*z*	OG ~~2,38~~ ~~4,40~~ N9,40	1921 7mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	Kawasaki KisenK.K. *CellDB342' 1234t DTa35'807t FPT104t APT36t*	405·0 F33'*on Awng dk* FK *Collision*	53·0	37·0	Kobe Japanese *ptCem* *BHto Awdk* 5 „ „ *U* „	T.3Cy.28",46½"&78"–54" 200lb (*s*) 578NHP 3SB(Spt),9*cf*,GS190, HS7800 FD KawasakiDkydCoLdKobe	37 ″ 0 s 9 ″ 3½ 28 ″ 0	
85688 89 YLBG	**Venta** (*ex*Willowmore,*ex*Cundall) 1*Dk*	1886 1709 1152					1908	Nthmblnd S.B.Co.Ld. Newcastle	LatvianGovt. (ValstsKugu Parvalde, *Mgrs.*)	276·0 P24'B60'F29'	40·5	18·6	Riga Latvian	T.3Cy.20½",33"&54"–36" 175NHP Richardsons,Westgarth&Co.Ld.Sld.		C
85689	— (*ex*AugustaL.–38,*ex*Lieutenant RobertMory.*ex*Edith Cavell,*ex*Tropeiro) *ss*Shl.No.3–7,20 *ss*Osl.No.2–29 *Well deck* 1*Dk*&*deepframing*	*1202* *979* *677*	✠ ... 1,32 ✠				1908 5mo	Dundee S.B.Co.Ld. Dundee	"Sandélis"Akc. B-vé(M.Reisys *Mgr.*)	235·3 Q74'B70'F31' FK	37·1	14·4	Sventoji Lithuanian *WB*	T.3Cy.17",28"&46"–30" 141HP N.E.MarineEng.CoLd Sld.	15 ″ 6	N †
85690 129475 VGYF	**Venture** Ⓟ TwinSc *ss*Vcr.2ndNo.3–1,34 *ss*Vcr.No.1–37 Wireless 1*Dk*(*Stl*)&*Awng dk*	1011 743 580	✠100A1 *Awng dk* *withfreeboard* 2,41 ~~10,39~~ ~~12,40~~ ~~BS10,37~~ *Fitted for oil fuel 4,12 F.P. above 150°F.*	Vcr BS11,40 ✠LMC1,37	*k*	CL ~~10,37~~ ~~P10,39~~ 11,40	1910 3mo Lloyd's A&CP	Napier& Miller,Ld. Glasgow	UnionSteamships Ld.	180·4 B121' FK ND20 *CellDBuE18'f79'112t DTa17'46t FPT9t APT60t*	32·0	17·0	Vancouver British 4*BHCem*	T.6Cy.12",19"&33"–27" (*s*) 180lb 171NHP 2SB,6*cf*,GS108,HS3300 Miller&Macfie,Ld.Gls.	19 ″ 0 s 7 ″ 0½ 12 ″ 4	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
85691 LDSV	**Venus** Ⓟ **TwinSc** *OilEng.* D.F. 1*Dk&Shelter dk &pt3rd&4th dks* E.S.D. *Ref.Mchy.* *CruiserStern*	5407 4156 2867					1931	Helsingörs Jernsk& Msk. Elsinore	DetBergenske Dampskibsselskab	398·5 H1120*t*	54·2	26·6	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 20Cy.$24\frac{13}{16}$"–$42\frac{1}{4}$" 1190NHP Akt.Burmeistr&Wain.Cpn		
85692 161876 WPBI	— Sub.Sig. (*Self-Unloader*) *Mchy.Aft* D.F. GyC. 1*Dk2trB*	3719 — 2766					1901	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	346·0	48·0	28·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22",35"&58"–42" 218NHP AmericanS.B.Co.Lorain,O		R
* 85693 OXID	— *ss*Abg.No.3–7,33 *ss*Cpn.No.1–37 1*Dk*(*Stl*)	2456 2212 1460	✠100A1 3,39 BS12,38 ✠LMC8,37 *Fitted for oil fuel* 6,20 *F.P. above* 150° F.	Cpn	*t*	CL 2,39	1920 6mo *Lloyd's A&CP*	WoodSkinner&Co.Ld. Newcastle	A/S D/S "Orion" (C.P.Jensen,*Mgr*) *CellD*	303·0 314·6(O.L.) P33'B81'F32' FK *B*240' 649*t* *FPT*70*t*	43·0	20·8	Copnhagn Danish 5*BHCem* *APT*87*t*	T.3Cy.22",36"&59"–39" (*s*) 180lb 265NHP 2SB,6*cf*,GS124,HS4500 N.E.MarineEngCoLd.Nwc	23″0 s3″$4\frac{3}{4}$ 19″10	
85694 PIFF	— 2*Dks*	1855 1474 1154					1907	Rotterdam Droogd.Maat Rotterdam	Konink1.Nederl. Stoomb.Maats. N.V.	270·2 Q87'B147'F34'	38·2	18·8	Amstrdam Dutch *WB*	T.3Cy.19",30"&51"–36" 156NHP RotterdamDroogd.Maats.		V
85695 KZAV	— Ⓟ **Iron** (*ex*LochMaree) 4thSurveyMan.8,97 *Well deck* Wireless 1*Dk2trB*	1050 632 554	✠ ... 7,01 ✠				1880 2mo	Gourlay Bros.&Co. Dundee	ManilaS.S.Co.Inc. (Elizalde&Co.Inc. *Mgrs.*)	210·0 P116'F31' FK	29·8	15·7	Manila Utd.States *WB*	C.2Cy.23"&44"–42" 99NHP GourlayBros&Co.Dundee	16″11	
85696 DOOX	—	603 592 361					1897	Helsingörs Jernsk&Msk. Elsinore	Dampfschiffahrts Ges.Neptun	169·0	26·0	16·5	Bremen German *WB*	T.3Cy.$12\frac{1}{2}$",21"&$34\frac{1}{2}$"–24" 58NHP HelsingörsJrnsk.&Mskb.		G
85697	— *OilEng* 1*Dk* *Mchy.Aft* *CruiserStern* *Now* "**Empire Jonquil,**" *see Supplement*	367 221 178					1939	Schpsw. 'Volharding' GebrBodewes Foxhol		136·0 P39'Q43'F33'	24·8	8·5	British *WB*	Oil Engines 4S.C.SA 6Cy.$10\frac{5}{8}$"–$19\frac{11}{16}$" 65NHP WerkspoorN.V.Ams.		V
85698 PUTJ	— (*ex*Caninde,*ex*Itajahy,*ex*Lucania, *ex*Franklin,*ex*Pampa, 1*Dk* *ex*L'Italia)	346 314 207					1890	E.Cravero &Co. Genoa	RodolphoSousa& Cia.	157·6	27·2	10·9	R.Janeiro Brazilian	C.2Cy.$15\frac{3}{4}$"&$31\frac{1}{2}$"–$19\frac{3}{4}$" B*made*06*refitted*30 37NHP E.Cravero&Co.Genoa		V
85699 LITS	**Vera** **TwinSc** *OilEng.* *Mchy.Aft* *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	6485 5560 3881					1934	Eriksbergs M.V.Aktieb. Gothenburg	SkibsA/SVaarheim (H.Ditlev-Simonsen&Co.*Mgrs.*)	408·6 P202*t*H534*t*F73*t*	55·3	32·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.$21\frac{21}{32}$"–$39\frac{3}{8}$" 561NHP EriksbergM.V.Aktieb.Got		N
85700 7025 SHED	— (*ex*Bryssel) *ss*Hbg.3rdNo.3–2,39 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	*1341* *1202* *763*	✠100A1 7,40 ~~2,39~~ BS7,40 ✠LMC2,39	Hbg	*p*	OG 2,39	1904 8mo *Lloyd's A&CP*	Soc.Anon. LeVulcain Belge Hoboken	RederiA/B Sirius (O.Hillerström, *Mgr.*)	240·3 254·7(O.L.) P15'B146'F29' FK	37·2	16·6	Hlsngborg Swedish 4*BHCem* *Cell DBa*34'	T.3Cy.$18\frac{5}{16}$",$29\frac{15}{16}$"&$49\frac{1}{4}$"–$33\frac{7}{16}$" 185lb (*s*) 167NHP 2SB,4*cf*,GS82,HS2796 LeVulcainBelge,Hoboken *uE&B*32'*f*96'274*tAPT*20*t*	19″2 s1″$6\frac{1}{4}$ 17″9	
85701 OHSM	— **Comp** *OilEng.* 1*Dk*	446 350 204					1918	A/BÖstersjövarfvet Norrköping	GustafErikson	149·5 P40'H20*t*F18'	28·6	11·0	Mariehmn Finnish	OilEngines2S.C.SA 4Cy.$12\frac{1}{2}$"–$18\frac{1}{2}$" 109NHP A/BAtlasDiesel,Skm.		V
85702 LKJP	**Vera B.** *CarryingPetroleum in bulk* *OilEng* Wireless *CruiserStern* 1*Dk* *Mchy.Aft* *Electrically welded*	440 291 243					1939	Glommens Mek.Verks. Fredrikstad	Skibs.A/S Danmotor(V.Burkoff, *Mgr.*)	148·7 P53'F21'	25·6	10·1	Oslo Norwegian	Oil Engines 2S.C.SA 6Cy.$9\frac{13}{16}$"–$16\frac{9}{16}$" 102NHP A/BAtlas-Diesel,Skm		N
85703 XCAB	**Vera Cruz** (*ex*CayoMambi–39) *ss*N.Os.No.3–11,32 1*Dk*(*Stl–ws*)&*Shelter dk* (*Stl*–ws)3*trB* *Fitted for oil fuel*	1925 1737 1055	✠ — 1,38 ✠	NOs	*q*		1920 6mo	Manitowoc S.B.Co. Manitowoc	Transportes Maritimos y Vias FluvialesS.C.M. deR.L. *CellDB*194'475*t*	249·8 FK *FPT*38*tAPT*36*t*	37·7	14·8	VeraCruz Mexican *ptCem* 3 *BHto S dk* 1 „ „ *U* „	T.3Cy.23",37"&63"–39" 357NHP 2SB,6*cf*,GS123,HS5258 ManitowocS.B.Co.	25″0	
85704 148529 GDJB	**Vera Radcliffe** *ss*Npt.No.3–8,37 D.F. 1*Dk*(*Stl*)	5587 5113 3417	✠100A1 10,40 ~~10,39~~ ✠LMC MS8,37 BS11,39	Bry Sws	*z*	CL N8,38	1925 1mo *Lloyd's A&CP*	Craig,Taylor&Co.Ld. Stockton	AnthonyRadcliffe S.S.Co.Ld.&Ethel RadcliffeS.S.Co. Ld.(EvanThomas Radcliffe&Co. *Mgrs.*) *CellDB*	415·5 431·7(O.L.) P45'B&F327' FK 362'1581*t* *FPT*113*t*	55·5	26·6	London British 7*BHCem* *APT*147*t*	T.3Cy.$26\frac{1}{2}$",46"&75"–48" (*s*) 180lb *180lb* ~~150lb~~ 471NHP 3SB(Spt) 9*cf*,GS197,HS7917 Blair&Co.Ld.Stockton	28″7 s3″$8\frac{1}{2}$ 25″2	
85705 1944 IVJI	**Verace** (*ex*Giuseppina–34,*ex*Iberia) *ss*Rot.3rdNo.3–9,22 1*Dk*(*Irn*)2*trB*	1219 1038 750	✠ 1,28 ✠ ✠NB90*refitted*10,14	Rot	*n*		1884 6mo	L.Smit& Zoon Kinderdijk	IgnazioMessina &C.	257·5 B60'F26' len87 ptND02 BK8" *DBa* 63'*f*88'&*u*	33·0	15·2	Genoa Italian 4*BHCem* *E&B*40'285*t*	C.2Cy.$27\frac{3}{8}$"&52"–33" 151NHP 2SB,6*cf*,GS90,HS2940 KonMaats.deSchld.Flshng	18″9	I †
85706 231755 KDCT	**Veragua** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* D.F. E.S.D. GyC.	6982 4073 3178					1932	Bethlehem S.B.Corp.Ld. Quincy,Mass.	UnitedMailS.S.Co. (UnitedFruitCo. *Mgrs.*)	415·7 P41'B&F343'	60·3	24·1	NewYork Utd.States	2SteamTurbines connect'd toElec.Motors&Sc.Shafts GeneralElectric 1783NHP Co.Schenectady,N.Y.		R
85707 ~~479~~ ~~ICLZ~~	**Verbania** (*ex*KiaOra–35) **TwinSc** *ss*Lon.2ndNo.3–5,34 2*Dks*(*Stl–Uptws*)&*deep* D.F. *framing&Shelter dk*(*Stl–ws*)	6640 6031 4190	✠100A1 *Shelter dk with freeboard* (*ReclassificationContemplated*) Examined3,41 BS3,41 ✠	PSd	*c*†		1907 11mo	Workman, Clark&Co.Ld Belfast	Ministry of War Transport(J.A. Billmeir&Co.Ld. *Mgrs.*) *CellDBa*95'	463·4 448·3 FK&BK1$\frac{13}{20}$" *uE&B*80'*f* 191'1305*t*	56·3 56·5	30·5	British 7*BHCem* *APT*54*t*	T.6Cy.22",37"&63"–48" 205lb 810NHP 5SB,15*cf*,GS289,HS11755 WrkmanClark&Co.Ld.Bel	33″6	+ ~~+~~
85708 836 OHKS	**Verdandi** (*ex*Manhem) **Iron** *ss*Got.3rdNo.3–8,20 *ss*Got.No.2–29 *Well deck* 1*Dk2trB*	*442* *346* *213*	✠ — 10,33 ✠NB3,04 ✠	Got	*g*		1883 11mo	MotalaCo. Gothenburg	DegerbyRederi A/B(CarlHelin, *Mgr.*)	146·9 139·7 Q44'B34'F22' BK7"	24·3	13·6	Mariehmn Finnish 4*BHCem* *MT*17'90*t*	C.2Cy.16"&29"–$20\frac{1}{2}$" NDB04 41NHP 1SB,2*cf*,GS32,HS770 MotalaCo.Gothenburg	14″6	
85709 56 ICNG	**Verdi** Ⓟ *OilEng.* *ss*Tri.No.2–36 2*Dks*(*Stl*)	2423 1836 1423	✠100A1 2,40 ✠LMC CS11,36 DBS2,40 3,38	Tri	*s*	CL N10,37	1928 10mo *Lloyd's A&CP*	Cant.Nav. Triestino Monfalcone	"Tirrenia" Soc.Anon.diNav. *CellDB*213'398*t*	294·0 283·3 P29'B84'F36' FK *FPT*58*tAPT*57*t*	40·2	21·1	Fiume Italian 6*BHptCem* *ptAsp*	Oil Engines 2S.C.SA 4Cy.$23\frac{5}{8}$"–$37\frac{3}{8}$" 391NHP DB*100lb* "Fiat"Stab.GrandiMotori, Turin	23″4 s3″$1\frac{3}{4}$ 20″$5\frac{3}{4}$	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation.

1 Numero l'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.
85710 TVKM	**Verdun** *1Dk*	324 — 174					1916	Soc.des AteliersMarit Haïphong	Transp.Maritimes &Fluv.de l'Indo- Chine	130·9 P38'F30'	25·0	10·8	Haiphong French	C.2Cy.9½"&20"–14 3/16" Soc.des 16NHP Atel.Marit.Haïphong		
85711 219268 KOPK	**Vermar** (*ex*Circinus) ssBal.No.3–2,32 D.F. ssBal.No.2-40 ~~ssBal.No.1-30~~ *2Dks(Stl)*	5568 5144 3428	✠100A1 ~~7,40 1,40~~ 11,40 ✠LMC1,40 ~~BS7,36~~ ~~BS1,40~~ *Fitted for oil fuel* 12,19 *F.P. above* 150° F.	Bal	*z*	CL N1,40	1919 12mo	Columbia RiverSBCorp PortlandOr. A&CP	CalmarS.S.Corp. *Intermediate BH in after hold dispensed with* *CellDB*355'1139t	410·0 P44'B115'F47' FK *MT*29'745t *FPT*13	54·2	27·5	NewYork Utd.States *ptCem* *5BH to Udk* 1 " " 2nd " 2t*APT*143t	T.3Cy.24¾",41½"&72"–48" 210lb (r) 562NHP 3SB,9cf,GS190,HS8324 FD LlewellynIronWorks, LosAngeles,Cal.	30 ″ 2 s 6 ″ 5 24 ″ 0	
85712 217727 KJTZ	**Vermont** (*ex*PacificHemlock-37, *ex*WestHelix) *Fitted for oil fuel* *2Dks*	5670 — 3524					1919	J.F.Duthie &Co. Seattle, Wash	CaliforniaEastern Line,Inc.(Pacific- AtlanticS.S.Co. *Mgrs.*)	409·7 P44'B115'F47'	54·2	27·7	Portlnd,Or Utd.States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles		R
85713 92698 WRCE	— (*ex*Mohawk-37) *1Dk2trB*	2783 — 2150					1896	Delaware RiverCo. Chester,Pa.	CentralVermont TransportationCo.	265·0	43·0	16·8	Portland, Me. Utd.States	T.3Cy.21",34"&56"–42" NB00 203NHP Del.Riv.I.S.B.&E.Works		
85714 7837 SHGK	**Verna** ssSkm.No.2–41 ~~ssHbg.No.1-36~~ *Well deck* *1Dk(Stl)* Wireless *Cargo battens not fitted* *Strengthened for navigation in ice*	*1451* *1116* *801*	✠100A1 ~~7,40 5,39~~ 3,41 ~~BS6,36~~ ✠LMC~~3,36~~ 3,41	Osc ~~Gl~~Skm	*p*	OG 4,39	1932 7mo *Lloyd*'sA&CP	Helsing- borgsVarfs. Aktiebolaget Helsingborg	Aktiebolaget Verna(S.Redig, *Mgr.*) *CellD*	247·1 P19'Q79'B100'F23' *Trunk in after well* FK B213'437t *FPT*28t	38·1	15·3	Hlsngborg Swedish *4BHCem* *APT*54t	T.3Cy.17¾",29½"&46⅞"– 27 9/16" 200lb 145NHP 2SB,4cf,GS68,HS2337(Spt) HelsingborgsVarfs.A/B.	17 ″ 6 s ″ 8½ 16 ″ 11½	
85715 5579 SHEK	— ssGot.2ndNo.3–3,39 *Mchy.Aft* *1Dk(Stl)&Shelter dk(Stl)*	*512* *281* *348*	✠100A1 *Shelter dk with freeboard* 7,40 ~~3,39~~ BS7,40 ✠LMC3,39	Got	*g*	OG ~~N9,37~~ 7,40	1914 5mo *Lloyd*'sA&CP	Aktieb. LödöseVarf Lödöse	RederiA/BEvald (K.Assmundson, *Mgr.*) *CellDB*	131·4 142·9(O.L.) FK *uE*13'*f*83'110t*FPT*	28·2	10·1	Gothenbrg Swedish *3BHCem* 19t*APT*7t	C.2Cy.12"&27"–15" (s) 125lb 32NHP 1SB,2cf,GS27,HS583 Akt.LödöseVarf,Lödöse	18 ″ 9 s 5 ″ 5¼ 13 ″ 5¼	
85716 408 OHKT	**Verna H.** (*ex*Elvi-32,*ex*Barbara, *ex*Torridal,*ex*Barbara,*ex*Oddgeir, *ex*Frank) *Well deck* *1Dk*	918 772 502					1900	Fredrkstad Mek.Værks. Fredrikstad	WernerHacklin	218·9 209·3 Q59tB105tH54t F33t	32·1	14·0	Pori Finnish	T.3Cy.14½",24"&39"–27" 79NHP FredrikstadM.V.Frdstad.	15 ″ 9	V
85717 161612 GJPK	**Vernon City** *Fitted for oil fuel* D.F. *1Dk&Shelter dk*	4748 4432 2875					1929	W.Gray& Co.Ld. Sunderland	ReardonSmithLine Ld.(Sir W.R.Smith &Sons,Ld.*Mgrs.*)	400·5 F41'	54·3	25·6	Bideford British *WB*	T.3Cy.25",42"&70"–48" 339NHP W.Gray&Co.Ld.W.Hpl.		C
85718 204684 WNPK	**Verona** D.F. GyC. *Mchy.Aft* *1Dk*	5880 — 4515					1907	American S.B.Co. Lorain,O.	InterlakeS.S. Co.(Pickands, Mather&Co*Mgrs*)	480·0 *WB*	52·0	30·0	Wilmgton (Del.) Utd.States	T.3Cy.22½",36"&60"–42" 233NHP AmericanSBCo.Cleveland		R
183/40 85719 6018 SHEM	**Veronica** Wireless D.F. *1Dk*	*1316* *1148* *724*					1918	Limhamn's Skeppsv.A/B. Limhamn	RederiA/B Activ (Joh.Gorthon, *Mgr.*)	238·0 P29'B60'F28'	37·6	16·2	Hlsngborg Swedish *WB*	T.3Cy.17½",29½"&48"–31½" 129NHP LimhamnsSkppsv.A/B.		V
85720 FOYW	**Versailles** Ⓟ TwinSc *Fitted for oil fuel* D.F. *2Dks*	2156 1730 695					1919	Forg.&Ch. de la Mediter- ranée Havre	Chemins de Fer de l'État Français (SouthernRailway *Mgrs.*)	298·1	36·1	22·4	Dieppe French *WB*	2SteamTurbinesSRGeared to 2 Sc. Shafts Forges&Ch.de la Mediterranée,Havre		V
85721 167 ICGP	**Vertunno** (*ex*Santarosa-37, *ex*Loughborough, ssGen.2ndNo.3–3,27 *ex*Kyleakin) ssGen.No.1–31 D.F. *1Dk(Stl)&deep framing*	3159 2899 2000	✠ ... 4,36 ✠	Gen	*v*		1905 6mo	Grngem'th &Greenock DockyardCo. Greenock	Soc.Anon.Sbarchi, Imbarchi e Trasporti *CellDBa*98'	345·0 330·5 P27'B96'F34' FK *uE&B*40'*f*142' 898t	48·1	22·0	Rome Italian *5BHCem* *APT*77t	T.3Cy.24",40"&65"–42" 286NHP NDB*made*20*refitted*25 2SB,6cf,GS99,HS4468 D.Rowan&Co.Glasgow	24 ″ 5	I †
85722 LHUK	**Vesco** *Mchy.Aft* *OilEng.* *CarryingPetroleum in bulk* *1Dk*	331 253 150					1926	Harstads Mek.Værks. Harstad	A/S Vestlandske Petroleums Compagni	136·2 B54tH15t	25·3	10·5	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 4Cy.15"–16½" 159NHP J&CGBolindersCoLd.Skm.		N
85723 LFFT	**Vesla** *1Dk*	1107 982 663					1913	Bergens Mek.Værks. Bergen	SkibsA/S William HansensRederiII (W.Hansen)	226·3 P18'B51'H48tF30'	36·5	15·8	Bergen Norwegian *WB*	T.3Cy.17",26½"&46"–30" 116NHP BergensMekVærksBergen		N
43/41 85724 LJAX	**Vespasian** (*ex*Betta-40) D.F. *1Dk* *Mchy.Aft* *Cruiser Stern*	1570 1283 898					1935	Porsgrund Mek.Værks. Porsgrunn	RederiA/S Vespasian(Hilmar Reksten)	246·6 P66'F29'	37·9	18·2	Bergen Norwegian *WB*	C.2Cy.13¾"&27 9/16"–27 9/16" &LP turbine with DR gear- ing&hydraulic coupling 63NHP PorsgrundM.V.Porsgrunn		N
85725 LKBV	**Vest** (*ex*Galeb-39,*ex*Cefnbryn-36, *ex*Ardenhall-36, ssBry.No.3–7,32 *ex*Silverbirch, ssHpl.No.1–36 *ex*Stonewall) D.F. *2Dks(Stl)*	*5074* *4803* *3150*	✠100A1 12,39 BS~~12,38~~ ✠LMC4,36 12,39	Bal	*y*	CL 2,39	1920 12mo *Lloyd*'sA&CP	Bartram& Sons,Ld. Sunderland	D/SA/SCarolvore (Lundegaard& Sönner,*Mgrs.*) *CellDBa*119'*uE*26'	400·0 413·1(O.L.) P36'B117'F39' FK *f*176'1050t*FPT*13	52·2	28·5	Farsund Norwegian *7BHCem* 5t*APT*220t	T.3Cy.27½",45"&75"–48"(s) 180lb 476NHP 3SB,9cf,GS204,HS8055 J.Dickinson&Sons,Ld.Sld.	31 ″ 0 s 6 ″ 0½ 25 ″ 2½	
85726 235 ICNH	**Vesta** Ⓟ *Fitted for oil fuel* D.F. *2Dks*	3351 2918 1934					1923	Cant.Nav. Riuniti Palermo	“Adriatica”Soc. Anon.diNav.	309·4 B84'F35'	44·5	27·0	Trieste Italian *WB*	T.3Cy.22 7/16",36⅝"&61⅛"–39⅜" NE&B25 240NHP Soc.Vickers-Terni,Spezia		I
85727 PIFX	— *2Dks*	1854 1472 1154					1907	Rotterdam Droogd.Maat Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	270·3 Q87'B147'F34'	38·1	18·8	Amstrdam Dutch *WB*	T.3Cy.19",30"&51"–36" 156NHP RotterdamDroogd.Maats.		V
85728 DOHW	— D.F. Sub.Sig. *1Dk*	1620 1043 883					1920	Akt.Ges. “Weser” Bremen	Dampfschiffahrts Ges.Neptun	240·1 P23'Q71'	36·1	15·3	Bremen German *WB*	T.3Cy19 7/16",31½"&53½"–35⅜" 168NHP A.G.“Weser,”Bremen		G
85729 LFFV	— (*ex*Skinfaxe) Wireless D.F. *1Dk*	1310 1110 789					1920	Kjöbnhvns Flydk.&Skbs. Copenhagen	DetBergenske Dampskibselskab	241·4 P10tH68tF32t	36·3	16·3	Bergen Norwegian *WB*	T.3Cy.16½",27"&44"–30" KjbnhavnsFlydk. 128NHP &Skbsv.Copenhagen		V
85730 9 OHGO	— ssHfs.4thNo.3–5,38 Wireless D.F. *Welldeck* *1Dk(Irn)&Webframes*	1015 796 590	✠100A1 8,39 ✠NB4,20 ✠LMC5,38 BS2,39 No later survey reported	Abo	*m*	CL 7,37	1889 5mo A&CP	TyneI.S.B. Co.(Lim.) Newcastle	FinskaÅngfAktieb *DBa*64'	218·0 210·5 Q78'B61'F28' FK *f*49'&*uE*&*B*35'291t	31·5 31·2	12·9	Helsingfrs Finnish *4BHCem* *APT*15t	T.3Cy.17⅞",28"&46"–30" (s) 150lb *100lb* NDB20 114NHP 1SB,3pf,GS57,HS1753 NE MarineE.C.(Lim.)Nwc	16 ″ 1 s 1 ″ 0½ 15 ″ 2	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
85731 128412 MDGQ	**Vestal** (*ex*Patricia II-39, TwinSc *ex Yt.*MirandaII, *ss*Cws.No.1-14 *ex*Miranda) 2*Dks*(*U-Teak*) Sub.Sig. E.S.D. Wireless	793 — 364	✠ *Yacht* 10,18 ✠	Shl			1910 1mo	JIThornycroft&Co.Ld. Southampton	Corporation of the TrinityHouse	206·5	31·8	16·4 BK8′ *DTa*15′33*t*	Portsmth British 4*BHCem* *APT*8*t*	T.6Cy.14½″,23½″&38″-24″ 206NHP 2SB.6*cf*,GS131,HS3920 J.I.Thornycroft&Co.Ld.		
85732 4563 SHER	**Vestanvik** (*ex*Carl) *ss*Skm.2ndNo.3-4,33 *ss*Osc.No.1-37 *Well deck* 1*Dk*(*Stl*)&*deepframing* *Cargo battens not fitted*	*1213* *970* *715*	✠100A1 Examined 5,41 Shl ✠LMC MS5,37 BS1,41	~~Osc~~	*o*	OG ~~5,37~~ 6,40	1906 4mo *Lloyd*	WoodSkinner&Co.Ld. Newcastle '*sA&CP*	Rederi A/B Vestanvik (ThureEngström)	236·0 P14′Q74′B62′F24′ *Cell DBa*69′*uE&B*33′*f*94′371*tFPT*57*t*	35·6	14·3 FK	Gothenbrg Swedish 4*BHCem* *APT*19*t*	T.3Cy.18″,29″&50″-33″ (*s*) 180lb *120lb* 156NHP 1SB,4*pf*,GS68,HS2398 J.Dickinson&Sons,Ld.Sld.	16 ″ 6 s 1 ″ 2 15 ″ 5½	
85733 LFFX	**Vesteraalen** Ⓟ Iron 1*Dk*&*Awng dk*3*trB*	682 597 389					1891	AkersMek. Værks. Oslo	Vesteraalens Dampskibsselskab	165·8 H16*t*	27·1	13·1 20·2 *WB*	Stokmarknes Norwegian	T.3Cy.15″,25″&40″-24″ 78NHP AkersMek.Vrk.Oslo		N
85734 3471 SDLM	**Vesterbotten** Ⓟ Iron (*ex*Borgholm-34,*ex*NyaVesterbotten, *ex*NyaSöderhamn, 1*Dk*&*pt Shelter dk* *ex*Finland)	*611* *312* *443*					1876	W.Crichton Åbo	Stockholms Rederiaktieb.Svea (Eman.Hogberg, *Mgr.*)	166·9 H54*t*F45′	25·6	12·0	Stockholm Swedish *WB*	T.3Cy.14⅛″,22⅜″&37½″-27¼″ NE&B02 73NHP BergsundsMV.Aktb.Skm.		
85735 HPEL	**Vestfold** TwinSc *ss*Sfj.No.2-39 *Mchy.Aft CruiserStern* 2*Dks*(*Stl*) *Longitudinal framing at bottom & at deck of inner tanks & above 2nd deck* *Strengthened for navigation in ice*	14547 9942 8277	✠100A1 *withfreeboard* 5,40 ~~8,39~~ Pr.BS8,39 ✠LMC8,39 *Whaling Service* *Carrying oil fuel in bulk F.P.above* 150°F. *Fitted for oil fuel* 7,31 *F.P.above* 150°F.	Sfj Liv	*j*†	CL 6,39	1931 7mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees '*sA&CP*	VestfoldCorporation(~~Johan Rasmussen&Co.Mgr.~~)	538·1 554·1(O.L.) P120′F108′ *Cell DBuE&B*92′553*tD* *Side tanks in mchy. space* 90′440*tFPT*408*tAPT*493*t*	74·3	33·3 FK	Panama Pnamanian 18*BHptCem* (4 *to W dk* 14 ,, *2nd* ,,) *Ts f*44′924*t*	Q8Cy20½″29½″42½″&62″-45″ 265lb (*s*) 997NHP 21Pr.B-*60lb* 10Pr.B.-*43lb* 5SB(4Spt),20*cf*,HS14800FD Richardsons,Westgarth&Co.Ld.Hpl.	48 ″ 9 s15 ″ 4 33 ″ 8½	
85736 LFGD	**Vestkyst I.** *Mchy.Aft* 1*Dk*	370 287 187					1923	Husö Værft. Husö	SkibsA/S Kysten (F.J.Röstand&B. Pedersen,*Mgrs.*)	137·3 P52*t*F14*t*	25·3	11·0	Arendal Norwegian *WB*	T.3Cy.9½″,14½″&24½″-18″ 25NHP BergensMek.VerksBergen		N
85737 LDDK	**Vestland** *ss*H.Kg.No.3-8,28 1*Dk*(*Stl*)	1934 1700 1139	✠ — 11,33 ✠	Bgn	*r*		1916 8mo	Detroit S.B.Co. Wyandotte	Dampsk.A/S Vestland(Rich. Amlie&Co.A/S, *Mgrs.*)	251·0 P28′B65′F27′ *Cell DB*212′545*tFPT*	43·8	18·2 FK	Haugesnd Norwegian 4*BHCem* 68*tAPT*77*t*	T.3Cy.20″,33″&54″-40″ 274NHP 2SB,6*cf*,GS126,HS5246 DetroitS.B.Co.Detroit	20 ″ 2	N †
85738 LFGE	**Vestmanröd** (*ex*Snenut) *Mchy.Aft* 1*Dk*	691 522 343					1919	Wortelboer &Co. Delfzyl	SkibsA/S Vestmanröd(O.G. GjessensEftf.)	180·0 Q81*t*B19*t*H15*t*F22*t*	28·8	12·5 *WB*	Skudesneshavn Norwegian	T.3Cy.14⅗″,23⅗″&38⅗″-26⅘″ 77NHP Mch.Koopman,Dordrecht		N
85739 LERT	**Vestra** (*ex*Risör-36,*ex*Ornefjell, *ex*Hufterö,*ex*Norma) *ss*Hfx.No.3-10,16 Wireless *Well deck* 1*Dk*	1422 1174 855	✠ ... 12,19 ✠				1904 5mo	N.V.Schpw v.J.Smit,Czn. Alblasserdam	A/S Vestra(Rich. Jansen)	244·8 P41*t*Q94*t*H54*t*F36*t*	37·2	16·4 FK	Haugesnd Norwegian *WB*	T.3Cy.19″,31″&51-33″ 163NHP Maats.deSchelde,Flushing	18 ″ 6	N †
85740 149399 MNNB	— (*ex*Warmond-39, *ex*Lodewyk-36,*ex*Goote-36, *ex*Grane) Wireless D.F. 1*Dk*	1141 917 560					1921	JohnCran &Somerville, Ld. Leith	J.T.Salvesen&Co.	235·2 P25′B63′F25′	34·1	15·2	Grngemth British *WB*	T.3Cy.17½″,28½″&47¾″-28″ 120NHP JohnCran&Somerville,Ld.		CG
85741 LFGF	**Vestri** Ⓟ *Ref.Mchy.* 1*Dk*&*Awng dk*	499 472 265					1910	Helsingörs Jernsk&Msk. Elsinore	DetStavangerske Dampskslsk.	160·0 P105′F24′	26·7	15·3	Stavanger Norwegian *WB*	T.3Cy.12¼″,19″&31″-18″ 40NHP HelsingörsJernsk.&Mskb.		
85742 LDQX	**Vestvangen** *ss*N.Os.No.2-39 1*Dk*(*Stl*) *Cargo battens not fitted*	2420 1993 1394	✠100A1 ~~4,40~~ ~~10,39~~ 11,40 2,41 ✠LMC BS~~2,39~~ MS2,39 *Fitted for oil fuel* 10,30 *F.P. above* 150° F.	Mob NOs	*s*	OG N4,40	1930 10mo *Lloyd*	Intrnationl S.B.&E.CoLd Danzig '*sA&CP*	SkibsA/S Karaibien(Görrissen& Co.A/S,*Mgrs.*) *Intermediate BH in fore hold dispensed with*	291·2 P28′B84′F33′ *Cell DB*248′623*tFPT*61*tAPT*78*t Wing tanks in Bridge*42*t*	45·7	18·5 FK	Oslo Norwegian 4*BHptCem*	C.4Cy.(2)16 9/16″&(2)35 7/16″-35 7/16″ 206lb (*s*) 229NHP 2SB,6*cf*,GS72,HS3380 FD InternationalS.B.&ECoLd	20 ″ 6 s 2 ″ 8¼ 17 ″ 11½	
150/40 85743 LDDL	**Vestvard** *OilEng.* 2*Dks*	4319 3865 2441					1925	Akt.Ges. "Neptun" Rostock	KlostersRederi A/S (Lauritz Kloster,*Mgr.*)	386·0 P109*t*H266*t*F25*t*	53·0	23·5	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27⅜″-55 1/16″ 440NHP Mchfbk.Augsburg-Nürnberg,Augsburg		N
85744 711 ICNJ	**Vesuvio** D.F. 1*Dk*	5430 4578 3391					1914	Soc.Fiat SanGiorgio Spezia	Soc.Anon.per l'Industria ed il Commercio Marittimo "Nova Genuensis"	394·9 P30′B200′F35′	51·7	27·5	Genoa Italian *WB*	T.3Cy.26″,42½″&69 7/10″-48″ 337NHP Cant.Nav.Riuniti,Ancona		CI
85745	— (*ex*ChingPu-38, *ex*Wai-Shing-32) 1*Dk*(*Stl*)&*Spar dk*(*Stl*-teaks) &*deep framing*	*1865* *1713* *1170*	✠ 5,03 ✠	Nwc	*r*		1903 5mo	Wigham Richrdsn&Co Ld.Newcastle	Cia.Italiana di Nav.S.A.I(Chinese ItalianNav.Co.Ld)	275·3 B68′F33′ *Cell DBa*83′*uE*21′ *f*107′371*t D Tf*15′190*t D Ta*19′ 265*t FPT*30*tAPT*17*t*	40·0	12·9 20·1 FK	Shanghai Italian 5*BHCem*	T.3Cy.21″,34″&56″-42″ 226NHP 1SB,4*rf*,GS76,HS2913 WghmRchrdsn&C.LdNwc	22 ″ 3	
85746 7107 SHFE	**Vesuvius** (*ex*Bruckhausen, *ex*Wobun) *ss*Lkr.3rdNo.3-10,35 1*Dk*(*Stl*)&*deep framing* Wireless D.F. *Cargo battens not fitted* *ss*Sbg.No.1-40	*1580* *1441* *933*	✠100A1 9,40 ~~4,39~~ ~~BS4,39~~ ✠LMC~~10,35~~ (9,40	Lkr Sbg	*q*	CL ~~5,37~~ 9,40	1902 6mo *Lloyd*	Grngem'th &Greenock Dockyard Co. Greenock '*sA&CP*	RederiA/B Wega (I.Wettin,*Mgr.*)	257·5 266·6(O.L.) B58′F27′ *Cell DBa*68′*uE&B*36′ *f*103′399*tAPT*25*t*	37·1	18·2 FK	Hlsngborg Swedish 4*BHCem*	T.3Cy.19″,31″&51″-36″ (*s*) 160lb ~~80lb~~ 183NHP 2SB,6*pf*,GS92,HS3161 Dunsmuir&Jackson,Gls.	20 ″ 4 s 2 ″ 11¼ 17 ″ 7	
85747 UOYL	**Vetluga** (*ex*Drechtstroom-34, *ex*Helder) 2*Dks*	1717 1358 949					1918	A.Vuijk& Zonen Capelle a/d Ysel	U.S.S.R.	270·7 B173′	41·7	16·7	Leningrad Russian *WB*	T.3Cy.20″,31″&51″-35½″ 155NHP Werkspoor,Amsterdam		
85748 92 IOJO	**Vettor Pisani** *OilEng* D.F. GyC. 1*Dk*&*Shelter dk* *CruiserStern* 3*rd dk in No. 1 hold* *Butts of shell & decks elec. welded* *Longitudinal framing at decks*	6339 5345 3712	✠100A1 *withfreeboard* 12,39 ✠LMC12,39 *Carrying fuel oil F.P. above* 150° F. *in deep tank*	Mfl	*c*†	CL	1939 12mo *Lloyd*	Cantieri RiunitiDell' Adriatico Monfalcone '*sA&CP*	SocietàItaliana di Armamento "Sidarma"	470·7 (O.L.) F36′ *Cell DB*380′1151*tMT*28′ 1275*tFPT*131*tAPT*227*t*	60·6 60·7	23·6 26·0 FK	Fiume Italian 8*BHptCem* (*Coll to Sh dk* 7 ,,*2nd*,,)	Oil Engines 2S.C.DA 6Cy.25 3/16″-45 11/16″ 1328NHP DB*100lb* SocAn"Fiat"S.G.M.Turin	29 ″ 10 s3 ″ 11 26 ″ 1¾	
85749	**Viacheslav Molotof** Ⓟ TwinSc *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* Sub.Sig. *CruiserStern*	7500					1939	NVNederl. Schps. Maats. Amsterdam	U.S.S.R.	429·2 P72′B203′F52′	60·2	31·7	Leningrad Russian *WB*	2 steam turbines connected to elec. motors & sc. shafts Gbr.Stork&CoNVHengelo		

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
85750 DANX	**Viadra** 1*Dk*	947 725 578					1899	Oderwerke A.G. Grabow	Rud.Christ.Gribel	206·3 Q63'B51'F29'	32·0	14·1	Stettin German *WB*	T.3Cy.14½",22¾"&38"–28" 76NHP OderwerkeA.G.Grabow		G
85751 OUNE	**Vibeke Mærsk** 1*Dk*	953 661 514					1925	F.Schichau Elbing	Dampskslskb. af1912A/S (A.P.Möller, Copenhagen,*Mgr.*)	221·0 P25'B94'F28'	32·2	14·2	Aarhus Danish *WB*	T.3Cy.15",24⅝"&38½"–25½" 75NHP F.Schichau,Elbing		V
* 85752 OXJD	**Viborg** *ss*Cpn.No.3–5,31 *ss*Cpn.No.2–39 1*Dk*(*Stl*)	2028 1794 1191	✠100A1 3,39 ✠LMC3,39	Cpn	*s*	OG 4,38	1919 3mo *Lloyd*'*sA&CP*	NVSchpw. v.J.Smit Czn. Alblasserdm	A/S D/S "Dannebrog"(C.K Hansen,*Mgr.*) *CellD*	283·4 295·0(O.L.) P22'B166'F35' FK *B239' 604t FPT82*	42·1	18·3	Copnhagn Danish 4*BHCem* *tAPT84t*	T.3Cy.20½",32"&52"–39" (*s*) 180lb *140lb* NDB20 208NHP 2SB(Spt)*6cf*,GS84,HS3450 Kon.My."deSchelde,"Fls.	20 " 9 s 1 " 7¾ 19 " 3¾	
85753 LIYB	**Vibran** Ⓟ *ss*Got.No.1–39 *OilEng.* D.F. 1*Dk,2nd dk for fruit cargo* *Ref.Mchy.* *3rd dk in forward holds* *CruiserStern* *sparred for fruit cargo*	2993 2619 1759	✠100A1 *withfreeboard* ~~9,40 6,39~~ 4,41 DBS6,39 ✠LMC6,39 ✠Lloyd'sRMC~~2,40~~9,40 for temp. 33° F.	Got ~~Bkn~~ Liv	*u*	CL N6,39	1935 3mo *Lloyd*'*sA&CP*	Helsingörs Jernsk&Msk. Elsinore	SkibsA/S Ogeka (Knut Knutsen, O.A.S.*Mgr.*) *CellDB262'536t*	F44' FK *Tanks at sides of tunnel79'450tFPT*	45·8	26·7	Haugesnd Norwegian 5*BHptCem* (*Coll to W dk* 4 ,,*2nd*,,) *19tAPT87t*	Oil Engines 2S.C.SA 9Cy.19 11/16"–35 7/16" 606NHP DB*70lb* Akt.Burmeistr&Wain,Cpn	28 " 10 s 8 " 9½ 20 " 3	
85754 EGSE	**Vicente** (*ex*Vinaroz,*ex*Paris, *ex*Edith) *ss*Bcl.No.3–12,19 *Well deck* 1*Dk*(*Stl*)	534 376 299	✠ 2,23 ✠	Bcl	*h*		1899 2mo	W.Harkess &Son Middlesbro'	Soc.AnonFerrer Peset *DBa32'35tFPT*	158·1 Q82'B14'F20' FK	26·5	12·3	Valencia Spanish 4*BHCem* *35tAPT18t*	T.3Cy.13",21⅝"&33"–24" 62NHP 1SB,2*rf*,GS40,HS1033 Whyte&Mair,Dundee	13 " 0	V †
85755 160238 GLVX	**Viceroy of India** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 3*Dks*(*Stl–Wthr dk teaks*) *4th&5th dks*(*Stl*) *in fwd. holds & pt after holds* D.F. E.S.D. *CruiserStern*	19627 14069 10027	✠ 7,32 ✠	Lon			1929 3mo	A.Stephen &Sons,Ld. Glasgow	Peninsular& OrientalStm.Nav. Co. *CellDB*	586·1 B354'F82' FK *524'3039tFPT170t*	76·2	41·5	Glasgow British 11*BHptCem* (1*to Wthr dk* 10 ,, *2nd*,,) *APT138t*	2 Stm.Turbines connected toElec.Mots.&Sc.Shafts 3565NHP 6 WaterTube Boilers HS32500 A.Stephen&Sons,Ld.Gls. *Motors by* British Thomson-HoustonCo.Ld.Rugby	45 " 6	BT till ~~6,40~~ 6,41
85756 653 OHBS	**Vicia** (*ex*Sigrid,*ex*Carham) D.F. 1*Dk&deep framing*	2660 — 1836					1896	Furness, Withy&CoLd WHartlepool	A/B Transport (KristianHansen, *Mgr.*)	322·5 314·3 P41'B77'H98tF30'	43·1	20·5	Helsngfors Finnish *WB*	T.3Cy.22",36½"&60"–42" 233NHP W.Allan&Co.Ld.Sld.		V
85757 YTAG	**Vicko Ferić** (*ex*AnteTopić–39, *ex*Oreland) *ss*Spt.2ndNo.3–9,35 1*Dk*(*Stl*)	*4190* *4021* *2709*	✠100A1 5,39 BS11,39 ✠LMC7,35	Spt	*x*	CL 4,39	1911 6mo *Lloyd*'*sA&CP*	Nthmblnd S.B.Co.Ld. Newcastle	ShippingFerić (MarinFerić, *Mgr.*) *CellDBa1*	370·2 P22'B100'F33' FK *17'uE&B43'f166'11*	51·0	27·2	Split Yugoslav 6*BHCem* *20tAPT45t*	T.3Cy.25",41"&69"–48" (*s*) 180lb 372NHP 3SB,*9cf*,GS150,HS5940 Richardsons,Westgarth& Co.Ld.Sld.	28 " 9 s 5 " 4½ 23 " 7½	
85758 LDDM	**Victo** (*ex*Skogstad) *ss*Bal.No.2–15 1*Dk2trBdeepframing & Web frames*	3655 3474 2357	✠ ... 10,19 ✠				1906 11mo	R.Thompson&Sons,Ld. Sunderland	DampskA/SEsito (BjRuud-Pedersen,*Mgr.*)	346·5 P23'B92'F30' FK	50·8	22·9	Oslo Norwegian *WB*	T.3Cy.25",41"&67"–45" 318NHP J.Dickinson&Sons,Ld.Sld.	25 " 6	N †
85759 160197 VGLK	**Victolite** TwinSc *ss*Phl.No.3–8,40 *OilEng.* D.F. GyC. ~~ssNNsNo.2–36~~ *Mchy.Aft* 2*Dks*(*Stl*)*& Web frames* *Longitudinalframing–bracketless system*	11410 10800 6250	✠100A1 8,40 ~~12,39~~ ✠LMC CS~~5,37~~ 8,40 DBS~~5,38~~8,40 1,38 *CarryingPetroleum in bulk*	Hav Phl	*g*†	CL 10,38	1928 3mo *Lloyd*'*sA&CP*	A.Stephen &Sons,Ld. Glasgow	ImperialOil,Ld. MarineDepartment (H.J. Rahlves,*Mgr.*) *CellDBuE97'415t* *DTf36'388tFPT*	510·2 B34'F40' FK *319tAPT149t*	68·2	38·0	Montreal British 19*BH* (*14 to U dk* 5 ,, *2nd*,,)	Oil Engines 2S.C.SA 8Cy.26¾"–51 3/16" 995NHP 2DB*100lb* 2WaterTubeDB*250lb* Frd.KruppA.G.Kiel	38 " 1 s8 " 9½ 29 " 7	
85760 DHYR	**Victor** (*ex*ChristineSell) 1*Dk*	777 578 469					1904	Nüscke& Co. Stettin	ArthurSommer (Joh.Ick,*Mgr.*)	202·7 Q69'B46'F24'	30·4	12·5	Hamburg German *WB*	T.3Cy.13⅜",21⅜"&35⅝"–23⅝" 62NHP Ver.Elbesch Ges.Ueb.		G
85761 124200 MCQX	— *ss*Liv.2ndNo.3–9,32 *Well deck Mchy.Aft* *ss*Bkn.No.1–36 ~~*Cargo battens not fitted*~~ 1*Dk*(*Irn*)	435 287 165	✠100A1 7,40 ~~2,39~~ ✠LMC MS7,36 BS1,40	Bkn Liv	*g*	CL 2,39	1907 7mo *Lloyd*'*sA&CP*	J.Shearer &Sons,Ld. Glasgow	SouthWales&LiverpoolS.S.Co.Ld. (R.Gilchrist&Co. *Mgrs.*) *CellDBf84'97tFPT*	150·0 Q83'B8'F22' BK7"	25·1	9·3	Aberdeen British 3*BHCem* *43tAPT8t*	C.2Cy.16"&41"–30" (*s*) 130lb 68RHP 1SB,*3pf*,GS56,HS1771 Hutson&Sons,Ld.Glasgow	11 " 9 s 3 " 9 12 " 1	
85762 EAJT	**Victor de Chavarri** *ss*Bbo.No.3–8,38 1*Dk*(*Stl*) *Mchy.Aft Longitudinal framing in DB* *Cargo battens not fitted*	3308 2673 1997	✠100A1 9,40 ~~8,39~~ BS~~8,39~~ 9,40 ✠LMC10,37	Bbo	*u*	CL ~~6,38~~ 9,40	1919 6mo *Lloyd*'*sA&CP*	Soc. Española de Cons.Nav. Bilbao	AltosHornos de VizcayaSoc.An. *CellD*	314·0 P88'F44' FK *B267'801tFPT268t*	48·1	22·1	Bilbao Spanish 5*BHCem* *APT88t*	T.3Cy.22",35"&58"–39" (*s*) 190lb *100lb* 304NHP 2WaterTubeBoilers HS5528 Swan,Hunter&Wigham RichardsonLd.Nwc.	24 " 4 s 4 " 5½ 20 " 2	
85763 239286 WDWO	**Victor H. Kelly** *Fitted for oil fuel* D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft* *CarryingPetroleum in bulk* *CruiserStern* *Longitudinalframing*	8186 — 4895					1940	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	UnionOilCompany of California	445·4 P92'B35'F40'	64·2	34·9	L.Angeles Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 583NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
188/40 85764 166868 GFXM	**Victor Ross** TwinSc *ss*Ham.No.1–37 *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)*2nd dk*(*Stl*) *clear of cargo tanks3rd dk*(*Stl*) *aft of* D.F. E.S.D. *cargotanks* *Web frames* GyC. *CruiserStern* *Longitudinalframing*	12247 11594 6569	✠100A1 10,39 ✠LMC CS6,37 DBS10,39 10,39 *CarryingPetroleum in bulk*	Bel		CL 10,39	1933 1mo *Lloyd*'*sA&CP*	Bremer Vulkan Vegesack	BritishMexican PetroleumCo.Ld. ~~F.J.Wolfe,Mgr.~~ (R.A.Carder,*Mgr.*) *CellDBuE78'*	522·0 542·0(O.L.) *aft*B55'B40'F39' FK	70·3	38·7	London British 16*BHptCem* *ptAsp* *118t DTs f*	Oil Engines 2S.C.DA 8Cy.23⅝"–35 7/16" 1560NHP 2DB(*a*)*200lb* 2DB(*f*)*100lb* BremerVulkan,Vegesack *53'2307tFPT295tAPT249t*	38 " 9 s 8 " 6¼ 30 " 5¼	
85765 FNDF	**Victor Schœlcher** TwinSc *OilEng* *Ref.Mchy.* 2*Dks* *CruiserStern*	4510 2559					1938	Forg.&Ch. de laMéditSA LaSeyne	Soc.Gén.deTransp. Mar.àVap.	358·6 F29'	51·9	25·8	Marseilles French *WB*	Oil Engines 2S.C.SA 16Cy.20½"–35 7/16" 1170NHP Soc.Gén.deConst.Méc. LaSeine		V
85766 1863 ICNK	**Victoria** Ⓟ QuadSc *OilEng.* *ss*Gen.No.1–35 D.F. E.S.D. GyC. 2*Dks*(*Stl*)*3rd dk*(*Stl*) *Ref.Mchy* *fwd.&aft of Mchy.space* *CruiserStern*	13098 7261 7145	✠100A1 *withfreeboard* 7,39 ✠LMC CS2,36 DBS7,39 7,37 ✠Lloyd'sRMC7,39	Gen	*h*†	CL PfN 7,38 SaN 7,38 PaN 12,38 Sf4,39	1931 7mo *Lloyd*'*sA&CP*	Cantieri RiunitiDell' Adriatico Trieste	LloydTriestino Soc.Anon.diNav. *CellD B423'1367t Wing tanks aft9'130tFPT*	540·6 (O.L.) 511·8 B&F488' FK *Upper bridge324'*	69·9 68·9	30·9 29·6	Genoa Italian 8*BHptCem* *82tAPT56t*	Oil Engines 2S.C.SA 32Cy.26½"–39⅜" 4025NHP 2DB*100lb* CantRiuniti Dell'Adriatico Trieste	34 " 3½ s10 " 8½ 23 " 10	

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* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
184/40 85767	**Victoria** (*ex*Bellflower-40) 1*Dk&Shelter dk&* *Web frames* *Longitudinal framing*	6085 5579 3751	✠ ... 11,22				1919 12mo	Federal S.B.Co. Kearny,N.J.	D.A.Nicolaides	395·5|55·0|31·4 P45'B110'F38'*on* *Shelter dk* FK	Piræus Greek *WB*	2 steam turbinesDRgeared to 1 sc. shaft 646NHP Mid.WestEng.Co. Indianapolis,Ind.	34 ″ 11	R
173/40 85768 719 SVGB	— (*ex*Sylva-37, *ex*Trewellard-33) *ss*Cff.No.3-7,27 *ss*Sld.No.2-36 1*Dk*(*Stl*)*&Shelter dk*(*Stl*)	*4202* *3907* *2667*	✠100A1 *Shelter dk* *withfreeboard* 5,39 ~~BS5,39~~	Ams BS5,40 ✠LMC11,35	*x*	CL 5,39	1914 7mo *Lloyd*	J Readhead &Sons,Ld. South Shields '*sA&CP*	Ch.N.Pateras&Co. *CellD*	370·2|51·6|25·0 FK *Ba*117' *uE*23' *f*163	Piræus Greek 6*BHCem* 978*tAPT*59*t*	T.3Cy.26″,42″&69″-48″ (*r*) 180lb ~~90lb~~ 386NHP 2SB,6*cf*,GS132,HS6329 J.Readhead&Sns.Ld.S.Shl	26 ″ 8 s 2 ″ 9½ 24 ″ 1¼	
85769 161826 WCCY	— Ⓟ (*ex*Parthia) D.F.	Iron *Fitted for oil fuel* 4*Dks* 3914 — 2355					1870	W.Denny &Bros. Dumbarton	AlaskaS.S.Co.Inc.	360·5|40·4|34·3	NewYork Utd.States	T.3Cy.31″,50″&76″-54″ NE&B85 424NHP J.Elder&Co.,Glasgow		
85770 123811 GNTF	— Ⓟ TrpSc *Fitted for oil fuel* D.F. 2*Dks&Shade dk*	1641 1163 684					1907	W.Denny &Bros. Dumbarton	Isle of ManSteam PacketCo.Ld	311·0|40·1|15·8	DouglasIM British *WB*	3 Turbines 800RHP Denny&Co.Dumbarton		BT till ~~12,40~~ ~~4,41~~ 10,41
85771 DOIG	— 1*Dk*	743 580 412					1911	Akt.Ges. "Weser" Bremen	Dampfschifffahrts Ges.Neptun	196·8|28·2|12·9 Q50'B45'F22' len36	Bremen German *WB*	T.3Cy.13″,21$\frac{1}{16}$″&34$\frac{7}{16}$″-23⅝″ 58NHP A.G."Weser,"Bremen		G
85772 DANV	— Ⓟ Wireless 1*Dk*	690 494 390					1914	Stettiner Oderwerke Stettin	Rud.Christ. Gribel	188·0|29·0|11·6 Q55'B57'F18'	Stettin German *WB*	T.3Cy.14⅗″,22⅘″&33½″-27⅗″ 76NHP StettinerOderwerke		G
85773 166615	— TwinSc (*exBarge*Accommodation) *Mchy.Aft* 1*Dk*	596 — 405					1917	.... Buffalo,N.Y.	BuffaloGravel Corp.	122·0|36·0|11·0	Buffalo NY Utd.States	C.4Cy.(2)10″&(2)20″-16″ E*fitted*— 27NHP B*made*08*refitted*—		
8/41 85774 161614 GBNY	**Victoria City** *Fitted for oil fuel* D.F. 1*Dk&Shelter dk*	4739 4429 2876					1929	W.Gray& Co.Ld. W Hartlepool	ReardonSmithLine Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	400·4|54·2|25·6 F41'	Bideford British *WB*	Q4Cy20″,28½″,41½″&61″-48″ 258NHP Cen.Mar.EWrks.LdWHpl		C
85775 156047 VTDN	**Victoria-Marie** (*ex*Africana-33) *ss*Bom.No.3-7,33 *ss*Bom.No.2-41 ~~*ss*Bom.No.1-37~~ 1*Dk*(*Stl*)*& Web frames* *Longitudinal framing* *Cargo battens not fitted*	1432 1120 882	100A1 ~~6,40~~ ~~7,39~~ 1,41 ~~BS12,38~~ ~~6,40~~	Bom ~~Cal~~ LMC~~8,37~~ 1,41	*o*	CL ~~10,30~~ 6,40	1927	M.Martin- olich Lussinpiccolo	ThobanDevji& MeghjiGopalji	227·0|38·2|16·9 Q28'B56'F33' FK *CellDB*168'300*t*	Bombay British 4*BHCem* *FPT*34*t*	T.3Cy.15¼″,24½″&39⅜″-25⅝″ 180lb (*s*) HS3192 150NHP 1SB&1AuxSB,5*cf*,GS100, E&B*made*20*refitted*27 N.OderofuA.SestriPnente.	19 ″ 5 s 2 ″ 2½ 17 ″ 4¼	
85776 26865 JISD	**Victoria Maru** *ss*Nag.No.3-7,33 *ss*Yka.No.1-37 2*Dks*(*Stl*)*&Awng dk*(*Stl*)	5876 5590 4257	✠100A1 *Awng dk* *withfreeboard* 7,40 ~~3,40~~ ~~*Fitted for oil fuel* 2,21~~	Smk Kob ✠LMC3,40 BS7,40	*y*	OG 7,38 ~~*F.P. above* 150°F.~~	1921 2mo	Kawasaki Dkyd.Co.Ld. Kobe A&CP	~~OginunoSotaro~~ NissanKisen KabushikiKaisha *CellDB*327'1126*t*	385·0|51·0|36·0 FK *Collision* *FPT*127*tAPT*94*t*	Toky ~~Hasidate~~ Japanese *pt Cem* *BHto Awdk* 5 ,, ,, *U* ,,	T.3Cy.26¼″43½″&72″-48″(*s*) 200lb 440NHP 2SB(Spt)&1AuxSB,8*cf*, GS154,HS5636 FD KawasakiDkydCoLdKobe	36 ″ 0 s 9 ″ 1¾ 27 ″ 1	
85777 ~~161758~~ ~~WDPQ~~	**Victory**, *Now "Victorious," see No.* 90504 *in Supplement* *Mchy.Aft* Sub.Sig. D.F. GyC. 1*Dk*2*trB*	4527 — 3707					1895	Chicago S.B.Co. Chicago	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	450·0|48·3|22·5 len 05 *WB*	Toronto British	T.3Cy.23″,38″&63″-40″ 251NHP ClevelandS.B.CoCleveland		R
85778 YTBM	**Vid** (*ex*Istina-35) *ss*Spt.2ndNo.3-3,34 *ss*Spt.No.1-38 *Now "Radchurch," see No.* 89828 *in Supplement*	3547 3259 2244	100A1 11,39 BS5,39	Sch LMC6,38	*x*	CL 6,38	1910 *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	Brodarsko Akcionarsko Drustvo "Oceania" *CellDBa&uE*	360·5|50·3|21·5 P26'B232'F33' FK 129'*f*163'854*tAPT*	Susak Yugoslav 6*BHCem* 20*t*	T.3Cy.26″,42″&68″-42″ (*s*) 160lb 346NHP 2SB,6*cf*,GS129,HS5755 W.Doxford&Sons,Ld.Sld.	24 ″ 0 s 3 ″ 2 21 ″ 0¼	
85779 4786 SLCA	**Vidar** *ss*Skm.2ndNo.3-7,33 *ss*Skm.No.1-37 1*Dk*(*Stl*)*&deep framing*	*2104* *1893* *1215*	✠100A1 10,39 BS8,39	Skm ✠LMC6,37	*s*	OG 9,39	1907 9mo *Lloyd*	Murdoch &Murray Pt.Glasgow '*sA&CP*	RederiA/B Iris (S.Abrahamsen, *Mgr.*)	285·3|42·1|19·6 P27'Q7'B74'F35' FK	Stockholm Swedish *Cem*	T.3Cy.21″,35″&57″-39″ (*s*) 180lb 230NHP 2SB,6*cf*,GS107,HS3705 D.Rowan&Co.Glasgow	22 ″ 0 s 2 ″ 11½ 19 ″ 2	
							*Intermediate bulkhead in forehold dispensed with*4*BHonly*		*CellDBa*	82'*uE&B*53'	*f*108'567*tFPT*41*tAPT*72*t*			
85780 708 OHOT	— WoodAuxTwinSc3MstSr (*ex*Annikki) *OilEng.* 1*Dk* (*See Sailing Ship Register*)	351 — 238					1919	A.Viika Ahlainen	RederiA/B Vidar (ElinEngman)	135·0|32·5|12·6 131·2 Q20'	Mariehmn Finnish	Oil Engines 2S.C.SA 4Cy.10¼″-11$\frac{13}{16}$″ 74NHP NE28 A/BAvanceMotor,Skm.		
157/40 85781 YTTO	**Vido** (*ex*Aarö-39,*ex*Börglum, *ex*Secalia) *ss*Abg.2ndNo.3-1,33 *ss*Cpn.No.1-37 1*Dk*(*Stl*)*&deep framing* *&Awng dk*(*Stl*)	1919 1734 1176	✠100A1 *Shelter dk* *withfreeboard* 11,39 MS3,37	Spt ✠LMC BS4,40	*s*	CL 3,39	1906 8mo A&CP	Howaldts- werke Kiel	Parobrodarsko Drustvo "Jugo- levant"S.o.j.	284·0|42·0|18·5 294·9(O.L.) 26·0 FK	Dubrovnik Yugoslav *Cem*	T3Cy.20⅞″,33$\frac{1}{16}$″&55$\frac{1}{16}$″-35½″ 185lb (*s*) 206NHP 2SB,6*cf*,GS100,HS3279 Howaldtswerke,Kiel	20 ″ 7 s ″ 11 19 ″ 9¾	
							Intermediate bulkhead in forehold dispensed with		*CellL*	*Ba*88'*uE*20'*f*124'55	4*BH only* 1*tAPT*150*t*			
85782 YTFA	**Vidovdan** (*ex*Braunfels) *ss*Spt.2ndNo.3-11,33 *ss*Ant.No.1-38 1*Dk*(*Stl*)*&Spar dk* (*Stl-pt* teaks)*&Web frames*	*5586* *5282* *3559*	✠100A1 *Spar dk* 9,39 MS2,38	Sch ✠LMC BS9,39	*a*†	CL 8,39	1906 8mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld Newcastle '*sA&CP*	Jugoslavenski Lloyd a.d. *CellDBa*13	421·9|55·3|20·3 435·7(O.L.) 28·5 P60'B123'F51' FK&BK2½″ 8'*uE*25' *f*183' 1100*t*	Dubrovnik Yugoslav 6*BHonly* *Cem* *FPT*80*t*	Q.4Cy.24″,34″,51″&74″-54″ 213lb (*r*) 500NHP 3SB,9*cf*,GS159,HS6372 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31 ″ 2 s 6 ″ 4½ 25 ″ 2	
85783 161034 GTBR	**Vienna** Ⓟ TwinSc *ss*Ips.No.2-37 E.S.D. 2*Dks*(*ptStl*) Sub.Sig. 3*rd dk forward of Mchy.space* *CruiserStern*	4227 3028 1985	✠100A1 *withfreeboard* 3,39 BS3,39 *For service between*	Gms ✠LMC5,37 *Harwich &the Hook of Holland*	*w*	OG 6,37	1929 7mo *Lloyd*	J.Brown& Co.Ld. Clydebank '*sA&CP*	London&North EasternRailway *CellDBuE*42'55*t* *DTsf*48'57*t D*	350·8|50·1|26·0 *Promenade dk&* FK F268' *MT*12'120*t* *Tsa*22'42*tFPT*12*t*	Harwich British 8*BHptCem* *ptAsp* *APT*42*t*	4 Steam Turbines SR (*r*) geared to 2 Sc. Shafts 215lb FD 1520NHP 5SB,20*cf*,GS430,HS15033 J.Brown&CoLd.Clydebnk	27 ″ 0 s12 ″ 2½ 15 ″ 3	
85784 OHZA	**Vienti** (*ex*Bris-36, *ex*Bruse-33) 4Mst D.F. E.S.D. 1*Dk*	1715 — 966					1911	Nylands Værksted Oslo	LaivaO/YAnsio (MeritoimiO/Y, *Mgrs.*)	274·9|40·0|17·6 264·4 P22'B11'F30'	Åbo Finnish *WB*	T.3Cy.19″,31″&51½″-33″ 153NHP NylandsVærksted,Oslo		N
85785 EAQY	**Viera y Clavijo** Ⓟ *ss*La.P.No.3-5,24 *ss*La.P.No.2-32 Wireless 1*Dk&Shelter dk*(*Teak*)	*862* *703* *501*	✠ —— 9,39	LaP ✠	*m*		1912 2mo	CaledonS. B.&E.Co.Ld. Dundee	Cia.Trasmediterránea *CellDBa*29'	210·2|30·0|9·9 FK *uE*18'*f*95'101*tFPT*	LasPalmas Spanish 5*BHCem* 15*tAPT*10*t*	T.3Cy.16½″,27″&44″-28″ 139NHP 2SB,4*cf*,GS74,HS2547 CaledonSB.&E.Co.Ld.Dun	12 ″ 3	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chandières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chandières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. [illegible]
85786 DHYS	**Vigo** Ⓟ *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks&Shelter dk* *Ref.Mchy.* *Corrugated sides*	7358 5031 4443					1922	Howaldts-werke Kiel	Hamburg-Süd-amerik.Dampf-schifffahrtsGes.	413·3 F92' on *Shelter dk*	60·0	36·1	Hamburg German *WB*	T.3Cy.28½",45 3/10"&74"-55½" & 1 low pressure Turbine 585NHP Howaldtswerke,Kiel		G
85787 LITX	— (*ex*Irisen-37,*ex*Iris-34, *ex*Borghild) 1*Dk*	710 559 388					1920	Kalund-borgs Skibsværft Kalundborg	D/S A/S Vigo(Nils Bech)	187·5 Q62'B60'H82*t*F21'	29·7	12·5	Oslo Norwegian *WB*	T3Cy.12⅛",20⅞"&33⅞"-19 11/16" 51NHP A/S Smith,Mygind& Hüttemeier,Cpn.		V
85788 1116 ICNM	**Vigor** *ss*Pal.No.1-39 *ss*Mfl.No.3-12,35 2*Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing* D.F. Sub.Sig	6511 5641 3553	✠100A1 3,40 ~~5,39~~ ✠NB3,29 ✠LMC~~1,35~~ BS~~5,193~~3,40 MS5,39 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,23 *F.P. above* 150° F.	Pal	*z*	CL ~~5,37~~ 3,40	1923 3mo	Ansaldo San Giorgio Spezia A&CP	Soc.Marit per Trasporto di Petrolio e Derivati "La Columbia" *Cell DT f*29' 365*t FPT*	418·3 P105'B30'F36' FK *DBuE&B*58'200*t* 290*t APT*290*t*	54·8	30·9	Genoa Italian 17*BHptCem* (14 *to U dk* 3 „ 2*nd* „)	Q.4Cy.21",29¼",43"&62"-45" 230lb *120lb* (*s*) 399NHP 3SB,9*cf*,GS136,HS5679 FD Mackie&Baxter,Glasgow	31 ″ 3 s6 ″ 6½ 25 ″ 1	
85789 LIYP	**Vigör** *CruiserStern* Wireless *Mchy.Aft* 1*Dk*	1518 1297 850					1935	Langes'nds MekVerkA/S Langesund	S.UgelstadsRederi A/S(S.Ugelstad, *Mgr.*)	248·3 P&B161'F24'	38·6	17·2	Oslo Norwegian *WB*	C.2Cy.14½"&29½"-30" & 1 LP turbine LangesundsMek.Verks.		N
85790 LDCC	**Vigrid** (*ex*Titania-37) TwinSc *OilEng* D.F. *ss*Got.No.3-6,35 *Ref.Mchy.* 2*Dks(Stl)&Shelter dk(Stl)* *CruiserStern*	4765 4263 2834	✠100A1 *Shelter dk* *with freeboard* Examined 7,40 ✠LMC CS2,36 DBS~~1,38~~7,40 1,38 ✠Lloyd'sRMC8,39	~~Stj~~ Lon	*z*	CL 5,38	1923 2mo	Deutsche Werft,A.G. Hamburg A&CP	SkibsA/SGdynia (O.Ringdal,*Mgr.*) *CellDB*338' 1052*t DTa between tunnels*90'186*t* *DT's a at tunnel sides* 18'106*t FPT*81*t*	400·6 F38'on*Shelterdk* FK	54·2	26·3	Oslo Norwegian 7*BHptCem* (*Coll to Sh dk* 6 „ *U* „) *APT*88*t*	Oil Engines 4S.C.SA 12Cy.24 1/16"-37 1/16" DB*100lb* 717NHP AlgemeineElec.Ges. Turbinenfabrik,Berlin	28 ″ 10 s 3 ″ 5½ 25 ″ 7¼	
85791 LFGM	**Vigsnes** Wireless D.F. 1*Dk*	1599 1170 937					1930	Bergens Mek.Værks. Bergen	A/SKr.Jebsens Rederi (Kr.Jebsen, jnr.*Mgr.*)	244·8 Q103*t*P73*t*B101*t* H102*t*	37·7	15·7	Bergen Norwegian *WB*	T.3Cy.17¼",29"&49"-33" 138NHP BergensMekVærksBergen		N
85792 YTAP	**Vihor** (*ex*DrugiDalmatinski-37, *ex*Palmanova,*ex* *ss*Gmh.No.3-3,02 Venezia,*ex*Norna) *ss*Lth No.2-11 *Well deck* 1*Dk&Web frames*	1180 862 711	✠ ... 11,14 ✠NB5,10 ✠				1889 8mo	S.&H.Morton&Co. Leith	Parobrodarsko DrustvoGrgic s.o.j.	224·0 P27'Q42'B61'F32' FK	33·2	14·5	Vranjic Yugoslav WB	T.3Cy.16½",27"&42"-33" 108NHP S.&H.Morton&Co.Leith	17 ″ 3	V †
85793 118604 GPMD	**Viking** Ⓟ (*ex*Vindex, TrpSc *ex*Viking) *ss*Brw.2ndNo.3-5,33 D.F. *ss*Brw.No.1-37 2*Dks&Shelter dk(ptStl-ws)*	1957 1418 827	✠ A1 *Shelter dk* *with freeboard* 5,40 ~~6,30~~ BS5,40 ~~BS6,30~~ ✠LMC5,37 *Irish Channel Service*	Brw Sou		CL ~~C3,37~~ ~~S3,37~~ ~~P4,30~~ 5,40	1905 6mo *Lloyd's A&CP*	Armstrong Whitworth &Co.Ld. Newcastle	Isle ofManSteam PacketCo.Ld.	350·4 *Promenade dk*230' FK	42·0	16·1	DouglasIM British 9*BHAsp* *APT*36*t*	3 Steam Turbines (*s*) 160lb 1446NHP 4DB,24*cf*GS610HS19712 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	17 ″ 3 s5 ″ 7½ 12 ″ 0	BT till 5,41
85794 4209 SHGO	— (*ex*JohannesMærsk, *ss*Rot.No.3-7,16 *ex*Grovehurst) *ss*Hbg.No.2-25 *Well deck* 1*Dk&Web frames*	*1336* *1028* *809*	✠ ... 5,29 ✠				1903 5mo	Irvine'sSB &D.D.Co.Ld. WHartlepool	RederiA/B Mercurius (H.Selander, *Mgr*)	230·5 P22'Q65'B52'F25' FK	36·1	14·8	Stockholm Swedish *WB*	T.3Cy.19",31"&51"-36" 160NHP Richardsons,Westgarth& Co.Ld.Hpl.	17 ″ 2	V †
85795 114813 GQDL	— (*CableVessel*) Wireless 1*Dk*	929 775 463					1901	Armstrong Whitworth &Co.Ld. Newcastle	AmazonTelegraph Co.Ld.	207·0	36·0	13·7	London British *WB*	T.3Cy.14",22½"&36"-27" 164NHP Wllsnd Slpwy.Co.Ld.Nwc.		C
85796 145113 GDLT	**Viking Star** (*ex*Vikingstar, *ex*Lusiada) *ss*Nwc.No.3-5,33 *Ref.Mchy.* *ss*Shl.No.1-37 2*Dks(Stl)&Shelter dk(Stl)*	6445 6213 3928	100A1 *Shelter dk* *with freeboard* ~~7,40~~ ~~7,39~~2,41 BS4,40 ~~BS4,39~~ LMC4,37 ✠Lloyd'sRMC~~2,40~~~~7,40~~ 4,41 ~~12,40~~ *Fitted for oil fuel* 3,20 *F.P. above* 150° F.	Lon Gls	*z*	CL 6,39	1920 3mo *Lloyd's A&CP*	Napier& Miller,Ld. Glasgow	BlueStarLine,Ld. *CellDB*345'1040*t FPT*125*t*	400·3 36·6 FK *Collision*	52·3	28·5	London British *ptCem* *BH to Sh dk* 5 „ „ *U* „ *APT*206*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Dunsmuir&Jackson,LdGls	38 ″ 11 s11 ″ 10¼ 27 ″ 4½	
85797 LFGQ	**Vikingen** Ⓟ 2*Dks*	493 258 286					1900	Trond-hjems M.V. Trondheim	Hardanger Sunnhordlandske Dampskibsselskap	149·7 H34*t*	23·2	11·9 18·9	Bergen Norwegian	T.3Cy.15",25"&41"-26" NB37 86NHP TrondhjemsM.VTrndheim		
85798 7850 SJGN	**Vikingland** *ss*Got.No.2-40 ~~*ss*Got.No.1-37~~ *OilEng.* *Ref.Mchy.* 1*Dk(Stl)&Shelter dk(Stl)* D.F. *Strengthened for navigation in ice*	*2626* *2158* *1386*	✠100A1 *with freeboard* 8,40 ~~1,40~~ ✠LMC CS~~4,39~~ 8,40 DBS~~5,39~~ 8,40 ~~10,39~~ 8,40 *Carrying vegetable oil or molasses in deep tanks& vegetable oil in wing DB tanks in engine room*	Got	*v*	CL 4,39	1932 12mo *Lloyd's A&CP*	Eriksbergs M.V.Aktieb. Gothenburg	Angf.A/B Tirfing (T.E.J.: son Broström,*Mgr.*) (SvenskaOrient Linien) *CellDB*283'717*t MT*21'570*t*	332·3 355·6(O.L.) FK	46·6	19·9	Gothenbrg Swedish 7*BHptCem* (*Coll to Sh dk* 6 „ 2*nd* „) *APT*43*t*	Oil Engines 2S.C.DA 6Cy.17 11/16"-47¼" 641NHP DB*80lb* EriksbergsM.V.AktiebGot	22 ″ 6 s 1 ″ 0⅜ 21 ″ 7½	
85799 LDDO	**Vilja** *OilEng.* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk* D.F. *Cruiser Stern*	6672 5696 3907					1928	Kockums M.V.Aktieb. Malmö	SkibsA/S Nordheim(H.Ditlev-Simonsen&Co. *Mgrs.*)	411·2 P418*t*H559*t*	56·2	32·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 6Cy.27 3/16"-55⅛" 438NHP KockumsM.V.Akt.Malmö		N
85800 135278 ~~RGHF~~ MLXP	**Vilk** (*ex*Corbank-39,*ex*Hitchin) *ss*Tln.2ndNo.3-9,39 *Well deck* 1*Dk(Stl)*	1944 1704 1123	✠100A1 1,41 ~~9,30~~ BS12,40 ✠LMC9,39	Tln Trn	*q*	CL N7,39	1913 10mo *Lloyd's A&CP*	S.P.Austin &Son,Ld. Sunderland	Ministry of Shipping(HudsonS.S. Co.Ld.*Mgrs.*) *CellDBa*67'*uE&B*41'	267·0 275·8(O.L.) Q140'B12'F28' FK *f*106'480*tFPT*105*t*	38·0	17·6	Glasgow British 4*BHCem* *APT*195*t*	T.3Cy.21",34"&56"-39" (*s*) 180lb 221NHP 2SB,6*pf*,GS89,HS3584 N.E.MarineEng.CoLd.Sld.	19 ″ 10 s6 ″ 4½ 18 ″ 1½	
85801 c IVLC	**Villa** Ⓟ TwinSc (*Ferry*) *Fitted for oil fuel* 1*Dk*	932 758 281					1909	Flli. Orlando&Co Leghorn	ItalianState Railways	271·0	34·4	12·7	Messina Italian	T.6Cy.16",26½"&41½"-23⅝" NB28 167NHP Flli.Orlando&Co.Leghorn		I
85802																

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
85803 EARQ	**Villa de Madrid** Ⓟ **TwinSc** *OilEng.* *Ref.Mchy.* 2*Dks&Shade dk* (*SUNK IN PORT—REFLOATED*)	6942 5576 3977					1931	Frd.Krupp Germaniawf. A.G. Kiel	Cia.Trasmediterránea	400·7 P340'F42'	55·9	31·3	Barcelona Spanish *WB*	Oil Engines 4S.C.SA 18Cy.23⅝"–41⅜" 1024NHP FrdKruppGermaniawf AG		V
85804	**Villa Encarnacion** (*ex*Estreito) *Mchy.Aft* 1*Dk*	419 — 252					1895	Bremer Vulkan Vegesack	Cia.Argentina de Nav.Mihanovich, Ltda.	184·6 Q49'B16'F15'	26·0	9·3	Bns.Aires Argentine *WB*	O.2Cy.14$\frac{15}{16}$"&27$\frac{9}{16}$"–21⅝" 29NHP BremerVulkan,Vegesack		
85805 CSBT	**Villa Franca** (*ex*Esposende, *ex*Arkadia) 1*Dk&Spar dk*	2045 1678 1245					1906	G.Seebeck Akt.Ges. Bremerhaven	Cia.deNav. "Carregadores Açoreanos"	263·4 P22'B65'F22'	37·5	21·8	Lisbon Portuguese *WB*	T.3Cy.19$\frac{5}{16}$",32¼"&52"–42⅜" 174NHP G.SeebeckA.G.Bremerhvn		V
85806 EGTB	**Villamanrique** (*ex*SanIsidoro) *ss*Cff.No.3–8,15 *Well deck* *ss*Bbo.No.2–24 1*Dk*(*Stl*)2*trB*	*1537* *1212* *974*	✠ 2,28 ✠	Bbo	*p*		1902 11mo	Grngem'th &Greenock DockyardCo. Grngemouth	A.SuardiazValdes	244·1 Q87'B62'F26' FK *CellDB* a56'*uE&B*36'*f*102'	35·8	16·7	S.Sebast'n Spanish 4*BHCem* 375*tAPT*40*t*	T.3Cy.18",30"&50"–33" NDB20 165NHP 2SB,6*cf*,GS74,HS2656 Cooper&Greig,Dundee	18 ″ 8	V †
85807 LDKD	**Villanger** **TwinSc** *Ref. Mchy.* *OilEng.* D.F. 1*Dk&Shelter dk*	4884 4372 3005					1929	Armstrong Whitworth &Co.Ld. Newcastle	WestfalLarsen& Co.A/S	398·0 P70*t*H366*t*F22*t*	54·7	26·1	Bergen Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.23¼"–43$\frac{5}{16}$" 624NHP J.G.Kincaid&Co.Ld.Grk.		N
85808 1758 ICNO	**Villarperosa** (*ex*Valsugana, *ex*PiombinoI) *OilEng.* *Mchy.Aft* D.F. 2*Dks*	6255 5922 3621					1921	Soc.Anon. Ilva Piombino	Soc.Commerciale diNav.	396·7	51·8	34·8	Genoa Italian *WB*	Oil Engines 2S.C.SA NE27 4Cy.29½"–49$\frac{3}{16}$" 606NHP FiatS.G.M.Turin		I
85809 1250 CBVJ	**Villarrica** Ⓟ (*ex*Alejandro–38, *ex*Argentino) *ss*Vpo.2nd.No.3–5,37 2*Dks*(*Stl-Uws*)	2989 — 1952	✠100A1 2,39 ✠NB10,32✠LMC5,37 BS~~5,39~~5,40	Vpo	*t*	CL 2,39	1913 10mo	AilsaS.B. Co.Ld. Troon *Lloyd's* A&CP	ChilianState Railways *CellDBa*68' *uE&B*86'*f*114'	309·6 P&B197'F38' FK 452*tFPT*20*tAPT*5*t*	41·6	20·5	Valparaiso Chilian 5*BHCem*	T.3Cy.21½",36½"&59"–45" 200lb (*s*) 340NHP 2SB,6*cf*,GS121,HS4920 FD AilsaS.B.Co.Ld.Troon	23 ″ 0 s2 ″ 9¾ 20 ″ 7	
85810 FOOR	**Ville d'Ajaccio** Ⓟ *Fitted for oil fuel* D.F. 2*Dks*	2444 1657 1146					1929	Ch.&Atel. deProvence Marseilles	Cie.deNavigation Fraissinet	269·0 P&B187'F43'	41·1	22·7	Marseilles French *WB*	T.3Cy.24⅜",39⅜"&64$\frac{9}{16}$"–39⅜" 262NHP Ch.&Atel.deProvence,Msl.		V
85811 FNSL	**Ville d'Alger** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy* 3*Dks*4*trB* D.F. *CruiserStern*	10172 7028 3811					1935	Ch.&Atel. deSt.Nazaire (Penhöet)SA St.Nazaire	Cie.Générale Transatlantique	461·9 F383'	63·2	30·3 38·6	Marseilles French *WB*	6 Steam Turbines SR geared to 2 Sc.Shafts 3000NHP Ch.&Atel.deSt.Nazaire		V
85812 160317 ~~FOBL~~ BFVD	**Ville d'Amiens** Ⓟ D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl–ws*)	6975 6223 4216	✠ 12,25 ✠	Syd	*a*†		1924 11mo	NofIreland S.B.Co.Ld. Londonderry	~~Cell~~ Ministry of Shipping(TheClan LineSteamers Ltd.(Cayzer, Irvine&Co.Ld.) *Mgrs.*)	411·0 F37'*onShelterdk* FK ~~56tAPT120t~~ *Coll* *CellDB*351'1160*tFPT*95*tAPT*120*t*	53·7	28·5 35·8	Liverpool British 7*BHCem* *BH to Sh dk*	T.3Cy.27",46"&77"–51" &L.P.Turbine FD 4SB,12*cf*,GS264,HS11864 J.G.Kincaid&Co.Ld.Grk.	38 ″ 3	V † BT till 10,41
85813	**Ville d'Anvers** Ⓟ (*ex*American Banker–40, *ex*Cantigny) *Fitted for oil fuel* 2*Dks&Shelter dk* *Ref.Mchy.* D.F. GyC. *Cruiser Stern*	7462 6282 3889	✠ 3,22 ✠	…			1920 4mo	American International S.B.Corp. HogIslandPa	Soc.Maritime AnversoiseSoc. Anon.	436·9 P80'B135'F82' *on Shelter dk* FK	58·2	35·9	Antwerp Belgian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 1290NHP GeneralElectricCo.Clvlnd.	40 ″ 0	R †
198/40 85814	**Ville d'Arlon** Ⓟ (*ex*American Traveler–40, *ex*Cambrai) *Fitted for oil fuel* 2*Dks&Shelter dk* E.S.D. D.F GyC. *CruiserStern*	7555 6282 3908	✠ 3,22 ✠	…			1920 6mo	American International S.B.Corp. HogIslandPa	Soc.Maritime AnversoiseSoc. Anon.	436·9 P80'B135'F82'*on Shelter dk* FK	58·2	26·4	Antwerp Belgian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft GeneralElectricCo.Erie,Pa		R †
85815 FNSQ	**Ville d'Oran** Ⓟ **TwinSc** *Fitted for oil fuel* *Ref.Mchy.* D.F. 4*Dks*	10172 7028 3811					1936	Soc.Provençale de Cnst.Nav. LaCiotat	FrenchGovernment(Ministère de laMarine Marchande)	461·9 P18'F380'	63·2	38·6	Marseilles French *WB*	6SteamTurbinesSRgeared to2ScShafts 3333NHP Ch.&Atel.deSt.Nazaire		V
85816 FNQR	— Ⓟ *ss*St.N.2ndNo.3–7,38 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames*	4861 4331 3005	✠100A1 *Shelter dk* *with freeboard* 2,40 ✠LMC7,38 MBS8,39 DBS2,40 Surveys delayed	Hav	*w*	CL 8,39	1912 4mo	Forg.&Ch. de la Médit. Havre A&CP	NouvelleCie.HavraisePéninsulaire de Nav. *CellD*	351·5 P38'B104'F34' FK *on Shelter dk* *Ba*104'*uE*25'*f*148'	46·6	24·9	Havre French 6*BHCem* 642*tAPT*26*t*	T.3Cy.24½",40"&66"–45" (*s*) 185lb *100lb* 331NHP 3SB,6*cf*,GS102,HS4178 FD Forg.&Ch.de laMédit.Hav.	35 ″ 10 s9 ″ 10¼ 26 ″ 2	
85817 FNKQ	**Ville de Bastia** (*ex*Spaarne) Wireless 2*Dks*	1336 — 783					1920	N.V.HaarlemSchps.My Haarlem	Cie.Française des ExtraitsTinctoriaux etTannants	223·4	34·6	20·0	Havre French	T.3Cy.17½",29"&46"–36" 127NHP Maats.Fyenoord,Rot.		V
85818 FPAB	**Ville de Bougie** (*ex*York–37) *Fitted for oil fuel* Wireless 1*Dk*	1237 935 399					1907	CaledonS. B.&E.Co.Ld. Dundee	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	250·8 P&B176'F28'	36·1	15·0	Algiers French *WB*	T.3Cy.23½",38"&62"–39" 240NHP CaledonSB.&E.Co.Ld.Dun		V
125/40 85819	**Ville de Gand** Ⓟ (*ex*American Importer–40, *ex*Somme) *Ref.Mchy.* *Fitted for oil fuel* 2*Dks&Shelterdk* E.S.D. D.F. GyC. *Cruiser Stern*	7590 6282 4039	✠ 1,22 ✠	…			1920 9mo	American International S.B.Corp. HogIslandPa	Soc.Maritime AnversoiseSoc. Anon.	436·9 P80'B135'F82' *on Shelter dk* FK	58·2	26·4	Antwerp Belgian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 1259NHP GeneralElectricCo.EriePa	40 ″ 0	R †
131/40 85820	**Ville de Hasselt** Ⓟ (*ex*American Trader–40,*ex*Marne) *Fitted for oil fuel* D.F. GyC. 2*Dks&Shelter dk* *Ref.Mchy.* *Cruiser Stern*	7461 6282 3889	✠ 1,22 ✠	…			1920 10mo	American International S.B.Corp. HogIslandPa	Soc.Maritime AnversoiseSoc. Anon.	436·9 P80'B135'F82' *on Shelter dk* FK	58·2	35·9	Antwerp Belgian *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 1295NHP GeneralElectricCoErie,Pa.	40 ″ 0	R †
73/41 85821	**Ville de Liège** Ⓟ (*ex*AmericanFarmer–40, *ex*Ourcq) GyC. *Fitted for oil fuel* 2*Dks&Shelter dk* D.F. *Ref.Mchy.* *CruiserStern*	7430 6282 4013	✠ 3,22 ✠	…			1920 12mo	American International S.B.Corp. HogIslandPa	Soc.Maritime AnversoiseSoc. Anon.	436·9 P80'B135'F82' *on Shelter dk* FK	58·2	35·9	Antwerp Belgian *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 1295NHP GeneralElectricCoErie,Pa	40 ″ 0	R †
85822 FPAU	**Ville de Djidjelli** (*ex*Hull–37) *Fitted for oil fuel* Wireless 1*Dk*	*1132* *879* *451*					1907	CaledonS. B.&E.Co.Ld. Dundee	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaffino&Cie.*Mgrs.*)	255·7 P&B172'F29'	36·2	14·8	Algiers French *WB*	T.3Cy.23½",38"&62"–39" 240NHP CaledonSB.&E.Co.Ld.Dun		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Courses. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
85823 FNQL	**Ville de Majunga** Ⓟ D.F. 2*Dks*&*Shelter dk* *Ref.Mchy Mchy.Aft*	4972 4140 2923					1931	Atel.&Ch. delaSeine Maritime WormsetCie LeTrait,S.I.	NouvelleCie.Hav- raisePéninsulaire deNav.	392·9|53·5|24·8 F44′	Havre French *WB*	T.3Cy.$26\frac{13}{16}$",44"&73"-$48\frac{1}{16}$" 370NHP Atel.&Ch.delaSeine MaritimeWormsetCie		V
85824 FNQN	**Ville de Metz** Ⓟ *ss*Hav.No.3-6,33 *ss*Hav.No.1-38 D.F. 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws)	7007 6362 4402	✠100A1 *Shelter dk* *withfreeboard* 11,39 ✠LMC Surveys delayed *Fitted for oil fuel* 7,20	Hav BS11,39 MS3,37	*a*†	CL 4,38 *F.P. above* 150° F.	1920 7mo *Lloyd's A&CP*	N.ofIrelnd S.B.Co.Ld Londonderry	NouvelleCie.Hav- raisePéninsulaire deNav.	411·0|53·8|35·6 427·7(O.L.) F37′*onShelter dk* *Collision BHtoShdk* FK *CellDB*355′1180t *FPT* 95t	Havre French *Cem* 6 „ „ *U* „ *APT*120t	T.3Cy.27",46"&77"-51" (*s*) 200lb 710NHP 4SB,*12cf*,GS247,HS11044 FD J.G.Kincaid&Co.Ld.Grk.	38 ″ 2 s10 ″ 7¾ 27 ″ 9	
132/40 85825	**Ville de Mons** Ⓟ (*ex*American Shipper-40,*ex*Tours) *Fitted for oil fuel* D.F. GyC. 2*Dks*&*Shelter dk* *Ref.Mchy.* *CruiserStern*	7463 — 3884	✠ … 3,22 ✠				1921 1mo	American International S.B.Corp. HogIslandPa	Soc.Maritime AnversoiseSoc. Anon.	436·9|58·2|35·9 P80′B135′F82′ *on* *Shelter dk* FK	Antwerp Belgian *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 1290NHP GeneralElectricCo. Schenectady,N.Y.	40 ″ 0	R †
95/40 85826	**Ville de Namur** Ⓟ (*ex*American Merchant-40,*ex*Aisne) *Fitted for oil fuel* D.F. GyC. 2*Dks*&*Shelter dk* *Ref.Mchy.* *Cruiser Stern*	7463 — 3884	✠ … 3,22 ✠				1920 12mo	American International S.B.Corp. HogIslandPa	Soc.Maritime AnversoiseSoc. Anon.	436·9|58·2|35·9 P80′B135′F82′ *on* *Shelter dk* FK	Antwerp Belgian 11*BHtoSdk* *WB*	2 Steam Turbines DR gearedto1ScShaft1290NHP GeneralElectricCo. Schenectady,N.Y	40 ″ 0	R †
* 85827 FNQP	**Ville de Reims** Ⓟ *ss*Hav.No.3-9,30 *ss*Hav.No.1-34 2*Dks*(*Stl*)	4617 4124 2874	✠100A1 8,38 MS8,38 MBS2,39	Hav ✠LMC DBS9,39	*x*	CL 8,38	1918 5mo *Lloyd's CP*	W.Hamil- ton&Co.Ld PortGlasgow	NouvelleCie.Hav- raisePéninsulaire deNav. *CellD*	376·0|52·2|25·5 P27′B217′F35′ FK B332′1061t*FPT*81t	Havre French 7*BHCem* *APT*43t	T.3Cy.25",41"&68"-48" (*s*) 180lb *100lb* 489NHP 3SB,*9cf*,GS185,HS7602 FD Barclay,Curle&Co.Ld.Gls.	28 ″ 0 s4 ″ 1 24 ″ 1	
85828 FNQQ	**Ville de Rouen** Ⓟ *ss*Hav.No.3-2,32 *ss*Hav.No.2-39 2*Dks*(*Stl*)&*Shelter* *dk*(*Stl*-ws)	5083 3921 3144	100A1 *Shelter dk* *withfreeboard* 3,41 ~~1,40~~ MS8,39 ~~Surveys delayed~~	St.N Msl LMC ~~BS1,40~~3,41	*x*	1,40	1919 10mo *Lloyd's A&CP*	N.ofIrelnd S.B.Co.Ld. Londonderry	NouvelleCie.Hav- raisePéninsulaire deNav. *CellDB*357′908t	370·4|51·2|25·7 384·5(O.L.) FK *Collision BH to S dk* *FPT*70t *APT*112t	Havre French *Cem* 6 „ „ *U* „	T.3Cy.25",41"&68"-48" (*s*) 180lb 462NHP 3SB,*9cf*,GS160,HS6972 FD Kincaid&Co.Greenock	28 ″ 2 s3 ″ 3¾ 25 ″ 0¾	
85829 FOBM	**Ville de Strasbourg** Ⓟ D.F. 2*Dks*(*Stl*)&*Shelter* *dk*(*Stl*-ws) *Fitted for oil fuel*	7138 6366 4380	✠ 9,24 ✠	Hav	*a*†		1920 10mo	N.of Irelnd S.B.Co.Ld. Londonderry	Soc.desServices Contractuels des Messag.Mar. *CellDB*355′1180t	410·0|53·5|38·2 F37′*onShelter dk* FK *Collision BH to S dk* *FPT*95t*APT*120t	Dunkirk French *Cem* 6 „ „ *U* „	T.3Cy.27",46"&77"-51" 710NHP 4SB,*12cf*,GS247,HS11044 J.G.Kincaid&Co.Ld.Grk.	38 ″ 3	V †
85830 FNQT	**Ville de Tamatave** Ⓟ D.F. *Ref.Mchy* 2*Dks*&*Shelter dk*	4993 4140 2938					1931	Atel.&Ch. de laSeine Maritime Worms etCie LeTrait,S.I.	NouvelleCie.Hav- raisePéninsulaire deNav.	392·9|53·5|24·8 F44′	Havre French *WB*	T.3Cy.$26\frac{13}{16}$",44"&73"-$48\frac{1}{16}$" 370NHP Atel.&Ch.delaSeine Maritime,LeTrait		V
85831 TUTD	**Ville-de-Ténès** (*ex*Cartenée, *ex*FalmouthCastle, *ss*Fal.No.3-6,19 *ex*Braeside) *ss*Fal.No.1-23 *Mchy.Aft Well deck* 1*Dk*	390 272 152	✠ … 6,27 ✠				1909 2mo	J.Crown& Sons,Ld. Sunderland	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaf- fino&Cie.*Mgrs.*)	142·1|23·6|9·8 Q78′B7′F22′ FK	Algiers French *WB*	C.2Cy.18"&38"-27" 59NHP MacColl&Pollock,Ld.Sld.	10 ″ 10	V †
85832 TUWR	**Ville de Tipáza** (*ex*Michel&Renée) *OilEng.* 1*Dk*	331 267 170					1917	Atel.&Ch. deBretagne Nantes	Soc.Algérienne de Nav.pour l'Afrique duNord(Ch.Schiaf- fino&Cie.*Mgrs.*)	140·4|24·0|10·5 P47′B11′F23′	Algiers French *WB*	Oil Engines 2S.C. 6Cy.$9\frac{1}{16}$"-$14\frac{11}{16}$" NE36 SulzerBros.Winterthur		V
85833	**Ville de Toulon** **TwinSc** (*ex*Elpidifor) 1*Dk*	672 587 394					1905	Howaldts- werke Kiel	A.Dunin-Slepsc	210·0|33·8|10·3 Q53′	Polish *WB*	T.6Cy.$11\frac{13}{16}$"$18\frac{3}{4}$"&$29\frac{1}{2}$"-$15\frac{3}{4}$" 69NHP Howaldtswerke,Kiel		
85834 FOBN	**Ville de Verdun** Ⓟ D.F. 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws)	7007 6366 4402	✠ 3,25 ✠	Syd	*a*†		1921 5mo	N.of Irelnd S.B.Co.Ld. Londonderry	Soc.desServices Contractuels des Messag.Mar. *CellDB*355′1180t	410·0|53·5|38·2 35·6 F37′*onShelter dk* FK *Collision BH to S dk* *FPT*95t*APT*120t	Havre French *Cem* 6 „ „ *U* „	T.3Cy.27",46"&77"-51" 710NHP 4SB,*12cf*,GS247,HS11044 J.G.Kincaid&Co.Ld.Grk.	38 ″ 3	V †
85835 FNQS	**Ville du Havre** Ⓟ *ss*Hav.No.3-5,37 D.F. 2*Dks*(*Stl*)&*Shelter dk* (*Stl*-ws)	5083 3921 3144	100A1 *Shelter dk* *withfreeboard* 3,40 MS5,37	Hav LMC BS4,40	*x*	6,39	1919 6mo *Lloyd's A&CP*	N.of Irelnd S.B.Co.Ld. Londonderry	NouvelleCie.Hav- raisePéninsulaire deNav. *CellDB*317′1044t	370·4|51·2|25·7 384·3(O.L.) P32′B217′F34′ FK *Collision BH to S dk* *FPT*61t *APT*107t	Havre French *Cem* *WB* 6 „ „ *U* „	T.3Cy.25",41"&68"-48" (*s*) 180lb 462NHP 3SB,*9cf*,GS161,HS6972 FD J.G.Kincaid&Co.Ld.Grk.	28 ″ 2 s3 ″ 6½ 24 ″ 10	
85836 FNJS	**Villiers** (*ex*Barmbek) *ss*Ham.No.1-27 *Well deck* 1*Dk*	2548 2158 1488	… 4,30				1923 10mo	Schiffsw(v. J.&Sch.)A.G Hamburg	Cie.desAffrêteurs Français(Heuzey &Chastellain, *Mgrs.*)	329·1|45·5|18·1 P19′Q46′B200′F38′ FK	Rouen French *WB*	T.3Cy.$22\frac{13}{16}$",37"&60"-$39\frac{5}{8}$" 317NHP HannoverscheMch.Fab. Hannover	20 ″ 6	V †
85837 LFGW	**Vilma** (*ex*Capitol,*ex*Grovemont, *ex*Tudhoe) *ss*Shl.No.3-4,20 Wireless *Well deck* *ss*Shl.No.1-24 1*Dk*&*deep framing*	1314 1010 795	✠ … 11,25 ✠				1906 12mo	J.Crown& Sons,Ld. Sunderland	D/S A/S Vilma (K.S.Nordgreen)	230·1|36·0|14·7 P17′Q65′B48′F26′ FK	Bergen Norwegian *WB*	T.3Cy.$17\frac{1}{2}$",29"&47"-33" 144NHP J.Dickinson&Sons,Ld.Sld.	16 ″ 10	N †
85838 403 ESDI	**Vilsandi** Ⓟ (*ex*Dagmar-38) 1*Dk*	330 177 186					1904	Göteborgs M.V.Aktieb. Gothenburg	LaevaühingG. Sergo&Ko.	120·2|24·1|10·3 P79′H53tF29′	Tallinn Estonian	C.2Cy.$17\frac{15}{16}$"&$39\frac{3}{8}$"-$28\frac{5}{8}$" 63NHP GöteborgsMV.Aktieb.Got		
85839 LFGX	**Vim** (*ex*Barbara-32,*ex*Recto) Wireless D.F. 1*Dk*	1114 983 670					1913	Bergens Mek.Værks Bergen	A/S VictorMullers Rederi	226·3|36·5|15·8 P21tH52tF30t	Bergen Norwegian *WB*	T.3Cy.17",$26\frac{1}{2}$"&46"-30" 115NHP BergensMekVærksBergen		N
85840 160180 GBKF	**Vimeira** *ss*Sws.No.3-3,40 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing*	5728 5163 3432	✠100A1 ~~12,40,40~~ 4,41 BS4,41 *Carrying Petroleum in bulk* *Fitted for oil fuel*11,27	Sws ~~Lon~~Shl ✠LMC3,40	*z*	CL ~~3,40~~ 4,41 *F.P. above* 150° F.	1927 11mo *Lloyd's A&CP*	R.Duncan &Co.Ld. PortGlasgow	VimeiraS.S.Co.Ld. (Gow,Harrison& Co.*Mgrs.*)	410·1|54·5|30·1 423·8(O.L.) P118′B38′F42′ FK *CellDBuE&B*76′170t	Glasgow British 16*BHptCem* 5„ *to2nd dk* *APT*204t	T.3Cy.25",$43\frac{1}{2}$"&74"-48" (*s*) 210lb 567NHP 3SB,*9cf*,GS190,HS8202 FD Rankin&BlackmoreLdGrk	30 ″ 0	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. / Official No. / Code Letters.	2–3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage: Gross. / Under deck. / Net.	5 Character. / ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
85841 1743 ICNQ	**Viminale** Ⓟ TwinSc *OilEng.* D.F. GyC. ssGen.No.3-10,38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) 2nd *dk*(*Stl*)*in forward holds*	8657 6733 5355	✠100A1 *Shelter dk* *withfreeboard* 1,40 ✠LMC CS1,39 DBS10,39 6,38	Gen	c†	CL 9,38	1925 10mo	Cant.San Rocco(S.A.) Trieste *Lloyd'sA&CP*	LloydTriestino Soc.Anon.diNav. *CellDB*393'1510*tDTf*13'295*tFPT*172*tAPT*91*t*	452·5|57·2|31·5 467·9(O.L.) B185'F74' FK	Genoa Italian *ptCem* 9*BHtoSh dk*	Oil Engines 4S.C.SA 12Cy.29⅛"-47¼" 984NHP DB*100lb* StabilimentoTecnico,Tri.	35″0 s 7″11¼ 27″3½	
85842 90912 MQNZ	**Vina** ssGmh.3rdNo.3-4,33 ssGmh.No.1-37 *Well deck* 1*Dk*(*Irn*)&*Web frames* *Cargo battens not fitted*	1021 755 610	✠100A1 12,39 BS4,40 ✠LMC4,37	Bgn	*m*	OG 2,38	1894 3mo	Ramage& Ferguson,Ld. Leith A&CP *CellDB*174' 215*t FPT*19*tAPT*37*t*	J.T.Salvesen&Co.	215·8|32·0|14·0 226·5(O.L.) P27'Q38'B58'F30' FK	Grngemth British 5*BHCem*	T.3Cy.15$\frac{7}{16}$",24"&39"-30"(*s*) 160lb *100lb* NDB13 99RHP 1SB,3*pf*,GS55,HS1715 Ramage&Ferguson,LdLth	16″3 s ″11¼ 15″6¼	
85843 1281 CBVM	**Viña del Mar** 3Mst (*ex*Champerico-34, *ss*Vpo.2ndNo.3-5,35 *ex*Andorinha) *ss*Vpo.No.1-39 *Well deck* 2*Dks*(*UStl*-ws)	2677 — 1579	✠100A1 9,40 ~~10,39~~ ✠LMC ~~10,39~~ 11,40	Vpo Tal	*s*	CL ~~10,39~~ 9,40	1911 5mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP* *Intermediate bulkhead in fore hold dispensed with*	ChilianState Railways	290·1|41·7|17·0 P&B197'F45' BK10" *CellDBa*34'*uE*24'*f* 142'400*tFPT*46*tAPT*37*t*	Valparaiso Chilean *Cem* 4*BH only*	T.3Cy.24",39"&64"-42" (*s*) 180lb 321NHP 3SB,9*cf*,GS162,HS5412 CaledonSB.&E.Co.Ld.Dun	20″0	
85844 218850 KIZS	**Vincent** *Fitted for oil fuel* Sub.Sig. 1*Dk*&*Shelter dk*&*Webframes* *Longitudinal framing*	6210 5705 3857	✠ ... 3,21				1919 9mo	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5|55·0|31·4 P45'B110'F38'*on Shelter dk* FK	NewarkNJ Utd.States *WB*	2 Steam Turbines DR geared to1Sc.Shaft619NHP MidWestEng.Co. Indianapolis,Ind.	34″11	R †
85845 HPOF	**Vineland** (*ex*Sapinero-40) *Fitted for oil fuel* D.F. 2*Dks*&*Webframes*	5587 4573 3424	✠100A1 ~~6,20~~ ✠ (*Reclassification contemplated*)				1919 3mo	American International S.B.Corpn. HogIslandPa	Cia.Scotia de VaporesS.A.	390·0|54·2|27·6 P39'B122'F43' FK	Panama Pnamanian *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y	32″0 s7″5½ 24″9	R †
13/40 85846 147728 GCQL	**Vinemoor** *OilEng.* *ss*Shl.No.3-8,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	4359 4070 2639	✠100A1 *withfreeboard* 7,40 ~~1,40~~ DBS1,40 ✠LMC8,37 ✠LMC(M)10,38	Npt Mch	*y*	CL 1,40	1924 9mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	MoorLine,Ld. (RuncimanShippingCo.Ld.*Mgrs.*) *CellDB*322'1011*tDTf*26'976*tFPT*140*tAPT*220*t*	375·0|52·6|25·7 390·8(O.L.) F30' FK	London British 7*BHptCem* (*CollBH to Sh dk* 6 „ „ 2nd „ „)	Oil Engines 2S.C.SA 3Cy.21¼"-85" 417NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	28″3 s 3″0½ 25″5	
85847 DAVG	**Vineta** (*ex*Masuren,*ex*Frieda, *ex*FranzLansert) *Ref.Mchy.* 1*Dk*	513 396 299					1899	Nüscke& Co. Grabow	Rud.Christ.Gribel	168·4|25·7|12·5 Q56'B43'F21'	Stettin German *WB*	C.2Cy.17¾"&30¾"-19¾" NB23 35NHP "Kette"Deutsche Elbsch.Ges.Uebigau		G
85848 LDDQ	**Vinga** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* 2*Dks* D.F. *Longitudinal framing*	7321 6745 4339					1927	F.Schichau Danzig	A/S J.Ludwig MowinckelsRederi	441·6|57·4|34·2 P393*t*H182*t*	Bergen Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.26$\frac{13}{16}$"-47$\frac{5}{16}$" 752NHP F.Schichau,Elbing		N
85849 7761 SDAG	— (*ex*Aasne-40) 1*Dk*&*Shelter dk* *CruiserStern*	*1572* *1371* *835*					1931	Oskrshmns M.V.& Skpsdk.A/B Oskarshamn	Rederi A/B Bifrost (J.R.Trapp,*Mgr.*)	269·2|40·5|16·5 Q26'B161'F21'	Gothenbrg Swedish *WB*	T.3Cy.17⅞",28¾"&47¼"-30" &1 LP turbine with DR gearing & hydraulic coupling OskarshamnsM.V.Aktieb.		N
176/40 85850 8032 SEDN	**Vingaland** *OilEng.* *ss*Got.No.1-39 *Ref.Mchy.* 1*Dk*&*Shelter dk* D.F. *Strengthened for navigation in ice*	*2734* *2200* *1525*	✠100A1 *withfreeboard* 8,40 ~~8,39~~ ✠LMC CS8,39 DBS5,39 1,39 *Carrying oil fuel F.P. above 150° F. or vegetable oil in deep tank & in wing DB tanks in Engine Room*	Got NYk	*w*	CL 2,39	1935 8mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd'sA&CP*	Ångf.A/B Tirfing (SvenskaOrient Linien)(T.E.J.:son Broström,*Mgr.*) *CellDB*287'768*tDTf*21'302*tAPT*50*t*	339·1|48·6|19·6 364·5(O.L.) FK	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.DA 6Cy.17$\frac{11}{16}$"-47¼" 644NHP DB*80lb* EriksbergM.V.Aktieb.Got	22″6 s 1″2¼ 21″6	
85851 8114 SJUN	**Vingaren** TwinSc *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern* *Strengthened for navigation in ice*	*3154* *2646* *1686*	✠100A1 *withfreeboard* 9,40 ~~10,39~~ ✠LMC11,36	Skm Got	*x*	CL P4,39 S9,40	1936 11mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd'sA&CP* *CellDB*304'1091*tTanks at sides of tunnels* 65*tFPT*46*tAPT*134*t*	RederiA/B Transatlantic(G. Carlsson,*Mgr.*)	368·0|51·7|20·3 380·7(O.L.) FK	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 810NHP EriksbergM.V.Aktieb.Got	25″6 s1″11 23″9¼	
85852 LDDR	**Vinland** TwinSc *OilEng.* 1*Dk*&2*nd dk in Nos.*1&2*holds*	4436 3990 2664					1924	Akt.Burmeistr&Wain Copenhagen	D/S A/S John Bakke(KnutKnutsenO.A.S.*Mgr.*)	368·5|53·7|24·9 P116*t*H244*t*	Haugesnd Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.19$\frac{11}{16}$"-35$\frac{7}{16}$" 452NHP Akt.Burmeistr&Wain,Cpn		N
85853 138859 CYMP	**Vinmount** (*ex*Vulcan) *Mchy.Aft* 1*Dk*2*trB*	1799 1646 1024				*Rebuilt* 1920 *by*Collingwood S.B.Co.Ld.Collingwood,Ont.	1889	GlobeIron WorksCo. Cleveland,O.	Marine Industries, Ld.	243·0|38·0|21·0	Montreal British *WB*	C.2Cy.27"&50"-36" 108NHP GlobeIrnWrks.Clevelnd,O		
194/40 85854 LJMB	**Vinni** *OilEng.* D.F. 1*Dk*&*Shelter dk* *CruiserStern*	5181 4503 3059					1937	Götaverken A/B Gothenburg	A/S Eidsiva& SkibsA/SNordheim (SverreDitlev-Simonsen&Co. *Mgrs.*)	425·6|56·8|21·6 P128*t*H391*t*F15*t*	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 8Cy.17$\frac{11}{16}$"-47¼" 856NHP GotaverkenA/B,Got.		N
85855 CTBX	**Vinte e Oito de Maio** (*ex*Westpolder-34) *ss*DakarNo.2-38 *Ref.Mchy.* 1*Dk*(*Stl*) Wireless	1113 — 650	✠100A1 *withfreeboard* 11,40 ~~12,39~~ BS11,40	Dakar Lis LMC1,38	*m*	CL 12,38	1929 1mo	J.Meyer's S.B.Co. ZaltBommel *Lloyd'sA&CP*	Government of the CapeVerdeIslands *CellDB*169'201*t FPT*22*tAPT*8*t*	210·4|32·2|13·0 Q66'B&F144' FK	StVincent C.V.I. Portuguese 4*BHCem*	T.3Cy.16½",26⅜"&42⅛"-29½" 192lb (*s*) 145NHP 2SB,4*cf*,GS70,HS2675 Steen&Kaufman,Elmshrn	15″0 s 7″6¾ 15″0¼	
85856 OZJE	**Viola** Wireless D.F. 1*Dk*	1595 1212 934					1929	Helsingörs Jernsk&Msk. Elsinore	Dampskslsk.Torm A/S(A.Schmiegelow&A.Kampen)	253·5|39·1|15·4 P17'Q74'B112'F34'	Copnhagn Danish *WB*	C.4Cy.(2)14¾"&(2)31½"-31½" HS2350 144NHP HelsingörsJernsk &Mskb.		C
85857 DHGW	— (*ex*Este-35,*ex*Viola) Wireless 1*Dk*	991 804 484					1921	Reiherst'g Schiffsw Hamburg	A.Kirsten	222·3|34·6|13·1 P&B180'F31'	Hamburg German *WB*	T.3Cy.16$\frac{11}{16}$",27⅗"&43$\frac{3}{10}$"-33½" 109NHP Reiherst.Maschinenf.Ham.		G
85858 OHEY	— Ⓟ (*ex*FredrikWilhelm) 1*Dk*&*Shade dk*	324 — 163					1893	W.Rosenlew&Co. Björneborg	FinskaÅngf. Aktiebolaget	132·6|23·0|8·9 126·7 *Hurricane dk*92'	Helsingfrs Finnish *WB*	C.2Cy.21"&38"-22" NB28 56NHP W.Rosenlew&Co.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expirés. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
90/40 85859 195 SVQM	**Violando N. Goulandris** (*ex*Walcheren) 1*Dk*	3598 3263 2180					1919	Rotterdam Droogd.Maat Rotterdam	GoulandrisBros.	361·4 P24'B21'F24'	49·8	22·0	Andros Greek *WB*	T.3Cy.25",41"&68"-45" 310NHP RotterdamDroogd.Maats.		V
85860 EGSA	**Virgen de la Cinta No. 6** *ex*Verge delCarme-34, *ss*Shl.No.3-6,14 *ex*Santander, *ss*Msl.No.2-24 *ex*Dimecres,*ex*Euzkera, 1*Dk*(*Stl*)2*tr*B *ex*SantaFlorentina) *Well deck*	1536 — 939	✠ 8,27 ✠	Bcl	*p*		1901 11mo	Grngem'th &Greenock DockyardCo. Grngemouth *Lloyd's*A&CP	NavieraCandina S.L.(Manuel de la CorteGutierrez, *Mgr.*) *CellDBa*56'*uE&B*36'*f*102'375*t APT*40*t*	244·4 Q87'B62'F27' FK	35·8	17·4	Huelva Spanish 4*BHCem*	T.3Cy.18",30"&50"-33" NDB19 151NHP 1SB,3*cf*,GS61,HS2251 Cooper&Greig,Dundee	18 ″ 8	
85861 160179 GDYV	**Virgilia** *ss*Sws.No.3-4,40 D.F. 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinalframing*	5723 5157 3415	✠100A1 ~~11,101,40~~ 3,41 BS5,41 ✠LMC5,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 10,27 *F.P. above* 150° F.	Sws ~~Liv~~ Lon	*z*	CL 5,39	1927 10mo	Greenock DockyardCo. Ld. Greenock *Lloyd's*A&CP	VirgiliaS.S.Co.Ld. (Gow,Harrison& Co.) *CellDBuE&B*72' 180*t APT*199*t*	410·3 415·3(O.L.) P118'B38'F52' FK	54·5	30·1	Glasgow British 16*BHptCem* (11 *to U dk* 5 ,, *2nd* ,,)	T.3Cy.25",43½"&74"-48" (*s*) 210lb 565NHP 3SB,9*cf*,GS172,HS8172 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 0	
85862 1534 ICNS	**Virgilio** Ⓟ TwinSc *OilEng.* *ss*Gen.No.2-36 3*Dks*(*Stl*)&*Shade dk*(*Stl*-teak s) *Ref.Mchy.* 4*th dk*(*Stl*)*in*No.3*hold* D.F. *CruiserStern*	11718 9464 6750	✠100A1 *withfreeboard* 3,40 ✠LMC CS5,37 DBS3,40 3,39 ✠Lloyd'sRMC12,39 "F" dk. chambers for temp. 32° F.	Gen	*f*†	CL 3,39	1928 4mo	Cantieri ed Officine Meridionali Baia *Lloyd's*A&CP	"Italia"Soc.Anon. diNav. *CellDB*404'1586*tDTa*161*t Tanks in way of tunnels* 500*t FP T*119*t APT*137*t*	506·1 (O.L.) 481·6 FK	61·8	32·4	Genoa Italian 9*BHptCem*	Oil Engines 4S.C.SA 16Cy.29⅛"-51 3/16" 1312NHP 2DB*100lb* StabilimentoTecnico,Tri.	36 ″ 1 s 9 ″ 1½ 27 ″ 1½	
85863 215371 WKCY	**Virginia** *ss*N.Yk.No.3-7,29 *ss*N.Yk.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinalframing*	6390 6064 3964	✠100A1 9,40 BS7,40 ✠LMC12,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,17 *F.P. above* 150° F.	NYk	*a*†	CL ~~8,39~~ 6,40	1917 7mo	ForeRiver S.B.Corp. Quincy,Mass A&CP	TheTexasCo. *CellDBuE&B*60'209*tFPT*229*tAPT*130*t*	416·8 P107'B35'F33' FK	56·1	31·1	Wilmgton (Del.) Utd.States 16*BHCem*	T.3Cy.26 1/16",44"&71¼"-51" 190lb (*r*) 549NHP 3SB,9*cf*,HS7979 FD ForeRiverS.B.Cor.Quincy	32 ″ 9 s 6 ″ 4½ 26 ″ 7¼	
85864 OZQB	— (*ex*Pacific) *Fitted for oil fuel* D.F. 2*Dks*	5343 — 4159					1920	Kjöbnhvns Flydk&Skbs. Copenhagen	DetForenede DampskibsSelsk	378·0 H104'F32'	52·2	24·5	Copnhagn Danish *WB*	DRGearedSteamTurbine Sven.Trbfab.Akt. Ljungström,Finspång		G
85865 5540 SIHA	— (*ex*Gustavsholm, *ss*Hbg.2ndNo.3-2,33 *ex*OscarTrapp, *ss*Hbg.No.1-38 *ex*Marina) 1*Dk*(*ptIrn&ptStl*) &*deep framing* *Cargo battens not fitted*	2811 2661 1702	✠100A1 9,39 BS4,39 ✠LMC4,38	Hbg	*u*	CL N2,38	1907 4mo	R.Stephenson&Co.Ld. Newcastle *Lloyd's*A&CP	RederiA/B Virginia(N.M. Thore) *CellDBa*102' *uE*20'*f*138' 740*t APT*95*t*	318·0 328·7(O.L.) P30'B94'F30' FK	46·6	20·8	Jonstorp Swedish 4*BHCem*	T.3Cy.23",38"&62"-42" (*s*) 160lb *80lb* 262NHP 2SB,6*pf*,GS115,HS4140 Richardsons,Westgarth& Co.Ld.Sld.	23 ″ 3 s 3 ″ 7½ 19 ″ 10	
85866 725 SVGJ	— (*ex*CapFedhala-32, *ss*Ant.No.2-25 *ex*Koffiehandel, 1*Dk* *ex*Sicilier,*ex*Lakeside)	2041 — 1138	✠ ... 12,38 ✠				1917 10mo	Superior S.B.Co. Superior,Wis.	A.G.Pappadakis	251·0 P28'B64'F27' FK	43·8	18·2	Piræus Greek *WB*	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 ″ 3	V †
85867 1461 HRBK	— (*ex*Minadora, *ss*N.Os.3rdNo.3-5,37 *ex*Rousslane) 1*Dk*(*Stl*)&*Spar dk* &*Webframes*	1636 1461 940	✠100A1 *Spar dk* *withfreeboard* ~~5,40~~ ~~5,39~~ 3,41 BS5,40 ~~BS5,39~~ ✠LMC5,37 *Fitted for oil fuel* 5,24 *F.P. above* 150° F.	NOs	*r*	CL ~~4,37~~ 5,40	1904 12mo	Soc.Anon. Jhn.Cockerill Hoboken *Lloyd's*A&CP	SeaboardS.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*) *CellDBa*63'*uE&B*60'*f*90'325*t*	265·0 P55'B66'F50' FK	36·0	13·8 21·3	Ceiba Honduran 5*BHCem*	T3Cy22 15/16",35 15/16"&57½"-43 5/16" 170lb (*s*) 278NHP 3SB,9*cf*,GS159,HS4962 SocAn.J.Cockerill,Seraing	23 ″ 6 s 5 ″ 9½ 18 ″ 1	
85868 3930 WOKC	— Ⓟ (*ex*Berkeley) 1*Dk*	1075 — 648					1902	W.R.Trigg Co.Richmond Va.	~~MuskegonDock&FuelCo.~~JohnT. Allmand,(*Trustee*)	201·2	39·0	16·2	Muskegon, Mich. Utd.States	T.3Cy.18",29"&48"-30" 126NHP W.R.TriggCo.		
85869 161909	— Ⓟ	457 — 282					1902	W.R.Trigg Co.Richmond Va	Chesapeake&Ohio Rly.Co.	191·0	32·0	12·0	Newport News,Va. Utd.States	T.3Cy.17",27"&43"-24" NB10 91NHP W.R.TriggCo.		
85870 228015	**Virginia Lee** Ⓟ TwinSc 2*Dks*	2158 1217 1189					1928	Bethlehem S.B.Corp Ld. Quincy,Mass.	NewYork,Phila- delphia&Norfolk RailroadCo.	291·0	50·1	16·5	Cape Charles Utd.States	T8Cy(2)18",(2)30"&(4)34" -27" 240NHP BethlehemS.B.Corp.Ld.		
85871 208 SVNB	**Virginia S.**(*ex*Pasubio,*ex*Penrhydd, *ex*Trojan, *ss*Pir.2ndNo.3-8,30 *ex*Inchborva) *ss*Syr.No.1-34 2*Dks*(*Stl*) & *deep framing*	3885 3706 2428	✠ 8,39 ✠	Lth	*x*		1905 3mo	W.Pickersgill&Sons Sunderland	Z.A.Samothrakis *Cell DBa*122'*uE&B*44'*f*156'972*t DTa*28'583*tFPT*104*tAPT*48*t*	392·0 375·0 P31'B208'F39' FK	47·4 47·5	23·5 25·7	Syra Greek 6*BHCem*	T.3Cy.25",42"&71"-48" NDB25 423NHP 2SB,6*rf*,GS122,HS5720 G.Clark,Ld.Sunderland	28 ″ 6	
85872 230365 KGOJ	**Virginia Sinclair** *ss*N.Os.No.2-38 Sub.Sig. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing-bracketless system* D.F. E.S.D. GyC.	6151 5525 3796	✠100A1 ~~6,40~~ ~~8,39~~ 3,41 ~~BS8,39~~ 8,40 ✠LMC10,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 12,30 *F.P. above*150° F.	Phl NYk	*a*†	CL 8,39	1930 12mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. *Lloyd's*A&CP	Sinclair RefiningCo.Inc. *CellDBuE&B*70'172*t DTf*31'221*tFPT*219*tAPT*176*t*	416·5 P91'B36'F35' FK	57·1	31·9	NewYork Utd.States 15*BHptCem*	2SteamTurbinesDRgeared to1ScShaft (*s*) 996NHP 3WTB(Spt400lb) 400lb HS10116 FD DeLavalSteamTurbineCo. Trenton,N.J.	32 ″ 0	
85873 93369 WACV	**Virginian** (*ex*Maine) TwinSc4Mst *ss*N.Yk.2ndNo.3-7,28 *ss*Sea.No.1-33 3*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *Fitted for oil fuel*	7985 7543 5028	✠ ... 1,35 ✠	Sea	*f*†		1903 7mo	Maryland SteelCo. Sparro'PtMd A&CP	American- HawaiianS.S.Co. *CellDBa*138'*uE&B*80'*f*190' 1524*t DT f*35'1025*tAPT*67*t*	492·0 FK&BK3"	58·3	31·9	NewYork Utd.States 8*BHptAsp*	T.6Cy.25",42½"&72"-48" 935NHP 2D&2SB*18cf*GS322HS12702 MarylandStl.Co.Sparr'.Pt.	35 ″ 6	R †
85874	**Virgo** (*ex*Adriatico-36,*ex*Adriatic, *ex*Trumf, *ss*Osc.3rdNo.3-5,39 *ex*Newlands) 1*Dk*(*Irn*)2*tr*B&*deep framing* *Cargo battens not fitted* 3*Dk rule*	2959 — 1787	✠100A1 ~~3,40~~ ~~5,39~~ ✠LMC BS~~1,39~~3,40 MS5,39	Osc Bal	*u*	CL 7,38	1902 2mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	RederiA/B Iris (E.Erikson,*Mgr.*) *CellDBa&uE*130'*f*136'732*t APT*53*t*	335·6 325·7 P27'B88'F30' FK	47·2 47·0	21·8	Mariehmn Finnish 5*BHCem*	T.3Cy.24",38"&64"-42" (*s*) 160lb NDB17 *100lb* 257NHP 2SB,6*cf*,GS98,HS3738 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10 s 4 ″ 3 20 ″ 9½	
85875 267 OHDG	— *ss*Hfs.2ndNo.3-8,31 *ss*Nkv.No.2-39 Wireless D.F. 1*Dk*(*Stl*)&*Awng dk*	1082 1028 625	✠100A1 *Awng dk* *withfreeboard* 8,40 ~~9,39~~ ✠LMC9,39 BS8,40	Nkv Hfs	*m*	CL 8,39	1906 5mo	Fevigs Jernskibsbyg Fevig *Lloyd's*A&CP	FinskaÅngfAktieb *CellDBuE&B*46'*f*44' 127*t APT*26*t*	214·7 204·5	31·0 32·2	19·9 BK7½"	Helsingfrs Finnish 4*BHCem*	T.3Cy.17",27"&47"-33" (*r*) 180lb 151NHP 2SB,4*pf*,GS80,HS2520 Richardsons,Westgarth& Co.Ld.Mdb.	22 ″ 0 s 5 ″ 4½ 17 ″ 5½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
85876 PIGM	**Virgo** OilEng. *Mchy.Aft* 1*Dk* *CruiserStern*	397 248 182	✠100A1 ~~11,101,40~~ 2,41	Rot Ply ✠LMC6,39	*f*	3,40	1939 6mo *Lloyd*	NVSchpsw Gebr.van derWerf Deest *'sA&CP*	N.V.Scheepsex- ploitatieMaats. “Virgo” (C.Holscher's Kustvaartbedryf N.V.)	142·4 151·1(O.L.) P37'Q49'F20' FK *CellDB*85'69*tFPT*	25·1	8·7	Rottrdam Dutch 3*BHCem* 40*tAPT*13*t*	Oil Engines 4S.C.SA 6Cy.11¼"–16 9/16" 74NHP Maschinenfbrk.Augsburg- NürnburgA.G.Augsburg	9″10 s3″3⅜ 9″9¼	
85877 ESCK	**Vironia** Ⓟ (*ex*KongHaakon-38) D.F. 1*Dk*	2026 1641 1066					1906	Akt.Bur- meistr&Wain Copenhagen	PärnuLaevaA/S	273·0	38·2	22·8	Pärnu Estonian *WB*	T.4Cy.25",42½"&(2)51"–42" 337NHP Akt.Burmeistr&Wain,Cpn		V
85878 75 IVOI	**Virtus** (*ex*Sissie,*ex* Aux3MstSr RaymondeNaval,*ex*Slotermeer, *OilEng.* *ex*Zwollerkarspel, 1*Dk* *ex*NavisIV.) *Mchy.Aft* (*See Sailing Ship Register*)	377 326 279					1919	J.Smit& Zoon Foxhol	B.&G.Apollonio	141·5 133·4 P26'Q12'	26·1	12·3	Trieste Italian	Oil Engines 4S.C.SA 6Cy.11¼"–13⅜" 74NHP E*made*28 LeobersdorforMaschinen- fabriksLeobersdorf		I
85879	**Virumaa** 4Mst *OilEng.* 1*Dk*	604 483 325					1922	Peter Wharf Tallinn		166·6	28·7	12·1	French	Oil Engines 4S.C.SA 6Cy.12⅝"–16½" 96NHP Gebr.Körting,Hannover		G
85880 864 ESFP	**Viru-õli** (*ex*Minisadam) *OilEng.* *CarryingPetroleum in bulk*	300 287 157					1915	Beckeri Lehas Tallinn	EstonianGovern- ment	113·4	28·5	10·7	Tallinn Estonian	Oil Engines 2Cy. J.&C.G.Bolinders, M.V.A/B,Skm.		
85881 YTFS	**Vis** (*ex*Renteria-34) *Fitted for oil fuel* 1*Dk*	1772 — 1017					1921	Dunlop, Bremner&Co. Ld. PortGlasgow	Brodarsko Akcionarsko Drustvo “Oceania”	260·4 P28'B151'F25'	41·2	18·5	Susak Yugoslav *WB*	T.3Cy.20½",33"&56"–39" 182NHP Dunlop,Bremner&Co.Ld.		N
85882 7106 SGZN	**Visby** Ⓟ Wireless *CruiserStern* 2*Dks*	799 *367* *461*					1924	Oskrshmns M.V.Aktieb. Oskarshamn	Ång.A/B Gotland (C.E.Ekman, *Mgr.*)	171·2	30·5	13·7	Visby Swedish *WB*	T.3Cy.17⅛",29"&48"–30" 126NHP OskarshamnsM.V.Aktieb.		
85883 139143 GXFF	**Viscol** *ss*Gib.No.3-8,28 *Mchy.Aft* *ss*Gib.No.2–36 1*Dk*(*Stl*)&*Web frames* *Longitudinal framing*	1163 850 595	✠100A1 4,40 *CarryingPetroleum in bulk* *Fitted for oil fuel*8,16 *F.P. above* 150° F.	Gib ✠LMC4,40	*n*	OG 3,40	1916 8mo *Lloyd*	Craig,Tay- lor&Co.Ld. Stockton *'sA&CP*	TheAdmiralty *Middle line Bulkhead not oil-tight* *CellDB uE&B* 36'62*t DT f* 21' 162*t FPT*	210·0 P45'F40' FK	34·7	16·5	London British 13*BHptCem* 32*tAPT*25*t*	T.3Cy.15",25"&40"–27" (*s*) 180lb 82RHP 2SB,4*cf*,HS2160 FD McKie&Baxter,Glasgow	16″6 s1″6¼ 15″0¾	
85884 UOBX	**Vishera** (*ex*Badacsony-33, *ex*Attacca,*ex*Copalgrove) Sub.Sig. 1*Dk*	2200 1980 1284					1919	GlobeS.B. Co. Superior, Wis	U.S.S.R.	251·0 P25'B64'F23'	43·5	22·2	Leningrad Russian *WB*	T.3Cy.20",33"&54"–40" 184NHP NationalIron Works,Duluth,Min.	24″0	
85885 7735 SHJO	**Visten** (*ex*Alsen,*ex*LottyGabriele, *ex*MarthaHalm) 1*Dk*	*993* *852* *529*					1921	F.Schichau Elbing	O.F.Ahlmark&Co. Eftf.A/B	223·4 P14'B59'F29'	33·6	13·7	Karlstad Swedish *WB*	T.3Cy.15",24⅝"&38⅝"–25½" 75NHP F.Schichau,Elbing		G
85886 232943 WCFR	**Vistula** TwinSc *OilEng.* *MchyAft* GyC. 2*Dks*3*trB* D.F. *CarryingPetroleum in bulk* *Longitudinal framing*	8537 7892 5237					1920	Howaldts- werke Kiel	StandardOilCo. ofNewJersey	498·8 B45'	64·1	31·7	Wilmgton (Del.) Utd.States	Oil Engines 2S.C.SA 8Cy.25⅝"–51 3/16" 910NHP NE26 Fried.KruppGermania- werftA.G Kiel		R
85887 OYJE	— Ⓟ *OilEng.* Wireless D.F. *CruiserStern* 2*Dks*	1337 — 806					1930	Akt.Bur- meistr&Wain Copenhagen	DetForenede DampskibsSelsk.	243·3 len36	35·8	11·6	Frdrkshvn Danish *WB*	Oil Engines 4S.C.SA 6Cy.19 11/16"–35 7/16" 225NHP Akt.Burmeistr&Wain,Cpr		V
85888 136321 GRYT	**Vita** Ⓟ TwinSc *ss*Bom.No.3–7,30 *Ref.Mchy.* *ss*Bom.No.2–38 2*Dks*(*StlU*-ws)& *Shade dk*(*Stl*-teak s)	4691 3576 1955	✠100A1 *Shade dk* 2,41 ~~10,39~~ MS5,38 ✠Lloyd'sRMC~~10,39~~ 2,41 ~~7,40~~	Bom BS7,40 ✠LMC ~~BS9,39~~	*y*	CL ~~9,38~~ s8,39 P7,40	1914 10mo *Lloyd*	Swan,Hun- ter&Wigham Richardson, LdNewcastle *'sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDBa*96'*uE&*	390·2 F32'*on Shade dk* FK *B*98'*f*142'763*tFPT*	53·3	24·0	Glasgow British 7*BHCem* 55*tAPT*41*t*	T.6Cy.20¾",35"&60⅝"–45" 215lb (*s*) FD 987NHP 6SB,18*cf*,GS388,HS16280 Swan,Hunter&Wigham Richardson,Ld.Nwc.	26″6 s4″1¼ 22″10¼	
85889 UPIH	**Vitegra** (*ex*Jersbek-35) Sub.Sig. 1*Dk*	1398 1155 783					1923	F.Schichau Elbing	U.S.S.R.	237·5 Q77'B97'F26'	37·5	16·0	Leningrad Russian *WB*	T.3Cy16 9/16",27⅝"&42 9/16"–27⅝" 95NHP F.Schichau,Elbing		
85890 157802 ~~VRWS~~ VQWS	**Viti** TwinSc *OilEng.* Wireless E.S.D. 1*Dk* D.F. ~ *CruiserStern*	~~700~~ 676 469 307	✠100A1 7,40 *ForService in the East* *IndianArchipelago*	HKg ✠LMC7,40	1 5/16	CL	1940 7mo *Lloyd*	Taikoo D.&E.Co.of H.Kg.Ld. HongKong *'sA&CP*	Government ofFiji *CellDBf*38	159·2 167·5(O.L.) F33'*Prom.dk* FK 41*tMT*6'67*tDTf*13' *Tanks in way of tunnel*	31·6	14·1	Suva British 6*BHptCem* 43*t* s29*tFPT*10*t*	Oil Engines 2S.C.SA 10Cy.11 7/16"–19 13/16" 228NHP TaikooD.&E.Co.ofH.Kg. Ld.	15″0 s2″7½ 12″8	
85891 LJIU	**Vito** *OilEng.* D.F. *CruiserStern* 1*Dk*&*Shelter dk*	5181 4503 3058					1937	Götaver- kenA/B Gothenburg	SkibsA/S “Vito” (OlafDitlev- Simonsen,Jr.*Mgr*)	425·0 F38'	56·8	21·6	Oslo Norwegian *WB*	Oil Engines 2S.C.DA 8Cy.17 11/16"–47¼" 856NHP GotaverkenA/B,Got.		N
85892 171171 MMZJ	**Vitorlock** (*ex*Vittorio EmmanueleIII–38) *ss*Shi.2ndNo.3–10,38 2*Dks*	5030 4494 3665	✠100A1 10,40 ~~10,39~~ BS~~11,39~~ 10,40	Smk ✠LMC10,38	*y*	CL 8,38	1918 6mo *Lloyd*	Seattle Const&DDCo Seattle,Wsh. *'sA&CP*	G.E.Marden (Wheelock&Co.Ld. *Mgrs.*) *CellDB*325'960*t*	380·6 P40'B100'F41' FK *FPT*115*tAPT*264*t*	53·2	27·0	Shanghai British 7*BHCem*	T.3Cy.24",40"&70¼"–48" 190lb (*s*) 472NHP 3SB,9*cf*,GS169,HS6831 FD SeattleConst.&D.D.Co.	29″4 s5″11¾ 23″6¾	
85893 2275 IVPP	**Vittoria Beraldo** (*ex*Cereal-39, *ex*Rhenus-25) 1*Dk*	547 527 304					1909	P.Smit,jr. Rotterdam	MatteoBeraldo fu Enrico	188·5	23·1	13·2	Genoa Italian *WB*	C.2Cy.13"&28"–12" 22NHP P.Smit,jr.Rotterdam		G
85894	**Vittorin** (*ex*Comerio-40, *ex*Guantanamo,*ex*Registan) 2*Dks*	3349 3004 2043	✠ ... 5,15	✠			1910 7mo	W.Gray& Co.Ld. W Hartlepool	~~G.Bozzo fu L.~~ Comm.Giuseppe Bozzo	350·7 P25'B86'F35' FK	46·5	22·4	Genoa Italian *WB*	T.3Cy.25",40"&65"–42" 386NHP Cen.Mar.Eng.Wrks.WHpl	24″9	R †
85895 2225 IVRC	**Vittorio** (*ex*Thetis-32, 3Mst *ex*Countess) *ss*Trn.2ndNo.3–6,21 *Mchy.Aft* *ss*Rou.No.2–29 *Well deck* 1*Dk*(*Stl*)	659 444 278	✠ ... 8,33	Tri ✠			1896 6mo	Mackie& Thomson Glasgow	Ruggiero& MeregaSoc.Anon. diNav *CellDBf*91'120*tFPT*	179·3 178·0 Q63'B63'F23' FK	27·0	10·9	Genoa Italian 3*BHCem* 48*tAPT*12*t*	T.3Cy.17¼",27¼"&43"–33" NDB18 111NHP 1SB,3*cf*,GS57,HS1730 Muir&Houston,Ld.Gls.	13″0	

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Degrés Cert. B. of Trade
85896 906 1CNU	**Vittorio Veneto** (*ex*WarJoy) *ss*Gen.No.3-7,31 *ss*Gen.No.2-39 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	4595 3952 2776	✠100A1 12,39 ✠LMC BS10,38 MS12,39	Gen	*x*	CL N8,38	1918 12mo	Canadian Vickers,Ld. Montreal *Lloyd*'*sA&CP*	Soc.Anon.diNav. LaCamogliese *CellDB*	391·4 P43'B105'F41' FK 316' 1367t *FPT*102t	49·3	26·9	Genoa Italian 6*BHCem* *APT*136t	T.3Cy.27",44½"&73"-48" (*s*) 180lb 474NHP 3SB,9*cf*,GS174,HS6660 FD CanadianVickers,Ld.Mtl.	30 ″ 2 s5 ″ 11⅜ 24 ″ 6	
85897 LJWJ	**Viva** D.F. E.S.D. *CruiserStern* 1*Dk&Shelter dk* *Part electrically welded including butts of keel & bottom plating* *Strengthened for navigation in ice*	3798 3077 2194	✠100A1 *with freeboard* 7,40 ~~1,38~~ ✠LMC5,38 *Fitted for oil fuel*5,38 *F.P. above* 150°F.	NOs Shi	*y*	CL	1938 5mo	Fredrkstad MekVrksA/S Fredrikstad *Lloyd*'*sA&CP*	A/S Viva (C.H.Sörensen& Sönner,*Mgrs.*) *Intermediate BH in after hold dispensed with* *CellDB*	365·2 383·3(O.L.) F24' FK (*Coll BH to Sh dk* 5 ,, ,, 2*nd* ,,) 301' 1070t *MT*29'10	57·3	20·2	Arendal Norwegian 94t*FPT*212t	C.4Cy.(2)16¾"&(2)39½"-36⅝" 220lb (*s*) FD 353NHP 2SB(Spt),6*cf*,GS60,HS5510 FredrikstadM.V.A/S Fredrikstad *APT*238t	23 ″ 6 s1 ″ 4¾ 22 ″ 3	
85898 LCWN	**Vivi** TwinSc *OilEng.* *Mchy.Aft CruiserStern* 1*Dk* *CarryingPetroleum in bulk*	6546 5620 3853					1932	A/S Akers Mek.Værks. Oslo	A/S Vestheim (HalfdanDitlev-Simonsen&Co. *Mgrs.*)	407·4 P238tH551tF58t	56·2	32·4	Oslo Norwegian *WB*	Oil Engines 4S.C.SA 12Cy.21¹¹⁄₁₆"-39¹⁄₁₆" 544NHP A/SAkersMek.Værks.Oslo		N
85899 968 SZIR	— (*ex*GeorgiosKoniordos-40, *ex*George,*ex*Saxon) *ss*Apl.2ndNo.3-9,24 *Well deck* *ss*Pir.No.1-29 1*Dk*(*Stl*)	489 376 254	✠ —— 2,31 ✠NB11,20✠	Pir	*h*		1898 11mo	W.Harkess &Son Middlesbro'	C.N.Vernicos	163·2 Q82'B14'F20' ptND11 FK *DBa*32'35t*FPT*	26·0	12·2	Piræus Greek 4*BHCem* 35t*APT*18t	T.3Cy.12",21¼"&33"-24" NDB20 80NHP 1SB,2*pf*,GS36,HS1123 Whyte&Mair,Dundee	13 ″ 0	
85900 EALJ	**Vizcaya** (*ex*Bizkaya-39,*ex*Padova-39, *ex*Bizkaya,*ex*JosephMagne) D.F. Sub.Sig. 1*Dk*	4579 3960 2648					1923	Atel.&Ch. de laGironde Harfleur	Cia.Nav.Mundaca S.A.(José deZabalandicoechea,*Mgr.*)	360·9 P231'F28'	48·9	26·7	Bilbao Spanish *WB*	T.3Cy.24¹⁄₁₆",39"&65"-44½" 280NHP Schneider&Co.Havre		CI
85901 KZAT	— (*ex*Chusan) Wireless 1*Dk&Spar dk*	1249 914 719					1890	Blohm& Voss Hamburg	Madrigal&Co.	217·0 H77'	29·6	17·5	ManilaP.I. Utd.States *WB*	T.3Cy.15",24"&39"-33" 87NHP Blohm&Voss,Hamburg		
85902 148 YLCL	**Vizma** (*ex*Blairbeg,*ex*Moerdijk, *ex*Northcliffe) *ss*Kel.2ndNo.3-5,33 *ss*Rot.No.1-37 1*Dk*(*ptIrn&ptStl*) *&deep framing3Dk rule* *Cargo battens not fitted*	2875 2692 1788	✠100A1 2,40 BS11,39 ✠LMC5,37 No later survey reported	Osl	*u*	CL 2,40	1905 11mo	J.Blumer& Co. Sunderland *Lloyd*'*sA&CP*	A.Friedenbergs& Partners(Chr. Jensen(Riga), *Mgr.*) *CellD*	317·3 327·3(O.L.) P30'B92'F30' FK *Ba*110' *uE*22'*f*128'	46·5	20·9	Riga Latvian 5*BHCem* 674t*APT*70t	T.3Cy.23",38"&62"-42" (*s*) 160lb 260NHP 2SB,6*pf*,GS112,HS4068 J.Dickinson&Sons,Ld.Sld.	23 ″ 3 s3 ″ 6½ 20 ″ 0	
85903 UNAC	**Vladimir Rusanov** (*ex*Bonaventure,*ex*Vladimir Rousanov,*ex*Bonaventure) *ss*Ham.No.3-6,22 1*Dk&* *Well deck* *deep framing*	1383 943 467	✠ ... 9,26 ✠				1909 1mo	Napier& Miller,Ld. Glasgow	U.S.S.R.	238·7 P&B145'F26' FK	35·9	16·9	Archangel Russian *WB*	T.3Cy.22½",37"&61"-42" 350NHP D.Rowan&Co.Glasgow	19 ″ 0	
85904 PIHK	**Vliestroom** *ss*Ply.No.1-41 *ss*Ams.2ndNo.3-12,36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	655 482 289	✠100A1 4,41 ~~1,40~~ ~~BS11,39~~ ✠LMC~~11,36~~ 3,41	Ams Cff	*i*	CL ~~1,40~~ 1,41	1912 3mo	VanVliet& Co. Hardinxveld A&CP	N.V.Hollandsche Stoomb.Maats.	173·2 Q89'B15'F24' FK *DBa*31' 32t*FPT*	28·2	12·5	Amstrdam Dutch 4*BHCem* 44t*APT*18t	T.3Cy.15",25"&40"-27" (*s*) 180lb *85lb* 104NHP 1SB,3*pf*,GS54,HS1800 Earle'sCo.Ld.Hull	13 ″ 5 s4 ″ 4½ 13 ″ 1½	
85905 148653 GLNF	**Voco** (*ex*Mobiloil-36) *ss*Rot.No.3-7,37 1*Dk*(*Stl*)2nd *dk*(*Stl*) *in Nos.*3, *Mchy.Aft* 4,5&6 *tanks& Web frames* D.F. GyC. *Longitudinal framing*	5090 4623 2961	✠100A1 11,40 ~~12,39~~ BS11,40 ✠LMC1,37 *CarryingPetroleum in bulk* *Fitted for oil fuel*8,25 *F.P above* 150° F.	NYk Shl	*y*	CL ~~12,39~~ 11,40	1925 8mo	Greenock Dkyd.Co.Ld. Greenock *Lloyd*'*sA&CP*	Socony-Vacuum Transportation Co.Ld. *CellDBuE&B*60'	394·3 P100'B39'F37' FK 141t*DTf*48'770t*FP*	53·3	28·6	London British 15*BHptCem* 2*Longl.BH* *T* 195t*APT*	T.3Cy.27",44"&73"-48" (*s*) 180lb 517NHP 3SB,9*cf*,HS7656 FD Rankin&Blackmore,Ld. 90t Greenock	28 ″ 9 s4 ″ 11½ 24 ″ 0¼	
85906 DIFK	**Vogtland** Ⓟ TwinSc *OilEng.* D.F. GyC. Sub.Sig. 3*Dks*	6608 5880 3734					1924	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	449·0	58·1	27·2	Hamburg German *WB*	5 Oil Engines 4S.C.SA 40Cy.13¾"-19¹⁄₁₆" 738NHP &ElectricDrive NE37 Fahrzeug-uMotorenw. G.m.b.H.vorm.Linke-Hofman,Breslau		G
85907 1024 ESUK	**Vohi** (*ex*Beta-38, *ex*Rigel,*ex*Fez,*ex*QuebrachoArgentino, *ex*Rio) Iron 1*Dk*	516 416 312					1889	O.A Brodin Gefle	Laevaühing G.Sergo&Ko.	181·5 Q58'B32'F18'	27·1	10·9	Tallinn Estonian *WB*	C.2Cy.18"&32"-22" NB11 40NHP J.&C.G.BolindersM.V A/B		V
85908 UNHW	**Voikov** (*ex*Browton,*ex*Hitteröy, *ex*L.O.Stensland, *ex*Arcotes, *ex*Manchester) *ss*Bbo.2ndNo.3-9,15 *ss*Shl.No.2-25 1*Dk*(*Irn*)& *Well deck* *Web frames*	2052 1726 1246	✠ 4,25 ✠	Cff	*r*	CL	1890 8mo	W.Gray& Co.Ld. W Hartlepool	U.S.S.R.	275·0 P27'Q86'B106'F28' BK9½" *DBa*88'*f*102'477t	37·2	20·0	Odessa Russian 4*BHCem* *APT*20t	T.3Cy.21½",34"&57"-39" 207NHP 2SB,6*rf*,GS82,HS3180 Cen.Mar.Eng.Wrks.WHpl	21 ″ 10	
85909 YTFD	**Vojvoda Putnik** (*ex*Blossom Heath,*ex*Kerry Range) *ss*Rot.No.3-2,29 *ss*Rot.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)3*trB* *Cargo battens not fitted in Shelter 'tween dks*	5876 4329 3737	✠100A1 *Shelter dk with freeboard* 8,40 ~~10,39~~ ✠LMC MS3,37 BS~~10,39~~ 3,41	Npt NNs	*z*	CL ~~10,39~~ N8,40	1916 2mo	Nthmblnd S.B.Co.Ld. Newcastle *Lloyd*'*sA&CP*	Jugoslavenski Lloyd a.d. *CellDBa*140'*uE*	400·0 F36'*on Shelter dk* FK 28'*f*171' 1143t*FPT*	52·0	35·4	Split Yugoslav 6*BHCem* 62t*APT*115t	T.3Cy.26",43"&73"-48" (*s*) 180lb 535NHP 3SB,9*cf*,GS180,HS8060 FD Richardsons,Westgarth& Co.Ld.Sld.	38 ″ 0 s9 ″ 9½ 28 ″ 5	
85910 PIHP	**Volendam** Ⓟ TwinSc *ss*Rot.No.3-11,31 *ss*Sch.No.2-39 2*Dks*(*Stl*)&*Awng dk* (*Stl-ptws*)&*Shade dk*(*Stl*)3*rd dk*(*Stl*) D.F. Sub.Sig. *in Nos.*1,2&3*holds* *CruiserStern*	15434 12155 9197	✠100A1 *Awng dk with freeboard* 12.39 ✠LMC BS~~6,39~~7,40 MS12,39 *Fitted for oil fuel* 10,22 *F.P. above* 150° F.	Sch	*j*†	CL 6,39	1922 10mo	Harland& Wolff,Ld. Glasgow *Lloyd*'*sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn) *CellDB*465'	550·2 FK 2254t *Tanks at sides*	67·3	32·6	Rottrdam Dutch *ptCem* 9*BHtoAwdk* *of tunnels* 8'	4SteamTurbinesSR geared to 2 Sc. Shafts (*s*) 215lb HS27774 1913NHP 9 Water Tube Boilers FD Harland&Wolff,Ld.Belfast 140t*FPT*190t*APT*245t	45 ″ 1 s13 ″ 2 32 ″ 5	
85911 UOVW	**Volga** *OilEng.* *Ref.Mchy.* 2*Dks*	3113 2705 1778					1931	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	326·2 P21'B90'F29'	48·6	22·6	Odessa Russian *WB*	Oil Engines 2S.C.SA 6Cy.23⅝"-39⅜" 587NHP M.A.N.Augsburg		
85912 UOPH	— (*ex*Kosarew-38) *OilEng.* D.F. E.S.D. 1*Dk* GyC. *Mchy.Aft* *CruiserStern*	2847 2003 1367					1935	NVNederl. SchpsMaats. Amsterdam	U.S.S.R.	285·1 P72'F31'	49·0	20·6	Leningrad Russian *WB*	Oil Engines 2S.C.SA 6Cy.21¼"-35⁵⁄₁₆" 472NHP MachinefabriekGebr.Stork &Co.N.V.Hengelo		

87/41

1 No. in Book. / Official No. / Code Letters.	2–3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
85913 UPSZ	**Volgo-Don** TwinSc 1*Dk*	956 — 414					1917 *Completed* 1929 *at* Odessa	NavalWks. Nicolaieff	U.S.S.R.	230·3 F25′	34·0	12·1	Rost'v/Don Russian	T.6Cy.11″,19$\frac{9}{16}$″&29½″–15¾″ NB26 68NHP ,Nicolaieff		
85914 UNLD	**Volgoles** *OilEng.* 1*Dk*	3946 3527 2196					1932	StatesS.B. Yd."Marti" Leningrad	U.S.S.R.	347·6 P29′B53′F30′	51·6	24·9	Odessa Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾″–47$\frac{3}{16}$″ 497NHP RussianDieselWorks,Len.		
85915	**Volharding** Iron&SteelSp (*ex*Athelrill–33, *ss*Bal.3rdNo.3–1,26 *ex*HopperNo.46,*ex*No.46) 1*Dk*(*Stl*) *Mchy.Aft* *Carrying Molasses in bulk*	*393* *379* *165*	— 3,31	Dem			1895	Executors of the late T.A.Walker Sudbrook	deBruin	160·0 B18′ FK	26·0	10·6	Paramribo Dutch 6*BH*	C.2Cy.18″&36″–22″ 51NHP 1SB,2*pf*,GS40,HS1100 Plenty&Son,Newbury	11 ″ 6	
85916 UOBQ	**Volkhov** (*ex*Immo–32) Sub Sig. 1*Dk*	2290 2021 1315					1923	J.Frerichs &Co.A.G. Einswarden	U.S.S.R.	296·3 P&B243′F36′	42·9	19·6	Leningrad Russian *WB*	2SteamTurbinesDRgeared to1Sc.Shaft Frd.Krupp,A.G.Kiel		
85917 UOVF	**Volkhovstroi** (*ex*Galesburg) 2*Dks*	4943 4286 2982	✠ … 8,21 ✠				1918 9mo	Standard S.B.Corp. Shooter's Island,N.Y.	U.S.S.R.	377·0 P25′B106′F34′ FK	52·0	26·8	Vladvostk Russian *WB*	T.3Cy.24″,40″&70″–48″ 478NHP StandardS.B.Corp	29 ″ 0	
85918 5055 SFON	**Vollrath Tham** (*ex Steamer*) *OilEng.* D.F. *Mchy.Aft* 1*Dk* *Cruiser Stern*	5787 *5283* *2630*					1909	Hawthorn, Leslie&Co.Ld Newcastle	Trafikaktiebolaget Grängesberg Oxelösund(M.Waldenström, *Mgr.*)	387·1 P86′H155*t*F46′	56·5	30·9	Stockholm Swedish	Oil Engines 4S.C.SA 6Cy.29⅛″–59$\frac{1}{16}$″ 489NHP E*made&fitted*25 A/B Götaverken,Got.		C
85919 165701 GFFK	**Volo** Wireless D.F. 1*Dk& Shelter dk* *Strengthened for navigation in ice* *Cruiser Stern*	1587 1220 768	✠100A1 *withfreeboard* 12,40~~5,40~~ ✠LMC4,38	Lon Suz	*s*	CL	1938 4mo *Lloyd*'s*A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	Ellerman'sWilson Line,Ld. *CellDB*236′363*t* *FPT*14*t* *APT*37*t*	283·9 295·2(O.L.) FK	40·2	15·8	Hull British 5*BH* *pt Cempt Asp* (*Coll to Sh dk* 4 ,, *2nd* ,,)	T.3Cy.19½″,33″&54″–36″& LP turbine withDRgearing & hydraulic coupling 210lb (*s*) FD 335NHP 2SB(Spt),6*cf*,GS115HS4043 Swan,Hunter&Wigham Richardson,Ld.Nwc.	17 ″ 6 s ″ 8 17 ″ 0	
85920	**Volochayevka** (*ex*Collazzi–39, *ex*Wyncote, *ss*Gen.2ndNo.3–6,34 *ex*Eirene, 1*Dk*(*pt Irn&pt Stl*)2*trB deep* *ex*Gudrun,*ex*Eir) *framing& Webframes*	3817 3591 2385	✠ 4,35 ✠	Ven	*w*		1907 4mo	JLThompson&Sons,Ld. Sunderland	U.S.S.R. *CellDBa*117′*uE&B*42′*f*146′951*tFPT*61*tAPT*158*t*	346·0 P23′B94′F31′ FK	49·5	25·3	Odessa Russian 6*BHCem*	T.3Cy.25″,42″&68″–48″ 350NHP 2SB,8*pf*,GS143,HS5428 NDB18*refitted*28 J.Dickinson&Sons,Ld.Sld.	27 ″ 11	
85921 UOAY	**Volodarsky** Sub.Sig. 1*Dk*	2336 2023 1282	✠ … 4,33 ✠				1929 7mo	BalticS.B. &Eng.Wks. Leningrad	U.S.S.R.	284·8 P18′B71′F32′ FK	45·1	20·5	Leningrad Russian *WB*	T.3Cy.17$\frac{11}{16}$″,29⅛″&48$\frac{7}{16}$″– 35$\frac{7}{16}$″ 193NHP BalticS.B.&Eng.Works	22 ″ 7	
85922 2261 ICPB	**Volodda** (*ex*Delphoi–39, *ex*Foyle–34) *ss*Fal.No.3–10,34 2*Dks*(*Stl*)	4673 4400 2898	✠ 7,37 ✠	Ams	*y*		1915 10mo	JLThompson&Sons,Ld Sunderland	F.A.Bertorello *Cell DBa*139′*u E&B*41′*f*176′1222*t FPT*88*tAPT*121*t*	414·8 400·0 P27′B241′F39′ FK	53·0	26·0	Genoa Italian 6*BHCem*	T.3Cy.26$\frac{7}{16}$″,43″&71″–48″ 421NHP 3SB,9*cf*,GS192,HS7060 Blair&Co.Ld.Stockton	28 ″ 7	I †
85923 UNJS	**Vologda** Ⓟ Wireless *CruiserStern* 2*Dks*	1480 1202 785					1930	Klawitter werftGmbH. Danzig	U.S.S.R.	228·3 B88′F24′	34·9	18·2	Archangel Russian *WB*	C.4Cy.(2)16½″&(2)35$\frac{7}{16}$″– 35$\frac{7}{16}$″ 124NHP A.Borsig,Berlin-Tegel		
85924 239 ICNX	**Volpi** *OilEng.* *ss*Tri.No.2–39 D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *inNo.1hold*	5292 — 3061	✠100A1 *withfreeboard* 2,40 ✠LMC CS8,39 DBS2,40 12,38 *Fitted for carrying oil*	Tri	*a*†	4,39 8,31 *F.P. above 150° F. in deep tank*	1931 8mo *Lloyd*'s*A&CP*	Cantieri RiunitiDell' Adriatico Monfalcone	LloydTriestino Soc.Anon.diNav. *CellDB*340′1159*tDTa*41′1155*tFPT*133*tAPT*107*t*	440·6 423·1 F35′	56·2	33·2 22·5 FK	Venice Italian 8*BH* (*Coll to W dk* 7 ,, *2nd* ,,)	Oil Engines 2S.C.SA 8Cy.29½″–49$\frac{3}{16}$″ 1219NHP DB*100lb* SocAn"Fiat"S.G.M.Turin	27 ″ 2 s 3 ″ 1½ 24 ″ 2¼	
85925 124318 GQJC	**Volsella** (*ex*Veraston) *ss*Sng.2ndNo.3–3,29 *ss*H.Kg.No.2–37 1*Dk*(*Irn*)*&deep framing* *Cargo battens not fitted*	2103 1697 1260	✠100A1 7,40~~10,30~~ BS~~3,39~~ 7,40 ✠LMC9,37 *Fitted for oil fuel*	Sng	*r*	~~4,38~~ CL N7,40 9,20 *F.P. above 150° F.*	1906 10mo *Lloyd*'s*A&CP*	W.Gray& Co.Ld. WHartlepool	Anglo-Saxon PetroleumCo.Ld. *Cell DBa&uE*104′*f*122′530*tAPT*30*t*	281·0 291·5(O.L.) P21′B74′F30′ FK	40·0	18·2	London British 4*BHCem*	T.3Cy.20″,31½″&53″–36″ (*s*) 160lb 167NHP 2SB,4*pf*,GS65,HS2495 Cen.Mar.Eng.Wrks.WHpl	20 ″ 7 s 2 ″ 9½ 17 ″ 11½	
85926 IVSB	**Volta** (*ex*Signe–39) 1*Dk*	1191 913 696					1919	A/SKjöbnhavnsFlydedok& Skibsverft	MerluzzoItaliano S.A.	235·4 P13′Q69′B98′F29′	36·2	13·7	Genoa Italian *WB*	T.3Cy.15″,24″&40–27″ 83NHP A/SKjöbenhvnsFlydedok ogSkibsværft.Copenhagen		CI
85927 147238 GFND	**Voltaire** Ⓟ TwinSc *Fitted for oil fuel* *Ref.Mchy.* 4*Dks* D.F. Sub.Sig. *CruiserStern*	13301 10485 8097					1923	Workman, Clark&Co.Ld Belfast	Lamport&Holt Line,Ld.	510·5 B249′F58′	64·3	39·3	Liverpool British *WB*	Q.8Cy.26½″,37″,53″&74″–54″ 806NHP Wrkman,Clark&Co.Ld.Bel		C
85928 135597 GSLM	**Volturno** (*ex*Bosforo,*ex*Falernian) *ss*Msl.No.3–4,28 *ss*Bkn.No.2–36 1*Dk*(*Stl*)&2*nd dk*(*Stl*) *in Nos.1&2holds* *Well deck* *Cruiser Stern*	3424 2349 2164	✠100A1 Examined4,41 Hul ✠LMC MS8,36 BS~~7,39~~ 11,40	~~Liv~~	*u*	CL 11,38	1914 7mo *Lloyd*'s*A&CP*	W.Harkess &Son,Ld. Middlesbro'	EllermanLinesLd. (Ellerman&PapayanniLines,Ld. *Mgrs.*) *CellDBa*98′*uE&B*53′*f*130′649*tAPT*11*t*	318·0 P&B205′F40′ FK	42·4	21·6	London British 6*BHCem*	T3Cy20½″,35¼″&60″–42″(*s*) 215lb FD 215NHP 3SB,6*cf*,GS115,HS4896 Richardsons,Westgarth& Co.Ld.Mdb	26 ″ 9 s 3 ″ 4 23 ″ 7¾	
85929 2237 ICOC	**Voluntas** (*ex*City ofBatavia–38, *ex*Ganelon) *ss*Hpl.2ndNo.3–4,34 *ss*Gen.No.1–38 2*Dks*(*Stl*)*&deepframing*	5597 5273 3457	✠100A1 5,40 ✠LMC12,38	Gen	*a*†	CL 6,38	1907 7mo *Lloyd*'s*A&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	Soc.Anon.IndustriaArmamento *CellDBa*150′*uE*23′*f*181′1049*tFPT*33*tAPT*25*t*	437·3 424·7 P37′B181 F44′ FK	53·1	29·1	Genoa Italian 7*BHCem*	T.3Cy.28¼″,46″&77″–54″ (*s*) 180lb 556NHP 3SB,9*cf*,GS191,HS7785 FD WallsndSlpwyCo.Ld.Nwc	32 ″ 0 s 6 ″ 2½ 26 ″ 0	
85930 216762 WFAO	**Volunteer** D.F. *Fitted for oil fuel* Sub.Sig. 2*Dks& Shelter dk& Web frames* *Longitudinal framing*	7717 7598 5839	✠ … 12,20 ✠				1918 8mo	Bethlehem S.B.Corp.Ld. Alameda,Cal.	LykesBros.SteamshipCo.Inc.	410·0	56·0	29·0 38·0 FK	N.Orleans Utd.States *WB*	DR Geared Steam Turbine 562NHP GeneralElectricCo. Schenectady,N.Y.	41 ″ 0	R †
85931 219846 KUMV	**Volusia** (*ex*LakeGlaucus) *Fitted for oil fuel* Sub.Sig. D.F. 3*Dks*	2686 — 1665					1920	Globe S.B.Co. Superior,Wis.	Merchnts&Miners Transptn.Co.	255·4 P29′B64′F23′	43·8	26·9	Baltimore Utd.States *WB*	T.3Cy.19$\frac{17}{32}$″,32″&56″–36″ 194NHP NordbyMfg.Co.Milwaukee		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
85932 OHCU	**Von Döbeln** Ⓟ **Iron** 1*Dk*	666 377 414					1876	W.Lindbergs Aktieb. Stockholm	**FinskaÅngf. Aktieb.**	181·9 176·3	26·1	9·8	**Helsingfrs** Finnish	C.2Cy.16½"&28¼"–20½" 30NHP BergsundsMV.Skm		
85933	**Voo Yang** (*ex*TingOn, *ex*YinTung, *ex*Owego) *Mchy.Aft* ,2*Dks*	3047 — 1917					1888	UnionDry DockCo. Buffalo,N.Y.	**ChiPingS.S.Co.Ld.**	325·7 B77'F31'	41·2	14·6	**Shanghai** Chinese *WB*	T.3Cy.24",38"&63" NB12 289NHP QuintardIronWorks,N.Yk		
85934 LFHH	**Vöringen** Ⓟ **Iron&Steel** 1*Dk*	510 477 296					1891	Laxevaags skibsbyggeri Bergen	**Hardanger Sunnhordlandske Dampskibsselskap**	166·4 P122*t*H19*t*F40*t*	23·6	12·0	**Bergen** Norwegian	T.3Cy.15½",25"&41"–27" NB09 87NHP G.Clark,Sunderland		
85935 UNJU	**Voronej** Ⓟ Wireless 2*Dks* *CruiserStern*	1420 1142 742					1930	Cant. Riuniti dell' Adriatico Monfalcone	**U.S.S.R.**	234·3 B85'F25'	35·0	18·3	**Archangel** Russian *WB*	C.4Cy.(2)14 5/16"&(2)31½"–31½" 93NHP StabilimentoTecnico,Tri.		
85936 UOXS	**Voroshilov** (*ex*Brazilian Prince–33, *ex*Tramore) **TwinSc** *OilEng.* Sub.Sig. *ss*Hpl.No.2–33 1*Dk*(*Stl*)2nd*dk*(*Stl*) *in forward holds* *Well deck* *CruiserStern*	3908 3298 2041	✠ 2,33 ✠	Hpl	*x*		1924 3mo	Furness, S.B.Co.Ld. Haverton Hill-on-Tees	**U.S.S.R.** *Duct keel amidships* 140' *CellD*B270'1164*t*DTa *between tunnels* 39'88*t* DT*f*29'590*t*	364·0 P&B225'F88'	52·2	24·1 FK	**Odessa** Russian 6*BH pt Asp*	Oil Engines 4S.C.SA 12Cy.24 1/16"–38⅝" 695NHP Richardsons,Westgarth& Co.Ld. *FPT*80*tAPT*67*t*	26 ″ 11	
85937 UNGQ	**Vostok** (*ex*Loos, *ex*Darwin) *ss*Bry.No.3–2,14 *ss*Gms.No.2–22 1*Dk deep framing & Web frames*	2787 2623 1797	✠ … 12,26 ✠				1901 9mo	J.Blumer& Co. Sunderland	**U.S.S.R.**	319·6 P28'B91'F31'	46·1	21·2 FK	**Odessa** Russian *WB*	T.3Cy.23",38"&62"–42" DB*made*14 262NHP J.Dickinson&Sons,Ld.Sld.	23 ″ 9	
85938 YTPE	**Vranjic** (*ex*Waypark–32, *ex*Brixton) *ss*Hul.No.3–12,30 *ss*Spt.No.2–40 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1541 1284 837	✠100A1 2,40 BS2,40 ✠LMC3,39 No later survey reported	Spt	*p*	CL 3,39	1918 11mo	Dublin Dkyd.Co.Ld. Dublin *Lloyd'sA&CP*	**I.L.Bulic** *CellDB*171'310*t*	240·3 Q94'B52'F23' *DTa*29'131*t FPT*	36·3	18·4 FK	**Vranjic** Yugoslav 4*BHCem* 80*tAPT*38*t*	T.3Cy.18",30"&50"–33" (*s*) 180lb 197NHP 2SB,6*cf*,GS97,HS2886 FD J.G.Kincaid&Co.Ld.Grk.	20 ″ 6 s2 ″ 5 18 ″ 3	
85939 PIIZ	**Vrede** (*ex*FlyingWelshman–39, *ex*Secunda–37) *OilEng.* *Mchy.Aft* *ss*Rot.No.2–39 D.F. 1*Dk*(*Stl*) *CruiserStern*	400 287 212	✠100A1 7,40 ~~11,39~~ ✠LMC11,39	Rot Lon	*f*	N11,39	1932 4mo	N.V.Werf. "Voorhuit" Spaarndam *Lloyd'sA&CP*	**N.V.Motorschip "FlyingWelshman"(N.V.W.H. James&Co's. Scheep.&Handel Maats.** *Mgrs.*)	152·9 P34'F20' *Cell DB*98'145*t*	25·2	8·5 FK	**Rottrdam** Dutch 3*BHptCem* *FPT*17*t*	Oil Engines 4S.C.SA 6Cy.12 3/16"–17 1/16" 87NHP Mtrn.WerkeMannheimAG	11 ″ 0 s1 ″ 1½ 9 ″ 11½	
85940 PIKD	**Vredenburg** D.F. 2*Dks* (*STRANDED, 11,39—REFLOATED*)	6419 5835 3517	100A1 (*Reclassification contemplated*)				1921	Flensburgr Schiffsb.Ges Flensburg	**N.V.Scheepv.& Transp.Mij. "Atlantica"(Halcyon-LijnN.V.** *Mgrs.*)	453·9 H59'&21'	59·9	27·7	**Rottrdam** Dutch	T.3Cy.28⅜",46⅝"&76"–48" 400NHP FlensburgerSchiffsb.Ges.		G
85941 UOIC	**Vsevolod Sibirtsev** (*ex*Kangean) *ss*Ams.No.3–3,24 *ss*Ams.No.1–28 2*Dks*(*Stl*)&*Shelter dk*(*Stl*–teaks)	6687 5006 4048	✠ 12,32 ✠	Osa	*a*†		1912 4mo	Nthmblnd S.B.Co.Ld. Newcastle	**U.S.S.R.** *CellDBa*110'*u* *E&B*91	431·3 *f*170'1225*tDTa*24'	55·5	26·9 34·7 FK	**Vladvostk** Russian 8*BHCem* 975*tFPT*60*t*	T.3Cy27½",46½"&80"–54" HS10450 719NHP 2DB&2AuxSB,18*cf*,GS255 N.E.MarineEng CoLdNwc	37 ″ 3	
85942 UOYH	**Vtoraya Pyatiletka** (*ex*Lesbel) *OilEng.* 1*Dk*	3974 3527 2256					1933	Severney S.B.Yard Leningrad	**U.S.S.R.**	347·6 P29'B53'F30'	51·6	24·9	**Odessa** Russian *WB*	Oil Engines 2S.C.SA 4Cy.26¾"–47 3/16" 497NHP RussianDieselWks.Len.		
85943 UOEM	**Vtoroi Krabolov** (*ex*Tangistan, *ex*Bencleuch) *ss*H.Kg.2nd.No.3–3,26 2*Dks*	4159 3601 2679	✠ … 2,29 ✠				1901 1mo	Ramage& Ferguson,Ld. Leith	**U.S.S.R.**	384·2 P43'B100'F44'	46·2	26·1 FK	**Vladvostk** Russian *WB*	T.3Cy.25 7/16",41"&67"–45" 324NHP Ramage&Fergusn,Ld.Lth.	28 ″ 9	
10 2/41 85944 167813 GMQM	**Vulcain** *ss*Rou.No.3–1,24 D.F. 1*Dk*&*2nd dk in holds only*	4362 2804 2724	✠ … 7,26 ✠				1911 10mo	Atel.&Ch. deFrance Dunkirk	Ministry of Shipping (E.R. Management Co.Ld. *Mgrs.*)	361·9 P39'B122'F43'	~~48·8~~ 48·7	~~25·0~~ 23·3 FK	Cardiff British *WB*	T.3Cy.24",40"&66"–45" 383NHP Atel.&Ch.deFrance,Dnk.	27 ″ 10	V †
85945 DOLA	**Vulcan** 1*Dk*	594 463 347					1904	Act.Ges. "Weser" Bremen	**Dampfschifffahrts Ges.Neptun**	179·8 Q58'B43'F22'	27·2	11·9	**Bremen** German *WB*	T.3Cy.13",20 7/16"&33 1/16"–21⅝" 51NHP A.G."Weser,"Bremen		G
85946 288 ICOF	**Vulcania** Ⓟ **TwinSc** *OilEng.* *ss*Tri.No.3–12,35 4*Dks*(*Stl*)&*Shadedk*(*Stl*–ws) *Ref.Mchy.* *5th dk*(*Stl*) *in No.1 hold* Sub.Sig. *Topsides—special* D.F. GyC. *quality steel*	24469 15352 14697	✠100A1 *with freeboard* 9,39 ✠LMC CS2,40 ✠NE12,35 5,38 DBS7,38 ✠Lloyd'sRMC12,39	Ven		CL s4,38 P9,39	1928 12mo	Cant.Nav. Triestino Monfalcone *Lloyd'sA&CP*	**"Italia"Soc.Anon. di Nav.** *Duct keel fwd. of mchy. space* *CellDB*493'2135*t tanks in way of tunnels* 581*tDTf*	631·4 601·2 B356'	79·8	24·4 42·6 FK	**Trieste** Italian 10*BHptCem* (*Coll to Sh dk* 7 ,, *U* ,, 2 ,, *2nd* ,,)	Oil Engines 2S.C.DA 20Cy 29½"–49 3/16" 6074NHP 2DB&2NDB(*waste heat*)35 *100lb* Soc.An"Fiat"S.G.M.Turin 25'206*tFPT*161*tAPT*161*t*	46 ″ 6 s17 ″ 11 29 ″ 0½	
85947 PIKU	**Vulcanus** 2*Dks*	1819 1639 1128					1907	Nederl. Schps.Maats Amsterdam	**Koninkl.Nederl. Stoomb.Maats. N.V.**	286·7 P17'B127'F35'	40·2	18·6	**Amstrdam** Dutch *WB*	T.3Cy.20⅞",32⅞"&55"–35⅝" 180NHP NedFb.v.Wrk&Spoor,Ams		V
85948 DIFM	**Vulkan** **3Mst** *OilEng.*	989 739 514					1927	Union Giesserei Königsberg	**ErnstKomrowski Reed.**	217·7 Q74'B54'F24'	33·9	11·9	**Hamburg** German *WB*	Oil Engines 4S.C.SA 6Cy.18 1/16"–29 1/16" 190NHP Motorenfb."Deutz"A.G. Köln-Deutz		G
85949 UNJT	**Vyatka** Ⓟ Wireless *CruiserStern* 2*Dks*	1420 1142 742					1930	Cant. Riuniti dell' Adriatico Monfalcone	**U.S.S.R.**	234·2 B86'F25'	35·0	18·3	**Archangel** Russian *WB*	C.4Cy.(2)14 5/16"&(2)31½"–31½" 93NHP StabilimentoTecnico,Tri.		
85950 VSBJ	**Vyner Brooke** **TwinSc** *ss*Sng.No.3–7,40 ~~*ss*Sng.No.2–36~~ 1*Dk*(*Stl*–teaks)	1670 1133 713	✠100A1 7,40 ~~6,30~~ ~~BS5,39~~ 5,40 ✠~~LMC4,36~~ 7,39 *Fitted for oil fuel* 6,37 *F.P. above* 150°F.	Sng	*q*	CL 6,38	1928 2mo	Ramage& Ferguson,Ld. Leith *Lloyd'sA&CP*	**SarawakS.S.Co. Ld.** *Cell DBuE*19'44*t FPT*	240·7 P48'B76'F58'	41·3	16·1 FK	**Kuching** Sarawak 6*BHCem* 71*tAPT*70*t*	T.6Cy.16",27"&44"–30" (*s*) 180lb *100lb* 297NHP 2SB,6*cf*,GS121,HS4390 FD Ramage&Fergusn,Ld.Lth.	17 ″ 7 s1 ″ 8½ 16 ″ 2¾	

⁂ Additional Ships are inserted in the Supplement at the end of the Register.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R.
85951 159439 ~~NPJD~~ GMYL	**W. B. Walker** ssS.Fo.No.1-39 D.F. GyC. *OilEng.* *Mchy.Aft Cruiser Stern 2Dks* *Longitudinal framing-bracketless system*	10468 9621 6127	✠100A1 5,40 ~~1,39~~ DBS1,39 *Carrying Petroleum in bulk*	Sba Lon ✠LMC CS9,39 6,38	*f*†	CL N8.39	1935 6mo *Lloyd*	Frd.Krupp Germaniawft A.G. Kiel 'sA&CP	OrientalTrade& TransportCo.Ld. ~~(H.J.Rahlves,Mgr.)~~ *CellDBuE*85'184*t* *FP*	490·2 P107'B34'F51' *DTf*30'990*t* *T*323*tAPTs*240*t*	68·2	37·0 FK	London ~~Hong Kong~~ British 16*BH* (12 *to U dk* 4 ,,*2nd*,,)	Oil Engines 2S.C.SA 8Cy.25⅝"-49¼" 912NHP 3DB*200lb* Fr.KruppGermaniawftAG Kiel	37 ″ 0 s 7 ″ 3¼ 30 ″ 0	
85952 215152 WPCG	**W. C. Fairbanks** (*ex*Harold Walker-35) ssN.Os.No.3-1,29 *Mchy.Aft* ssMob.No.2-36 D.F. *2Dks(Stl)&Web frames* *Longitudinal framing*	6353 6056 3925	✠100A1 9,40 ~~3,40~~ ~~BS9,39~~ *CarryingPetr* *Fitted for oil*	NOs BS9,40 ✠LMC10,36 *oleum* *fuel* 6,	*b*† *in* 17	CL 3,39 *bulk* *F.P. a*	1917 6mo *bove* 1	WCramp& SonsS&EBCo Philadelphia A&CP 50° F.	SinclairRefining Co.Inc. *CellDB*61' 235*tDTf*45'629*t*	430·0 P103'B36'F49' *FPT*246*tAPT*49*t*	58·2	33·3 FK	NewYork Utd.States 15*BHptCem* (8 *to U dk* 7 ,, *2nd* ,,)	T.3Cy.27",45½"&76"-51" (*r*) 190lb 565NHP 3SB,*9cf*,GS185,HS8095 FD WCramp&SnsS&EBC.Phl	33 ″ 4 s 6 ″ 7½ 26 ″ 11½	
85953 DDRW	**W. C. Frohne** Sub.Sig. *Welldeck* 1*Dk*	373 266 189					1906	Stettiner Oderwerke Stettin	Flensburg-Stet- tinerDampfer- LinieWilh. Hochreuter	144·5 Q56'B18'F16'	22·8	11·1	Flensburg German *WB*	T.3Cy.11",18"&28"-20" 35NHP StettinerOderwerke		G
85954 205012 WDIS	**W. C. Richardson** (*ex*Wainwright) *Mchy.Aft* D.F. 1*Dk*	4937 — 3714					1908	Detroit S.B.Co. Detroit,Mich.	ColumbiaTrans- portationCo.(John T.Kelly,*Mgr.*)	420·0	52·2	29·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.DetroitMch		R
85955 HPNI	**W.C.Teagle** TwinSc3Mst ssN.Yk.No.3-9,29 ssN.Yk.No.2-37 *2Dks(Stl)&Shelter dk(Stl)* *Mchy.Aft &Web frames* *Longitudinal framing* D.F. GyC.	9552 7844 5920	✠100A1 *Shelter dk* *withfreeboard* 9,41 ~~10,40~~ MS9,37 *CarryingPetr* *Fitted for oil*	NYk ~~BalNNs~~ ✠LMC BS~~10,39~~ 5,41 *oleum* *fuel* 7,	*f*† *in* 17	CL SN4,39 ~~P4,39~~ P5,41 *bulk* *F.P. a*	1917 7mo *bove* 1	Bethlehem SteelCo. Sparro'PtMd A&CP 50° F.	PanamaTransport Co. *CellDBa*17'*uE&B* *DTf* 54' 745*t*	499·1 68'275*t* *FPT*244*tAPT*108*t*	68·2	35·9 FK	Panama Pnamanian 19*BHptCem* (15 *to U dk* 4 ,, *2nd* ,,)	T.6Cy.20½",35"&60"-42" (*s*) 200lb 652NHP 3SB,*12cf*,GS220,HS9228 FD BethlehemStl.Co.Sparr'Pt	38 ″ 3 s10″0½ 28 ″ 6	
85956 221648 WICU	**W. D. Anderson** (*ex*Tamiahua-36) *Fitted for oil fuel* D.F. *2Dks&Shelter dk* *Mchy.Aft Carrying Petroleum in bulk* GyC. *Longitudinal framing*	10227 — 6552					1921	MooreS.B. Co. Oakland,Cal.	AtlanticRefining Co.	500·0	71·2	31·2	Phildlphia Utd.States *WB*	Q.4Cy27½",40",59"&86"-54" 544NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.		R
85957 96635 KDXS	**W. D. Calverley, Jr.** (*ex*HaroldB.Nye) D.F. GyC. *Mchy.Aft* 1*Dk2trB*	3851 — 2735					1902	American S.B.Co. Lorain,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	380·0	50·0	28·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22",35"&58"-40" 213NHP AmericanSB.Co.Cleveland		R
85958 81535	**W. D. Rees** D.F. *Mchy.Aft* 1*Dk2trB*	3760 2992					1896	Cleveland S.B.Co. Cleveland	CargoCarriers,Inc	396·4	45·0	23·5 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",38"&63"-40" NB01 251NHP Cleveland SB.Co.Clevelnd		R
85959 203561 WSBV	**W. E. Fitzgerald** *(Self-Unloader)* *Mchy.Aft* D.F. 1*Dk*	4940 — 3701					1906	Detroit S.B.Co. Wyandotte	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	420·0	52·2	29·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP DetroitS.B.Co.Detroit		R
85960 219834 KUMN	**W. E. Hutton** (*ex*PortolaPlumas) *Fitted for oil fuel* *2Dks* *Mchy.Aft Carrying Petroleum in bulk* D.F. *Longitudinal framing*	7076 — 4359					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal	PureOilCo.	435·0 P123'B50'F33'	56·0	32·0	Baltimore Utd.States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. S.Fo.		R
85961	**W. E. Ogilvie** ssHna.No.3-8,34 ssHna.No.1-38 *Mchy.Aft 1Dk(Stl)&Web frames* *Longitudinal framing*	1336 995 785	✠100A1 9,40 ~~12,39~~ BS~~3,39~~ 9,40 *Self-propelle* *CarryingPetr* *Fitted for oi l*	Hna ✠LMC8,38 *d Bar* *oleum* *fuel* 3,	*o* *ge* *in* 21	CL 12,39 *bulk* *F.P. a*	1921 3mo *bove* 1	ToddShip- yardsCorp. BrooklynNY A&CP 50° F.	SinclairCubaNav. Co. *CellDB*15'28*t*	210·0 P51'F41' *FPT*41*tAPT*28*t*	43·8	13·7 FK	Havana Cuban 9*BHptCem*	T.3Cy.16",25"&42"-30" (*r*) 180lb 156NHP 2SB,*4cf*,HS2476 FD ToddShipyardsCorp.N.Y.	14 ″ 0	
85962 219600 KUCQ	**W. F. Burdell** (*ex*CityofAlameda) *Fitted for oil fuel* D.F. *2Dks* *Mchy.Aft Carrying oil in bulk* *Longitudinal framing*	7044 — 4351					1920	Bethlehem S.B.Corp.Ld. Alameda,Cal	PureOilCo.	435·0 P123'B50'F33'	56·0	32·0	Baltimore Utd. States *WB*	T.3Cy.27",47"&78"-48" 421NHP BethlehemS.B.Corp.Ld. S.Fo.		R
85963 213555 WBDM	**W. F. White** *Mchy.Aft (Self-Unloader)* D.F. GyC. Sub.Sig. 1*Dk*	7180 — 5548					1915	American S.B.Co. Lorain,Ohio	Bradley Transptn.Co.	530·0 F52'	60·0	32·0	Fairport,O Utd.States *WB*	T.3Cy.25½",41"&67"-42" 291NHP AmericanS.B.Co Lorain,O.		R
85964 203342 KFJT	**W. G. Pollock** *Mchy.Aft* D.F. 1*Dk*	4872 — 3585					1906	American S.B.Co. Cleveland	MidlandS.S.Line, Inc.	420·0	52·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22",35"&58"-42" 218NHP AmericanS.B.Co.Clevelnd		R
85965 236952 WPRU	**W. H. Berg** D.F. E.S.D. GyC. *Fitted for oil fuel* *Mchy.Aft CruiserStern 1Dk* *Longitudinal framing-bracketless system* *CarryingPetroleum in bulk*	8298 — 4934					1937	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of California	444·1 P92'B35'F42'	65·3	35·1	S.Frncisco Utd.States	2 steam turbinesDRgeared to 1 sc. shaft 600NHP WestinghouseElec.&Mfg. Co.Phl		R
85966 HPNM	**W. H. Libby** ssN.Yk.No.3-6,33 ssNYk.No.2-40 ~~ssN.Yk.No.1-38~~ *2Dks(Stl)&Shelter dk(Stl)* *Mchy.Aft &Web frames* D.F. GyC. *Longitudinal framing*	7992 — 5030	✠100A1 *Shelter dk* *withfreeboard* 7,41 ~~9,39~~ ~~MS3,38~~ *CarryingPetr* *Fitted for oil*	NOs NYk BS2,41 ✠LMC7,40 ~~BS9,39~~ *oleum* *fuel* 1,	*c*† *in* 21	CL ~~9,38~~ 6,40 *bulk* *F.P. a*	1921 1mo *bove* 1	GMStandi- ferCnst.Corp. Vancouver, A&CP Wash. *CellDBuE&B* 50° F.	PanamaTransport Co. *bunker*86'280*tDTf* *'tween dk tanks a*9'67*t*	462·4 50'335*t* *FPT*179*tAPT*103*t*	60·2	36·5 FK	Panama Pnamanian 18*BHptCem* (3 *to S dk* 11 ,, *U* ,, 4 ,,*2nd*,,)	Q.4Cy.$24\frac{3}{16}$",35",51"&75"- 51" 220lb (*s*) 552NHP 3SB,*9cf*,HS7434 FD Hooven,Owens,Rent- schlerCo.Hamilton,O.	37 ″ 3 s10″3¼ 27 ″ 3	
85967 206419 WMIO	**W. H. McGean** (*ex*Stadacona) D.F. GyC. *Mchy.Aft* 1*Dk*	6014 — 4654					1909	Gt.Lakes Eng.Works Ecorse,Mich	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	479·0 F44'	56·0	31·0 *WB*	Wilmgton (Del.) Utd. States	T.3Cy.22½",36"&61"-42" 241NHP Gt.LakesEng.Wks.Detroit		R
85968 139235 GLDY	**W. Hendrik** (*ex*MaryWalton-37, *ex*Tynebridge-34) ssBkn.No.3-6,37 D.F. 1*Dk(Stl)* *Cargo battens not fitted*	4360 4056 2711	✠100A1 8,40 ~~1,40~~ ~~BS3,39~~ 8,40	Shl Cff ✠LMC6,37	*x*	CL 7,39	1925 3mo *Lloyd*	Furness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP	EuxineShipping Co.Ld. *CellDBa*	360·5 377·3(O.L.) P28'B105'F35' 96'*uE*23'*f*161'1020	52·2	27·6 FK	Newcastle British 6*BHptCem* *tAPT*132*t*	T.3Cy.25½",42"&69"-48"(*s*) 180lb 376NHP 2SB,*8cf*,GS152,HS6058 Richardsons,Westgarth& Co.Ld Mdb.	30 ″ 0 s 6 ″ 1¼ 24 ″ 1¼	

1 Numero d'Ordre. — Numero Officiel. — Signaux	3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 [illegible]
85969 93133	**W. J. Conners** (*ex*MauchChunk) *Mchy.Aft* *2Dks*	4625 — 3609					1901	UnionDry DockCo. Buffalo,N.Y.	GreatLakesTransit Corp.	381·7	50·5	15·5 28·0	Buffalo NY Utd. States *WB*	Q4Cy20½",30",48½"&63"-42" 257NHP DetroitSBCo.Detroit,Mich.		
85970 216877 WSEE	**W. L. Steed** *ss*N.Yk.No 3-9,30 *ss*N.Yk.No.2-39 *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6182 6002 3799	✠100A1 10,40 ~~10,38~~ ✠LMC MS2,39 BS~~10,38~~10,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,18 *F.P. above* 150° F.	NYk Bal	*a*†	CL 9,39	1918 9mo	Bethlehem S.B.Corp. Quincy,Mass. A&CP	StandardOilCo. of NewJersey *CellDBuE&B50'200tDTf33'420t* *FPT229tAPT130t*	416·8 P107'B35'F33' FK	56·1	32·7	Wilmgton (Del.) Utd. States 16*BHptCem* (12 *to Udk* 4 „ *2nd*„)	T.3Cy.26¾",44"&74"-51" (*s*) 190lb 525NHP 3SB,9*cf*,HS7425 FD BethlehemS.B.Corp.	32 ″ 9 s 6 ″ 5½ 26 ″ 5½	
85971 216508 KMIU	**W. M. Burton** *ss*N.Ns.No.3-1,31 *ss*N.Ns.No.2-38 *Mchy.Aft* *2Dks(Stl)&Webframes* GyC. *Longitudinal framing*	7094 6382 4476	✠100A1 ~~[illegible]~~ ~~8,40~~11,40 ✠NE11,39 ✠LMC1,38 BS~~8,38~~11,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	Bal ~~Mob~~	*b*†	CL ~~9,38~~ 8,40	1918 6mo	Bethlehem S.B.Corp. Alameda,Cal. A&CP	AtlanticRefining Co. *CellDBuE&B57'179t DTf56'1038t* *FPT97tAPT74t*	435·0 P122'B50'F42' FK	56·0	32·0	Phildlphia Utd.States 15*BHptAsp* (11 *to U dk* 4 „ *2nd* „)	DR geared Steam Turbine 250lb HS9750 (*s*) 672NHP 3 Water Tube Boilers(Spt) DeLavalStm.TurbineCo. Trenton,N.J.	33 ″ 6 s 6 ″ 6½ 27 ″ 2½	
85972 216249 KJOE	**W. M. Irish** *ss*N.Ns.No.3-7,30 *Mchy.Aft* *ss*N.Ns.No.2-38 GyC. *2Dks(Stl)&Webframes* *Longitudinal framing*	7123 6410 4496	✠100A1 ~~5,40~~ ~~8,39~~ 11,40 ✠NE6,21 ✠LMC1,38 BS~~8,39~~ ~~5,40~~ 11,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,18 *F.P. above* 150° F.	Bal Phl	*b*†	CL 11,38	1918 4mo	Bethlehem S.B.Corp. Alameda,Cal. A&CP	AtlanticRefining Co. *CellDBuE&B57' 179tDT f 56'1038t* *FPT97tAPT74t*	435·0 P122'B50'F42' FK	56·0	32·0	Phildlphia Utd.States 15*BHptAsp* (11 *to U dk* 4 „ *2nd* „)	DR geared Steam Turbine 250lb (*s*) 763NHP HS9750 FD 3 Water Tube Boilers(Spt) DeLavalStm.TurbineCo. Trenton,N.J.	33 ″ 6 s 6 ″ 6½ 27 ″ 2½	
85973 ~~[illegible]~~ ~~WADY~~	**W. M. Tupper** Ⓟ *Fitted for oil fuel* *2Dks*	1756 — 1092					1917	Merrill- StevensCo. Jacksonville	M.Nemazee (Wallem&Co, *Mgrs.*)	217·6	38·0	25·0 *WB*	Panama Panamanian	T.3Cy.16¼",24¼"&41½"-30" KingsfordFoundry 93NHP &MachineWorks		R
85974 210768 WBDV	**W. R. Chamberlin, Jr.** (*ex*StanleyDollar, *Fitted for oil fuel* *ex*AdelineSmith) *1Dk* *Mchy.Aft*	2264 — 1300					1912	NwprtNws S.B.&D.D.Co. NewprtNews	W.R.Chamberlin& Co.	288·8 P53'F31'	44·6	19·0	S. Frncisco Utd. States *WB*	T.3Cy.21 1/16",37"&60"-42" 233NHP NewportNewsSB.&DD.Co.		
85975 220194 KUVX	**W. R. Keever** (*ex*Exanthia-34, *ex*HalfMoon) *Fitted for oil fuel* *2Dks*	5350 — 3357					1920	Newburgh Shipyard,Inc. Newburgh, N.Y.	UnionSulphurCo. Inc.	400·5 P36'B124'F33'	54·2	30·4	NewYork Utd. States *WB*	T.3Cy.24½",42 1/16"&72"-48" 359NHP WestinghouseElectric& Mfg.Co.Pittsburg,Pa.		R
85976 8228 SKZN	**W. R. Lundgren** *OilEng.* D.F. E.S.D. *1Dk* *Mchy.Aft* *CruiserStern* *Part electrically welded including butts of shell, deck & longitudinal bulkhead plating*	*8408* *7577* *4802*	✠100A1 1,40 ✠LMC1,38 *Carrying Petroleum in bulk*	Got	*c*†	CL	1938 1mo	Götaver- kenA/B Gothenburg *Lloyd's*A&CP	Rederiaktieb. Tankoil(Rolf Sörman,*Mgr.*) *CellDB77'221tDTf22'353t FPT78tAPT148t*	477·5 483·7(O.L.) P101'F60'B33' FK	59·1	35·9	Gothenbrg Swedish 9*BHptCem*	Oil Engines 4S.C.SA 8Cy.29⅛"-59 1/16" 653NHP 2DB*150lb* GötaverkenA/B,Got.	35 ″ 6 s 7 ″ 10½ 27 ″ 10½	
85977 230308 KGWI	**W. S. Farish** D.F. E.S.D. GyC. *Fitted for oil fuel* *Longitudinal framing* *2Dks* *Mchy.Aft* *Carrying Petroleum in bulk*	11787 11387 7362					1930	Federal S.B.&D.D.Co Kearny,N.J.	StandardOilCo.of NewJersey	525·0 B36'F40'	74·3	40·5	Wilmgton (Del.) Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft DeLavalSteamTurbineCo. Trenton,N.J.		R
85978 220953 KDMR	**W. S. Miller** D.F. *Fitted for oil fuel* GyC. *Longitudinal framing* *2Dks* *Mchy.Aft* *Carrying Petroleum in bulk*	6984 6642 4311					1920	Bethlehem S.B.Corp.Ld Alameda,Cal.	StandardOilCo.of California	435·0 P112'B54'F42'	56·0	32·0	S.Frncisco Utd. States *WB*	T.3Cy.27",47"&78"-48" 422NHP BethlehemS.B.Corp.Ld. Alameda,Cal.		R
85979 221884 KDWP	**W. S. Rheem** TwinSc *Mchy.Aft* *Fitted for oil fuel* GyC. *3Dks* D.F. *Carrying Petroleum in bulk* *Longitudinal framing*	10872 — 7764					1921	Bethlehem S.B.Corp.Ld Alameda,Cal.	StandardOilCo.of California	500·0	68·2	30·0	S.Frncisco Utd. States *WB*	T.6Cy.24",39"&65"-42" 548NHP BethlehemS.B.Corp.Ld.		R
85980 206558	**W. W. Atterbury** (*ex*Conemaugh) *Mchy.Aft* *2Dks*	4060 — 3129					1909	Detroit S.B.Co. Wyandotte	Gt.LakesTransit Corp.	350·0	46·0	31·0	BuffaloNY Utd.States *WB*	Q.4Cy.19",27½",40"&58"- 42" 218NHP DetroitS.B.Co.Detroit		
85981 216033 WCDO	**W. W. Bruce** (*ex*SabineSun) *ss*Phl.No.3-7,29 *ss*Bal.No.2-37 *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6728 6112 4083	✠100A1 ~~6,40~~ ~~8,39~~ 12,40 ✠LMC MS11,37 BS~~3,39~~ 6,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 3,18 *F.P. above* 150° F.	Bal	*b*†	CL 8,39	1918 3mo	SunS.B. Co. Chester,Pa. A&CP	ContinentalSS.Co. *CellDBuE&B60' 259tDT40'552t* *FPT222tAPT57t*	429·3 P133'B36'F40' FK	59·2	31·4	Wilmgton (Del.) Utd.States 17*BHptCem* (13 *to U dk* 4 „ *2nd*„)	T3Cy.27",46 7/16"&76"-51"(*s*) 190lb 532NHP 3SB,9*cf*,HS7331 FD SunS.B.Co.Chester,Pa.	33 ″ 3	
85982 203582 WDIU	**W. W. Holloway** (*ex*C.RussellHubbard-37,*ex*HenryA. Hawgood) *Mchy.Aft* *1Dk* GyC. D.F.	6839 — 5389					1906	American S.B.Co. Cleveland,O.	ColumbiaTrans- portationCo.(John T.Kelly,*Mgr.*)	532·0	56·0	31·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",38"&63"-42" 257NHP AmericanS.BCo.Cleveland		R
85983 221360 KDSS	**W. W. Mills** (*ex*Puente) *ss*Mob.No.3-2,34 *ss*Gal.No.1-38 *Mchy.Aft* *2Dks(Stl)&Webframes* D.F. *Longitudinal framing*	6817 6058 4245	✠100A1 6,40 ~~7,39~~ BS~~11,39~~ ✠LMC11,37 11,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Mob	*a*†	CL 7,39	1921 6mo	Merchant S.B.Corp. Chester,Pa. A&CP	PureOilCo. *CellDBuE&B60' 236tDTf43'750t* *FPT228tAPT178t*	424·4 440·4(O.L.) P128'B25'F41' FK	58·2	32·9	Baltimore Utd.States 16*BHptCem* (9 *to U dk* 7 „ *2nd* „)	T.3Cy.27¼",45"&75"-51" (*r*) 210lb 584NHP 3SB,9*cf*,GS185,HS8331 FD NewYorkSBCoCamdenNJ	33 ″ 0 s 6 ″ 8½ 26 ″ 6½	
85984	**Wa Sun** *1Dk&Shadedk*	388 160 245					1914	Kwong TakCheong HongKong	PakHang&Co.	136·5	21·8	8·0	HongKong British	C.2Cy.13½"&27"-16" 30RHP KwongTakCheong,H.Kg.		
85985 PILQ	**Waalhaven** D.F. *1Dk*	3551 3263 2170					1916	Rotterdam Droogd.Maat Rotterdam	N.V.Maats.S.S. "Waalhaven" (N.V.Gebr.van Uden'sScheepv.& Agent.Mij.*Mgrs.*)	361·4 P24'B214'F34'	49·9	22·1	Rottrdam Dutch *WB*	T.3Cy.25",41"&67"-45" 301NHP RotterdamDroogd.Maats.		V
85986	**Waban** *Fitted for oil fuel* D.F. *1Dk2trB&Shelter dk* Sub.Sig. *Longitudinal framing*	6038 5500 3742					1919	GMStandi- ferCnst.Corp. Vancouver, Wash.	Ministry of Ship- ping(Runciman (London)Ld. *Mgrs.*)	401·4 P31'F38'	53·2	32·0	British *WB*	T.3Cy.25",40"&72"-48" 359NHP Hoover,Owens,Rentsch- lerCo.Hamilton,O.		R

Now "Empire Sambar," *see No.* 87936 *in Supplement*

1 No. in Book. / Official No. / Code Letters.	2 3 Steamer's Name. Material, Rig, &c. / *Late Name if any.* / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
85987 DOCS	**Wachtel** (*ex*Hornsriff) Wireless 1*Dk*	992 877 554					1923	F.Schichau Elbing	ArgoReederei RichardAdler&Co.	229·5|33·6|14·2 P14'B65'F30'	Bremen German *WB*	T.3Cy.15",26⅔"&38⅘"-25½" 74NHP F.Schichau,Elbing		G
85988 DOHG	**Wachtfels** 2*Dks* E.S.D. *CruiserStern* Sub.Sig.	8467 7771 5208					1928	J.C.TecklenborgA.G. Wesermünde-G.	DeutscheDampfs. Ges."Hansa"	490·7|62·2|32·3 P65'B283'F34'	Bremen German *WB*	T3Cy.34¼"52¾"&86⅝"-55⅛"& LPTurbine 785NHP J.C.TecklenborgA.G.Wsm		G
85989 220878 KDLM	**Wacosta** *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks&Web frames*	5432 4971 3335	✠ ... 3,22	✠			1920 12mo	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7|54·2|30·2 P36'B124'F44' FK	Mobile Utd.States *WB*	2 Steam Turbines DR gearedto1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.E.Pittsburg,Pa.	32 ″ 10	R †
85990 DHYZ	**Wadai** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	4696 3396 2763					1922	Reiherst'g Schiffsw. Hamburg	WoermannLinie A.G.	361·2|50·3|23·7 P&B240'F49'	Hamburg German *WB*	Q.4Cy.21⅘",32$\frac{3}{10}$",47"&69"- 49⅘" NB31 335NHP Reiherst.Maschinenf.Ham.		G
85991 DHZB	**Wagogo** (*ex*St.Andrews,*ex*Sofia) *ss*Liv.No.3-5,21 Sub.Sig. 1*Dk&Shelter dk*	3118 2761 1854	... 5,25				1914	Akt.Ges. "Neptun" Rostock	WoermannLinie A.G.	338·1|48·1|21·0 F33' *on Shelter dk* FK	Hamburg German *WB*	T.3Cy.23⅝",38$\frac{3}{16}$"&62"-41$\frac{3}{16}$" 308NHP A.G."Neptun,"Rostock	23 ″ 9	G †
85992 102577 VCQR	**Wahcondah** *Mchy.Aft* Wireless 1*Dk& Awng dk2trB*	1575 1492 976					1903	Russell& Co. Pt.Glasgow	AbitibiNavigationCo.Ld.	230·4|37·1|21·8	Toronto British *WB*	T.3Cy.18",28"&47"-33" 127NHP J.G.Kincaid&Co.Greenock		C
85993 DHZD	**Wahehe** Ⓟ *Ref.Mchy.* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	4709 3396 2771					1922	Reiherst'g Schiffsw. Hamburg	WoermannLinie A.G.	361·2|50·3|23·7 P&B240'F49'	Hamburg German *WB*	Q4Cy.21⅘",32$\frac{3}{10}$",47"&69"- 49⅘" NB31 336NHP Reiherst.Maschinenf.Ham		G
	Now **Empire Citizen**, *see Supplement*													
85994 127813 GFYN	**Wahine** Ⓟ **TrpSc** *ss*Wln.2ndNo.3-12,36 2*Dks&Awng dk*(*Stl*-teak s) &*Promenade dk*(*Stl*-teak s) *ss*Wln.No.1-40	4436 3189 1798	✠100A1 *Awng dk* *withfreeboard* ~~9,40~~ ~~9,39~~ 4,41 ~~BS8,39~~ ✠LMC12,36 ✠NB(c.s.wt)12,36 *Fitted for oil fuel* 12,24 *F.P above* 150° F.	Wln Lyt MS8,39 BS6,40	*x*	CL C&S 8,39 ~~P8,38~~ P8,40	1913 5mo *Lloyd'sA&CP*	W.Denny &Bros. Dumbarton	UnionS.S.Co.of NewZealand,Ld.	375·0|52·2|25·6 52·9 BK9" *CellDBa*67'*uE&*	~~London~~ Wellington British 6*BHCem* *B*125' *f*104'	3 Steam Turbines (*s*) 200lb HS20173 1461NHP 6WaterTubeBoilers FD Denny&Co.Dumbarton 325t*FPT*35t*APT*61t	27 ″ 6 s11 ″ 0½ 17 ″ 5	
85995 227590 KLCG	**Waialeale** Ⓟ **TwinSc** 4*Dks* *CruiserStern*	3092 — 1765					1928	Bethlehem S.B.Corp.Ld. SanFrancisco	Inter-Island SteamNav.Co.Ld.	309·5|48·0|27·6 F34'	Honolulu Utd.States *WB*	2 DR geared Steam Turbines WestinghouseElectric &Mfg.Co.S.Philadelphia		R
85996 142915 ZMDQ	**Waiana** *OilEng.* 2*Dks* *CruiserStern*	3363 2960 1910	✠100A1 6,40 ~~6,39~~ DBS5,39 ✠LMC3,37	Ddn Auk	*u*	CL 6,40	1937 3mo *Lloyd'sA&CP*	A.Stephen &Sons,Ld. Glasgow	UnionS.S.Co.of NewZealand,Ld. *CellD*	322·3|48·2|24·3 336·0(O.L.) P30'B72'F33' FK *B*264'577t*FPT*108t	Dunedin British 5*BHAsp* *APT*116t	Oil Engines 2S.C.SA 6Cy.23⅝"-40$\frac{15}{16}$" 584NHP DB*50lb* A.Stephen&Sons,Ld.Gls.	26 ″ 6 s 4 ″ 4¼ 22 ″ 4¼	
85997 OFDO	**Waija** (*ex*Bastant-38) D.F. 1*Dk*	1711 — 979					1912	Nylands Værksted Oslo	A/BBalticLloyd Line,Ld.O/Y (HerbertJanhonen *Mgr.*)	264·5|40·1|17·2 P22'B63'F29'	Helsngfors Finnish *WB*	T.3Cy.19",31"&15½"-33" 152NHP NylandsVærksted,Oslo		N
85998 131795 GMRX	**Waimana** **TwinSc** (*ex*Herminius-32, *ss*Gls.2ndNo.3-5,37 *ex*Waimana) E.S.D. 2*Dks*(*Stl*)& *Ref.Mchy.* *Shelter dk*(*Stl*-ptws)	7870 7318 4948	✠100A1 *Shelter dk* *withfreeboard* 7,38 ✠LMC MS5,37 BS4,38 ✠Lloyd'sRMC5,38	Syd	*e*†	CL s11,37 P7,38	1911 11mo *Lloyd'sA&CP*	Workman, Clark&Co.Ld Belfast	 *Cell*	477·6|63·1|31·3 494·0(O.L.) B181'F48'*on Sheltr dk* FK&BK2" *DBa*131'*uE&B*100'	 British 9*BHCem* *f*183'1625*t*	T.6Cy.23½",39"&66½"-48"(*s*) 205lb FD 943NHP 5SB,*20cf*,GS350,HS14000 Wrkman,Clark&Co.Ld.Bel	34 ″ 4 s 5 ″ 6¼ 29 ″ 0¾	
85999 166817 GPGW	**Waimarama** **TwinSc** *OilEng.* D.F. E.S.D. GyC. 3*Dks, 4th dk in* *Ref.Mchy.* *Nos.2&3 holds* *Cruiser Stern* *Tonnage opening closed '39*	12843 10576 7857	✠100A1 *withfreeboard* 8,40 ~~3,40~~ ✠LMC10,38 ✠Lloyd'sRMC~~3,40~~8,40	Lon Avn	*i*†	CL	1938 10mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast *Upper'tween* *CellDBa*6	ShawSavill& AlbionCo.Ld. *Duct keel fwd.* *dk BHs except Coll* 2'*uE*77'*f*227'1449*t*	516·9|70·4|32·3 535·5(O.L.) 40·7 P64'B196'F66' FK *of mchy. space* (*BH dispensed with* *Tanks at centre&sid*	S'thamptn British 8*BHptCem* *Coll to W dk* 7 ,, 2nd,,) *es of tunnels*	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"-55⅛" 2463NHP 2DB*100lb* Harland&Wolff,Ld.Bel. 1612t*FPT*122t*APT*171t	35 ″ 0 s 5 ″ 7¼ 29 ″ 7¼	
86000 151519 ZMGV	**Waimarino** *ss*Auk.No.2-38 *Mchy.Aft* 2*Dks*(*Stl*)	3067 2704 1752	✠100A1 4,40 ~~4,39~~ BS~~4,39~~ 4,40 ✠LMC4,38 *Fitted for oil fuel* 4,30 *F.P. above* 150° F.	Auk	*u*	CL 4,39	1930 4mo *Lloyd'sA&CP*	Ardrossan Dkyd,Ld. Ardrossan	UnionS.S.Co.of NewZealand,Ld. *Duct keel fw* *CellD*	320·5|46·8|23·2 P78'B33'F28' FK *d of Mchy space* 86' *B*267'789t*FPT*107t	Wellingt'n British 5*BHptCem* *ptAsp* *APT*137t	T.3Cy.24",41"&68"-45" (*s*) 200lb 507NHP 2SB,*8cf*,GS HS7834 FD J.G.Kincaid&Co.Ld.Grk.	25 ″ 6 s 4 ″ 3 21 ″ 5½	
86001 217932 WSOI	**Waimea** Ⓟ (*ex*GoldenCloud-38, *ex*WestSequana) *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks*	5670 — 3604					1919	S.Western S.B.Co. SanPedro,Cal	MatsonNavigation Co.	410·5|54·3|27·2 P44'B115'F47'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
86002 151518 ZMGT	**Wainui** *ss*Ddn.No.2-39 2*Dks*(*Stl*)	1633 1356 822	✠100A1 1,41 ~~1,40~~ BS~~1,40~~ 1,41 ✠LMC1,39 *Fitted for oil fuel* 2,30 *F.P. above* 150° F.	Ddn	*p*	CL 1,39	1930 2mo *Lloyd'sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	UnionS.S.Co.of NewZealand,Ld. *CellDB*192'337t	242·0|38·2|19·0 P27'B70'F27' FK *FPT*22t*APT*42t	Wellingt'n British 4*BHptCem* *ptAsp*	T.3Cy.18½",31"&53"-36" (*s*) 200lb 290NHP 2SB,*6cf*,HS4572 FD Hawthorn,Leslie&Co.Ld.	21 ″ 0 s 2 ″ 6½ 18 ″ 8¾	
86003 144637 GDKM	**Waiotapu** (*ex*Stolberg) *ss*Syd.2ndNo.3-1,40 *Ref.Mchy.* 2*Dks*(*Stl*)3*rd dk in* *Well deck* *No.1hold*	6035 5565 3736	✠100A1 8,40 ~~1,40~~ ✠LMC1,40 *Carrying oil fuel F. P. above* 150° F. *in DB*	Syd	*b*†	CL 12,39	1913 1mo *Lloyd'sA&CP*	Flensburgr Schiffsb.Ges. Flensburg	UnionS.S.Co.of NewZealand,Ld. *CellDBa*155'*u*	451·0|58·2|27·0 467·0(O.L.) P&B375'F35' FK *E&B*72'*f*173' 1615*t*	London British 8*BHCem*	T.3Cy.30$\frac{5}{16}$",50$\frac{9}{16}$"&84"-54" 185lb (*s*) FD 750NHP 4SB,*12cf*,GS264,HS11219 FlensburgerSchiffsb.Ges.	29 ″ 6 s 4 ″ 3½ 25 ″ 5¾	
86004 166871 GBJB	**Waiotira** **TwinSc** *OilEng.* D.F. E.S.D. 3*Dks*, 4*th dk in* *Ref.Mchy.* GyC. *Nos. 2 & 3 holds* *CruiserStern* *Tonnage opening closed '40*	12823 10546 7833	✠100A1 *withfreeboard* 8,40 ~~4,40~~ ✠LMC11,39 ✠Lloyd'sRMC~~4,40~~8,40	Lon Bkn	*i*†	CL	1939 11mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Belfast *Upper'tween* *CellDBa*6	ShawSavill& AlbionCo.Ld. *Duct keel fw* *dk BHs except Coll* 2'*uE*77'*f*227'1449*t*	516·9|70·4|32·3 535·5(O.L.) 40·7 P64'B196'F66' FK *d. of mchy. space* (C *BH dispensed with* *Tanks at centres & si*	S'thamptn British 8*BHptCem* *oll to W dk* 7 ,, 2nd ,,) *des of tunnel*	Oil Engines 2S.C.DA 12Cy.24$\frac{7}{16}$"-55⅛" 2463NHP 2DB*100lb* Harland&Wolff,Ld.Bel. s1612t*FPT*122t*APT*171t	~~35 ″ 0~~ ~~s 5 ″ 7¼~~ ~~29 ″ 7¼~~ 43 ″ 5 s12 ″ 11½ 30 ″ 7½	

195/40

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
86005 151504 ZMBD	**Waipahi** Ⓟ ssWln.No.3-5,37 2Dks(Stl-Weather dk ptws)	1783 1621 1019	✠100A1 with freeboard 3,41 ~~1,40~~ ~~BS1,40~~ Fitted for oil	Ddn BS3,41 LMC5,37 fuel4,	p 27	CL N1,40 F.P. a	1925 7mo Lloyd bove 1	Nthmblnd S.B.Co.Ld. Newcastle 'sA&CP 50° F.	UnionS.S.Co.of NewZealand,Ld. CellDB198'400	240·3|37·5|22·0 250·0(O.L.) F24' FK t FPT72t APT26t	Wellingt'n British 4BHptCem	T.3Cy.18½",31"&52"-36" (r) 190lb 317NHP NB'20refitted'40 2SB,6cf,HS5370 FD G.T.Grey&Co.Ld.S.Shl.	24 ″ 0 s 7 ″ 2½ 16 ″ 11½	
86006 163657 GWXQ	**Waipawa** TwinSc OilEng. Ref.Mchy. E.S.D. ssLon.No.1-39 GyC. D.F. 3Dks,4th dk in No. 3 hold Cruiser Stern Tonnage opening closed '40	12437 10454 7650	✠100A1 with freeboard 11,40 ~~5,40~~ ✠LMC DBS10,40 ✠Lloyd'sRMC~~5,40~~ 7,41	Lon Syd CS9,30 10,40 ~~10,40~~	i†	CL s6,38 P11,38	1934 10mo Lloyd	Harland& Wolff,Ld Belfast 'sA&CP 4after	ShawSavill& AlbionCo.Ld. BHs in upper 'twee CellDB431'2438t	516·2|70·4|32·4 535·5(O.L.) 40·7 B196'F65' FK n dks dispensed with FPT122t APT171t	S'thamptn British 8BHptCem (3 ,, to Udk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 20Cy.29⅛"-59$\frac{1}{16}$" 1631NHP 2DB100lb Harland&Wolff,Ld.Bel.	43 ″ 4 s12 ″ 11½ 30 ″ 7½	
86007 151510 ZMCP	**Waipiata** ssAuk.No.3-11,38 Mchy.Aft 2Dks(Stl)	2826 2539 1603	✠100A1 11,39 BS11,39 Fitted for oil	Auk ✠LMC11,38 fuel11,	u 30	CL 11,37 F.P. a	1926 8mo Lloyd bove 1	Napier& Miller,Ld. Glasgow 'sA&CP 50° F.	UnionS.S.Co.of NewZealand,Ld. CellDBuE& B49f215'762t	315·6|45·1|22·8 P93'B26'F29' FK FPT130t APT135t	Wellingt'n British 5BHCem	T.3Cy.24",41"&68"-45" (s) 200lb 417NHP 2SB,6cf,GS132,HS5800 FD J.G.Kincaid&Co.Ld.Grk.	25 ″ 4 s 4 ″ 1½ 21 ″ 4½	
86008 217492 KELK	**Waipio** (exGoldenKauri-39, exWestElcajon) Fitted for oil fuel D.F. 2Dks	5545 — 3438					1919	Skinner& EddyCorp. Seattle,Wash	MatsonNavigation Co.	409·6|54·2|27·1 P43'B115'F47'	S.Frncisco Utd.States WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
86009 142917 ZMFL	**Waipori** D.F. Ref.Mchy. 1Dk,2nd dk clear of CruiserStern mchy.space "Arcform"	4282 3690 2473	✠100A1 ~~12,39~~12,40 Fitted for oil	Mel Syd ✠LMC10,38 fuel10,	w 1⅛ 38	CL F.P. a	1938 10mo Lloyd bove 1	Hawthorn, Leslie&Co.Ld Newcastle 'sA&CP 50° F.	UnionS.S.Co.of NewZealand,Ld. Intermediate BH in after hold CellD	357·6|55·2|26·2 370·8(O.L.) P36'B92'F36' FK dispensed with B277' 753t FPT110	Dunedin British 5BHptCem ptAsp tAPT143t	T.3Cy.23",38"&65"-45" (s) 220lb FD 459NHP 3SB(Spt)9cf,GS142,HS6801 N.E.MarineEng.Co.(1938) Ld.Nwc.	28 ″ 6 s 4 ″ 10 23 ″ 10½	
86010 163660 GWWJ	**Wairangi** TwinSc OilEng. Ref.Mchy. ssLon.No.1-38 GyC. D.F. 3Dks,4th dk inNo.3hold E.S.D. CruiserStern Tonnage opening closed '39	12436 10457 7647	✠100A1 with freeboard 1,41 ~~1,40~~ ✠LMC DBS11,38 ✠Lloyd'sRMC~~4,40~~	Lon Wln CS9,39 3,38 11,40	i†	CL 3,38	1935 2mo Lloyd	Harland& Wolff,Ld. Glasgow 'sA&CP 4after	ShawSavill& AlbionCo.Ld. BHs in upper 'twee Duct keel in w CellDB431'2413t	516·3|70·4|40·8 535·3(O.L.) 32·4 B196'F65' FK n dks dispensed with ay of No. 3 hold FPT122t APT171t	S'thamptn British 8BHptCem (3BHtoUdk 5 ,, 2nd ,,)	Oil Engines 4S.C.SA 20Cy.29⅛"-59$\frac{1}{16}$" 1631NHP 2DB100lb Harland&Wolff,Ld.Gls.	43 ″ 5 s12 ″ 11½ 30 ″ 8	
86011 133274	**Wairua** Ⓟ WoodTwinScCtr 2Dks	352 266 220					1913	G.T.Niccol Auckland	KaiparaS.S.Co.Ld.	139·5|23·0|12·7	AuklndNZ British	T.6Cy.8¼",13⅝"&21$\frac{5}{32}$"-16" 44RHP Ross&Duncan,Glasgow		
86012 132926 GNXR	**Wairuna** (exPolescar,exGibraltar, exSchneefels) ssWln.2ndNo.3-3,40 Ref.Mchy. 2Dks(Stl-Uteak s)	5832 5478 3642	✠100A1 12,40 ~~3,40~~ Carrying oil	Wln Syd ✠LMC3,40 fuel F.	a† P.	CL 3,38 above1	1914 1mo Lloyd 50° F.	Flensburgr Schiffsb.Ges. Flensburg 'sA&CP Cell DB in DB	UnionS.S.Co.of NewZealand,Ld. 1BH in fore a140'u E&B23' f18	420·0|56·2|29·6 437·7(O.L.) P60'B126'F54' FK hold dispensed with 7' 1348t FPT60t AP	London British Cem 6BH only T62t	T.3Cy.28¾",47¼"&78"-54"(s) 185lb FD 530NHP 3SB9cf,GS148,HS6956 FlensburgerSchiffsb.Ges.	32 ″ 4 s 6 ″ 4½ 26 ″ 1½	
86013 142913 ZMLR	**Waitaki** ssWln.No.1-38 Ref.Mchy. 2Dks	2212 1823 1098	✠100A1 ~~4,40~~ ~~11,39~~ 5,41 BS~~4,40~~5,41 Fitted for oil	Mel ~~Ddn~~ ✠LMC4,38 fuel4,	s 1$\frac{9}{16}$ 34	CL ~~4,37~~ 4,40 F.P. a	1934 4mo Lloyd bove 1	A.Stephen &Sons,Ld. Glasgow 'sA&CP 50° F.	UnionS.S.Co.of NewZealand,Ld. CellD	270·5|42·7|20·8 281·3(O.L.) P27'B95'F25' FK B223' 456t FPT30t	Dunedin British 4BHptCem APT58t	T.3Cy.21",34"&56"-39" (s) 200lb 353NHP 2SB,6cf,GS124,HS5706 FD A.Stephen&Sons,Ld.Gls.	23 ″ 0 s 2 ″ 10½ 20 ″ 3½	
86014 163655 GWTZ	**Waiwera** TwinSc OilEng. ssGls.No.1-38 Ref.Mchy. 3Dks D.F. E.S.D. GyC. 4th dk inNo.3hold CruiserStern Tonnage opening closed '39	12435 10453 7650	✠100A1 with freeboard ~~7,40~~ ~~12,39~~3,41 ✠LMC DBS5,41 ✠Lloyd'sRMC~~4,40~~~~7,40~~	Lon ~~Liv~~ Wln CS7,39 5,40 5,41	i†	CL ~~11,37~~ 3,41	1934 8mo Lloyd	Harland& Wolff,Ld. Belfast 'sA&CP	ShawSavill& AlbionCo.Ld. Upper 'tween dk B CellDB431'2438t	516·2|70·4|32·4 535·5(O.L.) 40·7 B196'F65' FK Hs except Coll BH dispensed with FPT122t APT171t	S'thamptn British 8BHptCem (Coll to Wdk 7 ,, 2nd,,)	Oil Engines 4S.C.SA 20Cy.29⅛"-59$\frac{1}{16}$" 2DB100lb 1631NHP Harland&Wolff,Ld.Bel.	43 ″ 4 s12 ″ 11½ 30 ″ 7½	
86015 32645 JUAB	**Waka Maru** (exEmperorof Fredericton, ssTto.No.1-24 exCanadianSower) 1Dk	2036 1797 1157	✠ ... 6,27 ✠				1919 11mo	Pt.Arthur S.B.Co. Port Arthur, Ont.	TowaKisenK.K.	251·3|43·9|20·3 P26'B64'F25' FK	Amagasaki Japanese WB	T.3Cy.20",33"&54"-40" 257NHP PortArthurS.B.Co.	23 ″ 0	C †
86016 7833 JOTB	**Wakamatu Maru** (exWakamatsu ssNag.No.3-3,12 Maru-38) ssKob.No.2-21 1Dk2trB&Webframes	2723 2539 1659	✠ ... 8,24 ✠				1902 5mo	MitsuBishi Dkyd&EWks Nagasaki	SyowaKigyoGosi Kaisya	326·0|41·3|22·2 P16'F31' FK	Tokyo Japanese WB	Q.4Cy.20½",29",42"&60"-45" 278NHP MitsuBishiD&E.Wks.Nag	25 ″ 1	
86017 42609 JJXL	**Wakamiya Maru** OilEng. Mchy.Aft	548 — 410					1937	YendoIron Works,Osaka	IwaiMiyawaki MantaroKenzo	145·0|25·6|13·1	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.11⅝"-17$\frac{5}{16}$" 79NHP HanshinIronWorks,Kobe		
86018 1334 JAGC	**Wakanoura Maru** Iron (exChing-Wo) ssKob.No.3-4,98 ssYka.No.2-06 2Dks(Irn-Uws)3trB	2408 2205 1504	✠ 1,07 ✠	Kob	u		1885 3mo	R.Dixon& Co. Middlesbro'	NipponSuisanK.K.	320·0|38·0|25·7 P24'B60'F41' BK10" DBa88'&u	Hutyu Japanese 6BHCem E&B46'236t	T.3Cy.26",42"&66"-42" 282NHP 2DB,8f,GS160 T.Richardson&Sons,Hpl.	27 ″ 0	
86019 44790 JMDM	**Wakatake Maru** Mchy.Aft 1Dk	1920 — 1075					1938	Kawamin- amiKogyo K.K. Nagasaki	NipponYusenK.K.	271·7|40·0|20·3 P87'F29'	Tokyo Japanese WB	T.3Cy.18",30"&50"-36" 150NHP KawaminamiKogyoKK Nag.		
86020 2969 SHCE	**Walborg** (exSolvik,exGunhild) ssGot.No.1-39 ssGot.3rdNo.3-5,35 Well deck 1Dk(ptIrn&ptStl)2trB Cargo battens not fitted	*1483* *1182* *872*	✠100A1 ~~3,40~~ ~~1,38~~ 3,41 MS6,39	Got ✠LMC BS~~9,39~~ 4,41	p	OG 5,39	1896 11mo	R.Craggs& Sons Middlesbro' A&CP	RederiA/B Nordic (F.H.Andersson, Mgr.) CellDBa&u	255·0|37·0|15·4 Q94'B68'F28' FK E100'f94'303t FPT	Stockholm ~~Oscrshmn~~ Swedish 4BHCem 22t APT25t	T.3Cy.19",31½"&52"-36" (s) 160lb 173NHP 2SB,6cf,GS90,HS2760 Sir C.Furness,Westgarth& Co.Ld.Mdb.	17 ″ 9 s 1 ″ 7 16 ″ 4	
86021 145649 GBSF	**Waldinge** (exUskport-40) ssShl.No 3-11,37 1Dk(Stl) Cargo battens not fitted	2462 2264 1490	✠100A1 ~~10,40~~ ~~12,39~~6,41 MS11,37	Lth ~~Npt~~Bry ✠LMC BS~~5,38~~ 6,40	t	CL ~~5,36~~ 9,40	1925 4mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland 'sA&CP	Constants(South Wales)Ld.(H. Constant,Mgr.) CellDBa89'uE	298·5|44·0|21·2 P23'B79'F26' FK 18'f125'663t FPT	Newport British 5BHptCem 122t APT94t	T.3Cy.22",36"&60"-39" (s) 180lb 70lb 259NHP 2SB,6cf,GS115,HS4200 D.Rowan&Co.Ld.Glasgow	28 ″ 6 s 3 ″ 5½ 20 ″ 2½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
86022 DIEQ	**Waldtraut Horn** Ⓟ (*ex*PresidenteGomez-36) *OilEng.* D.F. 2*Dks*	3995 3333 2397					1928	F.Schichau Elbing	H.C.Horn	314·0 F37'	48·7	27·7	Hamburg German *WB*	Oil Engines 2S.C.SA 5Cy.26¾"–47¼" 622NHP F.Schichau,Elbing		G
86023 PIMD	**Walenburgh** *OilEng.* *Mchy.Aft* 1*Dk* Wireless *CruiserStern*	496 407 251					1938	N.V.E.J. Smit&Zoon Scheepsw. Westerbroek	Wm.H.Müller&Co. N.V.	166·9 P&B96'F23'	29·2	11·4	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.$14\frac{3}{16}$"–$22\frac{13}{16}$" 123NHP Humboldt-Deutzmotoren A.G.Köln-Deutz		V
86024 28527 JAWA	**Wales Maru** *ss*Kob.No.3-12,33 *ss*Kob.No.1-37 2*Dks*(*Stl*)&*Awng dk*(*Stl*)	6586 6157 4038	✠ 3,41 *Awng dk* *withfreeboard* ✠~~LMC12,39~~ *Fitted for oil fuel* 12,21 *F.P. above* 150° F.	Osa	*z*	CL N11,39	1921 12mo	Kawasaki Dkyd.Co.Ld Kobe A&CP	Kawasaki KisenK.K. *CellDB*342'1234t *DTa*35'808t *Coll BH to A dk* *FPT*104t*APT*36t 5 ,, ,, *U* ,,	405·0 F33'*onAwngdk* FK	53·0	37·0	Kobe Japanese *ptCem*	T.3Cy.28",46½"&78"–54" (*s*) 200lb HS7800 578NHP 3SB(Spt),9*cf*,GS190, FD KawasakiDockyardCo.Ld.	37 ″ 0 ~~s 9 ″ 3¼~~ ~~28 ″ 0~~	
86025 DONH	**Walküre** (*ex*Lisa-36, *ex*Gonzenheim-33,*ex*CornishPoint, *ex*BlandHall) D.F. 1*Dk*&*Shelter dk*	4251 4000 2642					1914	W Doxford &Sons,Ld. Sunderland	H.Vogemann	388·4	51·9	23·5	Hamburg German *WB*	T.3Cy.25",42½"&70"–48" 339NHP W.Doxford&Sons,Ld.Sld.		G
86026 236820 WPKQ	**Wallace E. Pratt** 1*Dk, 2nd dk clear of cargo tanks* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing–bracketless system* *Mchy.Aft* *pt electrically welded*	7991 — 4774	100A1 ~~5,40~~ ~~11,39~~12,40 ~~BS11,39~~ LMC10,37 *Carrying Petroleum in bulk* *Fitted for oil fuel* 10,37 *F.P. above* 150°F. BS12,40	NYk ~~Gal~~		CL 12,40	1937 10mo	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of NewJersey *CellDBuE*69'102t*DTf*26'738t *FPT*351t *APT*152t	444·1 462·3(O.L.) P93'B35'F40' FK	65·3	35·1	Wilmgton (Del.) Utd.States 14*BH*	2 steam turbinesDR geared to 1 screw shaft 852NHP 475lb (*s*) FD 2WTB(Spt475lb),HS7192 WestinghouseElec.&Mfg. Co.Phl	35 ″ 0	
86027 162336 MPYV	**Wallace Rose** *ss*Bly.No.2-39 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted* *Mchy.Aft*	632 428 277	✠100A1 3,40 ~~BS3,40~~ 7,41 ✠LMC3,39	Lon	*i*	CL 3,40	1931 1mo	NVSchpsw "deMerwede" v/h vanVliet &Co. Hardinxveld *Lloyd's A&CP*	RichardHughes& Co.(Liverpool),Ld. *CellDB*105'144t*FPT*54t*APT*4t	175·3 Q101'B11'F25' FK	27·1	11·1	Liverpool British 3*BHCem*	T.3Cy.13",21½"&35"–27" (*s*) 180lb 88RHP 1SB,3*cf*,GS54,HS1615 D&W.Hendersn&CoLdGls	13 ″ 0 s 3″10¼ 12 ″ 9	
86028 136403 VJZX	**Wallarah** 3Mst *ss*Syd.2ndNo.3-5,39 *Well deck* *Mchy.Aft* Wireless 1*Dk*(*Irn*) *Cargo battens not fitted*	815 580 375	✠100A1 8,40~~5,39~~ ✠LMC MS5,39 ~~BS7,39~~ 8,40	Syd	*k*	CL 4,39	1914 12mo	ClydeSB.& Eng.Co.Ld. Pt.Glasgow *Lloyd's A&CP*	WallarahCoalCo. Ld. *CellDBuE&B*40'*f*114'210t*FPT*72t*APT*9t	196·5 *31·4* 205·7(O.L.) Q103'B11'F37' FK&BK1½"	29·7	12·5	SydneyNSW British 3*BHCem*	T.3Cy.16",26"&43"–33" (*s*) 180lb 93RHP 2SB,4*cf*,GS77,HS2514 ClydeS.B.&E.Co.Ld.P.Gl.	14 ″ 9 s 4 ″ 5 14 ″ 3¼	
86029	**Wallingford** *Fitted for oil fuel* D.F. *Mchy.Aft* 1*Dk* *Now* "Limoges," *see No.* 88906 *in Supplement*	2256 — 1229					1919	LongBeach S.B.Co. LongBeach, Cal.		244·0	42·0	26·0		T.3Cy 18,"30"&44$\frac{5}{16}$"–30" 105NHP UnionIronWorks,S.Fo.		R
86030 6179 SHCR	**Wallonia** *ss*Got.No.3-5,31 *ss*Got.No.2-39 1*Dk*(*Stl*)	1435 1135 811	✠100A1 6,39 BS9,40 ✠LMC6,39	Got	*p*	OG 11,37	1919 10mo	Kockums M.V.Aktieb. Malmö A&CP	FörnyadeÅngf. Aktieb.Götha (H.Sternhagen, *Mgr.*) *Cell DB* 196'364t *FPT* 44t*APT*59t	231·7 245·5(O.L.) P17'B63'F25' FK	37·7	16·4	Gothenbrg Swedish 4*BHCem*	T3Cy.18⅛",28¾"&48$\frac{13}{16}$"–31½" 185lb (*s*) 160NHP 2SB,4*cf*,GS56,HS2114 FD KockumsM.V.Akt.Malmö	18 ″ 7 s 1 ″7½ 17 ″ 2	
86031 127996 MDBK	**Wallroy** (*ex*Whiterock-36, *ex*Balniel II) *ss*Bel.No.3-1,22 *Mchy.Aft* *ss*Bel.No.2-29 Wireless 1*Dk*(*Stl*)	628 438 253	✠ —— 2,35 ✠	Bel	*j*		1909 8mo	Dublin DockyardCo. Dublin	J.Campbell *Cell DB f*103'179t*FPT*55t*APT*3t	185·0 Q101'B7'F30' BK6"	27·8	11·3	Irvine British 3*BHCem*	C.2Cy.19½"&46"–30" 83RHP 1SB,4*cf*,GS68,HS2465 McColl&Co.Ld.Belfast	13 ″ 8	C †
86032 161605 GZYL	**Wallsend** D.F. 1*Dk* *Cargo battens not fitted* *CruiserStern*	3157 2713 1839	✠100A1 6,41 ~~5,40~~ ✠LMC6,37	Cff Nwc	*v* 1¾	CL 6,38	1937 6mo	SirJ.Laing &Sons,Ld. Sunderland *Lloyd's A&CP*	BurnettS.S.Co.Ld. *CellDB*287'979t*FPT*89t*APT*215t	343·3 356·9(O.L.) P35'B78'F28' FK	48·0	20·9	Newcastle British 6*BHCem*	T.3Cy.20",34"&57"–39" (*s*) 220lb FD 275NHP 2SB(Spt),6*cf*,GS85,HS3686 GeorgeClark(1936),Ld.Sld	24 ″ 0 s 3 ″10 20 ″ 4¼	
86033 165337 GZDF	**Walmer Castle** *OilEng.* Wireless D.F. 1*Dk*&*Shelter dk* *CruiserStern*	906 681 350	✠100A1 *withfreeboard* 4,41 ~~8,39~~ ✠LMC11,36	Sou Lth	*p*	CL 4,39	1936 11mo	Harland& Wolff,Ld. Belfast *Lloyd's A&CP*	Union-CastleMail S.S.Co.Ld. *CellDB*177'254t*FPT*12t*APT*17t	236·2 *40·3* FK B56'F31' (	39·3	12·5	London British 6*BHCem* *Coll to Sh dk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 8Cy.$19\frac{11}{16}$"–$35\frac{7}{16}$" 539NHP Harland&Wolff,Ld.Bel.	14″ 6 s ″ 2 14 ″ 5	
86034 127473 MDFW	**Walnut** 3Mst *ss*Bwg.2ndNo.3-6,34 *ss*Bel.No.1-38 *Well deck* 1*Dk*(*Irn*) *Mchy.Aft* *Cargo battens not fitted*	340 247 125	✠100A1 6,38 ~~BS6,39~~ 7,40 ✠LMC6,38	Bel	*f*	CL 4,38	1910 3mo	J Fullerton &Co. Paisley *Lloyd's A&CP*	FrontierTownS.S. Co.Ld.(J.Fisher& Sons,Ld.*Mgrs.*)	142·6 Q80'B7'F25' BK6"	23·6	10·4	Newry British 3*BHCem* *FPT*45t	C.2Cy.15½"&34⅜"–24" (*s*) 130lb 50RHP 1SB,2*pf*,GS39,HS1280 Fishers,Ld.Paisley	11 ″ 4 s 4 ″ 0 11 ″ 6½	
86035 216218 KJIE	**Walter A. Luckenbach** TwinSc *ss*Bos.No.3-7,30 GyC. *ss*Sea.No.2-37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. *CruiserStern*	~~6006~~ ~~5477~~ ~~3757~~ 6024 — 3739	✠100A1 *Shelter dk* *withfreeboard* 11,40~~2,40~~ ✠LMC MS7,37 ~~BS11,39~~ BS11,40 *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	Sea SFc	*b*†	CL ~~12,37~~ PN5,40 S11,40	1918 6mo	Seattle Const&DDCo Seattle,Wsh. A&CP	LuckenbachS.S. Co.Inc. *CellDB*384'1626t*Sidetanks in No.* 5&6 *holds* 84'376t*'tween dk tanks in E& B spaces* 36'285t*FPT*225t*APT*445t	446·5 37·7 FK	56·1	28·0	NewYork Utd.States 10*BHptCem* (*ColltoShdk* 9 ,, 2*nd*,,)	4SteamTurbinesSRgeared to 2Sc.Shafts(*s*) 1200NHP 4WTB(Spt)225lb FD HS16560 SeattleConst.&D.D.Co.	31 ″ 2 s4 ″ 5½ 27 ″ 0¼	
86036 147790	**Walter B. Reynolds** 1*Dk*	1905 1613 1123					1927	Smith's DockCo.Ld Middlesbro'	HallCorporation ofCanada	252·6	43·4	17·8	Montreal British *WB*	T.3Cy.15",25"&40"–33" 138NHP Smith'sDockCo.Ld.		C
86037 SWBG	**Walter D. Munson** *ss*Mob.No.3-10,35 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* *Now* "Mount Kyllene," *see No.* 89051 *in Supplement*	3703 3508 2238	✠100A1 2,38 BS4,39 ✠LMC10,35 *Fitted for oil fuel* 10,17 *F.P. above* 150° F. *Fitted for carrying Petroleum in cylindrical tanks in No.* 2 *lower hold*	NYk	*w*	CL 5,37	1917 10mo	Bethlehem SteelCo. Sparro'PtMd A&CP	Rethymnis&Kulu- kundis(Hellas) S.A.&others *'Tween dk BH in after hold dispensed with* *CellDB*311'834t*FPT*63t*APT*21t	368·2 P52'B103'F41' FK	48·3	24·7	Piræus Greek *Cem* 5*BH to U dk* 1 ,, ,, 2*nd* ,, *only*	T.3Cy.24",41"&68"–48" (*s*) 200lb 486NHP 3SB,9*cf*,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt	27 ″ 4	
86038 213479 WJCY	**Walter D. Noyes** *ss*Bos.No.3-10,27 *Mchy.Aft* D.F. 1*Dk*	4387 3933 3114	✠ … 7,31 ✠				1915 7mo	NwprtNws S.B.&D.D.Co. NewprtNews	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*)	354·2 P94'B19'F31' FK	49·0	27·4	Boston Utd.States *WB*	T.3Cy.23",37$\frac{5}{16}$"&66"–45" 365NHP NewportNewsSB&D.D.Co.	30 ″ 0	R †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où ceux ci sont dans le L.R. Durée, Cert. B. of Trade
86039 221083 KDPL	**Walter Jennings** TwinSc ssN.Yk.No.3-7,33 ssGal.No.1-37 GyC. 2Dks(Stl)&Shelter dk Mchy.Aft (Stl)&Webframes D.F. Longitudinal framing	9564 7827 5978	✠100A1 Shelter dk withfreeboard 2,41 ~~11,39~~ ✠LMC MS9,37 ~~BS~~ 7,40 Carrying Petroleum in bulk Fitted for oil fuel 3,21 F.P. above 150° F.	Gal	f†	CL ~~11,39~~ PN1,39 S2,41	1921 3mo	FederalS.B Co. Kearny,N.J. A&CP CellDBuE&B 68'199tDTf54'646tFPT258tAPT142t	StandardOilCo. ofNewJersey	499·2 | 68·1 | 38·9 FK ...	Wilmgton (Del.) Utd.States ptAsp ptCem 19BH (4 to Sh dk 11 „ U „ 4 „ 2nd „)	T.3Cy.20½",35"&60"-42" (s) 210lb 676NHP 3SB, 12cf, HS9618 FD FederalS.B.Co.Kearny	38 ″ 10 s10 ″ 3 28 ″ 11	
86040 DHZG	**Walter L.-M. Russ** CruiserStern Wireless Sub.Sig. 1Dk	1538 1235 890					1927	Akt.Ges. "Neptun" Rostock	Ernst.Russ	246·9 | 40·1 | 15·5 P15'Q73'B61'F28'	Hamburg German WB	T3Cy19 1/16"31½"&51 1/16"-35 7/16" 156NHP A.G."Neptun,"Rostock		G
86041 DOTP	**Walter Rau** TwinSc D.F. E.S.D. (Whale oil Factory) GyC. Fitted for oil fuel 2Dks Ref.Mchy. Mchy.Aft CruiserStern CarryingPetroleum in bulk	13752 10395 7145					1937	Deutsche WerftAGBet Finkenwrdr Hamburg	WalterRau NeusserOelwerke A.G.	549·8 | 74·4 | 33·5 P118'uprB36' lwrB39'F118'	Bremen German WB	C.8Cy.22 1/16"&47¼"-47¼" 213lb 1079NHP HS16792 DeutscheWerftA.G.Bet Reiherstiegwerft,Ham.		G
86042 DHZI	**Wameru** (exPorthia,exPolaria) ssShl.No.3-4,21 ssCff.No.1-26 1Dk&Shelter dk2nd dk in forehold	4076 3633 2523	✠ ... 9,27				1919	Flensburgr Schiffsb.Ges. Flensburg	Woermann-Linie A.G.	383·4 | 52·9 | 20·7 FK	Hamburg German WB	T.3Cy.28¾",46 1/16"&76"-48" 527NHP FlensburgerSchiffsb.Ges.	24 ″ 9	G †
86043 XNBV	**Wan Hsiang** (exHaiFoong, exTungus) ssH.Kg.No.3-3,15 ssN.Yk.No.1-20 1Dk&Spar dk&deep framing	1883 — 1162	✠ ... 8,23 ✠				1903 3mo	Sunderlnd S.B.Co.Ld. Sunderland	SanPehS.N.Co.Ld.	260·0 | 36·6 | 12·4 P24'B69'F27' 19·9 FK	Shanghai Chinese WB	T.3Cy.19",31"&51"-36" 170NHP N.E.MarineEng.CoLd.Sld	22 ″ 2	
86044	**Wan-Tsai** (exBalguerieStuttenberg-37,exJeanne Schiaffino,exSarneio,exElbe) 1Dk	1092 — 651					1910	Schiffsw.v. HenryKoch Lübeck	DingYaoDung (Fujii&Co.Mgrs.)	224·2 | 35·7 | 12·5 P11'Q62'B53'F29'	Chefoo Chinese WB	C.2Cy.19¼"&36"-25½" 55NHP OttensenerMsch.Fab.Alt.		
86044° 172955	**Wan Yuan** Ⓟ TwinSc 2Dks	674 269 333					1939	Shanghai DockyardsLd Shanghai	TaikooChinese Nav.Co.Ld.	157·1 | 29·6 | 8·8	HongKong British	T.6Cy.12¼",18"&29"-16" 34NHP ShanghaiDockyards.Ld.		
86045 171226 VLKF	**Wanaka** OilEng. 1Dk,2nd dk fwd.of mchy.space CruiserStern	2259 1784 1113	✠100A1 1,41 ~~4,40~~ ✠LMC2,38	Syd	s	CL	1938 2mo Lloyd'sA&CP	A.Stephen &Sons,Ld. Glasgow	UnionS.S.Co.of NewZealand,Ld. CellD	277·6 | 45·2 | 18·3 287·7(O.L.) P&B154'F37' FK B224'418tFPT43t	SydneyNSW British 4BHAsp APT28t	Oil Engines 2S.C.SA 6Cy.23⅝"-40⅜" 583NHP SulzerBros,Ld.Winterthur	21 ″ 6 s2 ″ 0½ 19 ″ 7½	
86046 OHHQ	**Wanda** (exSkanderborg-33) D.F. ssHfs.3rdNo.3-11,34 1Dk(Stl)&deep framing	1902 1697 1049	✠100A1 6,37 ✠LMC MS2,39 BS9,40 No later survey reported	Hfs	r	OG 5,38	1897 4mo	Helsingörs Jernsk&Msk. Elsinore A&CP	A/B BalticLloyd Line,Ld.O.Y.(H. Janhonen,Mgr.) CellDBa88'uE&	289·5 | 40·5 | 18·0 280·1 Q16'B68'F34' FK B36'f110'530tFPT	Helsingfrs Finnish 4BHCem 46tAPT34t	T.3Cy.20",31"&53"-36" (s) 175lb 187NHP 2SB,4rf,GS68,HS2984 HelsingörsJernsk.&Mskb.	20 ″ 7 s3 ″ 1½ 17 ″ 8	
86047 122745 VJPT	**Wandana** Ⓟ Ref.Mchy. Well deck Wireless 1Dk	974 543 531	✠ ... 7,15 ✠				1913 2mo	Mackie& Thomson,Ld. Glasgow	JohnBurke,Ld.	205·7 | 32·6 | 11·8 Q85'B45'F26' FK&BK1½"	Brisbane British WB	T.3Cy.17",28"&45"-33" 156NHP Muir&Houston,Ld.Gls.	12 ″ 6	C †
165/40 86048 160784 GSBX	**Wandby** 1Dk& Shelterdk OilEng. D.F. E.S.D. CruiserStern ~~2Dks~~	4947 4117 2822					1940	SirJ.Laing &Sons,Ld. Sunderland	~~SirR.Ropner&Co.,~~ ~~Ld.~~ Ropner ShippingCo.Ld.	~~422·3~~ | 58·8 | ~~25·7~~ 418·0 | | 25·8	W.Hartlpl British WB	Oil Engines 4S.C.SA 7Cy.24⅛"-51 5/16" 415NHP J.G.Kincaid&Co.Ld.Grk.		
86049 147294 GLBM	**Wanderer** ssLiv.No 3-4,38 2Dks(Stl)	5079 4720 3152	✠100A1 8,40 ~~10,38~~ BS12,40 ✠LMC MS4,38 ~~BS10,38~~	Lon Liv	y	CL N10,58	1925 2mo Lloyd'sA&CP	C.Connell &Co.Ld. Glasgow	CharenteS.S.Co.Ld (T.&J.Harrison, Mgrs.) CellDB334'1122t DTa30'762t	395·5 | 52·5 | 28·0 409·2(O.L.) P38'B128'F40' FK FPT70tAPT26t	Liverpool British Cem 7BH to Udk 1 „ „2nd„	T.3Cy.26",43"&73"-48" (r) 200lb 120lb 464NHP 2DB(Spt),12cf,GS210, HS7706 D.Rowan&Co.Ld.Glasgow	30 ″ 6 s5 ″ 10½ 24 ″ 10¾	
86050 7262 SHCU	**Wandia** (exClaraKunstmann, exHeelsum) ssHbg.3rdNo.3-4,36 1Dk(Stl)&deep framing Cargo battens not fitted ssMmo.No.1-40	*1371* *1251* 798	✠100A1 8,40 ~~4,40~~ ✠NB8,15 ✠LMC~~4,36~~ 4,40 ~~BS4,36~~	Mmo	p	CL ~~5,37~~ 8,40	1899 5mo	Nederl. Scheepsbouw Maats. Amsterdam A&CP	RederiA/BWandia (A.J.Falkland, Mgr.) CellDBa	239·6 | 37·0 | 17·4 247·4(O.L.) B58'F31' FK 68'uE18'f100'375t	Hlsngborg Swedish 4BHCem APT66t	T.3Cy.18⅛",29⅛"&47¼"-36" 160lb (s) 156NHP 2SB,4pf,GS77,HS2700 NedFab.vWerk.&Spr.Ams	20 ″ 0 s2 ″ 6½ 17 ″ 7½	
86051 163297 MKBB	**Wandle** ssShl.No.2-40 Well deck ~~ssShl.No.1-36~~ Mchy Aft 1Dk(Stl) Wireless Cargo battens not fitted	1482 1158 796	✠100A1 withfreeboard 12,40 ~~1,40~~ ✠LMC 6,40 ~~MS1,36~~ ~~BS~~ ~~6,40~~	Shl	p	CL ~~1,40~~ ~~9,40~~ 12,40	1932 10mo Lloyd'sA&CP	Burntislnd S.B.Co.Ld. Burntisland	Wandsworth& DistrictGasCo. CellDBuE18'f152'	236·0 | 38·0 | 16·5 242·7(O.L.) Q136'B15'F23' FK 628tMT70tFPT77t	London British 4BHptCem APT99t	T.3Cy.16½",27½"&46"-33" 200lb (s) 164NHP 1SB,4cf,GS66,HS2850 N.E.MarineEng.CoLd.Sld	18 ″ 6 s6 ″ 7½ 16 ″ 0¼	
86052 DHZK	**Wandrahm** Wireless D.F. 1Dk	1228 1074 683					1927	Stettiner Oderwerke Stettin	H.M.Gehrckens	239·5 | 37·8 | 14·4 P&B187'F26'	Hamburg German WB	T.3Cy.17 11/16",28 5/16"&45 11/16"- 33 7/16" 120NHP StettinerOderwerke		G
86053 DJXF	**Wandsbek** E.S.D. 1Dk CruiserStern	2388 2053 1360	✠ ... 1,39	Ham	u		1938 9mo	MossVærft &Dokk,A/S Moss	Knöhr&Burchard, Nfl. 1 Intermediate BH CellDB248'654tFPT	301·6 | 47·8 | 18·4 317·0(O.L.) P24'B183'F25' FK dispensed with	Hamburg German 4BHAsp 40tAPT91t	C.3Cy.(2)15¾"&39⅝"-31½"& LP turbine withSR gearing &chain drive 229NHP 2SB,4cf,GS68,HS3245 MossVærft&Dokk,A/S	20 ″ 5	
86054 153940 VJPQ	**Wanganella** Ⓟ TwinSc OilEng. ssSyd.No.1-37 2Dks(Stl-Weather dk ws) Ref.Mchy. 3rd dk(Stl)in holds CruiserStern	9576 6763 5625	✠100A1 withfreeboard ~~7,40~~ ~~2,40~~ 10,40 ✠LMC CS7,37 DBS~~10,39~~ ~~2,38~~ 10,39 10,40	Syd	e†	CL ~~6,38~~ P12,38 S4,41	1932 11mo Lloyd'sA&CP	Harland& Wolff,Ld. Belfast	HuddartParker, Ld. Cell	461·2 | 63·9 | 29·1 474·0(O.L.) P38'B276'F53' FK DB375'1311tFPT	Melbourne British 7BHptCem 53tAPT201t	Oil Engines 4S.C.SA 16Cy.29½"-59 1/16" 1305NHP DB100lb Harland&Wolff,Ld.Gls.	34 ″ 7 s10 ″ 5 24 ″ 6½	
86055 DHZM	**Wangoni** Ⓟ Sub.Sig. Fitted for oil fuel D.F. 2Dks&Shelterdk	7848 — 4526					1920	Blohm& Voss Hamburg	WoermannLinie A.G.	418·6 | 56·2 | 36·0	Hamburg German WB	4SRGearedSteamTurbines Blohm&Voss,Hamburg		G
86056 152681 VPDP	**Wanhsien** TwinSc Fitted for oil fuel 1Dk	868 556 473					1922	Yarrow& Co.Ld. Glasgow	TaikooChinese Nav.Co.Ld.	203·9 | 33·0 | 9·9	HongKong British WB	T.6Cy.18",26"&39½"-17⅝" 130NHP Yarrow&Co.Ld.Glasgow		
86057 HRBQ	**Wanks** (exCayoMambi, exBargeP.D.8) Fitted for oil fuel Mchy.Aft 1Dk	642 — 409				ebuil (1921 by Franco-Belge de Réparations Nav.Antwerp	1919	N.ofIrelnd S.B.Co.Ld. Londonderry	StandardNavCorp. (StandardFruit& S.S.Co.Mgrs.)	180·0 | 31·2 | 13·0 P16'B48'F28'	Ceiba Honduran WB	T.3Cy.13",23"&37"-26" 70NHP Cooper&Greig,Ld.Dundee		C

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formune; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
86058 158022	**Wanliu** Ⓟ TwinSc (*ex*I.Ping-35) 1*Dk*	781 368 451					1924	Kiangnan Dk&EngWks Shanghai	TaikooChinese Nav.Co.Ld.	148·3	29·0	7·3	HongKong British	T.6Cy.11⅞″,17½″&27¾″–16″ 62NHP KiangnanDk.&Eng.Wks.		
86059 144616 VLDR	**Wannon** (*ex*Gale-35,*ex*Rawlinson, *ex*Boschpolder) Wireless 1*Dk*	567 394 287					1919	N.V.Werf Voorhuit Enkhuizen	W.Holyman&Sons Proprietary,Ld.	167·4 Q58′B41′F24′	26·6 27·9	11·0	Melbourne British *WB*	T.3Cy.13⅜″,21¾″&35⅞″–24⅞″ DeMan& 61NHP TeVeldhuys,Dordrecht		C
86060 160578 GSLY	**Wanstead** *ss*Shl.No.2–36 D.F. E.S.D. 1*Dk*(*Stl*)	5486 4993 3317	✠100A1 11,39 BS3,40 ✠LMC4,36	Mtl	*z*	CL 11,39	1928 10mo *Lloyd*'*sA&CP*	CaledonS. B.&E.Co.Ld. Dundee	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) *CellDBa&uE156′f186′1242tFPT126tAPT280t*	405·8 420·5(O.L.) P36′B126′F39′ FK	54·2	27·9	London British 6*BHAsp*	T.3Cy.25½″,42″&70″–48″ (*s*) 185lb 448NHP 3SB(Spt)*9cf*,GS187,HS7926 N.E.MarineEngCoLd.Nwc	30″4 s5″9¼ 24″8	
86061 153672 VRBP	**Wantung** (*ex*AliceDollar) TwinSc 2*Dks&Shade dk*	1061 709 558					1921	Kiangnan Dk.&E.Wrks. Shanghai	TaikooChinese Nav.Co.Ld.	197·6	31·0	9·5	HongKong British *WB*	T.6Cy.15″,22″&34″–18″ 98NHP KiangnanDk.&Eng.Wrks.		
86062 OGZZ	**Wappu** (*ex*Gower-33) *ss*Got.No.3–3,40 Wireless D.F. 1*Dk*(*Stl*) *Well deck Cargo battens not fitted*	1513 — 867	✠100A1 3,40 ✠LMC3,40	Got	*p*	CL 2,40	1930 10mo *Lloyd*'*sA&CP*	GooleS.B. &Repg.Co. (1927)Ld. Goole	O/Y“Wappu” (AnttiWihuri) *CellDBa&uE84′f102′391tFPT61tAPT84t*	250·3 260·2(O.L.) Q151′BonQ56′F24′ FK	38·0	17·3 14·7	Helsingfrs Finnish 4*BHCem*	T.3Cy.18″,30″&49″–33″ (*s*) 180lb 171NHP 2SB,*4cf*,GS77,HS2940 N.E.MarineEng.Co.Ld.Sld	17″0 s4″9½ 15″7	
86063 144340 GCVR	**War Afridi** *ss*Ply.No.3–3,33 *ss*Nwc.No.1–37 D.F. 1*Dk*(*Stl*)2*trB&Webframes* *Longitudinalframing*	5574 4696 3322	✠100A1 ~~7,39~~ 10,40 BS~~7,39~~10,40 ✠LMC4,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 1,20 F.P. above 150° F.*	Nwc Lth	*z*	CL ~~N3,37~~ 10,40	1920 1mo *Lloyd*'*sA&CP*	R.Duncan &Co.Ld. PortGlasgow	TheAdmiralty *CellDBuE&B68′264tf50′65tFPT95tAPT80t*	400·3 P50′B121′F39′ FK	52·2	28·4	London British 15*BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Rankin&Blackmre,Ld.Grk	31″0 s5″7¾ 25″7	
86064 144311 GCVD	**War Bharata** *ss*Lth.No.3–5,34 *ss*H.Kg.No.1–38 D.F. 1*Dk*(*Stl*)&2nd*dk*(*Stl*)*in fore hold&Web frames* *Longitudinal framing*	5604 4717 3404	✠100A1 1,40 ~~BS10,39~~ ✠LMC9,38 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 3,20 F.P. above 150° F.*	Grk BS8,40	*z*	CL 8,38	1920 3mo *Lloyd*'*sA&CP*	Palmers' Co.Ld. Newcastle	TheAdmiralty *Middle line Bulkhead not oil-tight* *CellDBuE&B65′282tDTa25′130tDTf40′223tFPT99tAPT69t*	400·2 P50′B121′F39′ FK	52·3	28·4	London British 16*BH*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31″0 s5″7¾ 25″7	
86065 144353 GCVS	**War Brahmin** *ss*Lon.No.3–5,33 *ss*Shl.No.1–37 D.F. 1*Dk*(*Stl*)2*trB&Webframes* *Longitudinalframing*	5567 4696 3325	✠100A1 1,40 ~~BS1,40~~ ✠LMC10,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 2,20 F.P. above 150° F.* BS11,40	Ber muda	*z*	CL 10,36	1920 2mo *Lloyd*'*sA&CP*	Lithgows, Ld. PortGlasgow	TheAdmiralty *Middleline Bulkhead not oil-tight* *CellDBuE&B72′250tf50′65tFPT95tAPT75t*	400·3 P50′B121′F39′ FK	52·2	28·4	London British 15*BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31″0 s5″7¾ 25″7	
86066 143379 GLDR	**War Diwan** *ss*Fal.No.3–5,39 D.F. 1*Dk*(*Stl*)2*trB&Webframes* *Longitudinalframing*	5551 4696 3430	✠100A1 2,41 ~~5,39~~ ✠LMC5,39 BS1,41 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 8,19 F.P. above 150° F.*	Fal Lth	*z*	CL 4,39	1919 8mo *Lloyd*'*sA&CP*	Lithgows, Ld. PortGlasgow	TheAdmiralty *Middle line Bulkhead not oil-tight* *CellDBuE&B72′250tf50′65tFPT95tAPT75t*	400·3 P50′B121′F39′ FK	52·2	28·4	London British 11*BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31″0 s5″7¾ 25″7	
86067 143458 GCZK	**War Hindoo** *ss*Ply.No.3–7,32 *ss*Nwc.No.1–36 D.F. 1*Dk*(*Stl*)2*trB&Webframes* *Longitudinal framing*	5565 4696 3337	✠100A1 Examined 3,41 Mil ✠LMC3,41 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 10,19 F.P. above 150° F.*	~~Nwc~~	*z*	CL 5,39	1919 10mo *Lloyd*'*sA&CP*	W.Hamilton&Co.Ld. Pt.Glasgow	TheAdmiralty *CellDBuE&B64′132tf50′64tFPT97tAPT13t*	400·3 P50′B121′F39′ FK	52·2	28·4	London British 15*BHCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31″0 s5″7¾ 25″7	
86068 143823 GCTD	**War Krishna** *ss*Ply.No.3–2,32 *ss*Sld.No.1–36 *Mchy.Aft* 1*Dk*(*Stl*)&2nd *dk*(*Stl*) D.F. *in fore hold&Web frames* *Longitudinal framing*	5760 4697 3504	✠100A1 9,39 BS8,40 ✠LMC MS12,36 ~~BS7,39~~ *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 11,19 F.P. above 150° F.*	Alx	*z*	CL N11,36	1919 11mo *Lloyd*'*sA&CP*	Swan,Hunter&Wigham Richardson, LdNewcastle	TheAdmiralty *CellDBuE40′100tDTf45′242tFPT95tAPT72t*	400·0 408·2(O.L.) P126′B31′F39′ FK	52·3	30·8	London British 13*BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	31″0 s5″7¾ 25″7	
86069 144350 GLDJ	**War Mehtar** *ss*Ply.No.3–10,32 *ss*Shl.No.1–37 D.F. 1*Dk*(*Stl*)2*trB &Web frames* *Longitudinal framing*	5502 4701 3407	✠100A1 4,39 BS4,39 ✠LMC4,37 *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 3,20 F.P. above 150° F.*	Nwc	*z*	CL 4,38	1920 3mo *Lloyd*'*sA&CP*	Armstrong Whitworth &Co.Ld. Newcastle	TheAdmiralty *CellDBuE&B66′f39′321tFPT89tAPT82t*	400·2 P49′B121′F40′ FK	52·4	28·4	London British 16*BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers'Co.Ld.Newcastle	31″0 s5″7¾ 25″7	
86070 142691 GLDP	**War Nizam** *ss*Lon.No.3–12,30 *ss*Lth.No.2–39 D.F. 1*Dk*(*Stl*)2*trB&Webframes* *Longitudinal framing*	5605 4716 3450	✠100A1 2,41 ~~3,39~~ ✠LMC MS3,39 BS~~1,40~~2,41 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 10,18 F.P. above 150° F.*	Lth Sld	*z*	CL 10,38	1918 10mo *Lloyd*'*sA&CP*	Palmers' Co.Ld. Newcastle	TheAdmiralty *Middle line Bulkhead not oil-tight* *CellDBuE&B59′f50′317tFPT99tAPT68t*	400·0 410·0(O.L.) P50′B121′F39′ FK	52·3	28·4	London British 11*BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Palmers' Co.Ld.Newcastle	31″0 s5″7¾ 25″7	
86071 143217 GBCM	**War Pathan** *ss*Lon.No.3–1,32 *ss*Fal.No.1–36 D.F. 1*Dk*(*Stl*)2*trB&Web frames* *Longitudinal framing*	5581 4702 3408	✠100A1 Examined 12,40 Liv BS~~6,39~~ ✠LMC7,36 12,40 *Carrying oil fuel in bulk F.P above 150° F.* *Fitted for oil fuel 5,19 F.P. above 150° F.*	~~Grk~~	*z*	CL 6,38	1919 5mo *Lloyd*'*sA&CP*	Sir J.Laing &Sons,Ld Sunderland	TheAdmiralty *Middle line Bulkhead not oil-tight* *CellDBuE&B65′274tf50′67tFPT100tAPT80t*	400·0 410·1(O.L.) P50′B121′F45′ FK	52·4	28·5	London British 11*BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS189,HS7668 FD G.Clark,Ld.Sunderland	31″0 s5″7¾ 25″7	
86072 144388 GDMQ	**War Pindari** *ss*Grk.No.1–40 *ss*Lth.No.3–10,35 D.F. 1*Dk*(*Stl*)2*trB&Webframes* *Longitudinal framing*	5559 4696 3313	✠100A1 5,40 ~~4,39~~ ~~BS3,40~~ ✠LMC~~10,35~~ *Carrying Petroleum in bulk F.P. above 150° F.* *Fitted for oil fuel 3,20 F.P. above 150° F.*	Shl Lth 3,40	*z*	CL 11,38	1920 3mo *Lloyd*'*sA&CP*	Lithgows, Ld. PortGlasgow	TheAdmiralty *Middleline Bulkhead not oil-tight* *CellDBuE&B72′250tf50′65tFPT95tAPT75t*	400·0 P50′B121′F39′ FK	52·2	28·4	London British 15*BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD D.Rowan&Co.Ld.Glasgow	31″0 s5″7¾ 25″7	
86073 142773 GLDN	**War Sepoy** *ss*Ply.No 3–4,32 *ss*Shl.No.1–36 D.F. 1*Dk*(*Stl*)2*trB&Web frames* *Longitudinal framing*	5575 4714 3502	✠100A1 3,39 BS4,40 ✠LMC5,36 *Carrying oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 2,19 F.P. above 150° F.*	Fal	*z*	CL 3,39	1919 2mo *Lloyd*'*sA&CP*	W.Gray& Co.Ld. WHartlepool	TheAdmiralty *Middle line Bulkhead not oil-tight* *CellDBuE&B65′262tf50′65t*	400·0 P49′B121′F39′ FK	52·3	28·4	London British 11*BHptCem*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,*9cf*,GS190,HS7668 FD Cen.Mar.Eng.Wrks.WHpl	31″0 s5″7¾ 25″7	

116
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1 Numero l'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Bd. of Trade
86074 144354 GCVW	**War Sirdar** ssPts.No.3–1,33 ssH.Kg.No.2-40 ~~ssNwe.No.1–36~~ D.F. 1Dk(Stl)&Web frames Longitudinal framing	5647 ~~5642~~ 4701 ~~3424~~ 3466	✠100A1 8,40 MS8,40 Carrying Petroleum in bulk F.P. above 150° F. Fitted for oil fuel 2,20	HKg ~~Nwe~~ ✠LMC BS4,40	z	CL 7,38	1920 2mo	Sir J.Laing &Sons,Ld. Sunderland Lloyd's A&CP	The Admiralty CellDBuE&B	400·0|52·4|28·4 P49'B121'F45' FK 62'252t DTf40' 207	London British 16BHptCem tDTa25'114t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7656 FD Geo.Clark.Ld.Sunderland FPT100t APT80t	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
86075 144527 GCVF	**War Sudra** ssPts.No.3–12,32 ssFal.No.1–36 D.F. 1Dk(Stl)2trB&Web frames Longitudinal framing	5627 4718 3413	✠100A1 Examined 3,41 Gls MS10,36 BS3,41 Carrying Petroleum in bulk F.P. above 150°F. Fitted for oil fuel 5,20	~~Gls~~ ✠LMC	z	CL 5,40	1920 5mo	Palmers' Co.Ld. Newcastle Lloyd's A&CP	The Admiralty CellDBuE&B6	400·2|52·4|28·4 409·7(O.L.) P50'B121'F39' FK Middle line Bulkhead 5'f41'324tFPT99t	London British 16BHptCem not oil-tight APT68t	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Palmers'Co.Ld.Nwc.	31 ″ 0 s 5 ″ 7½ 25 ″ 7	
86076 84486 VJYJ	**Wareatea** Iron ssDdn.No.1–88 Wireless 1Dk2trB	475 363 272	✠ ... 8,91 ✠				1883 7mo	H.M'Intyre&Co. Paisley	W.Holyman&Sons Proprietary,Ld.	170·2|26·1|11·4 Q84'F20' FK WB	Melbourne British	C.2Cy.20"&40"–30" NB20 70RHP Fleming&Ferguson,Psy.		
86077 137840 GRZN	**Warfield** ssAnt.No.3–9,29 ssFal.No.2–37 1Dk(Stl)&Shelter dk(Stl)& 2nd dk in No.1 hold	6070 5870 3794	✠100A1 Shelter dk with freeboard 4,41 ~~4,39~~ MS9,37	Mdb ~~Cal~~ Lon ✠LMC BS~~4,40~~4,41	z	CL ~~9,37~~ 6,40	1917 4mo	Russell& Co. Pt.Glasgow Lloyd's A&CP	BritishIndiaStm. Nav.Co.Ld. CellDB359	415·0|52·7|33·9 FK 1200t DTf27' 969t	Glasgow British 7BHCem APT71t	T.3Cy.26",44"&72½"–48" (r) 200lb 90lb 498NHP 2DB,12cf,GS202,HS8706 Dunsmuir&JacksonLdGls	36 ″ 6 s 8 ″ 7½ 28 ″ 1	
86078 8287 SLJN	**Waria** Wireless OilEng. CruiserStern 1Dk&Shelter dk Strengthened for navigation in ice Butts of shell plating part electrically welded	936 639 358	✠100A1 with freeboard 3,40 No later survey reported	Skm ✠LMC8,38	o	OG	1938 8mo	Öresunds-varvet Aktiebolag Landskrona Lloyd's A&CP	StockholmsRederiaktieb.Svea (Eman.Högberg. Mgr.) CellD	228·8|35·6|12·1 236·0(O.L.) B42'F24' FK (B174' 254t FPT54t	Stockholm Swedish 4BHptCem Coll to Sh dk 3 „ 2nd dk) APT49t	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 8Cy.13⅜"–22$\frac{7}{16}$" 250NHP DB80lb Atlas-DieselA/B,Skm.	15 ″ 3 s ″ 2 15 ″ 2½	
86079 142587 GSBC	**Warialda** (exWarMansion) ssCal.No.3–9,30 ssCal.No.2–38 1Dk(Stl) Cargo battens not fitted	3135 2866 1859	✠100A1 ~~7,39~~2,41 BS7,39	Cal Bom ✠LMC8,38	u	CL ~~N5,38~~ 2,41	1918 7mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A&CP	BritishIndiaStm. Nav.Co.Ld. CellD	331·0|46·8|23·1 P33'B98'F29' FK B284'714tFPT103t	London British 7BHptCem APT131t	T.3Cy.25",41"&68"–45" (s) 180lb 430NHP 3SB,9cf,GS155,HS6324 FD N.E.MarineEngCoLd.Nwc	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
86080 142433 GSBJ	**Warina** (exWarLoch) ssCal.No.3–4,30 ssCal.No.2–38 Cargo battens not fitted 1Dk(Stl)	3120 2868 1874	✠100A1 1,41 ~~2,40~~ MS2,38	Cal ✠LMC BS~~7,39~~9,40	u	CL 2,40	1918 5mo	Craig,Taylor&Co.Ld Stockton Lloyd's A&CP	BritishIndiaStm. Nav.Co.Ld. CellD	331·1|46·8|23·2 P33'B98'F29' FK B280'687tFPT109t	London British 7BHptCem APT112t	T.3Cy.25",41"&68"–45" (s) 180lb 430NHP 3SB,9cf,GS153,HS6304 FD N.E.MarineEng.Co.Ld.Sld	25 ″ 6 s 3 ″ 11½ 21 ″ 9	
86081 137097 MLFK	**Warita** OilEng. Mchy.Aft. 1Dk	305 241 141	✠ ... 8,23				1919 11mo	I.J.Abdela &Mitchell,Ld Queen'sFerry	J.Summers&Sons. Ld.	127·0|23·6|10·4 Q33'F18' FK	Chester British WB	Oil Engines 2S.C.SA 6Cy.10½"–13½" 116NHP Emade35 CrossleyBrosLd.Openshaw	11 ″ 6	
86082 7389 SFMA	**Warjo** ssSkm.No.2-36 1Dk(Stl)2nd dk in after hold Wireless D.F. CruiserStern	768 499 289	✠100A1 with freeboard 7,39 BS11,39	Got ✠LMC6,36		OG 5,38	1927 10mo	Helsingörs Jernsk&Msk. Elsinore Lloyd's A&CP	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	186·5|31·6|12·0 P16'Q40'B&F111' len35 FK CellDB142'164tFPT	Stockholm Swedish 4BHCem 42tAPT23t	T.3Cy.16½",27"&44"–30" (s) 200lb 150NHP 2SB(Spt),4cf,GS63,HS2692 HelsingörsJernsk.&Mskb.	14 ″ 3 s ″ 2 14 ″ 2	
86083 148105 GBFS	**Warkworth** ssBly.No.3–9,37 D.F. 1Dk(Stl)	4941 4547 3039	✠100A1 ~~9,40~~ ~~12,39~~2,41 MS9,37	Shl ~~Nwe~~ ✠LMC BS~~5,39~~ 10,40	y	CL ~~9,37~~ 11,40	1924 11mo	BlythswoodSBCoLd Glasgow Lloyd's A&CP	DalglieshSteam ShippingCo.Ld. (R.S.Dalgliesh,Ld. Mgrs.) CellDBa&uE158'f	401·4|53·2|26·9 P36'B118'F35' FK 181'1408tFPT100t	Newcastle British 6BHCem APT130t	T.3Cy.26",42"&71"–48" (r) 180lb 425NHP 3SB,9cf,GS190,HS7167 J.G.Kincaid&Co.Ld.Grk.	29 ″ 7 s 5 ″ 8½ 24 ″ 2	
86084 139241 GMXS	**Warlaby** ssShl.No.3–1,39 D.F. 1Dk(Stl)	4876 4626 3013	✠100A1 12,40 ~~[illegible]~~ BS1,40	Brw ~~Hpl~~ PNl ✠LMC1,39	y	CL ~~12,38~~ 6,40	1927 2mo	W.Gray& Co.Ld. W Hartlepool Lloyd's A&CP	RopnerShipping Co.Ld. CellDB	390·1|55·0|26·5 402·3(O.L.) P30'B220'F40' FK 345'1041t FPT180t	W.Hartlpl British 6BHCem APT179t	T.3Cy.25½",40"&71"–48" (s 180lb 150lb 439NHP 3SB(Spt)9cf,GS190,HS7614 CenMar.E.Wrks.Ld.WHpl	28 ″ 9 s 4 ″ 5½ 24 ″ 6½	
86085 132757 GLYP	**Waroonga** Ⓟ TwinSc (exHororata–39) 2Dks&Shelter dk D.F. Ref.Mchy. Fitted for oil fuel	9365 8246 5191	Lloyd'sRMC ~~[illegible]~~2,41				1914	W.Denny& Bros. Dumbarton	BritishIndiaStm. Nav.Co.Ld.	511·1|64·2|32·0 P37'B189'F67' on Shelter dk	Plymouth British WB	Q.4Cy.26",37",53"&76"–48" 800NHP Denny&Co.Dumbarton		C
86086 122726	**Warrawee** Ⓟ 1Dk	423 254 165	✠ ... 10,11 ✠				1909 3mo	J.Reid& Co.Ld. Glasgow	CoastSteamships, Ld.	155·7|27·1|10·1 P&B65'F25' FK&BK⅞"	P.Adelaide British WB	C.2Cy.18"&40"–27" 64RHP Muir&Houston,Ld.Gls	10 ″ 8	
86087 164331 MMKX	**Warrian** (exFrank–37) Mchy.Aft Cruiser Stern 1Dk	1057 832 570					1929	Porsgrund Mek.Værks Porsgrunn	UnitedAfricaCo. Ld.	210·2|34·2|15·5 H115tP52t	Liverpool British WB	C.4Cy.(2)12¾"&(2)27½"–27½" 66NHP PorsgrundMVPorsgrunn		N
86088 220211 KJOD	**Warrior** (exJohnJay–37) D.F. Fitted for oil fuel 1Dk&Shelter dk forward Web frames Longitudinal framing	7551 — 4766	✠ ... 9,20				1920 6mo	Pusey& JonesCo. Gloucester City	WatermanS.S. Corp.	439·6|60·2|33·7 P41'B134'F46' on Shelter dk FK	Mobile Utd.States WB	T.3Cy.29¼",52½"&82½"–52" 492NHP Emade93refitted32 NewportNewsSB&DD.Co	36 ″ 8	R †
86089	— (exVanadis–39, exWarrior–37, exVanadis) TwinSc (Yacht) OilEng. ssN.Yk.No.3–3,36 Wireless D.F. AnnualSurvey,Msl.5,38 2Dks(Stl–U teak s)	*1451* *1337* *719*	✠100A1 2,40 DBS5,39 ✠LMC(M)11,38	Ght ✠LMC3,36	o	2,40	1924 3mo	Frd.Krupp Germaniawerft A.G. Kiel Lloyd's A&CP		223·3|34·7|26·4 F46' FK DTa108tFPT8t	Belgian 4BHCem APT12t	Oil Engines 4S.C.SA 12Cy.18⅛"–24⅜" 384NHP DB142lb Frd.KruppGermaniawerft A.G.Kiel	28 ″ 6	
86090 SPBS	**Warszawa** Ⓟ (exSmolensk) 2Dks&Awng dk	*2487* *2255* *1534*					1916	W.Doxford &Sons,Ld. Sunderland	PolishBritishS.S. Co.Ld.(PolishS.S. AgencyLd. Mgrs.)	286·7|40·6|26·0	Gdynia Polish WB	T.3Cy.22",36"&60"–42" 233NHP W.Doxford&Sons,Ld.Sld		V
86091 DAOJ	**Wartburg** Ⓟ Wireless D.F. Ref.Mchy. 1Dk	900 589 525					1920	Stettiner Oderwerke Stettin	Rud.Christ.Gribel	201·4|30·4|12·2 P28'Q46'B53'F25'	Stettin German WB	T.3Cy.13⅜",21⅝"&35⅜"–25⅝" 63NHP StettinerOderwerke		G
86092 DOHZ	**Wartenfels** Sub.Sig. 2Dks	6181 5701 3766					1921	J.C.Tecklenborg A.G. Wesermünde-G.	DeutscheDmpfs-fahrts.Ges.Hansa	430·3|56·4|30·3 P79'B135'F55'	Bremen German WB	T.3Cy.29½",47¼"&76⅝"–53$\frac{3}{16}$" &L.P.turbine 608NHP J.C.TecklenborgAG,Wsm		G

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not Dateof B.ofTradeCert.
86093 8016 SDJG	**Warun** ssGot.No.1-39 OilEng. Wireless D.F. 1Dk&Shelter dk Strengthened for navigation in ice CruiserStern	842 595 293	✠100A1 withfreeboard 3,40 ✠LMC CS5,39 3,39 DBS7,39	Skm	n	OG 1,40	1935 5mo Lloyd's A&CP	NyaVarvs-aktb.Öresund Landskrona	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.) CellDB162'220tF	216·1 220·8(O.L.) FK B on Shelter dk 42'(PT54tAPT49t	35·6	12·1	Stockholm Swedish 4BHptCem Coll to Sh dk 3 ,,2nd,,)	Oil Engines 2S.C.SA 5Cy.20½"-27$\frac{9}{16}$" 367NHP DB30lb KockumsM.V.Akt.Malmö	15 ″ 3 s ″ 2 15 ″ 2¼	
86094 Now "Santa Maria," see No. 89960 in Supplement KESX	**Warwick** Fitted for oil fuel Mchy.Aft Carrying Petroleum in bulk D.F. Longitudinal framing	4469 3546 2628	✠ ... 5,21 ✠				1921 1mo	Baltimore D.D.&S.B. Co. Baltimore	UnionOilCo.of California	340·1 P92'B35'F31'	49·2	28·7	Ls.Angeles Cal. Utd.States	DR Geared Steam Turbine NB37 WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	28 ″ 7	R †
86095 162527 GTPY	**Warwick Castle** Ⓟ TwinSc OilEng. Ref.Mchy. 4Dks D.F. E.S.D. CruiserStern	20107 14986 12245					1930	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld.	651·5	75·5	37·4	London British WB	Oil Engines 2S.C.DA 20Cy.24$\frac{7}{16}$"-55⅛" 4100NHP NE38 Harland&Wolff,Ld.Bel.		BT till ~~9,40~~ ~~4,41~~ 8,41
86096 5498 SHDE	**Wasaborg** 1Dk	*1274* *1072* *708*					1913	Oskrshmns M.V.Aktieb. Oskarshamn	Stockholms Rederiaktieb.Svea (Eman.Högberg, Mgr.)	227·6 P23'B58'H139t	36·6	16·0	Stockholm Swedish WB	T.3Cy.17½",29"&48"-30" 126NHP OskarshamnsM.V.Aktieb.		V
86097 DHZO	**Wasgenwald** Fitted for oil fuel Cruiser Stern 2Dks Sub.Sig. D.F.	4990 4478 2956					1923	Deutsche WerftA.G. Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	399·6 P&B257'F50'	54·0	27·4	Hamburg German WB	T3Cy26$\frac{3}{16}$"43⅜"&70$\frac{15}{16}$"-47$\frac{5}{16}$" 345NHP Gutehoffnungshütte, Sterkrade		G
86098 232210 WLEE	**Washington** Ⓟ TwinSc Fitted for oil fuel Ref.Mchy. 4Dks D.F. E.S.D. GyC.	24289 — 13869					1933	NewYork S.B.Co. Camden,N.J.	UnitedStatesLines Co.	668·4 B&F584'	86·3	33·3	NewYork Utd.States WB	6SteamTurbinesSRgeared to2 Sc. Shafts NewYork S.B.Co.Camden,N.J.		R
86099 220437 KDCB	— ssGal.No.2-40 (exHelenOlmsted, ssN.Yk.No.3-8,32 exCapeAnn, ~~ssN.Yk.No.1-36~~ exSapulpa) 2Dks(Stl)&Web frames Mchy.Aft Longitudinal framing Sub.Sig. D.F.	7030 — 4352	✠100A1 7,40 ~~12,39~~ ~~BS12,36~~ Carrying Petroleum in bulk Fitted for oil fuel 7,20 F.P. above 150° F. MS7,40	NYk Gal LMC~~7,36~~ BS4,41	a†	CL ~~9,37~~ 7,40	1920 6mo	MooreS.B. Co. Oakland,Cal A&CP CellD	TheTexasCo. BuE&B61'143tD	425·0 P106'B40'F41' FK Tf43'540tAPT28t	57·2	33·1	Wilmgton (Del.) Utd.States 16BHpt Asp (9 to U dk 7 ,,2nd,,)	T.3Cy.24⅝",41½"&72¼"-48" 210lb 579NHP 3SB,9cf,HS8745 FD LlewellynIronWorks, LosAngeles,Cal.	33 ″ 0 s 6 ″ 1¾ 27 ″ 1	
86100 218614 KIRF	— (exWestCayote) Fitted for oil fuel D.F. 2Dks	5564 — 3472					1919	S.Western S.B.Co. SanPedro,Cal	StatesSteamship Co.	410·5 P43'B114'F46' WB	54·3	27·2	Portlnd,Or Utd.States	T.3Cy.24½",41½"&72"-48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
86101 LOGJ	— Ⓟ Pad (exViena) Fitted for oil fuel 2Dks	1675 — 659					1906	A&J.Inglis Ld. Glasgow	Cia.Argentina de Nav.Mihanovich Ltda.	320·0 Shade dk 270'	40·2	20·1	Bns.Aires Argentine	T.3Cy.31",52"&78"-84" 558NHP A.&J.Inglis,Ld.Glasgow		
86102 LITB	**Washington Express** TwinSc ssOsl.No.1-37 OilEng. Ref.Mchy. 2Dks(Stl-Weather dk ws) 3rd dk in forward holds D.F. CruiserStern	3643 2956 2165	✠100A1 withfreeboard 5,41 ~~3,40~~ ~~11,40~~ ✠LMC CS9,37 2,39 ✠Lloyd'sRMC ~~11,39~~ ~~6,40~~ 11,40 for temp. 33° F.	Sea Vcr	v	CL 3,39	1933 9mo Lloyd's A&CP	Götaver-kenA/B Gothenburg CellDBuE&f	Skibs.A/S Seattle (BiornBiörnstad& Co.Mgrs.) 158'427tDTs a695t	338·4 334·4 352·0(O.L.) FK F154' (FPT35tAPT60t	47·2	27·1	Oslo Norwegian 5BHptCem Coll to W dk 4 ,,2nd,,)	Oil Engines 4S.C.SA 16Cy.21⅝"-39⅜" 724NHP GötaverkenA/B,Got.	30 ″ 6 s 9 ″ 7¼ 21 ″ 3	
86103 219684 KUGB	**Washingtonian** (exWillzipo-37, exEasternMariner) Fitted for oil fuel D.F. 1Dk&Shelter dk&Web frames Longitudinal framing	6617 6071 4161	✠ ... 1,21 ✠				1919 12mo	OsakaIron Works,Ld. Osaka	American-HawaiianS.S.Co.	415·1 P45'B148'F45 on Shelter dk FK	55·7	32·0	NewYork Utd.States WB	T.3Cy.27",45"&75"-51" 553NHP OsakaIronWrks,Ld.Osaka	34 ″ 8	R †
86104 23628 JCUC	**Wasin Maru** (exWashinMaru-38) 1Dk	1871 — 1083					1918	Mitsubishi ZosenKaisha, Ld.Nagasaki	MoriheiKisenK.K.	250·0 P&B132'F32'	37·7	20·5	Amagasaki Japanese WB	T.3Cy.17",28½"&48"-36" 138NHP MitsubishiZosenKaishaLd		
86105 113907 MJSC	**Waterbuck** (exNeilson, TwinSc exT.C.C.HopperNo.2) ssGls.No.3-5,20 Mchy.Aft 1Dk(Irn)	875 671 504	✠ 3,28 ✠ ✠NB(r)5,20	PNl	k		1903 8mo	Ropner& Son Stockton	SenaSugarEstates Ld. CellDBf69'264t	180·1 B52'F31' FK FPT22t	33·1	14·3	London British 4BHCem	T.6Cy.10",16½"&27"-22" 117NHP 2SB,3cf&2pf,GS77,HS2454 Blair&Co.Ld.Stockton	15 ″ 0	
86106 132872 MDVB	**Watergate** (exWheatlands) 3Mst ssBkn.2ndNo.3-10,36 Welldeck Cargo battens not fitted Mchy.Aft 1Dk(Stl)	499 313 190	✠100A1 Limited3,41 BS~~11,39~~ ✠LMC10,36 3,41	~~Gms~~ Bkn	h	OG 11,38	1912 9mo Lloyd's A&CP	DublinDk-yardCo. Dublin Cell	CoppackBros.&Co.	162·4 Q95'B12'F23' BK7" DBf91'99tFPT33t	25·7	9·7	Chester British 3BHCem APT22t	C.2Cy.20"&42"-27" (s) ~~180lb~~ 120lb 97RHP 1SB,3pf,GS55,HS1830 Muir&Houston,Ld.Gls.	12 ″ 0 s 4 ″ 0½ 12 ″ 5	
86107 PIMU	**Waterland** ssAms.No.3-5,34 D.F. ssHam.No.1-38 Ref.Mchy. 2Dks(Stl)&Shelter dk(Stl) CruiserStern	6847 6297 4165	✠100A1 Shelter dk withfreeboard ~~3,40~~ ~~4,39~~ 4,41 ~~BS1,39~~ ✠LMC2,38 ✠Lloyd'sRMC ~~1,40~~ ~~2,41~~ 7,41 Fitted for oil fuel 5,22 F.P. above 150° F.	Ham ~~Ams~~ Rio 2,41 BS~~5,40~~	c†	CL ~~4,38~~ 4,41	1922 5mo Lloyd's A&CP	Barclay, Curle&Co.Ld Glasgow	N.V.totVoortzetting van den Koninklijken HollandschenLloyd CellDB405'1559t	460·7 FK Collision FPT79tAPT38t	60·2	27·8	Amstrdam Dutch Cem nBHtoSh dk 6 ,, ,, U ,,	2 Steam Turbines DR geared to 1 Sc.Shaft (s) 220lb 1039NHP 5SB(Spt),15cf,GS311, HS13105 FD Barclay,Curle&Co.Ld.Gls.	30 ″ 6 s 4 ″ 5¾ 26 ″ 2½	
43/41 86108 142350 MJMJ	— (exGaasterland) ssRot.No.3-4,28 ssRot.No.2-37 Well deck 1Dk(Stl) Cargo battens not fitted	1107 769 631	✠100A1 2,40 ✠NB4,28 ✠LMC6,37 BS3,40	Bly	n	OG 2,40	1915 5mo	Wrf.voorh. Rijkee&Co. Rotterdam A&CP	Shipping&Coal Co.Ld. CellDBa58'uE	225·2 Q72'B55'F22' FK 19'f98'291tFPT21t	33·1	14·1	London British 4BHCem APT20t	T.3Cy.16½",29"&46"-36" (s) 180lb 164NHP 2SB,4cf,GS82,HS2892 Maats,Fyenoord,Rot.	15 ″ 0 s 1 ″ 0¼ 14 ″ 1	
104/40 86109 145521 CYMQ	**Waterloo** (exGlenburnie) Mchy.Aft 1Dk	1905 1579 1143					1923	Barclay Curle&Co.Ld. Glasgow	CanadaSteamship Lines,Ld.	252·5 Q100'F36'	42·5	18·0	Montreal British WB	T.3Cy.16",27"&44"-33" 97RHP J.G.Kincaid&Co.Ld.Grk.		C
86110 149472 MPBW	**Waterton** ssMtl.No.2-37 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	2115 1747 1286	✠100A1 withfreeboard 6,37 ~~BS1,39~~ ✠LMC12,36 For Service on the Great Lakes & River St. Lawrence, also to St.John's,NF L & Nova Scotia from 1st April to 30th November	Tto BS1,40		CL 6,37	1928 5mo Lloyd's A&CP	Armstrong Whitworth &Co.Ld. Newcastle	Bowater'sNewfoundlandPulp& PaperMills,Ld. 3WTBH also Intermediate BH in holds lower part watertight CellDB	253·0 P70'F37' FK 228'667tFPT140t	43·7	19·3	Newcastle British APT15t	T.3Cy.17",28"&46"-36" (s) 200lb 190NHP 2SB,4cf,GS74,HS2762 FD ArmstrngWhitwth&Co.Ld	21 ″ 6 s4 ″ 7½ 17 ″ 0¼	

1 Numero d'Ordre Numero Officiel Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total — Sous le Pont — Net	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice	8 Construit. Quand. — Navire — Mach.	9 Construit. Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée, Cert. Bd. of Trade
86111 218436 KING	**Watertown** Fitted for oil fuel *Mchy.Aft* 2*Dks* *Carrying Petroleum in bulk* D.F. GyC. *Longitudinal framing*	6372 — 3950					1919	Bethlehem S.B.Corp.Ld Quincy,Mass.	CitiesServiceOil Co.	416·8|56·1|32·7 P91'B39'F33'	NewYork Utd.States *WB*	T.3Cy.27",44"&74"-51" 391NHP BethlehemS.B.Corp.Ld. Quincy,Mass.		R
86112 147230 90/40	**Watkins F. Nisbet** *Mchy.Aft* 1*Dk*	1747 1593 1265					1923	Cammell Laird&Co.Ld. Birkenhead	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch,*Mgr.*)	253·0|43·2|17·8 *WB*	SCathrnes Ont. British	T.3Cy.16",27"&44"-33" 97RHP CammellLaird&Co.Ld.		C
86113 ~~217804~~ ~~WDUL~~	**Watsonville** (*ex*Callabasas) *Fitted for oil fuel* 1*Dk*	2220 — 1330					1918	AlbinaEng &Machine Works Portland,Or.	Transpacific SteamshipCo. S.A.	289·0|44·1|19·2	Panama ~~Panamanian~~ *WB*	T.3Cy.22",37½"&60"-42" 233NHP EllicottMachineCorp.		R
86114 138053 VGWC	**Watuka** ssHfx.No.3-4,31 *Well deck* ssHfx.No.2-39 D.F. 1*Dk*(*Stl*)	1621 1275 1023	✠100A1 ~~6,40~~ ~~3,60~~ 4,41 ✠LMC3,39 BS~~6,40~~4,41	Hfx	*p*	OG ~~N3,38~~ 4,41	1918 12mo *Lloyd*	NovaScotia Steel&Coal Co.Ld. New Glasgow,N.S '*sA&CP*	~~WasisS.S.Co.Ld. (DominionShippingCo.Ld. *Mgrs.*)~~ NovaScotiaSteel &CoalCo.Ld.	248·7|35·1|17·3 Q91'B56'F26' FK *CellDB*211'432*t*	Pictou,NS British 4*BHCem* *APT*33*t*	T.3Cy.17⅝",28"&46"-38" (*s*) 185lb 150NHP 2SB,4*cf*,GS77,HS2566 NovaScotiaStl&CoalCoLd	20 " 0 s 2 " 1 18 " 1½	
86115 218019	**Waukau** *Fitted for oil fuel* 2*Dks&Web frames* Now "Alcoa Voyager," see No. 87033 in Supplement	6126 5090 3796	✠ ... 6,20 ✠				1919 5mo	Merchant S.B.Corp. Harriman,Pa.	UnitedStates Maritime Commission	400·7|54·2|30·4 P36'B124'F44' FK	Phildlphia Utd.States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	
86116 218004 KIDX	**Waukegan** *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk&Web frames* *Longitudinal framing* Now "John R. Hannay," see No. [illegible] in Supplement	6209 5894 3836	✠ ... 11,20 ✠				1919 5mo	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5|55·0|31·4 P45'B110' F38'*onShltrdk* FK	NewarkNJ Utd.States *WB*	DR Geared Steam Turbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34 " 11	R †
86117 206077	**Wauketa** Ⓟ 3*Dks*	543 — 267					1909	ToledoS.B. Co. Toledo	~~SteamerWauketa Inc.~~ SuttonLine, Inc.	175·0|38·4|14·5	NewYork Utd.States	T.3Cy.17½",27½"&43"-30" 101NHP ToledoS.B.Co.Toledo		
86118 123180 GMFW	**Waverley** Ⓟ Pad (*ex*Barry) Wireless D.F. 1*Dk*	466 310 180					1907	J.Brown& Co.Ld. Clydebank	P.&A.Campbell, Ld.	225·6|26·6| 8·7 *Promenade dk*	Bristol British	C.D.2Cy.25½"&54"-54" 178NHP J.Brown&Co.Ld.Clydebnk		
86119 HRBW	**Wawa** ssN.Os.No.1-41 ssN.Os.No.3-3,37 *Mchy.Aft* 1*Dk*(*Stl*-ws)	*1650* *1384* *1023*	✠100A1 *withfreeboard* ~~3,40~~ ~~4,39~~ 3,41 BS~~1,39~~ 11,40 ✠LMC~~3,37~~ MS3,41 *Fitted for oil fuel* 4,25	NOs	*q*	OG ~~6,37~~ 3,41 *F.P. above 150° F.*	1925 4mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	StandardNav.Corp (StandardFruit& S.S.Co.*Mgrs.*) *IntermediateBHin* *CellDBuE*18' *f*150'328	255·2|38·2|18·9 P70'F35' FK *hold dispensed with* *tDTf*10'134*t FPT*	Ceiba Honduran 3*BHptCem* 97*tAPT*22*t*	T.3Cy.19",32"&54"-36" (*s*) 195lb 268NHP 2SB,6*cf*,HS3932 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	21 " 0 s 3 " 10 17 " 6½	
86120 147324 GLNT	**Wayfarer** ssLiv.No.3-3,38 2*Dks*(*Stl*)	5068 4720 3157	✠100A1 4,41 ~~1,40~~ ✠LMC MS3.38 BS~~9,39~~ 4,41	Liv Hul	*y*	CL N6,37	1925 8mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	CharenteS.S.Co.Ld (T.&J.Harrison, *Mgrs.*) *CellDB*334' 1122*tDTa*30'7	395·5|52·5|28·0 409·0(O.L.) P38'B128'F40' FK 62*tFPT*76*tAPT*26*t*	Liverpool British *Cem* 7 *BH to Udk* 1 „ „ 2*nd* „	T.3Cy.26",43"&73"-48" (*r*) 200lb *120lb* 464NHP 2DB(Spt),12*cf*,GS210, HS7706 D.Rowan&Co.Ld.Glasgow	30 " 6 s 5 " 10½ 24 " 10½	
86121 162526 GKMP 31/41	**Waynegate** ssCff.No.2-38 D.F. 1*Dk*(*Stl*)	4260 3927 2642	✠100A1 8,40 ~~1,40~~ BS~~12,39~~ 11,40 ✠LMC12,38	Cff Nwc	*x*	CL ~~12,39~~ 8,40	1931 1mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	TurnbullScott ShippingCo.Ld. (TurnbullScott& Co.*Mgrs.*) *CellD*	372·0|52·4|25·2 383·5(O.L.) FK P48'B226'F32' *B*315'1116*tFPT*95*t*	London British 6*BHptCem* *APT*141*t*	T.3Cy.23",39"&65"-45" (*s*) 200lb HS5851 354NHP 2SB&1AuxB,8*cf*,GS146 D.Rowan&Co.Ld.Glasgow	27 " 6 s 3 " 4½ 24 " 4½	
86122 148048 GCZV	**Waziristan** ssNwc.No.3-7,36 D.F. 1*Dk*(*Stl*)	5135 475 319	✠100A1 Examined 5,41 Shl MS5,41 ✠LMC MBS5,41 DBS12,40	~~Shl~~	*y*	CL ~~11,39~~ N4,41	1924 1mo *Lloyd*	ShortBros. Ld. Sunderland '*sA&CP*	HindustanSteam Shipping.Co.Ld. (CommonBros.Ld. *Mgrs.*) *CellDB*	390·0|53·5|28·6 P33'B113'F41' FK 342'1524*t FPT*128*t*	Newcastle British 6*BHptCem pt Asp* *APT*167*t*	T.3Cy.25",41"&68"-48" (*s*) 180lb ~~150lb~~ *150lb* 363NHP 2SB,8*cf*,GS148,HS5806 J.Dickinson&Sons,Ld.Sld.	31 " 6 s 6 " 1½ 25 " 7½	
86123 129777 VJKY	**Wear** ssMel.2ndNo.3-1,36 ssMel.No.1-40 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	1892 1489 1086	✠100A1 4,41 ~~3,40~~ ✠LMC3,40 BS4,41	Mel	*q*	CL N2,40	1911 9mo *Lloyd*	J.Crown& Sons,Ld. Sunderland '*sA&CP*	JamesPaterson& Co.ProprietaryLd. *CellDBa&uE&*	268·0|37·9|17·6 277·5(O.L.) P24'Q82'B51'F31' FK *B*102'*f*104'383*t FP*	Melbourne British 4*BHCem* *T*105*t APT*	T.3Cy.20½",33"&54"-39" (*s*) 180lb 205NHP 2SB,6*pf*,GS94,HS3279 G.Clark,Ld.Sunderland 100*t*	19 " 9 s 1 " 11 18 " 0	
86124 162112 GYYL	**Wearpool** ssBry.No.1-40 *OilEng.* D.F. 2*Dks* ~~1*Dk&Shelter dk*~~ *CruiserStern* *Tonnage opening closed '41 (W.E.)*	4982 4627 3049	✠100A1 *withfreeboard* 3,41 ~~4,40~~ DBS4,40 ✠LMC8,36	Bry	*a*†	CL 10,39	1936 8mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland '*sA&CP*	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.*Mgrs.*) '*tween dk BHs except Coll BH dispensed with* *CellDB*347'1174*tMT*1236*t*	423·5|54·2|26·1 FK *FPT*134*tAPT*191*t*	Cardiff British 7*BHptCem* (*Coll to W. dk* 6 „ 2*nd* „)	Oil Engines 2S.C.SA 3Cy.20½"-81½" 388NHP 2DB*120lb* W.Doxford&Sons,Ld.Sld.	37 " 3 ~~10 " 11½~~ ~~26 " 6~~ s10 " 11½ 26 " 6	
86125 160727 GPDM	**Wearwood** ssShl.No.2-38 D.F. E.S.D. GyC. 1*Dk*(*Stl*)	4597 4156 2851	✠100A1 4,41 ~~4,40~~ BS~~4,39~~ 3,41 ✠LMC5,38	Sws Bkn	*y*	CL 4,40	1930 1mo *Lloyd*	Nthmblnd S.B.Co. (1927)Ld. Newcastle '*sA&CP*	JosephConstantine S.S.Line,Ld. *CellD*	382·6|52·0|26·6 395·4(O.L.) P35'B119'F30' FK *B*332'1056*tFPT*96*t*	Middlsbro' British 6*BHCem* *APT*140*t*	T.3Cy.24",39"&66"-45" (*s*) 200lb 432NHP 2SB(Spt)(FD)&1AuxSB, 8*cf*,GS152,HS6619 N.E.MarineEngCoLd.Nwc	29 " 0 s 5 " 4½ 23 " 10½	
86126 120766 VLFJ	**Weeroona** Ⓟ Pad ssMel.No.3-11,19 ssMel.No.2-26 Wireless 1*Dk&Promenade dk*	1412 969 623	✠ ... 3,31 ✠				1910 9mo	A.&J. Inglis,Ld. Glasgow	BaySteamers,Ld.	310·6|36·2|12·0 FK	Melbourne British	C.3Cy.39"&(2)56"-66" 517NHP A.&J.Inglis,Ld.Glasgow	12 " 7	
86127 344 YMCK	**Weichsel** (*ex*QueenAlexandra) Sub.Sig. 1*Dk*	1021 837 602					1906	Helsingörs Jernsk&Mskb Elsinore	(Behnke&Sieg, *Mgrs.*)	225·7|34·9|12·7 P11'Q59'B105'F27'	Danzig *WB*	T.3Cy.16½",26½"&44"-30" 106NHP HelsingörsJernsk.&Mskb.		G
86128														

1 No. in Book. Official No. Code Letters.	2 / 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
86129 148873 GLPS	**Weirbank** TwinSc *OilEng.* ssFal.No.3-2,39 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) *Tonnage opening closed '41*(*W.E.*)	5150 4764 3118	✠100A1 *withfreeboard* ~~5,40~~ 12,40 DBS~~8,39~~ 9,40 ✠LMC2,39 *Carrying vegetable oil in deep tank*	Lth Liv	*a*†	CL PN4,38 ~~s4,38~~ s12,40	1925 9mo *Lloyd*	Harland& Wolff,Ld. Glasgow '*sA&CP* *CellDB*357'11	BankLine,Ld.(A. Weir&Co.*Mgrs.*) 21t*Tanks between tunnels*115' 251t*D*	420·1 *Tf*32'1067t*FPT*10	53·9	26·5 FK (*Coll*	Glasgow British 7*BHptCem* *BH to Sh dk* 6 ″ ″ *2nd* ″) 6t*APT*132t	Oil Engines 4S.C.SA 12Cy.24 13/16"-37 13/16" DB*110lb* 717NHP Harland&Wolff,Ld.Gls.	~~29 ″ 2~~ ~~s8 ″ 7¾~~ ~~s25 ″ 8~~ 37 ″ 2 s10 ″ 11¼ 26 ″ 8	
86130 DOOZ	**Weissenfels** TwinSc *OilEng.* Sub.Sig. *Cruiser Stern* 2*Dks* E.S.D.	7861 7264 4852					1925	J.C.Teck- lenborgA.G. Weser- mündeG.	DeutscheDampfs. Ges."Hansa"	468·4 P133'B143'F90'	60·4	32·3	Bremen German *WB*	Oil Engines 4S.C.SA 12Cy.27½"-55⅛" 873NHP J.C.TecklenborgA.G.Wsm		G
86131 DQOA	**Weissesee** (*ex*Bulla,*ex*Hessen) *ss*Syd.No.3-4,18 *ss*Syd.No.1-22 2*Dks*	5066 4821 3164	✠ ... 11,26 ✠				1905 11mo	J.C.Teck- lenborgA.G Weser- münde-G.	W.Schuchmann	409·4 P&B336'F46'	52·7	29·0 FK	Brmrhavn German *WB*	Q4Cy.24 1/16",34⅝",50"&72 13/16"-53⅛" 594NHP J.C.TecklenborgA.G.Wsm	30 ″ 9	G †
/41 86132 161383 GPQS	**Welcombe** *ss*N.Yk.No.3-4,36 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	5122 4686 3120	✠100A1 *withfreeboard* 1,40 BS~~12,36~~ 1,41 ✠LMC4,36	Nwc	*a*†	CL 12,38	1930 3mo *Lloyd*	W.Gray& Co.Ld. WHartlepool *sA&CP*	~~PymanBros.Ld.~~ StanhopeS.S.Co. Ld.(J.A.Billmeir &Co.Ld.*Mgrs.*) *CellDB*369'1309t	421·8 *FPT*165t*APT*84t	55·0	25·5 FK (	London British 7*BHCem* *Coll to Sh dk* 6 ″ *2nd* ″)	Q4Cy20",28½",41½"&61"-48" 260lb *180lb* (*s*) 421NHP 2SB,*8cf*,GS133,HS5834 FD Cen.Mar.E.Wrks.LdWHpl	28 ″ 0 s3 ″ 2¼ 25 ″ 0½	
86133 DKAY	**Welheim** *OilEng.* E.S.D. *CruiserStern* 1*Dk* *Carrying Petroleum in bulk*	5455 4482 2609					1939	Flensburgr Schiffsb.Ges. Flensburg	HugoStinnes G.m.b.H.	415·8 P25'B&F376' *Upper*F33'	60·2	21·6	Hamburg German *WB*	2 Oil Engines 2S.C.SA 16Cy.20½"-27 9/16" SR geared to 1 screw shaft 1180NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		G
86134 644 OHBX	**Wellamo** Ⓟ *ss*Hfs.No.3-4,39 Sub.Sig. 2*Dks*(*Stl-weather dk* ws) *Strengthened for navigation in ice* D.F.	1996 — 988	✠100A1 *withfreeboard* 1,41 ~~4,39~~ ✠LMC4,39 BS7,40	Hfs	*r*	CL 11,38	1927 6mo *Lloyd*	Akt.Bur- meistr&Wain Copenhagen '*sA&CP*	FinskaÅngfAktieb *CellDB*210' 246t*F*	263·6 250·5 F24' *Duct keel* 127½' *PT*17t*APT*34t	39·8	22·4 FK	Helsingfrs Finnish 5*BHCem* (*Coll to Wdk* 4 ″ *2nd* ″)	T.3Cy.22½",36½"&61"-39" 200lb FD (*s*) 364NHP 2SB,*6cf*,GS63,HS5502 Akt.Burmeistr.&WainCpn	24 ″ 9 s8 ″ 0 17 ″ 1	
86135 149435	**Wellandoc** *Mchy.Aft* 1*Dk*	1926 1638 1151					1927	Swan,Hun- ter&Wigham Richardson, LdSunderlnd	PatersonSteamships,Ld.	252·8 Q100'F35'	43·4	17·8	FtWilliam Ont. British *WB*	T.3Cy.15",25"&40"-33" 92NHP MacColl&Pollock,Ld.Sld.		C
86136 UOIN	**Wellen** (*ex*Nürnberg-32,*ex*Kosmo, *ex*Nordmark) Sub.Sig. 2*Dks*&*Shelter dk*	5135 4737 3106					1913	W.Dox- ford&Sns,Ld. Sunderland	U.S.S.R.	419·9 B82'	54·1	26·4 FK	Vladvostk Russian *WB*	T.3Cy.27",44½"&75"-54" 577NHP W.Doxford&Sons,Ld Sld.	29 ″ 0	
86137 203928 KLCM	**Wellesley** Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	770 — 432					1907	E.Henck- endorff Prosper,Or.	J.R.HanifyCo.	186·3	38·0	13·8	S.Frncisco Utd.States	C.2Cy.14"&32"-24" 42NHP UnitedEng.Wrks,S.Frisco.		
86138 148055 GDRW	**Wellfield** TwinSc *OilEng.* *ss*Shl.No.3-8,36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. *Longitudinal framing* *CruiserStern*	6054 4951 3584	✠100A1 6,40 ~~11,39~~ DBS~~11,39~~ 3,41 ✠LMC8,36 *Carrying Petroleum in bulk*	Mch Gls	*y*	CL ~~11,38~~ 3,41	1924 3mo *Lloyd*	TyneIron S.B.Co.Ld. Newcastle '*sA&CP*	FieldTankS.S.Co. Ld.(Hunting& Son,Ld.*Mgrs.*) *CellDB*	409·8 P92'B37'F40' len32 *u*E27' 46t *FPT*140t	51·4	30·1 FK	Newcastle British 16*BHptCem* 10 ″ *to Udk* *APT*64t	Oil Engines 4S.C.SA 12Cy.22¼"-39 7/16" 2DB*120lb* 563NHP N.E.Mar.Eng.Co.LdNwc.	30 ″ 6 s4 ″ 7¼ 26 ″ 1½	
86139 116555 WBEQ	**Wellhart** (*ex*Hall,*ex*SelwynEddy) *Mchy.Aft* 1*Dk*&*Spar dk*	2846 — 2164					1893	Detroit S.B.&D.D.Co Wyandotte, Mich.	WellhartS.S.Co. Inc.(H.N.Hartwell &Sons,Inc.*Mgrs.*)	343·0 F36'	42·2	21·6	Boston Utd.States	T.3Cy.22",35"&56"-44" 208NHP DetroitS.B.&D.D.Co.Det.		R
86140 161366 GMJB	**Wellington Court** *ss*Cff.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4979 4622 3003	✠100A1 *withfreeboard* 11,40 ~~8,39~~ BS~~9,39~~ 9,40 ✠LMC9,38	Cal Nwc	*a*†	CL 9,38	1930 2mo *Lloyd*	W.Pickers- gill&Sons,Ld. Sunderland '*sA&CP*	CourtLine,Ld. (Haldin&Philipps, Ld.*Mgrs.*) *CellDBa&uE*158' *f*180'1217t*F*	405·6 422·3(O.L.) F39' *PT*127t*APT*204t	55·5	25·8 FK (	London British 6*BHCem* *Coll to Sh dk* 5 ″ *2nd* ″)	T.3Cy.26",43"&72"-48" (*r*) 180lb 437NHP 3SB(Spt),*9cf*,GS182, HS7401 N.E.MarineEng.Co.Ld.Sld	28 ″ 3 s3 ″ 3¼ 25 ″ 2¼	
91/40 86141 165168 GSGN	**Wellington Star** TwinSc *OilEng.* D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *Tonnage opening closed '40* *CruiserStern*	13212 11651 9422	✠100A1 *withfreeboard* 2,40 ✠LMC9,39 ✠Lloyd'sRMC2,40	Liv	*i*† 2 7/16	CL	1939 9mo *Lloyd*	Harland& Wolff,Ld. Belfast '*sA&CP* *CellDB*444'1837t	UnionColdStorage Co.Ld.(BlueStar Line,Ld.*Mgrs.*) *Duct keel forward of mchy. space* *Upper 'tween dk BHs except Coll BH dispensed with*	535·5 555·2(O.L.) P64'B196'F71' *FPT*165t *APT*185t	70·4	32·1 40·4 FK (	Belfast British 8*BHptCem* *Coll to W dk* 7 ″ *2nd* ″)	Oil Engines 2S.C.DA 12Cy.24 7/16"-55⅛" 2463NHP DB*80lb* Harland&Wolff,Ld.Bel.	43 ″ 5 s12 ″ 8¼ 30 ″ 11	
86142 166137 GMGC	**Wellpark** D.F. E.S.D. 1*Dk*&*Shelter dk*	4649 4256 2724	✠100A1 *withfreeboard* 12,40 ~~2,40~~ ✠LMC6,38	Hul Shl	*z* 1 15/16	CL 12,40	1938 6mo *Lloyd*	C.Connell &Co.Ld. Glasgow '*sA&CP*	DenholmLine Steamers,Ld. (J.&J.Denholm, Ld.*Mgrs.*) *CellDB*344'1298t*F*	407·4 419·5(O.L.) F32' *PT*169t*APT*210t	54·7	24·5 FK (	Greenock British 6*BHCem* *Coll to Sh dk* 5 ″ *2nd* ″)	T.3Cy.22",38"&65"-45" (*s*) 220lb 431NHP 2SB(Spt&FD)&1AuxSB, *9cf*,GS146,HS6471 Rankin&BlackmoreLdGrk	27 ″ 8 s2 ″ 10½ 25 ″ 0¼	
86143 164349 GDGY	**Welsh Coast** *OilEng.* Wireless D.F. 1*Dk*&*Shelter dk* *Mchy.Aft* E.S.D. *Cruiser Stern*	646 499 234	✠100A1 *withfreeboard* 9,40 ~~8,39~~ ✠LMC1,38	Mch Liv	*m*	OG	1938 1mo *Lloyd*	Ardrossan DockyardLd. Ardrossan '*sA&CP*	CoastLines,Ld. *CellDB*154'2	200·6 209·6(O.L.) F23' B(*aft*)33' 19t*FPT*95t*APT*28t	33·1 34·9	11·1 FK (	Liverpool British 3*BHCem* *Coll to Sh dk* 2 ″ *2nd* ″)	Oil Engines 4S.C.SA 6Cy.19 11/16"-35 7/16" 224NHP J.G.Kincaid&Co.Ld.Grk.	13 ″ 8 s ″ 2 13 ″ 7½	
86144 167597 GPFC	**Welsh Prince** D.F. E.S.D. 1*Dk* & *Shelter dk* *CruiserStern* *Tonnage opening closed '41*(*W.E.*)	~~5000~~ 5148 4618 3053	✠100A1 *withfreeboard* 10.40 ~~7,40~~ ~~(*ClassContemplated*)~~ ✠LMC7,40	Gls Shl	*a*† 2	CL 10,40	1940 7mo *Lloyd'*	Blythsw'd S.B.Co.Ld. Glasgow *sA&CP*	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) (*CollBH to Sh.dk 6BH to 2nd dk*) *ptAsp* 5 *divisional watertight BH in shl r'tween dks* *CellDB*360'1229t*FPT*185t*APT*158t	418·1 432·5(O.L.) F38'	56·0	25·0 FK	London British 7*BHptCem*	T.3Cy.22½",36"&65"-48" 220lb (*s*) 400NHP 2SB(Spt)*8cf*,GS133,HS5372 FD D.Rowan&Co.Ld.Gls.	36 ″ 1 s10 ″ 6¼ 25 ″ 9½	
86145 144860 MLDV	**Welsh Rose** (*ex*Brookside) *ss*Bly.No.3-11,35 *ss*Bly.No.1-39 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	581 400 252	✠100A1 8,40 ~~9,39~~ ✠LMC9,39 BS10,40	Bly Lth	*i*	CL 8,39	1922 10mo *Lloyd*	GooleS.B. &RepgCo.Ld. Goole '*sA&CP*	RichardHughes &Co.(Liverpool) Ld. *CellD*	175·2 Q99'B11'F24' *Bf*105'118t*FPT*43t	27·0	10·8 FK	Liverpool British 3*BHCem* *APT*25t	T.3Cy.13",21½"&35"-27"(*s*) 180lb 85RHP 1SB,*3pf*,GS47,HS1530 W.Beardmore&Co.Ld.Gls.	13 ″ 0 s3 ″ 10¼ 12 ″ 9½	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, &c. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement	7* Dte de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
86146 166372 GDGC	**Welsh Trader** D.F. E.S.D. *Cruiser Stern* 1*Dk&Sh dk* GyC. *Longitudinal framing at decks* *Locked steel hatches*	4974 4551 2802	✠100A1 *with freeboard* ~~5,40~~ ~~2,39~~ 1,41 ✠LMC3,38	Sws ~~Lon~~	a†	CL 2,41	1938 3mo *Lloyd*	JLThompson&Sons,Ld. Sunderland 'sA&CP	TraderNavigation Co.Ld. *CellDB296'1026t Tanks in way of tunnel498t FPT154t APT160t*	425·4|58·4|28·8 442·0(O.L.) F38' FK	London British *7BHCem* *(Coll to Sh dk 6 „ 2nd „)*	T 3Cy.22",36½"&63"-42" 220lb (s) 373NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS119,HS6495 N.E.MarineEng.CoLdNwc	26 ″ 10 s 3 ″ 0 24 ″ 0	
86147 PINS	**Weltevreden** TwinSc *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern*	9245 8500 5529	✠100A1 7,~~102,40~~ 1,41 ✠LMC6,37 ✠Lloyd'sRMC~~7,39~~ 1,41 ~~7,40~~ After chambers for temp. 32° F. *Carrying cargo oil F.P.above 150° F.in deep&fore peak tanks*	Sba		OG 1,41	1937 6mo *Lloyd*	N.V.Mch.&Scheepswrf.vanP.Smit,Jr Rotterdam 'sA&CP	Rotterdamsche Lloyd(W.Ruys&Zonen,*Mgrs.*) *'Tween dk bulkheads except Coll BH dispensed with* *Cell DB285'1318t MTs72' 3488t DTs63'417t DTa64'945t* *Tanks in way of tunnels 769t FPTs390t APT125t*	483·4|62·8|37·9 513·2 28·8 F109' FK	Batavia Dutch *ptCem* *Coll BH to Udk* *7 „ „2nd„*	Oil Engines 2S.C.SA 16Cy.25 9/16"-49¼" 1824NHP 2DB*100lb* Fr.KruppGermaniawftAG Kiel	40 ″ 8 s10 ″ 1½ 30 ″ 8	
86148 152422 MCMY	**Wenchow** TwinSc 2*Dks*	3113 2892 1887					1923	Taikoo Dkyd.&E.Co. of HongKong Ld. HongKong	ChinaNavigation Co.Ld.	320·0|46·1|23·7	London British *WB*	T.6Cy.15",24½"&40"-30" 175NHP TaikooDockyard&Eng.Co.Ld.		
22/40 86149 160665 GSLZ	**Wendover** ssShl.No.2-37 D.F. 1*Dk(Stl)* E.S.D.	5487 4993 3317	✠100A1 1,40 ✠LMC1,40	Shl	z	CL 1,40	1928 11mo *Lloyd*	CaledonS.B.&E.Co.Ld. Dundee sA&CP	BritainS.S.Co.Ld.(Watts,Watts&Co.Ld.*Mgrs.*) *CellDBa&uE156'f186'1242t FPT126t APT280t*	405·8|54·2|27·9 P36'B126'F39' FK	London British *6BHAsp*	T.3Cy.25½",42"&70"-48" (s) 185lb HS7926 448NHP 3SB(Spt),9cf,GS187 N.E.MarineEng CoLdNwc	30 ″ 4 s5 ″ 9½ 24 ″ 8	
86150 142836 GBCN	**Wentworth** ssShl.No 3-11,32 D.F. ssNwc.No.1-37 1*Dk(Stl)*	5212 4792 3210	✠100A1 ~~7,39~~ 10,40 MS9,37	Nwc LMC BS4,40	y	CL 10,38	1919 7mo *Lloyd*	Richardsn,Duck&Co.Ld. Stockton sA&CP	DalglieshStm.Shppg.Co.Ld.(R.S.Dalgliesh,Ld.*Mgs*) *CellDBa117'uE22'f180'988t FPT132t APT213t*	400·6|52·4|28·4 413·0(O.L.) P49'B113'F40' FK	Newcastle British *6BHCem*	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS190,HS7668 FD Blair&Co.Ld.Stockton	31 ″ 0 s5 ″ 11½ 25 ″ 3½	
86151 DOPA	**Werdenfels** Sub.Sig. 2*Dks*	6318 5812 3852					1921	Act.Ges. "Weser" Bremen	DeutscheDmpfsfahrts.Ges.Hansa	431·6|56·4|30·3 P64'B135'F52'	Bremen German *WB*	T.3Cy.29⅛",47 5/16"&76 7/16"-54"&L.P.turbine 608NHP A.G."Weser,"Bremen		G
86152 8178 SKIN	**Werna** *OilEng.* Wireless 1*Dk&Shelter dk* *Strengthened for navigation in ice* *CruiserStern*	903 623 345	✠100A1 *with freeboard* 2,41 ~~3,40~~ ✠LMC6,37	Got Skm	o	OG ~~3,40~~ 2,41	1937 6mo *Lloyd*	Öresundsvarvet Aktiebolag Landskrona 'sA&CP	Stockholms Rederiaktieb.Svea (E.Högberg, *Mgr.*) *CellDB170' 242t FPT54t APT49t*	224·6|35·6|12·0 231·6(O.L.) FK B *on Shelter dk*42'	Stockholm Swedish *4BHptCem* *(Coll to Sh dk 3 „ 2nd „)*	2 Oil Engines 2S.C.SA 8Cy.13⅜"-22 7/16" with electro-magnetic slip couplings &SR gearing DB*80lb* 250NHP Atlas-DieselA/B.Skm.	15 ″ 3 s ″ 2 15 ″ 2¼	
86153 DHZQ	**Werner** 1*Dk*	875 662 479					1909	Stettiner Oderwerke Stettin	MathiesReed,K.G.	211·2|30·8|12·8 P14'Q41'B80'F22'	Hamburg German *WB*	T3Cy15 7/16",25⅛"&41 5/16"-29½" 93NHP StettinerOderwerke		G
86154 DOHL	**Werner Vinnen** D.F. Sub.Sig. *OilEng.* *Mchy.Aft* 2*Dks*	2342 1935 1320					1922	Frd.Krupp Act.Ges. Kiel	Chr.J.W.Vinnen (F.A.Vinnen&Co. *Mgrs.*)	305·5|44·3|18·9 Q83'F55' len37	Bremen German *WB*	Oil Engines 4S.C.SA 6Cy.18⅛"-30 11/16" 190NHP NE37 Frd.KruppA.G.Kiel		G
86155 [illegible]	**Weser**Ⓟ(*ex*YakimaStar-34, *ex*SudAmericano) TwinSc *OilEng.* Now "Vancouver Island," see No. [illegible] in Supplement 2*Dks* *Ref.Mchy.* *CruiserStern* D.F. E.S.D.	9179 8630 5594	✠ … 2,34				1929 6mo	Deutsche Werke Kiel	Norddeutscher Lloyd	487·3|60·6|39·6 B31'F52' 27·3 len34 FK	Bremen German *WB*	Oil Engines 2S.C.DA 14Cy.23⅝"-43 5/16" 2720NHP NE34 Maschf.Augsburg-NürnbergA.G.Augsburg		G †
86156 DQOE	— (*ex*Charles,*ex*Weser) 1*Dk*	999 802 571					1910	Schiffsw.v.H.KochA.G. Lübeck	Bugsier,Reed.&BergungsA.G.	224·2|35·6|12·5	Brmrhavn German	C.2Cy.19 3/16"&36"-25½" 55NHP OttensenerMaschf.Altona		G
86157 DSLA	— Wireless D.F. GyC. 1*Dk* *Mchy.Aft* Sub.Sig. *CruiserStern*	373 317 95					1927	Atlas-WerkeA.G. Bremen	WeserSeelotsenges	144·2|26·7|11·8 B20'F27'	Brmrhavn German *WB*	T.3Cy.14 3/16",22 7/16"&37 13/16"-21⅝" 143NHP Atlas-WerkeA.G.Bremen		G
86158 ~~[illegible]~~ ~~KLOP~~	**West Amargosa** Now "Empire Crossbill," see No. 91032 in Supplement *Fitted for oil fuel* Sub.Sig. 2*Dks*	5462 3411					1919	LsAngeles SB.&D.D.Co. SanPedro,Cal	~~UnitedStates Maritime Commission~~	410·0|54·4|27·2 P43'B115'F47'	British *WB*	T.3Cy.28½",47"&78"-48" LosAngelesS.B.&D.D.Co.SanPedro.Cal. 422NHP		R
86159 218806 KIVV	**West Cactus** *Fitted for oil fuel* D.F. 2*Dks*	5581 — 3499					1919	Western Pipe&SteelCo San Francisco	~~PacificArgentine BrazilLine,Inc.~~ Pope&Talbot,Inc	410·5|54·0|27·1 P60'B114'F46'	S.Frncisco Utd.States *WB*	T.3Cy.25",40¾"&72¾"-48" Joshua 367NHP HendyCo.SanFrancisco		R
86160 ~~[illegible]~~ ~~[illegible]~~	**West Caddoa** Now "Empire Guillemot," see No. 91011 in Supplement *Fitted for oil fuel* Sub.Sig. 2*Dks*	5641 3522					1919	Western Pipe&SteelCo San Francisco	~~UnitedStates Maritime Commission~~	410·5|54·0|27·2 P46'B112'F46'	~~S.Frncisco Utd.States~~ British *WB*	T.3Cy.24½",41½"&72"-48" Joshua 359NHP HendyCo.SanFrancisco		R
86161 220385 KDBL	**West Camargo** *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks*	5804 — 3665					1920	Western Pipe&SteelCo SanFrancisco	~~PacificArgentine BrazilLine,Inc.~~ Pope&Talbot,Inc	410·5|54·2|27·2 P46'B112'F46'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72"-48" Joshua 359NHP HendyCo.SanFrancisco		R
86162 219682 KUER	**West Campgaw** *Fitted for oil fuel* Sub.Sig. 2*Dks* Now "Capira," see No.87553 in Supplement	5565 5094 3451					1920	J.F.Duthie&Co. Seattle,Wash	UnitedStates Maritime Commission	410·3|54·2|27·7 P44'B115'F47'	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		R
86163	**West Cape** Now "Empire Woodcock," see No. 87930 in Supplement D.F. 2*Dks*	5660 3527	✠100A1 *(Classification Contemplated)* Examined5,40 ✠	NYk			1919 11mo	AmesS.B.&D.D.Co. Seattle,Wash	MinistryofShipping(SirR.Ropner&Co.Ld.*Mgrs.*)	409·5|54·2|27·4 P44'B115'F47' FK	British *WB*	T.3Cy.26",43 3/16"&73"-48" 543NHP AmesS.B.&D.D.Co.Seattle	30 ″ 2	R †
86164	**West Cawthon** Now "Empire Bison," see No. 87950 in Supplement *Fitted for oil fuel* D.F. 2*Dks*	5611 3483	100A1 *(Classification Contemplated)* Examined 7,40	NYk			1919	S.Western S.B.Co. SanPedro,Cal	Ministry of Shipping(SirR.Ropner&Co.Ld.*Mgrs*)	410·5|54·3|27·2 P46'B112'F46'	British *WB*	T.3Cy.24",41 27/32"&72"-48" LlewellynIron Works,LosAngeles 359NHP		~~R~~
86165 218096 WCCB	**West Celeron** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5763 5241 3554	✠ … 8,22 ✠				1919 6mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8|54·2|27·7 P44'B115'F47' FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
86166 218097 KEZR	**West Celina** *Fitted for oil fuel* Sub.Sig. 2*Dks*	6187 5138 3838	✠ ... 9,20 ✠				1919 7mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8|54·2|27·2 P44'B115'F47' FK	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
86167 218797 KIXB	**West Cheswald** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5711 5139 3518	✠ ... 2,21 ✠				1919 9mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8|54·2|27·7 P44'B115'F47' FK	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
86168 218323 KIMG	**West Chetac** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5627 — 3505					1919	S.Western S.B.Co. LAngelesCal.	UnitedStates Maritime Commission	410·5|54·3|27·2 P46'B112'F46'	NewYork Utd. States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works Ld.LosAngeles		R
86169 166333	**West Coaster** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	361 252 156	✠100A1 4,40 ✠LMC1,38 ✠LMC(M)12,39	Shl	*e*	N4,40	1938 1mo *Lloyd*	N.V. E.J. Smit&Zoon's Schpsw. Westerbroek *'sA&CP*	BritishIsles Coasters,Ld. *CellDB*82'8	143·3|25·4| 8·4 148·7(O.L.) P37'F24' FK 5*tFPT*42*tAPTs*22*t*	London British 3*BHptCem*	Oil Engines 4S.C.SA 6Cy.11"–17$\frac{11}{16}$" 71NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	9 ″ 8 s ″ 8¾ 9 ″ 0⅝	
86170	**West Cobalt** *Now* "Empire Miniver," *see No.* 87960 *in Supplement* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	6055 4488	✠100A1 *(Reclassification contemplated)* Examined 5,40 ✠	Bal			1918 12mo	Columbia RiverSBCorp Portland,Or.	Ministry of Shipping(A.Weir&Co. *Mgrs.*)	410·0|54·2|27·6 P44'B115'F47' FK	British *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	~~R~~ ~~†~~
86171 [illegible] KNAE	**West Cohas** *Now* "Empire Simba," *see No.* 87979 *in Supplement* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	5647 5173 3465					1918	Skinner& Eddy Corp. Seattle,Wash	LykesBros.Steam-shipCo.Inc.	409·6|54·2|27·1 P43'B115'F47'	N.Orleans Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
86172 217524	**West Compo** *Fitted for oil fuel* 2*Dks*	5700 5241 3517	✠ ... 2,21 ✠				1919 1mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8|54·2|27·7 P44'B115'F47' FK	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	
86173 217533 KEVD	**West Corum** *Fitted for oil fuel* 2*Dks* *Now* "Will H. Point," *see No.* 90605 *in Supplement*	5795 5144 3599	✠ ... 4,21 ✠				1919 1mo	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	410·0|54·2|27·6 P44'B115'F47' FK	N.Orleans Utd. States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
86174 217382	**West Cressey** *Fitted for oil fuel* 2*Dks*	5596 5173 3497					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6|54·2|27·1 P43'B115'F47'	Seattle Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
86175 220967 KDIK	**West Cusseta** *OilEng.* Sub.Sig. GyC. E.S.D. 2*Dks*	5428 — 3374					1920	L.Angeles S.B.&D.D.Co. S.Pedro,Cal.	UnitedStates Maritime Commission	410·0|54·2|27·2 P43'B115'F47'	LAngeles Cal. Utd. States *WB*	Oil Engines 4S.C.SA 6Cy.32"–60" NE26 990NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
86176 216342	**West Durfee** *Fitted for oil fuel* 2*Dks*	5522 5173 4113					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6|54·2|27·1 P43'B115'F47'	Seattle Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
86177 ~~[illegible]~~ ~~KQIU~~	**West Ekonk** *Now* "Empire Wildebeeste," *see No.* 90056 *in Supplement* *Fitted for oil fuel* Sub.Sig. 2*Dks*	5630 5173 3455					1918	Skinner& EddyCorp. Seattle,Wash	Ministry of Shipping(G.Nisbet& Co.*Mgrs.*)	409·6|54·2|27·1 P43'B115'F47' *WB*	London British	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
86178 217128 WJOA	**West Elcasco** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5766 5169 4113					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6|54·2|27·1 P43'B115'F47'	Seattle Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
86179 ~~[illegible]~~ ~~KQUU~~	**West Gambo** *Now* "Empire Hartebeeste," *see No.* 90959 *in Supplement* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	5579 [illegible] 4171					1918	Skinner& EddyCorp. Seattle,Wash	~~LykesBros.Steam-shipCo.Inc.~~	409·6|54·2|27·1 P43'B115'F47'	British *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
86180 216737	**West Gotomska** *Fitted for oil fuel* 2*Dks*	5728 5073 4123					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6|54·2|27·1 P43'B115'F47'	Seattle Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		
86181 217220 WGIA	**West Grama** GyC. *OilEng.* D.F. E.S.D. Sub.Sig. 2*Dks*	5326 — 3306					1918	Ls.Angeles S.B.&D.D.Co. S.Pedro,Cal.	UnitedStates Maritime Commission	410·0|54·4|27·2	LsAngeles Cal. Utd. States *WB*	Oil Engines 4S.C.DA 4Cy.32"–52" NE27 794NHP McIntosh&SeymourCorp. Auburn,N.Y		R
86182 217708 KEDX	**West Hardaway** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5702 5248 3532					1919	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	410·0|54·2|27·6 P44'B115'F46'	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
86183 [illegible] KEFX	**West Harshaw** *Now* "Empire Oryx," *see No.* 87998 *in Supplement* *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	5756 [illegible] 3560					1919	Columbia RiverSBCorp Portland,Or.	LykesBros.Steam-shipCo.Inc.	410·0|54·2|27·6 P43'B114'F47'	N.Orleans Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
86184 218877	**West Hartley** *Fitted for oil fuel* 2*Dks*	5757 5248 3560					1919	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	410·0|54·2|27·6 P43'B114'F47'	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine DeLaval SteamTurbineCo Trenton,N.J.		
86185 218111 KLCS	**West Hematite** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5621 5300 3491					1919	J.F.Duthie &Co. Seattle,Wash	UnitedStates Maritime Commission	409·7|54·2|27·7 P44'B115'F47'	Seattle Utd. States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles		R
86186 220842 KFDX	**West Honaker** GyC. *OilEng.* Sub.Sig. E.S.D. 2*Dks*	5428 — 3374					1920	Ls.Angeles S.B.&D.D.Co SanPedro,Cal	UnitedStates Maritime Commission	410·0|54·2|27·2 P43'B115'F47'	LsAngeles Cal. Utd. States *WB*	Oil Engine 4S.C.SA 6Cy.32"–60" NE26 990NHP McIntosh&SeymourCorp. Auburn,N.Y.		R
86187 216925 WZAE	**West Humhaw** GyC. *Fitted for oil fuel* Sub.Sig. E.S.D. 2*Dks*	5527 5160 3385					1918	Skinner& Eddy Corp. Seattle,Wash	AmericanWest AfricanLine,Inc. (BarberS.S.Lines Inc.*Mgrs.*)	409·6|54·2|27·1 P43'B115'F47'	NewYork Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire, Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant pds. pc.	15 Enregistrés où cotés, ou n'est dans le L.R. Durée Cert. Réfrig.
86188 217617 KECX	**West Imboden** *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks*	5751 5248 3570	✠ ... 2,21	✠			1919 8mo	Columbia RiverSBCorp Portland,Or.	SeasShippingCo. Inc.	410·0|54·2|27·7 P44'B115'F47' FK	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
86189 219060 KOGL	**West Ira** *Fitted for oil fuel* D.F. *Ref.Mchy.* 2*Dks*	5681 5291 3537					1919	AmesS.B. &D.D.Co. Seattle,Wash	~~PacificArgentine BrazilLine,Inc.~~ Pope&Talbot.Inc.	410·5|54·2|29·2 P44'B119'F47'	S.Frncisco Utd. States *WB*	T.3Cy.24½",41½"&72⅞"–48" 364NHP AmesS.B.&D.D.Co.Seattle		R
86190 218025 KIFB	**West Irmo** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5775 5218 3585					1919	AmesS.B. &D.D.Co. Seattle,Wash	AmericanWest AfricanLine,Inc. (BarberS.S.Lines Inc.*Mgrs.*)	409·8|54·2|29·2 P44'B119'F47'	NewYork Utd. States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP O'NeilIronWorks,Inc.		R
86191	**West Isleta** *Fitted for oil fuel* D.F. 2*Dks* Now "Empire Merlin," see No. 87925 in Supplement	5680 5176 3508					1919	AmesS.B. &D.D.Co. Seattle,Wash	Ministry of Shipping(SirR.Ropner &Co.Ld.*Mgrs.*)	409·8|54·2|29·2 P44'B119'F47'	British *WB*	T.3Cy.24",43"&73"–48" 369NHP Ames S.B.&D.D.Co.Seattle		R
86192 219305 KOQQ	**West Ivis** *Fitted for oil fuel* *Ref.Mchy.* D.F. 2*Dks*	5666 5218 3537					1919	AmesS.B. &D.D.Co. Seattle,Wash	~~PacificArgentine BrazilLine,Inc.~~ Pope&Talbot.Inc.	410·5|54·2|29·2 P44'B119'F47'	S. Frncisco Utd. States *WB*	T.3Cy.26",48"&73"–48" 369NHP AmesS.B.&D.D.Co.Seattle		R
86193 218965 KLCT	**West Jaffrey** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5663 5139 3487	✠ ... 9,20				1919 11mo	NorthWest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8|54·2|27·7 P44'B115'F47' FK	Portlnd Or Utd. States *WB*	2 Steam Turbines DR geared to1Sc.Shaft605NHP FletcherTurbineCo. JerseyCity,N.Y.	30 ″ 2	R †
86194 220316 KDAN	**West Kebar** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5620 — 3516					1920	LongBeach S.B.Co. LongBeach, Cal.	AmericanWest AfricanLine,Inc. (BarberS.S.Lines, Inc.*Mgrs.*)	410·5|54·2|27·2 P46'B112'F46'	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
86195	**West Kedron** *Fitted for oil fuel* Sub.Sig. 2*Dks* Now "Empire Eland," see No. 88018 in Supplement	5620 — 3516					1920	LongBeach S.B.Co. LongBeach, Cal.	(Douglas&Ramsey,*Mgrs.*)	410·5|54·2|27·2 P46'B112'F46'	British *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
86196 218674 KISK	**West Keene** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5600 — 3503					1919	LongBeach S.B.Co. LongBeach, Cal.	UnitedStates Maritime Commission	410·5|54·3|27·2 P46'B112'F46'	Ls Angeles Cal. Utd. States *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
86197 217224 WJOU	**West Kyska** *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks*	5552 5241 3364	✠ ... 4,22	✠			1918 11mo	Northwest SteelCo. Portland,Or.	WatermanS.S. Corp.	409·8|54·2|27·7 P47'B115'F44' FK	Mobile Utd. States *WB*	DR Geared Steam Turbine 576NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
86198 217002 WREA	**West Lashaway** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5637 5173 3458					1918	Skinner& EddyCorp. Seattle,Wash	AmericanWest AfricanLine,Inc. (BarberS.S.Lines Inc.*Mgrs.*)	409·6|54·2|27·1 P43'B115'F47'	NewYork Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y		R
86199 217070	**West Loquassuck** *Fitted for oil fuel* 2 *Dks*	5644 5033 3463					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6|54·2|27·1 P43'B115'F47'	Seattle Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y		
86200 217176 WJOO	**West Madaket** Ⓟ *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks*	5565 5033 3483					1918	Skinner& EddyCorp Seattle,Wash	WatermanS.S. Corp.	409·6|54·2|27·1 P43'B115'F47'	Mobile Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
86201 217861 KEDQ	**West Maximus** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5561 5166 4006					1919	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6|54·2|27·1 P43'B115'F47'	Seattle Utd. States *WB*	DR Geared Steam Turbine GeneralElectricCo. Schenectady,N.Y.		R
86202 217525 KENK	**West Modus** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5690 5241 3510	✠ ... 8,21	✠			1919 2mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8|54·2|27·7 P44'B115'F47' FK	Portlnd Or Utd. States *WB*	DR Geared Steam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
86203 219434 KOTK	**West Neris** *Fitted for oil fuel* 2*Dks*	5588 — 3483					1919	S.Western S.B.Co. SanPedro,Cal	UnitedStates Maritime Commission	410·5|54·3|27·2 P46'B112'F46'	N.Orleans Utd. States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
86204 219658 KUFJ	**West Nilus** Ⓟ *Fitted for oil fuel* 2*Dks*	5495 — 3453					1920	S.Western S.B.Co. SanPedro,Cal	~~PacificArgentine BrazilLine,Inc.~~ Pope&Talbot.Inc.	410·5|54·3|27·2 P46'B112'F46'	S.Frncisco Utd.States *WB*	T.3Cy.24½",41½"&72 7/32"–48" LlewellynIron 361NHP Works,LosAngeles,Cal.		R
86205 217936 KEXG	**West Nohno** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5769 5241 3564	✠ ... 3,22	✠			1919 4mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8|54·2|27·7 P44'B115'F47' FK	NewYork Utd. States *WB*	DRGearedSteam Turbine 583NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
86206 220315 KDAM	**West Notus** *Fitted for oil fuel* D.F. 2*Dks*	5492 — 3416					1920	S.Western S.B.Co. SanPedro,Cal	~~PacificArgentine, Brazil Line,Inc.~~ Pope&Talbot.Inc.	410·5|54·3|27·2 P46'B112'F46'	S.Frncisco Utd. States *WB*	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
86207	**West Planter** (*ex*Texas Planter-35,*ex*Lake Flatonia-32) *Fitted for oil fuel* D.F. 1*Dk*2*trB* Now "Vannes," see No. 90501 in Supplement	2609 2261 1610	✠ ... 4,22	✠			1919 10mo	McDougall -DuluthCo. Duluth Minn.		251·0|43·7|25·8 P25'B64'F20' FK	*WB*	T.3Cy.21",35"&59"–42" 352NHP McDougall-DuluthCo.	28 ″ 2	R †
86208 218963 KLCV	**West Pocasset** *Fitted for oil fuel* Sub.Sig. 2*Dks* Now "Chepo," see No. 87552 in Supplement	5707 5139 3516	✠ ... 3,21				1919 10mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8|54·2|27·7 P44'B115'F47' FK	Portlnd Or Utd. States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 605NHP MidwestEng.Co. Indianapolis	30 ″ 2	R †

1 No. in Book. Official No. Code Letters.	2–3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R of Trade Cert.
86209 143753 GDMF	**West Point** (*ex*Elmpark-37) *ss*Rot.No.3-6,33 E.S.D. *ss*Bry.No.1-37 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing inDB&at decks* *Cargo battens not fitted in Shelter* *CruiserStern 'tween decks*	4999 4672 3120	✠100A1 *Shelter dk* *withfreeboard* ~~9,40~~ ~~10,38~~ 10,39 1,41 BS10,39 ✠LMC3,37	Cal ~~HKg~~ ~~Npt~~ Shl	z	CL 10,38	1920 5mo Lloyd	Greenock Dkyd.Co.Ld. Greenock '*sA&CP*	CerealTrade& ShippingCo.Ld.	409·2 F38'*on* *Shelter dk* *Cell*DB347'1123t*FPT*	53·5	27·9 FK p Co	London British *tCem ptAsp* *llBHtoShdk* 6 ,, ,, *U* ,, 61t*APT* 20t	T.3Cy.27¼",45"&75"-48" (s) 180lb 561NHP 3SB,9cf,GS190,HS8451 FD J.G.Kincaid&Co.Ld.Grk.	30 ″ 6 s 3 ″ 8½ 26 ″ 11¾	
86210 220807 KDKD	**West Portal** (*ex*EmergencyAid-39) *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*&*Web frames*	5376 — 3356	✠ ... 1,22 ✠				1920 11mo	Merchant S.B.Corp. Harriman, Pa	~~PacificArgentine~~ ~~BrazilLine,Inc.~~ Pope&Talbot,Inc.	400·7 P36'B124'F43'	54·2	30·2 FK	S.Frncisco Utd.States *WB*	2 steam turbines DR geared to 1 sc.shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
86211	**West Quechee** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Now* "Empire Panther," *see No.* 87999 *in Supplement*	5711 5248 3539	✠ ... 5,21 ✠				1919 5mo	Columbia RiverSBCorp Portland,Or.		410·0 P44'B115'F47'	54·3	27·7 FK	*WB*	DRGearedSteamTurbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
86212 ~~218793~~	**West Raritans** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Now* "Empire Mavis," *see No.* 91040 *in Supplement*	5703 5139 3513	✠100A1 (*Reclassification Contemplated*)				1919 10mo	Northwest SteelCo. Portland,Or.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	409·8 P44'B115'F47'	54·2	27·7 FK	~~Portlnd Or~~ ~~Utd.States~~ British *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 605NHP VulcanIronWorks, JerseyCity,N.J.	30 ″ 2	R †
86213 ~~218364~~ ~~KLDA~~	**West Saginaw** *ss*N.Os.No.3-3,41 ~~*Fitted for oil fuel*~~ ~~Sub.Sig.~~ 2*Dks* *Fitted for oil fuel* 10,19 *F.P. above* 150°F. *Now* "Empire Cougar," *see No.* 91068 *in Supplement*	6187 5139 3837	✠100A1 3,41 LMC3,41	NOs	z	CL 3,41	1919 10mo CP	Northwest SteelCo. Portland,Or.	Ministry of Shipping(G.Heyn& Sons,Ld.*Mgrs.*) *Cell DB*355'1139t	409·8 423·7(O.L.) P44'B115'F47' *DT*29'745t*FPT*132t	54·2	27·7 FK	Belfast British 7*BHptCem* *APT*143t	2 Steam Turbines DR geared to 1 Sc.Shaft 605NHP 210lb (s) 3SB,9cf,GS181,HS8007 FD MidwestEng.Co.Indianapolis	30 ″ 2	~~R~~ ~~†~~
86214 218582 KIPK	**West Segovia** *Fitted for oil fuel* 2*Dks*	5701 5139 3513	✠ ... 10,20 ✠				1919 8mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P44'B115'F47'	54·2	27·7 FK	N.Orleans Utd.States *WB*	DR GearedSteam~~T~~urbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
86215 219601 KUCR	**West Shipper** (*ex*Texas Shipper-35,*ex*Lake Giddings-32) *Fitted for oil fuel* D.F. 1*Dk*2*trB* *Now* "Carib Queen," *see No.*87554 *in Supplement*	2592 2243 1613	✠ ... 11,20 ✠				1920 4mo	Chicago S.B.Co Chicago,Ill.	SilveradoS.S.Co. andWallingford S.S.Co.	251·0 P25'B64'F26'	43·6	26·1 FK	S.Frncisco Utd.States *WB*	T.3Cy.21",35"&59"-42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 3	R †
86216 207808	**West Shore** TwinSc (*Self-Unloader*) 1*Dk*	675 — 294					1910	Buffalo D.D.Co. Buffalo,N.Y.	P.M.Fuel,Inc.	168·0	36·0	15·0	Cleveland, Ohio Utd.States	S.2Cy.18"-20" 22NHP AmericanSB.Co.Clvelnd.O		
86217 219847 KUMX	**West Texas** (*ex*LakeFlag) *Fitted for oil fuel* D.F. Sub.Sig. 1*Dk*	2686 — 1665					1920	GlobeS.B. Co. Superior,Wis	SouthernS.S.Co.	253·4 P24'B64'F23'	43·8	26·9	Phildlphia Utd.States *WB*	T.3Cy.19",32"&56"-36" 188NHP NordbergMfg.CoM'lw'kee		R
86218 ~~217961~~ ~~KEXK~~	**West Totant** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Now* "Empire Moorhen," *see No.* 90996 *in Supplement*	5628 5248 3488	✠100A1 (*Reclassification Contemplated*) ✠				1919 4mo	Columbia RiverSBCorp Portland,Or.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	410·0 P44'B115'F47'	54·2	27·7 FK	~~Portlnd Or~~ ~~Utd.States~~ British *WB*	DR Geared Steam Turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
86219 PIOL	**West Vlaanderen** *Mchy.Aft* *OilEng.* *Cruiser Stern* 1*Dk*	346 266 205					1927	Scheepsw. Gebr.Pot. Bolnes	N.V.West Vlaanderen (T.denHartigh, *Mgr.*)	147·9 P47'F20'	25·2	8·7	Terneuzen Dutch *WB*	Oil Engines 4S.C.SA 4Cy.11"-17¾" 47NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
3/41 86220 148283 GJQP	**West Wales** *ss*Cff.No.3-9,37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4353 4081 2627	✠100A1 *withfreeboard* ~~12,39~~ 10,40 ~~BS8,38~~ ✠LMC9,37	Cff Mdb BS12,39	z	CL N11,39	1925 3mo Lloyd	W.Dobson &Co. Newcastle '*sA&CP*	WestWalesS.S.Co. Ld.(Gibbs&Co.) *Cell DB*348'1059t *FPT*118t	400·0 412.0(O.L.) *APT*198t	53·0	25·3 FK (*Coll*	Cardiff British 6*BHCem* *BH to Sh dk* 5,, ,, *2nd* ,,)	T.3Cy.25½",45"&75"-48" (s) 180lb *120lb* 490NHP 3SB,*12cf*,GS228,HS8460 N.E.MarineEng.CoLdNwc	27 ″ 10 s 3 ″ 2¾ 24 ″ 9½	
86221 ~~217431~~ ~~WSUB~~	**West Wauna** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Now* "Empire Grebe," *see No.* 91031 *in Supplement*	5735 5241 3541	✠100A1 (*Reclassification Contemplated*) Examined 2,41 ~~BS2,41~~ ✠ LMC2,41	Mob		CL 2,41	1918 12mo	Northwest SteelCo. Portland,Or.	Ministry of Shipping(G.Heyn& SonsLd.*Mgrs.*)	409·8 P44'B115'F47'	54·2	27·7 FK	Belfast British *WB*	DR Geared Steam Turbine 210lb FD (r) 583NHP 1SB(Spt)9cf,GS180,HS8112 GeneralElectricCo.Schenectady,N.Y.	30 ″ 2	~~R~~ ~~†~~
86222 217225 WKUU	**West Zeda** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5658 5241 3488	✠ ... 11,20 ✠				1918 12mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P47'B115'F44'	54·2	27·7 FK	Portlnd Or Utd.States *WB*	DR Geared Steam Turbine 576NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
86223 OZFM	**Westa** (*ex*Vesta **WoodAux3MstSr** -40,*ex*Westa,*ex*Sunbeam, *OilEng* *exSailingVessel*Harelda) 1*Dk* (*See Sailing Ship Register*)	369 312 269					1918	E.H.Eriksson Haraldby, Åland	RederietWeslaA/S (K.AlmerNielsen, *Mgr.*)	135·8 P27'Q22tH44t	33·3	12·5	Copenhagn Danish	Oil Engines 2S.C.SA 2Cy.14⅜"-15" 75NHP *Emade&fitted*20 A/BJ.V.Svenson,MtfSkm		
00/41 86224 160313 GKYX	**Westavon** *ss*Shl.No.2-38 1*Dk*(*Stl*) *Cargo battens not fitted*	2842 2464 1625	✠100A1 ~~7,39~~ 10,40 BS3,40 ✠LMC4,38	Shl	t	CL ~~9,37~~ 9,40	1929 9mo Lloyd	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	WestwickS.S.Co. Ld.(JamesWestoll, Ld.*Mgrs.*) *Cell DB*258'	312·0 P24'B66'F27' 760t *Wing tanks in*	45·2	21·0 FK	Sundrland British 5*BHCem* *mchy. space*	T.3Cy.22½",37"&61"-42" (s) 180lb 277NHP 2SB,6cf,GS126,HS4488 G.Clark,Ld.Sunderland 207t*FPT*158t*APT*145t	23 ″ 3 s 3 ″ 8¾ 19 ″ 8½	
86225 160315 GNVR	**Westburn** *ss*Sld.No.2-38 1*Dk*(*Stl*) *Cargo battens not fitted*	2842 2464 1625	✠100A1 ~~10,40~~ ~~1,40~~ 2,41 BS4,40 ✠LMC5,38	Lon Shl	t	CL 1,40	1929 11mo Lloyd	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	WestwickS.S.Co. Ld.(JamesWestoll, Ld.*Mgrs.*) *Cell DB*258'760t *tanks in mchy.s*	312·0 P24'B66'F27' *Wing* *pace* 207t *FPT*158t	45·2	21·0 FK	Sundrland British 5*BHCem* *APT*145t	T.3Cy.22½",37"&61"-42" (s) 180lb 277NHP 2SB,6cf,GS126,HS4488 G.Clark,Ld.Sunderland	23 ″ 3 s 3 ″ 8¾ 19 ″ 8½	
3/41 86226 149978 GNMW	**Westbury** *ss*Shl.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	4712 4454 2921	✠100A1 *withfreeboard* 10,39 BS6,39 ✠LMC1,37	Npt	z	CL ~~4,38~~ 9,40	1928 1mo Lloyd	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP* *Cell DBa&uE*	AlexanderShippng Co.Ld.(Capper, Alexander&Co. *Mgrs.*) 149'*f*180'1259t*DT*	405·0 417·0(O.L.) *a*21'773t*APT*136t	54·3	25·3 FK (	London British 6*BHCem* *Coll to S dk* 5 ,, *2nd* ,,)	T.3Cy.27",44"&73"-48" (s) 180lb 493NHP 3SB,9cf,GS160,HS7107 FD D.Rowan&Co.Ld.Gls.	27 ″ 10 s 3 ″ 2½ 24 ″ 10	
86227 215041	**Westchester** Ⓟ (*ex*Poughkeepsie-37) 2*Dks*	1566 772 948					1917	Tampa Shpbldg.& RepairCo. Tampa,Fla.	Steamer Westchester,Inc.	206·8	47·0	14·2	NewYork Utd.States *WB*	T.3Cy.18",29"&47"-30" 121NHP TampaS.B.&RepairCo. Tampa,Fla.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Termes assignés maintenant expiré. Lettre d'Equipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, s'il n'est dans le L.R. Durée Cert. Ref.Trade.
86228 160708	**Westcliffe Hall** Mchy.Aft 1Dk	1900 1701 1204					1928	Smith's DockCo.Ld. Middlesbro'	HallCorporation of Canada	253·0 F35'	44·1	18·5	Montreal British WB	T.3Cy.15",25"&40"–33" 81RHP Smith'sDockCo.Ld.Mdb.		C
86229 135160 GFQR	**Westcove** (exCorcove,exCove) ssShl.2ndNo.3–4,40 1Dk(Stl) Cargo battens not fitted	2734 2427 1597	✠100A1 4,40 ✠LMC4,40	Shl	l	CL 8,39	1912 11mo Lloyd's A&CP	S.P.Austin &Son,Ld. Sunderland	~~WestwickS.S.Co. Ld.(JamesWestoll, Ld.Mgrs.)~~ CellDBa100'uE& FPT170tAPT145t	312·5 P23'B60'F28' FK B42'f112'800t DTanks in ER P12'	45·3	20·8	Sundrland British 5BHCem 80ts 14' 105t	T.3Cy.22½",37"&61"–42" (s) 180lb 264NHP 2SB,8pf,GS125,HS4082 G.Clark,Ld.Sunderland	23 " 1 s3 " 9¾ 19 " 6	
86230 131398 MDQS	**Westdale** ssApl.No.1–40 ssBkn.2ndNo.3–7,36 Mchy.Aft Well deck 1Dk(ptStl)	424 284 188	✠100A1 11,40 ~~12,39~~ ~~DBS4,40~~ ✠~~LMC7,36~~ 11,40	Liv Apl	f	CL ~~12,39~~ 10,40	1911 11mo Lloyd's A&CP	JTEltringham&Co.Ld. SouthShields	OvertonS.S.Co.Ld. (R.R.Clark,Mgr.)	143·5 Q81'B9'F25' FK FPT	24·4	10·5	Liverpool British 3BHCem 24tAPT23t	C.2Cy.17"&36"–24" (s) 130lb 70RHP 1SB,3cf,GS46,HS1408 BairdBros.NorthShields	11 " 9 s3 " 8½ 11 " 8	
86231 DOPU	**Wester Till** (exTac–39) OilEng. Mchy.Aft 1Dk	328 275 222					1929	Schiffsw. Unterelbe A.G. Wewelsfleth	Norddeutscher Lloyd	131·3 P28'	24·6	11·0	Bremen German	Oil Engines 4S.C.SA 6Cy.9½"–15¾" 56NHP Mot.WerkeMannheim A.G Mannheim		G
56/4' 86232 ~~[illegible]~~	**Western Chief** 2Dks	5759 5139 3505	✠ ... 11,20 ✠				1918 7mo	Northwest SteelCo. Portland,Or.	~~UnitedStates Maritime Commission~~	409·8 P47'B115'F44' FK	54·2	27·7	~~Portlnd Or Utd.States~~ British WB	DRGearedSteam Turbine 508NHP GeneralElectricCo. Schenectady,N.Y.	30 " 2	
86233 ~~[illegible]~~	**Western City** Fitted for oil fuel 2Dks	5828 5076 3571	✠100A1 (Reclassification Contemplated) ✠				1918 6mo	Columbia RiverSBCorp Portland,Or.	~~UnitedStates Maritime Commission~~	410·0 P44'B115'F47' FK	54·2	27·6	~~Seattle Utd.States~~ British WB	DRGearedSteam Turbine KerrTurbineCo. 551NHP Wellsville,N.Y.	30 " 2	
86234 143050 GTXZ	**Western Coast** (exLimoges, exWarLeven) 2Dks&Shelterdk Wireless E.S.D. ~~1Dk~~	1434 1103 552					1919	CaledonS.B.&E.Co.Ld. Dundee	~~CoastLines,Ld.~~ Burns&Laird Lines,Ld.	~~270·6~~ 271·0	38·1	16·2	Liverpool British WB	T.3Cy.21",34"&56"–39" 196NHP CaledonS.B.&E.Co.Ld.		C
86235 159979 VCDL	**Western Head** (exCumberland–39, exBartholomew) Fitted for oil fuel Sub.Sig. 1Dk2trB	2599 2243 1615	✠ ... 10,20 ✠				1919 11mo	American S.B.Co. Cleveland,O.	MaritimeNav.Co. Ld.	251·0 P25'B64'F23' FK	43·6	26·1	Nassau, N.P. WB British	T.3Cy.21",35"&59"–42" 352NHP AmericanS.B.Co.Lorain,O.	28 " 2	R †
86236 215908	**Western Hero** Fitted for oil fuel 2Dks	5611 5076 3439					1918	Skinner& EddyCorp. Seattle,Wash	UnitedStates Maritime Commission	409·6 P44'B115'F47'	54·1	27·1	Seattle Utd.States WB	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		
86237 ~~[illegible]~~	**Western Maid** Now "Empire Cormorant," see No. 90964 in Supplement Sub.Sig. 2Dks	5760 5139 3563	✠ ... 3,21 ✠				1918 8mo	Northwest SteelCo. Portland,Or.	~~UnitedStates Maritime Commission~~	409·8 P47'B115'F44' FK	54·2	27·7	~~Portlnd Or Utd.States~~ British WB	DR GearedSteamTurbine DeLavalSteam 594NHP TurbineCo.Trenton,N.J.	30 " 2	R †
86238 ~~[illegible]~~	**Western Ocean** Now "Empire Opossum," see No. 91058 in Supplement	5760 5139 3504	✠ ... 9,20 ✠				1918 6mo	Northwest-SteelCo. Portland,Or.	~~UnitedStates Maritime Commission~~	409·8 P47'B115'F44' FK	54·2	27·7	~~Portlnd Or Utd.States~~ British WB	DR GearedSteamTurbine 579NHP GeneralElectricCo. Schenectady,N.Y	30 " 2	
86239 216976	**Western Plains** 2Dks&Webframes Longitudinal framing	5688 5148 3468	✠ ... 2,21 ✠				1918 10mo	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	409·8 P41'B121'F44' FK	54·2	27·7	Portlnd Or Utd.States WB	DR GearedSteamTurbine 576NHP GeneralElectricCo. Schenectady,N.Y.	30 " 2	
12/40 86240 161305 GTCX	**Western Prince** Ⓟ TwinSc OilEng. ssN.Yk.No.2–37 3Dks(Stl–Weather dkpt ws) D.F. GyC. Ref.Mchy. CruiserStern	10926 9388 6499	✠100A1 with freeboard 2,40 ✠LMC CS10,38 DBS12,39 ~~3,39~~ 3,40 ✠Lloyd'sRMC~~11,39~~ 11,40 5,40 Carrying vegetable oil in deep tanks	Lon		CL 2,40	1929 10mo Lloyd's A&CP	Napier& Miller,Ld. Glasgow	PrinceLineLd. (Furness,Withy& Co.Ld.Mgrs.) Duct keel fwd. CellDB416 way of	496·2 F47' FK of mchy.space 1804t Tanks in tunnels374t FPT120t APT213t MT30'1006t	64·8	35·4	London British 9BHptCem (6 " to W dk 3 " " 2nd ")	Oil Engines 4S.C,DA 16Cy.26⅜"–55⅛" 2200NHP 2DB120lb J.G.Kincaid&Co.Ld.Grk.	41 " 0 s15 " 0⅜ 26 " 6	
86241 216224 KGDK	**Western Queen** Fitted for oil fuel D.F. Sub.Sig. 2Dks	5853 5169 4434	✠ ... 9,20 ✠				1918 4mo	Skinner& EddyCorp. Seattle,Wash	LykesBrosSteamshipCo.Inc.	409·6 P44'B115'F47' FK	54·2	27·1	Houston Texas Utd.States WB	DR GearedSteamTurbine 508NHP GeneralElectricCo. Schenectady,N.Y.	29 " 9	R †
86242 81811 WTCA	**Western States** Ⓟ Pad D.F. GyC.	3077 — 1566					1902	Detroit S.B.Co. Wyandotte	Detroit and ClevelandNav.Co.	350·0	44·0	19·9	Detroit, Mich. Utd.States	C.3Cy.52"&(2)72"–84" 792NHP DetroitS.B.Co.,Detroit		
86243 229687 KGOG	**Western Sun** OilEng. Mchy.Aft GyC. ssPhl.No.2–38 2Dks(Stl)&Webframes Longitudinal framing–bracketless system	9100 8521 5523	✠100A1 ~~6,40 1,39~~ 9,40 ✠LMC CS11,38 ~~DBS4,39 4,40~~ 11,38 Carrying Petroleum in bulk DBS4,41	Phl NOs	e†	CL 10,39	1930 5mo Lloyd's A&CP	SunS.B.& D.D.Co. Chester,Pa.	MotorTankship Corporation CellDBuE76' f40'488t	480·6 P79'F48' FK FPT186t APT84t	66·0	36·8	Wilmington Del. Utd.States 17BHptCem (13 to U dk 4 " 2nd dk)	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 690NHP 2 Water TubeDB(Upper 200lb)(lower217lb) SunSB&DDCo.Chester,Pa.	37 " 0	
86244 219567 KUBM	**Western Sword** (exBiboco–33, exSt.Anthony) Fitted for oil fuel Sub.Sig. 1Dk Longitudinal framing	4794 4271 3023					1920	ToddD.D. &Const.Co. Tacoma	SwordS.S.Line Inc.	379·1 P39'B102'F42'	53·1	27·1	NewYork Utd.States WB	T.3Cy.24",40"&70"–48" 339NHP ToddDryDock& ConstructionCorp.		R
86245 216373	**Western Wave** Fitted for oil fuel 2Dks	5832 5125 3557	✠ ... 2,21 ✠				1918 6mo	Northwest SteelCo. Portland,Or.	UnitedStates Maritime Commission	409·8 P47'B115'F44' FK	54·2	27·7	Portlnd Or Utd.States WB	DRGearedSteamTurbine DeLavalSteam 579NHP TurbineCo.Trenton,N.J.	30 " 2	
86246 PINV	**Westernland** Ⓟ TrpSc (exRegina) Sub.Sig. CruiserStern Ref.Mchy. D.F. GyC. 4Dks	16479 12841 9595	ExaminedL.R 6,40	Npt			1918	Harland& Wolff,Ld. Glasgow	Nederl.-Amerik. StoomvMaats. (HollandAmerika Lijn)	574·4 P54'B313'F92'	67·8	40·9	Rotterdam Dutch WB	T.8Cy.(2)28",(2)44"& (4)49½"–54"&1L.P.Turbine Harland&Wolff,Ld.Bel.		G
86247	**Westernorrland** Ⓟ Iron 1Dk&Shelterdk	545 273 396					1867	W.Lindbergs Aktieb Stockholm		148·6 H59t 18·9	24·4	11·8	German	C.2Cy.20"&41"–24" NB99 69NHP W.LindbergsAktieb.,Skm.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
86248 DODB	**Westfalen** *ss*Bhn.No.1-09 (*Aeroplane Service Ship*) 2*Dks*(*Stl-Uptteaks*)*deep framing aft* D.F. Sub.Sig. *&lower dk*(*Stl*)*forward*	5367 4849 3200	✠ 12,15 ✠	Bmn	*z*		1906 1mo	J.C.TecklenborgA.G. Wesermünde-G.	Deutsche LufthansaA.G. *CellDBa*119'*uE*	409·4 | 52·8 | 28·0 P&B327'F46' FK 29'*f*173'1057*tFPT*	Bremen German 7*BHCem* 157*tAPT*55*t*	Q.4Cy.$24\frac{1}{64}$",$34\frac{5}{8}$",50"&$72\frac{13}{16}$"-$53\frac{1}{8}$" 386NHP NB(1)24 J.C.TecklenborgA.G.Wsm	30 " 9	G †
86249 DFVS	— Ⓟ **Pad** 1*Dk*	354 290 152					1907	J.L.Meyer Papenburg	Act.Ges."Ems"	187·8 | 23·6 | 8·9	Emden German	C.2Cy.$23\frac{5}{8}$"&$47\frac{3}{16}$"-$54\frac{3}{16}$" 136NHP J.L.Meyer,Papenburg		G
86250 PIOC	**Westland** (*ex*Nansenville-38) *OilEng.* *Ref.Mchy.* 1*Dk&Shelter dk* D.F. *CruiserStern*	5888 5224 3548					1931	Kockums M.V.Aktieb Malmö	N.V.totVoortzetting v.d. Koninklijken HollandscheLloyd	431·6 | 59·7 | 25·5 P143*t*H495*t*F26*t*	Amstrdam Dutch *WB*	Oil Engines 2S.C.DA 6Cy.$27\frac{9}{16}$"-$47\frac{1}{4}$" 1592NHP KockumsM.V.Akt.Malmö		N
* 86251 PIOA	— *ss*Rot.No.3-3,39 *Ref.Mchy.* 1*Dk*(*Stl*)	1259 1004 510	✠100A1 3,39 BS2,40 ✠LMC3,39	Rot	*p*	OG 3,39	1926 8mo	Schpw.v. JanSmit,Czn. Alblasserdm *Lloyd'sA&CP*	Scheepvaart en SteenkolenMaats. N.V. *CellDB*204'306*tFPT*	250·2 | 36·2 | 16·0 P46'B115'F32' FK	Rottrdam Dutch 4*BHCem* 27*tAPT*59*t*	T.3Cy.$22\frac{1}{2}$",37"&62"-39" (*s*) 180lb 304NHP 2SB,6*cf*,GS104,HS4228 FD Maats.deSchelde,Flushing	18 " 0 s " $11\frac{1}{2}$ 17 " 2	
86252 PIOB	— *OilEng.* *Mchy.Aft* 1*Dk* *Well deck* *CruiserStern*	426 280 263					1931	NVSchpsw Gebr.Pot Bolnes	N.V.Motorschip Westland(T. den Hartigh,*Mgr.*)	152·1 | 25·6 | 9·0 P42'Q54'F17'	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.11"-$19\frac{1}{16}$" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
86253 148494 GKSF	**Westmoor** *OilEng.* *ss*Bly.No.3-10,37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) Tonnage opening closed '41(*W.E.*) *CruiserStern*	4359 4070 2639	✠100A1 *withfreeboard* 5,41 ~~11,39~~ DBS~~11,39~~ ✠LMC10,37 11,40 ✠LMC(M)11,40	Bry Shl	*y*	CL 4,40	1924 10mo	W.Doxford &Sons,Ld. Sunderland *Lloyd'sA&CP*	MoorLine,Ld. (RuncimanShippingCo.Ld.*Mgrs.*) *CellDB* 322'1011*tDTf*26'976	375·0 | 52·6 | 25·7 F30' FK *tFPT*140*tAPT*220*t*	London British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 3Cy.$21\frac{1}{4}$"-85" 417NHP 2DB*120lb* W.Doxford&Sons,Ld.	36 " 4 s10 " $1\frac{1}{4}$ 26 " 5	
86254 140292 GLZP	**Westmoreland** **TwinSc** *ss*Liv.No.3-10,29 *Ref.Mchy.* *ss*Liv.No.2-38 D.F. 2*Dks*(*Stl*)&*Shelter dk* (*Stl-ws*)	~~9496~~ ~~8407~~ ~~6021~~ 8967 8407 5661	✠100A1 *Shelter dk* *withfreeboard* ~~2,40~~10,40 BS7,40 ~~BS5,39~~ ✠LMC3,38 ✠Lloyd'sRMC~~2,40~~ ~~8,40~~ 1,41 *Fitted for oil fuel* 6.27 *F.P. above* 150° F.	Lon Syd	*d*†	CL 11,38	1917 5mo	D&WHendersn&Co.Ld Glasgow *Lloyd'sA&CP*	FederalS.N.Co.Ld. *CellD*	473·0 | 60·1 | 36·7 494·5(O.L.) B186'F43 *on* *Shelter dk* FK *B*400'1573*tFPT*97*t*	London British 7*BHCem* *APT*98*t*	4 Steam Turbines SR geared to 2 Sc. Shafts (*s*) 190lb 918NHP 5SB,*20cf*,GS357HS15592 FD WllsndSlpwy.CoLd.Nwc.	39 " 5 s 9 " $1\frac{3}{4}$ 30 " 7	
86255 138232 VGWD	**Westmount** D.F. *Mchy.Aft* 1*Dk*	7392 7008 5635					1917	Collingw'd S.B.Co.Ld Collingwood	CanadaS.S.Lines, Ld.	536·0 | 58·3 | 26·7 F47'	Montreal British *WB*	T.3Cy.24",40"&$66\frac{1}{8}$"-42" 283NHP CollingwoodS.B.Co.Ld.		R
86256 143670 MKFT	**Weston** **3Mst** *ss*Bkn.No.3-6,33 *ss*Bkn.No.1-37 *Mchy.Aft* *Well deck* 1*Dk*(*Stl*)	485 340 210	✠100A1 12,38 BS~~1,39~~ ✠LMC12,37 6,40	Bkn		CL 11,37	1920 9mo	Cochrane& Sons,Ld. Selby *Lloyd'sA&CP*	OvertonS.S.Co.Ld. (R.R.Clark,*Mgr.*)	152·0 | 25·2 | 10·8 158·0(O.L.) Q86'B9'F25' FK *FPT*48*t*	Liverpool British 3*BHCem* *APT*21*t*	T.3Cy.13",23"&37"-24" (*s*) 180lb 85RHP 1SB,*3cf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 " 0 s 3 " $8\frac{3}{4}$ 11 " $10\frac{1}{4}$	
86257 127547 KLDC	**Weston M. Carroll** (*ex*Gabino, *ex*Serpentine,*ex*CharlesS.Neff) *Mchy.Aft* 1*Dk*	1069 — 871					1901	JenksS.B. Co. Port Huron,Mich.	BuffaloGravel Corporation	200·0 | 38·0 | 11·6	Buffalo Utd. States *WB*	C.2Cy.22"&44"-20" 72NHP JenksS.B.Co.Pt.Huron		
86258 146138 MKTS	**Westown** (*ex*ChannelQueen-39) *ss*Lon.No.1-38 *Mchy.Aft* *ss*Shl.No.3-6,34 *Well deck* 1*Dk*(*Stl*)	710 490 320	✠100A1 3,40 ✠LMC MS6,38 BS3,40	Shl	*j*	CL 3,40	1921 10mo	C.Rennoldson&Co. SouthShields *Lloyd'sA&CP*	GeorgeW.Grace& Co.Ld. ~~*Mgrs.*~~ *CellDBf*103'155*tFPT*	180·4 | 28·0 | 12·1 Q105'B11'F24' FK	London British 3*BHCem* 63*tAPT*30*t*	T.3Cy.$13\frac{1}{4}$",22"&37"-27" (*s*) 180lb 102NHP 2SB,*4pf*,GS62,HS1900 Day,Summers&Co.Ld.Sou.	14 " 6 s 4 " $5\frac{1}{4}$ 14 " $2\frac{1}{4}$	
86259 PIOD	**Westplein** D.F. 2*Dks*	4370 4096 2780					1920	Deutsche Werft.A.G. Hamburg	N.V.Scheepv. Maats."Millingen"(G.A.Spliethoff,*Mgr.*)	391·5 | 50·3 | 26·9 P37'B110'F49'	Rottrdam Dutch *WB*	T.3Cy.$27\frac{9}{25}$",$43\frac{3}{10}$"&$69\frac{7}{10}$"-$47\frac{1}{5}$" 332NHP GuteHoffnungshütte, Sterkrade		G
1/41 86260 ~~217127~~ ~~KLCX~~	**Westpool** Sub.Sig. 2*Dks&Webframes* *Longitudinal framing*	5724 5131 3519	✠ ... 2,21 ✠				1918 10mo	J.F.Duthie &Co. Seattle,Wash	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	409·5 | 54·2 | 27·6 P41'B121'F43' FK	~~Seattle~~ ~~Utd.States~~ British *WB*	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"-48" 601NHP LlewellynIronWorks, LosAngeles	30 " 2	R †
86261 [illegible] ~~KLCZ~~	**Westport** Now "Empire Nightingale," *see No.* 91046 in Supplement Sub.Sig. 2*Dks*	5665 [illegible] 3529	✠ ... ✠				1918 9mo	AmesS.B. &D.D.Co. Seattle,Wash	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~	409·5 | 54·2 | 27·4 P44'B115'F44' FK	~~Seattle~~ ~~Utd.States~~ British *WB*	T.3Cy.26",43"&73"-48" 543NHP AmesS.B.&D.D.Co.Seattle	30 " 2	R †
86262 153935 VJNG	**Westralia** Ⓟ **TwinSc** *OilEng.* *ss*Syd.No.2-36 *Ref.Mchy.* 2*Dks*(*Stl,Wthr dk teaks*) D.F. 3*rd dk*(*Stl*)*in Nos.*1,2,3&4*holds* E.S.D. *CruiserStern*	8108 5718 4717	✠100A1 *withfreeboard* 2,40 ✠LMC CS9,37 DBS10,39 2,40	Syd	*c*†	CL 1,40	1929 8mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	HuddartParker, Ld. *CellD*	431·1 | 60·2 | 28·0 448·0(O.L.) P38'B249'F95' FK *B*338'1127*tFPT*46*t*	Melbourne British *ptCem* 7*BHtoWdk* *APT*52*t*	Oil Engines 4S.C.SA 16Cy.$29\frac{1}{3}$"-$59\frac{1}{16}$" 1304NHP DB*100lb* Harland&Wolff,Ld.Gls.	33 " 7 s 8 " $10\frac{1}{2}$ 25 " $0\frac{3}{4}$	
86263 ZNAC	— **TwinSc** *ss*Syd.No.1-~~41~~ *OilEng.* *Ref.Mchy.* 2*Dks* ~~1*Dk&Shelter dk*~~ D.F. *CruiserStern* *Tonnage opening closed* '41	4568 3939 2745	✠100A1 *withfreeboard* 2,41 ✠LMC CS2,41 DBS2,41 2,41 ✠Lloyd'sRMC2,41	Liv Cal	*z*	CL 1,41	1937 2mo	Nakskov Skibs.A/S Nakskov *Lloyd'sA&CP*	MinistryofShipping(BritishIndia Stm.Nav.Co.Ld. *Mgrs.*) *Tanks at sides of tunnels*108*t* *TweendkBHs except CollBHdispensed with* *CellDB*366'1282*tFPT*71*tAPT*136*t*	390·8 | 56·4 | 24·9 415·3(O.L.) P24'F43' FK	Aden British 6*BH* (*CollToWdk* 5 ,, 2*nd* ,,)	Oil Engines 2S.C.SA 10Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 676NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	35 " 6 s9 " $6\frac{1}{2}$ 26 " $2\frac{1}{2}$	
86264 DOFQ	**Westsee** (*ex*Ehrenfels-33, *ex*BaronCawdor,*ex*Neumark) Sub.Sig. 2*Dks*	5911 5486 3680					1914	Akt.Ges. "Weser" Bremen	W.Schuchmann	421·6 | 56·2 | 29·6 P59'B126'F54'	Brmrhavn German *WB*	T3Cy.$28\frac{1}{2}$",$46\frac{4}{5}$"&$75\frac{3}{5}$"-$53\frac{3}{5}$" 420NHP A.G."Weser,"Bremen		G
86265 148556 MNDX	**Westward** Ⓟ **AuxTwinSc4MstSr** (*ex*Danefolk) *OilEng.* *ss*Sou.No.3-4,36 *Mchy.Aft* 2*Dks*(*Stl-Upt ws*) (*See Sailing Ship Register & Yacht Register*)	2001 1510 1176	✠100A1 3,38 DBS4,38 ✠LMC4,36	Lon	*t*	OG 1,38	1920 9mo	A/SRödby Havns Jernskibs. RödbyHavn	H.K.Hales *CellDBuE*32'*a*38'*f*76'1	250·6 | 40·2 | 22·0 P&B172'F42' BK9" 88*tMT*58'820*t FPT*	London British 6*BHptCem* 63*tAPT*50*t*	Oil Engines 4S.C.SA 8Cy.$11\frac{13}{16}$"-$16\frac{1}{2}$" 56RHP NDB25 *100lb* A/SHolebyDieselmotor Fbk.Holeby	23 " 8 s 6 " $5\frac{1}{2}$ 18 " 0	
86266 102485 GTXF	**Westward Ho** Ⓟ **PadSk** 1*Dk* Wireless	460 354 175					1894	S.McKnight&Co. Ayr	P.&A.CampbellLd	225·0 | 26·1 | 9·5 Q13' *Promenade dk*212'	Bristol British	C.2Cy.36"&64"-66" NB12 277NHP Hutson&Son,Glasgow		

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numéro d'Ordre — Numéro Officiel — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres,—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade
86267 161826 MKKQ	**Westwood** ssShl.No.1–39 *Mchy.Aft* 1*Dk* *CruiserStern*	1040 703 595	✠100A1 *withfreeboard* 9,40~~10,39~~ MS1,39	Shl ✠LMC BS9,39	*m*	CL 10,39	1935 8mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	JosephConstantine S.S.Line,Ld. *CellD*	199·9 Q144'F26' FK *Bf*132'307*tFPT*82*t*	33·3	13·6	Middlsbro' British 3*BHCem* *APT*48*t*	T.3Cy.13",21"&36"–27" (*s*) 200lb *125lb* 98NHP 1SB(Spt),3*cf*,GS41,HS1772 N.E.MarineEng.CoLd.Sld	16 ″ 6 s5 ″ 11¼ 15 ″ 2	
86268 153437 CYKL	**Weyburn** D.F. *Mchy.Aft* 2*Dks*	2408 1453 2226					1927	Midland S.B.Co.Ld. Midland,Ont.	CanadaS.S.Lines, Ld.	250·1 F34'	42·9	24·3	Montreal British *WB*	T.3Cy.18",30"&50"–36" Richardsons, 150NHP Westgarth&Co.Ld.Hpl.		C
86269 151420 MCMT	**Whangpu** TwinSc 2*Dks*	3204 2708 1975					1920	Taikoo Dkyd&E.Co. ofH.Kg.Ld. HongKong	ChinaNavigation Co.Ld.	320·0	46·5	22·3	London British *WB*	T.6Cy.14½",24"&39½"–30" 172NHP TaikooDckyd.&Eng.Co.Ld		
86270 145737 MLSN	**Wheatcrop** ssBkn.No.3–3,36 *Mchy.Aft* ssLiv.No.1–39 *Welldeck* 1*Dk*(*Stl*)	523 321 199	✠100A1 10,40~~10,39~~ MS9,39	Bkn ✠LMC ~~BS1,40~~ 3,41	*h*	OG ~~10,39~~ 3,41	1924 1mo *Lloyd*	HansenS.B &ShipRepg Co.Ld. Bideford '*sA&CP*	Spillers,Ld. *Ce*	162·0 Q96'B12'F23' BK7" *llDB*91'99*tFPT*33*t*	25·6	9·9	Cardiff British 3*BHCem* *APT*22*t*	C.2Cy.20"&42"–30" (*s*) 130lb 108NHP 1SB,3*pf*,GS61,HS2005 W.Beardmore&Co.Ld. Coatbridge	12 ″ 0 s 4 ″ 2 12 ″ 5½	
86271 142503 MNCZ	**Whin** 3Mst ssBel.No.3–7,32 ssBel.No.2–40 ~~ssBel.No.1–36~~ *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	466 321 192	✠100A1 12,40~~2,40~~ ~~MS9,35~~	Bel ✠LMC 7,40 ~~BS6,40~~ ~~7,40~~		CL ~~8,38~~ 11,40	1920 10mo *Lloyd*	Cochrane &Sons,Ld. Selby '*sA&CP*	R.Neill&Sons,Ld.	152·0 Q86'B9'F25' FK	25·2 *26·2*	10·8 *FPT*	Belfast British 3*BHCem* 48*tAPT*21*t*	T.3Cy.13½",23"&37"–24" (*s*) 180lb 85RHP 1SB,3*cf*,GS46,HS1470 C.D.Holmes&Co.Ld.Hull	12 ″ 0 s 3 ″ 8½ 11 ″ 10½	
86272 160930 MPVX	**Whippingham** Ⓟ Pad Wireless *CruiserStern* 1*Dk*	825 544 438					1930	Fairfield Co.Ld. Glasgow	SouthernRailway	244·0	30·1	10·5	Portsmth British	C.2Cy.30½"&59"–54" 196NH FairfieldCo.Ld.Glasgow		BT till 4,41
86273 YNAC	**Whipple** TwinSc (*ex*U.S.NavyVessel) *OilEng.* Wireless 1*Dk*2*trB*	433 — 374					1903	NavyYard Norfolk,Va.	BahamaShipping Co.Ld.	264·5	23·0	14·0	Bluefields Nicaraguan	Oil Engines 2S.C.SA 12Cy.10"–13"NE29 211NHP AtlasImperialDieselEng. Co.Oakland		
86274 149454 GJZR	**White Crest** *ss*Shl.No.3-9,40~~*ss*Hul.No.2–38~~ D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cargo battens not fitted* *Tonnage opening closed*'41(*W.E.*)	4365 4105 2647	✠100A1 *withfreeboard* 11,40~~9,39~~ ~~MS3,38~~ 8,40	Bkn Shl ✠LMC BS2,40	*z*	CL ~~8,38~~ N8,40	1928 3mo *Lloyd*	W.Dobson &Co. Newcastle '*sA&CP*	HallBros.S.S.Co. Ld.(HallBros. *Mgrs.*) *CellDB*348'1111*t* ~~*CellDB*348'1188*t*~~	400·4 411·8(O.L.) F39' FK *FPT*120*tAPT*198*t*	53·0	25·3	Newcastle British 6*BHCem* (*Coll to Shdk* 5 ,, 2*nd*,,)	T.3Cy.25½",42"&70"–48" (*s*) 180lb 410NHP 3SB(Spt)9*cf*,GS178,HS6900 N.E.MarineEngCoLd.Nwc	35 ″ 11 s10 ″ 7 25 ″ 7	
86275 231126 WFFU	**White Flash** *OilEng.* *Carrying oil in bulk* *Mchy.Aft* 1*Dk* *Electrically welded*	616 536 366					1931	SunS.B.& DryDockCo Chester,Pa.	AtlanticRefining Co.	194·5 P36'F25'	34·1	11·3	Phildlphia Utd. States	OilEngine connctd to Elec. Motor & Sc. Shaft 33NHP 6Cy.7½"–10" 4S.C.SA Cooper,BessemerCorp. GroveCity,Pa.		
63/40 86276 147119 MLTY	**Whitetoft** (*ex*Weltondale–36) Wireless *ss*Goo.No.3–10,36 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck* *Cargo battens not fitted*	883 619 442	✠100A1 3,40 BS3,40	Bly ✠LMC1,36	*k*	OG 11,38	1924 2mo *Lloyd*	Cochrane &Sons,Ld. Selby '*sA&CP*	"Toft"S.S.Co.Ld. (T.H.Donking& Sons,Ld.*Mgrs.*) *CellD*	195·6 Q117'B11'F26' FK *Bf*122'188*tFPT*60*t*	31·1	12·6	Middlsbro' British 3*BHCem* *APT*38*t*	T.3Cy.16",27"&44"–30" (*s*) 180lb 98RHP 1SB,3*pf*,GS62,HS2040 Amos&Smith,Ld.Hull	14 ″ 6 s 4 ″ 0½ 14 ″ 0½	
165/40 86277 149690 GSPR	**Whitford Point** (*ex*Benholm–37) *ss*Liv.No.2–37 D.F. 2*Dks*(*Stl*)	5026 4789 3162	✠100A1 8,40~~9,39~~ BS3,40	Shl Lon ✠LMC3,37	*z*	CL 11,38	1928 9mo *Lloyd*	R.Duncan &Co.Ld. PortGlasgow '*sA&CP*	GowanShippingCo. Ld. *Intermediate 'tween dk* *BH in after hold dispensed with* *CellDB*351'1237*tDT*	407·0 P29'B249'F38' FK *a*35'950*tAPT*145*t*	53·5	26·7	London British *ptCem* 5*BHto Udk* 1 ,, ,,2*nd* ,,	T.3Cy.26",44"&73"–48" (*s*) 200lb 545NHP 3SB,9*cf*,GS172,HS8001 FD D.Rowan&Co.Ld.Glasgow	29 ″ 0 s 4 ″ 4½ 24 ″ 10½	
86278 148083 MLZF	**Whitley** (*ex*JamesDunford–35) *Mchy.Aft* *ss*Shl.No.3–3,37 *Well deck* 1*Dk*(*Stl*) Wireless *Cargo battens not fitted*	1196 930 712	✠100A1 10,40~~1,40~~ MS3,37	Sld Nwc ✠LMC ~~BS2,40~~ 5,41	*o*	CL 3,39	1924 8mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdSunderlnd '*sA&CP*	AlnS.S.Co.Ld. *Cel*	235·0 Q145'F25' FK *lDBuE&B*44'*f*154'	36·0	14·0	Newcastle British 4*BHptCem* 381*tFPT*92*t*	T.3Cy.17",28"&46"–30" (*s*) 180lb 160NHP 2SB,4*cf*,GS74,HS2944 N.E.MarineEng.Co.Ld.Sld	16 ″ 1 s 4 ″ 8 14 ″ 7½	
86279 215494 KLDE	**Whitney Olson** Wood (*ex*Ghislaine, *Fitted for oil fuel* *ex*EdnaChristensen) 1*Dk* Wireless	1558 — 880					1917	Wilmingtn S.B.Co. Sn.Pedro,Cal.	OliverJ.Olson &Co.	221·9	43·0	19·0	S.Frncisco Utd.States	T.3Cy.16",27"&46"–33" 121NHP MainStreetIronWks.S.Fo.		
86280 148656 MNKG	**Whitstable** TwinSc *CruiserStern* 1*Dk*	688 626 270					1925	D&WHendersn&Co.Ld. Glasgow	SouthernRailway	220·6 B90'F37'	33·6	14·1	London British *WB*	T.6Cy.15",25"&41"–24" 165NHP D&WHendersn&CoLd.Gls		
86281 1046 YMEA	**Wiborg II** (*ex*Viksten–37, *ex*Newton) *ss*Got.3rdNo.3–4,28 *ss*Sbg No.2–36 *Well deck* 1*Dk*(*Irn*)	556 *413* *357*	✠ 12,38	Dnz ✠	*h*		1890 10mo	P.Larsson Thorskog	DanzigerSee- transportG.m.b.H. *FPT*10	167·1 Q55'B35' H14*t*F21' *tAPT*5*t* BK7"	26·9	13·2	Danzig 4*BHCem*	T.3Cy.12",19¼"&32"–24" 50NHP 1SB,2*cf*,GS33,HS760 Ross&Duncan,Glasgow	14 ″ 2	
86282 220061 KDMU	**Wichita** *OilEng.* Sub.Sig. 2*Dks* GyC. *Longitudinal framing*	6174 — 3833					1920	Doullut& Williams S.B.Co.Inc. NewOrleans	UnitedStates Maritime Commission	395·5 P44'B108'F37'	55·0	31·4	N.Orleans Utd. States	Oil Engines 2S.C.DA 4Cy.27½"–47¼" 934NHP NE29 Hooven,Owens,Rentschler Co.Hamilton,O		R
86283 219857 KUNG	**Wichita Falls** (*ex*UnionLiberty) *Fitted for oil fuel* D.F. Sub.Sig. 1*Dk*2*trB*	2560 2203 1586	✠ ... 10,20	✠			1920 5mo	Toledo S.B.Co Toledo,Ohio	SouthernS.S.Co.	251·0 P25'B64'F23' FK	43·6	25·8	Phildlphia Utd.States *WB*	T.3Cy.22",36"&59"–42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
86284 PION	**Wickenburgh** Ⓟ (*ex*BatavierVIII–37) *OilEng.* WirelessD.F. 2*Dks* *CruiserStern*	780 646 407	ExaminedL.R.9,40 DBS9,40(2)(*120ft*)	Lon			1928	NVSchpw. v.J.Smit,Czn. Alblasserdam	Wm.H.Müller&Co. N.V.	211·9 B49'	33·7	12·2	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 6Cy.18⅛"–27½" 208NHP Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		G
86285 104963 EIFS	**Wicklow** (*ex*LadyWicklow–38, *ex*Wicklow) 2*Dks*	1032 960 414					1895	Blackwood &Gordon PortGlasgow	British&IrishStm. PacketCo.Ld.	260·2 P72'B89'F78'	34·1	15·8	Dublin British *WB*	T.3Cy.27",42"&69"–48" NB15 330NHP Blackwood&Gordon,P.Gl.		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired, Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
86286 DJQG	**Widar** *Mchy.Aft* Sub.Sig. 2*Dks* D.F. E.S.D. *CruiserStern*	5972 4998 2943					1935	Nordsee-werkeEmden G.m.b.H. Emden	Seereederei "Frigga"A.G.	437·1 F52'	58·9	23·6	Hamburg German *WB*	C4Cy.(2)18$\frac{11}{16}$"&43$\frac{5}{16}$"-43$\frac{5}{16}$" &LPturbine with DRgearing & hydraulic coupling A.Borsig,Berlin 313NHP		G
86287 141489 GBGM	**Widestone** (*ex*Santurce-37, *ex*CanadianRancher) *ss*Bbo.No.3-12,32 *ss*Shl.No.2-40 ~~*ss*Cff.No.1-38~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	3192 2880 1919	✠100A1 ~~9,40~~ ~~12,39~~ ~~1,41~~ 6,41 ~~MS5,38~~ ~~9,40~~	Nwc ~~Mdb~~ Cff ✠LMC 9,40 ~~BS12,39~~	*v*	CL ~~7,37~~ 9,40	1920 5mo *Lloyd*	Tidewater Shipbldrs,Ld. ThreeRivers, P.Q. '*sA&CP*	A.E.Furst& F.G.Browne (Turnbull,Scott& Co.*Mgrs.*)	331·2 P33'B98'F33' FK *CellDB*266'623*tFPT* 95*tAPT*73*t*	46·8	23·3	London British 6*BHCem*	T.3Cy.25",41"&68"-45" (*s*) 180lb 470NHP 3SB,9*cf*,GS156,HS7275 FD TidewaterShipbuilders,Ld.	25 ″ 6 s 3 ″ 11¾ 21 ″ 9	
86288 DHZV	**Wiedau** Sub.Sig. 2*Dks* Wireless *CruiserStern*	964 766 471					1925	Norder-werftA.G. Hamburg	Bugsier,Reed.& Bergungs,A.-G.	221·0	35·1	13·0	Hamburg German *WB*	T.3Cy.16½",25⅗"&43⅓"-27⅗" DresdnerMasch.& Schiffs.UebigauA.G. 98NHP		G
86289 DOBQ	**Wiegand** Ⓟ D.F. Sub.Sig. 2*Dks*	5869 5400 3599					1922	Frd.Krupp Akt.Ges. Kiel	Norddeutscher Lloyd	393·2 P34'B122'F40'	54·3	23·3	Bremen German *WB*	T.3Cy.28½",47"&75¾"-51" 410NHP Frd.KruppA.G.Kiel		G
86290 DODN	**Wigbert** Sub.Sig. 2*Dks*	3648 3239 2242					1921	J.Frerichs &Co.A.G. Einswarden	Hamburg-Bremer Afrika-Linie G.m.b.H.(Woermann LinieA.G.Deutsche OstAfrikaLinie, *Mgrs.*)	361·0	49·9	22·5	Bremen German *WB*	T.3Cy.25⅖",40½"&68⅒"-47⅕" Görlitzer 320NHP Maschb.A.G.Görlitz		G
86291 SPBZ	**Wigry** (exRiverDart-39), *ex*Jenny-37, *ss*Ant.2ndNo.3-3,37 *ex*Glanbrydan-33, 1*Dk*(*Stl*) *ex*Hooton) *Well deck*	*1859* *1440* *1052*	✠100A1 ~~6,40~~ ~~5,39~~ 1,41 BS12,39	Dnz ~~Cff~~ Hul ✠LMC3,37	*q*	CL ~~3,39~~ 5,40	1912 2mo *Lloyd*	SirRDixon &Co.Ld. Middlesbro' '*sA&CP*	BaltyckaSpólka Okretowa sp. z.o.o. (BalticShippingCo. Ld.)(T.Olszowski), *Mgr.*)	265·3 Q110'B*on*Q*dk*46' F24' FK *CellDBuE*21*f*106'232*t Tanks at sides of Tunnels*170*t FPT*40*t APT*52*t*	38·7	17·6	Danzig 4*BHCem*	T.3Cy.19"34"&56"-36" (*s*) 180lb 228NHP 2SB,6*pf*,GS129,HS3850 G.Clark,Ld.Sunderland	19 ″ 8 s 6 ″ 0 18 ″ 1	
86292 719 OHFO	**Wiides** (*ex*Ladykirk-32) *ss*Gls.2ndNo.3-3,29 *ss*Cpn.No.2-37 1*Dk*(*ptIrn&ptStl*)&*deepframing*	2324 — 1402	✠100A1 12,38 BS7,38 No later survey reported	Rot ✠LMC8,37	*s*	N6,38	1904 9mo *Lloyd*	Nthmblnd S.B.Co.Ld Newcastle '*sA&CP*	WiidesO/Y (A.Wihuri)	295·0 305·2(O.L.) P22'B64'F29' FK *CellDBa&uE*112'*f*130' 604*tAPT*66*t*	46·0	19·2	Helsingfrs *Brändö* Finnish 6*BHCem*	T.3Cy.22",36"&60"-39" (*s*) 160lb 247NHP 2SB,6*pf*,GS100,HS4050 Richardsons,Westgarth& Co.Ld.Sld.	21 ″ 7 s3 ″ 2¾ 18 ″ 7	
86293 684 OHBU	**Wiima** (*ex*Everilda,*ex*Aldersgate, *ex*Britannic) *ss*Abg.3rdNo.3-8,35 1*Dk*(*Irn*)2*trB*& *Now "Avenir," see No. 87053 in Supplement* *Cargo battens not fitted*	3232 2870 1956	✠100A1 3,38 MS8,35	Got ✠LMC BS12,39	*u*	N11,37	1897 4mo	W.Gray& Co.Ld. WHartlepool A&CP	~~A.Wihuri~~ GustafErikson	320·5 336·3(O.L.) P27'B82'F32' FK *CellDBa&uE*130'*f*136' 731*tAPT*53*t*	47·2	22·0	Helsingfrs *Brändö* Finnish 5*BHCem*	T.3Cy.24",38"&64"-42" (*s*) 160lb NDB17 281NHP 2SB,4*rf*&2*cf*,GS90,HS4455 Cen.Mar.Eng.Wrks.WHpl	24 ″ 10 s 4 ″ 3½ 20 ″ 8	
86294 OHDT 9/40	**Wiiri** (*ex*Charterhulme,*ex*Northway, *ex*Tempestuous, *ss*Got.2ndNo.3-8,38 *ex*Hornfels) *Well deck* 1*Dk*(*Stl*)	3525 — 2057	✠100A1 8,38 BS7,39	Got ✠LMC8,38	*w*	CL 8,38	1912 9mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton '*sA&CP*	WiiriO/Y (A.Wihuri) *Intermediate BHinfore&after*	373·9 360·2 P&B228'F39' FK *holdsdispensedwith* *CellDBa* 114'*uE*21'*f* 155'924*tFPT*92*tAPT*116*t*	50·0 50·1	28·5 21·6	Helsingfrs *Brändö* Finnish *Cem* 4*BH only*	T.3Cy.25",41"&68"-45" (*s*) 180lb 376NHP 2SB,6*cf*,GS121,HS5064 FD N.E.MarineEng.Co.Ld.Sld	23 ″ 11 s 2 ″ 8¼ 21 ″ 5	
86295 DREE	**Wiking** Ⓟ Sub.Sig. E.S.D. *CruiserStern* 1*Dk*	907 654 507					1935	Lübecker Maschb.Ges. Lübeck	LübeckLinieA.G.	208·6 P12'Q44'B107'F18'	32·1	12·0	Lübeck German *WB*	T.3Cy.18½",29½"&47¼"-31½" 125NHP LübeckerMaschb.Ges.		G
86296 DJXY	**Wikinger** (*ex*Vikingen-38) TwinSc *ss*Rot.No.2-37 2*Dks*(*Stl*)&3*rdDk*(*Stl*)*in* *Mchy.Aft* *Nos.*1,2,3,4,5&9*tanks&fore* D.F. *hold&Webframes* *CruiserStern Longitudinal framing* *Strengthened for navigation in ice* *Carrying Petroleum in bulk* *Fitted for oil fuel*	14772 14163 10678	✠ 10,38	Ham ✠	*h*†		1929 9mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	DeutscheÖlmuhlen-RohstoffeG.m.b.H (Hamburger Walfang-Kontor G.m.b.H.*Mgrs.*) *Tanks above after peak* 683*t*	493·2 FK (2 *to superstructure dk* 10 *to* 2*nd dk* 4 ,, 3*rd* ,,) *CellDBuE&B*96'487*t DTf*48'775*t FPT*316*t APT*123*t*	71·1	50·4	Hamburg German 16*BHptCem*	T6Cy22½",36½"&61"-39" 773NHP 4SB,16*cf*,HS11810 Swan,Hunter&Wigham Richardson,Ld.Nwc	51 ″ 0	
86297 SKRE	**Wikla** (*ex*Tempo-36,*ex*Bruno-33) 1*Dk*	1143 — 609					1909	Fredrkstad Mek.Værks. Fredrikstad	Wilke O/Y (A.Wihuri,*Mgr.*)	239·0 228·4 P43*t*H76*t*F8*t*	36·0	14·6	Helsingfrs *Brändö* Finnish *WB*	T.3Cy.16½",27"&45½"-31" 115NHP FredrikstadM.V.Frdstad.		N
86298 200067	**Wilbert L. Smith** *Mchy.Aft* D.F. 1*Dk*2*trB*	4319 — 3039					1903	American S.B.Co. Lorain,O.	GreatLakesS.S.Co. Inc.	380·0 F48'	50·0	28·0	Oswego, N.Y. Utd.States *WB*	T.3Cy.22",35"&58"-40" 213NHP AmericanS.B.Co.Clevelnd.		R
86299 145179 MKPX	**Wild Rose** (*ex*Monkstone) *ss*Bly.No.3-11,33 *ss*Nwc.No.1-37 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	873 592 431	✠100A1 6,40 ~~12,38~~ MS6,37	Nwc Cff ✠LMC BS~~4,39~~ 6,40	*k*	CL ~~6,37~~ 5,40	1921 4mo *Lloyd*	HansenSB. &S.R.Co.Ld. Bideford '*sA&CP*	RichardHughes& Co.(Liverpool)Ld.	190·0 Q120'B*on*Q14'F26' FK *CellDBf*126'239*tFPT*53*t APT*30*t*	30·1	12·5	Liverpool British 3*BHCem*	T.3Cy.15",25"&41"-27" (*s*) 180lb 51RHP 2SB,4*cf*,GS60,HS1824 LythamSB&ECoLdLythm	14 ″ 6 s 4 ″ 6¼ 14 ″ 1½	
86300 DOFE	**Wildenfels** Sub.Sig. 2*Dks*	6224 5753 3794					1922	J.C.Tecklenborg A.G. Weser-münde-G.	DeutscheDmpfs-fahrts.Ges.Hansa	431·1 P60'B136'F57'	56·5	30·2	Bremen German *WB*	T.3Cy.29⅛",47¼"&76⅜"-54" &LPTurbine 424NHP J.C.TecklenborgA.G.Wsm		G
86301 219356 KORV	**Wildwood** *Fitted for oil fuel* Sub.Sig. 2*Dks*	5043 — 3146					1919	American International S.B.Corp. HogIslandPa	AmericanForeign S.S.Corp.	390·0 P39'B121'F43'	54·2	27·8	NewYork Utd.States *WB*	DR GearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
86302 LJGO	**Wilford** (*ex*RioRimac-36, *ex*NauruChief-36) 1*Dk*&*Shelter dk*	2158 1924 1277					1921	Nylands Værksted Oslo	BorgesRederiA/S (HansBorge,*Mgr.*)	289·5 P28'B&F240'	44·1	19·3	Tönsberg Norwegian *WB*	T.3Cy.21½",34½"&60"-39" 225NHP NylandsVærksted,Oslo		N
86303 DJLR	**Wilhelm A. Riedemann** TwinSc (*ex*Zoppot,*ex*WilhelmA. Riedemann) *OilEng.* *Longitudinal framing* D.F. GyC. Sub.Sig. *Mchy.Aft* *Carrying Petroleum in bulk*	10326 9369 5929					1920	Frd.Krupp Akt.Ges. Kiel	WariedTankschiff RhedereiG.m.b.H.	525·7 H49'	66·5	33·5	Hamburg German *WB*	Oil Engines 2S.C.SA 12Cy.22⅝"-39⅜" 1070NHP Fried.KruppA.G.Kiel		G

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Grément, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. R.of Trade.
86304 OUNJ	**Wilh. Colding** 1Dk	1510 1248 928					1905	Naaml. Vnts.Schwf. v.JanSmitCz. Alblasserdm	D/S A/S Progress (M.Nielsen&Sön, *Mgrs.*)	251·3 P15'Q79'B113'F27'	37·8	16·3	Copnhagn Danish *WB*	T.3Cy.19",31"&51"–33" 149NHP Maats.deSchelde,Flushing		G
86305 DJVZ	**Wilhelm Gustloff** Ⓟ TwinSc *OilEng.* D.F. E.S.D. GyC. *5Dks* Sub.Sig. *CruiserStern*	25484 — 17350					1937	Blohm& Voss,K.a.A. Hamburg	DeutscheArbeitsfrontG.m.b.H. (Hamburg-SüdamerikDampfschifff.Ges. *Mgrs.*)	650·4 B50'F538'	77·4	26·5 42·9	Hamburg German *WB*	4 Oil Engines SR geared to 2 Sc. shafts 2S.C.SA 32Cy.20½"–27 3/16" 2360NHP Blohm&Voss,K.a.A.Ham		G
86306 DHZY	**Wilhelm Russ** Wireless 1*Dk*	997 786 575					1921	Stettiner Oderwerke Stettin	Schiffahrt–u. Assekuranz Ges.E.Russ&Co.	210·9 P23'Q59'B55'F25'	33·8	13·5	Hamburg German	T.3Cy15¾",25½"&41 3/16"–29½" 92NHP StettinerOderwerke		G
86307 DJPO	**Wilhelm Traber** Sub.Sig. D.F. E.S.D. GyC. 1*Dk* *CruiserStern*	3093 2496 1600					1935	Flensburgr Schiffsb.Ges. Flensburg	W.Traber&Co.	310·7 P21'Q48'B56'F29'	48·8	21·1	Hamburg German *WB*	C.4Cy.(2)18 11/16"&(2)39⅜" –39⅜" 163NHP A.Borsig,G.m.b.H. Berlin-Tegel		C
189/40 86308	**Wilhelmina** *ss*S.Fo.2ndNo.3–7,40 *Well deck* ~~*ss*S.Fo.No.3–10,32~~ *Mchy.Aft* ~~*ss*S.Fo.No.2–31~~ *Ref.Mchy.* *2Dks(Stl)&Webframes* *Lower dk(Stl)in fore hold* ~~*Fitted for oil fuel*~~	6725 5623 4212	✠100A1 7,40 ✠LMC7,40 *Fitted for oil fuel* 12,09 *F.P.above* 150°F.	SFo	*b*†	CL 6,40	1909 12mo	NwprtNws S.B.&D.D.Co. Newprt News A&CP	Lochinver.Ld. (Douglas& Ramsey,*Mgrs.*) *Cell DBa56' u*	426·1 P&B310'F50' FK *E&B78'f*143'962*t M*	54·1	33·5	Glasgow British 7*BH*~~*Cem*~~ *Asp* *T*78'1110*t D*	T.4Cy 35",58"&(2)69"–60" 190lb (*s*) 976NHP 6SB,*24cf*,GS468,HS17070 NewportNewsSB.&DD.Co *Tf*65'913*tFPT*86*tAPT*100*t*	33 " 6	
86309 7581 SHCN	— (*ex*Gerania–40, *ex*AnastassiosA. *ss*Gfl.3rdNo.3–6,33 Syrmas,*ex*Antinoe, *ss*Skm.No.1–38 *ex*Rossetti) 1*Dk(ptStl ptIrn)&* *Webframes&pt Awng dk(Irn)* *Cargo battens not fitted*	*2147* *1505* *1311*	✠100A1 *pt Awng dk* *withfreeboard* 1,40 ✠LMC MS9,37 BS1,40	Ant	*r*	CL 7,37	1894 8mo	JLThompson&Sons,Ld Sunderland A&CP	RederiA/B Fredrika(Erik Högberg,*Mgr.*) *CellDBa84'f*	280·0 P24'Q80' FK *pt Awng dk*174' 108'327*t*	39·0	17·3	Stockholm Swedish 6*BHCem* *APT*20*t*	T.3Cy.21½",35"&58"–39"(*s*) 160lb 220NHP 2SB,*6cf*.GS108,HS3443 J.Dickinson,Sunderland	19 " 8 s " 10½ 18 " 11½	
86310 717 OHFP	**Wilke** (*ex*Relillio–32) *ss*Hfs.2ndNo.3–2,33 *ss*Cpn.No.1–37 1*Dk(ptIrnptStl)&deep framing* *Cargo battens not fitted*	2598 2255 1506	✠100A1 4,40 ✠LMC MS6,37 BS1,40	Got	*s*	CL 6,37	1909 6mo	R.Thompson&Sons,Ld Sunderland *Lloyd*'*sA&CP*	RederiA/BErgo (A.Willamo, *Mgr.*) *CellDBa90'*	298·8 289·5 300·0(O.L.) B74'F29' FK *uE&B*36'*f*116' 669*t*	46·0	19·5	Helsingfrs *Brändö* Finnish 5*BHCem* *APT*163*t*	T.3Cy.21½",36"&59"–39" (*s*) 180lb 237NHP 2SB,*6pf*,GS92,HS3664 N.E.MarineEng.Co.Ld.Sld	22 " 0 s 3 " 4½ 18 " 10	
100/40 86311 148837 GCFD	**Willamette Valley** (*ex*WestLynn) *OilEng.* D.F. 1*Dk&Shelterdk*	4724 4318 2860					1928	Napier& Miller,Ld. Glasgow	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. *Mgrs.*)	401·1 F41'	54·2	25·8	Bideford British *WB*	Oil Engines 4S.C.SA 6Cy.29½"–59 1/16" 488NHP J.G.Kincaid&Co.Ld.Grk.		C
86312 214976 KLDF	**Willapa** (*ex*FlorenceOlson) Wood *Fitted for oil fuel* 1*Dk*	1185 — 604					1917	Kruse& Banks Marshfield	~~Wood&Hart,Inc.~~ W.H.Wood	213·7	42·0	16·6	S.Frncisco Utd.States	T.3Cy.13½",23"&40"–30" 88NHP UnionIronWorks,S.Fo.		
86313 PIQE	**Willemsplein** (*ex*Morus, *ex*Valdura) *ss*Rot.2ndNo.3–7,35 1*Dk(Stl)&Spardk(Stl)* *&deep framing* *ss*Rot.No.1-40	5489 5168 3445	✠100A1 *Spardk* 4,41 ~~BS9,3~~ ✠LMC~~7,35~~ BS11,40 9,39	Rot Phl	*z*	CL ~~9,37~~ ~~6,40~~ ~~11,40~~ 12,40	1910 2mo	Russell& Co. Pt.Glasgow *Lloyd*'*sA&CP* *CellDBa137'u*	N.V.Scheepvaart Maats"Millingen" (G.A.Spliethoff, *Mgr.*) *E*24'*f*178'1227*tDT*	414·3 P43'B119'F41' FK *a*35'1034*tAPT*34*t*	56·0	28·0	Rottrdam Dutch *Cem* 4*BHtoSp dk* 2 ,, ,, *M* ,,	T.3Cy.27",45"&74"–51" (*r*) 180lb 538NHP 3SB,*9cf*,GS172,HS7890 FD Rankin&Blackmore,Grk.	30 " 6 s 5 " 11½ 24 " 9	
86314 148530 GKYC	**Willesden** (*ex*Antinous–33) *ss*Shl.No.3–1,38 D.F. 1*Dk(Stl)&* E.S.D. *Shelter dk(Stl)* *Tonnage opening closed* '11(*W.E.*)	4563 4318 2851	✠100A1 *withfreeboard* ~~12,39~~ 12,40 ~~BS6,39~~ ✠LMC5,37 12,40	Shl Bkn	*z*	CL ~~12,39~~ 12,40	1925 1mo	Workman, Clark&Co.Ld Belfast *Lloyd*'*sA&CP*	WattsShippingCo. Ld.(Watts,Watts &Co.Ld.*Mgrs.*) *CellDB*	401·6 416·7(O.L.) F42' FK 348'960*tAPT*125*t*	54·3	25·3	London British 6*BHCem* (*Coll to Sh dk* 5 ,, *2nd* ,,)	T.3Cy.26",42"&71"–48" (*s*) 180lb 423NHP 3SB(Spt)*9cf*,GS190,HS7146 Wrkman,Clark&Co.Ld Bel	36 " 9 s10 " 10½ 26 " 0¾	
86315 77 OHKY	**William** Iron 1*Dk2trB*	326 275 164					1884	W.Lindbergs Aktieb. Stockholm	RederiA/B North Baltic(John Lindblom,*Mgr.*)	128·2 B29'H8*t*	23·0	13·1	Abo Finnish *WB*	C.2Cy.16"&31"–21" NB97 37NHP R.Thelander,Stockholm		
86316 237395 WNXO	**William A. Irvin** D.F. GyC. *Mchy.Aft* 1*Dk* *Longitudinal framing at bottom & at deck*	8240 — 6072					1938	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	593·2 F48'	60·0	28·2	Dul'th,Min Utd.States *WB*	DR geared steam turbine 383NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
86317 214234 WTMB	**William A. McGonagle** *Mchy.Aft* ~~*ss*Clv.No.3–38~~ GyC. 1*Dk(Stl)&Webframes* *ss*Cgo.No.4–1,41 *Longitudinalframing*	7811 7381 6006	✠100A– 2,40 ~~BS2,40~~ ✠LMC~~2,40~~ 3,41 *For Service on the Great Lakes*	Clv			1916 7mo	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co. *CellDBuE&B55'f* *& in Hopper side tanks* 479'8494*t FPT*	580·0 F53' FK	60·0	27·9	D'luth,Min Utd.States 3*BHCem* 299*tAPT*59*t*	T.3Cy.24½",40"&65"–42"(*s*) 180lb 414NHP 3SB,*6cf*,GS137,HS6405 FD Gt.LakesEng.Wks.Detroit	32 " 0 s 10 " 4 21 " 10½	
86318 214583 WJCZ	**William A. McKenney** *ss*N.Yk.No.3–10,28 D.F. *ss*Bal.No.1–33 *Fitted for oil fuel* 2*Dks(Stl)*	6153 — 3763	✠ ... 8,37 ✠	Bal	*z*		1916 11mo	NwprtNws S.B.&D.D.Co. NewprtNews	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *CellDB*	395·0 P27'B117'F37' FK 326'1711*tFPT*316*t*	55·1	31·0	Boston Utd.States 6*BHCem* *APT*334*t*	T3Cy.25½",41½"&72"–48" 467NHP 3SB,*12cf*,GS240.HS8235 NewportNewsSB&DD.Co.	34 " 6	R †
86319 202305 KDXZ	**William A. Paine** *Mchy.Aft* D.F. GyC. 1*Dk*	5798 — 4435					1905	American S.B.Co. Cleveland,O.	PioneerS.S.Co. (Hutchinson&Co. *Mgrs.*)	480·0	52·0	30·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.22½",36"&60"–42" 233NHP AmericanSB.Co.Cleveland		R
86320 225045 KFXG	**William A. Reiss** (*ex*JohnA.Topping–35) D.F. GyC. *Mchy.Aft* 1*Dk*	8345 — 6553					1925	Gt.Lakes Eng.Works RiverRouge Mich.	ReissS.S.Co.	601·6	62·0	27·8	Wilmgton (Del.) *WB* Utd.States	Q4Cy24 7/16",31",46½"&68" –42" 300NHP Gt.LakesEng.Wks.Detroit		R
171/40 86321 204121 WNTX	**William B. Davock** Sub.Sig. D.F. GyC. 1*Dk*	4220 — 2971					1907	Gt.Lakes Eng.Works St.Clair,Mich	InterlakeS.S.Co. (Pickands,Mather &Co.*Mgrs.*)	420·0	52·0	23·0	Wilmgton (Del.) *WB* Utd.States	T.3Cy.21",34½"&57"–42" 211NHP Gt.LakesEng.Works		R
86322 207981 WTMD	**William B. Dickson** *Mchy.Aft* Sub.Sig. D.F. GyC. 1*Dk*	7869 — 6271					1910	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co.	580·0 F45'	58·2	33·2	D'luth.Min Utd.States *WB*	T.3Cy.24",38"&65 1/16"–42" 275NHP Gt.LakesEng.Wks.Detroit		R

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
86323 116732	**William B. Pilkey** (*ex*SirWilliam Siemens) Sub.Sig. *Mchy.Aft* 1*Dk2trB*	3886 — 3293					1896	GlobeIron WorksCo. Cleveland,O.	ColumbiaTransportationCo.(John T.Kelly, *Mgr.*)	413·2	48·0	24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23",41"&66"–42" NB08 282NHP GlobeI.W.Co.Cleveland,O		R
86324 207252 WTOF	**William B. Schiller** Sub.Sig. D.F. GyC. *Mchy.Aft* 1*Dk*	7521 — 5819					1909	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	580·0	58·0	32·0 *WB*	D'luth,Min Utd.States	T.3Cy.24",39"&65"–42" 274NHP AmericanS.B.Co.Lorain,O		R
* 86325	**William Blumer** *ss*Shl.No.3–7,33 *ss*Sfj.No.1–37 1*Dk*(*Stl*)	3604 3310 2176	✠100A1 12,37 BS3,39	PNl ✠LMC5,37	*w*	CL 5,37	1920 8mo *Lloyd*'*sA&CP*	J.Blumer &Co.Ld. Sunderland	SkibsA/SDrafn (Pehrson&Wessel) *CellL*	356·3 P35'B221'F30' FK *B* 312'802*t FPT*67*t*	48·7	23·8	Drammen Norwegian 6*BHCem* *APT*109*t*	T.3Cy.25$\frac{1}{16}$",42"&68"–45"(*s*) 200lb 365NHP 2SB,6*cf*,GS139,HS5751 J.Dickinson&Sons,Ld.Sld.	25″11	
86326 221508 KDHS	**Wm. Boyce Thompson** *ss*Mob.No.3–9.33 *ss*N.Os.No.1–37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. Sub.Sig. *Longitudinal framing*	7061 6422 4350	✠100A1 ~~7,40~~ ~~12,39~~ 12,40 ~~BS12,39~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	NOs BS12,40 ✠LMC3,37	*b*†	CL ~~1,38~~ 12,40	1921 7mo	Bethlehem S.B.Corp.Ld. Quincy,Mass. A&CP	SinclairRefining Co.Inc. *CellDBuE&B* 32'200*tDTf*40'588	430·3 P134'B37'F40' FK *tFPT*228*tAPT*72*t*	59·3	33·2	NewYork Utd.States 17*BHptCem* (12 *to U dk* 5 ,, 2*nd* ,,)	T.3Cy.26½",44"&74"–51"(*s*) 200lb 586NHP 3SB,9*cf*,HS8829 FD BethlehemS.B.Corp.Ld.	33″3 s6″8¼ 26″10	
86327 217513 WTOU	**William C. Atwater** (*ex*Coulee) *Mchy.Aft* D.F. GyC. 1*Dk*	2450 1855 1485					1919	Gt.Lakes Eng.Works Ecorse,Mich.	FallRiverNav.Co.	253·4 P115'F25'	43·7	24·5	FallRiver Utd.States *WB*	T.3Cy.21",34½"&57"–42" 211NHP Gt.LakesEng.Wks.Detroit		R
86328 148851	**William C. Warren** *Mchy.Aft* 1*Dk*	1745 1594 1233					1925	Napier& Miller,Ld. Glasgow	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	253·1 F36'	43·2	17·9	S Cathrnes Ont. British *WB*	T.3Cy.17",28½"&47"–33" 127NHP D.Rowan&Co.Ld.Glasgow		C
86329 161303 MPNW	**William Cash**) Wireless *ss*Shl.No.2–38 *Well deck* 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	1186 891 681	✠100A1 ~~6,40~~ ~~11,39~~ 6,41 BS~~12,39~~ 8,40	Nwc ~~Lon~~ Sld ✠LMC9,38	*n*	CL 11,39	1929 9mo *Lloyd*'*sA&CP*	Hawthorn, Leslie&Co.Ld Newcastle	StephensonClarke &AssociatedCompanies,Ld. *CellDBuE*20'	225·5 235·0(O.L.) Q127'B14'F24' FK *f*146'320*t FPT*125*t*	36·1	14·0	London British 4*BHCem* *APT*24*t*	T.3Cy.17",28"&46"–30" (*s*) 180lb *100lb* 137NHP 1SB,3*cf*,GS55,HS2260 N.E.MarineEng.Co.Ld.Sld	16″0 s5″0 14″7	
86330 212197 WCVB	**William D. Crawford** *Mchy.Aft* 1*Dk*&*Web frames* D.F. GyC. *Longitudinal framing*	6385 — 4899	✠ … 2,19	✠			1914 5mo	American S.B.Co. Lorain,O.	VirginiaS.S.Co. (M.A.HannaCo. *Mgrs.*)	504·0 F44 FK	54·0	30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.23½",37"&63"–42" 388NHP AmericanS.B.Co.Lorain,O.	30″0	R †
86331 220841 KLIZ	**Wm. Donovan** WoodTwinSc (*ex*Kirketind) *OilEng.* *Mchy.Aft* 2*Dks*	2205 1914 1621					1919	ElliottBay S.B.Co. Seattle,Wash	R.C.Porter	243·8 P50'F35'	47·3	24·3	S.Frncisco Utd.States	Oil Engines 4S.C.SA 16Cy.12$\frac{15}{16}$"–18" 261NHP WintonEng.Works Cleveland,O.		
86332 202296	**William E. Corey** *Mchy.Aft* Sub.Sig. D.F. GyC. 1*Dk*	6363 — 5045					1905	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	557·8	56·0	26·5	D'luth,Min Utd.States *WB*	T.3Cy.24",39"&65"–42" NB37 274NHP AmericanSB.Co.Cleveland		R
86333 81702	**William Edenborn** *Mchy.Aft* GyC. 1*Dk2trB*	5186 — 4127					1900	WestBay CityS.B.Co. W.BayCity	PittsburghS.S.Co.	478·0 Q72'B47'F30'	52·0	25·1	D'luth,Min Utd.States *WB*	Q.4Cy.16½",25½",38½"&60"–40" 228NHP AmericanSB.Co.Cleveland		
86334 81807	**William F. Fitch** *Mchy.Aft* GyC. 1*Dk2trB*	3629 — 2632					1902	Detroit S.B.Co. Wyandotte	Detroit&Cleveland S.S.Co.	346·0	48·0	28·0	Detroit Utd.States *WB*	T.3Cy.22",35"&58"–42" 218NHP DetroitS.B.Co.Detroit		R
86335 221354 KDSR	**William F. Humphrey** 3Mst (*ex*AxtellJ.Byles, *ss*N.Yk.No.1–25 *ex*Agwibay) 2*Dks*&*Shelter dk* D.F. *Mchy.Aft* *Longitudinal framing* Sub.Sig. *Fitted for oil fuel* *Carrying Petroleum in bulk*	7983 7632 4938	✠ … 6,27	✠			1921 6mo	Bethlehem S.B.Corp.Ld. Quincy,Mass.	TideWater AssociatedOilCo.	468·3	62·7	32·0 FK	Wilmgton (Del.) Utd.States *WB*	Q.4Cy.24",35",51"&75"–51" 636NHP BethlehemS.B.Corp.Ld.	32″0	R †
86336 205017 WDIT	**William F. Stifel** (*ex*Normania) *Mchy.Aft* D.F. 1*Dk*	4871 — 3705					1908	Gt.Lakes Eng.Works St.Clair	ColumbiaTransportationCo.(John T.Kelly, *Mgr.*)	420·0	52·0	24·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.21",34½"&57"–42" GreatLakes 211NHP Eng.Works,Detroit		R
86337 228886 WOYV	**William G. Clyde** GyC. D.F. *Mchy.Aft* 1*Dk*	7918 — 6157					1929	American S.B.Co. Lorain,O	PittsburghS.S.Co.	587·2	60·2	27·4	D'luth,Min Utd.States *WB*	T.3Cy.24$\frac{9}{16}$",41"&65$\frac{5}{8}$"–42" 279NHP AmericanS.B.Co.Lorain,O.		R
86338 224850 WADJ	**William G. Mather** D.F. GyC. *Mchy.Aft* 1*Dk*	8662 — 6810					1925	Gt.Lakes Eng.Works RiverRouge, Mich.	ClevelandCliffsS.S Co.(Cleveland CliffsIronCo. *Mgrs.*)	601·0	62·0	27·7	Wilmgton (Del.) Utd.States	Q.4Cy.21",31½",46"&68"–42" 300NHP GreatLakesEng.Works, Detroit		R
86339 214684 WSCD	**Wm. G. Warden** TwinSc3Mst *ss*N.Yk.No.3–4,29 *ss*NYk.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter* D.F. GyC. *dk*(*Stl*)&*Webframes* *Longitudinal framing*	9114 7561 5686	✠100A1 *Shelter dk withfreeboard* ~~6,40~~ ~~11,39~~ 1,41 ~~BS5,39~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,17 *F.P. above* 150° F.	Bal ~~NYk~~ Gal BS6,40 ✠LMC4,37	*f*†	CL 5,39	1917 1mo	NwprtNws S.B.&D.D.Co. NewprtNews A&CP	StandardOilCo. ofNewJersey *CellDBuE&B*59' *f*17'71*tDTf*54'673*t*	500·0 184*t* FK *FPT*243*tAPT*127*t*	68·2	35·5	Wilmgton (Del.) Utd.States 19*BHptCem* (15 *to U dk* 4 ,, 2*nd* ,,)	T.6Cy.20½",35"&60"–42" 200lb (*s*) 628NHP 3SB,12*cf*,GS213,HS8700 FD NewportNewsSB&DD.Co.	38″3 s10″0½ 28″6	
86340 147764 VCNM	**William H. Daniels** 1*Dk* *Mchy.Aft*	1772 1616 1195					1923	Furness S.B.Co.Ld. HavertonHill -on-Tees	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, *Mgr.*)	252·5 F34'	43·3	17·8	S Cathrnes Ont. British *WB*	T.3Cy.16",27"&44"–33" 183NHP MacColl&Pollock,Ld.Sld.		C
86341 212354 WNMU	**William H. Donner** D.F. GyC. 1*Dk*&*Webframes* *Mchy.Aft* *Longitudinal framing*	6311 — 4843	✠ … 7,19	✠			1914 7mo	Gt.Lakes Eng.Wrks. Ashtabula	MahoningS.S.Co. (Bethlehem Transpn.Corp. *Mgrs.*)	504·0 F43'	54·0	30·0 FK	Wilmgton (Del.) Utd.States *WB*	T.3Cy.23½",38"&63"–42" 388NHP GtLakesEngWrks,Detroit	30″0	R †
86342 213859 KEGC	**William H. Machen** (*ex*Bristol) *ss*Bos.No.3–6,31 *ss*Bos.No.2–39 D.F. Sub Sig. 1*Dk*(*Stl*) *Mchy.Aft* *Cargo battens not fitted*	3922 3556 2454	100A1 ~~5,40~~ ~~5,39~~ ~~1,40~~ 4,41 BS~~5,40~~ 4,41	Bos LMC5,39	*w*	CL 5,39	1916 2mo	NewYork S.B.Co. Camden,N.J.	PocahontasS.S.Co. *Cell DBuE&B*41'*f*251'	359·5 P77'B17'F34' FK 1513*tDT*306*t FPT*	49·2	25·6	Wilmgton (Del.) Utd.States 8*BHCem* 306*tAPT*62*t*	T.3Cy.23¼",37½"&67"–45" 190lb (*r*) 390NHP 2SB,6*cf*,GS128,HS5406 NewYorkSBCo.CamdnNJ	30″0	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. / Numero Officiel. / Signaux	2, 3 Nom du Navire. Matériaux, Gréement, etc. / *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où cote, si ce n'est dans le L.R. Durée Cert. Ref. Trade
86343 205180 WTRA	**William H. Wolf** *Mchy.Aft* D.F. 1*Dk*	6281 — 4767					1908	American S.B.Co. Lorain,O.	GartlandS.S.Co. (D.Sullivan&Co. *Mgrs.*)	504·0	54·0	30·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.22½″,36″&60″–42″ American 233NHP S.B.Co.Cleveland,O.		R
86344 LKFB	**William Hansen** Wireless *Fitted for oil fuel* 1*Dk*& *Shelter dk* *CruiserStern*	1344 1104 748					1939	Nylands Verksted Oslo	AkselMolvigs RederiA/S(Aksel Molvig,*Mgr.*)	250·9	41·3	14·8	Oslo Norwegian *WB*	C.2Cy.16¾″&33 7⁄16″–33 7⁄16″& LPturbine withDR gearing & hydraulic coupling 54NHP NylandsVerksted,Oslo		N
86345 204417 WTME	**William J. Filbert** (*ex*WilliamM. Mills) *Mchy.Aft* Sub.Sig. D.F. GyC. 1*Dk*	7699 — 6376					1907	American S.B.Co. Lorain,O.	PittsburghS.S.Co.	585·0	60·2	24·4	Dluth,Min Utd.States *WB*	T.3Cy.22½″,37½″&65″–42″ NB35 274NHP AmericanSB.Co.Cleveland		R
86346 207790 WTMF	**William J. Olcott** Sub.Sig. D.F. *Mchy.Aft* GyC. 1*Dk*	7568 — 5712					1910	Gt.Lakes Eng.Works Ecorse,Mich.	Pittsburgh S.S.Co.	580·0 F45′	58·2	33·2	Dluth,Min Utd.States *WB*	T.3Cy.24″,38″&65″–42″ 274NHP Gt.LakesE.Works,Detroit		R
86347 220634 KJUF	**William L. Thompson** Ⓟ (*ex*PacificSpruce–39, *Fitted for oil fuel* *ex*WestCanon) 2*Dks* *CarryingPetroleum in bulk*	6203 — 4658					1920	Western Pipe&Steel Co.S Frncisco	ThompsonSalmon Corp.	410·5 P &B.260′F46′	54·2	27·2	Astoria Utd.States *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP JoshuaHendyCo.S.Fo.		R
86348 215709 WJFE	**William Luckenbach** Ⓟ (*ex*Rappahannock–34, *ex*Pommern) *ss*Sea.2ndNo.3–8,34 *ss*Sea.No.1–38 2*Dks*& *Shelter dk* Sub.Sig. D.F. GyC.	6939 6179 4012	100A1 *withfreeboard* ~~8,40~~ ~~4,40~~ 10,40 MS8,38 ✠NB(2*fwd.*)*made*18*refitted*34 *Fitted for oil fuel* 8,34 *F.P. above* 150° F.	Bos ~~Sea~~ SFo LMC BS~~5,39~~4,40	*d*†	CL ~~9,37~~ 8,40	1913	Bremer Vulkan Vegesack	LuckenbachS.S. Co.Inc. *Cell DB*411′1604*t* *'Tween dk tanks* 256*t FPT*87*t APT*37*t*	471·7	59·2	29·0 FK	NewYork Utd.States 8*BHCem* (*Coll to Sh dk* 7 „ *2nd* „)	T.3Cy32½″,52 13⁄16″&86¾″–55⅛″ 220lb (*s*) 890NHP NB(3*aft*)17 FD 5SB,15*cf*,GS270,HS13125 BremerVulkan,Vegesack	31 ″ 8 s5 ″ 0 26 ″ 10½	
86349 130901	**William M. Connelly** (*ex*Neptune–37) 1*Dk*2*trB* Sub.Sig. D.F. GyC. *Mchy.Aft*	3717 — 2773					1901	American S.B.Co. Lorain,O.	DoloresS.S.Co.Inc.	346·0	48·0	28·0	Buffalo Utd.States *WB*	T.3Cy.22″,35″&58″–42″ 218NHP AmericanS.B.CoCleveland		R
86350 144821 VJLB	**William McArthur** *ss*Syd.No.3–9,37 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck Cargobattens not fitted*	2393 1790 1296	✠100A1 ~~5,40~~ ~~12,39~~ 3,41 BS~~12,39~~ 11,40	Syd ~~NSW~~ ✠LMC9,37	*s*	CL ~~9,37~~ N3,41	1924 8mo *Lloyd*'*sA&CP*	J.Lewis& Sons,Ld. Aberdeen	R.W.Miller&Co. Pty.Ld. *CellDB*240′608*tD*	284·0 Q186′B18′F34′ *Tf*10′ 275*t FPT*110*t*	40·6	19·1 FK	Melbourne British 5*BHCem* *APT*75*t*	T.3Cy.21″,34″&56″–39″ (*s*) 180lb 270NHP 2SB,6*cf*,GS132,HS4958 JohnLewis&Sons,Ld.Abn.	21 ″ 3 s5 ″ 10½ 19 ″ 6½	
86351 226176 WPBB	**William McLauchlan** D.F. GyC. *Mchy.Aft* 1*Dk pt Longitudinal framing*	8024 — 6314					1926	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands,Mather &Co. *Mgrs.*)	586·0	60·0	28·0 *WB*	Wilmgton (Del.) Utd.States	T.3Cy.24½″,41″&65″–42″ 274NHP AmericanS.B.Co.Lorain,O.		R
86352 217126 WFOO	**William N. Page** *ss*Bal.No.3–6,30 *ss*Bal.No.2–38 1*Dk*(*Stl*)& *Web frames* D.F. *Cargobattens not fitted*	5438 4795 3339	✠100A1 6,40 ~~7,39~~ BS~~7,39~~ 6,40	Bal ✠LMC8,38	*y*	CL ~~N9,37~~ 6,40	1918 12mo A&CP	NewYork S.B.Corp. Camden,N.J.	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*)	368·6 P27′B72′F31′ *CellDB*320′ 1832*t FPT*220*t*	55·2	35·0 FK	Boston Utd.States 9*BHCem* *APT*201*t*	T.3Cy.25″,41½″&70″–46″(*r*) 195lb 463NHP 3SB,9*cf*,GS155,HS6624 FD NewYorkSBCo.CamdnNJ	34 ″ 5 s7 ″ 10 27 ″ 0	
86353 81804	**William Nottingham** *Mchy.Aft* D.F. 1*Dk*2*trB*	4234 — 3070					1902	Buffalo DryDockCo. Buffalo	Great LakesS.S.Co Inc.	376·5	50·0	29·0 *WB*	Oswego, N.Y. Utd.States	T.3Cy.22″,35″&58″–40″ NB23 218NHP AmericanS.B.Co.Clevelnd		R
86354 216311	**William P. Cowan** *ss*Cgo.No.3–36 GyC. 1*Dk*(*Stl*)& *Web frames* *Mchy.Aft Longitudinal framing*	5429 5063 3962	✠100A1 4,36 ~~BS3,39~~ *ForService on the Great Lakes* *Carrying Petroleum in bulk* *Fitted for oil fuel* 6,18 *F.P. above* 150° F.	Cgo BS2,41 ✠LMC4,36		N8,31	1918 6mo A&CP	American S.B.Co. Lorain,O.	StandardOilCo. (Indiana) *CellDB*374′1803*t FPT* 193*t*	420·0 F62′	55·0	28·0 FK	Chicago Utd.States 14*BH* *APT*53*t*	T.3Cy.25½″,41″&67″–42″(*r*) 185lb 444NHP 3SB,6*cf*,GS147,HS6840 FD AmericanS.B.Co.LorainO.	28 ″ 0 s5 ″ 4 22 ″ 11½	
86355 208157 WTMG	**William P. Palmer** Sub.Sig. *ss*Clv.No.4–12,34 D.F. GyC. 1*Dk*(*Stl*)&*Web frames* *Mchy.Aft Longitudinal framing*	7602 — 5746	✠100A– 5,40 ~~4,37~~ BS~~3,40~~ 3,41 *ForService on the Great Lakes*	Clv Cgo LMC12,34		N3,37	1910 12mo	Gt.Lakes Eng.Works Ecorse,Mich.	PittsburghS.S.Co. *CellDBu E&B*64′ *f & in Hopper side tanks*	580·0 F53′	58·2	33·2 FK	D'luth,Min Utd.States 4*BH*	T.3Cy.24″,38″&65″–42″ (*s*) 170lb 404NHP 2SB,6*cf*,GS132,HS6285 FD GtLakesEngWrks,Detroit 470′7770*tFPT*286*tAPT*60*t*	32 ″ 0 s11 ″ 0½ 21 ″ 2	
86356 209662 WOLZ	**William P. Snyder, Jr.** *Mchy.Aft* D.F. GyC. 1*Dk*	8603 — 6650					1912	Gt.Lakes Eng.Works Ecorse,Mich	Shenango Furnace Co.	590·0 F56′	64·0	34·2 *WB*	Pitsburgh, Pa. Utd.States	Q.4Cy22¾″,33¼″48″&69″–42″ 309NHP GtLakesEngWrks,Detroit		R
86357 220678 KLJA	**William Penn** TwinSc *CarryingPetroleum in bulk* *OilEng.* 1*Dk*& *Shelter dk*&*2nd dk* Sub.Sig. *forward Web frames* *Longitudinal framing*	8447 7031 5369	✠ … 7,21	✠			1921 3mo	Pusey& JonesCo. Gloucester City,N.J Converted into a tanker '40	~~UnitedStates Maritime Commission~~ NationalBulk Carriers,Inc.	439·6 P41′B134′F46′*on Shelter dk*	60·2	33·7	NewYork Utd.States *WB*	Oil Engines 4S.C.SA 12Cy.29⅛″–45¼″ 987NHP Akt.Burmeister&WainCpn	36 ″ 8	R †
86358 ~~81387~~	**William R. Linn** Now "L.S. Wescoat," *see No.* 88907 *in Supplement* *Mchy.Aft* 1*Dk*2*trB*	3878 — 3137					1898	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	400·0	48·3	23·9	D'luth,Min Utd.States *WB*	Q.4Cy.19″,27½″,40″&58″–42″ NB24 218NHP ChicagoS.B.Co.Chicago		
86359 221675 XDVI	**William Rockefeller** TwinSc *Fitted for oil fuel* D.F. GyC. 3*Dks* *Mchy.Aft Longitudinal framing* *CarryingPetroleum in bulk*	14054 — 8790					1921	NwprtNws S.B.&D.DCo. NewportNws	StandardOilCo.of NewJersey	554·9	75·3	43·0	Wilmgton (Del.) Utd. States *WB*	T.3Cy.28″,39″&68″–45″ 621NHP NewportNews SB&DD.Co.		R
86360 160713 MPDV	**William Schupp** *Mchy.Aft* 1*Dk*	1779 1595 1285					1928	Furness S.B.Co.Ld. Haverton Hill-on-Tees	UnionTransitCo. Ld.(J.B.Foote, *Mgr.*)	252·5 F34′	43·2	17·8	Middlsbro' British *WB*	T.3Cy.16″,27″&44″–33″ 111NHP Earle'sCo.Ld.Hull		C
86361 LDRS	**William Strachan** *OilEng.* *ss*Rot.No.1–38 2*Dks*(*Stl*)& *Web frames* *Mchy.Aft Longitudinal framing* D.F. *Special Surveys to date from* 6,33	6157 5716 3650	✠100A1 5,41 ~~2,40~~ ~~DBS2,40~~ *Carrying Petroleum in bulk* DBS2,41	Sba ✠LMC2,38	*z*	CL ~~N2,38~~ 4,41	1931 1mo *Lloyd*'*sA&CP*	Workman Clark(1928) Ld. Belfast	Oppen&Sorensen's TankrederiA/S *CellDBuE*58′744*t*	407·5 P98′B34′F38′ 142*tDTf*41′ *FPT*132*tAPT*62*t*	55·2	33·6 FK	Oslo Norwegian 15*BHptCem* (10 *to U dk* 5 „ *2nd* „)	Oil Engines 2S.C.SA 5Cy.26¾″–47¼″ 623NHP 2DB*150lb* WorkmanClark(1928)Ld.	33 ″ 6	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not L.R. Date of B. of Trade Cert.
✱ 86362 OXND	**Wm. Th. Malling** ssAbg.2ndNo.3-5,39 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) D.F. *Cargo battens not fitted*	1934 1456 1125	✠100A1 5,39 ✠LMC5,39	Abg	*q*	OG 3,38	1913 11mo *Lloyd*'*sA&CP*	Kjöbnhvns Flydk.&Skbs. Copenhagen *CellDB u E20'f183'500tFPT100tAPT18t Deck tank aft & deck tank fwd 58t*	DetDanske Kulkompagni	262·6 | 39·2 | 17·0 272·2(O.L.) Q157'F29' FK	Copnhagn Danish 4*BHCem*	T.3Cy.20″,32″&53″-36″ (*s*) 185lb 194NHP 2SB,6*cf*,GS90,HS3080 KjbnhavnsFlydk.&Skbsv.	19 ″ 9 s 5 ″ 8¾ 18 ″ 4	
86363 161406 GSJW	**William Wilberforce** *OilEng.* *Ref.Mchy.* 3*Dks*	5004 4514 3032					1930	D&WHendersn&Co.Ld Glasgow	ElderDempster Lines,Ld.	370·2 | 51·7 | 20·1 P37'F43' 28·8	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29⅛″-59$\frac{1}{16}$″ 652NHP Harland&Wolff,Ld.Gls.		C
86364 165593 GFFL	**Williamstown** *OilEng.* Wireless *Mchy.Aft* 1*Dk* *CruiserStern*	793 549 447	✠100A1 ~~10,40~~ ~~1,40~~ 5,41 ✠LMC10,37 ✠LMC(M)1,40	Goo ~~Sws~~ Cff	*j*	CL 1,40	1937 10mo *Lloyd*'*sA&CP*	NVSchpsw Gebrv/dWerf Deest	W.A.Wilson *CellDB125'185tFPT60tAPT40t*	191·9 | 29·1 | 12·0 198·8(O.L.) P43'Q81'F21 FK	London British 4*BHCem*	Oil Engines 4S.C.SA 6Cy.14¾″-21⅝″ 127NHP Mtrn WerkeMannheimAG	13 ″ 6 s4 ″ 6¾ 13 ″ 0½	
86365 ~~217128~~ ~~KLDQ~~	**Willimantic** *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4857 4437 2992					1918	ToddD.D. &Constr.Co. Tacoma	~~UnitedStates Maritime Commission~~	379·4 | 53·0 | 27·0 380·2 P39'B102' F41'	~~Tacoma Wash.~~ ~~Utd.States~~ British *WB*	T.3Cy.24″,40″&70″-48″ 339NHP SeattleCnst.&D.D.Co.Sea.		R
86366 208397	**Willis L. King** *Mchy.Aft* D.F. 1*Dk*	7568 — 5712					1910	Gt.Lakes Eng.Works Ecorse,Mich.	InterstateS.S.Co.	580·0 | 58·2 | 33·2 F53'	D'luthMin Utd.States *WB*	T.3Cy.24″,38″&65″-42″ 274NHP GtLakesEngWrks,Detroit		R
86367 218088 KIGF	**Willmoto** (*ex*Seekonk) *OilEng.* *ss*N.Yk.No.3-4,31 *ss*Bal.No.1-35 2*Dks*(*Stl*)&*Web frames*	4999 4573 3115	✠100A~~1~~ 2,39 ✠NE23 ✠LMC CS3,37 DBS~~2,39~~8,40 4,36	Bal	~~*z*~~	CL ~~2,37~~ 4,40	1919 5mo ~~A&CP~~	American International S.B.Corp. HogIslandPa	SeekonkCorporation *CellDB279'1248tMT24'748tFPT144tAPT100t*	390·0 | 54·2 | 27·6 P39'B122'F43' FK	Philadlphia Utd.States 7*BHCem*	OilEngines 4S.C.SA 6Cy.29⅛″-59″ 488NHP NDB23 150*lb* WCramp&SnsS&EBCoPhl	32 ″ 0 ~~s 7 ″ 10~~ ~~24 ″ 4~~ s7 ″ 5½ 24 ″ 9	
86368 129053 GDTK	**Willodale** (*ex*Ightham,*ex*Braywood, *ex*Leversons) *ss*Shl.No.3-4,32 *Well deck* *ss*Npt.No.1-36 1*Dk*(*Stl*) *Cargo battens not fitted*	1777 1395 1096	✠100A1 3,39 BS~~12,39~~ ✠LMC6,36 5,41	Npt	*q*	CL 3,38	1909 11mo *Lloyd*'*sA&CP*	R.Thompson&Sons,Ld Sunderland	BromageShipping Co.Ld. *CellDBa80'uE&B35'f110'535tFPT36tAPT54t*	268·0 | 38·5 | 17·0 P20'Q84'B55'F26' FK	Cardiff British 4*BHCem*	T.3Cy.21″,34″&56″-36″ (*s*) 180lb 218NHP 2SB,6*rf*,GS100,HS3550 Blair&Co.Ld.Stockton	19 ″ 8 s2 ″ 0½ 17 ″ 10	
86369 165955 GRGX	**Willowbank** *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	5041 4631 3006	✠100A1 *withfreeboard* 8,39 ✠LMC1,39	Bkn	*a*†	CL	1939 1mo *Lloyd*'*sA&CP*	Wm.Doxford&SonsLd Sunderland *CellDB347'1174t MT29'1146tFPT133tAPT177t*	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	423·8 | 54·3 | 26·1 439·3(O.L.) FK	Glasgow British 7*BHptCem* (*Coll to Sh dk* 6 ,, 2*nd*,,)	Oil Engines 2S.C.SA 3Cy.22$\frac{1}{16}$″-85$\frac{1}{16}$″ 449NHP 2DB120*lb* Barclay,Curle&Co.Ld.Gls.	28 ″ 8 s3 ″ 4½ 25 ″ 6	
86370 LCKH	**Willy** (*ex*GoldShell) *ss*Bkn.No.3-9,28 *ss*H.Kg.No.2-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *Longitudinal framing*	5832 5310 3466	~~✠100A1~~ 2,40 ~~BS2,40~~ ~~✠LMC3,37~~ (*Reclassification Contemplated*) *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel*2,16	Sch	*z*	CL 1,40	1916 2mo	Harlan& Hollingsworth Cor. Wlmgtn,Del. A&CP	VictorJenssens RederiA/S (VictorJenssen, *Mgr.*) *CellDBuE&B74'199tDTf32'337tFPT114tAPT106t*	411·6 | 53·4 | 29·8 426·0(O.L.) P110'B29'F40' FK	Oslo Norwegian 16*BHptCem* (12 *to* *Udk* 4 ,, 2*nd*,,)	T.3Cy.27″,45″&74″-48″ (*s*) 180lb 550NHP 3SB,9*cf*,GS192,HS8332 FD Harlan&HollingswrthCor	31 ″ 0 ~~s 5 ″ 7¾~~ ~~25 ″ 7~~	
86371 DIFP	— (*ex*SailingVessel) *OilEng.* 1*Dk*	307 265 182					1907	C.Lühring Hammelwarden	J.A.Reinecke	125·6 | 28·0 | 9·2 H15'F17'	Hamburg German	Oil Engines 4S.C.SA 6Cy.8$\frac{7}{16}$″-14$\frac{3}{16}$″ 41NHP NE35 DeutscheWerke,KielA.G.		G
86372 SPAD	**Wilno** *ss*Gdy.No.3-2,36 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2018 1576 1121	✠100A1 Examined5,41 Shl BS5,41 LMC2,39	~~Mdb~~	*r*	~~2,39~~ N4,41	1926 12mo	Chant.Nav Français Caen *CellDBa&uE66'f107'405tDTsaft34'205tFPT77tAPT22t*	ZeglugaPolska S.A.(PolishS.S. AgencyLd.*Mgrs.*)	269·1 | 39·7 | 17·5 276·2(O.L.) P22'Q87'B50'F23' FK	Gdynia Polish 4*BHCem*	T3Cy18⅛″29$\frac{15}{16}$″&49$\frac{3}{16}$″-37$\frac{13}{16}$″ 185lb (*s*) 186NHP 2SB,4*cf*,GS95,HS3247 Etab.Nat.d'Indret,Indret	19 ″ 10 s1 ″ 11¾ 18 ″ 0¾	
86373 219401 WPAO	**Wilscox** *OilEng.* Sub.Sig. 2*Dks* GyC. *Longitudinal framing*	5861 — 3653					1919	O.Daniels Co. Tampa,Fla.	UnitedStates Maritime Commission	401·9 | 54·2 | 31·3 P34'B118'F38'	TampaFla Utd.States *WB*	Oil Engines 2S.C.DA 4Cy.27½″-47¼″ 1050NHP NE27 NewLondonS.&E.Co. Groton.Conn.		R
86374 222720 KLDQ	**Wilton** *Fitted for oil fuel* D.F. 2*Dks*	1827 — 1094					1923	Bethlehem S.B.Corp.Ld. Sparro'Pt.Md	EasternS.S.Lines Inc.	233·6 | 40·2 | 24·3	NwptNews Utd.States *WB*	T.3Cy.19″,32″&56″-36″ Hooven,Owens, 188NHP RentschlerCo.Hamilton,O		
86375 PIQM	**Wim** *OilEng.* 1*Dk* *Mchy.Aft* *Cargo battens not fitted* *CruiserStern*	477 366 260	✠100A1 6,40 ~~5,39~~ ✠LMC2,37 ✠LMC(M)5,39	Rot Sws	*g*	OG ~~5,39~~ 6,40	1937 2mo *Lloyd*'*sA&CP*	N.V.IndustrieeleMaats. "DeNoord" Alblasserdam	HollandscheZeereed(J.Vermaas' Scheepvaart Bedrijf,*Mgrs.*) *CellDB107' 140t FPT56tAPT9t*	160·5 | 26·4 | 10·3 169·0(O.L.) Q43'F23' FK	Rottrdam Dutch 3*BHptCem*	Oil Engines 4S.C.SA 6Cy.11″-17$\frac{11}{16}$″ 70NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	11 ″ 10 s1 ″ 1¾ 10 ″ 9	
86376 166330 GFFZ	**Wimbledon** Wireless Sub.Sig. 1*Dk* E.S.D. *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	1598 1208 932	✠100A1 *withfreeboard* ~~6,40~~ ~~7,39~~ 3,41 ✠LMC12,37	Shl	*p*	CL ~~7,39~~ ~~6,40~~ 3,41	1937 12mo *Lloyd*'*sA&CP*	BurntisIndS.B.Co.Ld. Burntisland	Wandsworth& DistrictGasCo. *CellDBuE14'f171'608t Decktank amidships58tFPTs147tAPT38t*	250·0 | 39·6 | 16·6 259·3(O.L.) Q151'B16'F26' FK	London British 4*BHCem*	T.3Cy.16½″,28″&47″-33″ 200lb (*s*) 198NHP 1SB,4*cf*,GS78,HS3000 FD Aitchison,Blair,Ld. Clydebank	18 ″ 6 s6 ″ 0¼ 16 ″ 7¾	
86377 149732 ~~VPCY~~ GMZX	**Winamac** (*ex*PulpitPoint-34) 3Mst *ss*Ams.No.3-3,39 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	8621 7957 5208	✠100A1 9,40 ~~1,40~~ BS8,40 ✠LMC3,39 *CarryingPetroleum in bulk F.P. above 150° F.* *Fitted for oil fuel*10,26	Gls Bry	*d*†	CL 2,39	1926 10mo *Lloyd*'*sA&CP*	Lithgows, Ld. PortGlasgow	Socony-Vacuum Transportation Co.Ld. *CellDBuE&B65'f35'318tFPT190tAPT130t*	460·0 | 62·8 | 36·4 P118'B43'F42' FK	London British 18*BHptCem*	T.3Cy.26½″,46″&79″-54″ (*s*) 220lb 666NHP 3SB,9*cf*,HS9300 FD D.Rowan&Co.Ld.Glasgow	36 ″ 6 s7 ″ 5½ 29 ″ 3½	
86378 162489 GTPZ	**Winchester Castle** Ⓟ TwinSc *Ref.Mchy.* *OilEng.* D.F. E.S.D. Sub.Sig. *CruiserStern* 4*Dks*	20012 14574 12189					1930	Harland& Wolff,Ld. Belfast	Union-CastleMail S.S.Co.Ld.	631·6 | 75·5 | 37·5 P59'B330'F108'	London British *WB*	Oil Engines 2S.C.DA 20Cy.24$\frac{7}{16}$″-55⅕″ 4100NHP NE38 Harland&Wolff,Ld.Bel.		BT till ~~12,40~~ 12,41
86379 216076 WJDK	**Wind Rush** (*ex*Westbrook) *Fitted for oil fuel* Sub.Sig. 2*Dks* D.F.	5586 — 3491	✠ ... 10,20 ✠NE6,19✠				1918 3mo	Columbia RiverSBCorp Portland,Or.	ShepardS.S.Co.	410·0 | 54·2 | 27·5 P47'B115'F44' FK	PortlndMe Utd.States *WB*	DR geared Steam Turbine 551NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †

✱ Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme auquel maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. Ref. Trade
86380 7543 SHIU	**Windar** (*ex*Figaro) 4Mst 1*Dk*	*1162* *981* *641*					1911	Fredrkstad Mek. Værks. Fredrikstad	RederiA/B Norrström (I.Jeansson, *Mgr.*)	227·6|36·1|15·4 P26′B59′H62′F16′	Stockholm Swedish *WB*	T.3Cy.16½″,27″&45½″-31″ 115NHP FredrikstadM.V.Frdstad.		N
86381 DJTH	**Windhuk** Ⓟ TwinSc D.F. E.S.D. *Fitted for oil fuel* GyC. Sub.Sig. 3*Dks* *Ref.Mchy.* *CruiserStern*	16662 12077 9580					1936	Blohm&Voss,K.a.A Hamburg	WoermannLinie A.G.	547·8|72·5|31·5 B&F426′ *Upper*B118′	Hamburg German *WB*	6SteamTurbinesSRgeared HS13778 4050NHP Blohm&Voss,K.a.A.Ham.		G
86382 216767 WFEE	**Winding Gulf** ssBal.No.3–7,30 ssBal.No.2–39 D.F. 1*Dk*(*Stl*)&*Webframes* *Cargo battens not fitted*	5438 4795 3339	✠100A1 ~~5,39~~10,40 BS~~10,39~~ ✠LMC11,37 10,40	Bal	*y*	CL 11,38	1918 8mo	NewYork S.B.Corp. Camden,N.J. A&CP	KoppersCoalCo. (MysticS.S.Co. *Mgrs.*) *Cell*	368·6|55·2|30·5 P27′B72′F31′ FK *DB*320′1832*t FPT*2	Boston Utd.States 7*BHCem* 20*t APT*201*t*	T.3Cy.24½″,41½″&70″-46″ 195lb (*r*) 462NHP 3SB,9*cf*,GS154,HS6624 FD NewYorkSBCor.CmdnNJ	34 ″ 5 s 7 ″ 3½ 27 ″ 4½	
86383 153116	**Windoc** (*ex*Hydrus,*ex*M.A.Hanna) *Mchy.Aft* Sub.Sig. 1*Dk*2*tr*B	4599 4229 3277					1899	GlobeIron WorksCo. Cleveland,O.	PatersonSteamships,Ld.	428·0|50·0|24·0 *WB*	Ft.William Ont. British	T.3Cy.21″,33½″&57″-42″ 211NHP GlobeIronWorks,Clevelnd		R
86384 138580	**Windsolite** *Fitted for oil fuel* *Mchy.Aft* 1*Dk*(*Stl*) *Longitudinal framing at bottom & at dk* *CarryingPetroleum in bulk*	1930 1470 1196	✠ 5,27 ✠	Mdb			1927 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOil,Ld., MarineDepartment (H.J. Kahlves,*Mgr.*) *Middle line bu* *CellDBuE&*	250·0|43·2|18·0 P62′F41′ *Trunk*147′ FK *lkhead non-oiltight* B40′112*t FPT*133*t*	Wndsr Ont British 11*BHptCem* *APT*48*t*	T.3Cy.17″,28″&46″-36″ 158NHP 1SB,4*cf*,HS2718 N.E.MarineEng.CoLdNwc	18 ″ 0 s1 ″ 11½ 16 ″ 2½	
86385 146535 GFMS	**Windsor Castle** Ⓟ TwinSc 3*Dks* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	19141 14956 11462					1922	J.Brown& Co.Ld. Clydebank	Union-CastleMail S.S.Co.Ld.	661·3|72·5|41·6 P89′B333′F97′ len37	London British *WB*	6 Stm Turbines SR geared to 2Sc.Shfts. NE&4NB(W.T.)37 Harland&Wolff,Ld.Bel.		BT till ~~11,40~~ 3,41
89/40 86386 164828 GYWG	**Windsorwood** D.F. E.S.D. GyC. 1*Dk&Shelter dk* *Longitudinal framing at shelter deck* *Ref.Mchy.* *CruiserStern*	5395 4515 3147	✠100A1 *withfreeboard* 7,39 ✠LMC6,36 ✠Lloyd'sRMC4,40	Mdb	*a*† 2	CL 7,39	1936 6mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	Constantine ShippingCo.Ld. *CellDB*	438·9|55·8|24·8 454·8(O.L.) F38′ FK 372′1249*t FPT*175	Middlsbro' British 7*BHCem* (*CollToShdk* 6 ,, 2*nd* ,,) *tAPT*270*t*	T.3Cy.23½″,38″&65″-42″ & Exhaust turbine driving steam compressor 220lb (*s*) 443NHP 2SB(Spt)(FD)&1AuxSB, 9*cf*,GS130,HS6022 N.E.MarineEng.CoLdNwc	28 ″ 0 s 3 ″ 3½ 25 ″ 0½	
86387	**Wing Fook** (*ex*KingLee-35, *ex*YuanLee-35,*ex*Charon) 2*Dks*	*2736* *2111* *1643*					1903	CaledonS. B.&E.Co.Ld. Dundee	KwangTung ProductsSales Bureau	306·1|45·2|19·7 P47′B124′F35′	Canton Chinese *WB*	T.3Cy.21½″,37″&60″-42″ 233NHP CaledonS.B.&E.Co.LdDun		
86388 159488 VRBR	**Wing Sang** Ⓟ D.F. E.S.D. 2*Dks* *CruiserStern*	3560 2777 1953	✠100A1 *withfreeboard* 10,40~~8,38~~ ✠LMC8,38	HKg	*u* $1\frac{3}{16}$	CL 10,40	1938 8mo *Lloyd*	HongK'ng &Whampoa DockCo.Ld. HongKong '*sA&CP*	Indo-ChinaSteam Nav.Co.Ld.	314·9|48·1|25·2 328·0(O.L.) P34′B85′F39′ FK *CellDB*265′542*tFPT*	HongKong British 6*BHCem* 30*tAPT*65*t*	T.4Cy.21½″,34½″&(2)44″-42″&exhaust turbine driving steam compressor 220lb (*s*) FD 549NHP 3SB,9*cf*,GS165,HS7710 HongKong&Whampoa DockCo.Ld.HongKong	27 ″ 0 s 8 ″ 9½ 18 ″ 6	
86389 CSNH	**Wing Wah** Ⓟ (*ex*WingLee-35, *ex*Haimun) Wireless 2*Dks*	*1248* *1055* *651*	✠ ... 6,00 ✠				1896 2mo	W.Hamilton&Co. PortGlasgow	LeeYuFung	239·7|35·6|17·8 B60′F50′ BK6″ *ptPromenadedk*80′	Macao Portuguese	T.3Cy.22″,35″&55″-36″ 214NHP Hutson&Son,Glasgow	19 ″ 0	
86390 CQAB	**Wing Wo** (*ex*Kasara) Wireless 2*Dks*(*UptStl*–ws)&*Shelter dk*	1200 — 495	✠ 4,90 ✠	Cly	*o*		1890 4mo	AilsaS.B. Co. Troon	WongTzeShan	238·8|34·1|17·0 BK8½″	Macao Portuguese 4*BHCem*	T.3Cy.25″,40″&65″-42″ 274NHP 2DB,8*cf*,GS156 Dunsmuir&Jackson,Gls.	17 ″ 6	
77/40 86391 147927 MNBK	**Winga** Wireless 1*Dk*	1478 1229 900					1924	NewWater-wayS.B.Co. Schiedam	ClydesdaleShipownersCo.Ld. (Glen&Co.,Ld. *Mgrs.*)	250·0|37·1|16·3 P14′Q63′B84′F28′	Glasgow British *WB*	T.3Cy.18″,30″&49″-36″ 144NHP NewWaterwayS.B.Co.		C
86392 143129 ZMFD	**Wingatui** (*ex*Kairanga, *ex*Antwerpen) 1*Dk&Shelter dk*	2378 2059 1344					1914	Schiffsw.v. H.KochA.G Lübeck	UnionS.S.Co.of NewZealand,Ld.	312·0|42·6|18·1 *WB*	Wellingtn, N.Z. British	T.3Cy.$22\frac{13}{16}$″,37″&57″-$35\frac{3}{8}$″ 193NHP OttensenerMaschf.Altona		
86393 OHXC	**Winha** (*ex*Atlantic-35) ssGot.2ndNo.3–4,29 ssGot.No.2–38 D.F. 1*Dk*(*Stl*)2*tr*B&*deep framing* 3*Dk rule*	3331 3122 1975	✠100A1 11,38 BS9,39 ✠LMC1,38	MVo	*v*	OG 1,38	1904 10mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	WinhaO/Y (A.Wihuri) *Cell DB*	339·4|48·9|21·3 352·0(O.L.) P28′B96′F34′ FK	Helsingfrs *Kulosaari* Finnish 6*BHCem* *a*114′ *uE&B*	T.3Cy.25″,40½″&67″-45″ (*s*) 180lb 332NHP 3SB,9*pf*,GS153,HS5208 N.E.MarineEng.CoLdNwc 44′ *f*140′721*tAPT*95*t*	25 ″ 3 s 4 ″ 6½ 20 ″ 11	
86394	**Winifred** TwinSc	550					1901	Bow,McLachlan&Co. Ld. Paisley	Government of Kenya	175·0|29·0| 9·0	Kisumu British	T.6Cy.9½″,15½″&25″-16″ 25NHP Bow,McLachln&CoLd.Psy		
96/41 86395 127811 GWWP	**Winifred Moller** (*ex*Katoa-34) 1*Dk*	2484 2122 1382					1912	Osbourne, Graham&Co. Sunderland	MollerLine,Ld. (Mollers'Ld. *Mgrs.*)	298·0|45·3|20·0 P21′B80′F29′	Shanghai British *WB*	T.3Cy.24″,40″&65″-42″ 274NHP G.Clark,Ld.Sunderland		C
86396 141906 GRZT	**Winkfield** ssCal.No.3–8,27 ssCal.No.2–35 1*Dk*(*Stl*) *Cargo battens not fitted*	5279 4839 3194	✠100A1 Examined 2,41 ✠LMC10,39	Bom	*y*	CL 6,39	1919 5mo *Lloyd*	W.Pickersgill&Sons, Ld. Sunderland '*sA&CP*	BritishIndiaStm. Nav.Co.Ld. *CellDB*	400·0|52·2|28·5 P49′B113′F38′ FK 345′1047*t FPT*132*t*	Glasgow British 7*BHptCem* *APT*218*t*	T.3Cy.27″,44″&73″-48″ 180lb 517NHP 3SB,9*cf*,GS189,HS7668 G.Clark,Ld.Sunderland	31 ″ 0 s 6 ″ 0 25 ″ 3½	
86397 167425 GCSG	**Winkleigh** D.F. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed '41*(*W.E.*)	5468 4987 3209	✠100A1 *withfreeboard* 3,41 ~~5,40~~ ✠LMC5,40	Sld Hul	*a*†	CL	1940 5mo *Lloyd*	W.Pickersgill&SonsLd. Sunderland '*sA&CP*	W.J.Tatem,Ld. *Cell D*	430·2|56·2|26·8 447·3(O.L.) F38′ FK B378′1309*tFPT*94*t*	London British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,) *APT*288*t*	T.3Cy.24″,39″&69″-48″ (*s*) 220lb 528NHP 2SB(Spt)&1Aux.SB,6*cf*, GS128,HS6120 FD Richardsons,Westgarth& Co.Ld.Hpl.	~~29 ″ 4~~ ~~s 3 ″ 8~~ ~~25~~ 37 ″ 11 s11 ″ 5¼ 26 ″ 9	
86398 HPBM	**Winkler** *OilEng.* *Mchy.Aft* ssPhl.No.2–38 GyC. 1*Dk*(*Stl*)2*nd dk*(*Stl*) *in way of mchy.space& Web frames* *Longitudinal framing*	~~6927~~ ~~6516~~ ~~4383~~ 6907 6463 4371	✠100A1 ~~5,107,39~~ 3,41 ✠LMC CS12,38 DBS~~5,40~~ ~~10,3~~7,39 3,41 *CarryingPetroleum in bulk*	~~Bal~~ SFo	*b*†	CL 12,38	1930 12mo *Lloyd*	Scotts'S.B. &E.Co.Ld. Greenock '*sA&CP*	AtlanticOilShppng Co. *CellDBuE*65′230*t*	421·2|58·3|34·9 P110′F41′ FK *DTf*32′ 428*t FPT*1	Panama Pnamanian 17*BH* 73*tAPT*116*t*	4 Oil Engines connected to Elec.Motor&Sc.Shaft 24Cy.19½″-24″ 4S.C.SA DB140lb 888NHP Soc.d'Elec&Mec(Thomson -Houston&Carels)Ghent	35 ″ 0 s 7 ″ 7½ 27 ″ 7	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 YearsAssigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not Date of B. of Trade Cert.
86399 DIAD	**Winnetou** (*ex*Corning,*ex*Mohican) *Mchy.Aft* *ss*Ham.2ndNo.3-12,37 2*Dks*(*Stl*)&*Web frames* 3rd *dk*(*Stl*)*in*No.1*hold only* &*Web frames* *Longitudinal framing* *Carrying Petroleum in bulk* *Fitted for oil fuel*	5113 4460 3055	✠ 5,39 ✠NB2,28 ✠	Ham	*y*		1913 9mo	Howaldtswerke Kiel	Hansa-Tank-ReedereiG.m.b.H. (Atlantic-RhedereiF.&W.Joch,*Mgrs.*) *CellDBuE&B74'*	385·9 399·9(O.L.) P115'B22'F37' FK 221t*DT f*31'480t *F*	52·4	28·5	Hamburg German 13*BHCem* (10*BHtoUdk* 3 „ 2*nd* „) *PT* 169t *AP*	Q.4Cy.19½"28"41"&59"-41⅜" 331NHP 2SB,6*cf*,GS116,HS5025 Howaldtswerke,Kiel *T*66t	28 ″ 8	
86400 FNRN	**Winnipeg** Ⓟ TwinSc4Mst (*ex*Paimpol-39, *ss*Bmn.No.3-4,30 *ex*Winnipeg-38, *ss*Hav.No.1-34 *ex*Jacques 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) Cartier) **D.F.** *Fitted for oil fuel* *Ref Mchy.*	8379 6476 5031	✠ ... 6,38 ✠NB(c)9,21 ✠	Hav	*d*†		1918 10mo	Atel.&Ch. deFrance Dunkirk	Cie.FranceNavigationS.A.(*inliq.*) (Cie.Gen.Transatlantique,*Mgrs.*) *CellDB*388'1494*t* *Tank between*	473·5 P56'B189'F48' FK *onShelter dk* *Coll* *FPT*101t *APT*75t *tunnels*92*t*	59·8	28·7	Havre French *Cem* *BH to Sh dk* 6 „ „ *U* „	T.6Cy.23",38½"&64½"-45" 968NHP 5SB,20*cf*,GS357,HS15373 AteliersetChantiers de France	31 ″ 5	V †
86401 152854 CYKM	— **D.F.** *Mchy.Aft* 2*Dks*	2383 1299 1448					1926	DavieS.B.&Repg Co.Ld Lauzon,Que.	CanadaSteamship Lines,Ld.	250·0 F35'	42·8	14·7	Montreal British *WB*	T.3Cy.18",30"&50"-36" Richardsons, 150NHP Westgarth&Co.Ld Hpl.		C
86402 217611 KEBZ	**Winona** (*ex*Exporter-37, *ex*TheLambs) *Fitted for oil fuel* 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6197 — 3828	✠ ... 6,20 ✠				1919 2mo	Federal S.B.Co. Kearny,N.J.	WeyerhaeuserS.S.Co.	395·5 P45'B110'F38' *on Shelter dk* FK	55·0	31·4	Everett, Wash. Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	34″11	R †
86403 122851 CYMT	— *Mchy.Aft* 1*Dk*	2085 1919 1327					1906	Swan,Hunter&Wigham Richardson,Ld Newcastle	CanadaSteamship Lines,Ld.	252·0 P18'F36'	43·5	21·3	Hamilton, Ont. British *WB*	T.3Cy.20½",33"&54"-36" 175NHP MacColl&Pollock,Ld.Sld.		C
86404 [illegible] ~~KIZR~~	**Winona County** Now "Empire Whale," see No. 91042 in Supplement Sub.Sig. 1*Dk*&*Shelter dk*&*Web frames* *Longitudinal framing*	6049 [illegible] 3767	✠100A1 (*Reclassification Contemplated*)				1919 9mo	Federal S.B.Co. Kearny,N.J.	~~UnitedStates Maritime Commission~~	395·5 P45'B110'F38' *on Shelter dk* FK	55·0	31·4	~~NewarkNJ~~ ~~Utd.States~~ British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft MidWestEng.Co. 645NHP Indianapolis,Ind.	34″11	R †
86405 219746 KUJS	**Winston-Salem** *Fitted for oil fuel* **D.F.** 1*Dk*&*Shelter dk*&*Web frames* Sub.Sig. *Longitudinal framing*	6223 5614 3842	✠ ... 12,20				1920 5mo	G.A.Fuller Co. Wilmington, N.C.	LykesBros.SteamshipCo.,Inc.	395·3 P45'B110'F38' *on Shelter dk* FK	55·1	31·4	N.Orleans Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 590NHP Hooven,Owens,RentschlerCo.Hamilton,O	34″11	R †
86406 PIQR	**Winsum** *ss*Rot.No.3-10,33 *ss*Rot.No.1-37 **D.F.** 1*Dk*(*Stl*)	3224 2892 1945	✠100A1 1,41 ~~1,40~~ ✠LMC MS11,37 BS4,40 *Fitted for oil fuel* 3,21 *F.P. above* 150° F.	Sch Hpl	*v*	CL ~~1,40~~ 1,41	1921 3mo	Antwerp Eng.Co. Hoboken *Lloyd's*A&CP	Stoomv.Maats. "Oostzee"(Vinke&Co.*Mgrs.*) *CellD*	332·0 P27'B93'F27' FK *B*277' 823t *FPT*59t	48·2	22·1	Amstrdam Dutch 5*BHCem* *APT*80t	T.3Cy.23",38"&62"-42" (*s*) 180lb 320NHP 2SB,6*cf*,GS106,HS4496 FD N.E MarineEng.Co Ld.Sld.	24 ″ 7 s4 ″ 2½ 20 ″ 7	
86407 PIQX	**Winterswijk** *ss*Rot.2ndNo.3-1,39 **D.F.** Sub.Sig. 1*Dk*(*Stl*) *Cargo battens not fitted*	3205 2898 1937	✠100A1 4,41 ~~4,40~~ ✠LMC1,39 BS~~1,40~~ 4,41	Sch Gmh	*u*	OG 4,40	1914 7mo	Schpw.v. JanSmit,Czn. Alblasserdm A&CP	N.V.StoomMaats. "Wijklijn" (Erhardt&Dekkers,*Mgrs.*) *CellDBa*92' *uE*22'	320·0 P28'B96'F34' FK *f*138'801t *FPT*114t	47·5	22·9	Rottrdam Dutch 5*BHCem* *APT*142t	T.3Cy.23",38"&62"-42" (*r*) 180lb ~~100lb~~ 282NHP 2SB,6*cf*,GS131,HS4510 Kon.Maats.deSchelde, Flushing	25 ″ 2 s3 ″ 10¾ 21 ″ 6	
86408 712 OHFR	**Wipunen** (*ex*Tabarka-32) *ss*Cpn.2ndNo.3-8,37 *Cargo battens not fitted* 1*Dk*(*Stl*)	4103 3620 2459	✠100A1 9,40 ~~1,39~~ BS~~1,39~~ 1,40 ✠LMC8,37	Els MVo	*w*	CL 8,37	1913 2mo	W.Gray&Co.Ld. WHartlepool *Lloyd's*A&CP	WipuO/Y (A.Wihuri,*Mgr.*) *Cell D Ba*113'	350·0 362·9(O.L.) P30'B67'F34' FK *u E* 23' *f*154' 1035t	50·0	25·3	Helsingfrs *Brändö* Finnish 6*BHCem* *APT*105t	T.3Cy.24",38"&64"-42" (*s*) 180lb 314NHP 2SB,6*cf*,GS98,HS4172 FD Cen.Mar.Eng.Wks.W.Hpl	27 ″ 8 s 5 ″ 2 22 ″ 8	
86409 8306 SLON	**Wiril** Wireless **D.F.** *OilEng.* *CruiserStern* 1*Dk*&*Shelter dk* *Strengthened for navigation in ice* *Butts of shell plating part electrically welded*	933 637 357	✠100A1 *withfreeboard* 5,40 ~~6,39~~ ✠LMC11,38	Lkr Got	*o*	OG 5,40	1938 11mo	Oresundsvarvet Aktiebolag Landskrona *Lloyd's*A&CP	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*) *Cell*	228·8 236·0(O.L.) B42'F24' FK (*C* *DB*174'254t*FPT*54t	35·6	12·1	Stockholm Swedish 4*BHptCem* *oll to Sh dk* 3 „ 2*nd* „) *APT*49t	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 8Cy.13⅜"-22 7/16" 250NHP DB80lb Atlas-DieselA/B,Skm.	15 ″ 3 s ″ 2 15 ″ 2¼	
46/41 86410 721 OHFQ	**Wirma** (*ex*Rhio-32) *ss*Shl.2ndNo.3-11,29 **D.F.** *ss*Got.No.2-38 1*Dk*(*ptIrn&ptStl*)&*deep framing* *Cargo battens not fitted*	2609 — 1535	✠100A1 4,40 ~~2,38~~ BS2,39 ✠LMC2,38	Got	*t*	~~N2,38~~ 4,40	1903 11mo	R.Thompson&Sons Sunderland *Lloyd's*A&CP	WirmaO/Y (A.Wihuri) *CellDBa*90'	299·0 44·5 310·2(O.L.) B74'F30' FK *uE&B*36 *f*124'706t	44·3	19·4	Helsingfrs *Brändö* Finnish 5*BHCem* *APT*62t	T.3Cy.21½",36"&59"-39" (*s*) 180lb ~~80lb~~ 233NHP 2SB,6*pf*,GS98,HS3546 N.E.MarineEng.CoLd.Sld.	22 ″ 3 s3 ″ 6½ 18 ″10	
86411 8203 SKMN	**Wiros** *OilEng.* 1*Dk*&*Shelter dk* *CruiserStern* *Strengthened for navigation in ice*	904 624 342	✠100A1 *withfreeboard* 2,41 ~~6,39~~ ✠LMC10,37	Got Lkr	*o*	OG ~~6,38~~ 1,41	1937 10mo	Öresundsvarvet Aktiebolag Landskrona *Lloyd's*A&CP	Stockholms Rederiaktieb.Svea (E.Högberg,*Mgr.*) *CellD*	224·6 231·6(O.L.) FK B*onShelter dk*42' (*B*170' 242t *FPT*54t	35·6	12·0	Stockholm Swedish 4*BHptCem* *Coll toSh dk* 3 „ 2*nd* „) *APT*49t	2 Oil Engines 2S.C.SA 8Cy.13⅜"-22 7/16" 250NHP DB80lb with electro-magnetic slip couplings & SR gearing Atlas-DieselA/B,Skm.	15 ″ 3 s ″ 2 15 ″ 2¼	
86412 OHZX	**Wirpi** (*ex*Scandinavia-36) *ss*Abg.3rdNo.3-4,30 *ss*Got.No.2-39 1*Dk*(*Stl*)*lower dk forward* Wireless **D.F.** *deep framing aft*	1227 — 542	✠100A1 7,39 ✠LMC7,39 Surveys delayed	Got	*o*	OG 6,39	1899 6mo	Carmichael MacLean&Co Greenock A&CP	WiiriO/Y (A.Wihuri,*Mgr.*) *CellDBa*54'*uE*&	248·3 237·3 P21'B&F204' FK *B*36'*f*108'293t*FPT*	35·3 35·0	15·2	Helsingfrs *Brändö* Finnish 4*BHCem* 53t *APT*34t	T.3Cy 18⅝",31"&51"-36"(*s*) 160lb 160NHP 2SB,6*pf*,GS100,HS2460 Muir&Houston,Ld.Gls.	17 ″ 9 s ″ 7½ 17 ″ 3	
86413 OHZY	**Wirta** (*ex*Nippon-36) *ss*Got.2ndNo.3-4,32 *ss*Got.No.1-35 **D.F.** 2*Dks*(*Stl-U pt* ws)&*deep framing*	4028 — 2428	✠100A1 7,39 BS11,39 ✠LMC8,35	NOs	*y*	OG 6,39	1909 1mo	Hawthorn,Leslie&Co.Ld Newcastle *Lloyd's*A&CP	WappuO/Y (A.Wihuri,*Mgr.*) *CellD*	393·2 380·0 P22'B278'F44' FK *Ba*120'*uE*28' *f* 172'	48·9	25·6	Helsingfrs *Brändö* Finnish 6*BHCem* 824t*APT*21t	T.3Cy.27½",45"&74"-48" (*s*) 180lb 434NHP 2SB,6*cf*,GS130,HS5604 FD N.E.MarineEngCoLd.Nwc	28 ″ 6 s 3 ″ 8 2 ″ 0¼	
86414 OHZZ	**Wisa** (*ex*DagmarSalen-36, *ex*Valdivia-34,*ex*Österdal,*ex*Alden) **D.F.** 1*Dk*2*trB*	3846 2232					1907	J.Priestman&Co. Sunderland	O/YWiides (A.Wihuri, *Mgr.*)	356·6 343·5 P35'B100'H125t F34'	49·2	24·8	Helsingfrs *Brändö* Finnish *WB*	T.3Cy.24",40"&66"-45" 292NHP J.Dickinson&Sons,Ld.Sld.		V
86415 FNTD	**Wisconsin** Ⓟ *Fitted for oil fuel* **D.F.** *Ref.Mchy.* 3*Dks*	8062 6329 4295					1929	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	473·4 Q46'	61·2	27·5	Havre French *WB*	T.4Cy.34¼",56¼"&(2)65⅜"-59" 654NHP BremerVulkan,Vegesack		V

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Visites Périodiques.	Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Nombres des Ponts	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L. R. Durée Cert. Ref.Trade
86416 SPAJ	**Wisla**	ssLiv.No.1-40 ssDnz.No.3-11,35 1*Dk*(*Stl*)	3106 2816 1842	✠100A1 3,41 5,89 BS4,40	Rot NYk ✠LMC11,35	*u*	CL ~~8,38~~ 3,41	1928 8mo *Lloyd*	Craig,Taylor&Co.Ld. Stockton '*sA&CP* *Inter*	ZeglugaPolska S.A.(PolishS.S. Agency,Ld. *Mgrs.*) *mediate BH in fore* *Ce*	325·0 P33'B94'F28' *hold dispensed with* *ll DB*280'812*t* *FPT*	48·0	22·2 FK	Gdynia Polish *Cem* 4*BH only* 86*t* *APT*109*t*	T.3Cy.23½",39"&64"-42" (*s*) 180lb *100lb* 293NHP 2SB,6*cf*,GS110,HS4606 N.E.MarineEng.Co.Ld.Sld	24 ″ 3 s 3 ″ 9½ 20 ″ 8½	
86417 DFZW	**Wittekind** (*ex*Tricolor)	ssN.Yk.No.3-4,18 ssS.Fo.No.1-22 1*Dk*2*trB*&*Jeep framing*	4028 3773 2528	✠ ... 6,26 ✠				1906 5mo	TyneI.S.B.Co.Ld. Newcastle	EmderDampferkompagnie,A.G.(Wilh.Nübel,*Mgr*)	351·0 P28'B103'F36'	50·0	25·7 FK	Emden German *WB*	T.3Cy.26",42½"&69½"-45" 368NHP Blair&Co.Ld.Stockton	28 ″ 1	G †
86418	**Wladiwostock**	2*Dks* *CruiserStern*	1415 1137 740					1930	Cant. Riuniti dell' Adriatico Monfalcone	U.S.S.R.	234·3 B85'F25'	34·9	18·3	Archangel Russian *WB*	C.4Cy.(2)14 7/16"&(2)31½"-31½" 93NHP Cant.Riuniti dell' Adriatico,Trieste		
86419 164037 VRBZ	**Wo Sang** Ⓟ (*ex*HaiChen-38) D.F. E.S.D.	ssH.Kg.No.1-38 2*Dks*	3373 2715 2004	✠100A1 *with freeboard* 10,40 ~~12,39~~ BS~~6,38~~1,41	HKg Bom ✠LMC MS9,38	*u* 1 11/12	CL ~~11,39~~ 10,40	1934 10mo *Lloyd*	Barclay,Curle&Co.Ld. Glasgow '*sA&CP*	Indo-ChinaSteam Nav.Co.Ld. *Cell DB*275'575	329·3 P35'B125'F45' *t DTa*23'435*t* *FPT*	47·2	23·2 FK	HongKong British 6*BHptCem* 42*t* *APT*43*t*	T.3Cy.22",36"&60"-42" (*s*) 200lb *100lb* FD 388NHP 2SB(Spt)6*cf*,GS138,HS6042 Barclay,Curle&Co.Ld.Gls.	25 ″ 0 s 7 ″ 8 17 ″ 6¾	
86420 PIRJ	**Woensdrecht** *Mchy.Aft* D.F.	*OilEng.* ssRot.No.3-11,37 2*Dks*(*Stl*) *Longitudinal framing at bottom and at decks*	4668 4151 2627	✠100A1 2,41 ~~3,39~~ ~~10,40~~ DBS~~9,38~~ 7,40 *Carrying Petr*	Rot ~~Sws~~Lon ✠LMC11,37 *oleum*	*x* *in*	CL 3,39 *bulk*	1926 3mo *Lloyd*	Maats. Fyenoord Rotterdam '*sA&CP*	N.V.Maats.Motorschip"Woensdrecht"(N.V.Phs. VanOmmeren's Scheepv.Bedrijf, *Mgrs.*)	370·0 P99'F33' *Cell DBuE*64'137*t*	53·3	27·8 FK	Rottrdam Dutch 16*BHptCem* *FPT*150*t* *A*	Oil Engines 4S.C.SA 6Cy.27 7/16"-55⅛" 438NHP 3DB-(1NDB*aft*27) *142lb* Maats.Fyenoord,Rot. *PT*66*t*	28 ″ 0 s 5 ″ 2 23 ″ 0	
86421	**Wolfgang L.-M. Russ** *CruiserStern*	*OilEng.* 2*Dks*	3000					1939	Lübecker Flender-WerkeA.G. LübeckSiems	ErnstRuss	341·2 B&F28'	52·5	18·2	Hamburg German *WB*	Oil Engines 2S.C.SA 5Cy.23⅝"-45 7/16" 482NHP Fr.KruppGermaniawftAG Kiel		
86422 DOEV	**Wolfram** Sub.Sig.	2*Dks*	3648 3239 2242					1921	J.Frerichs &Co.A.G. Einswarden	Hamburg-Bremer Afrika-Linie G.m.b.H.(WoermannLinieA.G. DeutscheOstAfrika Linie,*Mgrs.*)	362·7 P&B286'F47'	50·3	22·2	Bremen German *WB*	T.3Cy.25⅝",40½"&68 1/16"-47½" 318NHP GörlitzerMasch.Görlitz		G
86423	**Wollin** Ⓟ	1*Dk*	305 189 115					1928	Lübecker Flender-WerkeA.G. LübeckSiems	Stettin-Wollin-Cammin-DievenowerDampfschifff. G.m.b.H.	145·1	23·1	9·4	Cammin. Pom. German	T.3Cy.10⅝",16¾"&27½"-15¾" 36NHP Christiansen&Meyer, Harburg		G
86424 150190 VJYQ	**Wollongbar** Ⓟ *Ref.Mchy.*	1*Dk*&*Awng dk*	2239 1942 874					1922	Lithgows Ld. PortGlasgow	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	285·1 F51'	42·1	23·9	SydneyNSW British *WB*	T.4Cy.25",40"&(2)44½"-36" 218NHP D.Rowan&Co.Ld.Glasgow		C
* 86425 PIRP	**Wolsum** D.F.	ssRot.No.3-4,34 ssRot.No.1-39 1*Dk*(*Stl*)	3668 3345 2195	✠100A1 2,39 *Fitted for oil*	Rot ✠LMC2,39 *fuel* 7,	*w* 21	OG 3,38 *F.P. a*	1921 4mo A&CP *bove* 1	A.Vuijk& Zonen Capelle a/d Ysel *Inter* 50° F.	Stoomv.Maats. "Oostzee"(Vinke &Co.*Mgrs.*) *mediate BH in after* *Cell D*	359·9 P30'B229'F27' *hold dispensed with* *B*312'950*t* *FPT*74*t*	48·3	23·0 FK	Amstrdam Dutch *Cem* 5*BH to U dk* *APT*81*t*	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 180lb 443NHP 3SB,6*cf*,GS144,HS6312 FD Maats.deSchelde,Flushing	25 ″ 3 s 3 ″ 2½ 22 ″ 3	
86426 172893 VLMS	**Wongala** (*ex*WyattEarp-39, *ex*Fanefjord-33) *Mchy.Aft*	Wood *OilEng.* 1*Dk*	403 348 250					1919	Bolsönes Skbs.&Mek Værks. Molde	Commonwealth of Australia	135·6 P48*t*	29·2	14·3	SydneyNSW British	Oil Engines 2S.C.SA 4Cy.17"-19" 200NHP J&CGBolinder'sCoLdSkm		N
86427 131561 VJYR	**Woniora** *Well deck* Wireless	ssMel.2ndNo.3-11,37 *Mchy.Aft* 1*Dk*(*ptIrn*&*ptStl*) *Cargo battens not fitted*	823 588 338	✠100A1 11,40 ~~11,39~~ BS~~11,39~~ 11,40	Mel ✠LMC11,37	*k*	CL ~~10,37~~ 11,40	1913 6mo *Lloyd*	Hall,Russell&Co.Ld. Aberdeen '*sA&CP*	W.Holyman&Sons, Pty.Ld. *Cell DB*	195·0 204·5(O.L.) Q110'B9'F34' *uE*28'*f*108'187*t* *FP*	30·3 31·7	12·6 FK	Melbourne British 3*BHCem* *T*70*t* *APT*8*t*	T.3Cy.~~16 13/16"~~,26"&43"-33" 180lb 16" (*r*) 140NHP 2SB,4*cf*,GS77,HS2506 Hall,Russell&Co.Ld.Abn.	14 ″ 6 s 4 ″ 3½ 14 ″ 2	
86428 10566 JBTE	**Woo-Ling Maru** Ⓟ	TwinSc 1*Dk*	1298 666 715					1906	Kawasaki DckyrdCoLd Kobe	ToaKaiunK.K.	228·8 F31'	39·5	9·6	Tokyo Japanese	T.6Cy.12½",20"&33"-18" 92NHP KawasakiDockyardCo.Ld.		
109/40 86429 164565 GYPW	**Woodbury**	1*Dk*&*Shelter dk* *CruiserStern*	4434 4012 2672	✠100A1 *with freeboard* 1,39	Npt ✠LMC1,36	*z*	CL 1,39	1936 1mo *Lloyd*	BurntisIndS.B.Co.Ld. Burntisland '*sA&CP*	AlexanderShippingCo.Ld.(CapperAlexander& Co.) *Cell DB*326'1190*t*	400·0 F33' *FPT*117*t* *APT*118*t*	55·1	25·0 FK	London British 6*BHCem* (*Coll to Sh dk* 5 „*2nd*„)	T.3Cy.21",33"&60"-45" & exhaust turbine driving steam compressor 358NHP 2SB,(FD)&1Aux.SB,8*cf*, GS115,HS4350 (*s*) 220lb D.Rowan&Co.Ld.Gls.	27 ″ 5 s 2 ″ 9½ 24 ″ 10½	
86430 160555 MPDY	**Woodlark** Wireless	ssLon.No.2-37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	1501 826 694	✠100A1 *with freeboard* 3,40 BS~~3,40~~ 5,41	Gls ✠LMC3,37	*q*	CL 3,40	1928 8mo *Lloyd*	AilsaS.B.Co.Ld. Troon '*sA&CP*	GeneralStm.Nav.Co.Ld. *Cell DB*194'265*t*	240·0 B72' *FPT*21*t* *APT*12*t*	40·1	13·3	Leith British 5*BHCem* (3 *to Sh dk* 2 „*2nd*„)	T.3Cy.22",36"&59"-36" (*r*) 200lb 321NHP 2SB,8*cf*,GS174,HS6006 AilsaS.B.Co.Ld.Troon	15 ″ 3 s 8 ″ 3½ 15 ″ 2	
86431 118019	**Woodside**	TwinSc 1*Dk*(*ptStl*-teak s)	445 445 125	✠ 6,07 ✠	Liv			1903 6mo	London-derryS.B.&E.Co.Ld. Londonderry	BermudaTransportationCo.Ld.	150·0 *Promenade dk*134' *DTa*10'39*t*	41·0	10·9 FK	Liverpool British 6*BHAsp* *DTf*12'53*t*	T.8Cy.(2)15",(2)23"&(4)28"-18" 183NHP 2SB,6*rf*,GS104,HS3433 Cen.Mar.Eng.Wrks.WHpl	11 ″ 5	
86432 163048 MLLY	**Wooler** *Mchy.Aft*	*OilEng.* 1*Dk* *CruiserStern*	507 374 251	✠100A1 5,40	Nwc ✠LMC5,36	*h*	CL 5,40	1936 5mo *Lloyd*	Smith's DockCo.Ld. S.Bank,Mdb. '*sA&CP*	TyneTeesSteam ShippingCo.Ld. *Cell D*	165·2 P60'F22' *B*106'152*t* *FPT*65*t*	27·2	10·5 FK	Sundrland British 3*BHCem* *APT*11*t*	Oil Engines4S.C.SA 7Cy.11"-17 1/16" 82NHP Humboldt-Deutzmotoren, A.G.Köln-Deutz	12 ″ 4 s 1 ″ 0½ 11 ″ 4½	
86433 LDTE	**Woolgar** ssH.Kg.2ndNo.3-10,40	~~ssMel.No.3-10,27~~ ~~ssH.KgNo.2-36~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	3060 2754 1811	✠100A1 *Shelter dk* *with freeboard* 10,40 ~~10,39~~ ~~BS5,40~~	HKg ✠LMC~~11,36~~ 10,40	*w*	CL 12,38	1914 11mo *Lloyd*	Swan,Hunter&Wigham Richardson, Ld.Newcastle '*sA&CP*	BorgesRederi A/S(HansBorge, *Mgr.*) *Cell DBa*114'*uE*&	350·0 *B*41'*f*153'934*t* *FP*	47·1	21·1 FK	Tonsberg Norwegian 6*BHCem* *T*84*t* *APT*27*t*	T.3Cy.24",39 7/16"&65"-45" 180lb *180lb* (*s*) 385NHP 2SB,8*cf*,GS144,HS5606 FD Swan,Hunter&Wigham Richardson,Ld.Nwc.	24 ″ 0 s 2 ″ 1 22 ″ 1	

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Dateof B.of Trade Cert.
86434 206658 KLDU	**Woonsocket** Ⓟ (*ex*Mackinac) *OilEng.* 2*Dks*	434 — 231					1909	Johnston Bros. Ferrysburg, Mich.	**Norfolk-Baltimore &CarolinaLineInc.**	168·2	28·2	12·0	Norfolk Utd.States	Oil Engines 2S.C.SA 6Cy.14"-17" 206NHP NE36 FairbanksMorse&Co. Beloit,Wis.		
86435 142213 MCMS	**Woosung** **TwinSc** 2*Dks*	3426 2740 2119					1918	Taikoo D.&E.Co.of H.Kg.Ld. Hong Kong	**ChinaNav.Co.Ld.**	320·0	46·2	22·3	**HongKong** British *WB*	T.6Cy.$14\frac{1}{2}$",24"&$39\frac{1}{2}$"-30" 171NHP TaikooD.&E.Co.ofH.Kg. Ld.HongKong		
V 86436 29836 JTTA	**Woosung Maru** Ⓟ (*ex*Dunmail) *ss*Kob.No.3-5,24 1*Dk*&*2nd dk inNos*.1, 2&3*holds*	3090 2839 1884	✠ … 4,28				1919 6mo	BlythS.B. &D.DCo.Ld. Blyth	**KawasakiKisen K.K.**	331·3 P33'B98'F29'	46·7	23·2 FK	**Kobe** Japanese *WB*	T.3Cy.25",41"&68"-45" 368NHP Richardsons,Westgarth& Co.Ld.Sld.	25 ″ 6	
86437 162334 GFZM	**Worcestershire** Ⓟ **TwinSc** *OilEng.* *Ref.Mchy* *ss*Bkn.No.1-35 D.F. E.S.D. 3*Dks*(*Stl-U* ws) *CruiserStern*	11402 7834 7126	✠100A1 12,38 ✠LMC DBS6,39	Bkn CS3,35 2,38	*f*†	CL P12,38 S11,39	1931 2mo *Lloyd*	Fairfield Co.Ld. Glasgow '*sA&CP*	**BibbyLine,Ld.** **(BibbyBros.&Co.** *Mgrs.*) *CellD*	483·0 P51'B265'F78' B417'1746t*FPT*42t	64·2	32·0 FK	**Liverpool** British 8*BHptCem* *APT*91t	Oil Engines 2S.C.SA 16Cy.28"-39" 2196NHP DB*120lb* FairfieldCo.Ld.Glasgow	36 ″ 6 s 7 ″ 1 29 ″ $9\frac{1}{4}$	
86438 YNAD	**Worden** **TwinSc** (*exU.S.NavyVessel*) *OilEng.* Wireless 1*Dk*2*trB*	433 — 374					1903	NavyYard Norfolk,Va.	**BahamaShipping Co.Ld.**	264·5	23·0	14·0	**Bluefields** Nicaraguan	Oil Engines 2S.C.SA 12Cy.10"-13" 211NHP NE29 AtlasImperialDieselEng. Co.Oakland		
86439 8023 SKWE	**Wormo** *OilEng.* *ss*Got.No.1-39 Wireless D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Strengthened for Navigation in Ice*	842 595 294	✠100A1 *withfreeboard* 8,40 ~~9,39~~ ✠LMC DBS6,39	Got Skm CS8,39 8,39	*n*	OG 5,37	1935 7mo *Lloyd*	NyaVarvs- aktb.Öresund Landskrona '*sA&CP*	**Stockholms Rederiaktieb.Svea** (E.Högberg,*Mgr.*) *CellDB*162'220	210·0 220·8(O.L.) *BonShelter dk*42' *tFPT*54*tAPT*49*t*	35·5	22·5 FK (C	**Stockholm** Swedish 4*BHptCem* *oll to Sh dk* 3 ,, *2nd* ,,)	Oil Engines 2S.C.SA 5Cy.$20\frac{1}{2}$"-$27\frac{9}{16}$" 367NHP DB*30lb* KockumsM.V.Akt.Malmö	15 ″ 3 s ″ 2 15 ″ $2\frac{1}{4}$	
86440 160135 GJYW	**Worthing** Ⓟ **TwinSc** *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks*&*Awng dk* *CruiserStern*	2294 1143 932					1928	W.Denny &Bros.Ld. Dumbarton	**SouthernRailway**	297·7	38·7	15·0	**Newhaven** British	6SteamTurbinesSRgeared to 2 Sc.Shafts W.Denny&Bros.Dmb.		
86441 221937 KLJD	**Worthington** **Wood** *OilEng.* 1*Dk*	364 — 191					1922	Vinyard S.B.Co. Milford,Del.	**Norfolk-Baltimore &CarolinaLine, Inc.**	127·2	34·0	11·7	Norfolk Utd.States	Oil Engines 2S.C.SA 4Cy.$15\frac{1}{4}$"-16" 164NHP WorthingtonPump& MachineCorp.		
86442 166231 MMNV	**Wray Castle** D.F. E.S.D. *CruiserStern* 1*Dk*&*Shelterdk* *Longitudinal framing at bottom, 'tween decks, sides&decks "Arcform"* *Locked steel interchangeable hatches*	4253 3840 2492	✠100A1 *withfreeboard* 1,41 ~~1,40~~ ✠LMC4,38	Hul Nwc	*y* $1\frac{7}{8}$	CL 12,40	1938 4mo *Lloyd*	Wm.Ham- ilton&Co.Ld. PortGlasgow '*sA&CP*	**LancashireShppg. Co.Ld(J.Chambers &Co.***Mgrs.*) *CellD*	380·5 392·6(O.L.) F33' B320'977t*FPT*160t	56·2	23·5 FK (	**Liverpool** British 6*BHptCem* *Coll to Sh dk* 5 ,, *2nd*,,) *APT*111t	T.3Cy.$21\frac{1}{2}$",37"&62"-42" 220lb (*s*) 380NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS143,HS5742 D.Rowan&Co.Ld.Gls.	25 ″ 9 s 2 ″ $2\frac{1}{2}$ 23 ″ 9	
86443 148355 GMZB	**Wrotham** (*ex*Firtree-35, *ex*Ramshope) ~~ssSld.No.2-35~~ *Well deck* *ss*Cff.No.3-5.40 1*Dk*(*Stl*) *Cargo battens not fitted*	1884 1493 1107	✠100A1 9,40 ~~5,40~~ BS5,41 ✠LMC5,40	Cff Sld	*q*	CL 4,40	1927 2mo *Lloyd*	JLThomp- son&Sons,Ld Sunderland '*sA&CP*	**Constants(South Wales)Ld.(H. Constant,***Mgr.*) *CellDB*229'	270·8 280·1(O.L.) P21'Q126'B12'F22' 523*t MTs*109*t FPT*	38·0	18·0 FK	**Sunderlnd** British 4*BHCem* 47*tAPT*99*t*	T.3Cy.20",33"&54"-36" (*s*) 180lb 213NHP 2SB,6*cf*,GS107,HS3600 D.Rowan&Co Ld.Glasgow	20 ″ 1 s 6 ″ $1\frac{3}{4}$ 18 ″ $4\frac{3}{4}$	
86444 133250 MMVT	**Wuchang** **TwinSc** 2*Dks*	3204 2708 1975					1914	TaikooDk- yd&E.Co.of HongK'ngLd HongKong	**ChinaNav.Co.Ld.**	320·0	46·0	22·3	**London** British *WB*	T.6Cy.$14\frac{1}{2}$",24"&$39\frac{1}{2}$"-30" 171NHP TaikooDkyd.&Eng.Co.of HongKongLd. HongKong		
86445 154047 MDMB	**Wuhu** **TwinSc** 2*Dks*	2938 2317 1712					1930	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	**ChinaNav.Co.Ld.**	295·0	46·1	20·0	**London** British *WB*	T.8Cy.15",$24\frac{3}{4}$"&(2)29"-18" 143NHP TaikooD.&E.Co. ofHongKong,Ld.		
86446 159418 MKKJ	**Wulin** Ⓟ **TwinSc** *OilEng.* (*RiverService*) 2*Dks*	2515 1836 1741					1935	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	**ChinaNav.Co.Ld.**	249·0	50·0	9·4	London British *WB*	Oil Engines 2S.C.SA 10Cy.$14\frac{3}{16}$"-$26\frac{3}{4}$" 349NHP SulzerBros.Winterthur		
86447 DJSF	**Wuppertal** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	6737 5634 3960					1936	Deutsche WerftAG Bet Finkenwrder Hamburg	**Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)**	469·8 P26'F39'	61·7	26·2	**Hamburg** German *WB*	3 Oil Engines 2S.C.SA connected to electricMotor & Sc.Shaft 1548NHP 21Cy.$20\frac{1}{2}$"-$27\frac{9}{16}$" Maschinenfbrk. Augsburg- NürnbergA.G.Augsburg		G
86448 154058 MDMC	**Wusueh** **TwinSc** *OilEng.* 2*Dks*	3009 2308 1731					1931	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	**ChinaNav.Co.Ld.**	295·0	46·1	20·0	London British *WB*	Oil Engines 2S.C.SA 16Cy.$13\frac{3}{4}$"-$21\frac{1}{4}$" 531NHP SulzerBros.A.G. Ludwigshafen a Rh.		
86449 205458 WADR	**Wyandotte** D.F. GyC. (*Self-Unloader*) *Mchy.Aft* 1*Dk*	2450 — 1541					1908	Gt.Lakes Eng.Works Ecorse,Mich.	**WyandotteTrans- portationCo.**	346·0 len10	45·2	24·0 *WB*	**Wyndotte,** **Mich.** Utd.States	T.3Cy.18",31"&50"-36" 150NHP GtLakesEngWrks,Detroit		R
86450 171238 VLKX	**Wyangarie** Wireless *OilEng.* *Ref.Mchy.* *CruiserStern* 1*Dk*	1068 682 623					1938	Akt.Bur- meistr&Wain Copenhagen	**NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,***Mgr.*)	215·7 Q108'B23'F30'	36·8	11·8	**SydnyNSW** British *WB*	Oil Engines 2S.C.SA 8Cy.$13\frac{3}{4}$"-$24\frac{3}{8}$" 263NHP Akt.Burmeistr&Wain,Cpn		C
86451																

1 Numero d'Ordre. / Numero Officiel. / Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registre ou vote, si ce n'est dans le L.R. Durée Cert. Ref. Trade
117/40 86452 163515 GWVM	**Wychwood** D.F. ssSld.No.1-39 *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *Cruiser Stern*	2794 2124 1558	✠100A1 4,40	Shl ✠LMC1,39	*l* 1⅝	CL 1,39	1934 9mo Lloyd	S.P.Austin &Son,Ld. Sunderland 'sA&CP	W.France, Fenwick&Co.Ld. *CellDB*260'661t	306·0 Q177'F34' FK *MT*8'264t *FPT*214t	44·5	19·3	London British 6*BHCem* *APT*106t	T.3Cy.19",31½"&52"-39" (s) 200lb FD 238NH 2SB(Spt),6cf,GS65,HS3400 N.E.MarineEng.Co.Ld.Sld	21 ″ 6 s 7 ″ 1 19 ″ 8¾	
86453 144916 MKFW	**Wyetown** (*ex*Edina II-40, *ex*Edina-39, *ex*Alwinton, *ex*Killybegs) ssLth.No.3-11,32 ssLth.No.1-37 1*Dk*	624 485 254	100A1 4,39 BS3,40	Lth LMC2,37		CL ~~4,28~~ 2,41	1918 Lloyd	Smith's DockCo.Ld. Middlesbro' 'sA&CP	WoodtownShippingCo.Ld. (CombenLongstaff &Co.Ld.*Mgrs.*) *CellDB*	172·2 181·8(O.L.) B50' FK	30·0	15·7	Leith British 3*BHCem* E26'20t	T.3Cy.16",26"&44"-26" (s) 200lb *100lb* NDB24 94RH 1SB,3cf,GS51,HS1850 Smiths'sDockCo.Ld.Mdb.	16 ″ 6 1 ″ 7½ 15 ″ 0½	
86454 FNTZ	**Wyoming** Ⓟ *Fitted for oil fuel* D.F. *Ref.Mchy.* 2*Dks&Shelterdk*	8062 6329 4295					1930	Bremer Vulkan Vegesack	Cie.Générale Transatlantique	473·4	61·2	27·5	Havre French *WB*	T.4Cy.34½",56¼"&(2)65⅝"-59" 656NH BremerVulkan,Vegesack		V
86455 [illegible] KOJJ	— Now "Norlandia," see No. 89328 in Supplement Sub.Sig. 3*Dks*	2689 2329 1667	✠ … 11,20	✠			1919 10mo	Manitowoc S.B.Co. Manitowoc	Merchnts&Miners Transptn.Co.	253·5 P25'B65'F26' FK	43·9	25·9	Baltimore Utd.States *WB*	T.3Cy.21 3/16",35"&59"-42" 326NH NordbergMfg.CoM'lw'kee	28 ″ 5	R †
86456 157619 VLDP	**Wyrallah** *OilEng.* Wireless *Ref.Mchy.* 1*Dk*	1049 655 535					1934	Akt.Burmeistr&Wain Copenhagen	NorthCoastSteam Nav.Co.Ld.(E.S. Crauford,*Mgr.*)	216·4 Q108'B31'F30'	36·7	8·3	Sydney British *WB*	Oil Engines 4S.C.SA 6Cy.19½"-35 7/16" 224NH Akt.Burmeistr&Wain,Cpn		C
169/90 86457 128970 MDQL	**Wythburn** **3Mst** *Well deck* ssLiv.2ndNo.3-12,35 *Mchy.Aft* 1*Dk*(*Stl*)	420 279 161	✠100A1 11,38 BS2,40 MS12,35	Liv ✠LMC ~~BS11,38~~	*f*	CL 10,38	1911 10mo Lloyd	R.Williamson&Son Workington 'sA&CP	WaltonS.S.Co. Ld.(F.L.Dawson &Co.Ld.*Mgrs.*)	141·6 Q81'B9'F22' FK	24·3	11·0	Wrkingtn British 3*BHCem* *FPT*30t	C.2Cy.16"&36"-27" (s) 130lb 83RH 1SB,3pf,GS45,HS1656 Ross&Duncan,Glasgow	12 ″ 0 s 4 ″ 7½ 11 ″ 9	
86458 LKBI	**Wyvern** (*ex*Hopecrag-38) ssNwc.No.2-38 D.F. 1*Dk*(*Stl*)	*4007* *3625* *2457*	✠100A1 ~~7,29~~ ~~9,39~~ 3,41 BS12,39	Shi ~~HKg~~ SFo ✠LMC2,38	*w*	CL ~~6,37~~ 7,40	1929 10mo Lloyd	Swan,Hunter&Wigham Richardson, LdSunderlnd 'sA&CP	BorgesRederiA/S (HansBorge, *Mgr.*) *CellDBa&uE*	364·5 P34'B115'F35' FK 135' *f*157'918t *FPT*	50·7	24·4	Tonsberg Norwegian 6*BHCem* 86t *APT*132t	T.3Cy.24",39"&65"-45" (s) 180lb *100lb* 338NH 2SB(Spt),8cf,GS148, HS5616 N.E.MarineEng.Co.Ld.Sld	26 ″ 9 s 4 ″ 6½ 22 ″ 5½	

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
86459 2183 ICFO	**XXI Aprile** (*ex*PanAtlantic-37, *ex*Willfaro-33, *Fitted for oil fuel* *ex*RichmondBoro) **D.F.** 2*Dks*	4787 — 2954					1919	Standard S.B.Corp. Shooter's Island,N.Y.	Soc.Anon. CooperativadiNav. "Garibaldi"	395·7 386·8 P36'B110'F39'	52·2	27·4	Genoa Italian *WB*	T.3Cy.24",40"&70"-48" 339NHP DowneyS.B.Corp. Arlington,N.Y.		I
86460 2089 IBAZ	**XXIII Marzo** (*ex*Congonian-36, *ex*Quercus) *ss*Ham.No.2-35 2*Dks*(*Stl*)	5006 4328 3163	✠ ... 1,40 ✠	Gen	*y*		1927 11mo	Lithgows Ld. Port Glasgow *Inter*	Soc.Anon. CooperativadiNav. "Garibaldi" *mediate 'tween dk* *Cell DB* 331' 1012*t*	397·5 385·0 P33'B112'F44' FK *BH in after hold dispensed with* *DT a* 30' 784*t FPT*	52·0	26·6	Genoa Italian *pt Cem* 4*BH to Udk* 2 ,, ,,2*nd*,, 80*t APT*16*t*	T.3Cy.25",42"&70"-48" 477NHP 3SB,9*cf*,GS174,HS6789 Rankin&BlackmoreLdGrk	29 ″ 0	I †
86461 2199 ICOV	**XXIV Maggio** (*ex*Orao-37, *ex*Pontbriand-35, *ss*Nwc.No.3-1,30 *ex*Pennyworth-35, *ss*Rot.No.2-37 *ex*Gogovale) 2*Dks*(*Stl*) E.S.D.	5372 4963 3352	✠100A1 11,39 ✠NE3,19 ✠LMC MS12,37 BS11,38	Gen	*z*	CL 11,39	1916 10mo *Lloyd*	Greenock& Grngemouth Dkyrd Co.Ld. Greenock'*Tw* *'sA&CP*	Soc.Anon. CooperativadiNav. "Garibaldi" *een dk BH in after* *CellDBa&uE*147'	410·2 425·0(O.L.) P35'B171'F41' FK *hold dispensed with* *f*189'1163*t DTa*33'	53·5	28·4	Genoa Italian *Cem* 6*BH to Udk* 1 .. 2*nd* ,, *o* 985*tAPT*49*t*	T.3Cy.27",44"&73"-48" (*s*) 180lb 488NHP 3SB,9*cf*,GS165,HS6972 FD FairfieldCo.Ld.Glasgow *nly*	31 ″ 0 s 5 ″ 9¾ 25 ″ 5	
86462 1997 ICMB	**XXVIII Ottobre** (*ex*Nairn-34, *ex*LammerLaw-32) *ss*Bly.No.1-34 1*Dk*(*Stl*)	4888 — 3066	✠ ... 6,36 ✠	Gen	*z*		1929 12mo	C.Connell &Co.Ld. Glasgow	Soc.Anon. CooperativadiNav. "Garibaldi" *CellDB*344'	417·8 405·3 P35'B255' F40' FK 1037*t DTa*27' 1045*t*	53·4	26·1	Genoa Italian 6*BHCem* *APT*33*t*	T.3Cy.25",42"&70"-48" 442NHP 2SB,8*cf*,GS143,HS6002 D.Rowan&Co.Ld.Gls.	28 ″ 7	I †
86463 EEBL	**Xaquin** 1*Dk*2*trB*	506 424 318					1920	Astilleros Riera Gijon	M.CamposPeña	148·3	24·1	14·2	Gijon Spanish *WB*	T.3Cy.10½",17"&27"-20⅛" 32NHP M.Bori,Barcelona		
86464 25187 JAED	**Yae Maru** (*ex*YayeMaru-38) *ss*Yka.No.3-10,31 *ss*Osa.No.2-40 ~~ssYka.No.1-36~~ 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	6781 6507 5059	✠100A1 *Shelter dk* *withfreeboard* 12,40 ~~8,39~~ ✠LMC~~8,39~~ 12,40	Hak Osa	*a*†	CL ~~7,37~~ 11,40	1919 6mo	Harima Dkyd Co.Ld Oh,Harima A&CP	KokusaiKisen K.K. *CellDB* 1142*t*	425·0 FK *Collision* *FPT*148*tAPT*220*t*	53·6	37·5	Kobe Japanese *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	T.3Cy.27",45"&75"-51" (*s*) 190lb 556NHP 3SB,6*cf*,GS192,HS7974 FD KobeSteelWorks,Kobe	37 ″ 6 s 9 ″ 1¾ 28 ″ 7	
86465 10314 JXSB	**Yaedake Maru** Ⓟ (*ex*BakkaiMaru) Wireless 1*Dk*	358 263 176					1899	Boyd&Co. Shanghai	KyushuSyosen K.K.	127·6	25·0	11·9	Osaka Japanese	C.2Cy.		
86466 32481 JKJB	**Yahiko Maru** **TwinSc** *OilEng.* *ss*TamaNo.3-5,39 ~~ssTama.No.2-35~~ 2*Dks*(*Stl*)	5747 5336 3575	✠100A1 5,40 ~~5,38~~ ✠LMC CS5,39 DBS~~5,35~~5,40 ~~9,38~~5,40 ~~SURVEY DELAYED~~	Tama	*z*	CL 5,39	1926 11mo *Lloyd*	KobeSteel Works Harima *'sA&CP Inter*	ItayaMiyakichi (ItayaSyosenK.K. *Mgrs.*) *mediateBH in fore* *CellDB*348'1358*t*	417·2 P35'B142'F44' FK *holdsdispensed with* *Tanks at sides of*	54·5	31·5	Tokyo Japanese 6*BHptCem* *tunnels* 192*t*	Oil Engines 2S.C.SA 8Cy.23⅝"-41¾" 776NHP NDB18*refittted35-120lb* KobeSteelWorks,Kobe *FPT*250*tAPT*262*t*	31 ″ 6 s 6 ″ 0⅝ 25 ″ 7	
86467 220520 KDDF	**Yaka** Sub.Sig. **D.F.** *Fitted for oil fuel* *Ref.Mchy.* 2*Dks&Web frames*	5432 4971 3335	✠ ... 3,22 ✠				1920 9mo	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·2	Mobile Utd.States *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft 645NHP WestinghouseElectric &Mfg.Co.Essington,Pa.	32″10	R
86468 UNGI	**Yakov Sverdlov** (*ex*TinternAbbey) *ss*Cff.No.3-6,21 *ss*Lon.No.1-25 1*Dk&deep framing*	1812 1658 1091	✠ ... 1,30 ✠				1909 5mo	Richardsn, Duck&Co. Stockton	U.S.S.R.	275·0 P24'B54'F27' FK	40·8	18·1	Archangel Russian *WB*	T.3Cy.20½",33½"&55"-36" 187NHP Blair&Co.Ld.Stockton	20 ″ 4	
86469	**Yakugir** (*ex*LakeElmwood) 1*Dk*2*trB*	2701 — 1513					1920	Gt.Lakes Eng.Works Ecorse,Mich.	U.S.S.R.	253·8 P32'B65'F24'	43·6	25·1	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-42" 225NHP Gt.LakesEng.Wks.Detroit		
86470 25848 JCFB	**Yakumo Maru** *ss*Osa.No.3-10,31 *ss*Kob.No.1-35 2*Dks*(*Stl*)	3198 2676 1913	✠ ... 8,38 ✠	Kob	*u*		1919 7mo	Ishikawa- jimaS.B.&E. Co.Ld.Tokyo	OsakaSyosenK.K. *C*	305·0 P25'B92'F30' FK *ellDB*262'587*tFPT*	43·9	27·3	Osaka Japanese 5*BHCem* 58*tAPT*56*t*	T.3Cy.22",37"&61"-42" 279NHP 2SB,6*cf*,GS93,HS3640 IshikawajimaSB.&E.CoLd	27 ″ 3	
86471 UOEV	**Yakut** (*ex*LakeElmsford-32) Sub.Sig 1*Dk*2*trB*	2694 2342 1508					1919	Gt.Lakes Eng.Works Ecorse,Mich.	U.S.S.R.	253·8 P32'B65'F24'	43·6	25·1	Vladvostk Russian *WB*	T.3Cy.21",35"&59"-62" 225NHP Gt.LakesEng.Wks.Detroit		
86472 204047 WSCT	**Yale** Ⓟ **TrpSc** *Fitted for oil fuel* Sub.Sig. **D.F. E.S.D.** 1*Dk*	3818 — 514					1906	Delaware RiverCo. Chester,Pa.	MatsonNav.Co.	376·0	61·3	20·2	L.Angeles Utd.States *WB*	3 Steam Turbines W.&.A.FletcherCo. Hoboken.N.J.		R
86473 223525	**—** Ⓟ **TwinSc** 2*Dks*	1670 — 1136					1923	NewJersey D.D.&Trans- portationCo. NewJersey	JohnM.Emery	223·8 P20'F21'	42·1	14·1	NewYork Utd.States *WB*	T.6Cy.15½",26"&45"-26" 206NHP JohnW.SullivanCo.N.Yk.		
86474 FNYR	**Yalou** Ⓟ (*ex*Raimund) *Fitted for oil fuel* **D.F.** 2*Dks&Shelter dk*	8564 8199 5381					1914	Akt.Ges. "Weser" Bremen	Cie.desMessa- geriesMaritimes	477·9 B44'	58·4	28·3 36·7	Dunkirk French *WB*	Q.4Cy28$\frac{3}{10}$",40½",58$\frac{3}{10}$"&85⅖" -55$\frac{1}{10}$"&LPturbine A.G."Weser,"Bremen		V
86475 DOBA	**Yalova** (*ex*Winfried-36) Sub.Sig. 2*Dks*	3750 3239 2241					1920	Frerichs &Co. Einswarden	Deutsche Levante- LinieHamburg A.G.	362·7 P&B300'F47'	50·3	22·2	Hamburg German *WB*	T.3Cy.25⅔",40½"&67⅘"-47⅕" 316NHP GörlitzMach.A.G.Görlitz		G
86476 UOQV	**Yalta** (*ex*Grozny-34,*ex*Acheronte) *OilEng.* *Carrying oil in bulk* 1*Dk*	611 519 323					1916	Soc.Eser- cizioBacini RivaTrigoso	U.S.S.R.	160·1 B54'	30·5	14·0	Tuapse Russian	Oil Engines 4S.C.SA 6Cy.13$\frac{9}{16}$"-19$\frac{11}{16}$" 109NHP NE32 KolomenskieStateE.Wks.		
86477 44164 JYZL	**Yamabato Maru** 2*Dks* *CruiserStern*	2557 2222 1435					1937	Uraga DockCo.Ld Uraga	YamashitaKisen K.K.	297·9 P28'B75'F32'	45·0	23·8	Kobe Japanese *WB*	C.4Cy.(2)11$\frac{7}{16}$"&(2)20½"- 13¾"&LPturbine DRgeared to screw shaft 165NHP HS3014 UragaDockCo.Ld.Uraga		
86478 43733 JTVL	**Yamabiko Maru** Ⓟ *Fitted for oil fuel* *Cruiser Stern* 2*Dks*	6799 — 4054					1937	Uraga DockCo.Ld. Uraga	YamashitaKisen K.K.	441·7 P46'B171'F36'	59·0	33·7	Kobe Japanese *WB*	2 steam turbinesDRgeared to 1 sc. shaft 833NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
86479 44606 JCOM	**Yamabuki Maru** (exEssex Manor-38) ssShl.No.1-34 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) (*STRANDED 8,37; REFLOATED-NOW TRADING*)	5079 — 3690	✠ 3,37 ✠	Hul	*z*		1930 3mo	W.Doxford &Sons,Ld. Sunderland	YamashitaKisen K.K.	404·5 421·6(O.L.) *CellDB*349'1246*t* *APT*134*t*	55·2	27·7 FK	Kobe Japanese 6*BHCem* (*Coll to Sh dk* 5 ,, 2*nd*,,)	T.3Cy.26",43"&71"–48" 441NHP 3SB,9*cf*,GS182,HS7665 N.E.MarineEng.Co.Ld.Sld	27 ″ 8	C †
86480 44832 JLMM	**Yamadori Maru** *CruiserStern* 1*Dk*	2905 — 1687					1938	Mitsubishi JukogyoK.K Yokohama	KounKisenK.K. (YamashitaKisen K.K.*Mgrs.*)	305·4 P24'B80'F29'	45·3	26·2	Kobe Japanese	T.3Cy.$20\frac{1}{16}$",$34\frac{7}{16}$"&$57\frac{7}{16}$"–$43\frac{5}{16}$" 225NHP MitsubishiJukogyoK.K.		
86481 19281 JCPD	**Yamagata Maru** ssYka.No.1-21 2*Dks*	3807 3463 2322	✠ ... 3,22 ✠				1916 7mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K.	345·0 P33'B74'F40'	50·0	29·1 FK	Tokyo Japanese *WB*	T.3Cy.$23\frac{1}{2}$",$38\frac{5}{8}$"&64"–48" 342NHP MitsuBishiD.&E.WksNag	29 ″ 1	C †
86482 43734 JYSL	**Yamagiku Maru** (exKaoSing-38, exBrightorion-36, exBolivar-35, exEmlynian-33) ssHul.No-3-2,32 ssKob.No.1-36 2*Dks*(*Stl*)	5236 3799 3203	✠ ... 3,38 ✠	Kob	*y*		1920 4mo	Irvine'sSB &D.D.Co.Ld. W Hartlepool	YamashitaKisen K.K.	400·0 P49'B113'F38' *CellDB* 347'1126*t* *FPT*117*t*	52·0	31·0 FK	Kobe Japanese 7*BHCem* *APT*178*t*	T.3Cy.27",44"&73"–48" 517NHP 3SB,9*cf*,GS190,HS7668 Richardsons,Westgarth& Co.Ld.Hpl.	31 ″ 0	C †
86483 44612 JLNM	**Yamagiri Maru** *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	6438 — 4823					1938	Mitsubishi JukogyoK.K Yokohama	YamashitaKisen K.K.	439·4 P36'B17'F38'	58·3	32·0	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 1166NHP MitsubishiJukogyoK.K. Yka.		C
86484 43738 JYVL	**Yamahagi Maru** (exChiSing-38, exBrightcomet-36, exCairngowan-35) ssBly.No.3-9,29 ssShl.No.1-35 2*Dks*(*Stl*)	5426 — 3315	✠ ... 3,38 ✠	Kob	*y*		1919 4mo	Sunderlnd S.B.Co.Ld. Sunderland	YamashitaKisen K.K.	400·0 P49'B113'F39' *CellDB* 344'1128*t* *FPT*118*t*	52·4	28·4 FK	Kobe Japanese 7*BHptCem* *APT*209*t*	T.3Cy.27",44"&73"–48" 517NHP 3SB,9*cf*,GS190,HS7668 Blair&Co.Ld.Stockton	31 ″ 0	C †
86485 43736 JYPL	**Yamahuzi Maru** (exChaoSing-38, exBrightstar-36, exCanadianImporter-33) ssKob.No.3-9,33 2*Dks*(*Stl*)	5360 — 3222	✠ ... 3,38 ✠	Kob	*y*		1920 2mo	JCoughlan &Sons,Ld. Vancouver, B.C.	YamashitaKisen K.K.	400·0 P49'B113'F40' *CellDB*334'1026*tFPT*149*t*	52·4	28·8 FK	Kobe Japanese 6*BHCem* *APT*131*t*	T.3Cy.27",44"&73"–48" 520NHP 3SB,9*cf*,GS198,HS7743 D&WHendersn&CoLdGls	31 ″ 0	C †
86486 JCUM	**Yamakaze Maru** *OilEng.* D.F. GyC. *CruiserStern*	6921 6200 4158					1938	TamaS.B. Co.Ld. Tama	YamashitaKisen K.K.	439·6 P26'B176'F38'	60·0	34·1	Kobe Japanese *WB*	Oil Engines 2S.C.DA 9Cy.$17\frac{11}{16}$"–$47\frac{1}{4}$" 962NHP TamaS.B.Co.Ld.Tama		C
86487 UNAM	**Yamal** Ⓟ (exVaigatch) *Ref.Mchy.* 1*Dk*(*Stl*)&*Awng dk* Sub.Sig.	938 548 447	✠ 7,11 ✠	Nwc	*m*		1911 7mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle	U.S.S.R.	216·0 *CellDBa&u* *E*66'*uB*20'*f*83'175*t*	32·2	17·9 FK	Archangel Russian 4*BHCem* *APT*15*t*	T.3Cy.16",26"&43"–30" 163NHP 2SB,6*cf*,GS107,HS3250 Swan,Hunter&Wigham Richardson,LdNwc.	20 ″ 0	
86488 10840 JTWF	**Yamamitu Maru** Ⓟ 1*Dk*	845 — 509					1907	Ishikawa-jimaS.B.&E. Co.Ld.Tokyo	SawayamaKisen K.K.	216·4 B36'	28·2	17·5	Nagasaki Japanese *WB*	T.3Cy.15",$24\frac{1}{2}$"&40"–30" 88NHP IshikawajimaSB&ECo.Ld.		
86489 160494 GNVC	**Yamanota** TwinSc ssCco.No.2-36 *Mchy.Aft* 1*Dk*(*Stl*)	2395 1743 1244	✠100A1 1,40 ✠LMC MS7,36 BS1,40 *Carrying Petroleum in bulk* *F.P. above* 150° F. *Fitted for oil fuel* 6,28	Aru	*t*	CL 1,40	1928 6mo	Harland& Wolff,Ld. Belfast *Lloyd's*A&CP	LagoShippingCo. Ld. ~~(F.J.Wolfe, *Mgr.*)~~ (R.A. Carder, *Mgr.*)	305·7 P67'F34' *Trunk*204' *Wingtanksf*286*t* *wing tanks a*356*t* *FPT*60*t* *APT*75*t*	50·2	14·3 FK	London British 7*BHptCem*	T.6Cy.$13\frac{1}{2}$",$23\frac{1}{2}$"&36"–27" 180lb (*s*) 196NHP 2SB,6*cf*,GS98,HS3702 Harland&Wolff,Ld.Gls.	15 ″ 0 s 1 ″ $10\frac{1}{2}$ 13 ″ $3\frac{3}{4}$	
86490 44602 JDZM	**Yamasimo Maru** *Fitted for oil fuel* 2*Dks* *CruiserStern*	6777 — 4058					1938	Tsurumi Seitetsu ZosenK.K. Yokohama	YamashitaKisen K.K.	446·5 P42'B173'F47'	59·1	33·8	Kobe Japanese *WB*	1DRgeared steam turbine HS2547 398NHP TokyoIshikawajima Zosensho,Tokyo		C
86491 15810 JCQA	**Yamasiro Maru** Ⓟ (exYamashiroMaru-38) ssKob.No.2-20 2*Dks*	3427 3015 2085	✠ ... 1,24 ✠				1912 11mo	Kawasaki Dkyd.Co.Ld. Kobe	NipponYusenK.K.	352·0 P36'F44'	44·7	25·9 FK	Tokyo Japanese *WB*	T.3Cy.$24\frac{1}{2}$",41"&68"–48" 400NHP KawasakiDkydCoLdKobe	28 ″ 2	
86492 33769 JQRB	**Yamato Maru** Ⓟ TwinSc (exGiuseppeVerdi) 2*Dks*&*Shelter dk*	9656 6971 5662					1915	Soc.Eser-cizioBacini RivaTrigoso	NipponYusenK.K.	505·1 P103'B189'F136'	59·6	25·5	Tokyo Japanese	Q8Cy$25\frac{9}{16}$"$37\frac{7}{16}$"$53\frac{15}{16}$"&$78\frac{9}{16}$"–$53\frac{9}{16}$" 1512NHP Soc.EsercizioBacini,Genoa		
86493 21059 JBWD	— ssKob.No.3-8,29 ssKob.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)&*Web frames* *Longitudinal framing*	4379 3693 2763	✠ ... 3,35 ✠	Kob	*w*		1917 11mo	OsakaIron Works,Ld. Innoshima	HakuyoKisenK.K.	345·0 P30'B99'F34' *on Shelter dk* *CellDB*298'1136*tDTa*32'693*t* *FPT*115*t*	49·8	28·1 FK	Amagasaki Japanese 6*BHCem*	T.3Cy.24",41"&67"–48" 390NHP 2SB,6*cf*,GS126,HS5400 OsakaIronWorksLdOsaka	28 ″ 2	C †
86494 46181 JSPN	**Yamato Maru No. 3** *OilEng.*	534 — 371					1939	.... Huzan	HunakameK.K.	146·4	25·1	13·5	Osaka Japanese	Oil Engines		
86495 44151 JCAM	**Yamaura Maru** *Fitted for oil fuel* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	6798 6150 4075					1937	Uraga DockCo.Ld. Uraga	YamashitaKisen K.K.	441·7 P42'B173'F38'	59·1	32·7	Kobe Japanese *WB*	2 steam turbines DRgeared to 1 sc. shaft 833NHP IshikawajimaS.B.&E.Co. Ld.Tokyo		C
86496 43743 JYYL	**Yamayuri Maru** (exShouSing-38, exBrightvega-36, exPavlina-35, exPauline-34, exStrabo-32) ssGls.No.3-11,25 ssAlg.No.2-34 2*Dks*(*Stl*)	5028 — 3099	✠ ... 3,38 ✠	Kob	*y*		1913 10mo	A.McMil-lan&Son,Ld. Dumbarton	YamashitaKisen K.K.	400·8 P36'B129'F48' *CellDBa*117'*uE&B*42'*f*188'955*t* *DTf*30'712*t* *FPT*82*t* *APT*45*t*	52·1	27·3 FK	Kobe Japanese 6*BHCem*	T.3Cy.$27\frac{3}{16}$",$44\frac{3}{8}$"&73"–48" 458NHP 3SB,9*cf*,GS180,HS7860 D.Rowan&Co.Glasgow	30 ″ 0	C †
86497 43722 JTRL	**Yamazato Maru** *OilEng.* D.F. 2*Dks* *Ref.Mchy.* *CruiserStern*	6926 — 4160					1937	Mitsui Bussan Kaisha,Ld. Tama	FusoKaiunK.K. (YamashitaKisen K.K.*Mgrs.*)	443·0 P26'B176'F36'	60·0	34·1	Kobe Japanese *WB*	Oil Engines 2S.C.DA 9Cy.$17\frac{11}{16}$"–$47\frac{1}{4}$" 962NHP MitsuiBussanKaisha,Ld. Tama		C
86498 4414[illegible] JYXL	**Yamazuki Maru** *OilEng.* D.F. E.S.D. 2*Dks* *Ref.Mchy.* *CruiserStern*	6439 5757 4323					1937	Mitsubishi JukogyoK.K Yokohama	YamashitaKisen K.K.	436·4 P36'B17'F38'	58·3	32·0	Kobe Japanese *WB*	Oil Engines 2S.C.DA 6Cy.$23\frac{5}{8}$"–$43\frac{5}{16}$" 1167NHP MitsubishiJukogyoK.K. Yokohama		C

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
86499 159467 VPJV	**Yanawai** TwinSc *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	434 276 225	✠100A1 10,40 ~~11,37~~ ✠LMC11,37 ✠LMC(M)9,39	HKg Suva	*g*	CL 10,39	1937 11mo	Taikoo D.&E.Co.of H.Kg.Ld. HongKong *Lloyd's A&CP*	BurnsPhilp(South Sea)Co.Ld. *DTf*	151·6 159·5(O.L.) F26' FK 7'39t*FPT*20t*APT*13t	28·1	8·5	HongKong British 6*BHCem*	Oil Engines 2S.C.SA 8Cy.$9\frac{3}{16}$"-13" 70RHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg	9 ″ 3 s 1 ″ 1 8 ″ $5\frac{3}{4}$	
86500 137241 VLFR	**Yandra** Ⓟ *OilEng.* Wireless *Ref.Mchy.* 1*Dk* *Well deck* *CruiserStern*	990 630 418	✠ ... 4,31 ✠				1928 9mo	Akt.Bur-meistr&Wain Copenhagen	CoastSteamships, Ld.	211·1 P27'Q90'F24' FK	35·2	11·9	P.Adelaide British *WB*	Oil Engines 4S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 224NHP Akt.Burmeistr&WainCpn	13 ″ 9	
86501 FNYS	**Yang-Tse** Ⓟ (*ex*Remscheid) *Fitted for oil fuel* D.F.	8150 7388 4600					1915	Howaldts-werke,A.G. Kiel	Cie.desMessageriesMaritimes	475·7 P42'B143'F84'	60·5	32·8	Dunkirk French *WB*	T3Cy$33\frac{1}{16}$",$53\frac{1}{2}$"&$86\frac{2}{3}$"-$57\frac{1}{16}$" &L.P.turbine HowaldtswerkeA.G.Kiel		V
86502 200980	**Yankee** Ⓟ WoodPad (*ex*J.T.Morse-33) 2*Dks*	780 — 410					1904	WmMcKie Boston	GothamS.S.Corp.	199·0	31·0	12·1	New York Utd. States	B.1Cy.51"-108" NB25 208NHP W.&A.FletcherCo.Hbkn.		
86503 221457 KDTG	**Yankee Arrow** *ss*Bal.No.3-7,34 *ss*N.Yk.No.1-37 *Mchy.Aft* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. & *Web frames* *Longitudinal framing*	8046 7834 4960	✠100A1 *Shelter dk with freeboard* 6,40 ~~6,39~~ ✠LMC MS10,37 BS~~6,39~~6,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 7,21 *F.P. above* 150° F.	NYk	*d*†	CL 6,39	1921 8mo	NewYork S.B.Co. Camden,N.J. A&CP *CellDB*	Socony-Vacuum OilCo.Inc. *a*19' *u E&B* 76'440t *dk tank aft* 99t	468·3 485·2(O.L.) FK *DTf*40'644t' *Tween* *FPT*229t*APT*131t	62·7	32·0	NewYork Utd. States 16*BHptCem* (*Coll to Sh dk* 9 ,, *U* ,, 6 ,, *2nd*,,)	Q.4Cy.24",36",51"&75"-51" 220lb (*r*) 625NHP 3SB,*9cf*,GS173,HS9052 FD NewYorkSBCorp.Camden	32 ″ 0 s 4 ″ $1\frac{1}{2}$ 28 ″ $1\frac{1}{2}$	
86504 211638 KMLR	**Yankee Clipper** Ⓟ TwinSc (*exYacht*Sialia-39) *OilEng.* Sub.Sig. Wireless D.F. GyC.	726 — 407					1913	ThePusey &JonesCo. Wlmgtn,Del.	ClipperLine,Inc.	206·5 len25	27·0	17·1	Wilmgton (Del.) Utd. States	Oil Engines 2S.C.SA 8Cy.13"-39" NE25 405NHP SunSB.&DD.Co.ChesterPa		R
86505 220717 KDHK	**Yapalaga** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5976 4971 3700	✠ ... 3,22 ✠				1920 10mo	Merchant S.B.Corp. Harriman,Pa.	UnitedStates Maritime Commission	400·7 P36'B124'F44' FK	54·2	30·2	Phildlphia Utd. States *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
	Now "Beauregard," *see No.* 87262 *in Supplement*															
86506 226635 KGAY	**Yarmouth** Ⓟ TwinSc *Ref.Mchy.* *Fitted for oil fuel* D.F. E.S.D. *CruiserStern* 2*Dks*	5043 — 2714					1927	W Cramp& SonsS&EBCo Philadelphia	EasternS.S.Lines Inc.	365·4 B&F354'	55·6	26·8	Boston Utd. States *WB*	4 Steam Turbines SR geared to 2 Sc. Shafts W.Cramp&SnsS&EBCPhl		R
86507 143512 MKCT	**Yarmouth Trader** (*ex*Ashdene, *ex*Stertpoint) *ss*Yar.No.3-9,33 *ss*Yar.No.1-38 *Well deck* *Mchy.Aft* 1*Dk*(*Stl*) *Cargo battens not fitted*	312 209 125	✠100A1 9,39 BS~~5,39~~ 5,40 ✠LMC2,38	Gms	*d*	2,38	1920 7mo	Crabtree& Co.Ld. Gt.Yarmouth *Lloyd's A&CP*	Gt.Yarmouth ShippingCo.Ld.	130·0 Q51'B9'F16' FK *FPT*44t	23·2	9·5	Yarmouth British 3*BHCem* *APT*28t	C.2Cy.14"&33"-22" (*s*) 130lb 45RHP 1SB,*2pf*,GS37,HS1183 Crabtree&Co.Ld.Gt.Yar.	10 ″ 6 s ″ $9\frac{1}{2}$ 9 ″ 10	
86508 120737 VJLG	**Yarra** *ss*Syd.2ndNo.3-9,33 *ss*Mel.No.1-37 1*Dk*(*pt Irn&pt Stl*)&*deep framing* *Cargo battens not fitted*	2257 1987 1384	✠100A1 1,41 ~~1,40~~ ~~BS10,39~~ ✠LMC12,37 11,40	Mel	*s*	CL ~~11,37~~ 1,41	1907 5mo	Furness, Withy&CoLd WHartlepool *Lloyd's A&CP*	HuddartParker, Ld. *CellDBa*90'*uE&*	292·0 303·3(O.L.) B64'F29' FK *B*44'*f*116'610t*FPT*	43·9	19·1	Melbourne British 5*BHCem* 83t*APT*98t	T.3Cy.$22\frac{1}{2}$",37"&61"-39" (*r*) 180lb *100lb* 260NHP 2SB,*6cf*,GS118,HS4135 Richardsons,Westgarth& Co.Ld.Hpl.	21 ″ 6 s 3 ″ $4\frac{3}{4}$ ~~18 ″ 0~~ 18 ″ 4	
95/40 86509 160395 VPGF	**Yarraville** 3Mst *ss*Bat.No.2-36 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* D.F. GyC. *Longitudinal framing*	8627 7957 5205	✠100A1 3,40 ✠LMC MS2,36 BS3,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,28 *F.P. above* 150° F.	Bry	*d*†	CL 5,39	1928 4mo	Lithgows, Ld. PortGlasgow *Lloyd's A&CP*	StandardTransportationCo.Ld. *CellDBuE&B*65'	460·0 P118'B43'F42' FK *f*35' 318t *FPT*190t	62·8	36·4	Hong Kong British 18*BHptAsp* *APT*130t	T.3Cy.$26\frac{1}{2}$",46"&79"-54" (*s*) 220lb 666NHP 3SB,*9cf*, ,HS9300 FD D.Rowan&Co.Ld.Glasgow	36 ″ 6 s 8 ″ 9 28 ″ $1\frac{3}{4}$	
86510 46380 JHHN	**Yasukawa Maru** TwinSc (*ex*Silvercypress-39) *OilEng.* *Ref.Mchy.* *ss*H.Kg.No.1-34 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)3*rd dk*(*Stl*) *CruiserStern* *in foreholds* (DAMAGED BY FIRE 1,37- NOW TRADING)	6710 — 3861	✠ 4,36 ✠	HKg	*d*†		1930 6mo	Harland& Wolff,Ld. Belfast	KawasakiKisen K.K. *CellDB*375'1348t	455·3 F46' FK *MTs*48'2325t*Tanks*	61·7	30·5	Kobe Japanese 8*BHptCem* (*Coll to Sh dk* 7 ,, *2nd* ,,) *in way of tun*	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$"-$59\frac{1}{16}$" 979NHP Harland&WolffLd.Belfast *nels*492t*FPT*209t*APT*472t	30 ″ 6	
86511 36223 JRZB	**Yasukuni Maru** Ⓟ TwinSc *OilEng.* *ss*Yka.No.2-39 2*Dks*(*Stl-Weather dk* ws) *Ref.Mchy.* 3*rdDk*(*Stl*)*inNos.*1,3&4 D.F. GyC. & *fore end of No.* 5 *hold*	11933 8373 7149	✠100A1 *withfreeboard* ~~12,39~~9,40 ✠LMC CS2,39 DBS~~12,39~~9,40 ~~8,37~~2,39 ~~✠Lloyd's RMC12,39~~5,40	Yka Osa	*g*†	CL ~~F8,37~~ s2,39 P9,40	1930 9mo	Mitsubishi ZosenKaisha Ld. Nagasaki *Lloyd's A&CP*	NipponYusenK.K. *CellDB*432'1808t *tan*	507·5 P&B373'F73' FK *ks in way of tunnels*	64·0	36·8	Tokyo Japanese 8*BHptCem* 501t *DTa*13'	Oil Engines 2S.C.SA 20Cy.$26\frac{3}{4}$"-$47\frac{1}{4}$" 2492NHP 2DB*100lb* MitsubishiZosenKaisha,Ld 381t*FPT*100t*APT*160t	37 ″ 0 s 8 ″ $5\frac{1}{2}$ 28 ″ 9	
86512 32647 JUIB	— (*ex*Onega) *ss*Kob.No.2-27 1*Dk*	3025 2797 1799	✠ ... 3,31				1920 1mo	N.of Ire-landS.B. Co.Ld. Londonderry	HamaneShoten K.K.	331·1 P33'B100'F34' FK	46·7	23·1	Takasago Japanese *VB*	T.3Cy.25",41"&68"-45" 433NHP McKie&Baxter,Glasgow	25 ″ 6	C †
86513 46375 JHLM	**Yasusima Maru** (*ex*AntoMaru-39) *Mchy.Aft* 1*Dk*	1911 1540 1054					1939	Kawamin-amiKogyo K.K. Nagasaki	IinoKisenK.K.	272·7 P87'F29'	40·0	20·3	Kobe Japanese *WB*	T.3Cy.$18\frac{11}{16}$",30"&50"-36" 150NHP KawaminamiKogyoK.K. Koyagijima		
86514 118378 VPGT	**Yat Shing** 1*Dk*(*Stl*)&*Spar dk*(*Stl*-teak s) &*deep framing*	2284 2126 1424	✠ 2,04 ✠	Nwc	*t*		1904 2mo	Swan,Hun-ter&Wigham Richardson, LdNewcastle	Indo-ChinaSteam Nav.Co.Ld. *CellDBa*84' 399t*DTf*18'256t	290·4 B67'F38' 22·6 FK *uE*22' *f*108' *DTa*24' 374t *FPT*	42·1	15·4	Hong Kong British 5*BHCem* 56t*APT*25t	T.3Cy.21",34"&56"-42" 226NHP 1SB,*4rf*,GS76,HS2913 Swan,Hunter&Wigham Richardson,Ld.Nwc.	25 ″ 0	
86515	**Yawata Maru** Ⓟ TwinSc D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *CruiserStern*	16500					1939	Mitsubishi JukogyoK.K Nagasaki	NipponYusenK.K.	557·8 B503'	73·8	40·7	Tokyo Japanese *WB*	4steam turbines DRgeared to2screw shafts 3500NHP MitsubishiJukogyoK.K. Nag.		
86516 40111 JYHJ	— *Mchy.Aft* *CruiserStern* 1*Dk*	1852 1549 1340					1935	AsanoS.B. Co.Ld. Yokohama	HinodeKisenK.K.	270·0 P85'F29'	40·0	20·3	Tokyo Japanese *WB*	T.3Cy.18",$29\frac{1}{2}$"&50"-39" 156NHP AsanoS.B.Co.Ld.Yka.		

1 Numero d'Ordre — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15
86517 40617 JYZH	**Yayoi Maru** OilEng. Mchy.Aft 1Dk	496 — 267					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	165·0 P40'F18'	27·5	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14$\frac{3}{16}$"-20¼" 117NHP HanshinTekkosho,Kobe		
86518 OZDD	**Ydun** Ⓟ Wireless 1Dk	644 430 324					1910	Helsingörs Jernsk.&Msk Elsinore	DetForenede DampskibsSelsk.	184·2 P115'F24'	31·2	12·5	Horsens Danish WB	T.3Cy.16½",27"&44"-44" 128NHP HelsingörsJernsk.&Msbk.		V
86519 160764 GQRT	**Yearby** ssShl.No.2-38 D.F. E.S.D, 1Dk(Stl)	5666 5355 3514	✠100A1 ~~9,401,40~~ 6,41 BS6,41 MS11,37	Cff ~~Shl~~ Nwc ✠LMC	a†	CL ~~10,38~~ N9,40	1929 12mo Lloyd	W.Gray& Co.Ld. WHartlepool 'sA&CP	TheRopnerShip- pingCo.Ld. CellDB	435·0 448·3(O.L.) P63'B251'F42' FK 386'1504t FPT189t	55·5	28·1	W.Hartlpl British 8BHCem APT167t	T.3Cy.26",41"&73"-48" (s) 180lb HS7932 529NHP 3SB(Spt),9cf,GS172, FD Cen.Mar.E.Wrks.W.Hpl.	31 ″ 1 s 5 ″ 1½ 26 ″ 2½	
86520 TCDM	**Yelkenci** (exNazarenus, Iron exHesperus, ssMmo.2ndNo.3-8,15 exMons,exTorvig, ssRot.No.1-19 exCastlefield) 1DkptAwngdk& Webframes	2253 — 1353	✠ … 2,21 ✠NB10,19✠				1890 3mo	Richardsn, Duck&Co. Stockton	YelkenciLutfi	277·0 P26'Q98' BK9½' ptAwngdk177'	37·5	18·5	Istanbul Turkish WB	T.3Cy.21",35"&57"-39" 201NHP Blair&Co.Ld.Stockton		
86521 161608 XYCJ	**Yenangyaung** OilEng 2Dks,3rd dk in forward hold D.F. E.S.D. CruiserStern Mchy.Aft Longitudinal framing	5447 4888 3031	✠100A1 10,40~~9,36~~ CarryingPetroleum in bulk	Cal ✠LMC8,37	y 1z	CL ~~9,39~~ N10,40	1937 8mo Lloyd	Swan,Hun- ter&Wigham Richardson, Ld Newcastle 'sA&CP	BurmahOilCo.Ld. CellDBuE92'388t DTf34'223t	387·6 400·7(O.L.) P111'B37'F59' FK FPT175tAPT100t	54·2	31·1	Rangoon British 13BHptCem (10 to U dk 3 „ 2nd „)	Oil Engines 2S.C.SA 4Cy.23⅝"-91$\frac{5}{16}$" 687NHP 2DB150lb Wm.Doxford&Sons,LdSld	31 ″ 0 s 5 ″ 0 26 ″ 2½	
86522 161955 MQCK	**Yewarch** ssAyr.No.2-39 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	827 566 410	✠100A1 ~~9,408,39~~ 2,41 BS9,40	Ayr ~~PGl~~ Hul ✠LMC8,39	k	CL ~~8,39~~ ~~9,40~~ 2,41	1931 8mo Lloyd	Scott& Sons Bowling 'sA&CP	J.Stewart&Co. Shipping,Ld. Cell	195·0 202·3(O.L.) Q110'B11'F28' FK DBf116'183tFPT7	31·1	11·9	Glasgow British 3BHAsp 8tAPT55t	T.3Cy.15¼",25"&40"-27" (s) 180lb 90RHP 1SB,3cf,GS59,HS2102 Davey,Paxman&Co.Ld. Colchester	14 ″ 0 s4 ″ 5½ 13 ″ 7½	
86523 160273 MPNL	**Yewcroft** ssShl.No.2-37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	827 566 410	✠100A1 ~~10,407,39~~ 1,41 BS~~10,39~~ 10,40	Irv ~~PGl~~ Mdb ✠LMC9,37	k	CL ~~7,39~~ 10,40	1929 9mo Lloyd	Scott& Sons Bowling 'sA&CP	J.Stewart&Co. Shipping,Ld. Cell	195·0 Q110'B11'F28' FK DBf116'183tFPT	31·1	11·9	Glasgow British 3BHAsp 78tAPT55t	T.3Cy.15",25"&40"-27" (s) 180lb 90RHP 1SB,3cf,GS59,HS2102 Davey,Paxman&CoLd.Col	14 ″ 0 s 4 ″ 5½ 13 ″ 7½	
86524 160241 MPJN	**Yewdale** ssShl.No.2-37 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	823 562 410	✠100A1 6,40 ~~2,40~~ BS~~10,39~~ 9,40	Shl LMC8,37	k	CL 11,39	1929 3mo Lloyd	Scott& Sons Bowling 'sA&CP	J.Stewart&Co. Shipping,Ld. Cel	195·0 Q110'B11'F28' FK lDBf116'185tFPT	31·2	11·9	Glasgow British 3BHAsp 78tAPT55t	T.3Cy.15",25"&40"-27" (s) 180lb 90RHP 1SB,3cf,GS59,HS2102 J.Abernethy&Co.Abn.	14 ″ 0 s 4 ″ 5½ 13 ″ 7½	
86525 129510 MDKB	**Yewforest** (exBarshaw) Mchy.Aft ssIrv.2ndNo.3-6,35 ssShl.No.1-39 Well deck 1Dk(Stl) Cargo battens not fitted	815 563 360	✠100A1 ~~2,418,39~~ 3,41 BS~~5,40~~ 5,41	Hav ~~Shl~~ Lth ✠LMC4,39	l	CL ~~3,39~~ 3,41	1910 8mo Lloyd	Greenock& Grngemouth Dkyd.Co.Ld. Greenock 'sA&CP	J.Stewart&Co. Shipping,Ld. Cel	199·3 Q114'B11'F35' FK lDBf127'183tFPT	30·1	12·1	Glasgow British 3BHCem 55tAPT33t	T.3Cy.17",27"&44"-30" (s) 160lb 99RHP 1SB,4cf,GS65,HS2493 D.Rowan&Co.Glasgow	14 ″ 4 s4 ″ 10½ 13 ″ 9½	
86526 137788 MLZW	**Yewglen** (exLokrum, 3Mst exFairmuir) ssAbn.2ndNo.3-4,40 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	593 420 274	✠100A1 1,41~~1,40~~ BS4,41	Abn Shl ✠LMC4,40	i	CL ~~2,40~~ 1,41	1915 3mo Lloyd	Ardrossan DD&SBCoLd Ardrossan 'sA&CP	J.Stewart&Co. Shipping,Ld. Cel	175·8 Q101'B11'F26' BK8' lDBf97'150t FPT	28·1	10·4	Glasgow British 3BHCem 31tAPT5t	T.3Cy.14",23"&38"-27" (r) 180lb 99RHP 1SB,3pf,GS58,HS1814 LidgerwoodLd.Coatbridge	12 ″ 6 s 3 ″ 8 12 ″ 11½	
86527 140288 MGRC	**Yewkyle** (exCarterside-36, exSunnycroft, ssShl.No.3-6,29 exEnnistown) ssP.Gl.No.2-38 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	824 582 380	✠100A1 1,41 ~~1,40~~11,40 MS2,38	Shl PGl ✠LMC BS~~5,40~~ 10,40	k	CL 4,40	1917 4mo Lloyd	Bartram& Sons,Ld. Sunderland 'sA&CP	J.Stewart&Co. Shipping,Ld. CellD	195·0 Q94'B11'F20' Bf120'166tFPT49t	30·0	12·0	Glasgow British 3BHCem APT28t	T.3Cy.16",26"&43"-27" (s) 180lb 119NHP 1SB,3pf,GS53,HS2028 J.Dickinson&Sons,Ld.Sld.	14 ″ 0 s ″ 10½ 13 ″ 3	
86528 165957 GQQP	**Yewmount** OilEng. Wireless 1Dk Mchy.Aft CruiserStern	859 574 455	✠100A1 6,41~~5,40~~	Bwg PGl ✠LMC1,39	l	CL 6,39	1939 1mo Lloyd	Scott& Sons Bowling 'sA&CP	J.Stewart&Co. Shipping,Ld. CellDB121'2	202·8 210·9(O.L.) Q121'F28' FK 08tDTf44t FPT47t	33·2	11·4	Glasgow British 3BHAsp APT25t	Oil Engines 2S.C.SA 5Cy.13⅜"-22$\frac{1}{16}$" 80RHP Atlas-DieselA/B,Skm.	13 ″ 10 s 4 ″ 3½ 13 ″ 4½	
86529 161899 MPQX	**Yewpark** ssBwg.No.2-38 Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	827 566 410	✠100A1 12,40~~12,38~~ BS4,40 5,41	Lth PGl ✠LMC2,38	k	CL 12,38	1930 2mo Lloyd	Scott& Sons, Bowling 'sA&CP	J.Stewart&Co. Shipping,Ld. CellDB	195·0 Q110'B11'F28' FK f116'183t FPT78t	31·1	11·9	Glasgow British 3BHAsp APT55t	T.3Cy.15",25"&40"-27" (s) 180lb 90RHP 1SB,3cf,GS59,HS2102 DaveyPaxman&Co.Ld. Colchester	14 ″ 0 s 4 ″ 5½ 13 ″ 7½	
86530 160189 MNYQ	**Yewtree** ssP.Gl.No.3-7,40 ~~ssP.Gl.No.2-36~~ Mchy.Aft 1Dk(Stl) Well deck Cargo battens not fitted	826 564 419	✠100A1 7,40~~2,38~~ 7,40 MS~~2,38~~	Gmh PGl ✠LMC BS~~5,40~~5,41	k	CL ~~1,38~~ 6,40	1928 1mo Lloyd	Scott& Sons Bowling 'sA&CP	J.Stewart&Co. Shipping,Ld. Cell	195·0 Q110'B11'F28' FK DBf108'175tFPT	31·2	11·9	Glasgow British 3BHCem 65tAPT10t	T.3Cy.15",25"&40"-27" (s) 180lb 90RHP 1SB,3cf,GS59,HS2102 Fleming&Fergusn,Ld.Psy	14 ″ 0 s 4 ″ 5½ 13 ″ 7½	
86531 160224 MPFT	**Yewvalley** ssP.Gl.No.3-8,40 ~~ssBwg.No.2-37~~ Mchy.Aft Wireless 1Dk(Stl) Well deck Cargo battens not fitted	823 562 404	✠100A1 8,40~~2,38~~ BS1,40	Shl PGl ✠LMC~~8,37~~ MS8,40	k	CL ~~2,38~~ 8,40	1928 10mo Lloyd	Scott& Sons Bowling 'sA&CP	J.Stewart&Co. Shipping,Ld. CellD	195·0 202·0(O.L.) Q110'B11'F28' FK Bf116'185tFPT78t	31·2	11·9	Glasgow British 3BHAsp APT55t	T.3Cy.15",25"&40"-27" (s) 180lb 90RHP 1SB,3cf,GS59,HS2102 Swan,Hunter&Wigham Richardson,Ld.Nwc.	14 ″ 0 s 4 ″ 5½ 13 ″ 7½	
86532 XNBI	**Yi Chang** (exNissho-28,exGenkai Maru) 2Dks&pt Shade dk	1329 1206 784					1891	Napier Shanks&Bell Glasgow	YiChangSteam- shipCo.	244·9 F30' ptShade dk157'	32·3	20·0	Nwohwng Chinese WB	T.3Cy.18",30"&48"-33" 132NHP J.&J.Thomson,Glasgow		
86533 183 SVNT	**Yiannis** (exNewbyHall)	4391 4103 2840					1905	Barclay, Curle&Co.Ld Glasgow	G.Andreou	375·0 P42'B95'F43'	47·2	27·9	Andros Greek WB	T.3Cy.23½",40"&69"-48" 330NHP Barclay,Curle&Co.Ld.Gls.		C
86534 OHVS	**Yildum** 1Dk	3300 2950 1891					1913	Rotterdam Droogd.Maat Rotterdam	Rederi A/B Yildum (ErikNylund)	345·3 332·9 P25'B97'F31'	48·3	21·7	Mariehmn Finnish WB	T.3Cy.23",38"&62"-42" 249NHP Rotterdam Droogd.Maats.		V
86535 TODL	**Yilmaz** (exHizmet,exAdana, Iron exFlora) ssOda.No.3-4,96 Well deck 1Dk(Irn)	712 543 380	✠ 1,01	Oda	j		1885 12mo	Wigham Richrdsn&Co Newcastle	Mustafa ve Ahmet ve Vehbi Aldikaçti DBa44'	189·5 Q62'B48'F23' FK &uE&B31'90t FPT	29·2	11·6	Istanbul Turkish 4BHCem 24tAPT14t	C.2Cy.25"&48"-33" 110NHP 1SB,3pf,GS49 WighamRhrdson&C.Nwc.	14 ″ 0	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	**Steamer's Name.** Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When. Ship. Engines	By Whom. Where.	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Dates of B. of Trade Cert
86536	**Ying Chun** (*ex*Himekawa Maru-34,*ex*MiyagawaMaru) Sp 2*Dks*	414 389 245					1894	OsakaIron Works Osaka	HoYinAn	165·1	20·8	15·4	Tsingtao Chinese	T.3Cy.14$\frac{5}{16}$",22⅛"&36⅛"-24" 63NHP OsakaIronWorks,Osaka		
86537 XNFH	**Ying Ping** (*ex*YeiMaruNo.2, *ex*Ouraka) *Well deck* 1*Dk& Web frames*	2655 — 1646	✠ ... 4,95 ✠				1890 12mo	Russell& Co. Greenock	YingPingS.S.Co. Ld.	300·3 P30′Q84′B123′ F26′ FK	41·2	19·6	Shanghai Chinese *WB*	T.3Cy.22½",35½"&58½"-39" 222NHP J.Howden&Co.Glasgow	22 〃 3	
86538 120647 GMKF	**Yingchow** Ⓟ 2*Dks*	1992 1728 1216					1905	Scotts'S.B. &E.Co.Ld. Greenock	ChinaNav.Co.Ld.	266·8 B81′F34′	40·2	21·7	London British *WB*	T.3Cy.20",33½"&56"-39" 196NHP Scotts'S.B.&E.Co.Ld.Grk.		
86539	**Yiu Lee** 2*Dks*	494 — 271					1913	Heng Chang Dockyard Shanghai	Ching-KeeS.N.Co. Ld.	144·5	22·2	18·6	Chefoo Chinese	T.3Cy.13¾",21¾"&34⅜"-24" 58NHP		
86540 6653 SHPA	**Yngaren** *OilEng.* *ss*Got.No.3-5,33 *ss*Got.No.1-37 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)	*5246* *4656* *3145*	✠100A1 *Shelter dk withfreeboard* 8,40 ~~1,40~~ ✠LMC CS12,37 DBS3,40 3,39	Got Npt	*a*†	CL 7,38	1921 3mo *Lloyd*	W.Doxford &Sons,Ld. Sunderland *'sA&CP*	Rederiaktb. Transatlantic (G.Carlsson,*Mgr.*) *CellDB*364′1299*t*	420·0 433·8(O.L.) F41′*on Shelter dk* FK Coll *FPT*105*t APT*127*t*	54·0	25·0	Gothenbrg Swedish *ptCem* *BH to Sh dk* 6 „ „ *U* „	Oil Engines 2S.C.SA 4Cy.22$\frac{13}{16}$"-91¼" 640NHP DB-*100lb* W.Doxford&Sons,Ld.Sld.	29 〃 0 s3 〃 7½ 25 〃 7¼	
86541 163421 GWQB	**Yochow** *OilEng.* 2*Dks*	2810 2336 1630					1933	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNavigation Co.Ld.	299·9 P36′B79′F40′	44·2	21·7	London British *WB*	Oil Engines 2S.C.SA 5Cy.22"-36" 425NHP Scotts'S.B.&E.Co.Ld.Grk.		
86542 45693 JGCN	**Yodogawa Maru** *OilEng.* D.F. *CruiserStern* 2*Dks*	6441 5757 4801					1939	Mitsubishi JukogyoK.K Yokohama	ToyoKaiunK.K.	439·4 P36′B168′F39′	58·3	32·0	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43$\frac{5}{16}$" 1163NHP MitsubishiJukogyoK.K.		C
86543 10808 JBWE	**Yoh Yang Maru** Ⓟ TwinSc 3*Dks*	3298 1517 1956					1906	Kawasaki DockyardCo. Ld. Kobe	ToaKaiunK.K.	310·0	44·0	14·5	Tokyo Japanese *WB*	T.6Cy.17",28"&46"-33" 243NHP KawasakiDkydCoLdKobe		
86544 129515 MDJZ	**Yokefleet** (*ex*Brentham) *ss*Bly.2ndNo.3-1,35 *ss*Goo.No.1-39 *Mchy.Aft* *Well deck* 1*Dk*(*ptStl*)	844 588 384	✠100A1 ~~5,40~~ ~~9,39~~ 5,41 ✠LMC9,39 BS12,40	Goo		OG 8,39	1910 9mo *Lloyd*	Mackie& Thomson,Ld. Glasgow *'sA&CP*	OuseS.S.Co.Ld. (A.W.Atkinson, *Mgr.*) *Cell*	200·0 Q116′B11′F35′ FK *DBf*127′190*t FPT*	30·2	11·9	Goole British 3*BHCem* 88*tAPT*62*t*	T.3Cy.17",27"&44"-30" (*s*) 160lb NDB21 98RHP 1SB,*4cf*,GS76,HS2503 W.V.V.Lidgerwood,Gls.	14 〃 3 s4〃10¼ 13 〃 10	
86545 44835 JQKM	**Yōkō Maru** *OilEng.* Wireless *CruiserStern* 1*Dk*	1050 — 748					1938	Nakata Zosen-sho Osaka	SankoKisenK.K.	197·9	32·0	18·3	Amagasaki Japanese *WB*	Oil Engines 4S.C.SA 6Cy.16$\frac{9}{16}$"-24$\frac{7}{16}$" 158NHP HanshinIronWorks,Kobe		
86546 14812 JYHD	**Yokohama Maru** Ⓟ TwinSc *ss*Kob.2ndNo.3-7,37 2*Dks*(*Stl*)&*Shelter dk*(*Stl*-ws)	6143 5820 3790	✠ ... 4,40 ✠	Yka	*z*		1912 5mo	MitsuBishi Dkyd&EWks Nagasaki	NipponYusenK.K. *CellD*	399·9 FK *Ba*108′*uE&B* 61′*f*1	49·9	37·7	Tokyo Japanese 7*BHCem* 75′1035*t DT*	T.6Cy.20",33½"&56"-48" 632NHP 4SB,*12cf*,GS220,HS9222 MitsuBishiD.&E.Wks.Nag *s.a*64′849*t FPT*99*tAPT*26*t*	38 〃 0	
86547 FNEE	**Yolande** (*ex*Jalisco-37,*ex*Berbère, *ex*Nautilus, *ex*Petrograd, *ex*Petersburg) *ss*Sld.2ndNo.3-11,16 *ss*Gen.No.2-25 1*Dk&Spar dk& Web frames* (*SUNK IN PORT BY AIRCRAFT 1,39 —REFLOATED*)	1733 1525 1051	✠ ... 11,27 ✠				1891 7mo	J.Laing Sunderland	R.Gardella	244·9 B59′F30′ 20·8 BK8½"	36·1	14·0	Marseilles French *WB*	T.3Cy.19$\frac{3}{16}$",31"&50"-36" 149NHP G.Clark,Ld.Sunderland	23 〃 1	
86548 FPDI	**Yolande Bertin** *Now "Honduras" see No. 83375 in Supplement* (*ex*Stanthorpe-38, *ex*Kambole-37, *ex*MalvernRange) *ss*H.Kg.2ndNo.3-10,39 2*Dks*(*Stl*) D.F.	*4524* *4218* *2839*	✠100A1 12,40 ~~10,39~~ ✠LMC10,39 BS12,40	HKg Cal	*x*	CL 10,39	1915 7mo *Lloyd*	J.Priest-man&Co. Sunderland *'sA&CP*	O.E.Bertin *Cell DBa*125′ *uE*26′	380·0 P32′B98′F37′ FK *f*167′1063*tFPT*84*t*	50·0	26·7	Shanghai French 6*BHCem* *APT*121*t*	T.3Cy.25",37½"&69"-48" 180lb (*s*) 381NHP 3SB,*9cf*,GS165,HS6190 Richardsons,Westgarth& Co.Ld.Sld.	29 〃 3 s5 〃 8¼ 23 〃 9	
86549 160225 GJKS	**Yoma** Ⓟ *Fitted for oil fuel* D.F. E.S.D. 2*Dks*	8131 6503 5014					1928	W.Denny &Bros.Ld. Dumbarton	British&Burmese S.N.Co.Ld. (P.Henderson&Co. *Mgrs.*)	460·3 P53′B187′F51′	61·2	31·0	Glasgow British *WB*	Q4Cy.28½",40½,58"&84"-60" W.Denny&Bros,Ld.Dmb. &LP turbine with DR gearing&hydraulic coupling (*fitted* 39) Barclay Curle&Co.Ld.Gls.		C BT till ~~7,40~~ 7,41
86550 219052 WPAI	**Yomachichi** *OilEng.* GyC. Sub.Sig. 2*Dks* *Longitudinalframing*	5868 — 3673					1919	O.Daniels S.B.Co. Tampa,Fla.	UnitedStates Maritime Commission	402·1 P34′B118′F38′	54·0	34·4	Miami,Fla. Utd.States *WB*	Oil Engines 2S.C.SA 6Cy.30"-52" NE27 938NHP BuschSulzerDieselEng. Co.St.Louis,Mo.		R
86551 42331 JJFK	**Yōmei Maru** 2*Dks*	2861 — 1553					1936	Mitsubishi JukogyoK.K. Yokohama	NipponYusenK.K.	326·2 P18′B66′F28′	44·3	24·0	Tokyo Japanese *WB*	T.3Cy.23",38"&64"-48" 284NHP MitsubishiJukogyoK.K.		
86552 23864 JIPD	**Yoneyama Maru** (*ex*KaianMaru) *ss*Kob.No.3-5,31 *ss*TamaNo.2-39 2*Dks*(*Stl*)	5274 4826 3276	✠100A1 7,40 ~~4,39~~ ✠LMC~~5,39~~ 7,40	Tama Kob	*z*	CL ~~4,37~~ 7,40	1919 3mo	Mitsubishi ZosenKaisha, Ld. Nagasaki A&CP	ItayaSyosenK.K. *CellDB*350′1080*t*	400·0 P39′B121′F40′ FK *FPT*133*tAPT*89*t*	54·5	30·0	Tokyo Japanese 6*BHCem*	T.3Cy.26½",42$\frac{13}{16}$"&75"-48" 200lb (*s*) 490NHP 3SB,*9cf*,GS163,HS6499 FD MitsubishiZosenKaisha,Ld	30 〃 0 s5 〃 8½ 24 〃 8	
86553 27457	— 1*Dk*	584 488 312					1920	Osaka YogyoK.K. Shikizu	NaoyetsuSyosen K.K.	171·2 B40′F26′	26·2	15·1	Osaka Japanese	T.3Cy.11½",19"&32"-22" 47NHP NishibeTekkosho,Osaka		
86554																

1	2 3	4	5	6	7	7a	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Termes assignés maintenant expiré. Lettre d'Équipement	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand Navire. Mach.	Par qui. Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers Nom du Constructeur des machines	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	[illegible]
86555 221009 KDNS	**Yorba Linda** ssN.Yk.No.3-3,33 ssBal.No.1-37 *Mchy.Aft* *2Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6900 6642 4250	✠100A1 2,40 BS2,40 ✠LMC4,37 *Carrying Petroleum in bulk* *Fitted for oil fuel 1,21 F.P. above 150° F.*	Bal	*b*†	CL 2,40	1921 1mo A&CP	Bethlehem S.B.Corp.Ld. Alameda,Cal *CellDBuE&B62'197t DTf50'884t*	Socony-Vacuum OilCo.Inc.	435·0 453·3(O.L.) P106'B50'F42' FK *FPT*104t*APT*70t	56·0	33·6	NewYork Utd.States *14BHpt Asp* *(9 to U dk* *5 ,, 2nd ,,)*	T.3Cy.27",47"&78"-48" (s) 220lb 600NHP 3SB,9cf,HS8235 FD BethlehemS.B.Corp.Ld.	33 " 6 s 6 " 8 27 " 1	
86556 40700 JGIJ	**Yorihime Maru** TwinSc OilEng. *Mchy.Aft* *CruiserStern* 1*Dk*	526 — 351					1935	Sanoyasu DockCo. Osaka	HamaneKisenK.K.	155·0	28·5	13·8	Kobe Japanese	Oil Engines 2S.C.SA 4Cy.12½"-16¾" 112NHP SanyoKosakuSho,Kobe		
86557 220826 KDKP	**York** (*ex*LakeGatun) *Ref.Mchy.* *Fitted for oil fuel* Sub.Sig. D.F. 3*Dks*	2677 — 1660					1920	Saginaw S.B.Co. Saginaw	Merchnts&Miners TransportationCo.	253·4 P25'B65'F26'	43·8	26·2	Baltimore Utd.States *WB*	T.3Cy.21",35"&59½"-42" 226NHP BuckeyeEngineCoSalem,O		R
86558 218466 KICP	**Yorkmar** (*ex*WilliamPerkins, *ex*WestIslay) *Fitted for oil fuel* 2*Dks* D.F.	5612 5174 3498					1919	AmesS.B. &D.D.Co. Seattle,Wash	CalmarS.S.Corp.	409·8 P44'B119'F47'	54·2	29·2	NewYork Utd.States *WB*	T.3Cy.24½",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles,Cal.		R
86559 148531 GLFQ	**Yorkmoor** ssGls.No.3-1,38 1*Dk(Stl)*	4457 4173 2768	✠100A1 ~~10,40 8,39~~ 6,41 BS10,40 ✠LMC MS1,38 ~~BS8,39~~	Cff ~~Mch~~Lon	*x*	CL 12,38	1925 1mo *Lloyd*	JReadhead &Sons,Ld. SouthShields '*sA&CP*	MoorLine,Ld. (RuncimanShippingCo.Ld.*Mgrs.*)	381·0 P34'B105'F43' FK *CellDB*336'1084t	52·4	26·5	London British *6BHCem* *APT*148t	T.3Cy.26",43"&72"-48" (r) 180lb HS6690 470NHP 3SB(Spt),9cf,GS164 FD J.Readhead&Sons,Ld.SShl	28 " 10 s 5 " 5¼ 23 " 7½	
86560 132060	**Yorkton** *Mchy.Aft* 1*Dk*	1772 1478 1136					1911	Sunderlnd S.B.Co.Ld. Sunderland	ColonialSteamships,Ld.(R.Scott Misener,*Mgr.*)	250·0	42·7	16·4	Toronto British *WB*	T.3Cy.17",28"&46"-33" 122NHP N.E.MarineEng.CoLd.Sld.		R
86561 227462 KLDY	**Yorktown** Ⓟ *Longitudinal framing*	1547 — 817					1928	NwprtNws S.B.&D.D.Co NewprtNews	ChesapeakeS.S.Co.	267·0	46·0	18·0	Baltimore Utd.States *WB*	T.4Cy.23½",39"&(2)47"-40" 279NHP NewportNewsSB&DD.Co.		R
86562 164829 GYXL	**Yorkwood** *CruiserStern* D.F. E.S.D. GyC. 1*Dk&Shelter dk* *Longitudinal framing at shelter deck* *Ref.Mchy.* *Tonnage opening closed '41(W.E.)*	5401 4515 3150	✠100A1 *withfreeboard* 7,40 ~~5,39~~ ✠LMC7,36 ✠Lloyd'sRMC9,39 BS4,40	Sws Sou	*a*† 2	CL 5,39	1936 7mo *Lloyd*	Hawthorn, Leslie&Co.Ld Newcastle '*sA&CP*	ConstantineShippingCo.Ld. *CellDB*	438·9 455·1(O.L.) F38' FK 372' 1249t *FPT*175t	55·8	24·8	Middlsbro' British *7BHCem* (*Coll to Sh dk* *6 ,, 2nd ,,)* *APT*270t	T.3Cy.23½",38"&65"-42" & Exhaust Turbine driving Steam Compressor 443NHP 2SB(Spt)(FD)& 220lb (s) 1AuxSB,9cf,GS130,HS6022 N.E.MarineEngCoLd.Nwc	~~28 " 0~~ ~~s 3 " 3½~~ ~~25 " 0¼~~ 37 " 6 s11 " 2¼ 26 " 0½	
86563 129638 HRBM	**Yoro** ssN.Os.2ndNo.3-9,35 *Ref.Mchy.* 1*Dk(Stl)2trB&* *Shelterdk(Stl-teak s)* ~~ssGot.No.1-40~~ ssGal.No.1-40	1697 1489 1052	✠100A1 *Shelter dk* *withfreeboard* 9,40 ~~2,39~~ MS3,40 BS12,39 ✠LMC~~9,35~~ ✠Lloyd'sRMC3,40 for temp. 50° F. *Fitted for oil fuel 4,21 F.P. above 150° F.*	NOs Gal	*r*	OG ~~7,37~~ 9,40	1911 5mo *Lloyd*	Swan,Hunter&Wigham Richardson, LdNewcastle '*sA&CP*	SeaboardS.S.Corp. (StandardFruit& S.S.Co.*Mgrs.*) *CellDBa41'uE20'*	309·3 len15 FK *f*180' 342t *FPT*12t	39·2	16·6	Ceiba Honduran *4BHCem* *APT*30t	T.3Cy.23",39"&66"-42" (r) 195lb *100lb* 347NHP 2SB,8cf,GS163,HS5736 Swan,Hunter&Wigham Richardson,Ld.Nwc.	18 " 11 s1 " 3¼ 17 " 9	
86564 22933 JEXD	**Yōrō Maru No. 2** ssKob.No,1-22 1*Dk&2nd dk inNo.1hold*	2218 1897 1295	... 7,24				1918 7mo	Fujinagata DockydCoLd Osaka	NipponYusenK.K.	272·0 P16'B60'F34' FK	40·0	24·1	Tokyo Japanese *WB*	T.3Cy.18½",30½"&51½"-36" 189NHP FujinagataDockyardCoLd	24 " 2	
86565 27682 WDDT	**Yosemite** D.F. *Mchy.Aft* 1*Dk2trB*	3554 — 2719					1901	Detroit S.B.Co. Wyandotte	FontanaS.S.Co. (Cleveland-Cliffs IronCo.*Mgrs.*)	356·0	50·0	28·0	Wilmgton (Del.) Utd.States *WB*	T.3Cy.18½",29½"&48"-40" 146NHP DetroitS.B.Co.Detroit		R
86566 22318 JIHD	**Yosida Maru No. 1** (*ex*YoshidaMaru No.1-38) ssKob.No.3-10,29 ssKob.No.2-38 2*Dks(Stl)*	5425 4975 3386	✠100A1 1,41 ~~12,39~~ ✠LMC~~12,39~~ 1,41	Osa	*z*	CL 11,38	1919 1mo A&CP	Asano S.B.Co.Ld. Tsurumi	YamashitaKisen K.K. *CellDB*	400·0 P33'B124'F41' 342'844t*APT*28t	53·2	29·4	Kobe Japanese *6BHCem*	T.3Cy.26",43½"&72"-48" (s) 200lb 513NHP 3SB,9cf,GS174.HS7376 FD KobeSteelWorks,Kobe	32 " 0 s 6 " 7 25 " 9	
86567 22313 JCYD	**Yosida Maru No. 3** (*ex*YoshidaMaru No.3-38) ssOsa.No.3-1,30 ssKob.No.1-34 2*Dks(Stl)*	4646 3927 3348	✠ ~~[illegible]~~ 5,39 ✠	Kob	*x*		1918 12mo	Uraga DockCo.Ld Uraga	YamashitaKisen K.K. *CellDB*291'919t*F*	360·0 P21'B91'F33' FK *PT*114t*APT*46t	51·0	28·4	Kobe Japanese *6BHCem*	T.3Cy.24½",40½"&67"-48" 378NHP 3SB,9cf,GS180,HS6382 UragaDockCo.Ld.Uraga	28 " 6	C †
86568 28457 JODD	**Yosino Maru** Ⓟ TwinSc (*ex*YoshinoMaru-38,*ex*Kleist) 4*Dks*	8990 — 5512					1906	F.Schichau Danzig	NipponYusenK.K.	463·5 P88'B196'F91'	57·5	38·9	Kobe Japanese *WB*	Q.8Cy.24⅝",36½",55 9/16"&75⅝" -53" 820NHP F.Schichau,Danzig	39 " 0	C
86569 38844 JLUJ	**Yositomo Maru No. 16** *OilEng.* 1*Dk*	323 — 225					1935	Matsuura Zosensho Hiroshima	TateishiYoshio	120·1	23·1	12·6	Higashino Japanese	Oil Engines		
86570 13880 JPFE	**Yosiura Maru** 1*Dk*	541 — 307					1910	Kawasaki S.B.Yard Kobe	UsuiShoten SenpakubuGomei Kaisha	169·0	26·5	16·5	Tokyo Japanese	T.3Cy.12¾",20"&33"-23" 52NHP		
86571 32325 JIVB	**Yosyu Maru** (*ex*YoshuMaru-38, *ex*NielsNielsen) *Fitted for oil fuel* 2*Dks*	5711 5169 4360	✠ ... 11,21 ✠				1916 11mo	Skinner& EddyCorp. Seattle,Wash	UwazimaUnyu K.K.(Yamashita KisenK.K.*Mgrs.*)	411·6 P44'B115'F47' FK	54·2	27·1	Kobe Japanese *WB*	DR Geared Steam Turbine 476NHP Gen.Electric,SchnctdyNY	29 " 9	C †
86572 15838 JPPE	— (*ex*FukuriMaru) 1*Dk*	499 464 284					1913	I.Aizawa Osaka	UtiyamaZensaku	113·0	21·0	10·0	Kobe Japanese	T.3Cy.11",18"&30"-22" 42NHP T.Hirao		
86573 40620 JZEH	**Yosyun Maru** *OilEng.* *Mchy.Aft* 1*Dk*	496 — 267					1935	OsakaIron Works,Ld. Innoshima	KinkaiKaisoku KisenK.K.	165·1 P40'F18'	27·5	14·0	Osaka Japanese	Oil Engines 4S.C.SA 6Cy.14 5/16"-20⅞" 117NHP HanshinTekkoshoKobe		
86574 220605 WPBH	**Youngstown** (*ex*H.H.Porter) *Mchy.Aft* Sub.Sig. D.F. GyC. 1*Dk*	8262 — 6436					1920	American S.B.Co. Lorain,O.	InterlakeS.S.Co. (Pickands, Mather &Co.*Mgrs.*)	580·0 *WB*	60·2	27·8	Wilmgton (Del.) Utd.States	T.3Cy.24½",41"&65"-42" 274NHP AmericanS.B.Co.Lorain,O.		R
86575 23162 JKFC	**Yozan Maru** (*ex*UwajimaMaruNo.16-36) 1*Dk*	1227 1028 681					1918	Teikoku Kisen Oh	YamamotoKisen K.K.	228·0	33·0	18·7	Kobe Japanese *WB*	T.3Cy.15½",26"&42½"-32" 101NHP KobeSeikosho,Kobe		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
141 86576 702 SZKX	**Ypanis** (exMary-38, exDevonbrae, exConstantine) ssPir.2ndNo.3-4,35 1Dk(Stl)&deep framing Well deck Cargo battens not fitted Wireless ssPir.No.1-40	1459 1183 880	✠100A1 5,40~~4,35~~ ✠LMC5,40 MS9,34 ~~BS3,39~~	Pir	p	CL N7,39	1909 11mo Lloyd	BlythS.B. &D.D.Co.Ld. Blyth sA&CP	SynodinosBros. CellDBa71'uE&	245·0|36·7|16·0 Q91'B49'F24' FK B35'f102'402tFPT	Piræus Greek 4BHCem 62tAPT79t	T.3Cy.19",31"&51"-36" (s) 180lb NDB35-100lb 181NHP 1SB,4cf,GS75,HS2945 N.E.MarineEng.CoLdNwc	18″4 s1″7½ 16″10	
86577 LFHJ	**Yrjar** Ⓟ 2Dks	340 307 184					1925	Trndhjms Mek Værks. Trondheim	FosensAktie- Dampskslsk.	130·3|22·1|16·1 H33t	Trondheim Norwegian WB	T.3Cy.12½",20"&33"-21" 50NHP TrondhjemsMV.Trondhm		N
86578 OHYV	**Yrsa** (exBlairadam-36, exUbier) ssSkm.2ndNo.3-4,39 D.F. 1Dk(ptIrn ptStl) Cargo battens not fitted	2803 — 1656	✠100A1 7,40~~8,39~~ ✠LMC4,39 BS3,40	Lkr Got	u	CL 8,39	1914 4mo Lloyd	W.Gray& Co.Ld. W Hartlepool sA&CP	RederiA/B"Yrsa" (E.Nylund,Mgr.) CellDBa98'	330·7|46·4|20·8 321·3 | 46·5 P25'B98'F34' FK uE&B41'f141'817t	Mariehmn Finnish 5BHCem APT146t	T.3Cy.23",36½"&62"-42" (s) 180lb NDB27 288NHP 2SB,6cf,GS119,HS4691 Cen.Mar.Eng.Wrks.WHpl	23″5 s3″7¾ 20″0	
86579 OUNM	— 1Dk	455 322 264					1889	Helsingörs Skibsbyggeri Elsinore	DetForenede DampskibsSelsk.	173·2|24·1| 9·1 Q57'B22tF13t	Aarhus Danish	C.2Cy.19"&35"-21" 47NHP HelsingörsMskinbyggeri		V
86580 PITU	**Yselhaven** ssAnt.No.3-7,33 D.F. ssAnt.No 1-37 1Dk(Stl)&Shelter dk(Stl)	4802 4631 2987	✠100A1 Shelter dk withfreeboard 11,40 ~~1,40~~ ✠LMC MS7,37 BS~~7,39~~9,40	Ant Shl	x	CL 10,38	1921 1mo Lloyd	W.Dobson &Co. Newcastle 'sA&CP	N.V.Gebr.Van Uden'sScheepv.en AgentuurMaats. CellDB313'960t	360·0|52·0|31·5 371·7(O.L.) FK Collisio FPT100tAPT87t	Rottrdam Dutch Cem nBHtoShdk 5 ,, ,, U ,,	T.3Cy.25",41"&69"-48" (s) 180lb 401NHP 3SB,9cf,GS174,HS6678 N.E.MarineEng.CoLdNwc	34″0 s8″11¾ 25″3	
86581 OOJC	**Yser** (exMinerva) 1Dk	1165 948 677					1903	J.C.Teck- lenborgA.G. Weser- münde-G.	Cie.Nationale Belge deTransp. Mar.(Armement Deppe, Mgrs.)	230·0|36·2|15·2 Q82'B56'F26'	Antwerp Belgian WB	T.3Cy.17",28"&45"-33" 116NHP J.C.TecklenborgA.G.Wsm		V
* 86582 PIUL	**Yssel** OilEng. D.F. 1Dk CruiserStern	2262 1956 1314	✠100A1 1,40 ✠LMC5,37	Sch	s	CL 4,38	1937 5mo Lloyd	A.Vuijk& Zonen Capelle a/d Ysel 'sA&CP	N.V."Houtvaart" (Vinke&Co.Mgrs.) Intermediate BHin forward Ce	294·1|43·8|18·2 306·2(O.L.) P25'B58'F25' FK hold dispensed with llDB248'579t FPT	Rottrdam Dutch 4BHptCem 36tAPT115t	Oil Engines 4S.C.SA 6Cy.21¼"-35$\frac{7}{16}$" 474NHP Gbr.Stork&CoNVHengelo	21″7 s3″2¼ 18″5½	
95/40 86583 PIUV	**Ystroom** OilEng. ssAms.No.1-40 Mcky.Aft D.F. 1Dk&Shelter dk CruiserStern	400 308 152	✠100A1 withfreeboard 4,40 ✠LMC CS4,40 1,39	Ams	k	CL 11,39	1936 11mo Lloyd	N.V.C.Van derGiessen& Zonen'sSchps Krimpen 'sA&CP	N.V.Hollandsche Stoomb.Maats. CellDB125'18	198·3|29·6| 8·1 30·7 FK (5tFPT22tAPT13t	Amstrdam Dutch 4BHptCem Coll to Sh dk 3 ,, 2nd ,,)	Oil Engines 4S.C.SA 7Cy.15⅜"-24$\frac{7}{16}$" 160NHP WerkspoorN.V.Ams.	11″0 s ″2 10″11	
86584 XNBE	**Yu Chi** (exRollon, exGangerRolf) 2Dks	1280 1209 774					1901	Nylands Værksted Oslo	YuTaHong	219·5|32·9|21·6 H52t	New- chwang WB Chinese	T.3Cy.16",26"&43"-30" 101NHP NylandsVærksted,Oslo		
86585	**Yu Ping** (exKoromiko-36) Turret deck 1Dk	2479 2024 1541					1907	W Doxford &Sons,Ld. Sunderland	YuChung SteamshipCo.	312·3|43·6|19·5 P21'F26'	Shanghai Chinese WB	T.3Cy.22",37"&61"-42" 241NHP W.Doxford&Sons,Ld.Sld.		
86586 161573 VRBV	**Yu Sang** Ⓟ (exHaiYuan-38) ssH.Kg.No.1-38 E.S.D. 2Dks D.F.	3357 2714 1985	✠100A1 withfreeboard 10,40~~9,39~~ ✠LMC9,38 BS9,40	HKg	u 1$\frac{11}{16}$	CL ~~9,38~~ N10,40	1934 9mo Lloyd	Swan,Hun- ter&Wigham Richardson, LdNewcastle 'sA&CP	Indo-ChinaS.Nav. Co.Ld. CellDB275'575tD	328·7|47·2|23·2 343·0(O.L.) P35'B126'F44' FK Ta23' 435t FPT42t	Hong Kong British 6BHptCem APT43t	T.3Cy.22",36"&60"-42" (s) 200lb 100lb FD 383NHP 2SB(Spt)6cf,GS138,HS5927 Swan,Hunter&Wigham Richardson,Ld.Nwc.	25″0 s7″8 17″6¾	
86587 XNCV	**Yu Tung** (exEiger) Wireless 1Dk&Spar dk	1505 1309 912					1904	Nylands Værksted Oslo	YuTaHong	231·5|35·2|14·7 H80t 20·4	Shanghai Chinese WB	T.3Cy.18",29"&48"-33" 132NHP NylandsVærksted,Oslo		
86588	**Yuan Chan** (exWarla-34, exWarHathor) ssCal.No.3-10,26 ssCal.No.1-30 1Dk(Stl)	2264 1800 1342	✠ 6,34 ✠	Cal	r		1918 8mo	Pt.Arthur S.B.Co.Ld. PArthur Ont.	ChungWeiS.S.Co. CellDBa&	251·0|43·8|20·7 P25'B64'F28' FK uE98'f94'457tFPT	Shanghai Chinese 4BHCem 80tAPT78t	T.3Cy.20",33"&54"-40" 278NHP 2SB,6cf,GS46,HS5246 PortArthurS.B.Co.Ld.	23″0	
86589 25602 JYED	**Yubae Maru** ssOsa.No.3-9,31 ssKob.No.2-40 ~~ssKob.No.1-36~~ 2Dks(Stl)	3217 2676 1986	✠100A1 11,40~~10,38~~ ~~BS11,39~~ ✠LMC~~10,39~~ 11,40	Kob	u	~~11,39~~ CL/ N11,40	1919 5mo	Ishikawa- jimaS.B.Co. Tokyo A&CP	Kuribayashi SyosenK.K. Ce	305·0|43·9|27·3 P25'B92'F30' FK llDB262'587tFPT	Tokyo Japanese 5BHCem 58tAPT56t	T.3Cy.22",37"&61"-42" (s) 180lb 279NHP 2SB,6cf,GS93,HS3640 FD IshikawajimaSBCo Tokyo	27″4 s4″4½ 23″2	
86590 35338 JFKC	**Yubari Maru** 2Dks	4109 3419 2489					1930	MitsuiBus- sanKaishaLd. TamaDkyd.	HokkaidoTanko KisenK.K.	351·5|49·0|27·7	Tokyo Japanese WB	T.3Cy.22",37"&61"-42" 241NHP MitsuiBussanKaishaLd.		C
86591 203791 WQBI	**Yucatan** Ⓟ TwinSc (exHavana-35, Fitted for oil fuel exComfort, exHavana) 4Dks D.F. E.S.D. Ref.Mchy.	6678 — 4075					1907	W Cramp& SonsS&EBCo Philadelphia	AtlanticGulf& WestIndiesS.S. Lines(NewYork andCubaMailS.S. Co.Mgrs.)	413·0|50·2|30·0	NewYork Utd. States WB	T.6Cy.29¼",49¾"&86¼"-48" NB27 1030NHP W.Cramp&SonsS.&E.B.Co		R
86592 8893 JALE	**Yuen Kiang Maru** Ⓟ TwinScSp 1Dk	875 418 495					1903	OsakaIron Works Osaka	ToaKaiunK.K.	202·6|37·4| 6·5	Tokyo Japanese	T.6Cy.10",16"&28"-15" 61NHP OsakaIronWorks,Osaka		
86593 152444 VPGL	**Yuen Sang** Ⓟ ssH.Kg.No.1-40 ssH.Kg.No.3-4,36 2Dks(Stl-U teaks)	3229 2351 1983	✠100A1 7,40~~7,39~~ ~~BS7,39~~ ✠LMC~~4,36~~ 7,40	HKg	u	CL ~~6,38~~ 7,40	1923 12mo Lloyd	HongKong &Whampoa DockCo.Ld. HongKong 'sA&CP	Indo-ChinaSteam Nav.Co.Ld. Ce	310·0|46·1|22·7 324·5(O.L.) P&B201'F40' FK llDB265'443t FPT	HongKong British 5BHCem 46tAPT54t	T.3Cy.23",38"&63"-45" (s) 190lb 100lb 414NHP 2SB,6cf,GS132,HS6364 FD HongKong&Whampoa DockCo.Ld.HongKong	25″0 s2″6½ 22″9¾	
86594	**Yuet Shang** WoodTwinSc OilEng. 2Dks	704 621 394					1919	Kwong TuckCheong HongKong	ChungKwokPoLee S.S.Co.Ld.	175·0|28·0|18·0 B48'F22'	Canton Chinese	Oil Engines 4S.C.SA 8Cy.12"-16" 112NHP KwongTuckCheong,H.Kg		

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7a Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
86595	**Yukagir** *OilEng.* D.F. E.S.D. *2Dks* *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at decks* *Strengthened for Navigation in Ice* *Carrying Petroleum in bulk*	1631 1324 712	✠ … 10,37 ✠	Yka			1937 10mo	Mitsubishi JukogyoK.K Yokohama	U.S.S.R. *CellDBuE28'49tD*	237·2 246·1(O.L.) P69'F24' FK *Tf28'34t FPT28t*	36·1	21·1	Vladvostk Russian *11BHptCem* *APT41t*	Oil Engines 4S.C.SA 6Cy.17¼"-23⅝" & hydraulic coupling SR geared to 1 screw shaft 184NHP MitsubishiJukogyoKK Yka	20 ″ 4	
86596 JNZG	**Yuki Maru** (*ex*Waitemata-33) *ss*Drn.No.3-8,33 *ss*Kob.No.1-37 *1Dk(Stl)&Shelter dk(Stl)*	5704 5428 3507	✠ … 1,38 ✠	Kob	*y*		1919 5mo	Nthmblnd S.B.Co.Ld. Newcastle	DairenKisenK.K. *CellDB*351'1284t	400·0 *FonShelterdk39'* FK *CollisionBHtoShdk* *FPT60t APT90t*	53·0	32·8	Dairen Japanese *ptCem* 6 ,, ,, *U* ,,	T.3Cy.27",45"&75"-54" 619NHP 3SB,*12cf*,GS220,HS9525 N.E.MarineEng.CoLdNwc	35 ″ 5	
86597 18829 JDCD	— Ⓟ *ss*Kob.No.3-5,27 *ss*Kob.No.1-31 *2Dks(Stl)&Web frames* *Longitudinal framing*	3168 2738 1979	✠ … 8,35 ✠	Kob	*t*		1916 2mo	OsakaIron Works,Ld. Innoshima	TatuumaKisen K.K. *Cell DB*255'519t	305·0 P19'B82'F32' FK *FPT76tAPT65t*	43·7	27·2	Nishino- miya Japanese *5BHCem*	T.3Cy.22",37"&61"-42" 288NHP 2SB,*6cf*,GS90,HS3824 OsakaIronWrks.Ld.Osaka	27 ″ 3	
86598 92936 WCCZ	**Yukon** Ⓟ (*ex*Colon, *ex*Mexico) TwinSc *Fitted for oil fuel* D.F. *3Dks&Awng dk*	5747 — 3434					1899	WCramp& SonsS&EBCo Philadelphia	AlaskaS.S.Co.Inc.	360·0	50·0	32·2	NewYork Utd.States *WB*	T.6Cy.25",41½"&68"-42" NB24 599NHP W.Cramp&SonsS.&E.B.Co.		R
52/40 86599 10893 JOUE	**Yumihari Maru** (*ex*Tzizikar, *ex*Newark) *ss*Nag.No.2-02 *Well deck* *1Dk(Irn)&Web frames*	977 781 552	4,02 ✠	Nag	*m*		1894 1mo	Palmers' Co.Ld. Newcastle	UyechiK.K. *CellDB*142'256t	227·4 Q92'B44'F22' FK *FPT40tAPT40t*	31·0	13·5	Nishino- miya Japanese *4BHCem*	T.3Cy.19",31½"&51½"-33" 150NHP 1SB,*4pf*,GS51,HS2220 Palmers'Co.Ld.Newcastle	16 ″ 4	
86600 22534 JQVE	**Yumihari Maru No. 2** (*ex*NichiyeiMaru-36,*ex*BanyeiMaru No.8-34) Wireless *1Dk*	1186 1007 803					1918	NittaCo. Osaka	UyechiK.K.	220·0	33·5	18·5	Kobe Japanese *WB*	T.3Cy.15½",25⅝"&42½"-32" 101NHP YoshidaTekkosho,Osaka		
86601 28670 JBSE	**Yun Yang Maru** Ⓟ TwinSc *1Dk*	1038 438 596					1922	KiangNan DockCo. Shanghai	ToaKaiunK.K.	197·0 B92'F86'	31·0	10·0	Tokyo Japanese	T.6Cy.15",22"&34"-18" 98NHP KiangNanDkCo.Shanghai		
86602	**Yung An** TwinSc *OilEng* *2Dks*	1422 — 985					1930	Kiousin SB&EngWks Shanghai	TaChenNav.Co.Ld.	218·8 B64'F22'	33·5	10·5	Shanghai Chinese *WB*	Oil Engines 4S.C.SA 14Cy.11"-16 5/16" 164NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		C
86603	**Yung Chi** (*ex*Biodd-34, *ex*CapD'Alprecht, *ex*Cambrier, *ex*Lakewood) *1Dk* *ss*Rot.No.3-4,24	1936 — 1108	✠ … 7,28 ✠				1917 11mo	Detroit S.B.Co. Wyandotte	TaChenNav.Co.Ld.	251·0 P25'B64'F23' FK	43·7	17·7	Shanghai Chinese *WB*	T.3Cy.20",33"&54"-40" 274NHP DetroitS.B.Co.Detroit	20 ″ 0	
86604	**Yung Heng** (*ex*Freikoll-34,*ex*Bjorn) *1Dk*	1195 — 706					1900	Bergens Mek.Værks. Bergen	YungHengS.S.Co. (KooChungSui, *Mgr.*)	230·9 Q126tB52tH17t F30t	34·3	13·6	Shanghai Chinese *WB*	T.3Cy.16",25"&42"-30" 97NHP BergensMekVærksBergen		
86605	**Yung-Kia** (*ex*Tachong-35, *ex*SiangKiangMaru-33) TwinSc Sp *1Dk*	883 — 506					1903	OsakaIron Works Osaka	NingShinS.S.Co. Ld.	202·6	37·4	6·5	Shanghai Chinese	T.6Cy.10 3/16",16"&28"-15" 61NHP OsakaIronWorks,Osaka		
86606	**Yung Lee** (*ex*KiodoMaruNo.14, *ex*KiodoMaruNo.10) *2Dks*	632 538 421					1906	S.Ono Osaka	Ching-KeeS.N.Co. Ld.	170·7	23·7	18·0	Chefoo Chinese *WB*	T.3Cy.13½",21⅝"&34"-24" 57NHP S.Ono,Osaka		
86607 XNEG	**Yung Sheng** (*ex*HsinFooSing-33, *ex*Alm,*ex*Snepiggen,*ex*Alm) *1Dk&Spar dk*	1689 — 998					1903	Nylands Værkstad Oslo	YungAnS.N.Co. (KooChungSui, *Mgr.*)	260·2 H102tF33t	36·9	20·9	Shanghai Chinese	T.3Cy.19",31"&51½"-33" 152NHP NylandsVærksted,Oslo		
86608	**Yung Shun** (*ex*Nuestra Señora de Alba-34, *ex*Liscum,*ex*Kongsee) Iron *ss*Sng.No.1-83 *2Dks*	1343 — 667	✠ 7,83 ✠				1878 10mo	C.Mitchell &Co. Newcastle	YungShunS.S.Co. (T.A.Chow, *Mgr.*)	248·0 P30'B61'F34' *DBa62'&uE&B46'*	31·2	17·9	New- chwang Chinese	C.2Cy.33"&66"-42" 200NHP R.&W.Hawthorn,Nwc.		
86609	**Yung Wei** (*ex*Tsuruga Maru-33,*ex*Luzon) Iron *3Dks*	972 — 594					1864	Blackwood &Gordon Pt.Glasgow	HsinTungHong	219·2	28·2	15·0	Weihaiwei Chinese	C.2Cy.27"&50⅝"-26" 109NHP Blackwood&Gordon,PGls.		
86610 XNFT	**Yung Yuan** (*ex*SoshuMaru-31, *ex*Tai-Fu) *1Dk&Spar dk2trB*	1731 — 1063					1897	Akt.Ges. "Neptun" Rostock	YungYuanS.S.Co.	259·0 B74'F37'	34·9	21·2	Chefoo Chinese *WB*	T.3Cy.21",35⅝"&55 3/16"-36" 183NHP A.G."Neptun,"Rostock		
86611	**Yunghsing** (*ex*NagataMaruNo.27)	832 — 502					1915	.... Japan	ShawHsingS.S. Co.Ld.	185·0	31·0	17·7	New- chwang Chinese			
86612 163517 GWXP	**Yunnan** Ⓟ *OilEng.* *2Dks*	2812 2336 1634					1934	Scotts'S.B. &Eng.Co.Ld. Greenock	ChinaNav.Co.Ld.	299·9 P36'B79'F40'	44·2	21·7	London British *WB*	Oil Engines 2S.C.SA 5Cy.22"-36" 425NHP Scotts'S.B.&E.Co.Ld.Grk.		
86613 25489 JAFD	**Yuri Maru** *ss*Nag.No.3-11,31 *ss*Kob.No.1-36 *2Dks(Stl)&Shelter dk(Stl)*	6787 6507 5085	✠100A1 *Shelter dk* *withfreeboard* 11,38 ✠LMC7,40 Surveys delayed	Smk	*a*†	CL ~~8,38~~ 7,40	1919 8mo	Harima Dkyd.Co. O.Harima A&CP	KokusaiKisen K.K. *CellDB*	425·0 FK *CollisionBHtoShelter dk* 371'1224t *FPT*148t	53·6	37·5	Kobe Japanese *Cem* *6BH to U dk* *APT*220t	T.3Cy.27",45"&75"-51" (s) 200lb 557NHP 3SB,*9cf*,GS192,HS7884 FD KobeSteelWorks,Kobe	37 ″ 6 9 ″ 1¼ 28 ″ 7	
86614 41383 JDKM	**Yūsei Maru** *OilEng.*	600 526 370					1937	Kanasashi Zosensho K.K. Simizu	CityofTokyo	159·3	30·2	16·1	Tokyo Japanese	Oil Engines		
86615 UNAL	**Yushar** Ⓟ (*ex*Kolguyev) *1Dk(Stl)&Awngdk* *Ref.Mchy.* Sub.Sig.	1262 1129 722	✠ 6,20 ✠	Nwc	*o*		1915 6mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	U.S.S.R. *CellDBa*	240·2 FK *&uE77'uB19'f100'*	35·0	18·0	Archangel Russian *4BHCem* 256t*APT*20t	T.3Cy.16½",27"&44"-30" 179NHP 2SB,*6cf*,GS114,HS3640 Swan,Hunter&Wigham Richardson,Ld.Nwc.	20 ″ 0	

1 No. in Book. / Official No. / Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 Built. By Whom / Where	10 Owners.	11 Length.	Breadth.	Depth.	Regist'd Dimensions. Deck Erections, &c.	12 Port of Registry. / Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. / Freeboard amidships / Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
86616 44589 JLBM	**Yuzan Maru** (*ex*MarneMaru-38, *ex*Marne-37) *Fitted for oil fuel* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) &*Web frames* *Longitudinal framing*	6039 — 3663	✠ 7,19 ✠	NYk	z		1919 1mo	FederalS.B Co. Kearny,N.J.	KokuKisenK.K.	395·5	55·0	31·4	P45'B110'F38' *on Shelter dk* FK *CellD*B331'1512*tFPT*187*tAPT*175*t*	Kobe Japanese *Cem* 7*BHtoSh dk*	DRGearedSteamTurbine 619NHP 3SB,9*cf*,HS8934 GeneralElectricCo. Schenectady,N.Y	34″11	C †
5/38 40 86617 OOKC	**Yvonne** (*ex*Feronia) *Welldeck* Wireless 1*Dk*	731 — 409	✠ ... 3,03 ✠				1899 2mo	W.Harkess &Son Middlesbro'	ArmementL. Hermans,Soc. Anon.	184·3	28·5	13·9	Q93'B16'F22' FK	Bruges Belgian *WB*	T.3Cy.14",22½"&37"-27" 80NHP MacColl&Pollock,Sld.	14″10	V †
86618 220949 KLJE	**Z.R.3.** (*ex*Muriel) **WoodTwinSc** *OilEng.* *Mchy.Aft* 2*Dks* *Salted*	2375 — 1837	✠ 8,24 ✠	Sea	s		1920 6mo	J.H.Price Constr.Co. Seattle,Wash	H.J.Emard	245·8	46·7	23·9	P57'F37'	Seward Utd.States	Oil Engines 2S.C.SA 12Cy.$16\frac{9}{16}$"-18⅞" 579NHP SkandiaPacific OilEng.Co.OaklandCal.	26″10	
86619 ~~75~~ ~~SUBB~~ 146164 GLSG	**Zaafaran** Ⓟ (*ex*Philomel-34) *ss*Alx.No.3-6,34 *ss*Alx.No.1-38 1*Dk*(*Stl*)&*Shelter dk* Wireless (*Stl*-ws)2nd *dk in* No.1*hold*	1559 1103 852	✠100A1 *Shelter dk withfreeboard* ~~10,401,40~~ 7,41 *Fitted for oil fuel* 4,24 *F.P. above* 150° F.	Lon ~~Bry~~ Grk BS9,40 ✠LMC7,39	r	CL 4,40	1921 11mo	AilsaS.B. Co.Ld. Troon *Lloyd'sA&CP*	Ministry ofShipping(General SteamNav.Co.Ld. *Mgrs.*)	270·4	39·2	14·9	B73'*onShelter dk* FK *CellDB*236'357*t FPT*16*tAPT*18*t*	London British *Cem* 3*BH to S dk* 2 ,, ,, *U* ,,	T.3Cy.23",37½"&60"-39" (*s*) 180lb 292NHP 2SB,8*cf*,GS167,HS5154 AilsaS.B.Co.Ld.Troon	17″0 s ″2 16″11½	
86620 PIVH	**Zaan** *ss*Rot.No.3-4,34 *ss*Rot.No.1-39 1*Dk*(*Stl*)	1299 1106 726	✠100A1 10,40~~1,39~~ MS2,39	Rot Nwc ✠LMC BS~~9,39~~10, 40	o	OG 7,38	1921 4mo	NVSchpsw Baanhoek Sliedrecht *Lloyd'sA&CP*	N.V.Houtvaart (Vinke&Co., *Mgrs.*)	237·4	36·7	15·9	P23'B64'F24' FK *CellDB*195'324*t FPT*30*t APT*52*t*	Rottrdam Dutch 4*BHCem*	T.3Cy.17¾",29"&47"-36" (*s*) 180lb 209NHP 2SB,4*cf*,GS66,HS3350 FD Penn&Bauduin,Dordrecht	18″0 s 2″0½ 16″1	
86621 PIVK	**Zaandam** Ⓟ **TwinSc** *OilEng.* D.F. E.S.D. 3*Dks* *Ref.Mchy.* *CruiserStern* *Butts of part shell plating electrically welded*	10909 8289 6365	✠100A1 ~~3,40~~12,40 ✠Lloyd'sRMC12,39 *Carrying Vegetable oil in deep tanks aft*	Sch Sba ✠LMC1,39	f†	CL 3,40	1939 1mo	N.V. Wilton-Fijenoord Schiedam *Lloyd'sA&CP*	Nederl.-Amerik. Stoomv.Maats. (Holland-Amerika Lijn)	480·7	64·4	36·2	501·6(O.L.) P35'B214'F46' FK *CellDB*362'1384*t Tanks at centre &sides of tunnels* 497*t DTs a*50'1334*tFPT*54*tAPT*262*t*	Rottrdam Dutch 8*BH*	Oil Engines 2S.C.DA 12Cy.28⅜"-47¼" 3359NHP 2DB*100lb* N.V.Wilton-Fijenoord, Schiedam	40″0 s 9″6½ 30″7	
86622 PIVS	**Zaanland** *ss*Ams.No.3-7,33 *Ref.Mchy.* *ss*Ham.No.1-37 D.F. 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern*	6813 6294 4141	✠100A1 *Shelter dk withfreeboard* 1,41 ~~1,40~~ ~~BS11,38~~ ✠Lloyd'sRMC2,40 *Fitted for oil fuel* 6,21 *F.P. above* 150° F.	Ams Lon BS~~6,39~~ 1,40 ✠LMC3,37	c†	CL 2,38	1921 6mo	Barclay Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	N.V. totVoortzetting van den Koninklijken Hollandschen Lloyd	460·4	60·2	27·9	477·3(O.L.) FK *Collision* *CellDB*405'1559*t FPT*79*tAPT*38*t*	Amstrdam Dutch *Cem* *BH to Sh dk* 6 ,, ,, *U* ,,	2 Steam Turbines DR geared to 1 Sc. Shaft (*s*) 220lb 1039NHP 5SB(Spt),15*cf*,GS311, HS13105 FD BarclayCurle&Co.Ld.	30″6 s 4″5½ 26″2¾	
86623 PIVY	**Zaanstroom** *Ref.Mchy.* 1*Dk*2*trB*	1519 1189 912					1920	N.V.Haarlemsche Schpsb Maats Haarlem	N.V.Hollandsche Stoomb.Maats.	265·1	37·9	16·2	Q98'B78'F28'	Amstrdam Dutch *WB*	T.3Cy.21",33"&57"-39" 203NHP Maats.Fyenoord,Rot.		V
86624	**Zaboishtchik** (*ex*Komsomol, *ex*Hogland,*ex*Adonis, *ex*EinarSimers) 2*Dks*	596 572 385					1895	Akers Mek.Værks Oslo	U.S.S.R.	160·3	26·3	17·5	H5*t*	Leningrad Russian *WB*	T.3Cy.12",20"&32"-27" 53NHP AkersMek.Værks.Oslo		
86625 212583 KDCI	**Zacapa** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 2*Dks*&2*pt dks* D.F. Sub.Sig.	4488 — 2476					1909	Workman, Clark&Co.Ld Belfast	UnitedFruitS.S. Corp.(United FruitCo.*Mgrs.*)	378·9	50·3	29·1	B160'F45'	NewYork Utd.States *WB*	T.3Cy.27",45"&75"-54" 413NHP Wrkman,Clark&Co.Ld.Bel		C
86626	**Zagloba** (*ex*RoburVIII-40) E.S.D. *Mchy.Aft* 1*Dk* *Cargo battens not fitted* *CruiserStern* *Strengthened for Navigation in Ice*	2864 2169 1611	✠100A1 4,41~~2,40~~ ~~11,40~~	Shl ~~Mch~~ ✠LMC6,38	t	CL 3,39	1938 5mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	A.Falter(Wm. Cory&Son,Ld. *Mgrs.*)	313·7	44·5	19·7	323·3(O.L.) Q186'F34' FK *CellDB*259'701*tMT*11'278*tFPT*157*tAPT*64*t*	Gdynia Polish 5*BHptCem*	T.3Cy.18½",29"&52"-39"(*s*) 220lb 244NHP 2SB(Spt),6*cf*,GS62,HS3396 FD N.E.MarineEng.CoLd.Sld.	26″8 s 7″2½ 19″8¼	
86627 YTOS	**Zagreb** Ⓟ (*ex*Gödöllö) *ss*Ssk.3rdNo.3-6,36 2*Dks*(*StlMpt* teak s) &*Shade dk*(*Teak*)	840 480 440	✠100A1 *withfreeboard* 6,40 ~~3,39~~ No later survey reported	Spt BS3,40 ✠LMC6,36	m	CL 3,39	1902 2mo	Wigham-Richrdsn&Co LdNewcastle *Lloyd'sA&CP*	Jadranska PlovidbaD.D.	225·0	29·1	12·6	233·6(O.L.) BK7" *CellDBa*42'*uE*24'*f*66'95*t*	Susak Yugoslav 5*BHCem*	Q.4Cy.17",24",36"&52"-36" 200lb (*r*) 203NHP 2SB,6*cf*,GS116,HS3338 WghmRchrdsn&C.LdNwc	15″1 s 2″1½ 13″6¾	
86628 149944 ~~VPDV~~ MKQN	**Zahra** *ss*Ist.No.2-36 1*Dk*(*Stl*)2*trB in* Nos.1&2*tanks* *Mchy.Aft* *CruiserStern*	821 577 312	✠100A1 11,39 MS4,36 *CarryingPetroleum in bulk* *Fitted for oil fuel* 11,27 *F.P. above* 150° F.	Pir ✠LMC BS2,40	k	CL 11,39	1927 11mo	Harland& Wolff,Ld. Glasgow *Lloyd'sA&CP*	~~StandardTransportationCo.Ld.~~ Socony-Vacuum Transportation Co.Ld.	180·2	33·9	13·2	Q83'F27' FK *Trunk*70' *CellD BuE&B*35'56*tFPT*46*tAPT*17*t*	London British 10*BHptCem*	T.3Cy.16",26"&42"-27" (*s*) 180lb 159NHP 2SB,4*cf*,HS2608 FD D&WHnderson&CoLdGls	14″0 s ″11 13″3	
86629 142 SVDM	**Zakynthos** Ⓟ (*ex*Eperoki-33, *ex*Insulaire, *ex*Victoria) *ss*Msl.No.3-4,05 1*Dk*(*Stl*-ws) Wireless 2*trB*&*Shade dk*	960 — 576	✠ 12,09	Msl	m		1892 6mo	Earle'sCo. Ld. Hull	HellenicCoast LinesCo.Ld.	230·6	26·5	14·8	BK7" *FPT*30*tAPT*35*t*	Piræus Greek 4*BHCem*	T.3Cy.23½",35"&57"-33" NB15 215NHP Earle'sCo.Ld.Hull	15″6	
86630 146134 GLFW	**Zamalek** Ⓟ (*ex*Halcyon-34) *ss*Alx.No.3-5,34 *ss*Alx.No.1-39 Wireless D.F. 1*Dk*(*Stl*)&*Shelter dk* (*Stl*-ws)2nd *dk in* No.1 *hold*	1567 1105 919	✠100A1 *Shelter dk withfreeboard* 5,41 ~~4,39~~ MS7,38 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Alx Gls BS2,41 ✠LMC ~~BS11,38~~6,40	r	CL 4,39	1921 10mo	AilsaS.B. Co.Ld. Troon *Lloyd'sA&CP*	Ministry of Shipping(GeneralStm. Nav.Co.Ld.*Mgrs.*)	270·4	39·2	14·9	B73'*onShelter dk* FK *CellDB*236'357*tFPT*16*tAPT*18*t*	London British *Cem* 3*BHtoSh dk* 2 ,, ,, *U* ,,	T.3Cy.23",37½"&60"-39" (*s*) 180lb 292NHP 2SB,8*cf*,GS167,HS5154 AilsaS.B.Co.Ld.Troon	17″0 s ″2 16″11½	
86631 150034 VRWC	**Zambezia** (*ex*Buzi-34, *ex*Zambezia) *ss*C.Tn.2ndNo.3-4,25 *ss*C.Tn.No.1-30 1*Dk*(*Stl*)&*Awng dk* Wireless (*ptStl*-teak s)	1282 977 879	✠ ... 10,33 ✠				1903 9mo	SirRaylton Dixon&CoLd Middlesbro'	ColonialSteamshipsCo.Ld. (Rogers&Co. *Mgrs.*)	220·0	33·0	10·9	F30' 18·9 FK *CellDBa*61'*uE&B*31' *f*92'263*tAPT*14*t*	PortLouis, Mauritius British 4*BHCem*	T.3Cy.17",27"&45"-33" 133NHP 1SB,3*cf*,GS62,HS2165 N.E.MarineEng.CoLd.Sld	21″1	
45/41 86632 51 SUBZ	**Zamzam** Ⓟ **TwinSc4Mst** (*ex*BritishExhibitor-33, *ex*Leicestershire) *ss*Alx.2ndNo.3-2,34 D.F. Sub.Sig. *ss*Suz.No.1-38 *Ref.Mchy.* 3*Dks*(*Stl*-*U*ws)&*Webframes*	8299 6305 5165	✠100A1 11,39 ~~BS12,39~~ 12,40 *Fitted for oil fuel* 10,19 *F.P. above* 150° F.	Suz ✠LMC12,38	d†	CL 1,37	1909 9mo	Harland& Wolff,Ld. Belfast *Lloyd'sA&CP*	SociétéMisr de NavigationMaritime	467·2	54·3	31·7	P51'B240'F75' FK *CellDBa*115'*uE&B*72'*f*210'1296*tFPT*66*tAPT*55*t*	Alexndria Egyptian 7*BHCem*	Q8Cy22",31½",46"&65½"-48" 215lb (*s*) 823NHP 2D&2SB24*cf*GS405HS14094 Harland&Wolff,Ld.Bel.	35″1 s 7″9 27″8	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total — Sous le Pont — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	Termes assignés maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ... dans le L.R. Durée.Cert.Ref.Trade.
86633 DIAG	**Zander** (exMaxWeldtman, exErnaII., exHarriet) 1Dk	782 569 388					1922	Schiffsw(v. J.&Sch.) A.G. Hamburg	ArgoReederei RichardAdler&Co.	191·0|30·4|12·4 Q52tH62tF31t	Bremen German WB	T3Cy.14¾″23⅝″&$38\frac{5}{16}$″–$27\frac{9}{16}$″ DresdenerMchfbk. 77NHP UebiganA.G.Uebigan		G
15½/40 86634 173 SVMC	**Zannes Gounaris** (exTuscania, exAlexandros, exRiverAraxes, exFitzclarence) ssMsl.2ndNo.3–6,29 ssPir.No.2–38 1Dk(Stl)&Spardk(Irn) &deep framing Hatch covers dispensed with in'tween decks	4407 4100 2832	✠100A1 Spar dk 3,40 BS3,40 ✠LMC10,37	Pir	x	CL 10,37	1907 4mo	R.Craggs& Sons,Ld. Middlesbro' Lloyd'sA&CP	A.Z.&G.Z. Gounaris CellDBa118′uE&B42′f166′1159t	376·0|52·3|25·4 P28′B93′F40′ FK	Andros Greek 7BHCem APT109t	T.3Cy.25″,41″&68″–48″ (s) 180lb 366NHP 3SB,9cf,GS169,HS5900 N.E.MarineEngCoLd.Nwc	28″0 s5″3 22″11	
86635 120 SWSS	**Zannis L. Cambanis** (exEvros) ssPir.No.3–10,32 ssHul.No.1–35 D.F. 1Dk(Stl)&Shelter dk(Stl) Cargo battens not fitted in 'tween dks	5317 5052 3263	✠100A1 Shelter dk with freeboard 6,40 ~~11,39~~ BS10,39 ✠LMC10,35 Fitted for oil fuel 6,20 F.P. above 150° F.	Bry Liv	x	CL 11,39	1920 6mo	Craig,Taylor&Co.Ld. Stockton Lloyd'sA&CP	TheHeirs of the lateL.Z.Cambanis — Collision BH to Shelter dk	370·7|51·4|32·4 FK CellDB317′1141tFPT85t	Andros Greek Cem 5BH to U dk APT149t	T.3Cy.26″,42″&70″–48″ (r) 180lb 386NHP 3SB,9cf,GS190,HS6194 Blair&Co.Ld.Stockton	34″9 s9″8 25″4½	
86636 31672 JEZB	**Zaosan Maru** (exMonaro) ssKob.2ndNo.3–4,26 1Dk&deep framing lower dk inNos.1&3holds	2631 2247 1867	✠ ... 6,27 ✠				1906 3mo	W.Gray& Co.Ld. WHartlepool	SatoShotenK.K.	306·0|45·0|20·1 P29′B92′F31′ FK	Tokyo Japanese WB	T.3Cy.22″,35″&59″–39″ 231NHP Cen.Mar.Eng.Wrks.WHpl	22″5	C †
86637 YVAL	**Zapara** ssN.Ns.No.3–12,38 1Dk(Stl)&Web frames Mchy.Aft Longitudinal framing	2036 1580 1138	✠100A1 10,39 BS10,39 ✠LMC12,38 Carrying Petroleum in bulk Fitted for oil fuel 4,26 F.P. above 150° F.	NYk	s	CL 10,39	1926 4mo	Palmers' Co.Ld. Newcastle Lloyd'sCP	MeneGrandeOil Co.C.A. CellDBuE&B43′93t FPT176t	280·4|47·2|16·2 290·5(O.L.) P69′B22′F31′ FK	Maracaibo Venezuelan 10BHptCem APT63t	T.3Cy.19¼″,30″&49″–36″ (s) 180lb 192NHP 2SB,4cf,HS3452 MacColl&Pollock,Sld.	16″6 s2″1½ 14″6¾	
86638 53 ICOP	**Zara** Ⓟ TwinSc OilEng 2Dks CruiserStern	1976 1597 1074					1931	Cantieri RiunitiDell' Adriatico Monfalcone	“Adriatica” Soc. Anon.diNav.	267·4|40·2|22·6 F34′	Bari Italian WB	Oil Engines 2S.C.SA 12Cy.17½″–29½″ 654NHP Soc An“Fiat”S.G.M.Turin		I
86639 218701 KICS	**Zarembo** Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	4957 4374 3073					1919	ToddD.D. &Const.Co Tacoma	AmericanWest AfricanLine,Inc. (BarberS.S.Lines, Inc.Mgrs.)	380·1|53·1|27·0 P39′B102′F41′	NewYork Utd.States WB	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens,RentschlerCo.Hamilton,O.		R
86640 157541 VPTQ	**Zarian** D.F. E.S.D. 1Dk&Shdk Platform dk in part No 2 hold Cruiser Stern Tonnage opening closed '41(W.E.)	4871 4344 2776	✠100A1 with freeboard 6,41 ✠LMC6,41 Fitted for oil fuel 2,38 F.P. above 150° F.	Liv Npt	a† [illegible]	CL ~~12,39~~ N5,41	1938 2mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	Elmina,Ld. (UnitedAfricaCo. Ld.Mgrs.) CellDB296′1072tMT25′931t Tanks in way of tunnel 363t FPT183t APT139t	422·5|56·7|23·6 438·3(O.L.) F44′ FK	Freetown, Sierra Leone British 7BHptAsp (Coll to Shdk 6 ,, 2nd ,,)	T.3Cy.23″,38″&65″–45″ (s) 220lb Rht 456NHP 2SB,(Spt&FD)&1AuxSB, 8cf,GS142,HS7030 N.E.MarineEngCoLd.Nwc	~~26″2~~ ~~s2″4½~~ ~~24″9~~ 37″3 s12″5½ 25″0	
10¼/40 86641 SPBD	**Zbaraz** (exRoburVI-40, exPendennis, exStraatSoenda) ssCpn.No.3–6,34 D.F. ssGot.No.1–38 Mchy.Aft Well deck 1Dk(Stl) Cargo battens not fitted	2088 1052 1252	✠100A1 6,40 ~~7,39~~ ~~BS3,39~~ 6,40 ✠LMC2,38	Cpn Shl	r	OG 2,38	1922 1mo	Jonker& Stans HendrikIdo Ambacht Lloyd'sA&CP	A.Falter(Wm. Cory&Son,Ld. Mgrs.) CellDBuB24′f192′556t FPT94t	275·5|40·2|17·2 286·5(O.L.) Q157′B14′F24′ FK	Gdynia Polish 4BHCem APT60t	T3Cy$20\frac{1}{16}$″,$33\frac{1}{16}$″&$53\frac{3}{16}$″–39″ 180lb (s) 249NHP 2SB,6cf,GS103,HS3700 FD N.V.Mach.Bolnes	20″0 s6″5 18″3½	
86642 CSBV	**Zé Manel** (exJoséManuel, exArgus, exMinna) ssAms.No.3–11,28 ssLis.No.2–38 Wireless Sub.Sig. 1Dk(Stl)	926 701 536	100A1 5,40 ~~6,39~~ ~~BS3,40~~ 3,41 LMC2,38	Lis		~~2,38~~ 5,40	1921	Schiffsw(v. J.&Sch.)A.G. Hamburg	Soc.Geral deComercioIndustria e TransportesLtda. CellDB182′348t FPT34t APT17t	209·9|31·9|13·2 Q64′B56′F26′ FK	Lisbon Portuguese 4BHAsp	T.3Cy.$16\frac{15}{16}$″,$26\frac{15}{16}$″&$43\frac{5}{16}$″–$33\frac{7}{16}$″ 185lb (s) 148NHP 2SB(Spt),4cf,GS71,HS2698 Gall&Seitz,Hamburg	15″6 s1″2 14″5½	
86643 164363 MKPP	**Zealand** Wireless D.F. 1Dk&Shelter dk E.S.D. CruiserStern	1433 1131 727					1936	Barclay, Curle&Co.Ld Glasgow	CurrieLine,Ld.	262·2|40·2|15·9	Leith British WB	T.3Cy.15″,25″&41″–33″ 97NHP Barclay,Curle&Co.Ld.Gls.		C
86644 120764 VJLK	**Zealandia** Ⓟ TwinSc ssSyd.2ndNo.3–10,34 ssSyd.No.1–38 Ref.Mchy. 2Dks(Stl–ws)&Shelter dk (Stl–teak s)&Web frames	6683 5274 3435	✠100A1 Shelter dk with freeboard ~~6,40~~ ~~11,39~~ 1,41 ~~BS9,39~~ 10,40 ✠LMC9,38	Syd	a†	CL P4,38 S11,38	1910 5mo	J.Brown& Co.Ld. Clydebank Lloyd'sA&CP	HuddartParker Ld. CellDBa88′uE&B117′f144′899tFPT42tAPT49t	410·3|54·7|31·1 23·4 B100′F90′ BK9″ onShelter dk	Melbourne British 8BHCem	Q8Cy24½″,35″,49½″&70″–48″ 215lb (r) 1157NHP 7SB,21cf,GS433, HS17775 FD J.Brown&Co.Ld.Clydebnk	34″0 s10″8½ 24″4½	
7/41 86645 149300 GNRB	**Zealandic** TwinSc OilEng. ssLon.No.2–36 Ref.Mchy. 3Dks D.F. E.S.D. Tonnage opening closed 39	10578 9623 6671	✠100A1 with freeboard 3,40 ✠LMC CS12,37 DBS~~10,39~~12,40 12,37 ✠Lloyd'sRMC~~1,40~~ ~~7,40~~ 12,40	Liv	f†	CL 4,37	1928 3mo	Swan,Hunter&Wigham Richardson, Ld Newcastle Lloyd'sA&CP	ShawSavill& AlbionCo.Ld. Upper 'tween dk Bulkheads except Coll BH dispensed with CellDB408′1571t FPT 109t APT60t	482·6|64·2|30·8 499·5(O.L.) 39·3 B173′F61′ FK	S'thamptn British 8BHptCem (Coll to Wdk 7 ,, 2nd,,)	Oil Engines 2S.C.SA 12Cy.31″–43″ 2020NHP 2DB100lb WllsndSlpwy.Co.Ld.Nwc.	42″10 s13″4½ 29″8½	
86646 116094 MFVF	**Zealous** (exWharfedale, exDot) ssAbn.2ndNo.3–2,29 ssPet.No.2–38 Mchy.Aft 1Dk(Stl) Cargo battens not fitted	324 259 173	✠100A1 7,38 ✠LMC MS7,38 BS3,40	Pet	e	CL 3,40	1902 10mo	GooleS.B. &Repg.Co.Ld Goole Lloyd'sA&CP	J.G.Gill(William R.Aiken,Ld. Mgrs.) CellDBf77′83t	136·0|23·4|9·4 142·1(O.L.) Q42′B10′F16′ FK	Aberdeen British 3BHCem	T.3Cy.12″,20″&33″–24″ (s) 180lb 60RHP 1SB,2pf,GS34,HS1156 N.E.Marine Eng.Co.Ld.Sld	11″6 s ″11½ 10″8	
86647 PIWQ	**Zeeland** ssRot.No.2–39 Well deck D.F. 1Dk(Stl) Mchy.Aft	2726 2032 1557	✠100A1 ~~12,40,2,40~~ 4,41 ~~BS2,40~~ 4,41 ✠LMC2,39	Sch ~~Hul~~ Sld	s	OG 2,40	1930 6mo	N.V.Schpw v.J.Smit,Czn. Alblasserdam Lloyd'sA&CP	Scheepvaart en SteenkolenMaats. N.V. CellDB200′552t MT10′266t FPT163t APT38t	288·5|45·2|19·1 P73′Q100′F30′ Trunk between P&F FK	Rottrdam Dutch 6BHCem	T3Cy.20⅞″,$32\frac{5}{16}$″&55½″–39⅜″ 190lb (s) 272NHP 2SB,6cf,GS143,HS4950 N.V.Mch.&Scheepswerf vanP.Smit,Jr.Rot.	21″0 s6″5½ 19″8½	
86648 PIWT	— OilEng. 1Dk	421 292 286					1930	J.Smit& Zoon Foxhol	N.V.Scheeps. Maats.Limburg (T.denHartigh, Mgr.)	148·8|25·6|9·3 Q47′F17′	Terneuzen Dutch WB	Oil Engines 4S.C.SA 4Cy.11″–17¾″ 47NHP Motorenfbr.“Deutz”A.G Köln-Deutz		V

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 When. — Ship. — Engines	9 Built. By Whom. — Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R.
86649	**Zeester** (*ex*Amsterdam) 1*Dk* *Now* "**Empire Zest,**" *see Supplement*	379 235 187					1918	Gebr. Fikkers Muntendam	MinistryofShipping(ArthurR. Brown,Ld.*Mgrs.*)	121·0 P38'F16'	22·6	10·5	London British *WB*	C.2Cy.12⅘"&25⅗"-14¼" 21NHP L.Schaatman,Dordrecht		
86650 1694 ICOS	**Zeffiro** (*ex*RiverHudson,*ex*Vennonia, *ex*WarCarp) D.F. 2*Dks*	5165 4737 3093					1918	CaledonS. B.&E.Co.Ld. Dundee	"Corrado"Soc. Anon.diNav.	413·2 400·6 P49'B113'F39'	52·3	28·4	Genoa Italian *WB*	T.3Cy.27",44"&73"-48" 369NHP CaledonS.B.&E.Co.LdDun		I
86651	**Zelandia** (*ex*SailingVessel) *OilEng.* 1*Dk*	903 — 708					1913	Soc.EsercizioBacini RivaTrigoso	Cia.Argentina de Nav.Mihanovich, Ltda.	208·6	40·2	11·5	Bns.Aires Argentine *WB*	Oil Engines 2S.C.SA 4Cy.16½"-18 15/16" NE*fitted*18 192NHP J.&C.G.Bolinders,Skm.		
86652 145457 GCLP	**Zelo** *ss*Cff.No.1-40 *ss*Nwc.No.3-7,35 D.F. 1*Dk*(*Stl*) *Cargo battens not fitted*	2294 2012 1346	✠100A1 ~~6,40~~ ~~1,39~~ 3,41 MS11,38 DBS6,41 *Fitted for oil fuel* 10,21 *F.P. above* 150° F.	Npt ~~Cff~~ Shl ✠LMC MBS10,40	*t*	CL ~~11,38~~ ~~2,41~~ 3,41	1921 10mo *Lloyd*'*sA&CP*	S.P.Austin &Son,Ld. Sunderland	PeltonS.S.Co.Ld. *CellDB*228'601*t Tank at sides of tunnel* 22'73*t side Tanks in ER* 182*t FPT* 115*t APT*65*t*	308·0 P25'B64'F29' FK	43·0	19·7	Newcastle British 5*BHCem*	T.3Cy.24",40"&65"-42" (*s*) 180lb *100lb* 300NHP 2SB,5*pf*,3*cf*,GS145,HS4670 Richardsons,Westgarth&Co.Ld.Sld.	22 ″ 0 s 3 ″ 4¼ 18 ″ 10	
86653 UOU7	**Zemlyak** TwinSc *OilEng.* Wireless *Mchy.Aft* 1*Dk*	967 769 472					1928	Sevastopol MarineWks. Sevastopol	U.S.S.R.	229·6 P68'F33'	34·0	11·8	Rostov Russian *WB*	Oil Engines 4S.C.SA 12Cy.13 9/16"-19 11/16" 214NHP StateEngWksKolominska		
86654 2064 ICOU	**Zena** Ⓟ (*ex*Alban-36) *ss*Liv.No.3-10,26 D.F. *ss*Liv.No.1-30 2*Dks*(*Stl*)	5219 4539 3229	✠ 11,35 ✠	Liv	*y*		1914 7mo	CaledonS. B.&E.Co.Ld. Dundee	UgoMusso *CellDBa*115'*uE*24' *f*160'809*tD*	392·9 375·2 P33'B119'F44 FK *Ta*22' 536*t FPT*80*t*	51·7	29·7	Genoa Italian 7*BHCem* *APT*22*t*	T.3Cy.25½",41"&68"-48" 466NHP 3SB,9*cf*,GS171,HS7041 CaledonS.B.&E.CoLd.Dun	32 ″ 3	I †
86655 129588 MDPR	— *ss*Gls.2ndNo.3-2,37 Wireless 1*Dk*(*Irn*) *Well deck*	1416 1071 875	✠100A1 4,41 ~~5,40~~ ✠NB4,33 BS2,40	Cff Npt ✠LMC2,37	*o*	CL 4,38	1911 7mo *Lloyd*'*sA&CP*	A.Vuijk& Zonen Capelle a/d Ysel	ClydesdaleShipownersCo.Ld. (Glen&Co.Ld. *Mgrs.*)	240·8 Q75'B82'F29' FK *CellDBa*61'*f*104'	35·2	16·4	Glasgow British 4*BHCem* 274*tAPT*18*t*	T.3Cy.17",28½"&46"-36" (*s*) 180lb *95lb* 145NHP 1SB,3*cf*,GS63,HS2331 G.T.Grey,SouthShields	17 ″ 6 s 1 ″ 0¾ 16 ″ 6¾	
86656 161567	**Zenda** *ss*StJ.No.2-40 1*Dk*(*Stl*)& *Shelter dk*(*Stl*)	1416 1211 797	✠100A1 *withfreeboard* 3,40 BS2,41	StJ ✠LMC3,40	*q*	CL 4,39	1932 5mo *Lloyd*'*sA&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	ZendaShippingCo. Ld.(F.K.Warren) *CellDB*206'46	248·2 FK 6'*FPT*57*tAPT*39*t*	39·5	14·9	HalifaxNS British 4*BHptCem* (*Coll to Sh dk* 3 „ 2*nd*„)	T.3Cy.15½",25"&40"-33" 180lb (*s*) 128NHP 2SB,4*cf*,GS61,HS2358 Swan,Hunter&Wigham Richardson,Ld.Nwc.	16 ″ 10 s ″ 3¼ 16 ″ 8¾	
86657 28129	**Zenith City** *Mchy.Aft* 1*Dk*2*trB*	3581 — 3429					1895	Chicago S.B.Co. Chicago	PittsburghS.S.Co.	387·5	48·3	23·3 *WB*	Duluth, Minn. Utd.States	T.3Cy.19",38"&63"-40" 251NHP ClevelandSB.CoCleveland		
86658 2267 IVTE	**Zenobia Martini** (*ex*Lutine-39, *ex*Torcello-38, *ss*Liv.2ndNo.3-1,34 *ex*Stahlhof) 1*Dk*(*Stl*) *Well deck*	*1479* *1037* *875*	5,39	Liv			1911	Stettiner Oderwerke Stettin	"C.I.CO.MA."Cia. ItalianaComm. Marittima(Piero& MarioMartini) *CellDB*190'321*t FPT*	231·7 Q75'B101'F29' FK	36·4	14·7	Genoa Italian 4*BHAsp* 68*tAPT*49*t*	T.3Cy.16 9/10",27½"&43 3/10"-31½" 105NHP 2SB,4*cf*,GS66,HS2453 StettinerOderwerke	17 ″ 7	I †
86659 43643 JKQL	**Zenyo Maru** *OilEng.* D.F. 2*Dks* *CruiserStern*	6442 — 4836					1937	Mitsubishi JukogyoK.K Yokohama	ToyoKisenK.K.	439·4 P36'B168'F39'	58·3	32·0	Tokyo Japanese *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-43 5/16" 1167NHP MitsubishiJukogyoK.K. Yokohama		C
86660 OFCX	**Zephyr**(*ex*Deva-38,*ex*Levensau) *ss*Bcl.2ndNo.3-12,33 *ss*Hfs.No.1-38 *Well deck* 1*Dk*(*Stl*)&*deep framing* *Cargo battens not fitted*	2556 — 1515	✠100A1 9,39 BS~~9,39~~ 8,40	Hfs ✠LMC10,38	*s*	CL ~~5,37~~ 10,40	1907 5mo *Lloyd*'*sA&CP*	Eiderwerft Akt.Ges. Tönning *Intermediate*	O/Y Suomi ShippingA/B(C.S. Bergström,*Mgr.*) *Bulkhead in fore* *CellDBa*96'*u*	302·8 P15'Q100'B116' F27' FK *hold dispensed with* *E*16'*f*116'566*tFPT*	42·6	17·5	Helsingfrs Finnish *Cem* 4*BHonly* 49*tAPT*27*t*	T3Cy.18¾",30 15/16"&49⅝"-35⅝" 185lb (*s*) 182NHP 2SB,4*cf*,GS88,HS3120 EiderwerftA.G.Tönning	19 ″ 7 s 1 ″ 2¾ 18 ″ 6½	
86661 220856 KLES	— TwinSc (*ex*CharlieWatson-40) *OilEng.* *Mchy.Aft* D.F. 1*Dk* *Carrying Petroleum in bulk*	1769 — 1013					1920	Union Const.Co. Oskland,Cal.	AlliedOilTransportCo.Inc.(Cleveland Tankers,Inc. *Mgrs.*)	250·0 P78'B30'F48'	37·0	21·0	Wilmgton (Del.) Utd.States	Oil Engines 4S.C.SA 12Cy.16⅝"-29½" 229NHP SkandiaPacificOilEng.Co. SanFrancisco		R
86662 96 SVQW	**Zephyros** (*ex*CherryBranch, *ex*Dunedin) *ss*Gen.2ndNo.3-3,35 1*Dk*(*Stl*)&*Spardk*(*Stl*) &*deep framing* *ss*Pir.No.1-39	*4796* *4546* *3051*	✠100A1 *Spar dk* 12,40 ~~1,38~~ BS12,40	Cff Liv ✠LMC11,39	*y*	CL ~~3,37~~ 12,40	1909 6mo *Lloyd*'*sA&CP*	C.Connell &Co.Ld. Glasgow	"Zephyros"S.S. Co.Ld. *CellDBa*118'*uE*	400·0 412·7(O.L.) P37'B120'F44' FK	51·9	17·9 26·9	Argostoli Greek 6*BHCem* &*B*50' *f*180'	T.3Cy.27",43"&72"-48" (*s*) 180lb *80lb* 513NHP 3SB,9*cf*,GS150,HS7680 FD Dunsmuir&JacksonLd.Gls 1067*tDTa*34'878*tAPT*29*t*	29 ″ 7 s 5 ″ 9¾ 24 ″ 0	
86663 267 SVMY	**Zeus** (*ex*EmilieL.D.-34,*ex*Dagfred, *ex*Vestheim) *Fitted for oil fuel* 2*Dks*	5961 — 3657					1920	Richardsn Duck&Co.Ld. Stockton	E.E.Hadjilias	400·6 H161*t*	52·9	32·2	Syra Greek *WB*	T.3Cy.26",43"&71"-48" 349NHP Blair&Co.Ld.Stockton		V
86664	— *OilEng.* D.F. E.S.D. 1*Dk*&*Shelter dk* *CruiserStern*	2500					1939	Deutsche Sch-u-Mschb. A.G.Seebeck Wesrmünd-G	Dampfschiffahrts Ges.Neptun	328·1 F36'	47·6		Bremen German *WB*	Oil Engines 2S.C.SA 7Cy.24 7/16"-45¼" 727NHP Fr.KruppGermaniawftAG		
86665 111365 MFFK	**Zillah** *ss*Liv.3rdNo.3-5,37 *Mchy.Aft* *Well deck* 1*Dk*(*Stl-pt* teak s)	373 273 146	✠100A1 5,40 ~~5,37~~ MS5,37	Liv ✠LMC BS~~1,39~~5,40	*f*	CL ~~1,37~~ 5,40	1901 6mo	AilsaS.B. Co. Troon A&CP	ZillahShipping&CarryingCo.Ld. (W.A.Savage,Ld.)	143·0 Q46'B11'F26' BK7" *DTf*21'54*tFPT*7	24·1	11·5	Liverpool British 3*BHCem* *tAPT*9*t*	C.2Cy.17½"&37"-24" (*s*) 130lb 71RHP 1SB,3*pf*,GS57,HS1268 Ross&Duncan,Glasgow	12 ″ 5 s ″ 9½ 12 ″ 3	
86666 OFAW	**Zilos** (*ex*Zelos-37, Iron *ex*Cymmrodorion) 6thSurvey.Skm.4,33 1stSurveyHfs.2,38 D.F. 1*Dk*(*ptIrn*)&*Web frames* *Well deck* *Cargo battens not fitted*	1711 — 952	✠ A1*1 6,39 MS11,37	Cff LMC BS~~4,39~~ 6,40	Lv	6,39	1884 2mo	Schlesinger Davis&Co. Newcastle	O/Y Suomi ShippingA/B(C.S. Bergström,*Mgr.*)	268·8 259·6 P60*t*Q103*t*B119*t* F34*t* BK9" *DBa*&*fAPT*	36·3	17·6	Helsingfrs Finnish 4*BHCem* 1PBH	C.2Cy.29"&63"-39" 70lb 191NHP 2SB,6*pf*,GS68,HS3200 Black,Hawthorn&Co.Gts.	20 ″ 7 s 2 ″ 5 18 ″ 11	
86667 13898 JIPC	**Zinbu Maru** Ⓟ (*ex*JinbuMaru-38, *ex*ShinbuMaru, *ss*Kob.2ndNo.3-7,17 *ex*Indrani) *ss*Kob.No.1-20 2*Dks*(*Stl*)3*trB*&*Webframes*	5147 4624 3217	✠ 10,26 ✠	Kob	*y*		1894 5mo	NavalCon. &Arm.Co.Ld Barrow	TaiheiyoGyogyo K.K.	400·0 P26'B100'F49' FK *CellDB*242'801*t*	48·2	29·3	Kumihama Japanese 7*BHCem* *APT*67*t*	T.3Cy.27",44"&72"-48" 532NHP 2DB,8*cf*,GS192,HS10146 NavalC.&A.Co.Ld.Brw.	32 ″ 3	C †

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée, Cert. B.of Trade
86668 9206 JKCE	**Zindai Maru** Ⓟ Iron (exJindaiMaru-38, ssSng.No.2-83 exGouverneurGeneraal 2Dks&Awngdk vanLansberge,exPuttialla)	1095 — 675	✠ 8,83	Sng	n		1875 6mo	Caird&Co. Greenock	Amagasaki KisenbuGomei Kaisha	227·7 P51'F42'	27·4	16·2	Osaka Japanese 7BHCem	C.2Cy.32"&54⅝"-36" Bmade—refitted13 149NHP Caird&Co.Greenock		
86669 26901 JELI	**Zinko Maru** (exJinkoMaru-38) 1Dk	546 494 300					1919	Hikoshima Senkyo,K.K.	NipponShojiK.K.	165·7	27·0	15·0	Tokyo Japanese	T.3Cy.11½",19"&32"-24" 50NHP HikoshimaSenkyo,K.K.		
88/40. 86670 453 SVHS	**Zinovia** (exUlefos,exLysekloster, exAndriana) ssPir.2ndNo.3-6,33 ssPir.No.1-37 1Dk(ptIrn&ptStl)&deep framing	2975 2701 1758	✠100A1 3,40 MS4,37 ✠LMC BS12,39	Bry	v	CL 3,40	1906 7mo Lloyd	Short Bros. Ld. Sunderland 'sA&CP	MichalinosMaritime&Commercial Co.Ld. CellDBa108'uE&B42'f142'912tFPT125tAPT165t	336·6 P35'B214'F38' FK	47·1	20·5	Piræus Greek 6BHCem	T.3Cy.24",39"&65"-42" (s) 180lb *180lb* NDB25 298NHP 2SB,6cf,GS127,HS4607 G.Clark,Ld.Sunderland	28 ″ 0 s 2 ″ 1¼ 21 ″ 2½	
86671 28092 JDFG	**Zintu Maru** Ⓟ (exJintsuMaru-38) 2Dks	995 779 559					1921	Ono Seikichi Osaka	FujiyamaKaiun K.K.	210·0	32·0	17·0	Osaka Japanese	T.3Cy.		
86672 45503 JZOM	**Zinzan Maru** (exHindustan-39) ssNwc.No.3-10,34 ssKob.No.1-38 2Dks(Stl) *Cargo battens not fitted*	5216 4762 3104	✠100A1 5,41 ~~3,40~~ BS5,41 ✠LMC3,40	Smk Kob	y	CL ~~12,38~~ 5,41	1919 3mo Lloyd	ShortBros. Ld. Sunderland 'sA&CP	KokokuSangyo K.K. CellDB340'1067tFPT135tAPT198t	400·0 P49'B113'F40' FK	52·4	28·5	Tokyo Japanese 7BHptCem	T.3Cy.25½",44"&73"-48" (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 FD N.E.MarineEng.Co.LdSld.	31 ″ 0 s5 ″ 11¼ 25 ″ 4	
86673 22304 JFWD	**Zinzyu Maru** (exJinjuMaru-38, exTaizanMaru) ssKob.No.2-26 2Dks	3193 2676 1952	✠ ... 3,30 ✠				1918 9mo	Ishikawajima S.B.&E. Co.Ld. Tokyo	OyaZentaro	305·0 P30'B92'F25' FK	43·9	27·3	Kobe Japanese WB	T.3Cy.22",37"&61"-42" 279NHP IshikawajimaSB&ECo.Ld	27 ″ 3	C †
86674 UOVD	**Ziryanin** (exLakeFavonia) *Fitted for oil fuel* 1Dk2trB	2593 2243 1613	✠ ... 3,21 ✠				1919 10mo	American S.B.Co. Lorain,O.	U.S.S.R.	251·0 P25'B64'F23' FK	43·6	26·1	Odessa Russian WB	T.3Cy.21",35"&59"-42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 2	
86675 225632 KLEA	**Zizania** IronTwinSc 2Dks	447 — 263					1888	Ramsey& Son BaltimoreMd	PanAmerican ShippersInc.	157·3	27·3	10·7	Boston, Mass. Utd.States	T.6Cy.7¼",15"&28"-27" 82NHP		
86676 TCDN	**Zonguldak** (exHelka, exScheldestroom) 1Dk	1222 952 736					1903	Rijkee&Co Rotterdam	KömürKolektif Sirketi ve Ahmet Hamdi	230·0 Q77'B40'F32'	33·0	17·6	Istanbul Turkish WB	T.3Cy.17½",28"&45"-36" 121NHP Maats.Fyenoord,Rot.		
*86677 PIYK	**Zonnewijk** ssRot.No.2-37 D.F. 1Dk(Stl)	4499 4113 2670	✠100A1 12,39 BS2,39 ✠LMC4,37	Sch	y	OG 12,39	1928 8mo Lloyd	ClydeS.B. &Eng.Co.Ld. PortGlasgow 'sA&CP	N.V.Stoom.Maats. "Wijklijn" (Erhardt&Dekkers,Mgrs.) CellDBa&uE142'f166'1100tFPT147tAPT172t	383·9 P39'B234'F32' FK	52·9	25·2	Rottrdam Dutch 6BHCem	T.3Cy.23",39"&67"-48" (s) 210lb 403NHP 3SB,9cf,GS190,HS6664 ClydeS.B.&E.Co.Ld.P.Gl.	27 ″ 6 s 3 ″ 9 23 ″ 11¾	
86678 EABS	**Zorroza** (exArtza-Mendi) ssVal.No.3-11,35 ssBcl.No.1-40 Mchy.Aft 2Dks(Stl)&Web frames *Longitudinal framing*	4597 4060 2403	✠100A1 3,41 ~~1,40~~ 3,41 ✠LMC BS[illegible] MS1,40 *CarryingPetroleum in bulk* *Fitted for oil fuel 8,21 F.P. above 150° F.*	Bcl	w	CL 12,39	1921 7mo Lloyd	CiaEuskalduna deConst Bilbao 'sA&CP	Cia.Arrendataria delMonopoleo de PetroleoS.A. CellDBuE&B72'144tDTf38'337tFPT58tAPT41t	360·0 P78'B25'F38' FK	49·1	29·1	Bilbao Spanish 14BHptCem (13 to U dk 1 " 2nd ")	T.3Cy.25",41"&68"-48" (s) ~~180lb~~ 170lb 489NHP 3SB,9cf,GS174,HS7594 FD Cen.Mar.E.WrksLd.WHpl	28 ″ 3	
86679 161344 GTCS	**Zouave** ssNwc.No.2-38 D.F. 1Dk(Stl)	4256 3894 2627	✠100A1 12,40 ~~12,39~~ BS~~7,39~~ ✠LMC8,38 9,40	Shl Mch	x	CL ~~8,38~~ 12,40	1930 1mo Lloyd	BurntisInd S.B.Co.Ld. Burntisland 'sA&CP	ZinalS.S.Co.Ld. (Turner,Brightman&Co.Mgrs.) CellDB322'1133tFPT96tAPT175t	370·9 382·5(O.L.) P29'B233'F32' FK	51·4	25·1	London British 6BHptCem	T.3Cy.23",39"&65"-45" (s) 200lb *100lb* 351NHP 2SB,6cf,GS115,HS4606 FD D.Rowan&Co.Ld.Glasgow	27 ″ 6 s 3 ″ 7½ 24 ″ 1½	
86680 TCDO	**Zuhal** (exCandilli, Iron3Mst exNadina,exVera ssLon.No.3-72 Geelmuyden,exOlga ssHul.No.2-80 Methinity,exTarasBoulba, 1Dk2trB exBaronHambro') Mchy.Aft	597 — 318	✠ 1,83	Hul	j		1861 1mo	C.Lungley London	Dr.Nihat	209·0 Q30t len68 FK	25·2	14·5	Istanbul Turkish 3BH	C.2Cy.21"&40⅞"-26" NE83 NB92 69NHP C.&W.Earle,Hull		
86681 PIYU	**Zuiderkerk** (exZosma) ssRot.No.3-10,33 ssRot.No.1-37 D.F. 2Dks(Stl)&Shelter dk *Cruiser Stern*	8424 5967 5265	✠100A1 *Shelter dk withfreeboard* ~~10,39~~10.40 BS~~4,39~~ ✠LMC3,37 4,40 *Fitted for oil fuel 5,22 F.P. above 150° F.*	Sch Cal	c†	CL 11,38	1922 4mo Lloyd	NewWaterwayS.B.Co Schiedam 'sA&CP	N.~~V.~~Vereenigde Nederlandsche ScheepvMaats(Directie-enAgentuur Maats,"Holland OostAzie"LijnN.V. *Mgrs.*) CellDB391'1401tDTa33'722tFPT144tAPT163t	476·8 *Intermediate* FK *BHdispensed with* len33	60·4	27·8 37·0	The Hague Dutch ptCem 2BHtoShdk 5 " " U "	2 Steam Turbines DR geared to 1 Sc. Shaft 180lb (s) FD 1000NHP 4SB(Spt),16cf,GS322, HS13600 BritishThomson-HoustonCo.Ld.Rugby	39 ″ 6 s10 ″ 4½ 29 ″ 3½	
86682 PKBV	**Zuiderkruis** TwinSc (CableVessel) 2Dks	1820 — 834					1923	Nederl. Schps.Maats. Amsterdam	DutchEastIndian Government (Dienst van Scheepvaart)	257·6	36·7	22·2	Sourabaya Dutch WB	T.6Cy.16¾",27⅜"&43 5/16"-21⅝" 177NHP Werkspoor,Ams.		
86683 PIZB	**Zuidland** OilEng. Well Deck 1Dk Mchy.Aft CruiserStern	426 280 263					1931	NVSchspw Gebr.Pot. Bolnes	N.V.Motorschip Zuidland(T.den Hartigh,*Mgr.*)	152·1 P42'Q54'F20'	25·6	9·0	Rottrdam Dutch WB	Oil Engines 4S.C.SA 6Cy.11"-17⅜" 70NHP Motorenfbr."Deutz"A.G. Köln-Deutz		V
86684 PIZD	**Zuijderburgh** (exMaashaven-40) 1Dk	2630 2426 1676					1906	Bonn& Mees Rotterdam	Wm.H.Müller&Co. N.V.&Kon.Nederl. Hoogovens& StaalfabriekenN.V.	305·0 B67'F30'	44·6	21·0	Rottrdam Dutch WB	T.3Cy.23",36"&62"-39" 240NHP Maats.deSchelde,Flushing		V
86685 31356 JESB	**Zuiko Maru** (exJaladuta, exShadwell) ssKob.2ndNo.3-4,26 1Dk&Spar dk&deep framing	4156 3846 2528	✠ ... 10,30 ✠				1904 1mo	JLThompson&Sons,Ld Sunderland	InuiKisenK.K.	368·0 P30'B108'F44' FK	49·6	19·0 27·1	Kobe Japanese WB	T.3Cy.26 5/16",44"&72"-48" 417NHP N.E.MarineEng.Co.Ld.Sld	29 ″ 6	C †
86686 46624 JSEN	— 2Dks *CruiserStern*	2578 2270 1448					1939	Uraga DockCo.Ld. Uraga	ToaKaiunK.K.	295·0 P23'B97'F32'	45·0	23·8	Osaka Japanese WB	C.4Cy.(2)11 5/16"&(2)20½"-13¾"&LP turbine with DR gearing & hydraulic coupling HS3445 255NHP UragaDockCo.Ld.Uraga		

* Surveys delayed. Vessel, when last reported, in port in enemy occupation

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When. Ship. Engines	9 By Whom. Where.	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	16 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
86687 44382 JDEM	**Zuisyo Maru** (*ex*ShengYu–38, *ex*Salacia–36, *ss*Tama.2ndNo.3–1,38 *ex*Dunachton) 2*Dks*(*Stl*)	5289 4905 3844	✠100A1 3,41 ~~2,40~~	Tama ✠LMC~~2,40~~ 3,41	*z*	CL 2,40	1912 10mo	C.Connell &Co.Ld. Glasgow *Lloyd'sA&CF*	KyodoKaiunK.K. *IntermediateBHin forehold &'tween dkBH in afterhold dispensed with*	408·5|52·1|31·0 P34'B130'F44' FK *CellDBa*117'*uE*&*B*45'*f*190'1145*tAPT*40*t*	Tokyo Japanese *Cem* 5*BH to U dk* 1 ,, ,, 2*nd* ,, *only*	T.3Cy.26½",44"&73"–51" (*s*) 200lb 536NHP 3SB,*9cf*,GS157,HS7680 FD Dunsmuir&JacksonLdGls	31 ″ 2 s 5″10½ 25″ 6	
86688 33786 JQXB	**Zuiyo Maru** (*ex*Atheltarn, **TwinSc** *ex*India,*ex*Boxleaf) *ss*Yka.No.3–1,30 *ss*Yka.No.2–38 2*Dks*(*Stl*)&*Webframes*	7385 6842 4302	✠100A1 5,40 ~~4,39~~ BS~~4,39~~ 5,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,20 *F.P. above* 150° F.	Yka ✠LMC4,38	*c* †	CL ~~10,37~~ 4,40	1917 2mo	Barclay, Curle&CoLd Glasgow *Lloyd'sA&CP*	NipponTanker K.K	450·0|58·0|35·5 P44'B161'F42' FK *CellDBuE&B*70'308*tD*1*f*27'291*t FPT*124*tAPT*70*t*	Yokohama Japanese 22*BHptCem* (21 *to U dk* 1 ,, 2*nd* ,,)	T.6Cy.20",35½"&61"–45" (*s*) 215lb 900NHP 4SB&1Aux.SB,*18cf*, GS338,HS14156 FD Barclay,Curle&Co.Ld.Gls.	35 ″ 6	
86689 148669 GLRJ	**Zurichmoor** *ss*Bly.No.3–9.38 1*Dk*(*Stl*)&*Webframes* *Corrugated sides*	4455 4155 2768	✠100A1 1,41 ~~4,40~~ MS9,38	Mdb **Hul** ✠LMC BS4,40	*x*	CL 3,40	1925 9mo	JReadhead &Sons,Ld. SouthShields *Lloyd'sA&CP*	**MoorLine,Ld.** **(RuncimanShippingCo.Ld.** *Mgrs.*)	371·8|55·3|26·3 386·2(O.L.) P34'B106'F44' FK *CellDB*326'1029*tAPT*145*t*	London British 6*BHCem*	T.3Cy.26",43"&72"–48" (*r*) 180lb HS6450 460NHP 3SB(Spt),*9cf*,GS164, FD J.Readhead&SonsLd.S.Shl	28 ″ 9 s 5 ″ 3¾ 23 ″ 7¾	
86690 EAJY	**Zurriola** (*ex*BegoñaNo.3, *ex*Matienzo) *ss*Bbo.3rdNo.3–5,37 1*Dk*(*Irn*)&*deepframing*	*1866* *1721* *1163*	✠100A1 1,41 ~~2,40~~ BS1,41	Bbo ✠LMC5,37	*r*	1,40	1899 6mo	R.Thompson&Son Sunderland A&CP	**Cia.Nav.** **Guipuzcoana**	276·5|40·5|17·9 P23'B64'F27' FK *CellDBa*82'*uE*18'*f*112'569*tAPT*112*t*	S.Sebast'n Spanish 4*BHCem*	T.3Cy.20⅝",33"&54"–39" (*s*) 160lb 185NHP 2SB,*6pf*,GS78,HS2872 N.E.MarineEngCo.Ld.Sld.	20 ″ 5 s2 ″10½ 17 ″8¾	
86691 YTFH	**Zvir** *ss*Rot.No.3–12,38 2*Dks*(*Stl*)	*5607* *5073* *3518*	✠100A1 8,39 BS7,40 MS4,38	Cff ✠LMC ~~BS4,[illegible]~~	*y*	CL 8,39	1926 7mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow *Lloyd'sA&CP*	**Prekomorska** **PlovidbaD.D.**	390·1|54·0|29·6 403·9(O.L.) B125'F35' FK *CellDBa&uE*152'*f*166'1147*tDTa*33'906*t FPT*122*tAPT*258*t*	Susak Yugoslav 7*BHptCem* 1 ,, *to2nd dk*	T.3Cy.25",41"&68"–45" (*s*) 200lb 468NHP 3SB(Spt),*9cf*,GS148, FD HS6960 ClydeSB.&Eng.CoLd.P.Gl	32 ″ 0 s6 ″ 7½ 25 ″ 7¼	
86692 8203 TVUY	**Zweena** **TwinSc** *OilEng.* *ss*Dnk.No.2–39 *Mchy.Aft* 1*Dk*(*Stl*)	651 452 307	✠100A1 1,40 ✠LMC5,39 Surveys delayed *CarryingPetroleum in bulk*	Dnk ✠NE5,39	*i*	CL N4,39	1930 10mo	G.Brown &Co. Greenock *Lloyd'sA&CP*	**Soc.Anon.des** **PétrolesJupiter**	174·6|30·3|11·0 P51'*Trunk*91' FK	Marseilles French 9*BH* *APT*32*t*	Oil Engines 4S.C.SA 12Cy.11$\frac{13}{16}$"–18⅞" 162NHP ZieglerFreres,Dnk.	12 ″ 0 s ″ 8¼ 11 ″ 5½	
86693 29841 JTWA	**Zyogu Maru** Ⓟ (*ex*JohguMaru–38, *ex*Grelgrant, *ss*Kob.2ndNo.3–4,32 *ex*Hartland) *ss*Yka.No.1–36 1*Dk*(*Irn*)2*trB*&*deepframing*	4803 4460 3521	✠ ... 5,40	Yka ✠	*x*		1906 11mo	Richardsn, Duck&Co. Stockton	**UkonShojiK.K.**	369·2|50·8|27·6 P28'B104'F29' FK *CellDBa*126'*uE*&*B*39'*f*165'1194*t FPT*167*tAPT*190*t*	Kobe Japanese 6*BHCem*	T.3Cy.26",42"&70"–48" 371NHP 3SB,*9cf*,GS160,HS5750 Blair&Co.Ld.Stockton	30 ″ 3	
86694 PIZW	**Zypenberg** (*ex*Charterhurst–35) *ss*Rot.No.2–38 **D.F.** 1*Dk*(*Stl*)	4973 4668 3085	✠100A1 ~~[illegible]~~ ~~10,39~~ ~~5,40~~ 4,41 ~~3,41~~ MS5,38	NYk ~~Sch~~ ~~Fal B[illegible]~~ ✠LMC BS~~4,39~~ 2,41	*z*	CL ~~10,39~~ ~~5,40~~ 9,40	1930 3mo	Ayrshire Dockyard Co.Ld. Irvine *Lloyd'sA&CP*	**N.V.Stoom.Maats.** **"Hillegersberg"** **(Vinke&Co.** *Mgrs.*)	406·2|53·6|25·7 P26'B270'F37' FK *CellDB*350'1155*tAPT*45*t*	Amstrdam Dutch 6*BHptCem*	T.3Cy.25½",43"&72"–48" (*s*) 200lb 470NHP 2SB(FD)&1AuxSB,*9cf*, GS173,HS6695 Rankin&BlackmoreLdGrk	28 ″ 0 s3 ″10½ 24 ″ 4	
86695 33614 JJHH	**Zyuho Maru No. 3** (*ex*JuhoMaruNo.3–38) 1*Dk*	430 387 235					1928	....	**IrimaziriSyoten** **K.K.**	151·0|23·0|15·0	Kochi Japanese	T.3Cy.		
86696 19917 JOEE	**Zyun Maru** (*ex*JunMaru–38) 1*Dk*	982 825 681					1917	Goshi Kaisha HaradaShoko Osaka	**MarutatsaKaiun** **K.K.**	202·0|29·1|18·6	Niigata Japanese *WB*	T.3Cy.13",21½"&36"–27" 63NHP HaradaShoko,Osaka		
86697 32474 JKLB	**Zyunyo Maru** (*ex*JunyoMaru–38, *ex*Sureway,*ex*Hartmore,*ex*Hartland Point,*ex*Ardgorm) *ss*Sld.No.3–2,26 Sub.Sig. 2*Dks*	5065 4720 3872	✠ ... 12,30	✠			1913 12mo	R.Duncan &Co.Ld. PortGlasgow	**BabaShojiK.K.**	405·0|53·0|27·2 P42'B122'F35' FK	Tokyo Japanese *WB*	T.3Cy.27",44"&73"–48" 475NHP J.G.Kincaid&Co.Ld.Grk.	29 ″ 9	C †
86698 31716 JDIB	**Zyuyo Maru** Ⓟ (*ex*JuyoMaru–39) *ss*Yka.No.3–9,33 *ss*TamaNo.1–38 2*Dks*(*Stl*)	5458 4980 3407	✠100A1 3,41 ~~3,40~~	Kob ✠LMC~~3,40~~ 3,41	*z*	CL ~~12,37~~ N3,41	1926 4mo	AsanoS.B. Co. Tsurumi *Lloyd'sA&CP*	**ToyoKisenK.K.**	400·0|53·0|32·0 P33'B124'F41' FK *CellDB*334'943*tAPT*27*t*	Tokyo Japanese 6*BHptCem*	T.3Cy.26",43½"&72"–48"(*s*) 200lb 513NHP 3SB,*9cf*,GS181,HS7383 FD KobeSteelWorks,Kobe	32 ″ 0 s6 ″ 6¼ 25 ″ 8	
86699 44833 JQEM	**Zyuzan Maru** (*ex*Cranenest–38) 1*Dk*	2111 1838 1244					1918	Gt.Lakes Eng.Works Ecorse,Mich.	**KokokuKisenK.K.**	253·5|43·8|20·4 P27'B66'F26'	Kobe Japanese	T.3Cy.21",35"&59"–42" 226NHP Gt.LakesEng.Wks.Detroit		

10/41

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

NEW SHIPS NOT NAMED.

1	2	3	4	5	6	7	7*	8	9	10	11	12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. *Late Name if any.* Special Surveys.	Material, Rig, &c. No. of Decks, &c.	Regist'd Tonnage Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RIP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of [illegible]

SUPPLEMENT TO THE REGISTER OF STEAMERS AND MOTORSHIPS OF 300 TONS GROSS AND OVER.

1940-41.

SUPPLÉMENT AU REGISTRE DES NAVIRES A VAPEUR ET A MOTEURS D'UNE JAUGE BRUTE DE 300 TONNEAUX ET PLUS.

The numeration assigned for the Vessels in the Supplement of Steamers and Motorships of 300 tons gross and over is as follows:—

A … …	No. 87001	to No.	87250
B … …	„ 87251	„	87500
C … …	„ 87501	„	87750
D … …	„ 87751	„	87900
E … …	„ 87901	„	88050
E	*Continued from* No. 90951		
F … …	„ 88051	„	88200
G … …	„ 88201	„	88350
H … …	„ 88351	„	88500
I … …	„ 88501	„	88650
J … …	„ 88651	„	88750
K … …	„ 88751	„	88900
L … …	„ 88901	„	89050
M … …	No. 89051	to No.	89300
N … …	„ 89301	„	89450
O … …	„ 89451	„	89550
P … …	„ 89551	„	89700
Q … …	„ 89701	„	89800
R … …	„ 89801	„	89950
S … …	„ 89951	„	90200
T … …	„ 90201	„	90400
U … …	„ 90401	„	90500
V … …	„ 90501	„	90600
W … …	„ 90601	„	90750
X Y Z …	„ 90751	„	90900

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure. NHP=Horse power by Society's formulæ. RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
87001	**Atlantier** *OilEng.* D.F. E.S.D. *CruiserStern*	5000	100A1 *withfreeboard* (*ClassContemplated*)				1940	Öresunds-varvetA|B Landskrona	Cie.MaritimeBelge (LloydRoyal)S.A. (AgenceMaritime Internationale, S.A.*Mgrs.*)	430·0 F40'			Antwerp Belgian	Oil Engines 2S.C.SA 8Cy.26¾"-$59\frac{1}{16}$" A/B Götaverken,Got.		
87002 142260 GQWM	**Aldergrove** (*ex*Elba-40, *ex*Glenpark-32) *ss*P.Gl.No.3-1,31 D.F. *ss*Ard.No.2-39 1*Dk*(*Stl*) *Cargo battens not fitted except in fwd. hold*	1974 1789 1194	✠100A1 ~~2,39~~ 10,40 ✠LMC MS12,39 BS4,40	Ard Cff	*r*	CL ~~11,39~~ 10,40	1918 7mo	Greenock& Grngemouth Dkyd.Co.Ld. Grngemouth *Lloyd's*A&CP	GroveLine (Glasgow)Ld. (DavidAlexander& Sons,*Mgrs.*) *CellDBa*70'*u*	280·0 290·4(O.L.) P21'B68'F29' FK E28'/ 124'523t*FPT*	41·9	18·9	Glasgow British 4*BHCem* 55t*APT*46t	T.3Cy.21",35"&57"-36" (*r*) 180lb *100lb* 231NHP 2SB,6cf,GS112,HS3796 Dunsmuir&Jackson,LdGls	20 ″ 9 s2″10½ 18 ″ 1	
87003 WFJX	**Almeria Lykes** *Now "Em*[illegible]*Condor," see No. 91006 in Supplement* D.F. E.S.D. GyC. 3*Dks* *pt Longitudinal framing* *CruiserStern*	~~7500~~ [illegible] — 4585					1940	Federal S.B.&D.D.Co Kearny,N.J.	LykesBrosS.S. Co.Inc.	469·0 F38'	69·6	29·2	Galveston (Tex.) Utd.States *WB*	2steam turbines DRgeared to 1 sc. shaft 1417NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
87004	**Arena** (*ex*PointArena-40, *ex*Democracy-37, *ex*Jupiter) 2*Dks*	4673 4304 2970	✠ ... 4,22 ✠				1917 11mo	Standard S.B.Corp. Shooter's Island,N.Y.	Cia.Arena,Ltda.	377·0 P25'B106'F37' FK	52·0	26·8	Panama Pnamanian *WB*	T.3Cy.24",41"&70"-48" 485NHP StandardS.B.Corp.	29 ″ 0	R †
87005 167460 GLCZ	**Astra II** (*ex*Astra-40, *ex*Ferm, *ex*Saphir) *ss*Abg.No.3-3,33 *ss*Abg.No.1-38 1*Dk*(*Stl*)	2393 2153 1412	✠100A1 8,40 ~~9,38~~ BS~~3,39~~5,40 ✠LMC1,38 *Fitted for oil fuel* 5,20 *F.P. above* 150° F.	Cpn Shl	*t*	CL 1,38	1920 5mo	ClydeS.B. &Eng.Co.Ld. PortGlasgow *Lloyd's*A&CP	Ministry of Shipping(J.S. Stranaghan&Co. Ld.*Mgrs.*)	296·1 305·2(O.L.) P25'B80'F35' FK *CellDB*250'662t	44·3	20·3	London British 5*BHCem* *APT*60t	T.3Cy.22",35"&59"-39" (*s*) 180lb *100lb* 250NHP 2SB,6cf,GS126,HS4060 ClydeS.B.&Eng.Co.Ld.	22 ″ 9	
87006 HPOO	**Atlantico** (*ex*SanBernardino-40, *ex*Oriole, *ex*WestJappa) *Fitted for oil fuel* 2*Dks* *Now "Ho*[illegible]*Maru," see No. 88386 in Supplement*	5751 [illegible] 3555					1920	AmesS.B. &D.D.Co. Seattle,Wash	Cia.deNavegacion "LaInteroceanica" S.A.	410·5 P44'B119'F47'	54·2	29·2	Panama Pnamanian *WB*	T.3Cy.26",43"&73"-48" 369NHP AmesS.B.&D.D.Co.Seattle		R
87007 HRCB	**Aztec** (*ex*PeterLassen-40, *ex*Aztec-38) *ss*Avn.No.2-37 2*Dks*(*Stl-Weather dk teak s*) *Ref.Mchy.* *3rd&4th dks*(*Stl*)*in holds*	5383 4708 3086	✠100A1 *withfreeboard* ~~8,40~~ ~~3,40~~ 2,41 BS3,40 ~~BS3,39~~ ✠LMC3,37 *Fitted for oil fuel* 3,29 *F.P. above* 150° F.	SFo	*z*	CL ~~2,39~~ N2,41	1929 3mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's*A&CP	MayanS.S.Corp. (UnitedFruitCo. *Mgrs.*) *Intermediate BH in after hold dispensed with*	388·8 405·3(O.L.) P29'F40' FK *CellDB*333'740t*Tanks at sides of tunnel*225t*FPT*	53·2	31·2	Amapala Honduran *ptCem* *Coll BH to W dk* 4 ,, ,, 2*nd* ,, 69t*APT*36t	T.4Cy.30¾",51"&(2)62"-48" 200lb (*s*) 947NHP 5SB,20cf,GS385,HS15235 FD Barclay,Curle&Co.Ld.Gls.	33 ″ 6 s10 ″ 4 23 ″ 7½	
87008 145498 GDQZ	**Astrologer** (*ex*Bellwyn-40, *ex*Gordonia-37, *ex*Eleveen-35) *ss*Shl.No.3-11,35 *Arch deck* 1*Dk*(*Stl*) *CruiserStern* *Cargo battens not fitted*	1673 1598 977	✠100A1 9,39 MS8,40 BS3,40 LMC~~11,35~~	Sws	*p*	CL ~~4,40~~ 7,40	1922 10mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd's*A&CP	G.Gibson&Co.Ld.	245·3 254·0(O.L.) P18'F21' FK *CellDB*210'446t*FPT*	37·3	22·3	Leith British 4*BHCem* 42t*APT*47t	T.3Cy.19",31"&51½"-33"(*s*) 180lb 179NHP 2SB,6cf,GS103,HS2947 Cooper&Greig,Ld.Dundee	24 ″ 3 s6 ″ 0¾ 18 ″ 4	
87009 168501 GNDJ	**Araybank** *OilEng.* D.F. E.S.D. 2*Dks*,3*rd dk in* No.1 *hold* *Cruiser Stern* *Carrying cargo oil F.P. above* 150° F. *or latex in deep tanks aft & fore peak tank*	7258 6810 5247	✠100A1 *withfreeboard* 10,40 ✠LMC10,40 *Carrying oil fuel F.P. above* 150° F. *in after peak tank*	Bel	*b*†	CL	1940 10mo	Harland& Wolff,Ld. Belfast *Lloyd's*A&CP	BankLine,Ld. (A.Weir&Co. *Mgrs.*)	433·2 450·3(O.L.) F42' FK (*CollBHtoWdk*7*BHto2nddk*) 6 *divisional W.T. BHs in 'tween dk* *CellDB*360'1224t*DTsa*30'1199t*FPT*113t	57·3	33·6	Belfast British 8*BH* *APT*198t	Oil Engines 4S.C.SA 6Cy.29⅛"-$59\frac{1}{16}$" 490NHP 2DB120lb Harland&Wolff,Ld.Bel.	38 ″ 8 s11″11½ 26″10½	
87010	**Angoulême** (*ex*Nabesna-40, *ex*LakeFilbert) *Fitted for oil fuel* D.F. 1*Dk*2*trB*	2451 2203 1513	✠ ... 9,20 ✠				1919 11mo	Toledo S.B.Co. Toledo,O.	TransportsMaritimes(Cie.Générale d'ArmementsMaritimes,*Mgrs.*)	251·0 P25'B64'F23' FK	43·6	25·8	Havre French *WB*	T.3Cy.22",36"&59"-42" 315NHP ToledoS.B.Co.Toledo	28 ″ 2	R †
87011 168030 GNDY	**Aircrest** D.F. E.S.D. 1*Dk& Shelter dk* **CruiserStern** *Tonnage opening closed '41*(*W.E.*)	~~5200~~ 5237 4680 3076	✠100A1 *withfreeboard* 10,40 ~~(*ClassContemplated*)~~ ✠LMC10,40	PGl	*a*†	CL	1940 10mo	Lithgows Ld. PortGlasgow *Lloyd's*A&CP	CrestShippingCo. Ld.	432·2 447·6(O.L.) F39' FK (*CollBHtoShdk*6*BHto2nddk*) *CellDB*370'1507t*FPT*122t	56·2	24·9	London British 7*BHCem* *APT*177t	T.3Cy.23½",37½"&68"-48" 220lb (*s*) 436NHP 2SB(Spt)8cf,GS134HS5830 FD Rankin&BlackmoreLdGrk	36″10 s11″3¼ 25 ″ 9	
87012 168019 GMZG	**Ardenvohr** *OilEng.* D.F. 1*Dk& Shelter dk*,2*nd Dk in* No.3 *hold* **CruiserStern**	~~4800~~ 5025 4508 2929	✠100A1 *withfreeboard* 4,41 ~~10,40~~ ~~(*ClassContemplated*)~~ ✠LMC10,40	Dmb Mch	*a*† 2	CL	1940 10mo	WmDenny &Bros.Ld. Dumbarton *Lloyd's*A&CP.	AustralindSteam ShippingCo.Ld. (Trinder,Anderson &Co.*Mgrs.*)	414·8 428·8(O.L.) FK (*CollBHtoShdk*,6*BHto2nddk*) *Duct keel forward of mchy space* *CellDB*349'1172t*MT*37'955t*FPT*144t	56·2	26·0	London British 7*BH* *APT*153t	Oil Engines 2S.C.SA 4Cy.23⅝"-$91\frac{5}{16}$" 688NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	29″10 s8 ″ 5¼ 26 ″ 6	
87013 168076 [illegible]	**Aronda** Ⓟ TwinSc 2*Dks& Shade dk* D.F. E.S.D. *Ref.Mchy.* **CruiserStern**	~~8320~~ ~~4983~~ ~~4000~~ 9031 4983 4463	✠100A1 3,41 ~~(*ClassContemplated*)~~ ✠LMC3,41 ✠Lloyd'sRMC3,41	Nwc	*c*† 2⅛	OG	~~1940~~ 1941 3mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's*A&CP *CellDB*372'	BritishIndiaStm. Nav.Co.Ld. 1168t*Tanks between*	444·6 461·1(O.L.) B190'F45' FK (*CollBHtoShdk*8*BHto2nddk*) *tunnels*21'51t*FPT*78t	61·2	25·2 32·9	London British 9*BHCem* *APT*133t	6 steam turbines SRgeared to 2 sc. shafts 2155NHP 3W.T.B.450lb(Spt440lb) GS462,HS17895 FD ParsonsMarineSteam TurbineCo.Ld.Nwc.	28″ 3 s4 ″ 8 23 ″ 9½	BT till 3,42
87014 232721 WCFS	**Alkaliner** (*ex*DolomiteI-40) TwinSc *OilEng.* Wireless (*Self-Unloader*) *Mchy.Aft* 1*Dk* *Electrically welded* *CruiserStern* *Carrying cargo oil in bulk*	934 — 478					1933	Dolomite MarineCorp. RochesterNY	All-Waterways Nav.Corp.	205·6	32·0	13·1	Lake Charles,La Utd.States	2 Oil Engines 4S.C.SA connected to Elec.Motors & Sc.Shafts 12Cy.14¼"-14½" *E made*17*refitted*33 239NHP Busch-SulzerBros. St.Louis,Mis.		R
87015 240147 WGDA	**America Sun** ~~American Sun~~ D.F. E.S.D. *OilEng.* GyC. *Mchy.Aft* 1*Dk* *Longitudial framing* *CruiserStern* *Electrically welded*	11355 10248 6891	✠100A1 2,41 ~~10,40~~ ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* ✠LMC11,40	Phl	2⅜	CL	1940 11mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd's*A&CP *CellDBu*E71'304t*DTf*23'	SunOilCo.	524·6 547·2(O.L.) ~~P114'B41'F48'~~ P103'B35'F51' FK 421t*FPT*190t*APT*109t	70·2	39·7	Phildlphia Utd.States 16*BHptAsp*	Oil Engines 2S.C.SA 5Cy.32"-95" 1590NHP 3WTDB245lb SunSB&DD.Co.Chester,Pa	40 ″ 0	
87016 219800 KJXJ	**Andrew Jackson** (*ex*Salaam-40) *Fitted for oil fuel* Sub.Sig. 2*Dks& Web frames*	5990 4971 3709	✠ ... 3,22 ✠				1920 7mo	Merchant S.B.Corp. Harriman,Pa.	WatermanS.S. Corp.	400·7 P36'B124'F44' FK	54·2	30·4	Mobile,Ala Utd.States *WB*	2steam turbines DRgeared to 1 sc. shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32″10	R †
87017 165859 GBQB	**Atlantic City** D.F. *OilEng.* *CruiserStern* 1*Dk& Shelter dk*	5133 4676 2992					~~1940~~ 1941	Wm.Doxford&SonsLd Sunderland	LeedsShippingCo. Ld.(SirW.R.Smith &Sons,Ld.*Mgrs.*)	~~416·7~~ *F on Shelter dk*38' 415·0	55·1	24·5	Bideford British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"-$91\frac{11}{32}$" 687NHP Wm.Doxford&Sons,Ld.Sld		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou cotté si ce n'est dans le L.R. Durée.Cert.B.ofTrade
87018 171013	**Algoway** (*ex*JohnJ.Boland,Jr.–40, *ex*HenryP.Werner–37,*ex*G.Watson French) *Mchy.Aft* D.F. GyC. 1*Dk2trB*	3785 3646 2964					1903 *Reconstructed* 1912 *by* AmericanS.B.Co.Cleveland,Ohio	WestBay CityS.B.Co BayCty,Mich	AlgomaCentral& HudsonBay RailwayCo.	365·5 F48'	50·2	24·0	SaultSte. Marie,Ont. *WB* British	T.3Cy.20",33"&55"–40" 191NHP ChicagoS.B.Co.Chicago		R
87019 170150	**A. D. Huff** (*ex*SanAnselmo–40, *ex*Oran,*ex*WestJester) *Fitted for oil fuel* 2*Dks*	6219 5670 3740					1920	AmesS.B. &D.D.Co. Seattle,Wash	AtlanticTrans- portationCo.Ld.(S. L.deCarteret,*Mgr*)	410·5 P44'B119'F47	54·2	29·2	Montreal British *WB*	T.3Cy.26",43"&73"–48" 369NHP AmesS.B.&D.D.Co.Seattle		R
87020	**American Manufacturer** *OilEng.* D.F. E.S.D. GyC. 3*Dks* Sub.Sig. *CruiserStern*	6750					1940	Western Pipe&Steel Co.ofCali- fornia SanFrancisco	UnitedStates Maritime Commission	395·0	60·0	37·5	Utd. States *WB*	2 Oil Engines 2S.C.SA 14Cy.20½"–27½" with electro-magnetic slip couplings&SRgearing 666NHP Busch-SulzerBros.Diesel EngineCo.St.Louis,Mo.		
87021 165066 GMSZ	**Antar** *OilEng.* E.S.D. D.F. 1*Dk&Shelter dk* *CruiserStern* *Tonnage opening closed* '41(*W.R.*)	5222 4685 3034	✠100A1 *with freeboard* 2,41 ~~(*Class Contemplated*)~~ ✠LMC2,41	Sld	*a*† 2	CL	~~1940~~ 1941 2mo *Lloyd'sA&CP*	Wm.Dox- ford&SonsLd Sunderland	NewEgypt& LevantShipping Co.Ld.(T.Bowen Rees&Co.Ld. *Mgrs.*)	427·0 442·9(O.L.) (*CollBHtoSh dk*6*BHto2nd dk*) *CellDB*356'1179*tMT*29'1205*tFPT*134*tAPT*155*t*	56·5	26·5 FK	London British 7*BH*	Oil Engines 2S.C.SA 3Cy.23⅝"–~~$91\frac{11}{32}$"~~ $91\frac{5}{16}$" 2DB120*lb* 516NHP Wm.Doxford&Sons,LdSld	~~20 " 0~~ ~~33 " 9¾~~ ~~25 " 10¾~~ 38 " 1 s11 " 4¾ 26 " 10¾	
87022 46745 JJKX	**Amakasu Maru No. 1**	1913 — 1057					1939	Kawamin- amiKogyo K.K. Nagasaki	AmakasuSangyo KisenK.K.	271·6	40·0	20·3	Yokohama Japanese	T 3Cy.$18\frac{11}{16}$",30"&50"–36" 150NHP KawaminamiKogyoK.K. Nag.		
87023 EAJK	**Albareda** (*ex*Gante–39, (*ex*Udondo–38, *ss*Bbo.2ndNo.3–3,29 *ex*Guadiaro, 1*Dk*(*Stl*)&*Spar dk*(*Stl*)& *ex*BlackPrince,*ex*Provan) *deep framing* Sub.Sig.	*3925* *3648* *2560*	✠ 7,35 *Spar dk* ✠	Cff	*w*		1903 1mo	Russell& Co. Pt.Glasgow	José de Navas Escuder *Intermediate* *'tween dk BH in after hold dispensed with* *Cell DBa* 112'*u E&B* 40'*f*146'899*tAPT*71*t*	345·2 P20'B202'F37'	49·9	17·9 25·9 FK	Bilbao Spanish 6*BHCem* (5 *to Spr dk* 1 " *Main* ")	T.3Cy.25",41"&67"–45" NDB20 340NHP 2SB,8*pf*,GS142,HS5438 Rankin&Blackmore,Grk.	28 " 5	G †
87024 240410	**Alcoa Pioneer** *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* Sub.Sig. *CruiserStern*	~~6750~~ 6759 — 4015					~~1940~~ 1941	Bethlehem SteelCo.S.B. Division SanFrancisco Cal.	AlcoaS.S.Co.	395·0	60·0	37·5	Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
87025	**American Leader** *OilEng.* D.F. E.S.D. GyC. 3*Dks* Sub.Sig. *CruiserStern*	6750					1940	Western Pipe&Steel Co.ofCali- fornia SanFrancisco Cal.	UnitedStates Maritime Commission	395·0	60·0	37·5	Utd. States *WB*	2 Oil Engines 2S.C.SA 14Cy.20½"–27½" with electro-magnetic slip couplings & SR gearing 666NHP Busch-SulzerBros.Diesel EngineCo.St.Louis,Mo.		
87026 47040 JGMM	**Akagane Maru**	3121 — 1793					1940	Harima S.B.&Eng. Co.Ld. Harima	NipponKaiunK.K.	318·4	45·9	24·6	Tokyo Japanese	Steam Engine		
87027 217800 KEVT	**Alcoa Leader** (*ex*Schodack–40) *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5041 4710 3116	✠ ... 6,20 ✠				1919 5mo	American International S.B.Corp. HogIslandPa	~~OceanDominion~~ ~~S.S.Corp.~~ Alcoa S.S.Co.Inc.	390·0 P39'B122'F43'	54·2	27·6 FK	NewYork Utd.States *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
87028 219178 KOLB	**Arkansas** (*ex*Aryan–40) *ss*N.Yk.No.3–2,33 *ss*N.Yk.No.1–36 D.F. GyC. 2*Dks*(*Stl*)&*Web frames* *Mchy.Aft* *Longitudinal framing*	6452 6126 4008	✠100A1 10,40 ~~BS4,40~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 11,19 *F.P. above* 150° F.	NY	*a*† BS3,41 ✠LMC12,36	CL 8,39	1919 11mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany *CellDBuE&B*64' 209*t* *FPT*229*t* *APT*130*t*	416·8 P107'F33'B35'	56·1	31·1 FK	Wilmgton (Del.) Utd. States 16*BHptCem*	T.3Cy.26¾",44"&74"–51"(*s*) 200lb 556NHP 3WTB(Spt),HS9969 H.G.TroutCo.Buffalo,N.Y.	32 " 10 s 6 " 3½ 26 " 9	
87029 218390 KIMR	**Alcoa Scout** (*ex*PointSalinas–40, *ex*Dochet) *Fitted for oil fuel* 2*Dks*	4886 — 3071					1919	Downey S.B.Corp. ArlingtonNY	AlcoaS.S.Co.Inc.	386·8 P40'B110'F40'	52·2	27·4	NewYork Utd. States *WB*	T.3Cy.24",44"&70"–48" 339NHP DowneyS.B.Corp.		R
87030 219643 KUDR	**Alcoa Shipper** (*ex*Davenport–40) *Fitted for oil fuel* 2*Dks*&*Web frames*	5491 4971 3370	✠ ... 6,20 ✠				1920 3mo	Merchant S.B.Corp. Harriman,Pa	AlcoaS.S.Co.Inc.	400·7 P36'B124'F44'	54·2	30·4 FK	Phildlphia Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	R †
87031 218186 KIJJ	**Alcoa Pilot** (*ex*PointPalmas–40, *ex*Sabotawan) *Fitted for oil fuel* 2*Dks*	4869 — 3048					1919	Downey S.B.Corp. ArlingtonNY	AlcoaS.S.Co.Inc.	386·8 P40'B110'F40'	52·2	27·4	NewYork Utd. States *WB*	T.3Cy.24",40"&70"–48" 339NHP DowneyS.B.Corp.		R
87032 216924 KZOA	**Alcoa Transport** Ⓟ (*ex*ElwynC.Hale–40, *Fitted for oil fuel* *ex*H.J.Lawrence, 1*Dk* *ex*LakeMedford)	2084 1750 1223	✠ ... 9,20 ✠				1918 9mo	GlobeS.B. Co. Superior,Wis.	AlcoaS.S.Co.Inc.	251·0 P27'B60'F23'	43·7	19·2 FK	S.Frncisco Utd. States *WB*	T.3Cy.19",32"&56"–36" 276NHP NordbrgMfgCoMilwaukee	21 " 5	R †
87033 219633 KULP	**Ann Skakel** (*ex*Exermont–40, *ex*Clontarf) *Fitted for oil fuel* 2*Dks*	4969 4598 3037					1920	American International S.B.Corp. HogIslandPa	ClearwaterSteam- shipCorporation (ParryShipping CompanyInc.*Mgrs*)	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
87034	**American Builder** *OilEng.* D.F. E.S.D. GyC. 3*Dks* Sub.Sig. *CruiserStern*	6750					1940	Western Pipe&Steel Co.ofCali- fornia SanFrancisco Cal.	UnitedStates Maritime Commission	395·0	60·0	37·5	Utd. States *WB*	2 Oil Engines 2S.C.SA 14Cy.20½"–27½" with electro-magnetic slip couplings&SR gearing 666NHP Busch-SulzerBros.Diesel EngineCo.St.Louis,Mo.		

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1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
87035 166312 GPQQ	**Athelvictor** *Mchy.Aft CruiserStern* 1*Dk OilEng.* *Butts of shell plating, except topsides,* D.F.E.S.D. *electrically welded* *Strengthened for navigation in ice*	8410 7594 5062	✠100A1 4,41 ~~(ClassContemplated)~~ *CarryingPetroleum in bulk* ✠LMC3,41	Dun NYk	*c*†	CL	~~1940~~ 1941 3mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	AthelLine,Ld.	466·3 | 59·4 | 35·9 483·2(O.L.) P103'B38'~~F57'~~ FK F60' *CellDBuE*80'266*tDTf*22'334*tFPT*70*tAPT*138*t*	Liverpool British 9*BH*	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"–55⅛" 502NHP 2DB150*lb* Hwthrn,Leslie&CoLd.Nwc	35 ″ 6 s7 ″ 9 27 ″ 11¼	
87036	**Armando** (*ex*Balkan–41, *ex*Epsilon–38, *ss*Bkn.No.1–15 *ex*MadrasCity–33, *Fitted for oil fuel* *ex*Langholm) 1*Dk&Shelter dk*	*4120* — *2579*	✠ ... 1,21 ✠				1911 5mo	W.Gray& Co.Ld. W Hartlepool	CavodoroSteam ShipCo.Ld.	383·9 | 53·5 | 29·0 B8' FK	Panamanian *WB*	T.3Cy.25",41"&68"–48" 342NHP Cen.Mar.Eng.Wrks.WHpl	25 ″ 5	C †
87037 217890 WNEO	**Alcoa Cadet** (*ex*PointCaleta–40, *ex*Dio) *Fitted for oil fuel* 2*Dks*	4823 — 3038					1919	Downey S.B.Corp. Arlington, N.Y.	AlcoaS.S.Co.Inc.	381·0 | 52·0 | 30·0 P40'B110'F40'	NewYork Utd. States *WB*	T.3Cy.27",40"&70"–48" 339NHP DowneyS.B.Corp. StatenIsland		R
87038 218019	**Alcoa Voyager** (*ex*Waukau–40) *Fitted for oil fuel* 2*Dks& Webframes*	6126 5090 3796	✠ ... 6,20 ✠				1919 5mo	Merchant S.B.Corp. Harriman,Pa.	AlcoaS.S.Co.Inc.	400·7 | 54·2 | 30·4 P36'B124'F44' FK	Phildlphia Utd. States *WB*	2 steam turbines DR geared to 1 sc. shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	
87039 239224 WDTP	**A. H. Dumont** *OilEng.* *Mchy.Aft Carrying oil in bulk*	981 — 789					1940	J.H.Mathis Co. Camden,N.J.	DieselTankerA.H. Dumont,Inc.	213·5 | 37·1 | 14·3	Seattle Utd. States	Oil Engines Fairbanks,Morse&Co. Beloit,Wis.		
87040 168091 RCDX	**Ambrose Fleming** Wireless 1*Dk* *Mchy.Aft CruiserStern* *Cargo battens not fitted*	1555 1179 889	✠100A1 *withfreeboard* 4,41 ~~(ClassContemplated)~~ ✠LMC4,41	Lth	*p*	CL	1941 4mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	LondonPowerCo. Ld.(Stephenson Clarke&Associated Companies,Ld. *Mgrs.*)	247·0 | 39·6 | 16·6 256·8(O.L.) Q149'B16'F24' FK *CellDBuE*24'*f*168 615*tMT*58*tFPT*154*tAPT*18*t*	London British 4*BHptAsp*	T.3Cy.16½",27½"&46"–33" 200lb *105lb* (*s*) 184NHP 1SB,3*cf*,GS63,HS2750 FD D.Rowan&Co.Ld.Gls.	18 ″ 6 s5 ″ 11 16 ″ 9	
87041 ~~[illegible]~~ ~~[illegible]~~ 240404 WGXQ	**Atlantic Sun** *OilEng.* D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft CruiserStern* ~~*Elec.welded*~~ *Longitudinal framing* *Elec.welded*	11355 10248 6891	✠100A1 3,41 ~~(ClassContemplated)~~ *CarryingPetroleum in bulk* ✠LMC3,41	Phl	2⅜	CL	1941 3mo	SunS.B.& DryDockCo. Chester,Pa. *Lloyd'sA&CP*	SunOilCompany	524·6 | 70·2 | 39·7 547·2(O.L.) ~~P114'B41'F48'~~ FK P103'B35'F51' *CellDBuE*71'304*tDTf*23'421*tFPT*190*tAPT*109*t*	Phildlphia Utd. States 16*BHptAsp*	Oil Engines 2S.C.SA 5Cy.32"–95" 1590NHP 3DB(WT)*245lb* SunSB&DD.Co.ChesterPa	40 ″ 0	
87042	**Alcoa Pilgrim** *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks* *CruiserStern*	6750					1941	Bethlehem SteelCo.S.B. Division SanFrancisco Cal.	AlcoaS.S.Co.	390·0 | 60·0 | 37·5	Utd. States *WB*	2 steam turbines DR geared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
87043 [illegible] SKPN	**Algol** *ow "S*[illegible]*a VII," see No.* 90017 *in Supplement* *OilEng.* 1*Dk* *Mchy.Aft CruiserStern* *Strengthened for navigation in ice*	978 *714* *443*	✠ 11,38 ✠ *CarryingPetroleum in bulk* *(Reclassification contemplated)*	Mmo			1937 10mo	Deutsche WerftAGBet Reihstgwrft Hamburg	TrelleborgsÅngf. NyaAktieb.(J. Malmros,*Mgr.*)	205·0 | 32·3 | 15·0 209·8(O.L.) P54'F29' FK *Trunk*116' *CellDBuE*22'20*tFPT*39*tAPT*43*t*	Trelleborg Swedish 11*BHptCem*	Oil Engines 4S.C.SA 6Cy.15¾"–26⅜" 144NHP Fr.KruppGermaniawftAG Kiel	15 ″ 0	
87044 7647 SILN	**Ajax** (*ex*Wirgo–40) *ss*Sbg.No.3-12,40 ~~*ss*Skm.No.2-38~~ 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Cruiser Stern* *Strengthened for navigation in ice*	*645* *482* *222*	✠100A1 *withfreeboard* 3,41 ~~12,40~~ ~~(Reclassification contemplated)~~ ✠LMC12,40	Got ~~Sbg~~Skm	*l*	OG 12,40	1930 5mo	Akt.Finn- bodaVarf Stockholm *Lloyd'sA&CP*	Bergnings-& Dykeri-A/B "Neptun"(E.Bro- din,*Mgr.*)	183·6 | 32·1 | 12·9 P16'B52'F17' FK *CellDB*132'172*tFPT*37*tAPT*23*t*	Stockholm Swedish 4*BHCem*	T.3Cy.16½",27"&44"–30" 200lb (Spt) (*s*) 150NHP 2SB,4*cf*,GS63,HS2692 HelsingörsJernsk&Mskb. Elsinore	15 ″ 2	
87045 218200 KIJM	**Alcoa Master** (*ex*Brush–40, *ex*Schroon) *Fitted for oil fuel* Sub.Sig. 2*Dks& Webframes*	5114 4740 3102	✠ ... 7,20 ✠				1919 6mo	American International S.B.Corp. HogIslandPa	AlcoaS.S.Co.Inc.	390·0 | 54·2 | 27·6 P39'B122'F43' FK	NewYork Utd. States *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
87046 217618	**Alcoa Mariner** (*ex*NewWindsor–40) *Fitted for oil fuel* 2*Dks& Webframes*	5590 5042 3451	✠ ... 7,20 ✠				1919 3mo	Newburgh ShipyardsInc Newburgh, N.Y.	AlcoaS.S.Co.Inc.	400·5 | 54·2 | 30·0 P36'B124'F44' FK	NewYork Utd. States *WB*	2 steam turbines DR geared to 1 screw shaft 645NHP WestinghouseElectric& Mfg.Co.Pittsburgh,Pa.	32 ″ 10	
87047 217887 WLAA	**Alcoa Ranger** (*ex*Sarcoxie–40) *Fitted for oil fuel* Sub.Sig. 2*Dks& Webframes*	5116 4740 3103	✠ ... 6,20 ✠				1919 5mo	American International S.B.Corp. HogIslandPa	AlcoaS.S.Co.Inc.	390·0 | 54·2 | 27·6 P39'B122'F43' FK	NewYork Utd. States *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
87048 217381 KEBD	**Alcoa Guard** (*ex*PointChico–40, *ex*Abron) *Fitted for oil fuel* 2*Dks*	4905 — 3087					1918	Downey S.B.Corp. StatenIsland	AlcoaS.S.Co.Inc.	381·1 | 52·0 | 30·0 P40'B110'F40'	NewYork Utd. States *WB*	T.3Cy.27",40"&70"–48" DowneyS.B.Corp. 339NHP StatenIsland		R
87049 217791 WFOI	**Alcoa Guide** (*ex*PointBrava–40, *ex*ManhattanIsland, *Fitted for oil fuel* *ex*Osakis) 2*Dks*	4834 — 3045					1919	Downey S.B.Corp. Arlington, N.Y.	AlcoaS.S.Co.Inc.	386·8 | 52·2 | 27·4 P40'B110'F40'	NewYork Utd. States *WB*	T.3Cy.24",40"&70–48" 339NHP DowneyS.B.Corp. StatenIsland		R
87050 168193 BCJT	**Adam's Beck** 1*Dk* *Mchy.Aft CruiserStern* *Cargo battens not fitted*	2816 2150 1667	✠100A1 ~~(ClassContemplated)~~ 6,41 ✠LMC6,41	Lth	*t*	CL	1941 6mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	GasLight&CokeCo (Stephenson Clarke&Associated Companies,Ld. *Mgrs.*)	315·0 | 44·5 | 19·9 330·3(O.L.) Q192'~~F30'~~ F29' FK *CellDB*266'991*tFPT*182*tAPT*68*t*	London British 5*BHptCem*	T.3Cy.18½",31"&52"–39" 200lb (*s*) 240NHP 2SB,6*cf*,GS101,HS3434 FD D.Rowan&Co.Ld.Gls.	22 ″ 1 s7 ″ 4½ 19 ″ 11¼	
87051	**Alcoa Patriot** 2*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* Sub.Sig. *CruiserStern*	6750					1941	Bethlehem SteelCoS.B. Division SanFrancisco Cal.	AlcoaS.S.Co.Inc.	395·0 | 60·0 | 37·5	Utd. States *WB*	2 steam turbines DR geared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
87052	**American Press** *OilEng.* D.F. E.S.D. GyC. *3Dks* Sub.Sig. *CruiserStern*	6750					1941	Western Pipe&Steel Co.ofCali- fornia SanFrancisco Cal.	UnitedStates Maritime Commission	395·0	60·0	37·5	Utd. States *WB*	2 Oil Engines 2S.C.SA 14Cy.20½"-27½" with electro-magnetic slip couplings&SR gearing 666NHP Busch-SulzerBros.Diesel EngineCo.St.Louis,Mo.		
87053 684 OHBU	**Avenir** (*ex*Wiima-41,*ex*Everilda, *ex*Aldersgate, *ex*Britannic) ssAbg.3rdNo.3-8,35 1*Dk*(*Irn*)2*trB*& *Webframes3Dk rule* *Cargo battens not fitted*	3232 2870 1956	✠100A1 3,38 MS8,35	Got ✠LMC BS12,39	*u*	N11,37	1897 4mo	W.Gray& Co.Ld. WHartlepool A&CP	GustafErikson	320·5 336·3(O.L.) P27'B82'F32' FK *Cell* *DBa&uE*130'*f*136'	47·2	22·0	Helsingfrs *Brändö* Finnish 5*BHCem* 731*tAPT*53*t*	T.3Cy 24",38"&64"-42" (*s*) 160lb NDB17 281NHP 2SB,*4rf&2cf*,GS90,HS4455 Cen Mar.Eng.Wrks.WHpl	24″10 s 4″3½ 20″8	
87054	**American Packer** *OilEng.* D.F. E.S.D. GyC. *3Dks* Sub.Sig. *CruiserStern*	6750					1941	Western Pipe&Steel Co.ofCali- fornia SanFrancisco Cal.	UnitedStates Maritime Commission	395·0	60·0	37·5	Utd. States *WB*	2 Oil Engines 2S.C.SA 14Cy.20½"-27½"with electro-magnetic slip couplings & SR gearing 666NHP Busch-SulzerBros.Diesel EngineCo.St.Louis,Mo.		
87055 219036	**Alcoa Partner** (*ex*Bensalem-41) *2Dks&Webframes* *Fitted for oil fuel*	5513 4971 3389	✠ ... 6,20	✠			1919 10mo	Merchant S.B.Corp. Harriman,Pa	AlcoaS.S.Corp. Inc.	400·7 P36'B124'F44' FK	54·2	30·4	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32″10	
87056 217910	**Alcoa Carrier** (*ex*Poughkeepsie-41) *2Dks&Webframes* Sub.Sig. *Fitted for oil fuel*	5588 5012 3466	✠ ... 6,20	✠			1919 5mo	Newburgh Shpyrds,Inc. Newburgh, N.Y.	AlcoaS.S.Corp. Inc.	400·5 P36'B124'F44' FK	54·2	30·0	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 645NHP WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	32″10	R †
87057 240310	**Alcoa Pathfinder** (*ex*CapeMay-41) *3Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *pt.Elec.welded* *CruiserStern*	~~6900~~ 6797 — 4015					1940	Bethlehem SteelCo.S.B. Division Mariner's Harbour	AlcoaS.S.Corp. Inc.	397·0	60·2	34·6	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
87058 218754	**Alcoa Rambler** (*ex*Mercer *2Dks&Webframes* Victory-41) *Fitted for oil fuel*	5500 5090 3381	✠ ... 6,20	✠			1919 9mo	Merchant S.B.Corp. Harriman,Pa	AlcoaS.S.Corp. Inc	400·7 P36'B124'F44' FK	54·2	30·4	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32″10	
87059 219482 KOVV	**Alcoa Trader** (*ex*Coelleda-41) *2Dks* Sub.Sig. *Fitted for oil fuel*	4986 4598 3048					1920	American International S.B.Corp. HogIslandPa	AlcoaS.S.Corp. Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd. States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
87060 1174 CBTA	**Aviles** Ⓟ (*ex*Tarapacá-41, *ex*PresidenteMitre,*ex*Argentina) *2Dks&Webframes*	3832 — 2211					1894	Reiherst'g Schiffsw. Hamburg	Cia.Chilena de Nav.Interoceanica (H.R.Samsing, *Mgr.*)	343·0 P&B212'F41'	42·4	26·1	Valparaiso Chilian	T.3Cy.23",37½"&68"-42" 257NHP Reiherst.Maschinenf.Ham.		N
87061	**Agwiprince** Ⓟ D.F. GyC. *2Dks* *Ref.Mchy.* ~~*OilEng.*~~	6900					1941	Consol- idatedSteel Corp.Ld. LongBeach, Cal.	UnitedStates Maritime Commission	417·0	60·0	37·6	Utd.States *WB*	2steam turbinesDRgeared to 1 sc. shaft 666NHP WestinghouseElec.&Mfg. Co.Phl.		
87062 240392	**Alcoa Prospector** (*ex*CapeAnn-41) *3Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *CruiserStern* *ptElec.welded*	~~6900~~ 6797 — 4015					~~1940~~ 1941	Bethlehem SteelCo.S.B. Division Mariner's Harbour	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ AlcoaS.S.Co.Inc.	397·0	60·2	34·6	NewYork Utd. States *WB*	2steam turbinesDRgeared to 1sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
87063 240731 WHSX	**Albert E. Watts** *Mchy.Aft* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing* *ptElec.welded*	10907 9520 6498	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	Federal S.B.&D.D.Co Kearny,N.J.	SinclairRefining Co.Inc.	P110'B38'F40'			Wilmgton (Del.) Utd.States	2steam turbines DRgeared to 1 sc. shaft GeneralElectricCo. Lynn,Mass.		
87064	**Ahus** *OilEng.* D.F. *CruiserStern*	1230 900 560	100A1 *withfreeboard* (*ClassContemplated*)				1941	Eriksbergs M.V Aktieb. Gothenburg	TrelleborgsÅngf. Nya A/B(J.Malmros,*Mgr.*)	278·7	41·8	12·0	Trelleborg Swedish	Oil Engines 2S.C.SA 5Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" EriksbergM.V.Aktieb.Got		
87065 215907 KJFX	**Alwill** (*ex*Claremont-41) Wood *1Dk* *Fitted for oil fuel*	1291 — 712					1917	Mathews S.B.Co. Aberdeen, Wash.	W.H.Wood	225·5	43·0	16·2	S.Frncisco Utd. States	T.3Cy.14",23"&40"-30" 88NHP UnionIronWorks,San Francisco		
87066 217328 WGO	**Alcoa Cutter** (*ex*Saccarappa-41) *2Dks&Webframes* Sub.Sig. *Fitted for oil fuel*	4965 4664 2952	✠ ... 6,20	✠			1918 12mo	American Intrnational S.B.Corp. HogIslandPa	AlcoaS.S.Co.Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32″0	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
87067	Aruba *OilEng.* Sub.Sig. 1*Dk* D.F. *CruiserStern*	3979 3373 2280					1929	Schiffsw.v. H.KochA.G. Lübeck	CuracaoGovernment	374·0 P15'B&F351'	53·7	22·6	Dutch	Oil Engines 2S.C.DA 6Cy.23⅝″-35⁷⁄₁₆″ 1170NHP *WB* Maschfbk.Augsburg-Nürnberg,Augsburg		
87068	Ambo TwinSc *OilEng.* *ss*Rot.No.2-36 D.F. *Mchy.Aft* 1*Dk(Stl)&Webframes* *Longitudinal framing–bracketless system*	7691 7232 4710	✠100A1 11,39 ✠LMC DBS3,40	Suz CS1,36 8,38	c†	CL 4,39	1928 6mo *Lloyd's* A1&CP	Odense Staalskibsvft Odense		456·8 P101'B38'F36' FK	59·7	33·7	Batavia Dutch 11*BHptCem*	Oil Engines 4S.C.SA 12Cy.21⅝″-39⅜″ 543NHP 2DB*180lb* SDB*made22refitted28* Akt.Burmeistr&WainCpn.	35 ″ 9 s 8 ″ 0 28 ″ 0½	
			CarryingPetroleum in bulk						*CellDBu E68'201tD Tf34'605t FPT225tAPT120t*							
87069 8319 SEGU	Adolf Bratt (*ex*Araton-41, *ex*HerthaMærsk-38,*ex*Duro) Wireless D.F. 1*Dk*	*1500* *1190* *829*					1920	Svendborg Skbsv&Mskb Svendborg	Angf.-A/B Adolf (A.Bratt&Co. *Mgrs.*)	252·2 P17'Q78'B95'F31'	38·2	14·9	Gothenbrg Swedish	T 3Cy.17″,27½″&47″-34″ 129NHP *WB* SvendborgSkbsv.&Mskb.		V

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.R.ofTrade.
87251 165938 GMYT	**Burnside** 1*Dk & Shelter dk* *Ref.Mchy* *CruiserStern*	~~5650~~ 5659 4854 3280	✠100A1 *with freeboard* 1,41 ~~10,40~~ ✠LMC10,40 *Fitted for oil fuel* 10,40 *F.P. above* 150°F. ✠Lloyd'sRMC10,40	Gls Cal	*b*† $2\frac{1}{16}$	CL	1940 10mo *Lloyd's* A&CP	Barclay, Curle&Co.Ld. Glasgow	Burns,Philp&Co. Ld.	~~427·5~~ 427·6 442·5(O.L.) *CellDB*368'1339*tFPT*196*tAPT*142*t*	57·2	~~26·0~~ 26·1 FK	Glasgow ~~Suva~~ British 7*BH* (*Coll to Sh dk* 6 „ *2nd* „)	T.3Cy.24½",40½"&67"-48"& LPturbine with DRgearing &hydraulic coupling 220lb FD (*s*) 670NHP 3SB(Spt)12*cf*,GS219,HS9234 J.G.Kincaid&Co.Ld.Grk.	28 ″ 6 s3 ″ 1¾ 25 ″ 5¾	
87252 217197 WPIE	**Barbara Olson** (*ex*Corrales-40) *Fitted for oil fuel* D.F. 1*Dk*	2146 1766 1287	✠ ... 6,20 ✠				1918 11mo	Manitowoc S.B.Co. Manitowoc, Wis.	OliverJ.Olson&Co.	250·5 P27'B64'F26'	43·7	20·4 FK	S.Frncisco Utd.States *WB*	T.3Cy.20",33"&54"-40" 263NHP ManitowocS.B.Co.	23 ″ 1	R †
87253 113519 MGGS	**Blisworth** (*ex*Kathleen-40) 3Mst *ss*Bel.2ndNo.3-9,27 *Mchy.Aft* 1*Dk*(*Stl*) *Well deck*	738 536 316	✠ 11,33 ✠NB11,09 ✠	Bel	*k*		1902 4mo	AilsaS.B. Co.Ld. Ayr	GrandUnion (Shipping)Ld.	200·0 Q103'B13'F36' *DBf*114'163*tFPT*	30·4	12·0 BK7½"	London British 4*BHCem* 8*tAPT*8*t*	T.3Cy.17⅜",27½"&44"-33" 135NHP 1SB,3*cf*,GS65,HS2394 Ross&Duncan,Glasgow	14 ″ 3	C †
87254	**Bonita** (*ex*PointBonita-40, *ex*Sacramento-37) *Fitted for oil fuel* Sub.Sig. 2*Dks*	*4929* *4443* *2940*	✠ ... 6,21 ✠				1918 1mo	SeattleCon. &DryDk.Co. Seattle	Cia.Arena,Ltda.	380·0 P40'B100'F41'	53·2	27·0 FK	Panama Pnamanian *WB*	T.3Cy.24",40"&70"-48" SeattleConst.& 472NHP DryDk.Co.Seattle	29 ″ 4	R †
87255 167512 MCXC	**Bellona II** (*ex*Bellona-40) Wireless D.F. 1*Dk & Shelter dk* *Ref.Mchy.*	840 673 430					1924	Deutsche WerkeA.G. Kiel	Ministry of Shipping(Ellerman's WilsonLine,Ld. *Mgrs.*)	231·9	34·2	12·2	London British *WB*	T.3Cy.20",32"&52½"-35½" 165NHP DeutscheWerkeA.G.Kiel		V
87256 167030 GMSQ	**Benalbanach** D.F. E.S.D. 3*Dks* *CruiserStern*	~~7200~~ 7153 6901 4356	✠100A1 3,41 ~~(*ClassContemplated*)~~ *Fitted for oil fuel* 10,40 *F.P. above* 150°F. ✠LMC10,40	Sws	*b*†	CL	1940 10mo *Lloyd's* A&CP	C.Connell &Co.Ld. Glasgow	BenLineSteamers, Ld.(W.Thomson& Co.*Mgrs.*)	436·3 452·1(O.L.) F35' (*CollBH to Udk* 6 *BH to 2nd dk*) 5*Divisional W.T.BHs in upper 'tween dks* *CellDB*374'1467*t Tanks at sides of tunnel* 285*tFPT*185*tAPT*250*t*	56·7	35·3 FK	Leith British 7*BHptCem*	Q4Cy.27½",38",54"&77"-51" 220lb (*s*) 700NHP 3SB(Spt)12*cf*,HS10476 FD D.Rowan&Co.Ld.Gls.	38 ″ 6 s9 ″ 8 29 ″ 0¾	
87257	**Beauvais** (*ex*Mahukona-40, *ex*Coverun) *Fitted for oil fuel* *Mchy.Aft* 1*Dk* *Should be "Mahukona," see No.78743 in body of Register*	2512 — 1531					1919	Gt.Lakes Eng.Works Ecorse,Mich.	TransportsMaritimes(Cie.Générale d'ArmementsMaritimes,*Mgrs.*)	253·4 P115'F25'	43·7	24·5	Havre French *WB*	T.3Cy.21",34½"&57"-42" 210NHP Gt.LakesEng.Wrks.Det.		R
87258 172670 VODZ	**Burgeo** Ⓟ Wireless D.F. E.S.D. 2*Dks* *CruiserStern* *Strengthened for navigation in ice*	1421 1061 839	✠100A1 4,41 ~~6,40~~ ✠LMC6,40 *Fitted for oil fuel* 6,40 *F.P. above* 150° F.	Psy NF1		CL 4,41	1940 6mo *Lloyd's* A&CP	Fleming& Ferguson,Ld. Paisley	Govt.of Newfoundland(Newfoundland Railway- SteamshipDept.)	233·5 242·2(O.L.) F35' *CellDB*176'	37·1	19·7 FK	SJhnsNFL British 6*BHAsp* 197*tFPT*14*t*	T.3Cy.20",32½"&54"-30" 210lb (*s*) 285NHP 2SB,6*cf*,HS4508 FD Fleming&Fergusn,Ld.Psy. *APT*24*t*	22 ″ 0 s3 ″ 7¼ 18 ″ 9½	BT till 5,41
87259 167540 GSYP	**Baluchistan** D.F. E.S.D. 2*Dks* *CruiserStern*	6992 6280 4245	✠100A1 6,40 ✠LMC6,40 *Fitted for oil fuel* 6,40 *F.P. above* 150° F.	Shl	*b*† $2\frac{1}{16}$	CL	1940 6mo *Lloyd's* A&CP	J.Readhead&SonsLd SouthShields	StrickLine(1923) Ld.(F.C.Strick& Co.Ld.*Mgrs.*) *CellDB*397'1537*t*	454·0 472·5(O.L.) P39'B133'F38' *DTa*39'1030*tFPT*1	58·5	29·5 FK	London British 7*BHptCem* 50*tAPT*45*t*	T.3Cy.26½",44"&74"-48"& LP turbine withDRgearing &hydraulic coupling (*s*) 220lb FD 706NHP 3SB(Spt),12*cf*,GS190, HS8994 J.Readhead&Sons Ld.S.Shl	32 ″ 2 s6 ″ 10½ 25 ″ 6¼	
87260 ~~228133~~ ~~KWBL~~ 228133 WFZA	**Brooklyn Heights** TwinSc (*ex Yacht*Moana-40, *OilEng.* *ex*Stranger,*ex*Utowana, *ex CargoVessel*Svealand-25) 1*Dk* Wireless *ss*N.Yk.2ndNo.3-8,40	1030 — 569	100A - ~~(*ClassContemplated*)~~ 8,40 DBS8,40	NYk LMC8,40		OG 6,40	1917	Södra Varfvats Aktieb. Stockholm ~~Converted to Yt.25~~	~~J.J.Beechwood~~ NorthAmerican MotorshipCorp.	~~220·0~~ 221·5 P22'B129'F21' *CellDB*173'298*tFP*	~~34·2~~ 34·1	14·0 FK	NewYork Utd.States 4*BHptCem* *T*39*tAPT*78*t*	Oil Engines 2S.C SA 8Cy.15⅞"-28¼" 350NHP NE26 NDB26-*120lb* Atlas-Diesel A/B,Skm.	15 ″ 11 s ″ 11¼ 15 ″ 1¼	
87261 8430 SDMA	**Bellona** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Butts of shell & upper deck plating elec. welded*	*11267* *10331* *6800*	✠100A1 4,41 ~~6,40~~ ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* ✠LMC6,40	Got	*g*†	CL	1940 6mo *Lloyd's* A&CP	A/B Götaverken Gothenburg	Rederi A/B Zenit (T.Petterson, *Mgr.*) *CellDBuE*85'332*tD*	533·9 540·3(O.L.) P102'F64' *Tf*27'507*tFPT*134*t*	66·2	39·2 FK	Gothenburg Swedish 12*BH* *APTs*387*t*	Oil Engines 2S.C.DA 6Cy.$24\frac{7}{16}$"-55⅛" 1236NHP 2DB-*150lb* A/B Götaverken,Got.	38 ″ 9 s9 ″ 4½ 29 ″ 7¼	
87262 220717 KDHK	**Beauregard** (*ex*Yapalaga-40) *Fitted for oil fuel* Sub.Sig. 2*Dks & Web frames*	5976 4971 3700	✠ ... 3,22 ✠				1920 10mo	Merchant S.B.Corp. Harriman,Pa.	WatermanSSCorp.	400·7 P36'B124'F44'	54·2	30·2 FK	Phildlphia Utd.States *WB*	2 steam turbines DR geared to 1 sc. shaft WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R †
87263	**Barroso** (*ex*Mormacstar-40, *ex*Minnequa-38) *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks & Shelter dk* E.S.D. GyC. *Web frames*	4941 — 3082	✠ ... 1,21 ✠				1919 9mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0	54·2	27·6 FK	R.Janeiro Brazilian *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R' †
87264 167636 GMWS	**Barberrys** (*ex*AmericanOriole-40, *ex*Eastern *ss*N.Yk.No.3-10,33 Glen-33) *ss*N.Yk.No.1-37 2*Dks*(*Stl*)	5170 4807 3237	✠100A1 6,40 MS12,37 ✠LMC BS~~6,40~~6,41 *Fitted for oil fuel* 10,38 *F.P. above* 150° F.	Bal	*z*	6,40	1920 3mo A&CP	UchidaS.B &Eng.Co.Ld. Yokohama	Barberry'sS.S.Co. Ld.(Runciman (London)Ld. *Mgrs.*) *CellD*	399·9 P39'B121'F40' *B*345'1042*t FPT*13	54·7	27·6 FK	London British 6*BHptCem* 8*tAPT*92*t*	T.3Cy.26⅝",43⅞"&71½"-48" 200lb FD (*s*) 513NHP 3SB(Spt)9*cf*,GS175,HS7376 Ishikawajima S.B.&Eng.Co.Ld.Tokyo	30 ″ 0 s5 ″ 6¾ 24 ″ 8¾	
87265 6662 SFAO	**Brosäter** (*ex*Iwar-40,*ex*Hild) 1*Dk*	*1230* *924* *714*					1903	Hasseldal's Jernskibsb. Grimstad	Ångf.A/B Adolf (AdolfBratt&Co. *Mgrs.*)	228·5 Q133*t*H20*t*F31*t*	34·2	13·5	Gothenbrg Swedish *WB*	T.3Cy.16½",27"&44"-30" 106NHP N.E.MarineEng.CoLd.Sld.		V
87266 141871 VCST	**Bic Island** (*ex*CapoNoli-40, *ex*Munardan-37) D.F. 2*Dks*	4000 3432 2480					1917	Workman, Clark&Co.Ld Belfast	CanadianGovt. (CanadianGovt MerchantMarine Ld.*Mgrs.*)	370·0 P35'B108'F45'	50·3	25·3	Montreal British *WB*	T.3Cy.26½",43½"&71½"-48" 350NHP Wrkman,Clark&CoLd.Bel		
87267 203969 KJMW	**Block Island** Ⓟ (*ex*HookMountain-40, *Fitted for oil fuel* *ex*Machigonne) 1*Dk*	425 — 289					1907	Neafie& LevyCo. Philadelphia	AtlanticCoastS.S. Co.	136·5	29·0	9·6	NewLondon,Conn. Utd.States *WB*	T.3Cy.11",18"&32"-22" 48NHP Neafie&LevyS&E.B.CoPhl		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom. Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
87268 ~~[illegible]~~ ~~[illegible]~~	Bayou (*exSuctionDredger* LakeFairfax-40) *Fitted for oil fuel* 1*Dk*	2605 2261 1619					1919	American S.B.Co. Detroit,Mich.	~~BayouS.S.Corp.~~ (~~Smith&Johnson,~~ ~~*Mgrs.*)~~ Sud-Americano deVaporesS A.	251·0 P25′B64′F23′	43·6	26·1	Panama ~~Pnamanian~~	T.3Cy.21″,35″&59″-42″ 225NHP *WB* AmericanS.B.Co.Detroit		
87269 168059 GWKT	Black Ranger *OilEng.* D.F. 1*Dk,2nd dk clear of cargo tanks* E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	3417 2552 1631	✠100A1 1,41 ✠LMC1,41 *Carrying oil fuel in bulk F.P. above 150° F.*	Gls		CL	1941 1mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	TheAdmiralty *CellDBuE77′59tDTsf477tFPT87tAPT34t*	349·4 365·8(O.L.) P127′F92′ FK	47·0	22·6	London British 12*BH*	Oil Engines 4S.C.SA 6Cy.29⅛″-59 1/16″ 490NHP 2DB150*lb* Harland&Wolff,Ld.Gls.	22 ″ 6 s2 ″ 6¼ 20 ″ 2	
87270 168176	Blue Ranger 1*Dk,2nd dk clear of cargotanks* *OilEng.* D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	3417 2552 1631	✠100A1 ~~(*ClassContemplated*)~~ 6,41 ✠LMC6,41 *Carrying oil fuel in bulk F.P. above150° F.*	Gls		CL	1941 6mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	TheAdmiralty *CellDBuE77′59tDTsf477tFPT87tAPT34t*	349·4 365·8(O.L.) ~~P126′F90′~~ P127′F92′ FK	47·0	22·6	London British 12*BH*	Oil Engines 4S.C.SA 6Cy.29⅛″-59 1/16″ 490NHP 2DB150*lb* Harland&Wolff,Ld.Gls.	22 ″ 6 s2 ″ 6¼ 20 ″ 2¼	
87271 168092 GWKW	Brown Ranger *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck* 1*Dk,2nd dk clear of cargo tanks*	3417 2552 1631	✠100A1 ~~(*ClassContemplated*)~~ 4,41 ✠LMC4,41 *Carrying oil fuel in bulk F.P. above 150°F.*	Gls		CL	1941 4mo *Lloyd's A&CP*	Harland& Wolff,Ld. Glasgow	TheAdmiralty *CellDBuE77′59tDTsf477tFPT87tAPT34t*	349·4 365·8(O.L.) ~~P126′F90′~~ P127′F92′ FK	47·0	22·6	London British 12*BH*	Oil Engines 4S.C.SA 6Cy.29⅛″-59 1/16″ 490NHP 2DB150*lb* Harland&Wolff,Ld.Gls.	22 ″ 6 s2 ″ 6¼ 20 ″ 2	
87272	Boyaca (*ex*Bridgetown-41, *ex*LakeFillmore) 1*Dk2trB* *Fitted for oil fuel*	2559 2203 1586	✠ ... 5,20 ✠				1920 5mo	Toledo S.B.Co. Toledo,O.	Wallem&Co.	251·0 P25′B64′F23′ FK	43·6	25·8	Panama Pnamanian	T.3Cy.22″,36″&59″-42″ 315NHP *WB* ToledoS.B.Co.Toledo	28 ″ 2	
87273	Betty Hindley *Mchy.Aft* *CruiserStern*	1700 1270 950	100A1 (*ClassContemplated*)				1941	S.P.Austin &Son,Ld. Sunderland	StephensonClarke &Associated Companies,Ld.	255·9 Q154′F23′	38·3	18·8	London British	T.3Cy.16½″,27½″&47″-33″ N.E.MarineEng.Co.(1938) Ld.Sld.	18 ″ 8 s5 ″ 11¾ 17 ″ 4	
87274	British Harmony *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom &at deck*	8500 7410 4900	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	Swan,Hunter&Wigham Richardson, Ld Newcastle	BritishTankerCo. Ld:	466·3 P103′B44′F49′	61·9	33·9	British	Oil Engines 2S.C.SA 4Cy.23⅝″-91 5/16″ Swan,Hunter&Wigham Richardson,Ld.Nwc.		
87275	Bråli D.F. E.S.D. *OilEng.* *Mchy.Aft* *Longitudinal framing* *CruiserStern* *Elec.welded*	8500	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	Kockums M.V.Aktieb. Malmö	A/S Bill(L.Gill-Johannesen, *Mgr.*)	476·0 P91′B32′F63′	62·1	34·7	Oslo Norwegian	Oil Engines 2S.C.DA 6Cy.23⅝″-43 5/16″ 2460NHP KockumsM.V.Akt.Malmö		
87276 148134 CYJK	Battleford (*ex*Glenross-41) *ss*Clw.No.3-6,39 *Mchy.Aft* 2*Dks* *Cargo battens not fitted*	2357 2089 1815	✠100A1 *withfreeboard* 6,39 *ForService on the Great Lakes* BS4,41 ✠LMC6,39	Clw		CL 6,39	1925 8mo *Lloyd's A&CP*	Swan,Hunter&Wigham Richardson, Ld.Newcastle	CanadaSteamship Lines.Ld. *CellD*	248·1 len.26shortened to orig.dim.39 F42′ FK *B220′562tFPT133t*	43·7	22·9	MidlndOnt British 3*BHptCem* *APT8t*	T.3Cy.18″,30″&49″-36″ (*s*) 200lb 185NHP 2SB,6*cf*,GS98,HS3126 McColl&Pollock,Ld.Sld.	25 ″ 0 s5 ″ 3½ 19 ″ 10½	
87277	Berakit Ⓟ TwinSc *OilEng.* D.F. GyC. Sub.Sig. 3*Dks*	6608 5880 3734					1924	Blohm& Voss Hamburg	NV.Nederlandsch-IndischeMaats. voorZeevaart.I	449·0	58·1	27·2	Dut	*WB* 5 Oil Engines 4S.C.SA Cy.13¾″-19 11/16″ 738NHP lectricDrive NE37 ahrzeug-uMotorenw. G.m.b.H.vorm.Linke-Hofman,Breslau		
87278	Bonaire Ⓟ *OilEng.* 2*Dks*	3164 2526 1857	(*Classification contemplated*)				1926	Reiherst'g Schiffsw. Hamburg	CuracaoGovernment	311·0 P29′B81′F41′	46·3	22·8	Dutch	*WB* Oil Engines 2S.C.SA 4Cy.23⅝″-41¾″ 390NHP E*made*22 SulzerBros.Winterthur		
87279	Balingkar Sub.Sig. 2*Dks*	6318 5812 3852					1921	Act.Ges. "Weser" Bremen	NV.Nederlandsch-IndischeMaats. voorZeevaart.II	431·6 P64′B135′F52′	56·4	30·3	Dutch	*WB* T.3Cy.29⅛″,47 5/16″&76 7/16″-54″&LPturbine 608NHP A.G."Weser,"Bremen		
87280 8461 SDZI	Bohus *OilEng.*	1222 — 753	100A1 (*ClassContemplated*)				1941	Eriksbergs M.V.Aktieb. Gothenburg	TrelleborgsÅngf. NyaA/B (J.Malmros, *Mgr.*)				Trelleborg Swedish	Oil Engines 2S.C.SA 5Cy.19 11/16″-35 7/16″ EriksbergM.V.Aktieb.Got		

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Visites Périodiques	Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Regist'd Tonnage.	Particulars of Classification.			Date when tail shaft last seen.	Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
Official No.	Late Name if any.		Gross. Under deck. Net.	Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.		When	By Whom Where		Length.	Breadth.	Depth.		No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NP=Horse power by Society's formulæ; RP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships	
Code Letters.	Special Surveys.	No. of Decks, &c.												Flag.		Corresponding draught. ft. in.	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. — Visites Périodiques.	3 Matériaux, Gréement, etc. — *Ex-nom, s'il y a lieu.* — Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille — Franc-bord au milieu du navire. — Tirant d'eau correspondant. — *pds. pc.*	15 Registres ou coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. 3 No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of R. of Trade Cert.
87501 168672 BCFW	**Cape Hawke** OilEng. D.F. E.S.D. 1Dk&Shelter dk Cruiser Stern	~~5100~~ 5081 4540 2933	✠100A1 withfreeboard 3,41 ~~(ClassContem plated)~~ ✠LMC3,41	PGl	a†	CL	~~1940~~ 1941 3mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	CapeYorkMotorshipCo.Ld. (LyleShippingCo. Ld.Mgrs.)	431·8 ~~432·3~~ 447·5(O.L.) ~~F34~~ F40' (CollBHtoSh dk6BHto2nd dk) CellDB369'1407tMTs957tFPT101tAPT192t	56·2	24·8	Glasgow British FK 7BHptCem	Oil Engines 2S.C.SA 4Cy.22$\frac{1}{16}$"–85$\frac{1}{16}$" 599NHP 2DB120lb D.Rowan&Co.Ld.Gls.	27 〃 9 s3 〃 1 24 〃 10¼	
87502 165976 GLYX	**City of Calcutta** TwinSc D.F. E.S.D. 2Dks.3rd dk in No.1hold CruiserStern Carrying cargo oil F.P. above 150°F. in deep tank Fitted for oil fuel 8,40 F.P. above 150°F.	8063 7229 3977	✠100A1 withfreeboard 8,40 ✠LMC8,40	Bkn	e† 2¼	CL Lloyd'sA&CP	1940 8mo	Cammell Laird&Co.Ld. Birkenhead	EllermanLines,Ld. (CityLine,Ld. Mgrs.) 2 divisional watertight BHs in BridgeSuperstructure	496·7 515·7(O.L.) P76'B&F351' Duct keel fwd. of mchy.space CellDB422'1941tDTa30'721tTanks in way of tunnels192tFPT88tAPT82t	62·4	31·3	Glasgow British FK 8BHptCem	6 steam turbinesSRgeared to 2 sc. shafts 265lb HS19800 (s) 1867NHP 6SB(Spt)24cf,GS414, FD CammellLaird&Co.Ld.Bkn	35 〃 0 s6 〃 8½ 28 〃 6	
87503 ~~HPOD~~	**Calanda** (exAnita-40, exLettonia-40, exRoehampton-38, ssShl.2ndNo.3-5,38 exMichaelL.-34, 1Dk(Stl) exHelmsloch)	4163 3905 2558	✠100A1 3,41 ~~1,40~~ BS~~5,39~~ 3,41 ✠LMC5,38	Gen NYk	x	CL ~~5,38~~ 2,41	1913 9mo	W.Pickersgill&Sons,Ld. Sunderland Lloyd'sA&CP	SwissShippingCo. Ld. CellDBa 129'uE&B40'	380·0 391·0(O.L.) P31'B221'F36' f167'1178tFPT145tAPT181t	52·2	25·7	Basle Swiss FK 6BHCem	T.3Cy.26",42"&71"–48" (s) 180lb 395NHP 2SB,8cf,GS170,HS6312 J.Dickinson&Sons,Ld.Sld.	25 〃 5 s3 〃 5¼ 22 〃 3½	
87504	**Carreta** Ⓟ (exCharcas-40, exWestInskip) Fitted for oil fuel Ref.Mchy. 2Dks	5555 — 3457					1919	S.Western S.B.Co. SanPedro,Cal	~~Cia.deVapores~~ ~~CardinaS.A.~~ CarretaSteamshipCo.Inc.	410·5 P43'B114'F46	54·3	27·2	Panama Pnamanian WB	T.3Cy.24½",41½"&72"–48" LlewellynIron 359NHP Works,LosAngeles,Cal.		R
87505 167433 GRMC	**Catrine** OilEng. E.S.D. GyC. D.F. 1Dk&Shelter dk CruiserStern	5218 4657 3004	✠100A1 withfreeboard 8,40 ~~5,40~~ ✠LMC5,40	Sld Hul	a† 2	CL	1940 5mo	Wm.Doxford&SonsLd Sunderland Lloyd'sA&CP	PontypriddS.S.Co. Ld.(Morel,Ld. Mgrs.)	427·6 442·9(O.L.) CellDB356'1179tMT29t1205tFPT134tAPT166t	56·5	26·5	London British FK 7BHptCem (Coll toSh dk 6 〃 2nd 〃)	Oil Engines 2S C.SA 3Cy.23⅝"–91$\frac{5}{16}$" 516NHP 2DB120lb Wm.Doxford&Sons,LdSld.	29 〃 0 s3 〃 3¾ 25 〃 10¾	
87506 167630 MKDT	**Channel Queen** Wireless 1Dk OilEng. D.F. E.S.D. Portable dk in No.2hold Mchy.Aft CruiserStern	567 367 275	✠100A1 4,41 ~~3,40~~ ~~(ClassContem plated)~~ ✠LMC9,40	Lth Liv	h	OG	1940 9mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	BritishChannel IslandsShipping Co.Ld.	169·8 176·5(O.L.) P51'Q51'F17' CellDB108'148tDTa672tFPT60tAPT10t	28·1 29·1	9·7	London British FK 3BH	Oil Engines 2S.C.SA 5Cy.13⅜"–22$\frac{7}{16}$" 156NHP BritishAuxiliaries,Ld.Gls.	11 〃 11 s4 〃 6¼ 11 〃 9¼	
87507	**Cardina** (exCapac-40,exDeuel) Fitted for oil fuel Ref.Mchy. 2Dks	5586 5113 3465					1919	J.F.Duthie &Co. Seattle,Wash	~~Cia.deVapores~~ ~~Cardina,S.A.~~ CardinaSteamshipCo.Inc.	410·3 P44'B115'F47'	54·2	27·7	Panama Pnamanian WB	T.3Cy.24⅞",41½"&72"–48" 359NHP Hooven,Owens&Rentschler Co.Hamilton,O		R
87508	**Carmona** (exCuzco-40, exWestKasson) Fitted for oil fuel 2Dks Ref.Mchy.	5496 — 3443					1919	LngBeach S.B.Co. LongBeach. Cal	~~Cia.deVapores~~ ~~CardinaS.A.~~ CarmonaSteamshipCo.Inc.	410·5 P46'B112'F46'	54·3	27·2	Panama Pnamanian WB	T.3Cy.24⅝",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles,Cal.		R
87509 166303 GMPP	**Charlton Hall** 1Dk&Shelter dk Fitted for oil fuel D.F. CruiserStern ~~2Dks~~ Longitudinal framing at bottom & at deck	5200 4563 2984					1940	SirJ.Laing &Sons,Ld. Sunderland	Chas.G.Dunn ShippingCo.Ld.	~~440·6~~ F38' 440·5	57·1	24·3	Liverpool British WB	T.3Cy.23",37"&66"–45" 292NHP Richardsons,Westgarth& Co.Ld.Hpl.		
87510 165984 GMWD	**Cape Rodney** D.F. E.S.D. 1Dk&Shelter dk CruiserStern	~~4600~~ 4512 4094 2672	✠100A1 withfreeboard 4,41 ✠LMC9,40 Fitted for oil fuel 9,40 F.P. above 150°F.	PGl Lth	z 1$\frac{15}{16}$	CL 3,41	1940 9mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	Cape of GoodHope MotorshipCo.Ld. (LyleShipping Co.Ld.Mgrs.) 5divisional W.T BHs in Shelter'tween dks	411·8 426·6(O.L.) F36' CellDB348'1084tFPT119tAPT173t	54·2	23·8	Glasgow British FK 7BHptCem (Coll to Sh dk 6 〃 2nd 〃)	T.3Cy.22",36"&65"–45" 220lb (s) 448NHP 2SB,(Spt)1AuxSB, FD 9cf,GS150,HS6552 Rankin&BlackmoreLdGrk	26 〃 3 s2 〃 7½ 23 〃 9	
87511 168060 MNJC	**Coral Queen** OilEng. ~~Wireless~~ E.S.D. Mchy.Aft CruiserStern	303 190 148	✠100A1 1,41 ~~(ClassContem plated)~~ ✠LMC1,41	Lth	e	OG	~~1940~~ 1941 1mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	BritishChannel IslandsShipping Co.Ld.	132·0 138·0(O.L.) P39'Q44'F15' CellDB81'103tFPT35tAPT11t	24·6 25·7	7·4	London British FK 3BHptCem	Oil Engines 2S.C.SA 6Cy.10½"–13½" 116NHP CrossleyBros.Ld.Mch.	9 〃 6 s3 〃 5 9 〃 6	
87512 165975 GLTC	**Cape Wrath** D.F. E.S.D. 1Dk&Shelter dk CruiserStern Tonnage opening closed'41(W.E.)	4512 4094 2672	✠100A1 withfreeboard ~~9,40~~ ~~6,40~~ 4,41 ✠LMC6,40 Fitted for oil fuel 6,40 F.P. above 150°F.	PGl ~~Liv~~ Gms	z 1$\frac{15}{16}$	CL	1940 6mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	Cape of GoodHope MotorshipCo.Ld. (LyleShippingCo. Ld.Mgrs.) 5divisional watertight BHs in Shelter 'tween dks	411·8 426·6(O.L.) F36' CellDB348'1084tFPT119tAPT173t	54·2	23·8	Glasgow British FK 7BHptCem (Coll to Sh dk 6 〃 2nd 〃)	T.3Cy.22",36"&65"–45" 220lb (s) 448NHP 2SB(Spt)&1AuxSB, FD 9cf,GS150,HS6552 Rankin&BlackmoreLdGrk	~~26 〃 3~~ ~~s2 〃 7½~~ ~~23 〃 9½~~ 34 〃 4 s9 〃 8½ 24 〃 9½	
87513	**Comandante Pessôa** (exMormacsea-40,ex Fitted for oil fuel Cliffwood-38) D.F. 2Dks&Shelter dk E.S.D. GyC. Sub.Sig.	4955 — 3103					1919	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0	54·2	27·8	R.Janeiro Brazilian WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
87514 129472 VGPJ	**Cassiar** Ⓟ (exPrinceJohn-40, 3Mst exAmethyst) ssVcr.2ndNo.3-9,34 ssVcr.No.1-38 Well deck 1Dk(ptStl) Mchy.Aft Wireless	905 466 540	✠100A1 ptAwng dk withfreeboard 3,41 ~~7,40~~ ✠LMC7,38 ✠NB12,28 BS~~4,40~~ 3,41 Lloyd'sRMC7,40 for frozen fish Fitted for oil fuel 3,14 F.P. above 150°F.	Vcr	j	CL ~~9,37~~ N7,40	1910 3mo	Scott& Sons Bowling A&CP	UnionSteamships, Ld.	185·3 Q103'ptAwng dk82' BK7¼" CellDB f106'170tFPT42tAPT7t	29·6	10·9	Vancouvr, B.C. British 3BHCem	T.3Cy.17",28"&45"–33" (s) 160lb 147NHP 2SB,4cf,GS70,HS2660 Muir&Houston,Ld.Gls.	13 〃 3 s4 〃 4 13 〃 9	
87515 124202 VGPF	**Camosun** Ⓟ (exPrinceCharles-40, exSt.Margaret, ssGls.No.1-11 exChieftain) Fitted for oil fuel Wireless 1Dk(Stl)&Shelter dk	1344 450 767	✠ 5,12 ✠	Gls	n		1907 8mo	AilsaS.B. Co.Ld. Ayr	UnionSteamships, Ld.	241·7 BK7½" CellDBuE34'f80'143tAPT12t	33·1	11·1	Vancouvr, B.C. British 5BHCem	T.3Cy.21½",35"&58"–36" 257NHP 2SB,6cf,GS135,HS4442 ClydeS.B.Co.Ld.P.Gl.	12 〃 0	C †
87516 168008 GMSM	**Cornwood** 1Dk Mchy.Aft D.F. Cargo battens not fitted CruiserStern	2777 2096 1554	✠100A1 5,41 ~~9,40~~ ~~(ClassContem plated)~~ ✠LMC9,40	Sld Shl	t	CL	1940 9mo	S.P.Austin &Son,Ld. Sunderland Lloyd'sA&CP	W.France, Fenwick&Co.Ld.	311·4 321·9(O.L.) Q177'F36' CellDB252'823tMT8'293tFPT196tAPT36t	44·5	19·3	London British FK 5BHptCem	T.3Cy.18½",29"&52"–39"(s) 220lb FD 244NHP 2SB(Spt)6cf,GS61,HS3400 N.E.MarineEng.Co.(1938) Ld.Sld.	21 〃 6 s7 〃 1 19 〃 4	
87517 172589 VTGB	**Cossipore** (exHudiksvall-40)	751 574 428					1892	Burmeister &Wain Copenhagen	IndianCoastal NavigationCo.Ld.	197·5 Q74'B53'F25'	31·0	12·9	Calcutta British WB	C.2Cy.25½"&46$\frac{1}{16}$"–29¾" 97NHP Burmeister&Wain,Cpn.		V

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pe.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
87518	**Capella** Ⓟ (exSolviken-40,exToula, exAleut, ssH.Kg.2ndNo.3-5,35 exSt.Lucia,exAleut) 1Dk&Awngdk(ptStl-teaks)	2398 2115 1435	✠ 8,40 ✠	Shi	s		1910 5mo	Akt.Burmeistr&Wain Copenhagen	Wallem&Co.	281·0 292·0(O.L.) P11'B78'F34' on Awng dk	41·3	23·1 FK	Pnamanian 4BHCem	T.3Cy.$19\frac{7}{8}$",$33\frac{1}{4}$"&55"-36" 214NHP 2SB,6cf,GS96,HS3540 Akt.Burmeistr&Wain,Cpn	25 ″ 6	
									CellDBa84'u E18'f117'457tFPT 27tAPT26t							
87519 167095 GMPW	**Circe II** (exCirce-40) ssRot.No3-2,39 D.F. 1Dk(Stl) Well deck Cargo battens not fitted	2031 1695 1111	✠100A1 ~~5,40 2,39~~ 5,41 BS~~5,40~~ 5,41	Rot ~~Rou~~Nwc LMC2,39	r	CL 2,39	1926 11mo Lloyd's CP	Chant.Nav Français Caen	Ministry of Shipping(W.Brown, Atkinson&Co.Ld. Mgrs.)	269·3 P22'Q87'B50'F23'	39·9	17·5 FK	Hull British 4BHCem	T3Cy$18\frac{1}{8}$" $29\frac{15}{16}$"&$50\frac{3}{8}$"-$37\frac{13}{16}$" 185lb (s) 192NHP 2SB,4cf,GS95,HS3247 Atel.&Ch.delaLoire	19 ″ 10 s1 ″ $11\frac{1}{2}$ 18 ″ $0\frac{1}{4}$	
									CellDB191'485t Deep tanks aft 34'205t FPT77t APT22t							
87520 2085 IPQH	**Carlo Croce** (exLello-40, Iron exLuigiBoer-36, ssDnk.3rdNo.3-3,20 exHuguette,exVille ssDnk.No.1-24 deDunkerque, 1Dk&Spar dk3trB exEmmaHenriette)	1384 — 804	✠ ... 10,25				1889 3mo	J.deDecker Gz. Antwerp	F.ItaloCroce	256·1 245·7 ND05	32·0	20·4 BK8"	Genoa Italian WB	T.3Cy.$18\frac{1}{2}$",30"&48"-33" NB99refitted8,21 142NHP WllsndSlpwy.Co.Ld.Nwc.	24 ″ 0	I †
87521 165992 GNBQ	**Coulbeg** D.F. 1Dk & Shelter dk CruiserStern	5200 5237 4680 3059	✠100A1 withfreeboard ~~2,41~~ ~~11,~~ 5,41 ~~(ClassContemplated)~~ ✠	PGl ~~Ver~~Shl LMC11,40	a†	CL	1940 11mo Lloyd's A&CP	Lithgows Ld. PortGlasgow	DornochShipping Co.Ld.(Lambert Bros.Ld.Mgrs.)	432·2 447·6(O.L.) F39'	56·2	24·9 FK	Glasgow ~~London~~ British 7BHCem (Coll to Sh dk 6 ,, 2nd ,,)	T.3Cy.$23\frac{1}{2}$",$37\frac{1}{2}$"&68"-48" 220lb (s) 436NHP FD 2SB(Spt)8cf,GS134,HS5830 Rankin&BlackmoreLdGrk	27 ″ 9 s3 ″ $2\frac{1}{4}$ 24 ″ 9	
									CellDB370'1507tFPT122tAPT177t							
87522 340 SZLE	**Canisbay** Ⓟ (exMariaL.-40, Iron exArgolis,exVine) Wireless 1Dk2trB	572 — 212					1878	D&WHenderson Glasgow	J.Lykouris	183·0 P51'F29'	25·5	13·3	Piræus Greek	C.2Cy.27"&49"-36" NB89 120NHP D.&W.Henderson,Gls.		
87523 EAAL	**Cabo de Buena Esperanza** Ⓟ (exMaria del ssS.Fo.No.3-7,40 TwinSc Carmen-40, 3Dks&Shelterdk exPresidentLincoln-40, CruiserStern exHoosierState) Longitudinalframing Ref.Mchy. D.F. GyC.	12567 — 6730	100A1 withfreeboard 4,41 ~~7,40~~ Lloyd'sRMC7,~~40~~ 1,41	SFo Bbo LMC7,40	† $2\frac{7}{16}$	CL 5,40	1921 9mo Lloyd's A&CP	NewYork S.B.Corp. Camden,N.J.	~~Berge y Cia.~~ Ybarra&Co	516·5 535·2(O.L.) B222'	72·2	27·8 FK	Seville Spanish 13BHptCem (12BHtoShdk,1BHto2nd dk)	4 steam turbinesSR geared to 2 sc.shafts 3105NHP 265lb 8WTB(Spt)HS41376 FD Bethlehem S.B.Corp.Ld. Quincy,Mass.		R
									CellDB306'1787tTanks at sides E.R.28'273t Fitted for oil fuel 9,21 F.P. above 150°F. DTa38'144t Tanks at sides of tunnel 38'234tFPT159tAPT161t							
87524	**Cabo de Hornos** Ⓟ TwinSc (exMariaPipa-40, Fitted for oil fuel (exPresident 2Dks,Shelter dk Wilson-40,exEmpireState) &Shade dk D.F. GyC. Ref.Mchy. CruiserStern Longitudinal framing	12597 — 6735	(Classification Contemplated) Lloyd'sRMC2,41				1921	NewYork S.B.Corp. Camden,N.J.	Ybarra&Co.	516·5 B222'	72·2	27·8	Seville Spanish WB	4 steam turbines SRgeared to 2 sc. shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
87525 217871 WVAA	**Cynthia Olson** (exCoquina-40) 1Dk	2140 1753 1281	✠ ... 6,20 ✠				1919 4mo	Manitowoc S.B.Co. Manitowoc, Wis.	OliverJ.Olson&Co.	250·5 P27'B64'F26'	43·7	20·1 FK	S.Frncisco Utd.States WB	T.3Cy.20",33"&54"-40" 269NHP ManitowocS.B.Co. Manitowoc,Wis.	23 ″ 0	R †
87526 217860 KJFB	**Coos Bay** (exLumbertown-40, exCastleTown-36) Fitted for oil fuel D.F. 1Dk	3321 2750 2029	✠ ... 5,21 ✠NB2,21 ✠				1919 5mo	Pusey&JonesCo. Gloucester City,N.J.	CoosBayLumber Co.	321·7 P37'B82'F31'	50·0	21·6 FK	S.Frncisco Utd.States WB	T.3Cy.20",$32\frac{1}{8}$"&$54\frac{3}{4}$"-36" 180NHP Pusey&JonesCo.Wil.Del.	24 ″ 9	R †
87527	**Cape May** Now "Alcoa Pathfinder," see No. 87057 in Supplement Fitted for oil fuel D.F. E.S.D. GyC. 3Dks CruiserStern ptElec.welded	6900					1940	Bethlehem SteelCo.S.B. Division Mariner's Harbour	UnitedStates Maritime Commission	397·0	60·2	34·6	NewYork Utd.States WB	2 steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
87528 240301	**Cape San Martin** Fitted for oil fuel D.F. E.S.D. GyC. 3Dks Sub.Sig. CruiserStern	~~6750~~ 6759 — 4048					1940	Bethlehem SteelCo.S.B. Division SanFrancisco Cal.	UnitedStates Maritime Commission	395·0	60·0	37·5	S.Frncisco Utd.States WB	2 steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
87529	**Casacoima** Ⓟ TwinSc (exSt.Patrick-36) Fitted for oil fuel 2Dks Longitudinal framing CruiserStern CarryingPetroleum in bulk	341 — 180					1913	.... Gt.Britain	Cia.Anon.Venezolana deNav.	180·0	27·0	7·0	Ciudad Bolivar Venezuelan	T.6Cy. J.I.Thornycroft&Co.Ld.		
87530	**City of Midland** Ⓟ TwinSc (CarFerry) D.F. GyC. 3Dks	3969 — 832					1940	Manitowoc S.B.Corp. Manitowoc, Wis.	PereMarquette RailwayCo.	388·0	58·0	23·6	Ludington Mich. Utd.States WB	S.10Cy.25"-30" 263NHP SkinnerEng.Co.Erie,Pa.		
87531 PUAT	**Comandante Alcidio** Ⓟ TwinSc (exCommandanteAlcidio-40,exSirio) 1Dk&Awng dk	1858 1549 970					1905	Howaldtswerke Kiel	LloydBrasileiro	269·0	37·9	11·6	R.Janeiro Brazilian WB	T.6Cy.$14\frac{3}{16}$",$24\frac{7}{16}$"&$39\frac{3}{4}$" -$27\frac{9}{16}$" 166NHP Howaldtswerke,Kiel		
87532 PUAV	**Comandante Capella** Ⓟ TwinSc (exCommandanteCapella-40,exServulo Dourado,exSaturno) 1Dk&Awng dk	1811 1543 933					1904	Howaldtswerke Kiel	LloydBrasileiro	269·0	37·9	11·6	R.Janeiro Brazilian WB	T.6Cy.$14\frac{3}{16}$",$24\frac{7}{16}$"&$39\frac{3}{4}$" -$27\frac{9}{16}$" 166NHP NB20,fitted22 Howaldtswerke,Kiel		
87533	**Comandante Lyra** (exSouthland-40, Fitted for oil fuel exExcellency-36, 2Dks&Webframes exLibertyLand) D.F. Ref.Mchy. Sub.Sig.	5052 4740 3093	✠ ... 9,20 ✠				1919 8mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0 P39'B122'F43'	54·2	27·6 FK	R.Janeiro Brazilian WB	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
87534 PUAW	**Comandante Ripper** Ⓟ TwinSc (*ex*Commandante ssRio.No.2-14 Ripper-40,*ex*Ceara) 2*Dks*(*U Stl*-teaks) *& deep framing lower dk in Nos.1&2holds* *Fitted for oil fuel*	3324 2687 2078	✠ ... 11,17 ✠	Rio		—	1907 7mo	Workman, Clark&Co.Ld Belfast	LloydBrasileiro	340·2 F67' FK&BN1¼" *CellDBa*88'*uE*36'*f*96'395*tFPT*45*t APT*55*t*	44·8	23·5	R.Janeiro Brazilian 6*BH Cem*	T.6Cy.18",30"&49"-42" 534NHP 3SB,*12cf*,GS234,HS8754 FD Wrkman,Clark&Co.LdBel	26 " 0	
87535 HPQU	**Ceylon** (*ex*PortTexacoNo.5-40, *ex*Louisiana-32, *Fitted for oil fuel* *ex*Northman) 1*Dk& Spar dk* *Mchy Aft* D.F. *Carrying oil in bulk*	2849 — 1797					1901	Chicago S.B.Co. Chicago	BalboaTransport Corporation	290·0 B32'F29' len11	42·2	23·2	Colon Pnamanian *WB*	T.3Cy.20",33"&54"-40" 184NHP s ChicagoS.B.Co.Chicago	26 " 6 5 " 4 21 " 4½	
87536 219188 KOMC	**Caribsea** (*ex*Buenaventura-40, *ex*LakeFlattery) *Fitted for oil fuel* Sub.Sig. 1*Dk2trB*	2609 2261 1610	✠ ... 9,20 ✠				1919 11mo	McDougall DuluthCo. Duluth, Minn	StockardS.S.Corp.	251·0 P25'B64'F20' FK	43·7	25·8	NewYork Utd. States *WB*	T.3Cy.21",35"&59"-42" 352NHP McDougallDuluthCo.	28 " 2	R †
87537 219110 KEKN	**Caribstar** (*ex*Guayaquil-40, *ex*LakeFanquier) *Fitted for oil fuel* Sub.Sig. 1*Dk2trB*	2592 2243 1613	✠ ... 3,21 ✠				1919 10mo	American S.B.Co. Lorain,O.	StockardS.S.Corp.	251·0 Q25'B64'F23' FK	43·6	26·1	NewYork Utd. States *WB*	T.3Cy.21",35"&59"-42" 352NHP AmericanS.B.Co.Lorain,O.	28 " 2	R †
87538 HPRE	**Carola** (*ex*SzentGellért-40, *ex*Munrio-37) ssN.Yk.No.3-6,29 ssRot.No.2-38 1*Dk*(*Stl*)*& Web frames* *Longitudinal framing*	3842 3189 2916	✠100A1 3,41 ~~2,40~~ MS1,38 *Fitted for oil fuel*10,16 *F.P. above* 150° F.	Gen NYk ✠LMO BS~~2,40~~3,41	*v*	CL 3,39	1916 10mo	Bethlehem SteelCo. Sparrow's Pt. A&CP	Cia.Anon.Nacional deEmpresas y Construcciones (JoseSiccardi& Cia.*Mgrs.*)	333·5 P37'B101'F38' FK *Cell DB*278'830*t FPT*86*t APT*219*t*	48·2	25·1	Panama Pnamanian 5*BH Cem*	T.3Cy.24¼",41"&68"-48" (*s*) 200lb 449NHP s 2SB,*8cf*,GS143,HS6397 FD BethlehemStl.Co.Sprw'sPt	27 " 6 5 " 0¾ 22 " 8	
87539 168676 BCGX	**Cape Verde** *OilEng.* D.F. 2*Dks* *CruiserStern*	~~6900~~ 6914 6487 4162	✠100A1 *with freeboard* 6,41 ~~3,41~~ (~~*Class Contemplated*~~)	PG1 Sws ✠LMC3,41	*a*†	CL 4,41	1941 3mo	Lithgows Ld. PortGlasgow *Lloyd's* A&CP	CapeofGoodHope MotorshipCo.Ld. (LyleShippingCo. Ld.*Mgrs.*)	432·7 447·6(O.L.) F39' FK (*CellBHtoWdk*6*BHto2nd dk*) 5 *Divisional W.T.BHs in tween dks* *CellDB*370'1186*tMT*26'1036*tFPT*122*tAPT*185*t*	56·2	34·3	Glasgow British 7*BH*	Oil Engines 4S.C.SA 6Cy.29⅛"-58 1/16" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	36 " 10 s10 " 8¼ 26 " 4¼	
87540	**Cape Neddick** *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *CruiserStern* *pt Elec.welded*	6900					1940	Bethlehem SteelCo.S.B. Division Mariner's Harbour, N.Y.	UnitedStates Maritime Commission	397·0	60·2	34·6	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
87541	**Castillo Almenara** (*ex*English Tanker-41, ssRot.No.3-4,37 *ex*Oilfield-37) 2*Dks& Web frames* *Mchy.Aft* *Longitudinal framing*	5387 4407 3063	✠ 1,38 (*Reclassification Contemplated*) ✠ *Carrying Petroleum in bulk* *Fitted for oil fuel*6,23 *F.P. above* 150° F.	Msl	*x*		1923 6mo	TyneI.S.B. Co.Ld. Newcastle		365·2 P93'B36'F40' FK *CellDBuE*27'55*t DTf*34'279*tFPT*122*tAPT*22*t*	51·3	30·7		2 steam turbines DRgeared to 1 sc. shaft (*s*) 467NHP 2SB,*6cf*,HS5368 FD WallsendSlpwy &E.Co.Ld.	30 " 9	
87542 168791 BCGQ	**Cathrine** (*ex*Peeter-41, *ex*Muncove-40,*ex*Covedale) *OilEng.* *Mchy.Aft* 1*Dk*	2727 2200 1472					1919	Gt.Lakes Eng.Works Ecorse,Mich.	Ministry of Shipping(G.Gibson &Co.Ld.*Mgrs.*)	253·4 P115'F25'	43·7	24·5	Grangemth ~~Pnamanian~~ British	Oil Engines 4S.C.SA 6Cy.22"-32" NE23 283NHP Macintosh&Seymour Corp.		R
87543	**Cape Mendocino** Ⓟ *Fitted for oil fuel* *Ref.Mchy.* 2*Dks* D.F. GyC.	6900					1940	Consoli- datedSteel Corp.Ld. Lng Beach,Cal.	UnitedStates Maritime Commission	417·0	60·0	37·6	Utd. States *WB*	2 steam turbinesDR geared to 1 sc.shaft 666NHP WestinghouseElec.&Mfg. Co.Phl.		
87544 C145466 CYKW	**Cedarbranch** (*ex*Courtright-40, *ex*Glengarnock,*ex*Fouras, *ex*JohnCrerar) *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	1700 1477 1010					1903	Chicago S.B.Co. Chicago Converted into Tanker 1940 by Marine Industries,Ld.Sorel,P.Q.	~~MarineIndustries,~~ ~~Ld.~~ BranchLines, Ld.	~~246·3~~ 248·3	41·0	~~15·3~~ 17·7	Sorel,P.Q. British *WB*	T.3Cy.18",25"&42"-30" 97NHP ~~97RHP~~ ChicagoS.B.Co.Chicago		
87545 168182 BCJV	**Capitol** 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	1558 1177 885	✠100A1 *with freeboard* (~~*Class Contemplated*~~) 6,41	Sld ✠LMC6,41	1 1/16	CL	1941 6mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's* A&CP	GasLight&CokeCo (Stephenson Clarke&Associated CompaniesLd. *Mgrs.*)	247·0 257·0(O.L.) (Q149'B16'F25' FK *CellDBuE*24'*f*168'615*tMT*58*tFPTs*154*tAPT*18*t*	39·7	16·6	London British 4*BHpt Cem*	T.3Cy.16½",27½"&47"-33" 200lb *100lb* (*s*) 196NHP 1SB,*3cf*,GS62,HS2952 FD N.E.MarineEng.Co.(1938) Ld.Sld.	18 " 6 s5 " 11 16 " 9	
87546	**Cape Cod** 8*Dks* D.F. E.S.D GyC. *Fitted for oil fuel* *pt Elec. welded* *CruiserStern*	6900					1941	Bethlehem SteelCo.S.B. Division Mariner's Harbour	UnitedStates Maritime Commission	397·0	60·2	34·6	Boston, Mass. Utd. States *WB*	~~2~~steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
87547	**Cape Ann** *Now "Alcoa Prospector," see No.87062 in Supplement* 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *CruiserStern* *pt Elec.welded*	6900					1940	Bethlehem SteelCo.S.B Division Mariner's Harbour	UnitedStates Maritime Commission	397·0	60·2	34·6	NewYork Utd. States *WB*	2steam turbinesDR geared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
87548 HPRS	**Carbella** Ⓟ (*ex*Glacier-41, *ex*PortChalmers) 2*Dks*(1*Stl*)*& Upt*(*Stl*) *Well deck* *Fitted for oil fuel* 3*trB*	~~4043~~ — ~~2153~~ 4140 — 2527	✠ 6,96 ✠	Syd			1891	JLThomp- son&Sons Sunderland	CarbellaS.S.Co.	371·0 P&B218'F49'	46·1	27·7	Panama Pnamanian *WB*	T.3Cy.30",48"&78"-54" 459NHP 3DB,*18pf*,GS246,HS7050 J.Dickinson,Sunderland	29 " 0	R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pe.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
87549	**Chagres** (*ex*Bakersfield–41) *2Dks* Sub.Sig. *Fitted for oil fuel*	5545 — 3458					1919	South WesternShipbuildingCo. SanPedro,Cal	NorthAtlantic TransportCo.Inc.	410·5 P46'B112'F46'	54·3	27·2	Panama Pnamanian *WB*	T.3Cy.24½",41½"&72"–48" 359NHP LlewellynIronWorks, LosAngeles		R
87550	**Calobre** (*ex*Egremont–41) *2Dks(Stl)&Shelter dk* Sub.Sig. *Fitted for oil fuel*	6864 6613 5256					1919	Skinner& EddyCorp. Seattle,Wash	NorthAtlantic TransportCo.Inc	410·1	54·2	35·1	Panama Pnamanian *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		R
87551	**Cocle** (*ex*JacobRuppert–41, *ex*PacificFir–33, *ex*WestCahokia) *2Dks* *Fitted for oil fuel* D.F. Sub.Sig.	5645 — 3500					1920	Western Pipe&Steel Co. SanFrancisco	NorthAtlantic TransportCo.Inc.	410·5 P46'B112'F46'	54·0	27·1	Panama Pnamanian *WB*	T.3Cy.24½",41½"&72"–48" 359NHP JoshuaHendyCo. SanFrancisco		R
87552	**Chepo** (*ex*WestPocasset–41) *2Dks* Sub.Sig. *Fitted for oil fuel*	5707 5139 3516	✠ ... 3,21				1919 10mo	Northwest SteelCo. Portland,Or	NorthAtlantic TransportCo.Inc	409·8 P44'B115'F47' FK	54·2	27·7	Panama Pnamanian *WB*	2 steam turbinesDR geared to 1 sc. shaft 605NHP MidwestEng.Co. Indianapolis	30 ″ 2	R †
87553	**Capira** (*ex*WestCampgaw–41) *2Dks* Sub.Sig. *Fitted for oil fuel*	5565 5094 3451					1920	J.F.Duthie &Co. Seattle,Wash	NorthAtlantic TransportCo.Inc.	410·3 P44'B115'F47'	54·2	27·7	Panama Pnamanian *WB*	T.3Cy.24½",41½"&72"–48" 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		R
87554 219601 KUCR	**Carib Queen** (*ex*WestShipper–41, *ex*TexasShipper–35, *ex*LakeGiddings–32) *1Dk2trB* *Fitted for oil fuel* D.F.	2592 2243 1613	✠ ... 11,20 ✠				1920 4mo	Chicago S.B.Co. Chicago,Ill.	StockardS.S.Corp.	251·0 P25'B64'F26' FK	43·6	26·1	NewYork Utd. States *WB*	T.3Cy.21",35"&59"–42" 352NHP AmericanS.B.Co.Lorain,O.	28 ″ 3	R †
87555	**California** Ⓟ (*ex*Prudente de Moraes–41, *ex*Rio deJaneiro) TwinSc ssN.Yk.No.2–16 *2Dks(UStl–teak s)* *&deep framing*	*3583* 2772 *2213*	✠ 4,22 ✠	Rio	*v*		1908 2mo	Workman, Clark&Co.Ld Belfast	RobertoCordero Waters *CellDBa88*	340·3 P48'B130'F48' FK&BK1¼" *uE36'f98'460tFPT*	45·1	24·8	Chilian *6BHCem* *50tAPT30t*	T.6Cy.18",30"&49"–42" 534NHP 3SB,*12cf*,GS224,HS8754 Wrkman,Clark&CoLd.Bel	26 ″ 0	
87556	**Corsicana** D.F. E.S.D. GyC. *Mchy.Aft* *CruiserStern* *Longitudinal framing*	10200	100A1 *(ClassContemplated)* *CarryingPetroleum in bulk*				1941	Bethlehem SteelCo.S.B Division Sparrow'sPt. Md	Socony-Vacuum OilCo.Inc.	487·5 P106'B34'F49'	68·0	37·0	NewYork Utd. States	2 steam turbinesDRgeared to 1 sc. shaft WestinghouseElec.&Mfg. Co.Phl.		
87557 118211	**City of Rochester** Ⓟ PadCtr *1Dk*	331 175 132					1904	Scott(of Kinghorn)Ld Kinghorn	Ministry of War Transport(London Midland&Scottish Rly.*Mgrs*)	160·2	22·2	7·3	London British	C.2Cy 20"&42"–45" 72RHP Scott(of Kinghorn),Ld.		
87558	**Castillo Campanario** (*ex*Saustan–41, *ex*Vallejo–37) *ss*Fal.No.2–35 *2Dks(Stl)&Web frames* D.F. *Longitudinal framing* *Mchy.Aft*	5586 — *3375*	✠ ... 10,40 *(Reclassification Contemplated)* ✠ *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,28 *F.P. above* 150°F.	Msl	*z*		1928 5mo	R.Duncan &Co Ld PortGlasgow	Cia.Arrendataria delMonopolio de Petroleos,S.A. *CellDBuE&B*	407·0 P122'B35'F41' FK 76'170t*APT*195t	54·2	30·1	Valencia Spanish *16BHptCem* (11 *to U dk* 5 „ *2nd* „)	T.3Cy 25",43½"&74"–48" 567NHP 3SB,*9cf*,GS172,HS8202 Rankin&BlackmoreLdGrk	30 ″ 0	
87559	**Carlantic** *(Bulk Carrier—Grain or Oil)* *OilEng.* *Mchy.Aft* D.F. *CruiserStern 1Dk* *Elec.welded* *Longitudinal framing*	8000					1941	Cargill, Inc. Albany,N.Y.	Cargill,Inc.	404·1 P96'B34'F60'	60·0	37·0	Albany NY Utd. States *WB*	2 Oil Engines 2S.C.SA with electro-magnetic slip coupling&SRgearing 12Cy.16"–20" 540NHP FairbanksMorse&Co. Beloit,Wis.		
87560 141922 VJFX	**Cardross**(*ex*Mackarra–41) *ss*Syd.No.3–11,31 *ss*Syd.No.2–39 *1Dk(Stl)* *Cruiser Stern*	2515 2261 1456	✠100A1 6,40 BS8,40 ✠LMC7,39	Syd	*t*	CL 6,40	1919 10mo *Lloyd's*A&CP	C.Hill& Sons Bristol	Australasian UnitedStm.Nav. Co.Ld. *CellD*	303·0 313·0(O.L.) P33'B80'F33' FK *B252'670tFPT70t*	43·0	20·7	Melbourne British *5BHCem* *APT180t*	T.3Cy.22",36"&59"–39" (*s*) 180lb *100lb* HS5140 331NHP 2 Water Tube Boilers FD Richardsons,Westgarth& Co.Ld.Hpl.	23 ″ 0 s 3 ″ 4¾ 19 ″ 10	
87561	**China Mail** *OilEng.* D.F. E.S.D. *2Dks* GyC. *Ref Mchy.* *CruiserStern*	6440 — 3940					1941	SunS.B.& DryDockCo. Chester,Pa.	AmericanMail Line,Ld.	453·3 P23'B86'F41'	63·2	27·5	Seattle Utd. States *WB*	Oil Engines 2S.C.SA 5Cy.32"–95" 870NHP SunSB.&DD.Co.ChesterPa		
87562	**Chasseral** (*ex*Tegucigalpa–41, *ex*Ingeli) Bn *ss*N.Os.3rdNo.3–6,37 *1Dk(Stl)&Spar dk(Stl-ws)* *&Web frames*	*2928* 2702 *1864*	✠100A1 *Spar dk* 12,40 ✠LMC6,37 ✠NB6,14 BS12,40 *Fitted for oil fuel*4,20 *F.P. above* 150° F.	NOs	*u*	OG 12,40	1897 10mo	Hall,Russell&Co. Aberdeen A&CP	SwissWarTransportOffice	330·1 B104'F35' FK *CellDBa*	41·2	18·6 26·0	Basle Swiss *5BHCem* 86'*f*124'408*t*	T3Cy25½"42½"&69¼"–45"(*s*) 185lb *100lb* NDB15 362NHP 2SB,*8cf*,GS163,HS5715 Hall,Russell&Co.Abn.	27 ″ 1 s 5 ″ 2¾ 22 ″ 4	
87563	**Curacao** Ⓟ *Ref.Mchy.* *2Dks* D.F. E.S.D. Sub.Sig. *Fitted for oil fuel*	8269 6883 5018	3,41 Examined L.B. 5,41	StJ			1930	Deutsche Werft, Hamburg	CuracaoGovernment	477·7 P36'B&F432' *Upper*F45'	63·0	29·5	Dutch *WB*	4SRgeared steam turbines E*made*22*refitted*30 Blohm&Voss,Hamburg		
87564	**Camelia** *OilEng.* D.F. *CruiserStern*	1700 1250 790	100A1 *withfreeboard* *(ClassContemplated)*				1941	Akt.Lindholmens Varv Gothenburg	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	287·3	42·2	16·7	Gothenbrg Swedish	Oil Engines 2S.C.SA 6Cy.19$\frac{1}{16}$"–35$\frac{7}{16}$" EriksbergM.V.Aktieb.Got		

1	2	3	4	5	6		7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Special Surveys.	Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired.	Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
87751	**Dauphine** (*ex*Shabonee-40, *ex*Laurel-34) *OilEng.* *ss*Sng.No.2-38 *Mchy.Aft* 2*Dks*(*Stl*)&*Web frames* *CruiserStern* *Longitudinal framing*	9716 8799 5284	✠100A1 1,40 ✠LMC DBS1,40 *CarryingPetroleum in bulk* Surveys delayed	SFo CS11,38 3,38	*e*†	CL 8,37	1930 8mo	Blythsw'd S.B.Co.Ld. Glasgow Lloyd's*A&CP*	FrenchGovernment(Ministère de laMarine Marchande) *CellDBuE72'238t DTf41'446t FPT221tAPT97t*	482·3 500·0(O.L.) P99'B32'F39' FK	65·6	35·6	Havre French 16*BH* (15 *to U dk* 1 „ *2nd* „)	Oil Engines 2S.C.SA 7Cy.$26\frac{3}{8}''-49\frac{5}{8}''$ 848NHP 2DB*150lb* AtlasDieselCo.Ld.Skm.	35 ″ 8 s7 ″ $5\frac{3}{4}$ 28 ″ $6\frac{1}{4}$	
87752 137052 GLJZ	**Dago II** (*ex*Dagö-40,*ex*Brodsworth, *ex*Elmpark) *ss*Lie.No.3-4,30 D.F. *ss*Abg.No.2-38 *Cargo battens not fitted* 1*Dk*(*Stl*)	1993 1802 1206	✠100A1 ~~[illegible]~~ 1,41 BS~~6,40~~ 1,41	Abg ~~NFL~~Lon ✠LMC2,38	*r*	CL ~~4,37~~ 9,40	1917 4mo	Brys& Gylsen,Ld. Glasgow Lloyd's*A&CP*	Ministry ofShipping(Harper, Hopps&Co.Ld. *Mgrs.*) *CellDB237' 567t FPT55t APT46t*	280·0 290·5(O.L.) P22'B68'F29' FK	41·8	19·2	London British 4*BHCem*	T.3Cy.21",35"&57"-36" (*r*) 180lb 228NHP 2SB,*6cf*,GS113,HS3734 Cooper&Greig,Ld.Dundee	20 ″ 9 s2 ″ 11 18 ″ 1	
87753 166301 GRPP	**Defoe** *OilEng.* D.F. E.S.D. 2*Dks*&*Shelter dk* *CruiserStern*	6245 5458 3795					1940	Harland& Wolff,Ld. Belfast	Lamport&Holt Line,Ld.	~~438·6~~ B64'F38' 438·8	62·3	~~33·0~~ 25·4	Liverpool British *WB*	Oil Engines 2S.C.DA 6Cy.$20\frac{7}{8}''-49\frac{3}{16}''$ 896NHP Harland&Wolff,Ld.Bel.		
87754 167545 MBYS	**Dagmar I** Ⓟ (*ex*Dagmar-40, *ex*ImperatorNicolaiII,*ex*Irkutsk) *Ref.Mchy.* D.F. 2*Dks*&*pt dk*	2471 2269 1537					1903	R.Stephenson&Co.Ld. Newcastle	Ministry of Shipping(G.Nisbet&Co. *Mgrs.*)	290·5 B46'F32'	40·0	25·6	London British *WB*	T.3Cy.23",38"&61"-42" 241NHP WllsndSlpwy.Co.Ld.Nwc.		V
87755 168027 MLFN	**Duke of Sparta** D.F. E.S.D. 1*Dk & Shelter dk* *CruiserStern* *Longitudinal framing* ~~*on Shelter dk*~~ *at Shelter dk*	~~5480~~ ~~4975~~ ~~3210~~ 5397 4896 3161	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 5,41~~10,40~~ ✠LMC10,40 *Fitted for oil fuel* 10,40 *F.P. above* 150°F.	Hpl ~~Ver~~	*b*†	CL	1940 10mo	W.Gray& Co.Ld. WHartlepool Lloyd's*A&CP*	TrentMaritime Co.Ld. *CellDB378 1479tFPT175tAPT218t*	441·1 457·5(O.L.) F46' FK	57·8	25·4	London British 8*BHptCem* (*Coll to Sh dk* 7 „ *2nd* „)	T.3Cy.24",38"&68"-48" (*s*) 225lb FD 492NHP 3SB(Spt)*9cf*,GS145,HS7020 Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	29 ″ 4 s3 ″ $6\frac{3}{4}$ 26 ″ $0\frac{1}{4}$	
87756 166294 GRPE	**Debrett** *OilEng.* D.F. 2*Dks*&*Shelter dk* ~~3*Dks*~~ *CruiserStern* *Tonnageopeningclosed*'41(*W.E.*)	6244 5458 3796	✠100A1 *withfreeboard* 5,40 ✠LMC5,40	Bel	*c*† $2\frac{1}{2}$	CL	1940 5mo	Harland& Wolff,Ld. Belfast Lloyd's*A&CP*	Lamport&Holt Line,Ld. ~~*7 divisional watertight BHs in upper 'tween dks*~~ *CellDB342'1507t Tanks at sides of tunnel147t APT66tAPT51t*	438·8 456·0(O.L.) B71'F33' FK	62·3	33·9 25·4	Liverpool British 8*BHptCem* (*Coll to Sh dk* 7 „ *2nd* „)	Oil Engines 2S.C.DA 6Cy.$20\frac{7}{8}''-49\frac{3}{16}''$ 898NHP 2DB*120lb* Harland&Wolff,Ld.Bel.	38 ″ 9 s11 ″ $1\frac{1}{4}$ 27 ″ 10	
87757 168011 GMYS	**Duke of Athens** *OilEng.* E.S.D. D.F. 1*Dk*&*Shelterdk* *CruiserStern* *Tonnageopeningclosed*'41(*W.E.*)	5217 4685 3025	✠100A1 *withfreeboard* 10,40 ~~(*ClassContemplated*)~~ ✠LMC10,40	Sld	*a*† 2	CL	1940 10mo	Wm.Doxford&Sons,Ld Sunderland Lloyd's*A&CP*	TrentMaritimeCo. Ld. *CellDB356'1179tMT29'1205tFPT134tAPT155t*	~~427·6~~ 427·0 442·9(O.L.) FK	56·5	26·5	London British 7*BHptCem* (*Coll to Sh dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 3Cy.$23\frac{5}{8}''$-~~$91\frac{11}{32}''$~~$91\frac{5}{16}''$ 2DB*120lb* 516NHP Wm.Doxford&Sons,Ld.Sld	~~29 ″ 0~~ ~~s3 ″ $3\frac{3}{4}$~~ ~~25 ″ $10\frac{3}{4}$~~ 38 ″ 1 s11 ″ $4\frac{3}{4}$ 26 ″ $10\frac{3}{4}$	
87758	**Deltargentino** Ⓟ D.F. E.S.D. *Fitted for oil fuel* GyC. Sub.Sig. 2*Dks* *Ref.Mchy.*	8300					1940	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	MississippiShippingCo.Inc.	465·0	65·5	39·7	N.Orleans Utd.States *WB*	DR geared steam turbine 1300NHP GeneralElectricCo. Lynn,Mass.		
87759 168039 GNLK	**Dalhousie** 4Mst *OilEng.* D.F. 2*Dks* *CruiserStern* *Butts of weather deck stringer plating electrically welded*	~~7250~~ ~~4950~~ ~~5840~~ 7072 6603 5297	✠100A1 *withfreeboard* ~~*corresponding to a summer moulded draught of 26' 9"*~~ 2,41~~11,40~~ ✠LMC11,40 ~~(*ClassContemplated*)~~	Lth Vcr	*a*† 2	CL	1940 11mo	Burntislnd S.B.CoLd. Burntisland Lloyd's*A&CP*	DalhousieSteam &MotorshipCo.Ld. *'tween dkBHs(exceptCollBH)dispensed with* *CellDB351'1217tMT30'1232tFPT142tAPT202t*	415·0 431·5(O.L.) F33' FK (*CollBHtoWdk6BHto2nd dk*)	56·5	~~25·5~~ 35·8	London British 7*BH*	Oil Engines 2S.C.SA 3Cy.$23\frac{5}{8}''-91\frac{5}{16}''$ 516NHP 2DB*120lb* Wm.Doxford&Sons,Ld.Sld	38 ″ 3 s11 ″ $5\frac{3}{4}$ 27 ″ 0	
87760 167026 GMJM	**Daphne II** (*ex*Daphné-40, *ex*Rouennaise) *ss*Rot.No.3-6,37 1*Dk*(*Stl*)	1970 1499 1123	✠100A1 3,40 BS2,40 ✠LMC6,37	Ant	*r*	CL 2,40	1925 8mo	Atel.&Ch. de laLoire Nantes Lloyd's*A&CP*	Ministry of Shipping(Chr. Salvesen&Co. *Mgrs.*) *CellDB231'655t FPT64tAPT75t*	277·0 P24'Q84'B57'F23' FK	40·7	17·3	Leith British 6*BHptCem* *ptAsp*	T.3Cy.$18\frac{1}{8}''$,$29\frac{15}{16}''$&$49\frac{3}{16}''$-$37\frac{13}{16}''$ 185lb (*s*) 205NHP 2SB,*6cf*,GS112,HS3703 Atel.&Ch.de la Loire,Paris	19 ″ 6 s1 ″ $10\frac{3}{4}$ 17 ″ 9	
87761 149100 MNCX	**Durward** E.S.D. *OilEng.* Wireless D.F. *CruiserStern* 2*Dks*	419 288 165					1940	Grngemth Dkyd.Co.Ld. Grngemouth	G.Gibson&Co.Ld.	174·0	30·1	8·5	Grngemth British *WB*	Oil Engines 2S.C.SA 7Cy.$9\frac{13}{16}''-16\frac{9}{16}''$ BritishAuxiliaries,Ld.Gls.		
87762 125098 GMRN	**Dione II** (*ex*Dioné-40) D.F. 1*Dk*	2660 1967 1390					1936	Atel.&Ch. de laSeine Maritime WormsetCie LeTrait,S.I.	Ministry of Shipping(Ambrose, Davies&Matthews Ld.*Mgrs.*)	307·6 P35'Q92'B61'F22'	43·6	19·1	P.Talbot British *WB*	T.3Cy.$21\frac{5}{8}''$,$35\frac{13}{16}''$&59"-$41\frac{3}{4}''$ 225NHP Atel.&Ch.delaSeine MaritimeWormsetCie		V
87763 5275 SINW	**Daphne** (*ex*Eos-40,*ex*Bolivia-34, *ex*Naparima) *ss*Abg.4thNo.3-5,32 *Well deck* *ss*Tln.No.1-37 1*Dk*(*Irn*)&*Webframes* *Stringers&ptBeamsIrn*	1513 1367 883	✠100A1 7,39 MS5,37 ✠LMC	Lon BS4,40	*q*	OS 4,38	1890 2mo	Edwards S.B.Co.Ld. Newcastle A&CP	I.Fagreus	260·0 269·8(O.L.) P29'Q66'B106'F29' FK *Cell DB214'342t*	36·2	16·8	Stockholm Swedish 4*BHCem*	T.3Cy.20",$32\frac{1}{2}''$&53"-36" (*s*) 160lb NDB19 174NHP 2SB,*6pf*,GS84,HS2700 N.E.MarineEng.CoLdNwc	19 ″ 3 s1 ″ $2\frac{3}{4}$ 18 ″ 2	
87764 165991	**Darkdale** 1*Dk,2nd dk clear of cargo tanks* *OilEng.* *Mchy.Aft* D.F. E.S.D. *Longitudinal framing at bottom & at deck* *CruiserStern*	~~8000~~ ~~7236~~ 8145 7225 4743	✠100A1 11,40 ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* ✠LMC11,40	Gls	*c*† $2\frac{1}{8}$	CL	1940 11mo	Blythsw'd S.B.Co Ld. Glasgow Lloyd's*A&CP*	~~Ministry of Shipping~~ The Admiralty *CellDBuE71'142tDTf22'254tFPT149tAPT94t*	463·2 479·3(O.L.) P94'B48'F47' FK	61·2	33·1	Glasgow British 17*BHptCem*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}''-59\frac{1}{16}''$ 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 s6 ″ $5\frac{1}{4}$ 27 ″ $0\frac{1}{2}$	
87765 168051	**Denbydale** 1*Dk,2nd dk clear of cargo tanks* *OilEng.* D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at deck*	~~8000~~ ~~7236~~ 8145 7225 4743	✠100A1 1,41 ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* ✠LMC1,41	Gls	*c*† $2\frac{1}{8}$	CL	~~1940~~ 1941 1mo	Blythsw'd S.B.Co.Ld. Glasgow Lloyd's*A&CP*	~~Ministry of Shipping~~ The Admiralty *CellDBuE71 142tDTf22'254tFPT149tAPT94t*	463·2 479·3(O.L.) P94'B48'F47' FK	61·2	33·1	London British 17*BHptCem*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}''-59\frac{1}{16}''$ 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk,	33 ″ 3 s6 ″ $5\frac{1}{4}$ 27 ″ $0\frac{1}{2}$	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
87766 7976 SKUI	Dalanäs (exHulda-40,exDalanäs-40) OilEng. Mchy.Aft ssSkm.No.1-39 CruiserStern 1Dk Strengthenedfornavigationinice	~~475~~ — ~~222~~ 462 350 219	✠100A1 ~~8,104,40~~ 3,41 ✠LMC CS6,39 12,37 CarryingPetroleum in bulk	Abo Skm	g	OG N4,40	1934 11mo	NyaVarvs-aktb.Öresund Landskrona Lloyd'sA&CP	Rederiaktieb. Nordstjernan(A.A. Johnson,Mgr.)	155·6|27·2|12·3 P40'F25' FK	Stockholm Swedish 11BH APT16t	Oil Engines 2S.C.SA 6Cy.9$\frac{3}{16}$"-16$\frac{9}{16}$" 102NHP Reversiblepropeller Atlas-DieselA/B,Skm.	12 ″ 3 s1 ″ 0$\frac{1}{2}$ 11 ″ 3$\frac{1}{2}$	
87767	Detroit Wayne Fittedforoilfuel 1Dk Now "Raritan," see No. 89817 in Supplement	2605 2261 1619					1919	American S.B.Co. Detroit,Mich.	RaritanS.S.Corp. (Smith&Johnson, Mgrs.)	251·0|43·6|26·1 P25'B64'F23'	N.Orleans Utd. States WB	T.3Cy.21",35"&59"-42" 225NHP AmericanS.B.Co.Detroit		
87768	Dovrefjell OilEng. D.F. E.S.D. Mchy.Aft CruiserStern	10000 9000 5800	100A1 (ClassContemplated) CarryingPetroleum in bulk				1940	Eriksbergs M.V.Aktieb. Gothenburg	A/S Dovrefjell (Olsen&Ugelstad, Mgrs.)	498·4|65·3|36·4 P101'B37'F48'	Oslo Norwegian	Oil Engines 2S.C.DA 8Cy.17$\frac{11}{16}$"-47$\frac{1}{4}$" EriksbergM.V.Aktieb.Got		
87769 168926 GQXG	Daltonhall OilEng. D.F. E.S.D. GyC 2Dks CruiserStern	7253 6787 5022	✠100A1 withfreeboard 6,41 ~~(ClassContemplated)~~ ✠LMC6,41	Sld	a†	CL	1941 6mo	Wm.Doxford&SonsLd Sunderland Lloyd'sA&CP	WestHartlepool Stm.Nav.Co.Ld.	427·0|56·5|35·5 442·9(O.L.) FK (CellBHtoWdk.6BHto2nddk) 6DivisionalW.T.BHsin'tweendks CellDB356'1182tMT29'1205tFPT134tAPT155t	W.Hartlpl British 7BHptCem	Oil Engines 2S.C.SA 3Cy.23$\frac{5}{8}$"~~-91$\frac{11}{32}$"~~ 516NHP -91$\frac{5}{16}$" 2DB120lb Wm.Doxford&Sons,LdSld	38 ″ 1 s10 ″ 11 27 ″ 4$\frac{3}{4}$	
87770 JSWO	Daisin Maru (exNordhav-41, exCapsa, exWarKhan) Fittedforoilfuel ssSng.No.3-6,31 Longitudinalframing ssYka.No.1-34 1Dk(Stl)2trB&Webframes Carryingoilfuelinbulk	5877 — —	✠ — 2,41 ✠	Sng	s		1919 8mo	Sir J.Laing &Sons,Ld. Sunderland	OiwaTokuziro	400·0|52·4|28·5 P50'B121'F39 FK Middle lineBulkhead not oil-tight CellDBuE&B59'251tf50'67t	Kobe Japanese 11BHptCem	T.3Cy.27",44"&73"-48" 517NHP 3SB,9cf,GS189,HS7668 G.Clark,Ld.Sunderland	31 ″ 0	
87771	Daghestan OilEng. D.F. E.S.D. CruiserStern	7250 6787 5100	100A1 withfreeboard (ClassContemplated)				1941	Wm.Doxford&SonsLd Sunderland	HindustanSteam ShippingCo.Ld. (CommonBros.Ld. Mgrs.)	427·0|56·5|35·5	Newcastle British	Oil Engines 2S.C.SA 3Cy.23$\frac{5}{8}$"-91$\frac{11}{32}$" Wm.Doxford&Sons,Ld.Sld	38 ″ 1 s10 ″ 11 27 ″ 4$\frac{3}{4}$	
87772 168181 BCKN	Donovania 1Dk,2nddkclearofcargotanks OilEng. D.F. E.S.D. Mchy.Aft Cruiser Stern Longitudinalframingatbottom&atdeck	~~8150~~ 8149 7235 4769	✠100A1 6,41 ~~(ClassContemplated)~~ CarryingPetroleum in bulk ✠LMC6,41	Nwc	c†	CL	1941 6mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	Anglo-Saxon PetroleumCo.Ld.	465·3|59·3|33·8 483·3(O.L.) P93'B45'F50' FK CellDBuE70'23tDTf25'271tFPT38tAPT85t	London British 17BH	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" 502NHP DB180lb Hwthrn,Leslie&CoLdNwc	34 ″ 0 s6 ″ 8$\frac{1}{2}$ 27 ″ 6$\frac{1}{4}$	
87773	Dingledale OilEng. D.F. E.S.D. Mchy.Aft CruiserStern Longitudinalframing at bottom & at deck	8100	100A1 (ClassContemplated) CarryingPetroleum in bulk				1941	Harland& Wolff,Ld. Glasgow	TheAdmiralty	463·2|61·2|33·1 P94'B48'F47'	London British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" Harland&Wolff,Ld.Gla.		
87774 168186 DCMJ	Dewdale OilEng. D.F. E.S.D. Mchy.Aft CruiserStern Longitudinalframing at bottom & at deck	~~8150~~ 8265 7218 4860	100A1 (ClassContemplated) CarryingPetroleum in bulk				1941	Cammell Laird&Co Ld. Birkenhead	TheAdmiralty	465·3|59·3|33·8 P114'B52'F52'	London British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" Harland&Wolff,Ld.Bel.	33 ″ 11 s6 ″ 8 27 ″ 6$\frac{1}{4}$	
87775 8438 SDZT	Dahlia OilEng. D.F. CruiserStern	1700 1250 790	100A1 withfreeboard (ClassContemplated)				1941	Akt.Lind-holmensVarv Gothenburg	RederiA/B SvenskaLloyd (K.R.Bökman, Mgr.)	287·3|42·2|16·7	Gothenbrg Swedish	Oil Engines 2S.C.SA 6Cy.19$\frac{5}{16}$"-35$\frac{7}{16}$" SulzerBros.Ld.Winterthur		
87776	Derwentdale OilEng. D.F. E.S.D. Mchy.Aft CruiserStern Longitudinalframing at bottom & at deck	8390 7250 5550	100A1 (ClassContemplated) CarryingPetroleum in bulk				1941	Harland& Wolff,Ld. Belfast	TheAdmiralty	465·6|59·5|33·9 P92'B47'F51'	London British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" Harland&Wolff,Ld.Bel.		
87777 221210 KDRN	Daniel Pierce (exE.W.Sinclair-41) 2Dks Mchy.Aft Fitted for oil fuel D.F. Longitudinal framing Carrying Petroleum in bulk	4887 — 2847					1921	Bethlehem S.B Corp.Ld (HarlanPlnt) Wlmgtn,Del.	SinclairRefining Co.Inc.	375·2|53·2|28·1 P94'B37'F39'	NewYork Utd,States WB	T.3Cy.25",41"&68"-48" 320NHP BethlehemS.B.Corp.Ld.		R
87778	Daylite (exSailingVessel-41,ex AuxiliaryMotorship) 1Dk Mchy.Aft Fittedforoilfuel	1976 1789 1601	✠ 9,19 ✠	NYk	u		1917 5mo	ToledoS.B. Co. Toledo,O.	Wallem&Co.	252·0|43·7|21·2 P49'F41' FK	Panama Panamanian	T.3Cy.17",25"&43"-30" Emade19refitted41 101NHP VulcanIronWorks	23 ″ 6	R
87779	Diplodon OilEng. D.F. E.S.D. Longitudinalframing at bottom& at deck Mchy.Aft CruiserStern	8150	100A1 (ClassContemplated) CarryingPetroleum in bulk				1941	Hawthorn, Leslie&Co.Ld Newcastle	Anglo-Saxon PetroleumCo.Ld.	465·0|59·2|33·8 P96'B49'F53'	London British	Oil Engines 4S.C.SA 8Cy.25$\frac{9}{16}$"-55$\frac{1}{8}$" Hwthrn,Leslie&CoLdNwc		

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Visites Périodiques.	Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres ou coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
87901 167431 GQBN	**Empire Caribou** (*ex*Defacto-40, *ex*NorthernStar, *Fitted for oil fuel* *ex*Waterbury) 2*Dks* Sub.Sig.	4861 4505 2994					1919	Downey S.B.Corp. Arlington, -N.Y.	**Ministry of Shipping (SirW.R. Smith&Sons,Ld.** *Mgrs.*)	383·3|52·2|27·4 P36'B110'F39'	London British *WB*	T.3Cy.24",40"&70"-48" 339NHP DowneyS.B.Corp. Arlington,N.Y.		R
87902 GLCB 167505	**Empire Citizen** Ⓟ (*ex*Wahehe-40) *Fitted for oil fuel* D.F. E.S.D. Sub.Sig. 2*Dks* *Ref.Mchy.*	4683 3380 2736	100A- (*ClassContemplated*) Examined5,40 BS5,40(227lb)	Gls		CL 5,40	1922	Reiherst'g Schiffsw. Hamburg	**Ministry of Shipping (P.Henderson &Co.** *Mgrs.*)	361·2|50·2|23·8 376·5(O.L.) P&B240'F49'	London British *WB*	Q.4Cy.21¼",32 7/16",47"&69"- 49½" NB31 336NHP 3SB, ReiherstMaschinenf.Ham.	26 〃 0 s 3 〃 2¾ 23 〃 0¼	
87903 167408 MNDN	**Empire Crocus** (*ex*Dr.Colijn-40) *OilEng.* Wireless D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	341 237 152					1936	N.V.Noord Nederlndsch Schpswerven Groningen	**Ministry of Shipping (T.H.Donking &Sons,Ld.** *Mgrs.*)	133·3|23·1|9·5 P41'F15'	London British *WB*	Oil Engines 4S.C.SA 6Cy.10 13/16"-15¾" 68NHP BenzMtrn.Werke MannheimA.G.		V
87904 167439 GQJG	**Empire Gannet** (*ex*Louisianan-40, *ex*GoldenFleece-37, *Fitted for oil fuel* *ex*Dewey) 2*Dks* D.F.	5672 5169 3445	100A1 (*ClassContemplated*) Examined 5,41 Liv BS2,41(210lb)	Hul		CL 10,40	1919	J.F.Duthie &Co. Seattle,Wash	**Ministry of Shipping (Runciman (London)Ld.** *Mgrs.*)	409·8|54·3|28·1 P44'B115'F47'	London British *WB*	T.3Cy.24⅞",41½"&72"-48" 210lb (s) 550 ~~359~~NHP 3SB,9*cf*,GS168,HS8112 FD Hooven,Owens,Rent- schlerCo.Hamilton.O.	30 〃 2 s 6 〃 4¾ 24 〃 0	
87905 167434 GQYZ	**Empire Hawksbill** (*ex*Delawarean-40, *Fitted for oil fuel* *ex*GoldenCoast-37, 2*Dks* *ex*WestNivaria) D.F. *Ref.Mchy.*	5724 5084 3571	100A1 (*ClassContemplated*) Examined~~12,40 5,40~~ BS5,40	Shl 3,41		CL 5,40	1920	S.Western S.B.Co. SanPedro,Cal	**Ministry of Shipping (Runciman (London)Ld.** *Mgrs.*)	410·5|54·3|27·2 P46'B112'F46'	London British *WB*	T.3Cy.24⅝",41½"&72"-48" 210lb 576 ~~359~~NHP 3SB,9*cf*,HS8640 FD LlewellynIronWorks, LosAngeles,Cal.	29 〃 9 s5〃10¾ 24 〃 0½	
87906 167429 MNFF	**Empire Jonquil** (*ex*Begonia-40, *ex*Venus-40) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	369 221 193					1939	Schpsw. 'Volharding' GebrBodewes Foxhol	**Ministry of Shipping (MonroeBros.** *Mgrs.*)	140·0|24·7|8·4 P39'Q43'F33'	London British *WB*	Oil Engines 4S.C.SA 6Cy.10⅝"-19 11/16" 65NHP WerkspoorN.V.Ams.		
87907 167455 GQJG	**Empire Moose** (*ex*Oakwood-40, *ex*ColinH.Livingstone) *Fitted for oil fuel* D.F. Sub.Sig. 1*Dk&Shelter dk* *Longitudinal framing*	6103 5565 4060	✠100A- *Shelter dk withfreeboard* (*Reclassification Contemplated*) Examined5,40 ✠	Hul			1920	Virginia S.B.Corp. Alexandria Va.	**Ministry of Shipping (Runciman (London)Ld.** *Mgs.*)	402·6|53·2|31·7 P34'F38'	London British *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rent- schlerCo.Hamilton,O.	34 〃 6 s8 〃 1½ 26 〃 6½	
87908 167514 MNSM	**Empire Snowdrop** (*ex*Caribe-40) *OilEng.* *Mchy.Aft* 1*Dk&Shelter dk* *CruiserStern*	399 255 116	✠100A1 *withfreeboard* 6,41 ~~4,40~~ ✠LMC11,39	Lon Lth	*i*		1939 11mo *Lloyd's*A&CP	Gebr.van DiepenN.V. Waterhuizen	**Ministry of Shipping (British ChannelIslands ShippingCo.Ld.** *Mgrs.*) *Sidetanks in way of hold* 101'229*t* *DTf*5'24*t* *FPT*52*t* *APTs*12*t*	180·5|27·8|7·6 188·0(O.L.) FK	London British 3*BHCem* (*Coll to Sh dk* 2 ,, 2*nd*,,)	Oil Engines 4S.C.SA 8Cy.11"-17 11/16" 94NHP Klöckner-Humboldt- DeutzA.G.Köln-Deutz	9 〃 4 s 〃 2 9 〃 3	
87909 167397 MQXM	**Empire Zest** (*ex*Zeester-40, *ex*Amsterdam) 1*Dk*	316 231 164					1918	Gebr. Fikkers Muntendam	**Ministry of Shipping (JohnS. Monks,Ld.** *Mgrs.*)	121·0|22·6|10·5 P38'F16'	London British *WB*	C.2Cy.12¾"&25½"-14¾" 21NHP L.Schaatman,Dordrecht		
87910 172953 MNMP	**Edith Moller** (*ex*Iloilo-39, *ex*Sugbo) *Fitted for oil fuel*	645 517 190					1898	J.&K. Smit's Scheepswrvn Kinderdijk	**MollerLine,Ld. (Mollers'Ld.** *Mgrs.*)	165·0|29·0|16·0	Shanghai British *WB*	T.3Cy.18",28"&46"-36" 127NHP J.&K.Smit'sMchfbrk,Kdk.		
87911 167476 GQJL	**Empire Penguin** (*ex*Tennessean-40, *Fitted for oil fuel* (*ex*GoldenStar-37, 2*Dks* *ex*Elkridge) *Longitudinal framing*	6389 5955 3991	100A1 (*ClassContemplated*) Examined~~5,40~~ 12,40 BS5,40(210lb)	Gls			1919	Skinner& EddyCorp. Seattle,Wash	**Ministry of Shipping (Runciman (London)Ld.** *Mgrs.*)	402·0|54·8|32·0 P48'F42'	London British *WB*	T.Cy.24½",41½"&72"-48" 359NHP 3SB, Hooven,Owens,Rent- schlerCo.Hamilton,O	34 〃 6 s 8 〃 1 26 〃 7	
87912 167513 MNRR	**Empire Daffodil** (*ex*CaribeII-40) *OilEng.* *Mchy.Aft* 1*Dk&Shelter dk* *CruiserStern*	398 255 112	✠100A1 *withfreeboard* ~~8,40~~ ~~1,40~~ ✠LMC3,40 7,41 ~~5,41~~	Lon ~~Sou~~ Cff	*i*	5,41	1940 3mo *Lloyd's*A&CP	Gebr.van DiepenN.V. Waterhuizen	**Ministry of Shipping (Gt.Yarmouth ShippingCo.Ld.** *Mgrs.*) *Sidetanks in way of hold*101' 229*t* *DTf*5'24*t* *FPT*52*t* *APTs*12*t*	180·3|27·8|7·6 188·0(O.L.) FK	London British 3*BHCem* (*Coll to Sh dk* 2 ,, 2*nd*,,)	Oil Engines 4S.C.SA 7Cy.11"-17 11/16" 82NHP E*made*6,39*fitted*3,40 Klöckner-Humboldt- DeutzA.G.Köln-Deutz	9 〃 4 s 〃 2 9 〃 3	
87913 167570 GJKP	**Empire Springbuck** (*ex*SanAngelo-40, *Fitted for oil fue* *ex*Willanglo,*ex*Westmead) 2*Dks*	5591 5146 3483	✠100A1 (*Reclassification Contemplated*) Examined~~4,40~~ 12,40 BS6,40~~(200lb)~~ ✠	NYk Nwc		CL 4,40	1918 10mo	AmesS.B. &D.D.Co. Seattle, Wash	**Ministry of Shipping (W.A.Souter& Co.Ld.** *Mgrs.*)	409·5|54·2|27·4 P44'B115'F47' FK	London British *WB*	T.3Cy.26",43"&73"-48" 200lb 543NHP AmesS.B.&D.D.Co.Seattle	30 〃 2 s 6 〃 4¼ 24 〃 0¼	
87914 167523 GLJJ	**Empire Seaman** (*ex*Morea-40) Sub.Sig. 1*Dk&Shelter dk*	1921 1645 1090					1922	Schiffs.-u. Dockbauw Flender A.G.Siems Lübeck	**Ministry of Shipping (R.W.Jones& Co.** *Mgrs.*)	289·0|41·7|17·5 H71'F33'	London British *WB*	T.3Cy.21¼",34⅝"&55⅛"-37⅜" 191NHP A.G."Neptun,"Rostock		
87915 239316 WSOA	**Esso Concord** *Fitted for oil fuel* D.F. E.S.D. GyC. 1*Dk* *Longitudinal framing "Arcform"* *Part electrically welded* *CruiserStern* *Mchy.Aft* *CarryingPetroleum in bulk*	7699 6943 4654					1940	Federal S.B.&D.D.Co Kearny,N.J.	**StandardOilCo. of NewJersey**	440·0|66·8|34·3 P87'B33'F36'	Wilmgton, (Del.) Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 912NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
87916 239317 WSOD	**Esso Montpelier** *Fitted for oil fuel* D.F. E.S.D. GyC. 1*Dk* *Longitudinal framing "Arcform"* *Part electrically welded* *CruiserStern* *Mchy.Aft* *CarryingPetroleum in bulk*	7699 6943 4654					1940	Federal S.B.&D.D.Co Kearny,N.J.	**StandardOilCo. of NewJersey**	440·0|66·8|34·3 P87'B33'F36'	Wilmgton, (Del.) Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 912NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
87917 168003 GPSD	**Eastgate** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* *Cargo battens not fitted*	~~5070~~ ~~4430~~ ~~2960~~ 5032 4338 2933	✠100A1 *withfreeboard* ~~9,40~~ ~~8,40~~ 2,41 ~~(*ClassContemplated*)~~ ✠LMC9,40	Lth ~~Gls~~ Cff	*a*† 2	CL	1940 9mo *Lloyd's*A&CP	Burntislnd S.B.Co.Ld. Burntisland	TurnbullScott ShippingCo.Ld. (Turnbull,Scott& Co.Ld.*Mgrs.*) *CellDB*354'1267*t* *MT*33'1349*t* *FPT*89*t* *APT*255*t*	424·2|57·0|26·2 441·0(O.L.) FK (*CollBHtoShelter dk*.6*BHto2nd dk*)	London British 7*BHp!Cem*	Oil Engines 2S.C.SA 3Cy.23⅝"-91 5/16" 516NHP 2DB120lb Barclay,Curle&Co.Ld.Gls.	28 〃 9 s3 〃 0 25〃11½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
4/41 87918 16[illegible]91 GMZM	**Empire Song** TwinSc Fitted for oil fuel D.F. 3Dks CruiserStern	~~7000~~ 9228 8303 5139					1940	Greenock Dockyard Co.Ld. Greenock	Ministry of Shipping (Cayzer, Irvine&Co.Ld. Mgrs.)	~~463·7~~|63·0|~~38·2~~ 463·8| |32·7	Greenock British	T.6Cy.26",42"&68"-48"& L.P.turbines with DRgearing&hydraulic couplings HS17780 1370NHP G.J.Kincaid&Co.Ld.Grk.		
87919 167576 GLJM	**Empire Eagle** (exIndianan-40, exWillhilo-37, exGoldenRod-34, exWestIslip) D.F. ~~Fitted for oil fuel~~ 2Dks	5582 5175 3468	100A1 Examined ~~2,40~~ 5,41 Lon (Class Contemplated) ~~BS7,40(210lb)~~ LMC7,40 Fitted for oil fuel '19 F.P. above 150°F.	Liv		CL 2,40	1919	AmesS.B. &D.D.Co. Seattle, Wash	Ministry of Shipping (Runciman (London),Ld. Mgrs.)	409·8|54·2|29·2 P44'B119'F47'	London British WB	T.3Cy.26",43"&73"-48" 369NHP AmesS.B.&D.D.Co.Seattle	31″10 s6″3¾ 25″9	
18/40 87920 167583 MCGZ	**Empire Sentinel** (exPhædra-40) 2Dks	638 626 349	(Classification Contemplated)				1898	G.Seebeck Act.Ges. Bremerhaven	Ministry of Shipping (CoastLines, Ld. Mgrs.)	170·6|27·1|16·4 H42'	London British WB	T.3Cy.14¾",17¾"&38$\frac{3}{8}$"-23$\frac{5}{8}$" 72NHP G.Seebeck A.G.Bremerhvn	17″4 s3″2 14″3	
87921 167585 GNVM	**Empire Snipe** (exTexasRanger-40, exLakeGaither-32) ~~Fitted for oil fuel~~ Ref.Mchy. 1Dk2trB	2497 2284 1504	✠100A1 (Reclassification Contemplated) Examined ~~3,40~~ 6,40 BS3,40 ✠LMC MS6,40	NYk Cff		CL 3,40	1919 11mo	Manitowoc S.B.Co. Manitowoc	Ministry of Shipping (SirW.R.Smith &Sons,Ld. Mgrs.)	253·6|43·9|25·9 P25'B65'F26' FK	London British WB	T.3Cy.21",35"&59"-42" 185lb 326NHP NordbergMfg.Co.M'lw'kee	28″5 s4″0 24″6¾	
87922 140864 GLCG	**Empire Lotus** (exStar of Ramleh-40, exAlness-33) D.F. 1Dk&Shelter dk	3696 3420 2204					1920	RopnerS.B. &Repg.Co. (Stn.)Ld. Stockton	Ministry of Shipping (GloverBros.) (London)Ld. Mgrs.)	346·7|51·0|24·1	London British WB	T.3Cy.25",41"&67"-45" 301NHP Blair&Co.Ld.Stockton		C
87923 221144 KDQY	**Esso Providence** 3Mst (exCerro-Azul-40) Fitted for oil fuel Mchy.Aft 1Dk&Shelter dk&Web frames D.F. Longitudinal framing Carrying Petroleum in bulk	9059 8572 5665	✠ ... 3,22 ✠				1921 4mo	SunS.B. Co. Chester,Pa.	StandardOilCo. of NewJersey	480·5|66·0|36·8 F44' on Shelter dk FK	Wilmington (Del.) Utd. States WB	Q.4Cy26",38¼",56"&82"-54" 819NHP SunS.B.Co.Chester,Pa.	37″0	R †
87924 167590 GQJP	**Empire Puma** (exEthanAllen-40) Fitted for oil fuel Sub.Sig. 2Dks&Web frames Longitudinal framing	7777 7339 4954	✠100A1 Shelter dk with freeboard (Reclassification Contemplated) Examined ~~6,40~~ 1,41 BS4,40 ✠	Bkn Liv		CL 4,40	1920 3mo	Pusey& JonesCorp. Gloucester City,N.J.	Ministry of Shipping (LyleShipping Co.Ld. Mgrs.)	439·6|60·2|33·7 P41'B134'F46' on Shelter dk	London British WB	Q4Cy25½",37",52½"&76"-54" 220lb 643NHP W.CrampS.&E.B.Co.Phl.	36″8 s8″5½ 28″5½	
/40 87925 167595 GQLX	**Empire Merlin** (exWestIsleta-40) Fitted for oil fuel D.F. 2Dks	5763 5253 3497	100A1 (Class Contemplated) Examined 5,40	Phl			1919	AmesS.B. &D.D.Co. Seattle,Wash	Ministry of Shipping (SirR.Ropner &Co.Ld. Mgrs.)	409·8|54·2|29·2 P44'B119'F47'	London British WB	T.3Cy.24",43"&73"-48" 369NHP Ames S.B.&D.D.Co.Seattle		
87926 167594 GNKV	**Empire Tern** (exTexasBanker-40, exLakeInglenook-32) ~~Fitted for oil fuel~~ Ref.Mchy. 1Dk2trB ssCff.No.3-7,40	2479 2259 1502	✠100A1 1,41 ~~7,40~~ ✠LMC7,40 BS6,41	Cff Liv	s	CL 3,40	1919 12mo	Detroit S.B.Co. Wyandotte	Ministry of Shipping (SirW.R.Smith &Sons,Ld. Mgrs.)	251·0|43·6|26·1 P25'B64'F23' FK Cell DB 201' 472t DTa 12' 89t FPT 72t APT 107t	London British 4BHptCem	T.3Cy.~~20"~~ 21",35"&59"-42" (r) 185lb 352NHP 2SB,6cf,GS115,HS5467 FD DetroitS.B.Co.Detroit	28″2 s4″0 24″4½	R †
4/41 87927 167599 GQLT	**Empire Tiger** (exCoya-40, exOrcus) Fitted for oil fuel Ref.Mchy. 2Dks Longitudinal framing	4886 4419 3066	100A1 (Class Contemplated) Examined ~~4,40~~ 6,40 12,40	Sws			1919	ToddD.D. &Const.Corp. Tacoma	Ministry of Shipping (Turner, Brightman&Co. Mgrs.)	380·2|53·2|27·0 396·0(O.L.) P52'B102'F41'	London British WB	T.3Cy.24",40"&70"-48" 339NHP ToddD.D.&Const.Corp.	29″4 s5″10½ 23″7½	
41 87928 165985 GMSR	**Empire Light** D.F. 2Dks CruiserStern Cargo battens not fitted	~~6950~~ — ~~4100~~ 6828 6147 3977	✠100A1 with freeboard 3,41 ~~9,40~~ ~~(Class Contemplated)~~ ✠LMC9,40	Gls Cal	a† 2	CL	1940 9mo	Barclay, Curle&Co.Ld. Glasgow Lloyd's A&CP	Ministry of Shipping (BritishIndia Stm.Nav.Co.Ld. Mgrs.)	427·9|57·5|32·1 442·5(O.L.) ~~P37'B137'F33'~~ FK P38'B136'F35' Cell DB 370' 1360t FPT 139t APT 118t	Glasgow British 7BH	T.3Cy.22½",37½"&63"-45"& LP turbine with DRgearing &hydraulic coupling (s) 250lb 630NHP 4SB,12cf,GS208,HS8344 FD Barclay,Curle&Co.Ld.Gls.	34″6 s9″1½ 25″6	
87929 239914 WSOG	**Esso Nashville** D.F. E.S.D. GyC. Fitted for oil fuel Mchy.Aft CruiserStern 1Dk pt. welded Longitudinal framing Carrying Petroleum in bulk	7943 6995 4697					1940	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	StandardOilCo.of NewJersey	445·4|64·2|~~35·2~~ P92'B35'F40'|34·9	Wilmgton (Del.) Utd. States WB	2 steam turbines DRgeared to 1 sc.shaft 985NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		R
87930 167602 GQYW	**Empire Woodcock** (exWestCape-40) D.F. 2Dks	5572 5095 3484	✠100A1 (Reclassification Contemplated) Examined ~~5,40~~ 11,40 BS7,40 ✠	NYk Liv			1919 11mo	AmesS.B. &D.D.Co. Seattle,Wash	Ministry of Shipping (SirR.Ropner &Co.Ld. Mgrs.)	410·5|54·3|27·2 P44'B115'F47' FK	London British WB	T.3Cy.26",43$\frac{3}{16}$"&73"-48" 200lb 543NHP AmesS.B.&D.D.Co.Seattle	30″2 s6″4½ 23″11½	
18/40 87931 16[illegible]3 GMYZ	**Empire Wind** CruiserStern 2Dks	7459 7033 4518					1940	JLThompson&Sons,Ld. Sunderland	Ministry of Shipping (Haldin&Philipps, Ld Mgrs.)	426·0|59·9|~~25·5~~ 35·0	Sundrland British WB	T.3Cy.24",39"&68"-48" 320NHP GeorgeClark(1938)Ld.Sld.		
87932 167601 GLWY	**Empire Energy** (exGabbiano-40, exGrete-34) ssHam.No.2-31 D.F. 2Dks(Stl) Sub.Sig.	6589 6094 3954	✠100A1 (Reclassification Contemplated) Examined7,40 BS5,41 ✠	Nap Liv	b†	CL 7,40	1923 7mo	Akt.Ges. "Neptun" Rostock	Ministry of Shipping (E.R.Management CoLd. Mgrs.)	440·0|57·1|29·5 P57'B144'F39' FK Intermediate BH in fore hold dispensed with Cell DB a151' uE25' f191' 1355t DTa32' 115t	London British Asp 6BH only FPT134t APT116t	T.3Cy.29$\frac{5}{8}$",48"&78¾"-51$\frac{3}{16}$" & LP turbine with DR gearing & hydraulic coupling 214lb 720NHP 3SB,9cf,GS198,HS9041 A.G."Neptun,"Rostock	32″2 s6″7½ 25″9¼	
41 87933 167603 GLTD	**Empire Mermaid** (exEndicott-40) Fitted for oil fuel Sub.Sig. 2Dks Longitudinal framing	6381 5958 3959	100A1 (Class Contemplated) Examined ~~5,40~~ 11,40 BS7,40(210lb)	NYk Mdb		CL 5,40	1919	Skinner& EddyCorp. Seattle, Wash	Ministry of Shipping (LyleShipping Co.Ld. Mgrs.)	403·1|54·9|31·8 P34'F43'	London British WB	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.	34″6 s8″1 26″7	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Torme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté si ce n'est dans le L.R. Durée.Cert.B.of Trade.
87934 143102 GLYJ	**Empire Advocate** (*ex*Angelina Lauro–40, *ss*N.Yk.No.3–7,25 *ex*BowesCastle, *ss*N.Yk.No.1–29 *ex*Solfels) D.F. 2*Dks*	5787 5420 3634	✠100A1 Examined 7,40 BS7,40 ✠ (*ReclassificationContemplated*)	Bkn			1913 5mo	J.C.Teck- lenborgA.G. Weser- münde-G.	Ministry of Ship- ping(Galbraith, Pembroke&Co.Ld. *Mgrs.*)	418·5|56·1|29·8 P60′B136′F54′ FK	London British *WB*	T.3Cy.$28\frac{3}{4}$″,$46\frac{3}{4}$″&$75\frac{1}{2}$″–54″ 192lb 520NHP J.C.TecklenborgA.G.Wsm	32 ″ 4 s6 ″ $4\frac{3}{4}$ 26 ″ $2\frac{1}{4}$	
87935 148786 GFRY	**Empire Diplomat** TwinSc (*ex*BritishDiplomat–40, *OilEng.* *Mchy.Aft.* *ss*Nwc.No.2–33 D.F. 2*Dks*(*Stl*)&*Webframes* E.S.D. *Longitudinal framing* ~~*Now used for oil fuel storage purposes*~~ Modified special survey–40 Shl	6498 5820 4521	✠100A1 ~~8,40~~~~10,37~~7,40 DBS8,40 ✠LMC8,40 ~~*CarryingPetroleum in bulk*~~ *Carrying homogeneous oil fuel cargo in bulk F.P. above150°F*	Nwc Shl	*a*†	CL ~~10,35~~ 6,40	1926 7mo *Lloyd'sA&CP*	J.Brown& Co.Ld. Clydebank *CellDBuE5*	Ministry of Ship- ping(British TankerCo.Ld. *Mgrs.*) 8′232t*DTf*34′388t	420·2|54·4|32·7 P95′B35′F47′ FK *FPT*195t*APT*177t	London British 18*BHptCem* (12 *to U dk* 6 „ *2nd* „)	Oil Engines 2S.C.SA 8Cy.$23\frac{5}{8}$″–$41\frac{3}{4}$″ 776NHP 2DB120lb J.Brown&Co.Ld. Clydebank	32 ″ 8 s 6 ″ 2 26 ″ $8\frac{3}{4}$	
87936 167611 GLSJ	**Empire Sambar** (*ex*Waban–40) *Fitted for oil fuel* D.F. 2*Dks* Sub.Sig. *Longitudinal framing* Now "Empire Beaver," see No. 90977 in Supplement	6086 [illegible] 3750	100A1 (*ClassContemplated*) Examined ~~4,40~~11,40 BS7,40(210lb)	Gmh		CL 4,40	1919	GMStandi- ferCnst.Corp. Vancouver, Wash.	Ministry of Ship- ping(Runciman (London)Ld. *Mgrs.*)	401·4|53·2|31·9 P34′F38′	London British *WB*	T.3Cy.25″40″&72″–48″ 359NHP Hoover,Owens,Rentsch- ler,Co.Hamilton,O.	34 ″ 6 s 8 ″ 2 26 ″ $6\frac{1}{2}$	R
87937 167612 GPBW	**Empire Kestrel** (*ex*TexasTrader–40, *Fitted for oil fuel* *ex*LakeEllithorpe–32) 1*Dk*2*trB* *Ref.Mchy.*	2689 2287 1618					1919	Gt.Lakes Eng.Works. Ecorse,Mich.	Ministry of Ship- ping(SirWR.Smith &Sons,Ld.*Mgrs.*)	254·0|43·9|25·9 P25′B65′F26′	London British *WB*	T.3Cy.21″,35″&$59\frac{3}{4}$″–42″ 232NHP Gt.LakesEng.Wks.Detroit		RC
87938 167027 GLXX	**Empire Statesman** (*ex*Pellice–40, *ex*AnsaldoOttavo) *OilEng.* D.F. 2*Dks* *Mchy.Aft*	5306 4487 3078	100A1 (*ClassContemplated*) Examined 8,40 DBS8,40(180lb)	Lth		CL 7,40	1920	G.Ansaldo &Co.S.A.Ital. SestriP'nente	Ministry of Ship- ping(Runciman ShippingCo.Ld. *Mgrs.*)	~~393·2~~|51·5|28·3 P122′B30′F35′ 379·0	London ~~Leith~~ British *WB*	Oil Engines 2S.C.SA 4Cy.$29\frac{1}{2}$″–$49\frac{3}{16}$″ 606NHP NE28 Soc.An.FiatS.G.M.Turin	31 ″ 1 s6 ″ $11\frac{1}{2}$ 24 ″ 4	
87939 167028 GM[illegible]G	**Empire Protector** (*ex*Pamia–40, *ex*Sebeto–35,*ex* *Fitted for oil fuel* Cariddi,*ex*Artena) D.F. 2*Dks*4*trB*	6181 5923 3753	100A1 (*ClassContemplated*) Examined 8,40 BS8,40(180lb)	Lth			1921	Cant.Offic. Savoia Cornigliano	Ministry of Ship- ping(W.Thomson &Co.*Mgrs.*)	394·5|51·5|34·9	Leith British *WB*	DR-geared steam turbines G.Ansaldo&Cia.Smprdrna.	37 ″ 9 s11″$4\frac{1}{2}$ 26 ″ 6	
87940 143916 GWLG	**Empire Defiance** (*ex*Erica–40, *ex*Wasaborg–35, *ss*Ham.No.1–13 *ex*UnionCity, 2*Dks*(*Stl*)&*deep framing* *ex*Iserlohn) *lower dk in No.1&3holds* D.F. *Well deck*	4632 4375 2897	✠100A1 (*Reclassification Contemplated*) Examined 7,40 BS7,40 ✠	~~Ham~~ Liv	*z*		1909 9mo	Reiherst'g Schiffsw. Hamburg	Ministry of Ship- ping(Thos.&Jno. Brocklebank,Ld. *Mgrs.*) *Cell*	399·2|54·0|25·0 P&B329′F52′ FK *DBa*124′*uE&B*47′*f*	London British 7*BHCem* 182′1288t	T.3Cy.26″,$47\frac{5}{8}$″&$76\frac{3}{4}$″–48″ 200lb 597NHP 3SB,9*cf*,GS192,HS8490 Reiherst.Machinenf.Ham.	28 ″ 0 s 3 ″ $9\frac{1}{4}$ 24 ″ 5	
87941 150349 GLXL	**Empire Volunteer** (*ex*Procida–40, *ex*Canadian *ss*Hfx.No.2–30 Traveller–32) D.F. 2*Dks*(*Stl*)	5319 4879 3208	✠100A1 (*Reclassification Contemplated*) Examined 8,40 ✠	~~Hfx~~ Cff			1921 3mo	Harbour Marine,Ld. Victoria,B.C. *CellDB*	Ministry of Ship- ping(J.Cory& Sons,Ld.*Mgrs.*)	399·8|52·3|28·5 P49′B113′F38′ FK 329′1026t *FPT*149t	London British 6*BHptCem* *APT*131t	T.3Cy.27″,44″&73″–48″ 521NHP 3SB,9*cf*,GS198,HS7743 JohnInglisCo.Ld.Toronto	31 ″ 0 s5 ″ $11\frac{1}{2}$ 25 ″ $3\frac{3}{4}$	
87942 142320 GLZZ	**Empire Progress** (*ex*Mugnone–40, *ex*Andrea–38, *ss*Tri.No.3–1,39 *ex*Anomia, 1*Dk*(*Stl*) *ex*WarExpert) *Cargo battens not fitted*	5249 4767 3204	✠100A1 ~~7,40~~~~9,39~~ 5,41 BS1,40 ✠LMC1,39	Gen ~~Shl~~ Cff	*y*	CL 1,39	1918 3mo *Lloyd'sA&CP*	Harland& Wolff,Ld. Glasgow	Ministry of Ship- ping(H.Hogarth& Sons,*Mgrs.*) *CellDB*345′1136t*DT*	400·6|52·3|28·5 413·2(O.L.) P49′B112′F38′ FK *d*28′1200t *FPT*118t	Newcastle British 8*BHCem* *APT*185t	T.3Cy.27″,44″&73″–48″ (s) 180lb 490NHP 3SB,9*cf*,GS190,HS7020 FD D.Rowan&Co.Ld.Glasgow	31 ″ 0 s5 ″ $11\frac{1}{2}$ 25 ″ 4	
87943 165788 GLZT	**Empire Airman** (*ex*BarbanaG.–40, *ex*Barbana,*ex*ItalianNavyShip, *ex*Teodo) D.F. 1*Dk*	6586 6069 3846					1915	Stabilmnto Tecnico Trieste	Ministry of Ship- ping(MarkWhit- will&Son,Ld. *Mgrs.*)	449·8|55·6|34·1 ~~430·5~~	Newcastle British	T.3Cy.26″,$43\frac{1}{2}$″&73″–48″ *Ealt.*29 369NHP StabilimentoTecnico,Tri.		
87944 141832 GLYG	**Empire Engineer** (*ex*Gioacchino Lauro–40, *ss*Gen.No.3–1,33 *ex*CanadianCommander–32) 2*Dks*(*Stl*) D.F.	5358 4861 3230	✠100A1 (*Reclassification Contemplated*) Examined 8,40 BS7,40 ✠	~~Rot~~ Hpl	*y*	CL 6,40	1921 4mo	Canadian Vickers,Ld. Montreal	Ministry of Ship- ping(Weidner, Hopkins&Co. *Mgrs.*) *CellDB*	~~418·1~~|~~52·2~~|28·5 400·0 |52·4| P49′B120′F41′ FK 333′1025t *FPT*149t	W.Hartlpl British 6*BHptCem* *APT*133t	T.3Cy.27″,44″&73″–48″ 180lb 520NHP 3SB,9*cf*,GS198,HS7743 CanadianVickers,Ld,Mtl.	31 ″ 2 s 5″$10\frac{1}{2}$ 25 ″ $5\frac{3}{4}$	
87945 167609 GLYR	**Erna III** (*ex*Erna–40) Wireless D.F. 1*Dk*	1590 1212 941	Examined L.R. ~~7,40~~ 4,41 BS2,41	Sld		OG 9,40	1930	Helsingörs Jernsk&Msk Elsinore	Ministry of Ship- ping(JosephCon- stantineS.S.Line Ld.*Mgrs.*)	253·5|39·1|15·4 P16′Q80′B96′F33′	London British *WB*	C.4Cy.(2)$14\frac{3}{4}$″&(2)$31\frac{1}{2}$″– $31\frac{1}{2}$″&LP Turbine 184NHP HS2350 HelsingörsJernsk.&Mskb.		
87946 145165 GLXZ	**Empire Adventure** (*ex*Andrea–40, *ex*GermaineL.D., *ss*Ant.No.3–12,32 *ex*Eastney) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) D.F.	5145 4922 3238	✠100A1 *Shelter dk with freeboard* (*ReclassificationContemplated*) Examined 7,40 ✠	Shl	*x*		1921 2mo	Nthmblnd S.B.Co.Ld. Newcastle *CellDBa*133′	Ministry of Ship- ping(Runciman ShippingCo.Ld. *Mgrs.*) *uE*23′*f*154′1052t*D*	375·0|51·2 ~~387·7~~|~~51·3~~|31·7 375·0 F31′ FK *Ta*25′790t*APT*130t	Newcastle British *Cem* *Coll BH to Sh dk* 6 „ „ *U* „	T.3Cy.25″,41″&69″–48″ 370NHP 3SB,9*cf*,GS155,HS5883 Wllsnd.SlpwyCo.Ld.Nwc.	34 ″ 1 s 9 ″ 4 25 ″ $0\frac{1}{4}$	
87947 135157 GLZS	**Empire Brigade** (*ex*Elios–40, *ex*Hannington *ss*Rot.2ndNo.3–1,37 Court–36) D.F. 1*Dk*(*Stl*)2*trB*	5154 4876 3168	✠100A1 (*Reclassification Contemplated*) Examined 7,40 ✠	~~Ven~~ Shl	*y*		1912 11mo	J.Priest- man&Co. Sunderland	Ministry of Ship- ping(CairnLine ofSteamships,Ld. *Mgrs.*) *CellDBa*130′*uE*24′	400·0|53·5|26·6 ~~400·0~~ P47′B124′F38′ FD *f*173′1039t*FPT*120t	Newcastle British 6*BHCem* *APT*218t	T.3Cy.27″,$44\frac{1}{2}$″&74″–48″ 440NHP 3SB,9*cf*,GS192,HS7158 Blair&Co.Ld.Stockton	29 ″ 1 s5 ″ $6\frac{1}{2}$ 23 ″ 9	
87948 121282 GLYY	**Empire Gunner** (*ex*Moscardin–40, *ex*Danaos–39, *ss*Bly.2ndNo.3–6,30 *ex*KostantisLemos, *ss*Pir.No.1–35 *ex*Constantinos, 1*Dk*(*Stl*)&*Spar dk* *ex*Strathearn) (*Stl*)&*deep framing*	4492 4106 2826	✠ ... 5,39 ✠	Rot	*x*		1906 1mo	Grngem'th &Greenock DockyardCo. Greenock	Ministry of Ship- ping(J.Morrison& Son,*Mgrs.*)	370·0|52·2|25·5 384·0(O.L.) ~~25·5~~ P25′B92′F41′ FK *CellDBa*114′*uE*	Leith British 6*BHCem* &*B*44′*f*162′	T.3Cy.25″,44″&68″–48″ 353NHP 3SB,9*cf*,GS199,HS5510 J.G.Kincaid&Co.Greenock 115t*APT*123t	28 ″ 0	
87949 156145 GLZX	**Empire Audacity** Ⓟ (*ex*Sinbad–40,*ex*Hannover–40) *OilEng.* D.F. E.S.D. *CruiserStern* 2*Dks*	5725 4397 3350	100A1 (*ClassContemplated*) Examined 7,40	Lon		CL 11,40	1939	Bremer Vulkan Vegesack	Ministry of Ship- ping(CunardWhite Star,Ld.*Mgrs.*)	450·3|56·3|23·1 P22′B&F405′ UpperF38′	London British	Oil Engines 2S.C.DA 7Cy.$23\frac{5}{8}$″–$43\frac{5}{16}$″ 1357NHP BremerVulkan,Vegesack	27 ″ 9 ~~s3 ″ 3~~ ~~24 ″ 7~~	
87950	**Esso Augusta** *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* D.F. E.S.D. GyC. 1*Dk* *CruiserStern* *Longitudinal framing* *Electrically welded*	11237 10650 6804					1940	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of NewJersey	524·6|70·2|39·8 P133′B46′F54′	Wilmgton (Del.) Utd.States	Oil Engines 2S.C.SA 5Cy.32″–95″ 869NHP SunSB&DD.Co.Chester,Pa		
87951	**Empire Oil** D.F. E.S.D. *OilEng.* *Mchy.Aft* *Longitudinal framing at bottom & at deck* Should be "Darkdale," see No. 87764 in Supplement	8000 7236	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1940	Blythsw'd S.B.Co Ld. Glasgow	Ministry of Ship- ping	463·0|61·2|33·1 P94′B43′F47′	Glasgow British	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$″–$59\frac{1}{16}$″ J.G.Kincaid&Co.Ld.Grk.		
87952 163054 GNKC	**Empire Thunder** D.F. 2*Dks* *CruiserStern* ~~1*Dk*&*Shelter dk*~~	5965 5578 3574					1940	W.Pickers- gill&Sons,Ld. Sunderland	Ministry of Ship- ping (F.Carrick &Co.Ld.*Mgrs.*)	401·0|54·0|33·2 F38′	Sundrland British *WB*	T.3Cy.$23\frac{1}{2}$″,38″&66″–45″ 292NHP GeorgeClark(1938)Ld.Sld.		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
87953 163646 GMYV	**Empire Bronze** 1*Dk,2nd dk clear of cargo tanks* Oil Eng. D.F. E.S.D. *Longitudinal framing at bottom & at deck* *Mchy.Aft* *CruiserStern*	~~8150~~ 8142 7235 4770	✠100A1 11,40 ~~(ClassContem plated)~~ *CarryingPetroleum in bulk* ✠LMC11,40	Nwc	*c*†	CL	1940 11mo	Hawthorn, Leslie&Co.Ld Newcastle *Lloyd'sA&CP*	Ministry of Shipping (A.Weir& Co,*Mgrs.*) *CellDBuE70'23tDTf25'271tFPT138tAPT85t*	465·3 483·3(O.L.) P93'B45'F50' FK	59·3	33·8	S.Shields British 17*BH*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"-55⅛" 502NHP DB*180lb* Hwthrn,Leslie&CoLdNwc	34 ″ 0 s6 ″ 8½ 27 ″ 6½	
87954 160786 GNFX	**Empire Bay** 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	2824 2123 1576	✠100A1 7,41 ~~11,40~~ ~~(ClassContem plated)~~ ✠LMC11,40	Hpl Cff	*t*	CL	1940 11mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	Ministry of Shipping (Joseph ConstantineS.S. Line,Ld.*Mgrs.*) *CellDB260'839tMT8'259tFPT217tAPT37t*	310·6 321·0(O.L.) Q175'F37' FK *IntermediateBHdispensed with*	44·4	19·4	W.Hartlpl. British 4*BHptCem*	T.3Cy.20",31"&55"-39" 200lb (s) 255NHP 2SB,*6cf*,GS84,HS3530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	21 ″ 6 s7 ″ 1 19 ″ 4¼	
87955 167622 GLMG	**Empire Razorbill** (*ex*EasternTrader-40, *Fitted for oil fuel* *ex*EricaReed-39, D.F. 2*Dks* *ex*ConnessPeak-38) Sub.Sig.	5118 4598 3124	100A1 (*Classification Contemplated*) Examined6,40	NYk		CL 2,41	1920	American InterntlCorp. HogIslandPa	Ministry of Shipping(Douglas& Ramsey,Ld.*Mgrs.*)	390·0 P39'B121'F43'	54·2	27·8	London British *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0 s7 ″ 5¾ 24 ″ 8¾	
87956 141932 GLXW	**Empire Blanda** (*ex*RioGrande-40, *ex*Sokol-39,*ex*Nile-33) *ss*Lth.No.3-6,33 D.F. *ss*Rot.No.1-38 2*Dks*(*Stl*)	5693 5378 3605	✠100A1 ~~8,40~~ 4,40 12,40 ✠LMO MS3,38 BS4,40	Liv Mch	*a*†	CL 4,40	1919 11mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	Ministry of Shipping(Larrinaga S.S.Co.Ld.*Mgrs.*) 1 *Intermediate BH & 1'tween dk BH dispensed with* *CellDB360'1181tDTa36'1109tAPT31t*	423·5 437·6(O.L.) P38'B123'F43' FK	56·0	28·7	London British *Cem* 5 *BH to Udk* 1 ,, ,, 2nd ,,	T.3Cy.27",45"&75"-48" (s) 180lb 548NHP 3SB,*9cf*,GS186,HS8151 FD J.G.Kincaid&Co.Ld.Grk. *only*	31 ″ 4 6 ″ 1¼ 25 ″ 5	
8/41 87957 164841 GMJJ	**Empire Endurance** ℗ 4Mst (*ex*Alster-40) *ss*Mdb.No.3-8,40 Sub.Sig. D.F. E.S.D. 2*Dks*	8570 7768 5353	100A1 4,41 ~~8,40~~ LMC8,40 *Carrying vegetable oil in fore & after deep tanks*	Mdb Cff	*f*†	CL 7,40	1928	Deutsche Schiff-Machf. WerkVulcan Hamburg	Ministry of Shipping(BoothS.S.Co. Ld.*Mgrs.*) *CellDB453'1893tDTf43'754tDTa33'269tFPT107tAPT29t*	512·7 534·6(O.L.) P26'B&F475' UpperF37' FK	63·7	30·9	Middlsbro' British 8*BHptAsp ptCem*	T3Cy.34½",52¾"&86⅝"-$57\frac{1}{16}$" &LPturbine withDR gearing & hydraulic coupling 206lb (s) HS16140 1190NHP 5SB,(Spt)*15cf*,GS1762, FD DeutscheSchiff.-u.-Machf. WerkVulcan,Ham.	33 ″ 8 s5 ″ 9½ 28 ″ 1½	
87958 167627 GLCL	**Empire Kittiwake** *ex*ForbesHauptman-40, *ex*WesternAlly) 2*Dks* Sub.Sig. D.F.	5675 5312 3556	✠100A1 Examined 1,41 ✠LMC7,40 (*ReclassificationContemplated*)	NYk Cff		CL 12,40	~~1918~~ 1919 1mo	AmesS.B. &D.D.Co. Seattle, Wash	Ministry of Shipping(SirR.Ropner &Co.Ld.*Mgrs.*)	409·8 P44'B120'F47' FK	54·2	29·2	London British *WB*	T.3Cy.$28\frac{9}{16}$",46"&80½"-48" 200lb (s) 639NHP 3SB,*12cf*,GS235,HS9273 FD AmesS.B.&D.D.Co.Seattle	32 ″ 0 s6 ″ 4¼ 25 ″ 10¼	~~R~~
75/40 87959 167628 GTQS	**Empire Bison** (*ex*WestCawthon-40) *Fitted for oil fuel* D.F. 2*Dks*	5612 5058 3492	100A1 (*Classification Contemplated*) Examined 7,40	NYk			1919	S.Western S.B.Co. SanPedro,Cal	Ministry of Shipping(SirR.Ropner &Co.Ld.*Mgrs.*)	410·5 P46'B112'F46'	54·3	27·2	London British *WB*	T.3Cy.24",41½"&72"-48" 359NHP LlewellynIronWorks, LosAngeles	29 ″ 9 s5 ″ 10½ 24 ″ 0¾	
62/40 87960 167629 GLMK	**Empire Miniver** (*ex*WestCobalt-40) *Fitted for oil fuel* D.F. Sub.Sig. 2*Dks*	6055 5144 4506	✠100A1 (*Reclassification Contemplated*) Examined 5,40 ✠	Bal			1918 12mo	Columbia RiverSBCorp Portland,Or.	Ministry of Shipping(A.Weir&Co. *Mgrs.*)	410·0 P44'B115'F47' FK	54·2	27·6	London British *WB*	DR geared steam turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2 s6 ″ 4½ 24 ″ 0¼	
87961 167633 GQLW	**Empire Mouflon** (*ex*Memnon-40) *Fitted for oil fuel* 1*Dk*	3234 2959 1976	✠ ... 3,21 ✠				1921 2mo	Hanlon D.D.&S.B.Co Oakland,Cal.	Ministry of Shipping(SirR.Ropner &Co.Ld.*Mgrs.*)	320·8 B26'B79'F33'	46·2	24·4	London British	T.3Cy.24",39"&65"-42" AllisChalmers 274NHP Mfg.Co.Milwaukee,Wis.		
87962 160787 MLXW	**Edencrag** 1*Dk* *CruiserStern* *Cargo battens not fitted*	1592 ~~1362~~ ~~924~~ 1369 937	✠100A1 11,40 ~~(ClassContem plated)~~ ✠LMC12,40	Lth	*q*	CL	1940 12mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	HartlepoolsS.S. Co.Ld.(Magee,Son &Co.*Mgrs.*)	264·3 273·3(O.L.) P21'B71'F27' FK *CellDB216'476tFPT36tAPT40t*	40·3	16·2	W.Hartlpl British 4*BHptCem*	T.3Cy.16",27"&45"-33" (s) 220lb FD 185NHP 2SB(Spt)*4cf*,GS65,HS2720 Aitchison,Blair,Ld. Gls. ~~Clydebank~~	18 ″ 3 s2 ″ 3 16 ″ 2	
41/41 87963 166992 GNFY	**Empire Frost** D.F. 2*Dks* *CruiserStern*	~~6800~~ 7005 6617 5129	✠100A1 *with freeboard* 12,40 ~~(ClassContem plated)~~ ✠LMC12,40	PGl	*a*†	CL	1940 12mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	Ministry of Shipping(G.Heyn& Sons,Ld.*Mgrs.*)	432·2 447·6(O.L.) F39' FK (*CollBHtoWdk6BHto2nddk*) 5 *Divisional W.T.BHs in 'tween dks* *CellDB370'1215tFPT122tAPT172t*	56·2	34·2	Greenock British 7*BHptCem*	T.3Cy.23½",37½"&68"-48" 220lb (s) 436NHP 2SB,*8cf*,GS134,HS5330 FD Rankin&BlackmoreLdGrk	36 ″ 10 s10 ″ 9½ 26 ″ 3	
87964 163055 GNJJ	**Empire Lightning** D.F. 2*Dks* *CruiserStern*	~~7000~~ 6942 6529 4935	✠100A1 *with freeboard* 6,41 ~~12,40~~ ~~(ClassContem plated)~~ ✠LMC12,40	Sld Lon	*a*† 2	CL	1940 12mo	ShortBros. Ld. Sunderland *Lloyd'sA&CP*	Ministry of Shipping(Charlton, McAllum&Co.Ld. *Mgrs.*)	427·5 439·8(O.L.) FK (*CollBHtoWdk.6BHto2nddk*) 6 *Divisional W.T.BHs in 'tween dks* *CellDB358'1313tFPT100tAPT240t*	57·0	34·3	Sundrland British 7*BHCem*	T.3Cy.24",39"&~~68~~"-48" (s) 220lb 68¼" 430NHP 2SB,*6cf*,GS135,HS5716 FD N.E.MarineEng.Co.(1938) Ld.Sld.	36 ″ 10 s10 ″ 4 26 ″ 9¼	
87965 168661 GNMN	**Empire Meteor** D.F. *Cruiser Stern* 2*Dks*	7457 7033 4517					1940	JLThompson&Sons,Ld. Sunderland	Ministry of Shipping (Mungo Campbell&Co.Ld. *Mgrs.*)	426·0 F39'	59·9	35·0	Sundrland British *WB*	T.3Cy.24",39"&68"-48" 320NHP GeorgeClark(1938)Ld.Sld.		
91/40 87966 167584 GRTX	**Empire Toucan** (*ex*FreeportSulphur *ss*Gal.No.3-4,40 No.5-40) D.F. 1*Dk* *Mchy.Aft* *Cargo battens not fitted* *Longitudinal framing*	4421 2572	100A1 4,40 LMC4,40 *Fitted for oil fuel 20 F.P. above 150° F.*	Gal		CL 4,40	1920	Federal S.B.Corp. Kearny,N.J.	Ministry of Shipping(SirW.R. Smith&Sons,Ld. *Mgrs.*) *CellDB305'1245tMT18'660tFPT149tAPT120t*	356·1 363·5(O.L.) P83'B38'F34' FK	52·8	25·2	London British 7*BHptCem*	T.3Cy.23",39"&66"-42" (s) 210lb 414NHP 2SB,*6cf*,GS448,HS5944 FD Hooven,Owens,Rentschler Co.Hamilton,O.	28 ″ 0 s5 ″ 10 22 ″ 4	
87967 165990 GNFL	**Empire Voice** D.F. 2*Dks* *CruiserStern*	~~6830~~ ~~6150~~ ~~3975~~ 6828 6147 3977	✠100A1 *with freeboard* 6,41 ~~11,40~~ ~~(ClassContem plated)~~ ✠LMC11,40	Gls Lon	*a*† 2	CL	1940 11mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd'sA&CP*	Ministry of Shipping(BritishIndia Stm.N Ministry of Shipping(CairnLine of Steamships.Ld. *Mgrs.*) *CellDB377'1245tDTa30'748tFPT121tAPT39t*	427·9 442·5(O.L.) P38'B136'F35' 430·0	57·5 55·5	32·1 27·6	Glasgow British 7*BH* London British FK 8*BHptCem* (*Coll BH to Sh dk* 6 ,, 2nd ,, 1 ,, 3rd ,,)	T.3Cy.22½",37½"&63"-45"& LPturbine withDRgearing &hydraulic coupling (s) 630NHP Oil En 6Cy.25" DB25 Curle&Co.Ld.Gls. Soc.Ano	34 ″ 6 s9 ″ 1½ 25 ″ 6	
87968 167632 GLRC	**Empire Shearwater** (*ex*Clearwater-40) *Fitted for oil fuel* 2*Dks*	4970 4532 3046	100A1 (*Classification Contemplated*) Examined ~~6,40~~ ~~8,40~~ 3,41	NOs Liv		CL 6.40	1920	Amer Inter S.B Harness S.B.Co.Ld. Haverton Hill-on-Tees 'sA&CP 0°F.	Ministry of Shipping (Common Bros.Ld.*Mgrs.*) *CellDBuE&B85'374tDTf32'664tFPT140tAPT78t*	463·5 479·0(O.L.) P105'B43'F38' FK	61·2	33·0	Middlsbro' British 16*BHptCem*	s 4S.C.SA $59\frac{1}{16}$" 490NHP 50lb T.3Cy.27" 220lb aid&CoLd.Grk. 3SB(Richards	36 ″ 10 s10 ″ 8¼ 26 ″ 4	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
87969 168005 GLFF	**Empire Ocelot** (exSanMarcos–40, exMyrtle, Fitted for oil fuel exWestJena) 2Dks	5759 5291 3571					1919	AmesS.B. &D.D.Co. Seattle,Wash	Ministry of Shipping(W.A.Souter& Co.Ld.Mgrs.)	410·5 P44'B119'F47'	54·2	29·2	London British WB	T.3Cy.26",43"&73"–48" 369NHP AmesS.B.&D.D.Co.Seattle		R
87970 167635 GMQC	**Empire Swan** TwinSc (exMissourian–40) OilEng. ssBos.No.2–30 D.F. GyC. 1Dk(Stl)&Shelter dk(Stl) 2nd dk(Stl)in forward holds Tonnage opening closed '40	7964 7580 4933	✠100A1 Shelter dk with freeboard (Reclassification Contemplated) Examined ~~5,40~~ 2,41 DBS2,41 ✠	Bos Bel		CL 4,41	1922 6mo	Merchant S.B.Corp. Chester,Pa.	Ministry of Shipping(Runciman (London)Ld. Mgrs.)	447·1 CellDB380'1493tDTf28'874tFPT231tAPT185t	59·8	36·3	London British FK 7BHptCem (6 to Sh dk 1 ,, U ,,)	Oil Engines 4S.C.SA 12Cy.29⅛"–45¼" 987NHP DB100lb W.Cramp&SnsS&EBC Phl	39 ″ 0 s 10 ″ 7¾ 28 ″ 7	
87971 146266 GDMV	**Empire Attendant** TwinSc (exDomala–40) OilEng. D.F. 2Dks(~~StlU–teaks~~) Ref.Mchy. ssSou.No.3–10,40 Cargo battens not fitted	7524 6850 4529	✠100A1 ~~3,25~~ 10,40 DBS9,40 ✠LMC9,40 ~~Lloyd'sRMC2,40~~	Bom Sou	c†	⊏	1921 6mo Lloyd's A&CP	Barclay, Curle&Co.Ld. Glasgow	Ministry of Shipping(A.Weir&Co. Mgrs.)	450·0 P44'~~B153'~~F50' B88' CellDB389'1591t Tanks between tunnels122' 201tFPT125tAPT73t	58·3	32·9	Glasgow British FK 8BHptCem	Oil Engines 4S.C.SA 16Cy.26⅜"–47" 1085NHP DB100lb N.Brit.DieselEng.WrksLd	35 ″ 6 s 8 ″ 3¼ ~~27 ″ 5½~~ 27 ″ 5¾	
87972 168006 GLXJ	**Empire Trooper** Ⓟ TwinSc (exCapNorte–40, Fitted for oil fuel exSierraSalvada–34, 3Dks&Shade dk exCapNorte–32) Cruiser Stern D.F. GyC. Sub.Sig.	13994 10182 8502					1922	Vulkan Werke Hamburg	Ministry of Shipping(BritishIndia Stm.Nav.Co.Ld. Mgrs.)	499·5 B&F402'	64·0	38·6	London British WB	T.6Cy.26$\frac{7}{16}$",43$\frac{5}{16}$"&71"–51$\frac{3}{16}$" & 2 LP Turbines 1200NHP VulcanWerkeA.G.Ham.		BT till 9,41
87973 160788 GNJN	**Empire Lough** 1Dk Mchy.Aft CruiserStern Cargo battens not fitted	~~2795~~ ~~2124~~ ~~1560~~ 2824 2123 1576	✠100A1 12,40 ~~(ClassContem plated)~~ ✠LMC12,40	Hpl	t	CL	1940 12mo Lloyd's A&CP	W.Gray& Co.Ld. WHartlepool	Ministry of Shipping (W.France, Fenwick&Co.Ld. Mgrs.)	310·6 321·0(O.L.) Q175'F37' IntermediateBH dispensed with CellDB260'839tMT8'259tFPT217tAPT37t	44·4	19·4	W.Hartlpl. British FK 4BHptCem	T.3Cy.20",31"&55"–39" (s) 200lb 255NHP 2SB,Gcf,GS84,HS3530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	21 ″ 6 s 7 ″ 1 19 ″ 4¼	
87974 168662 GPFP	**Empire Breeze** CruiserStern 2Dks	~~7430~~ 7457 7033 4517					~~1940~~ 1941	JLThompson&Sons,Ld. Sunderland	Ministry of Shipping (J.&J.Denholm,Ld.Mgrs.)	426·0	59·9	~~25·5~~ 35·0	Sundrland British WB	T.3Cy.25",41"&68"–45" 310NHP GeorgeClark(1938)Ld.Sld.		
87975 240254 WSOB	**Esso Little Rock** CarryingPetroleum in bulk OilEng. D.F. E.S.D. GyC. 1Dk Longitudinal framing-bracketless system Mchy.Aft CruiserStern	11237 10178 6804					1940	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of NewJersey	524·6 P114'B42'F51'	70·2	39·7	Wilmgton (Del.) Utd.States	Oil Engines 2S.C.SA 5Cy.32"–95" 915NHP SunSB&DD.Co.ChesterPa		
87976 168009 GLSX	**Empire Steelhead** (exPatrickHenry–40) Fitted for oil fuel D.F. 1Dk&Shelter dk Sub.Sig. 2nd dk&Web frames Longitudinal framing	7744 7339 4931	✠ Examined4,41 ✠ (Reclassification Contemplated)	Liv Sld		CL N6,40	1920 4mo	ThePusey &JonesCo. Gloucester City,N.J.	Ministry of Shipping(LyleShipping Co.Ld.Mgrs.)	439·6 P41'B134'F46'on Shelter dk	60·2	33·7	London British FK WB	Q.4Cy.25½",37",52½"&76"–54" 200lb 643NHP W.CrampS.&E.B.Co.Phl.	36 ″ 8 s8 ″ 5½ 28 ″ 5¼	~~R~~ ~~+~~
87977	**Esso Columbia** TwinSc D.F. E.S.D. GyC. Fitted for oil fuel Sub.Sig. CruiserStern 1Dk Mchy.Aft Longitudinal framing Carrying Petroleum in bulk	11316 — 6600					1940	NwprtNws S.B.&D.D.Co NewprtNews	StandardOilCo. of NewJersey	528·9 P138'B428'F68'	75·3	38·9	Utd.States WB	4 steam turbines DRgeared to 2 screw shafts 2250NHP NewportNewsSB&DD.Co.		
87978 165860 GBRB	**Eastern City** D.F. OilEng 1Dk&Shelter dk CruiserStern	5185 4676 3028					~~1940~~ 1941	Wm.Doxford&SonsLd Sunderland	LeedsShipping Co.Ld. (SirW.R.Smith& Sons,Ld.Mgrs.)	415·0 F on Shelter dk 38'	55·1	24·5	Bideford British WB	Oil Engines 2S.C.SA 4Cy.23⅝"–91½" 687NHP Wm.Doxford&Sons,LdSld.		
87979 168015 GLNN	**Empire Simba** (exWestCohas–40) Fitted for oil fuel D.F. Sub.Sig. 2Dks	5691 5169 3403					1919	Skinner& EddyCorp. Seattle,Wash	Ministry of Shipping(A.Weir&Co. Mgrs.)	409·6 P43'B115'F47'	54·2	27·1	London British WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
87980 168017 GLZK	**Empire Dorado** (exTolosa–40) Fitted for oil fuel Sub.Sig. 2Dks	5595 5105 3373					1920	Atlantic Corp. Portsmouth, N.H.	Ministry of Shipping(Runciman (London)Ld. Mgrs.)	411·2 P44'B115'F47'	54·2	27·0	London British WB	T.3Cy.24½",41½"&72"–48" 359NHP AtlanticCorp. Portsm		R
87981 164908 MLPK	**Empire Cliff** OilEng. Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	873 553 459	✠100A1 12,40 ~~(ClassContem plated)~~ ✠LMC12,40	Goo	k	OG	1940 12mo Lloyd's A&CP	GooleS.B. &RepgCo.Ld. Goole	Ministry of Shipping (F.T.Everard&Sons,Ld. Mgrs.)	197·7 202·8(O.L.) P50'Q120'F20' CellDB127'194tFPT69tAPT67t	30·2	11·6	Goole British FK 3BHCem	2"–48" Oil Engines 2S 513NHP 7Cy.9⅝"~~–10½"~~ HS7376 FD S.B.&Eng. .Ld.Tokyo BritishAuxilia n turbine Co. tady,N.Y.	30 ″ 0 s5 ″ 6¾ 24 ″ 8	R
87982	**Exchequer** Fitted for oil fuel Sub.Sig. D.F. E.S.D. 3Dks GyC. CruiserStern Electrically welded	7898 — 4669					1940	IngallsS.B. Corp. Pascagoula, Miss.	UnitedStates Maritime Commission	467·5 P24'B431'	69·6	29·6	NewYork Utd. States WB	2 steam turbine n turbine to 1 sc. shaft GeneralElect (s) 579NHP HS8007 FD	30 ″ 2 s8 ″ 5½ 24 ″ 0	~~R~~ +
87983	**Exchester** Now "Mormacmoon," see No. 89076 in Supplement Fitted for oil fuel Sub.Sig. D.F. E.S.D. 3Dks GyC CruiserStern Electrically welded	7898 — 4669					1940	IngallsS.B. Corp. Pascagoula, Miss.	UnitedStates Maritime Commission	467·5 P24'B431'	69·6	29·6	NewYork Utd. States WB	2 steam t ectricCo. to 1 sc. s chnectady,N.Y. Genera ines 2S.C.SA –91$\frac{5}{16}$" 1721NHP	37 ″ 3 s7 ″ 8¼ 29 ″ 9¼	
87984 168024 GMQG	**Empire Sailor** (exCellina–40) OilEng. Ref.Mchy. ssTri.No.3–10,37 D.F. 2Dks(Stl)&Shelterdk(Stl)	6140 5356 3691	✠100A1 with freeboard 8,41 ~~2,40~~ ✠LMC10,37 ✠NE10,37 DBS~~2,40~~ 2,41 ✠Lloyd'sRMC~~2,40~~ 2,41	Gen Shl		CL ~~N10,37~~ 2,41	1926 5mo Lloyd's A&CP	Stabilmnto Tecnico Trieste	Ministry of Shipping(CairnLine of Steamships.Ld. Mgrs.)	430·0 CellDB377'1245t DTa30'748t FPT121tAPT39t	55·5	27·6	London British FK 8BHptCem (Coll BH to Sh dk 6 ,, 2nd ,, 1 ,, 3rd ,,)	Oil En DB100lb 6Cy.25" DB25 Curle&Co.Ld.Gls. Soc.Ano. es 4S.C.SA 59$\frac{1}{16}$" 490NHP 50lb	36 ″ 10 s10 ″ 8¼ 26 ″ 4	
87985 164843 GNJG	**Empire Gold** D.F. E.S.D. 1Dk Mchy.Aft CruiserStern Longitudinal framing at bottom&at deck	~~8100~~ ~~7200~~ ~~4675~~ 8028 7197 4673	✠100A1 1,41 ~~(ClassContem plated)~~ Carrying Petroleum in bulk ✠LMC1,41 Fitted for oil fuel 1,41 F.P. above 150°F.	Mdl	2	CL	~~1940~~ 1941 1mo Lloyd's A&CP	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Ministry of Shipping (Common Bros.Ld.Mgrs.)	463·5 479·0(O.L.) P105'B43'F38' CellDB u E&B85'374tDTf32'664tFPT140tAPT78t	61·2	33·0	Middlsbro' British FK 16BHptCem	T.3Cy.27" 220lb 3SB(aid&CoLd.Grk. Richards		

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned new expired Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
87936 ~~[illegible]~~ ~~[illegible]~~	**Exemplar** *Fitted for oil fuel* D.F. E.S.D. GyC. *3Dks* Now "Empire Widgeon," *see No.* 91007 *in Supplement*	6736 — 3996					1940	Bethlehem SteelCo.S.B. Division Quincy,Mass.	~~UnitedStates Maritime Commission~~	451·9	66·1	29·2	~~NewYork~~ ~~Utd. States~~ British	2steam turbinesDRgeared to 1 sc. shaft 1333NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
87987 239997 WGBL	**Exhibitor** *Fitted for oil fuel* D.F. E.S.D. GyC. *3Dks*	6736 — 3996					1940	Bethlehem SteelCo.S.B. Division Quincy,Mass.	AmericanExport Lines,Inc.	451·9	66·1	29·2	NewYork Utd. States	2steam turbinesDRgeared to 1 sc. shaft 1333NHP BethlehemSteelCo.S.B. Division,Quincy,Mass		
87988 217730 WCDK	**Expositor** (*ex*Exhibitor-40, *ex*Saucon) *Fitted for oil fuel* *2Dks& Webframes*	4959 — 3076	✠ ••• 6,20 ✠				1919 3mo	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd. States *WB*	DR Geared Steam Turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
87989 168018 GLRR	**Empire Buffalo** (*ex*Eglantine-40) *Fitted for oil fuel* Sub.Sig. *2Dks* *Longitudinal framing*	6404 5958 4618	100A1 (*Classification Contemplated*) Examined 10,40 12,40	Bry Bal BS10,40		CL 6,40	1919	Skinner& EddyCorp. Seattle,Wash	Ministry of Shipping(LyleShippingCo.Ld.*Mgrs.*)	402·6 P48'F42'	54·8	32·1	London British *WB*	T.3Cy.25",~~42"~~&72"-48" 210lb 42¼" 480 ~~359~~NHP s 3SB,*6cf*, HS8052 Hooven,Owens&Bentschler,Hamilton,O.	34 ″ 6 s 8 ″ 1 26 ″ 7	
87990 168021 [illegible]	**Empire Kite** TwinSc (*ex*Californian-40) *OilEng.* D.F. 1*Dk*(*Stl*)&*Shelterdk*(*Stl*)*2nd dk* GyC. (*Stl*)*in forward holds* Now "Empire Seal," *see No.* 88023 *in Supplement*	7965 7580 [illegible]	✠100A1 (*Reclassification Contemplated*) Examined 7,40 ✠	Mob			1922 5mo	Merchant S.B.Corp. Chester,Pa.	Ministry of Shipping(Runciman (London)Ld. *Mgrs.*)	447·1 FK *Coll* *CellDB*380'1493*t FPT*231*tAPT*185*t*	59·8	36·4	London British *ptCem* *BHtoSh dk* 6 ,, ,, U ,, 1 ,, ,,*2nd*,,	Oil Engines 4S.C.SA 12Cy.29⅛"-45¼" 987NHP Wm.Cramp&SonsS.&E.B.Co.Philadelphia	31 ″ 0	
87991 168025 GLMR	**Empire Otter** (*ex*Amsco-40, *ex*Torino-38) ssMob.2ndNo.3-2,38 *Mchy.Aft* *2Dks*	4670 4440 2924	✠100A1 5,40 BS12,39 LMC2,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,38 *F.P. above* 150° F.	Mob	*x*	CL 5,40	*Launched* 1920 *Completed & reconstructed as tanker* 1938 *Lloyd's A&CP*	Internatnl. S.B.Co. Pascagoula, Miss.	Ministry of Shipping(Common Bros.Ld.*Mgrs.*)	370·0 P19'B115'F37' FK *CellDBuE& pump room* 53' *f*62 316*t FPT*136*t APT*118*t*	52·0	27·5	London British 14*BHptCem*	T.3Cy.24",40"&65"-42" (*s*) 180lb 378NHP s 2SB,*8cf*,HS5540 FD NB01*rebuilt&refitted*20, *refitted*38 InternationalMarineIron Works,Houston,Tex.	27 ″ 6 5 ″ 0½ 22 ″ 7	
87992 168016 GLTG	**Empire Gemsbuck** (*ex*SanFelipe-40, *ex*Willwello, *ex*WesternGlen) *Fitted for oil fuel* *2Dks*	5626 5138 3524	✠100A1 (*Reclassification Contemplated*) Examined ~~5,40~~11,40 BS7,40 ✠	NYk Cff		CL 8,40	1919 6mo	AmesS.B.&D.D.Co. Seattle,Wash	Ministry of Shipping(W.A.Souter&Co.Ld.*Mgrs.*)	410·0 P44'B119'F47' FK	54·2	29·2	London British *WB*	T.3Cy.28½",48"&80"-48" 200lb 639NHP AmesS.B.&D.D.Co.Seattle	31 ″ 11 s6 ″ 4¼ 25 ″ 9¼	
87993 16[illegible]64 GPJC	**Empire Mist** *OilEng.* D.F. *2Dks* *CruiserStern*	7241 6787 5069	✠100A1 *withfreeboard* 3,41 ~~(*ClassContemplated*)~~ ✠LMC3,41	Sld	*a*†	CL	~~1940~~ 1941 3mo *Lloyd's A&CP*	Wm.Doxford&SonsLd Sunderland	Ministry of Shipping Haldin& Philipps,Ld.*Mgrs*)	427·0 442·9(O.L.) FK (*CollBH to Wdk6BH to 2nd dk*) 6*Divisional W.T.BHs in'tween dks* *CellDB*356'1182*tMT*29'1205*tFPT*134*tAPT*155*t*	56·5	35·5	Sundrland British 7*BHptCem*	Oil Engines 2S.C.SA 3Cy.23⅝"-~~91$\frac{1}{32}$"~~91$\frac{5}{16}$" 2DB*120lb* 516NHP Wm.Doxford&Sons,LdSld	38 ″ 1 s10 ″ 11 27 ″ 4¾	
87994 160789 GNJR	**Empire Strait** *Mchy.Aft* 1*Dk* D.F. *CruiserStern* *Cargo battens not fitted*	~~2795~~ ~~2124~~ ~~1560~~ 2824 2123 1575	✠100A1 5,41 ~~12,40~~ ~~(*ClassContemplated*)~~ ✠LMC12,40	Hpl	*t*	CL	1940 12mo *Lloyd's A&CP*	W.Gray&Co.Ld. W Hartlepool	Ministry of Shipping (Connell&Grace,Ld.*Mgrs.*)	310·6 321·0(O.L.) Q175'F37' FK *IntermediateBH dispensed with* *CellDB*260'839*tMT*8'259*tFPT*217*tAPT*37*t*	44·4	19·4	W.Hartlpl British 4*BHptCem*	T.3Cy.20",33"&5[illegible]"-39" 200lb (*s*) 255NHP 2SB,*6cf*,GS84,HS3530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	21 ″ 6 s7 ″ 1 19 ″ 4¼	
87995 168647 GNTQ	**Empire Rain** D.F. *2Dks* *CruiserStern*	7100 6600 4300 5123	✠100A1 *withfreeboard* ~~12,40~~5,41 ~~(*ClassContemplated*)~~ ✠LMC1,41	Shl Mdb	*b*†	CL	~~1940~~ 1941 1mo *Lloyd's A&CP*	J.Readhead&SonsLd SouthShields	Ministry of Shipping(Thompson SteamshippingCo. Ld.*Mgrs.*)	432·4 449·0(O.L.) FK (*CollBHtoWdk6BHto2nd dk*) 6*divisionalW.T.BHs in'tween dks* *CellDB*371'1555*tFPT*150*tAPT*225*t*	56·7	31·7	S.Shields British 7*BHptCem*	T.3Cy.25",42"&71"-48" 220lb (*s*) 435NHP 2SB,*6cf*,GS120,HS5486 FD J.Readhead&SonsLd.S.Shl	37 ″ 10 s10 ″ 9¾ 27 ″ 3	
87996 168026 GLTL	**Empire Elk** (*ex*Condor-40, *ex*Rotarian) *Fitted for oil fuel* *Ref.Mchy.* *2Dks* *Longitudinal framing*	4748 4274 2936					1920	ToddD.D.&Const.Corp. Tacoma, Wash.	Ministry of Shipping(Larrinaga S.S.Co.Ld.*Mgrs.*)	380·3 P52'B102'F41'	53·1	27·0	London British *WB*	T.3Cy.24",40"&70"-48" 339NHP ToddD.D.&Const.Corp. Tacoma,Wash.		
87997 168033 GLZJ	**Empire Jaguar** (*ex*EasternGlade-40) ~~*Fitted for oil fuel*~~ *2Dks* ssN.Yk.No.3-8,40	5186 4801 32[illegible]	✠100A1 8,40 ✠LMC11,40 *Fitted for oil fuel*3,20*F.P.above*150°F.	NYk	*z*		1919 12mo	UchidaS.B&Eng.Co.Ld. Yokohama A&CP	Ministry of Shipping(SirW.R.Smith&Sons,Ld. *Mgrs.*)	399·6 P39'B121'F40' FK *CellDB*345'1042*tFPT*138*tAPT*92*t*	54·7	27·6	London British 6*BH* *ptCem* ~~*WB*~~	T.3Cy.26",43½"&72"-48" 200lb (*s*) 513NHP 3SB,*9cf*,GS175,HS7376 FD IshikawajimaS.B.&Eng.Co.Ld.Tokyo	30 ″ 0 s5 ″ 6¾ 24 ″ 8	
87998 168032 GLNY	**Empire Oryx** (*ex*WestHarshaw-40) *Fitted for oil fuel* D.F. Sub.Sig. *2Dks*	5704 5124 3465					1919	Columbia RiverSB Corp Portland,Or.	Ministry of Shipping(A.Weir&Co. *Mgrs.*)	410·0 P43'B114'F47'	54·2	27·6	London British *WB*	DR geared steam turbine GeneralElectricCo. Schnectady,N.Y.		R
87999 168031 GLPB	**Empire Panther** (*ex*West Quechee-40) ~~*Fitted for oil fuel*~~ Sub.Sig. *2Dks* ssN.Os.2ndNo.3-8,40	5600 5144 3390	✠100A1 4,41 ~~8,40~~ ✠LMC8,40 *Fitted for oil fuel* 5,19 *F.P. above* 150°F.	NOs Lon	*z*	CL 8,40	1919 5mo	Columbia RiverSB Corp Portland,Or. A&CP	Ministry of Shipping(A.Weir&Co. *Mgrs.*)	410·0 P44'B115'F47' FK *CellDB*355'1139*tMT*29'745*tFPT*132*tAPT*143*t*	54·2	27·6	London British 7*BHptCem*	DR geared steam turbine 210lb (*s*) 579NHP 3SB,*9cf*, HS8007 FD GeneralElectricCo. Schnectady,N.Y.	30 ″ 2 s8 ″ 5½ 24 ″ 0	~~R~~ †
88000 165998 GQXQ	**Empire Trust** TwinSc *OilEng* D.F. E.S.D. *3Dks* *CruiserStern*	8126 5203 4669	✠100A1 2,41 ~~(*ClassContemplated*)~~ ✠LMC1,41	Gls	*e*† 2¼	CL	~~1940~~ 1941 2mo *Lloyd's A&CP*	Barclay,Curle&Co.Ld. Glasgow	Ministry of Shipping(Thos.&Jno. Brocklebank,*Mgs*)	471·7 492·5(O.L.) P43'B166'F41' FK (*6BH to U dk 1BH to 2nd dk*) *Upper'tween dk BH amidships dispensed with* *CellDB*390'1518*tFPT*69*tAPT*73*t*	64·3	34·4	Glasgow British 7*BH*	Oil Engines 2S.C.SA 8Cy.26⅜"-91$\frac{5}{16}$" 1721NHP DB*100lb* Barclay,Curle&Co.Ld.Gls.	37 ″ 3 s7 ″ 8¼ 29 ″ 9½	
88001 166996 GPFV	**Empire Comet** *OilEng.* D.F. *2Dks* ~~*Mchy.Aft*~~ *CruiserStern*	~~6700~~ 6914 6487 4162	✠100A1 *withfreeboard* 3,41 ~~2,41~~ ~~(*ClassContemplated*)~~ ✠LMC2,41	PGl Bos	*a*†	CL	~~1940~~ 1941 2mo *Lloyd's A&CP*	Lithgows Ld. PortGlasgow	Ministry of Shipping(Dodd, Thompson&Co.Ld. *Mgrs.*)	432·7 447·6(O.L.) F39' FK (*CollBHtoWdk,6BHto2nd dk*) 5*Divisional W.T.BHs in'tween dks* *CellDB*370'1186*tMT*26'1036*tFPT*122*tAPT*185*t*	56·2	34·3	Greenock British 7*BH*	Oil Engines 4S.C.SA 6Cy.29⅛"-59$\frac{1}{16}$" 490NHP 2DB-*150lb* J.G.Kincaid&CoLd.Grk.	36 ″ 10 s10 ″ 8¼ 26 ″ 4	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres si ce n est dans le L. R. Durée Cert.
88002 166993 GPFM	**Empire Dew** D.F. 2Dks CruiserStern	~~6900~~ 7005 6617 5135	✠100A1 withfreeboard 5,41 ~~1,41~~ ~~(ClassContemplated)~~ ✠LMC1,41	PGl Nws	a†	CL	~~1940~~ 1941 1mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	Ministry of Shipping (R.Chapman & Son, Mgrs.)	432·2 447·6(O.L.) F39' FK (CollBHtoWdk6BHto2nd dk) 5 DivisionalW.T.BHs in 'tween dks CellDB370'1215tFPT122tAPT172t	56·2	34·2	Greenock British 7BHptCem	T.3Cy.23½",37½"&68"–48" 220lb (s) 436NHP 2SB,8cf,GS130,HS5830 FD Rankin&BlackmoreLdGrk	36″10 s10″9½ 26″3	
88003 166306 GMJG	**Empire Fusilier** (exMincio–40) D.F. 1Dk	5408 4563 3240					1921	Soc.Anon. Cantieri Cerusa Voltri	Ministry of Shipping (~~J.Chambers & Co.Mgrs.~~) (Watts, Watts&Co.Ld. Mgrs.)	379·2	51·9	27·5	Liverpaol British WB	T.3Cy.26",42½"&69⅞"–48" 337NHP G.Fossati&Co.Sestri Ponente		O
88004 168665 BCFV	**Empire Sunrise** CruiserStern 2Dks	7459 7033 4516					~~1940~~ 1941	JLThompson&Sons,Ld. Sunderland	Ministry of Shipping (Lawther, Latta&Co.Ld. Mgrs.)	426·0	59·9	~~25·5~~ 35·0	Sundrland British WB	T.3Cy.24",39"&68"–48" 320NHP GeorgeClark(1938)Ld.Sld.		
88005 168041 GMJT	**Empire Cheetah** (exKalani–40, exHelenWhittier–38, exWestLianga) Fitted for oil fuel 2Dks	5507 5057 3413	100A1 Examined~~5,40~~5,41 (ClassContemplated) BS1,41	Npt		CL 9,40	1918	Skinner& EddyCorp. Seattle, Wash	Ministry of Shipping (SirR.Ropner &Co.Ld.Mgrs.)	409·6 P43'B115'F47'	54·2	27·1	London British WB	DR geared steam turbine 210lb 3SB(Spt)9cf,HS3085 GeneralElectricCo. Schenectady,N.Y.	29″9 s5″10½ 24″1¾	
88006 165993 MJZG	**Empire Resistance** (exLibano–40,exOttar–35) 2Dks	1631 1438 960	✠100A1 (Reclassification contemplated) Examined1,41 ✠LMC10,40	Gls		OG 10,40	1908 9mo	Fevigs Jernskibsbyg Fevig	Ministry of Shipping (R.W.Jones &Co.Mgrs.)	252·6 P15'B69'F29' FK	37·1	19·2	Glasgow British WB	T.3Cy.20",33"&54"–36" 180lb (r) 192NHP 2SB,6cf,GS90,HS2978 Richardsons,Westgarth&Co.Ld.Mdb.	21″6 s2″10½ 18″9	
88007 168663 BCDD	**Empire Silver** D.F. E.S.D. 1Dk ~~Mchy.Aft~~ Mchy.Aft CruiserStern Longitudinal framing at bottom & ~~at~~ deck	8602 7501 4843	✠100A1 3,41 ✠LMC3,41 ~~(ClassContemplated)~~ CarryingPetroleum in bulk Fitted for oil fuel 3,41 F.P. above 150°F.	Sld	d†	CL	~~1940~~ 1941 3mo	SirJ.Laing &Sons,Ld. Sunderland Lloyd'sA&CP	Ministry of Shipping (J.I.Jacobs &Co.Ld.Mgrs.)	474·6 493·8(O.L.) ~~P109'B33'F67'~~ FK P111'B36'F56' CellDBuE&B93'DTf36'942tFPT345tAPT184t	62·1	33·8	Sundrland British 12BH	T.3Cy.27",44"&76"–51" (s) 220lb Rht 674NHP 3SB(Spt)9cf HS10020 FD N.E.MarineEng.Co.(1938) Ld.Nwc. ~~Ld.Sld.~~	34″0 s6″6½ 27″9	
88008 166994 GQXJ	**Empire Stream** D.F. 1Dk Mchy.Aft CruiserStern Cargo battens not fitted	~~2940~~ 2922 2186 1638	✠100A1 2,41 ~~(ClassContemplated)~~ ✠LMC2,41	PGl	l	CL	~~1940~~ 1941 2mo	Lithgows Ld. PortGlasgow Lloyd'sA&CP	Ministry of Shipping (J.R.Stranaghan&CoLdMgrs.)	315·2 325·8(O.L.) Q193'~~F30'~~F29' FK IntermediateBHdispensed with CellDB266'708tMT9'296tFPT172tAPT63t	44·4	19·9	Greenock British 4BHptCem	T.3Cy.18½",31"&52"–39" 200lb (s) 240NHP 2SB,6cf,GS101,HS3434 FD D.Rowan&Co.Ld.Gls.	22″1 s7″4¼ 19″11	
88009 168069	**Echodale** 1Dk,2nd dk clear of cargo tanks OilEng. D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	8150 7285 4788	✠100A1 3,41 ~~(ClassContemplated)~~ CarryingPetroleum in bulk ✠LMC3,41	Nwc	c†	CL	~~1940~~ 1941 3mo	Hawthorn, Leslie&Co.Ld Newcastle Lloyd'sA&CP	~~Ministry of Shipping~~ TheAdmiralty	465·3 483·3(O.L.) P93'B45'F50' FK CellDBuE70'23tDTf25'271tFPT138tAPT85t	59·3	33·8	London British 17BH	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–55⅛" 502NHP DB180lb Hwthrn,Leslie&CoLdNwc	34″0 s6″8½ 27″6½	
88010 240104 WGIW	**Executor** Fitted for oil fuel D.F. E.S.D. GyC. 3Dks	6736 — 3957					1940	Bethlehem SteelCo.S.B. Division Quincy,Mass.	UnitedStates Maritime Commission	451·9	66·1	29·2	NewYork Utd. States	2 steam turbinesDRgeared to 1 sc. shaft 1333NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
88011 168674 MNWK	**Empire Gat** OilEng. Mchy.Aft 1Dk CruiserStern	~~869~~ 871 586 465	✠100A1 4,41 ~~(ClassContemplated)~~ ✠LMC4,41	Gls	l	OG	~~1940~~ 1941 4mo	A&J.Inglis Ld. Glasgow Lloyd'sA&CP	Ministry of Shipping (J.&A.Gardner&Co.Ld.Mgrs.)	203·0 211·0(O.L.) ~~Q121'F31'~~ FK Q123'F25' CellDB121'208tDTf12'44tFPT47tAPT25t	33·1	11·7	Glasgow British 5BHptCem	Oil Engines 2S.C.SA 5Cy.13⅜"–$22\frac{7}{16}$" 156NHP BritishAuxiliaries,Ld.Gls.	13″10 s4″2½ 13″5¾	
88012 164909 BCFP	**Empire Foreland** OilEng. Mchy.Aft CruiserStern	873 553 459	100A1 (ClassContemplated)				1940	GooleS.B. &RepgCo.Ld. Goole	Ministry of Shipping (F.T.Everard &Sons,Ld.Mgrs.)	197·7 P52'Q120'F17'	30·2	11·6	Goole British	Oil Engines 2S.C.SA 7Cy.$9\frac{13}{16}$"–$16\frac{9}{16}$" 61RHP BritishAuxiliaries,Ld.Gls.	13″6 s4″10½ 13″2¼	
88013 164844 BCDP	**Empire Granite** D.F. E.S.D. 1Dk Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	~~8100~~ ~~7200~~ ~~4675~~ 8028 7197 4677	✠100A1 3,41 ~~(ClassContemplated)~~ CarryingPetroleum in bulk Fitted for oil fuel3,41 F.P. above 150°F. ✠LMC3,41 ✠NF&B made '26 refitted '41	Mdb	c† 2⅓	CL	~~1940~~ 1941 3mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees Lloyd'sA&CP	Ministry of Shipping (Hadley ShippingCo.Ld. Mgrs.)	463·5 475·0(O.L.) P105'B43'F38' FK CellDBuE&B85'874tDTf32'664tFPT140tAPT78t	61·2	33·0	Middlsbro' British 16BHptCem	~~T.3Cy.27",44"&76"–51"~~ T.3Cy.28",46"&76"–51" (s) 180lb 567NHP 3SB,9cf,HS8317 FD ~~Richardsons,Westgarth&Co.Ld.Hpl.~~ PalmersCo.Ld.Nwc.	33″3 s6″5 27″1½	
88014 168067 BCGD	**Empire Dawn** OilEng. D.F. 2Dks CruiserStern	7241 6787 5066	✠100A1 withfreeboard 6,41 ~~4,41~~ ~~(ClassContemplated)~~ ✠LMC4,41	Sld Hul	a†	CL	1941 4mo	Wm.Doxford&SonsLd. Sunderland Lloyd'sA&CP	Ministry of Shipping (Runciman ShippingCo.Ld Mgrs.)	428·8 442·9(O.L.) FK (CollBHtoWdk,6BHto2nd dk) 6 DivisionalW.T.BHs in 'tween dks CellDB356'1182tMT20'1205tFPT134tAPT155t	56·5	35·5	Sundrland British 7BHptCem	Oil Engines 2S.C.SA 3Cy.23⅝"–~~[illegible]~~–$91\frac{5}{16}$" 2DB120lb 516NHP WmDoxford&SonsLd,Sld.	38″1 s10″11 27″4¾	
88015 168906 BCJB	**Empire Moon** CruiserStern 2Dks	7472 7033 4452					1941	JLThompson&Sons,Ld. Sunderland	Ministry of Shipping (Headlam& Son, Mgrs.)	426·0	59·9	35·0	Sundrland British WB	T.3Cy.24",39"&68"–48" 320NHP GeorgeClark(1938)Ld.Sld.		
88016 160790 GPFW	**Empire Knoll** Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	2824 2123 ~~1576~~ 1575	✠100A1 2,41 ~~(ClassContemplated)~~ ✠LMC2,41	Hpl	t	CL	1941 2mo	W.Gray& Co.Ld. W Hartlepool Lloyd'sA&CP	Ministry of Shipping (Smith,Hogg &Co.Ld.Mgrs.)	310·6 321·0(O.L.) Q175'~~F36'~~F37' FK Intermediate BH dispensed with CellDB260'839tMT8'259tFPT217tAPT37t	44·4	19·4	W.Hartlpl. British 4BHptCem	T.3Cy.20",33"&55"–39" (s) 200lb 255NHP 2SB,6cf,GS84,HS3530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	21″6 s7″1 19″4¼	
88017 165808 BCJR	**Elmdale** ~~Fitted for oil fuel~~ 1Dk & Shelter dk CruiserStern Tonnage opening closed '41 (W.E.)	~~4920~~ ~~4295~~ ~~2940~~ 4872 4295 2810	✠100A1 withfreeboard 3,41 ~~(ClassContemplated)~~ Fitted for oil fuel 4,41 F.P. above 150°F. ✠LMC4,41	Lth	a† 2	CL	1941 4mo	Burntislnd S.B.Co.Ld. Burntislnd Lloyd'sA&CP	MorrisonS.S.Co. Ld.(J.Morrison& Son,Mgrs.)	424·2 441·0(O.L.) FK (CollBHtoSh.dk6BHto2nd dk) CellDBa&uE138'452tuB&f209'889tFPT197tAPT242t	57·0	25·8	Newcastle British 7BHptCem	T.3Cy.22½",36"&65"–48" 220lb (s) 451NHP 3SB(Spt)9cf,GS142,HS6501 FD Rankin&BlackmoreLdGrk	~~28″7~~ ~~s2″11¼~~ ~~[illegible]~~ 38″9 s12″0½ 26″10¾	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
88018 168044 GLXD	**Empire Eland** (*ex*WestKedron–40) *ss*N.Ns.No.3–8,40 Sub.Sig. 2*Dks*	5613 5084 3520	100A1 11,40 ~~8,40~~ *Fitted for oil fuel* '20 *F.P. above* 150° F.	NNs Hul LMC8,40	z	CL 6,40	1920	LongBeach S.B.Co. LongBeach, Cal.	Ministry of Shipping (Douglas& Ramsey, *Mgrs.*)	410·5|54·3|27·2 427·0(O.L.) P44'B115'F47' FK *CellDB*362'1287*t MT*29'713*t FPT*134*t*	London British 7*BHptCem* *APTs*284*t*	T.3Cy.24½",41½"&72"–48" 210lb (*r*) 552NHP 3SB,9*cf*,HS8112 FD LlewellynIronWorks, LosAngeles	29 ″ 9 s5″10½ 24 ″ 0½	
88019 165999 GPJN	**Empire Snow** D.F. 2*Dks*	~~6060~~ 6327 5955 4592	✠100A1 *withfreeboard* 2,41 ~~(*ClassContemplated*)~~ ✠LMC2,41	Gls	z $1\frac{1}{16}$	CL	1941 2mo	C.Connell &Co.Ld. Glasgow *Lloyd's A&CP*	Ministry of Shipping (JosephConstantineSteamship Line, Ld. *Mgrs.*)	407·0|54·7|33·2 420·0(O.L.) F33' FK (*CollBH to W dk 6BH to 2nd dk*) 5 *divisional W.T.BHs in 'tween dks* *CellDB*344'1298*t FPT*169*t APT*210*t*	Glasgow British 7*BHCem*	T.3Cy.23½",37½"&68"–48" (*s*) 220lb 439NHP 2SB,8*cf*,GS133,HS5920 FD D.Rowan&Co.Ld.Gls.	36 ″ 6 s10″2½ 26 ″ 6½	
88020 166313 BCDJ	**Empire Steel** 1*Dk*,2nd *dk clear of cargo tanks* *OilEng.* D.F. ~~E.S.D.~~ *CruiserStern* *Mchy.Aft* ~~*pt*~~*Longitudinal framing at bottom&at deck*	~~8150~~ 8138 7218 4774	✠100A1 5,41 ~~3,41~~ ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* ✠LMC3,41	Bkn Avn	c†	CL	1941 3mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's A&CP*	Ministry of Shipping (A.Weir&Co. *Mgrs.*)	465·3|59·3|33·8 483·3(O.L.) ~~P114'B52'F52'~~ P93'B45'F50' FK *CellDBuE*70' ~~*CellDB*7~~0'160*t DTf*25'271*t FPT*138*t*	Liverpool British 17*BHptCem* *APT*86*t*	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"–$55\frac{1}{8}$" 502NHP 2DB*150lb* Harland&Wolff,Ld.Bel.	34 ″ 1 s6 ″ 8 27 ″ 7¾	
88021 166999 BCGG	**Empire Rainbow** *OilEng.* 2*Dks* D.F. *CruiserStern*	~~6900~~ 6942 6487 4160	✠100A1 *withfreeboard* 5,41 ~~(*ClassContemplated*)~~ ✠LMC5,41	Grk	a†	CL	1941 5mo	Greenock Dockyard Co.Ld. Greenock *Lloyd's A&CP*	Ministry of War Transport (Sir R.Ropner&Co. Ld.*Mgrs.*)	432·2|56·2|34·3 447·2(O.L.) F39' FK (*CollBH to W dk 6BH to 2nd dk*) 5 *Divisional W.T.BHs in 'tween dks* *CellDB*370'1122*t MT*26'1032*t FPT*122*t APT*185*t*	Greenock British 7*BH*	Oil Engines 4S.C.SA 6Cy.$29\frac{1}{8}$"–$59\frac{1}{16}$" 490NHP 2DB*150lb* J.G.Kincaid&Co.Ld.Grk.	36″10 s10″8¼ 26 ″ 4¼	
88022 168670 BCDF	**Empire Summer** 2*Dks* D.F. *CruiserStern*	6949 6529 4915	✠100A1 *withfreeboard* 4,41 ~~(*ClassContemplated*)~~ ✠LMC5,41	Sld	a† 2	CL	1941 5mo	ShortBros. Ld. Sunderland *Lloyd's A&CP*	Ministry of Shipping (Haldin& Philipps,Ld.*Mgrs*)	427·5|57·0|34·3 439·8(O.L.) FK (*CollBH to W dk 6BH to 2nd dk*) 6 *Divisional W.T.BHs in 'tween dks* *CellDB*358'1313*t FPT*100*t APT*240*t*	Sundrland British 7*BHCem*	T.3Cy.24",39"&68"–48" (*s*) 220lb 430NHP 2SB,6*cf*,GS135,HS5716 FD N.E.MarineEng.Co.(1938) Ld.Sld.	36″10 s10″8¾ 26″9½	
88023 168021 GMSG	**Empire Seal** TwinSc (*ex*EmpireKite–40, *OilEng.* *ex*Californian–40) *ss*S.Fo.No.2–30 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) GyC. 2nd *dk*(*Stl*)*in forward holds*	7965 7580 4945	✠100A1 (*Reclassification Contemplated*) Examined 7.40 ✠ DBS10,40(*150lb*)	Mob		CL S4,41	1922 5mo	Merchant S.B.Corp. Chester,Pa.	Ministry of Shipping (Runciman (London)Ld. *Mgrs.*)	447·1|59·8|36·4 FK *Coll* *CellDB*380'1493*t FPT*231*t APT*185*t*	London British *ptCem* *BH to Sh dk* 6 „ „ *U* „ 1 „ „*2nd*„	Oil Engines 4S.C.SA 12Cy.$29\frac{1}{8}$"–45¼" 987NHP Wm.Cramp&SonsS.& E.B.Co.Philadelphia	39 ″ 0 s10″7¾ 28 ″ 7	
88024 168668 BCGC	**Empire Cloud** D.F. *CruiserStern* 2*Dks*	5969 5578 3546					1941	W.Pickersgill&Sons,Ld. Sunderland	Ministry of Shipping (Allan,Black& Co.*Mgrs.*)	401·0|54·0|33·2 F39'	Sundrland British *WB*	T.3Cy.23½",38"&66"–45" 292NHP GeorgeClark(1938)Ld.Sld.		
88025 117125 WCCI	**Ex Ancon**,, (*ex*Ancon–40, TwinSc *ex*Shawmut) *Fitted for oil fuel* Now: Permanente see No. 89585 in Supplement D.F. GyC. Sub.Sig. 3*Dks*	9640 7531					1902	Maryland SteelCo. Sparro'PtMd	PanamaCanal (PanamaRailroad Co.Inc.*Mgrs.*)	489·5|58·0|28·9 B178'	NewYork Utd. States *WB*	T.6Cy.23½",39¼"&63"–45" NB18 533NHP MarylandStl.Co.Sparr.'Pt		
88026 166995 BCDG	**Empire Hail** D.F. 2*Dks* *CruiserStern*	~~7060~~ 7005 6617 5134	✠100A1 *withfreeboard* 2,41 ~~(*ClassContemplated*)~~ ✠LMC2,41	PGl	a†	CL	1941 2mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	Ministry of Shipping (Larrinaga S.S.Co.Ld.*Mgrs.*)	432·2|56·2|34·2 447·6(O.L.) F39' FK (*CollBH to W dk 6BH to 2nd dk*) 5 *Divisional W.T.BHs in 'tween dks* *CellDB*370'1215*t FPT*122*t APT*172*t*	Greenock British 7*BHptCem*	T.3Cy.23½",37½"&68"–48" 220lb (*s*) 436NHP 2SB,8*cf*,GS130,HS5830 FD Rankin&BlackmoreLdGrk	36″10 s10″9½ 26 ″ 3	
88027 166319 MPFG	**Empire Kyle** *OilEng.* *Mchy.Aft* *CruiserStern*	~~320~~ 321 230 146	100A1 (*ClassContemplated*)				1941	I.Pimblott &Sons,Ld. Northwich	Ministry of Shipping (Newcastle Coal&Shipping Co.Ld.*Mgrs.*)	~~130·0|24·6|8·8~~ 131·7|24·7|8·6 P35'F16'	Liverpool British	Oil Engines 2S C.SA 6Cy.11½"–13½" H.Widdop&Co.Ld.Kghley	9 ″ 8 s ″10 8 ″ 11¼	
88028 160792 GTFS	**Empire Sunbeam** D.F. 2*Dks* *CruiserStern*	~~6750~~ ~~6904~~ ~~4940~~ 6711 6293 4871	✠100A1 *withfreeboard* 4,41 ~~(*ClassContemplated*)~~ ✠LMC4,41	Hpl	a†	CL	1941 4mo	W.Gray& Co.Ld. WHartlepool *Lloyd's A&CP*	Ministry of Shipping (SirW.R. Smith&Sons,Ld. *Mgrs.*)	419·2|56·7|33·9 431·7(O.L.) F36' FK (*CollBH to W dk 6BH to 2nd dk*) 6 *Divisional W.T.BHs in 'tween dks* *CellDB*365'1202*t FPT*198*t APT*190*t*	W.Hartlpl British 7*BHptCem*	T.Cy.22½",36"&65"–48" 225lb (*s*) 461NHP 3SB,9*cf*,GS155,HS6681 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	36 ″ 4 s10 ″ 0 26 ″ 7	
88029 168666 BCFS	**Empire Surf** D.F. 2*Dks* *CruiserStern*	6641 6283 4794					1941	Bartram& Sons,Ld. Sunderland	Ministry of Shipping (SaintLine, Ld.*Mgrs.*)	416·8|56·6|34·0	Sundrland British *WB*	T.3Cy.23½",38"&66"–45" 292NHP N.E.MarineEng.Co.(1938) Ld.Sld.		
88030 149750 GNWG	**Elna II** (*ex*Elna–40,*ex*Lennuk–35, *ex*Remenham, *ss*Cpn.3rdNo.3–6,30 *ex*Arlon, *ss*Tln.No.2–39 *ex*Carol 1er) *Spar dk*(*Stl*)2*tr B*& *deep framing*	3221 2963 1990	✠100A1 *Spar dk* *withfreeboard* 7,40 BS4,40 ✠LMC5,39	Lon	*v*	CL 5,39	1903 8mo	SirRaylton Dixon&CoLd Middlesbro' *Lloyd's A&CP*	Ministry of Shipping (Dene ManagementCo. Ld.*Mgrs.*)	325·0|47·3|23·6 P30'B88'F34' FK *CellDBa*96' *uE&B*36'*f* 144'690*t*	London British 6*BHCem* *APT*100*t*	T.3Cy.24½",42½"&69½"–45" 180lb (*s*) 356NHP 3SB,9*cf*,GS159,HS5622 N.E.MarineEng.CoLdNwc	26 ″ 0 s 4 ″ 7 21 ″ 7¾	
88031 168052 GMJQ	**Empire Leopard** (*ex*Onomea–40, *ex*MarianOtis *Fitted for oil fuel* Chandler–38, D.F. 2*Dks* *ex*WestHaven)	5676 5172 3522	✠100A1 (*Reclassification Contemplated*) Examined 9,40 ✠	Bal		CL N8,40	1917 12mo	Skinner& EddyCorp. Seattle,Wash	Ministry of Shipping (Maritime Shipping&Trading Co.Ld.*Mgrs.*)	411·2|54·1|27·1 423·8(O.L.) P44'B115'F47' FK	London British *WB*	T.3Cy.25",42"&72"–48" 549NHP PugetSound Mchy.Depot,Seattle	29 ″ 9 s5″10½ 24 ″ 0½	
88032 168057 GDXX	**Empire Tarpon** (*ex*Harpoon–40, *ex*Hopatcong) ~~*Fitted for oil fuel*~~ D.F. 2*Dks*&*Shelter dk* Sub.Sig. *Longitudinal framing*	6085 5612 3748	✠100A1 ~~*Shelter dk*~~ ~~*withfreeboard*~~ (*Reclassification Contemplated*) Examined ~~5,40~~ 8,41 LMC1,41 *Fitted for oil fuel* 12,20 *F.P.above* 150°F.	NYk Shl	z	CL	1920 12mo	Groton IronWorks Groton Conn.	Ministry of Shipping (Douglas& Ramsey,*Mgrs.*)	402·6|53·1|32·0 ~~P48'~~F37' P34'	London British *WB*	2 steam turbines DRgeared to 1 sc. shaft ~~467NHP~~ 225lb (*r*) 684NHP 3WTB(Spt)HS9510 FD VulcanIronWorks,Inc. JerseyCity	34 ″ 6 s8″3¼ 26″5¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Tonnage assigné maintenant expiré Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où [illegible] si ce n est dans le L. R. Durée. Cert. H. off. Trale.
88033 140659 GQXX	**Empire Activity** (*ex*AmeliaLauro–41, ssLiv.No.2–28 *ex*Belgian–34) 2*Dks*(*Stl*) D.F.	5329 4819 3203	✠100A1 (*Reclassification Contemplated*) Examined 2.41 LMC2,41	Gms	*y*	CL 10,40	1919 10mo	Swan,Hunter&Wigham Richardson, Ld Newcastle	Ministry of Shipping (Galbraith, Pembroke&Co.Ld. *Mgrs.*) *Cell*	400·3|52·4|28·4 P49′B113′F40′ FK 345′ 1025*t FPT*130*t*	London British 7*BHptCem* *APT*204*t*	T.3Cy.27″,44″&73″–48″ (*s*) 180lb 517NHP 3SB,9*cf*,GS189,HS7668 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	31″0 s5″11½ 25″3¾	
88034 160791 BCFR	**Empire Lake** D.F. 1*Dk* *Mchy.Aft CruiserStern* *Cargo battens not fitted*	2852 2123 1580	✠100A1 3,41 ~~(*ClassContem plated*)~~ ✠LMC3,41	Hpl	*t*	CL	1941 3mo	W.Gray& Co Ld. W Hartlepool *Lloyd's A&CP*	Ministry of Shipping (Charles Cravos&Co *Mgrs*) *CellDB*260′839*tMT*8′259*t*	310·6|44·4|19·4 321·0(O.L.) Q175′~~F36′~~F37′ FK *Intermediate BH dispensed with* *FPT*217*tAPT*37*t*	W.Hartlpl British 4*BHptCem*	T.3Cy.20″,33″&55″–39″ 200lb (*s*) 255NHP 2SB,6*cf*,GS84,HS3530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	21″6 s7″1 19″4¼	
88035 168056 GPFB	**Empire Lynx** (*ex*Maine–40) ssBal.No.3–12,2 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing* *Fitted for oil fuel*	6379 5572 4034	✠100A1 (*Reclassification Contemplated*) Examined 3,41 BS3,41 ✠	~~Pld~~ Npt	*s*		1917 10mo	TexasS.S. Co. Bath,Me.	Ministry of Shipping (GloverBros. (London)Ld. *Mgrs.*) *Cell DB*343′1114*t DT*	402·5|54·2|31·2 P35′B120′F39′*on Shelter dk* FK 32′ 1075*t FPT* 108*t*	London British 6*BHCem* *APT*63*t*	T.3Cy.26″,44″&74″–51″ 190lb (*s*) 555 ~~391~~NHP 3SB,9*cf*,HS8118 FD H.G.TroutCo.BuffaloN.Y.	33″11 s7″1½ 27″0	R T
101/41 88036 168648 BCDZ	**Empire Storm** D.F. 2*Dks* *CruiserStern*	7290 6912 ~~5120~~ 5123	✠100A1 *withfreeboard* 3,41 ~~(*ClassContem plated*)~~ ✠LMC3,41	Shl	*b*†	CL	1941 3mo	J.Readhead&SonsLd SouthShields *Lloyd's A&CP*	Ministry of Shipping (J.&C.Harrison,Ld.*Mgrs.*) *CellDB*371′1555*tFPT*150	432·4|56·7|34·7 449·0(O.L.) FK (*CollBHtoWdk.6BHto2nd dk*) 6*Divisional W.T.BHs in 'tween dks*	S.Shields British 7*BHptCem* *tAPT*225*t*	T.3Cy.25″,42″&71″–48″ 220lb (*s*) 435NHP 2SB,6*cf*,GS120,HS5486 FD J.Readhead&SonsLd.S.Shl	37″10 s10″9¾ 27″3	
88037 146679 GCLK	**Empire Rowan** TwinSc (*ex*Lochgoil–40) *OilEng* ssRot.No.3–11,34 *Ref.Mchy.* 2*Dks*(*Stl*)&*Awng dk*(*Stl*) D.F. E.S.D. *Cargo battens not fitted in B&F*	~~9462~~ ~~8534~~ ~~5853~~ 9545 8534 5751	✠100A1 *Awng dk* *withfreeboard* 10,38 ✠LMC CS3,36 DBS9,39 10,38 *Carrying bean or similar oil in deep tank*	Rot	*e*†	CL 8,40	1922 12mo	Harland&Wolff,Ld. Glasgow *Lloyd's A&CP*	Ministry of Shipping (RoyalMail Lines,Ld.*Mgrs.*) 1*BH dispensed w* *CellDB*409′1	485·6|62·3|35·8 501·8(O.L.) P41′B153′F60′ *on Awng dk* FK&BK2″ *ith,7 BH only, all to* 598*t DTa*30′	London British *ptCem* *Awng dk*	Oil Engines 4S.C.SA 16Cy.29⅛″–45¼″ 1317NHP DB100lb Harland&Wolff,Ld.Gls. 706*tFPT*130*tAPT*75*t*	38″9 s9″4½ 29″8½	
88038 168907 BCKL	**Empire Spray** *OilEng.* D.F. GyC 2*Dks* *CruiserStern*	7242 6787 5053	✠100A1 *withfreeboard* 5,41 ~~(*ClassContem plated*)~~ ✠LMC5,41	Sld	*a*†	CL	1941 5mo	Wm.Doxford&Sons,Ld Sunderland *Lloyd's A&CP*	Ministry of Shipping (West HartlepoolStm NavCo.Ld.*Mgrs.*) *CellDB*356′1132*tMT*29	428·8|56·5|35·5 442·9(O.L.) FK (*CollBHtoWdk,6BHto2nd dk*) 6*Divisional W.T.BHs in 'tween dks* 1205*tFPT*134*t*	Sundrland British 7*BHptCem* *APT*155*t*	Oil Engines 2S.C.SA 3Cy.23⅝″~~–91 1/32~~″–91 5/16″ 2DB120lb 516NHP Wm.Doxford&Sons,Ld Sld	38″1 s10″11 27″4¾	
88039	**Empire Sky** *CruiserStern* 2*Dks*	7033					1941	JLThompson&Sons,Ld. Sunderland	Ministry of Shipping	426·6|59·9|35·0	Sundrland British *WB*	T.3Cy.24″,39″&68″–48″ 320NHP GeorgeClark(1938)Ld.Sld.		
88040 164845 BCGZ	**Empire Oil** D.F. E.S.D. 1*Dk* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8029 7197 4677	✠100A1 5,41 ~~(*ClassContem plated*)~~ *Carrying Petroleum in bulk* *Fitted for oil fuel*5,41 *F.P. above* 150°F. ✠LMC5,41	Mdb	*c*† 2½	CL	1941 5mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees *Lloyd's A&CP*	Ministry of Shipping (AngloAmericanOilCoLd*Mgs*) *CellDBuE&B*85′374	463·5|61·2|33·0 479·0(O.L.) P105′~~B44~~′F38′ FK B43 *tDTf*32′664*tFPT*1	Middlsbro' British 16*BHptCem* 40*tAPT*78*t*	T.3Cy.27″,44″&76″–51″ 220lb (*s*) 674NHP 3SB(Spt)9*cf*,HS10020 FD Richardsons,Westgarth&Co.Ld Hpl.	33″3 s6″5 27″1½	
88041 168669 BCJG	**Empire Coral** D.F. E.S.D. 1*Dk* *Mchy.Aft CruiserStern* *Longitudinal framing at bottom & at deck*	8602 7501 4837	✠100A1 4,41 ✠LMC4,41 ~~(*ClassContem plated*)~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,41 *F.P. above* 150°F.	Sld	*d*†	CL	1941 4mo	Sir J.Laing &Sons,Ld. Sunderland *Lloyd's A&CP*	Ministry of Shipping (EagleOil&ShippingCo.Ld. *Mgrs.*) *CellDBuE&B*93′498*t*	474·6|62·1|33·8 493·8(O.L.) ~~P109′B33′F67′~~ FK P111′B36′F56′ *DTf*36′942*tFPT*345	Sundrland British 12*BH* *tAPT*184*t*	T.3Cy.27″,44″&76″–51″ (*s*) 220lb Rht 674NHP 3SB(Spt)9*cf*,HS10020 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	34″0 s6″6½ 27″9	
88042 168680 BCGJ	**Empire Shoal** *OilEng.* 1*Dk* *Mchy.Aft CruiserStern*	~~850~~ 878 587 460	✠100A1 6,41 ~~(*ClassContem plated*)~~ ✠LMC6,41	Gls	*l*	OG	1941 6mo	Harland&Wolff,Ld. Glasgow *Lloyd's A&CP*	Ministry of Shipping (W.A.Wilson, *Mgr.*) *CellDB*121′207	203·0|33·2|11·7 211·0(O.L.) Q121′F28′ FK *tDTf*12′44*tFPT*42	Glasgow British 5*BHptCem* *tAPT*24*t*	Oil Engines 2S.C.SA 8Cy.11″–19 11/16″ 169NHP Harland&&Wolff,Ld.Gls.	13″10 s4″2½ 13″5½	
17/41 88043 166997 BCFQ	**Empire Ridge** D.F. 1*Dk* *Mchy.Aft CruiserStern* *Cargo battens not fitted*	2922 2186 1640	✠100A1 3,41 ~~(*ClassContem plated*)~~ ✠LMC3,41	PGl	*t*	CL	1941 3mo	Lithgows, Ld. PortGlasgow *Lloyd's A&CP*	Ministry of Shipping (Witherington &Everett,*Mgrs.*) *CellDB*266′708*tMT*5′296*tFPT*1	315·2|44·4|19·9 325·8(O.L.) Q193′~~F27~~′F29′ FK *Intermediate BH dispensed with* 72*tAPT*63*t*	Greenock British 4*BHptCem*	T.3Cy.18½″,31″&52″–39″ (*s*) 200lb 240NHP 2SB,6*cf*,GS101,HS3434 FD D.Rowan&Co.Ld.Gls.	22″1 s7″4¼ 19″11	
88044 168063 MLJX	**Empire Impala** (*ex*Oakman–41, *ex*ClemenceC.Morse, ssN.Os.No.3–11,40 *ex*Boshbish) 1*Dk*&*Shelter dk* Sub.Sig. *Longitudinal framing*	6116 5593 3791	✠100A1 (*Shelter dk withfreeboard* 10,40 11,40 ✠LMC11,40 *Fitted for oil fuel* 3,20 *F.P above* 150°F.	NOs		CL	1920 3mo	Virginia S.B.Corp. Alexandria, Va. *CellD*	Ministry of Shipping (SunShipping Co.Ld.*Mgrs.*) B319′1360*tMT*30′58	403·3|53·2|32·0 P34′ FK F38′*on Shelter dk* 7*tFPT*73*tAPT*46*t*	London British 7*BH* ~~WB~~ (3 *to Sh dk* 4 „ 2*nd* „)	T.3Cy.24½″,~~41½~~41¾″&72″–48″ 190lb 3SB 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.	34″6 s8″1½ ~~26″5~~ 26″6½	~~R~~ ~~T~~
88045 167106 BCMN	**Empire Isle** *OilEng.* *MchyAft CruiserStern*	~~311~~ 402 298 183	100A1 *withfreeboard* (*ClassContem plated*)				1941	Henry Scarr,Ld. Hessle	Ministry of Shipping (FreeTrade WharfCo.Ld. *Mgrs.*)	~~140·0~~|26·1|9·9 143·6 P43′F16′	Hull British	Oil Engines 2S.C.SA 7Cy.10½″–13½″ CrossleyBros.Ld.Mch.	11″0 s1″0 10″0¾	
88046 168675 BCGP	**Empire Zephyr** D.F. 2*Dks*	~~6000~~ 6327 5955 4592	✠100A1 *withfreeboard* 4,41 ~~(*ClassContem plated*)~~ ✠LMC4,41	Gls	*z* 1 15/16	CL	1941 4mo	C.Connell &Co.Ld. Glasgow *Lloyd's A&CP*	Ministry of Shipping (Kaye,Son& Co.Ld.*Mgrs.*)	407·0|54·7|33·2 420·0(O.L.) ~~F32~~′F33′ FK (*CollBHtoWdk.6BHto2nd dk*) 5*Divisional W.T.BHs in 'tween dks* *CellDB*344′1298*tFPT*169	Glasgow British 7*BHptCem* *tAPT*210*t*	T.3Cy.23½″,37½″&68″–48″ 220lb (*s*) 459NHP 2SB,8*cf*,GS133,HS5920 FD D.Rowan&Co.Ld.Gls.	36″6 s10″2½ 26″6½	
88047 171328 BCFQ	**Empire Union** Ⓟ (*ex*Myrica–41, *ex*Sistiana–40, ssGen.No.3–4,40 *ex*Salvore) 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Ref.Mchy.* D.F.	~~5827~~ ~~5062~~ ~~8681~~ 5952 5062 4068	✠100A1 *Shelter dk* *withfreeboard* 3,41 ~~8,40~~ ✠LMC MS11,39 BS4,40 ✠Lloyd'sRMC2,41 No. 5 upper 'tween dk chambers for temp. 22°F.	PNl Gls	*y*	CL 7,39	1924 5mo	Stabilmnto Tecnico Trieste *Lloyd's A&CP* *CellDB*338	Ministry of Shipping (Canadian PacificSteamships, Ld.*Mgrs.*) 1309*tDT a* 33′852*t*	390·8|54·0|29·6 B128′ *on Shelter dk* F36′ FK *FPT*102*t APT*201*t*	Glasgow British *Cem* 6*BHtoSh dk* 1 „ „ *U* „	T.3Cy.27¼″42″&68″–48″ (*s*) 180lb 465NHP 3SB(Spt),9*cf*,GS158, HS7023 FD StabilimentoTecnico,Tri.	32″0 s6″7¼ 25″7	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Year Assigned new expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
88048 168678 BCJK	**Empire Faith** *OilEng.* D.F. *CruiserStern 2Dks*	~~7050~~ 7061 6551 4194					1941	Barclay, Curle&Co.Ld. Glasgow	Ministry of Shipping(Ellerman Lines,Ld.*Mgrs.*)	418·0 F29'	57·4	~~34·4~~ 34·2	Glasgow British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91 7/16" 688NHP Barclay,Curle&Co.Ld.Gls.		
88049 168073 GNPP	**Empire Barracuda** (*ex*Black Heron–41, *ex*Sacandaga–32) *Fitted for oil fuel* *2Dks& Web frames* D.F. E.S.D.	4972 4580 3045	✠100A1 *(ReclassificationContemplated)* ~~Examined 2,41~~ BS1,41 ✠	NYk	z	CL 12,40	1919 1mo A&CP	American International S.B.Corp. HogIslandPa	Ministry of Shipping(CunardWhite StarLd.*Mgrs.*)	391·9 P39'B122'F43'	54·2	28·0 FK	London British *WB*	DR geared steam turbine 200lb (s) 600NHP 3W.T.B. HS8706 GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R ‡
88050 168183 MNSF	**Empire Crag** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	332 244 153	✠100A1 6,41 ~~(ClassContemplated)~~ ✠LMC6,41	Lon	*e*	OG	1941 6mo	J.Pollock, Sons&Co.Ld. Faversham *Lloyd'sA&CP*	Ministry of Shipping(~~T.J.Metcalfe&Son,Mgrs.)~~ (T.J. Metcalf,*Mgr.*)	130·2 136·0(O.L.) P37'F19' *CellDB77'113tFPT50tAPT25t*	25·2	9·0 FK	London British 3*BHptCem*	Oil Engines 2S.C.SA 6Cy.10½"–13½" 116NHP CrossleyBros.Ld.Mch.	10 ″ 9 s1 ″ 0¾ 9 ″ 10	
90951 168087 MNZP	**Empire Creek** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	332 244 153	✠100A1 4,41 ~~(ClassContemplated)~~ ✠LMC4,41	Lon	*e*	OG	1941 4mo	J.Pollock, Sons&Co.Ld. Faversham *Lloyd'sA&CP*	Ministry of Shipping(GeneralStm.Nav.Co.Ld.*Mgrs.*)	130·2 136·0(O.L.) P37'F19' *CellDB77'113tFPT50tAPT25t*	25·2	9·0 FK	London British 3*BHptCem*	Oil Engines 2S.C.SA 6Cy.10½"–13½" 116NHP CrossleyBros.Ld.Mch.	10 ″ 9 s1 ″ 0¾ 9 ″ 10	
90952 160794 BCJX	**Empire Ocean** D.F. *2Dks* *Cruiser Stern*	~~6750~~ ~~6256~~ ~~4910~~ 6765 6293 4907	✠100A1 *withfreeboard* 6,41 ~~(ClassContemplated)~~ ✠LMC6,41	Hpl	*a*†	CL	1941 6mo	W.Gray& Co.Ld. WHartlepool *Lloyd'sA&CP*	Ministry of Shipping (WingManagementCo.Ld. *Mgrs.*)	419·2 431·7(O.L.) F36' *(CollBH to W dk 6BH to 2nd dk)* *6 Divisional W.T.BHs in 'tween dks* *CellDB365'1202tFPT198tAPT190t*	56·7	33·9 FK	W.Hartlpl British 7*BHptCem*	T.3Cy.22½",36"&65"–48" (s) 225lb 461NHP 3SB,9*cf*,GS155,HS6681 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld)W.Hpl.	36 ″ 4 s10 ″ 0 26 ″ 7	
90953 165810 BCKC	**Empire Foam** D.F. *2Dks* *Cruiser Stern*	~~7000~~ ~~6620~~ ~~5130~~ 7047 6589 5178	✠100A1 *withfreeboard* 5,41 ~~(ClassContemplated)~~ ✠LMC5,41	Nwc	*a*† 2	CL	1941 5mo	Swan,Hunter& Wigham Richardson, LdNewcastle *Lloyd'sA&CP*	Ministry of Shipping (F.Carrick&Co.Ld.*Mgrs.*)	432·5 447·5(O.L.) F39' *(Coll BH to W dk,6BH to 2nd dk)* *5 Divisional W.T.BHs in 'tween dks* *CellDB370'1299tFPT122tAPT172t*	56·2	34·2 FK	Newcastle British 7*BHptCem*	T.3Cy.23",39"&66"–45" 220lb (s) 433NHP 2SB,8*cf*,GS154,HS6080 FD Swan,Hunter&Wigham Richardson,LdNwc.	36 ″ 10 s10 ″ 9½ 26 ″ 3	
90954 167002 BCKM	**Empire Spring** *OilEng.* D.F. *2Dks* *CruiserStern*	~~6900~~ 6946 6487 4147	✠100A1 *withfreeboard* 6,41 ~~(ClassContemplated)~~ ✠LMC6,41	PGl	*a*†	CL	1941 6mo	Lithgows Ld. PortGlasgow *Lloyd'sA&CP*	Ministry of Shipping(Donaldson Bros.&Black,Ld. *Mgrs.*)	432·2 447·6(O.L.) F39' *(CollBH to W dk 6BH to 2nd dk)* *5 Divisional W.T.BHs in 'tween dks* *CellDB370'1186tMT26'1036tFPT122tAPT185t*	56·2	34·3 FK	Greenock British 7*BH*	Oil Engines 4S.C.SA 6Cy.29½"–59 1/16" 490NHP 2DB150*lb* J.G.Kincaid&Co.Ld.Grk.	36 ″ 10 s10 ″ 8¼ 26 ″ 4¼	
90955 166998 BCGY	**Empire Ness** D.F. 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	2922 2186 1640	✠100A1 5,41 ~~(ClassContemplated)~~ ✠LMC5,41	PGl	*t*	CL	1941 5mo	Lithgows Ld. Port Glasgow *Lloyd'sA&CP*	Ministry of Shipping (W.H.Seager &Co.Ld.*Mgrs.*)	315·2 325·8(O.L.) Q193'F27' *Intermediate BH dispensed with* *CellDB266'708tMT9'296tFPT172tAPT63t*	44·4	19·9 FK	Greenock British 4*BHptCem*	T.3Cy.18½",31"&52"–39" (s) 200lb 240NHP 2SB,6*cf*,GS101,HS3434 FD D.Rowan&Co.Ld.Gls.	22 ″ 1 s7 ″ 4½ 19 ″ 11	
90956 168064 GNKK	**Empire Wildebeeste** (*ex*WestEkonk–41) *Fitted for oil fuel* Sub.Sig. *2Dks*	5631 5034 3455					1918	Skinner& EddyCorp. Seattle, Wash	Ministry of Shipping(G.Nisbet&Co.*Mgrs.*)	409·6 P43'B115'F47'	54·2	27·1	London British *WB*	DR geared steam turbine GeneralElectricCo. 416NHP Schenectady,N.Y.		R
90957 168074 GNBR	**Empire Kudu** (*ex*Duquesne–41) ~~*Fitted for oil fuel*~~ Sub.Sig. 1*Dk&Shelter dk&Webframes* *Longitudinal framing*	6622 5705 4082	✠100A1 *Shelter dk with freeboard* *(ReclassificationContemplated)* ~~Examined 3,41~~ BS3,41 ✠ *Fitted for oil fuel*2,19F.P.above150°F.	Lth			1919 3mo	Federal S.B.Co. Kearny,N.J.	Ministry of Shipping (Watts,Watts &Co.Ld.*Mgrs.*)	395·5 P45'B110'F38'*on Shelter dk*	55·0	31·4 FK	London British *WB*	DR geared steam turbine 210lb (s) 619NHP 3SB,9*cf*,HS[illegible]8934 FD GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	~~R~~ ‡
90958 90925 GQTP	**Empire Bond** (*ex*Ravelston–41) ssGmh.2ndNo.3–4,34 ssGmh.No.1–38 1*Dk(ptIrn&ptStl)&deepframing* *Cargo battens not fitted*	2088 1935 1293	✠100A1 5,41 ~~2,41~~ ✠LMC MS10,38 BS2,41	Lth Shl	s	CL 4,39	1906 8mo	W.Gray& Co.Ld. W Hartlepool *Lloyd'sA&CP*	Ministry of Shipping(Gillespie&Nicol,*Mgrs.*)	288·0 298·5(O.L.) P29'B76'F31' *Intermediate bulkhead in fore hold dispensed with*	43·1	18·8 FK	Grangemouth British *Cem* 4*BHonly* *Cell D Ba&uE116'f122'629t APT71t*	T.3Cy.21½",34"&57"–39"(s) 160lb 219NHP 2SB,6*pf*,GS92,HS3532 Cen.Mar.Eng.Wrks.WHpl	21 ″ 2 s3 ″ 0¾ 18 ″ 4	
90959 168068 GNBS	**Empire Hartebeeste** (*ex*WestGambo–41) *Fitted for oil fuel* D.F. Sub.Sig. *2Dks*	5676 5169 3406					1918	Skinner& EddyCorp. Seattle,Wash	Ministry of Shipping (Watts,Watts &Co.Ld.*Mgrs.*)	409·6 P43'B115'F47'	54·2	27·1	London British *WB*	DR geared steam turbine GeneralElectricCo.416NHP Schenectady, N.Y.		R
90960	**Empire Day** D.F. *OilEng.* *CruiserStern*	7250 6787 5100	100A1 *withfreeboard* *(ClassContemplated)*				1941	Wm.Doxford&Sons Ld Sunderland	Ministry of Shipping(Stephens, Sutton,Ld.*Mgrs.*)	428·8	56·5	35·5	Sundrland British	Oil Engines 2S.C.SA 23⅝"–91 11/32" Wm.Doxford&Sons,LdSld	38 ″ 1 s10 ″ 11 27 ″ 4¾	
90961	**Empire Firth** *Oil Eng.* *Mchy.Aft* *CruiserStern*	370	100A1 *(ClassContemplated)*				1941	Richards Ironworks Ld Lowestoft	Ministry of Shipping	130·0	24·5	9·6	British	Oil Engines CrossleyBros.Ld.Mch.		
90962 168681 BCLN	**Empire Cape** *OilEng* *Mchy.Aft* *CruiserStern*	872 586 458	100A1 *(ClassContemplated)*				1941	Scott& Sons Bowling	Ministry of Shipping(Wm.Robertson,*Mgr.*)	~~202·8~~ 203·0 Q121'F30'	33·2	~~11·4~~ 11·7	Glasgow British	Oil Engines 2S.C.SA 5Cy.13⅜"–22 7/16" BritishAuxiliaries,Ld.Gls.	13 ″ 10 s4 ″ 2½ 13 ″ 5¼	
90963 167003 BCFT	**Empire Ray** *OilEng.* *2Dks* *CruiserStern*	~~6900~~ 6919 6461 4151					1941	Greenock Dockyard Co.Ld. Greenock	Ministry of Shipping (J.Chambers &Co.*Mgrs.*)	~~431·6~~ F39' 432·2	56·2	~~34·2~~ 33·2	Greenock British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91 5/16" 687NHP Barclay,Curle&Co.Ld.Gls.		
90964 168086 GNFF	**Empire Cormorant** (*ex*WesternMaid–41) ~~Sub.Sig.~~ *2Dks* ssN.Ns.2ndNo.3–1,41	5821 5236 3538	✠100A1 1,41 ~~8,21~~ ✠LMC1,41	NNs	*z*	CL 11,40	1918 8mo A&CP	Northwest SteelCo. Portland,Or.	Ministry of Shipping(R.Chapman &Son,*Mgrs.*)	~~409·8~~ P47'B115'F44' 411·9 *CellDB356'1139tFPT128tAPT143t*	54·2	27·7 FK	London British 7*BHptCem*	DR geared steam turbine D[illegible] (s) 594NHP 3SB,9*cf*,GS165,HS8055 FD DeLavalSteamTurbineCo. Trenton,N.J.	30 ″ 2	~~R~~ ‡

LLOYD'S REGISTER. STEAMERS & MOTORSHIPS.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught ft in	15 Registers in which classed, if not in L.R. Date of K. of T.
90965 168911 BCLG	**Empire Wave** 2Dks CruiserStern	~~7499~~ 7463 7047 4501	-				1941	JLThompson&Sons,Ld. Sunderland	Ministry of Shipping (Barr,Crombie&Co.Ld.Mgrs.)	~~426·6~~ 423·8|59·9|35·0	Sundrland British WB	T.3Cy.24",39"&68"-48" 320NHP GeorgeClark(1938)Ld.Sld.		
90966	**Empire Hope** TwinSc OilEng. Ref.Mchy. D.F. E.S.D. CruiserStern	12000 7480	100A1 withfreeboard (ClassContemplated)				1941	Harland&Wolff,Ld. Belfast	Ministry of Shipping(ShawSavill &AlbionCo.Ld. Mgrs.)	521·1|70·3|40·7 P64'B195'F68'	Belfast British	Oil Engines 2S.C.DA. 12Cy.24$\frac{7}{16}$"-55⅛" Harland&Wolff,Ld.Bel.		
90967 168084 BCFG	**Empire Flamingo** (exJolee-41) 2Dks D.F. Sub.Sig. Fitted for oil fuel	5519 4598 3280					1920	American International S.B.Corp. HogIslandPa	Ministry of Shipping(G.Nisbet&Co Mgrs.)	390·0|54·2|27·9 P50'B121'F40'	London British WB	DR geared steam turbine 416NHP GeneralElectricCo. Schenectady,N.Y.		R
90968 168082 GNDT	**Empire Kingfisher** (exCoaxet-41) 1Dk Sub.Sig. Fitted for oil fuel Longitudinal framing	6082 5632 3717					1919	GMStandiferCnst.Corp. Vancouver, Wash.	Ministry of Shipping(Crosby,Son& Co.Ld.Mgrs.)	402·5|53·2|31·9 P48'B81'F57'	London British WB	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		R
90969 168078 GNQN	**Empire Hawk** (exBlackTern-41, exCoahomaCounty-32) 1Dk&Shelter dk D.F. E.S.D. Fitted for oil fuel	5033 4580 3066					1919	American International S.B.Corp. HogIslandPa	Ministry of Shipping(Cunard WhiteStarLd. Mgrs.)	391·9|54·2|28·0 P50'B121'F40'	London British WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
90970 168077 BCFM	**Empire Ptarmigan** (exAbercos-41) 1Dk&Shelter dk2trB Sub.Sig. Fitted for oil fuel Longitudinal framing	6103 5632 3729					1920	GMStandiferCnst.Corp. Vancouver, Wash.	Ministry of Shipping(SirR.Ropner &Co.Ld.Mgrs.)	404·0|53·2|31·9 P48'B81'F37'	London British WB	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens&RentschlerCo.Hamilton,O.		R
90971 168081 GNBT	**Empire Mahseer** (exLibertyBell-41) 2Dks D.F. Sub.Sig. Fitted for oil fuel	5087 4598 3072					1920	American International S.B.Corp. HogIslandPa	Ministry of Shipping(SunShipping Co.Ld.Mgrs.)	390·0|54·2|28·0 P50'B121'F40'	London British WB	DR geared steam turbine 416NHP GeneralElectricCo. Schenectady,N.Y.		R
90972 168079 GNCN	**Empire Falcon** Ⓟ (exQuistconck-41) 2Dks&Webframes D.F. Sub.Sig. Fitted for oil fuel	5494 4573 3264	✠ ... 7,20 ✠				1918 11mo	American International S.B.Corp. HogIslandPa	Ministry of Shipping(Headlam& Son,Mgrs.)	390·0|54·2|27·9 P39'B122'F43' FK	London British WB	DR geared steam turbine 416NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
90973	**Empire Flint** Mchy.Aft D.F. E.S.D. CruiserStern Longitudinal framing at bottom & at deck	8280 7230 4700	100A1 (ClassContemplated) CarryingPetroleum in bulk				1941	Swan,Hunter & Wigham Richardson, Ld Newcastle	Ministry of Shipping (Anglo-Saxon PetroleumCo.Ld. Mgrs.)	467·5|59·4|33·8 P111'B38'F35'	Newcastle British	T.3Cy.26½",44"&73"-48" Swan,Hunter&Wigham Richardson,Ld.Nwc.		
90974 168196	**Ennerdale** D.F. E.S.D. Mchy.Aft CruiserStern Longitudinal framing at bottom & at deck	~~8280~~ ~~7230~~ ~~4700~~ 8219 7204 4719	100A1 (ClassContemplated) CarryingPetroleum in bulk				1941	Swan,Hunter&Wigham Richardson, Ld Newcastle	TheAdmiralty	~~467·5~~ 468·4|59·4|33·8 P111'B38'F36'	London British	T.3Cy.26½",44"&73"-48" Swan,Hunter&Wigham Richardson,Ld.Nwc.	36 ″ 0 s6 ″ 8¼ 27 ″ 6½	
90975	**Enzyu Maru** (exMiraflores-41, exOnassiSocratis-39, exCanadianMiller-33) ssBly.No.3-11,33 ssPir.No.1-39 2Dks(Stl)	5764 4912 3589	✠ ... 4,41 ✠	Sws			1919 9mo	Canadian Vickers,Ld. Montreal	OkadaGumiK.K.	400·3|52·3|28·5 P49'B113'F39' FK 6BHptCem CellDB 333' 1025t FPT149t APT133t	Osaka Japanese	T.3Cy.27",44"&73"-48" 520NHP 3SB,9cf,GS198,HS7743 CanadianVickers,Ld.Mtl.	31 ″ 1 s 5 ″ 11¾ 25 ″ 3½	
90976 160793 BCKF	**Empire Brook** D.F. 1Dk Mchy.Aft CruiserStern Cargo battens not fitted	2852 2123 1580	✠100A1 ~~(ClassContemplated)~~ 5,41 ✠LMC5,41	Hpl	t	CL	1941 5mo	W.Gray&Co.Ld. WHartlepool Lloyd'sA&CP	Ministry of Shipping (I.Williams &Co.Mgrs.)	310·6|44·4|19·4 321·0(O.L.) Q175'~~F36'~~ F37' FK 4BHptCem IntermediateBHdispensed with CellDB260' 839tMT8'259tFPT217tAPT37t	WHartlepl British	T.3Cy.20",~~31"~~ 33"&55"-39" 200lb (s) 255NHP 2SB,6cf,GS84,HS3530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	21 ″ 6 s7 ″ 1 19 ″ 4½	
90977 167611 GLSJ	**Empire Beaver** (exEmpireSambar-41, exWaban-40) 2Dks Fitted for oil fuel D.F. Sub.Sig. Longitudinal framing	6086 5632 3750	100A1 (ClassContemplated) Examined 11,40 BS7,40(~~210lb~~)	Gmh		CL 4,40	1919	GMStandiferCnst.Corp. Vancouver, Wash.	Ministry of Shipping(Runciman (London)Ld. Mgrs.)	401·4|53·2|31·9 P34'F38'	London British WB	T.3Cy.24½",42¼"&72⅜"-48" 210lb 553NHP 3SB(Spt)9cf,HS8112 FD Hoover,Owens,Rentschler,Co.Hamilton,O.	34 ″ 6 s8 ″ 2 26 ″ 6½	
90978 ~~[illegible]~~ 168908 BCJX	**Empire Sun** D.F. GyC. 2Dks CruiserStern	6952 6529 4933	✠100A1 withfreeboard ~~(ClassContemplated)~~ 6,41 ✠LMC6,41	Sld	a† 2	CL	1941 6mo	ShortBros.Ld. Sunderland Lloyd'sA&CP	Ministry of Shipping(J.Cory& Sons,Ld.Mgrs.)	427·5|57·0|34·3 439·8(O.L.) FK 7BHCem (Cell BH to W dk 6BH to 2nd dk) 6Divisional W.T.BHs in 'tween dks CellDB358'1313tFPT100tAPT240t	Sunderlnd British	T.3Cy.24",39"&68"-48" (s) 220lb 431NHP 2SB,6cf,GS135,HS5730 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	36 ″ 10 s10 ″ 3¾ 26 ″ 9½	
90979	**Esso Williamsburg** D.F. E.S.D. GyC. OilEng. Mchy.Aft CruiserStern 1Dk Longitudinal framing Carrying Petroleum in bulk	11232 10178 6799					1941	SunS.B.&DryDockCo. Chester,Pa.	StandardOil Co. of New Jersey	524·6|70·2|39·7 P114'B42'F51'	Wilmngtn, Del. Utd. States	Oil Engines 2S.C.SA 5Cy.32"-95" 869NHP SunSB&DD.Co.ChesterPa		
90980 168090 GNLF	**Empire Albatross** (exHoxie-41) D.F. Sub.Sig. 2Dks Longitudinal framing	4714 4269 2812					1918	Bethlehem S.B.Corp.Ld. Sparrow'sPt. Md.	Ministry of Shipping(DeneManagementCo.Ld. Mgrs.)	377·0|52·3|27·0 P41'B94'F38'	London British WB	T.3Cy.24½",41½"&68"-48" 320NHP BethlehemS.B.Corp.Ld.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
90981 164846 BCLJ	**Empire Mica** D.F. E.S.D. *1Dk* *Mchy.Aft* *CruiserStern* *Longitudinalframing at bottom & at deck*	8028 ~~7105~~ ~~4674~~ 8032 7197 4676	✠100A1 6,41 *CarryingPetroleum in bulk* ✠LMC6,41 *Fitted for oil fuel* 6,41 *F.P. above* 150° F. ~~*CarryingPetroleum in bulk*~~	Mdb	c† 2⅓	CL	1941 6mo *Lloyd's A&CP*	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Ministry of Shipping (Anglo-AmericanOilCo. Ld.*Mgrs.*)	463·5 479·0(O.L.) P105'~~B44'~~F38' FK B43' *CellDBuE&B*85'374*tDTf*32'664*tFPT*140*tAPT*78*t*	61·2	33·0	Middlsbro' British 16*BHptCem*	T.3Cy.27",44"&76"-51" 220lb (*s*) 674NHP 3SB(Spt)*9cf*,HS10020 FD Richardsons,Westgarth&Co.Ld.W.Hpl.	33″3 s6″5 27″1½	
90982 168093 MLNQ	**Empire Lapwing** (*ex*BlackCondor-41, *ex*Ala-35) *2Dks&Webframes* D.F. *Fitted for oil fuel*	5403 5002 3390	✠100A1 (*Reclassification contemplated*) Examined1,41 BS1,41 ✠	Gal	2	CL 12,40	1921 2mo	Merchant S.B.Corp. Harriman,Pa	Ministry of Shipping(CairnLine of Steamships,Ld. *Mgrs.*)	401·6 B36'B124'F44' FK	54·2	30·2	London British *WB*	2steam turbinesDRgeared to 1 Sc shaft 661NHP 200lb HS3700 (*s*) FD 3 WaterTubeBoilers WestinghouseElectric&Mfg.Co.Essington,Pa.	32″10 s7″8½ 25″3¾	
90983 168912 BCLM	**Empire Eve** D.F. *2Dks* *CruiserStern*	5979 5578 3583					1941	W.Pickersgill&Sons,Ld. Sunderland	Ministry of Shipping (J.A.Billmeir &Co.Ld.*Mgrs.*)	401·0 F38'	54·0	~~38·2~~ 33·2	Sundrland British *WB*	T.3Cy.23½",38"&66"-45" 292NHP GeorgeClark(1938)Ld.Sld.		
90984 167737 GNFZ	**Empire Gale** 3Mst D.F. *2Dks* *CruiserStern* *Butts of shell & deck plating electrically welded*	~~6800~~ ~~6618~~ 7089 6619 5225	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 6,41 ✠LMC6,41	Brw	a†	CL	1941 6mo *Lloyd's A&CP*	Vickers-Armstrongs, Ld. Barrow	Ministry of Shipping(J.Morrison& Son,*Mgrs.*)	433·0 447·6(O.L.) ~~F35'~~F39' FK (*Coll BH to W dk,6 BH to 2nd dk*) 5 *Divisional W.T.BHs in 'tween dks* *CellDB*370'1299*tFPT*122*tAPT*172*t*	56·2	~~36·9~~ 34·4	Barrow British 7*BHptCem*	T.3Cy.23½".37½"&68"-48" 220lb (*s*) 435NHP 2SB,*8cf*,GS134,HS5830 FD FullartonHodgart&Barclay,Psy.	36″10 s10″9½ 26″1¾	
90985	**E. H. Blum** D.F. E.S.D. GyC. *1Dk* *Mchy.Aft* *Fitted for oil fuel* *CruiserStern* *Carrying Petroleum in bulk* *Electrically welded* *Longitudinalframing-brackletless system*	11615 10639 7240					1941	SunS.B.&D.D.Co. Chester,Pa.	AtlanticRefining Co.	528·5 P103'B35'F63'	70·2	39·7	Phildlphia Utd. States *WB*	1 steam turbine connected to elec. motor & sc. shaft GeneralElectricCo. Lynn,Mass.		
90986 168909 BCKG	**Empire Heath** D.F. *2Dks* *CruiserStern*	6643 6283 4797					1941	Bartram&Sons,Ld. Sunderland	Ministry of Shipping(MarkWhitwill&Son,Ld. *Mgrs.*)	416·8	56·6	34·0	Sundrland British *WB*	T.3Cy.23½",38"&66"-45" 292NHP N.E.MarineEng.Co.(1938) Ld.Sld.		
90987 168649 BCMB	**Empire Franklin** D.F. *2Dks* *CruiserStern*	7292 6912 5111	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 6,41 ✠LMC6,41	Shl	b†	CL	1941 6mo *Lloyd's A&CP*	J.Readhead&SonsLd SouthShields	Ministry of Shipping(HallBros. S.S.Co.Ld.*Mgrs*).	432·4 449·0(O.L.) FK (*CollBHtoWdk6BHto2nd dk*) 6 *DivisionalW.T.BHs in tween dks* *CellDB*371'1555*tFPT*150*tAPT*225*t*	56·7	34·7	S.Shields British 7*BHptCem*	T.3Cy.25",42"&71"-48" 220lb (*s*) 435NHP 2SB,*6cf*,GS120,HS5486 FD J.Readhead&SonsLd.S.Shl	37″10 s10″9¾ 27″3	
90988 168910 BCLY	**Empire Opal** D.F. E.S.D. *1Dk* *Mchy.Aft* *Fitted for oil fuel* *Longitudinal framing* *CruiserStern*	9811 8895 5798					1941	SirJ.Laing &Sons,Ld. Sunderland	Ministry of Shipping (Gow,Harrison&Co.*Mgrs.*)	484·0 P111'F33'	68·3	36·1	Sundrland British *WB*	T.3Cy.27",44"&76"-51" 414NHP N.E.MarineEng.Co.(1938) Ld.Nwc.		
90989 168170 GPFF	**Empire Redshank** (*ex*Braddock-41 ssMob.No.3-2,41 Sub.Sig. *1Dk&shelter dk & Webframes* *Longitudinal framing*	~~6629~~ ~~5895~~ ~~4122~~ 6615 5705 4124	✠100A1 *Shelter dk* *withfreeboard* 2,41 *Fitted for oil fuel* 3,19 *F.P. above* 150°F. ✠LMC2,41	Mob	s	CL 1,41	1919 4mo	Federal S.B.Co. Kearny,N.J.	Ministry of Shipping(Donaldson Bros.&Black,Ld. *Mgrs.*)	395·5 411·5(O.L.) P45'B110'F38'*on Shelter dk* FK *CellDB*331'1512*t* *FPT*187*t* *APT*175*t*	55·0	31·4	Glasgow British *Cem* 7*BHtoSh dk*	DRgeared steam turbine 210lb (*s*) 619NHP 3SB(Spt),*9cf*,HS8934 FD GeneralElectricCo. Schenectady,N.Y.	34″11 s7″11 27″2⅛	
90990 167000 BCKD	**Empire Moat** D.F. *1Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	2922 2186 1640	✠100A1 6,41 ✠LMC6,41	PGl	t	CL	1941 6mo *Lloyd's A&CP*	Lithgows, Ld. PortGlasgow	Ministry of Shipping(Watts,Watts &Co.Ld.*Mgrs.*)	315·2 325·8(O.L.) Q193'~~F27'~~F29' FK *Intermediate BH dispensed with* *CellDB*266'708*tMT*9'296*tFPT*172*tAPT*63*t*	44·4	19·9	Greenock British 4*BHptCem*	T.3Cy.18½",31"&52"-39" 200lb (*s*) 240NHP 2SB,*6cf*,GS101,HS3434 FD D.Rowan&Co.Ld.Gls.	22″1 s7″4¼ 19″11	
90991	**Empire Lugard** *OilEng.* D.F. *CruiserStern*	7250 6787 5100	100A1 *withfreeboard* (*ClassContemplated*)				1941	Wm.Doxford&SonsLd Sunderland	Ministry of Shipping (Stott,Mann& Fleming,Ld. *Mgrs.*)	428·8	56·5	35·5	British	Oil Engines 2S.C.SA 3Cy.23⅝"-91$\frac{5}{16}$" Wm.Doxford&Sons,LdSld		
90992 160795 BCKP	**Empire Hurst** D.F. *1Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	2852 2123 1580	✠100A1 ~~(*ClassContemplated*)~~ 6,41 ✠LMC6,41	Hpl	t	CL	1941 6mo *Lloyd's A&CP*	W.Gray&Co,Ld. WHartlepool	Ministry of Shipping (Smith,Hogg &Co.Ld.*Mgrs.*)	310·6 321·0(O.L.) Q175'~~P36'~~F37' FK *IntermediateBHdispensed with* *CellDB*260'839*tMT*8'259*tFPT*217*tAPT*37*t*	44·4	19·4	W.Hartlpl British 4*BHptCem*	T.3Cy.20",33"&55"-39" 200lb (*s*) 255NHP 2SB,*6cf*,GS84,HS3530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	21″6 s7″1 19″4½	
90993	**Empire Hudson** *2Dks* D.F. GyC. *CruiserStern*	7430 7047					1941	J.L.Thompson&Sons,Ld Sunderland	Ministry of Shipping(Stanley& JohnThompson, Ld.*Mgrs.*)	423·8	59·9	35·0	Sunderlnd British *WB*	T.3Cy.24",39"&68"-48" 320NHP N.E.MarineEng.Co.(1938) Ld.Sld.		
90994 168927 ~~BCMQ~~ BCMQ	**Empire Darwin** D.F. *CruiserStern*	6765 6293 5082	100A1 *withfreeboard* (*ClassContemplated*)				1941	W.Gray&Co.Ld. WHartlepool	Ministry of Shipping (E.Thomas Radcliffe&Co. *Mgrs.*)	419·2 ~~419·0~~ F36'	56·7	33·9	WHartlpl. British	T.3Cy.22½",36"&65"-48" Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	36″4 s10″0 26″7	
90995	**Empire Moonbeam** D.F. *1Dk(Stl)&Shelter dk* *CruiserStern*	6580					1941	HongK'ng &Whampoa DockCo Ld. HongKong	Ministry of Shipping	432·6 F42'	56·7	23·8	HongKong British *WB*	T.3Cy.23½",39½"&66"-45" 292NHP HongKong&Whampoa DockCo.Ld.HongKong		

LLOYD'S REGISTER. NAVIRES A VAPEUR ET A MOTEURS.

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres ou coté, si ce n'est dans le L.R. Durée.Cert.R.ofTrade.
90996 168171 GPJJ	**Empire Moorhen** (*ex*West Totant–41) *ss*N.Os.2ndNo.3–2,41 2*Dks* *Tonnage opening closed*'41(*W.E.*)	5617 5144 3463	✠100A1 2,41 ✠LMC2,41 *Fitted for oil fuel*5,19 *F.P. above* 150°F.	NOs	*z*	CL 2,41	1919 4mo	Columbia RiverSBCorp Portland,Or.	Ministry of Shipping(BoothS.S.Co. Ld.*Mgrs.*) *CellDB*355'1139*t*	~~410·0~~ P44'B115'F47' 411·5 *MT*29'745*tFPT*132*tAPT*143*t*	54·2	27·7 27·6 FK	London ~~Liverpool~~ British 7*BHptCem*	DR geared steam turbine 210lb (*r*) 579NHP 3SB,9*cf*,GS180,HS8007 FD GeneralElectricCo. Schenectady,N.Y.	30 ″ 2 s 6 ″ 4¾ 24 ″ 0	
90997	**Empire Head** *OilEng.* *Mchy.Aft* *CruiserStern*	483 313 253	100A1 (*ClassContem plated*)				1941	Clelands (Succssrs)Ld Willington Quay onTyne	Ministry of Shipping(T.E.Evans& Co.Ld.*Mgrs.*)	164·3 P29'Q66'B11'F17'	26·7	8·8	N.Shields British	Oil Engines 2S.C.SA 6Cy.10½″–13½″ CrossleyBros.Ld.Mch.		
90998 168161 GNLL	**Empire Dunlin** (*ex*Editor–41) 2*Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6412 5958 4059					1919	Skinner& EddyCorp. Seattle,Wash	Ministry of Shipping(J.A.Billmeir &Co.Ld.*Mgrs.*)	402·6 P27'B61'F19'	54·8	32·0	London British	T.3Cy.24½″,41½&72″–48″ 359NHP Hooven,Owens&Rentschler Co.Hamilton,O.		R
90999 168162 GQXY	**Empire Mallard** *ss*NNs.No.3–2,41 (*ex*Anacortes–41) 2*Dks*&*Web frames* Sub.Sig. *Longitudinal framing*	4957 4438 3475	✠100A1 2,41 ✠LMC2,41	NNs	*y*	CL 11,40	1918 9mo	ToddD.D& Const.Corp. Tacoma,Wsh	Ministry of Shipping(H.Hogarth& Sons,*Mgrs.*)	381·4 P39'B102'F42' *CellDB*334'1090*tFPT*91*tAPT*318*t*	53·2	27·0 FK	London British 7*BHCem* ~~*WB*~~	T.3Cy.24″.40″&70″–48″ 190lb (*s*) 472NHP 3SB,9*cf*,GS169,HS6831 FD SeattleConst.&DryDockCoSeattle	29 ″ 4 s5 ″ 7¼ 23 ″ 11¾	~~R~~ †
91000 168163 GNKN	**Empire Bunting** (*ex*Eelbeck–41) 2*Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6448 5955 4711					1919	Skinner& EddyCorp. SeattleWash.	Ministry of Shipping(Headlam& Son,*Mgrs.*)	401·7 P48'F42'	54·8	32·1	London British *WB*	T.3Cy.24½″,41½″&72″–48″ 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
91001 168160 GNDD	**Empire Ortolan** (*ex*Labette–41) D.F. Sub.Sig. 2*Dks*&*Web frames* *Fitted for oil fuel*	4970 4573 3046	✠100A1 (*Reclassification Contemplated*) ✠ Examined1,41 BS1,41	Gal	*z*	CL N12,40	1919 9mo A&CP	American International S.B.Corp. HogIslandPa	Ministry of Shipping(J.A.Billmeir &Co.Ld.*Mgrs.*)	390·0 P39'B122'F43'	54·2	27·6 FK	London British *WB*	DR geared steam turbine 200lb HS8700 (*s*) 416NHP 3WaterTubeBoilers(Spt) FD GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
91002 166321 BCLF	**Empire Flame** 3Mst D F. *CruiserStern*	~~6659~~ 7069 6617 5194	100A1 *withfreeboard* (*ClassContem plated*)				1941	Cammell Laird&Co.Ld. Birkenhead	Ministry of Shipping(BoothS.S.Co. Ld.*Mgrs.*)	432·2	56·2	34·2	Liverpool British	T.3Cy.23½″,37½″&68″–48″ CammellLaird&CoLd.Bkn	36 ″ 10 s10 ″ 9½ 26 ″ 3	
91003 88907 VCWK	**Evelyn B.** (*ex*Elise–41, *ex*Industria–35, *ss*Hbg.4thNo.3–4,30 *ex*Nils,*ex*Winnie) *ss*Tln.No.2–39 *Well deck* 1*Dk*(*Irn*)&*Web frames*	1870 1462 1119	✠100A1 3,41 ~~8,39~~ ✠NB5,08 ✠LMC8,39 BS~~7,40~~3,41	Tln StJ	*r*	CL ~~8,39~~ 3,41	1889 6mo A&CP	Grngemth DockyardCo. Grngemouth	DominionShipping Co.Ld. *CellDB*228'387*t*&	270·3 277·8(O.L.) P25'Q78'B114'F33' *FPT*74*tAPT*45*t*	36·9	17·1 BK9½″	Halifax, N.S. British 4*BHCem*	T.3Cy.19¾″,31 11/16″&51 7/8″–36″ 160lb 167NHP 2SB,4*cf*,GS68,HS2680 Hutson&Corbett,Glasgow	19 ″ 5 s 1 ″ 4½ 19 ″ 1½	
91004	**Eizan Maru** (*ex*Aurora–41, *ex*Margaritis–39, *ss*Rou.2ndNo.3–5,39 *ex*Fotinia–32, *ss*Smk.No.3–3,41 *ex*Photinia) 1*Dk*(*Stl*)	4702 — 2868	✠100A1 3,41 ✠LMC3,41	Smk	*y*	CL 2,41	1913 7mo *Lloyd's*A&CP	W.Pickersgill &Sons,Ld Sunderland	KokokuKisenK.K. *CellDBa* 134'*uE*&*B*43'*f*	383·0 P36'B221'F37' 164'1270*t FPT*217*t*	51·7	26·6 FK	Kobe Japanese 6*BHCem* *APT*125*t*	T.3Cy.26″,42″&71″–48″ (*s*) 180lb 431NHP 3SB,12*pf*,GS198,HS7363 G.Clark,Ld.Sunderland	29 ″ 6	
91005 167004 BCMD	**Empire Dell** 2*Dks* D.F. *CruiserStern*	~~7060~~ 7065 6617 5168	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 7,41 ✠LMC7,41	PGl	*a*†	CL	1941 7mo *Lloyd's*A&CP	Lithgows Ld. PortGlasgow	Ministry of Shipping(G.Nisbet& Co.*Mgrs.*)	432·2 447·6(O.L.) F39' (*CollBHtoWdk*,6*BHto2nd dk*) 5 *DivisionalW.T.BHs in'tween dks* *CellDB*370'1215*tFPT*122*tAPT*172*t*	56·2	34·2 FK	Greenock British 7*BHptCem*	T.3Cy.23½″,37½″&68″–48″ 220lb (*s*) 436NHP 2SB,8*cf*,GS130,HS5830 FD Rankin&BlackmoreLdGrk	36 ″ 10 s10 ″ 9½ 26 ″ 3	
91006 168167 BCJN	**Empire Condor** (*ex*AlmeriaLykes–41) 2*Dks*&*Shelter dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *pt welded* *CruiserStern* *ptLongitudinal framing*	7773 6877 4586					1940	Federal S.B.&D.D.Co Kearny,N.J.	Ministry of Shipping(Donaldson Bros.&Black,Ld. *Mgrs.*)	469·0 F38'	69·6	29·2	London British *WB*	2 steam turbines DRgeared to 1 sc. shaft 1417NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
91007 168166 BCJR	**Empire Widgeon** (*ex*Exemplar–41) 2*Dks*&*Shelter dk* D.F. E.S.D. *Fitted for oil fuel* GyC.	6737 5784 3996					1940	Bethlehem SteelCo.S.B. Division Quincy,Mass.	Ministry of Shipping(RoyalMail Lines,Ld.*Mgrs.*)	451·9	66·1	29·2	London British *WB*	2 steam turbines DR geared to 1 sc. shaft 1333NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
91008 168158 GNFN	**Empire Heron** (*ex*Mosella–41) 1*Dk*&*Shelter dk* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6023 5600 4424					1920	Moore S.B.Co. Oakland,Cal.	Ministry of Shipping(A.Weir&Co. *Mgrs.*)	402·6 P34'F38'	53·0	32·2	London British	2 steam turbines DR geared to 1 sc. shaft W.&A.FletcherCo. Hoboken,N.J.		R
91009 168682 BCLZ	**Empire Glen** 2*Dks* D.F.	6327 5955 4592	✠100A1 *withfreeboard* ~~(*ClassContem plated*)~~ 7,41 ✠LMC7,41	Gls	*z* 1 15/16	CL	1941 7mo *Lloyd's*A&CP	C.Connell &Co.Ld. Glasgow	Ministry of Shipping (Clark& Service,*Mgrs.*)	407·0 420·0(O.L.) ~~F32~~'F33' (*CollBHtoWdk*,6*BHto2nd dk*) 5*DivisionalW.T.BHs in'tween dks* *CellDB*344'1298*tFPT*167*tAPT*210*t*	54·7	33·2 FK	Glasgow British 7*BHCem*	T.3Cy.23½″,37½″&68″–48″ 220lb (*s*) 439NHP 2SB,8*cf*,GS133,HS5920 FD D.Rowan&Co.Ld.Gls.	36 ″ 6 s10 ″ 2½ 26 ″ 6½	
91010	**Empire Tide** *OilEng.* D.F. *CruiserStern*	6900	100A1 *withfreeboard* (*ClassContem plated*)				1941	Lithgows Ld. PortGlasgow	Ministry of Shipping(RoyalMail Lines,Ld.*Mgrs.*)	432·7 F39'	56·2	34·3	Greenock British	Oil Engines 4S.C.SA 6Cy.29⅛″–59 1/16″ J.G.Kincaid&Co.Ld.Grk.		
91011 168164 GNRN	**Empire Guillemot** (*ex*WestCaddoa–41) 2*Dks* Sub.Sig. *Fitted for oil fuel*	5720 5146 3376					1919	Western Pipe&SteelCo SanFrancisco	Ministry of Shipping(W.A.Souter &Co.Ld.*Mgrs.*)	410·5 P46'B112'F46'	54·2	27·1	London British *WB*	T.3Cy.24½″,41¾″&72 9/16″–48″ Joshua 359NHP HendyCo.SanFrancisco		R
91012 168168 BCJQ	**Empire Egret** (*ex*Nightingale–41) 2*Dks*&*Shelter dk* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern*	7248 5408 4233					1939	NwprtNws S.B.&D.D.Co NewprtNews	Ministry of Shipping(RoyalMail Lines,Ld.*Mgrs.*)	439·0 P23'B77'F41'	63·2	27·5	London British *WB*	2 steam turbines DRgeared to 1 sc. shaft 1100NHP NewportNews SB&DD.Co.		R
91013	**Empire Pride** Ⓟ TwinSc *OilEng.* D.F. E.S.D. *CruiserStern*	9200	100A1 *withfreeboard* (*ClassContem plated*)				1941	Barclay, Curle&Co.Ld Glasgow	Ministry of Shipping(BibbyBros. &Co.*Mgrs.*)	473·3 P43'B196'F86'	64·3	25·9	Glasgow British	Oil Engines 2S.C.SA 8Cy.26⅜″–91 5/16″ Barclay,Curle&Co.Ld.Gls.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
91014 161847 BCNB	**Empire Sapphire** D.F. E.S.D. *Longitudinal framing at bottom & at deck* *Mchy.Aft* *CruiserStern*	~~8028~~ ~~7197~~ ~~4678~~ 8031 7197 4693	100A1 (*ClassContem plated*) *CarryingPetroleum in bulk*				1941	Furness S.B.Co.Ld. Haverton Hill-on-Tees	Ministry of Shipping (BritishTankerCo.Ld.*Mgrs.*)	463·5 P105'B44'F38'	61·2	33·0	Middlsbro' British	T.3Cy.27",44"&76"-51" Richardsons,Westgarth&Co.Ld.Hpl.	33 ″ 3 s6 ″ 5 27 ″ 1¼	
91015 163683 BCML	**Empire Jet** *OilEng.* D.F. E.S.D. *Longitudinal framing at bottom & at deck* *Mchy.Aft* *CruiserStern*	8134 7212 4728	100A1 (*ClassContem plated*) *CarryingPetroleum in bulk*				1941	Blythsw'd S.B.Co.Ld. Glasgow	Ministry of Shipping (British TankerCo.Ld. *Mgrs.*)	463·2 P94'B48'F47'	61·2	~~33·1~~ 33·0	Glasgow British	Oil Engines 4S.C.SA 6Cy.29⅛"-59 1/16" J.G.Kincaid&Co.Ld.Grk.	33 ″ 3 s6 ″ 5¼ 27 ″ 0½	
91016	**Empire Gem** *OilEng.* D.F. E.S.D. *Longitudinal framing at bottom & at deck* *Mchy.Aft* *CruiserStern*	8100	100A1 (*ClassContem plated*) *CarryingPetroleum in bulk*				1941	Harland&Wolff,Ld. Glasgow	Ministry of Shipping(British TankerCo.Ld. *Mgrs.*)	463·2 P94'B48'F47'	61·2	33·1	Glasgow British	Oil Engines 4S.C.SA 8Cy 25 9/16"-55⅛" Harland&Wolff,Ld.Gls.		
91017	**Empire Burton** D.F. *CruiserStern*	6950 6529 4930	100A1 (*ClassContem plated*)				1941	Short Bros.Ld. Sunderland	Ministry of War Transport (CommonBros.Ld, *Mgrs.*)	427·5	57·0	34·3	Sundrland British	T.3Cy.24",39"&68"-48" N.E.MarineEng.Co.(1938) Ld.Nwc.		
91018 168624 BFVX	**Empire Governor** Ⓟ TwinSc (*ex*Esquilino-41) *OilEng.* D.F. GyC. *ss*Gén.No.3-5,38 *1Dk(Stl)&Shelter dk(Stl)* *2nd dk(Stl)in forward holds*	8657 6733 5355	✠100A1 *Shelterdk* *withfreeboard* 2,41 ✠LMC DBS2,41	Bom	c† CS1,39 5,38	CL 64,39 P9,39	1925 6mo *Lloyd*	Cant.San RoccoS.A. SanRocco *'sA&CP*	Ministry of War Transport(P.&O. Stm.Nav.Co. *Mgrs.*)	450·0 E185'F75'	57·2	32·4 FK *CellDB3*	Cardiff British *ptCem* *9BHtoSh dk* 93'1510*t* *FP*	Oil Engines 4S.C.SA 12Cy 29⅛"-47¼" 984NHP DB*100lb* StabilimentoTecnico,Tri. *T172tAPT91t*	35 ″ 0 s7 ″ 11½ 27 ″ 3½	
91019 168169 BCJP	**Empire Curlew** (*ex*RobinDoncaster-41) *2Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Ref.Mchy.* *CruiserStern* Sub.Sig.	7101 5846 4259					1941	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md	Ministry of War Transport (DonaldsonBros.& Black,Ld.*Mgrs.*)	452·5 F96'	66·2	29·4	London British *WB*	DR geared steam turbine 1050NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
91020 168172 GNLG	**Empire Pelican** (*ex*Stanley-41) *2Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6463 5959 4656					1919	Skinner&EddyCorp Seattle,Wash	Ministry of War Transport(Dene ManagementCo. Ld.*Mgrs.*)	401·7 P34'F43'	54·8	32·1	London British *WB*	T.3Cy.24½",41½"&72"-48" 359NHP Hooven,Owens,Rentschler Co Hamilton,O.		R
91021	**Edna** (*ex*KwangYuan-41, 3Mst *ex*EdnaChristenson-37, *1Dk* *ex*SantaAlicia, *Fitted for oil fuel* *ex*JohnA.Hooper) *Mchy.Aft*	2244 1938 1321					1912	Harlan&Hollingsworth Cor. Wlmgtn,Del.	W.R.Carpenter OverseaShipping, Ld.	283·3 P55'F33'	44·0	22·5	Panama Pnamanian	T.3Cy.21",34"&56"-42" 203NHP Harlan&HollingswrthCor.		
91022 168005 GNFG	**Empire Gull** (*ex*BraveCoeur-41) *2Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6408 5958 4728					1919	Skinner&EddyCorp Seattle,Wash	Ministry of War Transport(Crosby, Son&Co.Ld. *Mgrs.*)	402·6 P48'F42'	54·8	32·1	London British *WB*	T.3Cy.25",42"&72"-48" 359NHP Skinner&EddyCorp.		R
91023	**Empire Sedge** D.F. *Mchy.Aft* *CruiserStern*	2852 2123 1580	100A1 (*ClassContem plated*)				1941	W.Gray&Co Ld WHartlepool	Ministry of War Transport	310·6 Q175'F36'	44·4	19·4	WHartlpl British	T.3Cy.20",33"&55"-39" Cen.Mar.E Wks. (W.Gray&Co Ld.)W.Hpl.	21 ″ 6 s7 ″ 1 19 ″ 4¼	
91024	**Empire Lawrence** *CruiserStern* *2Dks* D.F. GyC.	7430 7047					1941	JLThompson&Sons Ld Sunderland	Ministry of War Transport(Crosby, Son&Co.Ld. *Mgrs.*)	423·8	59·9	35·0	Sunderlnd British *WB*	T.3Cy.24",39"&68"-48" 320NHP GeorgeClark(1938)Ld.Sld		
91025	**Empire Raleigh** *OilEng.* D.F. *CruiserStern*	7250 6787 5100	100A1 *withfreeboard* (*ClassContem plated*)				1941	Wm.Doxford&SonsLd Sunderland	Ministry of War Transport(West HartlepoolStm. Nav.Co.Ld.*Mgrs.*)	428·8	56·5	35·5	Sunderlnd British	Oil Engines 2S.C.SA 3Cy.23⅝"-91 5/16" Wm.Doxford&Sons,LdSld		
91026	**Empire Bruce** D.F. *CruiserStern*	7400 7047 4540					1941	SirJ.Laing&Sons,Ld. Sunderland	Ministry of War Transport	423·8	59·9	35·0	Sunderlnd British *WB*	T.3Cy.24",39"&68"-48" 320NHP N.E.MarineEng.Co.(1938) Ld.Nwc.		
91027	**Empire Glade** D.F. *2Dks* *CruiserStern* *OilEng.*	7050					1941	Barclay,Curle&Co.Ld Glasgow	Ministry of War Transport(Blue StarLine,Ld. *Mgrs.*)	418·0 F29'	57·4	34·1	Glasgow British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"-91 7/16" 688NHP Barclay,Curle&Co.Ld.Gls.		
91028 219396 KJJW	**Exmoor** (*ex*Extavia-41,*ex*City of St.Joseph) *2Dks* *Fitted for oil fuel*	4986 — 3096					1919	American International S.B.Corp. HogIslandPa	AmericanExport Lines,Inc.	390·0 P50'B121'F40'	54·2	27·8	NewYork Utd.States *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
91029 47587 JSIO	**Eiko Maru**	3535 — 2035					1940	TamaS.B.Co.Ld. Tama	TaiyoKogyoK.K.	340·4	48·2	26·2	Kobe Japanese	Steam Engine		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
91030 168178 GNFC	**Empire Waterhen** (*ex*Manatee–41) *2Dks* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	6004 5518 3795					1920	O.Daniels Co. Tampa,Fla.	Ministry of War Transport(R. Chapman&Son, *Mgrs.*)	401·9 P34'B118'F38'	54·2	31·3	London British *WB*	T.3Cy.24½",41½"&72"–48" HardyTyne 359NHP Mf.Co.Birmingham,Ala.		R
91031 168174 GPDY	**Empire Grebe** (*ex*WestWauna–41) *2Dks* Sub.Sig. *Fitted for oil fuel*	5736 5139 3558	✠100A1 (*Reclassification Contemplated*) Examined 2,41 ✠LMC2,41	Mob		CL 2,41	1918 12mo	Northwest SteelCo. Portland,Or.	Ministry of War Transport(G.Heyn &Sons,Ld.*Mgrs.*)	410·4 P44'B115'F47'	54·2	27·7 FK	London British *WB*	DR geared steam turbine 210lb (*r*) 583NHP 1SB(Spt),*9cf*,GS180, HS8112 FD GeneralElectricCo. Schenectady,N.Y.	30 ″ 2 s6 ″ 4¾ 24 ″ 0¾	
91032 168177 MLNP	**Empire Crossbill** (*ex*WestAmargosa–41) *2Dks* Sub.Sig. *Fitted for oil fuel*	5463 4995 3401					1919	LsAngeles SB.&D.D.Co. SanPedro,Cal	Ministry of War Transport(J. Morrison&Son, *Mgrs.*)	410·0 P43'B115'F47'	54·4	27·2	London British	T.3Cy.28½",47"&78"–48" LosAngelesS.B. 422NHP &D.D.Co.SanPedro,Cal.		R
91033 168185 GNXG	**Empire Magpie** (*ex*Bellemina–41) *1Dk&Shelter dk&Web frames* *Longitudinal framing*	6085 5579 3752	✠ ...				1919 10mo	Federal S.B.Co. Kearny,N.J.	Ministry of War Transport(CanadianPacificSteamships,Ld.*Mgrs.*)	395·5 P45'B110'F38'*on Shelter dk*	55·2	31·4 FK	London British *WB*	2steam turbinesDRgeared to 1 sc. shaft 416NHP MidWestEngineCo. Indianapolis,Ind.	34 ″ 11	
91034	**Empire Ghyll** *Mchy.Aft* *1Dk* *CruiserStern*	2010 1454 1080					1941	Grngemth Dkyd.Co.Ld. Grngemouth	Ministry of War Transport (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*)	272·0 Q163'F26'	40·0	17·2	Grngemth British *WB*	T.3Cy.18",30"&50"–33" 144NHP N.E.MarineEng.Co.(1938) Ld.Nwc.		
91035 168792 BCGV	**Empire Lagoon** *Mchy.Aft* *1Dk* *CruiserStern*	2013 1456 1083					1941	Grngemth Dkyd.Co.Ld. Grngemouth	Ministry of War Transport(F.L. Dawson&Co.Ld. *Mgrs.*)	272·0 Q163'F26'	40·0	17·2	Grngemth British *WB*	T.3Cy.17",27"&48"–36" 138NHP N.E.MarineEng.Co.(1938) Ld.Nwc.		
91036	**Empire Ruby** *OilEng.* *Mchy.Aft* *CruiserStern* *1Dk* *Carrying Petroleum in bulk*	650					1941	G.Brown &Co. (Marine)Ld. Greenock	Ministry of War Transport(F.T. Everard&Sons,Ld. *Mgrs.*)	176·6 P51'F33'	30·6	11·7	London British *WB*	Oil Engines 2S.C.SA 6Cy.12⅝"–16¾" 167NHP NewburyDieselCo.Ld. Newbury		
91037	**Empire Morn** D.F. *CruiserStern*	7090 6618 5224	100A1 *withfreeboard* (*ClassContemplated*)				1941	Vickers-Armstrongs, Ld. Barrow	Ministry of War Transport(E.J. Sutton&Co.*Mgrs.*)	433·0 F35'	56·2	34·4	Barrow British	T.3Cy.23½",37½"&68"–48" Fullarton,Hodgart& Barclay,Psy.	36 ″ 9 s10 ″ 9½ 26 ″ 1½	
91038	**Empire Grenfell** *OilEng.* D.F. *CruiserStern*	7250 6787 5100	100A1 *withfreeboard* (*ClassContemplated*)				1941	Wm.Doxford&SonsLd Sunderland	Ministry of War Transport(SirR. Ropner&Co.Ld. *Mgrs.*)	428·8	56·5	35·5	Sunderlnd British	Oil Engines 2S.C.SA 3Cy.23⅝"–91 5/16" Wm.Doxford&Sons,Ld Sld		
91039 168179 MNPP	**Empire Dolphin** (*ex*RuthKellogg–41, *ex*Vaba) D.F. *2Dks* *Fitted for oil fuel* *Carrying Petroleum in bulk*	5037 4598 3077					1920	American International S.B.Corp. HogIslandPa	Ministry of War Transport(Gow, Harrison&Co. *Mgrs.*)	390·0 P39'B121'F43'	54·2	27·8	London British *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
91040 168180 GPDK	**Empire Mavis** (*ex*WestRaritans–41) *2Dks* Sub.Sig. *Fitted for oil fuel*	5704 5139 3514	✠100A1 (*Reclassification contemplated*)				1919 10mo	Northwest SteelCo Portland,Or.	Ministry of War Transport(G.Heyn &Sons,Ld.*Mgrs.*)	409·8 P44'B115'F47'	54·2	27·7 FK	London British *WB*	2steam turbinesDRgeared to 1 sc. shaft 605NHP VulcanIronWorks, JerseyCity,N.J.	30 ″ 2	R †
91041 170180 CGSZ	**Ernest Lapointe** TwinSc (*Icebreaker*) *2Dks, 3rd dk clear of mchy. space* *Decks elec. welded* *CruiserStern*	1179 1064 193	✠100A1 *withfreeboard* 2,41 ✠LMC2,41 *Fitted for oil fuel* 2,41 *F.P. above* 150°F. *CellDB*129' *t Tank between tunnels*18'24*t DTsf*13'105*t FPT*40*tAPT*34*t*	Mtl	*m*	CL	1941 2mo	DavieS.B. &Repairing Co.Ld. Lauzon,P.Q. *Lloyd's A&CP*	CanadianGovernment(Department of Transport)	172·0 184·3(O.L.) BK1"*on*FK	36·2	22·5	Ottawa British 7*BH ptCem*	C.8Cy.(4)13"&(4)28 3/16"–27½" 220lb (*s*) 352NHP 2SB(Spt),*6cf*,HS5810 FD MarineIndustries,Ld. Sorel,P.Q.	24 ″ 6 s11 ″ 0½	
91042 168194 GPFJ	**Empire Whale** (*ex*WinonaCounty–41) Sub.Sig. *1Dk&Shelter dk&Web frames* *Longitudinal framing*	6159 5705 3667	✠100A1 (*Reclassification Contemplated*)				1919 9mo	Federal S.B.Co. Kearny,N.J.	Ministry of War Transport(DonaldsonBros.&Black, Ld.*Mgrs.*)	395·5 P45'B110'F38' *on Shelter dk*	55·0	31·4 FK	London British *WB*	2steam turbines DRgeared to 1 sc. shaft 645NHP MidWestEng.Co. Indianopolis,Ind.	34 ″ 11	R †
91043 168189 GNDN	**Empire Plover** (*ex*Janelew-41) *1Dk&Shelter dk* *Fitted for oil fuel* *Longitudinal framing*	6109 5600 4391	100A1 (*Classification Contemplated*) Examined 12,40	NQs			1920	MooreS.B. Co. Oakland,Cal.	Ministry of War Transport(Mungo Campbell&Co.Ld, *Mgrs.*)	402·6 P34'F38'	53·0	32·2	London British *WB*	2steamturbinesDR geared to 1 sc. shaft W.&A.FletcherCo. Hoboken,N.J.		
91044	**Empire Spinney** *OilEng.* *Mchy.Aft* *CruiserStern*	871	100A1 (*ClassContemplated*)				1941	A&J.Inglis Ld. Glasgow	Ministry of War Transport(General Stm.Nav.Co.Ld. *Mgrs.*)	203·0 Q123'F25'	33·1	11·7	Glasgow British	Oil Engines 2S.C.SA 5Cy.13⅜"–22 7/16" BritishAuxiliaries,Ld.Gls.		
91045	**Empire Cranmer** D.F. *2Dks* *CruiserStern*	7430 7047					1941	JLThompson&Sons,Ld. Sunderland	Ministry of War Transport(Mungo Campbell&Co.Ld, *Mgrs.*)	423·8	59·9	35·0	Sundrland British *WB*	T.3Cy.24",39"&68"–48" 320NHP N.E.MarineEng.Co.(1938) Ld.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in	15 Registers in which ...d, if not in L.R. of B.of Trade Cert.
91046 ~~9146~~ 168191 GNDS	**Empire Nightingale** (*ex*Westport–41) Sub Sig. 2*Dks*	5595 5110 4175	✠ ... 10,21 ✠				1918 9mo	AmesS.B. &D.D.Co. Seattle,Wash	**Ministry of War Transport(Mungo Campbell&Co.Ld.** *Mgrs.)*	409·5|54·2|27·4 P44'B115'F44' FK	**London** British *WB*	T.3Cy.26",43"&73"–48" 543NHP s AmesS.B.&D.D.Co.Seattle	30 ″ 2 6 ″ 4½ 24 ″ 0¼	R †
91047 168184 GNSN	**Empire Dabchick** (*ex*Kisnop–41) 2*Dks*	5995 5105 4549	100A1 (*ClassContemplated*)				1919	Atlantic Corporation Portsmouth, N.H.	**Ministry of War Transport(J. Morrison&Son,** *Mgrs.)*	410·5|54·2|27·0 P60'B115'F47'	**London** British *WB*	T.3Cy.24½"41½"&72"–48" 359NHP AtlanticCorporation, Taunton,Mass.		
91048	**Empire Cabot** D.F *CruiserStern*	6770 6293 4910	100A1 *withfreeboard* (*ClassContemplated*)				1941	W.Gray& Co.Ld. W Hartlepool	**Ministry of War Transport**	419·2|56·7|33·9 F36'	**W.Hartlpl** British	T.3Cy 22½",36"&65"–48" Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.		
91049	**Empire Amethyst** D.F. E.S.D. *Mchy.Aft* *CruiserStern* *Longitudinal framing at bottom & at dk*	8032 7197 4676	100A1 (*ClassContemplated*) *CarryingPetroleum in*			*bulk*	1941	Furness S.B.Co.Ld. Haverton Hill-on-Tees	**Ministry of War Transport**	463·5|61·2|33·0 P105'B44'F38'	**Middlsbro'** British	T.3Cy.27",44"&76"–51" Richardsons,Westgarth& Co.Ld.Hpl.		
91050	**Empire Garnet** *OilEng.* *Mchy.Aft* *CruiserStern*	300	100A1 (*ClassContemplated*) *CarryingPetroleum in*			*bulk*	1941	Rowhedge IrnwrksCoLd Rowhedge	**Ministry of War Transport(C.Rowbotham&Sons,** *Mgrs.)*	125·0|24·0|10·7 P44'F20'	British	Oil Engines 2S.C.SA 5Cy.10½"–13½" BritishAuxiliaries,Ld.Gls.		
91051	**Empire Mallory** D.F.	6327 5954 4592	100A1 *withfreeboard* (*ClassContemplated*)				1941	C.Connell &Co Ld. Glasgow	**Ministry of War Transport**	407·0|54·7|33·2 F32	**Glasgow** British	T.3Cy.23½",37½"&68"–48" D.Rowan&Co.Ld.Gls.		
91052	**Empire Scott** D.F. *CruiserStern*	6100 5650 4200	100A1 *withfreeboard* (*ClassContemplated*)				1941	J.Read- head&SonsLd SouthShields	**Ministry of War Transport(A. Crawford&Co.Ld.** *Mgrs.)*	405·5|53·6|32·9	**S.Shields** British	T.3Cy.24",40"&68"–45" J.Readhead&SonsLd.S.Shl		
91053	**Empire Diamond** *OilEng.* *Mchy.Aft* D.F. E.S.D. *CruiserStern* *Longitudinal framing at bottom & at deck*	8390 7250 5550	100A1 (*ClassContemplated*) *CarryingPetroleum in*			*bulk*	1941	Harland& Wolff,Ld. Belfast	**Ministry of War Transport**	465·6|59·5|33·9 P92'B47'F51'	**London** British	Oil Engines 4S.C.SA 8Cy 25$\frac{9}{16}$"–55⅛" Harland&Wolff,Ld.Bel.		
91054 168198 BCDV	**Empire Ibex** (*ex*Edgefield–41) 3*Dks* Sub.Sig. *Fitted for oil fuel*	7028 6778 5500					1918	Skinner& EddyCorp. Seattle,Wash	**Ministry of War Transport(Lamport&HoltLineLd.** *Mgrs.)*	409·6|54·2|35·1	**London** British *WB*	DRGearedSteamTurbine GeneralElectricCo. Schenectady,N.Y.		R
91055	**Empire Cromwell** D.F. 2*Dks* *CruiserStern*	4425					1941	W.Pickers- gill&Sons,Ld. Sunderland	**Ministry of War Transport (LambertBros.Ld.** *Mgrs.)*	401·0|54·0|33·2 F39'	**Sunderlnd** British *WB*	T.3Cy.23½",38"&66"–45" 292NHP GeorgeClark(1938)Ld.Sld.		
91056 166323 BCMP	**Empire Bridge** 1*Dk* *Mchy.Aft* *Cruiser Stern* *Cargo battens not fitted*	348 249 149	✠100A1 ~~(*ClassContemplated*)~~ 6,41 ✠LMC6,41	Liv	*d*	OG	1941 6mo *Lloyd's* [illegible]	W.J.Yar- wood&Sons (1938)Ld. Northwich	**Ministry of War Transport(Lady of the Isles S.S.Co.Ld.** *Mgrs.)*	127·2|24·7| 9·9 133·0(O.L.) P50' FK *Wingtanks in B.R.4'12t FPT49t APT14t*	**Liverpool** British 4*BHCem*	T.3Cy.10½",17½"&29"–19" 200lb (s) 60RHP 58NHP 1SB,2*cf*,GS35,HS1105 W.J.Yarwood&Sons,Ld. Northwich	10 ″ 9 s ″ 8 10 ″ 3	
91057	**Empire Atoll** *OilEng.* *Mchy.Aft* *Ref.Mchy.* *CruiserStern*	686	100A1 *withfreeboard* (*ClassContemplated*)				1941	Ardrossan DockyardLd. Ardrossan	**Ministry of War Transport(Coast Lines,Ld.** *Mgrs.)*	200·6|33·1|11·1 F23'	British	Oil Engines 2S.C.SA 7Cy.13⅜"–22$\frac{7}{16}$" BritishAuxiliaries,Ld.Gls.		
91058 168195 GPDN	**Empire Opossum** (*ex*Western Ocean–41) 2*Dks*	5726 5139 3511	✠ ... 9,20 ✠				1918 6mo	Northwest SteelCo. Portland,Or.	**Ministry of War Transport(G.Heyn &Sons,Ld.** *Mgrs.)*	411·1|54·2|27·7 P47'B115'F44' FK	**London** British *WB*	DRgeared steam turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	
91059	**Empire Stanley** *OilEng.* D.F. 2*Dks* *CruiserStern*	6900					1941	Greenock Dockyard Co.Ld. Greenock	**Ministry of War Transport**	431·6|56·2|34·2 F39'	**Greenock** British *WB*	Oil Engines 2S.C.SA 4Cy.23⅝"–91$\frac{5}{16}$" 688NHP Barclay,Curle&Co.Ld.Gls.		
91060 171063	**E. E. Johnson** (*ex*JohnP. Geistman–41,*ex*Maricopa–37) *Mchy.Aft* GyC. 1*Dk*2*tr B*	4281 4097 3200					1896	Chicago S.B.Co. Chicago	**LakeheadTransportationCo,Ld.**	412·2|48·2|23·3 *WB*	**Pt.Arthur** **Ont.** British	T.3Cy.25",40"&68"–42" B*made*14 300NHP ClevelandS.B.Co.Clevelnd		
91061	**Eldaren** (*ex*Muron–41) *OilEng.* 1*Dk* *Mchy.Aft* *CruiserStern* *Butts of keel elec. welded*	476 346 176	✠100A1 2,40 ✠LMC8,38 *CarryingPetroleum in*	Skm	*g*	*bulk*	1938 8mo *Lloyd's A1&CP*	NV.Schpsf v/hDeGroot &VanVliet Slikkerveer	SwedishGovernment(Kungl.Marinförvaltningen)	166·4|25·9| 9·8 174·9(O.L.) Q56'F23' *Trunk*87' FK *FPT94t APT19t*	**Karlskrna** Swedish 8*BHptCem*	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{1}{16}$" 94NHP s DB*100lb* Humboldt-Deutzmotoren, A.G.Köln-Deutz	10 ″ 4 ″ 6 9 ″ 11¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
91062	**Empire Shackleton** D.F. *CruiserStern*	7000	100A1 *withfreeboard* *(ClassContemplated)*				1941	Lithgows Ld. PortGlasgow	Ministry of War Transport(G.Heyn &Sons,Ld.*Mgrs.*)	432·5 F39′	56·2	34·2	Greenock British	T.3Cy.23½″,37½″&68″–48″ Rankin&BlackmoreLdGrk		
91063	**Empire Livingstone** D.F. *CruiserStern*	7000	100A1 *withfreeboard* *(ClassContemplated)*				1941	Lithgows Ld. PortGlasgow	Ministry of War Transport(Maclay &Macintyre,Ld. *Mgrs.*)	432·5 F39′	56·2	34·2	Greenock British	T.3Cy.23½″,37½″&68″–48″ J.G.Kincaid&Co.Ld.Grk		
91064 164323 GZSS	**Empire Chivalry** Ⓟ (*ex*Inkosi–41) D.F. E.S.D. *2Dks* *Ref.Mchy.* *CruiserStern*	5152 4950 3036	✠100A1 3,40 BS3,40 ✠LMC6,37 ✠Lloyd'sRMC1,40 *Fitted for oil fuel* 6,37 *F.P. above* 150°F.	Lon	*a*†	CL	1937 6mo	Swan,Hunter&Wigham Richardson, LdNewcastle *Lloyd's A&CP*	Ministry of War Transport(T.&J. Harrison,*Mgrs.*)	414·8 429·6(O.L.) P37′B163′F41′ FK 8 *CellDB*340′1039t *FPT*42t *APT*58t	56·0	28·5	London British *BHptCem ptAsp*	Q4Cy.28″,41½″,59″&84″–54″ 235lb (*r*) 835NHP 4SB(Spt),*16cf*,HS12000 FD WallsendSlpwy.&E.Co.Ld	31 ″ 0 s 5 ″ 7 25 ″ 7	BT till 3,41
91065	**Empire Grove** *OilEng.* *Mchy.Aft* *CruiserStern*	321 230 146	100A1 *(ClassContemplated)*				1941	I.Pimblott &Sons,Ld. Northwich	Ministry of War Transport (NewcastleCoal& ShippingCo.Ld. *Mgrs.*)	131·7 P36′F15′	24·7	9·7	Liverpool British	Oil Engines 2S.C.SA 6Cy.11½″–13½″ H.Widdop&Co.Ld.Kghley		
91066	**Empire Wolfe** D.F. *CruiserStern*	2840 2525 1685	100A1 *(ClassContemplated)*				1941	W.Gray& Co.Ld. WHartlepool	Ministry of War Transport	315·0 P33′B82′F33′	46·5	23·0	WHartlepl British	T.3Cy.20″,31″&55″–39″ Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.		
91067	**Empire Gilbert** D.F. *2Dks* *CruiserStern*	6640 6282 4793					1941	Bartram& Sons,Ld. Sunderland	Ministry of War Transport(Turner, Brightman&Co. *Mgrs.*)	416·8	56·6	34·0	Sundrland British	T.3Cy.23½″,38″&66″–45″ 292NHP *WB* N.E.MarineEng.Co.(1938) Ld.Sld.		
91068 168199 GPDP	**Empire Cougar** (*ex*West Saginaw–41) *ss*N.Os.No.3–3,41 *2Dks*	5758 5139 3598	✠100A1 3,41 LMC3,41 *Fitted for oil fuel* 10,19 *F.P. above* 150° F	NOs	*z*	CL 3,41	1919 10mo	Northwest SteelCo. Portland,Or. CP	Ministry of War Transport (G.Heyn&Sons, Ld.*Mgrs.*)	409·8 423·7(O.L.) P44′B115′F47′ FK 7 *CellDB*355′1139t *MT*29′745t *FPT*132t *APT*143t	54·2	27·7	London British *BHptCem*	2 Steam Turbines DR geared to 1sc.shaft 605NHP 210lb (*s*) 3SB,*9cf*,GS181,HS8007 FD MidwestEng.Co. Indianapolis	30 ″ 2 s 6 ″ 4¾ 24 ″ 0¾	
91069 168200 GPJL	**Empire Chamois** (*ex*PacificRedwood–41,*ex*Westmount) *2Dks* Sub Sig. *Fitted for oil fuel*	5684 5111 3558	✠ ... 4,22 ✠				1918 5mo	AmesS.B. &D.D.Co. Seattle,Wash	Ministry of War Transport(Booth S.S.Co.Ld.*Mgrs.*)	409·5 P44′B115′F47′ FK	54·2	27·4	London British	T3.Cy.26″,43″&73″–48″ 543NHP *WB* AmesS.B.&D.D.Co.Seattle	30 ″ 2 s 6 ″ 4½ 24 ″ 0¼	R †
91070	**Empire Pearl** *1Dk* D.F. E.S.D. *Fitted for oil fuel* *Longitudinal framing* *CruiserStern* *Mchy.Aft* *Carrying Petroleum in bulk*	9800 8894 5797					1941	SirJ.Laing &Sons,Ld. Sunderland	Ministry of War Transport	484·0 P111′F33′	68·3	36·1	Sundrland British	T.3Cy.27″,44″&76″–51″ 414NHP *WB* N.E.MarineEng.Co.(1938) Ld.Nwc.		
91071	**Empire Wyclif** D.F. E.S.D. *CruiserStern*	6950 6529 4900	100A1 *withfreeboard* *(ClassContemplated)*				1941	ShortBros. Ld. Sunderland	Ministry of War Transport(Dene ManagementCo. Ld.*Mgrs.*)	427·5	57·0	34·3	Sundrland British	T.3Cy.24″,39″&68″–48″ N.E.MarineEng.Co.(1938) Ld.Nwc.		
91072 168201 GPFG	**Empire Kangaroo** (*ex*Mercer–41) Sub.Sig. *1Dk&Shelter dk&Web frames* *Longitudinal framing*	6219 5705 3838	✠ ... 6,20 ✠ *(Reclassification contemplated)*				1919 1mo	FederalS.B Co. Kearny,N.J.	Ministry of War Transport (Donaldson Bros.& Black,Ld.*Mgrs.*)	397·4 P45′B110′F38′ *on Shelter dk* FK	55·0	31·4	London British	DR geared steam turbine 619NHP *WB* GeneralElectricCo. Schenectady,N.Y.	34″11	R †
91073 167107 BCNX	**Empire Bank** *OilEng.* *1Dk*	402 298 183					1941	Henry Scarr,Ld. Hessle	Ministry of War Transport (P.MacCullum& Sons,Ld.*Mgrs.*)	143·6	26·1	9·9	Hull British	Oil Engines 2S.C.SA 7Cy.10½″–13½″ *WB* CrossleyBros.Ld.Mch.	11 ″ 0 s 1 ″ 0 10 ″ 0¾	
91074 168188 BCGS	**Empire Porpoise** 3Mst (*ex*Invincible–41) *1Dk&Web frames* Sub.Sig. *Fitted for oil fuel* *Longitudinal framing*	7592 7295 4847	✠ *(Reclassification Contemplated)* ✠				1918 10mo	Bethlehem S.B.Corp.Ld. Alameda,Cal.	Ministry of War Transport (Cunard WhiteStar,Ld. *Mgrs.*)	440·0 FK	56·0	35·2	London British	1steam turbine & elec. motor 637NHP NE21 *WB* GeneralElectricCo. Schenectady,N.Y.	38 ″ 0 s 9 ″ 6¾ 28 ″ 7½	R †

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88051 164907 MJJY	**Fiddown** *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern* *Cargo battens not fitted*	~~911~~ 319 201 163	✠100A1 9,40 ~~7,40~~ ~~(ClassContem plated)~~ ✠LMC7,40	Goo Liv	*e*	OG	1940 7mo *Lloyd's A&CP*	GooleS.B. &RepgCo.Ld. Goole	SamuelMorris,Ld.	133·8|24·7|7·5 139·3(O.L.) P34'Q47'F18' FK *CellDB*86'105*tFPT*27*tAPT*15*t*	Goole British 3*BHCem*	Oil Engines 2S.C.SA 6Cy.$10\frac{1}{2}''$–$13\frac{1}{2}''$ 115NHP CrossleyBros.Ld.Mch.	9 ″ 8 s3 ″ 5 9 ″ $6\frac{3}{4}$	
88052 8412 SMVN	**Froste** *OilEng.* Wireless D.F. E.S.D. 1*Dk* *CruiserStern* *Strengthened for navigation in ice*	1050 720 468	✠100A1 5,40 ~~4,40~~ ✠LMC4,40	Got	*n*	CL	1940 4mo *Lloyd's A&CP* *Completed by* Eriksbergs M.V.A/B,Got	Crichton- VulcanA.B. Åbo	A/B Svenska Ostasiatiska Kompaniet (G.Borin, *Mgr.*)	215·3|35·5|13·7 222·9(O.L.) P20'Q52'B50'F32' *CellDB*160' FK 248*tFPT* 76*tAPT*78*t*	Gothenbrg Swedish 4*BHptCem*	Oil Engines 2S.C.SA 8Cy.$13\frac{3}{8}''$–$22\frac{7}{16}''$ 250NHP A/B Atlas-Diesel,Skm.	15 ″ 7 s ″ $7\frac{1}{4}$ 15 ″ $0\frac{3}{4}$	
88053 167558 GLRX	**Flora II** Ⓟ (*ex*Flora-40) Wireless D.F. 2*Dks* *Ref.Mchy.*	1218 1040 657					1909	Akt.Burmeistr&Wain Copenhagen	Ministry of Shipping(Ellerman's WilsonLine,Ld. *Mgrs.*)	253·5|34·6|16·8 P19'B104'F25'	London British *WB*	T.3Cy.21",35"&60"–39" 225NHP Akt.Burmeistr&Wain,Cpn		V
88054 168029 GMSJ	**Fultala** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern*	5051 4417 2828	✠100A1 *withfreeboard* 3,41 ~~10,40~~ ~~(ClassContem plated)~~ ✠LMC10,40	Sld Cal	*a*†	CL	1940 10mo *Lloyd's A&CP*	Wm.Doxford&Sons,Ld Sunderland	BritishIndiaStm.Nav.Co.Ld.	426·0|54·3|26·1 441·8(O.L.) ~~FonShelterdk41'~~ F40' FK (*CollBHtoShdk6BHto2nd dk*) *CellDB*347 1089*tMT*21'829*tFPT*122*tAPT*149*t*	London British 7*BHptCem*	Oil Engines 2S.C.SA 3Cy.$23\frac{5}{8}''$–~~$91\frac{11}{32}''$~~ $91\frac{5}{16}''$ 2DB*120lb* 516NHP Wm.Doxford&Sons,LdSld	28 ″ 7 s3 ″ 3 25 ″ $6\frac{1}{2}$	
88055 8460 SDWT	**Fenris** *OilEng.* D.F. 1*Dk&Shelter dk* *CruiserStern* *Strengthened for navigation in ice* *Butts of shell plating electrically welded*	~~1950~~ 1904 1466 1044	✠100A1 *withfreeboard* 3,41 ~~(ClassContem plated)~~ ✠LMC1,41	Skm	*t*	CL	~~1940~~ 1941 3mo *Lloyd's A&CP*	Finnboda VarfAkt. Stockholm	Stockholms Rederiaktieb.Svea (Eman.Högberg, *Mgr.*)	314·0|44·2|15·9 322·3(O.L.) F29' FK (*CollBHtoShdk5BHto2nd dk*) *CellDB*259'534*tFPT*55*tAPT*46*t*	Stockholm Swedish 6*BH*	2 Oil Engines 2S.C.SA with electro-magnetic slip coupling&SRgearing 14Cy.$13\frac{3}{8}''$–$22\frac{7}{16}''$ 438NHP DB*114lb* A/B Atlas-Diesel,Skm.	19 ″ 3 s ″ $7\frac{1}{4}$ 19 ″ 10	
88056 160785 GNDG	**Fishpool** *OilEng.* D.F. E.S.D. *CruiserStern* ~~2*Dks*~~ 1*Dk&Shelter dk*	4950 4417 2815					1940	SirJ.Laing &Sons,Ld. Sunderland	PoolShippingCoLd (SirR.Ropner&Sons,Ld. *Mgrs.*)	418·0|58·8|25·8	W.Hartlpl British *WB*	Oil Engines 4S.C.SA 7Cy.$24\frac{13}{16}''$–$51\frac{3}{16}''$ J.G.Kincaid&Co.Ld.Grk.		
88057 168503 GNQQ	**Fanad Head** D.F. E.S.D. 1*Dk&Shelter dk* *CruiserStern*	5038 4432 3002					1941	Harland& Wolff,Ld Belfast	UlsterS.S.Co.Ld. (G.Heyn&Sons,Ld. *Mgrs.*)	407·3|58·9|24·8 P25'F37'	Belfast British *WB*	T.3Cy.22",37"&61"–45"& LP turbine with SRgearing & chain drive Harland&Wolff,Ld.Bel.		
88058 98579 CGSP	**Foundation Aranmore** Ⓟ Iron (*ex*Aranmore-40) Wireless *Well deck* 2*Dks*	1156 919 502	✠ ... 10,94 ✠				1890 9mo	WBThompson&Co(Lim) Dundee	Foundation Maritime,Ld.	241·5|34·8|15·7 P150'B25'F36'	HalifaxNS British *WB*	T.3Cy.23",38"&61"–48" 258NHP WBThompson&CoLd Dun	18 ″ 0	
88059	**Florida** (*ex*Signe-40,*ex*P.Madsen-39) D.F. 1*Dk*	1807 1624 1054					1924	A/S AalborgSkbsv. Aalborg	EstodurasSteamshipCo.Inc.	276·8|42·1|17·8 P18'B169'F33'	Puerto Cortes Honduran *WB*	T.3Cy.21",33"&55"–36" 181NHP A/S Frichs,Aarhus		C
88060	**Felippe Camarão** (*ex*Ten-41, (*ex*LakeGiltedge-35) *Fitted for oil fuel* 1*Dk*2*trB*	2664 2283 1654	✠ ... 3,21 ✠				1919 9mo	Detroit S.B.Co. Wyandotte	LloydBrasileiro	251·0|43·6|26·1 P25'B64'F23' FK	R.Janeiro Brazilian *WB*	T.3Cy.$21\frac{1}{8}''$,35"&59"–42" 352NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
88061 HPRL	**Folozu** (*ex*HellenicCity-40, *ex*WinOn-39, *ss*Ant.2ndNo.3-3,38 *ex*Lake George-37) 1*DkTopside tanks* *Mchy.Aft* *Cargo battens not fitted*	2486 2046 1782	✠100A1 12,40 ~~7,40~~ BS3,40 ✠LMC11,37	Shi	*s*	CL 7,40	1917 11om *Lloyd's A&CP*	Gt.Lakes Eng.Works Ashtabula, O.	Wallem&Co.	253·0|43·5|27·5 P115'F26' FK *CellDB*209'600*t Topside tanks*124'330*tFPT*180*tAPT*50*t*	Panama ~~Shanghai~~ Pnamanian 4*BHCem*	T.3Cy.21",$34\frac{1}{2}''$&57"–42" 175lb (*s*) 284NHP 2SB,6*cf*,GS104,HS4160 FD Gt.LakesEWks,Ashtabula	27 ″ 6 s 4 ″ 1 23 ″ $7\frac{3}{4}$	
88062	**Falsterbohus** *OilEng.* *Mchy.Aft* D.F *CruiserStern* *Longitudinal framing*	10232 9278 6185	100A1 (*ClassContem plated*) *CarryingPetroleum in bulk*				1941	Kockums M.V.Aktieb. Malmö	TrelleborgsÅngf. Nya A/B(J.Malmros, *Mgr.*)	503·4|66·1|38·8 P95'B37'F64'	Trelleborg Swedish	Oil Engines 2S.C.DA 8Cy.$23\frac{5}{8}''$–$43\frac{5}{16}''$ KockumsM.V.Akt.Malmö		

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Visites Périodiques	Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. *Late Name if any.* **Special Surveys.**	Material, Rig, &c. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.

1	2 3	4	5	6	7	7*	8	9	10	11	12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillanse Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	Registres ou coté, si ce n'est dans le L.R. Durée. Cert. B. of Trade.
88201 145456 GCKQ	**Glendinning** (*ex*Bramwell-40, *ex*SheafGarth-37) *ss*Bly.No.3-12,34 D.F. *ss*Cff.No.1-39 *Arch deck* *CruiserStern* 1*Dk*(*Stl*) *Cargo battens not fitted*	1927 1665 1077	✠100A1 4,40 MS6,39	Gmh ✠LMC BS~~3,40~~2,41	*q*	OG ~~6,39~~ 1,41	1921 9mo *Lloyd*	BlythS.B. &D.D.Co.Ld. Blyth '*sA&CP*	G.Gibson&Co.Ld. *CellDB*220'523*t*	260·5|38·7|22·3 271·8(O.L.) P19'F19' FK *sidetanks in ER*20'95*tFPT*40*t*	Leith British 4*BHCem* *APT*72*t*	T.3Cy.22½",37"&62"-39"(*s*) 180lb 314NHP s 2SB,*Spf*,GS148,HS5581 MacColl&Pollock,Ld.Sld.	24 ″ 7 6 ″ 7¼ 18 ″ 2¼	
88202 875 SVSJ	**George A. Dracoulis** (*ex*Vathy ofSamos-40,*ex*Dougga-37,*ex*Undine, *ex*Zanzibar) Wireless 1*Dk*	1570 — 936					1912	Schiffsw. v. HenryKoch Lübeck	Mme.Maria G.Dracoulis&Sons (J.Henderson, *Mgr.*)	241·4|36·1|16·0 P&B190'F35'	Piræus Greek *WB*	T3Cy.18⅛",28¾"&47¼"-33$\frac{7}{16}$" 129NHP OttensenerMasch.Fab.Alt.		V
88203	**Goncalves Dias** (*ex*Mormacsun-40, *ex*Argosy-38) *Fitted for oil fuel* Sub.Sig. D.F. 2*Dks*&*Shelter dk* GyC. E.S.D.	4996 — 3094					1920	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0|54·2|27·8	R.Janeiro Brazilian *WB*	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
88204 111855	**George Hindman** (*ex*Brookton-40, *ex*Dornoch,*ex*Colorado, *ex*TheIroquois, 1*Dk* *ex*Tadenac) *Mchy.Aft*	2286 2022 1694					1902	BertramE. WorksCo.Ld. Toronto	DiamondS.S.Co. Ld.(G.Hindman, *Mgr.*)	252·5|43·2|22·3	OwenS'nd Ont. British *WB*	T.3Cy.16½",28"&45"-36" 127NHP BertramE.W.Co.Ld.Trnto.		
88205 108375 VQYK	**Gibel Kebir** (*ex*Canisbay, *ex*Antverpia, *ss*Gib.3rdNo.3-4,26 *ex*Eugalia) *ss*Gib.No.2-34 *Well deck* 1*Dk*(*Irn*)	551 439 331	✠ — 4,40 ✠	Gib	*i*		1887 11mo	R.Dixon& Co. Middlesbro'	W.B.P.Smithson (PetrosM.Nomikos Ld.*Mgrs.*)	175·0|26·6|12·3 Q105'F22' BK7½" *CellDBa*37'*f*66'102*t*	Gibraltar British 4*BHptAsp* *ptCem*	T.3Cy.15",25"&40"-30" NDB20 80RHP 1SB,2*cf*,GS36,HS1497 Blair&Co.Ld.Stockton	14 ″ 5	
88206 SPEA	**Gdynia** Ⓟ TwinSc (*ex*Kosciuszko-40, *ss*Dnz.No.3-12,28 *ex*Lituània, D.F. *ss*Dnz.No.2-37 *ex*Czaritza) 2*Dks*(*Stl-U dk* teak s& *Ref.Mchy.* 2*nd dk*-ws) *Shade dk*(*Stl*-ws)	6852 4843 4207	✠100A1 *Shade dk* 11,40~~10,38~~ MS8,37	Dnz Ply ✠LMC BS~~3,38~~ 1,41	*b*†	CL P10,38 SN 10,38	1915 5mo *Lloyd*	Barclay, Curle&Co.Ld. Glasgow '*sA&CP*	Gdynia-America ShippingLines,Ld. *CellDB a*104' *uE*46' *f*182'	440·0|53·4|29·3 FK 705*tDTa*33' 184*t D*	Gdynia Polish 10*BHCem* *Tf*18'337*tF*	Q8Cy21½",30¾",44"&63"-48" 215lb (*s*) FD 889NHP s 6SB,18*cf*,GS332,HS13302 Barclay,Curle&Co,Ld.Gls. *PT*51*tAPT*21*t*	32 ″ 0 7 ″ 9¾ 24 ″ 4	
88207 168053 GPJQ	**Goodwood** D.F. 1*Dk* *Mchy.Aft* ***CruiserStern*** *Cargo battens not fitted*	~~2785~~ ~~2100~~ ~~1560~~ 2730 2092 1557	✠100A1 1,41 ~~(*ClassContem plated*)~~	Sld ✠LMC1,41	*t*	CL	~~1940~~ 1941 1mo *Lloyd*	S.P.Austin &Son,Ld. Sunderland '*sA&CP*	W.France, Fenwick&Co.Ld. *CellDB*252'	311·4|44·5|19·3 321·9(O.L.) Q177'~~F33~~'F36' FK 828*tMT*8'293*tFPT*	London British 5*BHptCem* 196*tAPT*36*t*	T.3Cy.18½",29"&52"-39" 220lb (*s*) 244NHP 2SB(Spt)6*cf*,GS70,HS3400 FD N.E.MarineEng.Co.(1938) Ld.Sld.	21 ″ 6 s7 ″ 1 19 ″ 4	
88208 46394 JYOD	**Gosyu Maru** D.F. E.S.D. GyC. *Ref.Mchy.* ***CruiserStern***	8592 — 5233					1939	Kawasaki Dkyd.Co.Ld. Kobe	GoyoSyosenK.K.	443·2|60·0|40·0	Kobe Japanese	2 steam turbines DRgeared to 1 sc. shaft 833NHP KawasakiDkydCoLdKobe		
88209 46 SUDU	**Gheorghia** IronTwinSc (*ex*SaintGeorges-40, *ex*El Zagazig-34,*ex*Zagazig)	336 310 152					1888	Lobnitz& Co.Ld. Renfrew	MichelKh. Cattaros	134·3|25·0|10·6	Alexndria Egyptian	C.4Cy.14"&28"-24" 64NHP		
68210 EAGW	**Guecho** (*ex*CanadianTrapper) *ss*Bbo.No.3-3,34 1*Dk*(*Stl*) SUNK IN PORT BY AIRCRAFT 9,37	3276 2880 1865	✠ 10,36 (*Reclassification Contemplated*) ✠	Bcl	*v*		1920 4mo	DavieS.B. &Repairing Co. Levis,P.Q	Cia.Nav.Amaya (C.deZabala, *Mgr.*)	331·3|46·8|23·3 P33'B98'F33' FK *CellDB*266'674*tFPT*	Bilbao Spanish 6*BHCem* 95*tAPT*73*t*	T.3Cy.25",41"&68"-45" 470NHP s Goldie&McCullochCo Ld Galt.Ont.	25 ″ 6 3″11¾ 21 ″ 9	
88211	**Gloria** (*ex*Milena-41,*ex*Chincha-39) *ss*Bal.No.3-5,23 *ss*Bal.No.1-27 *Fitted for oil fuel* ***Longitudinal framing*** 2*Dks*&*Shelter dk*	6348 4574 3983	✠ … 1,31 ✠				1912 9mo	JLThompson&Sons,Ld. Sunderland	Cia.deVapores AraucoPanamena	403·0|52·3|26·8 FK	Panama Pnamanian *WB*	Q.4Cy.24",34½",49"&71"-48" 480NHP N.E.MarineEngCoLd.Nwc	37 ″ 1	R †
88212 HPSG	**Glen** (*ex*Argos-40,*ex*Fredrika-39, *ex*Holmengrå, *ss*Got.2ndNo.3-6,31 *ex*Elfsborg *ss*Skm.No.1-35 *ex*G.P.Braathen, 1*Dk*(*Stl*) *ex*HelenHeidtmann) *Well deck*	1857 1409 1078	100A1 Examined~~6,40~~1,41 BS~~11,39~~1,41	N.Yk LMC2,36	*q*	CL 3,39	1904 *Lloyd*	Schiffsw.v. HenryKoch Lübeck '*sA&CP*	HampusCompania deNavegacionS.A. *CellDB*	264·4|38·4|16·7 P15'Q59'B68'F21' FK 225' 543*t FPT*81*t A*	Panama Pnamanian 4*BHCem* *PT*67*t*	T.3Cy.19¾",32⅛"&51¼"-32½" 185lb (*s*) 187NHP s 2SB(Spt),4*cf*,GS90,HS3164 J.F.Ahrens,Altona	19 ″ 9 2 ″ 1 17 ″ 10	
88213 168192 ECKK	**Gloucester** *OilEng.* *Ref.Mchy.* D.F. E.S.D. ***CruiserStern***	~~8130~~ 6476 5506 3669	100A1 *withfreeboard* (*ClassContemplated*)				1941	A.Stephen &Sons,Ld. Glasgow	FederalSteam Nav.Co.Ld.	~~458·5|60·2|25·9~~ 457·5|60·3|25·8 F40'	London British	Oil Engines 2S.C.SA 6Cy.26⅜"-91$\frac{5}{16}$" Barclay,Curle&Co.Ld.Gls.	39 ″ 6 s12″3½ 27 ″ 5	
68214 168173 BCKT	**Ger-y-Bryn** D.F. 1*Dk*&*Shelter dk* ***Cruiser Stern*** *Tonnage opening closed '41(W.E.)*	~~5115~~ ~~4600~~ ~~3030~~ 5108 4602 3015	✠100A1 *withfreeboard* 5,41 ~~(*ClassContemplated*)~~ *Fitted for oil fuel* 5,41 *F.P. above* 150°F. ✠LMC5,41	Lth	*a*† 2	CL	1941 5mo *Lloyd*	Burntislnd S.B.Co.Ld. Burntisland '*sA&CP*	BrynymorS.S. Co.Ld. (Ambrose,Davies& Matthews,Ld. *Mgrs.*)	420·0|58·0|26·3 436·0(O.L.) FK (*CollBH to Sh.dk* 6*BH to* 2*nd dk*) *CellDB*356'1336*tFPT*	London British 7*BHptCem* 158*tAPT*277*t*	T.3Cy.22½",36"&65"-48" 220lb (*s*) 458NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS159,HS6912 D.Rowan&Co.Ld.Gls.	37″10 s11″3¾ 26 ″ 9	
88215 168175	**Gold Ranger** *OilEng.* D.F. E.S.D. *Mchy.Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	~~3500~~ ~~2558~~ 3313 2558 1506	100A1 (*ClassContemplated*) ***Carrying oil fuel in bulk***				1941	CaledonS. B.&E.Co.Ld. Dundee	TheAdmiralty	339·7|48·3|22·6 P&B129'F78'	London British	Oil Engines 4Cy.22$\frac{1}{16}$"-85$\frac{1}{16}$" Wm.Doxford&Sons,LdSld	22 ″ 6 s2 ″ 5¼ 20 ″ 2½	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
88216 HPPV	Guatemala (*ex* Valiente–41, *ex Dredger* ssN.Yk.2ndNo.3–6,40 O'Brien Brothers–40, 2*Dks* *ex* Brookline)	5967 5105 3741	100A1 12,40 BS12,40 LMC6,40 *Fitted for oil fuel* 6,40	SFo	2	1,40 *F.P. above* 150°F.	1920	Atlantic Corporation Portsmouth, N.H. *Lloyd's A&CP*	Panamanian Freighters (Wallem&Co. *Mgrs.*) *Cell DB* 362'11	410·2 427·0(O.L.) P44'B115'F47' 25*t MT* 29'6	54·0	29·7 FK 38*t FPT*	Panama Pnamanian 7*BHpt Cem* 78*t APT* 224*t*	T.3Cy.$24\frac{1}{2}$",$41\frac{1}{2}$"&72"–48" 215lb 603NHP 3WTB,HS9150 FD AtlanticCorp.Ptsmth,N.H.	29 ″ 9 5 ″ $9\frac{1}{2}$ 24 ″ 2	
88217 8477 SEBT	Glan *Oil Eng.* *Mchy. Aft* *Cruiser Stern*	650 490 350	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1941	Ekensbrgs Varf.Akt. Stockholm	RederiA/B Transocean (G.Carlsson, *Mgr.*)	170·0 P42'F16'	29·6	14·6	Gothenbrg Swedish	Oil Engines 2S.C.SA 4Cy.$13\frac{3}{4}$"–$22\frac{7}{16}$" A/B Atlas-Diesel,Skm.		
88218	Gray Ranger *Oil Eng.* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern* *Longitudinal framing at bottom & at deck*	3313 2558 1506	100A1 (*Class Contemplated*) *Carrying oil fuel in bulk*				1941	CaledonS. B.&E.Co.Ld. Dundee	The Admiralty	339·7 P&B129'F78'	48·3	22·6	London British	Oil Engines 4Cy.$22\frac{1}{16}$"–$85\frac{1}{16}$" Wm.Doxford&Sons,Ld.Sld		

1	2	3	4	5	6	7	7a	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Visites Périodiques.	Matériaux, Gréement, etc *Ex-nom, s'il y a lieu.* Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Registres où coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
88351 167600 GLVK	**Havildar** 2*Dks* *CruiserStern*	~~5400~~ 5407 4931 3184	✠100A1 1,~~407,40~~ 5,41 ~~(ClassContemplated)~~ ✠LMC7,40	PGl ~~Gls~~ Cal	*z*	CL N11,40	1940 7mo *Lloyd's A&CP*	Lithgows Ld. PortGlasgow	AsiaticSteamNav. Co.Ld. *CellDB*355'1197t*FPT*111t*APT*79t	409·5|53·9|28·7 425·0(O.L.) P40'B117'F38' FK	London British *7BHCem*	T.3Cy.24½",41"&70"-48" 230lb (*s*) 524NHP 3SB,*9cf*,GS164,HS7425 FD Rankin&BlackmoreLdGrk	31 " 3 s6 " 0½ 25 " 5	
88352 167526 MDTD	**Hebe II** (*ex*Hebe-40) Wireless D.F. 1*Dk&Shelterdk* *Ref.Mchy.*	957 689 444					1912	Kjöbnhvns Flydk.&Skbs. Copenhagen	Ministry of Shipping(Ellerman's WilsonLines,Ld. *Mgrs.*)	232·1|34·2|12·2	London British *WB*	T.3Cy.19½",32"&53"-36" 169NHP KjbnhavnsFlydk.&Skbsv.		V
88353	**Hulda** (*ex*Dalanäs-40) *OilEng.* *Mchy.Aft* ssSkm.No.1-39 *CruiserStern* 1*Dk* *Strengthened for navigation in ice*	475 — 222	✠100A1 4,40 ~~2,40~~ ✠LMC *CarryingPetroleum in bulk*	Skm Abo CS6.39 12,37	*g*	OG ~~N2,40~~ N4,40	1934 11mo *Lloyd's A&CP*	NyaVarvsaktb.Öresund Landskrona	O/Y HuldaA/B (A.Castren,*Mgr.*)	155·6|27·2|12·3 P40'F25' FK	Helsingfrs Finnish 11*BH* *APT*16t	Oil Engines 2S.C.SA 6Cy.$9\frac{13}{16}$"-$16\frac{9}{16}$" 102NHP Reversiblepropeller Atlas-DieselA/B,Skm.	12 " 3 s1 " 0½ 11 " 3½	
	Now "Dalanäs," *see No. 87766 in Supplement*													
88354 165794 GTLF	**Hazelside** D.F. E.S.D. 1*Dk&Shelter dk* ***CruiserStern*** *Tonnage opening closed '41(W.E.)*	~~5400~~ 5297 4787 3108	✠100A1 *withfreeboard* 6,41 ~~9,40~~ ~~(ClassContemplated)~~ ✠LMC9,40	Sld Shl	*d*† 2	CL	1940 9mo *Lloyd's A&CP*	ShortBros. Ld. Sunderland	CharltonStmShpg. Co.Ld.(Charlton, McAllum&Co.Ld. *Mgrs.*) *CellDB*358'1188t*FPT*108t*APT*255t	428·5|57·0|25·7 441·5(O.L.) ~~F37'~~ F36' FK (*CollBHtoShdk6BHto2nddk*)	Newcastle British *7BHCem*	T.3Cy.24",39"&68"-48" 220lb (*s*) 434NHP 3SB(Spt)Rht.*9cf*,GS114, HS5808 FD N.E.MarineEng.Co.(1938) Ld.Nwc.	~~28 " 1~~ ~~s8 " 1¼~~ ~~25 " 2¼~~ 36 " 10 s10 " 10½ 26 " 2¼	
88355	**Honfleur** (*ex*Makena-40, *ex*Cowboy) *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	2729 — 1653					1919	Gt.Lakes Eng.Works Ashtabula,O.	TransportsMaritimes(Cie.Générale d'Armements Maritimes,*Mgrs.*)	253·5|43·5|27·5	Havre French *WB*	T.3Cy.19",32"&54"-40" 184NHP Gt.LakesEng.Works, Ashtabula,O.		R
	Should be "Makena," *see No.*78781 *in body of Register*													
28/40 88356 167592 GBKG	**Harpalyce** D.F. E.S.D. 1*Dk&Shelterdk* *CruiserStern*	5169 4521 2977	✠100A1 *withfreeboard* 6,40 ✠LMC6,40 *Fitted for oil fuel* 6,40	Sld	*b*† $2\frac{1}{16}$	CL *F.P. above* 150° F.	1940 6mo *Lloyd's A&CP*	Bartram& Sons,Ld. Sunderland	GowlandS.S.Co. Ld.(J.&C.Harrison,Ld.*Mgrs.*) *CellDB*365' 1497t *MT*23' 977t *FPT*150t *APT*245t	437·0|58·5|25·0 450·8(O.L.) F34' FK	London British *7BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,)	T.3Cy.23½",38"&66"-45"(*r*) 220lb Rht. 470NHP 2SB(Spt)&1AuxSB, FD *9cf*,GS144,HS6940 N.E.MarineEng.Co.(1938) Ld.Sld.	28 " 9 s3 " 2¼ 25 " 9¼	
5|40 88357	**Hellenic Skipper** Ⓟ (*ex*Curaçao-40) *Fitted for oil fuel* Wireless 2*Dks*	1548 — 1144					1895	W.Cramp &Sons Philadelphia	E.P.Yannoulatos (ChinaHellenic Lines,Ld.*Mgrs.*)	241·3|38·0|16·3 F50'	Piræus Greek *WB*	T.3Cy.18",28"&45"-30" 111NHP W.Cramp&Sons,Phl.		
88358	**Howell Lykes** *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *pt Longitudinal framing* *CruiserStern*	~~7500~~ 7773 — 4585					1940	Federal S.B.&D.D.Co Kearny,N.J.	UnitedStates Maritime Commission	~~468·3|69·7|29·1~~ F42' |69·6|29·2 469·0|	Houston, Tex. Utd.States *WB*	2 steam turbines DR geared to 1 sc. shaft 1417NHP DeLavalSteam TurbineCo.Trenton,N.J.		
88359 46795 JWIN	**Hakukai Maru**	2921 — 1539					1939	Uraga DockCo.Ld. Uraga	KitaNipponKisen K.K.	309·0|44·9|24·6	Tokyo Japanese	C.4Cy.(2)$11\frac{7}{16}$"&(2)20½"-13¾"&LP turbine with DR gearing & hydraulic coupling 226NHP UragaDockCo.Ld.Uraga		
88360 45898 JBYM	**Heiyo Maru No. 1** Wood *OilEng.*	307 -- 225					1939	Tanaka Hikoemon Kusumoto	KisiTaiiti	114·8|27·2|11·8	Katuura Japanese	Oil Engines		
88361 46804 JDHO	**Hsing Ya Maru** Ⓟ	3365 — 1924					1939	Harima S.B.&Eng. Co.Ld. Harima	ToaKaiunK.K.	322·1|50·0|15·4	Tokyo Japanese	Steam Engines		
88362 24961 JIVD	**Hiburi Maru** (*ex*SaikoMaru-40, *ex*SaikohMaru-38, *ex*HeijinMaru-34) ssKob.No.3-10,31 1*Dk(Stl)&Shelter dk(Stl)&Webframes* *Longitudinalframing*	4365 3677 2719	✠ ... 11,35 ✠	Yka	*w*		1919 5mo	OsakaIron Works,Ld. Osaka *CellDB*294'	YamashitaKisen K.K. 1120t *DTa*32' 690t	345·0|49·8|28·2 P30'B98'F34'*on Shelterdk* FK *FPT*115t*APT*29t	Kobe Japanese *Cem* 1*BHtoShdk* 5 ,, ,, *Udk*	T.3Cy.24¼",41"&67"-48" 391NHP 2SB,*6cf*,GS128,HS5407 OsakaIronWorksLd Osaka	28 " 2	C †
188/40 88363 132280 ZMBQ	**Holmwood** Ⓟ (*ex*Tees-40) ssLyt.No.3-6,24 *Well deck* ssLyt.No.2-32 *Ref.Mchy.* 1*Dk(Stl)* Wireless	546 381 247	✠ ... 12,36 ✠	Lyt	*h*		1911 11mo	GooleS.B. &Repg.CoLd. Goole	~~Holm&Co.Ld.~~ SouthernTraders, Ld.(Holm&Co.Ld. *Mgrs.*) *DB*	165·2|26·1|12·7 *27·7* Q85'B14'F24' FK *a*32'*f*14'59t*FPT*37t	Wellingtn British 4*BHCem* *APT*16t	T.3Cy.13",21"&35"-24" 78RHP 1SB,*3pf*,GS46,HS1386 Richardsons,Westgarth& Co.Ld.Mdb.	13 " 5	
88364 47277 JJPO	**Hsing Chang Maru**	3379 — 2534					1940	Kawasaki Dkyd.Co.Ld. Kobe	ToaKaiunK.K.	319·8|50·0|15·4	Tokyo Japanese	Steam Engine		
88365	**Heron** *OilEng.* D.F. *CruiserStern* 1*Dk* *Elec. welded Longitudinal framing* *Mchy.Aft CarryingPetroleum in bulk*	8400					1940	Kockums M.V.Aktieb. Malmö	S.H.Smith Sörensen	476·0|62·1|34·7 P91'B32'F63'	Arendal Norwegian *WB*	Oil Engines 2S.C.DA 6Cy.23⅝"-$43\frac{5}{16}$" 1162NHP KockumsM.V.Akt.Malmö		
88366	**Herdis** *OilEng.* D.F. 1*Dk&Shelterdk* *CruiserStern*	5000					1940	Öresundsvarvet A/B Landskrona	(S.Herlofson&Co. A/S,*Mgrs.*)	430·0| F40'	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 8Cy.26¾"-$59\frac{1}{16}$" 990NHP A/B Götaverken,Got.		
88367	**Hinsang** Ⓟ *OilEng.* D.F. E.S.D. *CruiserStern*	3700	100A1 (*ClassContemplated*)				1940	HongK'ng &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	350·0|53·0|22·7 P&B220'F33'	HongKong British	Oil Engines 2S.C.SA 6Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" HongKong&Whampoa DockCo.Ld.HongKong		

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
88368 5284 SDZK	**Heros** (*ex*Hermes-40,*ex*Ernst-35, *ex*Margit,*ex*Bolbek, *ss*Got.3rdNo.3-6,40 *ex*Margit,*ex*DeuxCharentes) 1*Dk*(*Irn*) *Well deck &deeep framing* *Cargo battens not fitted*	1545 1352 880	✠100A1 6,40 MS6,40	Got ✠LMC BS1,40	*p*	4,40	1901 5mo	WoodSkin- ner&Co.Ld. Newcastle A&CP	Rederi A/B Hermes (I.Fagreus,*Mgr.*)	250·0|37·2|16·2 P28'Q110'B12'F27' FK *CellDBa74'mE&B36'f194'391tFPT61tAPT67t*	Stockholm Swedish 4*BHCem*	T.3Cy.20¼",33¾"&54"-36" 160lb (*s*) 180NHP 2SB,6*pf*,GS90,HS2800 N.E.MarineEng.CoLdNwc	18 ″ 5 s5 ″ 4¼ 17 ″ 3¼	
88369	**Hukuzyu Maru** (*ex*Miramare-41, *ex*OnassiPinelopi-39, *ss*Vcr.No.3-4,32 *ex*Canadian *ss*Rot.No.1-37 Spinner-33) 2*Dks*(*Stl*)	*5731* *4370* *3855*	✠ ... 4,41 ~~MS5,37~~	Rot ~~✠LMC~~ ~~BS5,40~~	*y*	CL 5,37	1919 12mo *Lloyd*	Canadian Vickers,Ld. Montreal '*sA&CP*	OkadagumiK.K.	400·0|52·4|28·5 P49'B113'F39' FK *CellDB333'1025tFPT149tAPT133t*	Osaka Japanese 6*BHptCem*	T.3Cy.27",44"&73"-48" (*s*) 180lb 520NHP 3SB,9*cf*,GS198,HS7743 CanadianVickers,Ld,Mtl.	31 ″ 1 ~~5 ″ 11¾~~ FD ~~25 ″ 4~~	
88370	**Hawaiian Planter** *Fitted for oil fuel* D.F. E.S.D. 3*Dks* GyC. *CruiserStern*	7200					1941	NwprtNws S.B.&D.D.Co NewprtNews	MatsonNavigation Co.	465·0|69·6|38·3 B88'	S.Frncisco Utd. States *WB*	2 steam turbinesDR geared to 1 sc. shaft 1416NHP NewportNewsSB&DD.Co.		
88371 132608 GPQM	**Hampton Lodge** (*ex*Inginer N.Vlassopol-41, *ss*Shl.2ndNo.3-10,36 *ex*LoyalDevonian-32, *ex*Panayiotis,*ex*EssexAbbey 1*Dk*(*Stl*)	3645 3380 2241	✠100A1 Examined 3,41 MS10,36	Lon ✠LMC BS3,41	*w*	CL 4,40	1911 9mo *Lloyd*	Greenock & Grngemouth Dkyd.Co. Ld. Greenock '*sA&CP*	Ministry of Shipping(J.&C.Harrison,Ld.*Mgrs.*)	348·5|50·2|23·6 P30'B99'F38' FK *CellDBa102'uE&B39'f1548'32tAPT105t*	London British 6*BHCem*	T.3Cy.25",41"&67"-45" (*s*) 180lb *85lb* 362NHP 2SB,6*cf*,GS135,HS6044 Rankin&Blackmore,Grk.	26 ″ 0 s4 ″ 4¾ 21 ″ 10	
88372 42840 JLEM	**Hiyama Maru** (*ex*MatuyamaMaru -40,*ex*Penybryn-39,*ex*AtlanticCity-36) 2*Dks* D.F. *Fitted for oil fuel*	6173 — 4436					1920	Ropner S.B & Rpg.Co. (Stockton)Ld Stockton	NissanKisenK.K.	411·7|54·5|33·6 F36'	Tokyo Japanese *WB*	T.3Cy.28",46"&75"-51" 402NHP Blair&Co.Ld.Stockton		
88373	**Hawaiian Packer** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *CruiserStern*	7700					1941	NwprtNws S.B.&DD.Co. Newprt News	MatsonNavigation Co.	465·0|69·6|38·3 B88'	S.Frncisco Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP NewportNewsSB&DD.Co.		
88374	**Hakko Maru** (*ex*Clifford-41, *ex*Frango-40,*ex*Golaa) D.F. *ss*Sfj.2ndNo.3-2,40 *Mchy.Aft* 1*Dk*(*Stl*) *Fitted for oil fuel*	6035 4909 3810	✠ ... 5,41 ✠NE7,30✠	NYk	*z*		1917 5mo	ChesterS.B Co.Ld. Chester,Pa	TeikokuSenpaku K.K.(TheRising SunPetroleumCo. Ld.*Mgrs.*)	401·9|54·3|30·2 P99'F27'B50' FK *CellDB350'1611tFPT115tAPT144t*	Japanese 10*BH*	T.3Cy.27",44"&73"-48" 569NHP 3SB,9*cf*,GS176,HS8862 LilleshallEngineeringCo. Oakengates,Staffs	32 ″ 9 s6 ″ 4¾ 26 ″ 6½	
88375	**Honduras** (*ex*YolandeBertin-41, *ex*Stanthorpe-38, *ex*Kambole-37, *ss*H.Kg.2ndNo.3-10,39 *ex*MalvernRange) 2*Dks*(*Stl*) D.F.	*4524* *4218* *2839*	✠100A1 12,40 BS12,40	Cal ✠LMC10,39	*x*	CL 10,39	1915 7mo *Lloyd*	J.Priest- man&Co. Sunderland '*sA&CP*	Panamanian Freighters (Wallem&Co. *Mgrs.*)	380·0|50·0|26·7 P32'B98'F37' FK *CellDBa125'uE26'f167'1063tFPT84tAPT121t*	Panama Pnamanian 6*BHCem*	T.3Cy.25",37½"&69"-48" (*s*) 180lb 381NHP 3SB,9*cf*,GS165,HS6190 Richardsons,Westgarth& Co.Ld.Sld.	29 ″ 3 s5 ″ 8¼ 23 ″ 9	
88376	**Hawaiian Merchant** D.F. E.S.D. GyC 3*Dks* *ptElec.welded* *Fitted for oil fuel* *Longitudinal framing* *CruiserStern*	7500					1941	Federal S.B.&D.D.Co Kearny,N.J.	MatsonNav.Co.	468·3|69·7|29·1	S.Frncisco Utd. States *WB*	2steam turbinesDR geared to 1 sc. shaft 1416NHP DeLavalSteam TurbineCo.Trenton,N.J.		
88377	**Hawaiian Shipper** D.F. E.S.D. GyC. 3*Dks* *ptElec.welded* *Fitted for oil fuel* *Longitudinal framing* *CruiserStern*	7500					1941	Federal S.B.&D.D.Co Kearny,N.J.	MatsonNav.Co.	468·3|69·7|29·1	S.Frncisco Utd. States *WB*	2steam turbinesDR geared to 1 sc. shaft 1416NHP DeLavalSteam TurbineCo.Trenton,N.J.		
88378	**Henrique Dias** (*ex*Queen-41, *ex*LakeFlovilla) *Ref.Mchy.* 1*Dk2trB*	2592 2220 1604	✠ ... 4,21	✠			1919 2mo	Detroit S.B.Co. Wyandotte, Mich.	LloydBrasileiro	251·0|43·6|26·1 P25'B64'F23' FK	R.Janeiro Brazilian *WB*	T.3Cy.20",33"&54"-40" 267NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
88379 47678 JPYJ	**Humi Maru No. 3**	370 — 124					1940	Hakodate DockK.K. Hakodate	TaiyoHogeiK.K.	142·7|25·6|14·6	Tokyo Japanese	Steam Engine		
88380 836 JRPG	**Hokko Maru**	5385 — 3097					1940	Harima S.B.&Eng. Co.Ld. Harima	DairenKisenK.K.	398·5|53·0|30·0	Dairen Japanese	Steam Turbiue		
88381 45057 JQXJ	**Himetaka Maru** *OilEng.*	554 — 301					1940	Nakagiri Rokutaro Kobe	HadookaHideo	146·0|27·0|13·8	KitaIkuti Japanese	Oil Engines		
88382 47665 JPUJ	**Hirota Maru**	2992 — 1673					1940	Hakodate DockK.K. Hakodate	NipponYusenK.K.	305·1|45·3|26·2	Tokyo Japanese	Steam Engine		
88383 47568 JJFO	**Hirokawa Maru** *OilEng.* 1*Dk&Shelterdk*	6872 — 3939					1940	Kawasaki Dkyd.Co.Ld. Kobe	KawasakiKisen K.K.	479·5|62·3|30·3	Kobe Japanese *WB*	Oil Engines 2S.C.DA 8Cy.27[illegible]"-17¼" 2140NHP KawasakiDkydCoLdKobe		
88384 47572 JJYO	**Hino Maru No. 5**	2725 — 1539					1940	Mitsubishi JukogyoK.K Kobe	HinomaruKisen K.K.	307·8|44·9|24·9	Kobe Japanese	Steam Engine		
88385	**Helencrest** D.F. *CruiserStern*	5200	100A1 *withfreeboard* (*ClassContemplated*)				1941	Lithgows Ld. PortGlasgow	CrestShippingCo. Ld.	432·2|56·2|24·8 F39'	London British	T.3Cy.23½",37½"&68"-48" Rankin&BlackmoreLdGrk		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
88386	**Hokumei Maru** (*ex*Atlantico-41, *ex*SanBernardino-40, 2*Dks* *ex*Oriole, *Fitted for oil fuel* *ex*WestJappa)	5751 5218 3555					1920	AmesS.B. &D.D.Co. Seattle,Wash	KitagawaSangyo KaiunK.K.	410·5 P44'B119'F47'	54·2	29·2	Osaka Japanese *WB*	T.3Cy.26",43"&73"-48" 369NHP AmesS.B.&D.D.Co.Seattle		R
88387	**Hokusei Maru** (*ex*Canadian-41, *ex*GoldenWest-37, 2*Dks* *ex*WestIvan) *Fitted for oil fuel* D.F. *Ref.Mchy.*	5802 5113 3639					1919	J.F.Duthie &Co. Seattle,Wash	KitagawaSangyo KaiunK.K.	410·3 P44'B115'F47'	54·2	27·7	Osaka Japanese *WB*	T.3Cy.24¾",41½"&72"-48" 359NHP Hooven,Owens,Rentschler Co.Hamilton,O.		R
88388 HPBF	**Heron** (*ex*Beulah-41, **TwinSc5Mst** *ex*Heiren) *OilEng.* *Mchy.Aft* *ss*L.An.No.3-10,33 1*Dk*(*Stl*)2*trB*	*1389* *1216* *1042*	✠ 7,37 ✠	SFo			1923 3mo	Randolph A/S Skibs. Fevig	Wallem&Co.	232·6 P35'F34' BK8½"	37·7	20·4	Panama Panamanian *Cem*	Oil Engines 2S.C.SA 8Cy.15"-16⅛" 137NHP DB14 *fitted*32 J&CGBolindersCoLd.Skm	22 ″ 0	
								Intermediate 'tween dkBHin hold dispensed with 2BH toU dk *MT27'350tD Tf27'350tAPT30t 4 „ „2nd „*								
88389	**Hondu** (*ex*Siggy-41,*ex*Carl-35, *ex*Artensis-34, 1*Dk* *ex*GustavFischer) D.F.	1792 — 1006					1921	Nüscke &Co.A.G. Stettin	HonduS.S.Co.	267·7 P57*t*H84*t*F21*t*	42·2	18·0	Puerto Cortes Honduran *WB*	T3Cy20 7/16",32¼"&51⅕"-35⅖" Görlitzer 155NHP MaschinenbauA.G.Görlitz		N

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée Cert. B.of Trade.
88501 167613 GMKM	**Itola** ~~D.F.~~ *2Dks* *CruiserStern*	~~6620~~ ~~6130~~ ~~3965~~ 6793 6128 3969	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 10,40 ~~7,40~~ ✠LMC7,40	Hpl Bom	*a*† 2	CL 10,40	1940 7mo	W.Gray& &Co.Ld. WHartlepool *Lloyd's*A&CP	BritishIndiaStm. Nav.Co.Ld.	426·8|57·6|32·0 442·8(O.L.) P42'B139'F43' FK *CellDB*366'1127*tFPT*175*tAPT*168*t*	London British 7*BHCem*	T.3Cy.22",37"&65"-48"&LP turbine with DR gearing & hydraulic coupling (*s*) 250lb HS8500 669NHP 4SB(Spt)12*cf*,GS220, FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	34 ″ 6 s9 ″ 8¾ 25 ″ 0	
88502	**Inspiration** TwinSc (*ex*KosmosI-39, *ss*Hna.No.3-4,40 *ex*Kosmos) 1*Dk*(*Stl*)&*Webframes* Wireless	623 542 348	A1 *withfreeboard corresponding to an extreme summer draught of 14'4"* 5,40 ~~4,40~~ ✠NB19*refitted*28 *For service in the Gulf of Mexico, Carribbean Sea & Atlantic & Pacific Coasts of Colombia & Panama* *Fitted for oil fuel* 8,28 *F.P. above* 150° F.	Hna Boa LMC4,40		OG P3,40 S2,40	1920	Schiffsw.u. Mch."Hansa" A.G.Tönning	Cia.deNav.y Tierras"Elliot," S.A.	185·5|25·3|15·6 P11' FK *CellDB*125' 102*tDTsa*9*tFPT*8*t*	Buenaventura Colombian 5*BHptCem* *ptAsp* *APT*4*t*	T.6Cy.12",18"&28"-18" (*r*) 180lb 151NHP NE*made*07*refitted*28 1SB,3*cf*,HS2733 FD UnionIronWorks,S.Fo.	18 ″ 4 s4 ″ 0¾ 14 ″ 4	
88503 160782 GLBL	**Industria** D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Longitudinal framing on shelter dk* *Cargo battens not fitted* *Tonnage opening closed*'41(*W.E.*)	4861 4205 2881	✠100A1 *withfreeboard* 1,41 ~~5,40~~ ✠LMC5,40 *Fitted for oil fuel* 5,40 *F.P. above* 150°F.	Hpl Hul	*a*† 2	CL	1940 5mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	MetcalfeShipping Co.Ld.(Metcalfe, Son&Co.Ld.*Mgrs.*)	416·0|56·1|23·9 431·5(O.L.) F40' FK *CellDB*358'1329*tMT*28' 1060*t FPT*122*t*	W.Hartlpl. British 7*BHptCem* (*Coll to Sh dk* 6 ,, *2nd* ,,) *APT*174*t*	T.3Cy.23½",36½"&65"-48" 200lb *130lb* (*s*) 397NHP 2SB(Spt)6*cf*,GS103,HS5530 FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	~~27 ″ 10~~ ~~s8 ″ 1~~ ~~25 ″ 0¼~~ 36 ″ 4 s10 ″ 7 26 ″ 0¼	
88504	**Imediato João Silva** (*ex*Southerner-40, *Fitted for oil fuel* *ex*Exton-36, 2*Dks*&*Webframes* *ex*Sangamon) D.F. *Ref.Mchy.*	5083 4740 3113	✠ ... 6,20 ✠				1919 5mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0|54·2|27·6 P39'B122'F43' FK	R.Janeiro Brazilian *WB*	DR geared steam turbine 386NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
88505	**Iris** TwinSc *Mchy.Aft* 2*Dks* Wireless D.F. E.S.D. *CruiserStern* *Butts of keel plating elec. welded*	1479 1326 487	✠100A1 *withfreeboard* *Cable Vessel* 6,40 ✠LMC6,40 *Fitted for oil fuel* 6,40 *F.P. above* 150° F.	Nwc	*p* 1 1/16	CL	1940 6mo	Swan,Hunter&Wigham Richardson, Ld.Newcastle *Lloyd's*A&CP	H.M.Postmaster General	237·5|35·2|22·0 250·5(O.L.) B39' FK *CellDBuE*33'41*tf*126'208*t*	British 4*BHptCem* (*Coll to W dk* 3 ,, *2nd* ,,) *DTsf*10'43*t*	T.6Cy.13",22"&36"-24" (*s*) 200lb *100lb* 213NHP 2SB,4*cf*,HS3320 FD Swan,Hunter&Wigham Richardson,Ld.Nwc. *FPT*19*tAPT*51*t*	24 ″ 4 ~~s8 ″ 1¼~~ ~~16 ″ 4~~ s8 ″ 1¼ 16 ″ 4	
88506 900 SZOH	**Ioanna** (*ex*Suzy-40,*ex*Hermes-38, *ex*Nephellgeretis-38,*ex*Stancourt-37, *ex*Douglas-37) *ss*Goo.2ndNo.3-5,32 Wireless D.F. *ss*Pir.No.2-40 *Ref.Mchy.* 1*Dk*(*Stl*)&*deepframing*	*950* *765* *418*	✠100A1 5,40 ✠LMC5,40	Pir	*n*	OG 4,40	1907 2mo	ClydeS.B. &E.Co.Ld. Pt.Glasgow *Lloyd's*A&CP	B.Athanassiados (YannoulatosBros. Ld.*Mgrs.*)	236·6|32·1|13·6 P30'B79'F31' BK7" *CellDBa*48'*uE*21'*f*67'185*t*	Piræus Greek 5*BHCem*	T.3Cy.21",35"&58"-36" (*s*) 180lb 227NHP 2SB,6*cf*,GS134,HS3620 ClydeS.B.&E.Co.Ld.P.Gls.	16 ″ 2 s1 ″ 6½ 15 ″ 2¾	
88507 167426 GQJD	**Itria** D.F. 2*Dks* *CruiserStern*	6845 6147 4035	✠100A1 *withfreeboard* 9,40 ~~5,40~~ ✠LMC5,40	Gls Cal	*a*† 2	CL	1940 5mo	Barclay, Curle&Co.Ld. Glasgow *Lloyd's*A&CP	BritishIndiaStm. Nav.Co.Ld.	427·9|57·5|32·1 442·5(O.L.) P41'B140'F39' FK *CellDB*370'1323*tFPT*131*t*	London British 7*BHCem* *APT*118*t*	T.3Cy.22½",37½"&63"-45"& LP turbine withDRgearing & hydraulic coupling (*s*) 250lb HS8344 630NHP 4SB(Spt),12*cf*,GS208, FD Barclay,Curle&Co.Ld.Gls.	34 ″ 6 s9 ″ 1½ 25 ″ 6	
88508 168012 GMWW	**Itaura** ~~D.F.~~ 2*Dks* *CruiserStern*	~~6620~~ ~~6130~~ ~~3965~~ 6793 6128 3969	✠100A1 *withfreeboard* 10,40 ✠LMC10,40	Hpl	*a*† 2	CL	1940 10mo	W.Gray& Co.Ld. W Hartlepool *Lloyd's*A&CP	BritishIndiaStm. Nav.Co.Ld.	426·8|57·6|32·0 442·8(O.L.) P42'B139'~~F39'~~ F43' FK *CellDB*366'1127*tFPT*175*tAPT*168*t*	London British 7*BHCem*	T.3Cy.22",37"&65"-48"& LP turbine withDRgearing &hydraulic coupling (*s*) 250lb HS8500 669NHP 4SB(Spt)12*cf*,GS220, FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	34 ″ 6 s9 ″ 8¾ 25 ″ 0	
88509 HPQC	**Intrepido** (*ex*E.M.Bunce-40, *ex*Montfaucon) ~~*Fitted for oil fuel*~~ *ss*Clv.No.3-6,40 1*Dk*(*Stl*)	2310 1949 1440	✠100A1 9,40 ✠LMC6,40 *Fitted for oil fuel* 8,40 *F.P. above* 150°F.	NYk	*r*	CL 5,40	1920 8mo	Detroit S.B.Co. Wyandotte	Cia.Diana de VaporesSoc.Anon.	251·0|43·6|22·2 P27'B64'F26' FK *CellD B*204' 531*t FPT*58*t*	Panama Pnamanian 4*BHptCem* *APT*89*t*	T.3Cy.20",33"&54"-40" 185lb FD (*r*) 265NHP 2SB,4*cf*,GS88,HS3940 DetroitS.B.Co.Detroit	24 ″ 2	
88510	**Inambari** (*ex*Coalinga-40) ~~*Fitted for oil fuel*~~ ~~*Carrying Petroleum in bulk*~~ 1*Dk* *Mchy.Aft* *ss*SFo.2ndNo.3-8,40	875 — 563	100A- 8,40 *Carrying Petroleum in bulk* *For Service between Zorritos, Peru & Arica, Chile* *Fitted for oil fuel* '10 *F.P. above* 150°F.	SFo LMC8,40		6,40	1910	Moore& ScottI.Wks. Oakland,Cal.	PeruvianGovernment(Cia.Peruana deVapores yDique del Callao,*Mgrs.*)	193·0|38·0|13·1 200·0(O.L.) FK *FPT*60*t*	Callao Peruvian 8*BHptCem*	C.2Cy.14"&32"-24" 160lb 83NHP 2SB,4*cf*,HS1739 Moore&Scott Iron Works,Oakland,Cal.	13 ″ 7 s2 ″ 5¾ 11 ″ 4	
88511 168047 GNRR	**Ismaila** D.F. 2*Dks* *CruiserStern*	~~6790~~ ~~6130~~ ~~3970~~ 6793 6128 3969	✠100A1 *withfreeboard* ~~(*ClassContemplated*)~~ 12,40 ✠LMC12,40	Hpl	*a*† 2	CL	1940 12mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	BritishIndiaStm. Nav.Co.Ld.	426·8|57·6|32·0 442·8(O.L.) ~~P41'~~B139'F43' FK P42' *CellDB*366'1127*tFPT*175*tAPT*168*t*	London British 7*BHCem*	T.3Cy.22",37"&65"-48"& LP turbine withDRgearing &hydraulic coupling (*s*) 250lb HS8500 669NHP 4SB(Spt)12*cf*,GS220, FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	34 ″ 6 s9 ″ 8¾ 25 ″ 0	
88512 46479 JZMN	**Iwaisima Maru**	695 — 371					1916	Aizawa Iwakiti Osaka	OkadaGumiK.K.	170·3|27·2|15·7	Osaka Japanese	Steam Engines		
88513 8252 SLFI	**Inez** (*ex*Niit-37, WoodAux3MstSr (*ex*Elisabeth-36,*ex*Elizabete, *OilEng.* *ex*Greif) 1*Dk* (*See SailingShip Register Supplement*)	310 276 242					1921	F.Dawartz Tönning	Rederiet förM.S. "Inez"(Axel Hansson)	128·7|25·3|13·5 P13'H20'	Västervik Swedish	Oil Engines NE38 A/B JönköpingsMotorfbk.		Y
88514 LKCX	**India** (*ex*Germania-40) TwinSc *OilEng.* D.F. E.S.D. 1*Dk*,*2nd dk in Mchy.space* *Longitudinal framing at bottom* *Mchy.Aft* *& dk in centre tanks* *Butts of shell & dk plating elec.welded* *CruiserStern*	9977 8921 5800	✠100A1 11,40 ~~3,40~~ ✠LMC1,39 *Carrying Petroleum in bulk*	NYk Sha	*e*†	CL	1939 1mo	Deutsche WerftAG Bet Finkenwrder Hamburg *Lloyd's*A&CP	TheTexasCo. (Norway)A/S (H.C.Mathiesen, *Mgr.*)	503·8|67·4|34·3 522·0(O.L.) P123'B38'F60' FK *CellDBuE*79'261*tDTf*27'338*t FPT*	Oslo Norwegian 17*BHptCem* 129*tAPT*96*t*	Oil Engines 2S.C.SA 16Cy.20½"-35 7/16" 1167NHP 2DB*171lb*,2DB(WT)*171lb* Maschinenfbrk.Augsburg- NürnburgA.G.Augsburg	34 ″ 2 s6 ″ 8½ 27 ″ 8	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
88515	**Ingeborg** (*ex*AnniAhrens-40, *ex*UrsulaFischer, *ex*KommerzienratBoeckel) 1*Dk*	895 722 554					1904	Akt.Ges. "Neptun" Rostock		211·2 P13'Q65'B57'F26'	32·1	13.1	Mariehmn Finnish	T.3Cy.$14\frac{3}{8}$",$24\frac{1}{4}$"&$38\frac{9}{16}$"- $26\frac{3}{4}$" 76NHP *WB* A.G."Neptun"Rostock		G
88516 168072 BCFN	**Ikauna** ~~D.F.~~ 2*Dks* ***CruiserStern***	6793 6128 3969	✠100A1 *withfreeboard* 3,41 ~~(ClassContemplated)~~ ✠LMC3,41	Hpl	*a*† 2	CL	~~1940~~ 1941 3mo *Lloyd's*	W.Gray& Co.Ld. WHartlepool *A&CP*	BritishIndiaStm. Nav.Co.Ld.	426·8 442·8(O.L.) ~~P41'B139'F38'~~ FK P42'B139'F43' *CellDB*366'1127*tFPT*175*tAPT*168*t*	57·6	32·0	London British 7*BHCem*	T.3Cy.22",37"&65"-48"& LPturbine withDR gearing &hydraulic coupling 250lb HS8500 (*s*) 669NHP 4SB(Spt)*12cf*,GS220, FD Cen.Mar.E.Wks. (W.Gray&Co.Ld.)W.Hpl.	34 ″ 6 s9 ″ $8\frac{3}{4}$ 25 ″ 0	
88517 217554 KEGM	**Idaho** (*ex*Dirigo-40) *ss*Mob.No.3-4,30 *ss*N.Yk.No.2-38 D.F. 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinalframing*	6418 6126 3988	✠100A1 ~~6,40~~ 12,40 BS3,40 *CarryingPetroleum in bulk* *Fitted for oil fuel* 2,19 *F.P. above* 150° F.	LAn ✠LMC2,38	*a*†	CL ~~11,39~~ 11,40	1919 2mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany	416·8 P107'B35'F33' FK *CellDBuE&* B64' 209*t* *FPT*229*t*	56·1	31·1	Wilmgton (Del.) Utd. States 16*BHCem* *APT*130*t*	T.3Cy.$26\frac{7}{8}$",44"&74"-51"(*s*) 200lb 556NHP 3WTB(Spt),HS9969 H.G.TroutCo.Buffalo,N.Y	32 ″ 10 s 6 ″ 3 26 ″ $9\frac{3}{4}$	
88518 47848 JGTM	**Iki Maru**	3519 — 1795					1940	Harima S.B.&Eng. Co.Ld. Harima	Government of Japan(Dept.of Railways)	336·3	77·6	28·9	Tokyo Japanese	Steam Turbine		
88519 159839 EING	**Irish Beech** (*ex*Cetvrti-41, *ex*Admiral,*exDepot vessel*Siegfried, *exSteamer*Hungarian) 2*Dks*3*trB*	1937 1846 1217					1884	Reiherst'g Schiffsw. Hamburg	IrishShippingLd.	291·2 P44'B71'F38'	35·4	22·3	Dublin British	T.3Cy.$17\frac{7}{10}$",$28\frac{7}{10}$"&$46\frac{1}{10}$"- $32\frac{1}{2}$" NE&B18 121NHP *WB* DresdnerMaschf&Schiffsw "Ubigau"Dresden		G
88520	**Island Mail** D.F. E.S.D. GyC. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks*	6440 — 3940					1941	Sun.S.B.& DryDockCo. Chester,Pa.	AmericanMail Line,Ld.	453·3 P23'B86'F41'	63·2	27·5	Seattle Utd. States	Oil Engines 2S.C.SA 5Cy.32"-95" 870NHP *WB* SunSB&DD.Co.ChesterPa		
88521	**Irenee Du Pont** D.F. E.S.D. 2*Dks* GyC. *Fitted for oil fuel* *CruiserStern*	6400					1941	NwprtNws S B.&D.D.Co NewprtNews	International FreightingCorp. Inc.	459·0 P23'B77'F41'	63·0		NewYork Utd.States	2steamturbinesDRgeared to 1 sc. shaft 1100NHP *WB* NewportNewsSB.&DD Co.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ou coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
88651 239491 WEAC	**Julius H. Barnes** TwinSc *Carrying Petroleum in bulk* *OilEng.* *Mchy.Aft* D.F. GyC. 1*Dk* *CruiserStern*	1623 1528 1327					1940	Charleston S.B.&D.D.Co Charleston, S.C.	Erie&St.Lawrence Corporation	285·5 P54'B19'F26'	42·0	18·0	Charleston S.C. Utd. States *WB*	Oil Engines 2S.C.SA 10Cy.12"–15" 253NHP FairbanksMorse&Co. Beloit,Wis.		
88652 8104 SKZU	**Jupiter** (*ex*Isa-40) *CruiserStern* 1*Dk&Shelter dk* *Strengthened for navigation in ice* *Pt. elec. welded including* *butts of shell&deck plating*	1588 1301 797	✠100A1 *with freeboard* 5,40 ~~5,39~~ BS10,40	Mmo Got ✠LMC~~9,36~~ MS3,41	*t*	CL ~~10,38~~ 5,40	1936 9mo *Lloyd'sA&CP*	Stettiner Oderwrke A G Stettin	Rederiaktieb. Iris (S.Abrahamsen, *Mgr.*) *IntermediateBHin forward hold dispensed with* *CellDB245'554t DTa 9' 60t FPT46t APT100t*	296·6 309·8(O.L.) F22' FK	44·3	13·8	Stockholm Swedish *ptCem* (*Coll BH to Sh dk* 3,, ,, *2nd* ,,)	T.3Cy.$16\frac{1}{8}$",$26\frac{3}{8}$"&$43\frac{5}{16}$"-$31\frac{1}{2}$" &LPTurbine with DRgear-ing&hydraulic coupling (*s*) 214lb 176NHP 2SB,*4cf*,GS49,HS2201 FD StettinerOderwerkeA.G.	17 ″ 6 ″$2\frac{3}{4}$ 17 ″ 5	
88653 240201	**James Lykes** *Fitted for oil fuel* **D.F. E.S.D. GyC.** 3*Dks*	~~7000~~ 6760 — 4017					1940	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ LykesBros.S.S. Co.Inc.	395·0	60·0	37·5	Houston, Tex. Utd.States *WB*	2 steam turbinesDR geared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
88654 240069	**Joseph Lykes** *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *ptLongitudinal framing* *CruiserStern*	6829 4055 4010					1940	Federal S.B.&D.D.Co Kearny,N.J.	LykesBros. SteamshipCo.Inc.	397·0	60·2	34·6	Galveston, Tex. Utd.States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP		
88655 240295	**John Lykes** *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *pt Longitudinal framing* *ptElec.welded* *CruiserStern*	6829 — 4010					1940	Federal S.B.&D.D.Co Kearny,N.J.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ LykesBros.S.S. Co.Inc.	397·0	60·2	34·6	Beaumont (Tex.) Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP DeLavalSteam TurbineCo.Trenton,N.J.		
88656 DIAE	**Jan Wellem** 4Mst (*ex*Württemberg–36) *Fitted for oil fuel* D.F. E.S.D. GyC. *Whale Oil Refinery* *Ref.Mchy.* Sub.Sig. 3*Dks*	11776 8573 6440					1921	Bremer Vulkan Vegesack	Henkel&Cie. G.m.b.H.(Erste DeutscheWalfang G.m.b.H.*Mgrs.*)	468·8 P56'	71·4	32·7	Wesrmnde German *WB*	T.3Cy.$32\frac{3}{10}$",$52\frac{1}{5}$"&$86\frac{3}{5}$"- $55\frac{1}{10}$"&LP turbine 769NHP BremerVulkan,Vegesack		G
88657 218004 KIDX	**John R. Hannay** (*ex*Waukegan–40) *Fitted for oil fuel* Sub.Sig. 1*Dk&Shelter dk&Web frames* *Longitudinal framing*	6209 5894 3836	✠ ... 11,20 ✠				1919 5mo	Federal S.B.Co. Kearny,N.J.	UnitedStates Maritime Commission	395·5 P45'B110' F38'*onShelter dk* FK	55·0	31·4	NewarkNJ Utd. States *WB*	DR geared steam turbine 619NHP GeneralElectricCo. Schenectady,N.Y.	34 ″ 11	R †
88658	**Josephine** (*ex*StellaLykes–41, *ex*LakeFlagstaff) *Fitted for oil fuel* D.F. 1*Dk2trB* *Now* "Leslie," *see No.* 88919 *in Supplement*	2609 2261 1610	✠ ... 3,21				1919 10mo	McDougall DuluthCo. Duluth, Minn	Cia.Centro Americana de Navegacion,Ltda.	251·0 P25'B64'F20' FK	43·7	25·8	P'namanian *WB*	T.3Cy.21",35"&59"–42" 352NHP MorganEng.Co.Alliance,O	28 ″ 2	R †
88659 XCJW	**Juan Casiano** (*ex*TineAsmussen–41, *ex*Radix–39, *ss*Osl.No.3–3,32 *ex*Linerton) *ss*Got.No.1–35 *Mchy.Aft* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern* *Fitted for oil fuel* *Carrying Petroleum in bulk*	6795 6389 4082	✠ 8,39 ✠ (*Reclassification Contemplated*)	Cpn	a†		1919 10mo	W.Doxford &Sons,Ld. Sunderland *Converted into a tanker* 10,21	Petroleos MexicanosS.A. *CellDBuE&B* 84'195*t* *f*35'53*t* *FPT*148*t* *APT*292*t*	412·1 430·0(O.L.) F36'*onShelter dk* FK	55·3	34·2	Coatzacoalcos Mexican *ptCem* 10*BHtoSdk* 5,, ,, *2nd*,,	T.3Cy.27",45"&75"–54" 619NHP 2SB,*12cf*,GS216,HS9525 W.Doxford&Sons,Ld.Sld.	37 ″ 0	

1 No. in Book. Official No. Code Letters.	2 Steamer's Name. *Late Name if any.* Special Surveys.	3 Material, Rig, &c. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned new expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où cotés, si ce n'est dans le L.R. Durée.Cert.RofTrade.
88751 167537 GLMM	**Kina II** (*ex*Kina-40) *OilEng.* D.F. *2Dks,3rd dk in forward holds* E.S.D. *Ref.Mchy.* *CruiserStern*	9823 9126 6235	✠100A1 *withfreeboard* ~~8,407,39~~ 10,40 ✠LMC1,39 *Carrying vegetable oil in midship deep tanks Two intermediate bulkheads dispensed with* *CellDB*416'2057*t* *MTs*35'1250*t Tanks in way of tunnel*177*tFPT*103*tAPT*77*t*	Cpn ~~Liv~~	f† NOs	CL	1939 1mo	Nakskov Skibs.A/S Nakskov *Lloyd's*A&CP	Ministry ofShipping(UnitedBaltic Corporation,Ld. *Mgrs.*)	489·3 508·3(O.L.) F79'	65·2	38·8 FK	London British 6*BHonly* *ptCem*	Oil Engines 2S.C.DA 8Cy.24$\frac{7}{16}$"–55$\frac{1}{8}$" 1642NHP DB*100lb* Akt.Burmeistr&Wain,Cpn	41 ″ 9 s12 ″ 3¾ 29 ″ 8	
88752	**Kobe Maru** Ⓟ **TwinSc** *Ref.Mchy.* *CruiserStern*	7800					1940	Mitsubishi JukogyoK.K Nagasaki	ToaKaiunK.K.	454·4	59·0	32·0	Tokyo Japanese *WB*	4steam turbines SR geared to 2 sc. shafts 1917NHP MitsubishiJukogyoK.K. Nag.		
88753 DHOK	**Kreta** D.F. Sub.Sig. *1Dk&Shelter dk*	2359 2125 1354					1923	Howaldtswerke Kiel	DeutscheLevante LinieHamburg A.G.	309·3 F39'	44·1	20·0	Hamburg German *WB*	T.3Cy.22",37$\frac{3}{8}$"&60¼"–39$\frac{3}{8}$" 228NHP Howaldtswerke,Kiel		G
88754 168045 GNMM	**Kingston Hill** *CruiserStern 2Dks* *Longitudinal framing at bottom & at decks "Arcform"*	~~7600~~ 7628 7217 5595	✠100A1 *withfreeboard* 12,40 ~~(ClassContemplated)~~ *Fitted for oil fuel*12,40*F.P.above* 150°F. ✠LMC12,40	PGl	a† 2	CL	1940 12mo	Wm.Hamilton&Co.Ld. PortGlasgow *Lloyd's*A&CF	Ministry of Shipping(Counties ShipManagement Co.Ld.*Mgrs.*)	421·1 434·5(O.L) (*CollBHtoWdk5BHto2nd dk*) 1 *IntermediateBHdispensed with* 4*DivisionalW.T.BHs in'tween dks* *CellDB*353'1105*tFPT*148*tAPT*336*t*	60·4	35·8 FK	London British 6*BHptCem*	T.3Cy.24",39"&68"–48" 225lb (s) 520NHP 2SB(Spt)1AuxSB,8*cf*, HS7643 FD D.Rowan&Co.Ld.Gls.	38 ″ 3 s10 ″ 3 28 ″ 2½	
88755 220707 KDCW	**Klamath** (*ex*Jalapa-40) *Fitted for oil fuel* *1Dk&Shelter dk* *Longitudinal framing*	6066 — 4378					1920	MooreS.B. Co. Oakland,Cal.	Weyerhaeuser S.S.Co.	402·6 P34'F38'	53·0	~~32·2~~ 32·1	Everett, Wash. Utd.States *WB*	2steam turbines DR geared to 1 sc. shaft W.&A.FletcherCo. Hoboken,N.J.		
88756 46796 JDCO	**Kako Maru No. 3** *OilEng.*	311 — 202					1939	Matuura Taiti Tono	SatoMasayosi	125·0	23·0	11·5	Tokyo Japanese	Oil Engines		
88757 46907 JYWN	**Koa Maru No. 3** *OilEng.*	377 — 193					1939	Mihara S.B.Yd. Osaka	NiwaGoro	119·9	27·9	13·1	Daisto Japanese	Oil Engines		
88758 46408 JNJN	**Keisin Maru**	1434 — 792					1939	Sanogawaya Yasutaro Osaka	AwanokuniKyodo KisenK.K.	224·5	35·8	19·0	Tokusima Japanese	Steam Engine		
88759 46922 JJJO	**Kokoku Maru** *OilEng.*	544 — 313					1940	Sanogawaya Yasutaro Osaka	SankoKisenK.K.	159·9	27·5	13·7	Amagasaki Japanese	Oil Engines		
88760 46918 JJCO	**Kosei Maru** *OilEng.*	865 — 587					1939	Mihara S.B.Yd. Osaka	SankoKisenK.K.	185·0	31·0	17·0	Amagasaki Japanese	Oil Engines		
88761 38753 JRBJ	**Kumagawa Maru** (*ex*NitiyoMaru-40, *ex*NichiyoMaru-38) *OilEng.* *ss*Yka.No.1-37 *2Dks(Stl)*	7509 6070 5513	✠100A1 2,40 ✠LMC CS9,37 2,40 DBS2,40 **Carrying cargo oil F.P. above 150°F in deep tanks**	Tama	b†	CL 7,39	1934 3mo	Mitsubishi ZosenKaisha, Ld. Nagasaki *Lloyd's*A&CP	ToyoKaiunK.K. *'Tween Dk BH above after deep tank BH dispensed with* *CellDB*	436·3 P30'B157'F41' 369'1405*tFPT*263*t*	58·5	32·8 FK	Tokyo Japanese *ptCem* 6*BH to Udk* 1 „ „ 2nd „ *APTs*227*tDTa*36'1145*t*	Oil Engines 2S.C.SA 6Cy.28$\frac{3}{8}$"–49$\frac{3}{16}$" DB*120lb* 839NHP MitsubishiZosenKaisha, Ld.Nag.	32″10	
88762	**Kinkai Maru** (*ex*Theodoros Coumantaros-40,*ex*Maleas-39, *ex*ChefMécanicien Mailhol-36,*ex*WarAdmiral) *2Dks&Awng dk*	5709 — 4282	✠ ••• 7,20 ✠				1917	Kawasaki Dkyd.Co.Ld. Kobe	KotaniMokunosuke	385·3	51·2	33·5 FK	Osaka Japanese *WB*	T.3Cy.26",43"&72"–48" 440NHP KawasakiDkyd.Co.Ld.	36 ″ 0	C †
88763 46369 JHSN	**Kuwayama Maru** (*ex*MountAtlas-40, *ex*Megna-35) *ss*Fal.No.3-9,28 *ss*Ams.No.2-37 *2Dks(Stl)*	5725 — 4393	✠ ••• 2,41 ~~BS5,39~~ ✠~~LMC2,37~~	Smk	a†	CL 5,39	1916 9mo	Russell& Co. PortGlasgow *Lloyd's*A&CP	YamashitaKisen K.K. 1 *intermediate BH and* 1 *'tween dk BH dispensed with* *CellDB*	423·5 P38'B123'F50' 360'1181*t*	56·0	28·7 FK	Kobe Japanese *Cem* 5 *BH to Udk* 1 *BH to 2nd dk only* *APT*31*t*	T.3Cy.27",45"&74"–51" (s) 180lb 556NHP 3SB,9*cf*,GS186,HS8301 FD D.Rowan&Co.Glasgow	31 ″ 4	
88764 46816 JZON	**Kainan Maru** (*ex*Makambo-40) *Well deck* *1Dk&deep framing*	1134 — 637			~~•••~~		1907	ClydeS.B. &E.Co.Ld. PortGlasgow	OkadaGumiK.K.	210·3 P&B135'F27'	31·4	14·8 BK8"	Osaka Japanese *WB*	T.3Cy.17",27"&45"–33" 145NHP Clyde S.B.&E.CoLd.P.Gls.	17 ″ 3	
88765 OYCP	**Kabel** (*ex*Enigheden) See No. 76995 in body of Register *1Dk*	720 623 406					1918	H.C.Christensen Marstal	A/S DetStore Nordiske Telegrafselskab	199·9 P24'B62'F28'	32·7	12·5	Copnhagn Danish *WB*	T.3Cy.16",27"&45"–30" 111NHP Akt.Burmeistr&Wain,Cpn		V
88766 47589 JSNQ	**Kaimei Maru** (*ex*Carmar-41, *ex*Pionier-39) D.F. *ss*Ant.No.3-6,31 *ss*Smk.No.2-40 *2Dks(Stl)*	~~5297~~ ~~4730~~ ~~3358~~ 5254 — 3723	✠100A1 5,40 ✠LMC BS3,40 MS5,40	Smk	y	CL 3,40	1919 10mo	HongK'ng &Whampoa DockCo.Ld. HongKong *Lloyd's*A&CP	KaiyoKisenK.K. *CellDB*	400·2 P49'B113'F40' 340'1120*tFPT*123*t*	50·0	28·5 FK	Kobe Japanese 8*BHCem* *APT*175*t*	T.3Cy.27",44"&73"–48" (s) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD HongKong&Whampoa DockCoLd.HongKong	31 ″ 0 s~~5 ″ 11¼~~ ~~25 ″ 3¼~~	
88767 46208 JHUN	**Kowa Maru** *OilEng.* *Mchy.Aft* *CruiserStern*	1107 — 719					1940	Nakata Zosensho Osaka	SankoKisenK.K.	211·6	32·0	18·5	Amagasaki Japanese	Oil Engines 4S.C.SA 6Cy.16$\frac{9}{16}$"–24$\frac{7}{16}$" 160NHP HanshinIronWorks		

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Tr. Cert.
88768	**Kristina Thordén** *OilEng.* D.F. E.S.D. GyC. *Ref.Mchy.* *CruiserStern*	3645 2776 1868	100A1 *withfreeboard* *(ClassContemplated)*				1941	Crichton- VulcanA.B. Åbo	RederiA/BSuomi (GustafB.Thordén, *Mgr.*)	365·9	51·4	21·6	Helsingfrs Finnish	Oil Engines 2S.C.SA 7Cy.$25\frac{9}{16}$"–$49\frac{3}{16}$" Crichton-VulcanA.B.Åbo		
88769	**Kafiristan** *OilEng.* D.F. E.S.D. *CruiserStern*	7250 6787 5100	100A1 *withfreeboard* *(ClassContemplated)*				1941	Wm.Doxford&SonsLd Sunderland	HindustanStm. ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*)	427·0	56·5	35·5	Newcastle British	Oil Engines 2S.C.SA 3Cy.23⅝"–$91\frac{5}{16}$" Wm.Doxford&SonsLd.Sld		
88770 317919 WJDJ	Keystone (*ex*SageBrush–41, *ex*WestCherow) *2Dks* Sub.Sig. D.F. *Fitted for oil fuel*	5565 5241 3475	✠ ... 10,21 ✠				1919 6mo	Northwest SteelCo. Portland,Or.	~~ShepardS.S.Co.~~ StatesMarine Corporation	409·8 P44'B115'F47' FK	54·2	27·7	NewYork ~~Prtlnd.Me.~~ Utd. States *WB*	DR geared steam turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
88771 31177 JDZB	Kanzyu Maru Ⓟ TwinSc (*ex*LaPlataMaru–41) *OilEng.* *ss*Kob.No.3–6,35 *ss*Kob.No.1–39 *3Dks(Stl–Weather dk* ws) *Ref.Mchy.* GyC.	7267 6088 4378	✠100A1 *withfreeboard* 3,40 ✠LMC CS5,39 DBS3,40 3,40 ✠Lloyd'sRMC4,40	Kob	*b*†	CL S10,37 P11,40	1926 4mo *Lloyd's A&CP*	Mitsubishi ZosenKaisha Ld Nagasaki	OsakaSyosenK.K. *CellDB353'1368t* *Tanks at sides*	430·0 B63'F47' FK *of tunnels719tFPT*	56·0	36·0	Osaka Japanese *7BHptCem* *117tAPT46t*	Oil Engines 2S.C SA 12Cy.23⅝"–41¾" 1164NHP DB*100lb* SulzerBros.Winterthur	36 ″ 0 s 11 ″ 2½ 25 ″ 2½	
88772 47676 JNAO	**Kosyo Maru**	1365 — 744					1940	Namura Shpyd.CoLd. Osaka	EgutiKisenK.K.	226·1	35·8	19·0	Tokyo Japanese	Steam Engine		
88773 47588 JGVM	**Kyoei Maru No. 2**	1157 — 551					1940	Harima S.B.&Eng. Co.Ld. Harima	KyoeiTankerK.K.	209·1	34·4	17·2	Kobe Japanese	Steam Engine		
88774 47662 JNLO	**Kaihoku Maru**	1286 — 814					1940	Tsurumi Seitetsu ZosenK.K. Yokohama	YabukiKinzo SyotenK.K.	219·3	35·8	18·5	Tokyo Japanese	Steam Engine		
88775 47571 JSKO	**Katuyama Maru** *OilEng.*	387 — 269					1940	Murakami Kanzaburo Kobe	KutunaSeigo	132·3	24·0	13·0	Kobe Japanese	Oil Engines		
88776 47748 JQFO	**Keizan Maru**	2865 — 1931					1940	Nippon KokanK.K. Yokohama	YamamotoKisen K.K.	309·3	45·0	24·9	Osaka Japanese	Steam Engine		
88777 47570 JGRM	**Kensin Maru**	3126 — 1794					1940	Harima S.B.&Eng. Co.Ld. Harima	InuiKisenK.K.	318·4	45·9	24·6	Kobe Japanese	Steam Engine		
88778 47841 JQDO	**Kisogawa Maru**	1914 — 1050					1940	Kawanami KogyoK.K. Koyagi	ToyoKaiunK.K.	271·7	40·0	20·3	Tokyo Japanese	Steam Engine		
88779 124076 VOFK	Kitty's Brook (*ex*Sirio–41, *ex*SantaCatharina–41, *ss*Rot.No.3–10,20 *ex*SanJorge–34, *ss*Bmn.No.2–29 *ex*Sapele, *2Dks(Stl)&Web frames&* *ex*Abonema) *Shelter dk(ptIrn&ptStl)* *Fitted for oil fuel*	4031 ~~2873~~ ~~2802~~ 2802 2973	✠ — 10,33 ✠	BAs	*v*		1907 7mo	Irvine'sSB. &D.D.Co.Ld. WHartlepool	Bowater'sNew- foundlandPulp& PaperMills,Ld. *Cell*	324·7 FK *DBa96'uE26'f142'*	45·9	30·7	SJohn'sNFL British *6BHCem* *563tAPT27t*	T.3Cy.24",40"&66"–45" 312NHP 2SB,*6rf*,GS121,HS4740 Richardsons,Westgarth& Co.Ld.Sld.	33 ″ 2	V †
88780	**Karsik** D.F. E.S.D. *2Dks* *CruiserStern*	2911 1651 1040					1938	Deutsche Sch-u-Mschb. A.G.Seebeck Westmünd-G		305·2 F29'	44·8	16·7	Dutch *WB*	T.3Cy.$22\frac{13}{16}$",36⅝"&$59\frac{1}{16}$"–39⅜"&LPturbine withDR gearing&hydraulic coupling 367NHP DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm.		
88781	**Koenjit** TwinSc *OilEng.* *ss*Bel.No.2–36 D.F. 1*Dk(Stl)&Shelter dk(Stl)*	4551 4132 2785	✠100A1 *withfreeboard* 4,41 ✠LMC CS2,37 DBS4,41 7,38	Bat	*y*	CL P4,41 S12,39	1929 4mo *Lloyd's A&CP*	Akt.Bur- meistr&Wain Copenhagen	NV.Nederlandsch- IndischeMaats. voorZeevaart.V *CellDB333'1108t*	380·0 FK *MT28'1060t* *FPT97tAPT119t*	53·9	25·3	Dutch *7BH* *(Collto Sh dk* *6 ,, 2nd ,,)*	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 541NHP DB*100lb* Akt Burmeistr&Wain,Cpn	28 ″ 0 s 3 ″ 0 25 ″ 2¼	
88782	**Kentar** *ss*Sba.No.3–9,40 D.F. *2Dks, 3rd dk in No.1 hold* *Well deck*	5878 5423 3607	100A1 9,40 LMC9,40	Sba	*b*†	CL 9,40	1920	Flensburger Schiffsb.Ges. Flensburg	NV.Nederlandsch- IndischeMaats. voorZeevaart,I	449·6 P&B378'F53' FK *CellDB403'1640t*	58·2	27·0	Batavia Dutch *8BHAsp*	T.3Cy.31⅛",$50\frac{13}{16}$"&$84\frac{1}{16}$"–$53\frac{1}{16}$"&LPturbine with DR gearing & hydraulic coupling 185lb (*s*) 902NHP 4SB(Spt),*12cf*,GS352, HS12200 FD FlensburgerSchiffsb.Ges.	29 ″ 6 s 4 ″ 3½ 25 ″ 5¼	

1	2	3	4	5 Détails de la Classification.	6	7	7*	8 Construit.	9	10	11 Dimensions d'après la Douane. Superstructures, &c.			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Visites Périodiques.	Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Nombres des Ponts.	Tonnage Officiel. Total. Sous le Pont. Net.	Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Quand. Navire. Mach.	Par qui. Où.	Armateurs.	Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Registres où coté, si ce n'est dans le L. R. Durée Cert. B. of Trade.

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88901 5806 SGUA	Lidingö (*ex*Bellona-40, *ex*Skagern-39) *ss*Mmo.No.3-5,29 *ss*Got.No.2-38 D.F. 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *CruiserStern*	5842 5582 3605	✠100A- *Shelter dk* *withfreeboard* 4,40 BS5,40	Got ✠LMC6,38		OG 3,39	1917 1mo	Göteborgs Nya VAktieb Gothenburg	RederiA/B Rex K.M.Källström, *Mgr.*)	406·2|53·7|31·6 409·6(O.L.) FK *Cell DB*340' 998*t DT* 430' 1020*t FPT* 54*t*	Stockholm Swedish 6*BHCem* *APT*36*t*	T.3Cy.28",42$\frac{3}{8}$"&72$\frac{1}{16}$"-48" 185lb (*s*) 430NHP 3SB(Spt),9*cf*,GS137, HS5664 FD Göteborgs Nya Værks.Got	34 " 1 s9 " 4 24 " 11$\frac{1}{4}$	
88902 PFPJ	Lola *OilEng.* *CruiserStern* 1*Dk* *Strengthened for navigation in ice* *Deck plating elec. welded*	500 321 321	✠100A1 4,40	Gro LMC4,40	*g*		1940 4mo *Lloyd's A&CP*	N.V.E.J. Smit&Zoon Schpsw. Westerbroek	N.V.E.J.Smit& ZoonSchpsw.	156·2|27·5| 9·9 168·5(O.L.) P40'Q53'F24' FK *Cell DB*96'114*t FPT*59*t*	Hoogezand Dutch 3*BHptCem* *APTs*18*t*	Oil Engines 4S.C.SA 8Cy.11"-17$\frac{11}{16}$" 94NHP Klöckner-Humboldt- DeutzA.G.Köln-Deutz	11 " 6 s3 " 7$\frac{3}{8}$ 11 " 4$\frac{3}{4}$	
88903 167631 GMKG	Lulworth Hill D.F. *CruiserStern* 2*Dks* *Longitudinal framing at bottom & at decks* "*Arcform*"	~~5500~~ 7628 7217 5595	✠100A1 *withfreeboard* 9,40 ~~(*Class Contem plated*)~~ *Fitted for oil fuel* 9,40 *F.P. above* 150°*F.* 1 *Intermediate BH* ~~*and 'tween dk BHs except Coll BH*~~ *dispensed with*	PGl ✠LMC9,40	*a*† 2	CL	1940 9mo *Lloyd's A&CP*	Wm.Hamilton&Co.Ld. PortGlasgow	DorsetS.S.Co.Ld. (CountiesShip ManagementCo. Ld.*Mgrs.*)	421·1|60·4|35·8 434·5(O.L.) FK (*Coll BH to W dk* 5 *BH to 2nd dk* *divisional WTBHs in 'tween dk.* *CellDB*353'1105*tFPT*148*tAPT*336*t*	London British 6*BHptCem*	T.3Cy.24",39"&68"-48" 225lb (*s*) 520NHP HS7643 FD 2SB(Spt)1AuxSB,8*cf*, D.Rowan&Co.Ld.Gls.	38 " 3 s10 " 3 28 " 2$\frac{1}{2}$	
88904 173192 VCNT	Lakeshell TwinSc *OilEng.* *Mchy.Aft* 1*Dk* ~~*Elec.welded*~~ *CruiserStern* *Electrically welded*	~~2100~~ 2238 1921 ~~1630~~ 1665	✠100A1 8,40 *For service on the Great Lakes & River St.Lawrence with freeboard corresponding to an extreme draught of* 14" *Carrying Petroleum in bulk*	Qbc LMC8,40	1$\frac{1}{8}$	CL	1940 8mo *Lloyd's A&CP*	Marine Industries,Ld Sorel,P.Q.	~~ShellOilCompany of Canada,Ld.~~ ShellCanadian Tankers,Ld.	252·2|43·8|20·2 259·0(O.L.) P49'F31' FK *Trunk* 172' *Cell DB u E*30'68*tFPT*177*tAPT*63*t*	Toronto British 10*BHptCem*	Oil Engines 2S.C.SA 8Cy.11$\frac{7}{16}$"-19$\frac{11}{16}$" 182NHP DB(WT)150*lb* SulzerBros.Winterthur	20 " 0 s6 " 1 14 " 0	
36 40 88905 FPHV	Lisieux (*ex*Munami-40, *ex*LakeFernando) *Fitted for oil fuel* 1*Dk*2*trB*	2594 2240 1610	✠ ... 11,20 ✠				1919 9mo	Buffalo D.Dk.Co. Buffalo,N.Y.	Cie.Générale Transatlantique	251·0|43·6|26·1 P25'B64'F23' FK	French *WB*	T.3Cy.21",35"&59"-42" 352NHP DetroitS.B.Co.Detroit	28 " 2	R †
88906 173341 ~~FPHX~~ VCRN	Limoges (*ex*Wallingford-40) *Fitted for oil fuel* D.F. *MchyAft* 2*Dks* ~~1*Dk*~~	2306 2135 1366					1919	LongBeach S.B.Co. LongBeach, Cal.	CanadianGovernment.(Canadian GovernmentMerchantMarineLd) (CanadianNationalSteamships*Mgs*)	~~244·0|42·0|26·0~~ 245·6|42·1|24·1	Montreal ~~French~~ British *WB*	T.3Cy.18",30"&44$\frac{5}{16}$"-30" 105NHP UnionIronWorks,S.Fo.		R
88907 81597	**L. S. Wescoat** (*ex*WilliamR.Linn-40) *Mchy.Aft* D.F. 1*Dk*2*trB* *Carrying Petroleum in bulk*	4068 — 2766					1898	Chicago S.B.Co. Chicago Converted into a Tanker 1940 by GtLakesEng.Wks.,Ecorse.Mich.	PureOilS.S.Co.	400·0|48·3|23·9	Baltimore ~~Duluth,Min~~ Utd.States *WB*	Q4Cy.19",27$\frac{1}{2}$",40"&58"-42" NB24 218NHP ChicagoS.B.Co.Chicago		R
88908 217424 WMEO	Lumberlady (*ex*Lumberman-40, *ex*F.A.Warner, *Fitted for oil fuel* *ex*Cottonplant) D.F. 1*Dk* *Mchy.Aft*	2333 1855 1389					1918	Gt.Lakes Eng.Works Ecorse,Mich.	Owens-Parks LumberCo.	253·4|43·7|24·5 P115'F25'	Ls. Angeles Utd.States *WB*	T.3Cy.21",34$\frac{1}{2}$"&57"-42" 211NHP Gt.LakesEng.Wks.Detroit		R
88909 220889 KDLT	La Salle (*ex*GeorgePeirce-40) *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Web frames*	5462 4971 3365	✠ ... 1,21 ✠				1920 12mo	Merchant S.B.Corp. Chester,Pa.	WatermanS.S. Corp.	400·7|54·2|30·4 P36'B124'F44' FK	Mobile,Ala Utd.States *WB*	2 steam turbines DRgeared to 1 sc. shaft 635NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 " 10	R †
88910 240264 WGOB	**Lipscomb Lykes** *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks*	~~7000~~ 6744 — ~~4044~~					1940	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	~~UnitedStates Maritime Commission~~ LykesBros.S.S. Co.Inc.	395·0|60·0|37·5	Corpus Christi Utd.States	2 steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
88911 161606 GZZF	Llancarvan (*ex*Biddlestone-40) D.F. E.S.D. 1*Dk* *CruiserStern*	4910 4512 2953	✠100A1 9,40	Cff ✠LMC7,37	*y* 1$\frac{1}{8}$	CL 9,40	1937 7mo *Lloyd's A&CP*	ShortBros. Ld. Sunderland	ClarissaRadcliffe S.S Co.Ld.(Evan ThomasRadcliffe &Co.*Mgrs.*)	401·9|53·9|26·6 414·8(O.L.) P36'B123'F35' FK *Cell DB*350'1249*tFPT*110*tAPT*205*t*	London British 6*BHCem*	C.4Cy(2)10$\frac{1}{8}$"&(2)20$\frac{1}{4}$"-13" SR geared & LP turbine DR geared to sc. shaft 240lb (*s*) 348NHP 2SB(Spt&FD)&1AuxSB, 9*cf*.GS124,HS4936 White'sMarEngCoLdNwc	29 " 0 s5 " 7$\frac{1}{4}$ 23 " 7$\frac{1}{4}$	
88912	**Lake Fairfax** *Fitted for oil fuel* *Now* "*Bayou*," *see No.* 87268 *in Supplement*	2605 2261 1619					1919	American S.B.Co. Detroit,Mich.	BayouS.S.Corp. (Smith&Johnson, *Mgrs.*)	251·0|43·6|26·1 P25'B64'F23'	N.Orleans Utd.States *WB*	T.3Cy.21",35"&59"-42" 225NHP AmericanS.B.Co.Detroit		
88913 217731 WNCV	Lone Star (*ex*Delalba-40, *ex*Saugerties-35) *Fitted for oil fuel* 2*Dks*&*Web frames*	5101 4740 3093	✠ ... 6,20 ✠				1919 4mo	American International S.B Corp. HogIslandPa	StatesMarine Corp.	390·0|54·2|27·6 P39'B122'F43' FK	N.Orleans Utd.States *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 " 0	R †
88914 151923	Lottia (*ex*ShellDezassete-41,*ex* Sultan vanKoetei) *ss*Sng.2ndNo.3-5,30 *Mchy.Aft* 1*Dk*(*ptIrn*&*ptStl*) &*Web frames*&*Trunk dk*(*Stl*) *Fitted for oil fuel* *Carrying Petroleum in bulk*	1862 1441 1165	✠ ... 5,34	Lis			1904 12mo	Nederl. Schps. Maats. Amsterdam	AngloSaxon PetroleumCo.Ld.	241·0|41·9|18·7 P68'F43' FK *CellDBuE*&*B*46' 70*t FPT*103*t*	London British 11 *BHCem* *APT*37*t*	T.3Cy.20$\frac{13}{16}$",32$\frac{5}{8}$"&55$\frac{1}{8}$"- 35$\frac{3}{8}$" 248NHP NB18,*refitted*22 2SB,6*cf*,GS102,HS3650 N.V.Werkspoor,Ams.	19 " 11	
88915	Leda (*ex*Duba-41, *ss*NYk.No.1-41 *ex*Collingham) *ss*Spt.2ndNo.3-5,36 1*Dk*(*Stl*)2*trB*&*Web frames*	4115 3830 2535	✠100A1 4,41 ~~7,39~~ ~~BS7,39~~	Spt NYk ✠LMC~~5,36~~ 4,41	*w*	CL ~~5,38~~ 3,41	1910 1mo *Lloyd's A&CP*	JLThompson&Sons,Ld Sunderland	IrishShipping,Ld.	351·7|51·0|25·7 P25'B145'F32' FK *Cell DBa*121'*uE*&*B* 45'*f*145'1006*tFPT*104*tAPT*213*t*	Dublin British 6*BHCem*	T.3Cy.25",42"&68"-48" (*s*) 180lb 350NHP 2SB,6*cf*,GS136,HS5415 J.Dickinson&Sons,Ld.Sld.	28 " 2 s4 " 8$\frac{3}{4}$ 23 " 8	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Ex-nom, s'il y a lieu. Visites Périodiques	3 Matériaux, Gréement, etc. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7" Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
88916 OFDT	**Liisa** (*ex*Juliette-41, *ex*Camden-39, *ex*Edenor) *Arch deck*	*ss*Shl.2ndNo.3-6,36 1*Dk*(*Stl*) *Cargo battens not fitted*	1460 — 820	✠100A1 4,40 MS11,35	Shl ✠LMO BS8,~~36~~ 11,40	*n*	CL 10,39	1911 4mo *Lloyd*'s*A&CP*	Osbourne, Graham&Co. Sunderland	LaivaO/Y Fennia S.S.Co.Ld.(John NurminenO/Y, *Mgrs.*) *CellDBa77'uE&B29'f96'322t FPT48tAPT65t*	240·2 250·2(O.L.) P18'F23'	34·2	20·1 FK	Helsingfrs Finnish 4*BHCem*	T.3Cy.18",29"&48"-33" (*s*) 180lb 140NHP 2SB,4*pf*,GS68,HS2366 MacColl&Pollock,Ld.Sld.	22 ″ 2 s 6 ″ 1¼ 16 ″ 3¼	
88917 172974 MDVW	**Lake Cask**	WoodTwinSc *OilEng.*	349 331 210					1928	Cheng ShunFahS.Y. Wenchow	SaidHaskell Benjamin	157·5	28·0	11·5	Shanghai British	Oil Engines 4Cy.15"-16"		
88918 221033 KDOK	**L.V.Stanford**(*ex*AlbertE.Watts-41) *Mchy.Aft* Sub.Sig.	*ss*Mob.No.3-2,33 *ss*N.Os.No.1-37 2*Dks*(*Stl*)&*Webframes* *Longitudinal framing*	7133 6509 5111	✠100A1 1,41 BS1,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,21 *F.P. above* 150°F.	NOs ✠LMC1,37	*b*†	CL N7,40	1921 2mo	Bethlehem S.B. Corp.Ld. (HarlanPlnt) WlmngtnDel A&CP	SinclairRefining Co.Inc. *CellDBuE&B62'* 200*tDTf*40'588*t FPT*228*t APT*72*t*	430·2 P134'B36'F40'	59·2	32·8 FK	NewYork Utd.States 17*BHptCem* (13 *to U dk* 4 „ 2*nd* „)	T.3Cy.26½",44"&74"-51"(*s*) 200lb 593NHP 3SB,9*cf*,HS8829 FD BethelemS.B.Corp.Ld. (HarlanPlnt)Wlmngtn,Dl	33 ″ 3 s 6 ″ 8½ 26 ″ 10	
88919	**Leslie** (*ex*Josephine-41, *ex*StellaLykes-41, *ex*LakeFlagstaff)	1*Dk*2*trB* *Fitted for oil fuel*	2609 2261 1610	✠ ... 3,21				1919 10mo	McDougall DuluthCo. Duluth,Minn.	WorthS.S.Corp.	251·0 P25'B64'F20'	43·7	25·8 FK	NewYork Utd. States *WB*	T.3Cy.21",35"&59"-42" 352NHP MorganEng.Co.Alliance,O	28 ″ 2	R †
88920	**Larchfield** *Mchy.Aft*	*CruiserStern*	495 331 205	100A1 (*ClassContemplated*)				1941	LythamSB &E.Co Ld. Lytham	ZillahShippng &CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·5 P52'Q84'B10'F20'	27·2	11·4	Liverpool British	T.3Cy.12¾",21"&36"-24" LythamS.B.&E.Co.Ld.		
88921	**Langkoeas** *Ref.Mchy.* D.F. GyC. Sub.Sig.	2*Dks*	7395 6516 4312					1930	Bremen Vulkan Vegesack	NV.Nederlandsch- IndischeMaats. voorZeevaart.I	476·6 B&F428' *Upper*F39'	63·1	28·4	Dutch *WB*	4 steam turbinesSRgeared to 1 sc. shaft NB37 E*made*23*refitted*30 Blohm&Voss,K.a.A.Ham.		
88922 8464 SDYN	**Lali**	1*Dk*&*Shelter dk* *Fitted for oil fuel*	1859 — 1408					1941	Fredrkstad MekVrksA/S Fredrikstad	RederiA/B Disa (E.O.Brodin,*Mgr.*)	304·0	44·0	15·0	Stockholm Swedish	C.4Cy.(2)15⅜"&(2)$37\frac{13}{16}$" -$34\frac{7}{16}$" 277NHP FredrikstadM.V.A/S		

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book.	Steamer's Name.	Material, Rig, &c.	Regist'd Tonnage.	Particulars of Classification.			Date when tail shaft last seen.	Built.		Owners.	Regist'd Dimensions. Deck Erections, &c.			Port of Registry.	Engines.	Moulded depth.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
Official No.	*Late Name if any.*		Gross.	Character.	Port of Survey.	Years Assigned now expired. Equipment Letter.		When	By Whom		Length.	Breadth.	Depth.	Flag.	No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Freeboard amidships	
Code Letters.	Special Surveys.	No. of Decks, &c.	Under deck.	✠ for Special Survey. Date of last Survey.					Where							Corresponding draught.	
			Net.													*ft. in.*	

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Visites Périodiques.	Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille (Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	Registres ou coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
89051 973 SWBG	**Mount Kyllene** (exWalterD. Munson–40) ssMob.No.3–10,35 2Dks(Stl)&Webframes Longitudinal framing	3703 3508 2238	✠100A1 Examined 3,41 ~~BS4,39~~ ✠LMC10,35	NYk BS8,40	w	CL ~~5,37~~ 5,40	1917 10mo	Bethlehem SteelCo. Sparro'Pt.Md A&CP	Rethymnis& Kulukundis (Hellas)S.A.& others	368·2 P52'B108'F41' FK	48·3	24·7	Piræus Greek Cem	T.3Cy.24",41"&68"–48" (s) 200lb 486NHP 3SB,9cf,GS169,HS7237 FD BethlehemStl.Co.Sparr'Pt	27 ″ 4 s4 ″ 8¼ 22 ″ 10	
			Fitted for oil fuel10,17 F.P. above 150° F. 'Tween dk BHin after hold dispensed with 5 BH to U dk 1 ,, ,, 2nd ,, only ~~Fitted for carrying Petroleum in cylindrical tanks in No.2 lower hold~~ CellD B311' 834t FPT63t APT21t Cylindrical tanks in No.2 hold 308t													
89052 167521 GLKL	**Marianne II** (exMarianne–40) 1Dk	1239 1059 715					1924	A/S Rödby Havns Jernskibs. RödbyHavn.	Ministry of Shipping(Glen&Co.Ld. Mgrs.)	236·4 P23'B49'F25'	37·1	14·6	London British WB	T.3Cy.15",24"&40"–27" 83NHP A/S Frichs,Aarhus		V
89053 147438 MQLM	**Manchester Merchant** D.F. E.S.D. 2Dks,3rd dk except in after hold Ref.Mchy. Cruiser Stern	7264 6643 4408	✠100A1 withfreeboard 1,41 ~~5,40~~ ✠LMC5,40 ✠Lloyd'sRMC ~~5,40~~1,41	Gls Mch	b† 2$\frac{1}{16}$	CL	1940 5mo Lloyd's	Blythsw'd S.B.Co.Ld. Glasgow A&CP	ManchesterLiners, Ld.	432·0 446·5(O.L.) B127'F40' FK	57·0	35·2	Manchestr British 7BHCem (Coll to W dk 6 ,, 2nd ,,)	3 steam turbines SR geared to 1 screw shaft 225lb (s) FD 824NHP 3SB(Spt)9cf,GS133,HS9195 D.Rowan&Co.Ld.Gls.	38 ″ 1 s10 ″ 10½ 27 ″ 5¼	
			Duct keel fwd. of mchy. space Upper 'tween dk BHs except Coll BH dispensed with CellDB354'1065t MT27'792t DTa35' 862t FPT112t APT78t													
89054 239545 WEQZ	**Mormacmail** OilEng. D.F. E.S.D. GyC. 2Dks Ref.Mchy. CruiserStern pt Longitudinal framing	~~7800~~ ~~[illegible]~~ ~~[illegible]~~ 7886 — 4682					1940	SunS.B.& DryDockCo. Chester,Pa.	UnitedStates Maritime Commission (Moore-McCormackLines,Inc. Mgrs.)	468·4 F44'	69·7	29·1	NewYork Utd.States	4 Oil Engines 2S.C.SA 28Cy20½"–27½" with electro-magnetic slip couplings& SR gearing 2060NHP Busch-SulzerBros. DieselCo.St.Louis,Mo.		
89055 166307 MKDL	**Moray Coast** OilEng. Wireless D.F. E.S.D. 1Dk&Shelter dk Mchy.Aft CruiserStern Cargo battens not fitted	~~650~~ 687 507 251	✠100A1 withfreeboard 6,41 ~~11,40~~ ~~(Class Contemplated)~~ ✠LMC11,40	Ard Liv	m	OG	1940 11mo Lloyd's	Ardrossan Dockyard,Ld Ardrossan A&CP	CoastLines,Ld.	201·8 34·9 209·6(O.L.) FK F23'B(aft)33' (CollBHtoSh dk3BHto2nd dk) CellDB150'214tFPT9t APT39t	33·2	11·2	Liverpool British 4BHCem	Oil Engines 2S.C.SA 7Cy.13⅜"–22$\frac{7}{16}$" 218NHP BritishAuxiliaries,Ld.Gls.	13 ″ 8 s ″ 2 13 ″ 7½	
89056 171328 ZSJP	**Myrica** Ⓟ (exSistiana–40,exSalvore) ssGen.No.3–4,40 ~~ssNap.No.3–1,37~~ ~~ssTri.No.2–35~~ Ref.Mchy. 1Dk(Stl)&Shelter dk(Stl) D.F. Now "Empire Union," see No. 88047 in Supplement	5827 5062 3681	✠100A1 Shelter dk withfreeboard 8,40 ~~8,38~~ ✠LMC MS11,39 ✠Lloyd'sRMC ~~4,40~~ 2,41	Tri PNl BS4,40	y	CL 7,39	1924 5mo Lloyd's	Stabilmnto Tecnico Trieste A&CP	Ministry of Shipping(Canadian PacificSteamships Ld.Mgrs.)	390·0 B128' on Shelter dk F36' FK	54·0	29·6	Cape Town British Cem 6BHtoSh dk 1 ,, ,, U ,,	T.3Cy.27¼"42"&68"–48" (s) 180lb 465NHP 3SB(Spt),9cf,GS158, HS7023 FD StabilimentoTecnico,Tri.	32 ″ 0 s6 ″ 7½ 25 ″ 7	
			CellDB338'1309t DTa33'852t FPT102t APT201t No.5 upper 'tween dk chambers for temp. 22° F.													
89057 EAJM	**Monte Jarindo** (exUpo-Mendi–40) Turret deck 1Dk	4193 3810 2563					1911	Cia.Euscalduna Bilbao	NavieraAznarSoc. Anon.	350·2 P31'B117'F32'	50·2	28·4	Bilbao Spanish WB	T.3Cy.25",41"&67"–45" 301NHP Blair&Co.Ld.Stockton		
89058 165982 GMLM	**Malaya II** TwinSc4Mst (exMalaya–40) OilEng. ssCpn.No.3–4,34 ssCpn.No.1–39 D.F. 2Dks(Stl)&Awng dk(Stl)	8651 8189 5515	✠100A1 Awng dk withfreeboard 9,40 ~~6,39~~ ✠LMC DBS~~6,38~~9,40	Nkv Gls CS7,39 9,38	c†	CL P8,37 S6,39	1921 7mo Lloyd's	Akt.Burmeistr&Wain Copenhagen A&CP	Ministry of Shipping(UnitedBaltic Corporation,Ld. Mgrs.)	445·8 464·5(O.L.) F77'onAwng dk FK	60·3	39·1	Glasgow British ptCem Coll BH to Aw dk 6 ,, ,, U ,,	Oil Engines 4S.C.SA 12Cy.29⅛"–45¼" 987NHP DB100lb Akt.Burmeistr&Wain,Cpn	42 ″ 0 s10 ″ 4¾ 31 ″ 10	
			CellDB392'1468t Tanks 'tween tunnels 46' 130t FPT108t APT108t													
89059 239370 WDSH	**Mormacland** OilEng. D.F. E.S.D. GyC. 2Dks&Shelter dk Ref.Mchy. ptLongitudinal framing CruiserStern	7886 — 4682					1940	SunS.B.& DryDockCo. Chester,Pa.	UnitedStates Maritime Commission	468·1 F43'	69·7	29·1	NewYork Utd.States	4 Oil Engines 2S.C.SA 28Cy.20½"–27" with electro-magnetic slip couplings & SR gearing 2060NHP Busch-SulzerBros.Diesel Eng.Co.St.Louis		
89060	**Maria Pipa** Ⓟ TwinSc Now "Cabo de Hornos," see No. 87524 in Supplement (exPresident Fitted for oil fuel Wilson–40,exEmpire 2Dks&Shelter dk State) D.F. GyC. Ref.Mchy. &Shade dk CruiserStern Longitudinal framing	12597 6735					1921	NewYork S.B.Corp. Camden,N.J.	Berge yCia.	516·5 B222'	72·2	27·8	Spanish WB	4 steam turbines SR geared to 2 sc. shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
89061	**Maria del Carmen** Ⓟ TwinSc ~~Now "Cabo Buena Esperanza," see No. 87523 in Supplement~~ (exPresident Fitted for oil fuel Lincoln–40, 2Dks.Shelter dk&Shade dk exHoosierState) D.F. CruiserStern Ref.Mchy. GyC. Longitudinal framing Now "Cabo de Buena Esperanza," see No. 87523 in Supplement	12594 6730					1921	NewYork S.B.Corp. Camden,N.J.	Berge yCia.	516·5 B222'	72·2	27·8	Spanish WB	4 steam turbines SR geared to 2 sc. shafts BethlehemS.B.Corp.Ld. Quincy,Mass.		R
89062	**Midosi** (exMormactide–40, exSagaporack–38) Fitted for oil fuel D.F. E.S.D. GyC. 2Dks&Shelter dk Sub.Sig. Webframes	4951 — 3079	✠ ... 6,20 ✠				1919 8mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0 FK	54·2	27·6	R.Janeiro Brazilian WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
89063	**Modlin** (exWilja,exLaurent Schiaffino,exLeBourget,exTinos,exHildaHorn,exGavelon) 1Dk&Spar dk	3569 3370 2193	100A1 (Class Contemplated)				1906	Flensburgr Schiffsb.Ges. Flensburg	PolishGovernment	341·3 H24'	48·8	17·2 25·0	Polish	T.3Cy.20$\frac{1}{16}$",34⅞"&61"–39⅜" 234NHP FlensburgerSchiffsb.Ges.		
89064 240228 WGGF	**M. E. Lombardi** Fitted for oil fuel D.F. E.S.D. GyC. 1Dk Mchy.Aft Sub.Sig. CruiserStern Longitudinal framing Carrying Petroleum in bulk	~~5300~~ 5325 — 2929					1940	SunS.B.& DryDockCo. Chester,Pa.	StandardOilCo.of California	378·2 P100'B38'F50'	57·2	29·0	S.Frncisco Utd.States	2 steam turbines DR geared to 1 sc. shaft 516NHP WestinghouseElec.&Mfg. Co.Phl.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
89065 216535 KJUI	**Morlen** (*ex*ErnestH.Meyer–40, *ex*PointLobos) *Fitted for oil fuel* D.F. *ss*S.Fo.No.2–26 1*Dk*	2186 1944 1325	✠ ... 4,29 ✠				1918 7mo	AlbinaEng &Mach.Wrks Portland,Or.	LindalG.Gray	289·0 P24'B144'F32' FK	44·1	19·0	Prtlnd,Or. Utd. States *WB*	T.3Cy.22",37¾"&60"–42" 313NHP EllicottMachineCorp.Bal.	21 ″ 6	R †
89066 133113 GNBV	**Maycrest** (*ex*Istok–40, *ex*Mongolian *ss*Rot.2ndNo.3–3,37 Prince,*ex*Verdala) 2*Dks*(*Stl*)	~~5904~~ ~~3494~~ ~~3712~~ 5923 5494 3703	✠100A1 1,41 ~~12,39~~ ~~11,40~~ MS2,37	Cff Bal ✠LMC BS~~5,39~~ 6,40	*a*†	CL ~~11,39~~ 11,40	1913 4mo	Russell& Co. PortGlasgow *Lloyd's*A&CP	CrestShippingCo. Ld. 1 *Intermediate BH &* {4*BH to Upr dk* 2 *'tween dk BHds dispensed with* {2*BH to 2nd dk only.* *CellDBa*132' *uE* 24' *f* 186' 1243*tDTa*36'1120*tAPT*32*t*	423·5 438·0(O.L.) P44'B123'F43' FK	56·0	28·7	London British *Cem*	T.3Cy.27",45"&75–48" (*s*) 180lb 537NHP 3SB,9*cf*,GS171,HS7890 FD Rankin&Blackmore,Grk.	31 ″ 4 s6 ″ 2¾ 25 ″ 4	
89067 46318 JWQM	**Mikado Maru** *OilEng.*	398 — 269					1940	Endo Zosensyo Osaka	UwazimaKisen K.K.	131·2	24·5	12·5	Uwazima Japanese	Oil Engines		
89068 39102 JRHJ	**Mogamigawa Maru** (*ex*GetuyoMaru–40, *OilEng.* *ex*GetsuyoMaru–38) *ss*TamaNo.1–38 2*Dks*	7497 6070 5480	✠100A1 3,40 DBS3,40 *Carrying cargo oil F.P. above* 150° *F. in deep tanks*	Tama ✠LMC OS3,40 1,39	*b*†	CL 8,40	1934 6mo	Mitsubishi Jukogyo K.K. Nagasaki *Lloyd's*A&CP	ToyoKaiunK.K. *'Tween dk BH above after deep tank BH dispensed with*	436·3 P30'B157'F41' FK *CellDB*369'	58·5	32·8	Tokyo Japanese *ptCem* 6 *BHto Udk* 1 „ „2nd„ 1405*tDTa*36'	Oil Engines 2S.C.SA 6Cy.$28\frac{3}{8}$"–$49\frac{3}{16}$" 839NHP DB*120lb* MitsubishiJukogyoK.K. 1145*tFPT*263*tAPTs*227*t*	32 ″ 9	
89069 166308 GNKZ	**Macon** (*ex*PointAncha–40,*ex*Delight) *Fitted for oil fuel* GyC. 2*Dks* *Longitudinal framing*	5135 4394 3267					1919	ToddD.D. &Con.Co. TacomaWsh.	Ministry of Shipping(Elder DempsterLines, Ld.*Mgrs.*)	379·9 P39'B102'F41'	53·1	26·9	Liverpool British *WB*	T.3Cy.25⅛",$41\frac{13}{16}$"&72"–48" & LP turbine with DR gearing & hydraulic coupling 358NHP SeattleConst.&DryDock Co.Seattle,Wash.		R
89070	**Mormactide** D.F. E.S.D. *Fitted for oil fuel* GyC. Sub.Sig. 3*Dks* *Elec. welded* *CruiserStern*	7898 — 4669					1940	IngallsS.B. Corp. Pascagoula, Miss.	UnitedStates Maritime Commission	467·5 P24'B431'	69·6	29·6	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP GeneralElectricCo. Lynn,Mass.		
89071 WDTG	**Mormacport** (*ex*SeaFox–40) *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *pt Longitudinal framing* *CruiserStern*	7773 — 4585					1940	Federal S.B.&D.D.Co Kearny.N.J.	MooreMcCormack Lines,Inc.	469·0 F42'	69·6	38·8	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1417NHP DeLavalStm.TurbineCo. Trenton.N.J.		
89072 240378 WGUD	**Mormacsea** (*ex*SeaPanther–40) *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *pt Longitudinal framing* *CruiserStern*	~~8900~~ 7773 — 4585					~~1940~~ 1941	MooreDry DockCo. Oakland,Cal.	UnitedStates Maritime Commission	468·3 F44'	69·7	38·8	S.Frncisco Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1417NHP		
89073 238893 WCWM	**Mormactern** (*ex*Lightning–40) D.F. *Fitted for oil fuel* E.S.D. GyC. *Ref.Mchy.* 3*Dks* *pt Longitudinal framing* *CruiserStern*	7194 — 4344					1939	Federal S.B.&D.D.Co Kearny,N.J.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ Moore-McCormackLines,Inc.	439·0 P38'B75'F47'	63·2	27·5	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft GeneralElectricCo. Lynn,Mass.		R
89074 165994 MNCK	**Mari II** (*ex*Mari–40, *ex*CapBlancNez,*ex*OudeMaas) 1*Dk*	1395 1226 811	100A1 Examined 1,41 (*Class Contemplated*)	Cff		1,41	1918	N.V.Werf Conrad Haarlem	Ministry of Shipping (W.O. Lawson,*Mgr.*)	238·1 B57'F25'	37·3	17·4	Glasgow British *WB*	T.3Cy.17¾",29⅛"&47¼"–$35\frac{7}{16}$" 133NHP Gebr.Stork&Co.Hengelo	20 ″ 0 s2 ″ 9 17 ″ 4½	
89075 220700 KDHC	**Mississippi** (*ex*Harvester–40) *ss*Mob.No.3–2,30 *ss*N.Yk.No.2–38 D.F. GyC. 2*Dks*(*Stl*)&*Webframes* *Mchy.Aft* *Longitudinal framing*	6416 6071 3991	✠100A1 10,40 MS4,38 *CarryingPetroleum in bulk* *Fitted for oil fuel*10,20 *F.P. above* 150° F.	NYk ✠LMC BS10,40	*a*†	CL 3,40	1920 10mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany *CellDBuE& B*64' 209*t FPT*229*t APT*130*t*	416·8 P107'B35'F33' FK	56·1	31·1	Wilmgton (Del.) Utd. States 16*BHptCem*	T.3Cy.26½",44"&74"–51"(*s*) 190lb 549NHP 3SB,9*cf*,HS7979 FD H.G.TroutCo.Buffalo,N.Y	32 ″ 10 s6 ″ 3¼ 26 ″ 9	
89076 240203 WGMT	**Mormacmoon** (*ex*Exchester–40) *Fitted for oil fuel* Sub.Sig. D.F. E.S.D. 3*Dks* GyC. *CruiserStern* *Elec.welded*	7939 — 4697					1940	IngallsS.B. Corp. Pascagoula, Miss.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ Moore-McCormackLines,Inc.	467·5 P24'B431'	69·6	29·6	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP GeneralElectricCo.Lynn, Mass.		
89077 8466 SEIT	**Mongabarra** E.S.D. *OilEng.* D.F. *CruiserStern* 1*Dk*&*Shelter dk*	5279 4583 3041					~~1940~~ 1941	A/B Götaverken Gothenburg	Rederi A/B Trans-Ex (G. Carlsson,*Mgr.*)	~~426·0~~ 433·8	~~56·8~~ 56·7	~~25·3~~ 24·8	Gothenbrg Swedish *WB*	Oil Engines 4S.C.SA 8Cy.29⅛"–$59\frac{1}{16}$" 653NHP A/B Götaverken,Got.		
89078 240208 WGIS	**Mormacstar** (*ex*SeaStar–40) *Fitted for oil fuel* D.F. E.S.D. GyC. 3*Dks* *pt Longitudinal framing* *CruiserStern*	~~8000~~ 7773 — 4585					~~1939~~ 1940	MooreDry DockCo. Oakland,Cal.	~~UnitedStates~~ ~~Maritime~~ ~~Commission~~ Moore-McCormackLines,Inc.	468·3 F44'	69·7	38·8	S.Frncisco Utd. States *WB*	2 steam turbinesDR geared to 1 sc. shaft 1417NHP		
89079 168088 BCDW	**Murdoch** ~~D.F.~~ 1*Dk* *Mchy.Aft* *CruiserStern* *Cargo battens not fitted*	~~2780~~ ~~2092~~ ~~1500~~ 2717 2092 1510	✠100A1 3,41 ~~(*Class Contemplated*)~~	Sld ✠LMC4,41	*t*	CL	1941 4mo	S.P.Austin &Son,Ld. Sunderland *Lloyd's*A&CP	GasLight&CokeCo (StephensonClarke &AssociatedCompanies,Ld.*Mgrs.*) *CellDB*252'828*tMT*8'293*tFPT*196*tAPT*36*t*	311·4 321·9(O.L.) Q177'~~F33'~~F35' FK	44·5	19·3	London British 5*BHptCem*	T.3Cy.18½",29"&52"–39" (*s*) 220lb FD 242NHP 2SB(Spt)6*cf*,GS61,HS3350 N.E.MarineEng.Co.(1938) Ld.Sld.	21 ″ 6 s7 ″ 1½ 19 ″ 3½	
89080 166322 MCFK	**Maplefield** 1*Dk* *Mchy.Aft* *CruiserStern*	~~400~~ ~~331~~ ~~200~~ 495 331 205	✠100A1 6,41 ~~(*Class Contemplated*)~~	Liv ✠LMC6,41	*g*	CL	1941 6mo	LythamSB &E.Co.Ld. Lytham *Lloyd's*A&CP	ZillahShipping& CarryingCo.Ld. (W.A.Savage,Ld. *Mgrs.*)	142·5 148·3(O.L.) ~~P50'Q35'F20'~~ P49'Q36'F21' *DTf*11'71*tFPT*30*tAPT*37*t*	27·2	~~11·4~~ 16·8 BK6½"	Liverpool British 4*BHCem*	T.3Cy.12¾",21"&36"–24" 200lb (*s*) 72RHP 1SB,2*cf*,GS38,HS1637 FD LythamS.B.&E.Co.Ld.	12 ″ 6 s4 ″ 0 12 ″ 9¾	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
89081 201768 WADM	**Milwaukee Clipper** Ⓟ (*ex*Juniata-40) D.F. *Mchy.Aft* *2Dks&Awng dk*	4333 — 2619					1905	American S.B.Co. Cleveland	SandProducts Corporation	346·0|45·0|28·0	Buffalo NY Utd. States *WB*	Q.4Cy.22",31½",45"&65"-42" 274NHP DetroitS.B.Co.Detroit		
89082 239173 WDQJ	**Mormacswan** (*ex*FlyingFish-40) D.F. E.S.D. *Fitted for oil fuel* GyC. *CruiserStern* *3Dks* *Ref.Mchy.* *pt Longitudinal framing*	7194 — 4344					1939	Federal S.B.&D.D.Co Kearny,N.J.	Moore-McCormack Lines,Inc.	439·0|63·2|27·5 P38'B75'F47'	NewYork Utd. States *WB*	2 steam turbines DR geared to 1 sc. shaft 1000NHP GeneralElectricCo. Lynn,Mass.		
89083	**Mormacpenn** *Fitted for oil fuel* D.F. E.S.D. GyC. *3Dks* Sub.Sig. *Elec.welded* *CruiserStern*	7898 — 4609					1940	IngallsS.B. Corp. Pascagoula, Miss.	UnitedStates Maritime Commission	467·5|69·6|29·6 P24'B431'	NewYork Utd. States *WB*	2 steam turbines DR geared to 1 sc.shaft 1416NHP		
89084 168165 BCKB	**Michael E.** *2Dks* *Longitudinal framing at bottom&at decks* ~~*CruiserStern*~~ *"Arcform"* *CruiserStern*	~~7600~~ 7628 7217 5508	✠100A1 *withfreeboard* 5,41 ~~*(ClassContemplated)*~~ *Fitted for oil fuel* 5,41 *F.P.* above 150°F. ✠LMC5,41	PGl	*a*† 2	CL	1941 5mo	Wm.Hamilton&Co.Ld. Port Glasgow *Lloyd's* A&CP	BuryHillShippingCo.Ld. (CountiesShip ManagementCo. Ld.*Mgrs.*)	421·1|60·4|35·8 434·5(O.L.) FK *6BHptCem* (*CollBHto Wdk,5BHto2nd dk*) *1IntermediateBH dispensed with 4Divisional W.T.BHs in'tween dks* *CellDB*353'1105t*FPT*148t*APT*336t	London British	T.3Cy.24",39"&68"-48" 225lb (s) 443NHP 2SB(Spt)*6cf*,HS5940 FD D.Rowan&Co.Ld.Gls.	38 ″ 3 s10 ″ 3 28 ″ 2¼	
89085 168551 GMWG	**Manchester Trader** D.F. E.S.D. *Ref.Mchy.* *CruiserStern* *2Dks,3rd dk except in after hold*	~~5620~~ 5671 4969 3373	✠100A1 *withfreeboard* 5,41 ~~*(ClassContemplated)*~~ ✠LMC5,41 ✠Lloyd'sRMC5,41	Gls	*b*† $2\frac{1}{16}$	CL	1941 5mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's* A&CP	ManchesterLiners Ld.	432·0|57·0|27·0 446·5(O.L.) B127'F40' FK 7*BHCem* (*Coll to Wdk* 6 ,, *2nd dk*) *Duct keel fwd of mchy space* *Upper'tween Dk BHs except CollBH dispensed with* *CellDB*354'1065t*MT*27'792t*DTa*35'862t*FPT*112t*APT*78t	Manchestr British	3 steam turbines SR geared to 1 sc. shaft 225lb FD (s) 824NHP 3SB(Spt)*9cf*,GS133,HS9195 D.Rowan&Co.Ld.Gls.	38 ″ 1 s10 ″ 10½ 27 ″ 5¼	
89086 217365 KEFB	**Mary Luckenbach** (*ex*Black Falcon-41, *ex*SacCity-32) *Fitted for oil fuel* *2Dks&Webframes* D.F. E.S.D.	5049 4664 3114	✠ ... 6,20 ✠ *(Reclassification contemplated)*				1919 1mo	American International S.B.Corp. HogIslandPa	LuckenbachS.S. Co.Inc.	390·0|54·2|27·6 P39'B122'F43' FK	NewYork Utd. States *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
89087 168159 BCJW	**Mooncrest** D.F. *1Dk&Shelterdk* *CruiserStern* *Tonnage opening closed '41(W.E.)*	~~5200~~ 5202 4637 3119	✠100A1 *withfreeboard* 5,41 ~~*(ClassContemplated)*~~ ✠LMC5,41	PGl	*a*†	CL	1941 5mo	Lithgows Ld. PortGlasgow *Lloyd's* A&CP	CrestShippingCo. Ld.	431·0|56·2|24·8 447·6(O.L.) F89' FK 7*BHCem* (*CollBHto Shltrdk 6BHto2nd dk*) *CellDB*370'1507t*FPT*110t*APT*177t	London British	T.3Cy.23½",37½"&68"-48" (s) 220lb 436NHP 2SB,*8cf*,GS134,HS5830 FD Rankin&BlackmoreLdGrk	36 ″ 10 s11 ″ 3½ 25 ″ 9	
89088 ~~220280~~ ~~KUZV~~ 220286 KUZV	**Massachusetts** (*ex*Dungannon-41) *ss*NYk.No.3-4,35 *Mchy.Aft* *ss*NYk.No 1-39 D.F. *2Dks.(Stl)&Webframes* *Longitudinal framing*	6928 6670 4292	100A1 5,40 LMC MS8,39 BS5,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 4,23 *F.P.* above 150° F.	NYk	*b*†	CL 1,38	1920	Bethlehem S.B.Corp.Ld. Alameda,Cal.	TheTexas Company	435·0|56·0|32·0 P106'B48'F43' FK *CellDBuE&B*62' 202t *DTf*50'885t *FPT*97t*APT*74t	Wilmgton (Del.) Utd. States 13*BHptCem* (9 *to U dk* 4 ,, *2nd*,,)	T.3Cy.27",48⅛"&76¼"-48" 220lb (s) 597NHP 3SB,*9cf*,HS8235 FD BethlehemS.B.Corporation S.Fo.	33 ″ 6	
89089 LNAA	**Möysalen** (*ex*Imatra-40,*ex*Sebenico) *1Dk*	990 796 544					1922	Norddeutsche UnionWerke Boizenburg		221·4|34·6|13·4 P23'Q56'B97'F30'	Storkmarknes Norwegian *WB*	T.3Cy.$17\frac{5}{16}$",$27\frac{9}{16}$"&$45\frac{11}{16}$"-$27\frac{9}{16}$" 108NHP A.BorsigG.m.b.H.Berlin		G
89090	**Merida** (*ex*Kuressaar-41, *ex*Inverawe-35) *ss*Tln.2ndNo.3-6,38 *1Dk(Stl)* *Cargo battens not fitted*	2283 2009 1383	✠100A1 2,41 ~~3,40~~ BS3,40 ✠LMC6,38	Msl Bal	*s*	CL 3,40	1914 5mo	Mackay Bros. Alloa *Lloyd's* A&CP	EstodurasS.S.Co.	285·0|42·6|20·2 296·0(O.L.) P24'B72'F32' FK *CellDBa*83'*uE*20'*f*116'418t *FPT*90t*APT*25t	Puerto Cortez Honduran 4*BHCem*	T.3Cy.21",35"&57"-36" (s) 180lb 230NHP 2SB,*6pf*,GS107,HS3800 Earle'sCo.Ld.Hull	22 ″ 6 s3 ″ 1½ 19 ″ 7	
89091	**Merton** *CruiserStern*	7150 6900 5410	100A1 *withfreeboard* *(ClassContemplated)*				1941	BurntisInd S.B.Co.Ld. Burntisland	R.Chapman&Son	420·0|58·0|35·3	Newcastle British	T.3Cy. D.Rowan&Co.Ld.Gls.	37 ″ 10 s10 ″ 9¾ 27 ″ 3	
89092 240294 WGRT	**Mormacyork** D.F. E.S.D. GyC. *3Dks* *pt Elec.welded* *Fitted for oil fuel* *Longitudinal framing* *CruiserStern*	~~7600~~ 7796 — 4601					~~1940~~ 1941	Federal S.B.&D.D.Co Kearny,N.J.	~~UnitedStates Maritime Commission~~ Moore-McCormackLines,Inc.	468·3|69·7|29·1 F42'	NewYork Utd. States *WB*	2 steam turbines DR geared to 1 sc. shaft 1416NHP DeLavalSteam TurbineCo.Trenton,N.J.		
89093	**Mindoro** TwinSc *OilEng.* D.F. E.S.D GyC. *CruiserStern*	6540 5290 3385	100A1 *withfreeboard* *(ClassContemplated)*				1941	A/B Götaverken Gothenburg	A/B Svenska Ostasiatiska Kompaniet(G. Borin,*Mgr.*)	461·9|64·2|27·1	Gothenbrg Swedish	Oil Engines 2S.C.SA 12Cy.26¾"-$59\frac{1}{16}$" A/B Götaverken,Got.		
89094	**Mascot** (*ex*Cienfuegos-41, *ex*Sebou,*ex*Marin) TwinSc *1Dk* *Fitted for oil fuel*	1033 — 582					1919	Atel.&Ch. de laLoire St.Nazaire	Cia.Escandinava deVaporesS.A.	216·6|34·2|13·1	Panama Panamanian *WB*	C.4Cy.16"&30"-19½" 66NHP Ch.&At.de Penhoët,St.Nazaire		
89095 1252 CBAV	**Montemar** Ⓟ (*ex*Aviles-40, *ex*Emilia,*ex*EmiliaB.) TwinSc *1Dk*	824 585 497					1905	J.Reid&Co.Ld. Glasgow	RafaelTorres y Cia.Soc.Anon. Comercial	205·0|33·7|10·7 B56'F22'	Valparaiso Chilian *WB*	T.6Cy.11",18"&30"-22" 84NHP Muir&Houston,Ld.Gls.		
89096 31173 JCIB	**Manzyu Maru** Ⓟ (*ex*SantosMaru-41) TwinSc *OilEng.* *ss*Kob.No.3-4,37 *3Dks(Stl-Weather dk ws)* *Ref.Mchy.* GyC.	7267 6088 4350	✠100A1 *withfreeboard* 5,40 ✠LMC CS4,37 DBS5,40 5,38 ✠Lloyd'sRMC5,40	Kob	*b*†	CL s5,38 P5,40	1925 12mo	Mitsubishi ZosenKaisha Ld.Nagasaki *Lloyd's* A&CP	OsakaSyosenK.K.	430·7|55·7|36·0 B63'F47' FK *CellDB*353'1368t *Tanks at sides of tunnels*719t*FPT*117t*APT*46t	Osaka Japanese 7*BHptCem*	Oil Engines 2S.C.SA 12Cy.23⅝"-41¾" 1164NHP DB*100lb* SulzerBros.Winterthur	36 ″ 0 s11 ″ 2¾ 25 ″ 2¾	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
89097 47362 JQHO	**Miyazaki Maru**	3944 — 2300					1940	Mitubishi JukogyoK.K Kobe	NipponSeitetuK.K	353·2|79·2|26·5	Tokyo Japanese	Steam Turbine		
89098	**Mormacsun** D.F. *3Dks* E.S.D. GyC. *Fitted for oil fuel* *ptLongitudinal framing CruiserStern*	8900					1940	MooreD.D. Co. Oakland,Cal.	UnitedStates Maritime Commission	468·3|69·7|38·8 F44′	S.Frncisco Utd.States *WB*	2steam turbinesDRgeared to 1 sc. shaft 1417NHP		
89099 135865 MDVV	**Marilyse Moller** Twin Sc (*ex*TseangTah-41 *1Dk*	786 694 492					1915	Kiangnan D.&E.Wks. Shanghai	~~ChinaImport&~~ ~~ExportLumberCo.~~ ~~Ld.~~(Mollers'Ld. *Mgrs.)*	204·3|35·1|11·8	Shanghai British	T.6Cy.10″,16″&26″-18″ 68RHP KiangnanD.&E.Wks.Shi.		
89100 7146 SHKI	**Monica Bratt** (*ex*Solstad II-41, *ex*Ylva-40) *ss*Got.No.3-9,37 *Mchy.Aft* *1Dk(Stl)* *CruiserStern*	*519* *382* *258*	✠100A1 4,40 ✠LMC4,40	Got	*h*	OG 4,40	1924 9mo *Lloyd's A&CP*	Aktieb. LödöseVarf Lödöse	ÅngfA/B Östersjön (A.Bratt&Co *Mgrs.)*	151·7|28·1|12·5 P46′F25′ FK *Cell DBf*59′84*tFPT*13*t*	Gothenbrg Swedish 3*BHCem* *APT*19*t*	C.2Cy.12″&27″-18″ (*s*) 125lb 32NHP 1SB,*2cf*,GS27,HS583 Aktieb.LödöseVarfLödöse	13″3 s1″0½ 12″4	
89101	**Mangkalihat** Sub.Sig. *2Dks* E.S.D. *CruiserStern*	8457 7771 5193					1928	J.C.Teck- lenborgA.G. Weser- münde-G.	NV.Nederlandsch- IndischeMaats. voorZeevaart.II	490·7|62·2|32·3 P65′B285′F39′	Dutch	T.3Cy.34¼″,52¾″&86⅝″-55⅛″ & 1 LP Turbine 785NHP J.C.TecklenborgA.GWsm		
89102	**Mariso** D.F. *Ref.Mchy.* Sub.Sig *2Dks* *CruiserStern*	7659 6750 4482					1930	Frd.Krupp Akt.Ges. Kiel	NV.Nederlandsch- IndischeMaats. voorZeevaart,I	477·5|63·2|28·4 P38′B&F429′ *Upper*F41′	Dutch *WB*	4SRgeared steam turbines E*made*23*refitted*30 Blohm&Voss,Hamburg		
89103	**Mendanau** Ⓟ *ss*Ham.No.2-30 *Well deck 2Dks(Stl)3rd dk inNo.1hold* D.F.	6047 5389 3672	✠100A1 (*Reclassification Contemplated*) Examined 7,40	Sba	*b*†		1922 5mo	Blohm& Voss Hamburg	NV.Nederlandsch- IndischeMaats. voorZeevaart,I *CellDB*339′1560	450·0|58·2|27·0 P&B366′F59′ FK *tFPT*60*tAPT*11*t*	Batavia Dutch 8*BHptCem* *ptAsp*	4 steam turbinesSRgeared to 1 sc.shaft 882NHP 4SB(Spt),*12cf*,GS268, HS12272 Blohm&Voss.Hamburg	29″6	
89104	**Meroendoeng** Ⓟ D.F. Sub.Sig. *1Dk*	2464 2011 1470					1922	J.Frerichs &Co.A.G. Einswarden		296·2|42·8|19·6 P&B233′F37′	Dutch *WB*	T.3Cy.20″,31½″&53¼″-36″ NE28 190NHP N.V.Verschure&Co.'s Scheepsbw.&Machf.Ams.		
89105 8458 SDUN	**Malmöhus** *OilEng.* *Mchy.Aft* *Longitudinal framing*	*10232* — —	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1940	Kockums M.V.Aktieb. Malmö	TrelleborgsÅngf. NyaA/B (J.Malmros,*Mgr.*)	503·4|	Trelleborg Swedish	Oil Engines 2S.C.DA 8Cy.23⅝″-43$\frac{5}{16}$″ KockumsM.V.Akt.Malmö	38″6 s8″9¼ 29″10¼	

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Special Surveys.	Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years assigned now expired Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Visites Périodiques	*Ex-nom, s'il y a lieu.* Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Equipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
89301 166296 GMLG	**Novelist** *2Dks* *CruiserStern*	6133 5600 3704	✠100A1 6,41 ~~8,40~~ ~~(ClassContemplated)~~ ✠LMC8,40	Gls Mck	*a*†	CL	1940 8mo	Harland&Wolff,Ld. Glasgow *Lloyd's*A&CP	CharenteS.S.Co. Ld.(T.&J.Harrison,*Mgrs.*)	423·4|54·5|30·0 438·3(O.L.) P39'B141'F46' FK *CellDB*360'1165*tDTa*31'866*tFPT*107*tAPT*56*t*	Liverpool British 7*BHCem*	T.3Cy.27",44½&77"-54" 210lb *120lb* (*r*) 524NHP 2DB(Spt)*6cf*,GS215, HS8208 J.G.Kincaid&Co.Ld.Grk.	32 ″ 7 S6 ″ 4 26 ″ 5¾	
89302 46820 JGJM	**Nana Maru** Ⓟ *OilEng.* D.F. GyC. *2Dks* *CruiserStern*	6764 — 3915					1940	Harima S.B.&Eng. Co.Ld. Harima	OsakaSyosenK.K.	438·8|58·6|32·8 P45'B118 F39'	Osaka Japanese	Oil Engines 2S.C.SA 7Cy.28⅜"-49$\frac{3}{16}$" 982NHP SulzerBros.Ld.Winterthur		
89303 237713 WOAR	**Nickeliner** TwinSc (*ex*Dolomite4-40) *OilEng.* D.F. *1Dk* *Mchy.Aft* *Electrically welded* *Transverse channel construction*	2189 ~~2188~~ ~~1603~~ 2249 — 1621	✠ ~~(ClassContemplated)~~ *For service on the Great Lakes, New York State Barge Canal, & coastwise from Eastport, Me., to the West Indies* *CarryingPetroleum in bulk*	NYk	*s*		1938	Dolomite MarineCorp. Rochester, N.Y.	~~All-Waterways Nav.Corp.~~ ChemicalMarine Corp.,Inc.	290·5|43·3|18·9 300(O.L.) Q55'F28 FX *CellDB*206'485*t FPT* 87*tAPT*50*t*	Rochester, N.Y. Utd. States 10*BHptCem*	2 Oil Engines 4S.C.SA SR geared to 2 sc. shafts 16Cy.12½"-13" 245NHP AmericanLocomotiveCo. Auburn,N.Y.	21 ″ 0 s 5 ″ 2¼ 15 ″ 10½	
89304 167419 GCVC	**Norman Prince** D.F. E.S.D. *1Dk&Shelter dk* *CruiserStern* *Tonnage opening closed '41(W.E.)*	1913 1510 919	✠100A1 *withfreeboard* 1,41 ~~4,40~~ ✠LMC4,40	Mdb Hul	*t*	CL	1940 4mo	Smith's DockCo.Ld. S.Bank,Mdb. *Lloyd's*A&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld.*Mgrs.*) *5 divisional watertight BHs*	304·0|44·2|16·5 315·0(O.L.) B69'F26' FK *inShelter'tween dks* *CellDB*247'494*t FPT* 31*tAPT*48*t*	London British 6*BHptAsp* (*Coll to Sh dk* *5 ,, 2nd ,,*)	T.3Cy.21",35"&60"-42" (*s*) 220lb 395NHP 2SB(Spt),*6cf*,GS125, HS5968 FD Smith'sDockCo.Ld.Mdb.	26 ″ 6 S6 ″ 9 19 ″ 11½	
89305	**Nanpo Maru** Ⓟ Wireless D.F. *CruiserStern* *2Dks*	1200					1940	TamaS.B. Co.Ld. Tama	AwanokuniKyodo KisenK.K.	219·8|33·5|18·5 P27'B72'F26'	Japanese	T.3Cy.15¾",26¾"&45¼"-31½" 150NHP TamaS.B.Co.Ld.Tama		
89306 LKKO	**Nueva Andalucia** TwinSc *OilEng.* *Mchy.Aft* *CruiserStern*	10044	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1940	Deutsche WerftAG Bet Finkenwrder Hamburg	TheTexasCo. (Norway)A/S (H.C.Mathiesen, *Mgr.*)	503·8|67·4|34·3	Oslo Norwegian	Oil Engines 2S.C.SA 16Cy.20½"-35$\frac{7}{16}$" Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg	34 ″ 2 s 6 ″ 8½ 27 ″ 8	
89307 165980 GMKP	**Nevada II** (*ex*Nevada-40, *ex*Rovuma) *2Dks*	5693 5142 3499					1918	Bremer Vulkan Vegesack	Ministry of Shipping(P.Henderson &Co.*Mgrs.*)	420·2|56·4|28·1 P&B333'F58'	Glasgow British	Q.4Cy.24",35",50"&73"-53" 386NHP *WB* BremerVulkan,Vegesack		V
89308 165891 GLRT	**North Britain** D.F. E.S.D. *1Dk&Shelter dk* *CruiserStern*	4635 4195 2683	✠100A1 *withfreeboard* 12,40 ~~(ClassContemplated)~~ ✠LMC11,40	Shl	*z*	CL	1940 12mo	J.Readhead&SonsLd SouthShields *Lloyd's*A&CP	NorthShippingCo. Ld.(HughRoberts &Son,*Mgrs.*)	~~410·0|53·5~~|24·4 405·6|53·6| 421·5(O.L.) FK *CellDB*346'1335*tFPT*130*tAPT*140*t*	Newcastle British 7*BHptCem* (*Coll to Sh dk* *6 ,, 2nd ,,*)	T.3Cy.23",38"&65"-42" (*s*) 225lb Rht 406NHP 2SB(Spt&FD)&1AuxSB, *8cf*,GS124,HS5925 N.E.MarineEng.Co.(1938) Ld.Nwc.	27 ″ 4 S2 ″ 11¼ 24 ″ 7¾	
89309	**Nang Suang Nawa** (*ex*Noyo-40, *ex*Griff du-35) *Fitted for oil fuel* *Mchy.Aft* *1Dk* Wireless	1479 — 824					1920	J.F.Duthie &Co. Seattle, Wash	~~ThaiNiyomPanich Co.Ld.~~ Thai Maritime NavigationCo.Ld.	219·9|40·1|18·5 P66'B15'F20'	Bangkok Thai	T.3Cy.19",32"&56"-36" 188NHP *WB* HendricksManufacturing Co.Seattle		C
89310 165807 GLXB	**Newbrough** *OilEng.* D.F. E.S.D. GyC. *1Dk&Shelter dk* *CruiserStern*	5255 4772 3025	✠100A1 *withfreeboard* 2,41 ~~(ClassContemplated)~~ ✠LMC2,41	Sld	*a*† 2	CL	~~1940~~ 1941 2mo	ShortBros. Ld. Sunderland *Lloyd's*A&CP	Northumbrian ShippingCo.Ld. (CommonBros.Ld. *Mgrs.*)	437·0|56·5|25·5 450·0(O.L.) FK *CellDB*331'1090*tMT*28'1120*tDTf*29'139*tFPT*95*tAPT*262*t*	Newcastle British 7*BHptCem* (*Coll to Sh dk* *6 ,, 2nd ,,*)	Oil Engines 2S.C.SA 3Cy.23⅝"-91$\frac{5}{16}$" 516NHP 2DB*120lb* Wm.Doxford&Sons,LdSld	27 ″ 11 S3 ″ 1½ 25 ″ 0	
89311 46820 JZVN	**Nagara Maru** *OilEng.*	856 — 460					1940	Urabe TekkosyoKK Osaka	SankyoKaiunK.K.	185·0|31·0|17·3	Osaka Japanese	Oil Engines		
89312 46836 JGJM	**Nana Maru** *OilEng.* *For full particulars see No.* 89302 *above*	6764 — 3915					1940	Harima S.B.&Eng. Co.Ld. Harima	OsakaSyosenK.K.	438·8|58·6|32·8	Osaka Japanese	Oil Engines		
89313 46826 JLCO	**Nitiki Maru** *OilEng.*	309 — 212					1940	Isiguro Zosensyo K.K. Yonago	AkaiSyotenK.K.	120·7|23·0|12·3	Osaka Japanese	Oil Engines		
89314 172683 VOFJ	**North Brook** (*ex*Frances-40, *ex*FrancesWeems, *ex*Chautauqua) *ss*N.Ns.No.3-10,29 *ss*Sng.No.2-39 D.F. *1Dk(Stl)&2nd dk(Stl)in holds*	2373 1983 1425	100A1 10,40 BS4,40	Gls LMC4,39	*r*	CL 3,40	1919	McDougall-DuluthCo. Duluth,Minn. *Lloyd's*A&CP	BowatersNewfoundlandPulp& PaperMills,Ld.	251·0|43·7|22·2 261·0(O.L.) P25'B64'F23' FK *CellDB*208' 552*t FPT*60*t APT*95*t*	SJhnsNFL British 4*BHCem*	T.3Cy.20$\frac{5}{16}$",33½"&54"-40" 185lb (*s*) 262NHP 2SB,*4cf*,GS100,HS3828 FD McDougall-DuluthCo.	24 ″ 2 s 3 ″ 2½ 21 ″ 1½	
315 167100 GPJP	**Northgate** *OilEng.* *Mchy.Aft* Wireless *1Dk* *CruiserStern* *Cargo battens not fitted*	429 265 224	✠100A1 7,41 ~~1,41~~ ~~(ClassContemplated)~~ ✠LMC1,41	Nwc	*f*	OG 6,41	1941 1mo	Clelands (Successrs)Ld Willington Quay on Tyne *Lloyd's*A&CP	HullGatesShippingCo.Ld.	156·0|26·1|8·0 161·0(O.L.) P27 Q67' FK *afterBonQ11'F18'* *CellDB*102'134*tFPT*32*tAPT*18*t*	Hull British 3*BHCem*	Oil Engines 2S.C.SA 6Cy.10½"-13½" 59RHP CrossleyBros.Ld.Mch.	10 ″ 1 s 3 ″ 6½ 9 ″ 11½	
89316 219259 KONZ	**Nira Luckenbach** (*ex*BlackGull-40, *ex*City of Alton-32) *Fitted for oil fuel* *2Dks* D.F. E.S.D.	5029 4598 3124					1919	American International S.B.Corp HogIslandPa	LuckenbachS.S. Co.Inc.	390·0|54·2|27·8 P39'B121'F43'	NewYork Utd. States	DR geared steam turbine *WB* GeneralElectricCo, Schenectady,N.Y.		R

1 Numero d'Ordre. Numero Officiel. Signaux	2–3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
89317 168002	**Nasprite** D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Longitudinal framing in centre tanks, at bottom & at deck*	965 642 306	✠100A1 3,41 ✠LMC2,41 *Carrying Petroleum in bulk* *Fitted for oil fuel* 2,41	Grk	*l*	CL *F.P. above* 150° F.	1941 2mo *Lloyd*	Blythsw'd S.B.Co.Ld. Glasgow *'sA&CP*	TheAdmiralty *CellDBuE&B51' 65tDTsf25'193tFPT40tAPT28t*	204·5 214·0(O.L.) P83'F36' FK	33·2	13·5	London British 12*BHptCem*	T.3Cy.15",25½"&41"-30" (*s*) 190lb 162NHP 2SB,4*cf*,HS2624 FD D.Rowan&Co.Ld.Gls.	13 ″ 6 s ″ 10 12 ″ 9¾	
89318	**Nicaragua** (*ex*HortensiaBertin-41, *ex*KingDavid-39, ssShl.2ndNo.3-5,37 *ex*Gundomar) 2*Dks*(*Stl-U*ws) D.F. & *Web frames* *Well deck* *Longitudinal framing*	*3721* *3335* *2257*	✠100A1 9,40 BS9,40 ✠LMC5,37	Cal	*x*	CL 9,40	1912 9mo *Lloyd*	Akt.Ges. "Weser" Bremen *'sA&CP*	Panamanian Freighters (Wallem&Co. *Mgrs.*) *CellDBa116'uE26'f164'830tFPT48tAPT14t*	355·1 P226'F43' FK	50·4	23·2	Panama Panamanian 6*BHCem*	T.3Cy.25 9/16",41 5/16"&67 11/16"-47¼" 192lb (*s*) 432NHP 3SB,9*cf*,GS129,HS6135 FD A.G."Weser," Bremen	26 ″ 0 s 3 ″ 3¾ 22 ″ 10¼	
89319 46627 JWJN	**Nissyu Maru** (*ex*TamakiMaru-41, *ex*Binna-39, ssOsa.No.3-12,39 *ex*Bessa-37) 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F & *Web frames* *Longitudinal framing*	7786 7388 5828	✠100A1 *Shelter dk with freeboard* 3,41 ✠LMC3,41	Osa	*a*†	CL 9,39	1917 4mo	Union Iron WorksCo. Alameda,Cal. A&CP	NissanKisenK.K. *CellDB355'1213tDTa30'228tFPT80t*	410·9 FK	56·2	38·4	Tokyo Japanese 7*BHptAsp*	T.3Cy.27",47"&78"-48" (*s*) 220lb 600NHP 3SB,9*cf*,GS165,HS8265 FD UnionIronWorksCo.S.Fo.	41 ″ 0 s10 ″ 8½ 30 ″ 6	
89320 152393 VLQD	**Naracoopa** **WoodAuxSr** *OilEng.* 1*Dk* (*SeeSailing ShipRegisterSupplement*)	302 185 212					1940	E.A.Jack Launceston	W.Holyman&Sons Pty.Ld.	120·4	26·0	8·4	Launcestn British	Oil Engines 6Cy. CrossleyBros.Ld.Mch.		
89321 47330 JNZM	**Nankai Maru No. 2**	1961 — 1080					1940	Osaka Zosen-sho Osaka	ToyoSangyoK.K.	271·7	40·0	20·3	Nagoya Japanese	Steam Engine		
89322 218943 KJQX	**Namarib** (*ex*Marsodak-41) 1*Dk*2*trB in fore & after holds & Web frames* *Fitted for oil fuel*	3279 3005 2023	✠ ... 6,20 ✠				1919 10mo	Submarine BoatCorp. Newark,N.J.	NamaribLd.Corp.	324·0 P30'B90'F35' FK	46·2	25·0	NewYork Utd. States *WB*	DR geared steam turbine 386NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
89323	**Norton** D.F. *CruiserStern*	7195 6809 5370	100A1 *withfreeboard corresponding to a summer moulded draught of* 27' 1" (*ClassContemplated*)				1941	Burntislnd S.B.Co.Ld. Burntisland	R.Chapman&Son	420·0	58·0	35·3	Newcastle British	T.3Cy,22½",36"&65"-48" D.Rowan&Co.Ld.Gls.		
89324 219112 KOJQ	**Norlavore** (*ex*Quantico-41, *ex*LakeFitch-33) 3*Dks* Sub.Sig. D.F. *Fitted for oil fuel*	2713 — 1679					1919	GlobeS.B. Co. Superior, Wis	~~NorlascoS.S.Co.~~ Merchants& MinersTransportationCo.	253·4 P24'B64'F23'	43·8	26·9	Baltimore Utd.States *WB*	T.3Cy.21",35"&59"-42" 226NHP Nordberg.Mfg CoM'lw'kee		R
89325 219471 KJPM	**Norlantic** (*ex*Lexington-41, *ex*LakeFandango-33) 3*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	2606 2237 1612	✠ ... 10,20 ✠				1920 3mo	Detroit S.B.Co. Wyandotte	NorlascoS.S.Co.	251·0 F25'B64'F23' FK	43·6	26·1	Baltimore Utd. States *WB*	T 3Cy.21",35"&59"-42" 226NHP DetroitS.B.Co.Detroit	28 ″ 2	R †
89326 219247 KJKG	**Norlago** (*ex*Nantucket-41, *ex*Fargo-33) 3*Dks* D.F, Sub.Sig. *Fitted for oil fuel*	2606 2261 1612	✠ ... 10,20 ✠				1920 3mo	M'Dougall DuluthCo. Duluth,Minn	Merchants& MinersTransptn. Co.	251·0 P25'B64'F20' FK	43·7	25·8	Baltimore Utd.States *WB*	T.3Cy.21",35"&59⅝"-42" 231NHP McDougallDuluthCo.	28 ″ 2	R †
89327 219201 KOLZ	**Norluna** (*ex*Upshur-41,*ex*Lake Getaway) 3*Dks* D.F. Sub.Sig. *Fitted for oil fuel*	2637 2257 1619	✠ ... 11,20 ✠				1920 4mo	Chicago S.B.Co. Chicago,Ill.	Merchants& MinersTransptn. Co.	251·0 P25'B64'F26' FK	43·6	26·1	Baltimore Utd.States *WB*	T.3Cy.21",35"&59"-42" 226NHP AmericanS.B.CoCleveland	28 ″ 4	R †
89328 219090 KOJJ	**Norlandia** (*ex*Wyoming-41, *ex*LakeGalata) 3*Dks* Sub.Sig *Fitted for oil fuel*	2689 2329 1667	✠ ... 11,20 ✠				1919 10mo	Manitowoc S.B.Co. Manitowoc.	Merchants& MinersTransptn. Co.	253·5 P25'B65'F26' FK	43·9	25·9	Baltimore Utd.States *WB*	T.3Cy.21 9/16",35"&59"-42" 226NHP NordbergMfgCo M'lw'kee	28 ″ 5	R †
89329	**Noesaniwi** *OilEng.* D.F. E.S.D. 2*Dks* *CruiserStern*	6737 5634 3960					1936	Deutsche WerftAGBet Finkenwrder Hamburg	NV.Nederlandsch- IndischeMaats. voorZeevaart.I	469·8 P26'F39'	61·7	26·2	Dutch *WB*	3 Oil Engines 2S.C.SA connected to electric motor & sc. shaft 1548NHP 21Cy.20½"-27 9/16" Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. ft. in.	Registers in which classed, if not in L.R. Date of B. of Trade Cert.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc *Ex-~~nom~~, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pa.	15 Registres où cl. si ce n'est dans L.R. Durée. Cert. R. of Trade.
89451 239732 WEXV	**Ohio** D.F. E.S.D. GyC. 1*Dk* *CruiserStern* *Longitudinal framing at bottom&in centre tanks&at deck* *Mchy.Aft* *Bottom&deck plating&butts of side plating electrically welded*	~~9800~~ ~~9264~~ ~~7476~~ ~~5408~~ 9265 7476 5405	✠100A1 2,41 ~~6,40~~ ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* *Fitted for oil fuel* 6,40 *F.P. above* 150°F. ✠LMC6,40	Phl	*f†* 2¼	CL	1940 6mo	SunS.B.& D.D.Co. Chester,Pa. *Lloyd's*A&CP	TheTexasCompany	488·8|68·3|~~36·8~~ 36·2 513·8(O.L.) ~~P137'B40'F61'~~ FK P116'B36'F60' ~~*CellDBuE&B89'329tDTsf52'FPT155tAPT89t*~~ *CellDBuE&B89'329tDTsf52'710tFPT155tAPT89t*	Wilmgton (Del.) Utd.States 16*BH pt Asp*	2 steam turbines DR geared to 1 sc. shaft 510lb FD (*s*) 1718NHP 2WTB(Spt 465lb) HS10110 WestinghouseElec.&Mfg. Co.Essington,Pa.		
89452	**Ozorio** (*ex*CommercialBostonian-40, *ex*LakeElkwater) *Fitted for oil fuel* Sub.Sig. 1*Dk*2*trB*	2730 — 1698					1919	Gt.Lakes Eng.Works Ecorse,Mich.	LloydBrasileiro	253·4|43·6|26·0 P25'B65'F26'	R.Janeiro Brazilian *WB*	T.3Cy.21",35"&59"–42" 225NHP Gt.LakesEng.Wks.Detroit		R
89453 3450 SDMT	**Oceanus** *OilEng.* D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern* *Strengthened for navigation in ice* *Butts of shell& deck plating elec. welded*	~~10100~~ ~~9300~~ ~~6000~~ 10217 9364 6099	✠100A1 11,40 ~~(*ClassContemplated*)~~ *CarryingPetroleum in bulk* ✠LMC11,40	Got	*e†*	OG	1940 11mo	A/BGöta- verken Gothenburg	Rederiaktieb. Nordstjernan(A.A. Johnson,*Mgr.*)	509·0|64·3|38·6 515·2(O L.) P96'B36'F64' FK *CellDBuE88'313t* *WingTanks in ER468tDTf24'328tFPT130tAPT405t*	Stockholm Swedish 11*BH*	Oil Engines 2S.C.SA 8Cy.26¾"–59$\frac{1}{16}$" 2DB*150lb* 992NHP A/B Gotaverken,Got.	38 ″ 2 s8 ″ 8½ 29 ″ 8¼	
89454 46811 JGIM	~~Onoi Maru~~ **Onoe Maru**	6667 — 3958					1939	Harima S.B.&Eng Co.Ld. Harima	NipponYusenK.K.	437·2|58·5|32·8	Tokyo Japanese	Steam turbine		
89455 172621 GMYW	**Oregon I** (*ex*Oregon-41) TwinSc *OilEng.* D.F. 1*Dk&Shelter dk*	4774 4363 2900					1916	Akt.Bur- meistr&Wain Copenhagen	Ministry ofShipping(Stephens, Sutton,Ld.*Mgrs.*)	407·8|54·2|33·4	Hull British *WB*	Oil Engines 4S.C.SA 12Cy.23$\frac{1}{10}$"–35$\frac{3}{10}$" 622NHP Akt.Burmeistr&Wain,Cpn		V
89456	**Oljaren** (*ex*Martha-41) *OilEng.* D.F. 1*Dk* *Mchy.Aft* *CruiserStern*	547 425 247	✠100A1 11,40 ✠LMC8,39 *CarryingPetroleum in bulk*	Skm	*i*	OG 2,40	1939 8mo	Werf de Noord Alblasserdam *Lloyd's*A&CP	SwedishGovernment(Kungl.Marinförvaltningen)	180·3|27·8|10·7 189·0(O.L.) FK Q62'*Trunk*85'F33' *FPT*117t	Stockholm Swedish 9*BH* *APT*20t	Oil Engines 4S.C.SA 8Cy.11"–17$\frac{11}{16}$" 94NHP DB*145lb* Klöckner-Humboldt- DeutzA.G.Köln-Deutz	11 ″ 2 s ″ 4 10 ″ 11½	
89457	**Omega** (*ex*Siretul-41,*ex*Baharistan) *ss*Rot.2ndNo.3–6,37 1*Dk*(*ptIrn ptStl*)	*3638* *3424* *2808*	✠100A1 ~~11,39~~ 4,41 BS7,40	Gen Lis LMC6,37	*w*	CL ~~N6,37~~ 2,41	1912 9mo	W.Gray& Co.Ld. WHartlepool *Lloyd's*A&CP	A.Vlasov	360·0|51·0|22·7 P25'B221'F35' FK *CellB a&uE142'f158'991t*	Panama Panamanian 6*BHCem* *APT*87t	T.3Cy.25",40½"&67"–45" (*s*) 160lb 382NHP 2NB(main)22*fitted*37 2SB&1Aux.B,*6cf*,GS165, HS5726 Cen.Mar.Eng.Wrks.WHpl	25 ″ 1	
89458	**Orinoco** (*ex*Eusebio Coterillo-41, *ex*Perou,*ex*Peru) TwinSc 1*Dk* *Fitted for oil fuel*	799 615 408					1906	Bow,Mc- Lachlan&Co. Ld. Paisley	Soc.Anon.TransporteMaritimo Nacional	211·2|34·1|10·8 F22' *Shade dk*52'	LaGuaira Venezuelan *WB*	T.6Cy.11",18"&30"–22" 84NHP Bow,McLachln&CoLd.Psy		

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Special Surveys.	Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
89551 167624 GMNZ	**Pardo** OilEng. D.F. E.S.D. 1Dk&Shelter dk 3rd dk except in No.5 hold CruiserStern Tonnage opening closed '41(W.E.)	5400 4727 3085	✠100A1 withfreeboard 3,41 ~~8,40~~ Carrying cargo oil F.P. above 150°F in forward deep tanks & tanks at sides of tunnel	Bel BAs ✠LMC8,40	b† 2$\frac{1}{16}$	CL	1940 8mo Lloyd'sA&CP	Harland&Wolff,Ld. Belfast CellDB368' 1330tDTsf56'760t Tanks at sides of tunnel 252tFPT47tAPT206t	RoyalMailLines,Ld. 6 Divisional W.T.BHs in Shelter 'tween dks	433·3 450·3(O.L.) F43' FK (CollBH to Shelter dk 6BH to 2nd dk)	61·3	22·7	London British 7BHptAsp	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"–55$\frac{1}{8}$" 1236NHP DB100lb Harland&Wolff,Ld.Bel.	38″0 s12″1$\frac{1}{4}$ 26″0	
89552 239238 WDUC	**Petroheat** TwinSc (Launched as Dolomite3) OilEng. D.F. 1Dk,2nd dk in mchy.space Mchy.Aft CruiserStern Electrically welded Transverse channel construction	2345 2310 1880	✠100A1 1,41 ~~8,40~~ ~~10,40~~ Carrying Petroleum in bulk For service on the Great Lakes & coastwise from Eastport, Me. to the West Indies	NYk Bal LMC3,40	s 1$\frac{9}{16}$	CL PN1,41	1940 3mo Completed by SullivanD.D.&Rep.Corp.Brooklyn,N.Y, Lloyd'sA&CP	Dolomite MarineCorp. Rochestr,NY	Dolomite 3 Corporation(F.T. Johnson,Mgr.) CellDB216'600tFPT111tAPT22t	292·8 299·5(O.L.) F24' FK	43·3	20·7	NewYork Utd.States 10BHptCem	2 Oil Engines 4S.C.SA 16Cy.12$\frac{1}{2}$"–13" SR geared to 2 sc. shafts 245NHP DB184lb AmericanLocomotiveCo. Auburn,N.Y.	23″0 s5″11$\frac{3}{4}$ 17″1	
89553 240884 KSSJ	**President Jackson** Ⓟ Fitted for oil fuel D.F. E.S.D. GyC. 2Dks Ref.Mchy. Cruiser Stern	9273 — 5170					1940	NwprtNws S.B.&D.D.Co NewprtNews	American President Lines,Ld.	465·0 B94'F46'	69·7	33·5	S.Frncisco Utd.States WB	2 steam turbines DR geared to 1 sc. shaft 1417NHP NewportNewsSB&DD.Co.		
89554 167587 GLSS	**Putney Hill** OilEng. D.F. 1Dk&Shelter dk CruiserStern	5216 4685 3066	✠100A1 withfreeboard 4,41 ~~6,40~~ ~~10,40~~	Sld ~~Shl~~ Sws ✠LMC6,40	a† 2	CL	1940 6mo Lloyd'sA&CP	Wm.Doxford&SonsLd Sunderland	PutneyHillS.S.Co.Ld.(CountiesShip ManagementCo.Ld.Mgrs.) CellBD356'1179t MT29'1205t	427·6 442·9(O.L.) FK FPT158tAPT166t	56·5	26·5	London British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 3Cy.23$\frac{5}{8}$"–91$\frac{5}{16}$" 516NHP 2DB120lb Wm.Doxford&Sons,Ld.Sld	29″0 s3″3$\frac{3}{4}$ 25″10$\frac{3}{4}$	
89555 ~~HPOC~~ HPOG	**Panamanian** Ⓟ TwinSc (exPresident Fillmore–40, exMongolia) ssN.Yk.3rdNo.3–3,40 D.F. 4Dks&Shelter dk Ref.Mchy.	~~15575~~ — ~~9301~~ 15903 — 9990	✠100A1 Shelter dk withfreeboard 3,41 ~~5,40~~ BS11,40 Fitted for oil fuel 1,20 F.P. above 150°F.	NNs Yka ✠LMC3,40	l†	CL 2,40	1904 1mo	NewYork S.B.Co. Camden,N.J A&CP	Wallem&Co. ~~Inc.Mgrs.)~~ Shelter 'tween dk BHs except Coll BH dispensed with CellDBal60tuE&B113tf229'2270tDTsa25'584t &35'538tDTf35'978tFPT123tAPT89t	600·0 B on Shelter dk204' FK&BK3" (CollBHtoShdk8BHto2nd dk)	65·3	31·1 39·1	Panama Pnamanian 9BHCem	Q.8Cy.30",43",63"&89"–60" 215lb (s) FD 1923NHP 4DB&4SB,36cf,GS636, NewYorkS.B.Co. HS28276 Camden,N.J. ~~35'978tFPT123tAPT89t~~	~~43″4~~ 51″4 s16″8$\frac{1}{2}$ 35″4	
16/41 89556 167578 GLSK	**Port Napier** TwinSc OilEng. D.F. E.S.D. GyC. CruiserStern	9847 8572 5906	100A1 withfreeboard (Class Contemplated)				1940	Swan,Hunter&Wigham Richardson,LdNewcastle	PortLine,Ld.	503·3 523·9(O.L.)	68·2	29·8	London British	Oil Engines 2S.C.SA 10Cy.26$\frac{3}{8}$"–91$\frac{5}{16}$" Swan,Hunter&Wigham Richardson,Ld.Nwc.	41″6	
89557 167625 MJZN	**Pachesham** (exKainalu–40, exGeneralM.H. Sherman–38, exMursa) Fitted for oil fuel 2Dks Longitudinal framing	6090 5600 3862					1920	MooreS.B.Co. Oakland,Cal.	PacheshamS.S.Co.Ld.(Runciman (London)Ld. Mgrs.)	402·6 P34'F37'	53·0	32·2	London British WB	T.3Cy.24$\frac{3}{4}$",41$\frac{1}{2}$"&72"–48" NE&B29 359NHP AllisChalmersMfg.Co. Milwaukee,Wis.		R
89558 240216 KSSM	**President Monroe** Ⓟ Fitted for oil fuel D.F. E.S.D. GyC. 2Dks Ref.Mchy. CruiserStern	9255 — 5157					1940	NwprtNws S.B.&D.D.Co NewprtNews	AmericanPresidentLines,Ld.	465·0 B94'F46'	69·7	33·5	S.Frncisco Utd.States WB	2 steam turbines DR geared to 1 sc. shaft 1417NHP NewportNewsSB.&DD.Co		
89559 220161 KUVC	**Ponce De Leon** (exCity of Weatherford–40) Fitted for oil fuel Sub.Sig. 2Dks&Web frames	5401 4942 3364	✠ ... 12,21 ✠				1920 11mo	Pensacola S.B.Co. Pensacola	WatermanS.S.Corp.	400·7 P36'B124'F44' FK	54·2	30·2	Mobile,Ala Utd.States WB	2 steam turbines DR geared to 1 sc. shaft WestinghouseElectric&Mfg.Co.E.Pittsburgh,Pa.	32″10	R †
89560 168040 GNLJ	**Potaro** OilEng. D.F. E.S.D. 1Dk&Shelterdk 3rd dk except in No.5 hold Tonnage opening closed '41(W.E.) CruiserStern	~~5398~~ ~~4700~~ ~~3050~~ 5410 4727 3082	✠100A1 withfreeboard 11,40 ~~(Class Contemplated)~~ Carrying cargo oil F.P. above 150°F. in forward deep tanks and tanks at sides of tunnel	Bel ✠LMC11,40	b† 2$\frac{1}{16}$	CL	1940 11mo Lloyd'sA&CP	Harland&Wolff,Ld. Belfast CellDB368'1330tDTsf56'760tTanks at sides of tunnel 252tFPT47tAPT206t	RoyalMailLines,Ld. 6 divisional W.T.BHs in Shltr'tween dks	433·3 450·3(O.L.) F43' FK (CollBHto Shltrdk6BHto2nd dk)	61·3	22·7	London British 7BHptAsp	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"–55$\frac{1}{8}$" 1236NHP DB100lb Harland&Wolff,Ld.Bel.	~~27″9~~ ~~s2″10$\frac{1}{4}$~~ ~~25″0~~ 27″9 s12″1$\frac{1}{4}$ 26″0	
89561 131060 CYMN	**Pinebranch** (exThunderBay–40) Carrying Petroleum in bulk Mchy.Aft 1Dk	1984 1853 1447					1895 Rebuilt 1921 by DaviesS.B.&Rpg.Co.Lauzon,P.Q. Converted into a tanker 1940 by Marine IndustriesLd.Sorel,P.Q	American S.B.Co.Ld. Cleveland,O.	~~MarineIndustries,Ld.~~ BranchLines,Ld.	~~247·0~~ 247·6	40·1	~~19·9~~ 23·4	Montreal British WB	T.3Cy.16",25"&42"–32" NB02 88RHP FrontierIronWorks, Detroit,Mich.		
89562 203925 KJUT	**Pan Orleans** (exPawnee–40) Fitted for oil fuel 2Dks	1938 — 1359					1907	Harlan&Hollingsworth Co. Wlmgtn,Del.	PanAtlanticS.S.Corp.(Waterman S.S Corp.Mgrs.)	250·5	40·0	25·0	Wilmgton (Del.) Utd.States	T.3Cy.19",30"&50"–30" 137NHP Harlan&HollingsworthCo.		R
89563 168058 GNMG	**Pentridge Hill** D.F. 2Dks CruiserStern Longitudinal framing at bottom & at decks "Arcform" Locked steel hatches	~~7500~~ ~~7175~~ ~~5000~~ 7579 7173 5539	✠100A1 withfreeboard 5,41 ~~1,41~~ ~~(Class Contemplated)~~ Fitted for oil fuel 1,41 F.P. above 150°F.	Sld Lon ✠LMC1,41	a† 2	CL	~~1940~~ 1941 1mo Lloyd'sA&CP	Bartram&Sons,Ld. Sunderland	DorsetS.S.Co.Ld.(CountiesShip ManagementCo.Ld.Mgrs.) 4 Divisional W.T.BHs in 'tween dks CellDB351'1095tFPT159tAPT314t	421·2 434·2(O.L.) FK (Coll BH to W dk 5BH to 2nd dk)	60·5	35·8	London British 6BHptCem	T.3Cy.24",39"&68"–48" 220lb (s) 518NHP 2SB(Spt)1AuxSB,8cf, HS7662 Rht FD N.E.MarineEng.Co.(1938) Ld.Nwc.	38″3 s10″3 28″2$\frac{1}{4}$	
89564 220954	**Potlatch** (exNarcissus–40) Fitted for oil fuel 1Dk&Shelter dk Longitudinal framing	6065 — 3782					1920	MooreS.B.Co. Oakland,Cal.	Weyerhaeuser ~~TimberCo.~~ S.S.Co.	402·6 P34'F38'	53·0	32·2	S.Frncisco Utd.States WB	2 steam turbines DR geared to 1 sc. shaft W.&A.FletcherCo. Hoboken,N.J.		
89565 240315	**President Hayes** Ⓟ Fitted for oil fuel D.F. E.S.D. GyC. 2Dks Ref.Mchy. CruiserStern	9255 — 5157					1940	NwprtNws S.B.&D.D.Co NewprtNews	AmericanPresidentLines,Ld.	465·0 B94'F46'	69·7	33·5	S.Frncisco Utd.States WB	2 steam turbines DR geared to 1 sc. shaft 1416NHP NewportNewsSB&DD.Co.		
89566 168055 GPKB	**Pampas** OilEng. D.F. E.S.D. GyC. CruiserStern 1Dk & Shelter dk 3rd dk except in No.5 hold Tonnage opening closed '41(W.E.)	~~5400~~ ~~4700~~ ~~3050~~ 5415 4727 3080	✠100A1 withfreeboard 6,41 ~~1,41~~ ~~(Class Contemplated)~~ Carrying cargo oil F.P. above 150°F. in forward deep tanks & tanks at sides of tunnel	Bel Npt ✠LMC1,41	b† 2$\frac{1}{16}$	CL	~~1940~~ 1941 1mo Lloyd'sA&CP	Harland&Wolff,Ld. Belfast CellDB368'1330tDTsf56'760t Tanks at sides of tunnel 252tFPT47tAPT206t	RoyalMailLines,Ld. 6 Divisional W.T.BHs in Shltr'tween dks	433·3 450·3(O.L.) F43' FK (CollBHto Shltrdk 6BHto2nd dk)	61·3	22·7	London British 7BHptAsp	Oil Engines 2S.C.DA 6Cy.24$\frac{7}{16}$"–55$\frac{1}{8}$" 1236NHP DB100lb Harland&Wolff,Ld.Bel.	~~27″9~~ ~~s2″10$\frac{1}{4}$~~ ~~25″0~~ 38″0 s12″1$\frac{1}{4}$ 26″0$\frac{1}{4}$	

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
89567 240381	**Petrofuel** TwinSc (exPan Pennsylvania-41) OilEng D.F. Mchy.Aft Longitudinal framing	~~7556~~ 7294	100A1 (Class Contemplated) Carrying Petroleum in bulk				1940	Alabama D.D.&S.B.Co Mobile,Ala.	NationalBulk Carriers,Inc.	416·1|56·2|34·8 P183'F38'	Wilmington Del. Utd.States	Oil Engines 4S.C.SA 16Cy.20"-24" McIntosh&Seymour,NYk.	35 ″ 0 s6 ″ 5½ 28 ″ 8	
89568 HIFS	Presidente Trujillo (exGuantanamo-35,exWatauga, exGouverneurJaeschke) 1Dk&Spar dk	1668 1310 917					1900	Howaldts-werke Kiel	~~Naviera Dominicana~~ CompañiaNaviera Dominicana	240·4|36·0|20·9 P22'B90'F38'	Ciudad Trujillo Dominican WB	T.3Cy.22 1/16",33½"&57 1/16"-39⅜" 204NHP Howaldtswerke,Kiel		
89569 220858 KDLB	**President Tyler** Ⓟ TwinSc (exPresidentHayes-40, exCreoleState) D.F. GyC. Fitted for oil fuel 3Dks Ref.Mchy. CruiserStern	10533 — 6195					1920	NewYork S.B.Corp. Camden,N.J.	American PresidentLines,Ld.	502·1|62·2|28·3 P42'B204'F42'	S.Frncisco Utd. States WB	T.8Cy.(2)24 7/16"(2)40½"&(4) 54"-45" 783NHP NewYorkS.B.Corp. Camden,N.J.		R
89570	**Paoting** Ⓟ Should be 'Pakhoi," see No. 89591 in Supplement D.F. 2Dks	2800 1630					1940	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7|44·2|23·1 P37'B83'F39'	London British WB	T.3Cy.20",32"&53"-39" 175NHP TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
89571 224054 KDOZ	President Taylor Ⓟ TwinSc (exPresidentPolk-40, exGraniteState) Fitted for oil fuel 3Dks D.F. GyC. Ref.Mchy. CruiserStern	10508 — 5918					1921	NewYork S.B.Corp. Camden,N.J.	American PresidentLines, Ld.	502·1|62·2|28·3 P42'B204'F42'	S.Frncisco Utd. States WB	T.8Cy.(2)24",(2)40¾"&(4) 54"-45" 781NHP NewYorkS.B.Corp. Camden,N.J.		
89572 163085 BCGW	**Palma** OilEng. D.F. E.S.D. GyC. Tonnage opening closed '41 (W.E.) Cruiser Stern 2Dks.3Dk.except in No.5 hold	5419 4727 3079	✠100A1 with freeboard 4,41 ✠LMC4,41 Carrying cargo oil F.P. above 150°F. in forward deep tanks&tanks at sides of tunnel	Bel	b† 2 1/16	CL	1941 4mo Lloyd's A&CP	Harland& Wolff,Ld. Belfast	RoyalMailLines, Ld.	433·3|61·3|22·7 450·3(O.L.) F43 CellD B363'1330t 6Div's on W.T.BHs in upper 'tween dks DTs f56'760t Tanks at sides of tunnel 252t FPT 47t APT 206t	London British FK 7BHptAsp (CollBHtoWdk,6BHto2nddk)	Oil Engines 2S.C.DA 6Cy.24 7/16"-55⅛" 1236NHP DB100lb Harland&Wolff,Ld.Bel.	38 ″ 0 s12 ″ 1¼ 26 ″ 9	
89573 165997 MLSY	**Pollux II** (exPollux-40,exTheodor) 1Dk&Webframes	931 668 526					1890	Howaldts-werke Kiel	Ministry of Shipping (Walford Lines,Ld. Mgrs.)	205·7|30·6|13·5 Q62'B52'F26'	Glasgow British	T.3Cy.14¼",22¼"&36¾"-23¾" 66NHP Howaldtswerke,Kiel		V
89574 221426 KDTC	**President Madison** Ⓟ TwinSc (exPresident Garfield-40,exBlueHenState) Fitted for oil fuel 3Dks D.F. GyC. Ref.Mchy. CruiserStern	10501 — 5917					1921	NewYork S.B.Corp. Camden,N.J.	American PresidentLines, Ld.	502·1|62·2|28·3 P42'B204'F42'	S.Frncisco Utd. States WB	T.8Cy.24",40½"&(2)54"-45" 783NHP NewYorkS.B.Co.Camden, N.J.		R
89575 220325 KDAR	**President Buchanan** Ⓟ TwinSc (exPresident Monroe-40,exPanhandleState) Fitted for oil fuel 3Dks D.F. GyC. Ref.Mchy. CruiserStern	10533 — 6195					1920	NewYork S.B.Corp. Camden,N.J.	American PresidentLines, Ld.	502·1|62·2|28·3 P42'B204'F42'	S.Frncisco Utd. States WB	T.8Cy.(2)24",(2)40½"& (4)54"-45" 784NHP NewYorkS B.Co.Camden, N.J.		R
89576 221203 KDBL	**President Grant** Ⓟ TwinSc (exPresident Adams-40,exCentennial State) D.F. GyC. Fitted for oil fuel 3Dks Ref.Mchy. CruiserStern	10544 — 5984					1921	NewYork S.B.Corp. Camden,N.J.	American PresidentLines,Ld.	502·1|62·2|28·3 P42'B204'F42'	S.Frncisco Utd. States WB	T.8Cy.24",40½"&(2)54"-45" 782NHP NewYorkS.B.Corp.		R
89577 219873 KUNV	**Patricia Skakel** (exExchester-40, exWinona) Fitted for oil fuel 2Dks	4964 4598 3034					1920	American International S.B.Corp HogIslandPa	AlgeoSteamship Corp. of Delaware (ParryShipping Co.Inc. Mgrs.)	390·0|54·2|27·8 P50'B121'F40'	NewYork Utd. States WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
89578	**Ponta Verde** (exJ.E.O'Neil-41) ssN.Ns.No.3-11,30 Mchy.Aft ssPhl.No.2-38 GyC. 2Dks(Stl)&Webframes Longitudinal framing	7070 6444 ~~4460~~	✠100A1 11,40 ✠NE4,21 ✠LMC9,38 BS3,40 Carrying Petroleum in bulk Fitted for oil fuel 1,18 F.P. above 150°F.	Phl	b†	CL 8,40	1918 1mo	Bethlehem S.B.Corp. Alameda,Cal. A&CP	LloydBrasileiro CellDBuE&B57' 179t DTf56' 1068t FPT97t APT74t	435·0|56·0|32·0 P122'B50'F42' FK	R.Janeiro Brazilian 15BHptAsp (11 to Udk 4 „ 2nd„)	1DR geared steam turbine 250lb HS9750 (s) 672NHP 3WTB(Spt) FD DeLavalTurbineCo. Trenton,N.J.	33 ″ 6 s6 ″ 6½ 27 ″ 2¼	
89579 220709 KDHF	**President Fillmore** Ⓟ TwinSc (exPresidentVanBuren-40, exOldNorthState) 3Dks Fitted for oil fuel D.F. GyC. Ref.Mchy. Cruiser Stern	10533 — 6195					1920	NewYork S.B.Corp. Camden,N.J.	American PresidentLines, Ld.	502·1|62·2|28·3 P42'B204'F42'	S. Frncisco Utd. States WB	Q.8Cy.(2)24",(2)40¾"&(4) 54"-45" 782NHP NewYorkS.B.Corp. Camden,N.J.		R
89580 166314 GPJV	**Pandorian** D.F. E.S.D. 2Dks CruiserStern	4159 3808 2425					1941	Swan.Hunter&Wigham Richardson, Ld Newcastle	EllermanLines,Ld. (Ellerman& PapayanniLines, Ld. Mgrs.)	345·7|50·1|30·3 F21'	Liverpool British WB	T.3Cy.23",38"&65"-48"& LP turbine 451NHP Swan,Hunter&Wigham Richardson,Ld.Nwc.		
89581 240329	**Pan-Rhode Island** D.F. E.S.D. GyC. 1Dk Mchy.Aft Fitted for oil fuel ptElec.welded CruiserStern Longitudinal framing "Arcform" Carrying Petroleum in bulk	7742 6943 4681					1941	Federal S.B.&D D.Co Kearny,N.J.	PanAmerican Petroleum& TransportCo.	440·0|66·8|34·3 P87'B33'F36'	NewYork Utd. States WB	2 steam turbines DR geared to 1 sc. shaft 500NHP DeLavalSteam TurbineCo.Trenton,N.J.		R
89582 133217 BCJC	**Picotee** (exRosinaTopić-41, exTrevider-33) ssSpt.2ndNo.3-4,39 D.F. 1Dk(pt Irn pt Stl)	4307 4015 2725	✠100A1 7,39 ✠LMO MS8.38 BS4,41	Rot	x	CL 11,40	1913 5mo Lloyd's A&CP	JReadhead &Sons,Ld. South Shields	Ministry ofShipping (H.Hogarth &Sons, Mgrs.)	369·9|51·1|26·1 P33'B226'F34' FK CellD Ba119' uE23' f163' 987t APT62t	Belfast British 6BHCem	T.3Cy.26",42"&69"-48" (r) 180lb 385NHP NDB12refitted34 2SB,6cf,GS132,HS6330 J.Readhead&Sons,Ld.SShl	27 ″ 8 s3 ″ 10½ 24 ″ 1¼	
89583	**President Garfield** Ⓟ 2Dks D.F. E.S.D. GyC. Fitted for oil fuel Ref.Mchy. CruiserStern	9400 — 5200					1940	NwprtNws S.B.&DD.Co. Newprt News	UnitedStates Maritime Commission	465·0|69·7|33·5 B94'F46'	S.Frncisco Utd. States WB	2 steam turbines DR geared to 1 sc. shaft 1416NHP NewportNewsSB&DD.Co.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Official. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée Cert. R. of Trade.
89584 HPTF	**Philae** (*ex*Trento–40) *OilEng.*	4403 4032 3245	100A1 (*ClassContem*	*plated*)				Internatnl S.B.Co. Pascagoula, Miss.	Frango Corporation	370·0	52·2	24·7	Panama Pnamanian	Oil Engines 4S.C.SA SR geared to sc. shaft 18Cy.15¾"–18⅛" AlabamaD.D.&S.B.Co. Mobile,Ala.	27 ″ 6 s 4 ″ 7¼ 23 ″ 1½	
89585 117125 WCCI	**Permanente** TwinSc (*ex*ExAncon–41, 3*Dks* *ex*Ancon–40, *Fitted for oil fuel* *ex*Shawmut) D.F. GyC. Sub.Sig.	9640 — 7531					1902	Maryland SteelCo. Sparro'PtMd	PermanenteS.S. Co.	489·5 B178'	58·0	28·9	Oakland, Cal. Utd. States *WB*	T.6Cy.23½",39¼"&63"–45" NB18 533NHP MarylandStl.Co.Sparr'.Pt.		
89586 KZAZ	**Princess of Cebu** TwinSc (*ex*Marapara–40) *OilEng.* 1*Dk*(*Teak*)	415 — 206	✠ ~~11,36~~ 11,36 ✠	HKg	*h*		1931 6mo	Kwong FookCheong HongKong	LaNavieraFilipina Inc.	154·9 F18' FK *FPT*25*t*	30·1	9·6	Cebu,P.I. Utd. States 4*BHCem* *APT*38*t*	Oil Engines 2S.C.SA 8Cy.12⅝"–18½" 222NHP Atlas-DieselA/B,Skm.	10 ″ 6	
89587	**Perulite** (*ex* T. J. Conway–41) *OilEng.* *Mchy.Aft* 1*Dk* *Carrying Petroleum in bulk*	481 — 326					1930	Federal S.B.&D.D.Co Kearny,N.J.	International PetroleumCo.Ld. (H.J.Rablves, *Mgr.*)	155·4	28·1	12·0	~~Callao~~ ~~Peruvian~~ Talara Peruvian	Oil Engines 6Cy. FairbanksMorseCo.Ld. Beloit,Wis.		
89583	**President Van Buren** Ⓟ D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy.* *Fitted for oil fuel* *CruiserStern*	9255					1941	NwprtNws S.B.&D.D.Co NewprtNews	UnitedStates Maritime Commission	465·0 B94'F46'	69·7	33·5	S.Frncisco Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP NewportNewsSB.&DD.Co.		
89589	**Primrose Hill** *Longitudinalframing at bottom &at decks* *CruiserStern* "*Arcform*"	7600	100A1 *withfreeboard* (*ClassContem*	*plated*)			1941	Wm.Hamilton&Co.Ld Port Glasgow	PutneyHillS.S.Co. Ld(CountiesShip ManagementCo. Ld.*Mgrs.*)	421·1	60·4	35·8	London British	T.3Cy.24",39"&68"–48" D.Rowan&Co.Ld.Gls.		
89590	**Priam** TwinSc D.F. *OilEng.* E.S.D. GyC. 2*Dks* *Ref.Mchy.* *CruiserStern*	9795 7791 5944					1941	CaledonS. B.&E.Co.Ld. Dundee	OceanS.S.Co.Ld. (A.Holt&Co*Mgrs*)	486·1 P43'B212'F55'	66·4	32·3	Liverpool British *WB*	Oil Engines 2S.C.DA 12Cy.24 7/16"–55⅛" J.G.Kincaid&Co.Ld.Grk.		
89591 172780 VRFJ	**Pakhoi** Ⓟ — D.F. 2*Dks*	2873 2348 1657					1941	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	299·7	44·2	23·1	Hong Kong British *WB*	T.3Cy.20",32"&53"–39" 175NHP TaikooD.&E.Co. of H.Kg.Ld.H.Kg.		
89592 145934 WCCH	**Phillipa** Ⓟ (*ex*Cristobal–41, TwinSc *ex*Tremont) D.F. GyC 3*Dks* Sub.Sig. *Fitted for oil fuel*	9604 — 7026					1902	Maryland SteelCo. Sparro'PtMd	PermanenteS.S. Co.	489·5 B178'	58·0	28·9	Oaklnd Cal Utd. States *WB*	T.6C.23¼",39¼"&63"–45" NB19 533NHP Maryland Stl.Co.Sparr.'Pt.		
89593	**Paul M. Gregg** D.F. E.S.D. 1*Dk* *Mchy.Aft* *Fitted for oil fuel* *Longitudinal framing* *CruiserStern* *Carrying Petroleum in bulk*	8200					1941	Bethlehem Sparrow's Pt. ShipyardInc Sparrow'sPt. Md.	UnionOilCo.of California	445·4 P92'B35'F45'	64·2	34·9	Ls.Angeles Utd.States *WB*	2steam turbinesDRgeared to 1 sc. shaft 583NHP BethlehemSteelCo.S.B. Division,ForeRiver,Mass.		
89594 122555	**Prince Nova** Ⓟ TwinSc (*ex*ErieIsle–41, *OilEng.* *ex*SteamerWaubic–38) 1*Dk* (*Wood bottom*)	451 183 297					1909 *pt.re-*	Collingw'd S.B.Co.Ld. CollngwdOnt *constructed*'38	J.E.McQueen	135·3	25·0	8·2	Amherstburg,Ont. British	Oil Engines 2S.C.SA 12Cy.10"–12½" 210NHP Fairbanks-Morse NE38 &Co.Beloit,Wis.		

1	2	3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Late Name *if any.* Special Surveys.	Material, Rig, &c. No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.
89701 167024 MFJZ	Quentin Wireless D.F. E.S.D. *Mchy.Aft*	 *OilEng.* *CruiserStern* 1*Dk*	~~480~~ 500 389 245					1940	Grngemth Dkyd.Co.Ld. Grngemouth	G.Gibson&Co.Ld.	167·2 P50′F22′	28·1	11·9	Leith British *WB*	Oil Engines 2S.C.SA 7Cy $9\frac{13}{16}''-16\frac{9}{16}''$ 119NHP BritishAuxiliaries,Ld.Gls.		

1 Numero d'Ordre. Numero Officiel. Signaux	2 / 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres ou coté, si ce n'est dans le L. R. Durée.Cert.B.ofTrade.
89801 220166 KUVD	**Raphael Semmes** (*ex*SidneyM. Hauptman-40, *ex*Argus) *Fitted for oil fuel* 1*Dk & Shelter dk & Web frames* D.F. *Longitudinal framing*	6027 — 3782	✠ … 1,22 ✠				1920 7mo	GMStandiferConstCorp Vancouver, Wash.	Waterman SteamshipCorp.	401·4 P34'B114'F38' *on Shelter dk* FK	53·2	31·9	Mobile Utd. States *WB*	T.3Cy.24½",41½"&$72\frac{5}{16}$"–48" 363NHP LlewellynIronWorks, LosAngeles,Cal.	34″7	R †
89802 167530 MDTJ	**Ruth II** WoodAux4MstSr (*ex*Ruth-40,*ex*SailingVessel) *OilEng.* *Mchy.Aft* 1*Dk* (*See SailingShipRegisterSupplement*)	321 304 255					1920	T.Ph.Jörgensen Thurö	Ministry of Shipping(F.T.Everard &Sons,Ld.*Mgrs.*)	125·7	28·7	12·8	London British	Oil Engines 2S.C.SA 2Cy.$11\frac{3}{8}$"–$16\frac{1}{8}$" 49NHP E*made & fitted*30 A/S Völund,Cpn.		V
89803 239754 WFOH	~~**R. C. Tuttle**~~ Robert C. Tuttle *Fitted for oil fuel* D.F. E.S.D. GyC. 1*Dk* *Mchy.Aft Carrying Petroleum in bulk* *Elec. welded CruiserStern* *Longitudinal framing–bracketless system*	11615 10639 7240					1940	SunS.B.& DryDockCo. Chester,Pa.	AtlanticRefining Co.	523·5 P103'B35'F63'	70·2	39·7	Phildlphia Utd. States *WB*	1 steam turbine connected to elec. motor&sc. shaft GeneralElectricCo. Lynn.Mass.		
89804 168010 GLVL	**Risaldar** 2*Dks* ***CruiserStern***	~~5400~~ 5407 4931 3184	✠100A1 12,40 ~~10,40~~ ~~(*ClassContem plated*)~~ ✠LMC10,40	PGl Cal	*z*	CL	1940 10mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	AsiaticSteamNav. Co.Ld.	409·5 425·0(O.L.) P40'B117'F38' FK *Cell DB* 355' 1197*t FPT* 111*t APT* 79*t*	53·9	28·7	London British 7*BHCem*	T.3Cy.24½",41"&70"–48" 230lb (*s*) 524NHP 3SB,9*cf*,GS164,HS7425 FD Rankin&BlackmoreLdGrk	31″3 s6″0½ 25″5	
89805 168042 GMKJ	**Richmond Hill** D.F. 2*Dks* *CruiserStern* *Longitudinal framing at bottom & at decks* "*Arcform*" *Locked steel hatches*	~~7500~~ ~~7170~~ ~~5600~~ 7579 7173 5586	✠100A1 *with freeboard* 5,41 ~~11,40~~ ✠LMC11,40 ~~(*ClassContem plated*)~~ *Fitted for oil fuel* 11,40 *F.P. above* 150°*F.*	Sld Gls	*a*† 2	CL	1940 11mo	Bartram& Sons,Ld. Sunderland *Lloyd's A&CP*	PutneyHillS.S.Co. Ld.(CountiesShip ManagementCo. Ld.*Mgrs.*)	~~420·0~~ 421·2 434·2(O.L.) FK (*Coll BH to W dk 5 BH to 2nd dk*) 4 *Divisional W.T. BHs in 'tween dks* 1 *Intermediate BH dispensed with* *Cell DB* 351' 1095*t FPT* 159*t APT* 314*t*	60·5	35·8	London British 6*BHptCem*	T.3Cy.24",39"&68"–48" 220lb (*s*) 518NHP 2SB(Spt)1AuxSB,8*cf*, HS7662 Rht FD N.E.MarineEng.Co.(1938) Ld.Sld.	38″3 s10″3 28″2½	
89806	**Rio Branco** (*ex*Southfolk-40, *ex*Scantic-36) *Fitted for oil fuel* D.F. 2*Dks & Shelter dk* *Ref.Mchy.* Sub.Sig. *Web frames*	4925 — 3084	✠ … 6,20 ✠				1919 6mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0 FK	54·2	27·6	R.Janeiro Brazilian *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32″0	R †
89807	**Ryua Maru** *Mchy.Aft* **1*Dk***	1925 1540 1086					1940	KawaminamiKogyo K.K. Nagasaki	UyenoKisenGoshi Kaisha	271·6 P90'F29'	40·3	20·3	Osaka Japanese *WB*	T.3Cy.$18\frac{11}{16}$",30"&50"–36" 150NHP KawaminamiKogyoK.K. Koyagisima		
89808 165802 GNKP	**Reaveley** *OilEng.* D.F. E.S.D. 1*Dk & Shelter dk* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	4998 4620 3008	✠100A1 *with freeboard* 2,41 ~~12,40~~ ~~(*ClassContem plated*)~~ ✠LMC12,40	Sld Vcr	*a*† 2	CL	1940 12mo	Wm.Doxford& SonsLd Sunderland *Lloyd's A&CP*	Stephens,Sutton, Ld.	423·2 439·3(O.L.) FK (*Coll BH to Sh dk 6 BH to 2nd dk*) *Cell DB* 352' 1174*t MT* 32' 1236*t FPT* 145*t APT* 177*t*	54·2	26·1	Newcastle British 7*BHptCem*	Oil Engines 2S.C.SA 3Cy.~~$20\frac{15}{32}$"–$81\frac{23}{32}$"~~ 388NHP 20½"–81⅞" 2DB120lb Wm.Doxford&Sons,Ld Sld	37″3 s10″11½ 26″6	
89809 168048 GPFD	~~**Rembrant**~~ **Rembrandt** D.F. E.S.D. 1*Dk & Shelter dk* *CruiserStern* *Tonnage opening closed*'41(*W.E.*)	~~5400~~ 5559 5104 3306	✠100A1 *with freeboard* 2,41 ~~1,41~~ ~~(*ClassContem plated*)~~ ✠LMC1,41	PGl Vcr	*b*†	CL	~~1940~~ 1941 1mo	Lithgows Ld. PortGlasgow *Lloyd's A&CP*	BoltonSteam ShippingCo.Ld.	432·2 447·2(O.L.) F33' FK *Cell DB* 368' 1374*t FPT* 123*t APT* 225*t*	58·0	26·8	London British 7*BHCem* (*Coll to Sh dk* 6 ,, 2*nd* ,,)	T.3Cy.25½",41"&72"–48" 220lb (*s*) 516NHP 3DB(Spt)9*cf*,GS168,HS7161 FD D.Rowan&Co.Ld.Gls.	37″4 s10″8¼ 26″9½	
89810 219353 KJCQ	**Ruth** (*ex*Barreado-40,*ex*Gaffney) *Fitted for oil fuel* Sub.Sig. 2*Dks* *Longitudinal framing*	4781 — 3015					1919	SeattleCon &DryDockCo Seattle, Wash	A.H.BullS.S.Co.	380·5 P39'B102'F41'	53·1	26·9	NewYork Utd. States *WB*	T.3Cy.24",40"&70"–48" 339NHP Skinner&EddyCrp.Seattle		R
89811 240253 WMRL	**Robin Locksley** *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy.* ***CruiserStern*** Sub.Sig	~~7440~~ 7101 — 4258					~~1940~~ 1941	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	SeasShippingCo. Inc.	450·0 F96'			NewYork Utd. States *WB*	DR geared steam turbine 1050NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
89812 172907 VLQB	**Reynella** Ⓟ (*ex*Remo-40) TwinSc *OilEng.* *ss*Gen.No.3-12,38 D.F. 2*Dks*(*Stl*)3*rd dk*(*Stl*) *in Nos.* 1,2*&*3 *holds*	9787 7700 6069	✠100A1 9,40 ~~4,40~~ ✠LMC CS4,40 DBS ~~12,39~~ 9,40 ~~12,38~~ 4,39	Gen Syd		CL ~~12,37~~ 9,40	1927 1mo	StabilmntoTecnico Trieste *Lloyd's A&CP*	Commonwealth of Australia(Dept.of Commerce) (Macdonald,Hamilton&Co.*Mgrs.*)	495·8 506·6(O.L.) P31'B214'F47' FK *Cell DB* 426' 1697*t FPT* 227*t APT* 184*t*	62·3	31·5	SydnyNSW British 8*BHptCem*	Oil Engines 4S.C.SA 12Cy.29⅛"–47¼" 984NHP DB100lb StabilimentoTecnico,Tri.	34″11 s8″11¾ 26″2½	
89813	**Raila** *OilEng.* D.F. E.S.D. *CruiserStern* 1*Dk* *Mchy.Aft Carrying Petroleum in bulk*	8200 7500 4900					1940	A/B Götaverken Gothenburg	Hagb.Waage	465·1 P101'B38'F60'	59·4	35·9	Oslo Norwegian *WB*	Oil Engines 2S.C.SA 6Cy.26¾"–$59\frac{1}{16}$" 739NHP A/B Gotaverken,Got.		
89814	**Rio Parana** Ⓟ *OilEng.* D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy. pt Longitudinal framing* *Cruiser Stern pt Elec. welded*	12500 — 9000					1940	SunS.B.& DryDockCo. Chester,Pa.	Moore-McCormack Lines,Inc.	470·0	69·7	38·1	NewYork Utd. States *WB*	Oil Engines 2S.C.SA 12Cy.21"–60" 900NHP SunSB&DD.Co.ChesterPa		
89815	**Robin Doncaster** *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy.* *CruiserStern* Sub.Sig.	~~7440~~ 7101 — 4259					1940	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	~~SeasShippingCo. Inc.~~	450·0 F96'			~~NewYork~~ ~~Utd. States~~ British *WB*	DR geared steam turbine 1050NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		

Now "Empire Curlew," *see No.*91019 *in Supplement*

1	2 / 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	Regist'd Tonnage. Gross. — Under deck. — Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years Assigned now expired. Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom — Where	Owners.	Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not L.R. Date of B. of Trade Cert.
89816	**Rio Hudson** Ⓟ *OilEng.* D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy.* *pt Longitudinal framing* *Cruiser Stern* *pt Elec.welded*	12500 — 9000					1940	SunS.B.& DryDockCo. Chester,Pa.	Moore-McCormack Lines,Inc.	470·0	69·7	38·1	NewYork Utd. States *WB*	Oil Engines 2S.C.SA 12Cy.21"–60" 900NHP SunSB&DDCo.Chester,Pa		
89817 219258 KONX	**Raritan** (*ex*SuctionDredger DetroitWayne–40) *Fitted for oil fuel* 1*Dk*	2649 2261 1614					1919	American S.B.Co. Detroit,Mich.	RaritanS.S.Corp. (Smith&Johnson, *Mgrs.*)	251·0 P25'B64'F23'	43·6	26·1	N.Orleans Utd. States *WB*	T.3Cy.21",35"&59"–42" 225NHP AmericanS.B.Co.Detroit		
89818	**Robin Kettering** *Fitted for oil fuel* D.F. E.S.D. GyC. 2*Dks* *Ref.Mchy.* Sub.Sig. *CruiserStern*	7440					1941	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	SeasShippingCo. Inc.	450·0 F96'			NewYork Utd. States *WB*	DR geared steam turbine 1050NHP BethlehemSteelCo.S.B. Division		
89819	**Reconcavo** (*ex*H.C.Folger–41) *ss*Phl.No.3–11,28 *ss*Mob.No.2–36 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* GyC. *Longitudinalframing*	7086 6444 4389	✠100A1 11,40 ✠NE6,21 ✠LMC MS9,36 BS5,40 *Carrying Petroleum in bulk* *Fitted for oil fuel* 12,16 *F.P. above* 150°F.	Mob	*b*†	CL 5,40	1916 12mo	Union Iron WorksCo. SanFrancisco A&CP	LloydBrasileiro *CellDBuE&* *B*64'197*tDT*56'103	435·0 P134'B50'F42' FK 8*tFPT*97*tAPT*74*t*	56·0	32·0	R.Janeiro Brazilian 15*BHpt Asp* (10 *to U dk* 5 „ 2*nd*„)	1DR geared steam turbine 220lb (*s*) 672NHP s 3SB(Spt),9*cf*,GS165, FD HS8325 DeLavalSteamTurbine Co.Ld.Trenton,N.J.	33 ″ 6 6 ″ 5¼ 27 ″ 3½	
89820	**Rio de la Plata** Ⓟ D.F. E.S.D. GyC. *OilEng.* *Ref.Mchy.* *CruiserStern* 2*Dks* *ptLongitudinal framing* *ptElec.welded*	12500 — 9000					1941	SunS.B.& DryDockCo. Chester,Pa.	Moore-McCormack Lines,Inc.	470·0	69·7	38·1	NewYork Utd. States *WB*	Oil Engines 2S.C.SA 12Cy.21"–60" 900NHP SunSB&DD.Co.ChesterPa		
89821	**Rainbow** *OilEng* D.F. E.S.D. GyC. 3*Dks* *CruiserStern*	6022 5960 3560					1941	Tampa S B.Co.Inc. Tampa, Florida	UnitedStates Maritime Commission	435·0 P39'Q60'B75'F48'	63·2	40·5	Utd. States *WB*	2 Oil Engines 2S.C.SA 18Cy.21"–29"&hydraulic couplings SR geared to 1 sc. shaft 1390NHP Nordberg,Milwaukee		
89822	**Rio de Janeiro** Ⓟ D.F. E.S.D. GyC. *OilEng.* *Ref.Mchy* *CruiserStern* 2*Dks* *ptLongitudinal framing* *ptElec.welded*	12500 — 9000					1941	SunS.B.& DryDockCo Chester,Pa.	Moore-McCormack Lines,Inc.	470·0	69·7	38·1	NewYork Utd.States *WB*	Oil Engines 2S.C.SA 12Cy 21"–60" 900NHP SunSB&DD.Co.ChesterPa.		
89823	**Reuben Tipton** D.F. E.S.D. GyC. 3*Dks* *ptElec.welded* *Fitted for oil fuel* *ptLongitudinal framing* *CruiserStern*	6870 4055 4100					1940	Federal S.B.&D.D.Co Kearny,N.J.	UnitedStates Maritime Commission	397·0	60·2	34·6	N.Orleans Utd. States *WB*	2 steam turbinesDRgeared to 1 sc.shaft 666NHP DeLavalSteam TurbineCo.Trenton,N.J.		
106/k 89824 218960 KJJU	**Robin Moor** (*ex*Exmoor–41, *ex*Nobles) 2*Dks*&*Webframes* *Fitted for oil fuel*	4999 4573 3057	✠ ... 6,20 ✠				1919 10mo	American International S.B.Corp. HogIslandPa	SeasShippingCo. Inc.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd. States *WB*	DR geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
89825	**Robin Sherwood** 2*Dks* *Ref.Mchy.* *Fitted for oil fuel* D.F. E.S.D. GyC. *CruiserStern* Sub.Sig.	7101 — 4258					1941	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	SeasShippingCo. Inc.	450·0 F96'			NewYork Utd. States *WB*	DR geared steam turbine 1050NHP BethlehemSteelCo.S.B. Division,Bal.		
89826	**Radcombe** (*ex*NikolaPasic–41) *ss*Spt.No.3–4,39 2*Dks*(*Stl*)	4753 4452 3012	✠100A1 9,40 BS7,40 ✠LMC4,39	Bal	*y*	CL 9,40	1927 5mo *Lloyd*	W.Hamil- ton&Co.Ld. PortGlasgow *sA&CP*	Ministry of War Transport(P.D. Hendry&Sons, *Mgrs.*) *CellD*	390·6 P34'B112'F44' FK B336'1282*tAPT*19*t*	52·0	26·3	British 7*BHptCem* 2 „ *to 2nd dk*	T.3Cy.26",42"&70"–48" (*s*) 180lb 467NHP s 3SB,9*cf*,GS169,HS6848 FD J.G.Kincaid&Co.Ld.Grk.	29 ″ 3 5 ″ 5¾ 24 ″ 0	
89827	**Radfield** (*ex*Kostrena–41) *ss*Tri.3rdNo.3–5,37 1*Dk*(*ptStl*&*ptIrn*)2*tr B* & *deep framing 3dk rule*	2562 2380 1627	✠100A1 8,40 BS6,40 LMC5,37	Jck	*t*	CL 8,40	1902 1mo	Napier& Miller,Ld Glasgow AP	Ministry of War Transport(White ShippingCo.Ld. *Mgrs.*) *CellDBa*	314·0 P30'B94'F33' FK &*uE*116'*f*134'680*t*	44·0	20·7	British 5*BHCem* *APT*70*t*	T.5Cy.23",37"&61"–42" (*s*) 180lb 305NHP s NB14*refitted*37 2SB,6*cf*,GS119,HS5300 D.Rowan&Co.Glasgow	23 ″ 3 3 ″ 6½ 19 ″ 11	
89828	**Radchurch** (*ex*Vid–41,*ex*Istina–35) *ss*Spt.2ndNo.3–3,34 *ss*Spt.No.1–38 1*Dk*(*Stl*)	3547 3259 2244	100A1 11,39 BS5,39 LMC6,38	Sch	*x*	CL 6,38	1910 *Lloyd*	W.Doxford &Sons,Ld. Sunderland *sA&CP*	Ministry of War Transport(E.R. ManagementCo.Ld *Mgrs.*) *CellDB*	360·5 P26'B232'F33' FK *a*&*uE*129'*f*163'854*t*	50·3	21·5	British 6*BHCem* *APT*20*t*	T.3Cy.26",42"&68"–42" (*s*) 160lb 346NHP s 2SB,6*cf*,GS129,HS5755 W.Doxford&Sons,Ld.Sld.	24 ″ 0 3 ″ 2 21 ″ 0¼	
89829	**Radhurst** (*ex*Sava–41,*ex*Nereide) *ss*Tri.2ndNo.3–3,35 *ss*Spt.No.1–39 1*Dk*(*ptIrn ptStl*)&*deepframing*	3473 2599 2227	✠100A1 5,41~~6,39~~ BS10,40 ✠LMC5,39	Spt NNs	*u*	CL ~~N6,38~~ 5,41	1910 6mo *Lloyd*	Cant.Nav. Triestino Monfalcone *sA&CP*	Ministry of War Transport(J.&C. Harrison,Ld.*Mgs*) *CellDBa*	330·2 P33'B164'F40' FK 104'*uE*22'*f*142'767*t*	46·3	21·2	British 6*BHCem* *APT*30*t*	T.3Cy.23",38"&62"–42" (*s*) 180lb *80lb* 282NHP s 2SB,6*cf*,GS126,HS4506 D.Rowan&Co.Glasgow	23 ″ 6 2 ″ 7 21 ″ 1½	
89830	**Radbury** (*ex*Bor–41,*ex*Izrada–35, *ex*Poldennis, *ss*Spt.2ndNo.3–7,34 *ex*Izrada) *ss*Spt.No 1–39 1*Dk*(*Stl*)	3614 3265 2276	100A1 4,40 BS11,39 LMC12,38	Gen	*x*	CL 8,39	1910 *Lloyd*	W.Doxford &Sons,Ld. Sunderland *sA&CP*	Ministry of War Transport(Hadley ShippingCo,Ld. *Mgrs.*) *CellDBa*&*uE*	360·2 P26'B232'F33' FK 129'*f*163'854*tFPT*	50·3	21·5	British 6*BHCem* 99*tAPT*20*t*	T.3Cy.26",42"&68"–42" (*s*) 160lb 346NHP s 2SB,6*cf*,GS129,HS5755 W.Doxford&Sons,Ld.Sld.	24 ″ 0 3 ″ 1¼ 21 ″ 0¾	
89831	**Radport** (*ex*FederikoGlavic–41) *ss*Spt.No.3–5,37 1*Dk*(*Stl*)*Shelter dk*(*Stl*) *3rd dk inNo.1hold*	5269 4899 3286	✠100A1 *withfreeboard* 10,40 ✠LMC MS5,37 BS2,40	NNs	*a*†	CL 2,40	1925 2mo *Lloyd*	Workman Clark&CoLd Belfast *sA&CP*	Ministry of War Transport(J.&C. HarrisonLd.*Mgs.*) *CellDB*369'1484*t*	420·6 F38' FK *APT*131*t* (	54·7	25·0	British 7*BHptCem* *Coll toSh dk* 6 „ 2*nd* „)	T.3Cy.25$\frac{9}{16}$",42½"&70"–51" 180lb (*s*) 484NHP s 3SB,9*cf*,GS177,HS7104 FD Wrkman,Clark&CoLd.Bel	28 ″ 7 3 ″ 7¾ 25 ″ 1¾	
89832	**Radwinter** (*ex*Durmitor–41, *ex*Plutarch) 2*Dks*	5623 — 3581					1913	Russell& Co. Pt.Glasgow	Ministry of War Transport(Sun ShippingCo.Ld. *Mgrs.*)	423·5 P38'B123'F48'	56·0	28·7	British *WB*	T.3Cy.27",44"&73"–48" 369NHP J.G Kincaid&Co.Ld.Grk.		O

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où sont ou n'est dans le L.R. Durée. Cert. B. of Trade.
89833	**R. Stenersen** *OilEng* *Mchy.Aft* **D.F.** ***CruiserStern***	11000	100A1 (*ClassContemplated*) ***CarryingPetroleum in bulk***				1941	A/B Götaverken Gothenburg	StenersensTankrederiA/S(J.Stenersen, *Mgr.*)	531·3	66·1	39·8	Oslo Norwegian	Oil Engines 2S.C.SA 8Cy.$26\frac{3}{4}''$–$59\frac{7}{16}''$ **A/B Götaverken,Got.**		
89834 6788 SLIA	Rio (*ex*Oljaren-41) TwinSc *OilEng.* *Mchy.Aft* ssGot.No.3-12,37 D.F. 1*Dk*(*Stl*)&*Webframes* *CruiserStern* *Longitudinal framing*	5468 *4767* *3037*	✠100A1 4,41 ~~11,39~~ DBS11,39 ✠LMC12,37 *CarryingPetroleum in bulk*	Got	*y*	OG ~~s12,37~~ ~~P11,39~~ 4,41	1922 6mo *Lloyd*	Aktieb. Götaverken Gothenburg *sA&CP*	RederiA/B Rio (O.H.W.Dalman, *Mgr.*) *CellDBu*	389·7 P103′F43′ *E*59′ 232*t*	54·9 *FPT*173*t*	29·7 FK	Kungsbka Swedish 11*BHptAsp* *APT*458*t*	Oil Engines 4S.C.SA 12Cy.$23\frac{3}{16}''$–$35\frac{7}{16}''$ 629NHP 3DB–*80lb* (*Stbd.Upr.*DB*new*35) Aktieb Götaverken,Got.	30 ″ 0 4 ″ 11½ 25 ″ 2¼	

1 No. in Book. Official No. Code Letters.	2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. DateofB.ofTradeCert.
63/40 89951 7579 SEYI	Solstad III (exIlse-40) ssGot.No.2-37 1Dk(Stl) Mchy.Aft CruiserStern	584 416 280	✠100A1 5,40 BS5,40 ✠LMC7,37	Got	h	OG 5,40	1929 12mo	Aktieb. LödöseVarf. Lödöse Lloyd'sA&CP	RederiA/BSolstad (A.R.Appelqvist, Mgr.)	167·6 174·7(O.L.) P48'F20' CellDB110'168tFPT12tAPT18t	28·2	11·3	Stockholm Swedish FK 3BHCem	C.2Cy.$14\frac{9}{16}$"&32½"-21⅝" (s) 130lb 50NHP 1SB,2cf,GS28,HS850 Aktieb.LödöseVarfLödöse	13 ″ 5 s1 ″ 4 12 ″ 2½	
89952	Savoie Ⓟ (exKraljica Marija-40, exAraguaya) TwinSc ssSpt.2ndNo.3-1,33 ssSpt.No.1-37 D.F. 3Dks(Stl-wsUptteak)&Orlopdk Ref.Mchy. (Stl-ws)inNos.1&2Holds	10196 7418 6102	✠ ... 5,41 ~~BS4,40~~ ✠~~LMC5,37~~ ~~Lloyd'sRMC3,39 for Nos.1&2orlopdks,No.5lowerhold &5chambersinNo.5lowerdk only~~ ~~Surveys delayed~~	Ven	f†	CL 3,39	1906 9mo	Workman, Clark&Co.Ld Belfast Lloyd'sA&CP	FrenchState (Ministère de la MarineMarchande) (Cie.Générale Transatlantique, Mgrs.)	515·2 P44'B339'F88' CellDBa&uE195' f155'1411t Tanks at sides of tunnels55'292tFPT90tAPT65t	61·3	30·5	Marseilles French FK 8BHCem	Q.8Cy.27",38",54"&76½"-54" 215lb (s) FD 1514NHP 3D&3SB36cfGS571 HS23538 Wrkman,Clark&Co.Ld Bel	34 ″ 0 s7 ″ 3½ 27 ″ 2	
89953 160783 GDTX	Seapool D.F. E.S.D. CruiserStern 1Dk&Shelter dk Cargo battens not fitted	4820 4290 2858	✠100A1 withfreeboard 8,41 ~~5,40~~ ✠LMC5,40 Fitted for oil fuel 5,40 F.P. above 150° F.	Lth Hpl	a† 2	CL	1940 5mo	Burntislnd S.B.Co.Ld. Burntisland Lloyd'sA&CP	PoolShippingCo. Ld.(SirR.Ropner& Co.Ld.Mgrs.)	415·0 425·0(O.L.) CellDB350'1260tFPT116tAPT239t	57·0	25·7	Hartlepool British FK 6BH (Coll to Sh dk 5 ,,2nd ,,)	T.3Cy.22½",36"&65"-48"(s) 220lb 457NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS159,HS6897 D.Rowan&Co.Ld.Gls.	28 ″ 1 s2 ″ 10½ 25 ″ 5	
89954	Salsaas OilEng. D.F. E.S.D. 1Dk Mchy.Aft CruiserStern CarryingPetroleum in bulk	8200 7500 4900					1940	A/B Göta- verken Gothenburg	SkibsA/S Nanset (IverBugge,Mgr.)	465·1 P101'B38'F60'	59·4	35·9	Larvik Norwegian WB	Oil Engines 4S.C.SA 8Cy.29⅛"-$59\frac{1}{16}$" 653NHP A/B Götaverken,Got.		
89955 166045	St. Vincent OilEng. Mchy.Aft 1Dk CruiserStern Cargo battens not fitted	484 325 243	✠100A1 ~~4,40~~11,40 ✠LMC4,40	Brs	g	OG	1940 4mo	C.Hill& Sons,Ld. Bristol Lloyd'sA&CP	Osborn&Wallis, Ld.	155·0 161·9(O.L.) P46'Q48'F18' CellDB93'130tFPT70tAPT18t	27·1	9·6	Bristol British FK 3BHptCem ptAsp	Oil Engines 4S.C.SA 6Cy.10¼"-14½" 61NHP Ruston&Hornsby,Ld.Lcn.	11 ″ 8 s4 ″ 0¼ 11 ″ 6¼	
89956 165783 GBYG	Sutherland OilEng. D.F. 1Dk&Shelter dk CruiserStern Tonnage opening closed'41(W.E.)	5172 4657 2992	✠100A1 withfreeboard ~~8,40~~ ~~5,40~~ 11,40 ✠LMC5,40	Sld Mch	a† 2	CL	1940 5mo	Wm.Dox- ford&SonsLd Sunderland Lloyd'sA&CP	B.J.Sutherland& Co.Ld.	427·6 442·9(O.L.) 5 divisional watertight BH's in Sh'tween dks CellDB356'1180tMT29' 1205t FPT 134t APT166t	56·5	26·5	Newcastle British FK 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 3Cy.23⅝"-$91\frac{5}{16}$" 516NHP 2DB120lb Wm.Doxford&Sons,Ld Sld	~~29 ″ 9~~ ~~s3 ″ 3¾~~ ~~25 ″ 10¾~~ 38 ″ 2 s11 ″ 6 26 ″ 10¾	
152/40 89957 DRBE	Sankt Jürgen Ref.Mchy. Mchy.Aft 1Dk	640 513 343					1924	Nrddtsche UnionWerke Boitzenburg	Sartori&Berger	173·1 Q52'B66'F22'	29·4	13·1	Lübeck German WB	T.3Cy.13⅜",$21\frac{4}{5}$"&35"-$23\frac{3}{5}$" Waggon-u. 60NHP MaschinenbauA.G.Görlitz		G
89958 DRBI	Sankt Lorenz Ref.Mchy. Mchy.Aft 1Dk	641 513 343					1924	Nrddtsche UnionWerke Boitzenburg	ArthurSommer (Joh.Ick,Mgr.)	173·1 Q52'B66'F22'	29·4	13·0	Lübeck German WB	T.3Cy.13⅜",$21\frac{4}{5}$"&35"-$23\frac{3}{5}$" Waggon-u. 60NHP MaschinenbauA.G.Görlitz		G
89959 156145 VPL	Sinbad Ⓟ (exHannover-40) D.F. E.S.D. OilEng. CruiserStern 2Dks Now "Empire Audacity," see No. 87949 in Supplement	5537 4397 3243					1939	Bremer Vulkan Vegesack	Ministry of Shipping(CunardWhite Star,Ld.Mgrs.)	441·9 P22'B&F405' UpperF38'	56·3	23·1	Kingston, Jamaica British	Oil Engines 2S.C.DA 7Cy.23⅝"-$43\frac{5}{16}$" 1357NHP BremerVulkan,Vegesack		
89960	Santa Maria (exWarwick-40) 2Dks Fitted for oil fuel D.F. Carrying Petroleum in bulk Mchy.Aft Longitudinal framing	4469 3946 2628	✠ ... 5,21 ✠				1921 1mo	Baltimore D.D.&S.B. Co. Baltimore	~~JoaquinMonteiro deCarvelho~~ Nav- ebras Soc.Anon.	340·1 P92'B35'F31'	49·2	28·7	R.Janeiro Brazilian	DR geared steam turbine NB37 WestinghouseElectric& Mfg.Co.E.Pittsburgh,Pa.	28 ″ 7	R †
89961	Sea Panther Now "Mormacsea," see No. 89072 in Supplement Fitted for oil fuel D.F. E.S.D. GyC. 3Dks ptLongitudinalframing CruiserStern ~~Now "Mormacstar," see No. 89072 in Supplement~~	8900					1940	MooreDry DockCo. Oakland,Cal.	UnitedStates Maritime Commission	468·3 F44'	69·7	38·8	S.Frncisco Utd.States WB	2 steam turbinesDRgeared to 1 sc. shaft 1417NHP		
89962	Silenus Now "Athelvictor," see No. 87035 in Supplement OilEng. E.S.D. Mchy.Aft CruiserStern	8320 5057	100A1 (ClassContemplated) CarryingPetroleum in bulk				1940	CaledonS. B.&E.Co.Ld. Dundee	Rederiaktieb. Nordstjernan(A. A.Johnson.Mgr.)	466·3 P103'B38'F57'	59·4	35·9	Swedish	Oil Engines 4S.C.SA 8Cy.$25\frac{9}{16}$"-55⅛" Hwthrn,Leslie&CoLd.Nwc	35 ″ 6 s7 ″ 9 27 ″ 11½	
89963 168502 GNRJ	Shirrabank OilEng. D.F. E.S.D. 2Dks,3rdDkinNo.1hold CruiserStern Carrying cargo oil F.P. above150° F. or latex in deeptanks aft & fore peak tank	7274 6810 5247	✠100A1 withfreeboard 12,40 ✠LMC12,40 Carryingoilfuel F.P. above150° F. in afterpeaktank	Bel	b†	CL	1940 12mo	Harland& Wolff,Ld. Belfast Lloyd'sA&CP	Bank Line,Ld. (A.Weir&Co. Mgrs.)	433·2 450·4(O.L.) F42' 6divisionalW.T.BHs in 'tween decks CellDB360'1224tDTsa30'1199tFPT113tAPT198t	57·3	33·6	Belfast British FK 8BH (Coll BH to Wdk 7BH to 2nd dk)	Oil Engines 4S.C.SA 6Cy.29⅛"-$59\frac{1}{16}$" 490NHP 2DB120lb Harland&Wolff,Ld.Bel.	38 ″ 8 s11 ″ 11½ 26 ″ 10½	
89964	St. Essylt OilEng. D.F. E.S.D. CruiserStern	4894	100A1 (ClassContemplated)				1940	JLThomp- son&SonsLd. Sunderland	SouthAmerican SaintLine,Ld. (B.&S.ShippingCo. Ld.Mgrs.)	442·5	58·1	24·7	Newport British	Oil Engines 2S.C.SA 4Cy.23⅝"-$91\frac{5}{16}$" Richardsons,Westgarth& Co.Ld.Hpl.		
89965 168094 BCJM	Serenity OilEng. Mchy.Aft Wireless 1Dk CruiserStern Cargo battens not fitted	~~520~~ 557 361 286	✠100A1 5,41 ~~(ClassContemplated)~~ ✠LMC5,41	Grk	h	OG	~~1940~~ 1941 5mo	G.Brown &Co. (Marine)Ld. Greenock Lloyd'sA&CP	F.T.Everard& Sons,Ld.	168·9 176·0(O.L.) ~~Q105'~~F18' Q106' CellDB103'134tFPT90tAPT51t	27·7	9·6	London British FK 3BHptAsp	Oil Engines 2S.C.SA 5Cy.12⅝"-16¾" 71RHP NewburyDieselCo.Ld. Newbury	11 ″ 7 s3 ″ 8 11 ″ 7	
89966	Suriyothai Nawa (exAdmiral Laws-40, exSunugentco) ssSea.No.3-6,33 1Dk(Stl)2nd tr B in fore & after holds & Webframes Fitted for oil fuel	3268 3005 2007	✠ ... 2,35 ✠	LAn	v		1921 3mo	Submarine BoatCorp. Newark,N.J.	Thai Maritime NavigationCo.Ld.	324·0 P30'B90'F35' CellDB251'827tDTf20'394tFPT111tAPT69t	46·2	25·0	Bangkok Thai FK 6BHptCem	1DR geared steam turbine HS5800 386NHP 2 Water Tube Boilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
89967 168022 GCSS	Stuart Prince D.F. E.S.D. 1Dk&Shelter dk Cruiser Stern Tonnage opening closed'41(W.E.)	~~1913~~ ~~1510~~ ~~919~~ 1911 1507 919	✠100A1 withfreeboard 5,41 ~~10,40~~ ~~(ClassContemplated)~~ ✠LMC10,40	Mob ~~Lth~~ Hul	l	CL	1940 10mo	Smith's DockCo.Ld. S.Bank,Mdb. Lloyd'sA&CP	PrinceLine,Ld. (Furness,Withy& Co.Ld.Mgrs.)	304·0 315·0(O.L.) ~~B66'F23'~~ B69'F26' 5 divisional watertight BHs in Shelter 'tween dks CellDB247'494tFPT31tAPT48t	44·2	16·5	London British FK 6BHptAsp (Coll BH to Sh dk 5 BH to 2nd dk)	T.3Cy.21",35"&60"-42" 220lb (s) 395NHP 2SB(Spt)6cf,GS125,HS5968 FD Smith'sDockCo.Ld.Mdb	~~19 ″ 8~~ ~~s ″ 0~~ ~~18 ″ 11½~~ 26 ″ 6 s6 ″ 9 19 ″ 11½	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. 3 Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
89968 167803 GMPD	**Saint-Clair II** (*ex*Saint-Clair-40) *ss*Nts.No.1-33 2*Dks*(*Stl*) D.F.	3753 3455 2244	✠ ... 4,35 ✠	Nts	*v*		1929 8mo	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd	Ministry of Shipping(United AfricaCo.Ld.*Mgs*) *CellD*	347·5|48·3|25·3 P25'B106'F32' FK *B*290'890*t FPT*141*t*	Cardiff British 6*BHptCem* *APT*153*t*	T.3Cy.22½",37"&60"-42"& 1 LP turbine withDRgearing & hydraulic coupling 434NHP 3SB,9*cf*,GS160,HS5920 Swan,Hunter&Wigham Richardson,Ld.Nwc.	28 ″ 0	V †
89969 ~~127187~~ ~~GBMX~~ 165255 MKDR	**St. Catherine** Ⓟ *ss*Abn.No.3-5,28 *Well deck* *ss*Abn.No.2-36 Wireless E.S.D. 2*Dks*(*U Stl*-ws)	1216 825 618	✠100A1 10,39 BS7,40 ✠LMC5,36	Lth	*p*	OG 10,39	1916 2mo	CaledonSB &E.Co.Ld. Dundee *Lloyd'sA&CP*	North of Scotland& Orkney&Shetland SteamNav.Co.Ld. *CellDBa*54'*u*	243·3|34·9|15·2 *36·9* 253·0(O.L.) P&B161'F64' BK8" E20'*f*92' 160*t FPT*	Aberdeen British 4*BHCem* 14*tAPT*5*t*	T.3Cy.18",30½"&50"-36"(*r*) 185lb 214NHP 2SB,6*cf*,GS126,HS3967 CaledonS.B.&ECo.Ld.Dun	16 ″ 3 s 1 ″ 6½ 16 ″ 5	BT till ~~5,40~~ 7,41
89970	**Surprise** *OilEng.* D.F. E.S.D. GyC. 3*Dks* Sub.Sig. *CruiserStern*	6022 5956 3559					1940	Tampa S.B.&E.Co. Tampa	UnitedStates MaritimeCommission	438·3|63·2|27·5 P39'B75'F39'	Bostn,Mas Utd.States *WB*	2 Oil Engines 2S.C.SA 18Cy.21"-29"&hydraulic couplings SR geared to 1 sc. shaft 1390NHP NordbergMfg.Co.		
89971 166000 GNTY	**Saint Rule** *OilEng.* 1*Dk* ***Mchy.Aft*** ***CruiserStern*** *Cargo battens not fitted*	524 349 285	✠100A1 2,41 ~~(*ClassContemplated*)~~ ✠LMC2,41	Bwg	*h*	OG	~~1940~~ 1941 2mo	Scott& Sons Bowling *Lloyd'sA&CP*	**J.&A.Gardner& Co.Ld.**	166·2|27·1| 9·6 172·2(O.L.) Q93'B7'F21' FK *CellDB*100'152*tFPT*34*tAPT*23*t*	**Glasgow** **British** **3*BHCem***	**Oil Engines 2S.C.SA** 7Cy.$9\frac{13}{16}$"-$16\frac{9}{16}$" 118NHP **BritishAuxiliaries,Ld.Gls.**	11 ″ 6 s3 ″ ~~9¾~~ 11 ″ 3¼	
89972 168065 BCDM	**Stanford** ! D.F. 2*Dks* ***CruiserStern***	~~5999~~ ~~5578~~ ~~3500~~ 5969 5578 3584	✠100A1 *withfreeboard* 5,41 ~~2,41~~ ~~(*ClassContemplated*)~~ ✠LMC2,41	Sld Mch	*z*	CL	~~1940~~ 1941 2mo	W.Pickersgill&SonsLd. Sunderland *Lloyd'sA&CP*	**StanhopeS.S.Co. Ld.(J.A.Billmeir& Co.Ld.*Mgrs.*)**	**401·0|54·0|33·2** 415·0(O.L.) ~~F38~~F39' FK (*CollBHtoWdk*6*BHto2nd dk*) 6 *Divisional W.T.BHs in 'tween dks* *CellDB*341'1048*tFPT*152*t*	**London** **British** 7*BHCem* *APT*167*t*	**T.3Cy.23½",38"&66"-45"** 220lb (*s*) 398NHP 2SB,6*cf*,GS131,HS5342 FD **GeorgeClark(1938)Ld.Sld.**	35 ″ 8 s10 ″ 1¼ 25 ″ 9½	
89973 HPQN	**San Luciano** (*ex*Argyll-40) *ss*S.Fo.3rdNo.3-9,30 *ss*L.An.No.2-38 2*Dks*(1*Stl*&*UIrn*-ws)& *webframes*3*Dk rule*	2953 2626 1880	✠100A1 2,41 ~~1,40~~ ~~BS10,39~~ ✠LMC12,38 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,03 *F.P. above* 150°F.	LAn BS2,41	*u*	CL ~~10,37~~ 1,41	1892 6mo	W.Gray& Co.(Ld.) WHartlepool A&CP	**Cie.DuBoleo**	320·2|40·7|24·4 P31'B80'F37' BK10" *CellDBuE&B*52'125*t*	Panama Pnamanian 12*BHCem*	T.3Cy.25",40⅜"&65"-42"(*s*) 160lb 283NHP 2SB,6*cf*,GS112,HS4380 CenMarEWks(Ld),WHpl.	27 ″ 0	
89974 8437 SDHN	**Sunnanland** **TwinSc** D.F. E.S.D. GyC. *OilEng.* *Ref.Mchy.* 1*Dk*&*Shelter dk* *Strengthened for navigation in ice* *Butts of shell plating elec. welded* *CruiserStern*	3240 2516 1416	✠100A1 *withfreeboard* 7,40 ✠LMC7,40 ✠Lloyd'sRMC7,40 No.3 fwd. hold &'tween dks for temp.35°F. No.3 aft hold for temp.25°F.Aft wings of No.3 'tween dks for temp.18°F.Centre chmbr for temp.14°F. *Carrying vegetable oil in forward wing tanks and centre tanks in way of tunnels*	Got	*y* $2\frac{5}{16}$	CL	1940 7mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd'sA&CP*	Ångf.A/B Tirfing (SvenskaOrient Linien(T.E.J:son Broström,*Mgr.*))	385·2|54·7|18·2 406·5(O.L.) FK *CellDB*310'1121*t tanks in way of tunnels*	Gothenbrg Swedish 7*BH* (*Coll to Sh dk* 6 „2*nd*„)	Oil Engines 2S.C.SA 18Cy.$19\frac{11}{16}$"-$35\frac{7}{16}$" 1213NHP DB80lb EriksbergsM.V.AktiebGot 548*tFPT*39*tAPT*67*t*	23 ″ 9 s 1 ″ 5¾ 22 ″ 5¾	
89975 8443 SDQT	**Sonja** 1*Dk*&*Shelter dk* *Cargo battens not fitted* Wireless *CruiserStern* *Strengthened for navigation in ice*	~~1588~~ *1588* *1342* *830*	✠100A1 *withfreeboard* 3,41 ~~8,40~~ } ✠LMC8,40	Hbg Skm	*s*	OG	1940 8mo	Helsingborgs Varfs Aktiebolaget Helsingborg *Lloyd'sA&CP*	**A/B Transmarin (S.Redig,*Mgr.*)**	~~279·1~~|41·4|15·8 287·1| 295·6(O.L.) FK (*CollBHtoShltr dk*3*BHto2nd dk*) *CellDB*234'599*tAPT*87*t*	Hlsngborg **Swedish** 4*BHCem*	**T.3Cy.$20\frac{1}{16}$",31⅞"&52⅜"-** $35\frac{7}{16}$" (*s*) 244NHP 213lb 2SB(Spt)6*cf*,GS83,HS3522 FD HelsingborgsVarfs A/B	18 ″ 9 s ″ 5 18 ″ 5	
89976 168049 GNWW	**Suncrest** 4Mst ~~*Fitted for oil fuel*~~ D.F. 1*Dk*&*Shelter dk* *CruiserStern* *Tonnage opening closed'41(W.E.)*	5117 4604 ~~3034~~ 3031	✠100A1 *withfreeboard* 7,41 ✠LMC12,40 ~~(*ClassContemplated*)~~ *Fitted for oil fuel* 12,40 *F.P. above* 150°F.	Lth Gls	*a*† 2	CL	1940 12mo	Burntislnd S.B.Co.Ld Burntisland *Lloyd'sA&CP*	**CrestShippingCo. Ld.**	**420·0|58·0|26·3** 436·0(O.L.) FK (*CollBHtoSh dk*6*BHto2nd dk*) *CellDB*356'1336*tFPT*158*tAPT*277*t*	**London** **British** 7*BHptCem*	**T.3Cy.22½",36"&65"-48"** 220lb (*s*) 458NHP 2SB(Spt&FD)1AuxSB 6*cf*,GS159,HS6912 **D.Rowan&Co.Ld.Gls.**	**37 ″ 10** **s11 ″ 3¾** **26 ″ 9**	
89977	**Sisunthon Nawa** (*ex*MartinSivertsen-40,*ex*Admiral Wood-40, *ex*Sugillenco) *ss*S.Fo.No.3-5,33 1*Dk*(*Stl*)2*tr E in fore & after holds & Web frames* *Fitted for oil fuel*	3285 3005 1997	✠ ... 2,35 ✠	SFo			1920 12mo	Submarine BoatCorp. Newark,N.J.	Thai Maritime NavigationCo.Ld.	324·0|46·2|25·0 P30'B90'F35' FK *CellDB*251'827*tDTf*20'394*tFPT*111*t*	**Bangkok** Thai 6*BHptCem* *APT*69*t*	1DR geared steam turbine 380NHP 2WTB HS5800 WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
89978 46803 JSZN	**Syoka Maru**	1381 — 758					1939	Namura Shpyd.Co.Ld Osaka	SyohukuKisen K.K.	226·1|35·8|19·0	Tokyo Japanese	Steam Engines		
89979 33569 JCDC	**Syoei Maru** (*ex*ShoyeiMaru-38, *ex*GeneralLukin,*ex*Oakwin, *ex*WarOasis) 1*Dk*	3083 2843 1859	✠ ... 10,21				1919 2mo	W.Gray& Co.Ld. WHartlepool	TowaKisenK.K.	331·9|46·5|25·5 P33'B100'F29' FK	Tarumi Japanese *WB*	T.3Cy.25",41"&68"-45" 358NHP Cen.Mar.Eng.Wks.W.Hpl	25 ″ 6	C †
89980 5425 SLVE	**Selene** (*ex*Helios-40,*ex*Edvard-35, *ex*Barbro,*ex*Bolero, *ex*Barbro, *ex*Elorrio) *ss*Hbg.3rdNo.3-4,27 *ss*Tln.No.2-36 1*Dk*(*Stl*)&*Webframes* *Well deck* *Cargo battens not fitted*	*1309* *1148* *770*	✠100A1 Examined 4,41 Npt BS8,40 ✠LMC5,36	~~Liv~~	*o*	CL 5,38	1894 7mo	W.Pickersgill&Sons Sunderland A&CP	**I.Fagreus**	240·2|35·8|16·0 Q87'B58'F30' FK *DBa*69'*f*88'309*t*	Stockholm Swedish 4*BHCem*	T.3Cy.$19\frac{5}{16}$",$31\frac{5}{16}$"&51"-36" 160lb (*r*) 171NHP 2SB,4*pf*,GS69,HS2797 G.Clark,Ld.Sunderland	17 ″ 0 s 1 ″ 3 15 ″ 11	
89981 209117 KMWP	**Susan Olson** **Wood** (*exBarge*California-40, *exSteamer*-39,*ex*Willamette-32) *Mchy.Aft* Wireless	953 — 495					1911	Hammond LumberCo. FairhavenCal	OliverJ.Olson &Co.	194·7|40·0|15·2	S.Frncisco Utd.States	T.3Cy.13½",23"&40"-30" 88NHP Moore&Scott,IronWks.		
89982 7046 SGOI	**Storfors** (*ex*StenSture-40) 1*Dk*	*898* *643* *533*					1923	Larvik Slip &Verkstad Larvik	UddeholmsAktieb. (FritiofOlsson, *Mgr.*)	195·8|31·8|12·5 Q56'B50'F25'	Uddeholm Swedish *WB*	T.3Cy.14",23"&38"-27" 75NHP LarvikSlip&VærkstedA/S		N

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year Assigned. New expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
89983 1220 JFEI	**Singyo Maru** IronCtr (*ex*HounMaru–40) *Mchy.Aft* 1*Dk*	528 — 368					1890	Kawasaki Dkyd.Co.Ld. Kobe	KeihinSyosenK.K.	160·8	27·2	13·4	Tokyo Japanese	C.2Cy.21"&39"–24" 62NHP KawasakiDkydCoLd Kobe		
89984 168075 MNPY	**Stuart Queen** Wireless E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	1224 874 625					~~1940~~ 1941	Ardrossan DockyardLd. Ardrossan	~~CoastLines,Ld.~~ BritishChannel IslandsShipping Co.Ld.	~~238·8~~ P59'Q122'B14'F23' 238·5	~~34·0~~ 34·2	~~16·0~~ 14·2	Liverpool British *WB*	T.3Cy.14",24"&42"–27" 93NHP J.G.Kincaid&Co.Ld.Grk.		
89985 47051 JWVN	**Sumanoura Maru**	3519 — 2049					1939	Mitsubishi JukogyoK.K Yokohama	MitsubishiShoji Kaisya,Ld.	343·9	48·2	27·9	Tokyo Japanese	Steam Engine		
89986	**Santa Agueda** (*ex*Providencia–40, *ex*Olson&Mahony) 1*Dk*	1630 — 947					1907	Harlan& Hollngswrth Wlmgtn,Del.	Cie.duBoléo	224·3	41·2	20·6	Panama Pnamanian	T.3Cy.19",30"&50"–36" 150NHP		
89987 OFCB	**Sally** (*ex*Oswal–37,*ex*Norrköping, *ex*Edmond-Gustave,*ex*Greylands) *ss*Got.3rdNo.3–10,34 1*Dk*(*Irn*)2*trB*&*Webframe*	2533 — 1462	✠ … 4,38 ✠	Skm	*t*		1896 3mo	W.Gray& Co.Ld. WHartlepool	RederiA/B Sally (A.Johansson, *Mgr.*)	325·3 311·0 P27'B70'F31' FK Cell *DBa&uE*128' *f*126'	44·1	20·2	Mariehmn Finnish *BHCem* 684*t* *APT*40*t*	T.3Cy.23",36½"&62"–39" 244NHP 2SB,4*rf*,2*cf*,GS83,HS3720 Cen.Mar.Eng.Wrks.WHpl	23 " 3	V †
89988	**Saga** Ⓟ *OilEng.* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	5000	100A1 *withfreeboard* (*ClassContem plated*)				1940	Akt.Lind- holmensVarv Gothenburg	Rederiaktieb. SvenskaLloyd (K.R.Bökman, *Mgr.*)	400·0 F44'	35·1	29·0	Gothenbrg Swedish	4 Oil Engines 4S.C.SA 32Cy.19$\frac{11}{16}$"–27$\frac{9}{16}$" with electro-magneticslip couplings&SR gearing A/B Gotaverken,Got.		
89989 8473 SEAT	**Skogaland** TwinSc *OilEng.* D.F. E.S.D. *Ref.Mchy.* *CruiserStern*	3200 2500 1400	100A1 *withfreeboard* (*ClassContem plated*)				1941	Eriksbergs M.V.Aktieb. Gothenburg	Ångf.A/B Tirfing (SvenskaOrient Linien(T.E.J : son Broström,*Mgr.*))	385·2	54·7	18·2	Gothenbrg Swedish	Oil Engines 2S.C.SA 18Cy.19$\frac{11}{16}$"–35$\frac{7}{16}$" EriksbergM.V.Aktieb.Got		
89990	**Santa Monica**(*ex*HubertSchafer–40, *ex*RobertJohnson, *Fitted for oil fuel* *ex*LakeSebago) 1*Dk*	2010 1631 1227	✠ … 9,20 ✠				1918 5mo	ToledoS.B. Co. Toledo,O.	Cia.Maritima SamsocLtda.	252·0 P21'B64'F30' FK	43·5	18·9	Panama Pnamanian *WB*	T.3Cy.20½",33"&54"–40" 260NHP ToledoS.B.Co.Toledo,O.	21 " 0	
89991	**Selma Thordén** *OilEng.* D.F. E.S.D. GyC. *Ref.Mchy.* *CruiserStern*	3645 2776 1868	100A1 *withfreeboard* (*ClassContem plated*)				1941	Crichton- VulcanA.B. Åbo	RederiA/B Suomi (G.B.Thordén, *Mgr.*)	365·9	51·4	21·6	Helsingfrs Finnish	Oil Engines 2S.C.SA 7Cy.25$\frac{9}{16}$"–49$\frac{3}{16}$" Crichton-VulcanA.B.Åbo		
89992 172593 VTGY	**Sheelavati** (*ex*Odda–41, *ex*Tormod) *ss*Osl.No.1–25 *Well deck* 1*Dk*	840 679 497	✠ … 6,28 ✠				1921 5mo	E.J.Smit& Zoon Westerbroek	BombaySteam NavigationCo.Ld.	206·6 Q66*t*H47*t*F24*t* FK	32·1	13·3	Bombay British *WB*	T.3Cy.15",23½"&39⅜"–23⅝" 105NHP E J Smit&Zoon,Hoogezand	15 " 5	N †
89993 36043 JFQC	**Sorati Maru** (*ex*SorachiMaru–38) 1*Dk*	4107 3419 2487					1930	Mitsui Bussan Kaisha,Ld. TamaDkyd.	HokkaidoTanko KisenK.K.	351·5 P31'B95'F34'	49·0	27·7	Tokyo Japanese *WB*	T.3Cy.22",37"&61"–42" 241NHP MitsuiBussanKaisha,Ld.		C
89994 FGLK	**Seaham** (*ex*Oceaan–40) *OilEng.* *Mchy.Aft* 1*Dk* *CruiserStern*	400 254 205	✠100A1 11,39 ✠LMC11,39	Gro	*f*	OG	1939 11mo *Lloyd's A&CP*	Gebr.van DiepenN.V. Waterhuizen	Scheepvaart-en SteenkolenMaats, N.V.	146·2 155·0(O.L.) P43'Q47'F21' FK Cell *DB*90'108*t* *FPT*32*t*	26·0	8·9	Groningen Dutch 3*BH* *APTs*14*t*	Oil Engines 4S.C.SA 6Cy.11$\frac{13}{16}$"–18⅞" 81NHP WerkspoorN.V.Ams.	10 " 6	
89995 47581 JSMO	**Syoto Maru** (*ex*Illenao–40, *ex*Londonier–39) *ss*Ant.No.3–12,31 *ss*Bry.No.2–39 D.F. 1*Dk*(*Stl*)&2nd*dk*(*Stl*) *except in way of cross bunker*	5254 — 3679	✠100A1 9,40 ✠LMC MS10,39 BS9,40	LAn	*y*	OL 9,40	1919 10mo *Lloyd's A&CP*	Lloyd RoyalBelge (Gt.Britain) Ld. Glasgow	MatsuokaKisen K.K.	400·8 413·0(O.L.) P49'B113'F38' FK CellDB 344'1062*t* *FPT*127*t*	52·3	28·5	Asiya Japanese 7*BHCem* *APT*223*t*	T.3Cy.27",44"&73"–48" (*s*) 180lb 517NHP 3SB,9*cf*,GS120,BS7663 FD D&WHenderson&CoLdGls	31 " 0	
89996 28026 JAQA	**Setuyo Maru** (*ex*BandaiMaru–40) *ss*Kob.No.3–10,33 *ss*Osa.No.1–37 1*Dk*(*Stl*)&*Shelter dk*(*Stl*) *Webframes in E&B&in No.2* *hold 2nd trB in Nos.1,3&4holds*	4147 3874 2541	✠ … 11,39 ✠	Yka			1921 7mo	Nitta Shipyard Osaka	HokkaidoTanko K.K.	340·0 B34'F38'*onShelter dk* FK *CellDB*296'800*t* *FPT*63*t**APT*87*t*	46·5	32·7	Tokyo Japanese *Cem* 5*BHtoShdk* 1 „ „ *U* „	T.3Cy.23½",37$\frac{11}{16}$"&65"–48" 348NHP 3SB,9*cf*,GS139,HS5651 Fujimura,Osaka	32 " 9	
89997 8475 SEFT	**Sven Salén** *OilEng.* D.F. E.S.D. *CruiserStern*	4900 4200 2850	100A1 *withfreeboard* (*ClassContem plated*)				1941	Eriksbergs M.V.Aktieb. Gothenburg	Rederi A/B Jamaica (SvenSalén,*Mgr.*)	418·2 F39'	56·7	25·1	Stockholm Swedish	Oil Engines 2S.C.SA 6Cy.29⅛"–55⅛" EriksbergM.V.Aktieb.Got		
89998	**Solon Turman** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel*	7000					1941	Bethlehem SteelCo.S.B. Division Sparrow'sPt. Md.	UnitedStates Maritime Commission	395·0	60·0	37·5	Houston, Tex. Utd. States	2Steam turbinesDRgeared to 1 sc. schaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
89999 HPTQ	**Stanvac Melbourne** D.F. E.S.D. GyC. *CruiserStern* *Mchy.Aft* *Longitudinal framing*	~~10444~~ ~~9431~~ ~~6392~~ 10013 8979 6021	100A1 (*ClassContem plated*) *CarryingPetroleum in bulk*				1941	SunS.B.& DryDockCo. Chester,Pa.	PetroleumShip- pingCo.Ld.	500·0 P106'B34'F54'	68·0	37·0	Panama Pnamanian	2 steam turbines SRgeared to 1 sc. shaft WestinghouseElec.&Mfg. Co.Phl.	37 " 0 s7 " 1¼ 30 " 0½	

1	2 3	4	5	6	7	7*	8	9	10	11			12	13	14	15
Numero d'Ordre. Numero Officiel. Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	Tonnage Officiel. Total. — Sous le Pont. — Net.	Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Construit. Quand. — Navire. — Mach.	Par qui. — Où.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	Port d'Armement. Pavillon.	Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L.R. Durée.Cert.B.ofTrade.
90000 38732 JBTI	**Sinanogawa Maru** (*ex*UyoMaru–41) *OilEng.* ssKob.No.1–37 2*Dks*(*Stl*)	7503 6069 5477	✠100A1 10,39 ✠LMC CS8,37 DBS10,39 9,38 *Carrying cargo oil F.P. above150' F. in DT*	Tama	*b*†	OL 9,38	1933 10mo *Lloyd's*A&CP	Mitsubishi ZosenKaisha Ld. Nagasaki	ToyoKaiunK.K. *'Tween dkBH above after Deep Tank BH dispensed with* *CellDB*368'1383*t FPT*259*t APTs*224*t DTa* 36'1131*t*	436·4 P30'B157'F41' FK	58·5	32·8	Tokyo Japanese *ptCem* 6 *BH to U dk* 1 „ „ 2*nd* „	Oil Engines 2S.C.SA 6Cy.28⅜"–49$\frac{3}{16}$" 839NHP DB*120lb* MitsubishiZosenKaishaLd.	32″10 s 6″6¾ 27″5½	
90001	**Stanvac Palenbang** D F. E.S.D. GyC. *Mchy.Aft* *CruiserStern* *Longitudinal framing*	10444 9431 6397	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	SunS.B.& DryDockCo. Chester,Pa.	Petroleum ShippingCo.Ld.	500·0 P106'B34'F54'	68·0	37·0	Panama Pnamanian	2 steam turbinesSR geared to 1 sc. shaft WestinghouseElec.&Mfg. Co.Phl.		
90002 6515 SDTN	~~Skane~~ (*ex*Boren–41) **Skåne** ssGot.No.3–12,33 D.F. ssGot.No.1–38 1*Dk*(*Stl*)&*Shelter dk* (*Stl–pt* ws)	*4528* *4039* *2704*	✠100A1 *Shelter dk withfreeboard* 4,41 ✠LMC MS5,38 BS11,40 *Fitted for oil fuel*6,21	Lon	*y*	OG 8,39	1921 7mo *Lloyd's*A&CP *F.P. above 150° F.*	Akt.Lind-holmen-Motala Gothenburg	~~H.Lundgren~~ RederiA|BSkåne (H.Lundgren, *Mgr.*) *CellDB*269'1145*t APT*86*t*	377·8 393·6(O.L.) F38'*onShelter dk* FK *Collision BH to Sh dk*	54·2	24·4	Helsingbrg Swedish *ptCem* 5 „ „ *U* „	T.3Cy.27",44"&72⅛"–48" (*s*) 450NHP 185lb 3SB(Spt),*9cf*,GS144, HS6150 FD Akt.Lindholmen-Motala	27″0 s2″11¾ 24″2½	
90003	**Stella Lykes** 3*Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *CruiserStern* *ptElec.welded*	6900					1941	Bethlehem SteelCo.S.B. Division Mariner's Harbour	LykesBros.Steam-shipCo.Inc.	397·0	60·2	34·6	NewYork Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
90004 239070 WDJB	**Santa Catalina** (*ex*Flying Cloud–41) D.F. E.S.D. 3*Dks* GyC. *Ref.Mchy.* *Fitted for oil fuel* *ptLongitudinal framing* *CruiserStern*	6085 5395 3597					1939	Federal S B &D D Co Kearny,N.J.	GraceLine,Inc.	439·0 P38'B75'F47'	63·2	27·5	NewYork Utd.States *WB*	2 steam turbinesDRgeared to 1 screw shaft 1000NHP GeneralElectricCo. Lynn,Mass.		R
90005 238891 WCTY	**Santa Monica** (*ex*RedJacket–41) D.F. E.S.D. GyC. 3*Dks* *Ref.Mchy.* *Fitted for oil fuel* *CruiserStern* *ptLongitudinal framing*	7194 — 4344					1939	Federal S B &D D Co Kearny,N.J.	GraceLine,Inc.	439·0 P39'B75'F47'	63·2	27·5	Portland, Me. Utd.States *WB*	2 steam turbinesSRgeared to 1 screw shaft 1000NHP GeneralElectricCo. Lynn,Mass.		R
90006 47663 JLXO	**Syonan Maru No. 16**	355 — 118					1940	OsakaIron Works Osaka	NipponSuisanK.K.	133·1	26·9	14·8	Tokyo Japanese	Steam Engine		
90007 47836 JNUO	**Syonan Maru No. 17**	356 — 122					1940	OsakaIron Works Habu	NipponSuisanK.K.	133·3	26·9	14·8	Tokyo Japanese	Steam Engine		
90008 47837 JNPO	**Sagara Maru** TwinSc *OilEng.*	7189 — 3938					1940	Mitubishi Jukogyo K K Yokohama	NipponYusenK.K.	479·7	62·3	32·2	Tokyo Japanese	Oil Engines		
90009 47856 JWYN	**Seikai Maru**	2663 — 1502					1940	Uraga DockCo.Ld. Uraga	ToaKaiunK.K.	307·2	45·0	24·9	Tokyo Japanese	Steam Turbine		
90010	**Santa Elisa** D.F. 3*Dks* E.S.D. GyC. *Fitted for oil fuel* *Longitudinal framing* *Ref.Mchy.* *ptElec.welded* *CruiserStern*	6085					1941	Federal S.B.&D.D.Co Kearny,N.J.	UnitedStates Maritime Commission	439·0 P38'B75'F47'	63·2	27·5	Wilmgton (Del.) Utd. States *WB*	2 steam turbinesDRgeared to 1 sc. shaft 1000NHP GeneralElectricCo. Lynn,Mass.		
90011	**Stanvac Wellington** D.F. E.S.D. GyC. *Mchy.Aft* *CruiserStern* *Longitudinal framing*	10013 9431 6397	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	SunS.B.& DryDockCo. Chester,Pa.	PetroleumShippng Co.Ld.	500·0 P106'B34'F54'	68·0	37·0	Panama Pnamanian	2steam turbines SR geared to 1 sc. shaft WestinghouseElec.&Mfg. Co.Essington,Pa.		
90012	**Seawall** (*ex*HaiYun–41,*ex*Elsie–39, *ex*HaiYun–38, ssShl.2ndNo.3–4,35 *ex*HungYuen–35, ssH.Kg.No.1–38 *ex*Daphne–35, 1*Dk*(*ptIrn ptStl*) *ex*Seawall)	3077 — 1871	✠100A1 5,41~~6,40~~ ~~BS12,39~~ ✠LMC7,38 5,41	HKg	*u*	CL ~~6,40~~ 5,41	1910 5mo *Lloyd's*A&CP	Richardsn, Duck&Co. Stockton	Wallem&Co. *CellDBa* 112'*uE*24'*f*140'703*t*	325·1 P27'B173'F31' FK	47·0	22·5	Panama Pnamanian 5*HBCem* *APT*103*t*	T.3Cy.23½",39"&64"–42" 180lb (*s*) 278NHP 2SB,*6cf*,GS118,HS4142 Blair&Co.Ld.Stockton	24″10 s 3″2¼ 21″10½	
90013	**Santa Fe** (*ex*GouverneurGénéral Merlin–41,*ex*VanOuthoorn) 2*Dks*&*Shade dk*3*trB*	1543 — 954					1896	Nederl. Schps.Maats. Amsterdam	Soc.lesAffréteurs Maritimes Indochinois	278·5 P19'B46'F74'	36·5	19·2	Panama Pnamanian	T.3Cy.24",36"&60"–42" 233NHP NedFb.v.Wrk&Spoor,Ams		V
90014 HPTK	**Stanvac Calcutta** *Mchy.Aft* D.F. E.S.D. GyC. *CruiserStern* *Longitudinal framing*	10170	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	Bethlehem SteelCo.S.B Division FallRiver, Mass.	Petroleum ShippingCo.Ld.	500·0 P106'B34'F54'	68·0	37·0	Panama Pnamanian	2 steam turbinesSRgeared to 1 sc. shaft WestinghouseElec.&Mfg. Co.Phl.	37″0 s 7″2½ 30″0¼	
90015	**Sinus** *OilEng.* D.F. E.S.D. GyC. *Mchy.Aft* *CruiserStern*	8270 7500 4900	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	A/B Göta-verken Gothenburg	RederiA/B Nord-stjernan(A A. Johnson,*Mgr.*)	465·1	59·4	35·9	Stockholm Swedish	Oil Engines 2S.C.SA 6Cy.26¾"–59$\frac{1}{16}$" A/B Götaverken,Got.		
90016	**Sveajarl** *OilEng.* *Longitudinal framing* *Mchy.Aft* *CruiserStern*	10200 9400 6100	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	Kockums M.V.Aktieb Malmö	StockholmsRederi A/B Svea(Eman. Högberg,*Mgr.*)	513·0 P95'B39'F65'	63·2	38·7	Stockholm Swedish	Oil Engines 2S.C.DA 8Cy.23⅝"–43$\frac{5}{16}$" KockumsM.V.Akt.Malmö		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade &c.
90017 8207 SKPN	**Soya VII** (*ex*Algol-41) *OilEng* 1Dk *Mchy.Aft* *CruiserStern* *Strengthened for navigation in ice*	978 714 443	✠ (*Reclassification contemplated*) 11,38 ✠ *CarryingPetroleum in bulk*	Mmo			1937 10mo	Deutsche WerftAGBet Reihstgwrft Hamburg	RederiA/B Soya (O.Wallenius, *Mgr.*)	205·0 209·8(O.L.) P54'F29'*Trunk*116' FK *CellDBuE*22'20t*FPT*39t	32·3	15·0	Stockholm Swedish 11*BHptCem* *APT*43t	Oil Engines 4S.C.SA 6Cy.15$\frac{3}{4}$"–26$\frac{3}{8}$" 144NHP FrKruppGermaniawftAG Kiel	15 ″ 0 s1 ″ 2$\frac{1}{4}$ 13 ″ 11$\frac{1}{2}$	
90018	**Santa Rita** D.F. E.S.D. *3Dks* GyC. *Ref.Mchy.* *Fitted for oil fuel* *Longitudinal framing* *CruiserStern* *pt Elec.welded*	6085					1941	Federal S.B.&D.D.Co Kearny,N.J.	UnitedStates Maritime Commission	439·0 P38'B75'F47'	63·2	27·5	NewYork Utd States *WB*	2steam turbinesDRgeared to 1 sc. shaft 1000NHP GeneralElectricCo. Lynn,Mass.		
90019 6178 SECW	**Skandia** (*ex*Forsvik-41, *ex*Hildegard) 1*Dk*	1248 1019 698					1919	A/BOre- sundsvarvet Landskrona	RederiA/BSylvia (A.Billner,*Mgr.*)	232·0 P20'B60'F22'	37·2	15·0	Gothnburg Swedish *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft A/BDeLavalsAngturbin, Stockholm		V
90020 8367 SFXU	**Solvik** (*ex*Halland-41) *OilEng.* *Mchy Aft* *CruiserStern* 1*Dk* *Strengthened for navigation in ice*	649 402 303	✠100A1 8,39 ✠LMC8,39 *CarryingPetroleum in temporary tanks*	Lkr		OG	1939 8mo *Lloyd*	N.V.T.van Duijvendijk's Schpsw. Lekkerkerk *sA&CP*	RederiA/BAtlan- tides(H.Reuter, *Mgr.*) *CellDB*119'164t	180·6 187·3(O.L.) P&B112'F31' FK *FPT*48t*APT*18t	29·6	10·2	Gothenbrg Swedish 4*BHptCem*	Oil Engines 2S.C.SA 4Cy.13$\frac{3}{8}$"–22$\frac{7}{16}$" 125NHP A/BAtlas-Diesel,Skm.	12 ″ 3 s ″ 3$\frac{1}{2}$ 12 ″ 0$\frac{1}{2}$	
90021 6749 SDZN	**Sigyn** (*ex*Roxen-41,*ex*Athaulf) ssGot.No.3–5,28 ssGot.No.2–36 D.F. 1*Dk*(*Stl*)&*Shelter dk* (*Stl-pt* ws)	4528 4039 2709	✠100A1 *Shelter dk with freeboard* 4,40 BS4,40 ✠LMC12,36 *Fitted for oil fuel*9,21 *F.P. above* 150° F.	Got	y	OG 1,39	1921 9mo *Lloyd*	Akt.Lind- holmen- Motala Gothenburg *sA&CP*	RederiA/B Sigyn (H.Lundgren, *Mgr.*) *CellDB*	377·8 393·6(O.L.) F38'*onShelter dk* FK *Collision BHtoSh dk* 269'1145t*APT*86t	54·2	24·4	Helsingbrg Swedish *ptCem* 5 „ „ *U* „	T3Cy.27",44$\frac{3}{8}$"&72$\frac{7}{8}$"-48"(*s*) 185lb FD 455NHP 3SB(Spt)9*cf*,GS144,HS6150 Akt.Lindholmen-Motala	27 ″ 0 s2 ″ 11$\frac{3}{4}$ 24 ″ 2$\frac{1}{2}$	
90022	**Sembilangan** 2*Dks* *Fitted for oil fuel* D.F. Sub.Sig. *CruiserStern*	4990 4478 2956					1923	Deutsche Werft A.G. Hamburg	N V.Nederlandsch- IndischeMaats. voorZeevaart,I	399·6 P&B257'F50'	54·0	27·4	Dutch *WB*	T.3Cy 26$\frac{3}{16}$"43$\frac{3}{8}$"&70$\frac{5}{16}$"- 47$\frac{5}{16}$" 345NHP Gutehoffnungshütte, Sterkrade		
90023	**Saba** *OilEng.* 1*Dk* *Mchy.Aft*	561 463 310					1930	Deutsche WerkeA.G. Kiel	N.V.Koninklijke Nederlandsche StoombootMaats.	173·0 P46tF12t	30·1	10·5	Dutch *WB*	Oil Engines 2S.C.SA 6Cy.11"–15" 127NHP NE34 Akt.Burmeistr&Wain,Cpn		
90024	**St. Eustatius** TwinSc *OilEng.* 1*Dk*	428 346 220					1921	A/SVul- canværftet Korsör	CuracaoGovern- ment	136·9 P61'F14'	29·4	10·2	Dutch *WB*	Oil Engines 2S.C.SA 8Cy.16$\frac{1}{4}$"–18$\frac{9}{10}$" 384NHP J&CG BolindersCoLd Skm		
90025	**Salando** ssFal.No.3–6,35 D.F. 2*Dks*(*Stl*)	5272 4787 3225	✠100A1 (*Reclassification Contemplated*) Examined 1,41 ✠LMC7,40	Lon	y	CL 2,39	1920 2mo	JReadhead &Sons,Ld. South Shields	N.VNederlandsch- IndischeMaats. voorZeevaart.VI *CellDB*	399·4 413·8(O.L.) P49'B117'F39' FK 345'1085t *FPT*130t	52·4	28·5	Dutch 7*BHCem* *APT*205t	T.3Cy.27$\frac{9}{16}$",44"&73$\frac{5}{16}$"-48" 513NHP 3SB,9*cf*,GS190,HS7563 J.Readhead&SonsLd.S.Shl	31 ″ 0	
90026	**St. Martin** 1*Dk* *Fitted for oil fuel*	1383 1153 812					1921	Deutsche Werft.A.G. Hamburg	N.V.Koninklijke Nederlandsche StoombootMaats.	234·0 B52'F23'	36·6	17·7	Dutch *WB*	T3Cy 16$\frac{15}{16}$"27$\frac{9}{16}$"&43$\frac{3}{8}$"–31$\frac{1}{2}$" 106NHP StettinerOderwerkeStettin		
90027	**Suriname** Ⓟ ssBmn.No.2–38 *Ref.Mchy.* E.S.D. 2*Dks*(*Stl*) Sub.Sig. D.F. *CruiserStern*	7915 7119 4883	✠100A1 (*Reclassification Contemplated*) 7,38 Examined 2,41 BS2,41 LMC7,38 ✠NB8,30	Gls Bmn		CL 10,40	1930 8mo	Deschimag Akt.Ges. "Weser" Bremen	CuracaoGovern- ment *CellDB*430'1980t	495·7 P25'B&F458' *Upper*F37' FK *DTa*18'885t *FPT*98t	63·9	28·9	Willemstd Dutch 10*BHptCem* *ptAsp* *APT*73t	T4Cy 34$\frac{7}{16}$",56$\frac{5}{16}$"&(2)65$\frac{3}{8}$"- 59$\frac{1}{16}$"&LPturbine with DRgearing&hydraulic coupling NE26*refitted*30 206lb HS16146 1250NHP 5SB(Spt),15*cf*,GS350, BremerVulcan,Vegesack	33 ″ 0	

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Visites Périodiques.	3 Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. ps.*	15 Registres ou coté, si ce n'est dans le L.R. Durée Cert. B. of Trade.

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey Date of last Survey	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft in.	15 Registers in which classed, if not in L.R. Dated of B. of Trade Cert.
90201 8453 SDRN	**Tonghai** TwinSc OilEng. D.F. ~~E.S.D. GyC.~~ 1Dk& Shelter dk CruiserStern 3rd dk except in after hold Dk in upper 'tween dks at ends	~~6200~~ 6543 5291 3385	✠100A1 withfreeboard 11,40 ✠LMC11,40 Carrying vegetable oil in deep tank & tanks between tunnels	Got	d† 2⅝	CL	1940 11mo	A/B Götaverken Gothenburg	A/B Svenska Ostasiatiska Kompaniet(G. Borin,Mgr.) CellDB392'1389tMT30'951t Tanks in way of tunnels466tAPT124t	461·8 477·8(O.L.) FK	64·2	27·1	Gothenbrg Swedish 7BHptCem (CollBHto Sh.dk.6BHto2nd dk)	Oil Engines 2S.C.SA 12Cy.26¾"–59$\frac{1}{16}$" 1488NHP DB100lb A/B Götaverken,Got.		
90202 167510 MCWZ	**Thyra II** (exThyra-40) Wireless D.F. 1Dk& Shelter dk Ref.Mchy.	1088 868 563					1923	Frdkshavn Værft& FlydedokA/S Frederikshvn	Ministry of Shipping(Ellerman's WilsonLine,Ld. Mgrs.)	236·2	35 7	14·2	London British WB	DR geared steam turbine Akt.AtlasMaskinfbk.Cpn.		V
90203 167617 GMJW	**Tower Grange** OilEng. D.F. 1Dk& Shelter dk CruiserStern	5226 4685 3072	✠100A1 withfreeboard ~~7,40~~ 12,40 ~~(ClassContemplated)~~ ✠LMC7,40	Sld Lon	a† 2	CL	1940 7mo Lloyd'sA&CP	Wm.Doxford&Sons,Ld Sunderland	TowerS.S.Co.Ld. (CountiesShip ManagementCo. Ld.Mgrs.) CellDB356'1179tMT29'1205tFPT158tAPT166t	427·6 442·9(O.L.) FK	56·5	26·5	London British 7BHptCem (Coll to Sh dk 6 ,, 2nd ,,)	Oil Engines 2S.C.SA 3Cy.23⅝"–~~91$\frac{11}{32}$~~"–91$\frac{5}{16}$" 2DB120lb 516NHP Wm.Doxford&Sons,Ld Sld	29 ″ 0 s3 ″ 3¾ 25 ″ 10¾	
90204 167541 GLQL	**Tottenham** D.F. E.S.D. 1Dk& Shelter dk CruiserStern	4762 4239 2663	✠100A1 withfreeboard 4,41 ~~6,40~~ ✠LMC6,40	Shl Lon	a† 2	CL 3,41	1940 6mo Lloyd'sA&CP	CaledonS. B.&E.Co.Ld. Dundee	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.Mgrs.) & Div.W.T. ~~3 Div.~~ BHs in Sh'tween dks CellDB298'976t Tanks at sides of tunnel 250t	417·6 432·8(O.L.) FK	56·8	25·0	London British 7BHAsp (Coll to Sh dk 6 ,, 2nd ,,)	T.3Cy.23",38"&65"–42" (s) 220lb Rht. 393NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS119,HS5790 N.E.MarineEng.Co.(1938) Ld. FPT315tAPT125t	28 ″ 5 s3 ″ 2¾ 25 ″ 3	
90205	**Tiradentes** (exSouthlure-40,exCarplaka-36) Fitted for oil fuel D.F. E.S.D. GyC. 2Dks& Shelter dk Ref.Mchy. Sub.Sig.	4986 — 3093					1920	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0	54·2	27·8	R.Janeiro Brazilian WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.		R
90206	**Thepsatri Nawa** (exAdmiralSenn-40, exSulanierco) Fitted for oil fuel ssS.Fo.No.3-4,33 Sub.Sig. 1Dk(Stl)2trB in fore& after holds& Webframes	3260 — 1996	✠ ... 2,35 ✠	SFo	v		1920 10mo	Submarine BoatCorp. Newark,N.J.	Thai Maritime NavigationCo.Ld. CellDB251'827tDTf20'394tFPT111tAPT69t	324·0 P30'B90'F35' FK	46·2	25·0	Bangkok Thai 6BHptCem	1DR geared steam turbine HS5800 386NHP 2WaterTubeBoilers WestinghouseElectric& Mfg.Co.Essington,Pa.	28 ″ 6	R †
90207	**Tamandare** (exMormacport-40, exCity of Fairbury-38) Fitted for oil fuel D.F. E.S.D. 2Dks& Shelter dk GyC. Sub.Sig. Webframes	4942 — 3077	✠ ... 9,20 ✠				1919 8mo	American International S.B.Corp. HogIslandPa	LloydBrasileiro	390·0 FK	54·2	27·6	R.Janeiro Brazilian WB	DR geared steam turbine GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
90208 165986 GMYN	**Thursobank** D.F. E.S.D 1Dk& Shelter dk CruiserStern Tonnage opening closed '41(W.E.)	5575 5044 3233	✠100A1 withfreeboard 3,41 ~~10,40~~ ✠LMC10,40 Fitted for oil fuel 10,40 F.P.above150°F. Carrying Latex or oil fuel F.P.above150°F. in deeptank	Shl Lon	b†	CL	1940 10mo Lloyd'sA&CP	J.Readhead&SonsLd SouthShields	BankLine,Ld. (Andrew Weir&Co. Mgrs.) CellDB371'1458tDTa30'1210tFPT149tAPT227t	~~435·0~~ 435·2 451·8(O.L.) F37' FK	56·7	26·0	Glasgow British 7BHptCem (CollBHto Shelter dk,6BHto 2nd dk)	T.3Cy.25",42"&71"–43" 220lb (s) 542NHP 2SB(Spt)1AuxSB,9cf, GS167,HS7862 FD J.Readhead&SonsLd.S.Shl	38 ″ 7 s12 ″ 0½ 26 ″ 9¼	
90209 168028 GNDC	**Twickenham** D.F. E.S.D. 1Dk& Shelter dk CruiserStern	4762 4239 2663	✠100A1 withfreeboard 6,41 ~~11,40~~ ~~(ClassContemplated)~~ ✠LMC11,40	Shl	a† 2	CL	1940 11mo Lloyd'sA&CP	CaledonS. B.&E.Co.Ld Dundee	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.Mgrs.) CellDB298'976tTanks at sides of tunnel250tFPT315tAPT125t	417·6 432·8(O.L.) FK 4Div.W.T.BHs in Sh'tween dks	56·8	25·0	London British 7BHAsp (CollBHtoSh dk6BHto2nd dk)	T.3Cy.23",38"&65"–42" 220lb (s) 393NHP 2SB(Spt&FD)&1AuxSB, 8cf,GS119,HS5790 Rht. N.E.MarineEng.Co.(1938) Ld.Nwc.	28 ″ 5 s3 ″ 2¾ 25 ″ 3	
90210 168007 MKGF	**Thyra III** (exThyra-40) ssCpn.No.3-8,25 1Dk	828 711 488	✠ ... 7,30 ✠				1912 7mo	Kjöbnhvns Flydk.&Skbs. Copenhagen	Ministry of Shipping(F.T.Everard &Sons,Ld.Mgrs.)	211·6 P28'B60'F22' FK	31·5	13·2	London British WB	T.3Cy.14",22½"&37"–24" 79NHP KjbnhavnsFlydk.&Skbsv.	15 ″ 6	V †
90211 166310 GNWX	**Trader** 2Dks CruiserStern	~~6000~~ 6087 5567 3726	✠100A1 12,40 ~~(ClassContemplated)~~ ✠LMC12,40	Gls	a†	CL	1940 12mo Lloyd'sA&CP	C.Connell &Co.Ld. Glasgow	CharenteS.S.Co. Ld.(T.&J. Harrison,Mgrs.) CellDB362'1170tDTa32'915tFPT50tAPT63t	420·5 435·0(O.L.) P38'B140'F46' FK	54·6	30·3	Liverpool British 7BHCem	T.3Cy.27",44½"&~~70~~ 77"–54" (r) 210lb 120lb 524NHP 2SB(Spt)12cf,GS215HS8208 D.Rowan&Co.Ld.Gls.	32 ″ 7 s6 ″ ~~3¾~~ 26 ″ 5¾	
90212 46802 JWTN	**Tyowa Maru**	2719 — 1566					1939	OsakaIron Works,Ld. Osaka	NittoKogyoKisen K.K.	307·9	45·0	24·9	Tokyo Japanese	T.3Cy.18⅛",30⅛"&50"–36" 150NHP OsakaIronWorks,Ld.Osa.		
90213 46812 JWZN	**Tyuwa Maru**	2719 — 1566					1939	OsakaIron Works,Ld. Osaka	NittoKogyoKisen K.K.	307·9	44·9	24·9	Tokyo Japanese	T.3Cy.18⅛",30⅛"&50"–36" 150NHP OsakaIronWorks,Ld.Osa.		
90214 27912 JPBA	**Tokuzan Maru** (exNissoMaruNo.1-40,exToyohiko Maru-38, exUpada) 2Dks(Stl-Uteaks)3trB & Webframes	5449 4930 4008	✠ 5,99 ✠	Gls	s		1899 6mo	A.&J. Inglis Glasgow	TomoeGumiKisen K.K. CellDBa123'uE&f195'1208tMT30' 922t FPT184t APT112t	410·0 B95'F62' B43' FK	50·7	28·8	Tokyo Japanese 6BHCem	T.3Cy.26½",42"&66½"–51" 387NHP 2SB,6cf,GS123,HS1500 A.&J.Inglis,Glasgow	32 ″ 0	C †
90215 46834 JLGO	**Taisei Maru** Wood OilEng.	407 — 271					1940	Ikemoto Iwayosi Kudamatu	NakamuraKikuiti	132·1	28·5	13·0	Osaka Japanese	Oil Engines		
90216 46933 JCDO	**Toyosaka Maru**	1967 — 1125					1940	Mukozima DockK.K. Mukozima	HamaneShoten K.K.	278·8	39·4	21·1	Kobe Japanese	Steam Engine		
90217 46915 JYVN	**Tyoko Maru** OilEng.	889 — 592					1939	Nakada Zosensyo K.K. Osaka	SankoKisenK.K.	186·6	31·0	17·0	Amagasaki Japanese	Oil Engines		

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. 3 Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. — Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.
90218 168071 BCFD	**Tudor Queen** D.F. E.S.D. 1*Dk* *Mchy.Aft* *CruiserStern*	1029 682 582	✠100A1 2,41 ~~(Class Contem plated)~~ ✠LMC2,41	Lth	*m*	OG	1941 2mo	Burntislnd S.B.Co.Ld. Burntisland *Lloyd'sA&CP*	BritishChannel IslandsShipping Co.Ld.	204·2 212·3(O.L.) Q147'F24' FK *CellDB134'225tFPT61tAPT23t*	32·8	13·2	London British 3*BHptAsp* *ptCem*	T.3Cy.14",24"&40"-27" (*s*) 200lb 129NHP 1SB,3*cf*,GS45,HS1953 FD D.Rowan&Co.Ld.Gls.	15 ″ 1 s4 ″ 7¾ 14 ″ 11	
90219 220025 KUSJ	**Tennessee** (*ex*Occidental-40) *ss*Mob.No.3-12,31 *ss*N.Yk.No.2-39 D.F. 2*Dks(Stl)&Web frames* *Mchy.Aft* *Longitudinal framing*	6403 6071 3987	✠100A1 1,41 ~~1,40~~ MS10,39 *CarryingPetroleum in bulk* *Fitted for oil fuel* 5,20 *F.P. above* 150° F.	NYk ✠LMC BS~~4,40~~4,41	*a*†	CL ~~2,38~~ N1,41	1920 5mo	TexasS.S. Co. Bath,Me. A&CP	TheTexasCompany	416·8 P107'B35'F33' FK *CellDBuE&B*64'209t *FPT*229t *APT*130t	56·1	31·1	Wilmgton (Del.) Utd. States 16*BHptCem*	T.3Cy.26¼",44"&74"-51"(*s*) 200lb 556NHP 3WTB(Spt),HS9969 H.G.TroutCo.Buffalo,N.Y	32 ″ 10 s 6 ″ 3 26 ″ 10	
90220 168080 BCGM	**Teddington** 1*Dk& Shelter dk* D.F. E.S.D. *CruiserStern*	4762 4239 2663	✠100A1 *withfreeboard* 4,41 ~~3,41~~ ~~(Class Contem plated)~~ ✠LMC3,41	Dun Shl	*a*† 2	CL	1941 3mo	CaledonS. B.&E.Co.Ld. Dundee *Lloyd'sA&CP*	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*)	417·6 432·8(O.L.) FK *(CollBHtoSh dk 6BHto2nd dk)* *CellDB*298'976t*Tanks atsides of tunnel*250t*FPT*315t*APT*125t	56·8	25·0	London British 7*BHAsp*	T.3Cy.~~28"~~ 23",38"&65"-42" 220lb (*s*) 393NHP 2SB(Spt&FD)&1AuxSB, 8*cf*,GS119,HS5790 Rht. N.E.Marine Eng.Co.(1938) Ld. Nwc.	28 ″ 5 s 3 ″ 2¾ 25 ″ 3	
90221	**Thompson Lykes** *Fittedforoilfuel* D.F. E.S.D. GyC. 3*Dks*	7000					1940	Bethlehem. SteelCo.S.B. Division Sparrow'sPt. Md.	UnitedStates Maritime Commission	395·0	60·0	37·5	Houston, Tex. Utd. States *WB*	2 steam turbines DRgeared to 1 sc.shaft 666NHP BethlehemSteelCo.S.B. Division,Quincy,Mass.		
90222 TCBQ	**Tunç** Ⓟ (*ex*Inönü-41,*ex*In-Eunu, *ex*Vesta,*ex*Vaskapu, *ss*Gtz.No.3-3,05 *ex*Lascar) 1*Dk2trB&ptAwng dk*	1737 — 1065	✠ ... 2,07 ✠				1891 12mo	Wigham- Richrdsn&Co Newcastle	T.C.Münakalât VekâletiDevlet Denizyollari IsletmeU.M.	260·0 F26'*pt Awng dk*162' RFD72' FK	36·2	16·9	Istanbul Turkish *WB*	T.3Cy.20½",33"&54"-36" 175NHP WighamRichrdsn&CoNwc	19 ″ 3	
90223 FORY	**Tourquennois** (*ex*Calvados-41, *ex*Eftychia *ss*Nwc.2ndNo.3-11,35 Vergotti-38, *Spar dk(Stl)2trB* *ex*Rowtor,*ex*Asiana) *&deep framing* *ss*Msl.No.1-41	2993 2819 1867	✠100A1 *Spar dk* *withfreeboard* 1,41 ~~5,38~~ ~~BS5,38~~	Alg Msl ✠LMC~~11,34~~ 1,41	*u*	CL ~~11,36~~ 7,40	1909 6mo	Irvine'sSB &D.D.Co. Ld. W Hartlepool *Lloyd'sA&CP*	Cie.desBateaux à Vapeur duNord (Soc.Anon.de Gérance et d'Armement,*Mgrs.*)	325·0 336·5(O.L.) P32'B101'F31' FK *CellDBa*102'*uE*24'*f*138'573t *FPT*60t*APT*77t	47·0	22·4	Marseilles French 5*BHCem*	T.3Cy.23½",38"&64"-42"(*s*) 180lb 290NHP 2SB,6*cf*,GS97,HS4488 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 10 s 3 ″ 11½ 21 ″ 1	
90224 OFEW	**Tornator** Ⓟ TwinSc3Mst (*ex*Norseman-41, *OilEng.* *ex*Selandia-36) *ss*Cpn 2ndNo.3-2,36 1*Dk(Stl)&Awng dk(Stl*-teak s)	4950 4272 3163	✠100A1 *Awng dk* *withfreeboard* 1,38 ✠LMC DBS7,38	Sng OS2,36 6,37	*x*	CL S6,36 P5,37	1912 2mo	Akt.Bur- meistr&Wain Copenhagen *Lloyd'sA&CP*	A/BFinland- Amerika LinjenO/Y	370·4 P25'F32'*on Awg dk* *Baft54'fore77'* FK *Cell D Ba*60' *uE* [illegible]225'1050t *FPT*88t*APT*84t	53·2	27·1	Helsingfors Finnish 6*BH*	Oil Engines 4S.C.SA 16Cy.20⅞"-28¾" 680NHP NDB30 *100lb* Akt.Burmeistr&Wain,Cpn	30 ″ 0 ~~s 6 ″ 2~~ ~~24 ″ 3~~	
90225 DOTV	**Teiun Maru** (*ex*Bremerhaven-40, *ex*IslandTrader-38,*ex*Bremerhaven-37) Sub.Sig. 2*Dks*	1615 1388 959					1920	Bremer Vulkan Vegesack	TeikokuKisenK.K.	237·8 H14'B37'F31'	35·9	19·5	Tokyo Japanese *WB*	T.3Cy.$16\frac{3}{10}$",$26\frac{4}{5}$"&$44\frac{1}{10}$"- 29½" 106NHP BremerVulkan,Vegesack		G
90226 47585 JSHO	**Tamasima Maru**	3560 — 2086					1940	Mitsubishi JukogyoK.K Yokohama	IinoKisenK.K.	343·9	48·2	27·9	Kobe Japanese	Steam Engine		
90227 47746 JPEO	**Toko Maru**	2748 — 1572					1940	OsakaIron Works,Ld. Habu	OkadaGumiK.K.	307·9	45·0	24·9	Osaka Japanese	Steam Engine		
90228 3072	**Tosei Maru No. 1** *OilEng.*	543 — 352					1940	.... Simonoseki	TyosenIwasiyusi SeizogyoSuisan- kumiaiRengokai	150·0	29·0	13·5	Zinsen Japanese	Oil Engines		
90229 3069	**Tosei Maru No. 2** *OilEng.*	501 — 244					1940	.... Simizu	TyosenIwasiyusi SeizogyoSuisan- kumiaiRengokai	156·0	25·6	13·5	Zinsen Japanese	Oil Engines		
90230 82 JRNG	**Tyosan Maru**	3939 — 2354					1940	TamaS.B. Co.Ld. Tama	DairenKisenK.K.	354·5	50·5	24·5	Dairen Japanese	Steam Engine		
90231 213962 WFDN	**Toteco** (*ex*LosAngeles-41) 3Mst *ss*L.An.2ndNo.3-3,40 *Mchy.Aft* 2*Dks(Stl)&Web frames* D.F. *Longitudinal framing*	6752 6394 4205	✠100A1 4,41 ~~3,40~~ BS4,41 *CarryingPetroleum in bulk* *Fitted for oil fuel* 4,16 *F.P. above* 150° F.	LAn ✠LMC3,40	*b*†	CL 6,39	1916 4mo	UnionIron WorksCo. SanFrancisco A&CP	MexicoShipping& TradingCo,Inc. (Delaware)(Sieling&Jarvis,,*Mgrs*)	435·0 P106'B57'F43' FK *CellDBuE&B62'f*57'433t *FPT*100t*APT*74t	56·2	33·6	Wilmngtn (Del.) Utd. States 14*BHptAsp* (8 *to Udk* 6 ,, *2nd*,,)	T.3Cy.27",47"&76"-48" (*s*) 215lb 552NHP 3SB,9*cf*,HS9405 UnionIronWorksCo.S.Fo.	33 ″ 6	
90232 47864 JQAO	**Teiyo Maru** Ⓟ (*ex*Saarland-40 Sub.Sig. D.F. GyC. 2*Dks&Shelter dk*	6870 5572 3918					1924	Blohm& Voss Hamburg	TeikokuSenpaku K.K.	449·1	58·3	26·8	Tokyo Japanese *WB*	4 steam turbines SRgeared to 1 sc. shaft Blohm&Voss,Hamburg		G
90233	**Trompenburgh** *OilEng.*	379 274 177	100A1 *(Class Contem plated)*				1940	Bodewes Schpswerven Foxhol	W.H.Müller&Co. N.V.				Dutch	Oil Engines WerkspoorN.V.Ams.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name, Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formula; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed if not in L.R. Date of B. of Trade Cert.
90234	**Toendjoek** *Oil Eng.* *Well deck* ssBat.No.3–9,40 D.F. *2Dks(Stl)3rd dk inNo.1 hold* *CruiserStern*	6200 5525 3716	✠100A1 9,40 DBS9,40	Bat ✠LMC9,40		CL 9,40	1926 2mo *Lloyd's*	Akt.Ges. "Vulcan" Hamburg *A&CP*	NV.Nederlandsch-IndischeMaats. voorZeevaart.I	450·3|58·2|24·6 P&B375''F55' FK *CellD B397'1655tFPT72t*	Batavia Dutch *8BHptCem ptAsp* *APT45t*	2 Oil Engines 4S.C.SA coupled to 1 sc. shaft by hydraulic transformers & SR gear DB*107lb* DB*100lb* 16Cy.25$\frac{3}{16}$"–27$\frac{9}{16}$" 993NHP A.G."Vulcan," Hamburg	29 " 6	
90235	**Terkoelei** Ⓟ ssHam.No.2–31 *WellDeck 2Dks(Stl)3rd tr B* D.F. *inNo.1Hold*	5158 4478 3093	✠100A1 *(Reclassification Contemplated)* 4,41 Examined4,41 ✠	Lon	*a*†		1923 2mo	Blohm& Voss Hamburg	N.VNederlandsch-IndischeMaats. voorZeevaart.I	407·0|56·0|25·9 P&B329'F53' FK *CellD B353' 924t FPT51t*	Batavia Dutch *8BHAsp* *APT16t*	4 steam turbines SR geared to 1 sc. shaft 634NHP 3SB(Spt)9c*f*,GS200,HS8880 Blohm&Voss,Ham.	28 " 6	

1 Numero d'Ordre. — Numero Officiel. — Signaux	2 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où coté, si ce n'est dans le L. R. Durée. Cert. B. of Trade.

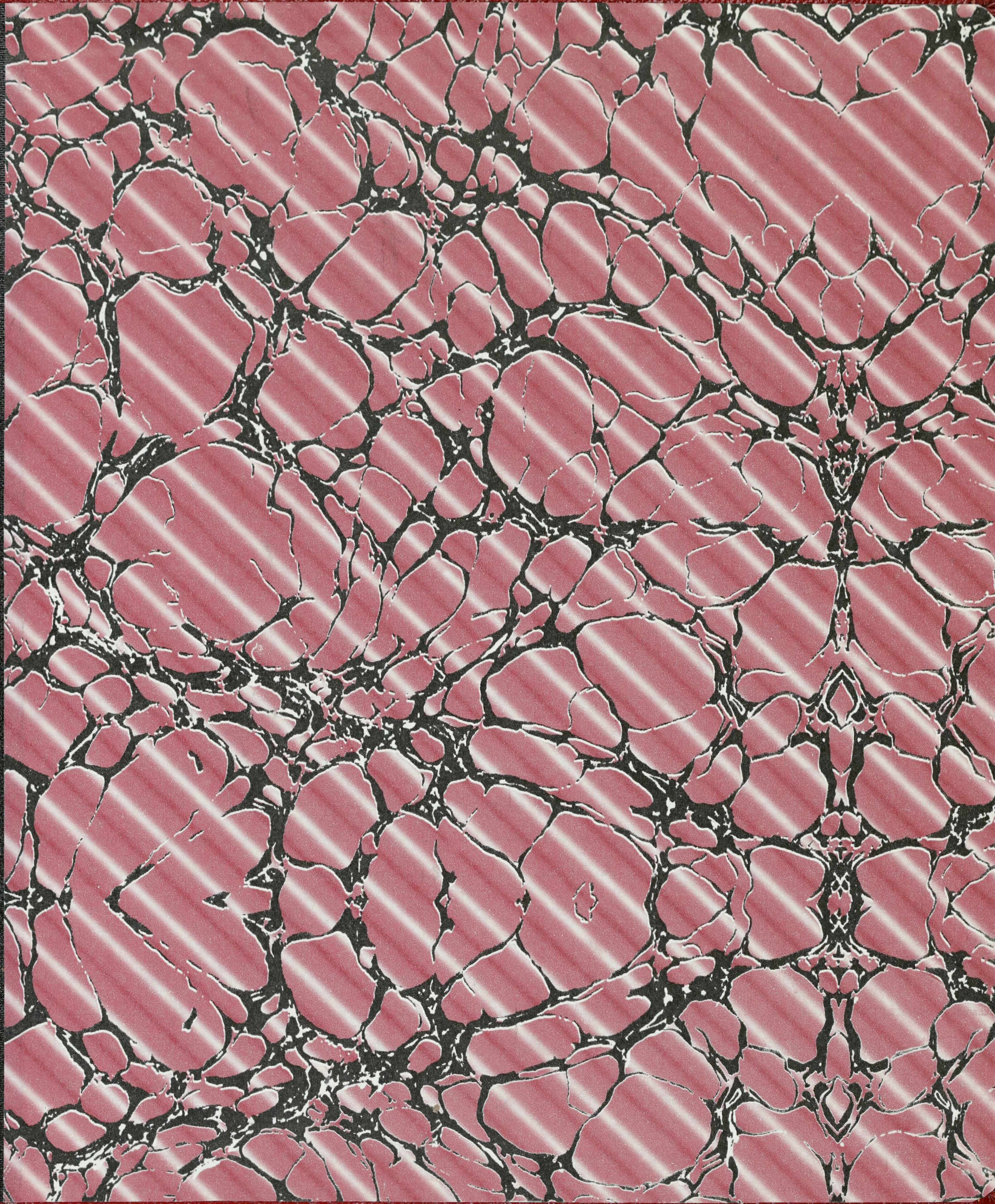
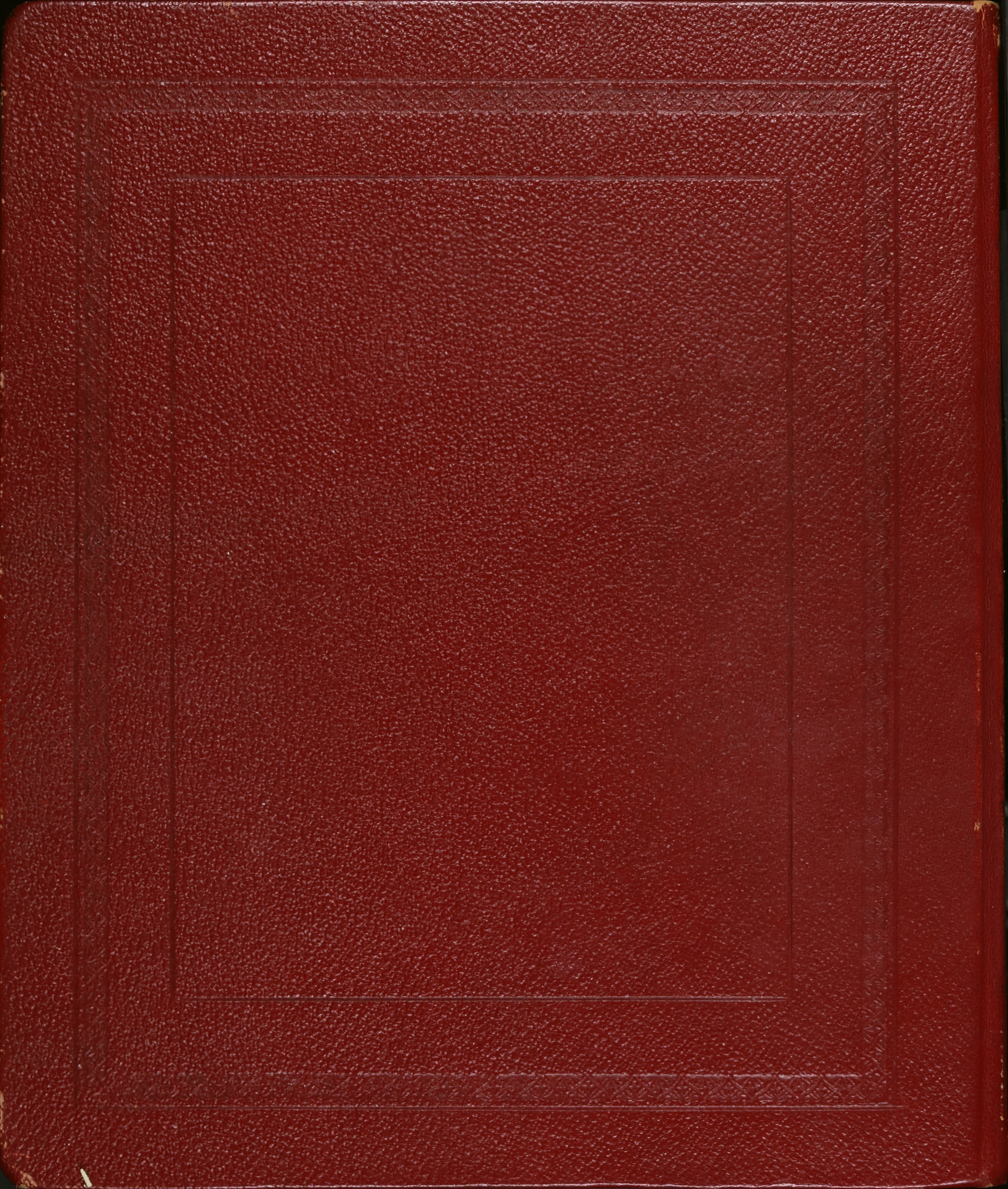
1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. Under deck. Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year assigned now expired. Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom Where	10 Owners.	11 Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships Corresponding draught. ft. in.	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.
40 90401 162148 GFBB	**Uskbridge** D.F. *CruiserStern* 1*Dk* *Cargo battens not fitted*	2715 2399 1559	✠100A1 ~~6,40~~10,40 ✠LMC6,40	Lth Sws	*t*	CL	1940 6mo *Lloyd's*	Burntislnd S.B.Co.Ld. Burntisland *SA&CP*	UskportS.S.Co.Ld. (R.W.Jones&Co. *Mgrs.*) *CellD*	314·0 324·0(O.L.) P27'B65F30' FK B257'658t*FPT*100t	45·2	21·7	Newport British 5*BHptCem* *APT*196t	T.3Cy.17½",28"&50"–33"(*s*) 220lb *100lb* FD 213NHP 2SB(Spt),4*cf*,GS65,HS3010 D.Rowan&Co.Ld.Gls.	23″10 s3″7 20″5¾	
90402 168190 BCMM	**Underwood** TwinSc *OilEng.* 1*Dk*.2*nd dk.aft* *Mchy.Aft* *CruiserStern* *Deck longitudinally framed in way of hatchways* *Cargo battens not fitted*	~~1900~~ 1990 1751 1359	✠100A1 *withfreeboard* 6,41 ~~(*ClassContemplated*)~~ ✠LMC6,41	Lth	*r*	OG	1941 6mo *Lloyd's*	Henry Robb,Ld. Leith *SA&CP*	UnionSteamShip Co.of NewZealand Ld. *CellD*	263·0 273·5(O.L.) ~~F29'~~ F49' FK B210'544t*FPT*79t	45·2	19·1	London ~~AuklndNZ~~ British 4*BHptCem* *APT*76t	Oil Engines 2S.C.SA 8Cy.13⅜"–22$\frac{7}{16}$" 250NHP BritishAuxiliaries,Ld.Gls.	21″6 s7″0½ 14″6¾	
90403 47750 JLVO	**Uzi Maru** *OilEng.*	873 — 456					1940	Urabe ZosenTek-kosyoK.K. Osaka	SankyoKaiunK.K.	185·0	31·0	17·3	Osaka Japanese	Oil Engines	-	

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques Nombres des Ponts.	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. — Navire. — Mach.	9 Par qui. — Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert. B.ofTrade.
90501 FPHQ	Vannes (exWestPlanter-40, exTexasPlanter-35, Fitted for oil fuel exLakeFlatonia-32) D.F. 1Dk2trB	2609 2261 1610	✠ ... 4,22 ✠				1919 10mo	McDougall -DuluthCo. Duluth Minn.	Cie.Générale Transatlantique	251·0|43·7|25·8 P25'B64'F20' FK	 French WB	T.3Cy.21",35"&59"-42" 352NHP McDougall-DuluthCo.	28 " 2	R †
90502 HPPV	Valiente ssN.Yk.2ndNo.3-6,40 (exDredger ~~Fitted for oil fuel~~ O'BrienBrothers-40, 2Dks exBrookline), Now "Guatemala," see No. 88216 in Supplement	5967 5105 3741	100A1 12,40 ~~6,40~~ ~~(Classification Contemplated)~~ Fitted for oil fuel 6,40 F.P. above 150°F. BS12,40	NYk SFo LMC6,40	z	1,40 Lloyd's A&CP	1920	Atlantic Corporation Portsmouth, N.H.	Panamanian Freighters(Wallem&Co, Mgrs.) CellDB362'1125tMT29'638tFPT78tAPT224t	410·2|54·0|29·7 427·0(O.L.) P44'B115'F47' FK	Panama Pnamanian 7BHptCem	T.3Cy.24½",41½"&72"-48" 215lb 603NHP 3WTB,HS9150 FD AtlanticCorp.Ptsmth,N.H.	29 " 9 s5 " 9½ 24 " 2	
90503 EAQA	Vicente Fuchol Ⓟ TwinSc (exMarcoPolo) OilEng. Wireless 2Dks	1551 — 637					1896	N.Odero fuA. SestriPnente	Cia.Trasmediterranea	277·2|36·9|19·8	Valencia Spanish	Oil Engines 4S.C.SA 20Cy.20⅞"-20⅞" 856NHP Emade—,fitted25 Maschinenfbrk.Augsburg- NürnbergA.G.Augsburg		V
90504 172358	Victorious (exVictory-40) Mchy.Aft D.F. GyC. 1Dk2trB Sub.Sig.	4676 4486 3532					1895 Reconstructed 1925	Chicago S.B.Co. Chicago	UpperLakes&St. LawrenceTransportationCo.Ld. (G.C.Leitch, Mgr.)	459·5|47·9|23·5 len05	Toronto British WB	T.3Cy.22",38"&63"-40" Bmade12fitted— 251NHP ClevelandS.B.CoCleveland		R
90505 226114 KGDD	Venore (exCharlesG. TwinSc Black-40, ~~ssN.Yk.No.3-7,38~~ exG.Harrison 1Dk(Stl)& Web frames Smith) Mchy.Aft Longitudinal framing D.F. E.S.D. GyC. ssBal.No.3-12,40	8017 6891 3744	100A1 12,40 ~~7,40~~ ~~MS7,38~~ ~~Carrying Petroleum in bulk~~ Fitted for oil fuel1921 F.P. above 150° F.	NYk Bal LMC12,40 ~~BS1,40~~	j†	CL s12,40 PN 12,40	1921	Bethlehem S.B.Corp.Ld. Sparrows Point,Md.	OreS.S.Corp. CellD BuE&B73' Converted from tanker '40	550·3|72·2|43·7 P119'F51' FK ~~Altered '40~~ 346tDTf27'1010t ~~FPT720t APT322t~~	NewYork Utd. States 7BHptCem (16BH in wings) side WB tanks	T.6Cy.25",41"&68"-48" (s) 200lb 928NHP 3SB,12cf, HS13491 FD BethlehemS.B.Corp.Ld. 330'&21'-150tFPT720tAPT322t	44 " 0	
90506 240389	Virginia Fitted for oil fuel CruiserStern 1Dk Mchy.Aft Longitudinal framing Carrying Petroleum in bulk	~~11200~~ 10731 — 8472					~~1940~~ 1941	Welding ShipyardsInc Norfork,Va.	NationalBulk Carriers,Inc.	500·0|70·0|38·5 P198'F90'	 Utd. States WB	2 steam turbinesDRgeared to 1 sc. shaft 1416NHP AllisChalmers,Milwaukee		
90507	Vingnes OilEng. D.F. 1Dk&Shelter dk CruiserStern	5200 4600 3000					1940	A/B Götaverken Gothenburg	Skibs.A/S Nordheim(Halfdan Ditlev-Simonsen& Co. Mgrs.)	426·0|56·8|25·3	Oslo Norwegian WB	Oil Engines 4S.C.SA 8Cy.29⅛"-59$\frac{1}{16}$" 653NHP A/B Götaverken,Got.		
90508 218639 KIRT	Vermont (exDerbyline-41) ssN.Yk.No.3-6,35 Mchy.Aft ssN.Yk.No.1-39 D.F. 2Dks(Stl)&Webframes Longitudinal framing	~~6352~~ ~~6503~~ ~~4289~~ 6917 6509 4284	100A1 9,40 MS12,38 Carrying Petroleum in bulk Fitted for oil fuel4,23 F.P. above 150° F.	NYk LMC BS5,40	b†	CL N12,38	1919	Bethlehem S.B.Cpn.Ld. Alameda,Cal.	TheTexas Company CellD BuE & B62'202tD	435·4|56·1|33·8 P106'B48'F43' FK TfFPT97tAPT74t	Wilmgton (Del.) Utd. States 13BHptCem (9 to U dk 4 „ 2nd„)	T.3Cy.26⅜",47½"&78¼"-48" 220lb (s) 597NHP 3SB,6cf,HS8235 FD BethlehemS.B.Cpn.Ld. SanFrancisco	33 " 6	
90509 170160 VCTQ	Vancouver Island Ⓟ TwinSc (exWeser-40, OilEng. exYakimaStar-34, 2Dks exSudAmericano) CruiserStern Ref.Mchy. D.F. E.S.D.	9472 8881 5997	✠ ... 2,34 (Reclassification Contemplated) Lloyd'sRMC2,41 Forward chambers for temp.32°F.				1929 6mo	Deutsche Werke Kiel	CanadianGovt. (CanadianGovt. MerchantMarine Ld. Mgrs.)	487·3|60·6|39·5 B31'F52' 27·3 len34 FK	Montreal British WB	Oil Engines 2S.C.DA 14Cy.23⅝"-43$\frac{5}{16}$" 2720NHP NE34 Maschinenfbrk. Augsburg- NürnbergA.G.Augsburg	42 " 0 s12 " 9¼ 29 " 5	
90510	Vesthav OilEng. Mchy.Aft CruiserStern Longitudinal framing	10200 9400 6100	100A1 (ClassContemplated) Carrying Petroleum in bulk				1941	Kockums M.V.Aktieb. Malmö	Skibs.A/S Sydhav (T.Lodding, Mgr.)	513·0|63·2|38·7 P95'B39'F65'	Oslo Norwegian	Oil Engines 2S.C.DA 8Cy.23⅝"-43$\frac{5}{16}$" KockumsM.V.Akt.Malmö		
90511	Vilna OilEng. Elec.welded CruiserStern 1Dk Mchy.Aft Carrying Petroleum in bulk	490					1940	Glommæns Mek. Verk. Fredrikstad	Skibs.-A/S Varden (SverreDitlev- Simonsen&Co. Mgrs.)	150·0|26·0|	Oslo Norwegian	Oil Engines 2S.C.SA 6Cy.9⅞"-16½" 102NHP A/BAtlas-Diesel,Skm.		

1 No. in Book. Official No. Code Letters.	2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. — Under deck. — Net.	5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	Years Assigned now expired.	7 Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners.	11 Regist'd Dimensions. Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. *ft. in.*	15 Registers in which classed, if not in L.R. Date of B. of Trade Cert.

1 Numero d'Ordre. Numero Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Equipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	15 Registres ou coté, si ce n'est dans le L.R. Durée.Cert.B.of Trade.
90601 135091 MFPL	**Woodstock** (*ex*DoverAbbey-40, *ex*Briardale-37,*ex*LaSantaMaria-36, *ex*Wendy-36) 1*Dk* Wireless	958 798 537					1913	Ramage& Ferguson,Ld. Leith	G.Gibson&Co.Ld.	210·0 P15'B69'F26'	33·2	14·1	Leith British *WB*	T.3Cy.16½",27"&44"-30" 97RHP Ramage&Ferguson,Ld Lth		C
90602 123965 CYMF	**Willowbranch** (*ex*Rosemount-40, *ex*Saskatoon) *OilEng.* *Mchy.Aft* 1*Dk* *CarryingPetroleum in bulk*	1752 1462 1546					1910	Sunderlnd S.B.Co.Ld. Sunderland Converted to a tanker1940 by MarineIndustries,Ld.Sorel,P.Q.	~~MarineIndustries, Ld.~~ BranchLines, Ld.	250·2 P96'F36'	~~42·8~~ 42·7	~~16·4~~ 16·8	Sorel,P.Q. British *WB*	Oil Engines 6Cy.16"-20" NE40 Fairbanks,Morse&Co. Beloit,Wis.		
90603 215234 KJOI	**West Coast** (*ex*Cornelia-40, **Wood** *ex*JohnC. *Fitted for oil fuel* Kirkpatrick-36,*ex*Robert 1*Dk* C.Sudden,*ex*Hadrumete,*ex*Robert C.Sudden) Wireless	1430 — 809					1917	F.Stone Oakland,Cal.	WestCoast ShippingCo.	223·0	43·6	16·5	Seattle Utd.States	T.3Cy.15½",26"&43"-33" 106NHP MainStr.IronWks.S.Fo.		R
90604 219183 KJJB	**William J. Salman** (*ex**Barge*Elizabeth *Fitted for oil fuel* River-40, *ex*Steamer-39, 1*Dk*2*trB* *ex*LakeFelden)	2592 2243 1613	✠ ... 1,21 ✠				1919 11mo	American S.B.Co. Lorain,O.	CanadianGulf Line,Ld.	251·0 P25'B64'F23' FK	43·6	26·1	Houston, Tex. Utd.States *WB*	T.3Cy.21",35"&59"-42" 226NHP AmericanS.B.Co.Lorain,O.		R †
90605 217533 KEVD	**Will H. Point**(*ex*WestCorum-40) *Fitted for oil fuel* 2*Dks*	5795 5144 3599	✠ ... 4,21 ✠				1919 1mo	Columbia RiverSBCorp Portland,Or.	UnitedStates Maritime Commission	410·0 P44'B115'F47' FK	54·2	27·6	N.Orleans Utd.States *WB*	DR geared steam turbine 579NHP GeneralElectricCo. Schenectady,N.Y.	30 ″ 2	R †
90606 218486 KJJP	**Wolverine** (*ex*Excello-40, *ex*Luxpalile) *Fitted for oil fuel* 2*Dks& Webframes*	4990 4572 3051	✠ ... 1,20 ✠				1919 7mo	American International S.B.Corp. HogIslandPa	StatesMarine Corp.	390·0 P39'B122'F43' FK	54·2	27·6	NewYork Utd.States *WB*	DB geared steam turbine 600NHP GeneralElectricCo. Schenectady,N.Y.	32 ″ 0	R †
90607 47576 JSJO	**Wakatu Maru** (*ex*Andreas-41, *ex*IndianPrince-36, *ss*Liv.No.3-10,29 *ex*Glenlyon) *ss*Avn.No.2-36 Sub.Sig. E.S.D. 2*Dks*(*Stl*)	5123 — 3176	✠ ... 4,41 ✠	NYk			1917 9mo	C.Connell &Co.Ld. Glasgow *'Tween dk BH in after hold dispensed with 5BH to U dk* *CellDB344' 1066t DTa33'890tAPT24t 1 „ „ 2nd „ only*	SimataniKisen K.K.	400·3 P35'B121'F45' FK	53·0	27·3	Kobe Japanese *Cem*	T.3Cy.27",48"&72"-48" 510NHP 3SB,9*cf*,GS150,HS7647 Dunsmuir&Jackson,LdGls	29 ″ 7	
90608 143383 GLDQ	**War Nawab** (*Now used for oil fuel storage purposes*) *Modified ss*Sou.No.3-4,41 1*Dk* *Longitudinal framing*	5586 4715 3427	✠100A1 6,41 ~~4,41~~ BS4,41 ✠LMC9,36 *Carrying homogeneous oil fuel in bulk F.P. above 150° F.* *Fitted for oil fuel 8,19 F.P. above 150° F.*	Sou	*z*	CL N9,37	1919 8mo	PalmersCo. Ld. Newcastle *Lloyd's A&CP*	TheAdmiralty *Middle line BH not oiltight* *CellDBuE&B59'f50'337tFPT99tAPT68t*	400·0 410·0(O.L.) P50'B121'F39' FK	52·3	28·4	London British 11*BHptCem*	T.3Cy.27",44"&73"-48" (s) 180lb 517NHP 3SB,9*cf*,GS190,HS7668 FD Palmers'Co.Ld.Nwc.	31 ″ 0	
90609	**William C.McTarnahan** TwinSc *OilEng.* *Mchy.Aft* *Elec.welded* *Longitudinal framing*	7294	100A1 (*ClassContemplated*) *CarryingPetroleum in bulk*				1941	Alabama D.D.&S.B.Co Mobile,Ala.	NationalBulk Carriers,Inc.	416·1 P163'F39'	56·2	34·8	NewYork Utd.States	Oil Engines 4S.C.SA 16Cy.20"-24" McIntosh&Seymour Auburn,N.Y.		

1	2	3	4	5	6	7		7*	8	9	10	11			12	13	14	15
No. in Book. Official No. Code Letters.	Steamer's Name. Special Surveys.	Material, Rig, &c. *Late Name if any.* No. of Decks, &c.	Regist'd Tonnage. Gross. Under deck. Net.	Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	Port of Survey.	Years assigned now expired.	Equipment Letter.	Date when tail shaft last seen.	Built. When	By Whom Where	Owners.	Regist'd Dimensions Deck Erections, &c. Length.	Breadth.	Depth.	Port of Registry. Flag.	Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formulæ; RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	Moulded depth. Freeboard amidships Corresponding draught. *ft. in.*	Registers in which classed, if not in L.R. Date of B. of Trade Cert.

1 Numero d'Ordre. Numero Officiel. Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	4 Tonnage Officiel. Total. Sous le Pont. Net.	5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenant expiré. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre porte-hélice.	8 Construit. Quand. Navire. Mach.	9 Par qui. Où.	10 Armateurs.	11 Dimensions d'après la Douane. Superstructures, &c. Longueur.	Largeur.	Creux.	12 Port d'Armement. Pavillon.	13 Machines. No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille Franc-bord au milieu du navire. Tirant d'eau correspondant. *pds. pc.*	15 Registres où coté, si ce n'est dans le L.R. Durée.Cert.R.ofTrade.
90751	**Yamahuku Maru** *CruiserStern*	4900					1940	OsakaIron Works,Ld. Osaka	**YamashitaKisen K.K.**	365·7	54·1	29·1	Kobe Japanese *WB*	Steam turbines 436NHP		
28/40 90752 167615 GLZB	Yewcrest (*ex*IvoRacic-40,*ex*Dan, *ex*GerolamoUlloa, *ex*Dan) *ss*Rot.2ndNo.3-1,33 *ss*Rot.No.1-37 1*Dk*(*ptIrn&ptStl*)2*trB* *&deepframing*3*Dkrule*	3774 3411 2314	✠100A1 5,40 MS6,37	Bry ✠LMC BS12,39	*w*	CL 4,40	1907 6mo *Lloyd's*	J.Readhead&Sons SouthShields *A&CP*	CrestShippingCo. Ld. *CellDBa*	350·4 P41′B179′F32′ FK 115′*u* *E*21′*f*150′103	49·1	24·8	London British 6*BHCem* 6*tAPT*136*t*	T.3Cy.24½″,41″&66″–45″(*r*) 180lb 326NHP s 2SB,6*cf*,GS126,HS5210 J.Readhead&Sons,S.Shl.	26 ″ 4 3 ″ 6 23 ″ 0¼	
90753	**Zoella Lykes** *Fittedforoilfuel* **D.F. E.S.D.** *Cruiser Stern 3Dks* **GyC.** *ptLongitudinalframing*	6870 4055 4100					1940	Federal S.B.&D.D.Co Kearny,N.J.	**LykesBros. SteamshipCo.Inc.**	397·0	60·2	34·6	**Tampa** **Utd. States** *WB*	2 steam turbines DRgeared to 1 sc. shaft 666NHP DeLavalSteam TurbineCo.Trenton,N.J.		
90754 45437 JZIM	**Zyuko Maru** (*ex*KamikazeMaru-40) *OilEng.*	478 — 291					1938	Kanesasi Zosensyo K.K.Sumizu	**TaiyoKogyoK.K.**	155·8	25·6	13·5	Tokyo Japanese	Oil Engines		
90755 19584 JJSC	**Yubari Maru No.3** (*ex*SyotenMaru-40,*ex*ShotenMaru-38, *ex*MisakiMaruNo.3) 1*Dk*	1152 988 799					1918	Hakodate DockCo. Hakodate	**KamitiK.K.**	215·0	31·5	18·5	Kobe Japanese *WB*	T.3Cy.14½″,24½″&40″–30″ Hakodate 88NHP DockCo.Hakodate		
90756 47863 JQBO	**Zinmu Maru**	1912 — 1058					1940	Kawaminami Kogyo K.K. Hoyagi	**KuribayasiSyosen K.K.**	271·7	40·0	20·3	**Tokyo** **Japanese**	**Steam Engine**		
90757	**Yarrawonga** *Launched as* Rigoletto *OilEng.* **D.F. E.S.D.** *CruiserStern*	4900 4200 2850	100A1 *withfreeboard* (*ClassContemplated*)				1941	Eriksbergs M.V.Aktieb. Gothenburg	RederiA/B Transatlantic(G. Carlsson,*Mgr.*)	418·2 F39′	56·7	25·1	Gothenbrg Swedish	Oil Engines 2S.C.SA 6Cy.29⅛″–55⅛″ EriksbergM.V.Aktieb.Got.